

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) ()	<u>See Attachment "A"</u>
4. Community Services	(X) ()	<u>See Attachment "A"</u>
5. Title VI Considerations	() (X)	_____
6. Controversy Potential	() (X)	_____
7. Utilities and Railroads	() (X)	_____
 B. CULTURAL IMPACTS:		
1. Section 4(f) Lands	(X) ()	<u>See Attachment "A"</u>
2. Historic Sites / Districts	() (X)	_____
3. Archeological Sites	() (X)	_____
4. Recreation Areas	(X) ()	<u>See Attachment "A"</u>
5. Pedestrian / Bicycle Facilities	() (X)	_____
 C. NATURAL ENVIRONMENT:		
1. Wetlands	() (X)	_____
2. Aquatic Preserves	() (X)	_____
3. Water Quality	() (X)	_____
4. Outstanding Fla. 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. Farmlands	() (X)	_____
11. Visual / Aesthetics	() (X)	_____
 D. PHYSICAL IMPACTS:		
1. Noise	(X) ()	<u>See Attachment "A"</u>
2. Air	() (X)	_____
3. Construction	() (X)	_____
4. Contamination	(X) ()	<u>See Attachment "A"</u>
5. Navigation	() (X)	_____

CORRIDOR PROJECTS STATUS UPDATE

The approved Final Environmental Impact Statement (FEIS) was divided into the following projects:

1. Work Program Item Segment Number: 258399 1
 Federal Aid Project Number: 2757 349 I
 Project Limits: I-275, Himes Avenue to Hillsborough River Bridge
 (Segment 2A).
 Current Status: Advance to limited ROW acquisition.

2. Work Program Item Segment Number: 258643 1
 Federal Aid Project Number: 2757 300 I
 Project Limits: I-275/I-4, Downtown Interchange
 (Safety & Operational Improvements).
 Current Status: Advance to ROW acquisition.

3. Work Program Item Segment Number: 258401 1/258402 1
 Federal Aid Project Number: 0041 141 I/0041 142 I
 Project Limits: I-4, west of 14th Street to east of 50th Street
 (Segment 3A/3B).
 Current Status: Advance to ROW acquisition.

V. **EVALUATION OF MAJOR DESIGN CHANGES AND REVISED DESIGN CRITERIA** (e.g., Typical Section Changes, Alignment Shifts, ROW Changes, Bridge to Box Culvert, Drainage Requirements, Revised Design Standards).

Preface

The approved FEIS addressed a Long-Term Preferred Alternative and a Selected Alternative. The Long-Term Preferred Alternative addresses ultimate improvements that are expected to be completed over the next 20 to 25 years. No major design change concepts for these project segments have occurred since approval of the design concept for the Long-Term Preferred Alternative.

The second alternative, the Selected Alternative, provides for interim improvements which are expected to be completed over the next 10 to 20 years. Approval of the ROD in 1997 provided approval for interim improvements, which were addressed in the FEIS, to the Downtown Interchange and Segment 3A/3B. Approval of the ROD in 1999 provided for Segment 2A to be included as a Selected Alternative project within the FEIS for the purpose of implementing interim improvements.

This reevaluation provides for advancing ROW acquisition for three Selected Alternative projects: Segment 2A (I-275, Himes to Hillsborough River Bridge); the Downtown Interchange (I-4/I-275); and Segment 3A/3B (I-4, west of 14th Street to east of 50th Street). ROW acquisition for the Selected Alternative projects provides for the ROW needed to accommodate the Long-Term-Preferred Alternative.

The Selected Alternative design concept for Segment 2A provides for a total of four eastbound and four westbound lanes (excluding auxiliary lanes and ramp tapers). Additionally, frontage roads are provided to accommodate local traffic.

The Selected Alternative design concept for the Downtown Interchange involves lengthening ramps, providing lane additions, transferring critical weaving movements to other facilities, and providing full shoulders.

The Selected Alternative design concept for Segment 3A/3B provides for a total of three eastbound and three westbound lanes (excluding auxiliary lanes and ramp tapers). Additionally, frontage roads are provided to accommodate local traffic.

Selected Alternative Design Changes

Since approval of the FEIS, the FDOT, in cooperation with Federal Highway Administration (FHWA), has developed and incorporated the following design changes within the project limits of the Downtown Interchange and 3A/3B. No changes with the design concept for Segment 2A have occurred since approval of the 1999 ROD.

Safety and operational improvements for the Downtown Interchange now include an additional fourth northbound I-275 lane. The operational and safety characteristics associated with this lane addition have been evaluated. The results of this evaluation, completed in August 1999, are contained in the I-275/I-4 Interchange, Operational/Safety Improvements, Technical Memorandum No.2 which recommended implementation of Option 3. This fourth lane option provides for a right merge onto the northbound I-275 mainline and was selected for the following reasons:

- Offers a more acceptable level of service for a greater number of years (2025).
- Provides for the future addition of a fourth continuous northbound I-275 through-lane.

- Reduces the number of weave lanes from three to two for vehicles accessing I-275 from the Ashley Street on-ramp.
- Provides a right-lane merge which meets driver's expectations.

Design changes associated with Segment 3A/3B include westbound and eastbound temporary off ramps to provide access to Ybor City at 21st/22nd Streets. The FDOT has committed to continue to study concepts to maintain permanent access to the Ybor City area at 21st/22nd Streets for the Long-Term Preferred Alternative. Additionally, frontage roads, south of the limited access line, between 14th and 22nd Streets have been included as a design element of the Selected Alternative. The frontage concept at this particular location was approved within the design concept of the Long-Term Preferred Alternative. The design change related to the temporary ramps only resulted in the need to acquire one additional vacant non-historic residential structure. Proposed noise barrier No. 5 would attenuate noise level changes due to the temporary ramps. No other environmental affects are attributable to this design change. Traffic circulation patterns in the Ybor City area would remain unchanged compared to the patterns associated with the TIS FEIS Long Term Preferred and Selected Alternatives.

This reevaluation contains a summary of the environmental impact differences between the totals contained in the approved FEIS and the totals summarized for each design segment based on the design changes noted above.

VI. MITIGATION STATUS AND COMMITMENT COMPLIANCE

Construction

The approved FEIS identified mitigative efforts for construction impacts. These mitigative measures have since been incorporated into the latest edition of the FDOT's "Standard Specifications for Roadway and Bridge Construction," and where applicable have been or will be incorporated as notes within the plan sets.

Historic Resources

Historic resources affected by both alternatives include the West Tampa National Register Historic District, Ybor City National Historic Landmark District, and Tampa Heights National Register Historic District. Specific commitments associated with mitigating direct and indirect impacts to historic resources within these areas are contained in a Section 106 Memorandum of Agreement (MOA). The MOA provides for moving and rehabilitating historic structures and provides for design amenities as defined in the Tampa Interstate Study (TIS) Urban Design Guidelines.

Given the diverse locations of the three historic areas and the magnitude of the number (113) of affected historic structures, a Cultural Resources Committee (CRC) has been instituted to provide guidance and assistance in coordinating the various mitigation measures with cooperating entities and affected property owners.

The project limits of Segment 2A bisect the West Tampa National Register Historic District. This district contains approximately 900 contributing structures, six of which are located within the proposed ROW. Based on the results documented in the Effects Analysis Report, it was determined that four of the six structures were suitable for relocation and rehabilitation. The two remaining structures, which will be demolished, will be documented as defined in the current guidelines and standards of the Historic American Building Survey (HABS).

Another historic structure, the Fernandez y Rey house, which is individually eligible for listing on the National Register of Historic Places (NRHP) is located within the project limits of Segment 2A but not within the West Tampa National Register Historic District. This structure is directly impacted by the proposed improvements. The proposed action to minimize harm to this structure includes documentation of the structure as defined in the current guidelines and standards of HABS and to relocate and rehabilitate the structure.

The Downtown Interchange bisects the Tampa Heights National Register Historic District which includes 289 contributing resources. None of these resources will be directly impacted by the Selected Alternative's operational and safety improvements proposed for the Downtown Interchange.

The Long-Term Preferred Alternative improvements to the interchange and I-275, which is identified in the FEIS as Segment 2B, will directly impact three historic structures within the Historic District. Where possible, affected structures will be acquired, relocated within the Historic District, and rehabilitated for residential use. Additionally, the Washington Junior High School, located outside of the Tampa Heights National Register Historic District, is eligible for listing in the NRHP and will be directly impacted. It has been determined that relocation of this structure is not prudent or feasible. Therefore, to minimize harm, this structure will be documented as defined in the current guidelines and standards of HABS.

Segment 3A/3B bisects the Ybor City National Historic Landmark District. Approximately 948 contributing structures have been identified within this district. The proposed roadway project will directly affect approximately 101 contributing structures. The FDOT, in cooperation with the City of Tampa, is presently identifying and prioritizing acquisition of 36 contributing structures and one individually eligible historic structure located within the Ybor City National Historic Landmark District. Where possible, affected structures will be acquired, relocated within the Landmark District, and rehabilitated for residential use. However, under a recent proposal known as the Casitas Project, the Ybor City State Museum requested that five of the contributing structures be relocated onto property controlled by the Ybor City State Museum. These units, once rehabilitated, would become an integral part of the museum's collection. The FDOT is preparing an evaluation of this proposal based on recent FHWA comments concerning it. Once this evaluation is finalized, the FDOT will determine whether or not to recommend implementation of the proposal to the FHWA. The proposal will not be implemented until the FHWA and the FDOT concur with the results of the evaluation.

The Arguelles, Lopez and Brothers Cigar Factory is the individually eligible historic structure that will be directly impacted as part of the Long-Term Preferred Alternative for Segment 3A/3B. It has been determined that relocation of this structure is not prudent or feasible. Therefore, to minimize harm, this structure will be documented as defined in the current guidelines and standards of HABS.

Parks and Recreational Resources

Only one park, Perry Harvey Park, will be impacted by the Long-Term Preferred Alternative. It was determined that there was no feasible or prudent alternative to avoid the impacts associated with requiring the use of 0.4 hectares (ha) (1.1 ac) of Perry Harvey Park. Therefore, commitments to offset these impacts have been included in a conceptual mitigation plan which will be implemented as part of the Long-Term Preferred Alternative. This plan provides for berms, landscape materials, a noise barrier, realignment of walkways and paths, replacement of a skateboard facility and relocation of the Kid Mason Fendall Center within Perry Harvey Park.

The approved FEIS also identified that the Selected Alternative would impact 0.1 ha (0.25 ac.) of this park. However, as a result of design changes, an additional 0.02 ha (0.05 ac) will be required from

Perry Harvey Park. This property is required as a result of providing for a fourth lane to accommodate the additional I-275 northbound lane for the operational and safety improvements associated with the downtown interchange. This additional lane is provided on an elevated structure and will span the 0.02 ha (0.05 ac.) portion of the park. This elevated structure will not interfere with park functions.

Community Cohesion

Continuing coordination activities with the affected communities has resulted in design changes to the Selected Alternative. This design change provides temporary access to Ybor City by adding eastbound and westbound egress ramps at 21st and 22nd Streets from I-4.

To offset impacts to the Tampa Heights community resulting from construction of the Long-Term Preferred Alternative for the Downtown Interchange, a greenway concept (Tampa Heights Greenway) was developed. The Tampa Heights Greenway plan calls for a landscape buffer along the edge of the interstate corridor providing an auditory and visual barrier. The greenway plan provides for maintaining as many existing mature trees as possible, and will serve as an open space corridor and connector incorporating pedestrian and bicycle paths. Coordination and development activities associated with implementing these mitigative elements for the Selected Alternative are currently underway with the City of Tampa and the affected community.

Prior to construction of the Selected Alternative for the Downtown Interchange, the FDOT will, in cooperation with the Hillsborough County Regional Transit Authority (HARTline), provide a new transfer facility to replace this agency's Northern Transit Terminal. Presently, the FDOT is coordinating replacement of this facility with HARTline. This facility was identified in the approved FEIS as requiring relocation as part of implementing the Long Term Preferred Alternative. The facility and the parcel on which it is located is outlined on the attached exhibit from the Conceptual Design Plans contained in the FEIS.

Additionally, future closure of the I-4/40th Street interchange will result in a more circuitous travel route for buses accessing the HARTline Bus Operations and Maintenance Facility on 21st Street. FDOT will continue to coordinate with HARTline in exploring options which reduce excess travel distances.

Pedestrian and Bicycle Facilities

The proposed improvements provide for future development of pedestrian and bicycle accommodations on cross streets beneath the interstate system. These accommodations will allow such facilities to be constructed as future local roadway improvements are scheduled.

Visual/Aesthetics

Urban Design Guidelines 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 proposed project on the residents, neighborhoods, and businesses. The FDOT is continuing coordination activities with the City of Tampa and the affected neighborhoods to identify the various visual and auditory treatments applicable to the impacted areas.

Noise Barriers

Noise impacts associated with Segment 2A are to be reevaluated as roadway design, which is currently underway, progresses. Based on the results of this reevaluation, the FDOT will implement

coordination activities with the affected property owners.

The FDOT has recently reevaluated noise impacts and noise wall barriers for the Downtown Interchange and Segment 3A/3B. As a result of this effort, the FDOT has implemented coordination with the affected property owners. The location, height, and aesthetic treatment will be determined as part of this coordination process and will be incorporated into the design plans.

VI. PERMITS STATUS

Permitting coordination with the regulatory agencies and development of the appropriate permitting packages is underway. Permits will be required from each of the following regulatory agencies: Southwest Florida Water Management District (SWFWMD), U.S. Army Corps of Engineers (USACOE), Environmental Protection Agency (USEPA) for National Pollutant Discharge Elimination System (NPDES), and the Tampa Port Authority.

ATTACHMENT "A"

A. SOCIAL IMPACT

Relocation Potential Impacts in the Approved FEIS

The total number of potential displacements identified for the Long-Term Preferred Alternative includes 1,014 residences and 159 businesses. No post offices, library branches, police facilities, or medical facilities will be affected by the Long-Term Preferred Alternative. However, the Communications Building for Tampa Fire and Rescue - 911 Dispatch Center will be affected. As a result, the FHWA and FDOT are committed to providing the opportunity for functional replacement of the Communications Building.

The total number of potential displacements identified for the Selected Alternative includes 707 residences and 79 businesses. The Selected Alternative will not require the relocation of any public educational facilities. No post offices, library branches, police facilities, or medical facilities will be affected by the Selected Alternative. Other community service institutions, such as the Boys and Girls Club of Tampa Bay, Inc. and the Salvation Army buildings, which would be impacted by the Long-Term Preferred Alternative will not be impacted by the Selected Alternative.

Status:

Potential displacements for the three Selected Alternative projects being advanced under this reevaluation include 586 residences and 71 businesses.

Potential displacements for the proposed improvements to the Downtown Interchange include two residences and three businesses.

Potential displacements associated with Segment 2A include 357 residences and 17 businesses. Additionally, the Boys and Girls Club of Tampa Bay, Inc. will now be directly impacted by the design concept associated with the interim improvement for this Selected Alternative project. With the exception of the Tampa Bay Church of God, the estimated number of displacements remains the same as earlier identified in the FEIS for the Long-Term Preferred Alternative for this project segment as no current relocation estimates have been performed since approval of the FEIS.

Potential displacements for the proposed improvements to I-4 from west of 14th Street to east of 50th Street (Segment 3A/3B) include 227 residences and 51 businesses. Additionally, the parking and loading area for the U.S. Post Office, located at 19th Street and Palm Avenue, will now be affected by the proposed project.

The remaining proposed displacements, 121 residences and eight businesses, are located within the remaining Selected Alternative project segments (Segment 1A and the Crosstown Connector).

The latest ROW estimates identifying the potential number of displacements for the Downtown Interchange and Segment 3A/3B projects being advanced under this reevaluation are as follows:

- Downtown Interchange - Potential displacements estimated as of May 12, 1999, identified six businesses and ten residences.
- Segment 3A/3B, I-4 from west of 14th Street to east of 50th Street - Potential displacements estimated as of March 18, 1999, identified 31 businesses and 179 residences.

Based on the above number of potential relocations, residential and business relocations have been reduced by 50 and 23, respectively. The differences between the FEIS and latest estimates for the Selected Alternative can be reconciled based on changes that have resulted since approval of the FEIS.

- ROW estimates performed in March of 1999 did not include the Crosstown Connector as this project segment is not being advanced to ROW under this reevaluation.
- Approximately 25 structures earlier identified as potential displacements in the FEIS have, for various reasons, been removed or demolished.
- Advance acquisition activity has acquired a multiple residential dwelling resulting in relocation of five households.

Community Services in the FEIS

The Long-Term Preferred Alternative identified 12 religious institutions and three public education facilities which would be directly impacted and would require relocation. Additionally, five public education facilities will be indirectly affected by the proposed improvements.

No direct impacts to religious institutions or public education facilities were identified within the project segments associated with the Selected Alternative. However, ROW requirements for the Selected Alternative will indirectly affect Oak Park Elementary School and the vacated Velasco Building (Hillsborough County Instructional Services Center).

Status:

The ROD approved on June 14, 1999, provided for interim improvements on Segment 2A to be advanced to design as a Selected Alternative project. The Segment 2A project will now directly impact the Bethel A.M.E. Church and the Tampa Bay Church of God. Displacement of the Bethel A.M.E. Church was earlier identified within the FEIS as part of the Long-Term Preferred Alternative. However, displacement of the Tampa Bay Church of God was not noted in the FEIS. Additionally, the Boys and Girls Club of Tampa Bay, Inc., will now be directly impacted by the Segment 2A design concept associated with the interim improvement for the Selected Alternative.

The Selected Alternative for the Downtown Interchange did not identify impacts to fire facilities. However current design plans show that the Communications Building for Tampa Fire and Rescue - 911 Dispatch Center at 2904 Mitchell Street will be affected. As a result, the FHWA and FDOT will provide the opportunity for functional replacement of the Communications Building.

Prior to construction of the Selected Alternative for the Downtown Interchange, the FDOT will, in cooperation with the Hillsborough County Regional Transit Authority (HARTline), provide a new transfer facility to replace this agency's Northern Transit Terminal. Presently, the FDOT is coordinating replacement of this facility with HARTline.

The addition of frontage roads, south of the I-4 limited access line between 14th and 22nd Streets, was part of the conceptual design for the Long-Term Preferred Alternative. This frontage road proposal has been incorporated into the Selected Alternative for Segment 3A/3B. Therefore, the Light of the World Deliverance Church, which was identified as being relocated as part of the Long-Term Preferred Alternative, will now be directly impacted by the Selected Alternative.

Also, the Long-Term Preferred Alternative and the Selected Alternative identified no impacts to postal facilities. However, the Selected Alternative design for Segment 3A/3B shows that the parking and loading area for the U.S. Post Office, located at 19th Street and Palm Avenue, will be affected.

There has been no change in impact status for public education facilities identified in the FEIS for the Long-Term Preferred Alternative. However, since inclusion of Segment 2A as part of the Selected Alternative, the vacated Carver Center School will be directly impacted.

B. CULTURAL IMPACTS

Section 4(f) Lands Impact in the Approved FEIS

The Long-Term Preferred Alternative will impact 0.4 ha (1.1 acres [ac]) of Perry Harvey Park. However, the Selected Alternative will impact less than 0.1 ha (approximately 0.25 ac) of Perry Harvey Park. The ROW impact for both the Long-Term Preferred Alternative and the Selected Alternative are confined to the northernmost fragment of the park. This ROW impact required a Section 4(f) Evaluation under the U.S. Department of Transportation Act of 1966. The 4(f) Evaluation identified that this small disconnected parcel, comprising approximately 2 % of the total park area, received little visitor activity and contained no visitor facilities. The 4(f) Evaluation concluded that the impact to the park was minor and would not substantially impair nor diminish the park's activities, features, functions, attributes, or usage. Therefore, the FHWA determined that there is no feasible or prudent alternative to the use of the park for transportation purposes.

Status:

Design changes associated with providing an additional northbound lane onto I-275 for the proposed safety and operational improvements on the Downtown Interchange require additional ROW from Perry Harvey Park. The additional ROW requirement of 0.02 ha (0.05 ac.) is minor and is confined to the impacted disconnected parcel. Also, this additional impacted area will continue to function as park property as the needed portion will be used for an elevated structure spanning above this parcel. Consequently, the Selected Alternative now requires the use of 0.12 ha (approximately 0.29 ac.) or approximately 3% of the 3.7 ha (9.2 ac.) park. This additional impact to the park, associated with the additional ROW, is considered to be minor and should not substantially impair nor diminish the park's activities, features, functions, attributes, or usage.

No change in impact status for use of affected historic Section 4(f) properties has been identified as part of this reevaluation.

Recreation Area Impacts in the Approved FEIS

Other than the Perry Harvey Park, no other parks or recreation areas will be impacted by either the Long-Term Preferred Alternative or the Selected Alternative. See preceding Section 4(f) Lands Impact discussion.

Status:

See preceding Section 4(f) Lands Impact discussion.

D. PHYSICAL IMPACTS

Noise Impacts in the Approved FEIS

The Long-Term Preferred Alternative identified approximately 1,351 noise sensitive sites that would experience noise levels approaching or exceeding the FHWA Noise Abatement Criteria.

The Selected Alternative for the Downtown Interchange and Segment 3A/3B identified approximately 710 noise sensitive sites that would experience noise levels approaching or exceeding the FHWA Noise Abatement Criteria. Additionally, it was determined that noise barriers will be implemented as a vertical design element to minimize impacts associated with the project.

Noise impacts associated with the three project segments being advanced under this reevaluation for the Selected Alternative are addressed within the FEIS as Noise Study Areas 3A-A, 3A-B, 2B-H, 2B-I/K, 2B-J, 2B-L, 2A-A, 2A-B, 2A-C, and 2A-D . Within these noise study areas, 784 Category B impacted receptors were identified. According to FDOT guidelines, the noise modeling efforts resulted in identifying economically reasonable noise barriers at selected locations which would mitigate 640 of the 784 impacted receptors.

Status:

Based upon current design plans, the FDOT has reevaluated the earlier noise modeling study for two of the Selected Alternative project segments being advanced (Downtown Interchange and Segment 3A/3B). The current modeling effort for the Downtown Interchange and Segment 3A/3B found that 427 noise sensitive sites would experience noise levels approaching or exceeding the FHWA Noise Abatement Criteria. Additionally, it found that economically reasonable noise barriers would mitigate 307 of the 427 impacted receptors. As a result of this effort the FDOT, in accordance with their guidelines, is presently conducting coordination efforts with the affected property owners regarding establishment of noise barriers that have been found to be economically reasonable. Upon completion of these coordination efforts, noise barrier locations will be incorporated into the final design plans for the two project segments being advanced to the ROW phase.

Within Segment 2A, the FEIS identified approximately 461 noise sensitive sites that would approach or exceed the FHWA Noise Abatement Criteria. Based on the approved FEIS, it is assumed that of the 461 impacted noise sensitive sites, 407 would be benefited by economically reasonable noise barriers at selected locations. Noise impacts associated with the third Selected Alternative project being advanced (Segment 2A) will be reevaluated based upon forthcoming design plans. Consequently, there is no change in status for this project segment.

Contamination Impacts in the Approved FEIS

The FEIS identified 213 potential contamination sites within the project corridor, 138 of these site were identified as having "high" to "medium" contamination risks.

For the Selected Alternative, the approved FEIS identified the need to perform Level II investigations at 73 sites having "high" to "medium" contamination risks.

Status:

The FEIS identified 20 potential contamination sites within Segment 2A, 17 of these sites were rated as "high" to "medium" contamination risks. Review of potential contamination sites within Segment 2A will proceed as design plans are made available.

Review of the original contamination assessment and field review of the Downtown Interchange and Segment 3A/3B project segments being advanced have been performed. Results of these reviews have found additional sites which were not present at the time of the initial screening analysis. Currently, a Level I analysis is being performed for the newly located sites and a Level II investigation is underway for those sites, which were earlier identified as having medium or high risk potential.

