FHWA-FL-EIS-95-03-F
Federal Highway Administration
Region 4

ADMINISTRATIVE ACTION
FINAL
ENVIRONMENTAL IMPACT STATEMENT
SECTION 4(f) EVALUATION

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

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

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

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

11/22/96
Date

for
Regional Administrator
Federal Highway Administration

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Prepared by:

Greiner, Inc.
Tampa, Florida

December 1996

SUMMARY

SECTION S.0

SUMMARY

Administrative Action, Environmental Impact Statement.

☐ Draft ☒ Final ☒ Section 4(f) Evaluation attached

The following individuals may be contacted for additional information concerning this Environmental Impact Statement/Section 4(f) Evaluation.

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S.1 PROPOSED ACTION

In 1987, the Florida Department of Transportation (FDOT) began the development of a Master Plan (Phase I) for the Tampa interstate system. The purpose of Phase I of the Tampa Interstate Study (TIS) was to identify possible improvements which would enable approximately 58.9 km (36.6 mi.) of I-275, I-75, and I-4 to safely accommodate anticipated travel demand in the year 2010. The overall objective of the Master Plan was to identify alternatives and make recommendations regarding the preferred type and location of multi-lane improvements, potential high-occupancy

vehicle (HOV) facilities, transit facilities, traffic management techniques, and traffic surveillance and control systems. The results of the TIS Phase I are documented in the TIS Master Plan Report (August 1989), published separately.

Services performed in Phase I included the following:

- A Master Plan of improvements to I-275, I-75, and I-4 to accommodate transportation needs through the year 2010.
- Justification Report(s) for the recommended improvements sufficient to obtain Federal interstate funding.
- Conceptual designs of the recommended improvements in sufficient detail to identify structural, environmental, and right-of-way improvements.
- 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.

Phase II of the TIS began in April 1989 and involves the preparation of the environmental documentation necessary for state and federal approvals and funding for those concepts approved in Phase I of the TIS.

Originally, the environmental documentation of Phase II of the TIS included the preparation of two separate documents: an Environmental Assessment (EA) for improvements to I-275 from the Howard Frankland Bridge/Kennedy Boulevard ramps east to the Dale Mabry Highway interchange; and an Environmental Impact Statement (EIS) for improvements to I-275 from the Dale Mabry Highway interchange north to Dr. Martin Luther King, Jr. Boulevard, to I-4 from I-275 (including the interchange) to east of 50th Street (U.S. 41), to the Tampa South Crosstown Expressway from the Kennedy Boulevard overpass east to Maydell Drive, and development of the proposed Crosstown Connector on new alignment from I-4 southward to the existing Crosstown Expressway. A Finding

of No Significant Impact (FONSI) for the EA section was approved by the Federal Highway Administration (FHWA) on August 16, 1993.

The entire TIS corridor traverses the urban area of Tampa. The proposed improvements consist of a four-roadway system (two roadways for both directions of interstate express lanes and two roadways for both directions of separate local access freeway lanes) throughout the study area. The FHWA decided to combine the EA and EIS project segments into one study in order to address the logical termini and environmental matters on a broad scope and prepare a single EIS. As a result, the information contained in the previously approved EA has been incorporated into this EIS, documenting impacts to the Tampa urban area in a single environmental document. The ultimate TIS improvement was part of the Hillsborough County Metropolitan Planning Organization (MPO) 2010 Long Range Transportation Plan (LRTP) for many years. In December of 1995, the MPO released a new 2015 LRTP which includes a scaled down, financially feasible version of the Preferred Alternative, the ultimate TIS project. That financially feasible element of the ultimate TIS project which is to be advanced has come to be known as the ***Selected Alternative***. The ultimate TIS project, still intended to be constructed by the FDOT and FHWA when funding becomes available, has been renamed the Long-Term Preferred Alternative. The distinction between the ***Selected Alternative*** and the Long-Term Preferred Alternative is described in Section S.5 of this Summary, the Preface, and Chapter 2, Section 2.4.7. All discussion related to the Selected Alternative is presented in ***bold italized*** text.

The TIS western project termini are the Howard Frankland Bridge/Kennedy Boulevard ramps and just north of Cypress Street on Memorial Highway (S.R.60). At the Kennedy Boulevard ramps, I-275 presently constricts from the four lanes east and west bound of the Howard Frankland Bridge to two lanes in each direction. North of Cypress Street on Memorial Highway (S.R. 60), the project connects with the Veterans Expressway.

To the north, the TIS project terminates north of the Dr. Martin Luther King, Jr. Boulevard (S.R. 574) interchange. This major interchange marks the end of the proposed four-roadway system, described in the TIS Master Plan Report (August 1989). To the east, the project terminates just east

of the 50th Street (U.S. 41) interchange. As part of a separate project, I-4 is being upgraded from four lanes to six, from 50th Street east to the Polk County line. A portion of that project, which is scheduled for completion around the year 2000, is already under construction.

The TIS project also includes operational improvements to a segment of the Tampa South Crosstown Expressway, extending from the downtown core area at Kennedy Boulevard, east through the port and industrial areas to Maydell Drive. This improvement is necessitated by the proposed Crosstown Connector, a new alignment from I-4 south to the Crosstown Expressway in the vicinity of 31st Street.

In addition to the decision to combine the two environmental documents, a comprehensive Section 106 process has been undertaken for the TIS project. Due to the complexity of this project and efforts to conduct an effective, on-going, and interactive public involvement program, the project development and environment phase for this project has exceeded the usual period of time. However, the conclusions formulated during the course of this project and presented in this document are still valid.

S.2 OTHER GOVERNMENT ACTIONS AND PERMITS REQUIRED

The TIS Master Plan Concept, along with several other planned transportation improvements outlined in the Hillsborough County MPO 2015 Long Range Transportation Plan, is a key element of the overall future regional transportation system. Several major transportation projects that are planned to connect to the reconstructed Tampa interstate system in the year 2015 are briefly discussed below.

The Veterans Expressway, which begins in the vicinity of Courtney Campbell Causeway (S.R. 60) and proceeds northerly to Dale Mabry Highway north of Van Dyke Road, provides a four-lane divided toll facility that primarily serves transportation needs between the northern Hillsborough/Pasco County area, the Tampa International Airport, and the Westshore area. The Veterans Expressway opened to the public in October 1994. The Links project is the section of

roadway from south of the Courtney Campbell Causeway (S.R. 60) extending south to I-275 and is proposed to be six to eight lanes with a fully directional high-capacity interchange in the vicinity of Cypress Street. This project would connect the proposed TIS improvements to the Veterans Expressway. The FDOT is coordinating the TIS and the Links projects to ensure compatibility between them.

The project improvements on I-4 will connect to the separately planned improvements for I-4 from 50th Street east to the Hillsborough/Polk County Line. A Categorical Exclusion was completed and approved by FHWA in October 1992 for that project. Presently, interim six laning is underway on I-4 from the vicinity of 50th Street to the County Line Road interchange at the Hillsborough/Polk County Line. The FDOT is coordinating the I-4 and TIS projects to ensure compatibility between them.

North of the project area, I-275 is proposed for interim widening from south of Busch Boulevard extending north to the planned S.R. 56/I-275 interchange in Pasco County. Separate Categorical Exclusions have been approved by FHWA for both projects, and design contracts for them are being completed presently. These projects are being coordinated by the FDOT to ensure compatibility with the TIS project.

The Hillsborough Area Regional Transit Authority (HART) is planning a large multi-purpose terminal to be constructed in downtown Tampa, at the intersection of Marion and Whiting Streets, south of the interstate. The "Southern Intermodal Terminal Project," as it is currently called, will provide a large parking garage with 1,800 spaces, berths for 25 buses to load simultaneously, and accommodations for a light rail transit center, and an electric trolley charging area. As envisaged, the facility will also house adult and child day care centers and small commercial businesses. This project and TIS have been coordinated and planned simultaneously so as to ensure compatibility with one another.

In addition, HART has selected BRW to conduct a Major Investment Study (MIS) for the Tampa/Hillsborough-Lakeland/Polk Area Alternatives for Mobility Enhancement project. The MIS

will comprise an analysis of multi-modal transportation alternatives which improve mobility and create much needed capacity between the counties of Hillsborough and Polk, specifically between Tampa and Lakeland. The emphasis will be on developing inter-modal alternatives that take advantage of existing corridors with excess capacity, new corridors for capacity creation, and existing corridors capable of being improved to create new capacity. The two-year study is expected to commence in 1997. The FDOT will participate in the MIS to ensure coordination occurs between the TIS projects and any subsequent recommendations resulting from completion of the MIS.

In February 1996, the Florida High Speed Rail Commission and the FDOT selected the Florida Overland Express (FOX) consortium to study, develop, construct, and operate a state-of-the-art high-speed rail system connecting Tampa, Orlando, and Miami by the year 2006. FOX is responsible for selecting the preferred corridor. The interstate alignment in Tampa may or may not be selected as the corridor. Whatever alignment is selected, a separate environmental document will be required for that project.

The permitting requirements of several federal, state, and local agencies must be satisfied prior to completion of the TIS project. The anticipated permits for the Long-Term Preferred Alternative consist of the following:

- U.S. Coast Guard - Bridge Permit (Hillsborough River - Long-Term Preferred Alternative only)
- U.S. Army Corps of Engineers
  - Section 404 Dredge and Fill Permit
  - Section 10 Obstruction or Alteration of Navigable Waters Permit (Hillsborough River - Long-Term Preferred Alternative only)
- U.S. Environmental Protection Agency - National Pollutant Discharge Elimination System (NPDES) Permit
- Southwest Florida Water Management District (SWFWMD) - Environmental Resource Permit
- Tampa Port Authority - Permit to Conduct Work in Waters of the Hillsborough County Port District

Due to the need for additional right-of-way, the potential for impacts to adjacent historic resources exists, requiring the application of 36 CFR, Part 800, "Protection of Historic Properties." These regulations govern the Section 106 review process established by the National Historic Preservation Act of 1966, as amended. The FHWA, in applying the Criteria of Effect (36 CFR, Part 800.5 and 36 CFR, Part 800.9), has consulted with the State Historic Preservation Officer (SHPO), Advisory Council on Historic Preservation (ACHP), and the Department of the Interior (National Park Service) regarding the "Determination of Effect" for this project. The coordination resulted in a Memorandum of Agreement (MOA) addressing mitigation of impacts to the historic properties.

S.3 ALTERNATIVES CONSIDERED

A comparative analysis technique called "Tier Analysis" was used to identify viable alternatives in the TIS. This screening process, or tiering, allowed the study team to assemble a large array of competing design components in an easily understood matrix format for evaluation. The tier analysis process is successful due to its ability to "window down" the vast array of competing designs to the few viable alternative concepts suitable for application in Tampa's interstate corridors. All of the alternatives addressed are discussed in detail in the TIS Master Plan Report (August 1989). In addition, the tier analysis process is described in the TIS Task F.6.a(6) - Tiers 1-3 Analysis, appended to this Environmental Impact Statement/Section 4(f) Evaluation. Table S.1 provides an evaluation matrix of the alternatives analyses. Included on the table are brief descriptions of the types of alternatives analyzed. For example, Alternative 1A9 represents a four-roadway system, with HOV/Transitway lanes within the alignment, and priority ramping at Trask Street. The items evaluated, such as wetlands, number of noise sensitive sites, and constructability, are shown in the matrix provided as Table S.2.

Tier 1 Analysis - The first tier examined two-, four-, and six-roadway system alternatives, double-decking, HOV access and alignments, interchange types and locations, and multiple shifts in the roadway centerline. Impacts to land use, the environment, and the community as well as accessibility, permitability, constructability and cost were all evaluated during Tier 1. Through the

TABLE S.1

EVALUATION MATRIX - ALTERNATIVES ANALYSES
Tampa Interstate Study - Phase II
Environmental Impact Statement

Alternatives Evaluated	Tier 3 Analysis										Tier 2 Analysis			
	Alternative 1A			Alternative 2A				Alternative 2B			Alternative 3A		Alternative 3B	
	1A9[1]	1A11	1A12	2A6	2A7	2A8[2]	2A10	2B7	2B8	2B9	3A8[3]	3A9	3B1	3B3[3]
Roadway														
- 2 - Roadway	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	N/A	N/A	N/A	N/A
- 4 - Roadway	4	2>4	2>4	4>2	4>2	4	N/A	N/A	N/A	N/A	N/A	Yes	Yes	N/A
- 2>4 north of MLK Blvd.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Yes	Yes	Yes	N/A	N/A	N/A	N/A
- 4>2 north of MLK Blvd.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Yes	Yes	Yes	N/A	N/A	N/A	N/A
- 4 east of 14th St.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Yes	Yes	Yes	N/A	N/A	N/A	N/A
- 4>2 at 50th St.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Yes	N/A	N/A	Yes
HOV/Transitway Lanes														
- Within Alignment	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A	Yes	Yes	Yes	Yes	Yes
- Separate Alignment	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Yes	N/A	N/A	N/A	N/A	N/A
- Exclusive Elevated (Trask St.)	N/A	N/A	Yes	N/A	Yes	N/A	Yes	N/A	N/A	N/A	N/A	N/A	N/A	N/A
- Priority Ramping (Trask St.)	Yes	Yes	Yes	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Interchanges														
- Direct With Veterans Exp.	Yes	Yes	Yes	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
- Westshore Blvd.	Yes	Yes	Yes	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
- Lois Ave.	Yes	Yes	Yes	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
- Dale Mabry Hwy. (2-level)	Yes	Yes	Yes	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
- Himes Ave.	Yes	Yes	Yes	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
- Split at Howard and Armenia Ave.	N/A	N/A	N/A	Yes	Yes	Yes	Yes	N/A	N/A	N/A	Yes	Yes	Yes	Yes
- Himes Ave. to/from east	N/A	N/A	N/A	Yes	Yes	Yes	Yes	N/A	N/A	N/A	Yes	Yes	Yes	Yes
- Ashley/Tampa St.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Yes	Yes	Yes	Yes	Yes	Yes	Yes
- Jefferson/Orange St.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Yes	N/A	Yes	Yes	Yes	Yes	Yes

TABLE S.1 (Continued)

EVALUATION MATRIX - ALTERNATIVES ANALYSES
Tampa Interstate Study - Phase II
Environmental Impact Statement

Alternatives Evaluated	Tier 3 Analysis										Tier 2 Analysis			
	Alternative 1A			Alternative 2A				Alternative 2B			Alternative 3A		Alternative 3B	
	1A9[1]	1A11	1A12	2A6	2A7	2A8[2]	2A10	2B7	2B8	2B9	3A8[2]	3A9	3B1	3B3[3]
(Interchanges (Cont'd)														
- Partial Int. at Jefferson/Orange St.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Yes	N/A	Yes	Yes	Yes	Yes
- Scott/Kay St. to/from west	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Yes	N/A	Yes	Yes	Yes	Yes	Yes
- Split at 14th and 15th St.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Yes	Yes	Yes	Yes
- Full Int. at Crosstown Connector	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Yes	Yes	Yes	Yes
- Reconfig. Split at 50th St.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Yes	Yes	Yes	Yes
- Remove Int. Ramps at 22nd and 40th St.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Yes	Yes	Yes	Yes
- Remove Int. Ramps at 21st St.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Yes	N/A	N/A	Yes
Frontage Roads														
- East of Himes Ave.	Yes	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
- Sherrill St. Extension	Yes	Yes	Yes	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
- 1-Way Frontage Road Between Himes and North	N/A	N/A	N/A	Yes	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
- 2-Way North Frontage Road Himes to North	N/A	N/A	N/A	N/A	N/A	Yes	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Airport Clearance	50:1	62.5:1	62.5:1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Public Comments:

[1] Extend Lemon Street from Occident to Westshore. Local access ramps to and from NWE from Memorial/Kennedy.
[2] Requested roadway moved to the north. (Note: Because of impact to historic property and MacFarlane Park, this option was omitted from the Master Plan.)
[3] Concerned about access at 40th/22nd Street. (Note: Alternatives 3A8 and 3B3 provide better access to 40th Street and were carried into Tier 3. No additional analysis done during Tier 3.)

Legend:
N/A = Not Applicable

TABLE S.2

ALTERNATIVES ANALYSES MATRIX - ITEMS EVALUATED
Tampa Interstate Study - Phase II
Environmental Impact Statement

Items Evaluated	Tier 3 Analysis										Tier 2 Analysis			
	Alternative 1A			Alternative 2A				Alternative 2B			Alternative 3A		Alternative 3B	
	1A9	1A11	1A12	2A6	2A7	2A8	2A10	2B7	2B8	2B9	3A8	3A9	3B1	3B3
Physical Environment														
- Wetlands	1	2	2	3	3	3	3	3	3	3	3	3	3	3
- Permit Difficulty	1	2	2	3	3	3	3	3	3	3	3	3	3	3
- Noise Sensitive Sites	--	--	--	--	--	--	--	--	--	--	1	1	1	1
Land Use														
- Community Facilities	3	3	3	2	2	2	3	2	1	2	2	2	2	3
- Section 4f/106	3	3	3	3	1	2	3	2	2	2	3	3	2	2
- Accessibility/Circulation	3	1	1	2	1	3	1	3	3	1	2	2	2	3
- Relocations/Right-of-Way	2	2	2	2	3	1	2	2	2	2	3	2	3	3
Roadway/Transit														
- Maintenance of Traffic	3	1	1	1	1	3	1	3	3	3	2	3	3	2
- Operational Characteristics	3	2	2	1	1	3	1	2	3	2	2	2	2	2
- Design Segment Continuity	--	--	--	--	--	--	--	--	--	--	3	2	2	3
- Constructibility	--	--	--	--	--	--	--	--	--	--	2	2	2	2
Drainage System														
- System Within Existing Right-of-Way	--	--	--	--	--	--	--	--	--	--	1	1	1	1
- Maintenance	--	--	--	--	--	--	--	--	--	--	2	2	2	2
- Permit Difficulty	--	--	--	--	--	--	--	--	--	--	2	2	2	2
- Design Flexibility	--	--	--	--	--	--	--	--	--	--	2	2	2	2
Costs														
- Roadway/Structural	3	2	1	3	2	3	1	2	2	3	3	3	3	3
- Right-of-Way	2	2	3	2	2	1	3	3	2	3	3	3	3	3
Average	**2.4**	**2**	**2**	**2.2**	**1.9**	**2.4**	**2.1**	**2.5**	**2.4**	**2.4**	**2.3**	**2.3**	**2.3**	**2.4**

Legend:

-- = Evaluation completed in Tier 2.

1 = Significant negative impacts and/or minimal positive impacts.
2 = Moderate negative impacts and/or moderate positive impacts.
3 = Minimal negative impacts and/or significant positive impacts.

analysis process, the study team eliminated the two-roadway system and double-decking from future consideration because of anticipated traffic volumes and complications with interchange movements. In addition, several shifts in the centerline alignment were omitted from future evaluations because of impacts to historic districts, parks and recreational properties, and amount of right-of-way acquisition and relocations. Several concepts of the six-roadway and four-roadway system, with HOV in the median, were carried through for further analysis. In addition, several interchange and HOV alignment concepts were carried through for further evaluation.

Tier 2 Analysis - During the second tier analysis, the study team continued to define the positive design components, utilize public input gathered through public meetings and speakers bureaus, and refine the design alternatives. In an effort to build consensus, particular attention was given to comments from the local community, City of Tampa, and interested agencies with respect to land use impacts, access, interchanges, ramps and frontage roads. The Tier 2 alternative concepts were presented to the public for their input at the first Alternatives Public Meeting on July 13, 1988. The input received as a result of this meeting and during the subsequent comment period is summarized in the Public Meeting No.1 Comments Summary Working Paper (September 1988).

Tier 3 Analysis - After reviewing and evaluating the input received during the comment period, the remaining alternatives were re-evaluated with more stringent standards and detailed information in the third and final tier analysis.

The Tier 3 alternatives were presented at the second Alternatives Public Workshop held November 7, 1988. The input received as a result of that meeting is summarized in the Public Meeting No. 2 Comments Summary Working Paper (January 1989). Input received as a result of the second public workshop was more specific about local and commercial access issues, the aesthetics of the roadway, and potential noise barriers. In an effort to respond to the public's concerns about right-of-way acquisition and related issues, the project team reevaluated the impacts to property adjacent to the proposed improvements. Through this evaluation, the project team developed alternatives which would provide an acceptable level of service (LOS) commensurate with the associated social,

economic, and environmental impacts. The selected concepts were then carried forward to the Draft Master Plan.

The TIS Master Plan Concept was presented to the public for input at the third Alternatives Public Workshop held on January 26, 1989. Input received as a result of that meeting is summarized in the Public Meeting No. 3 Comments Summary Working Paper (March 1989). The TIS Master Plan Concept was approved by FHWA in November 1989 and adopted by the Hillsborough County MPO as part of the previous Long Range Transportation Plan (2010).

The refinement and continuing development of alternatives through this systematic process, along with the extensive public input, assisted in providing the necessary documentation as to the logical process and selection of viable alternatives. This process also provided the necessary documentation for alternatives eliminated in the evaluation process, or modifications to form "new" alternatives. Finally, this process enhanced the community's ability to help the study team develop and complete a rather complex technical process in a step-by-step manner until the selection of reasonable and viable alternatives was reached.

To identify the traffic operations impacts of not implementing the Preferred Alternative in the study area, a No-Action Alternative was evaluated for the year 2010. It was determined that the No-Action Alternative does not provide an adequate transportation facility for future traffic demand. However, the No-Action Alternative was carried through the public hearing for this project. Other transportation options which were considered include HOV lanes and mass transit such as bus and rail.

S.4 AREAS OF CONTROVERSY

Coordination with various government agencies, local groups, the Citizens Advisory Committee, Cultural Resource Committee, Relocation Task Force, and the Agency Task Force has identified one area of potential controversy: some public officials expressed that more emphasis should be placed

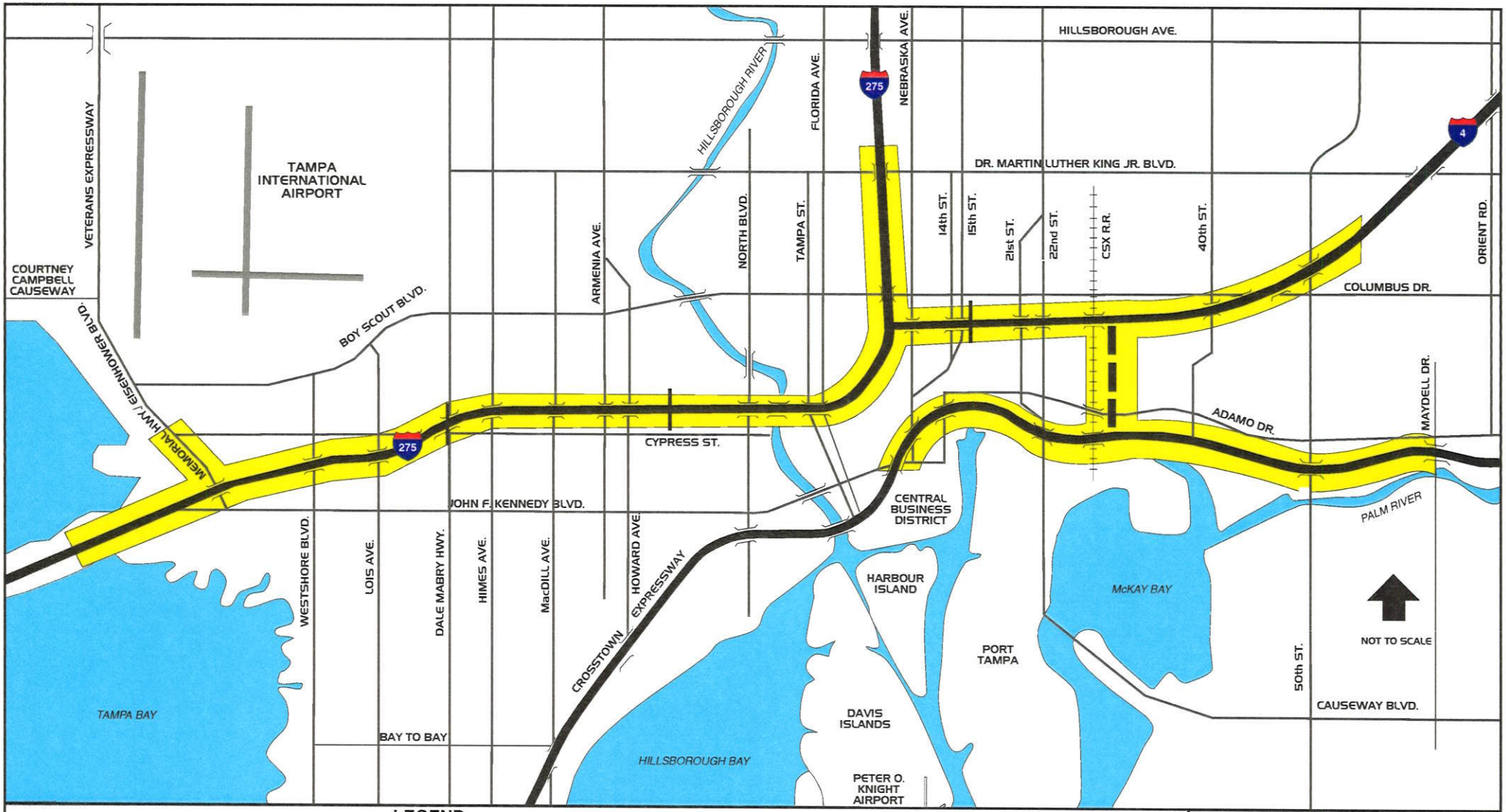
on further development of transit. This local concern is being addressed in the separate HART Mobility Enhancement MIS, which is expected to begin in 1997.

The local community is currently in the process of developing a recommendation for the introduction of light rail or commuter rail in the Tampa Bay area. The Tampa Bay Commuter Rail Authority (TBCRA) was established in 1990 and is responsible for coordinating the ongoing transit research. In February 1996, the Florida High Speed Rail Commission and the FDOT selected the Florida Overland Express (FOX) consortium to develop, construct, and operate a state-of-the-art high-speed rail system connecting Tampa, Orlando, and Miami by the year 2006. FOX is responsible for selecting the preferred corridor. The interstate alignment in Tampa may or may not be selected as the corridor. Whatever alignment is selected, a separate environmental document will be required for that project.

S.5 REASONS FOR SELECTION OF ALTERNATIVE

The TIS EIS area or footprint was originally established during the Master Plan Phase (Phase I) of the study, conducted from 1987 to 1989. The TIS Master Plan Concept was approved by the FHWA in November 1989, and adopted by the Hillsborough County MPO as part of the then 2010 Long Range Transportation Plan (2010 LRTP). Following completion of the Master Plan phase, and based on the 2010 LRTP, additional detailed studies and analyses were conducted as part of the EIS phase (Phase II) of the project in order to refine alternatives, address agency and citizen concerns, and further reduce impacts. A Preferred Alternative was identified, the Draft EIS was published in December 1995, and a Public Hearing was held January 16, 1996. No particular areas of controversy were identified as a result of the hearing. The project limits are illustrated on Exhibit S.1.

According to the 1990 amendment to the Clean Air Act, if a proposed project is within a designated "maintenance area," it must be in conformance with the local MPO's LRTP. When the new 2015 LRTP was adopted by the MPO in December 1995, some portions of the ultimate TIS EIS project originally contained in the 2010 LRTP were not included in the new plan because of competing transportation priorities and funding constraints. The portion of the ultimate TIS project contained



LEGEND

Proposed Crosstown Connector

Project Study Limits

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY PHASE II

Hillsborough County, Florida

PROJECT STUDY LIMITS

EXHIBIT S.1

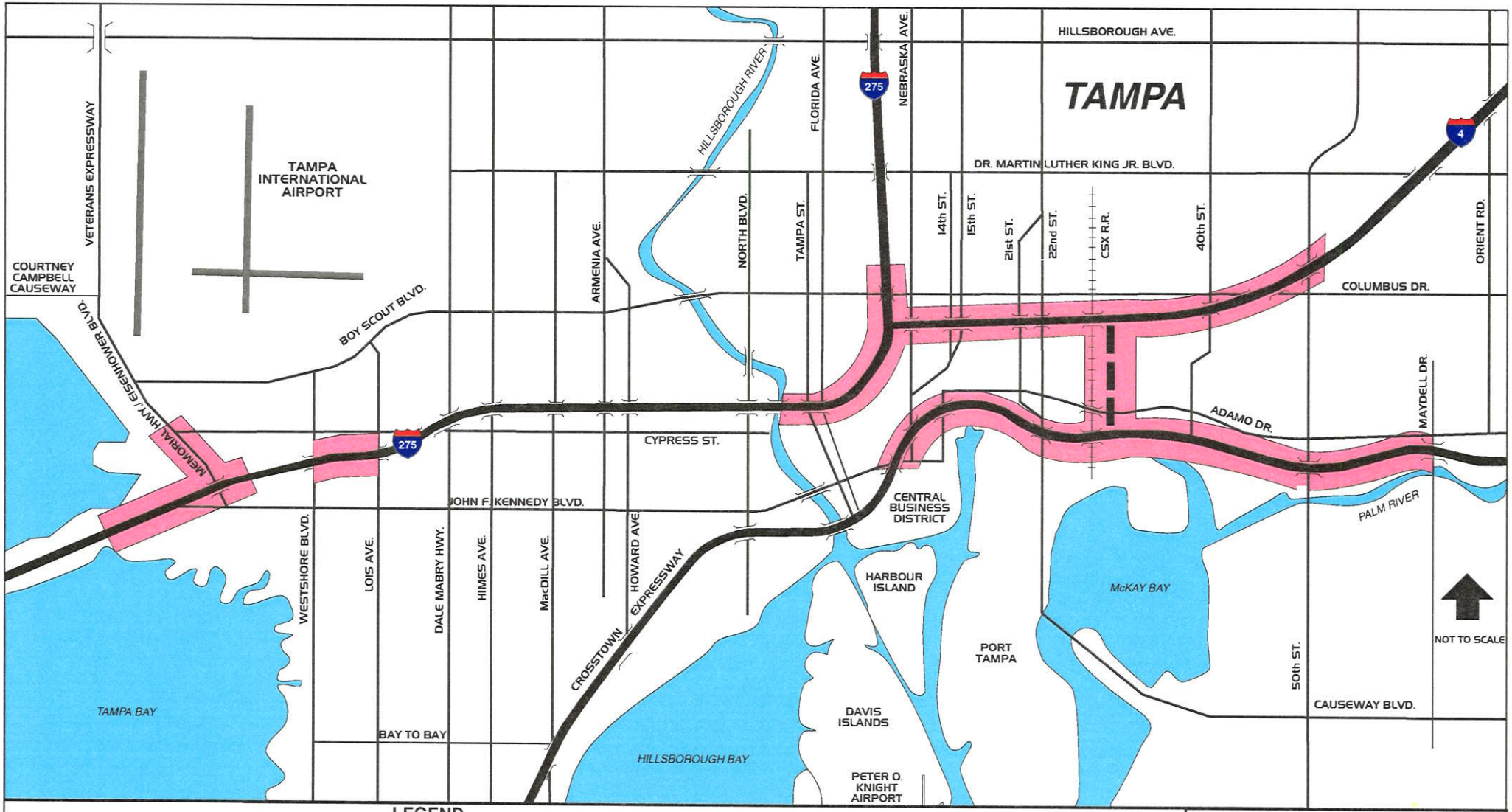
in the new 2015 LRTP, or the financially feasible element which is to be advanced, has been designated the ***Selected Alternative***. This designation is intended to distinguish it from the ultimate TIS improvement, previously known as the Preferred Alternative, and now designated the Long-Term Preferred Alternative. In order to emphasize the new ***Selected Alternative*** as the portion proposed for advancement at this time, all discussion related to the ***Selected Alternative*** is presented in ***bold italicized text***.

The portions of the ultimate TIS project which are to be advanced include: ramp improvements in the Westshore area; safety and operational improvements to the I-275/I-4 downtown interchange; the outside lanes of the four-roadway system in the Ybor City area; and the Crosstown Connector with an additional lane on the Crosstown Expressway transitioning back to the existing alignment. Exhibit S.2 displays the Selected Alternative.

This Final EIS identifies and evaluates the overall impacts associated with the ***Selected Alternative*** as well as the Long-Term Preferred Alternative. The intent of the FHWA and the FDOT is to construct the Long-Term Preferred Alternative, but this will have to be completed in phases, as they are included in future updates of the MPO's LRTP. The intent of the ***Selected Alternative*** is to meet the purpose and need of the Long-Term Preferred Alternative but to a lesser degree. ***Benefits of the Selected Alternative include:***

- Provides a vital link to the regional transportation network established in the MPO 2015 LRTP;
- Provides a safer, more efficient transportation system for the increased traffic volumes in the existing interstate corridor;
- Allows for improved access to regional facilities and incident management; and
- Provides a multi-modal transportation corridor that complements the surrounding community from a transportation, economic, and social aspect.

Description of the Selected Alternative - ***The I-275/I-4 downtown interchange safety and operational improvements, addressed in Section 2.4.6 of this EIS, are currently the top priority of the 2015 LRTP. Over the course of the TIS project, the issue of safety within the I-275/I-4***



LEGEND

Proposed Crosstown Connector

Limits of 2015 Long Range Transportation Plan Selected Alternative

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY

PHASE II

Hillsborough County, Florida

SELECTED ALTERNATIVE

EXHIBIT S.2

downtown interchange has become a great concern to the Tampa Bay community. The proposed I-275/I-4 downtown interchange operational/safety improvements are intended to improve conflicting merge/diverge areas that currently contribute to congestion in the downtown interchange area; to improve sight distance in order to reduce accidents; and to provide a pull-off area for disabled vehicles by providing shoulders where economically and physically possible. The concepts developed involve lengthening ramps, providing lane additions, transferring critical weaving movements to other facilities, and providing full shoulders (where possible). The operational improvements are not intended to be a reconstruction of the interstate to improve capacity but rather a safety improvement that has been identified as needed prior to the reconstruction process. The operational improvements would not be salvageable once the ultimate TIS improvements are constructed. The operational improvements limit right-of-way acquisition, thereby avoiding or minimizing impacts to adjacent historic structures associated with the Ybor City National Historic Landmark District and the Tampa Heights Multiple Property Listing, as well as other important community resources such as Perry Harvey Park.

The second highest priority for implementation in the 2015 LRTP is the I-4/Crosstown Connector. This portion extends along I-4 from the I-275/I-4 operational improvements at 13th Street, east to 50th Street and includes the proposed I-4/Crosstown Connector in the vicinity of 31st Street, a new expressway extension south to the Crosstown Expressway, and operational improvements to the existing Crosstown Expressway, from the Kennedy Boulevard overpass east to Maydell Drive. The eastern terminus of the I-4 improvement is the currently under-construction segment of I-4 from 50th Street east to the Polk County Line. The Crosstown Connector will be utilized as a bypass connection between I-4 and the downtown CBD area during construction of the Long-Term Preferred Alternative, as well as during other periods of traffic interruption on the downtown interstate.

Next on the 2015 LRTP priority list is the Memorial Highway (S.R.60) connection. This portion includes operational improvements and ramp connections from Memorial Highway to I-275, connecting to the Veterans Expressway. The Veterans Expressway connects to I-275 via Memorial Highway.

Logical Termini - *The logical termini of the Selected Alternative addresses the urgent interchange and capacity needs within the limits of the Long-Term Preferred Alternative. These needs include ramp, geometric and operational deficiencies in the Westshore area (Design Segment 1A); merge, diverge, weave, sight distance and shoulder deficiencies in the I-275/I-4 downtown interchange; a four-lane bottleneck on I-4 between the I-275/I-4 interchange and 50th Street and vertical profile deficiencies in the same area. Following is a summary of the major benefits of the Selected Alternative:*

- *Geometric improvements to the SB I-275 to NB SR 60 and SB SR 60 to NB I-275 ramps.*
- *Reconstruction of WB Kennedy to SB I-275 and NB I-275 to NB SR 60 ramps in ultimate locations with improved geometrics.*
- *Replacement of NB and SB weaving areas with braided ramps on I-275 between Westshore Boulevard and Lois Avenue.*
- *Construction of one additional lane (for a total of 6) on I-4 between the I-275 downtown interchange and 50th Street. This will provide six continuous lanes on I-4 throughout Hillsborough County constructed in its ultimate location.*
- *Construction of a freeway-to-freeway connection from I-4 to the Crosstown Expressway which will serve as a bypass during construction of the ultimate I-275/I-4 interchange and ease congestion on the interstate system by providing access to an alternate limited access facility.*
- *Geometric improvements to the Ashley Street on and off-ramps that improve merge and diverge problems.*
- *Replacement of the SB I-275 to EB I-4 left-side ramp with a right-side ramp.*
- *Lane continuity and weaving improvements through the I-275/I-4 interchange.*
- *Increased shoulder widths and improved horizontal sight distances through the I-275/I-4 interchange.*

Throughout its limits, the Selected Alternative will provide greatly improved ramp geometrics in the most critical areas, improve merge, diverge and weaving operations, and add two through

lanes to the only segment of I-4 in Hillsborough County that is currently four lanes. The majority of these improvements will be constructed in their ultimate locations and are completely compatible with future plans of the Long-Term Preferred Alternative. The Selected Alternative will not incorporate HOV lanes or Park-n-Ride lots. Those design features have been planned as part of the TIS Long-Term Preferred Alternative.

Environmental Impacts - *The following provides a summary of the environmental impacts associated with the Selected Alternative.*

Socioeconomic and Community Impacts - *The Selected Alternative will enhance the region's existing interstate system and improve area-wide mobility. The Selected Alternative minimizes right-of-way acquisition and impacts to existing or future land uses because the proposed improvements involve an existing freeway and land uses within the project vicinity are already established. The Selected Alternative will require the relocation of approximately 350 residences and 62 businesses, spread over a period of ten to twenty years. The 412 total displacements have a combined estimated right-of-way and relocation cost of $137,600,000 (in 1994 dollars). Detailed information about the proposed relocations is discussed in Section 2.4.7 and the relocation process is discussed in Section 4.2.*

As a result of the initial interstate construction in the early 1960s, many established neighborhoods in Tampa were severed. Over the past 30 years, most of these neighborhoods have reestablished themselves as cohesive units. Any proposed interstate improvement would involve additional significant impacts to these same neighborhoods. Based on the general demographic profile of residents along the existing interstate corridor, the Selected Alternative will directly impact predominantly minority and low-income neighborhoods. Many non-Decent, Safe, and Sanitary (non-DSS) dwelling units will be displaced by the project. Because last resort housing will be necessary, many of the displaced residents will be relocated to decent, safe, and sanitary (DSS) housing within their own neighborhoods, if they so choose.

Adverse effects on community cohesion have been a major concern of the project team from the beginning. Extensive public input and creative community suggestions regarding design and mitigation measures have led to the protection of, and in some instances the enhancement of, community cohesion. Noise barriers will reduce ambient traffic noise levels throughout the neighborhoods and aesthetic treatments will soften the appearance of the nearby roadway. The proposed aesthetic treatments are discussed in the Urban Design Guidelines developed specifically for this project, published separately and discussed in more detail in Section 4.4.4.

Overall, access to the many neighborhoods adjacent to I-275 and I-4 will be maintained and traffic circulation within existing communities will be improved. It is anticipated that the proposed aesthetic treatments and noise mitigation measures will have a positive effect on community revitalization and renewal, neighborhood identity, and quality of life along the project corridor. The Selected Alternative minimizes impacts to community cohesion to the greatest extent possible.

Cultural Resources - *No public educational facilities will require relocation. No post offices, library branches, police facilities, churches, or medical facilities will be impacted by the project.*

Of the 16 publicly owned parks and recreation facilities located along the project corridor, less than 0.1 ha (approximately 0.1 ac.) of one park, Perry Harvey Park, will be directly impacted by the Selected Alternative requiring a Section 4(f) Evaluation under Section 4(f) of the U.S. Department of Transportation Act of 1966. Several avoidance and minimization of harm alternatives were developed and evaluated. A detailed discussion of these alternatives and their impacts to Perry Harvey Park is contained in Section 5.0. The FHWA has determined there is no feasible or prudent alternative to the use of the park for public transportation purposes.

The Selected Alternative will impact properties listed or eligible for listing on the National Register of Historic Places under Section 106 of the National Historic Preservation Act. The Selected Alternative will directly impact 36 contributing structures in the Ybor City National Historic Landmark District and one individual structure listed or determined eligible for listing

on the National Register of Historic Places. There are five structures within the Area of Potential Effect (APE) that will be adversely affected by the proposed improvements. Mitigation for the impacts are documented in the Memorandum of Agreement (MOA) included in Appendix E. A total of 31 archaeological sites (12 historic archaeological sites and 19 prehistoric archaeological sites) were investigated as part of the cultural resources survey. Based on the findings of the survey, no archaeological properties will be impacted by the proposed project. Through coordination with the SHPO, FHWA, and the Advisory Council on Historic Preservation, a Section 106 MOA has been developed consisting of commitments concerning mitigation for the historic structures and provisions for treatment of emergency archaeological finds during project construction. The FHWA has determined that there are no prudent and feasible alternatives to the proposed action, and all practicable measures to minimize harm to historic structures have been taken.

Utilities - *Impacts to utility systems vary considerably throughout the project, and some of the utility relocation requirements will be determined during construction. Electric lines in various locations will be affected and one Tampa Electric substation will be impacted. Sanitary sewer lines ranging in size between 20 cm (8 in.) and 25 cm (10 in.) and water mains ranging in size between 5 cm (2 in.) and 60 cm (24 in.) will be impacted and may be relocated. No railroads or rail facilities will be affected by the project. Buried telephone lines, natural gas mains, and cable television lines will be impacted and may be relocated.*

Secondary Impacts - *The TIS Urban Design Guidelines (December 1994) were developed to minimize secondary impacts to land uses adjacent to the system as well as to users of the interstate. The Urban Design Guidelines incorporate the Hillsborough County City-County Planning Commission (HCC-CPC) development criteria and the Design Amenities Program for TIS developed for TIS during Phase I. The guidelines address 13 design elements: bridge structures, retaining walls and embankments, noise walls, lighting, fencing, sign supports, stormwater management areas, landscaping, pavement and streetscape, opportunities for public art, utilities, mounds and grading, and recreation facilities and architectural elements. The guidelines have been approved by federal, state, and local agencies and ensure appropriate*

mitigation in certain design segments. The Urban Design Guidelines, originally developed for the Long-Term Preferred Alternative, will only be applied to certain components of the Selected Alternative and will be limited in application for the downtown interchange operational improvements.

Air Quality - *Compared to the No-Action Alternative, carbon monoxide (CO) concentrations predicted for the Selected Alternative are expected to be lower in the vicinity of the project as a result of increased motor vehicle mobility, faster operating speeds, and less stop-and-go driving. The microscale analysis indicates that the Selected Alternative will not cause, or contribute to, CO concentrations above the one- and eight-hour National Ambient Air Quality Standards.*

As of February 5, 1996, the Tampa Bay airshed which includes Hillsborough County has been designated as "attainment" for the ozone standards under the criteria provided in the Clean Air Act Amendments of 1990. Prior to that date, the area had been designated "non-attainment" for ozone standards. As such, Hillsborough County and the project study area are currently a "maintenance area" for ozone. This project is in conformance with the State Implementation Plan because it will not cause violations of any of the National Ambient Air Quality Standards. This project is included in the urban area's current approved conforming Transportation Improvement Program (TIP) which was signed by the Secretary of the Florida Department of Transportation on September 30, 1996. The Selected Alternative is included in the area's 2015 Long Range Transportation Plan (LRTP) and is included in the area's Conformity Determination Report which was approved by FHWA/FTA on October 1, 1996.

Noise - *The distance from the roadway centerline to the 65 and 67 dBA (Leq) contours is predicted to increase in some areas with the Selected Alternative. This is a result of higher, future-year LOS C peak hour traffic volumes related to the expanded roadway network and additional travel lanes. It is predicted that approximately 710 noise sensitive sites will experience noise levels which approach or exceed the FHWA Noise Abatement Criteria. Noise abatement measures were evaluated for each site approaching or exceeding FHWA criteria. It was determined by a noise barrier analysis that economically reasonable barriers can benefit*

approximately 517 (73%) of the sites. Proposed noise barriers range from 3.6 m (12 ft.) to 6.0 m (20 ft.) in height, averaging 5.1 m (17 ft.) in height. Noise barriers will be implemented as a vertical design element to minimize impacts associated with the project.

Contamination - *A contamination screening evaluation was conducted to identify any known or potential hazardous material sites. As a result, 55 "Medium" and "High" rated sites will require full or partial right-of-way acquisition as part of the Selected Alternative. Level II contamination investigations are recommended at all "Medium" and "High" rated sites and should be conducted prior to project right-of-way acquisition and project construction. Based upon the above considerations, it is determined that there is no practical alternative to the proposed action and that all practical measures have been included to eliminate or minimize all possible impacts from contamination involvements.*

Drainage and Hydrology - *The Selected Alternative will require that the existing interstate drainage system be reconstructed as an urban or enclosed storm sewer system. The existing interstate storm sewer system will probably not be salvageable under the proposed improvements due to the magnitude of the proposed interstate reconstruction. A final determination will be made during final design. In order to meet regulatory criteria and to minimize impacts to the existing stormwater outfall system, volume storage in the form of excavated detention ponds is proposed. The State requirements for stormwater treatment (Chapter 40D-40 F.A.C.) will apply throughout the study area.*

Water Quality - *The proposed stormwater facility designs will include, at a minimum, the water quality treatment requirements for water quality impacts as required by the Southwest Florida Water Management District (SWFWMD) in Chapter 40D-40 F.A.C. Therefore, no further mitigation for water quality impacts will be needed.*

Floodplains and Floodways - *Pursuant to Executive Order 11988, Floodplain Management, the proposed action was determined to be within the base floodplain. Impacts associated with the encroachment have been evaluated and determined to be minimal. Therefore, the proposed action*

will not constitute a significant encroachment. The project does not involve a regulated floodway. Since the existing roadway alignment will be utilized, floodplain impacts for the project are minimal. Due to the degree of existing development within the project area, the proposed roadway improvements should not cause incompatible floodplain development or reduce beneficial floodplain values. The proposed roadway is primarily an elevated highway. Roadway overtopping and traffic interruption due to flooding should not occur or will not be significant. The roadway within the project corridor currently serves the community as an evacuation route. Modification to the roadway width and drainage structures should improve the use of the facility for emergency services and evacuation purposes.

Wetlands - *Approximately 2.1 ha (5.2 ac.) of wetlands will be impacted by the Selected Alternative. The wetlands consist of man-made ponds and ditches and degraded natural wetlands. Wetland impacts will require mitigation. Based upon the results of WET-II analyses, four new stormwater treatment ponds necessary for this project should compensate for the functions performed by the impacted wetlands. The pond littoral zones, in excess of the required 35 percent of the surface area, will be used to offset the wetland impacts at an approximate ratio of one acre of newly created wetland for each acre of impacted wetland. Based on coordination with the Southwest Florida Water Management District, no wetland mitigation beyond the creation of stormwater treatment pond littoral zones is anticipated. Based on the above consideration, it is determined that there is no practicable alternative to the proposed new construction in wetlands and the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use.*

Uplands, Wildlife, Threatened or Endangered Species - *Due to the heavily urbanized nature of the study area, significant undeveloped upland areas are not present and significant amounts of suitable habitat for wildlife are not present within the project area. The U.S. Fish and Wildlife Service has determined that no impacts to uplands, wildlife or threatened or endangered species are anticipated as a result of the project. A determination of "no effect" has been made and the project is consistent with the Endangered Species Act. A copy of the determination letter from the*

USFWS is included in Appendix B. It has been determined by FHWA that the project, as proposed, will have no effect on any threatened or endangered species.

Mammals, Birds, Amphibians and Reptiles - *It is anticipated that the Selected Alternative will have no adverse impacts on the West Indian manatee, manatee habitat, protected species of birds utilizing wetlands in the area, the American alligator, or threatened and endangered species of flora.*

Critical Habitat, Outstanding Florida Waters - *No designated Critical Habitat, Aquatic Preserves, or Outstanding Florida Waters exist within the limits of the study area.*

Wild and Scenic Rivers - *No wild and scenic rivers exist within the project area. The project will have no impact on wild and scenic rivers.*

Farmlands - *Through coordination with the Soil Conservation Service, it has been determined that the project area, located in the urbanized area of Tampa, does not meet the definition of farmland as defined in 7 CFR 658. Therefore, the provisions of the Farmland Protection Policy Act of 1984 do not apply to this project.*

In summary, construction of the Selected Alternative will require the relocation of one electric utility substation in the vicinity of 29th Street and one public transportation facility, the HART Northern Transit Terminal. The improvements will require the acquisition of approximately 405 m2 (0.1 ac.) of property from Perry Harvey Park. In addition, 36 contributing structures to the Ybor City National Historic Landmark District and one individually listed National Register site, the Arguelles Lopez and Brothers Cigar Factory will be displaced. Five additional historic resources in the Ybor City National Historic Landmark District will experience secondary visual and audible effects. Approximately 710 structures will be effected by noise impacts; however, approximately 517 (73%) will be benefit from the installation of cost reasonable noise barriers. Fifty-five potential contamination sites will require partial or complete acquisition. Approximately 2.1 ha (5.2 ac.) of wetlands will be impacted. The Selected Alternative will require

the relocation of 210 single-family residences, 140 multi-family residences, and 62 businesses. No churches or schools will be impacted by the alternative. Because implementation of the various design segments is programmed to occur in different years, impacts associated with the Selected Alternative are anticipated to occur over a period of approximately ten to twenty years.

S.6 LONG-TERM PREFERRED ALTERNATIVE

The FDOT/FHWA proposes to upgrade the safety and efficiency of the existing I-275 and I-4 corridors, approximately 24.1 km (15 mi.), that service the Tampa urban area and provide access to the surrounding community. The long-term preferred concept on I-275 consists of a four-roadway system (two roadways for both directions of interstate express lanes and two roadways for both directions of separate local access freeway lanes) from the Howard Frankland Bridge/Kennedy Boulevard ramps to north of Dr. Martin Luther King, Jr. Boulevard. HOV/Transitway lanes will be included within the interstate alignment. Proposed interchange improvements include a fully directional interchange for the I-275 connection to the Veterans Expressway; direct ramping from Memorial Highway (S.R. 60) and Kennedy Boulevard to the Veterans Expressway; modifications to the existing Westshore Boulevard, Lois Avenue, and Dale Mabry Highway interchanges; the recently constructed interchange ramps at Himes Avenue to and from the east on I-275; split interchange ramps remaining at Howard and Armenia Avenues; modification of ramps at Ashley, Scott, and Kay Streets to and from the west on I-275 to provide a west side CBD distributor interchange at Ashley/Tampa Streets serving all movements; a new west bank CBD interchange with ramps to and from the west on I-275 at North Boulevard; removal of the existing ramps to and from the north at Floribraska Avenue; and a full interchange at Dr. Martin Luther King, Jr. Boulevard. Other new non-interstate improvements include the Sherrill Street extension north from Memorial Highway (S.R. 60) and Kennedy Boulevard under I-275 to Cypress Street, and the new Lemon Street Connector to Westshore Boulevard from Occident Street.

I-4 improvements include a four-roadway system throughout the study area transitioning to a two-roadway system at 50th Street. HOV lanes will be included within the interstate alignment. A new Ybor City/east side CBD split interchange will be included on I-4 at 14th and 15th Streets (with

extension of the ramps at 14th and 15th Streets as parallel frontage roads to 21st and 22nd Streets to replace the existing access from I-4 to these streets). The concept includes the removal of the 19th Street overpass and the maintenance of the 26th Street overpass. Other interchange improvements include the reconfiguration of the split interchange at Columbus Drive and 50th Street, the removal of the interchange ramps at 40th Street, and a new directional freeway-to-freeway interchange with the proposed Crosstown Connector on I-4 in the vicinity of 31st Street.

The proposed Crosstown Connector will be a six-lane facility on a new alignment beginning at I-4 in the vicinity of 31st Street and extending south to the Crosstown Expressway. Crosstown Expressway operational improvements begin at the Kennedy Boulevard overpass and extend east to Maydell Drive. The improvements will provide ramps and additional auxiliary lanes required by the Interchange Justification Report (IJR), necessary to tie to the Crosstown Connector facility.

Numerous special features are proposed as part of the Long-Term Preferred Alternative. Park-n-ride lots are proposed for several locations along the interstate corridor in proximity to the priority HOV ramps to provide convenient access to the HOV lanes and encourage HOV ridership. In addition, a multi-modal terminal/parking garage is proposed for the downtown CBD. The exact location will be determined once the separate HART MIS is complete.

Through coordination with FDOT District VII, FDOT Central Office, and FHWA, the Long-Term Preferred Alternative has been determined to be consistent with the FDOT's "Interstate Highway System Policy" adopted on November 14, 1991.

Environmental Impacts - The following provides a summary of the environmental impacts associated with the Long-Term Preferred Alternative. Impacts associated with the Long-Term Preferred Alternative are not in addition to those impacts associated with the ***Selected Alternative***. Impacts associated with the Long-Term Preferred Alternative represent the ultimate TIS impacts and include those impacts associated with the ***Selected Alternative***.

Socioeconomic and Community Impacts - The Long-Term Preferred Alternative will enhance Tampa's existing interstate system and improve area-wide mobility. The Long-Term Preferred Alternative will have a significant impact on existing land uses immediately adjacent the existing interstate corridor but will not significantly alter future land uses because the proposed improvements involve an existing freeway and land uses within the project vicinity are already established. The Long-Term Preferred Alternative will require the relocation of approximately 1,014 residences and 159 businesses. The 1,173 residential and business displacements have a combined estimated right-of-way cost of $388,145,000 and a relocation cost of $37,068,500, for a total of $425,213,500 (in 1994 dollars). Detailed information about the proposed relocations and the relocation process is contained in Section 4.2.

As a result of the initial interstate construction in the early 1960s, many established neighborhoods in Tampa were severed. Over the past 30 years, most of these neighborhoods adjacent to the interstate have reestablished themselves as cohesive units. However, any proposed interstate improvement wold involve additional significant impacts to these same neighborhoods. Based on land use surveys and the general demographic profile of residents along the existing interstate corridor, the Long-Term Preferred Alternative will directly impact predominantly minority and low-income neighborhoods, many economically depressed with marginal to substandard housing. Many non-Decent, Safe, and Sanitary (non-DSS) dwelling units will be displaced by the project. Because last resort housing will be necessary, many of the displaced residents will be relocated to decent, safe, and sanitary (DSS) housing within their own neighborhoods, if they so choose.

Adverse effects on community cohesion have been a major concern of the project team from the beginning. Extensive public involvement and creative community sensitive design and mitigation measures have endeavored to protect and, in some instances, enhance community cohesion. Noise barriers will reduce ambient traffic noise levels throughout the neighborhoods and aesthetic treatments will soften the appearance of the nearby roadway. The aesthetic treatments are discussed in the Urban Design Guidelines developed specifically for this project, published separately and discussed in Section 4.4.4.

Overall access to the many neighborhoods adjacent to I-275 and I-4 will be maintained and traffic circulation within existing communities will be improved. The Tampa Heights neighborhood will experience minor changes to traffic circulation. As requested by the local residents, the extension of Grove Street will eliminate existing dead-end streets and enhance traffic circulation in the neighborhood. It is anticipated that proposed aesthetic treatments and noise mitigation as a part of the project will have a positive effect on community revitalization and renewal, neighborhood identity, and quality of life along the project corridor.

Potential impacts associated with VI of the Civil Rights Act of 1964, Title VIII of the Civil Rights Act of 1968, Executive Order 12898 (Environmental Justice), and related statutes, as well as proposed mitigation, are discussed in Section 4.1.4.

Cultural Resources - Three public educational facilities will require relocation: the Carver Center, the Hillsborough County Instructional Service Center (the old Velasco Building - now vacant) and the Henderson Facility (presently vacant). In addition, five public educational facilities will be impacted by the project (changes in access or acquisition of vacant land) but will not require relocation. These facilities are the Velasco Building (new location), the Green Street Facility, Oak Park Elementary School, Hillsborough Community College - Ybor Campus, and the new Howard W. Blake High School, scheduled to open in the fall of 1997. No post offices, library branches, police facilities, or medical facilities will be impacted by the project.

One fire facility, the Communications Building for Tampa Fire and Rescue - 911 Dispatch Center, will be impacted as a result of the Long-Term Preferred Alternative. The Tampa Fire Department is currently estimating costs and evaluating possible relocation sites in the service area. Twelve religious institutions will be directly impacted and require relocation. The Boys and Girls Clubs of Tampa Bay, Inc. (West Tampa Branch and Administrative Office) on Laurel Street and a Salvation Army building located at the northwest corner of Kay Street and Florida Avenue will be impacted by the Long-Term Preferred Alternative. The Boys and Girls Clubs of Tampa Bay, Inc. facilities will be relocated and coordination meetings with the organization have been held to discuss the possibility of early acquisition to ensure their continuous service to the surrounding community. The

Salvation Army building is currently leased requiring no relocation of Salvation Army operations. Coordination with the Salvation Army has continued throughout the study process.

Of the 16 publicly owned parks and recreation facilities located along the project corridor, a net 0.2 ha (0.6 ac.) of one park, Perry Harvey Park, will be directly impacted by the Long-Term Preferred Alternative requiring a Section 4(f) Evaluation under Section 4(f) of the U.S. Department of Transportation Act of 1966. Several avoidance and minimization of harm alternatives were developed and evaluated. A detailed discussion of these alternatives and their impacts to Perry Harvy Park is contained in Section 5.0. The FHWA has determined there is no feasible or prudent alternative to the use of the park for public transportation purposes. Numerous coordination meetings have been held with city officials and neighborhood representatives and conceptual mitigation plans have been prepared for the park.

The Long-Term Preferred Alternative will impact properties listed or eligible for listing on the *National Register of Historic Places* under Section 106 of the National Historic Preservation Act. The Long-Term Preferred Alternative will directly impact 6 contributing structures in the West Tampa National Register Historic District; 101 contributing structures in the Ybor City National Historic Landmark District; 6 contributing structures in the Tampa Heights Multiple Property Listing; and 3 individual structures that are listed or determined eligible for listing on the *National Register of Historic Places*. There are 64 structures within the Area of Potential Effect (APE) that will be adversely affected by the proposed improvements. Mitigation for the impacts are documented in the Memorandum of Agreement (MOA) included in Appendix E. A total of 31 archaeological sites (12 historic archaeological sites and 19 prehistoric archaeological sites) were investigated as part of the cultural resources survey. Based on the findings of the survey, no archaeological properties will be impacted by the proposed project. Through coordination with the SHPO, FHWA, and the Advisory Council on Historic Preservation, a Section 106 MOA has been developed consisting of commitments concerning mitigation for the historic structures and provisions for treatment of emergency archaeological finds during project construction. The FHWA has determined that there are no prudent and feasible alternatives to the proposed action, and all practicable measures to minimize harm to historic structures have been taken.

Utilities - Impacts to utility systems vary considerably throughout the project, and some of the utility relocation requirements will be determined during construction. Electric lines in various locations will be affected and three Tampa Electric substations will be impacted; one substation located on the north side of Kay Street will be relocated. Sanitary sewer lines ranging in size between 20 cm (8 in.) and 25 cm (10 in.) and water mains ranging in size between 5 cm (2 in.) and 60 cm (24 in.) will be impacted and may be relocated. No railroads or rail facilities will be affected by the project. Buried telephone lines, natural gas mains, and cable television lines will be impacted and may be relocated.

Secondary Impacts - The TIS Urban Design Guidelines (December 1994) were developed to minimize secondary impacts to land uses adjacent to the system as well as to users of the interstate. The Urban Design Guidelines incorporate the Hillsborough County City-County Planning Commission (HCC-CPC) development criteria and the Design Amenities Program for TIS developed for TIS during Phase I. The guidelines address 13 design elements: bridge structures, retaining walls and embankments, noise walls, lighting, fencing, sign supports, stormwater management areas, landscaping, pavement and streetscape, opportunities for public art, utilities, mounds and grading, and recreation facilities and architectural elements. The guidelines have been approved by federal, state, and local agencies and ensure appropriate mitigation in certain design segments. The guidelines are discussed in Section 4.4.4.

Air Quality - Compared to the No-Action Alternative, carbon monoxide (CO) concentrations predicted for the Long-Term Preferred Alternative are expected to be lower in the vicinity of the project as a result of increased motor vehicle mobility, faster operating speeds, and less stop-and-go driving. The microscale analysis indicates that the Long-Term Preferred Alternative will not cause, or contribute to, CO concentrations above the one- and eight-hour National Ambient Air Quality Standards.

As of February 5, 1996, the Tampa Bay airshed, which includes Hillsborough County, has been designated as "attainment" area for the ozone standards under the criteria provided in the Clean Air Act Amendments of 1990. Prior to that date, the area had been designated "non-attainment" for

ozone standards. As such, Hillsborough County and the project study area are currently a "maintenance area" for ozone. The ***Selected Alternative*** portion of the Long-Term Preferred Alternative is included in the urban area's current approved conforming Transportation Improvement Program (TIP) which was signed by the Secretary of the Florida Department of Transportation on September 30, 1996. Likewise, the ***Selected Alternative*** is included in the area's 2015 Long Range Transportation Plan (LRTP) and the Conformity Determination Report which was approved by FHWA/FTA on October 1, 1996. The remaining portions of the Long-Term Preferred Alternative will be incorporated into future updates of the LRTP, as required and a new conformity determination will be made as the updates occur.

The Congestion Management System (CMS) plan is currently under development for Hillsborough County and is to be completed and adopted by October 1997. The effectiveness of single occupant vehicle reduction strategies is currently being addressed in the CMS plan development process. In order to show consistency with the interim CMS process, transportation system management strategies were evaluated for the Tampa interstate system. Strategies incorporated into the Long-Term Preferred Alternative include HOV lanes, carpool/vanpool programs, parking management (park-n-ride lots), public transit operational and capital improvements and provisions for pedestrian and bicycle accommodations on cross streets. Furthermore, the Long-Term Preferred Alternative was found to be consistent with land use plans and growth management goals. A TIS technical report, Freeway Traffic Management Plan, recommends implementation of an Incident Management Plan and Surveillance, Communication and Control System, both of which will be given further consideration during final design. Section 2.4.3, Congestion Management, discusses the transportation system management strategies in more detail.

Noise - The distance from the roadway centerline to the 65 and 67 dBA (Leq) contours is predicted to increase with the Long-Term Preferred Alternative. This is a result of higher, future-year LOS C peak hour traffic volumes related to the expanded roadway network and additional travel lanes. It is predicted that approximately 1,336 noise sensitive sites will experience noise levels which approach or exceed the FHWA Noise Abatement Criteria. Noise abatement measures were evaluated for each site approaching or exceeding FHWA criteria. It was determined by a noise

barrier analysis that economically reasonable barriers can benefit approximately 1,137 of the sites. Proposed noise barriers range from 3.6 m (12 ft.) to 6.0 m (20 ft.) in height, averaging 5.1 m (17 ft.) in height. Noise barriers will be implemented as a vertical design element to minimize impacts associated with the project.

Contamination - A contamination screening evaluation was conducted to identify any known or potential hazardous material sites. As a result, 213 potential sites were identified. Sites rated "No" are not included in this report. A rating of "Low" was assigned to 88 of the identified sites, where the handling and/or storage of hazardous materials at these facilities is not expected to impact the TIS project. A rating of "Medium" was assigned to 84 of the sites because the survey data indicated that they pose some potential risk of impacting the project. A rating of "High" was assigned to 40 of the sites. Level II contamination investigations are recommended at all "Medium" and "High" rated sites and should be conducted prior to project right-of-way acquisition and project construction. Based upon the above considerations, it is determined that there is no practical alternative to the proposed action and that all practical measures have been included to eliminate or minimize all possible impacts from contamination involvements.

Drainage and Hydrology - The Long-Term Preferred Alternative will require that the existing interstate drainage system be reconstructed as an urban or enclosed storm sewer system. The existing interstate storm sewer system will probably not be salvageable under the proposed improvements due to the magnitude of the proposed interstate reconstruction. A final determination will be made during final design. In order to meet regulatory criteria and to minimize impacts to the existing stormwater outfall system, volume storage in the form of excavated detention ponds is proposed. The State requirements for stormwater treatment (Chapter 40D-40 F.A.C.) will apply throughout the study area.

Water Quality - The proposed stormwater facility designs will include, at a minimum, the water quality treatment requirements for water quality impacts as required by the Southwest Florida Water Management District (SWFWMD) in Chapter 40D-40 F.A.C. Therefore, no further mitigation for water quality impacts will be needed.

Floodplains and Floodways - Pursuant to Executive Order 11988, Floodplain Management, the proposed action was determined to be within the base floodplain. Impacts associated with the encroachment have been evaluated and determined to be minimal. Therefore, the proposed action will not constitute a significant encroachment. The project does not involve a regulated floodway. Since the existing roadway alignment will be utilized, floodplain impacts for the project are minimal. Due to the degree of existing development within the project area, the proposed roadway improvements should not cause incompatible floodplain development or reduce beneficial floodplain values. The proposed roadway is primarily an elevated highway. Roadway overtopping and traffic interruption due to flooding should not occur or will not be significant. The roadway within the project corridor currently serves the community as an evacuation route. Modification to the roadway width and drainage structures should improve the use of the facility for emergency services and evacuation purposes.

Wetlands - Approximately 2.7 ha (6.7 ac.) of wetlands will be impacted by the Long-Term Preferred Alternative. The wetlands consist of man-made ponds and ditches, degraded natural wetlands, and Hillsborough River bottom area. Approximately 1.1 ha (2.8 ac.) of wetland impacts will require mitigation. Based upon the results of WET-II analyses, five new stormwater treatment ponds necessary for this project should compensate for the functions performed by the impacted wetlands. The pond littoral zones, in excess of the required 35 percent of the surface area, will be used to offset the wetland impacts at an approximate ratio of one acre of newly created wetland for each acre of impacted wetland. Based on coordination with the Southwest Florida Water Management District, no wetland mitigation beyond the creation of stormwater treatment pond littoral zones is anticipated. Based on the above consideration, it is determined that there is no practicable alternative to the proposed new construction in wetlands and the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use.

Uplands, Wildlife, Threatened or Endangered Species - Due to the heavily urbanized nature of the study area, significant undeveloped upland areas are not present and significant amounts of suitable habitat for wildlife are not present within the project area. Manatee Watch Program Guidelines, as outlined by the Florida Department of Environmental Protection (DEP), will be

implemented during interstate improvements over the Hillsborough River. The U.S. Fish and Wildlife Service (USFWS) has reviewed these guidelines and concurs with their use. Impacts to uplands, wildlife or threatened or endangered species are not anticipated as a result of the project. A determination of "no effect" has been made and the project is consistent with the Endangered Species Act. A copy of the determination letter from the USFWS is included in Appendix B. It has been determined by FHWA that the project, as proposed, will have no effect on any threatened or endangered species.

Mammals, Birds, Amphibians and Reptiles - It is anticipated that the proposed project will have no adverse impacts on the West Indian manatee, manatee habitat, protected species of birds utilizing wetlands in the area, the American alligator, or threatened and endangered species of flora.

Critical Habitat, Outstanding Florida Waters - No designated Critical Habitat, Aquatic Preserves, or Outstanding Florida Waters exist within the limits of the study area.

Wild and Scenic Rivers - The Long-Term Preferred Alternative involves improvements to an existing bridge crossing over the Hillsborough River located adjacent to downtown Tampa. The portion of the Hillsborough River within the project limits is not listed in the National Park Service Southeastern Rivers Inventory; therefore, the coordination requirement for the Wild and Scenic Rivers Act does not apply to this project.

Farmlands - Through coordination with the Soil Conservation Service, it has been determined that the project area, located in the urbanized area of Tampa, does not meet the definition of farmland as defined in 7 CFR 658. Therefore, the provisions of the Farmland Protection Policy Act of 1984 do not apply to this project.

In summary, the Long-Term Preferred Alternative will require the relocation of several community service facilities including: twelve churches; three public educational facilities; one fire department communications facility; a Boys and Girls Clubs of Tampa Bay, Inc. facility; and a building belonging to the Salvation Army. The improvements will require the acquisition of approximately

0.2 ha (0.6 ac.) of property from Perry Harvey Park. In addition, the alternative will impact six contributing structures in the West Tampa National Register Historic District, 101 contributing structures in the Ybor City National Historic Landmark District, six contributing structures in the Tampa Heights Multiple Property Listing, and three individual structures listed or determined eligible for listing on the National Register of Historic Places. Sixty-four structures within the Area of Potential Effect (APE) will also be impacted by the proposed improvements. Three electric utility substations will be impacted. Approximately 1,336 noise sensitive sites will be effected by noise impacts; however, 1,137 sites (85%) will benefit from the installation of cost reasonable noise barriers. A total of 125 potential contamination sites will require partial or complete acquisition. Approximately 2.7 ha (6.7 ac.) of wetlands will be impacted. The Long-Term Preferred Alternative will require the relocation of 1,014 residences and 159 businesses. Because implementation of the various design segments are programmed to occur in different years, and because some segments are not yet scheduled, impacts associated with the Long-Term Preferred Alternative are anticipated to occur over a period of at least 25 years.

S.7 PROBABLE ADVERSE ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED

The Long-Term Preferred Alternative would result in the unavoidable loss of approximately 2.7 ha (6.7 ac.) of wetlands. The noise analysis indicates that the Long-Term Preferred Alternative will result in noise impacts at some sensitive locations for which abatement measures, such as the use of noise barriers, are not reasonable due to the elevation of the interstate. One transit facility, the HART Northern Transit Terminal; three TECO substations; one park, Perry Harvey Park; and three historic areas comprising 101 contributing structures and three individually listed structures in the West Tampa National Register Historic District, the Tampa Heights Multiple Property Listing , and the Ybor City National Historic Landmark District, will be directly affected by the Long-Term Preferred Alternative. A total of 125 potential contamination sites are located within the proposed right-of-way. The Long-Term Preferred Alternative will result in the displacement of 1,014 residences and 159 business/non-profit organizations for a total of 1,173 relocations. Impacts associated with the Long-Term Preferred Alternative are anticipated to occur over a period of at least 25 years.

The Selected Alternative would have considerably less impacts than the Long-Term Preferred Alternative. Impacts associated with the Selected Alternative will include the relocation of one transit facility, the HART Northern Transit Terminal; one TECO substation; less than 0.1 ha (or approximately 0.1 ac.) of Perry Harvey Park, 55 potentially contaminated sites, 37 historic structures and a total of 412 residential and business relocations. The Selected Alternative will impact approximately 2.1 ha (5.2 ac.) of wetlands. Impacts associated with the Selected Alternative are anticipated to occur over a period of approximately ten to twenty years.

S.8 IRRETRIEVABLE AND IRREVERSIBLE COMMITMENT OF RESOURCES

As with any major roadway construction project, the proposed Tampa interstate reconstruction will require certain irreversible and irretrievable commitments of resources. Lands within the proposed project right-of-way will be converted from their present use to transportation use. Businesses, residences, and biotic communities in the path of construction will be permanently lost. Acoustic noise within close proximity of the project will increase. In addition, construction of the project will require a commitment of economic resources, manpower, and materials from Hillsborough County and throughout the region.

Construction of the Selected Alternative will provide crucial elements in the previously committed long-range transportation system for the region. The Selected Alternative is consistent with the long-range transportation goals and objectives of the FDOT Five-Year Work Program, the Hillsborough County MPO 2015 Long Range Transportation Plan, and the Tampa Bay Regional Planning Council. It is anticipated that the roadway will enhance the long-term access opportunities and support the local and regional commitments to transportation improvement and economic viability. Benefits of the Selected Alternative will include improved roadway safety, reduced travel times, reductions in fuel consumption, improved access, noise barriers, and aesthetic design treatments. Benefits of the Long-Term Preferred Alternative will also include the addition of mass transit and HOV lanes.

In summary, the irreversible and irretrievable commitments of resources as a result of both the ***Selected Alternative*** and the Long-Term Preferred Alternative will be exceeded by the anticipated benefits to the region. This project is consistent with the state and community goals of improving local and regional transportation service and strengthening the area's economic base.

S.9 FEASIBLE MEASURES TO AVOID OR MINIMIZE POTENTIAL ADVERSE IMPACTS

The TIS instituted an extensive public involvement program which included over 100 local meetings with community groups and agencies and eight informational workshops to provide a means of public input. During these meetings, the public expressed concern over right-of-way impacts to historic districts, neighborhoods, businesses, and natural resources. Both the ***Selected Alternative*** and the Long-Term Preferred Alternative were developed based on several factors including the need to minimize right-of-way impacts to the surrounding communities and the existing natural environment.

Although some significant impacts will occur, every effort will be made to minimize impacts through the institution of feasible measures applicable to each situation. The relocation of individuals and families will be unavoidable; however, relocation assistance and payments will be provided as addressed in Section 4.2, Land Use Impacts. Historic properties currently exist within the area of proposed right-of-way (see Sections 3.4, 4.4 and 5.4). Relocation of the structures, where feasible, will be pursued, in addition to the relocation assistance and payments to be provided to residents of such structures. One park, Perry Harvey Park, will be directly impacted by project right-of-way acquisition. Sections 4.4.2 and 5.3.2 addresses the Long-Term Preferred Alternative conceptual mitigation plan that has been prepared for the park.

Construction activities in the vicinity of drainage structures will be in accordance with Best Management Practices for erosion control and water quality considerations (see Sections 3.5 and 4.5). Preliminary evaluations have also indicated that retention and/or detention areas may be viable considerations in water management techniques relating to highway storm runoff hydraulics and mitigation for wetland impacts and will be incorporated as applicable and feasible. Wetland sites

within the proposed right-of-way will be impacted as a result of roadway construction. These wetland sites will be affected primarily by filling activities necessary to widen the existing roadway and to construct new roadway. Section 4.6.1 discusses wetland impacts and the measures that will be taken as mitigation and to protect the remaining wetlands from additional soil erosion and pollutant runoff.

S.10 SHORT-TERM IMPACTS VERSUS LONG-TERM BENEFITS

The short-term impacts of the Selected Alternative will be limited to the construction period, which will be the time of greatest environmental disruption. Short-term disruption for corridor residents will generally relate to their proximity to the proposed right-of-way limits. Those closest will be affected by the use of heavy equipment, excavation, earth moving activities, disrupted traffic circulation patterns, and noise.

During construction, some local access points could be temporarily closed as a result of construction activities. Commercial and industrial operations could experience temporary inconveniences over the short-term as a result of this construction; however, the improved access should stimulate long-term business growth within the corridor.

Construction activities will cause minor short-term air quality impacts in the form of dust from earthwork and unpaved roads and smoke from open burning. These impacts will be minimized by adherence to all state and local regulations and to the FDOT Standard Specifications for Road and Bridge Construction. Specific construction impact mitigation measures are discussed in Section 4.7. Commitments are discussed in Section S.11.

Water quality could be adversely affected in the short-term during the project's construction due to increases in turbidity levels in watercourses directly adjacent to construction activities. However, this impact will be minimized by adherence to Best Management Practices for erosion control.

Most importantly, the Selected Alternative will, in the long-term, provide increased safety and improved traffic flow while fulfilling county, regional, and state transportation and land use plans and policies by providing an upgraded, integrated multi-modal travel corridor. Additionally, compared to the No-Action Alternative, carbon monoxide (CO) concentrations predicted for the Selected Alternative are expected to be lower in the vicinity of the project as a result of increased motor vehicle mobility, faster operating speeds, and less stop-and-go driving.

S.11 COMMITMENTS MADE BY THE FLORIDA DEPARTMENT OF TRANSPORTATION

Commitments that Apply to Both the *Selected Alternative* and the Long-Term Preferred Alternative

Pedestrian and Bicycle Facilities - *Pedestrian and bicycle travel along interstates and expressways is prohibited. However, the proposed interstate improvements include provisions for the future development of pedestrian and bicycle accommodations on cross streets beneath the interstate. The FDOT is committed to developing new interstate overpasses which ensure that all cross streets have sufficient room to accommodate bicycles and pedestrians during future local road improvement projects.*

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

1. *The Contractor will use static rollers for compaction of embankment, subgrade, base, asphalt, etc.*
2. *Pile driving operations will be restricted to the hours of 7 a.m. to 9 p.m. to avoid interfering with any adjacent noise sensitive land uses or a different foundation design will be considered, i.e., drilled shaft.*

3. *Preformed pile holes will be required where they are in proximity to vibration sensitive land uses to minimize vibration transfer.*

4. *Back-up alarm noise from heavy equipment and trucks will be minimized by requiring the Contractor to operate in forward passes or a figure-eight pattern when dumping, spreading, or compacting materials.*

5. *Restriction of operating hours for lighting the construction areas will be determined and required of the Contractor prior to beginning construction activities requiring lighting.*

6. *Coordination with the local law enforcement agencies will be undertaken prior to commencing construction activities to ensure that construction-related impacts are minimized or adequately mitigated when work during non-daylight hours is required.*

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

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

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

HART Northern Transit Terminal - *Based on the required relocation of HART's existing Northern Transit Terminal, the FDOT is committed to providing a new facility as part of the Selected Alternative which is discussed in Section 2.4.6. With input from HART, options for the new location of the Northern Transit Terminal will be identified and evaluated prior to relocating the existing site. FHWA and FDOT are committed to the opportunity for functional replacement of the Northern Transit Terminal.*

The FDOT will not select a final location for the new structure until separate Mobility MIS, High-Speed Rail, and Electric Streetcar studies being conducted by other agencies have been further finalized. The FDOT will coordinate with those agencies to integrate the related studies in order to optimize the structure location and design and to maximize ridership.

In addition, closure of the existing I-4/40th Street interchange will result in more circuitous travel for buses accessing the HART Bus Operations and Maintenance Facility on 21st Street. The

FDOT will continue the ongoing coordination with HART to explore options which reduce the excess travel distance.

Additional Commitments for the Long-Term Preferred Alternative

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

Tampa Heights Greenway - The incorporation of existing open space into the proposed project will provide visual linkages to isolated pockets of open space along the corridor. Opportunities to link open space areas will be evaluated in the design phase of the project. The FDOT is committed to pursuing the proposed development program for the Tampa Heights Greenway, located directly north of I-275 from the I-275 southbound Ashley Street exit ramp to Columbus Drive. The proposed greenway includes both passive and active recreation facilities, bike paths and pedestrian walkways that provide links to the CBD, and other recreation facilities that complement the Hillsborough County Comprehensive Bicycle Plan.

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

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PREFACE

PREFACE

The majority of the Tampa interstate system was designed and constructed in the late 1950's and early 1960's. Because of the need to upgrade the antiquated interstate system, the potential for High Occupancy Vehicle (HOV) improvements, and the goal of qualifying the urban interstate system in Hillsborough County for federal interstate funds, a preliminary study was conducted by the Florida Department of Transportation (FDOT) in 1983. This preliminary study established year 2010 traffic conditions for the interstate system and described potential short-term safety and geometric solutions for the existing interstate. Additionally, the study identified long-term, HOV-related improvements to accommodate year 2010 traffic volumes.

A significant conclusion from the completed 1983 study determined that efforts must be expanded to consider all transportation needs within the corridor, including any concurrent highway, rail, or transit improvements to the area which may impact the corridor, and to recommend improvements to the interstate system to accommodate those needs.

Using the 1983 justification and Hillsborough County MPO 2010 Long Range Transportation Plan as a documented base, the Tampa Interstate Study (TIS) began in late 1987. Generally, the purpose of the study was to produce a Master Plan (Phase I), conceptual design, and environmental impact data base for improvements to I-4, I-75, and I-275. Specifically, the objectives of Phase I of the TIS were to prepare a series of reports documenting the requirements for conceptual design, including existing and predicted conditions, typical sections, right-of-way requirements, environmental constraints, and costs of the recommended improvements.

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 proposed 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.

In addition to the Master Plan Report (August 1989), the TIS has produced some 30 working papers, 11 technical reports, 6 technical memorandums, and 3 concept reports to document the supporting data for the development of the Tampa Interstate Master Plan Concept. Each report has a reference number and title. Task F.6.a(6), for example, refers to the scope item number for all of the reports.

Following Federal Highway Administration (FHWA) approval of the TIS Master Plan Report in November 1989, provisions were set forth by the FDOT to implement Phase II of the TIS. Phase II of this study is intended to satisfy the requirements necessary to fully complete the environmental documentation of the recommended Master Plan. Completion of Phase II activities will enable the FDOT to proceed with final design and to seek construction funding for the Tampa interstate reconstruction project.

The purpose of this Final Environmental Impact Statement/Section 4(f) Evaluation is to fully document the various construction and no-action alternatives identified through the Master Plan and Project Development and Environment (PD&E) phases of the TIS.

Section 1.0 of this report documents the purpose of and need for improvements to the I-275 and I-4 corridors through an evaluation of current and projected traffic demand, existing and proposed transportation systems linking with the TIS study limits, and the existing safety concerns on the affected highway system. The developmental evaluation of alternatives through "Tier Analysis" and the selection of an alternative are summarized in Section 2.0. Section 3.0 of this report describes the existing social, economic, and environmental settings within the study area. The probable social,

economic, and environmental consequences of the proposed improvements and the proposed mitigation measures are presented in Section 4.0. Section 5.0 presents a Section 4(f) Evaluation for the project. Section 6.0 provides a list of those individuals responsible for preparing this document, and Section 7.0 includes a list of agencies to whom this document will be sent for review and comment. Section 8.0 discusses public and agency participation in the project. Section 9.0 describes the commitments and recommendations made by the FDOT. Section 10.0 provides an index to reference topics, and Section 11.0 provides a list of commonly used acronyms.

Supporting materials used in the development of this Environmental Impact Statement/Section 4(f) Evaluation are contained in a separately published Appendix. These materials include the Advance Notification; federal, state, and local agency coordination; drainage analysis calculations; preliminary moving feasibility study; Memorandum of Agreement; the tier analysis documentation; conceptual stage relocation plans; contamination screening evaluation site descriptions; 2015 Long Range Transportation Plan priorities; and Relocation Task Force (RTF) meeting minutes.

Technical reports referenced in this document are available at the Florida Department of Transportation's District VII Office in Tampa.

The proposed improvements have been developed in accordance with the Florida Department of Transportation's Interstate Policy Statement. The specific commitments developed for the TIS relative to FDOT's Interstate Policy are included in the July 22, 1992 letter included in Appendix B.

The portion of the ultimate TIS project contained in the current 2015 LRTP, or the financially feasible element of the project which is to be advanced, has been designated the ***Selected Alternative***. That designation distinguishes it from the ultimate TIS improvement, previously known as the Preferred Alternative, and now designated the Long-Term Preferred Alternative. In order to emphasize the new ***Selected Alternative*** as the portion proposed for advancement at this time, all discussion of the ***Selected Alternative*** in the document is presented in ***bold italicized text***.

SECTION 1.0

PURPOSE OF AND NEED FOR ACTION

SECTION 1.0

PURPOSE OF AND NEED FOR ACTION

The Federal Highway Administration (FHWA) proposes to upgrade the safety and efficiency of the existing I-275 and I-4 corridors that service the Tampa urban area while maintaining access to the surrounding community. The study limits for this project include Memorial Highway (S.R. 60) from I-275 to just north of Cypress Street and I-275 from the Howard Frankland Bridge/Kennedy Boulevard ramps north to Dr. Martin Luther King, Jr. Boulevard, I-4 from I-275 (including the interchange) to east of 50th Street (U.S. 41), and the Crosstown Expressway from the Kennedy Boulevard overpass east to Maydell Drive. In addition, a Crosstown Connector is proposed on new alignment from I-4 in the vicinity of 31st Street southward to the existing Crosstown Expressway. The project limits are illustrated on Exhibit 1.1.

The intent of the proposed federal action is to fulfill the following objectives, which were developed during the Master Plan Study by the FDOT in coordination with the MPO, other local agencies, and members of the public:

- Provide a vital link to the regional transportation network established in the Hillsborough County Metropolitan Planning Organization's 2015 Long Range Transportation Plan (see Section 1.1).

- Provide a safer, more efficient transportation system for the increased traffic volumes in the existing transportation corridor. In accordance with the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), alternatives to the use of single-occupancy vehicles will be examined in this document (see Sections 1.2 and 1.3). This will include the consideration of Transportation Systems Management (TSM), Transportation Demand Management (TDM), and multi-modal alternatives including high-occupancy vehicle lanes, mass transit facilities, and light rail transit corridors.

- Allow for improved access to regional facilities and incident management (see Section 1.4).

- Provide a multi-modal transportation corridor that complements the surrounding community from a transportation, economic and social aspect (see Section 1.6).



LEGEND

Study Area

Proposed Roadway

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY PHASE II

Hillsborough County, Florida

PROJECT STUDY LIMITS

EXHIBIT 1.1

Currently, I-275 provides a four-lane facility from the Howard Frankland Bridge to Memorial Highway (S.R. 60), six lanes from Memorial Highway (S.R. 60) to Howard Avenue, and eight lanes from Howard Avenue to the Ashley Street ramps. An auxiliary lane is also provided for the eastbound weaving section between the Westshore Boulevard and Lois Avenue interchanges.

From Ashley Street eastward through the Central Business District (CBD), six mainline lanes, with various auxiliary lane segments, are provided to the I-275/I-4 interchange. On I-275 between the I-4 junction and Dr. Martin Luther King, Jr. Boulevard, the facility provides eight lanes, and six lanes are provided north of Dr. Martin Luther King, Jr. Boulevard. I-4 provides six lanes from the I-4/I-275 junction to 21st Street. From 21st Street eastward beyond 50th Street, I-4 is a four-lane facility. The existing Crosstown Expressway is a four-lane facility.

1.1 SYSTEM LINKAGE/TRANSPORTATION PLANNING

The Tampa interstate system provides key links to the entire Tampa urban area and is recognized as the most important regional highway system in Hillsborough County. The Federal Aid Classification system designates I-275 and I-4 as interstate facilities. In February 1989, a white paper entitled "Future of Hillsborough Transportation Concepts" was prepared for the Florida House of Representatives Public Transportation Committee. This paper stated the significant role played by the interstate system in the region's transportation system and identified the Tampa Interstate Study's proposed reconstruction of I-275, I-4 and I-75 as a "priority project."

Official recognition for a major reconstruction of the interstate system is found in the Hillsborough County Metropolitan Planning Organization (MPO) 2015 Long Range Transportation Plan (2015 LRTP), adopted December 5, 1995. The MPO 2015 LRTP assumes a minimum of ten interstate freeway lanes with between 4 to 8 auxiliary lanes throughout the study area in the year 2015 and clearly indicates that reconstruction of the interstate system is a basic component of the plan. Without the urban core interstate linkage, other associated freeways, expressways, and arterials will fail to provide the necessary capacity and system connectivity.

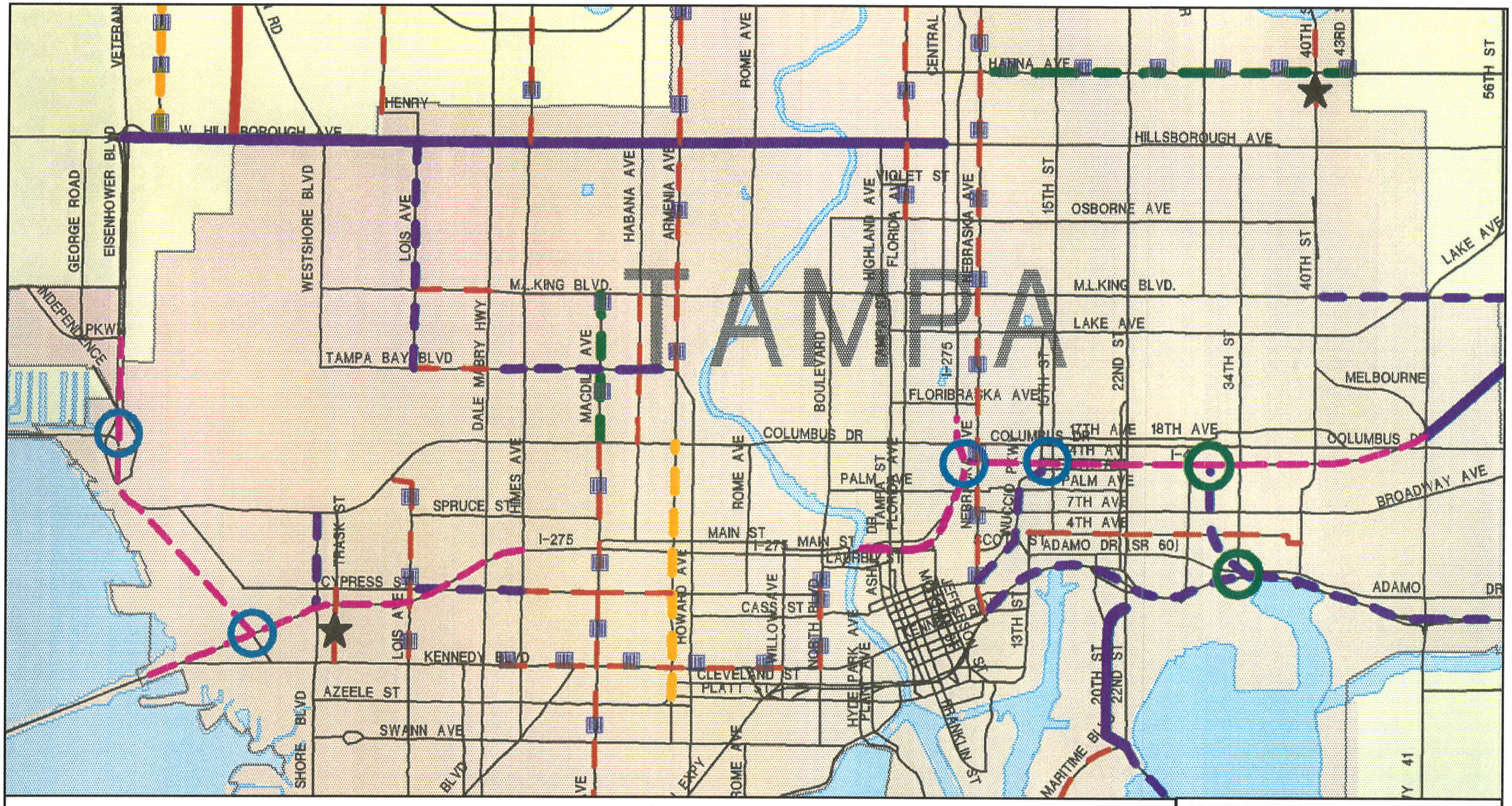
On November 14, 1991, the FDOT adopted an "Interstate Highway System Policy" which established statewide guidelines for interstate improvements. One of those guidelines mandates that in all urbanized areas with populations greater than 200,000, the maximum number of lanes at any location on the interstate system will be ten, including four physically separated exclusive lanes. Following extensive coordination between FDOT District VII, FDOT Central Office, and the FHWA, the proposed TIS project was determined to be consistent with the FDOT Interstate System Policy, provided that certain conditions are met. Copies of the Interstate Highway System Policy, and the consistency determination letter dated July 22, 1992, are contained in Appendix B.

1.1.1 System Linkage

The TIS Master Plan Concept, along with several other planned transportation improvements outlined in the MPO Plan, is a key element of the overall future regional transportation system. Several major transportation projects that are planned to connect to the reconstructed Tampa interstate system in the year 2015 are shown on Exhibit 1.2 and discussed below.

1.1.1.1 Veterans Expressway

The Veterans Expressway, which begins in the vicinity of Courtney Campbell Causeway (S.R. 60) and proceeds northerly to Dale Mabry Highway north of Van Dyke Road, provides a four-lane divided toll facility that primarily serves transportation needs between the northern Hillsborough/Pasco County area, the Tampa International Airport, and the Westshore area. The Veterans Expressway opened to the public in October 1994. The preferred Master Plan Concept for the Veterans Expressway (formerly the Northwest Hillsborough Expressway) was completed in September 1984 and the recommended alignment was approved by FHWA on October 27, 1987 for a Final Environmental Impact Statement (FEIS). The southern terminus of the recommended alignment was south of Tampa International Airport in the vicinity of Cypress Street. The TIS Master Plan for I-275 and the Hillsborough County Aviation Authority (HCAA) Master Plan for Tampa International Airport (TIA) were developed to be compatible with the Veterans Expressway southern terminus. The development and design of the Veterans Expressway is documented and



2015 LONG RANGE TRANSPORTATION PLAN HIGHWAY IMPROVEMENTS

- Enhanced Projects
- ★ Sensitive to Area Residents (STAR) Projects
- Future Frontage Roads
- New Interchange
- Improvement to Existing Interchange

COMMITTED PROJECTS (1995-2000) AND DEVELOPER PROJECTS

- 2 Lanes
- 4 Lanes
- 6 Lanes
- 8 Lanes

CANDIDATE PROJECTS (2001-2015)

- 2 Lanes
- 3 Lanes
- 4 Lanes
- 6 Lanes
- 8 Lanes

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY
PHASE II

Hillsborough County, Florida

MPO2015 TRANSPORTATION PLAN
HIGHWAY IMPROVEMENTS

EXHIBIT 1.2

illustrated in three reports entitled Northwest Hillsborough Expressway Phase I - Corridor Report (updated July 1983); Supplement to Phase I - Corridor Report (September 1983); and Expanded Corridor Study (March 1984).

1.1.1.2 Links Project

The section of roadway from south of Courtney Campbell Causeway (S.R. 60) extending south to I-275 is proposed to be six to eight lanes with a fully directional high-capacity interchange in the vicinity of Cypress Street. A Northwest Hillsborough Expressway Master Plan Report (Phase 1A) (June 1989) was prepared to guide the design of the proposed expressway between Memorial Highway (S.R. 60) and I-275. This segment is currently under design and is referred to as the Links project. Currently, funding for right-of-way has not been allocated for this section of roadway.

1.1.1.3 Howard Frankland Bridge

The previous addition of a parallel span and the rehabilitation of the Howard Frankland Bridge provides eight freeway lanes into the western limits of the Preferred Alternative, improving the link between Hillsborough County and Pinellas County to the west. The bridge spans approximately 12.8 km (8.0 mi.) of Tampa Bay. The proposed reconstruction of the interstate will improve the connection of the Veterans Expressway and the Howard Frankland Bridge in the Westshore area with downtown Tampa and I-4.

1.1.1.4 I-4 (50th Street to Hillsborough/Polk County Line)

The TIS Master Plan improvements on I-4 from 50th Street east to the Hillsborough/Polk County Line were addressed in a Categorical Exclusion approved by FHWA in October 1992 for approximately 37.0 km (23 mi.) of I-4 from 50th Street (U.S. 41) to the Hillsborough/Polk County Line. I-4 is currently a four-lane divided freeway, and interim reconstruction will upgrade the facility to a six-lane divided freeway. The FDOT has started the construction on portions of I-4 with the final portion scheduled for construction in FY 1997/98.

1.1.1.5 Western Extension of Crosstown Expressway

This project would link the western terminus of the Crosstown Expressway, which is located at Gandy Boulevard just west of Dale Mabry Highway, to the Gandy Bridge. The extension is proposed on new alignment south of Gandy Boulevard. The western extension would be a six-lane divided limited access toll facility approximately 2.0 km (1.3 mi.) in length. This expressway corridor will give travelers an alternative route to downtown Tampa and St. Petersburg. With the construction of the Western Extension of the Crosstown Expressway, vehicles will have an alternative high mobility corridor to St. Petersburg and southern Pinellas County. The MPO 2015 LRTP includes this project as part of the Year 2015 highway network. The project is listed as a Candidate Project (2001-2015) on the 2015 LRTP, but it is not currently listed in the FDOT Work Program for FY 1995/96 to FY 1999/2000.

1.1.1.6 I-275/I-75 (Busch Boulevard to I-75/S.R. 56 Interchange)

This project will involve widening I-275 from south of Busch Boulevard extending north to the planned interchange at I-75 and S.R. 56 (new alignment). The preliminary engineering is currently under way for this project. I-275 is currently a four-lane divided freeway in this area, and the proposed reconstruction will upgrade the facility to a six-lane divided freeway. The FDOT has scheduled construction of portions of the project to begin in FY 1998/99, while some other segments are scheduled for FY 1999/2000.

1.1.1.7 Crosstown Connector and Improvements to Crosstown Expressway

The proposed Crosstown Connector will provide direct freeway-to-freeway access between I-4 and the Crosstown Expressway. This connection will improve traffic operations on the north-south local streets in the project area as well as along the two freeway corridors. In addition, as a result of the direct connection between I-4 and the Crosstown Expressway, the growing suburban communities to the east of Tampa are provided improved access to and from the area business districts.

An additional function of the proposed Crosstown Connector is its role as a system maintenance of traffic route during the reconstruction of the interstate. The Crosstown Connector will provide an alternative route for traffic to access the CBD during the reconstruction of the downtown and I-4/I-275 interchanges. Without the Connector, during the reconstruction, traffic accessing the CBD would likely be diverted to the arterial street system including 21st, 22nd, 40th and 50th Streets. Due to the limited available capacity on these arterials, severe congestion would result. Therefore, the Connector is a vital link for both the ultimate freeway system in Tampa as well as a system maintenance of traffic route during the reconstruction of the freeway system.

1.1.2 Transportation Planning

In addition to system linkage, the proposed interstate improvements have been planned to serve the anticipated transportation needs of future population growth and development. The interstate reconstruction and other planned roadway improvements are essential to meet these demands and to promote economic growth in the region. Several major existing and planned developments that will depend on the improved transportation system for the efficient movement of goods and people are summarized in the following section.

The Port of Tampa is a large industrial complex which handles approximately 50 million tons of waterborne cargo annually. Efficient motor (tractor-trailer) and rail access are essential to the existence of these marine facilities, and are the primary landside modes of transportation serving the Port. The need to improve access to the Port has been identified in the Port of Tampa Master Plan (Tampa Port Authority (TPA), 1989). Motor-vehicle mobility to and from the Port is severely limited as truck and tractor-trailer traffic must travel on deteriorated local roads traversing residential and commercial neighborhoods of Ybor City, south of I-4. Congestion problems occur along the 22nd Street, I-4, and 50th Street corridors. Construction of the Crosstown Connector would alleviate this congestion and divert a considerable amount of truck traffic away from through streets in Ybor City, which also provides access to the Port of Tampa. The Hillsborough County Truck Route Plan, effective January 1, 1995, limits truck traffic in Ybor City to 20th and 22nd Streets. The new Truck Route Plan will benefit Ybor City, but help to place a greater strain on the already congested 22nd

Street, thus increasing the need for the Crosstown Connector. The Port of Tampa Transportation Plan has identified the improvements associated with the TIS as vital to the mobility within the Port of Tampa.

Other large businesses and attractions have recently opened and others are scheduled to open in the Tampa CBD within the next few years. These include the new Florida Aquarium, a 16,275-m^2 (175,000-sq.-ft.) facility expected to draw nearly two million visitors in 1996; the Ice Palace, a 20,000-seat multi-sport facility developed by the Tampa Bay Lightning NHL hockey team, currently under construction and scheduled to open in the fall of 1996; the partially completed Garrison Seaport Center, a Tampa Port Authority 8 ha (20-ac.) waterfront development comprised of a show terminal, multi-use retail shops, and cruise ship terminals; the Convention Center Hotel, a 900-room facility being developed by Marriott; Hartline's Southern Intermodal Project, a multi-purpose transfer facility to serve as the "hub" for City Center transportation systems; the Federal Courthouse expansion; and River Place, a corporate office center adjacent to the University of Tampa. The Tampa CBD is a major business and entertainment district that continues to grow and prosper, and the interstate improvements will be vital to providing continued access to the area.

The MPO 2015 LRTP emphasizes that an efficient transportation system is critical to the viability and stability of the region. The proposed improvements to I-275, I-4, and the Crosstown Expressway are all included in the MPO 2015 LRTP.

1.2 CAPACITY

This section discusses the current capacity constraints and projected future capacity constraints in relation to the need for the proposed interstate improvements.

1.2.1 Existing Conditions

Initial work efforts for TIS focused on the evaluation of the entire interstate roadway to determine its current condition. This physical evaluation was primarily designed to determine the potential life

expectancy of the various design elements, such as structures, bridges, and pavement surfaces. These activities resulted in the development of a Task F.2.a "Component Package," which was presented to the FDOT and the FHWA on November 12, 1987 and documented in the TIS Task F.2.a - Component Package Presentation Summary. This presentation provided a concise overview of the existing conditions within the study area and the potential for rehabilitation of the interstate system. Supporting documentation for the Component Package presentation is found in the TIS Task E.2.a - Existing Alignment Inventory Working Paper and the TIS Task E.2.b.c - Interstate Structural Inventory Working Paper.

The findings and recommendations resulting from these initial study efforts indicated that there is an overwhelming need to rehabilitate and/or reconstruct the existing interstate system in urban Tampa. These evaluation findings were evident in all aspects, including travel demand forecasting, structural integrity, traffic operations and safety, and compliance with the adopted plans and policies of the various local governments. Existing traffic conditions within the project corridor are discussed in the following paragraphs. A detailed description of existing traffic conditions is provided in the previously approved TIS Task A.2.g.1 - Traffic Memorandum (August 1991) and TIS Task A.4.a - Preliminary Engineering Report (March 1995), published separately for this project.

Existing traffic conditions for the year 1990 were used for the capacity analyses. Traffic data for the year 1990 was the most recent available at the time the analyses were completed. Capacity analyses of the existing conditions on I-275 and I-4 within the project limits indicate that sections of these freeways are currently operating near capacity and others are operating over capacity, resulting in excessive delays and congestion.

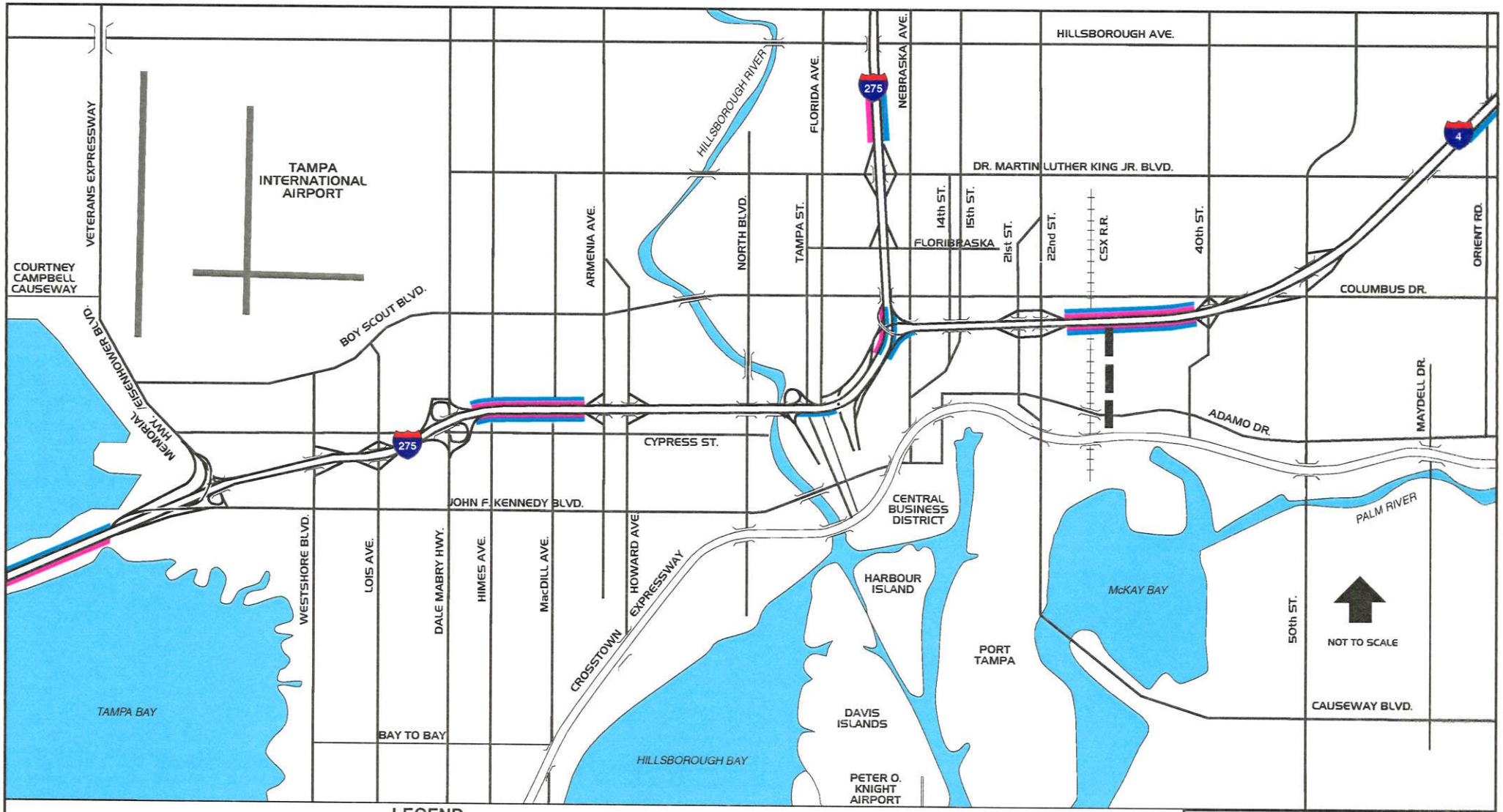
Using existing peak hour volumes, traffic operations analyses were conducted for I-275 from west of the Kennedy Boulevard on-/off-ramps to north of Dr. Martin Luther King, Jr. Boulevard and for I-4 from immediately east of I-275 to east of 50th Street.

The basic freeway segments, weaving areas, and ramp junction merge/diverge areas were analyzed using the methodologies described in Chapter 3 - Basic Freeway Segments, Chapter 4 - Weaving Areas, and Chapter 5 - Ramps and Ramp Junctions of the 1985 Highway Capacity Manual (HCM). Exhibit 1.3 illustrates the basic freeway segments within the project study limits that are currently operating at Levels of Service (LOS) E or F in the a.m. and p.m. peak hours. Exhibit 1.4 illustrates the merge, diverge, and weaving areas that are currently operating at LOS E or F in the a.m. and p.m. peak hours.

To be consistent with the operations analyses conducted previously during Phase I of the TIS, the levels of service for the basic freeway segments, weaving areas, and merge/diverge areas were determined using the maximum service flow rate values developed for TIS Task F.5.e - Travel Demand Technical Report and previously approved by FHWA. The maximum service flow rates for the various levels of service are "modified" for the TIS from the values presented in the HCM. The modified rates are based on an analysis which was conducted to determine the most appropriate per-lane service flow rate to use in the design of Tampa's interstate system. Based on this analysis, the recommended modification was to increase the LOS E flow rate for a 96 kilometer per hour (kmph) (60 mile per hour (mph)) design speed facility by 10 percent over the value contained in the HCM (a 10.5 percent increase was recommended for an 80 kmph (50 mph) design speed facility). Using the recommended values for LOS E, the corresponding flow rates of LOS C and D were established as 70 and 85 percent of the LOS E values, respectively. This is consistent with the volume-to-capacity (v/c) ratios documented in the HCM. Table 1.1 lists the HCM service flow rates and the recommended service flow rates for the TIS. Basic freeway segment and merge/diverge and weaving area levels of service criteria and parameters are contained in the previously approved Traffic Memorandum.

1.2.1.1 Freeway Segments

All segments of I-275, I-4, and the Crosstown Expressway between interchanges which do not constitute a weaving area were analyzed as basic freeway segments. The results of the analyses indicate that 18 of the 27 segments operate at LOS D or better in the a.m. peak hour. The segment



LEGEND

A.M. Level of Service E or F

P.M. Level of Service E or F

Note: All other segments of project study area are operating at Level of Service D or better.

Proposed Crosstown Connector

FLORIDA DEPARTMENT OF TRANSPORTATION

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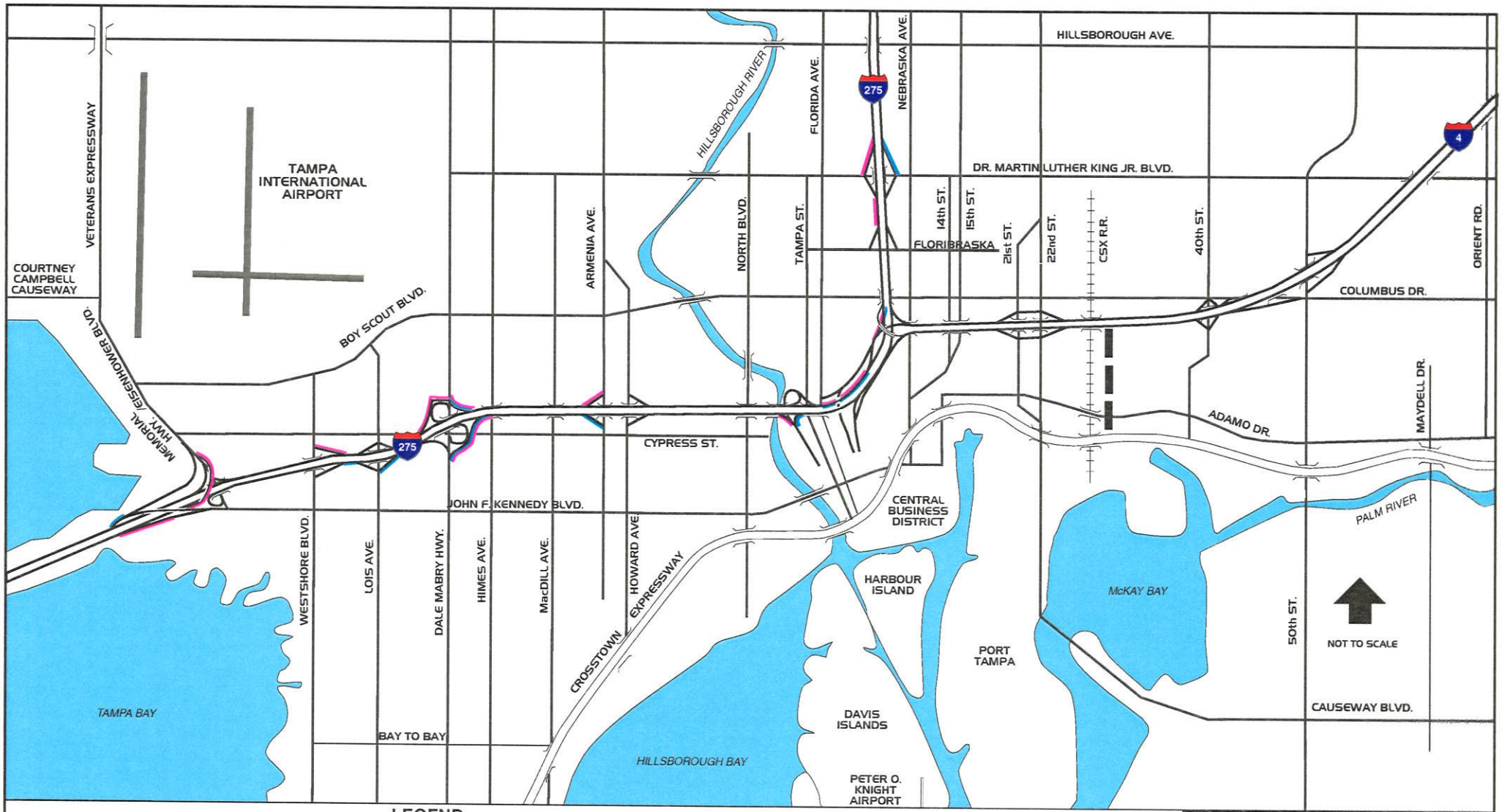
TAMPA INTERSTATE STUDY

PHASE II

Hillsborough County, Florida

EXISTING LEVELS OF SERVICE (A.M AND P.M.)FOR BASIC FREEWAY SEGMENTS

EXHIBIT 1.3



LEGEND

A.M. Level of Service E or F

P.M. Level of Service E or F

Note: All other segments of project study area are operating at Level of Service D or better.

Proposed Crosstown Connector

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY

PHASE II

Hillsborough County, Florida

EXISTING LEVELS OF SERVICE (A.M AND P.M.) FOR MERGE, DIVERGE, AND WEAVING AREAS

EXHIBIT 1.4

TABLE 1.1

MAXIMUM SERVICE FLOW RATES AND LEVEL OF SERVICE
Tampa Interstate Study - Phase II
Environmental Impact Statement

Level of Service	96 kmph (60 mph) Design Speed		80 kmph (50 mph) Design Speed	
	HCM Value (in pcphpl)	Recommended Value (in pcphpl)	HCM Value (in pcphpl)	Recommended Value (in pcphpl)
A	--	--	--	--
B	1,000	1,100	--	--
C	1,400	1,540	1,300	1,470
D	1,700	1,870	1,600	1,785
E	2,000	2,200	1,900	2,100

Levels of Service (LOS):

LOS A = Represents free flow of traffic. Individual users are virtually unaffected by the presence of others in the traffic stream.

LOS B = Is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable.

LOS C = Is in the range of stable flow, but marks the beginning of the range of flow in which operation of individual users becomes significantly affected by interactions with others in the traffic stream.

LOS D = Represents high-density, but stable, flow. Speed and freedom to maneuver are severely restricted, and the driver or pedestrian experiences a generally poor level of comfort and convenience.

LOS E = Represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Freedom to maneuver within the traffic stream is extremely difficult.

pcphpl = passenger cars per hour per lane.

HCM = 1985 Highway Capacity Manual

Source: TIS Task F.5.e - Analysis of Service Flow Rates and Level of Service Final Working Paper, Greiner, Inc. (October 1988).

of westbound I-275 west of the Kennedy Boulevard interchange is currently operating at LOS C. The nine segments that are currently operating at LOS E or F in the a.m. peak hour are as follows:

- Eastbound I-275 west of Kennedy Boulevard interchange (LOS F);
- Eastbound I-275 east of Dale Mabry Highway interchange (LOS E);
- Westbound I-275 east of Dale Mabry Highway interchange (LOS F);
- Southbound I-275 north of Dr. Martin Luther King, Jr. Boulevard off-ramp (LOS F);
- Southbound I-275 south of Jefferson Street off-ramp (LOS F);
- Westbound I-275 west of Armenia Avenue on-ramp (LOS F);
- Eastbound I-275 west of Armenia Avenue off-ramp (LOS E);
- Eastbound I-4 east of 22nd Street on-ramp (LOS E); and
- Westbound I-4 east of 22nd Street off-ramp (LOS E).

The v/c ratios for these nine segments range from 0.92 to 1.17.

Fifteen of the 27 segments analyzed operate at LOS D or better in the p.m. peak hour. The 12 segments that are currently operating at LOS E or F in the p.m. peak hour include the following:

- Eastbound I-275 east of Dale Mabry Highway interchange (LOS F);
- Westbound I-275 east of Dale Mabry Highway interchange (LOS E);
- Westbound I-275 west of Kennedy Boulevard interchange (LOS E);
- Westbound I-275 west of Armenia Avenue on-ramp (LOS E);
- Eastbound I-275 west of Armenia Avenue off-ramp (LOS F);
- Northbound I-275 between Ashley Street on-ramp and Orange Street/Scott Street on-ramps (LOS F);

- Eastbound I-4 east of I-275/I-4 diverge (LOS E);
- Northbound I-275 north of I-275/I-4 diverge (LOS E);
- Northbound I-275 north of Dr. Martin Luther King, Jr. Boulevard on-ramp (LOS F);
- Eastbound I-4 east of 22nd Street on-ramp (LOS F);
- Eastbound I-4 east of 50th Street on-ramp (LOS F); and
- Westbound I-4 east of 22nd Street off-ramp (LOS E).

The v/c ratios for these 12 segments range from 0.84 to 1.14. Only six of the basic freeway segments operate at unacceptable levels of service during both the a.m. and p.m. peak hours: eastbound I-275 east of Dale Mabry Highway interchange, westbound I-275 east of Dale Mabry Highway interchange, westbound I-275 west of the Armenia Avenue on-ramp, eastbound I-275 west of the Armenia Avenue off-ramp, eastbound I-4 east of the 22nd Street on-ramp, and westbound I-4 east of the 22nd Street off-ramp. The existing conditions basic freeway segment capacity calculations are contained in Appendices of the separately published Traffic Memorandum and Preliminary Engineering Report.

1.2.1.2 Merge, Diverge, and Weaving Areas

Analyses of existing levels of service performed for the merge, diverge, and weaving areas on I-275 in the a.m. peak hour found that 25 of the 37 locations analyzed are currently operating at acceptable levels of service (LOS D or better) in the a.m. peak hour. The 12 locations that are currently operating at LOS E or F are as follows:

- Eastbound I-275 off-ramp to Kennedy Boulevard (LOS F);
- Eastbound I-275 off-ramp to Memorial Highway (S.R. 60) (LOS F);
- Eastbound I-275 on-ramp from Dale Mabry Highway (LOS E);
- Westbound I-275 off-ramp to northbound Dale Mabry Highway (LOS F);

- Westbound I-275 on-ramp from Dale Mabry Highway (LOS E);
- Westbound I-275 off-ramp to Westshore Boulevard (LOS E);
- Eastbound I-275 off-ramp to Ashley Street/Scott Street (LOS E);
- Southbound I-275 off-ramp to Dr. Martin Luther King, Jr. Boulevard (LOS E);
- Southbound I-275 between on-ramp from Dr. Martin Luther King, Jr. Boulevard and off-ramp to Floribraska Avenue (LOS E);
- Southbound I-275 between off-ramp to eastbound I-4 and off-ramp to Jefferson Street (LOS F);
- Southbound I-275 between on-ramp from westbound I-4 and off-ramp to Ashley Street (LOS E); and
- Westbound I-275 on-ramp from Armenia Avenue (LOS E).

The unacceptable levels of service occurring at these merge/diverge areas on I-275 are primarily the result of insufficient mainline capacity.

The section of southbound I-275 from the Dr. Martin Luther King, Jr. Boulevard on-ramp to the Ashley Street off-ramp consists of a three-part multiple weaving section followed by a simple weaving section. The unacceptable levels of service in this section are due to both the large volume of traffic (a substantial portion of which is destined for the Tampa CBD) and the amount of lane changing required due to the lane configuration. The unacceptable level of service at the eastbound off-ramp (lane drop) to Ashley Street and Scott Street are the result of the large volume of traffic destined for the CBD. The unacceptable levels of service on southbound I-275 at the Dr. Martin Luther King, Jr. Boulevard on-ramp and on westbound I-275 at the Armenia Avenue on-ramp are due to the large volume of mainline traffic on the six-lane sections of I-275 prior to the on-ramps.

Existing levels of service for the merge, diverge, and weaving areas were determined in the p.m. peak hour. Twenty-seven of the 37 locations analyzed are currently operating at LOS D or better

in the p.m. peak hour. The ten locations that are currently operating at an unacceptable level of service are as follows:

- Eastbound I-275 between on-ramp from Westshore Boulevard and off-ramp to Lois Avenue (LOS E);
- Eastbound I-275 on-ramp from Lois Avenue (LOS E);
- Eastbound I-275 on-ramp from Dale Mabry Highway (LOS F);
- Westbound I-275 off-ramp to northbound Dale Mabry Highway (LOS E);
- Westbound I-275 on-ramp from Kennedy Boulevard (LOS E);
- Eastbound I-275 off-ramp to Armenia Avenue (LOS E);
- Eastbound I-275 on-ramp from Ashley Street (LOS E);
- Northbound I-275 on-ramp from Dr. Martin Luther King, Jr. Boulevard (LOS E);
- Southbound I-275 between off-ramp to eastbound I-4 and off-ramp to Jefferson Street (LOS E); and
- Southbound I-275 between on-ramp from westbound I-4 and off-ramp to Ashley Street (LOS E).

The unacceptable levels of service occurring from the Howard Frankland Bridge to the Dale Mabry Highway interchange during the p.m. peak hour at the four merge/diverge areas listed above are primarily the result of insufficient mainline capacity. The unacceptable levels of service existing on the segment of eastbound I-275 between the Westshore Boulevard on-ramp and the Lois Avenue off-ramp are due to the relatively short length of the weaving area (approximately 402.3 m (1,320 ft.)) and the large volume of weaving traffic. The unacceptable levels of service on eastbound and northbound I-275 at the three merge/diverge areas listed above are primarily the result of the large volume of traffic on the six-lane sections of I-275 prior to the on-/off-ramps. The unacceptable levels of service existing on the two segments of southbound I-275 listed above are due to both the large volume of through traffic on I-275 and the frequent amount of lane changing occurring in these weaving areas.

Four of the 37 segments analyzed operate at unacceptable levels of service during both the a.m. and p.m. peak hours. Two of the locations are the eastbound I-275 on-ramp from Dale Mabry Highway and the westbound I-275 off-ramp to northbound Dale Mabry Highway. Additional segments are the weaving areas on southbound I-275 between the off-ramp to eastbound I-4 and the off-ramp to Ashley Street.

Existing levels of service for the merge, diverge, and weaving areas on I-4 and the Crosstown Expressway were determined for the a.m. peak hour. The Crosstown Expressway is operating at acceptable levels of service during the a.m. peak hour; however, several merge/diverge areas and weaving areas on I-4 are operating at unacceptable levels of service.

In the a.m. peak hour, the I-4 westbound on-ramp from 40th Street operates at LOS E. This is primarily due to the high volume (3,305 vehicles per hour) on the freeway upstream of the on-ramp. In addition, the weaving sections on I-4 between the 40th Street and Columbus Drive/50th Street interchanges operate at LOS F in both the eastbound and westbound directions. This is due to the short lengths of the weaving sections (170.6 m (560 ft.) eastbound and 225.5 m (740 ft.) westbound). The analyses also indicate that in the westbound direction, the lane adjacent to the merge/diverge locations on I-4 from east of 50th Street to west of 21st Street is operating at an unacceptable level of service. In the eastbound direction, unacceptable levels of service are occurring in the lane adjacent to the merge/diverge areas on I-4 from west of 21st Street to east of 40th Street.

Results of the a.m. peak hour operations analyses conducted on the Crosstown Expressway indicate that in the eastbound direction all locations operate at LOS A while in the westbound direction all locations operate at LOS C.

Existing levels of service for the merge, diverge, and weaving areas on I-4 and the Crosstown Expressway were determined for the p.m. peak hour. The eastbound I-4 on-ramp from 22nd Street operates at LOS E. In addition, the weaving sections on I-4 between the 40th Street and Columbus Drive/50th Street interchanges operate at LOS F in both the eastbound and westbound directions. As was the case in the a.m. peak hour, the lane adjacent to the merge/diverge areas on I-4 operates

at unacceptable levels of service in the p.m. peak hour. In the eastbound direction, this lane operates at an unacceptable level of service from west of 21st Street to east of Columbus Drive/50th Street. In the westbound direction, this lane operates at an unacceptable level of service from east of 40th Street to west of 21st Street.

In the p.m. peak hour, all locations in the eastbound direction on the Crosstown Expressway operate at LOS C or better. With one exception, all locations in the westbound direction on the Crosstown Expressway operate at LOS A. The one exception is the westbound on-ramp from 22nd Street which operates at LOS B.

The existing conditions capacity calculations for the ramp junctions and weaving areas are included in Appendices published separately for the Traffic Memorandum and Preliminary Engineering Report.

1.2.1.3 Signalized Intersections

In addition to the I-275 freeway operations analyses, signalized intersection analyses from the Howard Frankland Bridge/Kennedy Boulevard ramps to the Dale Mabry Highway interchange were also conducted for the a.m. and p.m. peak hours at the following ramp terminal and arterial intersections:

- Dale Mabry Highway and westbound I-275 on-/off-ramps;
- Dale Mabry Highway and eastbound I-275 on-/off-ramps;
- Dale Mabry Highway and Spruce Street;
- Dale Mabry Highway and Cypress Street;
- Cypress Street and Himes Avenue;
- Lois Avenue and westbound I-275 on-/off-ramps;
- Lois Avenue and eastbound I-275 on-/off-ramps;
- Westshore Boulevard and I-275 on-/off-ramps;
- Westshore Boulevard and Cypress Street;
- Kennedy Boulevard and Memorial Highway (S.R. 60); and
- Kennedy Boulevard and Hoover Street.

These analyses were conducted using the methodology described in Chapter 9 - Signalized Intersections of the HCM. The existing a.m. and p.m. peak hour turning movements and intersection lane geometry at these locations are provided in the Traffic Memorandum and the Preliminary Engineering Report. Traffic signal phasing/timing plans were obtained from the City of Tampa and used in the analyses. At several locations, it was determined that improved operations could be obtained with some minor revisions to the signal timing. Hence, these revisions were incorporated into the analyses. Nine of the 12 signalized intersections are currently operating at LOS C or better in the a.m. peak hour, while the Westshore Boulevard/Cypress Street intersection is currently operating at LOS D. The Kennedy Boulevard/Memorial Highway (S.R. 60) intersection is currently operating at LOS E and the intersection of Westshore Boulevard and the I-275 on-/off-ramps is currently operating at LOS F.

In addition, analyses indicated that eight of the 12 signalized intersections are currently operating at LOS C or better in the p.m. peak hour and one intersection (Dale Mabry Highway and Spruce Street) is currently operating at LOS D. The Kennedy Boulevard/Memorial Highway (S.R. 60) intersection is currently operating at LOS E in the p.m. peak hour, while the intersections of Westshore Boulevard and the I-275 on-/off-ramps and Westshore Boulevard and Cypress Street are currently operating at LOS F. The existing conditions signalized intersection capacity analyses are included in the Appendices of the Traffic Memorandum and the Preliminary Engineering Report.

In addition, signalized intersection analyses from the Dale Mabry Highway interchange north to Dr. Martin Luther King, Jr. Boulevard were also conducted for the a.m. and p.m. peak hours at the following ramp terminal and major arterial intersections:

- Howard Avenue and Green Street (west of westbound I-275 off-ramp);
- Howard Avenue and Laurel Street (west of eastbound I-275 on-ramp);
- Armenia Avenue and Green Street (east of westbound I-275 on-ramp);
- Armenia Avenue and Laurel Street (east of eastbound I-275 off-ramp);
- Florida Avenue and Scott Street;
- Tampa Street and Scott Street;
- Scott Street and Jefferson Street;
- Scott Street and Orange Street;
- Dr. Martin Luther King, Jr. Boulevard and northbound I-275 on-/off-ramps;

- Dr. Martin Luther King, Jr. Boulevard and southbound I-275 on-/off-ramps;
- Dr. Martin Luther King, Jr. Boulevard and Florida Avenue;
- Dr. Martin Luther King, Jr. Boulevard and Nebraska Avenue;
- 21st/22nd Streets and I-4 on-/off-ramps;
- 40th Street and I-4 on-/off-ramps;
- 50th Street and Columbus Drive;
- 22nd Street and eastbound Crosstown Expressway on-/off-ramp; and
- 22nd Street and westbound Crosstown Expressway on-/off-ramps.

All seventeen of the intersections analyzed are operating at LOS D or better and fourteen of the seventeen signalized intersections are currently operating at LOS B in the a.m. peak hour. Fourteen of the seventeen intersections are currently operating at LOS D or better in the p.m. peak hour. The Dr. Martin Luther King, Jr. Boulevard/Florida Avenue intersection is currently operating at LOS E, while the Florida Avenue/Scott Street and Jefferson Street/Scott Street intersections are currently operating at LOS F. The existing conditions signalized intersection capacity analyses are included in Appendices published separately for the Traffic Memorandum and Preliminary Engineering Report.

1.2.1.4 Unsignalized Intersections

Unsignalized intersection analyses were conducted using the methodology described in Chapter 10 - Unsignalized Intersections of the HCM for the I-275 ramp terminals at Floribraska Avenue and the Crosstown Expressway ramp terminals at 39th Street. The results of the intersection analyses indicate that the Floribraska Avenue/Taliaferro Avenue intersection (the east side I-275 ramp terminal) is currently operating at LOS B in the a.m. peak hour and LOS D in the p.m. peak hour. The Floribraska Avenue/Elmore Street intersection (the west side I-275 ramp terminal) is currently operating at LOS C in the a.m. peak hour and LOS D in the p.m. peak hour. The north side and south side of the Crosstown Expressway/39th Street ramp terminals are currently operating at LOS A during the a.m. and p.m. peak hours. The capacity analyses are also included in Appendices published separately for the Traffic Memorandum and Preliminary Engineering Report.

1.2.2 Future Conditions

Continued growth within Hillsborough County and in adjacent counties is expected to further increase traffic on I-275, I-4, and the Crosstown Expressway. The MPO 2015 LRTP is based on a future population projection for Hillsborough County of 1,144,600 persons, an approximately 37 percent increase from 1990. This population growth is expected to yield 4.3 million person-trips in the year 2010, an increase from the 2.7 million person-trips in 1990. Section 3.1.1 of this report presents the projected population increases and percent changes for Hillsborough County.

I-275, I-75, and I-4 provide a vital regional link between several counties including Pasco, Polk, Pinellas, Hillsborough, and Manatee within the Tampa Bay area. Travelers using these interstates have multiple destinations located throughout the region. As stated in the Hillsborough County MPO 2015 LRTP, improvements to the interstate will help improve transportation conditions for all travelers in the Tampa Bay area.

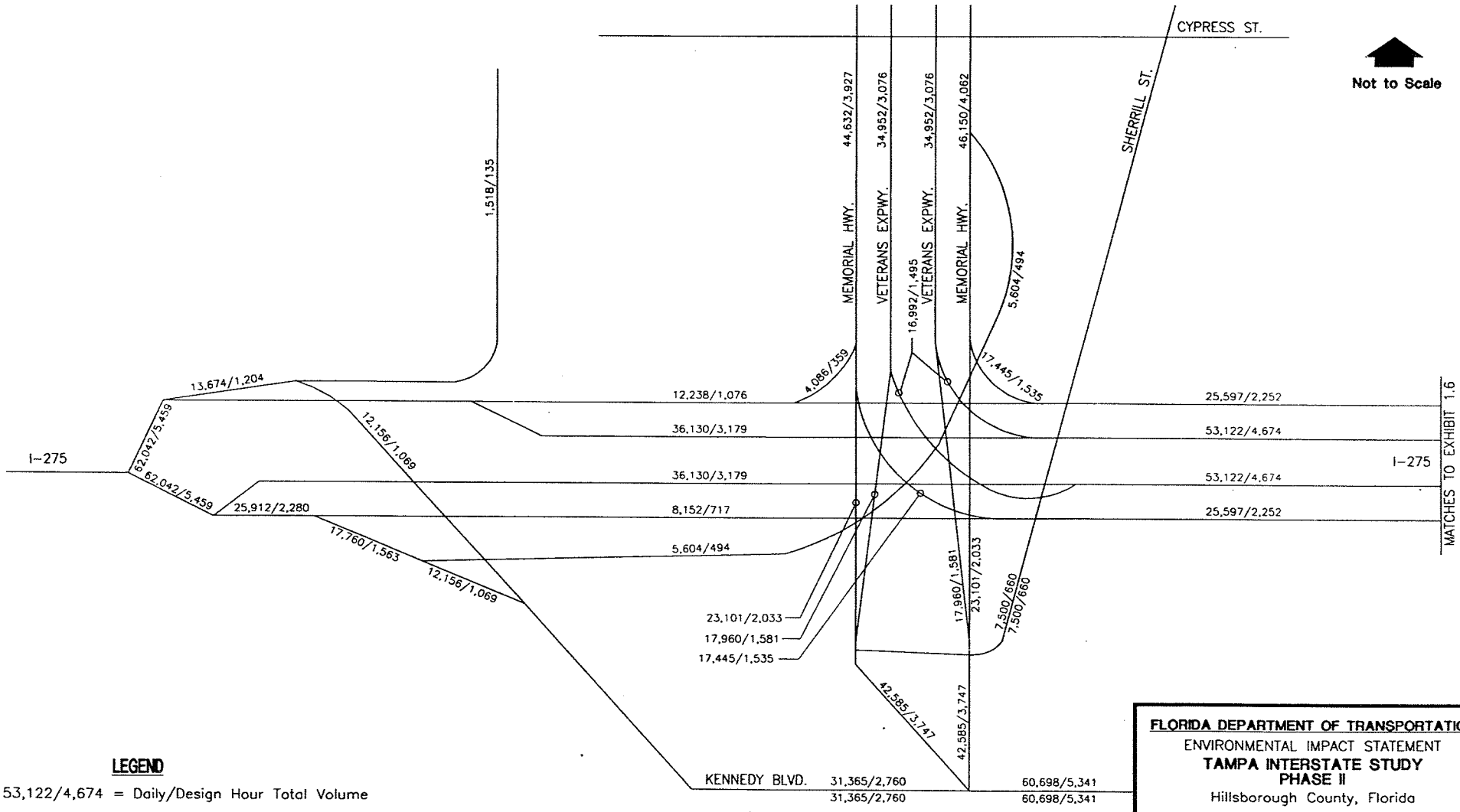
The proposed project will also help to improve conditions for those travellers whose destinations may include the Tampa CBD. The CBD attracts a large number of travellers throughout the day. For example, the Tampa CBD provides approximately 604,500 m^2 (6.5 million sq. ft.) of multi-tenant office space. Employment centers located in the CBD include Harbour Island, Franklin Street Business District (office, retail, restaurants, and business services), Nations Bank Plaza, Barnett Bank Plaza, One City Center Office Plaza, Hyatt Regency Tampa, Riverside Hotel, the Tampa - Hillsborough County Public Library, Tampa Bay Performing Arts Center, Tampa Museum of Art, City of Tampa City Hall complex, Hillsborough County Office Complex and Courthouse, the Tampa Convention Center, and other major destination points.

Other developments along the waterfront, specifically the Florida Aquarium, the Ice Palace sports arena, and the Garrison Seaport Center, will also be served by improved access and circulation in downtown Tampa.

To assess the impact of the proposed project, design year traffic projections were estimated. These projections were estimated using the Florida Standard Urban Transportation Model Structure (FSUTMS) for Hillsborough County, as supplied by FDOT and refined during Phase I of TIS. The design year (2010) average daily traffic volumes are illustrated on Exhibits 1.5 through 1.11. Both the total daily traffic volumes and the daily HOV volumes are presented for the express freeway lanes east of Trask Street. It should be noted that the total daily traffic volumes also include HOV volumes in the area where HOV lanes are present.

Detailed analyses of future traffic conditions for the project area are presented in the TIS Master Plan Report, Preliminary Engineering Report, and Traffic Memorandum. Table 1.2 compares by roadway segment average daily traffic volumes for the existing year and year 2010 projections and lists the percentage of increase in traffic for each segment. As shown on Exhibits 1.5 through 1.11 and indicated on Table 1.2, the 2010 average daily traffic volume on I-275 is projected to increase by approximately 43.5 percent on the segment between the Howard Frankland Bridge and Dale Mabry Highway, an average of 140, 698 vehicles per day (vpd). The I-275 segment between Dale Mabry Highway and I-4 is projected to experience an average increase in daily traffic volume of 63.9 percent or an average of 263,819 vpd. The I-275 segment between I-4 and Dr. Martin Luther King, Jr. Boulevard is projected to have an average increase in daily traffic volume of 56.1 percent or an average of 206,200 vpd. The I-4 segment between I-275 and 50th Street is projected to experience an average increase in daily traffic volumes of 122.7 percent or an average of 234,238 vpd. The projected daily 2010 volume on the Crosstown Connector is approximately 93,600 vpd. This projected growth in traffic will continue to degrade traffic conditions in the project area.

As stated in the TIS Traffic Memorandum, on April 25, 1989, FHWA determined that the level of operation for the express freeway and local access freeway system should be a modified LOS D. Based on current traffic flow characteristics in the TIS corridor, the LOS E flow rate for a 96-kmph (60-mph) design speed facility was increased by 10 percent from 2,000 passenger cars per hour per lane (pcphpl) to 2,200 pcphpl. Similarly, the LOS E flow rate for a 80-kmph (50-mph) design speed facility was increased by 10.5 percent from 1,900 pcphpl to 2,100 pcphpl. Assuming these values



LEGEND

53,122/4,674 = Daily/Design Hour Total Volume

Greiner, Inc.

3A/G88-23/C238015/TV1A1EA.DWG/12.27.94

FLORIDA DEPARTMENT OF TRANSPORTATION

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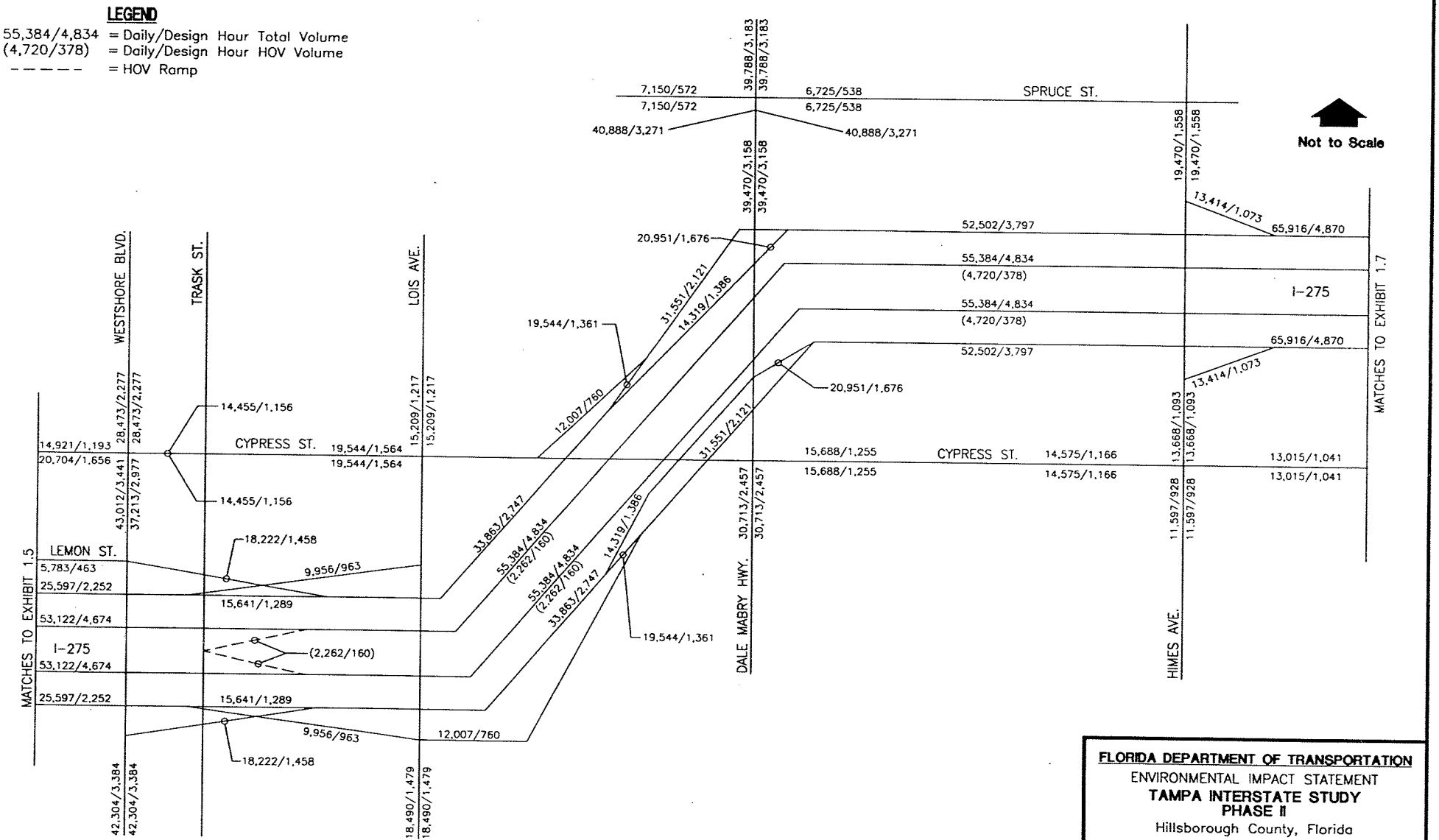
PHASE II

Hillsborough County, Florida

DESIGN YEAR (2010) TRAFFIC VOLUMES

EXHIBIT 1.5



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FLORIDA DEPARTMENT OF TRANSPORTATION

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TAMPA INTERSTATE STUDY
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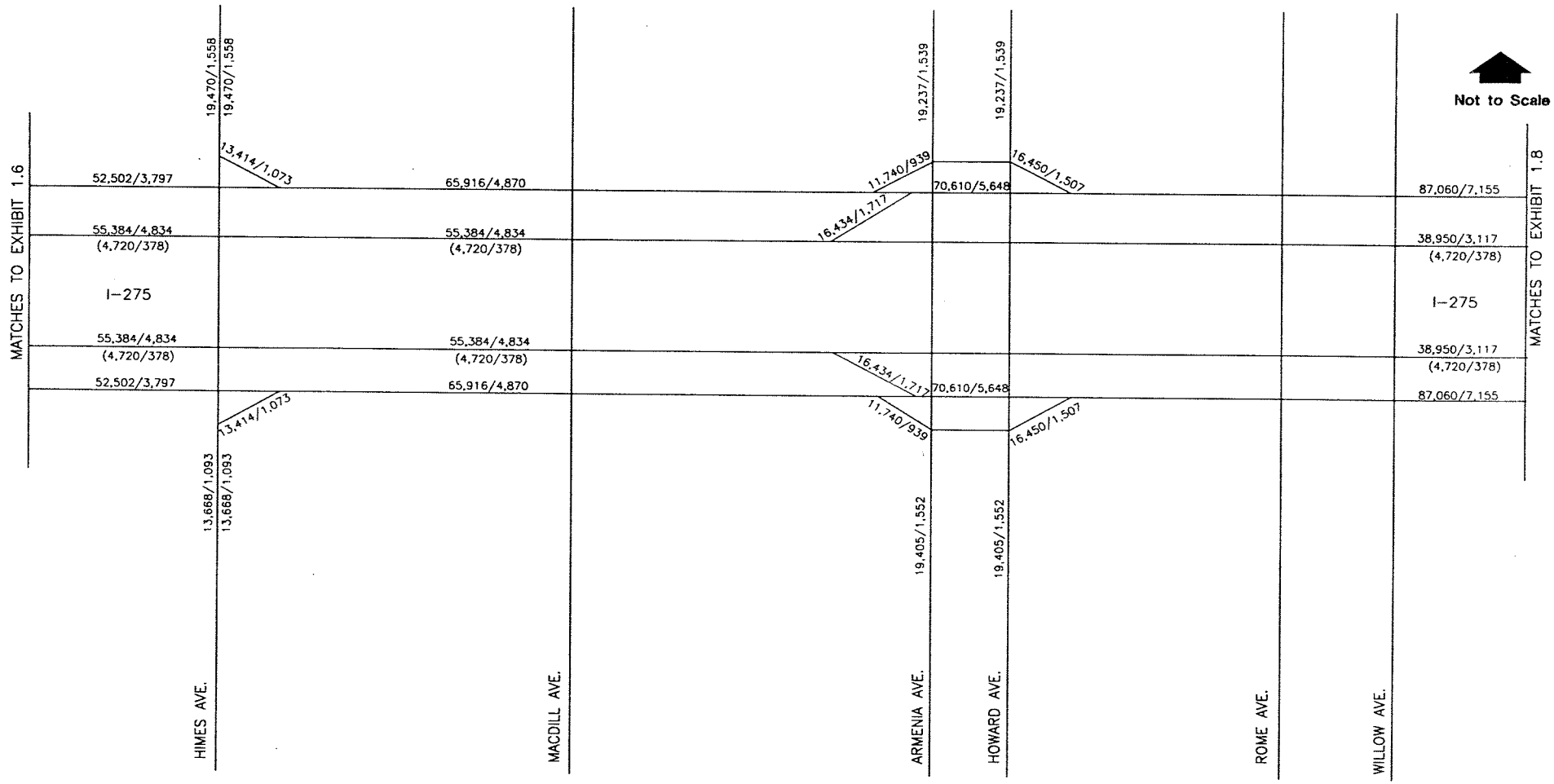
DESIGN YEAR (2010) TRAFFIC VOLUMES

EXHIBIT 1.6

3A/G86-23/C238015/TV1A2EA.DWG/12.27.94



LEGEND

55,384/4,834 = DAILY/DESIGN HOUR TOTAL VOLUME
(4,720/378) = DAILY/DESIGN HOUR HOV VOLUME

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FLORIDA DEPARTMENT OF TRANSPORTATION
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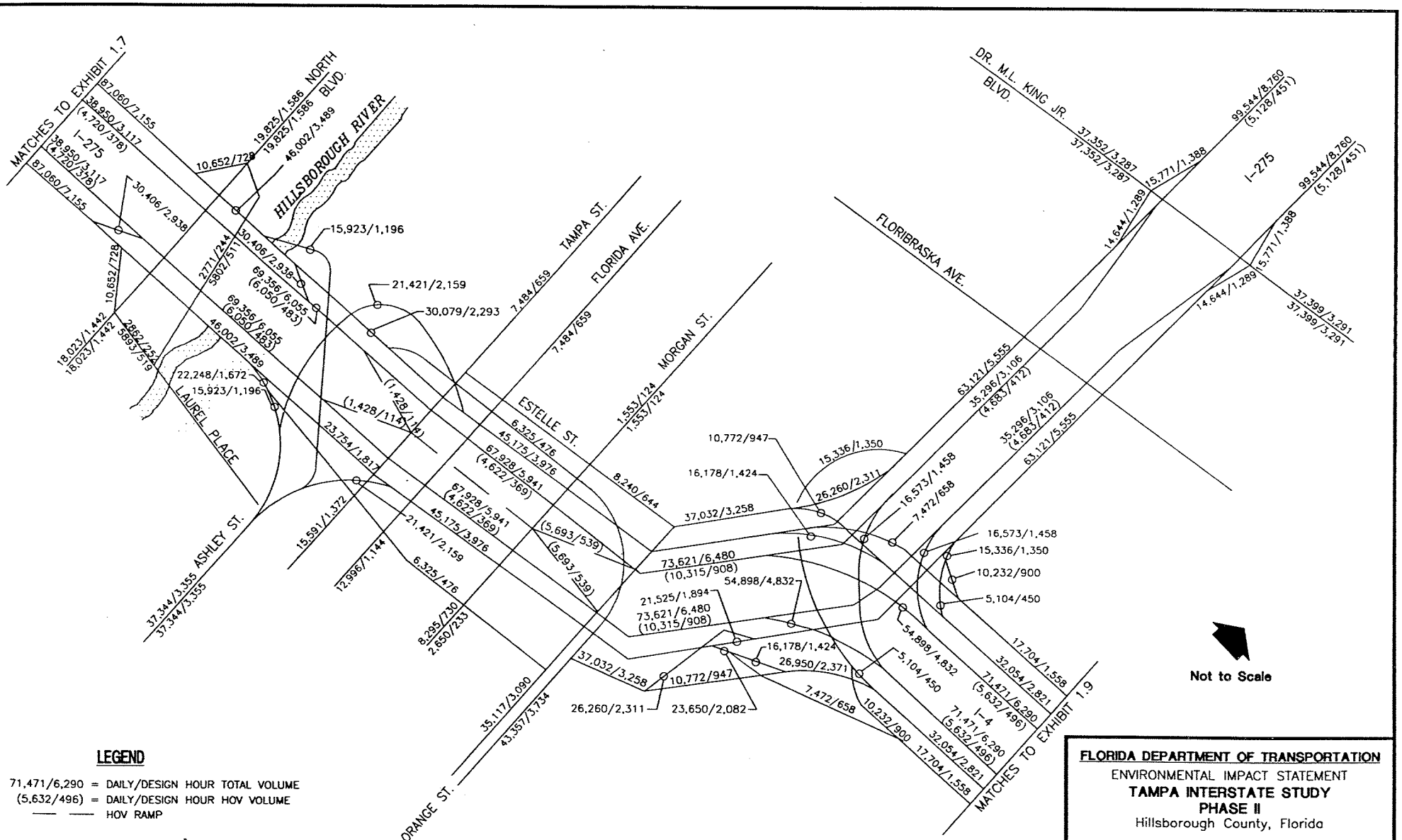
DESIGN YEAR (2010) TRAFFIC VOLUMES

EXHIBIT 1.7

2A/C86-33/C238017/TEB2AEXS.DWG/12.27.94



LEGEND

71,471/6,290 = DAILY/DESIGN HOUR TOTAL VOLUME
(5,632/496) = DAILY/DESIGN HOUR HOV VOLUME
—— —— HOV RAMP

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2A/GB6-33/C238017/TEB2BEXS.DWG/12.27.94

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TAMPA INTERSTATE STUDY
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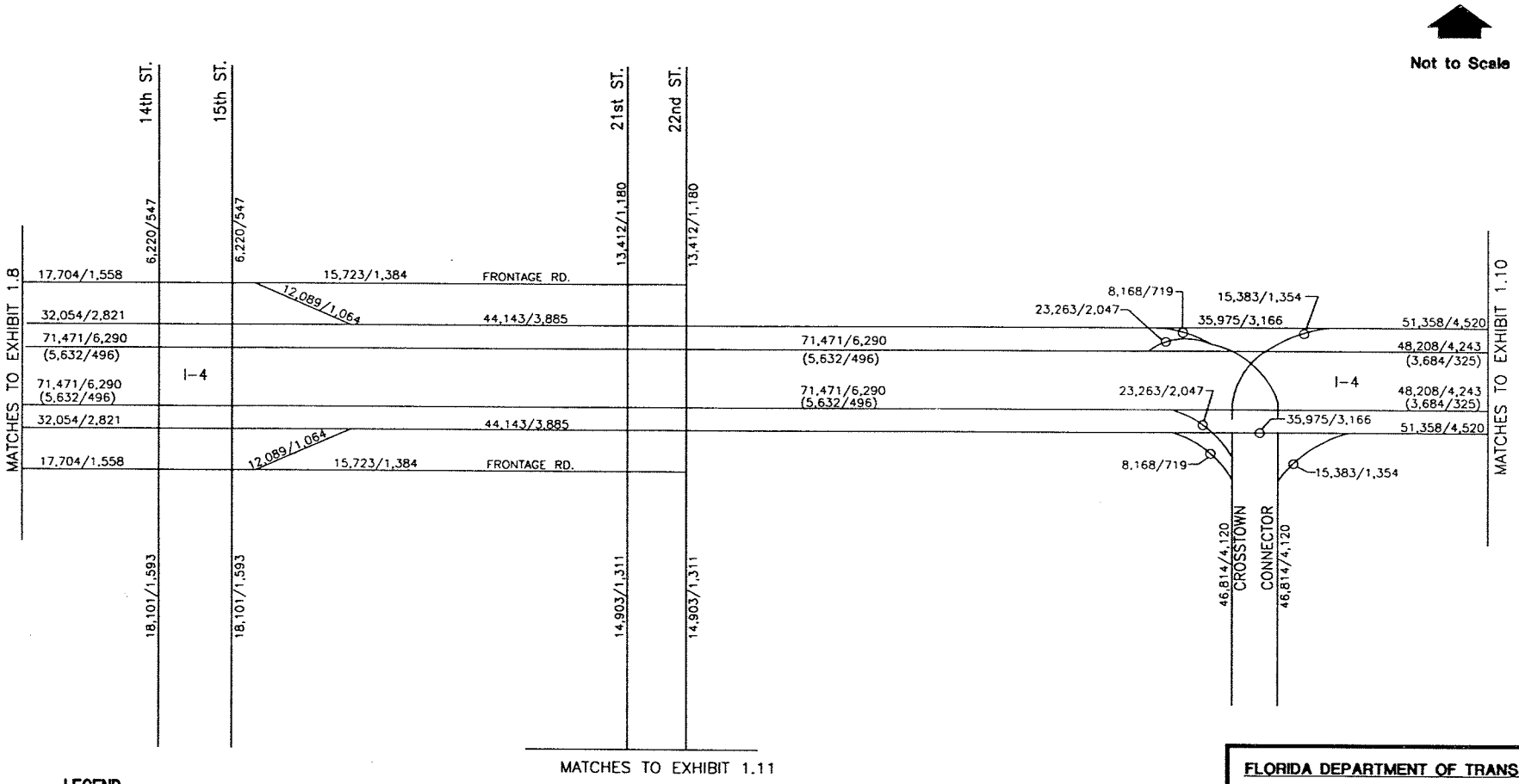
DESIGN YEAR (2010) TRAFFIC VOLUMES

EXHIBIT 1.8



LEGEND

71,471/6,290 = DAILY/DESIGN HOUR TOTAL VOLUME
(5,632/496) = DAILY/DESIGN HOUR HOV VOLUME

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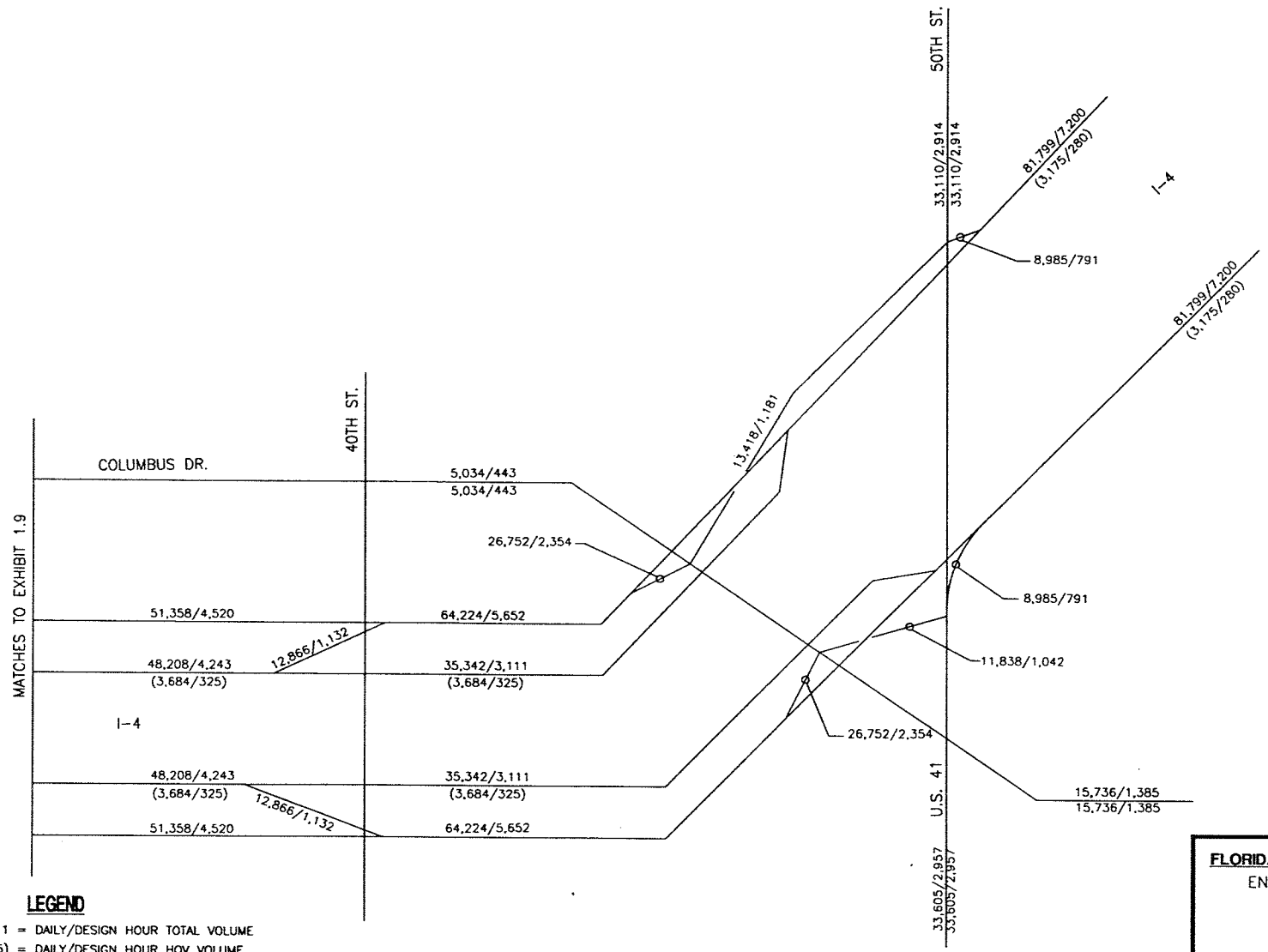
DESIGN YEAR (2010) TRAFFIC VOLUMES

EXHIBIT 1.9

2A/C86-33/C238017/TEB3AEXS.DWG/12.27.94



LEGEND

35,342/3,111 = DAILY/DESIGN HOUR TOTAL VOLUME
(3,684/325) = DAILY/DESIGN HOUR HOV VOLUME

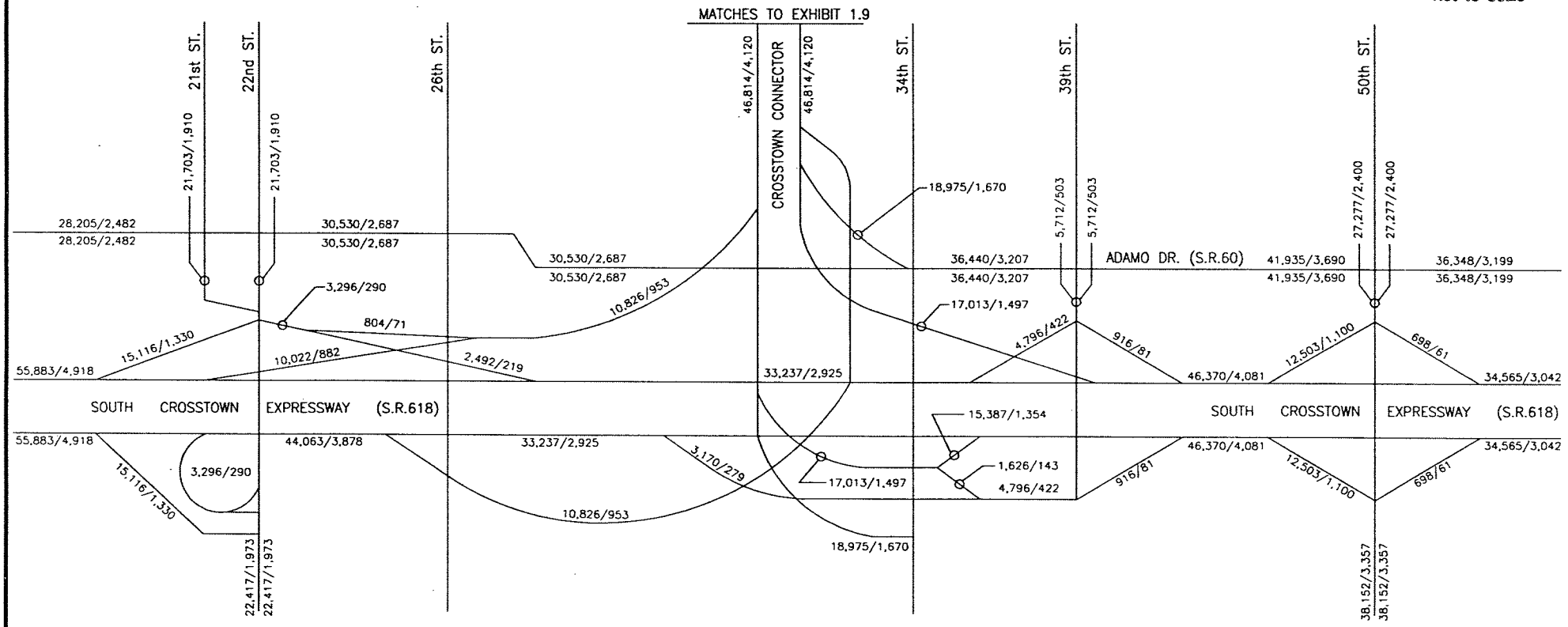
Greiner, Inc.

FLORIDA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL IMPACT STATEMENT
TAMPA INTERSTATE STUDY
PHASE II
Hillsborough County, Florida

DESIGN YEAR (2010) TRAFFIC VOLUMES

EXHIBIT 1.10

2A/086-33/C238017/TEB3BEXS.DWG/12.27.94



LEGEND

44,063/3,878 = DAILY/DESIGN HOUR VOLUME

Greiner, Inc.

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY

PHASE II

Hillsborough County, Florida

DESIGN YEAR (2010) TRAFFIC VOLUMES

EXHIBIT 1.11

2A/GB6-30/C238017/TVSCTEXS.DWG/12.27.94

TABLE 1.2

AVERAGE DAILY TRAFFIC VOLUME COMPARISON
Tampa Interstate Study - Phase II
Environmental Impact Statement

Roadway Segment	Average Daily Traffic Volumes		% Increase
	Existing (yr.)	2010	
I-275 from Howard Frankland Brdg. to Kennedy Blvd.	85,568 (90)	124,084	50.3
I-275 from Kennedy Blvd. to Memorial Hwy.	73,101 (90)	98,254	34.3
I-275 from Memorial Hwy. to Westshore Blvd.	106,328 (90)	157,438	48.1
I-275 from Westshore Blvd. to Dale Mabry Hwy.	129,310 (90)	183,018	41.5
I-275 from Dale Mabry Hwy. to Himes Ave.	154,832 (90)	225,212	45.4
I-275 from Himes Ave. to Armenia/Howard Ave.	153,120 (90)	252,040	64.6
I-275 from Armenia/Howard Ave. to Ashley St.	163,840 (90)	261,460	59.6
I-275 from Ashley St. to Orange/Jefferson St.	157,010 (90)	248,100	58.0
I-275 from Orange/Jefferson St. to I-4	174,210 (90)	332,286	90.7
I-275 from I-4 to Floribraska Ave.	129,220 (90)	206,200	59.6
I-275 from Floribraska Ave. to MLK Blvd.	135,044 (90)	206,200	52.7
I-4 from I-275 to 14th/15th St.	116,732 (88)	253,722	117.4
I-4 from 14th/15th St. to Crosstown Connector	103,936 (88)	242,492	133.3
I-4 from Crosstown Connector to 50th St.	94,982 (88)	206,500	117.4

of LOS E and the relationship of LOS D to LOS E in the HCM, the maximum LOS D flow rates are 1,740 and 1,650 pcphpl for design speeds of 96 kmph (60 mph) and 80 kmph (50 mph), respectively. Using these values as the maximum limits for LOS D, service flow rates of 1,650 vehicles per hour (vph) and 1,560 vph were determined to be the most appropriate design values for the express freeway and local access freeway lanes, respectively. These desirable LOS D values, in conjunction with the Directional Design Hour Volumes (DDHVs), were used as the basis for the development and analysis of the Master Plan concept.

Operations analyses were conducted for seven merge areas, seven diverge areas, and thirty weaving areas on I-275 and I-4. These results are documented in the TIS Task F.5.e - Travel Demand Technical Report (April 1989), published separately. All of the locations analyzed including express lanes and local access lanes for Design Segments 1A, 2A, 2B, 3A, 3B, and 3C are projected to operate at LOS D or better in the year 2010 except for two local access lane locations in Design Segment 2A. The two sections in Design Segment 2A on the I-275 local access freeway that are projected to operate at LOS E are as follows:

- I-275 eastbound local access freeway from the I-275 express freeway on-ramp to the Ashley Street off-ramp (a four-part multiple weaving section); and
- I-275 westbound local access freeway from the Ashley Street on-ramp to the I-275 express freeway off-ramp (a three-part multiple weaving section).

The TIS Preliminary Engineering Report (PER) summarizes the results of the analysis for each design segment. In addition, the PER provides the traffic operations analysis conducted for the 2010 No-Action Alternative. This analysis indicates that all 15 basic freeway segments analyzed are projected to operate at LOS F with the No-Action Alternative. Therefore, the proposed project improves the traffic capacity throughout the network to at least a LOS D or better.

1.3 SAFETY

Accident data was obtained from the FDOT for the years 1985 through 1989 for roadway segments I-275/Howard Frankland Bridge to Dale Mabry Highway and years 1989 through 1993 for roadway

segments I-275/Dale Mabry Highway to north of Hillsborough Avenue (U.S. 92), I-4/I-275 to 50th Street, and the Crosstown Expressway/west of Kennedy Boulevard to Maydell Drive. Both detailed and summary accident data were reviewed for roadway links in the project study area. A more detailed discussion of accident data is provided in the Preliminary Engineering Report. A summary of this information follows.

Table 1.3 summarizes relevant accident data for the study area by roadway segment. The information provided includes the number of accidents (total accidents as well as fatalities, injuries, and property damage over a five-year period), the actual accident rate, the critical accident rate, the safety ratio for each roadway link and the estimated economic loss. The critical accident rate is the statewide average accident rate for a similar facility. The safety ratio (the ratio of the actual accident rate to the critical accident rate) serves to identify safety problems and/or high accident locations. Thus, a safety ratio greater than 1.0 indicates that the roadway is experiencing more accidents than would be anticipated on this type of facility.

Within the project study limits of I-275, I-4, and Crosstown Expressway corridors, there was an average of 704 accidents per year. This yearly average includes 5 fatalities, 495 injuries, and 388 accidents involving property damage, which corresponds to an estimated yearly economic loss of $22,500,000. However, this figure does not take into account the economic loss to other motorists delayed by an accident. For example, the I-275/I-4 interchange is a complex arrangement of overpasses and weaving areas that handle large volumes of traffic. The serious nature of accidents at this interchange, such as vehicles falling from an overpass onto the interstate below, has caused mile-long backups in several directions and delay time of up to three hours for some motorists. This section of the interstate has remained closed for over six hours before some accidents can be cleared.

As shown in Table 1.3, the safety ratios for I-275 through the CBD average 1.39. The segment between the Hillsborough River and Jefferson Street shows a five-year average safety ratio of 1.947, and between Jefferson Street and I-4 the safety ratio is 0.848. In addition, two segments on I-4 have experienced safety ratios approaching 1.0. The segment of I-4/I-275 to 15th Street had an average

TABLE 1.3

FIVE -YEAR ACCIDENT SUMMARY
Tampa Interstate Study - Phase II
Environmental Impact Statement

Roadway Segment	No. of Lanes/Type	Actual Accidents During 5 Yr. Per.	Actual[a] Accident Rate	Critical[a] Accident Rate	Safety[a] Ratio	Fatalities	Injuries	Property	Economic Loss
I-275/Howard Frankland Bridge to Memorial Hwy. (S.R. 60)*	4/Fwy.	233	0.797	1.728	0.482	7	207	120	$6,500,700
I-275/Memorial Hwy. (S.R. 60) to Westshore Blvd.*	6/Fwy.	109	1.471	2.173	0.668	0	81	63	$3,041,100
I-275/Westshore Blvd. to Lois Ave.*	6/Fwy.	172	1.383	1.971	0.690	0	131	89	$4,798,800
I-275/Lois Ave. to Dale Mabry Hwy.*	6/Fwy.	161	1.267	1.972	0.655	0	113	99	$4,491,900
I-275/Dale Mabry Hwy. to Howard Ave.	6/Fwy.	298	0.820	1.620	0.509	2	191	173	$8,791,000
I-275/Howard Ave. to Rome Ave.	8/Fwy.	134	1.316	1.979	0.680	0	107	63	$3,953,000
I-275/Rome Ave. to Hillsborough River	8/Fwy.	229	1.112	1.752	0.641	1	160	133	$6,755,500
I-275/Hillsborough River to Jefferson St.	6/Fwy.	449	3.702	1.914	1.947	1	291	254	$13,245,500
I-275/Jefferson St. to I-4	6/Fwy.	198	1.633	1.915	0.848	4	117	107	$5,841,000
I-275/I-4 to Floribraska Ave.	8/Fwy.	162	1.051	1.836	0.568	0	98	98	$4,779,000
I-275/Floribraska Ave. to Martin Luther King, Jr. Blvd.	8/Fwy.	182	0.797	1.724	0.475	0	121	104	$5,369,000
I-275/Martin Luther King, Jr. Blvd to Hillsborough Ave.	6/Fwy.	157	0.861	1.789	0.472	3	106	85	$4,631,500
I-4/I-275 to 15th St.	6/Fwy.	231	1.869	1.908	0.997	0	144	136	$6,814,500
I-4/15th St. to 34th St.	4-6/Fwy.	428	1.945	1.696	0.988	1	340	227	$12,626,000
I-4/34th St. to 50th St.	4/Fwy.	305	1.041	1.666	0.633	5	224	150	$8,997,500
Crosstown Exp./Kennedy Blvd. to 19th St.	4/Fwy.	15	0.217	--	0.060	0	8	8	$390,000
Crosstown Exp./19th St. to 39th St.	4/Fwy.	40	0.441	3.404	0.127	1	24	23	$1,040,000
Crosstown Exp./39th St. to Maydell Dr.	4/Fwy.	16	0.163	3.379	0.049	0	14	8	$416,000

[a] Five-year average

* Accident data reflects years 1985-1989. All other accident data is for years 1989-1993.

safety ratio of 0.997 with one year exceeding 1.0. The segment of I-4 from 15th Street to 34th Street experienced an average safety ratio of 0.988, with two of the five years exceeding 1.0.

The high safety ratios are due to several factors which increase the potential for accidents, including traffic volumes near or exceeding capacity, substandard horizontal and vertical geometrics, and multiple weaving movements. Table 1.2, shown previously, indicates that traffic volumes in the project study limits are expected to increase by an average of 70 percent by the year 2010, which in turn will place additional capacity demands on the interstate. As previously shown on Exhibits 1.3 and 1.4, the I-275/I-4 interchange area and other locations within the study area are currently operating at LOS E or F during peak-hour periods.

Substandard horizontal and vertical alignments also contribute to safety problems along the interstate. The horizontal alignment of I-275 through the CBD and the I-275/I-4 interchange currently accommodate only an 80.5-kmph (50-mph) posted speed with up to six degree curves in certain segments. In order to increase safety and efficiency, the proposed facility is expected to be designed for 96.6 kmph (60 mph) with a 88.5-kmph (55-mph) per hour posted speed. In addition, substandard vertical curves in the project limits have less than desirable design speeds and provide limited sight distance for motorists, which increases the potential for rear-end accidents. Some crest curves provide design speeds as low as 60 kmph (41 mph) and some sag curves on I-4 have design speeds as low as 69 kmph (43 mph). Given these values, the vertical profile will require modifications to provide either the minimum or desirable design speeds to improve safety and efficiency.

The combination of safety ratios nearing or exceeding 1.0, substandard horizontal and vertical alignments, poor sight distance, and multiple weaving sections prohibit any localized treatments on the interstate to provide permanent safety solutions. Increasing capacity through improved geometrics, additional laneage, and the addition of HOV lanes to the system are the most viable means for improving safety and reducing accidents.

The issue of safety along I-275 and I-4, particularly the I-275/I-4 interchange, has become a great concern to the community. As a safety/maintenance measure, the FDOT has targeted funds in the FY 1995/96 Work Program to enhance the downtown interchange by implementing a safety/operational improvement project. This project is discussed in this document in Section 2.4.6, I-275/I-4 Downtown Interchange Operational Improvements.

The U.S. Department of Transportation publishes motor vehicle traffic fatalities and injuries statistics for urban interstates. According to these statistics, in 1993, the state of Florida had 424 miles of public urban interstate, which includes the Tampa interstate system. Approximately 12.4 billion vehicle-miles were recorded for the urban interstate system for an average of 80,363 trips per day. A total of 96 fatal injury accidents occurred in 1993 for an accident rate of 0.77. This accident rate was double the rate for the state of Georgia, which had an accident rate of 0.37 (48 fatalities), but similar public road mileage (434), annual vehicle-miles traveled (approximately 12.8 billion) and average daily traffic of 81,138. The 1993 accident rate of 0.77 for the Florida urban interstate system was also higher than the national average of 0.55. Table 1.3 indicates that from 1989 to 1993, the Tampa urban interstate system had an average accident rate of 1.21, twice as high as the national average and one and one-half times higher than the state average.

1.4 SOCIAL DEMANDS

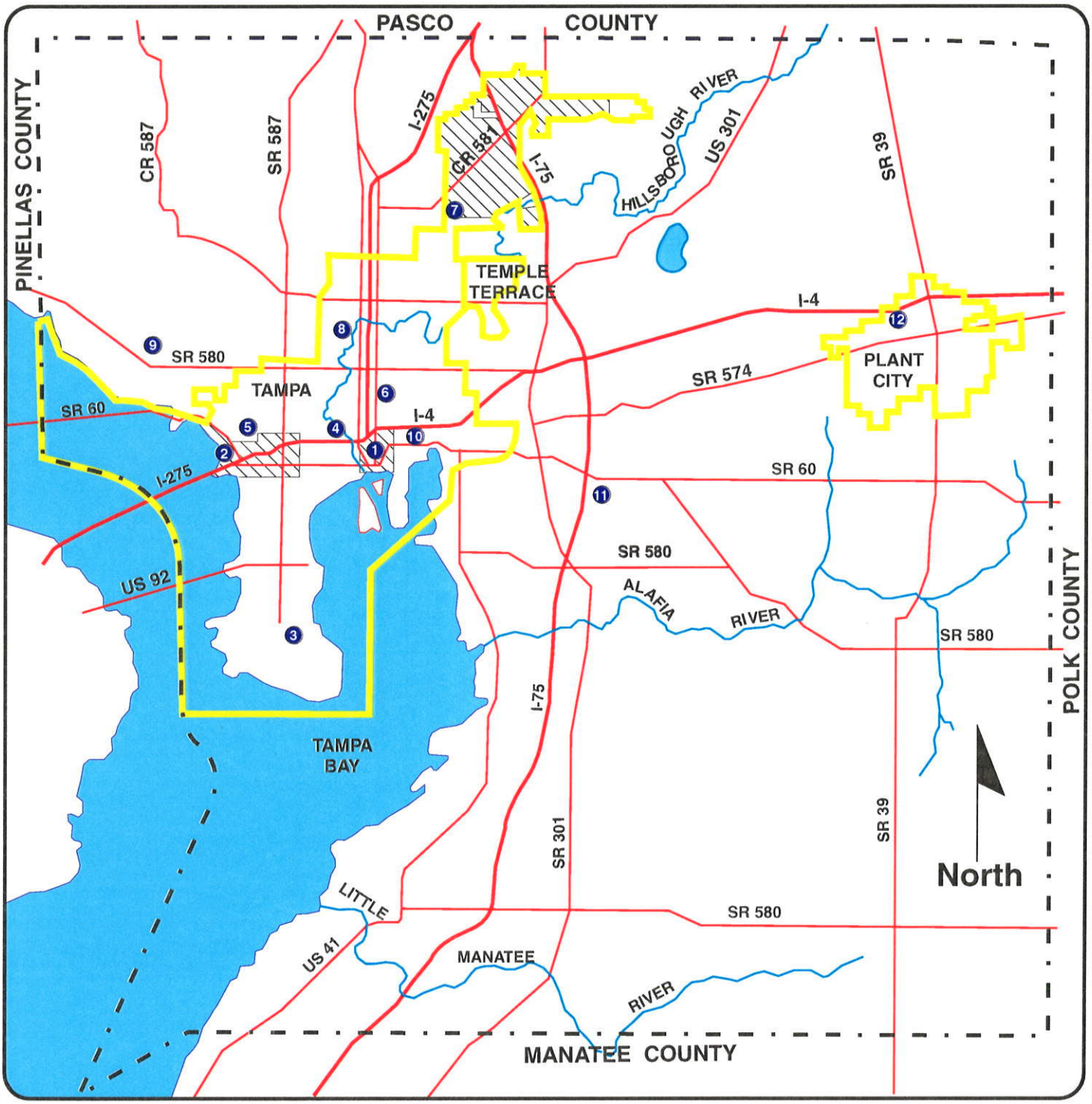
Hillsborough County covers 2,777.4 km^2 (1,072.8 mi^2) and includes the incorporated cities of Tampa, Temple Terrace, and Plant City. According to the 1990 Census, the population of Hillsborough County was 834,054 persons and the projected population for the year 2010 was just under 1.2 million persons, for an anticipated growth of 43 percent. As of 1990, the majority of the population resided in unincorporated Hillsborough County (62 percent), followed by the City of Tampa (33 percent), Plant City (3 percent), and Temple Terrace (2 percent). By the year 2015, 68 percent of the County's population is projected to reside in the unincorporated area, 27 percent in the City of Tampa, 3 percent in Plant City, and 2 percent in Temple Terrace. Between 1990 and 2015, unincorporated Hillsborough County is projected to continue to contain more than half of the entire county population. Currently, the most intense growth is occurring in the northwestern communities

of the unincorporated county and in the Brandon area. Section 3.1.1 of this report provides greater detail regarding population characteristics of Hillsborough County.

Based on an updated population projection of 1,144,600 persons, the Hillsborough County MPO 2015 Long Range Transportation Plan estimates that over 4.3 million person-trips will occur in Hillsborough County daily; the majority of these trips will be made on the highway system. Year 2010 travel patterns indicate that 36 percent of all vehicle miles traveled will be on interstates and expressways and 50 percent will be on divided arterials. Major interstate and expressway facilities which service Hillsborough County include I-4, linking Tampa, Lakeland and Orlando; I-275, which bisects the City of Tampa and serves both as a commuter route to downtown Tampa and a through route to Pinellas County; the Crosstown Expressway, which extends between Gandy Boulevard and I-75 near Brandon and provides access to the Tampa CBD; and I-75, which links several major cities along Florida's west coast. The MPO Plan includes approximately 66 miles of planned reconstruction and widening for I-275, I-4, and portions of I-75 in order to meet the existing and projected demands on the interstate systems. The improvements proposed in this document are consistent with the MPO 2015 LRTP. However, Design Segment 2A is not included in the 2015 LRTP. This omission has been identified by local agencies as an oversight and the FDOT is coordinating its inclusion in the Transportation Improvement Plan (TIP) and 2015 LRTP update. See Section 2.4.7 for additional details.

Exhibit 1.12 illustrates some of the major traffic generators and attractors within Hillsborough County, as listed in the Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough County, Florida (November 1994). Some of these major generators and attractors include the Tampa CBD, the Westshore area, Ybor City, the University North area, West Tampa, MacDill Air Force Base, Tampa International Airport, and the Port of Tampa. The existing interstate system provides a vital link to all of these destinations from areas throughout Hillsborough County and surrounding counties such as Pinellas, Polk, Pasco, and Manatee.

In addition to the projected increase in population, Hillsborough County's economy is also expected to grow. As stated in the Future of Hillsborough Comprehensive Plan for Unincorporated



Note: This exhibit is based on existing and future land use information and is not all inclusive.

LEGEND

Major Employment Centers

Major Traffic Generators and Attractors

1. City of Tampa CBD
2. Westshore
3. MacDill Air Force Base
4. West Tampa
5. Tampa International Airport
6. Seminole Heights
7. University of S. Florida
8. Carrollwood
9. Town-N-Country
10. Ybor City
11. Brandon
12. Plant City

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY PHASE II

Hillsborough County, Florida

MAJOR TRAFFIC GENERATORS AND ATTRACTORS IN HILLSBOROUGH COUNTY

EXHIBIT 1.12

Hillsborough County, Florida (November 1994), Hillsborough County's economy is expected to continue to expand throughout the next twenty years, because of its status as a seaport and airport, a major distribution and wholesale center, and its other strengths, such as phosphate mining and processing, agribusiness, a diverse manufacture base, construction industry, and tourism. The total employment for Hillsborough County in 1990 was 430,800 persons, and the year 2010 projection is approximately 600,000 persons.

According to the Tampa Comprehensive Plan (November 17, 1994), Tampa's share of the projected 2010 work force is 65 percent, or approximately 390,000 persons, indicating that a majority of Hillsborough County residents will drive to the city of Tampa on a daily basis and use the interstate system for commuting purposes. In addition, much of the labor force in the Westshore area and a portion of the Tampa CBD will come from Pinellas County via I-275. The HART Transit Development Plan 1997-2002 (March 1996) states that, assuming growth occurs according to projections, a substantial net increase in workers will be commuting to Hillsborough County from Pasco, Pinellas, Polk, and/or Manatee counties. Section 3.1.2 of this report discusses employment and economic characteristics, including major employers, for Hillsborough County.

The Tampa CBD is expected to undergo a considerable amount of growth through the year 2010. In 1990, employment for the CBD was 24,963 persons, and the employment projection for the year 2010 is 88,079 persons. The majority of this growth is expected to occur in private office development. The CBD also provides a variety of activity centers such as the Convention Center, Performing Arts Center, County Government Center, and the Harbour Island residential and retail complex. In addition, new activity centers such as the Florida Aquarium, the Ice Palace hockey arena, and the Garrison Seaport Center will help to bring approximately one million visitors to the Tampa CBD annually.

The Westshore area, located along the I-275 corridor west of the Tampa CBD, has experienced the fastest employment growth for Tampa in this decade due to its proximity to the Tampa International Airport, Pinellas County, and northwest Hillsborough County. The Westshore area offers the single largest commercial office business market in Florida and contains some of the oldest and most

established neighborhoods in the city. As of July 1995, the Westshore area offered approximately 2,743,208 m^2 (9,000,000 sq. ft.) of leasable office space. The growth in the Westshore area is expected to continue because the cost per square foot is less expensive than the Tampa CBD. The University North area, annexed into the City of Tampa in the 1980's, is emerging as a regional activity center due to its proximity to I-275 and I-75. The area is located to the northeast of the city and includes the University of South Florida, commercial areas, office parks, medical facilities, and government agencies within portions of the city and unincorporated Hillsborough County. Over 90,000 people are currently employed within the University North area.

1.5 FEDERAL, STATE, OR LOCAL GOVERNMENTAL AUTHORITY

The Hillsborough County MPO is the governmental agency within the state of Florida responsible for establishing a continuing, cooperative, and comprehensive transportation process for Hillsborough County and the cities of Tampa, Plant City, and Temple Terrace. The Hillsborough County MPO functions as the transportation planning group of the Hillsborough County City-County Planning Commission (HCC-CPC). The MPO 2015 LRTP defines the region's major thoroughfares needed to provide acceptable level of service to the area. The TIS proposed improvements to I-275, I-4, the Crosstown Expressway and the proposed Crosstown Connector are all included in the MPO 2015 LRTP adopted on December 5, 1995, with the exception of the Design Segment 2A. The omission of this portion of the interstate has been identified by local agencies as an oversight and the FDOT is coordinating its inclusion in the TIP and 2015 LRTP update. See Section 2.4.7 for additional details.

The adopted MPO 2015 LRTP clearly indicates that the interstate system is a basic component of the Cost Affordable Plan, and is depicted on the MPO Long-Range Transportation Plan - 2015 Highway Improvements map (shown previously on Exhibit 1.2). The 2015 LRTP is divided into three priority levels. The first priority is committed projects from 1995-2000; the second priority is interim projects identified for improvement from year 2001-2005; and the third priority is the Cost Affordable Plan for years 2006-2015. Design Segment 1A, the portion of I-275 from the Howard Frankland Bridge to Himes Avenue has been divided into two elements: a second priority project

element (2001-2005) and a third priority element (2006-2015). The downtown interchange operational improvement is also divided into second and third priority elements. Design Segments 3A and 3B (I-4 from I-275 to 22nd Street, and from 22nd Street to 50th Street, respectively) are both third priority projects. Design Segment C, the proposed Crosstown Connector from I-4 to the Crosstown Expressway, is also a third priority project. Design Segment 2A (I-275 from Himes Avenue to the Hillsborough River) and that portion of Design Segment 2B, from Floribraska Avenue to Dr. Martin Luther King, Jr. Boulevard, are not included in the 2015 LRTP.

The MPO 2015 LRTP also lists additional improvements to the interstate outside of these project limits which are included in the original Master Plan study limits. A copy of the roadway priorities identifying key aspects of the proposed roadway improvements to be constructed over the next 20 years is included in Appendix I.

Section 8.0, Comments and Coordination, of this document outlines the history and agency coordination since the inception of the proposed project. In addition, Appendices A and B include the Advance Notification Packages and federal, state, and local agency coordination letters. Several committees have been involved in the development and coordination of the proposed project including a Multi-Modal Consensus Committee created by FDOT; a Citizens Advisory Committee (CAC); an Agency Task Force (ATF) composed of local state, and federal agencies; a Relocation Task Force (RTF); a Cultural Resources Committee (CRC); and an Urban Design Liaison Group formed to identify issues concerning compatibility with future plans, urban design and local ordinances.

A variety of issues continue to be addressed by these committees including coordinating multi-modal needs with Hillsborough Area Regional Transit (HART), the Tampa Bay Commuter Rail Authority (TBCRA), and the MPO; addressing the preservation of historic resources such as the West Tampa National Register Historic District, the Ybor City National Landmark District, and the Tampa Heights Multiple Property Listing; and developing urban design guidelines to address the unique characteristics of communities situated along the interstate. Due to the vast amount of information

produced, correspondence and minutes for these committees are referenced in Section 8.0 and are included in the Comments and Coordination Report (July 1996), published separately.

Public meetings and community workshops have also been held as part of the development of the proposed project. Topics addressed at these events included relocation, air, noise and visual impacts; the inclusion of design amenities signaling the location of various communities; potential impacts to historic structures and neighborhoods; and the development of a greenway along the west side of the interstate in the Tampa Heights area. These meetings are discussed in Section 8.0 - Comments and Coordination.

1.6 MODAL INTERRELATIONSHIPS

The economic base of the Tampa Bay area is dependent on an efficient intermodal relationship. The interstate is an integral part of the intermodal system, which includes local arterials, Tampa International Airport, the Hillsborough Area Regional Transit Authority (HART), CSX and Amtrak railroads, the Port of Tampa, and pedestrian and bicycle facilities. The following sections summarize the current status of each mode of transportation, future plans, and how the proposed project will interface and complement each of these modes.

1.6.1 Mass Transit

HART is responsible for mass transit service in Hillsborough County. HART operates a fixed route bus service that includes 29 local routes and 12 express routes. Complimentary paratransit service is provided by Hillsborough County through a contract with HART. In addition, Hillsborough County has a contract with HART to operate a short section, approximately 0.6 km (2,000 ft.), of a People Mover between the Fort Brooke Parking garage and Harbour Island Market Center. The Tampa Bay area also has several not-for-profit organizations that coordinate rideshare and vanpool programs.

1.6.1.1 Existing Services

Bus Service - HART's routes form a radial network focusing on downtown Tampa and incorporate pulse scheduling for timed transfer both downtown and at five transfer centers. Local routes service the urban core and a limited number of routes serve suburban areas including Brandon and southern Hillsborough County. Express routes link downtown Tampa with the suburban areas.

In conjunction with express bus routes, various park-n-ride lots were established throughout Hillsborough County to encourage transit usage. Some of the lots were built exclusively for transit usage; however, many are mixed-use facilities. These mixed-use lots were generally established through operating arrangements with local private businesses, institutions, and public agencies. No park-n-ride lots are currently located within the project limits; however, park-n-ride lots are included in the Preferred Alternative, as discussed in Section 2.4.

HART's bus service operates seven days per week, 365 days per year, beginning at 4:28 a.m. and ending at 11:20 p.m. Service is limited on Saturdays and Sundays. As of May of 1996, the HART fleet included 174 active vehicles in Hillsborough County with a total operating route of 1,467.3 miles.

According to HART, approximately 10.1 million passengers used HARTline bus routes in fiscal year 1995. A ridership survey conducted in 1991 suggested that HART serves a highly transit-dependent market with the exception of express (peak-hour operation) riders. In 1991, 45 percent of the riders had no access to a vehicle. Of the remaining 55 percent of the riders, approximately 30 percent came from households with two or more vehicles, choosing to use HARTline express service instead of their vehicles. The survey revealed that approximately one-third of the riders had a final destination of downtown Tampa. The 1991 ridership survey also showed that 76 percent of the riders used HART at least five days a week.

Paratransit - Paratransit service is available in an area that extends to three-fourths of one mile on either side of local HART bus routes. Paratransit service is available to individuals who are unable

to use regular fixed route service due to a disability-related impairment. The service provides van transportation within HART's service area.

People Mover - Operating through an agreement with HART, the People Mover (an elevated shuttle service) provides local transit between the end of the Franklin Street Pedestrian Mall (located in downtown Tampa) and Harbour Island.

Ridesharing/Vanpools - Several area employers have individual commuter programs in operation, but two groups in particular have contributed to the progress of ridesharing and van pools: Bay Area Commuter Services, Inc. and the Westshore Alliance Transportation Management Organization (TMO). Bay Area Commuter Services is a not-for-profit agency that provides a ridesharing program for the counties of Hillsborough, Pinellas, Pasco, Citrus, and Hernando. The agency is funded by the FDOT. A person interested in participating in the ridesharing program is supplied with a list of other interested parties living within a three-mile radius and working within one mile of the job site. The list includes work phone numbers only. Once Bay Area Commuter Services supplies the list, it is the responsibility of the patrons to make their own arrangements. Bay Area Commuter Services is currently developing a vanpool program that will service the five counties as well.

Bay Area Commuter Services assists the Tampa Downtown Partnership TMO. This TMO coordinates ridesharing and vanpooling services and promotes a variety of transportation demand management activities for the Tampa CBD. In 1990, employment in the CBD was estimated to be 24,963 persons; the employment projection for the year 2010 is 88,079 persons. The majority of this growth will occur in private office development, thus increasing the commuter opportunities for employees in the CBD. Currently, Bay Area Commuter Services provides the rideshare and vanpool matching services for the Tampa Downtown Partnership. In addition, the Tampa Downtown Partnership coordinates the training of Employee Transportation Coordinators (ETC). An ETC acts as the liaison between a company's employees and the commuter assistance programs in the CBD.

The Westshore Alliance Transportation Management Organization (WA-TMO) was created in 1989 for the purpose of reducing traffic congestion in the Westshore area and is funded by FDOT, the City

of Tampa, and employer membership dues. Some programs also receive funding from HART. Currently, 70,000 people work in the Westshore business district, and the WA-TMO services are free to any employer who is a member of WA-TMO. The program provides a rideshare matchlist, a guaranteed ride home, a vanpool program, the Westshore Alliance Shuttle (began in November 1994) operating 11:00 a.m. to 2:00 p.m. five days a week, and the Westshore Alliance Partnership School (WAPS) for children age 6½ weeks to 11 years old. The WA-TMO provides service to businesses and their employees within the following boundaries: north to Hillsborough Avenue, south to Kennedy Boulevard, east to Himes Avenue, and west to Tampa Bay including Rocky Point.

The WA-TMO is an effective transportation demand management (TDM) tool for a business district that is projected to continue to grow. By the year 2010, more than 100,000 persons are projected to be working in the Westshore business district. To meet this demand, WA-TMO has set forth the following goals and strategies: lobbying for additional sidewalks and bicycle lanes; assisting in a project to build a bike path near S.R. 60 from Veterans Expressway to Cypress Street; opening a Commuter Assistance Center with lockers, bike racks, and showers; and locating sites for the installation of bus shelters.

1.6.1.2 Future Plans

In order to serve existing ridership needs more effectively and capture additional single-occupant vehicle (SOV) ridership, HART has put in place or is in the process of developing several additional transit options. The HART Transit Development Plan 1997 - 2002 (March 1996) calls for HOV lanes on the interstate and an increase in park-n-ride lots, both of which are provided by the Preferred Alternative. The HART Plan calls for an additional 25 express bus routes to serve commuter markets from Carrollwood, North Tampa, Brandon, and Plant City to the Tampa CBD, Westshore, and elsewhere. The purchase of 24 vans to create a vanpool service is also included in the HART Plan to meet the need for long-distance commuter trips. HART proposes to provide technical and capital assistance to allow groups to develop vanpool services to their place of employment. The operating costs would be obtained from vanpool participants and from HART. A detailed discussion of how the HOV/Transit facilities are incorporated into the proposed TIS improvements is provided in Section 2.4 of this report.

In addition, HART is currently reviewing qualified firms to conduct a Major Investment Study (MIS) for the Tampa/Hillsborough-Lakeland/Polk Area Alternatives for Mobility Enhancement project. The MIS will comprise an analysis of multi-modal transportation alternatives which improve mobility and create much needed capacity between the counties of Hillsborough and Polk, specifically between Tampa and Lakeland. The emphasis will be on developing inter-modal alternatives that take advantage of existing corridors with excess capacity, new corridors for capacity creation, and existing corridors capable of being improved to create new capacity. The two-year study is expected to commence in the fall of 1996.

The Tampa and Ybor City Street Railway, an electrified trolley service connecting the Tampa CBD/Garrison Channel District/Ybor City, is also currently under development by HART. Proposed as a single, bi-directional track with seven passing tracks and eleven station stops, the 3.6-kilometer (2.2-mile) line is anticipated to be operational by mid to late 1998. Flexibility for special events will be provided with station stops at parking lots and with service intervals of up to six minutes.

The FDOT and the City of Tampa recently contracted with the Center for Urban Transportation Research (CUTR) to develop the University North Transportation Initiative (UNTI). Similar in function to a transportation management organization, UNTI will help to identify transportation problems in the University North area and develop TDM strategies to address these problems. The research will be aimed at reducing parking demand and traffic congestion through transit, telecommuting, staggered work and class hours, ridesharing, and improved bicycling and walking corridors. As part of the effort, CUTR will develop the University North Commuter Center where commuters can obtain information relating to alternative transportation modes. The Gateway Transportation Initiative program, formed in 1994, will provide similar service to over 90,000 employees in the congested area of east-central Pinellas County.

1.6.1.3 Complement to Mass Transit

Mass transit services will be complemented by improved traffic operations on the interstate as a result of the proposed project. In addition, the Preferred Alternative encourages the use of mass

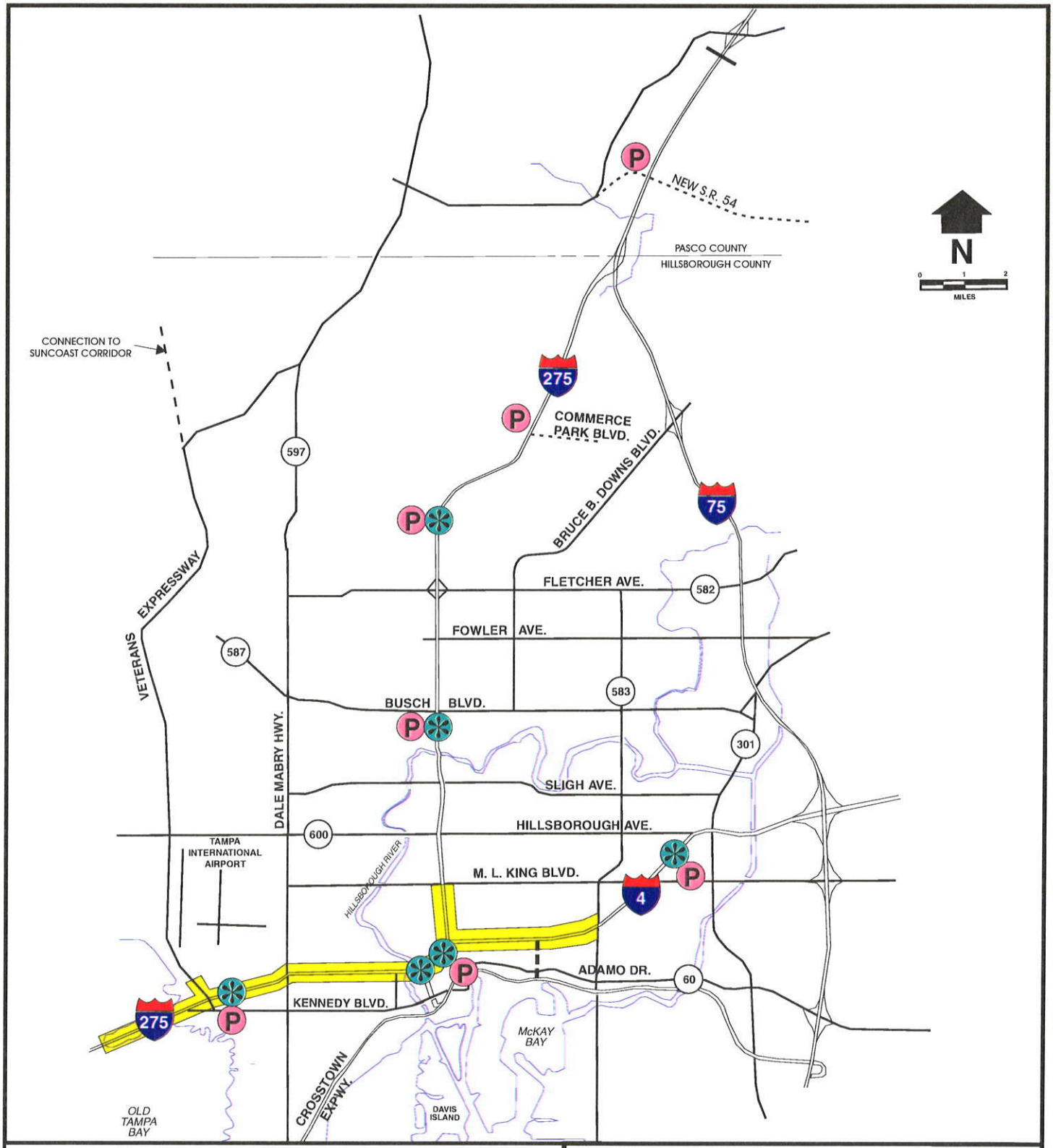
transit by providing exclusive HOV/Transitway lanes, priority HOV access ramps, and park-n-ride lots for buses and carpools. Exhibit 1.13 displays the locations of the proposed park-n-ride lots and priority HOV access ramps. These features will offer an incentive for increased bus use, ridesharing and van pooling.

During the Master Plan phase of the project (Phase I), the FDOT formed a Multi-Modal Consensus Committee to coordinate the proposed interstate improvements and the on-going Rail Transit Study (RTS) with the Hillsborough County MPO 2015 LRTP. Section 2.3.1, Preliminary Studies and Coordination, provides more detail about the committee.

During the concept development stage of Phase I, consideration was given to the influence of other travel modes on the design features and capacity of the interstate system. Numerous typical sections and roadway/transit layouts were defined to evaluate HOV laneage and exclusive HOV ramps, right-of-way and traffic operations due to rail transit locations, and two-roadway and four-roadway systems. The potential for the phased implementation of transit services, without disruption to the main roadway system, was evaluated so transit service/roads could be modified as demand in the corridor increased. As stated in the MPO Plan, regional Transportation Demand Management (TDM) programs have the greatest potential for success, but have fallen short in the past because of the difficulty in achieving participation from the public and private sectors. Based on information compiled by HART, the number of people that use public transportation is exceptionally low for an urban area of this size.

According to HART, only 1.4 percent of commuters in the Tampa Bay area use public transit, which is below the national average of 5.3 percent. Carpooling has been more successful with the help of the TMO's. Approximately 13.3 percent of the commuters in the Tampa Bay area carpool, which is close to the national average of 13.4 percent. However, much improvement is needed.

The proposed improvements include the development of new park-n-ride lots. These new facilities and other incentives provided by the proposed action will help to further increase the use of mass



LEGEND

- Study Limits
- Proposed Roadway
- Park n' Ride Lots
- Priority HOV Ramps

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY
PHASE II
Hillsborough County, Florida

PARK AND RIDE LOTS AND PRIORITY HOV RAMP LOCATIONS

EXHIBIT 1.13

transit services by offering a more environmentally sound, cost-effective and time-efficient means of travel.

1.6.2 Rail Service

Existing rail service in the Tampa Bay area is limited to Amtrak passenger trains and CSX Transportation, Inc. cargo trains. Future plans for the expansion in rail services include the possibility of light rail, commuter rail, and high speed rail. The following sections describe the existing and future rail services in the project study area.

1.6.2.1 Existing Services

Existing passenger rail service within the project study area is provided by Amtrak. The rail line used by Amtrak is owned by CSX Transportation, Inc. and is located south of I-4, parallel to the south side of East 7th Avenue (County Road 574). Amtrack operates round-trip service between Tampa and Orlando once a day. The total 1995 (October 1994 to September 1995) ridership for this service was approximately 48,000 passengers. In the summer of 1996, the service will change to daily round-trip service between Tampa and Miami. Amtrak has increased ridership estimates for 1996 to approximately 50,000 passengers, based on the new service.

CSX Transportation, Inc. operates commercial cargo rail services, primarily for the transport of phosphate for export to facilities located in the Port of Tampa. Conversations with CSX Transportation, Inc. indicate that there are currently eight railroad crossings located within the project study limits. These crossings are at I-275 and Rome Avenue, I-4 and 30th Street, I-4 and 37th Street, the Crosstown Expressway east of Nebraska Avenue, the Crosstown Expressway between 22nd Street and 26th Street, the Crosstown Expressway and 52nd Street (east of U.S. 41), 31st Street between 5th and 7th Avenue, and 31st Street at 31st Street. The crossing at Rome Avenue is an abandoned spur line, while the other seven crossings are mainlines. For the active locations on I-4 and the Crosstown Expressway, no future track changes or line abandonments are anticipated.

1.6.2.2 Future Plans

The MPO 2015 LRTP rail transit component includes transit emphasis corridors which are planned to follow or link future rail transit corridors. If sufficient ridership develops, they could evolve into rail mass transit. This may include at-grade and/or elevated light rail (street cars) or commuter rail. Proposed rail transit emphasis corridors will connect the major existing and planned high density employment and population centers in the city of Tampa and Hillsborough County, including the Tampa CBD, Westshore, University North, and the Brandon area. The Hillsborough County City-County Planning Commission has identified future rail corridors within the project study limits between Kennedy Boulevard and I-275 to provide a connection between the Tampa CBD and the Westshore/Tampa International Airport areas.

Other rail transit corridors for commuter or light rail use have been identified within Hillsborough County, such as existing CSX tracks. The Tampa Bay Commuter Rail Authority (TBCRA) was established in 1990 by the Florida Legislature to create a regional approach to the issue of studying potential rail and ferry systems to serve Hillsborough, Pasco, and Pinellas counties. The TBCRA is actively researching several different rail systems including: high speed intercity rail, diesel and electric commuter systems, heavy rail, light rail, monorail, and people-movers. The TBCRA has not officially released any recommendations regarding the construction or operation of specific types of rail transit in the Tampa Bay area, and no specific right-of-way has been identified. However, commuter rail service to the downtown area, the Westshore business district, and Tampa International Airport with links between park-n-ride lots and HART Transit Terminals is being explored.

Florida is the first state ever to commit significant public funding toward the development of a modern high-speed rail system. In February 1996, the Florida High Speed Rail Commission and the FDOT selected the Florida Overland Express (FOX) consortium from several RFP's submitted by potential franchisees to develop, construct and operate a state-of-the-art high-speed rail system linking Tampa, Orlando, and Miami within ten years. The system would include a total of seven stations serviced by electric-powered trains traveling up to 200 miles per hour. Multi-modal

connections would be provided at each station to airports, attractions, cruise lines, rental car locations, business destinations, etc.

FOX will be responsible for determining and evaluating the preferred corridor for their system, with Commission and FDOT approval. The interstate alignment may or may not be chosen as the preferred corridor through Tampa. HOV/Transitway lanes provided in the TIS project are wide enough to accommodate a conversion to high speed rail if the interstate corridor is selected. However, high speed rail was not included as part of the TIS traffic modeling and laneage requirements. A separate environmental document for that project will be required regardless of which alignment is selected.

1.6.2.3 Complement to Rail Service

Although rail service is currently limited, the transportation community of Tampa Bay is committed to expanding the service with at least one type of rail in the future. Depending on the type of rail chosen, a transfer station would be appropriate in the downtown area. The CBD Access and Downtown Circulation Evaluation Technical Memorandum prepared during the Master Plan discusses the possibility of developing the CBD park-n-ride lot as a multi-modal transportation terminal with a bus transfer station on the lower level and a downtown people mover connection as part of the proposed TIS improvements.

1.6.3 Airports

Tampa International Airport (TIA) is located northwest of the project area between Memorial Highway (S.R. 60) and I-275. TIA ranks as the third busiest airport in Florida, with Miami International first and Orlando International second. TIA is rated as one of the most efficient airports in the world. The Hillsborough County Aviation Authority (HCAA) currently owns and operates TIA, as well as Peter O. Knight, Vandenberg, and Plant City airports.

1.6.3.1 Existing Services

TIA provides convenient air travel for the tourism industry and business travelers, both of which are important to the economy of the region. The counties of Hernando, Hillsborough, Manatee, Pasco, Pinellas, Citrus, DeSoto, Hardee, Sarasota, Sumter, and one-half of Polk constitute the service region for TIA. According to the MPO Plan, the service region is projected to grow at a rate in excess of that projected for the state and the nation. The TIA Master Plan (1988) states that it is critical for surface transportation improvements providing access to the airport keep pace with the growth of airport. I-275, I-4, and I-75 are part of the regional interstate network that provides direct access to TIA.

TIA provided service to approximately 10,018,214 passengers (domestic and international) in 1993 and 12,042,518 passengers in 1994, a 20 percent increase in annual service. In addition to passenger service, TIA provides cargo and mail service to destinations throughout the world. The main branch of the U.S. Post Office in Tampa is located adjacent to TIA and provides 24-hour service. Private taxi service is available to and from the airport. A HART route (Route 30 - Town n' Country) services TIA every 30 minutes, with connections to downtown Tampa, Westshore, and Town n' Country.

1.6.3.2 Future Plans

The TIA Master Plan, in effect since September 1979, was updated in 1988. The original Master Plan based capacity improvements on increments of time, but the 1988 update changed that increment to passenger enplanements (departures). Five key planning levels have been established: 5, 7.5, 10, 15, and 20 million enplanements per year, which will trigger planning and development activities at TIA prior to reaching full capacity. Projected passenger service (domestic and international) for the year 2020 is 40,000,000, an increase of approximately 28,000,000 passengers between 1994 and 2020. Currently, 66 airside gates are in operation at TIA. The Tampa interstate system provides a critical link to TIA, thus it is necessary for interstate improvements to keep pace with the growth of the airport.

The HCAA is also part of the High Speed Rail Technical Committee developed by the Hillsborough County MPO to research community needs regarding possible alignments and station locations for high speed rail.

1.6.3.3 Complement to Airport

TIA is a major generator of traffic and contributes to volumes on I-275. Proposed improvements to Memorial Highway (S.R. 60) to link this facility to the Veterans Expressway will enhance access to the airport to and from I-275. As capacity and volume increase at TIA, it is critical that surface transportation improvements keep pace. The proposed TIS improvements will provide the surface transportation needs of the expanding airport, allowing improved access to and from the airport as well as throughout the community.

1.6.4 Pedestrian and Bicycle Facilities

Although bicycle and pedestrian travel is encouraged by local agencies and organizations and by the mild climate in Tampa, continuous sidewalks and wide outside travel lanes for bicycles are rare in the urban area. The following sections discuss the existing and future plans for bicycle and pedestrian facilities in the TIS project area.

1.6.4.1 Existing Facilities

Due to the nature of travel on interstates and expressways, bicycle or pedestrian traffic is prohibited on I-275, I-4, and the Crosstown Expressway. However, sidewalks are provided on the majority of cross streets under I-275 and I-4. The City of Tampa sidewalk program allocates $600,000 per year for the repair of existing sidewalks and another $200,000 per year to construct new ones. The sidewalk program is based on data provided from an inventory and conditions analysis of the City's sidewalk network, which was established in 1988 and is updated continuously. The City's sidewalk program is managed based on known quantities, needs, and location.

The Hillsborough County Comprehensive Bicycle Plan, which was developed to facilitate and encourage bicycle travel, was adopted April 5, 1994. The plan shows existing, proposed, and needed bicycle facilities throughout the county. According to the plan, existing roads with bicycle accommodations pass beneath the interstate at Dale Mabry Highway, Himes Avenue, and Armenia Avenue. Roadways with bicycle accommodations which begin or terminate at the interstate include Habana Avenue and Ashley Street. The City of Tampa participates in the development of the Plan through their membership on the MPO Board and the Bicycle Advisory Committee. It is City policy to provide pedestrian and bicycle accommodations as part of all roadway and intersection improvement projects as well as new projects.

1.6.4.2 Future Plans

The proposed TIS improvements will have no impact on the City of Tampa sidewalk plan nor impact any pedestrian corridors, existing or under development, in the downtown area. The proposed improvements are consistent with the Hillsborough County Comprehensive Bicycle Plan. The Plan indicates a need for bicycle accommodations on all major roadways throughout the County, including those in the vicinity of the interstate.

The proposed improvements include provisions for future development of pedestrian and bicycle accommodations on all cross streets. Future road widening projects within the state have been recommended to include roadway bicycle lanes to accommodate bicycle traffic. All interstate overpasses proposed for reconstruction as part of this project have been designed to ensure that all cross streets have sufficient room to incorporate both pedestrian and bicycle accommodations during future cross street improvement projects.

The City of Tampa is developing a riverwalk recreational corridor for pedestrians and bicycles parallel to the Hillsborough River through downtown Tampa. As presently envisaged, the riverwalk will extend from the Performing Arts Center, south along the river then east along Garrison Channel, to the Beneficial Drive bridge. Construction of the first portion, from Curtis Hixon Park to Washington Street, is fully funded and under design. The riverwalk is an element of the

Hillsborough County Greenways Master Plan adopted June 6, 1995. Ultimately, as part of that Plan, a multi-purpose recreational corridor will pass beneath I-275 along the Hillsborough River and continue north.

Several programs developed by the Westshore Alliance Transportation Management Organization (WA-TMO) are designed to encourage bicycle and pedestrian travel. The WA-TMO continues to work toward providing additional sidewalks and bicycle lanes, assisting in a project to build a bike path near Memorial Highway (S.R. 60) from the Veterans Expressway to Cypress Street, and planning a Commuter Assistance Center with lockers, bike racks, and showers.

The optimum transportation system would provide a wide variety of travel options. HARTline has a Bikes on Buses program which encourages people to ride their bikes and take the bus. All of HARTline's buses have been equipped with a bicycle rack on the front of the bus to hold up to two bikes. With the exclusive HOV/transitway lanes and the ability to transport bicycles by bus, the interconnectivity of modes with the TIS improvements will be enhanced.

1.6.5 Ports

The Port of Tampa is a large industrial complex in existence since the late 1800's. The Port of Tampa comprises the waterfront areas of Hillsborough County dedicated to the loading and off-loading of commercial waterborne cargo. Facilities at the Port of Tampa are located on both Old Tampa Bay and Hillsborough Bay and include Port Tampa, Hookers Point and Inner Harbor, Port Sutton and Rockport, Big Bend, Rattlesnake, and the Alafia River. In addition, cruise ship operations have become an important component of port services and a growing revenue generator for both the port and the region.

1.6.5.1 Existing Services

The Port of Tampa complex currently comprises over 110 berths and handles approximately 50 million tons of cargo annually. In addition, four cruiseship terminals are located at the port. The

majority of activity involves commercial and bulk cargos related to the phosphate industry, power generation, and transportation fuels. These cargos are moved to and from the Port of Tampa by two landside modes of transportation: rail and tractor-trailer. Landside transportation is a major component of port operations, and efficient motor and rail access are crucial to the operations of the facility.

Access to the port is provided by I-4, 21st and 22nd Streets, Adamo Drive, 50th Street, and the Crosstown Expressway. The Port of Tampa Master Plan (1989) identified daily congestion problems occurring along I-4, 22nd Street, Adamo Drive, and 50th Street as one of the major transportation issues facing the Port of Tampa. The plan has identified the improvements associated with TIS as vital to the port's ability to move goods to and from the port.

1.6.5.2 Future Plans

The Port of Tampa is in the process of updating its Master Plan. Future projections include the addition of 10 to 15 berths and 2 new cruise terminals. The Tampa Port Authority has developed a mid-/long-range Port of Tampa Transportation Plan that addresses local and regional transportation concerns. The Transportation Plan has identified improvements associated with TIS as critical to meeting the Port of Tampa's future goals.

1.6.5.3 Complement to Port

The Preferred Alternative includes improvements to I-4 that will reduce congestion on the interstate and provide more efficient access to the Port of Tampa. Construction of the proposed Crosstown Connector will provide a direct connection from I-4 to the Crosstown Expressway; this will help to alleviate truck traffic from the already congested 21st and 22nd Street route. The scheduled improvements to I-4 from 50th Street east to the Polk County line, which tie into theTIS project on the east, will help to complete the regional road network improvements proposed in the Port of Tampa Master Plan (1989).

1.7 NAVIGATION

Within the project limits, the I-275/I-4 corridor includes only one bridge crossing of a navigable waterway. I-275 crosses the Hillsborough River at river-mile 1.4, in the vicinity of Scott Street in downtown Tampa. The crossing consists of twin concrete AASHTO girder spans for westbound (Bridge No. 100135) and eastbound (Bridge No. 100136) traffic. The bridges were constructed in 1964.

Flowing north to south, the Hillsborough River is approximately 84 m (275 ft.) wide at the bridge location, and is contained within concrete seawalls along the eastern and western banks. Land uses in the vicinity of the structures include multifamily residential development and vacant land in the northwest quadrant; a large public park (Riverfront Park) in the southwest quadrant; and a combination of multifamily residential, urban commercial development, and open right-of-way in the southeast and northeast quadrants. A commercial marine refurbishing and repair facility is located along the river a short distance north of the interstate bridges. Vessels navigating the river in the vicinity of the bridges include row boats, small motorboats, cabin cruisers, houseboats, sailboats, and small to medium size commercial vessels.

The existing bridges provide a fixed vertical clearance of 12.1 m (40 ft.) at mean high water and a horizontal clearance of 23 m (75 ft.) fender to fender. The minimum controlling depth of the river at the bridges is 1.5 m (5 ft.) at mean low water. The U.S. Army Corps of Engineers maintains a channel from the river's mouth at Hillsborough Bay north (upstream) to Columbus Drive, a distance of 4.5 km (2.8 mi.), which includes the study area. No dredging of the channel has occurred in recent years.

The Florida Marine Patrol - Office of Waterway Management was contacted for information regarding boating accidents in the vicinity of the existing bridges. They were unable to provide specific information with regard to accidents at that location but indicated that the rate of accidents or incidents is comparable to other bridges along the waterway.

The proposed improvements will have no impacts on navigation or navigation-related land uses along the Hillsborough River. The twin existing fixed bridge structures will be replaced by seven new separate fixed bridge structures. The existing minimum horizontal and vertical clearances will be maintained. During project construction, the existing channel will be maintained and no disruptions to navigation are anticipated.

1.8 SUMMARY OF PURPOSE AND NEED FOR ACTION

Section 1.0 of this report describes the factors which document the purpose and need for the proposed improvements associated with the TIS project. The proposed improvements to I-275, I-4, and the Crosstown Expressway will provide key links to other recently improved, under construction, or planned highway improvements and to portions of Hillsborough County which are expected to experience significant growth within the next 10 to 20 years. Without the primary interstate system, other associated freeways, expressways, and arterials as provided for in the Hillsborough County MPO's 2015 LRTP will fail to provide the necessary capacity and system connectivity.

Examination of the existing freeway operations analyses indicates that portions of the current transportation system provide an unacceptable level of service. Additionally, the existing system has a safety ratio which indicates many portions of the interstate are experiencing more accidents than would be anticipated on this type of facility. This is primarily due to heavy traffic volumes, multiple weaving sections, and substandard horizontal and vertical geometrics. An analysis of future traffic conditions indicates continued increases in daily traffic volume on Tampa's interstate system which would in turn increase the potential for accidents.

The proposed improvements also meet the need for increased intermodal opportunities by providing HOV lanes and transitways, priority access ramps, and park-n-ride lots for buses and carpools. The MPO 2015 LRTP identifies the need for HOV lanes along the interstate. An integral part of these HOV lanes are exclusive on- and off-ramps at selected exits for buses and carpools. These designated ramps have been incorporated into the TIS proposed improvements.

The MPO 2015 LRTP also identifies transit emphasis corridors which are major arterials designed and built to give public transit an advantage over the single-occupant vehicle. The interstate is included as part of the transit emphasis corridor map. As reconstruction of these transit emphasis corridors occurs, they will be designed with features to attract transit riders. Some of the features listed in the plan include HOV lanes, exclusive on- and off-ramps for buses and carpools, and park-n-ride lots. As mentioned above, the proposed improvements meet the criteria for transit emphasis corridors.

In conclusion, the purpose of the TIS proposed improvements is to upgrade the safety and efficiency of the existing I-275 and I-4 transportation corridors while maintaining access to the surrounding community. These improvements are needed to meet existing and projected traffic demands, provide for multi-modal opportunities in the corridor, and improve the efficiency of this important regional and local transportation link.

SECTION 2.0

ALTERNATIVES INCLUDING PROPOSED ACTION

SECTION 2.0

ALTERNATIVES INCLUDING PROPOSED ACTION

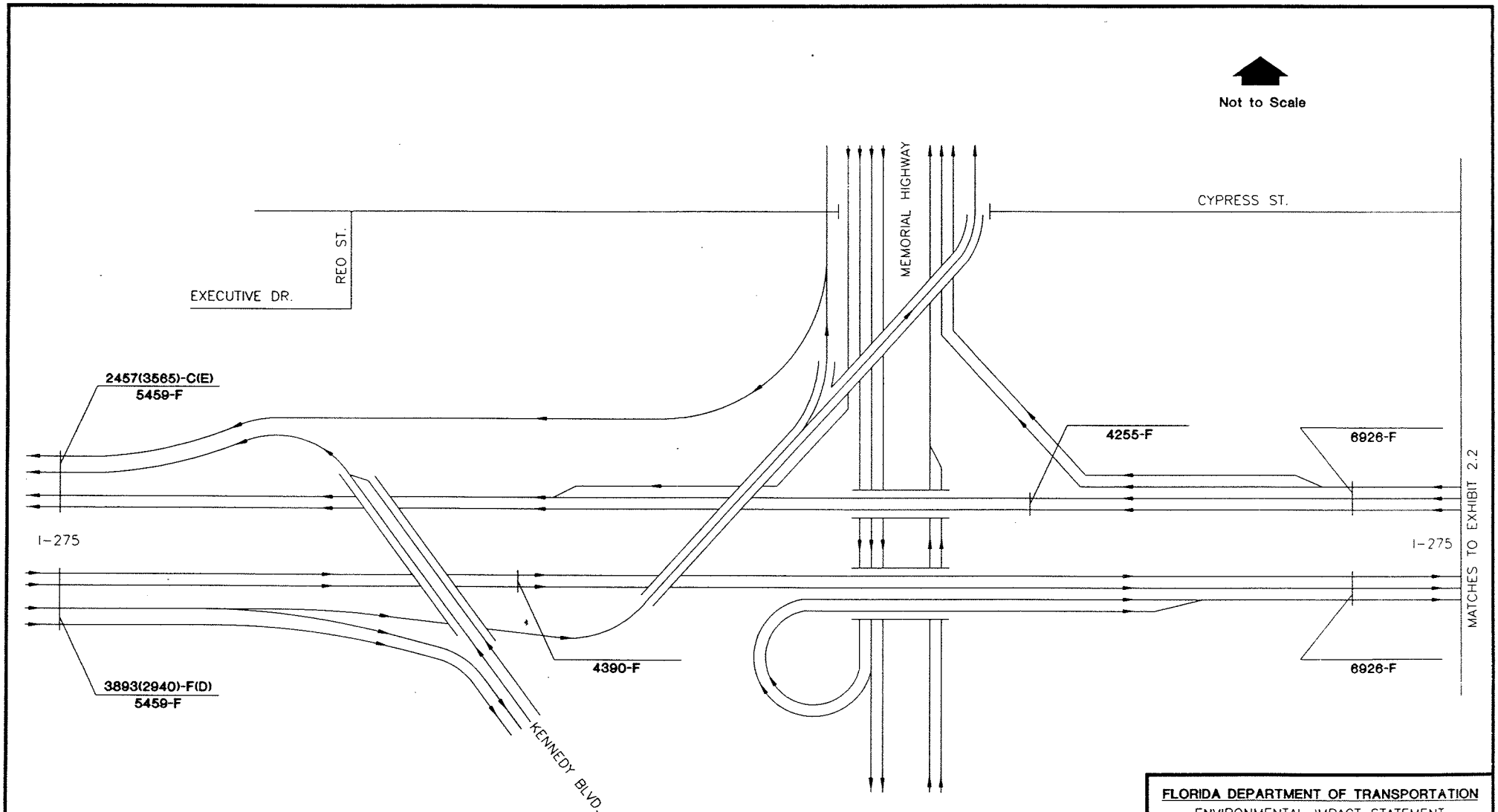
This section provides information on the development and evaluation of project alternatives. Included in this evaluation is an analysis of the No-Action Alternative and other transportation options such as HOV lanes, bus, and rail.

2.1 NO-ACTION ALTERNATIVE

To identify the traffic operations impacts of not implementing the proposed interstate improvements, a No-Action Alternative was evaluated for the year 2010. Operations analyses were conducted for the basic freeway segments on I-275 and I-4 using the 2010 design hour volumes illustrated previously on Exhibits 1.4 through 1.10 and the existing/no-action laneage illustrated on Exhibits 2.1 through 2.5.

As indicated in Table 2.1, all 26 basic freeway segments analyzed are projected to operate at Level of Service F with the 2010 No-Action Alternative. LOS F is defined in the 1985 Highway Capacity Manual as: *"forced or breakdown flow. Such conditions generally exist within queues forming behind breakdown points or bottlenecks".* The volume-to-capacity (v/c) ratios for these segments range from 1.09 (westbound I-275 between the Memorial Highway (S.R. 60) on-ramp and the Kennedy Boulevard on-ramp) to 2.60 (eastbound and westbound I-4 between 22nd Street and 40th Street). The 2010 No-Action Alternative capacity calculations are included in Appendices of the Preliminary Engineering Report, published separately.

Given the severe lack of mainline capacity on I-275, traffic operations analyses were not conducted for the individual ramp merge/diverge and weaving areas. The number of basic freeway lanes required to provide Level of Service D was determined for each of these segments. As indicated in Table 2.1, two additional lanes in each direction typically would be required for I-275 from west of the Kennedy Boulevard interchange to east of the Dale Mabry Highway interchange to provide Level of Service D. The only exceptions are the segments of eastbound and westbound I-275 between the



LEGEND

EXISTING PEAK HOUR AM(PM)-LOS AM(PM)
2010 DESIGN HOUR-LOS

FLORIDA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL IMPACT STATEMENT
TAMPA INTERSTATE STUDY
Hillsborough County, Florida

EXISTING / NO-ACTION MAINLINE AND RAMP LANEAGE I-275

EXHIBIT 2.1

Greiner, Inc.

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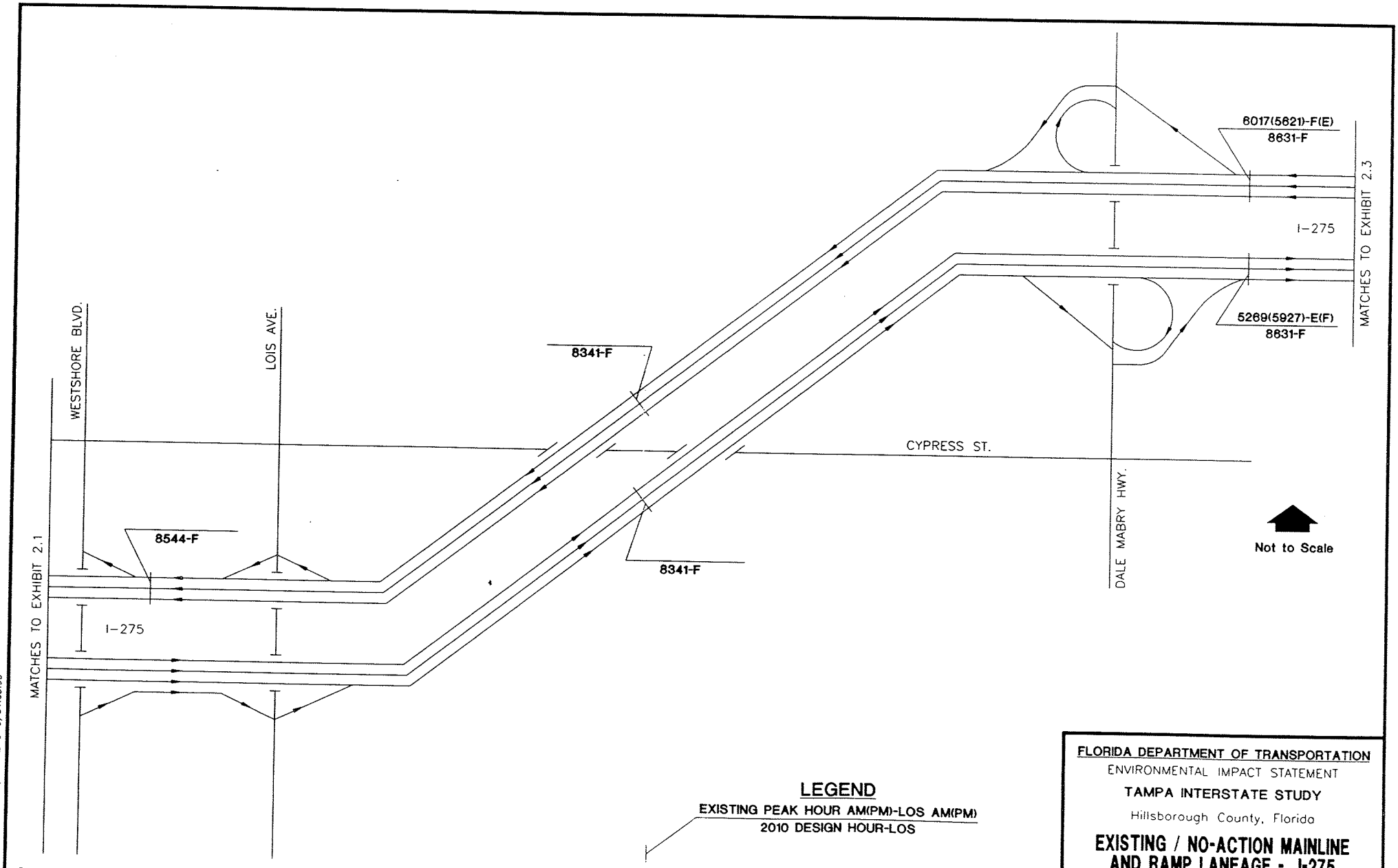

LEGEND

EXISTING PEAK HOUR AM(PM)-LOS AM(PM)
2010 DESIGN HOUR-LOS

FLORIDA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL IMPACT STATEMENT
TAMPA INTERSTATE STUDY
Hillsborough County, Florida

EXISTING / NO-ACTION MAINLINE AND RAMP LANEAGE - I-275

EXHIBIT 2.2

Greiner, Inc.

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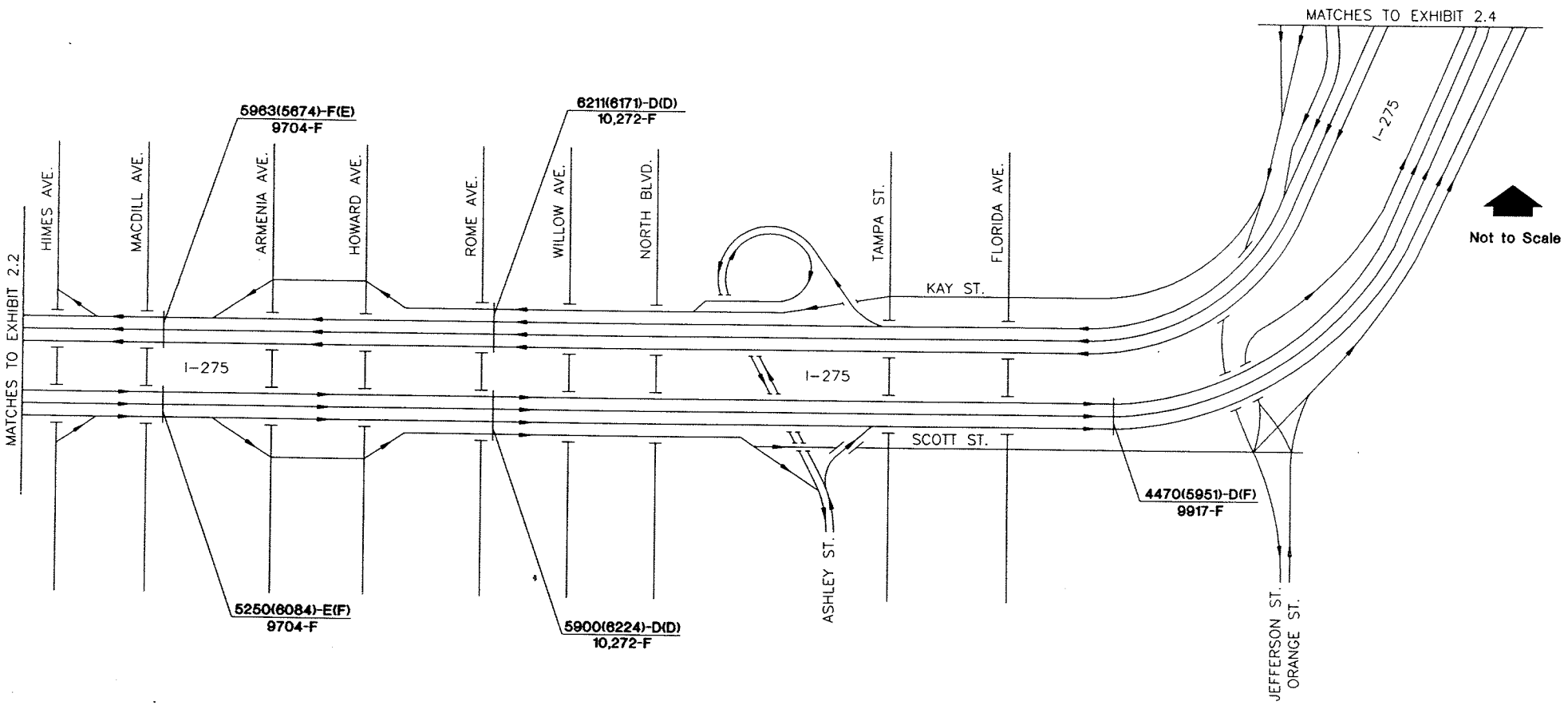


LEGEND

EXISTING PEAK HOUR AM(PM)-LOS AM(PM)
2010 DESIGN HOUR-LOS

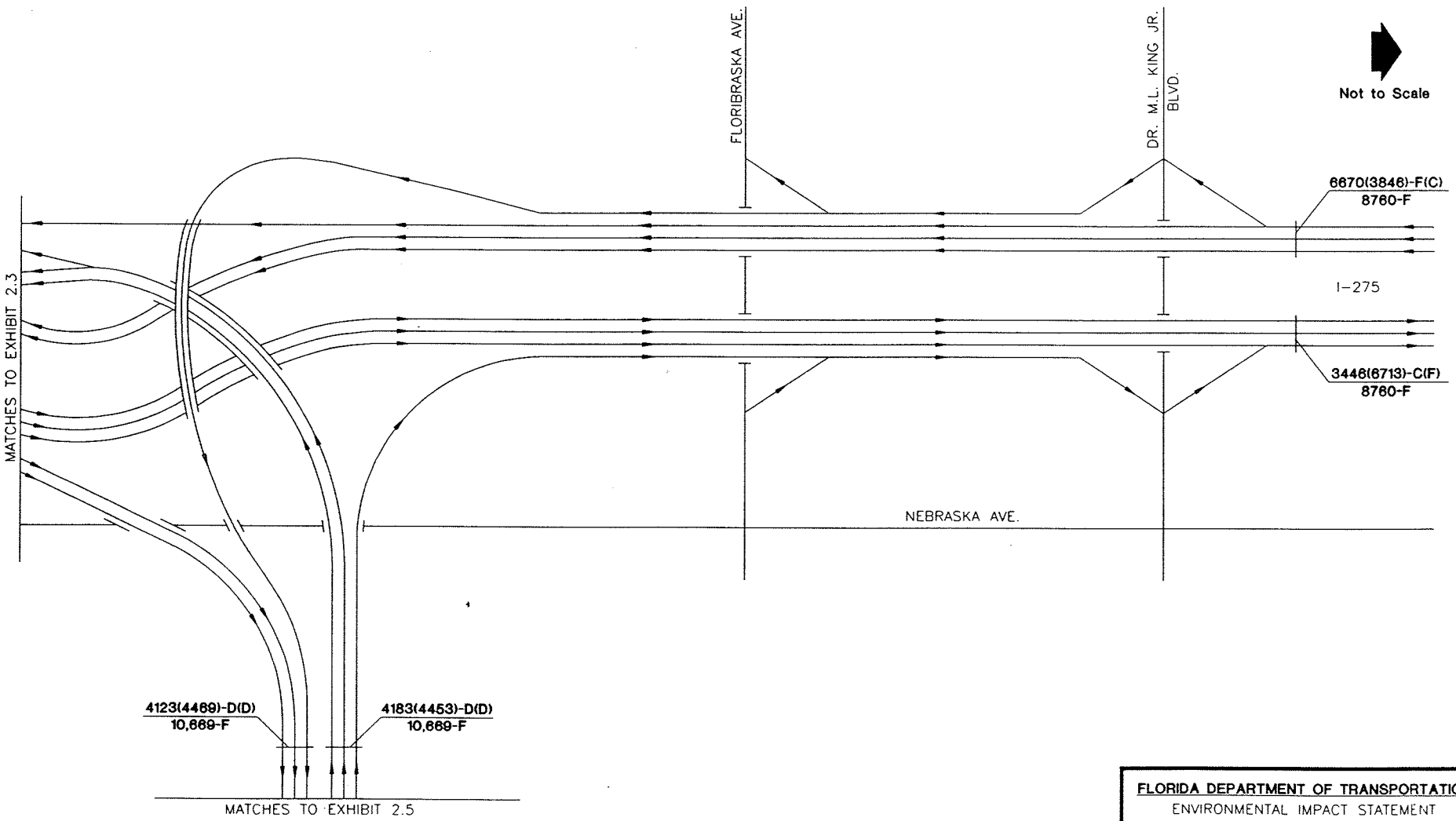
FLORIDA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL IMPACT STATEMENT
TAMPA INTERSTATE STUDY
Hillsborough County, Florida

EXISTING / NO-ACTION MAINLINE AND RAMP LANEAGE - I-275

EXHIBIT 2.3

Greiner, Inc.

2A/GR6-30/C238017/EMR1EXS.DWG/10.06.93



LEGEND

EXISTING PEAK HOUR AM(PM)-LOS AM(PM)
2010 DESIGN HOUR-LOS

FLORIDA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL IMPACT STATEMENT
TAMPA INTERSTATE STUDY
Hillsborough County, Florida

EXISTING / NO-ACTION MAINLINE AND RAMP LANEAGE - I-275

EXHIBIT 2.4

Greiner, Inc.

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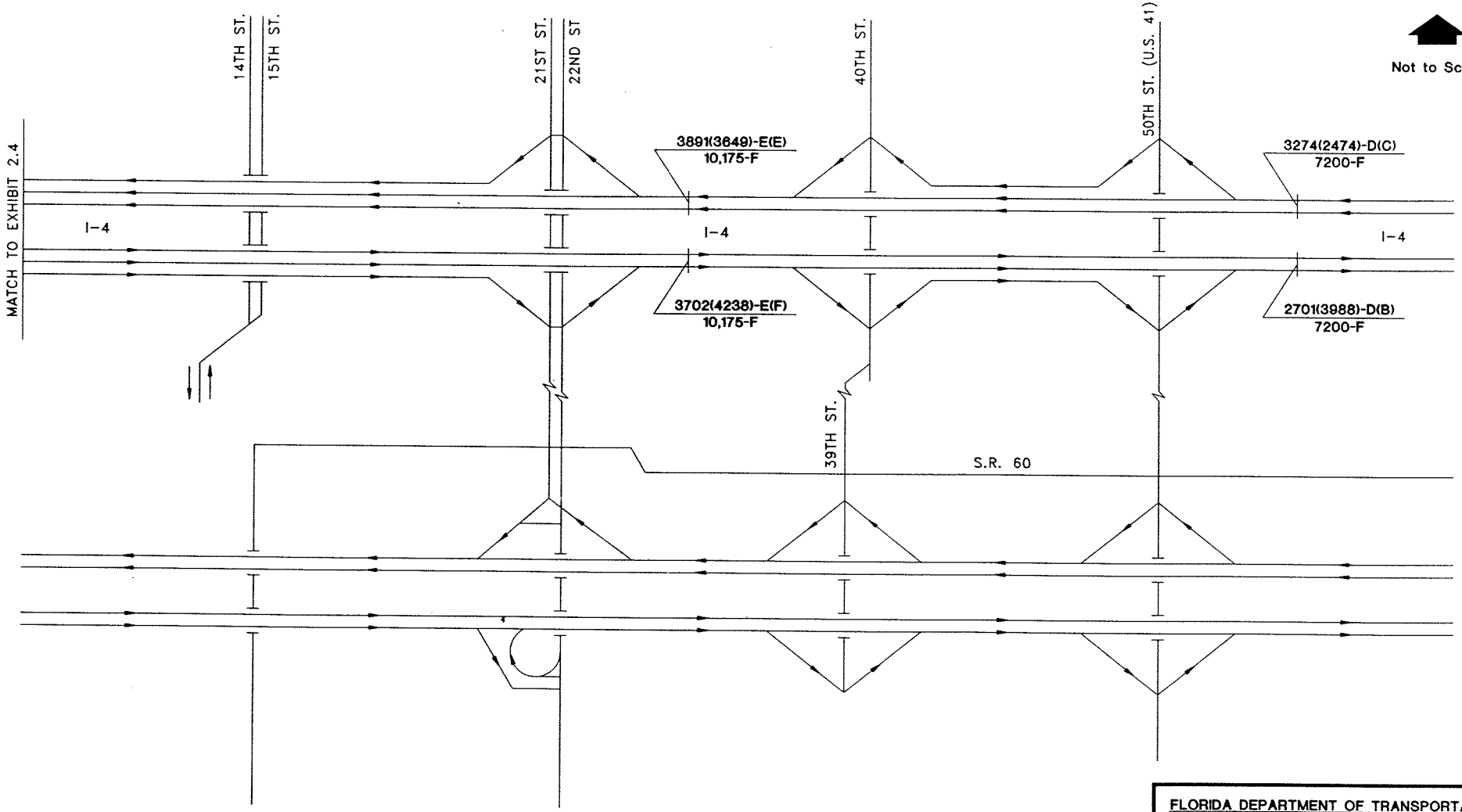


LEGEND

EXISTING PEAK HOUR AM(PM)-LOS AM(PM)

2010 DESIGN HOUR-LOS

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY

Hillsborough County, Florida

EXISTING / NO-ACTION MAINLINE AND RAMP LANEAGE - I-4/CROSSTOWN EXPRESSWAY

EXHIBIT 2.5

Greiner, Inc.

2A/GB6-30/C238017/EMR3EXS.DWG/10.06.93

TABLE 2.1

NO-ACTION (2010) FREEWAY OPERATIONS ANALYSIS SUMMARY
BASIC FREEWAY SEGMENTS
Tampa Interstate Study - Phase II
Environmental Impact Statement

Location	Directional Design Hour Volume	Existing Number of Lanes	V/C[1]	LOS[2]	Required Number of Lanes[3]
EB I-275 west of Kennedy Blvd. Off-Ramp	5,459	2	1.40	F	4
EB I-275 between Kennedy Blvd. Off-Ramp and Memorial Hwy. Off-Ramp	4,390	2	1.12	F	3
EB I-275 between Memorial Hwy. On-Ramp and Westshore Blvd. On-Ramp	6,926	3	1.18	F	4
EB I-275 between Lois Ave. On-Ramp and SB Dale Mabry Hwy. Off-Ramp	8,341	3	1.42	F	5
EB I-275 east of Dale Mabry Hwy. On-Ramp	8,631	3	1.47	F	5
WB I-275 east of NB Dale Mabry Hwy. Off-Ramp	8,631	3	1.47	F	5
WB I-275 between Dale Mabry Hwy. On-Ramp and Lois Ave. Off-Ramp	8,341	3	1.42	F	5
WB I-275 between Lois Ave. On-Ramp and Westshore Blvd. Off-Ramp	8,544	3	1.46	F	5
WB I-275 between Westshore Blvd. Off-Ramp and Memorial Hwy. Off-Ramp	6,926	3	1.18	F	4
WB I-275 between Memorial Hwy. On-Ramp and Kennedy Blvd. On-Ramp	4,255	2	1.09	F	3
WB I-275 west of Kennedy Blvd. On-Ramp	5,459	2	1.40	F	4
SB I-275 north of Dr. Martin Luther King, Jr. Blvd. Off-Ramp	8,760	3	1.49	F	6
WB I-275 between Ashley/ Kay Sts. On-Ramp and Howard Ave. Off-Ramp	10,272	4	1.31	F	7
WB I-275 between Armenia Ave. On-Ramp and Himes Ave. Off-Ramp	9,704	3	1.65	F	6
WB I-275 West of Himes Ave. Off-Ramp	8,631	3	1.47	F	6
EB I-275 West of Himes Ave. On-Ramp	8,631	3	1.47	F	6
EB I-275 between Himes Ave. On-Ramp and Armenia Ave. Off-Ramp	9,704	3	1.65	F	6

TABLE 2.1 (Continued)

NO-ACTION (2010) FREEWAY OPERATIONS ANALYSIS SUMMARY
BASIC FREEWAY SEGMENTS
Tampa Interstate Study - Phase II
Environmental Impact Statement

Location	Directional Design Hour Volume	Existing Number of Lanes	V/C[1]	LOS[2]	Required Number of Lanes[3]
EB I-275 between Howard Ave. On-Ramp and Ashley/ Scott Sts. Off-Ramp	10,272	4	1.31	F	7
NB I-275 between Ashley St. On-Ramp and Orange/ Scott Sts. On-Ramps	9,917	3	1.69	F	7
NB I-275 north of Dr. Martin Luther King, Jr. Blvd. On-Ramp	8,760	3	1.49	F	6
EB I-4 between SB I-275 On-Ramp and 21st St. Off-Ramp	10,669	3	1.82	F	7
EB I-4 between 22nd St. On-Ramp and 40th St. Off-Ramp	10,175	2	2.60	F	7
EB I-4 east of 50th St. On-Ramp	7,200	2	1.84	F	5
WB I-4 east of 50th St. Off-Ramp	7,200	2	1.84	F	5
WB I-4 between 40th St. On-Ramp and 22nd St. Off-Ramp	10,175	2	2.60	F	7
WB I-4 between 21st St. On-Ramp and NB I-275 Off-Ramp	10,669	3	1.82	F	7

[1] V/C = Volume-to-Capacity Ratio

[2] LOS = Level of Service

[3] Lanes required to provide Level of Service D with revised service flow rates.

EB = Eastbound
NB = Northbound
SB = Southbound
WB = Westbound

Kennedy Boulevard on-/off-ramps and the Westshore Boulevard on-/off-ramps. These segments would require one additional lane in each direction to provide Level of Service D.

As indicated in Table 2.1, three additional lanes in each direction would be required for I-275 from north of Dr. Martin Luther King, Jr. Boulevard to west of Himes Avenue to provide Level of Service D. The only exception is the segment of northbound I-275 between the Ashley Street on-ramp and the Orange Street/Scott Street on-ramps. This segment would require four additional lanes to provide Level of Service D. Four additional lanes in each direction would also be required on I-4 between the I-275 junction and the 21st/22nd Street interchange. For the segment of I-4 between the 21st/22nd Street interchange and the 40th Street interchange, five additional lanes would be required. Lastly, three additional lanes in each direction would be required on I-4 east of 50th Street to provide Level of Service D.

Traffic on the existing interstate currently experiences severe congestion in the Tampa CBD area. In addition, the existing interstate exceeds the state-wide average accident rate for similar facilities. With increased traffic through the year 2010, the congestion associated with the No-Action Alternative will become intolerable and the corridor will fail to provide continuity in the regional transportation network. The No-Action Alternative will also result in further congestion on local roadways and will not improve access to the existing and planned developments in and surrounding the Tampa urban area. The No-Action Alternative does not fulfill the purpose and need of the project, as established in Section 1.0; does not provide for a safer, more efficient transportation system for the increased traffic volumes in the existing corridor; does not provide for improved access and incident management; and does not provide a multi-modal transportation corridor.

The No-Action Alternative does not require additional right-of-way and would not displace any businesses, residences or community services. It avoids impacts to historic structures in the West Tampa National Register Historic District, the Ybor City National Historic Landmark District and the Tampa Heights Multiple Property Listing along with three individual National Register properties. In addition, the No-Action Alternative would not require the considerable capital expenditures associated with interstate design, right-of-way acquisition, and construction.

The No-Action Alternative is not considered a reasonable alternative; however, the No-Action Alternative was carried through the public hearing as a viable alternative. The No-Action Alternative has been eliminated as a viable alternative.

2.2 TRANSPORTATION SYSTEMS MANAGEMENT ALTERNATIVE

Whenever possible, Hillsborough County has implemented Transportation Systems Management (TSM) improvements and Travel Demand Management (TDM) to improve existing facilities. TSM improvements involve increasing the available capacity within the existing right-of-way with minimum capital expenditures and without reconstructing the existing facility. TSM improvements to upgrade the existing I-275 and I-4 corridors without total reconstruction could include adding HOV/Transitway lanes in the median, restriping existing lanes, implementing incident management systems, improving weaving sections between interchange ramps, and providing ramp metering at entrance ramps.

The study area is served by the Westshore Transportation Management Organization (TMO) and the Tampa Downtown Partnership TMO, which is assisted by Bay Area Commuters, Inc. These organizations provide support to various transportation demand management initiatives within the downtown and Westshore areas, and offer opportunities to relieve congestion and increase mobility in the study area through ride sharing and vanpool/carpool support activities. The Bay Area Commuters, Inc., is 100% funded by FDOT using either seed funding or Congestion Mitigation and Air Quality (CMAQ) funds.

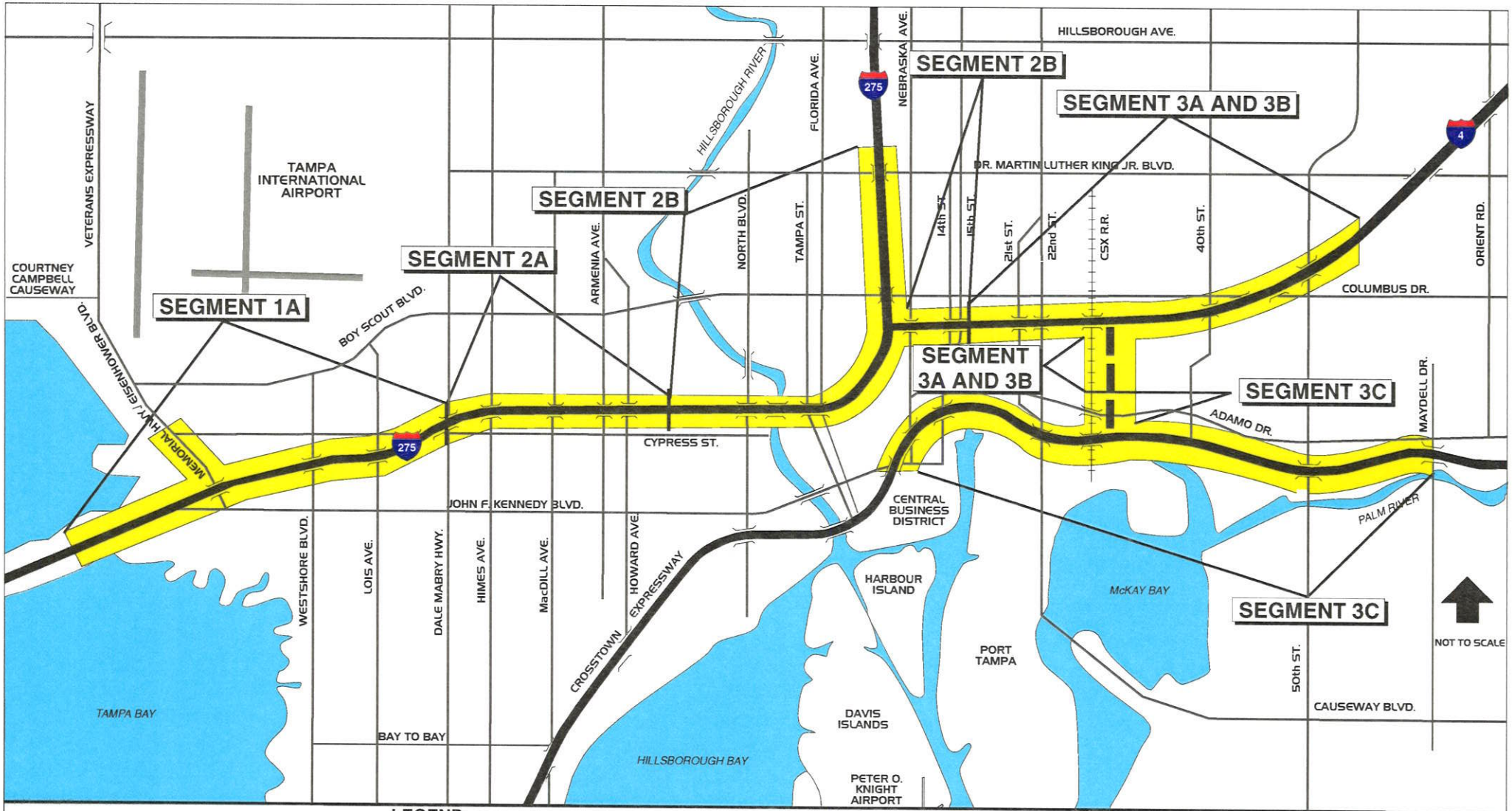
Because of the general resistance by the public and private sectors to HOV participation, the addition of HOV lanes would not sufficiently eliminate the need for additional lanes. Based on information provided by HART, approximately 1.4 percent of Tampa Bay area commuters use public transit systems, well below the national average of 5.3 percent. Due in part to the efforts of the TMO's, carpooling has been more successful at 13.3 percent of area commuters, only a fraction below the national average of 13.4 percent. Dramatic increases in mass transit and HOV participation would be required to fully utilize HOV lanes; however, even with fully utilized HOV lanes, additional

travel lanes would still be required to accommodate the projected travel demand in the corridor. Incident management systems could improve traffic flow during emergencies and accidents on the existing system but would not provide the additional capacity and safety improvements needed to accommodate projected demand. Ramp metering could limit the volume of traffic accessing the interstate, thus improving operations in the corridor, but would likely result in significant queues on the local and arterial street system. Accommodating the added traffic pressures on local streets caused by ramp metering would be difficult because of the limited resources available to keep pace with routine repairs and maintenance, let alone provide for the capacity improvements to meet the growing travel demand. Finally, given the fixed location and close spacing of interchanges, improving the weaving areas would likely require grade separation of the ramp movements and significant interstate reconstruction.

Implementation of all of the previously mentioned TSM measures would fall short in adding sufficient capacity to the existing corridor to accommodate the projected travel demand at an acceptable level of service and would not fulfill the purpose and need for the project, established in Section 1.0. Combinations of TSM improvements would provide some relief to traffic operations and have been incorporated as part of the build alternatives. The TSM alternative alone will not improve the system significantly beyond the No-Action Alternative and was eliminated from further study. A discussion of the Congestion Management System and the TSM strategies incorporated into the Preferred Alternative is provided in Section 2.4.3.

2.3 CONSTRUCTION ALTERNATIVES

As noted in Sections 2.1 and 2.2, neither the No-Action Alternative nor the TSM measures discussed in the previous section will provide an adequate facility to accommodate future traffic demand at a Level of Service D standard. Therefore, several concept alternatives were developed for each of the TIS design segments, as shown on Exhibit 2.6. Design guidelines used to develop these alternatives are provided in TIS Task F.2.b - Design Criteria Policies and Procedures Technical Memorandum. These design criteria address various improvements including roadway, structural, concurrent flow



FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY

PHASE II

Hillsborough County, Florida

DESIGN STUDY SEGMENTS

EXHIBIT 2.6

HOV and HOV/Transitway lanes. All of the alternatives are discussed in detail in the TIS Master Plan Report (August 1989).

Although the TIS Master Plan Report did not specifically address alternative corridors, previous studies have indicated that the reconstruction of the interstate system is essential to avoid the development of alternative freeway corridors through densely developed urban neighborhoods. These studies include: Corridor Feasibility Report - I-275/I-4 to the Tampa Crosstown Expressway "Connector," prepared by Howard Needles Tammen and Bergendoff, October 1987; Study of Extensions to the Tampa Crosstown Expressway, prepared by Parsons, Brinckerhoff, Quade & Douglas, Inc., August 1987; and Social- Economic Feasibility Study, S.R. 600 Gandy Boulevard from Gandy Bridge to Dale Mabry Highway, prepared by Howard Needles Tammen Bergendoff, 1975. Selection of an alternative freeway route would result in enormous right-of-way costs and extensive relocations of businesses and residential dwellings. By using the existing corridor, right-of-way acquisition, relocations, and negative social and economic impacts are greatly reduced.

The following sections summarize the alternatives analyses prepared for this project. To provide a more complete perspective of the initial coordination efforts that occurred to ensure the development of a multi-modal concept, Section 2.3.1 discusses the preliminary studies and coordination that were utilized in the alternatives analysis. Section 2.3.2 discusses the Tier Evaluation Analysis. A description of the proposed Crosstown Connector alternatives analysis is provided in Section 2.3.3 of this document.

2.3.1 Preliminary Studies and Coordination

In developing the TIS Master Plan, consideration was given to the influence of other travel modes on the design features and capacity of the interstate system. These design features included HOV lanes, HOV transitways, bus and carpool exclusive access to the HOV facilities, park-n-ride lots located in conjunction with the priority HOV ramps, HOV access to and circulation in the CBD, CBD bus and carpool facilities and a multi-modal transfer station, and the rail transit system. The

basic bus and rail transit information used for the TIS to simulate multi-modal alternatives, which included a combination of rail and bus transit, was provided by the Rail Transit Study consultant.

2.3.1.1 Rail Transit Study

In 1985, the MPO initiated the Hillsborough County Mass Transit Corridor Identification Study (Rail Transit Study or RTS). The purpose of this study was to perform preliminary planning work leading up to the engineering, construction, and operation of a fixed guideway rail transit system for Hillsborough County.

Based on earlier studies, initial work focused on the technology known as light rail. Essentially, this type of system operates mainly on the surface along its own exclusive right-of-way in which automobile and bus traffic could operate on crossing or paralleling operations. Service on this light rail system was envisioned to be provided by a vehicle resembling a modern streetcar. Also, as a result of earlier studies, three corridors were identified to have the highest potential ridership for rail transit. These corridors are illustrated on Exhibit 2.7 and are described below:

- The Northwest Corridor extending from the Tampa CBD paralleling Kennedy Boulevard with a connection into Tampa International Airport (TIA) and then heading north on Dale Mabry Highway and/or Himes Avenue past Tampa Bay Center and Tampa Stadium through Carrollwood to Van Dyke Road.

- The North Central Corridor extending from the Tampa CBD east along Adamo Drive to 40th Street and then heading north to the University of South Florida and then northeast along Bruce B. Downs Boulevard to I-75.

- The Eastern Corridor running along Adamo Drive from the Tampa CBD to the Brandon area ending at Valrico Road.

As the RTS continued, the MPO and other interested parties noted light rail was not the only option for fixed guideway transit. The MPO in January 1988 resolved to expand the scope of the study so that a broader evaluation of the rail transit concept could be undertaken and a consultant was hired to update the original study.

In 1989, the RTS was updated and the Hillsborough County Mass Transit Corridor Alternatives Analysis Study was submitted to the MPO. The report contained several recommendations regarding rail transit including the following: the provision of rail transit is required to satisfy trip demand anticipated by the Future of Hillsborough County Comprehensive Plan; reconsideration of the initial three corridors, established in the 1986 RTS (see Exhibit 2.7) proved to be the most promising in terms of ridership and costs, but additional corridors should be considered; and elevation of the rail transit system within an exclusive right-of-way should be considered to eliminate interference with the highway network. The Hillsborough County MPO amended the 2010 Long Range Transportation Plan (2010 LRTP) to include several of the recommendations presented in the 1989 RTS.

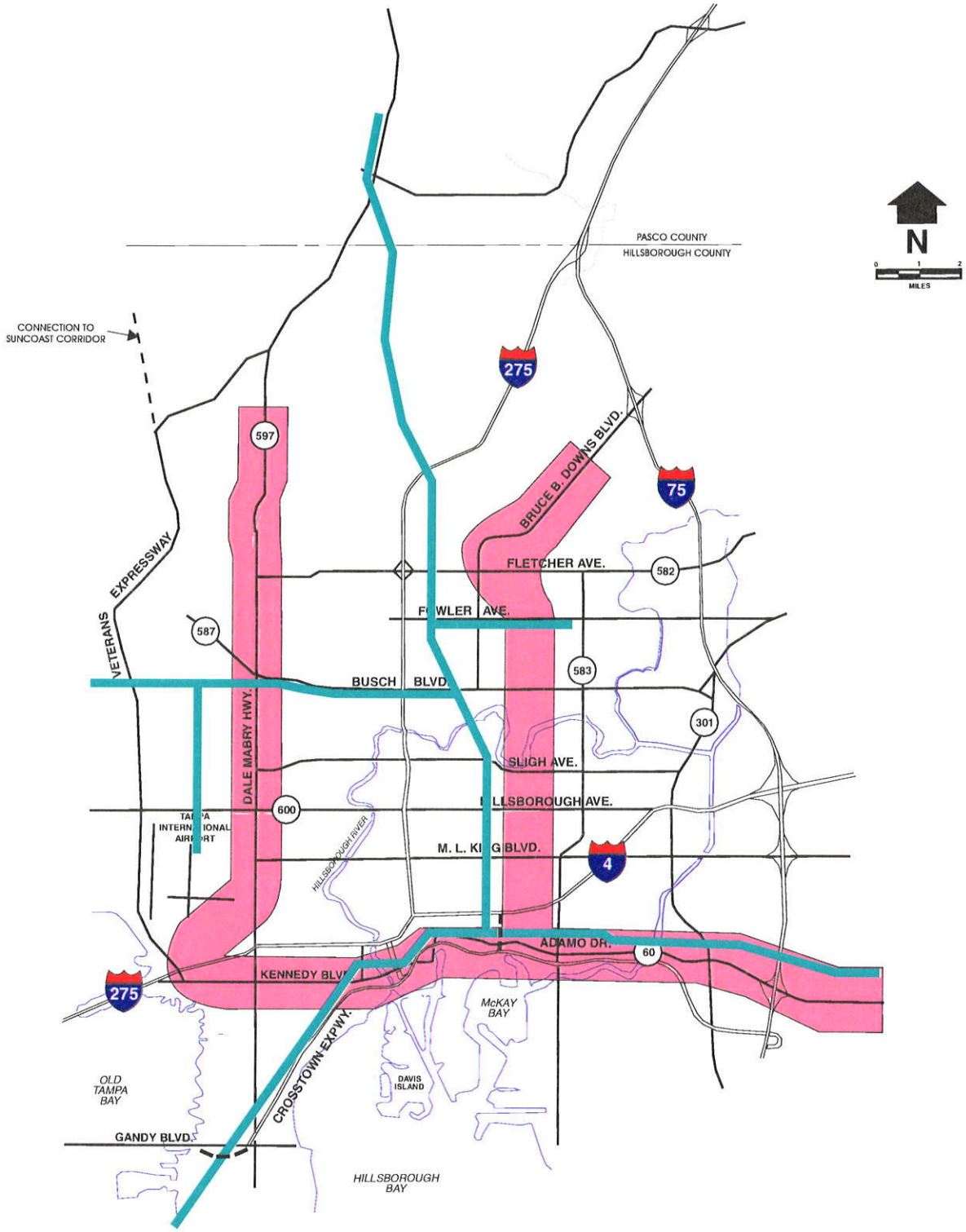
The following describes the technical consensus process used to establish the appropriate travel demand levels for each mode and the design of the interstate system and the rail transit system.

2.3.1.2 Coordination

To coordinate the TIS and the Hillsborough County Mass Transit Corridor Alternatives Analysis Study (RTS) with the Hillsborough County MPO 2010 LRTP, a Multi-Modal Consensus Committee was created by the FDOT. The following participants were included in this committee:

- Florida Department of Transportation (FDOT),
- Hillsborough County Metropolitan Planning Organization (MPO),
- Hillsborough Area Regional Transit Authority (HART),
- Tampa Interstate Study (TIS) consultants, and
- Rail Transit Study (RTS) consultants.

This Multi-Modal Consensus Committee met regularly to ensure the TIS and the RTS teams included the latest developments of each study in their respective transportation plans. In this way, compatibility in the transportation program development of the two studies was achieved.



LEGEND

- Rail Transit Corridors
- Tampa Bay Commuter Rail Corridors
- Proposed Roadway

FLORIDA DEPARTMENT OF TRANSPORTATION

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TAMPA INTERSTATE STUDY PHASE II

Hillsborough County, Florida

RAIL TRANSIT CORRIDORS

EXHIBIT 2.7

The primary purpose of the Multi-Modal Consensus Committee was to coordinate technical consistency between the two studies, the MPO 2010 LRTP and the Hillsborough Area Regional Transit Authority's (HART) planning efforts. The focus of this technical consistency was the travel demand estimates for both rail transit and interstate travel. Projected travel estimates were established prior to evaluation of each system to ensure that projected ridership along the rail corridors did not compete with travel projections for the planned interstate improvements. The Committee focused on constructing balanced rail transit and interstate highway systems which would complement each other and serve Hillsborough County's transportation needs.

Several meetings were held to discuss input data and model parameters used by each consultant in their travel demand forecasting procedures. Comparative analyses of travel demand forecasts generated by the different forecasting procedures were performed. The basic bus and rail transit information used by the TIS consultant to simulate the Tier 2 and Tier 3 alternatives (see Section 2.3.2) as well as the Master Plan Concept was provided by the RTS consultant. This information included the basic transit route files for local bus, express bus, and rail transit for peak and off-peak periods, mode of transit access files, and model parameters for transit path-finding and mode choice programs. The basic highway network and socioeconomic data prepared by the MPO staff was refined, and the basic mode-specific constants were updated to reflect an improved public perception and usage of the current transit system. Both study teams worked together to refine the results of the Direct Utility Assessment (DUA) Survey to incorporate them into the validated travel demand model for Hillsborough County. The Committee reached agreement on the highway and transit networks and modal split procedures that produced consistent travel demand results on the highway and rail transit systems. All the travel demand data used for the multi-modal coordination were presented to the MPO during a special workshop on October 17, 1988. The Master Plan Concept, as developed by the Multi-Modal Consensus Committee, was approved in 1989 and adopted by the MPO by reference to the TIS in the MPO Year 2010 LRTP (September 1991).

In summary, the committee agreed upon the basic assumptions which underline planning and engineering considerations for the development of traffic and transit ridership forecasts for these two projects. Basic assumptions include data and model parameters dealing with travel demand estimates on the highway and transit networks and modal split procedures. As a result of this cooperation, compatible and consistent data and results were utilized to develop the design features of the respective transportation facilities. A detailed discussion of the process used to reach this consensus is contained in an MPO technical memorandum, Multi-Modal Consensus - Travel Demand Forecasting Coordination Effort.

More recently, the MPO, HART, and other associated transportation agencies and officials decided to readdress the potential need and appropriate location for the future development of transit. The HART Transit Development Plan 1997-2002 (March 1996) identifies several programs for implementation. In addition, HART is currently reviewing qualified firms to conduct a Major Investment Study (MIS) for the Tampa/Hillsborough-Lakeland/Polk Area Alternatives for Mobility Enhancement project. The MIS will comprise an analysis of multi-modal transportation alternatives which improve mobility and create much needed capacity between the counties of Hillsborough and Polk, specifically between Tampa and Lakeland. The emphasis will be on developing inter-modal alternatives that take advantage of existing corridors with excess capacity, new corridors for capacity creation, and existing corridors capable of being improved to create new capacity. The two-year study is expected to commence in the fall of 1996. The FDOT will participate in the MIS to ensure coordination occurs between the TIS projects and any subsequent recommendations resulting from completion of the MIS.

In February 1996, the Florida High Speed Rail Commission and the FDOT selected the Florida Overland Express (FOX) consortium to develop, construct and operate a high speed rail system between Tampa, Orlando, and Miami within ten years. FOX will be responsible for determining and evaluating the preferred corridor. The system will include a total of seven stations serviced by electric-powered trains traveling up to 200 miles per hour. Multi-modal connections will be provided at each station to airports, attractions, cruise lines, rental cars, business destinations, etc.

The interstate alignment may or may not be selected as the preferred corridor. A separate environmental document will be required for the selected alignment.

2.3.1.3 CBD Access and Circulation Plan

In 1988, the FDOT and the City of Tampa agreed to jointly fund the preparation of the first comprehensive multi-modal transportation plan for Tampa's CBD. As part of the development of this plan, an evaluation was conducted in 1988/89 by the TIS consultants to study access to Tampa's CBD and circulation within the CBD after the redesign of the interstate system. The TIS Task F.6.g.(3)(c) - Tampa CBD Access and Downtown Circulation Evaluation Technical Memorandum (1989) outlines the findings of the TIS evaluation. The evaluation was eventually called the Tampa CBD Access and Circulation Plan. The purpose of the TIS evaluation was to produce a plan to be used as a guide by the City of Tampa during further development of the CBD based on planned improvements to the interstate. The traffic forecasting approach for the study considered only CBD destined trips and utilized the process that includes the analysis of the impact of downtown parking location capacities on trips made by the regional auto users to downtown. The evaluation used the traffic forecasting network approach to develop the 1989 TIS recommended CBD plan. The purpose of the plan was to reduce the traffic demand on the interstate and provide for a balanced distribution of traffic through the various access points to the CBD, given the proposed parking areas in the northern CBD area.

The 1989 recommended CBD access plan included various transit elements as well as recommendations for additional capacity and changes in direction on various CBD roadways. The plan included the proposed Downtown People Mover (DPM), Bus Circulation Shuttle, and Rail Transit. For increased access, the plan recommended the widening of Laurel Place from North Boulevard to Morgan Street; Nick Nuccio Parkway from 14th/15th Streets to Nebraska Avenue; and Nebraska Avenue, from Cass Street to Whiting Street. To complement the re-design of the interstate access and the capacity improvements, the directions of several roadways would be revised. The plan was designed to complement the proposed interstate improvements and should be phased with those improvements. To improve access during the construction of the I-275 interchanges at

Ashley/Tampa Streets and Jefferson/Orange Streets, the interstate access improvements at North Boulevard and 14th/15th Streets should already be in place. All other capacity improvements and roadway direction reversals should be made as dictated by demand. The TIS Task F.6.g.(3)(c) - Tampa CBD Access and Downtown Circulation Evaluation Technical Memorandum (1989) provides a more detailed report of how the downtown area can be enhanced from both a circulation standpoint and increased access.

The CBD Access and Circulation Plan was updated in 1993 through funds provided by the State of Florida and the City of Tampa, with HART serving as the project manager. The plan is now referred to as the Downtown Tampa Transportation Master Plan and was adopted as part of the HART Transit Development Plan 1997-2000 (March 1996). The plan contains recommendations that HART and the City of Tampa will use to assist creation of an integrated modal approach in the CBD and is still based on planned TIS improvements to the interstate. Several of the medium and short-range plans presented in the original plan are still the same such as the proposed Downtown People Mover (DPM), the Westshore Circulator Shuttle, the Downtown/Garrison Channel/Ybor Trolly, and plans for developing transit stations to accommodate rail transit such as commuter rail or light rail. The City of Tampa presented the Downtown Tampa Transportation Master Plan along with additional development plans for the CBD at a town meeting on October 6, 1994.

2.3.2 Tier Evaluation Analysis

The comparative analysis technique used to identify viable alternatives in the TIS is called "Tier Analysis." This screening process, or tiering, allowed the study team to assemble a large array of competing design components in an easily understood matrix format for evaluation. The key factor in the success of the tier analysis process is its ability to "window down" the vast array of competing designs to the few viable alternative concepts suitable for application in Tampa's interstate corridors. For a detailed description of each tier (or level) of analysis, refer to the TIS Task F.6.a(6) - Tiers 1-3 Analysis reports, appended to this document.

The first tier of analysis was completed using 1"=200' scale aerial maps and provided a process for using key factors to evaluate the reconstructed highway's impacts. This analysis ranked alternative concepts and identified any alternatives with extreme or obvious detrimental impacts, which means it is considered to be "fatally flawed" and is eliminated from further study.

The second tier of analysis evaluated the alternatives which remained after the "first tier cut," and, as in the first tier, a matrix evaluation was prepared. The matrix included quantification and estimates of impacts for each of the alternatives by category of impact and resulted in a ranking of alternatives.

The third or final tier of analysis included geometric layouts of the remaining alternatives at 1"=100' scale. Those alternatives that survived the second tier evaluation matrix were re-evaluated with more stringent standards and detailed analyses.

The refinement and continuing development of alternatives through this systematic process assisted in providing all necessary documentation as to the logical process and selection of viable alternatives. This process also provided the necessary documentation for alternatives eliminated in the evaluation process, or modifications to form "new" alternatives. Finally, this process enhanced the community's ability to better understand and follow a rather complex technical process in a step-by-step manner until the selection of reasonable and viable alternatives was reached.

2.3.2.1 Tier 1 Analysis

As part of the Tier 1 analysis, each design segment was analyzed based on generalized and easily measured data or factors available at the initiation of the alternatives development stage. These factors were grouped into categories for ease of reference. Table 2.2 defines the matrix evaluation factors and methods of measurements used to determine the impacts from the alternatives.

Alternatives were evaluated for each design segment (see Exhibit 2.6, previously referenced). Additional alternatives were added if no one alternative was clearly superior to another. A rating

TABLE 2.2

TIER 1 MATRIX EVALUATION FACTORS AND METHODS OF MEASUREMENTS
Tampa Interstate Study - Phase II
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Evaluation Factors
PHYSICAL ENVIRONMENT
1) **Noise Sensitive Sites** - The greater the number of noise sensitive sites within 800 feet of the right-of-way, the greater the negative impact.
2) **Wetlands** - The greater the number of acres of wetlands required for right-of-way, the greater the negative impact.
3) **Permit Difficulty** - The greater the value (based on vegetative type) of the acreage of wetlands required for right-of-way, the greater the negative impact.
LAND USE
1) **Major Community Facilities** - The greater the number of community facilities (not 4(f)) within the proposed right-of-way, the greater the negative impact.
2) **4(f) and Section 106** - The greater the number of park and recreation sites, historical sites, or archaeological sites within the right-of-way, the greater the negative impact.
3) **Accessibility and Circulation** - The larger the number of local streets terminated, the greater the negative impact. The larger the number of frontage roads, additional overpasses or interchanges allowing cross corridor travel, the greater the negative impact.
4) **Right-of-Way/Relocations** - The larger the number of relocations required, the greater the negative impact.
ROADWAY/TRANSIT
1) **Maintenance of Traffic** - The greater the ability of the alternative to maintain traffic operations during construction, the more positive the rating; the more restrictive the construction was on traffic operations, the more negative the rating. If an alternative did not allow for maintenance of traffic, it was fatally flawed.
2) **Design Segment Continuity** - The greater the flexibility the alternative allows for a variety of alternative concepts for upstream and downstream design segments, the more positive the rating.
3) **Operational Characteristics** - The more relief (better LOS) an alternative provided for system mainline traffic and the immediate access area, the more positive the rating.
STRUCTURAL
1) **New Bridges and Bridge Replacement** - The greater the number of new or replaced structures, the greater the negative impact.
2) **Reconstructed Bridges** - The greater the number of bridges requiring widening or reconstruction, the greater the negative impact.
3) **Construction** - The greater the difficulty of structural construction (bridge type), the greater the negative impact.

TABLE 2.2 (Continued)

TIER 1 MATRIX EVALUATION FACTORS AND METHODS OF MEASUREMENTS
Tampa Interstate Study - Phase II
Environmental Impact Statement

Evaluation Factors
DRAINAGE SYSTEM
1) **System Contained within the Existing Right-of-Way** - The greater the acreage required for drainage outside the existing right-of-way or under an elevated structure, the greater the negative impact.
2) **Maintenance** - The greater the regular maintenance needs of the drainage system, the greater the negative impact.
3) **Permit Difficulty** - The greater the floodplain encroachment, the greater the negative impact.
4) **Design Flexibility** - The greater the complexity of the drainage system, the greater the negative impact.
COST
1) **Structural** - The greater the additive cost for each new or reconstructed typical structure, the greater the negative benefits.
2) **Roadway/Transit** - The greater the cost per mile of improvement, the greater the negative impact.

was assigned to each factor to measure both positive and negative impacts. Table 2.3 lists by design segment the roadway alternatives and transit alternatives carried forward for additional evaluation. For example, Tier 1 Alternative 1A8 represents the eighth alternative in Design Segment 1A carried forward for additional analysis.

The Tier 1 analysis did not address the proposed Crosstown Connector south from 7th Avenue to the Crosstown Expressway, including the interchange with the Crosstown Expressway. This segment was not included in the Phase I TIS work effort. The development and evaluation of alternatives for the Crosstown Connector, including the interchange with the proposed Crosstown Expressway (referred to as Design Segment 3C), is discussed in Section 2.3.3 of this document.

2.3.2.2 Tier 2 Analysis

The Tier 2 analysis included all the factors defined in Table 2.2 in addition to the following additions/deletions:

- Constructability was added under the Roadway/Transit category. The greater the ability for the alternative to be constructed, the more positive the rating; the less likely the alternative can be constructed, the more negative the rating. If an alternative cannot be constructed, it is fatally flawed.
- The Structural category was deleted.

In addition to rating the segments based on evaluation factors, computer simulations of the urban area transportation network were completed for Tier 2 based on previously defined geometry concepts. These network simulations determined systems traffic and were structured to analyze the interstate system with and without HOV facilities. For Level of Service (LOS) C, the maximum daily service volume for a two-lane principal arterial is approximately 15,800 vpd. For a two-lane exclusive roadway, the maximum daily service volume at LOS C is approximately 22,500 vpd. Since the demand on the HOV lanes approaches or exceeds these service flow rates, the HOV lanes are warranted, assuming two or more person carpools use the HOV lanes. These volumes also

TABLE 2.3

TIER 1 ALTERNATIVES - SUMMARY
Tampa Interstate Study - Phase II
Environmental Impact Statement

ALTERNATIVES
DESIGN SEGMENTS
The Tier 1 alternatives, by design segment, carried into Tier 2 were as follows:
* 1A8,1A9, 1A10
* 2A1,2A5, 2A6
* 2B2, 2B5, 2B6
* 3A8, 3A9
* 3B1, 3B3
* 4A2, 4B8, 4C3 (two-roadway);
* 4A1, 4B8, 4C3 (four-roadway);
* 4A2, 4B9, 4C4 (two-roadway);
* 5A1, 5B1, 5C1, 5D2 (two-roadway);
* 5A2, 5B2, 5C2, 5D5 (four-roadway);
* 5E1, 5F1, 5G1 (off-interstate parallel road intersection improvement);
* 5E3, 5F3, 5G3 (one-way pair and new cross streets);
* 6A11; and
* 6B11, 6B12.
TRANSIT
The Tier 1 analysis determined priority HOV ramps would be carried into Tier 2 at the following locations:
* Trask Street (Segment 1A);
* Tampa CBD (Segment 2B);
* Orient Road (Segment 4A);
* Yukon Street (Segment 5C); and
* Bearss Avenue (Segment 5G).

indicate that the HOV lanes would be utilized all day. Table 2.4 lists the Tier 2 roadway alternatives, by design segment, and transit alternatives carried into Tier 3.

As a result of the public comments received at the July 13, 1988 Public Workshop and the community impacts/relocation evaluation for Tier 2, the study team recommended a modified LOS D be evaluated in Tier 3 for the general use freeway lanes. This recommendation, as presented to the FDOT and FHWA, was supported by the Hillsborough County MPO due to the community concern expressed over right-of-way impacts to businesses and neighborhoods. The FDOT and the FHWA reduced the level of service for the TIS from LOS C to LOS D, thus increasing allowable capacity and reducing the lane requirements in specific segments of the corridor. A discussion of the modified LOS D is provided in TIS Task F.5.e - Analysis of Service Flow Rates and Level of Service Final Working Paper. A copy of the letter supporting the modified level of service is provided in Appendix B.

2.3.2.3 Tier 3 Analysis

The Tier 3 evaluation process was the last of the three stages of design segment analysis used to determine which alternatives were to be refined for the Master Plan Concept. The Tier 3 analysis process required those alternatives that survived the Tier 2 evaluation to be reevaluated with even more stringent standards and detailed comparative analysis including factors such as noise barriers, design continuity, drainage, and design amenities. The Tier 3 Alternatives Analyses Matrix is provided as Table 2.5.

The transit phase of the Tier 3 analysis process was designed to determine the following impacts of the HOV lanes and transit facilities on the interstate system:

- Impact of two or more person carpools versus three on more person carpools;
- Impact of concurrent flow HOV lanes versus exclusive HOV lanes; and
- Impact of a rail transit system (as shown previously on Exhibit 2.7)

TABLE 2.4

TIER 2 ALTERNATIVES - SUMMARY
Tampa Interstate Study - Phase II
Environmental Impact Statement

ALTERNATIVES
The Tier 2 roadway alternatives, by design segment, carried into Tier 3 were:
* 1A9, 1A11, 1A12;
* 2A6 (modified), 2A7 (modified), 2A8, 2A10 (modified);
* 2B7, 2B8, 2B9;
* 3A8, 3B3;
* 4A3,4B10,4C3;
* 5A1, 5B1,5C1, 5D2 (off-interstate intersection improvements on Florida and Nebraska Avenues);
* 5A3, 5B3, 5C3, 5D6 (one-way pair on Florida and Nebraska Avenues);
* 5E1, 5F1, 5G4 (off-interstate intersection improvements on Florida and Nebraska Avenues);
* 5E3, 5F3, 5G3 (one-way pair on Florida and Nebraska Avenues and new cross streets);
* 6A11;
* 6B11; and
* 6B12.
The transit alternatives to be evaluated for Tier 3 were:
* Impact of two or more person carpools versus three or more person carpools.
* Impact of concurrent flow HOV lanes versus exclusive HOV lanes.
* Impact of a rail transit system on the interstate system.

TABLE 2.5

TIER 3 ALTERNATIVES ANALYSES MATRIX
Tampa Interstate Study - Phase II
Environmental Impact Statement

Items Evaluated	Tier 3 Analysis										Tier 2 Analysis			
	Alternative 1A			Alternative 2A				Alternative 2B			Alternative 3A		Alternative 3B	
	1A9	1A11	1A12	2A6	2A7	2A8	2A10	2B7	2B8	2B9	3A8	3A9	3B1	3B3
Physical Environment														
- Wetlands	1	2	2	3	3	3	3	3	3	3	3	3	3	3
- Permit Difficulty	1	2	2	3	3	3	3	3	3	3	3	3	3	3
- Noise Sensitive Sites	--	--	--	--	--	--	--	--	--	--	1	1	1	1
Land Use														
- Community Facilities	3	3	3	2	2	2	3	2	1	2	2	2	2	3
- Section 4f/106	3	3	3	3	1	2	3	2	2	2	3	3	2	2
- Accessibility/Circulation	3	1	1	2	1	3	1	3	3	1	2	2	2	3
- Relocations/Right-of-Way	2	2	2	2	3	1	2	2	2	2	3	2	3	3
Roadway/Transit														
- Maintenance of Traffic	3	1	1	1	1	3	1	3	3	3	2	3	3	2
- Operational Characteristics	3	2	2	1	1	3	1	2	3	2	2	2	2	2
- Design Segment Continuity	--	--	--	--	--	--	--	--	--	--	3	2	2	3
- Constructibility	--	--	--	--	--	--	--	--	--	--	2	2	2	2
Drainage System														
- System Within Existing Right-of-Way	--	--	--	--	--	--	--	--	--	--	1	1	1	1
- Maintenance	--	--	--	--	--	--	--	--	--	--	2	2	2	2
- Permit Difficulty	--	--	--	--	--	--	--	--	--	--	2	2	2	2
- Design Flexibility	--	--	--	--	--	--	--	--	--	--	2	2	2	2
Costs														
- Roadway/Structural	3	2	1	3	2	3	1	2	2	3	3	3	3	3
- Right-of-Way	2	2	3	2	2	1	3	3	2	3	3	3	3	3
Average	2.4	2	2	2.2	1.9	2.4	2.1	2.5	2.4	2.4	2.3	2.3	2.3	2.4

Legend:

-- = Evaluation completed in Tier 2.

1 = Significant negative impacts and/or minimal positive impacts.
2 = Moderate negative impacts and/or moderate positive impacts.
3 = Minimal negative impacts and/or significant positive impacts.

Table 2.6 presents a list of the findings for the Tier 3 evaluation. The alternatives for each design segment were used to develop the Master Plan Concept. The Master Plan Concept, as summarized below, was adopted in 1989 by the Hillsborough County MPO. The adoption of the Master Plan Concept was the final requirement for entering Phase II of the Tampa Interstate Study.

The following list briefly describes the recommended Master Plan Concept for Design Segments 1A, 2A, 2B, 3A, and 3B addressed in this document. Reconstruction priority was also developed as part f the Master Plan and is included in the design segment descriptions. A description of the proposed Crosstown Connector south from 7th Avenue to the Crosstown Expressway and the interchange with the Crosstown Expressway (Design Segment 3C) is provided in Section 2.3.3.

Design Segment 1A - Interstate 275 from Howard Frankland Bridge/Kennedy Boulevard ramps to east of Himes Avenue:

- Four-roadway system from west of Kennedy Boulevard ramps to eastern project limits
- HOV/Transitway lanes within the interstate alignment beginning and ending at Trask Street while maintaining the envelope to the Howard Frankland Bridge Causeway
- HOV priority ramps to and from the east on I-275 at Trask Street
- Direct I-275 connection to the Veterans Expressway
- Direct ramps from Memorial Highway (S.R. 60) and Kennedy Boulevard to the Veterans Expressway
- 62.5:1 FAA approach surface criterion for Tampa International Airport
- Existing interchange locations remain at Westshore Boulevard, Lois Avenue and Dale Mabry Highway
- New Sherrill Street extension north from Memorial Highway (S.R. 60) and Kennedy Boulevard under I-275 to Cypress Street
- New Lemon Street connector to Westshore Boulevard from Occident Street
- First priority reconstruction segment

TABLE 2.6

TIER 3 ALTERNATIVES - SUMMARY
Tampa Interstate Study - Phase II
Environmental Impact Statement

ALTERNATIVES
The following alternatives (by design segment) were included in the Master Plan Concept:
* 1A9 (modified);
* 2A8;
* 2B7 and 2B8 (combined);
* 3A8 and 3B3 (modified);
* 4A3, 4B10, 4C3;
* 5A3, 5B3, 5C3, 5D6;
* 5E3, 5F3, 5G3; and
* 6A11, 6B12.

Design Segment 2A - Interstate 275 from east of Himes Avenue to east of Rome Avenue (West Tampa Area):

- Four-Roadway System - Interstate Express Lanes and Separated Local Access Freeway Lanes
- Alignment shifted south of existing centerline to avoid MacFarlane Park and West Tampa Historic District
- High Occupancy Vehicle (HOV)/Transitway Lanes within the interstate alignment
- Split interchange ramps at Howard Avenue and Armenia Avenue remain
- New interchange ramps at Himes Avenue to and from the east on I-275
- Maintain northside frontage road between Himes Avenue and Rome Avenue
- Second Priority Reconstruction Segment

Design Segment 2B - Interstate 275 from east of Rome Avenue to north of Dr. Martin Luther King Jr. Boulevard and Interstate 4 from the Interstate 275 junction east to 14th Street (Central Business District):

- Four-Roadway System transitions to two-roadway system north of Dr. Martin Luther King Jr. Boulevard on I-275
- Four-Roadway System east of 14th Street on I-4
- High Occupancy Vehicle (HOV)/Transitway Lanes within interstate alignment
- Westside Central Business District distributor interchange at Ashley/Tampa Street serving all movements
- Eastside Central Business District distribution interchange at Jefferson/Orange Streets serving all movements
- New West Bank Central Business District interchange ramps to and from the west on I-275 at North Boulevard
- New Ybor City/Eastside Central Business District split interchange on I-4 at 14th and 15th Streets
- Removal of interchange ramps at Scott and Kay Streets to and from the west on I-275

- Relocation of the planned Marion Street Transit Parkway North Terminal to a location on Marion Street south of Scott Street
- Second Priority Reconstruction Segment

Design Segment 3A and 3B - Interstate 4 from 14th Street to east of 50th Street (Ybor City Area):

- Four-Roadway System transitioning to Two-Roadway System at 50th Street
- High Occupancy Vehicle (HOV)/Transitway Lanes within interstate alignment
- New Ybor City/Eastside Central Business District split interchange on I-4 at 14th and 15th Streets
- Extension of 14th and 15th Street ramps as parallel local frontage roads to 21st and 22nd Streets
- Removal of the I-4 interchange ramps at 21st and 22nd Streets
- Removal of the I-4 overpass at 19th Street
- New directional freeway to freeway interchange with Crosstown Connector on I-4 at 30th Street
- Reconfiguration of the split interchange at Columbus Avenue and 50th Street on I-4
- Removal of the I-4 interchange ramps at 40th Street
- First Priority Reconstruction Segment

Details on the recommended Master Plan Concepts for design segments outside of the Environmental Impact Statement/Section 4(f) Evaluation study limits can be reviewed in the approved environmental document (Categorical Exclusion, October 1992) for I-4 from 50th Street to the Hillsborough/Polk County line.

2.3.3 Crosstown Connector Alternatives Analysis

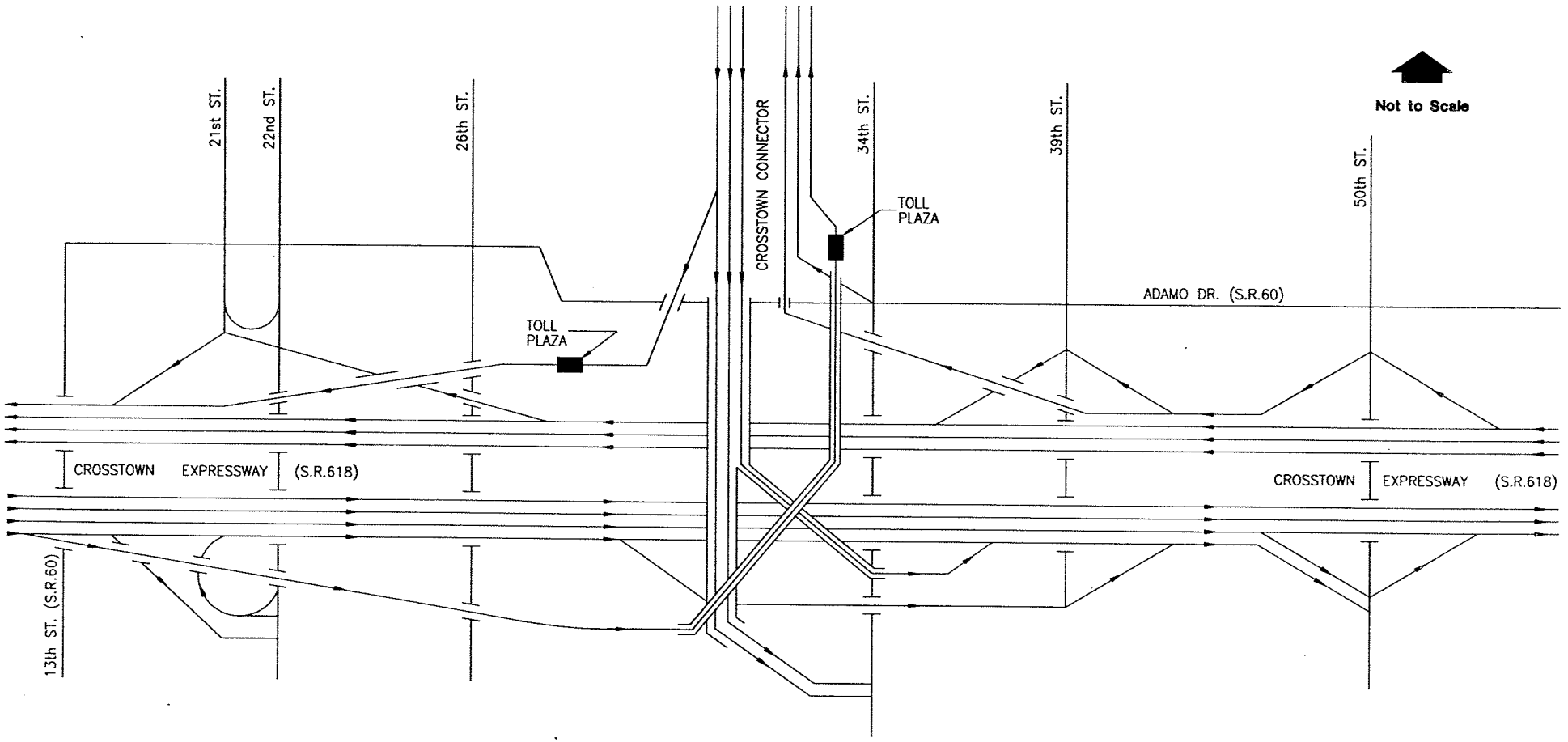
Alternatives for the proposed Crosstown Connector south from 7th Avenue to the interchange with the Crosstown Expressway and the improvements to the Crosstown Expressway (Design Segment 3C) were not included in the Master Plan for TIS; therefore, they were not part of the tier analysis for this project. Once this area was added to the study area, a separate evaluation of alternatives for this section of roadway was completed in 1991 and is provided in the following sections.

Initially, four alternatives were developed for the proposed Crosstown Connector. All of the alternatives are located in the same north-south corridor between the CSX Transportation Corridor and 31st Street, and all of the concepts tie into the interchange configuration at I-4 as proposed in the Master Plan. In addition, each of these alternatives adds one to two lanes to the Crosstown Expressway in various segments. The differences between the alternatives are limited to the interchange ramping with the Crosstown Expressway and the alignment of the Crosstown Expressway. Crosstown Expressway interchange concepts for Alternatives 1 through 4 are briefly described in the following paragraphs and shown on Exhibits 2.8 through 2.10.

2.3.3.1 Alternative 1

Beginning with ramp movements on the west side of the Crosstown Connector, the eastbound Crosstown Expressway to northbound Crosstown Connector one-lane flyover ramp begins in the vicinity of 17th Street. The ramp crosses over the 22nd Street ramps (located on the south side of the Crosstown Expressway), Long Street, the Crosstown Expressway, and eastbound ramp movements before tieing into the northbound Crosstown Connector.

The southbound to westbound Crosstown Connector ramp provides one lane crossing over 26th Street and the westbound exit ramp to 22nd Street before it merges with the Crosstown Expressway just west of 22nd Street. No access from the Crosstown Connector to 22nd Street is provided with this alternative. The westbound single-lane exit ramp from the Crosstown Expressway to 22nd Street is modified to maintain access to 22nd Street from westbound Crosstown Expressway.



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TAMPA INTERSTATE STUDY

PHASE II

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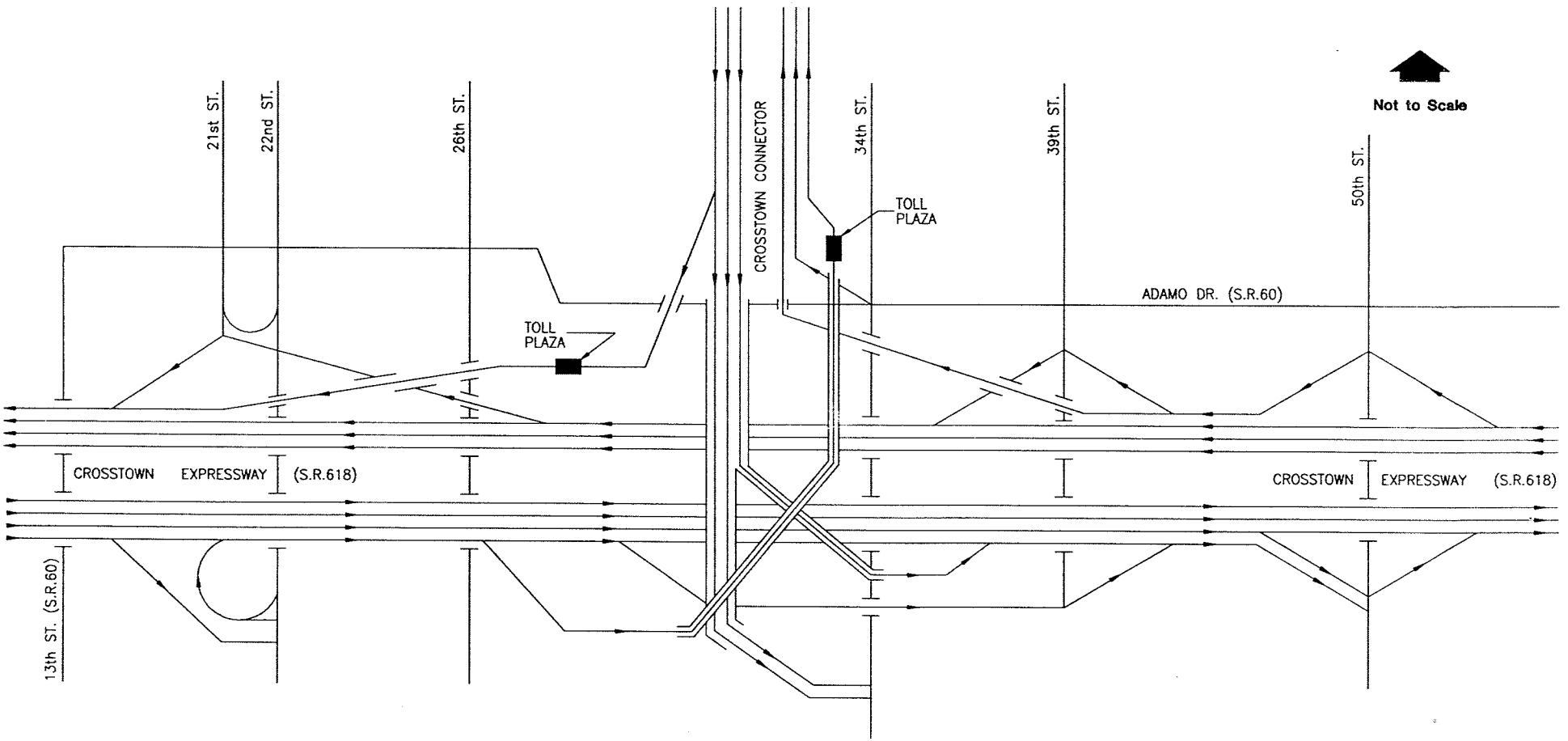
CROSSTOWN CONNECTOR ALTERNATIVE 1

EXHIBIT 2.8

Greiner, Inc.

C238016/DMR5E1.DWG/02.27.95



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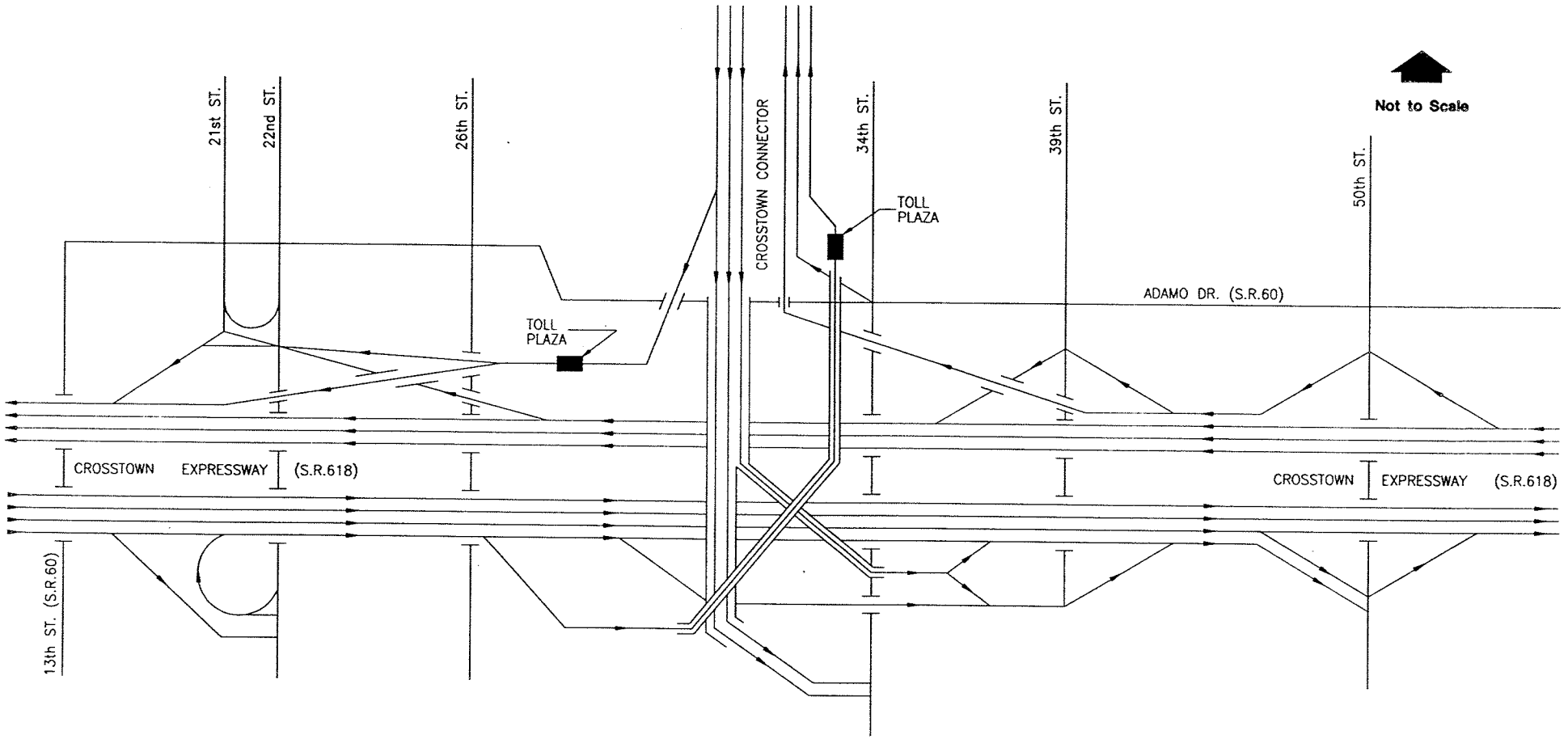
CROSSTOWN CONNECTOR ALTERNATIVE 3

EXHIBIT 2.9

Greiner, Inc.

C238016/DMR5E2.DWG/02.27.95



NOTE:

ALTERNATIVE 2 – THE EASTBOUND EXIT RAMP TO 39TH STREET IMPACTS McKAY BAY.

ALTERNATIVE 4 – THE ALIGNMENT IS SHIFTED NORTH TO ELIMINATE IMPACTS ON McKAY BAY.

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CROSSTOWN CONNECTOR ALTERNATIVES 2 AND 4

EXHIBIT 2.10

Greiner, Inc.

C238016/DMR5E3.DWG/02.27.95

Ramp movements on the east side of the Crosstown Connector include free (no toll) connections to 34th Street and Adamo Drive (S.R. 60) from the Crosstown Connector and the return movements from Adamo Drive to the Crosstown Connector. The southbound to eastbound single-lane ramp from the Crosstown Connector to the Crosstown Expressway extends over the Crosstown Expressway, under the eastbound to northbound flyover ramp and over 34th Street, remaining on structure crossing over the fringe of McKay Bay before merging with the Crosstown Expressway. No access is provided to 39th Street from the Crosstown Connector.

The westbound to northbound Crosstown Connector single-lane ramp begins just east of 39th Street. The ramp crosses over 39th Street, the 39th Street westbound entrance ramp, 34th Street and then crosses under the eastbound flyover before adding a lane to the northbound Crosstown Connector. No access is provided directly from 39th Street to the Crosstown Connector; however, access is allowed via Adamo Drive.

2.3.3.2 Alternative 2

This alternative is similar to Alternative 1 except that access is provided between the Crosstown Connector and 22nd and 39th Streets. On the west side of the Crosstown Connector, the southbound to westbound single-lane ramp movement on this alternative provides access to both 22nd Street and the Crosstown Expressway. The ramp expands to two lanes and then provides a split just east of 26th Street allowing access to 22nd Street. The ramp continues westbound over the Crosstown Expressway exit ramp to 22nd Street and 26th Street before merging with the Crosstown Expressway.

The eastbound to northbound single-lane ramp provides the same service as described in Alternative 1 except that the ramp is shortened considerably. The ramp diverges from the Crosstown Expressway east of the 22nd Street interchange.

On the east side of the Crosstown Connector, the westbound to northbound ramp configuration is basically the same as described in Alternative 1. However, the southbound to eastbound ramp is

modified to provide access from the Crosstown Connector to both the mainline expressway and 39th Street. This ramp extends along the fringe of McKay Bay.

2.3.3.3 Alternative 3

This alternative provides the same ramping configurations as Alternative 1 except for the eastbound to northbound ramp movement from the Crosstown Expressway to the Crosstown Connector. This ramp is the same as the Alternative 2 configuration which exits the Crosstown Expressway east of 22nd Street.

2.3.3.4 Alternative 4

This alternative is the same as Alternative 2, except that the alignment is shifted to the north to eliminate encroachment into McKay Bay and the environmentally sensitive lands adjacent to the Bay. The improvements on the east side of the Crosstown Connector require a minor shift of the S.R. 60 alignment to the north with right-of-way acquisition on the north side of S.R. 60.

An evaluation of the access and potential impacts of these concepts resulted in the elimination of Alternatives 1 and 3 from consideration. These alternatives were eliminated due to their lack of service to both 22nd Street and 39th Street from the Crosstown Connector as well as the extensive structures required.

Alternatives 2 and 4 were carried forward as viable concepts. Alternatives 2 and 4 provided the same lane geometrics and identical traffic operations. The alternatives were evaluated only in areas where there were differences between the alternatives. Alternatives 2 and 4 were further evaluated based on environmental impacts, hazardous material sites, relocations, right-of-way costs, and construction costs. The TIS Preliminary Engineering Report provides more detailed information on the evaluation of Alternatives 2 and 4.

The extensive environmental impacts associated with Alternative 2 resulted in the elimination of this alternative from further consideration. Impacts to a portion of McKay Bay and the recent development of the property into a park as compared to no impacts to the area with Alternative 4 provided the basis for selecting Alternative 4 as the Preferred Alternative. The Preferred Alternative for the Crosstown Connector is shown in the concept plans and in the TIS Preliminary Engineering Report, both published separately.

2.4 DESCRIPTION OF THE PREFERRED ALTERNATIVE

During the PD&E process, the Preferred Alternative evolved and incorporated modifications to accommodate new legislation, public sentiment, competing transportation priorities, and funding constraints. This ultimate TIS improvement was part of the MPO 2010 LRTP for many years. In December 1995, the MPO adopted a new 2015 LRTP which includes a scaled-down, financially feasible version of the Preferred Alternative. That financially feasible version of the Preferred Alternative which is to be advanced has come to be known as the ***Selected Alternative***. The Preferred Alternative, the ultimate TIS project still intended to be constructed by the FDOT and the FHWA when funding becomes available based on its inclusion in future LRTP updates, has been renamed the Long-Term Preferred Alternative.

The Long-Term Preferred Alternative includes a multitude of improvements such as major interchange connections serving the mainline freeway, a local access freeway, and frontage roadways. A summary of the major features of the Long-Term Preferred Alternative is provided in Table 2.7.

Local access freeway lanes run parallel with mainline express freeway lanes throughout the project limits. Ramping between these parallel facilities on I-275 occurs between Habana Avenue and Armenia Avenue, between North Boulevard and the Hillsborough River, and south of Dr. Martin Luther King, Jr. Boulevard where the local access freeway begins southbound and ends northbound. On I-4, ramping between the local access freeway and the mainline occurs in the vicinity of

TABLE 2.7

MAJOR FEATURES OF THE LONG-TERM PREFERRED ALTERNATIVE
Tampa Interstate Study - Phase II
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LONG-TERM PREFERRED ALTERNATIVE
* Four-roadway system transitioning to two-roadway system on I-275 east of Memorial Highway (S.R. 60), north of Dr. Martin Luther King, Jr. Boulevard and on I-4 east of 50th Street.
* High Occupancy Vehicle (HOV)/Transitway lanes within interstate alignment beginning and ending at Trask Street while maintaining the HOV/Transitway lanes to the Howard Frankland Bridge.
* HOV priority ramps to and from the east on I-275 at Trask Street and to and from the east and west for the CBD.
* Direct I-275 connection to the Veterans Expressway.
* Direct ramps from Memorial Highway (S.R. 60) and Kennedy Boulevard to the Veterans Expressway.
* 62.5:1 FAA approach surface criterion for TIA.
* Existing interchange locations remain at Westshore Boulevard, Lois Avenue and Dale Mabry Highway.
* New Sherrill Street extension north from Memorial Highway (S.R. 60) and Kennedy Boulevard through I-275 to Spruce Street.
* New Lemon Street connector to Westshore Boulevard from Occident Street.
* Alignment shifted south of existing centerline to minimize impacts to MacFarlane Park and West Tampa Historic District between Himes Avenue and Fremont Avenue.
* Alignment shifted south of existing centerline to use vacant land and preserve historic properties in the Ybor City National Landmark District.
* North side frontage road maintained between Himes Avenue and Rome Avenue.
* Split interchange ramps remain at Howard Avenue and Armenia Avenues.
* New West Bank CBD interchange ramps to and from the west on I-275 at North Boulevard.
* West side CBD distributor interchange at Ashley/Tampa Streets serving all movements, replacing existing ramps to and from the west at Scott and Kay Street
* East side CBD distributor interchange at Jefferson/Orange Streets modified to serve both east and west movements.
* Removal of the I-275 interchange ramps at Floribraska Avenue.
* Full interchange remains at Dr. Martin Luther King, Jr. Boulevard.
* Relocation of the Marion Street Transit Parkway North Terminal to a location on Marion Street south of Scott Street.
* New Ybor City/east side CBD split interchange on I-4 at 14th and 15th Streets.
* Removal of the I-4 interchange ramps at 21st and 22nd Streets.
* Extension of parallel local frontage roads from 14th and 15th Street ramps to 21st and 22nd Streets.

TABLE 2.7 (Continued)

MAJOR FEATURES OF THE LONG-TERM PREFERRED ALTERNATIVE
Tampa Interstate Study - Phase II
Environmental Impact Statement

LONG-TERM PREFERRED ALTERNATIVE
* Removal of the I-4 overpass at 19th Street.
* New directional freeway-to-freeway interchange with Crosstown Connector at I-4 and the Crosstown Expressway in the vicinity of 30th Street.
* New Crosstown Connector facility linking I-4 with the Crosstown Expressway.
* Transition of Crosstown Connector/Crosstown Expressway laneage on Crosstown Expressway from Kennedy Boulevard to Maydell Drive.
* Removal of the I-4 interchange ramps at 40th Street.
* Reconfiguration of the split interchange at Columbus Avenue and 50th Street on I-4.
* Overpass widths accommodating pedestrian and bicycle facilities on cross streets.
* Park-n-ride lots to provide access to HOV lanes located at the Florida State Fairgrounds, Yukon Street, Sinclair Hills Road, and the New S.R. 56
* Multi-Modal Terminal at northern end of the Marion Street Transitway.

Columbus Drive and 50th Street where the local access freeway begins westbound and ends eastbound.

Beginning at the west end of the project, I-275 carries eight lanes (four lanes in each direction) from the Howard Frankland Bridge to just west of the Kennedy Boulevard ramps where the local access freeway lanes begin eastbound and end westbound. No other ramping opportunities are available between the interstate mainline and the local access freeway within the project limits.

The basic number of lanes on the new facility (mainline plus local access freeway) is generally the same for the eastbound and westbound movements of roadway segments and weaving sections, thus providing lane continuity throughout the freeway system. Between the Kennedy Boulevard ramps and west of Westshore Boulevard, a total of four basic lanes (excluding ramp tapers) in each direction are provided. This includes two express freeway lanes and two local access freeway lanes in each direction. From west of Westshore Boulevard to east of Trask Street, the express and local access freeway lanes increase to three lanes in each direction.

From the vicinity of Trask Street to Lois Avenue, a total of 10 basic lanes are provided including three express freeway lanes and two local access freeway lanes in each direction. From Lois Avenue to east of Dale Mabry Highway, a total of 12 basic freeway lanes are provided including three express freeway lanes and three local access freeway lanes in each direction.

On I-275, a total of seven lanes eastbound and seven lanes westbound (excluding auxiliary lanes and ramp tapers) are provided from Himes Avenue to the vicinity of Florida Avenue. This includes three basic lanes on the express freeway and four basic lanes on the local access freeway from Himes Avenue to Tampania Avenue, two basic express freeway lanes and five basic local access freeway lanes from Tampania Avenue to the Hillsborough River, and four basic express freeway lanes and three basic local access freeway lanes from the Hillsborough River to Florida Avenue.

Between Florida Avenue and the I-275/I-4 interchange, a total of eight lanes (four express freeway lanes and four local freeway lanes in each direction) are provided. Seven lanes in each direction are

provided from the I-275/I-4 interchange to just south of Dr. Martin Luther King, Jr. Boulevard with three express freeway lanes and four local access freeway lanes in each direction. The express freeway lanes merge with the local access freeway lanes north of Dr. Martin Luther King, Jr. Boulevard and provide a 12-lane section (five lanes and one HOV lane in each direction). Of these five basic lanes in each direction, three lanes are continuous from the express freeway and two lanes are continuous from the local access freeway.

Northbound, five through lanes and one HOV lane cross over Dr. Martin Luther King, Jr. Boulevard on the future alignment. The new northbound entrance ramp merges with the five lanes as they continue on the future alignment to the exit ramp for eastbound Hillsborough Avenue. The HOV lane merges into the express freeway lanes in this area. At the Hillsborough Avenue exit, a two-lane ramp is provided with four lanes continuing northbound. Another lane is dropped at the exit (loop) ramp for Hillsborough Avenue. Beyond this exit, the three northbound lanes transition back to the existing alignment. The Long-Term Preferred Alternative as developed does not predetermine a future interstate alignment north of Dr. Martin Luther King, Jr. Boulevard. This is of particular importance with the Seminole Heights National Register Historic District being located near the interstate. The proposed improvements discussed in this environmental document have no involvement with the district. Southbound on I-275, three lanes cross over Hillsborough Avenue on the existing alignment. Just south of this overpass, the mainline widens to four lanes and a fifth lane is added with the Hillsborough Avenue entrance ramp. The five-lane section continues southbound on the future alignment providing a two-lane exit ramp for Dr. Martin Luther King, Jr. Boulevard. Four lanes continue through southbound which widens to five through lanes. The HOV lane is formed to match the future section just north of the overpass for Dr. Martin Luther King, Jr. Boulevard.

On I-4, a total of seven basic lanes in each direction are provided between the I-275/I-4 interchange and the Crosstown Connector interchange. This includes four basic lanes on the express freeway and three basic lanes on the local access freeway from the I-275/I-4 interchange to the vicinity of 23rd Street, and three basic express freeway lanes and two basic local access lanes in each direction through the Crosstown Connector interchange.

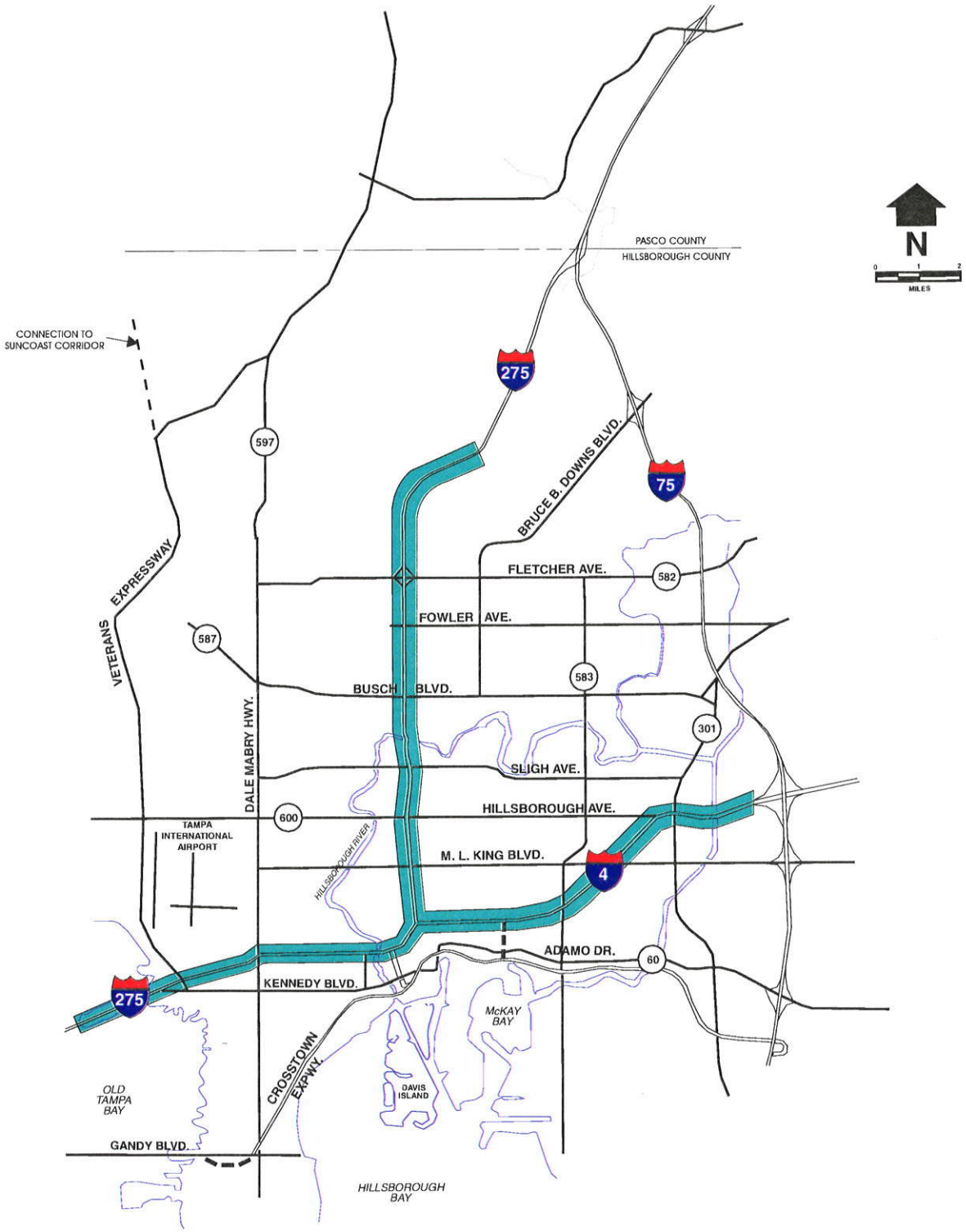
East of the Crosstown Connector to 40th Street, six lanes in each direction are provided, which includes three basic express freeway lanes and three basic local access freeway lanes. The local access freeway lanes merge with the expressway lanes east of 50th Street to provide a 10-lane section (five lanes in each direction). Of these five basic lanes in each direction, three lanes are continuous from the express freeway and two lanes are continuous from the local access freeway.

HOV and certain transit facilities were developed as part of the Preferred Alternative concept for the reconstruction of the interstate system. The HOV/Bus facilities included concurrent flow and exclusive HOV lanes, HOV/Transitways, priority access ramps, and park-n-ride lots for buses and carpools. As shown on Exhibit 2.11, the HOV system extends from the Howard Frankland Bridge to the vicinity of the Livingston Avenue overpass on I-275 and from I-275 to west of I-75 on I-4.

In general, concurrent flow HOV lanes adjacent to the interstate lanes are proposed, except in the vicinity of the Tampa CBD. In the CBD area, from North Boulevard to south of Floribraska Avenue on I-275 and west to 14th Street on I-4, an exclusive HOV transitway is proposed to minimize weaving sections, to maintain operations at Level of Service C or better, and to allow the interstate profile and HOV profile to separate through the I-275/I-4 interchange. The concurrent flow concept was selected as the general HOV cross-section in order to minimize right-of-way requirements and maintain two-way transit operations.

Access to the HOV lanes is generally accomplished by using the normal freeway ramps and then by weaving across the interstate lanes. By-pass ramps were not generally considered because of the high number of two-lane ramps already required to accommodate projected traffic.

In the Westshore area, HOV priority ramps are provided at Trask Street for movements to and from the east. In the CBD, HOV priority ramps are provided. Ramps to and from the west are provided at Tampa Street, while ramps for movements to and from the east (and north) are provided at Morgan Street. An at-grade roadway links together these ramp locations, thereby increasing access to the HOV lanes via Franklin, Florida, and Marion Streets.



LEGEND

HOV Corridors

Proposed Roadway

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY PHASE II

Hillsborough County, Florida

HOV CORRIDORS

EXHIBIT 2.11

The priority HOV ramps are connected to streets that did not have interchanges with the interstate. In this way, interstate traffic on cross-streets can be separated from HOV traffic and, as a result, improve cross-street operations. In addition to priority HOV ramps, new park-n-ride lots are proposed along the interstate to supplement the existing lots outside the project limits. These lots are located near the interstate in conjunction with the priority HOV ramps to provide convenient access to the HOV lanes.

Several interchanges are proposed within the study limits. Beginning at the west end of the project, single-lane ramps are provided to and from the west at Kennedy Boulevard. The westbound entrance ramps connect to the I-275 mainline lanes, while the eastbound exit ramp departs the interstate from the local access freeway.

The interchange with the Veterans Expressway is planned to accommodate fully directional movements. The expressway interchange also includes signing for ramping to destinations such as Tampa International Airport, the Veterans Expressway and Clearwater via the Courtney Campbell Causeway (S.R. 60).

In addition, the construction of the Veterans Expressway interchange includes an extension of Sherrill Street between Memorial Highway (S.R. 60) and Cypress Street under I-275. This extension of Sherrill Street allows for additional north-south access for office and business development in the Cypress Street area west of Westshore Boulevard and north of I-275.

At Westshore Boulevard, ramping with the I-275 local access freeway is provided to and from the east and includes at-grade intersections at Westshore Boulevard and Trask Street. HOV priority ramps are located at Trask Street and access the I-275 HOV/Transitway envelope located in the center of the freeway.

The Lois Avenue interchange is a modified diamond design providing service in both directions on the I-275 local access freeway lanes. The westbound exit ramp intersects with Cypress Street east

of the intersection with Lois Avenue. The ramps to and from the west are braided with the Westshore Boulevard ramps to eliminate weaving conflicts.

The Dale Mabry Highway interchange is a diamond design providing service to all turning movements. Two-lane ramps are provided for movements to and from the east, while single-lane ramps are provided for movements to and from the west.

At Himes Avenue, a half diamond interchange provides local access freeway service to and from the east. At Howard and Armenia Avenues, the existing split diamond interchange is maintained for the one-way pair with ramps to and from the west at Armenia Avenue and ramps to Howard Avenue to and from the east. East-west frontage roads connect the ramping movements.

Interchange access for the CBD includes ramps to and from the west on I-275 at North Boulevard, the west side CBD interchange at Ashley and Tampa Streets serving all movements and an east side CBD interchange at Jefferson and Orange Streets serving all movements. North of the CBD on I-275, a diamond interchange is located at Dr. Martin Luther King, Jr. Boulevard.

On I-4, new interchange access is provided for the one-way pair at 14th and 15th Streets. A split diamond interchange is provided with frontage roads linking the ramping movements. Due to the proposed new Crosstown Connector interchange on I-4, the interchange at 21st/22nd Streets will be removed. Frontage roads from the 14th/15th Streets interchange to 21st and 22nd Streets will maintain access to the eastern commercial areas in Ybor City.

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

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

A split diamond interchange on I-4 is proposed at Columbus Drive and 50th Street. Movements to and from the west serve local access freeway lanes while movements to and from the east serve the I-4 express freeway lanes.

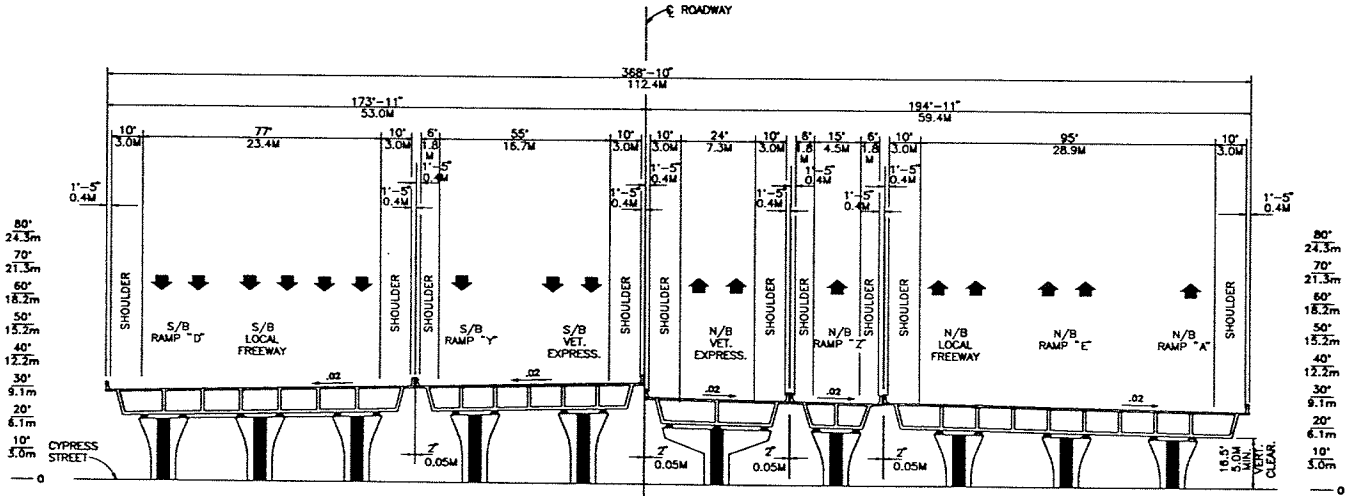
2.4.1 Typical Sections

Due to the complexity of the project and the number and location of the interchanges within the project limits, there are no true "typical" sections. Numerous roadway cross sections were developed for selected areas within the project study limits. These roadway cross sections are illustrated on Exhibits 2.12 through 2.24. They include: cross sections shown on the Veterans Expressway at Cypress Street; cross sections shown on I-275 at Trask Street, Marie Avenue, Habana Avenue, the Hillsborough River, Tampa Street, Henderson Street, and Robles Park; on I-4 at 14th/15th Streets, 24th Street, CSX Transportation Corridor; on the Crosstown Connector at 7th Avenue; and on the Crosstown Expressway at 45th Street.

Typical sections for various overpass and interchange cross street treatments were also developed. These typical sections are shown on Exhibits 2.25 through 2.28. These typical sections were developed to provide the basis for the interstate bridges as well as to guide the FDOT and local government in designing improvements to the cross streets. Typical sections and design criteria are discussed in TIS Task F.2.b - Design Criteria Policies and Procedures Technical Memorandum.

2.4.2 Traffic Operations Analysis

Evaluations of design year (2010) operating conditions for the Long-Term Preferred Alternative and the No-Action Alternative were conducted using the directional design hour volumes previously presented on Exhibits 1.4 through 1.10. The following paragraphs discuss the results of the 2010



STATION 234+50

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY

PHASE II

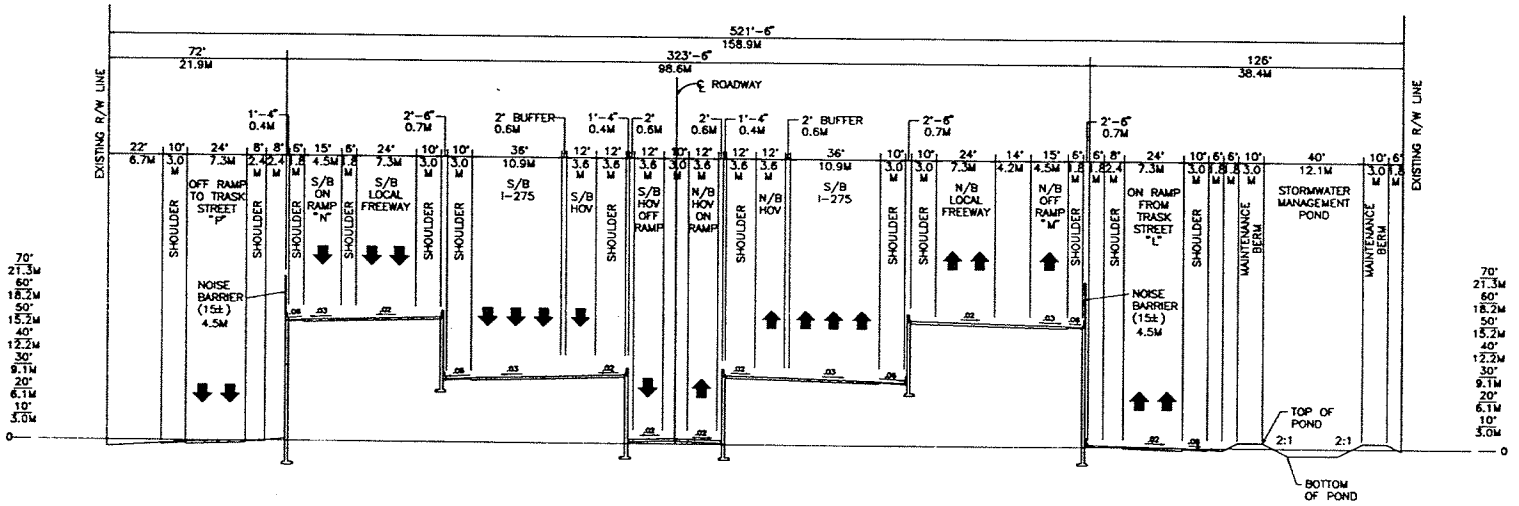
Hillsborough County, Florida

TYPICAL SECTION
VETERANS EXPRESSWAY AT CYPRESS ST.

EXHIBIT 2.12

Greiner, Inc.

C238016/EX_8-15/02.27.95



STATION 190+00

C238016/EX_8-16.DWG/02.27.95

Greiner, Inc.

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

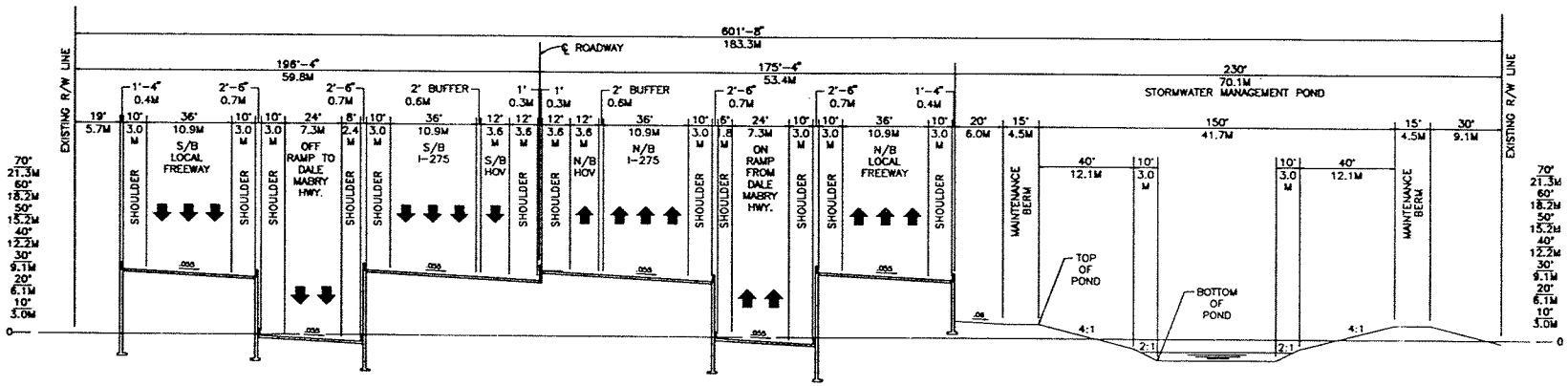
TAMPA INTERSTATE STUDY

PHASE II

Hillsborough County, Florida

TYPICAL SECTION I-275 AT TRASK ST.

EXHIBIT 2.13



STATION 249+00

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY

PHASE II

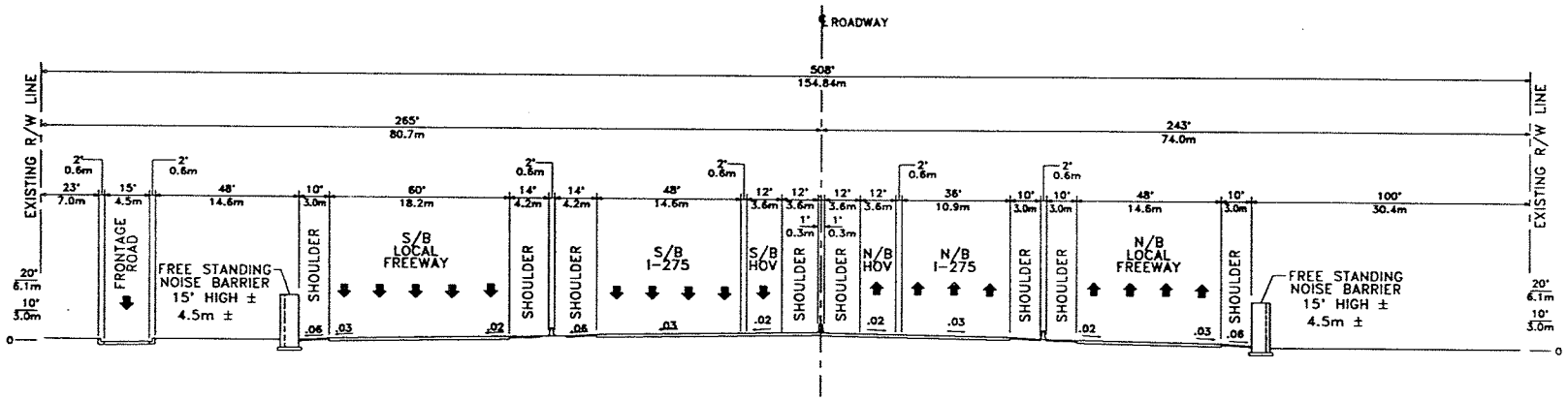
Hillsborough County, Florida

TYPICAL SECTION
I-275 AT MARIE AVE.

EXHIBIT 2.14

Greiner, Inc.

C238016/EX_8-17.DWG/02.27.95



STATION 300+00

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

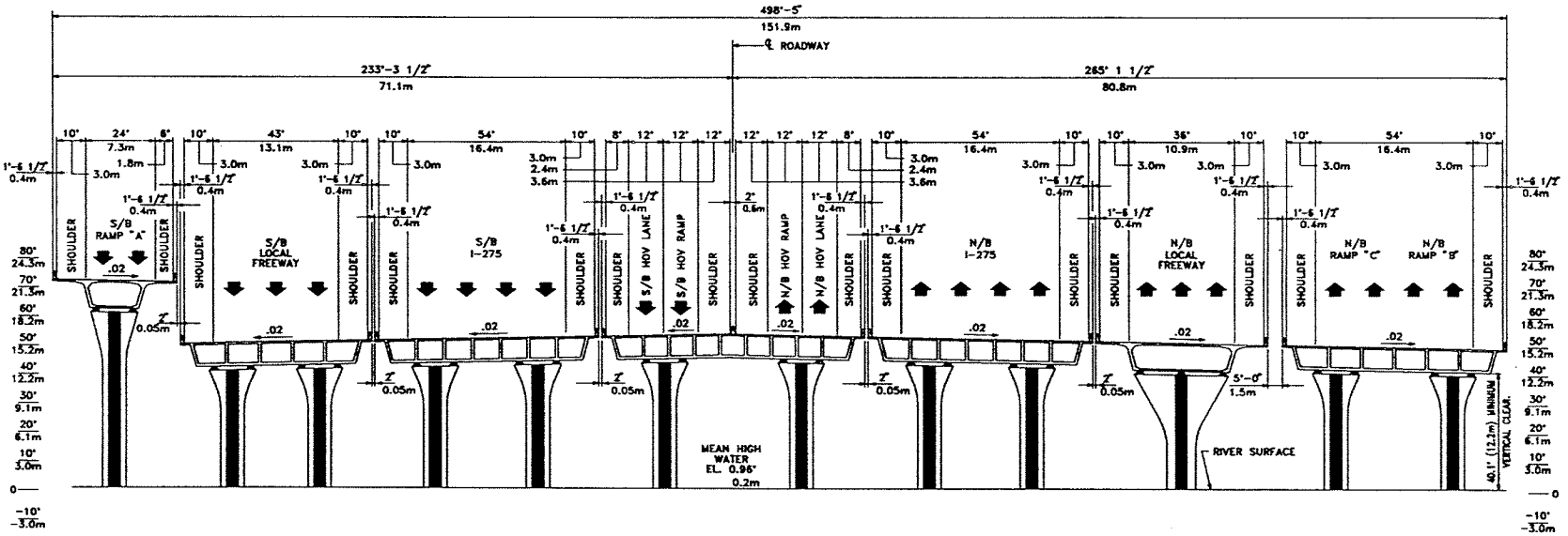
TAMPA INTERSTATE STUDY
PHASE II
Hillsborough County, Florida

TYPICAL SECTION
I-275 AT HABANA AVENUE

EXHIBIT 2.15

Greiner, Inc.

C238016/EX_8-1.DWG/02.27.95



STATION 421+00

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

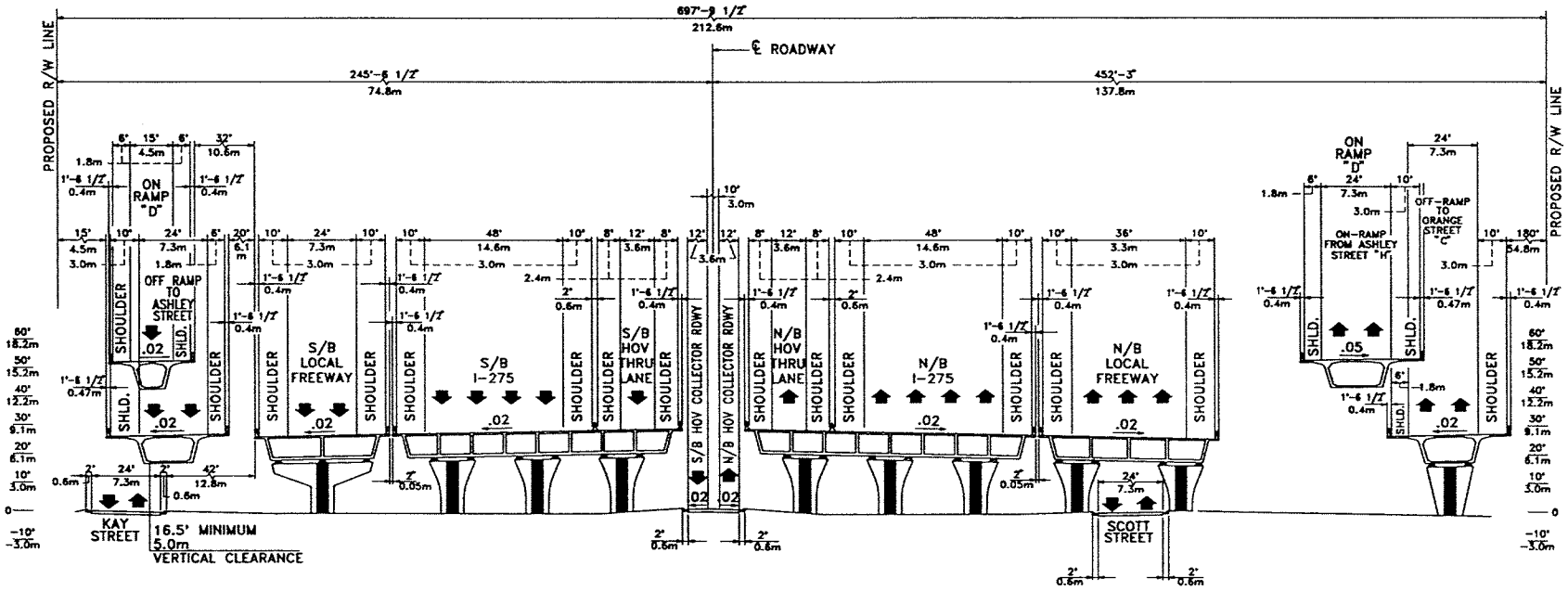
TAMPA INTERSTATE STUDY
PHASE II
Hillsborough County, Florida

TYPICAL SECTION
I-275 AT HILLSBOROUGH RIVER

EXHIBIT 2.16

Greiner, Inc.

C238016/EX_8-2.DWG/02.27.95



STATION 432+00

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY

PHASE II

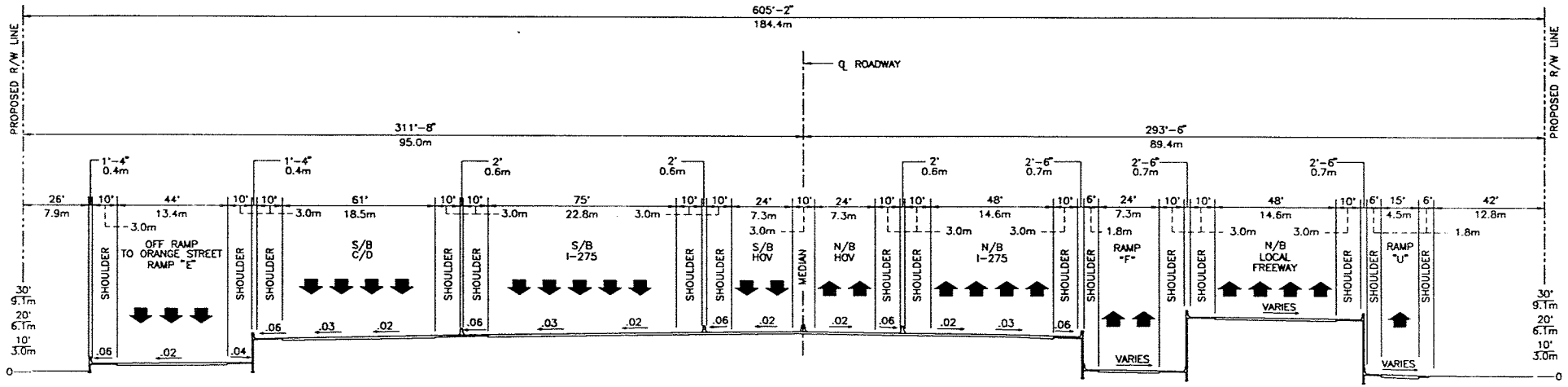
Hillsborough County, Florida

TYPICAL SECTION
I-275 AT TAMPA STREET

EXHIBIT 2.17

Greiner, Inc.

C238016/EX_8-3.DWG/02.27.95



STATION 454+00

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY

PHASE II

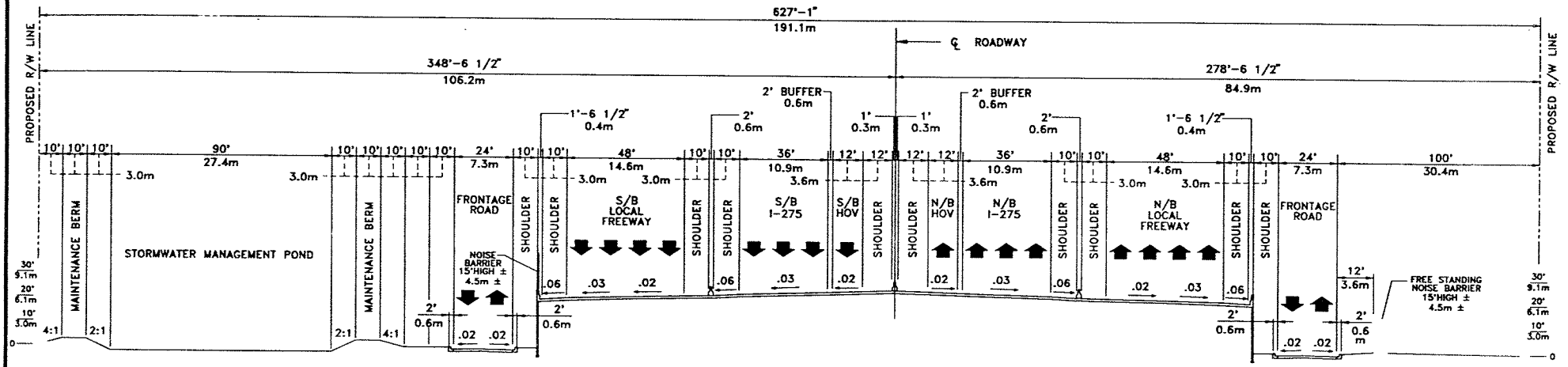
Hillsborough County, Florida

TYPICAL SECTION
I-275 AT HENDERSON STREET

EXHIBIT 2.18

Greiner, Inc.

C238016/EX_8-4.DWG/02.27.95



STATION 737+00

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

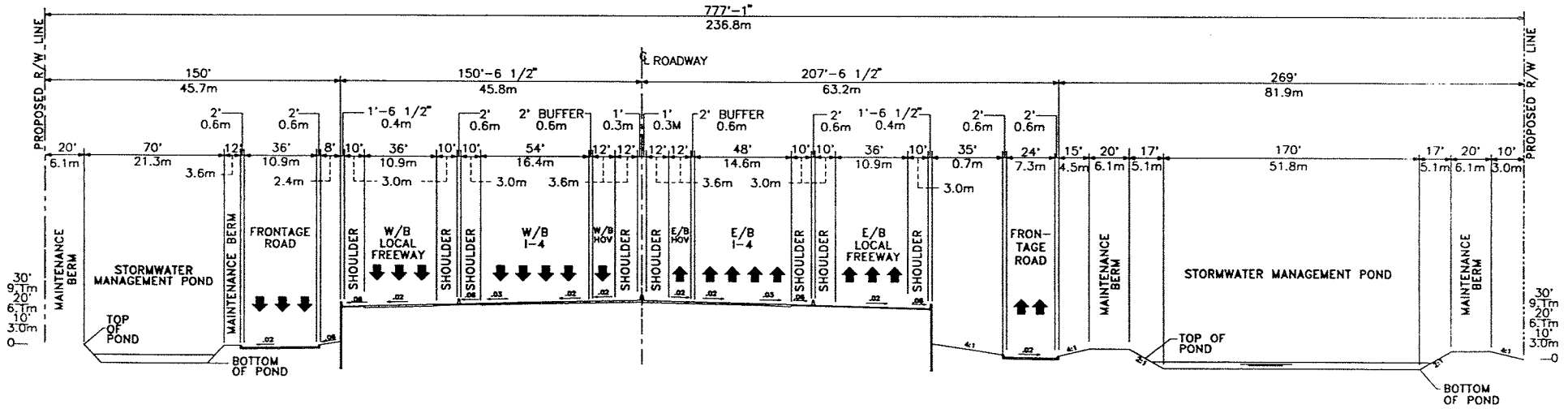
TAMPA INTERSTATE STUDY
PHASE II
Hillsborough County, Florida

TYPICAL SECTION
I-275 AT ROBLES PARK

EXHIBIT 2.19

Greiner, Inc.

C238016/EX_8-5.DWG/02.27.95



STATION 472+00

C238016/EX_8-6.DWG/02.27.95

Greiner, Inc.

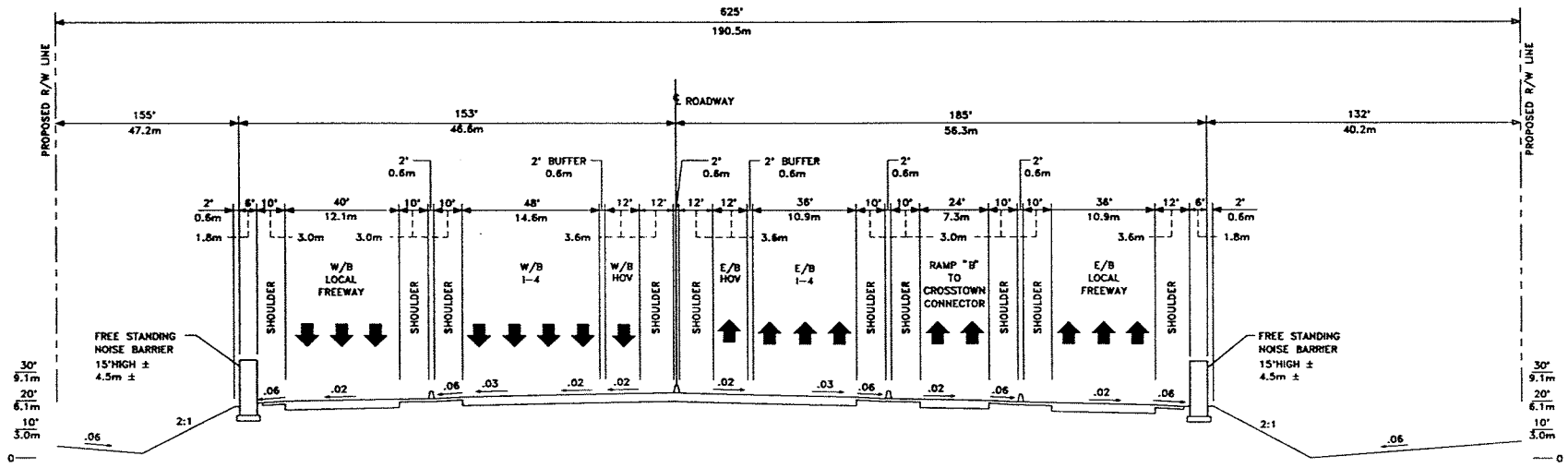
FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY
PHASE II
Hillsborough County, Florida

TYPICAL SECTION
I-4 AT 14TH AND 15TH STREETS

EXHIBIT 2.20



STATION 508+00

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

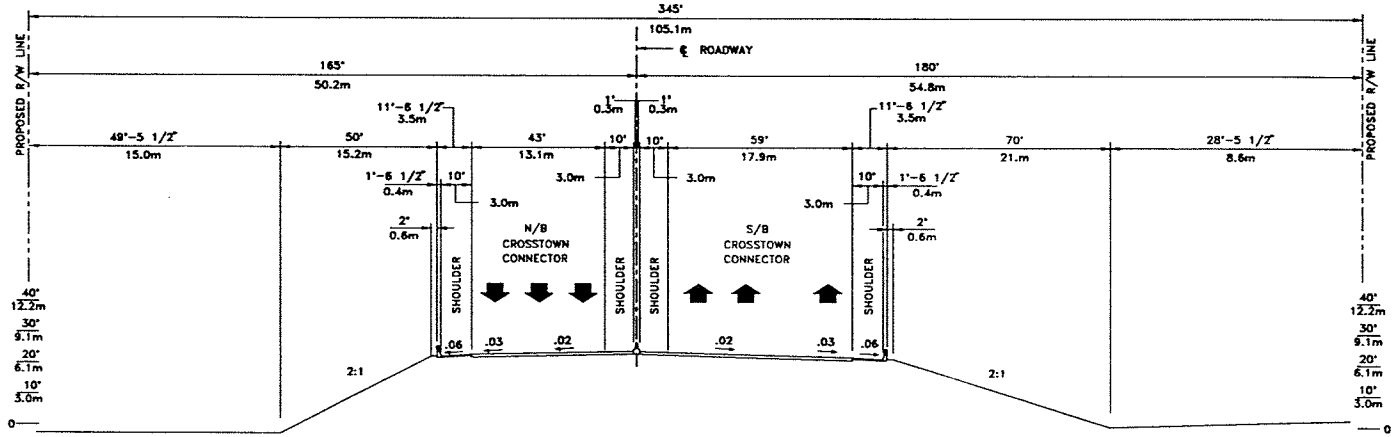
TAMPA INTERSTATE STUDY
PHASE II
Hillsborough County, Florida

TYPICAL SECTION
I-4 AT 24TH STREET

EXHIBIT 2.21

Greiner, Inc.

C238016/EX_8-8.DWG/02.27.95



STATION 348+00

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY

PHASE II

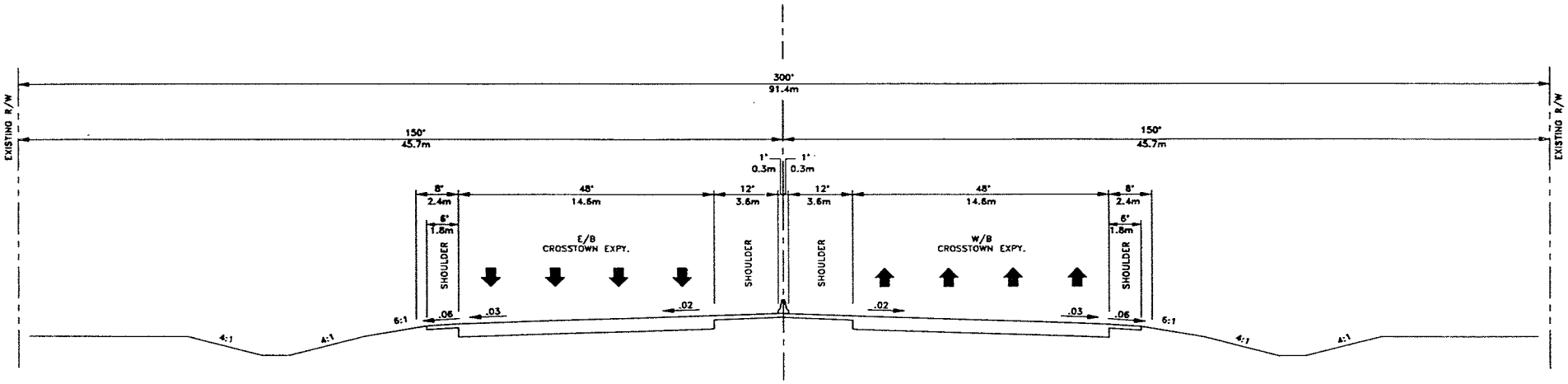
Hillsborough County, Florida

TYPICAL SECTION CROSSTOWN CONNECTOR AT 7th AVENUE

EXHIBIT 2.22

Greiner, Inc.

C238016/EX_8-7.DWG/02.27.95



STATION 750+00

C238016/EX_8-10.DWG/02.27.95

Greiner, Inc.

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

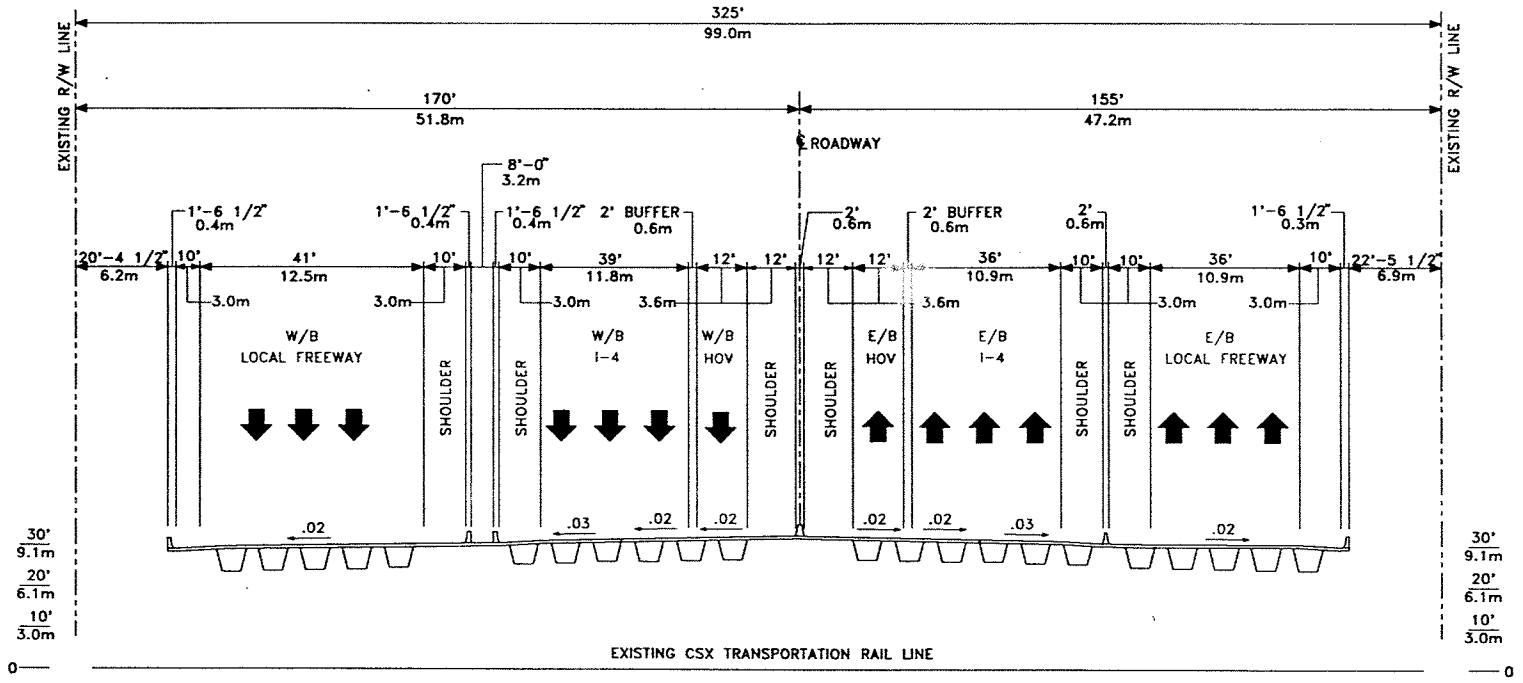
TAMPA INTERSTATE STUDY

PHASE II

Hillsborough County, Florida

TYPICAL SECTION
CROSSTOWN EXPRESSWAY
AT 45th STREET

EXHIBIT 2.23



STATION 555+00

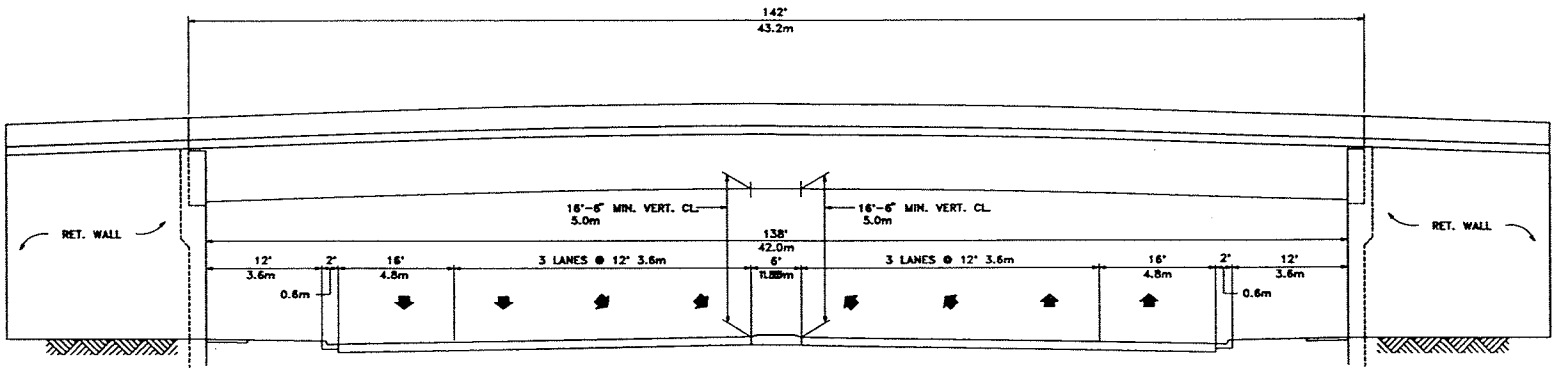
FLORIDA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL IMPACT STATEMENT
TAMPA INTERSTATE STUDY
PHASE II
Hillsborough County, Florida

TYPICAL SECTION
I-4 AT C.S.X. TRANSPORTATION CORRIDOR

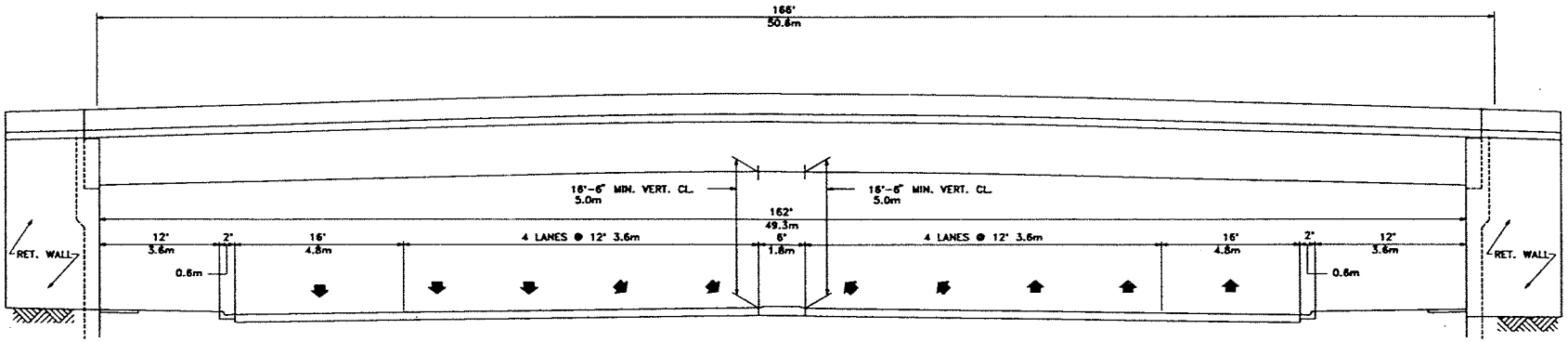
EXHIBIT 2.24

Greiner, Inc.

C238016/EX_8-9.DWG/02.27.95



FOUR LANE



SIX LANE

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

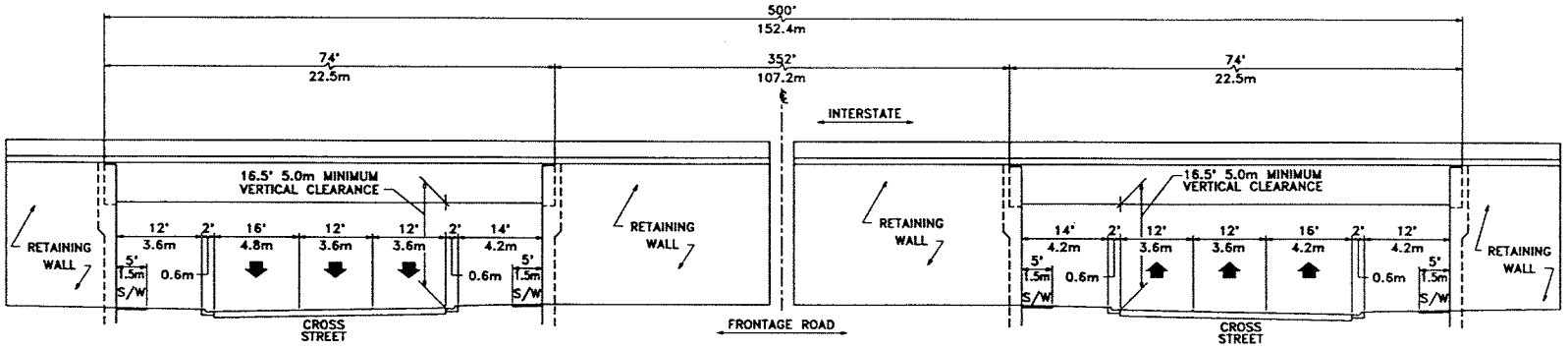
TAMPA INTERSTATE STUDY
PHASE II
Hillsborough County, Florida

CROSS STREET TYPICAL SECTIONS

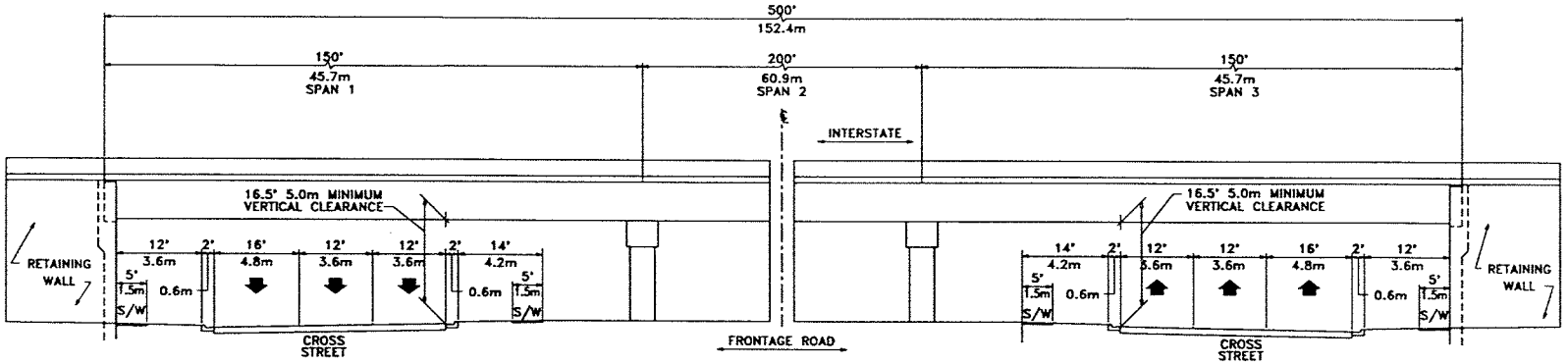
EXHIBIT 2.25

Greiner, Inc.

C238016/EX_8-11.DWG/02.27.95



RETAINED EARTH INTERCHANGE STRUCTURE



COLUMN SUPPORTED INTERCHANGE STRUCTURE

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY

PHASE II

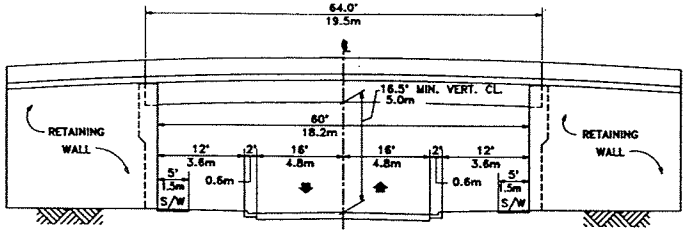
Hillsborough County, Florida

CROSS STREET TYPICAL SECTIONS

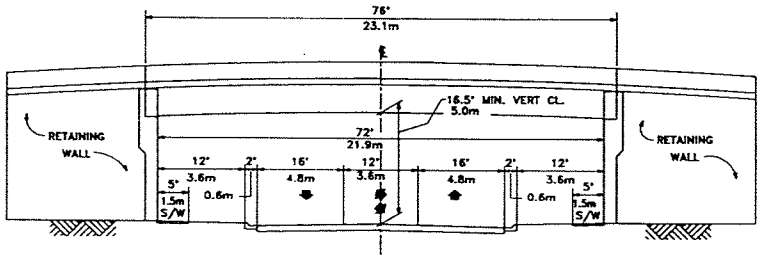
EXHIBIT 2.26

Greiner, Inc.

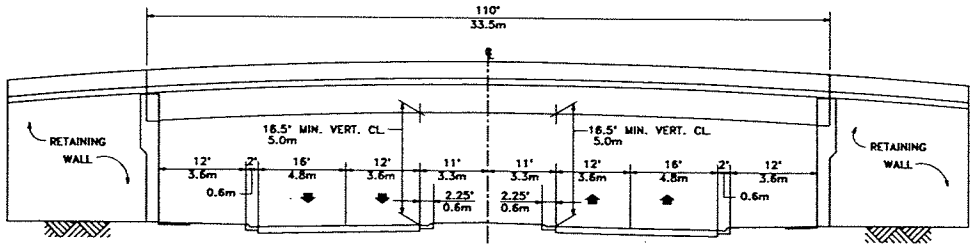
C238016/EX_8-12.DWG/02.27.95



TWO LANE



THREE LANE



FOUR LANE

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY

PHASE II

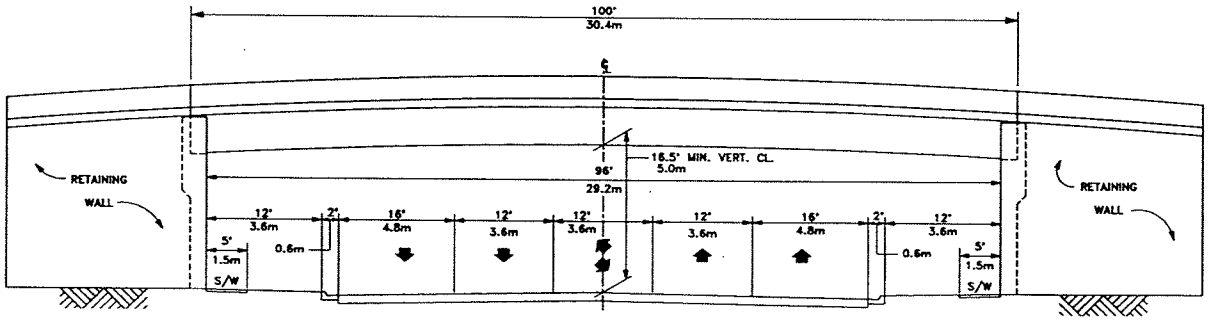
Hillsborough County, Florida

CROSS STREET TYPICAL SECTIONS

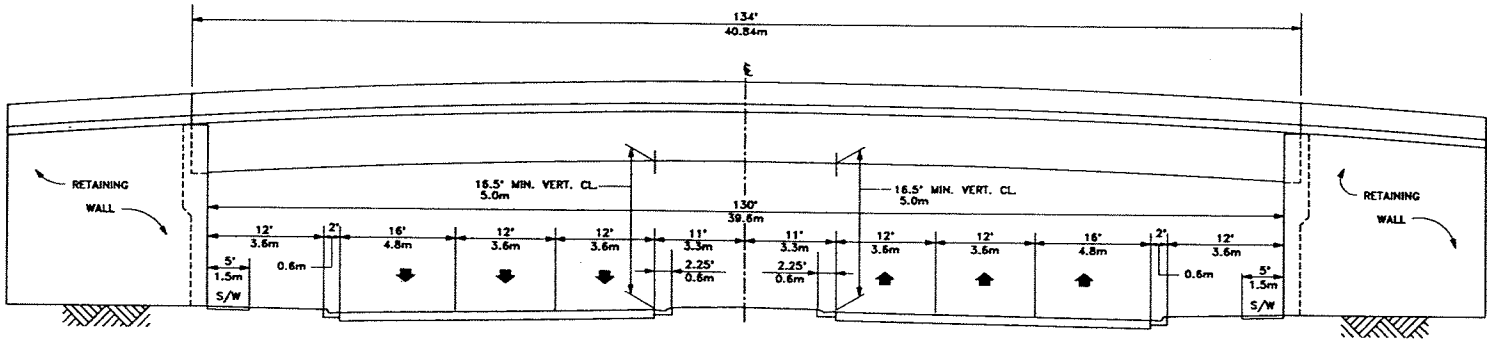
EXHIBIT 2.27

Greiner, Inc.

C238016/EX_8-13.DWG/02.27.95



FIVE LANE



SIX LANE DIVIDED

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY
PHASE II

Hillsborough County, Florida

CROSS STREET TYPICAL SECTIONS

EXHIBIT 2.28

Greiner, Inc.

C238016/EX_8-14.DWG/02.27.95

Master Plan Concept operation analyses, and Section 2.1 discusses the No-Action Alternative operations analyses.

The I-275/Dale Mabry Highway interchange provides left-side on-/off-ramps. These left-side ramps are provided to avoid operational problems (weaving, merging and diverging) that would otherwise result due to the close proximity of the Lois Avenue and Himes Avenue ramps. Traffic operations analyses conducted during Tier 2 of the TIS Master Plan (Phase I) indicated that improved operations would result with the left-side on-/off-ramps. This interchange concept also eliminates the possibility of vehicles entering I-275 at Lois Avenue and exiting at Dale Mabry Highway (and the return movement) without requiring "braided" ramps to preclude these movements. The horizontal alignment of I-275 in the vicinity of Dale Mabry Highway facilitates the implementation of this type of interchange.

The design year (2010) traffic operations analyses included evaluations of ramp junctions and weaving areas on the express freeway lanes and local access freeway lanes for I-275 and I-4. These analyses were conducted for the Master Plan Concept during Phase I of TIS. The merge/diverge and weaving area level of service criteria are listed in the TIS Traffic Memorandum and TIS Preliminary Engineering Report, published separately.

Operations analyses were conducted for 12 merge areas, 12 diverge areas and 38 weaving areas on I-275 and I-4. These results are briefly discussed in the following paragraphs and are documented in greater detail in the TIS Task F.5.e - Travel Demand Technical Report (April 1989) and in the TIS Preliminary Engineering Report.

Twenty-five of the 31 locations analyzed on I-275 from the Howard Frankland Bridge to Ashley Street are projected to operate at Level of Service D or better in the design year (2010). In addition, 10 of the 31 locations are projected to operate at Level of Service C or better. There are, however, two sections on the I-275 local access freeway that are projected to operate at Level of Service E. These sections are as follows:

- I-275 eastbound local access freeway from the I-275 express freeway on-ramp to the Ashley Street off-ramp (a four-part multiple weaving section); and
- I-275 westbound local access freeway from the Ashley Street on-ramp to the I-275 express freeway off-ramp (a three-part multiple weaving section).

In all the segments of the multiple weaving sections, the weaving speeds are greater than or equal to 31.5 miles per hour and the non-weaving speeds are greater than or equal to 33.3 miles per hour. On March 24, 1989, the FDOT requested an exception from the FHWA for the previously identified segments of the local access freeway. On April 25, 1989, the FHWA indicated that this was an acceptable level of operation for the local access freeway system and approved the estimated weaving and non-weaving speeds (and the resulting levels of service) for these two segments.

Results of the analyses found that all 20 locations analyzed on I-275 from Ashley Street to Dr. Martin Luther King, Jr. Boulevard and I-4 from the I-275/I-4 interchange to 14th Street are projected to operate at Level of Service D or better. In addition, 12 of these 20 locations (including 9 of the 10 merge/diverge areas) are projected to operate at Level of Service C or better.

Results of the analyses on I-4 from 14th Street to 50th Street found that all 11 locations analyzed are projected to operate at Level of Service D or better and 4 of the 11 locations are projected to operate at Level of Service C.

In addition to the traffic operations analyses conducted for I-275 and I-4 during Phase I of TIS, similar analyses were also conducted during Phase II for the South Crosstown Expressway ultimate improvement concept.

Results of the analyses for the Crosstown Expressway ultimate improvement concept and the Crosstown Connector between I-4 and the Crosstown Expressway found that all 14 locations analyzed are projected to operate at Level of Service D or better in the year 2010. Five of the eight merge/diverge areas and one of the six weaving areas analyzed are anticipated to operate at Level of Service C or better. The design year (2010) capacity calculations for the Crosstown Expressway

are also provided in the Appendices of the TIS Traffic Memorandum and TIS Preliminary Engineering Report, published separately.

2.4.3 Congestion Management System (CMS)

In accordance with 23 CFR Part 500, a Congestion Management System (CMS) is currently under development for Hillsborough County and is to be fully operational by October 1997. Hillsborough County has addressed the interim CMS process through the following actions:

- Operators of major modes of transportation have identified the locations of the most serious congestion problems in the metropolitan area. Notably, the I-275/I-4 corridor within the project limits has been identified as deficient.
- A multi-agency steering committee comprised of technical and non-technical representatives has been created.
- Since this project is part of the Florida Interstate Highway System, the interim CMS identifies FDOT as the coordinator for this project. FDOT created the Multi-Modal Consensus Committee to ensure compatibility between travel forecasts for TIS and the Hillsborough County Mass Transit Corridor Alternatives Analysis Study.
- Traffic management and carpool/vanpool programs which currently serve the project study area have been established. Bay Area Commuter Services, Inc. is a regional organization promoting transportation alternatives to the single-occupancy vehicle. In addition, Transportation Management Organizations service two major business areas; 1) the Westshore business district and 2) downtown Tampa. The I-275/I-4 corridor is a major access route to both of these business areas.

The CMS process includes identification and evaluation of transportation system management strategies. The following strategies were evaluated for the Tampa interstate system.

Transportation Demand Management - As previously discussed, Travel Demand Management (TDM) programs have already been established and incorporated into the Long-Term Preferred Alternative. While these programs will not alleviate projected traffic congestion, opportunities to

lessen congestion are provided. Parking management is considered in the form of park-n-ride lots proposed along the interstate to supplement existing lots outside the project limits.

Traffic Operational Improvements - Operational improvements involve increasing available capacity within the existing right-of-way using minimum expenditures and reconstruction. Three operational improvements considered include; 1) adding HOV/transitway lanes in the median or by restriping existing lanes; 2) improving weaving sections between interchange ramps and 3) ramp metering. Although HOV lanes would reduce the total number of vehicles in the corridor, additional lanes would still be needed. Since interchange spacing and configuration are fixed, improving weaving areas would require grades separating the ramp improvements and involve significant reconstruction. Ramp metering would improve operations on the corridor, but result in significant queuing of traffic on local and arterial streets. Provisions for HOV lanes have been incorporated into the Long-Term Preferred Alternative, and are discussed below.

HOV Facilities - HOV facilities were developed as an integral part of the Long-Term Preferred Alternative. However, HOV bypass ramps were not considered because of the high number of two-lane ramps required to accommodate projected traffic. Priority HOV ramps are provided in certain areas. Park-n-ride lots located in conjunction with the priority ramps further encourage use of HOV. Additionally, the Guaranteed Ride Home Program administered by Bay Area Commuter Services, Inc. encourages use of HOV.

Public Transit Capital Improvements - Bus transit facilities were also developed as an integral part of the Long-Term Preferred Alternative. An exclusive HOV transitway is proposed in the CBD area. Additionally, priority HOV access ramps and park-n-ride lots are proposed.

Public Transit Operational Improvements - The Downtown Tampa Transportation Master Plan is based on planned improvements to the interstate. The plan proposes a Downtown People Mover, Westshore Circulator Shuttle, Downtown/Garrison Channel/Ybor City Trolley, and development of transit stations to accommodate rail transit. The Long-Term Preferred Alternative has been developed in accordance with planned public transit operational improvements.

Nontraditional Transportation Modes - Since I-275, I-4 and the Crosstown Expressway are limited access roadways, bicycle or pedestrian traffic is prohibited. The Long-Term Preferred Alternative has been developed in accordance with the Hillsborough County Comprehensive Bicycle Plan and includes provisions for future development of pedestrian and bicycle facilities on all cross streets. All new interstate overpasses have been proposed to ensure sufficient room on cross streets to accommodate pedestrians and bicycles during future local road improvements. The development of the proposed Tampa Heights Greenway will provide facilities for both pedestrians and bicyclists.

Congestion Pricing - Congestion pricing is a management strategy which levies a premium charge on highway users during peak demand conditions. However, travel demand is not the only aspect addressed by reconstruction of the interstate. Structural integrity, traffic operations, safety and compliance with adopted plans and policies all support a need to reconstruct the Tampa Interstate System. Congestion pricing may reduce travel demand, but it will not meet the other needs. Congestion pricing has not been incorporated in the development of the Long-Term Preferred Alternative.

Growth Management and Activity Centers - The Tampa CBD, Westshore business district, and Ybor City areas are established activity centers attracting a large number of travelers throughout the day. Population statistics indicate that residents are seeking housing in outlying areas, outside the study area. Yet, these activity centers continue to be the major destination points with the interstate system providing a vital regional link. The proposed improvements to the interstate system associated with the Long-Term Preferred Alternative are consistent with the land use plans and goals documented in the Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough County and the Tampa Comprehensive Plan.

Access Management - Access management techniques could be used to limit traffic volumes accessing the interstate, thus improving operations on the corridor. However, this would not decrease traveler demands to access established activity centers along the interstate corridor. Implementation of access management techniques would result in significant queues on the local and arterial street system. The existing interstate corridor is a limited access facility and no additional

access management techniques have been incorporated in the development of the Long-Term Preferred Alternative.

Incident Management - Incident Management Systems would improve traffic flow during emergencies and accidents. However, traffic volumes approaching or exceeding capacity and multiple weaving movements were identified as contributors to accidents. Incident Management Systems would not provide sufficient capacity to meet demand and improving weaving movements would require significant reconstruction.

A TIS technical report, Freeway Traffic Management Plan, recommends an Incident Management Program to be implemented concurrent with reconstruction of the Tampa interstate system. The program calls for a computerized detection system, emergency roadside telephones, service patrols, service vehicle deployment plan, incident response team, accident investigation sites and fast vehicle removal plan. The Incident Management Plan will be given further consideration during final design.

Intelligent Vehicle - Highway and Advanced Public Transportation Systems - Intelligent Vehicle - Highway Systems are generally designed to control non-recurring congestion. The existing interstate system experiences recurring congestion due to capacity exceedances and an Intelligent Vehicle - Highway System will not provide capacity improvements. However, implementation of a Surveillance, Communications and Control (SC&C) System concurrent with the reconstruction of the Tampa Interstate System is recommended in the TIS technical report, Freeway Traffic Management Plan. The objective of a SC&C system is to improve safety and efficiency of traffic operations and could include a traffic management center, closed circuit television, traffic operations detection system, changeable message signs, radio advisory capabilities, and lane control signs. The SC&C system will be given further consideration during final design.

An Advanced Public Transportation System in the form of rail transit was considered during development of the proposed design features of the interstate. Travel estimates were established to ensure that projected rail ridership and interstate travel projections did not compete. A Multimodal

Consensus Committee was formed to focus on constructing balanced rail transit and an interstate highway that would be complementary.

General Purpose Lanes - Implementation of transportation system management measures is included in the proposed improvements to the Tampa interstate system where feasible. However, these measures are not sufficient to meet the transportation needs of the region serviced by the interstate system. Inclusion of additional single occupancy vehicle lanes in the Preferred Alternative was determined to be the only feasible and effective means of meeting the transportation demands in the existing corridor.

In summary, inclusion of HOV lanes, exclusive on- and off-ramps for buses and carpools, and park-n-ride lots in the Long-Term Preferred Alternative meets the criteria established for transit emphasis corridors. The effectiveness of single occupant vehicle reduction strategies are currently being addressed in the CMS Plan development process. Development of this project is consistent with the interim CMS process including consideration of the area's future transit needs.

2.4.4 Major Investment Study (MIS)

The Hillsborough County Metropolitan Planning Organization (MPO) in the late 1980's identified travel needs within regional corridors and assessed strategies by which to serve those needs. The Tampa Interstate corridor, providing an integral portion of regional travel for the Tampa Bay area, was targeted as a project to be taken under evaluation.

Transportation plans for the TIS project corridor were evaluated through a Tier Analysis process that considered alternatives to minimize social, economic and environmental impacts. This process involved continuous coordination with HART, the Hillsborough County MPO, the study's Citizens Advisory Committee and Agency Task Force, as well as members of the public through workshops and over 50 speakers bureau presentations. Numerous alternatives were evaluated at each tier (as discussed in Section 2.0) and included alternative modes, and financial feasibility, environmental and socioeconomic effects, and various technologies such as IVS, etc. This cooperative effort began

during the TIS Master Plan phase when a Long-Term Preferred Alternative was identified and presented to the public and continues through this environmental documentation stage as the alternative is further refined.

A coordination meeting was held on July 28, 1995 at the Florida Department of Transportation in Tallahassee. Those in attendance included representatives from HART, the Hillsborough County MPO, the Federal Transit Authority, FHWA and FDOT. The group reviewed work completed to date and agreed upon the means by which to incorporate Major Investment Study (MIS) information into this environmental document.

Included in Appendix B are two resolutions, one from the Hillsborough County MPO and one from the Board of Directors of HART. Both indicated that adoption of the TIS Master Plan met the intent of performing the MIS as mandated in the Intermodal Surface Transportation Efficiency Act of 1991 and defined in 23 CFR 450.

In addition, all before mentioned agencies have resolved to continue the collaborative process prescribed in the guidelines for an MIS outlined in 23 CFR 450.

2.4.5 Refinements to the Long-Term Preferred Alternative

As part of the Section 106 of the Historic Preservation Act of 1966, as amended; 36 CFR 800, "Protection of Historic Properties," 23 CFR 771; and Federal Highway Administration Technical Advisory T6640.8a and Section 4(f) of the Department of Transportation (DOT) Act of 1966, several modifications have been made to the Long-Term Preferred Alternative to minimize impacts to Section 106 and Section 4(f) properties. Relocation of several proposed detention ponds as well as two shifts in the alignment were made by tightening the geometry in the West Tampa National Register Historic District and shifting the alignment to the south to use vacant land and preserve historic properties in the Ybor City National Historic Landmark District. These changes are included on the Long-Term Preferred Alternative Concept Plans appended separately, and a more detailed discussion of the Section 4(f) evaluation is included in Section 5.0 of this document.

2.4.6 I-275/I-4 Downtown Interchange Operational Improvements

In order to address current operational and safety problems in the I-4/I-275 downtown interchange area, several concepts were developed. The concepts involved improving the existing operations and safety problems of the interchange by lengthening ramps, providing lane additions, transferring critical weaving movements to other facilities, and providing full shoulders (where possible).

2.4.6.1 Existing Problem Areas

Prior to the development of the concept improvements, problem areas were identified by video taping key areas of the interchange during both peak and off-peak hours. Historic accident statistics were analyzed and traffic counts were taken within the study area. As a result, four major problem areas were defined.

Northbound I-275 Entrance Ramp from Ashley Street - Vehicles using the Ashley Street on-ramp to access northbound I-275 must travel on a sharp curve (which currently has a design speed of 25 miles/hour) and merge with mainline vehicles in a distance less than 500 feet. Vehicles that are unable to find a gap in traffic in the outside (right) lane must stop on the ramp due to the short length of the acceleration lane and the lack of adequate full-width shoulder. The limited number of vehicular gaps present in the outside lane is the result of this being the only mainline lane continuing from I-275 northbound east to I-4.

The primary cause of this problem is both insufficient acceleration lane length and the limited number of through lanes destined for I-4. In addition, lack of shoulders in the merge area becomes a problem when breakdowns occur.

Eastbound I-4 from the Southbound I-275 Entrance Ramp to the 21st Street Exit Ramp - A majority of the vehicles traveling on the two eastbound I-4 lanes upstream of the southbound I-275 flyover ramp are destined for locations east of 21st Street; however, the outside (right) lane terminates at 21st Street. This results in a highly skewed distribution of vehicles in the two lanes

with over 2,000 vehicles per hour traveling in the inside (left) lane to avoid the lane drop at the 21st Street ramp.

A secondary problem is caused by the vehicles on the southbound I-275 flyover ramp that exit at 21st Street. This maneuver requires these vehicles to change two lanes and weave across the entire I-4 roadway from left to right within an inadequate distance to attain a satisfactory level of service. This weaving movement tends to occur prior to the 14th/15th Street overpass. In addition, the presence of trucks (in the two eastbound I-4 lanes, as well as on the southbound I-275 flyover ramp) also tends to increase the frequency of lane changing maneuvers since passenger vehicles change lanes to pass these slower moving vehicles.

The primary cause of these problems is that only one basic (through) lane is provided for the northbound I-275 to eastbound I-4 movement and the presence of both a left-side entrance ramp and a right-side exit ramp resulting in a complex weaving maneuver within a short distance.

Southbound I-275 Between the Exit Ramp to Eastbound I-4 and the Exit Ramp to Orange/Kay Street - Three lanes are provided on southbound I-275 north of the Dr. Martin Luther King, Jr. Boulevard on-ramp. A fourth (auxiliary) lane is provided between this entrance ramp and the east ramp to eastbound I-4. Three lanes are provided south of the I-4 off-ramp; however, one I-275 mainline lane is terminated 550 feet south of this location at the Orange Street/Kay Street off-ramp gore area. Vehicles from the Dr. Martin Luther King, Jr. Boulevard on-ramp must weave to the left across two lanes to continue traveling southbound on I-275 south of the Orange Street/Kay Street exit ramp. Due to the short distance between the I-4 off-ramp and the Orange Street/Kay Street off-ramp, almost all of this weaving occurs between the Dr. Martin Luther King, Jr. Boulevard entrance ramp and the eastbound I-4 exit ramp. The southbound I-275 vehicles exiting at Floribraska Avenue must change one lane to the right to access this exit ramp via the auxiliary lane which further increases the problems in this area.

The primary cause of this problem is insufficient distance between the termination of the auxiliary lane (at the exit ramp to eastbound I-4) and the reduction in the basic number of through lanes (at the exit ramp to Orange Street/Kay Street).

Southbound I-275 from the I-4/I-275 Merge to the Ashley Street Exit Ramp - Vehicles traveling in the outside (right) lane of westbound I-4 must merge into the adjacent left lane in a distance of approximately 1,300 feet (in the vicinity of 7th Avenue) since the outside lane is tapered out after joining southbound I-275. Vehicles traveling in the outside (right) lane of southbound I-275 must change one lane to the right to exit at the Ashley Street off-ramp. All vehicles from westbound I-4 exiting at Ashley Street remain in the inside lane. (This lane becomes the outside lane of southbound I-275 after the merge with I-4). The high concentration of vehicles in the outside lane of southbound I-275 (downstream from the I-4 merge) tends to reduce the operating speed of vehicles in this lane. Since the operating speeds of vehicles in the outside lane are lower than the operating speeds of vehicles in the center and inside lanes, some of the vehicles from I-4 that are not destined for Ashley Street weave from the outside lane to the center lane in an attempt to increase their speed and avoid the problems. Consequently, weaving maneuvers are made from both sides of the roadway into or across the lane carrying the Ashley Street off-ramp traffic. A significant portion of this weaving occurs in a curved section of the roadway with only 2-foot shoulders.

An additional problem is also caused by the merging of the outside lane of westbound I-4. Long vehicle queues often occur in the inside and center lanes of westbound I-4 east of the northbound/southbound I-275 diverge. These queues extend back beyond 14th/15th Street and result in some southbound I-275 vehicles using the outside (auxiliary) lane to bypass a portion of the queued vehicles. These vehicles "force" their way into the immediately adjacent lane (the outside lane of the two lanes that join southbound I-275) in the vicinity of the northbound I-275 exit gore.

The primary cause of these problems is that only one basic (through) lane is provided for the westbound I-4 to southbound I-275 movement. The outside lane from westbound I-4 is tapered out over a distance slightly less than one-fourth of a mile, immediately prior to a curve and less than 2,000 feet upstream of a major exit ramp to downtown Tampa.

2.4.6.2 Proposed Operational/Safety Improvements

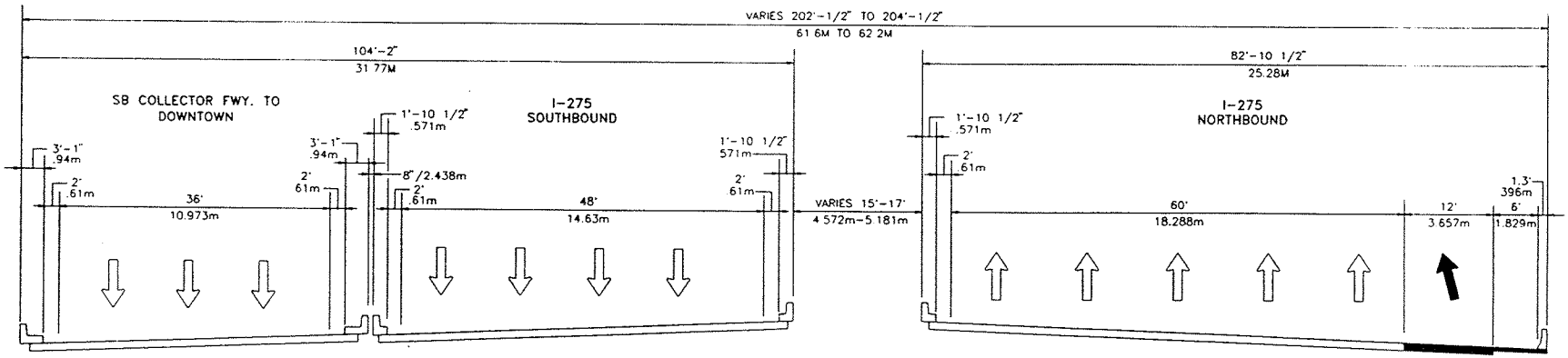
A description of the proposed operational improvements is provided in the following section. Exhibits 2.29 and 2.30 provide typical sections of the proposed improvements, and Exhibit 2.31 provides a lane line diagram of the operational/safety improvements.

I-275 Northbound from Hillsborough River to I-4 - This segment includes adding a fourth northbound through lane at the Ashley Street entrance ramp that will continue to I-4. This improvement, along with merging the Orange Street/Jefferson Street entrance ramp, will allow vehicles to access two through lanes from the Hillsborough River to I-4 without changing lanes and will eliminate the frequent accident problems that occur at the Ashley Street entrance ramp resulting from the substandard taper length and overloading of traffic destined for I-4 into one lane.

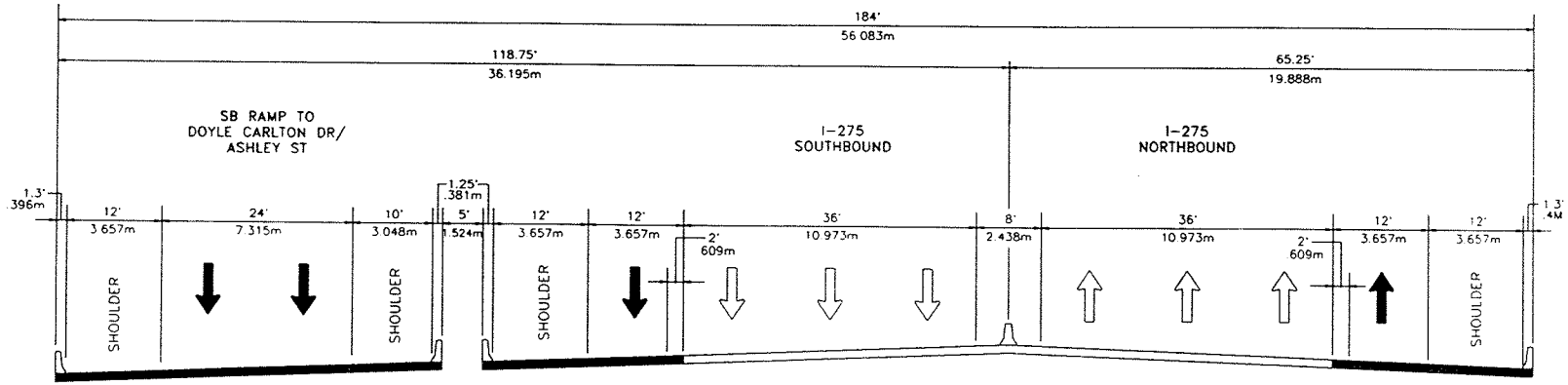
I-275 Southbound to I-4 Eastbound Flyover Ramp - This segment provides a new flyover ramp entering I-4 on the right side and adding a new lane, replacing the existing left side ramp. The right side ramp eliminates the weave for I-275 southbound vehicles entering I-4 destined for the 21st/22nd Street exit ramp. This improvement becomes even more important for the staged improvements for Design Segment 3A/3B. The staged 3A/3B design moves the exit ramp gore for 21st/22nd Streets approximately 427 meters (1,400 ft.) further to the west which would make the existing flyover ramp weave extremely difficult and unsafe to exit I-4. In addition, the existing flyover ramp would require rehabilitation if kept in place.

I-4 Eastbound from 13th Street to 22nd Street - In this segment, the concept provides a total of four eastbound lanes (three lanes from I-275 northbound and one lane from I-275 southbound) to the 21st/22nd Streets ramp where one lane is dropped. Three lanes continue eastbound with the inside lane dropping and tapering back to a two-lane section in the vicinity of the 22nd Street entrance ramp gore.

I-4 Westbound from 21st Street to 15th Street - In this segment, the present condition requires westbound vehicles destined for I-275 northbound to weave over to where the 21st/22nd Streets



BRIDGE SECTION OVER 7TH STREET



LEGEND

- EXISTING BRIDGE
- NEW BRIDGE

BRIDGE SECTION BETWEEN FLORIDA AVE. AND MARION ST.

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY
I-275/I-4 DOWNTOWN INTERCHANGE
OPERATIONAL IMPROVEMENTS

Hillsborough County, Florida

PROPOSED TYPICAL SECTIONS FOR I-275

EXHIBIT 2-29

Greiner, Inc.

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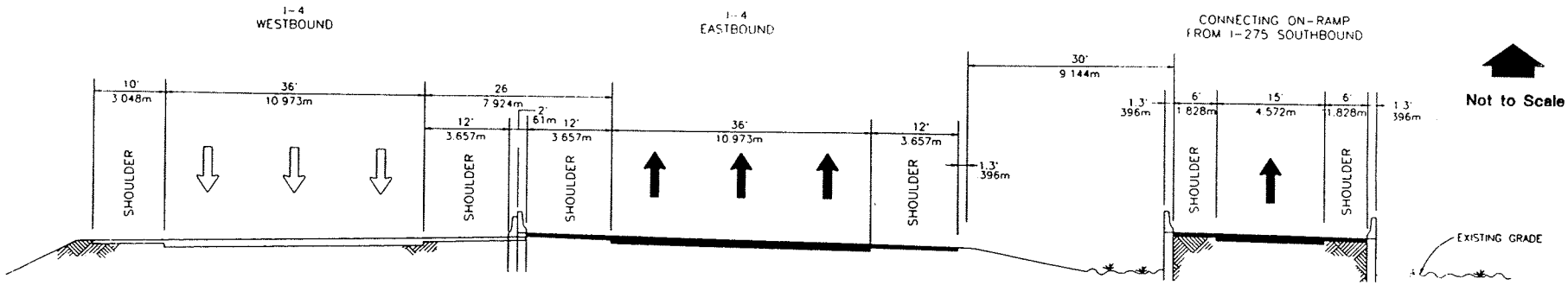
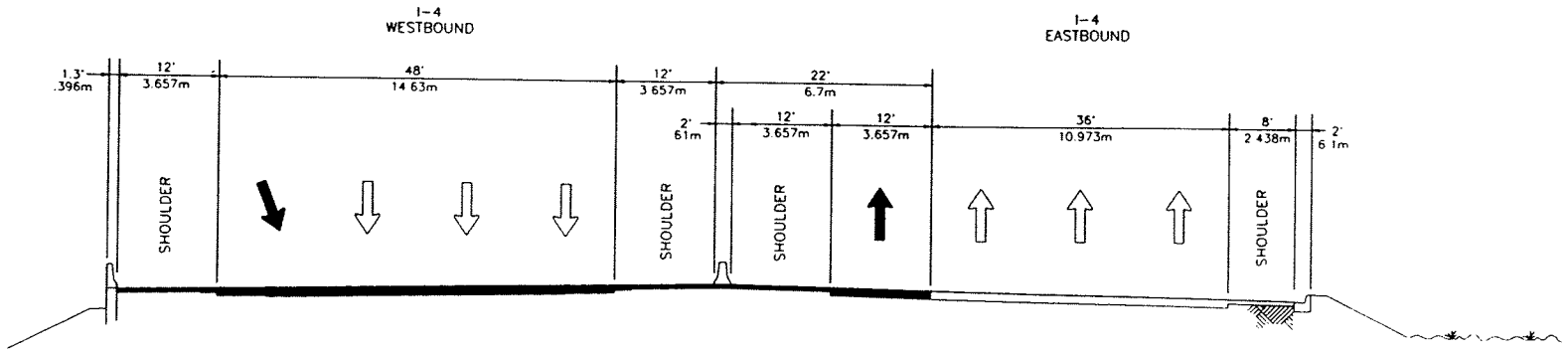


ROADWAY SECTION
BETWEEN 10TH STREET AND 12TH STREET



ROADWAY SECTION AT 17TH STREET

LEGEND

EXISTING ROADWAY
NEW ROADWAY

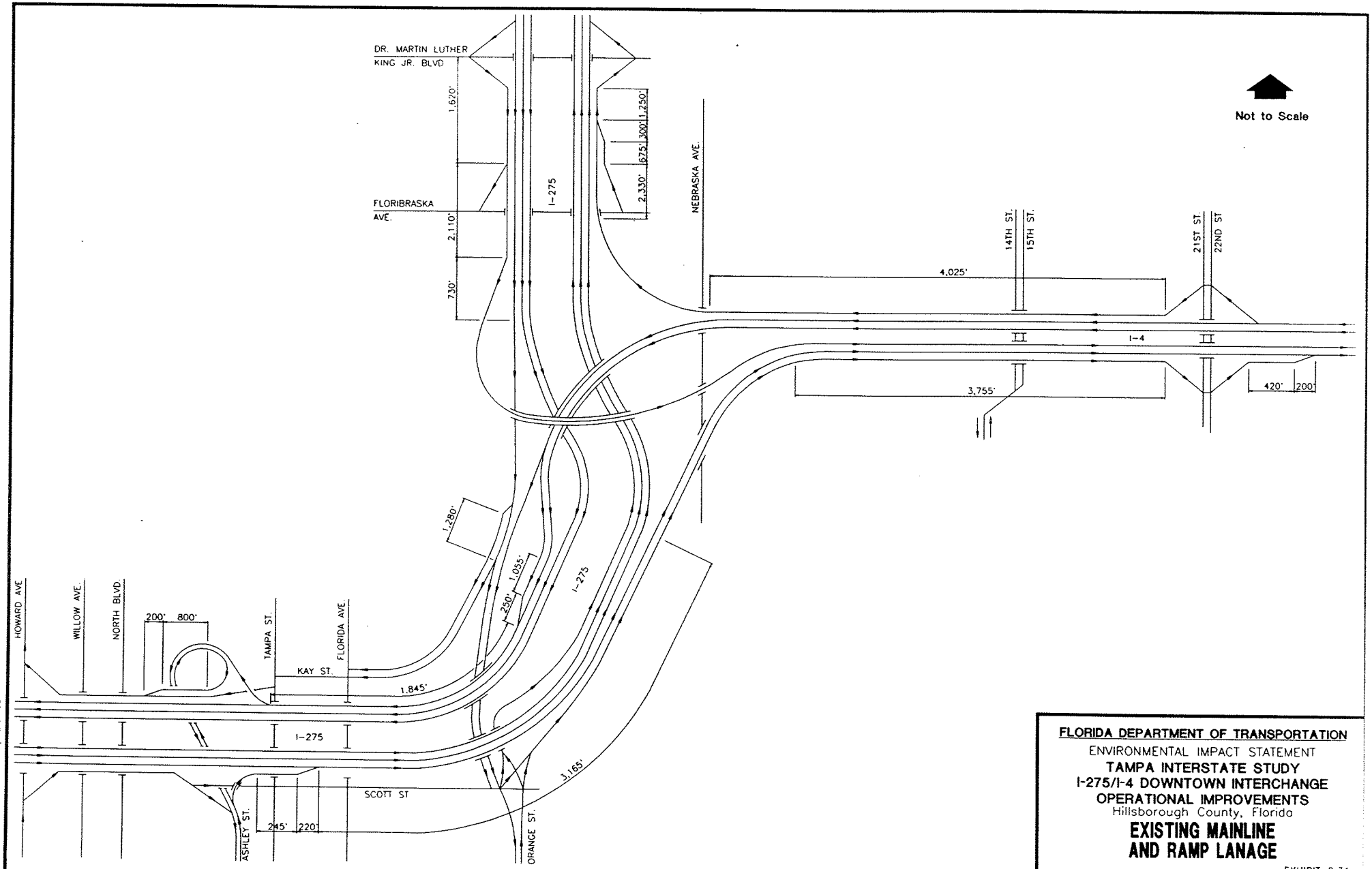
FLORIDA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL IMPACT STATEMENT
TAMPA INTERSTATE STUDY
I-275/I-4 DOWNTOWN INTERCHANGE
OPERATIONAL IMPROVEMENTS
Hillsborough County, Florida

PROPOSED TYPICAL SECTIONS FOR I-4

EXHIBIT 2.30

Greiner, Inc.

TIS/ENG_SUM/TYPSEC2A.DWG/04.22.96



FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY

I-275/I-4 DOWNTOWN INTERCHANGE

OPERATIONAL IMPROVEMENTS

Hillsborough County, Florida

EXISTING MAINLINE AND RAMP LANAGE

EXHIBIT 2.31

TIS/ENG_SUM/EMR100.DWG/12.04.95

entrance ramp adds a lane to I-4. The proposed concept provides a safer solution by creating a third through lane prior to the 21st/22nd Streets entrance ramp signed for I-275 northbound and the entrance ramp merges into I-4 rather than adding a lane. This improvement eliminates the weave for westbound traffic destined for I-275 northbound from I-4 and the weave for traffic entering I-4 from 21st/22nd Streets destined for I-275 southbound. This improvement should provide safer operations on I-4 in this segment.

I-4 Westbound from 15th Street to I-275 Northbound and Southbound - The proposed concept carries the existing three through lanes to the I-275 juncture with a single lane exit (without a lane drop) to I-275 northbound and three through lanes continuing westbound where one lane is dropped for the southbound local freeway while two lanes continue to I-275 southbound. This improvement provides a safer condition by allowing the two lanes destined for I-275 southbound to travel through this ramping area without interruption. It also provides the drop lane at the ramp that would carry the most volume (the local freeway ramp) rather than dropping the lane prior to this exit at the I-275 northbound ramp.

I-275 Southbound from Floribraska Avenue to I-4 - Beginning at the Floribraska Avenue bridge, the four existing southbound lanes drop one lane for the new flyover ramp to I-4. Three lanes continue south for approximately 366 m (1,200 ft.), 213 m (700 ft.) longer than existing conditions, where the next lane drop takes place with a two-lane exit ramp to the local freeway. The two I-275 through lanes continue southbound to meet two lanes from I-4 totaling four southbound lanes.

I-275 Southbound from I-4 to Hillsborough River - The proposed concept carries four southbound through lanes over the downtown viaduct and tapers out the outside through lane prior to the Hillsborough River bridge. The Ashley Street exit ramp is eliminated from this section and is accessible by the local freeway.

Southbound Local Freeway from I-4 to Ashley Street- The local freeway begins with a two-lane exit from I-275 southbound and a single-lane flyover ramp from I-4 tieing into the local lanes on the right side. The three-lane section continues southbound on the existing bridge over 7th Avenue and

Henderson Street. The alignment then provides a two-lane exit for Jefferson Street and continues on a new structure over Morgan Street, Marion Street, Florida Avenue, Franklin Street and Tampa Street before the left lane exits for Ashley Street and the outside lane to Doyle Carlton Drive. The Doyle Carlton Drive ramp replaces the Kay Street ramp that was eliminated due to the insufficient weaving section and geometric constraints created by the addition of the Ashley Street exit ramp to the local freeway.

This portion of the concept was developed since preliminary traffic analyses revealed that a significant percentage of the I-4 volume would be destined for Ashley Street (requiring a weave to the right side) and a significant volume of I-275 traffic would exit at Orange/Jefferson Streets (requiring a left side weave). The braided configuration shown on Exhibit 2.31 minimizes the weaving activity between the junction of I-4 and I-275 traffic to the local freeway and the Orange/Jefferson Streets exit.

2.4.6.3 Compatibility With TIS Long-Term Preferred Alternative

The proposed I-275/I-4 downtown interchange operational/safety improvement has been identified as a top priority project by FDOT and the Hillsborough County MPO. This improvement is not intended to be a reconstruction of the interstate to improve capacity but rather a safety improvement that has been identified as needed prior to the reconstruction process. This improvement transitions into the programmed Design Segment 3A improvements and has independent utility since it can function as a "stand alone" improvement without causing other improvements to be required. However, the safety improvement would not be salvageable once the ultimate improvements, the Long-Term Preferred Alternative described in this document, are constructed.

2.4.6.4 Impacts Associated with the I-275/I-4 Downtown Interchange Operational/Safety Improvements

With minimal right-of-way required for the downtown interchange operational/safety improvements, the impacts associated with the proposed improvements are also minimal. It should be noted that the overall environmental impacts associated with the Long-Term Preferred Alternative are greater

than those associated with this project. Therefore, all prior reviews of the ultimate project by various agencies and the public encompass and address those needed for this project. The following section addresses potential impacts resulting from the downtown interchange operational/safety improvements. Impacts associated with the operational/safety improvements are anticipated to occur over the next five to six years.

Relocations/Land Use Changes - Relocation impacts associated with the operational/safety improvements include two single-family residences; one multi-family (fourplex) residence; three businesses consisting of Central Animal Hospital, Willy's Auto Detailing, and Abe's Bail Bonds; and one public facility, the HART Northern Transit Terminal.

Because of the adequate supply of homes available for sale or rent, the abundance of vacant leasable business space, and the frequency in which new listings become available, it is anticipated that all displaced residences, businesses, and non-profit organizations can be relocated within or near their respective neighborhoods, if so desired.

There exists a very limited amount of undeveloped land in the area surrounding the proposed operational improvements. With the limited number of relocation impacts, impacts to land use are anticipated to be minor.

Community Cohesion - The proposed operational improvements will not sever any neighborhoods nor socially or culturally isolate any specific ethnic groups, minority communities, or low-income residents. Local traffic circulation patterns within existing neighborhoods will be maintained. The six total residences and three businesses within the project area required to relocate will find ample resources available within their existing neighborhoods. The improvements are expected to have no adverse impact on community cohesion, mobility, or neighborhoods.

Title VI, Title VIII, and Executive Order 12898 - The proposed improvements have been developed in accordance with Title VI of the Civil Rights Act of 1964, as amended by Title VIII of the Civil Rights Act of 1968, Executive Order 12898 (Environmental Justice), and related statutes.

No discriminatory criteria have been used during the development and selection of alternatives. The proposed improvements have not been planned to impact any specific groups or individuals but rather to improve the safety and operations of the existing interstate facility. Based on the general demographic profile of the City of Tampa, and specifically along the existing interstate corridor, the operational improvements will directly affect predominantly minority and low-income neighborhoods. The disproportionate effect is incidental and non-discriminatory in nature.

Railroads and Utilities - The operational/safety improvements will have no impact on active or abandoned railroad tracks or railroad crossings. Potential utility impacts will be reduced since the improvements are mainly within the existing right-of-way.

Archaeological and Historic Sites/Districts - Within the vicinity of the I-275/I-4 operational/safety improvements project exists the Ybor City National Historic Landmark District and the Tampa Heights Multiple Property Listing. Right-of-way acquisition associated with the proposed concept will directly impact a multi-family (fourplex) residence, a contributing structure within the Ybor City National Historic Landmark District. The multi-family residence is a candidate for relocation according to the terms of the MOA developed for this project. In addition, the operational/safety improvements will also require the acquisition of property at the old Velasco Building, a Hillsborough County School Board property which is eligible for the National Register. The building itself will not be impacted by the improvements. The building is currently vacant and in poor condition. A new Velasco Building in Ybor City was constructed several years ago to replace all functions of the old building.

Based on a survey conducted for the TIS ultimate improvement, it is the opinion of the SHPO that the proposed activities are unlikely to affect archaeological sites listed, or eligible for listing on the National Register. A letter dated October 25, 1993 from SHPO concurring with this determination is included in Appendix B.

Parks and Recreational Facilities - One public park, Perry Harvey Park, is located adjacent to the proposed I-275/I-4 operational/safety improvements.

The operational/safety improvements will require the acquisition of approximately 405 m^2 (0.1 ac.) from the 37,269 m^2 (9.2 ac.) park. This right-of-way impact is confined to the northernmost section of the park, bounded by Estelle Street to the to the south, Central Avenue to the west, Lamar Avenue to the east, and Henderson Street to the north. This small disconnected parcel hosts little visitor activity and contains no visitor facilities. As a result, impacts to the park associated with this alternative are anticipated to be minor and should not substantially impair nor diminish the park's activities, features, functions, attributes, or usage.

Wetlands - No wetlands are located within the operational/safety improvements area. Adjacent to the project area is one natural wetland, the Hillsborough River. The proposed concept will have no impact on the Hillsborough River.

Aquatic Preserves/Outstanding Florida Waters/Wild and Scenic Rivers - No Aquatic Preserves, Outstanding Florida Waters or Wild and Scenic Rivers, exist within the project vicinity. The proposed concept will have no impact on Aquatic Preserves, Outstanding Florida Waters or Wild and Scenic Rivers.

Water Quality - Surface waters within the project study limits are designated by the Florida Department of Environmental Protection (FDEP) as Class II and Class III Waters. The proposed stormwater facility design for the operational/safety improvements will include, at a minimum, the water quality requirements for water quality impacts as required by the Southwest Florida Water Management District in Chapter 40D-40 F.A.C. Therefore, no further mitigation for water quality impacts will be needed.

Floodways and Floodplains - There are no 100-year floodplains within the project. Floodplain impacts associated with the proposed concept are not anticipated. No designated floodways will be affected by the project.

Coastal Barrier Islands - The proposed project does not involve coastal barrier islands; therefore, the proposed concept will have no impact on coastal barrier islands.

Wildlife and Habitat - The U.S. Fish and Wildlife Service has determined that the proposed project will not impact any threatened or endangered species nor impact any designated critical habitat. The project has been found consistent with the Endangered Species Act.

Farmlands - The provisions of the Farmlands Protection Policy Act of 1984 do not apply to this project. The proposed concept will have no impact on farmlands.

Noise - The analysis conducted for the I-275/I-4 downtown interchange operational/safety improvements project indicates that approximately 317 noise sensitive sites within the construction limits are predicted to approach or exceed the FHWA criteria in 2010. Approximately 7 dBA is the largest increase predicted for any noise sensitive site. No sites with predicted noise levels below 65 dBA are anticipated to experience a substantial increase above existing levels.

Air Quality - As of February 5, 1996, the Tampa Bay airshed, which includes Hillsborough County, has been designated as "attainment" for ozone under criteria in the Clean Air Act Amendments of 1990. Prior to that date, the area had been designated "non-attainment" for ozone standards. As such Hillsborough County and the project study area are currently a "maintenance area" for ozone. Based upon worst-case microscale dispersion analysis results documented in the previous TIS Air Quality Report, published separately, the operational improvements will result in no violations of National Ambient Air Quality Standards.

The project is in conformance with the State Implementation Plan. This project is included in the urban area's current approved conforming Transportation Improvement Program (TIP) which was signed by the Secretary of the FDOT on August 31, 1995. The project is included in the area's conforming long-range plan and is included in the area's Conformity Determination report approved by the FHWA/FTA on June 30, 1995.

Contamination - The proposed operational/safety improvements would result in direct impacts at nine sites along the project corridor known, or with the potential, to contain environmental contamination. The sites are comprised mainly of underground storage tanks for petroleum products or sites which previously contained underground storage tanks. Of the nine sites identified, seven are within the existing right-of-way. The two remaining sites are located at the Central Animal Hospital and the old Velasco Building owned by the Hillsborough County School Board.

Drainage - It is anticipated that portions of the existing roadway collection system will be utilized for the proposed improvements, while a new separate drainage collection system may be necessary in some areas. Portions of the interstate outfall system to the Hillsborough River may also require modification. The ultimate roadway drainage system will be determined during final design.

Approximately 3.9 ha (9.7 ac) of new pavement area was identified and approximately 0.3 ha (0.8 ac) of stormwater treatment volume will be required. Since the roadway flows to the tidally influenced Hillsborough River, no stormwater peak attenuation (per FDOT 14-86, FAC or SWFWMD 40D-4, FAC) is required. Preliminary detention pond areas of 0.3 ha (0.8 ac) were identified within the existing Ashley Street and I-275/I-4 interchange infield and ramp areas. The proposed ponds are assumed to be wet ponds with approximately 0.6 m (2 ft.) of storage fluctuation and 6 m (20 ft.) maintenance berms.

2.4.6.5 Project Mitigation

Mitigation measures have been proposed to offset the adverse effects of the operational/safety improvements. In order to minimize the unavoidable effects of right-of-way acquisition and displacement of people, the FDOT will carry out a right-of-way and relocation program in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Act of 1970.

The operational/safety improvements will directly impact one historic structure: a multi-family (fourplex) residence. In an effort to minimize harm to the structure, it was evaluated for potential

relocation or rehabilitation according to the terms of the MOA. Based upon its age, size, and condition, the multi-family structure is a candidate for relocation according to the terms of the MOA. Additional measures to minimize harm to the structure will include documentation as defined in the current guidelines and standards of the Historic American Buildings Survey/Historic American Engineering Record, Level II.

Approximately 317 noise sensitive sites are predicted to approach or exceed the FHWA noise criteria in the year 2010. A noise barrier analysis was conducted for the operational/safety improvements area using the FHWA noise barrier simulation model OPTIMA. The results of the analysis determined that noise barriers would provide a 5dBA or greater insertion loss to 177 noise sensitive sites and were determined to be cost reasonable. The proposed barriers will be further evaluated for implementation during design of the project.

Mitigation for potential construction related impacts will be conducted in accordance with the FDOT's Standard Specifications for Road and Bridge Construction. Air, noise, and water quality impacts will be controlled through the use of Best Management Practices. Maintenance of traffic and sequence of construction will be planned and scheduled so as to minimize traffic delays and inconvenience throughout the project. More information about specific construction impact mitigation measures is provide in Section 4.7.

2.4.7 Selected Alternative (Financially Feasible Element of the Preferred Alternative)

The TIS EIS area or footprint was originally established during the Master Plan Phase (Phase I) of the study, conducted from 1987 to 1989. The TIS Master Plan Concept was approved by the FHWA in November 1989, and adopted by the Hillsborough County MPO as part of the then 2010 Long Range Transportation Plan (2010 LRTP). Following completion of the Master Plan phase, and based on the 2010 LRTP, additional detailed studies and analyses were conducted as part of the EIS phase (Phase II) of the project in order to refine alternatives, address agency and citizen concerns, and further reduce impacts. A Preferred Alternative was identified, the Draft EIS was published in

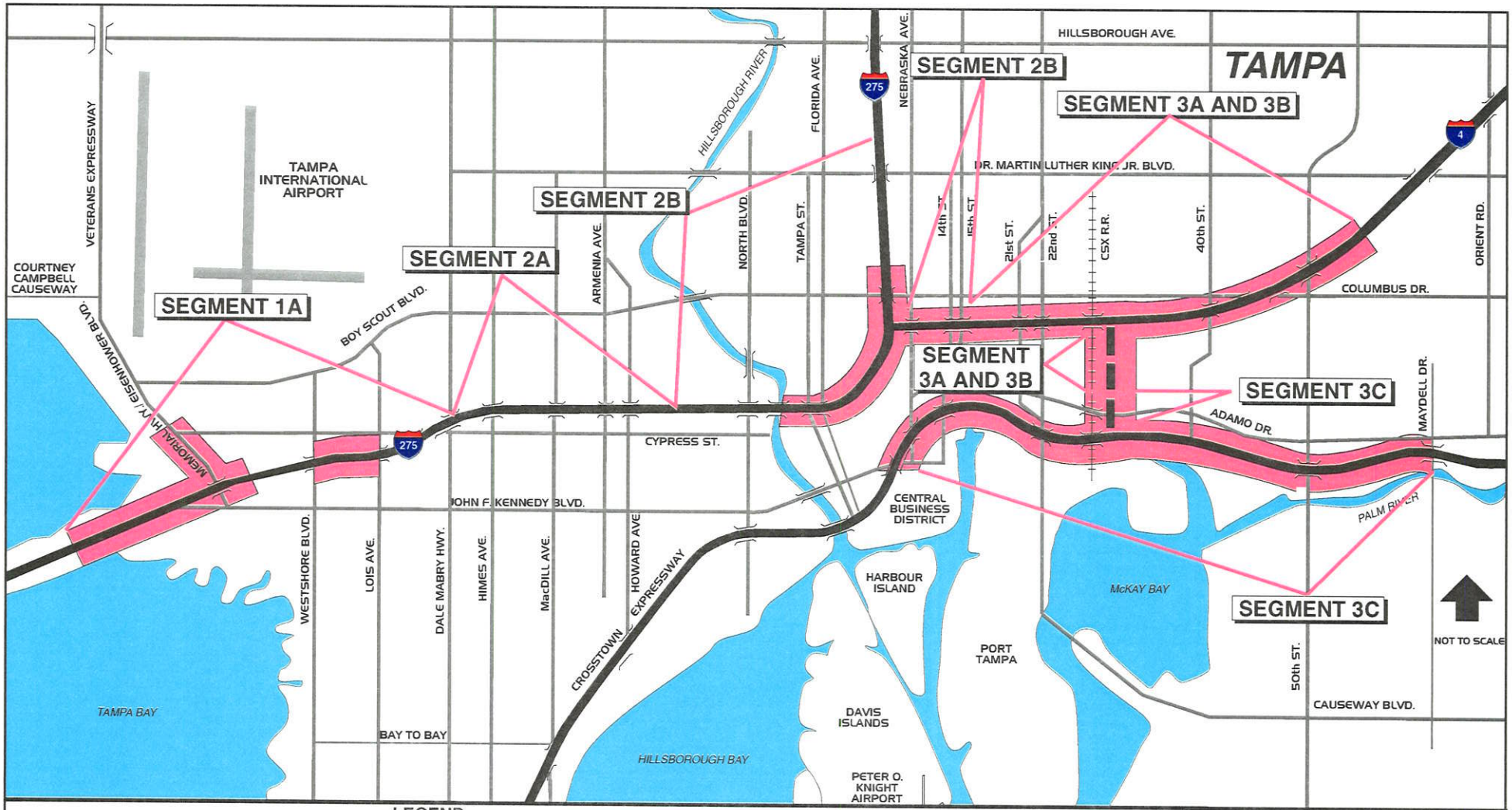
December 1995, and a Public Hearing was held January 16, 1996. No particular areas of controversy were identified as a result of the hearing.

When the new 2015 LRTP was adopted by the MPO in December 1995, some portions of the ultimate TIS EIS project originally contained in the 2010 LRTP were omitted from the new plan because of competing transportation priorities and funding constraints. ***The portion of the ultimate TIS project contained in the new 2015 LRTP, or the financially feasible element which is to be advanced, has been designated the Selected Alternative.*** That designation distinguishes it from the ultimate TIS improvement, previously known as the Preferred Alternative, and now designated the Long-Term Preferred Alternative. In order to emphasize the new ***Selected Alternative*** as the portion proposed for advancement at this time, all discussion of the ***Selected Alternative*** is presented in ***bold italicized text***.

The portions of the ultimate TIS project which may currently be advanced include ramp improvements in the Westshore area; safety and operational improvements to the I-275/I-4 downtown interchange; the outside lanes of the four-roadway system in the Ybor City area; and the Crosstown Connector with an additional lane on the Crosstown Expressway transitioning back to the existing alignment. Exhibit 2.32 displays the Selected Alternative.

This Final EIS identifies and evaluates the overall impacts associated with the Selected Alternative as well as the Long-Term Preferred Alternative. The intent of the FHWA and the FDOT is to construct the Long-Term Preferred Alternative, but this will have to be completed in phases, as they are included in future updates of the MPO's LRTP. The intent of the Selected Alternative is to meet the purpose and need of the Long-Term Preferred Alternative but to a lesser degree. Benefits of the Selected Alternative include:

- ***Provides a vital link to the regional transportation network established in the MPO 2015 LRTP;***
- ***Provides a safer, more efficient transportation system for the increased traffic volumes in the existing interstate corridor;***



LEGEND

Proposed Crosstown Connector

Limits of 2015 Long Range Transportation Plan Selected Alternative

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY

PHASE II

Hillsborough County, Florida

SELECTED ALTERNATIVE

EXHIBIT 2.32

- *Allows for improved access to regional facilities and incident management; and*
- *Provides a multi-modal transportation corridor that complements the surrounding community from a transportation, economic, and social aspect.*

2.4.7.1 Description of the Selected Alternative

The I-275/I-4 downtown interchange safety and operational improvements, addressed in Section 2.4.6 of this EIS, are currently the top priority of the 2015 LRTP. Over the course of the TIS project, the issue of safety within the I-275/I-4 downtown interchange has become a great concern to the Tampa Bay community. The proposed I-275/I-4 downtown interchange operational/safety improvements are intended to improve conflicting merge/diverge areas that currently contribute to congestion in the downtown interchange area; to improve sight distance in order to reduce accidents; and to provide a pull-off area for disabled vehicles by providing shoulders where economically and physically possible. The concepts developed involve lengthening ramps, providing lane additions, transferring critical weaving movements to other facilities, and providing full shoulders (where possible). The operational improvements are not intended to be a reconstruction of the interstate to improve capacity but rather a safety improvement that has been identified as needed prior to the reconstruction process. The operational improvements would not be salvageable once the ultimate TIS improvements are constructed. The operational improvements limit right-of-way acquisition, thereby avoiding or minimizing impacts to adjacent historic structures associated with the Ybor City National Historic Landmark District and the Tampa Heights Multiple Property Listing, as well as other important community resources such as Perry Harvey Park.

The second highest priority for implementation in the 2015 LRTP is the I-4/Crosstown Connector. This portion extends along I-4 from the I-275/I-4 operational improvements at 13th Street, east to 50th Street and includes the proposed I-4/Crosstown Connector in the vicinity of 31st Street, a new expressway extension south to the Crosstown Expressway, and operational improvements to the existing Crosstown Expressway, from the Kennedy Boulevard overpass east to Maydell Drive. The eastern terminus of the I-4 improvement is the currently under-construction segment of I-4 from 50th Street east to the Polk County Line. The Crosstown Connector will be utilized

as a bypass connection between I-4 and the downtown CBD area during construction of the Long-Term Preferred Alternative, as well as during other periods of traffic interruption on the downtown interstate.

Next on the 2015 LRTP priority list is the Memorial Highway (S.R.60) connection. This portion includes operational improvements and ramp connections from Memorial Highway to I-275, connecting to the Veterans Expressway. The independent utility of this portion is based on the linkage to I-275 of the recently completed improvements to the Howard Frankland Bridge and approaches to the west, which provide greatly increased capacity, and by the Veterans Expressway to the north. The Veterans Expressway connects to I-275 via Memorial Highway. The I-275/Memorial Highway ramps exceed capacity during peak hour conditions.

2.4.7.2 Impacts Associated with the Selected Alternative

Because implementation of the various design segments of the Selected Alternative is programmed to occur in different years, impacts associated with the Selected Alternative are anticipated to occur over a period of approximately ten to twenty years.

The I-275/I-4 downtown interchange safety and operational improvements (a portion of Design Segment 2B) are currently the top priority of the MPO's 2015 LRTP. Discussed in detail in Section 2.4.6, the operational improvements are currently scheduled for construction during the years 2003 to 2005. The operational improvements begin at the Hillsborough River and continue north to Floribraska Avenue on I-275 and east along I-4 to 13th Street, where they transition to Design Segment 3A.

The operational improvements will require the relocation of one community resource, the HART Northern Transit Terminal; and one historic structure, a multi-family four-plex residence in Ybor City. The improvements will require the acquisition of approximately 405 m^2 (0.1 ac.) of land from Perry Harvey Park. Approximately 317 structures will be affected by increased noise levels; however, approximately 177 (55%) will benefit from the proposed installation of cost reasonable

noise barriers. Nine potential contamination sites will require partial or full acquisition. No wetlands, schools or major utility installations such as electrical substations will be impacted by the operational improvements. The estimated construction cost for the operational improvements is $64,838,230. The operational improvements will require the relocation of two single-family residences, one multi-family residence, and four businesses resulting in estimated right-of-way and relocation costs of $12,500,000. Additional information regarding impacts and potential mitigation measures are discussed in Section 2.4.6.

The purpose, need, and independent utility of the operational improvements is based on the immediate need to improve safety, upgrade the design, and improve sight- and merge/diverge weaving-operations through the downtown core and the I-275/I-4 interchange. This immediate need for safety improvements has been identified by both the Hillsborough County MPO and the FDOT as their top transportation priority. The project limits have been logically determined by the limits of the interchange. Additionally, the independent utility of the project is discussed in Section 2.4.6.

The second highest priority for implementation according to the MPO's 2015 LRTP are Design Segments 3A and 3B. The limits of Design Segments 3A and 3B extend from the I-275/I-4 downtown interchange operational improvements at 13th Street east to 50th Street. These segments also include a new I-4 interchange in the vicinity of 31st Street and a new extension to the south comprising the northern portion of the proposed Crosstown Connector. Construction of these segments is currently scheduled to take place during the years 2005 through 2010.

Construction of Design Segment 3A will require the acquisition of an electric utility substation in the vicinity of 29th Street. In addition, several historic structures will be impacted including 35 contributing structures to the Ybor City National Historic Landmark District, and one individually listed National Register Site, the Arguelles Lopez and Brothers Cigar Factory. Five historic resources in the Ybor City National Historic Landmark District will experience secondary visual and audible effects. Approximately 138 noise sensitive sites will be impacted; however, approximately 130 (94%) will benefit from the proposed installation of cost reasonable noise

barriers. Twelve potential contamination sites will require partial or complete acquisition. Approximately 2,400 m^2 (0.6 ac.) of wetlands will be affected. No schools, churches, community services, or public parks will be affected. The estimated construction cost for Design Segment 3A is $102,491,326. Segment 3A will require the relocation of 108 single-family residences, 68 multi-family residences, and 17 businesses resulting in estimated right-of-way and relocation costs of $51,400,000.

Construction of Design Segment 3B will involve fewer impacts. Approximately 140 noise sensitive sites will be impacted; however, 111 (79%) will benefit from the proposed installation of cost reasonable noise barriers. Seven potential contamination sites will require partial or complete acquisition. Approximately 400 m^2 (0.1 ac.) of wetlands will be impacted. Segment 3B will have no effect on schools, churches, community services, utilities, historic structures, or public parks. The estimated construction cost for this segment is $107,679,176. Segment 3B will require the relocation of 19 single-family residences, 18 multi-family residences and 15 businesses resulting in estimated right-of-way and relocation costs of $14,800,000.

The independent utility of constructing Design Segments 3A and 3B is based on the integration of I-4 from 50th Street to the Polk County Line, to the east; the I-275/I-4 downtown interchange operational improvements, and the proposed Crosstown Connector. Design Segments 3A and 3B will incorporate the new Crosstown Connector interchange with I-4 as well as the new laneage necessary to link to the improvements to the east and west along I-4.

Third on the 2015 LRTP priority list is Design Segment 3C, the proposed Crosstown Connector. The limits of Segment 3C extend from the southern limit of design segments 3A and 3B, extending from I-4 in the vicinity of 31st Street, south to the Crosstown Expressway. In addition, this segment includes improvements to the Crosstown Expressway from the Kennedy Boulevard overpass east to Maydell Drive. The proposed Crosstown Connector will provide a new limited access route for the truck traffic currently servicing the Port of Tampa. Construction of this design segment is currently not scheduled in the FDOT's five-year work program.

Environmental impacts associated with construction of Design Segment 3C include impacts to 11 noise sensitive sites; however, 10 sites (90%) will benefit from the proposed installation of cost reasonable noise barriers. Eighteen potential contamination sites will require partial or complete acquisition. Wetland impacts will total 7,291 m^2 (1.8 ac.). Design Segment 3C will have no affect on schools, churches, community services, utilities, historic structures, or public parks. The estimated construction cost for this segment is $219,789,926. Segment 3C will require the relocation of 9 single-family residences, no multi-family residences and 24 businesses resulting in estimated right-of-way and relocation costs of $7,700,000.

The purpose, need, and independent utility of the proposed Crosstown Connector is based on the need to provide a limited-access route for vehicles en route to and from the Port of Tampa, the neighboring industrial areas, and I-4. Currently, vehicles are forced to utilize the narrow 21st and 22nd Street corridors in Ybor City. The high percentage of heavy trucks utilizing the congested corridors with their frequent traffic signals has created a potentially hazardous situation. Development of the Crosstown Connector and the related improvements to the Crosstown Expressway through the southern downtown area will provide a new limited access link to the southern CBD from I-4. Construction of a freeway-to-freeway connection from I-4 to the Crosstown Expressway will provide a bypass during construction of the ultimate I-275/I-4 interchange and ease interstate congestion on the interstate system by providing access to an alternate limited access route.

Design Segment 1A, along with the Links project previously discussed in Section 1.1, is being proposed for construction in six separate construction stages. Three of the construction stages have been included in the current 2015 LRTP as part of the Selected Alternative. Proposed improvements included in the first three stages of Design Segment 1A include ramp connections from S.R. 60 to I-275 which connect into the Links project. No capacity improvements are currently scheduled for construction through the year 2015.

Construction of the three stages of Design Segment 1A will impact no community services, churches, historic structures, utilities, or public parks. Nine potential contamination sites will

require partial or complete acquisition. Approximately 104 noise-sensitive sites will be impacted; however, 89 sites (86%) will benefit from the proposed installation of cost reasonable noise barriers. Wetland impacts will total approximately 10,937 m^2 (2.7 ac.). Relocation impacts will include 72 single-family residences, 50 multi-family residences, and 2 businesses. The estimated right-of-way and construction cost for the three stages of Design Segment 1A are anticipated to be approximately half of the ultimate Design Segment 1A costs or approximately $51,200,000 and $175,593,544, respectively. These improvements serve to complete the interchange connections for S.R. 60 and I-275. A matrix providing Selected Alternative impacts and cost estimates by design segment is provided on Table 2.8.

2.4.7.3 Logical Termini of the Selected Alternative

The logical termini of the Selected Alternative was developed to address the urgent interchange and capacity needs within the limits of the Preferred Alternative. These needs include ramp, geometric and operational deficiencies in the Westshore area (Design Segment 1A); merge, diverge, weave, sight distance and shoulder deficiencies in the I-275/I-4 downtown interchange; a four-lane bottleneck on I-4 between the I-275/I-4 interchange and 50th Street and vertical profile deficiencies in the same area. Following is a summary of the major benefits of the Selected Alternative:

- *Geometric improvements to the SB I-275 to NB SR 60 and SB SR 60 to NB I-275 ramps.*
- *Reconstruction of WB Kennedy to SB I-275 and NB I-275 to NB SR 60 ramps in ultimate locations with improved geometrics.*
- *Replacement of NB and SB weaving areas with braided ramps on I-275 between Westshore Boulevard and Lois Avenue.*
- *Construction of one additional lane (for a total of 6) on I-4 between the I-275 downtown interchange and 50th Street. This will provide six continuous lanes on I-4 throughout Hillsborough County constructed in its ultimate location.*

TABLE 2.8

SUMMARY OF SELECTED ALTERNATIVE IMPACTS BY DESIGN SEGMENT
Tampa Interstate Study - Phase II
Environmental Impact Statement

Impacts	Operational Improvement Segment 2B	Segment 3A	Segment 3B	Segment 3C	Segment 1A
Schools	None	None	None	None	None
Churches	None	None	None	None	None
Community Services	HART Northern Transit Terminal	None	None	None	None
Utilities	None	TECO Substation (CSX Tracks)	None	None	None
Historic Structures	Fourplex Residence (Ybor City)	35 Contributing (Ybor City), Arguelles Lopez & Bros. Cigar Factory	None	None	None
Public Parks	Perry Harvey Park (0.1ac)	None	None	None	None
Noise Impacts/ Benefitted Receivers	317* 177 (55%)	138 130 (94%)	140 111 (79%)	11 10 (90%)	104 89 (86%)
Contamination Sites (Full or Partial Acquisition)	9	12	7	18	9
Wetlands (Acres)	0	0.6	0.1	1.8	2.7
Secondary Effects (Historic Resources)	None	5 Visual/Audible Effects (Ybor City)	None	None	None
Relocations	4 Businesses 2 Res. Owners 4 Res. Tenants	17 Businesses 108 Res.Owners 68 Multi-Family	15 Businesses 19 Res. Owners 18 Res. Tenants	24 Businessses 9 Res. Owners 0 Res. Tenants	2 Businesses 72 Res. Owners 50 Res. Tenants
Construction Costs (Ultimate)	$64,838,230	$102,491,326	$107,679,176	$219,789,926	$175,593,544

- *Construction of a freeway-to-freeway connection from I-4 to the Crosstown Expressway which will serve as a bypass during construction of the ultimate I-275/I-4 interchange and ease congestion on the interstate system by providing access to an alternate limited access facility.*

- *Geometric improvements to the Ashley Street on and off-ramps that improve merge and diverge problems.*

- *Replacement of the SB I-275 to EB I-4 left-side ramp with a right-side ramp.*

- *Lane continuity and weaving improvements through the I-275/I-4 interchange.*

- *Increased shoulder widths and improved horizontal sight distances through the I-275/I-4 interchange.*

Throughout its limits, the Selected Alternative will provide greatly improved ramp geometrics in the most critical areas, improve merge, diverge and weaving operations, and add two through lanes to the only segment of I-4 in Hillsborough County that is currently four lanes. The majority of these improvements will be constructed in their ultimate locations and are completely compatible with future plans of the ultimate Long-Term Preferred Alternative. The Selected Alternative will not incorporate HOV lanes or Park-n-Ride lots. Those design features have been planned as part of the TIS Long-Term Preferred Alternative.

The existing 2015 LRTP and TIP include the above discussed portions of the ultimate TIS footprint. As discussed previously, the ever-changing priorities and funding sources could, in the near future, result in modifications to these plans. In addition, it is the goal of the FDOT, FHWA, and the local community to add portions of, or all of the ultimate proposed Long-Term Preferred Alternative as funds become available based on their inclusion in future LRTP updates.

2.4.8 Impacts Associated with Design Segment 2A Improvements

As discussed previously, the FDOT is coordinating with local transportation agencies to amend the existing 2015 LRTP to include the necessary operational improvements within the limits of Design Segment 2A. This segment extends along I-275 from east of Himes Avenue to east of Rome Avenue in West Tampa, connecting Segment 1A with the downtown interchange. These improvements do

not include any additional capacity for single-occupancy vehicles, but do include the reconstruction of the northbound and southbound lanes with improved geometry and improved merge/diverge and weaving operations. These operational improvements will be constructed in their ultimate location and will be compatible with the future implementation of the Long-Term Preferred Alternative, while enhancing the operations of the Selected Alternative.

Construction of Segment 2A will require the acquisition of one school, the Carver Center, and one community service, the West Tampa Boys & Girls Club. Several historic structures will be impacted including six contributing structures to the West Tampa National Register Historic District, and one individually listed National Register Site, the Fernandez y Rey House. Twelve historic resources in the West Tampa National Register Historic District will experience secondary visual effects. Approximately 461 noise sensitive sites will be impacted; however, approximately 407 (88%) will benefit from the proposed installation of cost reasonable noise barriers. Five potential contamination sites will require partial or complete acquisition. Approximately 14 businesses, 36 residential owners, and 81 residential tenants will be displaced in the segment. No churches, utilities, public parks, or wetlands will be affected. The estimated construction cost for Design Segment 2A is $136,918,336. Operational improvements in the segment are estimated to cost $22,300,000. Impacts associated with Design Segment 2A are provided on Table 2.9.

TABLE 2.9

IMPACTS BY DESIGN SEGMENT NOT INCLUDED IN THE 2015 LRTP
Tampa Interstate Study - Phase II
Environmental Impact Statement

Impacts	Segment 2A
Schools	Carver Center
Churches	None
Community Services	West Tampa Boys & Girls Club
Utilities	None
Historic Structures	6 Contributing (West Tampa), Fernandez y Rey House
Public Parks	None
Noise Impacts/ Benefitted Receivers	461 407 (88%)
Contamination Sites (Full or Partial Acquisition)	5
Wetlands (Acres)	0
Secondary Effects (Historic Resources)	12 Visual Effects (West Tampa)
Relocations	14 Businesses 36 Res. Owners 81 Res. Tenants
Construction Costs (Ultimate)	$136,918,336

SECTION 3.0

AFFECTED ENVIRONMENT

SECTION 3.0

AFFECTED ENVIRONMENT

A comprehensive inventory and evaluation of the economic, social, cultural, natural, and physical environment within the study area is contained in this section. The inventory and evaluation of the existing environment provide the groundwork necessary to determine the impacts of roadway construction, which are discussed in Section 4.0 of this report.

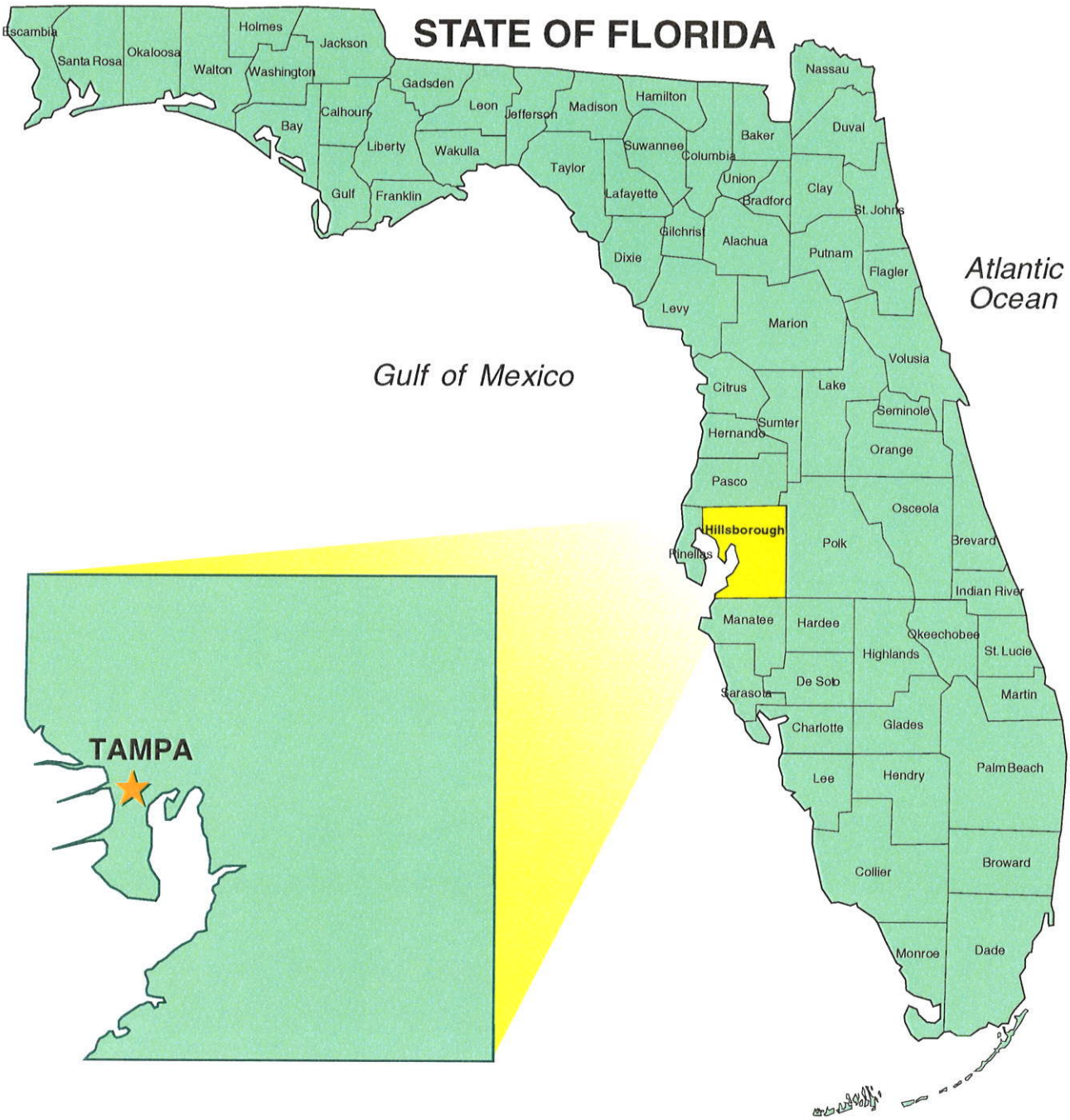
3.1 SOCIAL AND ECONOMIC CHARACTERISTICS

The social and economic characteristics discussed in this existing conditions section include population, employment, housing, and income.

3.1.1 Population Characteristics

The TIS project is located in the city of Tampa on the central west coast of Florida (see Exhibit 3.1). The city of Tampa is the county seat of Hillsborough County which is bordered on the north by Pasco County, on the east by Polk County, on the south by Manatee County and on the west by Pinellas County. Hillsborough County encompasses 2,777.4 km^2 (1,072.8 $mi.^2$) and is subdivided by the following local governments: the city of Tampa-284.5 km^2 (109.9 $mi.^2$), Plant City-49.9 km^2 (19.3 $mi.^2$), Temple Terrace-11.6 km^2 (4.5 $mi.^2$), and unincorporated Hillsborough County-2,431 km^2 (939 $mi.^2$). As of 1990, Hillsborough County had a population density of 300 persons per km^2 (778 persons per $mi.^2$).

According to the 1980 Census, the population of Hillsborough County was 646,960 persons, a 32 percent increase from the 1970 Census population of 490,265 persons. In 1985, the population of Hillsborough County totaled 746,611 persons. In 1990, the population of Hillsborough County was determined to be 834,054 persons. By the year 2015, the population of Hillsborough County is projected to be 1,144,600 persons, a 37 percent increase from the 1990 Census. The majority of the population resides in unincorporated Hillsborough County, followed by the city of Tampa, Plant City



FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY

PHASE II

Hillsborough County, Florida

LOCATION MAP OF HILLSBOROUGH COUNTY

EXHIBIT 3.1

and Temple Terrace. Table 3.1 presents a comparison of population statistics within these four areas for the years 1970, 1980, 1985, 1990, and 2015. Between 1980 and 1990, unincorporated Hillsborough County contained more than half of the entire county population. This trend is projected to continue in the future.

Table 3.2 highlights the population percentage change between 1980 and 1985, between 1985 and 1990, and between 1990 and 2015 for unincorporated Hillsborough County, and the cities of Tampa, Plant City, and Temple Terrace. Temple Terrace showed the greatest percentage increase between 1980 and 1990, although it is the least populated of the three cities. However, the population for unincorporated Hillsborough County is projected to increase by 52 percent by the year 2015. Table 3.3 shows a 1990 Census breakdown by race for the city of Tampa. Of the 280,015 persons living in Tampa, 70.9 percent were white and 25.0 percent were black with the remaining 4.1 percent falling under the American Indian/Eskimo, Asian/Pacific Island, and Other Race categories. As of the 1990 Census, the median age for Tampa was 33 years of age.

The EIS project study area traverses numerous census tracts in the city of Tampa. Table 3.4 provides statistics for the 1990 population and racial composition in the census tracts that represent the TIS study area.

The data in Table 3.4 indicates that in 1990, the project area represented 20 percent of the total population in the city of Tampa. Within the project area, approximately 41.9 percent were white and 58.1 were black, American Indian/Eskimo, Asian/Pacific Island, and Other Race categories. As shown, the existing interstate corridor traverses predominantly minority neighborhoods.

3.1.2 Employment and Economic Characteristics

Tampa is home to many major developments and attractions, including the Tampa Convention Center in downtown Tampa, the Westshore Business District, the Downtown Tampa Business District, the Tampa Bay Performing Arts Center, Ybor City State Museum, the Tampa Museum of Art, Busch Gardens, and Lowry Park Zoo. Festive activities, such as the Florida State Fair, Tampa

TABLE 3.1

HILLSBOROUGH COUNTY POPULATION STATISTICS
1970, 1980, 1985, 1990, AND 2015
Tampa Interstate Study - Phase II
Environmental Impact Statement

Area	1970	1980	1985*	1990	2015*
Unincorporated Hillsborough County	189,714	347,201	439,380	514,841	775,100
City of Tampa	277,753	271,598	276,444	280,015	315,500
Plant City	15,451	17,064	18,118	22,754	32,300
Temple Terrace	7,347	11,097	12,669	16,444	20,700
TOTAL	**490,265**	**646,960**	**746,611**	**834,054**	**1,144,600**

* Estimated figures and projections.

Source: Hillsborough County City-County Planning Commission, "Population Estimates and Projections by Jurisdiction 1980, 1990, 1992, and 2015."

U.S. Department of Commerce, Bureau of the Census, General Population Characteristics, 1990 Census of Population and Housing, Florida, June 1992.

TABLE 3.2

HILLSBOROUGH COUNTY POPULATION PERCENT CHANGE
Tampa Interstate Study - Phase II
Environmental Impact Statement

Area	1980-1985	1985-1990	1990-2015*
Unincorporated Hillsborough County	26.52	17.17	52.00
City of Tampa	1.81	1.29	13.02
Plant City	6.18	25.58	41.95
Temple Terrace	14.17	29.79	25.88
AVERAGE PERCENT CHANGE	**15.40**	**18.60**	**38.13**

* Estimated figures and projections.

Source: Hillsborough County City-County Planning Commission, "Population Estimates and Projections by Jurisdiction 1980, 1990, 1992, and 2015."

U.S. Department of Commerce, Bureau of the Census, General Population Characteristics, 1990 Census of Population and Housing, Florida, June 1992.

TABLE 3.3

CITY OF TAMPA BY RACE, 1990 CENSUS
Tampa Interstate Study - Phase II
Environmental Impact Statement

Race	Number	Percent
White	198,542	70.9
Black	70,131	25.0
American Indian/Eskimo	834	0.3
Asian/Pacific Island	3,794	1.4
Other Race	6,714	2.4
TOTAL	**280,015**	**100.0**

Source: U.S. Department of Commerce, Bureau of the Census, General Population Characteristics, 1990 Census of Population and Housing, Florida , June 1992.

TABLE 3.4

PROJECT AREA POPULATION AND RACIAL COMPOSITION, BY CENSUS TRACT, 1990
Tampa Interstate Study - Phase II
Environmental Impact Statement

Census Tract	Total Population	White	Non-White	% Non-White	Age 65+	% Age 65+
022	1,800	1,531	269	14.9	271	15.0
030	3,525	885	2,640	74.8	229	6.4
032	2,317	1,057	1,260	54.3	515	222.2
033	3,400	386	3,014	88.6	372	10.9
035	2,722	124	2,598	94.0	460	16.8
036	3,725	1,166	2,559	68.6	308	8.2
037	1,842	1,567	275	14.9	188	10.2
038	1,370	286	1,084	79.1	237	17.2
039	1,842	366	1,476	80.1	374	20.3
040	1,877	117	1,760	93.7	230	12.2
041	1,312	403	909	69.2	328	25.0
042	1,499	406	1,093	72.9	170	11.3
043	3,437	190	3,247	94.4	261	7.5
044	2,266	259	2,007	88.5	393	17.3
045	3,800	2,793	1,007	26.5	926	24.3
046	3,459	897	2,562	74.0	470	13.5
047	2,518	2,276	242	9.6	722	28.6
048	4,201	3,400	801	19.0	986	23.4
049	3,158	1,354	1,804	57.1	523	16.5
050	3,357	1,637	1,720	51.2	588	17.5
051	1,454	955	499	34.3	244	16.7
053	2,297	1,939	358	15.5	395	17.1
TOTAL	**57,178**	**23,994**	**33,184**	**58.0**	**9,190**	**16.0**

* Estimated Figures

Source: U.S. Department of Commerce, Bureau of the Census, 1990 Census of Population and Housing, Hillsborough County, September 1992.

Bay Buccaneers football events, and the Gasparilla Festival, as well as numerous other outdoor and indoor concerts and sporting activities, make Tampa a popular place to live, work and visit.

Employment opportunities for residents of Tampa and outlying communities are provided by numerous public and private businesses, commercial and industrial companies, and educational institutions in the Tampa Bay area. Table 3.5 lists some of the major employers, as of 1994, for Hillsborough County. Some of these businesses include the Hillsborough County Government, Tampa International Airport, University of South Florida, GTE Communications Corp, the City of Tampa, MacDill Air Force Base, and Kash N' Karry Food Centers.

The 156 public schools that operate in Hillsborough County are consolidated into one school district that contains 108 elementary schools, 26 middle schools and 14 secondary schools. The public school system also contains eight schools for special children, which include classes for the deaf, blind, physically impaired, learning disabled and gifted.

The five major colleges and universities located in Hillsborough County are the University of South Florida (USF), The University of Tampa (private), Hillsborough Community College (HCC), Tampa College (private) and Florida College (private). Educational institutions provide a large number of employment opportunities in Hillsborough County, as shown in Table 3.5. The Hillsborough County School Board and the University of South Florida, together, provide over 29,000 jobs for the Hillsborough County area.

Tampa has become one of the major medical centers for Florida and a major medical center for the southeastern United States. An approximate total of 23 general, specialty and military hospitals provide care and conduct research in Hillsborough County, including Tampa General Hospital and the H. Lee Moffitt Cancer Center and Research Institute on the USF campus, which opened in 1986. Rehabilitation services, including physical therapy, are offered by both private companies and public institutions, including Health South, the Sports Medicine Center at Tampa General Hospital and the Florida Orthopedic Institute. Table 3.5, previously referenced, indicates that Tampa GeneralHospital

TABLE 3.5

HILLSBOROUGH COUNTY MAJOR EMPLOYERS, 1994
Tampa Interstate Study - Phase II
Environmental Impact Statement

Firm	Operation	Employees
Hillsborough County School Board	Public Education	22,200
Hillsborough County Government	Government Service	8,456
University of South Florida	Education Service	7,569
MacDill Air Force Base	Military	5,897
Tampa International Airport	Airport	5,313
St. Joseph's Hospital	Medical Facility	4,705
GTE Communications Corp.	Telecommunications	4,656
City of Tampa	Government Service	4,300
U.S. Postal Service	Government Service	4,057
Tampa General Hospital	Medical Facility	3,517
Tampa Electric Company	Electric Service	3,038
Publix Food Centers	Supermarket	3,011
Kash N' Karry Food Centers	Supermarket	3,007
GTE Data Services	Data Processing Services	3,000

Source: Hillsborough County City-County Planning Commission, "Hillsborough County Profile, August 1994."

and St. Joseph's Hospital, two of the major employers in Hillsborough County, provide approximately 8,200 employment opportunities for Hillsborough County.

During 1991, Hillsborough County had an average labor force of 426,274 persons. Table 3.6 charts the 1991 Annual Average for Employment by Type for Hillsborough County. According to Table 3.6, the services industry ranked highest with 30 percent of the workforce employed in this area. Second to the service industry was retail trade which employed 17 percent of the workforce. Manufacturing (9 percent) and Financial/Insurance/Real Estate (8.5 percent) rank third and fourth, respectively. Average unemployment during 1991 was 28,152 persons with an average unemployment rate of 6.0 percent.

Total personal income in 1991 for Hillsborough County was $14,758 million. The average per capita personal income in 1991 was $17,502 and the median family income in 1989 was $33,645. As shown in Table 3.7, the number of housing units located in Hillsborough County in 1990, including the cities of Tampa, Plant City, and Temple Terrace, totaled 367,740 units. Both occupied and vacant units are included in the number of total housing units. The city of Tampa has continued to rank second in number of housing units, with the unincorporated areas containing the majority of the housing for Hillsborough County. Temple Terrace, however, had the greatest increase, 70.61 percent, of the housing units from 1980 to 1990. The city of Tampa, from 1980 to 1990, experienced the smallest increase in total housing units at 13.56 percent.

As shown in Table 3.8, the number of households in Tampa in 1992 represented approximately 35.24 percent of the entire county and 2.12 percent of the state of Florida. Hillsborough County households represented 6.02 percent of the entire state. In regards to median household effective buying income (EBI), the county ranked higher with $29,011 than the state of Florida with $28,287, compared with Tampa's median EBI of $23,688, which was significantly lower than both the state and county's EBI.

Table 3.9 provides the housing statistics and percentage change for the census tracts involved with the EIS study area for the years 1980, 1985 and 1990. The data in Table 3.9 indicates that the project

TABLE 3.6

HILLSBOROUGH COUNTY EMPLOYMENT BY TYPE
1991 ANNUAL AVERAGE
Tampa Interstate Study - Phase II
Environmental Impact Statement

Type	Average
Agriculture	11,087
Mining	27
Construction	20,295
Manufacturing	37,966
Transportation/Utilities	24,397
Wholesale Trade	33,101
Retail Trade	73,934
Financial/Insurance/Real Estate	35,156
Services	127,710
Subtotal - Private	363,673
Public	62,601
TOTAL	**426,274**

TABLE 3.7

HILLSBOROUGH COUNTY HOUSING UNITS
1970, 1980, AND 1990
Tampa Interstate Study - Phase II
Environmental Impact Statement

Area	1970	1980	1990	% Change 1970-1980	% Change 1980-1990
Unincorporated Hillsborough County	60,125	138,660	221,859	130.62	60.00
City of Tampa	100,840	114,189	129,681	13.24	13.56
Plant City	5,332	6,755	9,350	26.69	38.41
Temple Terrace	2,258	4,015	6,850	77.81	70.61
TOTAL	**168,555**	**263,619**	**367,740**	**56.40**	**39.49**

Source: U.S. Department of Commerce, Bureau of the Census Summary of General Housing Characteristics, 1990 Census of Population, Florida, June 1992.

TABLE 3.8

HOUSEHOLD AND INCOME CHARACTERISTICS, 1992
Tampa Interstate Study - Phase II
Environmental Impact Statement

Characteristic	Florida	Hillsborough County	Tampa
Median Age	36.3	33.0	33.2
Households (000's)	6,100.2	367.7	129.6
EBI* ($000's)	$195,035,892	$12,103,314	$3,794,413
Median Household EBI	$28,287	$29,011	$23,688

EBI = Effective Buying Income

Source: Sales and Marketing Management, 1992 Survey of Buying Power, August 1992. "Metro and County Totals, Florida, Effective Buying Income."

TABLE 3.9

PROJECT AREA HOUSING ESTIMATES BY CENSUS TRACT
1980, 1985, AND 1990
Tampa Interstate Study - Phase II
Environmental Impact Statement

Census Tract	1980	1985*	1990	% Change 1980-1985	% Change 1985-1990
022	935	944	923	+0.96	-2.22
030	1,495	1,450	1,322	-3.01	-8.82
032	1,144	1,145	1,048	+0.08	-8.47
033	1,544	1,528	1,470	-1.04	-3.7
035	1,297	1,150	1,173	-11.33	+2.0
036	1,036	1,099	1,289	+6.08	+17.28
037	550	958	733	+74.18	-23.48
038	817	783	663	-04.16	-15.32
039	1,079	956	954	-11.40	-.20
040	761	805	709	+5.78	-11.92
041	869	846	708	-2.65	-16.31
042	705	730	657	+3.55	-10.00
043	1,414	1,444	1,402	+2.12	-2.90
044	1,077	1,139	969	+5.76	-14.92
045	1,419	1,593	1,553	+12.26	-3.72
046	825	974	1,124	+18.05	+15.40
047	1,341	1,344	1,346	+0.23	+0.15
048	1,851	1,881	1,874	+1.62	+.05
049	1,725	1,686	1,687	-2.26	-13.80
050	1,799	1,550	1,336	-13.84	-13.80
051	278	182	513	-34.53	+181.86
053	1,035	1,009	986	-2.5	-2.27
TOTAL	**24,996**	**25,196**	**24,439**	+0.80	-3.00

Source: U.S. Department of Commerce, Bureau of Census 1980 Census and 1985 General Population and Housing Statistics Test Census.

U.S. Department of Commerce Bureau of the Census, 1990 Census of Population and Housing, Hillsborough County, September 1992.

area represented approximately 22 percent of the total housing in Tampa in 1980 and about 19 percent in 1990.

According to Sales & Marketing Management, August 1990, the Tampa-St. Petersburg-Clearwater metropolitan area ranked 28th among all metropolitan markets in the U.S. in regards to households with EBI's greater than $50,000. The area also ranked 202nd among all metropolitan markets in median household EBI. The average residential selling price for a home in Hillsborough County is $97,214.

3.1.3 Community Services

Due to the urban nature of the area surrounding the interstate corridor, there are numerous community services within the study limits of the project. In addition, I-275 and I-4 serve as evacuation and emergency routes for several of the community services located in the study area such as police, fire, and emergency services. Community services discussed in this section include schools, post offices, libraries, police and fire protection, medical facilities, and churches.

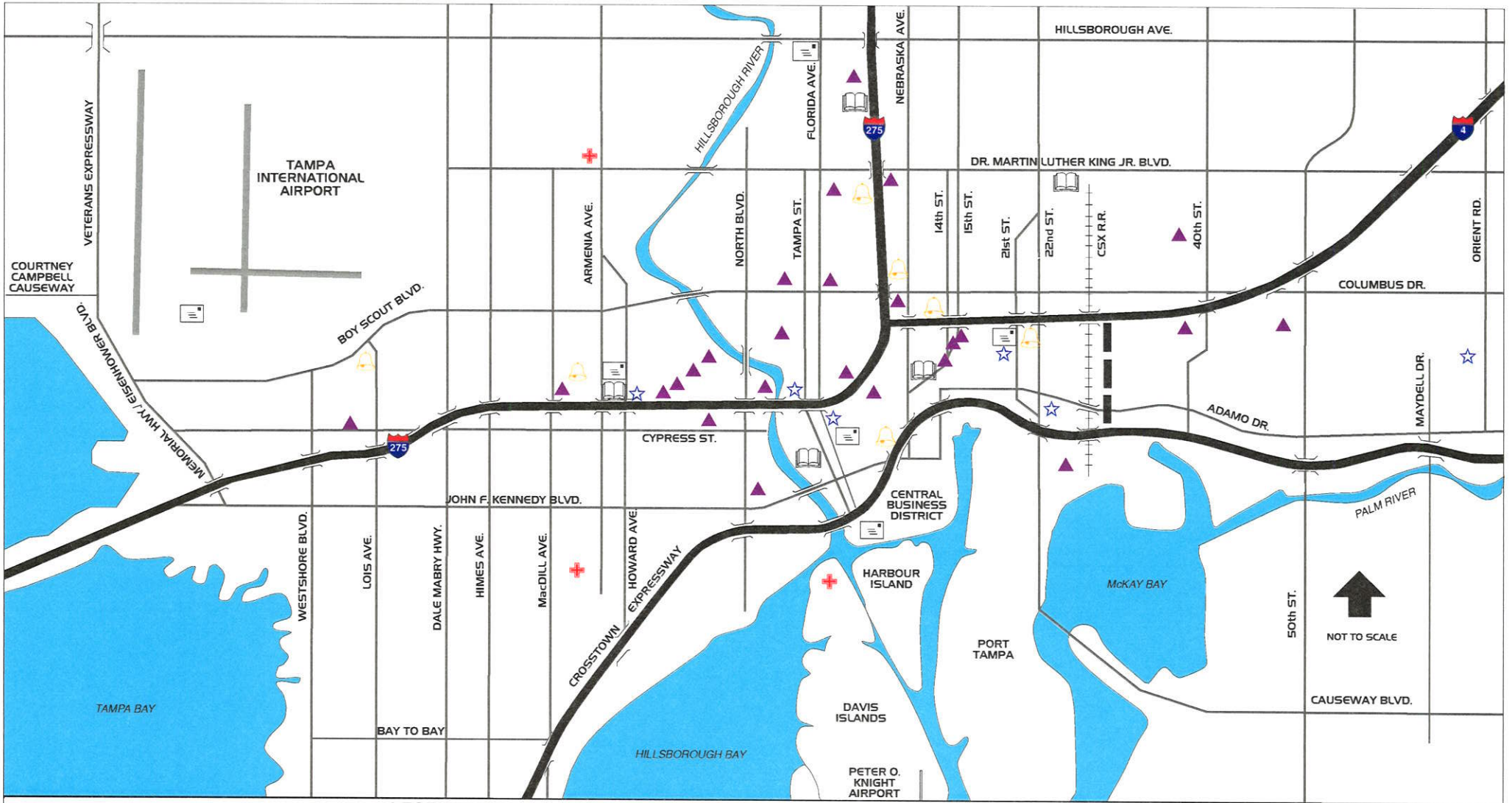
3.1.3.1 Schools

The entire study area is served by the Hillsborough County School Board. Of the 25 educational facilities within the study area, there are 22 Hillsborough County public school facilities, including a branch of Hillsborough Community College (Ybor Campus), and 3 privately owned school facilities, including the University of Tampa. The locations of the 25 educational facilities in the vicinity of study area are shown on Exhibit 3.2 and the corresponding inventory is as follows:

- **Hillsborough County School Board Facilities**

  Public Elementary and Alternative Facilities:

  - Carver Center
  - DeSoto Elementary School
  - Dunbar Elementary
  - Graham Elementary School



LEGEND

- School
- Post Office
- Library
- Police
- Fire Department
- Medical Facility
- Proposed Crosstown Connector

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY

PHASE II

Hillsborough County, Florida

SCHOOLS, POST OFFICES, LIBRARIES, POLICE, FIRE, AND MEDICAL FACILITIES

EXHIBIT 3.2

- Just Elementary School
- Lee Elementary School
- MacFarlane Center
- Oak Park Elementary School

Public Junior High Facilities:

- Blake Jr. High School
- Franklin Jr. High School
- Booker T. Washington Jr. High School

Public Senior High and Adult Education Facilities:

- Thomas Jefferson High School
- Howard W. Blake High School (under construction)
- Hillsborough High School
- Henry W. Brewster Voc-Tech Center
- Gary Adult School and Community Center
- Hillsborough Community College (Ybor Campus)

Hillsborough County School Board Properties:

- Green Street Instructional Materials Depository Facility
- Henderson Facility (closed)
- Hillsborough County Adult High School (vacant site)
- Hillsborough County Instructional Services Center - Velasco Building (old location, now vacant)
- Velasco Building (new location)

- **Private Educational Facilities**

All Grade Levels:

- Sacred Heart Academy (Pre-Kindergarten to 8th Grade)
- St. Peter Claver's Catholic School (Kindergarten to 5th Grade)
- University of Tampa

3.1.3.2 Post Offices/Libraries

Six Tampa post offices are located in the vicinity of the study area and are shown on Exhibit 3.2, previously referenced. The study area is also served by the Tampa-Hillsborough County public library system. Five library branches, including the Main Library, are located in the vicinity of the

study area, as shown on Exhibit 3.2. An inventory of the post offices and library branches located in the vicinity of the study area is as follows:

Tampa Post Offices:

- Commerce Station
- Downtown Station
- Seminole Station
- West Tampa Station
- Ybor City Station
- Main Post Office

Tampa-Hillsborough County Library Branches:

- Main Branch
- West Tampa Branch
- College Hill Branch
- Seminole Branch
- Ybor City Branch

3.1.3.3 Police Facilities

Six police facilities are located in the study area including two Hillsborough County Sheriff Department jails and the City of Tampa Police Station Headquarters. Exhibit 3.2, previously referenced, shows the locations of the police service facilities and an inventory of the police facilities is as follows:

Police Facilities:

- Hillsborough County Sheriff's Operation Center
- Hillsborough County Sheriff's Tampa International Office Center
- Hillsborough County Sheriff's Department - Morgan Street Jail
- Hillsborough County Sheriff's Department - Orient Road Jail
- City of Tampa Police Station - Main Headquarters and Maintenance Building
- City of Tampa Police Substation

3.1.3.4 Fire Stations

The city of Tampa has five fire stations, a facilities storage building, and a 911 Dispatch Center located in the study area. The 911 Dispatch Center (Communications Facility for Tampa Fire and Rescue) is located at 2904 Mitchell Street; a communications building and a large signal antenna are located on the property. The Center receives signals from Tampa police stations for calls which require fire and rescue service. The Hillsborough County Fire Department does not service the study area. Exhibit 3.2, previously referenced, shows the locations of the fire service facilities and an inventory of the facilities is as follows:

City of Tampa Fire Department Facilities:

- Fire Station No. 1
- Fire Station No. 4
- Fire Station No. 5
- Fire Station No. 8
- Fire Station No. 9
- Tampa Fire Department Facilities Storage Building
- Communications Facility for Tampa Fire and Rescue - 911 Dispatch Center

3.1.3.5 Medical Facilities

Three major medical facilities are also shown on Exhibit 3.2, previously referenced. The hospitals listed are not directly located within the study area but are listed because the facilities serve the study area. An inventory of the medical facilities is listed below:

Medical Facilities:

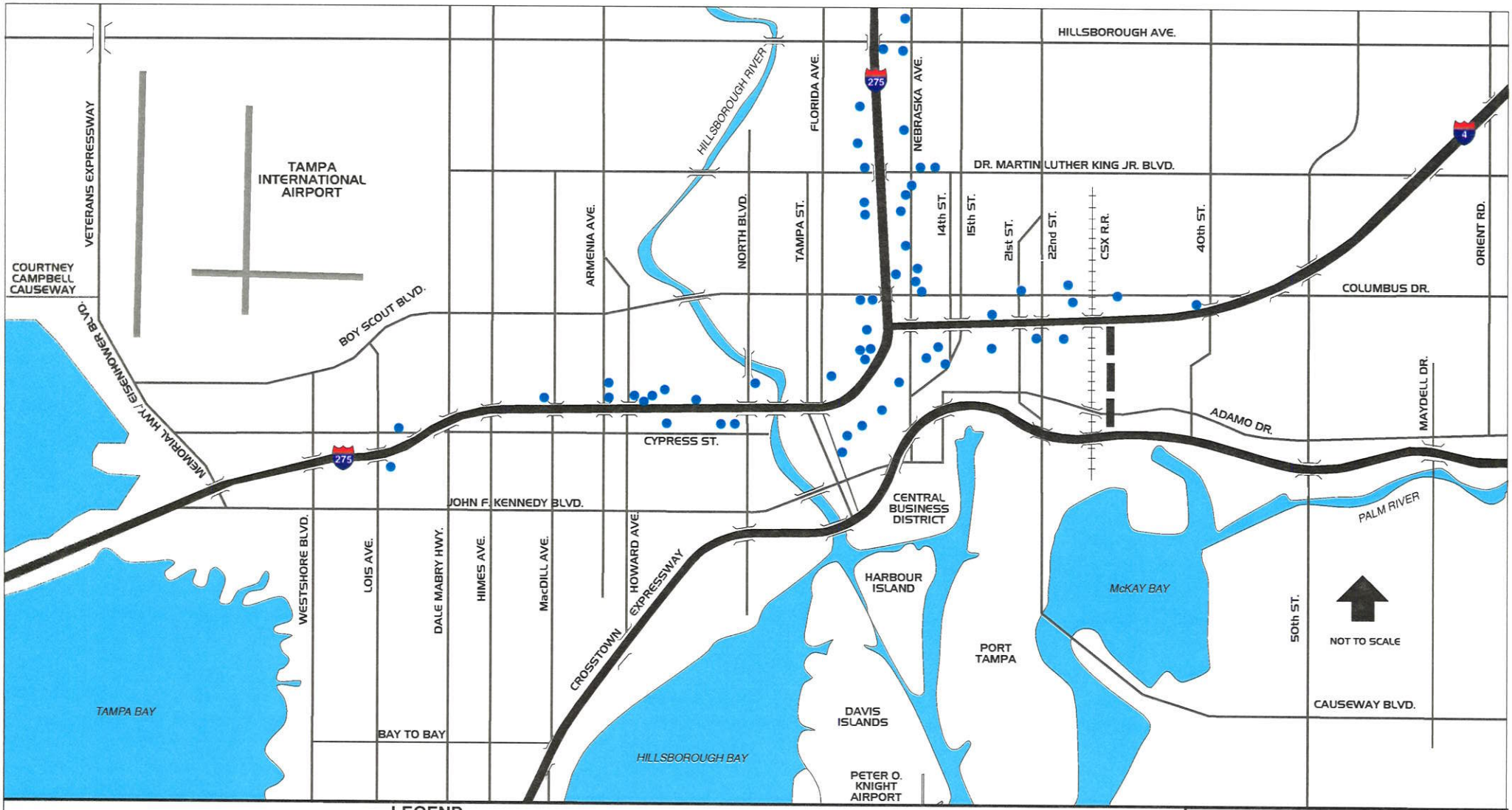
- Tampa General Hospital
- St. Joseph's Hospital and Health Care Center
- Memorial Hospital of Tampa

3.1.3.6 Religious Institutions

Approximately 57 religious institutions were identified within the study limits. The inventory is an approximation because some of the institutions could not be contacted for confirmation, and some churches in the area tend to be established and closed frequently. The locations of the churches are shown on Exhibit 3.3 and the corresponding inventory is listed below:

Churches:

- Iglesia Misionera Asamblea de Dios
- Bethel A.M.E. Church
- Greater Bethel Baptist Church
- Baptist Fellowship Bible College of Tampa
- Friendly Missionary Baptist Church
- Faith Temple Baptist Church
- Holy Zion Church
- Soldier of the Cross Christian Evangelical Church
- Refuge Church of Our Lord Jesus Christ
- Morning Glory M.B. Church
- Southern Emanuel Tabernacle Apostolic Faith Church
- General Assembly Church of the First Born
- Mount Glory M.B. Church
- Mt. Vernon Primitive Baptist Church
- Mt. Olive A.M.E. Church
- St. James Episcopal Church
- First Baptist Church of West Tampa
- St. Paul A.M.E. Church
- First United Methodist Church and Network Ministry
- MacFarlane Park Iglesia Bautista Church
- Paradise Missionary Baptist Church
- Church of Women United
- First Born House of Prayer
- Episcopal House of Prayer
- Pentacostal Church of God
- Tyer Temple United Methodist Church
- Ebenezer Baptist Haitian Mission
- No Name Church
- Deeper Life Christian Church Retreat Center
- Mt. Sinai A.M.E. Church
- Tabernacle La Fe Assemblies de Dios
- Glorious Church of God
- Campaigning for Jesus Christian Center



LEGEND

- Religous Facilities

Proposed Crosstown Connector

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY

PHASE II

Hillsborough County, Florida

RELIGIOUS INSTITUTIONS

EXHIBIT 3.3

- Harvest Fellowship Bible Church
- Iglesia de Dios Pentacostal M.I.
- Light of the World Deliverance Church
- Our Lady of Perpetual Help
- Allen Temple A.M.E. Church
- House of Prayer
- St. Luke A.M.E. Church
- New Mt. Zion Methodist/Baptist Church
- Zion Hill A.M.E. Church
- Bethlehem Temple Church
- Pentacostal Holiness Church
- Christ United Methodist Church
- Kingdom Hall Jehovah's Witness
- Liberia Christiana "Alpha Omega"
- Bay West Church of Christ
- Temple of Apostle
- Iglesia Cristo Missionary
- Freedom Ministries
- Cornerstone Community Church
- St. Paul Lutheran Church
- Church of Christ
- Seminole Heights Baptist Church
- Iglesia Bautista Resurrection
- Church of God

A discussion of the community services impacted by the project is contained in Section 4.1.3 of this document.

3.1.4 Title VI, Title VIII, and Executive Order 12898 (Environmental Justice)

Title VI of the 1964 Civil Rights Act, and related statutes, provides that no person shall on the grounds of race, color, age, religion, sex, national origin, or handicap/disability be excluded from participation in, be denied the benefits of, or be otherwise subject to discrimination under any program of the Federal, State, or local government. Title VIII of the 1968 Civil Rights Act guarantees each person equal opportunity in housing.

In February 1994, the President of the United States issued Executive Order 12898 (Environmental Justice) requiring federal agencies to analyze and address, as appropriate, disproportionately high

adverse human health and environmental effects of federal actions on minority populations and low-income populations, when such analysis is required by the National Environmental Policy Act of 1969 (NEPA).

An adverse effect on minority populations or low-income populations occurs when: 1) the adverse effect is predominately borne by a minority population and/or low-income population; or 2) the adverse effect suffered by the minority population and/or low-income population is more severe or greater in magnitude than the adverse effect suffered by the non-minority population and/or non-low-income population. If a disproportionately high and adverse effect on minority or low-income populations is determined through the NEPA process, then the federal action may not be carried out unless mitigation measures or "environmental enhancements" are included.

The Executive Order was issued to underscore and complement certain provisions of existing law, including Title VI of the Civil Rights Act of 1964, as amended by Title VIII of the Civil Rights Act of 1968, and related statutes. The impact of the project on the study area, pursuant to Title VI, Title VIII, and Executive Order 12898, is discussed in Section 4.1.4 of this document.

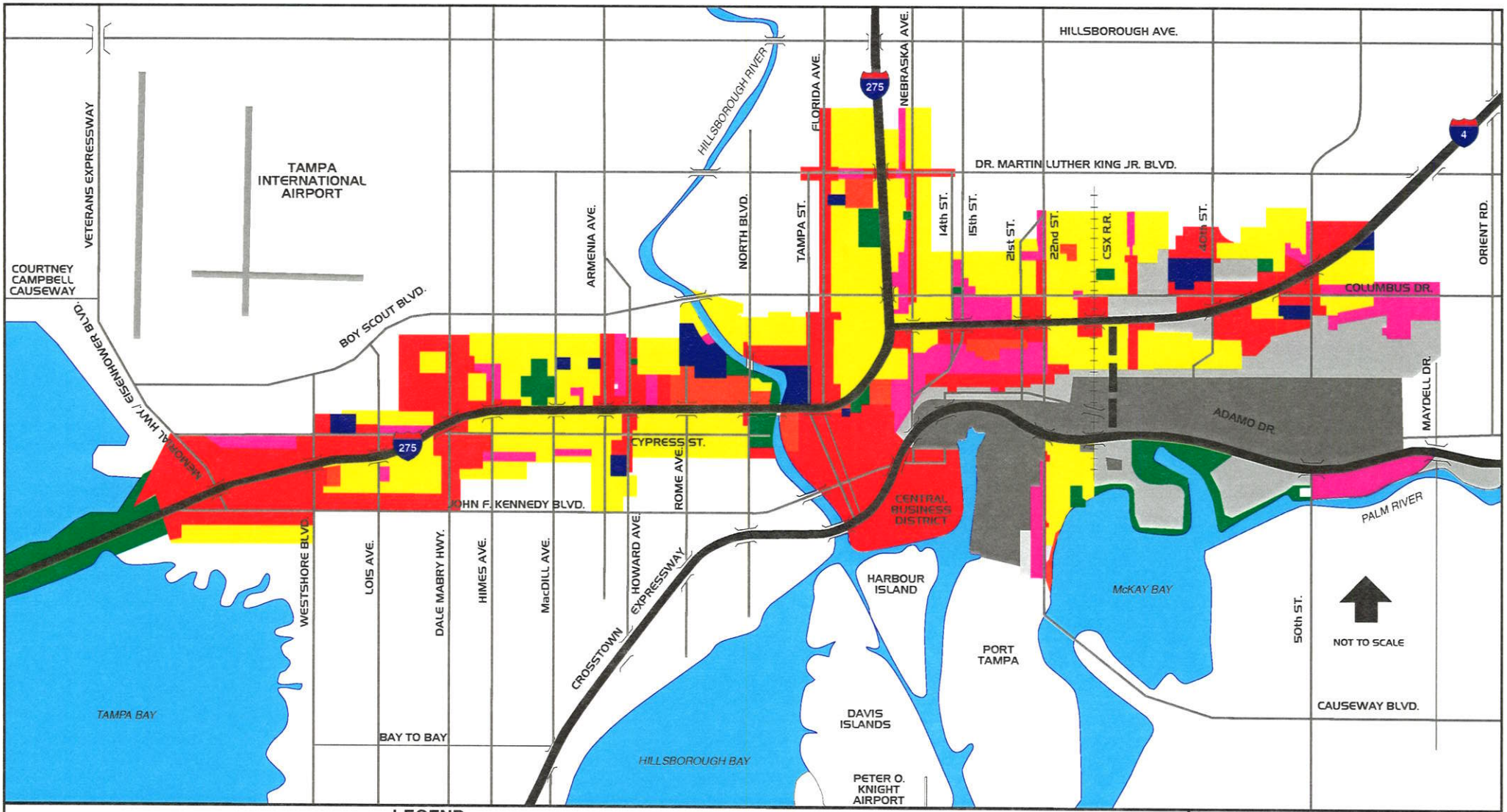
3.2 LAND USE PLANNING

This section discusses existing land use and the land use planning for the study area.

3.2.1 Existing Land Use

As shown on Exhibit 3.4, a variety of land uses are located within the project study area. The following paragraphs provide a description of these land uses, grouped according to the general boundaries of the defined areas or communities.

The **Westshore Business District Area** is served by I-275 in the project area. The land uses adjacent to I-275 in this area are predominantly office and commercial for most of the study area. Major commercial and office developments are located at the interchange of I-275 and Memorial



LEGEND

- Public / Semi-Public
- Single Family
- Multi-Family
- Recreational Space / Environmentally Sensitive Area
- Commercial
- Mixed Use
- Industrial
- Light Industrial
- Proposed Crosstown Connector

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY
PHASE II

Hillsborough County, Florida

GENERALIZED EXISTING LAND USE

EXHIBIT 3.4

Highway (S.R. 60). On the north side of the interstate and west of Memorial Highway (S.R. 60), there is vacant land which could be developed for commercial use. In the southeast quadrant of the interchange is Westshore Plaza, a regional shopping mall. Office complexes occupy the southwest and northeast quadrants including the area surrounding the Sherrill Street and Lemon Street extensions from Memorial Highway to Lois Avenue, and the north side consists of a variety of commercial, office and hotel complexes. In the southeast quadrant of the Westshore Boulevard/I-275 interchange, the Embassy Suites Hotel is located adjacent to a multi-family apartment complex. Continuing along the south side of the interstate, the land use consists of predominantly single-family residences up to the Cypress Street overpass. The north side of the interstate, between Lois Avenue and Dale Mabry Highway, consists of a variety of commercial and industrial properties. At the Dale Mabry Highway and I-275 interchange, commercial office and commercial/retail land use types are located in all four quadrants. On the north side of I-275, just west of Dale Mabry Highway, is Carver City, a residential neighborhood.

The **West Tampa Area** extends from Dale Mabry Highway east to the Hillsborough River. The area from east of Dale Mabry Highway to east of Rome Avenue includes predominantly single-family residences on the north and south side of the interstate. A mix of small scale retail/commercial businesses is clustered along the north side of I-275 from MacDill Avenue to Rome Avenue. MacFarlane Park is located on the north side of the interstate just west of MacDill Avenue. On the southeast corner of MacDill Avenue and Laurel Street is the Boys and Girls Clubs of Tampa Bay, Inc. - West Tampa facility. On the north side of the interstate between Rome Avenue and North Boulevard is a 784-unit multi-family complex, North Boulevard Homes, owned by the City of Tampa Housing Authority. Continuing on the north side of the interstate, just east of North Boulevard, is the Presbyterian Village multi-family complex, a federally assisted not-for-profit organization providing housing for families. On the south side of the interstate from Rome Avenue to North Boulevard are several single-family residences, a few commercial properties, and the Bethel A.M.E. Church. Riverfront Park is located on the south side of the interstate and extends to Cypress Street between North Boulevard and the Hillsborough River.

The **Downtown (CBD) Area** extends from the Hillsborough River through the I-275/I-4 interchange. East of the Hillsborough River on the south side of the interstate is a multi-family complex and several commercial office uses. The Hillsborough County Jail is located between Morgan Street and Pierce Street on the south side of the interstate. On the north side of the interstate between Doyle Carlton Drive and Tampa Street, adjacent to the Kay Street entrance ramp, is the City of Tampa Police Department. Continuing east are several different types of developments between Tampa Street and Morgan Street including some commercial properties, the Salvation Army, HART's Northern Transit Terminal, and a Tampa Electric substation. From Morgan Street north along I-275 to the I-4/I-275 interchange is a predominantly single-family residential area, including the Tampa Heights Multiple Property Listing. There also are several religious institutions located among these residences. On the south side of the interstate between Jefferson and Orange Streets, land uses include the Greater Bethel Baptist Church, the Kid Mason Fendall Community Center, and Perry Harvey Park. Adjacent to the park is the Boys and Girls Clubs of Tampa Bay, Inc. - Central Park facility, and a large multi-family complex, Central Park Village, owned by the City of Tampa Housing Authority. North of the park to the I-4/I-275 interchange, the east and south sides of the interstate are predominantly low-income, single-family residential areas. In the northeast quadrant of the I-4/I-275 interchange is the old Velasco Building, former location of the Hillsborough County Schools Instructional Services Center and now vacant.

Continuing north along I-275 from Columbus Drive to Hillsborough Avenue **(Seminole Heights Area)**, the land use is predominantly single-family residential. On the east side of the interstate south of Floribraska Avenue on the northeast corner of Mathews Avenue and Taliaferro Avenue is the City of Tampa Fire Department Communications Building and 911 Dispatch Center. Robles Park is located on the west side of the interstate between Adalee Street and Emily Street. Just north of Robles Park is a large multi-family complex, Robles Park Village, owned by the City of Tampa Housing Authority. Several religious institutions and commercial land uses are located in the vicinity of the Dr. Martin Luther King, Jr. Boulevard interchange. Northward from Dr. Martin Luther King, Jr. Boulevard, land uses are predominantly residential with several commercial uses in the vicinity of Hillsborough Avenue. This area also includes Hillsborough High School, a public

library (Seminole Heights Branch), the Angus Goss Memorial Pool, several churches, and a TECO substation.

The **Ybor City Area** is served by I-4. From the I-4/I-275 interchange east to the 21st/22nd Streets interchange on the north side of I-4 is predominantly low-income single-family residential and mixed use. The south side of I-4 from 15th Street to the 21st/22nd Streets interchange is mostly vacant property with the exception of the U-Haul storage facility located in a former cigar factory building at 19th Street and the U.S. Post Office at the corner of 21st Street and the interstate. There are several small commercial properties surrounding the north and south sides of the 21st/22nd Streets interchange. From 22nd Street to the CSX Railroad transportation corridor (east of 30th Street), the land use on both the north and south sides of the I-4 corridor is predominantly low-income single-family residential. On the north side of I-4 on the corner of 14th Avenue and 29th Street is the American Legion Post 167. South of I-4, just west of the CSX Railroad transportation corridor, is a Tampa Electric Company (TECO) substation.

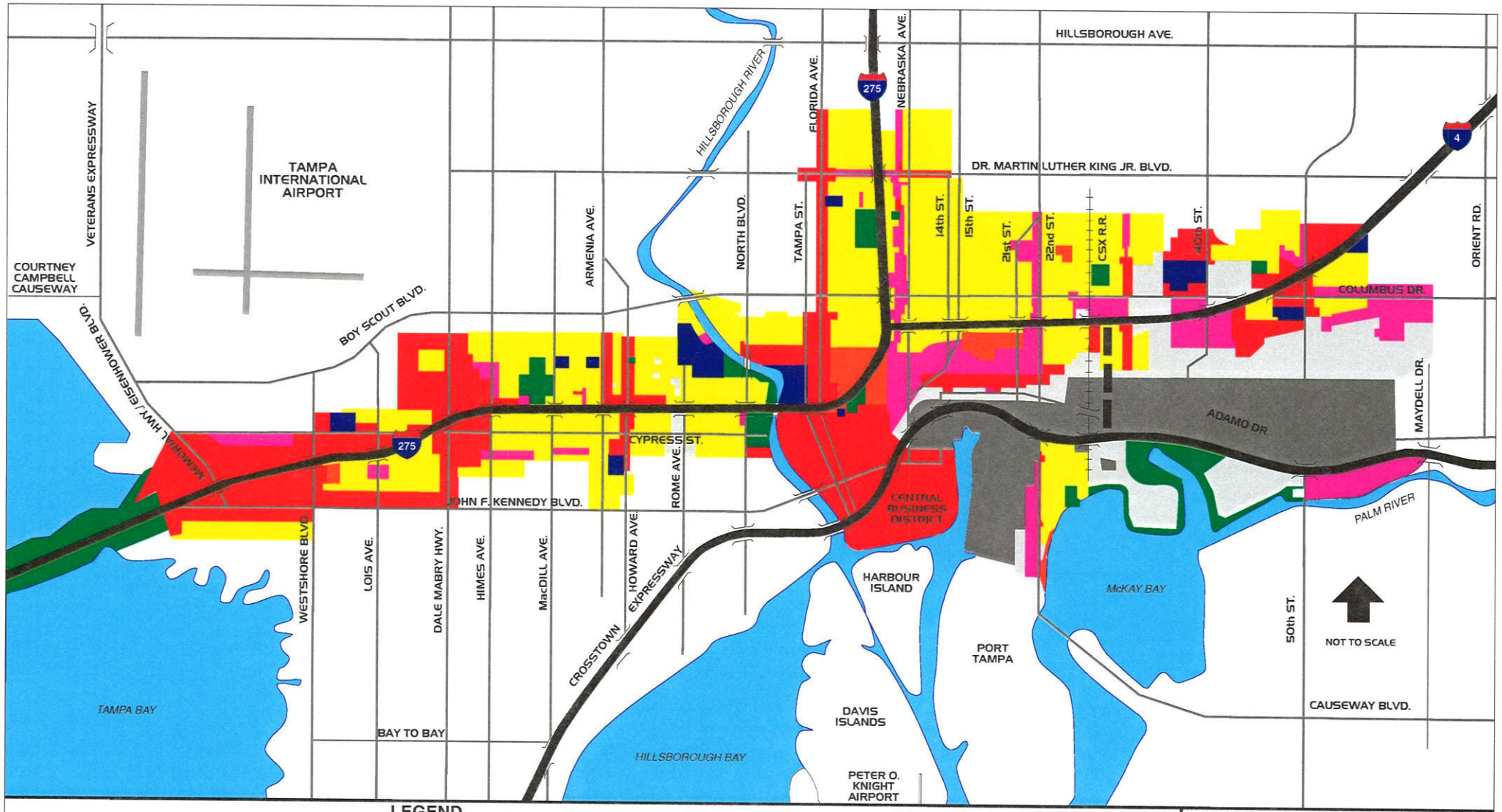
The **East Tampa Area** extends from the CSX Railroad transportation corridor to 50th Street. From the CSX Railroad transportation corridor east of 30th Street, land uses include residential and commercial, an FDOT drainage area, and several large industrial complexes. On the south side of I-4 at 38th Street is the TECO maintenance yard. There are several commercial properties surrounding the 40th Street interchange. The area between the 40th Street interchange to east of the 50th Street/Columbus Drive interchange comprises many different types of land uses including commercial, industrial, single-family residential, and some vacant land east of 50th Street. Approximately three blocks north of the interstate on 21st Street is the HART Bus Operations and Maintenance Facility and adjacent Highland Pines Playground. The area immediately surrounding the Columbus Drive/50th Street/I-4 interchange includes several motel complexes. The area surrounding 14th Avenue (the relocated Columbus Drive) west of 50th Street and adjacent to the interstate is residential. Oak Park Elementary School is located on the southwest corner of 14th Avenue and 50th Street, approximately two blocks south of the interstate. The area east of 50th Street includes a fast food restaurant, a mobile home park, and several single-family residences.

3.2.2 Long Range Planning

Land use planning for unincorporated Hillsborough County, Tampa, Plant City, and Temple Terrace is developed and administered through the Hillsborough County City-County Planning Commission (HCC-CPC) which is the local planning agency for all of Hillsborough County. The HCC-CPC produces comprehensive plans for each local government which cover future land use and several other local government issues. A generalized future land use map for the study area is shown on Exhibit 3.5. This generalized future land use map is derived from the City of Tampa Comprehensive Plan (adopted November 17, 1994).

The Tampa Interstate Study project is within the jurisdiction of the Hillsborough County Metropolitan Planning Organization (MPO) and is an integral part of the MPO 2015 Long Range Transportation Plan (2015 LRTP), adopted December 5, 1995. Transportation issues for unincorporated Hillsborough County and the cities of Tampa, Temple Terrace, and Plant City are addressed by the Hillsborough County MPO. The MPO is the organization responsible for comprehensive transportation planning for all of Hillsborough County. The Hillsborough County MPO produces and updates a long range transportation plan which must address all of the transportation needs of Hillsborough County.

The Hillsborough County local government comprehensive plans produced by the HCC-CPC must be consistent with the MPO 2015 LRTP. The current Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough County (adopted November 1994), and the Tampa Comprehensive Plan are consistent with the Hillsborough County MPO 2015 LRTP. In addition, the MPO 2015 LRTP incorporates the transportation plans for TIS as part of the highway and transit components, with the exception of design segment 2A. The omission of segment 2A has been identified by agencies as an oversight and the FDOT is coordinating its inclusion in the 2015 LRTP update.



LEGEND

- Public / Semi-Public
- Single Family
- Multi-Family
- Recreational Space / Environmentally Sensitive Area
- Commercial
- Mixed Use
- Industrial
- Light Industrial
- Proposed Crosstown Connector

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY
PHASE II

Hillsborough County, Florida

GENERALIZED FUTURE LAND USE

EXHIBIT 3.5

3.2.3 Coastal Zone Consistency

Congress passed the Coastal Zone Management Act (CZMA) in 1972. The Act authorizes the Federal government, through the Secretary of Commerce, to provide a Federal grant-in-aid assistance program to coastal states to assist them in developing coastal management programs for their coastal areas. A coastal zone is a county which borders either the Atlantic Ocean or the Gulf of Mexico.

Section 307 of the CZMA requires all Federal agencies to review their proposed Federal activities (including transportation improvements) which directly affect the coastal zone in order to develop consistency determinations. These consistency determinations will be used to determine if proposed Federal activities are consistent, to the maximum extent practicable, with Florida's Coastal Zone Management Plan (CZMP), which was approved on October 1, 1981.

Consistency with Florida's CZMP for the study area is addressed in Section 4.2.3 of this document.

3.3 UTILITIES

A number of utilities service the highly developed and urbanized area encompassed by the project limits. Companies involved with existing utilities include Tampa Electric Company (TECO), General Telephone Electronics, Inc. of Florida (GTE), Peoples Gas System, Inc., and Jones Intercable, Inc. The City of Tampa is responsible for water and sanitary sewer utilities. Appendix B of the TIS Preliminary Engineering Report shows existing and proposed locations of all utilities within the project limits.

3.3.1 Electric Power Transmission

Electric power is provided to the study area by TECO. Four TECO substations are located within the project area: at the southwest corner of Himes Avenue and LaSalle Street, at the northeast corner of Florida Avenue and Kay Street (Downtown Area), between 29th Street and the CSX Railroad transportation corridor (Ybor City Area), and on the east side of I-275 at Osborne Avenue (Seminole

Heights Area). Overhead power lines carrying up to 138 kilovolts (kV's) are located within the project area.

3.3.2 Sanitary Sewer and Water Services

Sanitary sewer and water services are provided to the study area by the City of Tampa. Sanitary sewer lines ranging from 20 cm (8 in.) to 182 cm (72 in.) and water mains ranging from 2.5 cm (1 in.) to 76 cm (30 in.) are located within the project area.

3.3.3 Railroads

Conversations with CSX Transportation, Inc. indicate that there are currently eight railroad crossings located within the project study limits. These crossings are at I-275 and Rome Avenue, I-4 and 30th Street, I-4 and 37th Street, Crosstown Expressway just east of Nebraska Avenue, Crosstown Expressway between 22nd Street and 26th Street, Crosstown Expressway and 52nd Street (east of U.S. 41), 31st Street between 5th and 7th Avenues, and 31st Street at 1st Avenue. The Rome Avenue spur is abandoned and completely removed from the roadway. CSX has no plans to provide rail service at this location in the future.

For the seven active railroad crossings along I-4, the Crosstown Expressway, and the Crosstown Connector, no track changes or line abandonments are anticipated. The seven active CSX railroad lines transport freight cargo daily, and Amtrack provides passenger service on the line located between 5th and 7th Avenues. Existing rail lines are also discussed in Section 1.6.2 of this document.

3.3.4 Telephone Service

Buried telephone lines and overhead telephone lines run along and over both I-275 and I-4 and are located within the project area. GTE provides telephone service in the project area.

3.3.5 Natural Gas Service

Natural gas service in the study area is provided by Peoples Gas System, Inc. Natural gas mains ranging in size from 5 cm (2 in.) to 76 cm (30 in.) are located within the project area.

3.3.6 Cable Television Service

Cable television service in the study area is provided by Time Warner. Cable television lines are located within the project area.

3.4 CULTURAL RESOURCES

Cultural resources within the project study limits include archaeological and historic properties, parks and recreational facilities, bicycle and pedestrian facilities, and visual elements/aesthetics. The following section discusses the existing cultural resources identified within the project study limits.

3.4.1 Archaeological and Historic Properties

The following information regarding archaeological and historic properties within the project area was taken from three documents: A Cultural Resource Assessment Survey of the Tampa Interstate Study Activity A, Task I (EA) Project Area (December 1990); An Archaeological Assessment Survey of the Tampa Interstate Study, Activity A, Task II (EIS) Project Area (October 1993); and A Cultural Resource Assessment Survey of the Tampa Interstate Study Activity A, Task II (EIS) Project Area (April 1992). To remain consistent with the categories defined in the Cultural Resource Assessment summarized in Section 4.4 of this document, historic and archaeological sites have been categorized into four groups: the Ybor City National Historic Landmark District, the West Tampa National Register Historic District, the Tampa Heights Multiple Property Listing, the Seminole Heights National Register Historic District, and other sites outside of the districts that are already listed on the National Register.

This section begins with a review of existing communities within the study area to provide a historical perspective of Tampa. Following this review, the historic districts, individual properties, and prehistoric and historic archaeological sites recorded prior to the TIS are discussed. A cultural resources survey conducted as part of this project and the sites identified are then described. This section concludes with a discussion of individual properties located outside of the established historic districts identified as part of the TIS cultural resources survey.

Historical Review

From a historical review perspective, all land in Tampa until 1846 was still officially owned by the U.S. Government. In 1848, a great hurricane virtually destroyed all buildings constructed prior to that year. The remains of the damaged structures were later found two to three miles upriver suggesting the storm was strong enough to have damaged, or possibly destroyed, any potential settlement within the project corridor.

Reconstruction was energetic and the community continued to grow through the 1850's. All known dwellings and business construction in early Tampa was south of Twiggs Street and east of the Hillsborough River, except Spanishtown and the sprouting of a few of the shore communities south and west of the mouth of the Hillsborough River. The Homestead Act of 1876 provided a mechanism by which people were able to purchase land near town, but far enough away to still raise cattle and crops on small farmsteads. A series of land transfers occurred in the period from 1881 to 1885 when much of the remaining undeeded land within the project corridor was transferred to private or corporate ownership.

The Spanish-American War, which began in 1898, brought an immense and sudden influx of business to Tampa. The Florida Land Boom ended in 1926, due to economic events which were later to precipitate the world-wide Great Depression of the 1930's. The Bay area suffered less from the direct effects of the depression than from its repercussions on the tourist and the cigar-making industries.

The historical review suggests that settlement within the Tampa Interstate Study EIS project corridor actually began after 1875, with the outward expansion of the town of Tampa. There is little evidence of any presence of historic structures or historic archaeological sites associated with the time periods prior to the Second Seminole War (1835). Historic archaeological sites within Ybor City, West Tampa, and Tampa Heights may include privy pits, outdoor ovens, water cisterns, and trash/refuse pits.

Ybor City - Ybor City was established in October of 1885 when Serafin Sanchez arranged for the purchase of land suitable for construction. A company known as the Ybor City Land & Development Company, with Vicente Martinez Ybor as president, offered land, buildings, and other incentives to the cigar makers of Key West and Havana if they relocated in Ybor City. From the inception, Ybor City was a planned "company" town with new blocks or sections of Ybor City being added as new factories were built. Factories were typically established first and then the worker's houses were built around them. The original settlement centered on 7th Avenue, and it was not until after 1893 that construction spread as far north as the proposed alignment corridor. A massive fire swept through Ybor City on March 1, 1908, devastating a 17-square-block area. The area destroyed by this fire could not be precisely determined. It is considered possible that many of the blocks along the proposed alignment within Ybor City were destroyed in this fire.

West Tampa - In 1892, Hugh C. MacFarlane set the plans for West Tampa modeled after the success of Ybor City, and by 1894 the area resembled a typical frontier town. The ethnic identity of West Tampa was essentially Hispanic, as in Ybor City, and cigar making was the main industry. In both Ybor and West Tampa, housing consisted of small developments: rows of look-alike houses in elongated blocks transected lengthwise by alleys. Stores and small businesses clustered at intersections, particularly along Howard and Armenia Avenues.

The Scrub - It is clear from at least as early as Webb's Tampa Directory of 1886 that there had been a well-established black community in the area north and east of Oaklawn Cemetery, north of Harrison Street from Morgan or Jefferson Streets to Nebraska Avenue. This region, often referred

to as the Scrub, was situated between Ybor City and Tampa Heights. Dwellings within the Scrub tended to be very small "shanties" often scattered in ill-defined blocks.

Tampa Heights - Tampa Heights was not significantly populated until the 1890s, in large part due to construction of the Fortune Street bridge. But unlike Ybor City and West Tampa, its population was largely Anglo-American, well-to-do business and professional people. Homes were larger, more diverse in form and style, and tended to occupy larger lots than those in the Hispanic neighborhoods. Houses typically followed the Classic Victorian or Queen Anne style of architecture. Although some dwellings can be seen to have had sizable outbuildings, garages were uncommon until after World War I. The introduction of the efficient trolley facilities made it practical to commute to and from West Tampa and Tampa Heights, both suburbs at the time.

Seminole Heights - In 1913, Tampa unified its street car systems, enabling the development of suburban neighborhoods. That same year, the Seminole Heights area was developed as a middle-class street car suburb by Tampa developer and pioneer real estate agent T. Roy Young. A short commute from the center of town by street car, the hard working middle class moved north into neighborhoods such as Seminole Heights. Most homes are bungalow style, one- and two-story structures with low pitched roofs and wide porches with short, square upper columns that rest on battered piers or solid porch balustrades.

Previously Recorded Cultural Resources

In order to identify previously recorded cultural resources within the study area, an archaeological and architectural background study was conducted. The State of Florida Division of Historical Resources (DHR) was consulted about the location of known historic structures and archaeological sites within or near the proposed alignment. The investigation is documented in A Cultural Resource Assessment Survey of Tampa Interstate Study Activity A, Task I (EA) Project Area (December 1990); An Archaeological Assessment Survey of the Tampa Interstate Study Activity A, Task II (EIS) Project Area (October 1993); and A Cultural Resource Assessment Survey of the TIS Activity A, Task II (EIS) Project Area (April 1992).

The study resulted in the identification of 8 previously recorded archaeological sites within the study area as shown on Exhibit 3.6. Of the 8 sites, 2 are prehistoric archaeological sites (8HI323 and 8HI1077) and 6 are historic archaeological sites (8HI848, 8HI849, 8HI917, 8HI3663, 8HI3705, and 8HI3728). The 2 prehistoric archaeological sites had previously been researched; the 6 historic archaeological sites had previously been assigned site file numbers, but no archaeological research had been performed prior to the TIS. None of the 8 previously recorded archaeological sites are individually listed, or eligible for listing, on the *National Register of Historic Places*. Letters of concurrence from the SHPO dated March 5, 1992 and October 25, 1993 are included in Appendix B.

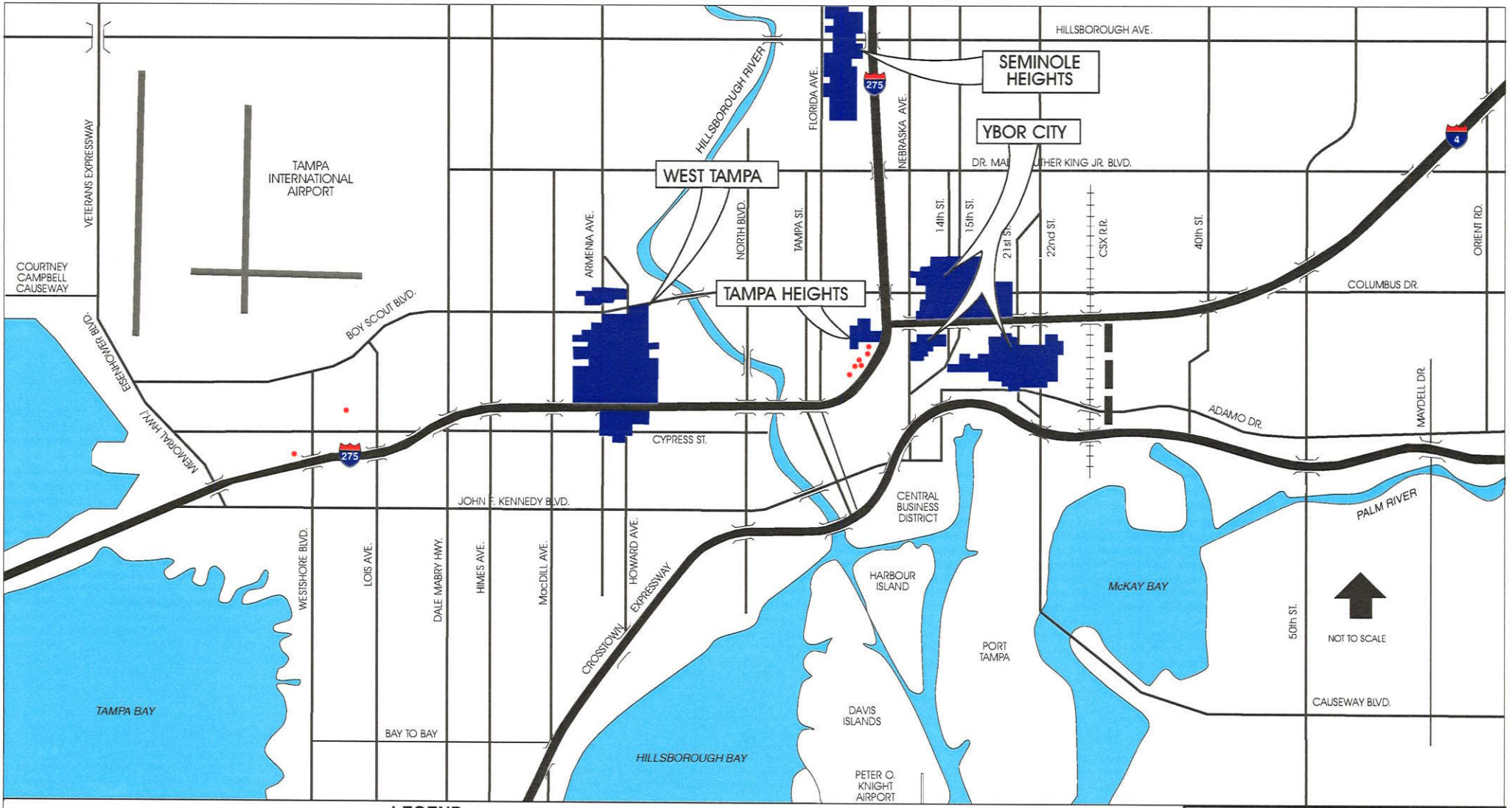
Ybor City - In 1974, the Ybor City National Register District was listed on the National Register. The district is located along 7th Avenue and extends as far north as Palm Avenue on certain blocks.

In 1975, the Barrio Latino District, a local historic district, was established. This rectangular shaped district is bounded by Mitchell Street on the west, East 17th Avenue on the north, 22nd Street on the east, and East 4th Street on the south. The Barrio Latino District includes all of the National Register District and portions of another Nationally designated district.

Finally, in 1990, Ybor City was recommended for designation as a National Historic Landmark District. On January 13, 1991, the recommendation was approved and local officials held ceremonies celebrating the landmark designation. The approximate boundaries of the National Historic Landmark District are 21st Street to the north, Nebraska Avenue to the west, 26th Street to the east, and Adamo Drive to the south.

Of a total of 1,414 structures, 948 structures within the Ybor City National Historic Landmark District are currently listed on the National Register. These structures have been determined to be Contributing Structures within the Ybor City National Historic Landmark District.

West Tampa - Unlike Ybor City, West Tampa was a separate municipality until the 1950s. The Centro Español de West Tampa was listed on the National Register in 1974. The old section of West



LEGEND

- Historic Districts (recorded prior to Tampa Interstate Study survey)
- Existing Prehistoric and Historic Archaeological Sites (recorded prior to Tampa Interstate Study survey)
- Proposed Crosstown Connector

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT
TAMPA INTERSTATE STUDY
PHASE II
Hillsborough County, Florida

HISTORIC DISTRICTS AND ARCHAEOLOGICAL SITES

EXHIBIT 3.6

Tampa was listed on the National Register in 1983 as a historic district. The district boundaries are irregular, but they abut I-275 between Habana and Fremont Avenues. The majority of the district lies north of the interstate, but a residential section exists south of the interstate. Of a total of 1,112 structures, 886 structures within the West Tampa National Register Historic District are currently listed on the National Register. These structures have been determined to be Contributing Structures within the West Tampa National Register Historic District.

The other 6 previously recorded historic archaeological sites are within the Tampa Heights area. These sites are as follows:

- 2004 North Lamar Avenue (8HI3663)
- 2006 North Lamar Avenue (8HI3728)
- 508 East Oak Avenue (Charles Bartlett House) (8HI849)
- 1803 North Central Avenue (8HI3705)
- 408 East 7th Avenue (The Otto Stallings House) (8HI917)
- 410 East Oak Avenue (W.R. Bartlett House) (8HI848)

Individual Properties - Hillsborough County has numerous individual sites that are currently listed on the *National Register of Historic Places*. The National Register properties in the project vicinity, addresses of these properties and dates of registration are listed as follows:

- Union Railroad Station
  601 N. Nebraska Ave., Tampa
  June 5, 1974

- Kress, S.H. and Co. Building
  811 N. Franklin Street, Tampa
  April 7, 1983

In addition to these two National Register sites, two previously recorded prehistoric archaeological sites (8HI323 and 8HI1077) identified by the State of Florida Division of Historical Resources (DHR) are also outside the above mentioned historic districts, as shown on Exhibit 3.6.

Sites Identified During the Survey

No new sites in the West Tampa National Register Historic District and the Ybor City National Historic Landmark District were identified during the TIS field survey. However, during the study, two areas were nominated to become National Register Historic Districts. These areas are described in the following paragraphs.

Tampa Heights - From 1989 through 1993, several historic resource surveys of the Tampa Heights area were conducted. Based upon coordination with the SHPO, it was determined that a multiple properties listing (MPL) should be prepared. This MPL included 21 properties, of which 15 constituted a mini-historic district with the remaining six properties individually eligible for the National Register. Two churches, one school, one apartment building, and 17 single-family residences made up the 21 properties of the MPL. A list of properties proposed for inclusion in the MPL, as well as their addresses, follows:

- Palm Avenue Historic District - (Palm, Lamar, and Central Avenues)
- Tampa Heights Methodist Church - (503 East Park Avenue)
- El Bethel Primitive Baptist - (509 East Columbus Drive)
- W. B. Henderson School - (411 East Henderson Avenue)
- Apartment Building - (1902 North Lamar Avenue)
- Graves House - (601 East Sparkman Avenue)
- Stallings House - (408 East Seventh Avenue)

The proposed MPL was reviewed by SHPO and an agreement reached as to the findings of each property proposed for inclusion. A copy of the letter is included in Appendix B.

Seminole Heights - The Seminole Heights Historic District was listed on the *National Register of Historic Places* in August 1993. North of the study limits, the district is roughly bordered by I-275 on the east, Osborne Avenue on the south, Florida Avenue to the west, and Idlewild Avenue to the

north. The houses included in the district were built in or before the 1920s. Of approximately 270 structures, 256 structures have been determined to be Contributing Structures within the Seminole Heights National Register Historic District.

The Seminole Heights Historic District has a high concentration of bungalows, all built during the peak of Craftsman Architecture during the 1910s and 1920s. During the peak years of the Florida boom, Seminole Heights was a popular middle-class streetcar suburb of Tampa.

Individual Properties

The following discusses National Register eligible properties outside of the established historic districts that were identified as part of the TIS cultural resources survey.

Arguelles, Lopez and Brothers Cigar Factory (8HI964) - is located at 2503 E. 21st Street in Ybor City. It is a deteriorated, three-story, wood frame rectangular structure dating from 1903, with two brick masonry additions dating from 1922. It is considered historically significant for its connection with the Tampa cigar industry and also for its being one of the few remaining wooden cigar factories in the area.

Fernandez y Rey House (8HI4096) - built in 1923, is found at 3300 Laurel Street in West Tampa. It is a two-story Mediterranean Revival style residence and has many characteristics of the style, such as round arches, stucco walls, and tile ornamentation. Its exterior has been relatively unaltered, although its interior has been converted to a church. Its significance is primarily architectural.

Greater Bethel Baptist Church (8HI3282) - is located in downtown Tampa at 1206 Jefferson Street. Constructed in 1940, this red brick building is designed in the Gothic Revival style. Not only significant as a good example of church architecture, the building is also important to the ethnic history of Tampa. Its largely African American congregation dates back to about 1892, when the church, then called Ebeneezer Missionary Baptist Church, originally gathered in a meeting tent.

Oak Park School (8HI4052) - is sited in a largely industrial area on the east side of Tampa, at 4916 East Tenth Avenue. It is made up of two red brick, two-story rectangular buildings connected by a brick arcade. The east side dates from 1915 and is in the Masonry Vernacular tradition. The west side dates from 1928 and is designed in the more ornate Mediterranean Revival style. The building is significant as an example of these styles as adapted to academical architecture. The school is also important as an early education building in Tampa.

Otto Stallings House (8HI917) - is found at 408 East Seventh Avenue, in the south Tampa Heights area. Built in 1901, it is a large, wood frame, one-and-a-half story private residence. It is designed

in the Queen Anne style and has its characteristic asymmetrical massing, complex roofline, and wood ornamentation. Architecturally, it is considered significant as one of the finest, largely intact Queen Anne residences in Tampa.

Washington Junior High School (8HI4172) - is located on the southeastern edge of Tampa Heights, at 707 E. Columbus Drive. The school is a three-story, red brick, E-shaped structure designed in the Mediterranean Revival style. Its ornamentation features two metal cupolas, round arches, a shaped parapet, and contrasting brickwork. The school was built in 1911 and was originally known as Jefferson High School. The building is significant architecturally and also as an early education building in Tampa.

Graves House (8HI4451) - is found at 601 East Sparkman Avenue in Tampa Heights. It is a two-story, wood frame residence which was built in the Frame Vernacular tradition about 1908. It has some Classical Revival influences, as seen in its porch detailing and pedimented gables. It is significant as a largely intact remnant of the residential fabric comprising Tampa's first suburb. It is also notable for its architecture, which is unusual for the neighborhood.

1902 North Lamar Avenue (8HI812) - an apartment building, is also located in Tampa Heights. Built around 1929, this two-story, wood frame rectangular structure has been clad in scored stucco. It is designed in the Mediterranean Revival style with Mission influences, as seen in its shaped parapet and tiled ornamentation. The multi-family building is significant for its role in the development of the Tampa Heights community and also for its architecture.

Faith Temple Missionary Baptist Church (8HI3672) - is sited at the northeast corner of Lamar and Palm Avenues (602 East Palm Avenue). Originally the church was known as the Tampa Heights Presbyterian Church, and its congregation was founded in 1905. This red brick Gothic Revival building dates from 1923. It has a tall, front-gabled nave with cross-gabled transepts. The church's ornamentation features large Tudor-arched windows infilled with expanses of stained glass and concrete tracery. Its significance lies in its architecture and also in its role in the development of the Tampa Heights Community.

See Section 5.0 of this document for a detailed discussion of Section 4(f) properties in the project area.

In addition to the 9 individual National Register eligible properties identified during the survey, the archaeological field survey of the Preferred Alternative identified 17 prehistoric archaeological sites.

Most of the 17 sites recorded during the survey recovered either lithic scatter or a single artifact. The following identifies the 17 sites and the results:

1.	8HI4044	Jim Walters Site	Two Artifacts
2.	8HI4045	Nevada Bob's Site	Single Artifact
3.	8HI4049	Good Spot Site	Two Artifacts
4.	8HI4050	Typical Neighborhood Site	Lithic Scatter
5.	8HI4454	Glen Avenue Site	Lithic Scatter
6.	8HI4455	Albany Avenue Site	Single Artifact
7.	8HI4456	Laurel Street Site	Single Artifact
8.	8HI4457	Floribraska Site	Lithic Scatter
9.	8HI4458	Robles Park Site	Lithic Scatter
10.	8HI4459	Columbus Drive Site	Lithic Scatter
11.	8HI4460	25th Street Site	Lithic Scatter
12.	8HI4461	Zion Hill North Site	Artifact Scatter
13.	8HI4462	Seaboard Slough Site	Artifact Scatter
14.	8HI4463	40th Street Off-Ramp	Lithic Scatter
15.	8HI4464	Oak Park School Site	Lithic Scatter
16.	8HI4465	Retention Pond I Site	Single Artifact
17.	8HI4466	Retention Pond II Site	Lithic Scatter

None of the above sites are considered to be eligible for listing on the *National Register of Historic Places*.

In addition to the 17 prehistoric archaeological sites identified during the field survey, the archaeological field survey of the Preferred Alternative identified 6 historic archaeological sites. The following identifies the sites and the results:

1.	8HI4467	2108 Laurel Street	Post-1895 Remains
2.	8HI4102	2312 Laurel Street	Post - 1918 Remains
3.	8HI4468	2327 LaSalle Street	1915 Remains
4.	8HI4469	1908 - 1912 14th Avenue	1900/1930 Remains
5.	8HI4470	1918 14th Avenue	Post - 1900/1920 Remains
6.	8HI4471	1922 14th Avenue	Post - 1895 Remains

None of the above sites are considered to be eligible for listing on the *National Register of Historic Places*.

Additional details on the above 17 prehistoric archaeological sites and 6 historic archaeological sites are provided in the report, A Cultural Resource Assessment Survey of the Tampa Interstate Study

Activity A, Task I (EA) Project Area (December 1990), and An Archaeological Assessment Survey of the Tampa Interstate Study Activity A, Task II (EIS) Project Area (October 1993).

The results of the cultural resources survey and summary of impacts are discussed in Section 4.4 and 5.0 of this report.

3.4.2 Park and Recreational Facilities

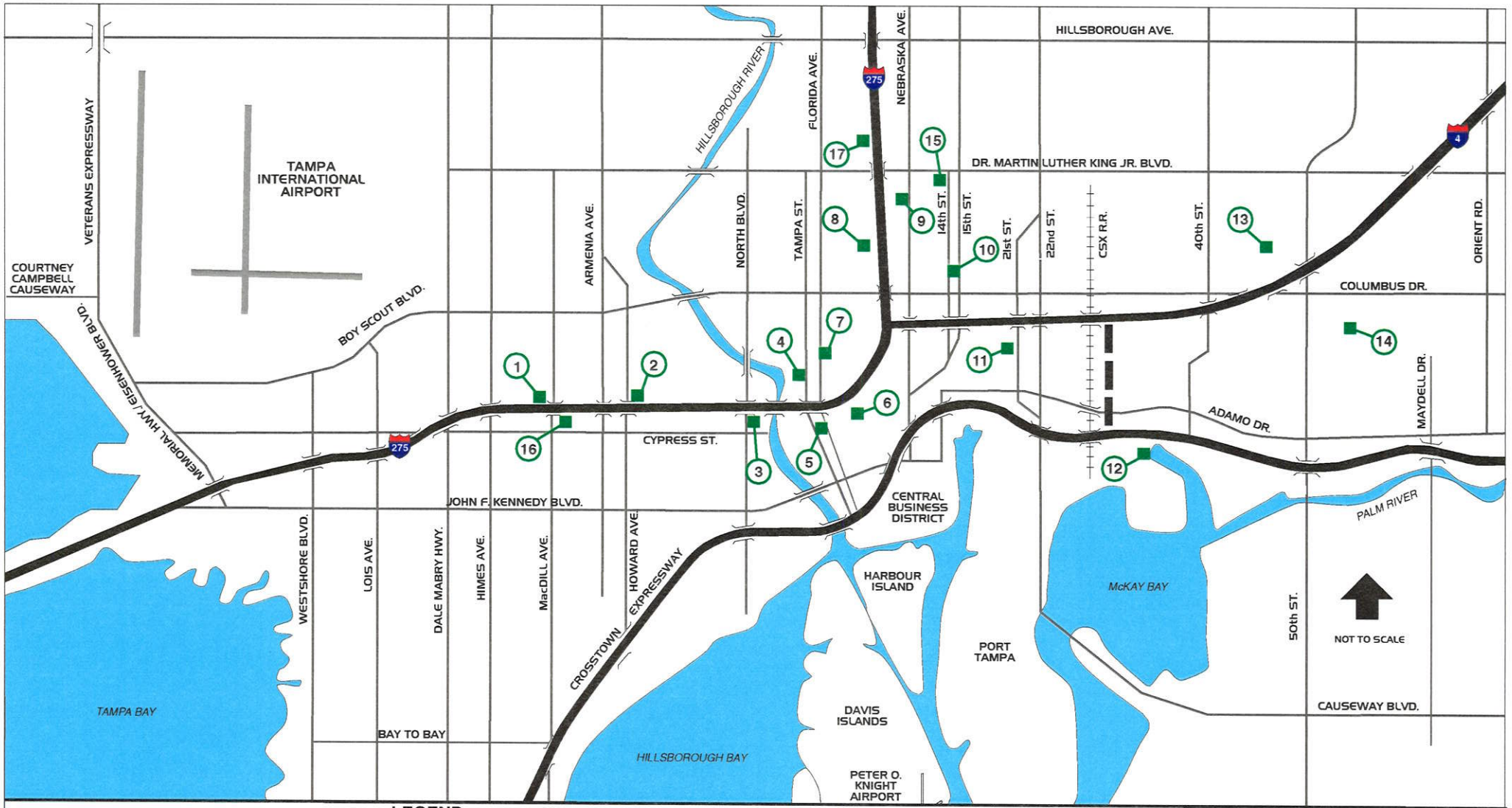
Sixteen public parks and recreation areas are located adjacent to or in the vicinity of the TIS project. Additional non-publicly owned recreational facilities within the project area include four Boys and Girls Clubs of Tampa Bay, Inc., three of which are located on the grounds of an existing park. The following text provides a description of these facilities, and Exhibit 3.7 illustrates their location.

MacFarlane Park - MacFarlane Park, approximately 15.3 ha (38.0 ac.) in size, is located at 1700 North MacDill Avenue and is owned and operated by the City of Tampa. Shaped like a cross, MacFarlane Park is bordered to the north by Pine and Spruce Streets, to the east by MacDill Avenue and Maxwell and Jamaica Streets, to the south by I-275 and Green and Main Streets, and to the west by Lincoln Avenue and Renfrew and St. Vincent Streets.

Functionally classified as a community/district park, MacFarlane Park contains a variety of active recreational facilities. These include picnic shelters, barbecue grills, restrooms, exercise/jogging paths, playground equipment, basketball, tennis and racquetball courts, baseball fields, and a swimming pool. In addition, there is an abundance of trees and shaded grassy areas for passive recreation use. Parking facilities are provided.

Salcines Park - Salcines Park, approximately 0.2 ha (0.5 ac.) in size, is located at the northeast corner of Howard and Main Streets and is owned and operated by the City of Tampa. Occupying a single corner lot, Salcines Park is bordered to the north by a commercial building, to the east by a parking lot and another commercial building, to the south by Main Street, and to the west by Howard Avenue. The park is located within the West Tampa National Register Historic District.

Functionally classified as a sub-neighborhood park, Salcines Park contains only limited passive recreational facilities. The facilities consist of a series of sheltered benches, small picnic tables, and short decorative walls. The ground surface is concrete, except where several trees have been planted in grated openings to provide shade. Instead of an area for active recreation, Salcines Park is designed for pedestrians seeking a place to sit, rest and escape the sun. It also serves as a local meeting place. No parking facilities are provided.



LEGEND

- Park and Recreational Facilities
- (1) MacFarlane Park
- (2) Salcines Park
- (3) Riverfront Park
- (4) Phil Bourquardez Park
- (5) Herman Massey Park
- (6) Perry Harvey Park and Boys & Girls Club(Central) and Kid Mason Community Center
- (7) Morgan Street Mini Park
- (8) Robles Park and Boys and Girls Club (C&S Robles)
- (9) Nebraska Avenue Park
- (10) Cuscaden Park Playground and Boys and Girls Club(Ybor City)
- (11) Ybor Centennial Park
- (12) McKay Bay Nature Park
- (13) Highland Pines Playground
- (14) Oak Park
- (15) Ragan Park
- (16) Boys and Girls Club- West Tampa
- (17) Angus Goss Memorial Pool
- Proposed Crosstown Connector

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY PHASE II

Hillsborough County, Florida

PARKS AND RECREATIONAL FACILITIES

EXHIBIT 3.7

Riverfront Park - Riverfront Park, approximately 10.5 ha (26.0 ac.) in size, is located at 1111 North Boulevard and is owned and operated by the City of Tampa. As the name implies, Riverfront Park is bordered on the east by the Hillsborough River, to the north by I-275 and Laurel Street, to the south by Cass Street, and to the west by North Boulevard.

Functionally classified as a community/district park, Riverfront Park contains a variety of active recreational facilities. These include picnic shelters, barbecue grills, restrooms, exercise/jogging paths, playground equipment, basketball, tennis and racquetball courts, baseball fields, and a swimming pool. In addition, there are shaded walkways with benches on which to rest and relax. A parking lot is also provided, with vehicular access from North Boulevard.

Phil Bourquardez Park - Phil Bourquardez Park, approximately 0.4 ha (1.2 ac.) in size, is located on the west side of Tampa Street between 7th and Henderson Avenues. Owned and operated by the City of Tampa, the park occupies approximately one-half of one city block. The park is bordered to the north by Henderson Avenue, to the east by Tampa Street, to the south by 7th Avenue, and to the west by a parking lot.

Functionally classified as a sub-neighborhood park, Phil Bourquardez Park contains only limited facilities intended for passive recreation. The facilities consist of scattered park benches, a decorative fountain (non-working), concrete walkways, and limited tree cover concentrated along the park's western boundary. The park contains no parking facilities.

Herman Massey Park - Herman Massey Park, approximately 0.5 ha (1.3 ac.) in size, is located on the northwest corner of Franklin Street and Tyler Street in downtown Tampa. The park is owned and operated by the City of Tampa. Occupying approximately one-half of one city block, the park is bordered to the north by the Harrison Street pedestrian thoroughfare, to the east by Franklin Street, to the south by Tyler Street, and to the west by a commercial building.

Functionally classified as a sub-neighborhood park, Herman Massey Park contains only limited facilities intended for passive recreational usage. The facilities consist of park benches, brick walkways, and planted palms and flowers. The park is primarily intended to serve pedestrians in and around the Franklin Street downtown area and contains no parking facilities.

Perry Harvey Park - Perry Harvey Park, approximately 3.7 ha (9.2 ac.) in size, is located at 1201 Orange Street in downtown Tampa and is owned and operated by the City of Tampa. Irregular in shape, the park is bordered to the north by I-275, to the east and south by the Central Park Village public housing complex, and to the west by Orange Street and its associated interstate ramping.

Functionally classified as a neighborhood park, Perry Harvey Park contains a variety of active recreational facilities. These include basic components of a neighborhood park, such as picnic shelters, barbecue grills, restrooms, exercise/jogging paths, tennis and basketball courts, and playground equipment. A paved skateboarding area is located in the western portion of the park. In addition, a Boys & Girls Club recreation facility is located adjacent to the eastern side of the park primarily serving youths from the adjoining public housing complex. A parking facility is provided, accessible from Cass Street and Central Avenue. Also associated with Perry Harvey Park is the Kid

Mason Fendall Community Center, located along the west side of Orange Street. The Center is an important city-owned recreation facility serving youths primarily from the nearby Central Park Village public housing complex and the local neighborhood with after school and summer programs. The Center also offers a variety of programs for adults. Pedestrian access between the park and the recreation center is provided by crossing Orange Street.

Morgan Street Mini Park - Morgan Street Mini Park, approximately 0.2 ha (0.5 ac.) in size, is located on the southeast corner of Morgan Street and Park Avenue. Owned and operated by the City of Tampa, the park occupies approximately a one-half acre corner lot. The park is bordered to the north by Park Avenue, to the east by single-family residences, to the south by an alley and single-family residences, and to the west by Morgan Street.

Classified as a sub-neighborhood park, Morgan Street Mini Park contains limited facilities intended primarily for passive recreational usage. Facilities include a picnic shelter and swings. A primary park feature is a canopy of mature trees. No parking facilities are provided.

Robles Park - Robles Park, approximately 6.4 ha (16.0 ac.) in size, is located at 3305 North Avon Street and is owned and operated by the City of Tampa. Square in shape, Robles Park is bordered on the north by Emily Street, to the east by Elmore Street and I-275, to the south by Adalee Street, and to the west by Avon Street.

Designated as a neighborhood park, Robles Park contains a variety of active recreational facilities. These include picnic shelters, restrooms, ball fields, basketball courts, and playground equipment. An exercise/jogging path encircles a lake located in the center of the park. The lake serves as a collector of stormwater runoff from the surrounding neighborhood and occasionally floods, leaving much of the park inundated. In addition, the Robles Park Boys & Girls Club facility is located on the west side of the park, serving children from the local neighborhood. No parking facilities are provided.

Nebraska Avenue Park - Nebraska Avenue Park, approximately 1.2 ha (3.1 ac.) in size, is located on the west side of Nebraska Avenue between 26th Avenue and Emily Street. Owned and operated by the City of Tampa, the park is bordered to the north by Emily Street, to the east by Nebraska Avenue, to the south by 24th Avenue, and to the west by single-family homes and I-275.

Classified as a neighborhood park, Nebraska Avenue Park's limited recreational facilities consist of a picnic shelter, a fountain, and playground equipment. In addition, the park includes an abundance of large shade trees for rest and relaxation. A parking area is also provided, accessible from 24th Avenue.

Cuscaden Park Playground - Cuscaden Park Playground, approximately 3.3 ha (8.3 ac.) in size, is located at 2900 15th Street and is owned and operated by the City of Tampa. The park is bordered to the north by Floribraska Avenue, to the east by 15th Street, to the south by an undeveloped lot and Columbus Drive, and to the west by 14th Street. The park is located within the Ybor National Historic Landmark District.

Designated as a neighborhood park, Cuscaden Park contains a variety of active recreational facilities including restrooms, ball fields, basketball and tennis courts, playground equipment, and a swimming pool. In addition, a Boys & Girls Club facility is located on the east side of the park, serving children from the local neighborhood. Parking facilities are provided, accessible from 15th Avenue.

Ybor Centennial Park - Ybor Centennial Park, approximately 0.7 ha (1.9 ac.) in size, is located on the northeast corner of 8th Avenue and 18th Street in Ybor City. Owned and operated by the City of Tampa, Centennial Park is bordered to the north by 9th Avenue, to the east by 19th Street, to the south by 8th Avenue, and to the west by 18th Street. The park is located within the Ybor National Historic Landmark District.

Functionally classified as a sub-neighborhood park, Ybor Centennial Park contains only limited facilities, intended primarily for passive recreation. The facilities consist of benches, a covered shelter, landscaped walks, a fountain, and intermittently spaced trees. The park contains no parking facilities.

McKay Bay Nature Park - McKay Bay Nature Park, approximately 14.5 ha (36.0 ac.) in size, is located near the southern end of 34th Street adjacent to McKay Bay. Owned and operated by the City of Tampa, McKay Bay Nature Park is bordered on the north by Tampa's South Crosstown Expressway, to the east by McKay Bay, to the south by Tampa's Refuse to Energy Plant, and to the west by 34th Street.

A community/district park, McKay Bay Nature Park provides a natural viewing area of the northern reaches of McKay Bay. Facilities at the park are limited and intended primarily for passive recreation. The facilities consist of nature trails leading to overlooks of the bay. An observation tower provides a panoramic view of the park and the bay. Much of the park's area consists of tidal mudflats and are therefore subject to periodic inundation. Parking facilities are provided, accessible from 34th Street.

Highland Pines Playground - Highland Pines Playground, approximately 4.9 ha (12.2 ac.) in size, is located at 4505 East 21st Avenue and is owned and operated by the City of Tampa. The park is bordered to the north by 21st Avenue, to the east by 46th Street, to the south by commercial and industrial properties on the north side of Columbus Drive, and to the west by a light industrial property and the Hillsborough Area Regional Transit headquarters and maintenance facility.

Identified as a neighborhood park, Highland Pines Playground contains a wide variety of active recreational facilities. These facilities include a picnic shelter, barbecue grills, restrooms, a baseball field, basketball, racquetball and tennis courts, an exercise/jogging path, and playground equipment. The park also includes several shaded areas for relaxation. A parking lot is provided, accessed from 21st Avenue.

Oak Park - Oak Park, approximately 1.4 ha (3.6 ac.) in size, is located at 5400 14th Avenue and is owned and operated by the City of Tampa. The park is bordered by residential parcels and 15th

Avenue to the north, residences to the east, residences and 14th Avenue to the south, and 52nd Street to the west.

Classified as a neighborhood park, Oak Park contains a variety of active recreational facilities. These facilities include a community center with recreation programs, restrooms, ball fields, a basketball court, and playground equipment. A parking lot is also provided, accessible from 15th Avenue.

Ragan Park - Ragan Park, approximately 3.4 ha (8.4 ac.) in size, is located at 1200 East Lake Avenue and is owned and operated by the City of Tampa. The park is bordered to the north by 32nd Avenue, to the east by 14th Street, to the south by Lake Avenue, and to the west by 12th Street.

Functionally classified as a neighborhood park with special facilities, Ragan Park contains a variety of active recreational facilities. These include a community center with recreation programs and restrooms, picnic tables, playground equipment, an exercise trail, benches, open space, and a small pond. Two parking facilities are provided, accessible from Lake Avenue.

Angus Goss Memorial Pool - Angus Goss Memorial Pool, approximately 0.4 ha (1 ac.) in size, is located at 602 East Cayuga Street and is owned and operated by the City of Tampa. The facility is bordered to the north by the Seminole Heights Branch Public Library, to the east by I-275, to the south by Cayuga Street, and to the west by Central Avenue.

Functionally classified as a special facility, the site consists of a public swimming pool with no other recreational facilities. A parking lot is provided, accessible from Cayuga Street.

The Boys and Girls Club of Tampa Bay, Inc. is a non-profit organization whose goal is to provide programs and activities dedicated to promoting leadership, character, health, and career development while emphasizing social, cultural, and educational growth to youths of all backgrounds and circumstances. The following Boys and Girls Club facilities are located within the project study area:

- West Tampa - (located at 1415 North MacDill Avenue)
- Ybor City - (located on the grounds of the Cuscaden Park Playground)
- Central Park - (located on the grounds of Perry Harvey Park)
- C & S Robles - (located on the grounds of Robles Park)

The locations of these facilities are illustrated on Exhibit 3.7, previously referenced.

3.4.3 Bicycle and Pedestrian Facilities

Due to the nature of travel on interstates and expressways, bicycle and pedestrian traffic is prohibited on I-275, I-4, and the Crosstown Expressway. Currently, sidewalks are provided along most cross streets underneath I-275, I-4, and Crosstown Expressway corridors. Bicycle and/or pedestrian facilities in the form of paths or trails are provided in the following parks located in the vicinity of the project: MacFarlane Park, Riverfront Park, Phil Bourquardez Park, Perry Harvey Park, Robles Park, Ybor Centennial Park, McKay Bay Nature Park, and Highland Pines Playground.

The Hillsborough County Comprehensive Bicycle Plan, developed to facilitate and encourage bicycle travel, was adopted on April 5, 1994. The plan shows existing, proposed and needed bicycle facilities throughout the county. Bicycle facilities or accommodations consist of extra-wide outside travel lanes, paved shoulders, or special signing and striping of bicycle lanes. According to the plan, existing roadways containing bicycle accommodations pass beneath the interstate at Dale Mabry Highway, Himes Avenue and Armenia Avenue. Roadways containing bicycle accommodations which begin or terminate at the interstate include Habana Avenue and Ashley Street. The City of Tampa participates in the development of the Plan through their membership on the MPO Board and the Bicycle Advisory Committee. It is City policy to provide bicycle accommodations as part of all roadway and intersection improvement projects and new projects.

The City of Tampa is developing a riverwalk recreational corridor for pedestrians and bicycles parallel to the Hillsborough River through downtown Tampa. As presently envisaged, the riverwalk will extend from the Performing Arts Center, south along the river, then east along Garrison Channel to the Beneficial Drive bridge. Construction of the first portion, from Curtis Hixon Park to Washington Street, is fully funded and under design. The riverwalk is an element of the Hillsborough County Greenways Master Plan adopted June 6, 1995. Ultimately, as part of that plan, a multli-purpose recreational corridor will pass beneath I-275 along the Hillsborough River and continue north.

3.4.4 Visual Elements/Aesthetics

The existing visual resource attributes of the study area are representative of urban Florida pattern elements and character. Man-made development encompasses a variety of land uses and land forms within Tampa's urban areas, as described in Section 3.2.1, Existing Land Use, and includes single-family residences, retail businesses, multi-family units, commercial offices, parks, industrial, motels, and some vacant lands. Upland vegetation consists of ornamental trees, shrubs, and turfgrasses and is located primarily in residential and commercial developments, with some highway median and interchange area landscape plantings. Three significant natural water features are within the project limits: the Hillsborough River, which intersects existing I-275 just east of North Boulevard; McKay Bay, located south of the proposed Crosstown Connector; and Hillsborough Bay, located in the CBD and south of the proposed Crosstown Connector. The topography of the area is generally flat, while much of the existing roadway is elevated, originally constructed on fill or on structure.

In addition to the aforementioned land uses, unique neighborhoods have been identified within the project study limits. These areas include West Tampa, downtown Tampa, Tampa Heights, Ybor City, and Seminole Heights.

Tampa's CBD and several culturally significant resources including the Convention Center, various historic structures, Henry B. Plant Museum, the Florida Aquarium, and the planned riverwalk development contribute to the importance of downtown Tampa.

Ybor City, West Tampa, and Seminole Heights are designated National Register Historic Districts. Tampa Heights, the oldest established Tampa neighborhood, contains a Multiple Property Listing.

The HCC-CPC "Livable Roadways, Proposals for Roadway Appearance and Function" outlines overall goals and recommendations for limited access roadways. In addition, the project will meet the objectives stated in the Hillsborough County Design Criteria for each of the above-mentioned unique areas. These regulations include the Tampa CBD Development Regulations for urban design and streetscape, which will be strongly adhered to during design and construction.

Other existing guidelines/criteria which will be followed during the design phase include the Design Amenities component contained in Phase I of TIS, the Master Plan. The goals and objectives of the Design Amenities program include: to improve the overall aesthetics and unity of the project, to establish a hierarchy of areas for special visual emphasis, and to develop a palette of man-made and natural design elements to be used in the implementation of the project.

Measures to enhance the aesthetic quality of this project and to mitigate for visual impacts as a result of the project developed during Phase I and Phase II of the TIS are summarized in Section 4.4.4, Visual/Aesthetics Impacts, of this document. Additional details on the aesthetic guidelines developed for the interstate design are provided in the TIS Urban Design Guidelines (December 1994).

3.5 PHYSICAL ENVIRONMENT

Construction of the proposed improvements could have positive or negative impacts on the physical environment. Air quality, noise levels, hydrology, and water quality within the study area and surrounding region may be affected during and after construction. Topography, geology, and contamination can affect the costs and constructibility of the project. This section discusses the existing aspects of the physical environment within the project study limits.

3.5.1 Air Quality

A comprehensive discussion of existing air quality conditions and an air quality impact assessment is provided in the separately published reports: TIS - EA Task A.5.a Air Quality Report (June 1993) and TIS - EIS Task A.5.a - Air Quality Report (December 1994). The following presents a summary of existing air quality conditions in the vicinity of the project area.

Under the 1970 Clean Air Act (CAA), the U.S. Environmental Protection Agency (EPA) was empowered to establish National Ambient Air Quality Standards (NAAQS) for six pollutants:

carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter (PM), ozone (O_3), and lead (Pb). The Hillsborough County Environmental Protection Commission (EPC), in cooperation with the Florida Department of Environmental Protection (DEP), operates an air monitoring network in Hillsborough County to collect ambient air quality data for comparison to the NAAQS. A synopsis of the most recent air monitoring data (1990) obtainable for air monitoring stations located near the Preferred Alternative study area is presented in Table 3.10.

According to the CAA Amendments of 1977, all areas within the state are designated with respect to the NAAQS as either attainment, non-attainment, maintenance area, or unclassifiable. Areas that meet the NAAQS are designated as attainment. Conversely, areas that violate the NAAQS are designated as non-attainment. Former non-attainment areas that now meet the NAAQS are designated as maintenance areas. Finally, areas where data are insufficient for classification as either attainment or non-attainment are designated as unclassifiable. In areas designated as non-attainment, a State Implementation Plan (SIP) is developed to bring the area into compliance with the NAAQS. The current attainment, non-attainment, maintenance area, and unclassifiable designations for Hillsborough County are presented on Table 3.11.

3.5.2 Noise

A noise analysis was conducted to document existing noise levels, analyze future-year noise levels and associated impacts, and evaluate the feasibility and economic reasonableness of potential noise mitigation measures associated with the proposed improvements to the Tampa interstate system. This analysis was prepared using methodology established in Title 23 CFR, Part 772, U.S. Department of Transportation Federal Highway Administration (FHWA), Procedures for Abatement of Highway Traffic Noise and Construction. A comprehensive discussion of the noise analysis is provided in the separately published reports: TIS - EA Task A.5.b.13 Noise Report (June 1992), and TIS - EIS Task A.5.b.13 Noise Report (December 1994).

TABLE 3.10

AIR QUALITY MONITORING DATA
Tampa Interstate Study - Phase II
Environmental Impact Statement

Station Number	Monitoring Station Location[a]	Distance and Direction from the Study Area	Pollutant(s) Measured	Maximum Recorded Concentration[b]	Air Quality Standard[c]	Duration	Exceeds Standard
1	Downtown Tampa	0.6 km S. (0.4 miles)	Carbon Monoxide	9 ppm 5 ppm	35 ppm 9 ppm	1-Hour Average 8-Hour Average	No No
2	Davis Islands	2.6 km S. (1.6 miles)	Inhalable Particulates	48 ug/m^3 29 ug/m^3	150 ug/m^3 50 ug/m^3	24-Hour Max Arithmetic Mean	No No
			Sulphur Dioxide	21 ug/m^3 143 ug/m^3 369 ug/m^3	80 ug/m^3 365 ug/m^3 1300 ug/m^3	Arithmetic Mean 24-hour Average 3-Hour Average	No No No
			Ozone	.12 ppm	.12 ppm	1-Hour Average	No
3	HCC	1.9 km N. (1.2 miles)	Carbon Monoxide	8 ppm 6 ppm	35 ppm 9 ppm	1-Hour Average 8-Hour Average	No No
4	Beach Park	0.5 km S. (0.3 miles)	Ozone	.06 ppm	.12 ppm	1-Hour Average	No
5	Seminole School	1.6 km N. (1.0 miles)	Inhalable Particulates	70 ug/m^3 31 ug/m^3	150 ug/m^3 50 ug/m^3	24-Hour Max Arthimetic Mean	No No
			Carbon Monoxide	12 ppm 7 ppm	35 ppm 9 ppm	1-Hour Average 8-Hour Average	No No

[a] Monitoring Station Address:

1. 200 Madison Ave.
2. 155 Columbia Dr.
3. N. Dale Mabry Hwy./Tampa Bay St.
4. Bay Way St.
5. 6201 Central Ave.

[b] Florida Department of Environmental Protection, ALLSUM Report, 1990.

[c] National Ambient Air Quality Standards established by the EPA.

ppm = parts per million
ug/m^3 = micrograms per cubic meter

TABLE 3.11

CURRENT ATTAINMENT/NON-ATTAINMENT DESIGNATIONS FOR HILLSBOROUGH COUNTY[a]
Tampa Interstate Study - Phase II
Environmental Impact Statement

Pollutant	Designations
Carbon monoxide	Attainment
Nitrogen dioxide	Attainment
Sulfur dioxide	Unclassifiable
Particulate matter	Unclassifiable[b]
Ozone	Maintenance Area
Lead	Non-Attainment[c]

[a] Source: Section 17-275, (410) and (420) of the Florida Administrative Code.

[b] A portion of Hillsborough County falling within the area of a circle having a center point at the intersection of U.S. 41 South and State Road 60 and a radius of 12 kilometers is designated as an air quality maintenance area.

[c] A portion of Hillsborough County encompassed within a radius of 5 kilometers centered at Universal Transverse Coordinates: 364.0 kilometers east, 3093.5 kilometers north, Zone 17. The pollution source is a battery plant.

Designations: Attainment: areas within which the NAAQS have not been violated.

Non-attainment: areas within which the NAAQS have been violated.

Maintenance Area: Former non-attainment areas that now meet the NAAQS, based on the most recent monitoring data available.

Unclassifiable: areas which cannot be classified as attainment or non-attainment.

The unit of noise measurement utilized for the analysis is the hourly equivalent sound level, Leq(1). Hourly Leq is defined as the equivalent steady state sound level which, in an hour, would contain the same acoustic energy as the time-varying sound level during the same period. Leq is measured in A-weighted decibels (dBA) which closely approximates human frequency response.

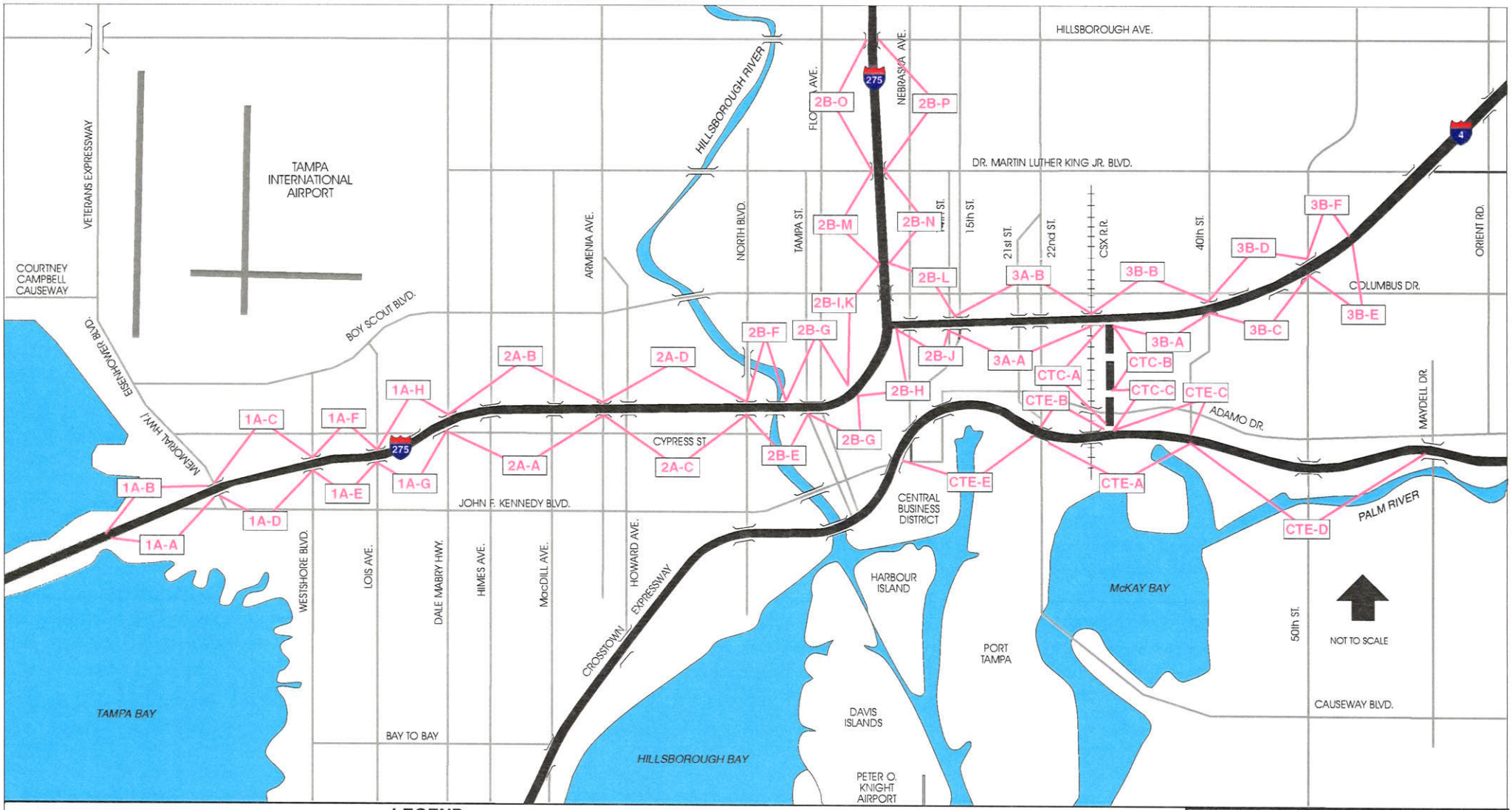
The existing noise environment in the vicinity of the Preferred Alternative study area is typical of an urban community. Motor vehicles traveling the interstate system and the urban roadway system are the major intrusive sources of noise.

Existing land uses along the project corridor are primarily residential, commercial, and light industrial as previously shown on Exhibit 3.4. For the purpose of the analysis, the study area was divided into 40 noise study areas as shown on Exhibit 3.8. The noise sensitive sites within these areas include single-family residences, apartments, schools, parks, and churches.

Existing noise levels within the study area were evaluated through noise monitoring and modeling. The FHWA computer model, STAMINA 2.0, was validated with existing traffic and noise level data gathered during the noise monitoring program by comparing measured values with predicted values. Based on this comparison, the STAMINA model was determined to be a reliable model for the prediction of traffic-related noise levels associated with this project. Additional details concerning model input parameters and methodology are provided in the noise reports prepared for this project.

FHWA Noise Abatement Criteria, summarized in Table 3.12, establish guidelines for traffic noise impact assessments with respect to various land uses. The results of the STAMINA model noise analysis predict that the distance from the roadway centerline to the 65 and 67 dBA contour will increase with the proposed improvements to the Tampa interstate system, as shown in Table 3.13. This is a result of higher, future-year traffic volumes and the expanded roadway network.

The analysis indicates that under existing (1990) and 2010 No-Action conditions, approximately 1,417 noise sensitive sites located within areas adjacent to the project corridor experience noise levels that approach or exceed FHWA/FDOT noise level criteria. FDOT considers the term



LEGEND

1A-B **Noise Study Area**

Proposed Crosstown Connector

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY

PHASE II

Hillsborough County, Florida

NOISE STUDY AREAS

EXHIBIT 3.8

TABLE 3.12

FHWA NOISE ABATEMENT CRITERIA
Tampa Interstate Study - Phase II
Environmental Impact Statement

Activity Category	Description of Activity Category	Leq (h)
A	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.	57 (Exterior)
B	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.	67 (Exterior)
C	Developed lands, properties, or activities not included in Categories A or B above.	72 (Exterior)
D	Undeveloped lands.	N/A
E	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.	52 (Interior)

N/A = No Standard for this Activity Category, therefore not applicable.

Source: Code of Federal Regulations, Title 23, Part 772.

TABLE 3.13

NOISE ISOPLETHS
Tampa Interstate Study - Phase II
Environmental Impact Statement

Noise Study Area	Limits	Approximate Distance From Roadway Centerline m (ft.)			
		Hourly LEQ (dBA)	1990 Existing	2010 No-Action	2010 Preferred Alternative
SEGMENT 1A					
A	West of Memorial Hwy., south of I-275	67 65	67 (220) 116 (380)	67 (220) 116 (380)	94 (310) 157 (515)
B	West of Memorial Hwy., north of I-275	67 65	73 (240) 113 (370)	73 (240) 113 (370)	137 (450) 168 (550)
C	Between Memorial Hwy. and Westshore Blvd., north of I-275	67 65	107 (350) 152 (500)	107 (350) 152 (500)	107 (350) 152 (500)
D	Between Memorial Hwy. and Westshore Blvd., south of I-275	67 65	110 (360) 152 (500)	110 (360) 152 (500)	107 (350) 152 (500)
E	Between Westshore Blvd. and Lois Avenue, south of I-275	67 65	90 (295) 128 (420)	90 (295) 128 (420)	116 (380) 148 (485)
F	Between Westshore Blvd. and Lois Ave., north of I-275	67 65	84 (275) 130 (425)	84 (275) 130 (425)	152 (500) 180 (590)
G	Between Lois Ave. and Dale Mabry Hwy., south of I-275	67 65	88 (290) 122 (400)	88 (290) 122 (400)	113 (370) 146 (480)
H	Between Lois Ave. and Dale Mabry Hwy., north of I-275	67 65	85 (280) 122 (400)	85 (280) 122 (400)	107 (350) 175 (575)
SEGMENT 2A					
A	From Dale Mabry Hwy. to Armenia Ave., south of I-275	67 65	98 (320) 128 (420)	98 (320) 128 (420)	125 (410) 140 (460)
B	From Dale Mabry Hwy. to Armenia Ave., north of I-275	67 65	104 (340) 128 (420)	104 (340) 128 (420)	122 (400) 143 (470)
C	From Armenia Ave. to North Blvd., south of I-275	67 65	94 (310) 131 (430)	94 (310) 131 (430)	125 (410) 148 (485)
D	From Armenia Ave. to North Blvd., north of I-275	67 65	91 (300) 125 (410)	91 (300) 125 (410)	125 (410)[a] 148 (485)[a]

TABLE 3.13

NOISE ISOPLETHS
Tampa Interstate Study - Phase II
Environmental Impact Statement
(Continued)

Noise Study Area	Limits	Approximate Distance From Roadway Centerline m (ft.)			
		Hourly LEQ (dBA)	1990 Existing	2010 No-Action	2010 Preferred Alternative
SEGMENT 2B					
E	From North Blvd. to Ashley St., south of I-275	67 65	158 (520)[b] 180 (590)[b]	158 (520)[b] 180 (590)[b]	158 (520)[b] 180 (590)[b]
F	From North Blvd. to Hillsborough River, south of I-275	67 65	122 (400) 152 (500)	122 (400) 152 (500)	116 (380)[c] 125 (410)[c]
G	From Hillsborough River to Orange St.	67 65	88 (290) 116 (380)	88 (290) 116 (380)	177 (580) 232 (760)
H	From Orange St. to I-4/I-275 Interchange	67 65	104 (340) 152 (500)	104 (340) 152 (500)	154 (505) 183 (600)
I	From Morgan St. to Palm Ave. northwest of I-275	67 65	104 (340) 152 (500)	104 (340) 152 (500)	154 (505) 183 (600)
J	From Palm Ave. to 14th St., south of I-4	67 65	111 (365) 137 (450)	111 (365) 137 (450)	125 (410) 171 (560)
K	From Palm Ave. to Floribraska Ave. west of I-275	67 65	91 (300) 128 (420)	91 (300) 128 (420)	94 (310) 146 (480)
L	From Floribraska Ave. to 14th St., I-275/I-4 Interchange	67 65	122 (400)[d] 165 (540)[d]	122 (400)[d] 165 (540)[d]	134 (440)[d] 177 (580)[d]
M	From Floribraska Ave. to Dr. Martin Luther King, Jr. Blvd., west of I-275	67 65	91 (300) 128 (420)	91 (300) 128 (420)	94 (310) 146 (480)
N	From Floribraska Ave. to Dr. Martin Luther King, Jr. Blvd., east of I-275	67 65	99 (325) 130 (425)	99 (325) 130 (425)	116 (380) 152 (500)
O	From Dr. Martin Luther King, Jr. Blvd. to Hillsborough Ave., west of I-275	67 65	87 (285) 116 (380)	87 (285) 116 (380)	101 (330) 149 (490)
P	From Dr. Martin Luther King, Jr. Blvd. to Hillsborough Ave., east of I-275	67 65	87 (285) 116 (380)	87 (285) 116 (380)	105 (345) 151 (495)

TABLE 3.13

NOISE ISOPLETHS
Tampa Interstate Study - Phase II
Environmental Impact Statement
(Continued)

Noise Study Area	Limits	Approximate Distance From Roadway Centerline m (ft.)			
		Hourly LEQ (dBA)	1990 Existing	2010 No-Action	2010 Preferred Alternative
SEGMENT 3A					
A	From east of 15th St. to Crosstown Connector, south of I-4	67 65	85 (280) 122 (400)	85 (280) 122 (400)	123 (405) 195 (640)
B	From east of 15th St. to Crosstown Connector, north of I-4	67 65	73 (240) 110 (360)	73 (240) 110 (360)	128 (420) 204 (670)
SEGMENT 3B					
A	From east of 34th St. to 40th St., south of I-4	67 65	91 (300) 175 (575)	91 (300) 175 (575)	76 (250) 172 (565)
B	From east of 34th St. to 40th St., north of I-4	67 65	84 (275) 137 (450)	84 (275) 137 (450)	113 (370) 177 (580)
C	From east of 40th St. to 50th St. (U.S. 41), south of I-4	67 65	91 (300) 137 (450)	91 (300) 137 (450)	107 (350) 168 (550)
D	From east of 40th St. to 50th St. (U.S. 41), north of I-4	67 65	76 (250) 137 (450)	76 (250) 137 (450)	131 (430) 192 (630)
E	From 50th St. to 21st Ave., south of I-4	67 65	76 (250) 146 (480)	76 (250) 146 (480)	149 (490) 192 (630)
F	From east of 50th St. to 26th Ave., north of I-4	67 65	76 (250) 146 (480)	76 (250) 146 (480)	149 (490) 192 (630)
SEGMENT 3C					
CTC-A	Between 2nd and 10th Ave., west of Crosstown Connector	67 65	-- --	-- --	94 (310) 128 (420)
CTC-B	Between 8th and 11th Ave., east of Crosstown Connector	67 65	-- --	-- --	52 (170) 67 (220)
CTC-C	Between 2nd and 8th Ave., east of Crosstown Connector	67 65	-- --	-- --	52 (170) 67 (220)

TABLE 3.13

NOISE ISOPLETHS
Tampa Interstate Study - Phase II
Environmental Impact Statement
(Continued)

Noise Study Area	Limits	Approximate Distance From Roadway Centerline m (ft.)			
		Hourly LEQ (dBA)	1990 Existing	2010 No-Action	2010 Preferred Alternative
SEGMENT 3C (Continued)					
CTE-A	Long St. between Station 658 and 685, south of Crosstown Expwy.	67 65	67 (220) 76 (250)	67 (220) 76 (250)	76 (250) 94 (310)
CTE-B	West of Crosstown Connector to 22nd St., Crosstown Expwy. north side	67 65	82 (270) 113 (370)	82 (270) 113 (370)	116 (380) 137 (450)
CTE-C	East of Crosstown Connector to 39th St., Crosstown Expwy. north side	67 65	76 (250) 116 (380)	76 (250) 116 (380)	94 (310) 146 (480)
CTE-D	From 39th St. to Maydell Dr., north and south of Crosstown Expwy.	67 65	70 (230) 94 (310)	70 (230) 94 (310)	98 (320) 125 (410)
CTE-E	From S.R. 60 to 22nd St., north and south of the Crosstown Expwy.	67 65	70 (230) 94 (310)	70 (230) 94 (310)	98 (320) 128 (420)

See Exhibit 3.8 for Noise Study Area locations.

[a] In areas of extreme fill 4.6 to 6.1 m (15 to 20 ft.), isopleths are 91 m (300 ft.) for LEQ 67 dBA and 113 m (370 feet) for LEQ 65 dBA.
[b] Influenced by North Blvd. and Ashley St.
[c] Due to elevation necessary to span Hillsborough River, the impact is decreased.
[d] Centerline distance to center of I-275 interchange.

"approach" to mean noise levels within 2 dBA of the 67 dBA FHWA criteria. As shown in Table 3.14, there are 153 sites in Segment 1A, 451 sites in Segment 2A, 505 sites in Segment 2B, 199 sites in Segment 3A, 93 sites in Segment 3B, and 16 sites in Segment 3C which includes the Crosstown Connector (CTC) and Crosstown Expressway (CTE).

3.5.3 Contamination

3.5.3.1 Contamination Screening Evaluation

A Level I contamination screening evaluation was conducted for the TIS project corridor in April and May 1996. This screening evaluation updates the Contamination Screening Evaluation Report published separately for the TIS project in December 1993. Essentially, this recent screening evaluation identifies known and potential hazardous material contamination sites along the project corridor; evaluates their risk to impact the proposed project; and provides recommendations for additional investigations, where required. The survey was conducted according to guidelines established by the Florida Department of Transportation (FDOT), District VII.

This contamination screening evaluation was conducted in order to help identify any known, or potential, hazardous material contamination sites along the project corridor. Because there is no single comprehensive source of information currently available which identifies all known and potential hazardous material contamination sites along the project, the survey consisted of the following tasks:

- Reviewing computer data base files provided by Environmental Data Resources, Inc. These computer data base files include, but are not limited to:

  Federal ASTM and Non-ASTM Records

  1. CERCLIS - Comprehensive Environmental Resources, Compensation and Liability Information System.
  2. ERNS - Emergency Response Notification System
  3. NPL - National Priority List

TABLE 3.14

NOISE SENSITIVE SITES
Tampa Interstate Study - Phase II
Environmental Impact Statement

Study Segment	Number of Noise Sensitive Sites[a]		
	1990 Existing	2010 No-Action	2010 Preferred Alternative
1A	153	153	138
2A	451	451	461
2B	505	505	463
3A	199	199	138
3B	93	93	140
3C	16	16	11
Total	**1,417**	**1,417**	**1,351**

[a] Number of noise sensitive sites within the 65 dBA contour.

See Exhibit 3.8 for Noise Study Areas.

4. RCRIS - Resource Conservation and Recovery Information System

5. FINDS - Facility Index System

6. HMIRS - Hazardous Materials Information Reporting System

7. PADS - PCB Activity Database System

State of Florida ASTM and Non-ASTM Records

1. LUST - PCT01- Petroleum Contamination Detail Report

2. UST - STI01 - Facility/Owner/Tank Report

3. SHWS - Florida's State-Funded Action Sites

4. SWF/LS - Facility Directory (Solid Waste Facilities)

5. AST - STI02 - Facility/Owner/Tank Report

6. FLUCFCS Sites - Sites List

- Consulting representatives of the Hillsborough County Environmental Protection Commission responsible for pollution control and hazardous material regulations in the study area;

- Reviewing Sanborn Fire Insurance Maps dated 1915, 1931, 1951, 1954 and 1962;

- Reviewing the available R.L. Polk Co. City Directories for Tampa dated between the dates 1950 and 1993 to identify past land uses potentially involving hazardous material along the project corridor;

- Evaluating historical aerial photography of the project corridor taken in 1960, 1966, 1972 and 1987;

- Reviewing previous hazardous material surveys along the TIS project corridor conducted by Greiner in 1988, 1991 and 1993; and

- Conducting in-the-field visual surveys within the study area in order to help verify known hazardous material sites and to identify and investigate any previously unrecorded sites focusing on underground storage tanks and hazardous material use.

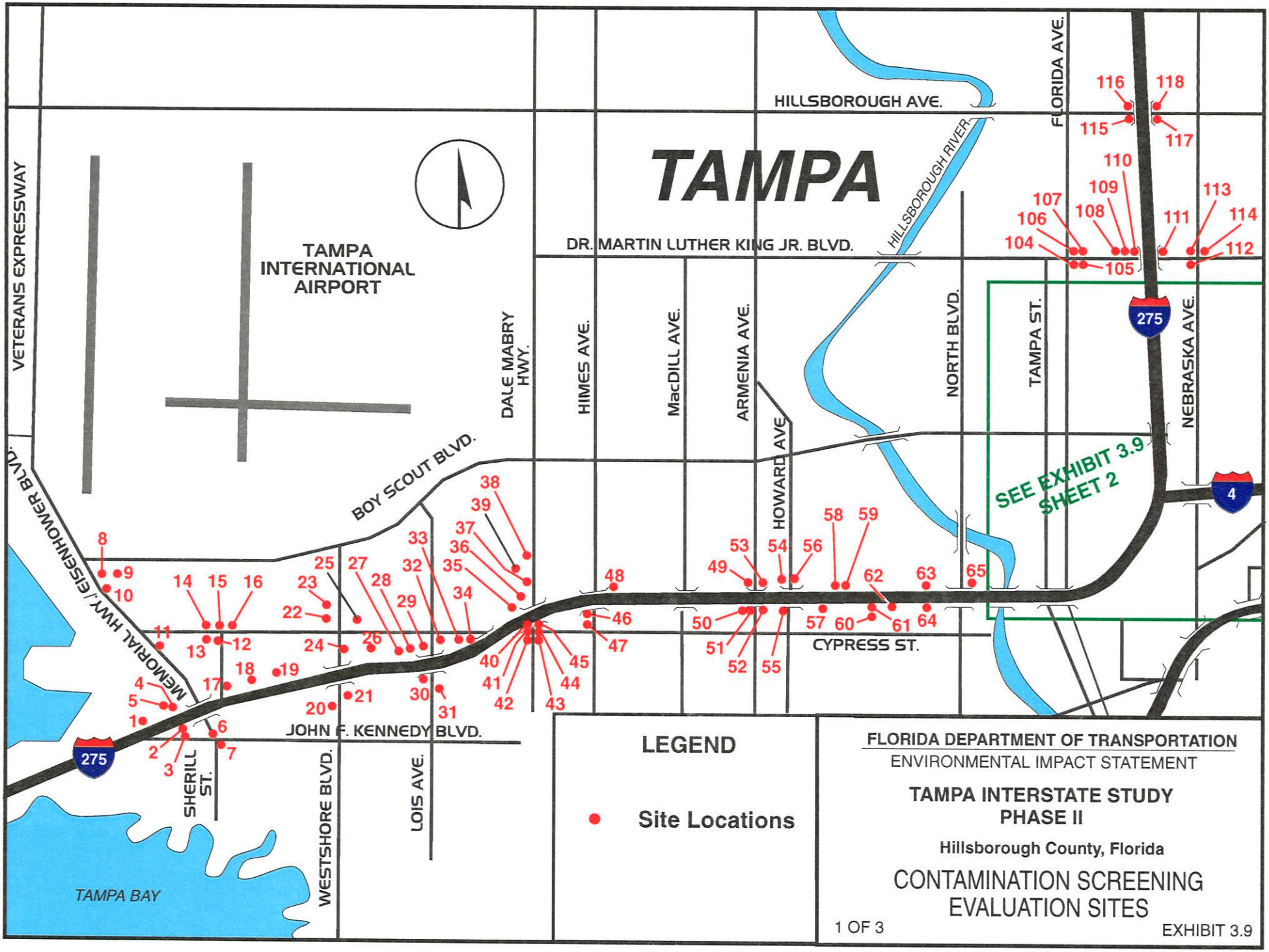
Results

The information obtained from these tasks was evaluated according to the Project Development and Environment (PD&E) Contamination Risk Evaluation Guideline, Revision 2, developed by the FDOT District VII. Utilizing the FDOT risk evaluation rating system, each investigated site was assigned a rating of "No," "Low," "Medium," or "High" based upon the information collected during this contamination screening. The risk rating assigned to each site indicates the potential for hazardous material involvement which could impact the proposed TIS project.

As a result of the data collection efforts and field reconnaissance, this survey identified 213 sites along the project corridor containing hazardous materials, hazardous waste, other regulated substances and/or environmental contamination, or which have the potential to contain these materials. A map showing the proposed project limits and the location of each site is provided on Exhibit 3.9. Businesses which currently maintain underground storage tanks for petroleum products or sites that previously contained underground storage tanks constitute the majority of these sites. A summary of each site including the name, address, identification number (if any), potential contaminants, risk ranking, and potential for project involvement is provided in Table 3.15. Sites that pose a potential risk of impacting the project study limits are discussed in Section 4.5.3.

3.5.3.2 Hazardous Material/Petroleum Transport

Hazardous materials and petroleum products such as gasoline and solvents are transported throughout the interstate corridor. The State of Florida has no designated routes for hazardous materials and petroleum transport; however, interstate travel is considered to be the safest. Section 4.5.3.2 provides more information on hazardous material and petroleum transport.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MacDILL AVE.
ARMENIA AVE.
HOWARD AVE.
NORTH BLVD.
TAMPA ST.
NEBRASKA AVE.
FLORIDA AVE.
HILLSBOROUGH AVE.
HILLSBOROUGH RIVER
DR. MARTIN LUTHER KING JR. BLVD.
BOY SCOUT BLVD.
CYPRESS ST.
JOHN F. KENNEDY BLVD.
SHERILL ST.
WESTSHORE BLVD.
LOIS AVE.
TAMPA BAY
275
4
SEE EXHIBIT 3.9 SHEET 2
LEGEND
Site Locations
FLORIDA DEPARTMENT OF TRANSPORTATION
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TAMPA INTERSTATE STUDY
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Hillsborough County, Florida
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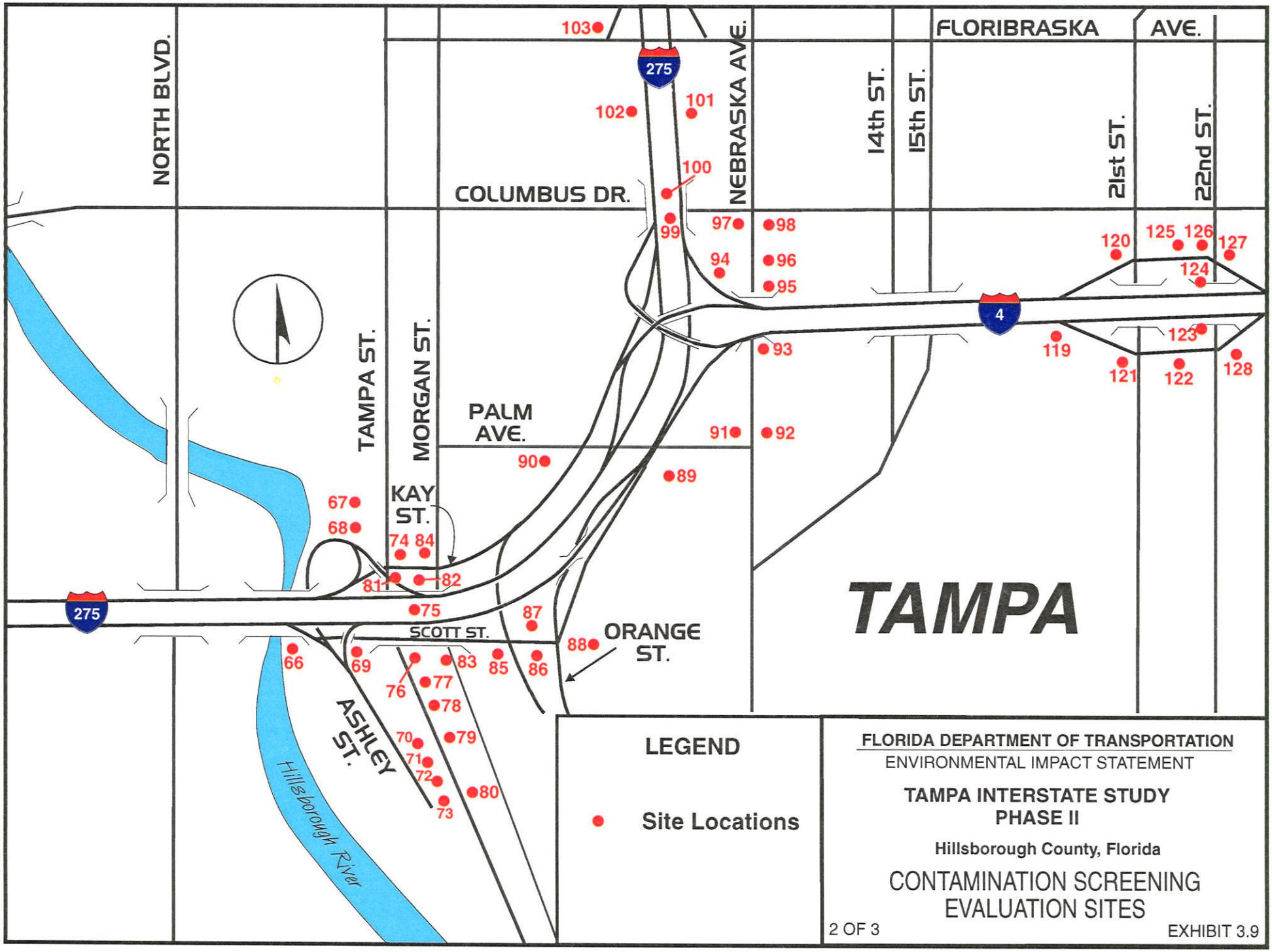
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TAMPA ST.
MORGAN ST.
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22nd ST.
FLORIBRASKA AVE.
COLUMBUS DR.
PALM AVE.
KAY ST.
SCOTT ST.
ORANGE ST.
ASHLEY ST.
Hillsborough River
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TAMPA
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2 OF 3
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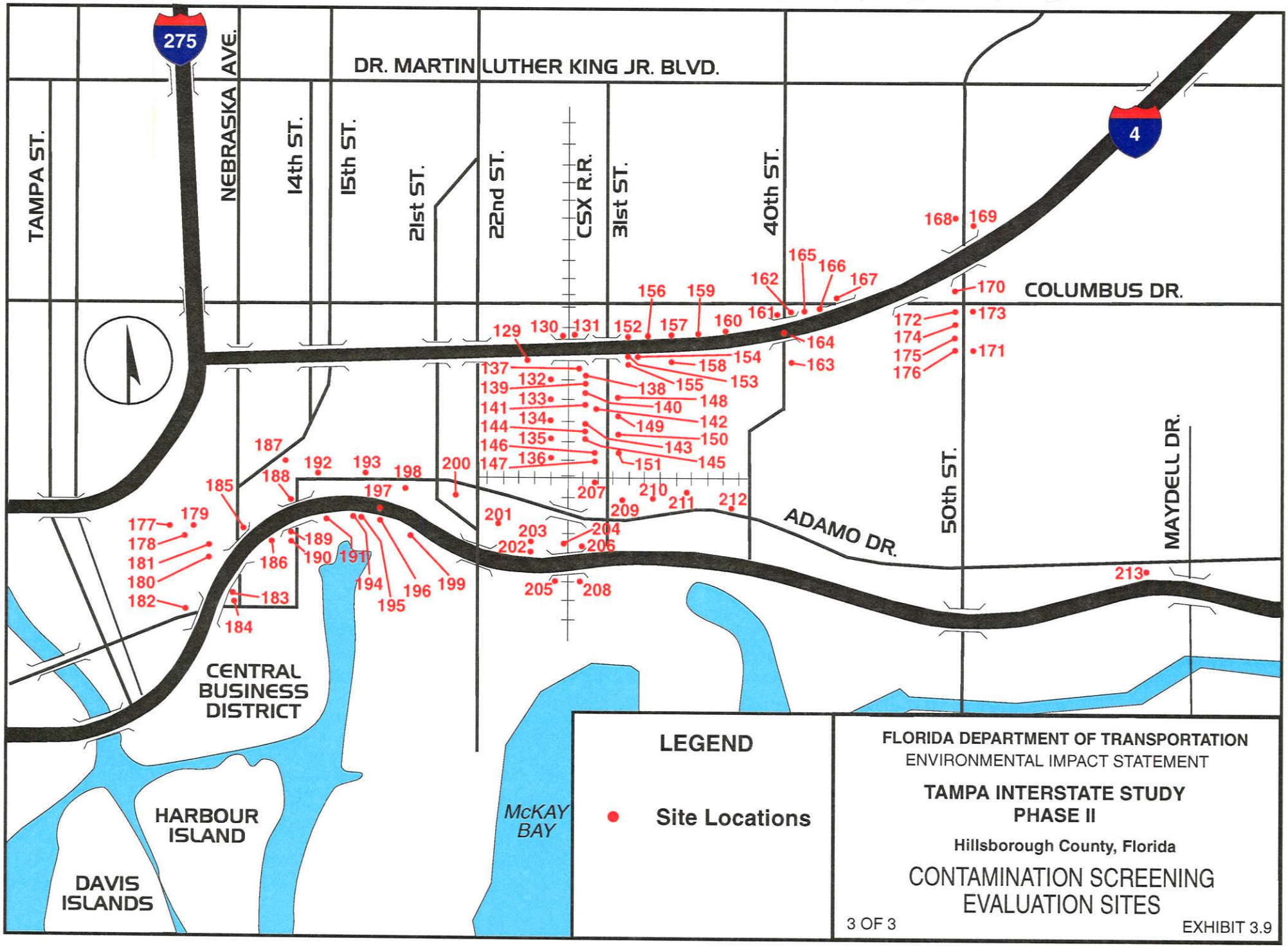
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DR. MARTIN LUTHER KING JR. BLVD.
TAMPA ST.
NEBRASKA AVE.
14th ST.
15th ST.
21st ST.
22nd ST.
CSX R.R.
31st ST.
40th ST.
50th ST.
COLUMBUS DR.
ADAMO DR.
MAYDELL DR.
CENTRAL BUSINESS DISTRICT
HARBOUR ISLAND
DAVIS ISLANDS
McKAY BAY
LEGEND
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TABLE 3.15
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Environmental Impact Statement

Site No.	Loc.	Site Name/Description/Address	Facility ID No.	Comments	Concern	Rank	Acquisition
1 E115	N	AB Dick Co. 5502 Executive Drive Tampa, FL 33609	FLD043052331	Electronics sales and service-open SQG-D001(flammable)	Solvents	Low	None
2 E121	S	Lincoln Center 5401 W. Kennedy Blvd. Tampa, FL. 33609	FLD984242677	Office building-open SQG-D001(flammable)	Solvents	Low	None
3 E120	S	Vacant Lot aka Chevron #48101 5350 W. Kennedy Blvd. Tampa, FL. 33609	298625586	Former gasoline station LUST-Removed x/xx ATRP-Eligible 10/93 CAR, RAP(GW treatment)	Lead gas Gas Waste oil Solvents	Med	None
4 E116	N	Vacated Building aka International Technology Services 402 N. Hoover St. Tampa, FL 33609	298943066	Electronics sales and service-closed UST-Removed 2/89 No closure report	Gas Diesel	Med	Partial
5 E116	N	Vacated Building aka NCR 402 N. Hoover St. Tampa, FL 33609	298628006	Electronics sales and service-closed UST-Removed 3/89 No closure report	Lead gas	Med	Partial
6 G6 E127	S	Amoco #628 5109 W. Kennedy Blvd. Tampa, FL 33609	FLD984211722 298521236	SQG-D000, D002, D0018 LUST-open gasoline station No CAR noted	Gas Waste oil Solvents	Med	None
7 E129	S	Goodyear Tire Center (auto repair shop-open) 5002 W. Kennedy Blvd. Tampa, FL 33609	FLD982161176 298733807	SQG-D001(flammable) LUST-Removed 3/92 ATRP-Eligible 10/93 CAR, NFA	Solvents Waste oil	Low	None
8 G1	E	Color Corporation of America 5410 Laurel St Tampa, FL. 33609	Not Found	Print shop-open No Regulatory Information	Solvents Metals	Low	None
9 G2	E	National Car Rental 5402 Laurel St Tampa, FL. 33609	Not Found	Auto servicing- open No Regulatory Information	Waste oil Solvents	Low	None
10 OR	E	Colony Shops of Florida 3415 E. Frontage Rd. Tampa, FL 33607	299063924	LUST-Removed 12/89 ATRP-Eligible 10/91 CAR, RAP(GW trearment)	Gas	Med	Partial
11 G3	E	Vacant Lot Frontage Rd & Lemon St (ne cor) Tampa, FL 33607	Not Found	Former gasoline station No Regulatory Information	Lead gas Gas	Med	None
12 E66	N	Bay Center Corp. 5100 W. Cypress St. Tampa, FL 33609	FLD067223404	SQG-D001(flammable)	Solvents	Med	Partial
13 E66	N	Vacated Building aka Velda Farms (dairy products) 5124 W. Cypress St Tampa, FL 33607	298625469	Fleet fueling-closed LUST-Removed x/xx EDI-Eligible 4/89 CAR-unapproved	Gas	Low	None
14 E66	N	7-Eleven #24305 5125 W. Cypress St Tampa, FL 33607	298627491	LUST-open gasoline station EDI-Eligible 7/89 CAR, RAP(MOP)	Gas	Low	None
15 E66	N	Payless Car Rental 5105 W. Cypress St. Tampa, FL 33609	298732393	Auto fueling-closed UST-Removed 9/93	Gas	Low	None
16 E67	N	Carson Plumbing 5145 W. Cypress St. Tampa, FL 33609	29867214	Fleet fueling-closed LUST-Removed 12/88 EDI-Eligible 4/89 No CAR or closure report	Gas Waste oil	Med	None

TABLE 3.15
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17 G4	N	Safeway Steel Products aka Pearless Pumps 505 N Sherril St Tampa, FL 33609	Not Found	Scaffolding rental-open Former pump sales/service No Regulatory Information	Solvents Waste oil	Med	Partial
18 E95	N	Dollar Rent a Car (old service area) 5012 W. Lemon St. Tampa, FL 33609	298625625	Auto fueling-closed LUST-Removed 11/90 No CAR or closure report	Gas Solvents Waste oil	Med	Partial
19 G5 E96	N	Automatic Data Processing 4900 W. Lemon St. Tampa, FL 33609	298838703	Fleet fueling-closed LUST-Removed 6/93 Closure report-no details	Gas	High	Complete
20	S	Lindo's Car Rental (closed) 505 N. Westshore Blvd Tampa, FL 33609	Not Found	Auto servicing-closed LUST-Removed x/96	Waste oil Solvents	Low	None
21 OR3	S	Embassy Hotel 555 N. Westshore Blvd. Tampa, FL 33609	299200540	LUST-Removed 5/93 AST-open 500 gal-backup generator	Diesel	Med	None
22 G8 E69	N	Shell-Shep Service 1002 N. Westshore Blvd. Tampa, FL 33607	298625080	LUST-open gasoline station No CAR noted	Gas Waste oil Solvents	Med	None
23 OR4	N	Budget Rent a Car Vehicle servicing-open 1110 N. Westshore Blvd. Tampa, FL 33607	299046115	Vehicle fueling-closed LUST-Removed 6/90 ATRP-Eligible 3/92 CAR, RAP(GW trearment)	Gas Waste oil	Low	None
24	N	Vacant Lot aka Chevron #48084 701 N. Westshore Blvd. Tampa, FL 33607	298625677	Former gasoline station LUST-Removed 2/91 EDI-Eligible 1/94 CAR, NFA 2/94	Gas Waste oil	Med	Partial
25 E69	N	Marriot-Westshore 1001 N. Westshore Blvd. Tampa, FL 33607	298731836	Hotel-open UST-open 500 gal-backup generator	Diesel	Low	None
26 E70	N	Barnett Bank Bldg. 4600 W. Cypress St. Tampa, FL 33607	299047048	Bank-open UST-open 4000 gal-backup generator	Diesel	Med	Partial
27 E79	N	Westshore Place 4350 W. Cypress St. Tampa, FL 33607	299103064	Office building-open UST-open 550 gal-backup generator	Diesel	Low	None
28 E83	N	Alscor Investor Joint Venture 4300 W. Cypress St. Tampa, FL 33607	299103065	Office building-open UST-open 550 gal-backup generator	Diesel	Low	None
29 E82	N	Alscor Investor Joint Venture 4200 W. Cypress St. Tampa, FL 33607	299103063	Office building-open UST-open 550 gal-backup generator	Diesel	Low	None
30 G9	S	Nevada Bobs Golf & Tennis (store) 601 N Lois St Tampa, FL 33609	Not Found	Former gasoline station- Carlos Texaco No Regulatory Information	Lead gas Gas Diesel	High	Complete
31 G10	S	Marco Building (office) 612 N Lois St Tampa, FL 33609	Not Found	Former gasoline station- Lasada Mobil No Regulatory Information	Lead gas Gas Diesel	Low	None
32 G11 E77	N	Radiant Food Store aka Gas Kwik #256 4136 W. Cypress St. Tampa, FL 33607	298625440	LUST-open gasoline station EDI-Eligible 10/89 No CAR noted New C/U required	Lead gas Gas Diesel	High	Partial
33 G12	N	Semco Printing 4106 W. Cypress St. Tampa, FL 33607	Not Found	Print shop-open No Regulatory Information	Solvents Metals	Med	Complete

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34 G13	N	Jesto Transmission 4102 W. Cypress St. Tampa, FL 33607	Not Found	Auto repair shop-open No Regulatory Information	Solvents Waste oil	Med	Complete
35 G14	N	Cost Plus Cars Inc. aka Brake-O 1402 N Dale Mabry Hwy Tampa, FL 33607	Not Found	Auto sales-open Former auto repair shop No Regulatory Information	Solvents Waste oil	Low	None
36 E42	N	Walter Industries, Inc. (offices) 1500 N. Dale Mabry Hwy Tampa, FL 33607	299047096	LUST-open (2) 1000 gal backup generator New C/U required	Diesel	Low	None
37 E33	N	Dan R Sports (closed) 1700 N. Dale Mabry Hwy Tampa, FL 33607	FLD984205104	SQG-D000 (no listings) Building removed	Unknown	Low	None
38 E33	N	Home Depot (hardware store) 1712 N. Dale Mabry Hwy. Tampa, FL 33607	299400477	LUST-Removed 11/93 8000 gal backup generator New C/U required	Diesel	Low	None
39 E22	N	Exxon #4452 1930 N. Dale Mabry Hwy. Tampa, FL 33607	298625715	LUST-open gasoline station EDI-Eligible 12/90 CAR, RAP(GW treatment)	Gas Diesel	Med	None
40 G17	S	Xpress Rent A Car aka Lease Adventure & Allstar Limousine aka E & M Auto Servive 1200 N. Dale Mabry Hwy Tampa, FL 33607	Not Found	Car/truck rentals-open Former UST and former auto service No Regulatory Information	Solvents Waste oil	Low	None
41 E71	S	Rio Bravo (restaurant parking lot) aka Exxon #7484 1004 N. Dale Mabry Hwy. Tampa, FL 33607	298625557	Former gasoline station LUST-Removed 4/88 EDI-Eligible 1/91 CAR, RAP(GW treatment)	Lead gas Gas	Med	None
42 G15	S	Z-Fever 3808 W. Nassau St Tampa, FL 33607	Not Found	Former auto undercoating	Solvents	Low	None
43 E86	S	Exxon #4-9113 (aka Gas KwiK) 911 N. Dale Mabry Hwy. Tampa, FL 33607	298624794	LUST-open gasoline station EDI-Eligible 10/89 CAR, RAP, MOP, SRCR	Gas	Med	None
44 E71	S	Shell Station 1001 N. Dale Mabry Hwy. Tampa, FL 33607	298625108	LUST-open gasoline station PLIRP-Eligible 1/95 CAR, NFA	Gas	Med	None
45 G16 E53 E64	S	Mobil #02-CNH (aka Gulf) 1101 N. Dale Mabry Hwy. Tampa, FL 33607	298624998 FLD984203638	LUST-open gasoline station EDI-Eligible 1/92 CAR unapproved SQG-(no materials listed)	Gas Diesel Kerosene Fuel oil	Med	None
46	S	TECO Substation 3500 blk La Salle St Tampa, FL 33607	Not Found	Electical Transformers (active)	PCB's	Med	Partial
47 G18 E49	S	CKC Industries (open) aka Drew Tile Supply Co. 1410 N. Himes Ave. Tampa, FL 33607	298625369	Fleet fueling-closed LUST-Removed 8/89 ATRP-Eligible 1/92 New C/U required	Gas	Med	Complete
48 E37	N	A & A Auto Parts (open) 3334 W. Main St Tampa, FL 33607	FLD984207373	SQG-D001,F001,F002 Auto salvage yard	Solvents	Low	None
49 G1 E39	N	Salemi's Body Shop (former gas station) 1602 N. Armenia Ave. Tampa, FL 33633	299103217	Auto body repair-open LUST-Removed x/75 ATRP-Eligible 9/93 No CAR noted	Lead gas Solvents Waste oil	Med	None

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Tampa Interstate Study-Phase II
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50 G2 E44	S	Moneyland Pawn (open) aka Texaco 2502 W. Laurel St. Tampa, FL 33607	298732178	UST-Removed x/xx Former gasoline station- Sanborn Map 1979	Lead gas	High	Complete
51 E48	S	Automan Inc. (closed) 1406 N. Armenia Ave Tampa, FL 33607	FLD984205948	Former auto detailer at Moneyland Pawn SQG-D001(Flammable)	Solvents	Med	Complete
52 G3 E48	S	Citgo Armenia 1415 N. Armenia Ave. Tampa, FL 33607	298625485	LUST-open gasoline station EDI -Eligible 9/90 CAR-unapproved	Diesel Gas	High	Complete
53	N	Popeye's Chicken (rest. open) 2337 Green St Tampa, FL 33607	Not Found	Former gasoline station - Sanborn Map 1979	Lead gas Gas Diesel	Med	None
54 G4 E41	N	Kentucky Fried Chicken (restaurant closed) 1602 N. Howard Ave. Tampa, FL 33607	299501915	Former gasoline station LUST-Closed x/xx ATRP-Eligible 6/95 CAR approved	Lead gas Gas Diesel	Med	None
55 E47	S	Advanced Metro Security aka Convenient Food Mart #5503 1424 N. Armenia Ave. Tampa, FL 33607	298625096	LUST-closed x/xx CAR, RAP(MOP) Former gasoline station - Sanborn Maps 1951, 79	Lead gas Gas	High	Complete
56 G5 E40	N	Texaco Sta aka Alpine Truck Stop 2135 W. Green St. Tampa, FL 33603	298944533	LUST-open gasoline station CAR, RAP(GW treatment) Cleanup ongoing	Gas Diesel Kerosene	Med	None
57 G6	S	Laurel Estates 1417 N. Albany Ave Tampa, FL 33607	Not Found	Former funeral home	None	No	Complete
58 E36	N	Falicione Auto Service (open), (former gas station) 1746 W. Main St. Tampa, FL 33607	298945082	LUST-Removed 12/92 ATRP-Eligible 9/93 CAR approved Sanborn Maps 1951, 79	Kerosene	Low	None
59 G7	N	Vacated Building 1721 W. Green St Tampa, FL 33607	Not Found	Former auto service and former waste burning- Sanborn Maps 1951, 79	Waste oil Metals	Low	None
60 G9	S	TECO Substation Laurel St & Rome Ave (sw cor) Tampa, FL	Not Found	Electical Transformers (active)	PCB's	Med	Complete
61 G8 E51	S	Blanco Fuel Oil (fuel oil sales-closed) 1701 W. LaSalle St. Tampa, FL 33607	298735467	LUST-Removed 3/91 ATRP-Eligible 10/91 CAR, RAP(status unknown) Sanborn Map 1979	Kerosene Fuel oil Gas	Med	None
62	S	Vacant Parcels 1527-31 La Salle St Tampa, FL 33607	Not Found	Former chemical mfg- Sanborn Map 1979	Unknown	Med	None
63	S	Vacant Parcels 1605 Deleware Ave. Tampa, FL33607	Not Found	Former auto repair shop Sanborn Map 1951	Solvents Waste oil	Med	Partial
64 G10	N	Mr. Woods Auto Repair (open) aka T&M Auto Paint and Body Shop 1103 La Salle St. Tampa, FL 33607	Not Found	Former auto repair, paint and body shop and former gasoline station- Sanborn 1951, 79	Solvents Waste oil Lead gas	Med	None
65	N	Tampa Housing Authority 815 W. Green St. Tampa, FL 33607	Not Found	Public housing-open Former dry cleaner- Sanborn 1951	Solvents	Med	Complete

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Site No.	Loc.	Site Name/Description/Address	Facility ID No.	Comments	Concern	Rank	Acquisition
66 *1	I	Curently River Frontage 1400 Block of Doyle Carlton Dr. Tampa, FL 33602	Not Found	Former foundry- Sanborn 1951	Solvents Waste oil Metals	Med	Within
67 *2	N	Tampa City Police Dept./Fueling 1710 N. Tampa St. Tampa, FL 33602	298625142	Fleet fueling-closed LUST-Removed x/xx 2000 gal backup generator EDI-Eligible 9/89	Lead gas Diesel Fuel oil Waste oil	Low	None
68 *3	N	Tampa Police Dept. Parking Lot. Tampa & Kay Sts (nw cor) Tampa, FL	Not Found	Former foundry- Sanborn 1951	Solvents Waste oil Metals	Low	None
69 *4	N	Tampa City-Recreation Dept. 1420 Tampa St. Tampa, FL 33602	299400333	Former heating system UST-closed inplace 12/92	Fuel oil	Med	Complete
70 E60	S	Tampa City-Royal St. Parking Lot Royal St / Tampa St Tampa, FL	298841046	Former gasoline station LUST-Removed 1/88 EDI-Eligible 2/91	Kerosene Lub oil	High	Complete
71	S	Tampa City Parking Lot 1108 N. Tampa St Tampa, FL 33602	Not Found	Former auto repair- Sanborn 1951	Solvents Waste oil	Med	Complete
72	S	FDOT Right-of-Way 1010 Tampa ST Tampa, FL 33602	Not Found	Former gasoline station- Sanborn 1951	Lead gas	High	Complete
73 G11	S	Mr Kleen (auto detailing-open) 1004 Tampa ST Tampa, FL 33602	Not Found	Former gasoline station- Sanborn 1951	Lead gas	High	Complete
74 *5	N	Vacant Lot 1601 N. Tampa St. Tampa, FL 33602	Not Found	Former leather works possible tannery- Sanborn 1951, 54, 62	H/M	Low	Partial
75 *9	I	City Parking Lot 1500 block of Tampa St Tampa, FL	Not Found	Former gasoline station with auto repair- Sanborn 1931, 51	Lead gas Solvents Waste oil	High	Within & Complete
76 *6	S	HRS Office Parking Lot 1400 Block of Tampa St. Tampa, FL	Not Found	Former gasoline station and auto repair- Sanborn 1951 and 62	Lead gas Solvents Waste oil	High	Complete
77 *7	S	HRS Office Parking Lot 1400 Block of Franklin St. Tampa, FL	Not Found	Former dry cleaner- Sanborn 1951, 54, 62	Solvents	Med	Complete
78	S	FL Dept of Mgmt Svs-Pk Trammel 1313 Tampa St. Tampa, FL 33602	298841073	Office building-open UST-open 550 gal-backup generator	Diesel	Low	None
79	S	Parking Lot 1201 Tampa St. Tampa, FL 33602	Not Found	Former gasoline station- Sanborn 1951	Lead gas	Med	None
80	S	Domino's Pizza (restaurant-open) 1005 Tampa St. Tampa, FL 33602	Not Found	Former gasoline station- Sanborn 1951	Lead gas	Med	None
81 *8	N	Central Animal Hospital 1523 North Franklin St. Tampa, FL 33602	Not Found	Veterinarian-open UST-open heating system	Fuel oil	High	Complete
82	N	Willie's Auto Beauty Shop 1408 N. Florida Ave. Tampa, FL 33602	Not Found	Auto detailing-open Former auto body repair- Sanborn 1951	Solvents Lead	Med	Complete

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83	S	HRS Office Parking Lot 1300 Block of Florida Ave Tampa, FL	Not Found	Former gasoline station with auto repair Sanborn 1951	Lead gas Solvents Waste oil	High	Complete
84 *10	N	TECO Substation 1600 Block of Florida Ave. Tampa, FL	Not Found	Electrical transformers (active)	PCB's	Med	Partial
85 *11	S	Hillsborough County Jail 1301 N. Morgan St. Tampa, FL 33602	298732385	Detention facility-open UST-open heating system AST-open backup generator	Fuel oil Diesel	Low	None
86 *12	S	Ray's Bail Bonds aka Bezarte/Rene 801 E. Scott St. Tampa, FL 33602	298732385	Former gasoline station LUST-Removed x/xx EDI-Eligible 3/93 CAR, RAP, MOP	Lead gas	Med	Partial
87 *13	I	FDOT Right-of-Way North of Scott St. between Orange Jefferson St. Tampa, FL	Not Found	Former gasoline station- Sanborn 1931	Lead gas	High	Within
88 *14	E	Central Park Village Former intersection of Scott St. and Lamar Ave. Tampa, FL	Not Found	Public housing-open Former dry cleaner- Sanborn 1951	Solvents	Low	None
89 *15	E	Vacant Parcel Henderson and Governer St (se cor) Tampa, FL	Not Found	Former gasoline station- Sanborn 1951, 54, 62	Lead gas	Low	None
90 *16	W	Silver Dollar Tavern (open) 411 E. Palm Ave. Tampa, FL 33602	Pending	Unmaintained USTs Former gasoline station- Sanborn 1951, 54, 62	Lead gas	Med	Complete
91 *17	E	Torres Transmissions aka Giglio Property (former gas station) 411 E. Palm Ave. Tampa, FL	299102252	Auto repair-open LUST-Removed 3/91 ATRP-Ineligible 3/93 No contamination	Lead gas Solvents Waste oil	Low	None
92 *18	E	Vacated Building Nebraska and Palm Aves (ne cor) Tampa, FL	Not Found	Former gasoline station- Sanborn 1951	Lead gas	Low	None
93 *19	I	FDOT Right-of-Way Nebraska and 12th Aves (ne cor) beneath existing I-4 ramps Tampa, FL	Not Found	Former gasoline station- Sanborn 1951	Lead gas	High	Within
94 *20	E	Hillsborough Co. School Board 707 E. Columbus Ave. Tampa, FL 33602	298736992	School-open Unmaintained UST AST-open heating system	Fuel oil	Med	Complete
95 *21	E	Eastside Funeral Home 2301 N. Nebraska Ave. Tampa,FL 33602	Not Found	Undertaker-open Former auto service No regulatory information	Solvents Waste oil	Med	Partial
96 *22	E	Vacated Building aka C Mart #643 2309 N. Nebrasksa Ave. Tampa,FL 33602	298508941	UST-Removed 12/90 Former gasoline station- Sanborn 1962	Lead gas	Med	None
97 *23	E	Amigo's Auto Service aka Genes 66 Service 2318 N. Nebraska Ave. Tampa,FL 33602	298625737	Auto repairs-open UST-closed inplace 10/88 Former gasoline station Sanborn 1951, 54, 62, 79	Solvents Waste oil Lead gas Gas	Med	None
98 *24	E	Goldstar Foods 2317 N. Nebraska Ave Tampa,FL 33602	298944840	UST-open gasoline station Sanborn 1951, 54, 62, 79	Lead gas Gas Kerosene	Low	None

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99 *25	I	FDOT Right-of-Way Taliaferro and Columdus (sw cor) beneath existing I-275 Tampa, FL	Not Found	Former dry cleaner- Sanborn 1951, 54, 62	Solvents	High	Within
100 *26	I	FDOT Right-of-Way Elmore and Columdus (ne cor) beneath existing I-275 Tampa, FL	Not Found	Former gasoline station- Sanborn 1962	Lead gas	High	Within
101 *27	E	Tampa City Fire Dept. Communication/Alarm Signal Bldg. 2904 N. Mitchell Ave. Tampa, FL 33602	298842212	Fleet fueling-closed LUST-Removed 3/91 AST-open backup generator EDI-Eligible 10/89	Lead gas Gas Fuel oil Diesel	High	Partial
102 *28	W	ERNS Incident Site 2818 N. Elmore St. Tampa, FL	ERNS #8801808	Emergency Response Notification System- (no details)	Unknown	Low	None
103 *29	W	Vacated Building aka Spring Propert 520 E. Floribraska Ave. Tampa, FL 33603	299101452	Former gasoline station LUST-unmaintained ATRP-Ineligible 3/94	Waste Oil Gas	Med	None
104	W	Western Union Check Express(open 3921 N. Florida Ave. Tampa, FL 33603	Not Found	Former gasoline station- Sanborn 1951	Lead gas	Med	None
105	W	Vacant Lot 203 E. MLK Blvd. Tampa, FL 33603	Not Found	Former auto repair- Sanborn 1951	Waste Oil Solvents	Low	None
106	W	Haliburton Motors 4001 N. Florida Ave. Tampa, FL 33603	Not Found	Used auto sales-open Possible auto repairs and former fleet fueling	Lead gas Waste Oil Solvents	Med	Partial
107	W	Jmar Auto Brokers 204 E. MLK Blvd. Tampa, FL 33603	Not Found	Used auto sales-open Possible auto repairs	Waste Oil Solvents	Med	Partial
108	W	Office Building (open) 400 blk E. MLK Blvd Tampa, FL	Not Found	Former gasoline station- 4002 Central Ave- Sanborn 1951	Lead gas	Med	None
109 G23	W	Cumberland Farms #1003 502 E. MLK Blvd. Tampa, FL 33603	298625782	LUST-open gasoline station PLIRP-Eligible 7/91 RAP-completed	Gas Diesel Waste oil	High	Complete
110 G22 E38	W	Answerite Telephone Service 510 E. MLK Blvd. Tampa, FL 33603	298732454	Former gasoline station LUST-Removed x/xx ATRP-Partial 12/94 CAR-NFA	Lead gas Gas Waste oil	Med	Complete
111 OR	E	Chevron #48117-Dean's 802 E. MLK Blvd. Tampa, FL 33603	298625417 FL0000001628	LUST-open gasoline station PLIRP-Partial 1/96 SQG-transporter	Gas Waste oil	High	Partial
112	E	Amoco-Bennetts 3930 N. Nebraska Ave Tampa, FL 33603	298624812	UST-open gasoline station No contamination noted	Lead gas Gas Waste oil	Med	None
113	E	Vacant Lot 816 E. MLK Blvd. Tampa, FL 33603	Not Found	Former paint warehouse- Sanborn 1951	Metals Solvents	Low	Complete
114	E	Tampa Door 4001 N. Nebraska Ave Tampa, FL 33603	Not Found	Hardware store-open Former paint warehouse- Sanborn 1951	Metals Solvents	Low	Partial
115	W	Brake World 503 E, Hillsborough Ave Tampa, FL 33604	Not Found	Auto repair shop-open Auto repair shop noted on Sanborn Map-1979	Solvents Waste oil	Low	None

TABLE 3.15
Tampa Interstate Study-Phase II
CONTAMINATION SITE SCREENING-SITE SUMMARY
Environmental Impact Statement

Site No.	Loc.	Site Name/Description/Address	Facility ID No.	Comments	Concern	Rank	Acquisition
116 E16	W	Leroy's 4X4 Auto Center 512 E. Hillsborough Ave. Tampa, FL 33604	FLD087753893	Auto service-open FINDS, LQG- (no materials listed)	Solvents Waste oil	Low	None
117	E	Tampa Fire Station # 7 5300 Blk Taliaferro Ave. Tampa, FL	Not Found	Fire fighting unit-open Sanborn Maps 1951, 79	H/M	Low	None
118 E14	E	Citgo aka BP Midtown 806 E. Hillsborough Tampa, FL 33604	298944280	LUST-open gasoline station Confirmed release	Gas Diesel	Med	None
119 *30	S	U-Haul/Truck and Trailer Rental 2309 N. 18th St. 33605 Tampa, FL 33605	298625612	Fleet fueling-open Vehicle servicing-open UST-open	Diesel Waste oil	Low	None
120 *31	N	BP-Ybor/Gas Station aka Royal Station 2040 E. 14th Ave. Tampa, FL 33605	298627858	LUST-open gasoline station EDI-Eligible 3/90	Gas Diesel	High	Complete
121 *37	S	Burger King (open) aka Texaco 2301 N. 21st St. Tampa, FL 33605	Not Found	No regulatory information Former gasoline station- Sanborn 1979	Lead gas Gas	Med	None
122 *32	S	Hardees (restaurant-open) aka NCJ Investment Inc 2101 E. 13th Ave Tampa, FL 33605	298624753	Former gasoline station LUST-Removed 6/89 EDI-Eligible 1/92 Sanborn 1951, 62, 79	Lead gas Gas	Med	None
123 *33	S	FDOT Right-of-Way 22nd St and 13th Ave (nw cor) beneath I-4 Tampa, FL	Not Found	Former gasoline station- Sanborn 1962	Lead gas	High	Within
124 *34	I	FDOT Right-of-Way 22nd St and 14th Ave (sw cor) beneath I-4 Tampa, FL	Not Found	Former gasoline station- Sanborn 1951,54,62	Lead gas	High	Within
125	N	McKenny Garage 2106 15th Ave Tampa, FL 33605	Not Found	Auto service-open Auto service and repair- Sanborn 1951, 54, 62, 79	Solvents Waste oil	Low	None
126	N	Norman Leroy Styes 2604 N. 22nd St Tampa, FL 33605	Not Found	Former gasoline station and former dry cleaner- Sanborn 1951, 79	Solvents Waste oil	Low	None
127 *35	N	Fina A-One aka Gas Kwik 2501 N. 22nd St. Tampa, FL 33605	298625735	LUST-open gasoline station EDI-Eligible 8/91 No CAR	Gas Diesel Waste oil Kerosene	High	Complete
128 *36	S	Amoco-Alan Dale aka Shell 2207 13th Ave. Tampa, FL 33605	298625038	LUST-open gasoline station PLIRP-Eligible 2/91 RAP(MOP)	Gas	Med	None
129	S	Vacant Parcel 2302 N. 26th St Tampa, FL 33605	Not Found	Former auto repair- Sanborn 1979	Solvents Waste oil	Low	None
130 G29	N	Massey Metals Co 2501 29th St Tampa, FL 33605	298625331	Metal fabricator-open UST-Removed 11/89	Lead gas	High	Complete
131 G30	N	Samson Concrete Co. 3007 14th Ave Tampa, FL 33605	Not Found	Former fueling pump noted during 1990 field review No regulatory information	Gas	High	Partial

TABLE 3.15
Tampa Interstate Study-Phase II
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Environmental Impact Statement

Site No.	Loc.	Site Name/Description/Address	Facility ID No.	Comments	Concern	Rank	Acquisition
132 G31	W	TECO Substation 2900 blk 12th Ave Tampa, FL	Not Found	Electrical transformers (active) Sanborn 1951, 79	PCB's	Med	Partial
133 E71	W	Anthony Distributers 2900 E. 7th Ave. Tampa, FL 33605	298625445	Beverage distributer-open LUST-open fleet fueling CAR Contaminated GW	Diesel Lead gas	Low	None
134 E71	W	Woodys Moble Auto (repairs-open) aka Macaluso & Macaluso 2915 E. 7th Ave. Tampa, FL 33605	299100495	LUST-Removed x/xx ATRP-Eligible 4/93 No CAR Sanborn 1979 (oil tanks)	Lead gas Fuel oil Solvents Waste oil	Low	None
135 G36	W	Vincent Corp. 2810 5th Ave Tampa, FL 33605	Not Found	Metal works facility-open Sanborn 1979	Metals Waste oil Acids	Low	None
136 G39 E106	W	Scrap All 2801 4th Ave. Tampa, FL 33602	FLD067220566	Metal recycling-open FINDS-Air emissions permit	Metals Waste oil	Low	None
137 G32	I	Masonery Movers 3007 12th Ave Tampa, FL 33605	Not Found	Building movers-open Heavy equipment storage and maintenance	Diesel Solvents Waste oil	Med	Complete
138	I	Vacated Parcels 2104 N. 31th St Tampa, FL 33605	Not Found	Roofing contractor-closed Former auto repair- Sanborn 1979	Solvents Waste oil	Med	Complete
139 G33 E55	I	Tampa Electro PLating 3005 E. 19th Ave Tampa, FL 33605	FLD982117871	SQG-(no materials listed) Metal plating facility-open Sanborn 1979	Metals Solvents Acids	High	Complete
140 G34	I	Vacated Parcels aka Peoples Oil Company 3002 E. 8th Ave Tampa, FL 33605	Not Found	Former bulk oil storage- Sanborn 1951, 79 ASTs remain on site	Lub oil Fuel oil Waste oil	High	Complete
141 G35	I	Florida Auto Parts 3008 E. 7th Ave Tampa, FL 33605	Not Found	Auto salvage yard-open Sandborn 1979	Waste oil Solvents Gas	High	Complete
142 E78	I	AAA Metal Finishing & Chrome 3012 E. 7th Ave. Tampa, FL 33605	FLD0000890491	Metal finishing-open SQG-D000 (no listings)	Metals Solvents Acids	High	Complete
143	I	Vacant Lot 3002.5 E. 5th Ave Tampa, FL 33605	Not Found	Former auto service/repair Possible former gas station- Sanborn 1951, 79	Waste oil Solvents Lead gas	High	Complete
144	I	REM Air Conditioning Inc (AC sales and service-open) 3012 E. 5th Ave Tampa, FL 33605	Not Found	Former asphalt paver and former roofing contractors Sanborn 1979	Solvents Diesel	High	Complete
145 G38	I	Vacated Parcels aka Disposall Inc. (solid waste transporter-closed) 3012 E. 4th St Tampa, FL 33605	Not Found	Former gasoline station and former auto repair- Sanborn 1951,1979	Lead gas Waste oil Solvents	High	Complete
146	I	Eagle Inks 3015 E. 4th Ave Tampa, FL 33605	Not Found	Ink distributer-open Former metal fabricator- Sanborn 1951, 79	Metals Waste oil Solvents	Med	Complete
147	I	National Wire Products 1314 N. 31st St Tampa, FL 33605	Not Found	Metal fabracator-open Sanborn 1979	Metals Waste oil Acid	Med	Complete
148	E	Of The Kitchen 3102 E. 7th Ave Tampa, FL 33605	Not Found	Appliance sales-open Former gas station/auto repair Sanborn 1951,1979	Lead gas Waste oil Solvents	Low	None

TABLE 3.15
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Site No.	Loc.	Site Name/Description/Address	Facility ID No.	Comments	Concern	Rank	Acquisition
149 G37	E	Air Brake Specialist 1609 N. 31st St Tampa, FL 33605	Not Found	Truck repair service-open Former concete mfg- Sanborn 1951,1979	Waste oil Solvents	Low	None
150 E103	E	Red Hogan Enterprises, Inc (building contractor-open) 3109 E. 4th Ave. Tampa, FL 33605	299101913	Fleet fueling -closed LUST-Removed 6/92 ATRP-Eligible 1/93 Contaminated soil and GW	Gas	Low	None
151 E119	E	Bliss Chase Produce 3119 3rd Ave. Tampa, FL 33605	298627006	Produce distributer-open LUST-open fleet fueling New C/U required	Diesel Gas	Low	None
152	N	Vacant Warehouse 2500 blk N. 34th St Tampa, FL 33605	Not Found	Former bulk storage tanks Sanborn 1951	Oil	Med	Partial
153 E38	S	Renovations aka Redi Strip 2402 N. 35th St. Tampa, FL 33605	FLD021115837	SQG-(no materials listed) Auto restorations-open Metal stripping	Solvents Metals	Med	Complete
154	S	CSVS Inc. 2401 N. 35th St Tampa, FL 33605	Not Found	Auto restorations-open Metal stripping	Solvents Metals	Med	Complete
155 E38	S	Old 97 Company 2306 35th St. Tampa, FL 33605	FLD004091427	FINDS Pesticide mfg-open	Pesticides	Med	None
156 E32	N	McEwen Lumber Co. (open) 2620 N. 36th St. Tampa, FL 33605	298627033	Fleet fueling-closed LUST-Removed 12/87 EDI-Eligible 7/88	Gas	Low	None
157 G45 E23	N	Clorox Co 3601 E. Columbus Ave Tampa, FL 33605	FLD984171470 FLD004097945	Bleach mfg-open SQG-D001, F001	Solvents	Low	Partial
158 E41	S	Vacated Parcels aka Weyerhaeuser Container Co. 2307 N. 36th St. Tampa, FL 33605	298625274	Fleet fueling-closed LUST-Removed 3/90 PLIRP-Eligible 11/90 No CAR	Diesel Lead gas	Low	None
159 G44 E23	N	Interstate Warehouse Ltd. 3701 E. Columbus Ave Tampa, FL 33605	298624850	LUST-Removed 8/88 ATRP-Eligible 10/92 No CAR	Diesel Fuel oil	Low	None
160 G46	N	Gulf Coast Lift Trucks 3807 E. Columbus Ave Tampa, FL 33605	Not Found	Lift truck service-open No regulatory information	Waste oil Solvents	Low	None
161 E30	N	Citgo aka Dash in Dash Out 2610 N. 40th St. Tampa, FL 33605	298625265	LUST-open gasoline station EDI-Eligible 5/90 New C/U required	Gas Diesel Waste oil	Low	None
162 E30	N	Texaco aka Radiant Foods 2611 N. 40th St. Tampa, FL 33605	298840413	LUST-open gasoline station PLIRP-Eligible 8/95 Contaminated soil	Gas Diesel	Low	None
163 E43	S	Sunny Florida Dairy (open) 2209 N. 40th St Tampa, FL 33605	298736297	Fleet fueling-closed LUST-Removrd 11/92 PLIRP-Eligible 11/92 CAR, RAP (GW treatment)	Gas Diesel	Low	None
164 E34	I	2411 N. 40th St. Tampa, FL 33605	HMIRS 92020530	Hazardous material spill	Unknown	Med	Within
165 G47 E26	N	Tampa Forklift, Inc. 4315 E. Columbus Dr. Tampa, FL 33605	299501517	Lift truck sales/service-open LUST-no tanks listed ATRP-Eligible 3/95	Gas Waste oil Solvents	Med	Partial

TABLE 3.15
Tampa Interstate Study-Phase II
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Site No.	Loc.	Site Name/Description/Address	Facility ID No.	Comments	Concern	Rank	Acquisition
166 G48 E26	N	Parts & Equipment Distributors, Inc. 4317 E. Columbus Dr. Tampa, FL 33605	298735721	New auto part sales-open LUST-Removed 11/92 No Car	Gas Solvents	Low	None
167 E27	N	Genuine Parts Co. 4608 E. Columbus Dr. Tampa, Fl 33612	FLD982078180	New auto part sales-open SQG-D000, D001	Solvents	Low	None
168 G50 E10	N	Radiant #255 aka Texaco 2924 N. 50th St. Tampa, FL 33619	298624837	LUST-open gasoline station EDI-Eligible 1/92 CAR incomplete	Lead gas Diesel Gas	Med	Partial
169 E10	N	Mobil #02-CN0 (closed) 2901 N. 50th St. Tampa, FL 33619	298625000	LUST-Removed 1/91 EDI-Partial 10/91 CAR incomplete	Lead gas Gas	Low	None
170 E20	S	Florida Title Loans aka Former Popeyes Chicken 2702 N. 50th St. Tampa, FL 33605	299402013	Former gasoline station LUST-no tanks listed ATRP-Partial 1/95 Ongoing cleanup	Diesel Waste oil	High	Complete
171 E28	S	Kash N Karry Food Store (closed) 5028 E. Columbus Plaza Tampa, FL 33619	298625155	LUST-Removed 9/88 EDI-Eligible 11/92 CAR, RAP (GW C/U), MOP	Lead gas Gasohol	Low	None
172 G49 E29	S	Speedway #0090 2602 N. 50th St. Tampa, FL 33619	298625572	LUST-open gasoline station PLIRP-Eligible 2/91 CAR, RAP(GW treatment)	Gas Diesel	Med	None
173 E29	S	Exxon Co. USA #49122 2605 N. 50th & Columbus Tampa, FL 33619	298625560	LUST-open gasoline station EDI-Eligible 4/88 CAR, RAP (GW treatment)	Gas	Low	None
174 E31	S	No Hassle Pawn, Inc. (open) 2508 N. 50th St. Tampa, FL 33619	29100028	Former gasoline station LUST-Removed 3/93 ATRP-Ineligible 10/93 No contamination	Gas Diesel	Low	None
175 E31	S	Hi Energy Auto Sales (open) 2508 N. 50th St. Tampa, FL 33619	FLD981918584	SQG-(No materials listed)	Unknown	Low	None
176 G51 E31	S	United 500 #507 aka Exxon 2502 N. 50th St. Tampa, FL 33619	298509079	LUST-open gasoline station EDI-Eligible 3/93 New C/U required	Lead gas Gas	Med	None
177	W	Vacated Parcel (parking lot-open) aka Corner Properties Service Sta. 701 E. Cass St Tampa, FL 33602	298625171	Former gasoline station UST-Removed 6/92	Gas Kerosene	Low	None
178 G14 E148	I	Gold Coast Towing (open) aka Henderson Property 1111 E. Cass St Tampa, FL 33602	299400587	Fleet fueling-closed Former auto service LUST-Removed 5/92 CAR, RAP (GW treatment)	Lead gas Waste oil Solvents	High	Complete
179	N	Kris & Pamela's Market 1018 E. Cass St. Tampa, FL 33602	None Found	Grocery store-open Former gasoline station	Lead gas	Med.	None
180 G15 E147	I	Thornton Testing Laboratories Inc. 1145 E. Cass St Tampa, FL 33602	FLD045000346	Analytical laboratory-open SQG-(no materials listed)	Solvents Acids	Low	Partial
181 E146	N	Tampa Electric Co. 1214 E. Cass St Tampa, FL 33602	299101044	Fleet fueling-closed LUST-Removed 5/92 CAR, RAP, MOP, SRCR	Gas	Low	None

TABLE 3.15
Tampa Interstate Study-Phase II
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Site No.	Loc.	Site Name/Description/Address	Facility ID No.	Comments	Concern	Rank	Acquisition
182 E197	W	Firestone #1889-004146 (auto service-open) 900 E. Kennedy Blvd. Tampa, FL 33602	298733809	Former gasoline station LUST-Removed x/xx Waste oil UST-open CAR, RAP (extended)	Gas Lead gas Waste oil Solvents	Low	None
183 E193	E	Hillsborough County Health Dept. 309 N. Brush St. Tampa, FL 33602	298624952	Office building-open UST-open 5200 gal backup gen.	Diesel	Low	None
184 E188	E	Hillsborough County Health Dept. 1105 E. Kennedy Blvd. Tampa, FL 33602	FLD069672137	FINDS-Pesticide/toxic substance production	Pesticides Toxic Sub.	Low	None
185 OR	N	CSX Transportation-Union Station (Train depot-open) 601 N. Nebraska Ave. Tampa, FL 33602	299101044	Backup generator UST-closed LUST-Removed 2/91 ATRP-Eligible 10/91 No CAR noted	Diesel	Low	None
186 G16 150	S	City of Tampa DPW Fleet Maint. Div. #1 612 N. 12th St. Tampa, FL 33607	298625662	Vehicle service-open LUST-open fleet fueling PLIRP-Eligible 8/95 No CAR noted	Lead gas Gas Diesel Waste oil	High	Partial
187 E128	N	Peoples Gas Systems, Inc. (Natural gas supplier-open) (Former natural gas manufacturer) 1400 Channelside Dr. Tampa, FL 33605	298625257 FI Sites 000480 FLD982119653	Fleet fueling-closed UST-Removed 7/86 CERCLIS-NFA, FINDS, Not on NPL list Contaminated GW reported	VOC's Gas Waste oil	Med	None
188	I	FDOT Right-of-Way 1300 Blk Channelside Dr. Tampa, FL	Not Found	Former gasoline station- at 800 N. 13th St. Sanborn 1951, 79	Lead gas	High	Within
189 E150	S	Crowe Manufacturing Co. 1318 Channelside Dr. Tampa, FL 33602	FLD982077190	Automobile paint	Solvents	Med	Partial
190 E141	S	Right Hand Man(Temp labor) aka Scagoline Property 1304 Channelside Dr. Tampa, FL 33602	298942924	Former gasoline supplier LUST-Removed 7/89 EDI-Eligible 6/91 No CAR noted	Gas Diesel	Low	None
191 E142	S	Detsco Terminals, Inc. (Caustic soda supplier-open) (Former sulfuric acid bulk storage) 739 N. 14th St. Tampa, FL 33602	FLD040214710 298625085	SQG-(caustic soda) Fleet fueling-closed LUST-Removed 2/92 ATRP-Eligible 1/95 No IRA or CAR noted	Acid Caustic Diesel Metals	High	Partial
192 E122	N	Share (warehouse-open) aka L.B. Sowell Corp. 1405 E. 2nd Ave. Tampa, FL 33605	298625386	Fleet fueling-closed UST-Removed 8/88 No closure report	Gas	Low	None
193 E123	N	Kimmins Contractor Corp. (Demolition contractor-open) 1616 & 1617 2nd Ave. Tampa, FL 33605	298628039	LUST-Removed 12/92 CAR AST-open fleet fueling Vehicle servicing-open	Diesel Waste oil Solvents	Low	None
194 E132	S	International Ship Repair (open) 1616 Penny St. Tampa, FL 33605	FLD000014555	SQG-D001 (Flammable)	Solvents	Low	None
195	S	J.H. Williams Oil Co. 1825 Adamo Dr. Tampa, FL 33605	299045969	Bulk lub oil facility No contaminion noted	Lub oil Waste oil	Med	None
196 E138	S	Devoe & Raynolds Paint Co. (paint manufacturer-open) 1010-26 N. 19th St. Tampa, FL 33605	FLD092715051 299102845	LQG, AST-open CERCLIS-NFA, FINDS, Not on NPL list Contaminated GW reported	Solvents Metals Naphth.	Low	None

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Site No.	Loc.	Site Name/Description/Address	Facility ID No.	Comments	Concern	Rank	Acquisition
197	I	FDOT Right-of-Way aka J.H. Williams Oil Co. 1825 Adamo Dr. Tampa, FL 33605	Not Found	Former bulk gasoline facility and gasoline station- Sanborn 1951	Lead gas Diesel Lub oil	High	Within
198 E127	N	Citgo aka Adamo Drive, Inc. 1909 Adamo Dr. Tampa, FL 33605	298625191	LUST-open gasoline station CAR, RAP(MOP)	Gas Diesel	Low	None
199 E156	N	Sun Bank Property aka Spicola Hardware Co. aka Spicola International Imports 605 N. 19th St. Tampa, FL 33605	298625122	Vacant warehouse Fleet fueling-closed LUST-Removed 12/92 ATRP-Partial 3/93 CAR-NFA	Lead gas Gas Diesel	Low	None
200 E129	N	Exxon Co. USA #49121 aka Radiant Discount Tires 2105 E. Adamo Dr. Tampa, FL 33605	298624826 FLD984185694	LUST-open gasoline station Former auto servicing PLIRP-Eligible 7/94 CAR, RAP (GW treatment)	Gas Diesel Waste oil Solvents	Low	None
201 E145	N	Tampa International Center (open) 1103 N. 22nd St. Tampa,FL 33605	299045667	Fleet fueling-closed LUST-Removed 1/90 CAR-NFA	Diesel	Low	Partial
202 E157	N	Vacated Parcel aka Swift Adhesives and Coatings 605 N. 26th St. Tampa, FL 33605	FLD064687577 FI Sites 000386 298944024	SQG-(no materials listed) CERCLIS-Not on NPL list UST-Removed x/85 EPA-Prelim. Ass. 11/82	Solvents Fuel oil	Med	None
203 E143	N	Affiliated of FL (warehouse) aka Southeastern Bolt & Screw 815 N 26th St. Tampa, FL 33605	298625702	Fleet fueling-closed UST-Removed x/xx	Lead gas	Low	None
204 E149	N	Affiliated of FL, Inc.-J.H. Williams (supplier, distributer-open) 1102 N. 28th St. Tampa, FL 33605	FLD982077984 298625468	SQG-(no materials listed) UST-closed in place 10/88 AST-open fleet fueling Vehicle servicing-open	Gas Diesel Solvents Fuel oil	Med	None
205 G42 E176	S	Spartan Oil Co. (supplier, distributer-open) 2815 Long St. Tampa, FL 33605	298509056	LUST-open gas diesel kero. PLIRP-Eligible 1/93 AST-open oil storage CAR, RAP, MOP	Gas Fuel oil Kerosene Diesel	Low	None
206 E133	N	Dixie Plywood Co. of Tampa, Inc. (supplier, distributer-open) 3120 Adamo Dr. Tampa, FL 33605	298625073	Fleet fueling-closed LUST-Removed 11/89 ATRP-Eligible 1/94 CAR-NFA	Lead gas Diesel	Med	Complete
207 E134	N	Union Carbide Corp.-Linde Div. aka Prayair Inc 3100 Adamo Dr. Tampa, FL 33605	298732613 FLD001046275	Acetylene mfg-open SQG-(no materials listed) UST-Removed 11/88	H/M	Med	Complete
208 E144	S	TDSI Bids Tampa (open) 504 N. 34th St. Tampa, FL 33675	FLD984253534	SQG-(no materials listed)	H/M	Low	Partial
209 E137	N	Guyman USA, Inc. (open) aka Bay Ford Truck Sales, Inc. 3214 Adamo Dr. Tampa, FL 33605	FLD981868839 298625601	SQG-(no materials listed) LUST-Removed 3/89 EDI-Eligible 8/91 No CAR noted	Gas Diesel Waste oil Solvents	Med	None

TABLE 3.15
Tampa Interstate Study-Phase II
CONTAMINATION SITE SCREENING-SITE SUMMARY
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Site No.	Loc.	Site Name/Description/Address	Facility ID No.	Comments	Concern	Rank	Acquisition
210 G40 E130	N	Stalnaker Farm Supplies (open) aka Sol Walker Co. 1110 N. 35th St. Tampa, FL 33605	298625371	Former metal recycling Fleet fueling-closed UST-Removed 2/88	Lead gas PCBs Waste oil	Med	Partial
211 E136	N	Industrial Chemical & Supply Co. (chemical manfucturer-open) 3520 Adamo Dr. Tampa, FL 33605	298627237 FLD032783003 HMIRS 9109588	AST-open mineral acid AST-open hazarduos sub. SQG-(no materials listed) LUST-closed inplace 11/89 EDI-Ineligible 9/89	Solvents Acids Diesel	High	Partial
212 E140	I	FDOT Crosstown Exp. 39th St. Westbound Entrance Ramp Tampa, FL	299401655	LUST-open backup generator No C/U required	Diesel	Med	Within
213 E169	N	Hertz Equipment Rental (open) 5725 Adamo Dr. Tampa, FL 33619	298627244 FLD984218537	LUST-open vehicle fueling Equipment servicing-open CAR-NFA SQG-D008, D018, D039	Lead gas Diesel Gas Solvents Waste oil	Low	None

aka -also known as
ATRP -Abandoned Tanks Restoration Program
AST -Aboveground Storage Tank
CAR -Contamination Assessment Report
CERCLI -Comprehensive Environmental Responce, Compensation, and Liability Infromation System
C/U -Clean/Up
EDI -Early Detection Incentive program
EPA -United States Environmental Protection Agency
ERNS -Emergency Responce Notification System
FINDS -Facility Index System
GW -Ground Water
HMIRS -Hazardous Material Information Reporting System
LQG -Large Quanity Generator
LUST -Leaking Underground Storage Tank
MOP -Monitoring Only Program
NFA -No Further Action
NLP -National Priority List
PCB's -Polychlorinated Biphenols
PLIRP -Petroleum Liability and Restoration Program
RAP -Remedial Action Plan
SQG -Smale Quanity Generator
SRCR -Site Rehabilitation Completion Report
UST -Underground Storage Tank
x/xx -Date unknown

3.5.4 Drainage and Hydrology

3.5.4.1 Drainage

The study area lies within the regional watershed of the Gulf Coast Lowlands Physiographic Province. Overall, this region is characterized by flat, swampy lowlands drained by shallow rivers with wide floodplains (Southwest Florida Water Management District [SWFWMD], 1961). Ground surface elevations range from approximately 1.5 to 15.2 m (5 to 50 ft.) above the national geodetic vertical datum of 1929. Topographic lows occur near the Hillsborough River and the Crosstown Expressway, and topographic highs occur near the northern (I-275/Dr. Martin Luther King, Jr. Boulevard) and eastern (I-4/50th Street) project limits (U.S. Geological Survey [USGS], photorevised 1981).

The study area is located in an urbanized area generally characterized by residential, office, retail, and other commercial land uses. The majority of the existing stormwater systems within the project corridor outfall to major waterbodies in the area, including Tampa Bay, McKay Bay, and the Hillsborough River. The following drainage basins are located in the study area:

- Cleveland Street Basin - located south of I-275 between Memorial Highway and Howard Avenue;
- Cypress Memorial Basin - located north of I-275 from Memorial Highway to Trask and Lois Streets;
- Lemon Street Basin - located north and south of I-275 west of Armenia Avenue;
- Hillsborough Avenue Basin - located east and west of I-275 between Idlewild and Hillsborough Avenues, and east of I-275 between Hillsborough and Osborne Avenues;
- Sunshine Park Basin - located west of I-275 between Hillsborough and Osborne Avenues, and east and west of I-275 between Lake and Osborne Avenues;
- Nuccio Parkway Basin - located in the vicinity of the I-275/I-4 interchange;
- Ybor City Basin - located north and south of I-4 between 13th and 19th Streets;

- 29th Street Basin - located north and south of I-4 between 19th and 32nd Streets; and
- Tampa Bypass Canal Basin - located northwest and southeast of I-4 east of the Dr. Martin Luther King, Jr. Boulevard interchange.

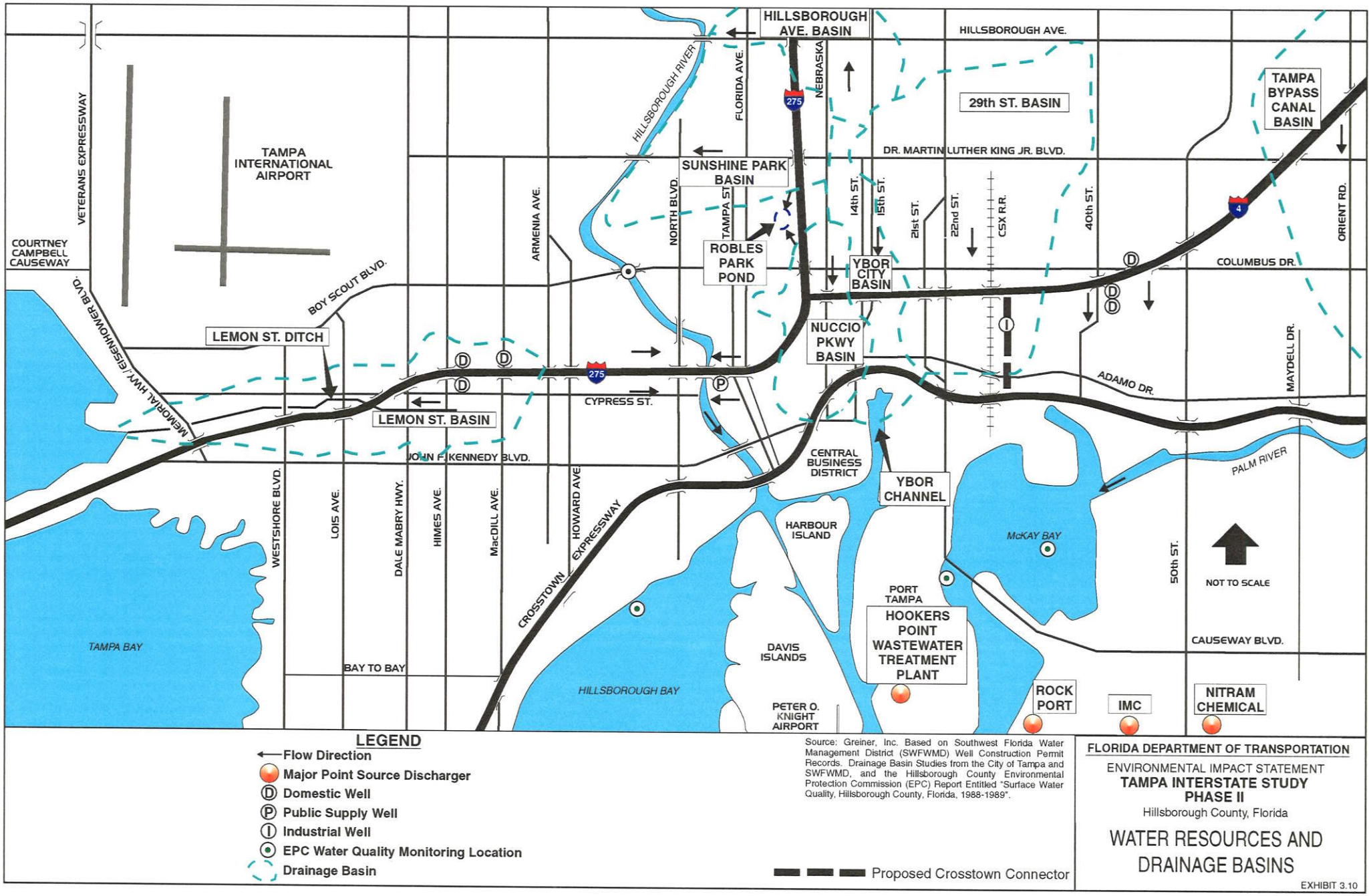
Exhibit 3.10 illustrates the locations of the drainage basins and other important water resources in the study area. As shown, the I-275 bridge over the Hillsborough River and several storm drain culverts are the only surface waters crossed by the existing Tampa interstate system. Table 3.16 provides an outline of flow directions and receiving waters for the study area drainage basins.

Study area rivers and bays are tidally-influenced. As shown, the Hillsborough River flows southward and discharges into Hillsborough Bay near the Tampa CBD. Palm River (Tampa Bypass Canal) flows southwestward and discharges into McKay Bay, near the Port of Tampa, approximately 4.8 km (3 mi.) upstream of Hillsborough Bay. Both Old Tampa Bay and Hillsborough Bay flow approximately 16.1 km (10 mi.) to the south and discharge into Tampa Bay, which discharges to the Gulf of Mexico, approximately 40.3 km (25 mi.) to the southwest.

The existing drainage system within the project corridor consists of a combination of open ditch and enclosed storm sewer systems. The majority of the stormwater outfall systems for the existing interstate system were constructed in the early 1960's and are considered to be undersized or overloaded.

Various drainage basin studies within the project limits have been supplied to the study team by the City of Tampa for the Cypress Memorial Basin, Nuccio Parkway Basin, Ybor City Basin, and the 29th Street Basin. These studies document existing drainage problem areas, existing structures and outfalls, and recommend proposed improvements. The existing drainage basin information has been summarized in the Drainage Master Plan - Phase I Final Summary Report (November 1991), which is published separately.

Existing cross-drain structures and outfalls were located using City of Tampa drainage maps, basin studies, other similar sources, and field verification. Approximately 60 cross-drain structures were



LEGEND

- Flow Direction
- Major Point Source Discharger
- Domestic Well
- Public Supply Well
- Industrial Well
- EPC Water Quality Monitoring Location
- Drainage Basin
- Proposed Crosstown Connector

Source: Greiner, Inc. Based on Southwest Florida Water Management District (SWFWMD) Well Construction Permit Records. Drainage Basin Studies from the City of Tampa and SWFWMD, and the Hillsborough County Environmental Protection Commission (EPC) Report Entitled "Surface Water Quality, Hillsborough County, Florida, 1988-1989".

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY PHASE II

Hillsborough County, Florida

WATER RESOURCES AND DRAINAGE BASINS

EXHIBIT 3.10

TABLE 3.16

FLOW DIRECTIONS AND RECEIVING WATERS
Tampa Interstate Study - Phase II
Environmental Impact Statement

Drainage Basin	Predominant Flow Direction	Receiving Water
Cleveland Street Basin	Southward	Old Tampa Bay (South of I-275)
Cypress Memorial Basin	Westward via the Lemon Street ditch	Old Tampa Bay (north of I-275)
Lemon Street Basin	Westward via the Lemon Street ditch	Old Tampa Bay (north of I-275)
Hillsborough Avenue Basin	Westward along Hillsborough Avenue	Hillsborough River
Sunshine Park Basin	Westward	Hillsborough River
Nuccio Parkway Basin	Southward	Hillsborough Bay
Ybor City Basin	Southward	Hillsborough Bay
29th Street Basin	Southward	McKay Bay
Tampa Bypass Canal Basin	Southward	Tampa Bypass Canal (Palm River)
I-275 segment between Sunshine Park and Nuccio Parkway Basins	Westward towards Robles Park Pond. The pond water is discharged through a pump system to a westward-flowing storm sewer.	Hillsborough River
I-275 segment between Nuccio Parkway Basin and the Hillsborough River	Westward	Hillsborough River
I-275 segment between Lemon Street Basin and the Hillsborough River	Eastward	Hillsborough River
I-4 segment between 29th Street and Tampa Bypass Canal Basins	Southward	Palm River and McKay Bay

Note: See Exhibit 3.10 for drainage basin locations.

Source: Greiner, Inc. based on drainage basin studies from the City of Tampa and SWFWMD.

identified within the project limits, as listed in Table 3.17. The cross-drain structures range in size from 45.7-cm (18-in.) RCP to a 3.0-m (10-ft.) x 1.8-m (6-ft.) CBC. Cross drain structure improvements and impacts to the floodplains for this project are addressed in the Location Hydraulic Reports (May 1991) and the Location Hydraulic Report Addendum (September 1993), published separately.

3.5.4.2 Groundwater

The study area contains groundwater in both surficial deposits and the deeper Floridan Aquifer. In some areas, these two water-bearing units are separated by a confining layer. The surficial deposits are generally 7.6 to 15.2 m (25 to 50 ft.) thick and include surface soils and Quaternary terrace deposits. Surface soils are generally greater than 1.5 m (5 ft.) deep and consist of fine sands that may become loamy at depth. The following soil types are represented:

- Candler Urban Land
- Millhopper Urban Land
- Myakka Urban Land
- Ona Urban Land
- Pomello Urban Land
- St. Johns
- Tavares Urban Land
- Urban Land
- Winder

These soils are generally acidic, variably permeable and have a relatively low susceptibility to erosion (Soil Conservation Service [SCS], 1989).

The Quaternary terrace deposits generally begin at depths of greater than 1.5 m (5 ft.) and may extend to depths of 7.6 to 15.2 m (25 to 50 ft.). They consist predominantly of unconsolidated sand interbedded with clay, peat, and marl (SWFWMD, 1961).

Groundwater is present under water table conditions in the surficial deposits described above. The shallow water table may rise to within 0 to 1.8 m (0 to 6 ft.) of the ground surface between June and

TABLE 3.17

DRAINAGE STRUCTURE LOCATION SUMMARY
Tampa Interstate Study - Phase II
Environmental Impact Statement

Structure I.D.	Location	Size/Type	Length	Invert (HW) (m/ft. NGVD)	Invert (TW) (m/ft. NGVD)	Drainage Basin
CD1-1	Memorial Hwy.	60.9 cm RCP (24 in.)	57.9 m (190 ft.)	0.7 m (2.6 ft.)	0.7 m (2.4 ft.)	Old Tampa Bay
CD1-2	Memorial Hwy.	60.9 cm RCP (24 in.)	57.9 m (190 ft.)	0.5 m (1.7 ft.)	0.4 m (1.6 ft.)	Old Tampa Bay
CD2	Westshore Blvd.	60.9 cm RCP (24 in.)	73.1 m (240 ft.)	--	--	Old Tampa Bay
CD3	West Hubert Ave.	91.4 cm RCP (36 in.)	79.2 m (260 ft.)	--	--	Old Tampa Bay
CD4-1	(Lemon St. Canal) Clark St.	3.6 m x 1.8 CBC (12 ft. x 6 ft.)	82.2 m (270 ft.)	2.6 m (8.8 ft.)	2.6 m (8.8 ft.)	Lemon Street
CD4-2	North Lois Ave.	3.6 m x 1.8 m CBC (12 ft. x 6 ft.)	27.4 m (90 ft.)	2.3 m (7.6 ft.)	2.3 m (7.6 ft.)	Lemon Street
CD4-3	Behind Citibank	3.6 m x 1.8 m CBC (12 ft. x 6 ft.)	205.7 m (675 ft.)	1.9 m (6.3 ft.)	1.7 m (5.7 ft.)	Lemon Street
CD4-4	Behind Holiday Inn	(2)213.3 cm CMP 2(84 in.)	79.2 m (260 ft.)	1.5 m (5.2 ft.)	0.7 m (2.3 ft.)	Lemon Street
CD4-5	Westshore Blvd.	3.6 m x 1.8 m CBC (12 ft. x 6 ft.)	82.2 m (90 ft.)	0.5 m (1.7 ft.)	0.5 m (1.7 ft.)	Lemon Street
CD4-6	Austin Center	7.9 m x 2.1 m CBC (26.2 ft. x 7.2 ft.)	185.9 m (610 ft.)	0.5 m (1.7 ft.)	0.3 m (1.3 ft.)	Lemon Street
CD4-7	Occident St.	3.6 m x 1.9 m CBC (12 ft. x 6.5 ft.)	13.7 m (45 ft.)	0.6 m (2.1 ft.)	0.5 m (1.6 ft.)	Lemon Street
CD4-8	Memorial Hwy.	(2)3.0 m x 1.8 m CBC 2(10 ft. x 6 ft.)	143.2 m (470 ft.)	0.0 m (0.0 ft.)	0.0 m (0.0 ft.)	Lemon Street
CD4-9	Reo St.	(3)3.3 m x 1.8 m CBC 3(11 ft. x 6 ft.)	24.3 m (80 ft.)	0.4 m (-1.5 ft.)	0.4 m (-1.5 ft.)	Lemon Street
CD4-10	Cypress St.	121.9 cm RCP (48 in.)	83.8 m (275 ft.)	--	--	Lemon Street
CD5	Church Ave.	60.9 cm RCP (24 in.)	64.0 m (210 ft.)	--	--	Lemon Street
CD6	Dale Mabry Hwy.	152.4 cm RCP (60 in.)	100.5 m (330 ft.)	5.6 m (18.4 ft.)	5.4 m (17.9 ft.)	Lemon Street
CD7	Himes Ave.	53.3 cm RCP (21 in.)	68.5 m (225 ft.)	7.7 m (25.3 ft.)	7.4 m (24.3 ft.)	Cypress/Memorial Hwy.
CD8	Glen Ave.	76.2 cm RCP (30 in.)	73.1 m (240 ft.)	9.1 m (29.9 ft.)	8.7 m (28.6 ft.)	Cypress/Memorial Hwy.
CD9	MacDill Ave.	106.6 cm RCP (42 in.)	60.9 m (200 ft.)	--	--	Cypress/Memorial Hwy.
CD10	Armenia Ave.	60.9 cm RCP (24 in.)	61.8 m (203 ft.)	7.6 m (25.2 ft.)	7.3 m (24.0 ft.)	E. to Hillsborough River
CD11	Howard Ave.	60.9 cm RCP (24 in.)	64.6 m (212 ft.)	7.1 m (23.5 ft.)	7.0 m (23.0 ft.)	E. to Hillsborough River
CD12	Albany Ave.	60.9 cm RCP (24 in.)		6.5 m (21.4 ft.)	6.2 m (20.4 ft.)	E. to Hillsborough River
CD13	North Blvd.	60.9 cm RCP (24 in.)	--	--	--	E. to Hillsborough River
CD14	Franklin St.	91.4 cm RCP (36 in.)	91.4 m (300 ft.)	3.8 m (12.4 ft.)	2.1 m (7.1 ft.)	W. to Hillsborough River

TABLE 3.17

DRAINAGE STRUCTURE LOCATION SUMMARY
Tampa Interstate Study - Phase II
Environmental Impact Statement
(Continued)

Structure I.D.	Location	Size/Type	Length	Invert (HW) (m/ft. NGVD)	Invert (TW) (m/ft. NGVD)	Drainage Basin
CD15	Morgan St.	152.4 cm RCP (60 in.)	60.9 m (200 ft.)	3.2 m (10.6 ft.)	3.1 m (10.3 ft.)	W. to Hillsborough River
CD16	Henderson Ave.	45.7 cm RCP (18 in.)	82.3 m (270 ft.)	13.2 m (43.4 ft.)	11.2 m (37.0 ft.)	W. to Hillsborough River
CD17	Palm St.	60.9 cm RCP (24 in.)	134.1 m (440 ft.)	12.1 m (40.0 ft.)	10.9 m (36.0 ft.)	Nuccio Pkwy.
CD18	10th St.	1.5 m x 1.5 m BC (5 ft. x 5 ft.)	70.7 m (232 ft.)	8.7 m (28.6 ft.)	8.5 m (28.0 ft.)	Nuccio Pkwy.
CD19	13th St.	2.1 m x 1.5 m BC (7 ft. x 5 ft.)	304.8 m (1,000 ft.)	11.7 m (38.5 ft.)	--	Ybor City
CD20	14th St.	45.7 cm RCP (18 in.)	76.2 m (250 ft.)	10.8 m (35.7 ft.)	9.5 m (31.2 ft.)	Ybor City
CD21	15th St.	106.6 cm RCP (42 in.)	60.9 m (200 ft.)	--	8.8 m (29.0 ft.)	Ybor City
CD22	22nd St.	76.2 cm RCP (30 in.)	--	--	5.3 m (17.4 ft.)	29th Street
CD23	23rd St.	2.7 m x 1.8 m BC (9 ft. x 6 ft.)	80.7 m (265 ft.)	5.1 m (16.9 ft.)	4.8 m (15.8 ft.)	29th Street
CD24	24th St.	0.9 m x 0.9 m BC (3 ft. x 3 ft.)	79.2 m (260 ft.)	--	--	29th Street
CD25	26th St.	213.3 cm RCP (84 in.)	--	--	--	29th Street
CD26	28th St.	3.0 m x 1.8 m BC (10 ft. x 6 ft.)	68.5 m (225 ft.)	--	--	29th Street
CD27	34th St.	45.7 cm RCP (18 in.)	--	--	--	Tampa Bypass/McKay Bay
CD28	35th St.	1.8 m x 1.5 m BC (6 ft. x 5 ft.)	70.4 m (231 ft.)	--	--	Tampa Bypass/McKay Bay
CD29	37th St.	76.2 cm RCP (30 in.)	--	--	--	Tampa Bypass/McKay Bay
CD30	42nd St.	91.4 cm RCP (36 in.)	49.0 m (161 ft.)	8.1 m (26.8 ft.)	8.1 m (26.5 ft.)	Tampa Bypass/McKay Bay
CD31	44th St.	3.6 m x 1.2 m BC (12. ft. x 4 ft.)	74.3 m (244 ft.)	7.1 m (23.4 ft.)	6.9 m (22.9 ft.)	Tampa Bypass/McKay Bay
CD32	50th St.	106.6 cm RCP (42 in.)	--	--	--	Tampa Bypass/McKay Bay
CD-200	13th St.	(2)152.4 cm RCP[1] (60 in.)	--	--	--	Ybor Channel
CD-201	13th St.	137.1 cm RCP[1] (54 in.)	--	--	--	Ybor Channel
CD-202	15th St.	(2)1.5 m x 15.2 cm CBC[1] (5 ft. x 6 in.)	--	--	--	Ybor Channel
CD-203	W. of 22nd St.	(2)121.9 cm RCP (48 in.)	--	--	--	Ybor Channel
CD-204	CSX RR	0.9 m x 0.9 m CBC (3 ft. x 3 ft.)	78.6 m (258 ft.)	1.3 m (4.3 ft.)	0.7 m (2.3 ft.)	McKay Bay

TABLE 3.17

DRAINAGE STRUCTURE LOCATION SUMMARY
Tampa Interstate Study - Phase II
Environmental Impact Statement
(Continued)

Structure I.D.	Location	Size/Type	Length	Invert (HW) (m/ft. NGVD)	Invert (TW) (m/ft. NGVD)	Drainage Basin
CD-205	S.R. 60	(2)121.9 cm RCP (48 in.)	--	--	--	McKay Bay
CD-206	E. of 34 St.	60.9 cm RCP (24 in.)	73.1 m (240 ft.)	1.6 m (5.4 ft.)	1.5 m (5.0 ft.)	McKay Bay
CD-207	W. of 34th St.	Bridge	--	--	--	McKay Bay
CD-208	W. of 34th St.	2.4 m x 2.4 m CBC (8 ft. x 8 ft.)	140.2 m (460 ft.)	-1.1 m (-3.9 ft.)	-1.1 m (-3.9 ft.)	McKay Bay
CD-209	39th St.	106.6 cm RCP[1] (42 in.)	112.7 m (370 ft.)	--	--	McKay Bay
CD-210	W. of 39th st.	(2)2.4 m x 2.1 m CBC[1] (8 ft. x 7 ft.)	142.9 m (469 ft.)	-0.7 m (-2.6 ft.)	-0.7 m (-2.6 ft.)	McKay Bay
CD-211	50th st.	(2)2.7 m x 2.4 m CBC (9 ft. x 8 ft.)	90.8 m (298 ft.)	-1.1 m (-3.6 ft.)	-1.1 m (-3.6 ft.)	Palm River
CD-212	CSX RR	1.5 m x 1.5 m CBC (5 ft. x 5 ft.)	79.2 m (260 ft.)	-0.3 m (-1.0 ft.)	-0.3 m (-0.0 ft.)	Palm River
CD-213	CSX RR	60.9 cm RCP (24 in.)	76.8 m (252 ft.)	0.6 m (2.0 ft.)	0.4 m (I.6 ft.)	Palm River
CD-214	W. of CSX RR	2.4 m x 1.2 m CBC (8 ft. x 4 ft.)	73.7 m (242 ft.)	-0.3 m (-1.0 ft.)	-0.3 m (-1.0 ft.)	Palm River
CD-215	W. of CSX RR	(2)106.6 cm RCP (42 in.)	54.8 m (180 ft.)	-0.3 m (-1.0 ft.)	-0.5 m (-1.7 ft.)	Palm River
CD-216	E. of Maydell Dr.	91.4 cm RCP (36 in.)	67.0 m (220 ft.)	0.4 m (1.5 ft.)	0.3 m (1.0 ft.)	Palm River
CD-217	Maydell Dr.	76.2 cm RCP (30 in.)	--	0.0 m (0.0 ft.)	-0.2 m (-0.9 ft.)	Palm River

Notes:

[1] City of Tampa Stormwater Outfall.

BC = Box Culvert
RCP = Reinforced Concrete Pipe
CBC = Concrete Box Culvert

December and perched groundwater may be present near the surface throughout the year in the vicinity of I-275/Dr. Martin Luther King, Jr. Boulevard (SCS, 1989). This groundwater is generally unsuitable as a source of potable water supply due to high levels of dissolved solids, chlorides, and sulfates (SWFWMD, 1961).

A confining layer underlies the surficial deposits near the I-275 and I-4 project termini, but is absent in the vicinities of the Hillsborough River and the I-275/I-4 interchange. Where present, the top of the confining layer occurs approximately 15.2 m (50 ft.) below the ground surface and, in some areas, may extend to a depth of 22.9 m (75 ft.). Quaternary and Tertiary carbonate and clastic deposits comprise this confining layer. These deposits contain sand, clay, marl, marine shell material, dolomite, and limestone (SWFWMD, 1961).

The Floridan Aquifer begins at depths of approximately 7.6 to 22.9 m (25 to 75 ft.) (SWFWMD, 1961) and may extend to depths of over 914.4 m (3,000 ft.) in the study area (Fernald and Patton, 1984). The aquifer occurs at shallower depths in the vicinities of the Hillsborough River, the I-275/I-4 interchange, and the Crosstown Expressway, and becomes deeper towards the project termini.

Tertiary and Cretaceous carbonates comprise the Floridan Aquifer. These marine deposits consist of solution-riddled and faulted limestone composed of chemically precipitated limestones and dolomites containing marine shell material. Groundwater in this deeper aquifer generally flows towards the Hillsborough River and Hillsborough Bay and is the principal source of potable groundwater in this area (SWFWMD, 1961). Table 3.18 outlines the hydrogeologic framework of the study area. No aquifers in the study area have been designated by the U.S. Environmental Protection Agency as "a sole or principal drinking water source" under Section 1424(e) of the Safe Drinking Water Act, as amended (EPA, 1990).

Most of the study area is located in a zone where groundwater is discharging from the Floridan Aquifer towards the Hillsborough River and Hillsborough Bay. No springs are known to occur in the study area. Because the aquifer occurs near the ground surface in this area, surface water

TABLE 3.18

STUDY AREA HYDROGEOLOGY
Tampa Interstate Study - Phase II
Environmental Impact Statement

System	Series	General Lithology	Major Lithologic Unit	Depth m (ft.)	Hydrogeologic Unit
Quaternary	Holocene Pleistocene	Surficial sand, terrace sand	Sand	0-15.2 m (0-50 ft.)	Surficial Aquifer
Tertiary	Pliocene	Sand, clay, marl, shell, dolomite and limestone	Carbonate and clastic	15.2-22.9 m (50-75 ft.)	Confining bed
	Miocene Oligocene Eocene	Fossiliferous limestone, dolomite	Carbonate	7.6-914.4 m (25-3,000 ft.)	Floridian Aquifer

Source: Greiner, Inc., adopted from SWFWMD, 1961.

drainage has the potential to recharge the aquifer directly during periods of extended drought or heavy pumping.

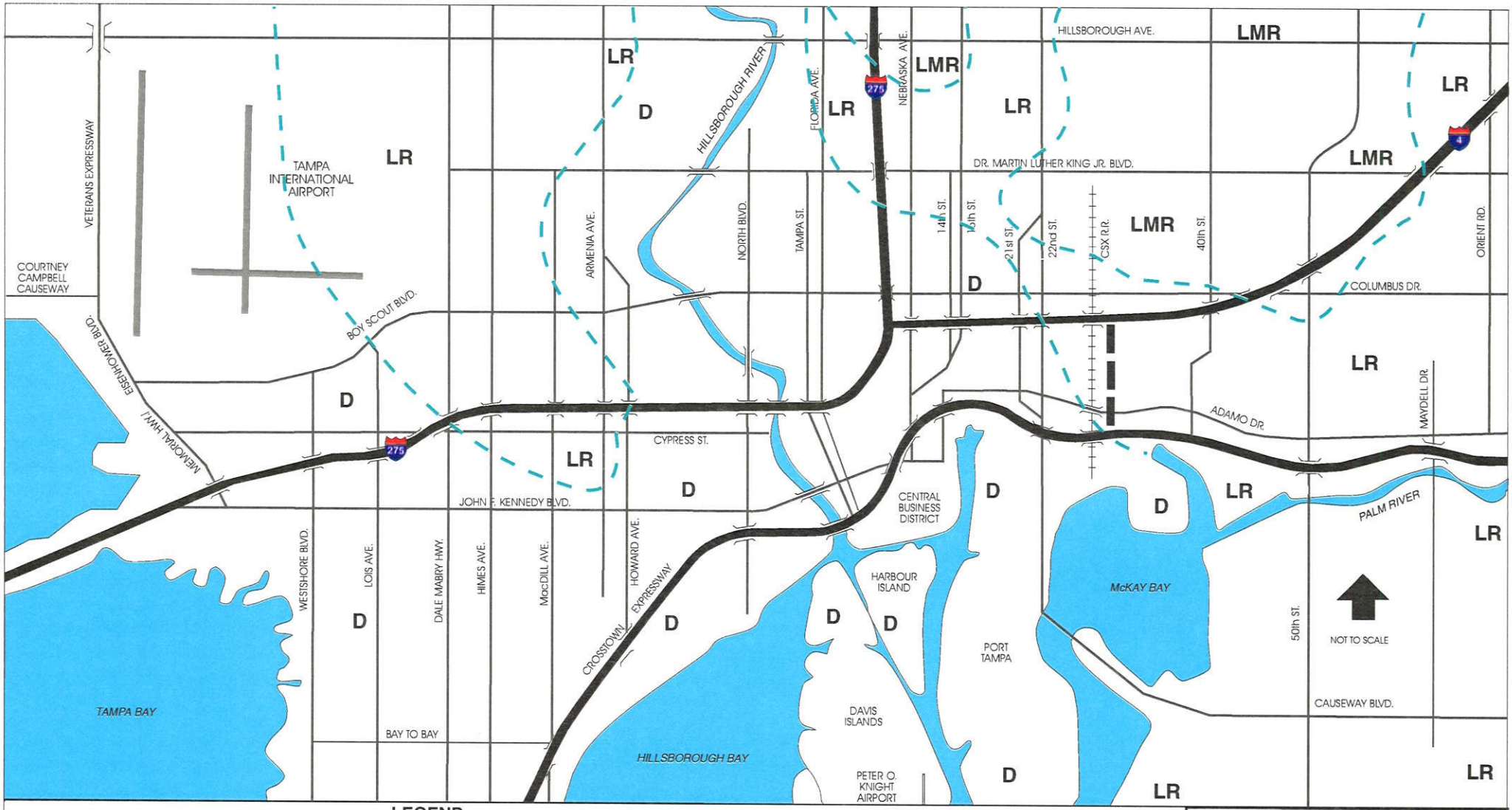
Some recharge to the Floridan Aquifer occurs near project termini. However, due to the overlying confining strata in these areas, recharge occurs at a low rate. Exhibit 3.11 illustrates the locations of zones of recharge and discharge in the study area. As shown on the exhibit, recharge/discharge divides are located approximately as follows: I-275/Lake Avenue, I-275/Howard Avenue, and I-4/22nd Street (Jenkins and Beck, 1988).

SWFWMD well construction permit records indicate that eight domestic wells, one public supply well, and one industrial well occur in the study area. The approximate locations of these wells are shown on Exhibit 3.11, previously referenced. Numerous shallow wells used for landscape irrigation and underground storage tank monitoring also occur throughout the study area (SWFWMD, 1991).

3.5.5 Water Quality

Existing stormwater outfalls within the study limits discharge to either the lower Hillsborough River or McKay Bay and ultimately to Tampa Bay. Tampa Bay is included in the National Estuary Program (NEP) and is a Southwest Florida Water Management District (SWFWMD) Surface Water Improvement Program (SWIM) priority water body.

The increase in Florida's population over the past years has resulted in increased development along the shoreline of Tampa Bay. This development, together with increased pollutant loadings, shoreline alterations, and wetland destruction, has led to a gradual degradation of the Tampa Bay estuary. Hillsborough Bay, located in Upper Tampa Bay, has an EPA water quality index of Fair. Water quality problems include poor water clarity, high phosphorus levels, low dissolved oxygen levels, and high cadmium, copper and mercury concentrations. Due to the ecological, economic, and aesthetic importance, and noted water quality degradation, Tampa Bay has become a main focus of local, regional, and state actions to reverse the negative trends.



LEGEND

LR Low Recharge Zone:
Surface water drainage does not directly recharge the Floridan aquifer due to overlying impermeable strata.

D Discharge Zone:
The Floridan aquifer occurs near the ground surface and is generally discharging groundwater; however, it may be directly recharged by surface drainage during extreme drought or as a result of heavy pumping.

LMR Low-moderate recharge zone:
The Floridan aquifer is overlain by sedimentary strata. Recharge occurs throughout overlying strata and sinkholes.

Recharge/Discharge Zone

Proposed Crosstown Connector

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT
TAMPA INTERSTATE STUDY
PHASE II
Hillsborough County, Florida

GROUNDWATER RECHARGE/ DISCHARGE CHARACTERISTICS

EXHIBIT 3.11

Non-point source pollution is a serious problem in the bay system. With the shift from wetland and upland vegetation to streets, lawns, and buildings, the quality of runoff severely decreases while the quantity increases.

The Hillsborough River enters the northern portion of the Bay, and while the lower river has no point sources, it receives nutrient and toxins loading from Tampa urban runoff.

Hillsborough Bay has the highest concentration of pollution sources in the Tampa Bay system. It has historically had the worst water quality in the basin. This is due to industrial discharges, wastewater treatment plants, non-point source pollution, and lack of circulation and mixing within Hillsborough Bay.

Surface waters in the study area are designated by the Florida Department of Environmental Protection (FDEP) as Class II and Class III Waters (Florida Administrative Code [FAC], Chapter 17-302). Water quality in Class II Waters must be maintained to provide for shellfish propagation or harvesting. This designation applies to the Pinellas County side of Old Tampa Bay.

All other surface waters in the study area are designated Class III Waters. This designation requires adherence to less stringent water quality standards than the Class II designation; however, it requires protection of water quality for public recreation and the propagation and maintenance of fish and wildlife populations.

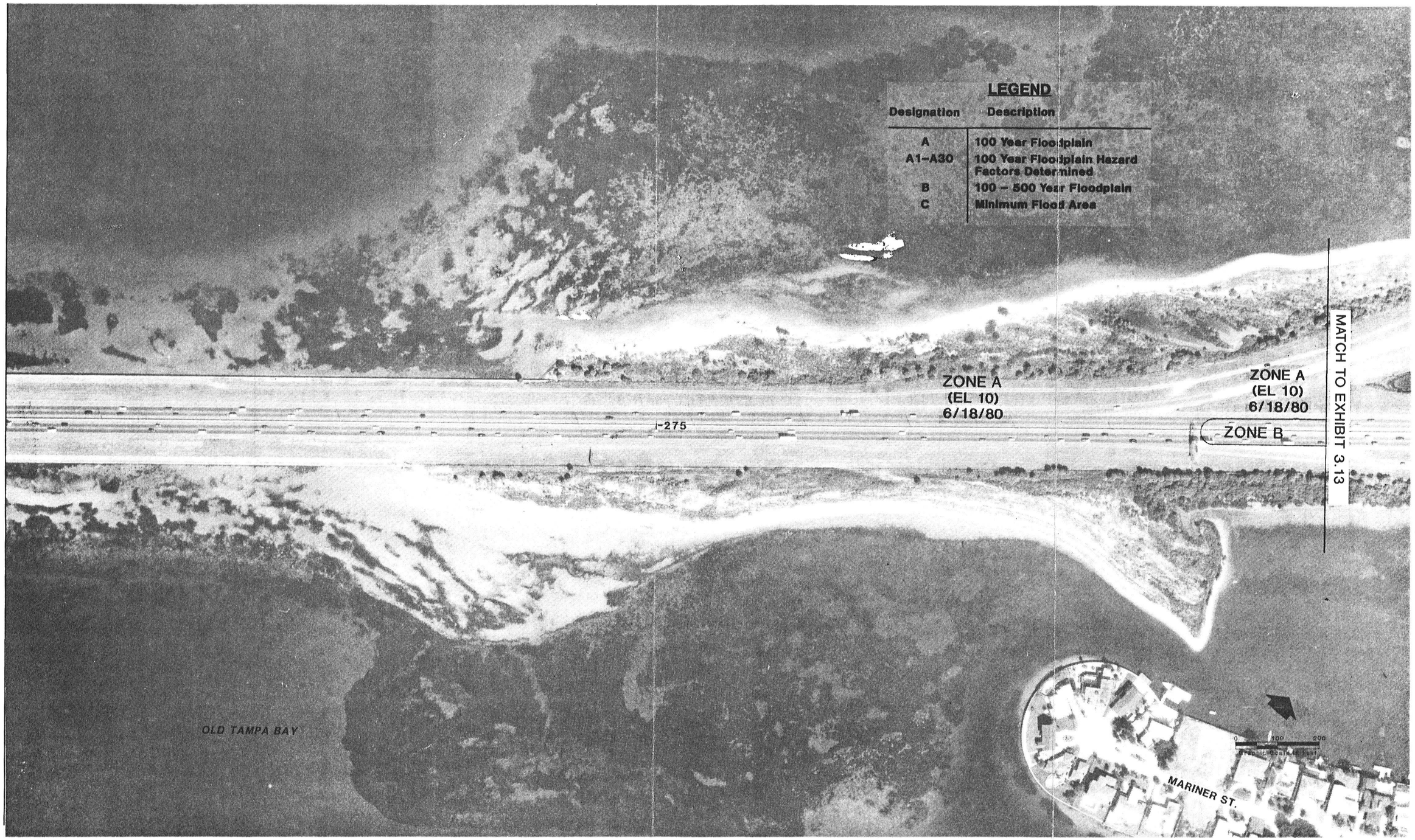
Potable water is supplied to the study area from a combination of surface and groundwater sources. The primary source of potable water is the Hillsborough River Reservoir located approximately 8 miles upstream of the study area. A number of municipal and private wells supplement this potable supply. These wells are described in more detail in Section 3.5.4.1 - Groundwater.

3.5.6 Floodplains and Floodways

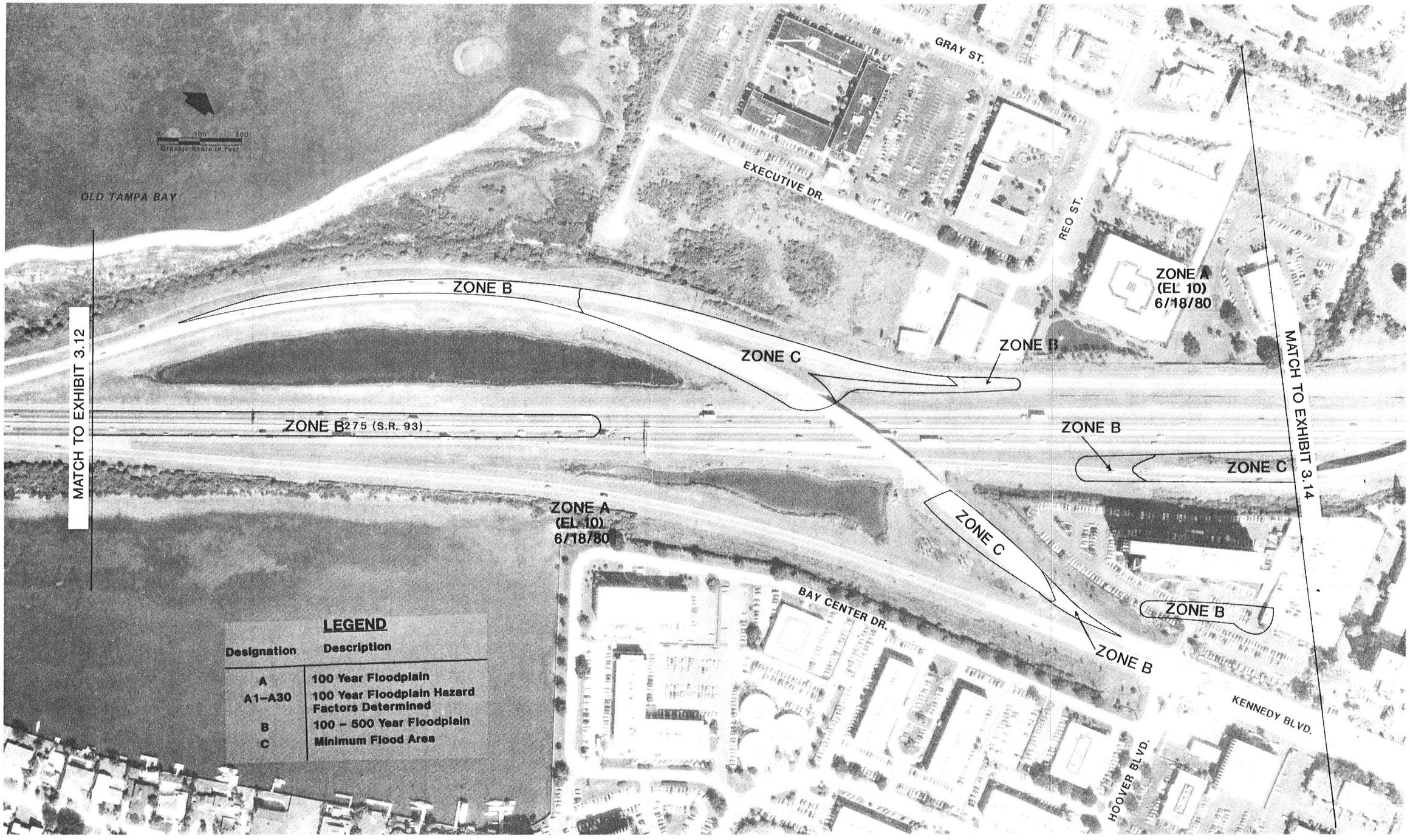
Within the project limits, the existing roadway traverses the Federal Emergency Management Agency (FEMA) flood zones A, B, and C. A floodplain map, prepared for the project corridor from the FEMA Flood Insurance Rate Maps (FIRM) and Flood Insurance Studies (FIS), is illustrated in Exhibits 3.12 through 3.31. This information was taken from the City of Tampa FIRM Community Panel Numbers 120114 0021C, 120114 0022C, 120114 0023C, 120114 0024C, 120114 0025C, 120114 0026C, and 120114 0015C, 120114 0025C, and 120114 0026C dated September 30, 1982. Exhibits 3.12 through 3.31 show the locations with floodplain (Zones A and B) encroachments within the project corridor. The base floodplain within this area results from tidal storm surge. The remaining areas within the project corridor are located in the area of minimal flooding (Zone C).

The 100-year floodplain encroachment areas include: the eastern terminus of the Howard Frankland Bridge east to north Hesperides Street (Exhibits 3.12 to 3.17); the I-275 crossing of the Hillsborough River between North Boulevard and Tampa Street (Exhibits 3.19 and 3.20); a segment of I-275 from Alfred Street to Emily Street adjacent to the Robles Park pond (Exhibit 3.21); the proposed Crosstown Connector near 30th Street from 6th Avenue to the Crosstown Expressway near McKay Bay (Exhibit 3.23); and the Crosstown Expressway from 13th Street to Maydell Drive (Exhibits 3.24 to 3.31).

The Hillsborough River serves as a non-regulated floodway for the City of Tampa as defined in the National Flood Insurance Program, City of Tampa Flood Insurance Study. The Lower Hillsborough River is regulated by the Tampa Bypass Canal (TBC) flood-control project which is owned and operated by the Southwest Florida Water Management District (SWFWMD). The TBC facilities provide flood protection to the urban development area along the Lower Hillsborough River. No floodway data or delineations were presented in the City of Tampa FEMA Flood Study due to the flood control of the TBC. Flooding in the lower reaches of the Hillsborough River is a result of tidal storm surge in Hillsborough Bay.



PROJECT No. C2380			
PROJECT DATES			
DATES	DESCRIPTION		
		THE GREINER TEAM GREINER, INC. PIPER ARCHAEOLOGICAL RESEARCH, INC. KNIGHT APPRAISAL SERVICES	ENVIRONMENTAL IMPACT STATEMENT
			TAMPA INTERSTATE STUDY FLORIDA DEPARTMENT OF TRANSPORTATION
			STATE PROJECT No. 99007-1402 | EXHIBIT 3.12



PROJECT No. C2380

PROJECT DATES	
DATES	DESCRIPTION

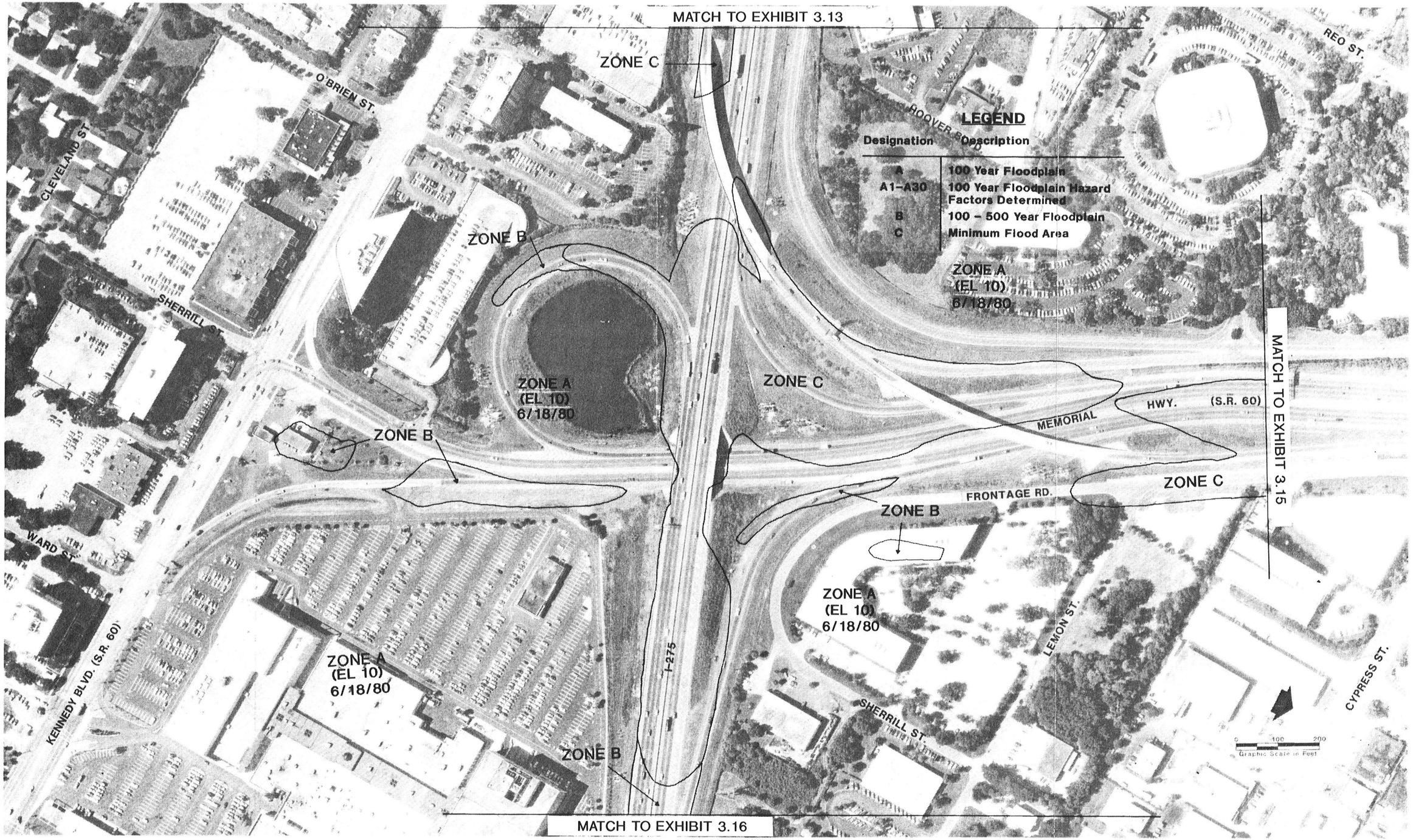
PLANNING FOR TOMORROW TAMPA INTERSTATE STUDY

THE GREINER TEAM
GREINER, INC.
PIPER ARCHAEOLOGICAL RESEARCH, INC.
KNIGHT APPRAISAL SERVICES

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY
FLORIDA DEPARTMENT OF TRANSPORTATION

STATE PROJECT No. 99007-1402 | EXHIBIT 3.13



PROJECT No. C2380

PROJECT DATES

DATES	DESCRIPTION

THE GREINER TEAM

GREINER, INC.

PIPER ARCHAEOLOGICAL RESEARCH, INC.

KNIGHT APPRAISAL SERVICES

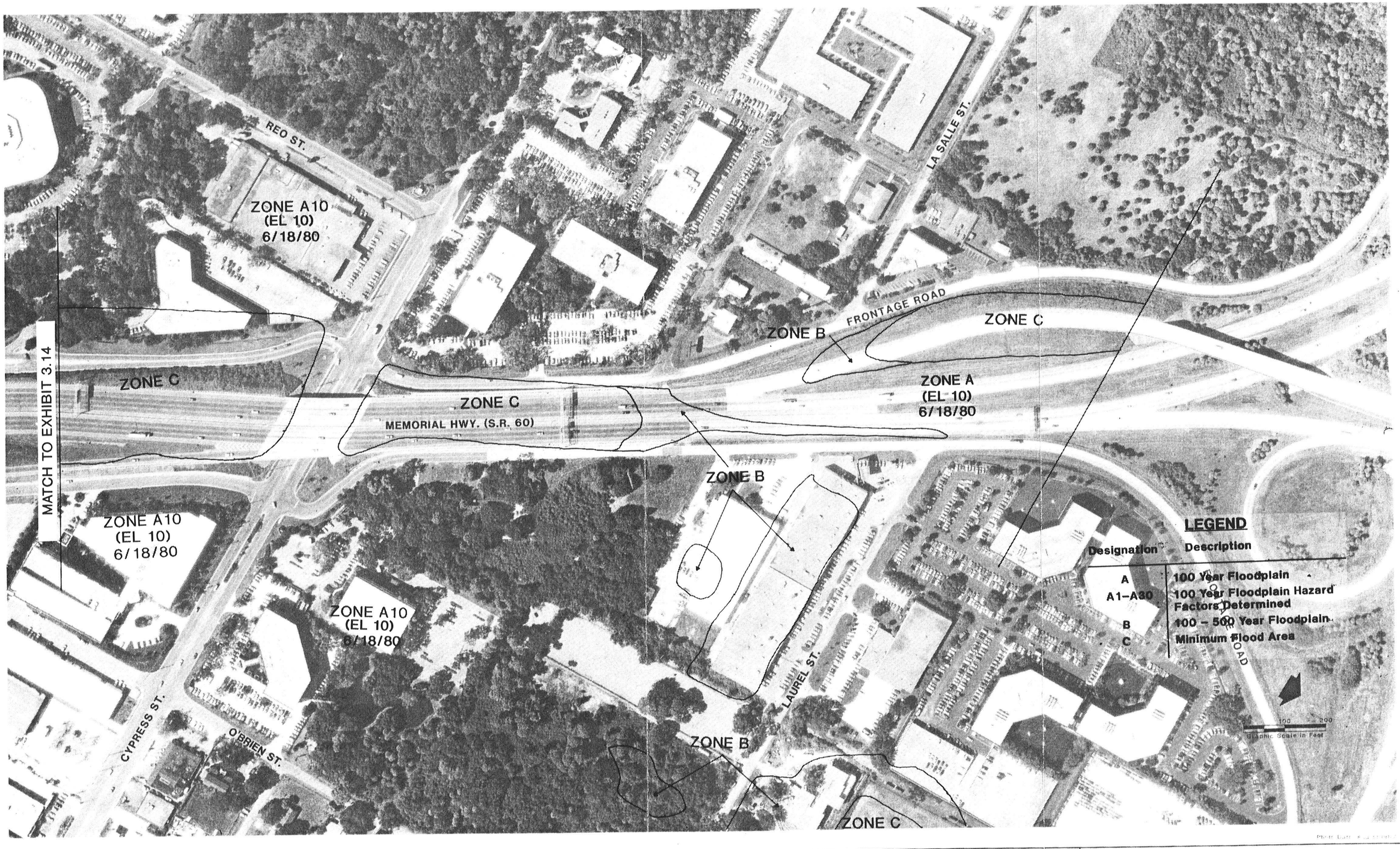
ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY

FLORIDA DEPARTMENT OF TRANSPORTATION

STATE PROJECT No. 99007-1402

EXHIBIT 3.14



PROJECT No. C2380			
PROJECT DATES			
DATES	DESCRIPTION		

THE GREINER TEAM
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PIPER ARCHAEOLOGICAL RESEARCH, INC.
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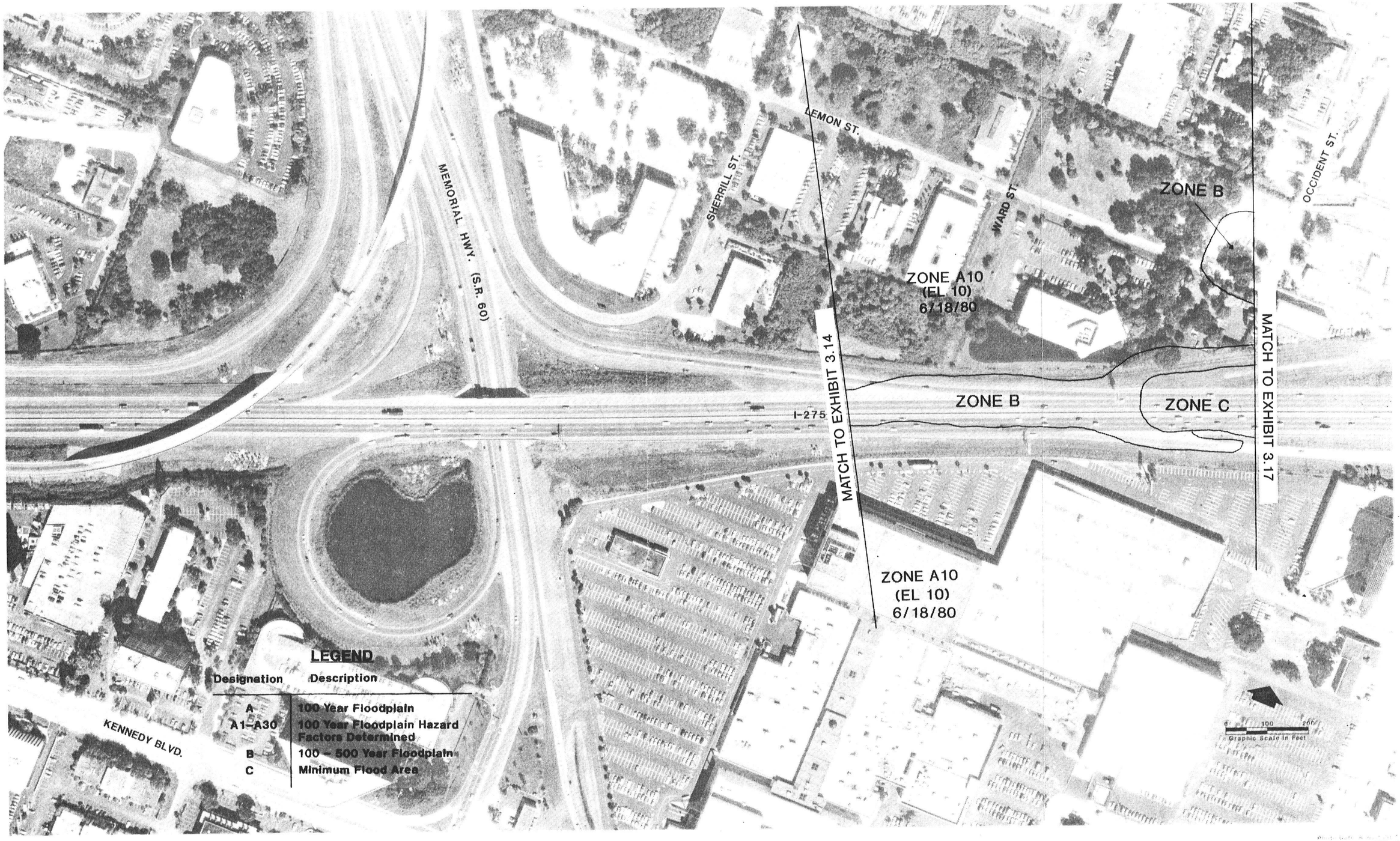
ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY
FLORIDA DEPARTMENT OF TRANSPORTATION

STATE PROJECT No. 99007-1402 | EXHIBIT 3.15



PROJECT No. C2380			
PROJECT DATES			
DATES	DESCRIPTION		

THE GREINER TEAM
GREINER, INC.
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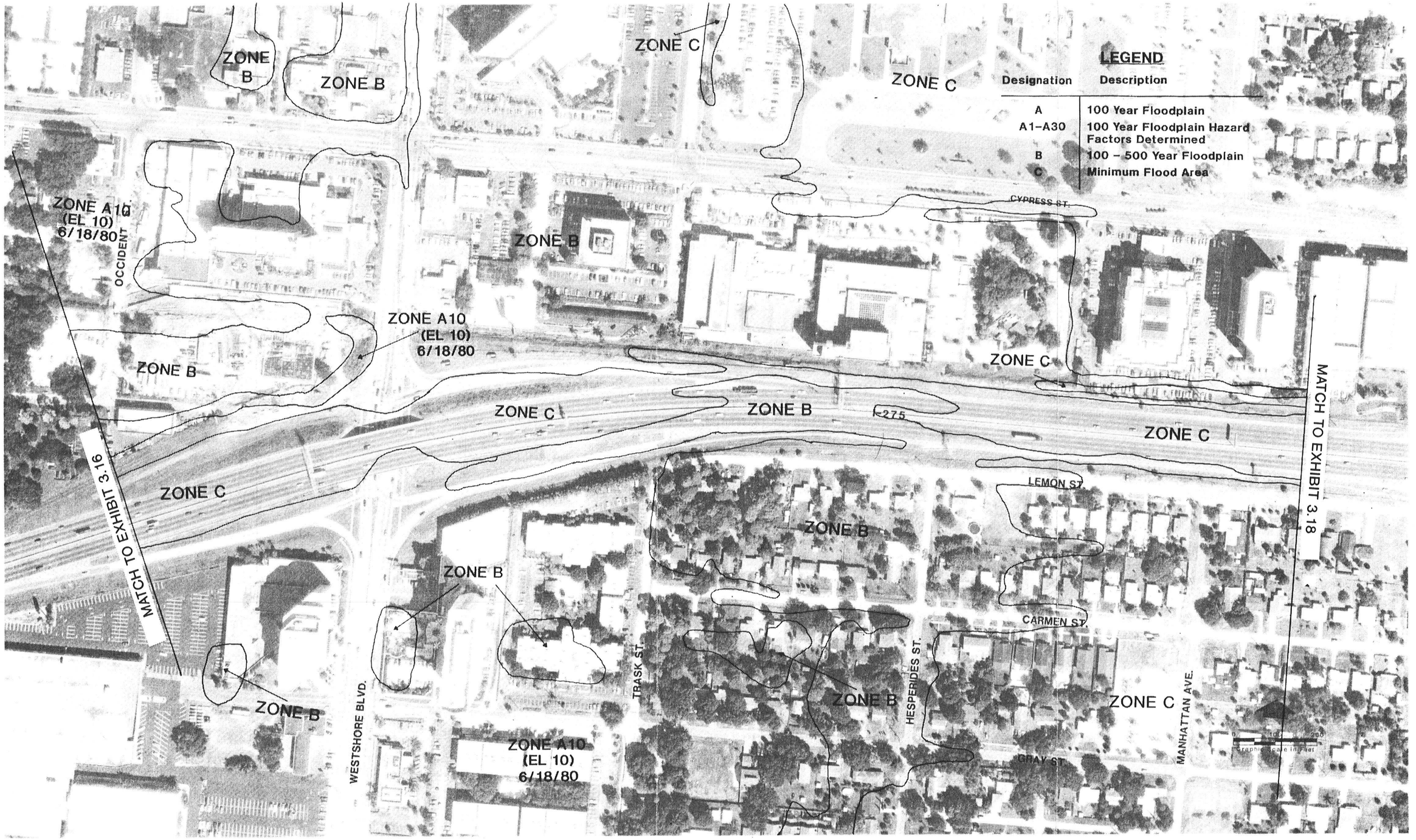
ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY
FLORIDA DEPARTMENT OF TRANSPORTATION

STATE PROJECT No. 99007-1402 | EXHIBIT 3.16



LEGEND

Designation	Description
A	100 Year Floodplain
A1–A30	100 Year Floodplain Hazard Factors Determined
B	100 – 500 Year Floodplain
C	Minimum Flood Area

PROJECT No. C2380

PROJECT DATES

DATES	DESCRIPTION

THE GREINER TEAM

GREINER, INC.

PIPER ARCHAEOLOGICAL RESEARCH, INC.

KNIGHT APPRAISAL SERVICES

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY

FLORIDA DEPARTMENT OF TRANSPORTATION

STATE PROJECT No. 99007-1402

EXHIBIT 3.17



PROJECT No. C2380			
PROJECT DATES		THE GREINER TEAM GREINER, INC. PIPER ARCHAEOLOGICAL RESEARCH, INC. KNIGHT APPRAISAL SERVICES	ENVIRONMENTAL IMPACT STATEMENT
DATES	DESCRIPTION		
			TAMPA INTERSTATE STUDY FLORIDA DEPARTMENT OF TRANSPORTATION STATE PROJECT No. 99007-1402 — EXHIBIT 3.18

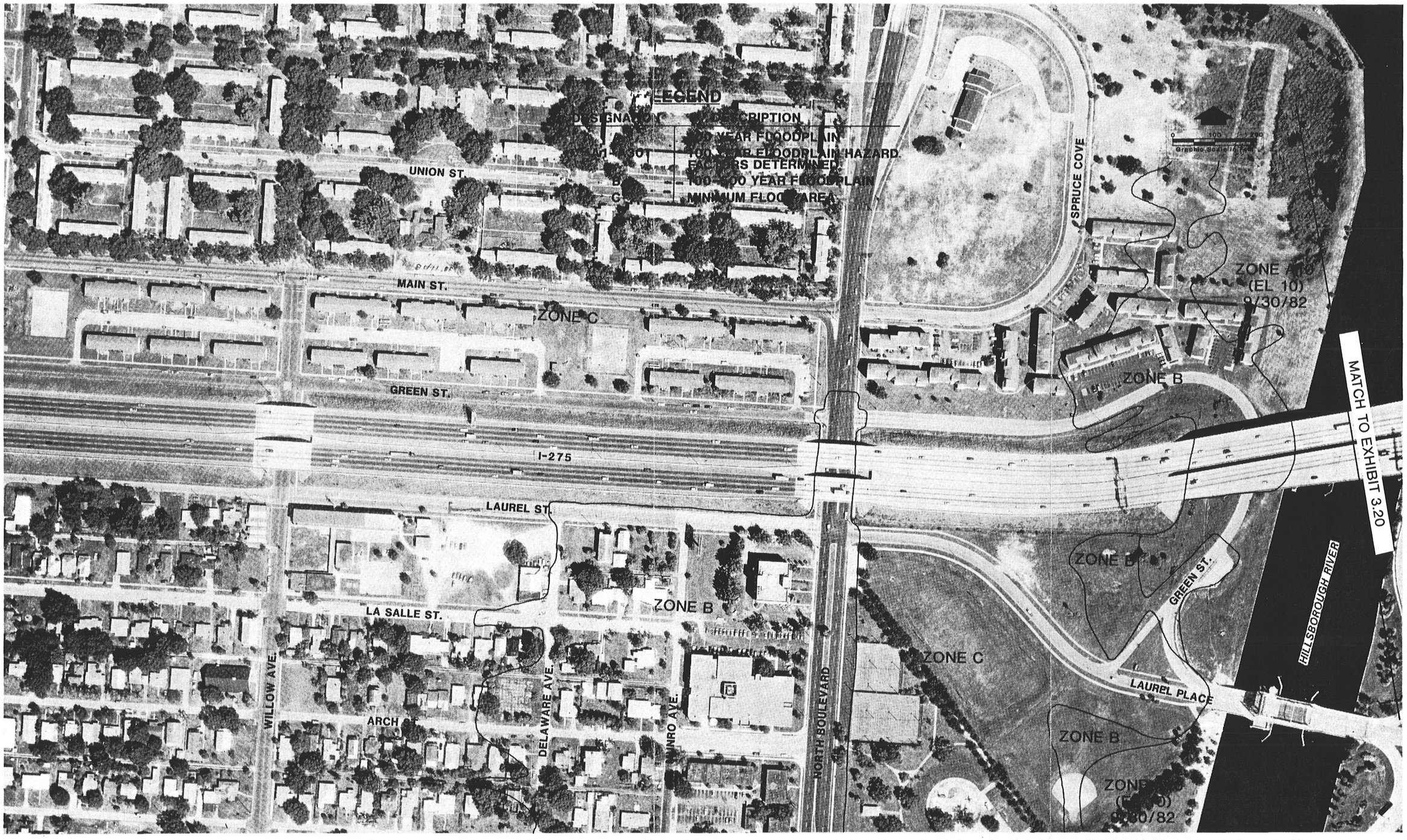


Photo Date August 1987

PROJECT No. C2380	
PROJECT DATES	
DATES	DESCRIPTION

THE GREINER TEAM
GREINER, INC.
PIPER ARCHAEOLOGICAL RESEARCH, INC.
KNIGHT APPRAISAL SERVICES

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY
FLORIDA DEPARTMENT OF TRANSPORTATION

STATE PROJECT No. 99007-1402 | EXHIBIT 3.19

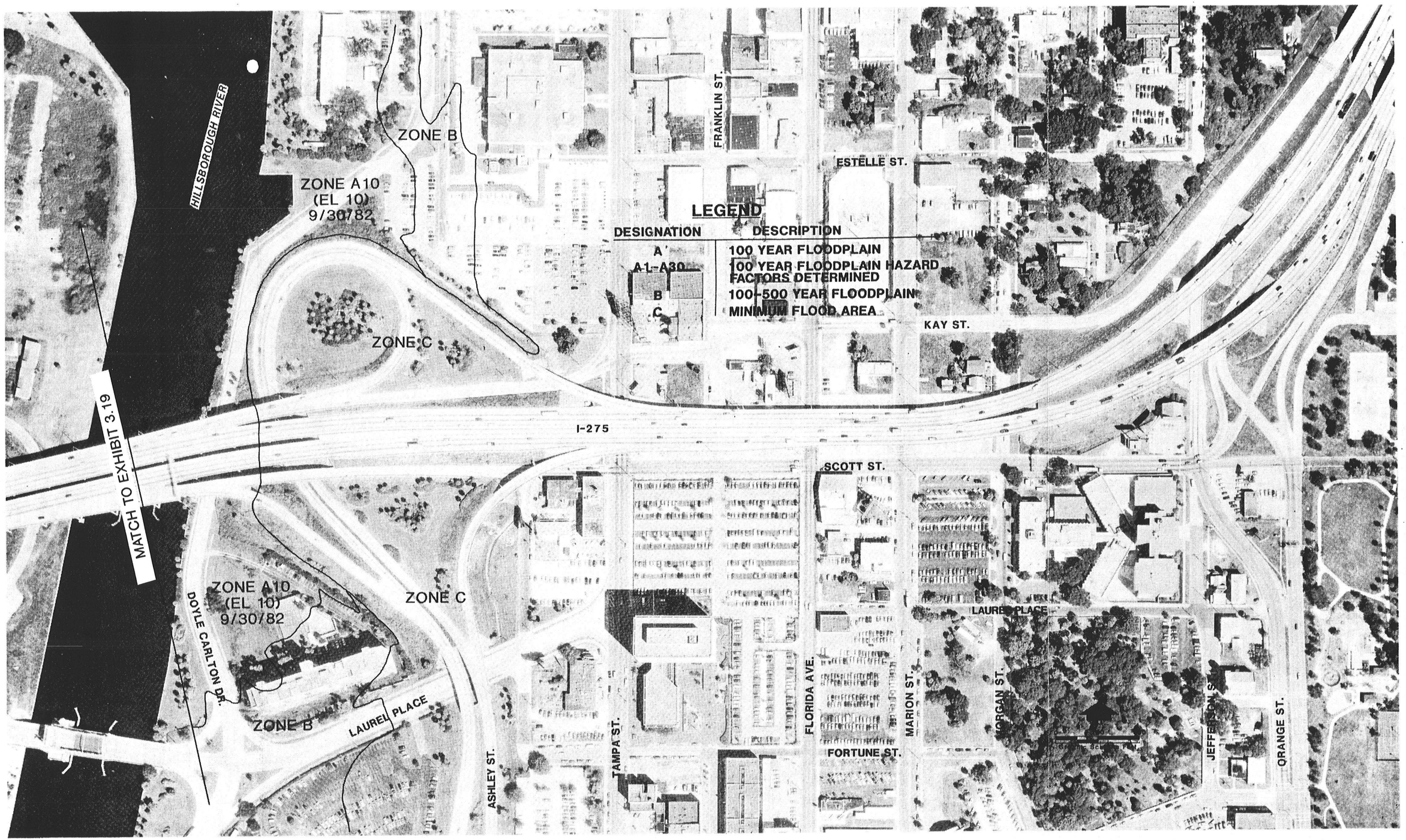


Photo Date: August 1987

PROJECT No. C2380	
PROJECT DATES	
DATES	DESCRIPTION

THE GREINER TEAM
GREINER, INC.
PIPER ARCHAEOLOGICAL RESEARCH, INC.
KNIGHT APPRAISAL SERVICES

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY
FLORIDA DEPARTMENT OF TRANSPORTATION

STATE PROJECT No. 99007-1402 | EXHIBIT 3.20



#14

Photo Date: August 1987

EXIST R/W | LAND USE | SECT 106 & 4F | PROP R/W | Distr. Noise Wall

PROJECT No. C2380		
PROJECT DATES		
DATES	DESCRIPTION	

PLANNING FOR TOMORROW — TAMPA INTERSTATE STUDY

THE GREINER TEAM
GREINER, INC.
PIPER ARCHAEOLOGICAL RESEARCH, INC.
KNIGHT APPRAISAL SERVICES

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY
FLORIDA DEPARTMENT OF TRANSPORTATION

STATE PROJECT No. 99007-1402 | EXHIBIT 3.21

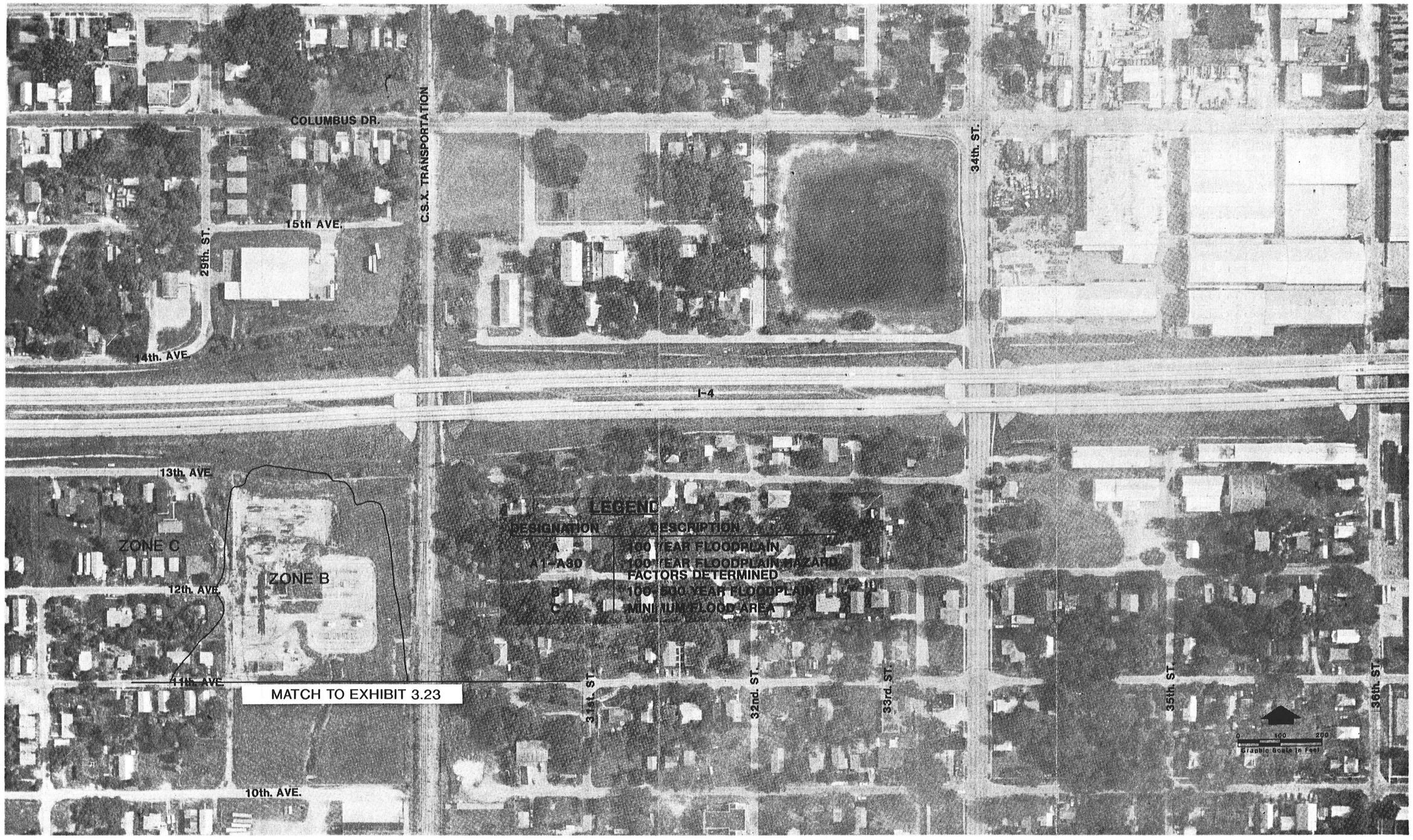


Photo Date: August 1987

PROJECT No. C2380			
PROJECT DATES			
DATES	DESCRIPTION		

THE GREINER TEAM
GREINER, INC.
PIPER ARCHAEOLOGICAL RESEARCH, INC.
KNIGHT APPRAISAL SERVICES

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY
FLORIDA DEPARTMENT OF TRANSPORTATION

STATE PROJECT No. 99007-1402 | EXHIBIT 3.22

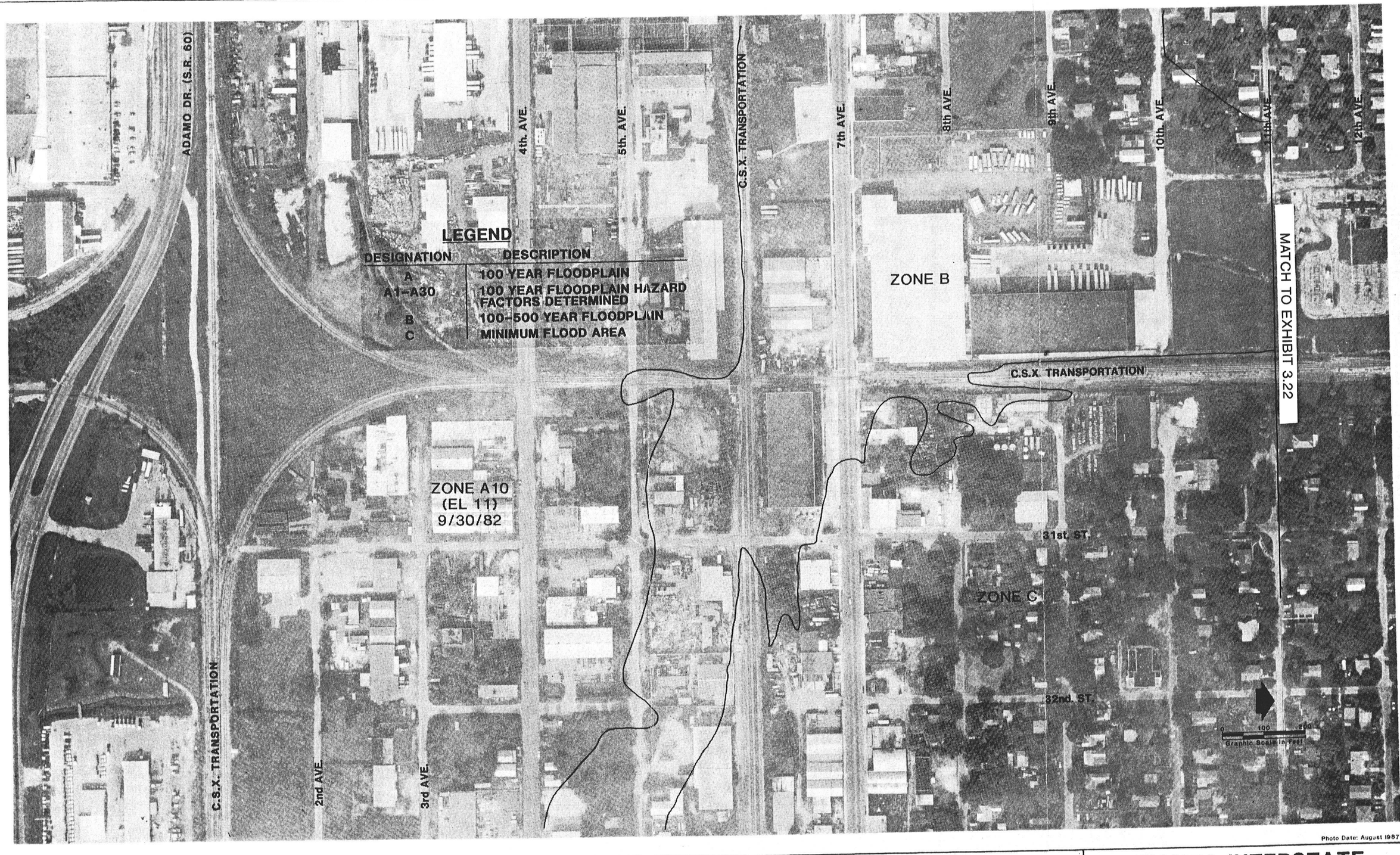


Photo Date: August 1987

#23

PROJECT No. C2380	
PROJECT DATES	
DATES	DESCRIPTION

THE GREINER TEAM
GREINER, INC.
PIPER ARCHAEOLOGICAL RESEARCH, INC.
KNIGHT APPRAISAL SERVICES

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY
FLORIDA DEPARTMENT OF TRANSPORTATION

STATE PROJECT No. 99007-1402 | EXHIBIT 3.23



Photo Date: August 1987

MATCH TO EXHIBIT 3.25

EXIST R/W | LAND USE | SECT 106 & 4F | PROP R/W

#31

PROJECT No. C2380			
PROJECT DATES			
DATES	DESCRIPTION		

THE GREINER TEAM
GREINER, INC.
PIPER ARCHAEOLOGICAL RESEARCH, INC.
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TAMPA INTERSTATE STUDY
FLORIDA DEPARTMENT OF TRANSPORTATION

STATE PROJECT No. 99007-1402 | EXHIBIT 3.24



Photo Date: August 1987

#32

EXIST. R/W | LAND USE | SECT 106 & 4F | PROP R/W

PROJECT No. C2380		
PROJECT DATES		
DATES	DESCRIPTION	

THE GREINER TEAM
GREINER, INC.
PIPER ARCHAEOLOGICAL RESEARCH, INC.
KNIGHT APPRAISAL SERVICES

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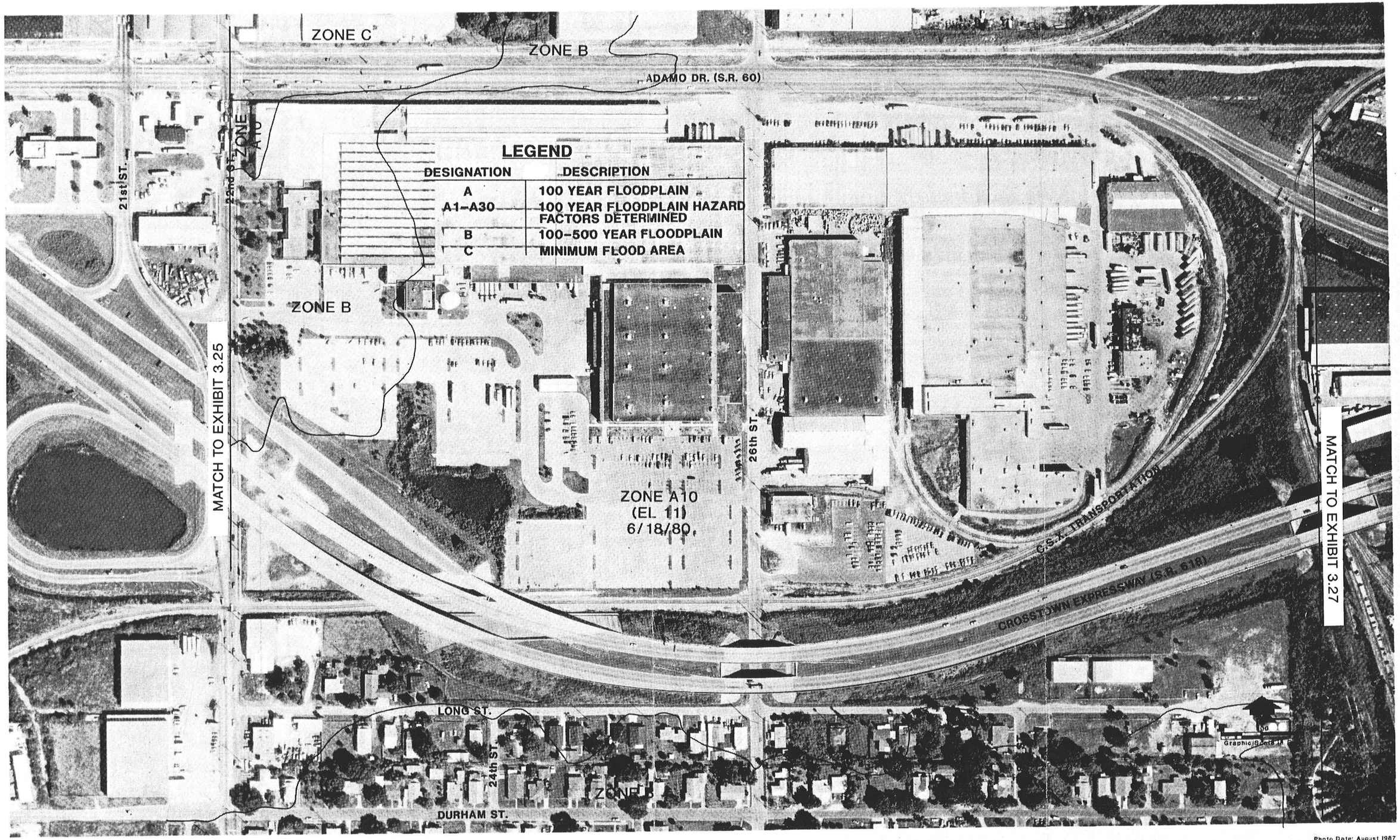
TAMPA INTERSTATE STUDY
FLORIDA DEPARTMENT OF TRANSPORTATION

STATE PROJECT No. 99007-1402 | EXHIBIT 3.25



LEGEND

DESIGNATION	DESCRIPTION
A	100 YEAR FLOODPLAIN
A1–A30	100 YEAR FLOODPLAIN HAZARD FACTORS DETERMINED
B	100–500 YEAR FLOODPLAIN
C	MINIMUM FLOOD AREA

Photo Date: August 1987

#33

PROJECT No. C2380	
PROJECT DATES	
DATES	DESCRIPTION

THE GREINER TEAM
GREINER, INC.
PIPER ARCHAEOLOGICAL RESEARCH, INC.
KNIGHT APPRAISAL SERVICES

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY
FLORIDA DEPARTMENT OF TRANSPORTATION

STATE PROJECT No. 99007-1402 | EXHIBIT 3.26

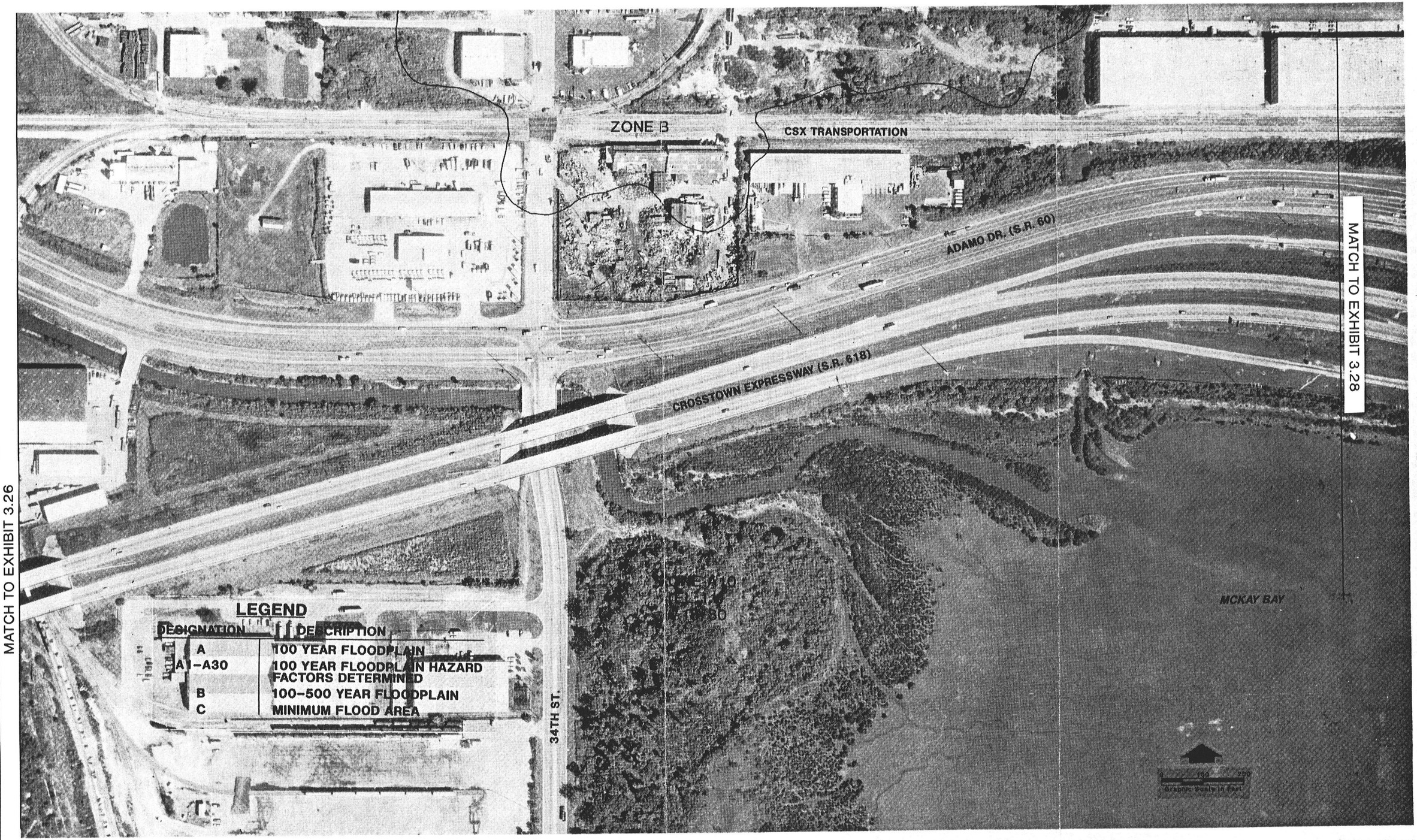


Photo Date: August 1987

PROJECT No. C2380	
PROJECT DATES	
DATES	DESCRIPTION

THE GREINER TEAM
GREINER, INC.
PIPER ARCHAEOLOGICAL RESEARCH, INC.
KNIGHT APPRAISAL SERVICES

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY
FLORIDA DEPARTMENT OF TRANSPORTATION

STATE PROJECT No. 99007-1402 | EXHIBIT 3.27

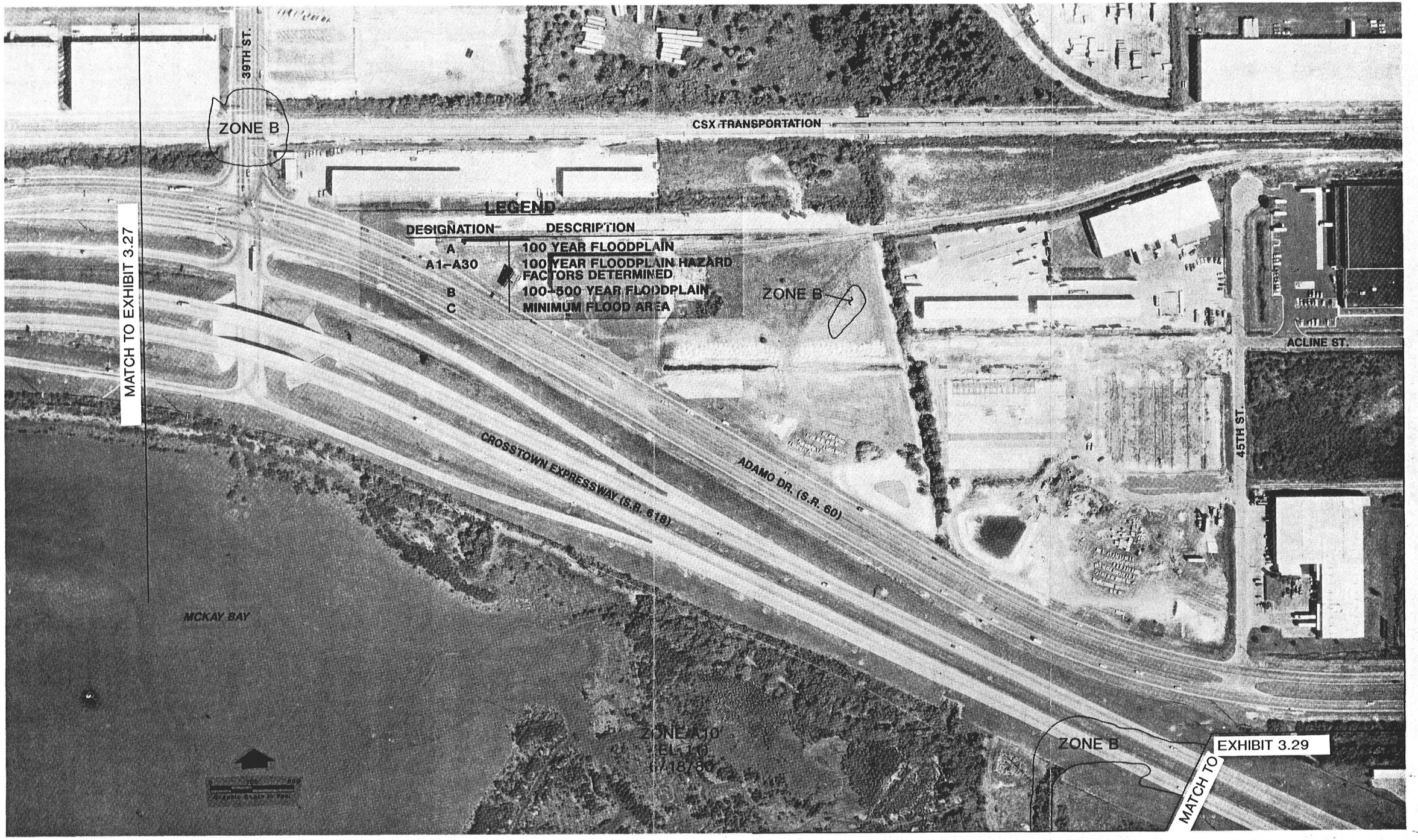


Photo Date: August 1987

#35

EXIST R/W | LAND USE | SECT 106 & 4F | PROP R/W

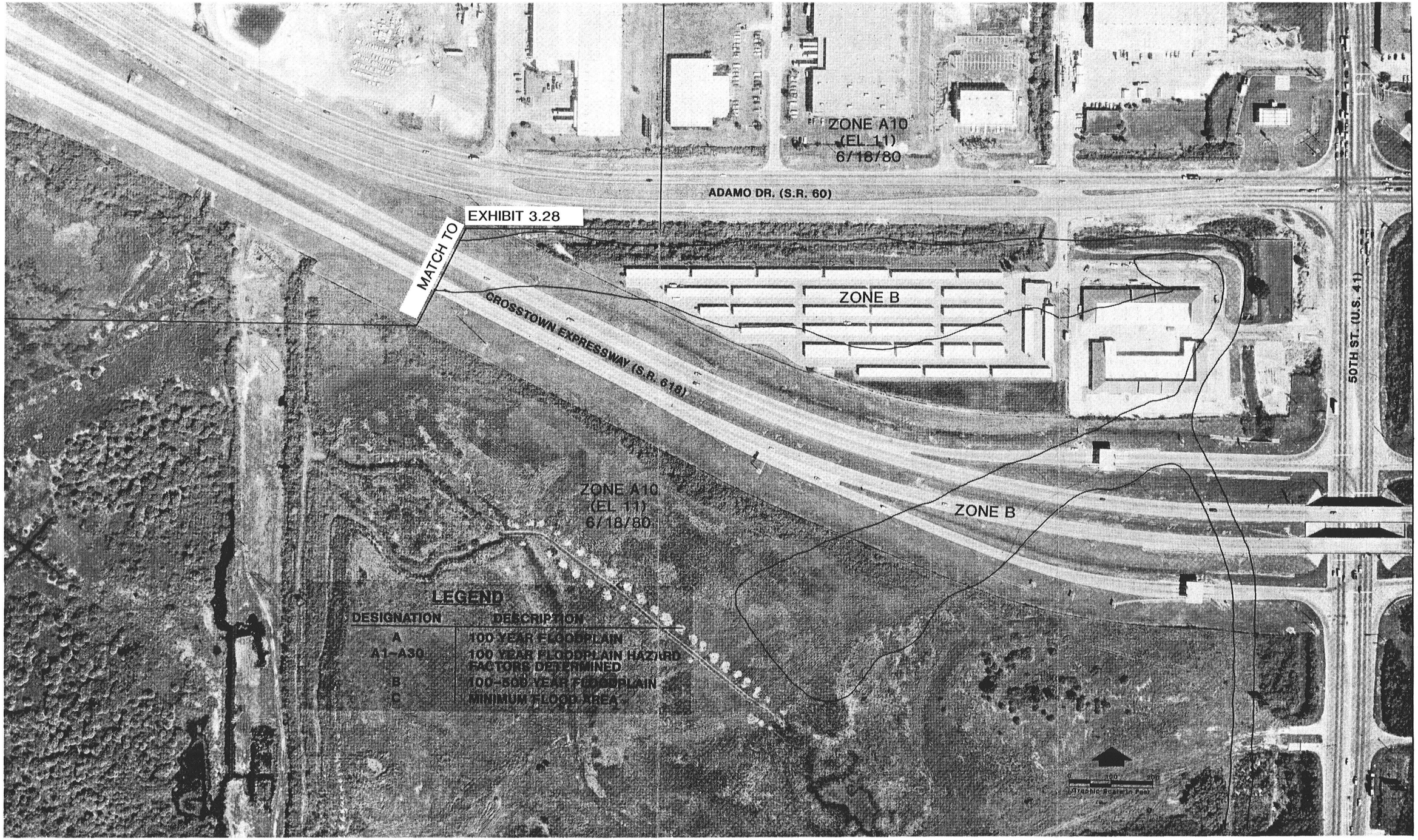
PROJECT No. C2380		
PROJECT DATES		
DATES	DESCRIPTION	

THE GREINER TEAM
GREINER, INC.
PIPER ARCHAEOLOGICAL RESEARCH, INC.
KNIGHT APPRAISAL SERVICES

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY
FLORIDA DEPARTMENT OF TRANSPORTATION

STATE PROJECT No. 99007-1402 | EXHIBIT 3.28



#36

Photo Date: August 1987

PROJECT No. C2380	
PROJECT DATES	
DATES	DESCRIPTION

PLANNING FOR TOMORROW
I-4 I-275 I-75
TAMPA INTERSTATE STUDY

THE GREINER TEAM
GREINER, INC.
PIPER ARCHAEOLOGICAL RESEARCH, INC.
KNIGHT APPRAISAL SERVICES

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY
FLORIDA DEPARTMENT OF TRANSPORTATION

STATE PROJECT No. 99007-1402 | EXHIBIT 3.29

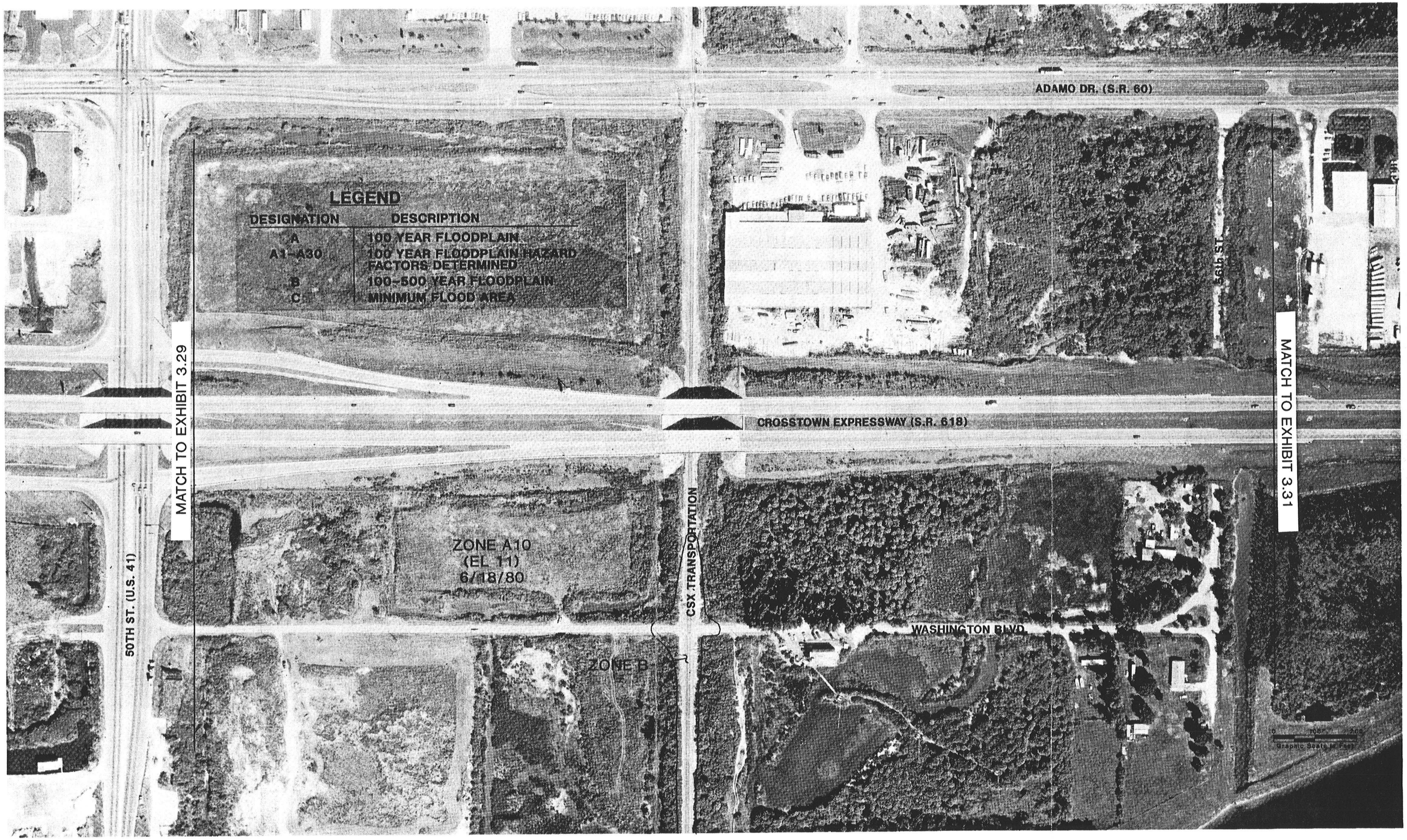


Photo Date: August 1987

#37

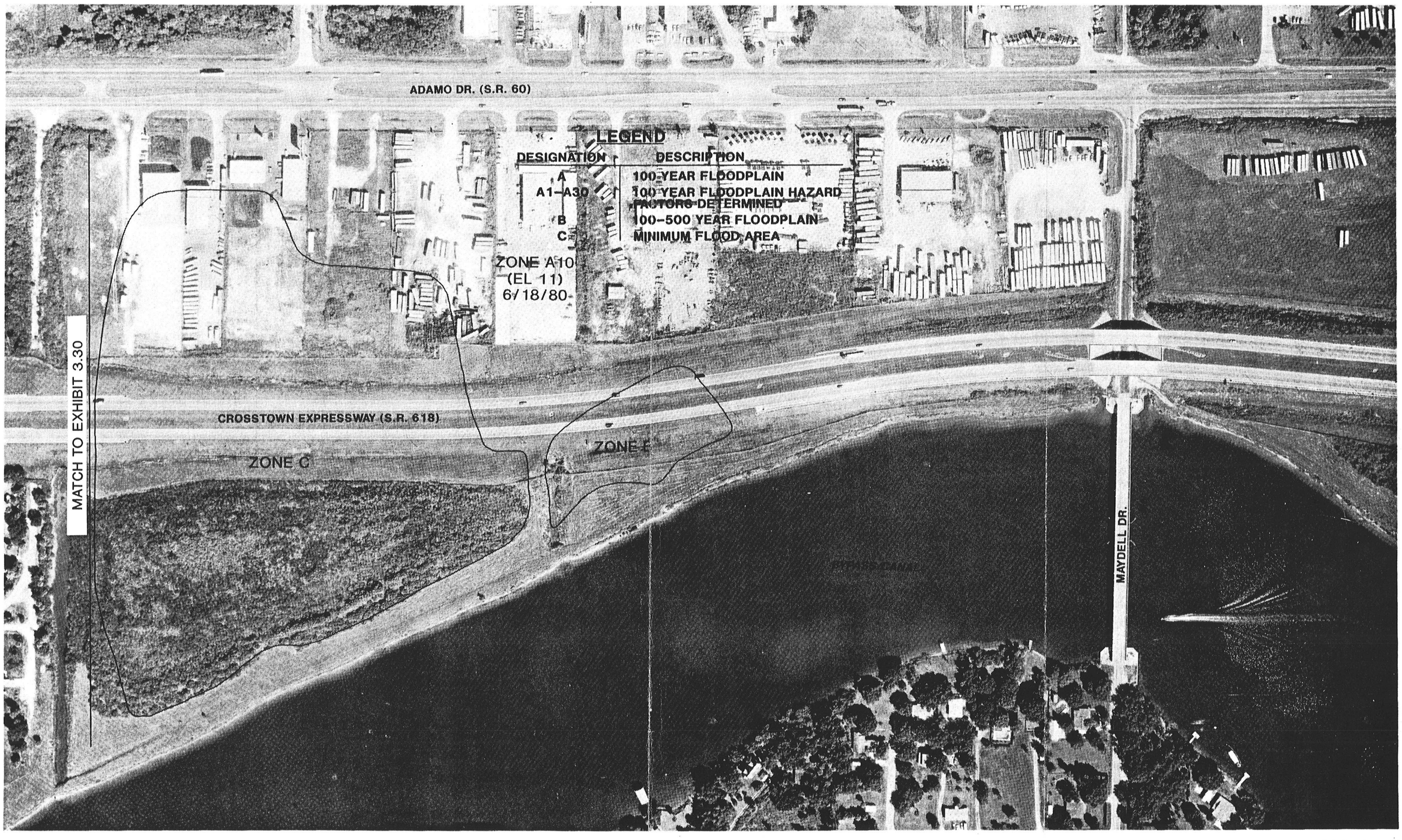
PROJECT No. C2380		
PROJECT DATES		
DATES	DESCRIPTION	

THE GREINER TEAM
GREINER, INC.
PIPER ARCHAEOLOGICAL RESEARCH, INC.
KNIGHT APPRAISAL SERVICES

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY
FLORIDA DEPARTMENT OF TRANSPORTATION

STATE PROJECT No. 99007-1402 | EXHIBIT 3.30



#38

Photo Date: August 1987

PROJECT No. C2380				
PROJECT DATES				
DATES	DESCRIPTION			

THE GREINER TEAM
GREINER, INC.
PIPER ARCHAEOLOGICAL RESEARCH, INC.
KNIGHT APPRAISAL SERVICES

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY
FLORIDA DEPARTMENT OF TRANSPORTATION

STATE PROJECT No. 99007-1402 | EXHIBIT 3.31

3.5.7 Navigation

Within the project limits, the I-275/I-4 corridor includes only one bridge crossing of a navigable waterway. I-275 crosses the Hillsborough River at river-mile 1.4, in the vicinity of Scott Street in downtown Tampa. The crossing consists of twin concrete AASHTO girder spans for westbound (Bridge No. 100135) and eastbound (Bridge No. 100136) traffic. The bridges were constructed in 1964.

Flowing north to south, the Hillsborough River is approximately 84 m (275 ft.) wide at the bridge location, and is contained within concrete seawalls along the eastern and western banks. Land uses in the vicinity of the structures include multifamily residential development and vacant land in the northwest quadrant; a large public park (Riverfront Park) in the southwest quadrant; and a combination of multifamily residential, urban commercial development, and open right-of-way in the southeast and northeast quadrants. A commercial marine refurbishing and repair facility is located along the river a short distance north of the interstate bridges. Vessels navigating the river in the vicinity of the bridges include row boats, small motorboats, cabin cruisers, houseboats, sailboats, and small to medium size commercial vessels.

The existing bridges provide a fixed vertical clearance of 12.1 m (40 ft.) at mean high water and a horizontal clearance of 23 m (75 ft.) fender to fender. The minimum controlling depth of the river at the bridges is 1.5 m (5 ft.) at mean low water. The U.S. Army Corps of Engineers maintains a channel from the river's mouth at Hillsborough Bay north (upstream) to Columbus Drive, a distance of 4.5 km (2.8 mi.), which includes the study area. No dredging of the channel has occurred in recent years.

The Florida Marine Patrol - Office of Waterway Management was contacted for information regarding boating accidents in the vicinity of the existing bridges. They were unable to provide specific information with regard to accidents at that location but indicated that the rate of accidents or incidents is comparable to other bridges along the waterway.

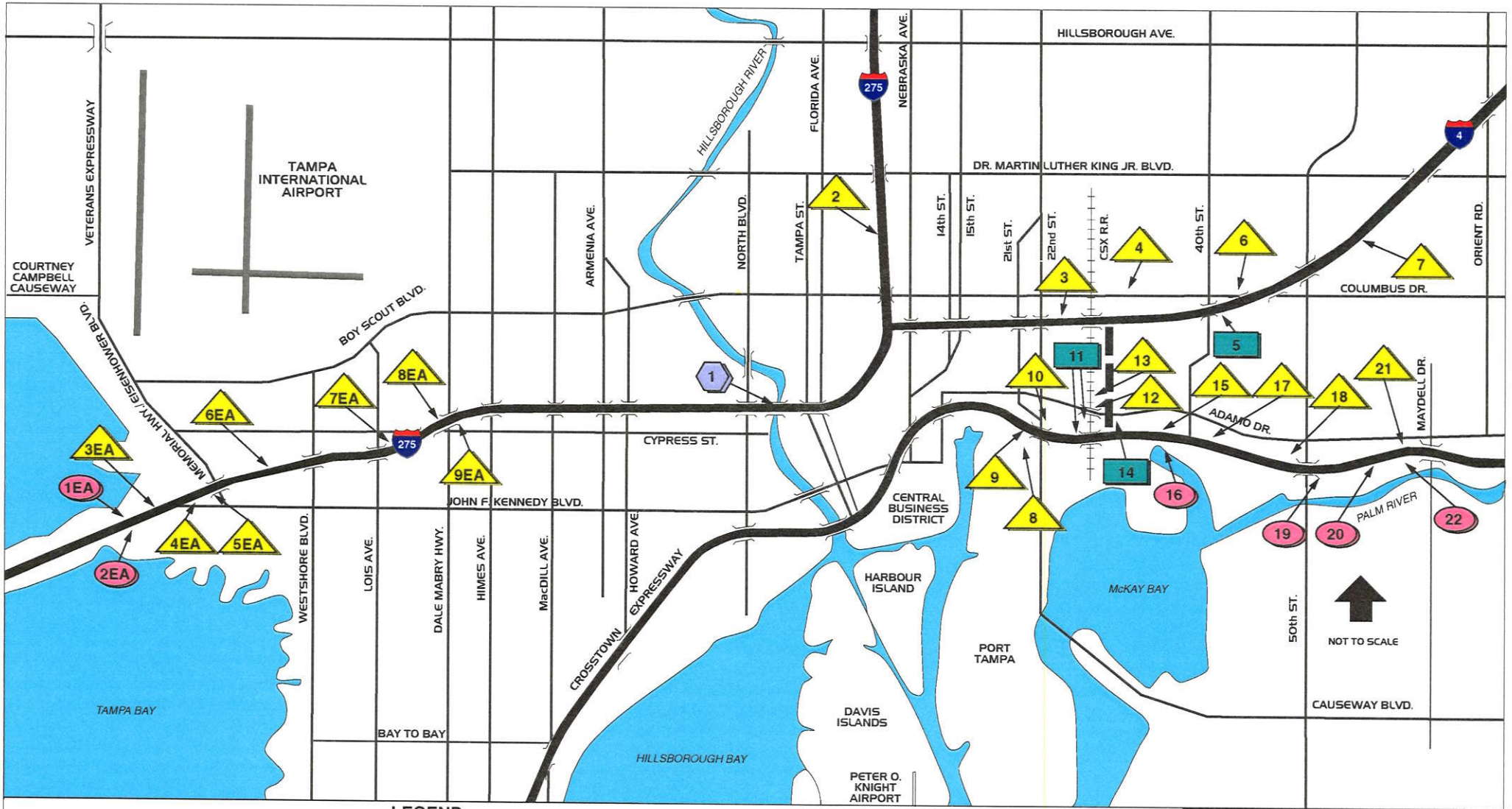
3.6 NATURAL RESOURCES

Natural resources within the project study limits have been identified and include wetland and upland systems, aquatic preserves, Outstanding Florida Waters, wildlife, and threatened and endangered species. The following subsections discuss impacts to the natural environment associated with the project.

3.6.1 Wetlands

In compliance with Executive Order 11990, "Protection of Wetlands," the project area has been evaluated for the presence of wetlands which have the potential to be impacted by the proposed project. The identification of wetlands was accomplished through interpretation of 2.54 cm = 304 m (1 in. = 1,000 ft.) and 2.54 cm = 30.4 m (1 in. = 100 ft.) scale aerial photographs, review of National Wetlands Inventory (NWI) maps, and field reviews of the project area. Approximate wetland boundaries were determined using the Army Corps of Engineers (ACOE) 1987 Wetland Delineation Manual and the U.S. Fish and Wildlife Service (USFWS) List of Plant Species that Occur in Wetlands, Florida, 1988. Wetlands were classified using the USFWS Classification System, Classification of Wetlands and Deepwater Habitats of the United States (Cowardin, et al. 1979). Field reviews of the project area were previously conducted. The project corridor contains natural and man-made wetlands. The natural systems are estuarine wetlands associated with Tampa Bay and disturbed forested and herbaceous wetlands. The man-made systems include stormwater ponds and ditches. The following summary provides a brief description of 31 wetland sites identified in the project area. Exhibit 3.32 locates each wetland site, and Table 3.19 lists the USFWS classification and area of each site.

Site 1EA - This wetland is part of the Tampa Bay estuarine system and is located to the north of I-275, near the Howard Frankland Bridge. Wetlands within this area extend up to the edge of existing fill which was placed during the original construction of I-275. Two USFWS classifications exist for this wetland system. Topographically lower sections of this system are classified as E2AB3M - Estuarine, Intertidal, Aquatic bed, Rooted vascular, Irregularly exposed. These sections consist of intertidal areas which are exposed only during extreme low tides and are dominated by submergent species. Topographically higher sections of this wetland are classified as E2SS3N - Estuarine, Intertidal, Scrub/Shrub, Broad-leaved Evergreens, Regularly Flooded. These areas are typically



LEGEND

- Part of the Tampa Bay Estuarine System
- Man-Made Basins and Ditches
- Portion of the Hillsborough River
- Areas Heavily Impacted by Surrounding Development
- 1 Site Designation
- Proposed Crosstown Connector

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY
PHASE II

Hillsborough County, Florida

WETLAND INVENTORY

EXHIBIT 3.32

TABLE 3.19

EXISTING WETLANDS
Tampa Interstate Study - Phase II
Environmental Impact Statement

Site	USFWS NWI Classification[1]	Area of Existing System ha (ac.)
1EA	E2SS3N (Estuarine, Intertidal, Scrub Shrub, Broad-leaved Evergreen, Regularly Flooded)	*
2EA	E2SS3N (Estuarine, Intertidal, Scrub Shrub, Broad-leaved Evergreen, Regularly Flooded)	*
3EA	E1UB3L$_x$ (Estuarine, Subtidal, Unconsolidated Bottom, Mud, Excavated, Subtidal)	1.3 (3.3)
4EA	E1UB3L$_x$ (Estuarine, Subtidal, Unconsolidated Bottom, Mud, Excavated, Subtidal)	0.4 (1.2)
5EA	PUBH$_x$ (Palustrine, Unconsolidated Bottom, Permanently Flooded, Excavated)	0.8 (2.0)
6EA	PUBH$_x$ (Palustrine, Unconsolidated Bottom, Permanently Flooded, Excavated)	0.2 (0.5)
7EA	R2UBH$_x$ (Riverine, Lower Perennial, Unconsolidated Bottom, Permanently Flooded, Excavated)	0.2 (0.6)
8EA	PEM1F$_x$ (Palustrine, Emergent, Persistent Semi-Permanently Flooded, Excavated)	0.2 (0.6)
9EA	PEM1F$_x$ (Palustrine, Emergent, Persistent Semi-Permanently Flooded, Excavated)	0.3 (0.8)
1	E1UBL (Estuarine, Subtidal, Unconsolidated Bottom, Subtidal)	2.5 (6.3)
2	PUBH (Palustrine, Unconsolidated Bottom, Permanently Flooded)	1.9 (4.8)
3	PEM1C (Palustrine, Emergent, Persistent, Seasonally Flooded)	1.4 (3.5)
4	PEM1C (Palustrine, Emergent, Persistent, Seasonally Flooded)[2]	1.7 (4.2)
5	PF03/1A (Palustrine, Forested, Broad-leaved Evergreen/Deciduous, Temporarily Flooded)	0.5 (1.4)
6	PUBH$_x$ (Palustrine, Unconsolidated Bottom, Permanently Flooded, Excavated)	0.2 (0.5)
7	L1UBH (Lacustrine, Limnetic, Unconsolidated Bottom, Permanently Flooded)	22.2 (55.0)
8	PEM1C (Palustrine, Emergent, Persistent, Seasonally Flooded)[2]	0.5 (1.4)
9	PUBH$_x$ (Palustrine, Unconsolidated Bottom, Permanently Flooded, Excavated)[2]	0.8 (2.0)
10	PUBH$_x$ (Palustrine, Unconsolidated Bottom, Permanently Flooded, Excavated)[2]	0.5 (1.3)
11	PSS3J (Palustrine, Scrub/Shrub,Broad-leaved Evergreen, Intermittently Flooded)	0.9 (2.4)
12	R2UBH$_x$ (Riverine, Lower Perennial, Unconsolidated Bottom, Permanently Flooded, Excavated)	0.5 (1.3)
13	PUBF$_x$ (Palustrine, Unconsolidated Bottom, Semi-Permanently Flooded, Excavated)[2]	0.1 (0.4)
14	PSS3J$_x$ (Palustrine, Scrub/Shrub, Broad-leaved Evergreen, Intermittently Flooded, Excavated)[2]	0.5 (1.4)
15	R2UBH$_x$ (Riverine, Lower Perennial, Unconsolidated Bottom, Permanently Flooded, Excavated)	0.3 (0.9)
16	E2SS3N (Estuarine, Intertidal, Scrub/Shrub, Broad-leaved Evergreen, Regularly Flooded)	*
17	PEM1C$_x$ (Palustrine, Emergent, Persistent, Seasonally Flooded, Excavated)[2]	0.2 (0.7)
18	PEM1C$_x$ (Palustrine, Emergent, Persistent, Seasonally Flooded, Excavated)[2]	0.8 (2.2)
19	E2SS3N (Estuarine, Intertidal, Scrub/Shrub, Broad-leaved Evergreen, Regularly Flooded)	1.3 (3.4)
20	E2EM1P (Estuarine, Intertidal, Emergent, Persistent, Irregularly Flooded)	1.3 (3.4)
21	L1UBH (Lacustrine, Limnetic, Unconsolidated Bottom, Permanently Flooded)[2]	0.2 (0.5)
22	E2SB3M (Estuarine, Intertidal, Streambed, Mud, Irregularly Exposed)	0.2 (0.7)
TOTAL		**44.3 (109.6)**

[1] United States Fish and Wildlife Service, National Wetlands Inventory Classification System-Tampa Quadrangle, December 1982 Gandy Bridge Quadrangle, December 1982.

[2] Classified by Greiner, Inc. using the USFWS NWI (Cowardin, et al. 1979) Classification System.

* Part of the Tampa Bay Estuarine System.

exposed during normal low tide events and are dominated by red mangrove (Rhizophora mangle), black mangrove (Avicennia germinans) and white mangrove (Laguncularia racemosa), marsh elder (Iva fructescens), saltbush (Baccharis halimifolia), Brazilian pepper (Shinus terebinthifolius) and cabbage palm (Sabal palmetto). As a result of recent freezes in the Tampa area, significant reductions in the number and aerial cover of mangroves within this system were observed. This wetland is part of the Tampa Bay estuarine system which provides wildlife habitat for a variety of wading birds.

Site 2EA - This wetland is also part of the Tampa Bay estuarine system and is located to the south of I-275, near the Howard Frankland Bridge Causeway. The USFWS has classified portions of the coastline as E2USN - Estuarine, Intertidal, Unconsolidated Shore, Regularly Flooded. Wetlands adjacent to those classified as E2USN are classified as E2SS3N - Estuarine, Intertidal, Scrub/Shrub, Broad-leaved Evergreen, Regularly Flooded. Dominant vegetation includes all red, black and white mangrove, marsh elder, salt bush, sea ox-eye daisy (Borrichia sp.), and pink purslane (Portulaca pilosa). As with Site 1EA, mangroves in this area have been impacted by past freezes. This wetland is part of the Tampa Bay estuarine system and is expected to be utilized by the same wildlife species as those discussed under Site 1EA.

Site 3EA - Site 3EA exists between I-275 and the Kennedy Boulevard entrance ramp to the Howard Frankland Bridge. This site is an open water, man-made pond approximately 1.3 ha (3.3 ac.) in size with fairly steep slopes. Using the USFWS system, the site is classified as E1UB3L$_x$ - Estuarine, Subtidal, Unconsolidated Bottom, Mud, Subtidal, Excavated. A narrow band of vegetation consisting of broomsedge (Andropogon virginicus), goldenrod (Solidago sempervirens), crab grass (Digitaria serotina), saltgrass (Distichlis spicata), and umbrella sedge (Fuirera pumila) exists along the slopes of this basin. Several small mangroves are also colonizing the pond. Areas surrounding the basin are regularly mowed by the FOOT. Various bird species were observed utilizing the pond.

Site 4EA - Site 4EA also is a man-made pond. This site is located south of I-275, between the interstate and the Kennedy Boulevard exit ramp. Using the USFWS system, this site is classified as E1UB3L$_x$ - Estuarine, Subtidal, Unconsolidated Bottom, Mud, Subtidal, Excavated. Vegetation existing along the slopes of the basin include broomsedge, goldenrod, Brazilian pepper saplings, and various wildflowers typical of disturbed areas.

Site 5EA - Site 5EA is a man-made detention pond which exists in the southwest quadrant of the I-275 and Memorial Highway (S.R. 60) intersection. This pond is classified by the USFWS as PUBH$_x$ - Palustrine, Unconsolidated Bottom, Permanently Flooded, Excavated. Vegetation along the banks of this basin consists of pickerelweed (Pontederia cordata), arrowhead (Sagittaria sp.), cattail (Typha sp.), and rattlebox (Sesbania sp.).

Site 6EA - Site 6EA is a man-made pond existing to the north of I-275, in the southeast quadrant of the intersection between Lemon Street and Ward Street. Using the USFWS classification system, this pond is classified as PUBH$_x$ - Palustrine, Unconsolidated Bottom, Permanently Flooded, excavated. Vegetation down to the water line is mowed regularly and maintained as lawn. However, emergent vegetation present below the water line includes bacopa (Bacopa monneiri) and coontail.

Site 7EA - Site 7EA is a man-made ditch which flows north of I-275, perpendicular to Lois Avenue. The ditch is approximately 6.0 m (20 ft.) wide and densely vegetated with such species as primrose willow (Ludwigia sp.), elephant ear (Xanthosoma sagittifolim), alligator weed (Alternanthera philoxeroides), and smartweed (Polygonum hirsutum). Using the USFWS classification system, this wetland is classified as $R2UBH_x$ - Riverine, Lower Perennial, Unconsolidated Bottom, Permanently Flooded, excavated. This 0.2 ha (0.6-ac.) ditch functions as a waterway by collecting drainage from surrounding areas.

Site 8EA - Site 8EA is a stormwater management basin located in the northeast quadrant of the I-275/Dale Mabry Highway interchange. Due to the dominance of emergent vegetation, using the USFWS system this site is classified as $PEM1F_x$ - Palustrine, Emergent, Persistent, Semi-Permanently Flooded, Excavated. Dominant vegetation includes cattail.

Site 9EA - Site 9EA is also a stormwater management basin located in the southwest quadrant of the I-275/Dale Mabry Highway interchange. Using the USFWS classification system, this site is classified as $PEM1F_x$ - Palustrine, Emergent, Persistent, Semi-Permanently Flooded, Excavated. Dominant vegetation includes primrose willow.

Site 1 - Site 1 designates the Hillsborough River and is classified by the USFWS classification system as E1UBL - Estuarine, Subtidal, Unconsolidated Bottom, Subtidal. The proposed project traverses a highly disturbed portion of the river which has concrete seawalls along its banks. The river is approximately 83.8 m (275 ft.) wide at this location. A 83.8 (275-ft.) wide by 304.8-m (1,000-ft.) long portion of the Hillsborough River exists within the project right-of-way.

Site 2 - Site 2 designates a 1.8 ha (4.5-ac.) pond at Robles Park, north of Floribraska Avenue. This pond collects stormwater and also functions as the focal point for park visitors. Using the USFWS classification, this site is classified as PUBH - Palustrine, Unconsolidated Bottom, Permanently Flooded.

Site 3 - Site 3 is a stormwater basin located north of I-4 and west of 34th Street. A concrete outfall structure exists in the northeast corner of this 1.4 ha (3.5-ac.) basin. Using the USFWS classification system, this site is classified as PEM1C - Palustrine, Emergent, Persistent, Seasonally Flooded. The basin is comprised of various sedges, rushes, and water tolerant grasses. It appears that this pond is regularly maintained. During field reviews, a crew planting cypress trees was observed.

Site 4 - Site 4 is an undeveloped, rectangular parcel located north of I-4 and west of 40th Street. This site is classified by the USFWS as PEM1C - Palustrine, Emergent, Persistent, Seasonally Flooded. This 1.6 ha (4.1-ac.) parcel is comprised of low, grass-like wetland species and contained several inches of standing water at the time of field review.

Site 5 - Site 5 is a disturbed forested wetland located north of 10th Avenue and east of 43rd Street in a primarily residential neighborhood. Using the USFWS classification system, this site is classified as PF03/1A - Palustrine, Forested, Broad-leaved Evergreen/Deciduous, Temporarily Flooded. The dominant vegetation in this system includes laurel oak (Quercus laurifoia), red maple (Acer rubrum), elderberry (Sambucus canadensis), and primrose willow.

Site 6 - Site 6 is a 0.2 ha (0.5-ac.) open water pond located in a commercial area north of I-4 and west of U.S. 41. Using the USFWS classification system, this site is classified as $PUBH_x$ - Palustrine, Unconsolidated Bottom, Permanently Flooded, Excavated.

Site 7 - Site 7 includes man-made borrow pits located south of I-4 and east of U.S. 41. The majority of this area could not be accessed because it is fenced by the property owner due to contamination of soil. The site is presently being monitored by the U.S. Environmental Protection Agency. This site is classified by USFWS as L1UBH - Lacustrine, Limnetic, Unconsolidated Bottom, Permanently Flooded. This large open water area is bordered by dense vegetation including: cattail, water hyacinth (Eichhornia crassipes), Brazilian pepper, wax myrtle (Myrica cerifera), and laurel oak. The entire system is approximately 22.2 ha (55 ac.), 4.0 ha (10 ac.) of which falls within the project right-of-way.

Site 8 - Site 8 is comprised of a series of drainage channels located south of the Crosstown Expressway exit ramp to 22nd Street. These channels are used to convey runoff from adjacent impervious areas to the southeast and eventually discharge into McKay Bay. Using the USFWS classification system, this site is classified as PEM1C - Palustrine, Emergent, Persistent, Seasonally Flooded. Dominant vegetation present within these areas consists of early colonizing species such as cattail and primrose willow.

Site 9 - Site 9 is an open-water borrow pit located between the Crosstown Expressway and its exit ramp to 22nd Street. Using the USFWS classification system, this site is classified as $PUBH_x$ - Palustrine, Unconsolidated Bottom, Permanently Flooded, Excavated. The banks of this pit are regularly maintained with minimal wetlands vegetation along its outer edge.

Site 10 - Site 10 consists of a man-made pond located north of the Crosstown Expressway and between 22nd and 26th Streets. Much of this pond is open water; however, an outer band of wetland vegetation consisting of early colonizing species is present. Dominant species include cattail, primrose willow, and Brazilian pepper. Using the USFWS classification system, this site is classified as $PUBH_x$ - Palustrine, Unconsolidated Bottom, Permanently Flooded, Excavated.

Site 12 - Site 12 is a concrete channel south of and parallel to S.R. 60. It begins east of the railroad tracks and flows into McKay Bay. This site is classified by the USFWS as $R2UBH_x$ - Riverine, Lower Perennial, Unconsolidated Bottom, Permanently Flooded, Excavated. Existing vegetation above the concrete top of bank includes Brazilian pepper, cabbage palm, salt bush and other species tolerant of disturbance. During field reviews, water in this concrete channel exhibited signs of degraded water quality such as floating trash, heavy sedimentation, and an oily film on the water surface. Although several seagulls and a great egret were observed at this location, the poor condition of the wetland limits the habitat value of this area.

Site 13 - Site 13 designates a man-made pond located north of S.R. 60 and west of 34th Street. Using the USFWS classification system, this site is classified as $PUBF_x$ - Palustrine, Unconsolidated Bottom, Semi-Permanently Flooded, Excavated. The banks of this pond are regularly maintained as lawn; however, a limited amount of herbaceous vegetation is present in the shallow pond edges. Approximately 0.04 ha (0.1 ac.) of this 0.1 ha (0.4-ac.) pond is within the project right-of-way.

Sites 11 and 14 - Sites 11 and 14 are undeveloped parcels of land which have been segmented by the construction of the Crosstown Expressway and the CSX Railroad tracks. The sites are located south of S.R. 60 and north of the Crosstown Expressway. These sites are dominated by such species as Brazilian pepper, salt bush, and broom sedge. Site 14 is 0.5 ha (1.3 ac.) and is located closer to McKay Bay than Site 11, which is approximately 0.9 ha (2.4 ac.) in size. Using the USFWS classification system, Site 11 is classified PSS3J - Palustrine, Scrub Shrub, Broad-leaved Evergreen, Intermittently Flooded and Site 14 is classified the same except it is also excavated ($PSS3J_x$).

Site 15 - Site 15 is a man-made drainage channel located east of 34th Street and north of the Crosstown Expressway. This channel is presently used to convey runoff from impervious areas north of the project area to McKay Bay. This site is classified by the USFWS as $R2UBH_x$ - Riverine, Lower Perennial, Unconsolidated Bottom, Permanently Flooded, Excavated. Vegetation within this system is limited to the channel banks and is comprised of species such as cattail, Brazilian pepper, and elderberry.

Site 16 - Site 16 is McKay Bay and its associated mangrove and smooth cordgrass wetlands. This site is classified by the USFWS as E2SS3U - Estuarine, Scrub/Shrub, Broad-leaved Evergreen, Regularly Flooded. This section of the Tampa Bay system is known to be heavily utilized as feeding areas for multiple species of wading and shore birds.

Site 17 - Site 17 is a man-made drainage ditch located west of 45th Street. This ditch presently conveys water from areas located north of the Crosstown Expressway to McKay Bay. Using the USFWS classification system, this site is classified as $PEM1C_x$ - Palustrine, Emergent, Persistent, Seasonally Flooded, Excavated. Dominant vegetation within this channel is comprised of cattail, primrose willow, and Brazilian pepper.

Site 18 - Site 18 consists of a series of interconnected drainage ditches located south of Adamo Drive (S.R. 60) and west of 50th Street (U.S. 41). Using the USFWS classification system, this site is classified as $PEM1C_x$ - Emergent, Persistent, Seasonally Flooded, Excavated. These ditches are dominated by early colonizing species such as cattail, primrose willow, and Brazilian pepper.

Site 19 - Site 19 consists of disturbed estuarine wetlands located south of the Crosstown Expressway and between the CSX Railroad and 50th Street. Using the USFWS classification system this site is classified as E2SS3N - Estuarine, Intertidal, Scrub/Shrub, Broad-leaved Evergreen, Regularly Flooded. These areas appear to be remnants of an historic section of McKay Bay which was filled sometime in the past. Dominant vegetation within these areas is comprised of Brazilian pepper and cabbage palms, with lesser amounts of smooth cordgrass (Spartina alterniflora) and black mangroves.

Site 20 - Site 20 consists of brackish water wetland located south of the Crosstown Expressway and east of the CSX Railroad. This site is classified by the USFWS as E2EM1P - Estuarine, Intertidal, Emergent, Persistent, Irregularly Flooded. This system is comprised of high marsh areas dominated by sea-side paspalum (Paspalum vaginatum) and saltgrass, with multiple sand flats interspersed throughout.

Site 21 - Site 21 is a man-made ditch system located north of the Crosstown Expressway and east of Site 20. This site is classified by the USFWS as L1UBH - Lacustrine, Limnetic, Unconsolidated Bottom, Permanently Flooded. This ditch carries stormwater runoff to the south and discharges under the Crosstown Expressway into Site 22. This drainage ditch is dominated by early succession wetlands species such as primrose willow, elderberry, and cattail.

Site 22 - Site 22 is an extension of Site 21 located on the south side of the Crosstown Expressway. This ditch is a brackish water channel with little to no wetlands vegetation present. Using the USFWS classification system, this ditch is classified as E2SB3M - Estuarine, Intertidal, Streambed, Mud, Irregularly Exposed.

3.6.2 Uplands

Natural features within the project corridor were assessed during the Phase I portion of the TIS. Vegetative communities including wetland and upland systems were assessed on a general basis. The methodology used ranged from field inspections to literature reviews and interpretation of aerial photography. The results of this preliminary assessment are included in the previously published report TIS Task E.7.k - Natural Features Inventory (June 1988), which evaluated all of the project corridors. Since the publication of the Natural Features Inventory report, additional field reviews have been conducted specific to the study limits of this project. A general discussion of upland systems and characteristic vegetation of the study corridor follows. A detailed discussion of wetlands is provided in the previous Section 3.6.1 - Wetlands.

The study area traverses highly urbanized portions of Tampa's Westshore area, downtown Tampa, and Ybor City. The majority of upland systems within the project area consist of residential and commercial land and undeveloped parcels located in industrialized portions of downtown Tampa and Ybor City.

The proposed Crosstown Connector traverses an industrial area northwest of McKay Bay. Remaining vacant parcels of land in this area have been impacted by intense development and are vegetated primarily by species tolerant of disturbed areas, including Brazilian pepper, salt bush, sesbania, dog fennel, and broom sedge.

The residential and commercial areas are typically dominated by ornamental shrubs, trees, and turf grasses. Highway medians and office complexes contain similar landscaping. Undeveloped parcels of land in the vicinity of McKay Bay are vegetated primarily by species tolerant of heavy disturbance, including Brazilian pepper, salt bush, sesbania, dog fennel, and broom sedge. These areas provide minimal habitat value.

3.6.3 Aquatic Preserves

The potential presence of designated "Aquatic Preserves" within the study area has been investigated. Research included review of the previously published TIS Task E.7k - Natural Features Inventory, and Chapter 17-302.700 of the Florida Administrative Code. Based on this review, no Aquatic Preserves exist within the project vicinity.

3.6.4 Outstanding Florida Waters

Based on a review of the Florida Administrative Code, Chapter 17-302.700, Outstanding Florida Waters, and correspondence with the FDEP (formerly FDER), it has been determined that no Outstanding Florida Waters exist within the limits of the study area (see Appendix B). Therefore, the Preferred Alternative concept will not involve or have any impact on such designated waters.

3.6.5 Wildlife

The study area is highly urbanized and does not provide suitable habitat for wildlife, with the exception of species tolerant of disturbed habitats. The majority of the natural environment has been altered to accommodate intense urban development. Remaining vegetated areas consist of maintained lawns and highway medians, and undeveloped rights-of-way along transportation corridors. No significant faunal communities exist within the study corridor.

3.6.6 Threatened and Endangered Species

In accordance with Section 7(c) of the Endangered Species Act of 1973 (as amended), the project corridor has been evaluated for the potential presence of threatened or endangered flora and fauna. Literature reviews, agency contacts, and habitat evaluations were originally conducted in 1988 to identify threatened or endangered species which may inhabit the study area. This was accomplished by utilizing the Florida Department of Transportation's (FDOT) computer list of threatened or endangered species (SPECIES) for Hillsborough County, a review of the Rare and Endangered Biota of Florida published series, and informal consultation with the U.S. Fish and Wildlife Service (USFWS), the Florida Game and Fresh Water Fish Commission (FGFWFC), and the Florida Natural Areas Inventory (FNAI). This resulted in the previously published report, TIS Task E.7.k - Natural Features Inventory (June 1988), which evaluated all corridors of the Tampa Interstate Study.

Since the publication of the Natural Features Inventory, additional reviews for the potential presence of threatened or endangered species within the study area have been conducted. This included further agency correspondence (see Appendix B), review of the published TIS Task E.7.k - Natural Features Inventory, the FDOT computer list of threatened or endangered species (SPECIES), and subsequent field reviews.

Based on the information obtained through the above sources, the proposed project was evaluated for the potential for involvement with threatened or endangered species. Table 3.20 lists potentially occurring Federal and State threatened or endangered species and species of special concern. No federally or state listed threatened or endangered species were observed during field reviews. In addition, there is no USFWS designated Critical Habitat for any threatened or endangered species within the proposed project limits. The majority of the study area is highly urbanized and does not provide substantial amounts of suitable habitat for any threatened or endangered species. However, a few areas within or near the study area have the potential to provide or do provide suitable habitat for certain protected species.

TABLE 3.20

THREATENED OR ENDANGERED FLORA AND FAUNA
Tampa Interstate Study - Phase II
Environmental Impact Statement

Type	Designated Status[1]	
	USFWS[2]	FGFWFC[3]
MAMMALS		
Trichechus manatus latirostris (West Indian manatee)	E	E
BIRDS		
* Ajaia ajaja (roseate spoonbill)	--	SSC
Cistothorus palustris marianae (Marian's marsh wren)	--	SSC
Egretta caerulea (little blue heron)	--	SSC
Egretta rufescens (reddish egret)	C2	SSC
Egretta thula (snowy egret)	--	SSC
* Egretta tricolor (tricolor heron)	--	SSC
Falco pergrinus tundris (Arctic peregrine falcon)	T	E
Falco sparverius paulus (Southeastern American kestrel)	C2	T
Haematopus palliatus (American oystercatcher)	--	SSC
Haliaeetus leucocephalus (bald eagle)	T	T
Mycteria americana (wood stork)	E	E
* Pelecanus occidentalis (Eastern brown pelican)	--	SSC
Sterna antillarum (least tern)	--	T
AMPHIBIANS AND REPTILES		
Alligator mississipiensis (American alligator)	T(S/A)	SSC
Caretta caretta caretta (Atlantic loggerhead turtle)	T	T
Chelonia mydas (Atlantic green turtle)	E	E
Dermochelys coriacea (leatherback turtle)	E	E
Lepidochelys kempii (Kemp's ridley sea turtle)	E	E
FISH		
Centropomus undecimalis (common snook)	--	SSC
PLANTS		
Verbena tampensis (Tampa vervain)	C2	E

[1] Florida Game and Fresh Water Fish Commission; Official List of Endangered Fauna and Flora in Florida, 1 June, 1994.
United States Fish and Wildlife Service; Endangered and Threatened Wildlife and Plants, 50 CFR 17.11 and 17.12, August 23, 1993.

[2] USFWS - United States Fish and Wildlife Service.

[3] FGFWFC - Florida Game and Fresh Water Fish Commission.

E = Endangered
T = Threatened
T(S/A) = Threatened Due to Similarity of Appearance
SSC = Species of Special Concern
C1 = A candidate for federal listing, with enough substantial information on biological vulnerability and threats to support proposals for listing.
C2 = A candidate for listing, with some evidence of vulnerability, but for which not enough data exist to support listing.
* = Observed species.

The following summary is a description of federal and state listed threatened or endangered species which were evaluated for potential involvement with the proposed project.

Mammals

The West Indian manatee (Trichechus manatus latirostris) is listed as endangered by the USFWS and the FGFWFC. This species occurs in the coastal waters of Tampa Bay.

Birds

Wetlands within the study area provide suitable habitat for several species of wading birds.

The roseate spoonbill (Ajaia ajaja) may inhabit the coastal areas of Tampa Bay. They nest in thickets of large mangroves and they feed where there are concentrations of small fish.

Marian's marsh wren (Cistothorus palustris marianae) inhabits saltwater or brackish water containing extensive areas of black rush (Juncus roemerianus) or cordgrass (Spartina alterniflora). No suitable nesting sites occur within the study area.

The little blue heron (Egretta caerulea) breeds in coastal states and may be found in shallow freshwater, brackish, and saltwater habitats. The little blue heron inhabits the marshes in Tampa Bay and roadside ditches.

The reddish egret (Egretta refescens) is found in mudflats, shore waters, and freshwater marshes and feeds on small fishes and crustaceans. It occurs in Tampa Bay.

The snowy egret (Egretta thula) is widely distributed in freshwater and coastal wetlands and may be found within the study area.

The tricolor heron (Egretta tricolor) is most common in estuarine colonies and typically nests on islands or wood vegetation that stands over water. The tricolor heron may be found within the study area.

The Arctic peregrine falcon (Falco peregrinus tundrius) may inhabit the coastal areas of Tampa Bay during winter migration. Wintering peregrines in Florida require an area that has a plentiful and dependable food supply and perches for roosting.

The Southeastern American kestrel (Falco sparverius paulus) is associated with open habitat. It prefers open pine forests, clearings with dead trees, and open edges of river bottoms. No suitable habitat occurs within the study area.

The American oystercatcher (Haematopus palliatus) is restricted to open coastal beaches, mudflats, and spoil islands. The American oystercatcher occurs in Tampa Bay.

The project area contains suitable nesting and feeding habitat for the bald eagle (Haliaeetus leucocephalus), which is federally and state listed as endangered. Bald eagles nest primarily in riparian zones, where they feed along the shore. After the nesting season, they are not as limited to shore areas, but tend to inhabit areas where food is most plentiful.

Correspondence with the FGFWFC indicated the presence of an active bald eagle nesting territory (designated HL-20 in FGFWFC records) in the vicinity of the project (see letters dated February 11, 1991 and January 3, 1994 in Appendix B). This nest is classified as an "urban eagle nest" by the USFWS. As such, the primary management zone extends for a distance of 228.6 m (750 ft.) from the nest and the secondary management zone extends for a distance of 228.6 m (750 ft.) beyond the primary zone. The Preferred Alternative terminates approximately 152.4 m (500 ft.) beyond the secondary management zone. In recent correspondence between the FGFWFC and FDOT dated April 16, 1996, FGFWFC has determined that nest HL-20 is inactive. However, the zones of protection shall remain in place around the nest for a period of five years, should it once again become active.

The wood stork (Mycteria americana), which is federally and state listed as endangered, is known to feed in mangrove swamps and stormwater ponds similar to those found within the project area. However, it is unlikely that woodstorks utilize those mangrove habitats found within the project area due to their limited size and impacted nature. In addition, while existing stormwater ponds are proposed for impact, these impacts will be mitigated by the construction of additional ponds and expansion of many existing ponds. This creation and expansion of pond habitat, in turn, will increase the acreage of possible feeding habitat which could be utilized by this species. Therefore, no impacts to the woodstork are anticipated by the proposed project.

The brown pelican (Pelecanus occidentalis) feeds in shallow estuarine waters and nests in tall mangrove trees. The brown pelican occurs in Tampa Bay.

The least tern (Sterna antillarum) is listed as threatened by the FGFWFC. This shorebird inhabits the sandy and pebbly beaches along the coast of Tampa Bay. Consultation with the Florida Natural Areas Inventory (FNAI) indicates that the least tern inhabits areas adjacent to the project area. No least terns were observed during field reviews. Additionally, their preferred habitat will not be affected by the proposed project.

Amphibians and Reptiles

The American alligator (Alligator mississippiensis) is federally designated as a threatened species due to the similarity of appearance to the American crocodile. The alligator may migrate through the lower portion of the Hillsborough River; however, it is unlikely that the alligator would take up permanent residence in this area due to a lack of suitable habitat. This species would more likely inhabit less disturbed portions of the river which occur north of downtown Tampa. The borrow pit located within the northern end of I-4 and 50th Street may potentially provide suitable habitat for the alligator, although none were observed during field reviews.

Sea turtles which may inhabit waters in the vicinity of the proposed project include the Atlantic loggerhead turtle (Caretta caretta caretta), the Atlantic green turtle (Clelonia mydas mydas), the

leatherback turtle (Dermochelys coriacea) and the Kemp's ridley turtle (Lepidochelys kempii). These turtles inhabit saltwater bodies and estuaries, and nest on sandy beaches. Information concerning these species was obtained through literature reviews which indicate that while the USFWS lists the entire coast of Florida as being possible nesting habitat for these species, the probability of finding these species occurring or nesting along the shores of upper Tampa Bay is low. These turtles are known to have very small and strict nesting habitats along the Atlantic coast of Florida, the shores of Mexico and Texas in the Gulf of Mexico, and in the tropical islands south of Florida.

Fish

The common snook (Centropomus undecimalis) is most common along continental shores in mangrove areas, brackish pools, and freshwater canals and rivers. The common snook is found in Tampa Bay within the study area.

Plants

The Tampa vervain (Verbena tampensis) is found in moist pinelands. No suitable habitat for the Tampa vervain exists within the study area.

3.6.7 Critical Habitat

In compliance with the Endangered Species Act of 1973, as amended, the U.S. Department of the Interior has designated critical habitat for threatened and endangered species. However, literature reviews resulted in the determination that no USFWS designated Critical Habitat for threatened and endangered species exists within the study area.

SECTION 4.0

ENVIRONMENTAL CONSEQUENCES

SECTION 4.0

ENVIRONMENTAL CONSEQUENCES

This section of the report presents a discussion of the Long-Term Preferred Alternative, the ***Selected Alternative***, and their probable effects, both positive and negative, on the social, economic, cultural, physical, and natural environment within the study area. Impacts associated with the Long-Term Preferred Alternative represent the ultimate TIS impacts and include those impacts associated with the ***Selected Alternative***. Potential mitigation measures for the anticipated impacts associated with both the Long-Term Preferred Alternative and the ***Selected Alternative*** are also discussed in this section.

The environmental impacts were evaluated in conjunction with the comments received during the public and agency coordination process in order to minimize impacts.

4.1 SOCIOECONOMIC IMPACTS

4.1.1 Community Cohesion

The initial construction of the interstate system through Tampa in the early 1960s severed many old established neighborhoods. Over the past 30 years, most of these areas have reestablished themselves as cohesive neighborhoods once again. Any proposed improvements to the existing interstate would involve additional substantial impacts to these same neighborhoods, although not as devastating as the original construction. The impacts to neighborhoods would result from the proposed expansion of the existing interstate alignment and reconstruction of the interchanges, requiring additional right-of-way acquisition. An all new expressway corridor would also be constructed, connecting I-4 with the Crosstown Expressway. As proposed, the Long-Term Preferred Alternative would ultimately require the relocation of approximately 1,014 residences and 159 businesses, spread over a period of at least 25 years. Based on the general demographic profile of Tampa, and specifically of residents along the existing interstate corridor, the proposed improvements would directly impact predominantly minority and low-income neighborhoods.

Adverse effects on community cohesion have been a principal concern of the project planning team since the study began in 1987. The FDOT and FHWA coordinated a public outreach effort to gain a clear understanding of potential mitigation options desired by the affected residents, businesses, and organizations in order to help strengthen the community. Extensive public input and creative community suggestions regarding design and mitigation measures have led to the protection of, and in many instances the enhancement of, community cohesion. The FDOT conducted over 50 coordination meetings during the Master Plan phase and more than 50 additional meetings during the environmental documentation stage (discussed in Chapter 8), in local neighborhoods and city-wide, in order to gather public input. As a result, proposed mitigation measures including noise walls, in-fill housing, urban design guidelines, and supplemental relocation efforts, will help minimize the impacts to those directly affected, and improve the quality of life in each affected neighborhood.

With neighborhood input, numerous local street modifications have been planned to improve access and maintain local circulation. Several existing through streets, located primarily in the downtown area and which currently pass beneath the interstate system will instead terminate at the interstate. They include Green Street, adjacent to the Hillsborough River; 5th Avenue in the vicinity of 31st Street; and Central Avenue, Henderson Avenue, and 7th Avenue, in the downtown area. In their place, several other streets which currently terminate at the interstate will be opened with the improved interstate system and become through streets. These include Sherrill Street, Occident Street, and Trask Street in the Westshore area and Laurel Place in the downtown area.

Overall access to the many neighborhoods adjacent to I-275 and I-4 will be maintained. Traffic circulation within existing communities will not be substantially altered. The Tampa Heights neighborhood will experience minor changes to traffic circulation. Because this historic neighborhood is located on only one side of the interstate, the access to this area will not be bisected. Palm Avenue and Orange Street will continue to provide through traffic to the Ybor City area and downtown. Traffic circulation in the neighborhood should be enhanced by the extension of Grove Street. This extension, requested by local residents, will eliminate the existing dead-end streets that

today tend to attract crime and illegal dumping and will provide local access adjacent to the proposed Tampa Heights enhancement, the Tampa Heights Greenway.

It is anticipated that the interstate improvements, combined with the proposed mitigation plans and design amenities, will help stimulate the urban renewal process in some depressed areas along the corridor, facilitating new development and remediation of urban blight. The anticipated new development will be fueled, in part, by better neighborhood and community access, improved safety and mobility, provisions for maintaining public services, and enhancements of the visual and audible environments. The proposed improvements in combination with the urban design amenities are intended to increase property values and improve the quality of life for area residents. More information concerning urban design amenities for neighborhood communities is included in the TIS Urban Design Guidelines, published separately, and discussed in Section 4.4.4.

The proposed Crosstown Connector, a new expressway corridor linking I-4 with the Crosstown Expressway, will be constructed on new alignment. The expressway will be constructed parallel and adjacent to an existing railroad corridor through predominantly mixed use and industrial neighborhoods, minimizing potential impacts to community cohesion. The planned Crosstown Connector will provide a specific route for accessing the Crosstown Expressway from I-4, thus reducing the number of commercial trucks using local streets in historic Ybor City to access industrial areas and the Port of Tampa.

Wherever possible, project planners have sought to preserve important community resources such as parks, churches, schools, and historic structures and maintain their accessibility. While some community resources and many residents along the project corridor will be required to relocate, most or all will find ample resources within their existing neighborhoods, if they so choose.

Although every effort has been made to reduce the impact of right-of-way acquisition on land use changes and community cohesion, one of the unavoidable repercussions of the proposed improvements is the necessity for residential as well as business relocations. Section 4.2.1 of this document discusses the relocations in detail. Two reports, TIS - EA Task A.5.b.12 - Conceptual

Stage Relocation Plan (September 1993), and TIS - EIS Task A.5.b.12 - Conceptual Stage Relocation Plan (October 1995) provide more information regarding relocations. These two plans are included in Appendix G.

The proposed improvements will have a significant impact on existing land uses immediately adjacent to the interstate corridor but will not significantly alter future land uses because the proposed improvements involve an existing freeway and land uses in the project vicinity are already established. A detailed discussion of existing land use is provided in Section 3.2.1, and future land use is discussed in Section 3.2.2 of this document. A summary of existing land uses along the project corridor and the impacts associated with the Long-Term Preferred Alternative is presented below.

In the **Westshore area,** from the Howard Frankland Bridge/Kennedy Boulevard ramps east to Dale Mabry Highway, land uses consist of major commercial and office developments, a regional shopping mall, multi-family and single-family residential. A number of small commercial businesses and the ADP (Automatic Data Processing) building will be displaced by the Long-Term Preferred Alternative as will dozens of single-family and multi-family residences and two churches.

The area from Dale Mabry Highway to the Hillsborough River, known as the **West Tampa area,** and including the West Tampa National Register Historic District is predominantly single-family residential. The Boys and Girls Clubs of Tampa Bay, Inc. at the southeast corner of MacDill Avenue and Laurel Street will be displaced by the Long-Term Preferred Alternative concept. Other properties to be displaced include one church, the Carver Center (Hillsborough County School facility), and several commercial uses located along the access roads and at the Howard/Armenia Avenue interchanges.

The **Downtown (CBD) area** extends from the Hillsborough River through the I-275/I-4 interchange and includes the Tampa Heights Multiple Property Listing. Displaced land uses include a building owned by the Salvation Army, HART's Northern Transit Terminal, the vacant Henderson Building

(Hillsborough County School Board facility), a TECO substation, nine churches, a variety of commercial uses, and several multi-family and single-family residential structures.

North of the downtown interchange to the vicinity of Hillsborough Avenue in the **Seminole Heights area**, land uses south of the Seminole Heights Historic District include scattered commercial uses and single-family residences west of I-275 and predominantly single-family residences to the east of I-275. A pond proposed in the northwest quadrant of the I-275/Dr. Martin Luther King Jr. Boulevard interchange will impact several single-family residences. Depending on the proposed interstate improvements north of Dr. Martin Luther King Jr. Boulevard proposed as part of a separate project, the size of the pond could be reduced, thus impacting fewer residences.

In the **Ybor City and East Tampa areas,** several land uses between Nebraska Avenue and Maydell Drive will be impacted by the Long-Term Preferred Alternative. Properties in this area include the Ybor City National Historic Landmark District, the Hillsborough County Instructional Services Building (Velasco Building - old location), a TECO substation, two churches, single-family and multi-family residential sites, several industrial properties, and a mobile home park.

Widening the interstate will displace some community services and numerous businesses and residences over a period of at least 25 years. However, it is anticipated that they will be able to relocate within the same neighborhoods if they so choose. Urban design amenities developed specifically for this project place a major emphasis on neighborhood and historic district protection and identification through the use of portals and gateways at certain major interchanges. Improved access and modern design standards will benefit not only the roadway user but also the neighborhood businesses, the local residents, pedestrians, bicyclists, and the transit dependent. The combination of design amenities, improved access, and a reduction in noise levels (through the extensive use of noise barriers at the request of the public) should result in better living, recreation, and business conditions adjacent to the corridor.

The Selected Alternative will not adversely affect community cohesion. Local street modifications have been planned to maintain local circulation. Only one existing through street which

currently passes between the interstate system, 5th Avenue in the vicinity of 31st Street, will instead terminate at the interstate. However, several streets in the Westshore area that currently terminate at the interstate will be extended to become through streets. These include Sherill Street, Occident Street, and Trask Street. In addition, the Crosstown Connector will be constructed connecting I-4 with Tampa's Crosstown Expressway in the vicinity of 31st Street. This connector will be located amongst a mixed use and heavy industrial area connecting I-4 to Tampa's Crosstown which runs adjacent to the Port of Tampa. This connector will benefit the communities on either side of the connector by eliminating high volumes of truck traffic which currently pass through the neighborhoods to get to the Port and other industrial land uses.

The Selected Alternative minimizes right-of-way acquisition and impacts to existing and future land uses. The Selected Alternative minimizes impacts to the communities along the interstate, particularly in the downtown interchange. Total displacements associated with the Selected Alternative include approximately 350 residences and 62 businesses, substantially less than associated with the Long-Term Preferred Alternative. These impacts will be spread over a period of approximately ten to twenty years. However, like the Long-Term Preferred Alternative, these impacts affect predominantly minority and low-income neighborhoods. It is anticipated, however, that the interstate improvements will stimulate urban renewal in depressed areas such as Ybor City. New development will be fueled by urban design amenities, restoration of historic properties, and residential infilling for a more cohesive community.

As stated previously, extensive public input throughout the project and creative community suggestions regarding the design and mitigation measures have led to the protection and enhancement of community cohesion. Access to the many neighborhoods adjacent to the interstate will be maintained or improved, and traffic circulation, particularly in the area of the downtown interchange, will not be substantially altered. Improved access and roadway safety, the use of urban design amenities, and a reduction in noise levels through the application of noise barriers will combine to minimize impacts to the communities affected and improve the quality of life adjacent to the interstate. The Selected Alternative minimizes impacts to communities and in many aspects enhances the communities' interface with the interstate.

4.1.2 Employment and Economic Impacts

As part of the development of the TIS Master Plan, completed August 1989, a cost-effectiveness analysis was conducted to determine the economic feasibility of the project. At the time of the analysis, the entire Master Plan Concept was used to estimate user benefits and economic desirability. Although the EIS document addresses only a portion of the Master Plan Concept, the cost-effectiveness analysis discussion refers to the entire project because the Long-Term Preferred Alternative discussed in this document is just one of the components of the overall plan to reconstruct the interstate system. The TIS Task G.2.b - Cost Effectiveness Analysis Working Paper presents a detailed explanation of the analysis and the TIS Preliminary Engineering Report (March 1995) (PER) provides a summary of the analysis. It should be noted that due to the Crosstown Connector conceptual plans being developed after the Master Plan, the cost-effectiveness analysis does not include the proposed Crosstown Connector. A brief explanation of the cost-effectiveness analysis results as documented in the PER is presented below.

The cost-benefit analysis was conducted to define, in economic terms, the net benefits which can be expected to result if the TIS Master Plan improvements are undertaken. The analysis compared the costs of implementing the interstate improvements with the road user benefits which could be expected to accrue from having the improvements in place. Costs include engineering design, right-of-way acquisition, construction, maintenance, and operation of the new facility. Benefits include the reduction in road-user costs which would be expected to result from more efficient and safer traffic operations due to the improvements to the interstate network.

Generally, the economic desirability of a project is indicated by a net present value (NPV) which is greater than zero, a benefit/cost (B/C) ratio greater than 1.0, and an internal rate of return (IRR) greater than the real cost of capital for public investments. Based on information from the TIS Preliminary Engineering Report, the NPV is approximately $2.80 billion, the benefit/cost (B/C) ratio is 4.59, the payback period is ten years, and the internal rate of return (IRR) is 23.73 percent.

A sensitivity analysis was performed using higher discount rates of 7 to 10 percent. These rates would result in more conservative results because user benefits, which are greater in later years, are discounted more. Under these conservative assumptions, the Master Plan improvements achieve an NPV and B/C ratio of $1.86 billion and 3.22, respectively, using the 7 percent discount rate, and $1.22 billion and 2.42 respectively, using a 10 percent discount rate.

Because the Master Plan improvements meet and exceed these criteria, even under conservative assumptions, the project is economically desirable.

In addition to the economic desirability of the project, improving the interstate will also impact the area's economy through increased construction employment, additional income generation, and loss of commercial and residential land from property tax roles. The construction of the Long-Term Preferred Alternative will positively affect employment in the area. Additional income will be generated from the construction of the Long-Term Preferred Alternative. As a result of right-of-way requirements for the Long-Term Preferred Alternative, several commercial and residential sites will be converted to public transportation land. Conversion of these sites into public property will decrease property tax income for the City of Tampa.

Additional regional level impacts due to the TIS improvements will include reduction in travel costs. Based on information from the TIS Preliminary Engineering Report, the Master Plan improvements will reduce daily vehicle miles traveled by 563,000 miles and daily road user costs by approximately $1.8 million in the year 2010, which is equivalent to annual benefits of $650 million.

In addition to regional economic impacts, certain local impacts would occur as a result of construction of the TIS project. Local impacts include the following:

- Properties near the facility and throughout the study area may experience an increase in values, with possible attendant increases in tax revenues if greater accessibility makes them more attractive for development. This will be particularly true for development opportunities on vacant land and non-residential uses near major interchanges.

- The short-term economic impacts related to construction will primarily be the access disruption during construction.

- The long-term economic impacts will be generally positive with improved accessibility being the primary result.

Although numerous businesses will be affected by the Long-Term Preferred Alternative, the effects will be spread over more than 25 years of project implementation. Any jobs that may be lost while businesses relocate will be more than offset by jobs created by project construction and the improved economic situation created by better mobility and neighborhood revitalization.

Construction of the Selected Alternative will positively effect employment in the area. Additional income will be generated from the construction of the Selected Alternative. Right-of-way requirements are considerably less for the Selected Alternative and less land will be converted to public transportation use. Conversion will, however, still decrease property tax income for the City of Tampa. The Selected Alternative will require approximately 62 business relocations, less than half that of the Long-Term Preferred Alternative. Any jobs that will be lost while businesses relocate will occur over a ten- to twenty-year time frame and will be more than offset by jobs created by project construction and the improved economic situation created by better mobility and neighborhood revitalization.

4.1.3 Community Services

Many community services are located within the Long-Term Preferred Alternative study area. An inventory of these resources, which includes schools, post offices, libraries, police and fire services, medical facilities, and churches, is discussed in Section 3.1.3 of this document and illustrated on Exhibits 3.2 and 3.3, previously referenced. The anticipated impacts to these services from the Long-Term Preferred Alternative and ***Selected Alternative*** improvements are discussed below. Many of the services are eligible for receiving functional replacement of their facilities. Early coordination concerning this option has been undertaken. The FHWA and the FDOT are committed to providing functional replacement. As defined in 23 CFR 712.604, functional replacement is the

replacement of real property, either lands or facilities, or both, acquired as a result of a highway or highway-related project with lands or facilities, or both, which will provide equivalent utility.

4.1.3.1 Schools

The entire project study area is served by the Hillsborough County School Board. Twenty-one public facilities and three private facilities were identified within the project study area. The Hillsborough County School facilities inventory is shown on Exhibit 3.2, previously referenced. A total of three public educational facilities will require relocation due to right-of-way requirements of the project: the Carver Center, the vacant Hillsborough County Instructional Services Center (Velasco Building - old location), and the vacant Henderson Facility. In addition, five public educational facilities will be affected by the proposed improvements but will not require relocation.

The Carver Center is located in the block bordered by Laurel and LaSalle Streets, between Willow and Delaware Avenues. The Carver Center is used as an Early Childhood Development Center for children 3 to 5 years of age. The Long-Term Preferred Alternative improvements will require approximately one-half of the existing site to be used for additional right-of-way, requiring a total relocation of the facility.

Coordination meetings have been held with the School Board to discuss the impacts to the Carver Center. Currently, the plans are to reorganize the children into the local west Tampa neighborhood schools once the new Howard W. Blake High School is completed by 1997. The School Board is presently not interested in functional replacement of this facility; however, this issue will be revisited during design. FHWA and the FDOT are committed to providing the opportunity for functional replacement of the Carver Center.

The Hillsborough County Instructional Services Center (Velasco Building - old location) is located at Columbus Avenue and Mitchell Street adjacent to I-275. The old facility is now closed and no plans exist to re-open the building. A new building has already been constructed at Palm Avenue and 14th Street to replace the old facility and has been in service for several years.

The Henderson Facility is located in the southwest corner of Henderson and Jefferson Streets. The facility is now closed and the School Board is in the process of selling it to the City for demolition. The project would require that a large portion of the existing site's parking area be purchased for right-of-way.

The Velasco Building (new location), the Green Street Facility, Oak Park Elementary, Hillsborough Community College - Ybor Campus and Howard W. Blake High School will be affected indirectly or directly by the project, but no relocations will be involved. Indirect effects include changes in access to the property (potentially positive) and direct effects include acquisition of vacant land. The Velasco Building (new location) will require access changes, but the changes will enhance accessibility to the site through the proposed interchange at 14th and 15th Streets. Access to the Green Street Instructional Materials Depository Facility (Green Street and Fremont Avenue) will change as a result of the Long-Term Preferred Alternative. Fremont Avenue will terminate just north of Green Street; however, the depository will remain accessible from Green Street and Fremont Avenue.

Oak Park Elementary School is located at 14th Avenue and 50th Street (U.S. 41). The site has recently been reconfigured to increase its capacity and has an entirely new access pattern and stormwater configuration. The Long-Term Preferred Alternative improvements would require the acquisition of an approximately 15-m (50-ft.) strip of vacant land along the entire north boundary of the site. The vacant land is currently used for stormwater retention. Further efforts are underway to determine the anticipated impacts to the stormwater retention area.

Hillsborough Community College (HCC) Ybor Campus, located on 10th Avenue, will lose a small portion of vacant property as a result of the Long-Term Preferred Alternative. HCC owns approximately 0.6 ha (1.5 ac.) of vacant land surrounded by Nick Nuccio Parkway that will be required for stormwater management. The facility itself will not be impacted.

Hillsborough County is constructing the new Howard W. Blake High School at a vacant 8.9 ha (22 ac.) property located at North Boulevard and Spruce Cove on the north side of I-275, west of the

Hillsborough River. The new four-story school will comprise approximately 3.1 ha (341,000 ft.^{2}) of floor space and accommodate 2,154 students. The facility will include a 600-seat performance auditorium and a 2,100-seat gymnasium. The performing arts magnet program will serve 800 students in performance, dance, music and visual arts. The school is scheduled to open in August 1997. Ultimately, the TIS project will provide improved access to the new school site. Directional ramping will be provided from northbound I-275 to North Boulevard and from North Boulevard to southbound I-275.

The Phase I Master Plan identified the potential relocation impacts of the ultimate TIS project including impacts to School Board properties. Following Phase I, a Relocation Task Force (RTF) was established in July 1990 to deal with specific issues relating to the coordination of property acquisition and relocation. To date, the RTF has met seven times and a representative of the School Board has been on the RTF since its inception. In addition to the task force, extensive coordination with the School Board has been conducted at several separate meetings to discuss impacts to specific School Board properties. All planning and design for the new performing arts high school has been conducted by the School Board with full knowledge of the TIS project and the proposed interstate improvements.

The individual school bus routes for each of the affected schools will not require any substantial routing changes. In addition, local circulation and access will be enhanced in many areas due to added frontage road systems and new cross corridor access. Sidewalks and bike lanes will be provided for on both sides of all reconstructed local streets crossing under the interstate. Overall transportation system improvements will enhance school bus operations.

The Selected Alternative will not require the relocation of any public educational facilities. The Selected Alternative will require the acquisition of the strip of vacant land along the north boundary of the Oak Park Elementary School, as described in the Long-Term Preferred Alternative. In addition, a small strip of vacant land along the south boundary of the vacated Velasco Building (old location) would be required for the Selected Alternative improvements.

4.1.3.2 Post Offices, Libraries, Police, Fire, and Medical Facilities

In addition to educational facilities, Exhibit 3.2, shown previously, illustrates an inventory of existing post offices, library branches, police and fire services, and medical facilities. Based on the right-of-way requirements of the Long-Term Preferred Alternative, no post offices, library branches, police facilities, or medical facilities will be impacted by the project.

One fire facility, the Communications Building for Tampa Fire and Rescue - 911 Dispatch Center, will be impacted as a result of the Long-Term Preferred Alternative. The 911 Dispatch Center, located at 2904 Mitchell Street, has a large receiving antenna located on the west side of the property and a communications building located on the east side. The Long-Term Preferred Alternative would require a portion of land on the west side of the property where the antenna support cables are located. After the proposed improvements are in place, the remaining property will be insufficient to support the existing antenna.

Two coordination meetings were held with the Tampa Fire Department to discuss possible relocation of the Communications Building. The meetings were held on March 28 and June 3, 1994. The Tampa Fire Department explained that there are several special factors needing consideration to determine the best approach for relocation of this facility. Factors include: remaining within the established service area; selecting a site that meets the minimum sea level requirements (the current site is 41 feet above sea level); meeting code requirements regarding the height of the communications tower (the existing tower is 100 feet); and ensuring that the building can withstand high winds and is thoroughly grounded. If the building is required to be moved, the facility must remain operable at all times.

Utilizing the existing facility may be possible if additional land can be acquired within the surrounding neighborhood. The existing building has recently been reinforced to withstand hurricane force winds. A free standing antenna could be located on the existing property but this option may be more expensive than moving the entire facility. The Tampa Fire Department is currently considering relocation possibilities including researching possible relocation sites in the

service area and estimating costs. The FHWA and the FDOT are committed to providing the opportunity for functional replacement of the Communications Building for Tampa Fire and Rescue-911 Dispatch Center.

In general terms, implementation of the Long-Term Preferred Alternative should result in improved response times for Tampa Fire Department vehicles and all other emergency service vehicles (police, ambulance, etc.) which utilize the Tampa interstate system.

No post offices, library branches, police facilities, or medical facilities will be impacted by the Selected Alternative. Implementation of the Selected Alternative should also result in improved emergency response times for emergency service vehicles which utilize the Tampa interstate system.

4.1.3.3 Religious Institutions

Approximately 57 religious institutions were identified within the study limits as previously shown on Exhibit 3.3. The following 12 institutions inventoried will be directly impacted by the Long-Term Preferred Alternative and require relocation:

- Mount Glory Missionary Baptist Church
- Iglesia Misionera Asamblea de Dios
- Bethel A.M.E. Church
- Friendly Missionary Baptist Church
- Baptist Fellowship Bible College of Tampa
- Light of the World Deliverance Church
- Liberia Christiana "Alpha Omega"
- Faith Temple Missionary Baptist Church
- Bay West Church of Christ
- Campaigning for Jesus Christian Center

- Iglesia Cristo Missionary
- Deeper Life Christian Church Retreat Center

Given the potential effect on the community (congregations) that may result from the relocation of churches, special consideration is being given to early acquisition and coordination to ensure a smooth transition and continuous service to the community (if desired).

No religious institutions will be impacted by the Selected Alternative.

4.1.3.4 Other Services

Additional community services in the study area which will be impacted by the Long-Term Preferred Alternative include the Boys and Girls Clubs of Tampa Bay, Inc. and the Salvation Army. Two buildings located on the same property belong to the Boys and Girls Clubs of Tampa Bay, Inc.: the Administrative Office on Laurel Street and the West Tampa Branch on North MacDill Avenue. The reconstruction of the interstate will necessitate the relocation of these facilities. Several coordination meetings between the Boys and Girls Clubs Board of Directors and the FDOT Right-of-Way and Relocation staff have been held to pursue early acquisition possibilities and to ensure continuous service to the surrounding community. On-site relocation of the Administrative Office and other relocation sites within the West Tampa area are being considered. The FHWA and the FDOT are committed to providing the opportunity for functional replacement of the West Tampa Boys and Girls Club of Tampa Bay.

The Salvation Army building located at the northwest corner of Kay Street and Florida Avenue will be impacted by the reconstruction of the interstate. The Salvation Army currently subleases space in the building to the Sine Domus Health Center. The Salvation Army provides additional services through other facilities located to the north on the same block. These additional facilities will not be impacted by the proposed improvements and services provided by the Salvation Army to the local community will not be interrupted. Coordination with the Salvation Army has continued throughout the study process.

The HART Northern Transit Terminal, located on the north side of the interstate between Florida Avenue and Marion Street, will also be displaced by the project. The facility and adjoining property to the south beneath the interstate, leased from the FDOT, will be required. Relocation of the facility into a new multi-modal terminal/parking garage, proposed as part of the TIS project, is one possibility. An exact location for that structure cannot be determined until other separate but related studies regarding high speed rail and local light rail are completed. Functional replacement of the facility to potential sites south of the interstate on Marion Street is also a possibility. Coordination with HART regarding the terminal is ongoing. HART will be relocated to a new facility prior to displacement of the existing terminal. The FHWA and the FDOT are committed to providing the opportunity for functional replacement of the HART Northern Transit Terminal.

In addition, closure of the existing I-4/40th Street interchange will result in more circuitous travel for buses accessing the HART Bus Operations and Maintenance Facility on 21st Street. The FDOT will continue the ongoing coordination with HART to explore options which reduce the excess travel distance.

Neither the Boys and Girls Clubs of Tampa Bay, Inc. nor the Salvation Army building impacted by the Long-Term Preferred Alternative will be impacted by the Selected Alternative. Relocation of the HART Northern Transit Terminal downtown will be required prior to construction of the Selected Alternative. Closure of the existing I-4/40th Street interchange will result in more circuitous travel for buses accessing the HART Bus Operations and Maintenance Facility on 21st Street in east Tampa. Service will not be interrupted at either location. Coordination with HART regarding these two facilities is ongoing.

4.1.4 Title VI, Title VIII, and Executive Order 12898

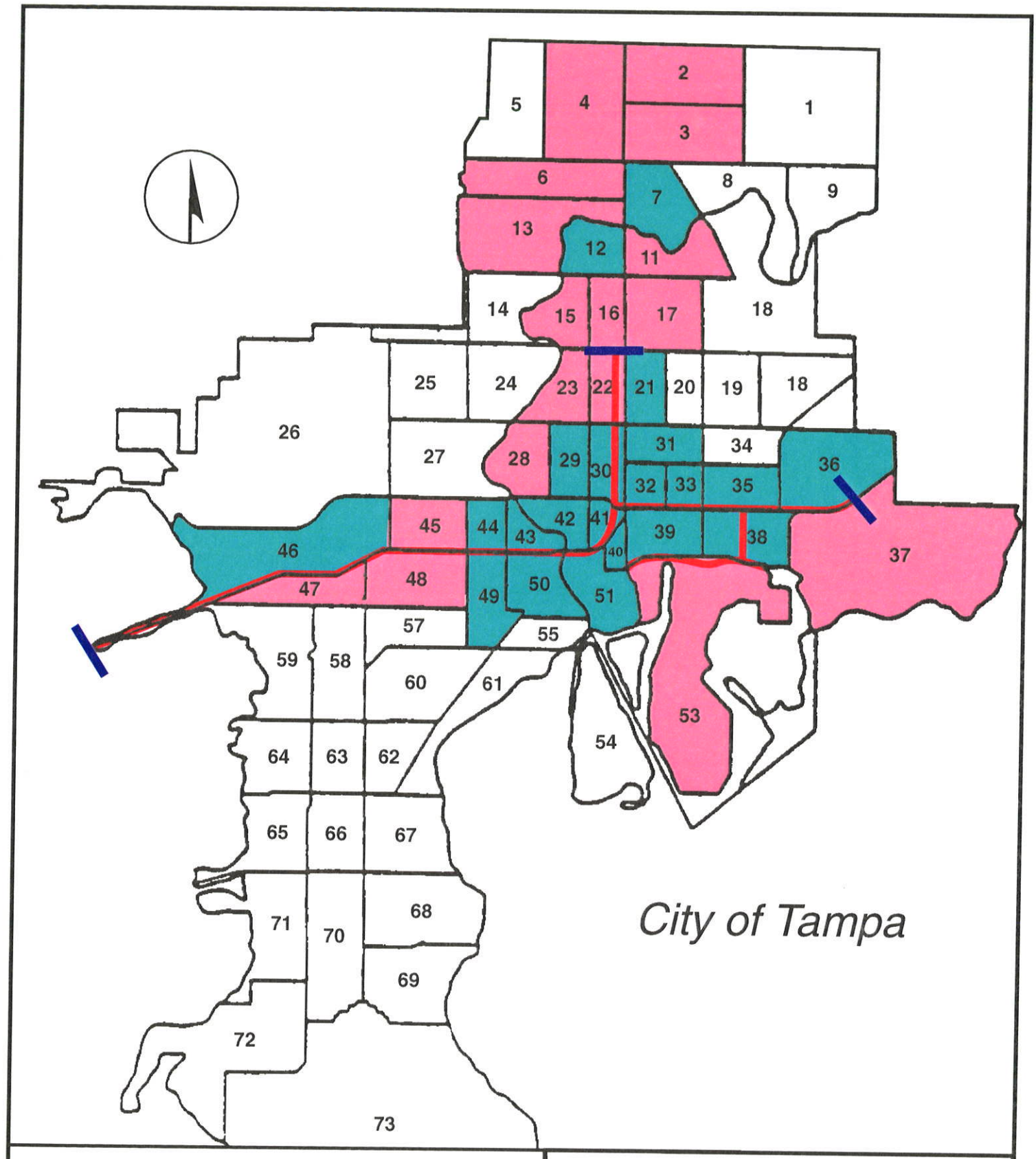
Section 3.1.4 of this document briefly summarizes Title VI of the Civil Rights Act of 1964, Title VIII of the Civil Rights Act of 1968, Executive Order 12898 (Environmental Justice), and related statutes. This project has been developed in accordance with Title VI, Title VIII, and Executive Order 12898 and related statutes.

The existing interstate system through Tampa was constructed in the early 1960s. At that time, the route selected for the facility traversed several of Tampa's oldest neighborhoods, including many areas of predominantly minority or ethnic populations. When constructed, the interstate corridor was a physical barrier placed within neighborhoods, severing some community ties. However, over the past 30 years, many of those areas have reestablished themselves as cohesive neighborhoods.

Any proposed interstate improvement which fully satisfies the purpose and need of the project would likely involve additional substantial impacts to these same neighborhoods, although not nearly as disruptive as the original construction. Today, for the most part, these neighborhoods remain predominantly minority and ethic communities with sizable elderly and low-income populations. According to 1990 U.S. Census figures discussed previously in Section 3.1.1, of the 57,178 people who reside in the census tracts that border the Tampa interstate system, approximately 33,184 (58 percent) are non-white and approximately 9,190 (16 percent) are over the age of 65. Exhibits 4.1, 4.2, and 4.3 depict minority, elderly and low-income population concentrations, respectively, by census tract in the vicinity of the project. As shown, the percentage of minority, elderly, and low-income persons adjacent to the interstate is typically higher than the city-wide average, particularly in the Ybor City and downtown interchange areas. The proposed interstate improvements directly impact predominantly minority and low-income neighborhoods.

Because minority and low-income communities are predominantly affected by the proposed improvements, the FHWA and the FDOT have implemented the use of traditional processes and techniques in order to ensure equitable treatment of these communities. The standard means consist of policy memoranda, technical advisory guidance, community input guidance, and public participation as established under Executive Order 12898, 23 U.S.C. 109(h), and Title VI of the Civil Right Act.

The longstanding policy of the FHWA and the FDOT is to avoid, minimize, and mitigate the impacts of their actions to the human and physical environment and to include enhancement measures where reasonable. Executive Order 12898 requires the FHWA and the FDOT to identify and address impacts associated with their actions, especially insofar as they might have a disproportionately high



LEGEND

Study Limits

Project Corridor

MINORITY POPULATION PERCENTAGE (TAMPA)=29%

Below City Average

Above City Average

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

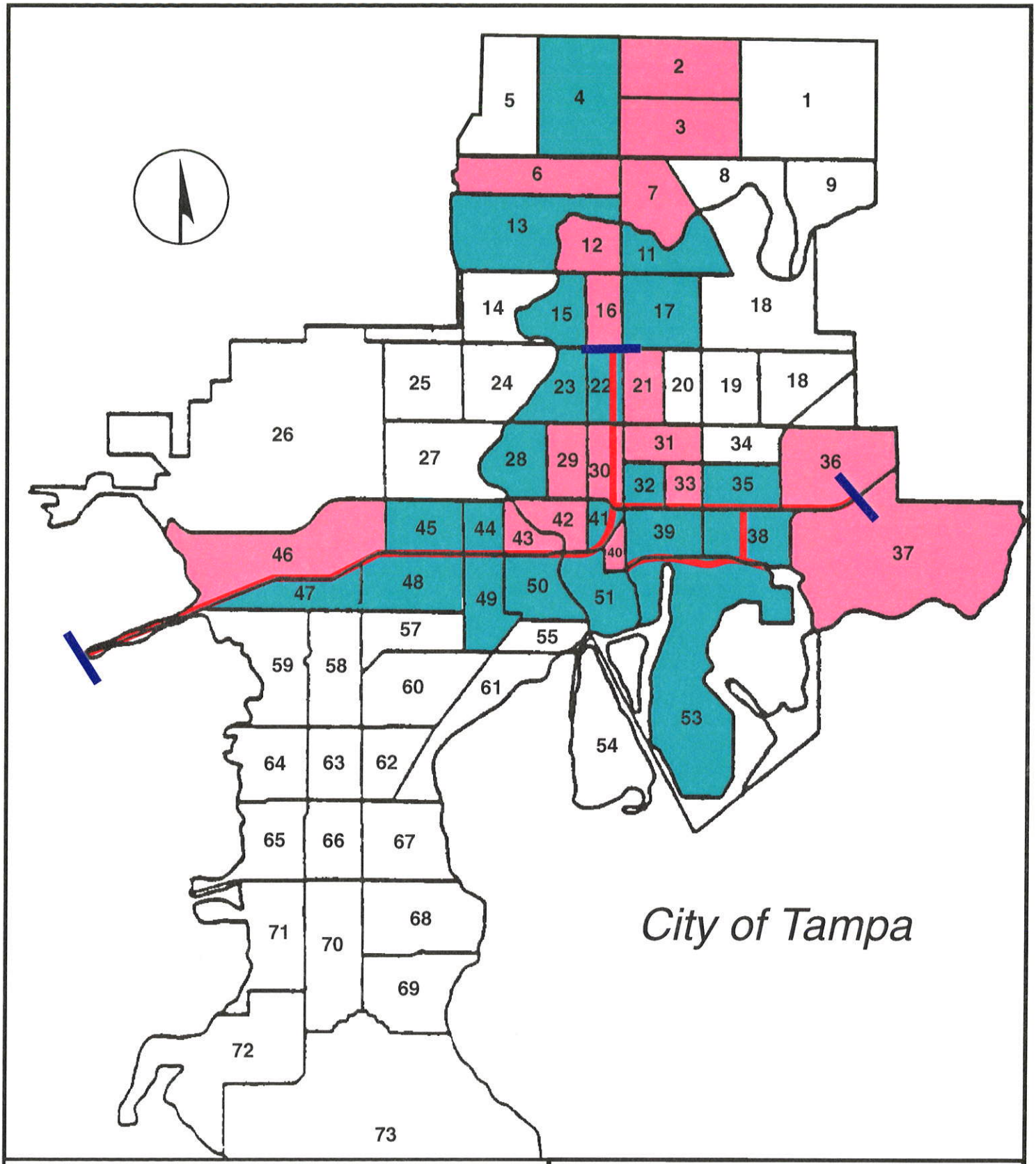
TAMPA INTERSTATE STUDY

PHASE II

Hillsborough County, Florida

MINORITY CONCENTRATIONS BY CENSUS TRACT (1990)

EXHIBIT 4.1



LEGEND

Study Limits

Project Corridor

PERCENTAGE OF PERSONS AGE 65 AND OVER (TAMPA)=14.6%

Below City Average

Above City Average

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

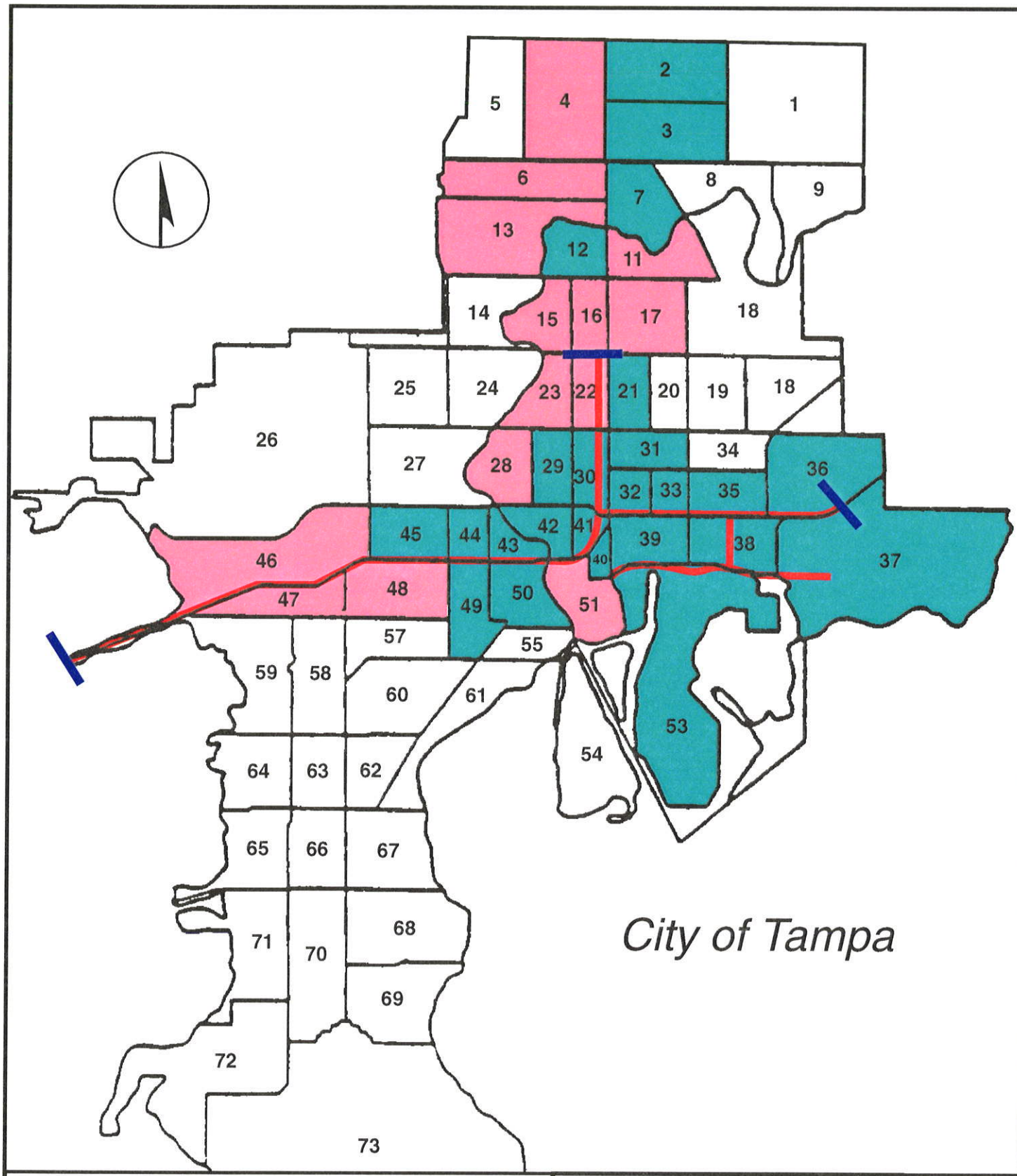
TAMPA INTERSTATE STUDY

PHASE II

Hillsborough County, Florida

POPULATION AGE 65 AND OVER BY CENSUS TRACT (1990)

EXHIBIT 4.2



LEGEND

Study Limits

Project Corridor

PERCENTAGE OF PERSONS BELOW POVERTY LEVEL (TAMPA)=18.6%

Below City Average

Above City Average

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY

PHASE II

Hillsborough County, Florida

POPULATION BELOW POVERTY LEVEL BY CENSUS TRACT (1990)

EXHIBIT 4.3

and adverse effect on minority and low income communities. The FDOT and the FHWA have addressed the potentially disproportionate impacts of the TIS project by establishing a process for avoiding, minimizing and mitigating impacts, and providing additional enhancements which have included the participation of the minority and low-income communities.

In an effort to avoid or minimize the potential adverse effects of the project on minority and low-income neighborhoods, several avoidance and minimization of harm alternatives were developed and evaluated. These included a no-action alternative, transportation system management (TSM), multi-modal alternatives, alternative corridors, and alignment shifts.

A no-action alternative was determined to be not feasible in terms of meeting the purpose and need of the project. TSM improvements will be implemented as part of the project when feasible, but TSM does not sufficiently improve transportation corridor capacity, operation, and safety to satisfy the purpose and need for the project. Multi-modal alternatives such as HOV facilities and provisions for a rail transit system have been incorporated into the project but do not nearly satisfy the purpose and need for improvements. Shifts in the proposed alignment along the existing corridor were considered but could not avoid additional, equally significant impacts. Because predominantly minority and low-income neighborhoods extend so far on either side of the existing interstate, the closest existing arterials to consider for a new interstate corridor would be Dr. Martin Luther King, Jr. Boulevard to the north or Kennedy Boulevard to the south. Both roadways are very densely developed and would involve far more significant impacts than utilizing the existing corridor. Therefore, the existing interstate corridor was determined to be the only feasible transportation corridor for improvements which meet the purpose and need for the project while minimizing impacts to the adjoining communities.

The FDOT and FHWA coordinated a public outreach effort to gain a clear understanding of potential mitigation options desired by the affected residents, businesses, and organizations in order to help strengthen their communities. Extensive public involvement and creative community suggestions regarding design and mitigation measures have led to the protection and enhancement of the affected communities. The FDOT conducted over 50 coordination meetings during the Master

Plan phase and more than 50 additional meetings during the environmental documentation stage (discussed in Chapter 8) in local neighborhoods and city-wide, in order to gather public input. As a result, proposed mitigation measures including noise walls, in-fill housing, and urban design guidelines were developed to help minimize the impacts to those directly affected, and improve the quality of life in each affected neighborhood.

Many non-decent, safe and sanitary (non-DSS) dwelling units will be displaced by the project. Because it is anticipated that last resort housing will be necessary, many of the displaced residents will be relocated to decent, safe, and sanitary (DSS) housing within their own neighborhoods. In addition, the installation of noise barriers will reduce ambient traffic noise levels throughout the neighborhoods and extensive aesthetic treatments will soften the appearance of the nearby roadway. Access to all areas along the interstate will be improved and incorporate the latest design and safety standards. It is anticipated that the proposed roadway improvements, aesthetic treatments, and mitigation associated with the project will have a positive effect on community revitalization and renewal, neighborhood identity, and quality of life along the project corridor.

The TIS Urban Design Guidelines (December 1994) were developed in part as a result of the public meetings and workshops. The Urban Design Guidelines are discussed in Section 4.4.4. The Urban Design Guidelines were developed to minimize the secondary impacts to land uses and residents adjacent to the interstate. The guidelines will ensure a consistent, aesthetically pleasing design through all neighborhoods and minimize the visual and auditory effects. In addition to improving the overall unity of the project, the guidelines contain specific elements for unique and distinct areas along the corridor including Westshore, West Tampa, downtown, Tampa Heights, Seminole Heights, and Ybor City. The guidelines have been approved by federal, state, and local agencies and will ensure the appropriate mitigation in certain design segments.

In summary, the Long-Term Preferred Alternative results in a disproportionate impact on minority and low-income communities. However, the extensive public involvement process coupled with the proposed multifaceted mitigation measures satisfy the requirements of Title VI, Title VIII, Executive Order 12898, and related statutes.

Like the Long-Term Preferred Alternative, the Selected Alternative results in disproportionate impacts to minority and low-income neighborhoods. However, because it involves less construction, particularly in the vicinity of the downtown interchange, the Selected Alternative results in fewer impacts to minority and low-income populations.

The FDOT and FHWA have addressed the potentially disproportionate impacts of the project by including the participation of the minority and low-income populations affected in establishing a process for avoiding, minimizing and mitigating impacts, and providing additional enhancements. The FDOT and the FHWA coordinated a public outreach effort to gain a clear understanding of potential mitigation options desired by the affected residents, businesses, and organizations in order to help strengthen their communities. Extensive public input and creative community suggestions regarding design and mitigation measures have led to the protection and enhancement of the affected communities. The proposed mitigation measures include noise walls, in-fill housing, rehabilitation of existing housing, and urban design amenities to minimize impacts to those directly affected, and improve the quality of life in each affected neighborhood.

The installation of noise barriers will reduce ambient traffic noise levels throughout the neighborhoods, and extensive aesthetic treatments, including vegetation and wall treatments, will soften the appearance of the nearby roadway. Access to all areas along the interstate will be improved and will incorporate the latest design and safety standards. It is anticipated that the proposed roadway improvements, aesthetic treatments, and mitigation associated with the Selected Alternative will have a positive effect on community revitalization, renewal and neighborhood identity.

The Selected Alternative results in disproportionate impacts on minority and low-income populations. However, the extensive public involvement process which facilitated the development of the proposed multifaceted mitigation and enhancement measures satisfy the requirements of Title VI, Title VIII, Executive Order 12898, and related statutes.

4.2 LAND USE IMPACTS

This section discusses project impacts to existing and future land uses.

4.2.1 Existing Land Use Impacts

As previously stated in Section 3.2.1, a variety of land uses are dispersed throughout the project study area, including single- and multi-family residential, commercial, educational and religious institutions, public services, utilities, and industrial uses. Although the Long-Term Preferred Alternative will require the relocation of numerous residential units and businesses, as well as impact neighborhoods, the existing land use patterns are not expected to change dramatically. Land uses most likely will not change once the interstate system is reconstructed, but there may be some re-zoning in the few proposed new interchange locations, such as in the vicinity of the Crosstown Connector. It is anticipated that the interstate improvements will stimulate the urban renewal process and in-fill development in some depressed areas along the corridor.

Every effort was taken to minimize disruption of communities and hardships on neighborhoods during development of the Long-Term Preferred Alternative. The project will not separate ties to neighborhoods, families or local businesses. The relocation survey for this project indicated sufficient, available housing and office resources in the same areas expected to be impacted. See Sections 4.2.1.1 and 4.2.1.2 for information regarding proposed relocations and the relocation process.

Although the Selected Alternative will require fewer relocations of both residences and businesses, the impact on the existing land uses will be somewhat similar to the Long-Term Preferred Alternative. Both alternatives impact land uses along the existing interstate corridor and both include the proposed new Crosstown Connector between I-4 and the Crosstown Expressway. The Selected Alternative minimizes neighborhood impacts and community disruption.

4.2.1.1 Proposed Relocations

The Long-Term Preferred Alternative concept was chosen based on the Tier Analysis process discussed in Section 2.4.1.2. The Tier Analysis process, or screening process, required each proposed improvement alternative to undergo an evaluation of impacts to the community including relocation estimates and projected right-of-way costs. Numerous relocations have been identified along the project corridor due to the proposed improvements.

Anticipated displacements for the Long-Term Preferred Alternative concept include 1,014 residential displacements and 159 business/non-profit displacements over a period of at least 25 years. Detailed information regarding the anticipated residential and business relocations associated with the proposed improvements is contained in TIS - EA Task A.5.b.12 - Conceptual Stage Relocation Plan (September 1993) and TIS - EIS Task A.5.b.12 - Conceptual Stage Relocation Plan (November 1995), included in Appendix G. In preparing these documents for the TIS project, the project corridor was divided into several distinct Neighborhood Study Areas (NSA). Each NSA possesses the definitive characteristics and ingredients of a true neighborhood. In addition, each NSA comprises one or more complete census tracts for accuracy in compiling demographic profiles. Table 4.1 presents a breakdown of the anticipated residential and business relocations within each NSA along with some limited demographics information. A discussion of each NSA and the anticipated relocations within is presented in the following paragraphs.

The **Westshore NSA** encompasses both the north and south sides of I-275 from the Howard Frankland Bridge east to Dale Mabry Highway. Anticipated displacements within the Westshore NSA include 147 residences and 19 businesses. Acquisition of one entire building at the Westshore Apartments, located at 4601 Gray Street, accounts for 44 of the displaced residences.

The **West Tampa NSA** encompasses both the north and south sides of I-275 from Dale Mabry Highway east to the Hillsborough River. Anticipated displacements within the West Tampa NSA include 357 residences and 17 businesses. Two large multi-family complexes: Presbyterian Village (federally assisted) and North Boulevard Homes (a Tampa Housing Authority complex), account

TABLE 4.1

DEMOGRAPHIC PROFILE AND TOTAL DISPLACEMENTS BY NEIGHBORHOOD STUDY AREA
Tampa Interstate Study - Phase II
Environmental Impact Statement

Neighborhood Study Area (NSA)	Census Tract(s)	% Non-White	% Age 65+	Residential Displacements	Business Displacements
Westshore NSA (I-275 from Howard Frankland Bridge to Dale Mabry Hwy.)	46, 47	46.9	19.9	147 ***112***	19 ***2***
West Tampa NSA (I-275 from Dale Mabry Hwy. to Hillsborough River)	43, 44, 45, 48, 49, 50	52.3	18.1	357 ***0***	17 ***0***
Tampa Heights NSA (North side of I-275 from Hillsborough River to Columbus Dr.)	41, 42	71.2	17.7	72 ***2***	16 ***3***
Central Business District NSA (South side of I-275 from Hillsborough River to Nebraska Ave.)	40, 51	67.8	14.2	2 ***0***	19 ***0***
Ybor City NSA (I-4 from Nebraska Ave. to 40th St. and 26th Ave. to Adamo Dr.)	32, 33, 35, 38, 39	80.9	16.8	321 ***190***	47 ***41***
East Tampa NSA (I-4 from 40th St. to 50th St.)	36, 37	50.9	8.9	37 ***37***	10 ***10***
North Tampa NSA (I-275 from the I-275/I-4 interchange to Dr. Martin Luther King, Jr. Blvd.)	30	74.8	6.4	64 ***0***	25 ***0***
Seminole Heights NSA (I-275 from Dr. Martin Luther King, Jr. Blvd. to Hillsborough Ave.)	22	14.9	15.0	5 ***0***	0 ***0***
Crosstown Expressway NSA (Crosstown Expressway from Kennedy Overpass to Maydell Dr.)	53	15.5	17.1	9 ***9***	6 ***6***
TOTAL	--	58.0*	16.0*	1,014 ***350***	159 ***62***

* Based on census demographics of each census tract shown previously on Table 3.4.

Residential and business displacements shown in ***bold italics*** are those associated with the ***Selected Alternative***.

for 140 and 32 of the displaced residences, respectively. Three coordination meetings were held with representatives from the Tampa Presbyterian Village located at 721 Green Street to discuss possible relocation of the housing facility. The meetings were held on April 4, 1991, May 20, 1991, and January 19, 1994. The Presbyterian Village could decide on one of the relocation options available: Presbyterian Village may choose to take FDOT payment for the property and buildings and not rebuild, and FDOT would relocate the residents; Presbyterian Village may take FDOT payment for the property and buildings, rebuild or find another building to purchase, and FDOT would relocate the residents to either the new building location or elsewhere if the relocatee so chooses; or, through the Functional Replacement of Real Property in Public Ownership Program established in F.S. 337.25, FDOT would fund the construction of an equivalent facility and relocate the residents either to the new facility or elsewhere if the relocatee so chooses. The Presbyterian Village is the only family-oriented housing complex the Presbyterian Board currently manages; all other facilities provide services for the elderly. At this time, the Tampa Presbyterian Village Board of Directors is in favor of moving forward with the option to take payment for the facility, and eliminate its family-oriented facility.

The **Tampa Heights NSA** is located along the north side of I-275 from the Hillsborough River east then north to Columbus Drive. Anticipated displacements within the Tampa Heights NSA include 72 residences and 16 businesses.

The **Central Business District NSA** is located along the south side of I-275 extending from the Hillsborough River east then north to Nebraska Avenue. Anticipated displacements within the Central Business District NSA include 2 residences and 19 businesses.

The **Ybor City NSA** is located along both the north and south sides of I-4 extending from Nebraska Avenue east to 40th Street and from 26th Avenue south to Adamo Drive. Anticipated displacements within the Ybor City NSA include 321 residences and 47 businesses.

The **East Tampa NSA** is located along both the north and south sides of I-4 from 40th Street east to 50th Street. Anticipated displacements within the East Tampa NSA include 37 residences and 10 businesses.

The **North Tampa NSA** is located along both the east and west sides of I-275 from the I-4/I-275 interchange north to Dr. Martin Luther King, Jr. Boulevard. Anticipated displacements within the North Tampa NSA include 69 residences and 25 businesses.

The **Seminole Heights NSA (North Transition)** is located along both the east and west sides of I-275 from Dr. Martin Luther King, Jr. Boulevard north to Hillsborough Avenue. Anticipated displacements within the Seminole Heights NSA include five residences and no businesses.

The **Crosstown Expressway NSA** is located along both the north and south sides of the Crosstown Expressway from the Kennedy Boulevard overpass east to Maydell Drive. Anticipated displacements within the Crosstown Expressway NSA include 9 residences and 6 businesses.

For the purpose of this analysis, the main relocation categories are residential owner occupants, residential tenant occupants, businesses as rental of real property, other businesses, and non-profit organizations. Rental of real property is defined as any landlord or property owner renting or leasing part of or all of a residential or commercial property and deriving income from said rental. Non-profit organizations include churches, civic groups, social clubs, and certain other establishments. A total of 1,173 business and residential displacements will be required for the Long-Term Preferred Alternative with an estimated right-of-way cost of $388,145,000 and a relocation cost of $37,068,500, for a combined total of $425,213,500. The relocations associated with the Long-Term Preferred Alternative will be spread over a period of at least 25 years, as the various design segments are implemented in different years. Table 4.2 provides a breakdown of the estimated relocation and right-of-way costs. ***The Selected Alternative will require the displacement of 350 residences and 62 businesses with estimated right-of-way and relocation costs of $137,600,000. Relocation impacts associated with the Selected Alternative will be spread over a period of approximately ten to twenty years.***

TABLE 4.2

RELOCATION AND RIGHT-OF-WAY COST ESTIMATES
Tampa Interstate Study - Phase II
Environmental Impact Statement

Long-Term Preferred Alternative	*Long-Term Preferred Alternative	**Selected Alternative
Number of Residential Relocations	1,014	350
Number of Business/Non-Profit Relocations	159	62
Total Number of Relocations	**1,173**	**412**
Right-of-Way Cost (estimated)	$388,145,000	$125,601,000
Relocation Cost (estimated)	$37,068,500	$11,999,000
Total Cost	**$425,213,500**	**$137,600,000**

Note: *Estimates shown in 1994 dollars.
**Estimates shown in 1996 dollars.

Comparable replacement housing for sale and rent is available throughout Tampa. According to the Greater Tampa Association of Realtors Multiple Listing Service (MLS, September 1995), 346 single-family homes were listed for sale in neighborhoods located adjacent to, and in the vicinity of, the interstate (MLS Real Estate Areas 201, 202, 205, 206, 207, 260, 261, 262, 263, and 264). In addition, 29 condominiums and 29 multi-tenant income properties consisting of duplexes, triplexes, and fourplexes were also listed with realtors for sale in the same areas. These figures do not include unlisted homes "for sale by owner" which could increase the total number of homes for sale by up to ten percent. Ranging in prices from $13,200 to $300,000, the median price of a one-bedroom home was $23,300, a two-bedroom home was $47,500, a three-bedroom home was $55,100, a four-bedroom home was $72,700, and a five-bedroom home was $61,200.

According to the Bay Area Apartment Association (September 30, 1995), the TIS project traverses all, or a portion of, three rental submarkets in Hillsborough County. A breakdown of the multi-family rental resources for each area is provided below.

Submarkets	Total Units	Number Vacant	% Vacant	Average Rent
Central Tampa	11,328	413	3.6	$518
South Central Tampa	6,720	316	4.7	$649
Town & Country	9,563	327	3.4	$563
Total	**27,611**	**1,056**	**3.8**	**$576**

As shown, 27,611 one-, two-, and three-bedroom apartments exist in various multi-family developments in the vicinity of the TIS project. Of this total, 1,056 or 3.8 percent of the units were vacant. Average monthly rent for the area was $576. Single-family homes for rent or small duplex, triplex-type dwellings are not included in the Bay Area Apartment Association or MLS statistics. However, the May 8, 1996 issue of the Tampa Tribune newspaper listed 65 homes, duplexes, triplexes, condominiums and town homes for rent.

In terms of businesses, the Maddux Report (July and August 1995) indicates that the Westshore and Downtown CBD areas of Tampa combined contain over 1,407,090 m^2 (15,130,000 ft^2) of existing multi-tenant leasable office space, of which 194,649 m^2 (2,093,000 ft^2) or 13.8 percent was vacant. For retail businesses, approximately 185,070 m^2 (1,990,000 ft^2) of multi-tenant leasable retail space exists in central Tampa, of which 11,253 m^2 (121,000 ft^2) or 6.1 percent is vacant.

Because of the adequate supply of homes available for sale or rent, the abundance of vacant leasable business space, the number of years over which the relocation impacts will occur, and the frequency in which new listings become available, it is anticipated that all displaced residents, businesses, and non-profit organizations can be relocated within or near their respective neighborhoods, if so desired.

It is anticipated that last resort housing payments and last resort rent supplements will be necessary. Last resort housing payments will be used to place residential relocatees in decent, safe, and sanitary housing, features that many relocatees do not currently enjoy. Where the construction of last resort housing is necessary, replacement housing will be made available before the relocatees are requested to vacate their current dwellings.

Given the demographic breakdown of the census tracts which adjoin the project corridor (previously shown on Table 3.4), an approximate demographic profile of the displaced residents can be determined. It is anticipated that approximately 58 percent or 588 of the 1,014 residences displaced by the Long-Term Preferred Alternative are minority residences and 16 percent or 162 residences are inhabited by the elderly. ***Based on the same demographic information, approximately 58 percent or 203 of the 350 residences displaced by the Selected Alternative are minority residences and 16 percent or 56 residences are inhabited by the elderly.***

Many residential areas adjacent to the interstate are low income minority neighborhoods, with a high percentage of marginal to substandard housing. Many unsafe and dilapidated dwelling units will be displaced by the project. Because last resort housing will be necessary, many of the displaced residents will be relocated to decent, safe, and sanitary housing within their own neighborhoods. In addition, noise barriers will reduce the ambient traffic noise levels in the neighborhoods and

aesthetic treatments will soften the appearance of the nearby roadway. It is anticipated that impacts and mitigation associated with this project will have a positive effect on community revitalization, neighborhood identify, and quality of life.

The documents TIS - EA Conceptual Stage Relocation Plan (September 1993) and TIS - EIS Conceptual Stage Relocation Plan (November 1995), published separately and contained in Appendix G, provide detailed information regarding relocations and replacement resources for the ultimate proposed relocation impacts, the Long-Term Preferred Alternative. The same documents also apply to the ***Selected Alternative*** which requires fewer residential relocations and, therefore, fewer replacement resources.

A Relocation Task Force (RTF) consisting of local agency representatives, community leaders, elected officials, and area residents was established to deal with property acquisition and relocation issues, and to assist with implementation once financing for property acquisition becomes available. The RTF identified the following goals for the TIS project:

- To provide replacement housing to relocatees in the same neighborhood;
- To provide incentives to encourage existing commercial development to relocate in the same neighborhood;
- To maintain access to existing commercial nodes;
- To keep property owners informed of the anticipated schedule for right-of-way acquisition and their rights; and
- To preserve historic structures where possible and salvage portions of acquired structures to help rehabilitate other historic structures.

The RTF began meeting in July 1990 and met seven times. Potentially controversial issues identified include impacts to Hillsborough County School Board properties; whether or not impact fees will be required for any relocated structures; and the appropriateness of moving historic structures. Copies of minutes to the RTF meetings are contained in Appendix J.

4.2.1.2 Relocation Process

In order to minimize the unavoidable effects of right-of-way acquisition and displacement of people, the FDOT will carry out a right-of-way and relocation program in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Public Law 91-646).

The FDOT provides advance notification of impending right-of-way acquisition. Before acquiring right-of-way, all properties are appraised on the basis of comparable sales and land use values in the area. Owners of property to be acquired will be offered and paid fair market value for their property rights.

No person lawfully occupying real property will be required to move without at least 90 days written notice of the intended vacation date and no occupant of a residential property will be required to move until decent, safe, and sanitary replacement housing is made available. "Made available" means that the affected person has either by himself obtained and has the right of possession of replacement housing, or that the FDOT has offered the relocatee decent, safe, and sanitary housing which is within his financial means and available for immediate occupancy.

At least one relocation specialist is assigned to each highway project to carry out the relocation assistance and payments program. Due to the size of this project, several relocation specialists will contact those requiring relocation to determine individual needs and desires, and to provide information, answer questions, and give help in finding replacement property. Relocation services and payments are provided without regard to race, color, religion, sex, or national origin.

All tenants and owner-occupant displacees will receive an explanation regarding all options available to them, such as (1) varying methods of claiming reimbursement for moving expenses; (2) rental of replacement housing, either private or publicly subsidized; (3) purchase of replacement housing; and (4) moving owner-occupied housing to another location.

Financial assistance is available to the eligible relocatee to:

- Reimburse the relocatee for the actual reasonable costs of moving from homes, businesses, and farm operations acquired for a highway project;
- Make up the difference, if any, between the amount paid for the acquired dwelling and the cost of a comparable decent, safe, and sanitary dwelling available on the private market;
- Provide reimbursement of expenses, such as legal fees and other eligible closing costs incurred in buying a replacement dwelling; and
- Make payment of eligible increased interest cost resulting from having to get another mortgage at a higher interest rate. Replacement housing payments, increased interest payments, and closing costs are limited to $22,500 combined total.

A displaced tenant may be eligible to receive a payment, not to exceed $5,250, to rent a replacement dwelling or room, or to use as down payment, including closing costs, on the purchase of a replacement dwelling. The brochures which describe in detail the Department's relocation assistance program and right-of-way acquisition program are "Your Relocation" and "Real Estate Acquisition Process". Both of these brochures are distributed at all public hearings and are made available upon request to any interested persons.

4.2.2 Future Land Use Impacts

The Long-Term Preferred Alternative concept is not expected to significantly alter future land use designations as established in the most recent version of the Tampa Comprehensive Plan (adopted November 17, 1994). Only a minimal amount of vacant land exists along the interstate; thus, most of the land use patterns have already been established. The Tampa Comprehensive Plan includes a future land use map which was developed to reflect future Master Plan improvements to the existing interstate. A generalized future land use map derived from the Tampa Comprehensive Plan is shown on Exhibit 3.5, previously referenced.

The Long-Term Preferred Alternative concept will require approximately 121 ha (299 ac.) of land to be acquired for a public transportation land use. Additional impacts to future land use may occur due to access changes resulting from the addition and removal of ramps along the interstate. Interchanges will be added on I-4 at 14th and 15th Streets, Columbus Drive, and the proposed Crosstown Connector. The existing ramps will be removed at I-275 and Floribraska Avenue, and at I-4 at 21st/22nd Streets and 40th Street. Other new non-interstate improvements include the Sherrill Street extension north from Memorial Highway (S.R. 60) and Kennedy Boulevard under I-275 to Cypress Street, Westshore Boulevard from Gray Street to Laurel Street, Trask Street from Gray Street to Cypress Street, Cypress Street from I-275 to Lois Avenue, and the new Lemon Street Connector to Westshore Boulevard from Occident Street.

The Tampa Interstate Study is consistent with the Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough County, and the Tampa Comprehensive Plan.

The Selected Alternative will enhance the region's existing interstate system and improve area-wide mobility. The Selected Alternative will not significantly alter existing or future land uses because the proposed improvements involve an existing freeway and land uses within the project vicinity are already established. The Selected Alternative will include some of the access changes discussed above. Interchanges will be added on I-4 at Columbus Drive and the Crosstown Connector, while the existing ramps at 40th Street will be removed. The Selected Alternative is consistent with the Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough County and the Tampa Comprehensive Plan.

4.2.3 Coastal Zone Consistency

Florida's Coastal Zone Management Plan is discussed in Section 3.2.3. The Office of Planning and Budget, Office of the Governor has determined that this project is consistent with the Florida Coastal Zone Management Plan. A copy of the correspondence is contained in Appendix B.

4.3 UTILITIES

Various utility systems will be affected throughout the project study limits. This section includes a summary of utilities that may be impacted by both the Long-Term Preferred Alternative and the ***Selected Alternative***. The impacts to each utility vary considerably throughout the project, and some of the utility relocation requirements will be determined during construction. Appendix B of the TIS Preliminary Engineering Report, published separately, shows the existing locations of all utilities in the project study limits. Generally, relocation costs for utilities located within the existing right-of-way are the responsibility of the utility companies. Relocation costs for utilities located outside of the existing right-of-way are the responsibility of FDOT. Estimated utility costs for the Long-Term Preferred Alternative are approximately $46,033,515. A summary of the utility impacts associated with both the Long-Term Preferred Alternative and the ***Selected Alternative*** is presented below.

4.3.1 Electric Power Transmission

Electric power is provided to the study area by Tampa Electric Company, Inc. (TECO). Electrical lines in various locations within the study area will be impacted. In addition, three Tampa Electric substations located at the southwest corner of Himes Avenue and LaSalle Street, on the north side of Kay Street between Florida Avenue and Marion Street and between 29th Street and the CSX Transportation corridor will be impacted. The substation located at Himes Avenue and LaSalle Street will not require relocation; however, a 9.1 m (30 ft.) strip of property adjacent to Himes Avenue will be acquired. The substation located on the north side of Kay Street will need to be relocated to another site. The substation located between 29th Street and the CSX Transportation corridor will not require relocation; however, rearrangement of this property will be required because electrical lines from transformers located adjacent to the proposed improvements will no longer be functional due to spacing limitations. The substation on the east side of I-275 at Osborne Avenue will not be impacted.

The Selected Alternative will impact only one TECO substation, located between 29th Street and the CSX Transportation corridor. While actual relocation of the substation will not be required, the facility layout at the site will have to be modified due to spacing limitations and the close proximity of the proposed Crosstown Connector interchange.

4.3.2 Sanitary Sewer and Water Services

Sanitary sewer and water services are provided to the study area by the City of Tampa. Sanitary sewer lines ranging in size between 20 cm (8 in.) to 25 cm (10 in.) and water mains ranging in size between 5 cm (2 in.) and 60 cm (24 in.) will be impacted by both the Long-Term Preferred Alternative and the ***Selected Alternative*** and may need to be relocated.

4.3.3 Railroads

CSX Transportation, Inc. operates all railroad crossings in the study area. Coordination with CSX Transportation indicates that there are currently eight crossings located within the study area. Crossings are at I-275 and Rome Avenue, I-4 and 30th Street, I-4 and 37th Street, the Crosstown Expressway east of Nebraska Avenue, the Crosstown Expressway between 22nd and 26th Streets, the Crosstown Expressway and 52nd Street, 31st Street (the Crosstown Connector) between 5th and 7th Avenues, and 31st Street at 1st Avenue. The tracks have been removed at the Rome Avenue crossing, and CSX Transportation has no plans of providing rail service at this crossing in the future.

For the seven active railroad crossings along I-4, the Crosstown Expressway, and the proposed Crosstown Connector corridor, the CSX daily transport of freight cargo and Amtrak passenger services will not be impacted by either the Long-Term Preferred Alternative or the ***Selected Alternative***.

4.3.4 Telephone Service

Telephone service is provided to the study area by General Telephone Electronics, Inc. of Florida (GTE). Buried telephone lines in various locations along the study area will be impacted by both the Long-Term Preferred Alternative and the ***Selected Alternative*** and may need to be relocated.

4.3.5 Natural Gas Service

Natural gas service is provided to the study area by Peoples Gas, Inc. Natural gas mains ranging in size from 5 cm (2 in.) to 30 cm (12 in.) will be impacted by both the Long-Term Preferred Alternative and the ***Selected Alternative*** and may need to be relocated.

4.3.6 Cable Television Service

Cable television service is provided to the study area by Time Warner. Cable television lines will be impacted by both the Long-Term Preferred Alternative and the ***Selected Alternative*** and may need to be relocated.

4.4 CULTURAL RESOURCES

Existing cultural resources within the project study limits, including archaeological and historic properties, parks and recreational facilities, and bicycle and pedestrian facilities are previously discussed in Section 3.4 of this document. The following discusses potential impacts to cultural resources and secondary impacts as a result of the Long-Term Preferred Alternative followed by a discussion of the impacts associated with the ***Selected Alternative***.

4.4.1 Archaeological and Historic Properties

As noted in Section 3.4.1, an archaeological and architectural background study of previously recorded cultural resources within the study area and study alignment was conducted. This study

and all subsequent research was performed pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended; 36 CFR 800, "Protection of Historic Properties," 23 CFR 771; and Federal Highway Administration Technical Advisory T6640.8A and all applicable Federal Aid Policy Guide transmittals. The Federal Highway Administration (FHWA), in applying the Criteria of Effect (36 CFR, Part 800.5 and 36 CFR, Part 800.9), consulted with the State Historic Preservation Officer (SHPO), the Advisory Council on Historic Preservation (ACHP), and the Department of the Interior (National Park Service) regarding the "Determination of Effect" for this project. The coordination resulted in a Section 106 Memorandum of Agreement (MOA) concerning mitigation of impacts to the historic properties. A copy of the MOA is included in Appendix E. See the TIS Effects Analysis Report and Section 5.0 of this report for information regarding impacts to historic properties.

The Long-Term Preferred Alternative was selected during Phase I of the Tampa Interstate Study (Master Plan). The Cultural Resource Assessment Survey of the Tampa Interstate Study Activity A, Task I (EA), Project Area, (December 1990), the Cultural Resource Assessment Survey of the Tampa Interstate Study Activity A, Task II (EIS) Project Area (April 1992) and An Archaeological Assessment Survey of the Tampa Interstate Study Activity A, Task II (EIS) Project Area, (October 1993) were completed to locate any previously unrecorded archaeological sites, historic sites or historic structures located within the proposed right-of-way, and to assess such sites for their potential eligibility for listing on the *National Register of Historic Places*. In addition, several surveys of the Area of Potential Effect (APE) were completed to identify any previously unrecorded historic structures, and to access such sites for their potential eligibility for listing on the *National Register of Historic Places*. According to 36 CFR, Part 800, the APE includes the geographic area or areas within which an undertaking may cause changes in the character or use of historic properties, for example, properties within the proposed right-of-way. The APE is depicted in Section 5.0, Section 4(f) Evaluation.

4.4.1.1 Historic Architectural Properties

A survey to identify historic structures within the proposed right-of-way of the Long-Term Preferred Alternative located a total of 113 Contributing Structures within the Ybor City National Historic Landmark District, the West Tampa National Register Historic District, and the Tampa Heights Multiple Property Listing (MPL). A summary of information concerning historic structures within these districts follows:

- Ybor City National Historic Landmark District

  Contributing Structures within District = 948
  Contributing Structures within the proposed right-of-way = 101

- West Tampa National Register Historic District

  Contributing Structures within District = 886
  Contributing Structures within proposed right-of-way = 6

- Proposed Tampa Heights Multiple Property Listing (MPL)

  Potentially Contributing Structures within the proposed District = 21
  Potentially Contributing Structures within the proposed right-of-way = 6

- Seminole Heights National Register Historic District

  Potentially Contributing Structures within the proposed district = 256
  Potentially Contributing Structures within the proposed right-of-way = 0

In addition to the 113 impacted Contributing Structures located within the existing and proposed districts, 3 individual properties listed or eligible for listing on the *National Register of Historic Places* will be directly impacted by the proposed improvements. These three individual properties are as follows: Arquelles, Lopez and Brothers Cigar Factory (8HI964); Fernandez y Rey House (8HI4096), and Washington Junior High School (8HI4172). These three structures are discussed in the Section 4(f) Evaluation contained in Section 5.0 of this document.

The Selected Alternative impacts considerably fewer historic properties located within the proposed right-of-way. Contributing structures within the districts and multiple property listing that are within the proposed right-of-way for the Selected Alternative are as follows: 36 in the Ybor City National Historic Landmark District, none in the West Tampa National Register Historic District, and none in the Tampa Heights Multiple Property Listing. In addition to these 36 impacted contributing structures, the Arguelles, Lopez and Brothers Cigar Factory (8HI4172), which is individually eligible for the National Register of Historic Places, will be directly impacted by the Selected Alternative.

In addition to properties located within the proposed right-of-way, historic properties were evaluated within the APE as defined by Section 106 of the National Historic Preservation Act of 1966, as amended; 36 CFR 800, "Protection of Historic Properties," and 23 CFR 771. According to 36 CFR, Part 800.2(c), the APE is defined as, "the geographic area or areas within which an undertaking may cause changes in the character or use of historic properties, if any such properties exist." The APE was determined over a lengthy process, which included substantial coordination with the SHPO and the Advisory Council on Historic Preservation. In addition, early in the study, a Cultural Resources Committee (CRC) was established to coordinate and assure that appropriate attention was given to cultural resources. The committee consisted of representation from the SHPO, FHWA, FDOT and their consultant, and HT/HCPB. At the September 17, 1992 CRC Meeting, the methodology for determining potential effects was decided. Minutes from the CRC meetings, a detailed discussion of establishing the APE, and special areas of concern (i.e., the downtown interchange) are addressed in the Effects Analysis Report, published separately.

The Advisory Council on Historic Preservation has established criteria (36 CFR Part 800) to determine whether a proposed project will have an effect on a property listed in or eligible for inclusion in the *National Register of Historic Places*. "Effect" and "adverse effect" are defined in 36 CFR, Part 800.9, Subsection a), as follows:

> "An undertaking has an effect on a historic property when the undertaking may alter characteristics of the property that may qualify the property for inclusion in the National Register. For the purpose of determining effect,

alternation to features of the property's location, setting, or use may be relevant depending on a property's significant characteristics and should be considered."

An adverse effect is further defined in Subsection b) as follows:

> "An undertaking is considered to have an adverse effect when the effect on a historic property may diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Adverse effects on historic properties include, but are not limited to:
>
> (1) Physical destruction, damage, or alteration to all or part of property;
>
> (2) Isolation of the property from or alteration of the character of the property's setting when that character contributes to the property's qualification for the National Register;
>
> (3) Introduction of visual, audible, or atmospheric elements that are out of character with the property or alter its setting;
>
> (4) Neglect of a property resulting in its deterioration or destruction; and
>
> (5) Transfer, lease, or sale of the property."

Twenty-four individual properties listed or eligible for listing in the *National Register of Historic Places* were identified during the historic resources survey. Three of the properties will be acquired and 21 of the properties were determined to have no adverse effect as a result of the proposed undertaking. The three individual properties adversely effected include the Fernandez y Rey House, the Washington Junior High School and the Arguelles, Lopez, and Brothers Cigar Factory.

Six of the 912 contributing structures within the West Tampa National Register Historic District would be acquired. In addition, the proposed undertaking introduces new visual elements which "are out of character with the property and alter its setting." (36 CFR, Part 800.9(b)(3)). Twelve properties will be visually affected. The effect, however, will not alter the overall significance of the district nor the reasons for its eligibility.

Acquisition of 101 of the 948 contributing structures within the Ybor City National Register Historic Landmark District would be required with the proposed undertaking. It would also have an adverse effect on the contributing structures within the district but outside of the proposed right-of-way by introducing visual and/or audible elements that are out of character with the property and would alter the setting. The proposed undertaking would adversely affect 46 properties outside the proposed right-of-way. The effect, however, will not alter the overall significance of the district nor the reasons for its eligibility.

In the proposed Tampa Heights MPL, acquisition of 2 of the 6 individual structures eligible for listing in the National Register and 4 of the 15 contributing structures within the proposed Palm Avenue mini-district would be required. The proposed undertaking would also have an adverse effect on 6 contributing structures within the proposed Tampa Heights MPL by introducing visual and/or audible elements that are out of character with the property and would alter the setting. The 6 properties are located outside the proposed right-of-way. The effect, however, will not alter the overall significance of the district nor the reasons for its eligibility.

The Selected Alternative impacts will result in far fewer visual and auditory adverse effects to the surrounding communities and historic structures. Indirect adverse effects include five structures in the Ybor City National Landmark District.

The proposed mitigation and minimization of the adverse effects for individually significant structures and for structures within the West Tampa National Register Historic District, the Ybor City National Register Historic Landmark District, and the proposed Tampa Heights MPL are discussed in the Effects Analysis Report, and addressed in the Memorandum of Agreement (MOA). A copy of the MOA is included in Appendix E.

4.4.1.2 Archaeological Sites

The field investigation of the project study limits resulted in the documentation of a total of 31 archaeological sites, 12 historic archaeological sites and 19 prehistoric archaeological sites. Of the 12 historic archaeological sites, 6 sites (8HI848-9, 8HI917, 8HI3663, 8HI3705, and 8HI3728) had previously been assigned site file numbers, but no archaeological research had been performed on the sites. Of the 19 prehistoric archaeological sites, 2 sites (8HI323 and 8HI1077) had previously been assigned a site file number and researched. Of these 2 prehistoric archaeological sites, 1 site (8HI1077) was determined to be beyond the limits of the project study area and no indication of a site-related village was found. Exhibit 3.6, previously referenced, illustrates the approximate location of these 2 existing prehistoric archaeological sites and 6 existing historic archaeological sites. The additional 23 archaeological sites (6 historic and 17 prehistoric) were recorded as a result of this study as shown below.

	Prehistoric Archaeological Sites	**Historic Archaeological Sites**	**Total**
Identified Prior to TIS	2	6	8
Identified as a Result of TIS	17	6	23
Total	**19**	**12**	**31**

Of the 31 archaeological sites identified, 6 prehistoric archaeological sites are located along I-275 between the Howard Frankland Bridge and the Dale Mabry Highway interchange. Of the 6 sites, 2 sites (8HI323 and 8HI1077) had previously been researched and 4 sites were identified as a result of this study. Based on background research, a field survey of the project area, and coordination with the State Historic Preservation Officer (SHPO), the project will not involve any archaeologic or historical properties in this area. The FHWA, after consultation with the SHPO, has determined that no resources listed or eligible for listing on the *National Register of Historic Places* will be impacted. A letter of concurrence dated March 5, 1992 from the SHPO is included in Appendix B.

Of the 31 archaeological sites identified, 12 historic archaeological sites are located in the project study area east of Dale Mabry Highway. Of the 12 sites, 6 sites (8HI848-9, 8HI917, 8HI3663, 8HI3705, and 8HI3728) had previously been assigned site file numbers, but no archaeological research had been performed, and 6 sites were identified as a result of the TIS.

Most of the 12 historic archaeological sites located in the area east of Dale Mabry Highway were defined by artifacts recovered from a mottled grey/brown sand zone that underlies the sod or humic zones that extend throughout most of these neighborhoods. A few sites contained intact trashpits or concentration of historic debris in the side or back yards. None of the materials recovered pre-date the buildings that currently stand, or that until recently stood on these lots. Based on the research, the 12 historic archaeological sites identified are not considered to be of national, state, or regional significance, and all are considered not eligible for listing on the *National Register of Historic Places*. In addition, based on the findings of the survey, it is the opinion of the SHPO that the proposed activities within the study area are unlikely to affect the archaeological properties listed or eligible for listing on the National Register. A letter dated October 25, 1993 from SHPO concurring with this determination is included in Appendix B.

Of the 31 archaeological sites identified, 13 prehistoric archaeological sites are located in the project study area east of Dale Mabry Highway. All 13 sites were identified as a result of the TIS.

Most of the 13 prehistoric archaeological sites located in the area east of Dale Mabry Highway were considered to be short-term uses of site locales or the redeposition of culturally modified stone during construction of I-275, I-4, or any of the in-fill or ground-disturbing activities undertaken prior to house or building construction. The production and maintenance of stone tools is the major site activity for which ample evidence was recovered. The sites range in age from the Middle Archaic (circa 5000 B.C.) to Safety Harbor times (A.D. 900-1528). Although the recorded location and testing at these sites produced important information, the 13 prehistoric archaeological sites documented are considered not eligible for listing on the *National Register of Historic Places*. In addition, based on the findings of the survey, it is the opinion of the SHPO that the proposed activities within the study area are unlikely to affect the archaeological properties listed or eligible

for listing on the National Register. A letter dated October 25, 1993 from SHPO concurring with this determination is included in Appendix B.

The Selected Alternative will impact properties listed or eligible for listing on the National Register of Historic Places under Section 106 of the National Historic Preservation Act. The Selected Alternative will directly impact 36 contributing structures in the Ybor City National Historic Landmark District and one individual structure listed or determined eligible for listing on the National Register of Historic Places. Five structures within the Area of Potential Effect (APE) will be indirectly adversely affected by the proposed improvements. Mitigation for the impacts are documented in the Memorandum of Agreement (MOA) included in Appendix E. A total of 31 archaeological sites (12 historic archaeological sites and 19 prehistoric archaeological sites) were investigated as part of the cultural resources survey. Based on the findings of the survey, no archaeological properties will be impacted by the proposed project. Through coordination with the SHPO, FHWA, and the Advisory Council on Historic Preservation, a Section 106 MOA has been developed consisting of commitments concerning mitigation for the historic structures and provisions for treatment of emergency archaeological finds during project construction. The FHWA has determined that there are no prudent and feasible alternatives to the proposed action, and all practicable measures to minimize harm to historic structures have been taken.

4.4.2 Parks and Recreational Facilities

A proximity effects analysis was conducted for the 16 parks and recreation facilities located adjacent to, or in the vicinity of, the project. Potential direct and indirect effects associated with the proposed interstate improvements, with respect to right-of-way acquisition, noise, visual effects, and access, were evaluated at each park based on field observations and analysis using the preliminary concept plans. The results of the analysis are presented in Section 5.0 and in the Section 4(f) Parks and Recreational Analysis (March 1994), published separately. In a letter dated March 25, 1994, the City of Tampa found the report to be complete and concurred with the findings. A copy of the letter is contained in Appendix B.

Only one park, Perry Harvey Park, will be directly affected by project right-of-way acquisition. In a letter dated May 19, 1994, the FHWA determined that the proposed improvements constitute a Section 4(f) use at Perry Harvey Park. A copy of the letter is contained in Appendix B. None of the other 15 parks and recreation sites will be affected directly or indirectly by the project. Two coordination meetings with the City of Tampa Parks and Recreation Departments, and three meetings with Councilman Perry Harvey, Jr. and representatives from the adjacent community were conducted to discuss the effects at Perry Harvey Park and potential mitigation measures.

Proposed interstate improvements, specifically those associated with expansion of the Orange Street ramps, will require acquisition of a 5- to 9-m (15- to 30-ft.) wide linear strip along the western side of Perry Harvey Park. This action will reduce the total size of the park by approximately 0.4 ha (1.1 ac.), possibly result in a direct effect to the skateboard facility, and require minor realignment of the exercise/jogging paths.

To address the potential impacts to Perry Harvey Park, a conceptual mitigation plan has been prepared for the park. Berms and landscape materials will be used adjacent to the park's western boundary to attenuate the visual impact of the proposed noise barrier, and to reinforce the pedestrian character of the park. Some unnecessary parking spaces will be removed at the City's request to accommodate the revised park amenities. Primary vehicular access will be rerouted to utilize the remaining parking areas. Walkways and paths will be realigned as necessary to maintain the functional integrity of the facilities and a new 3-m (10-ft.) wide path will accommodate authorized vehicles. At the request of the City, the skateboard facility will be relocated, most likely to Rowlette Park or another location to be designated by the City. In addition, the FHWA will provide for the construction of a new Kid Mason Fendall Center at Perry Harvey Park to address the issue of safety in crossing Orange Avenue to reach the existing Kid Mason Fendall facility. The relocation of this recreation facility to Perry Harvey Park will provide a more safe and cohesive recreational environment in this predominantly minority and low-income neighborhood.

Although the Long-Term Preferred Alternative will impact approximately 0.4 ha (1.1 ac.) of the existing park, it will also provide lasting positive effects to the park. The closure of segments of

Central Avenue and Kay Streets at the northern end of the park will result in a more contiguous park, and create an additional 0.2 ha (0.5 ac.) of parkland. This action will result in a total net loss of 0.2 ha (0.6 ac.) from Perry Harvey Park. The mitigation plan includes other positive proposals such as renovating the water-play area and improving other park facilities to bring them up to current standards.

In summary, proposed right-of-way acquisition along the western side of Perry Harvey Park associated with the Long-Term Preferred Alternative to I-275 will directly affect the size and usage of the park. The proposed noise barrier along the park's western border will affect views to the north and west. However, a proposed mitigation plan, with measures as previously discussed, will maintain existing park uses. As a result, the Long-Term Preferred Alternative to I-275 will not substantially impair nor diminish the park's activities, features, or attributes. For additional information concerning this property and the avoidance and minimization of harm alternatives evaluated along with the Long-Term Preferred Alternative, reference Section 5.0 of this document.

Other recreational facilities which will be directly impacted by the Long-Term Preferred Alternative include the privately owned Boys and Girls Clubs of Tampa Bay, Inc. West Tampa facility, previously discussed in Section 4.1.3.4 - Other Services.

The Selected Alternative will impact less than 0.1 ha (approximately 0.1 ac.) of Perry Harvey Park, requiring a Section 4(f) Evaluation under Section 4(f) of the U.S. Department of Transportation Act of 1966. The right-of-way impact is confined to the northernmost fragment of the park, bounded by Estelle Street to the south, Central Avenue to the west, Lamar Avenue to the east, and Henderson Street to the north. This small disconnected parcel, comprising approximately two percent of the total park area, receives little visitor activity and contains no visitor facilities. Several avoidance and minimization of harm alternatives were developed and evaluated. A detailed discussion of these alternatives and their impacts to Perry Harvey Park is contained in Section 5.0. The FHWA has determined there is no feasible or prudent alternative to the use of the park for public transportation purposes. The impact to the park is anticipated

to be minor and should not substantially impair nor diminish the park's activities, features, functions, attributes, or usage.

4.4.3 Pedestrian and Bicycle Facilities

Pedestrian and bicycle travel along interstates and expressways is prohibited. However, the proposed interstate improvements include provisions for the future development of pedestrian and bicycle facilities on cross streets. All new interstate overpasses have been developed to ensure that all cross streets have sufficient room to accommodate pedestrian and bicycle facilities during future local road improvement projects. Bicycle lanes and sidewalks will accommodate bicycle and pedestrian movements on all cross streets.

The Hillsborough County Comprehensive Bicycle Plan shows existing, proposed, and needed bicycle facilities throughout the county. According to the plan, the existing roads with bicycle accommodations which pass beneath the interstate are Dale Mabry Highway, Himes Avenue, and Armenia Avenue. The roadways with bicycle accommodations which begin or terminate at the interstate are Habana Avenue and Ashley Street. The proposed improvements will have no adverse impact on existing pedestrian and bicycle facilities and will accommodate the future development of those facilities on all cross streets. The Long-Term Preferred Alternative is consistent with the City of Tampa sidewalk program and the Hillsborough County Comprehensive Bicycle Plan. Based on the plan, three existing bicycle facilities cross under the interstate at Lincoln Avenue, Willow Avenue, and Central Avenue.

The proposed Tampa Heights Greenway, discussed in Section 5.0, will include a multipurpose recreational trail for bicyclists, pedestrians, and roller-bladers. Within the Greenway, trail users will be able to access Morgan Street for travel beneath the interstate into downtown, or proceed west toward the City of Tampa's riverwalk recreational corridor, a proposed multipurpose trail located along the Hillsborough River and part of the Hillsborough County Greenways Master Plan. The proposed corridor will pass beneath I-275 along the Hillsborough River. The TIS project will have no impact on the proposed recreational corridor.

The Selected Alternative will have no adverse impact on existing pedestrian and bicycle facilities. Proposed improvements that include reconstruction of the interstate include provisions for the future development of pedestrian and bicycle facilities on cross streets. The operational and safety improvements proposed will at a minimum maintain current access for pedestrians and bicyclists and strive to improve it given the constraints of modifying existing structures to allow for a wide local street cross section. The Selected Alternative is consistent with the City of Tampa sidewalk program and the Hillsborough County Comprehensive Bicycle Plan.

4.4.4 Secondary Impacts

The most significant secondary impact associated with the project will be the visual impact of the proposed improvements. To incorporate the Hillsborough County City-County Planning Commission (HCC-CPC) development criteria and the Design Amenities Program for TIS developed during Phase I, the TIS Urban Design Guidelines were developed based on public input to minimize the secondary impacts to land uses and neighbors adjacent to the system as well as users of the freeway.

Visual impacts deal with the degree of change or influence an action or modification has on a view, scenic resource or man-made features. From the inception of TIS to the selection of the Long-Term Preferred Alternative, visual impacts and aesthetic implications of constructing the proposed project has been considered within the project study limits.

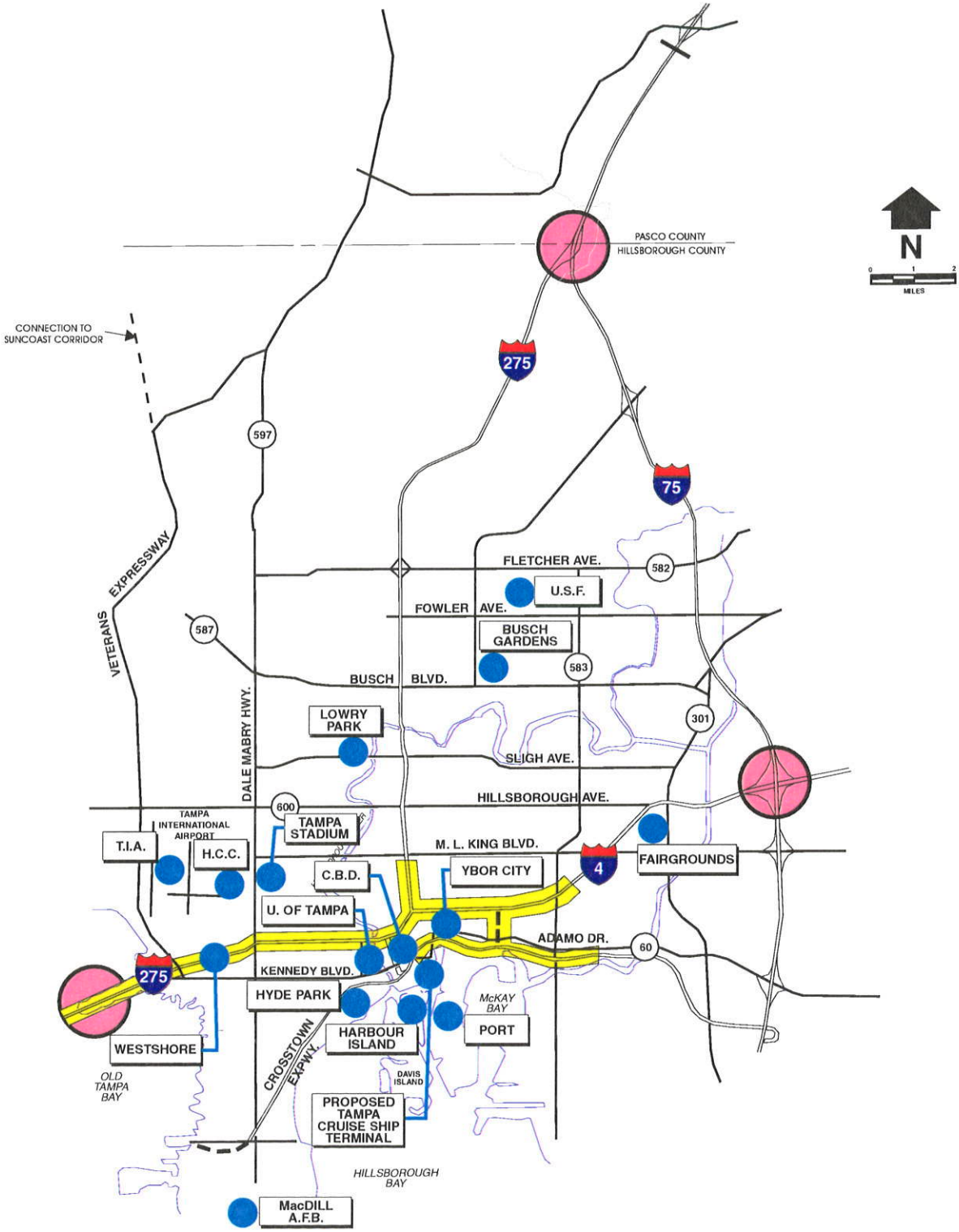
Visual impacts involve the viewer's response to a resource change. The extent of potential visual contrast/compatibility effects with adjacent land forms and land uses are addressed from two vantage points: the roadway user traversing the system, and those "neighbors" looking to the roadway from outside the system. The Long-Term Preferred Alternative offers the opportunity to create the positive image of a livable roadway, a roadway that is in harmony with the surrounding land uses, as well as within the character of the Tampa Bay area. Baseline methods to improve the overall aesthetics and unity of the project have previously been established during the Phase I Master Plan, with areas identified to establish a hierarchy of levels for visual enhancement.

To accomplish the design goals of the Long-Term Preferred Alternative, the gateways, portals, and unique areas previously identified by the FDOT were reviewed. Areas of special emphasis to enhance the image of the area include portals, which refer to entrances and exits to the interstate system. These portals provide access to major destination points, including Ybor City, the Central Business District, Harbour Island, Garrison Seaport Center, Florida Aquarium, Port Tampa, University of Tampa, and Tampa Stadium, as shown in Exhibit 4.4. Aesthetic treatment at these portals provides an opportunity to physically and visually extend the system and connect its visual improvements with the community, at street level, where people can best experience and benefit from the effect.

These major gateways were identified, as part of the Master Plan study, as entrances to the Tampa metropolitan area. These will provide an effective method of development to enhance the image of the interstate and to create a signature for the City of Tampa.

An Urban Design Agency Liaison Group was established during the Master Plan to oversee the Urban Design/Amenities of the Tampa Interstate Study. Several meetings were held to brainstorm effective methods to receive public input. Two meetings were held in which specific concerns of the Urban Design Guidelines were defined. Section 8.3.10.5 of this document provides more information regarding the functions of the Urban Design Agency Liaison Group and the participants.

Community workshops were held in the Westshore area, West Tampa, Tampa Heights/CBD, and Ybor City to explain the purpose of the Urban Design Guidelines, and receive input concerning potential mitigation methods/ techniques. These four meetings concentrated on obtaining preferences and concerns of each specific community. A summary of the four workshops may be found in Section 8.3.8 of this document. In addition, two Historic Resources Public Workshops were held on November 12, 1992 and October 25, 1993 in which the community was asked to express their opinions on candidate urban design elements. Summary comments from each workshop may be found in two reports entitled, TIS Historic Resources Public Meeting Comments Summary Working Paper (March 1993) and TIS Historic Resources Public Workshop II Comments Summary Working Paper (February 1994).



LEGEND

- Gateway Areas
- Destination Points
- Study Area
- Proposed Roadway

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY PHASE II

Hillsborough County, Florida

GATEWAYS AND DESTINATIONS

EXHIBIT 4.4

Unique neighborhoods will be complemented on a localized basis through flexible guidance provided by the Urban Design Guidelines. This guidance reflects the need to ensure continued neighborhood viability and to reduce visual or physical intrusion to the greatest degree practical.

The physical design components that minimize the visual impacts of the proposed activity include both man-made and natural elements. Walls and embankments, decorative fencing, sign supports, guard rails, lighting, specialty pavement, and street furnishings comprise the man-made elements, while landscape materials, land forms, open space, and water resources constitute the natural design features. Creative implementation of grading in the final design will blend landforms with the surrounding environment.

Walls and embankments required for structural considerations will function as design elements and aesthetic improvements. These functional necessities become architectural features by the texturing of vertical surfaces, colonized concrete, and terracing (where feasible). Representative examples of wall and embankment treatments are shown in Exhibits 4.5 and 4.6.

Barriers necessary for noise attenuation shall be implemented as a vertical design element in the measures to minimize impacts. Due to the flat terrain of the study area, the most evident visual impacts associated with the proposed project will be the heights of noise walls proposed to reduce the noise impacts on predominantly residential structures. Proposed noise barriers range from 3.6 m to 6.0 m (12 to 20 ft.), averaging 5.1 m (17 ft.) in height. In many locations where the existing roadway is at-grade, the proposed roadway built on a fill slope section or with retaining walls will be 0.3 m to 6.0 m (1 to 20 ft.) higher than it exists today. Proposed noise barriers may be atop these retaining walls. It is most important that these barriers meet both the acoustic and aesthetic goals for the project as identified in the TIS Master Plan Report, the Urban Design Guidelines, and the current Noise Study Report for the Long-Term Preferred Alternative.

Bridge structures have a significant impact on the visual quality of the roadway system. Attention must be given to scale, proportion, form, color, as well as function. Bridge structures shall be architecturally compatible with the design theme and all other design elements. The Addendum to



FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

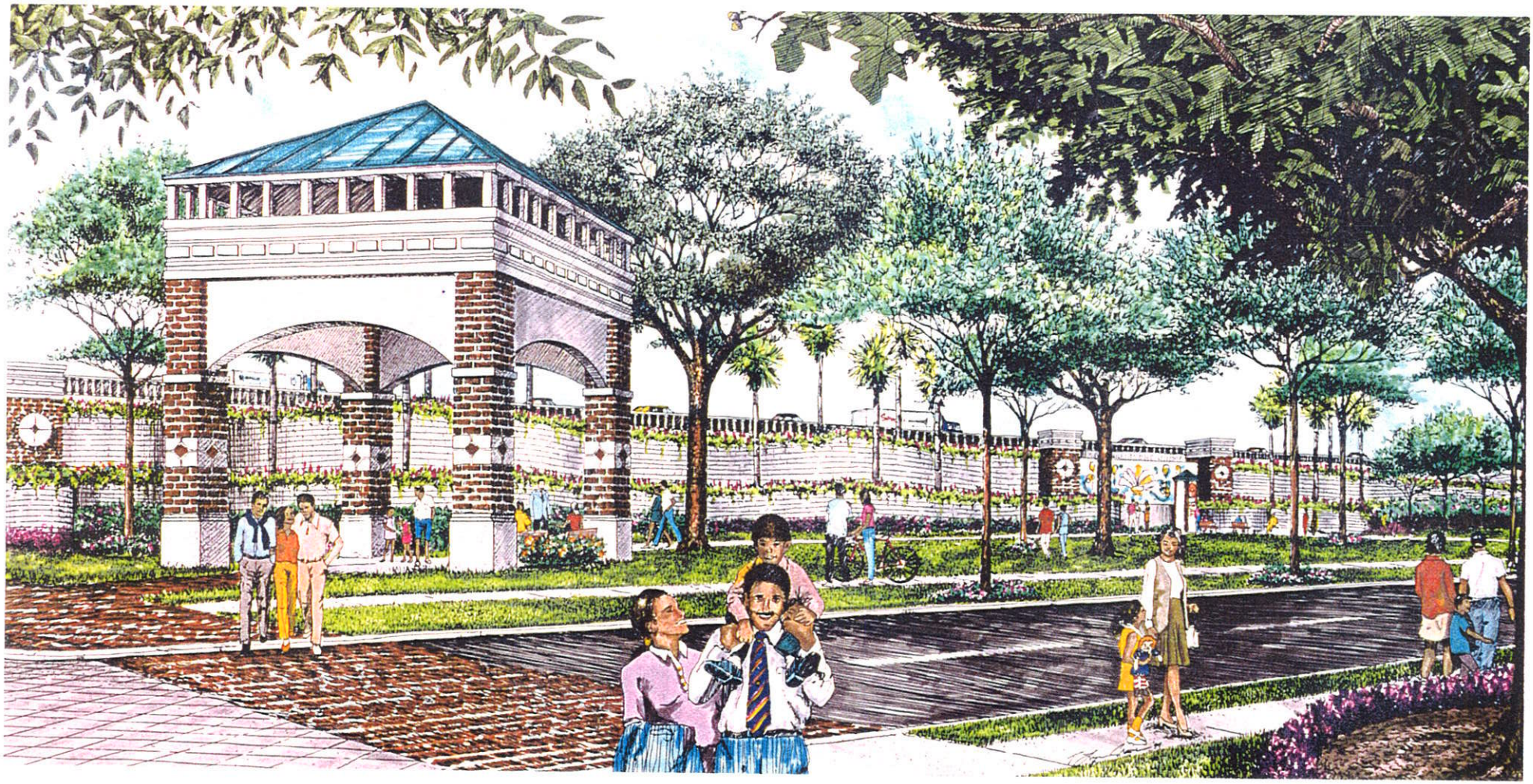
TAMPA INTERSTATE STUDY

PHASE II

Hillsborough County, Florida

REPRESENTATIVE EXAMPLE OF WALL AND EMBANKMENT TREATMENTS

EXHIBIT 4.5



FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY

PHASE II

Hillsborough County, Florida

REPRESENTATIVE EXAMPLE OF WALL AND EMBANKMENT TREATMENTS

EXHIBIT 4.6

the TIS Task G.1 - Structural Conceptual Analysis Technical Report (March 1989) emphasizes the importance of aesthetics in the interstate reconstruction, and identifies aesthetic treatments defined in the FDOT's Structures Design Guidelines as level 2 (moderate) and level 3 (urban) within the study area limits. Level 2 (moderate), from 36th Street/I-4 east to the 50th Street interchange, a portion of the Crosstown Connector from 7th Avenue to the Crosstown Expressway, and the Crosstown Expressway from Kennedy Boulevard east to Maydell Drive, consists of structural systems such as hammerhead or "T" shaped piers, oval or polygonal shaped columns, integral caps, piers in lieu of bents, and provides smooth transitions at superstructure depth change locations. An urban level (level 3), located from the Howard Frankland Bridge to Dr. Martin Luther King, Jr. Boulevard and from the I-4 downtown interchange to 36th Street, is defined as where the designer should create the ideal aesthetic treatment. Such treatment will assure these structures to be significant elements in the design amenities of the project. For specifics concerning aesthetic treatment for structures, see the Urban Design Guidelines.

Multiple right-of-way use opportunities should be maximized for use on the ground plane underneath these proposed bridges. Potential uses include parking, plazas, linear or pocket parks, pedestrian walks, and retention areas with both lighting and water feature treatments.

Design and placement of miscellaneous hardscape elements such as barriers, fences, signage, and lighting must be carefully considered. Coordination between hardscape elements and other facilities is critical in creating a sense of unity to the project, and to minimize distracting visual clutter along the roadway. Alternatives for traditional chainlink fences required along limited access roadways have been defined in the Urban Design Guidelines. Such candidate solutions include vinyl-clad chainlink and vertical rail aluminum fencing. The design intent is to provide a more visually pleasing character to the limits of the roadway environment within the established urban environment.

Consolidating poles for lighting, utilities, and signage should be implemented where possible to reduce clutter. Streetscape elements in areas of special consideration, such as Ybor City, West Tampa, and the CBD/Tampa Heights area shall be of an exceptional quality reflecting the unique

attributes of each district within the study limits. Materials chosen should be consistent with the overall design theme, while exceeding minimum engineering safety standards.

Landscape treatment complements the hard edge design of the man-made elements of the interstate system, while providing scale modulation and climate mediation. When used effectively in design implementation, such treatments can screen undesirable areas, enhance areas by creating positive viewsheds, provide erosion control, and mitigate potential noise impacts. Landscape materials can be aesthetically blended with the other design elements to produce a safe and pleasant experience for users both on and off the interstate system.

The landscape proposed for the Long-Term Preferred Alternative is based on a hardy, drought resistant palette of native or indigenous vegetation. Recommended plant materials are listed in the Urban Design Guidelines and include wildflower plantings, where appropriate, in accordance with federal funding requirements for highway landscaping.

The landscape design criteria were developed as an integral part of the roadway improvements within the master planning process and are continued during the environmental documentation phase for the Long-Term Preferred Alternative. These criteria include the provision for the incorporation of existing plant material into the proposed project. Inventory of existing plant materials and criteria for feasibility of relocation to holding areas should be incorporated into preliminary design phases of the interstate reconstruction.

The proposed roadway reconstruction will require additional stormwater management facilities within the project study area. Selected retention areas offer the opportunity for aesthetic enhancement in the creation of water features. These water features should include aquatic plantings where possible to provide an effective transition to upland plantings, as well as biological filtration for water quality treatment. Fountains could be used in exclusive locations to serve a dual purpose: as a visual design element and to enhance water quality by aerating the retention areas.

The incorporation of existing open space into the proposed project will provide visual linkages to isolated pockets of open space along the corridor. Opportunities to link open space areas will be evaluated in the design phase of the project. To minimize potential community impacts of the proposed action, provisions for a greenway are currently underway. The proposed development program for the Tampa Heights Greenway, located directly north of I-275 from the Hillsborough River to Columbus Avenue, includes both passive and active recreation facilities. Among the proposed facilities for this urban greenway are bikepaths and pedestrian walkways that provide links to the CBD and other recreation facilities, in an effort to complement the county's comprehensive bicycle plan.

In summary, the relatively flat terrain of the project study area combined with the proposed structural improvements to the interstate system, including areas of continuous noise barriers, result in potential secondary impacts. The mitigation of these visual impacts of the proposed action have been developed with extensive public input and offer unique opportunities for aesthetic enhancement to create a positive image for the Tampa Bay area. Implementation of these aesthetic enhancements will provide a safe and pleasant environment in which to travel and in which to live. The TIS project presents a major opportunity to recognize the potential of the interstate as an important unifying community element.

The Urban Design Guidelines will be implemented as part of the Selected Alternative, primarily in those design segments containing much new construction and removal of the old structures. The Urban Design Guidelines will be limited in application for the downtown interchange operational/safety improvements. The Urban Design Guidelines were developed to minimize secondary impacts to land uses adjacent to the system as well as to users of the interstate. The Urban Design Guidelines incorporate the Hillsborough County City-County Planning Commission (HCC-CPC) development criteria and the Design Amenities Program for TIS developed for TIS during Phase I. The guidelines address 13 design elements: bridge structures, retaining walls and embankments, noise walls, lighting, fencing, sign supports, stormwater management areas, landscaping, pavement and streetscape, opportunities for public art, utilities, mounds and grading, and recreation facilities and architectural elements. The guidelines have

been approved by federal, state, and local agencies and ensure appropriate mitigation in certain design segments.

For additional details on the guidelines developed for the interstate design, reference the TIS Urban Design Guidelines (December 1994).

4.5 PHYSICAL ENVIRONMENT

4.5.1 Air Quality

A microscale analysis was performed to evaluate the impact of the Long-Term Preferred Alternative on future air quality conditions. The microscale analysis examines the generation and localized transport of carbon monoxide (CO), the most prevalent pollutant emitted from motor vehicles. In accordance with FDOT guidelines, the MOBILE5a emissions factor model, and the CALINE3 and CAL3QHC dispersion models were used in the evaluation. The results of the modeling were used to compare the No-Action Alternative and the Long-Term Preferred Alternative and to indicate whether or not motor vehicle emissions in the project vicinity would contribute to CO concentrations in exceedance of the National Ambient Air Quality Standards (NAAQS).

A "worst-case" approach was taken in the analysis. The premise of this approach is that CO concentrations elsewhere along the project corridor will be lower than these worst-case locations. The northern project limits, including the transitional roadway segment, and all areas within the project were considered when determining "worst-case" sites. After reviewing traffic data and aerial photography to identify areas having a combination of heavy traffic volumes, low vehicular speeds and nearby reasonable receptor sites, the I-275/Dale Mabry Highway, the I-275/Dr. Martin Luther King, Jr. Boulevard and the I-275/North Boulevard interchanges were selected for the microscale analysis. Additional details concerning modeling assumptions and methodology are provided in the TIS - EA Task A.5.a - Air Quality Report (June 1993) and TIS - EIS Task A.5.a - Air Quality Report (December 1994) prepared for this project.

CO concentrations at representative, "worst-case" receptors were simulated at the I-275/Dale Mabry Highway, I-275/Dr. Martin Luther King, Jr. Boulevard and I-275/North Boulevard interchanges. The receptor sites represent areas where the public has routine access and may spend one to several hours. CO concentrations were predicted at each receptor site for the year 2010 to coincide with the project's design year. For comparative purposes, the microscale analysis was performed for both the No-Action Alternative and the Long-Term Preferred Alternative.

Peak-hour traffic volumes and roadway operating conditions were obtained from the TIS Traffic Memorandum, published separately. Other input data such as vehicle mix, operating mode and air temperature were obtained from the FDOT's Project Development and Environment (PD&E) Manual.

In order to determine the most critical wind angles, a series of 36 wind directions (10° - 360° at 10° intervals) was simulated over the modeling grid. Other simulated worst-case meteorological factors included an average wind speed of one meter per second, an atmospheric mixing height of 1,000 meters and Class D for atmospheric stability.

Implementing all of the improvements recommended in the TIS Master Plan will require a series of staged construction projects. The opening year for the various projects will be staggered over several years, and the opening of a particular project segment will affect traffic volumes and operational characteristics on other project segments with different opening dates. Therefore, since a single opening year for the ultimate improvement of the Tampa interstate system cannot be established, an opening year analysis was not conducted.

The results of the microscale analysis are presented in s 4.3, 4.4, and 4.5. Contributions from future-year traffic and a background CO value of 2.0 parts per million (ppm) are included in the projected concentrations. The background concentration is based on the PD&E Manual and the Florida Department of Environmental Protection guidelines. Both the one-hour and eight-hour values are provided. The NAAQS for CO are 35 ppm and 9 ppm for one-hour and eight-hour concentrations, respectively.

As shown in Table 4.3, for the year 2010, the predicted highest one- and eight-hour CO concentrations under the No-Action Alternative at the I-275/Dale Mabry Highway interchange are 11.8 ppm and 6.4 ppm, respectively. For the Long-Term Preferred Alternative, the highest one-hour value is 7.5 ppm and the highest eight-hour value is 4.5 ppm, a decrease from the No-Action Alternative. The projected reduction in CO levels for the Long-Term Preferred Alternative is a result of improved motor vehicle mobility, faster operating speeds and reduced stop-and-go driving that would be realized with the proposed improvements. CO concentrations are expected to remain below the NAAQS at all receptor sites in the vicinity of the I-275/Dale Mabry Highway interchange for the No-Action and the Long-Term Preferred Alternative.

As shown in Table 4.4, for the year 2010, the predicted worst-case one- and eight-hour CO concentrations in the vicinity of the I-275/North Boulevard interchange are 12.4 ppm and 6.7 ppm under the No-Action Alternative. By comparison, the highest one- and eight-hour values for the Long-Term Preferred Alternative are 7.5 ppm and 4.5 ppm, respectively. CO concentrations are projected to remain below the NAAQS at all receptor sites in the vicinity of the I-275/North Boulevard interchange for both the Long-Term Preferred and No-Action Alternatives.

As shown in Table 4.5, the highest predicted one- and eight-hour CO concentrations under the 2010 No-Action Alternative at the I-275/Dr. Martin Luther King, Jr. Boulevard interchange are 16.3 ppm and 8.4 ppm, respectively. For the 2010 Long-Term Preferred Alternative, the highest one-hour value is 11.6 ppm and the highest eight-hour value is 6.3 ppm, a decrease compared to the No-Action Alternative. CO concentrations are expected to remain below the NAAQS at all receptor sites in the vicinity of the I-275/Dr. Martin Luther King, Jr. Boulevard interchange for the No-Action and Long-Term Preferred Alternatives.

Although there is a National Ambient Air Quality Standard for airborne lead, monitoring by the Florida Department of Environmental Protection has indicated the lead is not a transportation related concern. U.S. Environmental Protection Agency regulations have eliminated lead in gasoline which has resulted in significantly lower lead concentrations in Florida. Therefore, motor vehicle lead

TABLE 4.3

PREDICTED ONE-HOUR AND EIGHT-HOUR WORST-CASE CARBON MONOXIDE CONCENTRATIONS IN THE VICINITY OF THE I-275/DALE MABRY HIGHWAY INTERCHANGE FOR THE YEAR 2010
Tampa Interstate Study - Phase II
Environmental Impact Statement

Receptor	No-Action Alternative		Preferred Alternative		Location/Description[b]
	1-Hour[a] (ppm)	8-Hour[a] (ppm)	1-Hour[a] (ppm)	8-Hour[a] (ppm)	
1	11.8	6.4	5.1	3.4	NE Quad/Business, front walk
2	5.5	3.6	4.3	3.0	SE Quad/Residential side yard
3	7.4	4.4	4.3	3.0	SE Quad/Residential backyard
4	8.0	4.7	6.8	4.2	SE Quad/Business, front walk
5	9.1	5.2	7.1	4.3	SW Quad/Business, front walk
6	10.5	5.8	5.5	3.6	SW Quad/Business, sidewalk
7	8.3	4.8	5.3	3.5	NW Quad/Residential backyard
8	8.7	5.0	5.4	3.5	NW Quad/Residential front yard
9	8.8	5.1	5.2	3.4	NW Quad/Business, sidewalk
10	10.4	5.8	7.5	4.5	NW Quad/Business, sidewalk

[a] Includes background concentration of 2.0 ppm.

[b] NE Quad = Northeast Quadrant
NW Quad = Northwest Quadrant
SE Quad = Southeast Quadrant
SW Quad = Southwest Quadrant

National Ambient Air Quality Standards for Carbon Monoxide -- levels considered not to pose any significant health risks:

One-Hour Standard = 35 parts per million
Eight-Hour Standard = 9 parts per million

TABLE 4.4

PREDICTED ONE-HOUR AND EIGHT-HOUR WORST-CASE CARBON MONOXIDE CONCENTRATIONS IN THE VICINITY OF THE I-275/NORTH BOULEVARD INTERCHANGE FOR THE YEAR 2010

Tampa Interstate Study - Phase II
Environmental Impact Statement

Receptor	No-Action Alternative		Preferred Alternative		Location/Description[b]
	1-Hour[a] (ppm)	8-Hour[a] (ppm)	1-Hour[a] (ppm)	8-Hour[a] (ppm)	
1	5.1	3.4	3.8	2.8	NE Quad/Business, front walk of Church
2	12.4	6.7	7.1	4.3	SE Quad/Riverfront Park
3	10.7	5.9	6.4	4.0	SW Quad/Business, front walk
4	9.0	5.2	4.8	3.3	SW Quad/Residential backyard
5	8.2	4.8	5.4	3.5	NW Quad/Multi-Family, residential side yard
6	8.2	4.8	7.5	4.5	NW Quad/Multi-Family, residential side yard
7	9.3	5.3	6.9	4.2	SE Quad/Riverfront Park
8	7.2	4.3	6.5	4.0	NW Quad/Residential front yard

[a] Includes background concentration of 2.0 ppm.

[b] NE Quad = Northeast Quadrant
NW Quad = Northwest Quadrant
SE Quad = Southeast Quadrant
SW Quad = Southwest Quadrant

National Ambient Air Quality Standards for Carbon Monoxide -- levels considered not to pose any significant health risks:

One-Hour Standard = 35 parts per million
Eight-Hour Standard = 9 parts per million

TABLE 4.5

PREDICTED ONE-HOUR AND EIGHT-HOUR WORST-CASE CARBON MONOXIDE CONCENTRATIONS IN THE VICINITY OF THE I-275/DR. MARTIN LUTHER KING, JR. BOULEVARD INTERCHANGE FOR THE YEAR 2010

Tampa Interstate Study - Phase II
Environmental Impact Statement

Receptor	No-Action Alternative		Preferred Alternative		Location/Description[b]
	1-Hour[a] (ppm)	8-Hour[a] (ppm)	1-Hour[a] (ppm)	8-Hour[a] (ppm)	
1	9.9	5.6	6.2	3.9	NE Quad/Residential backyard
2	9.1	5.2	8.0	4.7	NE Quad/Residential backyard
3	10.7	5.9	9.2	5.2	SE Quad/Residential front yard
4	10.6	5.9	5.7	3.7	SE Quad/Residential backyard
5	10.0	5.6	5.9	3.8	SW Quad/Residential backyard
6	14.9	7.8	11.6	6.3	SW Quad/Business, front walk
7	9.9	5.6	7.9	4.7	NW Quad/Residential backyard
8	16.3	8.4	11.3	6.2	SW Quad/Residential side yard
9	9.6	5.4	10.8	6.0	NW Quad/Business, front walk
10	12.4	6.7	8.6	5.0	SE Quad/Former site of Hillsborough County Adult High School

[a] Includes background concentration of 2.0 ppm.

[b] NE Quad = Northeast Quadrant
NW Quad = Northwest Quadrant
SE Quad = Southeast Quadrant
SW Quad = Southwest Quadrant

National Ambient Air Quality Standards for Carbon Monoxide -- levels considered not to pose any significant health risks:

One-Hour Standard = 35 parts per million
Eight-Hour Standard = 9 parts per million

emissions from the study area will not have a significant effect on the environment, regardless of which alternative is chosen.

As of February 5, 1996, the Tampa Bay airshed which includes Hillsborough County has been designated as "attainment" for the ozone standards under the criteria provided in the Clean Air Act Amendments of 1990. Prior to that date, the area had been designated "non-attainment" for ozone standards. As such, Hillsborough County and the project study area are currently a "maintenance area" for ozone. Portions of the project are included in the urban area's current approved conforming TIP which was signed by the Secretary of the Florida Department of Transportation on September 30, 1996. Likewise, portions of the project are included in the 2015 LRTP and the Conformity Determination report which was approved by FHWA/FTA on October 1, 1996. The remaining portions of the project will be incorporated into future updates of the 2015 LRTP, as required. See Section 2.4.7 for additional information concerning conformity and the 2015 LRTP.

The Congestion Management System (CMS) plan is currently under development for Hillsborough County and is to be completed and adopted by October 1997. The effectiveness of single occupant vehicle reduction strategies is currently being addressed in the CMS plan development process. In order to show consistency with the interim CMS process, transportation system management strategies were evaluated for the Tampa Interstate System. Strategies incorporated into the Preferred Alternative include HOV lanes, carpool/vanpool programs, parking management (park-n-ride lots), public transit operational and capital improvements and provisions for pedestrian and bicycle facilities on cross streets. Furthermore, the Long-Term Preferred Alternative was found to be consistent with land use plans and growth management goals. A Tampa Interstate Study technical report, Freeway Traffic Management Plan, recommends implementation of an Incident Management Plan and Surveillance, Communication and Control System both of which will be given further consideration during final design. Section 2.4.3, Congestion Management System, discusses the transportation system management strategies in more detail.

The FDOT has funded, at 100%, a regional agency to coordinate and implement the commuter assistance programs in the District. The Bay Area Commuter Services, Inc. (BACS) manages and

maintains a computerized data base for ride matching in the District. BACS also oversees regional TDM/CAP marketing efforts and assists in the establishment of Transportation Management Organizations or Initiatives (TMO/TMI). There are five TMO's/TMI's in District Seven and two of these are directly affected by the TIS system. All of the TMO's/TMI's have been initiated using either seed funding or Congestion Mitigation and Air Quality (CMAQ) funds through the FDOT.

This facility will divert traffic from parallel congested roadways and increase the vehicle travel speeds which, in turn, will reduce vehicle emissions. The project is located within Hillsborough County, a "maintenance area" for ozone. As such, air quality modeling and analyses will be conducted county-wide for LRTP Conformity by the Hillsborough MPO. Portions of the project are included in the current LRTP and, with respect to conformity, are expected to show that traffic generated by, or diverted to, this facility will not negatively impact the precursors to ozone (No_x and VOC).

Construction activities will cause minor short-term air quality impacts in the form of dust from earthwork and unpaved roads and smoke from open burning. These impacts will be minimized by adherence to all state and local regulations and to the FDOT Standard Specifications for Road and Bridge Construction.

Federal, state, and local agencies were notified of the proposed action through the Advance Notification process. No comments concerning air quality issues were received in response to the Advance Notification packages.

In accordance with FHWA policies and regulations, state and local agencies were further solicited for comments specific to air quality. Comments were received from the Florida Department of Environmental Protection (FDEP), Hillsborough County Environmental Protection Commission, and Pinellas County Department of Environmental Management. Comments generally addressed discrepancies between FDEP and FDOT methodology for performing a microscale CO analysis and the need for an HC and NO_x evaluation to demonstrate conformity.

The air quality documentation was reviewed and the methodologies were found to conform to established and accepted FDOT guidelines as documented in Part 2, Chapter 16 of the PD&E Manual.

Comments concerning the evaluation of HC and NO_x are a result of 40 CFR Part 51 which became effective December 27, 1993. The rule calls for an analysis of HC and NO_x emissions in O_3 nonattainment areas; however, it also states that the analysis must be done on a regional basis. For determining conformity with the SIP, a project must be analyzed under a "baseline" and "action" scenario as part of the area-wide transportation system. The relationship between this project and the conforming TIP and LRTP has been discussed. A project level evaluation of HC and NO_x is not necessary for the purposes of demonstrating conformity.

Compared to the No-Action Alternative, carbon monoxide (CO) concentrations predicted for the Selected Alternative are expected to be lower in the vicinity of the project as a result of increased motor vehicle mobility, faster operating speeds, and less stop-and-go driving. The microscale analysis indicates that the Selected Alternative will not cause, or contribute to, CO concentrations above the one- and eight-hour National Ambient Air Quality Standards.

As of February 5, 1996, the Tampa Bay airshed which includes Hillsborough County has been designated as "attainment" for the ozone standards under the criteria provided in the Clean Air Act Amendments of 1990. Prior to that date, the area had been designated "non-attainment" for the ozone standards. As such, Hillsborough County and the project study area are currently a "maintenance area" for ozone. The Selected Alternative is in conformance with the State Implementation Plan because it will not cause violations of any of the National Ambient Air Quality Standards. This project is included in the urban area's current approved conforming Transportation Improvement Program (TIP) which was signed by the Secretary of the Florida Department of Transportation on September 30, 1996. The Selected Alternative is included in the area's 2015 Long Range Transportation Plan (LRTP) and is included in the area's Conformity Determination Report which was approved by FHWA/FTA on October 1, 1996.

4.5.2 Noise

A noise analysis was conducted for both the Long-Term Preferred Alternative and the ***Selected Alternative*** to identify noise sensitive sites that would experience design year traffic noise impacts. Noise sensitive sites included residences, parks, schools, hospitals and other sites where quiet is important for normal activities. These sites are in Activity Category B of the FHWA Noise Abatement Criteria. A noise sensitive site was considered impacted based on the following criteria:

- When predicted design year noise levels in exterior areas exceed 65 dBA, abatement considerations are required, regardless of the increase (or decrease) in noise as compared to the no-build noise levels.

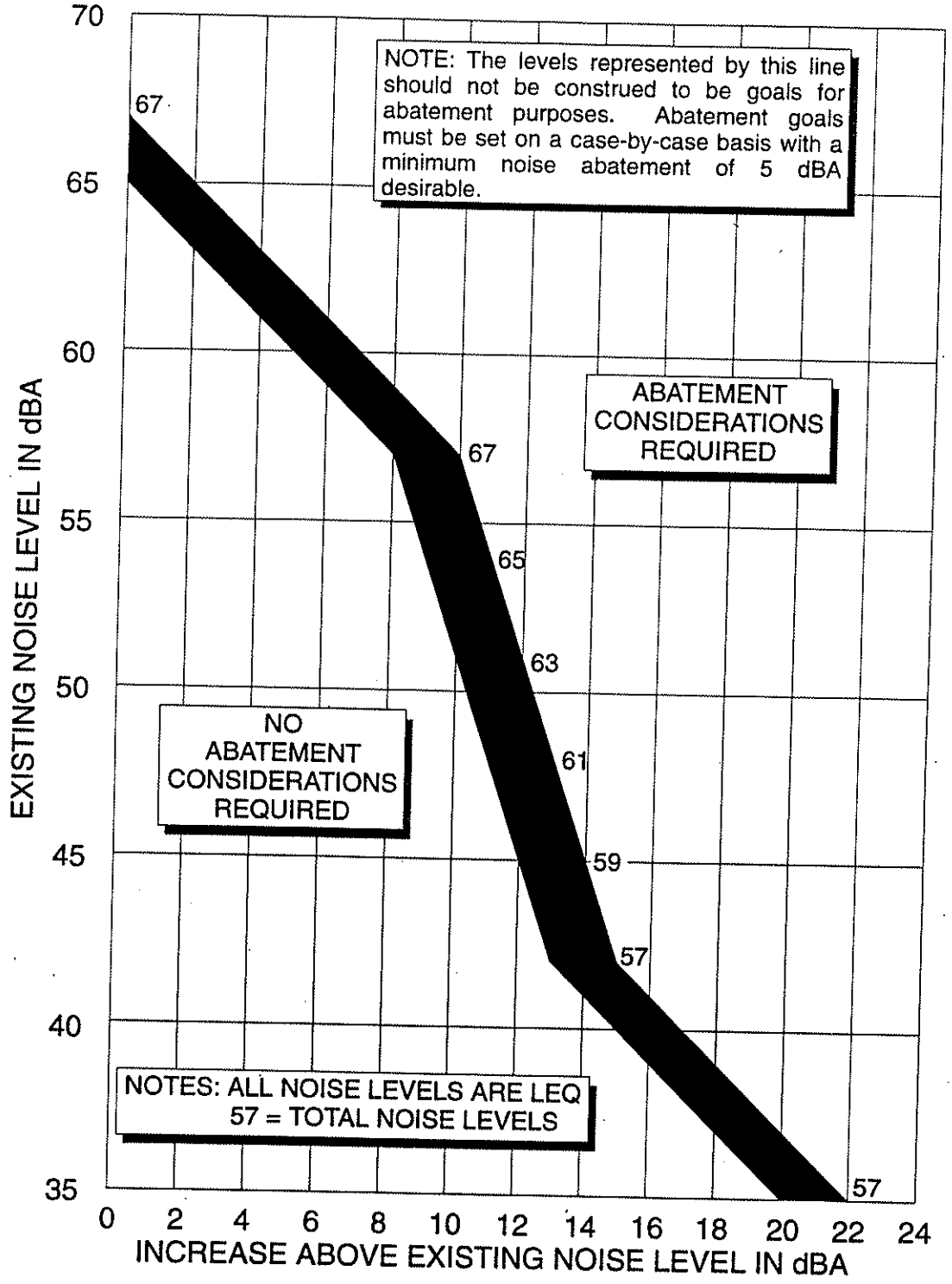
- When the predicted design year noise levels in exterior areas are equal to or less than 57 dBA, abatement considerations are not warranted. This level is equal to the noise abatement criterion for "lands on which serenity and quiet are of extraordinary significance" and also represents a level generally perceived to be half of the Activity Category B noise abatement criterion (NAC).

- When the predicted design year noise levels in exterior areas are between 57 and 65 dBA, abatement considerations will be required when increases above existing levels of 10 to 15 dBA result. A 10 to 15 dBA increase reflects the generally accepted range which is likely to foster sporadic to widespread complaints. Maximum acceptable increases vary from 10 dBA (where this causes the NAC of 67 dBA to be reached) to 15 dBA (where this causes the 57 dBA level to be reached).

These criteria are shown graphically on Exhibit 4.7.

The following discussion pertains to both alternatives but more specifically to the Long-Term Preferred Alternative. The specifics of the ***Selected Alternative*** are included at the end of this section.

No sites with predicted noise levels below 65 dBA are expected to experience a 10 dBA or greater increase in noise from project-related traffic. However, for the Long-Term Preferred Alternative, an estimated 1,351 noise sensitive sites are predicted to experience noise levels which approach or exceed the FHWA Noise Abatement Criteria. Sites approaching or exceeding FHWA's criteria for



LEGEND

APPROACHING ABATEMENT CRITERIA (ABATEMENT CONSIDERATIONS NORMALLY REQUIRED)

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT
TAMPA INTERSTATE STUDY
PHASE II
Hillsborough County, Florida

NOISE ABATEMENT CRITERIA ACTIVITY CATEGORY B

EXHIBIT 4.7

exterior noise level include six recreational areas (MacFarlane Park, Riverfront Park, Perry Harvey Park, Nebraska Avenue Park, Robles Park and Angus Memorial Pool), two school sites (vacated Henderson Building and Carver Center), the Hillsborough County Branch Library and 11 churches (United Methodist, First Baptist Church of West Tampa, Greater Bethel Baptist Church, Bethel A.M.E., Mt. Vernon Primitive Baptist, Our Lady of Perpetual Help, Bethlehem Temple, Brandon Heights Baptist, St. Paul Lutheran, Seminole Heights Baptist and Mt. Olive A.M.E). Interior noise levels in public use institutions is not expected to exceed the FHWA criteria at 52 dBA.

The remainder of the sites are residential. Impacted sites are generally located within what would be first- and second-row structures. Using a population factor of 2.43 per household, approximately 3,234 people reside within the impact area.

There are 138 impacted sites in Segment 1A; 461 sites in Segment 2A; 463 sites in Segment 2B; 138 sites in Segment 3A; 140 sites in Segment 3B; and 11 sites along the Crosstown Expressway in Segment 3C. Impacts associated with the Selected Alternative are discussed in Section 2.4.7. Noise abatement measures were evaluated for these impacted noise sensitive sites. Abatement measures addressed include alignment selection, traffic system management, property acquisition, land use controls, and noise barriers.

Alignment selection involves orientating and/or siting the roadway at sufficient distances from noise sensitive areas so as to minimize the noise impact. The proposed alignment primarily follows the existing alignment, making full use of existing right-of-way. Shifting the alignment would reduce noise impacts on one side of the facility, but this would result in additional right-of-way costs and increased noise impacts on the other side of the facility. Therefore, it was determined that shifting the alignment was not a feasible noise abatement measure.

Traffic management measures which limit motor vehicle type, travel speed, traffic volume, or time of operation are sometimes used as noise abatement measures. However, placing these limitations on the Tampa interstate system are not consistent with the project's goals for providing a modern urban interstate system.

Property acquisition programs to provide noise buffer zones or space for noise barrier construction are not recommended for this project due to the high cost and limited availability of land.

Proper land use controls can effectively minimize future impacts. Local governmental and planning agencies with land use controls can use the noise level isopleths calculated for this project to develop policies that minimize the location of noise sensitive land uses adjacent to the roadway. Proper land use controls can also be used to maintain existing buffer areas. Continued coordination with local agencies and officials has been conducted during the development of this study and a copy of this report will be provided to appropriate local planning authorities in order to assist in the development of compatible future land use criteria.

Noise barriers reduce noise levels by blocking the sound path between a roadway and noise sensitive sites. The use of vegetation for noise barriers is not considered to be feasible in the actual reduction of noise levels for this project. Research conducted by the FHWA has shown that vegetative barriers should be composed of closely spaced, densely foliated trees and shrubs and should be approximately 100 feet wide in order to provide a 5 dBA reduction of noise levels. The cost to acquire the additional right-of-way to provide a 100-foot buffer and to plant the vegetation is estimated to exceed economically reasonable requirements.

Structural noise barriers are most often used on high speed, limited access facilities where noise levels are high and there is adequate space for continuous barriers. A qualitative evaluation was performed including source/receiver relationships, impacted site densities, and the availability of land for continuous barriers to determine which noise study areas were likely candidates for noise barriers. This preliminary evaluation resulted in candidate noise barrier locations in 25 noise study areas. These noise study areas include 1A-E, 1A-G and 1A-H in Segment 1A; 2A-A, 2A-B, 2A-C and 2A-D in Segment 2A; 2B-E, 2B-H, 2B-I, 2B-J, 2B-K, 2B-L, 2B-M, 2B-N, 2B-O and 2B-P in Segment 2B; 3A-A and 3A-B in Segment 3A; 3B-A, 3B-B, 3B-C, 3B-D, 3B-E in Segment 3B; and CTE-A in Segment 3C. The locations of these noise study areas and segments were shown previously on Exhibit 3.8.

Noise barriers were not considered in the remaining noise study areas for the following reasons. The land use in noise study areas (1) 1A-A, 1A-B, 1A-C and 1A-D in Segment 1A and (2) CTC-A, CTC-C, CTE-B, CTE-C, and CTE-E in Segment 3C is either commercial or industrial, and noise will not interrupt activities in these areas. Noise barriers in noise study area 1A-F are not feasible because Cypress Street and Lois Avenue, arterial roadways with unlimited access, are major noise sources. All existing residences in noise study area 2B-F, are to be relocated and, therefore, not impacted by noise. Furthermore, noise sensitive sites associated with the new Howard W. Blake High School in area 2B-F are anticipated to be outside the noise impact area. The number of noise sensitive sites in noise study areas 2B-G and CTE-D is two sites or less, and noise barriers are not considered economically reasonable for such low densities. Noise barriers in noise study area 3B-F are not feasible because 50th Street, an arterial roadway with unlimited access, is a major noise source. Finally, noise sensitive sites in noise study area CTC-B are outside the noise impact area.

A noise barrier analysis was conducted for the 25 noise study areas using the FHWA's noise barrier simulation model OPTIMA. In accordance with FHWA/FDOT guidelines, the economic reasonableness of a barrier was evaluated by (1) developing barriers which would meet minimum noise reduction goals at impacted sites, (2) estimating the cost of the barrier, and (3) determining the cost of the barrier per benefited receptor. In order to determine the economic reasonableness of a barrier, the following guidelines were used:

1. The barrier should provide a minimum insertion loss (noise reduction) of at least 5 dBA, and

2. The barrier should cost no more than $25,000.00 per benefited receptor.

The results of the barrier analysis, by noise study area, are discussed in the following paragraphs and summarized in Table 4.6.

Segment 1A

Noise Study Area 1A-E - located south of I-275 between Westshore Boulevard and Lois Avenue, has 54 Category B impacted receptors. The noise barrier is comprised of two individual noise walls. Barrier No. 1, beginning at Westshore Boulevard and extending approximately 549 m (1,800 ft.)

TABLE 4.6

NOISE BARRIER SUMMARY
Tampa Interstate Study - Phase II
Environmental Impact Statement

Noise Study Area[a]	Location	Total Length	Average Height	Total Cost	Number of Impacted Receptors	Number of Benefited Receptors	Cost per Benefited Receptor
1A-E	From Westshore Blvd. to Lois Ave. south of I-275	1,280 m (4,200 ft.)	6.0 m (20 ft.)	$1,260,000	54	54	$22,800
G	From Lois Ave. to Dale Mabry Hwy. south of I-275	777 m (2,550 ft.)	6..0 m (20 ft.)	$765,000	35	25	$30,600
H	From Lois Ave. to Dale Mabry Hwy. north of I-275	975 m (3,200 ft.)	5.4 m (18 ft.)	$864,000	43	39	$22,100
2A-A	From Himes Ave. to Howard Ave. south of I-275	2,179 m (7,150 ft.)	6.0 m (20.0 ft.)	$2,145,000	102	98	$21,900
B	From Himes Ave. to Howard Ave. north of I-275	1,896 m (6,220 ft.)	6.0 m (20.0 ft.)	$1,866,000	95	77	$24,200
C	From Armenia Ave. to North Blvd. south of I-275	2,195 m (7,200 ft.)	6.0 m (20.0 ft.)	$2,160,000	120	108	$20,000
D	From Armenia Ave. to North Blvd. north of I-275	2,240 m (7,350 ft.)	5.8 m (19.2 ft.)	$2,117,000	144	124	$17,000
2B-E	From North Blvd. to Ashley St. sourth of I-275	549 m (1,800 ft.)	4.8 m (16.0 ft.)	$432,000	48	12	$36,000
H	From Orange St. to eastbound I-4 on ramp south of I-275	960 m (3,150 ft.)	5.2 m (17.2 ft.)	$813,000	54	37	$21,900
I, K	From Orange St. to Floribraska Ave. northwest of I-275 interchange	1,554 m (5,100 ft.)	5.3 m (15.0 ft.)	$1,150,200	37	33	$34,900
2B-J	From Palm Ave. to 14th St. south of I-275	579 m (1,900 ft.)	5.4 m (18.0 ft.)	$513,000	19	15	$34,200
L	Floribraska Ave. to 14th St. northeast of I-275 interchange	1,326 m (4,350 ft.)	6.0 m (20.0 ft.)	$1,305,000	75	63	$20,700
M	From Floribraska Ave. to Dr. Martin Luther King, Jr. Blvd. west of I-275	579 m (1,900 ft.)	4.2 m (14.0 ft.)	$399,000	28	18	$22,200[b]
N	From Floribraska Ave. to Dr. Martin Luther King, Jr. Blvd. east of I-275	1,219 m (4,000 ft.)	4.2 m (14.0 ft.)	$840,000	46	44	$19,100[b]
O	From Dr. Martin Luther King, Jr. Blvd. to Hillsborough Ave. west of I-275	2,454 m (8,050 ft.)	4.2 m (14.0 ft.)	$1,691,000	78	76	$22,300
P	From Dr. Martin Luther King, Jr. Blvd. to Hillsborough Ave. east of I-275	2,384 m (7,820 ft.)	4.2 m (14.0 ft.)	$1,642,000	76	73	$22,500
3A-A	From 14th St. to Crosstown Connector south of I-4	1,539 m (5,050 ft.)	4.7 m (15.7 ft.)	$1,189,000	57	54	$22,000

TABLE 4.6 (Continued)

NOISE BARRIER SUMMARY
Tampa Interstate Study - Phase II
Environmental Impact Statement

Noise Study Area[a]	Location	Total Length	Average Height	Total Cost	Number of Impacted Receptors	Number of Benefited Receptors	Cost per Benefited Receptor
B	From 14th St. to Crosstown Connector north of I-4	2,118 m (6,950 ft.)	4.1 m (13.6 ft.)	$1,411,000	81	76	$18,600
3B-A	From 34th St. to 40th St. south of I-4	1,463 m (4,800 ft.)	3.9 m (12.8 ft.)	$922,000	32	28	$32,900
3B-B	From west of 34th St. to 40th St. north of I-4	564 m (1,850 ft.)	3.6 m (12.0 ft.)	$333,000	11	10	$33,300
C	From 40th St. to 50th St. south of I-4	1,143 m (3,750 ft.)	3.6 m (12.0 ft.)	$675,000	35	29	$23,300
D	From 40th St. to 50th St. north of I-4	183 m (600 ft.)	4.2 m (14.0 ft.)	$126,000	12	4	$31,500
E	From 50th St. to I-4 Sta. 630+00 south of I-4	1,250 m (4,100 ft.)	5.0 m (16.6 ft.)	$1,021,000	44	30	$34,100
CTE-A	From 22nd St. to 30th St. south of the Crosstown Expressway	680 m (2,230 ft.)	3.6 m (12.0 ft.)	$401,000	10	10	$40,100
TOTAL		**32,086 m (105,270 ft.)**	--	**$26,040,200**	**1,336**	**1,137**	--

[a] See Exhibit 3.8 for Noise Study Area location.
[b] Noise barriers in 2B-M and 2B-N are cost reasonable when considered in combination with the cost reasonable barriers in segments 2B-O and 2B-P.

east, is 6.0 m (20 ft.) high. Barrier No. 2, beginning approximately 457 m (1,500 ft.) east of Westshore Boulevard and ending approximately 183 m (600 ft.) east of Lois Avenue, is 732 m (2,400 ft.) long and 6.0 m (20 ft.) high.

The combined length of the two Noise Study Area 1A-E barriers is approximately 1,280 m (4,200 ft.) at a height of 6.0 m (20 ft.) and an estimated total cost of $1,260,000. The barriers will provide an approximate 5 to 8 dBA reduction to 54 impacted receptors and the cost per benefited receptor is approximately $23,300. According to FDOT guidelines, noise barriers in Noise Study Area 1A-E are anticipated to be economically reasonable.

Noise Study Area 1A-G - located south of I-275 between Lois Avenue and Dale Mabry Highway, has 35 Category B impacted receptors. The noise barrier is comprised of two individual noise walls. Barrier No. 3, an extension of Barrier No. 2 in Noise Study Area 1A-E, is approximately 229 m (750 ft.) long with a height of 6.0 m (20 ft.). Barrier No. 4, beginning approximately 168 m (550 ft.) east of Lois Avenue and extending east for approximately 549 m (1,800 ft.), is also 6.0 m (20 ft.) high.

The combined length of the two Noise Study Area 1A-G barriers is approximately 777 m (2,550 ft.) at a height of 6.0 m (20 ft.) and an estimated total cost of $765,000. The barriers will provide an approximate 5 to 10 dBA reduction to 25 impacted receptors and the cost per benefited receptor is approximately $30,600. Because of the site characteristics the remaining 10 impacted receptors receive 4 dBA or less reduction from these barriers. According to FDOT guidelines, noise barriers in Noise Study Area 1A-G are not anticipated to be economically reasonable.

Noise Study Area 1A-H - located north of I-275 between Lois Avenue and Dale Mabry Highway, has 43 Category B impacted receptors. The noise barrier is comprised of two individual noise walls. Barrier No. 5, beginning approximately 30 m (100 ft.) west of Lois Avenue and ending approximately 305 m (1,000 ft.) west of Dale Mabry Highway, is 701 (2,300 ft.) long and 5.4 m (18 ft.) high. Barrier No. 6, beginning approximately 366 m (1,200 ft.) west of Dale Mabry Highway and extending approximately 274 m (900 ft.) to the east, is also 5.4 m (18 ft.) high.

The combined length of the two Noise Study Area 1A-H barriers is approximately 975 m (3,200 ft.) at a height of 5.4 m (18 ft.) and an estimated total cost of $864,000. The barriers will provide an approximate 5 to 9 dBA reduction to 39 impacted receptors and the cost per benefited receptor is approximately $22,100. Because of the site characteristics the remaining 4 impacted receptors receive 4 dBA or less reduction from these barriers. According to FDOT guidelines, noise barriers in Noise Study Area 1A-H are anticipated to be economically reasonable.

Segment 2A

Noise Study Area 2A-A - located south of I-275 and bordered by Himes Avenue and Armenia Avenue, has 102 Category B impacted receptors. This noise barrier is comprised of two individual noise walls. Barrier No. 1, beginning 101 m (330 ft.) west of Himes Avenue and ending 305 m (1,000 ft.) east of Himes Avenue, is approximately 396 m (1,-300 ft.) long and 6.0 m (20 ft.) high. Barrier No. 2, beginning approximately 18 m (60 ft.) east of Himes Avenue and ending approximately 21 m (70 ft.) west of Armenia Avenue, is approximately 1,600 m (5,250 ft.) long and 6.0 m (20 ft.) high. Barrier No. 3, beginning approximately 219 m (720 ft.) west of Armenia Avenue

and ending approximately 40 m (130 ft.) west of Armenia Avenue, is 183 m (600 ft.) long and 6.0 m (20 ft.) high.

The combined length of the three Noise Study Area 2A-A barriers is 2,179 m (7,150 ft.), with an average height of 6.0 m (20.0 ft.) and an estimated total cost of $2,145,000. The barriers, in combination with Barrier No. 7 provided for Noise Study Area 2A-C, will provide an approximate 5 to 12 dBA noise reduction benefit to 98 impacted receptors and the cost per benefited receptor is approximately $21,900. Because of site characteristics, the remaining 4 impacted receptors would receive 4 dBA or less noise reduction from these barriers. According to FDOT guidelines, noise barriers in Noise Study Area 2A-A are anticipated to be economically reasonable.

Noise Study Area 2A-B - located north of I-275 and bordered by Himes Avenue and Armenia Avenue, has 95 Category B impacted receptors. This noise barrier system is comprised of three individual noise walls. Barrier No. 4, beginning 152 m (500 ft.) east of Himes Avenue and ending 457 m (1,500 ft.) east of Himes Avenue, is approximately 305 m (1,000 ft.) long and 6.0 m (20 ft.) high. Barrier No. 5, beginning approximately 206 m (675 ft.) east of Himes Avenue and ending approximately 152 m (500 ft.) west of Armenia Avenue, is approximately 1,286 m (4,220 ft.) long and 6.0 m (20 ft.) high. Barrier No. 6, beginning approximately 267 m (875 ft.) west of Armenia Avenue and ending approximately 38 m (125 ft.) east of Armenia Avenue, is approximately 305 m (1,000 ft.) long and 6.0 m (20 ft.) high.

The combined length of the three Noise Study Area 2A-B barriers is approximately 1,896 m (6,220 ft.), with an average height of 6.0 m (20 ft.) and an estimated total cost of $1,866,000. These barriers will provide an approximate 5 to 10 dBA noise reduction benefit to 77 of the 95 impacted receptors and the total cost per benefited receptor is approximately $24,200. Because of the site characteristics, the remaining 18 receptors would receive 4 dBA or less noise reduction from these barriers. According to FDOT guidelines, noise barriers in Noise Study Area 2A-B are anticipated to be economically reasonable.

Noise Study Area 2A-C - located south of I-275 between Armenia Avenue and North Boulevard, has 120 Category B impacted receptors. This barrier system consists of three barriers. Barrier No. 7, a continuation of Barrier No. 3 from Noise Study Area 2A-A, begins approximately 40 m (130 ft.) west of Armenia Avenue and ends approximately 396 m (1,300 ft.) east of Howard Avenue, is approximately 640 m (2,100 ft.) long and 6.0 m (20 ft.) high. Barrier No. 8, beginning approximately 85 (280 ft.) east of Howard Avenue and ending approximately 131 m (430 ft.) west of North Boulevard, is approximately 1,219 m (4,000 ft.) long and 6.0 m (20 ft.) high. Barrier No. 9, beginning approximately 314 m (1,030 ft.) west of North Boulevard and ending approximately 30 m (100 ft.) east of North Boulevard, is approximately 335 m (1,100 ft.) long and 6.0 m (20 ft.) high.

The combined length of the three Noise Study Area 2A-C barriers is approximately 2,195 m (7,200 ft.), with an average height of 6.0 m (20 ft.) and an estimated total of cost $2,160,000. These barriers will provide an approximate 5 to 9 dBA reduction to 108 impacted receptors at a total cost per benefited receptor of approximately $20,000. Because of the site characteristics, the 12 remaining

impacted receptors will receive a 4 dBA or less reduction from these barriers. According to FDOT guidelines, noise barriers in Noise Study Area 2A-C are anticipated to be economically reasonable.

Noise Study Area 2A-D - located north of I-275 and bordered by Armenia Avenue and North Boulevard, has 144 Category B impacted receptors. This barrier system is comprised of three separate noise walls. Barrier No. 10, a continuation of Barrier No. 6 from Noise Study Area 2A-B, extends from approximately 38 m (125 ft.) east of Armenia Avenue to approximately 411 m (1,350 ft.) east of Howard Avenue, is approximately 579 m (1,900 ft.) long and 6.0 m (20 ft.) high. Barrier No. 11, beginning approximately 198 m (650 ft.) east of Howard Avenue and ending approximately 46 m (150 ft.) west of North Boulevard, is approximately 1,204 m (3,950 ft.) long and 6.0 m (20 ft.) high. Barrier No. 12, beginning approximately 305 m (1,000 ft.) west of North Boulevard and ending 152 m (500 ft.) east of North Boulevard, is approximately 457 m (1,500 ft.) long and 4.8 m (16 ft.) high.

The combined length of the Noise Study Area 2A-D barriers is approximately 2,240 m (7,350 ft.), with an average height of 5.8 m (19.2 ft.) and an estimated total cost of $2,117,000. These barriers will provide an approximate 5 to 10 dBA reduction for 124 of 144 impacted receptors at a cost per benefited receptor of approximately $17,000. Because of the site characteristics, the 20 remaining impacted receptors will receive a 4 dBA or less reduction from these barriers. According to FDOT guidelines, noise barriers in Noise Study Area 2A-D are anticipated to be economically reasonable.

Segment 2B

Noise Study Area 2B-E - located south of I-275 between North Boulevard and Ashley Street, has 48 Category B impacted receptors. Barrier No. 13, which begins approximately 198 m (650 ft.) east of North Boulevard and ends approximately 76 m (250 ft.) south of Laurel Place, is approximately 549 m (1,800 ft.) long, 4.8 m (16 ft.) high and is estimated to cost $432,000. This barrier will provide an approximately 5 to 10 dBA reduction for 12 of the 48 impacted receptors and has a cost per benefited receptor of approximately $36,000. Because of the site characteristics the remaining 36 impacted receptors receive 4 dBA or less reduction from these barriers. According to FDOT guidelines, the noise barrier is not anticipated to be economically reasonable.

Noise Study Area 2B-H - located south of I-275 between Orange Street and I-4, has 54 Category B impacted receptors. This noise barrier is comprised of two noise walls. Barrier No. 14, beginning approximately 91 m (300 ft.) north of the intersection of Orange and Cass Streets, paralleling Orange Street, and ending 152 m (500 ft.) north of Scott Street, is approximately 442 m (1,450 ft.) long and 4.2 m (14 ft.) high. Barrier No. 15, beginning 43 m (140 ft.) east of Jefferson Street and ending approximately 70 m (230 ft.) west of Palm Avenue, is approximately 518 m (1,700 ft.) long and 6.0 m (20 ft.) high.

The combined length of the two Noise Study Area 2B-H barriers is 960 m (3,150 ft.), with an average height of 5.2 m (17.2 ft.), and an estimated total cost of $813,000. The barriers will provide an approximate 5 to 8 dBA noise reduction for 37 of the 54 impacted receptors and the cost per benefited receptor is approximately $21,900. Because of the site characteristics, the remaining 17

impacted receptors receive 4 dBA or less reduction from these barriers. According to FDOT guidelines, noise barriers in Noise Study Area 2B-H are anticipated to be economically reasonable.

Noise Study Area 2B-I, K - located northwest of I-275 between the Hillsborough River and Floribraska Avenue, has 37 Category B impacted receptors. The noise barrier is comprised of three noise walls. Barrier No. 16, beginning at Jefferson Street and ending approximately 122 m (400 ft.) north of Columbus Drive, is approximately 1,006 m (3,300 ft.) long and averages 4.7 m (15.6 ft.) high. Barrier No. 17, beginning approximately 15 m (50 ft.) northeast of Jefferson Street and ending 46 m (150 ft.) northeast of Oak Avenue, is approximately 305 m (1,000 ft.) long and 4.2 m (14 ft.) high. Barrier No. 39, beginning at Oak Avenue and ending approximately 15 m (50 ft.) northeast of Ross Avenue, is approximately 244 m (800 ft.) long and 4.2 m (14 ft.) high.

The total cost of the three barriers in this system is estimated to be $1,150,200, and by providing an approximate 5 to 7 dBA reduction for 33 of 37 impacted receptors, the cost per benefited receptor is $34,900. Because of the site characteristics, the 4 remaining impacted receptors would receive a 4 dBA or less reduction from these barriers. According to FDOT guidelines, noise barriers in Noise Study Area 2B-I, K are not anticipated to be economically reasonable.

Noise Study Area 2B-J - located south of the I-275/I-4 interchange between Palm Avenue and 14th Street/Nick Nuccio Parkway, has 19 Category B impacted receptors. Barrier No. 18, beginning 6.0 m (20 ft.) north of Nebraska Avenue and ending 137 m (450 ft.) east of 10th Street, is approximately 579 m (1,900 ft.) long, 5.4 m (18 ft.) high, and will provide an approximate 5 to 7 dBA reduction to 15 of the impacted receptors at an estimated cost of $513,000. The cost per benefited receptor is approximately $34,200. Because of the site characteristics the remaining 4 impacted receptors receive 4 dBA or less reduction from these barriers. According to FDOT guidelines, the noise barrier is not anticipated to be economically reasonable.

Noise Study Area 2B-L - located northeast of the I-275/I-4 interchange between 14th Avenue and Floribraska Avenue, has 75 Category B impacted receptors. This noise barrier is comprised of two noise walls. Barrier No. 35, beginning approximately 61 m (200 ft.) east of Nebraska Avenue and ending approximately 30 m (100 ft.) west of 14th Street, is approximately 594 m (1,950 ft.) long and 6.0 m (20 ft.) high. Barrier No. 36, beginning approximately 99 m (325 ft.) east of Nebraska Avenue and ending 15 m (50 ft.) east of 15th Street, is approximately 732 m (2,400 ft.) long and 6.0 m (20 ft.) high.

The combined length of the two Noise Study Area 2B-L barriers is approximately 1,326 (4,350 ft.) with an average height of 6.0 m (20 ft.) and an estimated cost of $1,305,000. These barriers will provide an approximate 5 to 9 dBA reduction to 63 of the 75 impacted receptors at a cost per benefitted receptor of $20,700. According to FDOT guidelines, the noise barriers are anticipated to be economically reasonable. The remaining 12 impacted receptors will receive a 4 dBA or less reduction because of noise impacts from elevated ramps in the I-275/I-4 interchange or 14th Street, neither of which can be attenuated by noise barriers.

Noise Study Area 2B-M - located west of I-275 between Floribraska Avenue and Dr. Martin Luther King, Jr. Boulevard, has 28 Category B impacted receptors. The noise barrier is comprised of two

separate noise walls. Barrier No. 19, which begins 137 m (450 ft.) south of Floribraska Avenue and ends approximately 162 m (530 ft.) south of Dr. Martin Luther King, Jr. Boulevard, is approximately 1,158 m (3,800 ft.) long and 3.6 m (12 ft.) high. Barrier No. 20, beginning approximately 320 m (1,050 ft.) south of Dr. Martin Luther King, Jr. Boulevard and ending approximately 30 m (100 ft.) south of Dr. Martin Luther King, Jr. Boulevard, is approximately 274 (900 ft.) long and 3.6 m (12 ft.) high.

The combined length of the two Noise Study Area 2B-M barriers is approximately 1,433 m (4,700 ft.), with a height of 3.6 m (12 ft.), and an estimated cost of $846,000. These barriers will provide an approximate 5 to 8 dBA reduction for 22 impacted receptors at a cost per benefited receptor of $38,450. According to FDOT guidelines, noise barriers in Noise Study Area 2B-M are not anticipated to be economically reasonable.

Although noise barriers designed to protect the entire length of Noise Study Area 2B-M are not economically reasonable, modifying the barrier to abate just the northern residences and extending noise barriers for the adjacent Noise Study Area 2P-O is anticipated to be economically reasonable. A reduced Barrier No. 19, extending from 427 m (1,400 ft.) north of Floribraska Avenue to 152 m (500 ft.) south of Dr. Martin Luther King, Jr. Boulevard, would be approximately 579 m (1,900 ft.) long and 4.2 m (14 ft.) high. At an estimated cost of $399,000, Barrier No. 19, in combination with barriers for Noise Study Area 2B-O, will provide a 5 to 8 dBA reduction to 18 impacted receptors at a cost per benefited receptor of $22,200. According to FDOT guidelines, the modified noise barrier for Noise Study Area 2B-M is anticipated to be economically reasonable.

Noise Study Area 2B-N - located east of I-275, has 46 Category B impacted receptors. This noise barrier is comprised of one noise wall. Barrier No. 21, beginning approximately 122 m (400 ft.) south of Floribraska Avenue and ending approximately 91 m (300 ft.) south of Dr. Martin Luther King, Jr. Boulevard, is approximately 1,219 m (4,000 ft.) long and 4.2 m (14 ft.) high.

At an estimated cost of $840,000, Barrier No. 21, in combination with barriers for Noise Study Area 2B-P, will provide a 5 to 8 dBA reduction to 44 impacted receptors at a cost per benefited receptor of $19,100. Because of the site characteristics the remaining 2 impacted receptors receive 4 dBA or less reduction from these barriers. According to FDOT guidelines, the noise barrier for Noise Study Area 2B-N is anticipated to be economically reasonable.

Noise Study Area 2B-O - located west of I-275 between Dr. Martin Luther King, Jr. Boulevard and Hillsborough Avenue, has 78 Category B impacted receptors. The noise barrier is comprised of three individual noise walls. Barrier No. T1, beginning approximately 259 (850 ft.) south and ending approximately 244 m (800 ft.) north of Dr. Martin Luther King, Jr. Boulevard, is approximately 503 m (1,650 ft.) long and 42 m (14 ft.) high. Barrier No. T2, beginning approximately 46 m (150 ft.) north of Dr. Martin Luther King, Jr. Boulevard and ending approximately 61 m (200 ft.) south of Hillsborough Avenue, is approximately 1,524 m (5,000 ft.) long and 4.2 m (14 ft.) high. Barrier No. T3, beginning approximately 320 m (1,050 ft.) south and ending approximately 91 m (300 ft.) north of Hillsborough Avenue, is approximately 427 (1,400 ft.) long and 4.2 m (14 ft.) high.

The combined length of the three barriers is approximately 2,454 m (8,050 ft.) with a height of 4.2 m (14 ft.) and an estimated cost of $1,691,000. The noise barriers would provide a 5 to 8 dBA reduction to 76 impacted receptors at a cost per benefited receptor of approximately $22,300. Because of the site characteristics the remaining 2 impacted receptors receive 4 dBA or less reduction from these barriers. According to FDOT guidelines, noise barriers in Noise Study Area 2B-O are anticipated to economically reasonable.

Noise Study Area 2B-P - located east of I-275 between Dr. Martin Luther King, Jr. Boulevard and Hillsborough Avenue, has 76 Category B impacted receptors. The noise barrier is comprised of three individual noise walls. Barrier No. T4, beginning approximately 244 m (800 ft.) south and ending approximately 244 m (800 ft.) north of Dr. Martin Luther King, Jr. Boulevard, is approximately 503 m (1,650 ft.) long and 4.2 m (14 ft.) high. Barrier No. T5, beginning approximately 46 m (150 ft.) north of Dr. Martin Luther King, Jr. Boulevard and ending approximately 122 m (400 ft.) south of Hillsborough Avenue, is approximately 1,463 m (4,800 ft.) long and 4.2 m (14 ft.) high. Barrier No. T6, beginning approximately 442 m (1,450 ft.) south and ending approximately 30 m (100 ft.) south of Hillsborough Avenue, is approximately 418 m (1,370 ft.) long and 4.2 m (14 ft.) high.

The combined length of the three barriers is approximately 2,384 (7,820 ft.) with a height of 4.2 m (14 ft.) and an estimated cost of $1,642,000. The noise barriers would provide at least a 5 to 8 dBA reduction to 73 impacted receptors at a cost per benefited receptor of approximately $22,500. Because of the site characteristics the remaining 3 impacted receptors receive 4 dBA or less reduction from these barriers. According to FDOT guidelines, noise barriers in Noise Study Area 2B-P are anticipated to be economically reasonable.

Segment 3A

Noise Study Area 3A-A - located south of I-4 between 14th Street and the Crosstown Connector, has 57 Category B impacted receptors. The noise barrier is comprised of two noise walls. Barrier No. 23, beginning approximately 61 m (200 ft.) west of 14th Street and ending 15 m (50 ft.) east of 18th Street, is approximately 579 m (1,900 ft.) long and 4.8 m (16 ft.) high. Barrier No. 24, beginning approximately 76 m (250 ft.) west of 21st Street and ending at the CSX Transportation railroad tracks, is approximately 960 m (3,150 ft.) long and ranges from 4.2 to 5.4 m (14 to 18 ft.) high.

The combined length of the two Noise Study Area 3A-A barriers is approximately 1,539 m (5,050 ft.) with an average height of 4.7 m (15.7 ft.), and an estimated total cost of $1,189,000. The barriers will provide an approximate 5 to 7 dBA noise reduction for 54 impacted receptors at a cost per benefited receptor of approximately $22,000. Because of the site characteristics, 3 impacted receptors would receive a 4 dBA or less reduction from these barriers. According to FDOT guidelines, noise barriers in Noise Study Area 3A-A are anticipated to be economically reasonable.

Noise Study Area 3A-B - located north of I-4 between 14th Street and the Crosstown Connector, has 81 Category B impacted receptors. This noise barrier consists of four noise walls. Barrier No. 25, a continuation of Barrier No. 36 from Noise Study Area 2B-L, begins approximately 15 m (50

ft.) east of 15th Street and ends approximately 91 m (300 ft.) east of 18th Street, is approximately 457 m (1,500 ft.) long and 4.2 m (14 ft.) high. Barrier No. 26, beginning 69 m (225 ft.) east of 18th Street and ending approximately 23 m (75 ft.) west of 29th Street, is approximately 1,006 m (3,300 ft.) long and 4.2 m (14 ft.) high. Barrier No. 37, beginning approximately 15 m (50 ft.) east of 15th Street and ending approximately 15 m (50 ft.) east of 17th Street, is approximately 244m (800 ft.) long and 3.0 m (10 ft.) high. Barrier No. 38, beginning approximately 23 m (75 ft.) east of the CSX Transportation railroad tracks and ending approximately 38 m (125 ft.) east of 34th Street, is approximately 411 m (1,350 ft.) long and 4.2 m (14 ft.) high.

The combined length of the four Noise Study Area 3A-B barriers is approximately 2,118 m (6,950 ft.), with an average height of 4.1 m (13.6 ft.) and an estimated total cost of $1,411,000. The barrier will provide an approximate 5 to 7 dBA noise reduction for 76 impacted receptors at a cost per benefited receptor of approximately $18,600. Because of the site characteristics, 5 impacted receptors are expected to receive a 4 dBA or less reduction from these barriers. According to FDOT guidelines, noise barriers in Noise Study Area 3A-B are anticipated to be economically reasonable.

Segment 3B

Noise Study Area 3B-A - located south of I-4 between 32nd Street and 40th Street, has 32 Category B impacted receptors. Barrier No. 27, beginning at 10th Avenue and ending 168 m (550 ft.) east of 40th Street, is approximately 1,463 m (4,800 ft.) in length, ranges from 3.6 to 4.2 m (12 to 14 ft.) high, has an estimated cost of $922,000 and would provide an approximate 5 to 7 dBA reduction for 28 impacted receptors at a cost per benefited receptor of $32,900. Because of the site characteristics, 4 impacted receptors are expected to receive only a 4 dBA or less reduction from this barrier. According to FDOT guidelines, the noise barrier is not anticipated to be economically reasonable.

Noise Study Area 3B-B - located north of I-4 between 34th Street and 40th Street, has 11 Category B impacted receptors. Barrier No. 28, beginning at the CSX Transportation railroad tracks and ending 152 m (500 ft.) east of 40th Street, is approximately 564 m (1,850 ft.) in length, 3.6 m (12 ft.) high, has an estimated cost of $333,000, and would provide an approximate 5 dBA reduction for 10 impacted receptors, at a cost per benefited receptor of $33,300. Because of the site characteristics, the one remaining impacted receptor is expected to receive only a 4 dBA reduction from this barrier. According to FDOT guidelines, the noise barrier is not anticipated to be economically reasonable.

Noise Study Area 3B-C - located south of I-4 between 40th Street and 50th Street (U.S. 41), has 35 Category B impacted receptors. Barrier No. 29, beginning at 40th Street and ending 152 m (500 ft.) west of 50th Street, is approximately 1,143 m (3,750 ft.) in length, 3.6 m (12 ft.) high, has an estimated cost of $675,000 and would provide an approximate 5 to 7 dBA reduction for 29 impacted receptors at a cost per benefited receptor of $23,300. Because of the site characteristics, 6 impacted receptors are expected to receive only a 4 dBA or less reduction from this barrier. According to FDOT guidelines, the noise barrier is anticipated to be economically reasonable.

Noise Study Area 3B-D - located north of I-4 between 40th Street and 50th Street (U.S. 41), has 12 Category B impacted receptors. Barrier No. 30, beginning at Columbus Drive and ending

approximately 183 m (600 ft.) east of Columbus Drive, is approximately 183 m (600 ft.) in length, 4.2 m (14 ft.) high, has an estimated cost of $126,000, and would provide an approximate 5 to 6 dBA reduction for 4 impacted receptors at a cost per benefited receptor of $31,500. Because of the site characteristics the remaining 8 impacted receptors receive 4 dBA or less reduction from these barriers. According to FDOT guidelines, this noise barrier is not anticipated to be economically reasonable.

Noise Study Area 3B-E - located south of I-4 and east of 50th Street, has 44 Category B impacted receptors. This noise barrier is comprised of two individual noise walls. Barrier No. 31, a continuation of Barrier No. 29 from Noise Study Area 3B-C, begins 152 m (500 ft.) west of 50th Street and ends approximately 335 m (1,100 ft.) east of 50th Street, is approximately 533 m (1,750 ft.) long and ranges from 3.6 to 4.2 m (12 to 14 ft.) high. Barrier No. 32, beginning 91 m (300 ft.) east of 50th Street along Ramp J and ending at approximately Station 636+00 of mainline I-4, is approximately 716 m (2,350 ft.) long and ranges from 4.8 to 6.0 m (16 to 20 ft.) high.

The combined length of the two barriers is approximately 1,250 m (4,100 ft.), with an average height of 5.0 m (16.6 ft.) and an estimated total cost of $1,021,000. The barrier will provide an approximate 5 to 11 dBA reduction for 30 impacted receptors at a cost per benefited receptor of $34,100. Because of the site characteristics, 14 impacted receptors are expected to receive a 4 dBA or less reduction from these barriers. According to FDOT guidelines, this noise barrier is not anticipated to be economically reasonable.

Additional Category B sites not impacted by the interstate improvements will be impacted by the proposed realignment of Columbus Drive. Noise barriers along I-4 provide minimal abatement to these noise study locations. The arterial roadways that are the major noise sources at these sites are not limited access; therefore, noise barriers are not a feasible abatement measure for these sites.

Segment 3C

Noise Study Area CTE-A - located south of the Crosstown Expressway and bordered by 22nd Street and 30th Street, has 10 Category B impacted receptors. Barrier No. 33, beginning 30 m (100 ft.) west of 26th Street and ending approximately 366 m (1,200 ft.) east of 26th Street, is approximately 396 m (1,300 ft.) long and 3.6 m (12 ft.) high. Barrier No. 34, beginning approximately 122 m (400 ft.) east of 26th Street and ending 396 m (1,300 ft.) east of 26th Street, is approximately 283 m (930 ft.) long and 3.6 m (12 ft.) high.

The combined length of the two noise barriers is approximately 680 m (2,230 ft.) with a height of 3.6 m (12 ft.) and an estimated total cost of $401,000. The barriers will provide an approximate 5 to 7 dBA noise reduction for 10 impacted receptors and the cost per benefited receptor is approximately $40,100. According to FDOT guidelines, noise barriers in Noise Study Area CTE-A are not anticipated to be economically reasonable.

In summary, the analysis indicates that barriers are economically reasonable in fifteen of the Noise Study Areas: 1A-E, 1A-H, 2A-A, 2A-B, 2A-C, 2A-D, 2B-H, 2B-L, 2B-M, 2B-N, 2B-O, 2B-P,

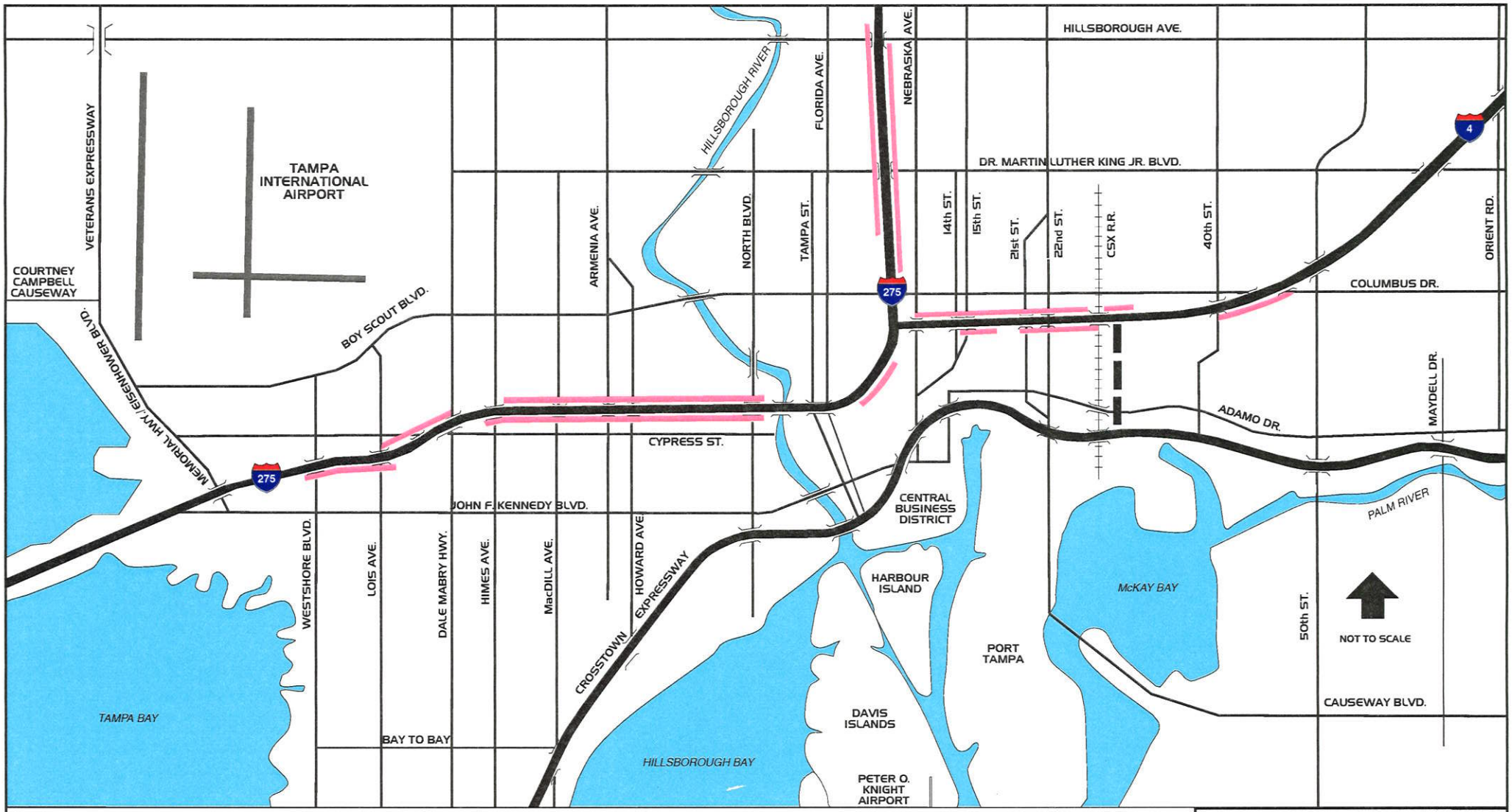
3A-A, 3A-B, and 3B-C. Locations where barriers were found to be economically reasonable are shown in Exhibit 4.8. Although noise barriers are anticipated to be economically reasonable at these locations, other important factors such as community desires, adjacent land uses, safety, and constructability play important roles and require further consideration in determining the reasonableness and feasibility of the barriers.

Several factors strongly support the reasonableness of providing noise barriers. During the public involvement process, comments solicited from impacted property owners show strong support for providing noise barriers. Aesthetic issues have been addressed and discussed with the public. The interstate system bisected existing neighborhoods when first built, introducing noise impacts that were not abated. Many residences which currently exist as second or third row houses will lose shielding as first-row houses are displaced by the proposed interstate. While some residences will experience a 3 dBA or less increase over existing noise levels, others will experience a 6 to 8 dBA increase as existing shielding is removed. The increase over existing noise levels within a noise study area is highly variable and dependent on 1) the location of the noise sensitive site with respect to the interstate and crossing arterials; 2) horizontal and vertical alignment changes; and 3) displacement of existing structures for right-of-way acquisition.

Noise abatement commitments are typically made two times during a project's development. This initial analysis identifies noise impacted sites and establishes approximate barrier locations and heights for economically reasonable barriers. Noise abatement commitments will be reevaluated prior to Plans, Specifications and Estimates approval.

The FDOT is committed to the construction of feasible noise abatement measures at the noise-impacted locations that were previously identified contingent upon the following conditions:

- Detailed noise analyses during the final design process support the need for abatement;
- Reasonable cost analyses indicate that the economic cost of the barrier(s) will not exceed the guidelines;



LEGEND

Noise Barriers

Proposed Crosstown Connector

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY PHASE II

Hillsborough County, Florida

ECONOMICALLY REASONABLE NOISE BARRIER LOCATIONS

EXHIBIT 4.8

- Community input regarding desires, types, heights, and locations of barriers has been solicited by the District Office;

- Preferences regarding compatibility with adjacent land uses, particularly as addressed by officials having jurisdiction over such land uses has been noted;

- Safety and engineering aspects as related to the roadway user and the adjacent property owner have been reviewed; and

- Any other mitigating circumstances have been evaluated.

The noise analysis indicates that the project will result in increased noise levels and associated noise impacts as an unavoidable consequence. It is recommended that future noise impacts also be mitigated through local land use ordinances involving zoning, building setbacks, and building construction materials.

The FDOT will promote compatibility between land development and the operation of the proposed facility. To accomplish this goal, the FDOT will cooperate with local officials by furnishing:

- Appropriate generalized future noise levels (for various distances from highway improvement) for both developed and undeveloped lands or properties in the immediate vicinity of the project (Exhibit 4.4);

- A copy of the American Association of State Highway and Transportation Officials' "Policy of Land Use and Source Control Aspects of Traffic Noise Attenuation."

Continued coordination with local agencies and officials has been conducted during the development of this study, and a copy of the Noise Report will be provided to appropriate local planning authorities in order to assist in the development of compatible future land use criteria.

The distance from the roadway centerline to the 65 and 67 dBA (Leq) contours is predicted to increase in some areas with the Selected Alternative. This is a result of higher, future-year LOS C peak hour traffic volumes related to the expanded roadway network and additional travel lanes. It is predicted that approximately 710 noise sensitive sites will experience noise levels which approach or exceed the FHWA Noise Abatement Criteria. Noise abatement measures were

evaluated for each site approaching or exceeding FHWA criteria. It was determined by a noise barrier analysis that economically reasonable barriers can benefit approximately 517 (73%) of the sites. Sites approaching or exceeding FHWA's criteria for exterior noise level are far fewer than those for the Long-Term Preferred Alternatives. Sites include a handful of schools, churches and parks which are adjacent to the interstate that currently exceed FHWA's criteria for exterior noise levels. The remainder of the sites are residential. Impacted sites are generally located within what would be first- and second-row structures.

The 25 noise study areas used for the Long-Term Preferred Alternative were also used for the noise barrier analysis for the Selected Alternative. The results of the noise barrier analysis are the same as the Long-Term Preferred Alternative for Design Segments 3A, B and C. Since the Selected Alternative has no improvements in Design Segment 2A, no noise barriers are proposed. One of the two noise barriers (1A-E) proposed for the Long-Term Preferred Alternative for Design Segment 1A will be included as part of the of the Selected Alternative. Noise barriers are also proposed as part of the downtown interchange operational improvement, a portion of Design Segment 2B. Proposed noise barriers range from 3.6 m (12 ft.) to 6.0 m (20 ft.) in height, averaging 5.1 m (17 ft.) in height.

The noise analysis indicates that the project will result in increased noise levels and associated noise impacts as an unavoidable consequence. Noise barriers will be implemented as a vertical design element to minimize impacts associated with the project.

4.5.2.1 Historic Resources Noise Impact Analysis

A historic resources noise impact analysis was performed as part of the "Determination of Effect" to fulfill the requirements of the Section 106 process. All of the historic structures included in the analysis are located within the previously established noise study areas. More detailed information including the exact location and historic significance of the structures discussed below can be found in the Effects Analysis Report (November 1995), published separately. The identification numbers of the structures correspond to assigned numbers found in the Effects Analysis Report.

Noise Study Area 2A-A - includes structures that are part of the West Tampa National Register Historic District. One structure (B4d) is predicted to experience noise levels which approach or exceed the FHWA noise abatement criteria (NAC). Noise barriers were found to be economically reasonable in Noise Study Area 2A-A. The noise barriers would attenuate traffic noise impacts at this location, reducing project-related noise levels below an approach of the FHWA NAC.

Noise Study Area 2A-B - includes structures that are part of the West Tampa National Register Historic District. Thirty structures (B1a through B1n and B2a through B2p) are predicted to experience noise levels which approach or exceed the FHWA noise abatement criteria (NAC). Noise barriers were found to be economically reasonable in Noise Study Area 2A-B. The noise barriers would attenuate traffic noise impacts at 28 of the locations, reducing project-related noise levels below an approach of the FHWA NAC. Two structures (B2o and B2p) are located in close proximity to Armenia Avenue and would receive less than a 2 dBA reduction from the attenuation of traffic noise generated from I-275.

Noise Study Area 2A-C - includes structures that are part of the West Tampa National Register Historic District and an individual property that is eligible/listed on the National Register. Thirty-three structures (B5a through B5q, B8a, B8e through B8d, B9b, B9c, B9e through B9h and I-1) are predicted to experience noise levels which approach or exceed the FHWA NAC. Noise barriers were found to be economically reasonable in Noise Study Area 2A-C. The noise barriers would attenuate traffic noise impacts at 29 locations, reducing project-related noise levels below an approach of the FHWA NAC. Four structures (B5a, B5j, B5k and B5q) are located in close proximity to Armenia Avenue and would receive less than a 2 dBA reduction from the attenuation of traffic noise generated from I-275.

Noise Study Areas 2A-D - includes structures that are part of the West Tampa National Register Historic District. Twenty-one structures (B3a through B3i, B6a, B6b, B6c, B6f, B6g, B7a, B7b and B7d through B7h) are predicted to experience noise levels which approach or exceed the FHWA NAC. Noise barriers were found to be economically reasonable in Noise Study Area 2A-D. The noise barriers would attenuate traffic noise impacts at 11 locations, reducing project-related noise levels below the FHWA NAC. One structure (B3e) is located in close proximity to Armenia Avenue and 9 structures (B3a through B3d, B6a, B6b, B6c, B6f and B6g) front the merge area of Ramp N and Green Street. These 10 structures would only receive an approximate 2 dBA reduction from the attenuation of traffic noise generated from I-275.

Noise Study Area 2B-G - includes individual structures that are eligible/listed on the National Register. Noise levels at the Oaklawn Cemetery (I9) are predicted to increase 3 dBA above existing noise levels and approach the FHWA NAC. Considering that a 3 dBA increase is barely audible, the predicted build noise levels are not expected to have an adverse effect or interfere with outdoor activities in the cemetery. Noise levels at the Greater Bethel Baptist Church (I22) are predicted to increase 3 dBA above existing noise levels and exceed the FHWA NAC. Considering that the church faces Jefferson Street away from the major noise source and a 3 dBA increase is barely audible to the human ear, traffic noise is not expected to interfere with any exterior church activities. The church is constructed of brick. Based on building noise reduction factors documented in FHWA's *Highway Traffic Noise Analysis and Abatement Policy and Guidance*, 25 dBA can be

subtracted from the predicted exterior noise level to estimate the interior noise level. Using this methodology, the interior noise level would be approximately 49 dBA. This is below the FHWA noise abatement criteria of 52 dBA for interior noise levels.

Noise Study Area 2B-I - includes structures that are part of the proposed Tampa Heights Multiple Property Listing. Three structures (PAa, PAb and MPL3) are predicted to experience noise levels which approach or exceed the FHWA NAC. Structures PAa and PAb would benefit from a noise barrier. However, only a small number of noise sensitive sites benefit and a noise barrier was not found to be economically reasonable. The W.B. Henderson School (MPL3) is predicted to experience noise levels which exceed the FHWA NAC. Because of the numerous proposed elevated ramps at various heights, noise barriers are not considered feasible. Notably, the structure is vacant with no plans for rehabilitation and there are no exterior activities that would be impacted by noise. Due to the low density of contributing structures in the Tampa Heights Historic District, the conclusion of the original analysis stands valid.

Noise Study Area 2B-K - includes structures that are part of the Proposed Tampa Heights Multiple Property Listing. Seven structures (PAg, PAi, PAj, PAk, MPL1, MPL2, and MPL4) are predicted to experience noise levels which approach or exceed the FHWA NAC. Structures PAj and PAk would benefit from a noise barrier. However, only a small number of noise sensitive sites benefit and a noise barrier was not found to be economically reasonable. Structures PAg and PAi front Palm Avenue and would receive a 3 dBA or less reduction from the attenuation of traffic noise from I-275. Structures MPL1 and MPL2 are churches and exterior noise levels which approach the FHWA NAC will not interfere with any outdoor activities. Interior noise levels at the churches are predicted to be below the FHWA NAC. Structure MPL4 is predicted to experience a slight decrease compared to existing noise levels with the proposed alignment shifting traffic further from the structure. Due to the low density of contributing structures in the Tampa Heights Historic District, the conclusion of the original analysis stands valid.

Noise Study Area 2B-J - includes structures that are part of the Ybor City National Historic Landmark District. Sixteen structures (B4a through B4g, B4j, B4k, B4l, B5a, B5b, B8a, B8b, B8m, and B8n) are predicted to experience noise levels which approach or exceed the FHWA NAC. None of the structures would benefit from a noise barrier. Structures B4a through B4g, B4j, B4k, B4l, B5a and B5b are in the immediate vicinity of the I-275/I-4 interchange where noise barriers are not feasible due to numerous elevated ramps on structures at various heights. Structures B8a, B8b, B8m and B8n are impacted by traffic using the Nick Nuccio Parkway and would not benefit from noise barriers attenuating I-4 traffic noise.

Noise Study Area 2B-L - includes structures that are part of the Ybor City National Historic Landmark District. Forty-two structures (B2a through B2g, B2i through B2o, B2p, B2q, B2s, B3a through B3e, B9a through B9f, B9h, and B10a through B10m) are predicted to experience noise levels which approach or exceed the FHWA NAC. Noise barriers were found to be economically reasonable in Noise Study Area 2B-L. The noise barriers would attenuate traffic noise impacts at the 41 locations, reducing project-related noise levels below an approach (65 dBA) of the FHWA NAC. One structure, B10f, is located in close proximity to 14th Street and would receive less than a 4 dBA reduction from the attenuation of traffic noise generated from I-4.

Noise Study Area 3A-A - includes structures that are part of the Ybor City National Historic Landmark District. Seven structures (B16a and B20a through B20f) are predicted to experience noise levels which approach or exceed the FHWA NAC. Noise barriers were found to be economically reasonable in Noise Study Area 3A-A. The noise barriers would attenuate traffic noise impacts at 5 structures. Two structures (B20a and B20b) are in close proximity to 22nd Street and would receive less than a 3 dBA reduction from the attenuation of traffic noise generated from I-4.

Noise Study Area 3A-B - includes structures that are part of the Ybor City National Historic Landmark District. Twenty-four structures (B10ba, B11a through B11i, B12a through B12e, B13b, B14a through B14e, B18a, B18b and B18c) are predicted to experience noise levels which approach or exceed the FHWA NAC. Noise barriers were found to be economically reasonable in Noise Study Area 3A-B. The noise barriers would attenuate traffic noise impacts at the 24 locations reducing project-related noise levels below an approach of the FHWA NAC.

Additional noise attenuation analyses were completed for those areas where a barrier was found to be not economically reasonable but contained structures identified as within the Area of Potential Effect (APE) and listed or eligible for listing on the *National Register of Historic Places.*

In most cases, National Register historic structures would benefit from the proposed economically reasonable noise barriers. However, six historic structures (PAa, PAb, PAg, PAi, PAj, PAk) in the Tampa Heights area (Noise Study Areas 2B-I and 2B-K) are located where barriers were determined to be not economically reasonable. This area is adjacent to the complex downtown interchange which has varying ramp elevations. A barrier in the Tampa Heights area would cost $628,800 to attenuate noise at these six historic structures (an additional seven non-historic structures in the area would be benefited). At a cost of $104,800 per historic structure, this mitigation was determined to not be a reasonable expenditure in an agency coordination meeting with SHPO. Consequently, structures PAa, PAb, PAg, PAi, PAj, PAk are adversely affected as a consequence of this project. For more detail, see the Effects Analysis Report.

The Selected Alternative has considerably less adverse noise effect on historic structures. Structures within the West Tampa National Register Historic District will experience no noise effect due to the Selected Alternative. The proposed downtown interchange operational/safety improvement will have no adverse noise effects on historic structures within the Tampa Heights Multiple Property Listing. Structures within the Ybor City National Landmark Historic District

will experience the same effects as discussed for the Long-Term Preferred Alternative. Through an extensive public involvement program, historic communities have requested that noise barriers be built although they may introduce visual effects. Additional detail concerning noise and visual effects on historic structures is included in the Effects Analysis Report.

4.5.3 Contamination

4.5.3.1 Contamination Screening Evaluation

A Level I contamination screening evaluation was conducted in order to identify any known or potential hazardous material contamination sites along the TIS project corridor. A discussion of the survey methodology and a listing of sites are contained in Section 3.5.3. As a result of the screening, 213 potential sites were identified.

Using the information collected during the screening, each identified site was individually evaluated according to the Project Development and Environment (PD&E) Contamination Risk Evaluation Guideline, Revision 2, developed by FDOT District VII. Utilizing the FDOT risk evaluation rating system, each investigated site was assigned a rating of "No," "Low," "Medium," or "High" based upon the information collected during this contamination screening. The risk ratings assigned to each site are listed on Table 3.15 in Section 3.5.3 and indicate the potential for involvement with contamination which could impact the Long-Term Preferred Alternative. Based on the information available for each of the 213 sites, risk rankings were applied. One site was ranked "No" for no potential impact to the project. A ranking of "Low" was assigned to 88 sites because they are not expected to impact the project. A ranking of "Medium" was assigned to 84 sites because the screening data indicates some potential for impacting the project and a ranking of "High" was assigned to 40 sites. Each of the Medium and High ranked sites are discussed individually in Appendix H.

Level II investigations are recommended at those 124 sites ranked "Medium" or "High" where soil and/or groundwater contamination, should it exist, could potentially impact the TIS Long-Term

Preferred Alternative. Specific information about each site ranked "Medium" or "High" is provided in Appendix H. At a minimum, Level II investigations should be conducted at those sites with direct project involvement. Direct project involvement means that all, or a portion of the site is located within the existing right-of-way or will be acquired for project right-of-way. The level of project involvement for each site is indicated on Table 3.15.

Level II investigations should include, but not be limited to, (1) an updated review of Florida Department of Environmental Protection (FDEP) and Hillsborough County Environmental Protection Commission (EPC) files, and (2) the select sampling and analysis of each site's soil and groundwater to help determine the absence or presence of environmental contamination.

Based on the Level I screening evaluation discussed previously, Level II investigations are recommended at 55 "Medium" and "High" ranking sites where soil and/or groundwater contamination, should it exist, could potentially impact the Selected Alternative. Specific information about each site ranked "Medium" or "High" is contained in Appendix H. At a minimum, Level II investigations should be conducted at those sites with direct project involvement. The level of project involvement for each site is shown on Table 3.15. The Level II investigations conducted for the Selected Alternative should be the same as those for the Long-Term Preferred Alternative discussed above.

The findings of this contamination screening evaluation are based upon preliminary information only and are not intended to replace more detailed studies such as individual environmental site assessments and subsurface soil/groundwater investigations. Rather, this survey is intended as a preliminary guide for identifying potential contamination in the proposed TIS project area. Other technical studies may be required to determine the existence of site contamination prior to right-of-way acquisition, utility relocation, or stormwater pond construction. It should be noted that potential contamination sites may extend beyond those identified in this preliminary survey because of limited historical and regulatory information, illegal dumping practices, and the lack of compliance with the FDEP stationary tank registration and hazardous waste generator programs. Finally, the

identification of a site in this report does not necessarily indicate that the site contains environmental contamination, but only that there is the potential for environmental contamination to occur.

4.5.3.2 Hazardous Materials/Petroleum Transport

The State of Florida has no designated routes for hazardous materials transport; however, interstate travel is considered to be the safest. Improvements to the interstate will improve safety on the freeway and help to reduce the possibility of accidents and hazardous material spills. The Hillsborough County Response Plan for Releases of Extremely Hazardous Substances (January 1994) states that in the event of an accident involving a spill or release of hazardous cargo within the study area, the local fire department initially responds to the emergency and contacts the necessary support and on-call agencies.

4.5.4 Drainage and Hydrology

The proposed interstate improvements will require that the existing interstate drainage system be reconstructed as an urban or enclosed storm sewer system. It is not likely that the existing interstate storm sewer system will be salvageable under the proposed improvements due to the magnitude of the proposed interstate expansion. This will have to be determined during final design.

The State requirements for stormwater treatment will apply throughout the study area. The stormwater treatment criteria has been implemented by the Southwest Florida Water Management District (SWFWMD) in Chapter 40D-40 F.A.C.

The storm event analyzed in the hydrologic analysis for peak discharge attenuation was dependent on the sub-basin location within the project limits. For most sub-basins, the 25-year, 24-hour storm event was utilized in the hydrologic analysis. For sub-basins discharging directly to "more than adequate outfalls" on major water bodies (i.e., Tampa Bay, Hillsborough River), no peak discharge attenuation was provided.

To meet regulatory criteria and to minimize impacts to the existing stormwater outfall system, peak discharges for the proposed conditions must be less than or equal to peak discharges for existing conditions within each sub-basin except for areas discharging directly to Tampa Bay. To accomplish this, volume storage in the form of excavated detention ponds is recommended. Table 4.7 lists preliminary pond sizes which were determined during Phase I of TIS. The proposed detention ponds will be designed to include stormwater treatment capacity in addition to providing peak attenuation storage capacity.

The proposed pond storage depths range from 0.6 to 1.2 m (2 to 4 ft.), depending on estimated soil conditions and water table levels. The proposed "wet" detention ponds will have a maximum depth of 1.8 m (6 ft.). The pond side slopes will be 4:1 horizontal to vertical. The total pond area will include 0.3 m (1 ft.) of freeboard storage and a 6.1-m (20-ft.) maintenance berm around the pond perimeter. The proposed pond areas are preliminary estimates only. Actual pond areas will be determined during final design and will be dependent on site availability, soil conditions and permitting requirements in effect at the time of final design.

The proposed pond locations within each sub-basin were determined from existing topography, existing land use, proximity to an existing outfall, and the proximity to the existing right-of-way. The proposed ponds will be designed to function as an amenity to the project in addition to providing stormwater storage and treatment capacity. The ponds may utilize landscaping, fountains, littoral zones, hard designs, and other features to provide an aesthetic and functional system, as described in the TIS Urban Design Guidelines. With the construction of the proposed detention ponds, the proposed project should have minimal impact on the existing stormwater outfall systems. However, during final design, the FDOT and the City of Tampa will discuss joint improvements to the stormwater outfall systems to replace or upgrade the outdated or overloaded systems.

Drainage issues for the proposed project are discussed in detail in the TIS Task A.5.b.6 - Location Hydraulic Reports (May 1991) and Location Hydraulic Report Addendum (September 1993) provided in Appendix A of the Preliminary Engineering Report and the Conceptual Stormwater and Water Quality Design Analysis Technical Report, published separately.

TABLE 4.7

PROPOSED DETENTION PONDS
Tampa Interstate Study - Phase II
Environmental Impact Statement

Pond Location	Pond Area[a]	Storage Volume Required
Begin Segment 1A	2.8 ha (0.7 ac.)	838.7 m^3 (0.6 ac.-ft.)
Memorial/I-275	0.5 ha (1.4 ac.)	1,048.4 m^3 (0.8 ac.-ft.)
Westshore Boulevard Exit	0.3 ha (0.9 ac.)	1,036.1 m^3 (0.8 ac.-ft.)
West of Lois Avenue	0.9 ha (2.3 ac.)	3,873.1 m^3 (3.1 ac.-ft.)
East of Lois Avenue	1.0 ha (2.5 ac.)	2,466.9 m^3 (2.0 ac.-ft.)
Dale Mabry Highway	2.4 ha (6.1 ac.)	12,026.5 m^3 (9.7 ac.-ft.)
West of Hillsborough River	1.0 ha (2.5 ac.)	3,700.4 m^3 (3.0 ac.-ft.)
Ashley Street Ramp	1.2 ha (3.1 ac.)	5,180.6 m^3 (4.2 ac.-ft.)
I-275/I-4 Interchange	3.4 ha (8.5 ac.)	16,528.7 m^3 (13.4 ac.-ft.)
26th Avenue	1.2 ha (3.0 ac.)	10,978.0 m^3 (8.9 ac.-ft.)
Dr. M. L. King, Jr. Boulevard	1.0 ha (2.6 ac.)	8,264.3 m^3 (6.7 ac.-ft.)
15th Street	1.4 ha (3.6 ac.)	9,621.2 m^3 (7.8 ac.-ft.)
24th Street	1.0 ha (2.6 ac.)	7,030.8 m^3 (5.7 ac.-ft.)
26th Street	0.7 ha (1.9 ac.)	4,317.2 m^3 (3.5 ac.-ft.)
32nd Street	1.2 ha (3.1 ac.)	8,141.0 m^3 (6.6 ac.-ft.)
4th Avenue	0.4 ha (1.0 ac.)	1,726.8 m^3 (1.4 ac.-ft.)
45th Street	1.0 ha (2.6 ac.)	6,290.7 m^3 (5.1 ac.-ft.)
Columbus Drive	0.6 ha (1.6 ac.)	3,330.4 m^3 (2.7 ac.-ft.)
Melbourne Boulevard	0.5 ha (1.3 ac.)	2,713.6 m^3 (2.2 ac.-ft.)
14th Avenue	0.3 ha (0.8 ac.)	1,233.4 m^3 (1.0 ac.-ft.)
CSX/Crosstown	0.8 ha (2.0 ac.)	3,823.8 m^3 (3.1 ac.-ft.)
Crosstown Toll Plaza 1	0.8 ha (2.2 ac.)	4,317.2 m^3 (3.5 ac.-ft.)
Crosstown Toll Plaza 2	0.4 ha (1.0 ac.)	1,726.8 m^3 (1.4 ac.-ft.)
Adamo Drive	1.0 ha (2.7 ac.)	5,304.0 m^3 (4.3 ac.-ft.)

[a] Pond area includes 0.3 (1 ft.) of freeboard and 6.1-m (20-ft.) maintenance berm. Source: TIS Phase I Study. Preliminary Estimate Only.

The Selected Alternative will require that the existing interstate drainage system be reconstructed as an urban or enclosed storm sewer system. The existing interstate storm sewer system will probably not be salvageable under the proposed improvements due to the magnitude of the proposed interstate reconstruction. A final determination will be made during final design. In order to meet regulatory criteria and to minimize impacts to the existing stormwater outfall system, volume storage in the form of excavated detention ponds is proposed. The State requirements for stormwater treatment (Chapter 40D-40 F.A.C.) will apply throughout the study area.

4.5.5 Water Quality

One existing industrial well, located within the limits of the proposed Crosstown Connector, will be impacted by both the Long-Term Preferred Alternative and the ***Selected Alternative***. Prior to construction, the well will be abandoned and plugged in accordance with Federal, State, and local requirements.

The proposed stormwater facility designs for both the Long-Term Preferred Alternative and the ***Selected Alternative*** will include, at a minimum, the water quantity requirements for water quality impacts as required by the Southwest Florida Water Management District in Chapter 40D-40 F.A.C. Therefore, no further mitigation for water quality impacts will be needed. Please see the WQIE Checklist in Appendix C for additional information.

4.5.6 Floodplains and Floodways

Floodplain impacts for the project were identified in the TIS Location Hydraulic Reports (May 1991) and TIS Location Hydraulic Report Addendum (September 1993), which was completed in accordance with the requirements set forth in Executive Order 11988 "Floodplain Management" and CFR 650A.

As previously shown in Exhibits 3.12 through 3.17, the first area of base floodplain encroachment extends from the eastern terminus of the Howard Frankland Bridge east to North Hesperides Street. The segment of the interstate from Hesperides Street to Dale Mabry Highway is in FEMA Zone C. Several areas are defined as FEMA Zone B and Zone C along the interstate where it is elevated above the storm surge. Although the existing interstate includes a longitudinal encroachment to the Lemon Street Canal floodplain, alternative alignments to avoid the floodplain impacts are not practicable due to the existing urbanized nature of the surrounding area and the fact that the floodplain is due to tidal storm surge in Tampa Bay.

The second area of the base floodplain encroachment is located at the I-275 crossing of the Hillsborough River between North Boulevard and Tampa Street (Exhibits 3.19 and 3.20). The Hillsborough River is a non-regulated floodway for the city of Tampa as defined in the National Flood Insurance Program, City of Tampa Flood Insurance Study. The Lower Hillsborough River is regulated by the Tampa Bypass Canal flood-control project which was constructed by the U.S. Army Corps of Engineers and is owned and operated by the Southwest Florida Water Management District (SWFWMD). The Tampa Bypass Canal (TBC) facilities provide flood protection to the urban development area along the Lower Hillsborough River. Due to the effects of the flood-control project, encroachment up to the natural channel banks in the Lower Hillsborough River will not increase the flood elevation. No floodway data or delineations were presented in the City of Tampa FEMA Flood Study due to the flood control of the TBC. Flooding in the lower reaches of the river is a result of tidal storm surge at Tampa Bay.

The third area of the base floodplain encroachment is located at the proposed Crosstown Connector near 30th Street from 6th Avenue to the Crosstown Expressway and on the Crosstown Expressway, near McKay Bay (Exhibit 3.23). The proposed Crosstown Connector is located between 30th and 31st Streets and extends from I-4 south to the Crosstown Expressway. This connector is transversely encroaching into the 100-year base floodplain in the region near its south end. The entire segment of the proposed Crosstown Connector does not cross any existing drainage structures.

The floodplain encroachments on the Crosstown Expressway extend from Kennedy Boulevard (S.R. 60) to Maydell Drive (Exhibits 3.24 through 3.31). The existing Crosstown Expressway includes a longitudinal encroachment to the Palm River floodplain. Alternative alignments to avoid the floodplain impacts are not practicable due to the existing urbanized nature of the surrounding area and the fact that the floodplain is due to tidal storm surge in McKay Bay. As a result, this project should not affect flood heights or floodplain limits.

Finally, a segment of I-275 from Alfred Street to Emily Street is adjacent to the area of the 100-year floodplain (Zone A) in the Robles Park pond as previously shown in Exhibit 3.21. Lengthening of drainage structures due to roadway improvements will occur on the east side of the interstate and will not cause a change in the hydrologic condition in this region. The roadway improvements will not affect the 100-year floodplain in Robles Park pond.

Floodplain impacts for the Long-Term Preferred Alternative are minimal since the existing roadway alignment will be utilized. No floodways will be affected by the project. Existing flood elevations will not be raised by more than one foot. Due to the degree of existing development within the project area, alternatives to the proposed roadway alignment are not practicable. The proposed roadway improvements would not cause incompatible floodplain development or reduce beneficial floodplain values. The proposed roadway is primarily an elevated highway; therefore, roadway overtopping and traffic interruption due to flooding would not occur or will be significant.

The roadway within the project corridor currently serves the community as an evacuation route. Modification to the roadway width and drainage structures as part of the Long-Term Preferred Alternative should improve the use of the facility for emergency services and evacuation purposes.

Pursuant to Executive Order 11988, "Floodplain Management," the Selected Alternative was determined to be within the base floodplain. Impacts associated with the Selected Alternative have been evaluated and determined to be minimal. Therefore, the Selected Alternative will not constitute a significant encroachment. The project does not involve a regulated floodway. Since the existing roadway alignment will be utilized, floodplain impacts for the project are minimal.

Due to the degree of existing development within the project area, the proposed roadway improvements should not cause incompatible floodplain development or reduce beneficial floodplain values. The proposed roadway is primarily an elevated highway. Roadway overtopping and traffic interruption due to flooding should not occur or will not be significant. The roadway within the project corridor currently serves the community as an evacuation route. Modification to the roadway width and drainage structures associated with the Selected Alternative should improve the use of the facility for emergency services and evacuation purposes.

4.5.7 Navigation

Within the project limits, the I-275/I-4 corridor includes only one bridge crossing of a navigable waterway. I-275 crosses the Hillsborough River at river-mile 1.4, in the vicinity of Scott Street in downtown Tampa. The Long-Term Preferred Alternative will have no impacts on navigation or navigation-related land uses along the Hillsborough River. The twin existing fixed bridge structures will be replaced by seven new separate fixed bridge structures. The existing minimum horizontal and vertical clearances will be maintained. During project construction, the existing channel will be maintained and no disruptions to navigation are anticipated.

The Selected Alternative involves no crossings of navigable waterways and will have no impact on navigation.

4.6 NATURAL RESOURCES

4.6.1 Wetlands

Fifteen of the 31 existing wetland sites within the proposed right-of-way will be impacted by the Long-Term Preferred Alternative as a result of roadway construction. Table 4.8 lists the potential area of impact to each site. The locations of the impacted wetland sites are shown on Exhibit 4.9. Fifteen of the 31 sites would be affected because of filling activities necessary to widen the existing roadway and to construct new roadway. In some areas, drainage systems along the corridor will also

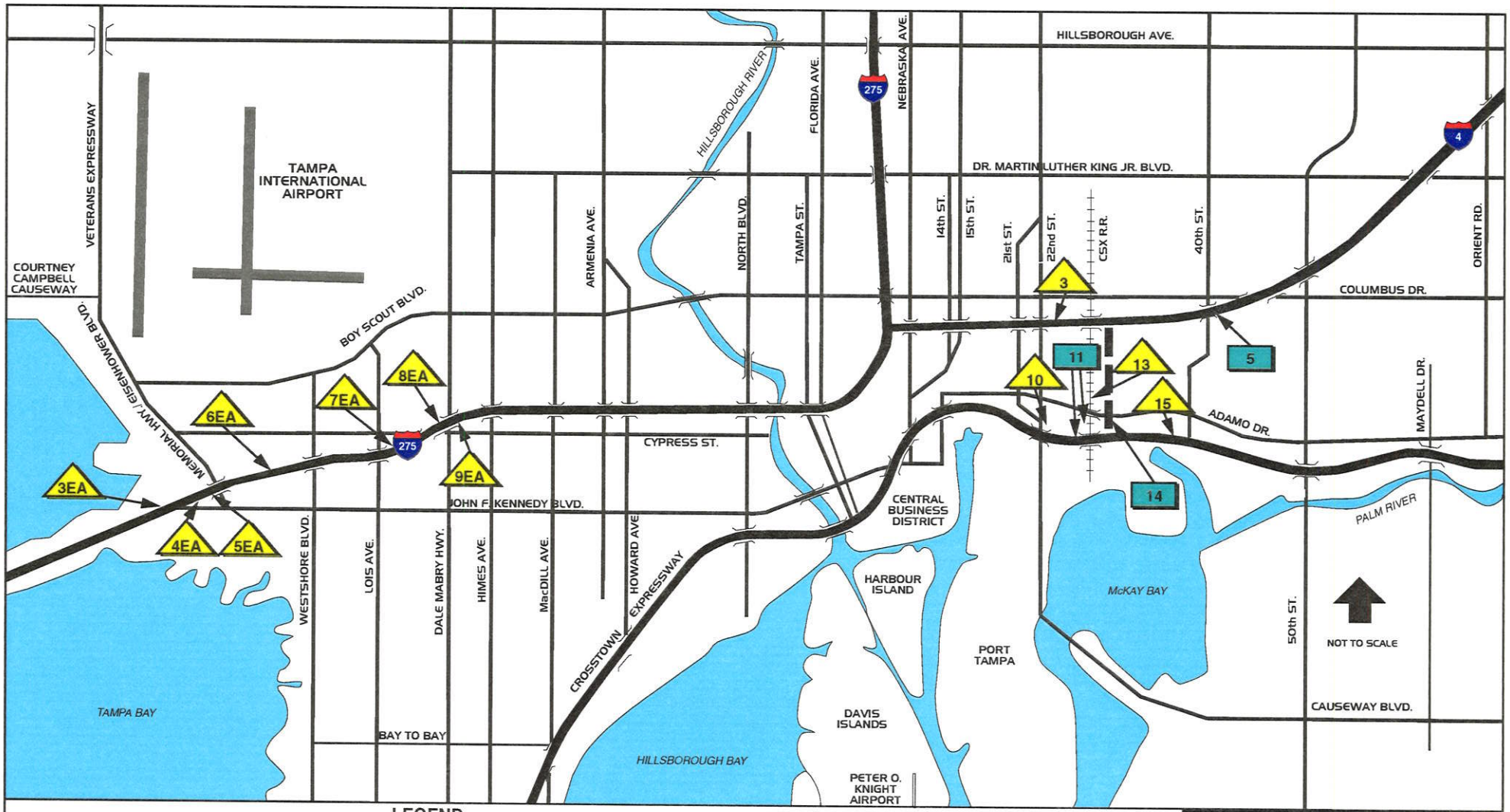
TABLE 4.8

POTENTIAL WETLAND IMPACTS
Tampa Interstate Study - Phase II
Environmental Impact Statement

Site	USFWS NWI Classification[1]	Existing System			Remaining Area ha (ac.)
		Total Area ha (ac.)	Area of Potential Impact ha (ac.)	Percent to be Impacted	
3EA	E1UB3L$_x$	1.3 (3.3)	0.5 (1.3)	39	0.8 (2.0)
4EA	E1UB3L$_x$	0.4 (1.2)	0.2 (0.7)	58	0.2 (0.5)
5EA	PUBH$_x$	0.8 (2.0)	0.08 (0.2)	10	0.7 (1.8)
6EA	PUBH$_x$	0.2 (0.5)	0.2 (0.5)	100	0 (0)
7EA	R2UBH$_x$	0.2 (0.6)	0.08 (0.2)	33	0.1 (0.4)
8EA	PEM1F$_x$	0.2 (0.6)	0.2 (0.6)	100	0 (0)
9EA	PEM1F$_x$	0.3 (0.8)	0.1 (0.4)	50	0.1 (0.4)
1	E1UBL	2.5 (6.3)	0.1 (0.3)	5	2.4 (6.0)
3	PEM1C	1.4 (3.5)	0.2 (0.6)	17	1.1 (2.9)
5	PF03/1A	0.5 (1.4)	0.04 (0.1)	7	0.5 (1.3)
10	PUBH$_x$	0.5 (1.3)	0.08 (0.2)	15	0.4 (1.1)
11	PSS3J	0.9 (2.4)	0.3 (0.9)	38	0.6 (1.5)
13	PUBF$_x$	0.1 (0.4)	0.1 (0.4)	100	0 (0)
14	PSS3J$_x$	0.5 (1.3)	0.1 (0.3)	23	0.4 (1.0)
15	R2UBH$_x$	0.3 (0.9)	0.01 (0.04)	4	0.3 (0.8)
TOTAL	--	**10.7 (26.5)**	**2.7 (6.7)**	**25.4**	**7.9 (19.7)**

[1] United States Fish and Wildlife Service, National Wetlands Inventory Classification System - Tampa Quadrangle, December, 1982 and Gandy Bridge Quadrangle, December, 1982. See Table 3.19 for explanations of USFWS classifications.

[2] Classified by Greiner, Inc. using the USFWS NWI (Cowardin, 1979) Classification System.



LEGEND

Areas Heavily Impacted by Surrounding Development

Man-Made Basins and Ditches

Proposed Crosstown Connector

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY

PHASE II

Hillsborough County, Florida

WETLAND IMPACTS

EXHIBIT 4.9

require modification. The proposed roadway widening will require the extension of existing culverts or their replacement with new culverts. A discussion of the Long-Term Preferred Alternative impact to each wetland site follows. Detailed descriptions of each wetland site are provided in Section 3.6.1.

- **Site 3EA** - Approximately 0.5 ha (1.3 ac.) of this 1.3 ha (3.3-ac.) stormwater basin will be impacted.

- **Site 4EA** - Approximately 0.2 ha (0.7 ac.) of this 0.4 ha (1.2-ac.) man-made pond will be filled.

- **Site 5EA** - Approximately 0.08 ha (0.2 ac.) of this 0.8 ha (2.0-acre) pond will be filled for the proposed I-275 eastbound ramp and the widening of the Memorial Highway (S.R. 60) southbound lane. However, this pond will be expanded along its eastern and southern boundaries by approximately 0.6 ha (1.5 ac.), thereby resulting in a net increase of 0.5 ha (1.3 ac.) of wetlands.

- **Site 6EA** - The entire 0.2 ha (0.5-ac.) pond will be filled for the construction of additional lanes for I-275. This pond will be replaced with 0.6 ha (1.6-ac.) and 0.3 ha (0.8-ac.) stormwater management ponds located north of the proposed roadway.

- **Site 7EA** - Impacts to approximately 0.08 ha (0.2 ac.) of this 0.2 ha (0.6-ac.) ditch will result from the construction of a 0.4 ha (1.2-ac.) stormwater retention pond.

- **Site 8EA** - The entire 0.2 ha (0.6 ac.) basin will be impacted by the widening of I-275.

- **Site 9EA** - The proposed improvements will impact approximately 0.1 ha (0.4 ac.) of this 0.3 ha (0.8-ac.) wetland.

- **Site 1** - Approximately 0.1 ha (0.3 ac.) of Hillsborough River bottom area will be impacted by the construction of new bridge piers.

- **Site 3** - Approximately 0.2 ha (0.6 ac.) of this 1.4 ha (3.5-ac.) stormwater basin will be impacted.

- **Site 5** - Approximately 0.04 ha (0.1 ac.) of this 0.5 ha (1.4-ac.) system will be impacted by the construction of a stormwater management pond.

- **Site 10** - Approximately 0.08 ha (0.2 acres) of this 0.5 ha (1.3-ac.) pond will be filled in order to construct the westbound off-ramp from the Crosstown Expressway to 22nd Street.

- **Sites 11 and 14** - Approximately 0.3 ha (0.9 ac.) of 0.9 ha (2.4-ac.) Site 11 and 0.1 ha (0.3 ac.) of 0.5 ha (1.3-ac.) Site 14 will be impacted by proposed ramps. These proposed ramps will be on bridge structures requiring support by pilings.

- **Site 13** - This 0.1 ha (0.4-ac.) open water drainage facility will be replaced by a stormwater management pond to treat stormwater runoff associated with the proposed Crosstown Connector/Crosstown Expressway interchange.

- **Site 15** - Approximately 0.01 (0.04 ac.) of this 0.3 ha (0.9-ac.) drainage channel will be impacted by the construction of a retaining wall along the northern outside lanes of Adamo Drive (S.R. 60).

Steps taken to avoid or minimize wetland impacts included the utilization of a comparative analysis technique known as the "three-tier analysis". This analysis enabled the study team to compare each project alternative based on potential impacts to various key factors, including wetlands. The three-tier analysis is presented in the TIS Master Plan Report (August 1989) and a copy of the tier reports is included in Appendix F.

Approximately 2.7 ha (6.7 ac.) of wetlands will be impacted by the Long-Term Preferred Alternative. It is important to protect the remaining wetlands from degradation during the construction phase. Adherence to Best Management Practices and FDOT Standard Specifications will be used during construction to control soil erosion and pollutant runoff. These measures include the use of:

- hay bales
- siltation fences
- seed or mulch over bare soil areas
- sediment basins
- swales or grassed waterways
- storm sewer inlet protection

Ten of the 31 existing wetland sites identified within the TIS project right-of-way will be impacted by the Selected Alternative. The ten sites will be impacted because of filling activities necessary to widen the existing roadway and to construct new roadway. In some areas, drainage systems

along the corridor will also require modification. A discussion of the impacts to each wetland site associated with the Selected Alternative follows. A total of 2.1 ha (5.2 ac.) of wetlands will be impacted by the Selected Alternative. Detailed descriptions of each wetland site are provided in Section 3.6.1.

- **Site 3EA** - *Approximately 0.5 ha (1.3 ac.) of this 1.3 ha (3.3-ac.) stormwater basin will be impacted.*

- **Site 4EA** - *Approximately 0.2 ha (0.7 ac.) of this 0.4 ha (1.2-ac.) man-made pond will be filled.*

- **Site 5EA** - *Approximately 0.08 ha (0.2 ac.) of this 0.8 ha (2.0-acre) pond will be filled for the proposed I-275 eastbound ramp and the widening of the Memorial Highway (S.R. 60) southbound lane. However, this pond will be expanded along its eastern and southern boundaries by approximately 0.6 ha (1.5 ac.), thereby resulting in a net increase of 0.5 ha (1.3 ac.) of wetlands.*

- **Site 6EA** - *The entire 0.2 ha (0.5-ac.) pond will be filled for the construction of additional lanes for I-275. This pond will be replaced with 0.6 ha (1.6-ac.) and 0.3 ha (0.8-ac.) stormwater management ponds located north of the proposed roadway.*

- **Site 3** - *Approximately 0.2 ha (0.6 ac.) of this 1.4 ha (3.5-ac.) stormwater basin will be impacted.*

- **Site 5** - *Approximately 0.04 ha (0.1 ac.) of this 0.5 ha (1.4-ac.) system will be impacted by the construction of a stormwater management pond.*

- **Site 10** - *Approximately 0.08 ha (0.2 acres) of this 0.5 ha (1.3-ac.) pond will be filled in order to construct the westbound off-ramp from the Crosstown Expressway to 22nd Street.*

- **Sites 11 and 14** - *Approximately 0.3 ha (0.9 ac.) of 0.9 ha (2.4-ac.) Site 11 and 0.1 ha (0.3 ac.) of 0.5 ha (1.3-ac.) Site 14 will be impacted by proposed ramps. These proposed ramps will be on bridge structures requiring support by pilings.*

- **Site 13** - *This 0.1 ha (0.4-ac.) open water drainage facility will be replaced by a stormwater management pond to treat stormwater runoff associated with the proposed Crosstown Connector/Crosstown Expressway interchange.*

- **Site 15** - *Approximately 0.01 (0.04 ac.) of this 0.3 ha (0.9-ac.) drainage channel will be impacted by the construction of a retaining wall along the northern outside lanes of Adamo Drive (S.R. 60).*

4.6.1.1 WET-II Analyses

In order to determine the qualitative value of wetlands within the project area, a Wetlands Evaluation Technique (WET-II) analysis was performed on six of the wetlands proposed for impact. As discussed previously, 15 wetlands representing six wetland types will be impacted by the Long-Term Preferred Alternative. Utilizing WET-II, one wetland site from each wetland type was analyzed to determine its value with respect to hydrologic (floodflow alteration), wildlife (wildlife diversity/abundance), and social (recreation) functions.

The selection of wetlands for WET-II analysis was accomplished by separating the 15 wetland sites proposed for impact into wetland types using the USFWS Classification System. As discussed above, this resulted in six distinct wetland types: man-made brackish water ponds (three), man-made freshwater ponds (four), man-made drainage channels (two), man-made herbaceous wetlands (three), scrub/shrub wetlands (two) and forested wetlands (one). Wetlands of similar type were then reviewed for size, drainage basin areas, outfall types, and vegetative dominance to determine similarities and differences. From this review, it was determined that one wetland within each wetland type would be adequate for analysis to determine the qualitative value of wetlands within that type. Wetlands analyzed were Site 5 (forested wetlands), Site 14 (scrub/shrub wetlands), Site 3EA (man-made brackish water pond), Site 5EA (man-made freshwater pond), Site 7EA (man-made drainage channel), and Site 8EA (man-made herbaceous marsh).

Results of the WET-II analyses indicated that water quality treatment (nutrient removal/transformation) and water quantity attenuation (floodflow alteration) were the major functions performed by the wetlands within the project area. Wildlife and social functions were ranked low or moderate for all sites analyzed. This was expected due to the location and nature of the wetlands within the project area.

As discussed previously, the project area is urban in nature with little to no natural communities present. The wetlands within this area are either man-made and were designed primarily as water

treatment and/or flood volume storage ponds or are remnant wetland areas isolated or segmented by previous construction. They are located within the infields of on-/off-ramps or are surrounded by development and offer limited accessibility to wildlife. In addition, the lack of natural communities adjacent to or near these wetlands further limits the ability of wildlife to utilize them. These wetlands also provide little value as recreational areas. While some fish species may be present within open water areas of the wetlands, public access to them is prohibited or restricted.

Wetland impacts associated with either the Long-Term Preferred Alternative or the ***Selected Alternative*** at Sites 1, 3, 5, 10, 11, 13, 14 and 15 will be mitigated by the creation of water quality treatment/flood volume attenuation ponds. Based on the results of the WET-II analyses, the creation of these new ponds should compensate for the functions performed by the impacted wetland areas. Sites 3EA, 4EA, 5EA, 6EA, 7EA, 8EA and 9EA were first identified and evaluated during the TIS-EA Study. As part of the approved EA/FONSI completed for that project, mitigation is not required for impacts to those wetlands.

4.6.1.2 Permitting and Review Agencies

Regulatory agencies were contacted regarding this project during the Advance Notification process. Agency responses indicated that permits will be required prior to start of construction. Permits will be required from the U.S. Army Corps of Engineers pursuant to Section 404 of the Clean Water Act, as codified in 33 CFR Part 323 for discharges of dredge or fill material into Waters of the United States, which include wetlands; the Southwest Florida Water Management District (SWFWMD), which issues Environmental Resource Permits pursuant to Chapter 40D-4 FAC; and the United States Environmental Protection Agency (EPA) which issues National Pollutant Discharge Elimination System permits pursuant to 40 CFR, Parts 122 to 124. Agencies that will comment on permit applications submitted to the above-listed agencies include: the Florida Game and Fresh Water Fish Commission (FGFWFC), which will comment on the SWFWMD application; and the United States Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (NMFS), which both comment on ACOE permit applications.

Coordination with permitting and permit review agencies will continue through subsequent design, permitting and construction phases of the project. Finalization of mitigation ratios and details will occur during the design phase of the project. Conceptual mitigation for both the Long-Term Preferred Alternative and the ***Selected Alternative*** is proposed to consist of a combination of wetland creation and avoidance/minimization.

4.6.1.3 Mitigation Plan

Wetland creation will be implemented to satisfy the "no net loss requirements" for wetlands set forth by federal guidelines. The majority of wetland systems impacted by the proposed roadway are man-made ponds and ditches and degraded natural wetlands. It is proposed that the stormwater treatment ponds necessary for this project be used to mitigate for impacted wetlands. By state regulation (Chapter 40D-4 FAC), detention ponds are required to have 35 percent of their surface area at a water elevation (depth) shallow enough to allow for the establishment and growth of wetland and aquatic vegetation (littoral zones). Pond littoral zones in excess of the required 35 percent can be used to offset impacts to the wetlands that will be impacted by the proposed project. It is proposed that mitigation on a one-to-one replacement ratio would be acceptable to permitting agencies based on the WET-II analysis results regarding the function and condition of the impacted wetlands.

Five stormwater treatment ponds: the West of the Hillsborough River Pond, the 45th Street Pond, the CSX Pond, the Toll Plaza 1 Pond, and the Adamo Drive Pond, are proposed to be utilized for mitigation purposes. All five ponds are located within moderate treatment (Level 2) sections of the stormwater management area as indicated in the TIS Urban Design Guidelines. Requirements for stormwater ponds located in moderate treatment sections are also discussed in the TIS Urban Design Guidelines. Table 4.9 lists the wetland sites, the impact acreages, and the stormwater pond sites proposed for mitigation.

As shown in Table 4.9, mitigation for Wetland Site 1 is proposed to occur within the West of the Hillsborough River Pond. Approximately 0.1 ha (0.3 acres) of this 1.0 ha (2.5 acres) pond will be

TABLE 4.9

POTENTIAL WETLAND MITIGATION SITES
Tampa Interstate Study - Phase II
Environmental Impact Statement

Site	USFWS Classification[1]	Impact Acreage ha (ac.)	Proposed Mitigation Site	Mitigation Site Area ha (ac.)
1	E1UBL	0.1 (0.3)	West of the Hillsborough River Pond	1.0 (2.5)
3	PEMIC	0.2 (0.6)	45th Street Pond	1.0 (2.6)
5	PFO3/1A	0.04 (0.1)	45th Street Pond	
10	$PUBH_x$	0.08 (0.2)	CSX Pond	0.8 (2.0)
11	PSS3J	0.3 (0.9)	CSX & Toll Plaza 1 Ponds	1.7 (4.2)
13	$PUBF_x$	0.1 (0.4)	Toll Plaza 1 Pond	0.8 (2.2))
14	$PSS3J_x$	0.1 (0.3)	Adamo Drive Pond	1.0 (2.7)
15	$R2UBH_x$	0.01 (0.04)	Adamo Drive Pond	
Total	--	**1.1 (2.8)**	---	**4.8 (12.0)**

[1] Classified by Greiner, Inc. using the USFWS NWI (Cowardin, 1979) Classification System.

planted with natural, non-exotic or nuisance, herbaceous plant species to compensate for impacts to the 0.1 ha (0.3 acres) of unconsolidated mud bottom within Wetland Site 1. Species proposed for use may include bulrush (*Scirpus* spp.), pickerelweed (*Pontederia cordata*), arrowhead (*Sagittaria* spp.), softrush (*Juncus effusus*), sand cordgrass (*Spartina bakeri*), and water-lilies (*Nymphaea odorata*).

Mitigation for Wetland Sites 3 and 5 will occur in the 1.0 ha (2.6 acres) 45th Street Pond. Within this pond, approximately 0.2 ha (0.6 acres) of shallow littoral shelf will be planted with herbaceous plant species similar to those discussed above. In addition, 0.04 ha (0.1 acres) will be planted with forested plant species such as red maple (*Acer rubrum*) and laurel oak (*Quercus laurifolia*).

To mitigate functions and values lost as a result of impacts to Wetland Sites 10, 11, and 13, approximately 0.48 ha (1.5 acres) of the CSX and Toll Plaza 1 Ponds will be planted with herbaceous and scrub/shrub wetlands species. Within the CSX Pond, approximately 0.08 ha (0.2 acres) will be planted with herbaceous plant species similar to those discussed above, while an additional 0.15 ha (0.45 acres) will be planted with such shrub species as button bush (*Cephalanthus occidentalis*) and St. John's Wort (*Hypericum* spp.). The planting of these areas will be used to replace 0.08 ha (0.2 acres) of impacts to unconsolidated bottom within Wetland Site 10 and 0.15 ha (0.45 acres) of impacts to scrub/shrub wetlands within Wetland Site 11. In addition, 0.1 ha (0.4 acres) of the Toll Plaza 1 Pond will be planted with herbaceous plant species and 0.15 ha (0.45 acres) with scrub species to compensate for impacts to 0.1 ha (0.4 acres) of unconsolidated bottom within Wetland Site 13 and 0.15 ha (0.45 acres) of scrub/shrub wetlands within Wetland Site 11.

The Adamo Drive Pond will be used to compensate for impacts to 0.1 ha (0.3 acres) of scrub/shrub wetlands located within Wetland Site 14 and 0.01 ha (0.04 acres) of unconsolidated bottom located within Wetland Site 15. Within this pond, 0.1 ha (0.3 acres) will be planted with shrub species and an additional 0.01 ha (0.04 acres) will be planted with herbaceous species.

Overall, 0.93 ha (2.8 acres) of shallow littoral shelf, located within five proposed storm water ponds, will be planted with herbaceous (0.49 ha/1.54 acres), scrub (0.40 ha/1.20 acres), and forested 0.04

ha/0.1 acres) wetland plant species. The creation of these littoral zones will be done to compensate for values and functions lost as a result of impacts to an equal amount (i.e., 1:1 ratio) of existing wetlands located with the proposed roadway alignment. Specific areas of creation are based on the type of wetlands being impacted (i.e., type by type) and in an attempt to replace impacted wetlands with wetlands of equal or better quality and which replace the values and functions provided by the impacted wetlands.

Approximately 2.1 ha (5.2 ac.) of wetlands will be impacted by the Selected Alternative. The wetlands involved, Sites 3EA, 4EA, 5EA, 6EA, 3, 5, 10, 11, 13, 14, and 15, consist of man-made ponds and ditches and degraded natural wetlands. As discussed previously, wetland sites 3EA, 4EA, 5EA, and 6EA require no mitigation. Wetland sites 3, 5, 10, 11, 13, 14 and 15 require mitigation. Based upon the results of WET-II analyses discussed previously, four new stormwater treatment ponds necessary for this project should compensate for the functions performed by the impacted wetlands. The pond littoral zones, in excess of the required 35 percent of the surface area, will be used to offset the wetland impacts at an approximate ratio of one acre of newly created wetland for each acre of impacted wetland. Table 4.9 lists the wetland impacts to each site and the proposed mitigation ponds for each. Based on coordination with the Southwest Florida Water Management District, no wetland mitigation beyond the creation of stormwater treatment pond littoral zones is anticipated. Based on the above consideration, it is determined that there is no practicable alternative to the proposed new construction in wetlands and the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use.

4.6.2 Uplands

Due to the heavily urbanized nature of the study area, significant, undeveloped upland areas are not present. While some loss of residential and commercial landscaped areas will occur, the impact is not anticipated to be significant. Additionally, a comprehensive visual/aesthetics program is a key element of the proposed improvements and includes extensive landscaping.

Due to the heavily urbanized nature of the study area, significant undeveloped upland areas are not present. The Selected Alternative will have no significant impact on uplands.

4.6.3 Wildlife

Significant amounts of suitable habitat for wildlife were not observed within the project area. Existing vegetated areas which provide habitat for urban wildlife (e.g. birds, rodents, squirrels) consist of maintained lawns, highway median, and stormwater retention ponds. While these types of areas will be disturbed during construction, significant loss of this type of habitat will not occur. As a result, impacts to wildlife are not anticipated.

Due to the heavily urbanized nature of the study area, significant undeveloped upland areas are not present and significant amounts of suitable habitat for wildlife are not present within the limits of Selected Alternative. Impacts to wildlife associated with the Selected Alternative are not anticipated.

4.6.4 Threatened or Endangered Species

This project has been evaluated for impacts on threatened and endangered species. A literature review was conducted to determine those threatened, endangered and species of special concern which may inhabit the project area. This search resulted in findings that no listed species would be affected by the proposed project. This determination was made after review of the Advance Notification responses and field survey of the project area by a biologist. Furthermore, the potential for impacts to critical habitat was assessed as to the relationship of the project to the USFWS's designated "Critical Habitat".

In addition, the USFWS was contacted for a list of species and they concurred that no listed species are known to exist in the study area (see Appendix B for a copy of the letter). The determination was made that the project will not impact any proposed threatened or endangered species or affect or modify any critical habitat. A determination of "no effect" has been made, and the project is

consistent with the Endangered Species Act. A copy of the letter from USFWS stating this determination is included in Appendix B.

No listed species are known to exist within the limits of the Selected Alternative. The USFWS has determined that the Selected Alternative will not impact any threatened or endangered species or affect or modify any critical habitat.

4.6.4.1 Mammals

It is anticipated that the Long-Term Preferred Alternative and the ***Selected Alternative*** will not jeopardize the continued existence of the manatee, nor will they destroy or modify its habitat. Because construction will be limited to the causeway approaches to the Howard Frankland Bridge (no bridge work is anticipated), the manatee's passage in the vicinity of the Howard Frankland Bridge will not be disrupted. Possible hazards to the manatee during shoreline construction may include becoming trapped or entangled in turbidity barriers, or coming in contact with construction equipment, such as work boats and barges.

The proposed Hillsborough River bridge reconstruction, associated with the Long-Term Preferred Alternative, will require removal of the existing bridge and construction of a new bridge. Additional pilings will be required for the new bridge. Mitigation measures will be incorporated into the construction contract documents and implemented to ensure the protection of manatees. These measures are outlined by the Florida Department of Environmental Protection (FDEP) and are listed below.

The Selected Alternative will not require the reconstruction of the Hillsborough River Bridge.

MANATEE WATCH PROGRAM GUIDELINES

The contractor and subcontractors shall ensure that care is taken to conduct all construction and related activities with caution relative to any endangered or threatened species protected by the Federal Endangered Species Act of 1973, the Florida Manatee Act, and the Federal Marine Mammal Protection Act of 1972, as amended. All construction personnel shall be advised the potential

presence of these species, of their endangered or threatened status, of their federal or state protection, and of the need to refrain from any action which would jeopardize the well-being of these species.

To minimize the potential impacts of bridge demolition and construction on manatees, a continuous Manatee Watch Program (MWP) will be established. The following conditions constitute the MWP and shall be included as special provisions.

1) Seven days prior to the first bridge-related construction event, the contractors will provide the U.S. Fish and Wildlife Service (USFWS) and Department of Environmental Protection (DEP) Office of Protected Species Management a list of the chief and primary observers for the MWP and their qualifications. An outline of the MWP will also be submitted seven days prior to the first such event.

   The outline will include time tables for any blasting, dredging, or construction watercraft activity, tide tables for blasting events indicating slack tides; time tables for the MWP (start times for aerial survey as hereinafter required, and other survey positions); observer positions; a copy of the MWP log sheet; and map to record manatee sightings.

2) A formal MWP coordination meeting will be held at least two days prior to the first bridge-related construction event. Attendees will include the MWP chief and primary observers, construction contractors, demolition, subcontractors, FDOT, USFWS, DEP and other interested parties, such as the U.S. Coast Guard. All will be informed about the possible presence of manatees in the area, and that civil or criminal penalties can result from intentional or negligent annoyance, disturbance, harassment, molestation, capture, collection, injury and/or death of an endangered species or any part thereof. The construction contractors, demolition subcontractors and primary observer will present the protocol and logistics of bridge-related construction activities and the outline specified in condition No. 1.

3) During any blasting event, the manatee watch will consist of a minimum of six observers, one chief observer and five additional observers. In addition to these observers, there will be one MWP coordinator on-site to supervise the watch. Three of the six observers shall have previous experience in observing/spotting manatees and should be documented in the qualifications submitted in Condition #1. One of these observers shall have previous aerial survey experience and shall be the observer conducting the aerial surveys. The four additional observers shall be trained and informed in the methods of surveying and locating manatees. During all other bridge-related constructing events, the watch shall consist or at least one observer posted at locations designated by a DEP manatee specialist.

4) All observers will follow the protocol established for the MWP and will conduct the watch in good faith and to the best of their ability.

5) Each observer will be equipped with a two-way radio that will be dedicated exclusively to the MWP. Observers will also be equipped with polarized sunglasses, binoculars, a red flag for a backup visual communication system, and a sighting log with a map to record sightings at the bridge construction site and vicinity.

6) All blasting events will be scheduled within the period of slack tide to allow for optimum observing conditions. The chief observer will make the decision on optimum observing conditions to initiate the survey for each blast event.

7) A continuous aerial survey will be conducted by helicopter one hour prior to each blasting event in the vicinity of the blast site. In the event a helicopter is not available, DEP and USFWS will be contacted to determine another suitable method of aerial surveying. The aerial survey area and route will be designed in conjunction with a DEP manatee specialist. After detonation, the aerial survey crew shall make a complete survey of the safety and buffer zones before landing. The aerial survey crew shall either remain on ground stand-by in the survey area or continue surveillance of the waterway until the end of the blast period in case the need for aerial tracking of an injured manatee arises.

8) The additional primary observers will be located in various positions around the blast site. These positions will be situated to provide maximum visibility of the blasting safety zone and will have unobstructed views underneath the existing bridge. The exact observer locations will be approved by DEP and USFWS prior to each blast. One observer will conduct a sonar survey (e.g. depth finder, fish locator) starting twenty minutes prior to the blast of a 150 feet radius around pier. The primary observers will begin surveying the blast area one hour (60 minutes) prior to the blast event and continue observing for one-half hour (30-minutes) after the blast event.

9) The blasting safety zone will be clearly marked with highly visible buoys. Using the formula for an uncontrolled blast, the radius in feet of the blasting safety zone - $260\ ^3/W$, where w = the weight of explosive to be used (TNT equivalent in pounds).

10) All of the observers will be in close communication with the blasting subcontractor in order to halt the blast event. The blast event will be halted if a manatee is spotted within 300 feet of the perimeter of the safety zone or within the safety zone (radius computer above). The blasting event will be immediately halted at the direction of the primary observers. The blast event will not take place until the animal(s) moves away from the area of its own volition. Manatees must not be herded away or harassed into leaving. If the animal(s) is/are not sighted a second time, the event will not resume until 30 minutes after the initial sighting. (If manatees are to be guided out of the danger zone, it will be done through an established protocol developed by the USFWS.)

11) Any problems encountered during bridge construction events will be evaluated by the observers and contractors and logistical solutions will be presented to the USFWS and DEP. Corrections to the MWP will be made prior to the next event.

12) If an injured or dead manatee is sighted during construction, an observer will contact the Florida Marine Patrol St. Petersburg office at (813) 893-2221. In any such case, an observer will also call the USFWS Vero Beach office at (407) 562-3909. The observer will act according to the situation and will maintain contact with the injured or dead manatee. The foregoing telephone numbers shall be posted at all on-site telephones.

13) If an injured or dead manatee is rescued/recovered within three miles up or down the waterway from the bridge site during construction or if the injury/death of any manatee in the vicinity is documented to be caused by construction activity, that activity will be postponed until cause of injury or mortality can be determined by DEP and USFWS.

    If injuries are substantially documented, all contributing construction activities will be suspended and the principle parties will meet to determine a better way to conduct the activity.

14) Operators of watercraft will be responsible for any collisions with manatees. Vessels associated with the project should operate at slow (no wake) speed while in shallow water, especially where the draft of the boat provides less than 3 feet of clearance with the bottom. Work boats should load and off-land at designated sites. Vessels used to transport personnel shall be shallow-draft vessels of the light displacement category, and shall follow routes or deep water to the maximum extent possible where navigational safety permits.

15) When turbidity barriers are used to prevent or minimize degradation of water quality, the barriers shall be of appropriate dimension to restrict the animals access to the work area and to allow egress of any manatees which may enter the work area. Under such conditions, the barriers should use tangle-resistant or hemp rope when anchoring, or employ surface anchors to prevent entangling manatees. Continuous surveillance will be maintained in order to free animals which may become trapped in silt or turbidity barriers.

16) Construction debris shall not be discarded into the water.

17) Signs will be posted on-site warning of the presence of manatees, their endangered status, and precautions needed.

18) With two weeks (14 days) after completion of all bridge-related construction, the chief observer will submit a report to the USFWS and DEP providing the names

of the observers and their positions during the event, number and location of manatees seen and what actions were taken.

19) If any one of the above conditions is not met prior to or during the applicable activity, the chief observer of the MWP will have the authority to terminate the activity. Any liability for a violation of the above protective measures will be assumed by the construction contractors.

4.6.4.2 Birds

Long-term negative impacts to protected species that may utilize the wetlands in the study area are not anticipated. Impact to existing habitat from the Long-Term Preferred Alternative will result in the loss of 2.7 ha (6.7 ac.) of disturbed and man-made wetlands. Due to their nature, these areas provide limited habitat value and are not expected to be utilized to a significant degree by protected species. Wood storks are known to occur in the McKay Bay and upper Tampa Bay areas. Because of the transitory and opportunistic ditch-feeding behavior of the wood stork, and the fact the Long-Term Preferred Alternative will be accomplished within the existing right-of-way in the vicinity of McKay Bay, the project is not anticipated to have a negative impact on this species. Short-term impacts associated with construction activities will be minimized and include the protection of water quality through soil erosion and sedimentation control measures.

Early project coordination with the USFWS and the FGFWFC indicated the presence of an active bald eagle nest (HL-20) in the vicinity of the project's eastern terminus. Designated as an "urban eagle nest" by the USFWS, a primary management (protection) zone extends for a distance of 228 m (750 ft.) in all directions from the nest tree. A secondary management zone extends an additional 228 m (750 ft.) from the primary zone. These management zones allow state and federal agencies to control activities which take place within them, for the protection of the eagles. Project roadway improvements terminate approximately 152m (500 ft.) outside the secondary zone. Recent correspondence between the FGFWFC and FDOT dated April 16, 1996 indicates that the nest is now considered inactive and the eagles have moved to a new nest (HC-20A) located outside the project study area. Recent coordination with the USFWS indicates that the adherence to management zone guidelines when working in the vicinity of nest HL-20 is no longer required.

With the Selected Alternative, impacts to protected bird species that may utilize wetlands are not anticipated. Due to their nature, these wetland areas provide little habitat value and are not expected to be utilized to a significant degree by protected species.

4.6.4.3 Amphibians and Reptiles

No significant impacts to the American alligator are anticipated as a result of this project because of a lack of documented occurrence and suitable habitat within wetland areas proposed for impact. The potential for impacts to four species of threatened or endangered sea turtles was reviewed. Potential for involvement due to construction near the shoreline of the Howard Frankland Bridge was investigated. Literature reviews indicate that these four species of turtles are unlikely to occur or nest along the shorelines of the study area, and no nesting sites have been recorded adjacent to the Howard Frankland Bridge. Therefore, it is unlikely that the proposed project would have an adverse impact on these species.

It is anticipated that the Selected Alternative will have no impact on amphibians and reptiles.

4.6.4.4 Flora

This project has been evaluated for impacts on threatened and endangered species of flora. A literature review was conducted to determine those possible threatened or endangered species which may inhabit the project area. This search resulted in findings that no listed species would be affected by the proposed project. The determination was made after review of the Advance Notification responses and field surveys of the project area by a biologist. Furthermore, the potential for impacts to critical habitat was assessed as to the relationship of the project to the U.S. Fish and Wildlife Service's (USFWS) designated "Critical Habitat."

In addition, the USFWS was contacted for a list of species and they concurred that no listed species are known to exist in the study area (see Appendix B for a copy of the letter). The determination was

made that the project will not impact any proposed threatened or endangered species or affect or modify any critical habitat. A determination of "no effect" has been made, and the project is consistent with the Endangered Species Act. A copy of the letter from USFWS stating this determination is included in Appendix B.

The Selected Alternative will have no impact on threatened and endangered species of flora or affect or modify any critical habitat.

4.6.5 Critical Habitat

The presence of designated "Aquatic Preserves" within the study area has been investigated. Research included review of the previously published TIS Task E.7.k - Natural Features Inventory (June 1988) and Chapter 17-302.800 of the Florida Administrative Code, updated October 1990. Based on this review, no designated Aquatic Preserves exist within the project vicinity; therefore, impacts to such designated waters are not anticipated.

No designated Aquatic Preserves exist within the project vicinity. The Selected Alternative will have no impact on Aquatic Preserves.

4.6.6 Outstanding Florida Waters

Based on a review of the Florida Administrative Code, Chapter 17-302.700, "Outstanding Florida Waters" and correspondence with the Florida Department of Environmental Protection (see Appendix B), it has been determined that no Outstanding Florida Waters exist within the limits of the study area. Therefore, the proposed project will not involve or have any impacts on such designated waters.

No Outstanding Florida Waters exist within the limits of the Selected Alternative. The Selected Alternative will have no impact on Outstanding Florida Waters.

4.6.7 Wild and Scenic Rivers

The proposed project involves improvements to an existing bridge crossing over the Hillsborough River located adjacent to downtown Tampa. The portion of the Hillsborough River within the project limits is not listed in the National Park Service Southeastern Rivers Inventory, and therefore, the coordination requirement for the Wild and Scenic Rivers Act does not apply to this project.

No wild and scenic rivers exist within the project area. The Selected Alternative will have no impact on wild and scenic rivers.

4.6.8 Farmlands

Through coordination with the Soil Conservation Service, it has been determined that the project study limits, located in the urbanized area of Tampa, do not meet the definition of farmland as defined in 7 CFR 658. Therefore, the provisions of the Farmland Protection Policy Act of 1984 do not apply to this project. The project will have no impact on farmlands.

It has been determined that the project area, located in the urbanized area of Tampa, does not meet the definition of farmland as defined in 7 CFR 658. Therefore, the provisions of the Farmland Protection Policy Act of 1984 do not apply to this project. The Selected Alternative will have no impact on farmlands.

4.7 CONSTRUCTION IMPACTS

Construction activities for both the Long-Term Preferred Alternative and the ***Selected Alternative*** concept will result in temporary air, noise, water quality, traffic flow, and visual impacts for those residents, businesses, and travelers within the immediate vicinity of the project. These construction impacts are summarized below.

The air quality impact will be temporary and will primarily be in the form of emissions from diesel-powered construction equipment and dust from embankment and haul road areas. Air pollution associated with the creation of airborne particles will be effectively controlled through the use of watering or the application of calcium chloride in accordance with FDOT's Standard Specifications for Road and Bridge Construction, as directed by the FDOT Project Manager.

Noise and vibration impacts will be from heavy equipment movement and construction activities, such as pile driving and vibratory compaction of embankments. Noise control measures will include those contained in FDOT Standard Specifications for Road and Bridge Construction.

Water quality impacts resulting from erosion and sedimentation will be controlled in accordance with FDOT's Standard Specifications for Road and Bridge Construction and through the use of Best Management Practices.

Maintenance of traffic and sequence of construction will be planned and scheduled so as to minimize traffic delays throughout the project. These maintenance of traffic plans may include undertaking construction activities during night time to reduce congestion and shorten construction schedules. Signs will be used as appropriate to provide notice of road closures and other pertinent information to the traveling public. The local news media will be notified in advance of road closings and other construction-related activities which could excessively inconvenience the community so that motorists, residents, and businesses can plan their day and travel routes in advance. Access to all businesses and residences will be maintained to the extent practical through controlled construction scheduling. Close coordination with the Tampa Central Business District Transportation Management Association, the Westshore Transportation Management Association, and the FDOT will be undertaken to develop a program for maintaining mobility in the CBD/Ybor City urban area. Development of travel demand management and transportation system management techniques during construction will be considered and evaluated by the FDOT as part of its design and construction activities. Traffic delays will be controlled to the extent possible where many construction operations are in progress at the same time. The contractor whenever practical will

maintain two lanes of traffic in each direction and comply with the Best Management Practices of FDOT. When lane closures are required, they should be limited to night time hours.

For the residents and businesses along the project's right-of-way, some of the materials stored for the project may be visually displeasing; however, this will be a temporary condition and should pose no substantial problem in the long term.

Construction of the roadway may require excavation of unsuitable material (muck), placement of embankments and use of materials such as limerock, asphaltic concrete, and portland cement concrete. Demucking is anticipated at most of the wetland sites and would be controlled by Section 120 of the FDOT Standard Specifications for Road and Bridge Construction. Disposal would be on-site in detention areas or off-site. The removal of debris will be in accordance with local and state standards. The contractor is responsible for his methods of controlling pollution on haul roads, in borrow pits, other material pits, and areas used for disposal of waste materials from the project. Temporary erosion control features as specified in the FDOT's Standard Specifications for Road and Bridge Construction, Section 104, will consist of temporary grassing, sodding, mulching, sandbagging, slope, drains, sediment checks, artificial covering, and berms.

In addition to the above noted, the following specific construction impact mitigation measures will be implemented:

1. The Contractor will use static rollers for compaction of embankment, subgrade, base, asphalt, etc.

2. Pile driving operations will be restricted to the hours of 7 a.m. to 9 p.m. to avoid interfering with any adjacent noise sensitive land uses or a different foundation design will be considered, i.e. drilled shaft.

3. Preformed pile holes will be required where they are in proximity to vibration sensitive land uses to minimize vibration transfer.

4. Back-up alarm noise from heavy equipment and trucks will be minimized by requiring the Contractor to operate in forward passes or a figure-eight pattern when dumping, spreading, or compacting materials.

5. Restriction of operating hours for lighting the construction areas will be determined and required of the Contractor prior to beginning construction activities requiring lighting.

6. Coordination with the local law enforcement agencies will be undertaken prior to commencing construction activities to ensure that construction-related impacts are minimized or adequately mitigated when work during non-daylight hours is required.

4.8 SUMMARY OF ENVIRONMENTAL CONSEQUENCES

The following provides a summary of the anticipated environmental consequences associated with both the ***Selected Alternative*** and the Long-Term Preferred Alternative. Impacts associated with the Long-Term Preferred Alternative are not in addition to those associated with the ***Selected Alternative***. Impacts associated with the Long-Term Preferred Alternative represent the ultimate TIS project impacts and include those associated with the ***Selected Alternative***. A side by side comparison of the impacts associated with both alternatives is provided on Table 4.10.

Construction of the Selected Alternative will result in significant impacts to land uses along the interstate corridor. The alternative will require the relocation of one electric utility substation in the vicinity of 29th Street and one public transportation facility, the HART Northern Transit Terminal. The alternative will require the acquisition of approximately 405 m^2 (0.1 ac.) of property from Perry Harvey Park. In addition, 36 contributing structures to the Ybor City National Historic Landmark District and one individually listed National Register site, the Arguelles Lopez and Brothers Cigar Factory will be displaced. Five additional historic resources in the Ybor City National Historic Landmark District will experience secondary visual and audible effects. Approximately 710 noise sensitive structures will be affected by noise impacts; however, approximately 517 (73%) will be benefit from the installation of cost reasonable noise barriers. Fifty-five potential contamination sites will be impacted, most requiring partial or complete acquisition. Approximately 2.1 ha (5.2 ac.) of wetlands will be impacted. The Selected Alternative will require the relocation of 210 single-family residences, 140 multi-family residences, and 62 businesses, most located in predominantly minority and low-income

TABLE 4.10

SUMMARY OF ENVIRONMENTAL CONSEQUENCES
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Impacts	Selected Alternative	Long-Term Preferred Alternative
Schools	None	Carver Center Velasco Building Henderson Building
Churches	None	Twelve
Community Services	HART Northern Transit Terminal	HART Northern Transit Terminal, Tampa Fire Dept. Communications Bldg., Boys & Girls Club - West Tampa, Salvation Army Bldg.
Utilities	TECO Substation (CSX Tracks)	Three TECO Substations
Historic Structures	36 Contributing (Ybor City) Arguelles Lopez & Bros. Cigar Factory	6 Contributing (West Tampa), 101 Contributing (Ybor City), 6 Contributing (Tampa Heights), 3 Individual Structures
Public Parks	Perry Harvey Park 0.1 ha (0.1 ac.)	Perry Harvey Park 0.2 ha (0.6 ac.)
Noise Impacts/ Benefitted Receivers	710 517 (73%)	1,336 1,137 (85%)
Contamination Sites (Full or Partial Acquisition)	55	125
Wetlands (Acres)	2.1 ha (5.2 ac.)	2.7 ha (6.7 ac.)
Secondary Effects (Historic Resources)	5 Visual Effects (Ybor City)	64 West Tampa, Tampa Heights, and Ybor City
Relocations	62 Businesses 210 Res. Owners 140 Res. Tenants	159 Businesses 509 Res. Owners 505 Res. Tenants

neighborhoods. Extensive mitigation measures have been proposed. No churches or schools will be impacted by the alternative.

Construction of the Long-Term Preferred Alternative will result in more significant land use impacts along the existing interstate corridor, particularly in the vicinity of the downtown interchange. The alternative will require the relocation of several community service facilities including: twelve churches; three public educational facilities; one fire department communications facility; one public transportation facility, the HART Northern Transit Terminal; three electric utility substations; a Boys and Girls Clubs of Tampa Bay, Inc. facility; and a building belonging to the Salvation Army. The improvements will require the acquisition of approximately 0.2 ha (0.6 ac.) of property from Perry Harvey Park. In addition, the alternative will impact six contributing structures in the West Tampa National Register Historic District, 101 contributing structures in the Ybor City National Historic Landmark District, six contributing structures in the Tampa Heights Multiple Property Listing, and three individual structures listed or determined eligible for listing on the National Register of Historic Places. Sixty-four structures within the Area of Potential Effect (APE) will experience secondary visual and audio effects. Approximately 1,336 noise sensitive sites will be effected by noise impacts; however, 1,137 sites (85%) will benefit from the installation of cost reasonable noise barriers. A total of 125 potential contamination sites will be impacted, most requiring partial or complete acquisition. Approximately 2.7 ha (6.7 ac.) of wetlands will be impacted. The Long-Term Preferred Alternative will require the relocation of 1,014 residences and 159 businesses, most located in predominantly minority and low-income neighborhoods. Extensive mitigation measures have been proposed.

SECTION 5.0

SECTION 4(f) EVALUATION

SECTION 5.0

SECTION 4(f) EVALUATION

5.1 INTRODUCTION

The Long-Term Preferred Alternative for this project will involve properties listed or eligible for listing on the *National Register of Historic Places* as well as park property. The project involves the "use" of land from one City of Tampa park; three individually listed/eligible properties; and structures in the West Tampa National Register Historic District, the Ybor City National Historic Landmark District, and the proposed Tampa Heights Multiple Property Listing. The proposed acquisition of these properties requires a determination of applicability under Section 4(f) of the U.S. Department of Transportation Act of 1966. The FHWA determined that Section 4(f) of the U.S. Department of Transportation Act of 1966 applies to the proposed project.

In an effort to avoid or minimize Section 4(f) involvement, a number of other alternatives and alignment shifts were evaluated, as described in the TIS Task F.6.a(6) - Tiers 1-3 Analysis appended to this document. The No-Action Alternative, TSM, and Multi-Modal alternatives would avoid Section 4(f) involvement, but will not fulfill the purpose and need of this project.

5.2 PUBLIC INVOLVEMENT

The extensive public involvement program developed for this project included two historic resources public workshops and the formation of several committees involving agency representatives, community leaders, elected officials, and area residents. The following sections briefly describe these efforts. Additional information regarding community involvement for this project is contained in Section 8.0, Comments and Coordination.

5.2.1 Historic Resources Public Workshops

Two historic resources public workshops were held to provide the public with opportunities to review and comment on changes to the Long-Term Preferred Alternative as a result of efforts to minimize direct and indirect effects on historic resources and to inform the public of potential impacts to historic resources as a result of the proposed project.

The first historic resources public workshop took place on November 12, 1992 and was held at the Hillsborough County Community College in Ybor City from 4:00 p.m. to 7:00 p.m. Approximately 125 persons attended this public workshop. A separately published report, TIS Historic Resources Public Meeting Comments Summary Working Paper (March 1993), provides a summary of public comments, copies of all comments received as a result of the workshop, the court reporter's transcript, sign-in sheets, and all public workshop notices.

The following lists some of the primary comments received as a result of the first historic resources public workshop:

- Support for saving the Greater Bethel Baptist Church; it is an important resource for black history in the downtown area.
- Support for the proposed linear park along the west side of the interstate was expressed by several residents.
- Many residents expressed concern about potential noise and visual impacts, and were anxious to proceed with the acquisition process.
- The Ybor City Development Corporation expressed support for the planned overall interstate improvements but requested additional time to provide specific comments about the recommended realignment.
- Several owners of historic structures were opposed to saving their house if they would potentially be impacted by noise.
- The National Trust for Historic Preservation commented on the importance of appropriate mitigation measures to reduce adverse effects to historic resources, including the relocation of historic buildings to appropriate settings.

The second historic resources public workshop was held on October 25, 1993. The workshop was held at the Holiday Inn - Ashley Plaza in Downtown Tampa at 111 West Fortune Street in the Crown Ballroom from 4:00 p.m. to 7:00 p.m. The purpose of this workshop was to provide the public with the opportunity to review and comment on potential impacts to and possible mitigation for historic resources potentially affected by the proposed interstate improvements. Representative photographs of potential visual impacts were displayed on video screens with superimposed computer-simulated retaining walls and noise barriers. The representative photographs were taken from within the Area of Potential Effect (APE), which is the area that the proposed improvements may affect due to factors such as right-of-way acquisition and noise or visual impacts.

The sign-in sheets registered 175 persons and it is estimated 200 people were in attendance. A separately published report, TIS Historic Resources Public Workshop Comments Summary Working Paper (February 1994), provides a summary of public comments, copies of all comments received as a result of the workshop, the court reporter's transcript, sign-in sheets, and all public workshop notices.

The following lists some of the primary comments received as a result of the second historic resources public workshop:

- Several property owners were concerned about potential increases in noise levels.
- Several property owners were in favor of the preservation of historic resources.
- Several property owners expressed concerns about potential visual impacts and lighting along the interstate.
- Several residents expressed concern about potential crime and vandalism and suggested that the acquisition process move as quickly as possible.
- The City of Tampa expressed the desire to participate in the relocation of homes, including historic homes, from the path of the I-275 expansion.

5.2.2 Relocation Task Force

The Relocation Task Force (RTF) was developed during Phase II of the TIS and is made up of local agencies, community leaders, elected officials and area residents. The goal of the RTF is to deal with specific issues as they relate to property acquisition and relocation in order to assure smooth implementation once financing for property acquisition becomes available. Agencies and organizations that are represented on the RTF are:

- City of Tampa - Mayor's Office Representative
- Tampa Habitat for Humanity
- Tampa Downtown Partnership
- Hillsborough County City/County Planning Commission
- Tampa Housing Authority
- Historic Tampa/Hillsborough County Preservation Board
- Senator - Mr. James T. Hargrett, Jr. (formerly State Representative)
- City of Tampa Housing and Community Development
- Architectural Review Board
- Hillsborough County School Board
- Ybor Square
- Westshore Alliance
- Tampa Preservation, Inc.

The RTF began meeting in July 1990. The following issues were identified as goals of the TIS project:

- To provide replacement housing to relocatees in the same neighborhood;
- To provide incentives to encourage existing commercial development to relocate in the same neighborhood;
- To maintain access to existing commercial nodes;
- To keep property owners informed of the anticipated schedule for right-of-way acquisition and their rights; and
- To make efforts to salvage historic structures, or at least portions of the structures that could be used to rehabilitate other historic structures.

Potentially controversial issues identified as needing special attention included impacts to Hillsborough County School Board properties, whether or not "impact fees" will be required for the relocated structures, and the appropriateness of moving historic structures. The RTF met seven times. Several individual meetings with members of the RTF were held to discuss specific topics of concern. Copies of RTF meeting minutes are contained in Appendix J.

5.2.3 Urban Design Agency Liaison Group

The Urban Design Agency Liaison Group was formed during Phase I and continues as an integral part of TIS Phase II. Over the study period, the composition of the group changed and new agency representatives were added to broaden the expertise of the group. The group's members include representatives from the following organizations:

- Historic Tampa/Hillsborough County Preservation Board
- Historic Preservationist (local expert)
- City of Tampa Parks Department
- City of Tampa Public Works
- City of Tampa Planning Department
- City of Tampa - Parks, Recreation, and Cultural Service
- Arts Council of Tampa/Hillsborough County
- Barrio Latino Commission

During Phase II of the study, the group provided input needed to develop the Phase I Amenities Package into an Urban Design Guidelines document. An outline of the report as well as key issues were reviewed at the group's first meeting. After the second historic resources public workshop, a second meeting was held to discuss public comments received and impressions conveyed to liaison group members concerning the workshop. In addition, the group's comments on the report outline and key issues were summarized and further discussed. During the preparation of the Urban Design Guidelines, the Urban Design Agency Liaison Group was provided opportunities to review and comment on the report. Special attention was given to parks and recreational facilities, and historic resources.

5.2.4 Cultural Resources Committee

The Cultural Resources Committee (CRC) was formed to coordinate federal, state and local interests in historic and archaeological resources affected by the proposed interstate improvements. The following is a list of the organizations and agencies represented on the CRC:

- Federal Highway Administration - Tallahassee, Florida
- Florida Department of Transportation - District VII
- Florida Department of Transportation - Central Office
- Historic Tampa/Hillsborough County Preservation Board
- State Historic Preservation Officer (SHPO)

The CRC functions as a consensus-building committee to facilitate coordination among the federal, state, and project team members responsible for completing the requirements of Section 4(f) and Section 106. The CRC has succeeded in its goal to develop a Memorandum of Agreement (MOA) that outlines means to avoid, reduce, or mitigate potential adverse effects to archaeological and historic properties, and park and recreational facilities, identified within the project area or to accept each effect in the public interest.

The CRC began meeting in September 1990. Table 5.1 provides a list of CRC meeting dates, including agency coordination meetings in which cultural resources were discussed, and dates of the historic resources public workshops. Minutes and/or transcripts of these meetings are provided in the Comments and Coordination Report (April 1996).

5.3 PARKS AND RECREATIONAL FACILITIES

The following sections present a discussion of City of Tampa parks and recreational facilities located adjacent to, or in the vicinity of, the proposed project. The location of each park and recreational facility is shown previously on Exhibit 3.7 contained in Section 3.0 of this document. Of the 16 publicly owned parks and recreation facilities, a portion of one park, Perry Harvey Park, will be directly impacted by the project requiring a Section 4(f) Evaluation under Section 4(f) of the

TABLE 5.1

CRC AND ASSOCIATED MEETING DATES
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Date	Type of Meeting	Comments
September 11, 1990	CRC Meeting	
October 22, 1990	CRC Meeting	
January 18, 1991	CRC Meeting	
August 8, 1991	Agency Coordination Only	
September 23, 1991	Agency Coordination Only	
February 20, 1992	Agency Coordination Only	
March 19 - 20, 1992	CRC Meeting	Attended by Advisory Council on Historic Preservation (ACHP)
May 27 - 28, 1992	CRC Meeting, Field Review	
July 31, 1992	CRC Meeting	
August 31 - September 1, 1992	CRC Meeting	
September 18, 1992	CRC Meeting	
November 9, 1992	Agency Coordination Meeting	
November 12, 1992	Historic Resources Public Workshop #1	Attended by ACHP
May 4, 1993	CRC Meeting and Agency Coordination Meeting	
July 27 and 28, 1993	CRC Meeting and Agency Coordination Meeting	Attended by ACHP
January 30, 1992	Agency Coordination Meeting	
October 25, 1993	Historic Resources Public Workshop #2	
October 26, 1993	Agency Coordination Meeting	Attended by Regional FHWA
March 15, 1994	CRC Meeting	
April 18, 1994	CRC Meeting	Attended by City of Tampa
April 27, 1994	Agency Coordination Meeting	Attended by Regional FHWA
June 23, 1994	CRC Meeting	
September 13, 1994	Agency Coordination Meeting	

U.S. Department of Transportation Act of 1966. Several avoidance and minimization of harm alternatives were developed and evaluated and the FHWA has determined there is no feasible or prudent alternative to the use of a small portion of the park for public transportation purposes. Numerous coordination meetings have been held and conceptual mitigation plans have been prepared for the park.

5.3.1 No Section 4(f) Use

Fifteen of the sixteen parks and recreational facilities located adjacent to, or in the vicinity of, the proposed project were determined by the FHWA to have no Section 4(f) use. Each of these parks is discussed in the following paragraphs.

MacFarlane Park - MacFarlane Park, approximately 15.3 ha (38.0 ac.) in size, is located at 1700 North MacDill Avenue and is owned and operated by the City of Tampa. Shaped like a cross, MacFarlane Park is bordered to the north by Pine and Spruce Streets, to the east by MacDill Avenue and Maxwell and Jamaica Streets, to the south by I-275 and Green and Main Streets, and to the west by Lincoln Avenue and Renfrew and St. Vincent Streets.

Functionally classified as a community/district park, MacFarlane Park contains a variety of active recreational facilities. These include picnic shelters, barbecue grills, restrooms, exercise/jogging paths, playground equipment, basketball, tennis and racquetball courts, baseball fields, and a swimming pool. In addition, there is an abundance of trees and shaded grassy areas for passive recreation use. Parking facilities are provided.

I-275 is located approximately 27 m (90 ft.) from the nearest boundary of the park. Right-of-way acquisition associated with the proposed improvements will not encroach into the park. Projected noise levels for the existing, build, and no-build conditions were modeled specifically within the park in areas frequented by park visitors or where an activity could be affected by noise. The limits of projected future noise levels greater than 65 dBA extend approximately one-third of the way into the park, affecting tennis, racquet, and basketball courts. Noise barriers have been determined to be cost-reasonable along I-275 in the vicinity of the park; thus, no noise effect is anticipated. Since the trees within the park will not entirely block the view of the noise barriers, FHWA and FDOT have committed to including aesthetic wall treatments and landscape plantings. The proposed interstate

improvements will not change access to the park and, therefore, are expected to have no effect on access to and from the park.

There is no visual effect since it will be mitigated to a condition equal to or better than that which would occur with a no-build scenario. In summary, the proposed improvements to I-275 will not cause a substantial impairment nor diminishment of MacFarlane Park's activities, features, or attributes.

Salcines Park - Salcines Park, approximately 0.2 ha (0.5 ac.) in size, is located at the northeast corner of Howard and Main Streets and is owned and operated by the City of Tampa. Occupying a single corner lot, Salcines Park is bordered to the north by a commercial building, to the east by a parking lot and another commercial building, to the south by Main Street, and to the west by Howard Avenue. The park is located within the West Tampa National Register Historic District.

Functionally classified as a sub-neighborhood park, Salcines Park contains only limited passive recreational facilities. The facilities consist of a series of sheltered benches, small picnic tables, and short decorative walls. The ground surface is concrete, except where several trees have been planted in grated openings to provide shade. Instead of an area for active recreation, Salcines Park is designed for pedestrians seeking a place to sit, rest and escape the sun. It also serves as a local meeting place. No parking facilities are provided.

Right-of-way acquisition associated with the proposed improvements will not encroach into the park. Projected noise levels were determined by modeling representative receivers near the park. Salcines Park is affected by the existing noise from Howard Avenue and Main Street, but commercial development to the south shields the park from traffic noise on the interstate. Therefore, the park will not experience any project-related noise effects. The existing interstate is not visible from within the park, and commercial buildings to the south block the interstate from view. Therefore, there is no visual effect at this park. The proposed interstate improvements will have no effect on access to and from the park. In summary, the proposed improvements to I-275 will not substantially impair or diminish the park's activities, features, or attributes.

Riverfront Park - Riverfront Park, approximately 10.5 ha (26.0 ac.) in size, is located at 1111 North Boulevard and is owned and operated by the City of Tampa. As the name implies, Riverfront Park is bordered on the east by the Hillsborough River, to the north by I-275 and Laurel Street, to the south by Cass Street, and to the west by North Boulevard.

Functionally classified as a community/district park, Riverfront Park contains a variety of active recreational facilities. These include picnic shelters, barbecue grills, restrooms, exercise/jogging paths, playground equipment, basketball, tennis and racquetball courts, baseball fields, and a swimming pool. In addition, there are shaded walkways with benches on which to rest and relax. A parking lot is also provided, with vehicular access from North Boulevard.

Right-of-way acquisition associated with the proposed improvements will not encroach into Riverfront Park. Projected noise levels were modeled in several areas frequented by park visitors. Although projected future noise levels greater than 65 dBA extend within the park to south of the tennis courts, noise barriers have not been determined to be cost reasonable along I-275 in the vicinity of the park. However, the predicted build condition noise level, when compared to the no-build condition, is barely perceptible (less than 3 dBA) at the closest receptor. Therefore, it has been determined that there is no noise effect which would interfere with the use of the park. The proposed interstate improvements will not substantially change the view of the interstate from Riverfront Park. Thus, the proposed interstate improvements are expected to have no visual effect upon the park. In addition, the proposed interstate improvements will not modify park access. In summary, the proposed improvements to I-275 will not substantially impair or diminish the park's activities, features, or attributes.

Phil Bourquardez Park - Phil Bourquardez Park, approximately 0.4 ha (1.2 ac.) in size, is located on the west side of Tampa Street between 7th and Henderson Avenues. Owned and operated by the City of Tampa, the park occupies approximately one-half of one city block. The park is bordered to the north by Henderson Avenue, to the east by Tampa Street, to the south by 7th Avenue, and to the west by a parking lot.

Functionally classified as a sub-neighborhood park, Phil Bourquardez Park contains only limited facilities intended for passive recreation. The facilities consist of scattered park benches, a decorative fountain (non-working), concrete walkways, and limited tree cover concentrated along the park's western boundary. The park contains no parking facilities.

The proposed interstate improvements will not encroach into Phil Bourquardez Park. The park is well shielded from potential noise effects from the interstate by the dense commercial development to its south. Therefore, the park will not experience any project-related noise effects. The proposed interstate improvements are anticipated to have no visual effect upon Phil Bourquardez Park, and the proposed improvements will require no change in access to the park. In summary, the proposed

improvements to I-275 will not substantially impair or diminish the park's activities, features, or attributes.

Herman Massey Park - Herman Massey Park, approximately 0.5 ha (1.3 ac.) in size, is located on the northwest corner of Franklin Street and Tyler Street in downtown Tampa. The park is owned and operated by the City of Tampa. Occupying approximately one-half of one city block, the park is bordered to the north by the Harrison Street pedestrian thoroughfare, to the east by Franklin Street, to the south by Tyler Street, and to the west by a commercial building.

Functionally classified as a sub-neighborhood park, Herman Massey Park contains only limited facilities intended for passive recreational usage. The facilities consist of park benches, brick walkways, and planted palms and flowers. The park is primarily intended to serve pedestrians in and around the Franklin Street downtown area and contains no parking facilities.

I-275 is located approximately 411 m (1,350 ft.) north of Herman Massey Park. Proposed interstate improvements will not encroach into the park. The park is well shielded from potential interstate noise effects by the dense commercial development adjoining it. Therefore, the park will not experience any project-related noise effects. The proposed interstate improvements will not be visible from the park because adjacent urban development will block the interstate from view. In addition, the proposed ramp improvements along Ashley Street will not be visible from the park. Therefore, there will be no visual effects. The proposed interstate improvements will have no effect on access to and from the park. In summary, the proposed improvements to I-275 will not substantially impair or diminish the park's activities, features, or attributes.

Morgan Street Mini Park - Morgan Street Mini Park, approximately 0.2 ha (0.5 ac.) in size, is located on the southeast corner of Morgan Street and Park Avenue. Owned and operated by the City of Tampa, the park occupies approximately a one-half acre corner lot. The park is bordered to the north by Park Avenue, to the east by single-family residences, to the south by an alley and single-family residences, and to the west by Morgan Street.

Classified as a sub-neighborhood park, Morgan Street Mini Park contains limited facilities intended primarily for passive recreational usage. Facilities include a picnic shelter and swings. A primary park feature is a canopy of mature trees. No parking facilities are provided.

I-275 is located approximately 396 m (1,300 ft.) east of Morgan Street Mini Park. The proposed interstate improvements will not encroach into the park. Morgan Street Mini Park is well shielded

from potential interstate noise effects by distance and surrounding residential development. Therefore, the park will not experience any project-related noise effects. The proposed interstate improvements will not be visible from the park. Thus, the interstate improvements will have no visual effect on the park. The proposed interstate improvements will have no effect on access to and from the park. In summary, the proposed improvements to I-275 will not substantially impair or diminish the park's activities, features, or attributes.

Robles Park - Robles Park, approximately 6.4 ha (16.0 ac.) in size, is located at 3305 North Avon Street and is owned and operated by the City of Tampa. Square in shape, Robles Park is bordered on the north by Emily Street, to the east by Elmore Street and I-275, to the south by Adalee Street, and to the west by Avon Street.

Designated as a neighborhood park, Robles Park contains a variety of active recreational facilities. These include picnic shelters, restrooms, ball fields, basketball courts, and playground equipment. An exercise/jogging path encircles a lake located in the center of the park. The lake serves as a collector of stormwater runoff from the surrounding neighborhood and occasionally floods, leaving much of the park inundated. In addition, the Robles Park Boys & Girls Club facility is located on the west side of the park, serving children from the local neighborhood. No parking facilities are provided.

The existing interstate is located approximately 121 m (400 ft.) from the restrooms and approximately 188 m (620 ft.) from the Boys and Girls Club building located at Robles Park. The proposed interstate improvements will not extend any closer to the park. Projected noise levels were modeled in areas frequented by park visitors. The limits of projected future noise levels greater than 65 dBA extend approximately halfway through Robles Park. Noise barriers along I-275 directly adjacent to the park's entire length have been determined to be not cost-reasonable. Since the future build noise level, as predicted, will be less than the existing condition at the closest receptor, there will no noise effect.

The proposed interstate improvements in this vicinity will continue to be easily viewed from the park. However, considering the existing view of the interstate from the park, the proposed improvements will have no effect. The proposed interstate improvements will have no effect on access to or from the park. In summary, the proposed improvements to I-275 will not substantially impair or diminish the park's activities, features, or attributes.

Nebraska Avenue Park - Nebraska Avenue Park, approximately 1.2 ha (3.1 ac.) in size, is located on the west side of Nebraska Avenue between 26th Avenue and Emily Street. Owned and operated by the City of Tampa, the park is bordered to the north by Emily Street, to the east by Nebraska Avenue, to the south by 24th Avenue, and to the west by single-family homes and I-275.

Classified as a neighborhood park, Nebraska Avenue Park's limited recreational facilities consist of a picnic shelter, a fountain, and playground equipment. In addition, the park includes an abundance of large shade trees for rest and relaxation. A parking area is also provided, accessible from 24th Avenue.

I-275 is located approximately 91 m (300 ft.) to the west of Nebraska Avenue Park. The proposed improvements will extend to within 30 m (100 ft.) of the western boundaries of the park but will not encroach into the park. Projected noise levels were modeled within the park in the area frequented most by park visitors. The limits of projected future noise levels greater than 65 dBA extend almost completely through Nebraska Avenue Park. Noise barriers along I-275 in the vicinity of the park have been determined to be cost-reasonable; therefore, no noise effect is anticipated. The proposed interstate improvements will require the displacement of existing residences and require the removal of some existing trees, which would result in a view of the noise barrier and, therefore, a visual effect at the park. The FHWA and FDOT have committed to including aesthetic wall treatments and landscape plantings. These improvements will provide an effective buffer for the park from the proposed wall, mitigating the visual effect of the interstate improvements.

A cost-reasonable noise barrier for residences north and south of the park has been proposed to extend continuously along the park's western side. The City of Tampa has expressed some concern that a barrier will obstruct the view of Nebraska Avenue Park from the interstate. Removal of the noise barrier will result in less noise shielding for four residences adjacent to the park. In addition, the park in its existing condition is not visible from the interstate. As a result, the City has decided that construction of a noise barrier along the western side of the park is preferable and should not adversely affect the view of the park from the interstate. Vehicular access to Nebraska Avenue Park is provided from 24th Avenue. Pedestrians from the neighborhood access the park from all directions. The proposed interstate improvements will have no effect on access to or from the park. In summary, the proposed improvements to I-275 will not substantially impair or diminish the park's activities, features, or attributes.

Ragan Park - Ragan Park, approximately 3.4 ha (8.4 ac.) in size, is located at 1200 East Lake Avenue and is owned and operated by the City of Tampa. The park is bordered to the north by 32nd Avenue, to the east by 14th Street, to the south by Lake Avenue, and to the west by 12th Street.

Functionally classified as a neighborhood park with special facilities, Ragan Park contains a variety of active recreational facilities. These include a community center with recreation programs and restrooms, picnic tables, playground equipment, an exercise trail, benches, open space, and a small pond. Two parking facilities are provided, accessible from Lake Avenue.

I-275 is located approximately 640 m (2,100 ft.) west of Ragan Park. The proposed interstate improvements will not encroach any closer to the park. The park is shielded from potential interstate noise effects by the dense residential development surrounding it. Therefore, the park will not experience any project-related noise effects. The interstate, only visible from the park to the west along Lake Avenue, appears as a distant urban land use in the background. The interstate improvements will result in no visual effect at the park. The proposed interstate improvements will have no effect on access to or from the park. In summary, the proposed improvements to I-275 will not substantially impair or diminish the park's activities, features, or attributes.

Cuscaden Park Playground - Cuscaden Park Playground, approximately 3.3 ha (8.3 ac.) in size, is located at 2900 15th Street and is owned and operated by the City of Tampa. The park is bordered to the north by Floribraska Avenue, to the east by 15th Street, to the south by an undeveloped lot and Columbus Drive, and to the west by 14th Street. The park is located within the Ybor City National Historic Landmark District.

Designated as a neighborhood park, Cuscaden Park contains a variety of active recreational facilities including restrooms, ball fields, basketball and tennis courts, playground equipment, and a swimming pool. In addition, a Boys & Girls Club facility is located on the east side of the park, serving children from the local neighborhood. Parking facilities are provided, accessible from 15th Avenue.

Right-of-way acquisition associated with the proposed improvements will not encroach into Cuscaden Park Playground. Projected noise levels were determined by modeling representative receivers near the park. The park will not experience any project-related noise effects. The proposed improvements to I-4 will result in no visual effects to the playground. Vehicular access to the park is primarily from 15th Avenue. Pedestrians from the neighborhood access the park from all directions. The proposed interstate improvements will have no effect on access to or from the park.

In summary, the proposed improvements to I-4 will not substantially impair or diminish the park's activities, features, or attributes.

Ybor Centennial Park - Ybor Centennial Park, approximately 0.7 ha (1.9 ac.) in size, is located on the northeast corner of 8th Avenue and 18th Street in Ybor City. Owned and operated by the City of Tampa, Centennial Park is bordered to the north by 9th Avenue, to the east by 19th Street, to the south by 8th Avenue, and to the west by 18th Street. The park is located within the Ybor City National Historic Landmark District.

Functionally classified as a sub-neighborhood park, Ybor Centennial Park contains only limited facilities, intended primarily for passive recreation. The facilities consist of benches, a covered shelter, landscaped walks, a fountain, and intermittently spaced trees. The park contains no parking facilities.

I-4 is located approximately 355 m (1,100 ft.) north of Ybor Centennial Park. The proposed interstate improvements will not encroach any closer to the park. Ybor Centennial Park is well shielded from potential interstate noise effects by the distance from the interstate. The park will not experience any project-related noise effects. Because of the distance from the proposed improvements and the visual buffer provided by the buildings directly to the north, the proposed improvements to I-4 will result in no visual effects to the park. Pedestrians access Centennial Park from all directions and consist of many Ybor business people who spend lunchtime relaxing on the benches outdoors. The proposed I-4 improvements will not affect access to or from the park. In summary, the proposed improvements to I-4 will not substantially impair or diminish the park's activities, features, or attributes.

McKay Bay Nature Park - McKay Bay Nature Park, approximately 14.5 ha (36.0 ac.) in size, is located near the southern end of 34th Street adjacent to McKay Bay. Owned and operated by the City of Tampa, McKay Bay Nature Park is bordered on the north by Tampa's South Crosstown Expressway, to the east by McKay Bay, to the south by Tampa's Refuse to Energy Plant, and to the west by 34th Street.

A community/district park, McKay Bay Nature Park provides a natural viewing area of the northern reaches of McKay Bay. Facilities at the park are limited and intended primarily for passive recreation. The facilities consist of nature trails leading to overlooks of the bay. An observation tower provides a panoramic view of the park and the bay. Much of the park's 14.5 ha (36.0 ac.) consist of tidal mudflats and are therefore subject to periodic inundation. Parking facilities are provided, accessible from 34th Street.

Tampa's South Crosstown Expressway is located adjacent to the northern border of McKay Bay Nature Park. The proposed improvements in the vicinity of the park include the Crosstown Connector from I-4 south to the Crosstown Expressway. The proposed improvements will not extend closer to the park. Visitor facilities at McKay Bay Nature Park are shielded from potential project-related noise effects by the distance, approximately 152.4 m (500 ft.), from the Crosstown Expressway. The park will not experience any project-related noise effects. Because of the visual buffer provided by the Crosstown Expressway, the proposed interstate improvements and Crosstown Connector will have no visual effect on McKay Bay Nature Park. The proposed improvements to I-4, including the Crosstown Connector, will not affect access to the park. The construction of the proposed Crosstown Connector is expected to result in improved access to the park, particularly for interstate travelers. In summary, the proposed improvements to connect I-4 with Tampa's South Crosstown Expressway will not substantially impair or diminish the park's activities, features, or attributes.

Highland Pines Playground - Highland Pines Playground, approximately 0.4 ha (12.2 ac.) in size, is located at 4505 East 21st Avenue and is owned and operated by the City of Tampa. The park is bordered to the north by 21st Avenue, to the east by 46th Street, to the south by commercial and industrial properties on the north side of Columbus Drive, and to the west by a light industrial property and the Hillsborough Area Regional Transit headquarters and maintenance facility.

Identified as a neighborhood park, Highland Pines Playground contains a wide variety of active recreational facilities. These facilities include a picnic shelter, barbecue grills, restrooms, a baseball field, basketball, racquetball and tennis courts, an exercise/jogging path, and playground equipment. The park also includes several shaded areas for relaxation. A parking lot is provided, accessed from 21st Avenue.

I-4 is located approximately 45 m (150 ft.) south of the park where it begins to overpass Columbus Drive. The proposed improvements will not encroach into Highland Pines Playground. The ramping at Columbus Drive will be reconfigured but will not extend closer to the park. Highland Pines Playground is shielded from potential interstate noise effects by the distance from the interstate, as well as commercial development to the south. The park will not experience any project-related noise effects. The proposed improvements to I-4 will result in no visual effects on Highland Pines Park. The proposed improvements to I-4 will have no effect on access to and from

the park. In summary, the proposed improvements to I-4 will not substantially impair or diminish the park's activities, features, or attributes.

Oak Park - Oak Park, approximately 1.4 ha (3.6 ac.) in size, is located at 5400 14th Avenue and is owned and operated by the City of Tampa. The park is bordered by residential parcels and 15th Avenue to the north, residences to the east, residences and 14th Avenue to the south, and 52nd Street to the west.

Classified as a neighborhood park, Oak Park contains a variety of active recreational facilities. These facilities include a community center with recreation programs, restrooms, ball fields, a basketball court, and playground equipment. A parking lot is also provided, accessible from 15th Avenue.

I-4 is located over 304 m (1,000 ft.) to the north of Oak Park. The proposed interstate improvements will not extend any closer to the park. Oak Park is well shielded from potential interstate noise effects by the distance from the interstate as well as the density of the surrounding residential development and vegetation. The park will not experience any project-related noise effects. The proposed improvements to I-4 will result in no visual effects to Oak Park. The proposed improvements to I-4 will have no effect on access to and from the park. In summary, the proposed improvements to I-4 will not substantially impair or diminish the park's activities, features, or attributes.

Angus Goss Memorial Pool - Angus Goss Memorial Pool, approximately 0.4 ha (1.0 ac.) in size, is located at 602 East Cayuga Street and is owned and operated by the City of Tampa. The facility is bordered to the north by the Seminole Heights Branch Public Library, to the east by I-275, to the south by Cayuga Street, and to the west by Central Avenue.

Classified as a special facility, the site consists of a public swimming pool, restrooms, and no other recreational facilities. A parking lot is provided, accessible from Cayuga Street.

I-275 is located approximately 68 m (225 ft.) from the public grandstand, restrooms and outdoor areas around the pool. The proposed interstate improvements will not extend any closer to the park. Projected noise levels were modeled in areas frequented by park visitors. The limits of projected future noise levels greater than 65 dBA extend approximately halfway through the pool and visitor areas. Noise barriers along I-275 in the vicinity of the park have been determined to be cost

reasonable; thus, no noise effect is anticipated. However, the view to the east from the pool will change from one of the interstate to one of the noise barrier, resulting in a visual effect at the park. The FHWA and FDOT have committed to including aesthetic wall treatments and landscape plantings. These improvements will provide an effective buffer for the pool from the proposed noise barrier, mitigating the visual effect of the interstate improvements. The proposed interstate improvements will have no effect on access to or from the park. In summary, the proposed improvements to I-275 will not substantially impair or diminish the pool's activities, features, or attributes.

5.3.2 Section 4(f) Use

The proposed interstate improvements would require acquisition of property from one park, Perry Harvey Park. The overall size of the park would be affected requiring the modification and possible relocation of some of the existing facilities at the park. Avoidance alternatives and minimization of harm are discussed in Sections 5.3.2.1 and 5.3.2.2, respectively.

Perry Harvey Park - Perry Harvey Park, approximately 3.7 ha (9.2 ac.) in size, is located at 1201 Orange Street in downtown Tampa and is owned and operated by the City of Tampa. Irregular in shape, the park is bordered to the north by I-275, to the east and south by the Central Park Village public housing complex, and to the west by Orange Street and its associated interstate ramping. Land use surrounding the park can be characterized as urban combining a mixture of commercial, multi-family, and highway uses.

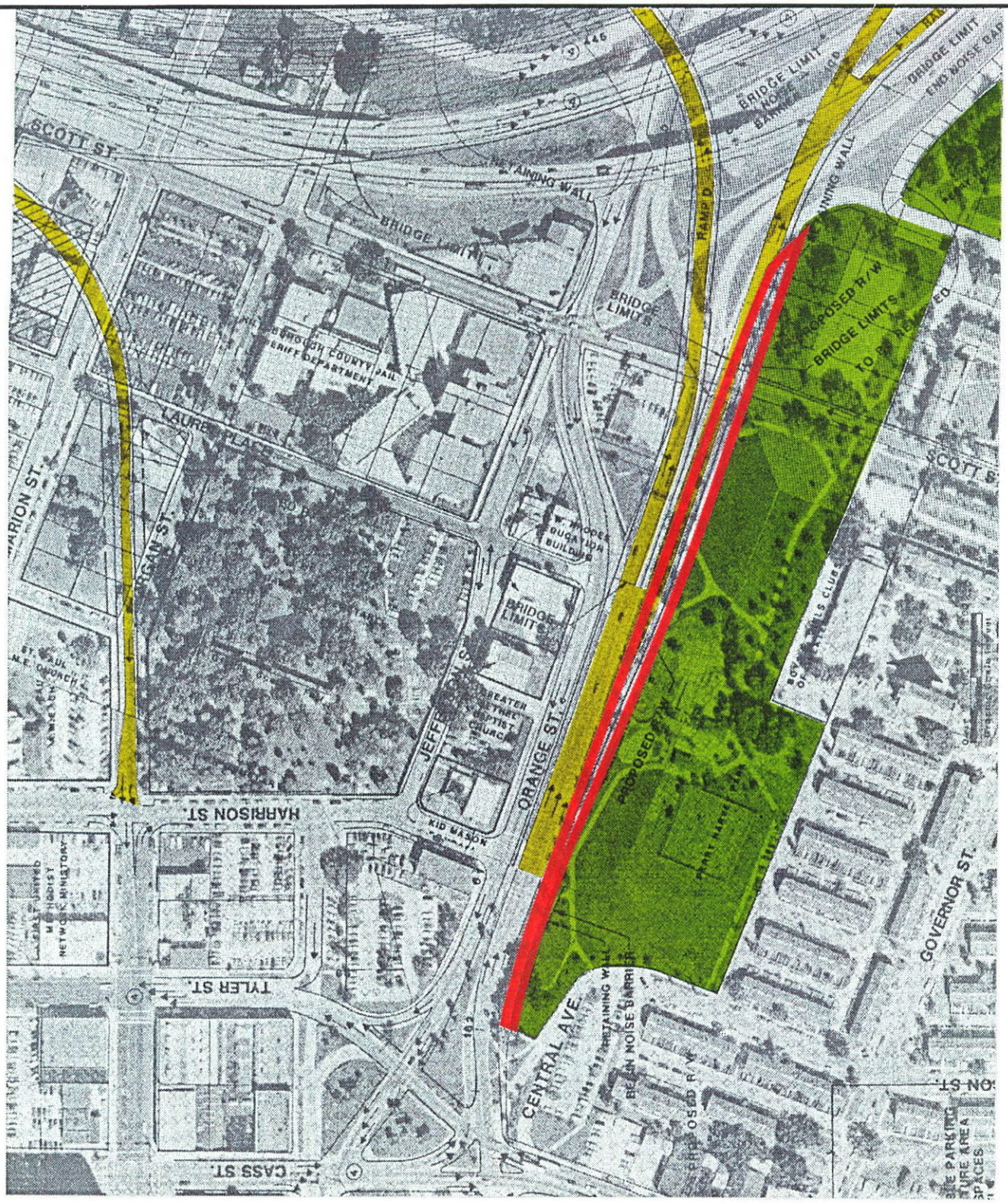
Functionally classified as a neighborhood park, Perry Harvey Park contains a variety of active recreational facilities. These include basic components of a neighborhood park, such as picnic shelters, barbecue grills, restrooms, exercise/jogging paths, tennis and basketball courts, and playground equipment. A unique paved skateboarding area is located in the western portion of the park. The only facility of its kind in Tampa, the skateboarding area draws users from beyond the immediate neighborhoods and serves as a destination for enthusiasts from throughout Tampa. Two additional facilities are integral to the park facility. A Boys & Girls Club recreation facility is located adjacent to the eastern side of the park primarily serving youths from the adjoining housing complex. A parking facility is provided, accessible from Cass Street and Central Avenue. Also associated with Perry Harvey Park is the Kid Mason Fendall Community Center, located along the west side of Orange Street. The Center is an important city-owned recreation facility serving youths primarily from the nearby Central Park Village public housing complex and the local neighborhood with after school and summer programs. The Center also offers a variety of programs for adults. Pedestrian access between the park and the recreation center is provided by crossing Orange Street.

The I-275 right-of-way is located adjacent to the northern reaches of the park and approximately 60 m (200 ft.) from the basketball courts. In order to minimize impacts to the park, the Long-Term Preferred Alternative consists of separating the I-275 on-/off-ramps with Ramp C (off-ramp) accessing Morgan Street and leaving the on-ramp at Orange Street. The Orange Street on-ramp will be expanded, which will require the acquisition of a 5- to 9-m (15- to 30-ft.) wide linear strip of land along the western side of the park. This action will reduce the total size of the park by approximately 0.4 ha (1.1 ac.), possibly require minor realignment of the exercise/jogging path, and may impact the skateboard facility. Exhibit 5.1 provides an aerial photograph of the proposed impacts to Perry Harvey Park as a result of the Long-Term Preferred Alternative.

It is impossible during the planning stage to determine whether or not the Long-Term Preferred Alternative will require relocation of the skateboard facility. That determination will be made during final design. The City of Tampa has determined that the skateboard facility is a destination resource which is underutilized at its present location. The City is considering relocating the facility to an "area" or "regional" park whether or not it is displaced by the TIS project. That decision will also be made during final design.

Projected noise levels for a variety of conditions were modeled within the park in areas frequented by park visitors or where an activity or facility could be affected by noise. Receptors were located by the tennis courts, the skateboarding area, and at the Boys and Girls Club. At the receptor closest to the proposed interstate improvements, the predicted existing (1990) noise level is 64 dBA; the year 2010 no-build condition level is 64 dBA; the year 2010 build condition level is 69 dBA; and the year 2010 build condition level with noise barriers in place is 59 dBA.

The limits of projected future noise levels greater than 65 dBA extend approximately two-thirds of the way through Perry Harvey Park. The restrooms, shelters and portions of the play courts will be affected; the Boys and Girls Club will not. Projected noise levels were modeled within the park. Noise barriers along Orange Street and I-275 directly adjacent to the park have been determined to be cost reasonable. Based upon the current Long-Term Preferred Alternative, noise barriers would



LEGEND

- Remaining Perry Harvey Park
- Proposed Ramp Improvements
- Area Directly Impacted (4(f) use)

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY PHASE II

Hillsborough County, Florida

IMPACTS TO PERRY HARVEY PARK-PREFERRED ALTERNATIVE

EXHIBIT 5.1

be constructed to reduce noise impacts below the 65 dBA criteria. Thus, no noise impacts are anticipated.

The existing views to the north and west from the park are of the interstate and Orange Street. The scattered trees throughout the park provide a minimal visual buffer. The proposed improvements will decrease the distance between the park and the interstate and introduce a noise barrier along the new western border of the park. The result will be a different view to the north and west from the park. Because of the proposed mitigation measures discussed in Section 5.3.2.2, this visual impact will not impair park usage.

Vehicular access to the park is presently provided from Cass Street and Central Avenue on the south side and from Harrison Street on the east side. Pedestrians access the park principally from its eastern border along the public housing complex. The proposed interstate improvements will require a change in vehicular access to the park, affecting the Cass Street and Central Avenue entrances. This change in access will not substantially diminish the utility of the park. Vehicular access to the park will be provided from Harrison Street, Scott Street, and Kay Street.

Although the proposed interstate alignment will impact approximately 0.4 ha (1.1 ac.) of the existing park, it will also result in some positive impacts to the existing park. The closure of segments of Central Avenue and Kay Street (in the park vicinity) will create a more contiguous area for the northern portion of the park, and provide an additional land area of approximately 0.2 ha (0.5 ac.). This additional land results in a total net loss of 0.2 ha (0.6 ac.) from Perry Harvey Park.

5.3.2.1 Avoidance Alternatives

In an effort to avoid the direct impacts of right-of-way acquisition at Perry Harvey Park, and to minimize harm to the park and other significant community resources in the immediate area, several avoidance alternatives were developed and evaluated. A discussion of each follows.

The first alternative considered improving the Orange Street ramps to the west side. Two properties of recreational, cultural, and historical significance are located along the west side of Orange Street: the Kid Mason Fendall Community Center and the Greater Bethel Baptist Church. Both facilities would be completely displaced if widening to the west was utilized. Two additional businesses, the International Longshoremen's Association - Local 1402 and a barber shop, are located along the west side of Orange Street. Both businesses would be displaced if the proposed improvements occurred on the west side of Orange Street. In addition, the Orange Street on-ramp would require the closure of Scott Street, an important route from downtown to east of Perry Harvey Park.

The Kid Mason Fendall Community Center is an important city-owned recreation center that operates in conjunction with Perry Harvey Park serving youths primarily from the nearby Central Park Village public housing complex and the local neighborhood with after-school and summer programs. The center also offers a variety of programs for adults. The Greater Bethel Baptist Church is a gothic-revival style brick church constructed in 1940 and is eligible for listing on the *National Register of Historic Places*. One of the oldest predominantly black churches in Tampa, the Greater Bethel Baptist Church fulfills an important spiritual and social function in the community. The brick building itself is not considered a suitable candidate for moving as it contains a continuous masonry foundation with a basement and it is located adjacent to the historic Oak Lawn Cemetery.

Based on the potential impacts to both of these significant resources, the irretrievable loss of the Greater Bethel Baptist Church building, and the relocation of the Kid Mason facility and two additional businesses, west-side widening of Orange Street was determined not to be a reasonable avoidance alternative.

The second and third alternatives considered shifting the location of the I-275 on-/off-ramps to the Governor Street or Nebraska Avenue alignments, locations east of Perry Harvey Park. The second alternative, the Governor Street alignment, would locate a busy transportation corridor in the middle of the Central Park Village public housing complex as well as require a significant amount of right-of-way from the complex. The Nebraska Avenue alignment, the third alternative, would utilize an existing thoroughfare but would interchange with I-4 instead of I-275 and would be located too close

to the proposed 14th and 15th Street interchange location to allow sufficient distance for merge/diverge and weaving movements. As a result of these problems, the shifting of the I-275 on-/off-ramps to a location east of Perry Harvey Park was determined not to be a reasonable avoidance alternative.

The fourth alternative considered was the "no-action" alternative. This alternative would result in no impacts to Perry Harvey Park or any other Section 4(f) properties. However, this alternative would also result in no capacity and design improvements, or safety modifications to the Tampa interstate system, thereby not fulfilling the purpose and need of the project. Therefore, the "no-action" alternative was determined to not be a reasonable avoidance alternative.

In summary, the Long-Term Preferred Alternative does not completely avoid right-of-way impacts to Perry Harvey Park, it does minimize harm to the greatest extent possible, does not adversely impact other significant community resources such as the church and cemetery, and is compatible with the City of Tampa's plans to modify the Downtown Circulation Plan.

5.3.2.2 Coordination to Minimize Harm

In an effort to minimize the potential impacts to Perry Harvey Park, an alternative was evaluated that consisted of separating the I-275 on-/off-ramps with Ramp C (off-ramp) accessing Jefferson Street and leaving the on-ramp at Orange Street. Like the Long-Term Preferred Alternative, this scenario would involve the acquisition of 0.4 ha (1.1 ac.) from Perry Harvey Park. However, it would also result in the acquisition of property from the historic Greater Bethel Baptist Church and/or the historic Oak Lawn Cemetery across from the church, both historic properties. As a result, the shifting of Ramp C to the Jefferson Street alignment was determined not to be a reasonable minimization of harm.

To minimize the potential impacts to Perry Harvey Park associated with the Long-Term Preferred Alternative, a conceptual mitigation plan was prepared for the park. Berms and landscape materials will be used adjacent to the park's western boundary to attenuate the visual impact of the proposed

noise barrier, and to reinforce the pedestrian character of the park. At the City of Tampa's request, some unnecessary parking spaces at the south end of the park will be removed. Because of their southerly location, the spaces are not frequently used by park visitors but instead by downtown employees seeking free parking during the day. The mitigation plan calls for the replacement of the parking spaces with open green space, trees, and a pedestrian path. Sufficient parking spaces will remain to accommodate the projected park users. Primary vehicular access will be rerouted to the east, utilizing other existing parking areas. Walkways will be widened and realigned as necessary to maintain the functional integrity of the facilities and to accommodate authorized vehicles for safety reasons.

Since the skateboarding facility has been determined to be a destination use, the City of Tampa Parks Department and the City of Tampa Recreation Department, at a meeting on September 10, 1993, requested that the FDOT evaluate and, if possible, relocate the facility to another existing park. In a subsequent letter to the FDOT, the City designated Rowlette Park as a candidate location for the replacement skateboard facility.

At a coordination meeting on December 14, 1993 with officials from the City and local civic and community representatives, concern about the possible closure of Scott Street was raised. Area residents would prefer that Scott Street be left open because it is one of the few routes from downtown to the residential areas east of Perry Harvey Park. While developing the Long-Term Preferred Alternative, it was determined that Scott Street could remain open because clearance problems associated with the Orange Street flyover ramps would not be an issue.

In a January 21, 1994 letter, the City stressed the important relationship between Perry Harvey Park and the nearby Kid Mason Center and the Riverfront Park swimming pool. According to the City, the three facilities complement each other and together provide a complete range of recreational and community services to residents of Central Park Village and the local neighborhood. The City has expressed concern that the improvements not impede pedestrian access from Central Park Village to the Kid Mason Center and the Riverfront Park swimming pool.

It is a City of Tampa priority that these important neighborhood services be maintained. Four meetings were held with the City of Tampa regarding previously discussed impacts to Perry Harvey Park in an effort to address the City's concerns. Based on these meetings, these concerns have been incorporated into the conceptual mitigation plans which provide for the construction of a new Kid Mason Center. At a meeting on February 28, 1994, the City, FDOT, and local civic and community representatives concurred that the best location for the new facility is within the park boundaries at the south end of the park, near the existing parking area and tennis courts. Safety was the top consideration in selecting a new location for the Kid Mason Center. The children and adults who participate in daily programs at the center predominately come from Central Park Village and must cross busy Orange Street. Locating the new center on park property would eliminate the safety hazard.

As part of the Long-Term Preferred Alternative, Orange Street will remain at-grade adjacent to the Greater Bethel Baptist Church minimizing any visual effect to the historic structure and eliminating any impediment to pedestrians that a raised street may have caused. The skateboard facility would still be relocated to another park. Kid Mason Center, while not directly impacted, would be relocated to a new facility at the park for reasons previously discussed. With no impediments to pedestrians crossing Orange Avenue, access to the Riverfront public swimming pool would not be affected.

In summary, proposed right-of-way acquisition along the western side of Perry Harvey Park required for the proposed improvements to I-275 will directly impact the size and usage of the park. The proposed noise barrier along the park's western border will affect views to the north and west from the park. Implementation of the Long-Term Preferred Alternative will require the acquisition of approximately 0.4 ha (1.1 ac.) from the park. However, the closure of segments of Central Avenue and Kay Street will provide a more contiguous park at the northern end and create an additional 0.2 ha (0.5 ac.) of parkland, resulting in a total net loss of 0.2 ha (0.6 ac.) from Perry Harvey Park. With FHWA's commitment to the City of Tampa to implement the proposed mitigation plan, potentially impacted park facilities will be restored within the park to maintain existing uses and visual effects

to the park will be minimized. Impacts associated with the Selected Alternative are discussed in Section 2.4.7.

5.3.3 Coordination With Other Agencies

Representatives from the City of Tampa Parks Department and Recreation Department have reviewed and commented on the report, Section 4(f) Parks and Recreational Analysis (April 1994). The report detailed the 16 parks, their setting and possible direct and secondary impacts. In a letter dated March 25, 1994, the City of Tampa determined the report to be complete, and concurred that the proposed impacts to the park will be sufficiently mitigated so it retains its functional use. A copy of the letter is included in Appendix B. As discussed previously, coordination meetings were held to discuss possible avoidance alternatives and means by which to minimize impacts to the park.

5.3.4 Determination

In their letter dated May 19, 1994, FHWA determined that Section 4(f) applies to all sixteen parks previously discussed but only at Perry Harvey Park does the project constitute a 4(f) use. A copy of the letter is contained in Appendix B. Based upon the above considerations, there is no feasible and prudent alternative to the use of land from the Perry Harvey Park and the proposed action includes all possible planning to minimize harm resulting from such use.

5.4 HISTORIC PROPERTIES

The Florida Department of Transportation (FDOT) has completed a survey of historic districts and individual properties included in or eligible for listing on the *National Register of Historic Places* in accordance with Sections 106 and 110 of the National Historic Preservation Act; Section 4(f) of the U. S. Department of Transportation Act of 1966; and Part 2, Chapter 12 (Archaeological and Historic Resources) of the FDOT Project Development and Environment (PD&E) Guidelines (July 1988 revision). The results of this survey are documented in the reports A Cultural Resource Assessment Survey of the Tampa Interstate Study Activity A, Task I (EA) Project Area (December

1990) and A Cultural Resource Assessment Survey of the Tampa Interstate Study Activity A, Task II (EIS) Project Area (April 1992).

Tampa contains many historically significant areas, many of which have been or are in the process of being nominated to the National Register. Tampa also contains numerous individual structures which have been listed or are eligible for listing on the National Register. Within the study limits, historic districts listed on the National Register have been established in West Tampa and in Ybor City. In 1982, approximately 20 years after the construction of the interstate, the West Tampa National Historic District was defined. In 1990, a large portion of the Ybor City area of Tampa was incorporated into a National Historic Landmark District. The district includes more than 1,300 buildings and contains an estimated 1,000 historic structures. This district also contains 15 individual structures which have been designated, or suggested for designation, as National Historic Landmarks. A Multiple Properties [illegible] (MPL) has been proposed for the Tampa Heights area. The MPL boundaries include a mi[illegible]oric district and several individually significant historic structures. An area west of I-275 and north of Dr. Martin Luther King, Jr. Boulevard has been proposed as the Seminole Heights National Register Historic District.

The Federal Highway Administration (FHWA) and the State Historic Preservation Officer (SHPO) have concurred with the FDOT's survey of historic resources within the TIS project area and that the project will impact such resources [illegible]d as Section 4(f) properties. An evaluation of Section 4(f) use of historic properties is presented in the following text.

A "use" of a Section 4(f) site occurs when land from the site is acquired for a transportation project; when there is [illegible] occupancy of land that is adverse in terms of the statute's preservationist purposes; or when the proximity impacts of the transportation project on the Section 4(f) site, without acquisition of land, are so great that the purposes for which the Section 4(f) site exists are substantially impaired. The evaluation of Section 4(f) use considers such factors as any possible physical impact on or use of the property; visual, noise, and other significant environmental impact on the property that might substantially impair the character of the property or the historical

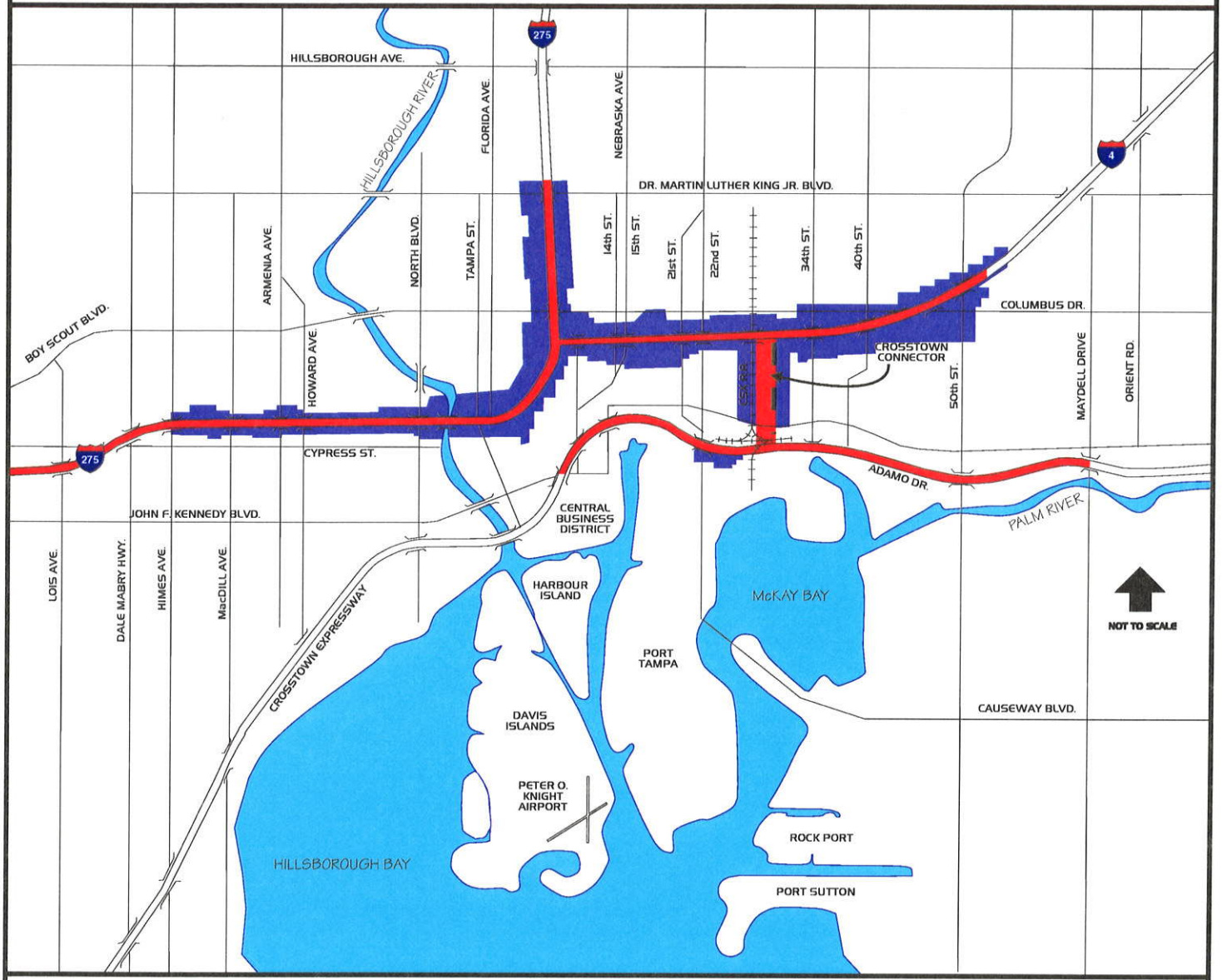
reason(s) that the property was declared eligible for inclusion in the *National Register of Historic Places*.

In accordance with Section 106 of the National Historic Preservation Act of 1966, as amended; 36 CFR 800 "Protection of Historic Properties," and 23 CFR 771, an Area of Potential Effect (APE) was delineated. This area was defined as the area in which secondary impacts for 4(f) properties were evaluated. The APE boundaries were determined over a lengthy process which included substantial coordination with the SHPO and the Advisory Council on Historic Preservation. A detailed discussion of the methodology for APE determination is presented in the Effects Analysis Report (November 1995). A graphical representation of the APE is shown on Exhibit 5.2. The historic districts and individual historic structures within the APE were evaluated for Section 4(f) use due to direct and proximity impacts (indirect use of a property). It should be noted that the Section 106 and Section 4(f) regulations apply different criteria to historic properties. Therefore, it may be possible to have a Section 106 adverse effect without substantially impairing the historic integrity of a historic site or district, which is considered a Section 4(f) use.

Impacts to historic properties in the project area may include a direct or an indirect Section 4(f) use of a historic site of national, state, or local significance. Section 4(f) of the U.S. Department of Transportation Act of 1966 (49-U.S.C.-303) stipulates the following:

> The Administration may not approve the use of land from ... any significant historic site unless a determination is made that:
>
> (a) There is no feasible and prudent alternative to the use of land from the property; and
>
> (b) The action includes all possible planning to minimize harm to the property resulting from such use.

The following sections discuss the historic properties located in the vicinity of the project area.



Proposed New Roads

EIS Study Limits

Area of Potential Effect

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY PHASE II

Hillsborough County, Florida

AREA OF POTENTIAL EFFECT

EXHIBIT 5.2

5.4.1 Individual Properties Eligible/Listed On National Register

As shown on Exhibit 5.3, a total of 24 eligible/listed National Register individual properties are located in the project area. Three of these properties will be directly impacted by proposed right-of-way acquisition. The remaining 21 properties are within the APE but outside of the proposed right-of-way.

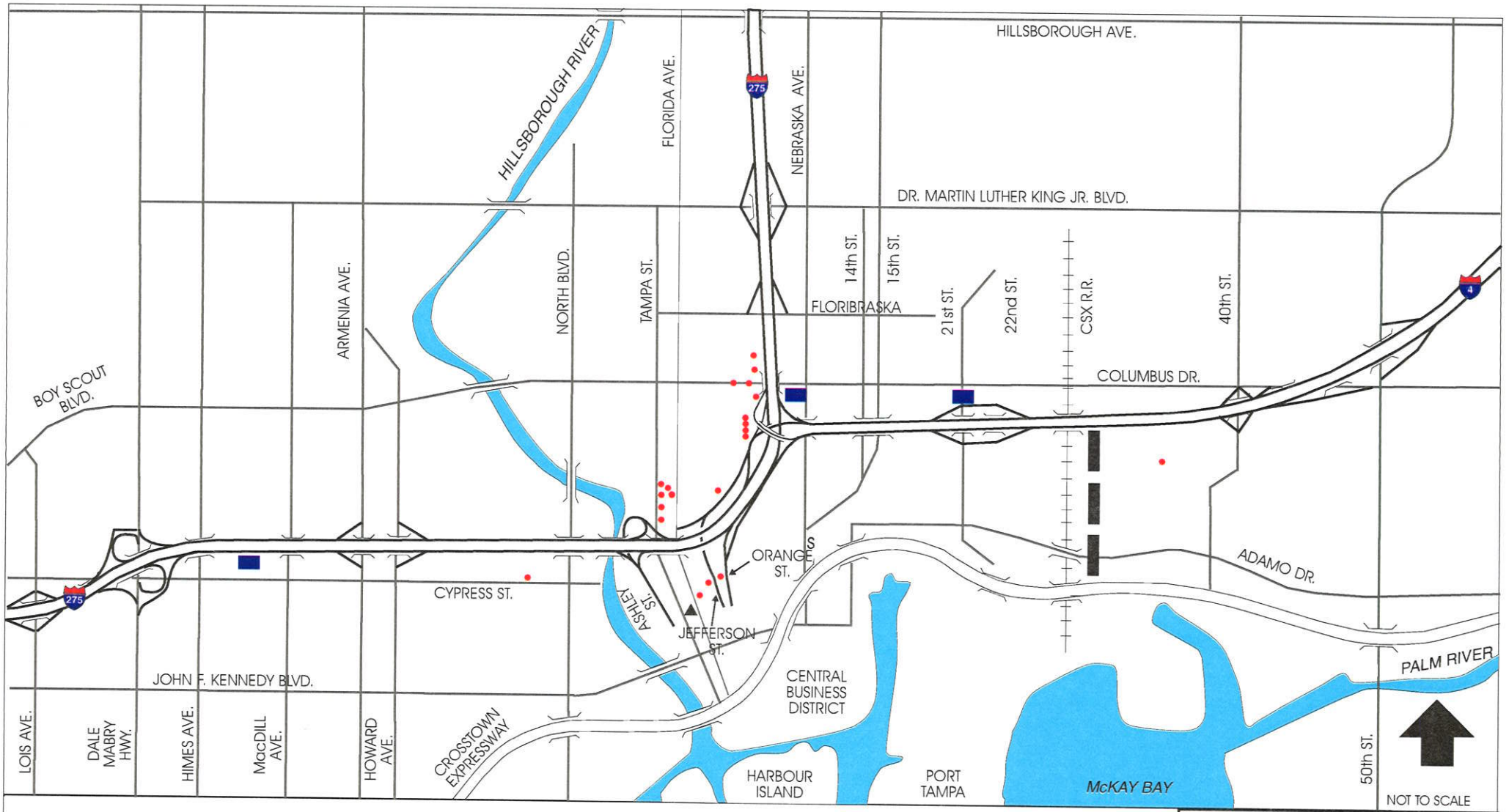
Because of the distance of these 21 structures from the proposed interstate improvements, the view of the new facility will not be substantially different from the current view of the existing facility. The improvements will not introduce visual elements out of character or inconsistent with the existing facility. In addition, all of these structures are beyond the range of project-related noise levels, except for the First Baptist Church on LaSalle Street, where noise levels will be reduced with the Long-Term Preferred Alternative concept. Access to and from these structures will not be restricted as a result of the proposed improvements. The proposed improvements will not substantially impair the integrity of these structures.

A copy of the letter from SHPO concurring with the eligibility of the structures within the APE, but outside the districts, is included in Appendix B. The following sections provide evaluations of Section 4(f) use, avoidance alternatives, measures to minimize harm, coordination with other agencies, and a determination of applicability.

5.4.1.1 Section 4(f) Use

Section 4(f) use includes those properties located either within the area of proposed right-of-way acquisition and those properties within the APE which will experience a constructive use as a result of the proposed project. The following describes the three historic properties individually listed or eligible for listing on the *National Register of Historic Places* with a Section 4(f) use.

8HI4096 Fernandez y Rey House 3300 Laurel Street - The Fernandez y Rey house is a Mediterranean Revival structure located within the West Tampa neighborhood. The house was built in 1923 and first occupied by Ramon and Cecilia Fernandez y Rey. Ramon Fernandez y Rey was



LEGEND

- Eligible Structure with No Impacts
- Impacted Eligible Structure
- National Register Individual Property

Proposed Crosstown Connector

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT
TAMPA INTERSTATE STUDY
PHASE II
Hillsborough County, Florida

INDIVIDUAL PROPERTIES ELIGIBLE AND LISTED ON THE NATIONAL REGISTER

EXHIBIT 5.3

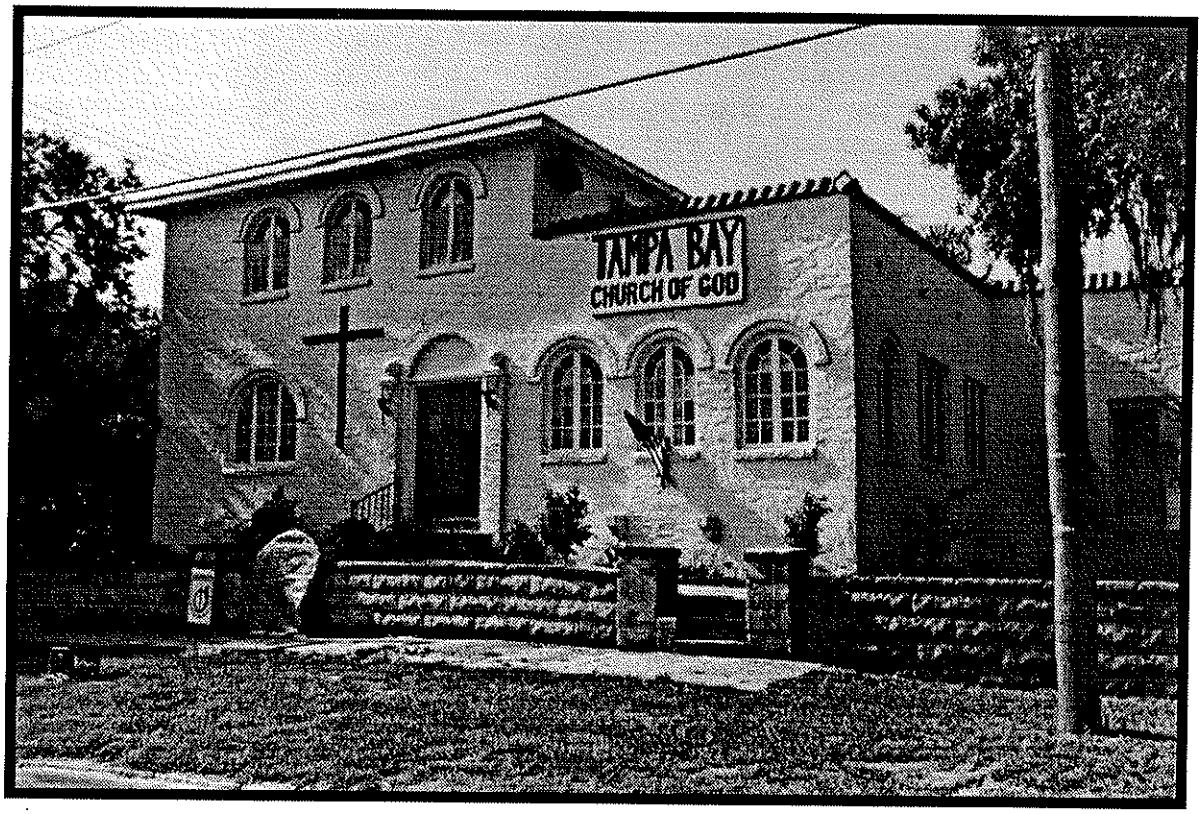
a foreman at the Morgan Cigar Company and was President of the Centro Español de West Tampa, an important Latino community social club. It is currently the Tampa Bay Church of God building. A photograph of the house is shown on Exhibit 5.4.

The house is irregular in plan and is composed of a nearly square two-story hipped roof block with a one-story flat roofed wing on its west side. The house is built on a continuous masonry footer foundation, probably poured-in-place concrete surmounted by a hollow tile or concrete block load-bearing wall. The exterior walls are finished in a rough-textured cement stucco. The main block of the house is covered by a low pitched hip roof with a soffit that projects about two feet. This roof is sheathed in asphalt composition shingles. The one-story western wing is covered by a flat roof concealed by a low parapet that is capped by a single row of red glazed barrel tiles.

The entrance (north facade) is a balanced asymmetrical design composed of three bays in the main block and three bays in the wing. The entrance is surrounded by arched window openings with wood casement windows of nine lights per case. Rectangular window openings containing frame double hung sash windows of four-over-four light are used on parts of the western and southern facades that are not visible from the street. A stuccoed chimney is located off-center on the eastern facade of the house. It is ornamented with a niche and a cast concrete flower box.

The Fernandez y Rey House is a good example of a suburban, single-family, 1920s Mediterranean Revival style residence. The house exhibits many features of the style, including the use of rough-textured stucco exterior walls, flat roofs with barrel tiles capping the parapets, round-arched windows and doorways, and balanced asymmetrical placement of doors and windows. The relatively unaltered exterior of the house contributes to its architectural significance.

Avoidance Alternatives - The Fernandez y Rey House is located adjacent to I-275 on the south side of the roadway. As currently proposed, the interstate improvements will directly impact the house, requiring acquisition of the entire site. The impact is the result of widening the interstate to the south side in that general area. Avoidance of the Fernandez y Rey House was considered by shifting the widening of the interstate approximately 45.7 m (150 ft.) to the north side. However, this shift would result in significant right-of-way impacts and Section 4(f) involvement at MacFarlane Park and through the core of the West Tampa National Register Historic District, both located on the north side of the interstate. Further shifts in the existing alignment to the north or south would involve other significant right-of-way impacts to the West Tampa National Register District and require the reconstruction of I-275 on a new corridor, which is unreasonable from the standpoint of costs and impacts. The No-Action Alternative would avoid any impacts to the structure; however, this alternative does not fulfill the purpose and need for the project established in Section 1.0. As a result, avoidance of the Fernandez y Rey House is not considered reasonable or feasible.



Fernandez y Rey House (8HI4096)
3300 Laurel Street
(West Tampa Neighborhood)

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY
PHASE II

Hillsborough County, Florida

HISTORIC PROPERTY WITH 4(f) USE

SITE PHOTOGRAPH EXHIBIT 5.4

Means to Minimize Harm - In an effort to minimize harm to the Fernandez y Rey House, movement of the structure to a new location in the same general area was considered. A field survey was completed, potential relocation sites were identified, and cost estimates were prepared. As a result, the Fernandez y Rey House has been determined to be a reasonable candidate for relocation and rehabilitation. For additional information concerning the field survey completed to evaluate the potential to relocate this structure, see Appendix D.

Based on the above considerations, it was determined that there is no feasible and prudent alternative to the proposed acquisition of the Fernandez y Rey House. However, the proposed action includes all practicable measures to minimize harm to the house as a result of the proposed project. Measures to minimize harm to the house include documentation of the structure as defined in the current guidelines and standards of the Historic American Buildings Survey (HABS) and is a top candidate for relocation and rehabilitation.

8HI4172 Washington Junior High School 707 Columbus Drive - The present structure is a modified E-shape in plan, with the stems of the "E" pointing south. The entire building is three stories, except for the middle stem of the "E" which is two stories. The structure is clad in red brick and rests on a continuous masonry foundation. At the top of the building are Mission-style shaped parapets with center medallions, behind which appears to be a flat built-up roof. The primary elevation is the north. It is symmetrical and is divided into a five-part arrangement, with the middle section projecting north slightly and the two end sections projecting north still further. The middle section is five bays wide with large brick piers at either end. Each pier is topped by a metal-roofed cupola. A photograph of the school is shown on Exhibit 5.5.

The windows on the north and south elevations in the projecting sections are grouped usually in three's and vary in articulation by story, ranging in the classical tradition from unembellished on the lowest floor upwards to ornate. The first floor windows are simple rectangles headed by a simple stone belt course. The second floor windows are segmental arched; these arches are outlined by four bands of brick and end with pendants. These windows have plain stone sills. The third floor windows are semi-circularly arched and outlined in a manner similar to the middle floor's windows; they are highlighted further by large end pendants. On the east and west elevations are found large segmental-arched windows which at one time probably extended to all three floors. The windows found elsewhere are simply rectangular, though those on the top floor are capped by shallow pent roofs supported by wood brackets. Many of the window openings have been boarded up, and the building is maintained in fair condition. Appended to the west facade at its southernmost corner is a one-story, noncontributing, modern red brick one-story addition whose windows are secured by burglar bars. The property is circumscribed by a 2 m (6-ft.) chain link fence.



Washington Junior High School (8HI4172)
707 Columbus Drive
(Tampa Heights Neighborhood)

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY
PHASE II

Hillsborough County, Florida

HISTORIC PROPERTY WITH 4(f) USE

SITE PHOTOGRAPH

EXHIBIT 5.5

The Washington Junior High School follows the Tampa tradition of applying Mediterranean Revival design features to academical architectural in Tampa. This style was adapted to many early Tampa schools built in the 1910s-1920s, such as Buffalo Avenue Public School and Oak Park School. Although often clad in the traditional red brick, these schools exhibit arches, shaped parapets, brackets, pendants, contrasting brickwork, and other details associated with the Mediterranean Revival style. Washington Junior High School shares these traits and is a good example of the style. It has retained much of its original fabric ornamentation. Its main alterations are the blocking of most of its windows and a one-story red brick addition to the west.

Avoidance Alternatives - Washington Junior High School is located on the east side of I-275 and the north side of I-4, adjacent to the I-275/I-4 interchange. As currently proposed, the interstate improvements will directly impact the school, requiring acquisition of the entire site. The impact is the result of widening the I-275/I-4 interchange to the east side. Avoidance of the school was considered by shifting the widening approximately 97.5 m (320 ft.) to the west side; however, the shift would result in significant right-of-way impacts and Section 4(f) involvement through the core of the proposed Tampa Heights Multiple Property Listing, located on the west side of the interchange. Further shifts in the existing alignment to the east or west would involve other significant right-of-way impacts to the proposed Tampa Heights Multiple Property Listing and the Ybor City National Historic Landmark District and would require reconstruction of I-275 or I-4 on a new corridor, which is unreasonable from the standpoint of costs and impacts. The No-Action Alternative would avoid any impacts to the structure; however, this alternative does not fulfill the purpose and need for the project established in Section 1.0. As a result, avoidance of Washington Junior High School is not considered reasonable or feasible.

Means to Minimize Harm - In an effort to minimize harm to the school, movement of the structure to a new location was considered. Given the size and shape of the building, moving it would require separating the structure into a minimum of five separate pieces, to be rejoined at a new location. Significant structural rehabilitation and modernization would be required at that time. In addition, the size of the building would require a large parcel of property for relocation, which limits the possible distance in which the building could be moved. As previously stated, several other schools of similar Mediterranean Revival design remain in the area. The Hillsborough County School Board does not have any particular need for the building in the future and it would be extremely expensive

to move and rehabilitate. For additional information concerning the field survey completed to evaluate the potential to relocate this structure, see Appendix D.

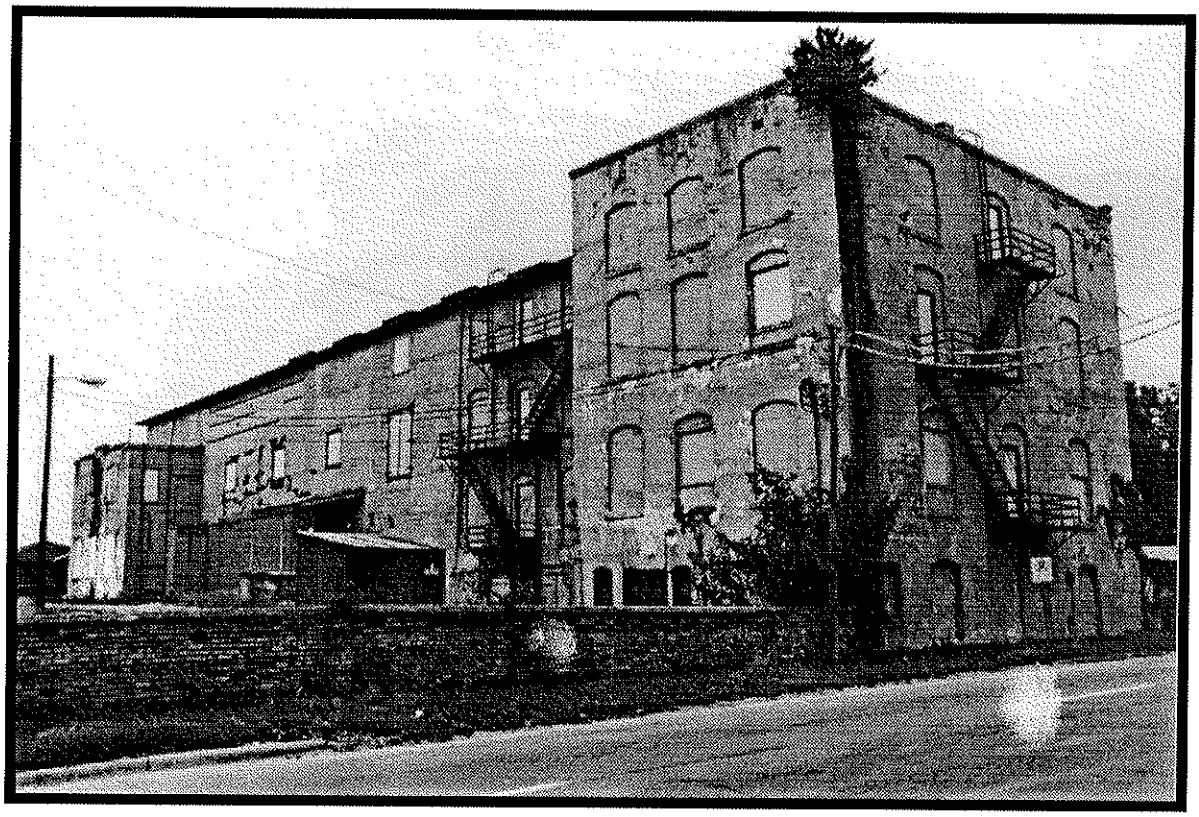
Based on the above considerations, it was determined that there is no feasible and prudent alternative to the proposed acquisition of Washington Junior High School. Relocation of the structure to another site was determined to be not reasonable or feasible. Measures to minimize harm to the school include documentation of the structure as defined in the current guidelines and standards of the Historic American Buildings (HABS) Level II.

8HI964 Arguelles, Lopez, and Brothers Cigar Factory 2503 East 21st Street - The cigar factory was constructed as several sections over a period of years. The first section, constructed in 1903, is a three-story wood frame structure, roughly 40 feet by 90 feet, which is located at the northwest corner of the site. Its original wood weatherboard siding has been covered by asbestos shingles sprayed with concrete. Nearly all of its window openings have been sided over or blocked in with plywood. The structure is covered by a large hip roof with six metal ridge vents. To the building's west facade is appended a one-story, one-bay elevated porch. It is crowned by a front gable, composition shingle roof which is supported by two pairs of slender wooden Tuscan columns. A photograph of the factory is shown on Exhibit 5.6.

Two brick sections were added to the wood frame structure in 1922. At the southwest was constructed a narrow one-bay by four-bay two-story commercial-type structure. It features a corbelled and pendanted parapet. Its double-hung sash windows on the south elevation are ornamented by flat-arched surrounds. Another brick addition is found to the east of the wood frame building. It is seven bays by three bays and has segmented-arched windows and door openings. Four of the seven east-west bays are covered by the main building's hip roof. The remaining bays project one bay from the main building and are covered by a flat built-up roof behind a corbelled parapet. Many of this addition's window and door openings have been covered. The building is vacant at present and is in deteriorated condition.

The Arguelles, Lopez, and Brothers Cigar Factory was built in 1903 and is architecturally significant as one of the few cigar factories extant whose main structure is constructed of wood. Since its 1922 additions were constructed of brick, the building is an interesting composition of frame and masonry vernacular styles. The building is also significant to the industrial history of Tampa because it is one of the City's early cigar factories. The cigar industry dominated the local economy from the 1880s through the 1920s.

Avoidance Alternatives - The Arguelles, Lopez and Brothers Cigar Factory is located adjacent to I-4 on the north side of the roadway. As currently proposed, the interstate improvements will directly impact the factory, requiring acquisition of the entire site. The impact is the result of



Arguelles, Lopez and Brothers Cigar Factory (8HI964)
2503 East 21st Street
(Ybor City Neighborhood)

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY
PHASE II

Hillsborough County, Florida

HISTORIC PROPERTY WITH 4(f) USE

SITE PHOTOGRAPH

EXHIBIT 5.6

widening the interstate to the north in that general area. Avoidance of the factory was considered by shifting the widening approximately 61 m (200 ft.) to the south side. However, this shift would result in more significant right-of-way impacts and additional Section 4(f) involvement because of the acquisition of the Gonzalez Fisher and Co. Cigar Factory. In addition, this shift would require the relocation of the new U.S. Post Office. Both of these properties are located adjacent to I-4 on the south side. Further shifts in the alignment to avoid both the Arguelles, Lopez and Brothers Cigar Factory to the north and the Gonzalez Fisher and Co. Cigar Factory and the Post Office to the south would involve significant right-of-way impacts through the Ybor City National Historic Landmark District and shifting the alignment out of the district would require the reconstruction of I-4 on a new corridor, which is unreasonable from a cost and impact standpoint. The No-Action Alternative would avoid any impacts to the structure; however, this alternative does not fulfill the purpose and need for the project established in Section 1.0. As a result, avoidance of the Arguelles, Lopez and Brothers Cigar Factory is not considered reasonable or feasible.

Means to Minimize Harm - In an effort to minimize harm to the factory, movement of the structure to another location in the vicinity was considered. Given the size and shape of the factory, and its combination of wood frame and masonry construction, movement of the structure would require that it be separated into several pieces which could be rejoined at a new location. Extensive structural rehabilitation and modernization would be required at that time. In addition, the size of the building requires an entire city block for relocation. Other examples of the City's early cigar factories exist nearby, including the Gonzalez Fisher and Co. Cigar Factory building previously mentioned, which is in significantly better condition. For additional information concerning the field survey completed to evaluate the potential to relocate this structure, see Appendix D.

Based on the above considerations, it has been determined that there is no feasible and prudent alternative to the proposed acquisition of the Arguelles, Lopez and Brothers Cigar Factory. Relocation of the structure to another site was determined to be not reasonable or feasible. Measures to avoid or minimize harm to the factory include documentation of the structure as defined in the current guidelines and standards of the Historic American Buildings (HABS) Level II. Impacts associated with the Selected Alternative are discussed in Section 2.4.7.

5.4.1.2 Coordination With Other Agencies

Coordination with various agencies regarding historic resources has been a key element of the TIS project since the Phase I - Master Plan. Coordination efforts have included a comprehensive public involvement plan (discussed in Section 8.0), quarterly meetings with the Cultural Resources Committee (CRC), and numerous coordination meetings with the Historic Tampa/Hillsborough County Preservation Board (HT/HCPB), the City of Tampa, and the Advisory Council on Historic Preservation (ACHP). A list of coordination meetings held concerning historic resources during Phase II is included on Table 5.1, previously referenced.

As stated in a letter dated May 27, 1994, the SHPO has concurred with the determination of individual historic properties and the delineation of the APE boundaries. The U.S. Department of the Interior, Office of the Secretary, and the Florida Department of State, Division of Historical Resources, have reviewed the DEIS/Draft 4(f) Evaluation and have concurred with the findings. A copy of these letters are contained in Appendix B.

5.4.1.3 Determination

Of the 24 individually significant historic structures identified within the Area of Potential Effect (APE), three will be directly impacted by the proposed interstate improvements. Of these three structures, the Fernandez y Rey House (8H14096) has been determined to be a reasonable candidate for relocation and rehabilitation. All three structures will be documented to meet current HABS/HAER level II requirements. Based upon the above considerations, there is no feasible and prudent alternative to the use of land from the three historic properties individiually listed or eligible for listing on the *National Register of Historic Places* and the proposed action includes all possible planning to minimize harm resulting from such use.

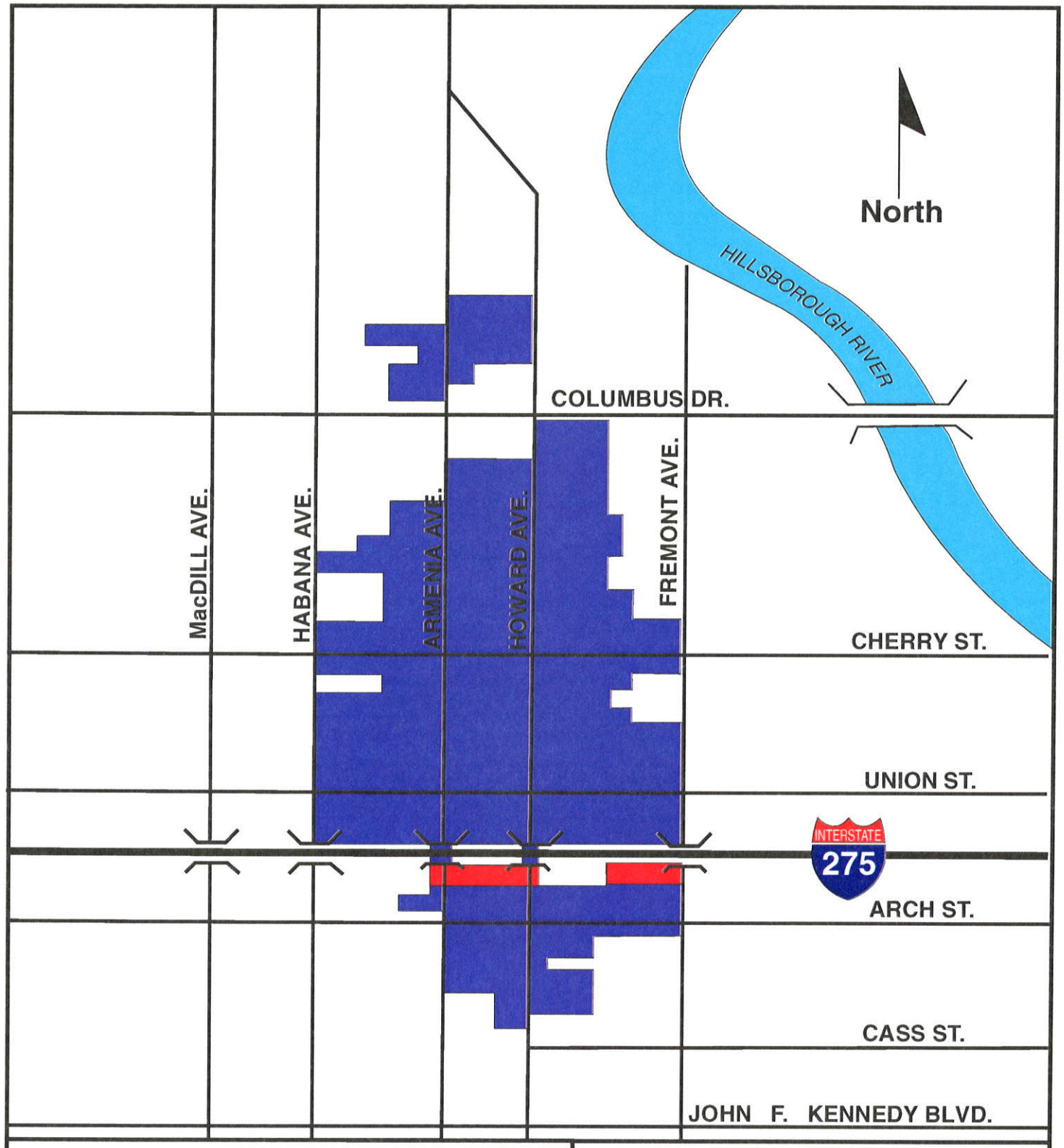
5.4.2 West Tampa National Register Historic District

5.4.2.1 Background

The West Tampa National Register Historic District (8HI1076) was defined in 1982. It was delineated to include most of the unaltered blocks within the old city limits of West Tampa. The nomination was completed by Carl Shiver, then with the Historic Tampa/Hillsborough County Preservation Board. The district extends both north and south of the TIS project corridor along I-275. Because it was designated after the present highway was constructed, the district was delineated to exclude the present I-275 roadway right-of-way.

The southern boundary of the northern portion of the district extends along the northern right-of-way boundary of Green Street, which serves as a frontage road for I-275. The northern boundary of the southern portion of the district is irregular, and the proposed alignment corridor crosses into the district in only two places: the block defined by Armenia/Howard Avenues and Laurel/LaSalle Streets and the northern half of the block defined by Albany/Fremont Avenues and Laurel/LaSalle Streets. The northern portion of the district is connected to the southern portion via Armenia Avenue and Howard Avenue; the district is defined under the interstate by the curb and roadway portions of these streets. Exhibit 5.7 illustrates the district boundaries and the area impacted by the proposed interstate improvements.

The district includes several historic cigar factories, several period commercial structures, social clubs, and many of the small frame vernacular and bungalow style dwellings built to house the cigar factory workers. Most of the frame vernacular dwellings were built during the period of 1895 to 1920. They were constructed on a shotgun or modified shotgun plan, that is, the rooms were constructed in-line without a connecting hallway. Most of the bungalow style dwellings in West Tampa were constructed during the period of 1920 to 1930. Building construction was limited during the 1930s, due mainly to poor economic conditions.



NATIONAL REGISTER DISTRICT

AREA IMPACTED BY THE PROPOSED INTERSTATE IMPROVEMENTS

FLORIDA DEPARTMENT OF TRANSPORTATION

TAMPA INTERSTATE STUDY PHASE II

ENVIRONMENTAL IMPACT STATEMENT

Hillsborough County, Florida

WEST TAMPA NATIONAL HISTORIC DISTRICT

EXHIBIT 5.7

The first cigar factories to be built in West Tampa were wood frame, but were soon replaced by more substantial brick buildings. Retail commercial buildings were often wood frame, with second-story galleries or suspended canopies shading the street and sidewalks. These buildings are clustered along Main Street and Howard and Armenia Avenues.

Of a total of 1,112 structures within the West Tampa National Register Historic District, 886 structures are identified as contributing structures. Contributing structures are historic structures which, while not individually significant, contribute to the historic or cultural significance of the district. A photograph of representative contributing structures within the district is provided on Exhibit 5.8.

5.4.2.2 Section 4(f) Use

An evaluation of Section 4(f) uses of historic properties within the West Tampa National Register Historic District was completed. Properties with a Section 4(f) use include those contributing structures located within the area of proposed right-of-way acquisition. Currently, a total of six contributing structures will be directly affected by right-of-way acquisition and are described as follows:

027 8HI4106 Private Residence 1920 Laurel Street - This frame vernacular structure was constructed around 1910 and is in fair condition. This structure was originally constructed as a duplex but is currently a single private residence. A concrete block knee wall borders the front of the property and modern metal supports have replaced the former porch supports. This building contributes to the West Tampa National Register Historic District because of its association with West Tampa's development as a cigar-making center.

026 8HI4105 Private Residence 1924 Laurel Street - This early 20th century frame vernacular structure was constructed around 1905 and is in good condition. A knee wall in concrete block borders the front of the property. The structure's features include Ionic porch columns and gingerbread in the gable. This building contributes to the West Tampa National Register Historic District because of its association with West Tampa's development as a cigar-making center.

022 8HI4101 Private Residence 1928 Laurel Street - This structure was constructed around 1925 and is a typical frame vernacular dwelling from the early 20th century. The front porch has been partially enclosed and metal awning windows have been added. This building contributes to the



West Tampa National Register Historic District *

* Representative sample of structure types.

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY

PHASE II

Hillsborough County, Florida

WEST TAMPA HISTORIC DISTRICT

SITE PHOTOGRAPH

EXHIBIT 5.8

West Tampa National Register Historic District because of its association with West Tampa's development as a cigar-making center.

021 8HI4100 Private Residence 1930 Laurel Street - This structure was constructed around 1910 and is a good example of the colonial revival architecture style. Its features include wooden Tuscan columns on the front porch and multi-paned, stained glass, upper-sash windows. This building contributes to the West Tampa National Register Historic District because of its association with West Tampa's development as a cigar-making center.

023 8HI4102 Private Residence 2312 Laurel Street - This bungalow-style dwelling was constructed around 1925 and is in good condition. Its features included decorative brick and concrete porch posts with a louvered window in the gable and wood eave brackets. This building contributes to the West Tampa National Register Historic District because of its association with West Tampa's development as a cigar-making center.

024 8HI4103 Private Residence 2324 Laurel Street - This structure is a typical camelback bungalow constructed around 1925. The front door is bordered with sidelights and a metal fire escape has been added. This building contributes to the West Tampa National Register Historic District because of its association with West Tampa's development as a cigar-making center.

Avoidance Alternatives - Because the boundaries of the West Tampa National Register Historic District are adjacent to both sides of the interstate, alternatives that would avoid use are limited to alternatives which do not involve the acquisition of right-of-way on either side of the existing I-275. Such alternatives include the No-Action Alternative, Transportation System Management Alternative, and other transportation options such as HOV/Transitway lanes, bus, and rail transit. Section 2.0 of this document provides an evaluation of these avoidance alternatives. Because these options are non-construction alternatives, they avoid use of not only the West Tampa National Register Historic District, but also the Ybor City National Historic Landmark District, the proposed Tampa Heights Multiple Property Listing, and other individual Section 4(f) historic properties. The avoidance alternatives are discussed below.

No-Action Alternative - The No-Action Alternative was determined to be not feasible in terms of meeting the purpose of and need for the project. The purpose of the project is to provide a safer, more efficient system and to increase capacity of the existing transportation corridor to meet the needs of travelers through the year 2010.

Transportation System Management Alternative - Transportation System Management (TSM) improvements involve increasing the available capacity within the existing right-of-way with minimum capital expenditures and without reconstructing the existing facility. TSM improvements to upgrade the existing I-275 and I-4 corridors without total reconstruction could include adding HOV/Transitway lanes in the median or by restriping existing lanes, implementing incident management systems, improving weaving sections between interchange ramps, and providing ramp metering at entrance ramps.

Although TSM will be implemented where feasible, the TSM alternative by itself would not sufficiently improve the transportation corridor capacity to meet the purpose and need for the project nor eliminate the rolling vertical alignment which is a safety problem due to sight distance.

Multi-Modal Alternatives - Multi-modal options to increase capacity of this travel corridor were considered during the development of the TIS Master Plan. These options include HOV lanes, HOV transitways, bus and carpool exclusive access to the HOV facilities, HOV access to and circulation in the CBD, and a rail transit system.

Projected future ridership of mass transit options, such as rail, are not high enough to reduce future interstate capacity to acceptable levels. These options have been incorporated into the Long-Term Preferred Alternative; however, these options alone would not satisfy the purpose and need for the project as defined in Section 1.0.

Alignment Shifts - Shifts in the proposed alignment along the existing corridor were utilized to minimize harm to cultural resources and are discussed in Means to Minimize Harm, but were not a feasible method to completely avoid the use of historic properties within the West Tampa National Register Historic District.

Alternative Corridors - Because the district boundaries extend adjacent to both sides of the existing interstate, shifting the alignment completely out of the district would involve the reconstruction of I-275 on a new corridor. The district covers a large area, and the alignment would have to be moved

approximately 20 blocks north or 7 blocks south to completely avoid the district. Immediately adjacent to both the northern and southern boundaries of the district is a densely developed multi-ethnic neighborhood. The closest major arterials for a new interstate corridor location are Dr. Martin Luther King, Jr. or Kennedy Boulevards. These roadways are densely developed with commercial, medical and religious institutions. Relocation of the interstate to avoid the district would also limit access to downtown Tampa. The existing Tampa interstate corridor provides key links to the entire urban area, as well as to planned future transportation generators. Although alternative corridors were considered, the existing interstate corridor was determined to be the only feasible transportation corridor for improvements to meet the purpose and need for the project. Other alternative corridors considered were determined to be not feasible and prudent because they would involve excessive construction and right-of-way costs; would result in unacceptable adverse social, economic, and environmental impacts; and would result in more significant community disruption.

Means to Minimize Harm - Measures to minimize harm to the West Tampa National Register Historic District included minimizing the amount of right-of-way acquisition from the district to the extent possible and reducing the number of properties proposed for acquisition. The alignment of the Long-Term Preferred Alternative was shifted slightly by tightening the geometry located just north of LaSalle Street, between Armenia and Howard Avenues, on the south side of I-275. This shift eliminated the acquisition of nine contributing residential structures within the district. However, there is no reasonable or feasible alternative to the acquisition of six contributing structures located within the area proposed for right-of-way acquisition.

Moving contributing structures out of the area of right-of-way acquisition is another method to minimize harm to the district. The FDOT is coordinating with the City of Tampa and the Historic Tampa/Hillsborough County Preservation Board regarding the availability of vacant recipient properties within the district. Each of the six contributing structures was evaluated for its potential to be moved to a new location within the district. A detailed evaluation process concerning the movement of historic structures was conducted as summarized in Appendix D. Factors considered in the evaluation of each structure included the existing historical condition, environmental factors (asbestos and lead-based paint concerns), the overall structural condition, and the estimated moving

cost (relocation property, utilities, and structure transport). Based on the evaluation, rankings were assigned to each structure and a relocation priority was determined. As a result of this process, four of the six structures (027 8HI4106, 026 8HI4105, 021 8HI4100, and 024 8HI4103) were determined to be suitable candidates for relocation within the district at this time.

A detailed evaluation of each structure was completed for secondary impacts to contributing structures located within the APE. This evaluation is documented in the Effects Analysis Report, (November 1995). The Long-Term Preferred Alternative concept includes the construction of noise barriers as a result of community input and cost reasonableness. To improve overall access the interchange ramps at Howard and Armenia Avenues will remain and a new west bank CBD interchange will be added with ramps to and from the west on I-275 at North Boulevard. Although North Boulevard is east of the district, the new interchange will provide better access to the West Tampa Area. The vertical elevation of the proposed improvements will not vary substantially from current elevations.

Extensive coordination has been conducted with community groups, the City of Tampa and local agencies regarding design amenities along the interstate. As a result of these efforts, the Urban Design Guidelines for the Tampa Interstate Study have been developed. The purpose of these guidelines is to minimize adverse visual and auditory impacts to both users of the freeway and land use neighbors adjacent to the system. The goal of these guidelines is to ensure a consistent, aesthetically pleasing treatment for design and to minimize visual effects throughout the limits of the interstate study.

The guidelines established three levels of design treatment. Interstate improvements in the West Tampa area will be designed with level three urban design treatments, as outlined in the TIS Urban Design Guidelines (December 1994). The level three treatment is the most extensive level of urban design amenities and is being applied to most of the urban areas within the project area. Interstate improvements designed for level three aesthetics require specific integration of the walls and embankments into the surrounding site. This should involve landscaping; special lighting; and the use of color, texture, graphic reliefs, and the use of public art. Areas of design treatment discussed

in the Urban Design Guidelines are as follows: bridge structures, retaining walls and embankments, noise walls, lighting, fencing, sign supports, stormwater management areas and surface water features, landscaping, pavement and streetscape, opportunities for public art, utilities, mounds and grading, and recreation facilities and architectural elements.

5.4.2.3 Coordination With Other Agencies

Coordination with various agencies regarding historic resources has been a key factor in the TIS project since the Phase I - Master Plan. Coordination efforts have included a comprehensive public involvement plan (discussed in Section 8 of the EIS), the development of a cultural resources committee (CRC), and numerous coordination meetings with the Historic Tampa/Hillsborough County Preservation Board, the City of Tampa, the SHPO, and the Advisory Council on Historic Preservation (ACHP).

The CRC was formed to coordinate federal, state, and local interests in historic and archaeologic resources affected by the interstate improvements. The CRC is comprised of representatives of the FHWA, FDOT, SHPO, and the Historic Tampa/Hillsborough County Preservation Board. A list of CRC meetings held is included in Table 5.1. During the CRC meetings, avoidance alternatives were discussed and means to minimize harm were developed. SHPO originally recommended the means to minimize harm. SHPO and ACHP have conducted field reviews in this area and have agreed that there is no feasible and prudent alternative to the use of a limited portion of the West Tampa National Register Historic District.

As stated in a letter dated May 27, 1994, the SHPO has concurred with the determination of contributing structures within the West Tampa National Register Historic District and the delineation of the APE boundaries. The U.S. Department of the Interior, Office of the Secretary, and the Florida Department of State, Division of Historical Resources, have reviewed the DEIS/Draft 4(f) Evaluation and have concurred with the findings. A copy of these letters are contained in Appendix B.

5.4.2.4 Determination

Of the 886 contributing structures which comprise the West Tampa National Register Historic District, six structures will be directly impacted by the proposed interstate improvements. Of those six structures, four structures have been proposed to be moved to other locations within the district. Therefore, a smaller portion of the district will be impacted. Two structures (022 8HI4101 and 023 8HI4102) will be permanently lost as a result of the project. The visual character of the area will change slightly to accommodate community requests for noise barriers. Access to the West Tampa National Register Historic District will be improved with the proposed project. Noise barriers will shield residents and structures from traffic noise. The FHWA has determined that the proposed project will not substantially impair the integrity of the West Tampa National Register Historic District nor compromise its National Register eligibility. Based upon the above considerations, there is no feasible and prudent alternative to the use of land from the West Tampa National Register Historic District and the proposed action includes all possible planning to minimize harm resulting from such use.

5.4.3 Ybor City National Historic Landmark District

5.4.3.1 Background

Ybor City was first nominated as a Historic District in 1974. The original district included the Ybor City commercial area centering on 7th Avenue. Although somewhat limited in scope, this nomination included 84 structures, many of which are some of the oldest and best known buildings in Ybor City. These buildings include the Ybor Factory, the Cherokee Club (El Pasaje Hotel), the La Casa Manrara (Gonzalez Clinic), the B. F. Marcos Building, and the Centro Español.

The Ybor City National Historic Landmark District (8HI313) was established in 1990 by the National Park Service. The newly-expanded district includes three discontinuous enclaves of buildings that define the new district. The first enclave (southern portion) expands upon the work performed in 1974, extending a portion of the district to the south right-of-way boundary of I-4 at

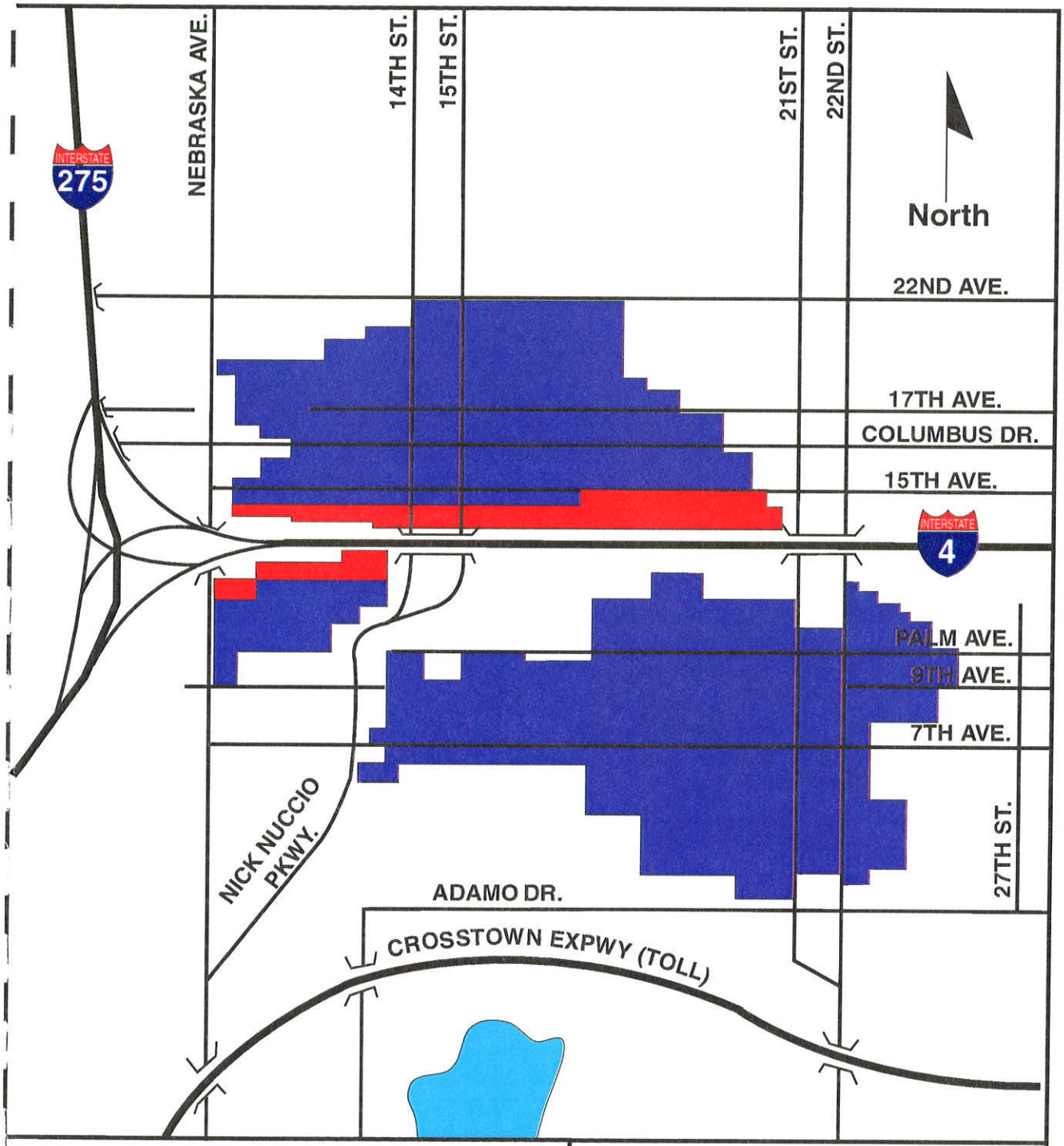
18th and 19th Streets. This was done to include the Gonzalez, Fisher and Company Cigar Factory, currently being used as the U-Haul Storage Warehouse, within the district. The second area (northern portion) extends north of I-4, bound primarily along the southern boundary of East 14th Avenue between Nebraska Avenue and North 21st Street. A third smaller section (northwest portion) is defined south of I-4 and northwest of the first (southern portion) section. This portion is bounded by Nebraska Avenue, I-4, and an area of now-vacant land and the Nick Nuccio Parkway to the south and east. These vacant blocks once contained houses and stores, but these were removed during the circa 1965 urban renewal program. Exhibit 5.9 illustrates the district boundaries and the area impacted by the proposed interstate improvements.

This new landmark district includes all of the structures identified within the 1974 nomination and includes many buildings, particularly many residential structures, which were not included in the 1974 listing. The project corridor extends into both the northwest and northern portions of the Ybor City National Historic Landmark District, as defined in 1990. The project corridor borders on the southern portion at the Gonzalez, Fisher and Company Cigar Factory but does not enter into it. The TIS project corridor enters into the northern portion of the northwest district portion and into the southern portion of the northern district portion, as defined in the 1990 listing. A photograph of representative contributing structures within the district is provided on Exhibit 5.10.

5.4.3.2 Section 4(f) Use

An evaluation of Section 4(f) uses of historic properties within the Ybor City National Historic Landmark District was completed. There are approximately 948 contributing structures within the district. Properties with a Section 4(f) use include those contributing structures located within the area of proposed right-of-way acquisition.

Currently, a total of 101 contributing structures within the Landmark District will be directly affected by right-of-way acquisition. Each site is listed on Table 5.2. Most all of the 101 contributing structures consist of early twentieth century bungalows or frame vernacular dwellings constructed between 1885 and 1925. Most of these structures are in fair to good condition; however,



LANDMARK DISTRICT

AREA IMPACTED BY THE PROPOSED INTERSTATE IMPROVEMENTS

FLORIDA DEPARTMENT OF TRANSPORTATION

TAMPA INTERSTATE STUDY

PHASE II

ENVIRONMENTAL IMPACT STATEMENT

Hillsborough County, Florida

YBOR CITY NATIONAL LANDMARK DISTRICT

EXHIBIT 5.9



Ybor City National Landmark Historic District *

* Representative sample of structure types.

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY

PHASE II

Hillsborough County, Florida

YBOR CITY LANDMARK DISTRICT

SITE PHOTOGRAPH

EXHIBIT 5.10

TABLE 5.2

YBOR CITY NATIONAL HISTORIC LANDMARK DISTRICT
PROPERTIES WITH 4(F) USE
Tampa Interstate Study - Phase II
Environmental Impact Statement

I.D. No.	FMSF* No.	Description	Property Address
404	8HI4472	Private Residence	907 East 12th Avenue
405	8HI4432	Private Residence	909 East 12th Avenue
140	8HI4174	Private Residence	916 East 12th Avenue
142	8HI4176	Private Residence	920 East 12 Avenue
406	8HI4433	Private Residence	922 East 12th Avenue
143	8HI4177	Private Residence	1004 East 12th Avenue
144	8HI4178	Private Residence	1006 East 12th Avenue
145	8HI4179	Private Residence	1010 East 12 Avenue
147	8HI4181	Private Residence	1018 East 12th Avenue
149	8HI4183	Apartment	1020 East 12th Avenue
435	8HI5458	Private Residence	1210 East 12th Avenue
436	8HI5459	Private Residence	1212 East 12th Avenue
437	8HI5460	Private Residence	1214 East 12th Avenue
438	8HI5461	Private Residence	1216 East 12th Avenue
439	8HI5457	Private Residence	2301 North 12th Avenue
407	8HI4434	Private Residence	2302 North 12th Avenue
150	8HI4184	Private Residence	2305 North 12th Avenue
151	8HI4185	Duplex	2307 North 12th Avenue
152	8HI4186	Private Residence	2309 North 12th Avenue
153	8HI4187	Private Residence	1209 East 13th Avenue
154	8HI4188	Private Residence	1211 East 13th Avenue
156	8HI4190	Private Residence	1215 East 13th Avenue
157	8HI4191	Private Residence	1219 East 13th Avenue
158	8HI4192	Private Residence	1221 East 13th Avenue
433	8HI5463	Private Residence	2306 North 13th Street
237	8HI4270	Private Residence	2501 North 13th Street
236	8HI4269	Private Residence	2502 North 13th Street
238	8HI4271	Private Residence	2503 North 13th Street
239	8HI4272	Private Residence	2509 North 13th Street
159	8HI4193	Private Residence	910 East 14th Avenue
160	8HI4194	Private Residence	914 East 14th Avenue
161	8HI4195	Private Residence	916 East 14th Avenue
162	8HI4196	Private Residence	918 East 14th Avenue
163	8HI4197	Apartment	920 East 14th Avenue

TABLE 5.2 (Continued)

YBOR CITY NATIONAL HISTORIC LANDMARK DISTRICT
PROPERTIES WITH 4(F) USE
Tampa Interstate Study - Phase II
Environmental Impact Statement

I.D. No.	FMSF* No.	Description	Property Address
164	8HI4198	Private Residence	1002 East 14th Avenue
166	8HI4200	Private Residence	1006 East 14th Avenue
180	8HI4214	Private Residence	1007 East 14th Avenue
167	8HI4201	Private Residence	1008 East 14th Avenue
177	8HI4211	Private Residence	1017 East 14th Avenue
170	8HI4204	Duplex	1018 & 1018 1/2 East 14th Avenue
176	8HI4210	Private Residence	1019 East 14th Avenue
171	8HI4205	Apartment	1020 East 14th Avenue
175	8HI4209	Commercial (unspecified)	1021-25 East 14th Avenue
228	8HI4261	Private Residence	1204 East 14th Avenue
227	8HI4260	Private Residence	1206 East 14th Avenue
226	8HI4259	Private Residence	1210 East 14th Avenue
225	8HI4258	Private Residence	1212 East 14th Avenue
252	8HI4285	Private Residence	1306 East 14th Avenue
251	8HI4284	Private Residence	1310 East 14th Avenue
250	8HI4283	Private Residence	1312 East 14th Avenue
249	8HI4282	Private Residence	1316 East 14th Avenue
258	8HI4291	Private Residence	1410 1/2 East 14th Avenue
259	8HI4292	Private Residence	1412 East 14th Avenue
260	8HI4293	Private Residence	1414 East 14th Avenue
261	8HI4294	Private Residence	1416 East 14th Avenue
262	8HI4295	Private Residence	1418 East 14th Avenue
277	8HI4308	Duplex	1506 East 14th Avenue
276	8HI4307	Private Residence	1508 East 14th Avenue
274	8HI4305	Private Residence	1518 East 14th Avenue
278	8HI4309	Private Residence	1602 East 14th Avenue
282	8HI4313	Duplex	1616 East 14th Avenue
307	8HI4338	Private Residence	1712 East 14th Avenue
323	8HI4353	Private Residence	1806 East 14th Avenue
322	8HI4352	Private Residence	1808 East 14th Avenue
319	8HI4349	Private Residence	1820 East 14th Avenue
318	8HI00953	Apartment Cueto House	1822 East 14th Avenue
214	8HI4247	Private Residence	1920 East 14th Avenue
328	8HI4358	Private Residence	2004 East 14th Avenue

TABLE 5.2 (Continued)

YBOR CITY NATIONAL HISTORIC LANDMARK DISTRICT
PROPERTIES WITH 4(F) USE
Tampa Interstate Study - Phase II
Environmental Impact Statement

I.D. No.	FMSF* No.	Description	Property Address
329	8HI4359	Private Residence	2008 East 14th Avenue
248	8HI4281	Private Residence	2506 North 14th Street/Republica de Cuba
292	8HI4323	Private Residence	1701 East 15th Avenue
293	8HI4324	Duplex	1703 East 15th Avenue
294	8HI4325	Private Residence	1705 East 15th Avenue
295	8HI4326	Private Residence	1707 East 15th Avenue
296	8HI4327	Private Residence	1709 East 15th Avenue
297	8HI4328	Duplex	1711 East 15th Avenue
298	8HI4329	Private Residence	1713 East 15th Avenue
299	8HI4330	Private Residence	1715 East 15th Avenue
312	8HI4343	Private Residence	1803 East 15th Avenue
313	8HI4344	Private Residence	1805 East 15th Avenue
314	8HI4345	Private Residence	1811 East 15th Avenue
316	8HI4347	Private Residence	1815 East 15th Avenue
317	8HI4348	Private Residence	1821 East 15th Avenue
220	8HI4253	Private Residence	1901 East 15th Avenue
219	8HI4252	Private Residence	1905 East 15th Avenue
218	8HI4251	Duplex	1909 East 15th Avenue
217	8HI4250	Duplex	1911 East 15th Avenue
215	8HI4248	Duplex	1915 East 15th Avenue
266	8HI4299	Private Residence	2501 North 15th Street
263	8HI4296	Private Residence	2502 North 15th Street
267	8HI0957	Private Residence	2503 North 15th Street
264	8HI4297	Private Residence	2504 North 15th Street
268	8HI1052	Private Residence	2505 North 15th Street
265	8HI4298	Private Residence	2506 North 15th Street
284	8HI4315	Private Residence	2504 North 17th Street
285	8HI4316	Storage Building	2510 North 17th Street
38	8HI4339	Private Residence	2507 North 18th Street
309	8HI4340	Private Residence	2509 North 18th Street
301	8HI4332	Private Residence	2514 North 18th Street
222	8HI4255	Private Residence	2501 North 19th Street
221	8HI4254	Private Residence	2509 North 19th Street

* Florida Master Site File Form

many have deteriorated from lack of maintenance and are considered in poor condition. Most of the structures have undergone some limited alterations over the years, such as modernization of porches, windows, or the roof. All of the structures contribute to the Ybor City National Historic Landmark District because of their association with Ybor City's development as a cigar-making center. Detailed information about each structure including the field number, the master site file form number, current condition, and address can be found in the report A Cultural Resources Assessment Survey of the Tampa Interstate Study Activity A, Task II (EIS) Project Area (April 1992).

Avoidance Alternatives - Because the Ybor City National Historic Landmark District is located on the north and south sides of I-4, alternatives that would avoid use are limited to those which do not require the acquisition of right-of-way on either side of the existing facility. These alternatives include the No-Action and Transportation System Management Alternatives and other mass-transit options, such as HOV lanes, bus, and rail. The feasibility of these non-construction options is previously discussed in Section 5.5.2.2. Construction alternatives which avoid use are discussed in the following paragraphs.

Alignment Shifts - Minor shifts in the proposed alignment along the existing corridor were utilized to minimize harm by reducing the number of direct impacts, but were not feasible methods to completely avoid the use of historic properties within the district. The potential alignment shifts are discussed in the Means to Minimize Harm section.

Alternative Corridors - Because the district boundaries extend for a considerable distance along both sides of the existing interstate, shifting the alignment out of the district would involve the reconstruction of I-4 on a new corridor. The district covers a large area, and the alignment would have to be moved approximately 9 blocks north or 13 blocks to the south to completely avoid the district boundaries. Immediately adjacent to the northern boundary is an area of dense residential development, and the southern boundary of the district is a heavy industrial area including the Port of Tampa, numerous potential hazardous materials sites, and the Crosstown Expressway. The closest major arterials for a new interstate corridor location are Dr. Martin Luther King, Jr. Boulevard or Adamo Drive. These roadways are densely developed with large and small businesses,

warehouses, and residential dwellings. Relocation of the interstate to avoid the district would also result in limiting access to downtown Tampa. The existing Tampa interstate system provides key links to the entire urban area, as well as to planned future transportation generators. The existing interstate corridor was determined to be the only feasible transportation corridor for improvements which meet the purpose and need for the project. Other alternative corridors considered were determined to be not feasible and prudent because they would involve excessive construction and right-of-way costs; would result in unacceptable adverse social, economic, and environmental impacts; and would result in more significant community disruption.

Means to Minimize Harm - Measures to minimize harm to the Ybor City National Historic Landmark District included a reduction in the number of acquisitions of designated contributing structures within the district, the reduction of the number of direct impacts by the elimination or relocation of previously proposed retention ponds, and minor shifts in the alignment of the Long-Term Preferred Alternative.

Initially, the SHPO considered including as contributing structures within the district 50 structures that are 50 years or older but severely altered. After several coordination meetings, the SHPO concurred with the National Park Service's designation and it was determined that these 50 severely altered structures (not included in the original designation) should not be considered as "contributing" to the district. This decision reduced the number of previously estimated direct impacts of 195 by 50, resulting in an estimated total of 145 acquisitions.

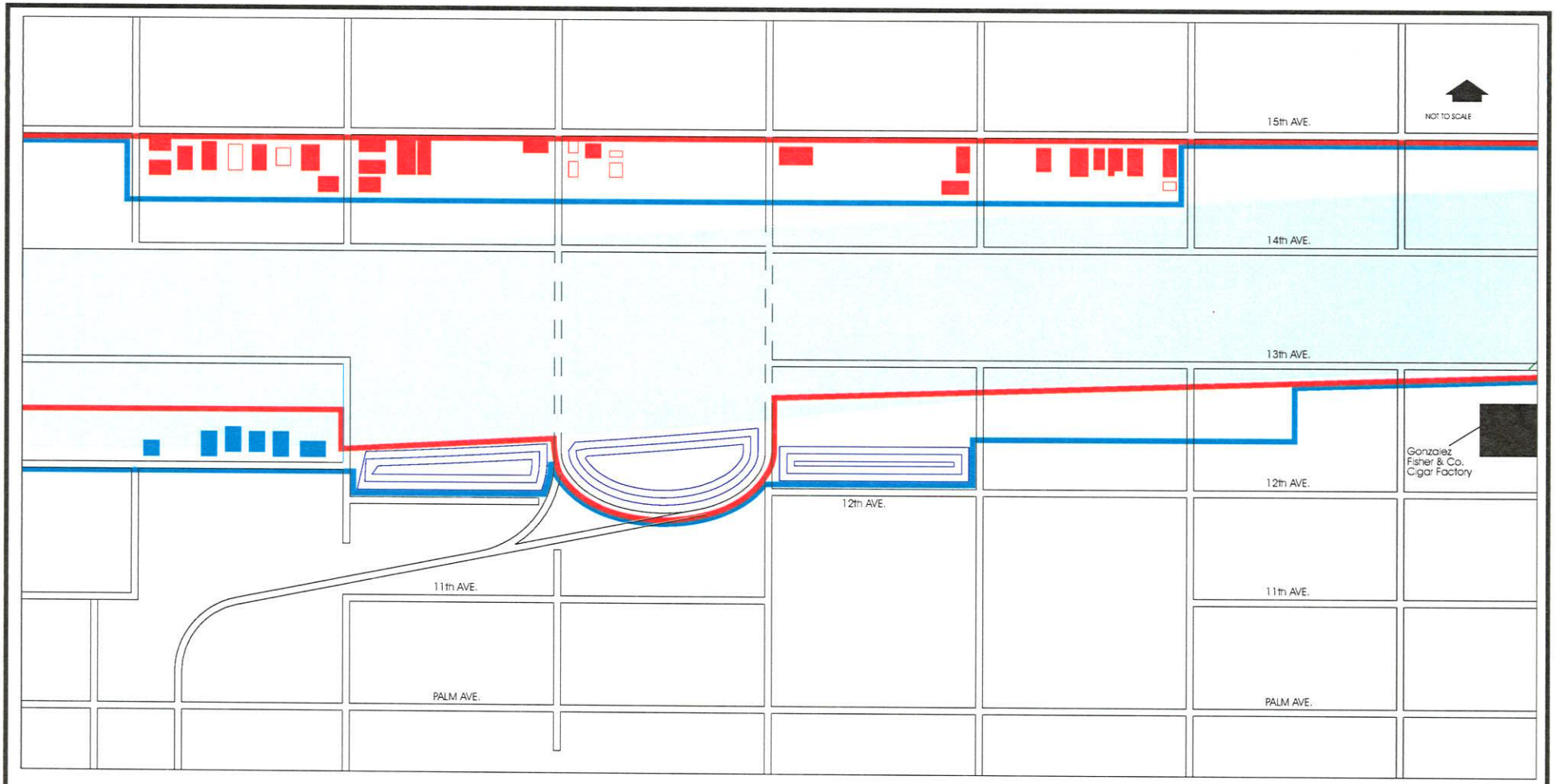
A reevaluation of detention pond locations was completed. The relocation of one detention pond to an area outside of the district further reduced the number of acquisitions by 17, leaving a total of 128 estimated contributing structures requiring acquisition.

In an effort to further reduce impacts to the district, three different alignment shifts were evaluated. The first alternative shifted the alignment south by one block utilizing open space on the south predominantly owned by Hillsborough Community College (HCC) and the City of Tampa. The second alternative shifted the alignment south by two blocks then tied back in to the existing

centerline of the mainline roadway to avoid the recently constructed U.S. Post Office and the Gonzalez, Fisher & Co. Cigar Factory. The third alternative shifted the alignment south by two blocks then tied back into the existing centerline mainline, requiring the acquisition of both the post office and the Gonzalez, Fisher & Co. Cigar Factory. All three alternatives were presented at the Cultural Resources Committee meeting held on September 17, 1992. It is the opinion of the SHPO and the HT/HCPB that saving the Gonzalez, Fisher & Co. Cigar Factory was of greater importance to both the historic district and the community than saving an additional 29 residential structures as the third alternative proposed. The one-block alignment shift was selected and the Long-Term Preferred Alternative revised to reflect this decision.

Consequently, a shift in the alignment one block to the south to avoid residences on the north side while still missing the Gonzalez Fisher & Co. Cigar Factory and the new U. S. Post Office further reduced the number of acquisitions by 23 properties. However, this alignment shift directly impacted six structures not previously impacted by the original alignment. As a result, the total number of contributing structures directly impacted was 111, a reduction of 84 contributing structures. This alignment shift is shown on Exhibit 5.11. Since 1991, two of the contributing structures have been demolished as part of the Mayor's crack house bulldozing program, leaving a total of 109 structures. An additional six structures have been lost as a result of fire or vandalism. Two structures were identified during the preliminary moving inventory to have been severely altered. Representatives from the HT/HCPB and Janus Research concurred in the field that these structures no longer contribute to the district, leaving 101 structures. All of the above losses of contributing structures to the Ybor City National Register Landmark District are included in the Cultural Resource Assessment Survey approved by SHPO on May 27, 1994. These measures to minimize harm were developed through coordination with the FDOT, FHWA, and SHPO through several Cultural Resource Committee meetings. Copies of minutes from these two meetings are included in Appendix B. There are no reasonable or feasible alternatives to the acquisition of 101 contributing structures located within the proposed project right-of-way.

Moving contributing structures out of the area of right-of-way acquisition is another way to minimize harm to the district. The FDOT is coordinating with the City of Tampa and the HT/HCPB



LEGEND

LEGEND

- STRUCTURES IMPACTED BY THE ORIGINAL PREFERRED ALTERNATIVE
- ADDITIONAL STRUCTURES IMPACTED BY THE MODIFIED ALTERNATIVE
- ORIGINAL PREFERRED ALTERNATIVE PROPOSED RIGHT-OF-WAY
- MODIFIED ALTERNATIVE PROPOSED RIGHT-OF-WAY (AFTER SHIFT)

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY
PHASE II

Hillsborough County, Florida

PROPOSED ALIGNMENT SHIFT YBOR CITY NATIONAL HISTORIC LANDMARK DISTRICT

EXHIBIT 5.11

regarding the availability of vacant recipient properties within the district. Each of the 101 contributing structures was evaluated for its suitability to be moved to a new location. The evaluation process regarding the movement of historic structures is documented in the Memorandum of Agreement, prepared as part of the Section 106 process, and is included in Appendix E. Factors considered in the evaluation of each structure included the existing historical condition, the overall structural condition, environmental factors (asbestos and lead-based paint concerns), and the estimated moving costs (relocation property, utilities, structures transport). Based on the evaluation, rankings were assigned to each structure and a relocation priority was determined. As a result of this process, 56 of the 101 contributing structures were determined to be candidates for relocation within the district.

A detailed evaluation of each structure was completed for secondary impacts to contributing structures located within the APE. This evaluation is documented in the Effects Analysis Report, (November 1995). The Long-Term Preferred Alternative concept includes the construction of noise barriers. Based upon community input and cost reasonableness, commitments have been made regarding noise barriers along the northern side of the interstate throughout the Ybor City National Historic Landmark District. Noise barriers on the southern side of the interstate are proposed from approximately 13th Street to 18th Street and from 20th Street to the proposed Crosstown Connector. Other land use in the area is commercial and vacant. Many Ybor City groups oppose a noise wall on the southern side of the interstate, wishing to provide better visibility to the commercial hub of the district. The Ybor City community has been advised to request removal of the wall from the concept plans if a consensus within the community exists.

Overall vehicle access will be improved within the district. The interchange at 21st/22nd Street will be moved to 14th/15th Street to allow sufficient spacing for the proposed Crosstown Connector to be located between a CSX Railroad line and 31st Street, just east of the district. Based upon requests from the Ybor City community, a frontage road has been added that extends between the proposed 14th/15th Street interchange and the existing 21st/22nd Street interchange. This will allow traffic to access businesses on 21st/22nd Streets without cutting through the district. In addition, with the proposed Crosstown Connector in place, trucks on I-4 traveling to industries south of the district or

the Port will be signed to use the Connector. This should significantly reduce the number of trucks that currently cut through the district on local streets. The vertical elevation of the proposed improvements will not vary substantially from current elevations with the exception of those properties located near the downtown interchange.

Through extensive coordination with community groups, the City of Tampa and local agencies, the Urban Design Guidelines (December 1994) for the Tampa Interstate Study have been developed. The purpose of the guidelines is to minimize adverse visual and auditory impacts to both users of the freeway and land use neighbors adjacent to the system. The goal of these guidelines is to ensure a consistent, aesthetically pleasing treatment for design and to minimize visual effects throughout the limits of the interstate study.

The guidelines established three levels of design treatment. Improvements to the interstate in the Ybor City area will be designed with level three urban design treatments, as outlined in the TIS Urban Design Guidelines. The level three treatment is the most extensive level of urban design amenities, and is being applied to most of the urban areas within the project area. Interstate improvements designed for level three aesthetics require specific integration of the walls and embankments into the surrounding site. This should involve landscaping; special lighting; and the use of color, texture, graphic reliefs, and the opportunity for public art. Thirteen areas of design treatment are discussed in detail in the Urban Design Guidelines as follows: bridge structures, retaining walls and embankments, noise walls, lighting, fencing, sign supports, stormwater management areas and surface water features, landscaping, pavement and streetscape, opportunities for public art, utilities, mounds and grading, recreation facilities and architectural elements.

5.4.3.3 Coordination With Other Agencies

Coordination with various agencies regarding historic resources has been a key factor in the TIS project since the Phase I - Master Plan. Coordination efforts have included a comprehensive public involvement plan (discussed in Section 8.0 of the EIS), the development of a Cultural Resources Committee (CRC), and numerous coordination meetings with the HT/HCPB, the City of Tampa, the

SHPO, and the Advisory Council on Historic Preservation (ACHP). A list of CRC meetings held is included in Table 5.1. During the CRC meetings, avoidance alternatives were discussed and means to minimize harm were developed. SHPO originally recommended the means to minimize harm. SHPO, ACHP, and the National Park Service have conducted field reviews in this area and have agreed that there is no feasible and prudent alternative to acquisition of a limited portion of the Ybor City National Historic Landmark District.

As stated in their letter dated May 27, 1994, the SHPO has concurred with the determination of contributing structures within the Ybor City National Historic Landmark District and the delineation of the APE boundaries. The U.S. Department of the Interior, Office of the Secretary, and the Florida Department of State, Division of Historical Resources, have reviewed the DEIS/Draft 4(f) Evaluation and have concurred with the findings. A copy of these letters are contained in Appendix B.

5.4.3.4 Determination

Of the 948 contributing structures which comprise the Ybor City National Historic Landmark District, 101 will be directly impacted by the proposed interstate improvements. Of these, 56 have been proposed to be moved to other locations within the district. Forty-five contributing structures will be permanently lost as a result of the project. The visual character of the area will change slightly to accommodate community requests for noise barriers and due to changes in roadway elevations near the downtown interchange. Access to the Ybor City National Historic Landmark District will be improved with the proposed project and truck traffic will be limited. Noise barriers will be provided to shield residents and structures from traffic noise.

The FHWA has determined that this use will not substantially impair the integrity or significance of the Ybor City National Historic Landmark District nor compromise its National Register eligibility. Based upon the above considerations, there is no feasible and prudent alternative to the use of land from the Ybor City National Historic Landmark District, and the proposed action includes all possible planning to minimize harm resulting from such use.

5.4.4 Proposed Tampa Heights Multiple Property Listing

5.4.4.1 Background

The Tampa Heights neighborhood is located north of I-275 and west of Nebraska Avenue and evolved as the first suburb of Tampa. It was developed in the late 19th century as a residential suburb for Tampa's non-Latino population. The area was platted in the 1890s and was completely built out by the mid-1920s. This neighborhood features a variety of turn-of-the-century and early 20th century buildings. Although many are in fair-to-deteriorated condition, their original fabric and features are usually intact. This area contains many of the remaining Queen Anne and Colonial Revival Style buildings that remain in Tampa outside the Hyde Park and Ballast Point sections of the city. Florida Master Site File forms have been completed for many of the buildings within this area.

The primary historical significance of the Tampa Heights neighborhood lies in the area of community planning and development. It is the first suburb of Tampa, and as such, it demonstrates the rapid growth of the city during its boom years around the turn of the century. As Tampa Heights reflects a historic nationwide pattern of American ideals represented through the form of suburban development, its residences may be significant under National Criterion A.

Tampa Heights is also significant for its contribution to Tampa's architectural heritage. It contains many of the City's best remaining examples of late 19th and early 20th century domestic buildings. The houses and apartment buildings of the neighborhood display a great variety in size, plan, and architectural style, but they are similar in their construction materials and techniques. These resources range in size from small one-story cottages to large eclectic-style, multi-family dwellings. They may be architecturally significant under National Criterion C for embodying the forms, methods of construction, high artistic values, and styles of the era.

The multiple property listing (MPL) of Tampa Heights is based on an April 1992 cultural resource assessment survey and an August 1992 additional survey of the TIS project area, which was

conducted by Janus Research/Piper Archaeology (JR/PA). These surveys were performed for the Federal Highway Administration (FHWA) and Florida Department of Transportation (FDOT). The original survey identified 428 historic resources along the interstate project corridor; 46 of these buildings are in the MPL area of Tampa Heights.

During the original survey, two Determinations of Eligibility (DOE) for the *National Register of Historic* Places were prepared for structures in the Tampa Heights MPL area. One was an individual DOE for a residence, the Otto Stallings House (8HI0917). The office of the State Historic Preservation Officer (SHPO) determined that the house is eligible for the National Register. It is included as an individual resource under this MPL. A second DOE was prepared for a proposed district of 21 buildings in Tampa Heights. The SHPO found that while some of the surveyed buildings might be individually eligible or contribute to a potential district, the reviewers needed more information on other resources in the Tampa Heights area.

The SHPO, FHWA, FDOT, and JR/PA outlined an additional survey area in April 1992 located on either side of the interstate project corridor. The additional study area included 210 historic resources, 38 of which are located in the Tampa Heights MPL area. Expanded Florida Site File forms were completed for six of these structures. All but one of these six structures are included as individual resources or as a part of a district resource under this MPL. The SHPO reviewed the results of the additional survey and commented that the surveyed area was only a part of a larger entity. It was decided in a meeting between the SHPO, FHWA, FDOT, and JR/PA that the best way to resolve the issue would be to develop a MPL for the neighborhood in general, assessing those buildings covered in the two surveys. The MPL could later be expanded and modified by other interested parties for additional resources in Tampa Heights.

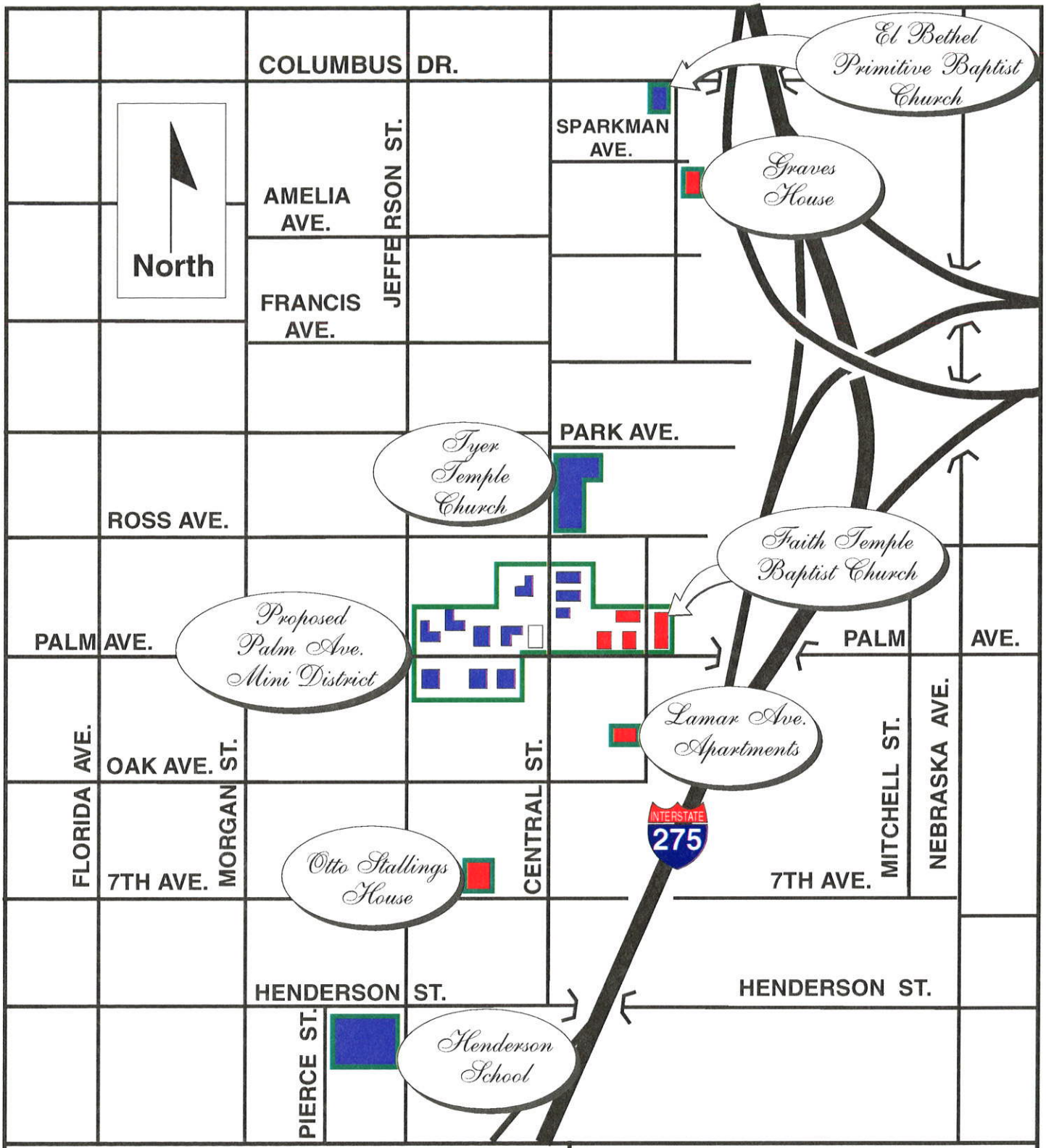
In July 1993, the SHPO, FDOT, and JR/PA held a meeting to determine which of the buildings in the study area should be included in the MPL. It was decided that Determinations of Eligibility for a potential district (Palm Avenue Mini Historic District) and six potential individual resources (Tampa Heights Methodist Church, El Bethel Primitive Baptist Church, W. B. Henderson School,

Apartment Building at 1902 Lamar Avenue, Graves House, and the Stallings House) should be submitted with the Multiple Property Documentation Form.

On January 12, 1994, the SHPO concurred with the documentation and findings of the completed Tampa Heights Multiple Properties Listing Documentation Form and Determinations of Eligibility (August 1993). The report recommended that one mini historic district comprising 15 structures and six individual properties be eligible for listing in the *National Register of Historic Places*. A copy of the letter from SHPO concurring with these findings is included in Appendix B. Exhibit 5.12 illustrates the location of the Tampa Heights MPL, its 21 contributing structures and the structures impacted by the proposed interstate improvements.

The Palm Avenue Mini Historic District, a component of the MPL, is located primarily along Palm Avenue and to a lesser extent along Central and Lamar Avenues in Tampa Heights. It has 15 contributing historic properties which date from around 1898 to 1933. The present uses of the buildings are 8 private residences, 4 multi-family residences, 2 churches, and 1 commercial building. The mini historic district contributes to the Tampa Heights MPL under associated property types Residential and Religious Buildings. The Palm Avenue Mini Historic District is centrally located within Tampa Heights, the City's first suburb, and represents one of the neighborhood's most intact clusters of historic buildings.

The dominant architectural style of the buildings within the Palm Avenue Historic District is Frame Vernacular, followed by Bungalow, Queen Anne, Colonial Revival, and Gothic Revival. The primary building materials used are brick piers, wood siding, metal roofing, and wood ornamentation. The Palm Avenue Mini Historic District is significant under Criteria A and C of the National Register of Historic Places. The historic residences and supporting religious building provide insights into the community's development (Criterion A). The mini district is also architecturally significant, because it contains several excellent examples of architectural styles, including Queen Anne, Bungalow, Frame Vernacular, Colonial Revival, and Gothic Revival (Criterion C). A photograph of the Tampa Heights MPL representative structures is provided on Exhibit 5.13.



PROPOSED MULTIPLE PROPERTY LISTING

MULTIPLE PROPERTY LISTING STRUCTURE

MULTIPLE PROPERTY LISTING STRUCTURE IMPACTED BY THE PROPOSED INTERSTATE IMPROVEMENTS

FLORIDA DEPARTMENT OF TRANSPORTATION

TAMPA INTERSTATE STUDY PHASE II

ENVIRONMENTAL IMPACT STATEMENT

Hillsborough County, Florida

PROPOSED TAMPA HEIGHTS MULTIPLE PROPERTY LISTING

EXHIBIT 5.12



Proposed Tampa Heights Multiple Property Listing *

* Representative sample of structure types.

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY

PHASE II

Hillsborough County, Florida

PROPOSED TAMPA HEIGHTS MULTIPLE PROPERTY LISTING

SITE PHOTOGRAPH EXHIBIT 5.13

5.4.4.2 Section 4(f) Use

An evaluation of Section 4(f) uses of historic properties within the Tampa Heights MPL was completed. Individual elements of the MPL with Section 4(f) use are those structures located within the proposed right-of-way. Four of the 15 contributing structures which comprise the Palm Avenue Mini Historic District are located within the project's proposed right-of-way and will be directly impacted. The following is a brief description of those four properties:

00080 8HI3663 Private Residence 2004 North Lamar Avenue - This one-story Frame Vernacular structure dates from around 1903 and is L-shaped and has a corner entrance porch. The drop-sided structure has a brick pier foundation and a metal intersecting-gabled roof with octagonal wood shingles in the gables. The windows are wood double-hung sashes. Ornamenting the porch are delicate spool work, slender turned posts, and brackets. The concrete porch floor and wood railing are modern. A wood-shingled cross gable marks the corner. Much of the building's original fabric is intact and in good condition. This building contributes to the Palm Avenue Historic District because of its association with Tampa Heights' development as Tampa's first suburb.

00410 8HI4437 Private Residence 506 East Palm Avenue - This one-story, rectangular Frame Vernacular house dates from about 1922. The house features wood drop-sided exterior walls on brick piers. The symmetrically-designed house has a front-gabled corrugated metal main roof with a hipped, composition-rolled entrance porch roof. The Bungalow-inspired porch has battered wood spool columns on brick piers, and one column is missing. The front gable has a wood lattice vent. The primary window style is wood double-hung sash. Most of the exterior materials appear to be original, and the house is in fair condition. This building contributes to the Palm Avenue Historic District because of its association with Tampa Heights' development as Tampa's first suburb.

00079 8HI3753 Apartment 508 East Palm Avenue - This two-story Frame Vernacular house dates from about 1919. It appears to be used as apartments at present. The house's structure is clad in drop siding and sits on a brick pier foundation. Its intersecting-gabled roof is sheathed in sheet metal, and there is a brick chimney with a corbelled cap located at the ridge. To the southeast is a one-story, hip-roofed entrance porch supported by wood posts. Wood shingles decorate the east gable. The windows are primarily wood sashes. The building is in fair condition and retains much of its historic character. This building contributes to the Palm Avenue Historic District because of its association with Tampa Heights' development as Tampa's first suburb.

ESF02 8HI3672 Faith Temple Missionary Baptist Church 602 East Palm Avenue - This Gothic Revival red brick church dates from 1923. The brick building sits on a continuous concrete block foundation and has a tall, front-gabled nave and intersecting-gabled transepts. The primary (south) elevation has a red brick exterior with a large, Tudor-arched, stained glass window inset with tracery. It is flanked by smaller, similarly-styled windows on either side. Along each side of the nave are flat-roofed open arcades with Tudor arches and stepped parapets; the church's entrances are the south

portals of these arcades. Much of the building's detailing, including the Tudor arches, parapets, and brick buttresses are outlined with white concrete. The church is well-maintained and retains its historic appearance. This building contributes to the Palm Avenue Historic District because of its association with Tampa Heights' development as Tampa's first suburb. This building is also individually eligible for inclusion on the National Register of Historic Places.

Of the six individual structures eligible for listing on the National Register located within the Tampa Heights MPL, two will be directly impacted by the proposed project. These two properties are described as follows:

8HI0812 Apartment Building 1902 North Lamar Avenue - This Mediterranean Revival-styled apartment building is a two-story rectangular structure which is framed in wood and clad in scored stucco. The structure sits on a continuous stuccoed foundation. The roof is flat and is concealed on all sides by a parapet with a concrete coping. The parapet on the east is formed from alternating round-arched and square shapes. On the north and south sides, the parapets step downward to the west. Just below the east parapet, and wrapping around a few feet on the north and south, is a Spanish-tiled visor roof. Pent roofs clad in composition material are found just above the upper story windows on the north, south, and west. There is a recessed, elliptical-arched central entrance on the east elevation. It has a recessed balcony above with a stylized concrete balustrade. There are non-historic awnings located above the second floor balcony and over both of the first floor windows on the east facade. The primary window motif is multi-paned wood easement. Voussoir detailing is found above the window lintels.

The apartment building is significant under Criteria A and C of the National Register of Historic Places. The building is part of the historic fabric comprising Tampa Heights, the City's first suburb. As a residence, it has played a role in the community's development (Criterion A). It is also an interesting, somewhat unusual (for the neighborhood), example of a Mediterranean Revival multiple dwelling with Mission influences (Criterion C).

8HI917 Otto Stallings House 408 East 7th Avenue - The Stallings House dates from 1901 and is in good condition. Originally, the building was a private residence but has been converted to apartments. The structure is a large, wood frame, one-and-one-half story, Queen Anne residence. In plan, it is irregularly shaped consisting of an irregular central block with a wraparound porch on the south and east sides and a large northern extension. The house is raised about thirty inches above grade on brick piers with wood lattice panel infill. The exterior walls of the building are clad in wood drop siding, and the roof is sheathed in pressed metal shingles. The roof line is formed by a steeply pitched main hip roof with a gabled extension to the south and cross gables on the east and west. There is a one-story hip porch roof to the south and east. To the north are large shed-roofed extensions. Their wood siding, brick piers, wood sash windows, and general appearance are similar to the main house's, which suggest they are probably historical.

The south elevation of the house is the primary facade and features a wraparound porch which extends to a portion of the east facade. The porch supports are turned wood posts with simple scrolled brackets; the porch railing is wood picket. The south-facing gable is ornamented with wood shingles above dentilled, slightly projecting bracketed cornice. At the top of the gable is a metal finish. There is a brick chimney on the east center slope which is turned forty-five degrees and has a corbelled cap. The windows are primarily wood double-hung sashes.

The Otto Stallings House is significant to the architectural history of Tampa as one of the best unaltered, surviving examples of Queen Anne residences in the city, possessing nearly all of the hallmarks of the style: asymmetrical massing, complex roofline, machine-turned wood ornament, and decorative gable ends. The house has been well tended over the years and has had few alterations, none of which are noticeable from the street.

Avoidance Alternatives - Historic properties within the Tampa Heights MPL will be impacted by the reconstruction of the I-275/I-4 interchange. Additional right-of-way is necessary to implement the proposed improvements. Alternatives that would avoid use of this MPL area are limited to those which do not require the acquisition of right-of-way. These include the No-Action and Transportation System Management Alternatives and other mass-transit options, such as HOV lanes, bus, and rail. The feasibility of these non-construction options are previously discussed in Section 5.4.2.2.

Alignment Shifts - Shifts in the proposed alignment of approximately 91 m (300 ft.) were considered to avoid impacting the Tampa Heights MPL, but were determined not to be feasible. Any shift in the alignment to the east, in order to avoid the MPL, would result in the displacement of a minimum of 11 additional contributing structures within the Ybor City National Historic Landmark District, 54 residential and commercial structures, virtually all of Perry Harvey Park, and potentially a portion of the Central Park Village Tampa Housing Authority community.

Alternative Corridors - Because the district extends for a considerable distance along the I-275/I-4 downtown interchange, shifting the alignment out of the district would involve the reconstruction of the I-275/I-4 downtown interchange to a new corridor. The district covers a large area running from Adalee to 7th Avenue and from the I-275/I-4 downtown interchange to Franklin Street. The alignment cannot be moved to the west to avoid the entire district due to the constraints of the Hillsborough River and moving the interchange to the north or south would have a substantial

impact on the Ybor City National Landmark District, the Perry Harvey Park, the Central Park Village Community, the Hillsborough County Jail and numerous other businesses and residences.

The closest major arterials for a new interstate corridor location are Dr. Martin Luther King, Jr. Boulevard or Adamo Drive. These roadways are densely developed with large and small businesses, warehouses, and residential dwellings. Relocation of the interstate to avoid the district would also result in limiting access to downtown Tampa. The existing Tampa interstate system provides key links to the entire urban area, as well as to planned future transportation generators. The existing interstate corridor was determined to be the only feasible transportation corridor for improvements which meet the purpose and need for the project. Other alternative corridors considered were determined to be not feasible and prudent because they would involve excessive construction and right-of-way costs; would result in unacceptable adverse social, economic, and environmental impacts; and would result in more significant community disruption.

Means to Minimize Harm - Moving contributing structures out of the area of right-of-way acquisition has been considered as a method to minimize harm to the Tampa Heights MPL. The FDOT is coordinating with the City of Tampa and the HT/HCPB regarding the availability of vacant recipient properties within the district. Each of the six contributing structures proposed for acquisition was evaluated for its potential to be moved to a new location, elsewhere within the Tampa Heights neighborhood. A detailed evaluation process concerning the movement of historic structures was conducted and is summarized in Appendix D. Factors considered in the evaluation of each structure included existing historical condition, the overall structural condition, environmental factors (asbestos and lead-based paint concerns), and the estimated moving costs (relocation property, utilities, structure transport). Based on the evaluation, rankings were assigned to each structure and a relocation priority was determined. As a result of this process, three of the six structures (00410 8HI4437, 00079 8HI3753, and 8HI917) were determined to be suitable candidates for relocation within the district at that time.

A detailed evaluation of each structure was completed for secondary impacts to contributing structures located within the APE. This evaluation is documented in the Effects Analysis Report,

(November 1995). The Long-Term Preferred Alternative concept includes the construction of noise barriers. However, due to the proximity of Tampa Heights to the proposed I-275/I-4 interchange and the high elevations and complex ramping associated with the interchange, noise barriers are not reasonable in this area. As part of the Section 106 evaluation, noise barriers were reevaluated for historic structures. The SHPO decided that the construction of barriers is too expensive and not reasonable. In addition, given the elevations of the interchange, barriers would present a substantial visual impact. Also, several neighborhood streets (Palm Avenue, Henderson Avenue) are proposed for closure which provide access to downtown and to Ybor City.

To mitigate for adverse noise and visual effects of the interstate on historic resources within the Tampa Heights MPL, a linear open space/greenway facility, known as the Tampa Heights Greenway, is proposed. This facility will be developed jointly by the FHWA, FDOT, the City of Tampa, and the HT/HCPB.

The Tampa Heights Greenway is to be developed in stages. Stages I and II are proposed to be developed by the FDOT/FHWA to provide mitigation for adverse noise and visual effects associated with the proposed improvements. The goals and objectives of the Tampa Heights Greenway are outlined as follows:

To provide a resolution to dead-end streets created by the interstate expansion and establish a delineation of the Greenway area:

- Re-align and extend Grove Street as a connector to streets cut-off by highway
- Design Grove Street to be a defining edge for the Greenway
- Provide access to the Greenway for emergency and maintenance vehicles

To enhance the image of the Tampa Heights neighborhood utilizing strong visual images within the Greenway:

- Creation of safe, inviting neighborhood
- Encourage police presence with substation

- Committed level of maintenance from City of Tampa
- Visual connection and ease of pedestrian access from neighborhood through enhanced treatment at intersections and Greenway entrances
- Preserve existing trees and maintain open views
- Utilize artwork to portray historical significance of community
- Develop urban design elements to blend with Greenway and neighborhood character

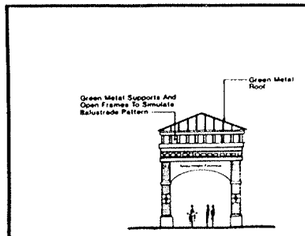
Stage II of the Greenway is to be developed using additional properties to be acquired specifically for the Greenway and will be contiguous with Stage I (remainder parcels) of the Greenway. A copy of the Stage II Greenway Site Plan is presented on Exhibit 5.14. Parcels selected for acquisition include undeveloped land, properties with vacant buildings, and properties with an existing incompatible land use. Properties to be acquired for the Greenway include the following historic resources:

1) 2003 North Central Avenue - contributing structure within the Palm Avenue Historic District.

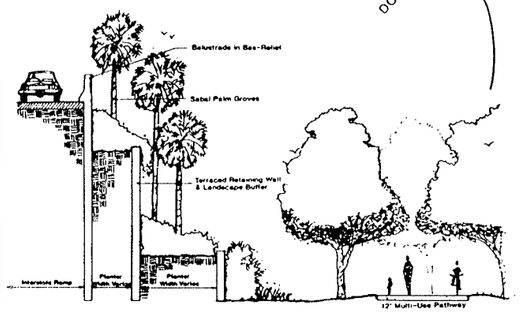
2) Graves House, 601 East Sparkman Avenue - eligible for listing on the National Register.

3) W. B. Henderson School, 411 East Henderson Avenue - eligible for listing on the National Register.

These historic resources are not currently proposed for demolition and will be incorporated into the Greenway facilities. Specifically, the Graves House could be developed as a Historic Resources Center, which could be used to provide educational opportunities for the local community. The residence on Central Avenue could be converted to a police substation, which would encourage visitor and community participation in the facilities at the Greenway.



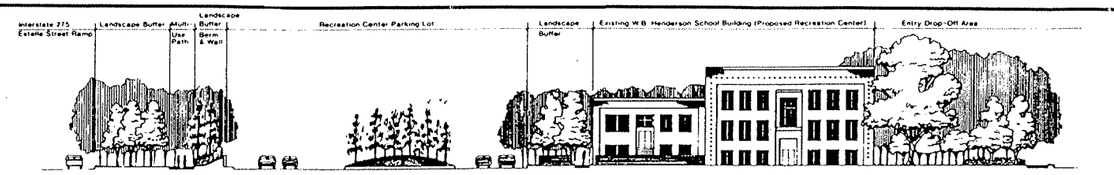
1/2.1 GATE HOUSE ELEVATION
SCALE: 1/8"=1'-0"



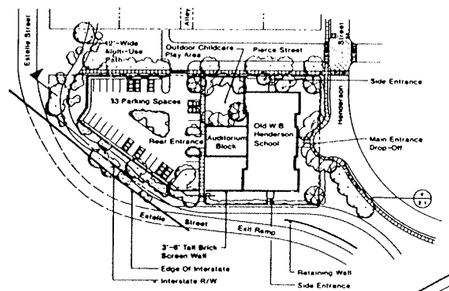
2/2.1 TERRACED RETAINING WALL SECTION
SCALE: 1/4"=1'-0"

3/2.1 COLUMBUS DRIVE GATEWAY
SCALE 1"=30'-0"

SELECTED DESIGN ELEMENTS FORTHWIED IN THE DESIGN REPORT FOR THE TAMPA HEIGHTS LINEAR PARK, AUTHORIZED BY HTHCPD, JAN., 1994



4/2.1 RECREATION CENTER ELEVATION
NOT TO SCALE



5/2.1 RECREATION CENTER ENLARGEMENT
SCALE 1"=40'-0"

Goals and Objectives

- *To mitigate adverse visual and noise effects of the interstate expansion on the neighborhood and its historic resources*
  - preserve existing trees as a visual and auditory buffer
  - earth berming, terracing and landscaping with native materials
  - visual buffering through the use of art walls, structural details and landscaping
  - additional tree buffer for optimum shade
  - determine feasibility of reusing historic structures located within greenway
- *To provide specific recreational uses within the Greenway and along the Hillsborough River*
  - recreational uses oriented towards pedestrian jogging, walking, skating and bicycling
  - provide link from residential area to River using bikeways and sidewalks
  - all sidewalks and bikeways to be barrier free and handicapped accessible (ADA)
  - investigate bicycle access opportunities to existing MPO bikeway plan
  - investigate Henderson School as recreation and neighborhood center
  - provide nodes for seating and small group activities
  - provide open space to adjacent neighborhoods
  - provide adequate off-street parking
  - evaluate the feasibility of reusing historic structures as interpretive facilities
  - establish a resource management plan for enhancement and preservation
- *To provide a resolution to dead-end streets created by the interstate expansion and establish a delineation of the Greenway area*
  - realign and extend Grove Street as a connector to streets cut-off by highway
  - design Grove Street to be a defining edge for the greenway
  - provide access to greenway for emergency and maintenance vehicles
- *To enhance the image of the Tampa Heights neighborhood utilizing strong visual images within the Greenway*
  - creation of safe, inviting neighborhood
  - encourage police presence with substation
  - communal level of maintenance from City
  - visual connections and ease of pedestrian access from neighborhood through enhanced treatment at intersections and Greenway entrances
  - preserve existing trees and maintain open views
  - utilize artwork to portray historical significance of community
  - develop urban design elements to blend with Greenway and neighborhood character

STAGE TWO MASTER PLAN CONCEPT
(MITIGATION PLAN)

TAMPA HEIGHTS GREENWAY
INTERSTATE MITIGATION PROJECT

GREINER, INC.

A FLORIDA DEPARTMENT OF TRANSPORTATION PROJECT

EXHIBIT 5.14

Another key element of Stage II is the re-alignment and extension of Grove Street. This will provide a definite boundary for the Greenway and a connection to streets which dead-end at the interstate.

Overall, the Tampa Heights Greenway will provide a landscaped area which will function as a buffer between the interstate and the Tampa Heights neighborhood, including the historic structures. This buffer is intended to mitigate any potential adverse noise and visual impacts to the neighborhood.

In an effort to further minimize harm to the neighborhood, improvements to the interstate in the Tampa Heights area will be designed with level three urban design treatments, as outlined in the TIS Urban Design Guidelines (December 1994). The level three treatment is the most extensive level of urban design amenities, and is being applied to most of the urban areas within the project area. Interstate improvements designed for level three aesthetics require specific integration of the walls and embankments into the surrounding site. This should involve landscaping; special lighting; and the use of color, texture, graphic reliefs, and the opportunity for public art. Each of these elements is discussed in detail in the Urban Design Guidelines.

5.4.4.3 Coordination With Other Agencies

Coordination efforts have included a comprehensive public involvement plan (discussed in Section 8.0 of the EIS), the development of a Cultural Resources Committee (CRC), and numerous coordination meetings with the HT/HCPB, the City of Tampa, the SHPO, and the Advisory Council on Historic Preservation (ACHP). The CRC was formed to coordinate federal, state, and local interests in historic and archaeologic resources affected by the interstate improvements. A list of CRC meetings held is included in Table 5.1.

During the CRC meetings, avoidance alternatives were discussed and means to minimize harm were developed. SHPO originally recommended the means to minimize harm. SHPO and ACHP have conducted field reviews in this area and have agreed that there is no feasible and prudent alternative to impacting contributing structures within the Tampa Heights MPL.

As stated in their letter dated May 27, 1994, the SHPO has concurred with the determination of contributing structures within the Tampa Heights MPL and the delineation of the APE boundaries. The U.S. Department of the Interior, Office of the Secretary, and the Florida Department of State, Division of Historical Resources, have reviewed the DEIS/Draft 4(f) Evaluation and have concurred with the findings. A copy of these letters are contained in Appendix B.

5.4.4.4 Tampa Heights Update

At the time of the original analysis for the Cultural Resources Assessment and determination of the Area of Potential Effect (APE), historic district status could not be justified by SHPO staff in the vicinity of the Long-Term Preferred Alternative. FDOT completed a survey of the APE and submitted a proposal for a Multiple Property Listing to SHPO. The Tampa Heights MPL identified 15 structures in a mini-district and six structures scattered throughout the neighborhood. Six of these structures are directly adversely effected and another six have been identified as indirectly adversely effected. With the recent designation of Tampa Heights as a National Register Historic District, an additional 15 contributing structures will be directly impacted. This, however, does not have an impact on the agreed-upon mitigation. The MOA includes mitigation for the Tampa Heights National Register Historic District. All contributing structures will be documented, and those previously identified will be relocated and/or rehabilitated per the MOA requirements. The Urban Design Guidelines mitigate aesthetics for the entire Tampa Heights community as does the proposed Greenway included as part of the Long-Term Preferred Alternative.

5.4.4.5 Determination

Twenty-one contributing structures will be directly impacted by the Long-Term Preferred Alternative. Of those twenty-one structures, three are considered suitable candidates for relocation within the Tampa Heights community at this time. The remaining will be documented according to the MOA. FHWA determined that this impact will not substantially impair the integrity of the Tampa Heights National Registric Historic District. A mitigation plan consisting of the development of the Tampa Heights Greenway, a linear open space greenway, has been proposed to offset the

potential adverse noise and visual impacts of the interstate improvements. Based upon the above considerations, there is no feasible and prudent alternative to the use of land from the proposed Tampa Heights National Register Historic District and the proposed action includes all possible planning to minimize harm resulting from such use.

5.4.5 Seminole Heights National Register Historic District

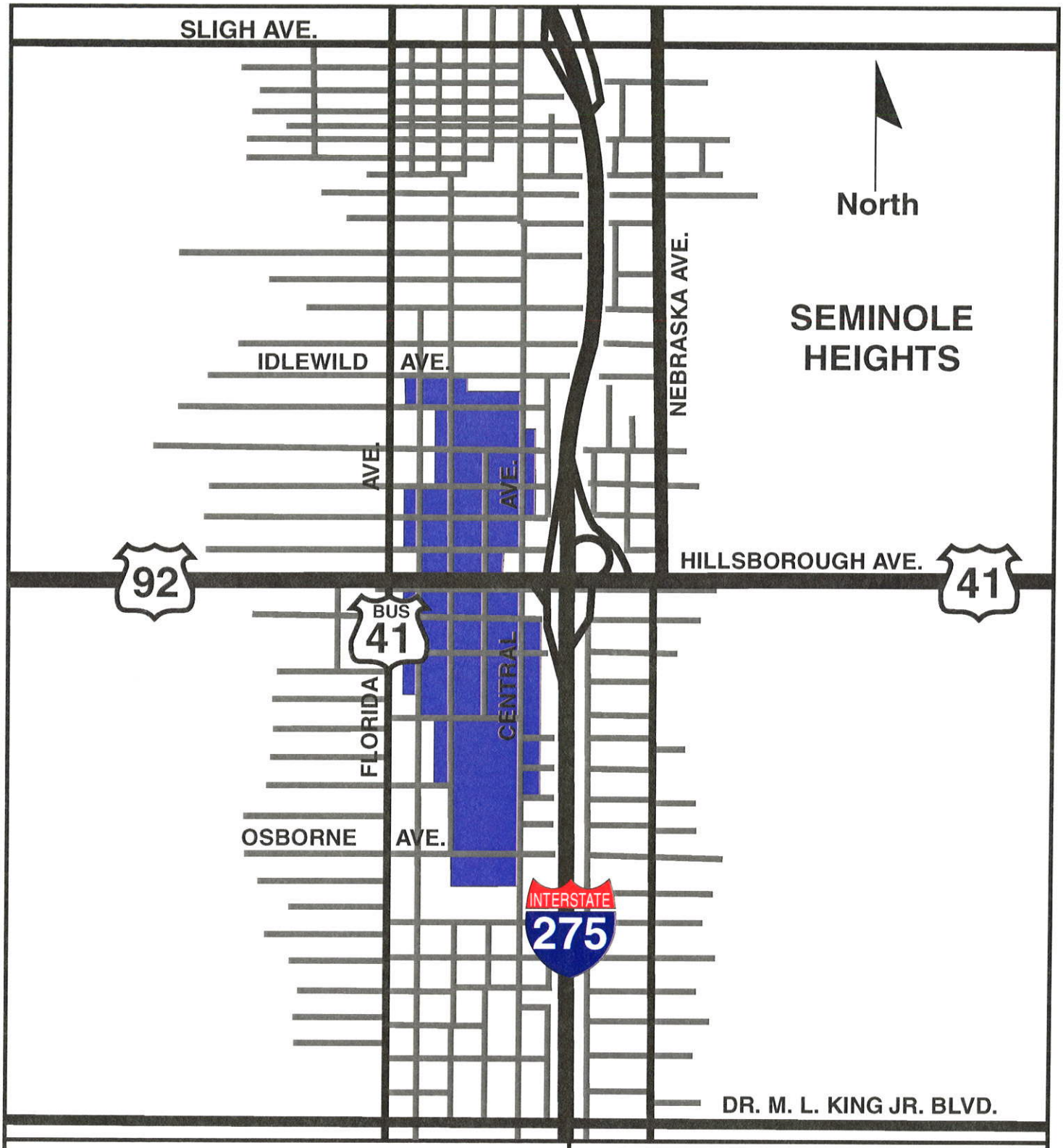
5.4.5.1 Background

Seminole Heights was listed on the *National Register of Historic Places* in August 1993. North of the study area, the district is roughly bordered by I-275 on the east, Osborne Avenue on the south, Florida Avenue to the west, and Idlewild Avenue to the north. The limits of the district are shown on Exhibit 5.15.

Around 1913, Tampa unified its street car systems, enabling the development of suburban neighborhoods. At approximately the same time, Tampa developer and pioneer real estate agent T. Roy Young began developing the Seminole Heights area as a middle class, street car suburb. A short commute from downtown Tampa by street car, the hard working middle class began to move north into neighborhoods such as Seminole Heights.

Today, Seminole Heights contains a large concentration of intact historic residences designed in the bungalow style and influenced by Florida's cracker architecture. The neighborhood is representative of many suburban developments built during the peak of Craftsman Architecture in the early 1910s and 1920s. Florida's influence is reflected in the simple frame structures with a front porch, little ornamentation, steep gable roof, rectangular plan, and small brick piers.

Structures in Seminole Heights appear in a wide variety of designs, resulting in no two bungalows exactly alike. However, common details include the use of multiple exterior materials; brick columns or piers topped with a variety of wood and concrete styles; multiple roof lines; "camel-back" or "airplane" second stories; multi-lite windows, doors, sidelites, and transoms; detailed rafter



NATIONAL REGISTER DISTRICT

AREA IMPACTED BY THE PROPOSED INTERSTATE IMPROVEMENTS

FLORIDA DEPARTMENT OF TRANSPORTATION

TAMPA INTERSTATE STUDY

PHASE II

ENVIRONMENTAL IMPACT STATEMENT

Hillsborough County, Florida

SEMINOLE HEIGHTS
NATIONAL REGISTER HISTORIC DISTRICT

EXHIBIT 5.15

ends; exposed ceiling beams; interior millwork; and detailed chimneys. Elements such as these, in part or as a whole, are the common thread that characterizes Seminole Heights. A photograph of representative homes within the district is provided on Exhibit 5.16.

Of the approximately 270 existing structures within the district, 256 are listed on the National Register as contributing structures. None of these structures has been previously listed.

5.4.5.2 Section 4(f) Use

An evaluation of historic properties within the Seminole Heights Historic District was completed. As presently planned, none of the 256 contributing structures will be directly affected by project right-of-way acquisition. The TIS study limits extend to Dr. Martin Luther King, Jr. Boulevard, seven blocks south of the historic district. The proposed interstate improvements will have no involvement with the District.

Although no Section 4(f) use is anticipated, improvements to the interstate in the Seminole Heights area will be designed with level three urban design treatments, as outlined in the TIS Urban Design Guidelines (December 1994). The level three treatment is the most extensive level of urban design amenities, and is being applied to most of the urban areas within the project area. Interstate improvements designed for level three aesthetics require specific integration of the walls and embankments into the surrounding area. This should involve landscaping; special lighting; and the use of color, texture, graphic reliefs, and the opportunity for public art. Each of these elements is discussed in detail in the Urban Design Guidelines.

5.4.5.3 Determination

The proposed project will not substantially impair the integrity of the district nor compromise its National Register status.



Seminole Heights National Register Historic District

* Representative sample of structure types.

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY

PHASE II

Hillsborough County, Florida

SEMINOLE HEIGHTS HISTORIC DISTRICT

SITE PHOTOGRAPH

EXHIBIT 5.16

The Long-Term Preferred Alternative has been developed to not predetermine a future interstate alignment north of Dr. Martin Luther King, Jr. Boulevard which would impact the Seminole Heights National Register Historic District. The proposed interstate improvements discussed in this environmental document will have no involvement with the District.

SECTION 6.0

LIST OF PREPARERS

SECTION 6.0

LIST OF PREPARERS

This report was prepared by Greiner, Inc. in cooperation with the U.S. Department of Transportation, Federal Highway Administration; and the Florida Department of Transportation.

Federal Highway Administration

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Mark Bartlett, P.E. Supervisory Transportation Engineer	B.S. and M.S. in Civil Engineering and 7 years experience in highway engineering.
Maiser Khaled, P.E. Transportation Engineer	B.S. in Civil Engineering and 7 years experience in highway engineering.
Gary Phillips Environmental Coordinator	B.S. in Civil Engineering and 5 years experience in highway design and environmental regulations.

Florida Department of Transportation

Leroy Irwin Manager - Environmental Management Office	B.S. in Agriculture with 31 years experience in environmental analysis and project management.
Buddy Cunill Environmental Administrator	M.S. in Public Administration and 20 years experience in environmental analysis, environmental document preparation, and transportation planning.
George Ballo Public Transportation Specialist	B.A. in English Literature and M.A. in Anthropology and 13 years experience in cultural resource management.
Larry Barfield Public Transportation Specialist	B.A. in Geography and 21 years experience in environmental analysis and environmental document preparation.
Roy Jackson Public Transportation Specialist	B.A. and M.A. in History and 9 years experience in cultural resource management.
Michael J. Coleman, P.E. Project Development and Environment Administrator	B.S. in Civil Engineering and 10 years experience in transportation and civil engineering.

Richard E. Adair Environmental Administrator	M.S. in Urban and Regional Planning and 17 years of experience in transportation and environmental planning.

Greiner, Inc.

Ronald W. Gregory, A.I.C.P. Project Director	M.A. in Urban Geography and 20 years experience with responsibility for management of transportation planning environmental studies.
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Gary Warner Landscape Architect	M.S. in Landscape Architecture with 9 years experience in urban design and site development for both public- and private-sector projects.
Michael A. Kenney Air Quality Scientist	M.S. in Environmental Engineering and 16 years experience in pollution assessment.
Mark S. Easley Biologist/Ecologist	B.A. in Biology and 12 years experience in environmental planning and permitting.
Michael D. Falini, P.E. Concept Design Engineer	Sixteen years engineering experience in roadway and traffic engineering.
Robert Johnson, P.E. Water Resources Engineering	B.S. in Environmental Engineering and 11 years experience in water resources and environmental engineering.

Greg Root Transportation Engineer	M.S. in Civil Engineering and 10 years experience in traffic engineering.
Mike M. Coleman, P.E. Civil Engineer	I.C.S. in Civil Engineering with 39 years experience in roadway, interchange, interstate design and construction supervision.
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Daniel C. Doebler Environmental Specialist	B.S. in Biology with 14 years experience in roadway air quality, noise impact analysis, and noise abatement assessment.

Larry E. Sly Project Planner	B.S. in Finance with 2 years experience in environmental studies and documentation for surface transportation projects.
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Mary H. Churchill Technical Editor	B.A. in Rhetoric and Communications with 9 years experience in environmental documentation.

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Kenneth W. Hardin	M.A. in Archaeology with 18 years experience in project management and dissemination of research.
Richard W. Estabrook	M.A. in Archaeology/Cultural Resource Management with 11 years experience in direct supervision of archaeological surveys and excavations, historical research and artifact analysis.
Laura M. Weant	M.S. in Architecture (emphasis on historic preservation) with 8 years experience as research consultant/architectural renderer. No longer with Janus.

Knight Appraisal Service, Inc.

C.L. Knight, M.A.I.	B.S. in Business Administration with 44 years experience as a fee appraiser.
William Walsh	B.S. in Accounting and B.A. in Biology with 8 years experience as a fee appraiser.

SECTION 7.0

LIST OF AGENCIES, ORGANIZATIONS, AND PERSONS TO WHOM COPIES OF THE STATEMENT ARE SENT

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Federal Agencies

Advisory Council on Historic Preservation - Office of Cultural Resources Preservation

U.S. Department of Health and Human Services - Center for Environmental Health and Injury Control

U.S. Department of Health and Human Services - Office of Management Analysis and Systems

U.S. Department of Agriculture - Southern Region, Regional Forester

U.S. Department of Agriculture - Natural Resources Conservation Service, State Conservationist

U.S. Department of Housing and Urban Development, Regional Environmental Officer

Federal Aviation Administration - Airports District Office

Federal Aviation Administration - Regional Director

Federal Emergency Management Agency - Natural Hazards Branch, Chief

Federal Emergency Management Agency - Assoc. General Counsel for Insurance and Mitigation

Federal Railroad Administration - Office of Economic Analysis, Director

U.S. Army Corps of Engineers - Regulatory Branch, District Engineer

U.S. Department of Interior - Bureau of Land Management - Eastern States Office

U.S. Department of the Interior - Office of Environmental Policy and Compliance, Director

U.S. Department of the Interior - Fish and Wildlife Service, Field Supervisor

U.S. Department of the Interior - National Park Service - Southeast Regional Office

U.S. Department of the Interior - U.S. Geological Survey Chief

U.S. Department of the Interior - Bureau of Indian Affairs - Office of Trust Responsibilities

U.S. Environmental Protection Agency - Region IV, Regional Administrator

U.S. Environmental Protection Agency - Washington, D.C.

U.S. Department of State - Office of Environment, Health and Natural Resources

U.S. Department of Commerce - National Marine Fisheries Services - Habitat Conservation Division

U.S. Department of Commerce - National Oceanic and Atmospheric Administration

U.S. Coast Guard - Commander (oan) - Seventh District

State Agencies

Office of Governor, Office of Planning and Budgeting

Florida Department of Environmental Protection

Florida Department of Community Affairs

Florida Department of Commerce

Florida Game and Fresh Water Fish Commission

Florida Department of Health and Rehabilitative Services

Florida Department of State - Division of Historical Resources

Local Agencies

Tampa Bay Regional Planning Council

Southwest Florida Water Management District

Hillsborough County/City-County Planning Commission

Hillsborough County Metropolitan Planning Organization

Historic Tampa/Hillsborough County Preservation Board

Tampa Police Department

Hillsborough County Sheriff's Department

Local Public Libraries

Hillsborough County School Board

City of Tampa Chamber of Commerce

City of Tampa, Mayor

SECTION 8.0

COMMENTS AND COORDINATION

SECTION 8.0

COMMENTS AND COORDINATION

8.1 INTRODUCTION

This section of the document details the FDOT's program to fully identify, address, and resolve all project-related issues identified through the Public Involvement Program. The Public Involvement Program was carried out as an integral part of the TIS - Phase I (Master Plan) and Phase II (Environmental Documentation) projects. The goal of this program was to ensure that local residents, organizations, government agencies, and elected officials interested in the project and its potential impacts are aware of the project and to provide such interested parties the opportunity to participate in the development of alternatives, review of the Long-Term Preferred Alternative, and development of appropriate mitigation measures.

This section also includes a discussion of the TIS Public Hearing held on January 16, 1996, as well as a summary of comments received from federal, state, and local agencies regarding the Draft Environmental Impact Statement (DEIS).

8.2 ADVANCE NOTIFICATION

To initiate early communication and coordination with government agencies and the general public, the FDOT provided an early notification package to federal and state agencies and other interested parties defining the project. On December 6, 1990, the FDOT forwarded two Advance Notification (A-95) Packages to federal, state, and local agencies having permitting, environmental, or other interest in the TIS - Phase II. One of the Advance Notifications (AN) addressed I-275 from the Howard Frankland Bridge/Kennedy Boulevard ramps to the I-275/ Dale Mabry Highway interchange on the east and just north of Cypress Street on the north. The other AN addressed I-275 from the Dale Mabry Highway interchange to north of Dr. Martin Luther King, Jr. Boulevard, I-4 from I-275 (including interchange) east to 50th Street, and the proposed Crosstown Connector from I-4 to the Crosstown Expressway.

A second notification package was sent to federal and state agencies and other interested parties, due to the fact that two environmental documents have been combined and the original notification package was sent to agencies over four years ago. On May 5, 1995, the FDOT forwarded one Advance Notification (A-95) Package to federal, state, and local agencies having permitting, environmental, or other interest in the TIS - Phase II. This Advance Notification addressed I-275 from the Howard Frankland Bridge/Kennedy Boulevard ramps and just north of Cypress Street on Memorial Highway (S.R. 60) north to Dr. Martin Luther King, Jr. Boulevard and I-4 from I-275 (including interchange) to east of 50th Street (U.S. 41); a multi-lane controlled access facility (Crosstown Connector) on new alignment from I-4 south to the existing Tampa South Crosstown Expressway from the Kennedy Boulevard overpass east to Maydell Drive.

The May 1995 Advance Notification, as well as the two original advance notification packages are included in Appendix A.

A list of agencies that received the Advance Notification Packages is provided in Table 8.1. Agencies that responded to the Advance Notification(s) are indicated by a numerical designation after the agency name. Copies of each letter received in response to the Advance Notification Packages are included in Appendix A, following their respective package.

In addition, letters from the Office of the Governor and the Florida Department of State - Division of Historical Resources were received for the Advance Notification Package that addressed I-275 from the Howard Frankland Bridge/Kennedy Boulevard ramps to the I-275/Dale Mabry Highway interchange on the east and just north of Cypress Street on the north.

The narrative that follows summarizes the significant comments received in response to the Phase II Advance Notification Packages. Responses to specific comments are also provided where appropriate.

TABLE 8.1

AGENCIES RECEIVING ADVANCE NOTIFICATION PACKAGES
Tampa Interstate Study - Phase II
Environmental Impact Statement

Phase II Advance Notification Mailing List
Federal
- Federal Highway Administration, Division Administrator
- U.S. Department of Agriculture - Southern Region, Regional Forester
- U.S. Department of the Interior - U.S. Geological Survey, Chief
- U.S. Department of the Interior - Bureau of Land Management, Eastern States Office
- U.S. Department of Housing and Urban Development, Regional Environmental Officer
- U.S. Environmental Protection Agency - Region IV, Regional Administrator
- U.S. Department of the Interior - U.S. Fish and Wildlife Service, Field Supervisor
- U.S. Department of Commerce - National Marine Fisheries Service, Habitat Conservation Division
- U.S. Army Corps of Engineers - Regulatory Branch, District Engineer
- U.S. Department of the Interior - National Park Service - Southeast Regional Office
- Federal Emergency Management Agency - Natural Hazards Branch, Chief
- U.S. Department of Commerce - National Oceanic and Atmospheric Administration[1]
- Federal Aviation Administration - Airports District Office
- U.S. Department of Health and Human Services - Centers for Environmental Health and Injury Control
- U.S. Coast Guard, Seventh District
- U.S. Department of Interior - Bureau of Indian Affairs - Office of Trust Responsibilities
- Federal Railroad Administration - Office of Economic Analysis, Director
State
- Florida Department of Natural Resources - State Land Management[2,3]
- Florida Game and Fresh Water Fish Commission - Office of Environmental Services
- Federal-Aid Program Coordinator
- Chief Office of Environment
- Florida Department of Environmental Protection - District Office (formerly Department of Environmental Regulation)[1]
Regional/Local
- Tampa Bay Regional Planning Council[1]
- Southwest Florida Water Management District[2,3]

1 Responses received for Advance Notification Package addressing I-275 from the Howard Frankland Bridge/Kennedy Boulevard ramps north to Dr. Martin Luther King, Jr. Boulevard, I-4 from I-275 (including interchange) east to 50th Street and the proposed Crosstown Connector from I-4 to the Crosstown Expressway.

2 Response received for Advance Notification Package addressing I-275 from the Howard Frankland Bridge/Kennedy Boulevard ramps to the I-275/ Dale Mabry Highway interchange on the east and just north of Cypress Street on the north.

3 Responses received for Advance Notification Package addressing I-275 from the Dale Mabry Highway interchange to north of Dr. Martin Luther King, Jr. Boulevard, I-4 from I-275 (including interchange) east to 50th Street, and the proposed Crosstown Connector from I-4 to the Crosstown Expressway.

Summary of Agency Comments for the Advance Notification (sent out May 5, 1995) addressing the combined environmental documents.

U. S. Department of Commerce - National Oceanic and Atmospheric Administration

Comment: Wetland impacts should be avoided wherever practicable. It is often preferable to consolidate mitigation activities into larger units, when appropriate, rather than have many small fragmented mitigation areas. Contact the SWFWMD-SWIM department in Tampa regarding mitigation opportunities in McKay Bay. Please send a copy of the Wetlands Evaluation Report to our office.

Response: Wetland impacts are minimal and any mitigation required will be determined during the design phase of the project. A copy of the Wetlands Evaluation Report has been forwarded to Mr. Dale, as requested.

Department of Community Affairs

Comment: The Florida State Clearinghouse is awaiting additional comments. Comments will be forwarded as soon as possible.

Response: No response required.

Tampa Bay Regional Planning Council

Comment: Make every effort to protect endangered and threatened species/habitat, avoid impacts to wetlands, and use native vegetation on gradual slopes.

Response: Wetland impacts are minimal and any mitigation required will be determined during the design phase of the project. A list of native vegetation recommended for use in the project is included in the TIS Urban Design Guidelines.

Summary of Agency Comments for the Advance Notification addressing I-275 from the Howard Frankland Bridge/Kennedy Boulevard ramps to the I-275/Dale Mabry Highway interchange on the east and just north of Cypress Street on the north.

Office of the Governor

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

Response: No response required.

Florida Department of Environmental Protection

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

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

Florida Department of State - Division of Historical Resources

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

Response: A cultural resource survey was conducted and no relevant resources were identified within this portion of the project.

Department of Natural Resources

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

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

Southwest Florida Water Management District

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

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

Response: The identification and evaluation of alternatives included impacts relative to water quality, wetlands, threatened and endangered species, floodplain, and natural resources. Water

quality protection will be provided through the use of Best Management Practices and stormwater treatment ponds. Wetland impacts are minimal and any mitigation required will be determined during the design phase of the project.

Summary of Agency Comments for the Advance Notification addressing I-275 from the Dale Mabry Highway interchange to north of Dr. Martin Luther King, Jr. Boulevard, I-4 from I-275 (including interchange) east to 50th Street, and the proposed Crosstown Connector from I-4 to the Crosstown Expressway.

Department of Natural Resources

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

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

Southwest Florida Water Management District

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

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

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

8.3 PUBLIC AND INTERAGENCY COORDINATION

Coordination and consultation with the general public and agencies has been accomplished through a variety of techniques over the course of the study in order to ensure all appropriate parties are apprised of the study status and have the opportunity for input.

8.3.1 Scoping Process

Scoping is a formal information exchange for projects requiring an EIS. Scoping is required by and described in 40 CFR Section 1501.7 (CEQ Regulations). 23 CFR 771 directs scoping to begin early and continue throughout the project development process. The process is used to identify the range of alternatives and impacts and the significant issues to be addressed in the environmental document. Scoping is usually limited to affected governmental agencies and interested groups or organizations with specific knowledge about a project study area. A formal scoping meeting, which is optional, may be held early in the development process, but after the Advance Notification process is complete. Although a formal scoping meeting was not held for TIS, the activities during the development of the Master Plan concept served as the scoping process.

The initiation of TIS involved the development of a Master Plan concept, which is documented in the Master Plan Report. The TIS Master Plan concept was developed by completing the tier evaluation analysis, as summarized in Section 2.3.2 of this document. The tier evaluation process included public and agency input at each stage of the evaluation, prior to proceeding to the next level of analysis. The tier evaluation analysis resulted in the development of the Long-Term Preferred Alternative, which would be addressed in appropriate environmental documents.

The TIS Master Plan Report documented the coordination with affected agencies, development of the Long-Term Preferred Alternative, and potential environmental and historical issues. In addition, the Master Plan Report provided plans for one of the most intensive public involvement programs associated with such a study. Features of the TIS public involvement program included a specific project office and public information phone service, a speakers bureau, a Citizens Advisory Committee, an Agency Task Force, a city/county/regional officials presentation plan, a comprehensive print/radio/media plan, numerous meetings with special interest groups and local agencies, and three major public information workshops in conjunction with the tier evaluation process. These workshops are summarized in Section 8.3.7 - Phase I Public Meetings.

8.3.2 Utility Coordination

Utilities coordination has been accomplished through a series of letters requesting information regarding the location of existing utilities and estimates for utility relocations associated with the Long-Term Preferred Alternative. Representatives of the following utilities were contacted: the Tampa Electric Company, General Telephone Company, Peoples Gas System and Jones Intercable Company. Follow-up meetings specific to individual properties have been held with some of the utility companies. The City of Tampa was contacted for location and cost estimates of water and sewer utilities. The information received from the utility companies is summarized in Sections 3.3 and 4.3 of this document.

8.3.3 Multi-Modal Coordination

To coordinate the TIS and the Rail Transit Study (RTS) with the Hillsborough County MPO 2010 Long Range Transportation Plan (then current), a Multi-Modal Consensus Committee was created by the FDOT. The following participants were involved in this committee:

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

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

In summary, both study teams agreed upon the basic assumptions which underline planning and engineering considerations for the development of traffic and transit ridership forecasts for these two

projects. As a result of this cooperation, compatible and consistent data and results were utilized to develop the design features of the respective transportation facilities. A detailed discussion of the process used to reach this consensus is contained in an MPO technical memorandum, Multi-Modal Consensus - Travel Demand Forecasting Coordination Effort.

Multi-modal coordination has resulted in the incorporation of mass transit, exclusive HOV/transitway lanes, priority HOV ramps, park-n-ride lots, and a downtown multi-modal terminal/parking garage into the Long-Term Preferred Alternative. In addition, coordination continues on several separate ongoing studies including the HART Mobility Enhancement Major Investment Study (MIS), high speed rail, electric streetcars and commuter rail.

HART is currently reviewing qualified firms to conduct an MIS for the Tampa/Hillsborough-Lakeland/Polk Area Alternatives for Mobility Enhancement. The MIS will comprise an analysis of multi-modal transportation alternatives which improve mobility and create much needed capacity between the counties of Hillsborough and Polk, specifically between Tampa and Lakeland. The emphasis will be on developing inter-modal alternatives that take advantage of existing corridors with excess capacity, new corridors for capacity creation, and existing corridors capable of being improved to create new capacity. The two-year study is expected to commence in the fall of 1996.

The Tampa and Ybor City Street Railway, an electrified trolley service connecting the Tampa CBD/Garrison Channel District/Ybor City, is also currently under development by HART. Proposed as a single, bi-directional track with seven passing trucks and eleven station stops, the 3.6-kilometer (2.2-mile) line is anticipated to be operational by mid to late 1998. Flexibility for special events will be maintained with station stops at parking lots and with service intervals of up to six minutes.

The local community is currently in the process of developing a recommendation for the introduction of light rail or commuter rail in the Tampa Bay area. The Tampa Bay Commuter Rail Authority (TBCRA) was established in 1990 and is responsible for coordinating the ongoing transit research. In February 1996, the Florida High Speed Rail Commission and the FDOT selected the Florida Overland Express (FOX) consortium to develop, construct, and operate a state-of-the-art high-speed

rail system connecting Tampa, Orlando, and Miami by the year 2006. FOX is responsible for selecting the preferred corridor. The interstate alignment in Tampa may or may not be selected as the corridor. Whatever alignment is selected, a separate environmental document will be required for that project.

8.3.4 Project Office

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

A toll-free telephone line to the project office was established and its use is promoted by team members for residents of Hillsborough, Pinellas, and Pasco counties. Forms were devised to account and track incoming calls to ensure proper follow-up and dissemination of information.

8.3.5 Public Notification

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

Since the project's initiation, the study team has produced eight issues of the Tampa Interstate Newsletter. These newsletters contain text, maps, and graphics describing the study process. Each issue announced the next public workshop, meeting, or hearing; included a study map; and described how to contact the study team. Special topics about the project such as traffic demand, design amenities, historic resources, and roadway types were also provided in each issue.

It should be noted that since the development of the Area of Potential Effect (APE), the public notification mailing list has been expanded to include all property owners within this area. This expansion included an additional 4,000 mailings for the Second Historic Resources Public Workshop.

8.3.6 Speakers Bureau

Project study team members have been available throughout the study to make presentations to community, civic, and special interest groups. The meetings normally consist of a 20- to 30-minute presentation followed by 20 to 30 minutes of questions or comments. The study team members display project graphics and provide informational brochures.

During Phase I of the TIS, presentations were made to approximately 42 groups with approximately 15 to 20 people attending an average Speakers Bureau presentation. Extensive coordination has continued during Phase II of the TIS. Presentations and informational meetings will continue to be held throughout the Phase II process. Table 8.2 lists the meetings held as of August 1996 along with the dates the meetings occurred.

8.3.7 Phase I Public Meetings

During Phase I of the TIS process, three public workshops were held with over 3,000 people in attendance. All three workshops took place in the Gasparilla Room of the Curtis Hixon Convention Center, formerly located in downtown Tampa.

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

The Phase I workshops were organized as informal informational meetings. Attendees entered the hall to a display of general concepts including design amenity components and potential noise

TABLE 8.2

PRESENTATIONS AND INFORMATION MEETINGS - PHASE II
Tampa Interstate Study - Phase II
Environmental Impact Statement

Presentations and Informational Meetings	Date
Coordination Meeting with Historic Tampa/Hillsborough County Preservation Board (HT/HCPB)	August 3, 1990
Community Redevelopment Agency Meeting	November 29, 1990
Speaker's Bureau Meeting with Tampa Heights Civic Association	April 25, 1991
Coordination Meeting with Executive Director of the Presbyterian Village	May 20, 1991
Coordination Meeting with the Trust for Public Land concerning proposed right-of-way for Tampa Heights Linear Park	May 28, 1991
Coordination Meeting regarding the Tampa Heights Linear Park held at FDOT's District VII Office with representatives of the Trust for Public Land	August 7, 1991
Project Status meeting held for MPO, Hillsborough County and City of Tampa officials	August 27, 1991
Coordination Meeting with Historic Tampa/Hillsborough County Preservation Board regarding the proposed Tampa Heights Linear Park	October 15, 1991
Coordination Meeting with the City of Tampa Parks and Recreation Department regarding Perry Harvey Park	October 28, 1991
Coordination Meeting regarding the Tampa Heights Linear Park held at FDOT's District VII Office with representatives of the Trust for Public Lands and HT/HCPB	November 8, 1991
Informational Meeting with ITE Students at CUTR	March 4, 1992
Presentation given to the City of Tampa Leadership Forum	April 28, 1992
Presentation given to USF Transportation Engineering Class	May 20, 1992
Meeting with representative of City of Tampa Parks Department	June 22, 1992
Meeting with Historic Tampa/Hillsborough County Preservation Board	November 18, 1992
Meeting with West Kennedy Council	November 20, 1992
Meeting with Ybor City Development Corporation	November 20, 1992
Meeting with Historic Tampa/Hillsborough County Preservation Board	December 3, 1992
Meeting with Architectural Review Board	December 10, 1992
Coordination Meeting with Hillsborough Community College	February 15, 1993
City of Tampa Parks and Recreation Department Meeting	September 16, 1993
Coordination Meeting with City of Tampa Public Art Director	September 16, 1993
City of Tampa Parks and Recreation Department Meeting	October 13, 1993
TIS Presentation to MPO-TAC	November 15, 1993
Coordination Meeting with City of Tampa (Salmon/Betancourt)	November 22, 1993

TABLE 8.2 (Continued)

PRESENTATIONS AND INFORMATION MEETINGS - PHASE II
Tampa Interstate Study - Phase II
Environmental Impact Statement

Presentations and Informational Meetings	Date
Coordination Meeting with Stephanie Ferrell of the Historic Tampa/Hillsborough County Preservation Board	December 10, 1993
Coordination Meeting with Tampa Housing Authority	December 10, 1993
TIS Preliminary Park Plan presentation to Perry Harvey, Jr. and community representatives	December 14, 1993
Coordination Meeting with Tampa Housing Authority	January 4, 1994
Presentation to MPO	January 11, 1994
Presentation to Bicycle Advisory Committee	January 12, 1994
Coordination Meeting with Hillsborough Area Regional Transit (HARTline)	January 13, 1994
MPO Presentation on Urban Design Guidelines	January 18, 1994
Coordination Meeting with Presbyterian Village	January 19, 1994
Coordination Meeting with City on drainage	January 20, 1994
Coordination Meeting with Director of Tampa Planning	January 25, 1994
Coordination Meeting with Ybor Development, Inc.	January 26, 1994
Coordination Meeting with City on Perry Harvey Park and Scott Street	February 1, 1994
Windshield review of housing stock and in-fill areas with City and non-profit organizations	February 2, 1994
Meeting to update Livable Roadways on TIS Urban Design Guidelines	February 16, 1994
Coordination Meeting with City Real Estate Department to discuss early acquisition of Recreation Department building	February 18, 1994
Coordination Meeting with City Community Redevelopment to discuss relocation of historic structures	February 21, 1994
Presentation of Tampa Heights Greenway to HT/HCPB	February 25, 1994
Perry Harvey Park Follow-up Meeting with the community	February 28, 1994
Coordination Meeting with City of Tampa Fire Department concerning relocation of 911 Dispatch Communications Center	March 28, 1994
Coordination Meeting with West Tampa Boys and Girls Club	April 13, 1994
Coordination Meeting with the Westshore Alliance to discuss relocation schedule	April 29, 1994
Coordination Meeting with Art in Public Places Committee	May 9, 1994
Presentation to Sunset Park Community	May 10, 1994

TABLE 8.2 (Continued)

PRESENTATIONS AND INFORMATION MEETINGS - PHASE II
Tampa Interstate Study - Phase II
Environmental Impact Statement

Presentations and Informational Meetings	Date
Coordination Meeting with Sunset Park Homeowner's Association	May 20, 1994
Coordination Meeting with HARTline	May 20, 1994
Coordination Meeting with City of Tampa Fire Department concerning relocation of 911 Dispatch Communications Center	June 3, 1994
Coordination Meeting with City Community Redevelopment to discuss relocation of historic structures	June 16, 1994
Coordination Meeting with City of Tampa Art in Public Places Committee	June 17, 1994
Presentation to the Ybor Coalition, Interstate Subcommittee	July 13, 1994
Coordination Meeting with City Staff	August 9, 1994
Coordination Meeting with FDOT and City of Tampa to discuss avoidance alternative for Perry Harvey Park	November 22, 1994
Presentation of UDG to Citizens Advisory Committee	March 22, 1995
Design Review Committee Kick-off Meeting	March 28, 1995
Presentation of UDG at Agency Liaison Meeting	April 5, 1995
Meeting with FDOT, MPO and HART to discuss the MIS requirements	May 17, 1995
Coordination meeting with HART to discuss interstate access issues (40th Street)	May 17, 1995
Follow-up meeting with HART to discuss interstate access issues (40th Street)	June 15, 1995
Meeting with FHWA, FTA, HART, MPO and FDOT in Tallahassee to discuss MIS related issues	July 28, 1995
Presentation to the MPO supporting the Master Plan as meeting the MIS	August 21, 1995
Presentation to the MPO Livable Roadways Committee on the UDG	September 28, 1995
Presentation to the MPO on the UDG	November 14, 1995
Coordination Meeting with City of Tampa (Elton Smith and Jim Burnside)	December 11, 1995
Presentation to MPO	January 2, 1996
Presentation to Tampa Mayor and City Staff	January 8, 1996
Presentation to Historical Tampa/Hillsborough County Preservation Board	January 24, 1996
Presentation to Historic Tampa/Hillsborough County Preservation Board	February 20, 1996
Presentation to Tampa Heights Civic Association	February 22, 1996
Meeting with HARTline to discuss DEIS	February 23, 1996
Presentation to the Tampa Bay Regional Planning Council	March 11, 1996
Presentation to the Seminole Heights Civic Association	April 29, 1996
Follow-up meeting with Perry Harvey, Jr. and Community Representatives	May 29, 1996

barriers. They were then encouraged to view the 12-minute slide show to receive a study overview and geographic orientation. Slide shows were run continuously throughout the workshops.

Attendees were assisted in determining which study segment or segments were of interest to them and directed to specific locations around the hall. Study team members and FDOT staff were stationed near aerial photographs to explain the concepts and answer questions. If residents had questions regarding relocation or the property acquisition process, the FDOT right-of-way staff was available to provide information and answer their questions. At least one Spanish-speaking translator attended each workshop.

Attendees were encouraged to comment on the study and concepts presented at each meeting, either on comment sheets provided or through the court reporters available to receive their oral comments. After each public workshop, the comments received at the workshop and comments received within 45 days following the workshop were summarized in the following reports: Public Meeting No. 1 Comments Summary Working Paper (September 1988), Public Meeting No. 2 Comments Summary Working Paper (January 1989), and Public Meeting No. 3 Comments Summary Working Paper (March 1989). The comments received were used to review and refine each level of analysis in the alternatives selection process.

8.3.8 Phase II Public Meetings

During Phase II of TIS, eight public forums were provided to receive comments on various topics concerning the project: an alternatives public meeting (addressing the entire project area), a formal hearing (addressing a portion of the project), two historic resources public meetings and four community workshops. The historic resources public meetings and community workshops were held to receive input regarding secondary effects of the proposed improvements and measures for providing visual unity to the project, as outlined in the TIS Urban Design Guidelines. These meetings are summarized in the following sections.

8.3.8.1 Alternatives Public Meeting

(The alternatives public meeting involved proposed improvements to Memorial Highway (S.R. 60) from I-275 to just north of Cypress Street and I-275 from the Howard Frankland Bridge/Kennedy Boulevard ramps north to Dr. Martin Luther King, Jr. Boulevard, I-4 from I-275 (including interchange) to east of 50th Street, and the proposed Crosstown Connector from I-4 to the Crosstown Expressway.)

An alternatives public meeting was held regarding the Long-Term Preferred Alternative concept on April 30, 1991 at the Tampa Convention Center from 4:00 p.m. to 8:00 p.m. Representatives of the FDOT and key project study team members were available to answer questions and discuss the project with the meeting attendees. The meeting had an informal format where the attendees viewed aerial photography, a video presentation, and board exhibits of the proposed improvements. The attendees had the opportunity to contribute written comments concerning the project or give oral comments to court reporters that were present.

Of the approximately 230 people who attended the meeting, 13 written comments and seven oral comments were received. The written and oral comments received at the meeting and within ten days following the meeting are summarized in a report entitled, Task A.1.e.17 - Comments Summary Working Paper (May 1991). The most commonly expressed concerns included support for noise barriers, aesthetically pleasing retaining walls, and development of linear parks. The second most commonly expressed concerns involved the relocation of retention ponds to areas with minimum impact to existing residential and commercial development. The remaining comments submitted covered such issues as construction dates for the project, environmental impacts, and impacts to existing property.

8.3.8.2 Public Hearing - EA Portion

(This public hearing was held for proposed improvements to I-275 from the Howard Frankland Bridge/Kennedy Boulevard ramps to the I-275/Dale Mabry Highway interchange on the east and just north of Cypress Street on the north.)

A public hearing for the Environmental Assessment (EA) portion of the interstate improvements was held at the Holiday Inn Lake Forest Ballroom at 4500 West Cypress Street, Tampa, Florida on March 22, 1993 from 5:00 p.m. to 8:00 p.m. Beginning at 6:00 p.m., a formal presentation was given by the Department followed by time allowed for public comment. The purpose of this hearing was to provide the public with an opportunity to formally comment on the potential impact on community resources as a result of the proposed improvements to the Tampa interstate system.

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

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

Representatives of the FDOT and key project study team members were available to discuss the project and answer questions.

The hearing offered four options for public comments: by formal oral presentation of views, through a court reporter, by written comment forms provided to all attendees and by submission of supplemental comments after the meeting. Additional comments were received by mail, telephone and from concerned citizens at the project office by the study team. Property owners within 300 feet either side of the roadway centerline were notified of the public hearing by letter. Official letters notifying interested parties, local governments, local elected officials and the media were mailed prior to the meeting. A meeting notice was published on February 27, 1993 and March 15, 1993 in the *Tampa Tribune* inviting interested parties to attend. In addition, newsletters were mailed to

parties on the computerized mailing list, property owners of record and interested parties in the study area as well as elected and appointed state and local officials.

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

While many people at the public hearing viewed the project favorably, many local residents expressed concern over several issues. The issues most frequently mentioned were potential noise impacts associated with the highway, increased pollution, and increased traffic on local roads traversing residential neighborhoods. Pedestrian traffic, loss of property values, and concerns over adequate replacement housing were also mentioned. Those in favor of the project anticipate increased mass transit opportunities, reduced traffic congestion, and a positive impact on local businesses. A total of 53 people submitted comments to the FDOT either at the public hearing or during the subsequent comment period. The following tabulates the number of comments which were made regarding specific issues:

- Noise impacts 13
- Increased traffic on local roads (primarily Trask Street) 9
- Requests for specific published information 9
- House will be left too close to I-275/ wants their property condemned 7
- Pollution impacts 4
- Replacement housing/fair compensation 3
- Pedestrian safety 2
- Loss of property value 2
- Visual impacts - requesting vegetation 2
- Wants a different alignment 2
- Waste of tax dollars 1
- Wetland/wildlife impacts 1
- Construction noise 1
- Positive impact on community 6

The FDOT responded to these comments either on an individual basis or by providing a response in the Comments and Coordination Report (June 1993). The outcome of the public hearing did not result in any revisions to the Long-Term Preferred Alternative. Measures the FDOT is prepared to take to resolve the major issues concerning the project are included in the Commitments section contained in the Summary of this document.

A copy of the official Public Hearing Transcript and oral and written comments received both at the hearing and during the comment period are contained in the Comments and Coordination Report. A summary of responses to those comments is also contained in the Comments and Coordination Report.

8.3.8.3 Historic Resources Public Meetings

(The historic resources public meetings involved improvements to I-275 from the Dale Mabry Highway interchange to north of Dr. Martin Luther King, Jr. Boulevard, I-4 from I-275 (including interchange) to east of 50th Street, the proposed Crosstown Connector from I-4 to the Crosstown Expressway, and the Crosstown Expressway from the Kennedy Boulevard overpass east to Maydell Drive.

Two historic resources public meetings were held to provide the public with opportunities to review and comment on changes to the Long-Term Preferred Alternative as a result of efforts to minimize direct and indirect effects upon historic resources and to inform the public of impacts to historic resources as a result of the proposed project.

Prior to each meeting, TIS newsletters and official letters notifying property owners of record, interested parties, local governments and elected officials, and the media were mailed. Meeting notices were also published in the *Tampa Tribune* inviting all interested parties to attend.

The meetings offered three options for public comments: through a court reporter, by written comment forms provided to all attendees, and by submission of supplemental comments after the meeting.

The first historic resources public meeting took place on November 12, 1992 and was held at the Hillsborough County Community College in Ybor City from 4:00 p.m. to 7:00 p.m. Approximately 125 persons attended this public meeting. A separately published report, TIS Historic Resources Public Meeting Comments Summary Working Paper (March 1993), provides a summary of public comments, copies of all comments received as a result of the meeting, the court reporter's transcript, sign-in sheets, and all public meeting notices.

The following lists some of the primary comments received as a result of the meeting:

- Several property owners were opposed to saving their house because it is a historic structure thereby potentially being negatively impacted by noise.
- Support for saving the Greater Bethel Baptist Church; it is an important resource for black history in the downtown area.
- Support for linear park along the west side of the interstate was expressed by several residents.
- Many residents expressed concern about potential noise and visual impacts, and were anxious to proceed with the acquisition process.
- The Ybor City Development Corporation expressed support of the planned overall interstate improvements but requested additional time to provide specific comments about the recommended realignment.
- The National Trust for Historic Preservation commented on the importance of appropriate mitigation measures to reduce adverse effects to historic resources, including the relocation of historic buildings to appropriate settings.

The second historic resources public meeting was held on October 25, 1993. The meeting was held at the Holiday Inn - Ashley Plaza in Downtown Tampa at 111 W. Fortune Street in the Crown Ballroom from 4:00 p.m. to 7:00 p.m. The purpose of this meeting was to provide the public with an opportunity to review and comment on potential impacts to and possible mitigation for historic resources potentially affected by the proposed interstate improvements. Representative photographs of potential visual impacts were displayed on video screens with computer-simulated retaining walls and noise barriers superimposed. The representative photographs were taken from the Area of

Potential Effect (APE), which is the area adjacent to the proposed improvements which may be affected by factors such as noise or visual impacts. Newsletters announcing the public meeting were mailed to property owners within the APE and other concerned citizens.

The sign-in sheets registered 175 persons and it is estimated 200 people were in attendance. A separately published report, TIS Historic Resources Public Workshop II Comments Summary Working Paper (February 1994), provides a summary of public comments, copies of all comments received as a result of the meeting, the court reporter's transcript, sign-in sheets, and all public meeting notices.

The following lists some of the primary comments received as a result of the meeting:

- Several property owners were concerned about potential increases in noise levels.
- Several property owners were in favor of the preservation of historic resources.
- Several property owners expressed concerns about potential visual impacts and lighting along the interstate.
- Several residents expressed concern about potential crime and vandalism and suggested that the acquisition process move as quickly as possible.
- The City of Tampa expressed the desire to participate in the relocation of homes, including historic homes, from the path of the I-275 expansion.

8.3.8.4 Community Workshops

(The community workshops involved improvements to Memorial Highway (S.R. 60) from I-275 to just north of Cypress Street and I-275 from the Howard Frankland Bridge/ Kennedy Boulevard ramps north to Dr. Martin Luther King, Jr. Boulevard, I-4 from I-275 (including interchange) to east of 50th Street, the Crosstown Expressway from the Kennedy Boulevard overpass east to Maydell Drive, and the proposed Crosstown Connector from I-4 to the Crosstown Expressway.)

Four community workshops were held to provide community members the opportunity to discuss and provide input on desirable design treatments for the proposed interstate expansion project. The

suggestions solicited at these workshops were incorporated into the TIS Urban Design Guidelines document. This document identifies a palette of materials, textures, colors, landscape elements, and building techniques to be used throughout the interstate system that will provide visual unity to the project and mitigate adverse visual effects. Each workshop was held in a different area to allow individual neighborhoods to address design treatments specific to their community. Ideas generated during these workshops were also considered in developing the mitigation plan as part of the Section 106 process.

The agenda for each workshop included an introduction that provided an update on the status of the Tampa Interstate Study and a staff presentation on the Urban Design Guidelines document. The presentation also included a discussion on urban design amenities such as lighting, landscaping, and noise barrier treatments which could potentially be included as part of the interstate design. At each workshop, the attendees broke into small groups of five to seven persons and discussed amenities unique to their community based on a standard questionnaire handed out by the staff. The same questionnaire was used for each workshop and is included in the Appendix of the TIS Effects Analysis Report.

The first workshop was held for the Westshore area on February 28, 1994 from 4:00 p.m. to 6:30 p.m. in the Burdines Community Room in the Westshore Plaza. Approximately 12 persons attended this workshop. The second workshop was held for the Tampa Heights/Central Business District area on March 3, 1994 from 4:00 p.m. to 7:00 p.m. in the Community Room of the Tyer Temple United Methodist Church in Tampa Heights. Twenty-one persons attended this workshop. The third workshop was held for the Ybor City community on March 7, 1994 from 4:00 p.m. to 7:30 p.m. in the Community Room of the Allen Temple A.M.E. Church. Seventeen persons attended the workshop. The fourth workshop was held for the West Tampa area on March 9, 1994 from 4:00 p.m. to 7:30 p.m. in the Community Room of the Martin Luther King, Jr. Recreation Complex. Eighteen persons attended this workshop. The minutes and responses from each workshop are included in the Appendix of the TIS Effects Analysis Report.

8.3.8.5 Public Hearing - EIS

The TIS - Phase II Public Hearing took place on January 16, 1996. The hearing was held at the Holiday Inn Ashley Plaza Convention Center in the Crown and Windsor ballrooms at 111 West Fortune Street, Tampa, Florida from 4:30 p.m. to 7:30 p.m. A formal presentation was given by the Department, beginning at 6:00 p.m., followed by a public comment period. The purpose of the hearing was to provide the public with an opportunity to formally comment on the potential impact to the environment as a result of the proposed improvements to the Tampa interstate system and other non-interstate improvements.

Numerous aerial displays, impacts matricies, costs boards, mitigation concepts and information defining the proposed improvements currently funded for the following 20 years were available for public review.

The proposed I-275/I-4 downtown interchange operational improvement project was also displayed at the Public Hearing. The purpose of this project is to enhance the safety and operational conditions of the existing I-275/I-4 downtown interchange, which is an important link in the Tampa interstate system.

Persons were able to offer statements to become part of the official public hearing transcript in any of four ways: (1) make an oral statement during the formal portion of the hearing; (2) make an oral statement to the court reporter; (3) write statement on a comment form to be submitted at the hearing to the court reporter or dropped in the comment box; or (4) submit statements and exhibits to the following address: Mr. William H. McDaniel, Jr., P.E., District Secretary, Attention: Mr. Michael J. Coleman, P.E., District Project Development and Environment Engineer, Florida Department of Transportation, MS 7-500, 11201 North Malcolm McKinley Drive, Tampa, Florida 33612-6403.

Property owners within 0.09 km (300 ft.) from the existing right-of-way were notified by letter of the Public Hearing. Official letters notifying interested parties, local governments, local elected officials, the media and property owners were mailed prior to the hearing. In addition to formal

hearing letters, a newsletter was sent to all interested parties, local governments, local elected officials, and all property owners located within the APE. A hearing notice was published on December 26, 1995 and January 12, 1996 in the *Tampa Tribune* and January 12, 1996 in the *LaGaceta*, the weekly Hispanic community newspaper, inviting interested parties to attend.

The sign-in sheets registered 495 persons and it is estimated 550 people were in attendance. Four formal oral comments were given during the hearing, 27 written comments were received during the hearing, 17 oral comments were given to the court reporter, and 21 written comments were received during the 10-day comment period following the public hearing. All comments received will be considered by the Department throughout the analysis process.

The following tabulates the number of comments which were made regarding specific issues related to the project:

• Noise impacts	7
• Safety	4
• Air quality	1
• Increased traffic on local roads	4
• Right-of-way acquisition/relocations	15
• Floodplains/drainage	1
• Stormwater treatment	5
• Parks and recreational facilities	2
• Closure of 22nd Street exit	2
• Community cohesion/design amenities	5
• Different alignment and/or design	3
• Requests for additional information	15
• Need improvements during interim period	1
• Traffic projections	1
• Alternative modes of transportation	1
• Funding priorities	3

A summary of the oral and written comments received during the Public Hearing and during the 10-day comment period following the hearing is contained in the Public Hearing Comments Summary Working Paper (April 1996), published separately. Responses to those comments are also provided.

Copies of the official transcript of the formal presentation and other materials related to the Public Hearing are contained in the Appendix of that working paper.

The January 16, 1996, Public Hearing was the final public meeting for the Environmental Impact Statement (EIS) portion of the Project Development and Environment (PD&E) phase of the interstate reconstruction project.

8.3.9 Coordination Meetings with Public Officials and Agencies

Coordination meetings were held with several public officials and agencies to update and distribute information, as well as receive input concerning the Long-Term Preferred Alternative. The meetings included a presentation of the Long-Term Preferred Alternative as well as a review and discussion of the Long-Term Preferred Alternative. Below is a list of elected public officials and agencies that received at least one presentation:

- Hillsborough County Metropolitan Planning Organization
- Hillsborough County City/County Planning Commission
- Hillsborough County Board of County Commissioners
- City of Tampa - City Council
- City of Tampa - Mayor and key staff
- Senator - Mr. James T. Hargrett, Jr. (formerly State Representative)
- State Representative - Mr. Jim Davis III
- Hillsborough County Expressway Authority
- Southwest Florida Water Management District
- Florida Department of Environmental Protection
- Florida Department of Natural Resources
- Hillsborough County Environmental Protection Commission
- Pasco County Engineering

8.3.10 Organized Community/Agency Task Force Groups

8.3.10.1 Citizens Advisory Committee

The Citizens Advisory Committee (CAC) was created to stimulate interaction between study team members and corridor users, land owners, businesses, and residents. The CAC functioned as a conduit of information to major organizations and resident groups working and living along the interstate corridor. During Phase I of the study, the CAC met on a monthly basis for an 18-month period to review and discuss all alternative concepts prior to a public presentation. The CAC also attended the public workshops to hear citizen comments.

The CAC continued to function as an integral part of the TIS Phase II efforts and assisted the study team in building community consensus by identifying important issues, recommending solutions, and meeting with community members. During Phase II, the CAC met two times.

The 13-member CAC was made up of professors, state representatives, utilities administrators, and realtors from the following organizations:

- University of South Florida
- Tampa Parkway Association
- Florida State Legislature
- Hillsborough County Board of County Commissioners
- Ybor City Chamber of Commerce
- Holland & Knight
- Westshore Alliance
- City of Tampa
- University of Tampa
- Tampa Downtown Partnership
- Hillsborough County Metropolitan Planning Organization
- Grubb & Ellis
- Tampa Tribune

8.3.10.2 Agency Task Force

The Agency Task Force (ATF) was composed of local, state, and federal agencies. The ATF's participation fluctuated with a specific agency's staff attending when an area of specific concern was discussed. The ATF functioned as a liaison between study team members and the agencies represented on the task force. Below is a list of the representatives or agencies that composed the ATF:

- Southwest Florida Water Management District (SWFWMD)
- Harland Bartholomew & Associates
- Tampa Bay Regional Planning Council
- SWFWMD - Field Services Supervisor Tampa Permitting Department
- County Administrator - Pasco County
- Florida Department of Environmental Protection
- Pasco County Department of Police
- Hillsborough Area Regional Transit (HART)
- Hillsborough County Sheriff's Department
- Florida Department of Natural Resources
- Hillsborough County City-County Planning Commission
- Bechtel Civil Engineers
- Hillsborough County School Board
- Hillsborough County Department of Public Works
- Hillsborough County Aviation Authority
- State of Florida Department of Highway Safety and Motor Vehicles
- Pinellas County MPO
- Deputy Superintendent for Administration and Operations Hillsborough County Schools
- Tampa Port Authority
- Federal Highway Administration (FHWA)
- Hillsborough County Expressway Authority
- Florida Department of Transportation
- Hillsborough County MPO
- City of Tampa, Department of Public Works

It is important to note that the Hillsborough County Aviation Authority (HCAA) was an active participant in the identification of alternatives and development of the Long-Term Preferred Alternative concept of the TIS Master Plan and the Northwest Hillsborough Expressway Master Plan (currently known as Veterans Expressway) that provides access to Tampa International Airport

(TIA). Representatives of HCAA and TIA served on the TIS Agency Task Force and participated in numerous technical and policy meetings during the 1987-1989 Master Plan activities, which established the access plan for TIA as provided in the Veterans Expressway's interchange with both TIA and I-275. Refer to Appendix B for associated correspondence.

8.3.10.3 Relocation Task Force

The Relocation Task Force (RTF) was developed during Phase II of the TIS and is made up of local agencies, community leaders, elected officials and area residents. The goal of the RTF is to deal with specific issues as they relate to property acquisition and relocation in order to assure smooth implementation once financing for property acquisition becomes available. Agencies and organizations represented on the RTF are:

- City of Tampa - Mayor's Office Representative
- Tampa Habitat for Humanity
- Tampa Downtown Partnership
- Hillsborough County City-County Planning Commission
- Tampa Housing Authority
- Historic Tampa/Hillsborough County Preservation Board
- Senator - Mr. James T. Hargrett, Jr. (formerly State Representative)
- City of Tampa Housing and Community Development
- Architectural Review Board
- Hillsborough County School Board
- Ybor Square
- Westshore Alliance
- Tampa Preservation, Inc.

The RTF began meeting in July 1990. The following issues were identified as goals of the TIS project:

- To provide replacement housing to relocatees in the same neighborhood;
- To provide incentives to encourage existing commercial development to relocate in the same neighborhood;
- To maintain access to existing commercial nodes;

- To keep property owners informed of the anticipated schedule for right-of-way acquisition and their rights; and

- Efforts should be made to salvage historic houses, or at least portions of the structures that could be used to rehabilitate other historic structures.

Potentially controversial issues identified as needing special attention included impacts to Hillsborough County School Board properties, whether or not "impact fees" will be required for the relocated structures, and the appropriateness of moving historic structures. Members of the RTF will continue to meet, either individually or collectively, to address property acquisition and relocation issues identified as the project progresses. To date, the RTF has met seven times. RTF meeting minutes are contained in Appendix J. Copies of RTF meeting minutes are contained in Appendix J.

8.3.10.4 Cultural Resources Committee

The Cultural Resources Committee (CRC) has been formed to coordinate federal, state and local interests in historic and archaeologic resources potentially affected by the interstate improvements. The following is a list of the organizations and agencies:

- Federal Highway Administration - Tallahassee, Florida
- Florida Department of Transportation - District VII
- Florida Department of Transportation - Central Office
- Historic Tampa/Hillsborough County Preservation Board
- State Historic Preservation Officer (SHPO)

The CRC functions as a consensus-building committee to facilitate coordination among the federal, state, and project team members responsible for completing the requirements of Section 4(f) and Section 106. The CRC has succeeded in its goal to develop a Memorandum of Agreement (MOA) to avoid, reduce, or mitigate all identified adverse effects on historic properties or to accept each effect in the public interest. Due to the level of involvement with historic resources, early coordination regarding adverse effects was necessary in order to develop an MOA that would be

acceptable to the Advisory Council on Historic Preservation (ACHP) and other signatures to the MOA.

The CRC began meeting in September 1990. The following is a list of dates when the CRC met, including agency coordination meetings to discuss cultural resources and the historic resources public meetings:

Date	Type of Meeting	Comments
September 11, 1990	CRC meeting	--
October 22, 1990	CRC meeting	--
January 18, 1991	CRC meeting	--
August 8, 1991	agency coordination meeting	--
September 30, 1991	agency coordination meeting	--
January 30, 1992	agency coordination meeting	--
February 20, 1992	agency coordination meeting	--
March 19 - 20, 1992	CRC meeting	Attended by (ACHP)
May 27 1992	field review	--
May 28, 1992	CRC meeting	--
July 31, 1992	CRC meeting	--
September 17, 1992	CRC meeting	--
November 9, 1992	agency coordination meeting	
November 12, 1992	Historic Resources Public Meeting #1	Attended by ACHP
May 4, 1993	agency coordination meeting	--
May 4, 1993	CRC meeting	--
July 27, 1993	CRC meeting	--
July 28, 1993	agency coordination meeting	Attended by ACHP
October 25, 1993	Historic Resources Public Meeting #2	--
October 26, 1993	agency coordination meeting	Attended by Regional FHWA
March 15, 1994	CRC meeting	--
April 18, 1994	CRC meeting	Attended by City of Tampa
April 27, 1994	agency coordination meeting	Attended by Regional FHWA
June 23, 1994	CRC meeting	--
September 13, 1994	agency coordination meeting	--

8.3.10.5 Urban Design Agency Liaison Group

The Urban Design Agency Liaison Group was formed during Phase I of the TIS and was composed of design-oriented members from the City of Tampa staff and others. The group's members included representatives from the following organizations:

- Historic Tampa/Hillsborough County Preservation Board
- Historic Preservationist (local expert)
- City of Tampa Parks Department
- City of Tampa Public Works
- City of Tampa Planning Department
- City of Tampa - Parks, Recreation, and Cultural Service
- Arts Council of Tampa/Hillsborough County
- Barrio Latino Commission

The purpose of the group was to function as a liaison between the TIS study team and local design, recreation, and historic preservation staff to assure compatibility with future plans, urban design focus, and local ordinances. The group was asked to review and comment on the Phase I Amenities Package and Phase II Urban Design Guidelines developed by the study team. The Amenities Package identified a palette of materials, textures, colors, landscape elements, and building techniques to be used throughout the interstate system which will provide visual unity to the project and mitigate adverse visual effects. The TIS Urban Design Guidelines integrated the concepts identified in the Amenities Package into a set of guidelines that will ensure a consistent, aesthetically pleasing interstate design and mitigate adverse effects in the project area. An objective of the guidelines is to provide the designer with specific aesthetic requirements relative to the EIS/Section 4(f) Evaluation and Section 106 commitments and requirements.

8.4 DRAFT ENVIRONMENTAL IMPACT STATEMENT COMMENTS

The Draft Environmental Impact Statement (DEIS) for this project was sent to the federal, state and local agencies identified in Section 7.0 of this document. Comments received regarding the DEIS as well as responses to these comments are summarized in this section. Copies of the letters detailing these comments are contained in Appendix B.

8.4.1 Comments Received from Federal Agencies

Eight letters were received from federal agencies regarding the DEIS. Several of these letters contained multiple comments. A summary of these comments by date of each letter follows:

U.S. Department of Housing and Urban Development, Supervisory Environmental Officer (January 12, 1996)

Comment: **The interstate project does not appear to impact any HUD projects; however, more detailed study of the project area will be undertaken by our Jacksonville office.**

Response: Comment noted.

U.S. Department of Interior, Office of the Secretary, Office of Environmental Policy and Compliance, Natural Resources Management (January 25, 1996)

Comment: **Request for an extension of time in which to comment on the DEIS.**

Response: Comment noted.

Department of Health and Human Service, Public Health Services, Centers for Disease Control and Prevention, Atlanta (February 5, 1996)

Comment: **We concur that noise abatement commitments be reevaluated prior to "Plans, Specifications, and Estimates approval" to ensure that all practical and feasible mitigative measures are taken to minimize adverse noise impacts. Also, we concur that potential future noise impacts be mitigated through local land ordinance involving zoning, building setbacks, and use of appropriate building materials.**

Response: Agency concurrence with the recommended action subsequent to the noise impact evaluation is noted.

Comment: **Section 4.5.3, Contamination, identifies sites which will require "Level II contamination investigations," and it is stated that at sites where contamination is detected, further field investigations should be conducted to determine the extent of the contamination, identify the source, and estimate the cost of remediation. While we agree with this process, we were unable to determine the next step...the plans to mitigate the contamination and potential threat of exposure, and who would be responsible for any necessary clean-up of individual sites prior to project construction.**

Response: As stated, "Level II investigations are recommended at all Medium and High sites." The Department may accept these recommendations on a site-by-site basis. Many sites may be excluded from Level II sub-surface testing following the initial update review of FDEP and EPC files. Those sites which are slated for acquisition and are noted as having potential impacts should be assessed for Department liability and property appraisal. The Level II scope of work can be performed by the Department or released to the public for bid. Once Level II has been completed, appropriate mitigation, potential threat to exposure, and the responsible clean-up party can be determined.

U.S. Environmental Protection Agency, Region 4, Atlanta, Georgia, Environmental Policy Section, Federal Activities Branch (February 6, 1996)

Comment: **Estimates of the number of people/residents affected by the increased noise levels should be provided in order to adequately evaluate the severity of this impact on the people living and working along the corridor.**

When the final alternative is selected, the total number of affected residences and affected people should be tabulated and presented in the final EIS along with noise sensitive sites such as schools, hospitals, churches, and parks.

Response: A detailed discussion of impacted residences and other noise sensitive sites is provided in Section 4.2.1.1.

Comment: **A land use map showing projected noise level contours in the travel corridor also should be included. This would allow residents in the project area to be aware of future noise impacts and be better able to decide during final design-phase discussions which abatement measures would be appropriate for their neighborhoods.**

Response: Because of constantly-changing parameters including (1) shielding, (2) propagation paths, (3) noise contributions from crossing arterials, and (4) variations in interstate geometrics, the distance between the interstate and a particular noise level contour continuously changes along the project length. It was therefore determined that a generalized noise contour would be misleading. For this reason, the noise component of the public involvement process was greatly enhanced to educate the residents about noise impacts and abatement measures. Text has been added to Page 4-48 of the EIS stating that impacted residences are generally within what would be the first- and second-row structures after right-of-way acquisition.

Comment: **Any commitments to abatement measures that are made prior to completion of the final EIS should be included in that document.**

Response: The statement concerning commitments to abatement measures is on Page 4-62 of the EIS.

Comment: **The final EIS should contain a reasonably detailed discussion of steps that will be taken to offset any unavoidable wetland losses resulting from construction of the preferred alternative. Creation of water quality/flood volume attenuation ponds as suggested in the document appears to be an acceptable approach. Detailed plans should be prepared and presented in the final EIS.**

Response: As shown in Table 4.9 of the DEIS, mitigation for Wetland Site 1 is proposed to occur within the West of the Hillsborough River Pond. Approximately 0.1 ha (0.3 acres) of this 1.0 ha (2.5 acres) pond will be planted with natural, non-exotic or nuisance, herbaceous plant species to compensate for impacts to the 0.1 ha (0.3 acres) of unconsolidated mud bottom within Wetland Site 1. Species proposed for use may include bulrush (*Scirpus* spp.), pickerelweed (*Pontederia cordata*), arrowhead (*Sagittaria* spp.), softrush (*Juncus effusus*), sand cordgrass (*Spartina bakeri*), and water-lilies (*Nymphaea odorata*).

Mitigation for Wetland Sites 3 and 5 will occur in the 1.0 ha (2.6 acres) 45th Street Pond. Within this pond, approximately 0.2 ha (0.6 acres) of shallow littoral shelf will be planted with herbaceous plant species similar to those discussed above. In addition, 0.04 ha (0.1 acres) will be planted with forested plant species such as red maple (*Acer rubrum*) and laurel oak (*Quercus laurifolia*).

To mitigate functions and values lost as a result of impacts to Wetland Sites 10, 11, and 13, approximately 0.48 ha (1.5 acres) of the CSX and Toll Plaza 1 Ponds will be planted with herbaceous and scrub/shrub wetlands species. Within the CSX Pond, approximately 0.08 ha (0.2 acres) will be planted with herbaceous plant species similar to those discussed above, while an additional 0.15 ha (0.45 acres) will be planted with such shrub species as button bush (*Cephalanthus occidentalis*) and St. John's Wort (*Hypericum* spp.). The planting of these areas will be used to replace 0.08 ha (0.2 acres) of impacts to unconsolidated bottom within Wetland Site 10 and 0.15 ha (0.45 acres) of impacts to scrub/shrub wetlands within Wetland Site 11. In addition, 0.1 ha (0.4 acres) of the Toll Plaza 1 Pond will be planted with herbaceous plant species and 0.15 ha (0.45 acres) with scrub species to compensate for impacts to 0.1 ha (0.4 acres) of unconsolidated bottom within Wetland Site 13 and 0.15 ha (0.45 acres) of scrub/shrub wetlands within Wetland Site 11.

The Adamo Drive Pond will be used to compensate for impacts to 0.1 ha (0.3 acres) of scrub/shrub wetlands located within Wetland Site 14 and 0.01 ha (0.04 acres) of unconsolidated bottom located within Wetland Site 15. Within this pond, 0.1 ha (0.3 acres) will be planted with shrub species and an additional 0.01 ha (0.04 acres) will be planted with herbaceous species.

Overall, 0.93 ha (2.8 acres) of shallow littoral shelf, located within five proposed storm water ponds, will be planted with herbaceous (0.49 ha/1.54 acres), scrub (0.40 ha/1.20 acres), and forested 0.04 ha/0.1 acres) wetland plant species. The creation of these littoral zones will be done to compensate for values and functions

lost as a result of impacts to an equal amount (i.e., 1:1 ratio) of existing wetlands located with the proposed roadway alignment. Specific areas of creation are based on the type of wetlands being impacted (i.e., type by type) and in an attempt to replace impacted wetlands with wetlands of equal or better quality and which replace the values and functions provided by the impacted wetlands.

U.S. Department of Commerce, National Oceanic and Atmospheric Administration, National Marine Fisheries Service, Southeast Regional Office (February 6, 1996)

Comment: **The area identified as 2EA in the DEIS was excluded from the cooperative habitat restoration project area that was constructed jointly by the Southwest Florida Water Management District and the Florida Department of Transportation. This area was not restored because it was likely to be impacted by the proposed improvement of the Kennedy Boulevard off-ramp but, as described in the DEIS, this area apparently will not be impacted.**

Response: Because there are no expected impacts, if NOAA and/or SWFWMD are interested in utilizing the area identified as 2EA for an enhancement of a restoration area (cooperative habitat restoration project), they should contact the Department and proceed through the previously established channels.

U.S. Department of Commerce, Office of the Under Secretary for Oceans and Atmosphere, Ecology and Conservation Service (February 15, 1996)

Comment: **All available geodetic control information about horizontal and vertical geodetic control monuments in the subject area are on the attached diskettes. This information should be reviewed for identifying the location and destination of any geodetic control monuments that may be affected by the proposed project. If there are any planned activities which will disturb or destroy these monuments, NGS requires not less than 90 days' notification in advance of such activities in order to plan for their relocation. NGS recommends that funding for this project include the cost of any relocation(s) required.**

Response: Comment noted.

U.S. Department of Interior, Office of the Secretary, Director of Office of Environmental Policy and Compliance (April 4, 1996)

Comment: **The EIS adequately addresses other matters of concern to this Department, such as fish and wildlife resources. The Department of the Interior has no objection to Section 4(f) approval of this project by the Department of Transportation, providing that the mitigation measures to Perry Harvey Park and historic resources are adequately documented in the Final Section 4(f) Evaluation.**

Response: Comment noted.

Advisory Council on Historic Preservation, Eastern Office of Review (April 22, 1996), Commenting on the Draft Memorandum of Agreement (MOA)

Comment: **The second "Whereas" paragraph should be recast to clarify that FHWA has consulted with the SHPO and the Council pursuant to 36 CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470f), and pursuant to Section 110(f) of the same Act (16 U.S.C. 470h-2(f)). Please note that the Council's regulations (36 CFR Part 800) do not implement Section 110 of the Act.**

Response: The second "Whereas" paragraph has been revised as noted.

Comment: **Omit repetitious citations, such as "Effects Analysis," dated November 1995. Once a report has been cited, it is not necessary to repeat the date.**

Response: Repetitious citations have been eliminated as noted.

Comment: **Stipulation I-C: Modify to read:** ***FDOT will notify the FHWA, who in turn will notify the SHPO and the Council of any substantive alteration in the project design that could result in adverse affects to historic properties not previously addressed during the course of consultation, and afford each the opportunity to consider amending the agreement pursuant to stipulation VII.L.***

Response: Stipulation I-C has been modified as noted.

Comment: **Stipulation I-D: Check the reference to Appendix 3; it appears the reference here should be to Appendix 1.**

Response: The reference should be to Appendix 1. This reference has been corrected.

Comment: **Stipulation II, first paragraph (A?): Define "TIS." Leave in examples of elements for which designs will be developed consistent with the Urban Design Guidelines, i.e., retaining walls, noise barriers, bridges, and other design amenities in order to minimize or avoid *adverse* effects to *historic* resources.**

Response: TIS has been defined. Stipulation II, first paragraph, has been expanded to include examples of elements included in the Urban Design Guidelines, and text has been revised to reflect minimizing adverse effects to historic resources.

Comment: **Stipulation II, second paragraph (B?): Delete the first sentence as the purpose of the guidelines has been described above. Define what is meant by "document" these guidelines; it appears that you mean document adherence**

to the guidelines. In addition, some means for consultation with the SHPO should be provided in the event that the guidelines cannot be met.

Response: Stipulation II, second paragraph, first sentence, has been deleted as requested. Stipulation VII E, F and G currently provide for SHPO consultation if the guidelines are not met. This verbiage has been added to Stipulation II.

Comment: **Stipulation V-A: Make clear that HABS documentation must be submitted and *accepted* by the National Park Service prior to disturbance of the structures.**

Response: Text has been added to clarify that NPS must accept HABS documentation prior to disturbance of the structures.

Comment: **Stipulation V-A-6: Re-number sections under headings "a" and "b" with small Roman numerals (i, ii, iii, etc.) in order to distinguish these as subsections of previously-numbered divisions.**

Response: Stipulation V.A.6 has been renumbered as requested.

Comment: **Signature block: Remove "Accepted by:" over the Council's signature line. The Council is a fully participating party to this agreement. The agreement will be executed by Cathryn B. Slater, Chairman.**

Response: The signature block has been changed to reflect the approval area for Cathryn B. Slater, Chairman of the ACHP.

8.4.2 Comments Received from State Agencies

Two letters were received from state agencies regarding the DEIS. A summary of these comments by date of each letter follows:

Florida Department of State, Division of Historical Resources, State Historic Preservation Officer (January 30, 1996)

Comment: **In accordance with the provisions of Florida's Coastal Zone Management Act and Chapter 267, Florida Statutes, as well as the procedures contained in 36 C.F.R., Part 800 ("Protection of Historic Properties"), we have reviewed the referenced Draft Environmental Impact Statement sections regarding historic and archaeological resource impacts and find that they adequately address this agency's recommendations concerning cultural resources. Conditioned upon the involved agency's fulfilling the proposed avoidance, minimization,**

and mitigation measures, the proposed project will be consistent with the historic preservation aspects of the Florida Coastal Zone Management program.

Response: Comment noted.

State of Florida Department of Community Affairs, Florida Coastal Management Program (January 31, 1996)

Comment: **An additional fifteen days is requested for completion of the review. Therefore, the clearance letter due date for this project will be extended from February 5, 1996 to February 20, 1996. If all comments are received prior to the extended date, every effort will be made to forward the clearance letter to you at an earlier date.**

Response: Comment noted.

8.4.3 Comments Received from Local Agencies

Three letters were received from local agencies regarding the DEIS. Several of these letters contained multiple comments. A summary of these comments by date of each letter follows:

Department of Environmental Protection, Southwest District, Tampa Office (January 19, 1996)

Comment: **The documents provided do not provide specific design details or construction methodology necessary to identify specific potential environmental impacts.**

Response: The documents are intended for planning purposes only. This information will be determined during the design phase of the project.

Hillsborough Area Regional Transit (HART) (February 6, 1996)

Comment 1: **High Occupancy Vehicle Lanes (HOV). The draft report is unclear with respect to the sequencing for implementing HOV lanes in the proposed project. Section 1.6.1.2 states that detailed discussion of how the HOV/Transit facilities are incorporated into the plan is provided in Section 2.3.2; however, the one sentence in this section fails to do what it promised to do. Appendix F, page 16, includes a statement that provision of HOV Transit facilities will be considered within the alignment, but does not mention how or when. Since the Tampa Interstate Study elements are to be built in stages, HART is going on record that its preference is for HOV lanes to be built early on rather than**

at later stages. We also want to be on record requesting that transit in the corridor between Downtown and Westshore be implemented in the project and further that the implementation of transit in this section of I-275 not preclude continued HOV application. In other words, we request both transit and HOV early on implementation in the phased construction plans.

Response: Comment noted. It has been the intention of the Tampa Interstate Study (TIS), since the Master Plan Concept was adopted by the MPO in 1989, to make provisions for and provide HOV transit facilities as a primary feature of the redesigned interstate system. The provisions go beyond designated HOV lanes to include HOV priority ramps, park and ride lots, a multi-modal terminal/HOV parking structure downtown, and the provision for the future accommodation of a rail facility within the roadway right-of-way. The multi-modal terminal/HOV parking structure is intended to provide automobile commuters with convenient access to existing and future mass transit options. Within the design segments proposed for staged construction, safety and design improvements would be constructed first. Additional general-purpose lanes would not be added initially, except within design segments 3A and 3B. The provision of HOV lanes in Segments 3A and 3B is not included until after the six lanes of general purpose lanes are constructed as defined in the July 1992 letter from the District VII Secretary discussing the FDOT Interstate Policy of November 14, 1991. As currently planned, HOV lanes consistent with the Master Plan concept would be constructed as soon as the additional funding becomes available.

The reference to Section 2.3.2 has been revised to reference Section 2.4, the Preferred Alternative. Appendix F is a reprint of the Tier Analysis Reports prepared as part of the Master Plan process.

Comment 2: **<u>Access to HART's Bus Operations & Maintenance Facility</u>. The report is silent about the negative impact to HART's 21st Street bus operation and maintenance facility. HART's primary access to the rest of the urban area is via the interchange on I-4 at 40th Street which is being proposed for elimination in this project. Because the HART operations and maintenance facility is not immediately adjacent to I-4 and therefore there would be no taking of property for I-4 enhancements, the environmental impact study does not acknowledge the negative impact on HART. An important factor in the citing of the HART facility in the 1980's was that it had easy access to the freeway system allowing distribution of bus trips to and from the facility in an efficient and cost effective manner. Discussion and resolution of the negative economic and operational impact on HART need to occur. This discussion should address mitigation solutions during construction periods and afterward. HART, FDOT staff and FDOT consultants have had discussions about how to lessen the impact of the elimination of the I-4 access at 40th Street. We have made some progress in resolution of this issue; however, there seems to be an assumption by FDOT that the burden of financing the**

mitigation measure would be HART's. HART believes FDOT has an implied obligation because this is an intermodal project to correct and mitigate negative impacts on the transit mode.

Response: Comment noted. The change in access to the facility has been addressed in the Final EIS and alternatives has been discussed for potential solutions. An analysis conducted specifically for HART determined it would not be cost effective to provide HART exclusive access at 40th Street. It is the opinion of the study team, as well as that of the numerous trucking firms in the same vicinity, that the inconvenience caused by the closure of the 40th Street interchange will be more than compensated for by the improved conditions and operating efficiency on the interstate.

A potential solution would be acquiring an adjoining property which could provide HART with direct access to Columbus Drive and closer access to 50th Street. One such property is currently for sale. The cost of this property has been added to the right-of-way cost estimates for design segments 3A and 3B. The FDOT will explore the potential availability of funds which could be used for the acquisition of the site. In addition, the FDOT will investigate the potential need for a traffic signal along Columbus Drive at the new access drive once the property is acquired. The possibility of developing the access drive as a shared-use facility with the neighboring trucking firm will also be investigated at that time.

Comment 3: <u>Transportation Management Systems.</u> **Statements in Section 4.7 of the draft report indicate that strategies to mitigate traffic congestion will occur during the project construction. This document states that transportation management techniques are to be considered and evaluated by FDOT as part of its design and construction activities. It does not address integration of TMS strategies into the project. It is getting late in the process to allow serious integration of alternatives. A thorough discussion of transportation systems management strategies should be added in the final report including how the recommended alternatives in the construction phasing of elements will focus on alternatives that promote the greatest efficiency, i.e. high vehicle occupancy and discouraging "one person in one vehicle" travel.**

Response: Comment noted. As outlined in Section 2.4.3, numerous Transportation Systems Management (TSM) strategies have been considered and employed in the development of the Preferred Alternative, and not just reserved for use during construction. Consistent with the Congestion Management System (CMS) to be operational throughout Hillsborough County by October 1997, the TSM strategies considered during development of the Preferred Alternative include: Transportation Demand Management (TDM); traffic operational improvements; HOV facilities; public transit capital improvements; public transit operational improvements; non-traditional transportation modes; congestion pricing; growth management and activity centers; access management; incident management; intelligent vehicle

highway systems and advanced public transportation systems; and general purpose lanes. Each of these strategies is discussed in Section 2.4.3.

Comment 4: <u>HART Northern Terminal.</u> **Appendix F, page 16 of the draft report includes a statement that provision of major storm water management facilities will be under the interstate to reduce land acquisition for storm water management in the central business district. This appears to shift the responsibility to others for mitigation of impacts. This is of particular interest to HART whose Northern Transit Terminal is currently located under the interstate interchange at the northern end of Downtown. An implementation plan that allows for congestion mitigation through early relocation of the Northern Transit Terminal, prior to any construction on the I-275 / I-4 interchange is necessary to assure that transit can effectively continue operation while 1-4 / 1-275 is under construction and after the construction is completed. The report needs to address how the project will respond to the need to relocate HART's facility, what parcels will be set aside for bus operations. and a detail description of how construction of a replacement facility by the project will be coordinated to ensure continued transit operations.**

Response: Comment noted. It is unclear as to how the mention of storm water mitigation in Appendix F, the Tier Analysis Reports developed for the Master Plan process, appears to shift the burden of responsibility to others for the mitigation of impacts. By locating storm water treatment facilities beneath the interstate, the FDOT is simply utilizing existing right-of-way it already owns for mitigation purposes, rather than acquiring additional right-of-way for that purpose.

The HART Northern Transit Terminal is referenced throughout the document; however, it is referred to as the HART downtown transfer facility. The name will be changed in the document to read Northern Transit Terminal.

As mentioned previously, the TIS Long-Term Preferred Alternative provides for the construction of a downtown multi-modal terminal/HOV parking structure, transit connected, to accommodate buses and cars and provide commuters with convenient access to existing and future mass transit options. Based on the changing status of commuter rail plans in Tampa, the multi-modal terminal/HOV parking structure concept and location will be revisited to take into consideration the incorporation of the future development of high-speed rail, electric streetcars, and people mover connections.

The FDOT will not select a final location for the proposed multi-modal terminal/HOV parking structure until the separate Mobility MIS, High-Speed Rail, and Electric Streetcar studies currently underway have been completed. The FDOT supports the ongoing studies but feels the three concepts must be integrated with one another in order to optimize their location and encourage ridership. The FDOT

will coordinate a study with the appropriate agencies to achieve this purpose once these studies have been completed.

Given the current priority placed on the I-275/I-4 Downtown Interchange Operational Improvements project, the relocation of the existing HART Northern Transit Terminal will be addressed as part of that project. At no point during development or construction of the Operational Improvements will current HART operations be compromised. With assistance from HART, options for the temporary or permanent new home of the Northern Transit Terminal will be identified and provided for use prior to use of the existing site for the Operational Improvements project.

Comment 5: **<u>HART Southern Access into the Downtown</u>. The draft report (Section 2.4.1.3), page 2-18) contains a statement that the analysis does not address the proposed Crosstown Connector. This is a serious deficiency. The omission of discussion about the connection between I-4 and the Crosstown Connector in the study raises serious concerns about efficient access to the Downtown area, particularly less access into and out of Downtown and the fact that buses may need to be re-routed. Of note is the document's failure to describe how the HOV treatment on I-4 and the Crosstown Connector will be met so as to not diminish the effectiveness of this TSM strategy. All in all, there seems to be a less than serious treatment of the HOV transit issues throughout the document.**

Response: Comment noted. The statement in Section 2.4.1.3 (now 2.3.1.3), to which the comment refers, is a discussion about the tier analysis conducted as part of the TIS Master Plan. The Master Plan, which was completed in 1989, did not include the Crosstown Connector. The statement is correct. Further in the paragraph, the text refers the reader to Section 2.3.2, where the Crosstown Connector is discussed. The Crosstown Connector was added to the study in 1991. The alternatives analysis conducted for the Crosstown Connector is discussed in detail in Section 2.3.2.

References to HOV transit and its incorporation into the TIS project are contained in several locations throughout the document. The most detailed discussions of HOV transit considerations is contained in Section 2.4, the incorporation of HOV transit in the Preferred Alternative.

Comment 6: **<u>Emergency Management Services</u>. Impact on the Communications Building for Tampa Fire and Rescue - 911 Dispatch Center does not appear to have been fully evaluated; and possible solutions toward relocation of the facility are not presented herein.**

Response: Comment noted. Information about the proposed impact to the Tampa Fire and Rescue - 911 Dispatch Center communication building is contained in Section

4.1.3.2. Two coordination meetings have been held with the Tampa Fire Department specifically to discuss the facility and its potential relocation. The City is presently considering several options.

Comment 7: **Economic Impact. The draft report asserts that the increased employment associated with construction will be a positive impact on the economy (Section 4.1.2, page 4-6) and the document implies that more highway capacity automatically helps commerce. HART generally agrees with this; however, the document downplays the importance that businesses will be closed, commerce patterns changed and the loss of commercial and residential properties from the tax roll will have a negative spin-off impact on local governments' tax base. We are concerned that businesses may be damaged or lost to intercity neighborhoods, and replacement in these neighborhoods (when left to market forces alone) may not occur. We are concerned that there will be further erosion of property and sales tax, in particular for the City of Tampa and the report has not addressed that fact. Finally, it appears that there will be impacts to future land use due to access and capacity changes, yet there is a failure to address possible mitigation solutions or ways to contribute to an enhanced quality of life with the project.**

Response: Comment noted. The backbone of surface transportation through Tampa, the Tampa interstate system is carrying more than twice as many vehicles as it was originally designed to carry. Extensive congestion, long traffic delays, and safety deficiencies exist now and will only get worse. The proposed interstate improvements are planned to alleviate those problems and accommodate future growth and technologies. The TIS project has been planned to require the least amount of right-of-way possible and still provide the necessary capacity, HOV accommodations, opportunities for future rail, merge/diverge/weaving movements, sight distance requirements, mitigation requirements, aesthetic treatments, and modern design and safety features lacking on the current facility.

It is anticipated that commerce patterns will not change significantly as a result of improving the existing interstate alignment. A new alignment would result in substantial new right-of-way acquisition, much more significant impacts of all kinds, and a dramatic change in commerce patterns. The conversion of commercial and residential properties to public transportation land will result in decreased property tax income for the City. However, the local tax base will not be significantly eroded. As part of the relocation strategy developed for this project, many displaced historic structures will be physically moved to in-fill vacant parcels owned by the City, which will help replenish the tax base.

The document does not downplay the significance of residential and business relocations. In fact, relocations are the most significant impact associated with the project. A Relocation Task Force (RTF), established in July 1990, has met seven times to date to address relocation issues and provide guidance to the study team.

The RTF consists of local agency representatives, community leaders, elected officials, and area residents. The RTF established several goals for the TIS project including: attempt to provide replacement housing for relocatees in the same neighborhoods, if they so desire; provide incentives to displaced commercial businesses to relocate in the same neighborhoods; and maintain access to existing commercial nodes. Details about the RTF and it's membership are discussed in Section 8.3.10.3.

It is anticipated that the proposed interstate improvements and mitigation plans associated with the Long-Term Preferred Alternative will have a positive effect on community revitalization and renewal, neighborhood identity, and quality of life. Improved traffic flow will result in air quality improvements. The installation of noise barrier walls and aesthetic treatments will mitigate the effects of the nearby roadway improvements. Many non-decent, safe, and sanitary (non-DSS) dwelling units will be displaced by the project. Because it is anticipated that last resort housing will be necessary, many of the displaced residents will be relocated to DSS housing within their own neighborhoods. The inclusion of park-n-ride lots and HOV lanes should benefit the transit-dependent, elderly, and non-driving individuals by providing better access to the interstate system. Improved neighborhood and community access combined with the urban design amenities are intended to increase property values and improve the quality of life for area residents. Urban design amenities developed specifically for this project place a major emphasis on neighborhood and historic district identification through the use of portals and gateways at certain major interchanges. The combination of design amenities, improved access, and reduced noise levels should result in better living, recreation, and business conditions adjacent to the corridor.

Tampa Bay Regional Planning Council, Intergovernmental Coordination and Review (February 26, 1996)

Comment: **The Draft Environmental Impact Statement is consistent with the goals and policies of the Tampa Bay Regional Planning Council as adopted in the *Future of the Region, A Comprehensive Regional Policy Plan for the Tampa Bay Region.***

Response: Comment noted.

SECTION 9.0

COMMITMENTS AND RECOMMENDATIONS

SECTION 9.0

COMMITMENTS AND RECOMMENDATIONS

Commitments that Apply to Both the Selected Alternative and the Long-Term Preferred Alternative

Pedestrian and Bicycle Facilities - Pedestrian and bicycle travel along interstates and expressways is prohibited. However, the proposed interstate improvements include provisions for the future development of pedestrian and bicycle accommodations on cross streets beneath the interstate. The FDOT is committed to developing new interstate overpasses which ensure that all cross streets have sufficient room to accommodate bicycles and pedestrians during future local road improvement projects.

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

1. The Contractor will use static rollers for compaction of embankment, subgrade, base, asphalt, etc.

2. Pile driving operations will be restricted to the hours of 7 a.m. to 9 p.m. to avoid interfering with any adjacent noise sensitive land uses or a different foundation design will be considered, i.e., drilled shaft.

3. Preformed pile holes will be required where they are in proximity to vibration sensitive land uses to minimize vibration transfer.

4. Back-up alarm noise from heavy equipment and trucks will be minimized by requiring the Contractor to operate in forward passes or a figure-eight pattern when dumping, spreading, or compacting materials.

5. Restriction of operating hours for lighting the construction areas will be determined and required of the Contractor prior to beginning construction activities requiring lighting.

6. Coordination with the local law enforcement agencies will be undertaken prior to commencing construction activities to ensure that construction-related impacts are minimized or adequately mitigated when work during non-daylight hours is required.

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

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

Urban Design Guidelines - The TIS Urban Design Guidelines (UDG), approved by FHWA in December 1994, have been developed to minimize indirect adverse visual and auditory impacts to land uses adjacent to the system and to users of the freeway. The goal of the guidelines is to ensure a consistent, aesthetically pleasing design and to mitigate adverse effects of the project on the residents, neighborhoods, and businesses indirectly affected. The TIS Urban Design Guidelines will

serve as guidelines and mitigation measures for the Section 106 process by providing design standards for unique areas within the corridor including West Tampa, Ybor City, Seminole Heights, Tampa Heights, downtown Tampa, and Westshore. In addition, the Urban Design Guidelines specify mitigation measures for indirect adverse effects to historic properties and communities in the vicinity of the project. The Urban Design Guidelines provide guidance on specific aesthetic design requirements for bridge structures, retaining walls and embankments, noise walls, lighting, fencing and sign supports, stormwater and surface water management areas, landscaping, public art, utilities, mounds and grading, and recreation facilities.

The FDOT will not select a final location for the new structure until separate Mobility MIS, High-Speed Rail, and Electric Streetcar studies being conducted by other agencies have been completed. The FDOT will coordinate with those agencies to integrate the related studies in order to optimize the structure location and design and to maximize ridership.

HART Northern Transit Terminal - Based on the required relocation of HART's existing Northern Transit Terminal, the FDOT is committed to providing a new facility as part of the Selected Alternative which is discussed in Section 2.4.6. With input from HART, options for the new location of the Northern Transit Terminal will be identified and evaluated prior to vacating the existing site. FHWA and FDOT are committed to the opportunity for functional replacement of the Northern Transit Terminal.

In addition, closure of the existing I-4/40th Street interchange will result in more circuitous travel for buses accessing the HART Bus Operations and Maintenance Facility on 21st Street. The FDOT will continue the ongoing coordination with HART to explore options which reduce the excess travel distance.

Additional Commitments for the Long-Term Preferred Alternative

Parks and Recreational Facilities - The Long-Term Preferred Alternative for this project will involve the "use" of land from one City of Tampa park requiring a Section 4(f) Evaluation. In an

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

Tampa Heights Greenway - The incorporation of existing open space into the proposed project will provide visual linkages to isolated pockets of open space along the corridor. Opportunities to link open space areas will be evaluated in the design phase of the project. The FDOT is committed to pursuing the proposed development program for the Tampa Heights Greenway, located directly north of I-275 from the I-275 southbound Ashley Street exit ramp to Columbus Drive. The proposed greenway includes both passive and active recreation facilities, bike paths and pedestrian walkways that provide links to the CBD, and other recreation facilities that complement the Hillsborough County Comprehensive Bicycle Plan.

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

SECTION 10.0

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SECTION 10.0

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SECTION 11.0

LIST OF ACRONYMS

SECTION 11.0

LIST OF ACRONYMS

ACHP	Advisory Council on Historic Preservation
AN	Advance Notification
APE	Area of Potential Effect
ATF	Agency Task Force
CAA	Clean Air Act
CAC	Citizens Advisory Committee
CBD	Central Business District
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CMS	Congestion Management System
CO	Carbon Monoxide
CRC	Cultural Resources Committee
CTC	Crosstown Connector
CTE	Crosstown Expressway
CUTR	Center for Urban Transportation Research
CZMA	Coastal Zone Management Act of 1972
CZMP	Coastal Zone Management Plan
DEP	Department of Environmental Protection
DPM	Downtown People Mover
DUA	Direct Utility Assessment
EA	Environmental Assessment
EBI	Effective Buying Income
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
EPC	Environmental Protection Commission of Hillsborough County
ETC	Employee Transportation Coordinators
FAC	Florida Administrative Code

FDOT	Florida Department of Transportation
FEMA	Federal Emergency Management Agency
FGFWFC	Florida Game and Fresh Water Fish Commission
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Maps
FIS	Flood Insurance Studies
FONSI	Finding of No Significant Impact
FOX	Florida Overland Express
GTE	General Telephone Electronics, Inc. of Florida
HART	Hillsborough Area Regional Transit Authority
HCAA	Hillsborough County Aviation Authority
HCC	Hillsborough Community College
HCC-CPC	Hillsborough County City-County Planning Commission
HCM	Highway Capacity Manual
HOV	High Occupancy Vehicle
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
LOS	Level of Service
MIS	Major Investment Study
MOA	Memorandum of Agreement
MPO	Metropolitan Planning Organization
MWP	Manatee Watch Program
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NEPA	National Environmental Policy Act
NMFS	National Marine Fisheries Service
NPDES	National Pollutant Discharge Elimination System
NSA	Neighborhood Study Areas
NWI	National Wetlands Inventory
PD&E	Project Development and Environment
ppm	parts per million

RTF	Relocation Task Force
RTS	Rail Transit Study
SCS	Soil Conservation Service
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SOV	Single-Occupant Vehicle
SWFWMD	Southwest Florida Water Management District
TBCRA	Tampa Bay Commuter Rail Authority
TBRPC	Tampa Bay Regional Planning Council
TDM	Transportation Demand Management
TECO	Tampa Electric Company
TIA	Tampa International Airport
TIP	Transportation Improvement Plan
TIS	Tampa Interstate Study
TMO	Transportation Management Organization
TPA	Tampa Port Authority
UDG	Urban Design Guidelines
UNTI	University North Transportation Initiative
USF	University of South Florida
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
v/c	Volume-to-Capacity Ratio
vpd	vehicles per day
WA-TMA	Westshore Alliance Transportation Management Organization
WAPS	Westshore Alliance Partnership School

FHWA-FL-EIS-95-03-F
Federal Highway Administration
Region 4

ADMINISTRATIVE ACTION
FINAL
ENVIRONMENTAL IMPACT STATEMENT
SECTION 4(f) EVALUATION

APPENDICES

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

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

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

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

11/22/96
Date

for Regional Administrator
Federal Highway Administration

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ADMINISTRATIVE ACTION
FINAL
ENVIRONMENTAL IMPACT STATEMENT
SECTION 4(f) EVALUATION

APPENDICES

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
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Prepared by:

Greiner, Inc.
Tampa, Florida

December 1996

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APPENDIX A

ADVANCE NOTIFICATION AND AGENCY RESPONSES

FLORIDA DEPARTMENT OF TRANSPORTATIO
LAWTON CHILES
GOVERNOR
BEN G. WATTS
SECRETARY

PD&E Department - MS 7-500
11201 N. McKinley Drive
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May 5, 1995

Ms. Janice Alcott, Director
Florida State Clearinghouse
Executive Office of the Governor
Office of Planning and Budgeting
The Capitol
Tallahassee, FL 32399-0001

RE: **WPI No. 7140004**
State Project No. 99007-1402
FAP No. IR-9999(43)
Advanced Notification Package
Tampa Interstate Study - I-275 from the Howard Frankland Bridge/Kennedy Boulevard ramps and just north of Cypress Street on Memorial Highway (SR 60) north to Dr. Martin Luther King, Jr. Boulevard and I-4 from I-275 (including interchange) to east of 50th Street (US 41); a multi-lane controlled access facility (Crosstown Connector) on new alignment from I-4 south to the existing Tampa South Crosstown Expressway; and improvements to approximately 7.08 km (4.4 miles) of the Tampa South Crosstown Expressway from the Kennedy Boulevard overpass east to Maydell Drive.
Hillsborough County

Dear Ms. Alcott:

The attached Advance Notification Package is forwarded to your office for processing through appropriate State agencies in accordance with Executive Order 93-194. Distribution to local and Federal agencies is being made as noted.

This project has already been subject to a previous Advanced Notification process, SAI #: FL9012260779C. However, because the project termini have been changed at the request of the Federal Highway Administration (FHWA), a new package must be submitted.

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

This is a Federal-aid action and the Florida Department of Transportation and the FHWA concur with this project's environmental determination of an Environmental Impact Statement. All

RECYCLED PAPER

supporting environmental documentation has been completed and approved by FHWA and appropriate review agencies. Please provide another consistency review for this project in accordance with the State's Coastal Zone Management Program. In addition, please review this improvement's consistency, to the maximum extent feasible, with the approved Comprehensive Plan of the local government jurisdiction(s) pursuant to Chapter 163, Florida Statutes.

We are looking forward to receiving any additional comments on the project within forty-five (45) days. Should additional review time be required, a written request for an extension of time must be submitted to our office within the initial forty-five (45) day comment period.

Your comments should be addressed to:

Mr. Michael J. Coleman, P.E.
District VII PD&E Engineer
Florida Department of Transportation, MS 7-500
11201 N. Malcolm McKinley Drive
Tampa, FL 33612-6403

With copy to:

Mr. Leroy Irwin
Environmental Management Office
Florida Department of Transportation
605 Suwannee Street, MS 37
Tallahassee, FL 32399-0450

Your expeditious handling of this notice will be appreciated.

Sincerely,

Michael J. Coleman, P.E.
District VII PD&E Engineer

7140004.18

MAILING LIST

cc:

Federal Highway Administration, Division Administrator
Federal Emergency Management Agency - Natural Hazards Branch, Chief
Federal Railroad Administration - Office of Economic Analysis, Director
U.S. Department of Interior - Bureau of Land Management, Eastern States Office
U.S. Department of Housing and Urban Development, Regional Environmental Officer
U.S. Department of Interior - U.S. Geological Survey Chief
U.S. Environmental Protection Agency - Region IV, Regional Administrator
U.S. Department of Interior - Fish and Wildlife Service, Field Supervisor
U.S. Army Corps of Engineers - Regulatory Branch, District Engineer
U.S. Department of Commerce - National Marine Fisheries Service - Habitat Conservation Division
U.S. Department of Agriculture - Southern Region, Regional Forester
U.S. Department of Interior - National Park Service - Southeast Regional Office
U.S. Department of Commerce - National Oceanic and Atmospheric Administration
Federal Aviation Administration - Airports District Office
U.S. Department of Health and Human Services - Center for Environmental Health ad Injury Control
U.S. Department of Inerior - Bureau of Indian Affairs - Office of Trust Responsibilities
U.S. Coast Guard - Commander (obr) - Eighth District
U.S. Coast Guard - Commander (oan) - Seventh District
Florida Game and Fresh Water Fish Commission - Office of Environmental Services
Regional Planning Council
Water Management Coordinator
Federal - Aid Program Coordinator
Manager, Environmental Management Office
Local Government Officials

FORM 508-03
02/93

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
ADVANCE NOTIFICATION FACT SHEET

1. Need for Project: See attached text.

2. Description of the Project: See attached text.

3. Environmental Information: See attached text.
   a. Land Use: See attached text.

   b. Wetlands: See attached text.

   c. Floodplains: See attached text.

   d. Wildlife and Habitat: See attached text.

   e. Outstanding Florida Waters: See attached text.

   f. Aquatic Preserves: See attached text:

   g. Coastal Zone Consistency Determination Required? _X_Yes ___No

   h. Cultural Resources: See attached text.

   i. Coastal Barrier Resources: See attached text.

   j. Hazardous Materials: See attached text.

   k. Other Comments: See attached text.

4. Navigable Waterway Crossing? _X_Yes ___No

5. List Permits Required: See attached text.

1. **Need for project:** This project is consistent with, and a component of the Hillsborough County Metropolitan Planning Organization (MPO) Long Range Transportation Plan, the MPO's Transportation Improvement Program (TIP) and the State Implementation Plan (SIP). Traffic congestion is a continuing and outstanding problem in the City of Tampa and the Tampa Bay Area. Recent national surveys have shown traffic congestion to be the most limiting factor to the quality of life of Tampa Bay residents. Travel is expected to increase nearly 70% in the next 20 years. Estimates of the year 2010 traffic demands are as high as 120,000 vehicles per day on I-275 east of the Howard Frankland Bridge, 240,000 vehicles per day on I-275 north of the I-4 interchange, and 190,000 vehicles per day on I-4 between I-275 and 21st Street. This issue must be resolved and this project is considered to be the most practical methodology for addressing this issue.

2. **Description of the project:** The study limits include approximately 24.7 km (15 miles) of improvements to I-275 from the Howard Frankland Bridge/Kennedy Boulevard ramps and just north of Cypress Street on Memorial Highway (S.R. 60) north to Dr. Martin Luther King, Jr. Boulevard and I-4 from I-275 (including the interchange) to east of 50th Street (U.S. 41); a multi-lane controlled access facility (Crosstown Connector) on new alignment from I-4 south to the existing Tampa South Crosstown Expressway; and improvements to approximately 7.08 km (4.4 miles) of the Tampa South Crosstown Expressway from the Kennedy Boulevard overpass east to Maydell Drive, Hillsborough County. A map showing the study limits is attached.

   The study has developed numerous alternatives, and made a recommendation as to the preferred type and location of multi-lane improvements, potential high occupancy vehicle (HOV) facilities, transit facilities, traffic management techniques, and traffic surveillance and control systems. The study has also included consideration of transportation needs, social impacts, economic factors, and environmental impacts. A public involvement plan has been a key element of the study to ensure that all interested citizens are fully informed of the study's progress. The study is expected to be completed within 12 months.

3. **Environmental Information**

   a. **Land Use:** The project area from the Kennedy Boulevard ramps eastward and northward to Dr. Martin Luther King, Jr. Boulevard is highly urbanized with both commercial and residential elements. Land use in the area of the I-275/Memorial Highway Interchange to Cypress Street is urbanized commercial and industrial development. Land use along I-4 from its junction with I-275 eastward to the 50th Street interchange is urbanized with both commercial and residential elements.

Land use in the area of the proposed Crosstown Connector in the vicinity of 30th Street from I-4 southward to the Crosstown Expressway is urbanized commercial and industrial development.

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

b. **Wetlands:** One cross drain bridge is located within the study area. This location is described in question 4.

The Fish Creek area just north of Cypress Street is an estuarine system dominated by mangrove and other salt-tolerant species. Impacts are expected to occur to a limited amount of existing wetlands.

The Hillsborough River crossing is in a highly developed area with little, if any, vegetated wetland areas. Vertical face concrete revetments, rubble rip-rap or non-vegetated disturbed soil shorelines predominate in this area. A portion of the proposed Crosstown Connector involves wetlands in the Upper McKay Bay area.

A total of thirty-one (31) wetland sites have been identified within the project limits. Exact locations, classifications, and acreages are documented in the Wetlands Evaluation Report.

c. **Floodplain:** I-275 from the Kennedy Boulevard ramps eastward and northward to Dr. Martin Luther King, Jr. Boulevard lies within the Old Tampa Bay and Hillsborough River floodplains. I-275 from the Kennedy Boulevard ramps north to Cypress Street lies within the Old Tampa Bay floodplain. There are several locations where the project crosses or is tangent to the 100-year flood zone. There are no designated, regulated floodways in the project area.

The eastern extension of the study area from the I-4/I-275 interchange to the 50th Street interchange lies within the Hillsborough River and the historic Palm River floodplains. The project crosses the 100-year flood zone in a number of locations as shown on the Hillsborough County FEMA maps. The project also includes Upper McKay Bay floodplains in the vicinity of the proposed Crosstown Connector.

d. **Wildlife and Habitat:** There are a variety of vegetative communities located within the study area. The potential for occurrence of endangered and threatened species is based on habitats known to exist in these areas. Using the Official List of Endangered Fauna and Flora in Florida, 1994, and Endangered and Threatened Wildlife and Plants, 1993, a list of federal and state endangered and

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

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

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

h. **Cultural Resources:** A historical and archaeological site survey has been performed. All existing known historic districts, sites and locations have been identified and mapped in the Cultural Resource Assessment Survey.

In applying the Criteria of Effect (36 CFR 800.5 and 36 CFR 800.9), the Federal Highway Administration (FHWA) has initiated consultation with the State Historic Preservation Officer (SHPO) regarding the "Determination of Effect". The effects of this project on one National Register historic district (West Tampa) and one National Historic Landmark district (Ybor City), one proposed National Register historic district (Tampa Heights),and numerous individual properties either listed on or eligible for the National Register, are documented in the Effects Analysis Report.

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

j. **Hazardous Materials:** Hazardous and potentially hazardous sites within the study area, and the methodology used for identification, are documented in the Contamination Screening Evaluation Report.

k. **Other Comments:** None.

4. **Navigable Waterway Crossing?** Yes, the proposed project will require modification/reconstruction of one structure spanning navigable and/or tidal waters. This structure is located at the I-275 crossing of the Hillsborough River west of the I-275/I-4 junction.

This structure is under the jurisdiction of the U.S. Coast Guard and will require Coast Guard permit approvals prior to any proposed modifications or reconstruction. A Coast Guard Bridge Project Questionnaire has been completed and is attached.

A determination will be made later in the project study under 23 CFR 650, Subpart H, Section 650.805, regarding whether or not a U.S. Coast Guard permit is required.

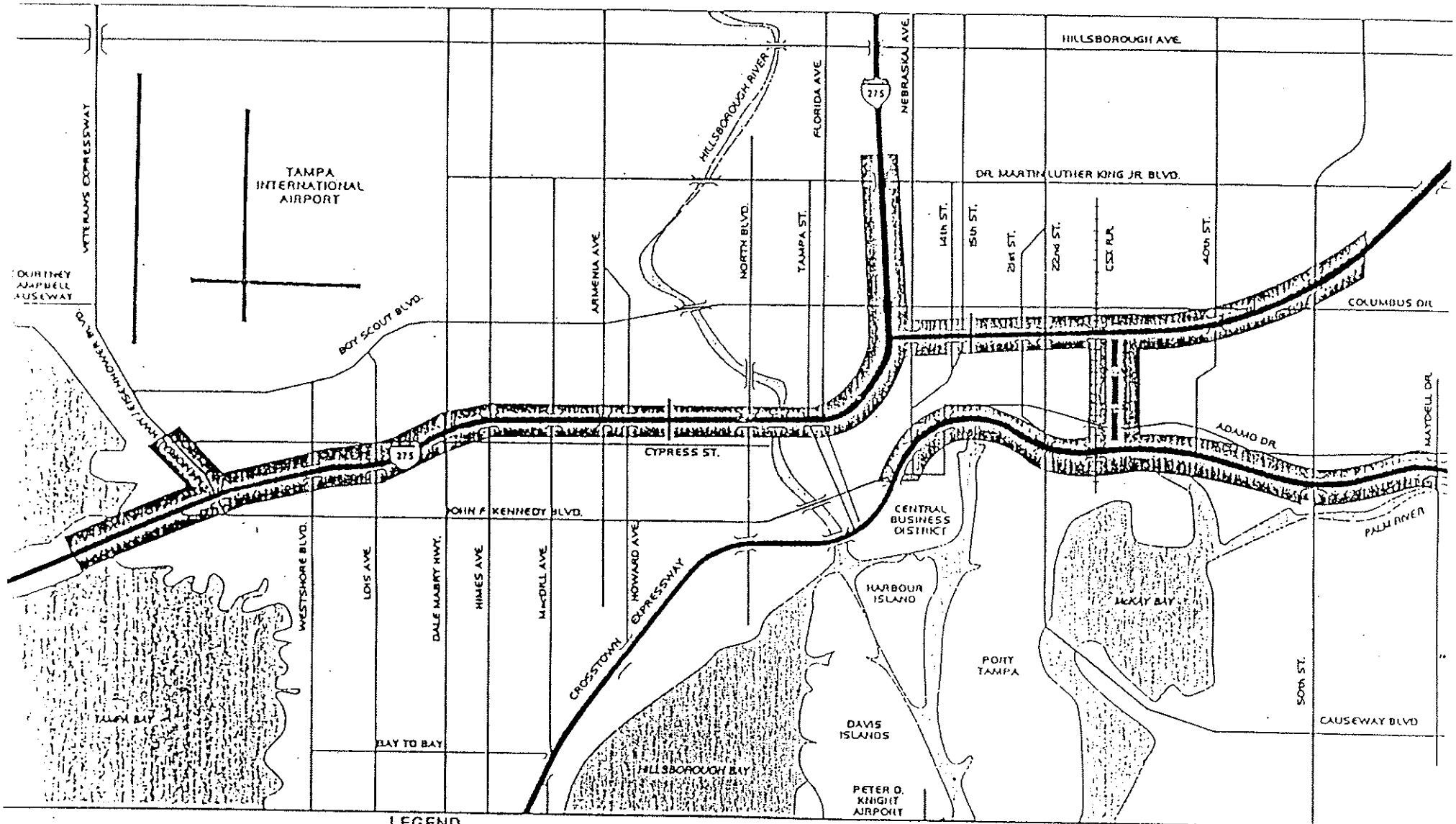
5. **List of Permits Required:** Actions resulting from the proposed project may require permits from the following agencies:

1) Federal
   U.S. Army Corps of Engineers
   U.S. Coast Guard
   U.S. Environmental Protection Agency

2) State
   Florida Department of Environmental Protection

3) Regional
   Southwest Florida Water Management District

4) Local
   Tampa Port Authority
   Hillsborough County
   City of Tampa



LEGEND

Proposed Crosstown Connector

Project Study Limits

FLORIDA DEPARTMENT OF TRANSPOR

ENVIRONMENTAL IMPACT STATEME

TAMPA INTERSTATE STUDY

PHASE II

Hillsborough County, Florida

PROJECT STUDY LIMI

OMB Approval No. 0348-0043

APPLICATION FOR FEDERAL ASSISTANCE

2. DATE SUBMITTED	Applicant Identifier
5/2/95	7140004

1. TYPE OF SUBMISSION:		3. DATE RECEIVED BY STATE	State Application Identifier
Application	Preapplication		
[X] Construction	[ ] Construction		
[ ] Non-Construction	[ ] Non-Construction	4. DATE RECEIVED BY FEDERAL AGENCY	Federal Identifier

5. APPLICANT INFORMATION

Legal Name:	Organizational Unit:
Florida Department of Transportation	Office of Design
Address (give city, county, state, and zip code):	**Name and telephone number of the person to be contacted on matters involving this application (give area code)**
605 Suwanee Street Tallahassee, FL 32399-0450 Leon County	Mr. Michael J. Coleman, P.E. (813) 975-6077

6. EMPLOYER IDENTIFICATION NUMBER (EIN): 5 9 — 6 0 0 1 8 7 4

7. TYPE OF APPLICANT: (enter appropriate letter in box) [A]

- A. State
- B. County
- C. Municipal
- D. Township
- E. Interstate
- F. Intermunicipal
- G. Special District
- H. Independent School District
- I. State Controlled Institution of Higher Learning
- J. Private University
- K. Indian Tribe
- L. Individual
- M. Profit Organization
- N. Other (Specify): _____

8. TYPE OF APPLICATION:

[ ] New [ ] Continuation [X] Revision

If Revision, enter appropriate letter(s) in box(es): [ ] [ ]

A. Increase Award B. Decrease Award C. Increase Duration
D. Decrease Duration Other (Specify)

Change in project limits

9. NAME OF FEDERAL AGENCY:

U.S. Department of Transportation

10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER: 2 0 . 2 0 5

TITLE: Highway Planning and Construction

11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT:

State Project Number: 99007-1402

Work Program Item Number: 7140004

12. AREAS AFFECTED BY PROJECT (cities, counties, states, etc.):

Hillsborough County, Florida

13. PROPOSED PROJECT: Start Date	Ending Date	14. CONGRESSIONAL DISTRICTS OF: a. Applicant	b. Project
7/1/95	7/1/97		10, 11

15. ESTIMATED FUNDING:

a. Federal	$ 9,195,313	.00
b. Applicant	$	.00
c. State	$ 392,786	.00
d. Local	$	.00
e. Other	$	.00
f. Program Income	$	.00
g. TOTAL	$ 9,588,099	.00

16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS?

a. YES. PREAPPLICATION / APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON:

DATE 05/02/95

b. NO. [ ] PROGRAM IS NOT COVERED BY E.O. 12372

[ ] OR PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW

17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT?

[ ] Yes If "Yes", attach an explanation. [X] No

18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION / PREAPPLICATION ARE TRUE AND CORRECT. THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED.

a. Typed Name of Authorized Representative	b. Title	c. Telephone Number
Michael J. Coleman, P.E.	District PD&E Engineer	(813)975-6077
d. Signature of Authorized Representative		**e. Date Signed**
Michael J. Coleman		5/5/95

Previous Editions Not Usable

Standard Form 424 (REV 4-88)
Prescribed by OMB Circular A-102

RECEIVED PD&E
95 JUN 19 PM 2:20

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE

Southeast Regional Office
9721 Executive Center Drive North
St. Petersburg, Florida 33702

June 14, 1995

Mr. Michael J. Coleman, P.E.
District VII PD&E Engineer
Florida Department of Transportation, MS 7-500
11201 North McKinley Drive
Tampa, Florida 33612-6403

Dear Mr. Coleman:

SUBJECT: WPI Number: 7140004
State Project Number: 99007-1402
FAP Number: IR-9999(43)
Tampa Interstate Study (I-275 and I-4), Crosstown Expressway, and proposed Crosstown Connector
Hillsborough County, Florida

The National Marine Fisheries Service (NMFS) has reviewed the information contained in the subject document, dated May 5, 1995. The subject roadways are, for the most part, surrounded by heavily urbanized areas and, at this time, we anticipate that improvements to these roadways will result in minimal impacts to living marine resources. However, the document indicates that thirty-one wetland areas have been identified in the *Wetlands Evaluation Report* and that minor impacts to estuarine wetlands, including McKay Bay and Fish Creek, are anticipated. Wetland impacts should be avoided wherever practicable and those impacts which are found to be unavoidable should be mitigated. Recently, McKay Bay has been the site of several habitat restoration projects and may provide excellent mitigation opportunities. It is often preferable to consolidate mitigation activities into larger units, when appropriate, rather than have many small fragmented mitigation areas.

The Florida Department of Transportation and the Surface Water Improvement and Management (SWIM) department of the Southwest Florida Water Management District (SWFWMD) recently dedicated a joint habitat restoration project on the southeast shoreline of the Howard Franklin (I-275) bridge causeway in Hillsborough County (U.S. Army Corps of Engineers permit number 199342291). During the dedication ceremony it was noted that in the right-of-way, directly adjacent to the restoration site, invasive exotic vegetation was not removed pending work to be performed at the Kennedy Boulevard ramps. Realizing that the project plans will undergo continuous modification until actual construction begins, it is possible that some areas of the habitat restoration project site where the

exotics were left in place may not be affected by the proposed ramp work. Therefore, upon completion of work at this ramp, removal of all invasive exotic vegetation within this project area should be accomplished to prevent degradation of the adjacent habitat restoration effort. Additionally, expansion of the restoration site could also provide mitigation opportunities for unavoidable wetland impacts.

We recommend that you contact the SWFWMD-SWIM department in Tampa (813-985-7481) or the Florida Department of Environmental Protection, Environmental Restoration Coordinators (813-744-6100), also in Tampa, regarding mitigation opportunities in McKay Bay. Also, could you please send a copy of the *Wetlands Evaluation Report* for this project to Mr. David N. Dale at the letterhead address. We appreciate the opportunity to provide these comments and please direct any related comments or questions to Mr. Dale, he may be contacted at 813/570-5317.

Sincerely,

Andreas Mager, Jr.
Assistant Regional Director
Habitat Conservation Division

cc:
Mr. Leroy Irwin
Environmental Management Office
Florida Department of Transportation
605 Suwannee Street, MS 37
Tallahassee, Florida 32399-0450

SWFWMD-SWIM, Tampa (T. Ries)
FDEP, Tampa (A. Burdett)
F/SEO2
F/SEO23, St. Petersburg

COPY FOR GREWER
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95 MAY 32 PM 2:56

STATE OF FLORIDA
DEPARTMENT OF COMMUNITY AFFAIRS

2740 CENTERVIEW DRIVE • TALLAHASSEE, FLORIDA 32399-2100

LAWTON CHILES
Governor

LINDA LOOMIS SHELLEY
Secretary

May 26, 1995

Mr. Michael J. Coleman
Florida Department of Transportation
PD & E Department, MS 7-500
11201 North McKinley Drive
Tampa, Florida 33612-6403

RE: Highway Planning and Construction - Tampa Interstate Study - Work Program Item # 7140004 State Project # 99007-1402
SAI: FL9505100447C

Dear Mr. Coleman:

The Florida State Clearinghouse is awaiting additional comments from our reviewing agencies on the above referenced project. We are therefore requesting an additional fifteen (15) days for completion of the consistency review in accordance with 15 CFR 930.41(b).

We will make every effort to conclude the review and forward the consistency determination to you on or before July 10, 1995.

Very truly yours,

Linda Loomis Shelley
Secretary

LLS/rk

Tampa Bay Regional Planning Council

9455 Koger Boulevard
St. Petersburg, FL 33702-2491
(813) 577-5151/Tampa 224-9380
Suncom 586-3217

Officers

Chairman
Councilman
Rudolf "Rudy" Fernandez

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Commissioner
John Gause

Secretary/Treasurer
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Armand "Sandy" Burke

Executive Director
Julia E. Greene

7140004.18

RECEIVED PD&E
95 MAY 22 AM 9:07

May 19, 1995

Mr. Michael J. Coleman, P.E.
District VII PD&E Engineer
FL Department of Transportation, MS 7-500
11201 N. Malcolm McKinley Drive
Tampa, Florida 33612-6403

Subject:	Advance Notification:	*Tampa Interstate Study*
	TBRPC IC&R Review No.	098-95
	Work Program No.	7140004
	State Project No.	99007-1402
	Fed. Aid Project No.	IR-9999(43)

Dear Mr. Coleman:

Thank you for the opportunity to offer preliminary comments on the Advance Notification of the Tampa Interstate Study, which identifies improvements to the transportation network in the City of Tampa, Hillsborough County, Florida. Consideration should be given to the following recommendations:

- Every effort should be made to protect endangered and threatened species and their habitats. Utilization of upland buffers and wildlife corridors is supported to maintain animal crossings and trails.

- Permanent impacts to wetlands should be eliminated or minimized. Adopted TBRPC policies for unavoidable wetland impacts (i.e., those deemed to meet established public interest criteria) using the same type or more productive vegetation are as follows: isolated fresh-water non-forested wetlands - 2:1; 25-year floodplain - 1:1; listed upland species-populated habitat - 1:1; subtidal seagrass beds - 5:1; mangrove swamps and salt marshes - 3:1; freshwater forested wetlands - 3:1; live bottom habitats - 3:1; all others - 2:1.

  Mitigation for wetland impacts should be sufficiently monitored to ensure 80-85% cover over time.

- Stormwater controls should be required for all improved or new developments or roadways.

- The project should ensure protection of surface and ground-water quality.

THE REGIONAL PLANNING COUNCIL is recognized as Florida's only multipurpose regional entity that is in a position to plan for and coordinate intergovernmental solutions to growth-related problems on greater-than-local issues, provide technical assistance to local governments, and meet other needs of the communities in each region.

F.S. 186.502(4)

- Wherever possible, stabilization projects should use native vegetation on gradual slopes rather than shore-line or channel hardening. If vegetated slopes are not feasible, articulating interlocking blocks should be considered over other hardening methods.

- The Council acknowledges the value for expanding many regionally significant roadways in Hillsborough County to accommodate future needs. Expansion efforts should be coordinated with the Public Safety Director of Hillsborough County and adjoining Counties. The interstate systems described for improvement serve as vital links to the prompt and orderly evacuation of Tampa Bay residents in the event of a natural or man-made disaster.

The Tampa Bay Regional Planning Council will offer additional recommendations when the permitting agencies submit dredge and fill permit applications for review. We would appreciate being copied on additional information as it becomes available.

Sincerely,

John M. Meyer, Program Manager
Intergovernmental Coordination & Review

JMM

cc: Leroy Irwin, Environmental Management Office, FDOT

FLORIDA
BOB MARTINEZ
GOVERNOR



DEPARTMENT OF TRANSPORTATION
BEN G. WATTS
SECRETARY

December 6, 1990

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

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

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

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

This is a Federal-aid action and the Florida Department of Transportation, in consultation with the Federal Highway Administration, will determine what degree of environmental documentation will be necessary. The determination will be based upon in-house environmental evaluations and comments received through coordination with other agencies. Please provide a consistency review for this project in accordance with the State's Coastal Zone Management Program.

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

Your comments should be addressed to:

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

With copy to:

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

Your expeditious handling of this notice will be appreciated.

Sincerely,

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

DAT/hd

Attachment

MAILING LIST

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

1. Need for Project: See attached text

2. Description of the Project: See attached text

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

4. Navigable Waterway Crossing? __Yesxx_No

5. List Permits Required: See attached text

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

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

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

3. **Environmental Information**

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

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

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

   c. **Floodplain:** I-275 from Kennedy Boulevard ramps north to Cypress Street lies within the Old Tampa Bay floodplain. There are several locations where the project crosses or is tangent to the 100-year flood zone.

d. dlife and Habitat: There are a variety of vegetative communities located thin the study area. The potential for occurrence of endangered and nreatened species is based on habitats known to exist in these areas. Using Official List of Endangered and Potentially Endangered Fauna and Flora in Florida, 1986, and Endangered and Threatened Wildlife and Plants, 1987, a candidate list of federal endangered and threatened species which may exist in the study area has been compiled and is shown below.

SCIENTIFIC NAME	COMMON NAME	STATUS
AMPHIBIANS AND REPTILES		
Alligator mississippiensis	American alligator	Threatened
Drymarchon corais couperi	Eastern indigo snake	Threatened
BIRDS		
Ammodramus savannarum floridanus	Florida grasshopper sparrow	Endangered
Haliaeetus leucocephalus	Bald eagle	Endangered
Mycteria americana	Wood stork	
MAMMALS		
Trichechus manatus latirostris	West Indian manatee	Endangered
PLANTS		
Chrysopsis floridana	Florida golden aster	Endangered

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

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

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

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

h. **Cultural Resources:** An historical and archaeological site survey will be performed. The study area will be field truthed for evidence of any historical and archaeological resources. All existing known historic districts, sites and locations will be identified and mapped.

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

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

k. **Other Comments:** None.

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

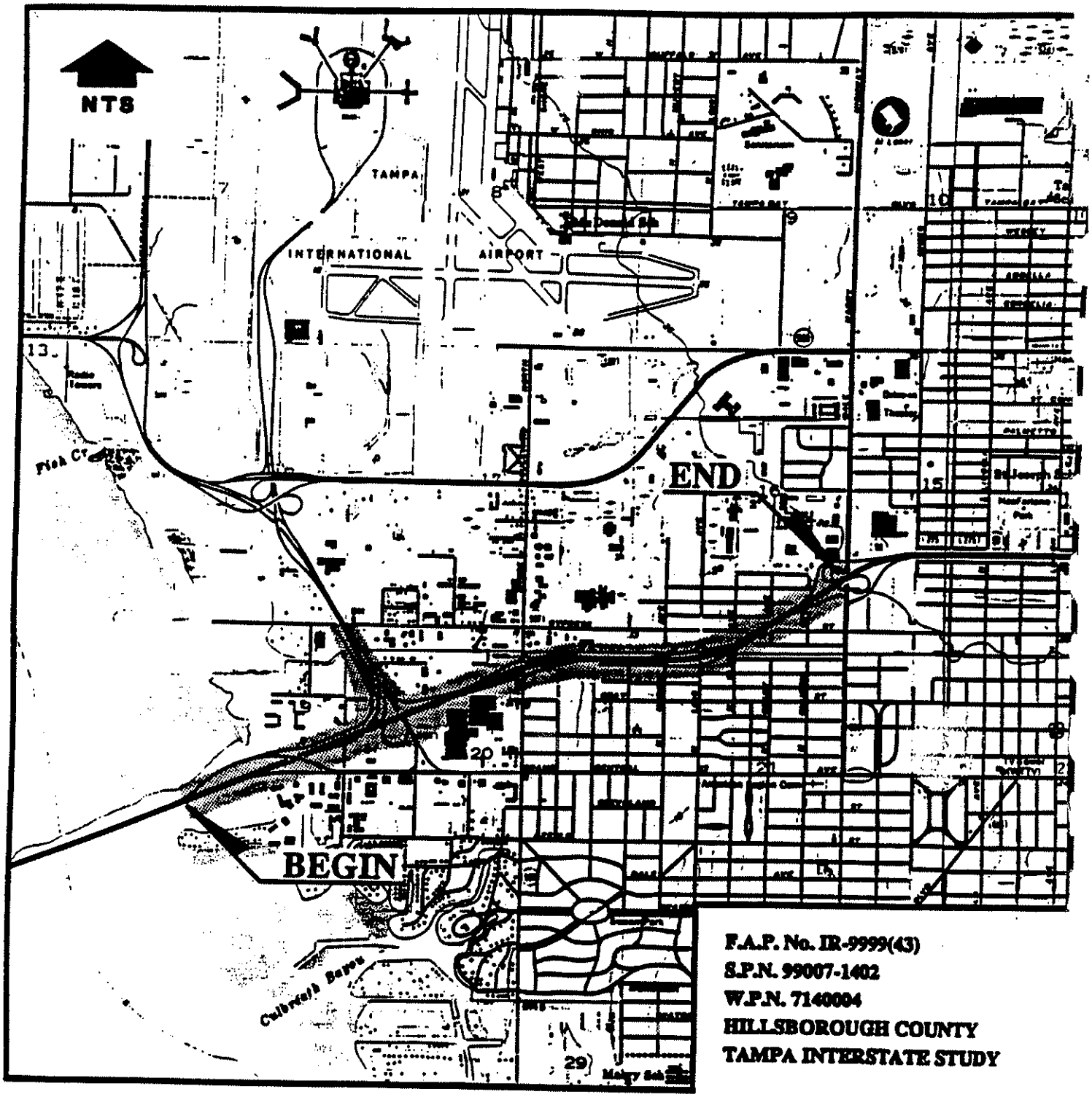
5. **List Permits Required:** Actions resulting from the proposed project may require permits from the following agencies:

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

(2) State
Florida Department of Environmental Regulation

(3) Regional
Southwest Florida Water Management District

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



F.A.P. No. IR-9999(43)
S.P.N. 99007-1402
W.P.N. 7140004
HILLSBOROUGH COUNTY
TAMPA INTERSTATE STUDY

PROJECT LOCATION MAP

SECTION I—APPLICANT/RECIPIENT DATA

1. TYPE OF SUBMISSION (Mark appropriate box)
- [X] NOTICE OF INTENT (OPTIONAL)
- [ ] PREAPPLICATION
- [ ] APPLICATION

APPLICATION IDENTIFIER: 7140004

a. DATE (Year month day): 1990-10-12

CATION IDENTIFIER (NOTE: TO BE ASSIGNED BY STATE)

b. DATE ASSIGNED (Year month day) 19

Leave Blank

4. LEGAL APPLICANT/RECIPIENT
- a. Applicant Name: Florida Dept. of Transportation
- b. Organizational Unit: Division of Pre-Construction and Design
- c. Street/P.O. Box: 605 Suwannee Street
- d. City: Tallahassee
- e. County: Leon
- f. State: Florida
- g. ZIP Code: 32399-0450
- h. Contact Person (Name & Telephone No.): David A. Twiddy, Jr., P.E. (813)871-7220

5. EMPLOYER IDENTIFICATION NUMBER (EIN)

6. PROGRAM (From CFDA)
- a. NUMBER: 20.205
- MULTIPLE [ ]
- b. TITLE: Highway Research Planning & Construct

7. TITLE OF APPLICANT'S PROJECT (Use section IV of the form to provide a summary description of the project.)

State Project No. 99007-1402
WPI No. 714 0004

8. TYPE OF APPLICANT/RECIPIENT
Enter appropriate letter: A

9. AREA OF PROJECT IMPACT (Names of cities, counties, states, etc.)
Hillsborough County

10. ESTIMATED NUMBER OF PERSONS BENEFITING
State of FL

11. TYPE OF ASSISTANCE
Enter appropriate letter: A

12. PROPOSED FUNDING

a. FEDERAL	$260,362,800.00
b. APPLICANT	0.00
c. STATE	28,929,200.00
d. LOCAL	0.00
e. OTHER	0.00
f. Total	$289,292,000.00

13. CONGRESSIONAL DISTRICTS OF:
- a. APPLICANT
- b. PROJECT: District 7

14. TYPE OF APPLICATION
Enter appropriate letter:

15. PROJECT START DATE (Year month day): 1996 7 1

16. PROJECT DURATION: Est. 30 Months

17. TYPE OF CHANGE (For 6a or 6e)
Enter appropriate letter(s):

18. DATE DUE TO FEDERAL AGENCY (Year month day) 19

19. FEDERAL AGENCY TO RECEIVE REQUEST
U.S. Department of Transportation, Washington, D.C. 20590

a. ORGANIZATIONAL UNIT (IF APPROPRIATE): Federal Highway Administration

b. ADMINISTRATIVE CONTACT (IF KNOWN)

c. ADDRESS: Washington, D.C. 20590

20. EXISTING FEDERAL GRANT IDENTIFICATION NUMBER: IR-9999(43)

21. REMARKS ADDED [ ] Yes [ ] No

SECTION II—CERTIFICATION

22. THE APPLICANT CERTIFIES THAT: To the best of my knowledge and belief, data in this preapplication/application are true and correct. The document has been duly authorized by the governing body of the applicant and the applicant will comply with the attached assurances if the assistance is approved.

a. YES. THIS NOTICE OF INTENT/PREAPPLICATION/APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON: DATE _____

b. NO. PROGRAM IS NOT COVERED BY E.O. 12372 [ ]
OR PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW [ ]

23. CERTIFYING REPRESENTATIVE
a. TYPED NAME AND TITLE: David A. Twiddy, Jr., P.E. District VII PD&E Administrator
b. SIGNATURE

SECTION III—FOR FEDERAL AGENCY ACTION

24. APPLICATION RECEIVED (Year month day) 19

25. FEDERAL APPLICATION IDENTIFICATION NUMBER

26. FEDERAL GRANT IDENTIFICATION

27. ACTION TAKEN
- [ ] a. AWARDED
- [ ] b. REJECTED
- [ ] c. RETURNED FOR AMENDMENT
- [ ] d. RETURNED FOR E.O. 12372 SUBMISSION BY APPLICANT TO STATE
- [ ] e. DEFERRED
- [ ] f. WITHDRAWN

28. FUNDING

a. FEDERAL	$ .00
b. APPLICANT	.00
c. STATE	.00
d. LOCAL	.00
e. OTHER	.00
f. TOTAL	$ .00

29. ACTION DATE (Year month day) 19

30. STARTING DATE (Year month day) 19

31. CONTACT FOR ADDITIONAL INFORMATION (Name and telephone number)

32. ENDING DATE (Year month day) 19

33. REMARKS ADDED [ ] Yes [ ] No

Federal Assistance Multi-Purpose Facesheet Addendum for State Agencies Only

(Pursuant to Section 216.212, Florida Statutes)

GENERAL INSTRUCTIONS

At least sixty (60) days prior to the anticipated filing date, submit five (5) completed copies of the Federal Assistan Multi-Purpose Facesheet, Standard Form 424, with Addendum, additional project narratives if necessary, and project locatic map if applicable, to the Intergovernmental Coordination Unit, Executive Office of the Governor, The Capitol, Tallanassee, Florida 32301. In addition, five (5) completed copies should be submitted to the appropriate Regional and/or Metropolit Clearinghouse if the project is local in nature. Allow thirty (30) days for processing and an additional thirty (30) days if a fi application is requested to be reviewed. The form must be completely filled out before the review can begin. If any section is no applicable, designate with "N/A". If any further elaboration is required on any item, attach additional sheets, with reference to item number. If you have any additional questions, call the Intergovernmental Coordination Unit at (904) 488-8114 or SUNCO 278-8114.

1. Budget Entity Title.	2. State Program Structure No. and Title:	Total Proposed Funding Multi-Year Projects (Dates): From 7/1/96 To 7/1/98
3. Project included in: (a) Legislative Budget Request: Yes ☐ FY _____ No ☐ (b) Approved Budget Yes ☐ No ☐ (c) Governor's Budget Yes ☐ No ☐		
4. Project included in Federally Required "State Plan": Yes ☐ No ☐ Agency:	5. Legal Authority.	Federal $260,362,848.
6. A-95 Review. Yes ☐ No ☐	7. Change in Plan Operation Yes ☐ No ☐	8. Commit State Funding Yes ☐ No ☐ FUND CODE / AMOUNT	Agency -0-
		State 28,929,205.
9. New Position Required: Yes ☐ No ☐ Number ____	10. Matching Requirements Federal 90 % State 10 % Local Other ____ %	Local -0-
		Other -0-
		Total 289,292,053.
11. Indirect Cost Proposal (Overhead) Department and/or Division Overhead $ _____ Amount _____ % Statewide Allocated Overhead _____ Amount _____ % Total _____ Amount _____ % If "No", explain. _____		12. Type of State Match Cash ☐ In Kind ☐ Explain: _____

Item 1—Enter the title of the budget entity as defined by Section 216.011(1)(d), F.S., and as included in the General Appropriations Act for the current fiscal year.

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

Item 3—Mark appropriate block:

a—If "Yes", enter the fiscal year of the Legislative Budget Request in which the project is included.

b—This item is applicable only to the state's current fiscal year.

c—This item is applicable only after publication of the Governor's Budget for the particular fiscal year for which project funds are requested.

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

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

Item 6—Mark appropriate block to indicate if OMB Circular A-95 review is required.

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

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

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

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

Item 11—If the application should include overhead for which you are to receive reimbursement from the federal grantor agency in accordance with FMC 74-4, OASC-10, or other federal provisions, enter the amounts included in the approved indirect cost rate for: (1) intra-agency department and/or unit overhead; (2) statewide overhead.

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

If none is claimed, check the "No" block; if "No", an explanation must be given or the application will be returned without action.

Item 12—Enter the basis the total project will cover if more than one (1) year. This item applies only to multi-year projects. Information required on Section 1, Item 13 of Standard Form 424 provides information for projects with a duration of one (1) year or less. Complete that funding information here as required for Item 13, Form 424.

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

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

FLORIDA DEPARTMENT OF TRANSPORTATION
BOB MARTINEZ
GOVERNOR
BEN G. WATTS
SECRETARY

December 6, 1990

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

Subject: **Work Program Item Number: 7140004**
State Project Number: 99007-1402
Federal-Aid Project Number: IR-9999(43)
Tampa Interstate Study - I-275 from the Dale Mabry Highway interchange north to Dr. Martin Luther King Jr. Boulevard (formerly Buffalo Avenue), I-4 from I-275 (including interchange) east to 50th Street (U.S. 41), and the Crosstown Connector from I-4 southward to the existing Tampa South Crosstown Expressway
Hillsborough County
Advance Notification Package Submittal

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

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

This is a Federal-aid action and the Florida Department of Transportation, in consultation with the Federal Highway Administration, will determine what degree of environmental documentation will be necessary. The determination will be based upon in-house environmental evaluations and comments received through coordination with other agencies. Please provide a consistency review for this project in accordance with the State's Coastal Zone Management Program.

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

Your comments should be addressed to:

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

With copy to:

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

Your expeditious handling of this notice will be appreciated.

Sincerely,

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

DAT/hd

Attachment

MAILING LIST

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

FORM 508-03
04/86

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
ADVANCE NOTIFICATION FACT SHEET

1. Need for Project: See attached text

2. Description of the Project: See attached text

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

4. Navigable Waterway Crossing? x Yes __No

5. List Permits Required: See attached text

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

2. **Description of the project:** The study limits are: I-275 from the Dale Mabry Highway interchange north to Dr. Martin Luther King, Jr. Boulevard (Buffalo Avenue), and I-4 from I-275 (including interchange) east to 50th Street (U.S. 41), and the Crosstown Connector in the vicinity of 30th Street on I-4 southward to the Crosstown Expressway. A map showing the study limits is attached.

   The study will develop alternatives, and make recommendations as to the preferred type and location of multi-lane improvements, potential high occupancy vehicle facilities, transit facilities, traffic management techniques, and traffic surveillance and control systems. This study will include consideration of transportation needs, social impacts, economic factors, and environmental impacts. A public involvement plan will be incorporated into the study to ensure that all interested citizens are fully informed of the study's progress. The study is expect to last 30 months.

3. **Environmental Information**

   a. **Land Use:** The project area from the Dale Mabry interchange eastward and northward along I-275 to Buffalo Avenue is highly urbanized with both commercial and residential elements. Land use along I-4 from its junction with I-275 eastward to the 50th Street interchange is urbanized with both commercial and residential elements.

      Land use for the area around the Crosstown Connector in the vicinity of 30th Street southward on I-4 to the Crosstown Expressway is urbanized commercial and industrial development.

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

   b. **Wetlands:** There is one cross drain bridge within the study area. Textual locations are provided in question 4.

      The Hillsborough River crossing is in a highly developed area with little, if any, vegetated wetland areas. Vertical face concrete revetments, rubble rip-rap or non-vegetated disturbed soil shorelines predominate in this area. The inclusion of the Crosstown Connector to the study area involves wetland areas in the Upper McKay Bay area.

c. **Floodplain:** I-275 from the Dale Mabry Highway Interchange east and north Dr. Martin Luther King, Jr. Boulevard (Buffalo Avenue) lies within the Old Tampa Bay floodplain and the Hillsborough River floodplain. There are approximately nine locations where the project crosses or is tangent to the 100-year flood zone. There are no designated, regulated floodways in the project.

The eastern extension of the study area from the I-4/I-275 interchange to the 50th Street interchange lies within the Hillsborough River and the historic Palm River floodplains. The project crosses the 100-year flood zone in a number of locations as shown on Hillsborough County FEMA maps. The project also includes Upper McKay Bay floodplains in the vicinity of the Crosstown Connector.

d. **Wildlife and Habitat:** There are a variety of vegetative communities located within the study area. The potential for occurrence of endangered and threatened species is based on habitats known to exist in these areas. Using Official List of Endangered and Potentially Endangered Fauna and Flora in Florida, 1986, and Endangered and Threatened Wildlife and Plants, 1987, a candidate list of federal endangered and threatened species which may exist in the study area has been compiled and is shown below.

SCIENTIFIC NAME	COMMON NAME	STATUS
AMPHIBIANS AND REPTILES		
Alligator mississippiensis	American alligator	Threatened
Drymarchon corais couperi	Eastern indigo snake	Threatened
BIRDS		
Ammodramus savannarum floridanus	Florida grasshopper sparrow	Endangered
Haliaeetus leucocephalus	Bald eagle	Endangered
Mycteria americana	Wood stork	
MAMMALS		
Trichechus manatus latirostris	West Indian manatee	Endangered
PLANTS		
Chrysopsis floridana	Florida golden aster	Endangered

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

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

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

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

h. **Cultural Resources:** An historical and archaeological site survey will be performed. The study area will be field truthed for evidence of any historical and archaeological resources. All existing known historic districts, sites and locations will be identified and mapped.

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

j. **Hazardous Materials:** There are two known hazardous waste generators in the project study area. One location is a body shop and the other is involved with metal and wood stripping. A hazardous materials evaluation will be conducted for this project.

k. **Other Comments:** None.

4. **Navigable Waterway Crossing?** Yes, the proposed project will require modification/reconstruction of one structure spanning navigable and/or tidal waters. This structure is located at the I-275 crossing the Hillsborough west of the I-275/I-4 junction.

   This structure is under the jurisdiction of the U.S. Coast Guard and will require Coast Guard permit approvals prior to any proposed modifications or reconstruction. Coast Guard Bridge Project Questionnaires will not be required or submitted.

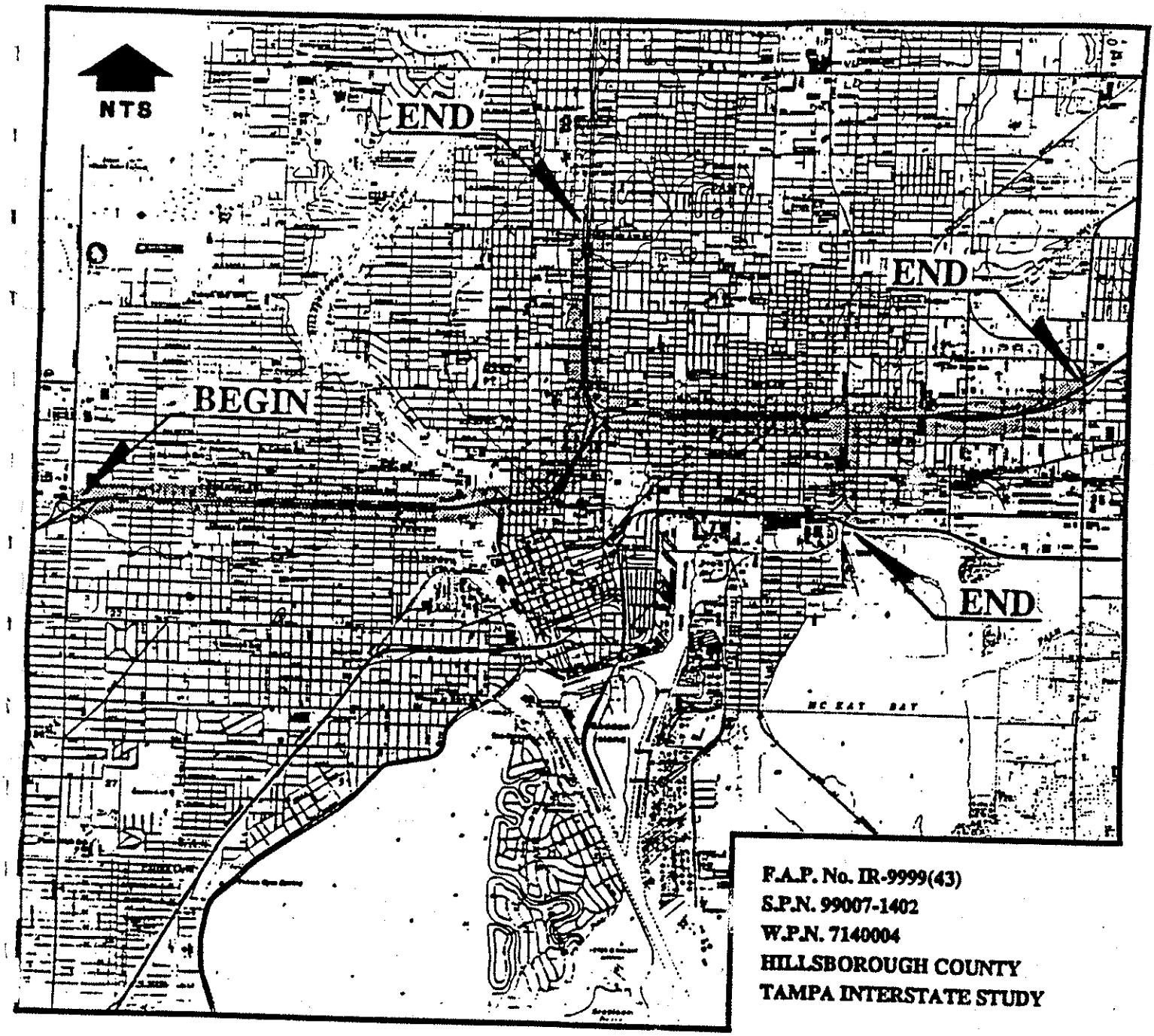
5. **List Permits Required:** Actions resulting from the proposed project may require permits from the following agencies:

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

   (2) State
   Florida Department of Environmental Regulation

   (3) Regional
   Southwest Florida Water Management District

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



PROJECT LOCATION MAP

OMB Approval No. 0348

FEDERAL ASSISTANCE

2. APPLICANT'S APPLICATION IDENTIFIER	a. NUMBER	3. STATE APPLICATION IDENTIFIER	a. NUMBER
	7140004	NOTE: TO BE ASSIGNED BY STATE	
	b. DATE Year month day 19 90-11-7		b. DATE ASSIGNED Year month day 19

1. TYPE OF SUBMISSION (Mark appropriate box)
- ☐ NOTICE OF INTENT (OPTIONAL)
- ☐ PREAPPLICATION
- ☐ APPLICATION

Leave Blank

4. LEGAL APPLICANT/RECIPIENT
- a. Applicant Name: Florida Dept. of Transportation
- b. Organizational Unit: Division of Pre-Construction and Design
- c. Street/P.O. Box: 605 Suwannee Street
- d. City: Tallahassee
- e. County: Leon
- f. State: Florida
- g. ZIP Code: 32399-0450
- h. Contact Person (Name & Telephone No.): David A. Twiddy, Jr., P.E. (813) 7220

5. EMPLOYER IDENTIFICATION NUMBER (EIN)

6. PROGRAM (From CFDA)
- a. NUMBER: 20.20
- MULTIPLE ☐
- b. TITLE: Highway Resea... Planning Constructio...

7. TITLE OF APPLICANT'S PROJECT (Use section IV of this form to provide a summary description of the project)

State Project No. 99007-1402
WPI No. 714-0004

8. TYPE OF APPLICANT/RECIPIENT
Enter appropriate letter

9. AREA OF PROJECT IMPACT (Names of cities, counties, states, etc.)
Hillsborough County

10. ESTIMATED NUMBER OF PERSONS BENEFITING
State of FL

11. TYPE OF ASSISTANCE
Enter appropriate letter(s)

12. PROPOSED FUNDING

a. FEDERAL	743,847,670
b. APPLICANT	0 .00
c. STATE	82,649,741
d. LOCAL	0 .00
e. OTHER	0 .00
f. Total	826,497,411

13. CONGRESSIONAL DISTRICTS OF:
- a. APPLICANT
- b. PROJECT: District 7

14. TYPE OF APPLICATION
Enter appropriate letter

15. PROJECT START DATE Year month day 19 96 7 1

16. PROJECT DURATION: 33 Months

17. TYPE OF CHANGE (For 14a or 14c)
Enter appropriate letter(s)

18. DATE DUE TO FEDERAL AGENCY Year month day 19

19. FEDERAL AGENCY TO RECEIVE REQUEST: U.S. Department of Transportation Washington D.C. 20590
- a. ORGANIZATIONAL UNIT (IF APPROPRIATE): Federal Highway Administration
- b. ADMINISTRATIVE CONTACT (IF KNOWN)
- c. ADDRESS: Washington, D.C. 20590

20. EXISTING FEDERAL GRANT IDENTIFICATION NUMBER: IR-9999(43)

21. REMARKS ADDED ☐ Yes ☐ No

SECTION B—CERTIFICATION

22. THE APPLICANT CERTIFIES THAT:

To the best of my knowledge and belief, data in this preapplication/application are true and correct. The document has been duly authorized by the governing body of the applicant and the applicant will comply with the attached assurances if the assistance is approved.

a. YES. THIS NOTICE OF INTENT/PREAPPLICATION/APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON: DATE _____

b. NO. PROGRAM IS NOT COVERED BY E.O. 12372 ☐
OR PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW ☐

23. CERTIFYING REPRESENTATIVE
- a. TYPED NAME AND TITLE: David A. Twiddy, Jr., P.E. District VII, PD&E Administrator
- b. SIGNATURE

SECTION C—AGENCY ACTION

24. APPLICATION RECEIVED Year month day 19

25. FEDERAL APPLICATION IDENTIFICATION NUMBER

26. FEDERAL GRANT IDENTIFICATION

27. ACTION TAKEN
- ☐ a. AWARDED
- ☐ b. REJECTED
- ☐ c. RETURNED FOR AMENDMENT
- ☐ d. RETURNED FOR E.O. 12372 SUBMISSION BY APPLICANT TO STATE
- ☐ e. DEFERRED
- ☐ f. WITHDRAWN

28. FUNDING

a. FEDERAL	$ .00
b. APPLICANT	.00
c. STATE	.00
d. LOCAL	.00
e. OTHER	.00
f. TOTAL	$ .00

29. ACTION DATE Year month day 19

30. STARTING DATE Year month day 19

31. CONTACT FOR ADDITIONAL INFORMATION (Name and telephone number)

32. ENDING DATE Year month day 19

33. REMARKS ADDED ☐ Yes ☐ No

NSN 7540-01-008-8162
PREVIOUS EDITION NOT USABLE

424-102

STANDARD FORM 424 PAGE 1 (Rev. ...)
Prescribed by OMB Circular A-102

Federal Assistance Multi-Purpose Facesheet Addendum for State Agencies Only

(Pursuant to Section 216.212, Florida Statutes)

GENERAL INSTRUCTIONS

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

1. Budget Entity Title.	2. State Program Structure No. and Title:	Total Proposed Funding Multi-Year Projects (Dates) From _____ To _____ 7/1/96 7/1/98
3. Project included in: (a) Legislative Budget Request Yes ☐ FY _____ No ☐ (b) Approved Budget Yes ☐ No ☐ (c) Governor's Budget Yes ☐ No ☐		
4. Project included in Federally Required "State Plan". Yes ☐ No ☐ Agency:	5. Legal Authority.	Federal $743,847,670.
6. A-95 Review. Yes ☐ No ☐	7. Change in Plan Operation Yes ☐ No ☐	8. Commit State Funding Yes ☐ No ☐ Fund Code / Amount	Applicant -0-
		State 82,649,741.
9. New Position Required: Yes ☐ No ☐ Number ____	10. Matching Requirements: Federal 90 % State 10 % Local Other ____ %	Local -0-
		Other -0-
		Total 826,497,411.
11. Indirect Cost Proposal (Overhead) Department and/or Division Overhead $ _____ Amount _____ % Statewide Allocated Overhead _____ Amount _____ % Total _____ Amount _____ % If "No", explain. _____		12. Type of State Match: Cash ☐ In Kind ☐ Explain: _____

Item 1—Enter the title of the budget entity as defined by Section 216.0[illegible](1)(d), F.S., and as included in the General Appropriations Act for the current fiscal year.

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

Item 3—Mark appropriate blocks:

a—If "Yes", enter the fiscal year of the Legislative Budget Request in which the project is included.

b—This item is applicable only to the state's current fiscal year.

c—This item is applicable only after publication of the Governor's Budget for the particular fiscal year for which project funds are requested.

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

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

Item 6—Mark appropriate block to indicate if OMB Circular A-95 review is required.

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

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

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

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

Item 11—If the application should include overhead for which you are to receive reimbursement from the federal grantor agency in accordance with FMC 74-4, OASC-10, or other federal provisions, enter the amounts included in the approved indirect cost rate for: (1) intra-agency, -department and/or -unit overhead; (2) statewide overhead.

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

If none is claimed, check the "No" block. If "No", an explanation must be given or the application will be returned without action.

Item 12—Enter the dates the total project will cover if more than one (1) year. This item applies only to multi-year projects. Information required in Section 1, Item 13 of Standard Form 424 provides information for projects with a duration of one (1) year or less. Complete that funding information here as required for Item 13, Form 424.

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

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

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies, and to private organizations and citizens who have expressed interest in this proposal. A public meeting will be held in Tampa, Hillsborough County between January and February 1991. In addition, a public hearing will be held. Public notice will be given of the time and place of the meeting and hearing. The draft EIS will be made available for public and agency review and comment. A formal scoping meeting is planned at the project site during the early part of 1991.

To ensure that the full range of issues related to the proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued On: December 6, 1990

Bobby W. Blackmon
District Engineer
Tallahassee, Florida

(4910-22)
DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
ENVIRONMENTAL IMPACT STATEMENT; HILLSBOROUGH COUNTY, FLORIDA

AGENCY: Federal Highway Administration (FHWA), DOT

ACTION: Notice of Intent

SUMMARY: The FHWA is issuing this notice to advise the public that an Environmental Impact Statement will be prepared for a proposed highway project in Hillsborough County, Florida.

FOR FURTHER INFORMATION CONTACT: Steve Walker, P.E., Area Engineer, Federal Highway Administration, 227 N. Bronough Street, Room 2015, Tallahassee, Florida 23201-2015, Telephone: (904)681-7220.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Florida Department of Transportation will prepare an environmental impact statement (EIS) for a proposal to improve I-275 and I-4 in Hillsborough County, Florida. The proposed improvement would involve the reconstruction of I-275 from the Dale Mabry Highway interchange north to Dr. Martin Luther King, Jr. Boulevard (formerly Buffalo Avenue), I-4 from I-275 (including interchange) east to 50th Street (U.S. 41), and the Crosstown Connector in the vicinity of 30th Street on I-4 southward to the Crosstown Expressway. The project area is approximately 11.5 miles in length. Alternatives under consideration include (1) taking no action; and (2) alternatives including the type and location of multi-lane improvements, high occupancy vehicle facilities, high occupancy vehicle priority ramps, traffic management techniques and traffic surveillance and control systems.

Florida Department of Environmental Regulation
Southwest District • 4520 Oak Fair Boulevard • Tampa, Florida 33610-7347
Lawton Chiles, Governor Carol M. Browner, Secretary

February 22, 1991

RECEIVED
FEB 26 1991
STATE CLEARINGHOUSE

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

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

Dear Sir:

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

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

Sincerely,

Bob Stetler

Bob Stetler
Environmental Administrator
Water Management

BS/msb

Recycled Paper

Project Development District 7 JAN 8 1991

BZ, CZB,

Southwest Florida Water Management District

2379 Broad Street (U.S. 41 South) Brooksville, Florida 34609-6899
Phone (904) 796-7211 or 1-800-423-1476 SUNCOM 628-4150

Charles A. Black
Chairman, Crystal River
Roy G. Harrell, Jr.
Vice Chairman, St. Petersburg
Anne Bishopric Sager
Secretary, Venice
Joseph S. Casper
Treasurer, Tampa
Mary Ann Hogan
Brooksville
Samuel D. Updike
Lake Wales
Gordon D. Hartman
Bradenton
David H. Knowlton
St. Petersburg
Andrew J. Lubriano
Tampa
Abby Miesmer
New Port Richey
Sally Thompson
Tampa

Peter G. Nubbell
Executive Director
Mark D. Farrell
Assistant Executive Director
Kent A. Zaiser
General Counsel

January 7, 1991

RECEIVED
JAN 11 1991
GREINER, INC.
TAMPA

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

Subject: Advance Notification
Tampa Interstate Study (TIS)
Dale Mabry Highway to 50th Street
Work Program Item Number: 7140004
State Project Number: 99007-1402
Federal Aid Project Number: 9999(43)

Dear Mr. Twiddy:

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

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

Additionally, from the information submitted, it appears that the subject property contains wetlands as defined in Chapter 40D-4.021(10), F.A.C. Pursuant to Chapter 40D-4.051(2)(c), F.A.C., activities conducted in wetlands require a permit from this agency. Pursuant to Chapter 40D-4.301(1)(f), F.A.C., conditions for issuance of a surface water management permit include reasonable assurance that the proposed activity "will not cause adverse environmental impacts or adverse impacts to wetlands, fish and wildlife, or other natural resources". Please consult Chapters 40-4, 40D-40 F.A.C. and the District's "Basis of Review for Surface Water Management Permit Applications Within the Southwest Florida

Water Management District" for assistance in the design of surface water management facilities. Should you need to obtain copies of these documents, please contact me at (813) 985-7481, extension 2006, and I will see that you get them.

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

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

Sincerely,

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

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

STATE OF FLORIDA
DEPARTMENT OF NATURAL RESOURCES
Marjory Stoneman Douglas Building • 3900 Commonwealth Boulevard • Tallahassee, Florida 32399
Tom Gardner, Executive Director

Project Development District 7 JAN
C2380. file CB;

RECEIVED
JAN 11 1991
GREINER, INC.
TAMPA

December 31, 1990

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

Dear Mr. Twiddy:

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

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

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

Sincerely,

Tracy Peters

Tracy Peters, Planner IV
Bureau of Land Management Services
Division of State Lands

TP/tc
Attachment
cc: Mr. J.C. Kraft

APPENDIX B

FEDERAL, STATE AND LOCAL AGENCY COORDINATION

APPENDIX B

FEDERAL, STATE AND LOCAL AGENCY COORDINATION

Date		Agency
April 22, 1996	-	Advisory Council on Historic Preservation
April 4, 1996	-	U.S. Department of the Interior, Office of the Secretary
February 26, 1996	-	Tampa Bay Regional Planning Council, Intergovernmental Coordination & Review
February 23, 1996	-	Hillsborough Area Regional Transit, Director of Planning
February 15, 1996	-	U.S. Department of Commerce, Ecology and Conservation Office
February 8, 1996	-	U. S. Environmental Protection Agency, Environmental Policy Section
February 6, 1996	-	U.S. Department of Commerce, Habitat Conservation Division
February 5, 1996	-	Department of Health & Human Services, National Center for Environmental Health
January 31, 1996	-	State of Florida, Department of Community Affairs
January 30, 1996	-	Florida Department of State, Division of Historical Resources
January 25, 1996	-	U.S. Department of the Interior, Office of Environmental Policy & Compliance
January 19, 1996	-	Florida Department of Environmental Protection, Southwest District
January 12, 1996	-	U.S. Department of Housing and Urban Development, Supervisory Environmental Officer
September 5, 1995	-	Hillsborough County Metropolitan Planning Organization
August 18, 1995	-	Hillsborough Area Regional Transit Authority
August 18, 1995	-	Florida Department of Transportation, District VII Secretary
June 14, 1995	-	U.S. Department of Commerce, National Oceanic and Atmospheric
May 26, 1995	-	Florida Department of Community Affairs
May 19, 1995	-	Tampa Bay Regional Planning Council
December 21, 1994	-	Federal Highway Administration, Division Administrator
December 9, 1994	-	Federal Highway Administration, Division Administrator
June 22, 1994	-	U.S. Department of Transportation, Federal Highway Administration, Florida Division Office
May 27, 1994	-	Florida Department of State, Division of Historic Resources and State Historic Preservation Officer
May 19, 1994	-	U.S. Department of Transportation, Federal Highway Administration, Florida Division Office
March 25, 1994	-	City of Tampa, Parks, Recreation and Cultural Services

APPENDIX B (Continued)

FEDERAL, STATE AND LOCAL AGENCY COORDINATION

Date		Agency
February 9, 1994	-	United States Department of the Interior, Fish and Wildlife Service
January 24, 1994	-	Stormwater/Outfall Improvement Meeting with FDOT and the City of Tampa
January 3, 1994	-	Florida Department of Transportation, District VII PD&E Department
December 30, 1993	-	Stormwater Coordination Meeting with Southwest Florida Water Management District
December 21, 1993	-	City of Tampa Recreation Department
November 18, 1993	-	Drainage Coordination Meeting with Southwest Florida Water Management District
October 25, 1993	-	Florida Department of State, Division of Historical Resources and State Historic Preservation Officer
October 25, 1993	-	City of Tampa Community Redevelopment Agency
July 27, 1993	-	Cultural Resources Committee Meeting
January 12, 1993	-	Florida Department of State, Division of Historical Resources and State Historic Preservation Officer
September 17, 1992	-	Cultural Resource Committee Meeting
August 12, 1992	-	Florida Department of State, Division of Historical Resources and State Historic Preservation Officer
July 22, 1992	-	Florida Department of Transportation, District VII Secretary
March 5, 1992	-	Florida Department of State, Division of Historical Resources and State Historic Preservation Officer
March 4, 1991	-	State of Florida, Office of the Governor, State Clearinghouse
February 11, 1991	-	Florida Game and Fresh Water Fish Commission, South Region
January 16, 1991	-	The Nature Conservancy and the Florida Department of Natural Resources, Florida Natural Areas Inventory
January 9, 1991	-	Florida Department of State, Division of Historical Resources and State Historic Preservation Officer
December 13, 1990	-	Florida Game and Fresh Water Fish Commission, Office of Environmental Services
November 9, 1990	-	Hillsborough County Metropolitan Planning Organization
October 12, 1990	-	U.S. Department of the Interior, Fish and Wildlife Service
October 3, 1990	-	The Natural Conservancy and the Florida Department of Natural Resources,

APPENDIX B (Continued)

FEDERAL, STATE AND LOCAL AGENCY COORDINATION

Date		Agency
		Florida Natural Areas Inventory
January 4, 1990	-	Florida Department of Environmental Regulation*
October 26, 1988	-	Greiner, Inc.,Tampa International Airport
September 28, 1988	-	U.S. Department of Transportation, Federal Highway Administration, Florida Division Office
April 13, 1988	-	Florida Department of Transportation, District VII
February 27, 1988	-	Airport Consulting Services, Peat Marwick

* Florida Department of Environmental Regulation has been changed to Environmental Protection.

Advisory Council On Historic Preservation

The Old Post Office Building
1100 Pennsylvania Avenue, NW, #809
Washington, DC 20004

APR 22 1996

Mr. J. R. Skinner
Division Administrator
Federal Highway Administration
227 N. Bronough Street, Room 2015
Tallahassee, FL 32301

REF: Project No. IR-9999(43)
I-275 Widening from Dale Mabry Highway to M.L. King, Jr. Blvd.
I-4 from I-275 to East of 50th Street
Tampa, Florida

Dear Mr. Skinner:

Recently the Council was provided with an opportunity to review the latest draft Memorandum of Agreement (MOA) which was included in the Draft Environmental Impact Statement (DEIS) for the referenced project. We apologize for our delay in providing our comments; however, it was only recently brought to our attention that the DEIS contained an updated draft of the MOA on which our comments were expected. We appreciate the opportunity to provide the following additional recommendations to clarify stipulated activities and ensure the document is consistent with FHWA's mandated responsibilities.

- The second "Whereas" paragraph should be recast to clarify that FHWA has consulted with the SHPO and the Council pursuant to 36 CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470f), and pursuant to Section 110(f) of the same Act (16 U.S.C. 470h-2(f)). Please note that the Council's regulations (36 CFR Part 800) do not implement Section 110 of the Act.

- Omit repetitious citations, such as "Effects Analysis," dated November 1995. Once a report has been cited, it is not necessary to repeat the date.

- Stipulation I-C: Modify to read, *FDOT will notify the FHWA, who in turn will notify the SHPO and the Council, of any substantive alteration in the Project design that could result in adverse effects to historic properties not previously addressed during the course of consultation, and afford each the opportunity to consider amending the agreement pursuant to stipulation VII.L.*

- Stipulation I-D: Check the reference to Appendix 3; it appears the reference here should be to Appendix 1.

- Stipulation II-first paragraph (A?): Define "TIS". Leave in examples of elements for which designs will be developed consistent with the Urban Design Guidelines; i.e., retaining walls, noise barriers, bridges, and other design amenities, in order to minimize or avoid *adverse* effects to *historic* resources.

- Stipulation II-second paragraph (B?): Delete the first sentence as the purpose of the guidelines has been described above. Define what is meant by "document" these guidelines; it appears that you mean document adherence to the guidelines. In addition, some means for consultation with the SHPO should be provided in the event that the guidelines cannot be met.

- Stipulation V-A: Make clear that HABS documentation must be submitted and *accepted* by the National Park Service prior to disturbance of the structures.

- Stipulation V-A-6: Re-number sections under headings "a" and "b" with small Roman numerals (i, ii, iii, etc) in order to distinguish these as subsections of previous numbered divisions.

- Signature block: Remove "Accepted by:" over the Council's signature line. The Council is a fully participating party to this agreement. The agreement will be executed by Cathryn B. Slater, Chairman.

We continue to be pleased with the substantial commitment by FHWA and the Florida Department of Transportation to relocate and rehabilitate a number of affected historic properties, and previous modifications of the agreement have clarified how those efforts will be carried out. Should you wish to discuss these recommendations in further detail, please contact MaryAnn Naber at (202) 606-8534. We look forward to hearing from you and concluding this agreement.

Sincerely,

[illegible] L. Klima
Director
Eastern Office of Review

COPY ELAINE ILLES ⊙ GREINER

3

United States Department of the Interior

OFFICE OF THE SECRETARY
Washington, D.C. 20240

RECEIVED PD&E
96 APR -8 AM 11:53

ER-96/38

APR 4 1996

Mr. J.R. Skinner
Division Administrator
Federal Highway Administration
227 North Bronough Street
Tallahassee, Florida 32301

Dear Mr. Skinner:

This responds to the request for the Department of the Interior's comments on the Draft Environmental/Section 4(f) Evaluation for the I-275 I-4 Corridor Improvements (Tampa Interstate Study), Hillsborough County, Florida.

SECTION 4(f) EVALUATION COMMENTS

Recreational Resources

We concur that there is no feasible and prudent alternative to the use of some land from Perry Harvey Park if project objectives are to be met. However, we do not believe that all possible planning has been done to minimize harm to the park, particularly with respect to the skateboard facility. Should a determination be made that the project will impact the skateboard facility, then this facility should be replaced at highway expense either at the Perry Harvey Park or at another location. As you know, the City of Tampa has designated Rowlette Park as a candidate for relocation of the skateboard facility. This matter should be addressed in the Final Section 4(f) Evaluation.

We note that Perry Harvey Park will end up in a net loss of one half acre of land as a result of the implementation of the proposed project. We suggest that this half acre of land be replaced or compensation be paid to the City of Tampa to be earmarked for park and recreation purposes. Evidence to that effect should be included in the Final Section 4(f) Evaluation.

Historic Resources

We concur that there is no feasible and prudent alternative to the use of some of the historic properties identified in the Section 4(f) Evaluation if project objectives are to be met. However, we do not believe that all possible planning has been done to minimize harm to historic resources. We recommend continued cooperation and coordination with the State Historic Preservation Officer in order to finalize the proposed Memorandum of Agreement (MOA) shown in Appendix E which should include measures to avoid or minimize harm to historic resources, in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended. A signed copy of the MOA should be included in the Final Section 4(f) Evaluation.

ENVIRONMENTAL STATEMENT COMMENTS

The environmental statement adequately addresses other matters of concern to this Department, such as fish and wildlife resources.

SUMMARY COMMENTS

The Department of the Interior has no objection to Section 4(f) approval of this project by the Department of Transportation, providing that the mitigation measures to Perry Harvey Park and historic resources are adequately documented in the Final Section 4(f) Evaluation.

We appreciate the opportunity to provide these comments.

Sincerely,

Willie R. Taylor
Director, Office of Environmental Policy and Compliance

cc: Mr. Michael J. Coleman
District PD&E Engineer
Florida Department of Transportation
11201 North Malcolm McKinley Drive
Tampa, Florida 33612-6403

Tampa Bay Regional Planning Council

9455 Koger Boulevard
St. Petersburg, FL 33702-2491
(813) 577-5151/Tampa 224-9380
Suncom 586-3217

Officers

Chairman
Commissioner
John Gause

Vice-Chairman
Councilman
Armand "Sandy" Burke

Secretary/Treasurer
Commissioner
Steven M. Seibert

Executive Director
Julia E. Greene

PS

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96 FEB 28 PM 2:25

February 26, 1996

Mr. Michael J. Coleman
Project Development and Environmental Engineer
Florida Department of Transportation
District Seven
11201 North McKinley Drive, MS 7-500
Tampa, Florida 33612-6403

Subject: Recommended for APPROVAL, IC&R #017-96, Tampa Interstate Study Draft Environmental Impact Statement, City of Tampa

Dear Mr. Coleman:

The enclosed agenda item regarding the above-referenced matter was considered and staff comments approved by the Clearinghouse Review Committee of the Tampa Bay Regional Planning Council at its February 26, 1996 meeting.

Please contact me, or Sheila Benz of our Council staff, if further information regarding this item is desired.

Sincerely,

John M. Meyer, Project Manager
Intergovernmental Coordination & Review

JMM/bj

Enclosure

THE REGIONAL PLANNING COUNCIL is recognized as Florida's only multipurpose regional entity that is in a position to plan for and coordinate intergovernmental solutions to growth-related problems on greater-than-local issues, provide technical assistance to local governments, and meet other needs of the communities in each region.

F.S. 186.502(4)1

tampa bay regional planning council

Clearinghouse Review

TAMPA INTERSTATE STUDY DRAFT ENVIRONMENTAL IMPACT STATEMENT, CITY OF TAMPA, IC&R #017-96.

The Florida Department of Transportation has requested review and comment on the Draft Environmental Impact Statement for the Tampa Interstate Study. The highway improvements studied include 24.1 km (15 miles) of multi-lane improvements to I-275 from the Howard Frankland Bridge/Kennedy Boulevard ramps to Dr. Martin Luther King Jr. Boulevard; multi-lane improvements to I-4 from I-275 (including the interchange) to east of 50th Street; a multi-lane controlled access facility in a new alignment from I-4 to the Tampa South Crosstown Expressway; and improvements to approximately 7.08 km (4.4 miles) of the Tampa Crosstown Expressway from the Kennedy Boulevard overpass to Maydell Drive. An expanded description of the proposed improvements is attached to this report. It is estimated that the cost of acquiring right-of-way and relocating approximately 1,104 residences and 159 businesses will be over $425 million (1994 dollars).

The Draft Environmental Impact Statement outlines the anticipated impacts on socioeconomic and community resources; cultural resources; utilities; secondary issues; air quality; noise; hazardous materials sites; drainage and hydrology; water quality; floodplains and floodways; wetlands; uplands, wildlife, threatened and endangered species; mammals, birds, amphibians and reptiles; critical habitats; Outstanding Florida Waters; Wild and Scenic Rivers; and farmlands. In general, impacts to all regionally-significant resources is minimized through the expansion of existing right-of-way and previously-impacted areas, and location within the urban core.

Council Comments/Concerns

The need for improvements to the Tampa Interstate and associated facilities to accommodate anticipated travel demand in the year 2010 is well documented. Current conditions during peak travel hours and mandated evacuations are below standard.

Anticipated environmental impacts associated with the project include disturbance or loss of 15 wetlands. These wetlands include estuarine and freshwater habitats, ditches, stormwater ponds and borrow pits. An estimated 6.7 acres of wetland habitat, 25.4 percent of the total wetland acreage within the corridor, will be impacted. Mitigation for 2.84 acres of the impacts will be provided by the creation of 12 acres of water quality treatment/flood volume attenuation ponds. It is proposed that 24 percent of the 12 acres of stormwater ponds or approximately 2.8 acres will be utilized for mitigation purposes (1:1). There are no other anticipated impacts to habitat or wildlife. Potential impacts to the West Indian manatee during the Hillsborough River bridge reconstruction will be minimized by implementing the Manatee Watch Program Guidelines of the Florida Department of Environmental Protection.

The following should be included into the project design:

- Construction activities must be controlled to prevent impacts to any state- or federally-listed species. The applicant, or contractor, must conform with Florida Department of Environmental Protection (FDEP), Florida Game and Fresh Water Fish Commission and U.S. Fish and Wildlife Service requirements for construction activities within areas providing habitat for listed species.

Recommendation

The Draft Environmental Impact Statement is consistent with the goals and policies of the Tampa Bay Regional Planning Council as adopted in the *Future of the Region, A Comprehensive Regional Policy Plan for the Tampa Bay Region.*

Further, it is recommended that any additional comments addressing local concerns be considered prior to final action.

Committee adopted February 26, 1996.

Armand "Sandy" Burke, Chairman
Clearinghouse Review Committee

This project has been reviewed for consistency with the Council's adopted growth policy, *Future of the Region, A Comprehensive Regional Policy Plan for the Tampa Bay Region.* This proposal is consistent with Council policies: 9.8.2, 10.1.5, 10.2.1, 10.3.5, 10.6.4, 10.12.1, 11.6,20.1.7, 20.1.10, 20.1.11, 20.2, 20.2.1, and 20.2.3.

Local Comments Requested From:

Agency	Request Date
Environmental Protection Commission of Hillsborough County	1/10/96
Hillsborough County City-County Planning Commission	1/10/96
Hillsborough County Planning & Development Management Department	1/10/96
City of Tampa Planning Department	1/10/96
City of Plant City Planning Department	1/10/96
Pinellas County Planning Department	1/10/96
City of St. Petersburg Planning Department	1/10/96
City of Clearwater Economic Development	1/10/96

PLEASE NOTE: Please append a copy to your application to indicate compliance with clearinghouse requirements. The Committee's comments constitute compliance with Florida's Intergovernmental Coordination and Review process only.

EXPANDED DESCRIPTION OF PROPOSED IMPROVEMENTS

Interstate 275, Howard Frankland Bridge/Kennedy Boulevard Ramps to north of Dr. Martin Luther King Jr. Boulevard:

- Four-roadway system (two roadways for both directions of interstate express lanes and two roadways for both directions of separate local access freeway lanes). HOV/Transitway lanes included within the interstate alignment.
- Fully-directional interchange connecting I-275 and the Veterans Expressway;
- Direct ramping from Memorial Boulevard and Kennedy Boulevard to the Veterans Expressway;
- Modify existing Westshore Boulevard, Lois Avenue and Dale Mabry Highway interchanges;
- The recently constructed interchange ramps at Himes Avenue;
- Split interchange ramps remaining at Howard and Armenia Avenues;
- Modify western ramps at Ashley, Scott and Kay Streets to provide a west-side CBD distributor interchange at Ashley/Tampa Streets serving all movements;
- New west bank CBD interchange with western ramps at North Boulevard;
- Removal of existing northern ramps at Floribraska Avenue; and
- Create a full interchange at Dr. Martin Luther King Jr. Boulevard.

Non-Interstate Improvements:

- Sherrill Street extension from Memorial Highway and Kennedy Boulevard, under I-275 to Cypress Street; and
- Lemon Street connector to Westshore Boulevard from Occident Street.

I-4, I-275 to 50th Street:

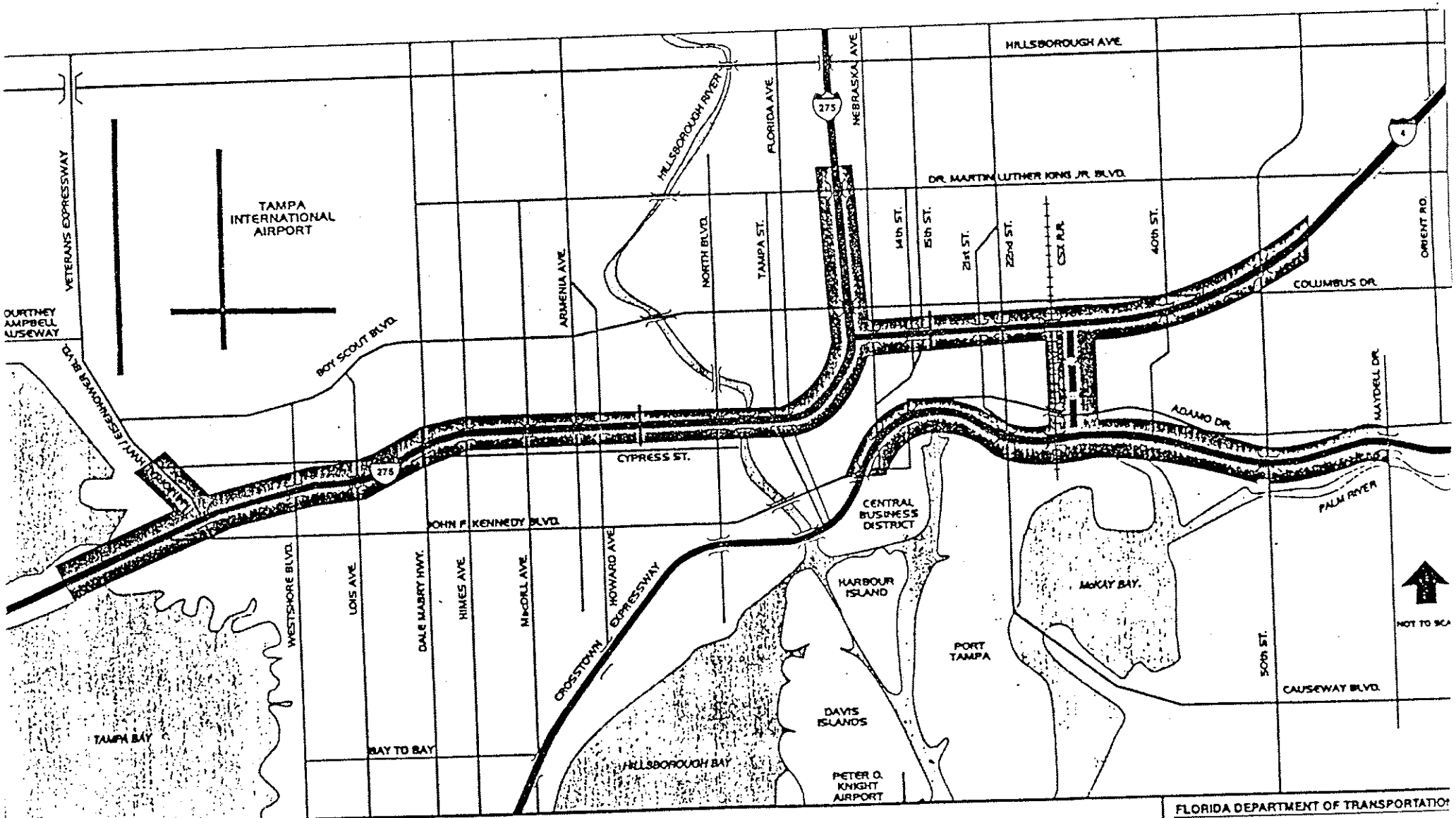
- Four-roadway system (two roadways for both directions of interstate express lanes and two roadways for both directions of separate local access freeway lanes).
- HOV lanes included within the interstate alignment;
- New Ybor City/east side CBD split interchange at 14th and 15th Streets;
- Extension of 14th and 15th Street ramps as parallel frontage roads to 21st and 22nd Street;
- Remove existing interstate access at 21st and 22nd Streets;
- Remove 19th Street overpass, maintain 26th Street overpass;
- Reconfigure split interchange at Columbus Drive and 50th Street;
- Remove interchange ramps at 40th Street; and
- New, directional freeway-to-freeway interchange with the new Crosstown Connector near 31st Street.

Crosstown Connector:

- Six-lane facility from I-4 near 31st Street to the Tampa Crosstown Expressway.

Tampa Crosstown Expressway, Kennedy Boulevard to Maydell Drive:

- Provide four lanes eastbound, three lanes westbound with additional auxiliary lanes.



LEGEND

Proposed Crosstown Connector

Project Study Limits

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACT STATEMENT

TAMPA INTERSTATE STUDY

PHASE II

Hillsborough County, Florida

PROJECT STUDY LIMITS

EXHIBIT

KR RA FORWARD TO [illegible] REVIEWING.

HARTline

Hillsborough Area Regional Transit

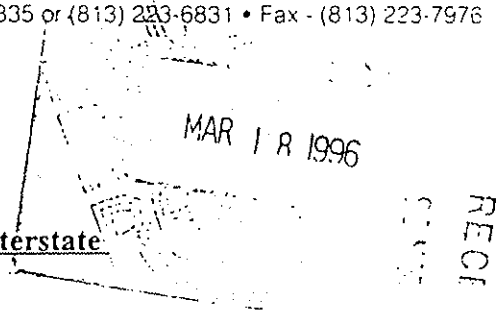
4305 East 21st Avenue, Tampa, Florida 33605-2300
Phone: (813) 623-5835 • Fax - (813) 664-1119

201 E Kennedy Blvd., Suite 1600 Tampa, Florida 33602
(813) 623-5835 or (813) 223-6831 • Fax - (813) 223-7976

February 23, 1996

MAR 18 1996

Ms. Debbie Hunt, Public Transportation Manager
Florida Department of Transportation, District Seven
11201 N. McKinley Drive, MS-330
Tampa, Florida 33612



RE: **HART's Comments on the Draft Tampa Interstate Environmental Impact Study**

Dear Ms. Hunt:

This letter is a follow-up to our earlier submitted comments on the above subject. These comments are resubmitted and clarified. Previous submittals should be disregarded.

1. **High Occupancy Vehicle Lanes (HOV)** The draft report is unclear with respect to the sequencing for implementing HOV lanes in the proposed project. Section 1.6.1.2 states that detailed discussion of how the HOV / Transit facilities are incorporated into the plan is provided in Section 2.3.2, however, the one sentence in this section fails to do what it promised to do. Appendix F, page 16 includes a statement that provision of HOV / Transit facilities will be considered within the alignment, but does not mention how or when. Since the Tampa Interstate Study elements are to be built in stages, HART is going on record that it's preference is for HOV lanes to be built early on rather than at later stages. We also want to be on record requesting that transit in the corridor between Downtown and Westshore be implemented in the project and further that the implementation of transit in this section of I-275 not preclude continued HOV application. In other words, we request both transit and HOV early on implementation in the phased construction plans.

2. **Access to HART's Bus Operations & Maintenance Facility** The report is silent about the negative impact to HART's 21st Street bus operation and maintenance facility. HART's primary access to the rest of the urban area is via the interchange on I-4 at 40th Street which is being proposed for elimination in this project. Because the HART operations and maintenance facility is not immediately adjacent to I-4 and therefore there would be no taking of property for I-4 enhancements, the environmental impact study does not acknowledge the negative impact on HART. An important factor in the citing of the HART facility in the 1980's was that it had easy access to the freeway system allowing distribution of bus trips to and from the facility in an efficient and cost effective

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David Mechanik

CITY OF TEMPLE TERRACE
Councilman John [illegible]

manner. Discussion and resolution of the negative economic and operational impact on HART need to occur. This discussion should address mitigation solutions during construction periods and afterward. HART, FDOT staff and FDOT consultants have had discussions about how to lessen the impact of the elimination of the I-4 access at 40th Street. We have made some progress in resolution of this issue, however, there seems to be an assumption by FDOT that the burden of financing the mitigation measure would be HART's. HART believes FDOT has an implied obligation because this is an intermodal project to correct and mitigate negative impacts on the transit mode.

3. Transportation Management Systems Statements in Section 4.7 of the draft report indicate that strategies to mitigate traffic congestion will occur during the project construction. This document states that transportation management techniques are to be considered and evaluated by FDOT as part of it's design and construction activities. It does not address integration of TMS strategies into the project. It is getting late in the process to allow serious integration of alternatives. A thorough discussion of transportation systems management strategies should be added in the final report including how the recommended alternatives in the construction phasing of elements will focus on alternatives that promote the greatest efficiency, ie. high vehicle occupancy and discouraging "one person in one vehicle" travel.

4. HART Northern Terminal Appendix F, page 1-6 of the draft report includes a statement that provision of major storm water management facilities will be under the interstate to reduce land acquisition for storm water management in the central business district. This appears to shift the responsibility to others for mitigation of impacts. This is of particular interest to HART whose Northern Transit Terminal is currently located under the interstate interchange at the northern end of Downtown. An implementation plan that allows for congestion mitigation through early relocation of the Northern Transit Terminal, prior to any construction on the I-275 / I-4 interchange is necessary to assure that transit can effectively continue operation while I-4 / I-275 is under construction and after the construction is completed. The report needs to address how the project will respond to the need to relocate HART's facility, what parcels will be set aside for bus operations, and a detail description of how construction of a replacement facility by the project will be coordinated to ensure continued transit operations.

5. HART Southern Access into the Downtown The draft report (Section 2.4.1.3, page 2-18) contains a statement that the analysis does not address the proposed Crosstown Connector. This is a serious deficiency. The omission of discussion about the connection between I-4 and the Crosstown Connector in the study raises serious concerns about efficient access to the Downtown area, particularly less access into and out of Downtown and the fact that buses may need to be re-routed. Of note is the document's failure to describe how the HOV treatment on I-4 and the Crosstown Connector will be met so as to not diminish the effectiveness of this TSM strategy. All in all, there seems to be a less than serious treatment of the HOV transit issues throughout the document.

HART also has concerns about continued access to the Emergency Management Services center, and about the broader issue of the economic impact of this project.

6. **Emergency Management Services** Impact on the Communications Building for Tampa Fire and Rescue - 911 Dispatch Center does not appear to have been fully evaluated; and possible solutions toward relocation of the facility are not presented herein.

7. **Economic Impact** The draft report asserts that the increased employment associated with construction will be a positive impact on the economy (Section 4.1.2, page 4-6) and the document implies that more highway capacity automatically helps commerce. HART generally agrees with this; however, the document downplays the importance that businesses will be closed, commerce patterns changed and the loss of commercial and residential properties from the tax roll will have a negative spin-off impact on local governments' tax base. We are concerned that businesses may be damaged or lost to intercity neighborhoods, and replacement in these neighborhoods (when left to market forces alone) may not occur. We are concerned that there will be further erosion of property and sales tax, in particular for the City of Tampa and the report has not addressed that fact. Finally, it appears that there will be impacts to future land use due to access and capacity changes, yet there is a failure to address possible mitigation solutions or ways to contribute to an enhanced quality of life with the project.

In closing, HART supports the capacity enhancements to the surface transportation network in Tampa and Hillsborough County that will come about with improvements to the interstate system. We have concerns that there will be lost opportunities in the community and that there will be spin-off negative impacts from this very large and important project which are not viewed by FDOT as a responsibility of the project. Bear with me as I close by saying, "Every public investment has an obligation to leave the surrounding setting in a better condition than before it came."

We would like to discuss our concerns with you, and will contact you to set up a meeting as soon as it is convenient.

Sincerely,

Diana Carsey
Director of Planning

cc: Elaine Illes, Greiner
Lucie Ayer, MPO
Elton Smith, City of Tampa
Ned Baier, Hillsborough County
Sharon Dent, HART

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TO GREENER

UNITED STATES DEPARTMENT OF COMMERCE
Office of the Under Secretary for
Oceans and Atmosphere
Washington, D.C. 20230

February 15, 1996

RECEIVED
96 FEB 26 PM 2:13

Mr. Michael J. Coleman, P.E.
Dist. Project Development/Environment Engineer
District VII
11201 North Malcolm McKinley Drive
Tampa, FL 33612-6403

Dear Mr. Coleman:

Enclosed are comments on the Draft Environmental Impact Statement for Tampa Interstate Study State Project #99007-1402 in Hillsborough County, Florida. We hope our comments will assist you. Thank you for giving us an opportunity to review this document.

Sincerely,

Donna S. Wieting
Acting Director
Ecology and Conservation Office

Enclosure

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
National Geodetic Survey
Silver Spring, Maryland 20910-3282

RECEIVED
SEP 26 P 2:19

FEB 14 1998

MEMORANDUM FOR: Donna Wieting
Acting Director, Ecology and Conservation Office

FROM: for Captain Lewis A. Lapine, NOAA
Director, National Geodetic Survey

SUBJECT: DEIS-9601-03--Tampa Interstate Study State Project #99007-1402 in Hillsborough County, Florida

The subject statement has been reviewed within the areas of the National Geodetic Survey's (NGS) responsibility and expertise and in terms of the impact of the proposed actions on NGS activities and projects.

All available geodetic control information about horizontal and vertical geodetic control monuments in the subject area are on the attached diskettes. This information should be reviewed for identifying the location and destination of any geodetic control monuments that may be affected by the proposed project.

If there are any planned activities which will disturb or destroy these monuments, NGS requires not less than 90 days' notification in advance of such activities in order to plan for their relocation. NGS recommends that funding for this project include the cost of any relocation(s) required.

For further information about these monuments, please contact John Spencer; SSMC3, NOAA, N/NGS; 1315 East West Highway; Silver Spring, Maryland 20910; telephone: 301-713-4169; fax: 301-713-4175.

Attachments

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The enclosed disk contains programs DSX, DSPLOT, and DSSELECT (in separate directories) which facilitate the use of the National Geodetic Survey's (NGS) data sheet file (DSDATA).

DSX.EXE extracts individual or groups of data sheets from a DSDATA file. It provides options to extract by station identifier, station name, area, and more. Various utilities are included for manipulating the data.
Print files 'DSX.DOC' and 'D_README' from directory 'DSX' on the diskette for documentation on setting up and using the program!

DSPLOT.EXE is used to plot DSX created index files (or any file in the same format) on the terminal screen.
Print file 'DSPLOT.DOC' from directory 'DSPLOT' on the diskette for documentation on using the program!

DSSELECT.EXE allows for extraction of various data items from a DSDATA file into a separate file. Ouptut format is one record per station with data items separated by a delimiter for easy database loading.
Print file 'DSSELECT.ASC' from directory 'DSSELECT' on the diskette for documentation on using the program!

NGS welcomes your suggestions and comments on the usefulness of the program. Please send your comments to:

U.S. Department of Commerce, NOAA
National Geodetic Survey, N/CG174
SSMC-3, Station 9202
1315 East-West Highway
Silver Spring, MD 20910

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 4
345 COURTLAND STREET, N.E.
ATLANTA, GEORGIA 30365

RECEIVED FHWA
96 FEB -8 PM 1:38
FLORIDA DIVISION FEB

Mark D. Bartlett, P.E.
Supervisory Transportation Engineer
Federal Highway Administration
227 North Bronough Street, Rm. 2015
Tallahassee, Florida 32301

SUBJECT: Tampa Interstate Study, Hillsborough County, Florida
Draft Environmental Impact Statement

Dear Mr. Bartlett:

The U.S. Environmental Protection Agency has reviewed the above referenced document in accordance with its responsibilities under Section 309 of the Clean Air Act and Section 102(2)(C) of the National Environmental Policy Act. The documents describe impacts associated with the improvement of of 15 miles of Interstates 4 and 275 and the Crosstown Connector that service the Tampa urban area. A new connector between Interstate 4 and the Crosstown Connector is also proposed. The improvements will upgrade safety and efficiency of the roadway system.

The project is located in a highly urbanized area that consists primarily of residential, business, and industrial development. Very little of the natural environment remains.

Because of the urban nature of the project site, construction and operational activities will impact residential and other developed areas. However, some aquatic and wetland resources will also be impacted.

A major concern is that traffic noise levels along the preferred alternative are predicted to approach or exceed the FHWA Noise Abatement Criteria at an estimated 1,350 noise sensitive sites. Therefore, estimates of the number of people/residents affected by the increased noise levels should be provided in order to adequately evaluate the severity of this impact on the people living and working along the corridor.

THIS IS IMPORTANT

When the final alternative is selected, the total number of affected residences and affected people should be tabulated and presented in the Final EIS along with noise sensitive sites such as schools, hospitals churches, and parks. A land use map showing projected noise-level contours in the travel corridor also should be included. This would allow residents in the project area to be aware of future noise impacts and be better able to decide during final design-phase discussions which abatement measures would be appropriate for their neighborhoods. Any commitments to abatement measures that are made prior to completion the Final EIS should be included in that document.

Construction of the selected alternative could impact about 7 acres of wetlands at 15 different sites. A number of the wetland sites are man-made or have been altered by development. Since few aquatic resources remain in the urbanized project area, care should be taken to avoid these resources to the maximum extent possible. The Final EIS should contain a reasonably detailed discussion of steps that will be taken to offset any unavoidable wetland losses resulting from construction of the preferred alternative. Creation of water quality/flood volume attenuation ponds as suggested in the document appears to be an acceptable approach. Detailed plans should be prepared and presented in the Final EIS.

In regard to air quality, the DEIS stated that the predicted one-hour and eight-hour concentrations for carbon monoxide (CO) do not exceed the National Ambient Air Quality Standards for CO. While we agree that no exceedances are shown in the report, the input and output files of the MOBILE5a model should be included in the final FEIS to verify the correct assumptions were used in the analysis.

We rate this document EC-2; that is, we have environmental concerns that construction of the project may result in impacts that should be avoided and/or minimized to fully protect the human and natural environment. Also, the additional noise and wetland impacts and mitigation information requested above should be included in the Final EIS. We appreciate the opportunity to comment on this document. Any questions on our comments should be addressed to Allen Lucas at 404/347-3776.

Sincerely,

Heinz Mueller

Heinz Mueller, Chief
Environmental Policy Section
Federal Activities Branch

RA
PS
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UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
Southeast Regional Office
9721 Executive Center Drive North
St. Petersburg, Florida 33702

February 6, 1996

Mr. Michael J. Coleman, P.E.
Florida Department of Transportation
District VII
11201 North Malcolm KcKinley Drive
Tampa, Florida 33612-6403

RECEIVED
ENVIRONMENTAL MGMT OFFICE
96 FEB -8 AM 10:58

Dear Mr. Coleman:

Subject: Draft Environmental Impact Statement
Tampa Interstate Study
State Project Number: 99007-1402
Federal Aid Project Number: IR-9999(43)
Work Program Item Number: 7140004
Hillsborough County, Florida

The National Marine Fisheries Service (NMFS) has reviewed the subject document transmitted with your December 13, 1995 letter. The Draft Environmental Impact Statement (DEIS) was prepared for the proposed improvements of Interstate-275, Interstate-4, Tampa Crosstown Expressway and the construction of a Crosstown Connector in Hillsborough County, Florida.

Based on our review, the document sufficiently describes the resources within the study area as well as the probable impacts to those resources. Since a majority of the wetland impacts will occur to stormwater ponds and conveyance channels the mitigation described in Section 4.6.1.3 appears to be adequate. In view of this, we anticipate that impacts to living marine resources will be minimal.

However, we have previously noted (in our June 14, 1995 response to the Advance Notification included in Appendix A and Appendix B of the DEIS) that the area identified as 2EA in the DEIS was excluded from the cooperative habitat restoration project area that was constructed jointly by the Southwest Florida Water Management District and the Florida Department of Transportation. This area was not restored because it was likely to be impacted by the proposed improvement of the Kennedy Boulevard off-ramp but, as described in the DEIS, this area apparently will not be impacted. If wetland area 2EA in fact will not be impacted, the exotic vegetation that was left in place, and any which as invaded the restoration site, as a result of this area not being restored should be removed to avoid degradation of the adjacent restoration effort.

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We appreciate the opportunity to provide these comments. Please direct related comments or questions to Mr. David N. Dale of our St. Petersburg Area Office. He may be contacted at 813/570-5317.

Sincerely,

Edwin J Keppner

Andreas Mager, Jr.
Assistant Regional Director
Habitat Conservation Division

cc:
Mr. C.L. Irwin, Manager
Environmental Management Office
Florida Department of Transportation
605 Suwannee Street
Tallahassee, Florida 32301

Mr. Thomas Ries
Southwest Florida Water Management District
Surface Water Improvement and Management
7601 Highway 301 North
Tampa Florida 33637-6759

F/SEO2
F/SEO23-St. Pete.

DEPARTMENT OF HEALTH & HUMAN SERVICES

Public Health Service

Centers for Disease Control
and Prevention (CDC)
Atlanta GA 30341-3724

February 5, 1996

RECEIVED
ENVIRONMENTAL MGMT OFFICE
96 FEB -9 PM 12:06

Mr. C. L. Irwin
Manager, Environmental Management Office
Florida Department of Transportation
605 Suwannee Street
Tallahassee, FL 32301

Dear Mr. Irwin:

We have completed our review of the Draft Environmental Impact Statement (DEIS) of the multi-lane improvements in Hillsborough County: Work Program Number 7140004; State Project Number 99007-1402; Federal Aid Project Number IR-9999(43). We are responding on behalf of the U.S. Public Health Service.

We have reviewed the Draft EIS for potential adverse impacts on human health, and we believe related issues have been addressed in this draft document. However, we offer the following comments for your consideration in preparing the final EIS.

As with many major highway improvement projects, we have concerns regarding significant residential relocation impacts. However, we note that FDOT will carry out a right-of-way and relocation program in accordance with Florida Statute 33.9.09 and the Uniform Assistance and Real Property Acquisition Act of 1970 (P.L. 91-646). We also note that because of the adequate supply of homes available for sale or rent and the abundance of vacant leasable business space, it is anticipated that all displaced residents, businesses, and non-profit organizations can be relocated within or near their respective neighborhoods, is so desired. This information adequately addresses our potential concerns with relocation impacts.

Because the noise analysis indicates that the project will result in increased noise levels and associated noise impacts as an unavoidable consequence, we concur that noise abatement commitments be reevaluated prior to "Plans, Specifications, and Estimates approval" to ensure that all practical and feasible mitigative measures are taken to minimize adverse noise impacts. Also, we concur that potential future noise impacts be mitigated through local land ordinance involving zoning, building setbacks, and use of appropriate building materials.

Section 4.5.3 Contamination , identifies sites which will require "Level II contamination investigations", and it is stated that at sites where contamination is detected, further field investigations should be conducted to determine the extent of the contamination, identify the

source, and estimate the cost of remediation. While we agree with this process, we were unable to determine the next step...the plans to mitigate the contamination and potential threat of exposure, and who would be responsible for any necessary clean-up of individual sites prior to project construction.

Thank you for the opportunity to review and comment on this draft document. Please ensure that we are included on your mailing list to receive a copy of the Final EIS, and future EIS's which may indicate potential public health impact and are developed under the National Environmental Policy Act (NEPA).

Sincerely yours,

Kenneth W. Holt

Kenneth W. Holt, M.S.E.H.
Special Programs Group (F29)
National Center for Environmental Health

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PS 7140004.20

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96 FEB 28 AM 10:39

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STATE OF FLORIDA
DEPARTMENT OF COMMUNITY AFFAIRS

EMERGENCY MANAGEMENT • HOUSING AND COMMUNITY DEVELOPMENT • RESOURCE PLANNING AND MANAGEMENT

LAWTON CHILES
Governor

JAMES F. MURLEY
Secretary

January 31, 1996

Mr. C.L. Irwin
Florida Department of Transportation
605 Suwannee Street
Tallahassee, Florida 32301

RE: Highway Planning and Construction - Administrative Action Draft - Environmental Impact Statement - Master Plan for Phase I of Tampa Interstate Study - Hillsborough County, Florida
SAI: FL9512221197C

Dear Mr. Irwin:

The Florida State Clearinghouse has received your application for the above-described project, and has forwarded it to the appropriate state agencies for review. In order to receive comments from all agencies, an additional fifteen days is requested for completion of the review. Therefore, the clearance letter due date for this project will be extended from February 5, 1996 to February 20, 1996. If all comments are received prior to the extended date, every effort will be made to forward the clearance letter to you at an earlier date.

Thank you for your understanding. If you have any questions regarding this matter, please contact Ms. Keri Akers, Clearinghouse Coordinator, at (904)922-5438.

Sincerely,

Ralph Cantral, Executive Director
Florida Coastal Management Program

RC/ka

2740 CENTERVIEW DRIVE • TALLAHASSEE, FLORIDA 32399-2100

FLORIDA KEYS AREA OF CRITICAL STATE CONCERN
FIELD OFFICE
2796 Overseas Highway, Suite 212
Marathon, Florida 33050-2227

SOUTH FLORIDA RECOVERY OFFICE
P.O. Box 4022
8600 N.W. 36th Street
Miami, Florida 33159-4022

GREEN SWAMP AREA OF CRITICAL STATE CONCERN
FIELD OFFICE
155 East Summerlin
Bartow, Florida 33830-4641

ELAINE ILES - FYI
3/22/96

I	A	DIV. ADM.
		A.D.A.
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RECEIVED FHWA
96 MAR 22 PM 12:
FLORIDA DIVISION

FLORIDA DEPARTMENT OF STATE
Sandra B. Mortham
Secretary of State
DIVISION OF HISTORICAL RESOURCES
R.A. Gray Building
500 South Bronough Street
Tallahassee, Florida 32399-0250
Director's Office (904) 488-1480
Telecopier Number (FAX) (904) 488-3353

January 30, 1996

Ms. Keri Akers
Florida State Clearinghouse
Department of Community Affairs
2740 Centerview Drive
Tallahassee, FL 32399-2100

In Reply Refer To:
Laura A. Kammerer
Historic Preservationist Supervisor
(904) 487-2333
Project File No. 954644

RE: SAI #9512221197C
Administrative Action Draft Environmental Impact Statement Section 4(f) Evaluation
USDOT/FHWA/FDOT
WPN: 7140004 SPN: 99007-1402 FAPN: IR-9999(43)
Hillsborough County, Florida

Dear Ms. Akers:

In accordance with the provisions of Florida's Coastal Zone Management Act and Chapter 267, *Florida* Statutes, as well as the procedures contained in 36 C.F.R., Part 800 ("Protection of Historic Properties"), we have reviewed the referenced Draft Environmental Impact Statement sections regarding historic and archaeological resource impacts and find that they adequately address this agency's recommendations concerning cultural resources. Conditioned upon the involved agency's fulfilling the proposed avoidance, minimization, and mitigation measures, the proposed project will be consistent with the historic preservation aspects of the Florida Coastal Zone Management program.

If you have any questions concerning our comments, please do not hesitate to contact us. Your interest in protecting Florida's historic properties is appreciated.

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To Elaine Iles	From Rick Adair
Co. Greiner	Co. FDOT PD&E
Dept.	Phone # 975-6447
Fax # 286-6587	Fax # 975-6443

Sincerely,

Laura A. Kammerer

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

GWP/Klk
xc: Jasmin Raffington, FCMP-DCA

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FILE 7140004.20

United States Department of the Interior

RECEIVED PD&E
96 JAN 29 PM 3:0

OFFICE OF THE SECRETARY
Washington, D.C. 20240

JAN 25 1996

ER 96/38

Mr. Jennings R. Skinner
Division Administrator
Federal Highway Administration
227 N. Bronough Street, Room 2015
Tallahassee, Florida 32301

Dear Mr. Skinner:

This is in regard to the request for the Department of the Interior's comments on the Draft Environmental/Section 4(f) Statement concerning **I-275/I-4 Corridor Improvements** (Tampa Interstate Study), Hillsborough County, FL {FHWA-FL-EIS-95-03-D}.

This is to inform you that the Department will have comments, but will be unable to reply within the allotted time. Due to the recent Government furlough, we are well behind in our processing of environmental reviews. Please consider this letter as a request for an extension of time in which to comment on the statement.

Our comments should be available about late March 1996.

Sincerely,

Terence N. Martin

Terence N. Martin, Team Leader
Natural Resources Management
Office of Environmental Policy & Compliance

cc: Michael J. Coleman, P.E.
District PD&E Engineer
Florida Department of Transportation
11201 N. Malcolm McKinley Drive
MS: 7-500
Tampa, FL 33612-6403

Mark D. Bartlett, P.E.
Supervisory Transportation Engineer
Federal Highway Administration
227 N. Bronough Street
Room 2015
Tallahassee, FL 32301

Department of Environmental Protection

Lawton Chiles
Governor

Southwest District
3804 Coconut Palm Drive
Tampa, Florida 33619

Virginia B. Wetherell
Secretary

Mr. C. L. Irwin, Manager
Environmental Management Office
Florida Department of Transportation
605 Swannee St.
Tallahassee FL 32301

Work Program No: 7140004
State Project No: 99007-1402
Federal Aid Project No: IR-9999(43)
Hillsborough County

SUBJECT: ~~Advance Notification~~ TIS/DEIS: ~~Phase~~ I, Tampa Interstate Study

FDEP-TAMPA OFFICE offers the following comments:

The documents provided do not provide specific design details or construction methodology necessary to identify specific potential environment impacts.

Where roadway improvements are proposed in or near Chapter 403/373 jurisdictional waters, a Binding Wetland Jurisdictional Determination is highly recommended as per guidelines in 612-312, F.A.C.

Every effort should be made to minimize wetland impacts with particular emphasis on avoidance oriented corridor alignments, and the minimization or avoidance of fill placement in historic and altered wetlands. It is strongly recommended that reduced design speeds, reduced median widths, and the avoidance of wetland fill placement to create stormwater treatment or conveyance swales and the liberal use of pile bridges and steeper embankment slopes be employed at wetland crossings.

Sincerely,

George C. J. Craciun

George Craciun
Environmental Specialist
Submerged Lands and
Environmental Resources

RECEIVED
ENVIRONMENTAL MGMT OFFICE
96 JAN 19 AM 11:06

GCJC/msb
cc: Norton Craig, DEP

FILE
7140004.20

U. S. Department of Housing and Urban Development
Secretary's Representative

Southeast/Caribbean

RECEIVED PD&E
96 JAN 16 PM 3:20

January 12, 1996

Mr. Michael J. Coleman, P.E.
District Project Development and
Environmental Engineer
District VII - Florida DOT
11201 North Malcolm McKinley Drive
Tampa, Florida 33612-6403

Dear Mr. Coleman:

Subject: Florida - Draft Environmental Impact Statement
Tampa Interstate Study
State Project No. 99007-1402
Federal Aid Project No. IR-9999(43)
Work Program Item No. 7140004
Hillsborough County, Florida

This refers to your memorandum dated December 13, 1995, transmitting the Draft Environmental Impact Statement (DEIS) for the Tampa Interstate Study in Hillsborough County, Florida.

The interstate highway interchange improvements, modifications, reconfigurations, and the new connector alignments do not appear to impact any HUD projects. However, more detailed study of the project area will be undertaken by our Jacksonville Office to determine if any HUD projects are adjacent to or in close proximity of the proposed improvements by Florida DOT.

Thus, we have forwarded a copy of this letter and our copy of the DEIS to our Jacksonville Office for their examination. If any HUD projects are affected, that Office will contact you and identify the locational aspects of the impacts.

Sincerely,

Thomas A. Ficht

Thomas A. Ficht
Supervisory Environmental
Officer

RESOLUTION 95 -8
HILLSBOROUGH COUNTY
METROPOLITAN PLANNING ORGANIZATION

A Resolution of the Hillsborough County Metropolitan Planning Organization confirming that the development of the Tampa Interstate Study has met the intent of the Major Investment Study as mandated by the Intermodal Surface Transportation Efficiency Act of 1991 and the continuation of the Board's commitment to be a full partner in a collaborative process regarding the development, evolutionary changes, design, staging and sequencing of project elements as well as the exploration, design, and implementation of multi-modal transportation alternatives for the Interstate System in Hillsborough County.

WHEREAS, the Hillsborough County Metropolitan Planning Organization, pursuant to Title 23 USC 134 and 23 CFR §450.316, and the Florida Department of Transportation (FDOT), pursuant to Title 23 USC 135 and 23 CFR §450.208 are required to coordinate in the development of transportation plans and programs to ensure that social, economic and environmental considerations are integrated early in decision-making process; and

WHEREAS, the Hillsborough County MPO and FDOT have entered into an agreement clearly establishing the continuing, cooperative, and comprehensive transportation planning process essential to accomplish the transportation planning requirements of state and federal laws, pursuant to Subsection 339.175(9), F.S.; and

WHEREAS, the Major Investment Study (Section 450.318) is a subset of the more comprehensive metropolitan transportation system planning process, and that the intent of the Major Investment Study requirement is to provide the MPO, the state DOT, transit operators, and other local decision makers with more comprehensive corridor analysis early in the transportation decision making process and that the Major Investment Study is a planning tool to provide the regional multi-modal transportation planning effort with more in depth technical analyses of various corridor options; and

WHEREAS, a Major Investment Study will include a cooperative process which shall establish the range of alternatives to be studied, such as alternative modes and technologies (including intelligent vehicle and highway systems), general alignment, number of lanes, the degree of demand management, and operating characteristics; and

WHEREAS, the nature, scope and phasing of the Tampa Interstate Study that will be implemented in the next thirty years are critical to the comprehensive planning process for growth management of the four political jurisdictions as well as the economic vitality of the entire Tampa Bay region; and

FYU ON TIS

Post-it™ Fax Note 7071	Date 9-28-95	# of pages ▶ 5
To ELAINE ILES	From MIKE Coleman	
Co./Dept. GREINER	Co. FDOT	
Phone #	Phone #	

WHEREAS, under the present funding level, there will still be transportation deficiencies which will require the collaboration of all key transportation agencies and organizations including the Hillsborough County Metropolitan Planning Organization, Florida Department of Transportation, Federal Highway Administration, Federal Transit Administration and Hillsborough Area Regional Transit Agency to evaluate and examine alternative means to relieve traffic congestion while pursuing the completion of the reconstruction of the Interstate System;

NOW, THEREFORE BE IT RESOLVED, that the Hillsborough County Metropolitan Planning Organization, duly assembled in regular session on this 5th day of September, 1995, confirms that the development of the Tampa Interstate Study has met the intent of the Major Investment Study as mandated by the Intermodal Surface Transportation Efficiency Act of 1991 as it deals with competing multi-modal alternatives and appropriate public involvement level; and

BE IT FURTHER RESOLVED, that the Hillsborough County Metropolitan Planning Organization shall remain a full partner with the Florida Department of Transportation, Federal Highway Administration, Federal Transit Administration and Hillsborough Area Regional Transit Agency in the collaborative process described in the guidelines for a Major Investment Study; and

BE IT FURTHER RESOLVED that incorporated herein by reference is the letter from District Secretary Mr. William H. McDaniel, Jr., dated August 18, 1995, affirming that "the Florida Department of Transportation commits to the collaborative role of Hillsborough Area Regional Transit Agency (HART) and the Hillsborough County Metropolitan Planning Organization (MPO) in the evolutionary changes, design, staging, and sequencing of project elements as well as the exploration, design, and implementation of transportation alternatives" for the Interstate System in Hillsborough County.

Sept. 5, 1995
Date

Robert F. Woodard
Bob Woodard, Chairman

James Porter
Jim Porter, MPO Attorney

Linda M. Ferraro
Linda M. Ferraro, MPO Secretary

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RESOLUTION NUMBER 95-08-49

A RESOLUTION CONCURRING WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) THAT THE INTENT OF A FEDERALLY MANDATED MAJOR INVESTMENT STUDY WAS MET IN THE DEVELOPMENT OF THE EXISTING TAMPA INTERSTATE STUDY MASTER PLAN.

WHEREAS, the Florida Department of Transportation began the Tampa Interstate Study Master Plan development in 1987; and

WHEREAS, throughout the development of the TIS Master Plan, the Florida Department of Transportation coordinated with the general public, private organizations, and public agencies; and

WHEREAS, the federal Intermodal Surface Transportation Efficiency Act mandates a Major Investment Study on all significant transportation projects; and

WHEREAS, a Major Investment Study identifies all reasonable alternative strategies for addressing transportation demand; has a proactive public involvement process; considers costs, benefits, and impacts of the proposed alternatives; considers enhanced operational efficiency and financial aspects; and results in the adoption of the project concept in the Metropolitan Planning Organization Transportation Plan; and

WHEREAS, the Tampa Interstate Study Master Plan has addressed each of the Major Investment Study requirements, as stated above; and

WHEREAS, HART will participate in any discussions between the Federal Highway Administration, Federal Transit Administration, Hillsborough Metropolitan Planning Organization, and the Florida Department of Transportation concerning the above Major Investment Study issues; and

WHEREAS, the HART Board and staff concur that the federal requirements of a Major Investment Study have been met in the Tampa Interstate Study Master Plan; now therefore

BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE HILLSBOROUGH AREA REGIONAL TRANSIT AUTHORITY THAT:

Section 1. The Executive Director is authorized to represent that HART concurs that the Tampa Interstate Study Master Plan fulfills the intent of a Major Investment Study.

Section 2. Incorporated herein by reference is the letter agreement by FDOT dated August 18, 1995, signed by William H. McDaniel, Jr., P.E. that HART will have a collaborative role with FDOT and the MPO in the evolutionary, changes, design, staging, and sequencing of project elements as well as exploration, design, and implementation of transportation alternatives.

Section 3. This resolution shall reference the backup memorandum to this resolution

and FDOT letter of August 18, 1995 for elaboration when the intent of the resolution is in doubt.

Section 4. This resolution shall take effect immediately.

PASSED AND ADOPTED BY THE BOARD OF DIRECTORS OF THE HILLSBOROUGH AREA REGIONAL TRANSIT AUTHORITY ON AUGUST 11, 1995.

Commissioner Ed Turanchik, Chairman
Board of Directors

ATTEST

Manuel Alvarez, Secretary
Board of Directors

FLORIDA DEPARTMENT OF TRANSPORTATION

LAWTON CHILES
GOVERNOR

BEN G. WATTS
SECRETARY

District Seven
M.S. 7-300
11201 N. Mckinley Drive
Tampa, Florida 33612
(813) 975-6053

August 18, 1995

Ms. Sharon Dent
Executive Director
HARTLINE
201 E. Kennedy Boulevard, #1600
Tampa, Florida 33602

Dear Ms. Dent:

This letter serves as the agreement letter referenced in Section 2 of the attached Resolution #95-08-49. As discussed, the Florida Department of Transportation commits to the collaborative role of HART and the Hillsborough Metropolitan Planning Organization (MPO) in the evolutionary changes, design, staging, and sequencing of project elements as well as exploration, design, and implementation of transportation alternatives.

Sincerely,

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

WHM:DAT:clw

Attachment

RECEIVED PD&E
95 JUN 19 PM 2:20

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE

Southeast Regional Office
9721 Executive Center Drive North
St. Petersburg, Florida 33702

June 14, 1995

Mr. Michael J. Coleman, P.E.
District VII PD&E Engineer
Florida Department of Transportation, MS 7-500
11201 North McKinley Drive
Tampa, Florida 33612-6403

Dear Mr. Coleman:

SUBJECT: WPI Number: 7140004
State Project Number: 99007-1402
FAP Number: IR-9999(43)
Tampa Interstate Study (I-275 and I-4), Crosstown Expressway, and proposed Crosstown Connector
Hillsborough County, Florida

The National Marine Fisheries Service (NMFS) has reviewed the information contained in the subject document, dated May 5, 1995. The subject roadways are, for the most part, surrounded by heavily urbanized areas and, at this time, we anticipate that improvements to these roadways will result in minimal impacts to living marine resources. However, the document indicates that thirty-one wetland areas have been identified in the *Wetlands Evaluation Report* and that minor impacts to estuarine wetlands, including McKay Bay and Fish Creek, are anticipated. Wetland impacts should be avoided wherever practicable and those impacts which are found to be unavoidable should be mitigated. Recently, McKay Bay has been the site of several habitat restoration projects and may provide excellent mitigation opportunities. It is often preferable to consolidate mitigation activities into larger units, when appropriate, rather than have many small fragmented mitigation areas.

The Florida Department of Transportation and the Surface Water Improvement and Management (SWIM) department of the Southwest Florida Water Management District (SWFWMD) recently dedicated a joint habitat restoration project on the southeast shoreline of the Howard Franklin (I-275) bridge causeway in Hillsborough County (U.S. Army Corps of Engineers permit number 199342291). During the dedication ceremony it was noted that in the right-of-way, directly adjacent to the restoration site, invasive exotic vegetation was not removed pending work to be performed at the Kennedy Boulevard ramps. Realizing that the project plans will undergo continuous modification until actual construction begins, it is possible that some areas of the habitat restoration project site where the

exotics were left in place may not be affected by the proposed ramp work. Therefore, upon completion of work at this ramp, removal of all invasive exotic vegetation within this project area should be accomplished to prevent degradation of the adjacent habitat restoration effort. Additionally, expansion of the restoration site could also provide mitigation opportunities for unavoidable wetland impacts.

We recommend that you contact the SWFWMD-SWIM department in Tampa (813-985-7481) or the Florida Department of Environmental Protection, Environmental Restoration Coordinators (813-744-6100), also in Tampa, regarding mitigation opportunities in McKay Bay. Also, could you please send a copy of the *Wetlands Evaluation Report* for this project to Mr. David N. Dale at the letterhead address. We appreciate the opportunity to provide these comments and please direct any related comments or questions to Mr. Dale, he may be contacted at 813/570-5317.

Sincerely,

Andreas Mager, Jr.
Assistant Regional Director
Habitat Conservation Division

cc:
Mr. Leroy Irwin
Environmental Management Office
Florida Department of Transportation
605 Suwannee Street, MS 37
Tallahassee, Florida 32399-0450

SWFWMD-SWIM, Tampa (T. Ries)
FDEP, Tampa (A. Burdett)
F/SEO2
F/SEO23, St. Petersburg

COPY FOR GREWER

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95 MAY 32 PM 2:56

STATE OF FLORIDA
DEPARTMENT OF COMMUNITY AFFAIRS

2740 CENTERVIEW DRIVE • TALLAHASSEE, FLORIDA 32399-2100

LAWTON CHILES
Governor

LINDA LOOMIS SHELLEY
Secretary

May 26, 1995

Mr. Michael J. Coleman
Florida Department of Transportation
PD & E Department, MS 7-500
11201 North McKinley Drive
Tampa, Florida 33612-6403

RE: Highway Planning and Construction - Tampa Interstate Study - Work Program Item # 7140004 State Project # 99007-1402
SAI: FL9505100447C

Dear Mr. Coleman:

The Florida State Clearinghouse is awaiting additional comments from our reviewing agencies on the above referenced project. We are therefore requesting an additional fifteen (15) days for completion of the consistency review in accordance with 15 CFR 930.41(b).

We will make every effort to conclude the review and forward the consistency determination to you on or before July 10, 1995.

Very truly yours,

Linda Loomis Shelley
Secretary

LLS/rk

Tampa Bay Regional Planning Council

9455 Koger Boulevard
St. Petersburg, FL 33702-2491
(813) 577-5151/Tampa 224-9380
Suncom 586-3217

Officers

Chairman
Councilman
Rudolf "Rudy" Fernandez

Vice-Chairman
Commissioner
John Gause

Secretary/Treasurer
Councilman
Armand "Sandy" Burke

Executive Director
Julia E. Greene

18

7140004.18

RECEIVED PD&E
95 MAY 22 AM 9:07

May 19, 1995

Mr. Michael J. Coleman, P.E.
District VII PD&E Engineer
FL Department of Transportation, MS 7-500
11201 N. Malcolm McKinley Drive
Tampa, Florida 33612-6403

Subject:	Advance Notification:	*Tampa Interstate Study*
	TBRPC IC&R Review No.	098-95
	Work Program No.	7140004
	State Project No.	99007-1402
	Fed. Aid Project No.	IR-9999(43)

Dear Mr. Coleman:

Thank you for the opportunity to offer preliminary comments on the Advance Notification of the Tampa Interstate Study, which identifies improvements to the transportation network in the City of Tampa, Hillsborough County, Florida. Consideration should be given to the following recommendations:

- Every effort should be made to protect endangered and threatened species and their habitats. Utilization of upland buffers and wildlife corridors is supported to maintain animal crossings and trails.

- Permanent impacts to wetlands should be eliminated or minimized. Adopted TBRPC policies for unavoidable wetland impacts (i.e., those deemed to meet established public interest criteria) using the same type or more productive vegetation are as follows: isolated fresh-water non-forested wetlands - 2:1; 25-year floodplain - 1:1; listed upland species-populated habitat - 1:1; subtidal seagrass beds - 5:1; mangrove swamps and salt marshes - 3:1; freshwater forested wetlands - 3:1; live bottom habitats - 3:1; all others - 2:1.

  Mitigation for wetland impacts should be sufficiently monitored to ensure 80-85% cover over time.

- Stormwater controls should be required for all improved or new developments or roadways.

- The project should ensure protection of surface and ground-water quality.

THE REGIONAL PLANNING COUNCIL is recognized as Florida's only multipurpose regional entity that is in a position to plan for and coordinate intergovernmental solutions to growth-related problems on greater-than-local issues, provide technical assistance to local governments, and meet other needs of the communities in each region.

F.S. 186.502(4)1

- Wherever possible, stabilization projects should use native vegetation on gradual slopes rather than shore-line or channel hardening. If vegetated slopes are not feasible, articulating interlocking blocks should be considered over other hardening methods.

- The Council acknowledges the value for expanding many regionally significant roadways in Hillsborough County to accommodate future needs. Expansion efforts should be coordinated with the Public Safety Director of Hillsborough County and adjoining Counties. The interstate systems described for improvement serve as vital links to the prompt and orderly evacuation of Tampa Bay residents in the event of a natural or man-made disaster.

The Tampa Bay Regional Planning Council will offer additional recommendations when the permitting agencies submit dredge and fill permit applications for review. We would appreciate being copied on additional information as it becomes available.

Sincerely,

John M. Meyer, Program Manager
Intergovernmental Coordination & Review

JMM

cc: Leroy Irwin, Environmental Management Office, FDOT

RA Ra
7140004.17

Mr M Coleman
FDOT - Dist 7
PD&E, Tampa

RECEIVED PD&E
94 DEC 27 AM 11:27

U.S. Department of Transportation
Federal Highway Administration

Florida Division Office

227 N. Bronough St.
Room 2015
Tallahassee, Florida 32301

December 21, 1994

HDA-FL

Post-It™ brand fax transmittal memo 7671 | # of pages ▸ 4

To Elaine Illes	From M. Coleman
Co. Greiner	Co. DOT
Dept.	Phone # 975-6077
Fax # 287-8591	Fax # 975-6443

Mr. Don L. Klima, Chief
Eastern Division of Project Review
Advisory Council On Historic Preservation
100 Pennsylvania Ave., N.W., Room 809
Washington, D.C. 20004

Dear Mr. Klima:

Subject: Florida - Project No. IR-9999(43)
State Project No. 99007-1402
I-275 Widening from Dale Mabry Highway to Dr. M. L. King, Jr., Boulevard and I-4 from I-275 to East of 50th Street, in Tampa
Hillsborough County

The Federal Highway Administration, in cooperation with the Florida Department of Transportation (FDOT), is conducting an environmental study for the subject Project. The proposed improvement provides for the upgrading of I-275 and I-4.

A Cultural Resource Assessment has recently been prepared for this Project. Historic buildings that were found to possess the qualities of historical significance as established by the National Register of Historic Places (NHRP) were encountered in the Project area. Those Historic Resources are located within the West Tampa National Register Historic District, which includes 20 structures designated as contributing resources to the District; the proposed Tampa Height National Register Historic District, which contains 21 structures designated as contributing resources to the proposed District; and the Ybor City National Landmark Historic District, which includes 188 structures designated as contributing resources to the District. Furthermore, 11 individual historic buildings were located within the corridor.

A Section 106 Effects Analysis Report has also been prepared for this Project and is enclosed for your review. The preferred alternative was selected to minimize impacts to the above-mentioned historic resources. Table 1.1 in the Report, presents a summary of the effects and adverse effects for those individual properties and

-more-

historic districts in the vicinity of the Project. Based upon the analysis contained in the Report, it is the determination of this office that the proposed Project will have an adverse effect on 180 historic structures, no adverse effect on 89 historic structures, and no effect on 193 historic structures (for detailed analysis and effects determination see enclosed Report and Appendices).

Pursuant to 36 CFR Part 800, we request your opinion and concurrence with this determination.

Also, enclosed is a draft copy of the Memorandum of Agreement for your review and comments.

Sincerely yours,

for Robert M. Callan
J. R. Skinner
Division Administrator

Enclosures

bc: Messrs. C. L. Irwin, FDOT, MS-37
and M. Coleman, FDOT, District 7, PD&E, Tampa, FL

FDOT PLAN TEL:813-975-6445 Jan 10'95 14:05 No.005 P.06

RA RA
SB SC
File 7140004.17

Mr. M. Coleman, FDOT, Dist

RECEIVED PD&E
94 DEC 15 AM 10:07

U.S. Department of Transportation
Federal Highway Administration

Florida Division Office

227 N. Bronough St.
Room 2015
Tallahassee, Florida 32301

December 9, 1994

IN REPLY REFER TO: HDA-FL

Mr. George W. Percy
State Historic Preservation Officer
Florida Department of State
The Capitol, MS-8
Tallahassee, Florida 32301

Dear Mr. Percy:

Subject: Florida - Project No. IR-9999(43)
State Project No. 99007-1402
I-275 Widening from Dale Mabry Highway to Dr. M. L. King, Jr., Boulevard and I-4 from I-275 to East of 50th Street, Hillsborough County

The Federal Highway Administration, in cooperation with the Florida Department of Transportation (FDOT), is conducting an environmental study for the subject Project. The proposed improvement provides for the upgrading of I-275 and I-4.

A Cultural Resource Assessment has recently been submitted to you, along with the request for your opinion on the eligibility of historic buildings that were found to possess the qualities of historical significance as established by the National Register of Historic Places (NHRP). Those historic resources are located within the West Tampa National Register Historic District, which includes 20 structures designated as contributing resources to the District; the proposed Tampa Heights National Register Historic District, which contains 21 structures designated as contributing resources to the proposed District; and the Ybor City National Landmark Historic District, which includes 188 structures designated as contributing resources to the District. Furthermore, 11 individual historic buildings were located within the corridor.

A Section 106 Effects Analysis Report has also been prepared for this Project and is enclosed for your review. The preferred alternative was selected to minimize impacts to the above-mentioned historic resources. Table 1.1 in the Report presents a summary of the effects and adverse effects for those individual properties and historic districts in the vicinity of the Project. Based upon the analysis contained in the Report, it is the determination of this office that the proposed Project will have an adverse effect on 180 historic structures, no adverse effect on 89 historic structures, and no effect on 193 historic structures (for detailed analysis and effects determination see enclosed Report and Appendices).

-more-

Pursuant to 36 CFR Part 800, we request your opinion and concurrence with this determination.

Also, enclosed is a draft copy of the Memorandum of Agreement for your review and comments.

Sincerely yours,

S/ MELISA L. RIDENOUR

for J. R. Skinner
Division Administrator

Enclosures

cc: Messrs. C. L. Irwin, FDOT, Tallahassee, FL,
and M. Coleman, FDOT, District 7, PD&E, Tampa, FL

U.S. Department of Transportation
Federal Highway Administration

Florida Division Office

227 N. Bronough St.
Room 2015
Tallahassee, Florida 32301

June 22, 1994

IN REPLY REFER TO: HDA-FL

Mr. William H. McDaniel, Jr.
District Secretary
Florida Department of Transportation
11201 N. McKinley Drive
Tampa, Florida 33612-6403

Attention: Mr. Michael Coleman

Dear Mr. McDaniel:

Subject: Florida - FAP No. IR-9999(43)
State Project No. 99007-1402
Cultural Resource Assessment
Eligibility Determination
I-275 from Dale Mabry Highway to
Dr. M.L. King, Jr, Boulevard, and
I-4 from I-275 to East of 50th Street
Hillsborough County

Please refer to Mr. Rick Adair's March 14, 1994, letter requesting a determination of National Register eligibility for historic properties within the limits of the subject project.

After consultation with the State Historical Preservation Officer (SHPO), documented in the enclosed May 27, 1994, letter from the SHPO, we have determined that none of the 25 archaeological sites encountered are eligible for listing in the National Register of Historic Places (NRHP). Furthermore, the 20 historic structures designated as contributing resources to the West Tampa Historic District, and the 188 contributing properties in the Ybor City National Historic Landmark District are considered eligible for listing in the NRHP. It is also noted that one individually listed NRHP property, the Union Railroad Station, was encountered. This property retains its National Register Status. Finally, we have determined that the 21 properties located in the Tampa Heights Multiple Property Listing, and the 11 individual properties within the project study that were encountered and evaluated are potentially eligible for listing in the NRHP; and that the remaining 187 structures are not considered to be eligible for listing in the NRHP.

-MORE-

Post-it™ Fax Note 7671	Date 6/29/94	# of pages ▶ 4
To Elaine Eller	From T. Mecklenburg	
Co./Dept. Greiner	Co. FDOT	
Phone # 286-1711	Phone # 975-6457	
Fax # 286-6587	Fax # 975-6445	

During the development of this Project, please assure that the necessary actions are taken to complete the "Section 106" process and to comply with Section 4(f) of the U. S. Department of Transportation Act.

A copy of this letter should be included in the environmental document for this Project.

Sincerely yours,

S/ MELISA L. RIDENOUR

~~S/ J. R. Skinner~~

J. R. Skinner
Division Administrator

Enclosure

cc: Mr. C. L. Irwin, FDOT (MS-37), w/enclosure

FLORIDA DEPARTMENT OF STATE
Jim Smith
Secretary of State
DIVISION OF HISTORICAL RESOURCES
R.A. Gray Building
500 South Bronough
Tallahassee, Florida 32399-0250
Director's Office (904) 488-1480
Telecopier Number (FAX) (904) 488-3353

May 27, 1994

Mr. J.R. Skinner
U.S. Department of Transportation
Federal Highway Administration
Florida Division Office
227 North Bronough Street
Room 2015
Tallahassee, FL 32301

In Reply Refer To:
Laura A. Kammerer
Historic Preservationist Supervisor
(904) 487-2333
Project File No. 941202

RE: Cultural Resource Assessment - Eligibility Determination
I-275 Widening from Dale Mabry Highway to Dr. M.L. King, Jr. Boulevard and I-4 from I-275 to East of 50th Street
FPN: IR-9999(43) SPN: 99007-1402
Tampa, Hillsborough County, Florida

Dear Mr. Skinner:

In accordance with the provisions of the National Historic Preservation Act of 1966, as amended, which are implemented by the procedures contained in 36 C.F.R., Part 800; as well as the provisions contained in Section 267.061, Florida Statutes, we have reviewed the referenced historic property assessment surveys performed by a professional consultant for the Florida Department of Transportation, and find them to be complete and sufficient.

We note that 25 archaeological sites were encountered and evaluated. We concur that none of these properties are eligible for listing, in the *National Register of Historic Places*, or otherwise of archaeological significance. In addition, 427 historic buildings and structures were encountered and evaluated during these surveys.

This office concurs with the evaluations of the consultants, the Florida Department of Transportation and your office, that the 20 contributing properties in the West Tampa Historic District, and the 188 contributing properties in the Ybor City National Historic Landmark District retain their National Register eligibility. We note that one individually listed National Register property, the Union Railroad Station, was encountered. This property also retains its National Register status.

Finally, this office concurs that the 21 properties in the proposed Tampa Heights Multiple Property Listing, and the 11 individual properties within the project study area that were encountered and evaluated are potentially eligible for listing in the National Register; and that the remaining 187 properties that were evaluated are not eligible for listing.

If you have any questions concerning our comments, please do not hesitate to contact us. Your interest in protecting Florida's historic properties is appreciated.

Sincerely,

Laura A. Kammerer

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

GWP/Klk
xc: C. Leroy Irwin, FDOT-EMO
Rick Adair, FDOT-District 7

U.S. Department of Transportation
Federal Highway Administration

Florida Division Office

227 N. Bronough St.
Room 2015
Tallahassee, Florida 32301

RECEIVED FDOT
94 MAY 25 AM 11:39

May 19, 1994

IN REPLY REFER TO: HPO-FL

Mr. William H. McDaniel, Jr.
District Secretary
Florida Department of Transportation
11201 N. McKinley Drive
Tampa, Florida 33612-6403

Attention: Mr. Michael Coleman

Dear Mr. McDaniel:

Subject: Florida - FAP No. IR-9999(43)
State Project No. 99007-1402
Tampa Interstate Study
Section 4(f) Applicability to Perry Harvey Park in Hillsborough County

We have received Mr. Rick Adair's letter of May 12, 1994, requesting our review and determination of Section 4(f) applicability to the subject Property. The Property is owned and operated by the City of Tampa. The Park is open daily to the public for a variety of recreational activities.

As indicated, the proposed project will require the acquisition of a 15.24 meters (50 feet) wide linear strip along the western side of the Park. The total encroachment on the park land is 12,140.62 square meters (3 acres).

Since both public ownership and public usage are evident, it is the determination of the Federal Highway Administration that Section 4(f) applies to the subject Property.

With respect to the proposed measures to minimize harm at the Perry Harvey Park, additional information will have to be obtained, and provided in the Section 4(f) Evaluation Report concerning the feasibility and prudence of such measures.

Should you have any questions, please contact this Office.

Sincerely yours,

M. Lisa Robinson

for J. R. Skinner
Division Administrator

CITY OF TAMPA

Sandra W. Freedman, Mayor

Parks, Recreation and Cultural Services

Joe Abrahams
Administrator

March 25, 1994

Mr. Michael Coleman, P.E.
District PD&E Engineer
FL Department of Transportation
PD&E Department, MS 7-500
11201 N. McKinley Drive
Tampa, FL 33612-6403

RE: Tampa Interstate Study - Section 4(f) Effects Analysis

Dear Mr. Coleman:

On behalf of the City of Tampa, I wish to thank you for the opportunity to review the Section 4(f) Effects Analysis prepared for the 15 City owned parks in the vicinity of the Tampa Interstate project.

Based upon our review of this information, the City has determined that the improvements to the Tampa Interstate System, as presently proposed, will not substantially impair nor diminish the activities, features or attributes of any of the parks owned by the City other than Perry Harvey Park.

I look forward to working with you on the conceptual mitigation plans for Perry Harvey Park as they are further developed and refined. Please contact me if I can be of further assistance.

Sincerely,

JOE ABRAHAMS, Administrator
Parks, Recreation & Cultural Services

JA:dfr

cc: Elaine C. Illes - Greiner, Inc.
Rick Adair - FDOT

United States Department of the Interior
FISH AND WILDLIFE SERVICE
P.O. BOX 2676
VERO BEACH, FLORIDA 32961-2676

RECEIVED PD&E
94 FEB 14 PM 12:48

February 9, 1994

Todd Mecklenborg
Environmental Specialist
Florida Department of Transportation
11201 N. Malcolm McKinley Drive, MS 7-500
Tampa, FL 32612-6403

Dear Mr. Mecklenborg:

FWS Log Number: 4-1-94-294

Reference is made to your letter dated January 3, 1994, for Project No. 7140004, State Project Number 99007-1402, to replace the existing I-275 bridge over the Hillsborough River located in downtown Tampa. This report is submitted in accordance with the provisions of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661, et seq.), and the Endangered Species Act of 1973 (16 U.S.C. 1531, et seq.), as amended.

To protect the West Indian manatee during construction activities, the Manatee Watch Program Guidelines (consisting of nineteen special provisions for the protection of manatees) will be included in any contract issued for the work. The Florida Department of Transportation (FDOT) states that the proposed project will not adversely impact the manatee and has implemented these extensive measures for manatee protection. FDOT has implemented extensive measures for manatee protection. Based on this information, the Service finds that the proposed project is not likely to adversely affect the manatee.

According to our general knowledge of the area, the urbanized nature of the road corridor, and the negative results of your field survey, we concur with your finding that the project is not likely to adversely affect federally listed threatened or endangered species.

Although this does not constitute a Biological Opinion described under Section 7 of the Endangered Species Act, it does fulfill the requirements of the Act and no further action is required. If modifications are made in the project or if additional information involving potential impacts on listed species becomes available, please notify Bruce Birnhak at (407) 562-3909.

Sincerely yours,

Joseph D. Carroll
Acting Field Supervisor

cc:
FWS, Jacksonville, FL
DEP, Tallahassee, FL

Greiner

C2380.17
January 24, 1994

MEMORANDUM

TO: Files

FROM: Robert E. Johnson, P.E. REJ

SUBJECT: **TIS EIS Outfall Improvement Meeting with FDOT and the City of Tampa WPI #7140004, State Project #99007-1402, FAP #IR-9999 (43)**

On Thursday, January 29, 1994 a meeting was held at FDOT District 7 to discuss potential outfall improvements in lieu of providing stormwater peak attenuation for segments of the TIS EIS study area. The following were in attendance:

- Lisa Hansen - FDOT District 7
- Michael Burwell - City of Tampa
- Robert Johnson - Greiner, Inc.

The following major topics were discussed:

- Greiner briefly reviewed the proposed TIS EIS drainage plan of providing pre/post peak discharge attenuation for the 25-year, 24-hour storm event through the use of detention ponds. Greiner indicated that FHWA now requires an evaluation of outfall improvements in lieu of detention ponds to determine the most economical alternative.

- Greiner indicated that currently both FDOT and the City of Tampa utilize the existing outfalls from the Interstate system to either McKay Bay or the Hillsborough River.

- Greiner asked if FDOT would prefer constructing separate FDOT outfalls, or if combined outfall improvements would be preferred. FDOT indicated that upgrading combined outfalls would probably be more cost effective.

- Greiner briefly reviewed the existing outfall locations within the TIS EIS study limits. The City said that the majority of the existing outfalls are currently overloaded. The City has minimal budget for any major outfall improvements.

- One possible area for FDOT outfall improvement in lieu of ponds is at the Ybor City outfall. The City has identified required outfall improvement upgrades in a 1985 study. FDOT advised Greiner to look at the contribution from proposed FDOT right-of-way to determine the FDOT share of outfall improvements.

- Other outfalls (Robles Park, Emma Street, etc.) were discussed for improvement. These outfalls were eliminated from further consideration due to required improvements, distance to outfall location or utility conflicts.

- FDOT indicated that peak discharge attenuation may have to be upstream of the FDOT system if land area for ponds is not available adjacent to the FDOT right-of-way.

- FDOT will coordinate with the City on proposed pond locations and sizes.

REJ:ekw

cc: Attendees
Mike Coleman - FDOT
Elaine Illes - Greiner

FLORIDA DEPARTMENT OF TRANSPORTATION

LAWTON CHILES
GOVERNOR

BEN G. WATTS
SECRETARY

PD&E Department, MS 7-500
11201 N. McKinley Drive
Tampa, FL 33612-6403
January 3, 1994

Mr. Bruce Birnhak
United States Department of the Interior
Fish and Wildlife Service
1360 U.S. 1, Suite 5
Vero Beach, Florida 32960

RE: **WPI No. 7140004**
State Project No. 99007-1402
FAP No. IR-9999(43)
Tampa Interstate Study - Environmental Impact Statement
Hillsborough County

Dear Mr. Birnhak:

The Florida Department of Transportation (FDOT) is in the process of preparing a Draft Environmental Impact Statement (DEIS) for the portion of the Tampa Interstate Study project including Design Study Segments 2A, 2B, 3A, 3B, and 3C. The limits of the project are illustrated on the attached exhibit and include improvements to I-275, I-4, Tampa South Crosstown Expressway, and a Crosstown Connector on new alignment.

The FDOT is proposing to replace the existing I-275 bridge over the Hillsborough River, located in downtown Tampa. The existing bridge crossing consists of two structures (one eastbound and one westbound) approximately 900 feet long and 135 feet wide. The existing bridge will be replaced by a crossing comprised of seven adjacent structures, totalling approximately 500 feet wide. Additional pilings will be required to construct the wider facility. The area of dredging required will be determined during the design phase of the project. Horizontal realignment of the navigational channel will not be required (see attached plan sheets A-6 and A-7).

This proposed project has been evaluated for impacts on federally protected threatened and endangered species. A literature review along with various field surveys was conducted to determine those possible threatened or endangered species which may inhabit the project area. This included using the FDOT's computer list "Endangered Species" (April, 1993), U.S. Fish and Wildlife Service's "The Red Book", Florida Game and Fresh Water Fish Commission's (FGFWFC) "Florida Atlas of Breeding Sites For Herons And Their Allies" (updated 1986-89), and the

Florida Natural Areas Inventory for lists and locations of confirmed, reported or potentially occurring threatened or endangered species.

Correspondence with the FGFWFC indicated the presence of active bald eagle nest HL-20 in the vicinity of Segment 3B of the project. This nest is considered an "urban eagle nest" by the USFWS. As such, the primary management zone extends for a distance of 750 feet from the nest and the secondary zone extends for a distance of 750 feet beyond the primary zone. The preferred alternative terminates approximately 500 feet beyond the secondary management zone. Previous USFWS coordination concerning nest HL-20 for a related widening project on Interstate 4 is attached.

Based on a review of the published literature, past advanced notification responses, previous coordination with your office (attached), other agency contacts and field reviews, the Department, on behalf of the Federal Highway Administration, has determined that there is only one federally protected species which has the potential to be present in the project area. This species is the West Indian manatee (Trichechus manatus). With the implementation of the attached Manatee Watch Program guidelines during the construction phase for the segment of the project over the Hillsborough River, the Department is seeking your office's concurrence that the proposed activities will have "no effect" on the manatee or any other federally protected threatened or endangered species. Furthermore, the potential for project impacts to the U.S. Fish and Wildlife Service's designated "Critical Habitat" areas was assessed and it was determined that the project is not involved with any of these designated areas. If your office concurs with the above noted determination, please respond to me in writing as soon as possible. Thank you for providing the Department a prompt response on this matter. If you have any questions or require any additional information, please feel free to contact me at (813) 975-6457.

Sincerely,

Todd Mecklenborg
Environmental Specialist

cc: Maiser Khalid
Rick Adair
Elaïne Ileś

:7140004.15

Greiner

C2380.17
December 30, 1993

MEMORANDUM

TO: File

FROM: Robert E. Johnson, P.E. REJ

SUBJECT: **Tampa Interstate Study (TIS)**
Environmental Impact Statement (EIS)
WPI #7140004
State Project #99007-1402
FAP #IR-9999(43)

On Wednesday, December 29, 1993 a meeting was held at the Southwest Florida Water Management District (SWFWMD) to discuss stormwater issues related to the TIS EIS study area. The following were in attendance:

Alba Evans - SWFWMD
Robert Johnson - Greiner, Inc.

The following major topics were discussed:

- Greiner briefly reviewed the TIS project with SWFWMD.

- Greiner indicated that currently stormwater treatment was proposed for new roadway impervious area only. SWFWMD asked if offline dry ponds were proposed. Greiner said that some ponds would be dry (depending on soil conditions), but that most would likely be wet ponds. SWFWMD indicated that per SWFWMD rule criteria offline ponds must be dry. If a wet pond is used, all "directly connecting impervious areas" draining to the pond must be included in the water quality treatment volume.

- Greiner discussed the north EIS transition area at I-275 and Hillsborough Avenue. Greiner indicated that only a small pond area would be required for the transition area. However, in lieu of a small pond south of Hillsborough Avenue, a pond located at the I-275 and Hillsborough Avenue interchange is proposed. This pond would provide equivalent treatment for existing pavement area as a trade off for the new pavement in the transition area segment. SWFWMD indicated that this would be acceptable.

- Greiner discussed the proposed Crosstown Expressway improvements. Greiner indicated that in lieu of treating the entire Crosstown Expressway improvement area from Kennedy Boulevard to Maydell Drive, a large pond could be constructed at the Crosstown connector/Crosstown Expressway interchange.

  SWFWMD said that Greiner could provide equivalent water quality treatment for the new Crosstown Expressway pavement area by providing treatment for an equivalent amount of existing Crosstown Expressway pavement area in the proposed pond. Greiner also discussed the option of treating off-site area (primarily industrial and commercial area) in the proposed pond in lieu of the new Crosstown Expressway pavement area. SWFWMD will check into this option and advise Greiner.

- Greiner discussed the possibility of a joint FDOT/SWFWMD SWIM project at the Crosstown Expressway for improvements to McKay Bay. SWFWMD will check with the SWIM department and advise Greiner.

- Greiner discussed the option of providing outfall improvements in lieu of stormwater peak attenuation for the TIS roadway improvements. This would consist of providing outfall improvement upgrades (pipes, ditches, etc.) from the interstate to McKay Bay. SWFWMD said that this option could be utilized provided that no off-site impacts would occur and that water quality treatment would be provided.

- Greiner discussed the existing interstate drainage system. Currently, there is minimal stormwater treatment or peak attenuation along the existing interstate. Many of the interstate drainage systems are combined FDOT/City of Tampa drainage systems. SWFWMD indicated that the proposed TIS roadway drainage systems should be separate from the combined drainage systems to avoid the requirement for providing water quality treatment for the entire contributing area.

CC: Mike Coleman - FDOT
Lisa Hansen - FDOT
Elaine Illes - Greiner

Greiner

C2380.17
November 18, 1993

MEMORANDUM

TO: Files

FROM: Robert E. Johnson, P.E. REJ

SUBJECT: **Tampa Interstate Study Drainage Coordination Meeting**
WPI No. 7140004 State Project No. 99007-1402
FAP No. IR-9999(43) Hillsborough County

On Wednesday, November 17, 1993 a Drainage Coordination Meeting on the Tampa Interstate Study was held at the Greiner Tampa office. An attendees list is attached. The following major topics were discussed.

- The attendees introduced themselves. It was noted that the Florida Department of Environmental Protection (FDEP) was invited to the meeting, but did not attend.

- Greiner provided a brief overview of the project background. Greiner identified the TIS study limits, Environmental Assessment (EA) study limits and Environmental Impact Statement (EIS) Study Limits. The focus of the meeting was on the EIS study limits; I-275 from Dale Mabry Highway Interchange north to Dr. Martin Luther King, Jr. Boulevard, and I-4 from I-275 to east of 50th Street, the Crosstown Connector from I-4 south to the existing Tampa South Crosstown Expressway; and improvement to the Tampa South Crosstown Expressway from Kennedy Boulevard east to Maydell Drive. Greiner indicated that the EA had been approved by FHWA and that the Draft EIS was being finalized.

- Greiner provided an overview of the proposed detention pond locations within the EIS study limits. The ponds were located either within or directly adjacent to the TIS proposed right-of-way. Currently, the majority of the existing interstate roadway within the TIS study area receives no water quality treatment or peak attenuation.

- Greiner reviewed the design criteria utilized in the preliminary design of the detention ponds. The ponds were designed to provide water quality treatment of new impervious areas. Peak attenuation for the 25-year, 24-hour (pre-post) storm event was provided. For areas discharging to the Hillsborough River, only water quality treatment is proposed. No peak attenuation for these areas is proposed since the River is a "more than adequate outfall". The proposed ponds were preliminary sized using SCS TR-55 methodology. No on-site field data is yet available for the pond design.

- Greiner discussed the option of the "trade-offs" for treatment of new pavement within the Crosstown Expressway project limits. In lieu of providing stormwater treatment along the entire Crosstown Expressway length, compensatory treatment is proposed at the Crosstown Connector/Crosstown Expressway Interchange for off-site areas. SWFWMD said that this trade-off could be

considered. SWFWMD and the City of Tampa indicated that the SWFWMD SWIM program is currently reviewing projects to help clean up McKay Bay. Greiner will contact Dr. Brandt Henningson and Joann MacRina at SWFWMD SWIM to discuss the TIS project.

- SWFWMD indicated that in future permit submittals for the TIS project, the consultant will need to show that direct discharge (following stormwater treatment) to the Hillsborough River will not impact downstream bridges due to the flow increase.

- SWFWMD also said that the seasonal high water table (SHW) elevations will be important to all pond designs. This information should be obtained as soon as possible in the design phase of the project.

- During design, SWFWMD can provide a list of all permitted facilities adjacent to the project to determine if TIS will impact these projects.

- SWFWMD said that "offline" treatment ponds are normally dry. Greiner said the ponds are also to be a project amenity and some would be included in the proposed linear park east of the Hillsborough River. SWFWMD said that these ponds could be considered in their permit review.

- The City of Tampa said that a study is currently underway to evaluate improvements to the 10th Street Outfall.

- The City said that their drainage criteria was a 25-year post-5 year pre-attenuation requirement. FDOT indicated that FHWA would not participate in funding "retrofit" projects. Therefore, the City criteria could not be met.

- FDOT and the City discussed providing outfall improvements in lieu of providing peak attenuation (water quality treatment still required). Possible outfall improvements include 13th Street and 4th Avenue. Greiner will preliminarily evaluate outfalls in PD & E phase of the TIS project. Outfalls to evaluate include Ybor City, 16th Street, 29th Street, 43rd Street, and 50th Street. Greiner to select two outfalls to evaluate whether outfall improvements or pond construction would be more cost effective. Greiner will coordinate with City of Tampa. FDOT will provide example of outfall evaluation to Greiner.

- Permitting options were discussed. A SWFWMD conceptual permit could be obtained to tie down project existing conditions and proposed concepts. FDOT indicated that the projects would be under design at different times and that individual permits would be preferred. Ponds must be included in design even if not located within design segment.

- Greiner to set up meeting with SWFWMD to further discuss stormwater treatment trade-off issues.

- Greiner to evaluate stormwater pollutant loadings to satisfy FHWA criteria. FDOT is putting on a seminar on water quality in mid-December.

- Future drainage coordination meetings to be held as the TIS project progresses.

- Meeting adjourned at 10:15 a.m.

cc: Attendees

Greiner, Inc.

JOB _____ SHEET ___ OF ___ PROJ. NO. _____
DESCRIPTION _____ COMPUTED BY _____ DATE _____
CHECKED BY _____ DATE _____

TIS EIS
Drainage Coordination Meeting
Attendees

Name	Agency	Phone
Robert Johnson	Greiner	286-1711
Rick Adair	FDOT, PD&E	975-6447
Ron Gregory	Greiner (TIS)	286-7667
MICHAEL COLEMAN	FDOT	975-6077
Michael Burnsley	City of Tampa SWM	274-7964
Lisa Watson	FDOT	975-6162
HENRY DORZBACK	CITY OF TAMPA	274-8925
Richard ALT	SWFWMD	985-7481

CITY OF TAMPA

Sandra W. Freedman, Mayor

Recreation Department

Donald Saltzman, Director

DATE: December 21, 1993

TO: Kasey Cursey, Greiner Engineering

FROM: Don Saltzman, Recreation Department

RE: Kid Mason/Perry Harvey, Sr. Park History

The Center was built by the Federal Government during World War II and was operated by the United Services Organization or U.S.O. to entertain military service personnel. Following the war, the building was leased from the Central Life Insurance Company, and was then known as the Harrison Street Center until 1951. At that time the City purchased the building and in June of 1959 by action of the City Council, under Mayor Nick Nuccio, dedicated the center to the memory of Kid Mason Fendall who contributed to the development of sports throughout his lifetime. It is about 4,600 square feet , one of the smallest centers in our system. In 1978, under a Model Cities Block Grant, Perry Harvey, Sr. Park consisting of 9.2 acres was placed into operation with its programs coordinated by the Kid Mason Fendall Center. The Park possesses some unusual design features, unique play equipment including Tampa's only skateboard bowl.

I have been advised by Owedia Moore of Housing & Development Coordination Department that the Center is zoned RM-16 "Public Use" as are our other centers. The parking requirements for RM-16 is 3.3 spaces per 1,000 square feet, plus retention accommodation.

Code is currently in CBD-1 - KC

If I can be of further service, please feel free to call me.

DS:jh

cc: J. Abrahams
R. Ferlita
W. Papy

CITY OF TAMPA

Sandra W. Freedman, Mayor — Department of Housing and Development Coordination

Community Redevelopment Agency

October 25, 1993

Mr. Rick Adair - MS 7-500
Florida Department of Transportation
District VII
11201 N. McKinley Dr.
Tampa, FL 33612-6403

Re: House Relocation - I-275 Expansion

Dear Mr. Adair:

This letter is to re-confirm the fact that the City of Tampa is capable of and desires to accept homes for relocation from the path of the I-275 expansion.

The City has already participated in the move of seventy homes from the Veteran's Expressway to lots within the City. This was accomplished within deadlines, and with excellent results. In addition, the City has accepted two historic homes in Seminole Heights on Hillsborough Avenue for relocation elsewhere in Seminole Heights.

The City has a strong interest in preserving historic structures and in their use in the City's Affordable Housing Programs.

We look forward to participating with your Department in future home relocation projects, and would like to meet with the Florida Department of Transportation to discuss those projects in more detail.

Sincerely,

Vernell D. Savage

Vernell Savage
Assistant Manager
Community Redevelopment Agency

VS/FM/cl

Post-It™ brand fax transmittal memo 7671	# of pages ▸ 1
To Clete Belsom	From Elaine Iles
Co.	Co. Greiner
Dept.	Phone # 286-1711
Fax # 242-5381	Fax #

TAMPA All-America City 1990

7140004, 17

RECEIVED PD&E
93 OCT 27 AM 7:23

FLORIDA DEPARTMENT OF STATE
Jim Smith
Secretary of State
DIVISION OF HISTORICAL RESOURCES
R.A. Gray Building
500 South Bronough
Tallahassee, Florida 32399-0250
Director's Office (904) 488-1480
Telecopier Number (FAX) (904) 488-3353

FPN: 933534

In Reply Refer To:
Susan Hammersten
Compliance Review
Section, DHR
(904) 487-2333

October 25, 1993

Mr. Michael J. Coleman
Florida Department of Transportation
11201 North McKinley Drive
Tampa, Florida 33612

RE: *An Archaeological Assessment Survey of the Tampa Interstate Study Activity A, Task II (EIS) Project Area Including the Proposed Crosstown Connector and the South Tampa Expressway Improvement Areas, Hillsborough County, Florida.*
SPN: 99007-1402 WPIN: 7140004 FAPN: IR-9999(43)

Dear Mr. Coleman:

In accordance with the provisions of the National Historic Preservation Act of 1966, as amended, which are implemented by the procedures contained in 36 C.F.R., Part 800; as well as the provisions contained in Chapter 267, Florida Statutes, we have reviewed the referenced report, and find it to be complete and sufficient. We note that six previously recorded, and 19 newly recorded historic and prehistoric archaeological sites were encountered, recorded and evaluated during the survey.

We concur with the project archaeologists in concluding that none of the previously recorded sites (8HI848-9, 8HI917, 8HI3663, 8HI3705 and 8HI3728) is eligible for listing in the National Register. In addition, we also concur that none of the newly recorded sites (8HI4102, 8HI4454-71) meets the eligibility criteria necessary for listing in the National Register. Therefore, on the basis of the findings of the survey performed by Janus Research/Piper Archaeology, it is the opinion of this agency that the proposed activities within the study area are unlikely to affect archaeological properties listed, or eligible for listing, in the National Register.

If you have any questions concerning our comments, please do not hesitate to contact us. Your interest in protecting Florida's historic properties is appreciated.

Sincerely,

Laura A. Kammerer

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

GWP/Hsh

Archaeological Research (904) 487-2299 | Florida Folklife Programs (904) 392-2192 | Historic Preservation (904) 487-2333 | Museum of Florida History (904) 488-1484

C2380.
August 27, 1993

MEMORANDUM

To: Cultural Resources Committee

From: Elaine C. Illes

Subject: **Tampa Interstate Study**
WPA No. 7140004
SP No. 99007-1402
FAP No. IR-9999(43)
Cultural Resources Committee Meeting - July 27, 1993

A Cultural Resources Committee (CRC) Meeting was held on July 27, 1993 at 10:30 a.m. in the R.A. Gray Building in Tallahassee, Florida. A list of attendees and the agenda are attached. The following documents the outcome of the meeting.

I. INTRODUCTIONS

Introductions were made and all agencies were represented including the Historic Tampa/Hillsborough County Preservation Board and the Advisory Council on Historic Preservation (ACHP).

II. STUDY UPDATE

Since the last time the ACHP was in Tampa at the Historic Resources Public Meeting on November 12, 1992, much work has been completed on defining the Area of Potential Effect (APE). Previously on September 17, 1992, the APE methodology was agreed upon for indirect effects which could be satisfactorily addressed at this stage of the study (i.e., there are no signing and striping plans available at this stage of the study; consequently, any visual effects due to the placement of signs could be dealt with during design) and the noise and visual evaluation was completed. The results were presented at this meeting. The Department has determined it best to hold

another Historic Resources Public Meeting to receive more specific input on effects of visual vs. noise impacts and other topics of interest.

III. OBJECTIVES

Michael Coleman outlined the objectives of the meeting. Prior to preparing for the Historic Resources Public Meeting, the Department needs to identify the APE (outside of the proposed right-of-way) and survey the APE to identify any additional historic resources that will be addressed in the later phases of the Section 106 process. There is a concern that if the APE survey is not completed prior to the (tentatively set) October 1993 public meeting, many people will be confused and misled that the entire project will be provided the same level of mitigation as those areas where historic resources are identified. To minimize public confusion and maintain the established schedule, there are two objectives. The first, leave this meeting with a defined APE, enabling the Department to stay on schedule and hold a DEIS public hearing in March, 1994. Secondly, outline the scope of the Historic Resources Public Meeting to ensure that the true spirit of public involvement for the Section 106 process is fulfilled.

IV. AREA OF POTENTIAL EFFECT

A. Visual

The attached handout was distributed. Included is a copy of an explanation of the previously agreed upon methodology to define the visual APE. Second, a list of the 250 structures from which the existing and proposed view was shot. Each listing includes a category of 1, 2, 3, and 4. The following describes each category:

1) Individual Designated Structures and Parks/Recreational Facilities.

2) Contributing Structures within National Register Districts.

3) Historic Structures Outside National Register Districts but with the previously surveyed area included in the Cultural Resources Survey (CRS) report.

4) Properties outside of the previously surveyed area included in the CRS Report.

In addition, the list provides vital information for each perspective as follows: the address, land use, site file form number (if available), a CRS reference number (to cross reference some information provided in the CRS Report), the date the photograph was taken, time, and probably most importantly to better understand the perspectives - the distance to the existing interstate structure from the camera view, the elevation of the existing interstate structure, the distance to the proposed structure, the elevation of the proposed structure, and the height of the cost-reasonable barrier currently proposed to be built if the local community so desires.

Third, a spreadsheet numbered 1 through 250 for each perspective. The purpose of the spreadsheet was explained: While watching the video of each perspective, meeting attendees were requested to circle "in their opinion" whether the perspective represented an effect, adverse effect or no effect.

After a lengthy discussion concerning the validity of this method and the understanding that the adverse effect column was only added for a point of interest in individual perceptions, and that the true task at hand was to determine a reasonable APE based upon any area that was affected, it was agreed to proceed with watching the video.

After viewing approximately 190 of the 250 perspectives, the group broke for lunch.

Based upon an earlier sub-group of the CRC completing this same exercise, a draft visual APE was created for purposes of discussion at the CRC meeting. The end result was the question of how to treat the street view as it related to the APE. At many locations, the interstate cannot be seen from two or three blocks away; however, when driving a major or minor thoroughfare that leads to the interstate, there may be a visual "effect" from ten blocks away. The question of reasonableness must be addressed for purposes of defining the APE.

If required to notify those property owners within the APE for the DEIS public hearing, there must be some reasonable cut off point for all cross streets. After a lengthy discussion about making determinations of effect, the FHWA's concern of having to notify a large portion of the city on such a large project and the legal ramifications, MaryAnn Naber advised the CRC to use the outermost boundary of the common areas to determine the cross street area to be included within the APE. This would in effect create a smoother boundary and eliminate the spikes at each cross street that the draft visual APE included.

B. Noise

The methodology for the noise APE previously agreed upon was included in the handout. After evaluating noise impacts for the project without any noise barriers (worst-case), a noise APE was defined on the aerial maps. It was agreed in the meeting that the outer boundary of this area will be combined with the outer boundary of the agreed upon visual APE to become the Final APE. The aerial also displayed the remaining structures impacted if a cost-reasonable barrier were constructed. Once the survey of the APE is conducted and historic properties with the APE are identified, an additional noise evaluation will be completed to determine the height and length of barrier required to mitigate noise for the identified historic

resources within the APE. It should be noted that depending upon public input, there will have to be a trade off in many locations between the protection from noise that the noise barrier would provide and the visual effect on historic resources caused by the noise barrier.

V. USE OF THE APE

A. Identify Mailing List for Public Hearing

It was decided after some discussion that the property owners on the current mailing list will receive a standard letter of invitation as required for the public hearing and those located within the APE but outside the 300 feet from the existing edge of pavement will receive a notice of the public hearing via a newsletter.

B. Inventory of Potential Historic Properties

The APE survey will be conducted by a qualified architectural historian from Janus Research. A windshield survey will be conducted. Each building that appears to have been built prior to 1945 will be photographed in color with a 35mm camera and its address noted. Buildings that are already on a National Register district will not be included, as their eligibility has already been determined. This information will be submitted to SHPO for review. Once reviewed, SHPO may request additional information on specific structures of interest or concern. Depending upon the depth of information requested, complying with the SHPO's request may take place prior to obtaining a Record of Decision (ROD) from FHWA.

VI. POTENTIAL MITIGATION

A. Urban Design Amenities

Jane Burmer, the Task Master for Urban Design, explained the Urban Design Element flowchart included in the handout. The FDOT has committed to writing and providing Urban Design Guidelines that outline amenities that will be required to be followed in the design phase of the project. The levels of treatment and examples of these levels were discussed. The majority of the EIS study area is located within the Level 3 treatment category, which is the urban core area. Level 3 can most easily be distinguished from the other two levels by the guideline that money expenditure is not the first concern.

A video was shown of typical noise barriers and retaining walls currently being used in Florida. In addition, more attractive treatments from other states that are being used were also shown as examples of some ideas that can be incorporated into the Urban Design Guidelines.

VII. HISTORIC RESOURCES PUBLIC MEETING #2

The set-up of the meeting was discussed. Greiner proposed having three rooms: one for the video, one for historic resources, and one to present a background of the entire project from 1987. This was proposed due to the expanded mailing list of the APE that may now include many people who may have never attended a TIS meeting. It was agreed that this was a good idea. In addition, it was decided to set up two computers that would call up the perspectives viewed earlier in the day. The public will be able to look at the aerials and choose a representative site, then ask an operator to pull up the five-frame perspective for their viewing. This should stimulate good public involvement and response.

VIII. AGENCY INPUT

Because of travel schedules, comments were short. MaryAnn Naber, ACHP, thought that the overall progress and techniques were very impressive and requested copies of the videos. She did, however, caution the CRC not to become too caught up in the micro analysis so that we lose the intent of the process to preserve the historic properties as best as possible while balancing that with reasonableness and the betterment of the community.

The meeting adjourned at 4:15 p.m.

ECI:dlw

Attachments

TAMPA INTERSTATE STUDY

CULTURAL RESOURCES COMMITTEE
July 27, 1993

Name	Organization	Phone
Jane Burmer	Greiner, Inc.	(813)286-1711
Kenneth L. Hardin	Janus Research/Piper Archaeology	(813)821-7600
Debra Alderson	HT/HCPB	(813)272-3843
Jennifer Williams	Tampa Preservation	(813)248-5437
Bill Thurston	SHPO/DHR	(904)487-2333
Rick Adair	FDOT D-7	(813)975-6447
Michael Coleman	FDOT D-7	(813)975-6077
Ron Gregory	Greiner, Inc.	(813)286-7667
Maiser A. Khaled	FHWA	(904)681-7241
Gary Phillips	FHWA - E onmental Coordination	(904)681-7324
Roy A. Jackson	FDOT - CEMO	(904)922-7213
George R. Ballo	FDOT - CEMO	(904)922-7215
Melisa L. Ridenour	FHWA	(904)681-7239
Laura Kammerer	SHPO/DHR	(904)487-2333
MaryAnn Naber	ACHP	(202)606-8505
Elaine C. Illes	Greiner, Inc.	(813)286-1711

FLORIDA DEPARTMENT OF STATE
Jim Smith
Secretary of State
DIVISION OF HISTORICAL RESOURCES
R.A. Gray Building
500 South Bronough
Tallahassee, Florida 32399-0250
Director's Office (904) 488-1480
Telecopier Number (FAX) (904) 488-3353

January 12, 1994

Mr. Kenneth W. Hardin
Janus Research/Piper Archaeology
Post Office Box 919
St. Petersburg, FL 33731

In Reply Refer To:
Laura A. Kammerer
Historic Preservationist Supervisor
(904) 487-2333

RE: ***Appendix F: Completed Tampa Heights Multiple Property Documentation Form and Determination of Eligibility*** - **August 1993**
A Cultural Resource Assessment of Tampa Interstate Study Activity A, Task II (EIS) Project Area Between the Dale Mabry Interchange and 50th Street, and North to Buffalo Avenue, Hillsborough County, Florida
SPN: 99007-1402 WPN: 7140004 FPN: IR-9999(43)

Dear Mr. Hardin:

In accordance with the provisions of the National Historic Preservation Act of 1966, as amended, which are implemented by the procedures contained in 36 CFR Part 800; as well as the provisions contained in Section 267.061, Florida Statutes, this office has reviewed the referenced proposal for determination of eligibility.

Mr. William Thurston reviewed the documentation and found it to be complete and sufficient. This office agrees with the property evaluations and recommendations presented for the Tampa Heights neighborhood. We note that one historic district and six individual properties were included in the proposed Multiple Property Nomination - Determination of Eligibility request. We concur that all seven properties are eligible for listing in the National Register of Historic Places.

Finally, we suggest that the name of the multiple property group be changed to Historical Architectural Resources of Tampa Heights.

If you have any questions concerning our comments, please do not hesitate to contact us. Your interest in protecting Florida's historic properties is appreciated.

Sincerely,

Laura A. Kammerer

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

GWP/Klk
xc: C. Leroy Irwin

C2380 B22, C3B
September 21, 1992

MEMORANDUM

To: CRC Members
Files

From: Elaine Illes

Subject: **September 17 CRC Meeting**

A meeting of the Cultural Resource Committee was convened on September 17, 1992 at 10:30 a.m. in the FDOT Central Office Environmental Management Office's Conference Room. The following persons attended the meeting:

Name	Organization
Ron Gregory	Greiner
Elaine Illes	Greiner
Bobby Blackman	FHWA
Michael Coleman	FDOT District 7
Ken Hardin	Janus Research
Laura Weant	Janus Research
Laura Kammerer	DHR-SHPO
William Thurston	DHR-SHPO
Roy Jackson	FDOT-Environmental Management Office
George Ballo	FDOT-Environmental Management Office
Buddy Cunill	FDOT-Environmental Management Office

It should be noted that the September 17, 1992 meeting was the follow-up meeting to the May 28, 1992 meeting. During the May 28, 1992 meeting, the following was established: the Archaeological Survey was accepted, the corridor was accepted by SHPO, decisions were made concerning eligibility of the individual resources, Tampa Heights was discussed as a possible multiple properties listing due to a consensus of a "no district" finding, established district boundaries will remain as given, no additional districts were thought to exist, and additional survey work is needed to determine if the preferred alignment is located in the best location within the corridor to minimize cultural resource impacts.

Based upon decisions made and work efforts defined during the May 28, 1992 meeting, the September 17, 1992 meeting completed all steps previously outlined. A brief summary of this milestone meeting is provided below.

1. The TIS Preferred Alternative was selected and agreed to (from a cultural resources perspective) by SHPO representatives Laura Kammerer and Bill Thurston. It is understood that final approval of this action will be solicited from Mr. George Percy, State Historic Preservation Officer. The Preferred Alternative was modified to minimize potential impacts to cultural resources in the following areas:

   A. West Tampa Historic District - SHPO agreed to a shift in alignment that would reduce the number of directly impacted properties (20), that is "takes", by 9 for a new total of 11 takes.

   B. Ybor City Landmark District - SHPO accepted the National Parks Service determination concerning contributing/non-contributing properties within the Landmark District. This reduced the number of directly impacted contributing resources by 50. Furthermore, SHPO's concurrence with the removal of a detention pond (Sheet A-11 of the EIS Preferred Alternative Concept Plans), which reduced the number of directly impacted properties by 17. Lastly, the selection of alignment shift #1, a one-block shift south to miss the cigar factory and the new Post Office, resulted in a reduction of directly impacted properties by an additional 23 properties. It was noted that this shift to the south, while reducing the total number of takes by 90, will directly impact six structures not directly impacted by the original alignment. The new net total of "takes" is now 111 structures instead of 195 structures.

   C. Tampa Heights - A decision was made to pursue the concept of an FDOT revised (minimal additional right-of-way required, if any) linear park. This decision was agreed to by SHPO. The number of takes of significant resources in the Tampa Heights area is unknown at this time, because the number of significant structures involved in FDOT activities is currently being established (see Item 2 below).

D. Miscellaneous detention ponds - The location of a detention pond (Sheet A-12) will be changed, thereby reducing by 2 the number of takes associated with the pond. SHPO also agreed to a location and configuration change to a detention pond (Sheet B-4) that may result in a reduction of up to 3 takes.

2. The SHPO has determined that sufficient data is not available at this time to designate a specific historic district in the Tampa Heights area. Therefore, a Multiple Property Listing determination will be pursued for the involved area adjacent to the Preferred Alternative. This will afford proper protection for historic properties with the FHWA/FDOT activities and still permit the establishment of a historic district in the Tampa Heights area if and when the establishment of such a district is pursued and justifiable. Janus/Piper Archaeological Research, Inc. will begin researching the Multiple Property Listing, once directed by FDOT, and will provide this information to FHWA/FDOT and SHPO.

3. Potential Adverse Effect Criteria for secondary/indirect impacts were discussed. Action on each effect is described below:

A. Audible (Noise) - noise effects will be analyzed and noise barrier placement will be reviewed. The noise report will be revised to include the alignment shift and then supplemented to address noise barriers needed for cultural resources. The Historic Resources Public Meeting will consider displays or provide an opportunity for public input into the location of noise barriers.

B. Visual - a series of computer-generated images of visual references related to the proposed roadway and associated historic structures will be developed. The analysis will identify historic properties with visual impacts. Once the computer-generated images are complete, the above-listed meeting attendees will select representative locations to photograph before-and-after sequences to board-mount for public display. These locations will be selected by viewing the Autocadd model. The FHWA Visual Assessment Guidelines will be reviewed for any additional procedures.

C. Air Quality - it was determined that microscale analysis results indicate NAAQS would not be exceeded and would be less than the 2010 No Project Alternative; Hydrocarbon burden analysis reaches the same conclusions. Therefore, no additional air quality analysis will be conducted.

D. Traffic Circulation - it was determined that no network modeling will be conducted. A qualitative assessment of general mobility and circulation in the following areas will be undertaken:

* West Tampa
* Tampa Heights
* Ybor City
* Individual Resources (if applicable)

E. Lighting - it was determined that no lighting impact analysis will be undertaken. There are currently no lighting plans to base impacts upon and the issue can be addressed in the Programmatic Agreement.

F. Other effects discussed were:

1) Vibration - a review of general geotechnical and soil data will be conducted to determine the likely impact of construction vibration on known historic resources. Bobby Blackman will supply Greiner with the guidelines FHWA uses for vibration analysis.

2) Constructive Use (i.e., Parking) - a review of all parking and other constructive use effects on known historic resources will be conducted to determine if there is an impact on those resources as a result of the interstate expansion.

3) Signing - it was determined that no signing impact analysis will be undertaken. There are currently no signing plans to base impacts upon and the issue can be addressed in the Programmatic Agreement.

4. In previous meetings, it was determined that a Programmatic Agreement will be developed for the project. At Mr. Ballo's request, the group will revisit the possible benefits of completing multiple Memoranda of Agreements (MOA's) on the project. MOA's would be related to individual areas of impact, i.e., for each historic district identified.

5. It was determined that a Section 4(f) Statement will be prepared and submitted as part of the draft and final EIS reports. The draft Section 4(f) Statement will not address project impacts for the areas of potential effect (APE's); however, this information will be included in the Final EIS/Section 4(f) Statement.

6. Based on previous discussions in the July 31, 1992 meeting, it was concluded that the Draft EIS/Section 4(f) Statement for the Tampa Interstate Study will serve as the case study for the project.

7. A Historic Resources Agency Coordination meeting will be held on November 9, 1992 at 1:30 p.m. in Greiner's 7th floor Boardroom.

8. A Historic Resources Public Meeting will be held on November 12, 1992 from 4:00 to 7:00 pm at Booker T. Washington Junior High School located at 1407 Estelle Street.

ECI:isc

TAMPA INTERSTATE STUDY
CULTURAL RESOURCE SURVEY MEETING
AGENDA
SEPTEMBER 17, 1992

I. Presentation of Findings from the Additional Survey (Janus/Piper)

II. Potential Shifts in Alignment, Tightening of Typical Cross Section and Relocation of Retention Ponds

III. Conclusion - Concurrence on Preferred Alternative

IV. Discussion of Effects Criteria

V. Project Schedule

TAMPA INTERSTATE STUDY
ADDITIONAL HISTORIC RESOURCE SURVEY

Survey Area	Updated Sites	New Sites	Total Sites
West Tampa (WT)	—	18	18
North Tampa Heights (NTH)	6	44	50
South Tampa Heights (STH)	16	60	76
Expanded Site Files in South Tampa Heights (ESF)	5	1	6
Downtown	—	1	1
East of Ybor City (EYC)	—	29	29
Crosstown Connector (CC)	—	7	7
Seminole Heights	6	17	23
TOTAL	**33**	**177**	**210**

MINIMIZING IMPACTS

	Contributing Structures	Current Preferred Alternative # of Takes	Reduction of Impacted Properties	Proposed Minimization of Harm - Revised # of Takes
I. West Tampa Historic District	912	20	9	11
II. Tampa Heights				
A. HT/HCPB Linear Park	11	11	--	--
B. FDOT Revised Linear Park	--	--	11	11
III. Ybor City Landmark District	954	195	—	—
A. National Park Service Listing	—	195	50*	145
B. Retention Pond Not Needed/Sheet A-11	—	—	17	128
C. Potential Shifts in Preferred Alternative				
1. One Block Shift to South/Miss Cigar Factory	—	128	23	105
OR				
2. One Block Shift to South/Miss Post Office	—	128	27	101
OR				
3. Two Block Shift to South/Tie Interchange to Interchange	—	128	52	76

MINIMIZING IMPACTS
(CONTINUED)

	Contributing Structures	Current Preferred Alternative # of Takes	Reduction of Impacted Properties	Proposed Minimization of Harm - Revised # of Takes
IV. Misc. Retention Ponds				
A. Sheet A-12	—	6	2	4
B. Sheet B-4	—	6	2	4
V. Additional Takes Resulting from Shift to the South	—	0	—	6**

---

* Structures 50 years or older but severely altered.

** Two block shift also requires acquisition of the Gonzalez Fisher & Co. Cigar Factory (currently listed on NRHP).

SUMMARY OF CURRENT DIRECT IMPACTS VS. BEST CASE MINIMIZATION OF IMPACTS

	Current	Minimized
West Tampa	20	11
Tampa Heights HT/HCPB Linear Park	11	0
Ybor City	195	76 (2 Block Shift)
Additional Takes from Shift	0	6
TOTAL	**226**	**93**

POTENTIAL ADVERSE EFFECTS

1. Audible

2. Visual

3. Air

4. Traffic Circulation

5. Lighting

6. Others

SUGGESTED METHODOLOGY FOR DETERMINING AUDIBLE EFFECTS

I. Identify all properties that exceed FHWA Noise Abatement Criteria and therefore constitute an impact.

   A. 67 Leq(h) for Activity Category B (State considers approach criteria as 65)

   B. 72 Leq(h) for Activity Category C (State considers approach criteria as 70)

II. Identify reduction of impacts by property for each barrier wall currently included in the preferred alternative concept plans. (Impact analysis/wall locations will be revisited once the selection of preferred alternative concept is made).

III. Identify potential additional barrier locations for historic properties as part of the Programmatic Agreement's Mitigation Commitments.

IV. Estimated time to complete items I & II.

SUGGESTED METHODOLOGY FOR DETERMINING VISUAL EFFECTS

I. Compose an AutoCadd drawing of the existing conditions in representative areas of the previously identified Historic Resources.

II. Update the AutoCadd drawing of the preferred alternative to include previously agreed upon design amenity treatments.

III. Identify several representative locations from which to project the existing and proposed project images.

IV. Identify properties with visual impacts.

V. Estimated time to complete items I thru IV.

SUGGESTED REASONS FOR NOT IDENTIFYING AIR QUALITY EFFECTS

I. Microscale analysis results indicate NAAQS would not be exceeded and would be less than the 2010 No Project Alternative.

II. Hydrocarbon binder analysis reaches the same conclusions.

SUGGESTED METHODOLOGY FOR DETERMINING TRAFFIC CIRCULATION EFFECTS

I. Revise the 2010 Traffic Model to reflect no improvements to the Interstate System.

II. Run the revised 2010 Traffic Model using the Socioeconomic Data for the 2010 Build analysis (based on the Master Plan).

III. Identify Network Links for each Area of Identified Concern.

IV. Identify changes (both increases and decreases beyond 25%) in Average Daily Traffic (ADT) volumes on the network links.

SUGGESTED REASONS FOR NOT IDENTIFYING LIGHTING EFFECTS

I. Currently no lighting plans to base impact analyses upon.

II. Can be addressed in Programmatic Agreement.

TAMPA INTERSTATE STUDY
AGENCY COORDINATION MEETING

Place: Greiner, Inc. 7650 Courtney Campbell Causeway, 7th Floor Board Room

Date: November 9, 1992

Time: 1:30 p.m.

Proposed Invitees

Advisory Council - Ralston Cox

Barrio Latino Commission

City of Tampa - Department of Housing and Development Coordination

FDOT/EMO - Leroy Irwin/George Ballo

FDOT District VII - TIS Team

Federal Highway Administration - Lamar Smith/Maiser Khaled

Hillsborough County City/County Planning Commission

Historic Tampa/Hillsborough County Preservation Board - Stephanie Ferrell

SHPO - Laura Kammerer/Bill Thurston

Tampa Bay Regional Planning Council

Tampa Heights Planning Council - Connie Cauldwell

Ybor City Redevelopment Association - Rebecca Chittum - Gagalis

Others? (see 10/1/92 invitees list)

TAMPA INTERSTATE STUDY
HISTORIC RESOURCE PUBLIC MEETING

Place: Booker T. Washington Jr. High School
1407 Estelle Street

Date: November 12, 1992

Time: 4-7 or 5-8

Proposed Invitees

Advisory Council - Ralston Cox
Barrio Latino Commission
Centro Tampa - Adrienne M. Garcia
City of Tampa - Mayor Sandy Freedman
City of Tampa - Department of Housing and Development Coordination
Coalition of Neighborhood Preservation
FDOT Secretary of Transportation-Ben Watts
FDOT/EMO-Leroy Irwin/George Ballo
FDOT District VII - William McDaniel/David Twiddy
Federal Highway Administration-Bobby Blackman/Lamar Smith/Maser Khaled
Florida Governor Lawton Chiles
Florida State Representatives from Districts affected
Florida State Senators from Districts affected
Florida Trust for Historic Preservation
Florida Trust for Historic Preservation "Preservation News"
Hillsborough County Commissioners
Hillsborough County City - County Planning Commission
Hillsborough County MPO
Historic Tampa/Hillsborough County Preservation Board - Stephanie Ferrell
National Trust for Historic Preservation
National Trust for Historic Preservation "Preservation News"
SHPO-George Percy/Suzanne Walker/Laura Kammerer
Tampa Bay Regional Planning Council
Tampa City Council
Tampa Heights Civic Association Buss Bomar
Tampa Heights Planning Council - Connie Cauldwell
U.S. Senators Bob Graham and Connie Mack
U.S. Representative Sam Gibbons
Ybor City Chamber of Commerce
Ybor City Redevelopment Association - Rebecca Chittum - Gaglis
Ybor City Rotary Club
Ybor Development Agency

All property owners within 300' of the proposed right-of-way will be sent newsletters announcing the public meeting.

* A quarter page display ad announcing the meeting shall be published in the area newspaper.

7143194, 17

FLORIDA DEPARTMENT OF STATE
Jim Smith
Secretary of State

DIVISION OF HISTORICAL RESOURCES
R.A. Gray Building
500 South Bronough
Tallahassee, Florida 32399-0250
Director's Office (904) 488-1480
Telecopier Number (FAX) (904) 488-3353

August 12, 1992

Mr. C. Leroy Irwin
Environmental Management Office
Department of Transportation
Hayden Burns Building, MS# 37
605 Suwannee Street
Tallahassee, Florida 32399-0450

In Reply Refer To:
Denise M. Breit
Historic Sites
Specialist
(904) 487-2333
Project File No. 922113

RE: Cultural Resource Assessment Review Request
A Cultural Resource Assessment Survey of the Interstate 4 Improvements Project Right-of-Way from 50th Street to the Hillsborough /Polk County Line, Hillsborough County, Florida. By Janus Research/Piper Archaeology June 1992.
SPN: 10190-1402
WPN: 7143194

Dear Mr. Irwin:

In accordance with the procedures contained in 36 C.F.R., Part 800 ("Protection of Historic Properties"), as well as the provisions contained in Chapter 267.061, Florida Statutes, we have reviewed the results of the field survey of the referenced project performed by Janus Research/Piper Archaeology, private consulting firm, and find them to be complete and sufficient.

We note that 37 archaeological sites, 8HI325, 8HI391, 8HI513, 8HI514, 8HI4033, 8HI5044-8HI5071, and 8HI5118-8HI5121, and 41 historic structures, 8HI5077-8HI5117, were assessed during the course of the survey. None of these properties was determined to be eligible for listing in the National Register. We concur with these conclusions and recommendations. It is the determination of this office, therefore, that this project will have no effect on any significant resources, and that the project may proceed.

However, although the portions of sites 8HI4033, 8HI5063, 8HI5064, and 8HI5121 within the right-of-way were found to be insignificant, if the corridor changes or if these areas are chosen as retention pond or borrow pit locations, further testing is recommended. The resultant final report would then need to be forwarded for our review.

If you have any questions concerning our comments, please do not hesitate to contact us. Your interest in protecting Florida's historic properties is appreciated.

Sincerely,

for Laura A. Kammerer

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

GWP/Bdb

FLORIDA DEPARTMENT OF TRANSPORTATION

LAWTON CHILES
GOVERNOR

BEN G. WATTS
SECRETARY

RECEIVED
DISTRICT SECRETARY
DISTRICT SEVEN

92 JUL 28 AM 10: 26

4950 W. Kennedy Blvd., Suite 409
Tampa, FL 33609
July 22, 1992

Mr. J. R. Skinner
Division Administrator
Federal Highway Administration
227 North Bronough Street, Room 2015
Tallahassee, FL 32301

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

Dear Mr. Skinner:

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

- The "footprint" of TIS Master Plan will be maintained to accommodate ultimate build-out.
- The Master Plan must be implemented in stages. The first stage of implementation shall have no more than six "general-use" lanes (three in direction). All additional through lanes in the first stage will be designat HOV.
- Implementation of the first stage will be accomplished in such a manner that ensure maximum salvageability when subsequent stages are constructed. This reflects guidance offered by FHWA.
- An implementation plan will be developed by District VII which identifies the transition, by stage, from the existing configuration to the Master Plan. This implementation plan will be consistent with the above requirements and will maximize early development of the HOV/multimodal envelope. Environmental Assessment, Environmental Impact Statement, and other PD&E documents shall commit to the staged implementation plan.

RECYCLED PAPER

- The ultimate typical section for the TIS, as stated in the November 14, 1991, Interstate Policy, "...will include four physically separated, exclusive lanes (two in each direction) for through traffic, public transit vehicles, and other high-occupancy vehicles." These lanes will be developed in accordance with the terms of the January 17, 1992, policy letter signed by Secretary Watts.

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

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

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

Sincerely,

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

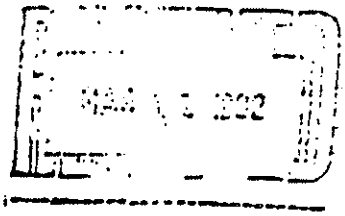
WHM/DAT/ck

Frank Carlile, Assistant Secretary

7/24/92
Date

RICK
Dave DAS
C.FILE 7140004.17





FLORIDA DEPARTMENT OF STATE
Jim Smith
Secretary of State
DIVISION OF HISTORICAL RESOURCES
R.A. Gray Building
500 South Bronough
Tallahassee, Florida 32399-0250
Director's Office (904) 488-1480
Telecopier Number (FAX) (904) 488-3353

March 5, 1992

Mr. C. Leroy Irwin
Environment and Management Office
Department of Transportation
Hayden Burns Building, MS #37
605 Suwannee Street
Tallahassee, Florida 32399-0450

In Reply Refer To:
Laura A. Kammerer
Historic Preservationist
Supervisor
(904) 487-2333
Project File No. 920502

RE: Cultural Resource Assessment Review Request
A Cultural Resource Assessment Survey of the Tampa Interstate Study Activity A, Task I (EA) Project Area Between Old Tampa Bay Through the Dale Mabry Interchange, Hillsborough County, Florida. Performed by Piper Archaeological Research, Inc., December 1990.
SPN: 99007-1402; WPN: 7140004; FAPN: IR-9999(43)

Dear Mr. Irwin:

In accordance with the provisions of the National Historic Preservation Act of 1966, as amended, which are implemented by the procedures contained in 36 C.F.R., Part 800; as well as the provisions contained in Section 267.061, Florida Statutes, we have reviewed the above referenced project for possible impact to historic properties listed, or eligible for listing, in the National Register of Historic Places, or otherwise of historical or architectural value.

This office has reviewed the above referenced historic property assessment survey performed by Piper Archaeological Research, Inc., and find it to be complete and sufficient. We note that two (2) known prehistoric archaeological sites (8HI323 and 8HI1077), four (4) previously unknown prehistoric archaeological sites (8HI4044, 4045, 4049 and 4050), and three (3) standing historic structures were investigated and evaluated.

Based on our review of the methodology employed during the survey and the data collected, we concur with the conclusion of Piper Archaeological Research that no historic properties listed, or eligible for listing, in the National Register of Historic Places, or otherwise of historical or architectural value were

encountered during the survey. This office, therefore, concurs that this project will have no effect on any such historic properties, and that the project may proceed.

If you have any questions concerning our comments, please do not hesitate to contact Laura Kammerer. Your interest in protecting Florida's historic properties is appreciated.

Sincerely,

Susanne P. Walker

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

GWP/Klk

File C2380 C2B

7140004.2C

STATE OF FLORIDA

Office of the Governor

THE CAPITOL
TALLAHASSEE, FLORIDA 32399-0001

LAWTON CHILES
GOVERNOR

RECEIVED
MAR 18 1991
GREINER, INC.
TAMPA

March 4, 1991

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

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

SAI: FL9012260779C

Dear Mr. Twiddy:

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

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

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

The Department of State (DOS) notes that a cultural resource survey will be conducted to identify significant archaeological and/or historic sites. The proposed project will have no effect on this site, if the Department of Transportation avoids or mitigates the impact on sites identified in the survey.

Based on the comments from our reviewing agencies, funding for the proposed action is consistent with the Florida Coastal Management Program (FCMP) advanced notification stage. Subsequent environmental documents will be reviewed to determine continued consistency with the FCMP as provided for in 15 CFR 930.95. These documents should provide thorough information regarding the location and extent of wetlands dredging and filling, borrow sources, dredging or filling associated with bridge construction and stormwater management. Continued concurrence with this project will be based, in part, on adequate resolution of issues identified during earlier reviews. Any environmental assessments prepared for this project should be submitted to the Florida State Clearinghouse for interagency review.

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

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

Sincerely,

Estes D. Whitfield, Deputy Director
State Clearinghouse

EDW/rt

Enclosure(s)

cc: Department of Environmental Regulation
Department of State
J. C. Kraft - Department of Transportation

FLORIDA GAME AND FRESH WATER FISH COMMISSION

WILLIAM G. BOSTICK, JR. Winter Haven
DON WRIGHT Orlando
THOMAS L. HIRES, SR. Lake Wales
MRS. GILBERT W. HUMPHREY Miccosukee
JOE MARLIN HILLIARD Clewiston

ROBERT M. BRANTLY, Executive Director
ALLAN L. EGBERT, Ph.D., Assistant Executive Director

SOUTH REGION
3900 Drane Field Road
Lakeland, Florida 33811
(813) 644-9269

11 February 1991

RECEIVED
FEB 13 1991
GREINER, INC.
TAMPA

Ms. Susan L. Thomas, Environmental Planner
Greiner, Inc.
P.O. Box 31646 (33631-3416)
7650 West Courtney Campbell Causeway
Tampa, FL 33607-1462

Dear Ms. Thomas:

This letter is in response to your inquiry concerning bald eagle nests in the vicinity of the Tampa Interstate Study. We recommend surveys be conducted in construction areas where eagles are suspected to ensure no nests are disturbed. The following information details possible conflicts with the study according to known nest sites.

The first section of construction, as it appears on your map, is from Old Tampa Bay east along I-275 to Dale Mabry Highway, Task A.1 EA. The Commission has no record of any eagle nests in this area.

The second section of construction is from Dale Mabry Highway east, then north along I-275 to 1/2 mile north of Dr. M.L. King, Jr. Boulevard; and east along I-4 to 1/2 mile east of 50th street; and south along 2nd street to McKay Bay, then east for one mile, Task A.2 EIS. The map is insufficient to determine if the construction would be within the critical area for an existing nest. There is a nest located in Section 10, range 19E, township 29S. The nest should be located on a more detailed map to determine how close the proposed construction will be to the nest.

I have enclosed of copy of the document "Management Guidelines for the Bald Eagle in the Southeast Region". The document was jointly developed by the U.S. Fish and Wildlife Service and the Florida Game and Fresh Water Fish Commission to assist the public in complying with various state and federal laws protection bald eagle nests. Should the proposed construction encroach on critical area, this is the document the Commission will use to evaluate and resolve the issue.

If the proposed construction will come within one mile of the nest, we request that documentation be submitted detailing the construction in reference to the nest, construction plans and any data pertinent to the project. We will then try to assist you in planning your construction to eliminate detrimental effects on the birds.

Thank you for your interest and concern for Florida's threatened and endangered species. Please feel free to contact me if I can be of further assistance.

Respectfully,

Cathrin J. Smith
Biological Scientist Supervisor

cc: Don Wood
S. Martin
P. Schultz

ESC 1-1

FLORIDA NATURAL AREAS INVENTORY

1018 Thomasville Road, Suite 200-C • Tallahassee, Florida 32303 • (904) 224-8207

RECEIVED
JAN 21 1991
GREINER, INC.
TAMPA

January 16, 1991

Ms. Susan L. Thomas
Greiner, Inc.
P.O. Box 31646
Tampa, Fl 33631-3416

Dear Ms. Thomas:

This letter is in reference to your request for information from the Florida Natural Areas Inventory. Your data request specified an area in Hill County where the widening of Interstate 275 is proposed.

We currently do not have any Element Occurrence Records recorded on the site, however, we do have a record of *Sterna antillarum*, least tern (FNAI G4/S3; State-Threatened) within 3/4 mile of the site. Due to the similarity of habitat between the site where the least tern(s) nest and Howard Franklin Bridge causeway this area should be surveyed for the presence of nesting (during nesting season) terns prior to any construction activities at this site.

I hope this information is of use to you. Please call if you have any questions or if I can be of further assistance to you.

The quantity and quality of data collected by the Florida Natural Areas Inventory are dependent on the research and observations of many individuals and organizations. In most cases, this information is not the result of comprehensive or site-specific field surveys; many natural areas in Florida have never been thoroughly surveyed. Records for new occurrences of plants and animals are continuously being added to the database and older occurrence records may change as new information is gathered.

For these reasons, the FNAI cannot provide a definitive statement on the presence, absence, or condition of biological elements in any part of Florida. Florida Natural Areas Inventory reports summarize the existing information known to FNAI at the time of the request regarding the biological elements or locations in question. **They should never be regarded as final statements on the elements or areas being considered, nor should they be substituted for on-site surveys required for environmental assessments.**

Information provided by this data base may not be published without prior written notification to the Florida Natural Areas Inventory and FNAI must be credited as an information source in these publications. FNAI data may not be resold for profit.

Sincerely,

Rodney O. Cassidy

Rodney O. Cassidy
Environmental Reviewer

FLORIDA DEPARTMENT OF STATE
Jim Smith
Secretary of State
DIVISION OF HISTORICAL RESOURCES
R.A. Gray Building
500 South Bronough
Tallahassee, Florida 32399-0250
Director's Office (904) 488-1480
Telecopier Number (FAX) (904) 488-3353

JAN 14 1991
STATE CLEARINGHOUSE

January 9, 1991

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

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

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

Dear Ms. MacFarland:

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

We note that this project will have a cultural resources survey conducted. Therefore, conditioned upon the Florida Department of Transportation undertaking a cultural resource survey, and appropriately avoiding or mitigating project impacts to any identified significant archaeological or historic sites, the proposed project will have no effect on any sites listed, or eligible for listing, in the National Register of Historic Places, or otherwise of national, state, regional, or local significance, and will be consistent with the historic preservation aspects of Florida's coastal zone program. We look forward to reviewing the resulting survey report.

If you have any questions concerning our comments, please do not hesitate to contact us. Your interest in protecting Florida's archaeological and historic resources is appreciated.

Sincerely,

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

GWP/smh
cc: C. Leroy Irwin

FLORIDA GAME AND FRESH WATER FISH COMMISSION

WILLIAM G. BOSTICK, JR. Winter Haven
DON WRIGHT Orlando
THOMAS L. HIRES, SR. Lake Wales
MRS. GILBERT W. HUMPHREY Miccosukee
JOE MARLIN HILLIARD Clewiston

ROBERT M. BRANTLY, Executive Director
ALLAN L. EGBERT, Ph.D., Assistant Executive Director

FARRIS BRYANT BUILDING
620 South Meridian Street
Tallahassee, Florida 32399-1600
(904) 488-1960

December 13, 1990

C. Lynn Miller
Tampa Interstate Study
P. O. Box 31646
7650 West Courtney Campbell Causeway
Tampa, Florida 33607-1462

Re: Tampa Interstate Study, Hillsborough and Pasco Counties

Dear Ms. Miller:

Thank you for your letter of October 29, 1990, concerning the Tampa Interstate Study.

Our records indicate that the Florida Game and Fresh Water Fish Commission was not notified by the Agency Coordination letter of August 15, 1990, and did not attend the August 30, 1990, Tampa Interstate Study (TIS) Agency Coordination Meeting.

The Florida Game and Fresh Water Fish Commission is not a regulatory agency in the same sense as Florida Department of Environmental Regulation, Florida Department of Natural Resources, Florida Department of Transportation, or Southwest Florida Water Management District. The Commission does not issue long-term commitments or long-term regulatory approval for those activities regulated by Chapter 39, Florida Administrative Code.

By its nature, the protection of the fish and wildlife resources of the State is a site-specific and time-specific process. Given the dynamic nature of fish and wildlife populations, the Commission cannot grant authorization which might not reflect site conditions at the time of construction.

Sincerely,

Bradley J. Hartman, Director
Office of Environmental Services

RECEIVED
DEC 24 1990
GREINER, INC.
TAMPA

BJH/JWB/rs
ENV 2-1-1/5

Metropolitan Planning Organization

RECEIVED
NOV 1
GREINER, INC.
TAMPA

MEMORANDUM

DATE: November 9, 1990

TO: MPO Board Members

FROM: Thomas L. Thomson, Executive Director

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

Linda Saul-Sena
Chairman

Bill Menwether
Vice Chairman

Laura Blain
Expressway Authority

Commissioner Phyllis Busansky
Hillsborough County

Mayor Sandra Freedman
City of Tampa

Commissioner Pam Iorio
Hillsborough County

Councilman John King
HARTline

Commissioner Bill Menwether
City of Plant City

Commissioner Haven Poe
Hillsborough County

Councilwoman Linda Saul-Sena
City of Tampa

Mayor Ed Simmon
City of Temple Terrace

Councilman Larry Smith
City of Tampa

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

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

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

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

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

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

/lf

Thomas L. Thomson, P.E., AICP
Executive Director

Tampa Urban Area
etropolitan Planning Organization
201 E. Kennedy, Suite 600
Tampa, Florida 33602
813/272-5940
FAX NO: 813/272-6258

RAIL TRANSIT AND INTERSTATE CORRIDORS

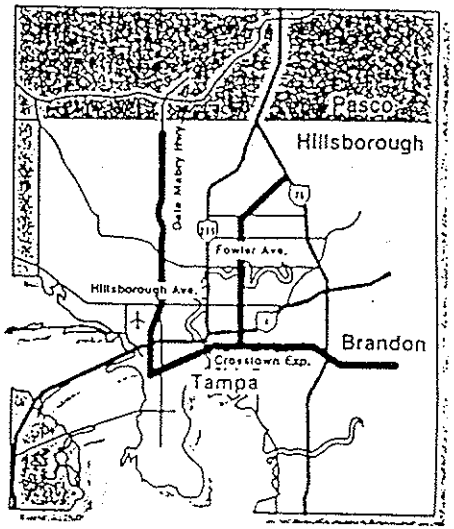
The suggested rail transit corridors do not compete with the current and planned interstate alignments. The Rail Transit and the Interstate Highway systems would complement each other. Both systems are planned to serve the county's traffic needs well beyond the year 2010.

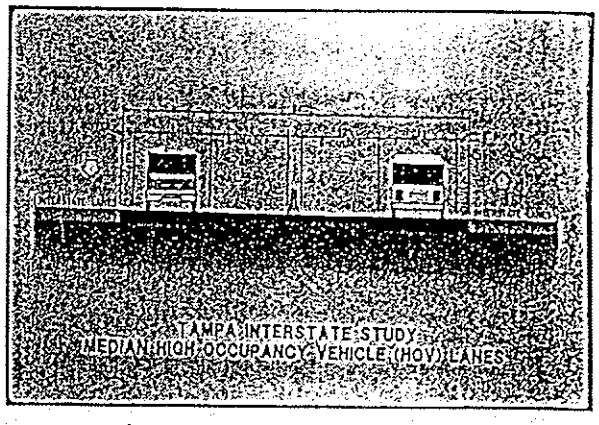
Current plans to improve the interstate system generally provide that the interstate will have at least three through traffic lanes in each direction, and a 54 foot center section for high occupancy vehicle (HOV) or bus usage. If the traffic demand after the year 2010 exceeds bus and other HOV capacities the planned right-of-way would permit the installation of additional rail transit routes.

An example of how the rail transit and highway network complement each other is seen on Dale Mabry Highway, which has heavy cross and feeder traffic. The current widening project to six full traffic lanes will be completed soon.

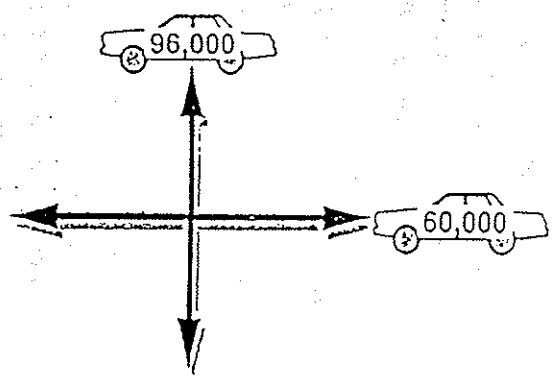
The automobile traffic is expected to grow to 96,000 vehicles per day by the year 2010. In addition, most intersecting streets carry heavy cross and feeder traffic. Such traffic demands would require additional lanes prior to the year 2010. This need can be satisfied more cost effectively with rail transit, which has a far greater capacity potential.

In later years, as usage grows more frequent service, as well as longer trains, could easily triple or quadruple the system's capacity to carry passengers..





Dale Mabry Highway



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

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

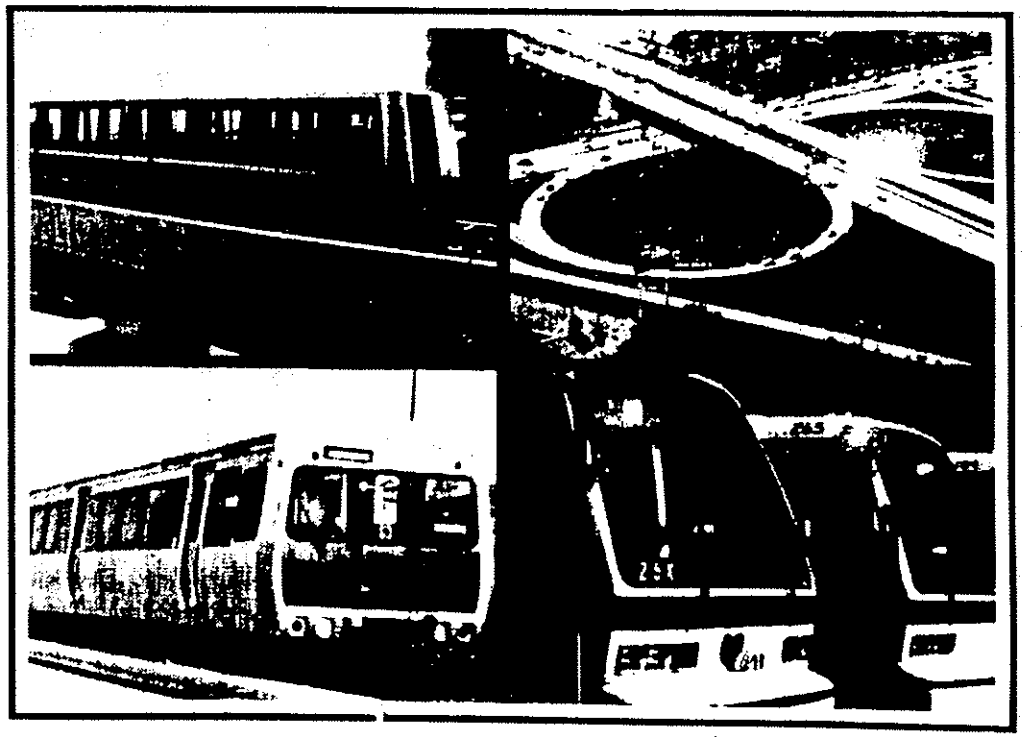
HOV/Bus Transit Plan

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

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

2010 LONG RANGE TRANSPORTATION PLAN

Adopted September 10, 1991



Metropolitan Planning Organization

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

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

An integral part of these HOV lanes are exclusive on and off ramps at selected exits for buses and carpools. These are designated in the *Tampa Interstate Study*, which is incorporated into the *2010 Needs Plan*.

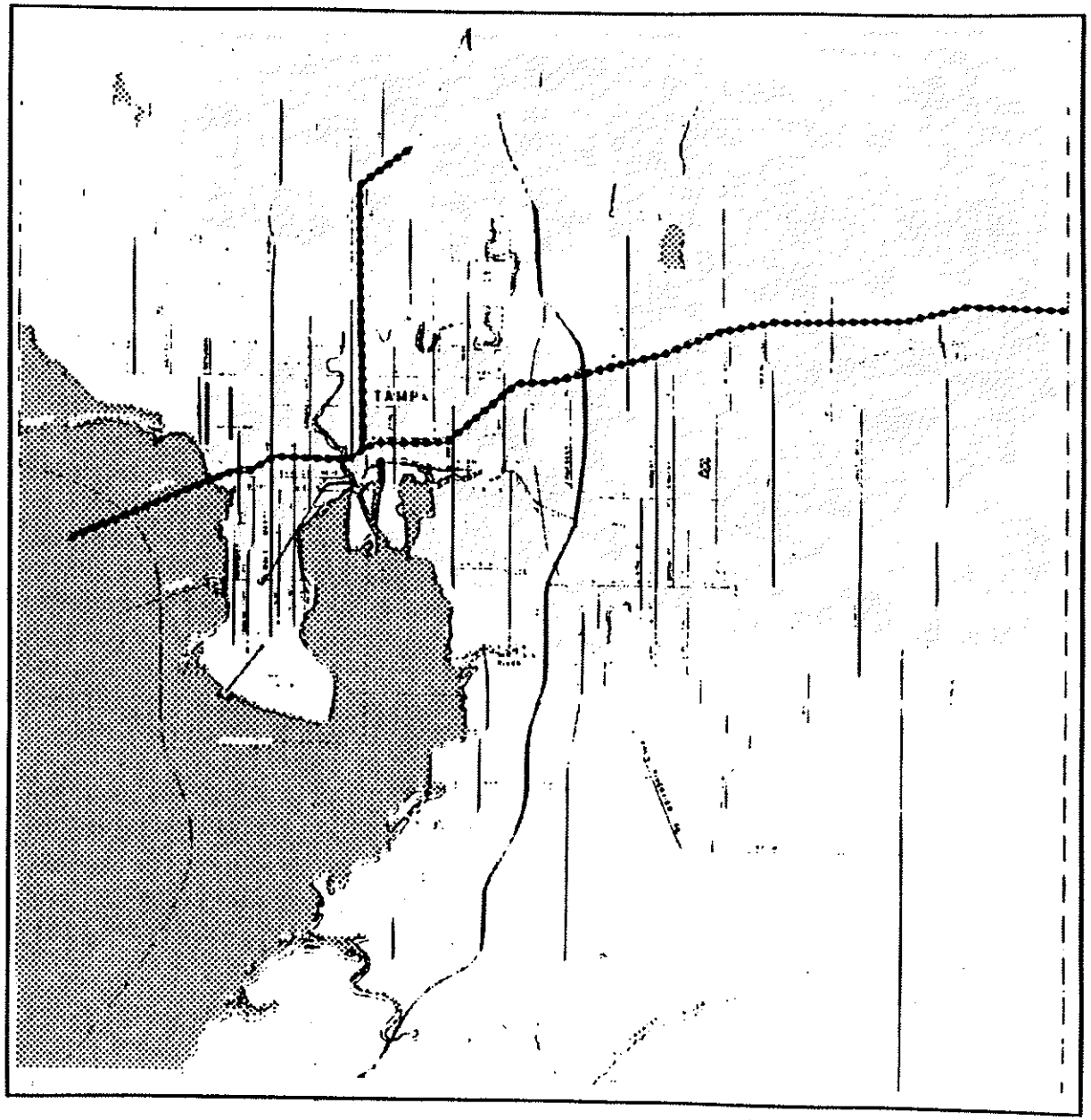


Figure IV-15
HOV LANES (I-275 and I-4)

Motor access to the Port Tampa and Rattlesnake marine facilities are via major east-west and north-south roads. The east-west roadways include the Crosstown Expressway, Gandy Boulevard and Interbay Boulevard. West Shore Boulevard and Dale Mabry Highway provide the north-south access.

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

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

Port of Tampa Transportation Plan

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

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

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

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

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

United States Department of the Interior
FISH AND WILDLIFE SERVICE
P.O. BOX 2676
VERO BEACH, FLORIDA 32961-2676

October 12, 1990

RECEIVED
OCT 17 1990
GREINER, INC.
TAMPA

Ms. Susan L. Thomas
Environmental Planner
Tampa Interstate Study
The Greiner Team
P.O.Box 31646
7650 West Courtney Campbell Causeway
Tampa, Florida 33607-1462

Dear Ms. Thomas:

Reference is made to your September 28, 1990 request to prepare an Environmental Impact Statement for various segments of the Tampa Interstate Study. Specifically, you requested information on threatened and endangered species that occur within the project boundaries. The project number for this proposal is IR-99999(43) while the State Project Number is 99007-1402. These comments are submitted in accordance with the provisions of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.), and the Endangered Species Act of 1973 as amended.

Because of the surrounding urban land present along the highway corridor, no threatened or endangered flora or fauna would be expected to occur at the main project site. The endangered wood stork may be expected to use wetland areas associated with McKay Bay and Old Tampa Bay for foraging.

We appreciate the opportunity to comment on this proposal.

Sincerely yours,

Joseph D. Carroll
Acting Field Supervisor

cc;
FWS, Jacksonville, FL

*U.S. GOVERNMENT PRINTING OFFICE 1990-735-060/

FLORIDA NATURAL AREAS INVENTORY

1018 Thomasville Road, Suite 200-C • Tallahassee, Florida 32303 • (904) 224-8207

October 3, 1990

Ms. Susan Thomas
Grenier Inc.
P.O. Box 31646
Tampa, Florida 33631-3416

Dear Ms. Thomas:

This letter is in reference to your request for information from the Florida Natural Areas Inventory. Your data request specified a tract of land in Hill County associated with the Tampa Interstate Study.

A search of our maps and computerized data base indicates that currently, we have the following "Element Occurrence Records" located on ~~the site~~ adjoining habitat.

Special Animals:

Sterna antillarum, Least tern, (FNAI G4/S3; State-Threatened).

Special Plants:

None currently mapped on the site or in the immediate vicinity.

The quantity and quality of data collected by the Florida Natural Areas Inventory (FNAI) are dependent on the research and observations of many individuals and organizations. In most cases, this information is not the result of comprehensive or site-specific field surveys; many natural areas in Florida have never been thoroughly surveyed, and new species of plants and animals are still being discovered. **For these reasons, the FNAI cannot provide a definitive statement on the presence, absence, or condition of biological elements in any part of Florida.** Florida Natural Areas Inventory reports summarize the existing information known to FNAI at the time of the request regarding the biological elements or locations in question. **They should never be regarded as final statements on the elements or areas being considered, nor should they be substituted for on-site surveys required for environmental assessments.**

Information provided by this data base may not be published without prior written notification to the Florida Natural Areas Inventory and FNAI must be credited as an information source in these publications. FNAI data may not be resold for profit.

I hope this information is of use to you. Please call if you have any questions or if I can be of further assistance to you.

Sincerely,

Rodney O. Cassidy

Rodney O. Cassidy
Environmental Reviewer

encls.

Florida Department of Environmental Regulation

Twin Towers Office Bldg. ● 2600 Blair Stone Road ● Tallahassee, Florida 32399-2400

Bob Martinez, Governor Dale Twachtmann, Secretary John Shearer, Assistant Secretary

RECEIVED
JAN 11 1991
GREINER, INC.
TAMPA

January 4, 1990

Ms. Susan Thomas
Greiner Inc.
7650 W. Courtney Campbell Causeway
Tampa, Florida 33607-1462

Dear Ms. Thomas:

Attached is a list of Outstanding Florida Waters in Hillsborough County. Please refer to Chapter 17-302.700, F.A.C. for complete rule language.

This list is from a draft document entitled: Listing of Outstanding Florida Waters by County. We hope to have it ready for distribution in the next month or two. If you would like a copy, please contact us then.

Please call if you have any further questions (904/487-0505).

Sincerely,

Janet Klemm

Janet M. Klemm
Environmental Specialist
Standards & Monitoring Section

Attachment

Recycled Paper

Hillsborough

National Wildlife Refuge:	
Egmont Key	Hillsborough
State Parks, Wildlife Parks, and Recreation Areas:	
Hillsborough River State Park	Hillsborough
Little Manatee River St. Rec. Area	Hillsborough
EEL; CARL; LATFP; SOC:	
Bower Tract	Hillsborough
State Aquatic Preserve:	
Cockroach Bay	Hillsborough

TAMPA INTERSTATE STUDY
The Greiner Team
P.O. Box 23646
5601 Mariner Street, Suite 104
Tampa, Florida 33630-3146
(813) 286-7667
1-800-624-0074

C1104. B1, M2
C1255.
October 26, 1988

Mr. James G. Kennedy, P.E.
District Secretary
Florida Department of Transportation
District 7
4950 West Kennedy Boulevard
Suite 500
Tampa, Florida 33609

Reference: Tampa Interstate and Northwest Expressway Clearances for Tampa International Airport

Dear Mr. Kennedy:

Attached is a copy of the recent FAR Part 77 surfaces and HCAA zoning ordinance review by our aviation engineering section on behalf of the HCAA. This review was requested by this office as part of our Tampa Interstate Study and Northwest Expressway Phase IA Master Plan. The previously submitted Northwest Expressway Phase IA Master Plan does not violate either the FAR Part 77 or HCAA zoning surfaces. The TIS-Northwest interchange "clear boxes" on top of the ramps for Tier 2 Alternatives 1A8 and 1A9 apparently intruded into the HCAA zoning ordinance surface on ramps "B", "C", and "D". We have proceeded to reduce this HCAA ordinance intrusion to the greatest extent possible in the Tier 3 Alternatives. There were no violations of the Federal Aviation Administration's FAR Part 77 surface in these TIS interchanges. Tier 2 Alternative 1A10 did not violate the HCAA ordinance or FAA Par 77 surfaces.

The subject of HCAA and FAA Part 77 surfaces was discussed briefly at the October 18 Federal Highway Administration review of Tier 3 Alternatives. The FHWA felt that the FAA Part 77 surface was the valid rule for TIS planning, and that the HCAA local zoning did not apply to Federal Highways. We concur with this opinion and suggest that the Department go on record to the HCAA that state and federal highway projects are not subject to local zoning ordinances. Our planning staff feels that such approval authority over transportation projects would be an unreasonable constraint by local authorities.

I would appreciate discussing this issue with you at your convenience. If you have any inquiries regarding this information, please do not hesitate to contact this office.

Sincerely,

GREINER, INC.

Ronald W. Gregory

Ronald W. Gregory, AICP
Associate Vice President
Project Manager

xc: Wallace Hawkes
Tom Darmody
Sharon Phillips
John Chiarelli

XC: HNTB
Jim Kennedy
Mike Falini
Lee Coop
Mike Coleman

OCT 1? 1988

GREINER, INC.
TAMPA

Greiner

T9900.01
October 14, 1988

MEMORANDUM

To: Ron Gregory

From: Frank Harris WBJ

Subject: **TIS and Northwest Expressway Clearances**

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

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

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

1. Ramp B at Station 154+90 of the I-275/S.R. 60 Interchange penetrates the 62.5:1 surface by 21.02 feet.

2. Ramp C at Station 279+00 of the I-275/S.R. 60 Interchange penetrates the 62.5:1 surface by 17.55 feet.

3. Ramp D at Station 175+00 of the I-275/S.R. 60 Interchange penetrates the 62.5:1 surface by 21.35 feet.

50:1 clearances are contained in the calculations.

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

1. Ramp B at Station 12+30 at the I-275/S.R. 60 Interchange clears the 62.5:1 surface by 1.83 feet.

2. Ramp C at Station 151+60 of the I-275/S.R. 60 Interchange clears the 62.5:1 surface by 1.24 feet.

3. Ramp D at Station 155+05 of the I-275/S.R. 60 Interchange clears the 62.5:1 surface by 2.51 feet.

The Northwest Expressway has several areas that must also be closely evaluated. These points are as follows:

1. Ramp A at Station 11+80 of the Airport Interchange ~~clears~~ violates th..5:1 surface by 7.52 feet.

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

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

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

Appendix B contains an isometric of the approach zones.

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

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

xc: Bill Conners
Warren Schwartz
John Chiarelli

NORTHWEST HILLSBOROUGH EXPRESSWAY
REVIEW COMMENTS
SEPTEMBER 22, 1988
PREPARED BY HNTB, JOHN OWEN

Review of the Northwest Hillsborough Expressway for the area from Spruce Street interchange northward to Hillsborough Avenue interchange. The review includes Section 1, Cypress Street to Independence Parkway prepared by Greiner, Inc. and Section 2, Fish Creek to north of Hillsborough Avenue Alternatives I and II prepared by Post, Buckley, Schuh & Jernigan (PBS&J). The Tampa Interstate Study alternatives for I-275 between Himes Avenue and the Howard Franklin bridge were considered as they affect the expressway and interchange concepts north of Cypress Street.

These plans are considered to be conceptual studies rather than master plans.

A. The following are general comments which apply to the full project:

(1) All baselines including ramps, collector-distributors (where alignment is different from mainline), and connections should be shown on the plan, as well as degree of curvature on all horizontal curves. All horizontal curves and radii fit the specified criteria except at locations mentioned herein.

(2) All profiles should be included in the review set since all have obviously been set, as evidenced from those submitted. Vertical curves could not be checked in most cases because of the lack of a full set of profiles for the designs. Those profiles which have been provided were checked and problem areas mentioned herein.

(3) All ramps seem to have been designed to meet the guidelines for a 40 mph design, including exit ramps. It is our recommendation that vertical curves at the beginning of exit ramps from 60 mph facilities be upgraded to meet 50 mph guidelines.

(4) Grading limits should be shown in some critical locations on the plan to provide construction limits for right-of-way purchases.

(5) Retaining wall heights should be shown on the plan to provide a basis for probable cost of the retaining walls.

(6) Specific clear recovery areas were not obvious from the set of plans. According to the Florida DOT Standard Index 700, embankment slopes should be 6:1 to the edge of the clear zone (30'-36' for 60 mph freeway lanes) and 4:1 or 3:1 outside of the clear zone. Is this standard not being used for this specific area?

(7) From the information available, there does not appear to be any roadways where the profile is above the approach zones, primary zones, or transitional zones of the proposed and existing runways of the Tampa International Airport (TIA).

A couple of areas of concern exist where the roadway elevation plus the maximum height of a truck is encroaching into the zones. These areas include Ramps "A" and "B" at the Spruce Street Interchange, ramps from NB collector-distributor (C/D) to WB Courtney Campbell Causeway, and from EB Courtney Campbell Causeway to NB C/D at the Courtney Campbell Causeway Interchange on Alternative II, and the mainline between Courtney Campbell Causeway and Hillsborough Avenue on Alternative I. Because we do not have enough information (except for Ramp "A") to determine the exact elevation of the roadways, it is impossible to be certain whether this will be a problem.

(8) The proper typical sections seem to have been included at this stage. Typical sections should be shown for basic one-lane, two-lane, and three-lane ramps.

(9) In several areas throughout the plan, the geometrics of ramp tapers seem to have been shown incorrectly. Specific ramps are addressed within the comments for each segment.

(10) Exact ramp gore and bullnose configurations were undeterminable.

(11) A question arose as to why PBS&J Alternative I is not the proposed alternative for the Courtney Campbell Causeway Interchange. The right-hand exit ramps from the NB express & C/D roadways onto Courtney Campbell Causeway seem more feasible, and Greiner's design at Spruce Street could easily be redesigned to accommodate a right-hand entrance onto the C/D roadway. Left-hand entrance and exit ramps should be avoided when there is another feasible solution.

(12) The drawings should incorporate the toll booths showing lane widening and tapering in these areas. The roadway design with these tapers, if working within a limited R/W, may warrant a redesign or new concept.

(13) The weaving LOS calculations which were provided in Greiner, Inc.'s traffic analysis report were checked and accepted. Six lanes in the area between Spruce Street and Courtney Campbell Causeway are feasible for LOS D. Curvature and superelevation meet the design speed criteria. They do not play a part in the weaving analysis as done in accordance with the Highway Capacity Manual.

(14) The design accommodates a Level of Service D except in the locations mentioned herein.

(15) Not all movements are complimented. Eliminating some movements have been addressed in the comments mentioned herein.

(16) The Tampa Interstate Study is considering three alternatives for I-275 between Himes Avenue and the Howard Franklin Bridge. Two of the alternatives, 1A8 and 1A9 have ramps entering and exiting the inner expressway east of Himes Avenue and the third alternative 1A10 has a ramp entering and exiting the inner expressway west of Lois Avenue. In order to provide better traffic service on the outer expressway between I-275 and Courtney Campbell Causeway the third alternative 1A10 would be preferable. Should this alternaitve be selected the traffic around the end of the aiport could be reduced for the outer expressway and increased for the inner expressway.

B. The following are comments for the first segment of the proposed design, Section 1, Greiner, Inc.'s layout from Cypress Street to Fish Creek:

(1) There are movements missing on the interchange. Movements from the NB C/D roadway to EB Spruce Street cannot be made nor from WB Spruce to the SB C/D roadway. Both Spruce Street and the SB C/D roadway lead downtown and therefore the movements may not be needed.

(2) Loop "H" from the NB C/D roadway to the east frontage road, is an uncomplimentary movement. The loop seems to provide access redesign or new concept. Access is not provided, however, from these businesses to the SB C/D roadway. The design speed of 25 mph on this loop is also low for the proposed operation. The question arises whether Loop "H" in needed or could be eliminated.

(3) Ramp "A" from the SB C/D roadway to TIA entrance/exit has a lane diverge Level of Service (LOS) of D. The chart from Greiner, Inc. had LOS C. The freeway segment in this area has a LOS D. Therefore, it is impossible to have a lane diverge LOS better than that of the freeway. An analysis was performed (see attached) and the LOS is D. The remaining lane diverge/merge calculations were checked and accepted.

(4) (a) Ramp "K" from the SB C/D roadway to LaSalle Street is an uncomplimentary movement. This seems to provide access to the Westshore Development Area from the SB C/D roadway. The LaSalle Street to the NB C/D roadway movement is not provided, however.

(b) Ramp "L" from LaSalle Street to EB Spruce Street is an uncomplimentary movement. Access into the Westshore Development Area is not provided from WB Spruce Street, except for at the proposed Sherril Street Extension which is east of the interchange.

(c) The ramp off of Loop "J" running parallel with LaSalle Street is an uncomplimentary movement. Access to TIA from Westshore Development Area is not provided, except at the aforementioned Sherril Street Extension.

The question arises whether these ramps are necessary. An uncomplimented movement should normally be eliminated or complimented. If enough traffic warrants a lane into the Westshore Development Area, then it should warrant a complimentary movement coming out.

(5) The horizontal curve on Ramp "F" should be lengthened to accommodate a 40 mph design speed. This will move the bullnose location upstation approximately 150 feet; therefore, Ramp "C" will have to be adjusted to keep the minimum 800 feet between entrance noses. There should be no problem doing this since there is excess distance between Ramp "C" entrance and the left hand exit at Courtney Campbell Causeway.

(6) Ramps "B", "E", and "J" have ramp tapers which seem to be shown incorrectly on the plans. The geometrics of these ramps do not seem to follow any available standard for ramp tapers, but because of the limited information available on the plans, we are unsure whether they require acceleration/deceleration lanes, longer tapers, or something else.

(7) The express and C/D roadway profiles between Cypress Street and Spruce Street were incorrectly labeled. The mainline SB and NB and the NB C/D roadway are controlled by the same profile grade, while the SB C/D is controlled by a different profile. The grade and elevation for the mainline and NB C/D shown for this area do not seem to be correct since all are on structure over Cypress Street. The 700' vertical curve on the SB C/D profile is currently designed close to the minimum guidelines for 60 mph design and could be lengthened to upgrade the curve.

(8) Ramp "A" profile currently has a 6% grade between Station 23+00 and Station 32+00. According to the Florida Department of Transportation Design Manual the maximum grade for 40 mph design is 5%. Because of the limited information available, we do not know if other constraints require this grade to be 6%, but we recommend a flatter grade be incorporated at this location.

(9) The mainline and C/D roadway profiles seem to be on the same grade as existing Memorial Highway over Fish Creek. If this is the case, there may be a problem with the freeboard over the existing and proposed 24' x 10.5' box culverts at the Fish Creek crossing because of the superelevation on the proposed roadways.

(10) Consideration may be given to having the WB Spruce Street roadway tying into the inner expressway on the right rather than the C/D expressway on the left.

C. The following are comments for the second segment of the proposed design PBS&J's Alternative II for the intersection of the Northwest Hillsborough Expressway and Courtney Campbell Causeway. The traffic projections, lane balance, and basic horizontal layout were examined.

(1) The NB express lanes to WB Courtney Campbell Causeway ramp (1 lane) merges with the NB C/D roadway to WB Courtney Campbell Causeway ramp (3 lanes) and becomes a 3-lane movement. One principle of lane balance states that all downstream movements must have equal or one additional lane more than the upstream movements. After obtaining this, the lane must be carried for a sufficient length and then, if desired, merge with the other lanes. This applies on merges or diverges with 2 major movements. We recommend that the 3-lane diverge from the C/D roadway be changed to 2 lanes. This still meets a LOS D for the freeway segment and the merge and diverge in this segment would be eliminated. The 6-lane C/D roadway would split into the 2-lane diverge and the remaining 4 lanes would continue. The aforementioned 2-lane diverge merging with 1-lane diverge from the express lanes would continue with no taper of either movements. If all 3 lanes diverging from the C/D roadway are needed, we suggest continuing the 1-lane ramp off the NB express lanes through to the Courtney Campbell Causeway and tapering out the right lane of the ramp off the NB C/D roadway after continuing it for a sufficient length.

(2) To obtain LOS D, Courtney Campbell Causeway requires 5 lanes in each direction instead of the currently provided 4. This eliminates merging or diverging. All lanes would then continue through the ramps.

(3) The following movements -- 4 lanes on NB C/D roadway, 1-lane ramp from NB express lanes to NB C/D roadway, 2-lane ramp from EB Courtney Campbell Causeway to NB C/D roadway--merge a total of 7 lanes into 5 lanes. Being that all of these merges are left-hand entrance ramps, it would be appropriate to continue these lanes on the left throughout the duration and taper the right lanes after these lanes have been continued for a sufficient length.

(4) The ramp from Courtney Campbell Causeway (3 lanes) merges with the SB C/D roadway (4 lanes) into 6 lanes. We suggest continuing all 7 lanes into the next interchange because it shows 3 lanes diverging from the C/D roadway and 4 lanes continuing. All lanes would continue, thereby achieving lane balance.

(5) From the information available, it seems that the majority of the horizontal curves on the ramps throughout this interchange have been designed using 50 mph guidelines. The ramp from EB Courtney Campbell Causeway to the SB C/D roadway though, was designed for 40 mph, and should be upgraded to 50 mph.

(6) The ramp from the NB express lanes to the NB C/D roadway is without a complimentary movement in the southbound direction. If this movement was intended to be included then it needs to be shown; if not, the NB ramp should be eliminated.

(7) Several ramps appear to have ramp tapers which seem to be designed incorrectly according to the information available. The length between the left entrances from the NB express lanes and Courtney Campbell Causeway to the NB C/D lanes (mentioned in comment #(3) above) is insufficient to taper the lanes into the C/D lanes, as well as not meeting AASHTO's standard of 800 feet between entrances onto a C/D roadway. Because of limited information, it is unclear what is occurring at other locations.

D. The following are comments for the third and final segment of the proposed design, PBS&J Alternative I for the area north of Independence Parkway through the Hillsborough Avenue interchange. The traffic projections, lane balance, and basic horizontal layout were examined.

(1) The right turn from EB Memorial Highway to SB C/D roadway requires 2 lanes instead of 1.

(2) West C/D roadway between Memorial Highway and Hillsborough Avenue shows a 2-way road. It possibly should be a SB 1-way movement.

(3) From the SB express lanes to the SB C/D roadway between Memorial Highway and Independence Parkway, the plan shows a 4-lane ramp. To maintain LOS D, only 3 lanes are needed. This eliminates two lane balance problems occurring when this ramp diverges from the expressway (5 lanes with 4 lanes continuing and 2 lanes diverging) and when the ramp merges with the C/D roadway (2 lanes merging with a 4-lane ramp into 5 lanes).

(4) In the same area, from the NB C/D roadway to the NB express lanes, a 4-lane ramp is shown. To maintain LOS D, only 3 lanes are needed. This also eliminates lane balance problems like the aforementioned SB situation.

(5) Memorial Highway has a signalized intersection under the expressway bridge. It would be better to bring this intersection to the east side of the expressway. The frontage road should then have a through lane to form a diamond interchange.

(6) There are two locations where the "Texas Turnaround" movements meet with the C/D roadways (one near Memorial Highway and one near Hillsborough Avenue). At each location of merging and diverging, there should be at least 600 feet between the point of the merge/diverge and the nose of any ramp in the area. The distances shown do not meet this criteria.

(7) The interchange of the expressway and Hillsborough Avenue is planned as a modified urban diamond. The SB C/D roadway through movement should normally be eliminated.

(8) The three short horizontal reverse curves on the centerline of the express lanes over the Memorial Highway Interchange do not seem necessary. The same effect can be accomplished with one long, flat horizontal curve between the two tangents.

(9) All roadways (express and C/D) should be moved east between Independence Parkway and Courtney Campbell Causeway in order to minimize the amount of right-of-way being taken. This should be done only if there is clearance with respect to the airport transitional zone on the west side of the proposed runway of the Tampa International Airport.

E. The following are comments for the remainder of PBS&J's Alternative I layout, specifically the intersection of the Northwest Hillsborough Expressway and Courtney Campbell Causeway. This alternative is not a part of the proposed design.

(1) Courtney Campbell Causeway (both EB and WB) needs 5 lanes to achieve a LOS D. This also eliminates merging and diverging. All lanes would continue through to the ramps.

(2) EB Courtney Campbell Causeway (3 lanes) merges with the SB C/D roadway (4 lanes) into 6 lanes. We suggest continuing all 7 lanes into the next interchange because it shows 3 lanes diverging from the C/D roadway and 4 lanes continuing. All lanes would continue and lane merging and diverging would be eliminated.

(3) EB Courtney Campbell Causeway (2 lanes) merges with NB C/D roadway (4 lanes) into a 5-lane movement. We suggest continuing 6 lanes for a sufficient length before tapering the right lane.

(4) There is a lane balance problem on this alternative that also exists on PBS&J Alternative II interchange (see comment #(1) under Item C).

(5) Several ramps appear to have ramp tapers which seem to be designed incorrectly according to the information available. Because of the limited information, recommendations cannot be made since it is unclear how these ramps are operating.

(6) Comment #(5) under Item C, PBS&J's Alternative II interchange, should be considered for this alternative as well.

F. The following are comments for the remainder of Greiner, Inc.'s Master Plan Concept, specifically the intersection of Northwest Hillsborough Expressway and Courtney Campbell Causeway. This alternative is also not a part of the proposed design, but the review was completed on it as well:

(1) Freeway segments on both NB and SB express lanes north of Courtney Campbell Causeway requires 3 lanes for 3,210 vehicles/hour in order to maintain LOS D.

(2) There is a lane balance problem on this alternative that also exists on PBS&J Alternative II interchange. See comment #(1) under Item C.

(3) A lane balance problem exists on both the NB and SB express lanes north of Courtney Campbell Causeway. Ramp "F", from SB express lanes to the SB C/D roadway (2 lanes) diverges from the SB express lanes (2 lanes). In the same manner, Ramp "B" from the NB C/D roadway to the NB express lanes (2 lanes) merges with the NB express lanes (2 lanes). These problems would be eliminated if the express lanes (NB and SB) had 3 lanes as mentioned in comment #(1). The NB express lanes would require all lanes to continue for a sufficient length before tapering the right lane.

(4) Ramp "G", from the SB C/D roadway to Courtney Campbell Causeway (2 lanes) and WB Courtney Campbell Causeway (3 lanes) merges into 4 lanes. They should continue 5 lanes for a sufficient length and taper the right lane.

(5) The horizontal reverse curve on Ramp "B" seem a little too sharp for the proposed operation and should be upgraded to at least 50 mph design guidelines. This should not cause any problems with the vertical clearance below Ramp "D".

(6) Because of the heavy traffic movement on Ramp "E", the horizontal curve should be upgraded to at least 50 mph design guidelines. This will probably require a good deal of redesign in the interchange.

(7) Several ramps appear to have ramp tapers which seem to be designed incorrectly according to the information available on the plan. In particular, Ramps "B" and "F", which were mentioned in comment #(3) above, give no indication as to how they are tapered from two two-lane facilities into one one-lane facility.

(8) The "slip" ramps which have been provided on the north and southbound C/D roadways do not meet AASHTO's standard for length from nose to nose of 400 feet, so each needs to be lengthened accordingly.

(9) The express lane profile currently contains positive and negative 4% grades between Station 325+00 and Station 360+00. According to the Florida Department of Transportation Design Manual, the maximum grade for 60 mph design is 3%. Because of the limited information available, we do not know if other constraints require this grade to be 4%, but we recommend a flatter grade be incorporated.

(10) The 1200' vertical curve with point of vertical intersection at Station 375+00 is currently designed close to the minimum guidelines for a 60 mph design and should be lengthened to upgrade the curve.

FLORIDA DEPARTMENT OF TRANSPORTATION

BOB MARTINEZ
GOVERNOR

KAYE N. HENDERSON
SECRETARY

C1104. B8,H7,M2
April 13, 1988

APR 18 1988
GREINER, INC.
TAMPA

Mr. William J. Connors, Jr.
Director of Planning and Development
Hillsborough County Aviation Authority
Post Office Box 22287
Tampa, Florida 33622

Reference: Tampa International Airport Access

Dear Mr. Connors:

In recent months the Florida Department of Transportation, the Tampa-Hillsborough County Expressway Authority and its consultants have been preparing plans for the Northwest Expressway. Access to Tampa International Airport is planned to be provided by the Northwest Expressway via TIA's Terminal Parkway. Consultants for the Hillsborough County Aviation Authority, Florida Department of Transportation, and Tampa-Hillsborough County Expressway Authority have met during these past months to determine the necessary traffic lanes for future airport needs. We have reviewed the March 1988 Draft Master Plan Update, prepared by the Hillsborough County Aviation Authority, and information provided by Peat Merwick Main & Co. regarding future vehicle demands for Tampa International Airport. Detailed comments on this Master Plan will be forthcoming after further review.

Based upon these studies and coordination, we have determined that the optimum laneage to be provided by the expanded Northwest Expressway to serve Tampa International Airport will be four (4) freeway lanes inbound and four (4) freeway lanes outbound in the design year 2010. This laneage will provide for approximately 4,800 vehicles inbound and 4,800 vehicles outbound per hour for the airport. This capacity will provide a superior level of traffic service "C" and represents a vast improvement in the traffic access currently experienced by the airport user (which is "F" at this time). This increase in roadway capacity represents an enplanement level approximately midway between your Master Plan's Third and Fourth Planning Activity Level; i.e., between 10 and 15 million enplaned passengers at Tampa International Airport. It is our understanding that the future plans and design for Terminal Parkway between the existing terminal and Spruce Street provides four (4) lanes inbound and four (4) lanes outbound. Thus, our planning is consistent with your design activities on Terminal Parkway.

Recognizing that the March 1988 Draft Master Plan Update prepared by the Hillsborough County Aviation Authority estimates 20 million enplaned

passengers in some future time frame, it is important that the Hillsborough County Aviation Authority and the Florida Department of Transportation begin planning for adequate alternate and supplemental vehicle access to Tampa International Airport. The most logical area to begin this alternate evaluation would appear to be to the north of the airport. Based upon your Master Plan, this additional ultimate access will require approximately three (3) lanes inbound and three (3) lanes outbound at level of service "C". The Florida Department of Transportation is prepared to assist the Hillsborough County Aviation Authority in its evaluation of adequate supplemental access to meet the future "fifth planning activity level" of 20 million enplanements.

The continued cooperation of the Hillsborough County Aviation Authority will be important in the development of the Northwest Expressway. Assistance of the Aviation Authority, with necessary access improvements and provision of right-of-way, will speed the completion of these vital transportation improvements.

If you need any further information on the planned access for Tampa International Airport, please contact this office.

Very truly yours,

Thomas J. Thomson

Thomas L. Thomson
District Director of Planning & Programs
District VII

TLT/hd

xc: Ray Speers
Dale Patten
Rob Gregory
J. G. Kennedy

DISTRICT 7 OPERATIONS OCT 3 1988

September 28, 1988

HB-FL

APPENDIX C

FHWA CONCURRENCE

Mr. James Kennedy
District Secretary
Florida Department of Transportation
4950 W. Kennedy Boulevard, Suite 500
Tampa, Florida 33609

Dear Mr. Kennedy:

Subject: Florida - Federal Project No. IR-9999(43)
State Project No. 99007-1402
Tampa Interstate Study
Hillsborough and Pasco Counties

We have reviewed the information transmitted with your August 8, 1988 letter, which requested lowering the design level of service (LOS) of the Tampa Interstate Study (TIS) and modifying the design hour vehicle flow rates provided in the Highway Capacity Manual (HCM). The scope of services for the TIS indicates that alternatives will be developed which provide a LOS C for the design year traffic. The scope, however, directs the consultant to recommend the most feasible design concept if the LOS C impacts make it nonfeasible. Based on the impacts for the Tier 2 LOS C alternatives which were discussed in our August 8, 1988 meeting and information contained in the LOS working paper, we agree that LOS C is nonfeasible and that LOS D would be a more practical and appropriate alternative development criterion. Therefore, we concur with your recommendation to lower the project requirement to LOS D.

The LOS working paper also quantified the existing operational characteristics of the Tampa Interstate System and proposed to adjust the HCM passenger cars per hour per lane (pcphpl) capacity value for LOS E from 2,000 to 2,200. We concur in adjusting the flow rates based on the traffic flow characteristics within the TIS core study area.

Your August 8, 1988 letter proposed study values for LOS D derived from the modified 2,200 pcphpl for LOS E. The following values are approved for use in the TIS:

-more-

60 MPH Design Speed Mainline

Level of Service E pcphpl = 2,200
Level of Service D pcphpl = 1,870
Level of Service D vph per lane for design
Recommended Desirable = 1,650
Recommended Maximum = 1,740

50 MPH Design Speed Collector-Distributor

Level of Service E pcphpl = 2,100
Level of Service D pcphpl = 1,770
Level of Service D vph per lane for design
Recommended Desirable = 1,560
Recommended Maximum = 1,645

We recommend that the modified LOS values only be used in the high impact areas of the study and that the higher LOS values be used in the lesser developed areas, such as Segment 6 and possibly portions of Segments 4 and 5.

Sincerely yours,

Dennis B. Luhrs
for J. R. Skinner
Division Administrator

Peat Marwick

Airport Consulting Services

Peat Marwick Main & Co.
Post Office Box 8007
San Francisco International Airport
San Francisco, CA 94128-8007

Telephone 415 571 7722

Telecopier 415 571 5220

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160 Bovet Road
San Mateo, CA 94402-3107

FEB 20 1988
GREINER, INC.
TAMPA

SMTV
Files C125-E7
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FB
xc: Greg Root
Jon Everett
Warren Schwartz
Dale Patten
Tom Thomson

February 27, 1988

Mr. Ronald W. Gregory A.I.C.P.
Project Manager
Tampa Interstate Study
Greiner Engineering Sciences, Inc.
5601 Mariner Drive, Suite 104
Tampa, Florida 33630-3416

Re: Tampa International Airport Master Plan update

Dear Mr. Gregory:

In accord with your February 22, 1988, meeting with William Connors of the Hillsborough County Aviation Authority and subsequent request, we are pleased to provide a summary of our forecasts of design hour vehicular traffic volumes at Tampa International Airport. These volumes correspond to forecasts of passenger enplanements at Tampa International Airport for five planning activity levels. By the fifth level (20 million enplanements) we estimate that about 8,000 vehicles per hour will be entering the Airport on Terminal Parkway (the main entrance to the Airport).

Greg Root ? check this, Plus

We anticipate that Terminal Parkway will need to be widened to 7 lanes in each direction to accommodate these traffic forecasts. These requirements assume a service volume of 1,100 to 1,200 passenger cars per hour per lane, based upon (1) level of Service C conditions, (2) ideal design standards and negligible grades, and (3) a driver familiarity factor of 0.7 to 0.8, in accord with the 1985 Highway Capacity Manual.

Member Firm of

Mr. Ronald W. Gregory A.I.C.P.
February 27, 1988

We trust this information will be of assistance to you in connection with the Tampa Interstate Study. Please feel free to call us should you have any questions.

Sincerely,

Peter Mandle

Peter B. Mandle
Manager

PBM/koc
Enclosure

cc: Mr. William J. Connors, Jr.
Mr. J. C. Orman

Table 5-6

SUMMARY OF FORECASTS OF PEAK HOUR VEHICULAR TRAFFIC VOLUMES
Tampa International Airport

Roadway/location	Direction of traffic	Planning activity level[a]				
		First	Second	Third	Fourth	Fifth
Terminal Parkway between Spruce Street and the Airport Mail Facility (AMF)	Inbound	2,000[b]	3,000	4,000	6,000	8,000
	Outbound	2,000[b]	3,000	4,000	6,000	8,000

a. Planning activity levels:
First -- 5 million enplaned passengers
Second -- 7.5 million enplaned passengers
Third -- 10 million enplaned passengers
Fourth -- 15 million enplaned passenger
Fifth -- 20 million enplaned passenger

b. Approximates April 1987 conditions.

Source: Peat Marwick, assuming April 1987 traffic circulation patterns.

APPENDIX C

WQIE CHECKLIST

WQIE CHECKLIST

Project Name: Tampa Interstate Study

State Project Number: 99007-1402 WPI Number: 7140004

Short project description (attach additional pages, if needed):

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

PART 1: DETERMINATION OF WQIE SCOPE

Does project increase impermeable surface area? ☒ Yes ☐ No

Does project alter the drainage system? ☒ Yes ☐ No

If the answer to both questions is no, complete the WQIE by checking Box A in Part 4.

Otherwise, proceed to Part 2.

PART 2: PROJECT CHARACTERISTICS

20-year design ADT: Up to 252,000 VPD Expected speed limit: 80.5-96.6 km/hr

Drainage area: 85+ hectares 70 % Impervious 30 % Pervious

Land Use: 40 % Residential 30 % Commercial 20 % Industrial

____ % Agricultural 1 % Wetlands 9 % Other Natural

Accidental spill potential: ☒ High ☐ Medium ☐ Low

Potential large sources of pollution (identify): _____

Groundwater receptor (name of aquifer or N/A): N/A

Designated well head protection area: ☐ Yes ☒ No Name: _____

Sole source aquifer: ☐ Yes ☒ No Name: _____

(Note: EPA must be notified if either answer is yes.)

Groundwater recharge mechanism: _____

(Notify District Drainage Engineer if karst conditions expected)

Surface water receptor (name or N/A): Hillsborough River & Tampa Bay

Classification: ☐ I ☒ II ☐ III ☐ IV ☐ V

Special designation (check all that apply):

☐ ONRW ☐ OFW ☐ Aquatic Preserve ☐ Wild & Scenic River

☐ Special Water ☐ SWIM Area ☐ Local Comp Plan ☐ MS4 Area

☐ Other (specify): _____

Conceptual storm water conveyances (check all that apply):

☒ Swales ☒ Curb and Gutter ☒ Scuppers ☒ Pipe

☐ Other (specify): _____

PART 3: ENVIRONMENTAL REGULATORY REQUIREMENTS

Do environmental regulatory requirements apply? ☒ Yes ☐ No

If no, proceed to Part 4 and check Box B. If yes, proceed with Part 3.

Regulatory Agency (check all that apply)	Reference citation for regulatory criteria (attach copy of pertinent pages)	Most stringent criteria (check all that apply and describe below)
USEPA ☒	NPDES for Construction Activities	☐
FDEP ☐		☐
WMD ☒ (Specify) SWFWMD	Chapter 40D-40 FAC	☒
OTHER ☐ (Specify)		☐
Describe most stringent criteria: See attached		

Proceed to Part 4 and check Box C.

PART 4: WQIE DOCUMENTATION

A. ☐ No involvement in water quality issues.

B. ☐ No regulatory requirements apply to water quality issues.
(Document by checking the "none" box for water quality in Section 6.C.3 of Form 508-01 or Section 5.C.3 of Form 508-05.)

C. ☒ Regulatory requirements apply to water quality issues. All water quality issues will be mitigated through compliance with the quantity design requirements placed by Southwest Florida Water Mgmt. District, an authorized regulatory agency.
(Document by checking the "none" box for water quality in Section 6.C.3 of Form 508-01 or Section 5.C.3 of Form 508-05.)

Evaluator Name: Robert Johnson Signature: _____

Office: Greiner, Inc. Date: 2/13/95

40D-40.302 Conditions for Issuance of General Permits.

In order to qualify for a general permit under this chapter, the applicant must give reasonable assurances that the surface water management system meets all conditions of subsection 40D-40.302(1) and all thresholds and conditions of at least one other subsection.

(1) General Conditions.

(a) The surface water management system must meet the criteria specified in Rule 40D-4.301 and applicable local requirements.

(b) The permittee must have obtained a Works of the District permit or other approval from the District if the permittee proposes to connect to, place structures in or across, or otherwise make use of works owned by the District.

(2) Thresholds and Additional Conditions.

(a) The project area must be less than 100 acres.

(b) The project and surface water management system must have been approved by the appropriate unit of local government subsequent to the effective date of this rule.

(3) Additional Conditions for Surface Water Management Systems Associated with Public Highway Projects.

(a) The public highway project must be located within a right of way dedicated to the public for highway purposes.

(b) The public highway project must not:

1. Drain lands outside the jurisdiction of the constructing or funding public body;

2. Lower or have the potential for lowering the dry season groundwater table outside the project's design drainage area; and

3. Interfere with natural drainage patterns or flows.

(4) Additional Conditions for Phased Construction under Conceptual Approvals.

(a) The project phase must comply with the requirements of the conceptual approval.

(b) The project phase must be less than 100 acres and meet the conditions of subsection 40D-40.302(1) and (2)(b).

(c) The Conceptual Approval must have been issued subsequent to October 1, 1984.

Specific Authority 373.044, 373.113, 373.118, FS. Law Implemented 373.413, 373.414, 373.416, 373.419, FS. History - New 10-1-84. Amended 3-1-88, 5-10-88 and 9-13-88.

40D-40.321 Duration of Permits.

Unless revoked or otherwise modified, the duration of a noticed general permit authorized in Rule 40D-40.041 or a general permit authorized in Rule 40D-40.042 is:

(1) 3 years, for a construction permit unless the construction of the permitted project discharge structure or equivalent has been completed. If the permitted discharge structure or equivalent has been completed, then the construction permit is valid for the duration of the project construction.

(2) perpetual, for an operation permit issued under Chapter 373, Florida Statutes.

3.2.2.5 Solid Waste Facilities

a. Surface water management systems for Class I and II solid waste facilities, as defined in Chapter 17-7, F.A.C., shall be designed and constructed to maintain the integrity of the landfill at all times including construction, operation, closure and post closure. Applicants should consult with District staff prior to submittal of an application to determine the specific requirements which will apply for a particular project.

3.2.2.6 Septic Tank - Septic tank systems shall be in accordance with Rules of the Department of Health and Rehabilitative Services, Chapter 10D-6, F.A.C.

3.2.2.7 Underground Exfiltration Systems

a. Systems shall be designed for the volumes specified in Section 3.2.2.2.d for off-line treatment systems.

b. Systems must have the capacity to retain the required retention volume without considering discharges.

c. The seasonal high water level must be at least one foot below the bottom of the exfiltration pipe.

d. Systems should not be proposed for projects to be operated by entities other than single owners or entities with full time maintenance staffs.

e. A safety factor of 2.0 or more shall be applied to the exfiltration design to allow for geological uncertainties by dividing the exfiltration rate by the safety factor.

f. Total system required volume shall again be available within 72 hours.

g. Due to the maintenance requirements and life expectancy of exfiltrations systems, the treatment volume required in Section 3.2.2.2 cannot be counted as part of the storage volumes required under Water Quantity Section 3.2.1.

3.2.2.8 Alterations to existing public roadway projects will be required to treat a volume equal to those specified in Section 3.2.2.2 and the contributing area according to the following options.

a. The following alterations will not require water quality treatment when the project involves:

1. Road widening and shoulder paving which do not create additional traffic lanes or displace existing treatment capacity and only discharge into Class III waters; the applicant must provide reasonable assurance that adequate erosion and turbidity control measures will be provided during construction.

2. Intersection improvements which do not result in a reduction in the treatment capacity of existing vegetated swales and which discharge only to Class III waters;

3. In-kind bridge replacements.

b. The contributing area(s) to be used in calculating the required treatment volume will be:

1. For off-line treatment systems and on-line treatment systems, including wet-detention, which provide storage of the treatment volume off-line from the primary conveyance path of flood discharges, use the area of new pavement.

2. For all other on-line treatment systems, including wet-detention, use the entire directly connected impervious areas contributing to the system, both on and off-site; directly connected impervious areas are those new and existing pavement areas connected to the treatment systems by pavement or pipe that contribute untreated runoff.

c. When alterations involve extreme hardship, in order to provide direct treatment of new project area, the District will consider proposals to satisfy the overall public interest that shall include equivalent treatment of alternate existing pavement areas to achieve the required pollution abatement. For example, existing untreated contributing areas not otherwise required to be included for treatment may be included for treatment by the system in lieu of direct treatment of new project area when the pollution abatement is equivalent and benefits the same receiving waters.

d. Existing treatment capacity being displaced by any roadway project will require additional compensating treatment volume. Additional volume is also required for projects that discharge directly to OFW's. (see section 3.2.2.2.e.)

3.2.3 Environmental

3.2.3.1 a. Wetlands and other environmentally sensitive areas shall be protected by considering and balancing the following factors:

1. The project's impact on environmental features.

2. The current condition and relative value of functions being performed by areas affected by the proposed activity.

APPENDIX D

PRELIMINARY MOVING FEASIBILITY STUDY

HISTORIC STRUCTURES
PRELIMINARY MOVING FEASIBILITY STUDY
Tampa Interstate Study

Introduction

At the request of the FDOT and with the cooperation of the Historic Tampa/Hillsborough County Preservation Board, a preliminary inventory was undertaken of historic structures within the proposed right-of-way that could be moved as recommended in the draft Memorandum of Agreement (MOA). This preliminary inventory was conducted to establish a realistic number of structures capable of being moved, an estimated cost associated with moving each structure, the number of lots required considering the current setting of the structures to be moved, and a priority ranking of the structures to be moved.

It should be noted that a comprehensive survey of historic resources within the proposed right-of-way was completed by Janus Research/Piper Archaeology and is documented in the Cultural Resources Assessment Survey (April 1992).

Structures identified as historic for the purposes of this study, and in compliance with Section 106 of the National Historic Preservation Act, were predominantly constructed during the period from the 1890's to the 1920's. Of the 118 structures inventoried within the proposed right-of-way, 115 structures are within the West Tampa National Register Historic District, the Ybor City National Landmark Historic District, and the proposed Tampa Heights Multiple Property Listing. All three of these neighborhoods were established around the turn of the century. The majority of the remaining buildings within the proposed right-of-way were constructed in the last 25 years.

Although it will be necessary to revisit these structures prior to acquiring the properties, it was concluded that the preliminary information was necessary and beneficial at this stage of the process and that the potential for identifying additional historic structures that would require an inventory was considered very low.

Preliminary Structures Inventory

Fieldwork resulted in a structure-by-structure examination of the 118 historic structures. Two structures, 2506 North 12th Street and 1216 East 14th Avenue, were considered by the architectural historians in the field to be no longer contributing to the Ybor City National Historic Landmark District because of extensive alterations. These two buildings were eliminated from the inventory list, leaving a total of 116 structures.

As a starting point, the buildings were listed in order of street address by neighborhood (Tampa Heights, West Tampa, Ybor City). Individual resources were considered as a separate category. Table 1 lists each structure's identification number, address, historic condition rating, structural condition rating, and estimated moving cost per square foot. Historic condition is an overall numeric percentage (100% to 0%) based on each structure's roof, foundation, support walls, windows, chimneys, and setting. Structural condition is a ranking of the condition of the structure's roof, foundation, support walls, porch, and floors. Each of these items was assigned either VG (very good), G (good), F (fair), P (poor), or VP (very poor).

In order to rank the structures for relocation, initial priorities were set based on the historic condition rating. Priority I buildings were those with a 100% to 80% historic condition rating (43 buildings). Priority II buildings were those with a 79% to 60%

historic condition rating (63 buildings). Buildings with a historic condition rating of 59% or less were considered Priority III (10 buildings).

The buildings were then examined in terms of their support wall condition. This factor was considered to be the most important by the structural engineer and house mover, since the foundation would probably be replaced if the structure was moved. Each priority was subdivided into those structures with fair or better support walls and those with poor or worse support walls, with the exception of the 43 Priority I buildings which were divided into three categories. Table 2 provides the priority categories for each structure.

Priority I-A buildings were those with fair or better support walls and 85% or better historic condition rating (14 total). Priority I-B buildings were those with fair or better support walls and an 84% to 80% historic condition rating (18 total). Priority I-C buildings were those with poor support walls and a 100% to 80% historic condition rating (11 total). The 63 Priority II buildings were divided into two categories. Priority II-A buildings were those with fair or better support walls and 79% to 60% historic condition rating (38 total). Priority II-B buildings were those with poor support walls and 79% to 60% historic condition rating (25 total). The 10 Priority III buildings were divided in a similar manner. Priority III-A buildings were those with fair or better support walls and 59% or less historic condition rating (5 total). Priority III-B buildings were those with poor support walls and 59% or less historic condition rating (5 total).

The next level of analysis involved the ranking of all the buildings in Priority I and those in Priority II-A that had a 70% or greater historic condition rating, a total of 64 structures. Table 3 shows the ranking of these 64 structures. While historic condition

and decent support walls were paramount in this ranking, the overall structural condition was also examined. Each structural component (roof, foundation, support walls, porch, and floors) was scrutinized. From these components, lesser weight was given to the foundation, since it would probably be replaced if the structure was relocated. Cost was also a factor. Besides the cost per square foot to move a structure, expenses related to utilities coordination and the cost of lots were considered. Another variable was the relationship of the structure to surrounding historic buildings (e.g., is the building one of a twin set or part of a row of historic houses). Asbestos visible on the building exterior was also considered, as costs would be incurred for its removal.

Three Priority I buildings were not ranked at this time due to extraordinary costs, the inability to move the structure more than a block, and the consensus that moving would not be a prudent use of federal and state funds. Additional research may show that these buildings are reasonable to relocate, but it is unlikely.

Conclusions

Existing information available from Tampa Preservation, Inc. (TPI) was obtained regarding the cost of rehabilitating historic structures within the Tampa Heights area. This information indicated that exterior rehabilitation of the structures to Secretary of Interior Standards and interior rehabilitation to Decent, Safe and Sanitary Standards could be accomplished for $40.00 per square foot. TPI also indicated that this amount has proven in many cases to be more than sufficient; therefore, the rehabilitation cost for this study has been assumed to be $35.00 per square foot.

Based upon the cost listed in Table 3 and the $35.00 per square foot rehabilitation cost, the following is presented for consideration:

No. of Structures in Rank Oder	Total Moving Costs	Total Rehab. Costs	Total Costs
16	$493,201	890,505	$1,383,706
35	996,173	1,874,810	2,870,983
52	1,456,096	2,817,535	4,273,631
64	1,788,696	3,474,065	5,262,761

Table 4 presents the total estimated cost of moving a historic structure by rank. The table only includes the top 64 structures. The 64 structures include 1 individually significant structure, the Fernandez y Rey House; 1 individually significant structure and 2 contributing structures included in the Tampa Heights Multiple Property Listing; 4 structures contributing to the West Tampa National Register Historic District; and 56 structures contributing to the Ybor City National Historic Landmark District.

Historic Inventory Sorted by Neighborhood - Table 1

ID NO.	LOCATION		STRUCTURAL CONDITION	$/SF	SF PORCH	SF LIVING AREA	TOTAL SF	TOTAL MOVING	EST UTILITY	EST PARCEL COST	GRAND TOTAL	PRIORITY CATEGORY	OVERALL RANK
	INDIVIDUAL RESOURCES												
125	Arguelles, Lopez & Bros. Cigar Factory/2503 E 21st Street	25	U-F-VP-P-N	$70	0	4800	4800	$336,000	$5,000	$15,000	$341,000	III-B	
73	Faith Temple/602 E Palm Ave (also in MPL)	80	G-G-G-G-N	$55	0	6300	6300	$346,500	$5,000	$23,500	$351,500	I-B	TOO COSTLY
123	Fernandez y Rey House/3300 W Laurel St	80	U-G-G-N/A-VP	$18	0	1485	1485	$26,730	$5,000	$5,250	$31,730	I-B	26
51	Otto Stallings House/408 E 7th Ave	100	G-G-G-G-N	$15	315	1575	1890	$28,350	$5,000	$5,875	$33,350	I-A	1
124	Washington Jr. High/707 E Columbus Drive	80	F-G-F/P-NA-N	$70	0	20480	20480	$1,433,600	$5,000	$94,000	$1,438,600	I-B	TOO COSTLY
	TAMPA HEIGHTS												
76	Lamar Apartments/1902 N Lamar Avenue	85	P-F-P-N/A-N	$20	0	2100	2100	$42,000	$5,000	$5,875	$52,875	I-C	POOR & COSTLY
80	2004 N Lamar Avenue	60	P-P-VP-VP-N	$12	90	1200	1290	$15,480	$1,500	$5,875	$22,855	II-B	
410	0506 E Palm Avenue	85	F-P-P-G-N	$12	144	720	864	$10,368	$0	$5,875	$16,243	I-C	19
79	0508 E Palm Avenue	80	P-F-P-P-N	$15	500	1350	1850	$27,750	$5,000	$5,875	$38,625	I-C	43
	WEST TAMPA												
27	1920 W Laurel Street	75	VG-G-F-G-N	$12	200	900	1100	$13,200	$1,500	$5,250	$19,950	II-A	39
26	1924 W Laurel Street	80	VG-G-G-G-G	$12	200	900	1100	$13,200	$1,500	$5,250	$19,950	I-B	21
22	1928 W Laurel Street	55	P-F-F-F-F	$12	0	1050	1050	$12,600	$0	$5,250	$17,850	III-A	
21	1930 W Laurel Street	85	F-G-G-F-F	$15	270	1080	1350	$20,250	$5,000	$5,250	$30,500	I-A	10
24	2312 W Laurel Street	60	P-F-F-F-N	$12	264	1980	2244	$26,928	$1,500	$5,250	$33,678	II-A	
23	2324 W Laurel Street	80	F-F-F-F-N	$15	216	1215	1431	$21,465	$5,000	$5,250	$31,715	I-B	30
	YBOR CITY												
404	0907 E 12th Avenue	95	G-G-G-G-N	$12	300	1500	1800	$21,600	$1,500	$3,750	$26,850	I-A	3
405	0909 E 12th Avenue	60	P-G-G-F-N	$12	400	1700	2100	$25,200	$1,500	$7,500	$34,200	II-A	
140	0916 E 12th Avenue	75	P-P-F-F-N	$12	288	2880	3168	$38,016	$0	$7,500	$45,516	II-A	50
142	0920 E 12th Avenue	55	P-VP-P-F-N	$12	0	720	720	$8,640	$0	$3,750	$12,390	III-B	
406	0922 E 12th Avenue	55	P-VP-P-F-N	$12	0	720	720	$8,640	$0	$3,750	$12,390	III-B	
143	1004 E 12th Avenue	60	G-P-P-G-N	$12	210	1800	2010	$24,120	$1,500	$7,500	$33,120	II-B	

ID NO.	LOCATION		STRUCTURAL CONDITION	$/SF	SF PORCH	SF LIVING AREA	TOTAL SF	TOTAL MOVING	EST UTILITY	EST PARCEL COST	GRAND TOTAL	PRIORITY CATEGORY	OVERALL RANK
144	1006 E 12th Avenue	40	P-F-F-G-N	$12	0	1320	1320	$15,840	$5,000	$3,750	$24,590	III-A	
145	1010 E 12th Avenue	40	P-F-P-F-N	$15	300	1800	2100	$31,500	$5,000	$7,500	$44,000	III-B	
147	1018 E 12th Avenue	60	P-F-P-F-N	$15	0	1440	1440	$21,600	$5,000	$3,750	$30,350	II-B	
149	1022 E 12th Avenue	75	P-F-G-G-N	$18	288	1800	2088	$37,584	$5,000	$7,500	$50,084	II-A	45
435	1210 E 12th Avenue	70	F-G-G-F-N	$12	280	1470	1750	$21,000	$1,500	$3,750	$26,250	II-A	47
436	1212 E 12th Avenue	65	P-G-F-G-N	$18	0	1575	1575	$28,350	$5,000	$3,750	$37,100	II-A	
437	1214 E 12th Avenue	80	P-G-G-G-N	$12	288	1584	1872	$22,464	$1,500	$3,750	$27,714	I-B	23
438	1216 E 12th Avenue	70	P-F-F-F-N	$18	264	1320	1584	$28,512	$5,000	$3,750	$37,262	II-A	64
439	2301 N 12th Street	80	G-F-F-F-N	$12	280	1225	1505	$18,060	$5,000	$3,750	$26,810	I-B	32
407	2302 N 12th Street	55	P-G-G-G-N	$12	676 (G)	864	1540	$18,480	$0	$3,750	$22,230	III-A	
150	2305 N 12th Street	75	G-F-F-F-N	$12	216	810	1026	$12,312	$1,500	$3,750	$17,562	II-A	46
151	2307 N 12th Street	70	G-F-F-F-N	$12	240	1350	1590	$19,080	$0	$3,750	$22,830	II-A	48
152	2309 N 12th Street	70	P-F-F-F-N	$12	240	1350	1590	$19,080	$0	$3,750	$22,830	II-A	49
153	1209 E 13th Avenue	70	F-P-F-F-N	$16	200	1000	1200	$19,200	$5,000	$3,750	$27,950	II-A	55
154	1211 E 13th Avenue	75	P-F-F-F-N	$12	192	1200	1392	$16,704	$0	$3,750	$20,454	II-A	58
156	1215 E 13th Avenue	65	P-P-P-P-N	$12	264	1650	1914	$22,968	$0	$3,750	$26,718	II-B	
157	1219 E 13th Avenue	85	F-F-P-P-N	$12	180	1650	1830	$21,960	$1,500	$3,750	$27,210	I-C	18
158	1221 E 13th Avenue	95	F-F-F-F-N	$12	180	1350	1530	$18,360	$1,500	$3,750	$23,610	I-A	4
237	2501 N 13th Street	90	F-F-F-P-N	$12	240	1200	1440	$17,280	$0	$3,750	$21,030	I-A	7
236	2502 N 13th Street	80	F-F-P-P-N	$12	162	972	1134	$13,608	$0	$3,750	$17,358	I-C	41
238	2503 N 13th Street	70	P-F-P-F-N	$12	240	1200	1440	$17,280	$0	$3,750	$21,030	II-B	
433	2308 N 13th Street	90	G-G-G-G-N	$12	150	1350	1500	$18,000	$1,500	$3,750	$23,250	I-A	6
239	2509 N 13th Street	90	P-F-F-P-N	$12	240	1200	1440	$17,280	$0	$3,750	$21,030	I-A	8
159	0910 E 14th Avenue	80	VG-G-F-F-N	$12	256	1280	1536	$18,432	$1,500	$3,750	$23,682	I-B	22
160	0914 E 14th Avenue	65	F-F-F-F-N	$16	240	960	1200	$19,200	$5,000	$3,750	$27,950	II-A	
161	0916 E 14th Avenue	70	F-F-F-F-N	$16	450	2250	2700	$43,200	$5,000	$7,500	$55,700	II-A	53

ID NO.	LOCATION		STRUCTURAL CONDITION	$/SF	SF PORCH	SF LIVING AREA	TOTAL SF	TOTAL MOVING	EST UTILITY	EST PARCEL COST	GRAND TOTAL	PRIORITY CATEGORY	OVERALL RANK
162	0918 E 14th Avenue	70	P-F-F-F-N	$16	0	1350	1350	$21,600	$5,000	$3,750	$30,350	II-A	59
163	0920 E 14th Avenue	80	F-G-G-G-N	$18	864 (G)	1500	2364	$42,552	$5,000	$3,750	$51,302	I-B	24
164	1002 E 14th Avenue	40	G-F-F-G-N	$12	0	1080	1080	$12,960	$1,500	$3,750	$18,210	III-A	
166	1006 E 14th Avenue	70	F-F-F-F-N	$12	256	1280	1536	$18,432	$5,000	$3,750	$27,182	II-A	52
180	1007 E 14th Avenue	80	F-F-F-F-N	$12	200	1250	1450	$17,400	$0	$3,750	$21,150	I-B	29
167	1008 E 14th Avenue	60	G-G-G-G-N	$120	0	1200	1200	$144,000	$0	$3,750	$147,750	II-A	
177	1017 E 14th Avenue	70	G-G-G-GN	$12	576	1350	1926	$23,112	$0	$3,750	$26,862	II-A	40
170	1018&1018½ E 14th Avenue	85	P-F-F-P-N	$12	162	1080	1242	$14,904	$5,000	$3,750	$23,654	I-A	14
176	1019 E 14th Avenue	65	P-F-P-F-N	$12	216	972	1188	$14,256	$0	$3,750	$18,006	II-B	
171	1020 E 14th Avenue	90	P-F-F-P-N	$18	126	630	756	$13,608	$5,000	$3,750	$22,358	I-A	9
175	Dayslar Life Center/1021-25 E 14th Avenue	65	VP-G-G-N/A-N	$22	0	2970	2970	$65,340	$1,500	$7,500	$74,340	II-A	
228	1204 E 14th Avenue	70	P-F-F-F-N	$12	0	1100	1100	$13,200	$1,500	$3,750	$18,450	II-A	63
227	1206 E 14th Avenue	75	P-P-P-P-N	$12	120	1100	1220	$14,640	$1,500	$3,750	$19,890	II-B	
226	1210 E 14th Avenue	60	VP-F-P-F-N	$12	264	1485	1749	$20,988	$1,500	$3,750	$26,238	II-B	
225	1212 E 14th Avenue	70	P-P-VP-P-N	$12	0	1280	1280	$15,360	$5,000	$3,750	$24,110	II-B	
252	1306 E 14th Avenue	65	P-F-F-P-N	$12	0	1200	1200	$14,400	$0	$3,750	$18,150	II-A	
251	1310 E 14th Avenue	80	P-F-F-P-N	$12	216	1215	1431	$17,172	$0	$3,750	$20,922	I-B	33
250	1312 E 14th Avenue	80	G-F-F-F-N	$12	200	1000	1200	$14,400	$0	$3,750	$18,150	I-B	27
249	1316 E 14th Avenue	65	G-F-F-G/F-N	$12	208	910	1118	$13,416	$1,500	$3,750	$18,666	II-A	
258	1410½ E 14th Avenue	75	P-P-P-F-N	$12	0	750	750	$9,000	$0	$3,750	$12,750	II-B	
259	1412 E 14th Avenue	75	P-F-F-F-N	$12	216	1080	1296	$15,552	$0	$3,750	$19,302	II-A	56
260	1414 E 14th Avenue	75	P-F-F-F-N	$12	216	1080	1296	$15,552	$0	$3,750	$19,302	II-A	57
261	1416 E 14th Avenue	65	P-F-F-F-N	$12	120	750	870	$10,440	$0	$3,750	$14,190	II-A	
262	1418 E 14th Avenue	65	P-F-P-F-N	$12	0	1080	1080	$12,960	$1,500	$3,750	$18,210	II-B	
277	1506 E 14th Avenue	80	F-P-F-F-N	$12	196	1512	1708	$20,496	$1,500	$3,750	$25,746	I-B	34
276	1508 E 14th Avenue	70	F-F-F-F-N	$12	224	1260	1484	$17,808	$1,500	$3,750	$23,058	II-A	51

ID NO.	LOCATION		STRUCTURAL CONDITION	$/SF	SF PORCH	SF LIVING AREA	TOTAL SF	TOTAL MOVING	EST UTILITY	EST PARCEL COST	GRAND TOTAL	PRIORITY CATEGORY	OVERALL RANK
274	1518 E 14th Avenue	95	VG-VG-VG-VG-N	$16	576 (G)	2925	3501	$56,016	$1,500	$11,250	$68,766	I-A	2
278	1602 E 14th Avenue	70	F-P-F-F-N	$12	0	1152	1152	$13,824	$1,500	$3,750	$19,074	II-A	54
282	1618 E 14th Avenue	80	F-F-F-P-N	$12	232	1450	1682	$20,184	$1,500	$3,750	$25,434	I-B	35
307	1712 E 14th Avenue	75	G-F-G-G-N	$12	180	1800	1980	$23,760	$0	$7,500	$31,260	II-A	38
323	1806 E 14th Avenue	70	F-F-F-P-N	$12	144	864	1008	$12,096	$1,500	$3,750	$17,346	II-A	61
322	1808 E 14th Avenue	85	F-G-F-G-N	$12	165	1485	1650	$19,800	$1,500	$3,750	$25,050	I-A	11
319	1820 E 14th Avenue	80	F-F-G-G-N	$12	192	1152	1344	$16,128	$0	$3,750	$19,878	I-B	25
318	1822 E 14th Avenue	85	F-P-F-F-F	$25	210	2316	2526	$63,150	$5,000	$7,500	$75,650	I-A	13
214	1920 E 14th Avenue	65	P-VP-F-P-N	$12	0	1080	1080	$12,960	$1,500	$3,750	$18,210	II-A	
328	2004 E 14th Avenue	70	P-F-F-P-N	$12	216	1296	1512	$18,144	$0	$3,750	$21,894	II-A	62
329	2008 E 14th Avenue	75	G-G-G-G-N	$12	168	1152	1320	$15,840	$0	$3,750	$19,590	II-A	37
248	2506 N 14th Street/Republica de Cuba	80	F-F/P-F-F-N	$12	126	945	1071	$12,852	$0	$3,750	$16,602	I-B	31
292	1701 E 15th Avenue	70	P-G-F-F-N	$12	240	1350	1590	$19,080	$0	$3,750	$22,830	II-A	50
293	1703 E 15th Avenue	85	P-G-F-F-N	$12	240	1500	1740	$20,880	$0	$7,500	$28,380	I-A	12
294	1705 E 15th Avenue	80	F-F-P-P-N	$12	264	1386	1650	$19,800	$5,000	$3,750	$28,550	I-C	42
295	1707 E 15th Avenue	65	VP-F-P-P-N	$12	240	1350	1590	$19,080	$5,000	$3,750	$27,830	II-B	
296	1709 E 15th Avenue	65	F-F-P-F-N	$12	240	1650	1890	$22,680	$5,000	$7,500	$35,180	II-B	
297	1711 E 15th Avenue	75	P-P-P-F-N	$12	210	1800	2010	$24,120	$1,500	$7,500	$33,120	II-B	
298	1713 E 15th Avenue	60	F-P-F-F-N	$15	0	1440	1440	$21,600	$5,000	$3,750	$30,350	II-A	
299	1715 E 15th Avenue	70	VP-F-P-P-N	$12	208	1450	1658	$19,896	$0	$3,750	$23,646	II-B	
312	1803 E 15th Avenue	60	VP-F-P-F-N	$12	0	1650	1650	$19,800	$1,500	$3,750	$25,050	II-B	
313	1805 E 15th Avenue	65	P-F-F-F-N	$12	240	1500	1740	$20,880	$1,500	$3,750	$26,130	II-A	
314	1811 E 15th Avenue	60	P-F-F-F-N	$12	0	1050	1050	$12,600	$1,500	$3,750	$17,850	II-A	
316	1815 E 15th Avenue	95	F-F-P-F-N	$12	180	1050	1230	$14,760	$5,000	$3,750	$23,510	I-C	15
317	1821 E 15th Avenue	60	P-G-G-F-N	$12	252	1800	2052	$24,624	$5,000	$7,500	$37,124	II-A	

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220	1901 E 15th Avenue	55	P-F-F-F-N	$12	216	1080	1296	$15,552	$0	$3,750	$19,302	III-A	
219	1905 E 15th Avenue	70	P-P-P-P-N	$12	240	1350	1590	$19,080	$1,500	$3,750	$24,330	II-B	
218	1909 E 15th Avenue	70	P-P-P-P-N	$12	240	1350	1590	$19,080	$5,000	$3,750	$27,830	II-B	
217	1911 E 15th Avenue	80	F-F-F-P-N	$12	240	1650	1890	$22,680	$1,500	$3,750	$27,930	I-B	36
215	1915 E 15th Avenue	90	P-P-P-F-N	$12	240	1650	1890	$22,680	$1,500	$3,750	$27,930	I-C	20
266	2501 N 15th Street	95	P-F-F-P-N	$12	210	1350	1560	$18,720	$0	$3,750	$22,470	I-A	5
263	2502 N 15th Street	70	P-P-P-P-N	$12	200	900	1100	$13,200	$0	$3,750	$16,950	II-B	
267	2503 N 15th Street	95	P-P-P-P-N	$12	0	864	864	$10,368	$0	$3,750	$14,118	I-C	16
264	2504 N 15th Street	70	P-P-P-P-N	$12	200	900	1100	$13,200	$0	$3,750	$16,950	II-B	
268	2505 N 15th Street	90	P-P-P-P-N	$12	0	864	864	$10,368	$0	$3,750	$14,118	I-C	17
265	2506 N 15th Street	70	P-P-P-P-N	$12	200	900	1100	$13,200	$0	$3,750	$16,950	II-B	
284	2504 N 17th Avenue	60	P-P-P-P-N	$12	180	1080	1260	$15,120	$5,000		$20,120	II-B	
285	Gina's Grocery/2510 N 17th Street	50	VP-VP-VP-VP-N	$20	0	1980	1980	$39,600	$5,000	$7,500	$52,100	III-B	
308	2507 N 18th Street	80	VP-F-P-P-N	$12	216	1215	1431	$17,172	$5,000	$3,750	$25,922	I-C	44
309	2509 N 18th Street	65	VP-F-P-F-N	$12	216	1215	1431	$17,172	$5,000	$3,750	$25,922	II-B	
301	2514 N 18th Street	75	VP-VP-VP-VP-N	$12	160	1100	1260	$15,120	$1,500	$3,750	$20,370	II-B	
222	2501 N 19th Street	80	F-F-F-F-N	$16	272	1224	1496	$23,936	$5,000	$3,750	$32,686	I-B	28
221	2509 N 19th Street	60	F-P-P-P-N	$12	0	1080	1080	$12,960	$0	$3,750	$16,710	II-B	
	BUILDINGS THAT ARE NO LONGER CONTRIBUTING TO THE YBOR CITY DISTRICT												
173	2506 N 12th Street	30	F-U-VP-VP-N	$22	0	1980	1980	$43,560	$5,000	$7,500	$56,060	III-B	
224	1216 E 14th Avenue	30	F-P-P-P-N	$12	0	1440	1440	$17,280	$5,000	$3,750	$26,030	III-B	

Historic Inventory Sorted by Priority Category - Table 2

ID NO.	LOCATION	% HISTORIC	STRUCTURAL CONDITION	$/SF	SF PORCH	SF LIVING AREA	TOTAL SF	TOTAL MOVING	EST UTILITY	EST PARCEL COST	GRAND TOTAL	PRIORITY CATEGORY	OVERALL RANK
021	1930 W Laurel Street	85	F-G-G-F-F	$15	270	1080	1350	20250	5000	5250	30500	I-A	10
051	Otto Stallings House/408 E 7th Ave	100	G-G-G-G-N	$15	315	1575	1890	28350	5000	5875	39225	I-A	1
158	1221 E 13th Avenue	95	F-F-F-F-N	$12	180	1350	1530	18360	1500	3750	23610	I-A	4
170	1018&1018½ E 14th Avenue	85	P-F-F-P-N	$12	162	1080	1242	14904	5000	3750	23654	I-A	14
171	1020 E 14th Avenue	90	P-F-F-P-N	$18	126	630	756	13608	5000	3750	22358	I-A	9
237	2501 N 13th Street	90	F-F-F-P-N	$12	240	1200	1440	17280	0	3750	21030	I-A	7
239	2509 N 13th Street	90	P-F-F-P-N	$12	240	1200	1440	17280	0	3750	21030	I-A	8
266	2501 N 15th Street	95	P-F-F-P-N	$12	210	1350	1560	18720	0	3750	22470	I-A	5
274	1518 E 14th Avenue	95	VG-VG-VG-VG-N	$16	576 (G)	2925	3501	56016	1500	11250	68766	I-A	2
293	1703 E 15th Avenue	85	P-G-F-F-N	$12	240	1500	1740	20880	0	7500	28380	I-A	12
318	1822 E 14th Avenue	85	F-P-F-F-F	$25	210	2316	2526	63150	5000	7500	75650	I-A	13
322	1808 E 14th Avenue	85	F-G-F-G-N	$12	165	1485	1650	19800	1500	3750	25050	I-A	11
404	0907 E 12th Avenue	95	G-G-G-G-N	$12	300	1500	1800	21600	1500	7500	30600	I-A	3
433	2306 N 13th Street	90	G-G-G-G-N	$12	150	1350	1500	18000	1500	3750	23250	I-A	6
023	2324 W Laurel Street	80	F-F-F-F-N	$15	216	1215	1431	21465	5000	5250	31715	I-B	30
026	1924 W Laurel Street	80	VG-G-G-G-G	$12	200	900	1100	13200	1500	5250	19950	I-B	21
073	Faith Temple/602 E Palm Ave (also in MPL)	80	G-G-G-G-N	$55	0	6300	6300	346500	5000	23500	375000	I-B	TOO COSTLY
159	0910 E 14th Avenue	80	VG-G-F-F-N	$12	256	1280	1536	18432	1500	3750	23682	I-B	22
163	0920 E 14th Avenue	80	F-G-G-G-N	$18	864 (G)	1500	2364	42552	5000	7500	55052	I-B	24
180	1007 E 14th Avenue	80	F-F-F-F-N	$12	200	1250	1450	17400	0	3750	21150	I-B	29
217	1911 E 15th Avenue	80	F-F-F-P-N	$12	240	1650	1890	22680	1500	7500	31680	I-B	36
222	2501 N 19th Street	80	F-F-F-F-N	$16	272	1224	1496	23936	5000	3750	32686	I-B	28
248	2506 N 14th Street/Republica de Cuba	80	F-F/P-F-F-N	$12	126	945	1071	12852	0	3750	16602	I-B	31
250	1312 E 14th Avenue	80	G-F-F-F-N	$12	200	1000	1200	14400	0	3750	18150	I-B	27

ID NO.	LOCATION	% HISTORIC	STRUCTURAL CONDITION	$/SF	SF PORCH	SF LIVING AREA	TOTAL SF	TOTAL MOVING	EST UTILITY	EST PARCEL COST	GRAND TOTAL	PRIORITY CATEGORY	OVERALL RANK
251	1310 E 14th Avenue	80	P-F-F-P-N	$12	216	1215	1431	17172	0	3750	20922	I-B	33
277	1506 E 14th Avenue	80	F-P-F-F-N	$12	196	1512	1708	20496	1500	7500	29496	I-B	34
282	1616 E 14th Avenue	80	F-F-F-P-N	$12	232	1450	1682	20184	1500	3750	25434	I-B	35
319	1820 E 14th Avenue	80	F-F-G-G-N	$12	192	1152	1344	16128	0	3750	19878	I-B	25
437	1214 E 12th Avenue	80	P-G-G-G-N	$12	288	1584	1872	22464	1500	7500	31464	I-B	23
439	2301 N 12th Street	80	G-F-F-F-N	$12	280	1225	1505	18060	5000	3750	26810	I-B	32
123	Fernandez y Rey House/3300 W Laurel St	80	U-G-G-N/A-VP	$18	0	1485	1485	26730	5000	5250	36980	I-B	26
124	Washington Jr. High/707 E Columbus Drive	80	F-G-F/P-NA-N	$70	0	20480	20480	1433600	5000	94000	1532600	I-B	TOO COSTLY
076	Lamar Apartments/1902 N Lamar Avenue	85	P-F-P-N/A-N	$20	0	2100	2100	42000	5000	5875	52875	I-C	POOR & COSTLY
079	0508 E Palm Avenue	80	P-F-P-P-N	$15	500	1350	1850	27750	5000	5875	38625	I-C	43
157	1219 E 13th Avenue	85	F-F-P-P-N	$12	180	1650	1830	21960	1500	7500	30960	I-C	18
215	1915 E 15th Avenue	90	P-P-P-F-N	$12	240	1650	1890	22680	1500	7500	31680	I-C	20
236	2502 N 13th Street	80	F-F-P-P-N	$12	162	972	1134	13608	0	3750	17358	I-C	41
267	2503 N 15th Street	95	P-P-P-P-N	$12	0	864	864	10368	0	3750	14118	I-C	16
268	2505 N 15th Street	90	P-P-P-P-N	$12	0	864	864	10368	0	3750	14118	I-C	17
294	1705 E 15th Avenue	80	F-F-P-P-N	$12	264	1386	1650	19800	5000	3750	28550	I-C	42
308	2507 N 18th Street	80	VP-F-P-P-N	$12	216	1215	1431	17172	5000	3750	25922	I-C	44
316	1815 E 15th Avenue	95	F-F-P-F-N	$12	180	1050	1230	14760	5000	3750	23510	I-C	15
410	0506 E Palm Avenue	85	F-P-P-G-N	$12	144	720	864	10368	0	5875	16243	I-C	19
024	2312 W Laurel Street	60	P-F-F-F-N	$12	264	1980	2244	26928	1500	5250	33678	II-A	
027	1920 W Laurel Street	75	VG-G-F-G-N	$12	200	900	1100	13200	1500	5250	19950	II-A	39
140	0916 E 12th Avenue	75	P-P-F-F-N	$12	288	2880	3168	38016	0	7500	45516	II-A	60
149	1022 E 12th Avenue	75	P-F-G-G-N	$18	288	1800	2088	37584	5000	7500	50084	II-A	45
150	2305 N 12th Street	75	G-F-F-F-N	$12	216	810	1026	12312	1500	3750	17562	II-A	46

ID NO.	LOCATION	% HISTORIC	STRUCTURAL CONDITION	$/SF	SF PORCH	SF LIVING AREA	TOTAL SF	TOTAL MOVING	EST UTILITY	EST PARCEL COST	GRAND TOTAL	PRIORITY CATEGORY	OVERALL RANK
151	2307 N 12th Street	70	G-F-F-F-N	$12	240	1350	1590	19080	0	3750	22830	II-A	48
152	2309 N 12th Street	70	P-F-F-F-N	$12	240	1350	1590	19080	0	3750	22830	II-A	49
153	1209 E 13th Avenue	70	F-P-F-F-N	$16	200	1000	1200	19200	5000	3750	27950	II-A	55
154	1211 E 13th Avenue	75	P-F-F-F-N	$12	192	1200	1392	16704	0	3750	20454	II-A	58
160	0914 E 14th Avenue	65	F-F-F-F-N	$16	240	960	1200	19200	5000	3750	27950	II-A	
161	0916 E 14th Avenue	70	F-F-F-F-N	$16	450	2250	2700	43200	5000	7500	55700	II-A	53
162	0918 E 14th Avenue	70	P-F-F-F-N	$16	0	1350	1350	21600	5000	3750	30350	II-A	59
166	1006 E 14th Avenue	70	F-F-F-F-N	$12	256	1280	1536	18432	5000	3750	27182	II-A	52
167	1008 E 14th Avenue	60	G-G-G-G-N	$120	0	1200	1200	144000	0	3750	147750	II-A	
175	Daystar Life Center/1021-25 E 14th Avenue	65	VP-G-G-N/A-N	$22	0	2970	2970	65340	1500	7500	74340	II-A	
177	1017 E 14th Avenue	70	G-G-G-GN	$12	576	1350	1926	23112	0	7500	30612	II-A	40
214	1920 E 14th Avenue	65	P-VP-F-P-N	$12	0	1080	1080	12960	1500	3750	18210	II-A	
228	1204 E 14th Avenue	70	P-F-F-F-N	$12	0	1100	1100	13200	1500	3750	18450	II-A	63
249	1316 E 14th Avenue	65	G-F-F-G/F-N	$12	208	910	1118	13416	1500	3750	18666	II-A	
252	1306 E 14th Avenue	65	P-F-F-P-N	$12	0	1200	1200	14400	0	3750	18150	II-A	
259	1412 E 14th Avenue	75	P-F-F-F-N	$12	216	1080	1296	15552	0	3750	19302	II-A	56
260	1414 E 14th Avenue	75	P-F-F-F-N	$12	216	1080	1296	15552	0	3750	19302	II-A	57
261	1416 E 14th Avenue	65	P-F-F-F-N	$12	120	750	870	10440	0	3750	14190	II-A	
276	1508 E 14th Avenue	70	F-F-F-F-N	$12	224	1260	1484	17808	1500	3750	23058	II-A	51
278	1602 E 14th Avenue	70	F-P-F-F-N	$12	0	1152	1152	13824	1500	3750	19074	II-A	54
292	1701 E 15th Avenue	70	P-G-F-F-N	$12	240	1350	1590	19080	0	3750	22830	II-A	50
298	1713 E 15th Avenue	60	F-P-F-F-N	$15	0	1440	1440	21600	5000	3750	30350	II-A	
307	1712 E 14th Avenue	75	G-F-G-G-N	$12	180	1800	1980	23760	0	7500	31260	II-A	38
313	1805 E 15th Avenue	65	P-F-F-F-N	$12	240	1500	1740	20880	1500	7500	29880	II-A	

ID NO.	LOCATION	% HISTORIC	STRUCTURAL CONDITION	$/SF	SF PORCH	SF LIVING AREA	TOTAL SF	TOTAL MOVING	EST UTILITY	EST PARCEL COST	GRAND TOTAL	PRIORITY CATEGORY	OVERALL RANK
314	1811 E 15th Avenue	60	P-F-F-F-N	$12	0	1050	1050	12600	1500	3750	17850	II-A	
317	1821 E 15th Avenue	60	P-G-G-F-N	$12	252	1800	2052	24624	5000	7500	37124	II-A	
323	1806 E 14th Avenue	70	F-F-F-P-N	$12	144	864	1008	12096	1500	3750	17346	II-A	61
328	2004 E 14th Avenue	70	P-F-F-P-N	$12	216	1296	1512	18144	0	3750	21894	II-A	62
329	2008 E 14th Avenue	75	G-G-G-G-N	$12	168	1152	1320	15840	0	3750	19590	II-A	37
405	u909 E 12th Avenue	60	P-G-G-F-N	$12	400	1700	2100	25200	1500	7500	34200	II-A	
435	1210 E 12th Avenue	70	F-G-G-F-N	$12	280	1470	1750	21000	1500	7500	30000	II-A	47
436	1212 E 12th Avenue	65	P-G-F-G-N	$18	0	1575	1575	28350	5000	3750	37100	II-A	
438	1216 E 12th Avenue	70	P-F-F-F-N	$18	264	1320	1584	28512	5000	3750	37262	II-A	64
080	2004 N Lamar Avenue	60	P-P-VP-VP-N	$12	90	1200	1290	15480	1500	5875	22855	II-B	
143	1004 E 12th Avenue	60	G-P-P-G-N	$12	210	1800	2010	24120	1500	7500	33120	II-B	
147	1018 E 12th Avenue	60	P-F-P-F-N	$15	0	1440	1440	21600	5000	3750	30350	II-B	
156	1215 E 13th Avenue	65	P-P-P-P-N	$12	264	1650	1914	22968	0	7500	30468	II-B	
176	1019 E 14th Avenue	65	P-F-P-F-N	$12	216	972	1188	14256	0	3750	18006	II-B	
218	1909 E 15th Avenue	70	P-P-P-P-N	$12	240	1350	1590	19080	5000	3750	27830	II-B	
219	1905 E 15th Avenue	70	P-P-P-P-N	$12	240	1350	1590	19080	1500	3750	24330	II-B	
221	2509 N 19th Street	60	F-P-P-P-N	$12	0	1080	1080	12960	0	3750	16710	II-B	
225	1212 E 14th Avenue	70	P-P-VP-P-N	$12	0	1280	1280	15360	5000	3750	24110	II-B	
226	1210 E 14th Avenue	60	VP-F-P-F-N	$12	264	1485	1749	20988	1500	7500	29988	II-B	
227	1206 E 14th Avenue	75	P-P-P-P-N	$12	120	1100	1220	14640	1500	3750	19890	II-B	
238	2503 N 13th Street	70	P-F-P-F-N	$12	240	1200	1440	17280	0	3750	21030	II-B	
258	1410½ E 14th Avenue	75	P-P-P-F-N	$12	0	750	750	9000	0	3750	12750	II-B	
262	1418 E 14th Avenue	65	P-F-P-F-N	$12	0	1080	1080	12960	1500	3750	18210	II-B	
263	2502 N 15th Street	70	P-P-P-P-N	$12	200	900	1100	13200	0	3750	16950	II-B	

ID NO.	LOCATION	% HISTORIC	STRUCTURAL CONDITION	$/SF	SF PORCH	SF LIVING AREA	TOTAL SF	TOTAL MOVING	EST UTILITY	EST PARCEL COST	GRAND TOTAL	PRIORITY CATEGORY	OVERALL RANK
264	2504 N 15th Street	70	P-P-P-P-N	$12	200	900	1100	13200	0	3750	16950	II-B	
265	2506 N 15th Street	70	P-P-P-P-N	$12	200	900	1100	13200	0	3750	16950	II-B	
284	2504 N 17th Avenue	60	P-P-P-P-N	$12	180	1080	1260	15120	5000	3750	23870	II-B	
295	1707 E 15th Avenue	65	VP-F-P-P-N	$12	240	1350	1590	19080	5000	3750	27830	II-B	
296	1709 E 15th Avenue	65	F-F-P-F-N	$12	240	1650	1890	22680	5000	7500	35180	II-B	
297	1711 E 15th Avenue	75	P-P-P-F-N	$12	210	1800	2010	24120	1500	7500	33120	II-B	
299	1715 E 15th Avenue	70	VP-F-P-P-N	$12	208	1450	1658	19896	0	3750	23646	II-B	
301	2514 N 18th Street	75	VP-VP-VP-VP-N	$12	160	1100	1260	15120	1500	3750	20370	II-B	
309	2509 N 18th Street	65	VP-F-P-F-N	$12	216	1215	1431	17172	5000	3750	25922	II-B	
312	1803 E 15th Avenue	60	VP-F-P-F-N	$12	0	1650	1650	19800	1500	3750	25050	II-B	
022	1928 W Laurel Street	55	P-F-F-F-F	$12	0	1050	1050	12600	0	5250	17850	III-A	
144	1006 E 12th Avenue	40	P-F-F-G-N	$12	0	1320	1320	15840	5000	3750	24590	III-A	
164	1002 E 14th Avenue	40	G-F-F-G-N	$12	0	1080	1080	12960	1500	3750	18210	III-A	
220	1901 E 15th Avenue	55	P-F-F-F-N	$12	216	1080	1296	15552	0	3750	19302	III-A	
407	2302 N 12th Street	55	P-G-G-G-N	$12	676 (G)	864	1540	18480	0	3750	22230	III-A	
142	0920 E 12th Avenue	55	P-VP-P-F-N	$12	0	720	720	8640	0	3750	12390	III-B	
145	1010 E 12th Avenue	40	P-F-P-F-N	$15	300	1800	2100	31500	5000	7500	44000	III-B	
173	2506 N 12th Street	30	F-U-VP-VP-N	$22	0	1980	1980	43560	5000	7500	56060	III-B	
224	1216 E 14th Avenue	30	F-P-P-P-N	$12	0	1440	1440	17280	5000	3750	26030	III-B	
285	Gina's Grocery/2510 N 17th Street	50	VP-VP-VP-VP-N	$20	0	1980	1980	39600	5000	7500	52100	III-B	
406	0922 E 12th Avenue	55	P-VP-P-F-N	$12	0	720	720	8640	0	3750	12390	III-B	
125	Arguelles, Lopez & Bros. Cigar Factory/2503 E 21st Street	25	U-F-VP-P-N	$70	0	4800	4800	336000	5000	15000	356000	III-B	POOR & COSTLY
ID NO.	LOCATION	% HISTORIC	STRUCTURAL CONDITION	$/SF	SF PORCH	SF LIVING AREA	TOTAL SF	TOTAL MOVING	EST UTILITY	EST PARCEL COST	GRAND TOTAL	PRIORITY CATEGORY	OVERALL RANK

Historic Inventory Sorted by Overall Rank - Table 3

ID NO.	LOCATION	% HISTORIC	STRUCTURAL CONDITION	$/SF	SF PORCH	SF LIVING AREA	TOTAL SF	TOTAL MOVING	EST UTILITY	EST PARCEL COST	GRAND TOTAL	PRIORITY CATEGORY	OVERALL RANK
51	Otto Stallings House/408 E 7th Ave	100	G-G-G-G-N	$15	315	1575	1890	$28,350	$5,000	$5,875	$39,225	I-A	1
274	1518 E 14th Avenue	95	VG-VG-VG-VG-N	$16	576 (G)	2925	3501	$56,016	$1,500	$11,250	$68,766	I-A	2
404	0907 E 12th Avenue	95	G-G-G-G-N	$12	300	1500	1800	$21,600	$1,500	$7,500	$30,600	I-A	3
158	1221 E 13th Avenue	95	F-F-F-F-N	$12	180	1350	1530	$18,360	$1,500	$3,750	$23,610	I-A	4
266	2501 N 15th Street	95	P-F-F-P-N	$12	210	1350	1560	$18,720	$0	$3,750	$22,470	I-A	5
433	2306 N 13th Street	90	G-G-G-G-N	$12	150	1350	1500	$18,000	$1,500	$3,750	$23,250	I-A	6
237	2501 N 13th Street	90	F-F-F-P-N	$12	240	1200	1440	$17,280	$0	$3,750	$21,030	I-A	7
239	2509 N 13th Street	90	P-F-F-P-N	$12	240	1200	1440	$17,280	$0	$3,750	$21,030	I-A	8
171	1020 E 14th Avenue	90	P-F-F-P-N	$18	126	630	756	$13,608	$5,000	$3,750	$22,358	I-A	9
21	1930 W Laurel Street	85	F-G-G-F-F	$15	270	1080	1350	$20,250	$5,000	$5,250	$30,500	I-A	10
322	1808 E 14th Avenue	85	F-G-F-G-N	$12	165	1485	1650	$19,800	$1,500	$3,750	$25,050	I-A	11
293	1703 E 15th Avenue	85	P-G-F-F-N	$12	240	1500	1740	$20,880	$0	$7,500	$28,380	I-A	12
318	1822 E 14th Avenue	85	F-P-F-F-F	$25	210	2316	2526	$63,150	$5,000	$7,500	$75,650	I-A	13
170	1018&1018½ E 14th Avenue	85	P-F-F-P-N	$12	162	1080	1242	$14,904	$5,000	$3,750	$23,654	I-A	14
316	1815 E 15th Avenue	95	F-F-P-F-N	$12	180	1050	1230	$14,760	$5,000	$3,750	$23,510	I-C	15
267	2503 N 15th Street	95	P-P-P-P-N	$12	0	864	864	$10,368	$0	$3,750	$14,118	I-C	16
268	2505 N 15th Street	90	P-P-P-P-N	$12	0	864	864	$10,368	$0	$3,750	$14,118	I-C	17
157	1219 E 13th Avenue	85	F-F-P-P-N	$12	180	1650	1830	$21,960	$1,500	$7,500	$30,960	I-C	18
410	0506 E Palm Avenue	85	F-P-P-G-N	$12	144	720	864	$10,368	$0	$5,875	$16,243	I-C	19
215	1915 E 15th Avenue	90	P-P-P-F-N	$12	240	1650	1890	$22,680	$1,500	$7,500	$31,680	I-C	20
26	1924 W Laurel Street	80	VG-G-G-G-G	$12	200	900	1100	$13,200	$1,500	$5,250	$19,950	I-B	21
159	0910 E 14th Avenue	80	VG-G-F-F-N	$12	256	1280	1536	$18,432	$1,500	$3,750	$23,682	I-B	22

ID NO.	LOCATION	% HISTORIC	STRUCTURAL CONDITION	$/SF	SF PORCH	SF LIVING AREA	TOTAL SF	TOTAL MOVING	EST UTILITY	EST PARCEL COST	GRAND TOTAL	PRIORITY CATEGORY	OVERALL RANK
437	1214 E 12th Avenue	80	P-G-G-G-N	$12	288	1584	1872	$22,464	$1,500	$7,500	$31,464	I-B	23
163	0920 E 14th Avenue	80	F-G-G-G-N	$18	864 (G)	1500	2364	$42,552	$5,000	$7,500	$55,052	I-B	24
319	1820 E 14th Avenue	80	F-F-G-G-N	$12	192	1152	1344	$16,128	$0	$3,750	$19,878	I-B	25
123	Fernandez y Rey House/3300 W Laurel St	80	U-G-G-N/A-VP	$18	0	1485	1485	$26,730	$5,000	$5,250	$36,980	I-B	26
250	1312 E 14th Avenue	80	G-F-F-F-N	$12	200	1000	1200	$14,400	$0	$3,750	$18,150	I-B	27
222	2501 N 19th Street	80	F-F-F-F-N	$16	272	1224	1496	$23,936	$5,000	$3,750	$32,686	I-B	28
180	1007 E 14th Avenue	80	F-F-F-F-N	$12	200	1250	1450	$17,400	$0	$3,750	$21,150	I-B	29
23	2324 W Laurel Street	80	F-F-F-F-N	$15	216	1215	1431	$21,465	$5,000	$5,250	$31,715	I-B	30
248	2506 N 14th Street/Republica de Cuba	80	F-F/P-F-F-N	$12	126	945	1071	$12,852	$0	$3,750	$16,602	I-B	31
439	2301 N 12th Street	80	G-F-F-F-N	$12	280	1225	1505	$18,060	$5,000	$3,750	$26,810	I-B	32
251	1310 E 14th Avenue	80	P-F-F-P-N	$12	216	1215	1431	$17,172	$0	$3,750	$20,922	I-B	33
277	1506 E 14th Avenue	80	F-P-F-F-N	$12	196	1512	1708	$20,496	$1,500	$7,500	$29,496	I-B	34
282	1616 E 14th Avenue	80	F-F-F-P-N	$12	232	1450	1682	$20,184	$1,500	$3,750	$25,434	I-B	35
217	1911 E 15th Avenue	80	F-F-F-P-N	$12	240	1650	1890	$22,680	$1,500	$7,500	$31,680	I-B	36
329	2008 E 14th Avenue	75	G-G-G-G N	$12	168	1152	1320	$15,840	$0	$3,750	$19,590	II-A	37
307	1712 E 14th Avenue	75	G-F-G-G-N	$12	180	1800	1980	$23,760	$0	$7,500	$31,260	II-A	38
27	1920 W Laurel Street	75	VG-G-F-G-N	$12	200	900	1100	$13,200	$1,500	$5,250	$19,950	II-A	39
177	1017 E 14th Avenue	70	G-G-G-GN	$12	576	1350	1926	$23,112	$0	$7,500	$30,612	II-A	40
236	2502 N 13th Street	80	F-F-P-P-N	$12	162	972	1134	$13,608	$0	$3,750	$17,358	I-C	41
294	1705 E 15th Avenue	80	F-F-P-P-N	$12	264	1386	1650	$19,800	$5,000	$3,750	$28,550	I-C	42
79	0508 E Palm Avenue	80	P-F-P-P-N	$15	500	1350	1850	$27,750	$5,000	$5,875	$38,625	I-C	43
308	2507 N 18th Street	80	VP-F-P-P-N	$12	216	1215	1431	$17,172	$5,000	$3,750	$25,922	I-C	44
149	1022 E 12th Avenue	75	P-F-G-G-N	$18	288	1800	2088	$37,584	$5,000	$7,500	$50,084	II-A	45

ID NO.	LOCATION	% HISTORIC	STRUCTURAL CONDITION	$/SF	SF PORCH	SF LIVING AREA	TOTAL SF	TOTAL MOVING	EST UTILITY	EST PARCEL COST	GRAND TOTAL	PRIORITY CATEGORY	OVERALL RANK
150	2305 N 12th Street	75	G-F-F-F-N	$12	216	810	1026	$12,312	$1,500	$3,750	$17,562	II-A	46
435	1210 E 12th Avenue	70	F-G-G-F-N	$12	280	1470	1750	$21,000	$1,500	$7,500	$30,000	II-A	47
151	2307 N 12th Street	70	G-F-F-F-N	$12	240	1350	1590	$19,080	$0	$3,750	$22,830	II-A	48
152	2309 N 12th Street	70	P-F-F-F-N	$12	240	1350	1590	$19,080	$0	$3,750	$22,830	II-A	49
292	1701 E 15th Avenue	70	P-G-F-F-N	$12	240	1350	1590	$19,080	$0	$3,750	$22,830	II-A	50
276	1508 E 14th Avenue	70	F-F-F-F-N	$12	224	1260	1484	$17,808	$1,500	$3,750	$23,058	II-A	51
166	1006 E 14th Avenue	70	F-F-F-F-N	$12	256	1280	1536	$18,432	$5,000	$3,750	$27,182	II-A	52
161	0916 E 14th Avenue	70	F-F-F-F-N	$16	450	2250	2700	$43,200	$5,000	$7,500	$55,700	II-A	53
278	1602 E 14th Avenue	70	F-P-F-F-N	$12	0	1152	1152	$13,824	$1,500	$3,750	$19,074	II-A	54
153	1209 E 13th Avenue	70	F-P-F-F-N	$16	200	1000	1200	$19,200	$5,000	$3,750	$27,950	II-A	55
259	1412 E 14th Avenue	75	P-F-F-F-N	$12	216	1080	1296	$15,552	$0	$3,750	$19,302	II-A	56
260	1414 E 14th Avenue	75	P-F-F-F-N	$12	216	1080	1296	$15,552	$0	$3,750	$19,302	II-A	57
154	1211 E 13th Avenue	75	P-F-F-F-N	$12	192	1200	1392	$16,704	$0	$3,750	$20,454	II-A	58
162	0918 E 14th Avenue	70	P-F-F-F-N	$16	0	1350	1350	$21,600	$5,000	$3,750	$30,350	II-A	59
140	0916 E 12th Avenue	75	P-P-F-F-N	$12	288	2880	3168	$38,016	$0	$7,500	$45,516	II-A	60
323	1806 E 14th Avenue	70	F-F-F-P-N	$12	144	864	1008	$12,096	$1,500	$3,750	$17,346	II-A	61
328	2004 E 14th Avenue	70	P-F-F-P-N	$12	216	1296	1512	$18,144	$0	$3,750	$21,894	II-A	62
228	1204 E 14th Avenue	70	P-F-F-F-N	$12	0	1100	1100	$13,200	$1,500	$3,750	$18,450	II-A	63
438	1216 E 12th Avenue	70	P-F-F-F-N	$18	264	1320	1584	$28,512	$5,000	$3,750	$37,262	II-A	64

Historic Inventory Total Cost by Rank - Table 4

ID NO.	LOCATION	$/SF	SF PORCH	SF LIVING AREA	TOTAL SF	TOTAL MOVING	EST UTILITY	EST PARCEL COST	GRAND TOTAL	PRIORITY CATEGORY	OVERALL RANK	CUM MOVING COST	CUM REHAB. COST	CUM TOTAL COST
51	Otto Stallings House/408 E 7th Ave	$15	315	1575	1890	$28,350	$5,000	$5,875	$39,225	I-A	1	$39,225	$66,150	$105,375
274	1518 E 14th Avenue	$16	576 (G)	2925	3501	$56,016	$1,500	$11,250	$68,766	I-A	2	$107,991	$168,525	$276,516
404	0907 E 12th Avenue	$12	300	1500	1800	$21,600	$1,500	$7,500	$30,600	I-A	3	$138,591	$231,525	$370,116
158	1221 E 13th Avenue	$12	180	1350	1530	$18,360	$1,500	$3,750	$23,610	I-A	4	$162,201	$285,075	$447,276
266	2501 N 15th Street	$12	210	1350	1560	$18,720	$0	$3,750	$22,470	I-A	5	$184,671	$339,675	$524,346
433	2306 N 13th Street	$12	150	1350	1500	$18,000	$1,500	$3,750	$23,250	I-A	6	$207,921	$392,175	$600,096
237	2501 N 13th Street	$12	240	1200	1440	$17,280	$0	$3,750	$21,030	I-A	7	$228,951	$442,575	$671,526
239	2509 N 13th Street	$12	240	1200	1440	$17,280	$0	$3,750	$21,030	I-A	8	$249,981	$492,975	$742,956
171	1020 E 14th Avenue	$18	126	630	756	$13,608	$5,000	$3,750	$22,358	I-A	9	$272,339	$519,435	$791,774
21	1930 W Laurel Street	$15	270	1080	1350	$20,250	$5,000	$5,250	$30,500	I-A	10	$302,839	$566,685	$869,524
322	1808 E 14th Avenue	$12	165	1485	1650	$19,800	$1,500	$3,750	$25,050	I-A	11	$327,889	$624,435	$952,324
293	1703 E 15th Avenue	$12	240	1500	1740	$20,880	$0	$7,500	$28,380	I-A	12	$356,269	$685,335	$1,041,604
318	1822 E 14th Avenue	$25	210	2316	2526	$63,150	$5,000	$7,500	$75,650	I-A	13	$431,919	$773,745	$1,205,664
170	1018&1018½ E 14th Avenue	$12	162	1080	1242	$14,904	$5,000	$3,750	$23,654	I-A	14	$455,573	$817,215	$1,272,788
316	1815 E 15th Avenue	$12	180	1050	1230	$14,760	$5,000	$3,750	$23,510	I-C	15	$479,083	$860,265	$1,339,348
267	2503 N 15th Street	$12	0	864	864	$10,368	$0	$3,750	$14,118	I-C	16	$493,201	$890,505	$1,383,706
268	2505 N 15th Street	$12	0	864	864	$10,368	$0	$3,750	$14,118	I-C	17	$507,319	$920,745	$1,428,064
157	1219 E 13th Avenue	$12	180	1650	1830	$21,960	$1,500	$7,500	$30,960	I-C	18	$538,279	$984,795	$1,523,074
410	0506 E Palm Avenue	$12	144	720	864	$10,368	$0	$5,875	$16,243	I-C	19	$554,522	$1,015,035	$1,569,557
215	1915 E 15th Avenue	$12	240	1650	1890	$22,680	$1,500	$7,500	$31,680	I-C	20	$586,202	$1,081,185	$1,667,387
26	1924 W Laurel Street	$12	200	900	1100	$13,200	$1,500	$5,250	$19,950	I-B	21	$606,152	$1,119,685	$1,725,837
159	0910 E 14th Avenue	$12	256	1280	1536	$18,432	$1,500	$3,750	$23,682	I-B	22	$629,834	$1,173,445	$1,803,279

ID NO.	LOCATION	$/SF	SF PORCH	SF LIVING AREA	TOTAL SF	TOTAL MOVING	EST UTILITY	EST PARCEL COST	GRAND TOTAL	PRIORITY CATEGORY	OVERALL RANK	CUM MOVING COST	CUM REHAB COST	CUM TOTAL COST
437	1214 E 12th Avenue	$12	288	1584	1872	$22,464	$1,500	$7,500	$31,464	I-B	23	$661,298	$1,238,965	$1,900,263
163	0920 E 14th Avenue	$18	864 (G)	1500	2364	$42,552	$5,000	$7,500	$55,052	I-B	24	$716,350	$1,321,705	$2,038,055
319	1820 E 14th Avenue	$12	192	1152	1344	$16,128	$0	$3,750	$19,878	I-B	25	$736,228	$1,368,745	$2,104,973
123	Fernandez y Rey House/3300 W Laurel St	$18	0	1485	1485	$26,730	$5,000	$5,250	$36,980	I-B	26	$773,208	$1,420,720	$2,193,928
250	1312 E 14th Avenue	$12	200	1000	1200	$14,400	$0	$3,750	$18,150	I-B	27	$791,358	$1,462,720	$2,254,078
222	2501 N 19th Street	$16	272	1224	1496	$23,936	$5,000	$3,750	$32,686	I-B	28	$824,044	$1,515,080	$2,339,124
180	1007 E 14th Avenue	$12	200	1250	1450	$17,400	$0	$3,750	$21,150	I-B	29	$845,194	$1,565,830	$2,411,024
23	2324 W Laurel Street	$15	216	1215	1431	$21,465	$5,000	$5,250	$31,715	I-B	30	$876,909	$1,615,915	$2,492,824
248	2506 N 14th Street/Republica de Cuba	$12	126	945	1071	$12,852	$0	$3,750	$16,602	I-B	31	$893,511	$1,653,400	$2,546,911
439	2301 N 12th Street	$12	280	1225	1505	$18,060	$5,000	$3,750	$26,810	I-B	32	$920,321	$1,706,075	$2,626,396
251	1310 E 14th Avenue	$12	216	1215	1431	$17,172	$0	$3,750	$20,922	I-B	33	$941,243	$1,756,160	$2,697,403
277	1506 E 14th Avenue	$12	196	1512	1708	$20,496	$1,500	$7,500	$29,496	I-B	34	$970,739	$1,815,940	$2,786,679
282	1616 E 14th Avenue	$12	232	1450	1682	$20,184	$1,500	$3,750	$25,434	I-B	35	$996,173	$1,874,810	$2,870,983
217	1911 E 15th Avenue	$12	240	1650	1890	$22,680	$1,500	$7,500	$31,680	I-B	36	$1,027,853	$1,940,960	$2,968,813
329	2008 E 14th Avenue	$12	168	1152	1320	$15,840	$0	$3,750	$19,590	II-A	37	$1,047,443	$1,987,160	$3,034,603
307	1712 E 14th Avenue	$12	180	1800	1980	$23,760	$0	$7,500	$31,260	II-A	38	$1,078,703	$2,056,460	$3,135,163
27	1920 W Laurel Street	$12	200	900	1100	$13,200	$1,500	$5,250	$19,950	II-A	39	$1,098,653	$2,094,960	$3,193,613
177	1017 E 14th Avenue	$12	576	1350	1926	$23,112	$0	$7,500	$30,612	II-A	40	$1,129,265	$2,162,370	$3,291,635
236	2502 N 13th Street	$12	162	972	1134	$13,608	$0	$3,750	$17,358	I-C	41	$1,146,623	$2,202,060	$3,348,683
294	1705 E 15th Avenue	$12	264	1386	1650	$19,800	$5,000	$3,750	$28,550	I-C	42	$1,175,173	$2,259,810	$3,434,983
79	0508 E Palm Avenue	$15	500	1350	1850	$27,750	$5,000	$5,875	$38,625	I-C	43	$1,213,798	$2,324,560	$3,538,358
308	2507 N 18th Street	$12	216	1215	1431	$17,172	$5,000	$3,750	$25,922	I-C	44	$1,239,720	$2,374,645	$3,614,365
149	1022 E 12th Avenue	$18	288	1800	2088	$37,584	$5,000	$7,500	$50,084	II-A	45	$1,289,804	$2,447,725	$3,737,529

ID NO.	LOCATION	$/SF	SF PORCH	SF LIVING AREA	TOTAL SF	TOTAL MOVING	EST UTILITY	EST PARCEL COST	GRAND TOTAL	PRIORITY CATEGORY	OVERALL RANK	CUM MOVING COST	CUM REHAB COST	CUM TOTAL COST
150	2305 N 12th Street	$12	216	810	1026	$12,312	$1,500	$3,750	$17,562	II-A	46	$1,307,366	$2,483,635	$3,791,001
435	1210 E 12th Avenue	$12	280	1470	1750	$21,000	$1,500	$7,500	$30,000	II-A	47	$1,337,366	$2,544,885	$3,882,251
151	2307 N 12th Street	$12	240	1350	1590	$19,080	$0	$3,750	$22,830	II-A	48	$1,360,196	$2,600,535	$3,960,731
152	2309 N 12th Street	$12	240	1350	1590	$19,080	$0	$3,750	$22,830	II-A	49	$1,383,026	$2,656,185	$4,039,211
292	1701 E 15th Avenue	$12	240	1350	1590	$19,080	$0	$3,750	$22,830	II-A	50	$1,405,856	$2,711,835	$4,117,691
276	1508 E 14th Avenue	$12	224	1260	1484	$17,808	$1,500	$3,750	$23,058	II-A	51	$1,428,914	$2,763,775	$4,192,689
166	1006 E 14th Avenue	$12	256	1280	1536	$18,432	$5,000	$3,750	$27,182	II-A	52	$1,456,096	$2,817,535	$4,273,631
161	0916 E 14th Avenue	$16	450	2250	2700	$43,200	$5,000	$7,500	$55,700	II-A	53	$1,511,796	$2,912,035	$4,423,831
278	1602 E 14th Avenue	$12	0	1152	1152	$13,824	$1,500	$3,750	$19,074	II-A	54	$1,530,870	$2,952,355	$4,483,225
153	1209 E 13th Avenue	$16	200	1000	1200	$19,200	$5,000	$3,750	$27,950	II-A	55	$1,558,820	$2,994,355	$4,553,175
259	1412 E 14th Avenue	$12	216	1080	1296	$15,552	$0	$3,750	$19,302	II-A	56	$1,578,122	$3,039,715	$4,617,837
260	1414 E 14th Avenue	$12	216	1080	1296	$15,552	$0	$3,750	$19,302	II-A	57	$1,597,424	$3,085,075	$4,682,499
154	1211 E 13th Avenue	$12	192	1200	1392	$16,704	$0	$3,750	$20,454	II-A	58	$1,617,878	$3,133,795	$4,751,673
162	0918 E 14th Avenue	$16	0	1350	1350	$21,600	$5,000	$3,750	$30,350	II-A	59	$1,648,228	$3,181,045	$4,829,273
140	0916 E 12th Avenue	$12	288	2880	3168	$38,016	$0	$7,500	$45,516	II-A	60	$1,693,744	$3,291,925	$4,985,669
323	1806 E 14th Avenue	$12	144	864	1008	$12,096	$1,500	$3,750	$17,346	II-A	61	$1,711,090	$3,327,205	$5,038,295
328	2004 E 14th Avenue	$12	216	1296	1512	$18,144	$0	$3,750	$21,894	II-A	62	$1,732,984	$3,380,125	$5,113,109
228	1204 E 14th Avenue	$12	0	1100	1100	$13,200	$1,500	$3,750	$18,450	II-A	63	$1,751,434	$3,418,625	$5,170,059
438	1216 E 12th Avenue	$18	264	1320	1584	$28,512	$5,000	$3,750	$37,262	II-A	64	$1,788,696	$3,474,065	$5,262,761

APPENDIX E

MEMORANDUM OF AGREEMENT (MOA)

MEMORANDUM OF AGREEMENT AMONG THE FEDERAL HIGHWAY ADMINISTRATION, THE FLORIDA STATE HISTORIC PRESERVATION OFFICER, AND THE ADVISORY COUNCIL ON HISTORIC PRESERVATION REGARDING THE TAMPA INTERSTATE PROJECT IN TAMPA, FLORIDA

WHEREAS, the United States Department of Transportation Federal Highway Administration (FHWA) proposes to provide financial assistance to the Florida Department of Transportation (FDOT) for the proposed improvements to I-275 from the Dale Mabry Highway interchange north to Dr. Martin Luther King, Jr. Boulevard and I-4 from I-275 to east of 50th Street, the Crosstown Connector from I-4 south to the existing Tampa South Crosstown Expressway in the vicinity of 31st Street, and the South Tampa Crosstown Expressway from Kennedy Boulevard east to Maydell Drive in Tampa, Florida, as shown on the map entitled, "Project Map," and attached hereto as Appendix 1 (State Project No. 99007-1402, WPI No. 7140004, Federal Aid Project No. IR-9999(43), hereinafter the Project); and

WHEREAS, pursuant to 36 CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470f), and pursuant to Section 110(1) of the same Act (16 U.S.C. 470h-2(1), FHWA has:

- Determined that the area of potential effect of the Project, as defined in 36 CFR 800.2(c), is as described in the document entitled "Effects Analysis," dated November 1995, and as shown on the "Project Map," attached hereto as Appendix 1.

- Pursuant to 36 CFR 800.5, determined that the Project will have an adverse effect on the Ybor City National Historic Landmark District, the West Tampa Historic District and the Tampa Heights Historic District, all of which are included in the National Register; and three individual properties: Fernandez y Rey House, Washington Junior High School, and Arguelles, Lopez and Brothers Cigar Factory, all of which are eligible for the National Register, and all of which properties are identified in the document entitled "Effects Analysis," and a summary list from this report is attached hereto as Appendix 2.

- Consulted with the Florida State Historic Preservation Officer (SHPO) and the Advisory Council on Historic Preservation (Council) to address the Project's adverse effects and afforded the Council a reasonable opportunity to comment on the Project.

WHEREAS, the FDOT, the City of Tampa (City), and the National Park Service (NPS) have participated in the consultation, and have been invited by FHWA to concur in this Memorandum of Agreement (MOA); and

WHEREAS, the definitions given in Appendix 3 are applicable throughout the MOA.

NOW, THEREFORE, FHWA, the Florida SHPO, and the Council agree that upon FHWA's decision to participate in the Project, FHWA shall ensure that the following stipulations are implemented in order to take into account the effects of the Project on historic properties.

STIPULATIONS

FHWA will ensure that the following stipulations are implemented:

I. Design and Construction of the Project

A. FDOT will construct the Project within the right-of-way and elevations delineated on the preferred alternative concept plans, dated January 1995, subject to alterations that may be necessary during further Project design to achieve the Project's purposes.

B. It is expressly understood that the Project right-of-way and elevations delineated in these plans have been designed with the goal of minimizing adverse effects on the historic properties identified in the document entitled "Effects Analysis." FDOT will ensure that this goal continues to be observed as Project design proceeds.

C. FDOT will notify the FHWA, who in turn will notify the SHPO and the Council, of any substantive alteration in the Project design that could result in adverse effects to historic properties not previously addressed during the course of consultation, and afford each the opportunity to consider amending the agreement pursuant to Stipulation VII.L.

D. Any Interstate Highway-related construction beyond the limits shown in Appendix 1 is not the subject of this MOA, and will require separate compliance with 36 CFR Part 800.

II. Urban Design Guidelines

A. The FDOT will follow the Tampa Interstate Study (TIS) Urban Design Guidelines (December 1994), summarized in Appendix 4, in continuing design of the Project, providing for the use of retaining walls, noise barriers, bridges, and other design amenities to minimize or avoid adverse visual and auditory effects on historic properties, users of the Project, the adjacent communities.

B. The FDOT will follow and document adherence to these guidelines necessary for project implementation approval by the FHWA. In the event that the Guidelines cannot be met, the FDOT will summarize the issues and submit the information to SHPO and the Council, pursuant to Stipulations VII.E., F. and G.

III. Relocation and Rehabilitation of Historic Structures

A. FHWA will participate in funding the relocation and rehabilitation of the 35 historic structures that FDOT judges to be most suitable for relocation and rehabilitation among those proposed for acquisition as outlined in the Historic Structures Preliminary Moving Feasibility Study included in the Tampa Interstate Study (TIS) Environmental Impact Statement (EIS), Appendix D, November 1995. The following measures will be carried out as part of the relocation and rehabilitation of the 35 historic structures:

1. FDOT will judge suitability of structures for relocation and rehabilitation in consultation with the City and the Historic Tampa/Hillsborough County Preservation Board (HT/HCPB) or its designee based on the building's structural condition, and the physical feasibility and appropriateness of relocating and rehabilitating each structure. Methodology for determining the physical feasibility (height, structural, etc.) and appropriateness (based on cost of relocation, available and similar setting of relocation site, percentage of historic material remaining as part of the structure, groupings of structures, etc.) of moving a structure will be based upon the Historic Structures Preliminary Moving Feasibility Study included in the TIS EIS Appendix D, November 1995.

2. FDOT will have the 35 structures moved to a site(s) approved by the HT/HCPB, either within the historic district to which it contributes, within the district or cluster of historic buildings determined by the HT/HCPB to be most compatible, or elsewhere in Tampa if the HT/HCPB determines that the building is not compatible with any district or cluster.

3. FDOT will ensure that each building is sited in its new location in accordance with the following guidelines:

   (a) Whenever feasible, the new site must allow for placement and use of the building in a manner similar to those allowed by its original site, and/or for placement and use compatible with the appearance and use of the district or cluster of historic buildings surrounding its new site;

   (b) Whenever feasible, relocated buildings will be sited to be compatible with the spacing, setback, and rhythm of the streetscape of the new site and the former site; and

   (c) The new site must not possess historical (including known archeological) resources that would be adversely affected by siting the building there.

4. FDOT will ensure that the building is moved to its new site in accordance with the approaches recommended in Moving Historic Buildings (John Obed Curtis, 1979, American Association for State and Local History; hereinafter MHB), by a professional mover who has demonstrated the capability to move historic structures properly.

5. FDOT will ensure that the 35 historic structures relocated will be rehabilitated on the exterior to meet the Secretary of Interior Standards and meet the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 for decent safe and sanitary housing on the interior of the structures. The FDOT will provide SHPO the opportunity to review and ratify that the exterior rehabilitation is consistent with the Secretary of Interior Standards.

6. Where FDOT determines that it is feasible to relocate and rehabilitate any of the 35 historic structures, FDOT will make a good faith effort to relocate people within the historic districts displaced by the Project into the rehabilitated structures. If this is unsuccessful, these structures will be made available to any relocatees from the project.

7. Should a relocated structure not be occupied by a relocatee pursuant to Stipulation III.A.6., FDOT will advertise and sell the structure as outlined in Appendix 5.

B. FHWA will participate in funding the relocation of an additional 29 historic structures and fund the additional costs of moving the structures, disconnecting and reconnecting the utilities, and stabilizing the structures once they are moved. FDOT will deed the structures to the City, providing the City agrees to:

1. Provide the sites for relocating the structures. Consult with the HT/HCPB to ensure the most suitable relocation site within the historic district or elsewhere in Tampa if HT/HCPB determines the site to be compatible.

2. Make a reasonable and good faith effort to ensure that the building is maintained in such a way as to contribute to, and not detract from, the character of the district or cluster of historic buildings surrounding its new site, and will at a minimum ensure that the building when rehabilitated meets the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 for decent, safe and sanitary housing.

C. Where it is not feasible for a building to be moved in accordance with Stipulation III.A or B, FDOT may demolish the building after completing documentation and allowing architectural salvage in accordance with Stipulation V.

IV. Interim Protection

A. In order to ensure public safety and to better effect the preservation of the historic properties, the FDOT will pursue protective buying and advanced acquisition of these identified properties so as to safely relocate historic properties capable of being moved.

B. Whenever FDOT acquires title to a historic property, FDOT will ensure protection of the structures from vandalism, illegal occupancy, and weather damage until the terms of Stipulations III.A and B and V.A and B have been fulfilled, taking into account the guidelines set forth in the National Park Service publication "Mothballing Historic Buildings" (Preservation Brief 31, Sharon C. Park, NPS Preservation Assistance Division, September 1993).

V. Documentation and Architectural/Historical Salvage

A. Pursuant to Section 110(b) of the National Historic Preservation Act, FHWA will ensure that:

1. FDOT will complete the documentation required by the Stipulations V.A.6, 7, or 8, whichever is applicable, and ensure that such documentation is submitted to and accepted by the National Park Service for transmittal to the Library of Congress, before allowing a historic building to which such stipulation is applicable to be demolished or moved.

2. All final documentation will be completed in accordance with "Preparing Documentation for Transmittal to the Library of Congress."

3. FHWA will submit draft copies of all documentation to the National Park Service (NPS), Southeast Regional Office prior to submission of the final documentation for review and assignment of an Historic American Buildings Survey (HABS) project number.

4. FHWA will file copies of all documentation prepared pursuant to this MOA with the SHPO and the HT/HCPB.

5. For the Fernandez y Rey House; Washington Junior High School; and the Arguelles, Lopez and Brothers Cigar Factory, which are **individually eligible** for the *National Register of Historic Places* and are slated for demolition or relocation, FDOT will prepare the following documentation:

   a. Drawings - Select existing drawings, where available, with large-format negatives or photographically reproduced on mylar.

   b. Photographs - Photographs with large-format negatives of exterior and interior views or historic views, where available.

   c. Written Data - History and description.

6. For contributing buildings within the **Ybor City National Historic Landmark District** which are slated for demolition or relocation, FDOT will prepare the following documentation:

   a. District Overview

      i. 4" x 5" Large Format Photography (Following Photographic Specifications)

- Streetscape views of all sides of all blocks which provide full photographic coverage of buildings and green space impacted by the Project.

- Area photograph(s) of impact area shall clearly illustrate existing vegetation and hardscape.

ii. Written Documentation

- Narrative report of Ybor City

- Sanborn maps of areas impacted by building removal as well as the new location.

iii. 24" x 36" Measured Drawing (Following Field Instructions for Measured Drawings)

- Site plan of Ybor City (scale 1"=100'.0") with all buildings represented.

b. Historic Properties

i. 4" x 5" Large Format Photography (Following Photographic Specifications)

- One view of all elevations, two ¾ views and exterior/interior views of significant features.

ii. 8 ½" x 11" Sketch Drawings - Photocopies of Original Drawings (Following Guidelines for Preparing Written Historical and Descriptive Data)

- Plan(s) of all floors of each building.

- Site plan for Ybor City with the building's location labeled.

iii. Written Documentation (Following Guidelines for Preparing Written Historical and Descriptive Data)

- Architectural Data Form (short form) for each residential building.

Note: A single document recording typical design maybe produced for a group of similar buildings. Dissimilar buildings will be documented separately.

7. For contributing buildings within the **West Tampa National Register Historic District** which are slated for demolition or relocation, FDOT will prepare the following documentation:

   a. Drawings - Sketch plan.

   b. Photographs - Photographs with large-format negatives of exterior and interior views.

   c. Written Data - Architectural data form.

8. For contributing buildings that are part of the **Tampa Heights National Register Historic District** which are slated for demolition or relocation, FDOT prepares the following documentation:

   a. Drawings - Sketch plan.

   b. Photographs - Photographs with large-format negatives of exterior and interior views.

   c. Written Data - Architectural data form.

B. As FDOT acquires title to historic buildings and after the documentation prescribed in Stipulation V.A is completed, FDOT will afford the City in coordination with the HT/HCPB at least 30 days access to each building that is scheduled for demolition, for the purpose of salvaging architectural elements for use in rehabilitating other historic structures in accordance with the "Salvaging Architectural Elements" (June 1996) attached hereto as Appendix 6.

VI. Archeological Monitoring/Discoveries

A. Should unmarked human burials be encountered during construction of the Project, FDOT will ensure that they are recovered and treated in accordance with Chapter 872.05, Florida Statutes.

B. The FDOT will make a reasonable and good faith effort to ensure that any discoveries of historic properties during advanced design and construction are addressed according to 36 CFR 800.11. FDOT will also ensure that any unanticipated effects of the Project be addressed according to 36 CFR 800.11.

C. FDOT will ensure that all records resulting from archeological monitoring are in accordance with 36 CFR 79, and that all materials resulting from such monitoring that are not disposed of in accordance with Stipulation VI.A are curated in accordance with 36 CFR 79.

VII. Administrative Stipulations

A. Should a question arise subsequent to execution of this MOA about whether any property within the area of potential effect is eligible for the National Register, FHWA in coordination with SHPO will exercise its discretion to resolve the question in accordance with either 36 CFR 800.4(c) or 36 CFR 800.11(d)(1).

B. FDOT will ensure that information resulting from the work completed for this MOA is provided to the SHPO in a form acceptable to the SHPO for inclusion in the SHPO's files, historic properties inventory, and archives.

C. FDOT will ensure that all recordation of historic buildings and structures carried out pursuant to this MOA is conducted by or under the direct supervision of a person or persons meeting at a minimum the Secretary of the Interior's Professional Qualifications Standards for Architectural History (48 FR 44739); and that all archeological work is carried out by or under the direct supervision of a person or persons meeting at a minimum the Secretary of the Interior's Professional Qualifications Standards for Archeology (48 FR 44739).

D. FDOT will not change any contract let to implement work specified by this MOA without first affording the SHPO the opportunity to review the proposed change and determine whether to invoke Stipulation VII.L.

E. At the beginning of each phase (design, right-of-way acquisition and construction) of the Project, a re-evaluation of the Project will be undertaken by FDOT. As part of the re-evaluation process, the FDOT will prepare and provide to all parties to this MOA a Section 106 MOA Status Report (hereinafter the Report). The following topics will be addressed in the Report:

1. General status of the Project;
2. Historic building(s) acquired;
3. How each stipulation of this MOA has been implemented;
4. Any problems encountered in implementation;
5. How such problems (if any) have been addressed; and
6. Any recommendations for changes to the MOA or the Urban Design Guidelines or their means of implementation.

F. FDOT will make a reasonable good faith effort to ensure that its Report is made available for public inspection, that known and interested members of the public are made aware of its availability, and that interested members of the public are invited to provide comments regarding the Report to the Council and SHPO as well as to FHWA and FDOT.

G. FHWA will submit the Report to the SHPO and Council for their review comments. Comments should be submitted to the FHWA within 30 days. At the request of any party to this MOA, including any concurring party, a meeting or meetings will be held to facilitate review and comment, to resolve questions, or to resolve comments that are adverse.

H. Based on this review of the Report, this agreement may continue in force or be amended by any party to the MOA in accordance with Stipulation VII.L.

I. Should any party to this MOA object to any action or proposed action that relates to this MOA and its subject matter, within 30 days after learning of such objection, FDOT will consult with the objecting party to resolve the objection. If after initiating such consultation, FDOT determines that it cannot resolve the objection, FDOT will request assistance from FHWA. If FHWA determines that it cannot resolve the objection, FHWA will forward all documentation relevant to the objection to the Council, including FHWA's proposed response to the objection. Within 30 days after receipt of all pertinent documentation, the Council will exercise one of the following options:

1. Advise FHWA that the Council concurs in FHWA's proposed final decision, whereupon FHWA will respond to the objection accordingly;

2. Provide FHWA with recommendations, which the FHWA will take into account in reaching a final decision regarding its response to the objection; or

3. Notify FHWA that the objection will be referred for comment pursuant to 36 CFR Part 800.6(b) and proceed to refer the objection and comment. The resulting comment will be taken into account by FHWA in accordance with 36 CFR Part 800.6(b) and Part 110(1) of NHPA.

Should the Council not exercise one of the above options within 30 days after receipt of all pertinent documentation, FHWA may assume the Council's concurrence in its proposed response to the objection.

J. FHWA and FDOT will take into account any Council recommendation or comment provided in accordance with Stipulation I with reference only to the subject of the objection; FHWA's and FDOT's responsibilities to carry out all actions under this MOA that are not the subjects of the objection will remain unchanged.

K. At any time during implementation of the measures stipulated in this MOA, should an objection to any such measure, its manner of implementation, or any other aspect of the Project that relates to historic properties management be raised by a member of the public, FDOT will notify the other parties to this MOA of such objection, take the objection into account, and consult as needed with the objecting party, the SHPO, and/or the Council to make a reasonable and good faith effort to resolve the objection. In the event that such reasonable and good faith efforts fail to resolve the objection, FDOT will request assistance from FHWA in accordance with the dispute resolution procedure outlined in Stipulations VII.I and VII.J.

L. Any party to this MOA may propose to the other parties that it be amended, whereupon the parties will consult in accordance with 36 CFR 800.5(e) to consider such an amendment.

Execution of this Memorandum of Agreement and implementation of its terms evidence that FHWA has afforded the Council an opportunity to comment on the Tampa Interstate Project [No. IR-9999(43)] and its effects on historic properties, and that FHWA has taken into account the effects of the Project on historic properties.

FEDERAL HIGHWAY ADMINISTRATION

Approved by: _____ Date: 8/22/96
J.R. Skinner, Division Administrator

FLORIDA STATE HISTORIC PRESERVATION OFFICER

Approved by: _____ Date: 8/30/96
George W. Percy, SHPO

ADVISORY COUNCIL ON HISTORIC PRESERVATION

Approved by: _____ Date: 10-7-96
Cathryn B. Slater, Chairman

FLORIDA DEPARTMENT OF TRANSPORTATION

Concur by: _____ Date: 8/15/96
Ben G. Watts, P.E., Secretary

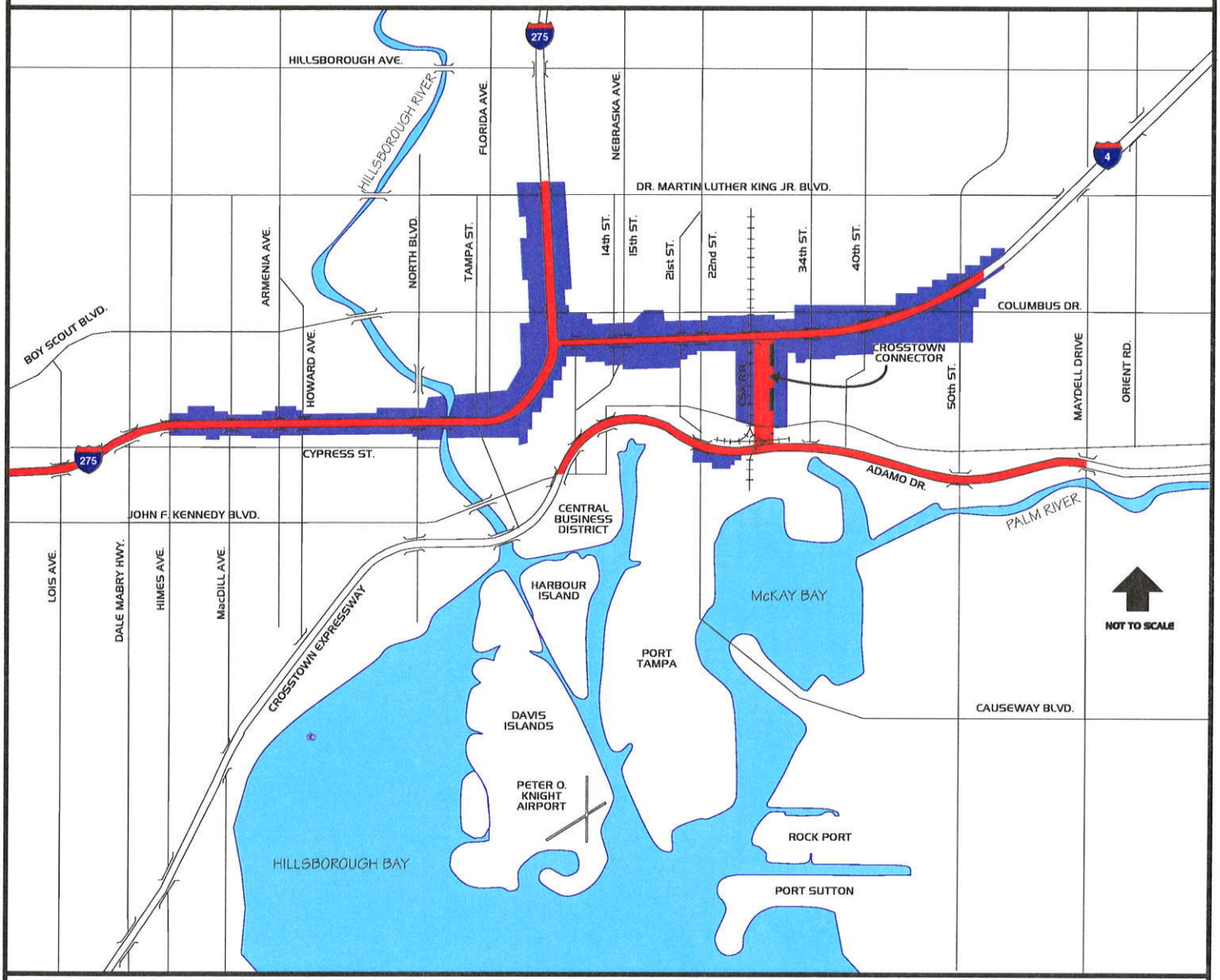
CITY OF TAMPA

Concur by: _____ Date: 7/29/96
Dick Greco, Mayor

Legal Review: 8/17/96
By: _____
Attorney - DOT

APPENDIX 1

PROJECT MAP



Proposed New Roads

Proposed Improvements

Area of Potential Effect

FLORIDA DEPARTMENT OF TRANSPORTATION

MEMORANDUM OF AGREEMENT

TAMPA INTERSTATE STUDY PHASE II

Hillsborough County, Florida

PROJECT MAP

APPENDIX 1

APPENDIX 2

PROPERTIES WITH ADVERSE EFFECTS

APPENDIX 2

PROPOSED FOR ACQUISITION AND POSSIBLE RELOCATION

INDIVIDUAL PROPERTIES ELIGIBLE FOR LISTING ON THE NATIONAL REGISTER

I.D. No.	FMSF* No.	Description	Property Address
I23	8HI4096	Fernandez y Rey House	3300 Laurel Street
I24	8HI4172	Washington Junior High School	707 Columbus Drive
I25	8HI964	Arguelles, Lopez, and Brothers Cigar Factory	2503 East 21st Street

WEST TAMPA NATIONAL REGISTER HISTORIC DISTRICT PROPERTIES

I.D. No.	FMSF* No.	Description	Property Address
027	8HI4106	Private Residence	1920 Laurel Street
026	8HI4105	Private Residence	1924 Laurel Street
022	8HI4101	Private Residence	1928 Laurel Street
021	8HI4100	Private Residence	1930 Laurel Street
023	8HI4102	Private Residence	2312 Laurel Street
024	8HI4103	Private Residence	2324 Laurel Street

YBOR CITY NATIONAL HISTORIC LANDMARK DISTRICT PROPERTIES

I.D. No.	FMSF* No.	Description	Property Address
404	8HI4472	Private Residence	907 East 12th Avenue
405	8HI4432	Private Residence	909 East 12th Avenue
140	8HI4174	Private Residence	916 East 12th Avenue
142	8HI4176	Private Residence	920 East 12th Avenue
406	8HI4433	Private Residence	922 East 12th Avenue
143	8HI4177	Private Residence	1004 East 12th Avenue
144	8HI4178	Private Residence	1006 East 12th Avenue
145	8HI4179	Private Residence	1010 East 12th Avenue
147	8HI4181	Private Residence	1018 East 12th Avenue
149	8HI4183	Apartment	1022 East 12th Avenue
435	8HI5458	Private Residence	1210 East 12th Avenue
436	8HI5459	Private Residence	1212 East 12th Avenue
437	8HI5460	Private Residence	1214 East 12th Avenue
438	8HI4561	Private Residence	1216 East 12th Avenue
439	8HI5457	Private Residence	2301 North 12th Street
407	8HI4434	Private Residence	2302 North 12th Street
150	8HI4184	Private Residence	2305 North 12th Street
151	8HI4185	Duplex	2307 North 12th Street
152	8HI4186	Private Residence	2309 North 12th Street
153	8HI4187	Private Residence	1209 East 13th Avenue
154	8HI4188	Private Residence	1211 East 13th Avenue

YBOR CITY NATIONAL HISTORIC LANDMARK DISTRICT PROPERTIES (Continued)

I.D. No.	FMSF* No.	Description	Property Address
156	8HI4190	Private Residence	1215 East 13th Avenue
157	8HI4191	Private Residence	1219 East 13th Avenue
158	8HI4192	Private Residence	1221 East 13th Avenue
433	8HI5463	Private Residence	2306 North 13th Street
237	8HI4270	Private Residence	2501 North 13th Street
236	8HI4269	Private Residence	2502 North 13th Street
238	8HI4271	Private Residence	2503 North 13th Street
239	8HI4272	Private Residence	2509 North 13th Street
159	8HI4193	Private Residence	910 East 14th Avenue
160	8HI4194	Private Residence	914 East 14th Avenue
161	8HI4195	Private Residence	916 East 14th Avenue
162	8HI4196	Private Residence	918 East 14th Avenue
163	8HI4197	Apartment	920 East 14th Avenue
164	8HI4198	Private Residence	1002 East 14th Avenue
166	8HI4200	Private Residence	1006 East 14th Avenue
180	8HI4214	Private Residence	1007 East 14th Avenue
167	8HI4201	Private Residence	1008 East 14th Avenue
177	8HI4211	Private Residence	1017 East 14th Avenue
170	8HI4204	Duplex	1018 & 1018 1/2 East 14th Avenue
176	8HI4210	Private Residence	1019 East 14th Avenue
171	8HI4205	Apartment	1020 East 14th Avenue
175	8HI4209	Commercial (unspecified)	1021-25 East 14th Avenue
228	8HI4261	Private Residence	1204 East 14th Avenue
227	8HI4260	Private Residence	1206 East 14th Avenue
226	8HI4259	Private Residence	1210 East 14th Avenue
225	8HI4258	Private Residence	1212 East 14th Avenue
252	8HI4285	Private Residence	1306 East 14th Avenue
251	8HI4284	Private Residence	1310 East 14th Avenue
250	8HI4283	Private Residence	1312 East 14th Avenue
249	8HI4282	Private Residence	1316 East 14th Avenue
258	8HI4291	Private Residence	1410 1/2 14th Avenue
259	8HI4292	Private Residence	1412 East 14th Avenue
260	8HI4293	Private Residence	1414 East 14th Avenue
261	8HI4294	Private Residence	1416 East 14th Avenue
262	8HI4295	Private Residence	1418 East 14th Avenue
277	8HI4308	Duplex	1506 East 14th Avenue
276	8HI4307	Private Residence	1508 East 14th Avenue
274	8HI4305	Private Residence	1518 East 14th Avenue
278	8HI4309	Private Residence	1602 East 14th Avenue
282	8HI4313	Duplex	1616 East 14th Avenue
307	8HI4338	Private Residence	1712 East 14th Avenue
323	8HI4353	Private Residence	1806 East 14th Avenue
322	8HI4352	Private Residence	1808 East 14th Avenue
319	8HI4349	Private Residence	1820 East 14th Avenue
318	8HI953	Apartment Cueto House	1822 East 14th Avenue
214	8HI4247	Private Residence	1920 East 14th Avenue
328	8HI4358	Private Residence	2004 East 14th Avenue
329	8HI4359	Private Residence	2008 East 14th Avenue
248	8HI4281	Private Residence	2506 North 14th Street/ Republica de Cuba
292	8HI4323	Private Residence	1701 East 15th Avenue

YBOR CITY NATIONAL HISTORIC LANDMARK DISTRICT PROPERTIES (Continued)

I.D. No.	FMSF* No.	Description	Property Address
293	8HI4324	Duplex	1703 East 15th Avenue
294	8HI4325	Private Residence	1705 East 15th Avenue
295	8HI4326	Private Residence	1707 East 15th Avenue
296	8HI4327	Private Residence	1709 East 15th Avenue
297	8HI4328	Duplex	1711 East 15th Avenue
298	8HI4329	Private Residence	1713 East 15th Avenue
299	8HI4330	Private Residence	1715 East 15th Avenue
312	8HI4343	Private Residence	1803 East 15th Avenue
313	8HI4344	Private Residence	1805 East 15th Avenue
314	8HI4345	Private Residence	1811 East 15th Avenue
316	8HI4347	Private Residence	1815 East 15th Avenue
317	8HI4348	Private Residence	1821 East 15th Avenue
220	8HI4253	Private Residence	1901 East 15th Avenue
219	8HI4252	Private Residence	1905 East 15th Avenue
218	8HI4251	Duplex	1909 East 15th Avenue
217	8HI4250	Duplex	1911 East 15th Avenue
215	8HI4248	Duplex	1915 East 15th Avenue
266	8HI4299	Private Residence	2501 North 15th Street
263	8HI4296	Private Residence	2502 North 15th Street
267	8HI0957	Private Residence	2503 North 15th Street
264	8HI4297	Private Residence	2504 North 15th Street
268	8HI1052	Private Residence	2505 North 15th Street
265	8HI4298	Private Residence	2506 North 15th Street
284	8HI4315	Private Residence	2504 North 17th Street
285	8HI4316	Storage Building	2510 North 17th Street
308	8HI4339	Private Residence	2507 North 18th Street
309	8HI4340	Private Residence	2509 North 18th Street
301	8HI4332	Private Residence	2514 North 18th Street
222	8HI4255	Private Residence	2501 North 19th Street
221	8HI4254	Private Residence	2509 North 19th Street

TAMPA HEIGHTS MULTIPLE PROPERTY LISTING PROPERTIES

I.D. No.	FMSF* No.	Description	Property Address
080	8HI3663	Private Residence	2004 North Lamar Avenue
410	8HI4437	Private Residence	506 East Palm Avenue
079	8HI3753	Apartment	508 East Palm Avenue
073	8HI3672	Faith Temple Missionary Baptist Church	602 East Palm Avenue
076	8HI812	Apartment Building	1902 North Lamar Avenue
051	8HI917	Otto Stallings House	408 East 7th Avenue

PROPERTIES WITH INDIRECT ADVERSE EFFECT

WEST TAMPA NATIONAL REGISTER HISTORIC DISTRICT
PROPERTIES WITH INDIRECT ADVERSE EFFECT

I.D. No.	FMSF* No.	Description	Property Address
B8a		Commercial	1403 N. Howard Avenue
B9b		Private Residence	1907 La Salle Street
B8e		Private Residence	2115 La Salle Street
B8f		Private Residence	2117 La Salle Street
B5i	8HI4121	Private Residence	2307 La Salle Street
B5h	8HI4122	Private Residence	2309 La Salle Street
B5g	8HI4104	Private Residence	N. Howard Avenue
B5f	8HI4124	Private Residence	2321 La Salle Street
B5e	8HI4125	Private Residence	2329 La Salle Street
B5d	8HI4126	Private Residence	2331 La Salle Street
B5c	8HI4127	Private Residence	2333 La Salle Street
B5a	8HI4129	Private Residence	2337 La Salle Street

YBOR CITY NATIONAL HISTORIC LANDMARK DISTRICT
PROPERTIES WITH INDIRECT ADVERSE EFFECT

I.D. No.	FMSF* No.	Description	Property Address
B1a	--	Private Residence	909 East 15th Avenue
B1d	--	Private Residence	2514 North 10th Street
B1e	--	Private Residence	2518 North 10th Street
B2a	--	Private Residence	1009 East 15th Avenue
B2b	--	Private Residence	1011 East 15th Avenue
B2c	--	Private Residence	1011 1/2 East 15th Avenue
B2d	--	Private Residence	1013 East 15th Avenue
B2e	--	Private Residence	1019 East 15th Avenue
B2f	--	Private Residence	1021 East 15th Avenue
B2g	--	Private Residence	2516 North 12th Street
B3b	8HI4242	Private Residence	2505 North 12th Street
B3c	8HI4262	Private Residence	1203 East 15th Avenue
B3d	8HI4263	Private Residence	1205 East 15th Avenue
B4a	--	Private Residence	911 East 12th Avenue
B4b	--	Private Residence	915 East 12th Avenue
B4c	--	Private Residence	917 East 12th Avenue
B4d	--	Private Residence	919 East 12th Avenue
B4e	--	Private Residence	921 East 12th Avenue
B4f	--	Private Residence	2105 Nebraska Avenue
B4g	--	Private Residence	906 East 11th Avenue
B4j	--	Private Residence	920 East 11th Avenue
B4k	--	Private Residence	2202 North 10th Street
B4l	--	Private Residence	2204 North 10th Street
B5a	--	Private Residence	905 East 11th Avenue
B5b	--	Private Residence	907 East 11th Avenue
B7a	--	Private Residence	1001 East 12th Avenue
B7b	--	Private Residence	1007 East 12th Avenue
B7d	--	Private Residence	1011 East 12th Avenue

YBOR CITY NATIONAL HISTORIC LANDMARK DISTRICT
PROPERTIES WITH INDIRECT ADVERSE EFFECT (Continued)

I.D. No.	FMSF* No.	Description	Property Address
B7e	--	Private Residence	1019 East 12th Avenue
B7f	--	Private Residence	2206 North 12th Street
B8f	--	Private Residence	1203 East 12th Avenue
B8g	--	Private Residence	1205 East 12th Avenue
B8h	--	Private Residence	1207 East 12th Avenue
B8i	--	Private Residence	1211 East 12th Avenue
B8j	--	Private Residence	1213 East 12th Avenue
B8l	--	Private Residence	1219 East 12th Avenue
B8m	--	Private Residence	1221 East 12th Avenue
B8n	--	Private Residence	2214 North 13th Street
B9a	8HI4264	Private Residence	1211 East 15th Avenue
B9b	8HI4265	Private Residence	1215 East 15th Avenue
B9c	8HI4267	Private Residence	2508 North 13th Street
B12a	8HI4322	Private Residence	1605 East 15th Avenue
B12b	8HI4321	Private Residence	1609 East 15th Avenue
B12c	8HI4320	Private Residence	1611 East 15th Avenue
B12d	8HI4319	Private Residence	1613 East 15th Avenue
B12e	8HI4318	Private Residence	1615 East 15th Avenue

TAMPA HEIGHTS MULTIPLE PROPERTY LISTING PROPERTIES

I.D. No.	FMSF* No.	Description	Property Address
PAa	8HI3751	Private Residence	407 East Palm Avenue
PAb	8HI0271	Private Residence	405 East Palm Avenue
PAi	8HI0279	Apartments	2003 North Central Avenue
PAj	8HI0689	Day Care Center	2005 North Central Avenue
PAk	8HI0283	Private Residence	2007 North Central Avenue
MPL1	8HI3649	Tampa Heights Methodist Church (Tyer Temple United Methodist Church)	503 East Park Avenue

* Florida Master Site File Form

APPENDIX 3

DEFINITIONS

APPENDIX 3

MOA DEFINITIONS

Criteria of Adverse Effect: An undertaking is considered to have an adverse effect when the effect on a historic property may diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Adverse effects on National Register or eligible properties may occur under conditions which include but are not limited to:

(1) Physical destruction, damage, or alteration of all or part of a property;

(2) Isolation of the property from or alteration of the character of the property's setting when that character contributes to the property's qualification for the National Register;

(3) Introduction of visual, audible, or atmospheric elements that are out of character with the property or alter its setting;

(4) Neglect of a property resulting in its deterioration or destruction;

(5) Transfer, lease, or sale of a property without adequate conditions or restrictions regarding preservation, maintenance, or use.

Advisory Council on Historic Preservation: The National Historic Preservation Act of 1966, as amended, established the Advisory Council on Historic Preservation (ACHP) as an independent agency of the United States to advise the President and the Congress on historic preservation matters, recommend measures to coordinate Federal historic preservation activities, and comment on Federal actions affecting properties included in or eligible for inclusion in the *National Register of Historic Places.* The Council protects properties of historical, architectural, archeological, and cultural significance at the national, State, and local level.

Agency Official: The Federal agency head or a designee with authority over a specific undertaking, including any State or local government official who has been delegated legal responsibility for compliance with Section 106 and Section 110(f) in accordance with law.

Area of Potential Effect: The geographic area or areas within which an undertaking may cause changes in the character or use of historic properties, if any such properties exist.

Cultural Resources: Resources that are considered to be properties with ethnic, historic, architectural, industrial, and/or personal significance to the community.

Federal Relocation Assistance: Anyone displaced by a Federal or Federally-assisted program shall be offered relocation assistance services for the purpose of locating a suitable replacement property

which meets the federal requirements for decent, safe. and sanitary housing. Public Law 91-646, the Uniform Relocation Act of 1970 as amended, ensures fair and consistent

treatment of people who are required to move to make way for new road construction. Relocation services are provided by qualified personnel employed by the Department of Transportation.

Florida Master Site File: The State's clearinghouse for information on archaeological sites, historical structures, and field surveys for such sites. The system is administered by the Bureau of Archaeological Research, Division of Historical Resources, under the Florida Department of State. The Master Site File depends on the reporting of outside individuals and organizations for its information. The Master Site File Form Number which organizes all files includes a prefix of "8" for the state of Florida, a two letter county code, the number in assignment order within the county, and an optional terminal letter designating spatial or other subdivisions of the site.

HABS: The Historic American Buildings Survey (HABS) is a federal government program which documents locally, regionally, and nationally significant architectural properties that are listed in or eligible for the *National Register of Historic Places.* The National Park Service manages the program and all HABS records are maintained in the Prints and Photographs Division of the Library of Congress. The Historic American Engineering Record (HAER) is administered in conjunction with the HABS program.

Historic Property: Any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register. This term includes, for the purposes of these regulations, artifacts, records, and remains that are related to and located within such properties. The term "eligible for inclusion in the National Register" includes both p
properties formally determined as such by the Secretary of the Interior and all other properties that meet National Register listing criteria.

Historic Tampa/Hillsborough County Preservation Board of Trustees (HT/HCPB): The HT/HCPB consists of nine members who are appointed by the Governor, confirmed by the Senate, and serve 4-year terms. The HT/HCPB is a not-for-profit Board of Trustees and operates as part of the Department of State under the Division of Historical Resources. The purpose and functions of the Board are to restore, preserve, maintain, reconstruct, reproduce, and operate for the use, benefit, education, recreation, enjoyment, and general welfare of the people of this state and nation certain ancient or historic landmarks, sites, cemeteries. graves, military works, monuments, locations, remains, buildings, and other objects of historic or antiquarian interest of Hillsborough County.

Individually Eligible: A historic property that the Secretary of the Interior has designated as individually eligible for listing on the *National Register of Historic Places.*

Mayor's Challenge Fund Partnership: An organization comprised of government, local nonprofit, and private lending organizations committed to improving Tarnpa's housing stock. Funds pledged or committed by Partnership lending institutions are used by the City and local nonprofit housing corporations in order to make low interest loans to Tampa's low and moderate income families through the Challenge Fund Program. The Challenge Fund guarantees private bank loans for 5 years

which eliminates the need for mortgage insurance, insures lower rates, and requires 0 points to obtain a loan.

Mitigation: If an adverse effect on historic properties is found, the Agency Official shall notify the Advisory Council on Historic Preservation (ACHP) and shall consult with the State Historic Preservation Officer (SHPO) to seek ways to avoid or reduce the effects on historic properties. This process is referred to as mitigation. If the Agency Official and the State Historic Preservation Officer agree upon how the effects will be taken into account, they shall execute a Memorandum of Agreement (MOA).

National Historic Landmark: A historic property that the Secretary of the Interior has designated as a National Historic Landmark.

National Register of Historic Places: The *National Register of Historic Places* maintained by the Secretary of the Interior.

Protective Buying:

Secretary of Interior Guidelines: "Standards and Guidelines for Archaeology and Historic Preservation" (48 FR 447716) used to identify historic properties and to evaluate the eligibility of these properties for the *National Register of Historic Places.*

Section 106 Process: The National Historic Preservation Act requires consultation between the State Historic Preservation Officer (SHPO) and the FHWA to determine the effects of a proposed improvement project on properties listed or eligible for listing on the *National Register of Historic Places* and properties identified as contributing to National Register Historic Districts. The identification of these historic properties as well as agreed upon mitigation for impacts to properties based on consultation activities is referred to as the "Section 106 process." The Federal Register sites 36 CFR Part 800, "Protection of historic Properties," which outlines the regulations that govern the Section 106 review process established by the National Historic Preservation Act of 1966, as amended.

APPENDIX 4

URBAN DESIGN GUIDELINES SUMMARY

INTENT OF THE GUIDELINES

INTENT OF THE GUIDELINES

From the inception of the Tampa Interstate Study Master Plan project, visual quality and aesthetics have been an integral component of the planning process. Goals and objectives outlined in the Master Plan are as follows:

- To improve the overall aesthetics and unity of the interstate system;
- To establish a hierarchy of areas for special visual emphasis; and
- To develop a palette of man-made and natural design elements to be used in the implementation of the project.

The Urban Design Guidelines for the Tampa Interstate Study have been developed to minimize adverse visual and auditory impacts to both users of the freeway and land use neighbors adjacent to the system. The goal of these guidelines is to ensure a consistent, aesthetically pleasing treatment for design and to minimize visual effects throughout the limits of the interstate study.

The objective of these guidelines is to provide the design team guidance on specific aesthetic requirements contained in approved environmental documents, the Section 4(f) Evaluation and Section 106 commitments. It is emphasized that the aesthetic requirements have been agreed upon by federal, state and local agencies as appropriate and in some areas serve as mitigation. These measures must be followed and documented as are any other project criteria necessary for project implementation approval by the Federal Highway Administration.

While these guidelines present concepts and examples, their goal is to encourage the design team to exercise fully their own talents and intuition in shaping the aesthetic experience of any design. The Urban Design Guidelines should be used to provoke, not to inhibit, design expression. It should be used to facilitate observation, develop an awareness of aesthetic responses and evaluate the relative success of alternative solutions. Although sharing the common framework of the interstate corridor, every project is unique. Only through the design team, with intimate project knowledge and first-hand participation in the design evolution, can the intent and objectives of this document be realized.

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1.0
INTRODUCTION

1.0 INTRODUCTION

In 1989, the Tampa Interstate Study team produced a plan for the proposed reconstruction of 37 miles of Tampa's interstate system. This multi-modal transportation project, referred to as the Tampa Interstate Study (TIS) Phase I Master Plan, consisted of the full range of master planning and impact analyses for several reconstruction alternatives to safely accommodate transportation needs in the year 2010. The TIS Master Plan was approved by the Federal Highway Administration (FHWA) in November 1989. The limits of the study include portions of I-275, I-75 and I-4, as illustrated on Exhibit 1.1. The Master Plan study area was divided into 6 geographic study segments and 20 design segments for planning and analysis. The design segments are shown on Exhibit 1.2 and discussed in Appendix A. The FHWA-approved TIS Master Plan concept is documented in the Florida Department of Transportation's (FDOT) Master Plan Report (August 1989).

From the inception of the project, visual quality and aesthetics of the interstate expansion have been an integral component of the Master Plan process for both the system user and the adjacent land area. Goals and objectives outlined in the Master Plan are as follows:

- To improve the overall aesthetics and unity of the interstate system;
- To establish a hierarchy of areas for special visual emphasis; and
- To develop a palette of man-made and natural design elements to be used in the implementation of the project.

The intent of the Phase I Master Plan was to document visual quality and provide the framework for tempering design decisions so that these goals and objectives are not overlooked or compromised in the subsequent phases of the project. While aesthetics is an integral part of functional roadway design, no design features should be proposed that would interfere with current roadway safety standards and criteria. The TIS project is included in the Hillsborough County MPO 2010 Long Range Transportation Plan, adopted September 10, 1991.

Phase II of the TIS began in May 1990 and involves the environmental documentation necessary for state and federal approvals and funding for those concepts approved in Phase I. Environmental documentation completed to date is discussed in Appendix B. The Environmental Impact Statement portion of the TIS includes the Section 106 and Section 4(f) analyses, which address mitigation for impacts on cultural, historic, and recreational resources. A Memorandum of Agreement (MOA), developed as part of the Section 106 process, will be signed by coordinating and cooperating agencies to establish the appropriate mitigation required to be carried forth in subsequent project phases. The Urban Design Guidelines will be incorporated as part of the MOA, which is a legally binding agreement. The reality of such a complex project is that a multitude of consultants will be involved with the design of the project. This underscores the importance of providing a concise set of guidelines that will ensure integration and continuity of design standards throughout the different contracts so the overall aesthetic goals of the interstate reconstruction are achieved.

The design documentation, or final design for the proposed improvements, will be accomplished in Phase III of the TIS. Selected design consultants will complete bid documents by geographic segment as outlined in the Master Plan. At designated submittals, design consultants will be required to address aesthetic issues in writing, detailing compliance with the Urban Design Guidelines. Presentations to a Design Review Committee will be required, at specified intervals of project completion, to ensure compliance with the Urban Design Guidelines and coordination with adjacent design segments.

Phase IV of the TIS will involve right-of-way acquisition, relocation, and construction of the proposed improvements. Purchase of additional properties necessary for the proposed interstate reconstruction, as well as the construction of the improvements, will be completed by design segment.

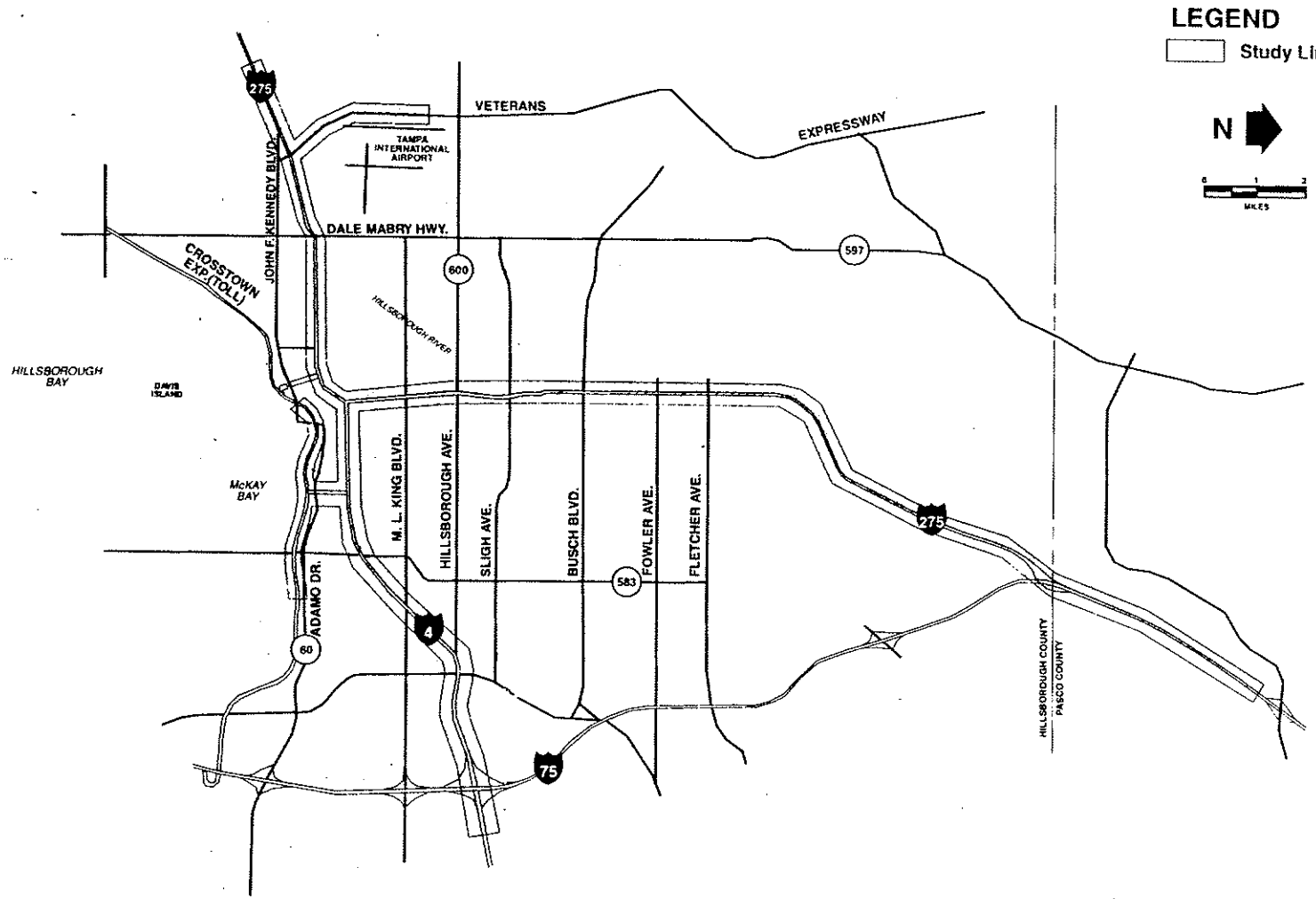

EXHIBIT 1.1
TAMPA INTERSTATE STUDY LIMITS

The Greiner Team

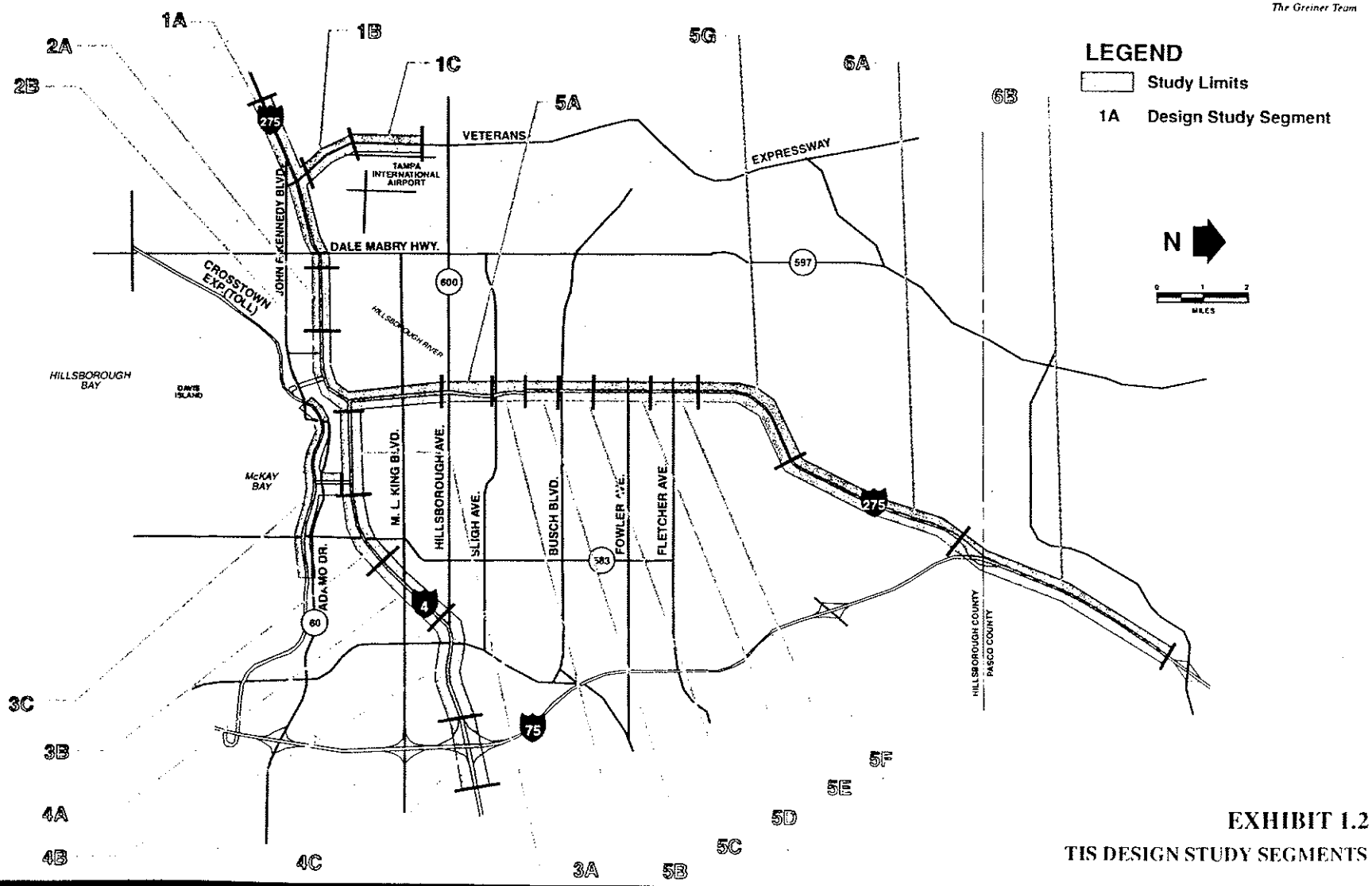

EXHIBIT 1.2
TIS DESIGN STUDY SEGMENTS

2.0
PURPOSE OF URBAN DESIGN GUIDELINES

2.0 PURPOSE OF THE URBAN DESIGN GUIDELINES

The TIS Urban Design Guidelines have been developed to minimize adverse visual and auditory impacts to users of the freeway and to land uses adjacent to the system. The goal of the guidelines is to ensure a consistent, aesthetically pleasing design and to minimize adverse effects in the project area. A description of the various levels of treatment throughout the 37-mile corridor is provided in Section 3.2 of this document.

An objective of these guidelines is to provide the designer with specific aesthetic requirements relative to the approved environmental documents, Section 4(f) Evaluation and Section 106 commitments and requirements. It should be noted that the aesthetic requirements have been approved by federal, state, and local agencies as appropriate mitigation of adverse effects in some design segments. These specific mitigation measures must be followed and documented as any other project criteria and commitment.

2.1 AESTHETIC DESIGN THEME

It is the intent of this document to refine the general design concepts and performance standards established in the Master Plan, and to delineate requirements for conformance to an aesthetic design theme and criteria. These criteria are for use by the government agencies responsible for maintaining the design process, by the professional design consultants responsible for preparing final design documents, and for the construction administration of the design segments.

Because the interstate reconstruction is scheduled for implementation by individual design segments over an estimated 20-year time frame, coordination to ensure consistency and continuity among adjacent design segments is essential to the long-term success of the project. This coordination will require continued agency liaison efforts throughout the duration of the project.

2.2 MINIMIZING VISUAL IMPACTS

In addition to improving the overall unity and visual quality of the project, the Urban Design Guidelines address specific performance standards for unique areas within the corridor. These areas include West Tampa, Ybor City, Seminole Heights and Tampa Heights, recognized for their historic resources, and downtown Tampa and Westshore, which encompass several culturally significant and historic resources. These special design areas are discussed in Section 3.3. These areas are the subject of environmental analysis and documentation as required by Section 106 of the National Historic Preservation Act and Section 4(f) of the Federal Highway Act/Department of Transportation Act of 1966 (in conjunction with the National Environmental Policy Act).

The Section 106 process, as illustrated on Exhibit 2.1, considers the potential effects of proposed actions on historic properties. In addition to addressing such direct impacts as physical destruction, isolation or alteration of setting, and neglect of historic properties, the Section 106 evaluation criteria of adverse effects includes alteration of visual, audible or atmospheric elements to a property's setting. Consultation among the State Historic Preservation Officer (SHPO), the Federal Highway Administration (FHWA), and the Advisory Council on Historic Preservation and the FDOT will result in a Memorandum of Agreement (MOA), which will outline agreed upon measures that will reduce, avoid, or mitigate adverse effects. The City of Tampa and the FDOT will be concurring signatures to the MOA. Therefore, the visual components of the urban design elements in the area of potential effect as outlined in these Urban Design Guidelines will serve as mitigation measures for the negative impacts created by the proposed interstate improvements.

Section 4(f) protected lands impacted by the project include historic sites and publicly owned properties used for parks and recreational facilities. Proposed actions which may directly or indirectly impact such properties are subject to the Section 4(f) process. Direct impacts include property acquisition for additional right-of-way and access to the facilities. Indirect impacts include, among other elements,

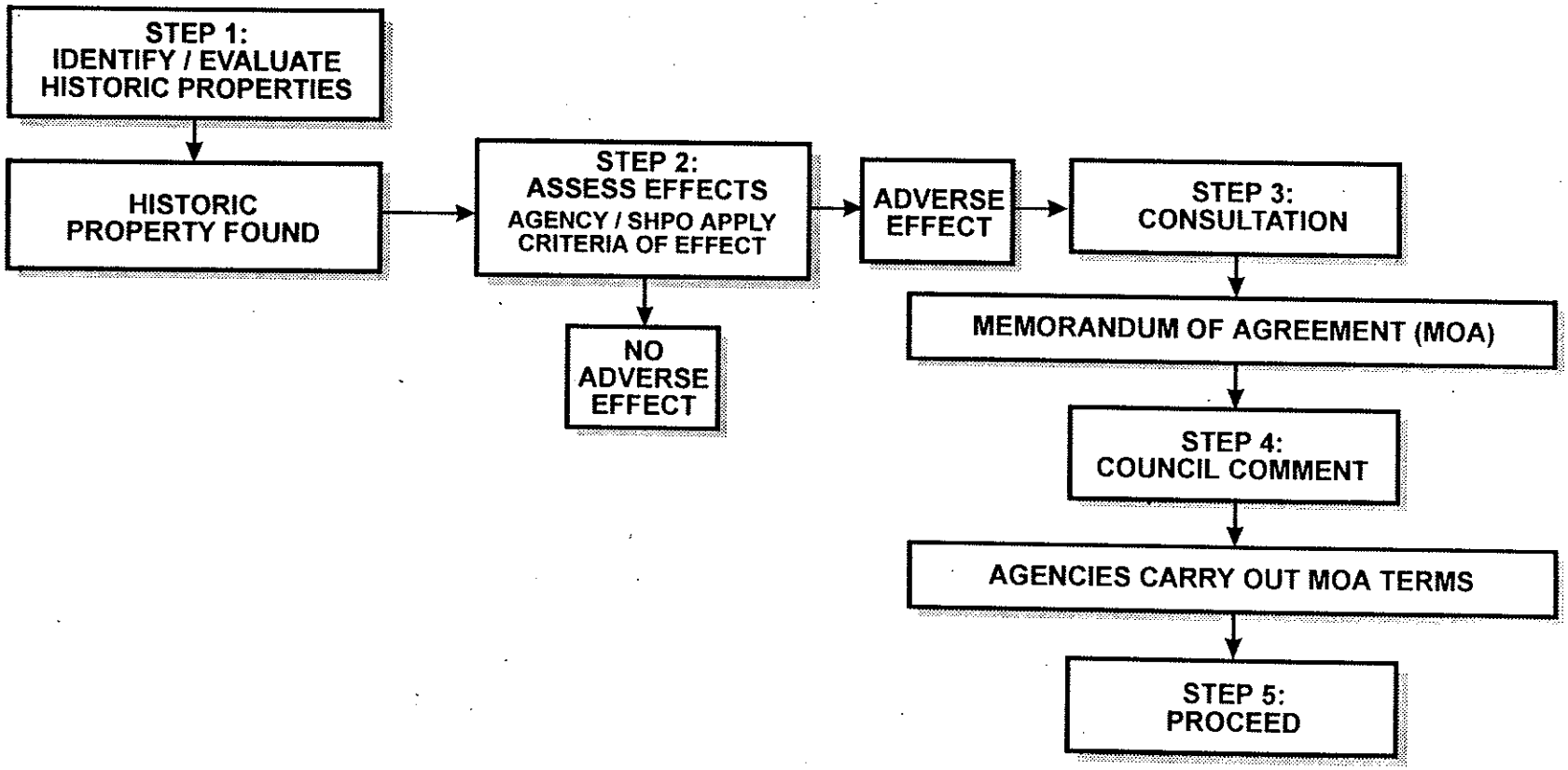

EXHIBIT 2.1
SECTION 106 PROCESS

visual aesthetics and noise. Similar to the Section 106 concerns, the Urban Design Guidelines are intended to minimize adverse indirect impacts to Section 4(f) properties in the vicinity of the proposed interstate improvements.

Due to the small size of parcels in many locations, right-of-way for the interstate improvements in these areas will be acquired by parcel. The remainder parcels will be available for aesthetic treatments outlined in this report to be a "good neighbor" to the surrounding community. No partial parcels will be left which would be unusable by the property owner due to code or setback requirements.

APPENDIX 5

MARKETING PLAN

APPENDIX 5

MARKETING PLAN

I. The Federal Highway Administration (FHWA), in consultation with the State Historic Preservation Officer (SHPO), shall ensure that a plan is prepared and implemented for marketing any of the historic structures referenced in Stipulation III.A of the Memorandum of Agreement (MOA) that have not been occupied by a relocatee pursuant to Stipulation III.A5 of the MOA. FHWA shall ensure that the marketing plan includes the following elements:

A. An information package for each relocated and rehabilitated structure that is not occupied by a relocatee, including but not limited to:

1. Photographs of the property;
2. A parcel map;
3. Information on the property's historic significance;
4. Information on the property's cost;
5. Information on tax benefits for rehabilitation of historic properties;
6. Notification that the purchaser shall be required via protective covenant to maintain the property in accordance with the recommended approaches in the Secretary of the Interior's Standards for Rehabilitation and Illustrated Guidelines for Rehabilitating Historic Properties (U.S. Department of the Interior, National Park Service, 1992); and
7. Notification that the covenant shall be included in the documents transferring the property to the purchaser.

B. A distribution list of potential purchasers.

C. An advertising plan and schedule.

D. A schedule for receiving and reviewing offers.

II. Upon SHPO's agreement with the marketing plan or after resolution of any disagreement in accordance with Stipulation I of the MOA, FDOT shall implement the marketing plan.

III. In consultation with SHPO, FDOT shall review each offer it receives in response to the marketing plan and select one that meets the following requirements:

A. The offeror has the financial and technical ability to carry out the terms of the offer; and

B. The offeror agrees to accept transfer of the property with the covenant.

IV. If FDOT receives no offer that it determines conforms to the requirements of paragraph III above, FDOT, in consultation with SHPO, may modify the requirements and re-offer the property, or may deed the property to the City of Tampa or a non-profit organization. Should SHPO not agree with FDOT's decision regarding the property(ies), FDOT may implement the dispute resolution stipulation outlined in the MOA.

APPENDIX 6

SALVAGING PLAN

APPENDIX 6

SALVAGING ARCHITECTURAL ELEMENTS

I. GENERAL RESPONSIBILITIES

A. Intent

Pursuant to Stipulation III.C of the Memorandum of Agreement (MOA), the Florida Department of Transportation (FDOT) shall establish and implement the following plan for assuring the salvage of architectural elements and materials from all structures located in the National Register Historic and Historic Landmark Districts and from any individually listed or eligible buildings located in the planned interstate right-of-way expansion.

B. Phasing

FDOT shall undertake a phased right-of-way acquisition plan for relocation, rehabilitation, documentation, salvage and/or demolition of the structures subject to terms of the MOA. The FDOT will coordinate the effort with the City of Tampa, Tampa Preservation, Inc. (TPI) and the Historic Tampa/Hillsborough County Preservation Board (HT/HCPB).

C. Purpose

The purpose of salvaging the architectural elements and material shall be to aid in the restoration of other contributing structures in the historic districts. First priority shall be given to structures relocated and rehabilitated by FDOT. Second priority for distribution of materials shall be given to those structures being relocated by FDOT and deeded to the City of Tampa. All remaining materials shall be made available for use in historic neighborhoods or structures to the extent possible.

II. PROCESS

A. Establishment of Salvage Identification Team

The FDOT shall participate in a Salvage Identification Team which shall consist of a representative from FDOT (or its designee), the City of Tampa and TPI and a staff member of the HT/HCPB. The team may include a structural engineer or other technical expert as deemed appropriate by the HT/HCPB. The HT/HCPB staff member shall be chairman of the committee and coordinate the Team's activities.

B. Identification of Elements and Materials

1. Upon acquisition of each structure, FDOT shall immediately secure each site per Stipulation IV.B of the MOA.

2. During the documentation process outlined in Stipulation V.A, the Salvage Identification Team shall have access to evaluate each structure prior to its scheduled demolition. The evaluation process shall begin as soon as possible following property acquisition.

3. The Salvage Identification Team shall inventory and mark or otherwise stipulate those elements to be salvaged. The team shall note any materials which appear to be particularly fragile to help assure care in their removal.

C. Removal

1. Within 60 days of completion of documentation and salvage identification, FDOT, in consultation with HT/HCPB and TPI, shall contract for the removal of the identified objects with a qualified licensed contractor experienced in the rehabilitation or salvage of historic structures. The FDOT will give first

consideration to qualified licensed contractors with experience in both the salvaging and demolition of historic structures.

2. Salvage of identified materials shall begin within 30 days of date of salvaging contract execution.

3. The salvage contractor shall coordinate with the Salvage Identification Team the removal of the identified materials to an interim storage site.

D. Storage

1. The City of Tampa and FDOT shall identify and provide a secure, convenient, adequately sized and fumigated facility for storage and distribution. (It is anticipated that said storage facility will be an existing building adjacent to the interstate that will be acquired by FDOT as the TIS project is completed.)

2. The facility or facilities shall be available for the life of the salvage, relocation and rehabilitation process associated with the interstate expansion.

3. The salvaging contractor shall have the materials fumigated and in a clean and "useable" condition prior to delivery to the storage facility.

E. Distribution/Administration

1. Distribution of the salvage materials shall be administered in accordance with the purposes set forth in Paragraph I.C of this plan by a non-profit organization specializing in historic preservation, rehabilitation and redevelopment to be selected by FDOT in consultation with the HT/HCPB.

2. The non-profit organization may charge a minimal fee to the recipients of the materials to cover overhead expenses associated with the maintenance and distribution of the salvaged materials for any structures being rehabilitated or relocated from the interstate right-of-way.

3. Once it has met the priorities set forth in Paragraph 1.C. of this plan to the satisfaction of the FDOT, which shall consult with the HT/HCPB in determining whether these priorities have been satisfied, the non-profit organization may distribute or sell any material not required to meet such priorities.

APPENDIX F

TIER ANALYSIS REPORTS

Task F6a (6)
Tier 1 Evaluation
Technical Memorandum

TAMPA INTERSTATE STUDY

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

Prepared For

FLORIDA DEPARTMENT
of
TRANSPORTATION

Prepared By

GREINER, INC.

In Association With

GANNETT FLEMING TRANSPORTATION ENGINEERS

TEXAS TRANSPORTATION INSTITUTE

KNIGHT APPRAISAL SERVICES, INC.

November 1988

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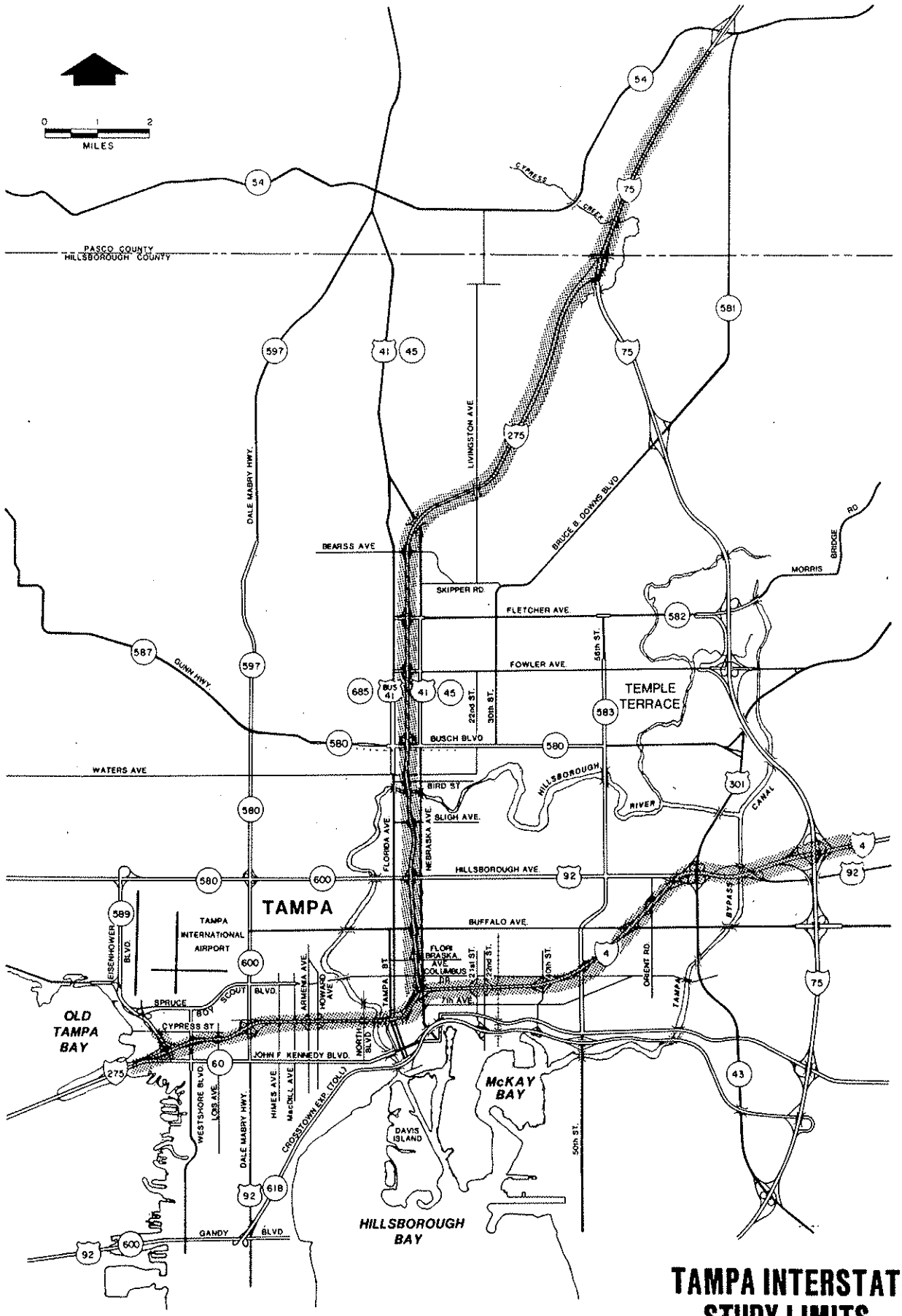
14	HOV Priority Wishbone Ramps	Page 24
15	HOV Priority Flyover Ramps	Exhibit 14



TAMPA INTERSTATE STUDY LIMITS

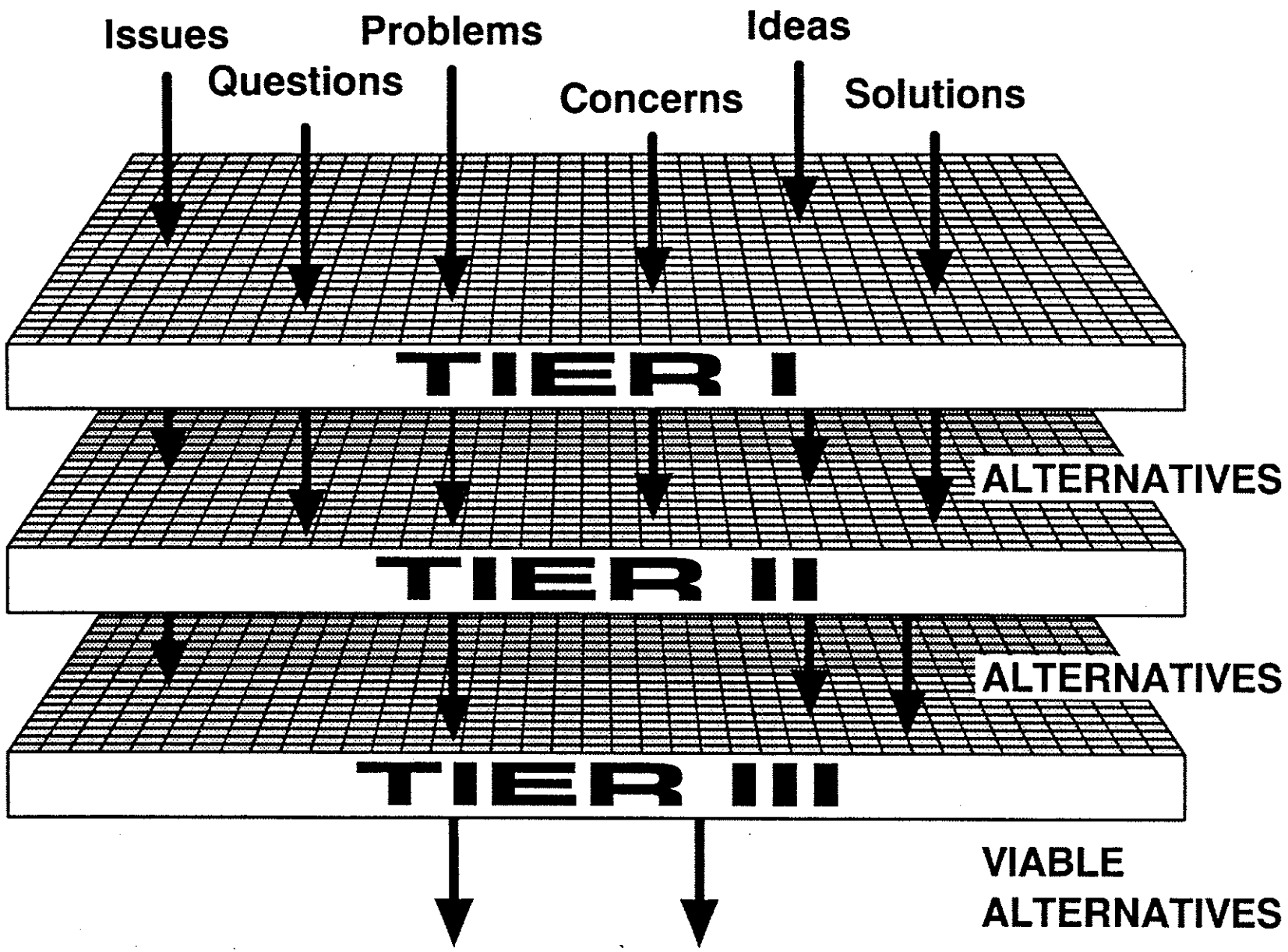
EXHIBIT 1

Federal Highway Administration (FHWA). This presentation was held on November 12, 1987, and was summarized in the Task F2a Component Package Presentation Summary.[1] The presentation identified those design components affecting rehabilitation of the Interstate system. These design components include: vertical and horizontal alignment, structural conditions, interchange spacing, crossroad widening and vertical clearance, transit options and maintenance of traffic considerations. Subsequent to the presentation, review, and comment by the FDOT and the FHWA, the Task F2b Draft Design Criteria Manual, Policies and Procedures Technical Memorandum[2] was prepared. This document contains both roadway and transit design criteria and representative typical sections for a range of planning alternatives.

The initial highway conceptual design alternatives were defined using as input the Task F2b Draft Design Criteria Manual and data and findings from several studies including the FDOT Project Development Report, Reconstruction and HOV Improvements I-275 and I-4;[3] the I-75 Interchange Location and Master Plan Study;[4] the Hillsborough County City-County Planning Commission's I-75 Corridor Land Use Study;[5] the City of Tampa's University North Corridor Analysis;[6] and the year 2010 Metropolitan Planning Organization (MPO) Long Range Transportation Plan.

TIER ANALYSIS

The comparative analysis technique used to identify viable alternatives in the Tampa Interstate Study is called Tier Analysis. This screening process, or tiering, allows the study team to assemble a large array of competing design components in an easily understood matrix format for evaluation. Exhibit 2 depicts this process. The key



THE TIER EVALUATION PROCESS

EXHIBIT 2

TAMPA INTERSTATE STUDY / THE GREINER TEAM

factor in the success of the tier analysis process is its ability to "window down" the vast array of competing designs to the few viable alternative concepts suitable for application in Tampa's interstate corridors.

The first tier (or level) of analysis is on 1"=200' scale aerial maps and provides a process for using key factors to evaluate the reconstructed highway's impacts. This analysis both ranks alternative concepts and identifies any alternatives with extreme or obvious detrimental impacts, which means it is considered to be a fatally flawed concept and is eliminated from further study.

The second tier of evaluation takes the alternatives which remain after the "first tier cut," and, as in the first tier, a matrix evaluation is prepared. The matrix includes all factors considered relevant by the study team. The matrix also includes quantification and estimates of impacts for each of the alternatives by category of impact and results in a ranking of alternatives.

The third and final tier of evaluation within Task F, Conceptual Design Analysis, includes geometric layouts of all remaining alternatives at 1"=100' scale. Those alternatives that survived the second tier evaluation matrix are re-evaluated with more stringent standards and detailed analyses.

The refinement and the continuing development of alternatives through this systematic process provides all necessary documentation as to the logical process and selection of viable alternatives. This process provides the necessary documentation as to why alternatives that did not survive the evaluation process were eliminated. In

addition, this process allows the community to better understand and follow a rather complex and technical process in a step-by-step manner until the selection of reasonable and viable alternatives is reached.

TAMPA INTERSTATE STUDY TIER 1 MATRIX EVALUATION

Roadway

The identification or selection of alternatives to be carried from the first tier to the second tier of analysis was accomplished through the use of an evaluation matrix. The first tier matrix was composed of generalized and easily measured data or factors available at the time of analysis. These factors are grouped into categories for ease in reference. Table 1 contains a factor definition or description of those measurement units which were used to determine the alternatives' impacts.

TABLE 1

TIER 1 MATRIX EVALUATION FACTORS AND METHODS OF MEASUREMENT

Physical Environment

1. **Noise Sensitive Sites** - The greater the number of noise sensitive sites within 800 feet of the right-of-way, the greater the negative impact.
2. **Wetlands** - The greater the number of acres of wetlands required for right-of-way, the greater the negative impact.
3. **Permit Difficulty** - The greater the value (based on vegetative type) of the acreage of wetlands required for right-of-way, the greater the negative impact.

Land Use

1. **Major Community Facilities** - The greater the number of community facilities (not 4f) within the proposed right-of-way, the greater the negative impact.

2. **4f and Section 106** - The greater the number of park and recreation sites, historical sites or districts, or archaeological sites within the right-of-way, the greater the negative impact.
3. **Accessibility and Circulation** - The larger the number of local streets terminated, the greater the negative impact. The larger the number of frontage roads, additional overpasses or interchanges allowing cross corridor travel, the greater the positive impacts.

4. **Right-of-Way/Relocations** - The larger the number of relocations required, the greater the negative impact.

Roadway/Transit

1. **Maintenance of Traffic** - The greater the ability for the alternative to maintain traffic operations during construction, the more positive the rating; the more restrictive the construction is on traffic operations, the more negative the rating. If an alternative does not allow for maintenance of traffic, it is fatally flawed.

2. **Design Segment Continuity** - The greater the flexibility the alternative allows for a variety of alternative concepts for upstream and downstream design segments, the more positive the rating.

3. **Operational Characteristics** - The more relief (better LOS) that an alternative provides for system mainline traffic and the immediate access area, the more positive the rating.

Structural

1. **New Bridges and Bridge Replacement** - The greater the number of new or replaced structures, the greater the negative impact.

2. **Reconstructed Bridges** - The greater the number of bridges requiring widening or reconstruction, the greater the negative impact.

3. **Construction** - The greater the difficulty of structural construction (bridge type), the greater the negative impact.

Drainage System

1. **System Contained within the Existing Right-of-Way** - The greater the acreage required for drainage outside the existing right-of-way or under an elevated structure, the greater the negative impact.

2. **Maintenance** - The greater the regular maintenance needs of the drainage system, the greater the negative impact.

3. **Permit Difficulty** - The greater the floodplain encroachment, the greater the negative impact.

4. **Design Flexibility** - The greater the complexity of the drainage system, the greater the negative impact.

Costs

1. **Structural** - The greater the additive cost for each new or reconstructed typical structure, the greater the negative benefits.

2. **Roadway/Transit** - The greater the cost per mile of improvement, the greater the negative impact.

A list of categories and their factors used in the Tier 1 Analysis is found on Exhibit 3. For each alternative, a rating was assigned to each factor to measure both positive and negative impacts. A value of three (3) was assigned when there are no impacts, minimal negative impacts and/or significant positive impacts. A value of two (2) was assigned when the evaluation indicates moderate negative and/or moderate positive impacts. A value of one (1) was assigned when the alternative has a significant negative impact and no or minimal positive impacts. A value was assigned for each factor for each alternative within a design segment. The evaluation of a single factor may also identify an alternative to be fatally flawed, thereby eliminating that alternative. Fatally flawed alternatives are indicated with a F.F. symbol.

A graphic overview of the study area showing the design segment limits is presented on Exhibit 4. For ease of reference, specific design segments are presented separately and include a description of the alternatives as well as the matrix evaluation form. The results of the matrix evaluation by specific design segment follow. The 1"=200" scale aerial photography showing the alternatives is appended by reference. This report concludes with a discussion on Tier 1 transit alternatives.

EXHIBIT 3

TIER 1 MATRIX EVALUATION

DESIGN STUDY SEGMENTS

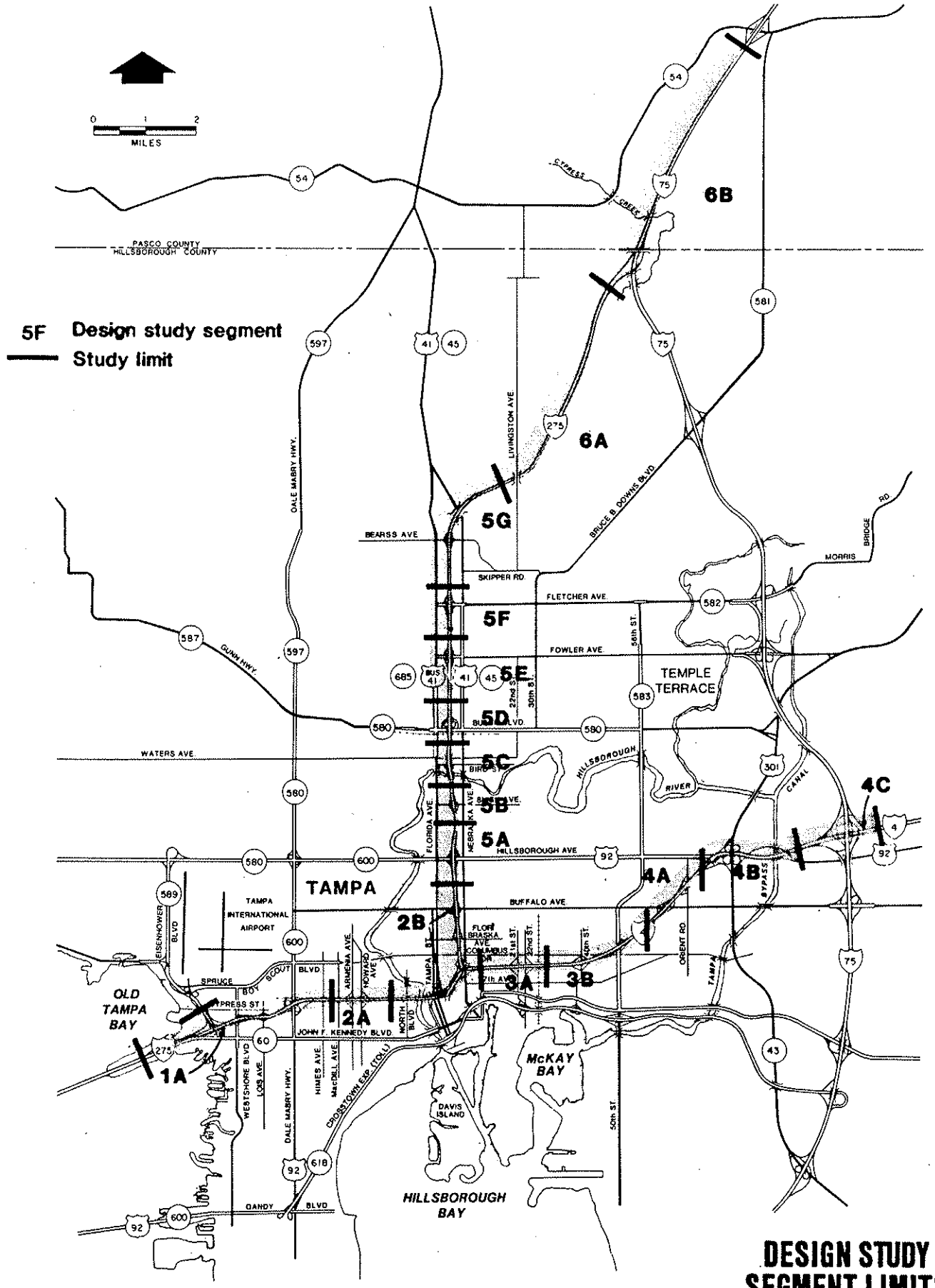
SEGMENT

FACTORS	ALTERNATIVES						
PHYSICAL ENVIRONMENT							
Noise Sensitive Sites							
Wetlands							
Permit Difficulty							
LAND USE							
Major Community Facilities							
"4F" & Section 106							
Accessibility/Circulation							
Right-of-Way/Relocation							
ROADWAY/TRANSIT							
M.O.T.							
Design Segment Continuity							
Operational Characteristics							
STRUCTURAL							
New Bridges & Bridge Replacement							
Reconstructed Bridges							
Construction							
DRAINAGE SYSTEM							
System Contained Within Existing ROW							
Maintenance							
Permit Difficulty							
Design Flexibility							
COSTS							
Structural							
Roadway/Transit							
TOTAL	0	0	0	0	0	0	0
AVERAGE	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Matrix Value of 1 = significant negative impacts and/or minimal positive impacts.

Matrix Value of 2 = moderate negative impacts and/or moderate positive impacts.

Matrix Value of 3 = minimal negative impacts and/or significant positive impacts.



DESIGN STUDY SEGMENT LIMITS

EXHIBIT 4

Design Segment 1A

Design Segment 1A starts at I-275 and the Howard Frankland Bridge and runs to east of Himes Avenue. Segment 1A also includes Memorial Highway south of Cypress Street. Table 2 provides descriptions of each of the Tier 1 alternatives within Design Segment 1A.

TABLE 2

DESIGN SEGMENT 1A
DESCRIPTION OF TIER 1 ALTERNATIVES

Alternative 1A1 - 4-roadway system adhering to 50:1 FAA flight path criteria connecting with a 4-roadway system east of Himes Avenue. A three-level urban interchange at I-275 and Dale Mabry Highway.

Alternative 1A2 - 2-roadway system from Howard Frankland Bridge to Lois Avenue, 4-roadway system east of Lois Avenue, adhering to 62:5:1 HCAA flight path criteria. A three-level urban interchange at I-275 and Dale Mabry Highway.

Alternative 1A3 - Same as alternative 1A2 without ramps to and from the west at Lois Avenue.

Alternative 1A4 - Same as alternative 1A1 without ramp service to and from the west for Lois Avenue.

Alternative 1A5 - Same as alternative 1A1 with connection between Cypress Street and Himes Avenue.

Alternative 1A6 - Same as alternative 1A1 transitioning to a 2-roadway system east of Himes Avenue.

Alternative 1A7a - Same as alternative 1A1 locating Dale Mabry Highway ramp movements outside and above mainline (Dale Mabry) lanes. This alternative connects with a 4-roadway system east of Himes Avenue.

Alternative 1A7b - Same as alternative 1A1 locating Dale Mabry Highway ramp movements outside and above mainline (Dale Mabry) lanes. This alternative connects with a 2-roadway system east of Himes Avenue.

The evaluation of Tier 1 alternatives in Design Segment 1A is summarized in Exhibit 5. Examination of this exhibit shows six of eight alternatives ranked high

EXHIBIT 5
TIER 1 MATRIX EVALUATION
DESIGN STUDY SEGMENTS
SEGMENT 1A

FACTORS	1A1	1A2	1A3	1A4	1A5	1A6	1A7A	1A7B
PHYSICAL ENVIRONMENT								
Noise Sensitive Sites	2	2	3	2	2	2	2	2
Wetlands	3	3	3	3	3	3	3	3
Permit Difficulty	3	3	3	3	3	3	3	3
LAND USE								
Major Community Facilities	1	2	2	2	1	2	2	2
"4F" & Section 106	3	3	3	3	3	3	3	3
Accessibility/Circulation	3	3	1	1	3	3	2	2
Right-of-Way/Relocation	1	2	3	1	1	2	1	2
ROADWAY/TRANSIT								
M.O.T.	3	1	1	3	3	2	3	2
Design Segment Continuity	3	3	3	3	3	3	3	3
Operational Characteristics	3	3	1	1	3	3	3	3
STRUCTURAL								
New Bridges & Bridge Replacement	1	1	3	2	1	1	1	1
Reconstructed Bridges	3	3	3	3	3	3	3	3
Construction	2	2	2	2	2	2	2	2
DRAINAGE SYSTEM								
System Contained Within Existing ROW	1	1	2	1	1	2	2	2
Maintenance	3	3	3	2	2	3	3	3
Permit Difficulty	2	2	2	2	2	3	3	3
Design Flexibility	2	2	2	1	1	2	2	2
COSTS								
Structural	1	2	3	1	1	1	1	1
Roadway/Transit	3	2	1	2	2	2	2	2
TOTAL	43	43	44	38	40	45	44	44
AVERAGE	2.0	2.0	2.1	1.8	1.9	2.1	2.1	2.1

Matrix Value of 1 = significant negative impacts and/or minimal positive impacts.
Matrix Value of 2 = moderate negative impacts and/or moderate positive impacts.
Matrix Value of 3 = minimal negative impacts and/or significant positive impacts.

with the same number of points. No one alternative or alternatives were clearly superior to the others. Rather than continue to carry such a large number of alternatives into the second tier of analysis, it was determined additional evaluation of the alternatives would be done to determine what aspects or design components of the various alternatives resulted in positive and negative impacts. At this point, Tier 1 alternatives could be re-combined and refined into Tier 2 alternatives.

Design components of the alternatives which could be identified as causing significant negative impacts and should not be continued into Tier 2 are listed below.

* A 2-roadway system east of Lois Avenue (traffic volumes too great)
* 60 mph design speeds and resulting structural configuration at I-275 and Memorial Highway interchange (would require the acquisition of Westshore Plaza parking or Centre Pointe building).
* The removal of Lois Avenue interchange (loss of access to Westshore Community)

Several design components were identified for which no determination was made as to positive or negative impacts. It was determined more analysis was needed in Tier 2. These design components included:

* The aviation related height restrictions at I-275 and Memorial Highway
* A 4-roadway versus 2-roadway system west of Lois Avenue
* The location and length of frontage roads
* Type of access to Cypress Street
* Type of interchange at Dale Mabry Highway

Design components which always resulted in positive impacts and would therefore be carried forward to Tier 2 were identified as:

* The Sherrill Street extension through I-275
* A direct freeway connection to the Northwest Expressway
* Cantilevered structures at I-275 and Memorial Highway
* Interchanges at Westshore Boulevard (to/from east), Lois Avenue (to/from west), Dale Mabry Highway, and Himes Avenue

The Tier 1 Alternatives Evaluation in Design Segment 1A resulted in the definition of three new alternatives from the refinement and combination of the previous eight alternatives. The alternatives to be evaluated in Tier 2 were numbered 1A8, 1A9 and 1A10.

Design Segment 2A

Design Segment 2A starts on I-275 east of Himes Avenue and runs to east of Rome Avenue. Table 3 provides a description of each Tier 1 alternative within Design Segment 2A. The evaluation of the Tier 1 Alternatives in Design Segment 2A is summarized in Exhibit 6.

TABLE 3

DESIGN SEGMENT 2A
DESCRIPTION OF TIER 1 ALTERNATIVES

Alternative 2A1 - 4-roadway system with a split interchange at Howard and Armenia Avenues. Interchange ramps to and from the east at Himes Avenue. One-way frontage roads between Himes Avenue and North Boulevard.

Alternative 2A2 - 4-roadway system with split interchange at Howard and Armenia Avenues. Interchange ramps to and from the east at Himes Avenue.

Alternative 2A3 - 2-roadway system with split interchange at Howard and Armenia Avenues. Interchange ramps to and from the east at Himes Avenue. No frontage roads.

EXHIBIT 6
TIER 1 MATRIX EVALUATION
DESIGN STUDY SEGMENTS
SEGMENT 2A

FACTORS	2A1	2A2	2A3	2A4
PHYSICAL ENVIRONMENT				
Noise Sensitive Sites	2	2	2	2
Wetlands	3	3	3	3
Permit Difficulty	3	3	3	3
LAND USE				
Major Community Facilities	2	1	1	2
"4F" & Section 106	2	2	2	3
Accessibility/Circulation	3	1	2	1
Right-of-Way/Relocation	2	2	2	3
ROADWAY/TRANSIT				
M.O.T.	3	2	1	1
Design Segment Continuity	3	3	3	1
Operational Characteristics	3	3	3	1
STRUCTURAL				
New Bridges & Bridge Replacement	2	2	3	1
Reconstructed Bridges	3	3	3	1
Construction	3	3	2	1
DRAINAGE SYSTEM				
System Contained Within Existing ROW	1	1	1	2
Maintenance	3	3	2	1
Permit Difficulty	2	2	2	2
Design Flexibility	3	3	2	1
COSTS				
Structural	3	3	3	1
Roadway/Transit	3	2	2	3
TOTAL	49	44	42	33
AVERAGE	2.6	2.3	2.2	1.7

Matrix Value of 1 = significant negative impacts and/or minimal positive impacts.
Matrix Value of 2 = moderate negative impacts and/or moderate positive impacts.
Matrix Value of 3 = minimal negative impacts and/or significant positive impacts.

Alternative 2A4 4-roadway system with express lanes double decked on top of local freeway lanes. Interchange at Howard and Armenia Avenues with access to the local freeway.

Examination of Exhibit 6 indicates alternative 2A1 had a significantly higher score than the other three alternatives and should be carried forward to the Tier 2 analysis. The previously identified community goal to provide either access to the West Bank of the Central Business District (CBD) or to provide alternative entry points into the CBD resulted in all new Tier 2 alternatives including a frontage road concept. As a result of the design segment continuity analysis of Design Segments 2A and 2B, it was determined an additional 4-roadway alternative (2A5) which transitions to a 6-roadway in the CBD area would also be developed.

The Tier 1 evaluation did identify problems and benefits of a 2-roadway system. The 2-roadway alternative without frontage roads (alternative 2A3) had traffic operational problems in the Dale Mabry area but benefits in areas east of Armenia Avenue. As a result, it was determined to develop a new alternative (2A6) in Tier 2 which was a mix of the 4- and 2-roadway systems.

Review of Exhibit 6 also indicates alternative 2A4, Double Deck Alternative, has a significantly lower score than the three other alternatives suggesting it not be carried further in the process. The 4-roadway double deck alternative is not suitable for Design Segment 2A because of the complex roadway systems at Dale Mabry Highway and the CBD. The use of cantilever structures (or partial decking) for other alternatives in Design Segment 2A will continue to be evaluated through the Tier process.

Design Segment 2B

The study limits of Design Segment 2B (the CBD) are I-275 from east of Rome Avenue to north of Buffalo Avenue, and I-4 from its junction with I-275 east to 14th Street. Table 4 provides a description of the Tier 1 alternatives for Design Segment 2B. Exhibit 7 provides a summary of the Tier 1 evaluation for this area.

TABLE 4

DESIGN SEGMENT 2B
DESCRIPTION OF TIER 1 ALTERNATIVES

Alternative 2B1 - 4-roadway system with exclusive HOV lanes located within the middle of the roadway system; HOV movements from I-4 to I-275 North are not provided. HOV lanes provide both through movement and direct ramping to Marion Street from the east and Tampa Street from the west. Ashley Street provides downtown distributor to the west, and there is the flexibility to provide an east distributor via Orange Street.

Alternative 2B2 - Same roadway connection as 2B1 with the difference in the roadway design. The interstate is cantilevered over the adjacent HOV and local freeway lanes, requiring less right-of-way.

Alternative 2B3 - 4-roadway system similar to 2B1 with the HOV lanes removed from the median and placed on a separate corridor at-grade on Estelle Street with a cantilever alternative to the north of the interstate. The interstate lanes have been elevated and the local freeway located under it to reduce right-of-way.

Alternative 2B4 - 6-roadway system without HOV lanes. 6-roadway system simplifies the connections at the I-275/I-4 junction by allowing the northbound I-275 and eastbound I-4 traffic to be separated prior to the junction.

Review of Exhibit 7 shows alternative 2B2 has clearly more positive benefits than any other alternatives and should be carried forward to Tier 2. This alternative scored high because of the cantilevered roadway which has less right-of-way and land use impacts. The HOV option in the middle allows for peripheral parking to occur on either side of the interstate.

EXHIBIT 7
TIER 1 MATRIX EVALUATION
DESIGN STUDY SEGMENTS
SEGMENT 2B

FACTORS	2B1	2B2	2B3	2B3A	2B4
PHYSICAL ENVIRONMENT					
Noise Sensitive Sites	2	2	2	2	2
Wetlands	2	3	2	2	2
Permit Difficulty	2	3	2	2	2
LAND USE					
Major Community Facilities	1	3	2	2	2
"4F" & Section 106	1	3	2	2	2
Accessibility/Circulation	1	3	2	2	2
Right-of-Way/Relocation	1	2	2	2	2
ROADWAY/TRANSIT					
M.O.T.	3	2	2	3	1
Design Segment Continuity	2	3	2	2	2
Operational Characteristics	2	3	2	2	2
STRUCTURAL					
New Bridges & Bridge Replacement	1	1	1	1	1
Reconstructed Bridges	3	3	3	3	3
Construction	3	2	2	3	3
DRAINAGE SYSTEM					
System Contained Within Existing	1	1	1	1	1
Maintenance	2	1	1	1	2
Permit Difficulty	1	1	1	1	1
Design Flexibility	1	1	2	2	2
COSTS					
Structural	1	1	1	2	3
Roadway/Transit	2	2	2	2	2
TOTAL	32	40	34	37	37
AVERAGE	1.7	2.1	1.8	1.9	1.9

Matrix Value of 1 = significant negative impacts and/or minimal positive impacts.
Matrix Value of 2 = moderate negative impacts and/or moderate positive impacts.
Matrix Value of 3 = minimal negative impacts and/or significant positive impacts.

It was determined another elevated alternative with HOV on a separate alignment (similar to 2B3) would be developed to the north (2B5). This alternative would have full interchange access at the Jefferson/Orange Street interchange.

Alternative 2B4 had the next highest score but did not meet the multi-modal (transit) goals of the study. It was determined the 6-roadway system had positive operational characteristics and should be carried forward as a new Tier 2 alternative (2B6) but with a HOV component.

Design Segments 3A and 3B

The limits of Design Segments 3A and 3B (Ybor City) are I-4 from 14th Street to east of 50th Street. Table 5 provides a description of the Tier 1 alternatives for Design Segments 3A and 3B. Exhibit 8 provides a summary of the Tier 1 analysis of alternatives for this area.

TABLE 5

DESIGN SEGMENTS 3A AND 3B
DESCRIPTION OF TIER 1 ALTERNATIVES

Alternative 3A1 - 4-roadway system (HOV in the center) using centerline of existing I-4 for right-of-way expansion. New Crosstown Connector between I-4 and Crosstown Expressway near 30th Street. Removal of the interchange at 40th Street. Braided ramps between 14th/15th Streets and 21st/22nd Streets.

Alternative 3A2 - Same roadway system and access as alternative 3A1 with the centerline shifted to the north so all additional right-of-way acquisition occurs to the north of I-4.

Alternative 3A3 - Same roadway system and access as alternative 3A1 with the centerline shifted to the south so all additional right-of-way acquisition occurs to the south of I-4.

EXHIBIT 8
TIER 1 MATRIX EVALUATION
DESIGN STUDY SEGMENTS
SEGMENT 3A and 3B

FACTORS	3A1	3A2	3A3	3A4	3A5	3A6	3A7	3A71	3B1	3B2
PHYSICAL ENVIRONMENT										
Noise Sensitive Sites	2	2	1	2	2	2	2	2	2	1
Wetlands	3	3	3	3	3	3	3	3	2	2
Permit Difficulty	3	3	3	3	3	3	3	3	2	2
LAND USE										
Major Community Facilities	2	2	1	2	2	1	3	3	3	3
"4F" & Section 106	3	2	1	3	2	1	1	1	3	3
Accessibility/Circulation	2	2	2	2	2	2	1	1	3	3
Right-of-Way/Relocation	2	1	1	3	2	2	1	1	2	1
ROADWAY/TRANSIT										
M.O.T.	2	3	3	2	3	3	2	2	3	3
Design Segment Continuity	1	FF	FF	1	FF	FF	FF	FF	3	2
Operational Characteristics	3	3	3	3	3	3	1	1	3	3
STRUCTURAL										
New Bridges & Bridge Replacement	2	2	2	2	2	2	3	3	2	2
Reconstructed Bridges	3	3	3	3	3	3	3	3	3	3
Construction	2	2	2	2	2	2	1	1	3	3
DRAINAGE SYSTEM										
System Contained Within Existing	1	1	1	1	1	1	1	1	2	2
Maintenance	2	2	2	2	2	2	2	2	2	3
Permit Difficulty	2	2	2	2	2	2	2	2	3	3
Design Flexibility	2	2	2	2	2	2	2	2	3	3
COSTS										
Structural	2	2	2	2	2	2	1	1	2	2
Roadway/Transit	2	2	2	2	2	2	3	3	2	2
TOTAL	41	FF	FF	42	FF	FF	FF	FF	FF	FF
AVERAGE	2.0	1.9	1.7	2.0	1.9	1.8	1.7	1.7	2.3	2.2

FF = FATALLY FLAWED ALTERNATIVE
Matrix Value of 1 = significant negative impacts and/or minimal positive impacts.
Matrix Value of 2 = moderate negative impacts and/or moderate positive impacts.
Matrix Value of 3 = minimal negative impacts and/or significant positive impacts.

Alternative 3A4 - 4-roadway system (HOV in the center) with same access configuration as 3A1 with tighter design radius of the Crosstown Connector.

Alternative 3A5 - Same as alternative 3A4 with the centerline shifted to the north so all additional right-of-way acquisition occurs to the north of I-4.

Alternative 3A6 - Same as alternative 3A4 with the centerline shifted to the south so all additional right-of-way is acquired south of I-4.

Alternative 3A7 - 4-roadway system with expansion of centerline of existing I-4 and local freeway on the inside, with the HOV lanes split and the express freeway on the outside. Removal of the interchange at 40th Street. Braided ramps between 14th/15th Streets and 21st/22nd Streets.

Alternative 3A7.1 - Same as alternative 3A7 except HOV lanes split to outside to the west of the Crosstown Connector.

Alternative 3B1 - 4-roadway system with diamond interchange at 50th Street. Columbus Drive relocated to the south of I-4 with new intersection with 50th Street.

Alternative 3B2 - 4-roadway system with split diamond interchange with ramps to and from the east tied to Columbus Drive and ramps to and from the west tied to 50th Street. Frontage road between Columbus Drive and 50th Street. Columbus Drive relocated to the south with new intersection with 50th Street.

The alternatives analysis for Design Segments 3A and 3B is summarized in Exhibit 8. Six of the alternatives are shown as fatally flawed and not carried into Tier 2. Alternatives 3A2, 3A3, 3A5 and 3A6 were collectively defined as having all right-of-way acquisition occur completely to the north or to the south of I-4. This causes a fatal flaw in design segment continuity as it requires the entire I-4/I-275 CBD junction to be moved in the applicable direction. The tremendous negative impacts on land use in the CBD make these alternatives fatally flawed. Alternatives 3A7 and 3A7.1 are also fatally flawed because traffic traveling east in the express lanes must cross over the HOV lanes to access the slip ramp to the local freeway lanes, and the westbound traffic in the local freeway lanes must cross the HOV lanes to access the express freeway causing significant operational problems.

The remaining alternatives (3A1 and 3A4) varied only in the design radius of the Crosstown Connector and received similar total factor scores; however, both received low scores on design segment continuity. Ramp movements to and from 22nd Street conflicted with the Crosstown Connector traffic. It was also determined the braided ramps negatively impacted the redevelopment of the Ybor City historic area because of the significant right-of-way required. As a result, a new alternative (3A8) was developed which included the design concepts of 3A1 and 3A4 but with a split interchange at 14th/15th Streets. Assessment of the land use impacts and access to the Ybor City historic area led to development of another new alternative (3A9) with braided ramps providing access to the area to and from the west at 21st Street.

Exhibit 8 shows alternatives 3B1 and 3B2 had very similar factor totals with 3B1 having a slightly higher score because of less land use impacts. It was determined alternative 3B1 would be carried into the Tier 2 analysis. Analysis of the abutting Design Segment 4A led to a decision to incorporate a 2-roadway transition area within Design Segment 3B and led to the development of a new alternative (3B3). Because the split diamond interchange at 50th Street was a viable alternative and provided better access to 50th Street traffic, it was incorporated into alternative 3B3.

Design Segments 4A, 4B and 4C

The study limits of Design Segments 4A, 4B and 4C are I-4 from east of 50th Street to east of the I-75 Interchange. Table 6 provides descriptions of the Tier 1 alternatives within this design segment.

TABLE 6

DESIGN SEGMENTS 4A, 4B and 4C
DESCRIPTION OF TIER 1 ALTERNATIVES

Alternative 4A1 - 4-roadway system from 50th Street to Buffalo Avenue. A 2-roadway system beginning at Buffalo Avenue. Interchange at Buffalo Avenue, with ramps to and from the west at Orient Road. Chelsea Avenue overpass removed.

Alternative 4B2 - 2-roadway system with a 4-level fully directional interchange at U.S. 301. Relocated U.S. 92 provides all movements to I-4, except westbound U.S. 92 to eastbound I-4, via collector-distributor roadways.

Alternative 4B3 - 2-roadway system with a half cloverleaf and half directional flyover connection at U.S. 301. Relocated as U.S. 92. Extension of Sligh Avenue east across the By-pass Canal to Maple Lane.

Alternative 4B5 - 2-roadway system with full cloverleaf interchange between I-4 and U.S. 301. U.S. 92 is on a separate elevated roadway through U.S. 301 and I-4 with no interchange between U.S. 92 and U.S. 301 or I-4.

Alternative 4B6 - Same as alternative 4B5 except the U.S. 301/I-4 interchange is a half cloverleaf/half directional connector.

Alternative 4B7 - 2-roadway system with U.S. 92 on separate roadway through U.S. 301/I-4 interchange. U.S. 301 interchange with I-4 is provided by cloverleaf loop ramps to I-4 collector-distributor roadways. U.S. 92 interchange with I-4 is provided by ramps from U.S. 92 to I-4 mainline ramps. Access to Sligh Avenue and Vandenberg Airport is via U.S. 301.

Alternative 4C1 - 2-roadway system with reconstruction of I-4/I-75 to increase laneage through the interchange and direct connectors to the interchange. Ramps to eastbound Sligh Avenue from northbound I-75, and to westbound Sligh Avenue from southbound I-75.

Alternative 4C2 - 4-roadway system from I-4 east of I-75 interchange with express lanes elevated; creates a three-level interchange modification to the I-75/I-4 interchange entrances and exits.

Exhibit 9 summarizes the Tier 1 alternatives analysis for Design Segments 4A, 4B and 4C. In Design Segment 4A, there was only one alternative proposed and the evaluation found no significant negative impacts. It was determined for Tier 2 that an additional alternative would be developed for 4A2 which included a 4-roadway system extended to Buffalo Avenue.

EXHIBIT 9
TIER 1 MATRIX EVALUATION
DESIGN STUDY SEGMENTS
SEGMENT 4A thru 4C

FACTORS	4A1	4B2	4B3	4B5	4B6	4B7	4C1	4C2
PHYSICAL ENVIRONMENT								
Noise Sensitive Sites	3	3	3	3	3	2	3	3
Wetlands	2	2	2	2	2	2	2	3
Permit Difficulty	2	2	2	2	2	2	2	3
LAND USE								
Major Community Facilities	3	3	3	3	3	3	3	3
"4F" & Section 106	3	3	3	3	3	3	3	3
Accessibility/Circulation	3	3	3	1	1	1	3	2
Right-of-Way/Relocation	3	2	3	2	2	3	2	2
ROADWAY/TRANSIT								
M.O.T.	3	2	3	3	3	3	1	1
Design Segment Continuity	3	2	3	2	2	2	3	2
Operational Characteristics	3	3	3	1	1	1	3	3
STRUCTURAL								
New Bridges & Bridge Replacement	3	2	2	3	2	1	2	2
Reconstructed Bridges	3	3	3	3	3	3	3	3
Construction	3	2	2	2	2	2	3	2
DRAINAGE SYSTEM								
System Contained Within Existing	2	2	2	2	2	2	3	3
Maintenance	3	3	3	3	3	3	2	3
Permit Difficulty	1	2	2	2	2	1	2	2
Design Flexibility	3	3	3	3	3	2	3	3
COSTS								
Structural	3	3	3	2	1	1	3	1
Roadway/Transit	2	2	2	2	1	1	1	3
TOTAL	51	47	50	FF	FF	FF	FF	FF
AVERAGE	2.4	2.2	2.4	2.1	2.0	1.8	2.2	2.2

FF = FATALLY FLAWED ALTERNATIVE
Matrix Value of 1 = significant negative impacts and/or minimal positive impacts.
Matrix Value of 2 = moderate negative impacts and/or moderate positive impacts.
Matrix Value of 3 = minimal negative impacts and/or significant positive impacts.

Design Segment 4B had five alternatives in Tier 1. It was determined that alternatives 4B5, 4B6, and 4B7 were fatally flawed because no connection was provided to U.S. Highways 92 and/or 301. This lack of connection was significant because of the access necessary for the expansion of Vandenberg General Aviation Airport and the role of both U.S. 92 and U.S. 301 as regional highways. It was determined to carry both the design components of alternatives 4B2 and 4B3 forward, but to add I-4/U.S. 92 access as well as a partial interchange at Orient Road and renumber them as alternatives 4B8 and 4B9.

Design Segment 4C contained two Tier 1 alternatives, neither of which were carried into the Tier 2 analysis because they were considered fatally flawed as they required the reconstruction of the fairly new I-75/I-4 interchange. It was determined only a 2-roadway system was needed through the interchange. Additional ramp connections to Sligh Avenue and U.S. 92, as well as the extensions of the two roads through the interstate and extension of Faulkenburg Road through the I-4 corridor to improve access to Vandenberg Airport, were identified as new design components during the analysis process for inclusion in Tier 2 as alternative 4C3. A 4-roadway system west of the I-75 interchange without the ramp connections was developed as alternative 4C4.

Design Segments 5A, 5B, 5C and 5D

The study limits of Design Segments 5A through 5D are I-275 from north of Buffalo Avenue to north of Linebaugh Avenue (Seminole Heights and Sulphur Springs areas). A description of Design Segments 5A through 5D is found on Table 7. A summary of the Tier 1 evaluation is found on Exhibit 10.

EXHIBIT 10
TIER 1 MATRIX EVALUATION
DESIGN STUDY SEGMENTS
SEGMENT 5A thru 5D

FACTORS	5A1	5A2	5B1	5B2	5C1	5C2	5D1	5D2	5D3	5D4	5D5	5D6
PHYSICAL ENVIRONMENT												
Noise Sensitive Sites	2	2	2	2	2	2	2	2	2	2	2	2
Wetlands	3	3	3	3	2	2	3	3	3	2	2	2
Permit Difficulty	3	3	3	3	2	2	3	3	3	2	2	2
LAND USE												
Major Community Facilities	3	2	3	2	2	2		3	3	1	3	3
"4F" & Section 106	3	3	3	3	3	3		3	3	3	3	3
Accessibility/Circulation	3	3	3	3	3	3		3	3	3	3	3
Right-of-Way/Relocation	3	2	3	2	3	2		2	3	1	2	2
ROADWAY/TRANSIT												
M.O.T.	1	3	2	3	2	3	1	2	1	2	3	2
Design Segment Continuity	3	3	3	3	3	3	3	3	3	3	3	3
Operational Characteristics	3	3	3	3	3	3	2	2	2	2	3	2
STRUCTURAL												
New Bridges & Bridge Replacement	2	1	2	1	2	1	3	2	3	2	2	2
Reconstructed Bridges	3	3	3	3	3	3	3	3	3	3	3	3
Construction	3	3	2	3	2	3	2	2	2	3	3	3
DRAINAGE SYSTEM												
System Contained Within Existing	1	1	1	1	1	1	2	2	1	1	1	1
Maintenance	2	3	2	3	2	3	2	3	2	2	3	3
Permit Difficulty	2	2	2	2	2	2	2	2	2	2	2	2
Design Flexibility	2	2	2	3	3	3	3	3	3	3	3	3
COSTS												
Structural	2	2	2	2	2	2	2	2	2	2	2	2
Roadway/Transit	2	1	3	2	2	2	2	3	2	2	2	2
TOTAL	46	45	47	47	44	45	35	48	46	41	47	45
AVERAGE	2.2	2.1	2.2	2.2	2.1	2.1	2.1	2.3	2.2	2.0	2.2	2.1

Matrix Value of 1 = significant negative impacts and/or minimal positive impacts.
Matrix Value of 2 = moderate negative impacts and/or moderate positive impacts.
Matrix Value of 3 = minimal negative impacts and/or significant positive impacts.

TABLE 7

DESIGN SEGMENTS 5A, 5B, 5C and 5D
DESCRIPTION OF TIER 1 ALTERNATIVES

Alternative 5A1, 5B1 and 5C1 - 2-roadway system with diamond interchanges on Hillsborough and Sligh Avenues.

Alternative 5A2, 5B2 and 5C2 - 4-roadway system with diamond interchanges at Hillsborough and Sligh Avenues

Alternative 5D1 - 2-roadway system with parclo interchange at Busch Boulevard, with ramps to and from the north at Waters Avenue and a frontage road between Busch Boulevard and Waters Avenue.

Alternative 5D2 - 2-roadway system with braided ramps at Busch Boulevard and Linebaugh Avenue, and ramps to and from the north at Waters Avenue with a frontage road between Busch Boulevard and Waters Avenue.

Alternative 5D3 - 2-roadway system with diamond interchange at Busch Boulevard, and ramps to and from the north at Waters Avenue.

Alternative 5D4 - 4-roadway system with parclo interchange at Busch Boulevard, with ramps to and from the north at Waters Avenue and a frontage road between Busch Boulevard and Waters Avenue.

Alternative 5D5 - 4-roadway system with braided ramps at Busch Boulevard and Linebaugh Avenue, and ramps to and from the north at Waters Avenue. Frontage road between Busch Boulevard and Waters Avenue.

Alternative 5D6 - 4-roadway system with diamond interchange at Busch Boulevard, and ramps to and from the north at Waters Avenue.

A review of Exhibit 10 indicates alternatives 5A1 through 5C1 and 5A2 through 5C2 have similar scores for nearly all factors, with the only real difference being in the amount of right-of-way required. It was determined that both groups of alternatives should be carried into Tier 2 for further analysis.

Design Segment 5D had six Tier 1 alternatives. It was determined to take the alternatives with the highest score for each type of roadway (5D2 and 5D5) and carry them into Tier 2. Both alternatives include the braided ramps at Busch Boulevard and

a frontage road between Busch Boulevard and Waters Avenue. The frontage road in conjunction with proper signing will provide another outlet to the at-grade railroad crossing at Busch Boulevard. The Linebaugh Avenue ramps in alternatives 5D2 and 5D5 supplement the Busch Boulevard ramps for I-275 southern movements.

Design Segments 5E, 5F and 5G

The limits for Design Segments 5E, 5F and 5G are I-275 from north of Linebaugh Avenue to north of Livingston Avenue (University North Area). Descriptions of Tier 1 alternatives are found on on Table 8. A summary of the evaluation for this area is found in Exhibit 11.

TABLE 8

DESIGN SEGMENTS 5E, 5F and 5G
DESCRIPTION OF TIER 1 ALTERNATIVES

Alternative 5EFG-1 - 2-roadway system with interchanges at Fowler, Fletcher and Bearss Avenues.

Alternative 5EFG-2 - 2-roadway system concept with tight diamond interchanges at Fowler, Fletcher and Bearss Avenues. In addition, two-lane, one-way frontage roads would parallel both sides of I-275 throughout the limits of this segment.

Exhibit 11 provides a summary of the Tier 1 Evaluation. Because the 5E1, 5F1, 5G1 series of alternatives received higher scores, they were carried into the Tier 2 analysis. During the analysis it was determined another set of alternatives (5E3, 5F3, 5G3) would be developed as a 2-roadway system but with the addition of Nebraska and Florida Avenues designated as one-way pairs. In addition, two new streets (109th and April Lane) were identified to cross through the Interstate system.

EXHIBIT 11
TIER 1 MATRIX EVALUATION
DESIGN STUDY SEGMENTS
SEGMENT 5E thru 5G

FACTORS	5E1	5E2	5F1	5F2	5G1	5G2
PHYSICAL ENVIRONMENT						
Noise Sensitive Sites	1	1	1	1	1	1
Wetlands	3	2	3	3	2	2
Permit Difficulty	3	2	3	3	2	2
LAND USE						
Major Community Facilities	3	3	3	3	3	3
"4F" & Section 106	3	3	3	3	3	3
Accessibility/Circulation	3	3	3	3	3	3
Right-of-Way/Relocation	3	2	3	2	3	2
ROADWAY/TRANSIT						
M.O.T.	3	2	3	2	3	2
Design Segment Continuity	3	3	3	3	3	3
Operational Characteristics	3	3	3	3	3	3
STRUCTURAL						
New Bridges & Bridge Replacement	3	2	3	2	3	2
Reconstructed Bridges	3	3	3	3	3	3
Construction	2	3	2	3	2	3
DRAINAGE SYSTEM						
System Contained Within Existing	1	1	1	1	1	1
Maintenance	3	3	3	3	3	3
Permit Difficulty	2	2	2	2	2	2
Design Flexibility	2	2	2	2	2	2
COSTS						
Structural	2	2	2	2	2	2
Roadway/Transit	2	2	2	1	2	2
TOTAL	48	44	48	45	46	44
AVERAGE	2.4	2.2	2.4	2.3	2.3	2.2

Matrix Value of 1 = significant negative impacts and/or minimal positive impacts.
Matrix Value of 2 = moderate negative impacts and/or moderate positive impacts.
Matrix Value of 3 = minimal negative impacts and/or significant positive impacts.

Design Segments 6A and 6B

The study limits for Design Segments 6A and 6B are I-275 from north of Livingston Avenue to the Hillsborough/Pasco County Line; and I-75 from Hillsborough/Pasco County Line to south of S.R. 54 in Pasco County. A description of the Tier 1 alternatives in Design Segments 6A and 6B is found in Table 9. Concepts for Design Segment 6 were initially developed for the entire segment (alternatives 6-1 through 6-10). Due to the complexities of alternatives north of I-75, the Design Segment was then divided into 6A and 6B. The following descriptions reflect all the alternatives developed for Design Segment 6.

TABLE 9

DESIGN SEGMENTS 6A and 6B
DESCRIPTION OF TIER 1 ALTERNATIVES

Alternative 6A10 - 2-roadway system with an interchange at I-275/Easement Road, approximately 3.8 miles south of County Line Road and 1.1 miles northwest of Livingston Avenue. Easement Road is assumed to be a four-lane divided roadway over a six-lane I-275. Easement Road could be widened to six lanes.

Alternative 6B1 - 2-roadway system with directional fly-over ramp movements between I-75 northbound and I-275 southbound and I-275 northbound and I-75 southbound. A single-lane, mainline-to-mainline connector would be added for I-75 northbound to I-275 southbound (outside ramp), and I-275 northbound to I-75 southbound (inside ramp). The interstate roadway will be widened to a six-lane rural highway.

Alternative 6B2 - 2-roadway system with separate full-movement interchange at County Line Road. Ramps would be provided for County Line Road eastbound to I-75 northbound, and County Line Road westbound to I-275 southbound.

Mainline widening cannot be accomplished at the existing I-275 northbound overpass (over I-75); therefore, the horizontal alignment for the ramp from County Line Road eastbound to I-75 southbound assumes a re-built overpass accommodating all widening. The mainline I-75 is assumed to be a total of six lanes; the County Line Road eastbound to I-75 south movement would add an auxiliary lane.

Alternative 6B3 - 2-roadway system combining alternatives 6B1 and 6B2. Rural six-lane highway.

Alternative 6B4 - 2-roadway system with a diamond interchange at New S.R. 54, two miles north of County Line Road. Widening on both interstates will have resulted in a five-lane mainline section in each direction between County Line Road and New S.R. 54 Extended. I-75 will drop two mainline lanes northbound and add two main lanes southbound at the south ramps to this diamond interchange.

Alternative 6B5 - 2-roadway system which combines 2B2 and 2B4. Two new interchanges are proposed: a diamond interchange at New S.R. 54 and a parclo interchange at County Line Road.

Alternative 6B6 - 2-roadway system with a split interchange between County Line Road between New S.R. 54. Ramps to and from I-75/I-275 southbound would be provided to County Line Road. Continuous parallel 2-way frontage roads would also be provided on the east and west sides of I-75 between the two interchanges.

Alternative 6B7 - 2-roadway system which combines alternative 6B3 and 6B4. Two new interchanges are proposed: a diamond interchange at New S.R. 54 and a parclo interchange at County Line Road. Directional ramp movements between I-75 northbound and I-275 southbound, and I-275 northbound and I-75 southbound.

Alternative 6B8 - 2-roadway system which combines alternatives 6B1 and 6B6. A split diamond interchange is suggested for New S.R. 54 without ramps on and off to the south. A parclo interchange is recommended at County Line Road without ramps on or off to the north. Directional ramp movements between I-75 northbound and I-275 southbound, and I-275 northbound and I-75 southbound, would also be provided with alternative 6B8.

Alternative 6B9 - 2-roadway system with an interchange at New S.R. 54, parallel 2-way frontage roads east and west of I-75. Road would provide ramp movements to and from the south on both I-75 and I-275. This alternative (6A11) directs all local traffic on County Line Road with destinations north to use the New S.R. 54 interchange ramps via the local frontage road.

Exhibit 12 provides a summary of the Design Segment 6 Tier 1 Evaluation. There was only one alternative in Design Segment 6A, and it was determined this alternative (6A10) would be carried forward into Tier 2.

It was determined in Design Segment 6B that in order to increase access in a environmentally sensitive but rapidly urbanizing area, a rural highway with an eight-

EXHIBIT 12
TIER 1 MATRIX EVALUATION
DESIGN STUDY SEGMENTS
SEGMENT 6A & 6B

FACTORS	ALTERNATIVES									
	6A10	6B1	6B2	6B3	6B4	6B5	6B6	6B7	6B8	6B9
PHYSICAL ENVIRONMENT										
Noise Sensitive Sites	3	3	3	3	3	3	3	3	3	3
Wetlands	3	3	3	3	2	2	1	2	1	1
Permit Difficulty	3	3	3	3	2	2	1	1	1	1
LAND USE										
Major Community Facilities	3	3	3	3	3	3	3	3	3	3
"4F" & Section 106	3	3	3	3	3	3	3	3	3	3
Accessibility/Circulation	3	1	2	2	2	3	3	3	2	3
Right-of-Way/Relocation	3	3	3	3	3	3	3	3	3	3
ROADWAY/TRANSIT										
M.O.T.	3	2	1	1	3	2	2	2	2	2
Design Segment Continuity	3	1	3	1	1	2	3	1	1	3
Operational Characteristics	2	1	2	2	2	1	3	1	2	3
STRUCTURAL										
New Bridges & Bridge Replacement	2	3	2	3	3	2	1	2	1	1
Reconstructed Bridges	3	3	2	2	3	2	2	2	2	2
Construction	3	1	1	1	2	3	3	3	3	3
DRAINAGE SYSTEM										
System Contained Within Existing ROW	2	3	2	2	2	2	1	2	1	1
Maintenance	2	3	2	2	3	2	1	1	1	1
Permit Difficulty	3	3	2	2	2	2	1	1	1	1
Design Flexibility	3	3	3	3	2	2	1	1	1	1
COSTS										
Structural	3	2	3	1	3	2	2	1	1	2
Roadway/Transit	2	3	3	2	3	2	1	2	1	2
TOTAL	49	44	43	39	44	40	35	34	30	39
AVERAGE	2.1	2.1	2.0	1.9	2.0	1.9	1.7	1.6	1.6	2.0

Matrix Value of 1 = significant negative impacts and/or minimal positive impacts.
Matrix Value of 2 = moderate negative impacts and/or moderate positive impacts.
Matrix Value of 3 = minimal negative impacts and/or significant positive impacts.

and six-lane rural cross section was necessary. During the Tier 1 analysis, it was determined that the design components of the alternatives should be combined into alternative 6B11 with a new diamond interchange at S.R. 54, directional flyovers at the I-75/I-275 junction, and ramps to and from the south at County Line Road. For the Tier 2 analysis, alternative 6B12 was also identified as the same combination of design components but without the County Line Road ramps.

Transit

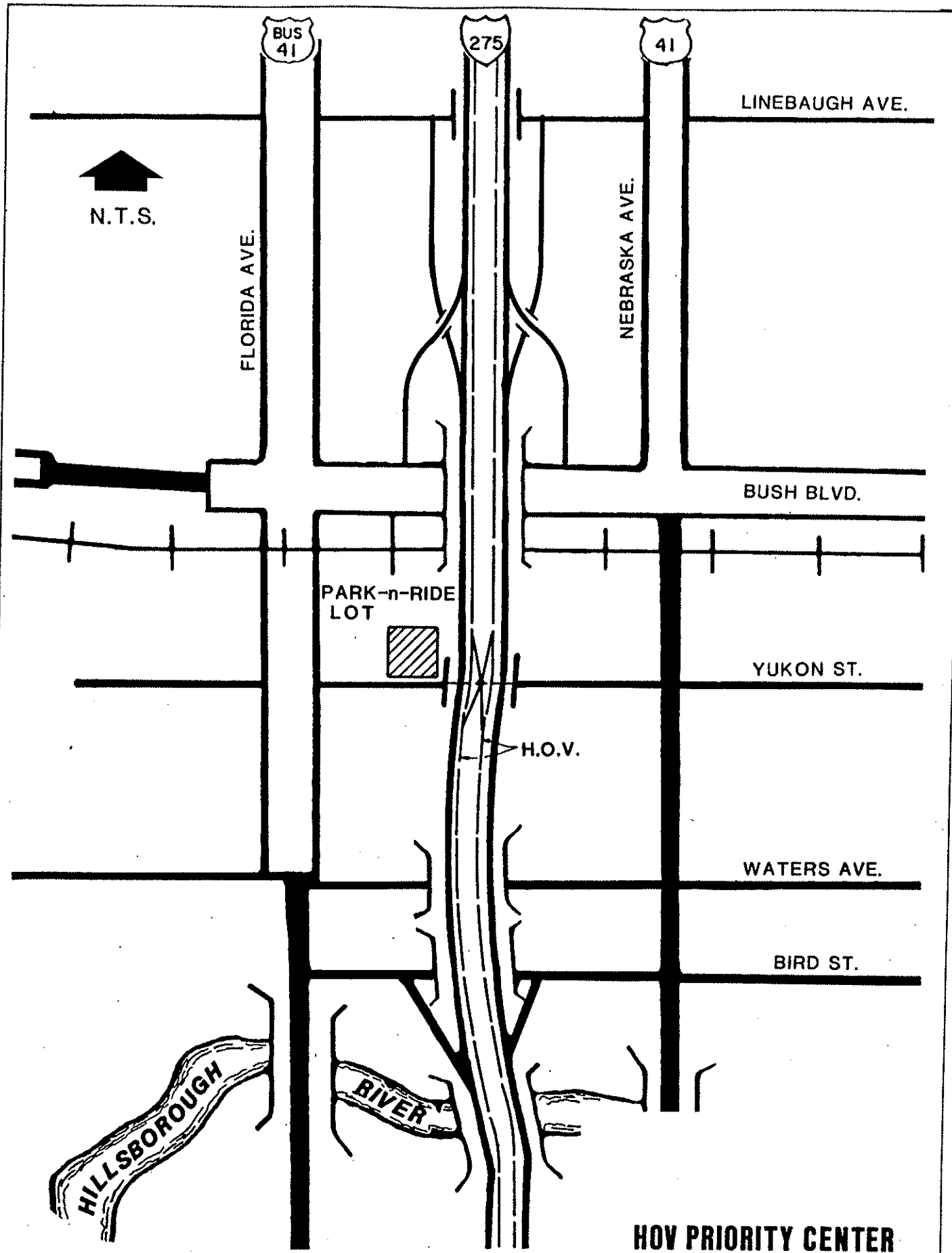
The Tier 1 Analysis included the development of a transit envelope with an emphasis on HOV lanes and priority ramps. In Tier 1, the Interstate system contains HOV lanes from on I-275 south of Livingston Road overpass and on I-4 west of I-75. In Tier 1, the analysis of priority ramp locations was conducted independently of the roadway analysis. The Tier 1 HOV analysis was divided into four geographical areas: I-275 North (Buffalo Avenue to Livingston Road), I-275 West (North Boulevard to the Howard Frankland Bridge, I-4 (14th Street to I-75) and the Tampa CBD. HOV priority ramps were developed to allow carpools and buses to directly enter the HOV lanes and avoid the weave across several general use highway lanes. This weaving situation is more complicated in the four-roadway sections where buses/carpools would be required to first enter the local access freeway, weave across several lanes to the entrance ramp of the express freeway, and then weave across additional general use lanes to the HOV lane.

I-275 North Special HOV Access Ramps

Along I-275 North, special HOV access ramps were considered at the following locations:

* Hillsborough Avenue/Osborne Avenue
* Yukon Street
* Bearss Avenue
* Livingston Avenue

At Hillsborough Avenue/Osborne Avenue, two alternatives were developed for priority access to the HOV lanes in the center of I-275. Alternative 1 provided exclusive center drop ramps from Hillsborough Avenue directly to/from the HOV lanes. These ramps would enter and exit the HOV lanes on the left side. Ramps were provided to the north and south of Hillsborough Avenue. Alternative 2 provided similar exclusive center drop ramps from Osborne Avenue directly to and from the HOV lanes. From a review of the plans it was determined that the center drop ramps at both locations would require a minimum right-of-way width of approximately 42 feet of additional right-of-way. This width would increase to approximately 52 feet if median barriers are required to separate the on and off ramps. Exhibit 13 shows a typical HOV center drop ramp configuration. The operation of these ramps would require a traffic signal at the intersection of these ramps. On Osborne Avenue, this additional traffic signal would have no significant affect on the traffic operations. On Hillsborough Avenue, the additional traffic signal would complicate traffic operations due to the close proximity of existing traffic signals at the general use of ramps on either side of I-275 North. From discussions with the Hillsborough Area Regional Transit (HART) staff concerning these ramps, it was determined that neither would be carried into Tier 2. These ramps, approximately 2.7 to 3.3 miles from the Tampa CBD, would provide little benefit to the overall bus system because of their close proximity to the Tampa CBD.



HOV PRIORITY CENTER
DROP RAMPS AT YUKON

EXHIBIT 13

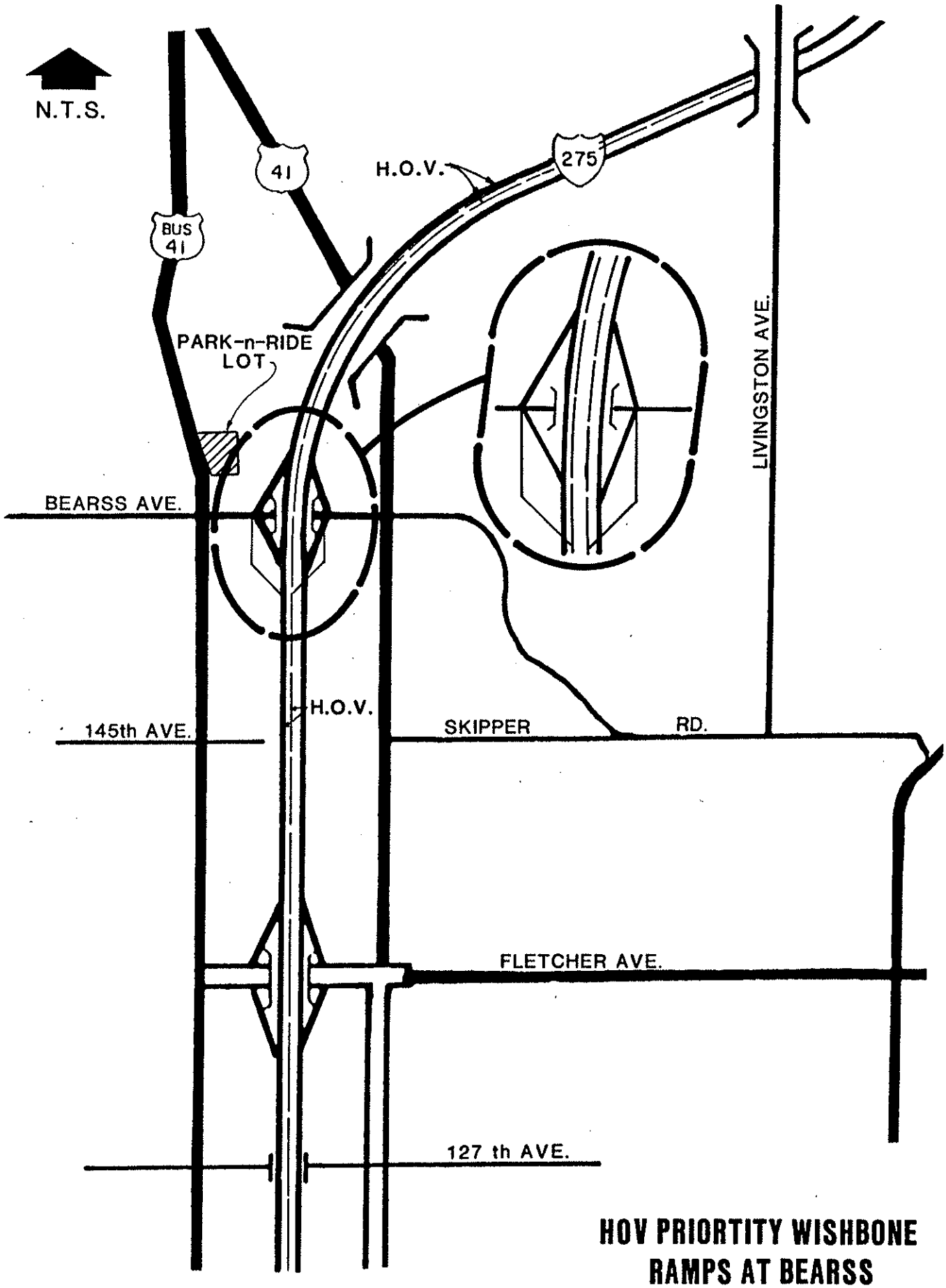
At Yukon Street (Alternative 3), exclusive center drop ramps were developed for priority access to the HOV lanes in the center of I-275. These ramps provide direct access to the HOV lanes from Yukon Street in the vicinity of an existing Hillsborough County park-and-ride lot used by HART. Ramps were provided to the north and south of Yukon Street and would enter and exit the HOV lanes on the left side. From a review of these plans, the center drop ramps would require a minimum right-of-way width of approximately 42 feet additional right-of-way. These ramps would also require a traffic signal at Yukon Street to allow proper operations. It was discovered from discussions with the HART staff that the existing park-and-ride lot has been operating at a low level of usage, likely due to its close proximity to the Tampa CBD, approximately five miles. This distance is generally the minimum required for priority ramps for a major destination. However, these ramps could provide benefits to maintaining traffic during the reconstruction of the Interstate. In addition, HART is proposing to begin "limited" bus service. These routes could provide local bus service to Busch Boulevard and then express service to the CBD using these priority ramps. Because of these factors, the priority ramps at Yukon Street were carried onto Tier 2.

At Bearss Avenue, two special ramp alternatives were considered. Alternative 4 provided "wishbone" ramps on the south side of Bearss Avenue. These special ramps connect the general use ramps directly to the HOV lanes. In this location, the Interstate with the HOV lanes rises over Bearss Avenue and then the general use lanes descend to the normal grade, while the HOV lanes remain elevated. At the same time, the special HOV ramps rise to match the grade of the HOV lanes. Once proper clearance is achieved, the HOV ramps curve over the general use lanes and merge with the HOV lanes, and then the HOV lanes descend to the grade of the Interstate. This

scheme widens the right-of-way required by a minimum of 32 feet on each side of the Interstate. Sufficient distance is provided at the beginning of the ramps to permit vehicles to reach the correct ramp lane. No unusual traffic operation procedures are expected for this scheme. Exhibit 14 provides a schematic view of the wishbone HOV priority ramps.

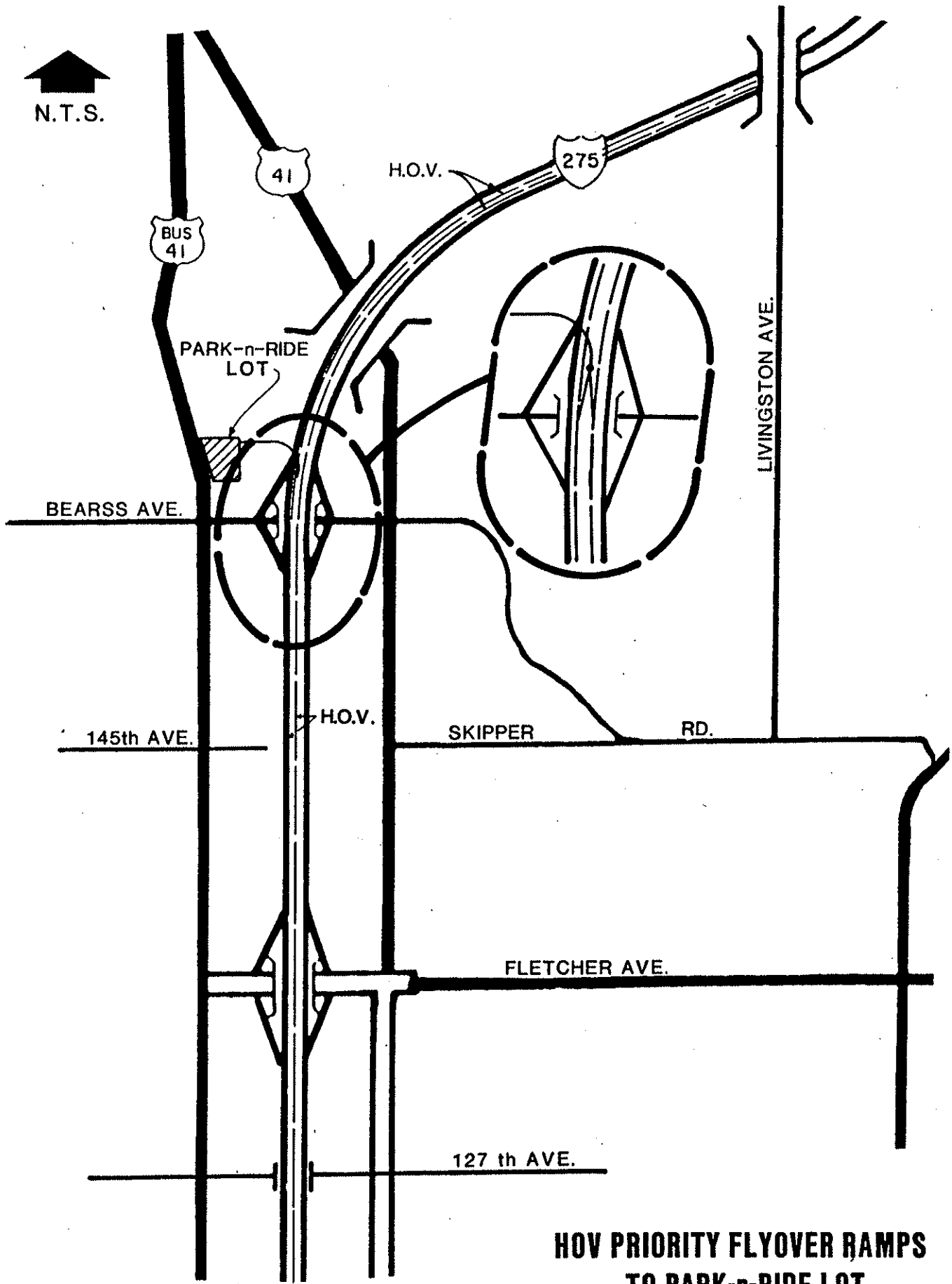
Alternative 5 at Bearss Avenue provides direct access from the site of a future HART park-and-ride lot to the HOV lanes. This park-and-ride site is located just north and west of Bearss Avenue on land presently owned by the FDOT. The HOV ramps would rise to the proper clearance to cross over to the center of the Interstate after which the Interstate with HOV lanes would rise to meet the HOV ramps and also to pass over Bearss Avenue. Because of the wide right-of-way in this area, no additional land is required for this alternative. The park-and-ride lot at this site could be expanded for carpoolers as well as bus users. Since the "flyover" alternative (5) from the future park-n-ride lot would be more convenient for park-and-ride users, and because no additional right-of-way is required, it was carried into the Tier 2 analysis. Exhibit 15 shows a typical flyover priority ramp.

At Livingston Road, a possible park-and-ride lot was considered with direct access to the HOV lanes. A "flyover" alternative was considered at this location similar to the Bearss Avenue scheme. The HOV ramps would ascend to proper elevation to cross over to the center of the Interstate and then descend to match the grade of the HOV lanes. This scheme would require a median opening of a least 42 feet for the HOV ramps. This park-and-ride lot could be used by buses and carpools. Discussions with HART staff during the Tier 1 analysis determined that a park-and-ride lot at the new



HOV PRIORTITY WISHBONE RAMPS AT BEARSS

EXHIBIT 14



HOV PRIORITY FLYOVER RAMPS TO PARK-n-RIDE LOT

EXHIBIT 15

Easement Road interchange with I-275 would better serve the developments in north Tampa. As a result, the Easement Road park-and-ride lot and the new S.R. 54 park-and-ride lot were included in the Tier 2 alternatives, and the ramps at Livingston Road were eliminated.

I-275 West Special HOV Access Ramps

Along I-275 West, a special access ramp was considered at Trask Street (Alternative 6) in the Westshore area. The special ramps would have a center drop ramp in the middle of the Interstate. These ramps would operate to and from the east and would require a minimum width of 42 feet of additional right-of-way. Access to these ramps would be from Trask Street and would serve the hotel and office complexes along Cypress Street and Westshore Boulevard. This alternative was carried into Tier 2 for further analysis. This alternative was judged to provide a good alternative for carpoolers and buses to enter the HOV lanes in this congested highway area.

I-4 Special HOV Access Ramps

Along I-4, special HOV access ramps were considered in the vicinity of the Florida State Fairgrounds. Two ramping alternatives were investigated at this location. Alternative 7 utilized center drop ramps at Orient Road. These ramps would be to and from the west and would require a minimum width of 42 feet of additional right-of-way. Access would be provided to and from a possible park-and-ride lot, located south of the Orient Road entrance to the fairgrounds.

Alternative 8 utilizes a different site for a park-and-ride lot at the fairgrounds. The site is located adjacent to the Interstate and west of the oval track used for racing at the fairgrounds. From this park-and-ride lot, access to the HOV lanes would use flyover ramps. These ramps would rise to reach proper clearance, cross over to the center of the Interstate and then merge with the HOV lanes as they rise to pass over Orient Road. A minimum additional right-of-way width of 42 feet would be required. HOV access would be provided to and from the west only. The operation of this park-and-ride lot would require a restructuring of the internal circulation of the fairgrounds to provide direct and easy access from the arterial street system. Because of the need for restructuring the fairgrounds circulation, Alternative 8 was eliminated from further consideration, and Alternative 7 will be carried into the Tier 2 analysis.

Tampa Central Business District (CBD)

In the vicinity of the Tampa CBD, the HOV roadway transitions from concurrent flow lanes into an exclusive HOV/Transitway. This transition is required to limit the amount of weaving and merging through the complicated downtown interchanges and to allow direct access to the CBD from the HOV lanes. Two schemes were developed to provide direct access to the Tampa CBD. The first scheme provides center drop ramps from the center of the Interstate system which connects Morgan and Tampa Streets to the HOV lanes. At Morgan Street, access is provided to and from the east and north. At Tampa Street, access is provided to and from the west. The HOV ramps enter and exit the HOV lanes on the left side. Through the Tampa CBD area, a minimum of 110 feet of additional right-of-way is required to provide the exclusive HOV ramps and through HOV lanes.

The second option required the HOV transitway on I-275 and I-4 to transition to the north and west sides of the Interstate rights-of-way near the CBD. The HOV/Transitway on I-275 North and I-4 merge together on the west side of the I-275/I-4 interchange. A minimum 50 mph profile through this area is provided. The HOV/Transitway crosses over Palm Avenue and curves westward over Estelle Street. The HOV/Transitway on I-275 West transitions to the north side of the Interstate near North Boulevard, crosses the Hillsborough River on its own structure and transitions to Estelle Street on the east bank of the river. Side drop ramps from the HOV/Transitway are connected to Tampa and Morgan Streets at Estelle Street, and through HOV lanes are maintained over the center of Estelle Street. A 100-foot right-of-way is generally required through this area. The right-of-way can be reduced by cantilevering the through HOV lanes over Estelle Street. It was determined both alternatives would be carried into the Tier 2 analysis.

The Tier 1 analysis determined special HOV ramps will be carried to Tier 2 in the following locations:

* Trask Avenue (Segment 1A)
* Tampa CBD (Segment 2B)
* Orient Road (Segment 4A)
* Yukon Avenue (Segment 5C)
* Bearss Avenue (Segment 5G)

In addition, park-and-ride lots without special ramps will be provided at Easement Road (Segment 6A) and New S.R. 54 (Segment 6B) for buses and carpools in Tier 2. The special ramps at Hillsborough Avenue/Osborne Avenue will not be carried into Tier 2 because of its close proximity to the Tampa CBD and because the HART "limited" bus routes are to be express from Busch Boulevard instead of Hillsborough

Avenue. The special ramps at Livingston Avenue are being replaced by the park-and-ride lot at Easement Road. No special ramps are necessary since the Interstate will be a six-lane facility in these locations and the HOV lane will begin south of Livingston Avenue.

SUMMARY

The preceding discussion has explained by design segment the Tier 1 Alternatives and the process used to determine the alternatives to be carried into Tier 2. The alternatives identified for Tier 2 and presented at the July 13th Public Workshop are listed by design segment in Table 10.

TABLE 10

DESCRIPTION OF TIER 2 ALTERNATIVES

Design Segment 1A
I-275 from Howard Frankland Bridge to east of Himes Avenue
(Westshore Area)

Alternative 1A8

- 4-Roadway System
- High Occupancy Vehicle (HOV)/Transitway Lanes beginning at the Howard Frankland Bridge
- Direct freeway connection to the Northwest Expressway
- 50:1 Tampa International Airport Flight Path Clearance
- Interchanges at Westshore Boulevard, Lois Avenue, Dale Mabry Highway (3-level), and Himes Avenue
- Frontage roads between Cypress Avenue and Himes Avenue
- New Sherrill Street extension through I-275

Alternative 1A9

- 4-Roadway System
- High Occupancy Vehicle (HOV)/Transitway Lanes beginning at the Howard Frankland Bridge
- Direct freeway connection to the Northwest Expressway
- 50:1 Tampa International Airport Flight Path Clearance
- Interchanges at Westshore Boulevard, Lois Avenue, Dale Mabry Highway (2-level), and Himes Avenue
- Frontage roads east of Himes Avenue
- New Sherrill Street extension through I-275
- HOV priority ramps to and from the east on I-275 at Trask Street

TABLE 10 (Continued)

DESCRIPTION OF TIER 2 ALTERNATIVES

Alternative 1A10

- 2-Roadway System transitioning to 4-Roadway System at Lois Avenue
- High Occupancy Vehicle (HOV)/Transitway Lanes beginning at the Howard Frankland Bridge
- Direct freeway connection to the Northwest Expressway
- 62.5:1 Tampa International Airport Flight Path Clearance
- Interchanges at Westshore Boulevard, Lois Avenue, Dale Mabry Highway (3-level), and Himes Avenue
- Frontage roads between Cypress Street and Hillsborough River
- New Sherrill Street extension through I-275
- HOV priority ramps to and from the east on I-275 at Trask Street

Design Segment 2A
I-275 from east of Himes Avenue to east of Rome Avenue
(West Tampa Area)

Alternative 2A1

- 4-Roadway System
- High Occupancy Vehicle (HOV)/Transitway Lanes
- Split interchange Howard Avenue and Armenia Avenue
- Interchange ramps at Himes Avenue to and from the east
- Frontage roads between Himes Avenue and North Boulevard

Alternative 2A5

- 4-Roadway System transitioning to 6-Roadway System
- High Occupancy Vehicle (HOV)/Transitway Lanes
- Split interchange Howard Avenue and Armenia Avenue
- Interchange ramps at Himes Avenue to and from the east
- Frontage roads between Himes Avenue and North Boulevard

TABLE 10 (Continued)

DESCRIPTION OF TIER 2 ALTERNATIVES

- 4-Roadway System transitioning to 2-Roadway System near Armenia Avenue
- High Occupancy Vehicle (HOV)/Transitway Lanes
- Split interchange Howard Avenue and Armenia Avenue
- Interchange ramps at Himes Avenue to and from the east
- Frontage roads between Himes Avenue and North Boulevard

Design Segment 2B
I-275 from east of Rome Avenue to north of Buffalo Avenue
I-4 from the I-275 Junction east to 14th Street
(Central Business District)

Alternative 2B2

- 4-Roadway System north of Buffalo Avenue
- High Occupancy Vehicle (HOV)/Transitway Lanes within interstate alignment
- Interchange at Ashley/Tampa Streets, partial interchange to and from the east at Jefferson/Orange Streets

Alternative 2B5

- 2-Roadway System transitioning to 4-Roadway System at North Boulevard
- 4-Roadway System transitioning to 2-Roadway System at Buffalo Avenue
- High Occupancy Vehicle (HOV)/Transitway Lanes on separate structure near Estelle Street
- Interchange at Ashley/Tampa Streets and Jefferson/Orange Streets

Alternative 2B6

- 4-Roadway System transitioning to 6-Roadway System at North Boulevard
- 4-Roadway System north of Buffalo Avenue
- High Occupancy Vehicle (HOV)/Transitway Lanes on separate structure near Estelle Street
- Interchange at Ashley/Tampa Streets, partial interchange to and from the east at Jefferson/Orange Streets

TABLE 10 (Continued)

DESCRIPTION OF TIER 2 ALTERNATIVES

Design Segments 3A and 3B
I-4 from 14th Street to east of 50th Street
(Ybor City Area)

Alternative 3A8, 3B3

- 4-Roadway System transitioning to 2-Roadway System at 50th Street
- High Occupancy Vehicle (HOV)/Transitway Lanes
- Split interchange at 14th/15th Streets
- Full interchange at Crosstown Connector
- Reconfigured split interchange at Columbus Drive/50th Street
- Remove interchange ramps at 21st/22nd Streets and 40th Street

Alternative 3A9, 3B1

- 4-Roadway System
- High Occupancy Vehicle (HOV)/Transitway Lanes
- Split interchange at 14th/15th Streets
- 21st Street braided ramps to and from the west
- Full interchange at Crosstown Connector
- Reconfigured split interchange at 50th Street
- Remove interchange ramps at 22nd Street and 40th Street

Design Segments 4A, 4B and 4C
I-4 from east of 50th Street to east of I-75 interchange
(East Tampa Area)

Alternative 4A1, 4B8, 4C3

- 2-Roadway System beginning east of 50th Street
- High Occupancy Vehicle (HOV)/Transitway Lanes end west of I-75
- Full interchange at Buffalo Avenue
  Partial interchange at Orient Road
- Partial cloverleaf at U.S. 301 with flyover north/south and north/east movements
- U.S. 92 on separate alignment with ramps to I-4 and U.S. 301

TABLE 10 (Continued)

DESCRIPTION OF TIER 2 ALTERNATIVES

- o New Extension of Faulkenburg Road between U.S. 92 and Sligh Avenue
- o New extension of Sligh Avenue west to U.S. 301 across By-pass Canal
- o Sligh Avenue ramps to and from I-75 North
- o U.S. 92 ramps to and from I-75 South
- o HOV park-and-ride lot at Orient Road

Alternative 4A1, 4B8, 4C3

- o 4-Roadway System transitioning to 2-Roadway System at Buffalo Avenue
- o High Occupancy Vehicle (HOV)/Transitway Lanes end west of I-75
- o Full interchange at Buffalo Avenue
- o Partial interchange at Orient Road
- o Partial cloverleaf at U.S. 301 with flyover north/south and north/east movements
- o U.S. 92 on separate alignment with ramps to I-4 and U.S. 301
- o New extension of Faulkenburg Road between U.S. 92 and Sligh Avenue
- o New extension of Sligh Avenue west to U.S. 301 across By-pass Canal
- o Sligh Avenue ramps to and from I-75 North
- o U.S. 92 ramps to and from I-75 South
- o HOV park-and-ride lot at Orient Road
- o HOV priority access to and from the west at Orient Road

Alternative 4A2, 4B9, 4C4

- o 2-Roadway System beginning east of 50th Street
- o High Occupancy Vehicle (HOV)/Transitway Lanes end west of I-75
- o Full interchange at Buffalo Avenue
- o Partial interchange at Orient Road
- o Fully directional interchange at U.S. 301
- o U.S. 92 on separate alignment with ramps to I-4 and U.S. 301
- o New extension of Faulkenburg Road between U.S. 92 and Sligh Avenue
- o HOV park-and-ride lot at Orient Road
- o HOV priority ramp access at Orient Road

TABLE 10 (Continued)

DESCRIPTION OF TIER 2 ALTERNATIVES

Design Segments 5A, 5B, 5C and 5D
I-275 from north of Buffalo Avenue to north of Linebaugh Avenue
(Seminole Heights, Sulphur Springs Areas)

Alternative 5A1, 5B1, 5C1, 5D2

- 2-Roadway System beginning north at Buffalo Avenue
- High Occupancy Vehicle (HOV)/Transitway Lanes
- Interchanges at Hillsborough Avenue, Sligh Avenue, Waters Avenue, Busch Boulevard and Linebaugh Avenue
- Frontage roads from Bird Street to Busch Boulevard
- Removal of ramps at Bird Street
- HOV priority ramps at Yukon Street park-and-ride lot
- Intersection improvements at Florida and Nebraska Avenues

Alternative 5A2, 5B2, 5C2, 5D5

- 4-Roadway System transitioning to 2-Roadway System at Busch Boulevard
- High Occupancy Vehicle (HOV)/Transitway Lanes
- Interchanges at Hillsborough Avenue, Sligh Avenue, Waters Avenue, Busch Boulevard and Linebaugh Avenue
- Frontage roads from Bird Street to Busch Boulevard
- Removal of ramps at Bird Street
- HOV priority ramps at Yukon Street park-and-ride lot
- Florida and Nebraska Avenues operated as one-way pairs

Design Segments 5E, 5F and 5G
I-275 from north of Linebaugh Avenue to north of Livingston Avenue
(University North Area)

Alternative 5E1, 5F1, 5G1

- 2-Roadway System
- High Occupancy Vehicle (HOV)/Transitway Lanes
- Interchanges at Fowler Avenue, Fletcher Avenue and Bearss Avenue
- High Occupancy wishbone priority ramp access south of Bearss Avenue
- Intersection improvements at Florida and Nebraska Avenues

TABLE 10 (Continued)

DESCRIPTION OF TIER 2 ALTERNATIVES

Alternative 5E3, 5F3, 5G3

- 2-Roadway System
- High Occupancy Vehicle (HOV)/Transitway Lanes
- Interchanges at Fowler Avenue, Fletcher Avenue and Bearss Avenue
- HOV priority flyover ramp north of Bearss Avenue with direct access to park-and-ride lot
- Florida and Nebraska Avenues operated as one-way pairs
- New cross streets through interstate at 109th Avenue and April Lane

Design Segment 6A and 6B
I-275 from north of Livingston Avenue to the Hillsborough/Pasco County Line
I-75 from Hillsborough/Pasco County Line to south of S.R. 54 in Pasco County

Alternative 6A11

- 2-Roadway System
- I-275 six-lane rural roadway
- Interchange at Easement Road
- High Occupancy Vehicle (HOV)/Transitway Lanes beginning north of Livingston Avenue
- Park-and-ride lot at Easement Road

Alternative 6B11

- 2-Roadway System
- I-275 six lane rural roadway joining I-75 six-lane rural roadway
- Transition from 12 lanes to 8 lanes south of New S.R. 54. Six lanes north of New S.R. 54
- Interchange at New S.R. 54
- Partial interchange to and from the south at County Line Road
- Directional flyovers from I-275 northbound to I-75 southbound and I-75 northbound to I-275 southbound
- Park-and-ride lot at New S.R. 54

TABLE 10 (Continued)

DESCRIPTION OF TIER 2 ALTERNATIVES

Alternative 6B12

- 2-Roadway System
- I-275 six-lane rural roadway joining I-75 six-lane rural roadway
- Transition from 12 lanes to 8 lanes south of New S.R. 54. Six lanes north of New S.R. 54
- Interchange at New S.R. 54
- Directional flyovers from I-275 northbound to I-75 southbound and I-75 northbound to I-275 southbound
- Park-and-ride lot at New S.R. 54

LIST OF REFERENCES

1. Task F2a Component Package Presentation Summary, Tampa Interstate Study, Greiner, Inc., November, 1987.

2. Task F2b Draft Design Criteria Manual, Policies and Procedures Technical Memorandum, Tampa Interstate Study, Greiner, Inc., January, 1988.

3. Florida Department of Transportation Project Development Report, Reconstruction and High Occupancy Vehicle Improvements I-275 and I-4, HNTB, April, 1986.

4. Florida Department of Transportation, I-75 Interchange Location and Master Plan Study, Harland Bartholomew & Associates (not completed).

5. Hillsborough County, City-County Planning Commission, I-75 Corridor Land Use Study (not completed).

6. City of Tampa, University North Corridor Analysis, Greiner, Inc., June, 1987.

Task F6a (6)

Tier 2 Evaluation

Technical Memorandum

TAMPA INTERSTATE STUDY

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

Prepared For

FLORIDA DEPARTMENT of TRANSPORTATION

Prepared By

GREINER, INC.

In Association With

GANNETT FLEMING TRANSPORTATION ENGINEERS

TEXAS TRANSPORTATION INSTITUTE

KNIGHT APPRAISAL SERVICES, INC.

FEBRUARY 1989

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INTRODUCTION

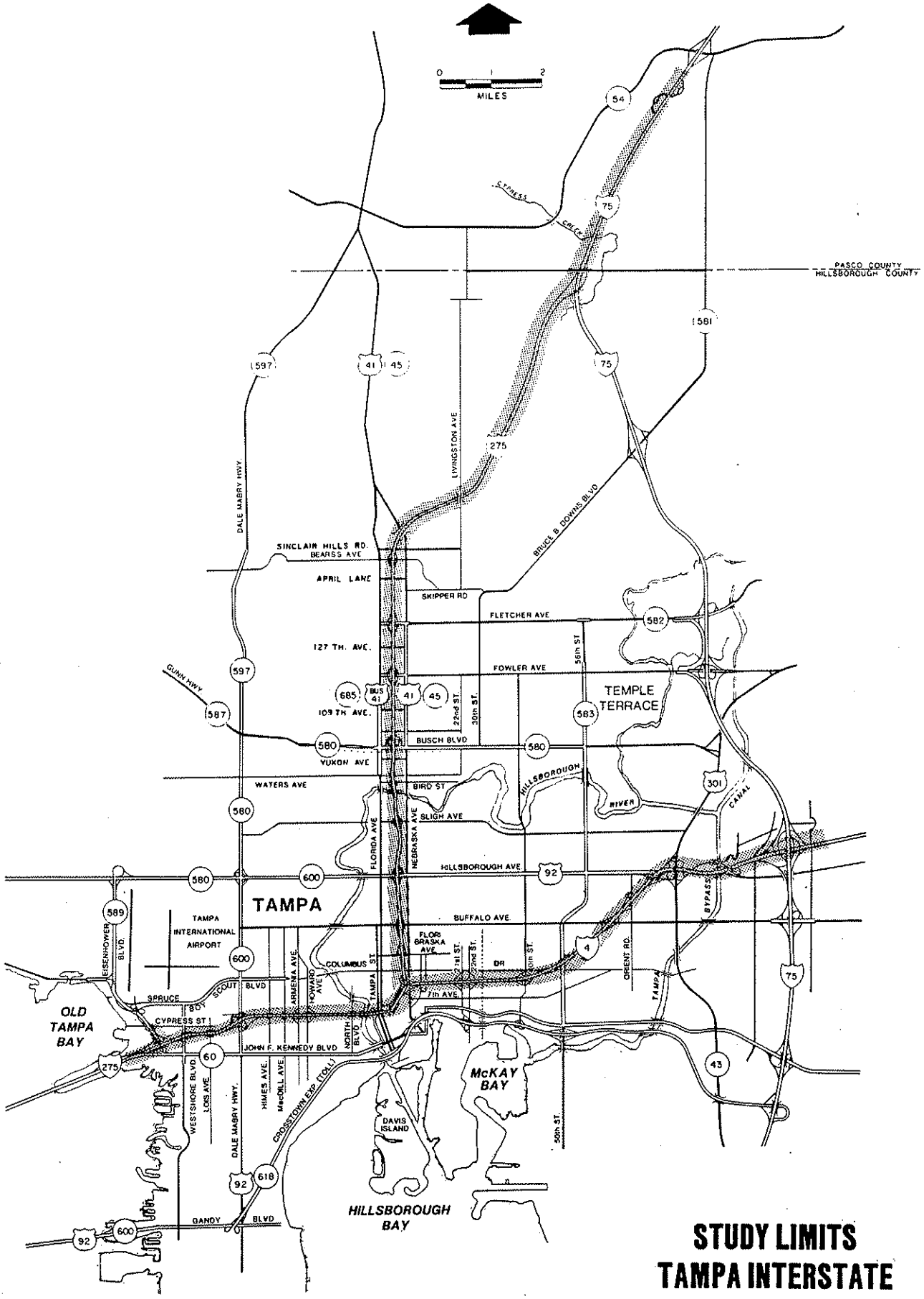
Phase I of the Tampa Interstate Study began in September 1987 and is anticipated to end in May 1989. The purpose of Phase I of the Tampa Interstate Study is to develop a Master Plan that identifies possible improvements which will enable I-4, I-75, and I-275 to accommodate anticipated travel demands through the year 2010.

The Tampa Interstate Study Master Plan entails developing of alternatives and making recommendations regarding the preferred type and location of multi-lane improvements, potential high-occupancy-vehicle (HOV) facilities, transit facilities, traffic management techniques, and traffic surveillance and control systems. This report is Volume 1 of a two-volume report and provides an evaluation of the preliminary conceptual alternatives for the Tampa Interstate Study.

The study limits are depicted on Exhibit 1. The limits are:

* I-275 from the Howard Frankland Bridge eastward and northward to south of State Road 54 (S.R. 54) in Pasco County;
* Memorial Highway from I-275 to Cypress Street; and
* I-4 from its junction with I-275 in downtown Tampa eastward to I-75.

This Tier 2 Evaluation Technical Memorandum provided documents the second of three stages of tier analysis for Task F, Conceptual Design Analysis. The objective of the Task F Conceptual Design Analysis is to develop alternatives which provide an acceptable highway lane level of service (LOS) commensurate with the associated social, economic and environmental impacts. The development of alternatives follows a structured process by which alternatives are first defined and then through a three-tier or stage process are developed, evaluated and refined.



STUDY LIMITS
TAMPA INTERSTATE

EXHIBIT 1

A Florida Department of Transportation Project

This Technical Memorandum provides a description of the Tier 2 alternatives and a summary of the evaluation process used to determine which alternatives are to be carried into the Tier 3 evaluation.

The initial step in the development of interstate alternatives was the Component Package Presentation to the Florida Department of Transportation (FDOT) and the Federal Highway Administration (FHWA). This presentation was held on November 12, 1987, and was summarized in the Task F2a Component Package Presentation Summary.[1] The presentation identified those design components affecting rehabilitation of the Interstate system. These design components include: vertical and horizontal alignment, structural conditions, interchange spacing, crossroad widening and vertical clearance, transit options and maintenance of traffic considerations. Subsequent to the presentation, review, and comment by the FDOT and the FHWA, the Task F2b Draft Design Criteria Manual, Policies and Procedures Technical Memorandum[2] was prepared. This document contains both roadway and transit design criteria and representative typical sections for a range of planning alternatives.

The initial highway conceptual design alternatives were defined using as input the Task F2b Draft Design Criteria Manual, Policies and Procedures Technical Memorandum[2], and data and findings from several studies including the FDOT Project Development Report, Reconstruction and HOV Improvements, I-275 and I-4;[3] the I-75 Interchange Location and Master Plan Study;[4] the Hillsborough County City-County Planning Commission's I-75 Corridor Land Use Study;[5] the City of Tampa's University North Corridor Analysis;[6] and the year 2010 Metropolitan Planning Organization (MPO) Long Range Transportation Plan.

TIER ANALYSIS

The comparative analysis technique used to identify viable alternatives in the Tampa Interstate Study is called Tier Analysis. This screening process, or tiering, allows the study team to assemble a large array of competing design components in an easily understood matrix format for evaluation. Exhibit 2 depicts this process. The key factor in the success of the tier analysis process is its ability to "window down" the vast array of competing designs to the few viable alternative concepts suitable for application on Tampa's interstate corridors.

The first tier (or level) of analysis is on 1"=1000' and 1"=200' scale aerial maps and provides a process for using key factors to evaluate the reconstructed highway's impacts. This analysis ranks alternative concepts and identifies any alternatives with extreme or obvious detrimental impacts, also known as "fatally flawed" alternatives. Those "fatally flawed" alternatives are eliminated from further consideration.

The Tier 2 evaluation (1"=200' scale) utilizes those alternatives that successfully pass the Tier 1 evaluation and, as in the first tier, a matrix evaluation is prepared. The matrix includes all factors considered relevant by the study team. The matrix also includes quantification and estimates of impacts for each of the alternatives by category of impact and results in a ranking of alternatives.

The third and final tier of evaluation within Task F, Conceptual Design Analysis, includes geometric layouts of all remaining alternatives at 1"=100' scale. Those alternatives that survived the second tier evaluation matrix are re-evaluated with

THE TIER EVALUATION PROCESS

EXHIBIT 2

A Florida Department of Transportation Project

more stringent standards and detailed analyses in Tier 3. Those alternatives that are selected to be developed from the Tier 3 concepts will be carried forth to the Draft Master Plan.

Refinement and the continuing development of alternatives through this systematic process provides all necessary documentation and results in a logical process and selection of viable alternatives. The tier process provides the documentation necessary to explain and substantiate elimination of alternatives through the evaluation process. In addition, this process allows the community to better understand a complex and technical process through a step-by-step method resulting in the selection of reasonable and viable alternatives.

TRAVEL DEMAND

Traffic projections used to develop the Task F6g Tier 2 conceptual alternatives presented in Volume 2 are based on year 2010 land uses and transportation network as provided by the Hillsborough County Metropolitan Planning Organization and local government. These projections of 2010 travel demands are presented in detail in the Task F5e Draft Travel Demand Technical Report. The level of service used as the planning objective in the Tier 2 alternatives development is Level of Service C. Level of Service C is considered a superior or "high" level of traffic service for established metropolitan urban travel corridors such as those in the Tampa Interstate Study.

TIER 2 CONCEPTUAL ALTERNATIVES

The plans are divided into six (6) geographic segments or planning areas. These six planning areas are further disaggregated into a total of 17 "Design Study Segments." Plans of the general roadway travel lanes and HOV/Transitway lanes are shown on the drawings for each of these segments. No right-of-way or drainage requirements are specified for any of the Tier 2 conceptual alternatives. The right-of-way and drainage elements will be developed in detail in Tier 3. The primary objective of Task F6g Tier 2 conceptual development is the identification of viable and reasonable geometric alternatives for the interstate corridor to be carried forward into Tier 3. The Task F6a(6) Tier 2 Evaluation Technical Memorandum provided in this Volume 1 of the two-volume set provides the detailed evaluation of the various Tier 2 conceptual alternatives. This Task F6a(6) Tier 2 Evaluation Technical Memorandum should be referred to for comparative evaluation of the various Tier 2 alternatives. The Task F6g Tier 2 geometric alternative conceptual plans are presented in Volume 2. The original Tier 2 conceptual plans were prepared at 1"=200' scale. Those original conceptual plans have been reduced by approximately 50 percent and are presented as 1"=400' scale drawings in the Task F6g Volume 2 report.

TIER 2 PUBLIC INVOLVEMENT

The Tier 2 alternatives were presented to the public at the first Tampa Interstate Study public meeting and workshop. This workshop was held on July 13, 1988 at the Curtis Hixon Convention Center. Approximately 1500 persons attended the presentation of Tier 2 concepts. A review of the various public meeting comments

and other related public involvement issues relating to the Tier 2 concepts can be found in the Task AI1 Public Meeting Working Paper.

TAMPA INTERSTATE STUDY TIER 2 MATRIX EVALUATION

Roadway

The identification and selection of alternatives to be carried from the second tier to the third tier of analysis was accomplished through the use of the tier evaluation matrix. The second tier matrix was composed of generalized and easily measured data or factors available at the time of analysis. These factors are grouped into categories for ease in reference. Table 1 contains a factor definition or description of those measurement units which were used to determine the alternatives' impacts.

TABLE 1

TIER 2 MATRIX EVALUATION FACTORS AND METHODS OF MEASUREMENT

Physical Environment

1. **Noise Sensitive Sites** - The greater the number of noise sensitive sites within 800 feet of the right-of-way, the greater the negative impact.

2. **Wetlands** - The greater the number of acres of wetlands required for right-of-way, the greater the negative impact.

3. **Permit Difficulty** - The greater the value (based on vegetative type) of the acreage of wetlands required for right-of-way, the greater the negative impact.

Land Use

1. **Major Community Facilities** - The greater the number of community facilities (not 4f) within the proposed right-of-way, the greater the negative impact.

2. **4f and Section 106** - The greater the number of park and recreation sites, historical sites or districts, or archaeological sites within the right-of-way, the greater the negative impact.

3. **Accessibility and Circulation** - The larger the number of local streets terminated, the greater the negative impact. The larger the number of frontage roads, additional overpasses or interchanges allowing cross corridor travel, the greater the positive impacts.

4. **Right-of-Way/Relocations** - The larger the number of relocations required, the greater the negative impact.

Roadway/Transit

1. **Maintenance of Traffic** - The greater the ability for the alternative to maintain traffic operations during construction, the more positive the rating; the more restrictive the construction is on traffic operations, the more negative the rating. If an alternative does not allow for maintenance of traffic, it is fatally flawed.

2. **Design Segment Continuity** - The greater the flexibility the alternative allows for a variety of alternative concepts for upstream and downstream design segments, the more positive the rating.

3. **Operational Characteristics** - The more relief (better LOS) that an alternative provides for system mainline traffic and the immediate access area, the more positive the rating.

4. **Constructability** - The greater the ability for the alternative to be constructed, the more positive the rating; the less likely the alternative is able to be constructed, the more negative the rating. If an alternative cannot be constructed, it is fatally flawed.

Drainage System

1. **System Contained within the Existing Right-of-Way** - The greater the acreage required for drainage outside the existing right-of-way or under an elevated structure, the greater the negative impact.

2. **Maintenance** - The greater the regular maintenance needs of the drainage system, the greater the negative impact.

3. **Permit Difficulty** - The greater the floodplain encroachment, the greater the negative impact.

4. **Design Flexibility** - The greater the complexity of the drainage system, the greater the negative impact.

Costs

1. **Structural** - The greater the additional cost for each new or reconstructed typical structure, the greater the negative benefits.

2. **Roadway/Transit** - The greater the cost per mile of improvement, the greater the negative impact.

The format of categories and their factors used in the Tier 2 Matrix Analysis is found on Exhibit 3. For each alternative, a rating was assigned to each factor to measure both positive and negative impacts. A value of three (3) was assigned when there are no impacts, minimal negative impacts and/or significant positive impacts. A value of two (2) was assigned when the evaluation indicates moderate negative and/or moderate positive impacts. A value of one (1) was assigned when the alternative has a significant negative impact and/or minimal positive impacts. A value was assigned for each factor for each alternative within a design segment. The evaluation of a single factor may also identify an alternative to be fatally flawed, thereby eliminating that alternative.

A graphic overview of the study area showing the design segment limits is presented on Exhibit 4. For ease of reference, specific design segments are presented separately and include a description of the alternatives as well as the matrix evaluation form. The results of the matrix evaluation by specific design segment follows. The 1"=200" scale aerial photography showing the alternatives is appended by reference. This report concludes with a discussion of Tier 2 transit alternatives.

FACTORS				
PHYSICAL ENVIRONMENT				
Noise Sensitive Sites				
Wetlands				
Permit Difficulty				
LAND USE				
Major Community Facilities				
"4F" & Section 106				
Accessibility/Circulation				
Right-of-Way/Relocation				
ROADWAY/TRANSIT				
M.O.T.				
Design Segment Continuity				
Operational Characteristics				
Constructibility				
DRAINAGE SYSTEM				
System Contained Within Existing ROW				
Maintenance				
Permit Difficulty				
Design Flexibility				
COSTS				
Structural				
Roadway/Transit				
TOTAL		0	0	0
AVERAGE		0.0	0.0	0.0

Matrix Value of 1 = significant negative impacts and/or minimal positive impacts.

Matrix Value of 2 = moderate negative impacts and/or moderate positive impacts.

Matrix Value of 3 = minimal negative impacts and/or significant positive impacts.

THE TIER 2 MATRIX EVALUATION FORMAT

EXHIBIT 3

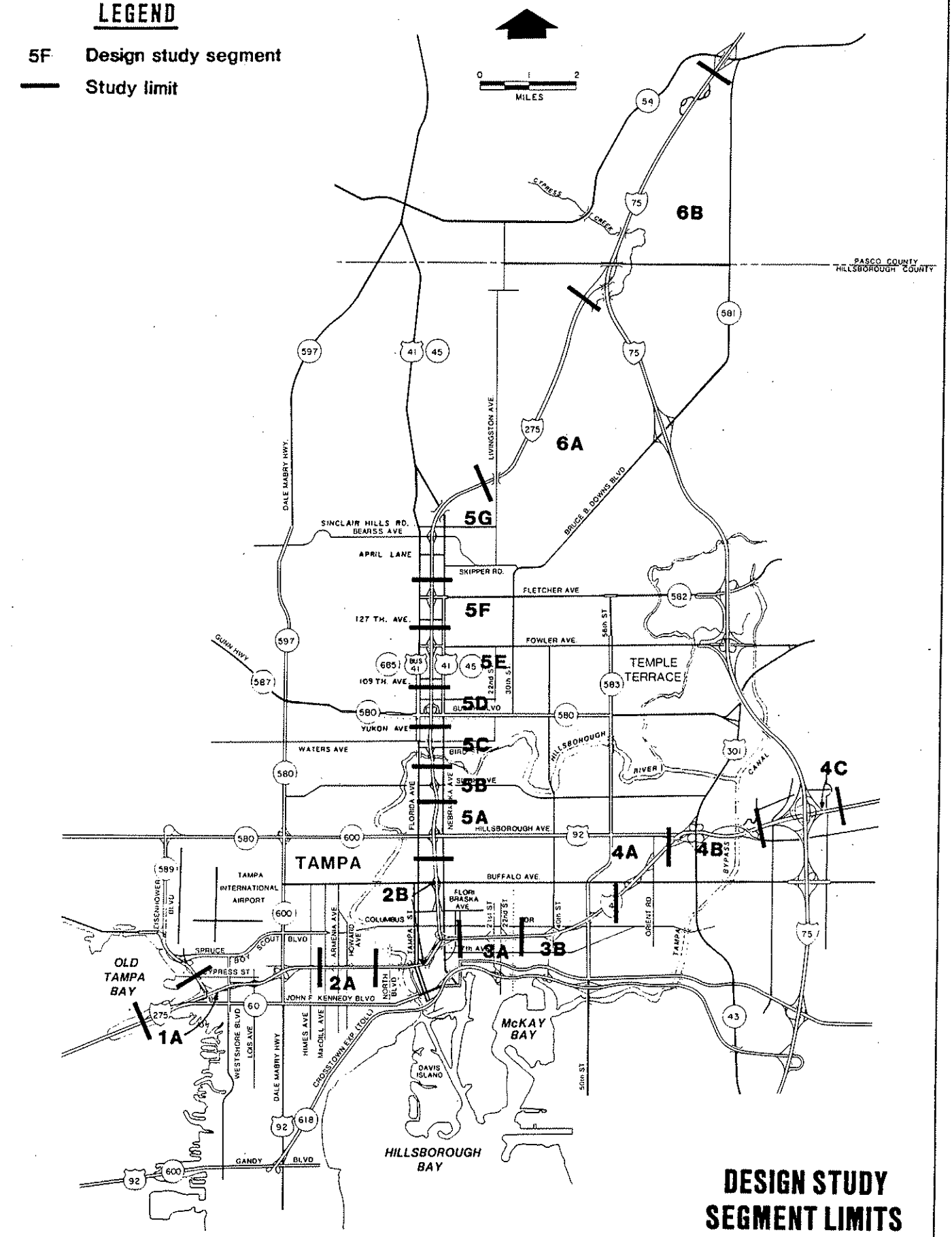


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EXHIBIT 4

Design Segment 1A

Design Segment 1A starts at I-275 and the Howard Frankland Bridge and runs to east of Himes Avenue. Segment 1A also includes Memorial Highway south of Cypress Street. Table 2 provides descriptions of each of the Tier 2 alternatives within Design Segment 1A.

TABLE 2

DESIGN SEGMENT 1A
DESCRIPTION OF TIER 2 ALTERNATIVES

Alternative 1A8 - 4-roadway system adhering to 50:1 FAA flight path criteria for TIA approaches. Direct freeway connection to the Northwest Expressway. Interchanges at Westshore Boulevard, Lois Avenue, Dale Mabry Highway and Himes Avenue. New Sherrill Street extension through I-275. Frontage roads between Cypress Street and Himes Avenue. High Occupancy Vehicle (HOV)/Transitway Lanes beginning at the Howard Frankland Bridge

Alternative 1A9 - Same as alternative 1A8 with frontage roads east of Himes Avenue and HOV priority ramps to and from the east on I-275 at Trask Street.

Alternative 1A10 - Same as alternative 1A8 with 2-roadway system transitioning to 4-roadway system at Lois Avenue. Adherence to 62.5:1 Tampa International Airport Flight Path Clearance. Frontage roads between Cypress Street and Hillsborough River.

The evaluation of Tier 2 alternatives in Design Segment 1A is summarized in Exhibit 5. Examination of this exhibit shows that alternative 1A9 (total score 35) ranked higher than the remaining two alternatives. It was determined additional evaluation of alternative 1A9 would be done to establish what aspects or design components could be improved.

FACTORS	1A8	1A9	1A10
PHYSICAL ENVIRONMENT			
Noise Sensitive Sites	1	1	1
Wetlands	1	1	3
Permit Difficulty	1	1	2
LAND USE			
Major Community Facilities	3	3	3
"4F" & Section 106	3	3	3
Accessibility/Circulation	1	3	2
Right-of-Way/Relocation	2	2	3
ROADWAY/TRANSIT			
M.O.T.	2	3	1
Design Segment Continuity	3	3	1
Operational Characteristics	2	2	2
Constructibility	1	3	1
DRAINAGE SYSTEM			
System Contained Within Existing ROW	1	1	1
Maintenance	2	2	2
Permit Difficulty	1	1	1
Design Flexibility	1	1	2
COSTS			
Structural	1	3	2
Roadway/Transit	2	2	3
TOTAL	28	35	33
AVERAGE	1.7	2.0	2.0

Matrix Value of 1 = significant negative impacts and/or minimal positive impacts.
Matrix Value of 2 = moderate negative impacts and/or moderate positive impacts.
Matrix Value of 3 = minimal negative impacts and/or significant positive impacts.

TIER 2 MATRIX
EVALUATION SUMMARY-SEGMENT 1A

Several design components were identified for which no determination was made as to positive or negative impacts. It was determined more analysis was needed in Tier 3. These design components included:

* The aviation related height restrictions associated with TIA
* A 4-roadway versus 2-roadway system west of Lois Avenue
* No Frontage Roads east of Himes Avenue
* Elevated exclusive HOV/Transitway Lanes

Design components which always resulted in positive impacts and would therefore be carried forward to Tier 2 were identified as:

* The Sherrill Street extension through I-275
* A direct freeway connection to the Northwest Expressway
* Cantilevered structures at I-275 and Memorial Highway
* Interchanges at Westshore Boulevard (to/from east), Lois Avenue (to/from west), Dale Mabry Highway, and Himes Avenue

The Tier 2 Alternatives Evaluation in Design Segment 1A resulted in the definition of two new alternatives from the refinement and combination of the previous three alternatives. The alternatives to be evaluated in Tier 3 were numbered 1A9, 1A11, and 1A12.

Design Segment 2A

Design Segment 2A begins on I-275 east of Himes Avenue and runs to east of Rome Avenue. Table 3 provides a description of each Tier 2 alternative within Design Segment 2A. The evaluation of the Tier 2 alternatives in Design Segment 2A is summarized in Exhibit 6.

TABLE 3

DESIGN SEGMENT 2A
DESCRIPTION OF TIER 2 ALTERNATIVES

Alternative 2A1 - 4-roadway system with a split interchange at Howard and Armenia Avenues. Interchange ramps at Himes Avenue to and from the east. Frontage roads between Himes Avenue and North Boulevard. High Occupancy Vehicle (HOV)/Transitway Lanes.

Alternative 2A5 - Same as alternative 2A1 with transition to 6-roadway system into CBD area (Segment 2B). 4-roadway system transitioning to 2-roadway system west of Armenia Avenue.

Alternative 2A6 - Same as 2A5 with a 4 -roadway system transitioning to 6-roadway system north of Buffalo Avenue in Segment 2B.

Examination of Exhibit 6 indicates alternatives 2A1, 2A5 and 2A6 ranked approximately the same. Since no one alternative was clearly superior to the other, it was determined that more analysis would be done in Tier 3. Frontage road concepts were developed for the Tier 2 alternatives. The analysis shows that modifications were necessary to improve accessibility and circulation. As a result of the evaluation and public input, four new alternatives were developed for refinement and modifications to alternative 2A5. The alternatives to be evaluated in Tier 3 were numbered 2A6, 2A7, 2A8, and 2A10.

The Tier 2 evaluation did identify complexities associated with having frontage roads between Himes Avenue and North Boulevard. As a result, it was determined to develop alternatives with one-way frontage roads or no parallel frontage roads.

Review of Exhibit 6 also indicates alternative 2A1 may be inadequate when compared to the other two alternatives due to operational problems associated with transitioning from a four-roadway system to a two-roadway system at North Boulevard.

FACTORS	2A1	2A5	2A6
PHYSICAL ENVIRONMENT			
Noise Sensitive Sites	1	1	1
Wetlands	3	3	3
Permit Difficulty	3	3	3
LAND USE			
Major Community Facilities	2	3	3
"4F" & Section 106	1	1	1
Accessibility/Circulation	1	2	3
Right-of-Way/Relocation	2	2	2
ROADWAY/TRANSIT			
M.O.T.	2	3	3
Design Segment Continuity	3	1	1
Operational Characteristics	2	1	1
Constructibility	2	2	3
DRAINAGE SYSTEM			
System Contained Within Existing ROW	1	1	1
Maintenance	2	2	2
Permit Difficulty	2	2	2
Design Flexibility	2	2	2
COSTS			
Structural	3	3	3
Roadway/Transit	2	2	2
TOTAL	34	34	36
AVERAGE	2.0	2.1	2.1

Matrix Value of 1 = significant negative impacts and/or minimal positive impacts.

Matrix Value of 2 = moderate negative impacts and/or moderate positive impacts.

Matrix Value of 3 = minimal negative impacts and/or significant positive impacts.

TIER 2 MATRIX
EVALUATION SUMMARY-SEGMENT 2A

Design Segment 2B

The study limits of Design Segment 2B (Tampa's CBD) are I-275 from east of Rome Avenue to north of Buffalo Avenue, and I-4 from its junction with I-275 east to 14th Street. Table 4 provides a description of the Tier 2 alternatives for Design Segment 2B. Exhibit 7 provides a summary of the Tier 2 evaluation for this area.

TABLE 4

DESIGN SEGMENT 2B
DESCRIPTION OF TIER 2 ALTERNATIVES

Alternative 2B2 - 4-roadway system through CBD and north of Buffalo Avenue. Interchange at Ashley/Tampa Streets with partial interchange to and from the north and east only at Jefferson and Orange Streets. High Occupancy Vehicle (HOV)/Transitway Lanes within interstate alignment.

Alternative 2B5 - 2-roadway system transitioning to 4-roadway system at North Boulevard; 4-roadway system transitioning to 2-roadway system at Buffalo Avenue. High Occupancy Vehicle (HOV)/Transitway Lanes on separate alignment along Estelle Street. Interchange at Ashley/Tampa Streets and Jefferson/Orange Streets.

Alternative 2B6 - Same as alternative 2B5 with 4-roadway system transitioning to 6-roadway system at North Boulevard, and a 4-roadway system north of Buffalo Avenue.

Review: Exhibit 7 shows alternative 2B2 has slightly more positive benefits than any other alternative. This alternative continues to score high because of the cantilevered roadway which has less right-of-way and land use impact.

It was determined that more evaluation would be needed in Tier 3 to explore the possibilities of developing other alternatives to provide full interchange access at Ashley/Tampa and Scott/Kay Streets. Examination of Design Segment 2B alternatives also revealed the need to develop a 4-roadway system east of 14th Street.

FACTORS	2B2	2B5	2B6
PHYSICAL ENVIRONMENT			
Noise Sensitive Sites	1	1	1
Wetlands	3	3	3
Permit Difficulty	3	3	3
LAND USE			
Major Community Facilities	3	1	1
"4F" & Section 106	3	1	1
Accessibility/Circulation	1	2	2
Right-of-Way/Relocation	2	2	2
ROADWAY/TRANSIT			
M.O.T.	2	2	2
Design Segment Continuity	3	2	1
Operational Characteristics	2	3	2
Constructibility	1	1	1
DRAINAGE SYSTEM			
System Contained Within Existing ROW	1	1	1
Maintenance	2	1	1
Permit Difficulty	1	1	1
Design Flexibility	1	2	2
COSTS			
Structural	1	2	3
Roadway/Transit	2	2	2
TOTAL	32	30	29
AVERAGE	1.9	1.7	1.7

Matrix Value of 1 = significant negative impacts and/or minimal positive impacts.

Matrix Value of 2 = moderate negative impacts and/or moderate positive impacts.

Matrix Value of 3 = minimal negative impacts and/or significant positive impacts.

TIER 2 MATRIX
EVALUATION SUMMARY-SEGMENT 2B

Alternatives 2B5 and 2B6 still did not sufficiently meet the multi-modal (transit) goals of the study. Therefore, it was determined that variations of these alternatives needed to be further developed to consider the impacts of having HOV/Transitway lanes within an interstate alignment or on separate alignment. The alternatives to be evaluated in Tier 3 were numbered 2B7, 2B8, and 2B9.

Design Segments 3A and 3B

The limits of Design Segments 3A and 3B (Ybor City) are I-4 from 14th Street to east of 50th Street. Table 5 provides a description of the Tier 2 alternatives for Design Segments 3A and 3B. Exhibit 8 provides a summary of the Tier 2 analysis of alternatives for this area.

TABLE 5

DESIGN SEGMENTS 3A AND 3B
DESCRIPTION OF TIER 2 ALTERNATIVES

Alternative 3A8, 3B3 - 4-roadway system transitioning to 2-roadway system at 50th Street with High Occupancy Vehicle (HOV)/Transitway Lanes, and a split interchange at 14th/15th Streets. Full interchange at the Crosstown Connector with a reconfigured split interchange at Columbus Drive/50th Street. Removal of interchange ramps at 21st/22nd and 40th Streets.

Alternative 3A9, 3B1 - Same as alternative 3A8, 3B3 without transitioning to a 2-roadway system at 50th Street. No removal of 21st Street interchange ramp.

The alternatives analysis for Design Segments 3A and 3B is summarized in Exhibit 8. Alternatives 3A8 and 3B3 ranked slightly higher than 3A9 and 3B1 because of less land use impacts to the Barrio Latino local historic area. While alternative 3A9 was

FACTORS	3A8	3A9	3B1	3B3
PHYSICAL ENVIRONMENT				
Noise Sensitive Sites	1	1	1	1
Wetlands	3	3	3	3
Permit Difficulty	3	3	3	3
LAND USE				
Major Community Facilities	2	2	2	3
"4F" & Section 106	3	3	2	2
Accessibility/Circulation	2	2	2	3
Right-of-Way/Relocation	3	2	3	3
ROADWAY/TRANSIT				
M.O.T.	2	3	3	2
Design Segment Continuity	3	2	2	3
Operational Characteristics	2	2	2	2
Constructibility	2	2	2	2
DRAINAGE SYSTEM				
System Contained Within Existing ROW	1	1	1	1
Maintenance	2	2	2	2
Permit Difficulty	2	2	2	2
Design Flexibility	2	2	2	2
COSTS				
Structural	3	3	3	3
Roadway/Transit	3	3	3	3
TOTAL	39	38	38	40
AVERAGE	2.3	2.3	2.3	2.4

Matrix Value of 1 = significant negative impacts and/or minimal positive impacts.

Matrix Value of 2 = moderate negative impacts and/or moderate positive impacts.

Matrix Value of 3 = minimal negative impacts and/or significant positive impacts.

TIER 2 MATRIX EVALUATION SUMMARY-SEGMENTS 3A AND 3B

developed with braided ramps to provide access to the area to and from the west at 21st Street, it still did not meet sufficient accessibility and circulation goals.

Alternatives 3A8 and 3B3 provide better access to 40th Street and were carried into the Tier 3 analysis. Because of access problems with Alternatives 3A9 and 3B1, they were subsequently dropped from the process.

Design Segments 4A, 4B and 4C

The study limits of Design Segments 4A, 4B and 4C (I-4 East) are I-4 from east of 50th Street to east of the I-75 Interchange. Table 6 provides descriptions of the Tier 2 alternatives within this design segment.

TABLE 6

DESIGN SEGMENTS 4A, 4B and 4C
DESCRIPTION OF TIER 2 ALTERNATIVES

Alternative 4A1, 4B8, 4C3 - 2-roadway system beginning east of 50th Street with High Occupancy Vehicle (HOV)/Transitway Lanes ending west of I-75. Full interchange at Buffalo Avenue and a partial interchange at Orient Road. Partial cloverleaf at U.S. 301 with flyovers north/east and south/west movements. U.S. 92 on separate alignment with ramps to I-4 and U.S. 301. New extensions provided at Faulkenburg Road between U.S. 92 and Sligh Avenue and Sligh Avenue west to U.S. 301 across the By-pass Canal. U.S. 92 ramps to and from I-75 south, while Sligh Avenue ramps are provided to and from I-75 north. HOV park-and-ride lot at Orient Road.

Alternative 4A1, 4B8, 4C3 - Same as alternative 4B8, 4C3 with 4-roadway system transitioning to 2-roadway system at Buffalo Avenue. HOV priority access to and from the west at Orient Road.

Alternative 4A2, 4B9, 4C4 - Same as alternative 4A1, 4B8, 43C with 2-roadway system beginning east of 50th Street. Fully directional interchange at U.S. 301.

Exhibit 9 summarizes the Tier 2 alternatives analysis for Design Segments 4A, 4B and 4C. In Design Segment 4A, the evaluation found no significant negative impacts to decide the 2- versus 4-roadway issue. It was determined for Tier 3 that an additional alternative combination would be developed which included interchange ramps at U.S. 92 to and from I-75 south and an interchange ramp at Sligh Avenue to and from I-75 north.

Alternatives 4B8 and 4B9 were developed with the addition of I-4/U.S. 92 access as well as a partial interchange at Orient Road. It was determined that these design components were essential to the area, but needed to be combined with the 4A segment so that the positive benefits could be fully realized. These alternatives were combined and carried into Tier 3 and later numbered 4B10.

Design Segment 4C contained alternatives 4C3 and 4C4. Alternative 4C4 was dropped from further evaluation in Tier 2 because the 4-roadway system west of the I-75 interchange without ramp connections conflicted with the HOV/Transitway Lanes within the interstate alignment. Alternative 4C3 was determined to be a more viable alternative during the analysis process and was carried into Tier 3.

Design Segments 5A, 5B, 5C and 5D

The study limits of Design Segments 5A through 5D are I-275 from north of Buffalo Avenue to north of Linebaugh Avenue (Seminole Heights and Sulphur Springs areas). A description of Design Segments 5A through 5D is found on Table 7. A summary of the Tier 2 evaluation is found on Exhibit 10.

FACTORS	4A1	4A2	4B8	4B9	4C3	4C4
PHYSICAL ENVIRONMENT						
Noise Sensitive Sites	2	2	2	2	2	2
Wetlands	2	2	2	2	2	2
Permit Difficulty	2	2	2	2	2	2
LAND USE						
Major Community Facilities	3	3	3	3	3	2
"4F" & Section 106	3	3	3	3	3	3
Accessibility/Circulation	1	1	2	2	2	1
Right-of-Way/Relocation	3	3	2	2	3	2
ROADWAY/TRANSIT						
M.O.T.	2	2	2	2	3	3
Design Segment Continuity	2	2	1	1	2	2
Operational Characteristics	2	2	2	2	2	2
Constructibility	2	2	2	2	2	2
DRAINAGE SYSTEM						
System Contained Within Existing ROW	1	1	1	1	1	1
Maintenance	1	1	1	1	1	1
Permit Difficulty	1	1	1	1	1	1
Design Flexibility	2	1	1	2	2	2
COSTS						
Structural	3	2	3	2	3	2
Roadway/Transit	2	3	2	3	2	3
TOTAL	34	33	32	33	36	33
AVERAGE	2.0	1.9	1.9	1.9	2.1	1.9

Matrix Value of 1 = significant negative impacts and/or minimal positive impacts.

Matrix Value of 2 = moderate negative impacts and/or moderate positive impacts.

Matrix Value of 3 = minimal negative impacts and/or significant positive impacts.

TIER 2 MATRIX EVALUATION SUMMARY-SEGMENTS 4A,4B AND 4C

TABLE 7

DESIGN SEGMENTS 5A, 5B, 5C and 5D
DESCRIPTION OF TIER 2 ALTERNATIVES

Alternative 5A1, 5B1 5C1, 5D2 - 2-roadway system with High Occupancy Vehicle (HOV)/Transitway Lanes. Interchanges at Hillsborough, Sligh, Waters, and Linebaugh Avenues, and Busch Boulevard. Frontage roads from Bird Street to Busch Boulevard. Removal of ramps at Bird Street with HOV priority ramps at Yukon Street park-and-ride lot. Intersection improvements at Florida and Nebraska Avenues.

Alternative 5A2, 5B2, 5C2, 5D5 - Same as alternative 5A1, 5B1, 5C1, and 5D2 with 4-roadway system transitioning to 2-roadway system at Busch Boulevard. Florida and Nebraska Avenues to be operated as one-way pairs.

A review of Exhibit 10 indicates alternatives 5A1, 5B1, 5C1 and 5D2 have similar values for nearly all factors, with the primary difference being in the amount of right-of-way required. In the Tier 2 evaluation, it was determined that a 4-roadway system was not needed in alternatives 5A2, 5B2, 5C2, and 5D5. Therefore, these alternatives were modified to a 2-roadway system (with Nebraska and Florida Avenues as one-way pairs) and carried into Tier 3 for further analysis.

Design Segments 5E, 5F and 5G

The limits for Design Segments 5E, 5F and 5G are I-275 from north of Linebaugh Avenue to north of Livingston Avenue (University North Area). Descriptions of Tier 2 alternatives are found on Table 8. A summary of the evaluation for this area is found in Exhibit 11.

FACTORS	5A1	5A2	5B1	5B2	5C1	5C2	5D2	5D5
PHYSICAL ENVIRONMENT								
Noise Sensitive Sites	1	1	1	1	1	1	1	1
Wetlands	3	2	3	2	3	2	3	2
Permit Difficulty	3	3	3	3	3	3	3	3
LAND USE								
Major Community Facilities	1	1	1	1	1	1	3	3
"4F" & Section 106	3	3	2	2	2	2	3	3
Accessibility/Circulation	2	2	2	2	2	2	2	2
Right-of-Way/Relocation	3	1	3	2	3	2	3	2
ROADWAY/TRANSIT								
M.O.T.	2	3	2	3	2	3	2	3
Design Segment Continuity	2	2	2	2	2	2	2	2
Operational Characteristics	3	1	3	1	3	1	3	1
Constructibility	3	3	3	3	3	3	3	3
DRAINAGE SYSTEM								
System Contained Within Existing ROW	1	1	1	1	1	1	1	1
Maintenance	2	2	2	2	2	2	2	2
Permit Difficulty	2	2	2	2	2	2	2	2
Design Flexibility	2	2	2	2	2	2	2	2
COSTS								
Structural	3	2	3	2	3	2	3	2
Roadway/Transit	3	2	3	2	3	2	3	2
TOTAL	39	33	38	33	38	33	41	36
AVERAGE	2.2	1.9	2.1	1.9	2.1	1.9	2.3	2.1

Matrix Value of 1 = significant negative impacts and/or minimal positive impacts.
Matrix Value of 2 = moderate negative impacts and/or moderate positive impacts.
Matrix Value of 3 = minimal negative impacts and/or significant positive impacts.

TIER 2 MATRIX EVALUATION
SUMMARY-SEGMENTS 5A,5B,5C AND 5D

TABLE 8

DESIGN SEGMENTS 5E, 5F and 5G
DESCRIPTION OF TIER 2 ALTERNATIVES

Alternative 5E1, 5F1, 5G1 - 2-roadway system with HOV/Transitway Lanes. Interchange provided at Fowler, Fletcher, and Bearss Avenues. HOV wishbone priority ramp access south of Bearss Avenue. Intersection improvements at Florida and Nebraska Avenues.

Alternative 5E3, 5F3, 5G3 - Same as alternative 5E1, 5F1, 5G1 with HOV priority flyover north of Bearss Avenue with direct access to park-and-ride lot. New cross streets through interstate at 109th Avenue and April Lane.

Exhibit 11 provides a summary of the Tier 2 evaluation. Because the 5E1, 5F1, 5G1 series of alternatives received higher scores, they were carried into the Tier 3 analysis. Alternative 5G1 was modified and renumbered 5G4 for the Tier 3 analysis to reflect intersection improvements at Florida Avenue and Nebraska Avenue intersections with interchanging cross streets. During the analysis, additional alternatives (5E3, 5F3, 5G3) were developed as a 2-roadway system with the addition of Nebraska and Florida Avenues designated as one-way pairs. In addition, two new streets (109th Avenue and April Lane) were identified as new through streets to be overpassed by the Interstate system. It was determined that more evaluation was needed of the 5E3, 5F3 and 5G3 series in Tier 3.

Design Segments 6A and 6B

The study limits for Design Segment 6A are I-275 from north of Livingston Avenue to the Hillsborough/Pasco County Line. Study limits for 6B are I-75 from Hillsborough/Pasco County Line to south of existing S.R. 54 in Pasco County. A description of the Tier 2 alternatives in Design Segments 6A and 6B is found on Table 9. Concepts for Design Segment 6 were initially developed for the entire segment

FACTORS	5E1	5E3	5F1	5F3	5G1	5G3
PHYSICAL ENVIRONMENT						
Noise Sensitive Sites	1	1	1	1	1	1
Wetlands	2	2	2	2	2	2
Permit Difficulty	2	2	2	2	2	2
LAND USE						
Major Community Facilities	3	3	2	2	3	3
"4F" & Section 106	3	3	3	3	2	3
Accessibility/Circulation	3	2	3	2	3	2
Right-of-Way/Relocation	2	3	3	2	3	2
ROADWAY/TRANSIT						
M.O.T.	3	2	3	2	3	2
Design Segment Continuity	2	2	2	2	2	2
Operational Characteristics	3	1	3	1	3	1
Constructibility	3	3	3	3	3	3
DRAINAGE SYSTEM						
System Contained Within Existing ROW	2	2	2	2	2	2
Maintenance	3	3	3	3	3	3
Permit Difficulty	3	2	3	2	3	2
Design Flexibility	2	2	2	2	2	2
COSTS						
Structural	3	2	3	2	3	2
Roadway/Transit			3	3	3	3
TOTAL	40	35	43	36	43	37
AVERAGE	2.3	2.1	2.5	2.1	2.5	2.2

Matrix Value of 1 = significant negative impacts and/or minimal positive impacts.

Matrix Value of 2 = moderate negative impacts and/or moderate positive impacts.

Matrix Value of 3 = minimal negative impacts and/or significant positive impacts.

TIER 2 MATRIX EVALUATION SUMMARY-SEGMENTS 5E,5F AND 5G

(alternatives 6-1 through 6-10). Due to the complexities of alternatives north of I-75, the Design Segment was then divided into 6A and 6B. The following descriptions reflect the alternatives evaluated in Tier 2 for Design Segments 6A and 6B.

TABLE 9

DESIGN SEGMENTS 6A and 6B
DESCRIPTION OF TIER 2 ALTERNATIVES

Alternative 6A11 - 2-roadway system with I-275 as a six-lane rural roadway. Interchange and park-and-ride lot at Easement Road. HOV/Transitway Lanes beginning north of Livingston Avenue.

Alternative 6B11 - 2-roadway system with the joining of the I-75 six-lane rural roadway to I-275. Transition from 12 lanes to 8 lanes south of new S.R. 54, six lanes north of new S.R. 54 with interchange also at new S.R. 54. Directional flyovers to and from I-275 northbound to I-75 southbound and I-75 northbound to I-275 southbound. Park-and-ride lot at new S.R. 54.

Alternative 6B12 - Same as alternative 6B11 without partial interchange to and from the south at County Line Road.

Exhibit 12 provides a summary of the Design Segment 6 Tier 2 Evaluation. Alternative 6A11 was the only alternative in Design Segment 6A, and was carried forward into Tier 3.

During the Tier 2 analysis, it was determined that the design components of the alternatives should be combined into alternative 6B11. These desirable design components include a new diamond interchange at S.R. 54, directional flyovers at the I-75/I-275 junction, and ramps to and from the south at County Line Road. For the Tier 3 analysis, alternative 6B12 was also identified as having the same combination of desirable design components but without ramps at County Line Road.

FACTORS	6A11	6B11	6B12
PHYSICAL ENVIRONMENT			
Noise Sensitive Sites	3	3	3
Wetlands	1	1	1
Permit Difficulty	1	1	1
LAND USE			
Major Community Facilities	3	3	3
"4F" & Section 106			
Accessibility/Circulation	2	2	3
Right-of-Way/Relocation	3	3	3
ROADWAY/TRANSIT			
M.O.T.	2	2	3
Design Segment Continuity	2	2	2
Operational Characteristics	3	3	3
Constructibility	3	3	3
DRAINAGE SYSTEM			
System Contained Within Existing ROW	2	2	2
Maintenance	3	3	3
Permit Difficulty	2	2	2
Design Flexibility	3	3	3
COSTS			
Structural	3	2	3
Roadway/Transit	3	3	3
TOTAL	39	38	41
AVERAGE	2.4	2.3	2.5

Matrix Value of 1 = significant negative impacts and/or minimal positive impacts.
Matrix Value of 2 = moderate negative impacts and/or moderate positive impacts.
Matrix Value of 3 = minimal negative impacts and/or significant positive impacts.

TIER 2 MATRIX EVALUATION SUMMARY-SEGMENTS 6A AND 6B

TRANSIT

The Tier 2 concepts maintained a transit envelope within the Interstate right-of-way for HOV lanes and priority access ramps. The HOV lanes extend along I-275 from the Howard Frankland Bridge to the Livingston Road overpass and along I-4 from just west of I-75 to its junction with I-275 in the Tampa CBD. Special center-drop, priority access ramps to the HOV lanes are located at Trask Street, Orient Road, and Yukon Street. A flyover, priority access ramp is located near Bearss Avenue. In downtown Tampa, special center-drop, priority access ramps are located at Tampa Street and Morgan Street to serve the Central Business District.

Computer simulations of the Urban Area Network were made based on the previously defined Tier 1 geometry concepts. These network simulations determined systems traffic and were used to develop the Tier 2 geometry alternatives evaluated in this report. These simulations were structured to analyze the Interstate system with and without HOV facilities. Various alternate networks were developed and tested and are presented in detail in the Task F5d Tier 1 Simulation Working Paper.[7] Alternatives D and G included HOV facilities which allow two or more person carpools; the results of these two alternatives are shown in Table 10.

The potential HOV volumes range from 15,000 to 28,000 vehicles per day (vpd) along I-275 north, I-275 west, and I-4 east. In vicinity of Tampa CBD, where I-4 and I-275 merge, the HOV volumes increase to 38,000 vpd. This demand on the HOV lanes can be compared with the maximum daily service volumes of a two-lane principle arterial and a two-lane exclusive roadway to determine if the HOV lanes are warranted. For

TABLE 10

SIMULATION RESULTS FOR
GENERAL USE/HOV 2010 ADT

Location	Unadjusted Daily Traffic Volumes (General Use/HOV* ADT) Alternative D	Alternative G	Adjusted Daily Traffic Volumes (General Use/HOV*)
I-275 West			
I-275/E. of N.W. Expwy.	129,000/27,000	131,000/27,000	133,000/27,000
I-275/E. of Dale Mabry	169,000/25,000	184,000/15,000	175,000/20,000
I-275/Hillsborough River	227,000/23,000	246,000/21,000	225,000/25,000
I-275 North			
I-275/N. of Fletcher	82,000/22,000	90,000/17,000	90,000/15,000
I-275/N. of Busch Blvd.	125,000/22,000	125,000/17,000	125,000/20,000
I-275/N. of Hillsborough	139,000/25,000	137,000/25,000	135,000/25,000
I-275/N. of Floribraska**	138,000/28,000	137,000/28,000	137,000/28,000
I-4 East			
I-4/W. of I-75	129,000/24,000	129,000/24,000	135,000/20,000
I-4/W. of 50th Street	169,000/22,000	177,000/21,000	173,000/22,000
I-4/W. of 21st Street	195,000/24,000	203,000/23,000	198,000/24,000

* Assumes two or more person carpools in HOV lanes

** Volumes at Floribraska Avenue was manually adjusted based on validation results and actual 1983 counts.

Level-of-Service C, the maximum daily service volume for a two-lane principle arterial is approximately 15,800 vpd. For a two-lane exclusive roadway the maximum daily service volume at Level-of-Service C is approximately 22,500 vpd. Since the demand on the HOV lanes approaches or exceeds these service flow rates, the HOV lanes are warranted, assuming two or more person carpools use the HOV lanes. These volumes also indicate that the HOV lanes would be utilized all day.

The next phase of this tier analysis process (i.e. Tier 3) will be designed to determine the following impacts of the HOV lane and transit facilities on the Interstate System:

* Impact of an HOV facility on the Interstate system,
* Impact of two or more person carpools versus three on more persons carpools,
* Impact of concurrent flow HOV lanes versus exclusive HOV lanes, and
* Impact of a rail transit system on the Interstate system.

Each of these issues will be analyzed in Tier 3 to assess their applicability to the Tampa Interstate System planning. These transit related factors will assist the study in determining how extensive a role transit and HOV will play in meeting interstate travel demands.

SUMMARY/RECOMMENDATIONS

The preceeding discussion explains by design study segment the Tier 2 alternatives and the process used to determine the desirable components of each segment to be

carried forth in the development of Tier 3 alternatives. The initial recommendations of the study team for Tier 3 are presented in Table 11.

Due to the public comments received as a result of the July 13, 1988 Public Workshop and the community impacts/relocation evaluation for Tier 2, it was recommended by the study team that a modified Level of Service D be evaluated in Tier 3 for the general use freeway lanes.[8] This recommendation presented to the FDOT and FHWA, was supported by the Tampa Urban Area Metropolitan Planning Organization due to the community concern expressed over right-of-way impacts to businesses and neighborhoods.[9]

As stated previously the transit alternatives to be evaluated for Tier 3 are:

* Impact of an HOV facility on the Interstate system,
* Impact of two or more person carpools versus three or more carpools,
* Impact of concurrent flow HOV lanes versus exclusive HOV lanes, and
* Impact of a rail transit system on the Interstate system.

TABLE 11

DESCRIPTION OF TIER 3 ALTERNATIVES

DESIGN STUDY SEGMENT 1A
I-275 from Howard Frankland Bridge to East of Himes Avenue
(Westshore Area)

Alternative 1A9

- 4-roadway system
- High Occupancy Vehicle (HOV)/Transitway Lanes beginning at the Howard Frankland Bridge within the interstate alignment
- Direct freeway connection to the Northwest Expressway
- 50:1 Tampa International Airport Flight Path Clearance
- Interchanges at Westshore Boulevard, Lois Avenue, Dale Mabry Highway (2 level), and Himes Avenue
- Frontage roads east of Himes Avenue
- New Sherrill Street extension through I-275
- HOV priority ramps to and from east on I-275 at Trask Street

Alternative 1A11

- 2-roadway system transitioning to 4-roadway system at Lois Avenue
- High Occupancy Vehicle (HOV)/Transitway Lanes beginning at the Howard Frankland Bridge within the interstate alignment
- Direct freeway connection to the Northwest Expressway
- 62.5:1 Tampa International Airport Flight Path Clearance
- Interchanges at Westshore Boulevard, Lois Avenue, Dale Mabry Highway (2 level), and Himes Avenue
- No frontage roads east of Himes Avenue
- New Sherrill Street extension through I-275
- HOV priority ramps to and from east on I-275 at Trask Street

TABLE 11

DESCRIPTION OF TIER 3 ALTERNATIVES
(Continued)

Alternative 1A12

- 2-roadway system transitioning to 4-roadway system at Lois Avenue
- High Occupancy Vehicle (HOV)/Transitway Lanes beginning at the Howard Frankland Bridge within the interstate alignment
- Direct freeway connection to the Northwest Expressway
- 62.5:1 Tampa International Airport Flight Path Clearance
- Interchanges at Westshore Boulevard, Lois Avenue, Dale Mabry Highway (2 level), and Himes Avenue
- No frontage roads east of Himes Avenue
- New Sherrill Street extension through I-275
- Elevated exclusive HOV/Transitway Lanes on I-275 at Trask Street; priority ramps to and from east on I-275

TABLE 11

DESCRIPTION OF TIER 3 ALTERNATIVES
(Continued)

DESIGN SEGMENT 2A
I-275 from east of Himes Avenue to east of Rome Avenue
(West Tampa Area)

Alternative 2A6 (modified)

- 4-roadway system transitioning to 2-roadway system near MacDill Avenue - shifted south alignment
- High Occupancy Vehicle (HOV)/Transitway Lanes within the interstate alignment
- Split interchange at Howard Avenue and Armenia Avenue
- Interchange ramps at Himes Avenue to and from the east
- One-way frontage roads between Himes Avenue and North Boulevard

Alternative 2A7 (modified)

- 4-roadway system transitioning to 2-roadway system near MacDill Avenue - shifted north alignment
- Exclusive structurally elevated High Occupancy Vehicle (HOV)/Transitway Lanes within the interstate alignment
- Split interchange at Howard Avenue and Armenia Avenue
- Interchange ramps at Himes Avenue to and from the east
- No parallel frontage roads

Alternative 2A8

- 4-roadway system - shifted south alignment
- High Occupancy Vehicle (HOV)/Transitway Lanes within the interstate alignment
- Interchange ramps at North Boulevard to and from the west
- Split interchange at Howard Avenue and Armenia Avenue
- Interchange ramps at Himes Avenue to and from the east
- Maintain 2-way northside frontage road between Himes Avenue and Rome Avenue

TABLE 11

DESCRIPTION OF TIER 3 ALTERNATIVES
(Continued)

Alternative 2A10 (modified)

- 2-roadway system - centered alignment on I-275
- Elevated High Occupancy Vehicle (HOV)/Transitway Structural Lanes within the interstate alignment
- Split interchange at Howard Avenue and Armenia Avenue
- Interchange ramps at Himes Avenue to and from the east

TABLE 11

DESCRIPTION OF TIER 3 ALTERNATIVES
(Continued)

DESIGN SEGMENT 2B
I-275 from east of Rome Avenue to north of Buffalo Avenue.
I-4 from the I-275 Junction east to 14th Street.
(Central Business District)

Alternative 2B7

- 2-roadway system transitioning to 4-roadway system at North Boulevard
- 4-roadway system from North Boulevard transitioning to 2-roadway system north of Buffalo Avenue
- 4-roadway system east of 14th Street
- High Occupancy Vehicle (HOV)/Transitway Lanes within interstate alignment
- Interchange at Ashley/Tampa Streets
- Interchange at Jefferson/Orange Streets
- Interchange ramps at Scott/Kay Streets to and from west

Alternative 2B8

- 4 Roadway System transitioning to 2 Roadway System at Buffalo Avenue
- 4 Roadway System east of 14th Street
- High Occupancy Vehicle (HOV)/Transitway Lanes on separate alignment near Estelle Street
- Interchange ramps at North Boulevard to and from west
- Interchange at Ashley/Tampa Streets
- Interchange at Jefferson/Orange Streets
- Remove interchange ramps at Scott/Kay Streets to and from west

Alternative 2B9

- 2-roadway system transitioning to 4-roadway system at North Boulevard
- 4-roadway system from North Boulevard transitioning to 2-roadway system north of Buffalo Avenue

TABLE 11

DESCRIPTION OF TIER 3 ALTERNATIVES
(Continued)

- 4-roadway system east of 14th Street
- High Occupancy Vehicle (HOV)/Transitway Lanes within interstate alignment
- Interchange at Ashley/Tampa Streets
- Partial interchange at Jefferson/Orange Streets
- Interchange ramps at Scott/Kay Streets to and from west

TABLE 11

DESCRIPTION OF TIER 3 ALTERNATIVES
(Continued)

DESIGN SEGMENTS 3A and 3B
I-4 from 14th Street to east of 50th Street
(Ybor City Area)

Alternative 3A8, 3B3

- 4-roadway system transitioning to 2-roadway system at 50th Street
- High Occupancy Vehicle (HOV)/Transitway Lanes within interstate alignment
- Split interchange at 14th/15th Streets
- Directional interchange at Crosstown Connector
- Reconfigured split interchange at Columbus Drive/50th Street
- Remove interchange ramps at 21st/22nd Streets and 40th Street

TABLE 11

DESCRIPTION OF TIER 3 ALTERNATIVES
(Continued)

DESIGN SEGMENTS 4A - 4C
I-4 from east of 50th Street to east of I-75 interchange
(East Tampa Area)

Alternative 4A3, 4B10, 4C3

- 2-roadway system beginning east of 50th Street
- High Occupancy Vehicle (HOV)/Transitway Lanes within interstate alignment and end west of I-75
- Full interchange at Buffalo Avenue
- Remove Chelsea Avenue Overpass
- Partial interchange at Orient Road
- HOV park-and-ride lot at Orient Road
- HOV priority access to and from the west at Orient Road
- Partial cloverleaf interchange at U.S. 301 with flyover S-W and N-E movements
- U.S. 92 on separate alignment with ramps to I-4 and U.S. 301
- Retain Garden Lane Road Bridge across By-pass Canal
- New extension of Faulkenburg Road between U.S. 92 and Sligh Avenue
- New extension of Sligh Avenue west to U.S. 301 across By-pass Canal
- Interchange ramps at Sligh Avenue to and from I-75 north
- Interchange ramps at U.S. 92 to and from I-75 south

TABLE 11

DESCRIPTION OF TIER 3 ALTERNATIVES
(Continued)

DESIGN SEGMENTS 5A - 5D
I-275 from north of Buffalo Avenue to north of Linebaugh Avenue
(Seminole Heights, Sulphur Springs Area)

Alternative 5A1, 5B1, 5C1, 5D2

- 2-roadway system beginning at Buffalo Avenue
- High Occupancy Vehicle (HOV)/Transitway Lanes within interstate alignment
- Interchanges at Hillsborough Avenue, Sligh Avenue, Waters Avenue, Busch Boulevard and Linebaugh Avenue
- One-way frontage roads from Bird Street to Busch Boulevard
- Removal of Bird Street interchange ramps to and from south
- HOV priority ramps at Yukon Street park-and-ride lot
- Intersection improvements at Florida Avenue and Nebraska Avenue intersections with interchanging cross streets

Alternative 5A3, 5B3, 5C3, 5D6

- 2-roadway system beginning at Buffalo Avenue
- High Occupancy Vehicle (HOV)/Transitway Lanes within interstate alignment
- Interchanges at Hillsborough Avenue, Sligh Avenue, Waters Avenue, Busch Boulevard and Linebaugh Avenue
- One-way frontage roads from Bird Street to Busch Boulevard
- Removal of Bird Street interchange ramps to and from south
- HOV priority ramps at Yukon Street park-and-ride lot
- Florida and Nebraska Avenues operate as one-way pairs

TABLE 11

DESCRIPTION OF TIER 3 ALTERNATIVES
(Continued)

DESIGN SEGMENTS 5E - 5G
I-275 from north of Linebaugh Avenue to north of Livingston Avenue
(University North Area)

Alternative 5E1, 5F1, 5G4

- 2-roadway system
- High Occupancy Vehicle (HOV)/Transitway Lanes within interstate alignment
- HOV access through Bearss Avenue interchange
- Interchanges at Fowler Avenue, Fletcher Avenue and Bearss Avenue
- Intersection improvements at Florida Avenue and Nebraska Avenue intersections with interchanging cross streets

Alternative 5E3, 5F3, 5G3

- 2-roadway system
- High Occupancy Vehicle (HOV)/Transitway Lanes within interstate alignment
- Interchanges at Fowler Avenue, Fletcher Avenue and Bearss Avenue
- HOV priority flyover ramp north of Bearss Avenue with direct access to park-and-ride lot
- Florida and Nebraska Avenues operate as one-way pairs
- New cross streets through interstate at 109th Avenue and April Lane

TABLE 11

DESCRIPTION OF TIER 3 ALTERNATIVES
(Continued)

DESIGN SEGMENT 6A
I-275 from north of Livingston Avenue to the Hillsborough/Pasco Line

Alternative 6A11

- 2-roadway system
- I-275 six-lane rural roadway
- Interchange at Easement Road
- High Occupancy Vehicle (HOV)/Transitway Lanes beginning north of Livingston Avenue
- Park-and-ride lot at Easement Road interchange

LIST OF REFERENCES

1. Task F2a Component Package Presentation Summary, Tampa Interstate Study, Greiner, Inc., November, 1987.

2. Task F2b Draft Design Criteria Manual, Policies and Procedures Technical Memorandum, Tampa Interstate Study, Greiner, Inc., January, 1988.

3. Florida Department of Transportation Project Development Report, Reconstruction and High Occupancy Vehicle Improvements I-275 and I-4, HNTB, April, 1986.

4. Florida Department of Transportation, I-75 Interchange Location and Master Plan Study, Harland Bartholomew & Associates (not completed).

5. Hillsborough County, City-County Planning Commission, I-75 Corridor Land Use Study, (not completed).

6. City of Tampa, University North Corridor Analysis, Greiner, Inc., June, 1987.

7. Task F5d Tier 1 Simulations Results Working Paper No.1, Tampa Interstate Study, Greiner, Inc., June, 1988.

8. Task F5e Analysis of Service Flow Rates and Level of Service Final Working Paper, Tampa Interstate Study, Greiner, Inc., October, 1988.

9. Hillsborough County Metropolitan Planning Organization, letter of July 20, 1988, Mr. John King, MPO Chairman to Mr. James Kennedy, FDOT District Secretary.

Task F6a (6)
Tier 3 Evaluation
Technical Memorandum

TAMPA INTERSTATE STUDY

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

Prepared For

FLORIDA DEPARTMENT
of
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Prepared By

GREINER, INC.

In Association With

GANNETT FLEMING TRANSPORTATION ENGINEERS

TEXAS TRANSPORTATION INSTITUTE

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INTRODUCTION

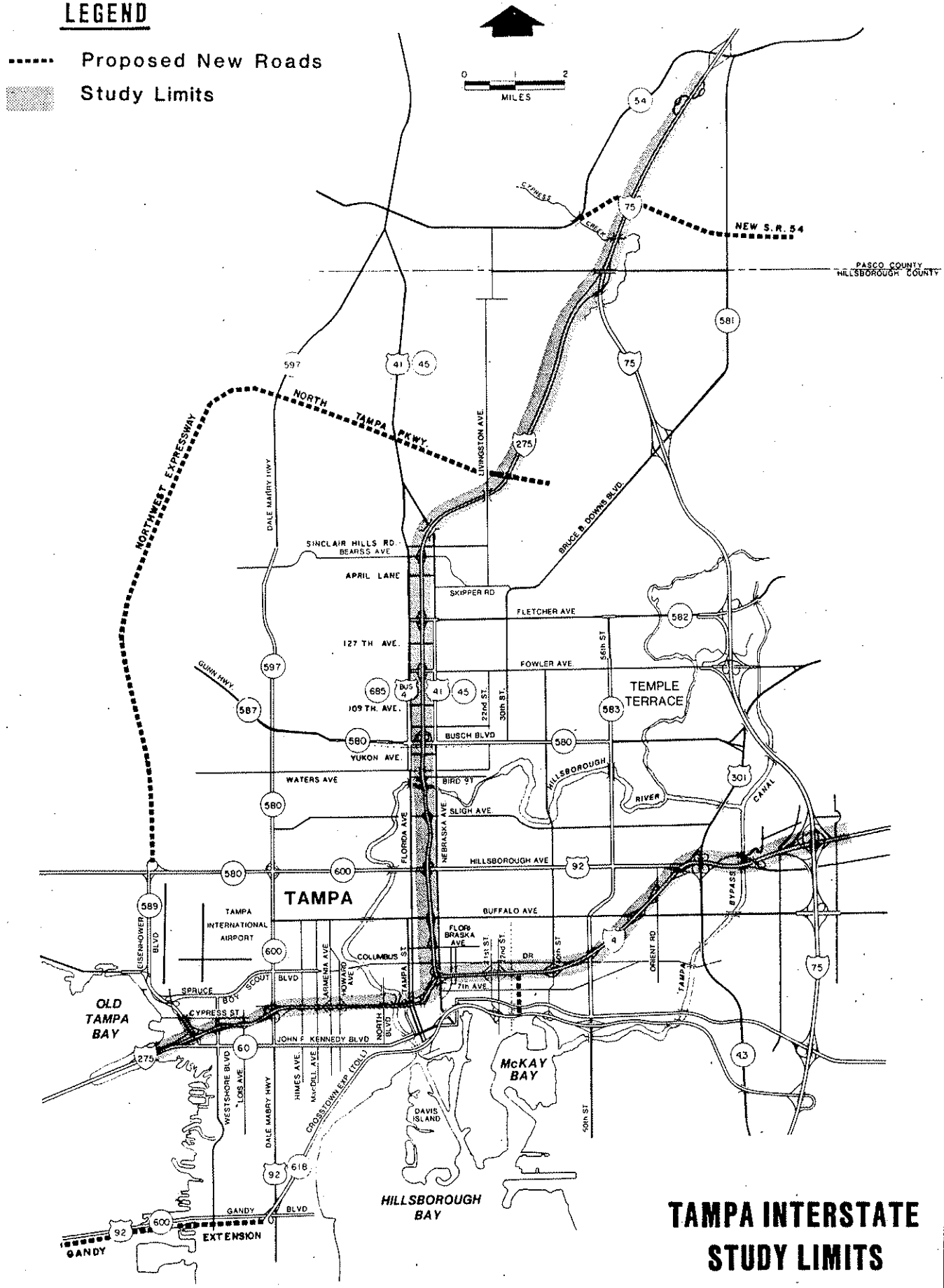
Phase I of the Tampa Interstate Study began in September 1987 and will end in May 1989. The purpose of Phase I of the Tampa Interstate Study is to develop a Master Plan that identifies possible improvements which will enable I-4, I-75, and I-275 to accommodate anticipated travel demands through the year 2010.

The Tampa Interstate Study Master Plan entails developing alternatives and making recommendations regarding the preferred type and location of multi-lane improvements, potential high-occupancy-vehicle (HOV) facilities, transit facilities, traffic management techniques, and traffic surveillance and control systems. This report is Volume 1 of a two-volume report and provides an evaluation of the Tier 3 conceptual alternatives for the Tampa Interstate Study.

The study limits are depicted on Exhibit 1. The limits are:

* I-275 from the Howard Frankland Bridge eastward and northward to south of State Road 54 (S.R. 54) in Pasco County;
* Memorial Highway from I-275 to Cypress Street; and
* I-4 from its junction with I-275 in downtown Tampa eastward to I-75.

This Tier 3 Evaluation Technical Memorandum documents the last of three stages of tier analysis for Task F, Conceptual Design Analysis. The objective of the Task F Conceptual Design Analysis is to develop alternatives which provide an acceptable highway lane level of service (LOS) commensurate with the associated social, economic and environmental impacts. The development of alternatives follows a structured



TAMPA INTERSTATE STUDY LIMITS

EXHIBIT 1

A Florida Department of Transportation Project

process by which alternatives are first defined and then through a three-tier or stage process are developed, evaluated and refined.

This Technical Memorandum provides a description of the Tier 3 alternatives and a summary of the evaluation process used to determine which alternatives are to be refined for the Draft Master Plan Concepts.

The initial step in the development of interstate alternatives was the Component Package Presentation to the Florida Department of Transportation (FDOT) and the Federal Highway Administration (FHWA). This presentation was held on November 12, 1987, and was summarized in the Task F2a Component Package Presentation Summary.[1] The presentation identified those design components affecting rehabilitation of the Interstate system. These design components include: vertical and horizontal alignment, structural conditions, interchange spacing, crossroad widening and vertical clearance, transit options and maintenance of traffic considerations. Subsequent to the presentation, review, and comment by the FDOT and the FHWA, the Task F2b Draft Design Criteria Manual, Policies and Procedures Technical Memorandum[2] was prepared. This document contains both roadway and transit design criteria and representative typical sections for a range of planning alternatives.

The initial highway conceptual design alternatives were defined using as input the Task F2b Draft Design Criteria Manual, Policies and Procedures Technical Memorandum[2], and data and findings from several studies including the FDOT Project Development Report, Reconstruction and HOV Improvements, I-275 and I-4;[3] the I-75 Interchange Location and Master Plan Study;[4] the Hillsborough County City-

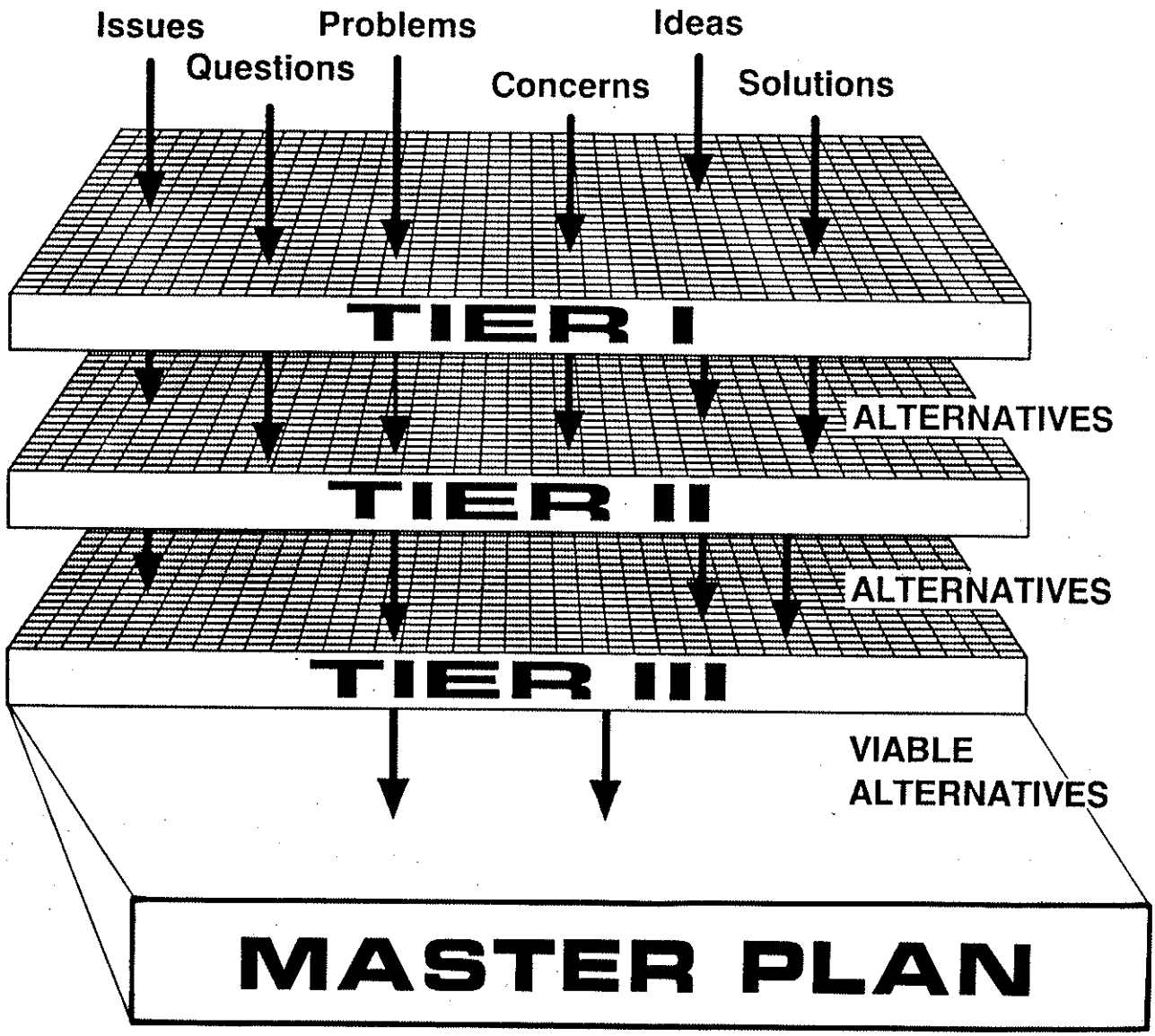
County Planning Commission's I-75 Corridor Land Use Study;[5] the City of Tampa's University North Corridor Analysis;[6] and the year 2010 Metropolitan Planning Organization (MPO) Long Range Transportation Plan.

TIER ANALYSIS

The comparative analysis technique used to identify viable alternatives in the Tampa Interstate Study is called Tier Analysis. This screening process, or tiering, allows the study team to assemble a large array of competing design components in an easily understood matrix format for evaluation. Exhibit 2 depicts this process. The key factor in the success of the tier analysis process is its ability to "window down" the vast array of competing designs to the few viable alternative concepts suitable for application on Tampa's interstate corridors.

The first tier (or level) of analysis is on 1"=1,000' and 1"=200' scale aerial maps and provides a process for using key factors to evaluate the reconstructed highway's impacts. This analysis ranks alternative concepts and identifies any alternatives with extreme or obvious detrimental impacts, also known as "fatally flawed" alternatives. Those "fatally flawed" alternatives are eliminated from further consideration.

The Tier 2 evaluation (1"=200' scale) utilizes those alternatives that successfully pass the Tier 1 evaluation and, as in the first tier, a matrix evaluation is prepared. The matrix includes all factors considered relevant by the study team. The matrix also includes quantification and estimates of impacts for each of the alternatives by category of impact and results in a ranking of alternatives.



THE TIER EVALUATION PROCESS

The third and final tier of evaluation discussed in this memorandum includes geometric layouts of all remaining alternatives at 1"=100' scale and 1"=1,000' scale. Those alternatives that survived the second tier evaluation matrix were re-evaluated with more stringent standards and detailed analyses in Tier 3. The alternatives that were selected to be developed from the Tier 3 concepts will be carried forth to the Draft Master Plan.

Refinement and the continuing development of alternatives through this systematic process provides all necessary documentation and results in a logical process and selection of viable alternatives. The tier process provides the documentation necessary to explain and substantiate elimination of alternatives through the evaluation process. In addition, this process allows the community to better understand a complex and technical process through a step-by-step method resulting in the selection of reasonable and viable Master Plan Concepts.

TRAVEL DEMAND

Traffic projections used to develop the Task F6g Tier 3 conceptual alternatives presented in Volume 2 are based on year 2010 land uses and transportation network as provided by the Hillsborough County Metropolitan Planning Organization and local government. These projections of 2010 travel demands are presented in detail in the Task F5e Draft Travel Demand Technical Report. As discussed in the Summary/Recommendation section of the Task F6a(6) Tier 2 Evaluation Memorandum, it was determined that the Tier 3 alternatives would be developed at Level of Service D to reduce right-of-way acquisitions, which would result in fewer impacts to the adjacent communities.

TIER 3 CONCEPTUAL ALTERNATIVES

The plans are divided into six geographic segments or planning areas. These six planning areas are further disaggregated into a total of 17 "Design Study Segments." Plans of the general roadway travel lanes and HOV/Transitway lanes are shown on the drawings for each of these segments. Right-of-way and drainage elements are also shown in detail in Volume 2 of this Tier 3 Technical Memorandum. The primary objective of Task F6g Tier 3 conceptual development is the identification of viable and reasonable geometric concepts for the Draft Master Plan. The Task F6a(6) Tier 3 Evaluation Technical Memorandum provided in this Volume 1 of the two-volume set provides the detailed evaluation of the various Tier 3 conceptual alternatives. This Task F6a(6) Tier 3 Evaluation Technical Memorandum should be referred to for comparative evaluation of the various Tier 3 alternatives. The Task F6g Tier 3 geometric conceptual plans are presented in Volume 2. The original Tier 3 conceptual plans were prepared at 1"=100' scale. Those original conceptual plans have been reduced and are presented as 1"=200' scale (approximate) drawings in the Task F6g Volume 2 report. The 1"=1,000' scale plans have been reduced and are presented as 1"=2,000' scale (approximate) drawings in the Appendix of this Volume 1 report.

TIER 3 PUBLIC INVOLVEMENT

The Tier 3 alternatives were presented to the public at the second Tampa Interstate Study public workshop. This workshop was held on November 7, 1988 at the Curtis Hixon Convention Center. Approximately 1,200 persons attended the presentation of Tier 3 concepts. A review of the various public meeting comments and associated

public involvement issues relating to the Tier 3 concepts can be found in the Task IIa Public Meeting Working Paper #2.

TAMPA INTERSTATE STUDY TIER 3 MATRIX EVALUATION

The identification and selection of alternatives to be carried from the third tier to the Draft Master Plan Concepts for refinement was accomplished through the use of the tier evaluation matrix. The third tier matrix was composed of measured data that were determining factors in alternative selection. The array of factors used to evaluate the alternative concepts throughout the study's evaluation process have been narrowed down in the Tier 3 evaluation. As alternative concepts were eliminated based on these many factors, the alternatives which were carried forward in the evaluation process were refined to reflect public opinion and include all desirable factors such as noise barriers, design continuity, drainage and design amenities. Table 1 contains a factor definition or description of those remaining measurement units which were used to determine the alternatives' impacts.

TABLE 1

TIER 3 MATRIX EVALUATION FACTORS AND METHODS OF MEASUREMENT

Physical Environment

* **Wetlands** - The greater the number of acres of wetlands required for right-of-way, the greater the negative impact.

* **Permit Difficulty** - The greater the value (based on vegetative type) of the acreage of wetlands required for right-of-way, the greater the negative impact.

Land Use

* **Major Community Facilities** - The greater the number of community facilities (not 4f) within the proposed right-of-way, the greater the negative impact.

* **4f and Section 106** - The greater the number of park and recreation sites, historical sites or districts, or archaeological sites within the right-of-way, the greater the negative impact.

* **Accessibility and Circulation** - The larger the number of local streets terminated, the greater the negative impact. The larger the number of frontage roads, additional overpasses or interchanges allowing cross corridor travel, the greater the positive impacts.

* **Relocations** - The larger the number of relocations required, the greater the negative impact.

Roadway/Transit

* **Maintenance of Traffic/Constructability** - The greater the ability for the alternative to maintain traffic operations during construction, the more positive the rating; the more restrictive the construction is on traffic operations, the more negative the rating.

* **Operational Characteristics** - The more relief (better LOS) that an alternative provides for system mainline traffic and the immediate access area, the more positive the rating.

Costs

* **Roadway/Structural** - The greater the cost per mile of improvement, the greater the negative impact.

* **Right-of-Way** - The greater the costs, the greater the negative impact.

The format of categories and their factors used in the Tier 3 Matrix Analysis is found on Exhibit 3. For each alternative, a rating was assigned to each factor to measure both positive and negative impacts. A value of three (3) was assigned when there are no impacts, minimal negative impacts and/or significant positive impacts. A value of two (2) was assigned when the evaluation indicates moderate negative and/or moderate positive impacts. A value of one (1) was assigned when the alternative has a significant negative impact and/or minimal positive impacts. A value was assigned

FACTORS			
PHYSICAL ENVIRONMENT			
Wetlands			
Permit Difficulty			
LAND USE			
Major Community Facilities			
"4F" & Section 106			
Accessibility/Circulation			
Relocation			
ROADWAY/TRANSIT			
M.O.T.			
Operational Characteristics			
COSTS			
Structural/Roadway			
Right-of-Way			
TOTAL	0	0	0
AVERAGE			

Matrix Value of 1 = significant negative impacts and/or minimal positive impacts.

Matrix Value of 2 = moderate negative impacts and/or moderate positive impacts.

Matrix Value of 3 = minimal negative impacts and/or significant positive impacts.

TIER 3
MATRIX EVALUATION FORMAT

for each factor for each alternative within a design segment based on quantitative values and/or quantitative analysis.

Preliminary cost estimates were developed for relocation expenses, property acquisition and construction. Detailed cost estimates for relocation expenses and right-of-way estimates can be found in the Task E13 and F6c Working Paper.

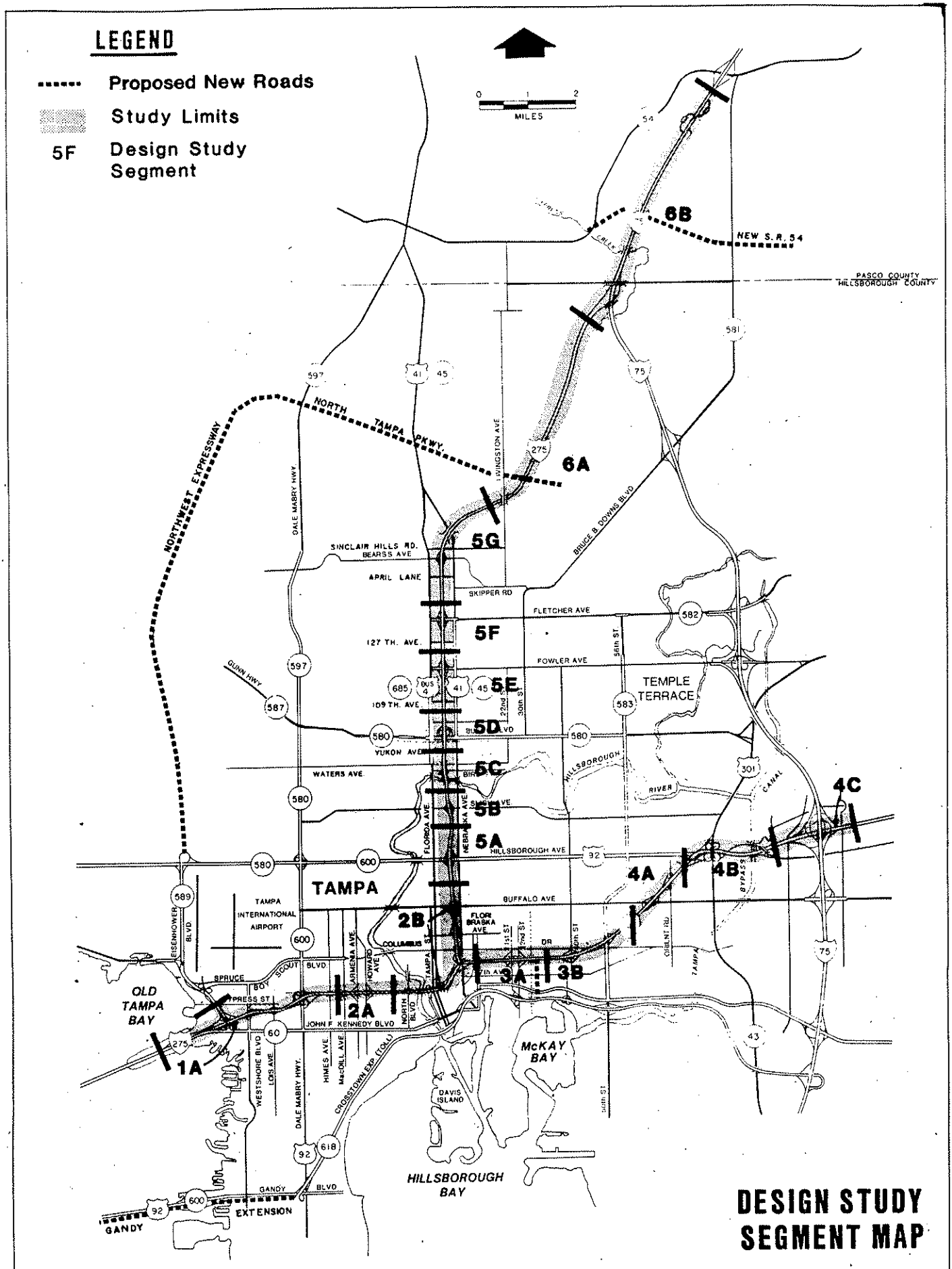
Table 2 provides a summary of these costs and relocations. The relocation numbers and cost estimates were used to assess the conceptual alternatives in Tier 3. A review of the overall costs shows that the majority of the alternatives selected were the lower cost alternatives. However, in Segments 2B and 5A, 5B, 5C, and 5D, the higher cost alternative was selected because of the enhanced accessibility, better operational characteristics, or reduced community impacts. These costs will be refined for the Draft Master Plan.

A graphic overview of the study area showing the design segment limits is presented on Exhibit 4. For ease of reference, specific design segments are presented separately and include a description of the alternatives as well as the matrix evaluation form. The results of the matrix evaluation by specific design segment follows. If only one alternative was carried forward from the Tier 2 alternatives, a matrix evaluation is not provided; however, any refinements made to the Tier 3 alternatives are discussed. The 1"=100" scale aerial photography showing the alternatives is appended by reference. This report concludes with a discussion of Tier 3 transit alternatives.

TABLE 2
RIGHT-OF-WAY RELOCATION AND CONSTRUCTION COST ESTIMATES*
TIER 3 ALTERNATIVES SUMMARY

	(1) NUMBER OF RELOCATIONS	(2) RELOCATION EXPENSE	(3) ACQUISITION COST	(4) TOTAL RIGHT-OF-WAY COST	(5) CONSTRUCTION COST ESTIMATE	(6) TOTAL COST (4+5)
DESIGN SEGMENT 1A						
ALTERNATIVE 1A9	175	$3,150,000	$34,980,000	$38,130,000	$147,957,000	$186,087,000
ALTERNATIVE 1A11	162	$2,955,000	$35,175,000	$38,130,000	$158,441,000	$196,571,000
ALTERNATIVE 1A12	154	$2,800,000	$34,020,000	$36,820,000	$170,013,000	$206,833,000
DESIGN SEGMENT 2A						
ALTERNATIVE 2A6	112	$2,170,000	$13,350,000	$15,520,000	$61,516,000	$77,036,000
ALTERNATIVE 2A7	65	$1,430,000	$12,975,000	$14,405,000	$80,024,000	$94,429,000
ALTERNATIVE 2A8	144	$2,280,000	$14,850,000	$17,130,000	$68,495,000	$85,625,000
ALTERNATIVE 2A10	104	$1,770,000	$13,320,000	$13,320,000	$85,340,000	$98,660,000
DESIGN SEGMENT 2B						
ALTERNATIVE 2B7	391	$7,545,000	$81,450,000	$88,995,000	$348,444,000	$437,439,000
ALTERNATIVE 2B8	439	$8,545,000	$99,450,000	$107,995,000	$345,418,000	$453,413,000
ALTERNATIVE 2B9	408	$7,625,000	$75,900,000	$83,525,000	$328,224,000	$411,749,000
DESIGN SEGMENT 3A & 3B						
ALTERNATIVE 3A8 & 3B3	283	$5,715,000	$34,650,000	$40,365,000	$140,665,000	$181,030,000
DESIGN SEGMENT 4A, 4B, & 4C						
ALTERNATIVE 4A3, 4B10, 4C3	54	$880,000	$27,075,000	$27,955,000	$140,284,000	$168,239,000
DESIGN SEGMENT 5A, 5B, 5C, & 5D						
ALTERNATIVE 5A1, 5B1, 5C1, 5D2	171	$2,565,000	$13,050,000	$15,615,000	$132,473,000	$148,088,000
ALTERNATIVE 5A3, 5B3, 5C3, 5D6	171	$2,565,000	$13,050,000	$15,615,000	$126,862,000	$142,477,000
DESIGN SEGMENT 5E, 5F, & 5G						
ALTERNATIVE 5E1, 5F1, 5G4	37	$765,000	$8,400,000	$9,165,000	$71,149,000	$80,314,000
ALTERNATIVE 5E3, 5F3, 5G3	37	$765,000	$8,550,000	$9,315,000	$83,463,000	$92,778,000
DESIGN SEGMENT 6A & 6B						
ALTERNATIVE 6A11 & 6B11	0	N/A	$9,000,000	$9,000,000	$23,931,000	$32,931,000
ALTERNATIVE 6A11 & 6B12	0	N/A	$8,435,000	$8,435,000	$20,642,000	$29,077,000

* All estimates are in 1988-89 dollars.



DESIGN STUDY SEGMENT MAP

EXHIBIT 4

A Florida Department of Transportation Project

TAMPA INTERSTATE STUDY / THE GREINER TEAM

Design Segment 1A

Design Segment 1A starts at I-275 and the Howard Frankland Bridge and runs to east of Himes Avenue. Segment 1A also includes Memorial Highway south of Cypress Street. Table 3 provides descriptions of each of the Tier 3 alternatives within Design Segment 1A.

TABLE 3

DESIGN SEGMENT 1A
DESCRIPTION OF TIER 3 ALTERNATIVES

DESIGN SEGMENT 1A
I-275 from Howard Frankland Bridge to East of Himes Avenue
(Westshore Area)

Alternative 1A9 - 4-roadway system. High Occupancy Vehicle (HOV)/Transitway Lanes beginning at the Howard Frankland Bridge within the interstate alignment. Direct freeway connection to the Northwest Expressway. 50:1 Tampa International Airport Flight Path Clearance. Interchanges at Westshore Boulevard, Lois Avenue, Dale Mabry Highway (2 level), and Himes Avenue. Frontage roads east of Himes Avenue. New Sherrill Street extension through I-275. HOV priority ramps to and from east on I-275 at Trask Street.

Alternative 1A11 - 2-roadway system transitioning to 4-roadway system at Lois Avenue. High Occupancy Vehicle (HOV)/Transitway Lanes beginning at the Howard Frankland Bridge within the interstate alignment. Direct freeway connection to the Northwest Expressway. 62.5:1 Tampa International Airport Flight Path Clearance. Interchanges at Westshore Boulevard, Lois Avenue, Dale Mabry Highway (2 level), and Himes Avenue. No frontage roads east of Himes Avenue. New Sherrill Street extension through I-275. HOV priority ramps to and from east on I-275 at Trask Street.

Alternative 1A12 - 2-roadway system transitioning to 4-roadway system at Lois Avenue. High Occupancy Vehicle (HOV)/Transitway Lanes beginning at the Howard Frankland Bridge within the interstate alignment. Direct freeway connection to the Northwest Expressway. 62.5:1 Tampa International Airport Flight Path Clearance. Interchanges at Westshore Boulevard, Lois Avenue, Dale Mabry Highway (2 level), and Himes Avenue. No frontage roads east of Himes Avenue. New Sherrill Street extension through I-275. Elevated exclusive HOV/Transitway Lanes on I-275 at Trask Street; priority ramps to and from east on I-275.

The evaluation of Tier 3 alternatives in Design Segment 1A is summarized in Exhibit 5. Examination of this exhibit shows that alternative 1A9 (total score 24) ranked higher than the remaining two alternatives. It was determined that this alternative was superior to the other two alternatives based on the following design components:

* A 4-roadway system
* Frontage Roads east of Himes Avenue
* HOV priority ramps to and from the east on I-75 at Trask Street

Design components included in Alternative 1A9 which always resulted in positive impacts and would therefore be carried forward to the Master Plan Concepts include:

* The Sherrill Street extension through I-275
* A direct freeway connection to the Northwest Expressway
* Cantilevered structures at I-275 and Memorial Highway
* Interchanges at Westshore Boulevard (to/from east), Lois Avenue (to/from west), Dale Mabry Highway, and Himes Avenue

These design components coupled with the superior operating characteristics of the 4-roadway system in alternative 1A9 provided the basis for the selection of this alternative to be refined in the Draft Master Plan.

Subsequent to the November 1988 Tier 3 public meeting two access revisions were suggested by the public. These two improvements were accepted by the study team for inclusion in the recommended Draft Master Plan Concept for Segment 1A: Extension

FACTORS	1A9	1A11	1A12
PHYSICAL ENVIRONMENT			
Wetlands	1	2	2
Permit Difficulty	1	2	2
LAND USE			
Major Community Facilities	3	3	3
"4F" & Section 106	3	3	3
Accessibility/Circulation	3	1	1
Relocation	2	2	2
ROADWAY/TRANSIT			
M.O.T.	3	1	1
Operational Characteristics	3	2	2
COSTS			
Structural/Roadway	3	2	1
Right-of-Way	2	2	3
TOTAL	24	20	20
AVERAGE	2.4	2.0	2.0

Matrix Value of 1 = significant negative impacts and/or minimal positive impacts.
Matrix Value of 2 = moderate negative impacts and/or moderate positive impacts.
Matrix Value of 3 = minimal negative impacts and/or significant positive impacts.

TIER 3 MATRIX
EVALUATION SUMMARY - SEGMENT 1A

of Lemon Street east from Occident Street to Westshore Boulevard; and provision of local access ramps directly to and from the Northwest Expressway from Memorial Highway/Kennedy Boulevard. Both these improvements will relieve local circulation congestion and enhance the overall transportation system in Segment 1A.

Design Segment 2A

Design Segment 2A begins on I-275 east of Himes Avenue and runs to east of Rome Avenue. Table 4 provides a description of each Tier 3 alternative within Design Segment 2A. The evaluation of the Tier 3 alternatives in Design Segment 2A is summarized in Exhibit 6.

TABLE 4

DESIGN SEGMENT 2A
DESCRIPTION OF TIER 3 ALTERNATIVES

DESIGN SEGMENT 2A
I-275 from east of Himes Avenue to east of Rome Avenue
(West Tampa Area)

Alternative 2A6 **(modified)** - 4-roadway system transitioning to 2-roadway system near MacDill Avenue - shifted south alignment. High Occupancy Vehicle (HOV)/Transitway Lanes within the interstate alignment. Split interchange at Howard Avenue and Armenia Avenue. Interchange ramps at Himes Avenue to and from the east. One-way frontage roads between Himes Avenue and North Boulevard.

Alternative 2A7 **(modified)** - 4-roadway system transitioning to 2-roadway system near MacDill Avenue - shifted north alignment. Exclusive structurally elevated High Occupancy Vehicle (HOV)/Transitway Lanes within the interstate alignment. Split interchange at Howard Avenue and Armenia Avenue. Interchange ramps at Himes Avenue to and from the east. No parallel frontage roads.

Alternative 2A8 - 4-roadway system - shifted south alignment. High Occupancy Vehicle (HOV)/Transitway Lanes within the interstate alignment. Interchange ramps

FACTORS	2A6	2A7	2A8	2A10
PHYSICAL ENVIRONMENT				
Wetlands	3	3	3	3
Permit Difficulty	3	3	3	3
LAND USE				
Major Community Facilities	2	2	2	3
"4F" & Section 106	3	1	2	3
Accessibility/Circulation	2	1	3	1
Relocation	2	3	1	2
ROADWAY/TRANSIT				
M.O.T.	1	1	3	1
Operational Characteristics	1	1	3	1
COSTS				
Structural/Roadway	3	2	3	1
Right-of-Way	2	2	1	3
TOTAL	22	19	24	21
AVERAGE	2.2	1.9	2.4	2.1

Matrix Value of 1 = significant negative impacts and/or minimal positive impacts.

Matrix Value of 2 = moderate negative impacts and/or moderate positive impacts.

Matrix Value of 3 = minimal negative impacts and/or significant positive impacts.

TIER 3 MATRIX
EVALUTATION SUMMARY - SEGMENT 2A

at North Boulevard to and from the west. Split interchange at Howard Avenue and Armenia Avenue. Interchange ramps at Himes Avenue to and from the east. Maintain 2-way north side frontage road between Himes Avenue and Rome Avenue.

Alternative 2A10 **(modified)** - 2-roadway system - centered alignment on I-275. Elevated High Occupancy Vehicle (HOV)/Transitway Structural Lanes within the interstate alignment. Split interchange at Howard Avenue and Armenia Avenue. Interchange ramps at Himes Avenue to and from the east.

Examination of Exhibit 6 indicates alternatives 2A6, 2A7 and 2A8 and 2A10 ranked approximately the same. This is due to the differences in the type of design of each alternative and the resultant impacts associated with each design.

It was determined by the operational analysis of the four alternatives that a 4-roadway system was superior in level of service, safety, and design continuity. Therefore, alternative 2A8 was selected to be the most feasible alternative. Portions of Design Segment 2A are bounded on the north and south by the West Tampa Historic District. MacFarlane Park, one of the oldest parks in Tampa, is located north of and adjacent to Design Segment 2A. As a result of comments received at the November 7th public workshop, an additional alternative was evaluated prior to the development of the Draft Master Plan Concepts. Alternative 2A8 was shifted north (Alternative 2A8 modified), and the impacts to the park, historic district, and structures are shown in Table 5. Due to the great number of relocations, impacts to the West Tampa Historic District and impacts to MacFarlane Park created by alternative 2A8 modified, it was determined that alternative 2A8 shifted to the south resulted in fewer impacts and would be carried forth to the Draft Master Plan.

TABLE 5

SEGMENT 2A ALTERNATIVES SUPPLEMENTAL EVALUATIONS

	TIER 3 ALTERNATIVES	
	2A8*	2A8** (Modified)
Relocations	94	182
Impacts MacFarlane Park	NO	YES
Acquisitions in Historic District (Contributing Structures Only)	23	67
Alignment Shift Along 1-275	South	Norht

*Preferred Alternative
**Results from shifting alternative 2A8 north.

Design Segment 2B

The study limits of Design Segment 2B (Tampa's CBD) are I-275 from east of Rome Avenue to north of Buffalo Avenue, and I-4 from its junction with I-275 east to 14th Street. Table 6 provides a description of the Tier 3 alternatives for Design Segment 2B. Exhibit 7 provides a summary of the Tier 3 evaluation for this area.

TABLE 6

DESIGN SEGMENT 2B
DESCRIPTION OF TIER 3 ALTERNATIVES

DESIGN SEGMENT 2B
I-275 from east of Rome Avenue to north of Buffalo Avenue.
I-4 from the I-275 Junction east to 14th Street.
(Central Business District)

Alternative 2B7 - 2-roadway system transitioning to 4-roadway system at North Boulevard. 4-roadway system from North Boulevard transitioning to 2-roadway system north of Buffalo Avenue. 4-roadway system east of 14th Street. High Occupancy Vehicle (HOV)/Transitway Lanes within interstate alignment. Interchange at Ashley/Tampa Streets. Interchange at Jefferson/Orange Streets. Interchange ramps at Scott/Kay Streets to and from west.

Alternative 2B8 - 4-roadway system transitioning to 2-roadway system at Buffalo Avenue. 4-roadway system east of 14th Street. High Occupancy Vehicle (HOV)/Transitway Lanes on separate alignment near Estelle Street. Interchange ramps at North Boulevard to and from west. Interchange Ashley/Tampa Streets. Interchange at Jefferson/Orange Streets. Remove interchange ramps at Scott/Kay Streets to and from west.

Alternative 2B9 - 2-roadway system transitioning to 4-roadway system at North Boulevard. 4-roadway system from North Boulevard transitioning to 2-roadway system north of Buffalo Avenue. 4-roadway system east of 14th Street. High Occupancy Vehicle (HOV)/Transitway Lanes within interstate alignment. Interchange at Ashley/Tampa Streets. Partial interchange at Jefferson/Orange Streets. Interchange ramps at Scott/Kay Streets to and from west.

Review of Exhibit 7 shows that all the alternatives ranked approximately the same. Comments on the Tier 3 alternatives were received from the various agencies, and the Tier 3 alternatives (2B7, 2B8 and 2B9) were reevaluated based on the parallel decisions

FACTORS	2B7	2B8	2B9
PHYSICAL ENVIRONMENT			
Wetlands	3	3	3
Permit Difficulty	3	3	3
LAND USE			
Major Community Facilities	2	1	2
"4F" & Section 106	2	2	2
Accessibility/Circulation	3	3	1
Relocation	2	2	2
ROADWAY/TRANSIT			
M.O.T.	3	3	3
Operational Characteristics	2	3	2
COSTS			
Structural/Roadway	2	2	3
Right-of-Way	3	2	3
TOTAL	25	24	24
AVERAGE	2.5	2.4	2.4

Matrix Value of 1 = significant negative impacts and/or minimal positive impacts

Matrix Value of 2 = moderate negative impacts and/or moderate positive impacts.

Matrix Value of 3 = minimal negative impacts and/or significant positive impacts.

TIER 3 MATRIX
EVALUATION SUMMARY - SEGMENT 2B

arrived at in the adjacent segments, particularly segment 2A. Additional concerns over excessive right-of-way for the exclusive HOV/Transitway alignment in Alternative 2B8; operational and traffic service concerns with a two-roadway system on the west in Alternatives 2B7 and 2B9; overloading of the Ashley Street distributor interchange; and the lack of west bank CBD accessibility caused the Study Team to combine several of the most beneficial features of the three alternates into one Draft Master Plan Concept. These key combinations were:

* Four-roadway system
* Full distributor interchanges on both east and west of CBD
* Access ramps to West Bank of CBD
* Provision of HOV/Transitway facilities within interstate alignment, including priority ramping
* Provision of major stormwater management facilities under the interstate to reduce land acquisition in CBD

This alternative, combining the most desirable design components, was developed in cooperation with the City of Tampa Department of Public Works (see Appendix for related comments) for the Draft Master Plan.

Design Segments 3A and 3B

The limits of Design Segments 3A and 3B (Ybor City) are I-4 from 14th Street to east of 50th Street. Table 7 provides a description of the Tier 3 alternative for Design Segments 3A and 3B. As a result of the Tier 2 evaluation, only one alternative for Segments 3A and 3B was carried forward into Tier 3. As a result of public comment, frontage roads will be developed in the Draft Master Plan on the north and south sides of the interstate between 14th and 15th Streets and 21st and 22nd Streets to provide better circulation and local access. Proposed stormwater management ponds will be redesigned in the Draft Master Plan to reduce impacts and relocations. The Crosstown Expressway Connector will be redesigned to provide direct access to and from the east on I-4 to the new Columbus Avenue/50th Street interchange.

TABLE 7

DESIGN SEGMENTS 3A AND 3B
DESCRIPTION OF TIER 3 ALTERNATIVE

DESIGN SEGMENTS 3A and 3B
I-4 from 14th Street to east of 50th Street
(Ybor City Area)

Alternative 3A8, 3B3 - 4-roadway system transitioning to 2-roadway system at 50th Street. High Occupancy Vehicle (HOV)/Transitway Lanes within interstate alignment. Split interchange at 14th/15th Streets. Directional interchange at Crosstown Connector. Reconfigured split interchange at Columbus Drive/50th Street. Remove interchange ramps at 21st/22nd Streets and 40th Street.

Design Segments 4A, 4B and 4C

The study limits of Design Segments 4A, 4B and 4C (I-4 East) are I-4 from east of 50th Street to east of the I-75 Interchange. Table 8 provides a description of the Tier

3 alternative within this design segment. Only one alternative was carried forward from Tier 2 into Tier 3, and this alternative was presented at the second public workshop. Refinements will be made during the development of the Draft Master Plan.

TABLE 8

DESIGN SEGMENTS 4A, 4B and 4C
DESCRIPTION OF TIER 3 ALTERNATIVE

DESIGN SEGMENTS 4A, 4B, AND 4C
I-4 from east of 50th Street to east of I-75 interchange
(East Tampa Area)

Alternative 4A3, 4B10, 4C3 - 2-roadway system beginning east of 50th Street. High Occupancy Vehicle (HOV)/Transitway Lanes within interstate alignment and end west of I-75. Full interchange at Buffalo Avenue. Remove Chelsea Avenue Overpass. Partial interchange at Orient Road. HOV park-and-ride lot at Orient Road. HOV priority access to and from the west at Orient Road. Partial cloverleaf interchange at U.S. 301 with flyover S-W and N-E movements. U.S. 92 on separate alignment with ramps to I-4 and U.S. 301. Retain Garden Lane Road Bridge across By-pass Canal. New extension of Faulkenburg Road between U.S. 92 and Sligh Avenue. New extension of Sligh Avenue west to U.S. 301 across By-pass Canal. Interchange ramps at Sligh Avenue to and from I-75 north. Interchange ramps at U.S. 92 to and from I-75 south.

Design Segments 5A, 5B, 5C and 5D

The study limits of Design Segments 5A through 5D are I-275 from north of Buffalo Avenue to north of Linebaugh Avenue (Seminole Heights and Sulphur Springs areas). A description of Design Segments 5A through 5D is found on Table 9.

TABLE 9

DESIGN SEGMENTS 5A, 5B, 5C, AND 5D
DESCRIPTION OF TIER 3 ALTERNATIVES

DESIGN SEGMENTS 5A - 5D
I-275 from north of Buffalo Avenue to north of Linebaugh Avenue
(Seminole Heights, Sulphur Springs Area)

Alternative 5A1, 5B1, 5C1, 5D2 - 2-roadway system beginning at Buffalo Avenue. High Occupancy Vehicle (HOV)/Transitway Lanes within interstate alignment. Interchanges at Hillsborough Avenue, Sligh Avenue, Waters Avenue, Busch Boulevard and Linebaugh Avenue. One-way frontage roads from Bird Street to Busch Boulevard. Removal of Bird Street interchange ramps to and from south. HOV priority ramps at Yukon Street park-and-ride lot. Intersection improvements at Florida Avenue and Nebraska Avenue intersections with interchanging cross streets.

Alternative 5A3, 5B3, 5C3, 5D6 - 2-roadway system beginning at Buffalo Avenue. High Occupancy Vehicle (HOV)/Transitway Lanes within interstate alignment. Interchanges at Hillsborough Avenue, Sligh Avenue, Waters Avenue, Busch Boulevard and Linebaugh Avenue. One-way frontage roads from Bird Street to Busch Boulevard. Removal of Bird Street interchange ramps to and from south. HOV priority ramps at Yukon Street park-and-ride lot. Florida and Nebraska Avenues operate as one-way pairs.

A review of Exhibit 8 indicates alternatives 5A1, 5B1, 5C1 and 5D2 ranked approximately the same as alternatives 5A3, 5B3, 5C3 and 5D6. In the Tier 3 operational analysis, it was determined that the Nebraska and Florida Avenues one-way pairs did not provide adequate access and circulation to the adjacent areas. For a detailed analysis see Task F6i Florida and Nebraska Avenues Operational Analysis Working Paper. Therefore, Alternatives 5A1, 5B1, 5C1 and 5D2 would be carried forward to the Draft Master Plan.

Design Segments 5E, 5F and 5G

The limits for Design Segments 5E, 5F and 5G are I-275 from north of Linebaugh Avenue to north of Livingston Avenue (University North Area). Descriptions of Tier 3 alternatives are found on Table 10.

FACTORS	5A1	5A3	5B1	5B3	5C1	5C3	5D2	5D6
PHYSICAL ENVIRONMENT								
Wetlands	3	3	3	3	3	3	3	3
Permit Difficulty	3	3	3	3	3	3	3	3
LAND USE								
Major Community Facilities	2	2	2	2	2	2	2	2
"4F" & Section 106	3	3	3	3	3	3	3	3
Accessibility/Circulation	3	2	3	2	3	2	3	2
Relocation	2	2	2	2	2	2	2	2
ROADWAY/TRANSIT								
M.O.T.	2	3	2	3	2	3	2	3
Operational Characteristics	3	3	3	3	3	3	3	3
COSTS								
Structural/Roadway	2	3	2	3	2	3	2	3
Right-of-Way	3	3	3	3	3	3	3	3
TOTAL	26	27	26	27	26	27	26	27
AVERAGE	2.6	2.7	2.6	2.7	2.6	2.7	2.6	2.7

Matrix Value of 1 = significant negative impacts and/or minimal positive impacts.
Matrix Value of 2 = moderate negative impacts and/or moderate positive impacts.
Matrix Value of 3 = minimal negative impacts and/or significant positive impacts.

TIER 3 MATRIX EVALUATION SUMMARY - SEGMENTS 5A,5B,5C AND 5D

TABLE 10

DESIGN SEGMENTS 5E, 5F, AND 5G
DESCRIPTION OF TIER 3 ALTERNATIVES

DESIGN SEGMENTS 5E - 5G
I-275 from north of Linebaugh Avenue to north of Livingston Avenue
(University North Area)

Alternative 5E1, 5F1, 5G4 - 2-roadway system. High Occupancy Vehicle (HOV)/Transitway Lanes within interstate alignment. HOV access through Bearss Avenue interchange. Interchanges at Fowler Avenue, Fletcher Avenue and Bearss Avenue. Intersection improvements at Florida Avenue and Nebraska Avenue intersections with interchanging cross streets.

Alternative 5E3, 5F3, 5G3 - 2-roadway system. High Occupancy Vehicle (HOV)/Transitway Lanes within interstate alignment. Interchanges at Fowler Avenue, Fletcher Avenue and Bearss Avenue. HOV priority flyover ramp north of Bearss Avenue with direct access to park-and-ride lot. Florida and Nebraska Avenues operate as one-way pairs. New cross streets through interstate at 109th Avenue and April Lane.

Exhibit 9 provides a summary of the Tier 3 evaluation. The evaluation determined that a combination of both alternatives would be developed for the Draft Master Plan. Through coordination with Hillsborough Area Regional Transit (HART) it was indicated that there was a demand for access to the FDOT/HART proposed park and ride lot north of Bearss Avenue on Florida Avenue. A review of the proposed site indicated the availability of Sinclair Hills Road as an alternate access facility for the HOV priority ramps. Therefore, the Segment 5G concept was recommended to include Sinclair Hills Road extended through the interstate to provide direct HOV ramp access to and from the south on the interstate to the proposed park-and-ride lot.

In the Tier 3 operational analysis, it was determined that the Nebraska and Florida Avenues one-way pairs did not provide adequate access and circulation to the adjacent area. For a detailed analysis see Task F6i Florida and Nebraska Avenues Operational

FACTORS	5E1	5E3	5F1	5F3	5G3	5G4
PHYSICAL ENVIRONMENT						
Wetlands	3	3	3	3	3	3
Permit Difficulty	3	3	3	3	2	2
LAND USE						
Major Community Facilities	3	3	3	3	3	3
"4F" & Section 106	3	3	3	3	3	3
Accessibility/Circulation	2	3	2	3	3	2
Relocation	2	2	2	2	2	2
ROADWAY/TRANSIT						
M.O.T.	2	3	2	3	3	2
Operational Characteristics	3	3	3	3	3	3
COSTS						
Structural/Roadway	3	2	3	2	2	3
Right-of-Way	3	2	3	2	2	3
TOTAL	27	27	27	27	26	26
AVERAGE	2.7	2.7	2.7	2.7	2.6	2.6

Matrix Value of 1 = significant negative impacts and/or minimal positive impacts.
Matrix Value of 2 = moderate negative impacts and/or moderate positive impacts.
Matrix Value of 3 = minimal negative impacts and/or significant positive impacts.

TIER 3 MATRIX
SUMMARY - SEGMENTS 5E,5F AND 5G

Analysis Working Paper. Therefore, modified Alternatives 5E1, 5F1 and 5G4 would be carried forward to the Draft Master Plan.

Desirable design components to be included are:

* 2-roadway system
* High occupancy vehicle (HOV)/transitway lanes within the interstate alignment
* HOV priority ramps at Sinclair Hills Road
* Interchanges at Fowler, Fletcher and Bearss Avenues
* Intersection improvements at Florida Avenue and Nebraska Avenue with interchanging cross streets
* New cross streets through interstate at 109th Avenue, April Lane and Sinclair Hills Road

Design Segments 6A and 6B

The study limits for Design Segment 6A are I-275 from north of Livingston Avenue to the Hillsborough/Pasco County Line. Study limits for 6B are I-75 from the Hillsborough/Pasco County Line to south of existing S.R. 54 in Pasco County. A description of the Tier 3 alternatives in Design Segments 6A and 6B is found on Table 11.

TABLE 11

DESIGN SEGMENTS 6A and 6B
DESCRIPTION OF TIER 3 ALTERNATIVES

DESIGN SEGMENT 6A
I-275 from north of Livingston Avenue to the Hillsborough/Pasco County Line

Alternative 6A11 - 2-roadway system. I-275 six-lane rural roadway. Interchange at Easement Road. High Occupancy Vehicle (HOV)/Transitway Lanes beginning north of Livingston Avenue. Park-and-ride lot at North Tampa Parkway interchange.

DESIGN SEGMENT 6B
I-75 from Hillsborough/Pasco County Line to South of S.R. 54 in Pasco County

Alternative 6B11 - 2-roadway system. I-275 six-lane rural roadway joining I-75 six-lane rural roadway. Transition from 12 lanes to 8 lanes south of New S.R. 54. Six lanes north of New S.R. 54. Partial interchange to/from south at County Line Road. Interchange at New S.R. 54. Directional flyover ramps from I-275 northbound to I-75 southbound and I-75 northbound to I-275 southbound. Park-and-ride lot at New S.R. 54..

Alternative 6B12 - 2-roadway system. I-275 six-lane rural roadway joining I-75 six-lane roadway. Transition from 12 lanes to 8 lanes south of New S.R. 54. Six lanes north of New S.R. 54. Interchange at New S.R. 54. Directional flyover ramps I-275 northbound to I-75 southbound and I-75 northbound to I-275 southbound. Park-and-ride lot at New S.R. 54.

Alternative 6A11 was the only alternative in Design Segment 6A and was carried forward into the Draft Master Plan. Exhibit 10 provides a summary of the Design Segment 6B Tier 3 Evaluation. In Segment 6B, it was determined that the partial interchange to and from the south at County Line Road was not needed because the North Tampa Parkway was officially adopted by the Metropolitan Planning Organization for the County's 2010 Long-Range Transportation Plan. The interchange at the North Tampa Parkway will provide adequate access to the Interstate. Alternative 6B12 will be included in the Draft Master Plan.

TRANSIT

The Tier 3 concepts maintained a transit/High Occupancy Vehicle (HOV) envelope between the interstate lanes for priority access ramps and HOV lanes. The HOV lanes for Tier 3 extended along I-275 from the Howard Frankland Bridge to the Livingston Road overpass and along I-4 from I-275 to just west of I-75. Special center-drop, priority access ramps to the HOV lanes are located at Trask Street, Orient Road, and

FACTORS	6B11	6B12
PHYSICAL ENVIRONMENT		
Wetlands	1	1
Permit Difficulty	1	1
LAND USE		
Major Community Facilities	3	3
"4F" & Section 106	3	3
Accessibility/Circulation	3	2
Relocation	3	3
ROADWAY/TRANSIT		
M.O.T.	3	3
Operational Characteristics	3	3
COSTS		
Structural/Roadway	1	3
Right-of-Way	1	3
TOTAL	22	25
AVERAGE	2.2	2.5

Matrix Value of 1 = significant negative impacts and/or minimal positive impacts.

Matrix Value of 2 = moderate negative impacts and/or moderate positive impacts.

Matrix Value of 3 = minimal negative impacts and/or significant positive impacts.

TIER 3 MATRIX
EVALUATION SUMMARY - SEGMENT 6B

EXHIBIT 10

Yukon Street. A flyover, priority access ramp is located near Bearss Avenue. In downtown Tampa, special center-drop, priority access ramps are located at Tampa Street and Morgan Street.

Computer simulations were made to analyze the Tier 2 concepts presented at the July 13, 1988 Public Workshop and to determine systems traffic to develop the Tier 3 alternatives. These simulations were structured to determine the following impacts of the HOV lanes and rail transit impact on the Interstate system:

* Impact of two or more person carpools versus three or more person carpools,
* Impact of concurrent flow HOV lanes versus exclusive HOV lanes,
* Impact of an HOV facility on the Interstate system, and
* Impact of a rail transit system on the Interstate system.

During the analysis of the Tier 3 alternatives, the study team suggested that an adjustment be made to revise the design criteria for level of service. The level of service was subsequently changed from LOS C to LOS D for the design of the general use freeway lanes. Data to substantiate this suggestion was presented to FDOT and FHWA. After their concurrence, the operational analysis for the Tier 3 alternatives was revised to reflect a modified Level of Service D.

The following section of this report will present the findings of this analysis.

Impact of Two or More Person Carpools Versus Three or More Person Carpools

In analyzing HOV facilities, it is desirable for HOV lanes to operate at a minimum of one level of service higher than the general use highway lanes to promote the use of the HOV facility. Since the general use lanes are being analyzed to operate at Level of Service (LOS) D, the HOV lanes should operate at LOS C or better. For a two-way, two-lane, limited access facility, the daily vehicle flow rates and person trip rates for LOS C and D are:

* Level of Service C	
vehicle flow rate	20,000 to 27,500 vehicles per day
person trip rate	25,000 to 36,800 persons per day
* Level of Service D	
vehicle flow rate	27,500 to 37,200 vehicles per day
person trip rate	35,800 to 48,400 persons per day

The daily person trip rates are calculated by using the regional average auto occupancy rate of 1.3 persons per vehicle, as estimated from the Tier 2 computer simulation results and documented in Working Paper Number 2 Task F5d - Tier 2 Simulation Results.[7]

Table 12 provides a comparison of the usage of the HOV facility by two or more person carpools (Alternative B) versus three or more person carpools (Alternative C). All other aspects of the alternatives are identical. Both daily vehicle trips and equivalent daily person trips are estimated. The equivalent daily person trips are developed by assuming an average vehicle occupancy rate of 2.5 persons per vehicle for Alternative B and a rate of 3.2 persons per vehicle for Alternative C. These occupancy rates are taken from the Florida Standard Urban Transportation Model Structure (FSUTMS) assumptions. From a review of this table, the vehicle level of

TABLE 12

COMPARISON OF TRIPS
IN CONCURRENT FLOW HOV FACILITIES
ALTERNATIVE B VERSUS ALTERNATIVE C

LOCATION	ALTERNATIVE B		ALTERNATIVE C	
	Two or More Person Carpools		Three or More Person Carpools	
	Vehicle Trips	Person Trips*	Vehicle Trips	Person Trips**
I-275/Howard Frankland Bridge	12,000	30,000	4,000	12,800
I-275/E. of N.W. Expressway	18,000	45,000	6,000	19,200
I-275/E. of Dale Mabry Highway	28,000	70,000	9,000	28,800
I-275/Hillsborough River	36,000	90,000	15,000	48,000
I-75 N. of New SR 54	NA	NA	NA	NA
I-275/S. of I-75	NA	NA	NA	NA
I-275/Livingston Road	11,000	27,500	3,000	9,600
I-275/N. of Fletcher Avenue	20,000	50,000	5,000	16,000
I-275/N. of Linebaugh Avenue	25,000	62,500	7,000	22,400
I-275/N. of Hillsborough Avenue	37,000	92,500	13,000	41,600
I-275/N. of Floribraska Avenue	36,000	90,000	11,000	35,200
I-4/W. of I-75	22,000	55,000	5,000	16,000
I-4/W. of 50th Street	26,000	65,000	8,000	25,600
I-4/W. of 21st Street	32,000	80,000	12,000	38,400

* Assumes an average of 2.5 persons per vehicle
** Assumes an average of 3.2 persons per vehicle

service for the HOV facility in Alternative B is LOS D from west of Dale Mabry Highway to south of Linebaugh Avenue on I-275 and from the Crosstown Connector to I-275 on I-4 (a considerable portion of the facility). For Alternative C, the level of service does not exceed LOS C along any portion of the HOV facility. It should be noted that while the vehicle level of service in Alternative C provides LOS C or better, the person trips approximate the equivalent of LOS D from west of the Hillsborough River to Buffalo Avenue on I-275 and from east of 21st Street to I-275 on I-4.

The impact of two or more person carpools versus three or more person carpools on the Interstate system is shown on Table 13. As shown on this table, Alternative B permits two or more person carpools to use the HOV lanes while Alternative C permits three or more person carpools. All other aspects of the alternatives remain the same. Since only three or more person carpools are permitted to use the HOV facilities in Alternative C, two person carpools are required to use the general use freeway lanes. As a result, the traffic in the general use lanes for Alternative C increased by approximately 6 to 12 percent along sections of the Interstate system.

Conversely, the number of vehicles using the HOV lanes is decreased significantly in Alternative C. Overall, the total traffic on the Interstate system for Alternative C is slightly lower than Alternative B (less than 4 percent at any location), since some of the traffic on the Interstate system in Alternative B is diverted to the arterial highway system in Alternative C. This is primarily because the capacity of the general use lanes did not change.

TABLE 13

COMPARISON OF 2010 ADT WITH
TWO VERSUS THREE OR MORE PERSON CARPOOLS
ALTERNATIVE B VERSUS ALTERNATIVE C

LOCATION	ALTERNATIVE B		ALTERNATIVE C	
	Two or More Person Carpools		Three or More Person Carpools	
	General Use Lanes	HOV Lanes*	General Use Lanes	HOV Lanes**
I-275/Howard Frankland Bridge	112,000	12,000	120,000	4,000
I-275/E. of N.W. Expressway	137,000	18,000	148,000	6,000
I-275/E. of Dale Mabry Highway	206,000	28,000	221,000	9,000
I-275/Hillsborough River	246,000	36,000	261,000	15,000
I-75 N. of New SR 54	90,000	NA	89,000	NA
I-275/S. of I-75	65,000	NA	63,000	NA
I-275/Livingston Road	70,000	11,000	75,000	3,000
I-275/N. of Fletcher Avenue	95,000	20,000	102,000	5,000
I-275/N. of Linebaugh Avenue	141,000	25,000	153,000	7,000
I-275/N. of Hillsborough Avenue	175,000	37,000	195,000	13,000
I-275/N. of Floribraska Avenue	171,000	36,000	190,000	11,000
I-4/W. of I-75	150,000	22,000	166,000	5,000
I-4/W. of 50th Street	183,000	26,000	193,000	8,000
I-4/W. of 21st Street	212,000	32,000	225,000	12,000

* Two or more person carpools
** Three or more person carpools

The above analysis indicates that an HOV facility with three or more person carpools meets the criteria of providing a minimum of one level of service higher than the level of service on the general use lanes. For an HOV facility with two or more person carpools, the level of service on the HOV facility is equal to the level of service on the general use lanes. The analysis with an HOV facility with two or more person carpools versus three or more person carpools also indicates that there are no significant differences (less than 4 percent) in the total Average Daily Traffic (ADT) carried on the Interstate system.

Impact of Concurrent Flow HOV Lanes Versus Exclusive HOV Lanes

An exclusive HOV transitway is simulated in Alternative E in place of the concurrent flow HOV lanes. Additional slip ramps connecting the express and local freeway lanes and the direct HOV access ramps from the express freeway lanes to the HOV lanes are also added. In this alternative, two or more person carpools are permitted to use the exclusive HOV facility. This alternative also includes a 4-roadway system on I-275 between Himes Avenue and the Hillsborough River, with new ramps at North Boulevard.

A comparison of this alternative with Alternative B indicates the relative impact of concurrent flow HOV lanes as compared to exclusive HOV lanes. Both alternatives permit two or more person carpools to use the HOV facility. As shown in Table 14, the level of usage of the HOV facilities for the alternatives is not significantly different except for the portion of I-275 between Linebaugh Avenue and Floribraska Avenue. On this portion of I-275, the concurrent flow HOV lanes carry approximately 30 to 50 percent more traffic than the exclusive HOV lanes. This is because there is no access to the exclusive HOV lanes south of Yukon Street. Conversely, the

TABLE 14

COMPARISON OF 2010 ADT FOR
CONCURRENT FLOW VERSUS EXCLUSIVE HOV FACILITIES
ALTERNATIVE B VERSUS ALTERNATIVE E

LOCATION	ALTERNATIVE B Concurent Flow HOV Lane		ALTERNATIVE E Exclusive HOV Lane	
	General Use Lanes	HOV Lanes*	General Use Lanes	HOV Lanes*
I-275/Howard Frankland Bridge	112,000	12,000	110,000	14,000
I-275/E. of N.W. Expressway	137,000	18,000	136,000	14,000
I-275/E. of Dale Mabry Highway	206,000	28,000	194,000	31,000
I-275/Hillsborough River	246,000	36,000	205,000	38,000
I-75 N. of New SR 54	90,000	NA	89,000	NA
I-275/S. of I-75	65,000	NA	64,000	NA
I-275/Livingston Road	70,000	11,000	68,000	12,000
I-275/N. of Fletcher Avenue	95,000	20,000	92,000	20,000
I-275/N. of Linebaugh Avenue	141,000	25,000	143,000	20,000
I-275/N. of Hillsborough Avenue	175,000	37,000	180,000	28,000
I-275/N. of Floribraska Avenue	171,000	36,000	182,000	23,000
I-4/W. of I-75	150,000	22,000	147,000	24,000
I-4/W. of 50th Street	183,000	26,000	174,000	29,000
I-4/W. of 21st Street	212,000	32,000	205,000	35,000

* Two or more person carpools

concurrent flow HOV lanes allow access from Waters Avenue, Sligh Avenue, Hillsborough Avenue and Buffalo Avenue. Overall, both the concurrent flow HOV lanes and the exclusive HOV lanes are expected to carry similar traffic volumes, providing that adequate access points are provided to the exclusive HOV facility. The difference in the general use lane traffic volumes on I-275 between Dale Mabry Highway and the Hillsborough River is due to the incorporation of a 4-roadway section in this area.

In analyzing options for concurrent flow and exclusive HOV lanes, consideration should also be given to their operational and safety aspects. The exclusive HOV lanes are separated from the general use freeway lanes through the use of physical barriers. These physical separations eliminate the possible conflicts of vehicles weaving in and out of the HOV lanes at random and separate traffic flows of different operating speeds and characteristics. However, since access to the exclusive HOV lanes is limited to selected locations, the usage of these exclusive HOV lanes is reduced along I-275, south of Yukon Street, as indicated in Table 14. Conversely, concurrent flow conditions provide easy access into and out of the HOV lanes and, thus, can increase the potential usage of the HOV lanes. In addition, the concurrent flow HOV lanes can be more flexible in usage by posting specific hours of operations for each direction. The concurrent flow HOV lane option requires 8 to 30 feet less right-of-way than the exclusive HOV lane option, depending on type of exclusive HOV lane utilized.

In emergency situations, police, fire, ambulances and wreckers can use the HOV lanes to bypass stopped traffic to reach accident sites quickly. With concurrent flow lanes, these vehicles are readily accessible to the accident sites; whereas with exclusive HOV

lanes, the physical barriers can limit access. Also, concurrent flow HOV lanes are more easily accessible for incident management treatments.

Impact of an HOV Facility on the Interstate System

The impact of an HOV facility on the Interstate system can be determined by comparing Alternatives F and G, as shown in Table 15. Both alternatives have the same highway and transit systems, but Alternative G also has concurrent flow HOV lanes, while the HOV lanes are eliminated from Alternative F. A review of the traffic volumes associated with these two alternatives indicates that without the HOV facility the total ADT on the Interstate system decreases by as much as 16,000 vehicle trips per day (or approximately 8 percent). This decrease in traffic is caused by the decrease in the capacity of the Interstate system resulting from the elimination of the HOV lanes in Alternative F. One additional general use lane per direction is needed for Alternative F to attract the traffic lost by the removal of the HOV lanes. This analysis indicates that if a new HOV facility is incorporated into the Interstate system without changing the number of general use lanes, the total traffic carried on the Interstate system will increase.

Impact of a Rail Transit System on the Interstate System

The analysis of the impact that rail transit service has on the Interstate system was conducted by comparing Alternatives C and G. In Alternative G, the rail transit system with its feeder bus network, as developed by the Rail Transit Consultant under a separate contract to the Tampa MPO, is combined with the Tampa Interstate Study (TIS) highway network from Alternative C. Slight modifications were made to the feeder bus networks to make it compatible with the modified TIS highway network.

TABLE 15

COMPARISON OF 2010 ADT
WITH AND WITHOUT HOV FACILITIES
ALTERNATIVE F VERSUS ALTERNATIVE G

LOCATION	ALTERNATIVE F Without HOV Lanes		ALTERNATIVE G With HOV Lanes	
	General Use Lanes	HOV Lanes*	General Use Lanes	HOV Lanes*
I-275/Howard Frankland Bridge	124,000	NA	120,000	4,000
I-275/E. of N.W. Expressway	148,000	NA	145,000	6,000
I-275/E. of Dale Mabry Highway	215,000	NA	216,000	9,000
I-275/Hillsborough River	262,000	NA	256,000	15,000
I-75 N. of New SR 54	88,000	NA	89,000	NA
I-275/S. of I-75	62,000	NA	63,000	NA
I-275/Livingston Road	75,000	NA	75,000	3,000
I-275/N. of Fletcher Avenue	99,000	NA	100,000	5,000
I-275/N. of Linebaugh Avenue	146,000	NA	150,000	7,000
I-275/N. of Hillsborough Avenue	190,000	NA	193,000	13,000
I-275/N. of Floribraska Avenue	189,000	NA	189,000	11,000
I-4/W. of I-75	166,000	NA	164,000	6,000
I-4/W. of 50th Street	193,000	NA	193,000	8,000
I-4/W. of 21st Street	224,000	NA	223,000	12,000

* Two or more person carpools

In addition, the mode specific constants in the mode choice model were adjusted to produce the same level of rail transit ridership, as projected by the Rail Transit Consultant. This procedure was reviewed with and approved by the Study Management Team for the Rail Transit Study and FDOT. After concurrence from these parties, Alternative G was simulated. The difference between these two alternatives is that Alternative G includes a rail transit system, while Alternative C has only bus transit service. The results of the computer simulations for these two alternatives are shown in Table 16. Only small differences (approximately 5,000 vehicles per day or approximately a 2 percent decrease in ADT) are estimated, with Alternative G being slightly lower than Alternative C. Overall, the introduction of rail transit in the corridors, identified in Exhibit 11, does not have any significant impact on the Interstate system. The minimum impact is because the majority of the rail transit system directly serves different corridors than the corridors directly served by the Interstate system. The Rail Transit Study will analyze the effect of rail transit on the arterial highway system within the rail corridors.

The preceding Tier 3 HOV and rail transit analyses indicate the following:

* An HOV facility with three or more person carpools meets the criteria of providing a minimum of one level of service higher than the level of service on the general use lanes. For an HOV facility with two or more person carpools, the level of service on the HOV facility is equal to the level of service on the general use lanes.

* The analysis of an HOV facility with two or more person carpools versus three or more person carpools also indicates that there are no significant differences (less than 4 percent) in the total ADT carried on the Interstate system.

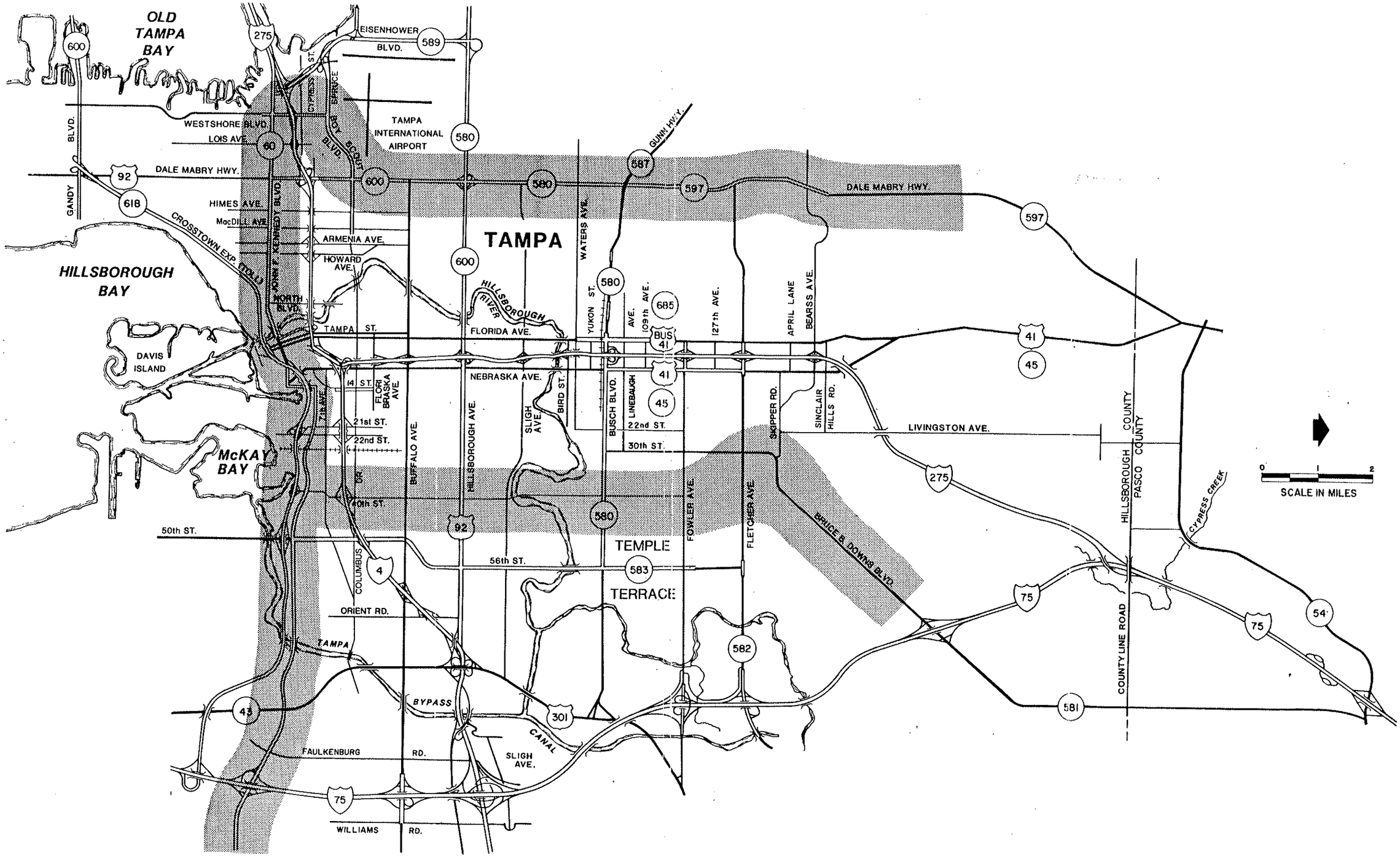
* The analyses of concurrent flow HOV lanes and exclusive HOV lanes indicate that both options can achieve the same level of usage, provided that there are adequate access points to the exclusive HOV lanes. However, concurrent flow HOV lanes provide operational benefits in emergency situations and require less right-of-way.

TABLE 16

COMPARISON OF 2010 ADT
WITH AND WITHOUT A RAIL TRANSIT SYSTEM
ALTERNATIVE C VERSUS ALTERNATIVE G

LOCATION	ALTERNATIVE C Bus Transit Service		ALTERNATIVE G Rail and Bus Transit Service	
	General Use Lanes	HOV Lanes*	General Use Lanes	HOV Lanes*
I-275/Howard Frankland Bridge	120,000	4,000	120,000	4,000
I-275/E. of N.W. Expressway	148,000	6,000	145,000	6,000
I-275/E. of Dale Mabry Highway	221,000	9,000	216,000	9,000
I-275/Hillsborough River	261,000	15,000	256,000	15,000
I-75 N. of New SR 54	89,000	NA	89,000	NA
I-275/S. of I-75	63,000	NA	63,000	NA
I-275/Livingston Road	75,000	3,000	75,000	3,000
I-275/N. of Fletcher Avenue	102,000	5,000	100,000	5,000
I-275/N. of Linebaugh Avenue	153,000	7,000	150,000	7,000
I-275/N. of Hillsborough Avenue	195,000	13,000	193,000	13,000
I-275/N. of Floribraska Avenue	190,000	11,000	189,000	11,000
I-4/W. of I-75	166,000	5,000	164,000	6,000
I-4/W. of 50th Street	193,000	8,000	193,000	8,000
I-4/W. of 21st Street	225,000	12,000	223,000	12,000

* Two or more person carpools



RAIL TRANSIT CORRIDORS

EXHIBIT 11

A Florida Department of Transportation Project

* An HOV facility incorporated into the Interstate system without changing the number of general use lanes will increase the total traffic carried on the Interstate system.

* The introduction of a rail transit system, in the corridors defined by the Rail Transit Consultant, will have minimal impact on the level of usage of the Interstate system. The arterial highway system within the rail transit corridors will be analyzed by the Rail Transit Consultant.

Based on this analysis, concurrent flow HOV lanes allowing three or more person carpools should be carried forward into Tier 3 for further analysis.

SUMMARY/RECOMMENDATIONS

The preceding discussion explains by design study segment the Tier 3 alternatives and the process used to determine the desirable components of each segment to be carried forth in the development of Draft Master Plan Concepts.

Public comments received at the November 7, 1988 Public Workshop were received and refinements will be made to the Draft Master Plan Concepts to reflect those comments. The recommendations of the study team for the Draft Master Plan Concepts can be found on Table 17 and were presented at the January 26, 1989 Public Workshop for review and comment.

TABLE 17

DESCRIPTION OF DRAFT MASTER PLAN CONCEPTS
DESIGN STUDY SEGMENT 1A

Interstate 275 from Howard Frankland Bridge to East of Himes Avenue (Westshore Area)

- 4-Roadway System - Interstate Express Lanes and Separated Local Access Freeway Lanes
- High Occupancy Vehicle (HOV)/Transitway Lanes within the interstate alignment beginning at the Howard Frankland Bridge
- HOV priority ramps to and from the east on Interstate 275 at Trask Street
- Direct Interstate 275 connection to the Northwest Expressway
- Direct ramps from Kennedy Boulevard and Memorial Highway to the Northwest Expressway
- 50:1 FAA Flight Path Clearance for Tampa International Airport
- Existing interchange locations at Westshore Boulevard, Lois Avenue, and Dale Mabry Highway remain.
- New interchange providing ramps to and from east on Interstate 275 at Himes Avenue
- New Sherrill Street extension through Interstate 275
- New Lemon Street Connector to Westshore Boulevard

TABLE 17

DESCRIPTION OF DRAFT MASTER PLAN CONCEPTS
DESIGN SEGMENT 2A
(Continued)

Interstate 275 from east of Himes Avenue to east of Rome Avenue (West Tampa Area)

- 4-Roadway System - Interstate Express Lanes and Separated Local Access Freeway Lanes
- Alignment shifted south to avoid MacFarlane Park
- High Occupancy Vehicle (HOV)/Transitway Lanes within the interstate alignment
- Split interchange ramps at Howard Avenue and Armenia Avenue remain
- New interchange ramps at Himes Avenue to and from the east on Interstate 275
- Maintain north side frontage road between Himes Avenue and Rome Avenue

TABLE 17

DESCRIPTION OF DRAFT MASTER PLAN CONCEPTS
DESIGN SEGMENT 2B
(Continued)

Interstate 275 from east of Rome Avenue to north of Buffalo Avenue.
Interstate 4 from the Interstate 275 Junction east to 14th Street.
(Central Business District)

- 4-Roadway System transitioning to 2-Roadway System north of Buffalo Avenue on Interstate 275
- 4-Roadway System east of 14th Street on Interstate 4
- High Occupancy Vehicle (HOV)/Transitway Lanes within interstate alignment
- West Side Central Business District interchange at Ashley/Tampa Streets serving all movements
- East Side Central Business District interchange at Jefferson/Orange Streets serving all movements
- New west bank Central Business District interchange ramps to and from the west on Interstate 275 at North Boulevard
- New Ybor City/East Side Central Business District interchange on Interstate 4 at 14th and 15th Streets
- Remove interchange ramps at Scott and Kay Streets to and from west on Interstate 275
- Relocate planned Marion Street Transit Parkway North Terminal to a location on Marion Street south of Scott Street

TABLE 17

DESCRIPTION OF DRAFT MASTER PLAN CONCEPTS
DESIGN SEGMENTS 3A and 3B
(Continued)

Interstate 4 from 14th Street to east of 50th Street
(Ybor City Area)

- 4-Roadway System transitioning to 2-Roadway System at 50th Street
- High Occupancy Vehicle (HOV)/Transitway Lanes within interstate alignment
- New Ybor City/East Side Central Business District interchange on Interstate 4 at 14th and 15th Streets
- Extension of 14th and 15th Street ramps as parallel local frontage roads to 21st and 22nd Streets
- Remove Interstate 4 interchange at 21st and 22nd Streets
- Remove 19th Street overpass
- New directional freeway to freeway interchange with Crosstown Expressway Connector on Interstate 4 at 30th Street
- Reconfigure split interchange at Columbus Avenue and 50th Street on Interstate 4
- Remove Interstate 4 interchange at 40th Street

TABLE 17

DESCRIPTION OF DRAFT MASTER PLAN CONCEPTS
DESIGN SEGMENTS 4A - 4C
(Continued)

Interstate 4 from east of 50th Street to east of Interstate 75 interchange (East Tampa Area)

- 2-Roadway System on Interstate 4 beginning east of 50th Street
- High Occupancy Vehicle (HOV)/Transitway Lanes beginning and ending west of Interstate 75
- HOV priority access to and from the west at Orient Road serving new HOV Park and Ride lot
- Existing interchange locations at Buffalo Avenue, Orient Road, U.S. 92, U.S. 301 and Interstate 75 remain
- Remove Chelsea Avenue overpass
- Existing partial interchange at Orient Road with ramps to and from west on Interstate 4 remains
- Partial cloverleaf interchange at U.S. 301 with flyover ramps for south to west and north to east movements
- U.S. 92 on separate alignment with ramps to Interstate 4 and U.S. 301
- Retain Garden Lane Road Bridge across By-pass Canal
- New extension of Faulkenburg Road between U.S. 92 and Sligh Avenue
- New extension of Sligh Avenue from Williams Road west to U.S. 301 across By-pass Canal
- New interchange ramps at Sligh Avenue to and from north on Interstate 75
- New interchange ramps at U.S. 92 to and from south on Interstate 75

TABLE 17

DESCRIPTION OF DRAFT MASTER PLAN CONCEPTS
DESIGN SEGMENTS 5A - 5D
(Continued)

Interstate 275 from north of Buffalo Avenue to north of Linebaugh Avenue (Seminole Heights, Sulphur Springs Areas)

- 2-Roadway System on Interstate 275 beginning north of Buffalo Avenue
- High Occupancy Vehicle (HOV)/Transitway Lanes within interstate alignment
- HOV priority ramps at Yukon Street serving existing Park and Ride Lot
- Existing interchange locations at Hillsborough Avenue, Sligh Avenue, and Busch Boulevard remain
- One-way Frontage Roads from Bird Street to Busch Boulevard parallel to Interstate 275
- Relocation of Bird Street interchange ramps to Waters Avenue to and from the south on Interstate 275
- New interchange ramps at Linebaugh Avenue to and from the south on Interstate 275

TABLE 17

DESCRIPTION OF DRAFT MASTER PLAN CONCEPTS
DESIGN SEGMENTS 5E - 5G
(Continued)

Interstate 275 from north of Linebaugh Avenue to north of Livingston Avenue (University North Area)

- 2-Roadway System on Interstate 275
- High Occupancy Vehicle (HOV)/Transitway Lanes within interstate alignment
- HOV priority ramp to and from south on Interstate 275 via Sinclair Hills Road with access to new HOV Park and Ride Lot
- Interchange locations at Fowler Avenue, Fletcher Avenue and Bearss Avenue remain
- New underpasses through Interstate 275 at 109th Avenue, April Lane and Sinclair Hills Road

TABLE 17

DESCRIPTION OF DRAFT MASTER PLAN CONCEPTS
DESIGN SEGMENT 6A
(Continued)

Interstate 275 from north of Livingston Avenue to the Hillsborough/Pasco County Line

- 2-Roadway System on Interstate 275
- Interstate 275 reconstructed as six-lane roadway
- High Occupancy Vehicle (HOV)/Transitway Lanes beginning and ending north of Livingston Avenue on Interstate 275
- New HOV Park and Ride Lot at North Tampa Parkway interchange
- New interchange at North Tampa Parkway

TABLE 17

DESCRIPTION OF DRAFT MASTER PLAN CONCEPTS
DESIGN SEGMENT 6B
(Continued)

Interstate 75 from Hillsborough/Pasco County Line to south of SR 54 in Pasco County

- 2-Roadway System on Interstate 275
- Interstate 275 six-lane roadway joining Interstate 75 six-lane roadway.
- Transition from 12 lanes to 10 lanes between County Line Road and New S.R. 54. Eight lanes north of New S.R. 54, and six lanes north of Existing S.R. 54.
- Directional flyover ramps from Interstate 275 northbound to Interstate 75 southbound and Interstate 75 northbound to Interstate 275 southbound
- New interchange at New S.R. 54 on Interstate 75
- New HOV Park and Ride lot at New S.R. 54 interchange

LIST OF REFERENCES

1. Task F2a Component Package Presentation Summary, Tampa Interstate Study, Greiner, Inc., November, 1987.

2. Task F2b Draft Design Criteria Manual, Policies and Procedures Technical Memorandum, Tampa Interstate Study, Greiner, Inc., January, 1988.

3. Florida Department of Transportation Project Development Report, Reconstruction and High Occupancy Vehicle Improvements I-275 and I-4, HNTB, April, 1986.

4. Florida Department of Transportation, I-75 Interchange Location and Master Plan Study, Harland Bartholomew & Associates (not completed).

5. Hillsborough County, City-County Planning Commission, I-75 Corridor Land Use Study, (not completed).

6. City of Tampa, University North Corridor Analysis, Greiner, Inc., June, 1987.

7. Task F5d Tier 2 Simulation Results Working Paper No.2, Tampa Interstate Study, Greiner, Inc., November, 1988.

APPENDIX

CITY OF TAMPA

Sandra W. Freedman, Mayor

DEPARTMENT OF PUBLIC WORKS

Robert P. Wallace, Director

November 28, 1988

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

Dear Ron:

As we discussed at our November 22, 1988 meeting, below you will find comments and recommendations concerning the CBD Tier III interstate access plans:

- A full directional interchange on the east side of the CBD at Jefferson/Orange is needed to better serve the downtown. This additional interchange will allow a second movement to the west from downtown and will reduce congestion along the Ashley corridor and interchange.

- High occupancy vehicle lanes are better located inside the main line interstate.

- CBD access via a fully directional interchange at North Boulevard in needed to further allievate the congestion at the Ashley interchange and along Ashley Drive.

- The location of the Downtown People Mover (DPM) and fringe parking garages as illustrated on the various plans should be identified on the plans as being conceptual and subject to further refinement as to specific location and design.

- A transitway terminal site south of the interstate could be better integrated with the DPM, fringe parking and transitway operation as opposed to a site north of the interstate.

- All possible options concerning interstate access to 21st and 22nd Streets should be pursued within the constraints imposed by the Federal Highway Administration.

The City looks forward to our continued participation in this most important transportation project and should you have any questions concerning the above, please do not hesitate to contact me.

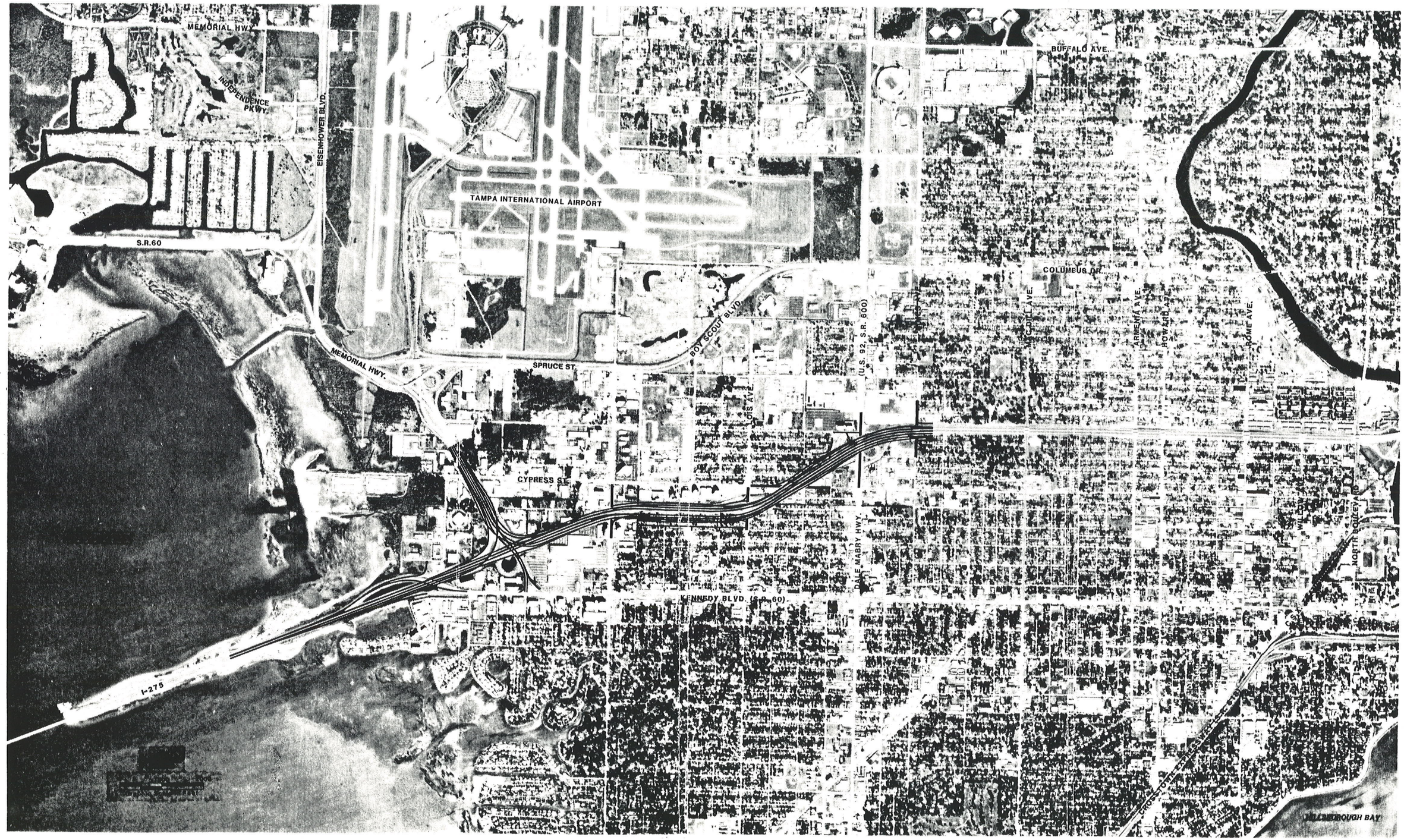
Sincerely,

DEPARTMENT OF PUBLIC WORKS

Robert P. Wallace, Director

RPW/ej
11-098

cc: Mayor Freedman
George Pennington
Mike Salmon
Lou Russo
Roger Wheling
Dave Parkinson
Nanette Hall
Jim Burnside
Bob Harrell
Susan Mihalik
Jim Kennedy



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PROJECT No. C1104	
PROJECT DATES	
DATES	DESCRIPTION
10-12-88	TIER 1 CONCEPTUAL ALTERNATIVE
11-7-88	PRELIMINARY CONCEPT - SUBJECT TO REVISION

PLANNING FOR TOMORROW — TAMPA INTERSTATE STUDY

THE GREINER TEAM

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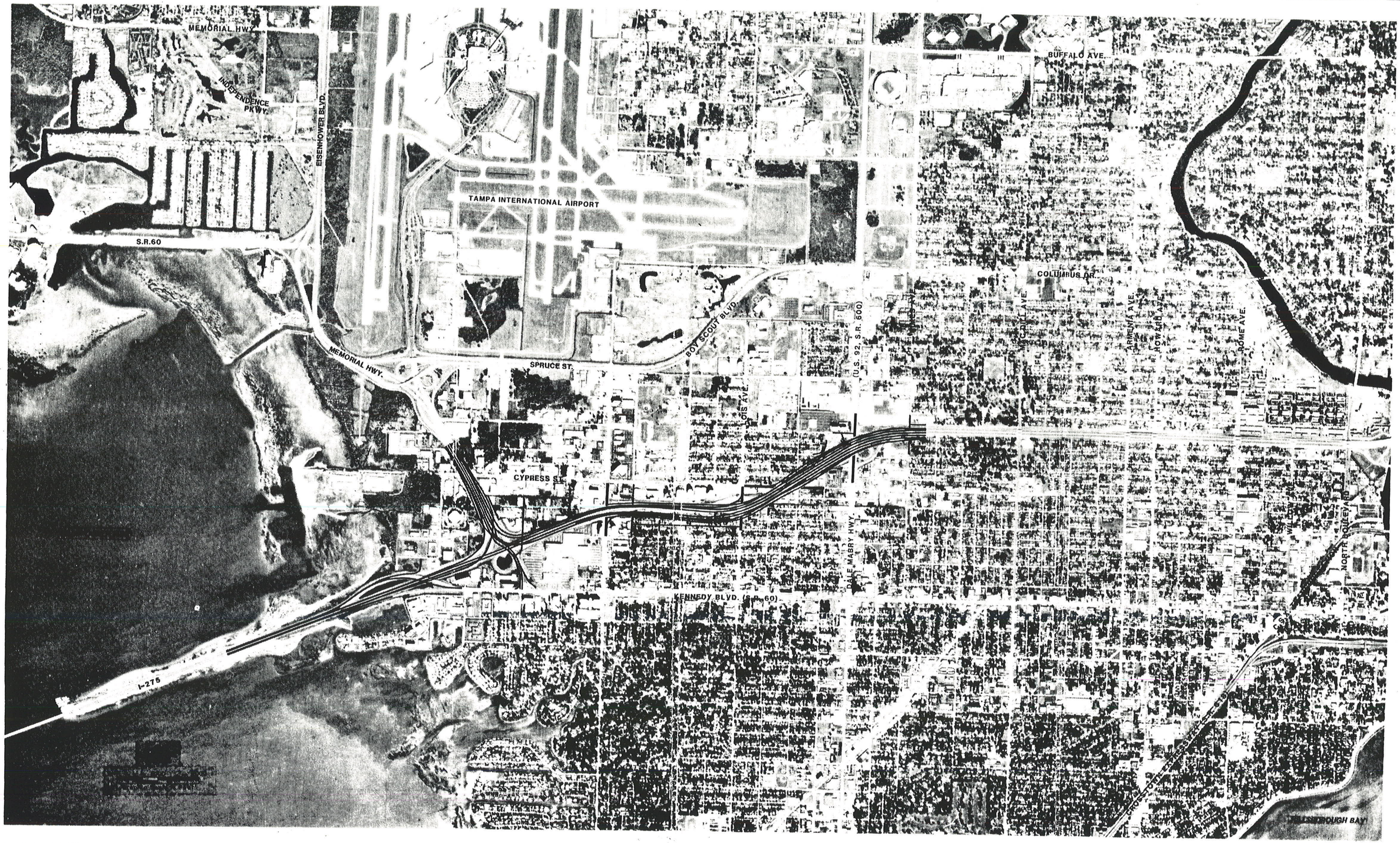
STATE PROJECT No. 99007-1402

EXHIBIT A1 OF 23



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#1

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PROJECT DATES	
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TAMPA INTERSTATE STUDY

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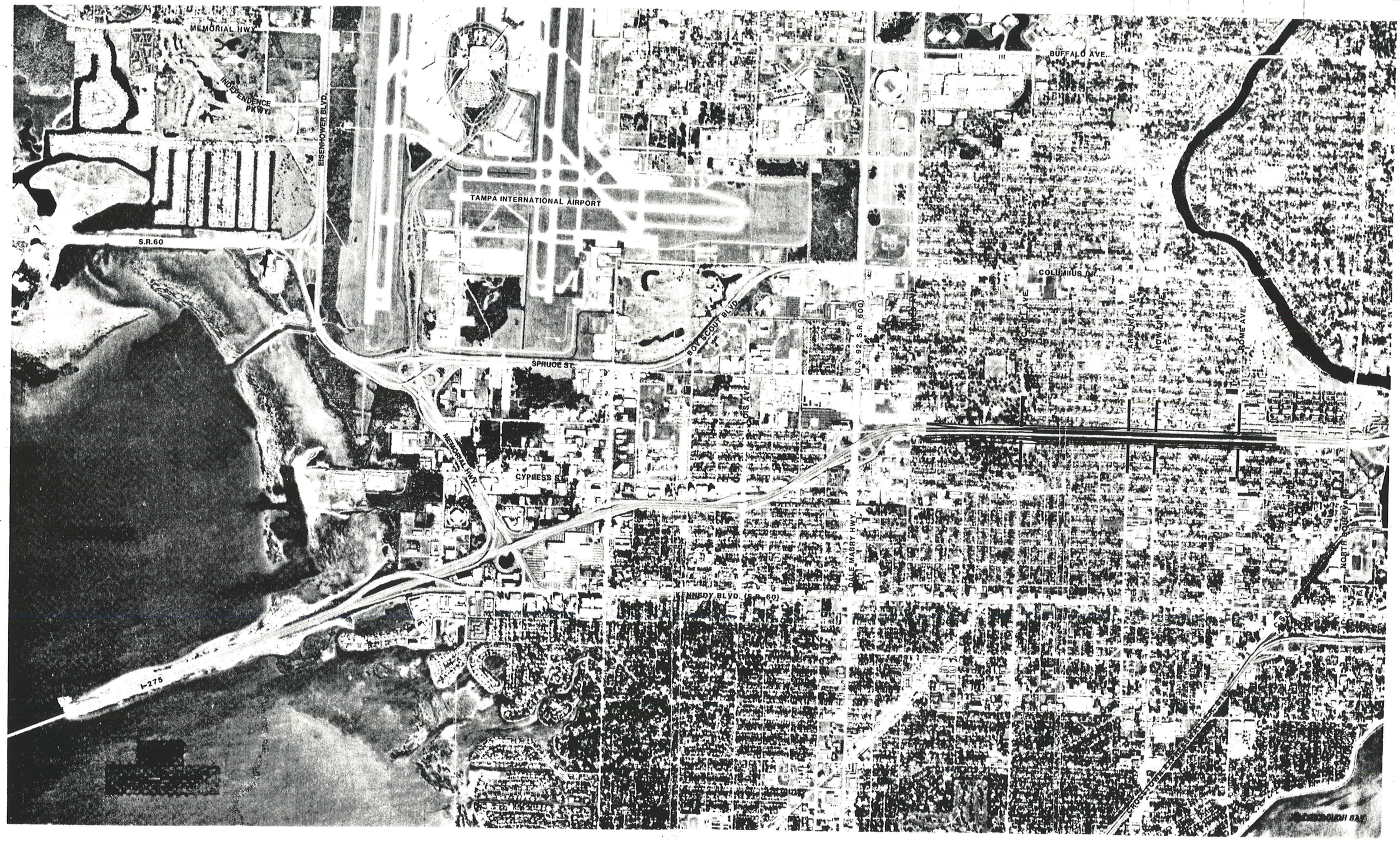
STATE PROJECT No. 99007-1402 | EXHIBIT A3 OF 23



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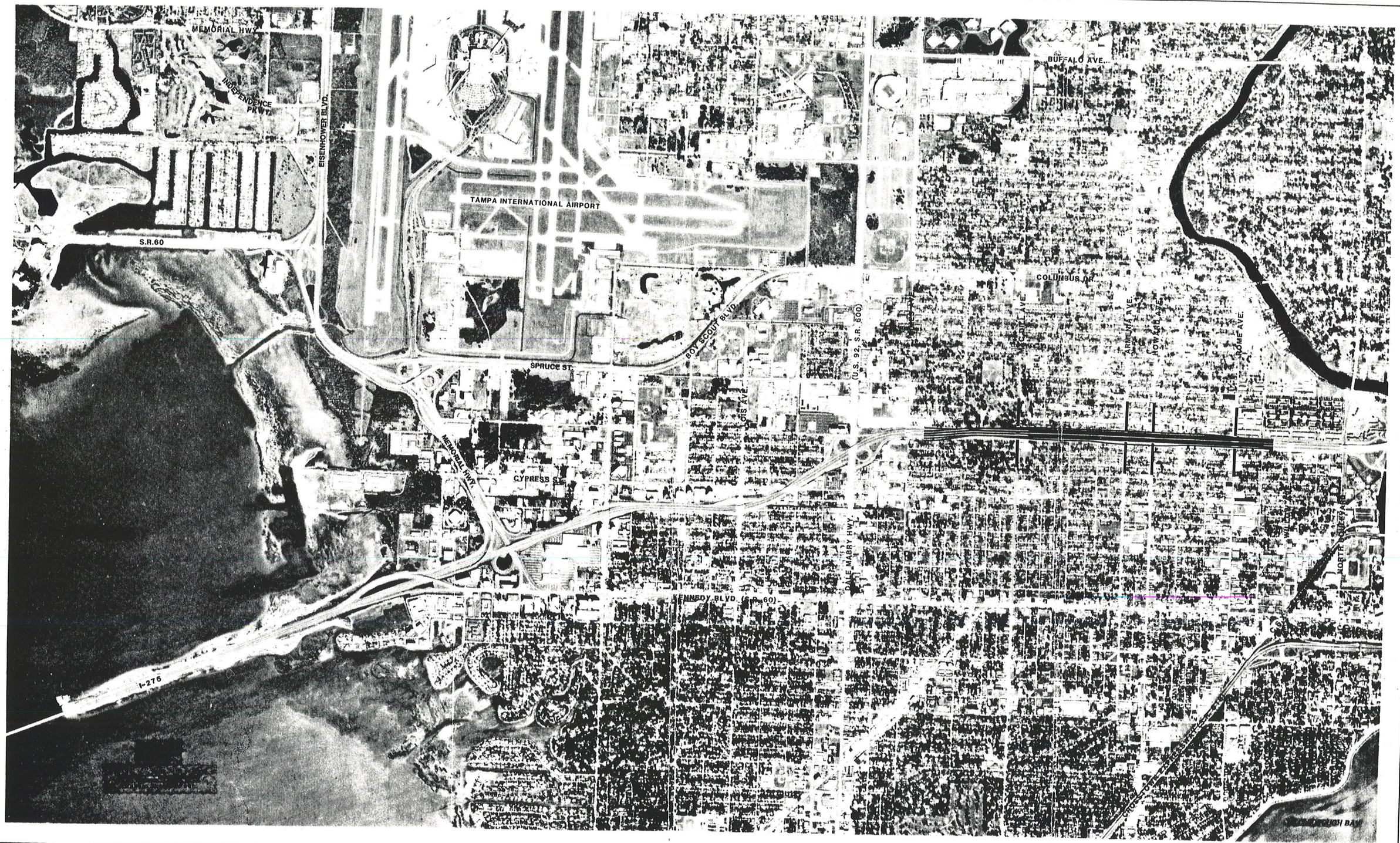

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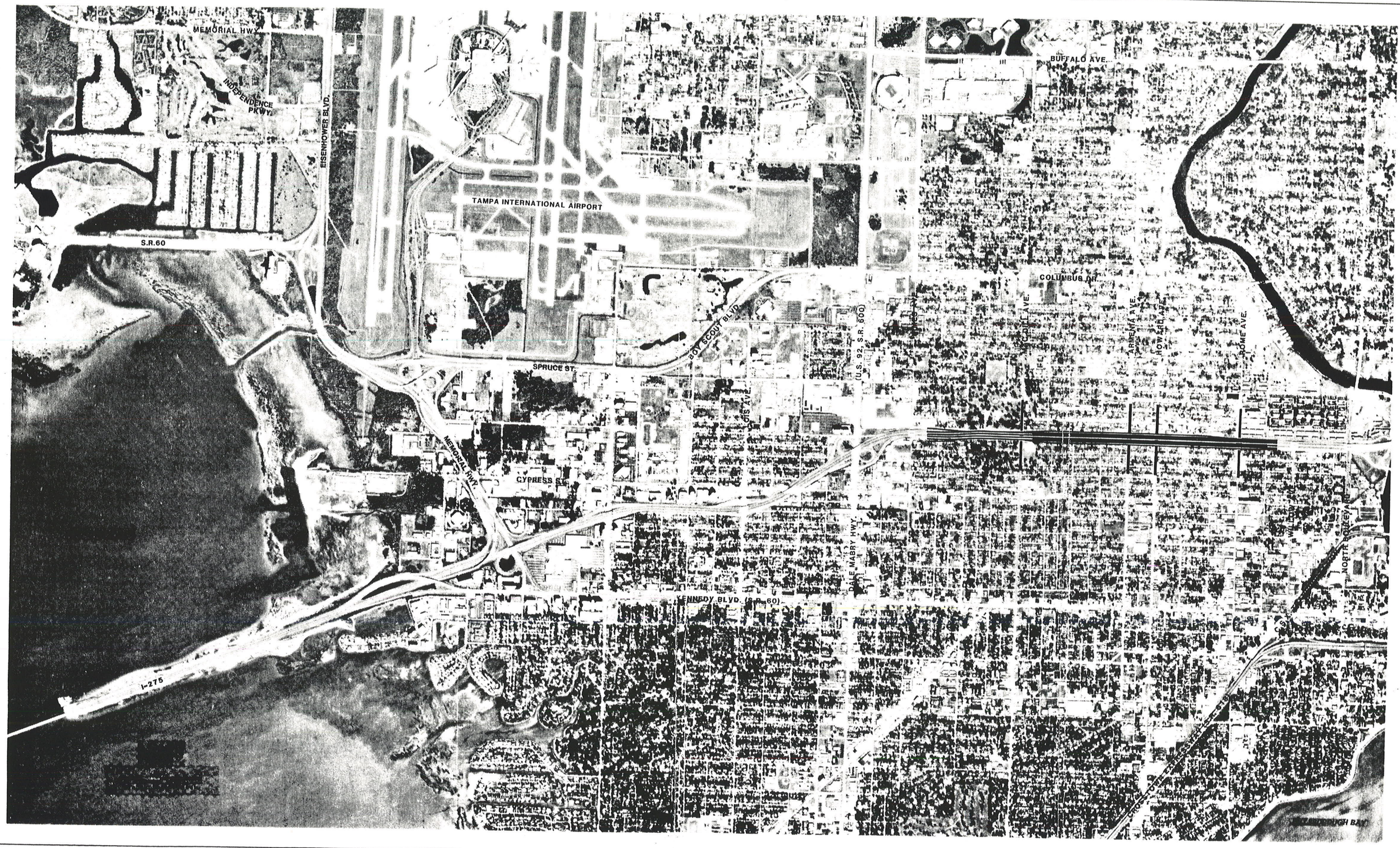

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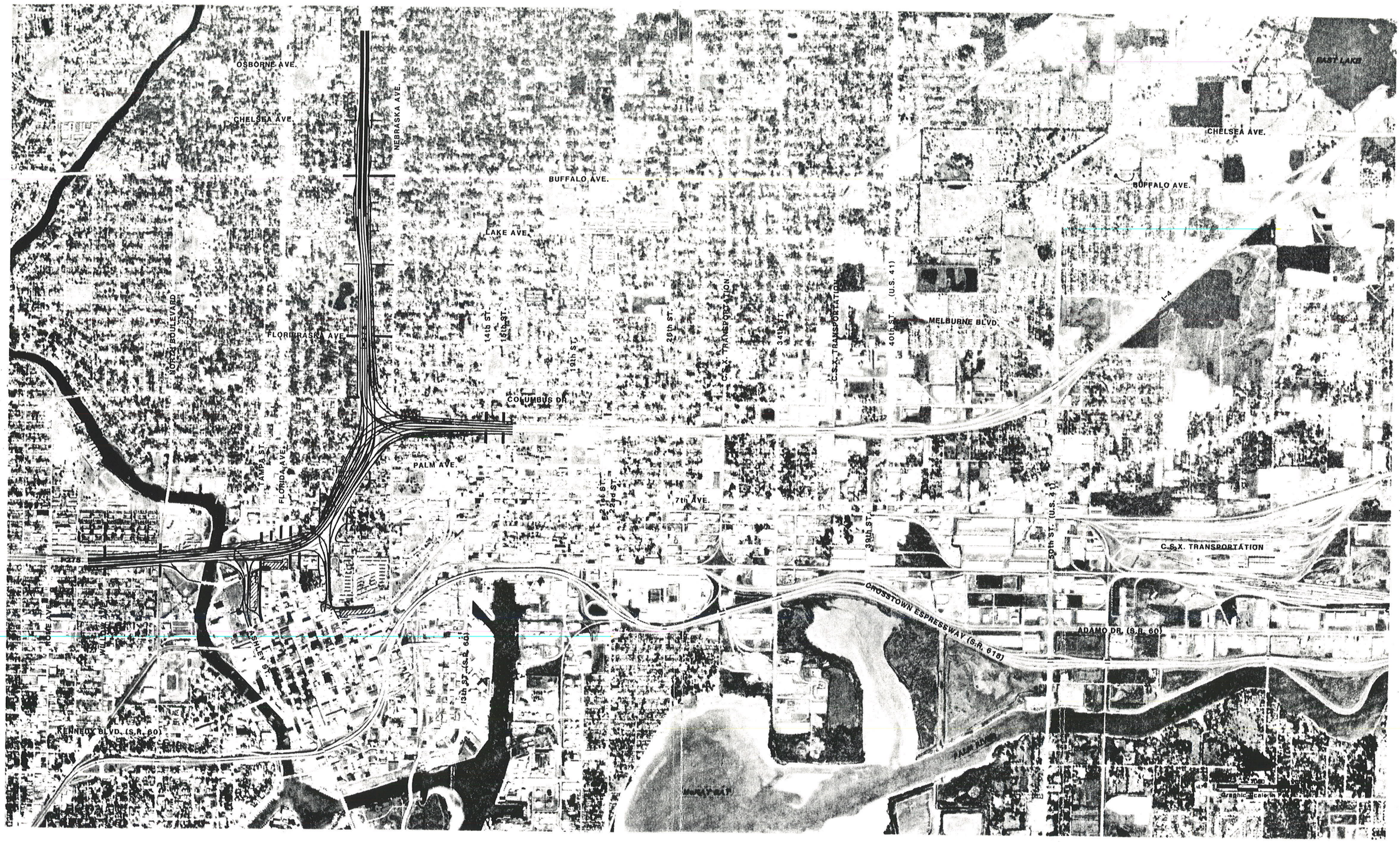

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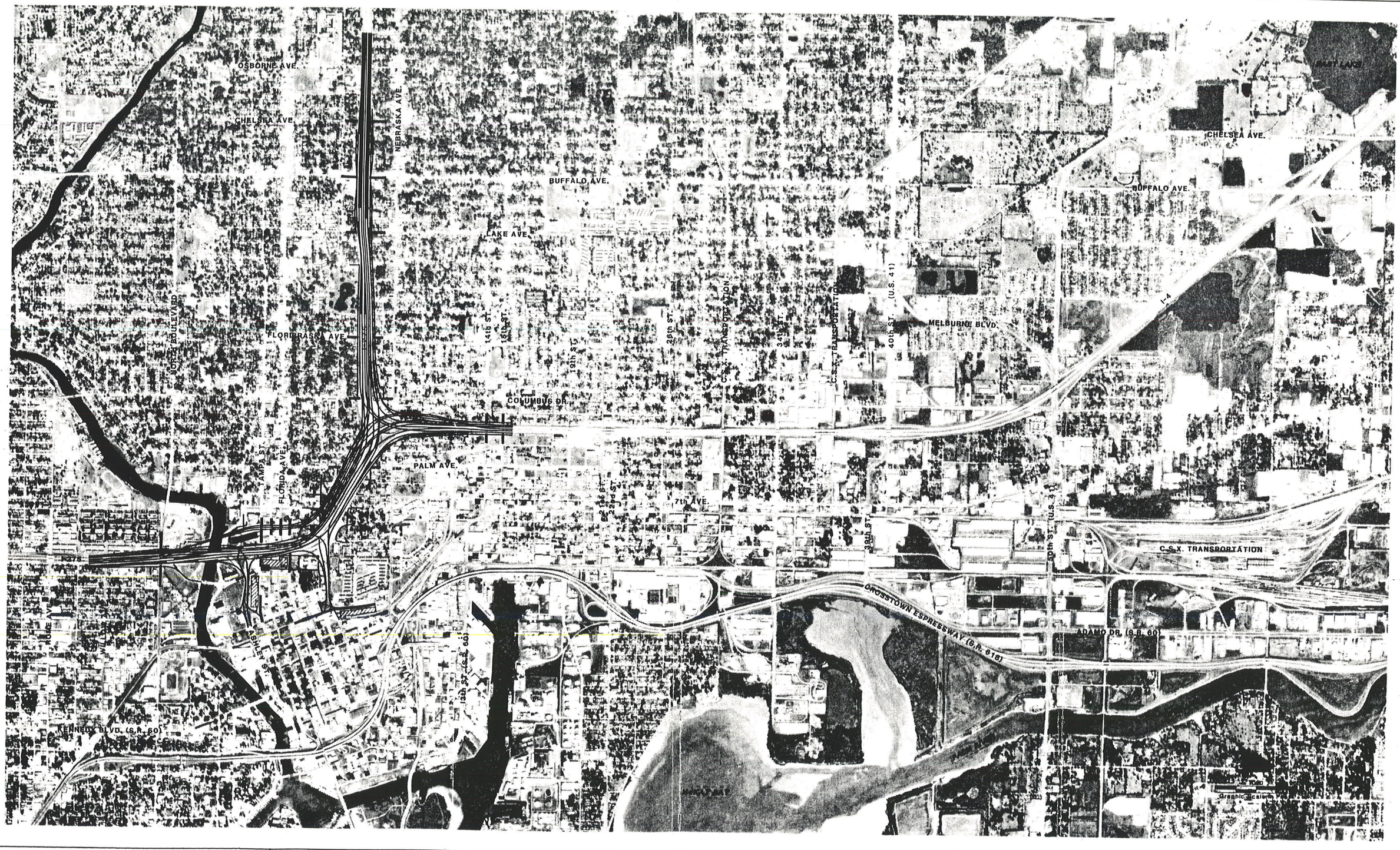

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ALTERNATIVE 2B8

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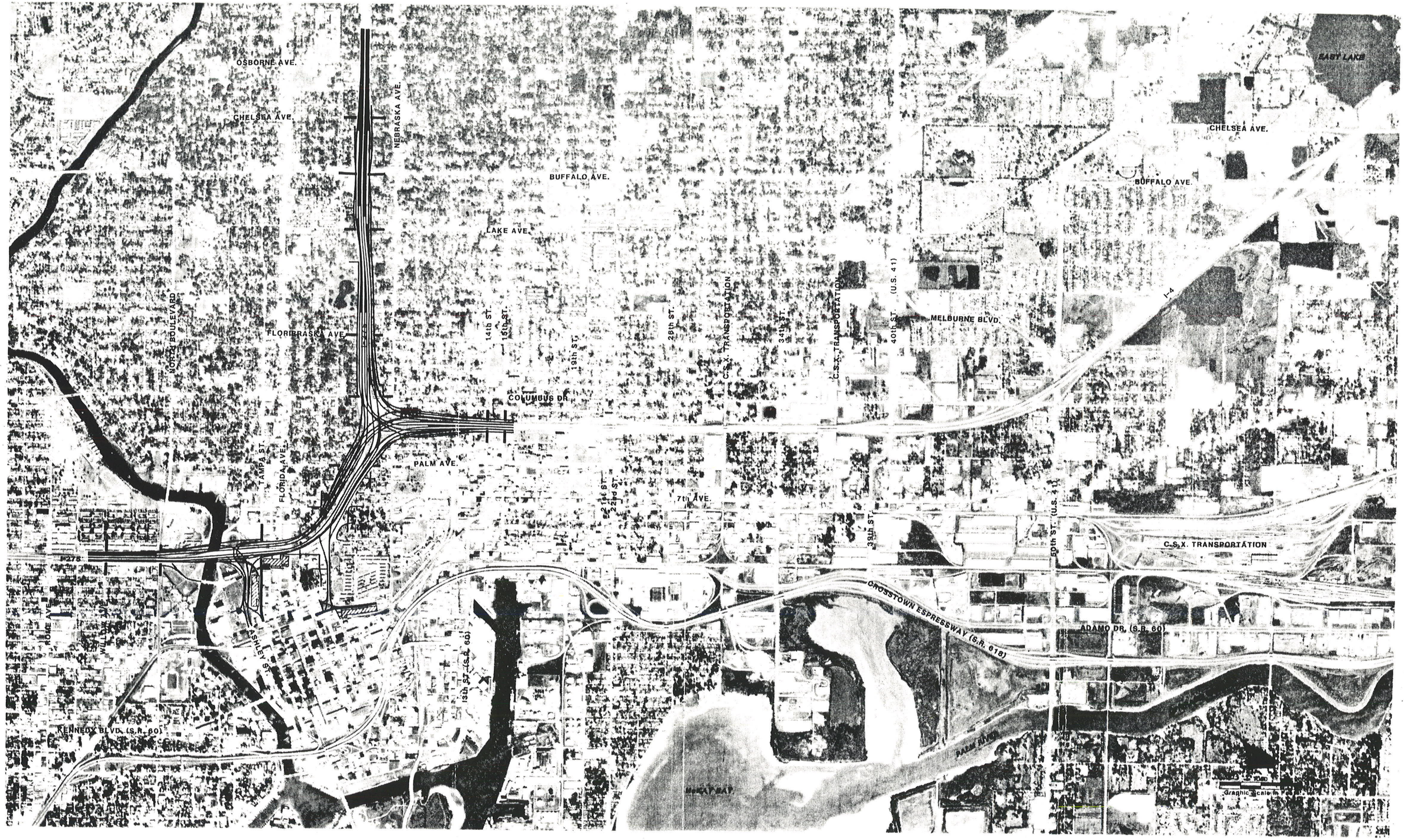

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ALTERNATIVE 2B9

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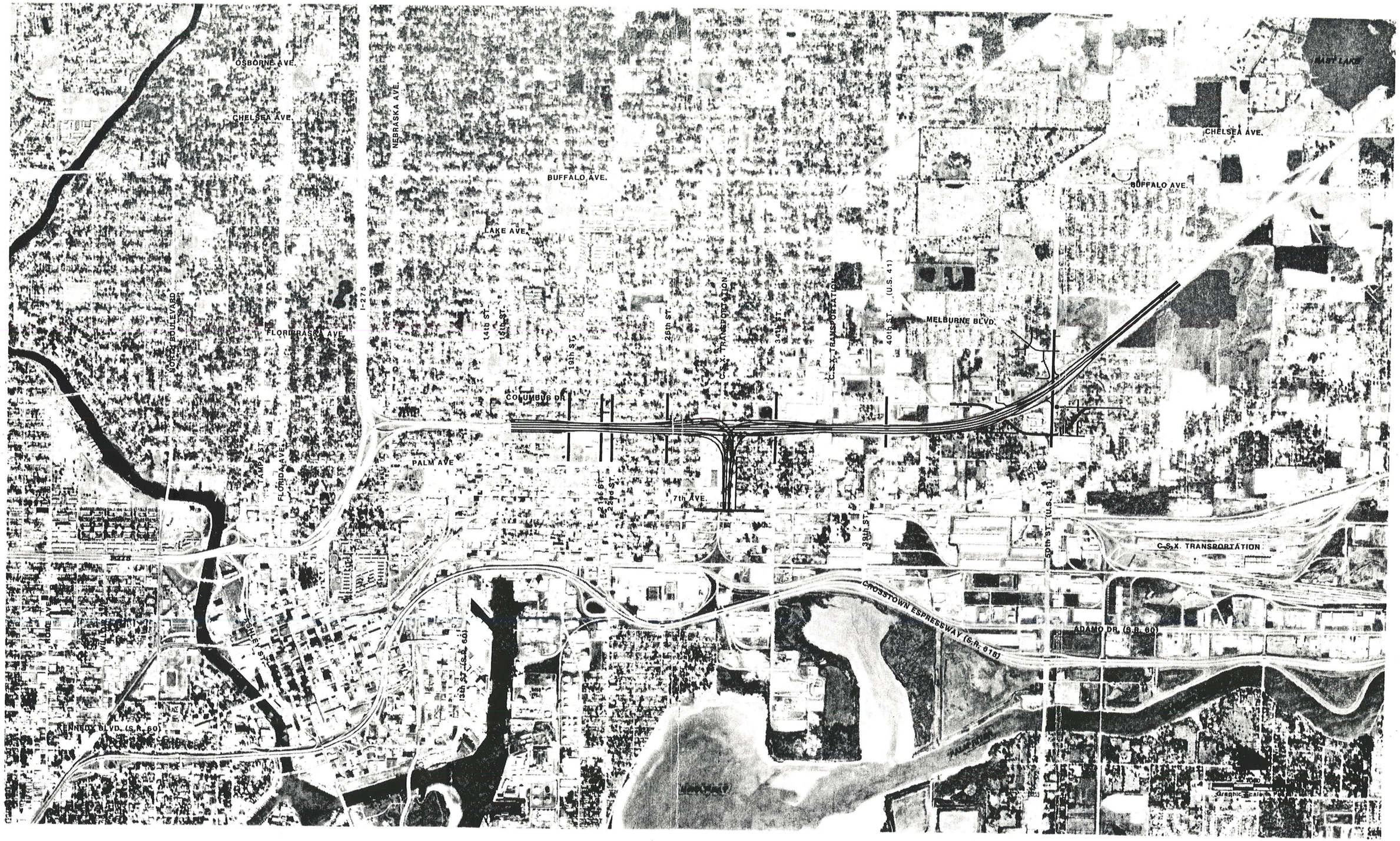

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ALTERNATIVE 3A8,3B3

TAMPA INTERSTATE STUDY

FLORIDA DEPARTMENT OF TRANSPORTATION

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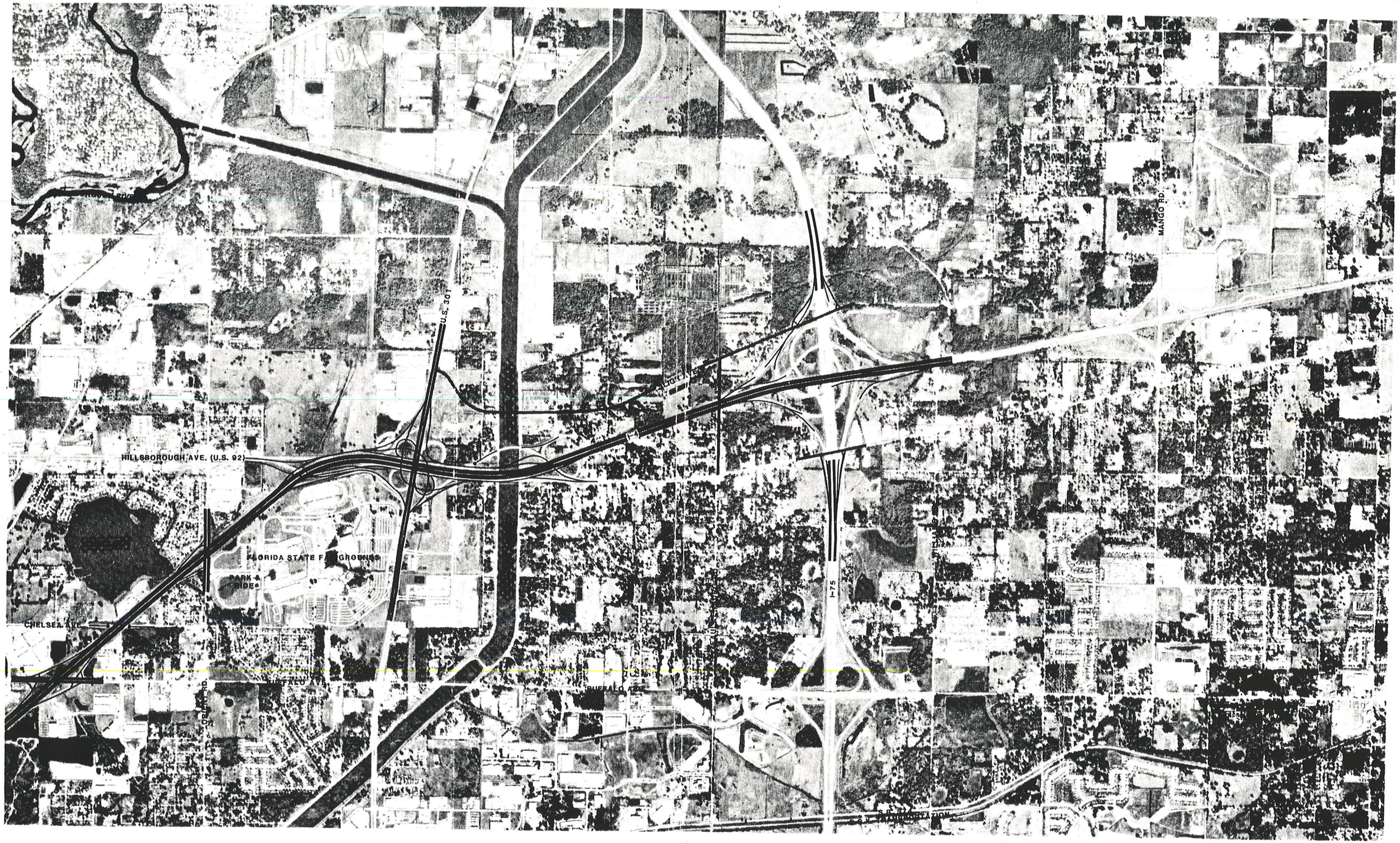

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PLANNING FOR TOMORROW — TAMPA INTERSTATE STUDY

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ALTERNATIVES 4A3,4B10,4C3

TAMPA INTERSTATE STUDY

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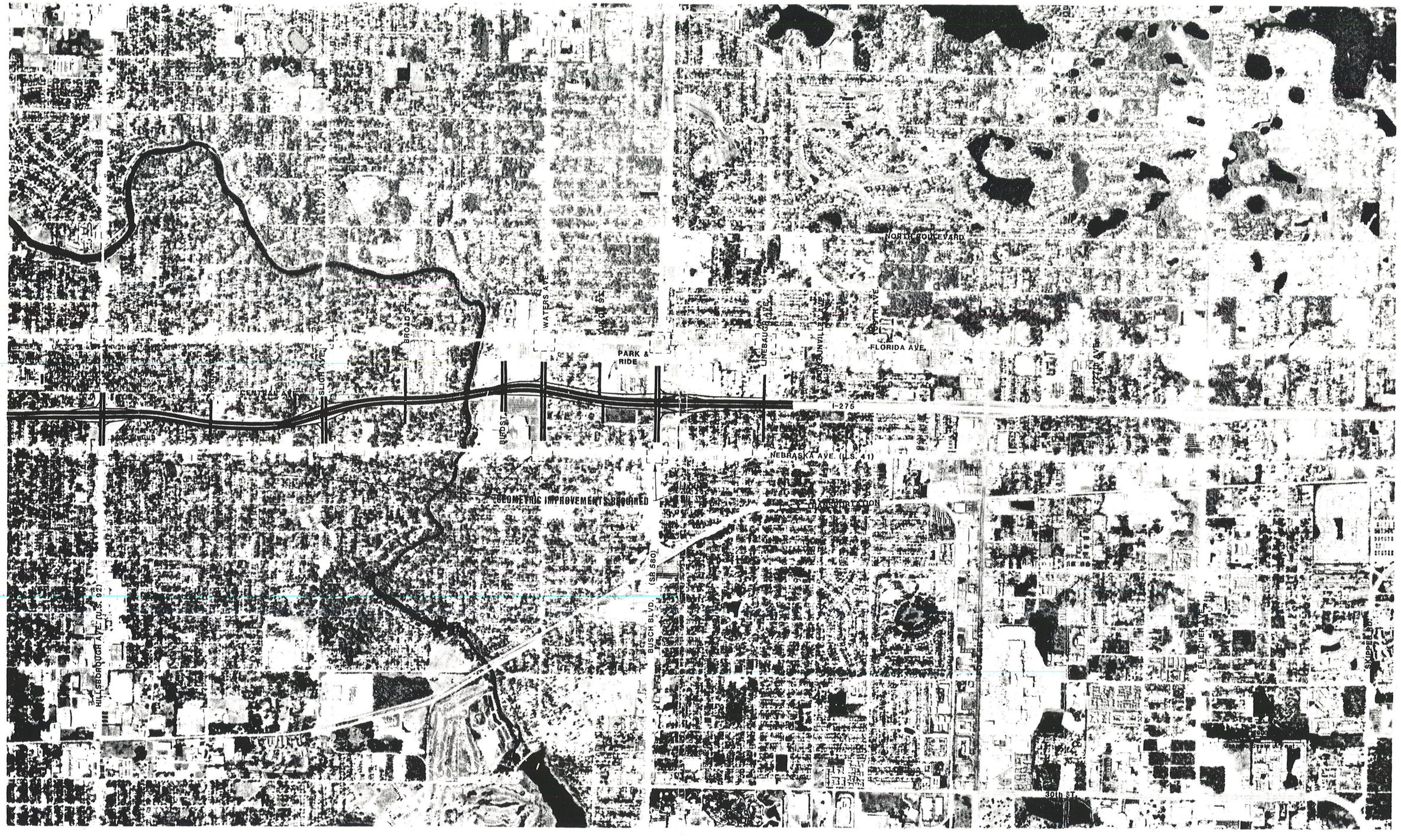

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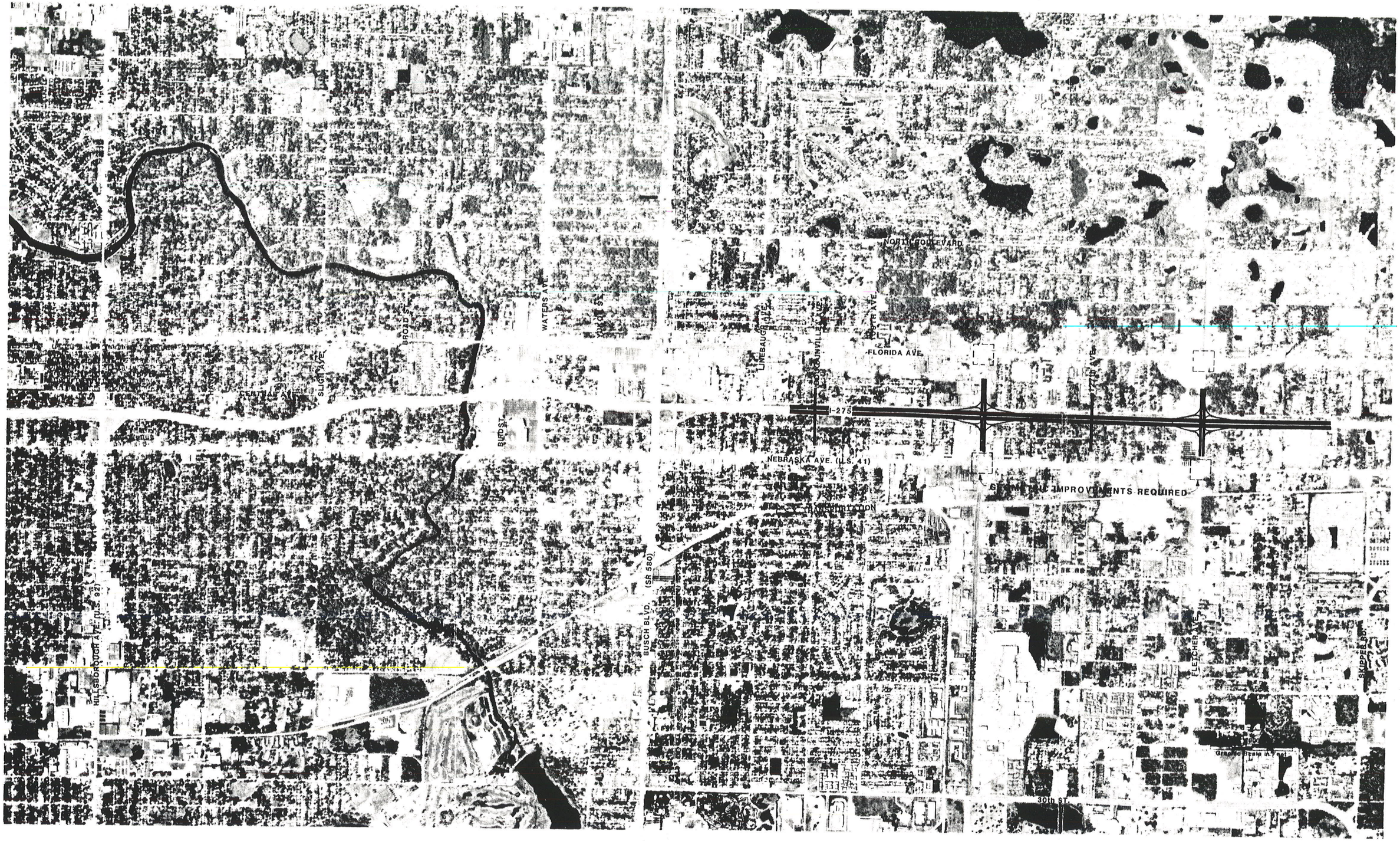
ALTERNATIVES 5A1,5B1,5C1,5D2
FLORIDA AVE. AND NEBRASKA AVE. GEOMETRIC IMPROVEMENTS REQUIRED

TAMPA INTERSTATE STUDY
FLORIDA DEPARTMENT OF TRANSPORTATION

STATE PROJECT No. 99007-1402 | EXHIBIT A13 OF 23



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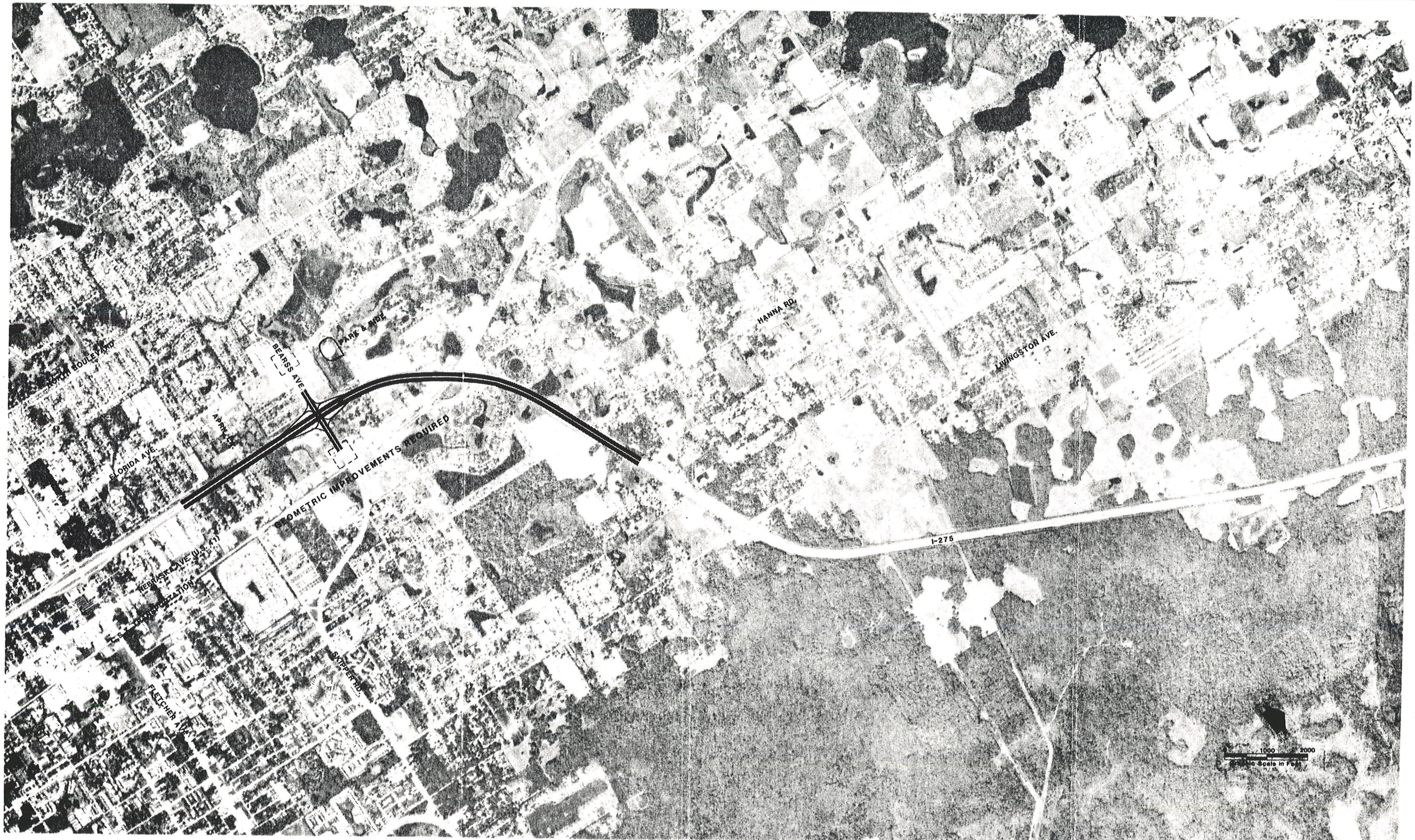
ALTERNATIVES 5E1,5F1

FLORIDA AVE. AND NEBRASKA AVE. GEOMETRIC IMPROVEMENTS REQUIRED

TAMPA INTERSTATE STUDY

FLORIDA DEPARTMENT OF TRANSPORTATION

STATE PROJECT No. 99007-1402 | EXHIBIT A14 OF 23



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11-7-88	PRELIMINARY CONCEPT - SUBJECT TO REVISION

PLANNING FOR TOMORROW — TAMPA INTERSTATE STUDY

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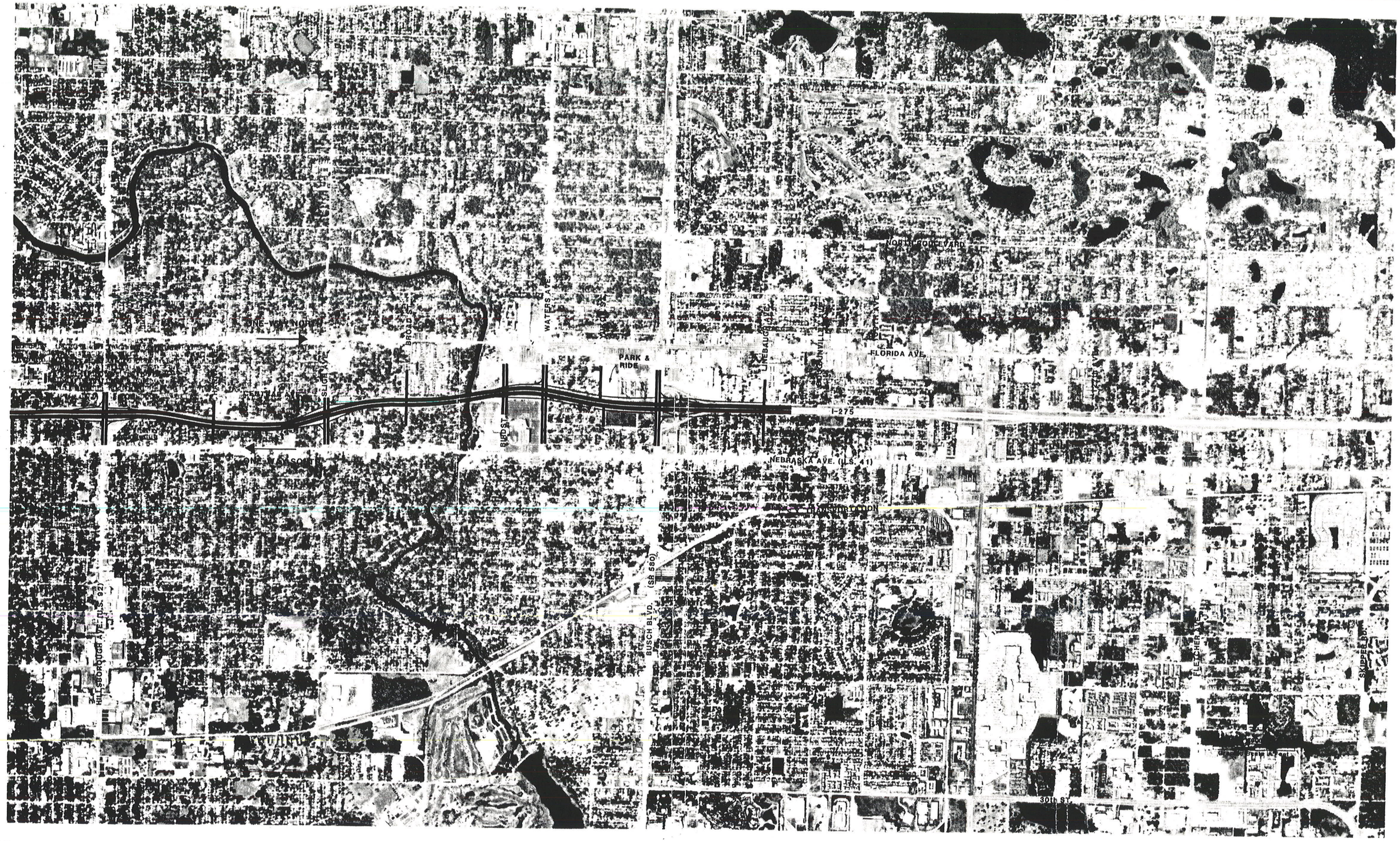
ALTERNATIVE 5G4

FLORIDA AVE. AND NEBRASKA AVE. GEOMETRIC IMPROVEMENTS REQUIRED

TAMPA INTERSTATE STUDY

FLORIDA DEPARTMENT OF TRANSPORTATION

STATE PROJECT No. 99007-1402



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PROJECT No. C1104

PROJECT DATES

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11-7-88	PRELIMINARY CONCEPT - SUBJECT TO REVISION

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ALTERNATIVES 5A3,5B3,5C3,5D6

FLORIDA AVE. AND NEBRASKA AVE. ONE WAY PAIRS

TAMPA INTERSTATE STUDY

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STATE PROJECT No. 99007-1402 | EXHIBIT A16 OF 23



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ALTERNATIVES 5E3,5F3

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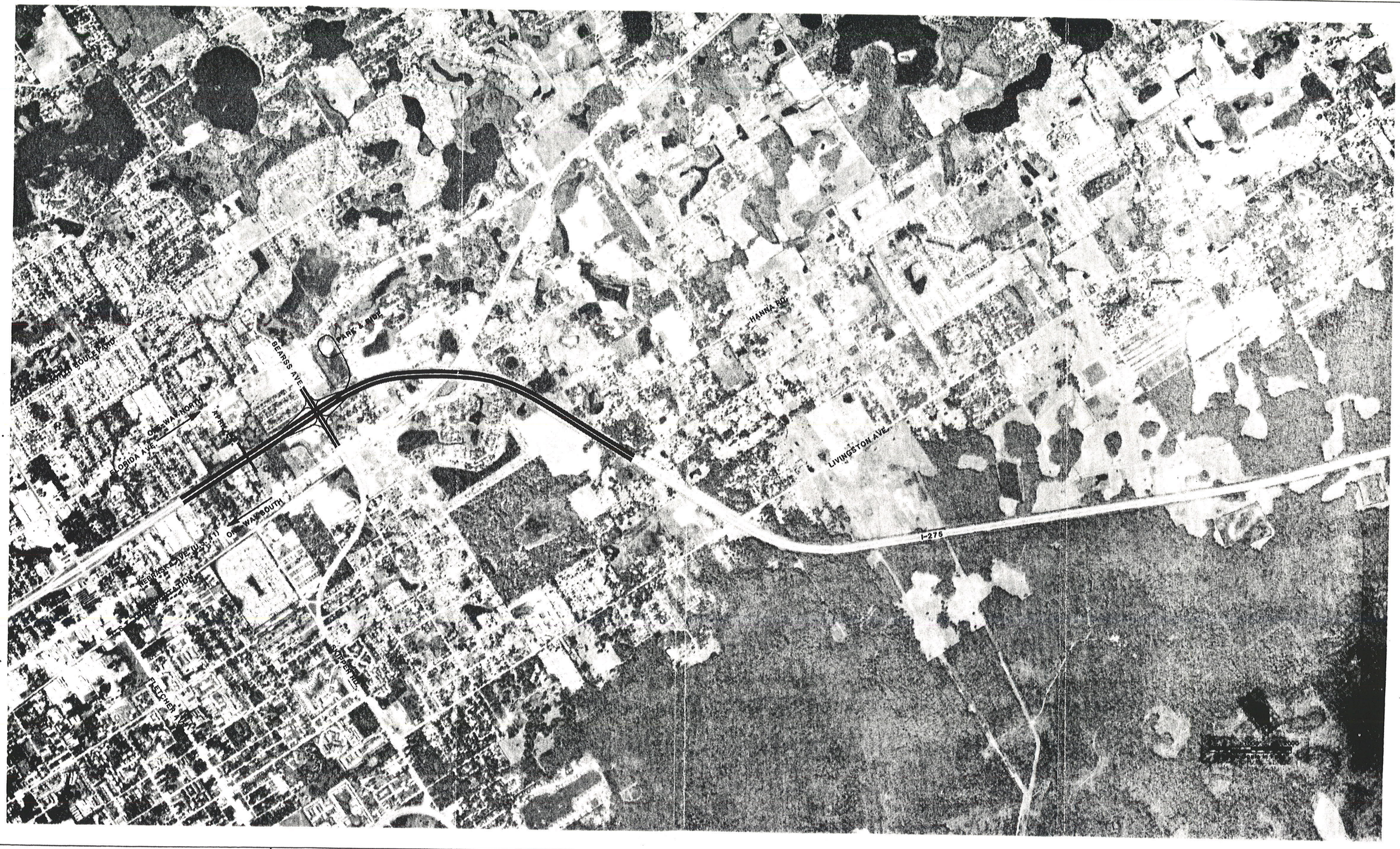
STATE PROJECT No. 99007-1402

EXHIBIT A17 OF 23



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ALTERNATIVE 5G3

FLORIDA AVE. AND NEBRASKA AVE. ONE WAY PAIRS BEARSS AVE. SOUTH

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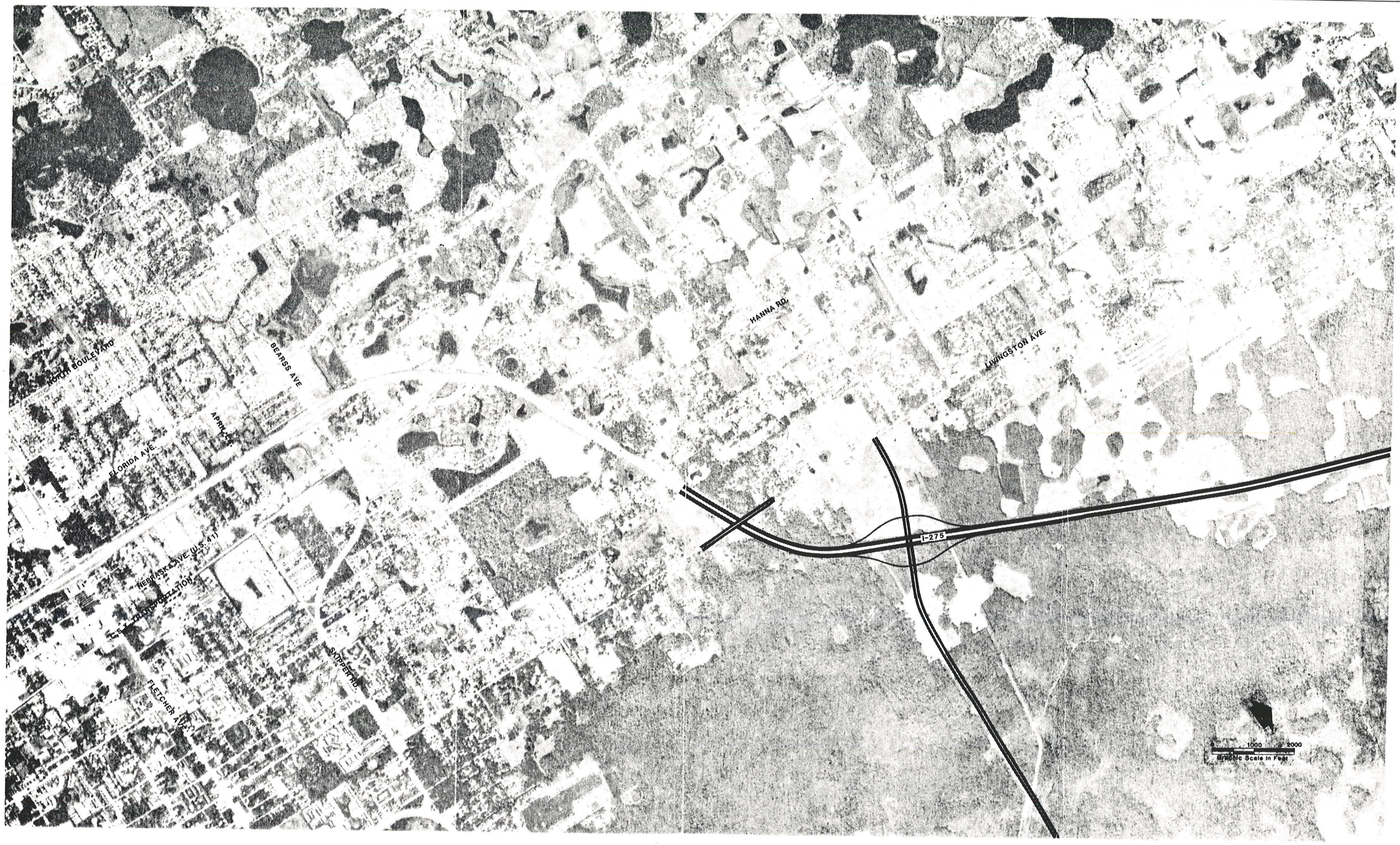
STATE PROJECT No. 99007-1402	EXHIBIT A18 OF 23



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PROJECT No. C1104

PROJECT DATES

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ALTERNATIVE 6A11

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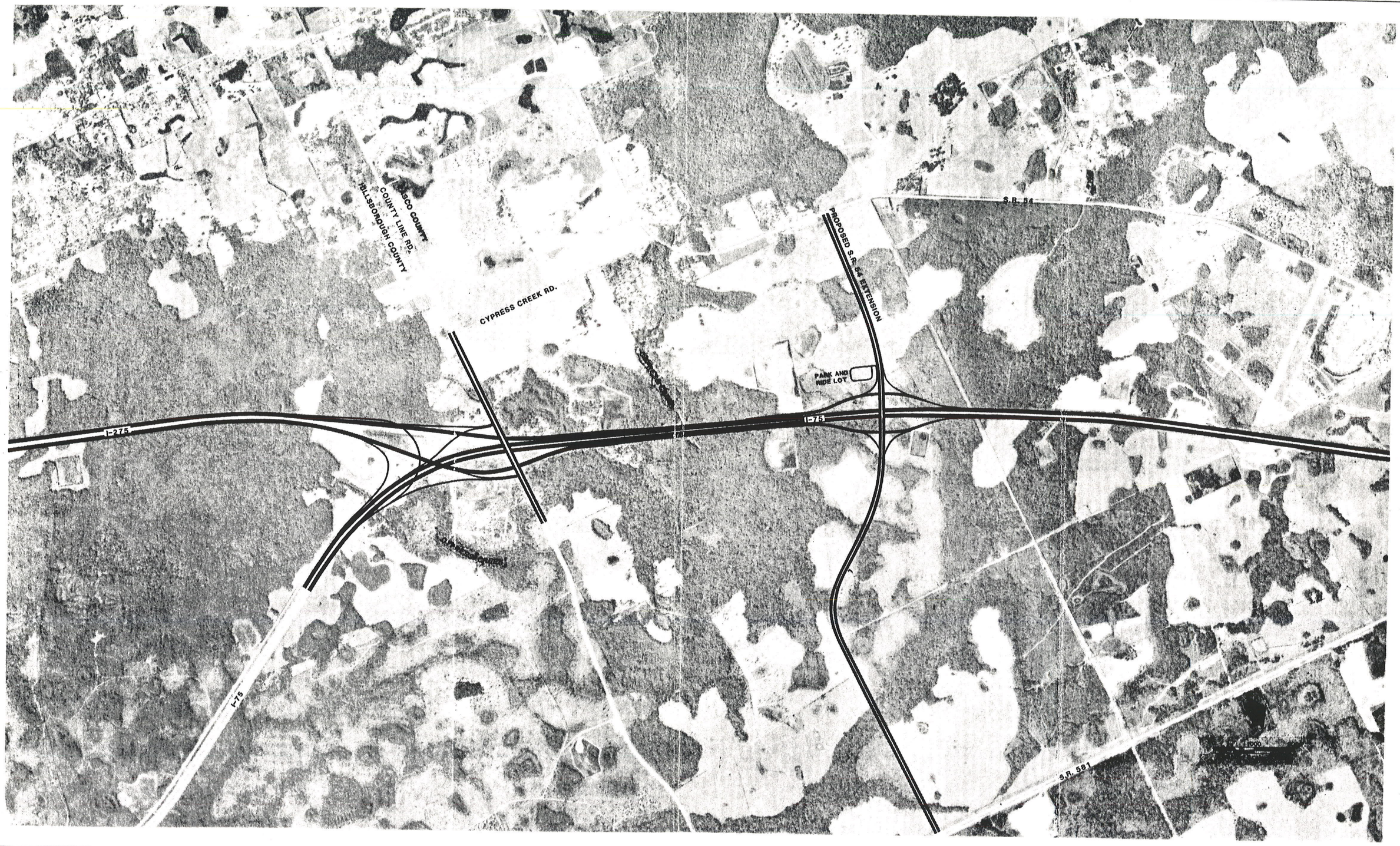

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11-7-88	PRELIMINARY CONCEPT SUBJECT TO REVISION

P.L.A.N.N.I.N.G. FOR TOMORROW — TAMPA INTERSTATE STUDY

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ALTERNATIVE 6B11

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FLORIDA DEPARTMENT OF TRANSPORTATION

STATE PROJECT No. 99007-1402 | EXHIBIT A20 OF 23



Photo Date: November 1987

PROJECT No. C1104	
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11 3 88	PRELIMINARY CONCEPT - SUBJECT TO REVISION

PLANNING FOR TOMORROW
TAMPA INTERSTATE STUDY

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ALTERNATIVE 6B11

TAMPA INTERSTATE STUDY

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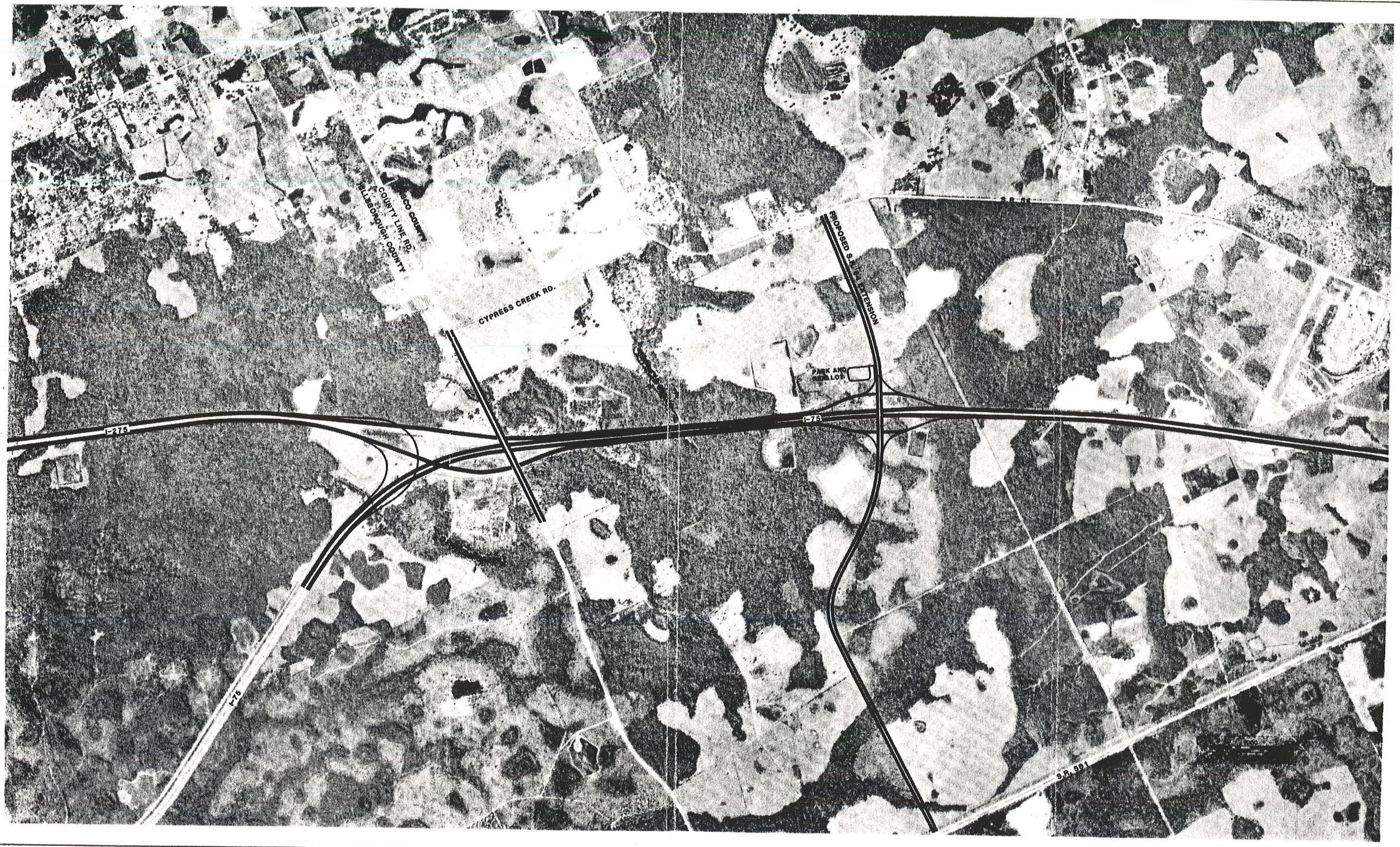
STATE PROJECT No. 99007-1402 | EXHIBIT A21 OF 23



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FLORIDA DEPARTMENT OF TRANSPORTATION

STATE PROJECT No. 99007-1402

EXHIBIT A22 OF 23



Photo Date: November 1987

PROJECT No. C1104

PROJECT DATES	
DATES	DESCRIPTION
9/ /88	TIER 3 CONCEPTUAL ALTERNATIVE
11/ /88	PRELIMINARY CONCEPT - SUBJECT TO REVISION

PLANNING FOR TOMORROW — TAMPA INTERSTATE STUDY

THE GREINER TEAM

GREINER, INC.
GANNETT FLEMING TRANSPORTATION ENGINEERS, INC.
TEXAS TRANSPORTATION INSTITUTE
KNIGHT APPRAISAL SERVICES

ALTERNATIVE 6B12

TAMPA INTERSTATE STUDY

FLORIDA DEPARTMENT OF TRANSPORTATION

STATE PROJECT No. 99007-1402 | EXHIBIT A23 OF 23

APPENDIX G

CONCEPTUAL STAGE RELOCATION PLANS

Task A5b12
Conceptual Stage Relocation Plan

TAMPA INTERSTATE STUDY

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

Interstate 275 (I-275) from Dale Mabry Highway interchange north to Dr. Martin Luther King Jr. Blvd., Interstate 4 (I-4) from I-275 (including interchange) to east of 50th St. (U.S. 41), the Crosstown Connector from I-4 southward to the existing Tampa South Crosstown Expressway, and the Crosstown Expressway west of the Kennedy Blvd. overpass east to Maydell Drive, Hillsborough County.

Prepared For

FLORIDA DEPARTMENT OF TRANSPORTATION

Prepared By

GREINER, INC.

In Association With

KNIGHT APPRAISAL SERVICES, INC.
JANUS RESEARCH / PIPER ARCHAEOLOGY

NOVEMBER 1995

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1	Project Study Limits	Page 2
2	Project Census Tracts	Page 10

I. INTRODUCTION

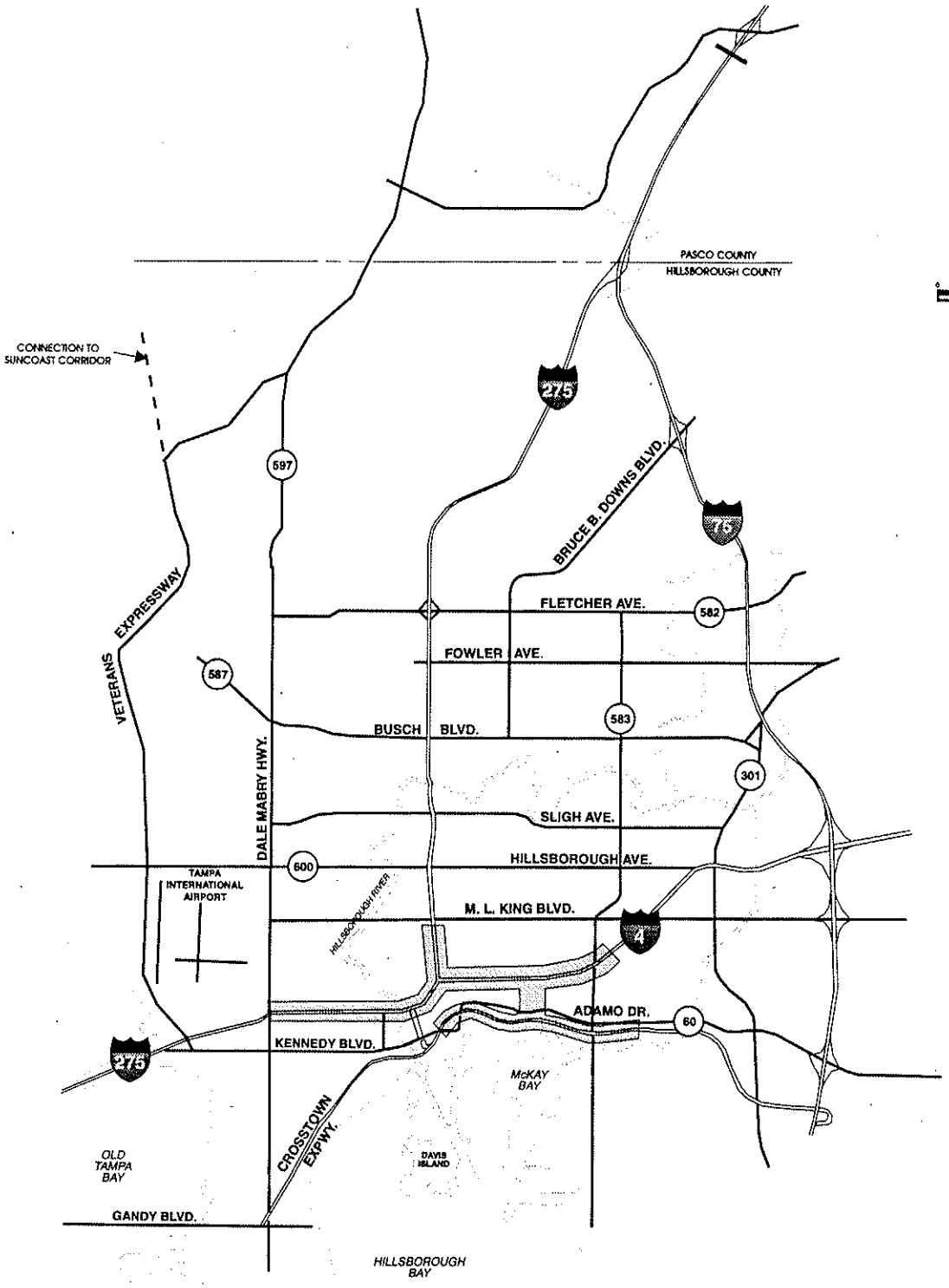
This Conceptual Stage Relocation Plan is submitted in compliance with Volume 7, Chapter 5, Section 1, Paragraph II of the Federal Aid Highway Manual. The proposed project is part of the Tampa Interstate Study (TIS) and includes the section of I-275 from the interchange at Dale Mabry Highway north to Dr. Martin Luther King, Jr. Boulevard and 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 as well as the Crosstown Expressway west of the Kennedy overpass east to Maydell Drive. The project is approximately 12 miles in length and involves the widening and improvement of the existing six-lane highway to a four-roadway system made up of interstate express lanes and separate local access freeway lanes. HOV/Transitway lanes will be included within the interstate alignment. In addition, the project will include major interchange improvements on I-275 at Himes Avenue, Howard and Armenia Avenues, Ashley, Scott and Kay Streets, North Boulevard, and Dr. Martin Luther King, Jr. Boulevard, while removing the existing ramps to and from the north at Floribraska Avenue. Major interchange improvements on I-4 include 14th and 15th Streets, Columbus Avenue, 50th Street and the Crosstown Connector and the removal of the existing ramps at 40th Street.

In 1987, the Florida Department of Transportation (FDOT) began Phase I of TIS. The final product of Phase I was an in-depth Master Plan for I-275, I-75 and I-4 in Hillsborough and Pasco Counties. The Master Plan for the entire TIS project, which is approximately 35 miles in length, has been adopted for inclusion in the Hillsborough County MPO 2010 Long Range Transportation Plan.

Phase II of the TIS project includes a portion of the original master plan study limits. For analysis purposes, Phase II has been divided into two studies. The first study includes I-275 from the Howard Frankland Bridge/Kennedy Boulevard ramps to the I-275/Dale Mabry Highway interchange on the east and just north of Cypress Street on the north and has been evaluated in the Environmental Assessment (EA)/Finding of No Significant Impact (FONSI) approved by FHWA on August 16, 1993. The EA/FONSI is divided into two design segments, 1A and 2A. The second study, due to its greater impacts to the surrounding area, will be evaluated in an Environmental Impact Statement (EIS). This report addresses the area defined as the EIS. The study area boundaries for the EIS are as follows: I-275 from just east of the Dale Mabry Highway interchange north to Dr. Martin Luther King, Jr. Boulevard, I-4 from I-275 (including interchange) to east of 50th Street (U.S. 41) and the proposed Crosstown Connector from I-4 southward to the existing Tampa South Crosstown Expressway as well as the Crosstown Expressway west of the Kennedy overpass east to Maydell Drive. The EIS study limits are shown on Exhibit 1.

The design work currently programmed for funding in the FDOT's Five-Year Work Program, is ongoing. This includes Design Segments 1A, 3A, 3B, 3C and a portion of 2A. The Five Year Work Program is updated annually and more funds are expected to be programmed in the new plan to be published in December, 1995.

With an approved EA/FONSI to the west of the EIS and an approved Categorical Exclusion (CE) to the east of the EIS, the proposed geometry will tie to the approved documents geometry. However, to the north of the EIS no approved environmental document is available to tie to. A transitional geometric plan must be developed in the event that this EIS section is constructed prior to the segment of roadway to the



LEGEND

Study Area

Proposed Roadway

FLORIDA DEPARTMENT OF TRANSPORTATION

CONCEPTUAL STAGE RELOCATION PLAN

TAMPA INTERSTATE STUDY PHASE II

Hillsborough County, Florida

PROJECT STUDY LIMITS

EXHIBIT 1

north of the project. Therefore, in this document Neighborhood Study Areas "A" through "G" address the EIS section and Study Area "H" addresses the additional right-of-way required in the event a transitional section is needed.

The EIS study area is located in Hillsborough County within the city limits of Tampa. A desirable location for both businesses and residences, Tampa is currently one of the fastest growing cities in southwest Florida.

As the county seat, Tampa is situated midpoint on Florida's Suncoast and is bordered by the Upper and Old Tampa Bays. Hillsborough County is bordered on the north by Pasco County, on the east by Polk County, on the south by Manatee County and on the west by Pinellas County.

Tampa's heritage is of Spanish descent and was originally known as the "Cigar City." Today, old vacant cigar manufacturing buildings and warehouses stand as reminders of what was once a thriving business in the historical Ybor City National Landmark District, which is listed on the National Register of Historic Places.

The City of Tampa includes 120 square miles within its corporate boundaries with more than 40 percent of land developed as single-family residential. The primary land uses are residential, office, commercial/retail and industrial. In 1989, Hillsborough County boasted 1,900,920 m^2 (20,440,000 $ft.^2$) of office space and 1,739,100 m^2 (18,700,000 $ft.^2$) of commercial space. The CBD area contains primarily commercial/office/hotel establishments, residential and office uses.

Tampa is home to many major developments and attractions, including the new Convention Center in downtown Tampa, the Performing Arts Center, NCNB Tower, University of Tampa, the Harbour Island retail and hotel complex, Busch Gardens, Adventure Island, Florida Aquarium, and Lowry Park Zoo. Festive activities, such as the Annual Gasparilla Festival, Florida State Fair, Tampa Bay Buccaneers football events, New York Yankees Spring training baseball, and the Tampa Bay Lightning hockey events, as well as numerous other outdoor and indoor concerts and sporting activities, make Tampa a popular attraction for tourists and residents of surrounding areas.

Employment opportunities for residents and outlying communities are provided by numerous public and private commercial and industrial companies and institutions in the Tampa Bay area. More employers include the University of South Florida (USF), Tampa General Hospital, Port of Tampa, Barnett Bank, Tampa International Airport (TIA), MacDill Air Force Base, City of Tampa, Kash n' Karry, Publix, Honeywell, IBM, Tampa Electric Company (TECO), General Telephone Electronics, Inc. of Florida (GTE), Jim Walter Corporation and others.

Hillsborough County is the 44th largest agricultural county in the United States. The agribusiness sector includes major investments in citrus, cattle and vegetables, as well as tropical fish, ornamental plants and flowers.

Tampa has become the medical center of Florida and a major medical center for the southeastern United States. Hillsborough County's human medical resources include more than 1,400 physicians, representing 50 recognized specialists, over 300 licensed dentists and a well-staffed registry of nurses. A total of 23 major general, specialty and military hospitals provide care and conduct research in Hillsborough County,

including the H. Lee Moffitt Cancer Center and Research Institute on the USF campus, which opened in 1986. Rehabilitation services, including physical therapy programs, are offered by both private companies and public institutions, including Health South, the Sports Medicine Center at Tampa General Hospital and the Florida Orthopaedic Institute.

The 160-plus public schools that operate in Hillsborough County are consolidated into one school district comprising over 110 elementary schools, 26 junior high schools and 14 senior high schools. The public school system also contains several special schools for exceptional children, including classes for the deaf, blind, physically handicapped, learning disabled and gifted. There are over 50 private schools and universities in the Tampa Bay area which are members of the Greater Tampa Bay Chamber of Commerce.

The five major colleges and universities located in Hillsborough County are the University of Tampa (private), University of South Florida (USF), Hillsborough Community College (HCC) and Tampa College (private) and Florida College (private). Technical and vocational schools are also located in the county.

Because of the year-round mild climate, Tampa offers a variety of leisure activities, such as golf, sailing, water-skiing, windsurfing, cycling, swimming, and many more spectator events. The city also provides a park and recreation program with more than 500 civic clubs and organizations. Tampa has more than 50 shopping centers and over 600 churches representing all denominations.

II. POPULATION, HOUSEHOLD AND EMPLOYMENT CHARACTERISTICS FOR THE TAMPA BAY AREA

Population

According to the 1980 Census, the population of Hillsborough County was 646,960 persons, a 32 percent increase from the 1970 Census population of 490,265 persons. In 1985, the population of Hillsborough County totaled 746,611 persons; in 1988, the population was estimated at 825,871 persons; and according to the 1990 Census the population was determined to be 834,054 persons. The majority of the population resides in unincorporated Hillsborough County, followed by the City of Tampa, Plant City and Temple Terrace. Table 1 presents a comparison of population statistics within these four areas for the years 1970, 1980, 1985, 1988 and 1990.

Between 1980 and 1990, unincorporated Hillsborough County contained more than half of the entire county population. This trend is projected to continue in the future. Table 2 highlights the population percentage change between 1980 and 1985 and 1985 and 1990 for the same four areas.

Temple Terrace showed significant percentage increases between 1980 and 1990 although it is the least populated of the three cities. Population by race in Hillsborough County for the years 1980 and 1987 is shown in Table 3.

The table indicates that there was a higher percentage of females in Hillsborough County in both 1980 and 1987, according to the Bureau of Economic and Business Research. Further information from the Bureau indicates that during these years, the majority of white females were between the ages of 25-44, followed by the 45-64 and 0-14 age groups. In 1980, the majority of black females ranged between the ages of

TABLE 1

HILLSBOROUGH COUNTY POPULATION STATISTICS
1970, 1980, 1985, 1988 and 1990

Area	1970	1980	1985	1988*	1990
Unincorporated Hillsborough County	189,714	347,276	439,380	503,804	514,841
City of Tampa	277,753	271,523	276,444	286,832	280,015
Plant City	15,451	17,064	18,118	20,254	22,754
Temple Terrace	7,347	11,097	12,669	14,981	16,444
TOTAL	490,265	646,960	746,611	825,871	834,054

*estimated figures

Source: Hillsborough County City-County Planning Commission, 1988 and 1989.

U.S. Department of Commerce, Bureau of the Census, General Population Characteristics, 1990 Census of Population and Housing, Florida, June 1992.

TABLE 2

HILLSBOROUGH COUNTY POPULATION
PERCENT CHANGE

Area	1980-1985	1985-1990
Unincorporated Hillsborough County	26.52%	17.77%
City of Tampa	1.81%	1.29%
Plant City	6.18%	25.58%
Temple Terrace	14.17%	28.79%
AVERAGE PERCENT CHANGE	15.40%	18.60%

Source: Hillsborough County City-County Planning Commission, 1988 and 1989.

U.S. Department of Commerce, Bureau of the Census, General Population Characteristics, 1990 Census of Population and Housing, Florida, June 1992.

TABLE 3

HILLSBOROUGH COUNTY POPULATION BY RACE AND GENDER
1980 AND 1987

Area	1980	1987	% Change 1980-1987
All Races			
Female	334,434	415,187	24.15%
Male	312,526	386,205	23.58%
TOTAL	646,960	801,392	23.87%
Whites			
Female	285,241	353,440	23.91%
Male	269,580	334,074	23.92%
TOTAL	554,821	687,514	23.92%
Blacks			
Female	46,146	57,793	25.24%
Male	40,552	49,143	21.19%
TOTAL	86,698	106,936	23.34%

Source: Population Studies, Bulletin No. 85-86, Bureau of Economic and Business Research, University of Florida, 1988.

0-14 followed by the 25-44 and 15-24 age groups. In 1987, most black females were between the ages of 24-44, followed by the 0-14 and 15-24 age groups.

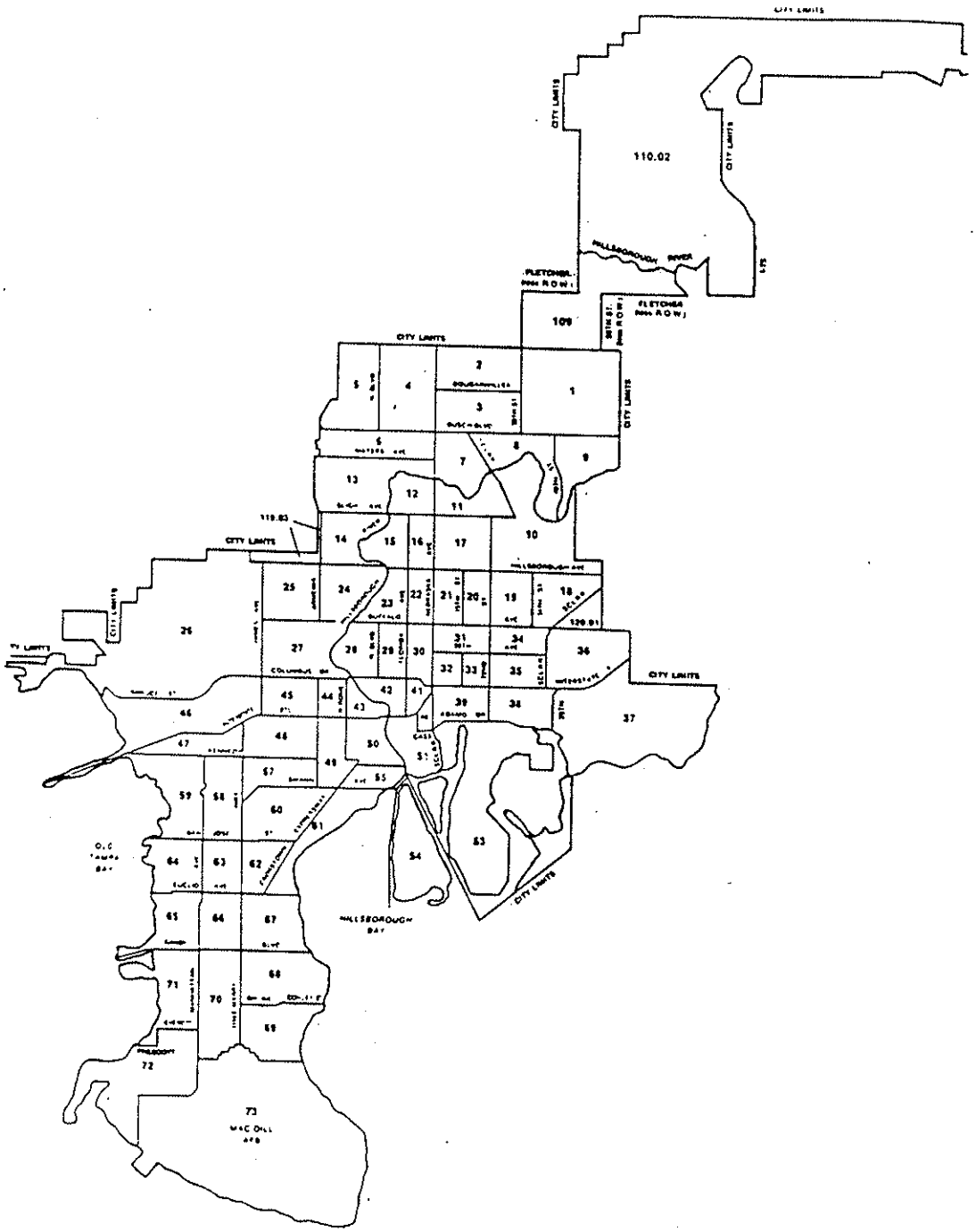
During the same years, white males were dominant in the 25-44 age group, followed by the 0-14 and 45-64 age groups (just the opposite of their female counterparts). The majority of black males ranged between the ages of 0-14, followed by the 25-44 and 15-24 age groups (the same as their female counterparts in 1980).

The project study area is located in numerous census tracts in the city of Tampa (as shown on Exhibit 2). Table 4 provides the population statistics and percentage change for 21 census tracts for the years 1980, 1985 and 1990.

The data in Table 4 indicates that in 1980, 1985 and 1990, the project area represented from 18 to 21 percent of the total population in the City of Tampa and from 6 to 9 percent of the total county population. It is also interesting to note that most of the population within the project's census tracts decreased during 1980 to 1990. The decrease in population suggests that residents are seeking housing in outlying areas of the county and outside the city limits.

Household

The total number of housing units in Hillsborough County also increased between 1970 and 1990, as shown in Table 5. Both occupied and vacant units are included in the number of housing units. Also, according to "Permits," a report issued by the Hillsborough County City-County Planning Commission, April 1990, fewer residential



TAMPA COMPREHENSIVE PLAN

NORTH

0 1 2

miles

MAP II-1 CITY OF TAMPA 1985 CENSUS TRACTS (BLOCK NUMBERING AREAS)

SOURCE: CITY OF TAMPA COMMUNITY REDEVELOPMENT DIVISION DATE: 1988

TABLE 4

PROJECT AREA POPULATION BY CENSUS TRACT
1980, 1985 and 1990

Census Tract	1980	1985*	1990	% Change 1980-1985	% Change 1985-1990
022	1,828	1,839	1,800	+0.6%	-2.12%
030	4,149	3,737	3,525	-9.9%	-5.67%
032	2,579	2,532	2,317	-1.8%	-8.49%
033	4,350	4,083	3,400	-6.1%	-16.72%
035	3,011	2,721	2,722	-9.6%	+.04%
036	3,340	3,248	3,725	+2.3%	+14.68%
037	1,667	2,263	1,842	+35.8%	-18.60%
038	1,995	1,763	1,370	-11.6%	-22.29%
039	2,229	2,123	1,842	-4.8%	-13.23%
040	2,203	2,132	1,877	-3.2%	-11.96%
041	1,794	1,499	1,312	-16.4%	-12.47%
042	1,723	1,647	1,499	-4.4%	-8.98%
043	3,956	3,740	3,437	-5.5%	-8.10%
044	2,747	2,595	2,266	-5.5%	-12.67%
045	3,673	3,942	3,800	+7.3%	-3.60%
048	4,447	4,452	4,201	+0.1%	-5.63%
049	3,446	3,364	3,158	-2.4%	-6.12%
050	4,081	3,711	3,357	-9.1%	-9.53%
051	696	1,001	1,454	43.8%	+45.25%
053	2,223	2,280	2,297	+2.5%	+.74%
TOTAL	56,137	54,672	51,201	-2.6%	-6.34%

*Estimated figures

Source: U.S. Department of Commerce - Population and Housing Test Census, 1985.

U.S. Department of Commerce, Bureau of the Census, 1990 Census of Population and Housing, Hillsborough County, Washington, D.C. Sept. 1992.

TABLE 5

HILLSBOROUGH COUNTY HOUSING UNITS
1970, 1980 and 1990

Area	1970	1980	1990	% Change 1970-1980	% Change 1980-1990
Unincorporated Hillsborough County	60,125	138,660	221,859	130.62%	60.00%
City of Tampa	100,840	114,189	129,681	13.24%	13.56%
Plant City	5,332	6,755	9,350	26.69%	38.41%
Temple Terrace	2,258	4,015	6,850	77.81%	70.61%
TOTAL	168,555	263,619	367,740	56.40%	35.42%

Source: Hillsborough County City-County Planning Commission, 1989.

U.S. Department of Commerce, Bureau of the Census, General Population Characteristics, 1990 Census of Population and Housing, Florida, June 1992.

building permits were issued in 1989 than in any other year during the 1980's. Table 6 provides the number of new residential units in Hillsborough County between 1983 and 1989.

Overall, residential building permit activity was down 10.4 percent in 1989 compared to 1988. Single-family activity was stabilized on an annual basis; however, over 38 percent of this activity in 1989 occurred within the first three months. This increase was at least partially due to the increase in impact fees implemented at the beginning of the second quarter of 1989. Multi-family activity was slower in 1989 than in any other year in the decade and compared to 1984, the most active year, multi-family activity was down 81.8 percent.

Additional demographic comparisons of household and income characteristics for Florida, Hillsborough County and Tampa are presented in Table 7.

As shown in Table 7, the number of households in Tampa in 1992 represented approximately 35 percent of the entire county and 2.1 percent of the state of Florida. Hillsborough County households represented six percent of the entire state. With regard to median household effective buying income (EBI), the county ranked higher with $29,011 than the state of Florida with $28,287, compared with Tampa's median EBI of $23,688, which was significantly lower than both the state and county's EBI.

According to Sales & Marketing Management, August 1992, the Tampa-St. Petersburg-Clearwater metropolitan area ranked 34th among all metropolitan markets in the U.S. with regard to households with EBI's greater than $50,000. The area also ranked 255th among all metropolitan markets in median household EBI.

TABLE 6

HILLSBOROUGH COUNTY NEW RESIDENTIAL UNITS
1983 - 1989

Year	Single-Family	Duplex	Multi-Family	Mobile Home	Total
1983	7,890	720	6,110	848	15,568
1984	7,117	654	10,709	869	19,349
1985	6,832	478	8,327	865	16,502
1986	7,051	606	6,382	776	14,815
1987	5,281	330	3,053	429	9,093
1988	3,966	193	2,937	238	7,334
1989	4,064	198	1,950	355	6,567
TOTAL	42,201	3,179	39,468	4,380	89,228

Source: "Permits," Hillsborough County City-County Planning Commission, 1990.

TABLE 7

HOUSEHOLD AND INCOME CHARACTERISTICS
1992

Characteristic	Florida	Hillsborough County	Tampa
Median Age	36.3	33	33.2
Households ($000's)	6,100.2	367.7	129.6
EBI* ($000's)	$195,035,892	$12,103,314	$3,794,413
Median Household EBI	$28,287	$29,011	$23,688

*Effective Buying Income

Source: Sales and Marketing Management, 1992 Survey of Buying Power, August 1992. "Metro and County Totals, Florida, Effective Buying Income."

Table 8 provides the housing statistics and percentage change for the 20 Census Tracts involved with the EIS study area for the years 1980, 1985 and 1990.

The data in Table 8 indicates that the project area represented approximately 20 percent of the total housing in Tampa in 1980 and about 17 percent in 1990.

Employment

The Tampa Bay region (Hillsborough, Manatee, Pasco and Pinellas counties) has shown steady growth in almost every major employment category over the past 18 years. This trend of a rising work force has had only one major setback, which occurred during the recession of 1975. This year was characterized by long periods of inflation and unemployment, with slow employment rates in all four counties. However, since 1970, no decrease in overall employment in the region has occurred. Major businesses and industries which relocate to the Tampa Bay region provide many new job opportunities. During the past three years, major corporations have moved from their long-established locations to open their doors in the Tampa Bay area, and more specifically, in Hillsborough County. Table 9 charts employment growth by trade in Hillsborough County, while Table 10 provides a comparison of employment between Hillsborough County and the Tampa Bay region in 1985.

In the early 1970's, the trade industry provided the highest employment (28%) in Hillsborough County, followed by the manufacturing and service industries. By 1975, manufacturing jobs were decreasing at a slow rate while the service industry showed dramatic increases. This change was due, in part, to the effect of the recession on the trade and manufacturing industries and the trend toward a more service-oriented and "customer convenience" market. This trend continued in Hillsborough County through 1985 as the wholesale and retail trade industries enjoyed prosperity and healthy

TABLE 8

PROJECT AREA HOUSING ESTIMATES BY CENSUS TRACT
1980, 1985 and 1990

Census Tract	1980	1985	1990	% Change 1980-1985	% Change 1985-1990
022	935	944	923	+0.96%	-2.22%
030	1,495	1,450	1,322	-3.01%	-8.82%
032	1,144	1,145	1,048	+0.08%	-8.47%
033	1,544	1,528	1,470	-1.04%	-3.7%
035	1,297	1,150	1,173	-11.33%	+2.0%
036	1,036	1,099	1,289	+6.08%	+17.28%
037	550	958	733	+74.18%	-23.48%
038	817	783	663	-04.16%	-15.32%
039	1,079	956	954	-11.40%	-.20%
040	761	805	709	+5.78%	-11.92%
041	869	846	708	-2.65%	-16.31%
042	705	730	657	+3.55%	-10.00%
043	1,414	1,444	1,402	+2.12%	-2.90%
044	1,077	1,139	969	+5.76%	-14.92%
045	1,419	1,593	1,553	+12.26%	-3.72%
048	1,851	1,881	1,874	+1.62%	+.05%
049	1,725	1,686	1,687	-2.26%	-13.80%
050	1,799	1,550	1,336	-13.84%	-13.80%
051	278	182	513	-34.53%	+181.86%
053	1,035	1,009	986	-2.5%	-2.27%
TOTAL	22,830	22,878	21,969	+.21%	-3.97%

Source: U.S. Department of Commerce, Bureau of Census, 1980 Census and 1985 General Population and Housing Statistics Test Census.

U.S. Department of Commerce, Bureau of the Census, 1990 Census of Population and Housing, Hillsborough County, Washington, D.C., Sept. 92.

TABLE 9

HILLSBOROUGH COUNTY
EMPLOYMENT BY TYPE
1970, 1975, 1980, 1985 and 1990

Type	1970	1975	1980	1985	1990
Construction	13,076	16,2000	19,027	28,000	22,881
Trade	48,636	62,320	81,251	98,900	114,427
Finance, Real Estate, Insurance	8,944	14,155	19,559	27,900	34,928
Service	29,483	40,300	63,690	81,500	129,424
Manufacturing	31,515	30,768	37,307	41,700	40,059
Government	27,913	36,373	41,615	49,700	61,849
Transportation, Public Utilities, Communication	14,497	17,286	21,218	22,700	25,412
TOTAL	174,064	217,402	283,667	350,400	403,568

Sources: Florida Department of Labor and Employment Security, Bureau of Labor Market Information, Edited ES202 Reports, Hillsborough County Statistics.

Labor Trends of the Tampa Bay Region, Tampa Bay Regional Planning Council.

TABLE 10

COMPARISON OF EMPLOYMENT CHARACTERISTICS HILLSBOROUGH COUNTY AND TAMPA BAY REGION 1985

Industry	Hillsborough County	Tampa Bay Region	% of Region
Construction	28,000	63,800	43.89%
Trade	98,900	214,500	46.11%
Finance, Real Estate, Insurance	27,900	59,500	46.89%
Service	81,500	317,100	25.70%
Manufacturing	41,700	99,200	42.04%
Government	49,700	46,600	N/A
Transportation, Public Utilities, Communication	22,700	44,500	51.01%
TOTAL	350,400	845,200	41.46%

Sources: Labor Trends of the Tampa Bay Region, Tampa Bay Regional Planning Council.

Florida Department of Labor and Employment Security, Bureau of Labor Market Information, June 1989.

growth. The advent of the enclosed shopping malls occurred and developers took advantage of prime and available real estate to build these conglomerates. However, in recent past years, the trade industry suffered major setbacks due to the oversupply of retail opportunities, inability to realize profits and the downturn in the economy, which resulted in major layoffs and organizational changes. By 1990, the service industry surpassed the trade industry and dominated the county by providing the highest percentage of employment (32%).

Although the labor market has grown over the past two decades, a sector of the population continues to remain unemployed. Unemployment rates reached national and local peaks during the 1975 recession and have since steadily dropped and leveled to the national average of approximately 5.4 percent (1990 rate).

Although Hillsborough County affords a comparable unemployment rate when compared to the national average, it is much lower when compared to the state of Florida at a rate of 5.6 percent. This means that job seekers in the "Sunshine State" have a better chance of finding employment in Hillsborough County than in other parts of Florida and the country. Hillsborough County's unemployment rate dropped from 5 percent in 1980 to 4.5 percent in 1988, then rose briefly to 5.6 percent in 1989 before dropping again to 4.8 percent in 1990. Table 11 shows the unemployment rates in Hillsborough County for several of the past 20 years.

According to a report by the Florida Department of Labor and Employment Security, the labor force in the Tampa Bay region may increase by as many as 157,000 persons by 1995. Over 60 percent of the total 1995 labor force will fall into two divisions: "Services and Wholesale," which includes such indirect professions as switchboard operators and secretaries and "Retail Trade," including professions such as sales clerks and restaurant personnel.

TABLE 11

HILLSBOROUGH COUNTY
UNEMPLOYMENT RATES
1970, 1975, 1980, 1988, 1989 and 1990

Year	Labor Force	Employment	Unemployed	Unemployment Rate
1970	200,349	192,495	7,854	3.9
1975	264,465	240,080	24,385	9.2
1980	296,422	281,738	14,684	5.0
1988	453,326	432,736	20,590	4.5
1989	457,318	434,911	22,407	5.6
1990	466,200	443,800	22,400	4.8

Sources: Florida Department of Labor and Employment Security, Bureau of Labor Market Information, 1990, ES-202 Program, Hillsborough County Statistics.

Florida Statistical Abstract, 1991.

III. RELOCATION OVERVIEW

The following synopsis of the displacements anticipated by this project precedes the detailed analysis provided for each Neighborhood Study Area. The relocation overview provides an indication of the relocation activity and costs generated by the proposed project.

For this analysis, the main categories are residential owner-occupants, residential tenant-occupants, businesses as rental of real property, other businesses and non-profit organizations. Rental of real property is defined as any landlord or property owner renting or leasing part or all of a residential or commercial property and deriving income from said rental. Non-profit organizations include churches, civic groups, social clubs and certain other establishments.

Anticipated residential displacements for this project include 415 residential owners and 447 residential tenants, for a total of 862 residential displacements. Anticipated business displacements include 74 business owners, 53 business tenants, and 13 non-profit organizations, for a total of 140 business/non-profit displacements, 1 identified personal property displacement, and 58 on-premise I.D. signs to be either moved to a new site or onto a portion of the remaining existing site.

In addition, anticipated displacements within the North Transition for the EIS, should it be necessary, include 5 residential owners, and no business or non-profit organization displacements, as well as no personal property or on-premise I.D. sign displacements.

The total estimated right-of-way and relocation costs for the proposed project for the EIS and North Transition area for all phases of acquisition and relocation are as follows:

EIS

Right-of-Way

Support Cost	$15,390,000
Operations Costs	36,841,000
Land Costs	237,744,000
SUBTOTAL	**$289,975,000**

Relocations

Residential	$19,489,000
Business/Non-Profit	11,955,000
SUBTOTAL	**$31,444,000**
TOTAL	**$321,419,000**

NORTH TRANSITION

Right-of-Way

Support Cost	$ 95,000
Operations Costs	223,000
Land Costs	941,000
SUBTOTAL	**$1,259,000**

Relocations

Residential	$133,000
Business/Non-Profit	0
SUBTOTAL	**$133,000**
TOTAL	**$1,392,000**

Replacement sites are available to accommodate the successful and timely relocation of the residential occupant within the respective areas of Hillsborough County (refer

to Resource Overview section). This would not preclude the possibility that relocation could occur outside the respective Neighborhood Study Areas. However, the Neighborhood Study Areas must be considered as analytical tools, not as economic entities whose relative importance becomes exaggerated.

The resources available are adequate to accommodate all displacements. A brief explanation of the FDOT's Acquisition and Relocation Assistance Program is provided in Section XVI of this plan.

IV. ALTERNATIVES OVERVIEW

After careful consideration of relevant data collected through observations, interviews, and printed sources, one alignment within the project area has been identified. Some of the factors used in this decision were land use, population density, quality and type of housing construction, amount of vacant land, community cohesion, natural and man-made boundaries, zoning, and/or industrial development. Several minor divisions within these major areas were distinguished mostly by dominant residential structures, population density, and type of commercial development.

Although a few areas along the project corridor demonstrate the cohesiveness and definitive characteristics of a true neighborhood, the seven Neighborhood Study Areas defined in this report offer an effective mechanism for assessing the overall community impact generated by this project. The analysis of each Neighborhood Study Area will provide a listing of each displaced business, its Standard Industrial Classification (SIC) Code Number, and Planning Segment designation. The SIC codes were developed by the U.S. Bureau of the Budget, Office of Statistical Standards, to provide a uniform method of collecting and analyzing statistical data on the economic structure within this framework. Some SIC codes are listed below to assist in determining the nature of services provided by those businesses whose names are not self-explanatory:

251	Household Furniture
366	Communication Equipment
442	Public Warehousing
446	Services Incidental to Water Transportation
526	Retail Nursery
551	Motor Vehicle Dealers (New and Used)
554	Service Station
566	Shoe Stores
571	Furniture, Home Furnishing and Equipment Stores

573	Radio, Television, Consumer Electronics and Music Store
581	Eating and Drinking Places
594	Miscellaneous Shopping Goods Stores
651	Real Estate Lessor
701	Hotel, Motel and Tourist Court
721	Laundry, Cleaning, and Garment Services
801	Offices of Physicians
802	Offices of Dentists

Immediately following the discussions of the Neighborhood Study Areas are the Resource Overview and Community Impacts sections. Following these sections are listings of numerous health and social services facilities found within the project area, as well as a brief summary of public transportation in the project area.

V. ALIGNMENT AND PLANNING SEGMENTS

One proposed design alignment was analyzed for this project. However, several alignments and alternatives were studied during the Tier I, II and III analysis. The preferred alternative was shown at the April 30, 1991 alternatives public meeting and displayed with minor modifications at the two historic resources public meetings held on November 12, 1992 and October 25, 1993.

The alignment is identified for this project relative to specific engineering and design specification criteria. The alignment is as follows: I-275 from the interchange at Dale Mabry Highway north to Dr. Martin Luther King, Jr. Boulevard and 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 as well as the Crosstown Expressway west of the Kennedy overpass east to Maydell Drive.

Because the project is 12 miles in length, the Neighborhood Study Areas have been subdivided into eight areas one of which is the transition area previously discussed. The eight Neighborhood Study Areas are as follows: West Tampa area, Tampa Heights area, CBD area, Ybor City area, East Tampa area, North Tampa area, the Crosstown Expressway area, and the North Transition area.

VI. NEIGHBORHOOD STUDY AREA "A" - WEST TAMPA AREA

Neighborhood Study Area "A" is approximately 2 miles in length and includes the section of I-275 from the interchange at Dale Mabry Highway to the Hillsborough River. Major cross streets in the area include Himes Avenue, MacDill Avenue, Howard Avenue, Armenia Avenue, and Rome Avenue. Table 12 summarizes the demographics of Neighborhood Study Area "A". Exhibit 2, previously referenced, illustrates the location of Census Tracts by which the information in Table 12 is organized.

Notable enterprises/landmarks in the area are the Boys and Girls Club and Carver Center. Neighborhood Study Area "A" exhibits major characteristics of a true neighborhood on either side of the interstate through its commercial orientation, dominance of established single-family residences, presence of service-related businesses, overall economic self-sufficiency and community facilities. A large number of residential units is located in the Presbyterian Village and North Boulevard - Tampa Housing; these two housing developments tend to operate as a community in itself. The presence of numerous churches, civic groups, as well as a major shopping area to the north of the study area, lends credence to this assessment of Neighborhood Study Area "A" as a true neighborhood.

Fronting I-275 along the length of this study area, single-family residences are the dominant land use. Two large multi-family units (Presbyterian Village and North Boulevard - Tampa Housing) are adjacent to I-275 near the Hillsborough River and may account for 124 multi-family units being displaced. Table 13 provides displacement information for Neighborhood Study Area "A".

Numerous commercial operations are located in Neighborhood Study Area "A", 13 of which will require relocation under the preferred alternative.

TABLE 12

NEIGHBORHOOD STUDY AREA "A" DEMOGRAPHICS - 1990 CENSUS
West Tampa Area

	Census Tract 43		Census Tract 44		Census Tract 45		Census Tract 48		Census Tract 49		Census Tract 50	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
Population												
White	190	5.52	259	11.42	2,793	73.50	3,400	80.93	1,354	42.87	1,637	48.76
Black	3,160	91.9	1,938	85.5	653	17.18	544	12.9	1,681	53.24	1,657	49.4
Other	87	2.58	69	3.08	354	9.32	257	6.17	123	3.89	63	1.84
Hispanic Origin	231	6.7	295	13.0	2,559	67.3	2,023	48.2	373	11.8	173	5.2
TOTAL PERSONS	3,437		2,266		3,800		4,201		3,158		3,357	
Sex												
Male	1,366	39.74	1,033	45.58	1,791	47.13	2,015	47.96	1,533	48.50	1,667	49.65
Female	2,071	60.26	1,233	54.42	2,009	52.87	2,186	52.04	1,625	51.50	1,690	50.35
Median Age	18.6		35.5		42.9		44.0		34.1		25.0	
Age 65 or Older	261	7.6	393	17.3	926	24.4	986	23.5	523	16.6	588	17.5
Persons Per Household	2.67		2.77		2.59		2.40		2.17		1.95	
One-Person Households	392	30.45	230	28.29	390	26.60	446	25.51	564	38.81	599	51.72
Total Housing Units	1,402		969		1,553		1,874		1,687		1,336	
Total Occupied Housing Units	1,287	91.79	813	83.90	1,466	94.39	1,748	93.27	1,453	86.12	1,158	86.67
Housing Status												
Owner Occupied	31	2.4	485	59.7	1,016	69.3	1,314	75.2	599	41.2	299	25.8
Median Value	$51,700		$38,000		$51,200		$57,700		$45,500		$40,500	
Tenant Occupied	1,256	97.59	328	40.34	450	30.69	434	24.82	854	58.77	859	74.17
Mean Rent	$107		$259		$270		$307		$295		$255	
Vacant Housing Units	115	8.20	156	16.09	87	5.60	126	6.72	234	16.10	178	13.32

TABLE 13

DISPLACEMENT IN NEIGHBORHOOD STUDY AREA "A"
West Tampa Area

Residential	
Owner	123
Tenant	234
TOTAL	357
Businesses	
Owner	10
Tenant	3
Non-Profit Organization	4
TOTAL	17
Other	
Personal Property Only	--
On Premise I.D. Signs	12

Business Name	SIC Code	Structure Type
1. Citgo Gas	5541	C/B
2. Check Express	6099	C/B
3. Latteria and Sons Inc.	5999 & 3272	C/B w/Reinforced Steel
4. Storage (vacant/for sale)	4225	--
5. Shutter Bug Storage (vacant)	4911	C/B
6. Bayshore Equipment of Central Florida	5078	Metal Siding
7. Advance Metro Security	7381	C/B
8. Landmark Masonic Lodge No. 93	8641	C/B
9. Tampa Bay Church of God	8661	C/B
10. Boys and Girls Clubs of Tampa Bay, Inc. Administrative Office and West Tampa Club (on same site)	8322	C/B
11. Doe's Place (Vacant)	5813	C/B w/Brick Face
12. Lindsey Imperial Grocery (Vacant)	5411	Wood
13. Carver Center	8211	C/B
14. Bethel AME Church	8661	Stucco w/Wood Frame
15. Moneyland Pawn	5932	C/B
16. Laurel Estate Inc. (ACLF)	8059	C/B w/Stucco
17. J.C. Carpet	5713	Metal Siding

VII. NEIGHBORHOOD STUDY AREA "B" - TAMPA HEIGHTS AREA

Neighborhood Study Area "B" is approximately 1 mile in length and includes the northern section of I-275 from the Hillsborough River northeast to Columbus Drive. Major cross streets in the area include Tampa Street, Florida Avenue, Palm Avenue and Columbus Drive. Table 14 summarizes the demographics of Neighborhood Study Area "B". Exhibit 2, previously referenced, illustrates the location of Census Tracts by which the information in Table 14 is organized.

Notable enterprises/landmarks in the area are the HARTLINE office and the Salvation Army. Neighborhood Study Area "B" exhibits major characteristics of a true neighborhood. This area includes Tampa's oldest residential neighborhood. Dominated by single-family residences the area also has community facilities and businesses. The presence of numerous churches, civic groups, and local shopping lends credence to this assessment of Neighborhood Study Area "B" as a true neighborhood. The Tampa Heights neighborhood area includes portions of the proposed Multiple Properties Listing (MPL) which includes a mini-historic district and several individually eligible structures.

Just east of the Hillsborough River, businesses front I-275 until Jefferson Street where single-family residences are the dominant land use fronting I-275. Scattered duplexes and triplexes make up the majority of the 54 multi-family units being displaced. Table 15 provides displacement information for Neighborhood Study Area "B".

Numerous commercial operations are located in Neighborhood Study Area "B", 11 of which will be affected by the preferred alternative.

TABLE 14

NEIGHBORHOOD STUDY AREA "B" DEMOGRAPHICS - 1990 CENSUS
Tampa Heights Area

	Census Tract 41		Census Tract 42	
	Number	%	Number	%
Population				
White	403	30.71	406	27.08
Black	859	65.5	1,065	71.0
Other	50	3.79	28	1.92
Hispanic Origin	159	12.1	99	6.6
TOTAL PERSONS	1,312		1,499	
Sex				
Male	659	50.22	840	56.03
Female	653	49.78	659	43.97
Median Age	38.8		36.1	
Age 65 or Older	328	25.0	170	11.3
Persons Per Household	2.03		2.47	
One-Person Households	319	57.78	181	37.01
Total Housing Units	708		657	
Total Occupied Housing Units	552	77.96	489	74.42
Housing Status				
Owner Occupied	84	15.2	260	53.2
Median Value	$31,800		$46,900	
Tenant Occupied	468	84.78	229	46.83
Mean Rent	$155		$269	
Vacant Housing Units	156	22.03	168	25.57

TABLE 15

DISPLACEMENTS IN NEIGHBORHOOD STUDY AREA "B"
Tampa Heights Area

Residential	
Owner	18
Tenant	54
TOTAL	72
Businesses	
Owner	9
Tenant	2
Non-Profit Organization	5
TOTAL	16
Other	
Personal Property Only	
On Premise I.D. Signs	12

	Business Name	SIC Code	Structure Type
1.	Salvation Army Community Center	8661	C/B
2.	Sports Balloon	5999	C/B
3.	Murphy and Nobles Law Offices	8111	Wood
4.	Abe's Bail Bonds	7389	C/B
5.	Hartline Office	9621	C/B w/Brick Face
6.	Willie's Auto Beauty Shop	7538	C/B w/Metal Siding
7.	Central Animal Hospital	742	C/B
8.	Henderson School	8211	C/B
9.	AKA/GPO	8641	C/B
10.	Friendly Missionary Baptist Church	8661	C/B w/Aluminum Siding
11.	McNealy's Boarding House (ACLF)	8059	Wood Siding
12.	Retail Building (Vacant)	--	C/B
13.	Baptist Fellowship Bible College of Tampa	8299	Brick
14.	Faith Temple Baptist Church	8661	Brick
15.	Faith House, Inc.	8361	Wood Siding
16.	Tampa Electric, Inc. (Teco) Substation	3612	--

VIII. NEIGHBORHOOD STUDY AREA "C" - CBD AREA

Neighborhood Study Area "C" is approximately 1 mile in length and includes the southern section of I-275 from the Hillsborough River east to Nebraska Avenue. Major cross streets in the area include Ashley Street, Florida Avenue, Palm Avenue and Nebraska Avenue. Table 16 summarizes the demographics of Neighborhood Study Area "C". Exhibit 2, previously referenced, illustrates the location of Census Tracts by which the information in Table 16 is organized.

Notable enterprises/landmarks in the area are the Museum of African Union American Art and the Kid Mason Fundall Community Center. Neighborhood Study Area "C" is typical of many southern CBD areas. The area has a commercial orientation, presence of service-related businesses, overall economic self-sufficiency and community facilities. The presence of numerous churches, civic groups, numerous established shops and eateries lends credence to this assessment of Neighborhood Study Area "C" as a typical southern CBD area.

Fronting I-275 along the length of this study area, businesses and community resources are the dominant land use. A total of two residential units has been identified to be relocated. Table 17 provides displacement information for Neighborhood Study Area "C".

Numerous commercial operations are located in Study Area "C", 21 of which will be affected by the preferred alternative.

TABLE 16

NEIGHBORHOOD STUDY AREA "C" DEMOGRAPHICS - 1990 CENSUS
CBD Area

	Census Tract 40		Census Tract 51	
	Number	%	Number	%
Population				
White	117	6.3	955	65.68
Black	1,734	92.4	478	32.9
Other	26	1.3	21	1.44
Hispanic Origin	99	5.3	179	12.3
TOTAL PERSONS	1,877		1,454	
Sex				
Male	764	40.70	1,094	75.24
Female	1,113	59.30	360	24.75
Median Age	22.5		34.5	
Age 65 or Older	230	12.3	244	16.8
Persons Per Household	2.74		1.40	
One-Person Households	187	28.85	294	68.69
Total Housing Units	709		513	
Total Occupied Housing Units	648	91.39	428	83.43
Housing Status				
Owner Occupied	45	6.9	156	36.4
Median Value	$31,300		$275,000	
Tenant Occupied	603	93.05	272	63.55
Mean Rent	$115		$187	
Vacant Housing Units	61	8.60	85	16.56

TABLE 17

DISPLACEMENTS IN NEIGHBORHOOD STUDY AREA "C"
CBD Area

Residential	
Owner	0
Tenant	2
TOTAL	2
Businesses	
Owner	7
Tenant	12
Non-Profit Organization	0
TOTAL	19
Other	
Personal Property Only	
On Premise I.D. Signs	13

	Business Name	SIC Code	Structure Type
	1. Army and Navy Surplus Store	238	C/B
	2. City of Tampa Recreation Administrative Office	9512	C/B
	3. Tampa Bay Downtown Pre-School	8351	C/B
	4. Tampa Blue Print	2759	C/B
	5. Armando Roche Bail Bonds (vacant)	--	C/B
	6. Museum of African Union American Art	8412	Brick
	7. Henry Shell Realtor and Insuror	6531	C/B W/Tile
o	8. Choice Couriers, Inc.	4215	
o	9. Office Space (Vacant)	--	C/B W/Stucco
o	10. Office Space (Vacant)	--	C/B W/Stucco
o	11. Office Space (Vacant)	--	C/B W/Stucco
o	12. Office Space (Vacant)	--	C/B W/Stucco
o	13. Office Space (Vacant)	--	C/B W/Stucco
	14. Ruben's Bail Bonds	7389	Wood
*	15. Automotive Air Conditioning Inc.	7539	C/B
*	16. (Vacant)	5932	C/B
	17. Building (Vacant)	--	C/B
	18. Thornton Laboratories	8734	C/B
	19. Rays Bail Bonds	7389	C/B

---

o Housed in same building w/separate leases
Housed in same building w/separate leases
Housed in same building w/separate leases

IX. NEIGHBORHOOD STUDY AREA "D" - YBOR CITY AREA

Neighborhood Study Area "D" is approximately 2.6 miles in length and includes the section along I-4 from Nebraska Avenue east to 40th Street and 26th Avenue south to Adamo Drive. Major cross streets in the area include 14th and 15th Streets, 21st and 22nd Streets, and 34th and 40th Streets. Table 18 summarizes the demographics of Neighborhood Study Area "D". Exhibit 2, previously referenced, illustrates the location of Census Tracts by which the information in Table 18 is organized.

Notable enterprises/landmarks in the area are the Velaseo Adult Education Building and Ybor Square Mall. Neighborhood Study Area "D" exhibits major characteristics of a true neighborhood through its commercial orientation, dominance of single-family residences, presence of service-related businesses, and community facilities. The presence of numerous churches, civic groups, local bakeries and markets as well as the redeveloped Ybor Square lends credence to this assessment of Neighborhood Study Area "D" as a true neighborhood. The Ybor City area includes portions of the Ybor City National Historic Landmark District. This area is an old, established Tampa neighborhood.

Fronting I-275 along the length of this study area, single-family residences are the dominant land use. Many of the single-family residences have been converted to duplexes and triplexes. These multi-family units account for 133 of the 321 residential relocations in this area. Table 19 provides displacement information for Neighborhood Study Area "D".

Several commercial operations are located in Neighborhood Study Area "D", 46 of which will be impacted by the preferred alternative.

TABLE 18

NEIGHBORHOOD STUDY AREA "D" DEMOGRAPHICS - 1990 CENSUS
Ybor City Area

	Census Tract 32		Census Tract 33		Census Tract 35		Census Tract 38		Census Tract 39	
	Number	%	Number	%	Number	%	Number	%	Number	%
Population										
White	1,057	45.61	386	11.35	124	4.55	286	20.87	366	19.86
Black	1,030	44.5	2,859	84.1	2,559	94.0	1,058	77.2	1,419	77.0
Other	230	9.89	155	4.55	39	1.45	26	1.93	57	3.14
Hispanic Origin	1,016	43.80	462	13.6	52	1.9	91	6.6	383	20.8
TOTAL PERSONS	2,317		3,400		2,722		1,370		1,842	
Sex										
Male	1,090	47.04	1,550	45.58	1,299	47.72	670	48.90	885	48.04
Female	1,227	52.96	1,850	54.42	1,423	52.28	700	51.10	957	51.96
Median Age	36.5		24.3		34.0		366		33.5	
Age 65 or Older	515	22.2	372	10.9	460	16.9	237	17.3	374	20.3
Persons Per Household	2.72		2.90		2.72		2.50		2.12	
One-Person Households	234	28.46	321	27.45	298	30.43	179	33.58	429	50.58
Total Housing Units	1,048		1,470		1,173		663		954	
Total Occupied Housing Units	822	78.43	1,169	79.52	979	83.46	533	80.39	848	88.88
Housing Status										
Owner Occupied	453	55.10	385	32.9	582	59.44	245	46.0	101	11.9
Median Value	$34,800		$30,500		$34,200		$32,600		$23,300	
Tenant Occupied	369	44.90	784	67.1	397	40.55	288	54.03	747	88.08
Mean Rent	$258		$132		$246		$238		$159	
Vacant Housing Units	226	21.56	301	20.47	194	16.53	130	19.60	106	11.11

TABLE 19

DISPLACEMENTS IN NEIGHBORHOOD STUDY AREA "D"
Ybor City Area

Residential	
Owner	188
Tenant	133
TOTAL	321
Businesses	
Owner	31
Tenant	15
Non-Profit Organization	1
TOTAL	47
Other	
Personal Property Only	1
On Premise I.D. Signs	12

	Business Name	SIC Code	Structure Type
1.	Mark Master, Inc. (vacant)	5999	C/B
2.	The Black Hole	5932	C/B
* 3.	Frank Johnson T. Law Office	8111	C/B
* 4.	(Vacant)	7311	C/B
5.	Eastside Funeral Home	7538	C/B
6.	Gas Station (vacant)	5541	C/B
7.	Hillsborough County Instructional Services Center (old Velasco Bldg.)	8249	C/B
8.	Gina's Grocery and Meat Market	5411	Wood Siding
9.	Fina Diesel	5541	C/B
10.	Vincent Tampa Cigar Co.	2121	C/B
11.	Warehouse	4225	Brick, Wood, & Metal Siding
12.	BP Gas Convenience Store	5411	C/B
13.	Miro Bakery Shoppe	5461	C/B
14.	American Legion Post No. 167 Carmichael - Lagree	6841	C/B
15.	Massey Metals Co.	3444	Metal Siding
16.	Tampa Electric, Inc. (TECO) Substation	3612	--
17.	Security - Storage Building	4225	Metal Siding & C/B
18.	Warehouses (Vacant 4)	4225	Metal Siding
19.	Shellie Desk Co.	2522	C/B W/Metal Siding
20.	Redi-Strip of Central Florida	2851	C/B w/metal siding
21.	CSVS Inc. (Mercedes Restoration)	7532	Metal Siding
22.	Clorox West Coast Transport	2819	Metal Siding

TABLE 19

DISPLACEMENTS IN NEIGHBORHOOD STUDY AREA "D"
Ybor City Area
(Continued)

Business Name	SIC Code	Structure Type
23. Welfab Industries Machine Shop	3599	Metal Siding
24. Tampa Electro - Plating	3471	C/B
25. Petro Systems Warehouses	4225	C/B
26. Dick Warren's Machine Work, Inc.	3599	C/B w/Metal Siding
27. Florida Auto Parts	5013	C/B
28. Machine Shop	3599	C/B
29. Jim Dandy Pet Food Company	5999	Metal Siding
30. Rocoda Environmental Systems	5084	C/B
31. Claude Guys Cafeteria (vacant)	--	C/B
32. Vacant Building	--	
33. Modern Home Furnishings	5023	Brick
34. Lifestyle Carpets	5713	Brick
35. REM Air Conditioning, Inc.	5722	C/B
36. Lurvers Roofing Contractors (Vacant)	1761	C/B
37. Foster Marine & Industries Supply, Inc.	5551	C/B
38. Powerhouse Carpet System	7217	Metal Siding
39. Eagle Inks	5085	Brick
40. DisposAll, Inc.	7359	--
41. Vacant Building	--	C/B
42. National Wire Products Industries, Inc.	3312/33115	Metal Siding
43. Hernandez Boarding House	8052	Brick
44. Vacant Building	--	C/B
45. Masonary Movers	1799	--
46. Daystar Life Center	8322	C/B w/Brick Face
47. Light of the World Deliverance Church	8661	Brick
48. AAA Metal Refinishing & Chrome	7532	C/B

X. NEIGHBORHOOD STUDY AREA "E" - EAST TAMPA AREA

Neighborhood Study Area "E" is approximately .6 miles in length and includes the section of I-4 from 40th Street to 50th Street (U.S. 41). Major cross streets in the area include Columbus Drive and 50th Street. Table 20 summarizes the demographics of Neighborhood Study Area "E". Exhibit 2, previously referenced, illustrates the location of Census Tracts by which the information in Table 20 is organized.

A notable landmark in the area includes Oak Park Elementary School. Neighborhood Study Area "E" exhibits major characteristics of a neighborhood through its commercial orientation, dominance of single-family residences in subdivisions, presence of service-related businesses, and community facilities. The presence of churches, civic groups, and local strip shopping centers lends credence to this assessment of Neighborhood Study Area "E" as a true neighborhood.

Fronting I-275 along the length of this study area, both single-family residences and commercial properties are the dominant existing land use. One major tenant-oriented property (the Oak Park Trailer Park) accounts for 16 of the 18 tenant relocations. Table 21 provides displacement information for Neighborhood Study Area "E".

Several commercial operations are located in Neighborhood Study Area "E", 10 of which will be affected by the preferred alternative.

TABLE 20

NEIGHBORHOOD STUDY AREA "E" DEMOGRAPHICS - 1990 CENSUS
East Tampa Area

	Census Tract 36		Census Tract 37	
	Number	%	Number	%
Population				
White	1,166	31.30	1,567	85.07
Black	2,503	67.2	207	11.2
Other	56	1.50	68	3.73
Hispanic Origin	176	4.7	105	5.7
TOTAL PERSONS	3,725		1,842	
Sex				
Male	1,750	46.97	1,016	55.15
Female	1,975	53.03	826	44.85
Median Age	28.4		31.7	
Age 65 or Older	308	8.3	188	10.2
Persons Per Household	3.19		2.68	
One Person Household	221	18.93	146	23.51
Total Housing Units	1,289		733	
Total Occupied Housing Units	1,167	90.53	621	84.72
Housing Status				
Owner Occupied	766	65.6	329	53.0
Median Value	$38,900		$37,100	
Tenant Occupied	401	34.40	292	47.0
Mean Rent	$321		$317	
Vacant Housing Units	122	9.46	112	15.27

TABLE 21

DISPLACEMENTS IN NEIGHBORHOOD STUDY AREA "E"
East Tampa Area

Residential	
Owner	19
Tenant	18
TOTAL	37
Businesses	
Owner	5
Tenant	5
Non-Profit Organization	0
TOTAL	10
Other	
Personal Property Only	--
On Premise I.D. Signs	4

Business Name	SIC Code	Structure Type
o 1. J & J Sales Packaging Materials	1623	Metal Siding
o 2. Di Salvo Electric	7629	Metal Siding
3. Best Uniform, Inc.	4226	Metal Siding
4. Building (Vacant)	--	C/B
5. Pizza Hut	5812	C/B
6. Oak Park Trailer Park	7033	C/B
7. Thomas L. Loft Realty	6531	C/B
8. Stucco Business (Home Business)	1771	C/B
9. Vacant (Popeyes Chicken)	5812	C/B
10. Vacant (Int. Tech. Inst.)	--	Metal Siding

o Housed in same building with separate leases.

XI. NEIGHBORHOOD STUDY AREA "F" - NORTH TAMPA AREA

Neighborhood Study Area "F" is approximately 1 mile in length and includes the section of I-275 from the I-275/I-4 interchange to Dr. Martin Luther King, Jr. Boulevard. Major cross streets in the area include Columbus Drive, Floribraska Avenue, Lake Avenue and Dr. Martin Luther King, Jr. Boulevard. Table 22 summarizes the demographics of Neighborhood Study Area "F". Exhibit 2, previously referenced, illustrates the location of Census Tracts by which the information in Table 22 is organized.

A notable enterprise/landmark in the area is Hillsborough County Adult High School (abandoned and currently being torn down). Neighborhood Study Area "F" exhibits major characteristics of two neighborhoods (one on each side of the interstate) through its commercial orientation, dominance of single-family residences in subdivisions, presence of service-related businesses, and community facilities. The presence of numerous churches, civic groups, numerous local shops (particularly along Florida and Nebraska Avenues) lends credence to this assessment of Neighborhood Study Area "F" as a true neighborhood.

Fronting I-275 along the length of this study area, single-family residences are the dominant land use. Scattered duplexes account for the 6 multi-family relocations along with 58 single-family residences. Table 23 provides displacement information for Neighborhood Study Area "F".

Several commercial operations are located in Neighborhood Study Area "F", 22 of which will be affected by the preferred alternative.

TABLE 22

NEIGHBORHOOD STUDY AREA "F" DEMOGRAPHICS - 1990 CENSUS
North Tampa Area

	Census Tract 30	
	Number	%
Population		
White	885	25.10
Black	2,431	69.0
Other	209	5.90
Hispanic Origin	612	17.4
TOTAL PERSONS	3,525	
Sex		
Male	1,616	45.84
Female	1,909	54.16
Median Age	23.0	
Age 65 or Older	229	6.5
Persons Per Household	3.10	
One-Person Households	224	20.10
Total Housing Units	1,322	
Total Occupied Housing Units	1,114	84.26
Housing Status		
Owner Occupied	318	28.5
Median Value	$42,000	
Tenant Occupied	796	71.50
Mean Rent	$153	
Vacant Housing Units	208	15.73

TABLE 23

DISPLACEMENTS IN NEIGHBORHOOD STUDY AREA "F"
North Tampa Area

Residential	
Owner	58
Tenant	6
TOTAL	64
Businesses	
Owner	8
Tenant	14
Non-Profit Organization	3
TOTAL	25
Other	
Personal Property Only	--
On Premise I.D. Signs	5

	Business Name	SIC Code	Structure Type
1.	Tampa Door	5211	C/B
2.	Mahammed Mosque #17	8661	C/B
o 3.	National Health Data Services, Inc.	8099	Brick
o 4.	I Need a Tag & Title - Title Acquisition	7299	Brick
o 5.	Laboratory Data Systems, Inc.	7379	Brick
o 6.	Hospital Computer Supply	7371	Brick
o 7.	Bay West Church of Christ	8661	Brick
o 8.	Vacant	--	Brick
o 9.	Computer Microsystem, Inc.	7371	Brick
o 10.	Ronnie McCullough Insurance	6411	Brick
o 11.	Law Offices of Lebron & Leto	8111	Brick
o 12.	Medical Specialty Consultants, Inc.	6411	Brick
o 13.	Vacant	--	Brick
o 14.	Vacant	--	Brick
15.	Campaigning for Jesus Christian Center	8661	Wood Structure
16.	Chevron	5541	C/B
17.	Children's Medical Clinic	8011	C/B
18.	Cumberland Farms Dairy Inc.	5411	C/B
19.	Answerite	5999	C/B w/Brick Face

TABLE 23

DISPLACEMENTS IN NEIGHBORHOOD STUDY AREA "F"
North Tampa Area
(Continued)

Business Name	SIC Code	Structure Type
20. Iglesia Cristo Missionary	8661	Wood Structure
21. Precious Bundle Day Care	8351	C/B
22. Communications Building for Tampa Fire and Rescue - 911 Dispatch Center	9224	C/B
23. Business Professional (vacant)	--	Brick
24. Deeper Life Christian Church Retreat Center	8661	Wood Structure
25. Suncoast Tire, Inc.	5531	C/B

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o Housed in same building w/separate leases

XII. NEIGHBORHOOD STUDY AREA "G" - CROSSTOWN EXPRESSWAY AREA

Neighborhood Study Area "G" is approximately 2 miles in length and includes the section west of the Kennedy overpass east to Maydell Drive. Major cross streets in the area include 13th Street (S.R. 60), 14th Street, 26th Street, 34th Street and 50th Street (U.S. 41). Table 24 summarizes the demographics of Neighborhood Study Area "G". Exhibit 2, previously referenced, illustrates the location of Census Tracts by which the information in Table 24 is organized.

Notable enterprises/landmarks in the area include the Ybor Ship Channel and McKay Bay Park. Neighborhood Study Area "G" is predominantly an industrial area with some commercial orientation and single-family residences. Most businesses are either manufacturers or distributors. The presence of churches, civic groups, and some shopping areas lend credence to this assessment of Neighborhood Study Area "G" as being considered a true neighborhood.

Fronting the Crosstown Expressway along the length of this study area, commercial distributors are the dominant land use. Table 25 provides displacement information for Neighborhood Study Area "G".

Numerous commercial/industrial operations are located in the study area, five of which will require relocation under the preferred alternative.

TABLE 24

NEIGHBORHOOD STUDY AREA "G" DEMOGRAPHICS - 1990 CENSUS
Crosstown Expressway Area

	Census Tract 53	
	Number	%
Population		
White	1,939	84.40
Black	98	4.3
Other	260	11.30
Hispanic Origin	1,177	51.2
TOTAL PERSONS	2,297	
Sex		
Male	1,154	50.23
Female	1,143	49.76
Median Age	34.0	
Age 65 or Older	395	17.2
Persons Per Household	2.59	
One-Person Households	236	
Total Housing Units	986	26.66
Total Occupied Housing Units	885	89.75
Housing Status		
Owner Occupied	539	60.9
Median Value	$37,300	
Tenant Occupied	346	39.09
Mean Rent	$281	
Vacant Housing Units	101	10.24

TABLE 25

DISPLACEMENTS IN NEIGHBORHOOD STUDY AREA "G"
Crosstown Expressway Area

Residential	
Owner	9
Tenant	0
TOTAL	9
Businesses	
Owner	4
Tenant	2
Non-Profit Organization	0
TOTAL	6
Other	
Personal Property Only	0
On Premise I.D. Signs	0

Business Name	SIC Code	Structure Type
o 1. Alumatrek - Aluminum Cargo Systems	1541	C/B
o 2. Costa Construction, Inc.	1623 & 2434	C/B
* 3. Taylor Industrial Sales, Inc.	5085	C/B
* 4. Designs in Rugs	2824	C/B
5. Dixieplex Plywood and Lumber Company	5211	C/B
6. Praxair	4924	C/B

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o Housed in same building with separate leases.
* Housed in same building with separate leases.

XIII. NEIGHBORHOOD STUDY AREA "H" - NORTH TRANSITION

Neighborhood Study Area "H" is a transitional area that may be required in order to tie back into the existing interstate should this EIS section be constructed before the section north of the EIS.

Neighborhood Study Area "H" is approximately .8 miles in length and includes the section of I-275 from Dr. Martin Luther King, Jr. Boulevard to Hillsborough Avenue (U.S. 92). Major cross streets in the area include Osborne Avenue and Hillsborough Avenue (U.S. 92). Table 26 summarizes the demographics of Neighborhood Study Area "H".

Notable enterprises/landmarks in the area are Hillsborough High School, the Angus Goss Memorial Pool, and the Hillsborough County Branch Library. Neighborhood Study Area "H" traverses two areas that could be identified as separate neighborhoods. Each community (on either side of the interstate) generally has its own churches and civic groups. Community shopping is located in strip centers and individual businesses located predominantly on Florida and Nebraska Avenues. The dominant land use fronting I-275 in this study area is single-family residential. Table 27 provides displacement information for Neighborhood Study Area "H". Residential relocations are a result of right-of-way acquisitions required for a stormwater management pond.

TABLE 26

NEIGHBORHOOD STUDY AREA "H" DEMOGRAPHICS - 1990 CENSUS
North Transition

	Census Tract 22 Number	%
Population		
White	1,531	85.05
Black	174	9.7
Other	95	5.25
Hispanic Origin	340	18.9
TOTAL PERSONS	1,800	
Sex		
Male	909	50.5
Female	891	49.50
Median Age	34.6	
Age 65 or Older	271	15.1
Persons Per Household	2.33	
One-Person Households	257	33.59
Total Housing Units	923	
Total Occupied Housing Units	765	82.88
Housing Status		
Owner Occupied	477	62.4
Median Value	$48,400	
Tenant Occupied	288	37.64
Mean Rent	$282	
Vacant Housing Units	158	17.11

TABLE 27

DISPLACEMENTS IN NEIGHBORHOOD STUDY AREA "H"
North Transition

Residential	
Owner	5
Tenant	0
TOTAL	5
Businesses	
Owner	0
Tenant	0
Non-Profit Organization	0
TOTAL	0
Other	
Personal Property Only	0
On Premise I.D. Signs	0

XIV. RESOURCE OVERVIEW

During the survey process, data was collected and analyzed to determine the resource needs of each potential displacement. An inventory of displacee needs was compiled to determine the type and quality of housing that would be necessary to accomplish successful relocation of all displacees. The market was searched for the availability of sufficient resources to accomplish this purpose. During the preparation of this report, sufficient resources were available to accommodate all relocations associated with this project. Commercial resources as well as multi-family residential resources are abundant. Single-family residential resources within the project vicinity are available; however, it is possible that a shortage of available housing within the West Tampa area and the Ybor City area may occur. A discussion of available resources follows.

Comparable replacement housing for sale and rent is available throughout Tampa. According to the Greater Tampa Association of Realtors Multiple Listing Service (MLS, September 1995), 346 single-family homes were listed for sale in neighborhoods located adjacent to, and in the vicinity of, the interstate project. In addition, 29 condominiums and 29 multi-tenant income properties consisting of duplexes, triplexes, and fourplexes were also listed with realtors for sale in the same areas. These figures do not include unlisted homes "for sale by owner" which could potentially increase the total number of homes for sale by up to ten percent. Ranging in prices from $13,200 to $300,000, the median price of a one-bedroom home was approximately $23,300, a two bedroom home was $47,500, a three-bedroom home was $55,100, a four-bedroom home was $72,700, and a five-bedroom home was $61,200. Specific information regarding residential resource availability by neighborhood study area is provided on Tables 28, 29, and 30.

TABLE 28

RESOURCE AVAILABILITY
SINGLE-FAMILY HOMES - BY BEDROOMS

No. of Bedrooms	NEIGHBORHOOD STUDY AREA					
	A	B, C, F	D, E	G	H	Total
One	3	2	4	0	1	10
Two	41	41	19	2	15	118
Three	69	58	21	4	25	177
Four	11	15	2	2	3	33
Five	2	1	1	0	1	5
Six or more	1	0	0	1	1	3
TOTAL	127	117	47	9	46	346

The geographic boundaries of the neighborhood study areas were developed based on the boundaries of applicable census tracts, as defined by the U.S. Bureau of the Census. The number of single-family homes for sale were compiled from the Greater Tampa Association of Realtors - Multiple Listing Service - Areas 201, 202, 205, 206, 207, 260, 261, 262, 263 and 264. MLS areas do not share the same boundaries as census tracts. Therefore, it was necessary in some cases to group neighborhood study areas together in order to make the MLS data usable. All MLS data was obtained on September 29, 1995 and is subject to change daily.

TABLE 29

RESOURCE AVAILABILITY
SINGLE-FAMILY HOMES BY PRICE

No. of Bedrooms	NEIGHBORHOOD STUDY AREA A	B, C, F	D, E	G	H
1-BR					
Median List Price	$29,000	$18,600	$24,700	N/A	$13,900
Lowest Price	24,500	13,200	18,500	N/A	13,900
Highest Price	39,000	24,000	29,900	N/A	13,900
2-BR					
Median List Price	46,562	41,700	30,950	124,750	44,000
Lowest Price	20,000	13,500	16,900	99,500	29,500
Highest Price	84,000	79,000	51,000	150,000	55,900
3-BR					
Median List Price	62,500	54,700	44,400	38,900	64,500
Lowest Price	34,500	22,000	20,000	35,000	36,500
Highest Price	299,900	300,000	69,900	45,000	139,900
4-BR					
Median List Price	108,700	64,750	33,950	50,000	50,000
Lowest Price	55,000	23,500	28,000	45,000	49,900
Highest Price	279,000	299,500	39,900	55,000	64,900
5-BR					
Median List Price	84,900	79,900	65,000	N/A	50,000
Lowest Price	49,900	79,900	65,000	N/A	50,000
Highest Price	119,900	79,900	65,000	N/A	50,000

The geographic boundaries of the neighborhood study areas were developed based on the boundaries of applicable census tracts, as defined by the U.S. Bureau of the Census. The number of single-family homes for sale were compiled from the Greater Tampa Association of Realtors - Multiple Listing Service - Areas 201, 202, 205, 206, 207, 260, 261, 262, 263 and 264. MLS areas do not share the same boundaries as census tracts. Therefore, it was necessary in some cases to group neighborhood study areas together in order to make the MLS data usable. All MLS data was obtained on September 29, 1995 and is subject to change daily.

TABLE 30

RESOURCE AVAILABILITY
APARTMENTS, CONDOMINIUMS, MULTI-TENANT INCOME PROPERTIES

MULTI-FAMILY APARTMENTS

Unit Type	Total Units	Vacant	Percentage	Avg. Rent
Single Family Apartment (1, 2 and 3 bedrooms)	11,393	311	2.7%	$575

Multi-family apartment complexes comprising fifty or more units located in the "southcentral district" (encompasses the Tampa interstate corridor).

Source: Triad Research Consultants for the Bay Area Apartment Association, September 1995.

CONDOMINIUMS

Unit Type	# For Sale	Low Price	High Price	Med. Price
Single Family (1, 2 and 3 bedrooms)	29	$29,900	$154,900	$50,175

Source: Greater Tampa Association of Realtors Multiple Listing Service, September 29, 1995. Figures shown represent total listed condominiums for sale in MLS areas which correspond to neighborhood study areas.

MULTI-TENANT INCOME PROPERTIES

Unit Type	# For Sale	Low Price	High Price	Med. Price
Duplex, Triplex, Fourplex	29	$23,000	$270,000	$50,500

Source: Greater Tampa Association of Realtors Multiple Listing Service, September 29, 1995. Figures shown represent total listed multi-tenant income properties (duplex, triplex, and fourplex) in MLS areas which correspond to neighborhood study areas.

Thousands of multi-family rental units are located in the vicinity of the project. According to the Bay Area Apartment Association (April 1995), 11,393 one-, two-, and three-bedroom apartments exist in various apartment complexes throughout central Tampa. Of this total, 311 or 2.7 percent of the units were vacant. Single-family homes for rent are not included in the MLS statistics. However, the October 2, 1995 issue of the Tampa Tribune newspaper listed approximately 50 homes for rent.

In terms of businesses, the Maddux Report (July and August 1995) indicates that the Westshore and Downtown CBD areas of Tampa combined contain over 1,407,090 m^2 (15,130,00 $ft.^2$) of existing multi-tenant leasable office space, of which 194,649 m^2 (2,093,000 ft^2) or 13.8 percent was vacant. For retail businesses, approximately 185,070 m^2 (1,990,000 $ft.^2$) of multi-tenant leasable retail space exists in central Tampa, of which 11,253 m^2 (121,000 $ft.^2$) or 6.1 percent is a vacant. Specific information with regard to business resource availability is provided on Table 31.

For business owners, provisions have been made for the purchase of available units, vacant land for construction, and older residential units. Displaced business owners can purchase these units for less and apply for re-zoning, enabling displacees to remain within this area and renovate the property, thereby upgrading the neighborhood. According to the Tampa Zoning Department, this process takes at least 3 to 6 months. Displacees should be informed about this process before entering into such contracts.

Because of the adequate supply of homes available for sale or rent, the abundance of vacant leasable business space, and the frequency in which new listings become available, it is anticipated that all displaced residents, businesses, and non-profit organizations can be relocated within or near their respective neighborhoods, if so desired.

TABLE 31

RESOURCE AVAILABILITY
OFFICE AND RETAIL SPACE

MULTI-TENANT OFFICE SPACE

Location	Existing Space	Vacant	Vacancy Rate
Westshore Area	834,210 m^2 (8,970,000 $ft.^2$)	76,539 m^2 (823,000 $ft.^2$)	9.2%
Downtown CBD	572,880 m^2 (6,160,000 $ft.^2$)	118,110 m^2 (1,270,000 $ft.^2$)	20.5%
Total	1,407,090 m^2 (15,130,000 $ft.^2$)	194,649 m^2 (2,093,000 $ft.^2$)	13.8%

Source: Maddux Report, August 1995.

MULTI-TENANT RETAIL SPACE

Location	Existing Space	Vacant	Vacancy Rate
Southwest Hillsborough (Westshore Area to Ybor City)	185,070 m^2 (1,990,000 $ft.^2$)	11,253 m^2 (121,000 $ft.^2$)	6.1%

Source: Maddux Report, August 1995.

It is anticipated that last resort housing payments and last resort rent supplements will be necessary. Last resort housing payments will be used to place residential relocatees in decent, safe, and sanitary housing, features that many relocatees do not currently enjoy. Where the construction of last resort housing is necessary, replacement housing will be made available before the relocatees are requested to vacate their current dwellings.

Some neighborhood areas such as Ybor City, have an abundance of vacant lots available for new construction. Lot sizes vary but, on the average, are approximately 40 feet by 75 feet (3,000 square feet), and an average lot cost is approximately $1,600 dollars. The resources in this report are considered Equal Opportunity Housing; however, no handicapped or disabled relocatees are anticipated. In the event of elderly displacees who currently live in multi-family residences which supply elevator service to 2nd and 3rd levels, a random survey of the study area apartment complexes indicated that sufficient ground level and handicap access is available.

"Plan B" of this Relocation Report will include the results of the door-to-door survey. At that time, an accurate assessment of resources required, specifically the number of rooms in each dwelling, will be available.

XV. IMPACTS ON THE COMMUNITY

The construction of this proposed transportation project will impact the immediate local community with respect to relocations. However, due to the nature of a widening project, the project should result in minimal disruption to neighborhoods. Although 420 single-family and 399 multi-family units will be acquired, all of the dwellings are adjacent to the existing interstate. As a result of required right-of-way, there are several locations where entire blocks are impacted. These locations include Dale Mabry Highway to Matanzas Avenue, Habana Avenue to Howard Avenue, the CBD interchange area and the north side of the interstate from Nebraska Avenue to 26th Street. Even with widening and improving the interstate, neighborhoods will not be divided or separated. Currently, the interstate acts as a boundary for neighborhoods in the area. Based upon available information, most if not all relocatees should be able to relocate within the area they currently reside.

The number of business displacements is few considering the available leasable space which exists in the Westshore and CBD areas, approximately 1,592,160 million square meters (17,120,000 square feet) of retail and multi-tenant office space. No hospitals, post offices, or libraries will be displaced.

Data was collected and analyzed representing the availability of resources for each type of land use displacement. A field inventory was completed to determine the type and quality of each unit. It has been determined through field surveys and market data that suitable replacement housing is available to accommodate anticipated residential displacements, although some replacement housing may be necessary outside of the immediate neighborhood. Comparable replacement housing was located using newspapers, MLS, and realtors.

A local realtor provided MLS computer information for real estate areas 201, 202, 205, 206, 207, 260, 261, 262, 263 and 264, encompassing the area generally between Tampa Bay and U.S. 41 and from the Crosstown Expressway to Hillsborough Avenue. The information indicated 346 available single-family dwelling units ranging from $13,200 to $300,000.

As more people move into the suburbs, housing availability in the City of Tampa will increase. The current trend indicated by the 1980 and 1990 Census shows more housing but a slower growth rate for the City of Tampa. With the depressed housing market, people may wait until the economic climate improves before putting their house on the market. Information indicates that the existing inventory is typical and may increase. In general, the replacement housing available is comparable, or superior, in terms of location, aesthetic appeal, environmental quality and property value. Seasonal in-migration will not be a factor. Field investigation revealed that minorities with low incomes will be a factor in the relocation process. As stated previously, anticipating the requirement for last resort housing, ample single-family dwellings exist for purchase or rental by those displacees. Last resort housing would be a result of low income and low rental payments rather than a lack of available housing. No handicapped or disabled displacees are anticipated.

Because of the nature of the project and the size of the overall project (both EA and EIS sections), a Relocation Task Force has been created to assist in shaping goals and objectives for a smooth relocation phase of the project. Representatives from the School Board, Westshore Alliance, Tampa Housing Authority, Preservation Board, Tampa Habitat, the Florida Department of Transportation as well as the City of Tampa have met numerous times to define how best to handle a project of this size. This Task Force has provided an opportunity for early coordination with local

government officials as well as local entities that may be able to contribute to a smoother relocation plan. Issues such as the following have been discussed: flexible zoning, policies on impact fees, coordinating city staff to assist state staff, etc. Further discussions will be necessary; however, many issues have surfaced and will continue to be addressed over time.

During one of the Relocation Task Force meetings, the representative from the City of Tampa outlined the willingness of the city to coordinate and cooperate with the project. The city has defined means by which the city can aid in reducing relocation costs for the relocatees. Coordination will continue and become more defined as the process continues.

Approximately 51 potential hazardous material sites have been identified within the existing right-of-way. Location and risk rating, as well as other detailed information, is included in the Hazardous Materials Technical Memorandum for this project. Sites include the typical service stations/auto repair establishments which use underground gasoline and waste oil storage tanks as well as other miscellaneous services.

Although a number of relocations and community impacts have been identified in the Environmental Impact Statement for the Tampa Interstate Study, resources are plentiful for relocation, and, if desired, most if not all of the displacees should be able to relocate within the project area. A large amount of leasable office space is available, as well as a large number of available single-family and multi-family units.

Positive effects will be created as traffic flows more smoothly and accessing adjacent property becomes easier. Reconstruction of the interstate will also improve overall motor safety.

XVI. ACQUISITION AND RELOCATION ASSISTANCE PROGRAM

In order to minimize the unavoidable effects of the right-of-way acquisition and displacement of people, the FDOT will carry out a Right-of-Way Acquisition and Relocation Assistance Program in accordance with Florida Statutes, Chapter 339.09 (5), the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646), and the established guidelines by which these programs are administered.

The FDOT provides advance notification of impending right-of-way acquisition. Before acquiring right-of-way, all properties are appraised on the basis of comparable sales and land use values in the area. Owners of property to be acquired will be offered and paid fair market value for their property rights.

At least one Relocation Agent is assigned to each highway project to carry out the Relocation Assistance and Payments Program. A Relocation Agent will contact each person to be relocated to determine individual needs and desires, and to provide information, answer questions, and give help in finding replacement property. Relocation services and payments are provided without regard to race, color, religion, sex, or national origin.

Financial assistance is available to the eligible owner-occupant to (a) make up the difference, if any, between the amount paid for the acquired dwelling and the cost of an available dwelling on the private market, (b) provide reimbursement of expenses such as legal fees and other closing costs incurred by buying a replacement dwelling or selling the acquired property to the FDOT, and (c) make payment for an increased interest cost resulting from having to get another mortgage at a higher interest rate. Replacement housing payments are limited to $22,500.00.

A displaced tenant may be eligible to receive a supplement, not to exceed $5,250.00, to rent a replacement dwelling or room, or to use as a down payment (including closing costs) on the purchase of a replacement dwelling.

An individual, family, business, farm operation, or non-profit organization is entitled to payment for actual, reasonable and necessary moving expenses for a distance of not more than 50 miles, in most cases, provided that the eligibility requirements are met for an initial or subsequent occupant and the property is subsequently acquired by the FDOT.

No persons lawfully occupying real property will be required to move without at least 90 days written notice of the intended vacation date, and no occupant of a residential property will be required to move until decent, safe, and sanitary replacement housing is "made available." "Made available" means that the affected person has either by himself obtained and had the right of possession of replacement housing, or that the FDOT has offered the locatee decent, safe, and sanitary housing which is within his financial means and available for immediate occupancy.

The "Real Estate Acquisition Process" is a brochure which describes in detail the Right-of-Way Acquisition Program. The Relocation Assistance and Payments Program is outlined in the "Your Relocation" brochure. These booklets are distributed at all public hearings and are made available upon request to any interested persons.

RESOURCES

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* Standard Industrial Classification Manual, Executive Office of the President Office of Management and Budget, 1987.

"Permits," Hillsborough County City-County Planning Commission, 1990.

* Sales and Marketing Management, Survey of Buying Power, August 1990.

* U.S. Department of Commerce, Bureau of Census, 1980 Census.

* U.S. Department of Commerce, 1985 General Population and Housing Statistics Test Census.

* County Companions, 1980: Edited ES202 Reports.

* Labor Trends of the Tampa Bay Region, Tampa Bay Regional Planning Council.

* Florida Department of Labor & Employment Security, Bureau of Labor Market Information, June 1989.

* Florida Statistical Abstract, 1990.

* Multiple Listing Service, Greater Tampa Association of Realtors, Knight Appraisal Services, Inc., September 1995.

* Maddux Report, July and August 1995

* U.S. Department of Commerce, Bureau of the Census, General Population Characteristics, 1990 Census of Population and Housing, Florida, June 1992.

* U.S. Department of Commerce, Bureau of Census, 1990 Census

* Sales and Marketing Management, 1992 Survey of Buying Power, August 1992, Metro and County Totals, Florida, Effective Buying Income.

* Florida Department of Labor and Employment Security, Bureau of Labor Market Information 1992, Hillsborough County Statistics.

APPENDIX

MULTI-TENANT LEASABLE OFFICE SPACE
DOWNTOWN TAMPA, NORTH CENTRAL TAMPA, WESTSHORE

WESTSHORE										
28	Airport Exec Center	2203 N Lois Av	Ryon & Assoc /876-2455	84	18,000/1,000	$15.50-16.50	237,000	38,000	0
30	Austin Center East	1111 N. Westshore Blvd	Austin Companies/289-3886	67/72	1,744/247	$10-12	312,515	9,863	-1,535
31	Austin Center West	1408 N Westshore Blvd	Austin Companies/289-3886	81	4,000/500	$14-16	277,800*	9,700	20,714
33	Bayport Plaza	6200 Courtney Campbell	The Wilson Co./281-8888	85	9,000/1,266	$19-23	259,513	13,895	5,555
34	Beaumont Bus VI&VII	5411 Beaumont Ctr	Grubb & Ellis/223-6464	85	2,574/1,200	$8 TN	46,355*	3,774	-807
35	Centrepointe	5100 W Lemon St	USAA Realty Co/289-8788	85	3,203/1,244	$13.50-16	162,598	8,352	0
36	Concourse I-IV	3501 Frontage Rd	Newport Partners/889-8866 X 0	82/83	11,153/575	$14	300,000	23,000	0
37	Corporate Oaks	5405 W Cypress	USAA Realty Co/289-8788	83	50,000/928	$14-16	187,070	62,285	0
38	Cypress Buildings	5521 W Cypress St	Davis Baldwin/287-1936	84	3,000/798	$12.50 U	25,000	4,000	0
39	Cypress Center III	5405 Cypress Ctr Dr	Paragon Group/286-7700	83	4,000/1,100	$14-15	82,286	4,000	0
40	Cypress Commons	5300 W Cypress St	Paragon Group/286-7700	85	4,400/1,500	$14.50-15.50	113,204	6,000	2,000
42	Executive Square	406 Reo St	Florida RE Advisors/281-2971	70/77	11,856/500	$10.50-12	121,505	24,817	0
43	550 North Reo	550 N Reo St	Newport Partners/889-8866 X 0	85	1,446/1,446	$13.50-15	75,000	1,446	0
46	4427 W Kennedy	4427 W Kennedy Blvd	Radiant Prop & Mgmt/248-2788	87	2,500/2,500	$14	31,000	5,000	-2,500
47	4300 Cypress	4300 Cypress St	Florida RE Advisors/871-3331	86	20,000/2,249	$17-18	168,500	29,124	0
48	4200 Cypress	4200 Cypress St	Normandale Prop/876-1515	89	5,708/2,123	$18-19	214,524	7,831	0
49	Island Center	2701 Rocky Point Rd	Oxford Properties/281-1110	86	3,800/378	$18-23	246,340	6,778	-1,629
50	Kennedy Center	5100 W Kennedy Blvd	Newport partners/889-8866 X 0	79	4,000/700	$15-16	94,000	6,000	12,000
51	Kennedy Square	4950 W Kennedy Blvd	Vector Properties/823-1230	75	30,500/1,000	$14.50	82,151	47,583	12,329
52	Kennedy West Bldg	4601 W Kennedy Blvd	West-Ken Prop./288-8641	72/74	1,100/137	$10-12	28,639	7,500	0
53	Koger Center Tampa	5410 Mariner St	Koger Equity Inc /286-7921	64/71	13,060/188	$14-14.50	384,978	24,304	13,618
54	Laurel Center	5005 W Laurel St	Spectrum Realty/791-0700	84	0/0	$9.50-11	40,000	0	2,400
55	Lincoln Center	5401 W Kennedy Blvd	Ryon & Assoc /287-1430	73/84	8,773/1,000	$15-16	216,226	35,714	-2,414
56	Los Cien Prof Center	4107 N Himes Av	Thompson Kirk/884-6161	90	1,200/600	Neg	26,668	1,200	0
57	Mariner Square	200 S Hoover Blvd	Faison/229-8545	72	4,400/1,382	$11-13	73,292	24,964	0
58	One Memorial Ctr I	4919 Memorial Hwy	The Wilson Co./281-8888	83/86	9,638/845	$14-14.50	118,655	14,308	-9,637
58	One Memorial Ctr II	4921 Memorial Hwy	The Wilson Co./281-8888	86	6,033/6,033	$14-14.50	65,090	6,033	0
59	One MetroCenter	4010 Boyscout Blvd	Paragon Group/875-8444	88	23,432/1,255	$18.50-21.50	240,325	13,022	0
60	Orion Center	3001 N Rocky Point Rd	The Wilson Co./281-8888	87	2,216/1,312	$18	66,520	9,489	-3,746
61	Pan Am Circle	2001 Pan Am Circle	Grubb & Ellis/223-6464	72	12,000/900	$8.50-11	30,000	19,295	0
61	Pan Am Circle	2007 Pan Am Circle	Faison/875-3000	72	31,000/31,000	$13	31,000	31,000	0
62	Paragon Center	5201 W Kennedy Blvd	Paragon Group/875-8444	80	19,016/498	$16-18	166,656	11,950	0
63	Pepper Mound Prof	6105 Memorial Hwy	Pepper Mound Prop /884-0789	87	925/555	$9-16 E	25,351	1,450	1,450
64	The Pointe	2502 Rocky Point Rd	CLW Realty Group/281-0190	82	5,200/1,000	$18-20	243,410	20,000	0
65	President's Plaza I	4902 Eisenhower Blvd	VRS Realty Svcs/885-7443	84	6,900/620	$12.50-14	94,000*	11,500	2,575
66	Rocky Point Centre	3030 N Rocky Point Rd	Florida RE Advisors/288-8441	84	5,822/617	$21	182,000	14,234	-12,283
68	Sunforest I&II	5120 Eisenhower Blvd	Newport Partners/889-8866 X 0	84	4,494/1,225	$13.50-15	176,606	14,379	1,178
69	Tampa Airport Marriott	Tampa Int'l Airport	Marriott Corp/879-5151	73	4,000/500	$11-15	65,000	12,000	0
70	Tampa Bay Marina	2[illegible] Tower St	Wayne Carter/286-8600	75	6,000/6,000	$12-16	53,000	6,000	1,000
71	Tampa Bay Park	3402 W Buffalo Av	Faison/879-7564	78	4,696/2,281	$14-15	807,696	13,784	-3,110
72	Tampa Commons	1 N Dale Mabry Hwy	Equity Office Prop./288-9333	85	2,500/1,672	$17	258,808	6,101	0
73	1300 Westshore	1300 N Westshore Blvd	Property Pro/835-7747	74	832/832	$11.50	36,621	832	-19
74	Tower Place	1511 N Westshore Blvd	TowerMarc Realty/287-8855	88	23,075/1,375	$17.50-22	180,000	32,275	-22,768
75	Transworld Center	4100 W Kennedy Blvd	Ryon & Assoc./876-6300	76	695/498	$10.50-11	45,474	1,193	1,241
76	Urban Centre I	4830 W Kennedy Blvd	Lincoln Property/286-4001	84	16,338/301	$16.50-18	265,701	41,635	1,326
76	Urban Centre II	4890 W Kennedy Blvd	Florida RE Advisors/286-4200	88	534/534	$17-18.50	267,321	534	1,466
78	Westshore Center So	600 N Westshore Blvd	The Hogan Group/282-8488	88	10,000/1,100	$16-19	165,000	21,859	0
79	Westshore Center	1715 N Westshore Blvd	Equity Office Prop./288-9333	84	2,975/889	$15-16	215,523	9,715	0
80	Westshore 500	500 N Westshore Blvd	The Hogan Group/286-8144	84	14,308/1,335	$16.50-18	127,872	19,898	-15,643
81	Westshore Place	4350 Cypress St	Florida RE Advisors/871-3331	84	20,000/1,000	$17-18	194,000	57,156	4,009
83	Westwood Center	2002 N Lois Av	Newport Partners/889-8866 X 0	84	2,616/890	$14-16	126,636	6,566	0
84	Zurn Building	405 N Reo St	Cushman & Wakefield/223-6300	82	6,000/1,088	$14-16	76,076	16,214	-714

DOWNTOWN TAMPA									
1	Barnett Plaza	101 E Kennedy Blvd	Paragon Group/221-7472	85	21,363/802	$14-18	766,136*	96,693	-10,841
2	Enterprise Plaza	201 E Kennedy Blvd	The Hogan Group/221-7700	81	24,000/508	$14-17	283,513	67,057	-1,125
3	First Florida Tower	111 Madison St	CLW Realty Group/229-7800	73	156,377/1,158	$13-15	505,000	241,014	0
4	First Union Center	100 S Ashley St	Childress Klein Mgmt/273-9300	85	11,877/1,000	$14-18	388,097	25,660	-633
5	500 East Kennedy	500 E Kennedy Blvd	Ellis & Menard/229-3100	86/R	9,925/4,413	$13-17	38,031	19,088	0
7	Franklin Building	600 N Florida Ave	Grubb & Ellis/223-6464	67	12,000/500	$10-12	48,000	32,000	0
8	Jackson Proffessional Ctr	505 E Jackson St	Ryon & Assoc./876-2455	83/R	20,000/1,000	$11-12.50	60,000	40,000	0
9	Landmark Building	412 Madison St	The Ross Group/725-2800	71	6,438/217	$10	100,000	37,941	-1,427
10	Landmark Centre	Florida Ave/Jackson St	Faison/222-8820	92	115,000/1,003	$16-20	535,000	214,034	76,767
11	NationsBank Plaza	400 N Ashley St	Faison/229-8545	88	16,972/1,000	$17-22	512,850	34,443	3,308
12	One Harbour Place	Harbour Island	Childress Klein Mgmt/229-5099	85	1,325/150	$14-16	207,548	1,500	0
13	100 North Tampa	100 N Tampa	Paragon Group/221-7190	92	50,000/500	$15-19	552,080	107,335	16,181
14	100/110 East Madison	100/110 E Madison St	Madison Street Prop./229-0144	84/R	4,800/2,500	$12-14	41,212	10,000	-3,900
15	102 W. Whiting St	102 W Whiting	Arnold Associates/221-2290	74	9,185/1,400	$12.50 G	45,925	17,405	405
16	One Mack Center	501 E Kennedy Blvd	Arnold Associates/221-2290	81	808/500	$14	270,000	5,000	65,000
17	Perry Paint & Glass	109 Brush St	Bay Villa Dev/222-3400	88/R	0/0	$13.25	34,890	0	0
18	Riverside Plaza	100 W Kennedy Blvd	Contact Needed/Please Call 321-3225	64	6,686/867	$10	68,010	28,218	0
19	Ross Ashley Bldg	915 Ashley St	Moore Taggart/979-8600	79/R	22,000/9,500	$10	80,000	80,000	0
20	700 Twiggs	700 Twiggs St	Faison/229-8545	78	20,000/1,050	Varies	122,280	55,106	0
21	Sun Bank Building	315 E Madison St	Sun Bank/224-2508	61	3,800/740	$12.50	146,000	6,236	0
22	Tampa City Center	One Tampa City Ctr	Cushman & Wakefield/223-6300	81	8,968/1,000	$16-22	735,030	26,708	3,494
23	Tampa Theater Bldg	707 Franklin St	Damaris Lucio/229-1922	81/R	4,862/300	$11	44,363*	4,862	-2,431

Source: Maddux Report, July 1995.

MULTI-TENANT LEASABLE RETAIL SPACE
SOUTHWEST HILLSBOROUGH COUNTY

SOUTHWEST HILLSBOROUGH								
110 Britton Plaza	3900 Britton Plaza	Bruce Strumpf Inc/449-2020	55	Byrons; Albertson's	$7-12/$ 95	446,317	2,400	-1,200
112 Henderson Blvd Center	3712 Henderson Blvd	B&B Cash Grocery/621-6411		U-Save	$9.50/$1 29	60,785	0	629
113 Old Hyde Park	Swann & Dakota Aves.	Old Hyde Park Ltd/251-3500	85	Jacobson's; Brooks Bros.	$15-40/$12	225,000	5,000	0
114 Independance Square	3225 Mac Dill Av	Abaco Mgmt/264-2440	86	Simon Schwartz Mkt	$14/$2 77	77,695	2,275	-2,275
115 Twin Bays	S Dale Mabry Hwy	Benderson Development/839-8813		AMC; MacFrugels; Pep Boys	Varies	170,000	80,000	12,000
116 Shops Harbour Island	Harbour Island	Harbour Island Inc /229-5093	85	Columbia Restaurant	Varies	66,321	24,600	0
117 Town Square	Kennedy & Westshore	Branch Realty Mgmt/289-6529		Kash n' Karry; Rite Aid	$15/$1 99	42,969	1,440	-1,440
118 West Shore Plaza	I-275 & Westshore Blvd	Wilder Mgmt Assoc/(617)890-3500	67	Burdines; JC Penney; Dillard's	$40-60/Pro Rata	850,500	5,000	0
119 Ybor Square	1901 13th St	Ybor Square Ltd/247-4497	75	Old Spaghetti Whse	$18-25/included	55,000*	1,200	600

Source: Maddux Report, August 1995.

PUBLIC TRANSPORTATION

EXPRESS SERVICE - $1.50 ONE WAY
LOCAL SERVICE - $1.15 ONE WAY
TRANSFERS (LOCAL) - $.10
TRANSFERS (EXPRESS) - $.35

HARTline provides express and local bus service throughout Hillsborough County. For convenient bus stops and Park'N'Ride locations in your area, call 254-HART.

SENIOR CITIZENS AND HANDICAPPED
DISCOUNT FARE - $.55 ONE WAY (local)
EXPRESS SERVICE - $1.50 ONE WAY

Good during all hours: weekdays, weekends, and holidays. A medicare card or **HARTline** discount I.D. is required to get this rate. **Local fares** are $.55 one way. Senior citizen patrons must be 65 years of age and older to receive this discounted fare. For handicap eligibility requirements, contact **HARTline**.

YOUTH FARES - $.55 ONE WAY (local)
EXPRESS FARES - $1.50 ONE WAY

Students under 18 years of age must show a **HART YOUTH PASS** to get a youth rate, which is good all hours excluding Saturday, Sunday, and holidays. This card is available through school offices. **Local fares** are $.55 one way and all **transfers** are free.

A Sunday schedule will be used for Thanksgiving Day, Christmas Day, New Years Day, Memorial Day, Independence Day, and Labor Day. The day after Thanksgiving will have a Saturday schedule.

For no additional cost, your bus operator will issue a transfer to continue on another route at designated transfer points.

HARTSaver provides express and local service discounts. Two passes are available. A monthly flash pass can be purchased at the beginning of the month and used throughout the month for an unlimited number of rides with no extra cost for transfers. The second pass available is the 20 punch pass which remains valid until the twenty punches have been used. Transfers have to be purchased for an additional $.10 per transfer.

The monthly flash pass can be purchased for $35 for local line service. The 20 punch pass can be purchased for $20 for local line service.

A one-day unlimited ride and transfer pass for local service can be purchased for $3.50.

All HARTline buses are equipped with bicycle racks. In order to transport a bicycle on a bus, a Bikes on Buses permit must be purchased for a one-time fee of $1.00

ADVISORY HEALTH AND SOCIAL SERVICE ORGANIZATIONS

Name	Address	Telephone
Aging Services	700 E. Twiggs Street	272-6630
Alcoholics Anonymous	8019 N. Himes Street	933-9123
Anti Defamation League of B'nai B'rith	5002 Lemon Street	289-5574
Bay Area Legal Services	700 E. Twiggs Street	272-5600
Catholic Social Services	730 Sterling Ave. S.	870-6220
Civil Service (County Employment)	700 E. Twigg Street	272-6975
Community Affairs	306 E. Jackson St.	223-8611
Cystic Fibrosis Foundation	1221 Westshore Blvd. N.	286-0266
Deaf Service Center Inc.	5010 Kennedy Blvd. W.	289-6016
Department of Health	1105 E. Kennedy Blvd.	272-6200
Department of Social Services	2103 Rome Ave N.	272-5074
Equal Opportunity and Human Relations Department	412 Madison St.	272-5969
Head Start	2103 N. Rome Ave.	272-5140
Hospice of Hillsborough, Inc.	3010 Azeele W.	877-2200
Human Resources	412 E. Madison St.	272-6400
Jewish Community Center of Tampa	2808 Horatio	872-4451
Leukemia Society of America	3725 Grace W.	870-1099
Mental Health Association of Hillsborough County	3815 Henderson Blvd.	289-6937
Project Ayuda/ANPPM	730 Sterling Ave. S.	870-3172
School Board	901 E. Kennedy Boulevard	272-4000
Senior Citizens Nutrition and Activity Program	2015 15th St. N.	272-5160
Social Security Administration	700 E. Twiggs Street	223-4911
Hillsborough County Social Work Services	3402 N. 22nd Street	272-6466
Sunshine Thrift Stores, Inc.	4304 Dale Mabry Hwy. S.	831-4377
Tampa Jaycees	5010 Kennedy Blvd. W.	289-6911
Veterans Affairs	412 Madison Street	272-5700
Victim Assistance Program	902 N. Florida Ave.	272-6472
Welfare (Public Assistance)	5550 W. Idlewild Ave.	272-6530
Women's Center	1302 S. Dale Mabry Hwy.	251-0505
YMCA Childcare Research Referral	4320 El Prado Ave.	831-5515
Youth Enhancement Service	2716 Swann Avenue	876-2290

Task A5b12
Conceptual Stage Relocation Plan

TAMPA INTERSTATE STUDY

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

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

Prepared For

FLORIDA DEPARTMENT OF TRANSPORTATION

Prepared By

GREINER, INC.

In Association With

KNIGHT APPRAISAL SERVICES, INC.
JANUS RESEARCH / PIPER ARCHAEOLOGY

SEPTEMBER 1993

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RESOURCES

APPENDIX

I. INTRODUCTION

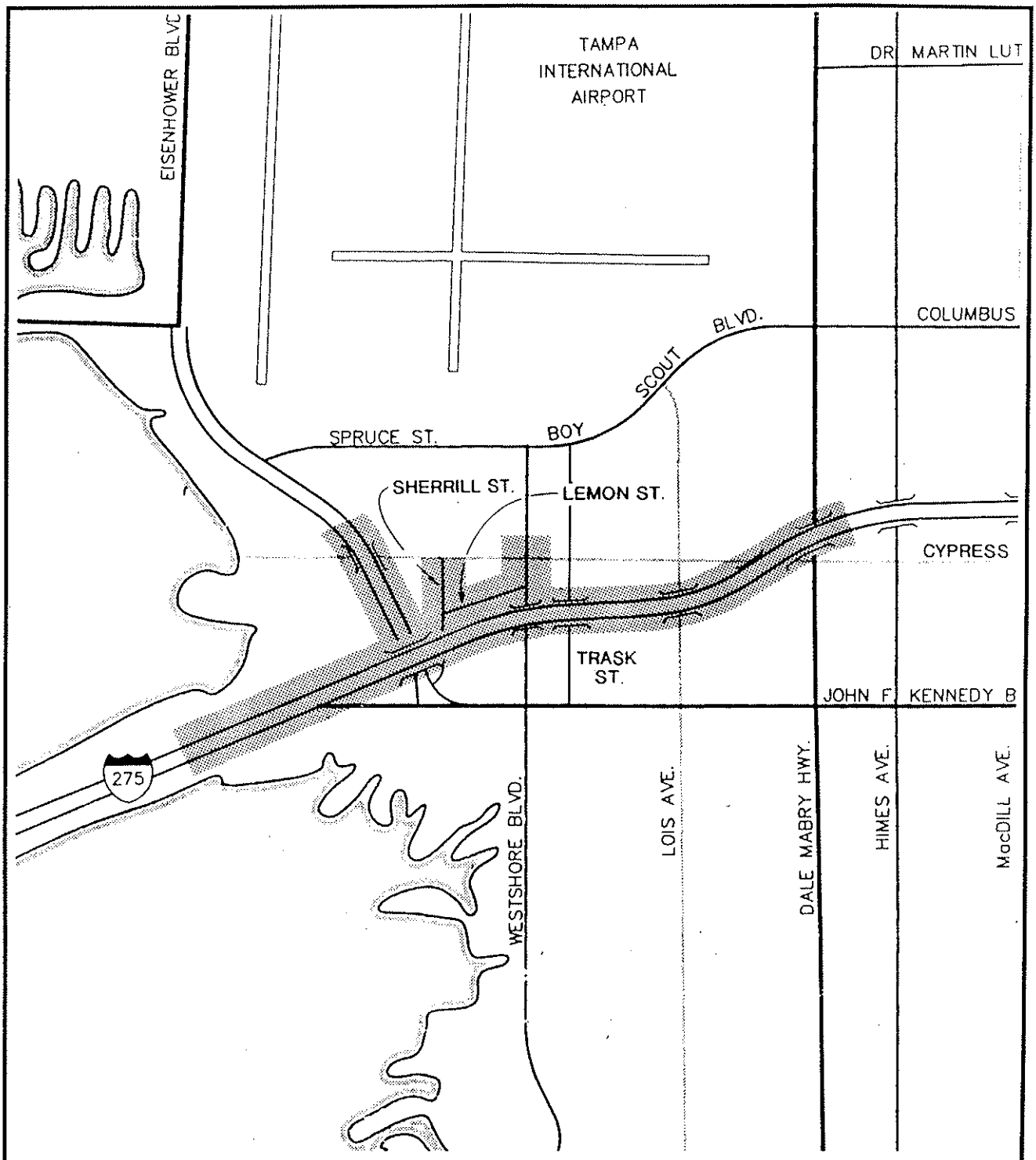
This Conceptual Stage Relocation Plan is submitted in compliance with Volume 7, Chapter 5, Section 1, Paragraph II of the Federal Aid Highway Manual. The proposed project is part of the Tampa Interstate Study (TIS) and includes the section of I-275 from the Howard Frankland Bridge eastward to east of the interchange at Dale Mabry Highway and Memorial Highway (S.R. 60) from I-275 to just north of Cypress Street in Tampa, Florida. Other new non-interstate improvements include the Sherrill Street extension north from Memorial Highway (S.R. 60) under I-275 to Cypress Street, Westshore Boulevard from Gray Street to Laurel Street, Trask Street from Gray Street to Cypress Street, Cypress Street from I-275 to Lois Avenue, and the Lemon Street connector to Westshore Boulevard from Occident Street.

Right-of-way and relocation funds for this project have been programmed in the Florida Department of Transportation's Five-Year Work Program beginning in 1994. Therefore, the Department has requested that relocation and right-of-way cost information for this project be updated. This Conceptual Stage Relocation Plan contains new relocation and right-of-way costs, superseding those previously published in the Conceptual Stage Relocation Plan dated November 1991. This report also includes some minor revisions reflecting new census data now available. Otherwise, the text of this report remains essentially the same as the previous version. This updated relocation and right-of-way cost information has also been included in the FHWA-approved Environmental Assessment/Finding of No Significant Impact (EA/FONSI) report for TIS dated August 16, 1993.

The project is approximately three miles in length and involves the widening and improvement of the existing four- to six-lane highway to a four-roadway system made up of interstate express lanes and separate local access freeway lanes. HOV/Transitway lanes will be included within the interstate alignment ending at Trask Street with an envelope reserved to carry the HOV/Transitway lanes across the Howard Frankland Bridge. In addition, the project will include major interchange improvements at Memorial Highway, the Veterans Expressway (now under construction), Westshore Boulevard, Lois Avenue and Dale Mabry Highway, with ramp improvements at the Kennedy Boulevard interchange.

In 1987, the Florida Department of Transportation (FDOT) began Phase I of TIS. The final product of Phase I was an in-depth Master Plan for I-275, I-75 and I-4 in Hillsborough and Pasco Counties. The Master Plan for the entire TIS project, which is approximately 35 miles in length, has been adopted for inclusion in the Year 2010 Hillsborough County Long Range Transportation Plan.

Phase II of the TIS project includes a portion of the original master plan study limits. For analysis purposes, Phase II has been divided into two studies. The first study (which this report addresses) includes I-275 from the Howard Frankland Bridge to just east of the interchange at Dale Mabry Highway and has been evaluated in an EA/FONSI document. The second study, due to its greater impacts to the surrounding area, will be evaluated in an Environmental Impact Statement (EIS). The study area boundaries for the EIS are as follows: I-275 from just east of the the Dale Mabry Highway interchange north to Dr. Martin Luther King Jr. Boulevard (formerly Buffalo Avenue), I-4 from I-275 (including interchange) to east of 50th Street (U.S. 41) and the proposed Crosstown Connector from I-4 southward to the existing Tampa South Crosstown Expressway. The EA/FONSI study limits are shown on Exhibit 1.



FLORIDA DEPARTMENT OF TRANSPORTATION

LEGEND

EA/FONSI Study Limits

CONCEPTUAL STAGE RELOCATION PLAN
TAMPA INTERSTATE STUDY
ENVIRONMENTAL ASSESSMENT
HILLSBOROUGH COUNTY, FLORIDA

PROJECT LOCATION

EXHIBIT 1

The design of the EA/FONSI portion of the project, currently programmed for funding in the FDOT's Five-Year Work Program, is ongoing.

Because the EA/FONSI and the EIS are being treated as two separate studies, a transitional plan has been developed in the event that the EA/FONSI section is constructed before the EIS section. Should this occur, the newly reconstructed EA/FONSI section would need to transition back into the existing geometry. Therefore, in this document, Neighborhood Study Area "A" addresses the EA/FONSI section and Neighborhood Study Area "B" addresses the additional right-of-way required for the transitional section, if needed.

The EA/FONSI study area is located in Hillsborough County within the City of Tampa's Westshore area. The Westshore area has developed into the single largest commercial office business market in Florida and contains some of the oldest and most established neighborhoods in the city. As such, the Westshore area is a desirable location for both business and residential living.

As the county seat, Tampa is situated midpoint on Florida's Suncoast and is bordered by the Upper and Old Tampa Bays. Hillsborough County is bordered on the north by Pasco County, on the east by Polk County, on the south by Manatee County and on the west by Pinellas County.

Tampa's heritage is of Spanish descent and was originally known as the "Cigar City." Today, old vacant cigar manufacturing buildings and warehouses stand as reminders of what was once a thriving business in the historical Ybor City National Landmark District, which is listed on the National Register of Historic Places.

The City of Tampa includes 120 square miles within its corporate boundaries with more than 40 percent of land developed as single-family residential. The primary land uses are residential, office, commercial/retail and industrial. In 1989, Hillsborough County boasted 8,953,383 square feet of office space; 6,269,222 square feet of commercial space; 5,556,404 square feet of industrial space; and 10,484 residential units. The Westshore area contains primarily commercial/retail/hotel establishments, residential and office uses.

Tampa is home to many major developments and attractions, including the new Convention Center in downtown Tampa, the Performing Arts Center, NCNB Tower, University of Tampa, the Harbour Island retail and hotel complex, Busch Gardens, Adventure Island and Lowry Park Zoo. Festive activities such as the Annual Gasparilla Festival, Florida State Fair, Tampa Bay Buccaneers football events, Tampa Bay Rowdies soccer events, and the Tampa Bay Lighting hockey events, as well as numerous other outdoor and indoor concerts and sporting activities, make Tampa a popular attraction for tourists and residents of surrounding areas.

Employment opportunities for residents and outlying communities are provided by numerous public and private commercial and industrial companies and institutions in the Tampa Bay area. Major employers include MacDill Air Force Base, the University of South Florida (USF), Tampa General Hospital, Port of Tampa, Barnett Bank, Tampa International Airport, CSX Railroad, Anheuser-Busch, Honeywell, IBM, Tampa Electric Company (TECO), General Telephone Company (GTE), Jim Walter Corporation and others.

Hillsborough County is the 44th largest agricultural county in the United States. The agribusiness sector includes major investments in citrus, cattle and vegetables, as well as tropical fish, ornamental plants and flowers.

Tampa has become the medical center of Florida and a major medical center for the southeastern United States. Hillsborough County's human medical resources include more than 1,400 physicians, representing 50 recognized specialists, 295 licensed dentists and a well-staffed registry of nurses. A total of 23 major general, specialty and military hospitals provide care and conduct research in Hillsborough County, including the H. Lee Moffitt Cancer Center and Research Institute on the USF campus, which opened in 1986. Rehabilitation services, including physical therapy programs are offered by both private companies and public institutions, including Health South, the Sports Medicine Center at Tampa General Hospital and the Florida Orthopedic Institute.

The 156 public schools that operate in Hillsborough County are consolidated into one school district that contains 108 elementary schools, 26 junior high schools and 14 senior high schools. The public school system also contains two special schools for exceptional children, including classes for the deaf, physically handicapped, learning disabled and gifted. There are over 50 private schools and universities in the Tampa Bay area which are members of the Greater Tampa Bay Chamber of Commerce.

The four major colleges and universities located in Hillsborough County are the University of Tampa (private), USF, Hillsborough Community College (HCC) and Tampa College. Technical and vocational schools are also located in the county.

Because of the year-round mild climate, Tampa offers a variety of leisure activities, such as golf, sailing, water-skiing, windsurfing, cycling, swimming, and many more spectator events. The city also provides a park and recreation program with more than 500 civic clubs and organizations. Tampa has more than 50 shopping centers and over 600 churches representing all denominations.

II. POPULATION, HOUSEHOLD AND EMPLOYMENT CHARACTERISTICS FOR THE TAMPA BAY AREA

Population

According to the 1980 Census, the population of Hillsborough County was 646,960 persons, a 32 percent increase from the 1970 Census population of 490,265 persons. In 1985, the population was estimated at 746,611 persons; in 1988, the population was estimated at 825,871 persons; and according to the 1990 Census, the population was determined to be 834,054 persons. The majority of the population resides in unincorporated Hillsborough County, followed by the City of Tampa, Plant City and Temple Terrace. Table 1 presents a comparison of population statistics within these four areas for the years 1970, 1980, 1985, 1988 and 1990.

TABLE 1

HILLSBOROUGH COUNTY POPULATION STATISTICS
1970, 1980, 1985, 1988 and 1990

Area	1970	1980	1985	1988	1990
Unincorporated Hillsborough County	189,714	347,276	439,380	503,804	514,841
City of Tampa	277,753	271,523	276,444	286,832	280,015
Plant City	15,451	17,064	18,118	20,254	22,754
Temple Terrace	7,347	11,097	12,669	14,981	16,444
TOTAL	490,265	646,960	746,611	825,871	834,054

Source: Hillsborough County City-County Planning Commission, 1988 and 1989.

U.S. Department of Commerce, Bureau of the Census, General Population Characteristics, 1990 Census of Population and Housing, Florida, June 1992.

Between 1980 and 1990, unincorporated Hillsborough County contained more than half of the entire county population. This trend is projected to continue in the future. Table 2 highlights the population percentage change between 1980 and 1985 and 1985 and 1990 for the same four areas.

TABLE 2

HILLSBOROUGH COUNTY POPULATION
PERCENT CHANGE

Area	1980-1985	1985-1990
Unincorporated Hillsborough County	26.52%	17.77%
City of Tampa	1.81%	1.29%
Plant City	6.18%	25.58%
Temple Terrace	14.17%	28.79%
AVERAGE PERCENT CHANGE	15.40%	18.60%

Source: Hillsborough County City-County Planning Commission, 1988 and 1989.

U.S. Department of Commerce, Bureau of the Census, General Population Characteristics, 1990 Census of Population and Housing, Florida, June 1992.

Temple Terrace showed significant percentage increases between 1980 and 1990 although it is the least populated of the three cities. Population by race in Hillsborough County for the years 1980 and 1987 is shown in Table 3.

TABLE 3

HILLSBOROUGH COUNTY POPULATION BY RACE AND GENDER
1980 AND 1987

Area	1980	1987	% Change 1980-1987
All Races			
Female	334,434	415,187	24.15%
Male	312,526	386,205	23.58%
TOTAL	646,960	801,392	23.87%
Whites			
Female	285,241	353,440	23.91%
Male	269,580	334,074	23.92%
TOTAL	554,821	687,514	23.92%
Blacks			
Female	46,146	57,793	25.24%
Male	40,552	49,143	21.19%
TOTAL	86,698	106,936	23.34%

Source: Population Studies, Bulletin No. 85-86, Bureau of Economic and Business Research, University of Florida, 1988.

The table indicates that there was a higher percentage of females in Hillsborough County in both 1980 and 1987, according to the Bureau of Economic and Business Research. Further information from the Bureau indicates that during these years, the majority of white females were between the ages of 25-44, followed by the 45-64 and 0-14 age groups. In 1980, the majority of black females ranged between the ages of 0-14, followed by the 25-44 and 15-24 age groups. In 1987, most black females were between the ages of 24-44, followed by the 0-14 and 15-24 age groups.

During the same years, white males were dominant in the 25-44 age group, followed by the 0-14 and 45-64 age groups (just the opposite of their female counterparts). The majority of black males ranged between the ages of 0-14, followed by the 25-44 and 15-24 age groups (the same as their female counterparts in 1980).

The EA project area is located in Census Tracts 046 and 047 in the city of Tampa (as shown on Exhibit 2). Table 4 provides the population statistics and percentage change for two tracts for the years 1980 and 1990.

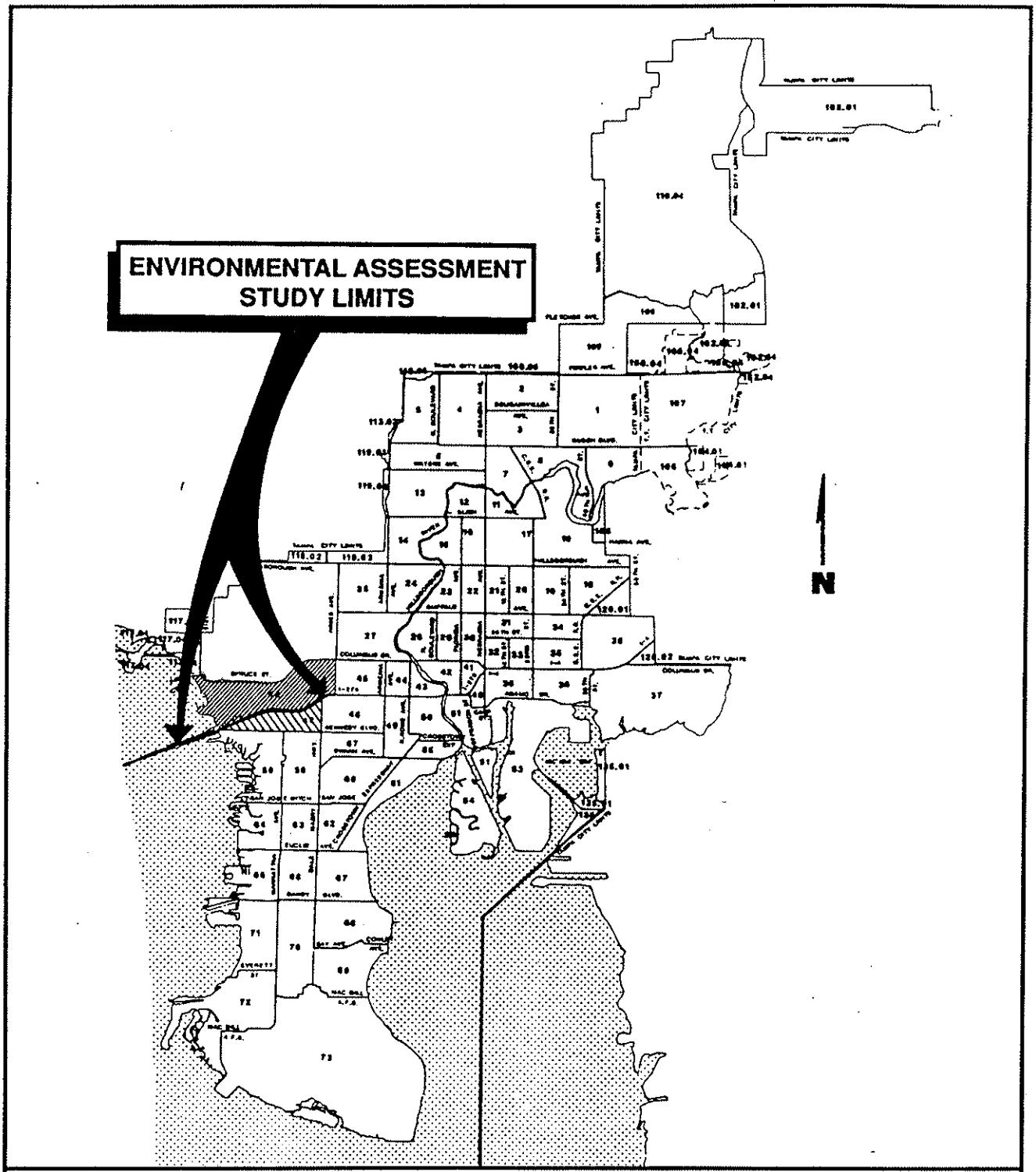
TABLE 4

PROJECT AREA POPULATION BY CENSUS TRACT
1980 AND 1990

Census Tract	1980	1990	% Change 1980-1990
046	2,804	3,459	23.35%
047	2,764	2,518	-8.90%
TOTAL	5,568	5,977	7.34%

Source: U.S. Department of Commerce, Bureau of the Census, 1990 Census.

The data in Table 4 indicates that in 1980 and 1990, the project area represented approximately 2 percent of the total population in Tampa and about 0.8 percent (1980) and 0.7 percent (1990), respectively, of the total county population. It is also interesting to note that within Tract 047, the population decreased during this time period although the overall city and county population increased. The decrease in population suggests that residents are seeking housing in outlying areas of the county and outside the city limits.



LEGEND

Census Tracts 46

Census Tracts 47

FLORIDA DEPARTMENT OF TRANSPORTATION

CONCEPTUAL STAGE RELOCATION PLAN
TAMPA INTERSTATE STUDY
ENVIRONMENTAL ASSESSMENT
HILLSBOROUGH COUNTY, FLORIDA

CENSUS TRACT BOUNDERIES

EXHIBIT 2

Household

The total number of housing units in Hillsborough County also increased between 1970 and 1990, as shown in Table 5. Both occupied and vacant units are included in the number of housing units. According to "Permits," a report issued by the Hillsborough County City-County Planning Commission, April 1990, fewer residential building permits were issued in 1989 than in any other year during the 1980's. Table 6 provides the number of new residential units in Hillsborough County between 1983 and 1989.

TABLE 5

HILLSBOROUGH COUNTY HOUSING UNITS
1970, 1980, 1988 and 1990.

Area	1970	1980	1990	% Change 1970-1980	% Change 1980-1990
Unincorporated Hillsborough County	60,125	138,660	221,859	130.62%	60.00%
City of Tampa	100,840	114,189	129,681	13.24%	13.56%
Plant City	5,332	6,755	9,350	26.69%	38.41%
Temple Terrace	2,258	4,015	6,850	77.81%	70.61%
TOTAL	168,555	263,619	367,740	56.40%	39.49%

Source: Hillsborough County City-County Planning Commission, 1992.

U.S. Department of Commerce, Bureau of the Census, General Population Characteristics, 1990 Census of Population and Housing, Florida, June 1992.

TABLE 6

HILLSBOROUGH COUNTY NEW RESIDENTIAL UNITS
1983 - 1989

Year	Single-Family	Duplex	Multi-Family	Mobile Home	Total
1983	7,890	720	6,110	848	15,568
1984	7,117	654	10,709	869	19,349
1985	6,832	478	8,327	865	16,502
1986	7,051	606	6,382	776	14,815
1987	5,281	330	3,053	429	9,093
1988	3,966	193	2,937	238	7,334
1989	4,064	198	1,950	355	6,567
TOTAL	42,201	3,179	39,468	4,380	89,228

Source: "Permits," Hillsborough County City-County Planning Commission, 1990.

Overall, residential building permit activity was down 10.4 percent in 1989 compared to 1988. Single-family activity was stabilized on an annual basis; however, over 38 percent of this activity in 1989 occurred within the first three months. This increase was at least partially due to the increase in impact fees implemented at the beginning of the second quarter of 1989. Multi-family activity was slower in 1989 than in any other year in the decade and compared to 1984, the most active year, multi-family activity was down 81.8 percent.

Additional demographic comparisons of household and income characteristics for Florida, Hillsborough County and Tampa are presented in Table 7.

TABLE 7

HOUSEHOLD AND INCOME CHARACTERISTICS
1992

Characteristic	Florida	Hillsborough County	Tampa
Median Age	36.3	33.0	33.2
Households (000's)	6,100.2	367.7	129.6
EBI* ($000's)	$195,035,892	$12,103,314	$3,794,413
Median Household EBI	$28,287	$29,011	$23,688

*Effective Buying Income

Source: Sales and Marketing Management, 1992 Survey of Buying Power, August 1992. "Metro and County Totals, Florida, Effective Buying Income."

As shown in Table 7, the number of households in Tampa in 1989 represented approximately 35 percent of the entire county and 2.1 percent of the state of Florida. Hillsborough County households represented six percent of the entire state. With regard to median household effective buying income (EBI), the county ranked higher with $29,011 than the state of Florida with $28,287, compared with Tampa's median household EBI of $23,688, which was significantly lower than both the state and county's EBI.

According to Sales & Marketing Management, August 1992, the Tampa-St. Petersburg-Clearwater metropolitan area ranked 34th among all metropolitan markets in the U.S. With regard to households with EBI's greater than $50,000, the area also ranked 255th among all metropolitan markets in median household EBI.

Table 8 provides the housing statistics and percentage change for the two census tracts involved with the EA/FONSI study area for the years 1980 and 1990.

TABLE 8

PROJECT AREA HOUSING ESTIMATES BY CENSUS TRACT
1980 AND 1985

Census Tract	1980	1990	Percent Change
046	825	1,124	36.24%
047	1,341	1,346	0.37%

Source: U.S. Department of Commerce, Bureau of Census, 1980 and 1990 Census.

The data in Table 8 indicates that the project area represented approximately 1.9 percent of the total housing in Tampa in 1980 and about 1.9 percent of the total housing in Tampa in 1990. Although population in these two census tracts has had a net decrease, the available housing continues to increase.

Employment

The Tampa Bay region (Hillsborough, Manatee, Pasco and Pinellas counties) has shown steady growth in almost every major employment category over the past 18 years. This trend of a rising work force has had only one major setback, which occurred during the recession of 1975. This year was characterized by long periods of inflation and unemployment, with slow employment rates in all four counties. However, since 1970, no decrease in overall employment in the region has occurred. Major businesses

and industries which relocate to the Tampa Bay region provide many new job opportunities. During the past three years, major corporations have moved from their long-established locations to open their doors in the Tampa Bay area, and more specifically, in Hillsborough County. Table 9 charts employment growth by trade in Hillsborough County, while Table 10 provides a comparison of employment between Hillsborough County and the Tampa Bay region in 1985.

TABLE 9

HILLSBOROUGH COUNTY
EMPLOYMENT BY TYPE
1970, 1975, 1980, 1985 and 1990

Type	1970	1975	1980	1985	1990
Construction	13,076	16,2000	19,027	28,000	22,881
Trade	48,636	62,320	81,251	98,900	114,427
Finance, Real Estate, Insurance	8,944	14,155	19,559	27,900	34,928
Service	29,483	40,300	63,690	81,500	129,424
Manufacturing	31,515	30,768	37,307	41,700	40,059
Government	27,913	36,373	41,615	49,700	61,849
Transportation, Public Utilities, Communication	14,497	17,286	21,218	22,700	25,412
TOTAL	174,064	217,402	283,667	350,400	403,568

Sources: Labor Trends of the Tampa Bay Region, Tampa Bay Regional Planning Council.

Florida Department of Labor and Employment Security, Bureau of Labor Market Information, ES-202 Program, Telephone (904)488-1048, Hillsborough County Statistics.

TABLE 10

COMPARISON OF EMPLOYMENT CHARACTERISTICS
HILLSBOROUGH COUNTY AND TAMPA BAY REGION
1985

Industry	Hillsborough County	Tampa Bay Region	% of Region
Construction	28,000	63,800	43.89%
Trade	98,900	214,500	46.11%
Finance, Real Estate, Insurance	27,900	59,500	46.89%
Service	81,500	317,100	25.70%
Manufacturing	41,700	99,200	42.04%
Government	49,700	46,600	N/A
Transportation, Public Utilities, Communication	22,700	44,500	51.01%
TOTAL	350,400	845,200	41.46%

Sources: Labor Trends of the Tampa Bay Region, Tampa Bay Regional Planning Council.

Florida Department of Labor and Employment Security, Bureau of Labor Market Information, June 1989.

In the early 1970's, the trade industry provided the highest employment (28%) in Hillsborough County, followed by the manufacturing and service industries. By 1975, manufacturing jobs were decreasing at a slow rate while the service industry showed dramatic increases. This change was due, in part, to the effect of the recession on the trade and manufacturing industries and the trend toward a more service-oriented and "customer convenience" market. This trend continued in Hillsborough County through 1985 as the wholesale and retail trade industries enjoyed prosperity and healthy

growth. The advent of the enclosed shopping malls occurred and developers took advantage of prime and available real estate to build these conglomerates. However, in recent past years, the trade industry suffered major setbacks due to the oversupply of retail opportunities, inability to realize profits and the downturn in the economy, which resulted in major layoffs and organizational changes. By 1990, the service industry surpassed the trade industry and dominated the county by providing the highest percentage of employment (32%).

Although the labor market has grown over the past two decades, a sector of the population continues to remain unemployed. Unemployment rates reached national and local peaks during the 1975 recession and have since steadily dropped and leveled to the national average of approximately 5.4 percent (1990 rate).

Although Hillsborough County affords a comparable unemployment rate when compared to the national average, it is much lower when compared to the state of Florida at a rate of 5.6 percent. This means that job seekers in the "Sunshine State" have a better chance of finding employment in Hillsborough County than in other parts of Florida and the country. Hillsborough County's unemployment rate dropped from 5 percent in 1980 to 4.5 percent in 1988, then rose briefly to 5.6 percent in 1989 before dropping again to 4.8 percent in 1990. Table 11 shows the unemployment rates in Hillsborough County for several of the past 20 years.

TABLE 11

HILLSBOROUGH COUNTY
UNEMPLOYMENT RATES
1970, 1975, 1980, 1988, 1989 and 1990

Year	Labor Force	Employment	Unemployed	Unemployment Rate
1970	200,349	192,495	7,854	3.9
1975	264,465	240,080	24,385	9.2
1980	296,422	281,738	14,684	5.0
1988	453,326	432,736	20,590	4.5
1989	457,318	434,911	22,407	5.6
1990	466,200	443,800	22,400	4.8

Sources: Florida Department of Labor and Employment Security, Bureau of Labor Market Information, ES-202 Program - Telephone (904)488-1048, Hillsborough County Statistics.

Florida Statistical Abstract, 1991.

According to a report by the Florida Department of Labor and Employment Security, the labor force in the Tampa Bay region may increase by as many as 157,000 persons by 1995. Over 60 percent of the total 1995 labor force will fall into two divisions: "Services and Wholesale," which includes such indirect professions as switchboard operators and secretaries and "Retail Trade," including professions such as sales clerks and restaurant personnel.

III. RELOCATION OVERVIEW

The following synopsis of the displacements anticipated by this project precedes the detailed analysis provided for each Neighborhood Study Area. The relocation overview provides an indication of the relocation activity and costs generated by the proposed project.

For this analysis, the main categories are residential owner-occupants, residential tenant-occupants, businesses as rental of real property, other businesses and non-profit organizations. Rental of real property is defined as any landlord or property owner renting or leasing part or all of a residential or commercial property and deriving income from said rental. Non-profit organizations include churches, civic groups, social clubs and certain other establishments.

Anticipated residential displacements for the EA/FONSI project area include 97 residential owners and 50 residential tenants, for a total of 147 residential displacements. Anticipated business displacements include 4 business owners, 13 business tenants, 2 non-profit organizations, no identified personal property displacements and 20 on-premise I.D. signs to be either moved to a new site or onto a portion of the remaining existing site. In addition, anticipated displacements within the EA/FONSI-EIS transition area, should it be necessary, include 89 residential owners and 4 residential tenants for a total of 93 residential displacements. Anticipated business displacements would include 1 business owner, 6 business tenants, 2 non-profit organizations, no personal property displacements and 10 on-premise I.D. signs.

The estimated right-of-way and relocation costs for the EA/FONSI and transition area for all phases of acquisition and relocation, are as follows:

Right-of-Way	
Support Cost	$2,520,000
Operations Costs	13,533,000
Land Costs	105,407,000
Acquisition Consultant	2,187,000
SUBTOTAL	**$123,647,000**
Relocations	
Replacement Housing	$5,233,500
Moving Costs	3,235,500
SUBTOTAL	**$8,469,000**
TOTAL	**$132,116,000** *

* Not consistent with EA/FONSI document dated August 16, 1993 due to minor revisions requested by the Department.

Replacement sites are available to accommodate the successful and timely relocation of the residential occupant within the respective areas of Hillsborough County (refer to Resource Overview section). This would not preclude the possibility that relocation could occur outside the respective Neighborhood Study Areas. However, the Neighborhood Study Areas must be considered as analytical tools, not as economic entities whose relative importance becomes exaggerated.

The resources available are adequate to accommodate all displacements. A brief explanation of the FDOT's Acquisition and Relocation Assistance Program is provided in Section X of this plan.

IV. ALTERNATIVES OVERVIEW

After careful consideration of relevant data collected through observations, interviews, and printed sources, one alignment within the project area has been identified. Some of the factors used in this decision were land use, population density, quality and type of housing construction, amount of vacant land, community cohesion, natural and man-made boundaries, zoning, and/or industrial development. Several minor divisions within these major areas were distinguished mostly by dominant residential structures, population density, and type of commercial development.

Although a few areas along the project corridor demonstrate the cohesiveness and definitive characteristics of a true neighborhood, the two Neighborhood Study Areas defined in this report offer an effective mechanism for assessing the overall community impact generated by this project. The analysis of each Neighborhood Study Area will provide a listing of each displaced business, its Standard Industrial Classification (SIC) Code Number, and Planning Segment designation. The SIC codes were developed by the U.S. Bureau of the Budget, Office of Statistical Standards to provide a uniform method of collecting and analyzing statistical data on the economic structure within this framework. Some SIC codes are listed below to assist in determining the nature of services provided by those businesses whose names are not self-explanatory:

251	Household Furniture
366	Communication Equipment
442	Public Warehousing
446	Services Incidental to Water Transportation
526	Retail Nursery
551	Motor Vehicle Dealers (New and Used)
554	Service Station
566	Shoe Stores
571	Furniture, Home Furnishing and Equipment Stores

573	Radio, Television, Consumer Electronics and Music Store
581	Eating and Drinking Places
594	Miscellaneous Shopping Goods Stores
651	Real Estate Lessor
701	Hotel, Motel and Tourist Court
721	Laundry, Cleaning, and Garment Services
801	Offices of Physicians
802	Offices of Dentists

Immediately following the discussions of the Neighborhood Study Areas are the Resources and Community Impacts sections. Following these sections are listings of numerous facilities found within the project area, i.e., churches, schools, cemeteries, health services, etc., and a brief summary of public transportation in the project area.

V. ALIGNMENT AND PLANNING SEGMENTS

One proposed design alignment was analyzed within this plan. However, several alignments and alternatives were studied during the Tier I, II and III analysis. The preferred alternative was shown at the April 30, 1991 alternatives public meeting and displayed with minor modifications at the public hearing on March 22, 1993.

Because the project is under three miles in length and involves only two census tracts, Neighborhood Study Area "A" represents the entire study area for the EA/FONSI portion of the study. (The EIS study area will be divided into several neighborhood study areas.)

The alignment is identified on this project relative to specific engineering and design specification criteria. The alignment is as follows: I-275 from the Howard Frankland Bridge eastward to just east of the interchange at Dale Mabry Highway and Memorial Highway (S.R. 60) from I-275 to just north of Cypress Street.

Proposed Alternative for the EA/FONSI Section of TIS

Residential Owners	97
Residential Tenants	50
Business Owners	4
Business Tenants	13
Non-Profit	2
Personal Property	0
On-Premise, I.D. Signs	20

Estimated Project Cost - EA/FONSI Section

Right-of-Way

Support Cost	$1,460,000
Operations Costs	9,077,000
Land Costs	85,141,000
Acquisition Consultant	1,233,000
SUBTOTAL	**$96,911,000**

Relocations

Replacement Housing	$2,961,000
Moving Costs	2,530,500
SUBTOTAL	**$5,491,500**
TOTAL	**$102,402,500**

As discussed in the Introduction, in the event that the EIS section of Phase II is delayed, it will be necessary to construct a transition section from east of the Dale Mabry Highway interchange back into the existing roadway. The transition section will require additional residential and business relocations from just east of the Dale Mabry Highway interchange to Armenia Avenue. These required relocations are addressed in the discussion of Neighborhood Study Area "B". The transition area has been included in this report to make it apparent that the relocation impact could extend beyond the EA/FONSI study area boundaries.

Proposed EA/FONSI-EIS Transition Section of TIS

Residential Owners	89
Residential Tenants	4
Business Owners	1
Business Tenants	6
Non-Profit	2
Personal Property	0
On-Premise, I.D. Signs	10

Estimated Project Cost - EA/FONSI-EIS Transition Section

Right-of-Way

Support Cost	$1,060,000
Operations Costs	4,453,000
Land Costs	20,266,000
Acquisition Consultant	954,000
SUBTOTAL	**$26,733,000**

Relocations

Replacement Housing	$2,272,500
Moving Costs	705,000
SUBTOTAL	**$2,977,500**
TOTAL	**$29,710,500**

VI. NEIGHBORHOOD STUDY AREA "A" - ENVIRONMENTAL ASSESSMENT

Neighborhood Study Area "A" is approximately 2.9 miles in length and includes the section of I-275 from the Howard Frankland Bridge eastward to just east of the interchange at Dale Mabry Highway and Memorial Highway (S.R. 60) from I-275 to just north of Cypress Street. Major cross streets in the area include: Westshore Boulevard, Cypress Street, Lois Avenue, and Dale Mabry Highway. Table 12 summarizes the demographics of Neighborhood Study Area "A".

Notable enterprises/landmarks in the area are Westshore Plaza and Jefferson High School. Neighborhood Study Area "A" exhibits major characteristics of a true neighborhood through its commercial orientation, dominance of single-family residences in established subdivisions, presence of service-related businesses, overall economic self-sufficiency and community facilities. The presence of numerous churches, civic groups, numerous local strip shopping centers as well as the major shopping area at the west end of the study area lend credence to this assessment of Neighborhood Study Area "A" as a true neighborhood.

Fronting I-275 along the length of this study area, single-family residences are the dominant land use. One large multi-family unit is adjacent to I-275 near the Westshore Boulevard interchange and may account for 45 multi-family units being displaced. Table 13 provides displacement information for Neighborhood Study Area "A". Exhibit 2, previously referenced, illustrates the location of census tracts by which the information in Table 13 is organized.

Numerous commercial operations are located in the study area, 19 of which will be affected by this alternative.

TABLE 12

NEIGHBORHOOD STUDY AREA "A" DEMOGRAPHICS

Population	Census Tract 46		Census Tract 47	
	Number	Percent	Number	Percent
White	897	25.93%	2,276	90.40%
Black	2,417	69.87%	156	6.19%
Other	145	4.20%	86	3.41%
Total Persons	3,459	100.00%	2,518	100.00%
Sex				
Male	1,922	55.56%	1,195	47.45%
Female	1,537	44.44%	1,323	52.55%
Median Age	32.5 years old		42.2 years old	
Age 62 or Older	470	13.58%	722	28.67%
Persons Per Household	2.43		1.98	
One Person Households	326		527	
Total Housing Units	1,124		1,346	
Total Occupied Housing Units	1,017		1,296	
Housing Status				
Owner Occupied	589	52.40%	736	54.68%
Mean Value	$52,700		$61,600	
Tenant Occupied	428	38.07%	560	41.60%
Median Rent	$446		$410	
Vacancy Rate	107	9.53%	50	3.72%

TABLE 13

DISPLACEMENTS IN NEIGHBORHOOD STUDY AREA "A"

Residential

Owner	97
Tenant	50
TOTAL	147

Businesses

Owner	4
Tenant	13
Non-Profit Organization	2
TOTAL	19

Other

Personal Property Only	--
On Premise I.D. Signs	20

		Business Name	SIC Code	Structure Type
1.		Pearless Pump	5084	C/B
2.		ADP (Automatic Data Processing)	7376	C/B
3.		Nevada Bob's Golf and Tennis	5941	C/B
4.		Raoul's Styling for Men and Women	7231	C/B
5.	*	Semco Printing	2752	Brick W/Metal Siding
6.	*	Jesto Transmissions	7537	Brick W/Metal Siding
7.	*	Saab Store	7538	Brick W/Metal Siding
8.		Tune Town Keyboards	5736	C/B
9.	o	Chisom's Unisex Barbering & Hair Styling	7231/7241	C/B
10.	o	Vacant		C/B
11.	o	Vacant		C/B
12.	o	Carver Sandwich Shop	5812	C/B
13.	o	Gil New and Used Plumbing	5251	C/B
14.		Silent Partner Software, Inc.	7372	C/B
15.		Automated Office Systems	7873	C/B
16.		Inhome - Day Care Center	8351	C/B
17.		Continental Water Systems	1711	C/B
18.		Mt. Glory Missionary Baptist Church	8661	C/B
19.		Iglesia Misionera Asamblea De Dios	8661	C/B

* Housed in Same Building with Separate Leases
o Housed in Same Building with Separate Leases

VII. NEIGHBORHOOD STUDY AREA "B" - EA TRANSITION AREA

Neighborhood Study Area "B" is the transition area that will be required in the event that the EA/FONSI section is constructed before the EIS section. Should this occur, the newly constructed EA/FONSI section would need to transition back into the existing geometry.

Neighborhood Study Area "B" is approximately 1.7 miles in length and includes the section of I-275 from just east of the Dale Mabry Highway interchange to Armenia Avenue. Major cross streets in the area include Himes Avenue, MacDill Avenue, Armenia Avenue, and Howard Avenue. Table 14 summarizes the demographics of Neighborhood Study Area "B".

Notable enterprises/landmarks in the area are Tampa Bay Center, Tampa Stadium, MacFarlane Park, Boys and Girls Club of Greater America, MacFarlane Elementary School and Dunbar School. Neighborhood Study Area "B" traverses several areas that could be identified as separate neighborhoods. Each community has its own churches and civic groups. Community shopping is located in several strip centers; however, the Tampa Bay Center located just north of the study area provides large scale shopping opportunities to the entire Neighborhood Study Area "B". One of the neighborhoods within this area is nationally designated as the West Tampa Historic District. The transitional area will not require the relocation of any dwelling units located within this historic district.

TABLE 14

NEIGHBORHOOD STUDY AREA "B" DEMOGRAPHICS

	Census Tract 044		Census Tract 045	
Population	Number	Percent	Number	Percent
White	296	12.51%	2,805	73.82%
Black	2,030	85.80%	653	17.18%
Other	40	1.69%	342	9.00%
TOTAL PERSONS	2,366	100.00%	3,800	100.00%
Sex				
Male	1,081	45.69%	1,789	47.08%
Female	1,285	54.31%	2,011	52.92%
Median Age	35.6 years old		43.7 years old	
Age 62 or Older	400	16.91%	1,088	28.63%
Persons Per Household	2.90		2.59	
One Person Households	177		386	
Total Housing Units	972		1,553	
Total Occupied Housing Units	817		1,466	
Housing Status				
Owner Occupied	440	55.36%	952	61.30%
Mean Value	$33,512		$44,257	
Tenant Occupied	377	38.79%	514	33.10%
Median Rent	$361		$313	
Vacancy Rate	155	15.95%	87	5.60%

TABLE 14

NEIGHBORHOOD STUDY AREA "B" DEMOGRAPHICS
(Continued)

Population	Census Tract 048 Number	Census Tract 048 Percent	Census Tract 049 Number	Census Tract 049 Percent
White	3,400	80.93%	1,354	42.88%
Black	544	12.95%	1,581	50.06%
Other	257	6.12%	223	7.06%
TOTAL PERSONS	4,201	100.00%	3,158	100.00%
(Persons of Spanish origin may be of any race)				
Sex				
Male	1,979	47.11%	1,555	49.24%
Female	2,222	52.89%	1,603	50.76%
Median Age	41.9 years old		33.5 years old	
Age 62 or Older	1,162	27.66%	628	19.89%
Persons Per Household	2.40		2.17	
One Person Households	457		565	
Total Housing Units	1,874		1,687	
Total Occupied Housing Units	1,748		1,453	
Housing Status				
Owner Occupied	1,250	66.70%	541	32.07%
Mean Value	$47,890		$37,841	
Tenant Occupied	498	26.57%	912	54.06%
Median Rent	$404		$369	
Vacancy Rate	126	6.72%	234	13.87%

Fronting I-275 along the length of this study area, single-family residences are the dominant land use. Scattered duplexes account for the four multi-family units being displaced. Table 15 provides displacement information for Neighborhood Study Area "B".

Numerous commercial operations are located in the study area, nine of which will be affected by this alternative.

TABLE 15

DISPLACEMENTS IN NEIGHBORHOOD STUDY AREA "B"

Residential

Owner	89
Tenant	4
TOTAL	93

Businesses

Owner	1
Tenant	6
Non-Profit Organization	2
TOTAL	9

Other

Personal Property Only	--
On Premise I.D. Signs	10

Business Name	SIC Code	Structure type
1. Drew Tile	5713	C/B
2. Industrial Tapes, Adhesives & Abrasives (ITA)	5085	C/B
3. Castle Floor Coverings	5713	Metal Siding
4. Central Hydraulic Service	7699	C/B
5. Moneyland Pawn	5932	C/B
6. Vacant (formerly Automan)		C/B
7. J.C. Carpet	1752	C/B
8. Tampa Bay Church of God	8661	C/B
9. Boys and Girls Club	8322	C/B

VIII. RESOURCE OVERVIEW

During the survey process, data was collected and analyzed to determine the resource needs of each potential displacement. An inventory of displacee needs was compiled to determine the type and quality of housing that would be necessary to accomplish successful relocation of all displacees. The market has been searched for the availability of sufficient resources to accomplish this purpose. At the current time, sufficient resources are available to accommodate all relocations due to this project.

1) There is an abundance of rental units for all the business tenants. Currently, approximately 20,000,000 square feet of leasable space is available in Hillsborough County. The Westshore area has over 9,000,000 square feet of the total available space (a complete list is provided in the Appendix). No new office space construction is underway in the Westshore area; however, the current 11 percent vacancy rate will provide ample locations for required relocations. For business owners, provisions have been made for the purchase of available units; vacant land for construction; and older residential units which can be purchased for less and apply for re-zoning, enabling the displacee to remain within this area and renovate the property thereby upgrading the neighborhood. According to the Tampa Zoning Department, this process takes at least 3 to 6 months. Displacees should be informed about this process before entering into such contracts.

2) Ample single-family dwellings are available for purchase by those displacees who would be able to or want to purchase a home. The MLS listed over 300 homes for sale in May 1991 for the southern area in which the proposed relocations would occur.

Homes which are for sale by owner along with homes listed outside the immediate area provide an abundance of dwellings for relocatees to purchase. There are also ample amounts of single-family and multi-family units to rent. As the housing market has become slow, more owners are renting and leasing their homes. Ample apartments and duplexes in which to relocate all the multi-family displacees are available. As of October 1990, Hillsborough County had 51,685 total units, 3,639 (7.04 percent) of which were vacant. More specific to the study area, the southern portion of Hillsborough County has 3,159 total units, 170 (5.38 percent) of which were vacant. After consulting rental management, this vacancy rate is typical of the resources available and is more than ample to fulfill the resources needed for the area. Consequently, no last resort housing is anticipated.

Last resort housing may be necessary for approximately 20 percent of the residential relocatees, primarily in the Carver City area, because of low income and low rental payments. Rent supplements and last resort replacement housing payments will be provided to ensure decent safe and sanitary housing for relocatees. Should last resort housing be constructed, the housing would be available before the displacees are required to vacate their dwellings. There are scattered residential lots available for new construction within the Tampa area. Lot sizes start at approximately 5,000 square feet and prices start at approximately $7,500. Condominium resources were not examined because no condominiums are being displaced; however, condominiums are plentiful in the Tampa Bay area.

The resources in this report are considered Equal Opportunity Housing no handicapped or disabled relocatees are anticipated. In the event of elderly displacees who currently live in multi-family residences which supply elevator service to 2nd and 3rd levels, a random survey of the study area apartment complexes indicated that sufficient ground level and handicap access is available.

"Plan B" of this Relocation Report will include the results of the door-to-door survey. At that time, an accurate assessment of resources required, specifically the number of rooms in each dwelling, will be available. Based upon the May 1991 Multiple Listing Service (MLS) list of adjacent single-family dwellings for sale, the Availability Survey compiled for the Apartment Association, and single-family rental information published in the local newspaper, the chart below outlines available resources:

Resource Availability	Effic.	1-BR	2-BR	3-BR	4-BR	5-BR
Single-family to purchase*	--	0	54	164	82	10
Multi-family to rent**	19	95	56	0	0	--
Single-family to rent***	--	1	25	37	6	--

Key:

* South Tampa - includes Real Estate sections 7, 9, 10 and 11
** South Tampa - boundary area defined by Tampa Bay, the Courtney Campbell Causeway and Columbus Drive, 34th Street, and Hillsborough Bay.
*** Based on rental information published in the Tampa Tribune dated October 27, 1991.

It is believed that all displaced businesses and non-profit organizations should be able to be relocated within the respective segment areas, if so desired.

IX. IMPACTS ON THE COMMUNITY

In assessing the impact of this proposed transportation project upon the immediate local community, it is noted that construction of this project should have minimal disruption of neighborhoods. Although 97 single-family and 50 multi-family units will be acquired in the EA/FONSI section, and potentially 89 single-family and 4 multi-family units in the EA/FONSI-EIS transition section, the dwellings are all adjacent to the existing interstate. Widening and improving the interstate will not divide or separate neighborhoods. Currently, the interstate acts as a boundary for neighborhoods in the area. Based upon the available information, all relocatees should be able to relocate within the area they currently reside.

The number of business displacements is few considering the available leasable square footage in the Westshore area, over 9 million square feet. No hospitals, nursing homes, or schools will be replaced.

Data was collected and analyzed representing the availability of resources for each type of land use replacement. A field inventory was completed to determine the type and quality of each unit. It has been determined through field surveys and market data that more than sufficient suitable replacement housing is available to accommodate anticipated residential displacements. Comparable replacement housing was located using newspapers, MLS, and realtors.

A local realtor provided MLS computer information for real estate areas 7, 10, and 11, encompassing the area between Tampa Bay and Dale Mabry Highway and Columbus Drive and Euclid Avenue. The information indicated over 100 available single-family dwelling units ranging from $53,000 to $230,000 on approximately 50-foot by 140-foot lots.

As more people move into the suburbs, housing availability will increase. The current trend indicated by the 1980 and 1990 Census shows more housing and fewer people living in the City of Tampa. With the depressed housing market, people may wait until the economic climate improves before putting their house on the market. Information indicates that the existing inventory is typical and may increase. In general, the replacement housing available is comparable, or superior, in terms of location, aesthetic appeal, environmental quality and property value. Seasonal in-migration will not be a factor. Field investigation revealed that minorities with low income will be a factor. As stated previously, last resort housing may be required for approximately 20 percent of the relocatees because of low income and low rental payments rather than a lack of available housing. Ample single-family dwellings exist for purchase or rental by those displacees. No handicapped or disabled displacees are anticipated.

Because of the nature of the project and the size of the overall project (both EA/FONSI and EIS sections), a Relocation Task Force has been created to assist in shaping goals and objectives for a smooth relocation phase of the project. Representatives from the School Board, Westshore Alliance, Tampa Housing Authority, Preservation Board, Tampa Habitat, the Florida Department of Transportation as well as the City of Tampa have met numerous times to define how best to handle a project of this size. This Task Force has provided an opportunity for early coordination with local government officials as well as local entities that may be able to contribute to a smoother relocation plan. Issues such as the following have been discussed: flexible zoning, policies on impact fees, coordinating city staff to assist state staff, etc. Further discussions will be necessary; however, many issues have surfaced and will continue to be addressed over time.

During one of the Relocation Task Force meetings, the representative from the City of Tampa outlined the willingness of the city to coordinate and cooperate with the project. The city has defined means by which the city can aid in reducing relocation costs for the relocatees. Coordination will continue and become more defined as the process continues.

Six hazardous material sites have been identified within the existing right-of-way. Location and risk rating, as well as other detailed information, is included in the Hazardous Materials Technical Memorandum for this project. Sites include the typical service stations/auto repair establishments which use underground gasoline and waste oil storage tanks as well as other miscellaneous services.

In summary, little negative community impact should result by implementing the proposed improvements discussed in the EA/FONSI for the Tampa Interstate Study. This is the case considering the small number of businesses impacted, the large amount of leasable space available, and the large number of both single-family and multi-family units available.

Resources are plentiful and, if desired, all of the displacees would be able to relocate within the project area. Positive effects will be created as traffic flows more smoothly and accessing adjacent property becomes easier. Reconstruction of the interstate will also improve overall motor safety.

X. ACQUISITION AND RELOCATION ASSISTANCE PROGRAM

In order to minimize the unavoidable effects of the right-of-way acquisition and displacement of people, the FDOT will carry out a Right-of-Way Acquisition and Relocation Assistance Program in accordance with Florida Statutes, Chapter 339.09 (5), the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646), and the established guidelines by which these programs are administered.

The FDOT provides advance notification of impending right-of-way acquisition. Before acquiring right-of-way, all properties are appraised on the basis of comparable sales and land use values in the area. Owners of property to be acquired will be offered and paid fair market value for their property rights.

At least one Relocation Agent is assigned to each highway project to carry out the Relocation Assistance and Payments Program. A Relocation Agent will contact each person to be relocated to determine individual needs and desires, and to provide information, answer questions, and give help in finding replacement property. Relocation services and payments are provided without regard to race, color, religion, sex, or national origin.

Financial assistance is available to the eligible owner-occupant to (a) make up the difference, if any, between the amount paid for the acquired dwelling and the cost of an available dwelling on the private market, (b) provide reimbursement of expenses such as legal fees and other closing costs incurred by buying a replacement dwelling or selling the acquired property to the FDOT, and (c) make payment for an increased interest cost resulting from having to get another mortgage at a higher interest rate. Replacement housing payments are limited to $22,500.00.

A displaced tenant may be eligible to receive a supplement, not to exceed $5,250.00, to rent a replacement dwelling or room, or to use as a down payment (including closing costs) on the purchase of a replacement dwelling.

An individual, family, business, farm operation, or non-profit organization is entitled to payment for actual, reasonable and necessary moving expenses for a distance of not more than 50 miles, in most cases, provided that the eligibility requirements are met for an initial or subsequent occupant and the property is subsequently acquired by the FDOT.

No persons lawfully occupying real property will be required to move without at least 90 days written notice of the intended vacation date, and no occupant of a residential property will be required to move until decent, safe, and sanitary replacement housing is "made available." "Made available" means that the affected person has either by himself obtained and had the right of possession of replacement housing, or that the FDOT has offered the locatee decent, safe, and sanitary housing which is within his financial means and available for immediate occupancy.

The "Real Estate Acquisition Process" is a brochure which describes in detail the Right-of-Way Acquisition Program. The Relocation Assistance and Payments Program is outlined in the "Your Relocation" brochure. These booklets are distributed at all public hearings and are made available upon request to any interested persons.

RESOURCES

* Availability Survey, Bay Area Apartment Association, Third Quarter, 1990.

* Florida Department of Labor and Employment Security, Bureau of Labor Market Information, 1990.

* Hillsborough County City - County Planning Commission, 1988 and 1989.

* Population Studies, Bulletin Number 85-86, Bureau of Economic and Business Research, University of Florida, 1988.

* Standard Industrial Classification Manual, Executive office of the President Office of Management and Budget, 1987.

* "Permits," Hillsborough County City-County Planning Commission, 1990.

* Sales and Marketing Management, Survey of Buying Power, August 1990.

* U.S. Department of Commerce, Bureau of Census, 1980 Census.

* U.S. Department of Commerce, 1985 General Population and Housing Statistics Test Census.

* County Companions, 1980: Edited ES202 Reports.

* Labor Trends of the Tampa Bay Region, Tampa Bay Regional Council.

* Florida Department of Labor & Employment Security, Bureau of Labor Market Information, June 1989.

* Florida Statistical Abstract, 1990.

* MLS Realtors Listing, Tam Bay Realty, May, 1991.

* U.S. Department of Commerce, Bureau of the Census, General Population Characteristics, 1990 Census of Population and Housing, Florida, June 1992.

* U.S. Department of Commerce, Bureau of Census, 1990 Census.

* Sales and Marketing Management, 1992 Survey of Buying Power, August 1992, Metro and County Totals, Florida, Effective Buying Income.

* Florida Department of Labor and Employment Security, Bureau of Labor Market Information, ES-202 Program, Telephone (904)488-1048, Hillsborough County Statistics.

APPENDIX

LEASABLE SPACE AVAILABLE IN THE WESTSHORE AREA

WESTSHORE

Bordered by Kennedy Boulevard to the south; Himes Avenue to the east; Hillsborough Avenue to the north; Eisenhower and Courtney Campbell to the west.

	NAME/ LOCATION	LEASING CO./ AGENT	PHONE/ YR. OPEN	T. S.F. VACANT	LG. CONTIG. 3-M ABSORP.	RENT RANGE TYPE OF LEASE
E3	Airport Exec. Center	Ryon & Associates	876-2455	293,000	20,000	$14.50
	2203 N. Lois Ave.	Danielle Kiely	1985	41,302	0	FS
E3	Armour Insurance Bldg.	Armour Real Estate	874-7777	48,000	2,000	$13
	3725 W. Grace St.	Rose Marie Davis	1975	2,000	0	FS
E3	Austin Center East	Austin Cos.	289-3886	313,602	10,000	$10.75
	1111-1411 N. Westshore	John Drinkard	1967-73	42,175	13,440	FS
E3	Austin Center South	The Hogan Group	221-7700	168,960	16,000	$17-$20
	600 N. Westshore Blvd.	Cheryl McDonnell	1989	23,525	15,066	FS
E3	Austin Center West	Austin Cos.	289-3886	280,333	5,347	$15-$16
	1408 N. Westshore Blvd.	John Drinkard	1981	12,094	0	FS
E3	Austin Laurel	VRS	876-2455	29,000	3,500	$12-$13
	4905 Laurel St.	NR	1989	4,350	0	FS
E3	Barnett Bank Bldg.	Barnett Bank	229-8842	47,674	2,000	$12.50
	4600 W. Cypress St.	Tim Martin	1977	3,824	0	FS
E3	Bayport Plaza	Wilson Co.	281-8888	259,000	25,000	$18-$22
	6200 Courtney Campbell	Barry Hamerfeld	1985	43,000	0	FS
E3	Beaumont Business VI, VII	Beaumont Propert.	887-5959	46,355	3,000	$7.50-$10
	5411 Beaumont Center	Cheri Herring	1983/86	5,297	932	TN/G
E3	Centrepointe	USAA Realty Co.	289-8788	162,598	9,749	$13-$15
	5100 W. Lemon St.	John Kimbrough	1985	15,213	0	FS
E3	Concourse Center	The Reider Cos.	(301) 469-3880	300,000	26,000	$12.50-$14
	3501 Frontage Rd.	Jeff Reider	1982	43,791	NR	FS
E3	Corporate Oaks	USAA Realty Co.	289-8788	122,570	8,520	$14-$16
	5405 W. Cypress St.	John Kimbrough	1983	8,520	10,250	FS
E3	Cypress Buildings	Davis Baldwin	287-1936	25,000	2,000	$10-$12
	5521 & 5523 W. Cypress St.	Sally L. Baldwin	1980/85	6,000	1,000	FS
E3	Cypress Center I	Southern Investment	282-0577	152,788	0	$14-$17
	5405 W. Cypress Center Dr.	Wade Pickers	1982	0	0	FS
E3	Cypress Center III	Paragon Group	286-7700	82,841	0	$13
	5405 W. Cypress Center Dr.	Roxanne Kemph	1983	0	0	FS
E3	Cypress Commons	VRS Realty Services	281-0601	115,071	10,500	NEG.
	5300 W. Cypress St.	Dale Ray	1985	19,925	9,291	FS
E3	Cypress West	The Hogan Group	286-8008	64,977	2,797	$13.50
	5301 W. Cypress St.	Claire Caylor	1984	7,396	1,742	FS
E3	Executive Square	Florida Real Estate Adv.	289-6159	121,505	10,000	$10-$12
	406 Reo St.	Lisa Jackson	1970/77	28,147	24,453	FS
E3	550 N. Reo	Newport Partners	223-9666	76,000	0	$12-$15
	550 N. Reo St.	John Carter	1985	0	1,600	FS
E3	Florida Federal	Wilder Mgmt. Assoc.	286-0790	28,000	NR	$12
	220 N. Westshore Blvd.	Pam Zoellner	1974	NA	NR	FS
E3	4200 Cypress	Normandale Properties	876-1515	215,000	60,000	$18-$19
	4200 Cypress St.	Pat McGuire	1989	100,000	0	FS
E3	4300 Cypress	Normandale Properties	876-1515	168,500	NR	$17-$19
	4300 Cypress St.	Pat McGuire	1987	31,000	-6,000	FS
E3	Fountain Square	Wilson Co.	281-8888	367,000	0	$18.50-$20
	Eisenhower & Memorial	Barry Hamerfeld	1988	0	0	FS
E3	4401 W. Kennedy	Anthony & Assoc.	933-8100	27,071	1,866	$13-$15
	4401 W. Kennedy Blvd.	Andrew Arena	1986	5,500	-942	FS
E3	4427 W. Kennedy	Anthony & Assoc.	933-8100	29,595	1,891	$13-$15
	4427 W. Kennedy Blvd.	Andrew Arena	1988	0	1,891	FS
E3	Hilldale Building	The Krauss Organ.	885-5656	40,400	16,400	$4.50-$6
	5205 & 5215 N. Lois	Philip Price	1960	24,900	0	TN
E3	Island Center	Oxford Properties Fla.	281-1110	246,340	6,994	$18-$22
	2701 Rocky Point Dr.	Gregory Morgan	1986	9,944	2,019	FS
E3	Independence Centre	Burt Co.	253-0545	23,617	23,617	$11.50-$13.50
	5225 Memorial Highway	Hoffstetter/Cockrell	NA	23,617	0	FS
E3	Kennedy Center	The Hogan Group	286-8008	93,165	1,400	$14.50
	5100 W. Kennedy Blvd.	Jan Chaffee	1978	6,242	203	FS
E3	Kennedy Square	Galbreath Co.	286-1799	86,939	62,815	$13
	4950 W. Kennedy Blvd.	Kevin Kellogg	1975	62,815	-4,666	FS
E3	Kennedy West Bldg.	Ryon & Assoc.	876-2455	30,467	1,500	$8.50-$11
	4601 W. Kennedy Blvd.	Ron Trowbridge	1972/74	10,400	NR	FS

LEASABLE SPACE AVAILABLE IN THE WESTSHORE AREA
(Continued)

E3	Koger Center Tampa	Koger Management	286-7921	432,050	36,000	$12.50-$14.50
	5415 Mariner St.	Jim Crews	1973	53,000	13,530	FS
E3	Laurel Center	Spectrum	791-0700	42,000	8,000	$10-$11
	5005 W. Laurel St.	David Repka	1984	8,000	0	FS
E3	Lincoln Center	Normandale Properts.	287-1430	216,226	22,000	$14-$16
	5401 W. Kennedy Blvd.	Chris Butler	1973/84	50,000	0	FS
E3	One Memorial Center I	CLW Realty Asset	884-7692	120,000	3,110	$15.75
	4919 Memorial Hwy.	Pat Cowart	1983	6,000	0	FS
E3	One Memorial Center II	CLW Realty Asset	884-7692	65,000	5,339	$15.75
	4921 Memorial Hwy.	Pat Cowart	1986	12,000	0	FS
E3	One Metrocenter	Paragon Group	286-3010	240,325	14,765	$18.50-$21.50
	4010 Boy Scout Blvd.	Ann Adams	1988	29,979	2,021	FS
E3	Orion Center	Orion Properties	281-0028	66,500	4,000	$16-$17
	3001 N. Rocky Point Rd.	Art DeCosta	1987	4,000	0	FS
E3	Pan Am Circle	EGF Realty	221-7368	27,812	4,600	$9
	2001 Pan Am Circle	George Post	1972	8,900	0	FS
E3	Paragon Center	Paragon Group	286-3010	166,545	6,058	$16-$18
	5201 W. Kennedy Blvd.	Anne Adams	1980	13,362	-1,766	FS
E3	Pepper Mound Prof.	VRS Realty	281-0601	26,000	NR	$9
	6105 Memorial Hwy.	Dale Petersen	1987	11,352	NR	FS
E3	Plaza at Fountain Square	Wilson Co.	281-8888	133,500	0	$18.50-20
	4925 Independence Pkwy.	Barry Hanerfeld	1989	0	0	G
E3	The Pointe	The Hogan Group	281-0190	243,409	25,000	$16-$21
	2502 Rocky Point Dr.	Chris Mahoney	1982	9,503	0	FS
E3	President's Plaza I	Grubb & Ellis	223-6464	94,000	7,100	$14
	4902 Eisenhower Blvd.	R. Bierkan/V. Jopock	1985	12,284	0	FS
E3	President's Plaza II	The Wilson Co.	622-8000	93,882	8,600	$14
	4904 Eisenhower Blvd.	Barry Hanerfeld	1986	11,789	2,383	FS
E3	Rocky Point Center	CLW	223-9300	182,464	5,000	$21
	3030 N. Rocky Point Dr.	Ward Viator	1984	12,000	2,000	FS
E3	Sunforest Executive Park	Newport Partners	223-9666	174,000	6,067	$13-$14
	5110-5130 Eisenhower Blvd.	J. Carter/ D. Matthes	1985-86	19,934	26,453	FS
E3	Sunstate Center	The Krauss Org.	894-6500	75,360	13,000	$4.50-$8.50
	4893-4899 W. Waters Ave.	J. Marshy/G. Andretta	1985	29,400	-14,400	IG
E3	Tampa Airport Marriott	Marriott Corp.	879-5151	65,000	2,800	$12-$15
	Tampa International Airport	Charlie Bell	1973	5,775	-2,800	FS
E3	Tampa Bay Marina	CLW Realty	223-9300	53,000	13,750	$12-$16
	205 S. Hoover St.	Ward Viator	1975	21,000	6,000	FS
E3	Tampa Commons	The Galbreath Co.	872-6005	248,354	2,540	$16-$18
	1 N. Dale Mabry Hwy.	Tom Feaster	1985	5,406	16,823	G
E3	1300 Westshore	Property Pro	835-7747	36,626	3,158	$11
	1300 N. Westshore Blvd.	David Rayburn	1974	2,008	7,590	FS
E3	Tower Place	Towermarc Corp.	287-8855	181,500	1,488	$18-$22
	1511 N. Westshore Blvd.	Steve Garrity	1988	9,908	-2,485	FS
E3	Transworld Center	J.M. Keller Real Estate	876-6300	45,474	6,000	$10.50
	4100 W. Kennedy Blvd.	Leanne Hamilton	1974	19,317	-835	FS
E3	2007 Pan Am Circle	Peison	229-8545	31,420	422	$13
	2007 Pan Am Circle	Bob Alter	1974	422	0	NA
E3	Urban Centre One	Lincoln Property	286-4001	264,500	12,000	$15-$16
	4830 W. Kennedy Blvd.	Ron Berglund	1984	39,559	0	FS
E3	Urban Centre Two	Lincoln Property	286-4001	268,085	2,038	$15-$16
	4890 W. Kennedy Blvd.	Ron Berglund	1988	3,632	1,478	FS
E3	Waterford Plaza	Oxford Properties	281-1110	235,070	2,310	$19-$23
	7650 W. Courtney Campbell	Gregory Morgan	1987	4,106	1,943	FS
E3	Westshore Center	Paragon Group	286-7700	215,823	10,000	$16-$19.50
	1715 N. Westshore Blvd.	Roxanne Kemph	1984	25,000	0	FS
E3	Westshore 500	The Hogan Group	286-8144	127,872	7,136	$15.50
	500 N. Westshore Blvd.	Claire Caylor	1984/89 ren	11,687	-399	FS
E3	Westshore Office Center	Bay Living	837-6477	37,544	2,800	$7.50
	4909 S. Westshore Blvd.	Ed Thornburg	1982	6,498	-3,610	N
E3	Westshore Place	Normandale Properties	873-3675	194,000	15,000	$16.50-$18
	4350 W. Cypress St.	Pat McGuire	1984	43,500	-12,500	FS
E3	Westwood Center	Newport Partners	223-6300	126,998	4,200	$13-$15
	2002 N. Lois Ave.	John Carter	1984	10,405	-4,405	FS
E3	Zurn Building	Cushmen & Wakefield	223-6300	76,076	4,755	$14-$16
	405 N. Reo St.	John Fish	1982	18,388	-3,388	FS

ADVISORY HEALTH AND SOCIAL SERVICE ORGANIZATIONS

Name	Address	Telephone
Alcoholics Anonymous	4601 W. Kennedy Blvd.	286-4233
Anti Defamation League of B'nai B'rith	5002 Lemon Street	289-5574
Catholic Social Services	730 Sterling Ave. S.	870-6220
Cystic Fibrosis Foundation	1221 Westshore Blvd. N.	286-0266
Deaf Service Center Inc.	5010 Kennedy Blvd. W.	289-6016
Head Start	2103 N. Rome Ave.	272-5140
Hospice of Hillsborough, Inc.	3010 Azeele W.	877-2200
Jewish Community Center of Tampa	2808 Horatio	872-4451
Leukemia Society of America	3725 Grace W.	870-1099
Mental Health Association of Hillsborough County	3815 Henderson Blvd.	289-6937
Project Ayuda/ANPPM	730 Sterling Ave. S.	870-3172
Sunshine Thrift Stores, Inc.	4304 Dale Mabry Hwy. S.	831-4377
Tampa Jaycees	5010 Kennedy Blvd. W.	289-6911
Women's Center	1302 S. Dale Mabry Hwy.	251-0505
YMCA Childcare Research Referral	4320 El Prado Ave.	831-5515
Youth Enhancement Service	2716 Swann Avenue	876-2290
Aging Services	700 E. Twiggs Street	272-6630
Bay Area Legal Services	700 E. Twiggs Street	272-5600
Building Department	800 E. Twiggs Street	272-5600
Civil Service (County Employment)	818 E. Zack Street	272-5621
Consumer Affairs	412 Madison Street	272-6750
Health Department	1105 E. Kennedy Boulevard	272-5870
Planning Commission	201 E. Kennedy Boulevard	272-6100
Property Appraiser	Hillsborough Co. Courthouse	272-6100
School Board	901 E. Kennedy Boulevard	272-4000
Social Security Administration	700 E. Twiggs Street	223-4911
Solid Waste	925 E. Twiggs Street	272-6655
Veterans Affairs	412 Madison Street	272-5700
Water and Wastewater Utilities	925 E. Twiggs Street	272-6664

PUBLIC TRANSPORTATION

EXPRESS SERVICE - $1.50 ONE WAY
LOCAL SERVICE - $.85 ONE WAY

HARTline provides express and local bus service throughout Hillsborough County. For convenient bus stops and Park'N'Ride locations in your area, call 254-HART.

SENIOR CITIZENS AND HANDICAPPED
DISCOUNT FARE - $.40 ONE WAY (local)
EXPRESS SERVICE - $.75 ONE WAY

Good during all hours: weekdays, weekends, and holidays. A medicare card or **HARTline** discount I.D. is required to get this rate. **Express fares** are $.75 one way. Senior citizen patrons must be 65 years of age and older to receive this discounted fare. For handicap eligibility requirements, contact **HARTline**.

STUDENT FARES - $.40 ONE WAY (local)

Students under 18 years must show a **HART I.D.** to get this rate, which is good all hours excluding Saturday, Sunday, and holidays. This card is available through school offices. **Express fares** are $.75 one way and all **transfers** are free.

A Sunday schedule will be used for Thanksgiving Day, Christmas Day, New Years Day, Memorial Day, Independence Day, and Labor Day. The day after Thanksgiving will have a Saturday schedule.

For no additional cost, your bus operator will issue a transfer to continue on another route at designated transfer points.

HARTSaver provides express and local service discounts. Two passes are available. A monthly flash pass can be purchased at the beginning of the month and used throughout the month for an unlimited number of rides with no extra cost for transfers. The second pass available is the 20 punch pass which remains valid until the twenty punches have been used. Transfers have to be purchased for an additional $.10 per transfer. Either pass is available for purchase at local Jordan Marsh, Maas Brothers and Eckerd Drug stores as well as the Barnett Plaza on Kennedy, Tampa Theatre in downtown Tampa and the main office of **HARTline**.

The monthly flash pass can be purchased for $27 for local line service. The 20 punch pass can be purchased for $15 for local line service.

APPENDIX H

CONTAMINATION SCREENING EVALUATION SITE DESCRIPTIONS

APPENDIX H

CONTAMINATION SCREENING EVALUATION SITE DESCRIPTIONS

In May 1996, a Level I contamination screening evaluation was conducted in order to identify any known or potential hazardous material contamination sites along the TIS project corridor. A discussion of the survey methodology and a listing of sites are contained in Section 3.5.3 of the TIS EIS. As a result of the screening, 213 potential sites were identified.

Using the information collected during the screening, each identified site was individually evaluated according to the Project Development and Environment (PD&E) Contamination Risk Evaluation Guideline, Revision 2, developed by FDOT District VII. Utilizing the FDOT risk evaluation rating system, each investigated site was assigned a rating of "No," "Low," "Medium," or "High" based upon the information collected during this contamination screening. The risk ratings assigned to each site are listed on Table 3.15 in Section 3.5.3 of the TIS EIS and indicate the potential for involvement with contamination which could impact the Preferred Alternative. Based on the information available for each of the 213 sites, risk rankings were applied. One site was ranked "No" for no potential impact to the project. A ranking of "Low" was assigned to 88 sites because they are not expected to impact the project. A ranking of "Medium" was assigned to 84 sites because the screening data indicates some potential for impacting the project and a ranking of "High" was assigned to 40 sites. Each of the Medium and High ranked sites are discussed individually in the paragraphs that follow.

Level II investigations are recommended at those sites ranked Medium or High where soil and/or groundwater contamination, should it exist, could potentially impact the TIS project. At a minimum, Level II investigations should be conducted at those sites with direct project involvement. Direct project involvement means that all, or a portion of the site is located within the existing right-of-way or will be acquired for project right-of-way. The level of project involvement for each site is indicated on Table 3.15, previously referenced.

Level II investigations should include, but not be limited to, (1) an updated review of Florida Department of Environmental Protection (FDEP) and Hillsborough County Environmental Protection Commission (EPC) files, and (2) the select sampling and analysis of each site's soil and groundwater to help determine the absence or presence of environmental contamination.

Site No. 3 (Former Chevron #48101 - 5350 West Kennedy Boulevard) - This existing vacant lot is located on the southeast corner of Kennedy and Hoover Boulevards and was a former filling station. It is registered with FDEP as having petroleum contamination. A contamination assessment was conducted and remedial action in the form of groundwater treatment has been initiated. The site is listed as eligible for reimbursement under ATRP. This property is directly adjacent to land involved in right-of-way acquisition. Risk rating is "Medium." It is recommended that an in-depth regulatory file review be conducted for this facility to determine if subsurface testing is necessary.

Site No. 4 (International Technology Services - 402 North Hoover Street) - This site is located adjacent to the north side of I-275. It was an office building. It was registered with FDEP as having two UST's but they were removed in 1989. No closure report was generated for these tanks. Later in 1989, a third tank, associated with NCR (see Site No. 5), was removed from the site. Partial right-of-way acquisition is planned for this property. Risk rating is "Medium." Subsurface soil and groundwater testing is recommended to determine potential hydrocarbon contamination impacts.

Site No. 5 (NCR - 402 North Hoover Street) - This site is an office building located adjacent on the north side of I-275. It was registered with FDEP as having one UST which was removed in 1989. No closure report was generated for the tank removal activities. Earlier in 1989, two other tanks, associated with International Technology Services (see Site No. 4), were removed from the site. Partial right-of-way acquisition is planned for this property. Risk rating is "Medium." Subsurface soil and groundwater testing is recommended to determine potential hydrocarbon and lead contamination impacts.

Site No. 6 (Amoco 628 - 5109 West Kennedy Boulevard) - This facility is an existing service station located on the northeast corner of Kennedy Boulevard and Sherrill Street and is registered with FDEP as having petroleum contamination. It is unknown whether a contamination assessment has been conducted. This property is directly adjacent to land involved in right-of-way acquisition. Risk rating is "Medium." It is recommended that an in-depth regulatory file review be conducted for this facility to determine whether subsurface testing is necessary.

Site No. 10 (Colony Shops of Florida - 3415 East Frontage Road) - This facility is an office building and warehouse located on the corner of the I-275 East Frontage Road and Laurel Street. It is registered with FDEP as having petroleum contamination associated with a fleet fueling area. A contamination assessment was conducted and remedial action in the form of groundwater treatment has been initiated. The site is listed as eligible for reimbursement under ATRP. Partial right-of-way acquisition is planned for this property. Risk rating is "Medium." Subsurface soil and groundwater testing is recommended to determine potential hydrocarbon condemnation impacts.

Site No. 11 (Vacant Lot - Northeast Corner of Frontage Road and Lemon Street) - This vacant lot was formerly occupied by a filling station. FDEP has no records on the UST's at this site and it is not known whether they have been removed or if soil/groundwater contamination has occurred. This property is directly adjacent to land involved in right-of-way acquisition. Risk rating is "Medium." Subsurface soil and groundwater testing is recommended to determine potential hydrocarbon and lead contamination impacts.

Site No. 12 (Bay Center Corporation - 5100 West Cypress Street) - This facility is an existing warehouse located on the southwest corner of Cypress and Sherrill Streets. It is registered with the state as a small quantity generator of hazardous waste. Partial right-of-way acquisition is planned for this property. Risk rating is "Medium." It is recommended that an in-depth regulatory file review be conducted for this site to determine if subsurface soil and groundwater testing is necessary.

Site No. 16 (Carson Plumbing - 5145 West Cypress Street) - This facility is an existing office and warehouse located on the northeast corner and Sherrill Streets. It is registered with FDEP as formerly having UST's associated with fleet fueling. The tanks were removed in 1988 and contamination was reported. No closure or contamination assessment report was completed for this site. The facility is listed as eligible for reimbursement under the state's EDI Program. This property is directly adjacent to land involved in right-of-way acquisition. Risk rating is "Medium." It is recommended that subsurface soil and groundwater testing be conducted for this site.

Site No. 17 (Safeway Steel Products (Pearless Pumps) - 505 North Sherrill Street) - This facility is an existing scaffolding rental business located adjacent to I-275. Formerly the property was occupied by Pearless Pumps and generated waste oil and used cleaning solvents, which were stored in 55-gallon drums and disposed of by a private contractor. The site was not registered with FDEP as a hazardous waste generator. Partial right-of-way acquisition is planned for this property. Risk rating is "Medium." It is recommended that subsurface soil and groundwater testing be conducted for this site.

Site No. 18 (Dollar Rent-A-Car - 5012 West Lemon Street) - This facility is an existing rent-a-car company located between Sherrill and Ward Streets. It is registered with FDEP as formerly having UST'S associated with the old fleet service area. The tanks were removed in 1990 and contamination was reported. No closure or contamination assessment report was completed for this site. Partial right-of-way acquisition is planned for this property. Risk rating is "Medium." It is recommended that subsurface soil and groundwater testing be conducted for this site.

Site No. 19 (Automatic Data Processing - 4900 West Lemon Street) - This facility is an existing office building with shipping and receiving capabilities located on the southeast corner of Lemond and Ward Streets. It is registered with FDEP as formerly having UST'S associated with fleet fueling. The tanks were removed in 1993 and contamination was reported. A closure assessment was completed for this site but no details were available. Complete right-of-way acquisition is planned for this property. Risk rating is "High." It is recommended that an in-depth regulatory file review and subsurface soil and groundwater testing be conducted for this site.

Site No. 21 (Embassy Hotel - 555 North Westshore Boulevard) - This facility is an existing hotel located on the southeast corner of Westshore Boulevard And the I-275 interchange. It is registered with FDEP as having an AST associated with a back-up generator. A UST was removed from the site in 1993 and contamination was reported. This property is directly adjacent to land involved in a right-of-way acquisition. It is recommended that an in-depth regulatory file review be conducted for this site, at which time a determination can be made whether subsurface testing is necessary.

Site No. 22 (Shell-Shed Service - 1002 North Westshore Boulevard) - This facility is an existing service station located on the northwest corner of Westshore Boulevard And Cypress Street. It is registered with FDEP as having petroleum contamination. It is unknown whether a contamination assessment has been conducted. This property is directly adjacent to land involved in right-of-way acquisition. Risk rating is "Medium." It is recommended that subsurface soil and groundwater testing be conducted for this site.

Site No. 24 (Vacant Lot (Former Chevron #48084) - 701 North Westshore Boulevard) - This vacant lot is located on the northeast corner of Westshore Boulevard And the I-275 interchange and was formerly occupied by the Chevron #48084 filling station. The facility is registered with FDEP as having UST'S which were removed in 1992. Contamination was reported and a contamination assessment was conducted which resulted in a "No Further Action" designation. The site is listed as eligible for reimbursement under the state's EDI Program. Partial right-of-way acquisition is planned for this property. Risk rating is "Medium." It is recommended that an in-depth regulatory review be conducted for this site, at which time a determination can be made whether subsurface testing is necessary.

Site No. 26 (Barnett Bank Building - 11600 West Cypress Street) - This facility is an existing bank located just east of Westshore Boulevard and adjacent to I-275. It is registered with FDEP as having a UST associated with a back-up generator. No contamination has been reported for this site. Partial right-of-way acquisition is planned for this property. Risk rating is "Medium." It is recommended that subsurface soil and groundwater testing be conducted for this site.

Site No. 30 (Nevada Bobs Golf and Tennis - 601 North Lois Avenue) - The facility is an existing sporting goods store located on the southwest corner of Lois Avenue and Lemon Street. Formerly, the property was occupied by Carlos Texaco, registered with FDEP as a filling station. No regulatory information was available for this site. Complete right-of-way acquisition is planned for this property. Risk rating is "Medium." rating is "High." It is recommended that subsurface soil and groundwater testing be conducted for this site.

Site No. 32 (Radiant Food Store (Gas Kwik #256) - 4136 West Cypress Street) - This facility is an existing filling station located on the southeast corner of Cypress Street and Lois Avenue. It is registered with FDEP as having petroleum contamination. No information regarding a contamination assessment or remedial action has been found. The site is listed as eligible for reimbursement under the state's EDI Program. Partial right-of-way acquisition is planned for this property. Risk rating is "High." It is recommended that subsurface soil and groundwater testing be conducted for this parcel.

Site No. 33 (Semco Printing - 4106 West Cypress Street) - This facility is an existing paint shop located between Lois and Clark Avenues. It is not registered with FDEP as a hazardous waste generator; however, print shops typically generate waste inks and petroleum-based solvents. Complete right-of-way acquisition is planned for this property. Risk rating is "Medium." It is recommended that subsurface soil and groundwater testing be conducted for this site.

Site No. 34 (Jesto Transmission - 4102 West Cypress Street) - This site is an existing auto service facility located between Lois Avenue and Clark Avenue and adjacent to I-275. It is not registered with FDEP as a hazardous waste generator. However, auto service facilities usually generate waste oil, degreasing solvent, and used batteries. Complete right-of-way acquisition is planned for this property. Risk rating is "Medium." It is recommended that subsurface soil and groundwater testing be conducted for the site.

Site No. 38 (Exxon #4452 - 1930 North Dale Mabry Highway) - This facility is an existing filling station located on the southwest corner of North Dale Mabry Highway and Spruce Street. It is registered with FDEP as having petroleum contamination. A contamination assessment followed by remedial action consisting of groundwater treatment has been conducted on-site. The facility is listed as eligible for reimbursement through the state's EDI Program. This property is directly adjacent to land involved in right-of-way acquisition. Risk rating is "Medium." It is recommended that an in-depth regulatory review and subsurface soil and groundwater testing be conducted for this site.

Site No. 41 (Rio Bravo Parking Lot (Exxon #7484) - 1004 North Dale Mabry Highway) - This restaurant parking lot is located on the northwest corner of North Dale Mabry Highway and Cypress Street and was formerly occupied by the Exxon #7484 filling station. The facility is registered with FDEP as having UST'S which were removed in 1988. Contamination was reported and a contamination assessment followed by remedial action in the form of groundwater treatment was conducted. The site is listed as eligible for reimbursement under the state's EDI Program. This site is directly adjacent to land involved in right-of-way acquisition. Risk rating is "Medium." It is recommended that an in-depth regulatory review and subsurface soil and groundwater contamination be conducted for this site.

Site No. 43 (Exxon #4-9113 (Gas Kwik) - 911 North Dale Mabry Highway) - This facility is an existing filling station located on the southeast corner of North Dale Mabry Highway and Cypress Street. It is registered with FDEP as having petroleum contamination. A contamination assessment and remedial action has been conducted, resulting in an "monitoring only" plan. The site is listed as eligible for reimbursement under the state's EDI Program. This property is directly adjacent to land involved in right-of-way acquisition. Risk rating is "Medium." It is recommended that an in-depth regulatory review be conducted for this site at which time a determination can be made whether subsurface testing is necessary.

Site No. 44 (Shell Station - 1001 North Dale Mabry Highway) - This facility is an existing filling station located on the northeast corner of North Dale Mabry Highway and Cypress Street. It is registered with FDEP as having petroleum contamination. No information regarding a contamination assessment was found. The site is listed as eligible for reimbursement under PLIRP. This property is directly adjacent to land involved in right-of-way acquisition. Risk rating is "Medium." It is recommended that an in-depth regulatory review be conducted at which time a determination can be made whether subsurface testing is necessary.

Site No. 45 (Mobile #02-CNH (Gulf Station) - 1101 North Dale Mabry Highway) - This facility is an existing service station located on the northeast corner of North Dale Mabry Highway and Grace Street. It is registered with FDEP as having petroleum contamination and as a small quantity hazardous waste generator. A contamination assessment has been conducted for this site and determined that remediation is necessary. The site is listed as eligible for reimbursement under the state's EDI Program. This property is directly adjacent to land involved in right-of-way acquisition. Risk rating is "Medium." It is recommended that an in-depth regulatory review be conducted at which time a determination can be made whether subsurface testing is necessary.

Site No. 46 (TECO Substation - 3500 Block of LaSalle Street) - The facility is an existing electric substation located on the northwest corner of LaSalle Street and Himes Avenue. FDEP has no records of environmental contamination at this site; however, PCB contamination can be associated with substations because PCB's were once used in transformers. Partial right-of-way acquisition is planned for this property. Risk rating is "Medium." It is recommended that subsurface soil and groundwater testing be conducted for this site.

Site No. 47 (Drew Tile Supply Company - 1401 North Himes Avenue) - This facility is an existing tile showroom and warehouse located on Himes Avenue adjacent to and south of I-275. It is registered with FDEP as formerly having a UST associated with fleet fueling. The tank was removed in 1989, contamination was reported and remediation is necessary. The site is listed as eligible for reimbursement under ATRP. Complete right-of-way acquisition is planned for this property. Risk rating is "Medium." rating is "High." It is recommended that subsurface soil and groundwater testing be conducted for this site.

Site No. 49 (Salemi's Body Shop - 1602 North Armenia Avenue) - The facility is an existing auto body shop and former filling station located on the northwest corner of North Armenia Avenue and Green Street. It is registered with FDEP as a small quantity hazardous waste generator and as formerly having UST'S. The tanks were removed in 1989 and contamination was reported. It is unknown whether a contamination assessment was conducted. The site is listed as eligible for reimbursement under ATRP. The property is directly adjacent to land involved in right-of-way acquisition. Risk rating is "Medium." It is recommended that subsurface soil and groundwater testing be conducted for this site.

Site No. 50 (Mony Land Pawn (Texaco) - 2502 West Laurel Street) - This facility is an existing pawn shop and former service station located on the southwest corner of Laurel Street and North Armenia Avenue as noted on the 1979 Sanborn Map. It is registered with FDEP as having petroleum contamination. A contamination assessment and remedial action plan has been completed resulting in the necessity for groundwater treatment. Complete right-of-way acquisition is planned for this property. Risk rating is "High." It is recommended that subsurface soil and groundwater testing be conducted for this site.

Site No. 51 (Former Auto Man, Inc. - 1406 North Armenia Avenue) - This facility is a former auto dealer located on the southwest corner of Laurel Street and Laurel Street. It is registered with FDEP as a small quantity hazardous waste generator. Typically, solvents and waste oils are generated at these types of facilities. No environmental contamination has been reported at this facility. Complete right-of-way acquisition is planned for this property. Risk rating is "Medium." It is recommended that an in-depth regulatory review be conducted to determine if subsurface testing is necessary.

Site No. 52 (CITGO Armenia - 16115 Armenia Avenue) - This facility is an existing filling station registered with FDEP as having petroleum contamination. A contamination assessment has been conducted, but not approved by FDEP. The site is eligible for reimbursement under the state's EDI Program. Complete right-of-way acquisition is planned for this property. Risk rating is "High." It is recommended that subsurface soil and groundwater testing be conducted for this site.

Site No. 53 (Popeye's Chicken - 2337 Green Street) - This existing restaurant is located on the northeast corner of Green Street and Armenia Ave and was a former filling station according to the 1979 Sanborn Map. No regulatory information was found regarding this site. It is unknown whether the tanks have been removed or if contamination exist at this facility. This property is directly adjacent to land involved in right-of-way acquisition. Risk rating is "Medium." It is recommended that subsurface soil and groundwater testing be conducted for this site.

Site No. 54 (Vacant Kentucky Fried Chicken - 1602 North Howard Avenue) - This vacant restaurant is located on the northwest corner of North Howard Avenue and Green Street and is registered with FDEP as a former filling station. Petroleum contamination was reported and a contamination assessment was conducted on-site. It is unknown if remediation is necessary. The site is eligible for reimbursement under ATRP. This property is directly adjacent to land involved in right-of-way acquisition. Risk rating is "Medium." It is recommended that an in-depth regulatory file review be conducted to determine if subsurface testing is necessary.

Site No. 55 (Advanced Metro Security (Convenient Food Mart #5503) - 1414 North Armenia Avenue) - This existing security business was formerly the convenient Food Mart #5503 filling station, according to the 1951 and 1979 Sanborn Maps. It is registered with FDEP as having petroleum contamination. A contamination assessment and remedial action plan were conducted resulting in a "monitor only" plan for the site. Complete right-of-way acquisition is planned for this property. Risk rating is "High." It is recommended that subsurface soil and groundwater testing be conducted for this site.

Site No. 56 (Texaco Station (Alpine Truck Stop) - 2135 West Green Street) - This facility is an existing filling station located on the northeast corner of West Green Street and North Howard Avenue. It is registered with FDEP as having petroleum contamination. A contamination assessment followed by groundwater remediation have been conducted on-site and the clean-up is ongoing. This property is directly adjacent to land involved in right-of-way acquisition. Risk rating is "Medium." It is recommended that subsurface soil and groundwater testing be conducted for this parcel.

Site No. 60 (TECO Substation - Southwest corner of Laurel Street and Rome Avenue) - This facility is an existing electric substation. FDEP has no records of environmental contamination at this site; however, PCB contamination can be associated with substations because PCB's were once used in transformers. Complete right-of-way acquisition is planned for this property. Risk rating is "Medium." It is recommended that subsurface soil and groundwater testing be conducted for this site.

Site No. 61 (Vacant Lot (Former Blanco's Fuel Oil) - 1701 W. LaSalle Street) -This vacant lot is located on the northwest corner of West LaSalle Street and Rome Avenue. It is the former Blanco's fuel oil storage facility, according to the 1979 Sanborn Map. It is registered with FDEP as having UST's on-site. The tanks were removed in 1991 and contamination was reported. A contamination assessment and remedial action plan were conducted and the site is listed as eligible for reimbursement under ATRP. This property is directly adjacent to land involved in right-of-way

acquisition. Risk rating is "Medium." It is recommended that subsurface soil and groundwater testing be conducted for this parcel.

Site No. 62 (Vacant Parcels - 1527 through 1531 LaSalle Street) - The site is a former chemical manufacturer, according to the 1979 Sanborn Map and is located on LaSalle Street between Rome Avenue and Oregon Avenue. No regulatory information has been found for this site. The property is directly adjacent to land involved in right-of-way acquisition. Risk rating is "Medium." It is recommended that subsurface soil and groundwater testing be conducted for this parcel.

Site No. 63 (Vacant Parcels - 1605 Delaware Avenue) - This site is located on Main Street between Willow Avenue and North Boulevard adjacent to I-275 and is a former auto repair facility according to the 1951 Sanborn Map. No regulatory information has been found on the site. Partial right-of-way acquisition is planned for this property. Risk rating is "Medium." It is recommended that subsurface soil and groundwater testing be conducted on this site.

Site No. 65 (Tampa Housing Authority - 815 West Green Street) - The existing government building located on the northeast corner of West Green Street and North Boulevard was a former dry cleaning facility, according to the 1951 Sanborn Map. No regulatory information was found for this site; however, solvents are commonly associated with dry cleaning operations. Complete right-of-way acquisition is planned for this property. Risk rating is "Medium." It is recommended that subsurface soil and groundwater testing be conducted on this site.

Site No. 66 (Riverfront Property - 1400 Block of Doyle Carlton Drive) - This site is located within existing FDOT right-of-way south of I-275. The property was the site of a foundry, as indicated on the 1951 Sanborn Map. The property would be modified by the Preferred Alternative for interstate ramping. Risk rating is "Medium." Subsurface soil and groundwater testing is recommended to determine potential heavy metal and low-end hydrocarbon contamination impacts.

Site No. 69 (City of Tampa Recreation Department Offices - 1420 North Tampa Street) - This site is located adjacent to, and south of, I-275. According to computer database files, one 1,000-gallon, non-regulated fuel oil UST was closed in place in December 1992. The Preferred Alternative would require complete acquisition of the site for interstate ramping. Risk rating is "High." Pending a review of Environmental Protection Commission (EPC) files, subsurface soil, and groundwater testing may be recommended.

Site No. 70 (City of Tampa - Royal Street Parking Lot - 1200 Block of North Tampa Street) - This site is located north of Royal Street and between Tampa Street and Ashley Street. According to computer database files, two 10,000-gallon, new lube-oil UST'S and five 500-gallon kerosene UST'S were removed from the site in January 1988. Groundwater contamination has been reported at this site. The site was determined to be eligible for the EDI Program in February 1991. A contamination assessment has not been conducted at the site. The Preferred Alternative would require complete acquisition of the site for a proposed parking structure. Pending review of EPC files, a contamination assessment may be required prior to parking structure construction. The assessment should include the potential involvement of Site No. 80.

Site No. 71 (City of Tampa Parking Lot - 1108 North Tampa Street) - The property was the site of an auto repair facility and used car sales, as indicated on the 1951 Sanborn Map. The facility may have had fleet fueling capabilities. The Preferred Alternative would require complete acquisition of the site for a proposed parking structure. Risk rating is "Medium." Subsurface soil and groundwater tests are recommended to determine if the site has been impacted by waste oil, solvents, and gasoline.

Site No. 72 (FDOT Right-of-Way - 1010 North Tampa Street) - This site is located west of Tampa Street and within the right-of-way of the existing I-275 exit ramp. The property was the site of a gas station, as indicated on the 1951 Sanborn Map. The Preferred Alternative would modify the ramping system at this location and incorporates a proposed parking structure. Risk rating is "High." Subsurface soil and groundwater tests are recommended to determine if the site has been impacted by leaded gasoline.

Site No. 73 (Mr. Kleen - 1004 North Tampa Street) - The auto detailing facility is located on the northwest corner of North Tampa Street and Tyler Street and was formerly a gas station, according to the 1951 Sanborn Map. The Preferred Alternative would require complete acquisition of the site for a proposed parking structure. Subsurface soil and groundwater testing is recommended to determine potential hydrocarbon impacts.

Site No. 75 (City Parking Lot - 1500 Block of North Tampa Street) - This site is located beneath I-275 on the east side of Tampa Street. The site is a former gasoline station, as indicated on the 1931 and 1951 Sanborn Maps. Three gasoline tanks were located beneath or immediately south of the interstate. This property will be modified by the Preferred Alternative. Risk rating is "High." Subsurface soil and groundwater testing is recommended to determine potential hydrocarbon impacts.

Site No. 76 (Department of Health and Rehabilitative Services (HRS) Parking Lot - 1400 Block of North Tampa Street) - This site is located adjacent to, and south of I-275 on the corner of Tampa Street and Scott Street. As indicated on Sanborn Maps dated 1951 and 1962, the northwest portion of this parking lot was formerly a gasoline station/auto repair shop. The Preferred Alternative would require complete acquisition of the former station site. Risk rating is "High." Subsurface soil and groundwater testing is recommended to determine potential hydrocarbon impacts.

Site No. 77 (HRS Parking Lot - 1400 Block of North Franklin Street) - This site is located approximately 250 feet south of I-275. As indicated on Sanborn Maps dated 1951, 1954, and 1962, the southeast portion of this parking lot was formerly a dry cleaning business. The Preferred Alternative would require complete acquisition of the site for a proposed portion structure. It is recommended that the groundwater at this site be tested for the potential presence of dry cleaning solvents.

Site No. 79 (Parking Lot - 1201 North Tampa Street) - This site is located at the northeast corner of Royal Street and Tampa Street and was the site of a gas station according to the 1951 Sanborn Map. No acquisition is planned for this site; however, the site is east of and adjacent to a proposed

parking structure and Site No. 70. Site no. 70 is known to contain contaminated Groundwater which in part may be associated with this site. Risk rating is "Medium."

Site No. 80 (Domino's Pizza - 1005 North Tampa Street) - This site is located at the northeast corner of Tyler Street and Tampa Street and was formerly occupied by a gas station according to the 1951 Sanborn Map. No acquisition is planned for this site. However, the site is east of, and adjacent to, a proposed parking structure and Site No. 73. Risk rating is "Medium." Therefore, a review of this site would be appropriate as part of the recommendations for Site No. 73.

Site No. 81 (Central Animal Hospital - 1523 North Franklin Street) - This site is located adjacent to, and north of, I-275. A fill port and vent pipe were observed during a field review in December 1995. Reportedly, the associated UST of unknown capacity is active and contains fuel oil. The UST is located within the proposed right-of-way of the Preferred Alternative. Risk rating is "High." Subsurface soil and groundwater tests are recommended to determine if the site has been contaminated by the UST.

Site No. 82 (Willie's Auto Shop - 1408 North Florida Avenue) - This site is located on the southwest corner of Kay Street and Florida Avenue. As indicated on the 1951 Sanborn Map, the site once contained an auto top and body shop. Total acquisition of the site is planned for additional lanes and ramps of the Preferred Alternative. Risk rating is "Medium." Subsurface soil and groundwater testing is recommended to determine potential heavy metal, solvent, and hydrocarbon contamination impacts.

Site No. 83 (HRS Office Parking Lot - 1400 Block of Florida Avenue) - The site is located on the northwest corner of Florida Avenue and Laurel Place and was the former site of a gas station with auto repair according to the 1951 Sanborn Map. Total acquisition of the site is planned for proposed lane addition and parking structure for the Preferred Alternative. Risk rating is "High."

Site No. 84 (Tampa Electric Substation, 1600 block of Florida Avenue) - The substation is located between Florida Avenue and Marion Street, north of Kay Street. A portion of the property along Kay Street would be acquired for the Preferred Alternative. Risk rating is "Medium." Soil testing is recommended to determine potential PCB impacts.

Site No. 86 (Ray Bail Bonds, 801 East Scott Street) - The site, located at the southwest corner of Scott Street and Orange Street, is a former gas station with lead gasoline contamination. A contamination assessment has been completed and a monitor only plan is being conducted at the site. A portion of the site Orange Street frontage will be acquired as part of the Preferred Alternative. Risk rating is "Medium." Pending review of EPC files soil and/or groundwater testing may be recommended for this site.

Site No. 87 (I-275 On-Ramps, 1500 block of Orange Street) - This site is located within existing FDOT right-of-way, south of the junction of the Scott and Orange Street ramps. This area is a former auto repair facility with one gasoline tank, as indicated on a 1931 Sanborn Map. This site would be modified by the Preferred Alternative. Risk rating is "High." Subsurface soil and groundwater testing is recommended to determine potential hydrocarbon impacts.

Site No. 90 (Silver Dollar Tavern, 411 East Palm Avenue) - This site is located on the southwest corner of Palm Avenue and Central Avenue and is a former gasoline station, on the 1951, 1954, and 1962 Sanborn Maps. UST fill ports were observed during a field review in December 1995. Total acquisition of the site is planned for the proposed Tampa Heights Linear Park. Risk rating is "Medium." Subsurface soil and groundwater testing is recommended to determine potential hydrocarbon impacts.

Site No. 93 (I-4 Right-of-Way, 2200 block of Nebraska Avenue) - This site is located on the northeast corner of Nebraska and 12th Avenues and its existing I-4 right-of-way. This area is a former gasoline station, as indicated on the 1951 Sanborn Map. The gas tanks were located beneath the existing southern I-4 overpass of Nebraska Avenue. The Preferred Alternative will modify the right-of-way at this location. Risk rating is "High." Subsurface soil and groundwater testing is recommended to determine the potential presence of hydrocarbons.

Site No. 94 (Hillsborough County School Board Velasco Building, 77 East Columbus Avenue) - Formerly George Washington Junior High School, the site is located on the south side of Columbus Avenue adjacent to, and east of the I-275/I-4 interchange. The site has one 2,000-gallon fuel oil UST which has not been maintained since 1991, and one 1,000-gallon active fuel oil above-ground storage tank (AST). The Preferred Alternative would require complete acquisition of the site. Risk rating is "Medium." Subsurface soil and groundwater testing is recommended to determine potential hydrocarbon impacts.

Site No. 95 (Eastside Funeral Home, 2301 North Nebraska Avenue) - This site is located on the northeast corner of Nebraska and 14th Avenues. During an April 1991 field review, the site contained an auto service business. Risk rating is "Medium." The Preferred Alternative will require complete acquisition of the site. Soil testing is recommended to determine the potential presence of low-end hydrocarbons.

Site No. 96 (Former C-Mart Service Station, 2309 North Nebraska Avenue) - This site is located at the southeast corner of Nebraska and 15th Avenues, adjacent to parcels which would be acquired by the Preferred Alternative. This site is a former gasoline station, as indicated on the 1962 Sanborn Map. Computer database files indicate that five UST's were removed from the site in December 1990. Risk rating is "Medium." Subsurface soil and groundwater testing is recommended to determine the potential presence of hydrocarbons at the adjacent parcels to be acquired.

Site No. 97 (Amigo's Auto Service, 2318 North Nebraska Avenue) - The site is formerly known as Gene's 66 Service and is located on the southwest corner of Nebraska Avenue and Columbus Drive, adjacent to parcels which would be acquired by the Preferred Alternative. The site is a former gasoline station, as indicated on the 1951, 1954, and 1962 Sanborn Maps. Computer database files indicate that three 1,000-gallon UST's, installed in 1963, were removed from the site in October 1988. Risk rating is "Medium." Subsurface soil and groundwater testing is recommended for the adjoining property to be acquired to determine the potential presence of hydrocarbon contamination.

Site No. 99 (I-275 Right-of-Way - 600 block of Columbus Drive) - Located beneath the existing I-275 northbound lanes on the south side of Columbus Drive, the property is the site of a former dry

cleaning business, as indicated on the 1951, 1954, and 1962 Sanborn Maps. The existing right-of-way at this site would be modified by the Preferred Alternative. Risk rating is "High." It is recommended that soils and groundwater in the vicinity of this site be tested for the potential presence of dry cleaning solvents.

Site No. 100 (I-275 Right-of-Way - 600 block of Columbus Drive) - This site is located beneath the I-275 southbound lane at the northeast corner of Columbus Drive and Elmore Street. The property is the site of a former gasoline station, as indicated on the 1962 Sanborn Map. The existing right-of-way at this site would be modified by Alternatives 1,2,3 and Preferred. Risk rating is "High." Subsurface soil and groundwater testing is recommended to determine the potential presence of hydrocarbons.

Site No. 101 (Tampa Fire Department Alarm Signal Building - 2904 North Mitchell Avenue) - The site is located between St. Clair and Robles Street, adjacent to I-275 and is a former fueling facility for the Fire Department. Four UST's and two AST's were removed from the facility between October 1990 and March 1991. Soils contaminated with gasoline and diesel fuel were noted during the tank removals. The site was determined to be eligible for the Early Detection Incentive (EDI) programs in October 1989. Computer database files indicate that a contamination assessment has not been conducted at the site. The western half of the facility would be acquired for the Preferred Alternative. Risk rating is "High."

Site No. 103 (Spring Property -520 East Floribraska Avenue) - This site is a former gasoline station located on the northwest corner of Floribraska Avenue and Elmore Street. According to computer database files, the UST'S are not maintained. This site was determined to be ineligible for the Abandoned Tanks Reimbursement Program (ATRP) because of waste oil contamination. Alternative 3 will involve the modification of right-of-way adjacent to this site. Risk rating is "Medium." Pending a review of EPC files, soil and groundwater testing is recommended to determine the potential for hydrocarbon contamination adjacent to this site.

Site No. 104 (Western Union Check Express, 3921 North Florida Avenue) - This site is located on the southeast corner of Florida Avenue and Martin Luther King Boulevard The existing Check Express Service was formerly a filling station as shown on the 1951 Sanborn Map. No regulatory information was found on this site. The property is directly adjacent to existing right-of-way. Risk rating is "Medium". It is recommended that subsurface soil and groundwater testing be conducted for this site.

Site No. 106 (Haliburton Motors, 4001 North Florida Avenue) - This site is located on the northeast corner of Florida Avenue and Martin Luther King Boulevard, which has been an existing used car sales lot since at least 1951 (as shown by the Sanborn Map). No regulatory information was found for this site; however, auto repairs and fleet fueling were possibly conducted at one time. Partial right-of-way acquisition is planned for this property. Risk rating is "Medium". It is recommended that subsurface soil and groundwater testing be conducted for this site.

Site No. 107 (J-Mar Auto Brokers, 204 East Martin Luther King Boulevard) - This site is located between Florida Avenue and Mitchell Avenue and is an existing used car lot which may have

conducted auto repairs in the past. No regulatory information was found for this site. Partial right-of-way acquisition is planned for this property. Risk rating is "Medium". It is recommended that subsurface soil and groundwater testing be conducted for this site.

Site No. 108 (Office Building, 400 block East Dr. Martin Luther King, Jr. Boulevard) - This facility is located on the northwest corner on Dr. Martin Luther King, Jr. Boulevard And Central Avenue and was a former filling station according to the 1951 Sanborn Map. Complete right-of-way acquisition is planned for this property. Risk rating is "High". It is recommended that subsurface soil and groundwater testing be conducted for this site.

Site No. 109 (Cumberland Farms #1003, 502 E. Dr. Martin Luther King, Jr. Boulevard) - This facility is located on the northeast corner of Dr. Martin Luther King, Jr. and Central Avenue and is an existing filling station. It was also identified on the 1979 Sanborn Map as a filling station. The site is registered with FDEP as having petroleum contamination. Remedial action was conducted and is reportedly complete. Complete right-of-way acquisition is planned for this site. Risk rating is "High". It is recommended that an in-depth regulatory file review and subsurface soil and groundwater testing be conducted for this site.

Site No. 110 (Answerite, 510 E. Dr. Martin Luther King, Jr. Boulevard) - This site is located on the northeast corner of Dr. Martin Luther King, Jr. Boulevard and Marguerite Street and is a former gas station. The site is registered with FDEP as having underground storage tanks and is identified on the 1989 Sanborn Map as a filling station. The tanks have been removed and a contamination assessment has been conducted resulting in a "No Further Action" designation for this facility. Complete right-of-way acquisition for a stormwater pond is planned for this site. Risk rating is "Medium". It is recommended that an in-depth regulatory file review be conducted for this facility, at which time a determination can be made whether subsurface testing is necessary.

Site No. 111 (Dean's Chevron #4817, 802 E. Dr. Martin Luther King, Jr. Boulevard) - This facility is located on the northeast corner of Dr. Martin Luther King, Jr. Boulevard And Taliaferro Avenue and is an existing filling station. It was also identified on the 1979 Sanborn Map as a filling station. The site is registered with FDEP as having petroleum contamination and a contamination assessment has been conducted. Partial right-of-way acquisition is planned for this property. Risk rating is "High". It is recommended that an in-depth regulatory file review and subsurface soil and groundwater testing be conducted for this site.

Site No. 112 (Bennet's Amoco, 3930 North Nebraska Avenue) - This site is located on the southwest corner of Nebraska Avenue and Martin Luther King Boulevard The facility is an existing filling station and is registered with FDEP as having UST's. No contamination has been reported for this site. This property is directly adjacent to existing right-of-way. Risk rating is "Medium". It is recommended that subsurface soil and groundwater testing be conducted for this site.

Site No. 118 (CITGO {Miller's Auto Repair}, 806 E. Hillsborough Avenue) - This facility, formerly known as BP Midtown, is an existing service station.

Site No. 120 (BP Ybor, 2040 East 14th Street) - This site is located on the northwest corner of 14th Avenue and 21st Street, on the north side of I-4. Computer database files indicate that the facility contains four 8,000-gallon UST's and has reported groundwater contamination. The site was determined to be eligible for EDI funds in March 1990. A contamination assessment has not been completed for the site. Risk rating is "High." Pending a review of EAC files, a contamination assessment may be required prior to construction of the I-4 improvements in this area.

Site No. 121 (Burger King, 2302 North 21st Street) - A former Texaco gasoline station, this site is located on the southwest corner of 21st Street and 13th Avenue. The station is indicated on 1972 aerial photographs of the area and was verified through the use of City Directories to be in operation from 1970 until 1980. No right-of-way acquisition is proposed for this site; however, the potential exists for hydrocarbon contamination from this site to impact existing I-4 right-of-way. Risk rating is "Medium."

Site No. 122 (Hardee's Restaurant, 2101 East 13th Avenue) - This site is located between 21st and 22nd Streets, on the south side of I-4. Computer database files indicate that the former Exxon gasoline station (a.k.a. NCJ Investments) had five UST's removed in June 1989. The site was determined to be eligible for EDI funds in January 1992. An initial Remedial Action (IRA) has been conducted, but groundwater contamination has not been addressed. No right-of-way acquisition is proposed for this site; however, the potential exists for hydrocarbon contamination from this site to impact existing I-4 right-of-way. Risk rating is "Medium."

Site No. 123 (I-4 Right-of-Way, 2100 block of 13th Avenue) - This site is located within existing I-4 right-of-way on the northwest corner of 13th Avenue and 22nd Street and is the former site of a gasoline station, according to the 1962 Sanborn Map. Soils and groundwater within the existing right-of-way may be impacted by hydrocarbon contamination at this location. Risk rating is "High."

Site No. 124 (I-4 Right-of-Way - 2100 block of 14th Avenue) - This site is located within existing I-4 right-of-way on the southwest corner of 14th Avenue and 22nd Street and the property is the former site of a gasoline station, according to the 1951, 1954, and 1962 Sanborn Map. Soils and groundwater within the existing right-of-way may be impacted by hydrocarbon contamination at this location. Risk rating is "High."

Site No. 127 (Fina A-One - 2501 North 22nd Street) - This site is located on the northeast corner of 22nd Street and 14th Avenue, on the north side of I-4. Computer database files indicate that this facility contains four 6,000-gallon UST'S (three gasoline, one diesel) and two 550-gallon UST'S (new and used oil). The site was determined eligible for EDI funds in September 1991. Reportedly, the site contains soil and groundwater contamination; however, a contamination assessment has not been completed. Total acquisition is proposed for this site. Risk rating is "High." Pending a review of EPC files, a contamination assessment may be required prior to construction of the I-4 improvements in the area.

Site No. 128 (Amoco-Alan Dale - 2207 13th Avenue) - This site is located on the southeast corner of 13th Avenue and 22nd Street, on the south side of I-4. Computer database files indicate that the site had three 9,000-gallon UST'S replaced by three 10,000-gallon UST'S in October 1990. This

site was determined to be eligible for the Petroleum Liability and Restoration Program in February 1991. A contamination assessment has been completed and a monitoring only plan is being conducted at the site. No acquisition is planned for this site; however, a stormwater management pond is proposed for the adjacent parcel to the east. Risk rating is "Medium." Pending review of EPC files groundwater testing may be warranted on the adjacent site.

Site No. 130 (Massey Metals, 2501 29th Street) - This site is located at the southeast corner of 29th Street and 15th Avenue and is a sheet metal fabrication shop. The site previously maintained one 1,600-gallon UST which contained leaded gasoline. EPC reported that the tank was excavated in November 1989, but the case is not closed because they did not receive the laboratory analysis of soil and groundwater samples taken from the excavation were not received. Right-of-way acquisition for improvements to I-4 is planned for the entire site. Risk rating is "High." Pending an update review of EPC files, it is recommended that subsurface soil and groundwater testing be performed to determine potential lead and hydrocarbon impacts.

Site No. 131 (Unnamed Warehouse, 3000 block of 14th Street) - This site is located at the northeast corner of 14th Avenue and 31st Street and is an unnamed warehouse which previously contained a gas pump. FDEP and EPC have no record on UST's at the site. It is not known if storage tanks are in place or whether soil or groundwater contamination has occurred. Partial right-of-way acquisition is planned for this site. The portion of the site to be acquired will include the warehouse and up to 10 feet away from the gas pump. Risk rating is "High." Subsurface soil and groundwater tests are recommended to determine potential hydrocarbon impacts.

Site No. 132 (Tampa Electric Company, 2500 block of 13th Avenue) - This site is located at the southwest corner of 13th Avenue and CSX railroad and is an electric substation. Neither FDEP nor EPC has any record of environmental contamination at this site. However, polychlorinated biphenyls (PCB's) contamination can be associated with substations because PCB's were previously used in transformers. The transformers are noted on the 1951 and 1979 Sanborn Fire Insurance Maps. Partial right-of-way acquisition is planned for this site. Risk rating is "Medium." It is recommended that surface and subsurface soils at this site be tested for potential PCB impacts.

Site No. 137 (Masonery Movers, 3007 12th Avenue) - This site is located on 12th Avenue, west of 31st Street and is a heavy equipment storage and maintenance yard. The owner reports that the site does not contain any storage tanks and waste oil is stored in 55-gallon drums. Neither FDEP nor EPC has any record of environmental contamination at this site. Right-of-way acquisition associated with the Crosstown Connector is planned for the entire site. Risk rating is "Medium." It is recommend that surface and subsurface soils at this site tested for potential low-end hydrocarbons impacts.

Site No. 138 (Vacated Parcels, 2104 North 31st Street) - This site is located on the northwest corner of 31st Street and 10th Avenue and was formerly a roofing contractor. According to Sanborn Maps dated 1979, the site was an auto repair shop. Construction of the I-4/Crosstown connector will require complete acquisition of this property.

Site No. 139 (Tampa Electro Plating Co., 3005 E. 19th Avenue) - This site is located between CSX railroad and 31st Street and is a metal plating facility. The most common operation at the facility is re-plating nickel and chromium automotive bumpers. Waste products from the plating operation are discharged to the city sewer. The city periodically monitors the facility's effluent entering the sewer. No other waste disposal methods are used. The site is not registered with FDEP as a small quantity hazardous waste generator.

The site also contains one small underground storage tank which the facility owner reported never contained any fuel and was never used. FDEP and EPC have no record on underground storage tanks at the site. Right-of-way acquisition associated with the Crosstown Connector is planned for the entire site. Risk rating is "High".

Site No. 140 (Peoples Oil Company, 3002 East 8th Avenue) - This site is located on the north side of 8th Avenue between CSX railroad and 31st Street and is a bulk fuel storage facility. The facility contains numerous large aboveground storage tanks. Neighboring businesses report that the storage tanks previously contain new fuel, but that the tanks now contain waste oil that is regularly delivered in unmarked tanker trucks. Right-of-way acquisition associated with the Crosstown Connector is planned for the entire site. Risk rating is "Medium".

Site No. 141 (Florida Auto Parts - 3008 East 7th Avenue) - The site is located along the north side of 7th Avenue between CSX railroad and 31st Street and is an auto parts sales and service facility. Engine parts are serviced and rebuilt in the backyard of the facility. The backyard is cluttered with auto parts and the soil is heavily stained with motor oil. Right-of-way acquisition associated with the improvements to I-4 is planned for the entire site. Risk rating is "Medium." Subsurface soil and groundwater testing is recommended to determine potential contamination impacts due to hydrocarbons and solvents.

Site No. 142 (AAA Metal Finishing and Chrome - 3012 East 7th Avenue) - The site is located on the north side of 7th Avenue and is a metal finishing facility. Operations include refinishing metal automotive bumpers. The site is registered as a small quantity hazardous waste generator. Right-of-way acquisition associated with the Crosstown Connector is planned for the entire site. Risk rating is "High."

Site No. 143 (Vacated Parcel - 3002 ½ East 5th Avenue) - The site is located on the north side of 5th Avenue, adjacent to the CSX railroad. This site was identified as a former auto service/repair shop and former gas station, as depicted in the 1951 and 1979 Sanborn Maps. Right-of-way acquisition associated with the Crosstown Connector is planned for the entire site. Risk rating is "High." Subsurface soil and groundwater testing is recommended to determine potential hydrocarbon and solvent contamination impacts.

Site No. 144 (REM Air Conditioning, Inc. - 3012 East 5th Avenue) - The site is located on the north side of 5th Avenue and currently operates as an air conditioning sales and service shop. Review of the 1972 Sanborn Map indicated that the site was once used as an asphalt paver and roofing contractor. Right-of-way acquisition associated with the Crosstown Connector is planned

for the entire site. Risk rating is "High." Subsurface soil and groundwater testing is recommended to determine potential hydrocarbon and solvent contamination impacts.

Site No. 145 (Former Disposall Facility - 3012 East 4th Street) - The site is located along the north side of 4th Avenue between CSX railroad and 31st Street and is a vacant building and the former location of a waste disposal company. FDEP and EPC have no records of contamination at this site. However, trash was previously separated and stored at this site. Complete right-of-way acquisition associated with the Crosstown Connector is planned for this site. Risk rating is "High."

Site No. 146 (Eagle Inks - 3015 East 7th Avenue) - The site is located on the corner of 4th Avenue and 31st Street and currently operates as an ink distributor. Based upon a review of the Sanborn Maps dated 1951 and 1972, a metal fabricator shop once occupied the site. Right-of-way acquisition associated with the Crosstown Connector is planned for the entire site. Risk rating is "Medium." Subsurface soil and groundwater testing is recommended to determine potential heavy metal, hydrocarbon, and solvent contamination impacts.

Site No. 147 (National Wire Products - 1314 North 31st Street) - The site is located on 31st Street immediately south of the CSX railroad merger and operates as a metal wire fabricator. Right-of-way acquisition associated with the Crosstown Connector is planned for the entire site. Risk rating is "Medium." Subsurface soil and groundwater testing is recommended to determine potential heavy metal and hydrocarbon contamination impacts.

Site No. 152 (Vacant Warehouse - 2500 Block of North 34th Street) - The site is located on the northeast corner of 34th Street and 14th Avenue. Review of the 1951 Sanborn Maps revealed the presence of bulk oil AST's. Partial acquisition of this property is planned for the I-4 right-of-way expansion. Risk rating is "Medium." Subsurface soil and groundwater testing is recommended to determine potential hydrocarbon contamination impacts.

Site No. 153 (Renovations - 2402 North 35th Street) - This site is located adjacent to I-4 and is classified as a small quantity generator of hazardous waste. Right-of-way acquisition associated with the I-4 expansion is planned for the entire site. Risk rating is "Medium." A full review of FDEP records is recommended to determine if any hazardous waste release incidents have occurred at the site. If any incidents have occurred, further investigation may be warranted.

Site No. 154 (CSVS, Inc. - 2401 North 35th Street) - The site is adjacent to I-4 across 35th Street from Site No. 153. It is believed that the facility performs metal stripping operations; however, it is not classified as a hazardous waste generator. Right-of-way acquisition associated with the I-4 expansion is planned for the entire site. Risk rating is "Medium." A full review of FDEP records is recommended to determine if any possible contamination is associated with the facility.

Site No. 155 (Old 97 Company - 2306 35th Street) - The site is located on the southwest corner of 35th Street and 13th Avenue and is a manufacturer and distributor of pesticides. The site is adjacent to property being acquired for the I-4 right-of-way expansion. A full review of FDEP records is recommended to determine if any possible soil or groundwater contamination is associated with the property.

Site No. 164 (Spill Site - 2411 North 40th Street) - The site was discovered on the Hazardous materials Information Reporting System (HMIRS) list which contains hazardous material spill incidents reported to the Department of Transportation. This spill most likely occurred beneath the I-4 overpass at 40th Street. Risk rating is "Medium." A review of the FDOT spill incident report and any FDEP records is recommended to determine the nature and extent of the spill and clean-up measures performed.

Site No. 165 (Tampa Forklift - _____) - This facility is located along the south side of Columbus Drive between 40th Street and the I-4 crossover and is a forklift service facility. FDEP has no record of waste generation at this facility; however, it is on the LUST list. Contaminated soil due to unleaded gasoline was removed. The site is ATRP-eligible as of March 1995. Risk rating is "Medium."

Site No. 170 (Florida Title Loans, a.k.a. Former Popeye's Chicken - 2702 North 50th Street) - The site is located on the northwest corner of 50th Street and Columbus Drive. A gas station once occupied the property, however, FDEP has no records of the tanks. Contaminated soil due to diesel fuel is preset and cleanup is ongoing and the site was declared partially eligible for ATRP in January 1995. Right-of-way acquisition associated with the I-4 expansion is planned for the entire site. Risk rating is "High." A full review of FDEP records is recommended to determine the extent of the contamination and the current status of the cleanup operations. Based on the review, further testing of the subsurface soil and groundwater may be recommended.

Site No. 168 (Radiant #255, a.k.a, Texaco - 2924 North 50th Street) - The site is located at the southwest corner of 50th Street and 21st Avenue and is a gas station. Contaminated soil due to leaded gas, unleaded gas, and diesel fuel is present, and EPC reported on June 10, 1993 that free product was present in one monitoring well. The site was declared partially eligible for EDI on January 27, 1992. The IRA and CAR are complete and the RAP was due on May 31, 1995. Partial acquisition of this property west of the business is planned for the I-4 expansion. Risk rating is "Medium." A full review of FDEP records is recommended to determine the extent of the contamination and the current status of the RAP. After the review, additional testing of the subsurface soil and groundwater may be recommended.

Site No. 172 (Speedway #0090 - 2602 North 50th Street) - The site is located at the southwest corner of 50th Street and Columbus Drive and is a gas station. Groundwater contamination was reported to FDEP and the site is eligible for EDI reimbursement. The contamination assessment indicates that soil contamination extends east into 50th Street. Right-of-way acquisition is not planned for this site; however, a stormwater management pond is planned for the parcel located directly north of the site and 10 feet away from the underground storage tanks. Risk rating is "Medium."

Site No. 176 (United 500 #507, a.k.a. Texaco - 2502 North 50th Street) - The site is located at the northwest corner of 50th Street and 14th Avenue and is a gas station. Groundwater contamination was reported to FDEP and the site is eligible for state cleanup. EPC reported on January 26, 1993 that the monitor wells had a fuel odor. No right-of-way acquisition is planned for this site. Risk rating is "Medium."

Site No. 178 (Gold Coast Towing, a.k.a. Henderson Property - 1111 East Cass Street) - This site is located at the intersection of Cass and Governor Street and was formerly an auto service shop and fleet fueling facility. Contaminated soil and groundwater is present at the site and groundwater remediation is being conducted. Right-of-way acquisition associated with the Crosstown Expressway is planned for the entire site. Risk rating is "High."

Site No. 179 (Kris and Pamela's Market - 1018 East Cass Street) - The site is located on the northwest corner of Cass and Governor Street and is a former gas station. Neither FDEP or EPC have records on possible underground storage tanks at this site. Right-of-way acquisition is planned adjacent to the site's southern boundary (i.e., Cass Street). Risk rating is "Medium."

Site No. 186 (City of Tampa, DPW Fleet Maintenance - 612 North 12th Street) - The site is located on the west side of 12th Street and contains gas pumps. Petroleum contamination has been reported and the site is eligible for state cleanup. EPC reported on August 26, 1992 that the monitor wells had a fuel odor. Operators report that waste oil is collected and disposed of by National Oil Services. Ten feet of right-of-way acquisition is planned for this site. Risk rating is "Medium."

Site No. 187 (Peoples Gas Systems, Inc. - 1400 Channel Side Drive) - The site is a former natural gas manufacturer but currently operates strictly as a supplier. Fleet fueling was also performed at the facility. The facility is classified as a FI site because of contaminated groundwater in the surficial aquifer. Samples collected in December 1986 confirmed contamination of the surficial aquifer by VOC's and other organic compounds. The facility is also classified as a CERCLIS site due to the discovery of steel and fiberglass drums buried in a trench in September 1987. EPA conducted a preliminary site assessment on the site in October 1988 and determined that no hazard was identified and no further action was necessary. No right-of-way acquisition is planned for this site; however, it is located adjacent to property that is stated for acquisition. Risk rating is "Medium."

Site No. 188 (FDOT Right-of-Way - 1300 Block of Channel Side Drive) - The site is a vacant piece of property located underneath the Crosstown Expressway south of the intersection of 13th Street and Adamo Drive. According to 1951 and 1979 Sanborn Maps, a gas station once occupied the property. The southern portion of the property is already within the right-of-way, and the expansion will require additional acquisition of the property. Risk rating is "High." Subsurface soil and groundwater testing is recommended to determine potential hydrocarbon and lead contamination impacts.

Site No. 189 (Crowe Manufacturing Company - 1318 Channelside Drive) - The site is located just south of the Crosstown Expressway and is currently an automobile painting facility. Partial acquisition of this property is planned for the Crosstown Expressway right-of-way expansion. Risk rating is "Medium." Subsurface soil and groundwater testing is recommended to determine potential contamination impacts due to solvents use.

Site No. 191 (Detsco Terminals, Inc. - 739 North 14th Street) - The site is located south of the Crosstown Expressway on Ybor Channel. Sulfuric acid was once stored in bulk at the site and fleet fueling was performed. A gasoline AST and diesel UST were removed in August 1991 and February

1992, respectively. Contaminated soil is present at the site. The site was declared eligible for ATRP cleanup reimbursements in January 1995; however, no IRA or CAR has been performed. Partial acquisition of the site is planned for the Crosstown Expressway right-of-way expansion. Subsurface soil and groundwater testing is recommended to determine potential hydrocarbon, metals, and acidic contamination impacts.

Site No. 195 (J. H. Williams Oil Company - 1825 Adamo Drive) - The site is located on the southeast corner of Adamo Drive and 17th Street and adjacent to the Crosstown Expressway. Lube oil is stored in bulk at the facility. No right-of-way acquisition is planned for this site. Risk rating is "Medium."

Site No. 197 (FDOT Right-of-Way, a.k.a. J. H. Williams Oil Company - 1825 Adamo Drive) - The site is the previous location of J.H. Williams Oil Company, and it is located on the southwest corner of Adamo Drive and 19th Street, underneath the Crosstown Expressway overpass. According to the 1951 Sanborn Maps, the site was a former bulk gasoline storage facility and gas station. This site is within the existing right-of-way. Risk rating is "High." Subsurface soil and groundwater testing is recommended to determine potential hydrocarbon and lead contamination impacts.

Site No. 202 (Vacated Parcel, a.k.a. Swift Adhesives and Coatings - 605 North 26th Street) - The site is located on the northeast corner of 26th Street, and the CSX railroad is currently vacant. Swift Adhesives and Coatings, which formerly occupied the property was classified as a small quantity generator of hazardous waste. One fuel oil UST was removed in 1985. The property is also a CERCLIS site. An EPA preliminary assessment was completed in November 1982 and the EPA/CERCLA screening categorization review was completed in November 1987. The review resulted in a medium priority classification. An EPA/FDEP investigation will be scheduled on a priority basis. No right-of-way acquisition is planned for this site. Risk rating is "Medium." Subsurface soil and groundwater testing is recommended to determine potential solvent contamination impacts on adjacent property that will be acquired.

Site No. 204 (Affiliated with FLUCFCS, Inc.-J. H. Williams - 1102 North 28th Street) - The site is located on the southwest corner of Adamo Drive and 26th Street and operates as a supplier and distributor. The site is classified as a small quantity generator of hazardous waste; however, the particular type was not noted. An unleaded gas UST was closed in place in 1985. Currently, the site has a vehicle servicing area and AST'S for fleet fueling. No right-of-way acquisition is planned for this site. Risk rating is "Medium." Subsurface soil and groundwater testing is recommended to determine potential hydrocarbon and solvent contamination impacts on adjacent property that will be acquired.

Site No. 206 (Dixie Plywood Company of Tampa, Inc. - 3120 Adamo Drive) - The site is located between Adamo Drive and the Crosstown Expressway and operates as a supplier and distributor. Fleet fueling was once performed at the facility; however, the diesel and unleaded gas UST'S were closed in place in October 1988. Contaminated soil was discovered during the tank closures but the FDEP ruled "No Further Action" based on results from the CAR. Right-of-way acquisition associated with the Crosstown Expressway is planned for the entire site. Risk rating is "Medium."

A full review of FDEP records for this site is recommended to determine if any subsurface soil or groundwater testing is warranted.

Site No. 207 (Union Carbide Corporation-Linde Division, a.k.a. Prayair, Inc. - 3100 Adamo Drive) - The site is located between Adamo Drive and the CSX railroad and operates as a manufacturer and supplier of acetylene. The facility is classified as a small quantity generator of hazardous waste; however, the specific type was not noted. A UST containing a hazardous material was removed in November 1988, but records did not indicate the particular material. Right-of-way acquisition associated with the Crosstown Expressway is planned for the entire site. Risk rating is "Medium." Subsurface soil and groundwater testing is recommended to determine potential contamination impacts.

Site No. 209 (Guyman USA, Inc., a.k.a. Bay Ford Truck Sales, Inc. - 3214 Adamo Drive) - The site is located on the northwest corner of Adamo Drive and 34th Street and is an equipment-rental dealership. The facility is classified as a small quantity generator of hazardous waste; however, the type of waste was not noted. Six UST's which contained unleaded gas, diesel fuel, lube oil, and waste oil were removed from the site in March 1989. Contaminated soil was discovered at the site; however, no IRA or contamination assessment has been conducted. The facility is eligible for EDI reimbursement. No right-of-way acquisition is planned for this site; however, it is adjacent to property that will be acquired. Risk rating is "Medium." Subsurface soil and groundwater testing is recommended on property adjacent to this site to determine potential hydrocarbon and solvent contamination impacts.

Site No. 210 (Stalnaker Farm Supplies, a.k.a. 1110 North 35th Street) - The site is located at the northeast corner of Adamo Drive and 34th Street and is a metal recycling facility. Scrap metal from engines, appliances, and other sources is separated, stored, and crushed on-site. The scrap metal is stored outside in piles on an unpaved surface. Any fluid leakage from the engines and appliances could enter the soils. The site also contains a 1,000-gallon storage tank that has been abandoned in place with a solid filling. Twenty-five feet of right-of-way acquisition is planned at this site along Adamo Drive. Risk rating is "Medium." Subsurface soil and groundwater testing is recommended to determine potential hydrocarbon, lead, and PCB'S contamination impacts.

Site No. 211 (Industrial Chemical and Supply Company - 3520 Adamo Drive) - The site is located between Adamo Drive and the CSX railroad and is a chemical manufacturer and supplier. The facility is classified as a small quantity generator of hazardous waste and has AST'S containing mineral acid and hazardous substances. A diesel UST was closed in place in November 1989 and the site was placed on the LUST list; however, records do not indicate which media is contaminated. The facility was declared ineligible for EDI reimbursement in September 1989 due to lack of a proper monitoring well. The site is also on the HMIRS list which is for hazardous material spill incidents reported to the Department of Transportation. Partial acquisition of this property is planned for the Crosstown Expressway expansion. Risk rating is "High." A full review of the FDOT spill incident report and all FDEP records is recommended to determine the nature and extent of the hazardous material spill, to clarify the contamination from the UST, and to assess any other contamination sources. Subsurface soil and groundwater testing is recommended in areas of right-of-way.

Site No. 212 (FDOT Crosstown Expressway - 39th Street Westbound Entrance Ramp) - The site is located on the Crosstown Expressway just west of the 39th Street Entrance Ramp and is a toll booth. A 300-gallon diesel UST is on-site and contaminated soil has been reported. This site outlines the existing Crosstown Expressway right-of-way. Risk rating is "Medium." Subsurface soil and groundwater testing is recommended to determine potential diesel contamination impacts.

APPENDIX I

2015 LONG RANGE TRANSPORTATION PLAN
ROADWAY PRIORITIES

ROADWAY PRIORITIES

PRIORITY:
1 = COMMITTED PROJECTS (1995-2000)
2 = INTERIM PROJECTS (2001-2005)
3 = COST AFFORDABLE PLAN (2006-2015)
D = DEVELOPER PROJECTS (1995-2015)

LANE CONFIGURATION:
OW = ONE WAY
LU = LANES UNDIVIDED
LD = LANES DIVIDED

STAR = SENSITIVE TO AREA RESIDENTS
AUX = AUXILIARY LANES
BRDG REPL = BRIDGE REPLACEMENT

STATE ROADS

ROADWAY	FROM	TO	EXISTING LANES		2015 LANE CONFIGURATION		PROJECT COSTS	PRIORITY
20TH ST	MARITIME BLVD	GRANT ST	2	LU	6	LD	$ -	1
20TH ST	GRANT ST	22ND ST	4	LU	6	LD	$ -	1
22ND ST	CITY LIMITS	MARITIME BLVD	4	LD	6	LD	$ 7,910,000	3
ADAMO DR (SR 60)	KINGSWAY	VALRICO	4	LD	6	LD	$ -	1
BEARSS AVE	FLORIDA AVE	NEBRASKA AVE	4	LD	6	LD	$ 1,655,000	3
CAUSEWAY/LUMSDEN	CITY LIMITS	US 41	4	LD	6	LD	$ 662,000	3
CROSSTOWN X-WAY	KENNEDY BLVD	50TH ST	4	LD	6	LD	$ 45,000,000	2
CROSSTOWN X-WAY	50TH ST	FALKENBURG RD	4	LD	6	LD	$ 26,000,000	3
CROSSTOWN EXT	DALE MABRY	GANDY BRIDGE	0		4	LD	$ 93,500,000	3
DALE MABRY HWY	GANDY BLVD	EUCLID AVE	2	LU	4	LD	$ -	1
DALE MABRY HWY	VAN DYKE RD	VETERANS EXPWAY	2	LU	4	LD	$ -	1
DALE MABRY HWY	VAN DYKE RD	VETERANS EXPWAY	4	LD	4	LD (FRONTAGE RDS)	$ 1,092,000	3
DALE MABRY HWY	CHEVAL TRAIL	PASCO COUNTY LINE	2	LU	4	LD	$ -	1
DALE MABRY HWY	CHEVAL TRAIL	PASCO COUNTY LINE	4	LD	4	LD (FRONTAGE RDS)	$ 8,738,000	3
FLORIDA AVE	OSBORNE AVE	WATERS AVE	4	LU	4	LU(ENHANCED)	$ 1,900,000	3
FLORIDA AVE	BOUGAINVILLEA AVE	FLETCHER	2	LU	4	LD	$ -	1
FLORIDA AVE	FLETCHER	FLORIDA/NEB APEX	2	LU	4	LD	$ -	1
FOWLER AVE	FLORIDA AVE	I-275	4	LD	6	LD	$ 827,000	2
FOWLER AVE	I-275	NEBRASKA AVE	4	LD	6	LD	$ 827,000	2
FOWLER AVE	NEBRASKA AVE	22ND ST	4	LD	6	LD	$ -	1
GANDY BRIDGE	PINELLAS CO. LINE	WESTSHORE BLVD	4	LD	4	LD (BRDG REPL)	$ -	1
HILLSBOROUGH AVE (SR 580)	PINELLAS CO. LINE	DOUBLE BRNCH RD	4	LD	8	LD	$ -	1
HILLSBOROUGH AVE (SR 580)	EISENHOWER BLVD	DALE MABRY	4	LD	6	LD	$ -	1
HILLSBOROUGH AVE (SR 580)	DALE MABRY	ARMENIA	4	LD	6	LD	$ -	1
HILLSBOROUGH AVE (SR 580)	ARMENIA	BEACON AVE	4	LD	6	LD	$ -	1
HILLSBOROUGH AVE (SR 580)	BEACON AVE	TAMPA STREET	4	LD	6	LD	$ -	1
HILLSBOROUGH AVE (SR 580)	TAMPA STREET	FLORIDA	4	LD	6	LD	$ -	1
HILLSBOROUGH AVE (SR 580)	FLORIDA	CENTRAL	4	LD	6	LD	$ -	1
I-275 (LINKS) *	MEMORIAL HWY	HIMES AVE	6	LD	6	LD (W/ AUX LANES)	$ 99,000,000	2
I-275 (LINKS) *	MEMORIAL HWY	HIMES AVE	6	LD	6	LD (W/ AUX LANES)	$ 183,500,000	3
I-275	BUSCH BLVD	FOWLER (CITY LIMITS)	4	LD	6	LD	$ -	1
I-275	FOWLER AVE(CITY LIMITS)	FLETCHER AVE	4	LD	6	LD	$ -	1
I-275	FLETCHER AVE	US 41	4	LD	6	LD	$ -	1
I-275	US 41	I-75	4	LD	6	LD	$ 20,851,000	2
I-4 / I-275 INTERCHANGE	I-275	I-275					$ 15,100,000	2

ROADWAY PRIORITIES

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1 = COMMITTED PROJECTS (1995-2000)
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OW = ONE WAY
LU = LANES UNDIVIDED
LD = LANES DIVIDED

STAR = SENSITIVE TO AREA RESIDENTS
AUX = AUXILIARY LANES
BRDG REPL = BRIDGE REPLACEMENT

ROADWAY	FROM	TO	EXISTING LANES		2015 LANE CONFIGURATION		PROJECT COSTS	PRIORITY
I-4 / I-275 INTERCHANGE	I-275	I-275					$ 79,000,000	3
I-4	I-275	22ND ST	6	LD	8	LD	$ 48,500,000	3
I-4	22ND ST	50TH ST	4	LD	8	LD	$ 108,000,000	3
I-4	50TH ST	I-75	4	LD	6	LD	$ -	1
I-4	I-75	McINTOSH	4	LD	6	LD	$ -	1
I-4	McINTOSH	FORBES RD	4	LD	6	LD	$ -	1
I-4	FORBES RD	SR 39	4	LD	6	LD	$ -	1
I-4	SR 39	POLK COUNTY LINE	4	LD	6	LD	$ -	1
I-4 CROSSTOWN CONNECTOR	I-4	CROSSTOWN X-WAY	0		6	LD	$ 224,000,000	3
I-75	FOWLER AVE	CITY LIMITS S	4	LD	6	LD	$ 33,969,000	3
I-75	CITY LIMITS S	CITY LIMITS N	4	LD	6	LD	$ 35,424,000	3
I-75	CITY LIMITS N	I-275	4	LD	6	LD	$ 17,280,000	3
KENNEDY BLVD	DALE MABRY HWY	WILLOW AVE	4	LD	4	LD(ENHANCED)	$ 2,111,000	3
ML KING JR (SR 574)	40TH ST	CITY LIMITS	2	LU	6	LD	$ 7,382,000	3
ML KING JR (SR 574)	CITY LIMITS	I-4	2	LU	6	LD	$ 3,197,000	3
ML KING JR (SR 574)	I-4	US 301	2	LU	6	LD	$ -	1
ML KING JR (SR 574)	US 301	PINE ST	2	LU	6	LD	$ -	1
NEBRASKA AVE	KENNEDY BLVD	HILLSBOROUGH AVE	4	LU	4	LU(ENHANCED)	$ 3,200,000	3
NEBRASKA AVE (US 41)	HILLSBOROUGH AVE	BUSCH BLVD	4	LU	4	LU(ENHANCED)	$ 2,300,000	3
NEBRASKA AVE (US 41)	FLETCHER	BEARSS	2	LU	4	LD	$ -	1
NEBRASKA AVE (US 41)	BEARSS	FLA/NEB APEX	2	LU	4	LD	$ -	1
NEBRASKA AVE (US 41)	FLORIDA/NEBRASKA APEX	SUNSET LANE	2	LU	6	LD	$ -	1
NEBRASKA AVE (US 41)	SUNSET LANE	PASCO COUNTY	2	LU	6	LD	$ -	1
PARK RD	US 92	I-4	2	LU	6	LD	$ -	1
SR 39	ALEXANDER ST EXT	KNIGHTS-GRIFFIN RD	2	LU	4	LD	$ 6,001,000	3
SUNCOAST CON.	VETERANS EXPWAY	PASCO COUNTY LINE	0		4	LD	$ -	1
US 301	I-4	BULLARD PKWY	2	LD	4	LD(STAR)	$ 2,094,000	2

HILLSBOROUGH COUNTY ROADS

40TH ST	HENRY AVE	FOWLER AVE	2	LU	4	LD(STAR)	$ 20,650,000	2
ANDERSON RD	CRENSHAW	WATERS	2	LU	4	LD	$ -	1
ARMENIA AVE	TAMPA BAY BLVD	SLIGH AVE	4	LU	4	LU(ENHANCED)	$ 2,046,000	3
ARMENIA AVE	SLIGH AVE	BUSCH BLVD	2	LU	4	LD	$ 12,149,000	2
BELL SHOALS RD	BOYETTE RD	BLOOMINGDALE	2	LU	4	LD	$ 17,806,000	3
BENJAMIN RD	HILLSBOROUGH AVE	WATERS AVE	2	LU	3	LU(ENHANCED)	$ 6,706,000	3

APPENDIX J

MINUTES OF RELOCATION TASK FORCE MEETINGS

C2380.30, B20
March 21, 1994

MEMORANDUM

To: Members - TIS Relocation Task Force

From: Kasey C. Cursey

Subject: **Minutes of Relocation Task Force Meeting No. 7**
State Project No. 99007-1402, WPI No. 7140004, FAP No. IR-9999(43)
Tampa Interstate Study

On Thursday, March 17, 1994 at 1:30 p.m., the seventh meeting of the Tampa Interstate Study Relocation Task Force was held in the 7th floor boardroom of Greiner, Inc. in Tampa. A list of attendees and the agenda is attached. Each attendee was provided with a meeting agenda. The following presents the major points discussed at the meeting in order of the agenda items.

I. INTRODUCTIONS

Ms. Elaine Illes, Greiner, opened the meeting and the attendees introduced themselves. A copy of the sign-in sheet is attached.

II. UPDATE ON DESIGN SEGMENT 1A (Westshore Area)

Mr. Elbert Johnson, FDOT, briefly explained that FHWA and FDOT have accelerated right-of-way acquisition for the Westshore area (previously scheduled for 1996-97) to start July 1, 1994. Mr. Johnson stated that the FDOT is considering relocating residential structures located within the Trask Street to Lois Avenue area first; final plans are still being refined.

Mr. Clete Belsom, City of Tampa, stated that the City is interested in 122 of the 190 structures from Trask Street to Armenia Avenue. The City and FDOT have conducted a field review and these 122 structures are considered to be movable or sellable under the City's affordable housing program, if some financial help is available.

Mr. Ron Rotella, Westshore Alliance, talked about his involvement with the relocation of structures in the Westshore area and mentioned that he had already met with City staff to discuss relocations in the Westshore area. Mr. Rotella explained that he has been a part of helping to set up a not-for-profit Transportation Corporation to assist FDOT with the moving of structures in the Westshore area. As defined in the 1989 legislation, the articles of incorporation were recently submitted to the General Counsel for approval. The Transportation Corporation will act as a not-for-profit agent of the FDOT and provide assistance with locating lots and relocating structures in the Westshore area. The City will

handle the relocation of families. Ron Rotella stated that he knows of no other Transportation Corporation that has been set up under this new legislation.

Mr. Steve Fennel, FHWA, stated that a similar Transportation Corporation had been set up in Fort Myers, Florida approximately three years ago for the I-80 project. The project was very small in comparison to TIS, but it could be explored. Mr. Fennel suggested Mr. Rotella call Mr. John Garner (Central Office - FDOT) for more information at (904) 488-3661 Mr. Rotella will follow-up on this information.

Mr. Clete Belsom pointed out that the City does not own any lots in the Westshore area. The process of acquiring funding and purchasing lots is still an issue. Mr. Rotella suggested that a few hardship cases be tried initially to get an idea on how the system will work before moving over 100 structures.

Mr. Steve Fennel mentioned the possibility of using funding from last resort housing through FDOT/FHWA to front the cost of purchasing the lots. Mr. Ron Rotella said he will work with Mr. Elbert Johnson on devising a plan for advance purchases and relocation. Mr. Johnson can provide more information on last resort housing for Mr. Rotella. Mr. Fennel asked if the Transportation Corporation will be providing all the information necessary to complete the Needs Assessment Plan. Mr. Johnson stated that it was the FDOT's intention to coordinate the effort with Mr. Rotella.

Mr. Ron Gregory, Greiner, mentioned that he and Mr. Mike Coleman, FDOT, met with Carver City area residents and many stated they desired to remain within their neighborhood. Mr. Gregory suggested that Carver City would be a good area to start the relocation process since the residents have already expressed an interest in relocating in their current neighborhoods.

III. PROGRESS ON RELOCATING HISTORIC PROPERTIES

Mr. Clete Belsom, City of Tampa, talked about a meeting between the Preservation Board, TPI, and the City concerning historic structures. The group believes that the majority of the 130 historic structures can be relocated; it is their intention to attempt to preserve all 130 structures even if some rehabilitation is required prior to moving the structures. Mr. Belsom said he has been researching the costs associated with purchasing additional lots, moving the historic structures, paying utility fees, and rehabilitating the structures. Mr. Belsom is still working on incorporating additional items into the cost estimates. Mr. Belsom said his estimates will be available in about a week and the City will have these costs completed for discussion at the draft Memorandum of Agreement (MOA) meeting in April.

Mr. Rotella asked if one individual is coordinating the collection of all the real estate information. Mr. Belsom responded that he is coordinating the research and would be the contact person. Ms. Illes stated that the City provided information to Greiner on all of the lots it owns. These lots were identified on the TIS Concept Plans. Ms. Kasey Cursey, Greiner, presented aerials that identified the lots currently owned by the City. Ms. Cursey pointed out that a few lots are available in the West Tampa and Tampa Heights/CBD areas, but the majority of the lots are located in Ybor City. In addition, the Real Estate division is looking at possible land acquisitions through foreclosures. Mr. Belsom said that he would like to put some kind of Master Plan together that would help to identify whole blocks that could be used for relocation rather than scattered lots. Tampa Preservation, Inc. could help in selecting the lots and blocks that would best maintain the historic integrity of the structures being moved.

Ms. Stephanie Ferrell, Historic Tampa/Hillsborough County Preservation Board, pointed out that selecting specific lots for relocation will require considerable manpower because lot measurements will need to be taken and zoning requirements such as setbacks will need to be researched. Also, someone from the City will need to determine which structures can actually be moved. Ms. Pam Ganey, FDOT, suggested that funding for these types of tasks may be available through non-traditional funding sources such as ISTEA (enhancement funds, most likely). Once the structures have been identified, Ms. Ganey said it would be approximately a 90-day process to determine eligibility and receive the funds.

The Relocation Task Force agreed that a Master Plan should be developed that outlines all of the issues concerning relocation of historic structures. The Master Plan would include priorities for each historic relocation task that needs to be completed including the identification of structures that may need immediate attention due to deterioration and a list of possible friendly acquisitions. The concept for a Master Plan, which would include a budget, needs to be developed into an outline of defined work to be completed, then the group could apply for funding to develop the Master Plan. Karen Simon, Tampa Downtown Partnership, volunteered to help prepare the package to apply for funding. The Preservation Board, TPI, and the City will be the groups working on developing the Master Plan. Ms. Ferrell said she would coordinate the development of a Master Plan concept, and try to complete the proposal by May.

Another issue to be addressed in the Master Plan will be the use of salvaged material from the historic structures that cannot be relocated and must be torn down. Mr. Francois de la Menardiere, Tampa Habitat for Humanity, stated that he had looked into using architecturally significant salvaged material as part of the RTF in 1991 and found that the use of the material was cost prohibitive.

Ms. Ferrell said that there is a market for these materials; she gets several inquiries a month regarding historic building materials. Removal of the material can be difficult and costly. Ms. Ferrell suggested that an investigation of other communities, such as neighborhoods in Atlanta, and an investigation of salvaging companies, such as the Wrecking Bar, be included in the Master Plan before the issue is discarded.

With the proposed rehabilitation of historic structures, it would be wasteful to demolish architectural material then require mill work to duplicate original materials. It would be less costly and more sensible if these elements could be saved and stockpiled.

Martha Sherman, TPI, suggested that the wrecking companies have very specific performance specifications to remove named items. This was discussed and it was decided that additional information on this topic be collected.

The question of what is a feasible cost for relocating historic structures was posed by the Relocation Task Force. As part of the Section 106 process, the MOA (mitigation of impacts to historic structures) outlines that the FHWA and FDOT will be contributing a dollar figure to ensure structures are moved and rehabilitated.

The structures that are not historic will be addressed under the normal FDOT policies for relocation. The cost to relocate and rehabilitate a structure may not exceed the projected appraisal value of the structure once the rehabilitation is complete. Mr. Ron Rotella pointed out that several of these issues surrounding non-historic structures will be resolved after a few hardship cases are relocated.

Ms. Kasey Cursey, Greiner, presented information regarding the removal of lead-based paint. Beginning January 1, 1995, the Federal government will have to address the removal of lead-based paint for any unit which is rehabilitated with federal funds. By April 1996, all states shall have enacted legislation regarding lead poisoning prevention and abatement efforts.

IV. UPDATE ON MISCELLANEOUS PROPERTIES

The FDOT has submitted a letter to HUD advising of the intention to purchase a portion of the Tampa Housing Authority property and asking HUD to make a determination as to which option they prefer: 1) Move families directly into North Boulevard homes and replace units with Section 8 certificates, 2) Replace the facility with a similar structure in a location suitable to density requirements, or 3) Move into single-family homes if land could be found. They would prefer moving people to North Boulevard homes and receiving Section 8 certificates.

The Presbyterian Village property is under discussion by the Presbyterian Village Board. Ms. Illes, Greiner, stated that the Board will receive recommendations to relocate the residents and eliminate the facility, but she does not have a final decision from the Board as of yet.

The Clara Frye School site was not discussed at this meeting.

V. TAMPA HABITAT FOR HUMANITY

Mr. Francois de la Menardiere, Tampa Habitat for Humanity, pointed out that once a decision is made regarding Tampa Housing Authority and the Presbyterian Village property, he could begin identifying families that may be eligible for Habitat.

Ms. Illes noted that Presbyterian Village currently has a program run by a local bank. Those who are interested in that program could be targeted as the group to be reviewed for interest and eligibility.

Mr. de la Menardiere notified the group about the latest EPA ruling that forbids anyone from discarding fluorescent light bulbs (when there are 10 or more bulbs) as of July 1, 1994.

VI. OTHER ISSUES

Ms. Illes discussed the latest proposal for the relocation of the Kid Mason Fendall Center. The proposal is to move the Center onto Perry Harvey Park property to help maintain the current functions of the Center and to maintain access to the park.

The group also discussed the issue of union labor laws and whether or not the Davis Bacon wage rate requirements will apply to this project. Mr. Steve LaBrake, City of Tampa, pointed out that the City cannot provide a cost estimate until the Davis Bacon (Department of Labor union wage rate requirements) determination is made. It was decided that two costs should be computed: one assuming Davis Bacon applies and one without Davis Bacon additional costs. It was decided that FDOT should contact the Department of Labor or the FDOT's attorneys for advice on the applicability of Davis Bacon.

VII. NEXT MEETING

A. Date: Second Week of May 1994. Ms. Illes will send a meeting notice.

B. Topics of Discussion: Agenda will be attached to meeting notice.

1. A report on the Master Plan/funding application will be given
2. Update on Westshore relocations.

Attachments
KCC/dlw

TAMPA INTERSTATE STUDY
RELOCATION TASK FORCE
March 17, 1994

Francois de la Ménardiere (for Jim Bailey)	Tampa Habitat for Humanity
Elbert Johnson	FDOT - District VII
Clete Belsom	City of Tampa - Comm Redevelopment Division
Stephanie Ferrell	Historic Tampa/Hillsborough Preservation Board
Ron Gregory	Greiner, Inc.
Kasey Cursey	Greiner, Inc.
Karen Simon	Tampa Downtown Partnership
Ron Rotella	Westshore Alliance
Harris Mullen	Ybor Square
Steve LaBrake	City of Tampa
Glorida Monda	Zoning, LDC
Martha Sherman	Tampa Preservation, Inc.
Steve Fennel	FHWA(R/W)
Elaine Illés	Greiner, Inc.

TAMPA INTERSTATE STUDY
RELOCATION TASK FORCE
March 17, 1994

Agenda

I. INTRODUCTIONS

II. UPDATE ON DESIGN SEGMENT 1A (Westshore Area)

- A. FDOT
- B. City

III. PROGRESS ON RELOCATING HISTORIC PROPERTIES

- A. City
- B. Preservation Board
  1. Vacant Properties
  2. Salvaging Historic Components

IV. UPDATE ON MISCELLANEOUS PROPERTIES

- A. Tampa Housing Authority
- B. Presbyterian Village Property
- C. Update on Clara Frye School Site

V. TAMPA HABITAT FOR HUMANITY

- A. Potential to Work With Relocatees
- B. Potential to Work to Rehabilitate Structures

VI. OTHER ISSUES

VII. NEXT MEETING

TAMPA INTERSTATE STUDY
The Greiner Team
P.O. Box 31646 (33631-3416)
7650 West Courtney Campbell Causeway
Tampa, Florida 33607-1462
(813) 286-7667
1-800-624-0074
FAX: (813) 286-6587

C2380.30, B20
January 20, 1994

MEMORANDUM

To: Members - T.I.S. Relocation Task Force

From: Kasey C. Cursey KCC

Subject: **Minutes of Relocation Task Force Meeting No. 6**
State Project No. 99007-1402, WPI No. 7140004, FAP No. IR-9999(43)
Tampa Interstate Study

On Tuesday, January 11, 1994 at 1:30 p.m., the sixth meeting of the Tampa Interstate Study Relocation Task Force was held in the 7th floor boardroom of Greiner, Inc. in Tampa. A list of attendees is attached. The following members were not in attendance: Mr. Harris Mullen (Ybor Chamber of Commerce), Mr. Otis Anthony (City of Tampa - Mayor's Office), Mr. Charles Knight (Architectural Review Board), Senator James T. Hargrett, Jr. (District 21), and Mr. Ron Rotella (Westshore Alliance). Each attendee was provided with a meeting agenda. The following presents the major points discussed at the meeting in order of the agenda items.

I. INTRODUCTIONS

Elaine Illes, Greiner, opened the meeting and the attendees introduced themselves. A copy of the sign-in sheet is attached.

II. FDOT RIGHT-OF-WAY AND RELOCATION PROCESS

Mary Arend from FDOT, District 7, passed out the attached handout that detailed the right-of-way and relocation process for a typical relocation project. The information included a schedule detailing the approximately 24-month process. Property owners are typically given the option of moving to another home or moving their home to another site. The FDOT Relocation Department is responsible for moving people and the Property Management Department is responsible for relocating structures.

The relocation process will need to be adapted to TIS, which is an extremely complex project requiring a large number of relocations. Many of these relocations are historic properties. The FDOT does not intend to be in the business of moving and rehabilitating historic structures; consequently, FDOT is coordinating with a third party to help convey titles for the structures to non-profit organizations that want the structures and have experience with restoration of historic buildings.

Rick Adair, FDOT, stated that District 7 has experience with moving only two historic structures in Hillsborough County.

III. TAMPA HOUSING AUTHORITY REPORT ON CURRENT POLICIES/POSITION

Angelo DePaul, Tampa Housing Authority (THA), reported that no decision has been made by the Authority regarding relocations. The Authority is currently considering two options: THA may replace the current housing stock with Section 8 certificates from the Housing & Urban Development Department (HUD) or THA may request FDOT to rebuild the current stock of public housing and relocate the residents to the new housing (this process takes longer and is more complicated). Section 8 certificates help to subsidize rent payments for low income residents. Mr. DePaul stated that there is an adequate supply of Section 8 properties; in fact, there is a waiting list to become a Section 8 property. The only unfortunate aspect to Section 8 certificates is the residents of THA do not necessarily get the certificates because there may be several families in front of them on the waiting list. THA would prefer to replace housing with Section 8 certificates because it is an easier process, but the Board has not discussed this yet and no recommendation has been made to HUD. HUD will make the final decision.

FDOT is drafting a notice of intent to purchase the property for the THA. This allows the evaluation/decision process to begin.

Ms. Illes mentioned that she will be coordinating with Presbyterian Village regarding the relocation process next week.

IV. LOCAL AGENCIES' COMMITMENT OF RESOURCES

A. <u>City of Tampa</u>

1. Desired Structures

Clete Belsom, City of Tampa, Community Redevelopment Division, reported that the City is interested in acquiring some of the structures if FDOT will assist with the costs of the moves. Mike Coleman, FDOT, stated that FDOT will cover the cost of moving historic structures, but he does not know about relocating non-historic structures. The FDOT would most likely assist up to the cost of demolishing the structure. Mr. Belsom mentioned that the City would be able to receive relocation funding assistance from the Challenge Fund, but the City could probably not acquire any structures that would require more than $20,000 of rehabilitation costs.

Non-profit organizations may want to participate. Based on previous moves, the City estimates moving costs of approximately $30,000 per structure. The City would be interested in all the structurally sound historic buildings suitable for relocation if the costs are borne primarily by FDOT. Problems to consider include termites, asbestos, and the size of the structure.

The City prefers not to take title; it is a much smoother process if the FDOT transfers the subsidies to the City but the title transfers directly to the non-profit groups who will rehabilitate and sell the structures as low-income housing. A subsidy would be through the Challenge Fund.

2. Code Requirements/Exceptions

Mr. Belsom explained that currently exceptions are made for affordable housing. He does not believe that the City will waive impact fees for the relocation of the structures even if the structure is moved to the same street or neighborhood; however, zoning is less stringent for historic districts than for other residential areas.

3. **Fire Districts**

Kasey Cursey, Greiner, stated that she had worked with Bill Ryan, Supervisor of Inspections - Tampa Fire Department, to outline the boundaries for the Fire Districts in the historic areas. The Fire Districts run primarily along commercial corridors or in areas that have a greater potential for the spread of fire. Greiner has a copy of the Fire District map sections for West Tampa, Tampa Heights, and Ybor City. Mr. Ryan suggested we contact Nick D. Andrea, Jr., City of Tampa Building Department, once we start trying to match up structures with vacant parcels that are in the Fire Districts.

Ms. Illes pointed out that Tampa Heights has a limited Fire District area and moving structures in this area should not be a problem. The desired vacant lots in the West Tampa area are not in a Fire District, so relocating structures in this area should not be a problem either. Fire District boundaries in the Ybor City Landmark District cover a large part of the Historic District and we would need assistance in matching up parcels with structures that meet the Fire District codes.

Mr. DePaul mentioned that in addition to restrictions concerning Fire Districts, we need to be aware of the upcoming EPA regulations regarding lead-based paint. Before demolition, houses that were constructed prior to 1978 must be tested for lead-based paint. Restoring these homes may require meeting EPA hazardous material regulations for possible soil contamination. In addition, rehabilitation will require using fire-resistant paint. Ron Gregory, Greiner, requested that someone from the meeting look into EPA regulations. Ms. Cursey will be collecting information from EPA.

Massachusetts and Maryland have already adopted legislation dealing with the lead-based paint issues. Once EPA has completed their requirements, all states will have to adopt their own regulations or they will be required to comply with EPA's guidelines.

4. **Inventory of City-Owned Vacant Property**

Mr. Belsom brought an inventory of vacant lots in the project area, but suggested we not limit ourselves to considering only vacant lots.

5. **Historic versus Low-Income Housing**

Ms. Illes stated that there is a higher priority for trying to relocate historic houses because it is required as part of the mitigation plan. She asked if someone from the City would be interested in driving by all of the historic properties that are under consideration. Ms. Illes will set up a time and contact City staff to arrange the survey. It was later decided that all relocations (not just the historic ones) should be reviewed on the same day.

B. **Historic Tampa/Hillsborough County Preservation Board**

Stephanie Ferrell, Historic Tampa/Hillsborough County Preservation Board, updated the Task Force on the latest efforts of the Board. Ms. Ferrell discussed her involvement in the writing of a Redevelopment Plan for Tampa Heights. She said that Tampa Preservation, Inc. (TPI) has been trying to buy properties in the Tampa Heights area, and currently either owns or has the option to buy a total of 40 vacant properties. The lots would be available for the relocation of historic structures impacted by the interstate improvements and proposed mitigation. TPI would be the logical recipient of relocated historic homes in the Tampa Heights area. In addition, 25 new compatible houses are being built in the area by TPI.

Ms. Ferrell stated that the City has agreed to maintain the proposed Tampa Heights mitigation area but that this agreement needs to be pursued in writing.

Ms. Ferrell discussed participating in the evaluation of the structural condition of each historic property and said the Preservation Board would be the logical agency to help with the evaluation.

Ken Hardin, Piper Archaeology/Janus Research, asked Ms. Ferrell what role the Preservation Board and TPI play in revitalizing West Tampa and Ybor City. Ms. Ferrell said that other non-profit groups may play a greater role in helping in these areas.

C. Tampa Habitat for Humanity

Francois de la Menardiere, Tampa Habitat for Humanity, discussed how the organization may be able to help with the relocation of residents along the project. Francois stated that Habitat for Humanity provides housing for economically disadvantaged families in exchange for sweat equity from the family and a $200 monthly mortgage payment. A new three-bedroom house can be built for $30,000.

Habitat for Humanity could participate in the project by helping to rehabilitate relocated structures or structures that may otherwise be demolished. Mr. de la Menardiere said that a 30 lot development is about to be finished in the area of Orient Park (near I-4 and Orient Rd.) and the development will be called Hope Park. Another development is planned for the area of Grant Park (near I-4 and Martin Luther King, Jr. Blvd.). Mr. de la Menardiere would like to see a map illustrating the structures to be relocated particularly at the eastern end of the project and in the Westshore area.

Tampa Habitat can help by screening for potential applicants in Presbyterian Village and getting these families into homes rather than putting them on the list for Section 8 certificates. Mr. Belsom said the City would only be able to help relocate and restore structures if the cost does not exceed $20,000. Ms. Illes suggested that we explore our options and come up with some creative financing to keep from demolishing as many structures as possible. FDOT, the City of Tampa, and Tampa Habitat could all work together on this issue. Ms. Illes mentioned that the Westshore area will have funds available for possible early acquisition to initiate relocating people and structures.

Mr. Gregory asked that FDOT provide the average square footage prices for relocating several different types of structures, for example, slab on grade. The group was curious to know if $30,000 was an average estimate for relocating structures.

D. Tampa Preservation Inc.

Martha Sherman, Tampa Preservation, Inc., suggested that TPI is a willing third party (non-profit) to help with the relocation of the historic structures. Ms. Illes asked if anyone had any objections to the City of Tampa acting as the facilitator to the non-profit groups. The group agreed that the City of Tampa would be a good choice. The MOA will reflect this concurrence.

E. Other Agency Interests

No discussion.

V. OTHER ISSUES

Ms. Illes discussed the upcoming Urban Design Guideline (UDG) meetings with West Tampa, Westshore, Tampa Heights and Downtown Tampa, and Ybor City. Ms. Illes invited Lee Martin, Hillsborough County Schools, to the March 7th, Tampa Heights - CBD meeting from 4:00 to 8:00

p.m. and told Mr. DePaul she would speak with him at a later date about representatives from the North Boulevard Homes attending the West Tampa Community Meeting.

VI. NEXT MEETING

A. Date: Week of March 14th, 1994. Ms. Illes will send a meeting notice.

B. Topics of Discussion: Agenda will be attached to meeting notice.

TAMPA INTERSTATE STUDY
RELOCATION TASK FORCE
January 11, 1994

Francois de la Ménardiere (for Jim Bailey)	Tampa Habitat for Humanity
Rick Adair	FDOT - District VII
Mary Arend (for Ed Johnson)	FDOT - District VII
Carol Kingston	FDOT - District VII
Lee Martin	Hillsborough County Schools
Clete Belsom (for Fernando Noriega)	City of Tampa - Comm Redevelopment Division
Angelo De Paul (for Audley Evans)	Tampa Housing Authority
Jan Smith	HCCCPC
Stephanie Ferrell	Historic Tampa/Hillsborough Preservation Board
Ron Gregory	Greiner, Inc.
Mark Jennings	Greiner, Inc.
Michael Coleman	FDOT - District VII
Kasey Cursey	Greiner, Inc.
Deborah Alderson	Historic Tampa Preservation Board
Jim Cloar	Tampa Downtown Partnership
Pam Ganey	FDOT - District VII
Ken Hardin	Janus Research
Martha Sherman	Tampa Preservation, Inc.
Elaine Illés	Greiner, Inc.
Otis Anthony	Executive Assistant to the Mayor

TAMPA INTERSTATE STUDY
RELOCATION TASK FORCE
January 11, 1994

Sign-In Sheet

Name	Representing
1) François de la Ménardière	Tampa Habitat for Humanity
2) Rick Adair	FDOT DISTRICT 7
3) Mary Arend	FDOT - District 7
4) Carol Kingston	FDOT - "
5) LEE MARTIN	HILLS. COUNTY SCHOOLS.
6) Clete Belsom	City of Tampa - Comm. Redev. Div.
7) Angelo DePaul	Tampa Housing Authority
8) Jan Smith	HCCCPC
9) Stephanie Ferrell	Historic Tampa/Hillsborough Pres Bd.
10) Ron Gregory	Greiner, Inc TIS
11) Mark Jennings	" "
12) MICHAEL COLEMAN	FDOT DISTRICT 7
13) Kasey Cursey	Greiner, Inc. TIS
14) Debra Alderson	Historic Tampa Pres. Bd.
15) JIM CLOAR	TAMPA DOWNTOWN PARTNERSHIP
16) [illegible]	FDOT - District 7
17) Ken Hardin	Jamis Research
18) Martha Sherman	Tampa Preservation, Inc.
19) Elaine C. Illes	Greiner, Inc.
20)	
21)	
22)	
23)	
24)	
25)	
26)	
27)	
28)	

TAMPA INTERSTATE STUDY
The Greiner Team
P.O. Box 31646 (33631-3416)
7650 West Courtney Campbell Causeway
Tampa, Florida 33607-1462
(813) 286-7667
1-800-624-0074
FAX: (813) 286-6587

C2380. B1, B20
December 7, 1993

MEMORANDUM

To: Members - T.I.S. Relocation Task Force

From: Elaine C. Illes, Project Coordinator

Subject: **Minutes of Relocation Task Force Meeting No. 5**
Tampa Interstate Study, State Project No. 99007-1402,
WPI No. 7140004, FAP No. IR-9999(43)

On Tuesday November 16, 1993 at 1:30 p.m., the fifth meeting of the Tampa Interstate Study Relocation Task Force was held at Greiner, Inc. in Tampa. A list of attendees as indicated on the sign-in sheet is attached. Each attendee was provided with a handout of project materials and a meeting agenda. The following presents the major points discussed at the meeting.

Elaine Illes briefly updated the task force on the project including the recent Historic Resources Public Meeting, the Section 106 process, and the revised FDOT Five-Year Work Program.

Shifts in the proposed alignment were discussed and shown on a set of plans. The proposed alignment has been slightly tightened in West Tampa and shifted to the south in Ybor City in order to reduce the number of residential relocations in these historic areas.

A retention pond previously proposed for the south side of I-275, just to the north of Riverfront Park, has been moved to the north side of the interstate in order to avoid potential Section 4(f) involvement at the park. This move will require additional relocations

at the Presbyterian Village, requiring total displacement of that facility. Such an acquisition will constitute a functional replacement.

The latest estimates of business and residential relocations were discussed by project segment. A summary sheet of the relocations was included in the handout materials.

Hillsborough County School Board properties were discussed. Lee Martin provided an update on the status of the five school board properties which will be impacted by the proposed project.

1) Carver Center is an early childhood development center for children under five years of age. The School Board would prefer that FDOT acquire the entire property rather than most of it, leaving a small piece that would be unusable. It is uncertain at this time where the children attending Carver Center will be relocated.

2) At the Velasco Building (old), which is proposed for acquisition, most of the programs and staff have been moved to other locations. Some administrative activities are still there and will be relocated, but most activities have already been moved to the new Velasco Building in Ybor City.

3) The Henderson School is now vacant and proposed for partial right-of-way acquisition (a large portion of the building). The School Board has no objection should the FDOT wish to acquire the entire site.

4) At Oak Park Elementary, the project would require right-of-way acquisition along the school's northern boundary, impacting the stormwater retention facility and playground. The School Board is also concerned about noise impacts at the school. The FDOT and Greiner will study the situation further.

structures to new appropriate locations as mitigation. A big issue is maintaining the historical integrity of the displaced structures.

The City of Tampa has indicated that is owns numerous residential lots which may be candidate relocation sites for many of the structures. It would be preferential to relocate several historic structures within the same vicinity so as to maintain historical integrity.

A Memorandum of Agreement (MOA) is currently being developed which will outline in detail the mitigation plan for impacts to historic resources. The MOA will be a binding commitment and will be signed by the FDOT, FHWA, SHPO, and the Advisory Council of Historic Preservation (ACHP).

Since the FDOT is primarily in the business of building and maintaining roads, they would prefer that a local entity oversee the mitigation plan once the MOA is signed. The City of Tampa Housing Department may be able to be the major recipient of the structures. The City would work with the non-profit agencies such as Tampa Habitat for Humanity and Tampa Preservation Inc. These agencies pledge to work with the City to carry out the defined and agreed-upon actions in the MOA. If the City of Tampa takes a leading role in the moving of structures, they will also be a signature of the MOA.

Prior to completion of the MOA, the FDOT would like to obtain a commitment from the various interested agencies as to how many structures each would like to acquire. Harris Mullen indicated that private enterprise may be interested in participating as long as historic structures are relocated within the historic districts.

5) At the proposed location for the new Clara Frye School, the City of Tampa is preparing to sell the property to the School Board. The School Board is willing to share stormwater retention facilities at that location with those proposed by the FDOT. Construction is scheduled to begin within two years (most likely several years before the interstate improvement). Further coordination on this site will be pursued.

In general, Mr. Martin indicated that the School Board is committed to cooperation with the FDOT and would like to work toward negotiating a package agreement.

A representative from the Tampa Housing Authority was not present at the meeting. Early acquisition of Housing Authority property in West Tampa is being considered due to the time-consuming and complicated process involved. It is not known at this time whether or not the FDOT will be required to pay for actual replacement housing. Several years ago, HUD was moving toward rent supplements. A separate coordination meeting will be set up to further discuss the North Boulevard property.

Recent policy involving public housing is to place the residents in smaller groups, in order to avoid large concentrations such as complexes or "projects." Replacement housing needs to be in place for all the displaced residents prior to the actual displacement, otherwise, transitional housing is required. The approval process for acquiring HUD properties and providing relocation opportunities can take as long as two years.

Historic resources were discussed. As part of the Section 106 process, mitigation for impacts to historic resources must be addressed. The FDOT is considering moving historic

It was indicated that some city codes and fire regulations could make the relocation of many structures infeasible. Regulations may prohibit the movement of older wooden structures into certain fire districts. The City will provide Greiner with information on fire districts. City impact fees could make the relocated structures economically infeasible for low income housing. Some city codes or regulations may require waiving or exemptions in order to make the relocation of structures a viable plan. These are the types of issues that the City must make determinations about.

Ron Rotella indicated that the City regulation requiring rehabilitated structures meet new building codes when the cost of such rehabilitation exceeds 50 percent of the value of the structure, may be unreasonable for many of the relocated structures. The issues of impact fees, building codes and fire regulations will have to be settled prior to completion of the MOA. Ron Gregory requested that the City of Tampa prepare a map showing the locations of potential in-fill lots.

The next meeting of the Tampa Interstate Study Relocation Task Force has been scheduled for January 11, 1994 at 1:30 p.m. in the 7th Floor Boardroom at Greiner in Tampa. It was requested that all participants come to the next meeting prepared to discuss their specific desires and their commitments to the relocation process. Specific topics will include: fire codes, rehabilitation codes, vacant parcels, specific moving problems, and interagency agreements

The meeting was adjourned.

TIS - RELOCATION TASK FORCE
November 16, 1993

LIST OF ATTENDEES

Name	Organization	Phone No.
Tom Johnston	City of Tampa	223-8146
Rick Adair	FDOT - District VII (PD&E)	975-6447
Ron Gregory	Greiner	286-7667
Ken Hardin	Janus/Piper Archaeology	821-7600
François de la Ménardière	Tampa Habitat for Humanity	229-2021
Ed Johnson	FDOT	975-6740
Bill Walsh	Knight Appraisal	229-0161
Ron Rotella	Westshore Alliance	289-5488
Lee Martin	Hillsborough County Schools	272-4079
Martha Sherman	Tampa Preservation, Inc.	251-4199
Pam Ganey	FDOT - District VII	975-6460
Michael Coleman	FDOT - District VII	975-6077
Thom Snelling	City of Tampa - HDC	223-8405
Harris Mullen	Ybor City Chamber/Ybor Square, Ltd.	876-9786
Elaine C. Illes	Greiner, Inc.	286-1711
Mark Jennings	Greiner, Inc.	286-1711
Cletus Belsom	City of Tampa - HDC	(did not sign in)

Greiner

C2380.14 B21
April 2, 1991

MEMORANDUM

To: Relocation Task Force

From: Elaine C. Illes

Reference: **Tampa Interstate Study No. C2380.04;**
W.P. Item No. 7140004; State Job No. 9007-1402;
F.A.P. No. IR-9999 (43); FEID No. 59208795

The fourth meeting of the Tampa Interstate Study (TIS) Relocation Task Force was held at 8:30 a.m. on March 7, 1991 in the 7th floor board room at Greiner, Inc. Attendees include the following:

Harris Mullen - Ybor Square
Lee Martin - Hillsborough County School Board
Stephanie Ferrell - Tampa Historic Preservation Board
Bob Harrell - City of Tampa Housing and Community Development
Michael English - Hillsborough County City/County Planning Commission
Otis Anthony - City of Tampa
Charles L. Knight III - Architectural Review Board
John Maynard - Knight Appraisals
Angelo DePaul - Director of Operations, Tampa Housing Authority
Ron Crew - FDOT, Relocation
Mary Arends - FDOT, Right of way Acquisition
Ed Johnson - FDOT, Relocation
Ron Gregory - Greiner, Inc.
Elaine Illes - Greiner, Inc.

Those who did not attend include the following:

Cecil Edge - Tampa Downtown Partnership
Representative James Hargrett, Jr.
Francois de la Merandiere - Tampa Habitat for Humanity
Ron Rotella - Westshore Alliance

The meeting began by everyone introducing themselves. Bobby Atwell had taken ill the night before; consequently, Ron Crew presented information on the TIS schedule and funding.

The right-of-way for Segment 1A, the Environmental Assessment study area, has been programmed for purchase in July 1994-95. Sixty million dollars is allocated to include appraisals and support cost. For the next two years, 1.5 million dollars per year of

advanced relocation monies are available as discretionary money. A property on Lemon Street has already been identified for a portion of the funds. Nothing else related to TIS has been funded in the 5-year program.

Question: Bob Harrell - City of Tampa Housing and Community Development

Once you begin purchasing right-of-way, how long will it take to complete acquisition and relocation?

Response: Ron Crew - FDOT

The standard schedule requires two years to complete this stage of the study. It can be completed more quickly given certain circumstances.

Mr. Gregory opened the discussion by providing a background of the concerns discussed at previous meetings.

For example, Representative Hargrett at the first meeting was concerned about relocating businesses outside of their current neighborhood. It is possible that if relocation money is provided, the people will receive payment and leave the area, adding to the downward spiral. Could there be an issue of moving homes instead of always destroying them?

Comment: Angelo DePaul - Tampa Housing Authority

Specific to the Housing Authority, housing has to be replaced within certain census tracts. It is possible to purchase existing housing, build new housing or use Section 8 funds to subsidize private owners.

Bob Harrell presented the Tampa Policies and Goals as a representative of the city. He outlined seven objectives and prefaced the objectives by stating that the main concern of the city is not to relocate outside of the city limits any persons that currently live within the city limits.

Policies and Goals will be transmitted to Greiner, Inc. to be distributed to the Relocation Task Force. The city's objectives include:

* No business loss within the city limits.
* Keeping city expenditures to a minimum.
* Avoiding waste by relocating homes instead of demolishing, if economically feasible.
* Relocating public housing tenants to scattered sites - no more than 50 dwelling units per site.

Mr. Harrell also discussed the need to coordinate the schedule of demolition and the timing of notification with the State for both residential and commercial relocations. Mr. Harrell outlined six components relocatees should be aware of in which the city could aid in reducing costs of relocation.

Comment: Ron Gregory - TIS

Maybe it would be beneficial to end up with a joint governmental office to deal with the relocation issues and to coordinate city and state staff and information.

Response: Bob Harrell - City of Tampa Housing and Community Development

The city is not financially able to staff an office for six years. If funding is available from the state and if the state wishes the city's assistance, we would be happy to assist. It would seem to operate better if the city operated as a technical assistant to the state. How did Atlanta or other large cities with large interstate improvement projects handle the coordination of city, state and federal agencies?

Response: Ron Gregory - TIS

The Atlanta program was very minimal. Greiner, Inc. will contact the Georgia Transportation Commission; however, I think we will find that the relocation program was not that significant.

Comment: Mary Arends - FDOT Relocation

Coordination may be particularly important for zoning issues. Moving of existing structures may require the need for variances.

Question: Michael English - Hillsborough County City/County Planning Commission

Is the city confident that the state will agree with all of the city goals and that the state will represent the city's interests? Why not take advantage of a joint office and represent your interest?

Response: Bob Harrell - City of Tampa Housing and Community Development

It is more economical if the Department (one group) handles the public issues. It is amazing how the perception of the public can be misdirected. It may become confusing for the public if they interface with state and city representatives. It would seem more appropriate for city staff to be available to assist state staff.

Comment: Mary Arends - FDOT Relocation

The Department needs key people to contact for specific questions.

Comment: Ron Gregory - TIS

Comments should be addressed to one person; otherwise, no one person will have a handle on everything that is happening in the process.

Comment: Bob Harrell - City of Tampa Housing and Community Development

If the Department can provide us with a list of issues they usually deal with during the relocation, the city can provide them with a contact person for each issue.

Mr. Angelo DePaul was in attendance for Audley Evans representing the Tampa Housing Authority. Mr. DePaul outlined the Tampa Housing Authority Relocation Policy. Replacement units have to be 1 for 1 based upon HUD restrictions. It is preferable to have new housing in place but if it is not available at the time of relocation, transition housing will be required. We can try to keep housing within the city limits, but HUD is not under any obligation to remain within the city limits. When processing the relocation paperwork, it must be reviewed by the Jacksonville Office, the Atlanta Office and then the Washington Office. Depending upon the number of relocatees, it can take 6 months to 18 months to actually complete the relocation process. Once the number of units have been identified, then replacement locations can begin to be identified.

Comment: Ron Gregory - TIS

The meeting with FHWA to review right-of-way is scheduled for early March. The April 30, 1991 Alternatives Public Meeting will display the defined right-of-way limits. We need to get with the Tampa Housing Authority to coordinate the process and contact the Board.

Comment: Otis Anthony - City of Tampa

We need to be sensitive to the residents of the public housing. Residents act independently from HUD, and the TIS team should meet with the people. Many people have lived there for years. Although the Presbyterian Village is not governed by the same entity as the North Boulevard property, there are tenant associations for both housing units. When a presentation is made, it should be made to both associations. There are few vacancies in the units that people consider more desirable. For example, Central Park Village has only 2 vacancies out of 483 units.

Comment: Bob Harrell - City of Tampa Housing and Community Development

Very little property is available to the Presbyterian Village for the relocation of existing units; the city and Episcopal Church own most of the vacant land adjacent to the village. The city has a deed restriction and this property is planned for a park. The city prefers scattering the tenants to groups of 50 units or less; however, the city will support Tampa Housing Authority to move wherever they desire inside the city of Tampa.

Comment: Angelo DePaul - Tampa Housing Authority

HUD will have a preference as to where the housing is relocated based upon the location of existing public housing.

Comment: Otis Anthony - City of Tampa

There is a feeling among public housing tenants that certain housing units are better than others. Neighborhoods are established and generally people are not going to want to move from one neighborhood to another. North Boulevard is a high priority housing and many people are waiting to move to North Boulevard. Are minorities bearing the burden of relocations in the TIS project?

Response: Ron Gregory - TIS

I am not sure but I would guess that the answer is yes, strictly on the basis that it is typically minorities and low income people who tend to end up living next to the interstate.

Question: Stephanie Ferrell - Tampa Historic Preservation Board

Can the relocatees be moved into small multi-family units, rehabilitated units and infill housing?

Response: Bob Harrell - City of Tampa Housing and Community Development

If the units are too small, it becomes cost prohibitive to maintain.

Comment: Angelo DePaul - Tampa Housing Authority

If we are unsure as to when the tenants will be relocated due to uncertain funding, is it a good idea to be discussing relocation when we have no details and it may not occur for five years?

Comment: Bob Harrell - City of Tampa Housing and Community Development

You could sell the Tampa Housing Authority property to the Department as soon as replacement housing has been specified and then lease it back from the Department.

Comment: Angelo DePaul - Tampa Housing Authority

If relocation sites are not identified and housing is not available, temporary housing must be provided when it is time to relocate.

Comment: Bob Harrell - City of Tampa Housing and Community Development

We should avoid this if possible. It is not politically smart to put ourselves in that position.

Mr. Gregory requested the city and the Tampa Housing Authority to provide in written format their goals and objectives, any geographic areas that are preferable for relocatees and any requirements that need to be met. If the Tampa Housing Authority has any defined potential housing sites based on the latest relocations, please provide us with this information. If the city has census tracts they prefer, please identify these.

Mr. Gregory concluded the meeting by providing a quick update on the Oak Park Elementary School site. The preliminary evaluation is that the surrounding property does not contribute to the historic nature of the school structure. Greiner is preparing cost estimates for shifting the alignment across the street onto the Motel 8 and gas station properties, but preliminary evaluations indicate that it is cost prohibitive. Mr. Lee Martin requested a meeting be held with the School Board consultants, Greiner and FDOT to coordinate the issue of stormwater runoff and FDOT requirements.

The meeting adjourned at 11:00 a.m.

Please Note: We have not yet received written Policies and Goals from the city; please bring them to the April 4, 1991 meeting.

C2380.04B21
February 18, 1991

MEMORANDUM

To: Relocation Task Force Members

From: Elaine C. Illes

Subject: **Tampa Interstate Study Project No.: C2380.04**
W.P. Item No.: 7140004, State Job No.: 99007-1402
F.A.P. No.: IR-9999 (43), F.E.I.D. No.: 59208795
Relocation Task Force Third Meeting

The third meeting of the Tampa Interstate Study (TIS) Relocation Task Force was held at 8:30 a.m. on February 6, 1991 in the 7th floor board room at Greiner, Inc. Attendees include the following:

Harris Mullen - Ybor Square
Francois de la Menardiere - Tampa Habitat for Humanity
Lee Martin - Hillsborough County School Board
Ron Rotella - Westshore Alliance
Stephanie Ferrell - Tampa Historic Preservation Board
Audley Evans - Executive Director Tampa Housing Authority
Ken Hardin - Piper Archaeology
Dick Combs - Greiner, Inc.
Ron Gregory - Greiner, Inc.
Elaine C. Illes - Greiner, Inc.

Those who did not attend include the following:

Bob Harrell - City of Tampa Housing & Community Development (1 meeting)
Michael English - Hillsborough County City/County Planning Commission (2 meetings)
Otis Anthony - City of Tampa (3 meetings)
Cecil Edge - Tampa Downtown Partnership (2 meetings)
Representative James Hargrett, Jr. (2 meetings)
Charles L. Knight III - Architectural Review Board (2 meetings)
Scott Trundle - The Tampa Tribune (3 meetings)

Ms. Illes began by reviewing the socioeconomic profile of the Environmental Impact Statement (EIS) study area. The land use proposed for relocation within the EIS study area was highlighted in aerials and classified by land use type.

Business relocations were included in the meeting handout attached to this memo. Please note: Relocations in the Presbyterian Village and the North Boulevard Homes have not been included on the list of businesses to be relocated.

Similar to trends in the Environmental Assessment (EA) study area, the EIS study area has been affected by the decrease in the population and increase in housing. The result is that Tampa's person per household unit has decreased to 2.45 in 1985 from 2.51 in 1980. The number of single-family units has decreased while the number of multi-family units has increased. Unlike the EA study area, the number of people owning houses increased from 1980 to 1985 and the number of renters decreased.

The meeting was then turned over to Ken Hardin of Piper Archaeology to provide an update of the historic and archaeological findings in the EIS study area. Mr. Hardin recapped the findings of the EA for the people who were not present at the last meeting. Twelve prehistoric sites were found in the EIS study area; none of these sites are significant. Of the 403 structures which were originally identified for historic evaluation, approximately 200 of the structures were within the three historic districts of Ybor City, West Tampa and Tampa Heights.

The meeting in Tallahassee on January 18, 1991 centered around the structures outside of the three historic districts. Twelve separate structures have been identified for further determination of eligibility for listing on the National Register of Historic Places.

Mr. Hardin said he would coordinate with the work that Stephanie Ferrell has undertaken through the Tampa Preservation Board, Inc. Through this organization, options on 50 properties have been acquired; some of the properties are vacant lots. There is the potential to move some of the structurally sound structures to be acquired to these properties outside of the right-of-way. Ms. Ferrell noted that they are also examining the possibility of new construction that would be compatible with the local neighborhood for some of the 50 parcels.

Comment: Ron Rotella, Westshore Alliance - Impact fees again will become an issue. There needs to be some type of policy from the city in terms of if we move Decent, Safe and Sanitary Housing out of the proposed right-of-way, will people have to pay impact fees to occupy the home in a new location? Is the city willing to waive some costs in order to provide affordable housing? Does the Greiner team have a copy of the Housing Feasibility Study, prepared by Dr. Solomon?

Response: Ron Gregory, TIS - I think we have a copy, if not we will secure one.

Comment: I think it may be helpful, Dick, if you explain the Section 106 process for those of you who are probably not familiar with the historic and archaeological requirements.

Mr. Combs explained that once potential impacts are identified, the Historic Preservation office along with FHWA and the FDOT work out a mitigation plan that results in a Memorandum of Agreement (MOA).

Comment: Ron Gregory, TIS - I agree that some type of policy needs to be developed concerning the goals and objectives of this task force and the objectives or possibly the willingness of the city to participate in the relocation policies for TIS. We need Bob Harrell to be present.

Comment: Ron Rotella, Westshore Alliance - Houses are being abandoned and condemned everyday. Will the city allow people to move Decent, Safe, Sound and Sanitary homes to locations where they will be needed? Will the city share in the cost of moving?

Question: Stephanie Ferrell, Tampa Historic Preservation Board - Will the local government have to put up any funding for the project. I thought the project was funded by 90% federal monies and 10% state monies.

Response: Ron Gregory, TIS - No, the state does not necessarily carry the entire 10%. It is possible that a portion of the 10% could be asked for at the local level.

Mr. Lee Martin gave his presentation concerning the proposed impacts to the School Board properties and how it will impact the educational buildings. Four properties will be directly impacted as a result of the proposed takings. The following outlines these four properties and the impacts anticipated.

1. Carver Center - the proposed improvements will require the two-story classroom media and main office storage building. Only the cafeteria will remain. The School Board could relocate Carver to Blake, three blocks away. This school is currently being examined as a magnet school and as a result it may not be feasible to relocate Carver to Blake. Of course, it is also costly to relocate a school.

2. Henderson Building - The proposed improvements are not affecting the building but taking one-third of the parking. The School Board will need to purchase property to replace the acquired area.

3. Velasco Building - The School Board is totally replacing this three-story brick building. Construction should begin this year at Palm Avenue and Nick Nuccio Parkway.

4. Oak Park Elementary School - The School Board was expanding this site by eight acres. The TIS project takes property but not structures; however, with expansion of the area, the State Department requirement for square feet of building/open area will not be met. The School Board has stopped the architects because of the uncertainty of how this will be resolved.

General concerns are centered around the Oak Park Elementary School. Opening up 49th Street will increase the traffic load on the west side. There may be some problem with school buses. Buses come from the north, pick up children and leave to the south. The staff would prefer that the FDOT purchase the facilities so that the School Board could build new schools or remodel old schools. Between the time the Department actually needs to acquire the building and now, the School Board and FDOT could work out a lease back agreement.

Comment: Ken Hardin, Piper Archaeology - Both the Oak Park Elementary and the Velasco Building are being looked at for historic significance; however, the Velasco Building already has some identified structural problems.

Mr. Martin concurred and offered to provide his master site atlas. This atlas includes property boundaries and structure boundaries for every school property.

Comment: Audley Evans, Executive Director of Tampa Housing Authority Board - Unlike the School Board, the public Housing Authority has no problems with the cost of relocating to new properties just as long as the Housing is being replaced; however, it might be best if we follow a three-step procedure:

1. Define the area we need
2. Get this area approved by Washington (through his office)
3. Develop a relocation plan

Question: Ron Gregory, TIS - At what point do you tell the people? They are tenants; as a result, they are not individually notified unless they read the newspaper. They most likely won't be informed. The Alternatives public meeting is scheduled for April.

Response: Audley Evans, Executive Director of Tampa Housing Authority - Emotions can run very high. It is best if a relocation plan has already been devised so that people know how the relocation is to be handled.

Question: Harris Muller, Ybor Square - Can't we do occupancy mailing?

Response: Ron Gregory, TIS - That is really not identified as a cost in our project. Yes, it could be done but based on what Audley has said, I don't think we want to pursue this. Instead, maybe some type of public involvement program with the Housing Authority at a later date.

Question: Ron Rotella, Westshore Alliance - Who is the Relocation person for the city? It used to be David ___?___.

Comment: Audley Evans, Executive Director of Tampa Housing Authority - We definitely need to have Fernando and Bob Harrell present at the next meeting. But can I request that we handle the North Boulevard and the Presbyterian Village as separate meetings? The Presbyterian Village has a mortgage from HUD, and HUD owns the North Boulevard Homes.

Comment: Ron Rotella, Westshore Alliance - There are going to be many Decent, Sound, Safe and Sanitary homes in Segment 1A (The EA study area) that could be moved to vacant lots for other people to occupy. Most likely, many people would take the compensation offered by the Department and purchase a new home. The possibility of moving homes to vacant lots should be broached with the city.

Response: Ron Gregory, TIS - The vacancy rates for each area will be revisited.

Comment: Dick Combs, TIS - Moving historic structures to some of the 50 properties Stephanie Ferrell and Ken Hardin were speaking of is a separate issue from moving Decent, Safe, and Sanitary Housing to vacant land. These two issues should both be addressed, but they are separate issues. The

FDOT needs to be present when we discuss this issue because with the exception of the historic structures, the Department will most likely want to demolish the houses. It is both less expensive and easier.

Question: Ron Rotella, Westshore Alliance - What is the city's policy?

Comment: Ron Gregory, TIS - It is not so much that demolishing houses within the right-of-way is a Department policy, but it is more a policy by default. The city policy needs to be defined by city representatives.

Comment: Ron Rotella, Westshore Alliance - Mr. Beasley could get a good estimate of how much it would cost to move homes and do a quick assessment of if the homes are structurally stable enough to move. If this is possible, then why not provide and promote affordable housing?

Question: Audley Evans, Executive Director of Tampa Housing Authority - Why would the city be opposed to moving the Decent, Safe, and Sanitary homes?

Comment: Ron Gregory, TIS - Bobby Atwell of the FDOT Relocation Department should be available along with Fernando Noreiga.

It was decided that the next Task Force Meeting should be held sometime soon after March 5th. A special invitation should be extended to Bob Harrell and Otis Anthony.

Comment: Audley Evans, Executive Director of Tampa Housing Authority - The Mayor should be informed specifically about the relocation impacts the TIS study may potentially have upon the city.

It was decided that once goals and objectives of the Relocation Task Force have been defined, a presentation should be made to the Mayor. Mr. Gregory will contact Bill McDaniels to see if he would like to attend.

Comment: Ron Rotella, Westshore Alliance - Many of the businesses are tenant occupied and not owners; consequently, they will not be notified of the public meeting in April. It is possible to notify the businesses?

Response: Ron Gregory, TIS - This is not in the budget, but we can talk to the Department about it.

Mr. Gregory informed the Task Force that due to the requirement of tieing into the existing roadway, the project has been extended a longer distance. For instance, in the EA study area instead of ending at Himes Street the transition ends at Rome just under two miles of transition.

The meeting adjourned at 10:30 a.m.

C2380.04B21
November 14, 1990

MEMORANDUM

To: Relocation Task Force Members
Files

From: Elaine C. Illes

Subject: **Tampa Interstate Study #C2380.; W.P. Item #7140004 State Job #99007-1402; F.A.P.#IR-9999(43); F.E.I.D. #59208795 - Relocation Task Force Second Meeting**

The second meeting of the Tampa Interstate Study (TIS) Relocation Task Force was held at 8:30 a.m. on November 14, 1990 in the 7th Floor Board Room at Greiner, Inc. Attendees include the following:

Harris Mullen - Ybor Square
Bob Harrell - City of Tampa Housing & Community Development
Francois de la Menardiere - Tampa Habitat for Humanity
Elbert Johnson - FDOT R-O-W Relocation
Mary E. Arend - FDOT, Relocation Assistance
Lee Martin - Hillsborough County School Board
Ron Rotella - Westshore Alliance
Stephanie Ferrell - Preservation Board
Michael English - Hillsborough County City/County Planning Commission
Elaine C. Illes - Greiner, Inc.
Dick Combs - Greiner, Inc.
Ron Gregory - Greiner, Inc.

Those who did not attend include:

Otis Anthony - City of Tampa (2 meetings)
Cecil Edge - Tampa Downtown Partnership (1 meeting)
Audley Evans - Executive Director Tampa Housing Authority (2 meetings)
Representative James Hargrett, Jr. (1 meeting)
Charles L. Knight, III - Architectural Review Board (1 meeting)
Scott Trundle - The Tampa Tribune (2 meetings)

The meeting opened with introductions of the attendees since new FDOT representatives were involved in the meeting. Ms. Illes began by summarizing the progress since the last meeting. Traffic counts were taken at the proposed street

closures in Ybor and data for the Relocation Report was collected. Sources to be used to compile the Relocation Report include but are not limited to: 1988 County and City Data Book on diskette published by the U.S. Census Bureau; 1985 Test Census Data for Tampa, General Population and Housing Statistics; the Hillsborough County City-County Planning Commission Comprehensive Plan, July 1989.

Ms. Illes then reviewed the profile of the Environmental Assessment area (referenced as the "Westshore Area"). The land use which is proposed for relocation within the Environmental Assessment was highlighted on aerials and classified by land use type. Business relocations were included in the meeting handout, attached to this memo. A preliminary count of relocations for the EA area includes approximately 100 residential units, fifteen commercial properties and one church.

The overall Tampa trend has been a small decrease in population with an increase in housing units. This has resulted because the persons per household has decreased to 2.45 in 1985 from 2.51 in 1980. The number of single family units has decreased while multi-family units have increased. Overall, the number of people owning their home has decreased while the percent of renters have increased. The cost of housing (both owner and renter) has increased four-fold.

The City of Tampa in 1980 was 74% white and 24% black. The Environmental Assessment portion of the Tampa Interstate Study is included within two census tracts: 46 and 47. The Environmental Assessment census tracts 46 and 47 are both quite racially different from Tampa as a city. Census Tract 46 is 70% black and 28% white while Census Tract 47 is 6% black and 85% white.

Ms. Illes outlined the historic and archaeological results which have been completed for the Environmental Assessment. One historic site is located within the area for relocation and two within the study area, however, none of the sites are considered to be eligible for the register. Three archaeological sites have been identified with none being eligible for the register.

Comment: Mr. Rotella - Westshore Alliance
When will property owners receive notices that their property will be acquired?

Response: Mr. Gregory - TIS Project Director
The actual notice won't be sent for at least two years; however, April, 1991 a Public Alternatives Meeting will be held in which all property owners along the TIS Project will be contacted to participate and view the proposed takings.

Comment: Mr. Rotella - Westshore Alliance
My concern is that when people receive notices of meetings, if the notices do not say "You should attend; this will impact your property" people do not attend.

Response: Mr. Gregory - TIS Project Director
Greiner sends out a Newsletter before each meeting. We will specialize a section of the Newsletter in attempt to help in Mr. Rotella's concern.

Comment: Mr. Rotella - Westshore Alliance
Once the Expressway Authority got to the stage TIS is at, people requesting a permit for home improvements are informed of the proposed plans or acquisition by stamping the approved permit to show knowledge of the proposed taking. Can't we work with the city to get something like that approved? When will R-O-W acquisition actually begin?

Response: Mr. Gregory - TIS Project Director
It is always possible some people could request early acquisition and this may be achieved with the Advance R-O-W Bond Money. Only a certain amount of budgeted money is available each year, but it is one avenue a person could explore. Currently, the R-O-W Acquisition could be scheduled for 1993/1994, if money is available. It, however, is not in the current work program.

The Westshore area is an exception to the remainder of the project because the Design Consultant is already underway. There is the possibility R-O-W acquisition could occur earlier than the 93/94, if the money is available.

If the State could leverage State funds from Amendment 4 with IR Federal money to get a 10 to 1 match, the $400 million the FDOT has state-wide could become $4 billion.

Of course limited "hardship money" is sometimes available for purchase of properties for those who can prove hardship. This is determined by the District on a case by case basis.

Question: Bob Harrell - City of Tampa Housing and Community Development
Is the Department planning on handling the acquisition phase themselves?

Response: Mary Arends - FDOT R-O-W Acquisition
We have been interviewing people the last few days and beefing up the staff. We would like to do TIS all in-house but we will not hire people just to complete TIS and then let them go. Consequently, we will probably have FDOT Staff Project Managers overseeing a hired consultant(s).

Response: Ron Gregory - TIS Project Director
The Department is planning to hire an Interstate Program Manager to oversee Interstate Study technical staff and consultants. This FDOT Program Manager will have his own input and ideas, I'm sure. According to the latest information, he is to be hired early next year.

Mr. Gregory then began Item III on the attached agenda, Issues from Last Meeting - Closures of Streets. Representative Hargrett at the last meeting brought up the issue of street closures impacting local businesses. He was particularly concerned about the Tampa Heights/Ybor area. Greiner put out traffic counters for Thursday 11/08/90 through Monday 11/12/90 to determine the volume of traffic which would be forced to use a different east/west cross road. The results are attached.

Columbus Drive and Palm Street are the predominant streets for traffic movement with 8,366 and 7,109 daily trips, respectively. 7th Avenue and Central Avenue have very low average directional volumes at 838 and 389. Henderson Street has more Average Directional trips at 2,925.

Question: Mr. Rotella - Westshore Alliance
When do we go to design for the EIS portion of the project?

Response: Mr. Gregory - TIS Project Director
The answer to that will be decided by the FDOT and their new Program Manager in early 1991. The design could be run concurrently with the completion of this environmental phase (similar to the EA portion). Most importantly, it would be most helpful to the process if the MPO would adopt the Master Plan as part of the long range transportation plan. As a result, anything that was consistent with the Master Plan would be consistent with the MPO plan. Currently, the MPO only has the TIS Study as an "8 lane or more freeway" with no other specifications. If adopted, we could give them a copy of the Master Plan to use as a guide.

Comment: Michael English - HCCCPC
There seems to be a lot of confusion about the TIS Project as to how big, how many lanes, if there will be mass transit, etc. This was particularly evident at the last MPO meeting.

Response: Mr. Gregory - TIS
The meeting got off to a bad start with the USF students presenting their model which is not consistent with the TIS Master Plan or the adopted development plans for the CBD.

Comment: Mr. Rotella - Westshore Alliance
Now that we have a new Secretary of Transportation and it may be viewed that the Department has a new approach, maybe a presentation to the MPO with Mr. McDaniels and the TIS Group would be appropriate.

Response: Mr Gregory - TIS Project Director
That probably would be a good idea to re-clarify the Project, particularly the mass transit portion. Greiner has already reduced the number of lanes by four by adding an HOV lane which later could be used for rail and using maximum vehicle service flow rates based on Tampa driving characteristics.

Question: Mr. Mullen - Ybor Square
Do we know how many business relocations are proposed in the Ybor area?

Response: Mr. Gregory - TIS Project Director
We can send you preliminary numbers. These preliminary numbers are attached.

Comment: Ron Rotella - Westshore Alliance
Maybe since Audley Evans has not come to the two meetings we should get an alternate to represent him. I would suggest the Division Director Angela DePaul.

Response: Mr. Gregory - TIS Project Director
We will contact each of the RTF members about their attendance.

Comment: Dick Combs - TIS Project Manager
Back to the topic of the closures, where street closures will occur Greiner can look at design amenities to improve the adverse impacts which normally occur. The linear park that Stephanie Ferrell has been working on is a great example of how the closures can be turned into a positive affect.

Question: Mr. Harrell - City of Tampa Housing and Community Development
When Palm and Columbus are left open, will provisions be made for widening/improving those facilities?

Response: Mr. Gregory - TIS Project Director
Yes, all bridges will be built to allow for the maximum width required for the crossroads according to adopted plans. This will also include allowance for a 14' outside travel lane for bicycles and sidewalks for pedestrians.

Other issues from last meeting which we will focus on next meeting will include the saving, storing, and re-using of historic materials from structures designated to be demolished.

Comment: Ms. Ferrell
I have been working on the storage area problem and may have come up with a solution.

Response: Mr. Gregory - TIS Project Director
Perhaps you could discuss this with Charles Knight and report back to us at our next meeting?

The next meeting will be held on Wednesday, January 23, 1991 from 8:30 - 11:00 a.m. at Greiner, Inc. The profile of the EIS area will be presented and related topics such as encouraging healthy commercial areas and saving historic materials will be discussed. In addition, Mr. Lee Martin of the Hillsborough County School Board will give a presentation on their properties and how a plan could be developed to systematically purchase these properties over an extended period of time.

The meeting adjourned at 10:15.

C2380.04 B21
October 15, 1990

MEMORANDUM

TO: Files

FROM: Elaine C. Illes

SUBJECT: **Tampa Interstate Study #C2380.; WP Item #7140004; State Job #99007-1402; F.A.P. #IR-9999(43); F.E.I.D. #59208795 - Relocation Task Force Kick-Off Meeting**

The kick-off meeting for the Tampa Interstate Study (TIS) Relocation Task Force was held at 8:00 a.m. on October 4, 1990 in the Florida Department of Transportation (FDOT) 5th Floor Conference Room. Attendees include the following:

Francois de la Menardiere - Tampa Habitat for Humanity
Cecil Edge - Tampa Downtown Partnership
Stephanie Ferrell - Historic Tampa/Hillsborough County
Representative James T. Hargrett Jr.
Bob Harrell - City of Tampa Housing and Community Development
Charles L. Knight, III - Architectural Review Board
Lee Martin - Hillsborough County School Board
Ron Rotella - Westshore Alliance
Bobby Atwell - FDOT, Relocation Department
Bill McDaniel - FDOT, District VII
Ronald Gregory - TIS Project Director
Elaine Illes - Task Force Coordinator

Mr. McDaniel opened the meeting by stressing the importance of the TIS project. He explained that the Relocation Task Force is one step the Department is taking in an attempt to identify any problems and propose solutions to assure smooth implementation once the financing becomes available. Mr. McDaniel then turned the meeting over to Mr. Gregory.

The meeting followed the attached Agenda, with the group first introducing themselves and identifying the particular interest of each individual in the Task Force.

Mr. Gregory gave a brief overview of what TIS has accomplished to date and what is scheduled to be completed in the next phase of the study. The study has been divided into two funded segments, one of which will require an Environmental Assessment

(EA) and the other, potentially having some significant impacts, requiring an Environmental Impact Statement (EIS).

Mr. Atwell handed out relocation information and a standard relocation schedule. He discussed the advanced work being completed to shorten the early portion of the relocation phase but explained that once the door-to-door identification and negotiation begins the schedule cannot be shortened any further. The EIS schedule will run parallel to the EA, but 2-4 months behind schedule events in the EA.

Following the study update, the meeting was opened up for discussion of individual's perspectives on goals and objective of the Relocation Task Force. The following summarizes the discussion and issues identified to be addressed throughout the next several meetings:

Comment: Bob Harrell - City of Tampa Housing and Community Development
A primary concern is to provide replacement housing in the immediate area so that people can remain in their neighborhoods. This is of particular interest in the Tampa Heights area. In other neighborhoods, vacant housing and vacant land is available. In the Tampa Heights area, it will be important to rehabilitate or construct housing.

Comment: Bobby Atwell - FDOT, District R-O-W Administrator
I am encouraged to hear that there is available housing. In order to receive Federal funds, replacement housing must be available. The relocation plan requires relocating people to generally the same environment.

Comment: Ron Gregory - TIS Project Director
If they do not inhabit a decent, safe and sanitary residence, we will obviously not move them to a similar structure. Instead, relocation would also equate to upgrading their living environment.

Comment: Representative Hargrett
Many of the low income areas are undesirable from a commercial standpoint. If you are going to retain people in these areas then something should be done to provide commercial amenities. Incentives need to be provided to bring in commercial development, i.e., supermarkets, drugstores, etc. The commercial development will provide the community local jobs that do not require transportation to get to work.

Comment: Cecil Edge - Tampa Downtown Partnership
The city will have to address the commercial problem. The Tampa Downtown Partnership is aware of the problem and makes an effort to stay in touch with the situation; however, the city will need to continue their efforts.

Question: Francois de la Menardiere - Tampa Habitat for Humanity
Do we know how many people will require relocation?

Response: Ron Gregory - TIS Project Director
We do not know the actual number of people; however, in June 1989 a Preliminary Relocation Estimate report was completed. We have not done any house-to-house data collection in terms of the income, race, owner/tenant information as of yet.

Comment: Ron Rotella - Westshore Alliance
The westshore area will be the first impacted, as defined by the Department as their first priority. The Westshore area is very diverse ethnically and economically. People become very interested once they know they may be impacted as to when they will receive their money. We should emphasize the timing of the relocation in an effort to keep people's anxieties down.

Comment: Representative Hargrett
The inner city is set-up in the lot and block segments. Existing commercial development will be faced with the decision of pocketing the money and moving out of the inner city or re-investing the money in the community. Incentives need to be provided through zoning changes. The city lot/block set-up does not encourage commercial development; we need new zoning policies.

Comment: Ron Rotella - Westshore Alliance
One may run into the "Low Growth" Act where you can only change the zoning twice a year. We need to build flexibility into the process. The Board of Adjustments might be the only way to pursue zoning changes under the existing process; otherwise it could take up to 1-1/2 years to change zoning with the "Low Growth" Act.

Comment: Bob Harrell - City of Tampa Housing and Community Development
We have 2 to 3 years to work this into the process if we decide it should be recommended. I agree with Representative Hargrett in that we want to keep the residents and commercial development in their neighborhoods. We should concentrate on street access to residential and commercial properties, lighting, linear parks and upgrading the right-of-way along the interstate.

Comment: Representative Hargrett
Access dictates the health of business. If the study is cutting off access to the few thriving commercial nodes, businesses will be impacted. We want to avoid creating another situation such as Florida Avenue where east/west access has been cut off, businesses die and the community surrounding the area falls too. East/west access through Tampa is key to healthy communities and commercial development. Of particular concern is Nebraska Avenue and Scott Street, 7th Avenue/Nebraska Avenue and Nebraska Avenue/Columbus Drive.

Comment: Ron Rotella - Westshore Alliance
A question that will be prevalent is "Should I make the improvement to my property that I had planned?" People need to know simply when they will be compensated and what types of improvements are appropriate to make in the meantime.

Response: Ron Gregory - TIS Project Director
The TIS Study Team is available to answer questions, as well as the FDOT Relocation Department. We also have a 24-hour phone line available for people. In response to Mr. Rotella's concern about informing citizens about making improvements to their homes, planning to move, etc., Greiner will get together with the Department and construct a specific response for each area. A newsletter is being sent out next week to all property owners. It is possible that tenants were not informed by owners of the project and potential for relocation. We will send the Task Force members extra copies of the newsletter for members to distribute to concerned citizens who may not be on the mailing list.

Comment: Representative Hargrett
Re-emphasize that everything south of Martin Luther King Boulevard (MLK) will be harmed because of lack of east/west access.

Question: Cecil Edge - Tampa Downtown Partnership
Is the study closing off a lot of streets?

Response: Representative Hargrett
Yes. For example, Henderson Boulevard leads into downtown. Closing this access will make it more difficult to get into Ybor City. We are also closing off 7th Avenue, Palm Street, 22nd Avenue at Hillsborough River and 15th Street. Ybor City's arterials are being restricted. Access is poor between downtown and south of MLK. North of MLK, the access is pretty good from an east/west standpoint. The access issue will have a major impact on local commercial properties.

Comment: Stephanie Ferrell - Historic Tampa/Hillsborough County
Concurs with Representative Hargrett and re-emphasizes that this is an important point.

Comment: Charles Knight - Architectural Review Board
It is important to have information on relocations available to citizens as soon as possible. Providing information about the benefits of relocation early-on will allow the process to move more smoothly. If the houses to be acquired are historic, will they be preserved by moving them? If the entire house cannot be preserved, many portions of the houses have usable materials that could be used to help rehabilitate other historic houses. For

example, wooden siding is very expensive and some types are not available any more. An "Inventory Holding Area" could be developed to store materials to rehab houses.

Comment: Stephanie Ferrell - Historic Tampa/Hillsborough County
Possibly when the Demolition Contracts are let, they could pull historic materials and maybe we could find a place to store them.

Comment: Francois de la Menardiere - Tampa Habitat for Humanity
This would be too expensive and costly to store but with volunteers something may be workable. When will people become aware of relocations?

Comment: Ron Gregory - TIS Project Director
At the Public Alternatives Meeting, people can view the plans with the proposed acquisitions. Letters will be sent out to all property owners for the public hearing also.

Comment: Stephanie Ferrell - Historic Tampa/Hillsborough County
David Christian, President of Black Business Corp., could be a possible candidate for serving on the Task Force. He is working to increase minority business by providing start-up financing.

Comment: Ron Gregory - TIS Project Director
We should have one meeting that focuses on commercial development and invite several people from the development community to attend. Mr. Christian could be included on the list of guests.

Comment: Ron Rotella - Westshore Alliance
Impact fees hinder the people that are being relocated from purchasing a vacant lot and building a home when existing housing is not available. Impact fees will take all their compensation and leave them with little money to replace their home.

Comment: Francois de la Menardiere - Tampa Habitat for Humanity
Impact fees have even been applied where existing houses were destroyed and then rebuilt on the property.

Comment: Bob Harrell - City of Tampa Housing & Community Development
Impact fees have become such a controversial subject matter it would be better to remove them from the discussion in order to avoid external groups from prejudging this Task Force.

Comment: Representative Hargrett
One possible alternative to the existing problems of impact fees is to create a fund which will pay the fees in order to afford people the option to purchase vacant land when being relocated.

Comment: Ron Gregory - TIS Project Director
All issues that relate to right-of-way and relocation should be openly discussed on the Task Force. If issues are ignored, they historically come back to haunt you. The issue is not one of helping the commercial developer in the Westshore Area but a question of affordable housing, as how it relates to low income housing.

Question: Ron Rotella - Westshore Alliance
What is the city's role?

Response: Ron Gregory - TIS Project Director
Possibly one of the products of this Task Force will be formulating a list of action items the city should address as a response to the effect of the TIS project.

Comment: Lee Martin - Hillsborough County School Board
A request that meetings be held at 8:15-8:30 from now on.

The next meeting will be at Greiner Inc. on the Courtney Campbell Causeway in approximately one month. Lead time will be provided so you can work it into your schedule.

The meeting adjourned at 10:00 a.m.

ECI/hd