

**Florida Department of Transportation
PROJECT REEVALUATION**

I. GENERAL INFORMATION (originally approved document)

- a. Reevaluation Phase: Design Change Reevaluation
- b. Document Type and Date of Approval: Final Environmental Impact Statement (FEIS) and Section 4(f) Evaluation approved on November 22, 1996; Records of Decision (RODs) approved on January 31, 1997 and June 14, 1999 (See the attached FEIS and ROD Cover Pages, Attachments A-C); updated by Construction Authorization approved on November 19, 2009 (Attachment D) and Construction Authorization Update Approved on September 28, 2011 (Attachment E).
- c. Project Numbers: 99007-1402 IR-9999 (43) 7140004
State Federal Aid WPA
- d. Project Local Name, Location and Limits: I-275 (SR 93) 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 from the Kennedy Boulevard Overpass to Maydell Drive. Hillsborough County (See the attached FEIS Design Study Segments Map – Attachment F).
- e. Segment of Highway which is the subject of this reevaluation*: One Roadway Segment: FPN 258398-5: I-275 (SR 93) from SR 60 (Memorial Highway) to Himes Avenue (Northbound and Southbound) (Segment 1A).

*FPN 258399-2: I-275 (SR 93) from Himes Avenue to Hillsborough River (Southbound) (Segment 2A) goes with FPN 258398-5, but there are no design changes.
- f. Project Segment Planning Consistency:

Plan Consistency for Project 258398-5

Currently Adopted L RTP Y/N	Project is included in the Cost Affordable Plan of the Hillsborough County 2035 Long Range Transportation Plan (LRTP), adopted December 9, 2009 as amended on September 11, 2012				
	Yes				
Phase	Currently Approved TIP	Currently Approved STIP	TIP/STIP \$	TIP/STIP FY	Comments
PE (Final Design)	Completed	Completed	TIP: \$1,079,213 STIP: \$459,821	TIP: FY 13 STIP: FY 13	Completed
R/W	Completed	Completed	Completed	Completed	Completed
Construction	July 1, 2012-June 30, 2017 Adopted July 1, 2012	July 1, 2012-June 30, 2017, Approved on September 28, 2012	TIP: \$185,647,751 STIP: \$155,218,298	TIP: FY 13 STIP: FY 13	Plan Consistency Completed

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File: IR-9999(643)

Plan Consistency for Project 258399-2

Currently Adopted L RTP	Project is included in the Cost Affordable Plan of the Hillsborough County 2035 Long Range Transportation Plan (LRTP), adopted December 9, 2009 as amended on September 11, 2012				
Y/N	Yes				
Phase	Currently Approved TIP	Currently Approved STIP	TIP/STIP \$	TIP/STIP FY	Comments
PE (Final Design)	Completed	Completed	TIP: \$449,896 STIP: \$465, 610	TIP: FY 13 STIP: FY 13	Completed
R/W	Completed	Completed	Completed	Completed	Completed
Construction	July 1, 2012-June 30, 2017 Adopted July 1,2012	July 1, 2012-June 30, 2017, Approved on September 28, 2012	TIP: \$97,031,569 STIP: \$97,031,569	TIP: FY 13 STIP: FY 13	Plan Consistency Completed


g. Name of Analyst: Robin Rhinesmith

II. CONCLUSION AND RECOMMENDATION

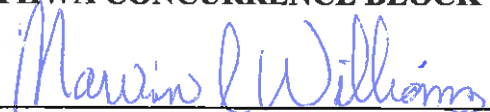
The above environmental document has been reevaluated as required by Title 23 Code of Federal Regulations (CFR) 771 and the *Project Development and Environment Manual* of the Florida Department of Transportation (FDOT), and it was determined that no substantial changes have occurred in the social, economic,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

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

REVIEWER SIGNATURE BLOCK

 10/ 8/ 13
District Representative Date

III. FHWA CONCURRENCE BLOCK

 10/17/ 2013
FHWA Urban Transportation Engineer Date

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TIP PAGES

FY 2012-13 - 2016/17 TIP

Item Number: 258398 5		Description: I-275 (SR 93) FROM SR 60 (MEMORIAL HWY) TO HIMES AVE		*NON-SIS*		
District: 7	County: HILLSBOROUGH	Type of Work: ADD LANES & RECONSTRUCT				
Roadway ID: 10190000	Beginning Point: 2.169	Project Length: 2.083				
LRTIP: H742	Ending Point: 4.252	Lanes Existing /Improved/Added: 6/ 6/ 3				
FY	2013	2014	2015	2016	2017	AR Years
Preliminary Engineering - Managed by FDOT						
ACNH	\$846,000	\$0	\$0	\$0	\$0	\$846,000
DDR	\$63,175	\$0	\$0	\$0	\$0	\$63,175
DIH	\$160,415	\$0	\$0	\$0	\$0	\$160,415
DS	\$9,623	\$0	\$0	\$0	\$0	\$9,623
Preliminary Engineering Totals:	\$1,079,213	\$0	\$0	\$0	\$0	\$1,079,213
Railroad and Utilities - Managed by FDOT						
LF	\$0	\$331,059	\$0	\$0	\$0	\$331,059
NH	\$0	\$331,059	\$0	\$0	\$0	\$331,059
Railroad and Utilities Totals:	\$0	\$662,118	\$0	\$0	\$0	\$662,118
Construction - Managed by FDOT						
DI	\$0	\$13,844,885	\$0	\$0	\$0	\$13,844,885
NH	\$0	\$171,802,866	\$0	\$0	\$0	\$171,802,866
Construction Totals:	\$0	\$185,647,751	\$0	\$0	\$0	\$185,647,751
Grants and Miscellaneous - Managed by FDOT						
DDR	\$14,758	\$0	\$0	\$0	\$0	\$14,758
DS	\$191,278	\$0	\$0	\$0	\$0	\$191,278
Grants and Miscellaneous Totals:	\$206,036	\$0	\$0	\$0	\$0	\$206,036
Item 258398 5 Totals:	\$1,285,249	\$186,309,869	\$0	\$0	\$0	\$187,595,118

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FY 2012/13 - 2016/17 TTP

Item Number: 258399 2	Description: I-275 (SR 95) FROM HIMES AVE TO HILLSBOROUGH RIVER						*NON-SIS*
District: 7	County: HILLSBOROUGH						Type of Work: ADD LANES & RECONSTRUCT
Roadway ID: 10190000	Beginning Point: 3.94						Project Length: 2.371
L RTP: H746	Ending Point: 6.311						Lanes Existing /Improved/Added: 7 / 4/ 2
		2013	2014	2015	2017	2017	All Years
Preliminary Engineering - Managed by FDOT							
DIH	\$33,896	\$0	\$0	\$0	\$0	\$0	\$33,896
ACNH	\$416,000	\$0	\$0	\$0	\$0	\$0	\$416,000
Preliminary Engineering Totals:	\$449,896	\$0	\$0	\$0	\$0	\$0	\$449,896
Construction - Managed by FDOT							
NH	\$0	\$97,031,569	\$0	\$0	\$0	\$0	\$97,031,569
Construction Totals:	\$0	\$97,031,569	\$0	\$0	\$0	\$0	\$97,031,569
Grants and Miscellaneous - Managed by FDOT							
DS	\$220,872	\$0	\$0	\$0	\$0	\$0	\$220,872
Grants and Miscellaneous Totals:	\$220,872	\$0	\$0	\$0	\$0	\$0	\$220,872
Item 258399 2 Totals:	\$670,768	\$97,031,569	\$0	\$0	\$0	\$0	\$97,702,337

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STIP PAGES

05/22/2013 00.50.41
07/21/2013 02.18.31
GENERIC PROJECT 07
ADOPTED PLAN

FLORIDA DEPARTMENT OF TRANSPORTATION
STATE TRANSPORTATION IMPROVEMENT PROGRAM
FISCAL YEAR 2013

05/22/2013 00.50.41
07/21/2013 02.18.31
GENERIC PROJECT 07
ADOPTED PLAN

*** HIGHWAY ***

ITEM NO	DESCRIPTION	TYPE OF WORK	EXIST/IMPT/VE/ADP (LANES)	FISCAL YEAR	FUND	PRELIMINARY ENGINEERING	RIGHT-OF-WAY	UTILITIES	CONSTRUCTION	GRANTS	MISC
2539065	1-175 (SP 41)										
FROM SR 60 (MEMPHIS BLVD)											
HILLSBOROUGH											
00190000	2.085 MI	6		2013	6	0	0	0	470,000	0	0
						578	0	0	0	0	0
						0	0	0	0	0	0
						453,245	0	0	22,637,107	394,167	0
						459,021	0	0	131,514,769	0	0
							0	0	506,422	0	0
							0	0	155,216,298	294,167	167
						** ITEM TOTALS **					

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PAGE 108

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
STIP REPORT

DATE RUN: 11/06/2012
TIME RUN: 14:50:58
MERSHIP-1

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FEDERAL PROJECT NUMBER: 2757 354 I

PHASE: Right of Way / RESPONSIBLE AGENCY: Managed by FDOT	2013	2014	2015	2016	GREATER THAN 2016	ALL YEARS
BNDS	0	0	0	0	0	0
BNIR	2,157,500	0	0	0	0	2,157,500
DDR	34,543,018	0	0	0	0	34,543,018
DI	325,845	0	0	0	0	325,845
DIH	4,422,529	0	0	0	0	4,422,529
NHAC	19,545	2,563	0	0	0	22,108
SU	1,302,133	0	0	0	0	1,302,133
TOTAL 2757 354 I	6,584,598	2,563	0	0	0	6,584,598
	49,355,168	0	0	0	0	49,357,731

FEDERAL PROJECT NUMBER: 2757 376 I

PHASE: Construction / RESPONSIBLE AGENCY: Managed by FDOT	2013	2014	2015	2016	GREATER THAN 2016	ALL YEARS
DIH	249,760	0	0	0	0	249,760
LF	1,601	0	0	0	0	1,601
TOTAL 2757 376 I	251,361	0	0	0	0	251,361
TOTAL 258399 I	210,527,170	22,721	0	0	0	210,549,891

ITEM NUMBER: 258399 2 PROJECT DESCRIPTION: 1-275 (SR 93) FROM HIMES AVE TO HILLSBOROUGH RIVER
DISTRICT: 07 COUNTY: HILLSBOROUGH
ROADWAY ID: 10190000 PROJECT LENGTH: 2.371MI
TYPE OF WORK: ADD LANES & RECONSTRUCT
LANES EXIST/IMPROVED/ADDED: 7/ 4/ 2

FUNL
CODE

LESS THAN 2013

FEDERAL PROJECT NUMBER: <N/A>

PHASE: Preliminary Engineering / RESPONSIBLE AGENCY: Managed by FDOT

DIH	49,610	0	0	0	0	49,610
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PHASE: Grants and Miscellaneous / RESPONSIBLE AGENCY: Managed by FDOT

DS	967,766	0	0	0	0	967,766
TOTAL <N/A>	1,017,376	0	0	0	0	1,017,376

FEDERAL PROJECT NUMBER: 2757 399 I

PHASE: Preliminary Engineering / RESPONSIBLE AGENCY: Managed by FDOT

ACNH	416,000	0	0	0	0	416,000
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PHASE: Construction / RESPONSIBLE AGENCY: Managed by FDOT

ACNH	0	97,031,569	0	0	0	97,031,569
TOTAL 2757 399 I	416,000	97,031,569	0	0	0	97,447,569
TOTAL 258399 2	1,433,376	97,031,569	0	0	0	98,464,945

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IV. CHANGE IN IMPACT STATUS OR DOCUMENT COMPLIANCE

A. SOCIAL IMPACTS:	YES/NO	COMMENTS
1. Land Use Changes	() (X)	_____
2. Community Cohesion	() (X)	_____
3. Relocation Potential	() (X)	_____
4. Community Services	() (X)	_____
5. Title VI Consideration	() (X)	_____
6. Controversy Potential	() (X)	<u>See Pages 12 and 13</u>
7. Utilities & Railroads	() (X)	_____
 B. CULTURAL IMPACTS:		
1. Section 4(f) Lands	() (X)	_____
2. Historic Sites/Districts	() (X)	_____
3. Archaeological Sites	() (X)	_____
4. Recreation Areas	() (X)	_____
5. Pedestrian/Bicycle Facilities	() (X)	_____
 C. NATURAL ENVIRONMENT:		
1. Wetlands	() (X)	_____
2. Aquatic Preserves	() (X)	_____
3. Water Quality	() (X)	_____
4. Outstanding Florida Waters	() (X)	_____
5. Wild and Scenic Rivers	() (X)	_____
6. Floodplains	() (X)	_____
7. Coastal Zone Consistency	() (X)	_____
8. Coastal Barrier Islands	() (X)	_____
9. Wildlife and Habitat	() (X)	_____
10. Essential Fish Habitat	() (X)	_____
11. Farmlands	() (X)	_____
12. Visual/Aesthetics	() (X)	_____
 D. PHYSICAL IMPACTS:		
1. Noise	(X) ()	<u>See Pages 12 and 13</u>
2. Air	() (X)	_____
3. Construction	() (X)	_____
4. Contamination	() (X)	_____
5. Navigation	() (X)	_____

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V. EVALUATION OF MAJOR DESIGN CHANGES

2013 Update of Design Changes:

Phase I Design/Build (D/B) Final Plans (258398-5-52-01, Parsons Brinkerhoff, March 15, 2013) for I-275 from north of Westshore Boulevard to south of Dale Mabry Highway (northbound) and from Lois Avenue to 580 feet (ft) north of Lois Avenue (southbound) were compared to Phase III plans (258398-1-52-01, HNTB, May 17 2006 (Phase III plans), from SR 60/Memorial Highway to North of Himes Avenue).

Typical sections, laneage, the roadway layout, turn lanes, pond sites, and right-of-way (ROW) are consistent with the HNTB Phase III plans. However, the Phase I D/B Final profile is up to 8 ft lower than that shown in the Phase III plans. Considering the intended modification to the vertical profile, traffic noise was re-analyzed from Westshore Boulevard to east of Dale Mabry Highway, and a Draft Traffic Noise Design Re-Evaluation report was prepared in April 2013.

The noise reanalysis was based on the D/B team's intended modification to the vertical profile of I-275 and was performed using Traffic Noise Model (TNM) version 2.5. The evaluation was also consistent with the amended federal regulation (effective July 13, 2011) and it followed the requirements of Chapter 17 of the Project Development and Environment (PD&E) Manual (5/24/2011). Based on the results of the traffic noise reanalysis, barriers were no longer considered to be a feasible and reasonable measure to abate predicted traffic noise impacts from Westshore Boulevard to Himes Avenue, except for the segment of noise barrier that will connect to a barrier that has already been constructed east of the northbound Himes Avenue overpass. The status of the noise barrier commitments for this project is summarized on Pages 12 and 13.

Project Segments: The project segments listed below are located within the original PD&E study limits (See Project Location Map Attachment G). FPN's 433535-1, 433535-2, 433535-3, 433535-4, and 433535-5 were recently adopted in the Department's Five Year Work Program. FPN 412351-1 (I-275 from West of SR 60/Memorial to North of Spruce St.) has been dropped from the Work Program and will be absorbed by the newly adopted projects.

- FPN 412531-5: – I-275 Kennedy Boulevard/SR 60 Northbound Off-Ramp from east of the Howard Frankland Bridge to west of SR 60 (Segment 1A - Rock Groin Wall Project). *Status: Construction Complete.*
- FPN 412531-3: – I-275 Kennedy Boulevard/SR 60 Northbound Off-Ramp from east of the Howard Frankland Bridge to SR 60 (Segment 1A - Airport Flyover). *Status: Construction Complete.*
- FPN 258398-2: – I-275 from Howard Frankland Bridge to Lois Avenue. (Segment 1A - Includes northbound bridge widening over SR 60 and southbound bridge replacement over Himes Avenue). *Status: Pre-Construction Underway.*
- FPN 258398-1: – I-275 from the Howard Frankland Bridge to Himes Avenue northbound (Segment 1A – Drainage). *Status: Construction Complete.*

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- FPN 258398-4: – I-275 from Himes Avenue to west of MacDill Avenue (Segment 1A - Himes Avenue Interchange). *Status: Construction Complete.*
- FPN 258398-5: – I-275 from SR 60 to Himes Avenue (Segment 1A – Southbound and Northbound Reconstruction). **This is the subject of this Design Change Reevaluation.**
- FPN 258399-1: – I-275 from Himes Avenue to Hillsborough River (Segment 2A – Northbound Reconstruction). *Status: Construction Complete.*
- FPN 258399-2: – I-275 from Himes Avenue to Hillsborough River (Segment 2A – Southbound Reconstruction). *Status: Construction Underway, No Changes*
- FPN 258643-1: – I-275 from north of Hillsborough River to I-275/I-4 Downtown Interchange (Segment 2B – Safety and Operational Improvements). *Status: Construction Complete.*
- FPN 258401-1, 258401-2: – I-4 from west of 14th Street to east of 50th Street (Segments 3A/3B – Eastbound and Westbound Construction). *Status: Construction Complete.*
- FPN 258415-1, 258415-2, 258415-3 – I-4 Connector/I-4 Lee Roy Selmon Expressway Interchange from south of 7th Avenue (Segment 3C) and I-4/Lee Roy Selmon Expressway Interchange north of 7th Avenue (Segments 3A/3B). *Status: Under Construction.*
- FPN 433535-1: - I-275 North from Howard Frankland to Lois Ave. *Status: Not yet in design phase.*
- FPN 433535-2: - I-275 SB from Reo St. to Lois Ave. *Status: Not yet in design phase.*
- FPN 433535-3: - SR 60 Express Lanes from Veterans Expressway to I-275 at Westshore Blvd. *Status: Not yet in design phase.*
- FPN 433535-4: - I-275 NB Express Lanes *Status: Not yet in design phase.*
- FPN 433535-5: - SR 60 Eastbound to I-275 NB Flyover *Status: Not yet in design phase.*

VI. MITIGATION STATUS AND COMMITMENT COMPLIANCE

A. Mitigation Status

FPN: 258398-5: This design segment will impact 1.5 acres (ac.) of wetlands. The impacted sites are disturbed wetlands. The wetland involvement will be mitigated through Florida Statutes (F.S.) 373.4137.

Status: No additional wetland impacts have been identified since the previously approved environmental reevaluation document for this segment was approved. Permits from the United States Army Corps of Engineers (USACE) and the Southwest Florida Water Management District (SWFWMD) have been issued. Mitigation has been provided through the FDOT Mitigation Plan (373.4137 F.S.) at the SWFWMD Gateway site (SW45). There is no change in status.

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B. Commitment Compliance

Pedestrian and Bicycle Facilities

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

Status: The Phase III design plans for FPN 258398-5 show pedestrian paths parallel to the north side of I-275 southbound from Lois Avenue to Church Avenue and along the south side of I-275 northbound from Hesperides Street to Lois Avenue. The Phase I D/B Final Plans are consistent to date with the Phase III design plans in regard to pedestrian and bicycle facilities; therefore, there is no change in status.

Construction

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

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 figure-eight pattern when dumping, spreading or compacting materials.
5. Restriction of operating hours for lighting the construction areas will be determined and required for 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.

Status: The Request for Proposal (RFP) for FPNs 258398-5 and 258399-2 dated November 11, 2011 V. Project Requirements and Provisions for Work, A. Governing Regulations, First Paragraph on page 12 of 84 states "The Design Build Firm shall

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incorporate all of the Commitments included in the FEIS (Attachment 12)”; therefore there is no change in status.

Noise Barriers

The Tampa Interstate Study contained commitments concerning noise barriers for the segment of I-275 being addressed in this Design Change Reevaluation. In fulfillment of those commitments, a *Noise Analysis Update Report* (NAUR) was prepared. The NAUR for I-275 from SR 60 to Himes Avenue (Segment 1A, FPN 258398-5) was completed in October 2004. Based on the results of the 2004 analysis, a noise barrier system was included in the previous Phase III design plans (258398-1-52-01, HNTB, May 17 2006, from SR 60/Memorial Highway to North of Himes Avenue). Notably, the traffic noise analysis presented in the NAUR included more roadway improvements than are shown in the Phase III plans. These improvements include a ramp from SR 60 to northbound I-275 that will be addressed in a future reevaluation.

The traffic noise analysis documented in the October 2004 NAUR for I-275 Segment 1A determined that a noise barrier system was a feasible and cost reasonable abatement measure for residential areas located south of I-275 generally between Westshore Boulevard and Dale Mabry Highway. The noise barrier system included four overlapping noise barriers (identified as NB1, NB2, NB3 and NB4) located along the I-275 northbound mainline shoulder and associated ramp shoulders resulting in a continuous noise barrier system extending from Westshore Boulevard to Himes Avenue. Figure 4-1, Sheets 1 through 3 (see below) shows the location and length of the noise barrier system documented in the October 2004 NAUR for I-275 Segment 1A. All noise barriers are 8-ft in height.

The traffic noise analysis documented in the October 2004 NAUR for I-275 Segment 1A determined that a noise barrier system was not a cost reasonable abatement measure for residential areas located north of I-275 between Lois Avenue and Church Avenue. With only four affected residences provided a noise reduction of at least 5 dB(A), the cost per benefited residence was \$275,650 which exceeded the FDOT limit of \$35,000 per benefited residence. The noise barrier system was ineffective because of I-275 roadway related design geometry requirements and the related safety limitations placed on the locations of the barriers.

Status: *This Design Change Reevaluation includes ongoing D/B project modifications to the previous design plans that substantially alter portions of the vertical profile for I-275 Segment 1A between Westshore Boulevard and Himes Avenue. Changes in the vertical profile can affect the project’s noise levels and/or recommended barriers that are intended to attenuate the predicted noise levels. Consequently, all noise sensitive sites north and south of I-275 between Westshore Boulevard and Himes Avenue were reanalyzed for traffic noise using the contract plans from the D/B RFP (dated 3/1/12), the D/B team’s Phase I Final plans (dated 3/15/13), and the latest version of the TNM version 2.5. The traffic noise reanalysis determined that noise barrier systems north and south of I-275 between Westshore Boulevard and Himes Avenue would not meet the latest (Chapter 17 of the PD&E Manual) FDOT noise reduction requirements. Notably, a short segment of noise barrier intended to reduce traffic noise at noise sensitive sites east of*

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Himes Avenue continues to be planned for construction. This barrier segment will connect to a barrier that has already been constructed east of the Himes Avenue overpass within I-275 Segment 2A.

The community involvement outreach consisted of mailing a FDOT letter dated April 5, 2013 and hand delivering the same letter to over 800 property owners and renters within 400 ft of the affected location indicating that the FDOT was planning to remove the noise barrier system on the south side of I-275 generally from Westshore Boulevard to east of Dale Mabry Highway. Department representatives also attended a quarterly Westshore Residential Neighborhood Improvement Committee meeting where residents verbally objected to the removal of the noise abatement walls. The Department also used a log to record all written and oral comments received. A total of 18 comments were logged; seven written and 11 by phone. All but one of the written comments requested the FDOT to not remove the noise barrier system noted in the letter. With the exception of one, all oral comments made over the phone opposed the removal of noise barriers for this section of I-275. The public involvement summary is part of the project file.

Based on comments from the public that were received as a result of the department's community outreach efforts and the intent of the Code of Federal Regulations to include noise abatement measures in D/B projects that are based on the FDOT's commitments, the Department still plans to construct barriers on the shoulder of the northbound lanes between Westshore Boulevard and Himes Avenue. This will include two overlapping barriers located along the I-275 northbound mainline shoulder and ramp shoulders resulting in a continuous barrier system extending from east of Westshore Boulevard to east of Dale Mabry Highway. The barriers are not intended to perform a noise reduction function that meets the requirements of 23 CFR 772 nor Chapter 17 of the PD&E Manual.

Figure 4-1, Sheets 1 through 3 from the October 2004 Noise Analysis Update Report (NAUR) shows the location and length of the noise barrier system for 258398-5. All noise barriers are 8 feet in height. Figure 4-1, Sheets 1 through 3 have been included on the following pages to illustrate the noise wall locations.

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Figure 4-1 from Noise Analysis Update Report for I-275 Segment 1A from Howard Frankland Bridge to Himes Ave., October 2004 (1 of 3)

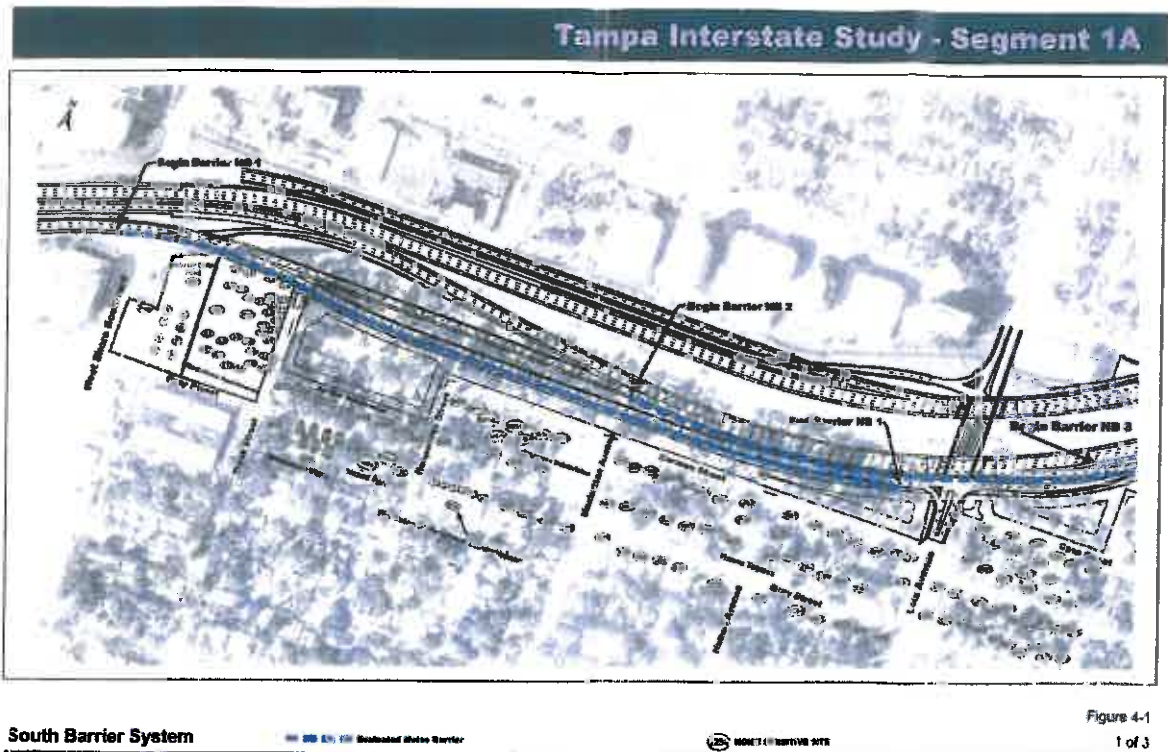
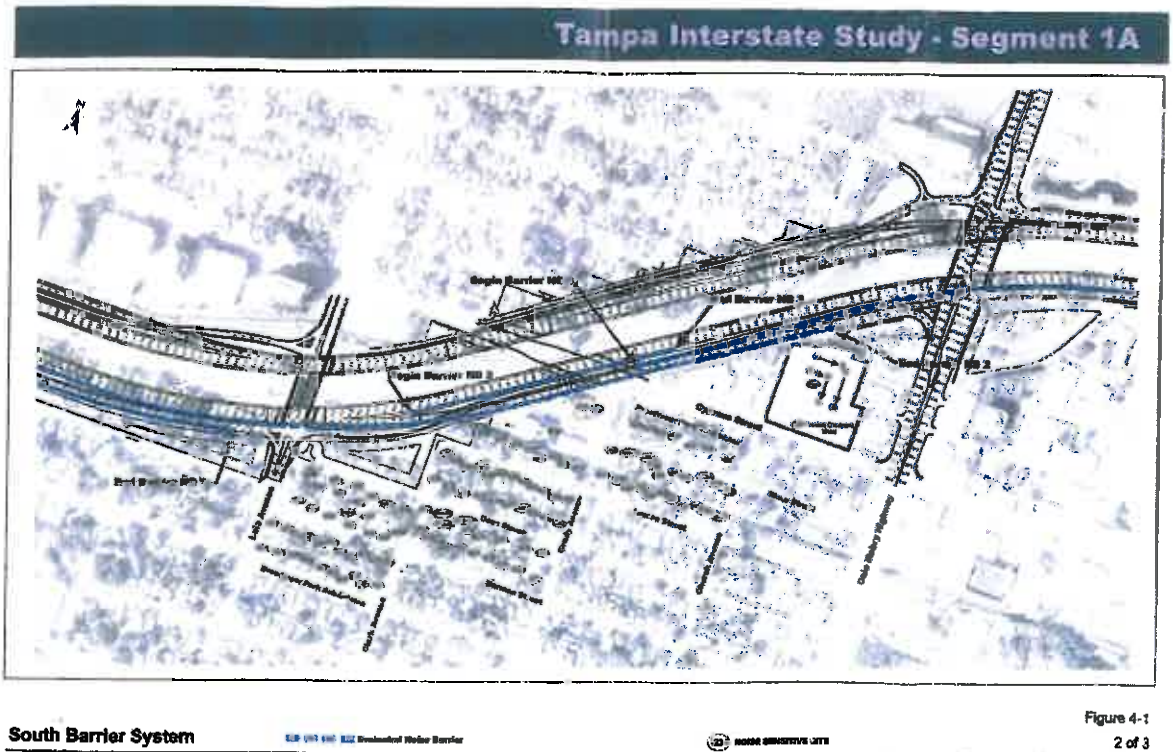
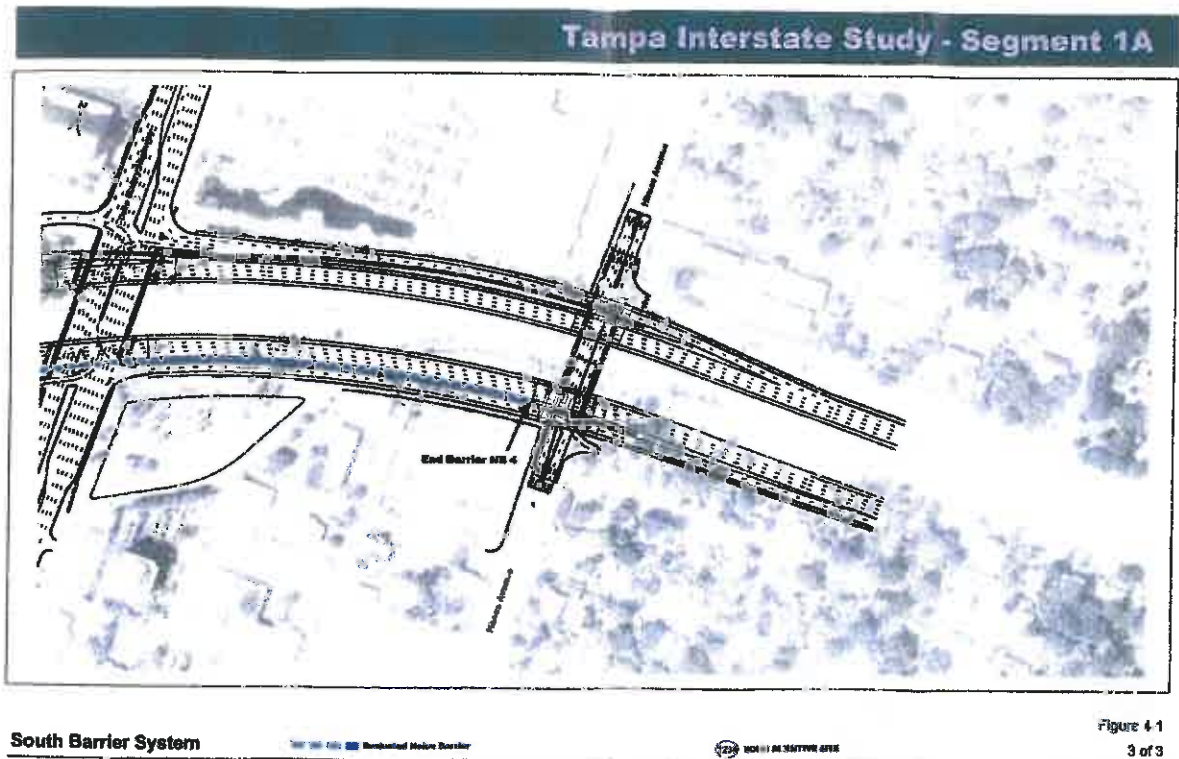


Figure 4-1 from Noise Analysis Update Report for I-275 Segment 1A from Howard Frankland Bridge to Himes Ave., October 2004 (2 of 3)



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Figure 4-1 from Noise Analysis Update Report for I-275 Segment 1A from Howard Frankland Bridge to Himes Ave., October 2004 (2 of 3)



Historic Resources

A Section 106 Memorandum of Agreement (MOA) was prepared in 1996 to address mitigation measures for direct and indirect impacts to historic resources. The Tampa Interstate Study (TIS) *Effects Analysis Report* (November 1995) evaluated the impacts to historic resources along the project corridor. The *Effects Analysis Report* addressed effects of the project on one National Register Historic District (West Tampa), one Multiple Property Listing (Tampa Heights), one Landmark District (Ybor City), and individual properties either listed or eligible for listing on the National Register of Historic Places (NRHP).

The MOA includes FDOT commitments for the mitigation of impacts to historic structures within the Area of Potential Effects (APE) including the proposed moving and rehabilitation of certain historic structures, and numerous design amenities defined in the TIS *Urban Design Guidelines*.

Mitigation activities associated with the Section 106 MOA have been implemented. As part of final design, FDOT re-established the Cultural Resources Committee (CRC) consisting of representatives from the Federal Highway Administration (FHWA), FDOT, City of Tampa, State Historic Preservation Officer (SHPO), Barrio Latino Commission, and other pertinent organizations. The purpose of the committee has been to ensure that appropriate attention is given to the cultural resources and to provide guidance on these issues to FDOT. The MOA stipulations, as related to I-275 (the West Tampa Historic

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District and one individually significant residence) have been fulfilled and documented in the MOA Cultural Resources Status Reports for this TIS project.

Segment 1 of the TIS (which is the design segment being evaluated in this Reevaluation – FPN 258398-5) did not have any involvement with NRHP-listed or eligible properties; therefore the MOA did not directly pertain to this segment.

Status: The MOA does not directly pertain to this segment which is the subject of this reevaluation; therefore, there is no change in status.

Urban Design Guidelines

The TIS Urban Design Guidelines, approved by the FHWA in December 1994, have been developed to minimize indirect adverse visual and auditory impacts to land uses adjacent to the system and to users of the freeway. The TIS Urban Design Guidelines will serve as guidelines and mitigation measures for the Section 106 process by providing design standards for unique areas within the corridor including West Tampa, Ybor City, Seminole Heights, Tampa Heights, downtown Tampa, and Westshore. In addition, the TIS Urban Design Guidelines specify mitigation measures for indirect adverse effects to historic properties and communities in the vicinity of the project. The TIS 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 approved FEIS provided criteria for extensive visual and aesthetic treatments which would have a positive effect on the affected communities. The application of such treatment is guided by the *TIS Urban Design Guidelines*, which were developed as a result of public meetings and workshops conducted during the PD&E Study. These guidelines provide for specific and unique treatment of visual and aesthetic and auditory elements for the neighborhoods throughout the corridor.

Under TIS Urban Design Guidelines, FDOT coordinated activities with the City of Tampa and the affected neighborhoods to identify the various treatments applicable to impacted areas.

Status: The TIS Urban Design Guidelines have been implemented in the design plans for the segment which is the subject of this reevaluation. There is no change in status.

Hillsborough Area Regional Transit (HART) Northern Transit Terminal

Based on the required relocation of HART's existing Northern Transit Terminal, FDOT is committed to providing a new facility as part of the Selected Alternative. 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.

FDOT will not select a final location for the new structure until separate Mobility Major Investment Study (MIS), High-Speed Rail, and Electric Streetcar studies being conducted

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by other agencies have been completed. 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. FDOT will continue the ongoing coordination with HART to explore options that reduce the excess travel distance.

Status: The I-4/40th Street interchange and the HART's Northern Transit Terminal are not located within the segment being assessed in this reevaluation. Therefore, this commitment is not applicable to the current project segment.

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. FHWA has determined that there is no feasible or prudent alternative to the use of a limited amount of land from Perry Harvey Park for public transportation purposes. FDOT is committed to mitigating the potential impacts 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 a relocation of the Kid Mason Fendall Center into the Perry Harvey Park.

Status: Perry Harvey Park is not located within the segment being assessed in this reevaluation; therefore this commitment is not applicable to the current project segment.

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. 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 Central Business District and other recreation facilities that complement the Hillsborough County Comprehensive Bicycle Plan.

Status: The Tampa Heights Greenway is not located within the segment being assessed in this reevaluation; therefore, this commitment is not applicable to the current project segment.

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Multi-Modal Terminal/Parking Garage

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

Status: The proposed location of the downtown multi-modal terminal is not within the segment being assessed in this reevaluation. Therefore, this commitment is not applicable to the current project segment.

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VII. PERMIT STATUS

The following provides for the status of environmental permits by each regulatory agency for the segments being advanced under this reevaluation: SWFWMD, USACE, the Florida Department of Environmental Protection (FDEP), Tampa Port Authority (TPA), and the United States Coast Guard (USCG).

258398-5 – I-275 (SR 93) from SR 60 (Memorial Highway) to Himes Avenue (Southbound and Northbound Construction):

<u>Agency</u>	<u>Type</u>	<u>Status</u>
SWFWMD	ERP #44002958.012	Issued: May 2010 Expires: May 2017
USACE	Individual Permit SAJ-2005-3876 (MD-JFP)	Issued: June 2010 Expires: Nov. 2015
Florida Department of Environmental Protection (FDEP)	Stormwater Discharge from Large and Small Construction [NPDES] FLR10LZ99	Issued: Sept. 2012 Expires: Sept. 2017

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ATTACHMENT A

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: 98087-1402
Federal Aid Project Number: RA-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 Maydall Drive, Hillsborough County.

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

11/02/96
Date


Regional Administrator
Federal Highway Administration

For additional information contact:

Mr. Michael J. Coleman, P.E.
District FDE Engineer
Florida Department of Transportation
11201 N. Malcolm McJannet Drive
MS: 7-500
Tampa, FL 33612-6403

or

Mr. Mark D. Bartlett, P.E.
Supervisory Transportation Engineer
Federal Highway Administration
227 N. Bronough Street
Room 2016
Tallahassee, FL 32301

Telephone: (813) 975-6077

Telephone: (904) 942-9588

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ATTACHMENT B



U.S. Department
of Transportation
Federal Highway
Administration

119667.00
Memorandum

Subject: Record of Decision
FHWA-FL-EIS-95-03-F
Tampa Interstate Study (TIS)

Date: January 31, 1997

From: Director, Office of Planning
and Program Development
Atlanta, Georgia

Reply to
Attn. of: HPP-04

To: Mr. J. R. Skinner
Division Administrator (HDA-FL)
Tallahassee, Florida

This documents the Record of Decision (ROD) as required by 40 CFR 1505.2) for the subject project. This record incorporates the Federal and State project files and the draft unsigned memorandum (attached) of January 9, 1997, from Mr. J. R. Skinner, Division Administrator, which served as preliminary ROD. Based upon the Environmental Impact Statement and public input, the Federal Highway Administration (FHWA) and the Florida Department of Transportation (FDOT) have chosen the alternative called the "Selected Alternative." FHWA has determined that because of the urbanized nature of the project area, the Selected Alternative is the environmentally preferable alternative. The preliminary ROD contains a description of the alternatives considered, the 4 (f) evaluation measures to minimize harm, and all necessary monitoring requirements.

The FHWA and the FDOT received one comment by the due date for comments (January 21, 1997). The United States Environmental Protection Agency recommended that the communities/housing developments that will be affected by noise impacts and mitigation be involved in the design and placement of noise barriers to the maximum extent feasible. The FHWA and the FDOT have been coordinating barrier design and locations with the affected noise sensitive areas as part of the TIS project to date and will continue to do so as the various components of the project are implemented in the future. Therefore, the FEIS and the attached ROD remain valid.


John Humeston

1/31/97
Date

Attachment

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Date: January 31, 1997

Subject: Florida - FAP No. IR-9999(43)
Final Environmental Impact Statement
FHWA-FL-EIS-95-03-F
Tampa Interstate Study (TIS)
Hillsborough County, Florida

From: Mr. J.R. Skinner
Division Administrator
Tallahassee, Florida

To: Mr. Leon N. Larson (HPP-04)
Regional Federal Highway Administrator
Atlanta, Georgia

The following is a Record of Decision (ROD) for that portion of the Tampa Interstate Study (TIS) project as identified in the Hillsborough County Metropolitan Planning Organization's (MPO) 2015 Long Range Transportation Plan (2015 LRTP), adopted December 5, 1995.

Decision

The TIS 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 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, in Hillsborough County.

The TIS Environmental Impact Statement (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 FHWA in November 1989, and adopted by the Hillsborough County MPO as part of their 2010 Long Range Transportation Plan (2010 LRTP), then current. 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 TIS EIS project (specifically Design Segment 2A, stages of Design Segment 1A, and a small portion

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of Design Segment 2B), were omitted from the plan because of competing transportation priorities and funding constraints.

According to the 1990 amendment to the Clean Air Act, if a proposed improvement is within a designated "non-attainment" or "maintenance" area, the project must be in conformance with the local Metropolitan Planning Organization's Long Range Transportation Plan (LRTP). Based on the current 2015 LRTP, there are only certain components of the TIS Preferred Alternative which may currently be advanced. They include ramp improvements in the Westshore area; the outside lanes of the four-roadway system in the Ybor City area; and the Crosstown Connector with auxiliary lanes on the Crosstown Expressway transitioning back to the existing alignment. The safety and operational improvement project for the downtown I-275/I-4 interchange is not a component of the TIS Preferred Alternative but is part of the Selected Alternative.

This Final EIS identifies and evaluates the overall impacts associated with the Preferred Alternative, hereafter referred to as the Long-Term Preferred Alternative, and also separately addresses the impacts specific to those portions of the project contained in the current 2015 LRTP, hereafter referred to as the Selected Alternative. The intent of the FHWA and the FDOT is to ultimately 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.

This ROD discusses the alternatives considered for the entire TIS EIS but only addresses the impacts of the Selected Alternative. It is anticipated that future RODs will cover the remaining portions of the TIS ultimate footprint, as described in the FEIS. It remains the goal of the FHWA and the FDOT to construct the ultimate TIS footprint once the outstanding portions meeting FHWA's logical termini criteria are included in future LRTPs and funding becomes available.

Alternatives Considered

A comparative analysis technique called "Tier Analysis" was used during Phase I to identify viable alternatives for the TIS. This screening process, or tiering, provided for a thorough evaluation and comparison of a large array of competing design components.

- *Tier 1 Analysis* - The first tier examined two-, four-, and six-roadway system alternatives; double decking; high-occupancy vehicle (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 analysis process, the two-roadway system and double-decking were eliminated from future consideration because of anticipated traffic volumes, complications with interchange movements, and cost-effectiveness. In an effort to avoid or minimize Section 4(f) involvement at hundreds of historic properties and several public parks located in the vicinity of the existing interstate corridor, a number of alternatives and alignment shifts were developed and evaluated. Several concepts of the six-roadway and four-roadway systems, with HOV provisions in the median, were carried throughout for further analysis. In addition, several interchange and HOV alignment concepts were carried through for further evaluation.

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Tier 2 Analysis - The second tier analysis continued to define the positive design components, collect public input throughout 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 review and comment at the first Alternatives Public Meeting. The comments received as a result of that meeting are summarized in the Public Meeting No. 2 Comments Summary Working Paper (September 1988).

Tier 3 Analysis - After a review and evaluation of the comments received during the comment period, the remaining alternatives were refined using more stringent standards and detailed information. The Tier 3 alternatives were presented at the second Alternatives Public Workshop. The comments received as a result of that meeting are summarized in the Public Meeting No. 2 Comments Summary Working Paper (January 1989). Comments received as a result of the second public workshop were more specific about local and commercial access issues, the aesthetics of the roadway, and potential mitigation measures to reduce noise levels. In an effort to respond to the public's concerns about right-of-way acquisition and related issues, impacts to property adjacent to the proposed improvements were further evaluated. It was determined that right-of-way impacts could be further reduced by reducing both the number of roadway lanes proposed and the right-of-way required. Through this evaluation, alternatives were developed which would provide an acceptable level of service (LOS) commensurate with the associated social, economic, and environmental impacts. After review of these comments, the selected concepts were carried forward to the Draft Master Plan.

The TIS Draft Master Plan concept was presented to the public for review and comment at the third Alternatives Public Workshop. The TIS Master Plan Concept was approved by FHWA in November 1989 and adopted by the Hillsborough County MPO as part of the previous 2010 LRTP. The TIS Master Plan Report (August 1989) is published separately.

A no-action alternative was evaluated for the year 2010 to identify the traffic operations impact of not implementing the preferred alternative in the study area. 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.

Following completion of the Phase I Master Plan, additional detailed studies were conducted as part of the Phase II EIS to refine alternatives and further reduce impacts. The refinement and continuing development of alternatives through this systematic process 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, through an extensive public involvement program, 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 a reasonable and viable alternative was reached.

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Due to the TIS project being located in a highly urbanized area, impacts to the biological and physical environment would be minimal and consequently, they had a minor role in the development of an "Environmentally Preferred Alternative." However, potential impacts to the human environment were major factors in the alternatives development, evaluation and selection process. Additionally, the alignment and composition of the Preferred and Selected Alternatives were influenced by adjacent properties which are protected by Section 4(f) of the U.S. DOT Act of 1966. The proposed rights of way and alignment for the Preferred and Selected Alternatives were shifted to avoid or minimize encroachments into these adjacent properties.

✓ Description of the Selected Alternative

The I-275/I-4 downtown interchange safety and operational improvements 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 (Long-Term Preferred Alternative) 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 National Register Historic District, as well as other important community resources such as Perry Harvey Park.

The second highest priority for implementation in the 2015 LRTP is I-4 and the 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 and ramp connections 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.

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Impacts associated with the Selected Alternative include potential impacts to the Ybor City National Historic Landmark District, Perry Harvey Park, and relocations of residences, businesses, and community features.

Ybor City National Historic Landmark District - Construction of the Selected Alternative will impact 36 contributing structures in the Landmark District (only one contributing structure due to the I-275/I-4 operational improvements) and one individually eligible structure, the Arguelles Lopez & Brothers cigar factory. There is no feasible and prudent alternative to the use of land from the Landmark District. The Selected Alternative includes all possible planning to minimize harm resulting from such use. The proposed improvements minimize, to the greatest extent possible, the number of relocations and the number of historic structures within the proposed right-of-way while preserving important community features and their unique identity. The FHWA has determined that this use will not substantially impair the integrity or significance of the Ybor City National Historic Landmark District. Elements of the TIS Urban Design Guidelines (under separate cover-December 1994) and the Memorandum of Agreement (TIS FEIS Appendix E) serve as mitigation for impacts to the Ybor City neighborhood.

Perry Harvey Park - Construction of the Selected Alternative will result in an extremely minor impact (less than 0.1 acre) to a small undeveloped and disconnected portion of Perry Harvey Park. There is no feasible or prudent alternative to the use of land from the Park. The Selected Alternative includes all possible planning to minimize harm to the Park resulting from such use. The proposed improvements minimize harm to the greatest extent possible.

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.

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.

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

The FEIS contains an adequate, detailed statement of the following: proposal description and purpose; probable impact of the proposal; alternatives; unavoidable adverse environmental effects; short-term impacts versus long-term benefits; irreversible and irretrievable commitment of resources; and measures to minimize harm. The proposal is in conformance with the State

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Implementation Plan (SIP) and will not cause or exacerbate existing violations of any of the National Ambient Air Quality Standards.

The Section 4(f) Evaluation contained in the FEIS describes the project's involvement with historic properties and park land protected by 49 USC 303 as well as measures to minimize harm. The provisions of 36 CFR 800 have been fulfilled as applicable.

The Statement has been coordinated with and endorsed by appropriate local, state, and federal agencies, and also made available for public comment at a public hearing. The proposal is well accepted, without significant opposition and is, therefore, not considered controversial.

Measures to Minimize Harm

This project incorporates all practical measures to avoid or minimize environmental harm. 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. Relocation assistance and payments will be provided. 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. Historic resources currently exist within the areas of proposed right-of-way. Relocation of certain structures, where feasible, will be pursued, in addition to the relocation assistance and payments to be provided to residents of such structures. Perry Harvey Park (a City of Tampa public park) will be directly impacted by project right-of-way acquisition. Coordination with the City of Tampa has resulted in a determination that no adverse effect to the park will occur and no mitigation is needed for this minor use of land (less than 0.1 acre). A conceptual mitigation plan has been developed for the Park as part of the Long-Term Preferred Alternative's implementation.

Construction activities in the vicinity of drainage structures will be in accordance with Best Management Practices for erosion control and water quality considerations. Preliminary evaluations have also indicated that retention and/or detention areas may be viable considerations in water management techniques relating to highway storm water runoff hydraulics, and mitigation for wetland impacts will be incorporated as applicable and feasible. These wetland sites will be affected primarily by filling activities necessary to widen the existing roadway and construct a new roadway.

The following mitigation measures are discussed and committed to in the FEIS:

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.

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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 embankments, subgrade, base, asphalt, etc.
2. Pile driving operations will be restricted to the hours of 7:00 a.m. to 9:00 p.m. to avoid interfering with any adjacent noise sensitive land uses or a different foundation design will be considered, i.e., drilled shafts.
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. The economically reasonable noise barrier locations are identified in the FEIS on page 4-75 and on Exhibit 4.8. 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 the West Tampa National Register Historic District, the Tampa Heights Multiple Property Listing (since approval of the TIS DEIS, this resource has been listed on the *National Register of Historic Places* as the Tampa Heights National Register Historic District), the Ybor City National Historic Landmark District, and individual

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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.

Urban Design Guidelines - The TIS Urban Design Guidelines, approved by FHWA in December 1994, have been developed to minimize indirect adverse visual and auditory impacts to land uses adjacent to the system and to users of the freeway. The 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.

Hillsborough Area Regional Transit (HART) Northern Transit Terminal - Based on the anticipated involvement with HART's existing Northern Transit Terminal, the FDOT is committed to not adversely affecting service operations during implementation of the Selected Alternative. In coordination with HART, the FDOT will implement the best option available to ensure fulfillment of this commitment. Separate Mobility MIS, High Speed Rail and Electric Street Car studies are being conducted by other agencies. The FDOT will work with the agencies to ensure that the Northern Transit Terminal's involvement with the studies and the TIS project is adequately coordinated. The status of this commitment will be addressed in future reevaluations of the FEIS.

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.

Monitoring or Enforcement Program

Personnel of the FDOT have developed extensive operating procedures to ensure compliance with the various environmental commitments. The FDOT's Environmental Commitment Compliance Program is outlined in a January 15, 1982-memorandum from Mr. Paul N. Pappas, former Secretary of the FDOT. In addition, appropriate personnel from the FHWA Division Office participate in the development of individual projects to ensure that environmental commitments are incorporated into the project design and construction plans. FHWA Transportation and Supervisory Transportation Engineers also review the plans, specifications, and estimates (PS&E) for all interstate Federal-Aid highway projects to ensure that all environmental commitments have been implemented.

Comments on Final EIS

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As of January 21, 1997 (the FEIS comments due date), the FHWA and the FDOT had received one comment. The attached letter from the U.S. E.P.A. recommended that the affected noise sensitive areas be involved in the design and placement of noise barriers to the maximum extent feasible. The FHWA and the FDOT have been coordinating barrier design and locations with the affected noise sensitive areas as part of the TIS project to date and will continue to do so as the various components of the project are implemented in the future.

Florida Department of Transportation
PROJECT REEVALUATION

ATTACHMENT C

FYI



U.S. Department
of Transportation
Federal Highway
Administration

KB KB - RA → 'File

Florida Division Office
227 N. Bronough St., Suite 2015
Tallahassee, Florida 32301

June 14, 1999

HPO-FL

Mr. Kenneth A. Hartmann, District Secretary
Department of Transportation
11201 N. McKinley Drive, Mail Station 7-500
Tampa, Florida 33612-6456

Attention: Mr. Jeraldo Cornelias

Dear Mr. Hartmann:

Subject: - FAP No. IR-9999(43)
Record of Decision
→ FHWA-FL-EIS-95-03-F
Tampa Interstate Study (TIS)
Hillsborough County, Florida

This is a Record of Decision (ROD) for that portion of the Tampa Interstate Study (TIS) project identified in the Hillsborough County Metropolitan Planning Organization's (MPO's) 2020 Long Range Transportation Plan (2020 LRTP), as adopted.

Decision

The TIS 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 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, in Hillsborough County.

The TIS Environmental Impact Statement (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 FHWA in November 1989,

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and adopted by the Hillsborough County MPO as part of their 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.

Since the new 2020 LRTP has been adopted by the MPO, some portions of the TIS EIS project (specifically Design Segment 2A, stages of Design Segment 1A, and a portion of Design Segment 2B), have been omitted from the Plan because of competing transportation priorities and funding constraints.

According to the 1990 amendment to the Clean Air Act, if a proposed improvement is within a designated "non-attainment" or "maintenance" area, the project must be in conformance with the local Metropolitan Planning Organization's Long Range Transportation Plan (LRTP). Based on the recently adopted 2020 LRTP, there are only certain components of the TIS Long Term Preferred Alternative which may be advanced since approval of the first TIS FEIS ROD dated January 31, 1997. The design components (see attached Location Map) include the outside lanes of the four-roadway system in the Westshore area (Design Segment 1A); the outside lanes of the four-roadway system in the Ybor City area (Design Segments 3A and 3B); and the Crosstown Connector with auxiliary lanes on the Crosstown Expressway transitioning back to the existing alignment (Design Segment 3C). The safety and operational improvement project for the downtown I-275/I-4 interchange is not a component of the TIS Long Term Preferred Alternative but is part of the Selected Alternative identified in the FEIS and subsequent ROD. Design Segment 2A is the latest component of the Long Term Preferred Alternative to be included in the MPO's current approved conforming Transportation Improvement Program (TIP).

As part of advancing Design Segment 2A, on March 15, 1999, the MPO, FHWA and FTA have determined that the LRTP and TIP conform to the state's State Implementation Plan (SIP). This Design Segment project is in the conforming plan and TIP with the same design concept and scope as stated in this ROD.

This ROD identifies and establishes FHWA and FDOT decisions for advancing Design Segment 2A. It also addresses the impacts specific to this project which is now contained in the current LRTP. The intent of the FHWA and the FDOT is to ultimately construct the Long Term Preferred Alternative (the ultimate TIS footprint) as identified in the FEIS and subsequent RODs. However, this will be completed in stages, as the remaining components meet FHWA's logical termini criteria, as funding becomes

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available and as they are included in future updates of the MPO's LRTP.

This ROD discusses the alternatives considered for the entire TIS FEIS but only addresses the impacts of Design Segment 2A. It is anticipated that future RODs will cover the remaining portions of the TIS ultimate footprint, as described in the FEIS.

Alternatives Considered

A comparative analysis technique called "Tier Analysis" was used during Phase I to identify viable alternatives for the TIS. This screening process, or tiering, provided for a thorough evaluation and comparison of a large array of competing design components.

Tier 1 Analysis - The first tier examined two-, four-, and six-lane roadway system alternatives; double decking; high-occupancy vehicle (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 analysis process, the two-roadway system and double-decking were eliminated from future consideration because of anticipated traffic volumes, complications with interchange movements, and cost-effectiveness. In an effort to avoid or minimize Section 4(f) involvement at hundreds of historic properties and several public parks located in the vicinity of the existing interstate corridor, a number of alternatives and alignment shifts were developed and evaluated. Several concepts of the six-roadway and four-roadway systems, with HOV provisions in the median, were carried throughout for further analysis. In addition, several interchange and HOV alignment concepts were carried through for further evaluation.

Tier 2 Analysis - The second tier analysis continued to define the positive design components, collect public input throughout 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 review and comment at the first Alternatives Public Meeting. The comments received as a result of that meeting are summarized in the Public Meeting No. 2 Comments Summary Working Paper (September 1988).

Tier 3 Analysis - After a review and evaluation of the comments received during the comment period, the remaining alternatives were refined using more stringent standards and detailed information. The Tier 3 alternatives were presented at the second Alternatives Public Workshop. The comments received as a result of that meeting are summarized in the Public Meeting No. 2 Comments Summary Working

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Paper (January 1989). Comments received as a result of the second public workshop were more specific about local and commercial access issues, the aesthetics of the roadway, and potential mitigation measures to reduce noise levels. In an effort to respond to the public's concerns about right-of-way acquisition and related issues, impacts to property adjacent to the proposed improvements were further evaluated. It was determined that right-of-way impacts could be further reduced by reducing both the number of roadway lanes proposed and the right-of-way required. Through this evaluation, alternatives were developed which would provide an acceptable level of service (LOS) commensurate with the associated social, economic, and environmental impacts. After review of these comments, the selected concepts were carried forward to the Draft Master Plan.

The TIS Draft Master Plan concept was presented to the public for review and comment at the third Alternatives Public Workshop. The TIS Master Plan Concept was approved by FHWA in November 1989 and adopted by the Hillsborough County MPO as part of the previous 2010 LRTP. The TIS Master Plan Report (August 1989) is published separately.

A no-action alternative was evaluated for the year 2010 to identify the traffic operations impact of not implementing the Long Term Preferred Alternative in the study area. 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.

Following completion of the Phase I Master Plan, additional detailed studies were conducted as part of the Phase II EIS to refine alternatives and further reduce impacts. The refinement and continuing development of alternatives through this systematic process 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, through an extensive public involvement program, 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 a reasonable and viable alternative was reached.

Due to the TIS project being located in a highly urbanized area, impacts to the biological and physical environment would be minimal and consequently, they had a minor role in the development of the Selected Alternative which is the "Environmentally Preferred Alternative." However, potential impacts to the human environment were major factors in the alternatives development, evaluation and selection process. Additionally, the alignment and composition of the Long Term Preferred and Selected Alternatives were influenced by adjacent properties which are protected by Section 4(f)

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of the U.S. DOT Act of 1966. The proposed rights of way and alignment for the Long Term Preferred and Selected Alternatives were shifted to avoid or minimize encroachments into these adjacent properties.

Description of the Selected Alternative for Design Segment 2A

Design Segment 2A extends from the vicinity of the Himes Ave. half-interchange to the vicinity of the Hillsborough River. It involves constructing the outside lanes of the four-roadway system (see attached typical section). This is to be part of the Design Segment's stage construction of the Long Term Preferred Alternative as contained in the TIS FEIS.

Impacts associated with this Segment being advanced include potential impacts to the West Tampa National Register Historic District, one individually listed National Register Site, the Fernandez y Rey House, increased noise levels at approximately 461 noise sensitive sites, relocations of residences, businesses and community features.

West Tampa National Register Historic District - Construction of the Selected Alternative will impact 6 contributing structures in the District and one individually listed structure, the Fernandez y Rey House. There is no feasible and prudent alternative to the use of land from the District. The Selected Alternative includes all possible planning to minimize harm resulting from such use. The proposed improvements minimize, to the greatest extent possible, the number of relocations and the number of historic structures within the proposed right-of-way while preserving important community features and their unique identity. The FHWA has determined that this use will not substantially impair the integrity or significance of the District. Elements of the TIS Urban Design Guidelines (under separate cover-December 1994) and the Memorandum of Agreement (TIS FEIS Appendix E) serve as mitigation for impacts to the West Tampa neighborhood.

The Selected Alternative addresses the urgent interchange and capacity needs within the limits of the Long-Term Preferred Alternative. Throughout its limits, the Selected Alternative will provide greatly improved ramp geometrics in the most critical areas, improve merge, diverge and weaving operations. 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.

The FEIS contains an adequate, detailed statement of the following: proposal description and purpose; probable impact of the proposal; alternatives; unavoidable adverse environmental effects; short-term impacts verses long-term benefits;

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irreversible and irretrievable commitment of resources; and measures to minimize harm. The proposal is in conformance with the State Implementation Plan (SIP) and will not cause or exacerbate existing violations of any of the National Ambient Air Quality Standards.

The Section 4(f) Evaluation contained in the FEIS describes the project's involvement with historic properties and park land protected by 49 USC 303 as well as measures to minimize harm. The provisions of 36 CFR 800 have been fulfilled as applicable.

The Statement has been coordinated with and endorsed by appropriate local, state, and federal agencies, and also made available for public comment at a public hearing. The proposal is well accepted, without significant opposition and is, therefore, not considered controversial.

Measures to Minimize Harm

This project incorporates all practical measures to avoid or minimize environmental harm. 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. Relocation assistance and payments will be provided. 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. Historic resources currently exist within the areas of proposed right-of-way. Relocation of the structures at 1920 Laurel Street, 1924 Laurel Street, 1930 Laurel Street and 2324 Laurel Street (where feasible) will be pursued, in addition to the relocation assistance and payments to be provided to residents of such structures.

Construction activities in the vicinity of drainage structures will be in accordance with Best Management Practices for erosion control and water quality considerations. Preliminary evaluations have also indicated that retention and/or detention areas may be viable considerations in water management techniques relating to highway storm water runoff hydraulics, and mitigation for wetland impacts will be incorporated as applicable and feasible. These wetland sites will be affected primarily by filling activities necessary to widen the existing roadway and construct a new roadway.

The following mitigation measures are discussed and committed to in the FEIS:

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

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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 where they are determined to be feasible and economically reasonable:

1. The Contractor may be required to use static rollers for compaction of embankments, subgrade, base, asphalt, etc. in specific construction areas.
2. If pile driving is necessary, this construction operation may be restricted to the hours of 7:00 a.m. to 9:00 p.m. to avoid interfering with any adjacent noise or vibration sensitive land uses.
3. Preformed pile holes may 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 should be minimized, when feasible, 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 may be 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. The economically reasonable noise barrier locations are identified in the

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FEIS on page 4-75 and on Exhibit 4.8. 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 the West Tampa National Register Historic District, the Tampa Heights Multiple Property Listing (since approval of the TIS DEIS, this resource has been listed on the *National Register of Historic Places* as the Tampa Heights National Register Historic District), the Ybor City National Historic Landmark District, 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.

Urban Design Guidelines - The TIS Urban Design Guidelines, approved by FHWA in December 1994, have been developed to minimize indirect adverse visual and auditory impacts to land uses adjacent to the system and to users of the freeway. The 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.

Hillsborough Area Regional Transit (HART) Northern Transit Terminal - Based on the anticipated involvement with HART's existing Northern Transit Terminal, the FDOT is committed to not adversely affecting service operations during implementation of the Selected Alternative. In coordination with HART, the FDOT will implement the best option available to ensure fulfillment of this commitment. Separate Mobility MIS, High Speed Rail and Electric Street Car studies are being conducted by other agencies. The FDOT will work with the agencies to ensure that the Northern Transit Terminal's involvement with the studies and the TIS project is adequately coordinated. The status of this commitment will be addressed in future reevaluations of the FEIS.

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June 15, 1999

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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.

Monitoring or Enforcement Program

Personnel of the FDOT have developed extensive operating procedures to ensure compliance with the various environmental commitments. The FDOT's Environmental Commitment Compliance Program is outlined in a January 15, 1982-memorandum from Mr. Paul N. Pappas, former Secretary of the FDOT. In addition, appropriate personnel from the FHWA Division Office participate in the development of individual projects to ensure that environmental commitments are incorporated into the project design and construction plans. FHWA Transportation and Supervisory Transportation Engineers also review the plans, specifications, and estimates (PS&E) for all interstate Federal-Aid highway projects to ensure that all environmental commitments have been implemented.

Comments on Final EIS

As of January 21, 1997 (the FEIS comments due date), the FHWA and the FDOT had received one comment. The U.S. E.P.A. recommended that the affected noise sensitive areas be involved in the design and placement of noise barriers to the maximum extent feasible. The FHWA and the FDOT have been coordinating barrier design and locations with the affected noise sensitive areas as part of the TIS project to date and will continue to do so as the various components of the project are implemented in the future.

A Legal Sufficiency review has been obtained from the FHWA's Legal Counsel for this Amended ROD. Prior concurrence of the Washington Office is not required for this project.

Sincerely yours,



For: James E. St. John
Division Administrator

Florida Department of Transportation
PROJECT REEVALUATION

ATTACHMENT D

Florida Department of Transportation
PROJECT REEVALUATION

I. GENERAL INFORMATION (originally approved document)


- a. Reevaluation Phase: Federally Funded Construction Authorization
- b. Document Type and Date of Approval: Final Environmental Impact Statement (FEIS) and Section 4(f) Evaluation approved on November 22, 1996; Records of Decision (RODs), approved on January 31, 1997 and June 14, 1999 (See the attached FEIS Cover Page); updated by the Advance to Right-of-Way Acquisition Reevaluation approved on June 11, 2002 and Construction Authorization Reevaluation approved on January 24, 2006.
- c. Project Numbers 99007-1402 IR-9999(43) 7140004
State Federal Aid Work Program
- d. Project Local Name, Location and Limits: I-275 (S.R. 93) 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 (Crossdown Connector) on new alignment from I-4 south to the existing Tampa South Crossdown Expressway from the Kennedy Boulevard Overpass to Maydell Drive, Hillsborough County (See the attached FEIS Project Location Map).
- e. Segment of Highway Being Advanced: I-275 (S.R. 93) from S.R. 60 (Memorial Highway) to Himes Avenue Northbound and Southbound (Segment 1A), Financial Project Number (FPN): 258398-5, Federal Aid Project (FAP): Not Assigned Yet; and I-275 (S.R. 93) from Himes Avenue to Hillsborough River Southbound Reconstruction (Segment 2A), FPN: 258399-2, FAP: Not Assigned Yet. (See the attached Advance to Construction Reevaluation Project Location Map).
- f. Name of Analyst: Roberto G. Gonzalez

II. CONCLUSION AND RECOMMENDATION

The above environmental document has been reevaluated as required by Title 23 Code of Federal Regulations (CFR) 771.129(c) and the *Project Development and Environment Manual* of the Florida Department of Transportation (FDOT), and it was determined that no substantial changes have occurred in the social, economic, or environmental effects of the proposed action that would significantly affect the quality of the human environment. Therefore, the original Administrative Action remains valid.


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

REVIEWER SIGNATURE BLOCK


District Representative

10 / 21 / 09
Date


III. FHWA CONCURRENCE BLOCK


FHWA Urban Transportation Engineer

11 / 19 / 09
Date

**Florida Department of Transportation
PROJECT REEVALUATION**

ATTACHMENT E

 US Department of Transportation Federal Highway Administration <p align="center">Environmental Report Comments</p>			
Division Florida	Report(s) Environmental Determination for a EIS Reevaluation for Construction	Fed Aid Project No. 2757-398 & 2757-399	
Review by Marvin L. Williams <i>MLW</i> Major Project Engineer	Date 9/28/2011	State No 258398-5 & 258399-2	District 7
In Company With N/A			
Location: I-275 from North of the Howard Frankland Bridge to the Hillsborough River		County: Hillsborough	
Description Widening to eight lanes from Howard Frankland Bridge to Himes Avenues and widening to four lanes SB Only from Himes Avenue to the Hillsborough River. No additional right-of-way required.			

Comments:

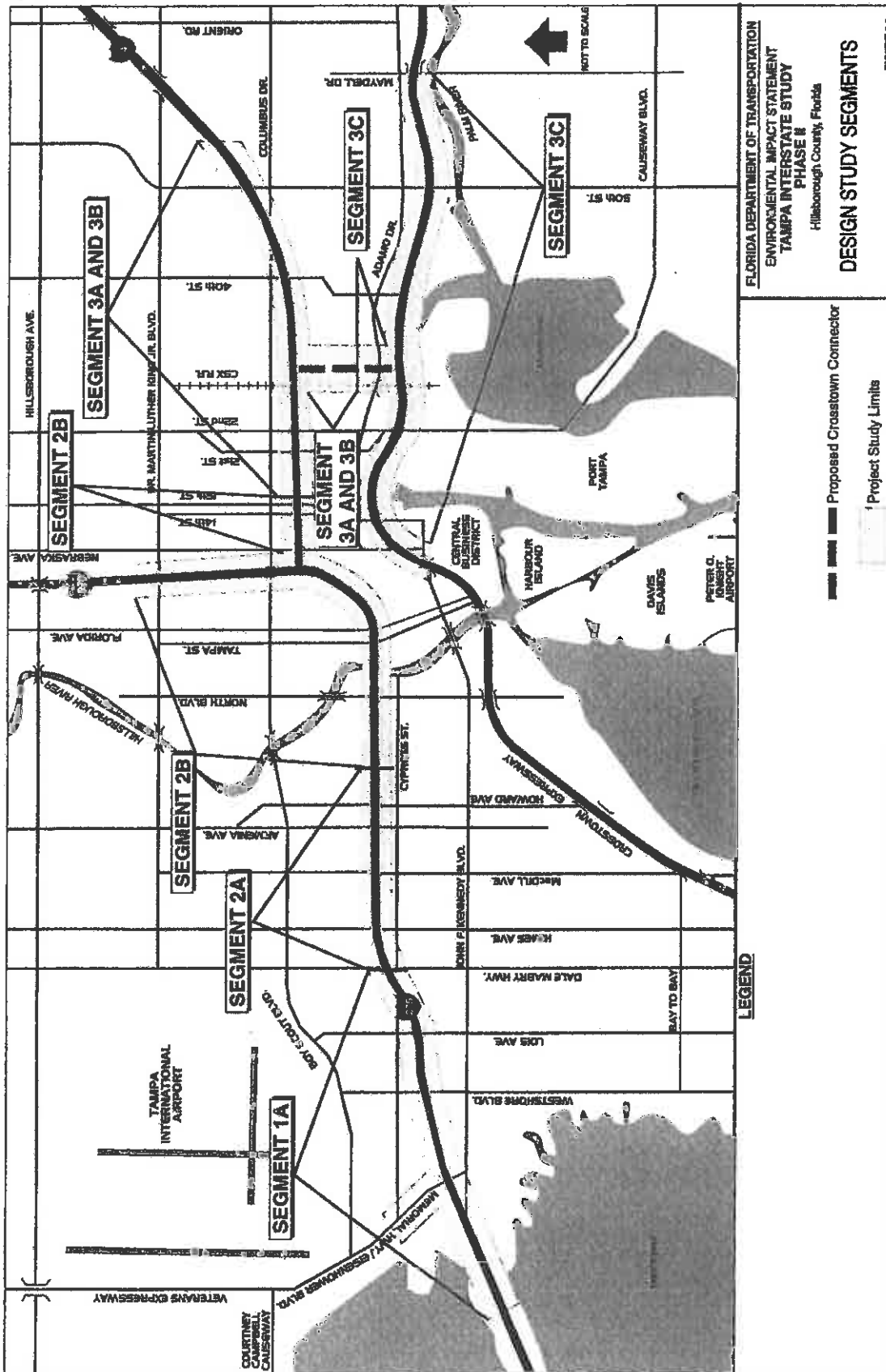
1. Per September 13, 2011 submitted of the existing Environmental Impact Study (EIS) reevaluation approved on 11/19/2009, and the updates e-mailed on 9/28/2011, the existing document continues to be valid with the updated additions. The updated reevaluation is attached for your files.

Attachment

Distribution	Project File (original) Major Projects Engineer Environmental Specialist <i>via e-mail</i> Program Operations Team Leader <i>via e-mail</i> Roberto Gonzalez FDOT, District 7 <i>via e-mail</i> Kirk Bogan, FDOT, District 7
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Florida Department of Transportation
PROJECT REEVALUATION

ATTACHMENT F



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

DESIGN STUDY SEGMENTS

Proposed Crosstown Connector
Project Study Limits


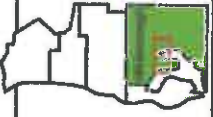
LEGEND

**Florida Department of Transportation
PROJECT REEVALUATION**

ATTACHMENT G



<p>275 - 2757 398 1 I-275 from S.R. 60 (Memorial Highway) to Himes Avenue northbound and southbound (Segment 1A) Status: This is the subject of this Design Change Reevaluation.</p>	<p>275 - 2757 998 1 I-275, from Himes Avenue to Hillborough River southbound (Segment 2A) Status: Under Construction, No Change</p>	<p>275 - 2757 998 2 I-275 from Himes Avenue to Hillborough River northbound (Segment 2B) Status: Under Construction, No Change</p>	<p>275 - 2757 998 3 I-275 from Himes Avenue to Hillborough River northbound (Segment 2C) Status: Under Construction, No Change</p>	<p>275 - 2757 998 4 I-275 from Himes Avenue to Hillborough River northbound (Segment 2D) Status: Under Construction, No Change</p>	<p>275 - 2757 998 5 I-275 from Himes Avenue to Hillborough River northbound (Segment 2E) Status: Under Construction, No Change</p>	<p>275 - 2757 998 6 I-275 from Himes Avenue to Hillborough River northbound (Segment 2F) Status: Under Construction, No Change</p>	<p>275 - 2757 998 7 I-275 from Himes Avenue to Hillborough River northbound (Segment 2G) Status: Under Construction, No Change</p>	<p>275 - 2757 998 8 I-275 from Himes Avenue to Hillborough River northbound (Segment 2H) Status: Under Construction, No Change</p>	<p>275 - 2757 998 9 I-275 from Himes Avenue to Hillborough River northbound (Segment 2I) Status: Under Construction, No Change</p>	<p>275 - 2757 998 10 I-275 from Himes Avenue to Hillborough River northbound (Segment 2J) Status: Under Construction, No Change</p>
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PROJECT LOCATION MAP

Florida Department of Transportation
DESIGN CHANGE REEVALUATION
 I-275 Segment 1A - FPN 258398-5
 From S.R. 60 (Memorial Highway) to Himes Avenue
 (Northbound and Southbound)
 I-275 Segment 2A - FPN 258399-2
 From Himes Avenue to the Hillsborough River
 Hillsborough County, Florida



Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

ANANTH PRASAD, P.E.
SECRETARY

September 17, 2013

Mr. David Hawk
Acting Florida Division Administrator
Federal Highway Administration
545 John Knox Road, Suite 200
Tallahassee, Florida 32303

Attn: Buddy Cunill

Subject: Environmental Document Reevaluations Due to Design Changes

Dear Mr. Hawk:

The Florida Department of Transportation (FDOT) will be implementing a change to its Noise Policy contained in Part 2 Chapter 17 of its Project Development and Environment (PD&E) Manual and other appropriate documents, based upon our recent coordination. In the event that a substantial change to the design of a project (Design-Bid-Build or Design Build) is proposed and accepted by FDOT and FHWA which may affect noise impacts, a reevaluation of the environmental document and a noise study report addendum will be prepared by FDOT in accordance with the latest versions of 23 CFR 772 and as stated in the FDOT's Noise Policy (Part 2, Chapter 17 of the PD&E Manual). For Design-Build projects, the Design-Build Contractor will coordinate with FDOT on any proposed design changes that could affect noise impacts or proposed noise abatement.

The following provides guidance for considering modifications to proposed noise abatement as a result of changes affecting the project such as design changes, changes in regulation, changes in criteria and/or changes due to re-analysis with the most currently approved noise model.

- 1- If the re-analysis results in the identification of new impacted receptors, a change in location, or an increase in the recommended height and/or length of the proposed abatement, then the FDOT will construct the proposed abatement as long as it is reasonable and feasible and desired by the public.
- 2- If the re-analysis results in:
 - a. reduced noise impacts due to change in project design, or
 - b. previously predicted noise impacts that no longer warrant abatement under the new standards,

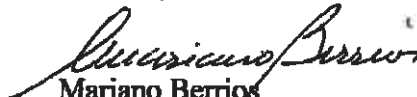
Mr. David Hawk
September 17, 2013
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then the FDOT will consider abatement based on commitments, public sentiment and consultation with FHWA for federally funded projects as long as it is constructible.

The FDOT will engage the affected parties when modifications to noise abatement commitments and the intent to alter noise abatement measures are being considered.

Please advise should you have questions, comments or recommendations regarding this proposed addition and clarification to the FDOT PD&E Manual. I can be reached at (850)414-5250. Change to the manual will be made once we have received your concurrence. Thank you for your consideration.

Sincerely;


Mariano Berrios
Noise Program Coordinator


FHWA Concurrence 10-2-13

Cc: Karen Brunelle, FHWA
Cathy Kendall, FHWA
Robert Romig, FDOT
Marjorie Bixby, FDOT
Fred Noble, P.E., FDOT