

**Florida Department of Transportation
REEVALUATION FORM**

1. GENERAL INFORMATION (originally approved Environmental Document)

- a. Project Phase: Design Change and Advance to ROW 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 RODs, Attachments B-C).
- c. Project Numbers: IR-9999 (43) 258337-1 N/A
Federal Aid WPIS ETDM
- d. Project Name, Location and Limits (from original document): 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 D).
- e. Segments of Highway Being Advanced: Two Roadway Segments: **WPIS 258399-3**: I-275 (SR 93) from West Grace Street to West Arch Street FAP # Not yet known; **WPIS 258399-4**: I-275 (SR 93) from West Grace Street to West Arch Street FAP # Not yet known (See the attached Project Location Map – Attachment E).
- f. Prior Reevaluations: None.
- g. Project Segment Planning Consistency. If more than one segment is being advanced additional tables should be added. Table does not need to include past/completed phases. The Design associated with the Carver City improvements will be prepared under the Tampa Bay Express Continuing Services contract in Summer 2017. Planning consistency is not required.
- h. Name and title of FDOT District Preparer: Robin Rhinesmith

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2. EVALUATION OF CHANGES IN IMPACTS

		YES / NO	COMMENTS
A.	SOCIAL & ECONOMIC		
1.	Social	<input checked="" type="checkbox"/> <input type="checkbox"/>	See Pages A-1 to A-3
2.	Economic	<input type="checkbox"/> <input checked="" type="checkbox"/>	
3.	Land Use Changes	<input type="checkbox"/> <input checked="" type="checkbox"/>	
4.	Mobility	<input type="checkbox"/> <input checked="" type="checkbox"/>	
5.	Aesthetic Effects	<input type="checkbox"/> <input checked="" type="checkbox"/>	
6.	Relocation Potential	<input checked="" type="checkbox"/> <input type="checkbox"/>	See Page A-3 and A-4
7.	Farmland	<input type="checkbox"/> <input checked="" type="checkbox"/>	
B.	CULTURAL		
1.	Section 4(f)	<input type="checkbox"/> <input checked="" type="checkbox"/>	
2.	Historic Sites/Districts	<input checked="" type="checkbox"/> <input type="checkbox"/>	See Page A-4 and A-5
3.	Archaeological Sites	<input checked="" type="checkbox"/> <input type="checkbox"/>	See Page A-5
4.	Recreational Areas	<input type="checkbox"/> <input checked="" type="checkbox"/>	
C.	NATURAL		
1.	Wetlands and Other Surface Waters	<input type="checkbox"/> <input checked="" type="checkbox"/>	
2.	Aquatic Preserves and Outstanding FL Waters	<input type="checkbox"/> <input checked="" type="checkbox"/>	
3.	Water Quality and Quantity	<input type="checkbox"/> <input checked="" type="checkbox"/>	
4.	Wild and Scenic Rivers	<input type="checkbox"/> <input checked="" type="checkbox"/>	
5.	Floodplains	<input type="checkbox"/> <input checked="" type="checkbox"/>	
6.	Coastal Zone Consistency	<input type="checkbox"/> <input checked="" type="checkbox"/>	
7.	Coastal Barrier Resources	<input type="checkbox"/> <input checked="" type="checkbox"/>	
8.	Protected Species and Habitat	<input type="checkbox"/> <input checked="" type="checkbox"/>	
9.	Essential Fish Habitat	<input type="checkbox"/> <input checked="" type="checkbox"/>	
D.	PHYSICAL		
1.	Highway Traffic Noise	<input type="checkbox"/> <input checked="" type="checkbox"/>	
2.	Air Quality	<input type="checkbox"/> <input checked="" type="checkbox"/>	
3.	Contamination	<input type="checkbox"/> <input checked="" type="checkbox"/>	
4.	Utilities and Railroads	<input type="checkbox"/> <input checked="" type="checkbox"/>	
5.	Construction	<input type="checkbox"/> <input checked="" type="checkbox"/>	
6.	Bicycles and Pedestrians	<input type="checkbox"/> <input checked="" type="checkbox"/>	
7.	Navigation	<input type="checkbox"/> <input checked="" type="checkbox"/>	

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

Update of Design Changes:

This reevaluation addresses two design segments. The 258399-3 and 258399-4 project segments have been created in the Tentative Work Program and construction funding has been programmed for FDOT FY2019 for both candidate segments (see Attachment H). During the construction phase of the 258398-5 and 258399-2 design segments, safety and proximity concerns have been noted from local property owners on the north side of I-275 generally between West Cypress Street and North Dale Mabry Highway (see Figure 1). This has prompted the FDOT to evaluate the affected occupied private properties in this area which are adjacent to these segments. As a result of the evaluation, future design changes as compared to the TIS FEIS concepts are planned to be implemented by the FDOT. A Social and Community Effects Technical Memorandum was prepared in October 2016, please refer to this document for additional information.

These changes pertain to the future construction of a new cul-de-sac at West Arch Street and a community open space with trailhead at West Grace Street (see Figures 2 and 3). These are currently dead-end streets. The cul-de-sac and community open space will be constructed outside the existing FDOT limited access ROW and will require the acquisition of seven parcels. FDOT has been in coordination with all affected property owners, all of whom are willing sellers. The cul-de-sac will be designed in accordance with the City of Tampa standards for dead-end roads related to fire truck turning movements and Chapter 2 of the American Association of State Highway and Transportation Officials (AASHTO) "*A Policy on Geometric Design of Highways and Streets*" (Green Book). The standards require a 45-foot (ft) radius to complete a safe turn-around for emergency vehicles and city service vehicles such as fire rescue, paramedics and garbage collection vehicles.

An additional eighth parcel will be acquired at West Nassau Street to alleviate social isolation from the neighborhood and functionality of the property to gain access from Nassau Street due to the close proximity to the project's ROW and raised embankment.

The parcels that will be purchased are: 3907 and 3909 West Arch Street; 4011, 4013, 4015, 4021 and 4023 West Grace Street; and 3923 West Nassau Street, which total 1.076 acres. A total of seven residential relocations will be negotiated with the affected property owners (two parcels are occupied by one owner). These relocations are summarized on page A-1. The ROW acquisition costs incurred by the FDOT will be sought for reimbursement from the FHWA.

The FDOT will purchase the subject parcels, demolish existing structures and grade the disturbed area, sod the area disturbed by the demolition, construct fencing, install lighting, and design and construct the roadway improvements to include the cul-de-sac and permeable parking. FDOT has obtained acknowledgement from the City that the aforementioned commitment is acceptable to the City (see Attachment F).

It is anticipated that no additional stormwater treatment needs would be required when the proposed design changes are implemented.

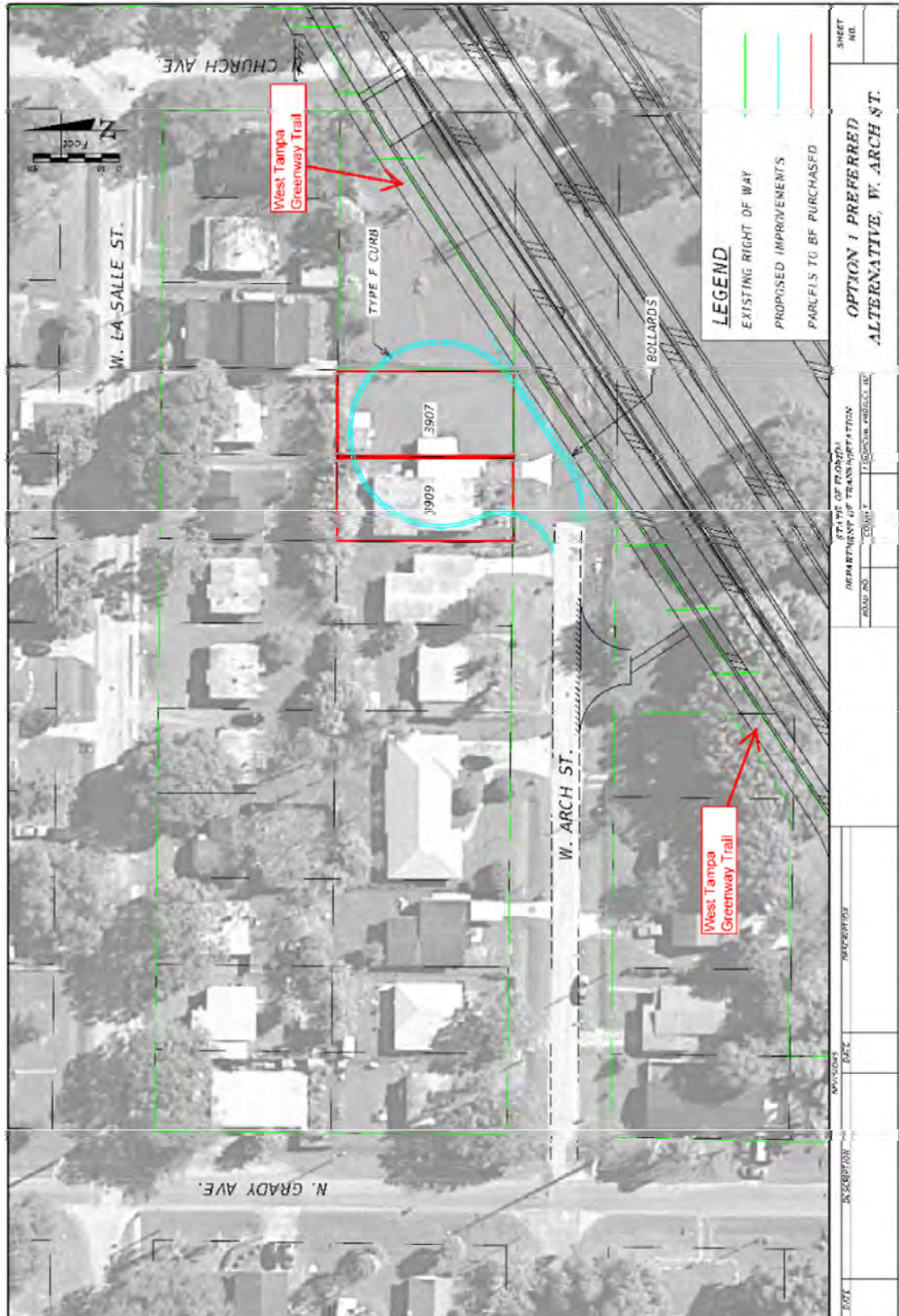
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Figure 1: Project Location Map Showing Location of Parcels to be acquired



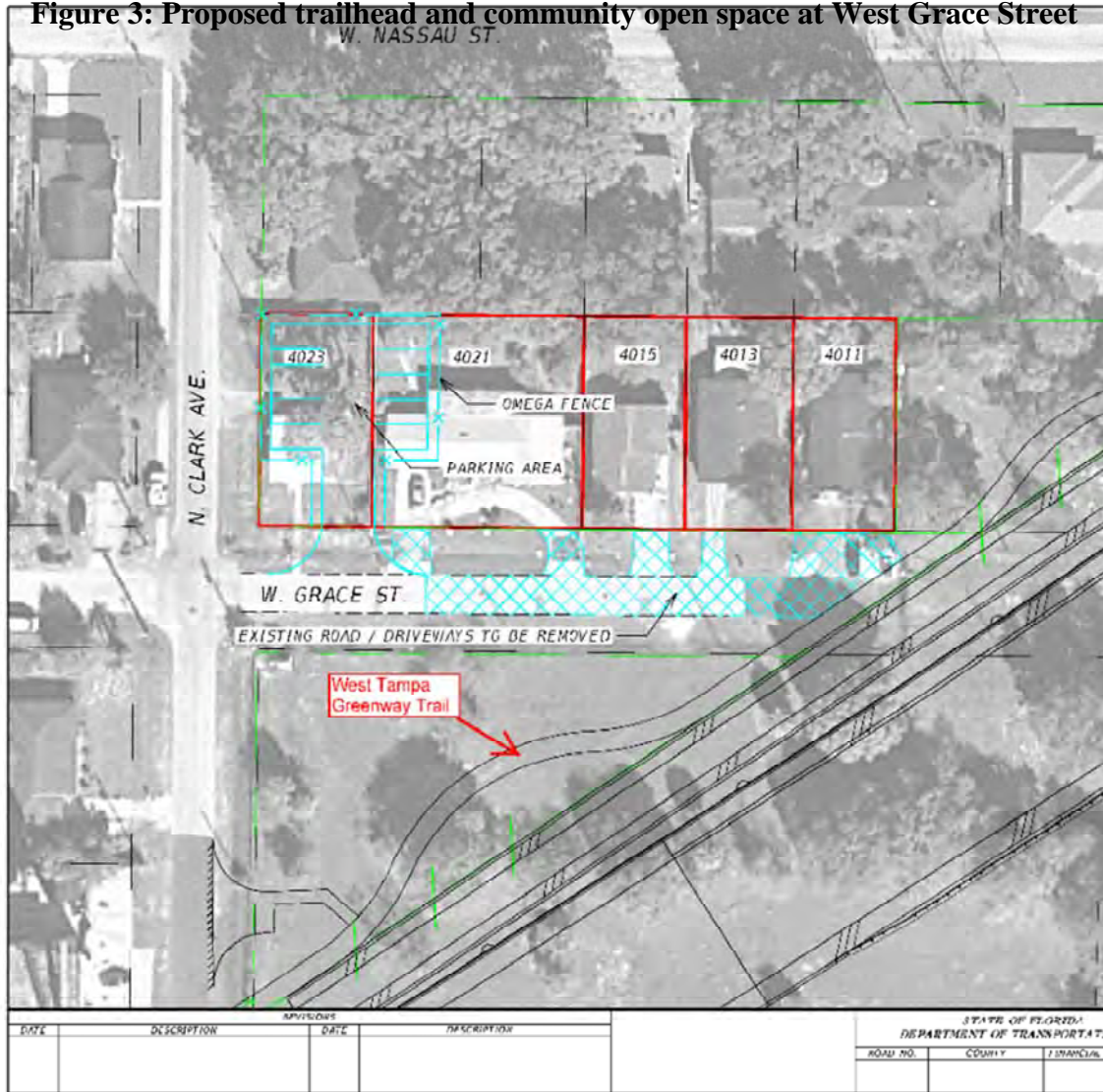
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Figure 2: Proposed Cul-de-Sac at West Arch Street



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Figure 3: Proposed trailhead and community open space at West Grace Street



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Figure 4: Proposed Residential Lot Acquisition on West Nassau Street



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Project Segments: The project segments are located within the original TIS/FEIS PD&E study limits (See Project Location Map Attachment D-1). 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 E-1).

- WPIS 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.*
- WPIS 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.*
- WPIS 258398-1: – I-275 from the Howard Frankland Bridge to Himes Avenue northbound (Segment 1A – Drainage). *Status: Construction Complete.*
- WPIS 258398-4: – I-275 from Himes Avenue to west of MacDill Avenue (Segment 1A - Himes Avenue Interchange). *Status: Construction Complete.*
- WPIS 258398-5: – I-275 from SR 60 to Himes Avenue (Segment 1A – Southbound and Northbound Reconstruction). *Status: Construction Complete.*
- WPIS 258399-1: – I-275 from Himes Avenue to Hillsborough River (Segment 2A – Northbound Reconstruction). *Status: Construction Complete.*
- WPIS 258399-2: – I-275 from Himes Avenue to Hillsborough River (Segment 2A – Southbound Reconstruction). *Status: Construction Complete.*
- WPIS 258399-3: – I-275 from West Grace Street to West Arch Street (Carver City Parcels). **This is the subject of this Design Change and Advance to ROW Reevaluation.**
- WPIS 258399-4: – I-275 from West Grace Street to West Arch Street (Carver City Parcels). **This is the subject of this Design Change and Advance to ROW Reevaluation.**
- WPIS 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.*
- WPIS 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.*
- WPIS 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.*
- WPIS 433535-1: - I-275 from north of Howard Frankland Bridge to south of Lois Ave. *Status: Project has been adopted into the 5-Year Work Program, design has not yet begun.*
- WPIS 433535-2: - I-275 SB from north of Reo Street to south of Lois Ave. *Status: Project has been adopted into the 5-Year Work Program, design has not yet begun.*
- WPIS 433535-3: - SR 60 from north of Independence Highway to I-275 at Westshore Boulevard. *Status: Project has been adopted into the 5-Year Work Program, design has not yet begun.*

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- WPIS 433535-4: - I-275 NB Express Lanes from north of Howard Frankland Bridge to south of Trask Street. *Status: Project has been adopted into the 5-Year Work Program, design has not yet begun.*
- WPIS 433535-5: - I-275 NB Flyover from SR 60 EB to I-275 NB. *Status: Project has been adopted into the 5-Year Work Program, design has not yet begun.*

4. COMMITMENT STATUS

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 City of Tampa and FDOT are in the process of constructing a portion of the West Tampa Greenway Trail System, which will provide a greenway and trail system connecting the Courtney Campbell Causeway/Cypress Point Park to the Hillsborough River/Downtown. The parcels being acquired will serve to coincidentally benefit and enhance the West Tampa Greenway Trail and the community's ability to use and access this trail. Most of the trail construction has already been completed. Enhancements for public access, mobility, and connectivity will occur as part of these improvements. See Figures 2 and 3 for portions of the trail adjacent to the parcels discussed in this Reevaluation.

Additionally, the West Tampa Greenway Trail System is consistent with the City's "Tampa Greenways and Trails Master Plan" adopted on February 1, 2001 and amended in the fall of 2005. Therefore, there is no change in status.

Construction

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

1. The Contractor will use static rollers for compaction of embankment, subgrade, base, asphalt, etc.
2. Pile driving operations will be restricted to the hours of 7 a.m. to 9 p.m. to avoid interfering with any adjacent noise sensitive land uses or a different foundation design will be considered (i.e., drilled shaft).
3. Preformed pile holes will be required where they are in proximity to vibration sensitive land uses to minimize vibration transfer.

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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), dated November 11, 2011, for WPISs 258398-5 and 258399-2 contains the construction impacts narrative. Chapter V, Project Requirements and Provisions for Work, Section 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)". This status remains consistent with the prior reevaluation approved by FHWA on February 20, 2015.

Sub-commitment #4 is no longer planned to be implemented due to the lack of available of project ROW for the trucks to perform the figure-eight maneuver; therefore, there is a change in status.

Noise Barriers

Commitments from the PD&E Study (FEIS Approved November 22, 1996)

The Tampa Interstate Study contained commitments concerning noise barriers for the segment of I-275 regarding this Design Change Reevaluation. In fulfillment of those commitments, a *Noise Analysis Update Report* (NAUR) was prepared. The NAUR for I-275 from SR 60 to Himes Avenue (Segment 1A, WPIS 258398-5) was completed in October 2004.

The traffic noise analysis documented in the October 2004 NAUR for I-275 Segment 1A determined that a noise barrier system was a feasible and cost reasonable abatement measure for residential areas located south of I-275 generally between Westshore Boulevard and Dale Mabry Highway. The noise barrier system included four overlapping noise barriers (identified as NB1, NB2, NB3 and NB4) located along the I-275 northbound mainline shoulder and associated ramp shoulders resulting in a continuous noise barrier system extending from Westshore Boulevard to Himes Avenue. Based on the results of the 2004 analysis, a noise barrier system was included in the previous Phase III design plans (258398-1-52-01, HNTB, May 17 2006, for I-275 from SR 60/Memorial Highway to North of Himes Avenue).

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

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of \$35,000 per benefited residence. The noise barrier system was ineffective because of I-275 roadway related design geometry requirements and the related safety limitations placed on the locations of the barriers.

Additional Noise Commitments from the Design Change Reevaluation (Approved October 17, 2013)

A Design Change Reevaluation, approved on October 17, 2013, addressed the PD&E Study commitments and established revised commitments for the segment of I-275 to be advanced with this Design Change and Advance to ROW Reevaluation. The 2013 Design Change Reevaluation included Design/Build (D/B) project modifications to the previous design plans that substantially altered portions of the vertical profile for I-275 Segment 1A between Westshore Boulevard and Himes Avenue. Changes in the vertical profile can affect the project noise levels and/or recommended barriers that were intended to attenuate the predicted noise levels. Consequently, all noise sensitive sites north and south of I-275 between Westshore Boulevard and Himes Avenue (i.e., segment of I-275 which is the subject of this reevaluation) were reanalyzed for traffic noise using the contract plans from the D/B Request For Proposal (RFP) (dated 3/1/12), the D/B team's Phase I Final plans (dated 3/15/13), and the latest version of the TNM version 2.5. The traffic noise reanalysis is discussed in the Design Change Reevaluation approved on October 17, 2013 and documented in the *Traffic Noise Design Reevaluation*, finalized March 28, 2014. The traffic noise reanalysis determined that noise barrier systems north and south of I-275 between Westshore Boulevard and Himes Avenue would not meet the latest (Chapter 17 of the PD&E Manual) FDOT noise reduction requirements. Specifically, a noise barrier to the north was not reasonable because the noise reduction design goal of 7 dB(A) could not be achieved at any benefited residence and a noise barrier to the south was not feasible because only one impacted residence could be benefited. FDOT policy requires that two or more impacted residences be provided a benefit (i.e., noise reduction of at 5 dB(A) or more) for a noise barrier to be feasible. Notably, a short segment of noise barrier intended to reduce traffic noise at noise sensitive sites east of Himes Avenue continues to be planned for construction. This barrier segment would connect to a barrier that has already been constructed east of the Himes Avenue overpass within I-275 Segment 2A.

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

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Based on comments from the public that were received as a result of the Department's community outreach efforts and the intent of the Code of Federal Regulations to include noise abatement measures in D/B projects that are based on the FDOT's commitments, the Department still plans to construct a barrier system on the shoulder of the northbound lanes between Westshore Boulevard and Himes Avenue. This will include two overlapping barriers located along the I-275 northbound mainline shoulder and ramp shoulders resulting in a continuous barrier system extending from east of Westshore Boulevard to east of Dale Mabry Highway. Because a noise barrier is not feasible (i.e., noise reduction of 5 dB(A) not provided at two or more impacted residences) or reasonable (i.e. noise reduction design goal of 7 dB(A) could not be achieved at any benefited residence), the barriers are not intended to perform a noise reduction function that meets the requirements of 23 CFR 772 nor Chapter 17 of the PD&E Manual.

Status: The planned cul-de-sac at West Arch Street and community open space with the trailhead at West Grace Street that is addressed in this Design Change and Advance to ROW Reevaluation will not affect the above-mentioned resolution of commitments made in the PD&E study or the Design Change Reevaluation approved on October 17, 2013. There is no change in status.

Update on Presbyterian Village from the Design Change Reevaluation (Approved February 20, 2015) for WPIS Segment (258399-2).

Relocation is complete for all residents of the former Presbyterian Village Apartments. The work for abatement and demolition has been completed. A noise wall will not be needed at this location as no affected residents remain.

Status: There is no change in status.

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

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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.

Segment 2A of the TIS (WPIS 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 (WPIS 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: These design changes are not related to the application of the TIS Urban Design Guidelines. 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.

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

Additional Commitments for the Long Term Preferred Alternative From 1996

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 segments.

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 segments.

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Multi-Modal Terminal/Parking Garage

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

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

New ROW Acquisition and Construction Commitment as part of this Design Change and Advance to ROW Reevaluation

The FDOT will purchase the subject parcels, demolish existing structures and grade the disturbed area, sod the area disturbed by the demolition, construct fencing, install lighting, and design and construct the roadway improvements to include the cul-de-sac and permeable parking. FDOT has obtained acknowledgement from the City that the aforementioned commitment is acceptable to the City (see Attachment F).

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5. STATUS OF PERMITS

The following provides for the status of environmental permits for each regulatory agency for the segments being advanced under this reevaluation.

258399-3 – I-275 (SR 93) from West Grace Street to West Arch Street

<u>Agency</u>	<u>Type</u>	<u>Status</u>
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Design has not started, so permit needs (if any) are unknown. If this Design project requires permits it will be addressed in a future Construction Advertisement Reevaluation.

258399-4 – I-275 (SR 93) from West Grace Street to West Arch Street

<u>Agency</u>	<u>Type</u>	<u>Status</u>
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Design has not started, so permit needs (if any) are unknown. If this Design project requires permits it will be addressed in a future Construction Advertisement Reevaluation.

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6. CONCLUSION

If no changes affecting the original environmental determination have occurred check the following:

- ☒ The above Environmental Document has been reevaluated as required by 23 CFR § 771.129. It has been determined that there have been no changes to the project that affect the original environmental determination. Therefore, the Administrative Action remains valid.

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

7. REVIEWER SIGNATURE BLOCK

Robin Rhinesmith

Print Name



4/6/2017

District approving authority or designee

Date

8. FHWA CONCURRENCE

FHWA signature required? ☒ Yes ☐ No (date of consultation)

4/4/2017

Marvin L. Williams

Print Name



4/17/2017

Federal Highway Administration, Division Administrator

Date

9. ATTACHMENTS

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ATTACHMENT A**

Title VI Consideration

The existing interstate system through Tampa was constructed in the early 1960s. At that time, the route selected for the facility traversed several of Tampa's oldest neighborhoods, including the Carver City community area, as well as many areas of predominantly minority, low income, and ethnic populations. Once constructed, the interstate system became a physical barrier which separated many neighborhoods and it severed community ties. However, since the original construction occurred, many of those areas have reestablished themselves as cohesive neighborhoods.

The Tampa Interstate System (TIS) Final Environmental Impact Statement (FEIS) addressed the overall project's involvement with Title VI of the Civil Rights Act of 1964, Executive Order 12898 (Environmental Justice), and other federal and state nondiscrimination authorities. As in the 1960s, the TIS FEIS improvements are again affecting minority and low-income communities. Accordingly, the FHWA and the FDOT implemented the use of traditional and non-traditional processes and techniques in order to ensure equitable treatment of the affected communities.

However, the measures are not sufficient to mitigate the ongoing projects' (WPIS Nos. 258398-5 and 258399-2) disproportionately high and adverse effect on the Environmental Justice (EJ) population, specifically the Carver City community area which is a predominantly minority and low-income neighborhood. In this case, additional impacts are occurring to the same neighborhoods that were adversely impacted when the original interstate system was constructed.

Status: The projects (WPIS Nos. 258398-5 and 258399-2) further shortened/ truncated some of the side streets within a portion of the Carver City community area. The projects have adversely affected safety and traffic circulation opportunities within a portion of the community. It should be noted that the project-affected side streets were initially truncated when the original interstate construction was completed. These adverse project impacts created social isolation impacts to portions of the Carver City community area.

As a result of identifying this project-related impact, the FDOT undertook a public outreach effort to gain a clear understanding of potential mitigation options desired by the affected residents within the community area. Public involvement suggestions received from representatives of the community include design, ROW acquisition, and further construction measures. Specifically, the measures include ROW acquisition for eight (8) adversely affected residential parcels, and constructing the improvements noted on page 3 and 4 of this reevaluation.

The improvements will facilitate safety, better local street circulation, provide local government emergency and trash/recycling access, and resolve the adverse effects of proximity impacts to residential parcels due to the projects' implementation. The residential parcels at 3907 and 3909 Arch Street will be acquired in order to construct the cul-de-sac. An additional parcel (3923 Nassau Street) will be acquired to alleviate social isolation from

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the neighborhood and functionality of the property to gain access from Nassau Street due to the close proximity to the I-275 project ROW and raised embankment. The five residential parcels at 4011, 4013, 4015, 4021 and 4023 West Grace Street will be acquired to provide a buffer from the interstate, create a community open space and preserve neighborhood cohesiveness. This design solution also addresses the local government emergency and trash/recycling access concerns that currently exist. The acquisition of adversely affected residential parcels eliminates the social isolation effects, provides an open space that incorporates the neighborhood's interests, and creates an opportunity for the City of Tampa to facilitate the community's access to the West Tampa Greenway trail system. The City's "Tampa Greenways and Trails Master Plan" includes the City's intent to provide a greenway and trail system that connects the Courtney Campbell Causeway/Cypress Point Park to the Hillsborough River/ Downtown. A portion of this trail system runs along the north side of I-275 traversing the Carver City area containing the 8 residential parcels discussed above.

Additional details can be found in the Social and Community Effects Technical Memorandum dated October 2016.

Controversy Potential

Extensive public involvement with the affect communities and community suggestions regarding design and mitigation measures has led to the protection of community cohesion. Neither the Long-Term Preferred Alternative nor the Selected Alternative will adversely affect community cohesion. The Selected Alternative minimizes impacts to communities and, in many respect, improves neighborhood access, safety and circulation; enhances the community's interface with the Interstate; and provides redevelopment and revitalization opportunities within the affected neighborhoods. Mitigation measures and design amenities for continued neighborhood access, safety, and improved circulation are reflected in the design plans.

A construction kick-off meeting that was open to the public was held on October 23, 2012. Additional local community meetings were held on December 6, 2012; March 7, 2013; August 1, 2013; September 17, 2013; January 7, 2014; and January 6, 2015.

Status: A meeting was held on September 3, 2015 at the regularly scheduled Carver City-Lincoln Gardens Neighborhood Association Meeting. The FDOT presented alternatives and handouts of the information presented was available.

- *As a result of constructing the I-275 DB project, West Arch Street had become a dead-end street. Two alternatives were presented as solutions to the neighborhood.*

Option 1 (Figure 5) provided a cul-de-sac at the end of the street that can accommodate the turning radius necessary for emergency and service vehicles. This option requires the acquisition of one property (two parcels). Option 2 provided for a connector road between Arch Street and LaSalle Street, and it would acquire two properties.

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- *And similarly, as a result of the I-275 DB project West Grace Street had also become a dead end street. Three alternatives were presented as solutions to the neighborhood. Option 1 (Figure 6) created an open space/trail head to be developed for the community in conjunction with the assistance of the City of Tampa. While the acquisition of only two properties is necessary for this option, it was determined that the three remaining properties would also be acquired due to isolation from the neighborhood and continued proximity effects. All five properties along Grace Street would be acquired, a portion of the road eliminated and the remainder would provide an entrance to a possible parking area for the trail. The FDOT would acquire the properties, demolish the existing structures, re-sod impacted areas, and transfer fee-simple property interests, ROW, and the constructed improvements to the City of Tampa. The FDOT has obtained acknowledgement from the City approving the proposal, and accepting maintenance of the properties. Option 2 provided a cul-de-sac at the end of the street to provide for the turning radius necessary for emergency and service vehicles. With Option 2, there would be three properties remaining which would suffer from isolation and proximity effects. Option 3 creates a connector road between Grace Street and Nassau Street, and also necessitates the acquisition of two properties. With Option 3, there would be two properties remaining which would suffer from isolation and proximity effects.*

The affected property on Nassau Street would be acquired based upon social isolation from the rest of the neighborhood, and its compromised ability to access Nassau Street due to close proximity to the projects' ROW.

After a presentation by the FDOT outlining the different Options, the FDOT opened the floor for questions and answers. After discussion, the community chose Option 1 for each location as the preferred alternative. Three individuals gave written comments, and Dr. Harvey, the President of the Carver City/Lincoln Gardens Civic Association, submitted a letter. All property owners are willing sellers. Additional details can be found in the Social and Community Effects Technical Memorandum dated October 2016.

Relocation Potential

During the design build process, it was determined that additional relocations were needed within WPIS 258398-5 and 258399-2 for safety reasons as described on Page 4 of this Reevaluation.

Status: A total of eight parcels will be acquired, totaling 1.076 acres. These include 3907 and 3909 West Arch Street, 4011, 4013, 4015, 4021 and 4023 West Grace Street, and 3923 West Nassau Street. The estimated ROW acquisition costs for the 8 parcels is \$1,987,300. After FDOT acquires the parcels, then designs and constructs the proposed improvements, the acquired ROW will be deeded to the City of Tampa.

Seven residential property owners will be relocated (two parcels are occupied by one owner) (see Figures 2 and 3). FDOT is currently in coordination with all property owners, all of whom are willing sellers. A Conceptual Stage Relocation Plan has previously been prepared for this project and applies to these additional parcels. A Needs Assessment Study has also

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been prepared for these parcels. The acquisition process will comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended) and applicable Florida Statutes.

258399-3 I-275 (SR 93) from West Grace Street to West Arch Street and 258399-4 I-275 (SR 93) from West Grace Street to West Arch Street have been created in the Tentative Work Program and construction funding has been programmed for FDOT FY2019 for both candidate segments. This information has been added to the Reevaluation on page 8 and screenshots have been added as Attachment H.

Historic Sites/Districts

Although the eight parcels to be acquired are outside of the existing FDOT limited access ROW, these parcels have previously been evaluated for cultural resources. They were originally included within the Area of Potential Effect (APE) in the Cultural Resource Assessment Survey (CRAS) prepared in 1990 for the Tampa Interstate Study (TIS) Project Development and Environment (PD&E) Study. None of these properties were historic at that time. The CRAS was coordinated with FHWA and the State Historic Preservation Officer (SHPO). The areas on West Arch and Grace Streets were also evaluated as Ponds 10A (north and south of West Arch Street, east of Grady Avenue) and 10B (north and south of West Grace Street, east of Clark Avenue) in a 1994 CRAS Technical Memorandum for I-275 Segment 1-A Pond Alternatives. No historic structures were identified within either pond site. The 1994 CRAS was coordinated with FHWA and the SHPO; the SHPO concurred with the findings in a letter dated November 17, 1994. Proposed Ponds 10A and 10B were later dropped from further evaluation.

A CRAS Update was prepared in 2002 for the Segment 1A Re-evaluation to update the previous PD&E Study CRAS prepared in 1990. The CRAS Update was to evaluate historic resources along the mainline corridor. The APE for the CRAS Update included the area where the eight parcels will be purchased. Two historic buildings, at 3909 West Arch Street (8HI7806) and at 3923 West Nassau Street (8HI7791) were identified and evaluated within these eight parcels. These were both circa 1950s masonry vernacular residences and were not considered eligible for listing in the National Register of Historic Places (NRHP). The CRAS Update was coordinated with the FHWA and SHPO; FHWA sent a letter to SHPO dated April 16, 2002; the SHPO concurred on April 26, 2002.

Status: A total of eight parcels are being acquired. Two on West Arch Street, five on West Grace Street, and one on West Nassau Street. Seven residential property owners will be relocated (two parcels are occupied by one owner) (see Figures 2 and 3). FDOT is currently in coordination with all property owners, all of whom are willing sellers.

A CRAS Update was recently prepared in October 2015 for these eight parcels and identified the two previously recorded historic structures (8HI7791 and 8HI7806) and two newly recorded historic structures (8HI13491 and 8HI13492). The two newly recorded historic residences, 4021 West Grace Street (8HI13491) and 4023 West Grace Street (8HI13492), are not considered eligible for listing in the NRHP. These are a 1963 Ranch style and 1959

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masonry vernacular style, respectively. The CRAS Update was submitted to FHWA on October 26, 2015. FHWA determined that the proposed project would have no involvement with significant historic sites or districts on November 16, 2015; the SHPO concurred on November 23, 2015. Therefore, there are no NRHP-listed or eligible historic structures within the eight parcels so there is no change in status.

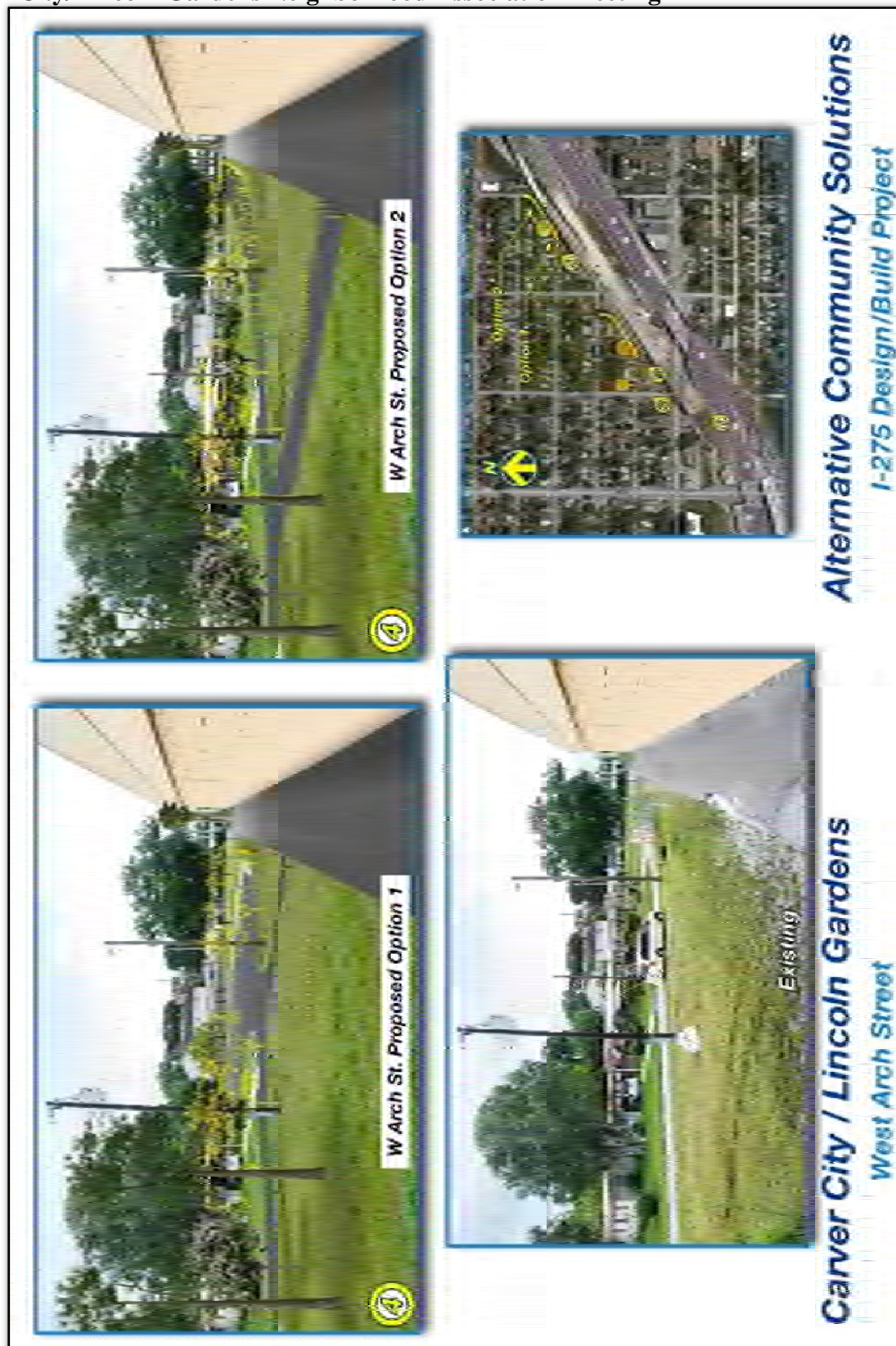
Archaeological Sites

Although the eight parcels to be acquired are outside of the existing FDOT limited access ROW, these parcels have previously been evaluated for cultural resources. A CRAS was prepared in 1990 for the TIS PD&E Study, but did not include archaeological field testing in these parcels. The areas on West Arch and Grace Streets were later evaluated as Ponds 10A (north and south of West Arch Street, east of Grady Avenue) and 10B (north and south of West Grace Street, east of Clark Avenue) in a 1994 CRAS Technical Memorandum for I-275 Segment 1-A Pond Alternatives. Both proposed pond sites were considered to have a low potential for archaeological sites due to existing residential construction and there were no shovel tests. The CRAS was coordinated with FHWA and the SHPO; the SHPO concurred with the findings in a letter dated November 17, 1994. Proposed Ponds 10A and 10B were later dropped from further evaluation.

Status: A CRAS Update was recently prepared in October 2015 for these eight parcels and discussed the previous 1990 and 1994 archaeological investigations. Surface and subsurface field testing was not included in the 2015 survey since the APE had previously been evaluated for archaeological resources and there was a low probability for archaeological sites due to existing residential construction. The CRAS Update was submitted to FHWA on October 26, 2015. FHWA determined that the proposed project would have no involvement with significant archaeological sites on November 16, 2015; the SHPO concurred on November 23, 2015. Therefore, there are no NRHP-listed or eligible archaeological sites within the eight parcels so there is no change in status.

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Figure 5: Proposed Options for West Arch Street Presented at the September 3, 2015 Carver City/Lincoln Gardens Neighborhood Association Meeting



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Figure 6: Proposed Options for West Grace Street Presented at the September 3, 2015 Carver City/Lincoln Gardens Neighborhood Association Meeting



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

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

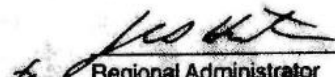
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
AND
FLORIDA DEPARTMENT OF TRANSPORTATION

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

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

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

11/22/96
Date


Regional Administrator
Federal Highway Administration

For additional information contact:

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Florida Department of Transportation
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U.S. Department
of Transportation
Federal Highway
Administration

1190007.00
Memorandum

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

Date: January 31, 1997


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

Reply to
Attn. of: HPP-04

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

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

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


John Humeston

1/31/97
Date

Attachment

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Date: January 31, 1997

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

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

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

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

Decision

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

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

When the new 2015 LRTP was adopted by the MPO in December 1995, some portions of the TIS EIS project (specifically Design Segment 2A, stages of Design Segment 1A, and a small portion

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

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

This Final EIS identifies and evaluates the overall impacts associated with the Preferred Alternative, hereafter referred to as the Long-Term Preferred Alternative, and also separately addresses the impacts specific to those portions of the project contained in the current 2015 LRTP, hereafter referred to as the Selected Alternative. The intent of the FHWA and the FDOT is to ultimately construct the Long-Term Preferred Alternative, but this will have to be completed in phases, as they are included in future updates of the MPO's LRTP. The intent of the Selected Alternative is to meet the purpose and need of the Long-Term Preferred Alternative but to a lesser degree.

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

Alternatives Considered

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

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

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Tier 2 Analysis - The second tier analysis continued to define the positive design components, collect public input throughout public meetings and speakers bureaus, and refine the design alternatives. In an effort to build consensus, particular attention was given to comments from the local community, City of Tampa, and interested agencies with respect to land use impacts, access, interchanges, ramps, and frontage roads. The Tier 2 alternative concepts were presented to the public for review and comment at the first Alternatives Public Meeting. The comments received as a result of that meeting are summarized in the Public Meeting No. 2 Comments Summary Working Paper (September 1988).

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

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

A no-action alternative was evaluated for the year 2010 to identify the traffic operations impact of not implementing the preferred alternative in the study area. It was determined that the no-action alternative does not provide an adequate transportation facility for future traffic demand. However, the no-action alternative was carried through the public hearing for this project.

Following completion of the Phase I Master Plan, additional detailed studies were conducted as part of the Phase II EIS to refine alternatives and further reduce impacts. The refinement and continuing development of alternatives through this systematic process assisted in providing the necessary documentation as to the logical process and selection of viable alternatives. This process also provided the necessary documentation for alternatives eliminated in the evaluation process, or modifications to form "new" alternatives. Finally, through an extensive public involvement program, this process enhanced the community's ability to better understand and follow a rather complex technical process in a step-by-step manner until the selection of a reasonable and viable alternative was reached.

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

✓ Description of the Selected Alternative

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

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

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

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

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

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

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

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

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

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

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

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

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

Measures to Minimize Harm

This project incorporates all practical measures to avoid or minimize environmental harm. Although some significant impacts will occur, every effort will be made to minimize impacts through the institution of feasible measures applicable to each situation. The relocation of individuals and families will be unavoidable. Relocation assistance and payments will be provided. Extensive public input and creative community suggestions regarding design and mitigation measures have led to the protection of, and in some instances the enhancement of, community cohesion. Historic resources currently exist within the areas of proposed right-of-way. Relocation of certain structures, where feasible, will be pursued, in addition to the relocation assistance and payments to be provided to residents of such structures. Perry Harvey Park (a City of Tampa public park) will be directly impacted by project right-of-way acquisition. Coordination with the City of Tampa has resulted in a determination that no adverse effect to the park will occur and no mitigation is needed for this minor use of land (less than 0.1 acre). A conceptual mitigation plan has been developed for the Park as part of the Long-Term Preferred Alternative's implementation.

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

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

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

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

1. The Contractor will use static rollers for compaction of embankments, subgrade, base, asphalt, etc.
2. Pile driving operations will be restricted to the hours of 7:00 a.m. to 9:00 p.m. to avoid interfering with any adjacent noise sensitive land uses or a different foundation design will be considered, i.e., drilled shafts.
3. Preformed pile holes will be required where they are in proximity to vibration sensitive land uses to minimize vibration transfer.
4. Back-up alarm noise from heavy equipment and trucks will be minimized by requiring the Contractor to operate in forward passes or a figure-eight pattern when dumping, spreading, or compacting materials.
5. Restriction of operating hours for lighting the construction areas will be determined and required of the Contractor prior to beginning construction activities requiring lighting.
6. Coordination with the local law enforcement agencies will be undertaken prior to commencing construction activities to ensure that construction-related impacts are minimized or adequately mitigated when work during non-daylight hours is required.

Noise Barriers - The TIS Master Plan Report (August 1989) first discussed the feasibility of noise abatement measures to mitigate noise impacts. Due to the high number of noise sensitive sites identified and evaluated and in response to public comments received throughout the study, the FDOT and FHWA are committed to providing noise barriers as part of the project. The FDOT is committed to providing noise barriers that meet both the acoustic and aesthetic goals of the project as identified in the TIS Master Plan Report, the Urban Design Guidelines, and the Noise Study Report. The economically reasonable noise barrier locations are identified in the FEIS on page 4-75 and on Exhibit 4.8. Specific noise abatement measures will be reevaluated during final design.

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

**Florida Department of Transportation
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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

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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
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ATTACHMENT C**



U.S. Department
of Transportation
Federal Highway
Administration

KB KB - RA → 'File

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

June 14, 1999

HPO-FL

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

Attention: Mr. Jeraldo 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,

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Mr. Kenneth A. Hartmann
June 14, 1999

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and adopted by the Hillsborough County MPO as part of their 2010 Long Range Transportation Plan (2010 LRTP). Following completion of the Master Plan phase, and based on the 2010 LRTP, additional detailed studies and analyses were conducted as part of the EIS phase (Phase II) of the project in order to refine alternatives, address agency and citizen concerns, and further reduce impacts. A preferred alternative was identified, the Draft EIS was published in December 1995, and a Public Hearing was held January 16, 1996. No particular areas of controversy were identified as a result of the Hearing.

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

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

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

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

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

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

Alternatives Considered

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

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

Tier 2 Analysis - The second tier analysis continued to define the positive design components, collect public input throughout public meetings and speakers bureaus, and refine the design alternatives. In an effort to build consensus, particular attention was given to comments from the local community, City of Tampa, and interested agencies with respect to land use impacts, access, interchanges, ramps, and frontage roads. The Tier 2 alternative concepts were presented to the public for review and comment at the first Alternatives Public Meeting. The comments received as a result of that meeting are summarized in the Public Meeting No. 2 Comments Summary Working Paper (September 1988).

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

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

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

A no-action alternative was evaluated for the year 2010 to identify the traffic operations impact of not implementing the Long Term Preferred Alternative in the study area. It was determined that the no-action alternative does not provide an adequate transportation facility for future traffic demand. However, the no-action alternative was carried through the public hearing for this project.

Following completion of the Phase I Master Plan, additional detailed studies were conducted as part of the Phase II EIS to refine alternatives and further reduce impacts. The refinement and continuing development of alternatives through this systematic process assisted in providing the necessary documentation as to the logical process and selection of viable alternatives. This process also provided the necessary documentation for alternatives eliminated in the evaluation process, or modifications to form "new" alternatives. Finally, through an extensive public involvement program, this process enhanced the community's ability to better understand and follow a rather complex technical process in a step-by-step manner until the selection of a reasonable and viable alternative was reached.

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

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

Description of the Selected Alternative for Design Segment 2A

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

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

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

The Selected Alternative addresses the urgent interchange and capacity needs within the limits of the Long-Term Preferred Alternative. Throughout its limits, the Selected Alternative will provide greatly improved ramp geometrics in the most critical areas, improve merge, diverge and weaving operations. The majority of these improvements will be constructed in their ultimate locations and are completely compatible with future plans of the Long-Term Preferred Alternative. The Selected Alternative will not incorporate HOV lanes or Park-n-Ride lots. Those design features have been planned as part of the TIS Long-Term Preferred Alternative.

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

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June 14, 1999

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

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

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

Measures to Minimize Harm

This project incorporates all practical measures to avoid or minimize environmental harm. Although some significant impacts will occur, every effort will be made to minimize impacts through the institution of feasible measures applicable to each situation. The relocation of individuals and families will be unavoidable. Relocation assistance and payments will be provided. Extensive public input and creative community suggestions regarding design and mitigation measures have led to the protection of, and in some instances the enhancement of, community cohesion. Historic resources currently exist within the areas of proposed right-of-way. Relocation of the structures at 1920 Laurel Street, 1924 Laurel Street, 1930 Laurel Street and 2324 Laurel Street (where feasible) will be pursued, in addition to the relocation assistance and payments to be provided to residents of such structures.

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

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

Pedestrian and Bicycle Facilities - Pedestrian and bicycle travel along interstates and expressways is prohibited. However, the proposed interstate improvements include provisions for the future development of pedestrian and bicycle accommodations on cross streets beneath the interstate. The FDOT is committed to developing new

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Mr. Kenneth A. Hartmann
June 14, 1999

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interstate overpasses which ensure that all cross streets have sufficient room to accommodate bicycles and pedestrians during future local road improvement projects.

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

1. The Contractor may be required to use static rollers for compaction of embankments, subgrade, base, asphalt, etc. in specific construction areas.
2. If pile driving is necessary, this construction operation may be restricted to the hours of 7:00 a.m. to 9:00 p.m. to avoid interfering with any adjacent noise or vibration sensitive land uses.
3. Preformed pile holes may be required where they are in proximity to vibration sensitive land uses to minimize vibration transfer.
4. Back-up alarm noise from heavy equipment and trucks should be minimized, when feasible, by requiring the Contractor to operate in forward passes or a figure-eight pattern when dumping, spreading, or compacting materials.
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6. Coordination with the local law enforcement agencies will be undertaken prior to commencing construction activities to ensure that construction-related impacts are minimized or adequately mitigated when work during non-daylight hours is required.

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

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**Florida Department of Transportation
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ATTACHMENT C**

Mr. Kenneth A. Hartmann
June 14, 1999

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FEIS on page 4-75 and on Exhibit 4.8. Specific noise abatement measures will be reevaluated during final design.

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

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

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

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ATTACHMENT C**

Mr. Kenneth A. Hartmann
June 15, 1999

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In addition, closure of the existing I-4/40th Street interchange will result in more circuitous travel for buses accessing the HART Bus Operations and Maintenance Facility on 21st Street. The FDOT will continue the ongoing coordination with HART to explore options which reduce the excess travel distance.

Monitoring or Enforcement Program

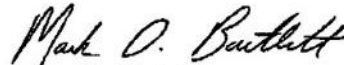
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Comments on Final EIS

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.

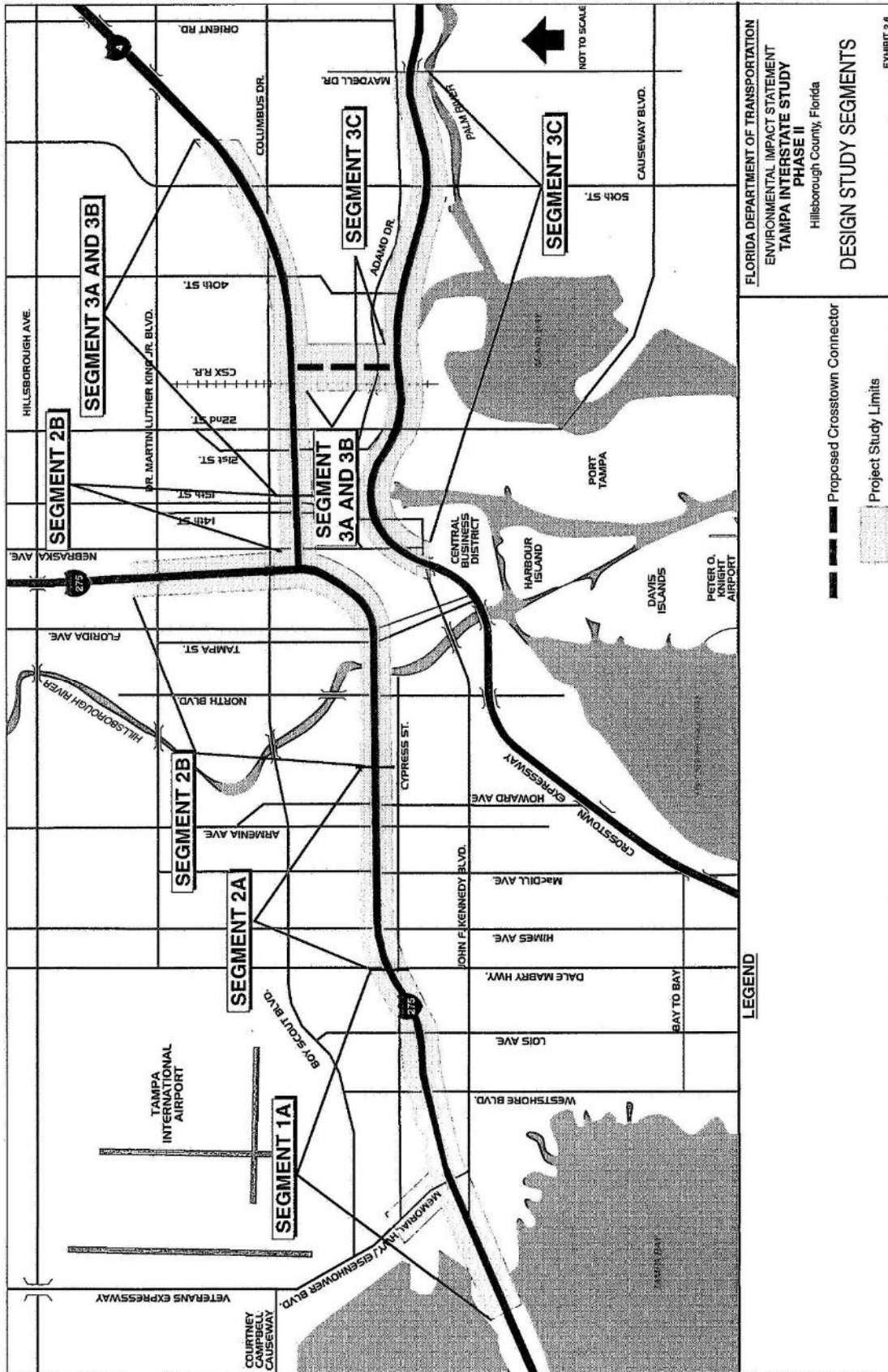
A Legal Sufficiency review has been obtained from the FHWA's Legal Counsel for this Amended ROD. Prior concurrence of the Washington Office is not required for this project.

Sincerely yours,



For: James E. St. John
Division Administrator

**Florida Department of Transportation
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ATTACHMENT D**





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

DESIGN STUDY SEGMENTS

EXHIBIT 2.6

Project: VDOT/D7/VGC7-703404/HILL(10)/258398-5 - I-275 Segment 1A/258398-5 - Design Change Reevaluation for (ul-de-5ac)graphics



PROJECT LOCATION MAP

DESIGN CHANGE AND ADVANCE TO ROW REEVALUATION

WPLS: 258399-3
 I-275 from West Grace Street to West Arch Street
 WPLS: 258399-4
 I-275 from West Grace Street to West Arch Street
 Hillsborough County, Florida

**Florida Department of Transportation
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ATTACHMENT F**



CITY OF TAMPA

Bob Buckhorn, Mayor

DEPARTMENT OF TRANSPORTATION AND
STORMWATER SERVICES

Jean W. Duncan, P.E., Director

July 13, 2016

Richard Moss, District Design Engineer
Florida Department of Transportation
11201 North McKinley Drive, MS 7-600
Tampa, Florida 33612-6456

Dear Mr. Moss:

SUBJECT: Carver City Letter

The City of Tampa is in receipt of your correspondence dated July 5, 2016, regarding the I-275 Reconstruction Project (258398-5) impacts to the Carver City/Lincoln Gardens Neighborhood. We concur with the Florida Department of Transportation's (FDOT) approach and strategy for the improvements proposed for West Arch, West Grace, and West Nassau Streets, as described in your enclosed letter. Pending Tampa City Council's approval, the City will accept the transfer of the improvements, right-of-way, and parcel and will assume maintenance responsibility of the properties.

We appreciate the FDOT's attention to the concerns of our residents. Please contact Milton Martinez, P.E., Transportation Division Chief Engineer, via email at Milton.Martinez@tampagov.net or at (813) 274-8998, if you would like additional information or for additional coordination.

Best Regards,

Jean W. Duncan, P.E., Director
City of Tampa Department of Transportation and Stormwater Services

JWD/MM/bmm

Enclosure (FDOT's Correspondence Dated July 5, 2016)

mm cc: Milton Martinez, P.E., Transportation Division Chief Engineer
Brad Suder, Parks and Recreation Planning Design & Natural Resources Superintendent
Karla Price, Landscape Architect, Parks and Recreation Department
Monica Ammann, Real Estate Division Manager
James Cook, Right-of-Way & Mapping Coordinator, Planning and Development
File (1406-16-JD.LET)

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

www.tampagov.net

**Florida Department of Transportation
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Florida Department of Transportation

**RICK SCOTT
GOVERNOR**

605 Suwannee Street
Tallahassee, FL 32399-0450

**JIM BOXOLD
SECRETARY**

July 5, 2016

Jean Duncan, P.E.
Director of Transportation and Stormwater Services
City of Tampa
306 East Jackson Street, 4th Floor East
Tampa, FL 33602

Subject: City of Tampa Acknowledgement of Maintenance Responsibilities for Proposed Carver City Improvements – 258398-5: I-275 (SR 93) from SR 60 (Memorial Highway) to Himes Avenue (Northbound and Southbound)

Thank you for your feedback on my April 11, 2016 letter on this subject. The requested four clarifications are included in this letter.

The Department is submitting a re-evaluation package for project 258398-5. The proposed Carver City improvements are part of the re-evaluation package. During the draft report review process with FHWA, they requested a maintenance agreement from the City of Tampa for those improvements to be completed by the Department and transferred to the City of Tampa. In lieu of a maintenance agreement, the Department explained our strategy to purchase the proposed impacted parcels, demolish the existing structures, sod the areas disturbed by demolition, construct the proposed roadway improvements, and then transfer the fee-simple property interests, right of way, and roadway improvements to the City of Tampa. The real estate transaction shall include language to the effect that the City of Tampa agrees to maintain the provided improvements and real estate.

Would you please provide a return letter acknowledging this strategy and the City of Tampa's understanding of its maintenance requirements pending the appropriate City of Tampa Council actions necessary to accept the real estate transaction with the maintenance responsibilities? This is the last item needed to submit the re-evaluation package to FHWA.

After the previously-approved Design Change Reevaluation (October 2013), safety and proximity concerns from local property owners during the Construction phase prompted FDOT to analyze affected occupied private properties adjacent to the Interstate construction on the north side of I-275 generally between West Cypress Street and North Dale Mabry Highway (see Figure 1). As a result of these concerns, design changes are planned to be implemented by the FDOT.

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Ms. Duncan
Page II
July 5, 2016

These changes pertain to the construction of a new cul-de-sac at West Arch Street and a community open space with trailhead at West Grace Street (see Figures 2 and 3). These are currently dead-end streets. The cul-de-sac and community open space will be constructed outside the existing FDOT limited access ROW and will require the acquisition of seven parcels. FDOT and the City of Tampa have been in contact with six of the seven affected property owners, all of whom want their property acquired. Furthermore, the community is supportive of the proposed improvements. The cul-de-sac is being designed in accordance with the City of Tampa standards for dead-end roads related to fire truck turning movements and Chapter 2 of the American Association of State Highway and Transportation Officials (AASHTO) "*A Policy on Geometric Design of Highways and Streets*" (Green Book). The standards require a 45-foot (ft) radius to complete a safe turn-around for emergency vehicles and city service vehicles such as fire rescue, paramedics and garbage collection vehicles.

An additional eighth parcel will be acquired at West Nassau Street to alleviate social isolation from the neighborhood and functionality of the property to gain access from Nassau Street due to the close proximity to the I-275 project ROW and raised embankment. This parcel will also be transferred to the City as part of this action.

Figures 4 through 6 show the options as depicted to the public in September 2015.

The parcels that will be purchased are: 3907 and 3909 West Arch Street; 4011, 4013, 4015, 4021 and 4023 West Grace Street; and 3923 West Nassau Street, which total 1.076 acres. A total of seven residential relocations were/will be negotiated with the affected property owners (two parcels are occupied by one owner).

The Department shall purchase the subject parcels, demolish existing structures and grade the disturbed area, sod the area disturbed by the demolition, construct fencing, install lighting, and design and construct the roadway improvements to include the cul-de-sac and permeable parking that meet the Department's standards.

The City of Tampa, pending City Council approval, will accept the improvements, right of way and parcel transfers, and maintain the same.

Should you have question, please feel free to contact Hank Schneider, P.E., Project Manager at henry.schneider@dot.state.fl.us or 813-975-6158.

Sincerely,



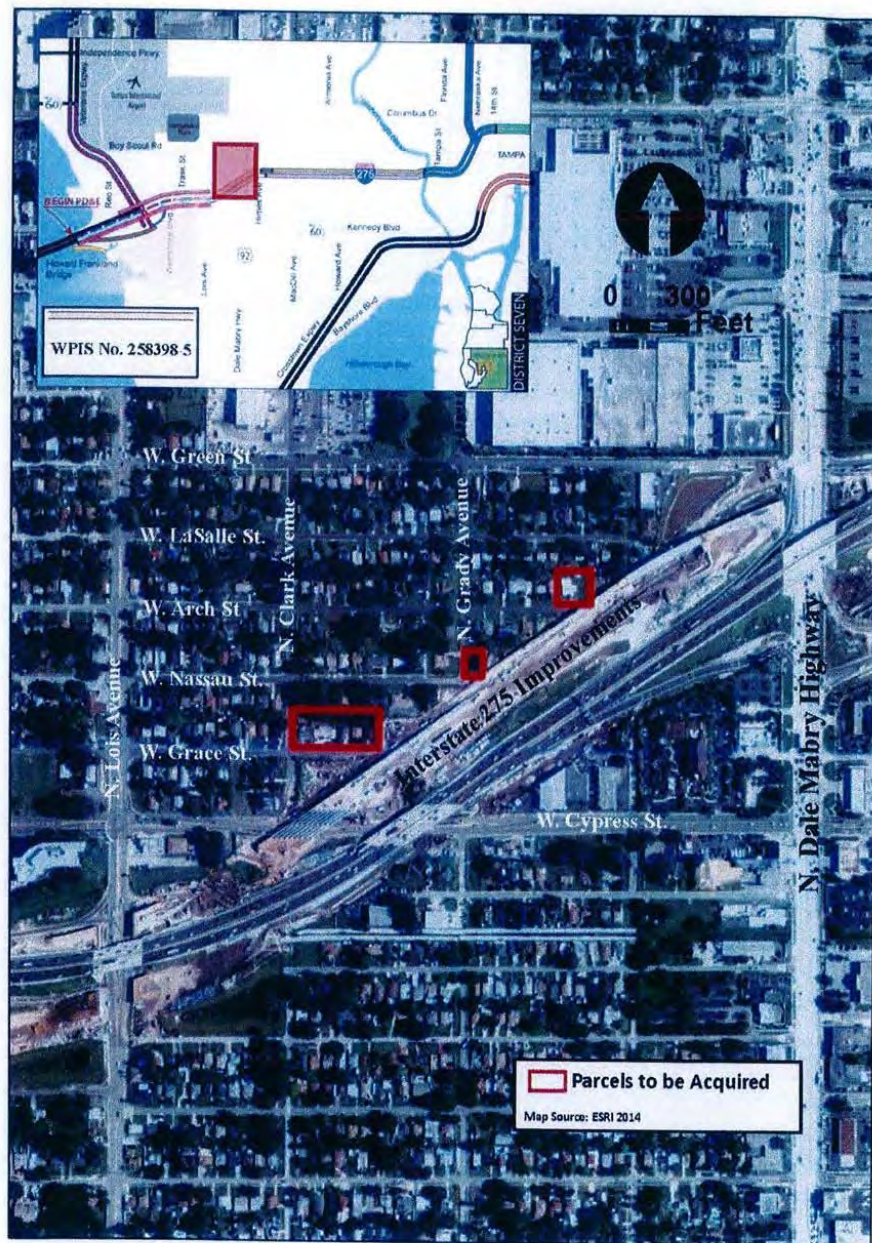
Richard Moss
District Design Engineer

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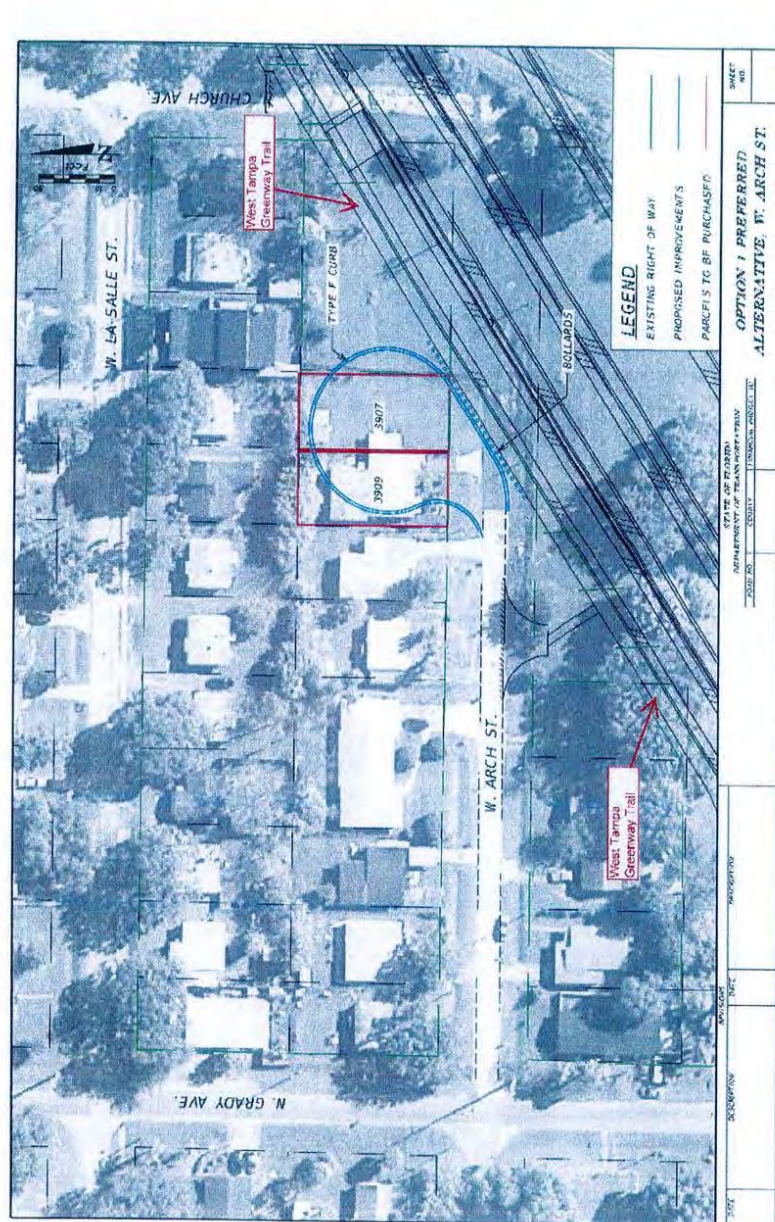
Figure 1: Project Location Map Showing Location of Parcels to be acquired



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Figure 2: Proposed Cul-de-Sac at West Arch Street



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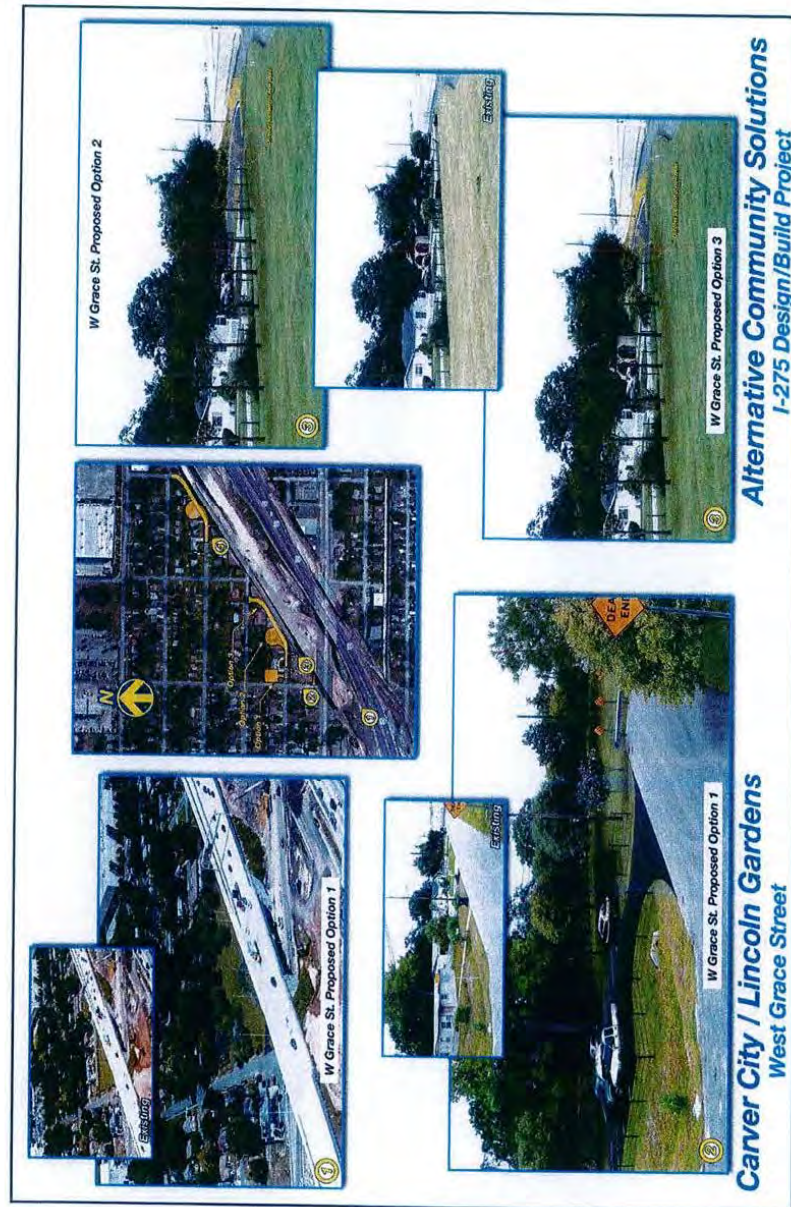
**Figure 4: Proposed Options for West Arch Street Presented at the September 3, 2015
Carver City/Lincoln Gardens Neighborhood Association Meeting**



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Figure 5: Proposed Options for West Grace Street Presented at the September 3, 2015
Carver City/Lincoln Gardens Neighborhood Association Meeting



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Figure 6: All Proposed Options Combined from the Two Boards in Figures 4 and 5



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Project Name: Tampa Interstate Study (I-275 and I-4) Project Limits: 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
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Project Development & Environment

Environmental Document Approval Date: 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

Project Manager: Unknown

FM#: 258337-1

Environmental Document Type: (Type 1 or 2 CE, EA, EIS, SEIR, or NMSA): FEIS and RODs

Project Segment Number	Commitment	External Stakeholder	Env. Commitment? (yes/no)	Implementation Phase	Status	Transmittal Date	Completion Date	Comments
258337-1	<u>Pedestrian & Bicycle Facilities:</u> 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.	The public and local agencies	Yes	During design of individual segments	<i>The City of Tampa and FDOT are in the process of constructing a portion of the West Tampa Greenway Trail System, which will provide a greenway and trail system connecting the Courtney Campbell Causeway/Cypress Point Park to the Hillsborough River/Downtown. The parcels being acquired will serve to coincidentally benefit and enhance the West Tampa Greenway Trail and the community's ability to use and access this trail. Most of the trail construction has already been completed. Enhancements for public access, mobility, and connectivity will occur as part of these improvements. See</i>		Ongoing	Status update applies to WPIS 258399-3 I-275 (SR 93) from West Grace Street to West Arch Street and 258399-4 I-275 (SR 93) from West Grace Street to West Arch Street

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					<i>Figures 2 and 3 for portions of the trail adjacent to the parcels discussed in this Reevaluation. Additionally, the West Tampa Greenway Trail System is consistent with the City's "Tampa Greenways and Trails Master Plan" adopted on February 1, 2001 and amended in the fall of 2005. Therefore, there is no change in status.</i>		
258337-1	<u>Construction:</u> Activities will result in temporary air, noise, water quality, traffic flow, and visual impacts for those residents, businesses, and travelers within the immediate vicinity of the project. The impacts will be effectively controlled in accordance with FDOT's Standard Specifications for Road and Bridge Construction. In addition to the following accepted standards, FDOT is committed to implementing specific construction impact mitigation measures which	The public and local agencies	Yes	These commitments are undertaken during construction of individual design segments	<i>The Request for Proposal (RFP), dated November 11, 2011, for WPISs 258398-5 and 258399-2 contains the construction impacts narrative. Chapter V, Project Requirements and Provisions for Work, Section 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)". This status remains consistent with the prior</i>	Completed	Status update applies to WPIS 258399-3 I-275 (SR 93) from West Grace Street to West Arch Street and 258399-4 I-275 (SR 93) from West Grace Street to West Arch Street

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	are also listed below:				<i>reevaluation approved by FHWA on February 20, 2015; therefore, there is no change in status.</i>			
258337-1	<u>Construction:</u> Continued: 1. The Contractor will use static rollers for compaction of embankment, subgrade, base, asphalt, etc.	The public and local agencies	Yes	Implementation Phase same as above	<i>Status above applies to condition #1</i>		Completed	Status update applies to WPIS 258399-3 I-275 (SR 93) from West Grace Street to West Arch Street and 258399-4 I-275 (SR 93) from West Grace Street to West Arch Street
258337-1	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).	The public and local agencies	Yes	Implementation Phase same as above	<i>Status above applies to condition #2</i>		Completed	Status update applies to WPIS 258399-3 I-275 (SR 93) from West Grace Street to West Arch Street and 258399-4 I-275 (SR 93) from West Grace Street to West Arch Street
258337-1	3. Preformed pile holes will be required where they are in proximity to vibration sensitive land uses to minimize vibration transfer.	The public and local agencies	Yes	Implementation Phase same as above	<i>Status above applies to condition #3</i>		Completed	Status update applies to WPIS 258399-3 I-275 (SR 93) from West Grace Street to West Arch Street and 258399-4 I-275 (SR 93) from West Grace Street to West Arch Street

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258337-1	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.	The public and the local agencies	Yes	Implementation Phase same as above	<i>This commitment is no longer planned to be implemented during construction due to the lack of available of project ROW for the trucks to perform the figure-eight maneuver.</i>		N/A	Status update applies to WPIS 258399-3 I-275 (SR 93) from West Grace Street to West Arch Street and 258399-4 I-275 (SR 93) from West Grace Street to West Arch Street
258337-1	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.	The public and the local agencies	Yes	Implementation Phase same as above	<i>Status above applies to condition #5</i>		Completed	Status update applies to WPIS 258399-3 I-275 (SR 93) from West Grace Street to West Arch Street and 258399-4 I-275 (SR 93) from West Grace Street to West Arch Street
258337-1	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.	The public and the local agencies	Yes	Implementation Phase same as above	<i>Status above applies to condition #6</i>		Completed	Status update applies to WPIS 258399-3 I-275 (SR 93) from West Grace Street to West Arch Street and 258399-4 I-275 (SR 93) from West Grace Street to West Arch Street
258337-1	<u>Noise Barriers: (From FEIS)</u> The Tampa Interstate Study contained commitments	Noise Sensitive Receptors	Yes	During design of individual segments	<i>The proposed cul-de-sac at West Arch Street and community open space</i>		N/A	Status update applies to WPIS 258399-3 I-275 (SR

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concerning noise barriers for the segment of I-275 regarding this Design Change Reevaluation. In fulfillment of those commitments, a Noise Analysis Update Report (NAUR) was prepared. The NAUR for I-275 from SR 60 to Himes Avenue (Segment 1A, WPIS 258398-5) was completed in October 2004. The traffic noise analysis documented in the October 2004 NAUR for I-275 Segment 1A determined that a noise barrier system was a feasible and cost reasonable abatement measure for residential areas located south of I-275 generally between Westshore Boulevard and Dale Mabry Highway. The noise barrier system included four overlapping noise barriers (identified as NB1, NB2, NB3 and NB4) located along the I-275 northbound mainline shoulder and associated ramp shoulders resulting in a continuous noise barrier system extending from					with trailhead at West Grace Street that is planned as part of this Design Change and ROW Reevaluation will not affect the above-mentioned resolution of commitments made in the PD&E study or the Design Change Reevaluation approved on October 17, 2013. There is no change in status.		93) from West Grace Street to West Arch Street and 258399-4 I-275 (SR 93) from West Grace Street to West Arch Street
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Project Name: Tampa Interstate Study (I-275 and I-4)

Project Limits: 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

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	Westshore Boulevard to Himes Avenue. Based on the results of the 2004 analysis, a noise barrier system was included in the previous Phase III design plans							
258337-1	<p><u>Noise Barriers</u>: Continued: (258398-1-52-01, HNTB, May 17 2006, for I-275 from SR 60/Memorial Highway to North of Himes Avenue). The traffic noise analysis documented in the October 2004 NAUR for I-275</p> <p>Segment 1A determined that a noise barrier system was not a cost reasonable abatement measure for residential areas located north of I-275 between Lois Avenue and Church Avenue. With only four affected residences provided a noise reduction of at least 5 dB(A), the cost per benefited residence was \$275,650 which exceeded the FDOT limit of \$35,000 per benefited residence. The noise barrier system was ineffective because of I-275 roadway</p>	Noise Sensitive Receptors		During design of individual segments	<p><i>The proposed cul-de-sac at West Arch Street and community open space with trailhead at West Grace Street that is planned as part of this Design Change and ROW Reevaluation will not affect the above-mentioned resolution of commitments made in the PD&E study or the Design Change Reevaluation approved on October 17, 2013. There is no change in status.</i></p>		N/A	<p>Status update applies to WPIS 258399-3 I-275 (SR 93) from West Grace Street to West Arch Street and 258399-4 I-275 (SR 93) from West Grace Street to West Arch Street</p>

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	related design geometry requirements and the related safety limitations placed on the locations of the barriers.							
258337-1	<u>Additional Noise Commitments from the Design Change Reevaluation (Approved October 17, 2013):</u> A Design Change Reevaluation, approved on October 17, 2013, addressed the PD&E Study commitments and established revised commitments for the segment of I-275 to be advanced with this Design Change and ROW Reevaluation. The 2013 Design Change Reevaluation included Design/Build (D/B) project modifications to the previous design plans that substantially altered portions of the vertical profile for I-275 Segment 1A between Westshore Boulevard and Himes Avenue. Changes in the vertical profile can affect the project noise levels and/or recommended barriers that were intended	Noise Sensitive Receptors			<i>The proposed cul-de-sac at West Arch Street and community open space with trailhead at West Grace Street that is planned as part of this Design Change and ROW Reevaluation will not affect the above-mentioned resolution of commitments made in the PD&E study or the Design Change Reevaluation approved on October 17, 2013. There is no change in status.</i>		N/A	Status update applies to WPIS 258399-3 I-275 (SR 93) from West Grace Street to West Arch Street and 258399-4 I-275 (SR 93) from West Grace Street to West Arch Street

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	to attenuate the predicted noise levels. Consequently, all noise sensitive sites north and south of I-275 between Westshore Boulevard and Himes Avenue (i.e., segment of I-275 which is the subject of this reevaluation) were reanalyzed for traffic noise using the contract plans from the D/B Request For Proposal (RFP) (dated 3/1/12), the D/B team's Phase I Final plans (dated 3/15/13), and the latest version of the TNM version 2.5.							
258337-1	<u>Additional Noise Commitments from the Design Change Reevaluation (Approved October 17, 2013):</u> Continued: The traffic noise reanalysis determined that noise barrier systems north and south of I-275 between Westshore Boulevard and Himes Avenue would not meet the latest (Chapter 17 of the PD&E Manual) FDOT noise reduction requirements. Specifically, a noise barrier to the north was not reasonable	Noise Sensitive Receptors			<i>The proposed cul-de-sac at West Arch Street and community open space with trailhead at West Grace Street that is planned as part of this Design Change and ROW Reevaluation will not affect the above-mentioned resolution of commitments made in the PD&E study or the Design Change Reevaluation approved on October 17, 2013. There is no change in status.</i>		N/A	Status update applies to WPIS 258399-3 I-275 (SR 93) from West Grace Street to West Arch Street and 258399-4 I-275 (SR 93) from West Grace Street to West Arch Street

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	because the noise reduction design goal of 7 dB(A) could not be achieved at any benefited residence and a noise barrier to the south was not feasible because only one impacted residence could be benefited. FDOT policy requires that two or more impacted residences be provided a benefit (i.e., noise reduction of at 5 dB(A) or more) for a noise barrier to be feasible. Notably, a short segment of noise barrier intended to reduce traffic noise at noise sensitive sites east of Himes Avenue continues to be planned for construction. This barrier segment would connect to a barrier that has already been constructed east of the Himes Avenue overpass within I-275 Segment 2A.							
258337-1	<u>Additional Noise Commitments from the Design Change Reevaluation (Approved October 17, 2013):</u> Continued: The traffic noise reanalysis is discussed in the Design Change	Noise Sensitive Receptors			<i>The proposed cul-de-sac at West Arch Street and community open space with trailhead at West Grace Street that is planned as part of this Design Change and ROW Reevaluation will not</i>		N/A	Status update applies to WPIS 258399-3 I-275 (SR 93) from West Grace Street to West Arch Street and 258399-4 I-275 (SR 93) from West

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Reevaluation approved on October 17, 2013 and documented in the Traffic Noise Design Reevaluation, finalized March 28, 2014. A community involvement outreach effort consisted of mailing a FDOT letter dated April 5, 2013 and hand delivering the same letter to over 800 property owners and renters within 400 ft. of the affected locations indicating that the FDOT was planning to eliminate the noise barrier system on the south side of I-275 generally from Westshore Boulevard to east of Dale Mabry Highway. The noise barrier system was not feasible (i.e., noise reduction of 5 dB(A) not provided at two or more impacted residences). Department representatives also attended a quarterly Westshore Residential Neighborhood Improvement Committee meeting where residents verbally objected to the removal of noise abatement. The				<i>affect the above-mentioned resolution of commitments made in the PD&E study or the Design Change Reevaluation approved on October 17, 2013. There is no change in status.</i>			Grace Street to West Arch Street
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	Department also used a log to record all written and oral comments received. A total of 18 comments were logged; seven written and 11 by phone.						
258337-1	<p><u>Additional Noise Commitments from the Design Change Reevaluation (Approved October 17, 2013):</u></p> <p>Continued: All but one of the written comments requested the FDOT to not remove the noise barrier system noted in the letter. With the exception of one, all oral comments made over the phone opposed the removal of noise barriers for this section of I-275. The public involvement summary is part of the project file. Based on comments from the public that were received as a result of the Department's community outreach efforts and the intent of the Code of Federal Regulations to include noise abatement measures in D/B projects that are based on the FDOT's commitments, the</p>	Noise Sensitive Receptors			<p><i>The proposed cul-de-sac at West Arch Street and community open space with trailhead at West Grace Street that is planned as part of this Design Change and ROW Reevaluation will not affect the above-mentioned resolution of commitments made in the PD&E study or the Design Change Reevaluation approved on October 17, 2013. There is no change in status.</i></p>	N/A	<p>Status update applies to WPIS 258399-3 I-275 (SR 93) from West Grace Street to West Arch Street and 258399-4 I-275 (SR 93) from West Grace Street to West Arch Street</p>

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	Department still plans to construct a barrier system on the shoulder of the northbound lanes between Westshore Boulevard and Himes Avenue. This will include two overlapping barriers located along the I-275 northbound mainline shoulder and ramp shoulders resulting in a continuous barrier system extending from east of Westshore Boulevard to east of Dale Mabry Highway.							
258337-1	<u>Additional Noise Commitments from the Design Change Reevaluation (Approved October 17, 2013):</u> <u>Continued:</u> Because a noise barrier is not feasible (i.e., noise reduction of 5 dB(A) not provided at two or more impacted residences) or reasonable (i.e. noise reduction design goal of 7 dB(A) could not be achieved at any benefited residence), the barriers are not intended to perform a noise reduction function that meets the requirements of	Noise Sensitive Receptors			<i>The proposed cul-de-sac at West Arch Street and community open space with trailhead at West Grace Street that is planned as part of this Design Change and ROW Reevaluation will not affect the above-mentioned resolution of commitments made in the PD&E study or the Design Change Reevaluation approved on October 17, 2013. There is no change in status.</i>		N/A	Status update applies to WPIS 258399-3 I-275 (SR 93) from West Arch Street to West Arch Street and 258399-4 I-275 (SR 93) from West Grace Street to West Arch Street

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	23 CFR 772 nor Chapter 17 of the PD&E Manual.							
258337-1	Update on Presbyterian Village from the Design Change Reevaluation (Approved February 20, 2015) for WPIS Segment (258399-2).	Noise Sensitive Receptors			<i>Relocation is complete for all residents of the former Presbyterian Village Apartments. The work for abatement and demolition is currently underway. A noise wall will not be needed at this location as no affected residents remain.</i>		N/A	Status update applies to WPIS 258399-3 I-275 (SR 93) from West Grace Street to West Arch Street and 258399-4 I-275 (SR 93) from West Grace Street to West Arch Street
258337-1	<u>Historic Resources:</u> 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	To the public and the agencies responsible for compliance with the Section 106 requirements .			<i>The MOA has been fulfilled for both segments which are the subject of this reevaluation; therefore, there is no change in status.</i>		Ongoing	Status update applies to WPIS 258399-3 I-275 (SR 93) from West Grace Street to West Arch Street and 258399-4 I-275 (SR 93) from West Grace Street to West Arch Street

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	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 Effect (APE) including the proposed moving and rehabilitation of certain historic structures and numerous design amenities defined in the TIS Urban Design Guidelines.						
258337-1	<u>Historic Resources:</u> Continued: 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 the public and the agencies responsible for compliance with the Section 106 requirements .			<i>The MOA has been fulfilled for both segments which are the subject of this reevaluation; therefore, there is no change in status.</i>		Ongoing Status update applies to WPIS 258399-3 I-275 (SR 93) from West Grace Street to West Arch Street and 258399-4 I-275 (SR 93) from West Grace Street to West Arch Street

Florida Department of Transportation REEVALUATION FORM ATTACHMENT G

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION Project Commitments Record

Project Name: Tampa Interstate Study (I-275 and I-4) Project Limits: 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
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	<p>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.</p> <p>Segment 2A of the TIS (WPIS 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 (WPIS 258398-5) did not involve NRHP-listed or eligible historic resources.</p>						
258337-1	<u>Urban Design Guidelines:</u> The TIS Urban Design Guidelines, approved by the FHWA in December 1994, have been developed to minimize indirect adverse visual and auditory impacts	The public, local, state and federal agencies		<i>These design changes are not related to the TIS Urban Design Guidelines. There is no change in status.</i>		Ongoing	Status update applies to WPIS 258399-3 I-275 (SR 93) from West Grace Street to West Arch Street and 258399-4 I-275

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REEVALUATION FORM

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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

Project Commitments Record

Project Name: Tampa Interstate Study (I-275 and I-4)

Project Limits: 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

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	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.						(SR 93) from West Grace Street to West Arch Street
258337-1	<u>Urban Design Guidelines:</u> Continued: 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	The public, local, state and federal agencies		<i>These design changes are not related to the TIS Urban Design Guidelines. There is no change in status.</i>		Ongoing	Status update applies to WPIS 258399-3 I-275 (SR 93) from West Grace Street to West Arch Street and 258399-4 I-275 (SR 93) from West Grace Street to West Arch Street

Florida Department of Transportation REEVALUATION FORM ATTACHMENT G

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION Project Commitments Record

Project Name: Tampa Interstate Study (I-275 and I-4) Project Limits: 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
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	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.							
258337-1	<u>Urban Design Guidelines</u> ; Continued: 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 public, local, state and federal agencies			<i>These design changes are not related to the TIS Urban Design Guidelines. There is no change in status.</i>		Ongoing	Status update applies to WPIS 258399-3 I-275 (SR 93) from West Grace Street to West Arch Street and 258399-4 I-275 (SR 93) from West Grace Street to West Arch Street

Florida Department of Transportation REEVALUATION FORM ATTACHMENT G

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION Project Commitments Record

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258337-1	<u>Hillsborough Area Regional Transit (HART) Northern Transit Terminal</u> : 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.	HART			<i>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.</i>		N/A	Status update applies to WPIS 258399-3 I-275 (SR 93) from West Grace Street to West Arch Street and 258399-4 I-275 (SR 93) from West Grace Street to West Arch Street
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Florida Department of Transportation REEVALUATION FORM ATTACHMENT G

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION Project Commitments Record

Project Name: Tampa Interstate Study (I-275 and I-4) Project Limits: 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
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258337-1	<u>Hillsborough Area Regional Transit (HART) Northern Transit Terminal:</u> Continued: 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.	HART			<i>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.</i>		N/A	Status update applies to WPIS 258399-3 I-275 (SR 93) from West Grace Street to West Arch Street and 258399-4 I-275 (SR 93) from West Grace Street to West Arch Street
258337-1	<u>Parks & Recreational Facilities:</u> 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	The public, local, state and federal agencies			<i>Perry Harvey Park is not located within either segment being assessed in this reevaluation; therefore this commitment is not applicable to the current project segments.</i>		N/A	Status update applies to WPIS 258399-3 I-275 (SR 93) from West Grace Street to West Arch Street and 258399-4 I-275 (SR 93) from West Grace Street to West Arch Street

Florida Department of Transportation REEVALUATION FORM ATTACHMENT G

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION Project Commitments Record

Project Name: Tampa Interstate Study (I-275 and I-4) Project Limits: 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
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	<p>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.</p>							
258337-1	<p><u>Tampa Heights Greenway:</u> 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</p>	The public, local, state and federal agencies			<p><i>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.</i></p>		Ongoing	<p>Status update applies to WPIS 258399-3 I-275 (SR 93) from West Grace Street to West Arch Street and 258399-4 I-275 (SR 93) from West Grace Street to West Arch Street</p>

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REEVALUATION FORM

ATTACHMENT G

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

Project Commitments Record

Project Name: Tampa Interstate Study (I-275 and I-4)

Project Limits: 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

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	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.							
258337-1	<u>Multi-Modal Terminal/Parking Garage:</u> 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 public, local, state and federal agencies			<i>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.</i>		N/A	Status update applies to WPIS 258399-3 I-275 (SR 93) from West Grace Street to West Arch Street and 258399-4 I-275 (SR 93) from West Grace Street to West Arch Street

Florida Department of Transportation REEVALUATION FORM ATTACHMENT G

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	the future development of high-speed rail, electric streetcars, and people mover connections.							
258337-1	<p><u>New ROW Acquisition and Construction Commitment as part of this Design Change and ROW Reevaluation:</u></p> <p>The FDOT shall purchase the subject parcels, demolish existing structures and grade the disturbed area, sod the area disturbed by the demolition, construct fencing, install lighting, and design and construct the roadway improvements to include the cul-de-sac and permeable parking. FDOT has obtained acknowledgement from the City that the aforementioned commitment is acceptable to the City (see Appendix J in the Design Change and ROW Reevaluation).</p>	The Carver City community area, the City of Tampa and the FHWA			<p>258399-3 I-275 (SR 93) from West Grace Street to West Arch Street and 258399-4 I-275 (SR 93) from West Grace Street to West Arch Street have been created in Work Program and Construction funding has been programmed for FDOT FY2019 for both candidate segments. This information has been added to the Reevaluation on page 10 and screenshots have been added as Attachment L.</p>		Ongoing	Status update applies to WPIS 258399-3 I-275 (SR 93) from West Grace Street to West Arch Street and 258399-4 I-275 (SR 93) from West Grace Street to West Arch Street

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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION Project Commitments Record

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Design Authorization
Project Manager:
FM #:

Project Segment Number	Commitment	External Stakeholder	Env. Commitment? (yes/no)	Confirmed no impact to Env. Commitment? (yes/no)	Commitment Approval Date	Implementation Phase	Status	Transmittal Date	Completion Date	Comments

Design Change and ROW Authorization

Project Manager:
FM #:

Project Segment Number	Commitment	External Stakeholder	Env. Commitment? (yes/no)	Implementation Phase	Status	Transmittal Date	Completion Date	Comments

Design Change and Construction Advertisement

Project Manager:
FM #:

Project Segment Number	Commitment	External Stakeholder	Env. Commitment? (yes/no)	Implementation Phase	Status	Transmittal Date	Completion Date	Comments

Operation and Maintenance

Project Manager:
FM #:

Project Segment Number	Commitment	External Stakeholder	Env. Commitment? (yes/no)	Confirmed no impact to Env. Commitment? (yes/no)	Commitment Approval Date	Implementation Phase	Status	Transmittal Date	Completion Date	Comments

Florida Department of Transportation
REEVALUATION FORM
ATTACHMENT H

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Item Segment Phase
Requested Version: G1 Include Candidates: Y (Y/N)
Item/Segment: 258399 3 Status: 000 CANDIDATE LINE ITEM
Desc: I-275 (SR 93) FROM W GRACE ST TO W ARCH ST
Trans System: 01 INTRASTATE INTERSTATE Man Dist
Begin Search At Phase: _ _ FP Seq: _ _ Project Total:
      FP          PDC          Total      All
Ver Phase Seq Year Fund Pgm Amount Amount Typ
CA  5 2 01 2019 DDR_ 02 632,459 667,877 1
      6 1 01 2019 DIH_ 00 9,487 10,018 1
      6 2 01 2019 DDR_ 00 50,597 53,430 1

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Item Segment Phase
Requested Version: G1 Include Candidates: Y (Y/N)
Item/Segment: 258399 4 Status: 000 CANDIDATE LINE ITE
Desc: I-275 (SR 93) FROM W GRACE ST TO W ARCH ST
Trans System: 01 INTRASTATE INTERSTATE Man D
Begin Search At Phase: _ _ FP Seq: _ _ Project Total:
      FP          PDC          Total      A
Ver Phase Seq Year Fund Pgm Amount Amount T
CA  5 2 01 2019 DDR_ 02 207,338 218,949
      6 1 01 2019 DIH_ 00 3,110 3,284
      6 2 01 2019 DDR_ 00 16,587 17,516

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