

**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) and Design Change Reevaluation approved on October 17, 2013 (Attachment F).
- c. Project Numbers:

<u>99007-1402</u>	<u>IR-9999 (43)</u>	<u>7140004</u>
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 G).
- e. Segment of Highway which is the subject of this reevaluation: Two Roadway Segments: FPN 258399-2: I-275 (SR 93) from Himes Avenue to Hillsborough River (Southbound) (Segment 2A)(See the attached Project Location Map – Attachment H).
- FPN 258398-5: I-275 (SR 93) from SR 60 (Memorial Highway) to Himes Avenue (Northbound and Southbound) (Segment 1A) (See the attached Project Location Map – Attachment H) is being constructed with FPN 258399-2.
- f. Project Segment Planning Consistency: Planning consistency not required for design change, projects under construction.
- g. Name of Analyst: Robin Rhinesmith

**Florida Department of Transportation
PROJECT REEVALUATION**

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 projects identified herein be advanced to the next phase of project development.

REVIEWER SIGNATURE BLOCK



District Representative 2 / 6 / 15
Date

III. FHWA CONCURRENCE BLOCK



FHWA Urban Transportation Engineer 2 / 20 / 2015
Date

**Florida Department of Transportation
PROJECT REEVALUATION**

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)	_____
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 8-12</u>
2. Air	() (X)	_____
3. Construction	() (X)	_____
4. Contamination	() (X)	_____
5. Navigation	() (X)	_____

**Florida Department of Transportation
PROJECT REEVALUATION**

V. EVALUATION OF MAJOR DESIGN CHANGES
2013-2014 Update of Design Changes:

After the previously approved Design Change Reevaluation (October 2013), an additional design change has been proposed by the Design-Build (D/B) team. This design change pertains to noise walls adjacent to the Presbyterian Village property (FPN 258399-2).

The following design change is described below.

Following the review of Phase I Design-Build (D/B) Final plans (Parsons Brinkerhoff, March 2013) and considering the intended modification to the vertical profile proposed in 2013, traffic noise was re-analyzed from Westshore Boulevard to east of Dale Mabry Highway. The noise analysis documented in the report was further updated with the latest analysis documented in the Traffic Noise Design Reevaluation report dated March 28, 2014. .

The noise re-analysis 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 (May 24, 2011). Based on the results of the traffic noise re-analysis, barriers were no longer considered to be a feasible and reasonable measure to abate predicted traffic noise impacts from Westshore Boulevard to Himes Avenue (FPN 258398-5), 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. This project component was completed and a Design Change Reevaluation was approved by the FHWA on October 17, 2013.

Following the review of Phase II D/B Final Plans (dated August 2013), the project D/B team was considering additional changes. These changes were based on the possible advanced ROW acquisition of a 6.18 acre parcel, which includes the Presbyterian Village Apartment Complex. This parcel was identified in the Tampa Interstate Study FEIS as a required area that would be needed to implement the Long Term Preferred Alternative. The FDOT conducted a Traffic Noise Design Reevaluation and a report was published on March 28, 2014 to update the changes on I-275 from Westshore Boulevard to Himes Avenue (FPN 258398-5) and from Himes Avenue to the Hillsborough River (FPN 258399-2). This report considered the acquisition of the Presbyterian Village Apartment Complex parcel.

The FDOT acquired the Presbyterian Village Apartment Complex, within FPN 258399-2, on October 31, 2014. Based on that acquisition, noise abatement measures for these residences were no longer needed as they will be removed. Subsequently, the D/B team proposed to remove a portion of the wall that would have been built to provide noise abatement for the Presbyterian Village noise receptors. Residential relocations at the Presbyterian Village Apartment Complex are currently underway and are being carried out in accordance with Section 339.09, Florida Statutes, and the Uniform Relocation

**Florida Department of Transportation
PROJECT REEVALUATION**

Assistance and Real Property Acquisition Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

The status of the noise barrier commitments for FPN 258399-2 is summarized on Pages 8-12.

Project Segments: The project segments are located within the original TIS/FEIS PD&E study limits (See Project Location Map Attachment G). Segment numbers showing the latest updated project limits are listed below and are consistent with FDOT's 5-Year Work Program (See Project Location Map Attachment H).

- 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 258398-1: – I-275 from the Howard Frankland Bridge to Himes Avenue northbound (Segment 1A – Drainage). *Status: Construction Complete.*
- 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). *Status: 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). *This is the subject of this Design Change Reevaluation.*
- 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: Construction Complete.*
- FPN 433535-1: - I-275 from north of Howard Frankland Bridge to south of Lois Ave. *Status: Adopted, not begun.*
- FPN 433535-2: - I-275 SB from north of Reo Street to south of Lois Ave. *Status: Adopted, not begun.*
- FPN 433535-3: - SR 60 from north of Independence Highway to I-275 at Westshore Boulevard. *Status: Adopted, not begun.*

**Florida Department of Transportation
PROJECT REEVALUATION**

- FPN 433535-4: - I-275 NB Express Lanes from north of Howard Frankland Bridge to south of Trask Street *Status: Adopted, not begun.*
- FPN 433535-5: - I-275 NB Flyover from SR 60 EB to I-275 NB *Status: Adopted, not begun.*

**Florida Department of Transportation
PROJECT REEVALUATION**

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 FHWA's October 17, 2013 approval of the Design Change Reevaluation for this segment. There is no change in status.

FPN 258399-2: There are 0.03 acres of surface waters being impacted by the project; however there are no impacts to wetlands; therefore, there are no mitigation requirements for this segment.

Status: No additional wetland impacts have been identified since FHWA's October 17, 2013 approval of the Design Change Reevaluation for the TIS FEIS. There is no change in status.

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.

The Phase III design plans for FPN 258399-2 show a sidewalk parallel to the north side of I-275 from Himes Avenue to Glen Avenue and from MacDill Avenue to North Boulevard. 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

**Florida Department of Transportation
PROJECT REEVALUATION**

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 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 Himes Avenue to the Hillsborough River (Segment 2A, FPN 258399-2) was completed in October 2004. The traffic noise analysis documented in the October 2004 NAUR for I-275 Segment 2A determined that a noise barrier system was a feasible and cost reasonable abatement measure for residential areas located north of I-275 between Himes Avenue and the Hillsborough River. The noise barrier system included four overlapping noise barriers (identified from west to east as SBR3, SBR2, SB1 and SBR1) located along the I-275 southbound mainline shoulder and associated ramp shoulders which provided a continuous noise barrier system extending from Himes Avenue to the east end of the bridge structure extending over Green Street and the Hillsborough River. All noise barriers are 8-ft in height. The noise barrier system is documented in design plans provided in Appendix B of the *Traffic Noise Design Reevaluation* report dated March 28, 2014. The *Traffic Noise Design Reevaluation* report was prepared to address design-build modifications to the segment of I-275 from SR 60 (Memorial Highway) to east of the Hillsborough River. There were no design-build

Florida Department of Transportation
PROJECT REEVALUATION

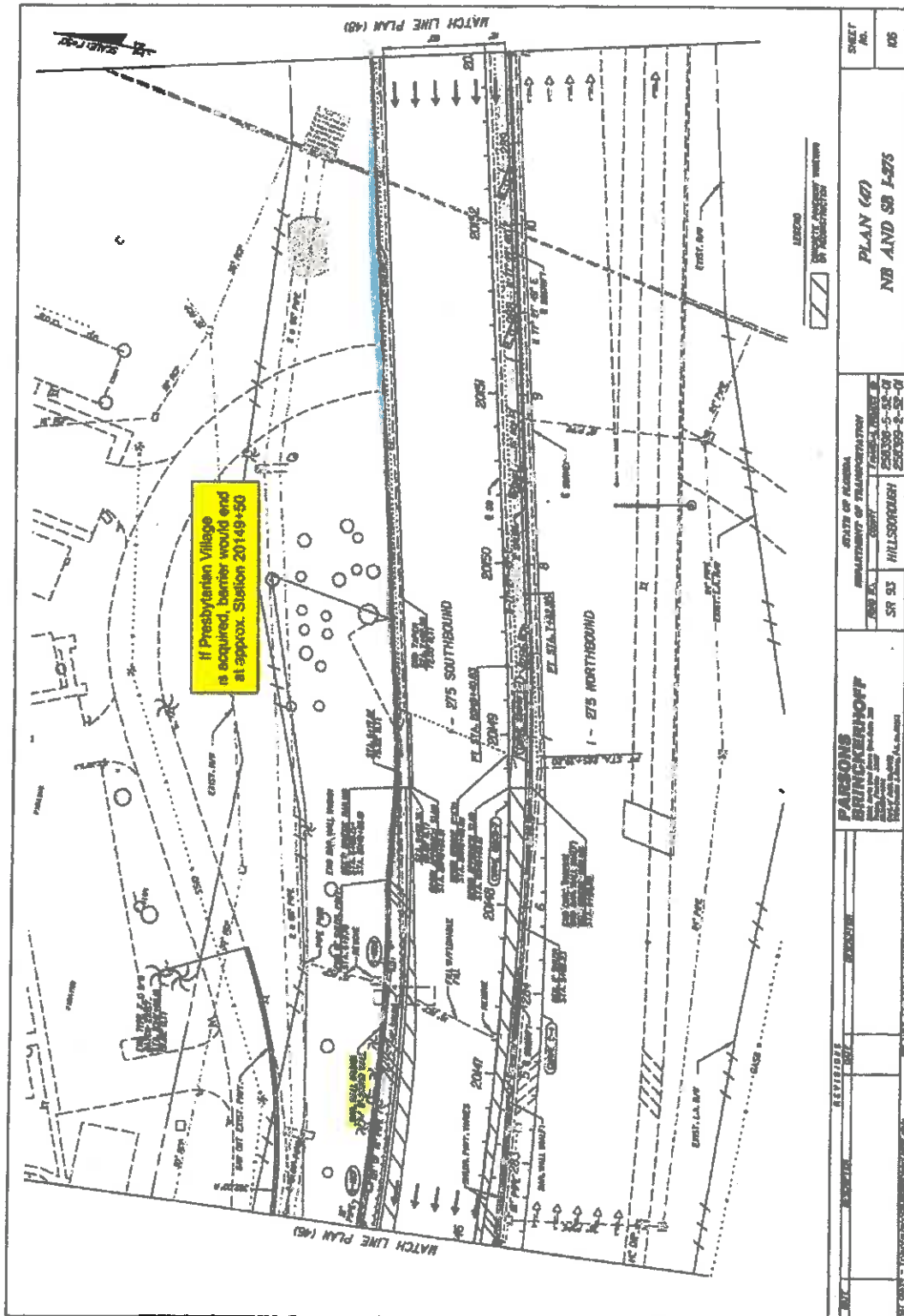
modifications for the southbound segment of I-275 from Himes Avenue to east of the Hillsborough River that warranted reanalysis or modification to the noise barrier system discussed above.

Status: No additional noise changes have been identified since FHWA's October 17, 2013 approval of the Design Change reevaluation for FPN 258398-5. There is no change in status.

The Traffic Noise Design Reevaluation report (March 28, 2014) for FPN 258399-2 addressed the possible acquisition of the Presbyterian Village Apartment Complex parcel. The report states "Because the property would be required to construct the ultimate improvements proposed for I-275 in this area, the Department is considering purchasing, in advance, Presbyterian Village, a multi-family complex located north of I-275 and east of the River." The parcel has been purchased subsequent to the noise analysis documented in the Traffic Noise Design Reevaluation report. Purchase of the multi-family residential complex eliminates the need to extend the noise barrier, identified as SBR1, to the eastern edge of the bridge passing over Green Street and the Hillsborough River. This Design Change Reevaluation proposes to reduce the length of noise barrier SBR1 by relocating the eastern noise barrier terminus to the western edge of the bridge extending over Green Street and the Hillsborough River (end at approximately Station 20149+50). The original eastern end of noise barrier SBR1 is shown on Figure 4-1, Sheet 2. The modified eastern end of noise barrier SBR1 is shown on Figure 4-1, Sheet 1. The modified eastern end of noise barrier SBR1 in relation to the now acquired Presbyterian Village Apartment Complex parcel is depicted on an aerial photograph provided as Figure 4-2. The remainder of the noise barrier system along the I-275 southbound mainline shoulder and associated ramp shoulders between Himes Avenue and the Hillsborough River (includes noise barriers SBR3, SBR2, SB1 and the remainder of SBR1) would not be modified. Acquisition of the Presbyterian Village Apartment Complex parcel and reducing the length of noise barrier SBR1 will not affect noise reduction benefits provided to remaining residences located further to the west.

**Florida Department of Transportation
PROJECT REEVALUATION**

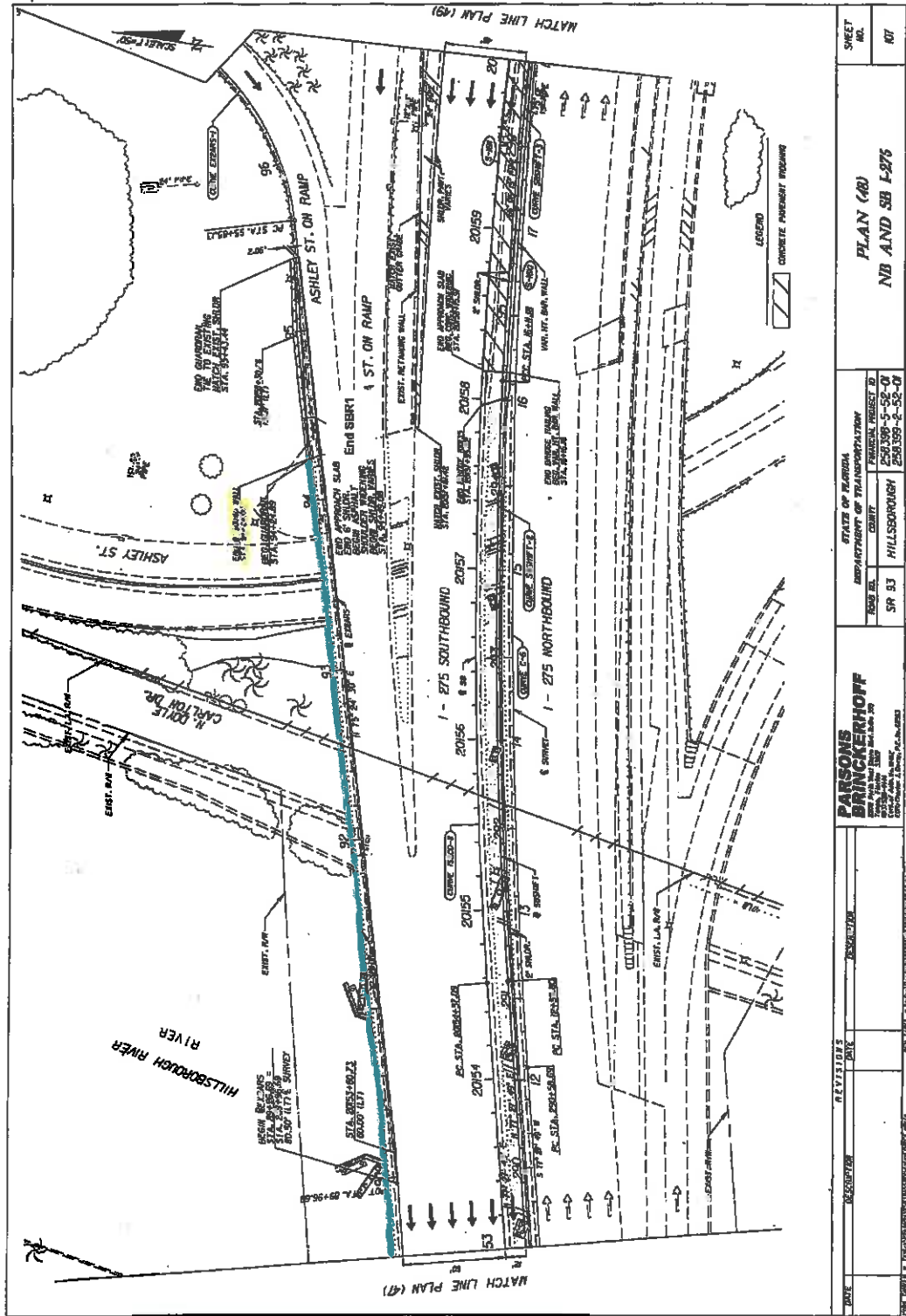
**Figure 4-1 (Sheet 1) from the Traffic Noise Design Reevaluation Report 258398-5
and 258399-2, March 2014**



REVISIONS NO. DESCRIPTION 1 		PARSONS BRINCKERHOFF ENGINEERS 10000 W. BOULEVARD SUITE 200 HILLSBOROUGH, FL 34643 TEL: 813-289-2000 FAX: 813-289-2001 WWW.PARSONSBRINCKERHOFF.COM		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION TRAFFIC NOISE DESIGN 258398-5-2P-01 258399-2-2P-01		SHEET No. 05
PLAN (07) NB AND SB I-275		SR 93 HILLSBOROUGH		258398-5-2P-01 258399-2-2P-01		05

Florida Department of Transportation PROJECT REEVALUATION

Figure 4-1 (Sheet 2) from the Traffic Noise Design Reevaluation Report 258398-5 and 258399-2, March 2014

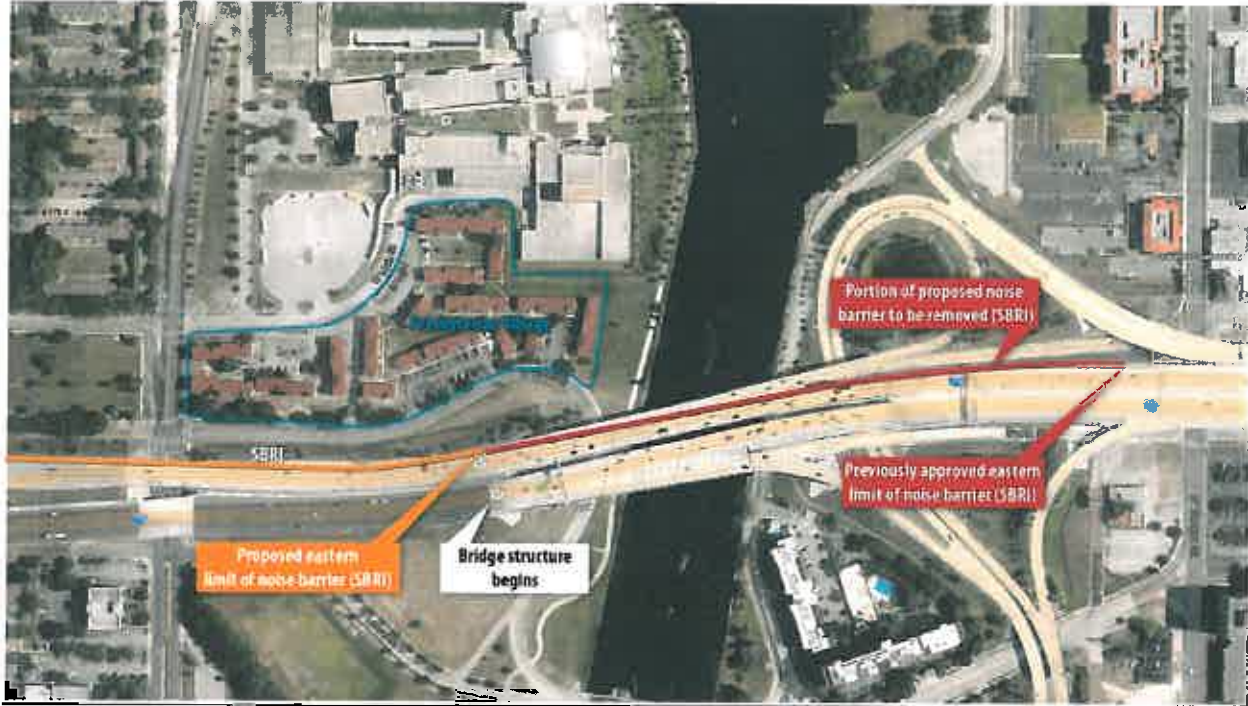


DATE	REVISIONS	DESCRIPTION	SHEET NO.
			607

PARSONS BRINCKERHOFF	PLAN (48)
10000 Parkway, Suite 200 Tampa, Florida 33613 Phone: 813.289.2000 Fax: 813.289.2001 www.parsonsbrinckerhoff.com	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION COUNTY: HILLSBOROUGH FEDERAL PROJECT ID: 258398-5-52-01 SR 93 HILLSBOROUGH 258398-5-52-01 NB AND SB I-275

**Florida Department of Transportation
PROJECT REEVALUATION**

Figure 4-2 – Project Aerial Showing Barrier Locations & Presbyterian Village



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

**Florida Department of Transportation
PROJECT REEVALUATION**

Segment 2A of the TIS (FPN 258399-2) included involvement with the NRHP-listed West Tampa Historic District and one NRHP-eligible property, as described in the paragraph above. The MOA has been fulfilled for this design segment. Segment 1A of the TIS (FPN 258398-5) did not involve NRHP-listed or eligible historic resources.

Status: The MOA has been fulfilled for both segments which are 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 both segments which are 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 by other agencies have been completed. FDOT will coordinate with those agencies to

**Florida Department of Transportation
PROJECT REEVALUATION**

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 either segment being assessed in this reevaluation. Therefore, this commitment is not applicable to either 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 either 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 either segment being assessed in this reevaluation; therefore, this commitment is not applicable to the current project segment.

**Florida Department of Transportation
PROJECT REEVALUATION**

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 either segment being assessed in this reevaluation. Therefore, this commitment is not applicable to the current project segment.

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, Florida Department of Environmental Protection (FDEP), and the Tampa Port Authority (TPA).

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) FLR10LZ99	Stormwater Discharge from Large and Small Construction [NPDES])	Issued: Sept. 2012 Expires: Sept. 2017

258399-2 – I-275 (SR 93) from Himes Avenue to the Hillsborough River:

<u>Agency</u>	<u>Type</u>	<u>Status</u>
SWFWMD	ERP #44002958.014	Issued: Oct. 2012 Expires: Oct. 2017
USACE	No Permit Extension	Permitted Work Completed May 2014

**Florida Department of Transportation
PROJECT REEVALUATION**

Tampa Port Authority	No Permit Extension	Permitted Work Completed May 2014
Florida Department of Environmental Protection (FDEP)	Stormwater Discharge from Large and Small Construction [NPDES] FLR10LZ99	Issued: Sept. 2012 Expires: Sept. 2017

Florida Department of Transportation
PROJECT REEVALUATION
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: 89007-1402
Federal Aid Project Number: IR-8999(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. 90) north to Dr. Martin Luther King, Jr. Boulevard and I-4 from I-275 (including interchange) to east of 50th Street (U.S. 41); a multi-lane controlled access facility (Crosstown Connector) on new alignment from I-4 south to the existing Tampa South Crosstown Expressway; and improvements to approximately 7.08 km (4.4 miles) of the Tampa South Crosstown Expressway from the Kennedy Boulevard overpass east to Maydell Drive, Hillsborough County.

SUBMITTED PURSUANT TO 43 U.S.C. 4332 (2)(c) AND 49 U.S.C. 303

11/22/96
Date


Regional Administrator
Federal Highway Administration

For additional information contact:

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

or

Mr. Mark D. Bartlett, P.E.
Supervisory Transportation Engineer
Federal Highway Administration
227 N. Bronough Street
Room 2015
Tallahassee, FL 32301

Telephone: (813) 975-8077

Telephone: (904) 942-9598

Florida Department of Transportation
PROJECT REEVALUATION
WORKING PAPER
ATTACHMENT B



U.S. Department
of Transportation
Federal Highway
Administration

140007.00
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

**Florida Department of Transportation
PROJECT REEVALUATION
WORKING PAPER
ATTACHMENT B**

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

**Florida Department of Transportation
PROJECT REEVALUATION
WORKING PAPER
ATTACHMENT B**

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.

**Florida Department of Transportation
PROJECT REEVALUATION
WORKING PAPER
ATTACHMENT B**

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.

Florida Department of Transportation
PROJECT REEVALUATION
WORKING PAPER
ATTACHMENT B

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.

**Florida Department of Transportation
PROJECT REEVALUATION
WORKING PAPER
ATTACHMENT B**

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

**Florida Department of Transportation
PROJECT REEVALUATION
WORKING PAPER
ATTACHMENT B**

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.

**Florida Department of Transportation
PROJECT REEVALUATION
WORKING PAPER
ATTACHMENT B**

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

**Florida Department of Transportation
PROJECT REEVALUATION
WORKING PAPER
ATTACHMENT B**

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

**Florida Department of Transportation
PROJECT REEVALUATION
WORKING PAPER
ATTACHMENT B**

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
WORKING PAPER
ATTACHMENT C

FYI



U.S. Department
of Transportation
Federal Highway
Administration

KB KB - RA -> File

Florida Division Office
227 N. Bronough St., Suite 2016
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 33612-6466

Attention: Mr. Jeraldo Comellas

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,

-more-

**Florida Department of Transportation
PROJECT REEVALUATION
WORKING PAPER
ATTACHMENT C**

Mr. Kenneth A. Hartmann
June 14, 1999

2.

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

-more-

**Florida Department of Transportation
PROJECT REEVALUATION
WORKING PAPER
ATTACHMENT C**

Mr. Kenneth A. Hartmann
June 14, 1999

3.

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

-more-

**Florida Department of Transportation
PROJECT REEVALUATION
WORKING PAPER
ATTACHMENT C**

Mr. Kenneth A. Hartmann
June 14, 1999

4.

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 MPC 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)

-more-

**Florida Department of Transportation
PROJECT REEVALUATION
WORKING PAPER
ATTACHMENT C**

Mr. Kenneth A. Hartmann
June 14, 1999

5.

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;

-more-

**Florida Department of Transportation
PROJECT REEVALUATION
WORKING PAPER
ATTACHMENT C**

Mr. Kenneth A. Hartmann
June 14, 1999

6.

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

-more-

**Florida Department of Transportation
PROJECT REEVALUATION
WORKING PAPER
ATTACHMENT C**

Mr. Kenneth A. Hartmann
June 14, 1999

7.

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

-more-

**Florida Department of Transportation
PROJECT REEVALUATION
WORKING PAPER
ATTACHMENT C**

Mr. Kenneth A. Hartmann
June 14, 1999

8.

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.

-more-

Florida Department of Transportation
PROJECT REEVALUATION

ATTACHMENT C

Mr. Kenneth A. Hartmann
June 15, 1999

9.

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
WORKING PAPER
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

<u>99007-1402</u>	<u>IR-9999(43)</u>	<u>7140004</u>
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 (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 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
WORKING PAPER
ATTACHMENT E**

 US Department of Transportation Federal Highway Administration Environmental Report Comments			
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
---------------------	---

**Florida Department of Transportation
PROJECT REEVALUATION
WORKING PAPER
ATTACHMENT F**

**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 LRTP 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				
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
RAW	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

**Florida Department of Transportation
PROJECT REEVALUATION
WORKING PAPER
ATTACHMENT F**

**Florida Department of Transportation
PROJECT REEVALUATION**

File IR-9999(643)

Plan Consistency for Project 258389-2					
Currently Adopted LRTP	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: \$449,898 STIP: \$485,610	TIP: FY 13 STIP: FY 13	Completed
RAW	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.

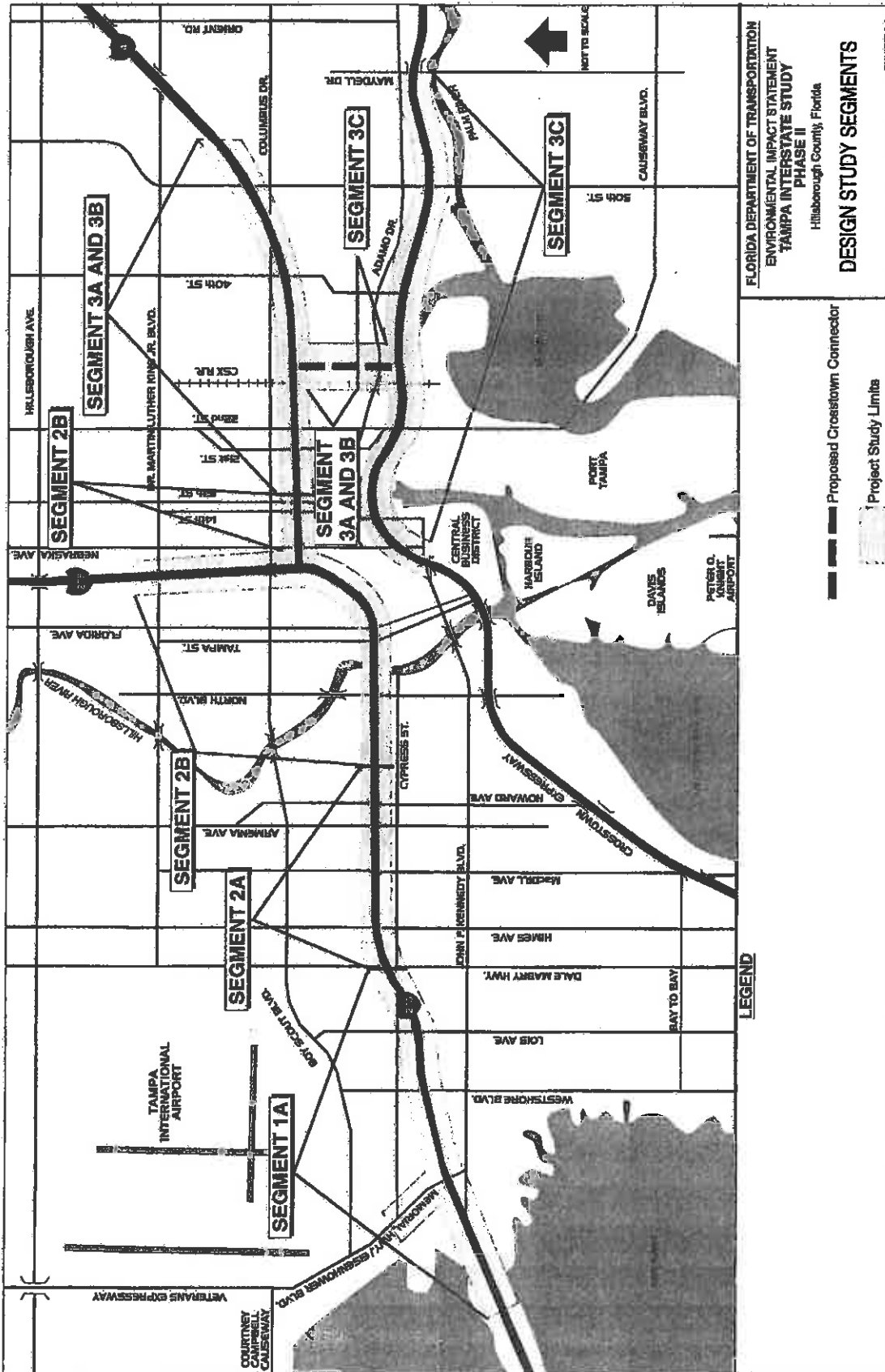
REVIEWER SIGNATURE BLOCK

 10/ 8/13
District Representative Date

III. FHWA CONCURRENCE BLOCK

 10/17/2013
FHWA Urban Transportation Engineer Date


**Florida Department of Transportation
PROJECT REEVALUATION
WORKING PAPER
ATTACHMENT G**



**Florida Department of Transportation
PROJECT REEVALUATION
WORKING PAPER
ATTACHMENT H**




<p>FPN: 258398-1 FAP No.: 2757 3982 I-275 from the River of Himes to the Hillsborough River northbound (Segment 1B) Status: THIS IS THE SUBJECT OF THIS DESIGN CHANGE REEVALUATION</p>	<p>FPN: 258398-3 FAP No.: 2757 3992 I-275 from the River of Himes to the Hillsborough River southbound (Segment 2B) Status: THIS IS THE SUBJECT OF THIS DESIGN CHANGE REEVALUATION</p>	<p>FPN: 258398-4 FAP No.: 2757 3993 I-275 from the River of Himes to the Hillsborough River northbound (Segment 2B) Status: THIS IS THE SUBJECT OF THIS DESIGN CHANGE REEVALUATION</p>	<p>FPN: 258398-6 FAP No.: 2757 3994 I-275 from the River of Himes to the Hillsborough River northbound (Segment 2A) Status: THIS IS THE SUBJECT OF THIS DESIGN CHANGE REEVALUATION</p>
--	--	--	--



DISTRICT SEVEN

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

Williams, Marvin (FHWA)

From: Rhinesmith, Robin <Robin.Rhinesmith@dot.state.fl.us>
Sent: Thursday, February 19, 2015 3:32 PM
To: Williams, Marvin (FHWA)
Cc: Cunill, Benito (FHWA); Kendall, Cathy (FHWA); Bogen, Kirk
Subject: FW: Tampa Presbyterian Village Progress Update
Attachments: PROGRESS REPORT 02-19-2015.docx

Marvin,

Please see the email below and the attached. As you were reviewing the design change reevaluation for the I-275 DB project, you had asked for documentation to show that the Presbyterian Village relocations are indeed underway.

If you need anything else as you complete your reevaluation review, please contact me.

Sincerely,

Robin M. Rhinesmith

Environmental Administrator
Intermodal Systems Development
District Seven
(813)975-6496 phone
(813) 975-6443 fax

robin.rhinesmith@dot.state.fl.us

From: Gallo, Zenia
Sent: Thursday, February 19, 2015 3:05 PM
To: Crew, Ronald A; Anthony, Aurelie; Nappi, Andrew; Alter, Ivana; Eaton, David H; Rhinesmith, Robin; Bogen, Kirk
Cc: Liz Jones; Norris Smith; Susan Cooper; Lylia Foote
Subject: Tampa Presbyterian Village Progress Update

Robin Rhinesmith and Kirk Bogen asked me for some information they needed and I thought it would be a good idea to update everyone on the progress at TPV.

Attached is a synopsis of the great progress being accomplished through the dedicated and professional efforts of the Agents and Staff at TPV.

Thank You,
Zenia M. Gallo, Sr. Relocation Agent
Florida Department of Transportation - Right of Way
11201 N. McKinley Dr., Tampa, FL 33612
Office: (813) 975-6713 Fax: (813) 975-6761

TAMPA PRESBYTERIAN VILLAGE PROGRESS REPORT 02/19/2015

PARCEL ACQUIRED OCTOBER 31, 2014

TOTAL APARTMENTS	140
VACANT PRIOR TO ACQUISITION	5
APARTMENT USED AS OFFICE	<u>1</u>
TOTAL FAMILIES TO RELOCATE	134

RHP BENEFITS DELIVERED TO DATE	64	Replacement Housing Payment Value \$1,444,236.12
VACANT/OFFICE	<u>6</u>	
TOTAL PRODUCTION TO DATE	70 = 50%	

TOTAL APARTMENTS	140
LESS PRODUCTION TO DATE	<u>70</u>
RHPs REMAINING	70 = 50%

RELOCATED/MOVED TO DATE 35 = 25%

5 have become homeowners (3 SFR, 1 Condo, and 2 MH)