

**Florida Department of Transportation
RE-EVALUATION FORM**

1. GENERAL INFORMATION (originally approved Environmental Document)

- a. Project Phase: Construction Advertisement Re-evaluation (Design Build)
- b. Document Type and Date of Approval: Final Environmental Impact Statement (FEIS) and Section 4(f) Evaluation approved on November 22, 1996, and Records of Decision (RODs) approved on January 31, 1997, and June 14, 1999, as updated by the Supplemental Environmental Impact Statement (SEIS), ROD, and Section 4(f) Use Determination approved on September 15, 2020. See attached FEIS cover page and RODs (Pages A-1 to A-20) and attached SEIS cover page (Page A-22).
- c. Project Numbers

<u>IR-9999 (43)</u>	<u>258337-1</u>	<u>N/A</u>
Federal Aid	WPIS	ETDM
<u>N/A</u>	<u>258337-2</u>	<u>N/A</u>
Federal Aid	WPIS	ETDM
- d. Project Local Name, Location, and Limits: Interstate 275 (I-275) from Howard Frankland Bridge to North of Dr. Martin Luther King, Jr. Boulevard and Interstate 4 (I-4) from I-275 to East of 50th Street with New Alignment from I-4 South to the Existing Selmon Expressway and Improvements to the Selmon Expressway from the Kennedy Boulevard Overpass East to Maydell Drive, Hillsborough County, Florida (see attached Project Location Maps from the approved 258337-1 FEIS and 258337-2 SEIS) (Pages A-21 and A-23).
- e. Segments of Highway Being Advanced: There are three roadway segments being advanced, as shown on the Project Location Map on Page A-24.
- I-4 (State Road [SR] 400) Westbound (WB) to I-275 (SR 93) Northbound (NB) from West of 14th Street to Floribraska Avenue (WPIS: 445056-1)
 - I-275 (SR 93) Southbound (SB) I-4/SR 400 WB from North of Morgan Street to West of North 12th Street (WPIS: 445056-2)
 - I-275 (SR 93) SB Off Ramp to I-4 from North of Floribraska Avenue to West of 21st Street (WPIS: 445057-1)
- f. Prior Re-evaluations:
- I-4 (State Road [SR] 400) Westbound (WB) to I-275 (SR 93) Northbound (NB) from West of 14th Street to Floribraska Avenue (WPIS: 445056-1) and I-275 (SR 93) Southbound (SB) I-4/SR 400 WB from North of Morgan Street to West of North 12th Street (WPIS: 445056-2) Design Change and ROW Re-evaluation approved on June 29, 2021. See attached Design Change and ROW Re-evaluation cover page (Pages A-25-A-26).

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g. Project Segment Planning Consistency.

Currently Adopted CFP-LRTP	Hillsborough County Metropolitan Planning Organization (MPO) Hillsborough Transportation Plan, Hillsborough County 2045 Long Range Transportation Plan (LRTP), pages 58 and 59, adopted November 5, 2019 showing committed funding to the project between FY2026 and FY2030.				
Y/N	Y (Construction – \$247.42 million)				
Phase	Currently Approved TIP	Currently Approved STIP	TIP/STIP \$	TIP/STIP FY	Comments
Design	N/A	N/A	N/A	N/A	N/A
ROW	N/A	N/A	N/A	N/A	N/A
Construction	See comments	See comments	\$X \$X	TIP FY 2021-2022 STIP FY 2021-2022	TIP/STIP amendment will be processed within three months and before the projects are awarded/let for construction.

**Include pages from current TIP/STIP/LRTP*

h. Name of Analyst(s): Robin Rhinesmith

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2045 Hillsborough County LRTP Pages

FDOT Strategic Intermodal System (SIS) Cost Feasible Projects for 2020-2045 (in Millions YOE)



Map ID	FPN	Facility	Description	Project Costs (PDC-2018)
				Total
<i>Westshore Interchange (I-275/SR60)</i>				
S-1	412531-1/2 433535-7	I-275 from Howard Frankland Bridge to E of Himes	Interchange reconstruction (add 2 toll express lanes each direction)	\$1,089.47
S-2	433535-7	SR 60 from Cypress to N of Memorial Hwy	Interchange reconstruction (add 2 toll express lanes each direction)	\$239.50
<i>I-275 Toll Express Lanes</i>				
S-3	434045-2	I-275 from E of Himes to E of Hillsborough River	Add 2 toll express lanes (each direction)	\$152.61
<i>Downtown Interchange Operational Improvements</i>				
S-4	445056-1 445056-2 445057-1	I-275 at I-4	DTI Operational improvement	\$189.90
<i>I-275 North of Downtown Widening and Interchange Improvements</i>				
S-5	443773-1	I-275 at MLK Blvd	Interchange Improvements	\$0.32
S-6	431821-3	I-275 from N of Hillsborough Ave to S of Bearss Ave	Add 1 general use lane in each direction	\$196.97
S-7	436732-2	I-275 at Hillsborough Ave	Interchange Improvements	\$2.35
S-8	443775-1	I-275 at Busch Blvd	Interchange Improvements	\$2.42
S-9	431821-4	I-275 at Bearss Ave	Interchange Improvements and Add 1 Lane in Each Direction from N of Bearss Ave	\$70.51
S-10	443776-1	I-275 at Fowler Ave	Interchange Improvements	\$1.75
S-11	443777-1	I-275 at Fletcher Ave	Interchange Improvements	\$1.83
<i>I-4 Express Lanes and Interchange Improvements</i>				
S-12	431746-3	I-4 from W of Selmon Connector to E of Branch Forbes Rd	Add 2 express lanes (each direction)	\$875.88
S-13	431746-4	I-4 from E of Branch Forbes to Polk Parkway	Add 2 express lanes (each direction)	\$306.30
S-14	435726-1	I-4 WB from W of I-75 to E of Mango	Modify interchange/New WB CD Road	\$50.81
S-15	430337-1	I-4 WB from W of Orient Rd to W of I-75	Modify interchange/New WB CD Road	\$101.29
S-16	430338-1	I-4 EB from E of Orient Rd to W of I-75	Modify interchange/New EB CD Road	\$117.03

¹"ROW" represents "right-of-way", "CST" represents "construction" and N/A represents "not applicable".

²This Funding Time Phase is based on FDOT draft Tentative Work Program through FY 2025 which is not yet approved.

³Constrained road; amendment to Hillsborough County Comprehensive Plan needed prior to advancing

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2045 Hillsborough County LRTP Pages



**FDOT Strategic Intermodal System (SIS) Cost Feasible
Projects for 2020-2045 Continued (in Millions YOE)**

Map ID	Project Funding (YOE) ¹											
	< FY 2025/26 ²			FY 2025/26-2029/30			FY 2030/31-2034/35			FY 2035/36-2044/45		
	Design	ROW	CST	Design	ROW	CST	Design	ROW	CST	Design	ROW	CST
<i>Westshore Interchange (I-275/SR60)</i>												
S-1		\$111.70		\$6.77		\$1,298.23						
S-2		\$80.49		\$1.36		\$210.79						
<i>I-275 Toll Express Lanes</i>												
S-3				\$1.31	N/A	\$202.29						
<i>Downtown Interchange Operational Improvements</i>												
S-4	\$0.10			\$1.94	\$2.90	\$247.42						
<i>I-275 North of Downtown Widening and Interchange Improvements</i>												
S-5						\$0.13				N/A		\$0.41
S-6				\$2.03	N/A	\$260.63						
S-7						\$0.13				N/A		\$4.84
S-8						\$0.13				N/A		\$5.00
S-9						\$0.88				\$1.65		\$147.92
S-10						\$0.13				N/A		\$3.54
S-11						\$0.13				N/A		\$3.71
<i>I-4 Express Lanes and Interchange Improvements</i>												
S-12	\$7.36							\$31.01		\$1,317.39		
S-13							\$2.99		N/A	\$477.10		
S-14				\$1.27	\$12.07	\$50.09						
S-15	\$6.11	\$2.58				\$123.80						
S-16	\$2.95							\$10.30		\$163.23		

¹"ROW" represents "right-of-way", "CST" represents "construction" and N/A represents "not applicable".
²This Funding Time Phase is based on FDOT draft Tentative Work Program through FY 2025 which is not yet approved.
³Note: Constrained road; amendment to Hillsborough County Comprehensive Plan needed prior to advancing

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2. EVALUATION OF CHANGES

		YES / NO	COMMENTS
A. SOCIAL & ECONOMIC			
1.	Social	[] [X]	_____
2.	Economic	[] [X]	_____
3.	Land Use Changes	[] [X]	_____
4.	Mobility	[] [X]	_____
5.	Aesthetic Effects	[] [X]	_____
6.	Relocation Potential	[] [X]	_____
7.	Farmlands	[] [X]	_____
B. CULTURAL			
1.	Section 4(f) Lands	[] [X]	_____
2.	Historic Sites/Districts	[] [X]	_____
3.	Archaeological Sites	[] [X]	_____
4.	Recreation Areas	[] [X]	_____
C. NATURAL			
1.	Wetlands and Other Surface Waters	[] [X]	_____
2.	Aquatic Preserves and Outstanding Florida Waters	[] [X]	_____
3.	Water Quality	[] [X]	_____
4.	Wild and Scenic Rivers	[] [X]	_____
5.	Drainage and Floodplains	[] [X]	_____
6.	Coastal Zone Consistency	[] [X]	_____
7.	Coastal Barrier Resources	[] [X]	_____
8.	Protected Species and Habitat	[] [X]	_____
9.	Essential Fish Habitat	[] [X]	_____
D. PHYSICAL			
1.	Highway Traffic Noise	[] [X]	_____
2.	Air Quality Analysis	[] [X]	_____
3.	Contamination	[] [X]	_____
4.	Utilities and Railroads	[] [X]	_____
5.	Scenic Highways	[] [X]	_____
6.	Construction	[] [X]	_____
7.	Bicycles and Pedestrians	[] [X]	_____
8.	Navigation	[] [X]	_____

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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).

There are three project design segments that are the subject of this re-evaluation. The Project Location Map (Figure 1) shows the limits of each project.

Project Limits: The project segments are located within the TIS SEIS PD&E Study limits. Segment numbers showing the latest updated project limits are listed below and are consistent with FDOT's 5-Year Work Program.

- I-4 (SR 400) WB to I-275 (SR 93) NB from West of 14th Street to Floribraska Avenue (WPIS: 445056-1)
Status: **THIS IS THE SUBJECT OF THIS CONSTRUCTION ADVERTISEMENT RE-EVALUATION.**
- I-275 (SR 93) SB I-4/SR 400 WB from North of Morgan Street to West of North 12th Street (WPIS: 445056-2)
Status: **THIS IS THE SUBJECT OF THIS CONSTRUCTION ADVERTISEMENT RE-EVALUATION.**
- I-275 (SR 93) SB Off Ramp to I-4 from North of Floribraska Avenue to West of 21st Street (WPIS: 445057-1)
Status: **THIS IS THE SUBJECT OF THIS CONSTRUCTION ADVERTISEMENT RE-EVALUATION.**

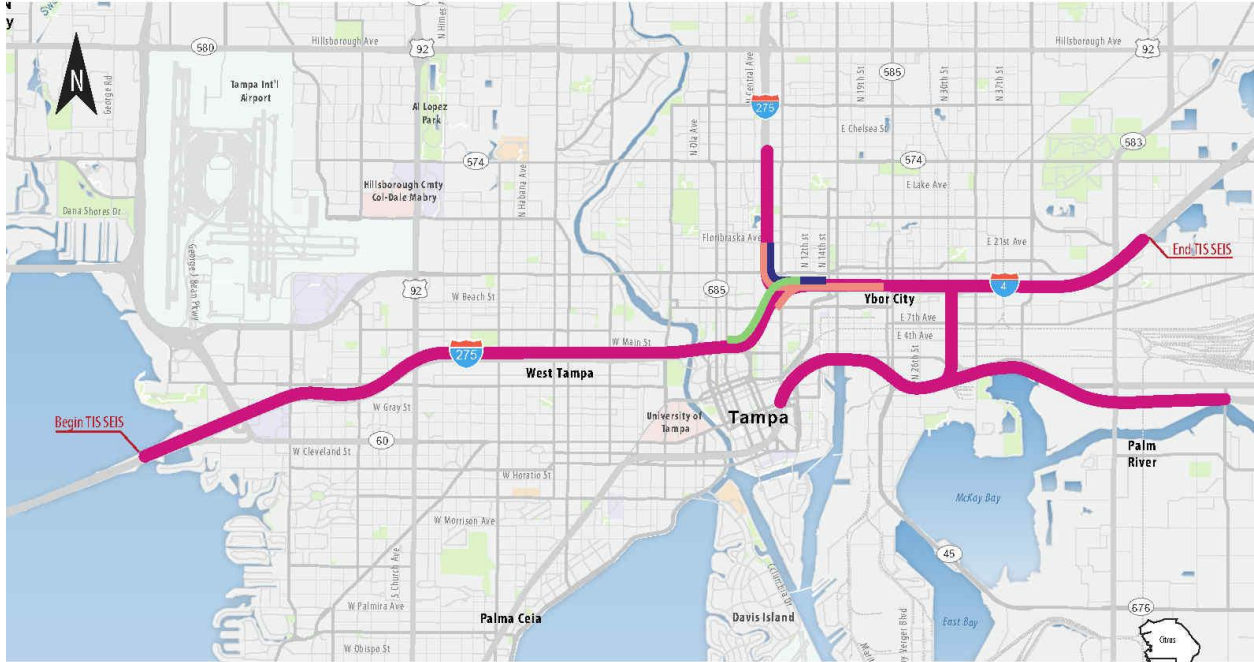
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Figure 1: Project Location Map

I-4 (SR 400) WB to I-275 (SR 93) NB from West of 14th Street to Floribraska Avenue (WPIS: 445056-1)
Status: This segment is the subject of this Construction Advertisement Re-evaluation

I-275 (SR 93) SB/I-4/SR 400 WB from North of Morgan Street to West of North 12th Street (WPIS: 445056-2)
Status: This segment is the subject of this Construction Advertisement Re-evaluation

I-275 (SR 93) SB Off Ramp to I-4 from North of Floribraska Avenue to West of 21st Street (WPIS: 445057-1)
Status: This segment is the subject of this Construction Advertisement Re-evaluation



Downtown Interchange
 Construction Advertisement Re-evaluation
 Hillsborough County, Florida
 WPIS: 445056-1, 445056-2, and 445057-1



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History

WPIS #s: 445056-1, 445056-2, and 445057-1

Supplemental Environmental Impact Statement (SEIS) (2020)

The Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS) was approved on September 15, 2020 by the Federal Highway Administration (FHWA), and included improvements from the Howard Frankland Bridge to north of Dr. Martin Luther King, Jr. Boulevard and I-4 (SR 400) from I-275 (SR 93) to east of 50th Street (US 41).

Operational improvements to the Downtown Tampa Interchange (I-275/I-4) will address the existing bottlenecks and high crash rates experienced within the I-275/I-4 interchange. Within the Downtown Tampa Interchange, the approved operational improvements were divided into 3 segments:

Southbound I-275 to Eastbound I-4 (445057-1)

The southbound I-275 to eastbound I-4 improvements included widening the existing flyover ramp to two lanes. The existing southbound auxiliary lane that begins at the entrance ramp from Dr. MLK, Jr. Boulevard will continue to provide drivers access to the I-4 flyover ramp without changing lanes. The existing exit ramp to Floribraska Avenue will remain.

The northbound I-275 exit to I-4 will be modified by separating traffic heading east on I-4 and traffic intending to exit to Ybor City and East Tampa. The ramp to I-4 east is braided with the southbound I-275 exit to Ybor City. This will eliminate a weave of vehicles that otherwise would be mixing with traffic between this northbound I-275 exit ramp and the southbound I-275 exit flyover ramp. The exit ramp improvements also included relocating the exit ramp to Ybor City and East Tampa from the existing location at 21st/22nd Street to 14th/15th Street. The existing single-lane frontage road, East 13th Avenue, will be widened to two lanes to better facilitate access to 21st/22nd Street.

These operational improvements will be completed almost entirely within the existing FDOT owned ROW. Only one additional vacant parcel impact is anticipated

Westbound I-4 to Northbound I-275 (445056-1)

The westbound I-4 to northbound I-275 operational improvement will include widening the existing exit to northbound I-275. An additional lane will be provided by widening westbound I-4 beginning just west of 14th Street. The entrance ramp from 21st Street that currently merges onto I-4 in the vicinity of 16th Street will become an additional lane, utilizing existing pavement and not requiring any widening of existing pavement until west of 14th Street. The additional lane will continue along the off-ramp to northbound I-275 by widening the off-ramp to two lanes. The widening will require additional right of way and will cut off access to East 14th Avenue between Nebraska Avenue and North 10th Street. One parcel along East 14th Avenue in this vicinity will require relocation, the remainder are owned by FDOT. This parcel will also be utilized for a stormwater management facility (SMF) SMF 4B.

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The additional widened lane will continue north along I-275 to provide five lanes from I-4 to the Floribraska Avenue on-ramp. Between the Floribraska Avenue on-ramp and the Dr. MLK, Jr. Boulevard exit ramp, a sixth auxiliary lane will be added connecting the existing Floribraska Avenue on-ramp to the Dr. MLK, Jr. Boulevard exit ramp. The existing single-lane exit ramp to Dr. MLK, Jr. Boulevard will be widened to two lanes. From the exit ramp to Dr. MLK, Jr. Boulevard north, the five lanes will continue and then reduce to four lanes prior to the on-ramp from Dr. MLK, Jr. Boulevard and continue to Hillsborough Avenue. The on-ramp from Dr. MLK, Jr. Boulevard will merge prior to Osborne Avenue. Drivers in the innermost lane from the ramp to I-275 northbound will be able to continue in this lane to Hillsborough Avenue.

On the northeast side of Downtown Tampa, the Scott Street intersection with Jefferson/Orange streets and the ramps to/from I-275 and I-4 will be improved. By widening to the south, an additional lane on Scott Street east of Morgan Street will facilitate two entry lanes to northbound I-275, one lane combined to eastbound I-4/through lane, and one exclusive right turn lane to Jefferson/Orange Streets. The entrance ramp to northbound I-275 will be widened for several hundred feet, before tapering to a single lane.

Two SMFs are identified within this segment, SMF 4A and 4B. SMF 4A is within FDOT owned right of way, and SMF 4B requires one parcel to be acquired.

These operational improvements will be completed mostly within the existing FDOT-owned ROW. A total of six parcels would need to be acquired.

Westbound I-4 to Southbound I-275 (445056-2)

The westbound I-4 to southbound I-275 operational improvements will include widening the southbound I-275 ramp from two lanes to three lanes. The three lanes will join the two lanes from southbound I-275 to provide five lanes. The five lanes will then merge to four lanes near Jefferson Street. The exit ramps to Downtown Tampa will be adjusted to improve spacing so drivers can more efficiently exit to downtown. The exit ramps will still serve Orange Avenue, Jefferson Street, Ashley Drive, and Doyle Carlton Drive. The improvements will remove the existing ramp bridge structure over I-275 as part of the ramp relocations. The existing shoulders will be widened on I-275 from Palm Avenue to Jefferson Street.

These proposed operational improvements will be completed entirely within the existing FDOT-owned ROW.

Design Change and Right of Way Re-evaluation (June 2021)

A Design Change and Right of Way (ROW) Re-evaluation was approved on June 29, 2021 by FHWA.

Westbound I-4 to Northbound I-275 (445056-1)

Consistent with the approved SEIS, the Preliminary CDP dated March 2021 included widening westbound I-4, just west of 14th Street, and widening the existing exit to northbound I-275. The typical section remains the same as the approved SEIS. See Figure 3 Revised Concept. This will provide a two-lane exit ramp to northbound I-275. The additional widened 12-foot (ft) lane will continue north along I-275 to provide five 12-ft

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lanes from I-4 to Floribraska Avenue, where the typical section will match the proposed improvements for the ongoing project WPIS 443770-1 I-275 (SR 93) from north of I-4 to north of Dr. MLK Jr. Boulevard.

Changes to this segment include eliminating the stormwater management facility (SMF) in the northeast quadrant of the interchange, SMF 4B. This pond site required one parcel to be acquired and was identified in the approved SEIS. However, acquisition of the parcel cannot be eliminated with the elimination of the pond due to access restrictions to this parcel and fulfillment of a commitment to provide a buffer within the historic district and to connect shared use paths, where possible. This parcel is accessed via East 14th Avenue between Nebraska Avenue and North 10th Street, which will be eliminated with the widening of the northbound I-275 ramp from one to two lanes, as approved in the SEIS. The area will be used for pedestrian and bicycle connectivity from North 14th Street and North 15th Street to East Columbus Drive with the construction of a 12-foot multi-use path. In addition, the acquisition of this parcel will allow for a buffer between the interstate and homes in the Ybor City Historic District.

The shape of SMF 4A changes slightly, but it remains within FDOT-owned right of way.

Westbound I-4 to Southbound I-275 (445056-2)

Consistent with the approved SEIS, the Preliminary CDP dated March 2021 included widening the westbound I-4 to southbound I-275 ramp from two lanes to three lanes. The three lanes join the two southbound I-275 lanes to provide five lanes. The five lanes then will merge to four lanes near Jefferson Street. The typical section remains the same as the approved SEIS.

Changes to this segment include modifying the exit ramp from westbound I-4 to Downtown Tampa (Exit 45A) to remain near the existing location. This additional third 12-ft lane will use the existing bridge structures over the mainline I-275 southbound lanes (Bridge #100648) and over the I-275 southbound off-ramp (Bridge #100653), whereas the SEIS-approved plans removed these bridge structures.

Consistent with the approved SEIS, the Preliminary CDP dated March 2021 also included widening of the existing shoulder from Palm Avenue to Jefferson Street, to provide 10-12 ft shoulders. Widening of the existing bridge structures (Bridge #100139 and Bridge #100141) will be required, as previously identified. Reconstruction of the bridge (Bridge #100082) carrying the southbound exit ramps to Downtown Tampa (known as Ramp B in the Preliminary CDP dated March 2021) is required. Due to constructability and maintenance of traffic issues with reconstruction and widening of the existing bridge structures, an additional parcel will be required at the northwest corner of North Central Avenue and East Henderson Avenue.

Construction Advertisement Re-evaluation Status

Southbound I-275 to Eastbound I-4 (445057-1)

Consistent with the approved SEIS, the June 2021 Final CDP includes widening the existing southbound I-275 to eastbound I-4 flyover ramp to two lanes. The southbound improvements will match the proposed improvements for the on-going project WPI

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Segment No. 443770-1 (I-275/SR 93 from north of I-4 to north of Dr. Martin Luther King Jr. Boulevard).

In the northbound I-275 to eastbound I-4 direction, the June 2021 Final CDP are also consistent with the approved SEIS, and the previously identified one vacant parcel was acquired.

Minor changes to the East 13th Avenue frontage road are proposed in the Final concept plans, to include a bulb out on the southwest corner of East 13th Avenue and North 15th Street.

There are no changes to the proposed ROW.

Westbound I-4 to Northbound I-275 (445056-1)

The Preliminary CDP dated March 2021 from the Design Change and Right of Way (ROW) Re-evaluation that was approved on June 29, 2021 were compared to the June 2021 Final CDP. The 12-foot shared use path remains on the north-west side of I-4/I-275, however the alignment of the trail varies within FDOT/City of Tampa ROW from the March 2021 plans.

There are no changes to the proposed ROW.

Westbound I-4 to Southbound I-275 (445056-2)

The revised CDP dated August 2021 was compared to the March 2021 plans. The roadway configuration remains the same and is unchanged. The August 2021 CDP plans show the full alignment for a 12 to 15-foot shared use path, which was not shown in the March 2021 plans. All segments of the shared use path are within City of Tampa ROW or FDOT ROW. Coordination with the City of Tampa for the trail alignment within their ROW has been on-going throughout design.

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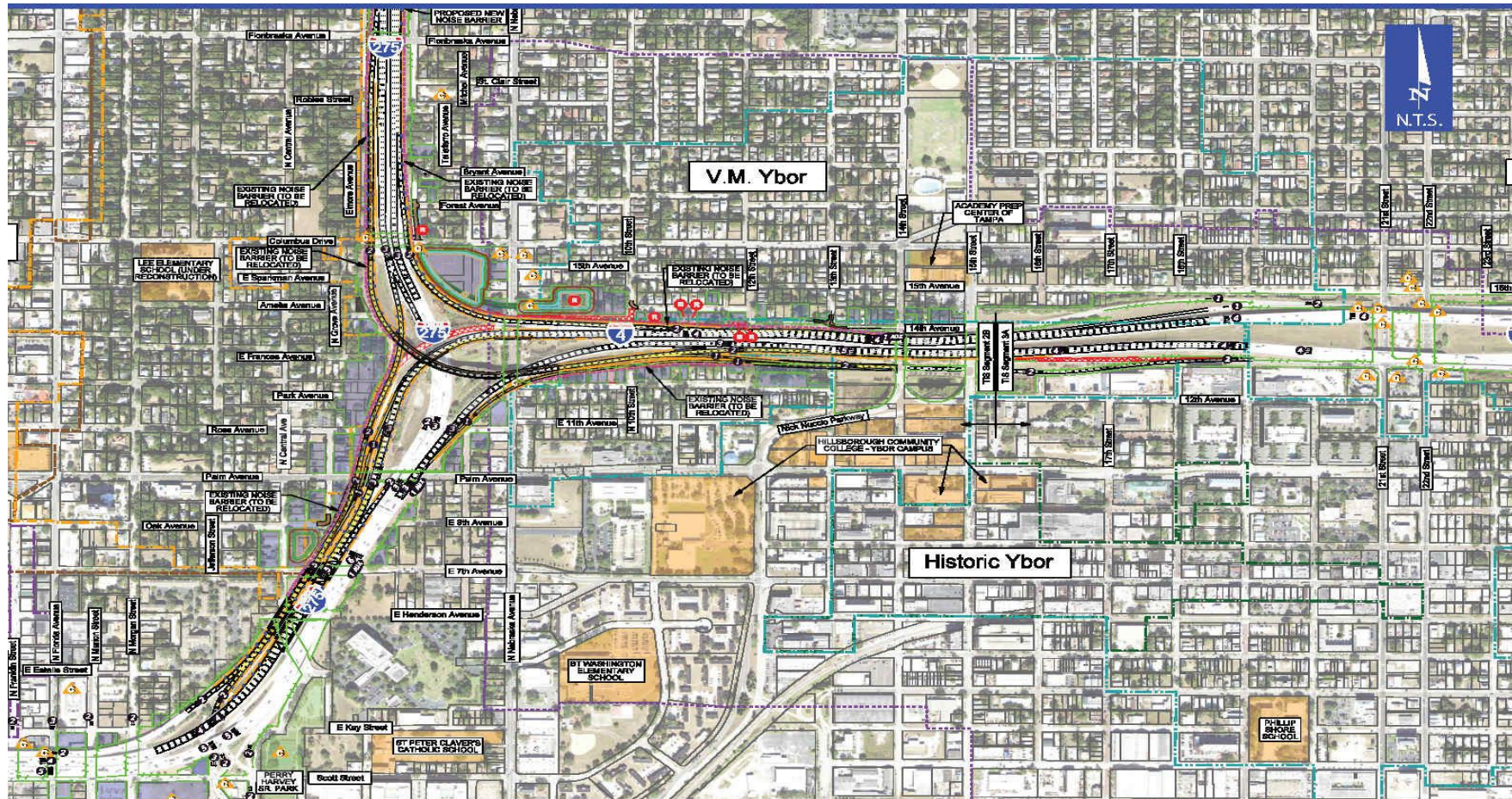
Figure 2: Original PD&E Concept



I-4 (SR 400) WB to I-275 (SR 93) NB from West of 14th Street to Floribraska Avenue
(WPIS: 445056-1)

I-275 (SR 93) SB/I-4/SR 400 WB from North of Morgan Street to West of North 12th Street
(WPIS: 445056-2)

I-275 (SR 93) SB Off Ramp to I-4 from North of Floribraska Avenue to West of 21st Street
(WPIS: 445057-1)



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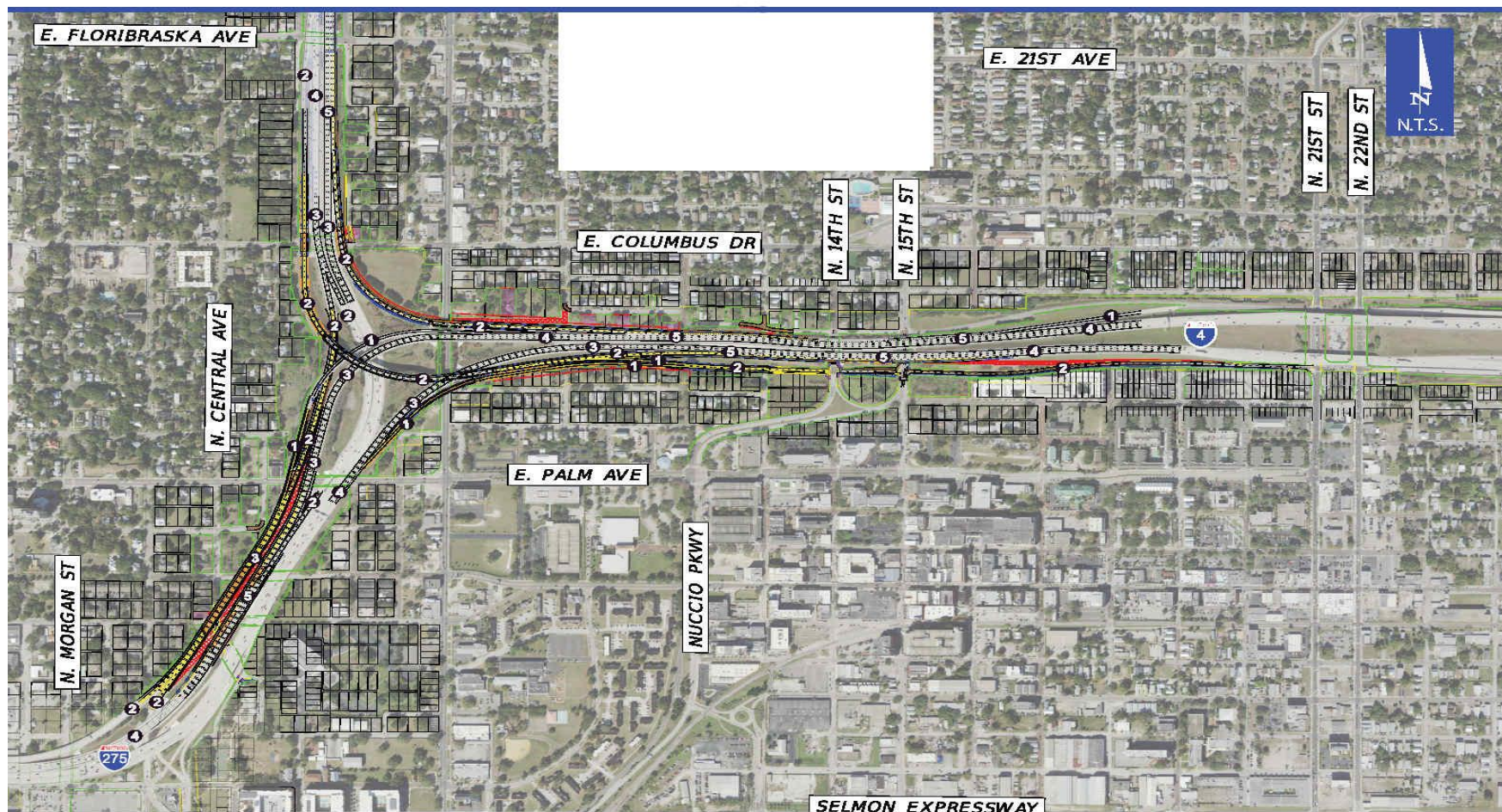
Figure 3: Revised Concept



**I-4 (SR 400) WB to I-275 (SR 93) NB from
West of 14th Street to Floribraska
Avenue**
(WPIS: 445056-1)

**I-275 (SR 93) SB/I-4/SR 400 WB from
North of Morgan Street to West of
North 12th Street**
(WPIS: 445056-2)

**I-275 (SR 93) SB Off Ramp to I-4 from
North of Floribraska Avenue to West
of 21st Street**
(WPIS: 445057-1)



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4 COMMITMENT STATUS

The following commitments were made within the TIS FEIS approved by FHWA on November 22, 1996. There are new commitments from the TIS SEIS approved by FHWA on September 15, 2020.

Pedestrian and Bicycle Facilities

1996 TIS FEIS Commitment: The planned 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.

2020 TIS SEIS Status: To date, provisions at all cross streets have been made where bridge structures have been added or replaced. In TIS Segment 1A and 2A, the Preferred Alternative will reconstruct and add new bridges that accommodate pedestrian and bicycle facilities. In TIS Segments 2B and 3A, where many of the structures will be widened, sloped embankment at underpasses with constrained right-of-way (ROW) will be cut back, and vertical walls constructed to provide a wider and better connection to accommodate pedestrian and bicycle facilities. In TIS Segments 1A and 2A, a new HFB Shared Use Path will link to Reo Street/Cypress Point Park and FDOT will fill trail gaps within the West Tampa Greenway where existing FDOT right-of-way (ROW) allow. In TIS Segments 2B and 3A, the trail located within the Tampa Heights Greenway will be extended within existing FDOT ROW, if feasible, south to Perry Harvey Sr. Park and north to Robles Park. Parallel trails, adjacent to I-4 and within existing FDOT ROW, connecting Tampa Heights Greenway to Ybor, East Tampa and the City of Tampa's Green Spine will be evaluated in final design. FDOT will continue to work closely with the City of Tampa on the interstate connections to local roadways; potential bicycle, pedestrian, and trail connections; interstate underpasses; and local streetscape and traffic calming.

Design Change and ROW Re-evaluation Status: As part of the Preferred CDP dated March 2021, the Shared Use Path alignments have been evaluated and feasibility has been confirmed for TIS Segments 2B and 3A. The trail located within the Tampa Heights Greenway will be extended within existing FDOT ROW, south to Perry Harvey Sr. Park and north to Columbus Drive. In addition, parallel trails adjacent to I-4, requiring an additional parcel, will connect the Tampa Heights Greenway on the north side of I-4 to Vicente Martinez (VM) Ybor, East Tampa and the City of Tampa's Green Spine and on the southside of I-4 to Historic Ybor, the City of Tampa's Green Spine and bike lanes previously constructed in 2016 on 21st/22nd Streets. FDOT and City of Tampa have begun coordinating on traffic calming efforts for Nuccio Parkway and 14th/15th Streets.

Construction Advertisement Re-evaluation Status: *There is no change in status.*

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1996 TIS FEIS Commitment: 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*. FDOT committed to implementing six specific construction impact mitigation measures listed below in addition to FDOT's *Standard Specifications for Road and Bridge Construction*.

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 7:00 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 shaft).
3. Preformed pile holes will be required where they are in proximity to vibration sensitive land uses to minimize vibration transfer.
4. Back-up alarm noise from heavy equipment and trucks will be minimized by requiring the Contractor to operate in forward passes or a figure-eight pattern when dumping, spreading, or compacting materials.
5. Restriction of operating hours for lighting the construction areas will be determined and required of the Contractor prior to beginning construction activities requiring lighting.
6. Coordination with the local law enforcement agencies will be undertaken prior to commencing construction activities to ensure that construction-related impacts are minimized or adequately mitigated when work during non-daylight hours is required.

2020 TIS SEIS Status: Since 1996, many of the above construction commitments have been incorporated as a standard part of FDOT's *Standard Specifications for Road and Bridge Construction*. Consequently, the 1996 commitment language will be replaced with language that goes beyond the standard specifications.

FDOT will continue to implement the following the measures outlined in FDOT's *Standard Specifications for Road and Bridge Construction*.

1. To avoid interfering with any adjacent noise sensitive land uses, pile driving operations will be restricted to the hours of 7 a.m. to 9 p.m. or a different foundation design will be considered, i.e. drilled shaft.
2. Back-up alarm noise from heavy equipment and trucks will be minimized in areas with noise sensitive land uses by requiring the Contractor to operate in forward passes or a figure-eight pattern when dumping, spreading or compacting materials.

Design Change and ROW Re-evaluation Status: There is no change in status and no on-going construction.

Construction Advertisement Re-evaluation Status: *There is no change in status and no on-going construction.*

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Noise Barriers

1996 TIS FEIS Commitment: Due to the high number of noise sensitive sites identified and evaluated and in response to public comments received throughout the study, FDOT and the FHWA are committed to providing noise barriers as part of the project. FDOT is committed to providing noise barriers that meet both the acoustic and aesthetic goals of the project as identified in the *TIS Master Plan Report* and the *TIS Urban Design Guidelines* and the *Noise Study Report*. Specific noise abatement measures will be reevaluated during final design.

2020 TIS SEIS Status: FDOT continues to be committed to provide noise barriers that meet both acoustic and aesthetic goals for the project and to reevaluate noise abatement measures during final design.

FDOT will reconstruct noise barriers that would be altered in length or location as a result of the Preferred Alternative in locations similar to where they currently exist. FDOT will construct a visual barrier on the south side of I-275 between Westshore Boulevard and Lois Avenue and at the southern end of Church Street along the entrance ramp from Dale Mabry Highway. In addition, ROW barriers (not shoulder barriers) will be evaluated for feasibility of early construction phasing to buffer residential areas from construction activities.

Design Change and ROW Re-evaluation Status: A Noise Study Report Addendum (NSRA) dated February 2021 was prepared in support of the design concept changes, which involved the movement of noise barriers from within the FDOT ROW to the roadway shoulder as well as the re-evaluation of a noise barrier in the southeast quadrant of the I-4 and I-275 interchange. The noise barriers previously suggested along the right of way along I-275 north of Floribrasca Avenue (northbound and southbound) (associated with WPISs 443770-1 and 431821-2) were moved to the roadway shoulder due to conflicts with maintenance. An updated land use review was completed on January 18, 2021, and no new noise sensitive sites for which a building permit was issued prior to the project's Date of Public Knowledge (i.e., September 15, 2020) were discovered. No new noise barriers were recommended as a result of the February 2021 NSRA.

Construction Advertisement Re-evaluation Status: *A Design Noise Study Report Update (NSRU) was prepared in September 2021 in support of the design concept changes. Based on the results of analysis that considered the design changes, traffic noise levels are predicted to approach, meet, or exceed the NAC at two residences. Noise barriers were considered as an abatement measure. As part of this analysis a ROW barrier was investigated, but was determined not feasible because the combined height of the proposed structure along this segment of the project along with the maximum allowable barrier height (8') on top of this structure does not provide adequate abatement. Because of this, the required Noise Reduction Design Goal could not be achieved. Therefore, a noise barrier is not considered to be a reasonable abatement measure. No new noise barriers were recommended as a result of the September 2021 NSRU.*

Notably, in some areas, the improvements to I-275 and I-4 would require that existing noise barriers or segments of existing barriers be removed. Although replacement noise barriers were not found reasonable or feasible, FDOT will reconstruct noise barriers that are altered in length or location as a result of the current design in similar location to where they currently exist as

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committed in the TIS SEIS. The FDOT believes that constructing the noise barriers is vital to the betterment of the community. The areas with comparable replacement noise barriers within the limits of the projects being advanced are: 1) South of I-4 between N. Nebraska Avenue and N. 13th Street, 2) West of I-275 and north of Palm Avenue, 3) North of I-4 between N. Nebraska Avenue and N. 15th Street, 4) East of I-275 between E. Columbus Drive and E. Floribraska Avenue, and 5) West of I-275 between E. Columbus Drive and E. Floribraska Avenue.

Historic Resources

1996 TIS FEIS Commitment: A Section 106 Memorandum of Agreement (MOA) has been prepared to address mitigation measures for direct and indirect impacts to historic resources. 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*.

2020 TIS SEIS Status: A Cultural Resources Assessment Survey (CRAS) Update (FDOT, 2018, j), CRAS Update Addendum (FDOT, 2020, e) and Section 106 Effects Analysis Report (FDOT, 2020, f) have been prepared for the TIS SEIS and both SHPO and FHWA have concurred with their findings. Although the Preferred Alternative directly impacts five contributing resources within the Ybor City NHL District (TIS Segment 2B), these five contributing resources were impacted by the 1996 TIS FEIS Long-Term Preferred Alternative. In addition, the number of resources impacted has been significantly reduced with the Preferred Alternative. There are no new adverse effects that fall outside of the original 1996 analysis and that were not already being mitigated in the TIS FEIS Section 106 MOA. The Stipulations in the MOA continue to be implemented.

Design Change and ROW Re-evaluation Status: As part of the Preliminary CDP dated March 2021, visual buffer areas, design amenities, such as a shared use path, and aesthetic details continue to be developed to mitigate adverse effects to historic resources as required in the Section 106 MOA.

Historic Resources

The Preliminary CDP dated March 2021 were compared with the 2020 TIS SEIS Preferred Alternative concepts. A summary of each segment is provided below. Both of these segments are located within the TIS Segment 2B and were included in the CRAS and Section 106 Effects Analysis CSR documents described above.

I-4 (SR 400) WB to I-275 (SR 93) NB from West of 14th Street to Floribraska Avenue (WPIS: 445056-1): A review of the Preliminary CDP dated March 2021 shows that SMF 4B has been eliminated from the plans; however, a proposed shared-use trail will be included where SMF 4B had been proposed. The plans also show slight changes in the shape for SMF 4A, but it remains within the FDOT-owned ROW. This segment includes proposed ROW at five parcels that were identified in the TIS SEIS Preferred Alternative and included in the TIS SEIS CRAS documents described above. There are no changes in proposed ROW for this design segment. The five parcels contain historic buildings that are contributing to the Ybor City NHL District, but they are not

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individually eligible and they do not have significant architectural features. These five historic buildings have been approved for acquisition and do not require additional cultural resource coordination except for preparation of Historic American Buildings Survey (HABS) documentation (according to the TIS FEIS MOA) after FDOT owns them but before demolition. The sixth proposed ROW parcel for this segment is located outside of the Ybor City NHL District (at 702 E. Columbus Drive) and was also evaluated during the TIS SEIS. This parcel has been approved for acquisition and does not require additional cultural resource coordination. The parcels that include proposed SMF 4A and SMF 4B were surveyed for historic resources in the April 2020 and June 2020 CRAS Update Addendum documents (FDOT, 2020e and FDOT, 2020j). There are no changes in status for this segment.

I-275 (SR 93) SB/I-4/SR 400 WB from North of Morgan Street to West of North 12th Street (WPIS: 445056-2): A review of the Preliminary CDP dated March 2021 identified one new parcel for ROW acquisition after the approved TIS SEIS. This is a vacant parcel related to design segment 445056-2 and is located at 1702 North Central Avenue. A CRAS Update was prepared in May 2021 for this one new ROW parcel. The CRAS Update identified no historic resources. The CRAS Update was submitted to the SHPO on May 7, 2021, for review. On June 8, 2021, the SHPO concurred that the project will have no adverse effect to historic properties. However, they noted if the project's scope of work changes substantially, additional consultation with the SHPO may be necessary. There are no changes in status for this segment.

Archaeological Sites

I-4 (SR 400) WB to I-275 (SR 93) NB from West of 14th Street to Floribraska Avenue (WPIS: 445056-1): A review of the Preliminary CDP dated March 2021 shows that SMF 4B has been eliminated from the plans; however, a proposed shared-use trail will be included where SMF 4B had been proposed. The plans also show slight changes in the shape for SMF 4A, but it remains within the FDOT-owned ROW. This segment includes proposed ROW at five parcels that were identified in the TIS SEIS Preferred Alternative and included in the TIS SEIS CRAS documents described above. There are no changes in proposed ROW for this design segment. The parcels that include proposed SMF 4A and SMF 4B were surveyed for archaeological sites in the April 2020 and June 2020 CRAS Update Addendum documents (FDOT, 2020e and FDOT, 2020j). There are no changes in status for this segment.

I-275 (SR 93) SB/I-4/SR 400 WB from North of Morgan Street to West of North 12th Street (WPIS: 445056-2): A review of the Preliminary CDP dated March 2021 identified one new parcel for ROW acquisition after the approved TIS SEIS. This is a vacant parcel related to design segment 445056-2 and is located at 1702 North Central Avenue. A CRAS Update was prepared in May 2021 for this one new ROW parcel. The CRAS Update identified and recorded one historic archaeological site (1702 North Central Avenue; 8HI15126), which pertained to a former historic structure located on this parcel. This historic archaeological site does not retain integrity and does not meet the criteria for listing in the NRHP. The CRAS Update was submitted to the SHPO on May 7, 2021, for review. The SHPO responded on June 8, 2021 that based on the information provided, there is insufficient information to determine NRHP eligibility for 8HI15126. However, based on further coordination with FDOT D7 on June 7, 2021, the SHPO concurred that the project will have no adverse effect to historic properties. They noted if the project's scope of work changes

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substantially, additional consultation with the SHPO may be necessary. There are no changes in status for this segment.

Construction Advertisement Re-evaluation Status: *As part of the Revised CDP dated August 2021 (for WPIS: 445056-2) and Final CDP dated June 2021 (for WPIS: 445056-1 and 445057-1) visual buffer areas, design amenities, such as a shared use path, and aesthetic details continue to be developed to mitigate adverse effects to historic resources as required in the Section 106 MOA.*

Historic Resources

*The August 2021 Revised CDP and June 2021 Final CDP were compared with the 2020 TIS SEIS Preferred Alternative concepts. A summary of each segment is provided below. All three segments are located within the TIS Segment 2B and were included in the CRAS and Section 106 Effects Analysis CSR documents described above. The Stipulations in the FEIS MOA continue to be implemented. **As stipulated in the FEIS MOA, a Status Report will be prepared prior to starting construction for these three design segments.***

I-4 (SR 400) WB to I-275 (SR 93) NB from West of 14th Street to Floribraska Avenue (WPIS: 445056-1): *A review of the Final CDP dated June 2021 as compared to the Preliminary CDP dated March 2021 shows no changes to the proposed ROW. This segment includes proposed ROW at five parcels that were identified in the TIS SEIS Preferred Alternative and included in the TIS SEIS CRAS documents described above. The five parcels contain historic buildings that are contributing to the Ybor City NHL District, but they are not individually eligible and they do not have significant architectural features. These five historic buildings have been approved for acquisition and do not require additional cultural resource coordination. **As stipulated in the TIS FEIS MOA, Historic American Buildings Survey (HABS) documentation will be prepared by FDOT for each of these five historic buildings after FDOT acquires each parcel. This includes coordination with the SHPO and National Park Service (NPS) for approval of each HABS document prior to demolition of each building. The approved HABS documentation will be included as an update in the next Status Report.** The sixth proposed ROW parcel for this segment is located outside of the Ybor City NHL District (at 702 E. Columbus Drive) and was also evaluated during the TIS SEIS. This parcel has been approved for acquisition and does not require additional cultural resource coordination. There are no changes in status for this segment.*

I-275 (SR 93) SB/I-4/SR 400 WB from North of Morgan Street to West of North 12th Street (WPIS: 445056-2): *A review of the Revised CDP dated August 2021 identified no changes in status for this segment.*

I-275 (SR 93) SB and NB Off Ramp to I-4 from North of Floribraska Avenue to West of 21st Street (WPIS: 445057-1): *A review of the Final CDP dated June 2021, as compared to the TIS SEIS Preferred Alternative, show no significant design changes for this segment. There are no changes in status for this segment.*

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Archaeological Sites

I-4 (SR 400) WB to I-275 (SR 93) NB from West of 14th Street to Floribraska Avenue (WPIS: 445056-1): A review of the Preliminary CDP dated March 2021 shows that SMF 4B has been eliminated from the plans; however, a proposed shared-use trail will be included where SMF 4B had been proposed. The plans also show slight changes in the shape for SMF 4A, but it remains within the FDOT-owned ROW. This segment includes proposed ROW at five parcels that were identified in the TIS SEIS Preferred Alternative and included in the TIS SEIS CRAS documents described above. There are no changes in proposed ROW for this design segment. The parcels that include proposed SMF 4A and SMF 4B were surveyed for archaeological sites in the April 2020 and June 2020 CRAS Update Addendum documents (FDOT, 2020e and FDOT, 2020j). There are no changes in status for this segment.

I-275 (SR 93) SB/I-4/SR 400 WB from North of Morgan Street to West of North 12th Street (WPIS: 445056-2): A review of the Revised CDP dated August 2021 identified the same parcel. There are no changes in status for this segment.

I-275 (SR 93) SB and NB Off Ramp to I-4 from North of Floribraska Avenue to West of 21st Street (WPIS: 445057-1): A review of the Final CDP dated June 2021, as compared to the TIS SEIS Preferred Alternative, show no significant design changes for this segment. There are no changes in status for this segment.

Urban Design Guidelines

1996 TIS FEIS Commitment: FDOT developed the *TIS Urban Design Guidelines*, approved by FHWA in December 1994, 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 the Westshore area. 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 barriers; lighting, fencing, and sign supports; stormwater and surface water management areas; landscaping; public art; utilities; mounds and grading; and recreation facilities.

2020 TIS SEIS Status: FDOT has implemented the *TIS Urban Design Guidelines* on all reconstruction projects to date and continues to be committed to implementing the *TIS Urban Design Guidelines*. In TIS Segment 1A and 2A, the Preferred Alternative will reconstruct and add new bridges that can accommodate all provisions within the *TIS Urban Design Guidelines*. FDOT will clear span over Westshore Boulevard, retain Lemon Street extension between Westshore Boulevard and Occident Street, provide openings under I-275 for Occident and Trask Streets, and provide a two way extension of Reo Street to Kennedy Boulevard. In TIS Segments 2B and 3A where many of the structures will be widened instead of reconstructed as part of the Preferred Alternative, sloped embankment at underpasses with constrained ROW will be cut back, and

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vertical walls constructed to provide a wider more open underpass area and better connection to accommodate pedestrian and bicycle facilities. In addition, during design, a feasibility analysis will be undertaken for additional east-west connection within FDOT ROW (remainder parcels) evaluating connections between Tampa Heights Greenway to Ybor, East Tampa, and the City of Tampa's Green Spine.

Design Change and ROW Re-evaluation Status: To minimize indirect adverse visual and auditory impacts to land uses adjacent to the interstate system and to users of the system, the Preliminary CDP dated March 2021 continues to develop visual buffer areas, design amenities, such as a shared use path, and aesthetic details consistent with the aesthetics of adjacent communities and the TIS Urban Design Guidelines. There are no changes in status for this segment.

Construction Advertisement Re-evaluation Status: *There are no changes in status for this segment.*

HART North Transit Terminal and Maintenance Facility on 21st

1996 TIS FEIS Commitment: In the 1996 TIS FEIS, FDOT committed to providing a new facility as part of the Selected Alternative.

2020 TIS SEIS Status: This commitment has been completed and fulfilled. The North Transit Terminal has been relocated.

Design Change and ROW Re-evaluation Status: This commitment has been fulfilled.

Construction Advertisement Re-evaluation Status: *This commitment has been fulfilled.*

Parks and Recreational Facilities

1996 TIS FEIS Commitment: The 1996 TIS FEIS Long-Term Preferred Alternative will involve the "use" of land from one City of Tampa Park requiring a Section 4(f) Evaluation, and FHWA determined that there was no feasible and prudent alternative to the use of a limited amount of land from Perry Harvey Sr. Park for public transportation purposes. Conceptual mitigation plans were 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 relocation of the Kid Mason Fendall Center into the Perry Harvey Sr. Park.

2020 TIS SEIS Status: The Preferred Alternative will not impact the Perry Harvey Sr. Park. The SEIS Preferred Alternative will require a temporary occupancy of the northeastern corner of the Julian B. Lane Riverfront Park for the construction of a bridge that spans a 0.017-acre portion of the northeastern corner of the park. FDOT will comply with 23 CFR 774.13(d) to ensure that the

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temporary occupancy does not constitute a “use” of the resource as outlined in the City of Tampa letter dated May 12, 2020. FDOT is committed to:

1. FDOT’s use of the area is only necessary to construct the express lane exit to Ashley Drive. There will be no change in ownership of the park property.
2. The scope and nature of the temporary work is minor and aerial in nature; it includes placing a bridge superstructure over 0.017 acre of the northeastern corner of the 25-acre park. Temporary occupancy will occur during less than 50 percent of the project construction duration.
3. The temporary occupancy for construction activities will not interfere with any temporary or permanent activities, features, or attributes of the park.
4. The area will be returned to its existing or better condition. Any impacted landscape will be replanted/relocated within the vicinity per direction of the City of Tampa’s Parks and Recreation Department. The bat house adjacent, adjacent to the construction area, will remain in place and be properly protected per coordination with City of Tampa’s Park and Recreation Department.
5. Specific to the City’s concern related to the living shoreline expressed in the February 27, 2019 letter, the westernmost pier located in the Hillsborough River will be constructed north of the City of Tampa/Southwest Florida Water Management District (SWFWMD) conservation easement and appropriate construction best management practices will be implemented to ensure any short term or long term impacts are avoided.

Design Change and ROW Re-evaluation Status: The Julian B. Lane Riverfront Park is not located within the segments being addressed in this re-evaluation. There is no change in status.

Construction Advertisement Re-evaluation Status: *The Julian B. Lane Riverfront Park is not located within the segments being addressed in this re-evaluation. There is no change in status.*

Tampa Heights Greenway

1996 TIS FEIS Commitment: Incorporating 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 during the design phase of the project. FDOT is committed to developing the Tampa Heights Greenway located north of I-275 from the Ashley Street exit ramp to Columbus Drive. The proposed greenway includes both active and passive recreation facilities, bike paths, and pedestrian walkways providing links to Downtown Tampa and other recreation facilities.

2020 TIS SEIS Status: The ultimate greenway plan, developed as a commitment, for the 1996 TIS FEIS will not be implemented because the Preferred Alternative will not impact the National Register of Historic Places (NRHP)-listed Tampa Heights Historic District. The interim buffer space, referred to as the interim Tampa Heights Greenway will remain in place and the trail located within the greenway will be extended within existing ROW, if feasible, south to Perry Harvey, Sr. Park and north to Robles Park.

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Design Change and ROW Re-evaluation Status: As part of the Preliminary CDP dated March 2021, the Shared Use Path alignments have been evaluated and feasibility has been confirmed. The Shared Use Path located within the Tampa Heights Greenway will be extended within existing FDOT ROW, south to Perry Harvey Sr. Park and north to Columbus Drive. There is no change in status.

Construction Advertisement Re-evaluation Status: *There is no change in status.*

Multi-Modal Terminal/Parking Garage

1996 TIS FEIS Commitment: The 1996 TIS FEIS Long-Term Preferred Alternative provides for the construction of a large downtown multi-modal terminal/HOV parking garage, transit connected, to accommodate buses and cars and provide commuters with convenient access to existing and future mass transit options. The structure will accommodate the future development of high-speed rail, electric streetcars, and people mover connections.

2020 TIS SEIS Status: The 1996 TIS FEIS Long-Term Preferred Alternative full reconstruction of the I-275/ I-4 interchange is not being built and the TIS SEIS Preferred Alternative does not require additional ROW acquisition in the vicinity of the previously proposed multi-modal terminal/parking garage and does not identify nor provide for a transit corridor within the interstate footprint in Segment 2B, the I-275/I-4 Interchange. Therefore, this commitment is no longer applicable. However, the SEIS Preferred Alternative will not preclude future transit projects or a future downtown multi-modal terminal/parking garage in this location. Environmental impacts associated with the proposed multi-modal terminal/parking garage were evaluated by separate projects through the Federal Transit Administration’s (FTA’s) approved Finding of No Significant Impact (FONSI) for the Tampa Bay Intermodal Centers and the Federal Railroad Administration’s (FRA’s) High-Speed Rail FEIS and approved ROD. FDOT will continue to partner with our local transit partners to site a multi-modal center in the downtown area through an ongoing FDOT-sponsored study, the *Intermodal Center South Study: Downtown, Westshore and Pinellas Gateway*. Additionally, throughout the design process, FDOT will continue to evaluate the best ways to accommodate transit in the TIS SEIS study area, including allowing buses to operate on the highway shoulders through hard shoulder running.

Design Change and ROW Re-evaluation Status: There is no change in status.

Construction Advertisement Re-evaluation Status: *There is no change in status.*

High-Speed Rail

2020 TIS SEIS Commitment: On April 16, 2020 FRA acknowledged that currently there is no conflict between the SEIS Preferred Alternative and the approved High Speed Rail FEIS. FDOT is committed to coordinating with the FRA on a future reevaluation of the FRA Florida High-Speed Rail FEIS to ensure both projects are viable.

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Design Change and ROW Re-evaluation Status: There is no change in status.

Construction Advertisement Re-evaluation Status: *There is no change in status.*

Planning Consistency

2021 Construction Advertisement Re-evaluation Commitment: Construction funding has been identified, a TIP and STIP will be processed with the Hillsborough County MPO and the Central Office Federal Aid office within three months. Planning Consistency will be met before these three projects are awarded/let for Construction.

5. STATUS OF PERMITS

The following list provides the status of environmental permits required by each regulatory agency for the segments being re-evaluated:

445056-1

Agency	Type	Status
Southwest Florida Water Management District (SWFWMD)	Conceptual Environmental Resource Permit #49020690.018	Issued: October 2020 Expires: October 2025
	Environmental Resource Permit #49020690.020 Application #827907	Applied for 6/28/2021
Florida Department of Environmental Protection (FDEP)	Stormwater Discharge from Large and Small Construction (replaces NPDES)	Issued 48 hours prior to construction

445056-2

Agency	Type	Status
SWFWMD	Conceptual Environmental Resource Permit #49020690.018	Issued: October 2020 Expires: October 2025
	Environmental Resource Permit	Needed

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FDEP	Stormwater Discharge from Large and Small Construction (replaces NPDES)	Issued 48 hours prior to construction
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445057-1

Agency

SWFWMD

Type

Conceptual Environmental
Resource Permit
#49020690.018

Status

Issued: October 2020
Expires: October 2025

Environmental Resource
Permit #49020690.019
Application 824797

Applied for 6/4/2021

FDEP	Stormwater Discharge from Large and Small Construction (replaces NPDES)	Issued 48 hours prior to construction
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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 re-evaluated as required by 23 CFR Part 771. 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



District approving authority or designee

9/15/2021
Date

8. FHWA CONCURRENCE

FHWA signature required? Yes No (date of consultation) _____

Print Name

FHWA approving authority or designee

____/____/____
Date

9. ATTACHMENTS

Florida Department of Transportation
RE-EVALUATION FORM

ATTACHMENT A

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

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

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

Work Program Number: 7140004
State Project Number: 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)(e) AND 49 U.S.C. 303

11/22/96
Date


Regional Administrator
Federal Highway Administration

For additional information contact:

Mr. Michael J. Coleman, P.E.
District PD&E Engineer
Florida Department of Transportation
11201 N. Malcolm McKinley Drive
MS: 7-500
Tampa, FL 33612-8403

or

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

Telephone: (813) 975-6077

Telephone: (904) 942-9598



U.S. Department
of Transportation

Federal Highway
Administration

1146607, 20
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

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

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.

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.

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.

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

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.

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

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

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.

FYI



U.S. Department
of Transportation
Federal Highway
Administration

KB KB - RA → File

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

June 14, 1999

HPO-FL

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

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

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

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

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

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

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

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

Alternatives Considered

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

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

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

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

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

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

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

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

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

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

Description of the Selected Alternative for Design Segment 2A

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

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

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

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

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

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

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

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

Measures to Minimize Harm

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

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

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

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

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

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

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

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

-more-

Mr. Kenneth A. Hartmann
June 14, 1999

8.

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

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

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

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

-more-

Mr. Kenneth A. Hartmann
June 15, 1999

9.

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

Monitoring or Enforcement Program

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

Comments on Final EIS

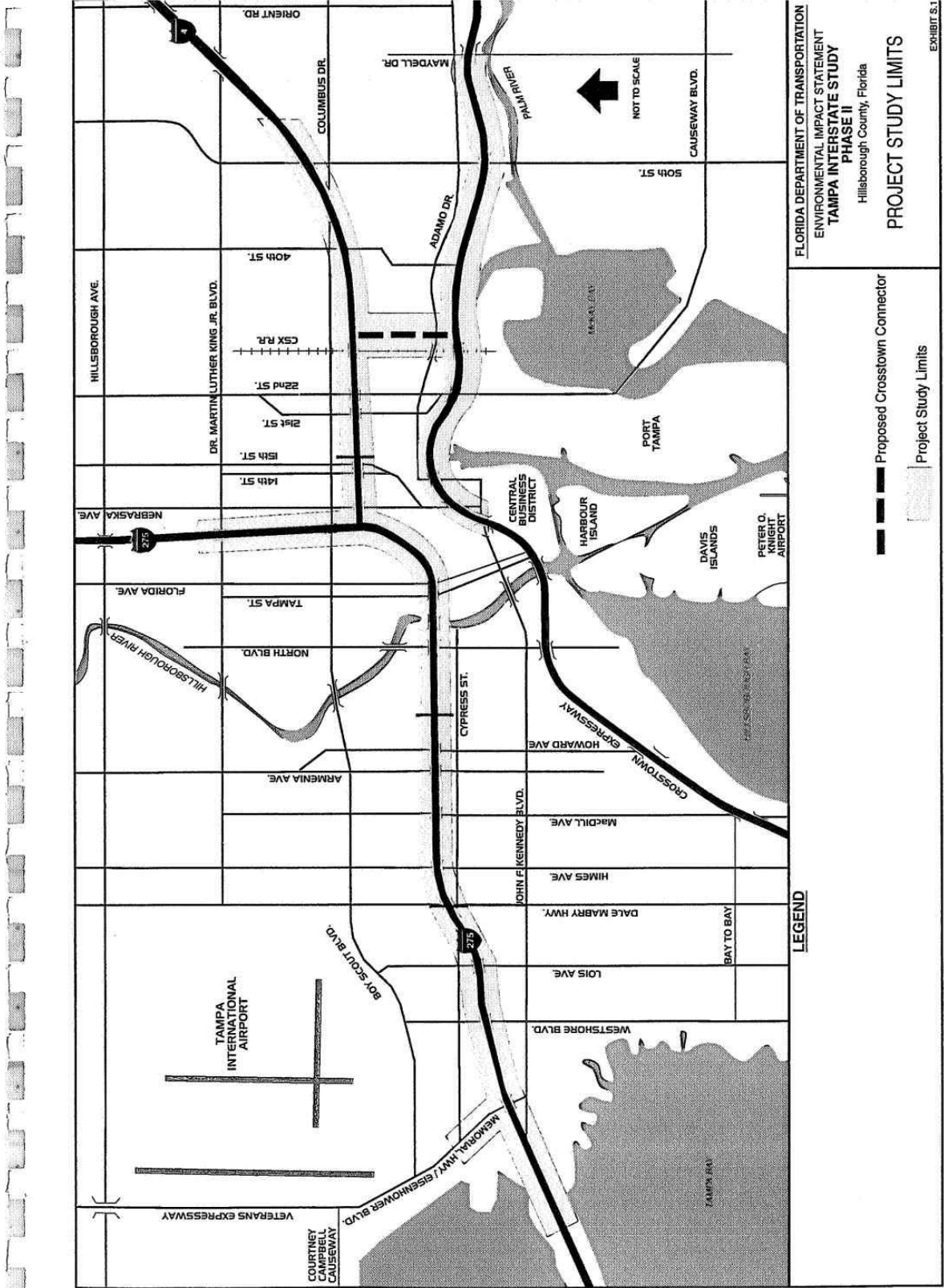
As of January 21, 1997 (the FEIS comments due date), the FHWA and the FDOT had received one comment. The U.S. E.P.A. recommended that the affected noise sensitive areas be involved in the design and placement of noise barriers to the maximum extent feasible. The FHWA and the FDOT have been coordinating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

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

Sincerely yours,



For: James E. St. John
Division Administrator



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

PROJECT STUDY LIMITS

EXHIBIT S.1

ADMINISTRATIVE ACTION FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT/RECORD OF DECISION/ SECTION 4(F) USE DETERMINATION

United States Department of Transportation, Federal Highway Administration (FHWA)
and
Florida Department of Transportation (FDOT)
In Cooperation with United States Coast Guard
Financial Management Number: 258337-2-21-01

I-275 from Howard Frankland Bridge to North of Dr. Martin Luther King, Jr. Boulevard and I-4 from I-275 to East of 50th Street with New Alignment from I-4 South to the Existing Selmon Expressway and Improvements to the Selmon Expressway from the Kennedy Boulevard Overpass East to Maydell Drive, Hillsborough County, Florida

The FHWA and FDOT initiated the environmental review process for the Tampa Interstate Study (TIS) Project in Tampa, Hillsborough County, Florida. The study is a supplement to the 1996 Final Environmental Impact Statement (FEIS)/Section 4(f) Evaluation. FHWA issued the Records of Decision (ROD) in 1997 and 1999. FHWA and FDOT conducted this study based on a proposed design change that includes a new alternative not previously considered, as well as modified alternatives presented in the 1996 TIS FEIS to accommodate tolled express lanes and other capacity improvements. The Supplemental Environmental Impact Statement (SEIS)/Section 4(f) Evaluation evaluates the environmental, transportation, social, and economic impacts associated with the TIS. The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FHWA and FDOT pursuant to 23 USC § 139. This document serves as the ROD for the Preferred Alternative.

Submitted pursuant to 42 USC § 4332(2)(c) and 49 USC §303.

JAMES C
CHRISTIAN

Digitally signed by JAMES C
CHRISTIAN
Date: 2020.09.15 15:38:26
+0400

Date

James Christian, P.E. Division Administrator
Federal Highway Administration, Florida Division
3500 Financial Plaza Way, Suite 400
Tallahassee, FL 32312

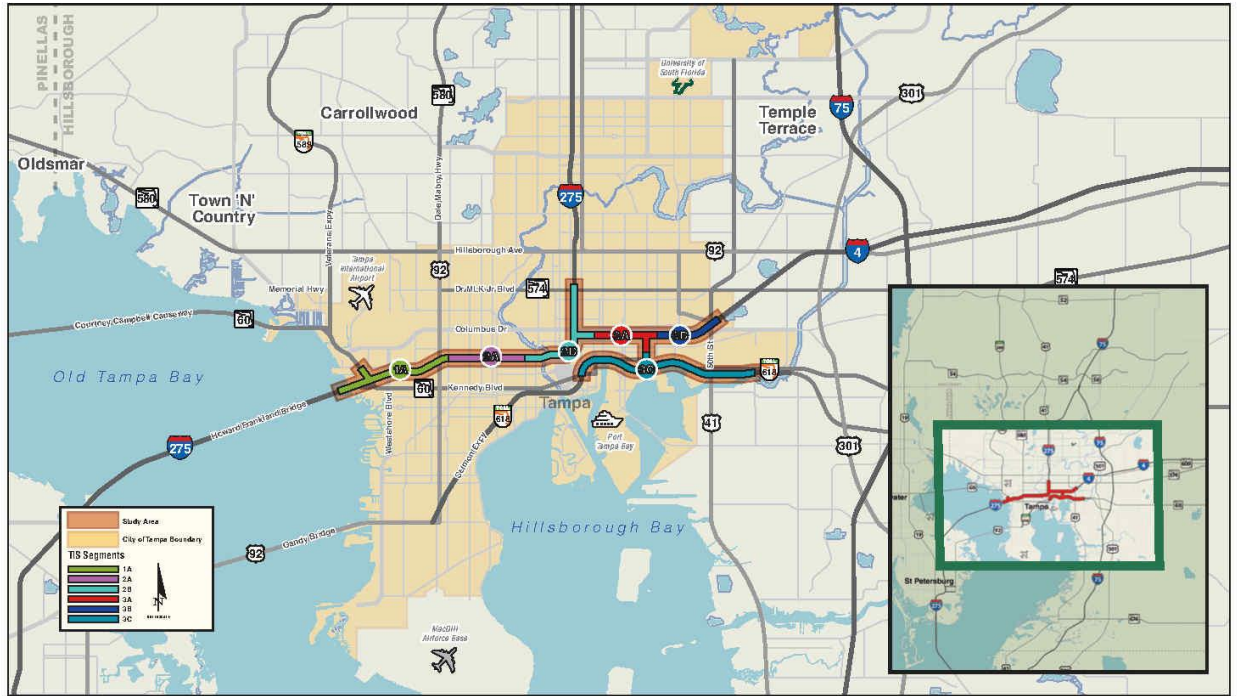
For additional information, contact:

Kirk Bogen, P.E., Environmental Management Engineer
Florida Department of Transportation
11201 N. Malcolm McKinley Drive
Tampa, Florida 33612-6403
Phone: (813) 975-NEXT (6398)

Email address D7-tis@dot.state.fl.us; submitted on-line by going to: www.tampainterstatestudy.com

A Federal agency may publish a notice in the Federal Register, pursuant to 23 USC §139(i), indicating that one or more Federal agencies have taken final action on permits, licenses, or approvals for a transportation project. If such notice is published, claims seeking judicial review of those Federal agency actions will be barred unless such claims are filed within 150 days after the date of publication of the notice, or within such shorter time period as is specified in the Federal laws pursuant to which judicial review of the Federal agency action is allowed. If no notice is published, then the periods of time that otherwise are provided by the Federal laws governing such claims will apply.

Figure ES-1 Tampa Interstate Study SEIS Project Study Area



SOURCE: FDOT, 1996.

Note: TIS Segment 3C has been constructed and is not included in this SEIS.

I-4 (SR 400) WB to I-275 (SR 93) NB from West of 14th Street to Floribraska Avenue
(WPIS: 445056-1)

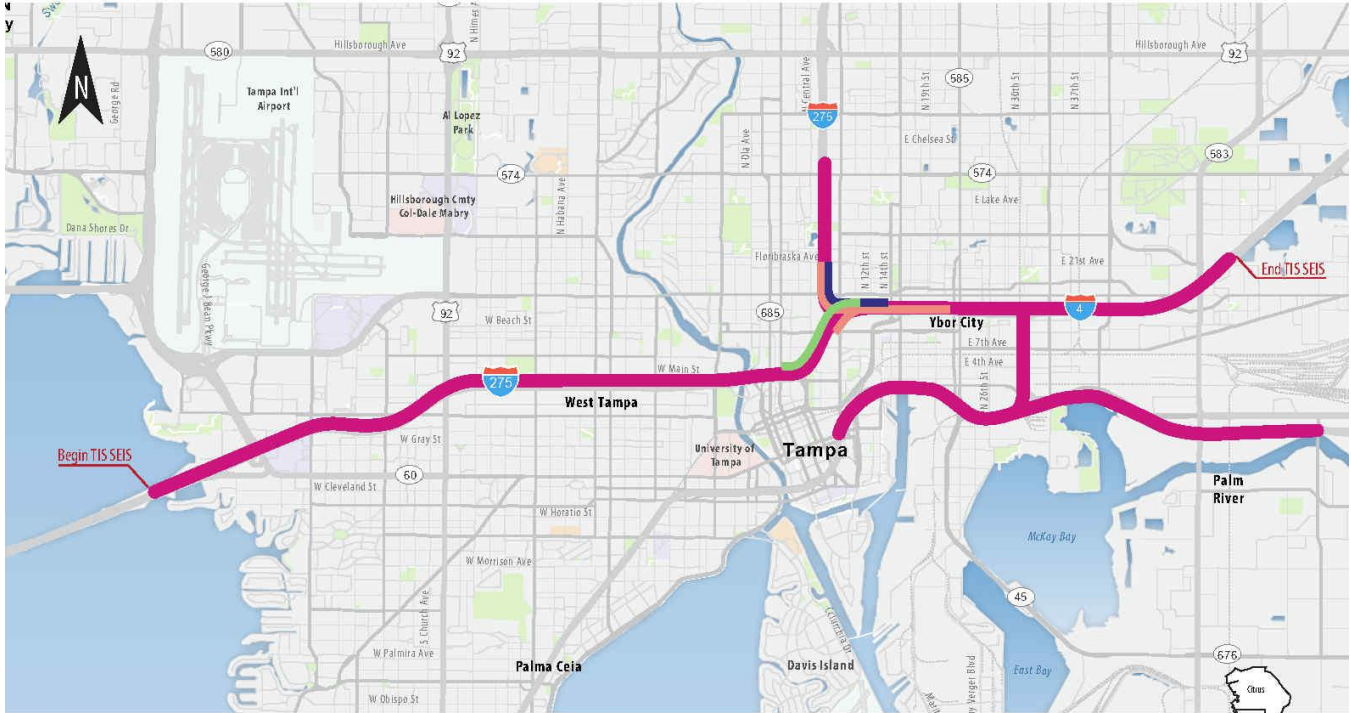
Status: This segment is the subject of this Construction Advertisement Re-evaluation

I-275 (SR 93) SB/I-4/SR 400 WB from North of Morgan Street to West of North 12th Street
(WPIS: 445056-2)

Status: This segment is the subject of this Construction Advertisement Re-evaluation

I-275 (SR 93) SB Off Ramp to I-4 from North of Floribraska Avenue to West of 21st Street
(WPIS: 445057-1)

Status: This segment is the subject of this Construction Advertisement Re-evaluation



Downtown Interchange
Construction Advertisement Re-evaluation
Hillsborough County, Florida
WPIS: 445056-1, 445056-2, and 445057-1



**Florida Department of Transportation
RE-EVALUATION FORM**

1. GENERAL INFORMATION (originally approved Environmental Document)

- a. Project Phase: Design Change and Right of Way (ROW) Re-evaluation
- b. Document Type and Date of Approval: Final Environmental Impact Statement (FEIS) and Section 4(f) Evaluation approved on November 22, 1996, and Records of Decision (RODs) approved on January 31, 1997, and June 14, 1999, as updated by the Supplemental Environmental Impact Statement (SEIS), ROD, and Section 4(f) Use Determination approved on September 15, 2020. See attached FEIS cover page and RODs (Pages A-1 to A-20) and attached SEIS cover page (Page A-22).
- c. Project Numbers
- | | | |
|---------------------|-----------------|------------|
| <u>IR-9999 (43)</u> | <u>258337-1</u> | <u>N/A</u> |
| Federal Aid | WPIS | ETDM |
| <u>N/A</u> | <u>258337-2</u> | <u>N/A</u> |
| Federal Aid | WPIS | ETDM |
- d. Project Local Name, Location, and Limits: Interstate 275 (I-275) from Howard Frankland Bridge to North of Dr. Martin Luther King, Jr. Boulevard and Interstate 4 (I-4) from I-275 to East of 50th Street with New Alignment from I-4 South to the Existing Selmon Expressway and Improvements to the Selmon Expressway from the Kennedy Boulevard Overpass East to Maydell Drive, Hillsborough County, Florida (see attached Project Location Maps from the approved 258337-1 FEIS and 258337-2 SEIS) (Pages A-21 and A-23).
- e. Segments of Highway Being Advanced: There are two roadway segments being advanced, as shown on the Project Location Map on Page A-24.
- I-4 (State Road [SR] 400) Westbound (WB) to I-275 (SR 93) Northbound (NB) from West of 14th Street to Floribraska Avenue (WPIS: 445056-1)
 - I-275 (SR 93) Southbound (SB)/I-4/SR 400 WB from North of Morgan Street to West of North 12th Street (WPIS: 445056-2)
- f. Prior Re-evaluations:
- No Prior TIS SEIS Re-evaluations.
- g. Project Segment Planning Consistency.

ROW for the 445056-2 project is programmed under the 445056-1 project.

WPIS 445056-1

**Florida Department of Transportation
RE-EVALUATION FORM**

6. CONCLUSION

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

The above Environmental Document has been re-evaluated as required by 23 CFR Part 771. 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 _____



District approving authority or designee

6/29/2021

Date

8. FHWA CONCURRENCE

FHWA signature required? Yes No (date of consultation) _____

Print Name Luis D. Lopez
Rivera

Digitally signed by Luis D. Lopez
Rivera
Date: 2021.06.29 22:43:32 -04'00'

FHWA approving authority or designee

Date

9. ATTACHMENTS