



Florida Department of Transportation

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STEPHANIE C. KOPELOUSOS
SECRETARY

October 19, 2009

Mr. Marvin Williams
Federal Highway Administration
Florida Division
545 John Knox Road, Suite 200
Tallahassee, Florida 32303

RE: Advance to Construction Reevaluation
I-275 from S.R. 60 (Memorial Highway) to Himes Avenue
I-275 from Himes Avenue to Hillsborough River
Hillsborough County
Financial Project No: 258398-5 and 258399-2
Federal Aid Project No: Not Assigned Yet

Dear Mr. Williams:

Please find the enclosed revised Advance to Construction Reevaluation for two segments of I-275 in Hillsborough County for your review and approval. The project limits are from S.R. 60 (Memorial Highway) to Himes Avenue (Financial Project No: 258398-5; Federal Aid Project No: Not Assigned Yet) and from Himes Avenue to Hillsborough River (Financial Project No: 258399-2; Federal Aid Project No: Not Assigned Yet). Revisions to this document are based on comments received from FHWA on April 16, 2009. I have included a small table that lists each of FHWA's initial comments and responses developed to address each comment.

If you have any questions, please do not hesitate to contact me at (813) 975-6923 or roberto.gonzalez@dot.state.fl.us.

Sincerely,

Roberto G. Gonzalez
Environmental/Hazardous Materials Administrator

Enclosure

cc: Mike Palozzi, PBS&J, Adam Perez FDOT, File Copy

**I-275 Segments 1A & 2A Advance to Construction Reevaluation-
Federal Highway Administration Comments and Responses**

Comments Dated 4/16/09 via Memo from Marvin Williams	COMMENT ID	COMMENT	RESPONSE
	1	Can you supply an additional graphic that provides more detail on the series of design segments within the reevaluation area?	A set of the latest graphics are included with this reevaluation submittal.
	2	What is the status of the Level II contamination for both segments?	Level II Contamination reports have been finalized. Sites that require Level III remediation will be addressed prior to letting for construction.
	3	Are these projects consistent with the TIP & STIP?	Projects are included and are consistent with the TIP & STIP.

Reberto

Please Submit the

Federal-Aid Project Number

ASAP.

Marvin

**Florida Department of Transportation
PROJECT REEVALUATION**

IV. CHANGE IN IMPACT STATUS OR DOCUMENT COMPLIANCE

A. NATURAL ENVIRONMENT:	YES/NO	COMMENTS
1. Air Quality	() (X)	_____
2. Coastal & Marine	() (X)	_____
3. Contamination Sites	() (X)	_____
4. Farmlands	() (X)	_____
5. Floodplains	() (X)	_____
6. Infrastructure	() (X)	_____
7. Navigation	() (X)	_____
8. Special Designations	() (X)	_____
9. Water Quality/Quantity	() (X)	_____
10. Wetlands	() (X)	_____
11. Wildlife and Habitat	() (X)	_____

B. CULTURAL IMPACTS:		
1. Historic/Archaeological	() (X)	_____
2. Recreation Areas	() (X)	_____
3. Section 4(f) Potential	() (X)	_____

C. COMMUNITY IMPACTS:		
1. Aesthetics	() (X)	_____
2. Economics	() (X)	_____
3. Land Use	() (X)	_____
4. Mobility	() (X)	_____
5. Relocation	() (X)	_____
6. Social	() (X)	_____

D. OTHER IMPACTS:		
1. Noise	() (X)	_____
2. Construction	() (X)	_____

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6. Financial Project Number: 258398-5 (Split out from 258398-1)
Federal Aid Project Number: Not Assigned Yet
Project Limits: I-275 from S.R. 60 (Memorial Highway) to Himes Avenue
Southbound and Northbound Reconstruction (Segment 1A)
Current Status: **This segment is the subject of this Advance to Construction Reevaluation**
7. Financial Project Number: 258399-1
Federal Aid Project Number: 2757 354 I
Project Limits: I-275 from Himes Avenue to Hillsborough River Northbound (Segment 2A)
Current Status: Under Construction
8. Financial Project Number: 258399-2
Federal Aid Project Number: Not Assigned Yet
Project Limits: I-275 from Himes Avenue to Hillsborough River Southbound Reconstruction (Segment 2A)
Current Status: **This segment is the subject of this Advance to Construction Reevaluation**
9. Financial Project Number: 258643-1
Federal Aid Project Number: 2757 329 I, 2757 330 I
Project Limits: I-275 from north of Hillsborough River to I-275/I-4 Downtown Interchange (Segment 2B)
Current Status: Safety and Operational Improvements
Construction Complete
10. Financial Project Number: 258401-1, 258401-2
Federal Aid Project Number: 0041 168 I, 0041 187 I, 0041 191 I
Project Limits: I-4 from west of 14th Street to east of 50th Street (Segments 3A/3B)
Current Status: Construction Complete
11. Financial Project Number: 258415-1, 258415-2, 258415-3
Federal Aid Project Number: NCPD 008 B, S112 331 R, 0041 218 I
Project Limits: I-4 Connector – I-4 Lee Roy Selmon Expressway Interchange south of 7th Avenue (Segment 3C) and I-4/Lee Roy Selmon Expressway Interchange north of 7th Avenue (Segments 3A/3B)
Current Status: Advertised

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PROJECT REEVALUATION**

V. EVALUATION OF MAJOR DESIGN CHANGES

The Federal Highway Administration (FHWA) approved the FEIS on November 22, 1996 for improvements to Interstate 275 (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; and improvements to approximately 4.4 miles of the Tampa South Crosstown Expressway from the Kennedy Boulevard overpass east to Maydell Drive, Hillsborough County. This original study is commonly referred to as the Tampa Interstate Study (TIS). RODs were approved by FHWA on January 31, 1997 and June 14, 1999.

On January 24, 2006, FHWA approved an Advance to Construction Reevaluation for three segments of the TIS: FPN: 258398-1 from the Howard Frankland Bridge to Himes Avenue (Segment 1A-northbound and southbound), FPN: 258399-1 from Himes Avenue to the Hillsborough River (Segment 2A-northbound), and FPN: 258399-2 from Himes Avenue to the Hillsborough River (Segment 2A-southbound). Portions of the segment (FPN 258398-1) from the Howard Frankland Bridge to Himes Avenue have already been constructed. What remains is being designed under FPN: 258398-5. The purpose of this reevaluation is to document any changes to the project that have occurred since the approval of the previous 2006 Advance to Construction Reevaluation.

The current design plans for the two segments being advanced with this reevaluation, Phase III, dated May 2006, for FPN: 259398-5 from S. R. 60 (Memorial Highway) to Himes Avenue and Phase III, dated May 2005, for FPN: 258399-2 from Himes Avenue to the Hillsborough River (southbound), have been reviewed and compared to the approved FEIS, the *Final Preliminary Engineering Report (PER)* dated March 1997, and the approved 2006 Advance to Construction Reevaluation. The engineering review revealed that the current design plans, are consistent with the concepts shown in the previously approved documents.

A review of Phase III design plans for FPN: 258398-5, identified six stormwater management facility (SMF) sites: 3N, 3S, 5W, 5E, 6, and 7. SMF 3N is located north of I-275, west of S.R. 60 (Memorial Highway); SMF 3S is located south of I-275, west of S.R. 60 (Memorial Highway); SMF 5W is located south of I-275, east of S.R. 60 (Memorial Highway); SMF 5E is located south of I-275, west of Lois Avenue; SMF 6 is located south of I-275, east of Lois Avenue; SMF 7 is proposed to be located south of I-275, east of Dale Mabry Highway. Only SMF's 3N and 7 will be constructed as part of this design segment. All others were constructed with previous projects. There are no floodplain compensation (FPC) sites identified in this segment.

One existing SMF, 5L, located north of I-275, east of Willow Avenue is within the FPN: 258399-2 project limits. This SMF will be constructed as part of this project. There are no FPC sites identified in this segment being advanced with this reevaluation.

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All of the SMF sites for both segments being advanced with this reevaluation have been surveyed for cultural resources. No historic structures or archaeological sites associated with any of the SMFs have been identified. The SMFs have also received clearances for both contamination and threatened and endangered species.

VI. MITIGATION STATUS AND COMMITMENT COMPLIANCE

Mitigation Status

FPN: 258398-5: According to FDOT staff, this design segment will impact 1.6 acres of wetlands. The impacted sites are disturbed wetlands. The wetland involvement will be mitigated through Florida Statutes (F.S.) 373.4137.

FPN: 258399-2: There are 0.03 acres of surface water impacts and no impacts to wetlands; therefore, there are no mitigation requirements for this segment.

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.

Status:

New interstate overpasses allow sufficient room to accommodate future bicycle and pedestrian facilities on cross streets beneath the overpasses. Additionally, the Phase III design plans for FPN 258399-2 show sidewalk parallel to the north side of I-275 from Himes Avenue to Glen Avenue and from MacDill Avenue to North Boulevard. 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. There is no change in status.

Construction

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

1. The Contractor will use static rollers for compaction of embankment, subgrade, base, asphalt, etc.

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2. Pile driving operations will be restricted to the hours of 7 a.m. to 9 p.m. to avoid interfering with any adjacent noise sensitive land uses or a different foundation design will be considered (i.e., drilled shaft).
3. Preformed pile holes will be required where they are in proximity to vibration sensitive land uses to minimize vibration transfer.
4. Back-up alarm noise from heavy equipment and trucks will be minimized by requiring the Contractor to operate in forward passes or a figure-eight pattern when dumping, spreading, or compacting materials.
5. Restriction of operating hours for lighting the construction areas will be determined and required of the Contractor prior to beginning construction activities requiring lighting.
6. Coordination with the local law enforcement agencies will be undertaken prior to commencing construction activities to ensure that construction-related impacts are minimized or adequately mitigated when work during non-daylight hours is required.

Status:

The construction contractor will be required to follow Best Management Practices (BMPs) as stated in FDOT's Standard Specifications for Road and Bridge Construction; therefore, there is no change in status.

Noise Barriers

The Tampa Interstate Study (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, FDOT and the Federal Highway Administration (FHWA) are committed to providing noise barriers as part of the project. FDOT is committed to providing noise barriers that meet both the acoustic and aesthetic goals of the project as identified in the *TIS Master Plan Report*, the *Urban Design Guidelines*, and the *Noise Study Report*. Specific noise abatement measures will be reevaluated during final design.

A Noise Study Report was prepared for both segments as a support document to the FEIS developed during the PD&E phase of this of the project. As the project moved into the design phase, a *Noise Analysis Update Report* (NAUR) was completed for each segment to further evaluate potential noise barriers which would be cost reasonable and feasible. The NAUR for Segments 1A and 2A were completed on October 2004.

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Status:

The NAUR for Segment 1A determined that a noise barrier system is feasible and cost reasonable for residential areas located south of I-275 between West Shore Boulevard and Dale Mabry Highway. The noise barrier system includes four noise barriers located along the northbound mainline shoulder and ramps. Each noise barrier is eight feet high. The ends of the four shoulder barriers overlap to make a continuous noise barrier system extending from West Shore Boulevard to Himes Avenue. The current design plans for FPN 258398-5 include this noise barrier system with treatment that meets the aesthetic goals of the project (Urban Design Guidelines). See Table 1 below for specific details of this barrier analysis.

The NAUR for Segment 1A determined that noise barriers are not a feasible and/or cost reasonable noise abatement measure for residential areas located north of I-275 between Lois Avenue and Church Avenue. The evaluated noise barrier system included three noise barriers located along the southbound mainline shoulder and ramps. The results of the analysis indicate that at a height of eight feet (maximum allowable height for shoulder barriers), the north barrier system would benefit four of the affected residences within this area by reducing predicted traffic noise at least 5 dBA. At the evaluated length of 5,513 feet (total for all three barriers), the total estimated cost to construct the noise barrier system is \$1,102,600, with a cost per benefited residence of \$275,650. This cost exceeds the cost reasonable criteria of \$35,000 per benefited residence. Therefore the north barrier system is not considered a reasonable noise abatement measure. Additionally, the noise barrier system is ineffective because of design geometry and safety limitations placed on the locations of the barriers.

The NAUR for Segment 2A determined that a noise barrier system is feasible and cost reasonable for residential areas located north of I-275 between Himes Avenue and the Hillsborough River. The noise barrier system includes four noise barriers located along the southbound mainline shoulder and ramps. Each noise barrier is eight feet high. The ends of the four shoulder barriers overlap to make a continuous noise barrier system extending from Himes Avenue to east of the Hillsborough River. The current design plans advanced with this reevaluation for Segment 2A include the noise barrier system with treatment that meets the aesthetic goals of the project (Urban Design Guidelines). See Table 1 below for specific details of this barrier analysis.

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Table 1 – Cost Reasonable and Feasible Noise Barrier Systems

Barrier System Location	Barrier Height (ft)	Number of Beneficial Residences			Average Reduction (dBA)	Total Barrier Length (ft)	Estimated Cost	Cost per Beneficial Residence
		Affected	Other	Total				
Segment 1A Northbound Shoulder (south of the I-275 corridor)	8	36	54	90	5.3	11,404	\$2,280,800	\$25,342
Segment 2A Northbound Shoulder (south of the I-275 corridor)	8	253	78	331	6.3	15,138	\$3,027,600	\$9,147
Segment 2A Southbound Shoulder (north of the I-275 corridor)	8	314	102	416	6.2	13,515	\$2,703,000	\$6,498

- 1 Benefited residences are those predicted to receive at least a 5 dBA reduction from the noise barrier system.
- 2 Affected residences are those with noise levels predicted to approach or exceed the FHWA Noise Abatement Criteria.
- 3 Other residences are those with noise levels predicted to be less than the approach to the FHWA Noise Abatement Criteria.
- 4 Total Barrier Length is the combined length of all four overlapping barriers in each barrier system.
- 4 Estimated Cost is based on \$25 per square foot of barrier.

Historic Resources

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

Status:

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 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 cultural resources and to provide guidance on these issues to FDOT. The MOA stipulations, as related to the two design segments being advanced with this

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reevaluation, have been completed and documented in the MOA Cultural Resources Status Reports for the TIS project. 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.

Status:

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/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. The TIS Urban Design Guidelines have been implemented in the design plans for both segments being advanced with this reevaluation; therefore, there is no change in status.

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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 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 advanced with this reevaluation.

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 and prudent alternative to the use of a limited amount of land from Perry Harvey Park for transportation purposes. FDOT is committed to mitigating the impacts of the project on Perry Harvey Park. Conceptual mitigation plans have been prepared in coordination with the City of Tampa and presented to the community for review. The plans include trees, landscape materials, a noise barrier, realignment of walkways, and relocation of the skateboard facility at a location to be designated by the City of Tampa. The Kid Mason Fendall Center will be moved into the Perry Harvey Park.

Status:

Perry Harvey Park is not located within either of the segments being advanced with this reevaluation; therefore there is no change in status.

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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 of the segments being advanced with this reevaluation; therefore, there is no change in status.

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 envisaged, the proposed structure will incorporate the future development of high-speed rail, electric streetcars, and people mover connections.

Status:

FDOT remains committed to providing for a large downtown multi-modal terminal. Currently the proposed location of the downtown multi-modal terminal is not within either of the segments being advanced with this reevaluation. Therefore, there is no change in status.

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VII. PERMIT STATUS

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

FPN: 258398-5, I-275 (S.R. 93) from S.R. 60 (Memorial Highway) to Himes Avenue Southbound and Northbound Reconstruction:

<u>Agency</u>	<u>Type</u>	<u>Status</u>
USACE	Individual SAJ-2005-3876 (IP-JF)	11/16/2005 11/16/2010
SWFWMD	Environmental Resource Permit (ERP) 440002958.006	Issued: 9/14/2005 Expires: 9/14/2010
FDEP	Stormwater Discharge From Large and Small Construction Activities (Replaces National Pollution Discharge Elimination System [NPDES])	Issued 48 hours prior to construction

FPN: 258399-2, I-275 (S.R. 93) from Himes Avenue to Hillsborough River Southbound Reconstruction:

<u>Agency</u>	<u>Type</u>	<u>Status</u>
USACE	Nationwide SAJ-2004-1553 (NW-LDD)	Issued: 1/26/2009 Expires: 1/26/2011
SWFWMD	Environmental Resource Permit (ERP) 44005619.001	Issued: 12/9/2008 Expires: 4/16/2014
FDEP	Stormwater Discharge From Large and Small Construction Activities	Issued 48 hours prior to Construction
TPA	Minor Works Permit 05-165	Expires: 11/30/2010
USCG	Bridge 2-05-07	Issued: 2/17/2005 Expires: 2/17/2010

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: 99997-1402
Federal Aid Project Number: IF-9999(43)
Hillsborough County, Florida

The project consists of approximately 24.1 km (15 miles) of multi-lane improvements to I-275 from the Howard Frankland Bridge / Kennedy Boulevard ramp 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 60th Street (U.S. 91); a multi-lane controlled access facility (Crosstown Connector) on new alignment from I-4 south to the existing Tampa South Crosstown Expressway; and improvements to approximately 7.08 km (4.4 miles) of the Tampa South Crosstown Expressway from the Kennedy Boulevard overpass east to Maydell Drive, Hillsborough County.

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

11/02/96
Date


Regional Administrator
Federal Highway Administration

For additional information contact:

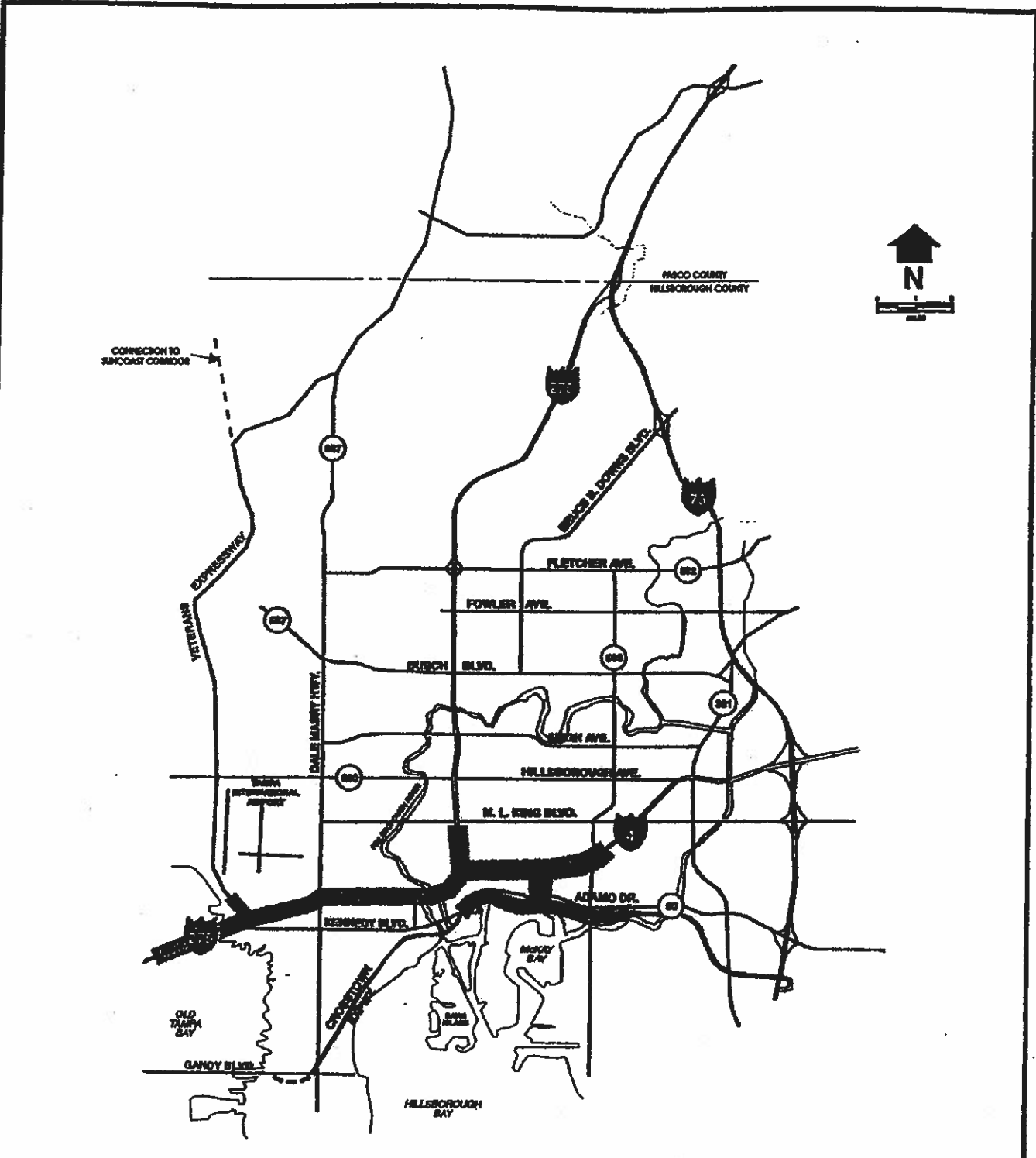
Mr. Michael J. Coleman, P.E.
District PD&E Engineer
Florida Department of Transportation
11201 N. Malcolm McKinley Drive
MS: 7-500
Tampa, FL 33612-6403

Telephone: (813) 975-0077

or

Mr. Mark D. Bartlett, P.E.
Supervisory Transportation Engineer
Federal Highway Administration
227 N. Bronough Street
Room 2018
Tallahassee, FL 32301

Telephone: (904) 942-9598



LEGEND

- Study Area
- Proposed Roadway

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

FPN: 258398-5
 FAP No.: Not Assigned Yet
 S.R. 60 (Memorial Highway) to Himes Avenue northbound and southbound
 Status: This Segment is the subject of this Advance to Construction Reevaluation

FPN: 258398-2
 FAP No.: Not Assigned Yet
 I-275 Kennedy Boulevard/S.R. 60 northbound off-ramp from east of the Howard Frankland Bridge to S.R. 60 (Memorial Highway) Airport Flyover Segment 1A
 Status: Under Construction

FPN: 412531-3
 FAP No.: Not Assigned Yet
 I-275 Kennedy Boulevard/S.R. 60 northbound off-ramp from east of the Howard Frankland Bridge to S.R. 60 (Memorial Highway) Airport Flyover Segment 1A
 Status: Under Construction

FPN: 258398-2
 FAP No.: Not Assigned Yet
 I-275 Kennedy Boulevard/S.R. 60 northbound off-ramp from east of the Howard Frankland Bridge to S.R. 60 (Memorial Highway) Airport Flyover Segment 1A
 Status: Under Construction

FPN: 258398-1
 FAP No.: Not Assigned Yet
 I-275 Kennedy Boulevard/S.R. 60 northbound off-ramp from east of the Howard Frankland Bridge to S.R. 60 (Memorial Highway) Airport Flyover Segment 1A
 Status: Under Construction

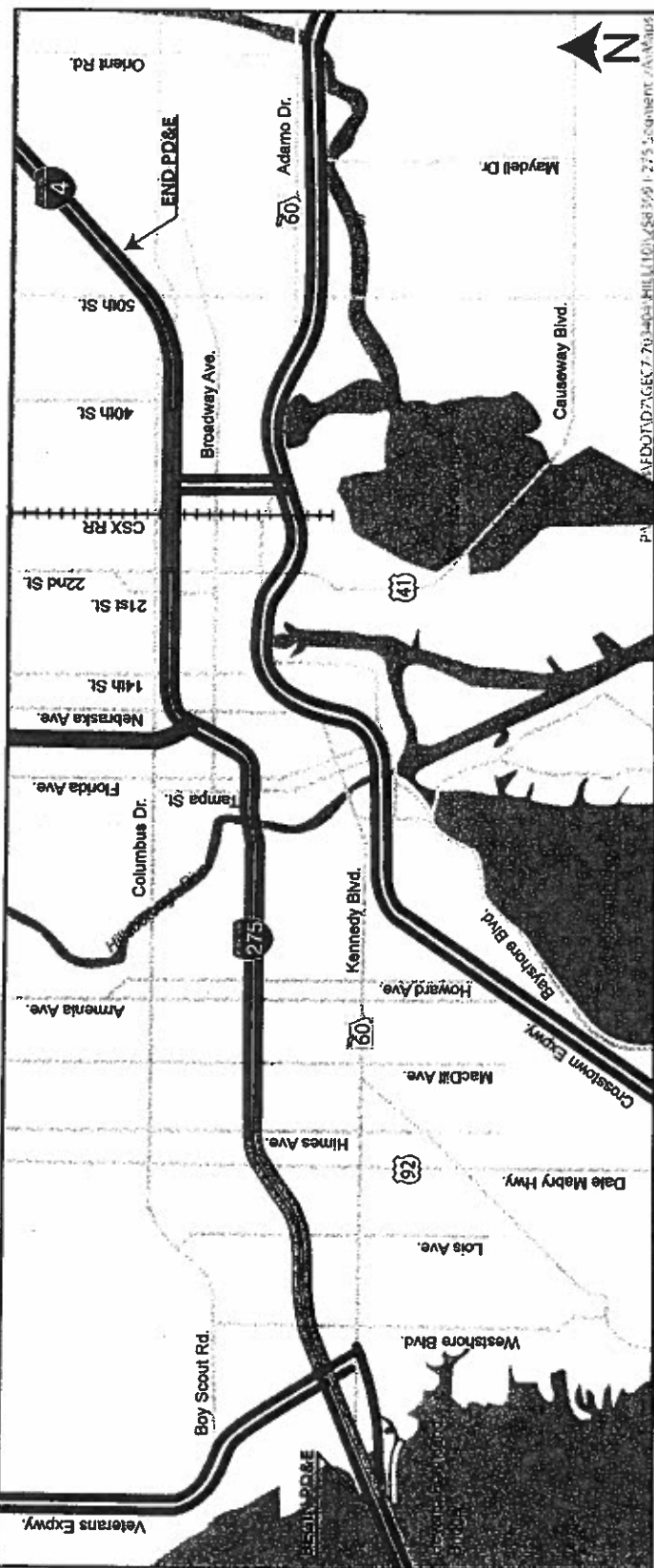
FPN: 258398-4
 FAP No.: Not Assigned Yet
 I-275 Kennedy Boulevard/S.R. 60 northbound off-ramp from east of the Howard Frankland Bridge to S.R. 60 (Memorial Highway) Airport Flyover Segment 1A
 Status: Under Construction

FPN: 258415-1, 258415-2, 258415-3
 FAP No.: NCFD 0008.B.5172.331 R. 0041.218 L
 I-4 Connector, I-4 Lee Roy Selmon Expressway Interchange south of 7th Avenue (Segment 2C) and I-4 Lee Roy Selmon Expressway Interchange north of 7th Avenue (Segment 3A/3B)
 Status: ROW Acquisition Beginning

FPN: 258400-1, 258400-2
 FAP No.: 0041.1861.0041.187.1, 0041.191.1
 I-4, from west of 14th Street to east of 50th Street (Segments 3A/3B)
 Status: Construction Complete

FPN: 258645-1
 FAP No.: 7257.495.1, 752.3301
 I-275 Kennedy Boulevard/S.R. 60 northbound off-ramp from east of the Howard Frankland Bridge to west of S.R. 60 (Memorial Highway) (Segment 1A) Truck Grooming Project
 Status: Construction Underway

FPN: 412531-5
 FAP No.: Not Assigned Yet
 I-275 Kennedy Boulevard/S.R. 60 northbound off-ramp from east of the Howard Frankland Bridge to west of S.R. 60 (Memorial Highway) (Segment 1A) Truck Grooming Project
 Status: Construction Underway



DISTRICT SEVEN



Florida Department of Transportation
ADVANCE TO CONSTRUCTION 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 Hillsborough River (Southbound)