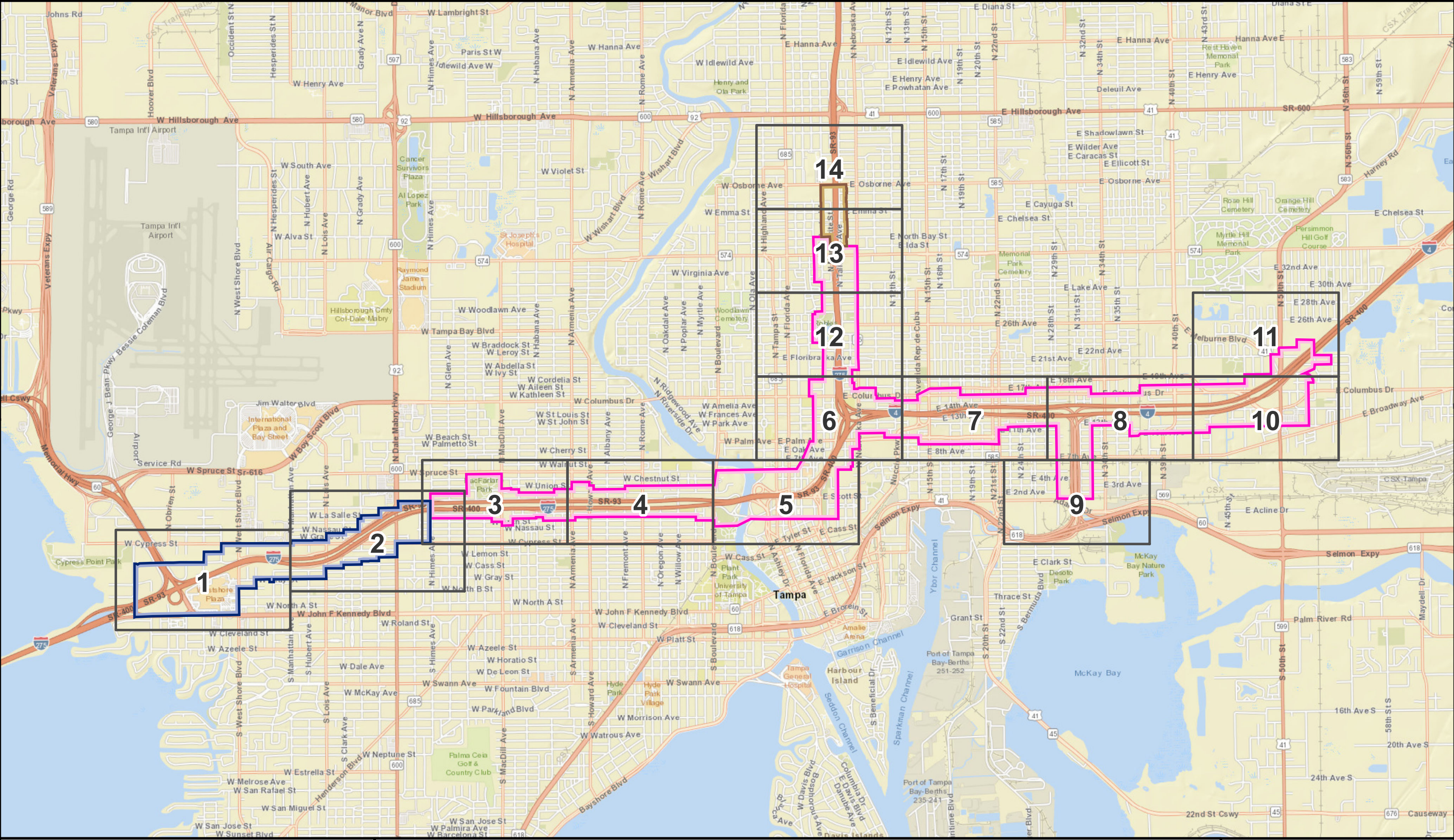


APPENDIX B



Recommended Survey Areas as Illustrated in the CRAS Update (2018) and CRAS Update Addendum (2020)



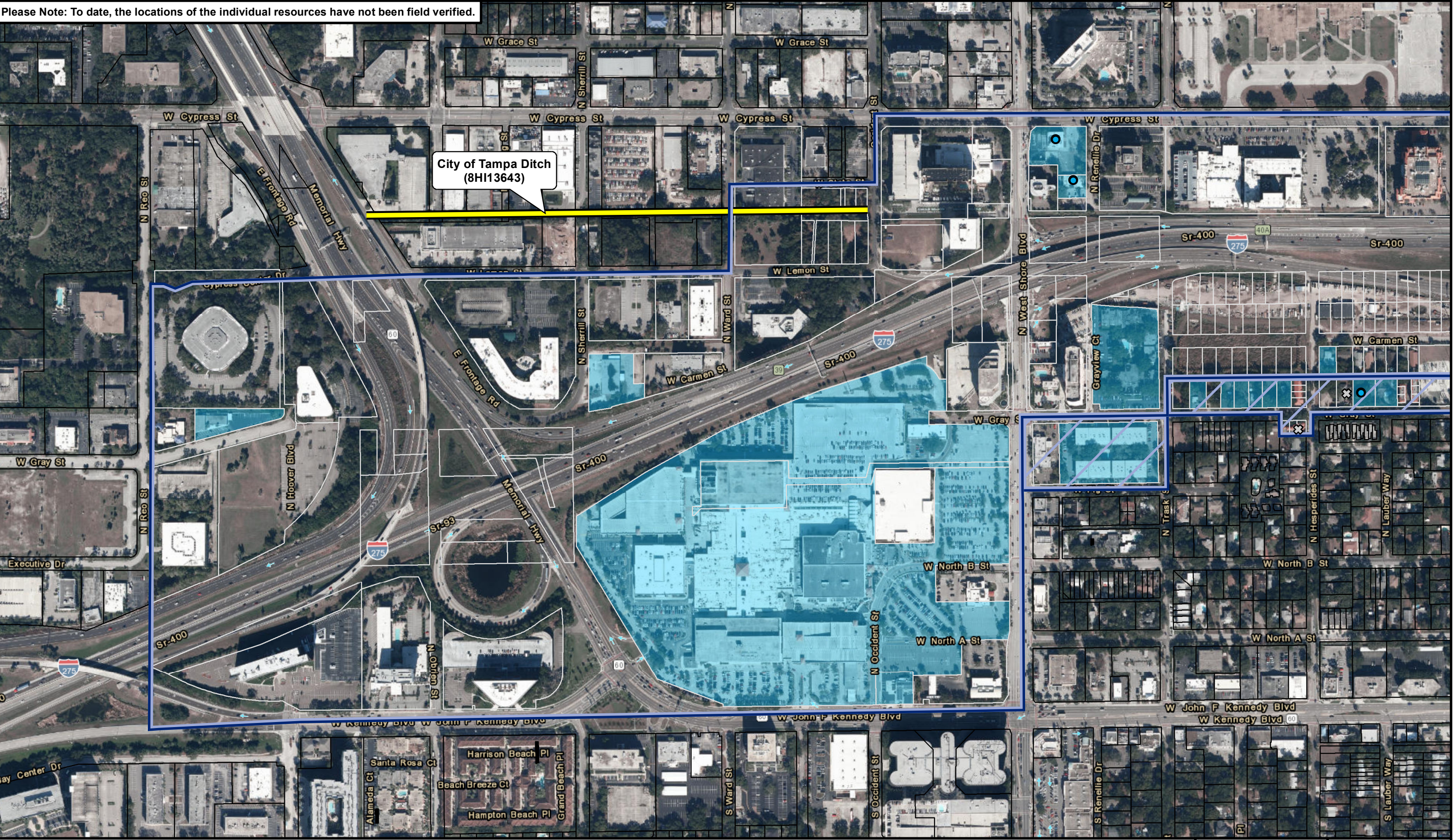
TIS SEIS EXHIBIT 1
Recommended Survey Areas -
August 30, 2018 (Overview Sheet)

- | | |
|--|--|
|  Sheet Frames |  Original TIS APE (MOA Portion) |
|  Original TIS APE (Non-MOA Portion) |  Transition APE |

**City of Tampa,
Hillsborough County**

  Miles

Please Note: To date, the locations of the individual resources have not been field verified.



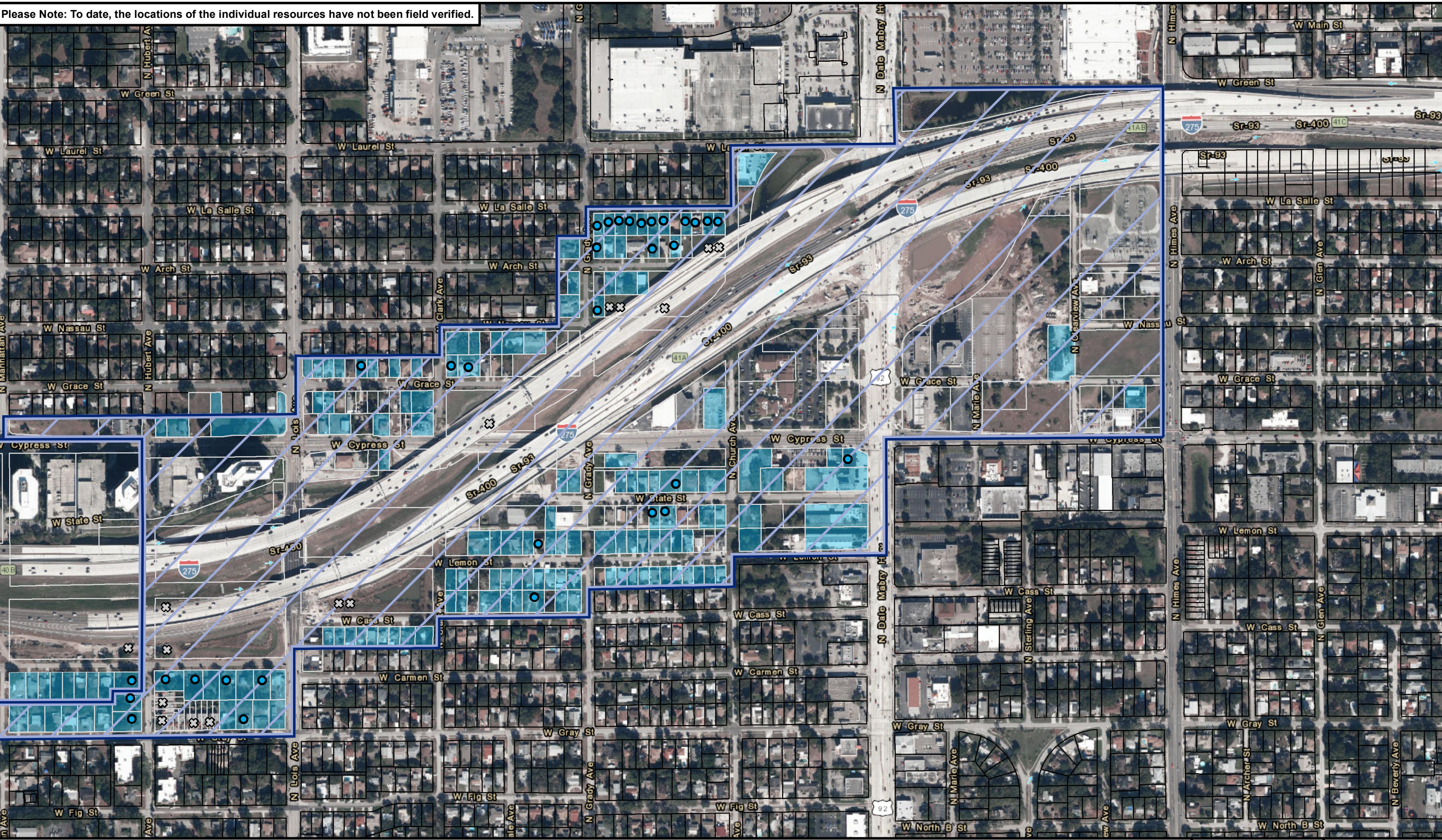
Original TIS APE (Non-MOA Portion) (To Be Resurveyed)	TIS APE Parcel	Linear Resource
Original TIS APE (Non-MOA Portion) (Not To Be Resurveyed)	TIS APE Parcel with Historic Build Date (1969 or Earlier)	Current Location of Historic Building
		Former Location of Historic Building (Likely Demolished)








City of Tampa, Hillsborough Co.



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EXHIBIT 1
Recommended Survey Areas - January 30, 2018 (Sheet 1 of 14)

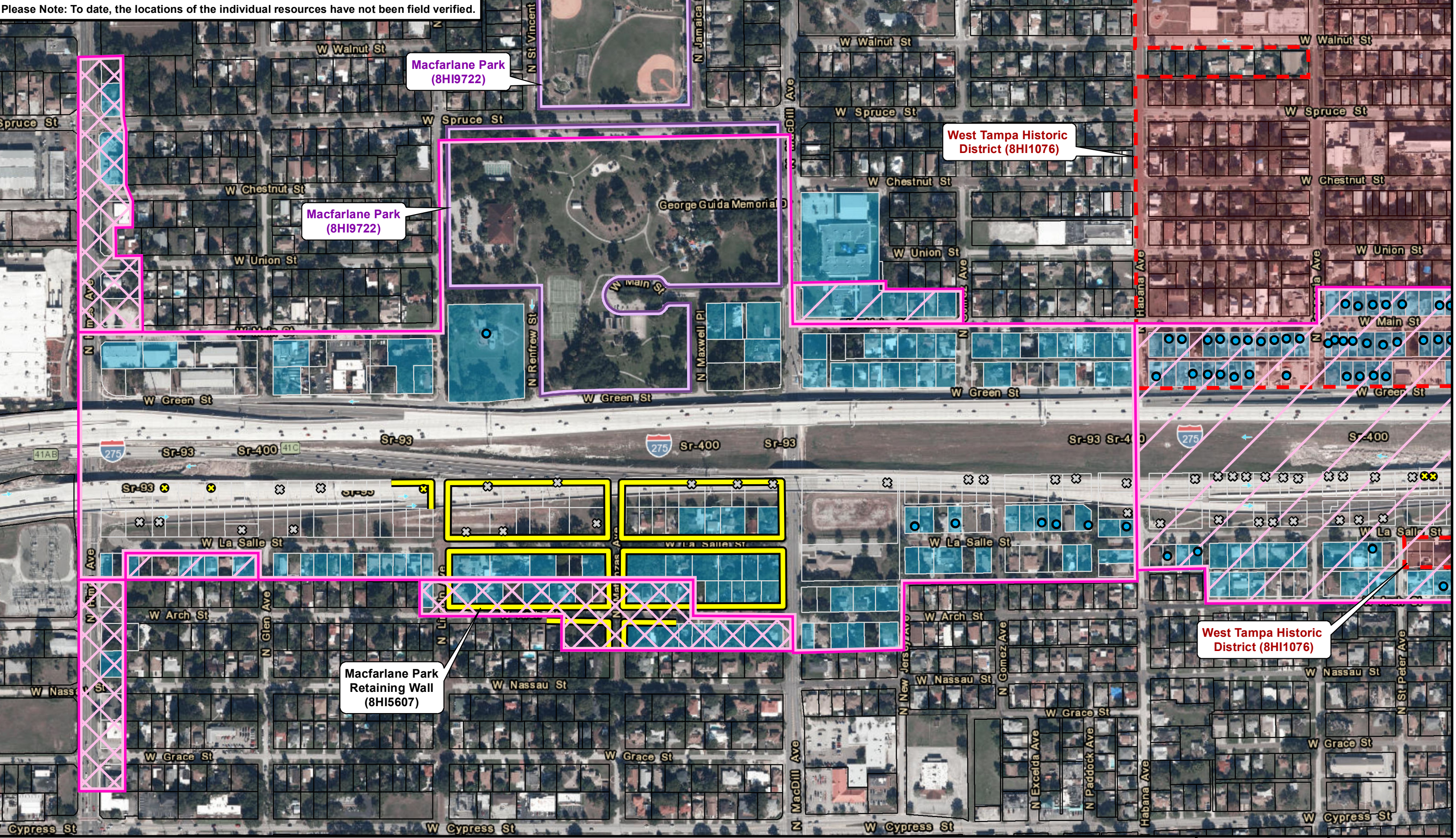
Please Note: To date, the locations of the individual resources have not been field verified.



 Original TIS APE (Non-MOA Portion) (To Be Resurveyed)	 TIS APE Parcel	 Linear Resource
 Original TIS APE (Non-MOA Portion) (Not To Be Resurveyed)	 TIS APE Parcel with Historic Build Date (1969 or Earlier)	 Current Location of Historic Building
		 Former Location of Historic Building (Likely Demolished)

City of Tampa, Hillsborough Co.	EXHIBIT 1 Recommended Survey Areas - January 30, 2018 (Sheet 2 of 14)
 	

Please Note: To date, the locations of the individual resources have not been field verified.



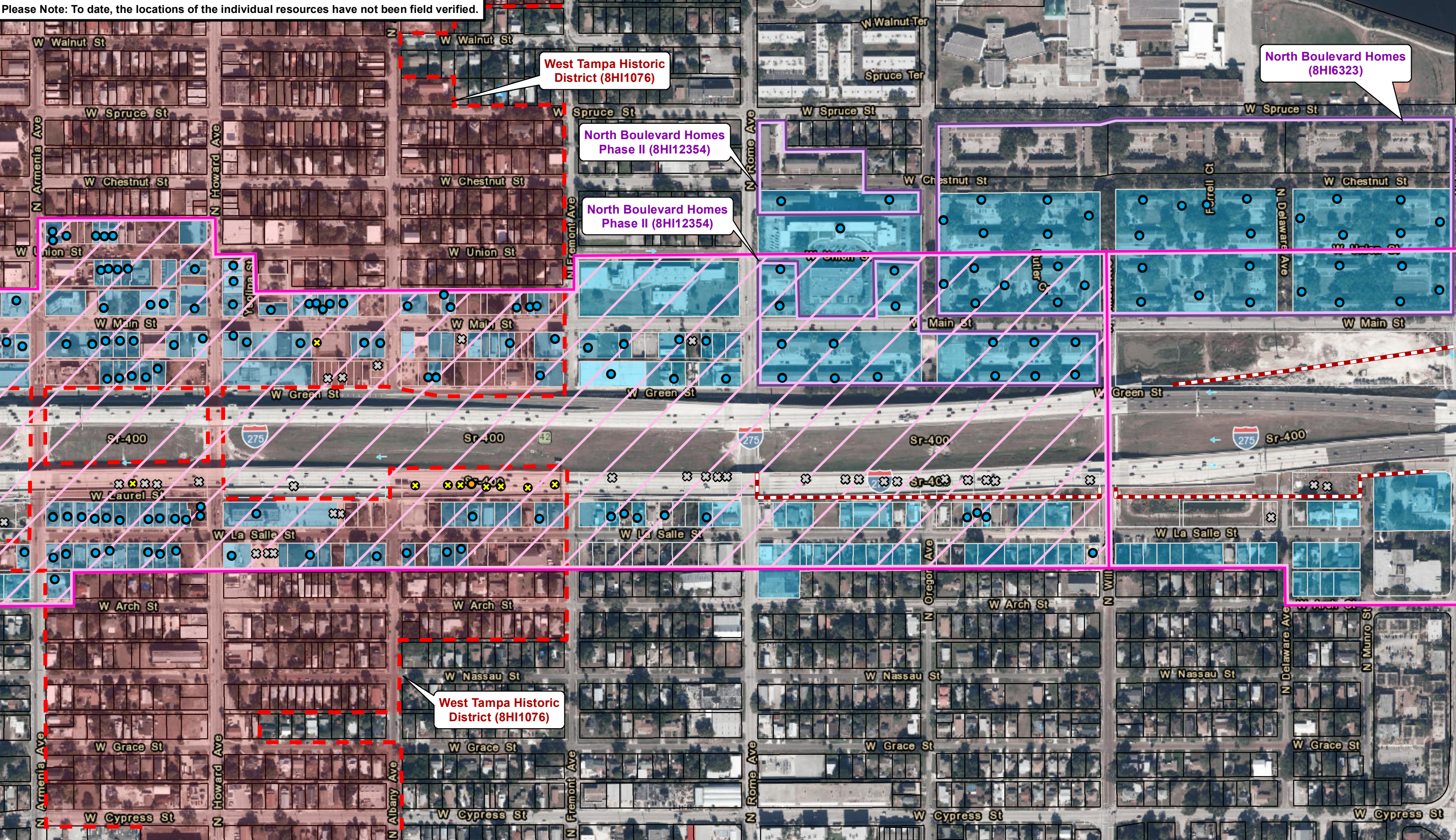
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Original TIS APE (MOA Portion) (Not To Be Resurveyed)	LA R/W TIS Limits	NHL Boundary	Local Historic District	Linear Resource	Former Location of Historic Building (Relocated)	Former Location of Historic Building (Likely Demolished)
Expanded TIS APE (MOA Portion)	APE Parcel		Historic Bridge	Additional Historic Resource Group		Unrecorded Historic Bridge
Transition APE (To Be Surveyed)						

City of Tampa, Hillsborough Co.

0 200 Feet

EXHIBIT 1
Recommended Survey Areas - January 30, 2018 (Sheet 3 of 14)

Please Note: To date, the locations of the individual resources have not been field verified.

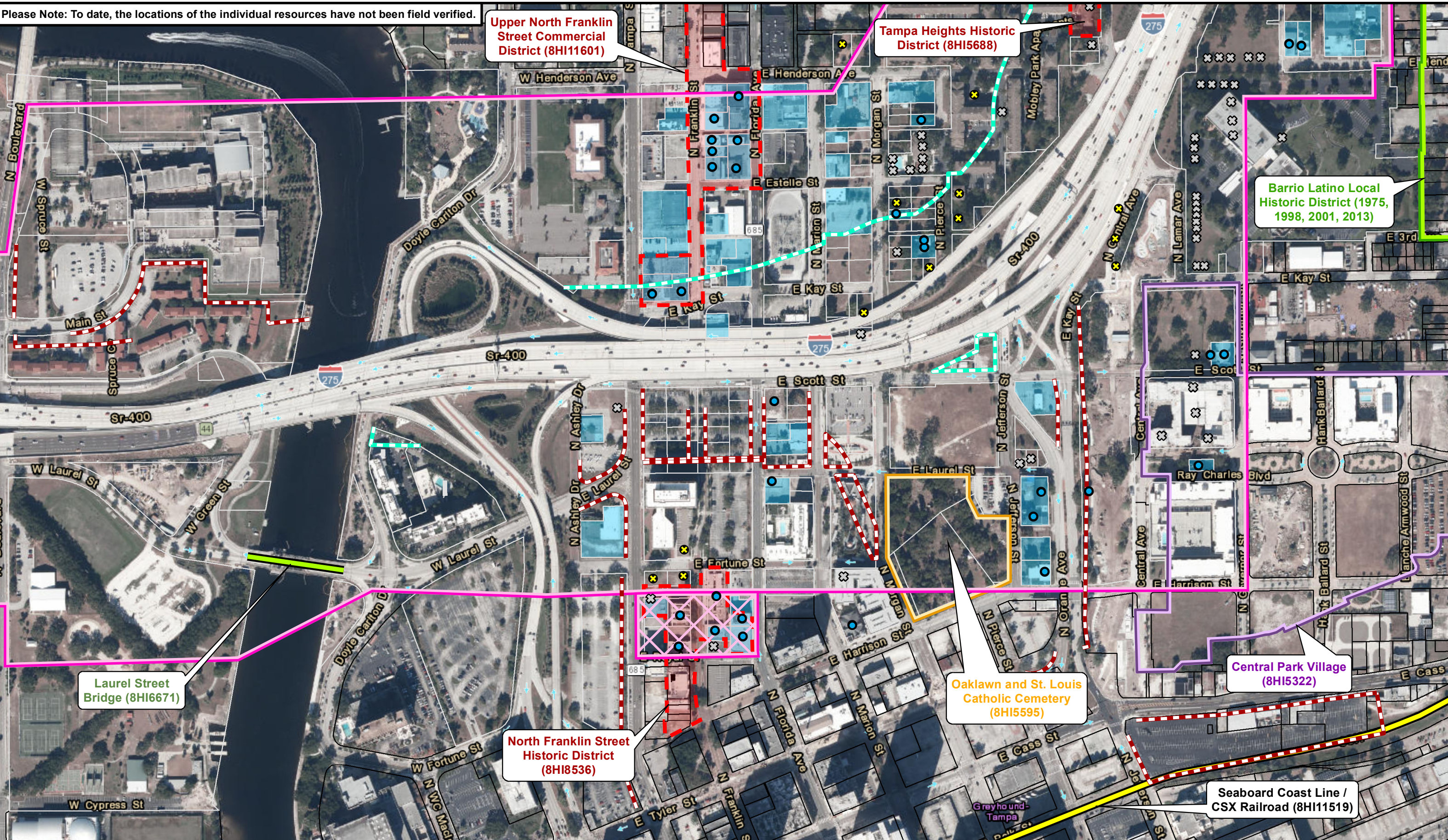


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Original TIS APE (MOA Portion) (Not To Be Resurveyed)	LA R/W TIS Limits	NHL Boundary	Local Historic District	Linear Resource	Former Location of Historic Building (Likely Demolished)	Former Location of Historic Building (Likely Demolished)
Expanded TIS APE (MOA Portion)	APE Parcel	Historic Bridge	Additional Historic Resource Group	Current Location of Historic Building (Relocated)	Unrecorded Historic Bridge	
Transition APE (To Be Surveyed)						

City of Tampa, Hillsborough Co.

EXHIBIT 1
Recommended Survey Areas - January 30, 2018 (Sheet 4 of 14)

Please Note: To date, the locations of the individual resources have not been field verified.



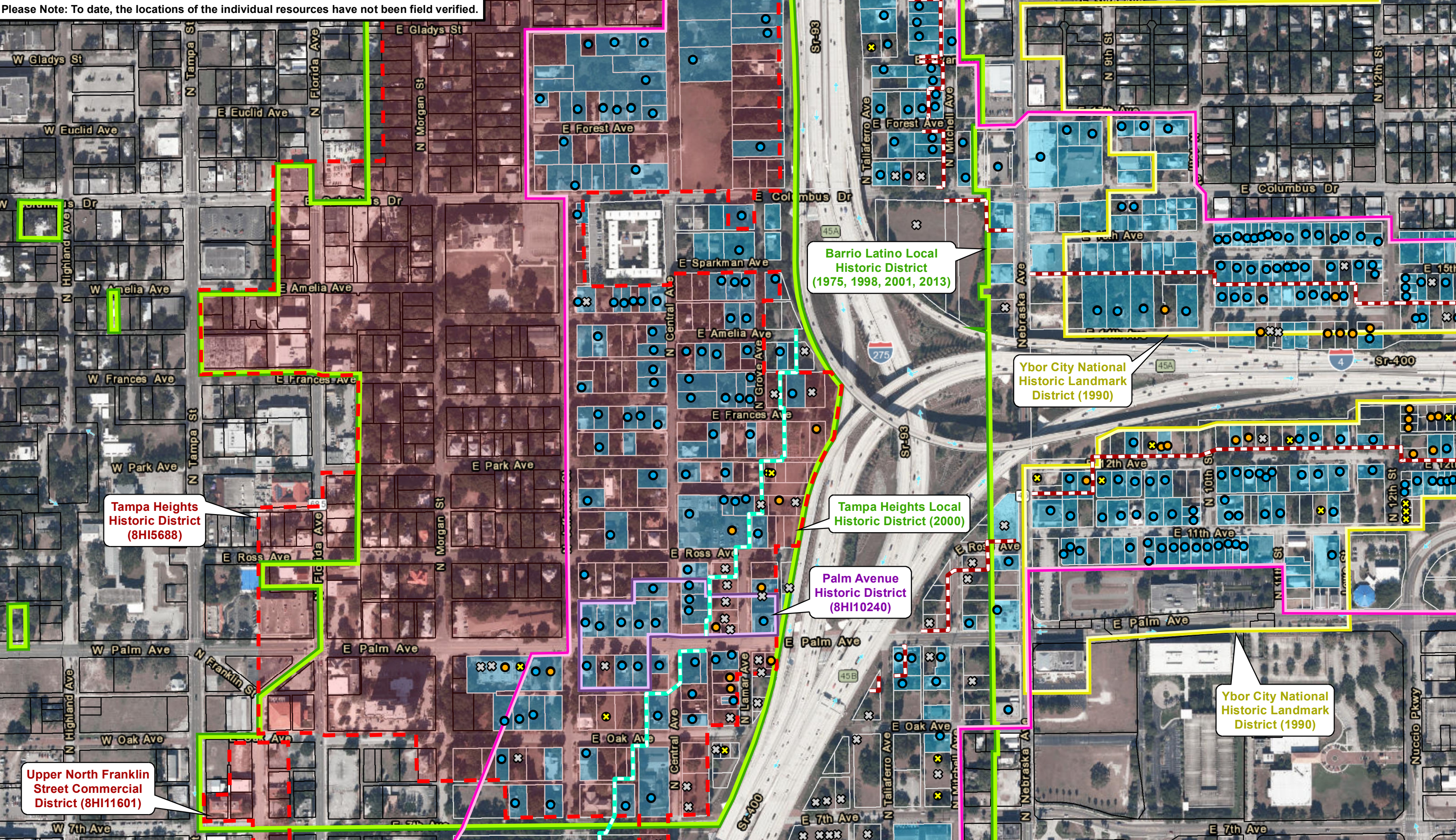
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Original TIS APE (MOA Portion) (Not To Be Resurveyed)	LA R/W TIS Limits	NHL Boundary	Local Historic District	Linear Resource	Former Location of Historic Building (Relocated)	Former Location of Historic Building (Likely Demolished)
Expanded TIS APE (MOA Portion)	APE Parcel		Historic Bridge	Additional Historic Resource Group		Unrecorded Historic Bridge
Transition APE (To Be Surveyed)						

City of Tampa, Hillsborough Co.

0 200 Feet

EXHIBIT 1
Recommended Survey Areas - January 30, 2018 (Sheet 5 of 14)

Please Note: To date, the locations of the individual resources have not been field verified.



Original TIS APE (MOA Portion) (To Be Resurveyed)	R/W TIS Limits	APE Parcel with Historic Build Date (1969 or Earlier)	NR Historic District	Historic Cemetery	Current Location of Historic Building	Former Location of Historic Building (Demolished)
Original TIS APE (MOA Portion) (Not To Be Resurveyed)	LA R/W TIS Limits	NHL Boundary	Local Historic District	Linear Resource	Former Location of Historic Building (Likely Demolished)	Former Location of Historic Building (Likely Demolished)
Expanded TIS APE (MOA Portion)	APE Parcel	Historic Bridge	Additional Historic Resource Group	Former Location of Historic Building (Relocated)	Unrecorded Historic Bridge	
Transition APE (To Be Surveyed)						

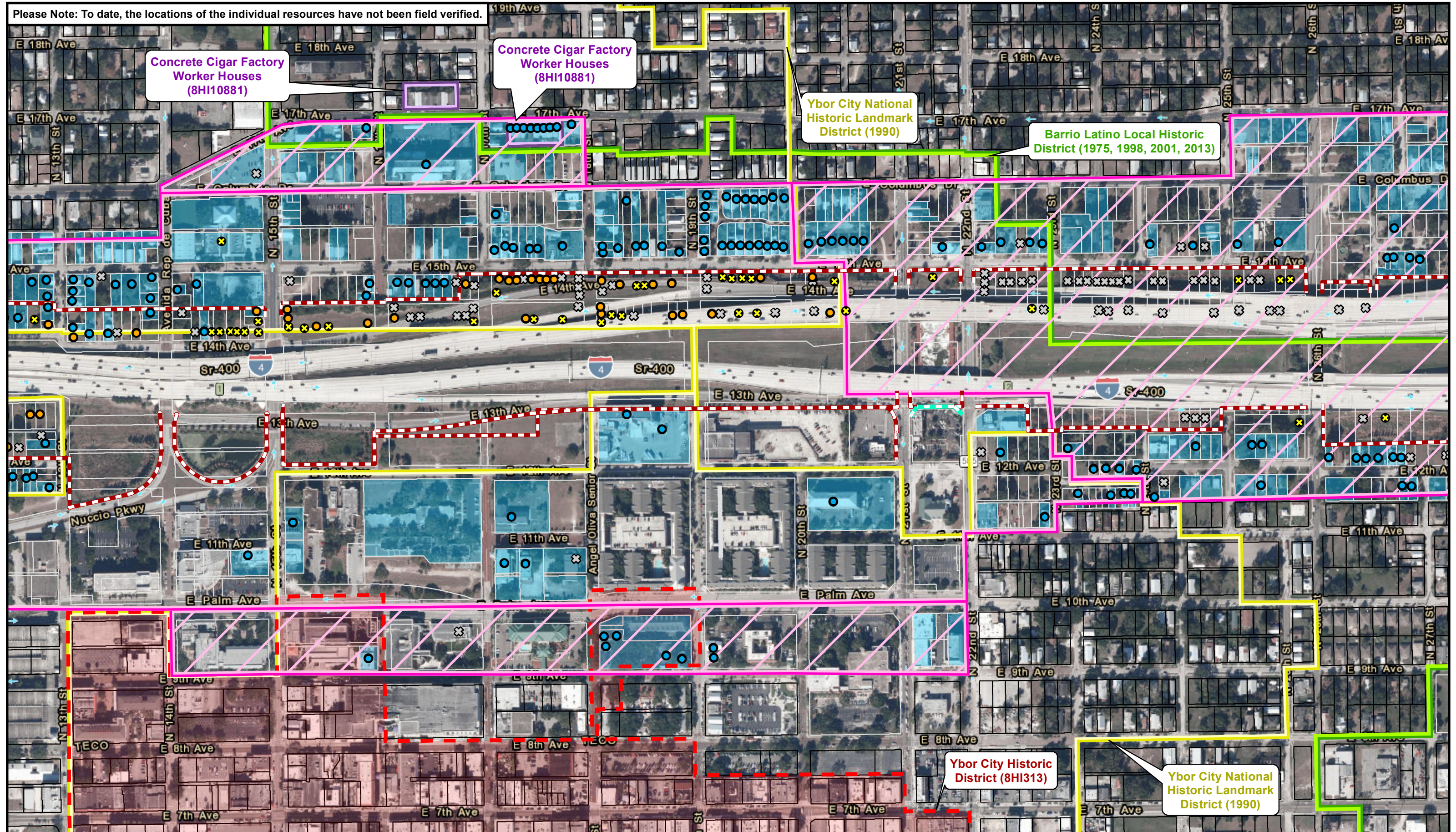
City of Tampa, Hillsborough Co.

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EXHIBIT 1

Recommended Survey Areas - January 30, 2018 (Sheet 6 of 14)

Please Note: To date, the locations of the individual resources have not been field verified.



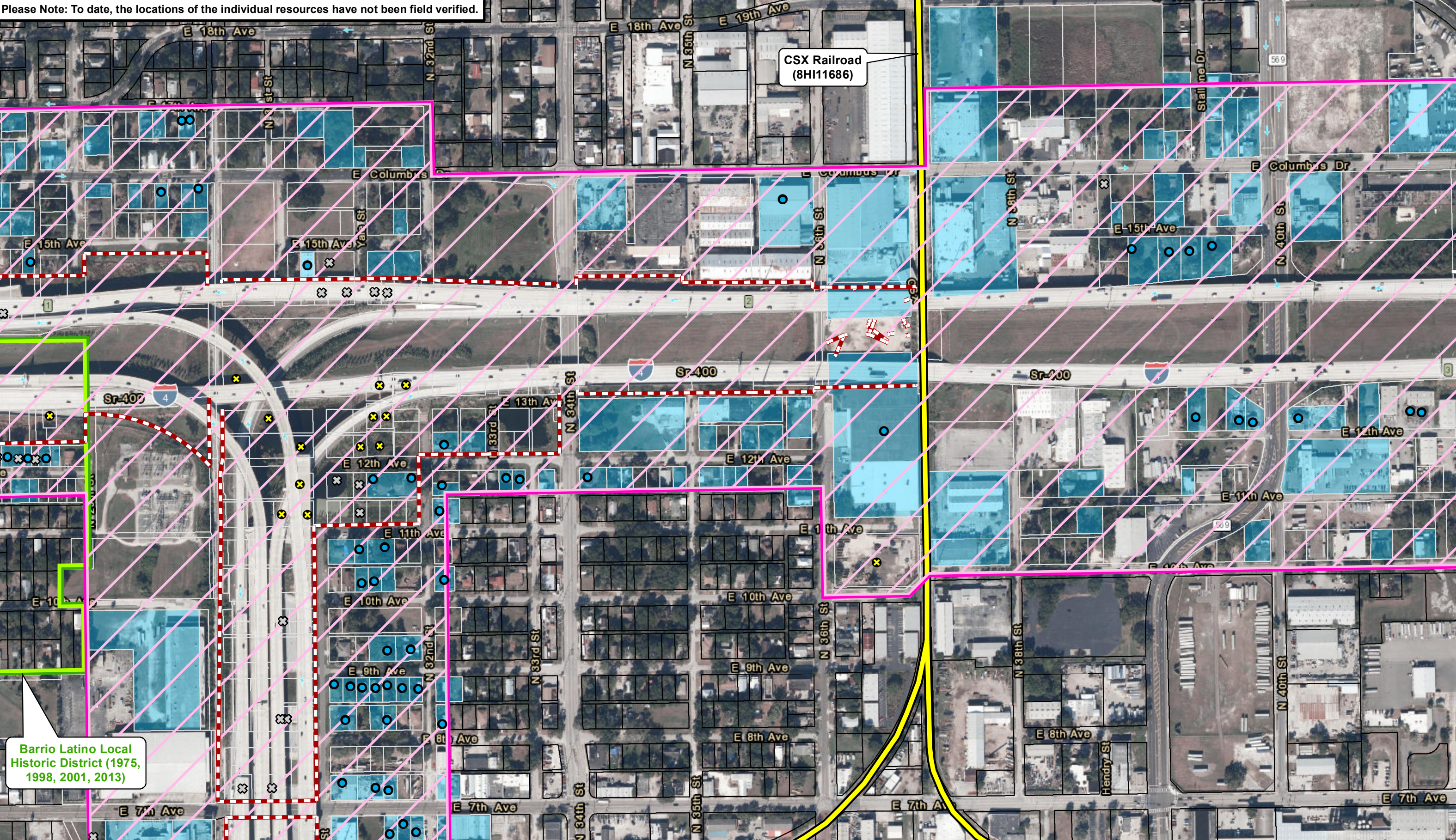
Original TIS APE (MOA Portion) (To Be Resurveyed)	R/W TIS Limits	APE Parcel with Historic Build Date (1969 or Earlier)	NR Historic District	Historic Cemetery	Current Location of Historic Building	Former Location of Historic Building (Demolished)
Original TIS APE (MOA Portion) (Not To Be Resurveyed)	LA R/W TIS Limits	NHL Boundary	Local Historic District	Linear Resource	Former Location of Historic Building (Relocated)	Former Location of Historic Building (Likely Demolished)
Expanded TIS APE (MOA Portion)	APE Parcel	Historic Bridge	Additional Historic Resource Group	Unrecorded Historic Bridge		
Transition APE (To Be Surveyed)						

City of Tampa, Hillsborough Co.

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EXHIBIT 1
Recommended Survey Areas - January 30, 2018 (Sheet 7 of 14)

Please Note: To date, the locations of the individual resources have not been field verified.



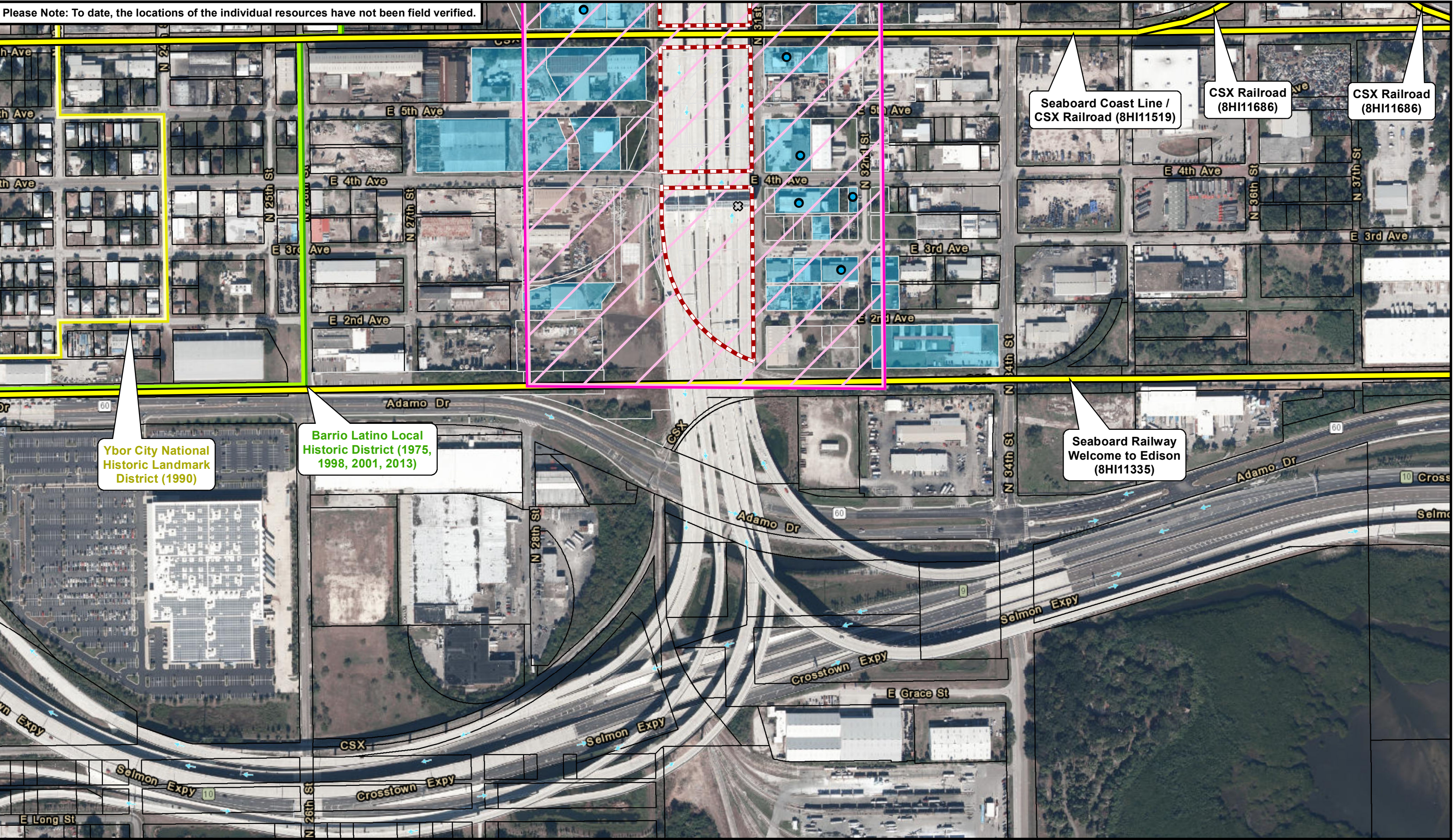
Original TIS APE (MOA Portion) (To Be Resurveyed)	R/W TIS Limits	APE Parcel with Historic Build Date (1969 or Earlier)	NR Historic District	Historic Cemetery	Current Location of Historic Building	Former Location of Historic Building (Demolished)
Original TIS APE (MOA Portion) (Not To Be Resurveyed)	LA R/W TIS Limits	NHL Boundary	Local Historic District	Linear Resource	Former Location of Historic Building (Likely Demolished)	Former Location of Historic Building (Likely Demolished)
Expanded TIS APE (MOA Portion)	APE Parcel	Historic Bridge	Additional Historic Resource Group	Additional Historic Resource Group	Former Location of Historic Building (Relocated)	Unrecorded Historic Bridge
Transition APE (To Be Surveyed)						

City of Tampa, Hillsborough Co.

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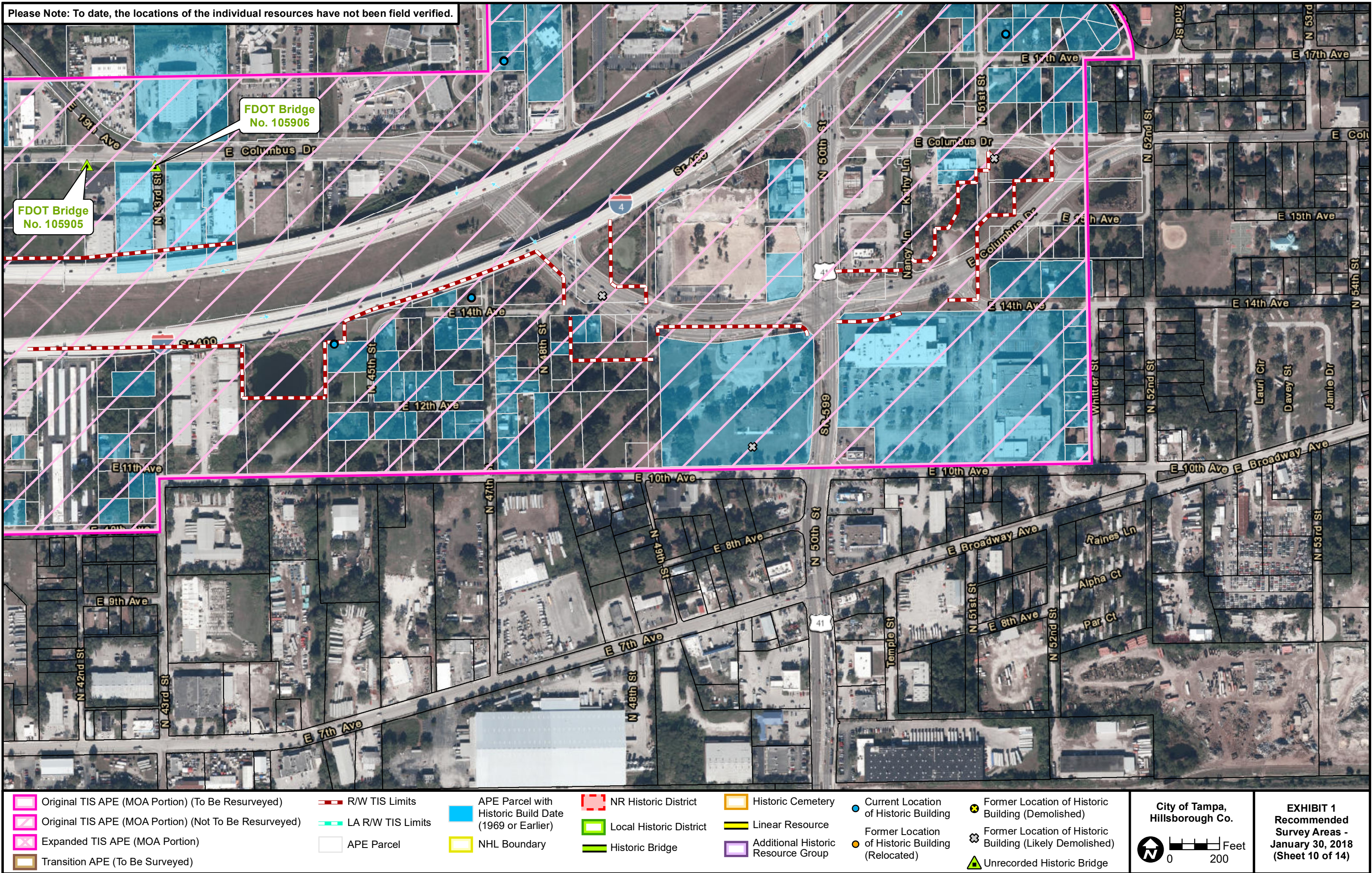
EXHIBIT 1
Recommended
Survey Areas -
January 30, 2018
(Sheet 8 of 14)

Please Note: To date, the locations of the individual resources have not been field verified.

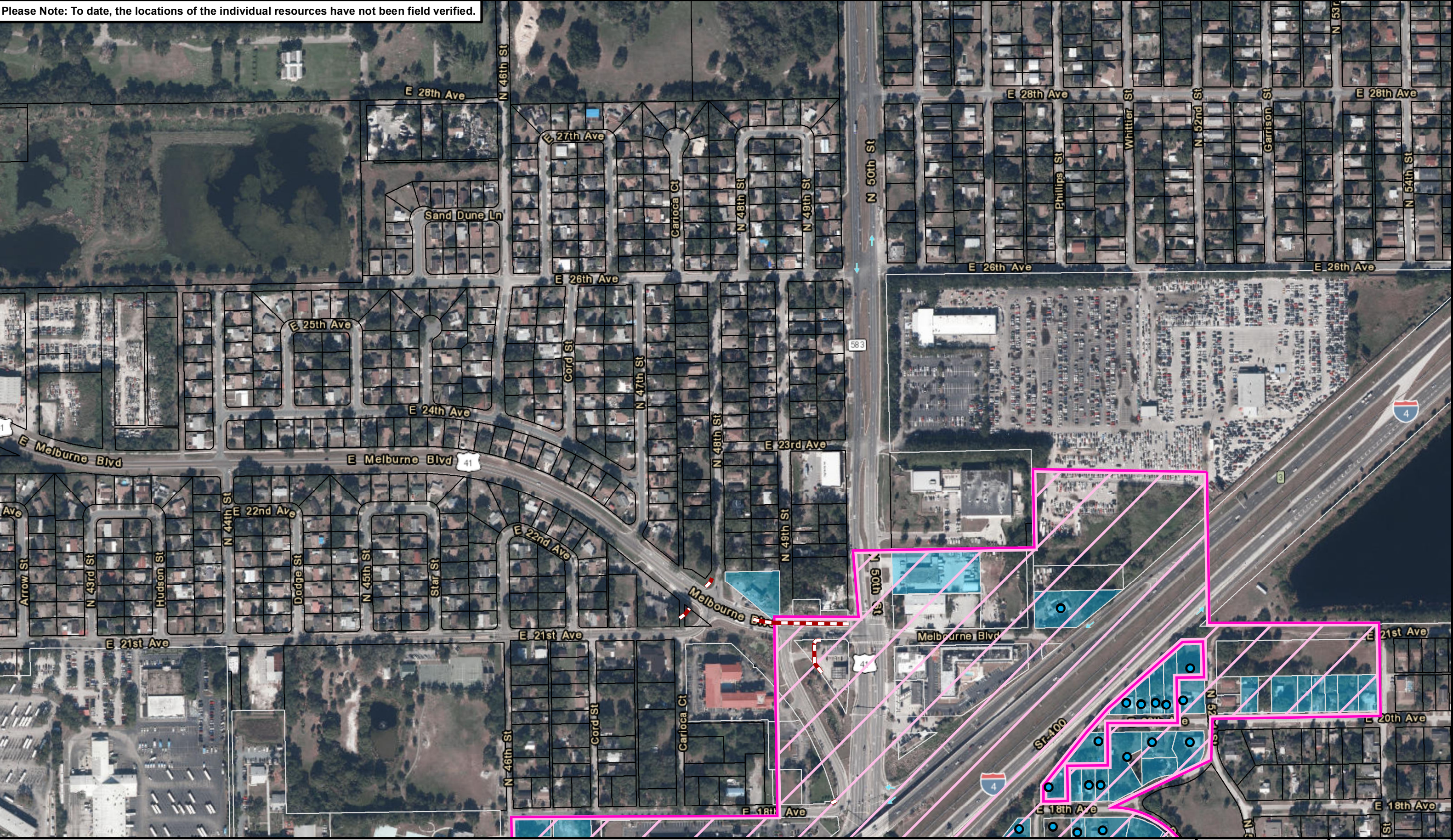


<ul style="list-style-type: none">Original TIS APE (MOA Portion) (To Be Resurveyed)Original TIS APE (MOA Portion) (Not To Be Resurveyed)Expanded TIS APE (MOA Portion)Transition APE (To Be Surveyed)	<ul style="list-style-type: none">R/W TIS LimitsLA R/W TIS LimitsAPE Parcel	<ul style="list-style-type: none">APE Parcel with Historic Build Date (1969 or Earlier)NHL Boundary	<ul style="list-style-type: none">NR Historic DistrictLocal Historic DistrictHistoric Bridge	<ul style="list-style-type: none">Historic CemeteryLinear ResourceAdditional Historic Resource Group	<ul style="list-style-type: none">Current Location of Historic BuildingFormer Location of Historic Building (Relocated)	<ul style="list-style-type: none">Former Location of Historic Building (Demolished)Former Location of Historic Building (Likely Demolished)Unrecorded Historic Bridge	<p>City of Tampa, Hillsborough Co.</p> <p>0 200 Feet</p>	<p>EXHIBIT 1 Recommended Survey Areas - January 30, 2018 (Sheet 9 of 14)</p>
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Please Note: To date, the locations of the individual resources have not been field verified.

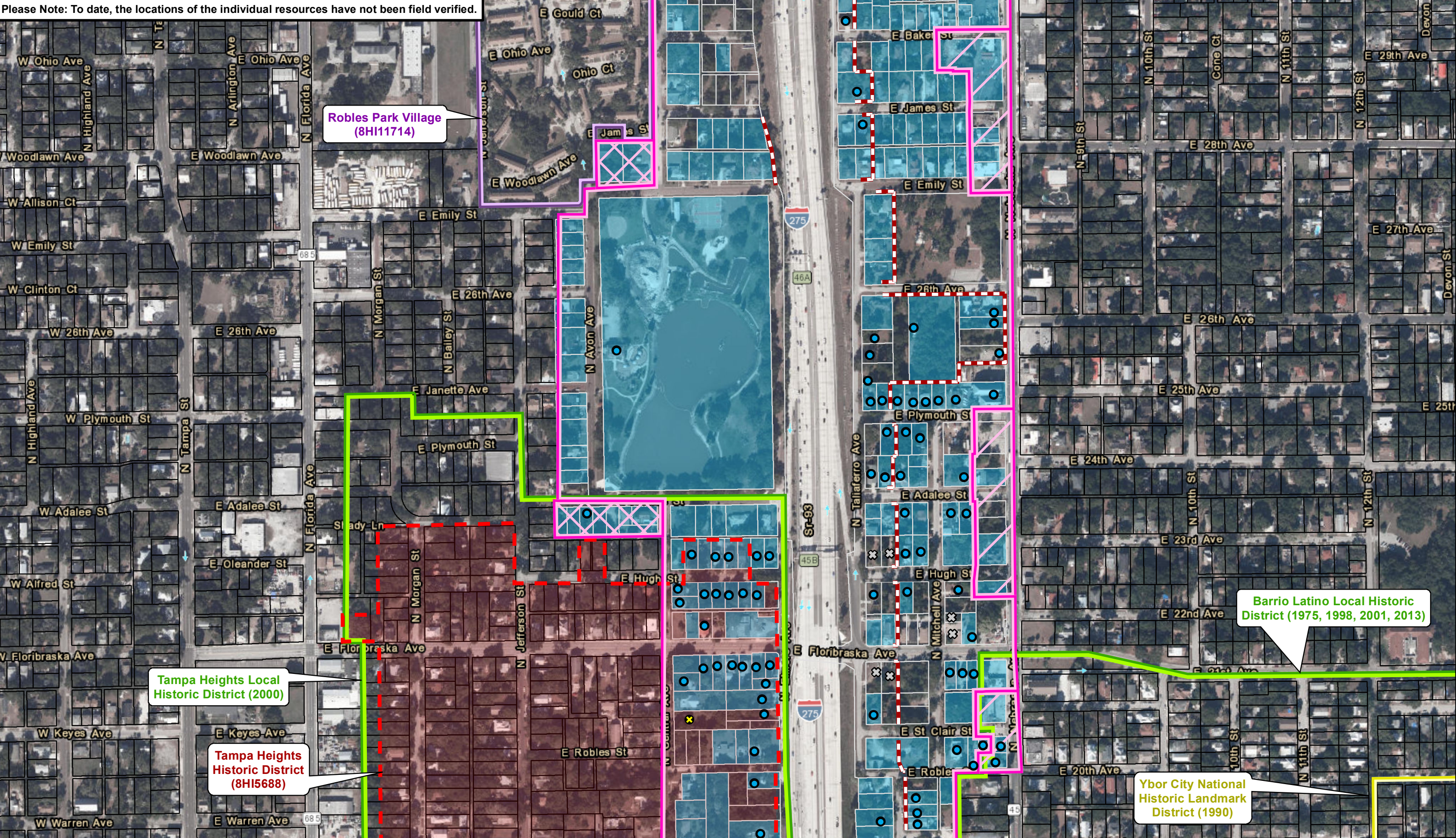


Please Note: To date, the locations of the individual resources have not been field verified.



Original TIS APE (MOA Portion) (To Be Resurveyed)	R/W TIS Limits	APE Parcel with Historic Build Date (1969 or Earlier)	NR Historic District	Historic Cemetery	Current Location of Historic Building	Former Location of Historic Building (Demolished)	<div>City of Tampa, Hillsborough Co.</div> <div> 0 200 Feet</div>	<div>EXHIBIT 1 Recommended Survey Areas - January 30, 2018 (Sheet 11 of 14)</div>
Original TIS APE (MOA Portion) (Not To Be Resurveyed)	LA R/W TIS Limits	NHL Boundary	Local Historic District	Linear Resource	Former Location of Historic Building (Relocated)	Former Location of Historic Building (Likely Demolished)		
Expanded TIS APE (MOA Portion)	APE Parcel		Historic Bridge	Additional Historic Resource Group		Unrecorded Historic Bridge		
Transition APE (To Be Surveyed)								

Please Note: To date, the locations of the individual resources have not been field verified.



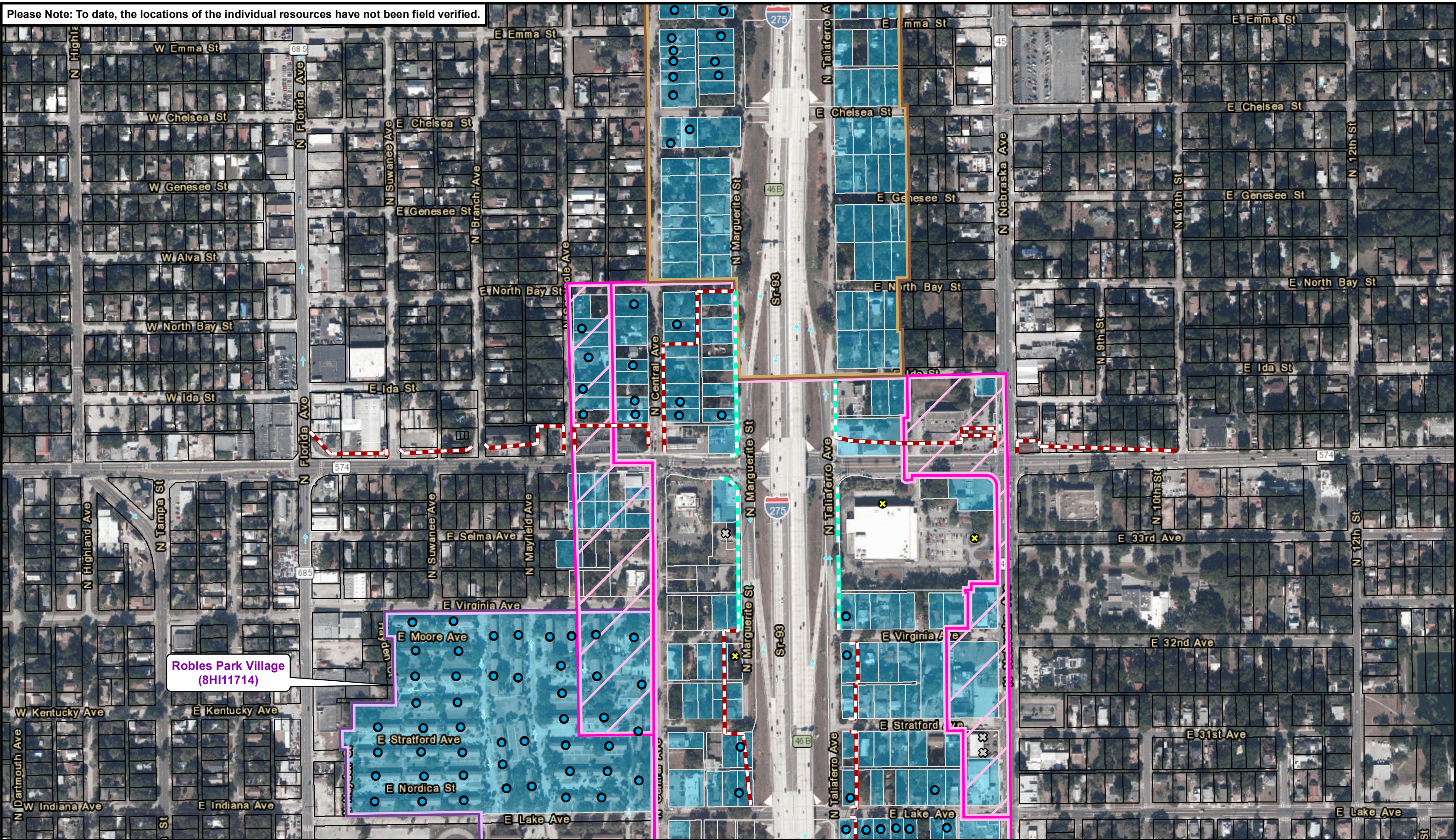
Original TIS APE (MOA Portion) (To Be Resurveyed)	R/W TIS Limits	APE Parcel with Historic Build Date (1969 or Earlier)	NR Historic District	Historic Cemetery	Current Location of Historic Building	Former Location of Historic Building (Demolished)
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Expanded TIS APE (MOA Portion)	APE Parcel	Historic Bridge	Additional Historic Resource Group	Unrecorded Historic Bridge		
Transition APE (To Be Surveyed)						

City of Tampa, Hillsborough Co.

0 200 Feet

EXHIBIT 1
Recommended
Survey Areas -
January 30, 2018
(Sheet 12 of 14)

Please Note: To date, the locations of the individual resources have not been field verified.



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|--|---|--|-------------------|--|---|--|-------------------------|--|------------------------------------|--|--|--|--|
| | Original TIS APE (MOA Portion) (To Be Resurveyed) | | R/W TIS Limits | | APE Parcel with Historic Build Date (1969 or Earlier) | | NR Historic District | | Historic Cemetery | | Current Location of Historic Building | | Former Location of Historic Building (Demolished) |
| | Original TIS APE (MOA Portion) (Not To Be Resurveyed) | | LA R/W TIS Limits | | | | Local Historic District | | Linear Resource | | Former Location of Historic Building (Relocated) | | Former Location of Historic Building (Likely Demolished) |
| | Expanded TIS APE (MOA Portion) | | APE Parcel | | NHL Boundary | | Historic Bridge | | Additional Historic Resource Group | | | | Unrecorded Historic Bridge |
| | Transition APE (To Be Surveyed) | | | | | | | | | | | | |

**City of Tampa,
Hillsborough Co.**

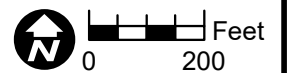
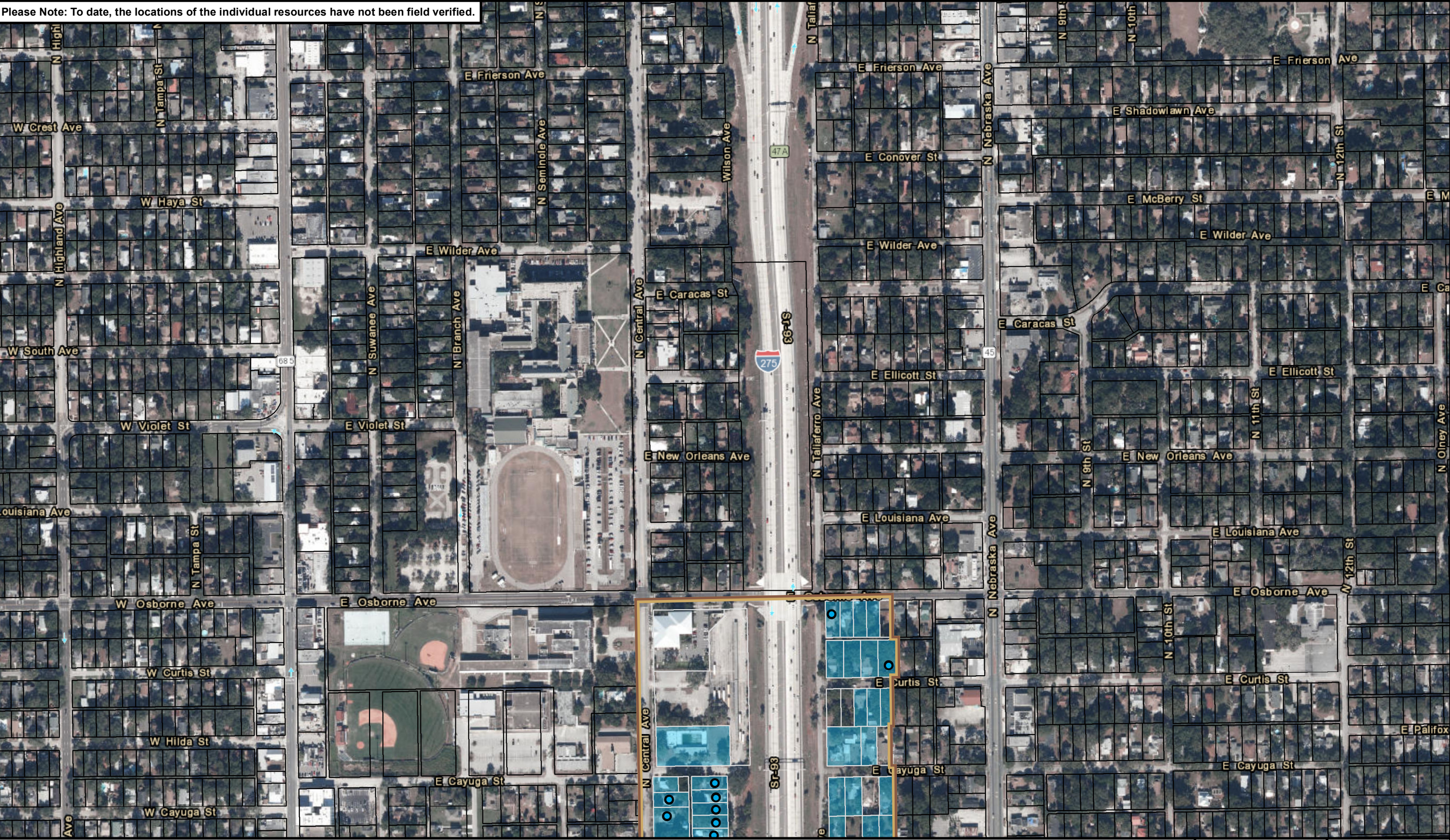


EXHIBIT 1
Recommended
Survey Areas -
January 30, 2018
(Sheet 13 of 14)

Please Note: To date, the locations of the individual resources have not been field verified.



Original TIS APE (MOA Portion) (To Be Resurveyed)	R/W TIS Limits	APE Parcel with Historic Build Date (1969 or Earlier)	NR Historic District	Historic Cemetery	Current Location of Historic Building	Former Location of Historic Building (Demolished)
Original TIS APE (MOA Portion) (Not To Be Resurveyed)	LA R/W TIS Limits	NHL Boundary	Local Historic District	Linear Resource	Former Location of Historic Building (Relocated)	Former Location of Historic Building (Likely Demolished)
Expanded TIS APE (MOA Portion)	APE Parcel		Historic Bridge	Additional Historic Resource Group		Unrecorded Historic Bridge
Transition APE (To Be Surveyed)						

City of Tampa, Hillsborough Co.

0 200 Feet

EXHIBIT 1
Recommended Survey Areas - January 30, 2018
(Sheet 14 of 14)

APPENDIX C

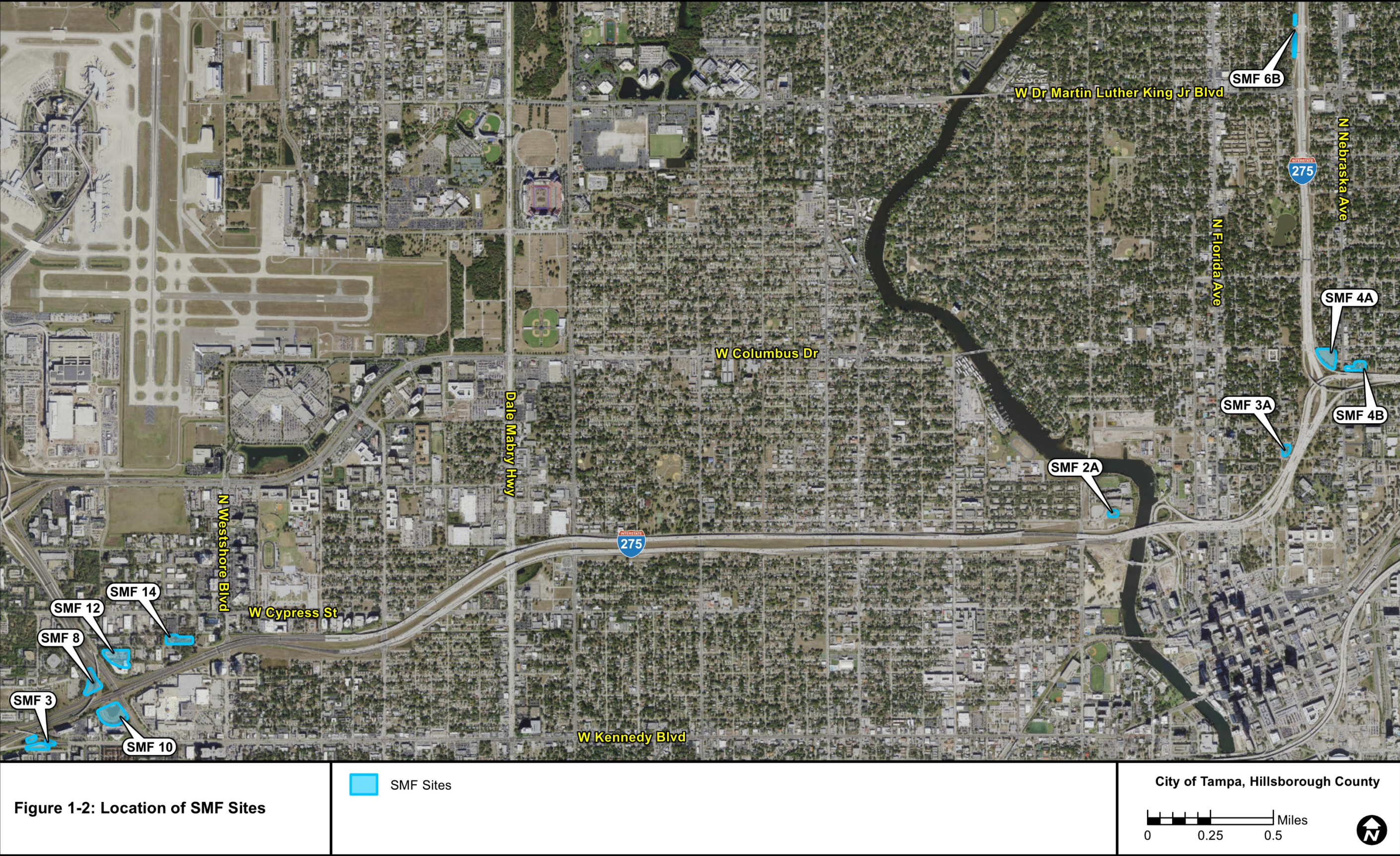
2018 and 2020 FHWA and SHPO CRAS Concurrence Letters

APPENDIX D

2019 and 2020 Seminole Tribe of Florida CRAS Response Letters

APPENDIX E

Stormwater Management Facility (SMF) Locations Map from *CRAS Update Addendum (2020)*



APPENDIX F

Noise Study Report Update Methodology (November 2019)



Tampa Interstate Study Supplemental Environmental Impact Statement Noise Study Report Update

Segments 1A, 2A, 2B, 3A, 3B and 3C

**Interstate 275 from the Howard Frankland Bridge to Dr. Martin Luther
King Jr. Boulevard and Interstate 4 from Interstate 275 to 50th Street**

Work Program Segment # 258337-2

November 2019

2.1 Noise Metrics

Following requirements of 23 CFR 772, the highway traffic noise levels presented in this NSRU were predicted using the FHWA's Traffic Noise Model (TNM, 2004), version 2.5. The traffic noise levels are expressed in decibels (dB) on an "A"-weighted scale (dB(A)). This scale most closely approximates the response characteristics of the human ear. All noise levels are reported as hourly equivalent noise levels (Leq(h)). The Leq(h) is defined as the equivalent steady-state sound level that, in a given hourly period, contains the same acoustic energy as the time-varying sound level for the same hourly period.

2.1.1 Traffic Data

Traffic data prepared in support of traffic noise analysis were reviewed to identify forecasted traffic conditions that would yield the greatest traffic noise impact for the design year. Following procedures in FDOT's PD&E Manual, for roadway segments where the predicted hourly design year traffic volumes equal or exceed those for Level of Service (LOS) C, LOS C hourly traffic should be utilized. For roadway segments where the predicted hourly traffic demand is less than LOS C traffic volumes, the predicted hourly demand volumes should be utilized. For interchange ramp traffic, demand volumes should be used even if they are higher than LOS C.

Based on a review of traffic data prepared in support of the project, LOS C traffic volumes for the 2045 Build conditions were modeled on the general use lanes and the express lanes for the TIS SEIS project. Demand volumes were used on all ramps for Segment 1A. LOS C volumes were used on all ramps for Segment 2B, as demand values were not available, with the exception of the Floribruska Avenue on/off ramps, the westbound I-4 ramp from 21st/22nd Street, the southbound I-275 ramp to 14th/15th Street, and the northbound I-275 ramp to 14th/15th Street. Use of the LOS C volumes on the ramps results in conservatively high estimates of predicted traffic noise.

The percentages of automobiles, medium trucks, heavy trucks, buses, and motorcycles listed in **Appendix A** were used in the evaluation. Notably, because trucks would not be permitted on the express lanes, no trucks were assigned to the lanes. Additional traffic data (i.e., traffic volumes and motor vehicle speeds) that were used in the analysis for TIS SEIS Segment 1A and 2B^a are also provided in Appendix A.

2.2 Noise Abatement Criteria

Noise sensitive land uses are properties where there is frequent human use and for which there are NAC— levels established by the FHWA at which abatement must be considered. Typical noise sensitive land uses include residences, schools, places of worship, commercial properties with outdoor areas of use, and recreational areas. As shown in **Table 2-1** Noise Abatement CriteriaError! Reference source not found., the NAC vary by activity category. For comparative purposes, the typical sound (i.e., noise) levels of common indoor and outdoor activities are provide in **Table 2-2** Typical Noise Levels.

^a Traffic volumes and speeds used in the analysis for TIS SEIS Segment 2A can be found in FDOT's "Noise Analysis Update Report. Interstate 275 (SR 93) Segment 2A from Himes Avenue to the Hillsborough River." October 2004.

Table 2-1 Noise Abatement Criteria

Activity Category	Activity Leq(h)		Evaluation Location	Description of Land Use Activity Category
	FHWA	FDOT		
A	57	56	Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67	66	Exterior	Residential.
C	67	66	Exterior	Active sports areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52	51	Interior	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E	72	71	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A – D or F.
F	-----	-----	-----	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	-----	-----	-----	Undeveloped lands that are not permitted.

SOURCE: FDOT, PD&E Manual Part 2, Chapter 18, Figure 18-1

Table 2-2 Typical Noise Levels

Common Outdoor Activities	Noise Level dB(A)	Common Indoor Activities
Jet flyover at 1,000 feet	110	Rock band
Gas lawnmower at 3 feet	100	
Diesel truck at 50 feet at 50 mph	90	Food blender at 3 feet
Noisy urban area daytime	80	Garbage disposal at 3 feet
Gas lawnmower at 100 feet	70	Vacuum cleaner at 10 feet
Commercial area	60	Normal speech at 3 feet
Heavy traffic at 300 feet	50	Large business office
Quiet urban daytime	40	Dishwasher in next room
Quiet urban nighttime	30	Theater, large conference room (background)
Quiet suburban nighttime	20	Library
Quiet rural nighttime	10	Bedroom at night, concert hall (background)
	0	Broadcast/recording studio

Source: California Dept. of Transportation Technical Noise Supplement, Nov. 2009, Page 2-21.

When predicted traffic noise levels “approach”, meet, or exceed the NAC or, when predicted noise levels increase substantially as a direct result of a transportation project, the FHWA requires that noise abatement measures be considered. Consistent with FHWA policy, the FDOT defines the word “approach” to mean within 1 dB(A) of the NAC for a given activity category. Noise abatement measures must also be considered when a substantial increase in traffic noise occurs as a direct result of the transportation project. FDOT defines a substantial increase as being 15 dB(A) or more above existing conditions.

A substantial increase in highway traffic noise typically occurs in areas where traffic noise is a minor component of the existing noise environment but would become a major component after the project is constructed (e.g., new alignment project). Results from the noise analysis performed during the PD&E phase of this project indicated that a substantial increase in traffic noise would not occur at any receptor. Because the current design will follow the alignment that was proposed in previous evaluation, no substantial increase in highway traffic noise is anticipated.

2.3 Noise Abatement Measures

The abatement measures considered during the PD&E phase were traffic management, alignment modifications, noise buffer zones through application of land use controls, and noise barriers. In Segments 1A and 2B of the TIS, noise barriers were determined to be the only viable noise abatement measure at the conclusion of the PD&E study. As such, this method of abating traffic noise was also considered for all the receptors evaluated within Segments 1A and 2B for which the highway traffic noise level was predicted to approach, meet, or exceed the NAC in the year 2045 with the design change.

Noise barriers reduce traffic noise by interrupting the sound path between the motor vehicles on a highway and the noise sensitive sites adjacent to the highway. To effectively reduce traffic noise, a barrier must be relatively long, continuous (with no intermittent openings), and of sufficient height. For a noise barrier to be considered acoustically feasible and cost reasonable, the following minimum conditions should be met:

- To be considered feasible, at least two impacted receptors must be benefited by a traffic noise reduction of 5 dB(A) or more.
- To be considered reasonable, a noise barrier must provide sufficient insertion loss so that the Noise Reduction Design Goal (NRDG) is achieved. The FDOT's NRDG is the achievement of at least 7 dB(A) for at least one benefited receptor.
- To be considered cost effective (a reasonableness consideration), the FDOT established a cost effectiveness criterion of \$42,000 per benefited receptor as an upper limit. The current unit cost to construct a noise barrier is \$30 per square foot (sq. ft.).

Noise barrier locations were evaluated as follows:

- Initially, right-of-way (ROW) noise barriers located outside the clear recovery zone, but within the ROW, were considered at heights ranging from 8 ft. to 22 ft. in 2-ft. increments. Following requirements of the FDOT PD&E Manual, ground mounted noise barriers are not to exceed a height of 22 ft.
- If a ROW barrier would not provide at least a 5 dB(A) reduction to an impacted receptor or the barrier is not feasible due to construction limitations, then a shoulder barrier was evaluated. The height of ground mounted shoulder barriers was limited to 14 ft. The height of shoulder barriers on structure was limited to 8 ft.
- The length and height of both ROW and shoulder barriers was optimized based on the benefit provided to noise sensitive sites for which traffic noise levels were predicted to approach, meet, or exceed the NAC.

APPENDIX G

Brick Streets and Historic Grid Inventory for Ybor City and Tampa Heights

TAMPA INTERSTATE STUDY

Brick Streets and Historic Grid Inventory for Ybor City and Tampa Heights Hillsborough County, Florida

Prepared for:

**Florida Department of Transportation
District Seven
11201 North McKinley Drive
Tampa, FL 33612-6456**



The environmental review, consultation, and other actions required by the applicable Federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C § 327 and a Memorandum of Understanding dated December 14, 2016, and executed by the FHWA and FDOT.

March 2020

TAMPA INTERSTATE STUDY

Brick Streets and Historic Grid Inventory for Ybor City and Tampa Heights Hillsborough County, Florida

Prepared for:

**Florida Department of Transportation
District Seven
11201 North McKinley Drive
Tampa, FL 33612-6456**

Prepared by:

Atkins
4030 W Boy Scout Blvd
Tampa, FL 33613

Rebecca Spain Schwarz, AIA, Senior Architectural Historian
Berenice Sueiro Vazquez, Senior Architectural Historian
Anthony Tricarico, PhD, Archaeologist
Rin Gaubatz, Archaeological Technician II
Todd Flemister, Senior Graphic Designer

and

IPI
Tampa, FL

Elaine C. Illes, Interstate Cultural and Aesthetics Coordinator

March 2020

Overview and Purpose

On behalf of the Florida Department of Transportation (FDOT), District Seven, Atkins North America and IPI have prepared a Brick Streets and Historic Grid Inventory to supplement the Tampa Interstate Study (TIS) Cultural Resource Assessment Survey (CRAS) Update Addendum. The purpose of this inventory is to locate and document brick streets and granite curbing, and changes to the historic street grid within the TIS Area of Potential Effects (APE). Specifically, this evaluation is in response to requests made at previous TIS Cultural Resource Committee (CRC) meetings (2017-2019) to identify and evaluate potential changes over time to the historic grid in Ybor City and Tampa Heights. The brick streets, granite curbs, and overall historic grid pattern are contributing characteristics of the historic districts. The information compiled will be used as a baseline in the Section 106 Effects Analysis Case Study Report to evaluate potential effects of the TIS Supplemental Environmental Impacts Statement (SEIS) Locally Preferred Alternative (LPA) to each of the districts.

This analysis was designed in compliance with Section 106 of the National Historic Preservation Act (NHPA) of 1966 (Public Law 89-665, as amended), as implemented by 36 CFR 800 (Protection of Historic Properties, effective August 2004), as well as Chapter 267, Florida Statutes (F.S.), Chapter 1A-46, Florida Administrative Code (F.A.C.), and City of Tampa Ordinance 2010-4 (Section 22-305). The review was conducted by staff who meet the Secretary of the Interior's Professional Qualification Standards (48 FR 44716).

The historic brick streets, granite curbs, and historic grid pattern are character defining features of the Ybor City and Tampa Heights historic districts. They contribute to the overall setting, design, and feeling, which directly contribute to the historic integrity and significance for their respective historic districts. In 2009, the City of Tampa issued Ordinance 2010-4 (Section 22-305), which provided guidance on the preservation, protection, and rehabilitation of these materials. Specifically, the city of Tampa sought to provide an avenue for the continued maintenance of all existing vitrified brick streets, alleyways, and their associated granite curbs, within and outside of historic districts. However, this ordinance does not apply to those streets already resurfaced with asphalt (Ordinance, 2010-4, Section 22-305). Therefore, in keeping with national, state, and local regulations, brick streets and granite curbing was inventoried, and the contemporary condition of the historic city grid assessed within and adjacent to the TIS APE.

Methodology

This inventory was designed to evaluate the present condition of brick streets, granite curbs, and the historic street grid pattern within and adjacent to the TIS APE. Prior to the field visit, a desktop analysis was conducted, at which time numerous maps were collected, including a 1931 Sanborn Fire Insurance map (**Figure 1**), and 1957 (**Figure 2**), 1965 (**Figure 3**), and current aerial images (2017) (**Figure 4**). These maps were used to compare changes in the street grid overtime (**Figure 5**) and develop assumptions regarding the current condition of brick streets and granite curbs

within the APE. Additionally, these maps were compared to the City of Tampa's 1966 Atlas of Brick Streets which was used by the city for a 1981 brick inventory (**Figure 6**). Comparisons to the earlier maps was used to document changes that have contributed to contemporary field conditions. The desktop analysis was later field verified to develop an updated 2020 inventory of brick streets and granite curbs (**Figures 7 and 8**).

Field assessment consisted of a windshield survey and documentation of the current condition of each of the aforementioned features. All brick streets and granite curbs were mapped and changes to the grid pattern were documented. Field assessment activities were documented in accordance with accepted professional standards.

Assessment Results

In May 2019, Atkins cultural resources staff and IPI, conducted a field assessment for the brick streets and historic grid inventory. A windshield survey was conducted to identify previous and existing brick streets. In February 2020, a follow up windshield survey was conducted to verify the 2020 brick street maps and document granite curbing within both historic districts. Both field visits considered the overall historic district boundaries, but primarily focused on the portions located within the TIS APE. Overtime, the construction of the Tampa Interstate system (Interstate [I]-4 and I-275) has contributed to changes in the historic grid and alterations to historic brick streets and granite curbs. The most significant of these changes resulted from the initial construction of the Tampa Interstate system through Ybor City and Tampa Heights (see **Figures 1-4**). In addition, other public and private development in the area has continued to alter some of the historic grid.

Historic Grid Pattern (1957-2020)

Prior to 1957, the historic grid pattern connected downtown Tampa, Ybor City, and Tampa Heights. However, the 1931 Sanborn map revealed that the grid pattern did not follow the traditional West-East and North-South pattern established in other cities. Numerous streets were off-set and dead-end streets were sometimes present at the juncture of each neighborhood (see **Figure 1**). Through 1957, the grid pattern remained relatively unchanged (see **Figure 2**). The greatest alteration of this grid pattern can be seen in historic aerial from 1965 (see **Figure 3**). By 1965, numerous through streets had been closed off by the construction of I-275 and I-4. Between 1965 and 2019, two roadway projects and several public and private projects contributed to alterations in the historic grid pattern in the Ybor City area (see **Figure 5**).

Roadway projects included:

1. The 2007 widening of I-4 to its present alignment which removed the north/south 19th Street underpass, as well as a handful of blocks between 14th and 15th Avenues between 16th and 20th Streets,
2. The extension/re-aligning of Nick Nuccio Parkway that was part of the City of Tampa's Ybor City Urban Renewal Plan. This project truncated 11th and 12th Avenues at 12th Street

and 13th Street, respectfully, truncated 13th Street on both sides of Nick Nuccio, and truncated 14th Street at Nick Nuccio south of what was originally 12th Ave.

The several public and private redevelopment projects included:

1. The construction of the apartment complex that later became the Quarter Condominiums which removed two blocks of 11th Avenue between 18th Street and 20th Street,
2. The construction of the Bainbridge Apartments which removed the half block of 17th Street between 12th Avenue and Interstate 4,
3. The construction of the Children's Board which closed/dead-ended Florence Street between Palm Avenue and 11th Avenue,
4. The Hillsborough County Sheriff's Office complex which removed one block of 9th Avenue between 20th and 21st Streets and closed off/dead-ended the two blocks of 19th Street between 8th and Palm Avenues, and
5. The Hacienda Villas senior residential complex which removed two blocks of 11th Avenue between 15th and 17th Streets and two blocks of 16th Street between Palm Avenue and 12th Avenue.

Between 1965 and 2019, the historic grid within the Tampa Heights area has, for the most part, remained intact except for a few street closures for the 1997 Brewster Technical school development and the 1999 construction of the Mobley Park Apartment complex and the, both located outside the historic district.

Brick Streets and Granite Curbing

Prior to the 2019 and 2020 field assessments, an inventory of brick streets was created by the City of Tampa in 1981 on City of Tampa's 1966 Atlas of Brick Streets base map (see **Figure 6**). This assessment serves an update to the 1981 inventory and sought to document the current condition of brick streets and granite curbs within the TIS APE (See **Table 1, Figures 7 and 8**).

No historic brick streets have been removed within the Tampa Heights NRHP-listed Historic District since the 1981 City brick inventory. However, some were removed by others outside the district along Highland Avenue. There are some brick streets within the TIS APE, but as no right-of-way (ROW) is required in the Tampa Heights historic districts for the TIS SEIS LPA, no brick streets should be removed for the present TIS project.

In Ybor City, only minor alterations to brick streets have occurred post-1965. However, in many cases where bricks were removed, their removal was mitigated by relocating the brick to elsewhere in the historic district. During the widening of I-4 from 2004-2007, bricks were salvaged and reused at the intersections of 14th/15th and 26th Streets. Additionally, salvaged bricks were used to re-create/ re-establish an alley, which was part of the larger historic house relocation mitigation project for the TIS FEIS proposed undertaking, as stipulated in the TIS Memorandum of Agreement (MOA). As part of the mitigation, 16 historic residences were relocated to the block

adjacent to the re-established alley north of I-4. In a second roadway project that was a goes-with project for the I-4/Selmon Connector project, the FDOT also installed granite-edged brick crosswalks as part of the 21st/22nd Street Urban Corridor improvement project. The City of Tampa maintains these salvaged brick crosswalks and the alley. The City of Tampa has a stockpile of salvaged bricks, which were used to add brick to local roads as part of the Ybor City parking garage and streetcar projects. Two privately funded projects also re-used historic brick in their projects. The Quarter Condos installed a brick intersection and pedestrian crosswalk mid-block on 19th Street between Palm Avenue and 12th Avenue. Finally, where the brick street was removed for the development of the Bainbridge Apartments in the half block of 17th Street north of 12th Avenue, Bainbridge relocated the bricks. The bricks were re-used in a fully-directional crosswalk, entrance to the parking garage, sidewalk buffers and entrances to the apartment complex.

Overall, granite curbing is well preserved within both Tampa Heights and Ybor City. The February 2020 survey revealed distinct patterns in its preservation post-1965. In Tampa Heights, most roads with granite curbs did not have brick streets. However, in Ybor City, a majority of the brick streets had granite curbing. Additionally, in Ybor City select areas along the streetcar line only had granite curbing along one side of the roadway. In both Tampa Heights and Ybor City, most intersections had concrete curbing along the turning radius where concrete is more adaptable to the curved design, regardless if granite was present elsewhere along the roadway.

Conclusion

The historic brick streets, granite curbs, and historic grid pattern are character defining features of the Ybor City and Tampa Heights historic districts. Throughout Tampa Heights and Ybor City, changes to the historic street grid and brick streets/granite curbing occurred primarily with the initial construction of the interstate system pre-1965 and a few larger scale private developments post-1965. Over the past 40 years, many of these character defining features have been preserved or re-located in instances when their preservation in place could not be assured.

Tables

Table 1: Historic Brick Street and Granite Curb Inventory	6
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Figures

Figure 1: 1931 Sanborn Map

Figure 2: 1957 Historic Aerial Image

Figure 3: 1965 Historic Aerial Image

Figure 4: 2017 Aerial Image

Figure 5: Historic Grid Pattern Changes (Map Date 1931) Figure

Figure 6: 1981 Historic Brick Streets Atlas

Figure 7: Ybor City Historic Brick Streets and Granite Curbs

Figure 8: Tampa Heights Historic Brick Streets and Granite Curbs

Tampa Interstate Study Brick Streets and Historic Grid Inventory
for Ybor City and Tampa Heights
March 2020

Table 1: Historic Brick Street and Granite Curb Inventory

2020 Historic Brick Street and Granite Curb Inventory			
Ybor City - North of I-4			
Street/Intersection	Only Brick	Only Granite Curb	Brick and Granite
12 th St. between E Columbus Drive and E 14 th Ave.			X
13 th St. between E Columbus Drive and E 14 th Ave.		X	
14 th St. between E Columbus Drive and E 13 th Ave.			X
15 th St. between E Columbus Dr. and E 14 th Ave.		X	
16 th St. between E 17 th Ave and E 14 th Ave.			X
17 th St. between E Columbus Ave and E 15 th Ave.			X
18 th St. between E 17 th Ave and E 15 th Ave.			X
19 th St. between E 17 th Ave and E 15 th Ave.			X
20 th St. between E Columbus Dr. and E 15 th Ave.			X
21 st St. between E 17 th Ave and E 13 th Ave.			X
22 nd St. between E Columbus Dr. and E 13 th Ave.		X	
E Columbus Dr. between N 16 th St. and N.19 th St.		X	
E Columbus Dr. between N 19 th St. and 20 th St		X – on North Side of Roadway	
E Columbus Dr. between 20 th St. and 22 nd St.		X	
15 th Ave. between N Nebraska Ave. and N 10 th St.		X	
15 th Ave. between N 10 th St. and N 12 th St.		X - On North Side of Roadway	
15 th Ave. between N 12 th St. and N 15 th St.		X	
15 th Ave. between N 17 th St. and N 20 th St.		X	
14 th Ave. between N Nebraska Ave. and N 10 th St.			X

Tampa Interstate Study Brick Streets and Historic Grid Inventory
for Ybor City and Tampa Heights
March 2020

Ybor City - South of I-4			
Street/Intersection	Only Brick	Only Granite Curb	Brick and Granite
Florence St./CBHC Dr. between 11 th Ave. and E Palm Ave			X
11 th St. between E 11 th Ave. and E Palm Ave.		X - On East Side of Roadway	
12 th St. between I-4 and E 11 th Ave.			X
12 th St. between E 11 th Ave. and E Palm Ave.			X
13 th St. between I-4 and E 12 th Ave./Nick Nuccio Pkwy.		X	
13 th St. between E Palm Ave and E 8 th Ave.			X
13 th St. between E 8 th Ave. and E 7 th Ave.	X		
14 th St. between E 12 th Ave. and E 11 th Ave			X
14 th St. between E 11 th Ave and E Palm Ave			X - Granite on East Side of Roadway
14 th St. between E Palm Ave. and E 9 th Ave.			X
14 th St. between E 9 th Ave. and E 8 th Ave.		X	
15 th St. between E 12 th Ave. and E Palm Ave.		X	
15 th St. between E Palm Ave. and E 8 th Ave.		X	
16 th St. between E 13 th Ave and E 12 th Ave.	X		
16 th St. between E Palm Ave and E 9 th Ave.			X
16 th St. between E 7 th Ave and E 6 th Ave.	X		
16 th St. between E 4 th Ave and Adamo Dr.	X		
17 th St. between E 12 th Ave and E 11 th Ave.			X
17 th St. between E 11 th Ave and E Palm Ave.			X - Granite only present West side of roadway
17 th St. between E 9 th Ave and Adamo Dr.	X		
18 th St. between E 13 th Ave and E Palm Ave.			X
18 th St. between E Palm Ave and E 9 th Ave.			X - Granite only present on West side of roadway
18 th St. between E 9 th Ave and E 8 th Ave.	X		
18 th St. between E 8 th Ave and E 7 th Ave.			X

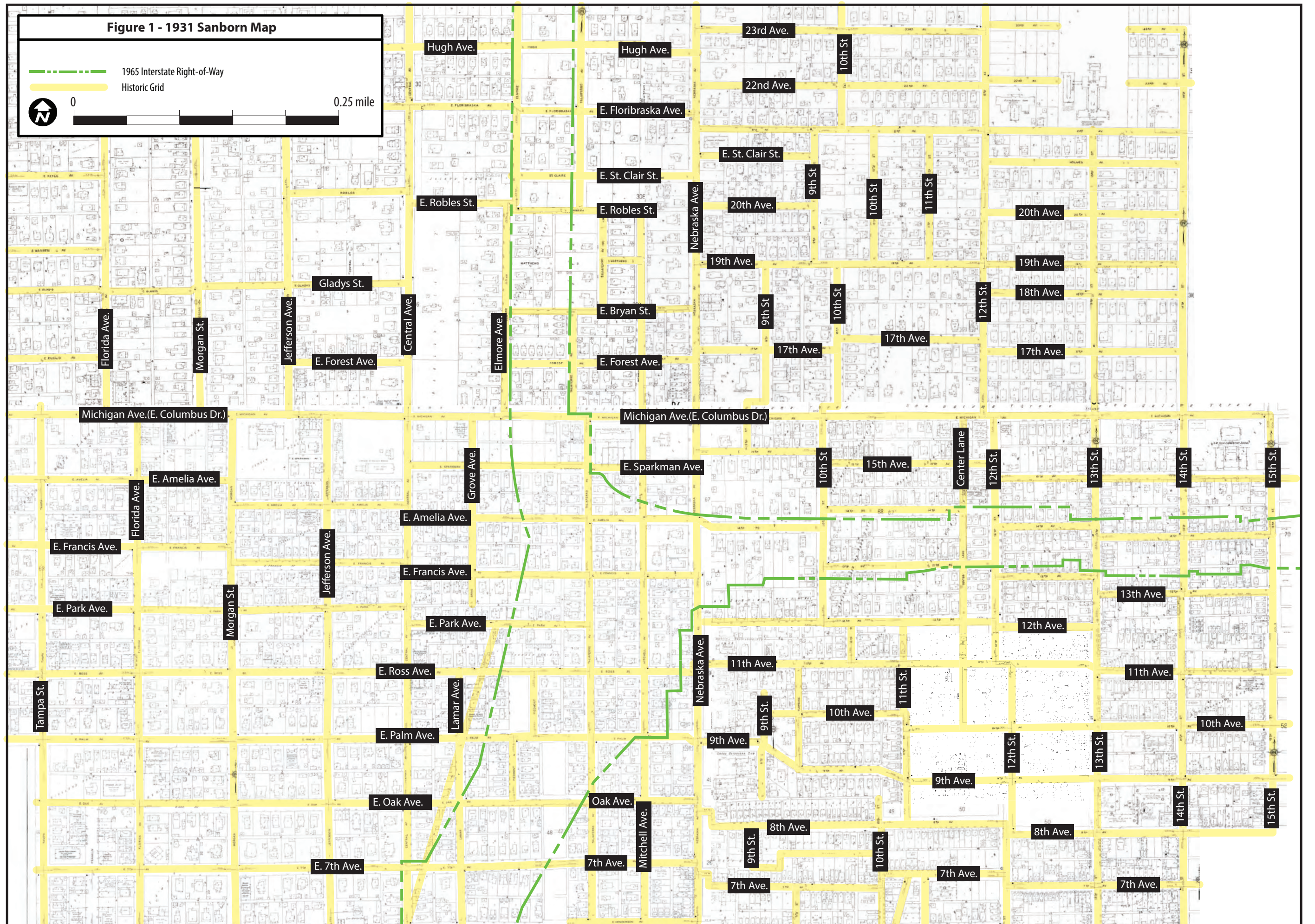
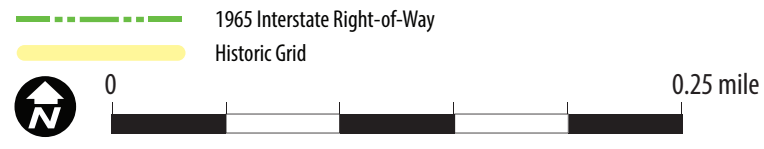
Tampa Interstate Study Brick Streets and Historic Grid Inventory
for Ybor City and Tampa Heights
March 2020

Street/Intersection	Only Brick	Only Granite Curb	Brick and Granite
18 th St. between E 7 th Ave and E 6 th Ave.	X		
19 th St. between E 8 th Ave and E 7 th Ave.			X
19 th St. between E 6 th Ave and Adamo Dr.			X
20 st St. between E 12 th Ave. and E 7 th Ave.			X
21 st St. between E 13 th St. and Adamo Dr.		X	
22 nd St. between E 13 th Ave. and Adamo Dr.		X	
24 th St. between I-4 and E 11 th Ave.		X - On West Side of Roadway	
12 th Ave. between N 12 th St. and N 13 th St.		X	
12 th Ave. between N 15 th St. and N 21 st St.		X	
12 th Ave. between E 22 nd St. and 23 rd St.	X		
11 th Ave. between Nebraska Ave. and 12 th St.		X	
11 th Ave. between N 14 th St. and N 15 th St.		X	
11 th Ave. between N 17 th St. and N 18 th St.			X
11 th Ave. between N 20 th St. and N 21 st St.			X
11 th Ave. between N 22 nd St. and N 23 rd St.			X
11 th Ave. between N 23 rd St. and N 24 th St.		X	
10 th Ave (Palm Ave) between N 23 rd St. and N 24 th St		X	
9 th Ave. between Nuccio Parkway N 20 th St.			X - Granite on both sides except between 17 th St and 19 th St. only present on North side
9 th Ave. between N 21 st St and 23 rd St.			X
8 th Ave. between Nuccio Parkway N 14 th St.		X	
8 th Ave. between N 14 th St. and N 23 rd St.			X
8 th Ave. between N 23 rd St. and N24 th St.		X	

Tampa Interstate Study Brick Streets and Historic Grid Inventory
for Ybor City and Tampa Heights
March 2020

Tampa Heights			
Street/Intersection	Only Brick	Only Granite Curb	Brick and Granite
N. Ola Ave between W Columbus Dr. to W 7 th Ave.	X		
N Highland Ave. between W Floribaska Ave. and W Amelia Ave.			X
N Highland Ave. between W Amelia Ave. and W Frances Ave.	X		
N Florida Ave. between E Columbus Dr. and W Park Ave.		X - On West Side of Roadway	
N Florida Ave. between W Park Ave. and E Oak Ave.		X	
N Morgan St. between E Floribaska Ave. and W 7 th Ave.		X	
N Jefferson St. between E Adalee St. and E Floribaska Ave.		X	
N Jefferson St. between E Floribaska Ave. and E Columbus Dr.	X		
N Jefferson St. between E Ross Ave. and W 7 th Ave.		X	
N Central Ave. between E Adalee St. and E Columbus Dr.			X
N Central Ave. between E Columbus Dr. E Frances Ave.		X	
N Central Ave. between E Palm Ave. W 7 th Ave.		X	
N Lamar Ave. between E Ross Ave. and E Oak Ave.		X	
N Elmore Ave. between E Robles St. and E Columbus Dr.	X		
E Adalee St. between Morgan St. and N Elmore Ave.		X	
E Hughs St. between N Jefferson St. and N Elmore Ave.		X	
E Gladys St. between N Florida Ave. and N Jefferson St.		X	
W Euclid Ave. between N Ola Ave. and N Highland Ave.			X
E Amelia Ave. between N Central Ave. and I-275		X	
W Frances Ave. between N Ola Ave. and N Florida Ave.			X
W Frances Ave. between N Florida Ave. and N Morgan St.		X	
W Frances Ave. between N Central Ave. and I-275		X	
E Park Ave. between N Florida Ave. and N Jefferson St.			X
E Ross Ave. between N Tampa St. and N Jefferson St.		X	
W Oak Ave. between N Ola Ave. and N Florida Ave.	X		
E Oak Ave. between N Florida Ave. and N Lamar Ave.		X	
E 7th Ave. between N Tampa St. and N Florida Ave.	X		
E 7th Ave. N Florida Ave. and N Central Ave.			X

Figure 1 - 1931 Sanborn Map



**Figure 2 - 1957 Historic Aerial Image
Flight 4T Tile 66**

- Barrio Latino Local Historic District
- Ybor City National Historic Landmark Boundary
- Ybor City National Register Historic District
- Tampa Heights Local Historic District
- Tampa Heights National Register Historic District
- Upper North Franklin Street National Register Commercial District
- North Franklin Street National Register Historic District
- Right-of-Way
- TIS SEIS CRAS Update APE



0 0.25 Miles

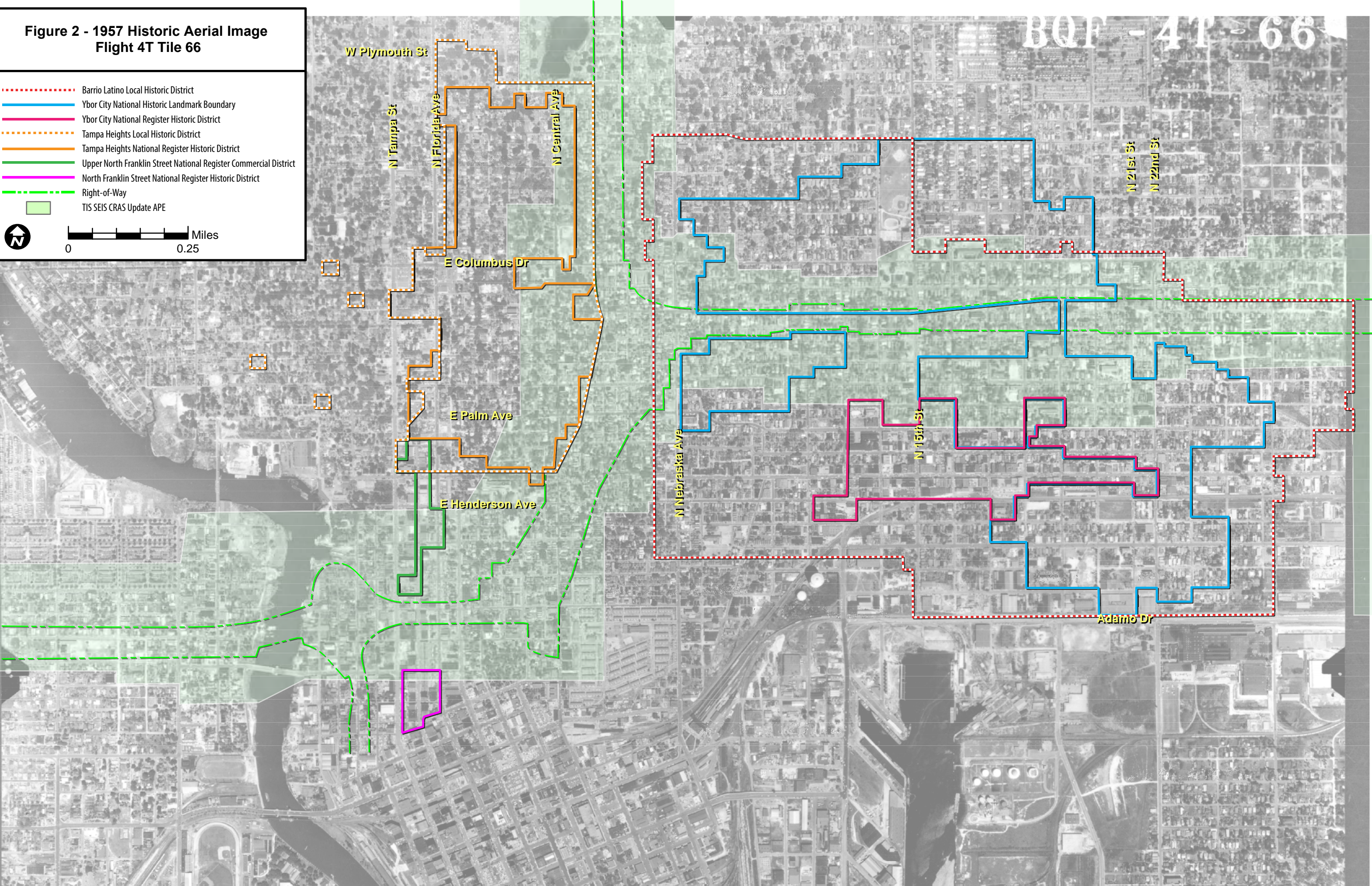
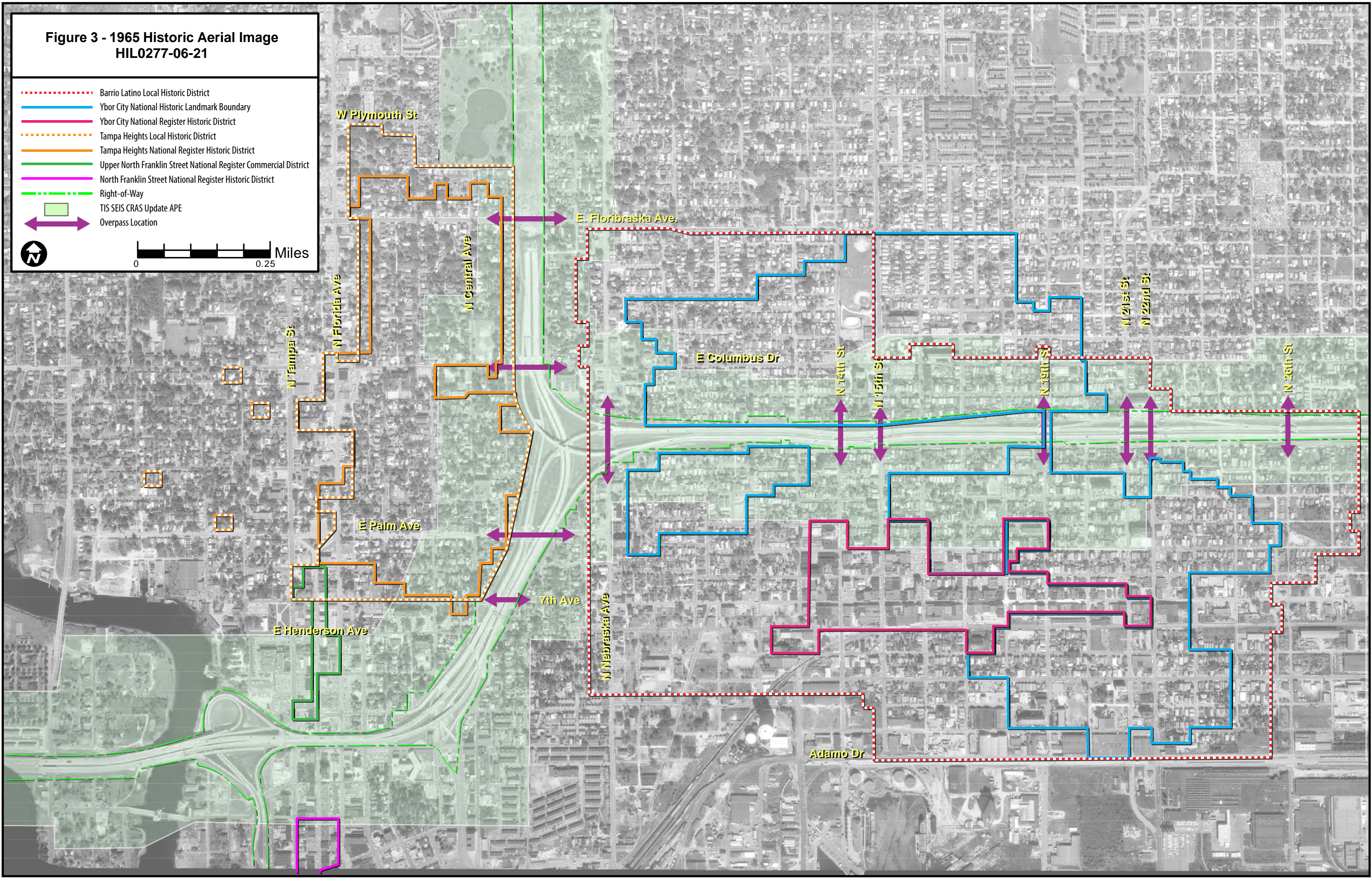


Figure 3 - 1965 Historic Aerial Image
HIL0277-06-21

- ⋯ Barrio Latino Local Historic District
- Ybor City National Historic Landmark Boundary
- Ybor City National Register Historic District
- ⋯ Tampa Heights Local Historic District
- Tampa Heights National Register Historic District
- Upper North Franklin Street National Register Commercial District
- North Franklin Street National Register Historic District
- - - Right-of-Way
- TIS SEIS CRAS Update APE
- ↔ Overpass Location



0 0.25 Miles



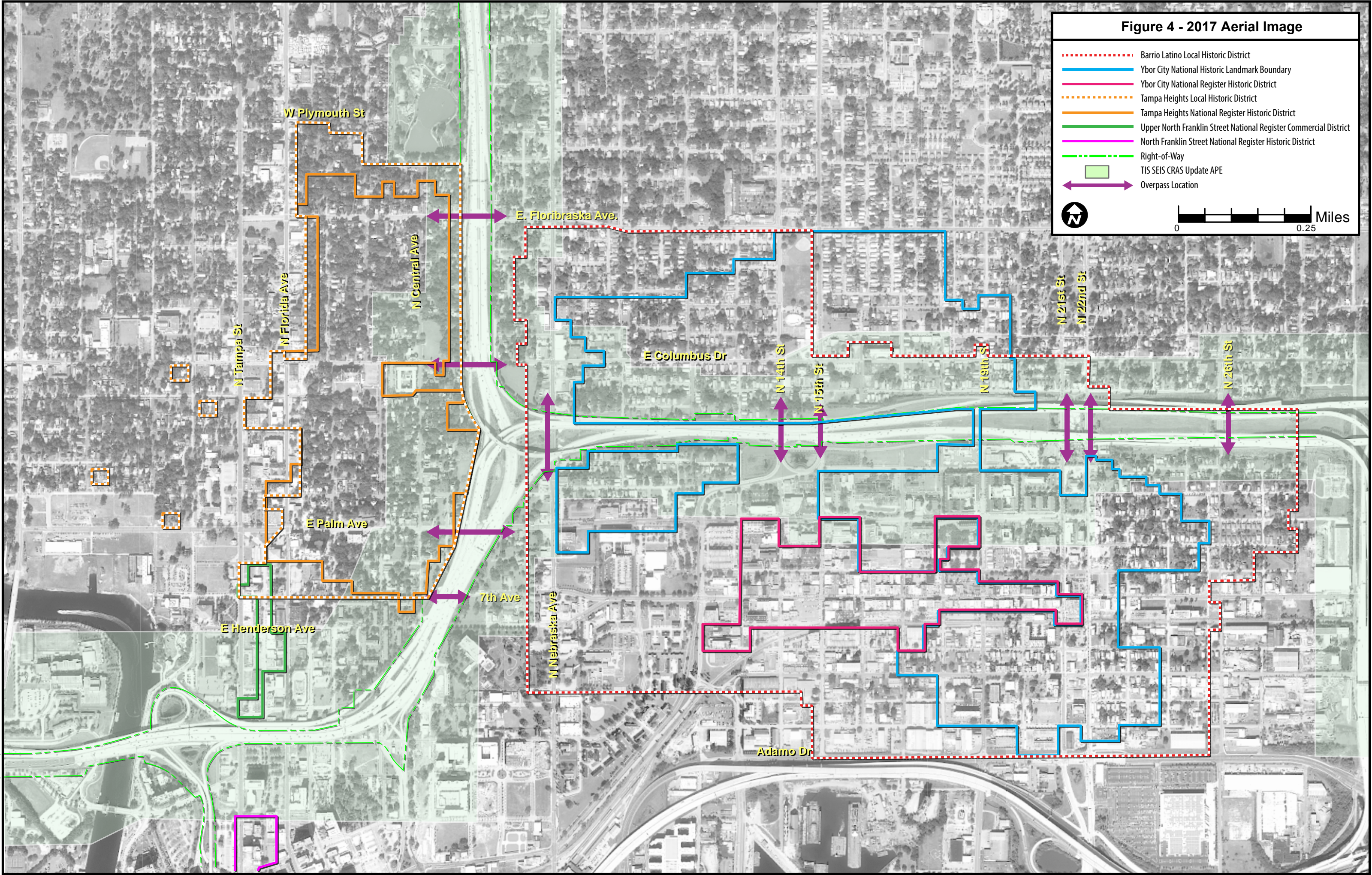


Figure 5 - Historic Grid Pattern Changes
Sanborn Map Date: 1931

- Barrio Latino Local Historic District
- Ybor City National Historic Landmark Boundary
- Ybor City National Register Historic District
- Tampa Heights Local Historic District
- Tampa Heights National Register Historic District
- 1965 Interstate Right-of-Way
- 1965 Overpass Location
- No Through Traffic
- Historic Grid

0 0.25 mile

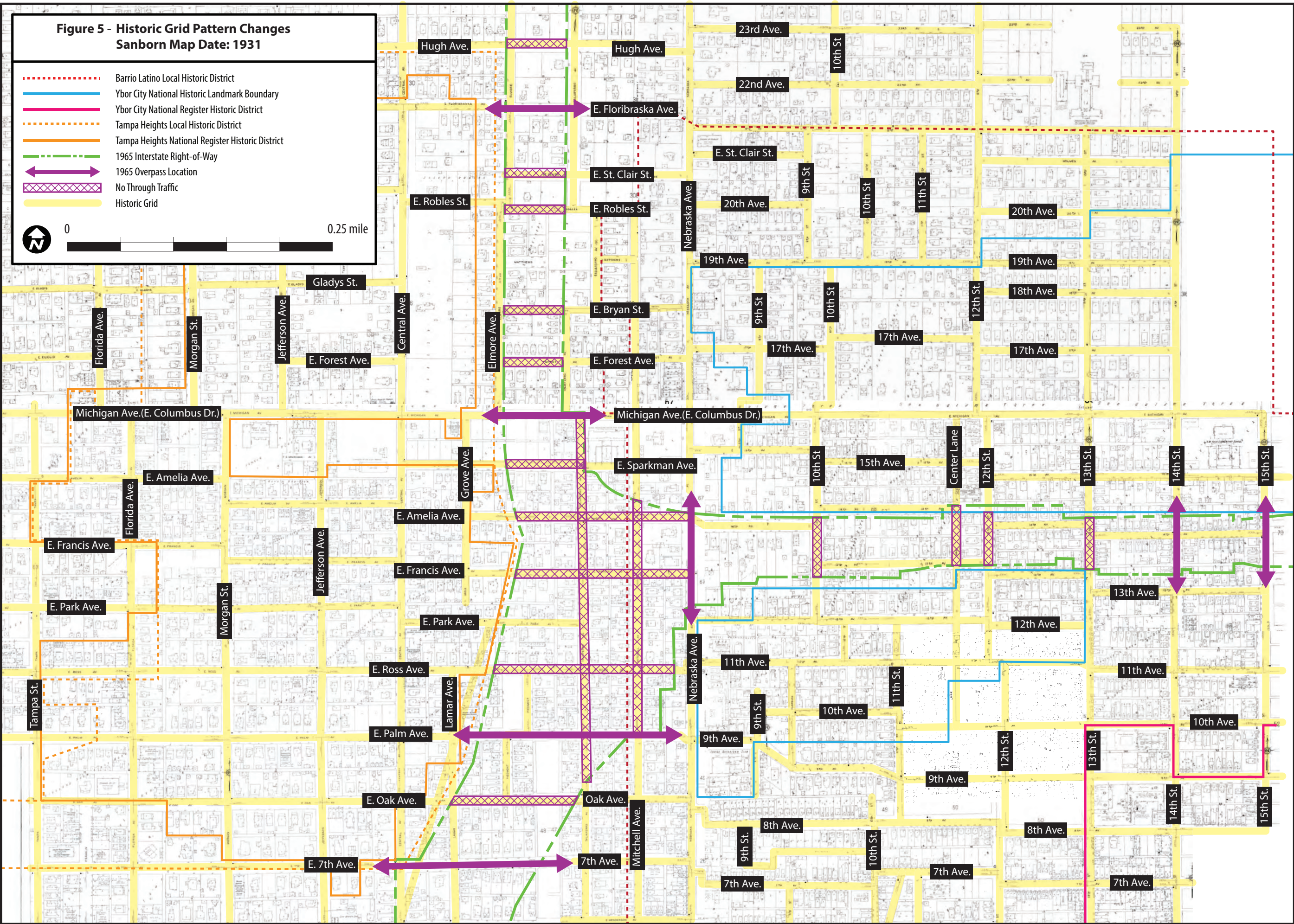


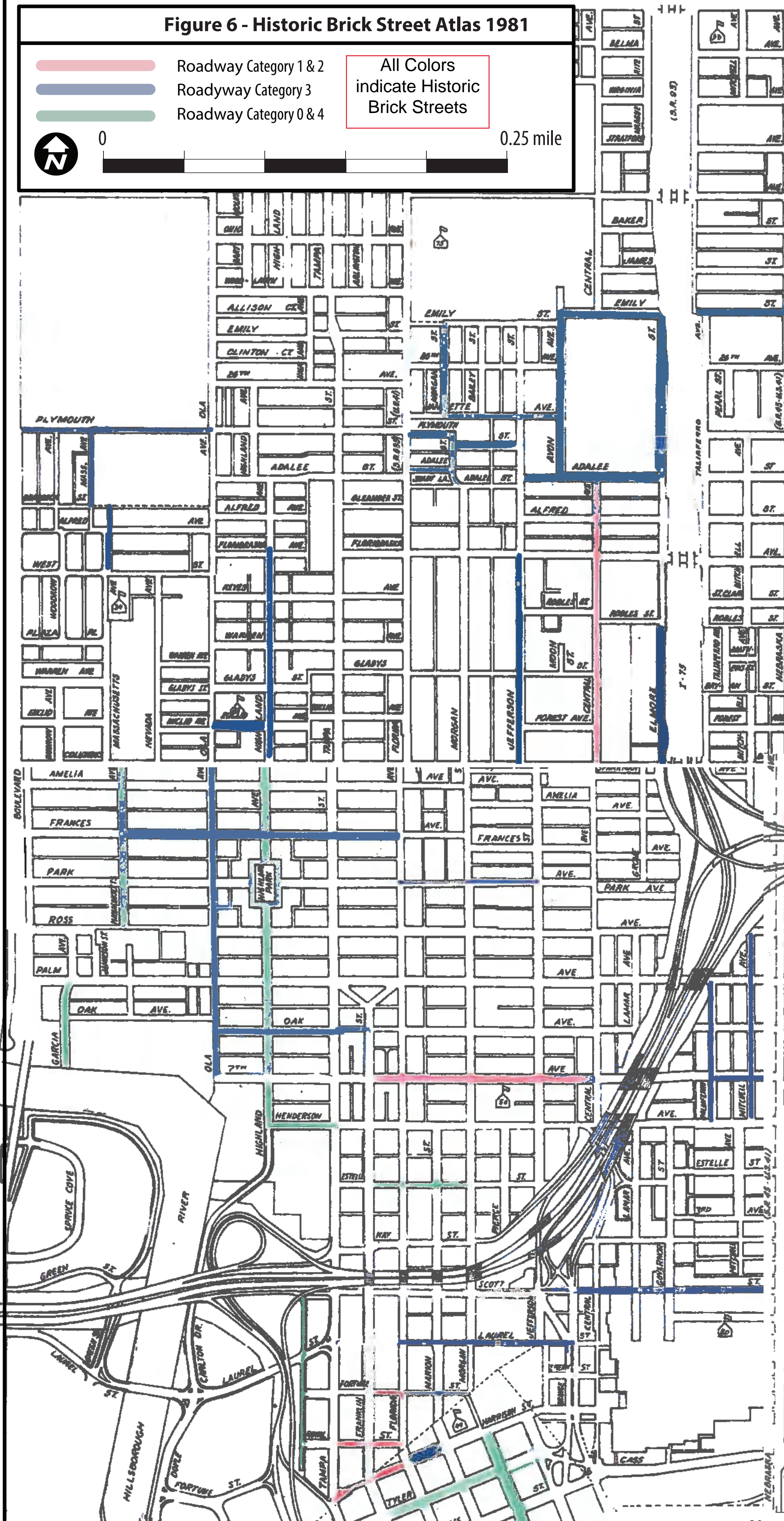
Figure 6 - Historic Brick Street Atlas 1981

Roadway Category 1 & 2
Roadway Category 3
Roadway Category 0 & 4

All Colors indicate Historic Brick Streets

0 0.25 mile

Map showing street names: BELMA, HITE, HENRY, STAPTON, and others.



Scale: 1" = 800'

Red Category 1 & 2
Blue Cat 3
green Cat 4
Arrested Col. → Local

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O		
5										A-10	A-12	A-13	A-14	A-15	A-16	5	
6										B-11	B-12	B-13	B-14	B-15	B-16	6	
7										C-10	C-11	C-12	C-13	C-14	C-15	C-16	7
8										D-10	D-11	D-12	D-13	D-14	D-15	D-16	8
9						E-8	E-9	E-10	E-11	E-12	E-13	E-14	E-15				9
10		F-5		F-7	F-8	F-9	F-10	F-11	F-12	F-13	F-14	F-15					10
11	G-4	G-5	G-6	G-7	G-8	G-9	G-10	G-11	G-12	G-13	G-14	G-15	G-16	G-17	G-18		11
12		H-5	H-6	H-7	H-8	H-9	H-10	H-11	H-12	H-13	H-14	H-15	H-16	H-17	H-18		12
13				I-2	I-3	I-9	I-10	I-11	I-12	I-13	I-14	I-15	I-16	I-17			13
14				J-6	J-9	J-10	J-11	J-12	J-13	J-14	J-15						14
15					K-8	K-9	K-10		K-12	K-13	K-14	K-15					15
16				L-2	L-8	L-9	L-10			L-13	L-14						16
17					M-7	M-8	M-9	M-10	M-11								17
18					N-7	N-8	N-9	N-10	N-11								18
19			O-6	O-7	O-8												19
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O		

STREET NAMES
CHAMPION MAP GRID REF. NUMBERS
TO
CITY R/W ATLAS GRID REF. NUMBERS

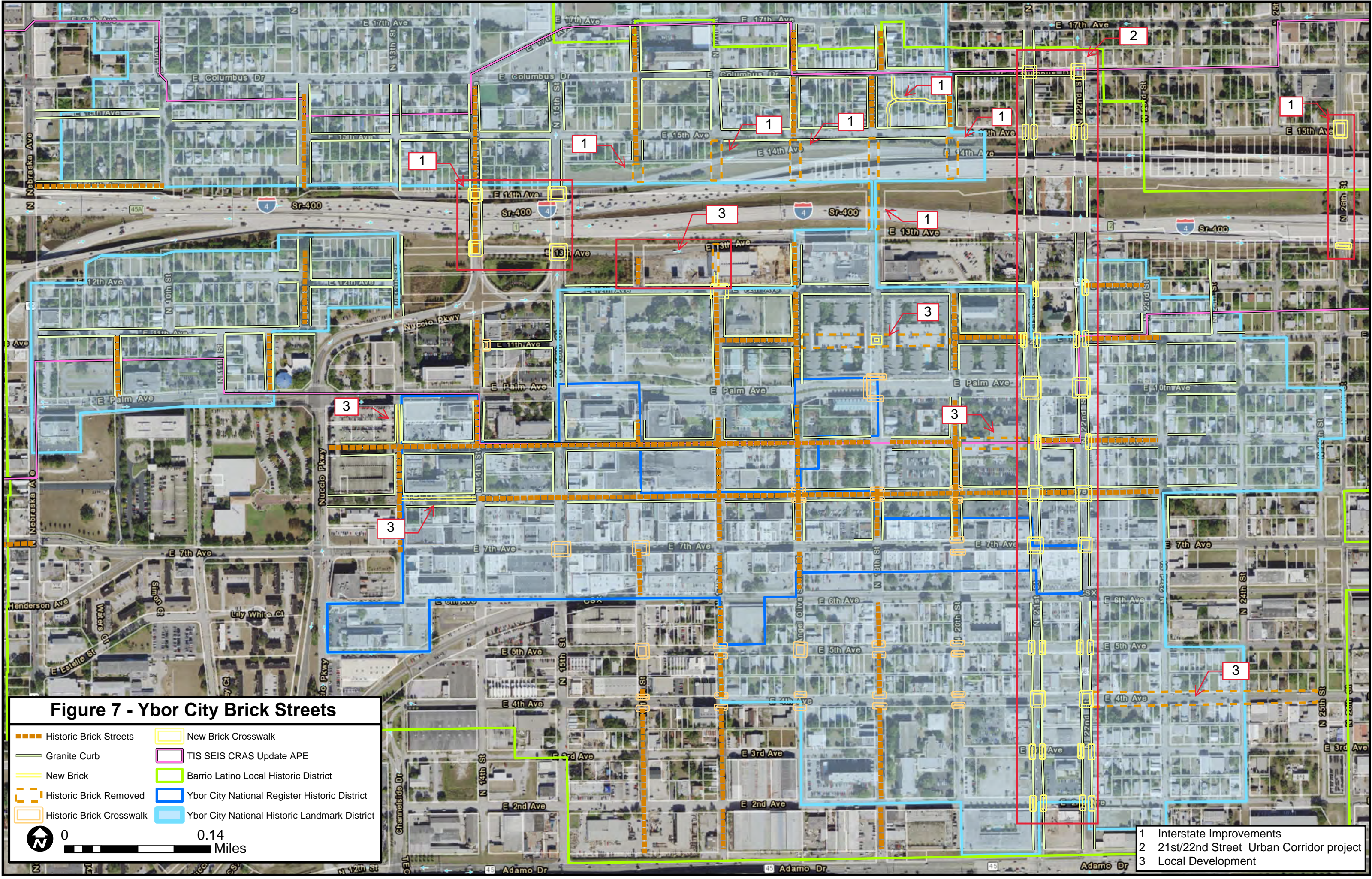


Figure 7 - Ybor City Brick Streets

Historic Brick Streets

Granite Curb

New Brick

Historic Brick Removed

Historic Brick Crosswalk

New Brick Crosswalk

TIS SEIS CRAS Update APE

Barrio Latino Local Historic District

Ybor City National Register Historic District

Ybor City National Historic Landmark District

0

0.14

Miles

1 Interstate Improvements

2 21st/22nd Street Urban Corridor project

3 Local Development

Date: 3/24/2020

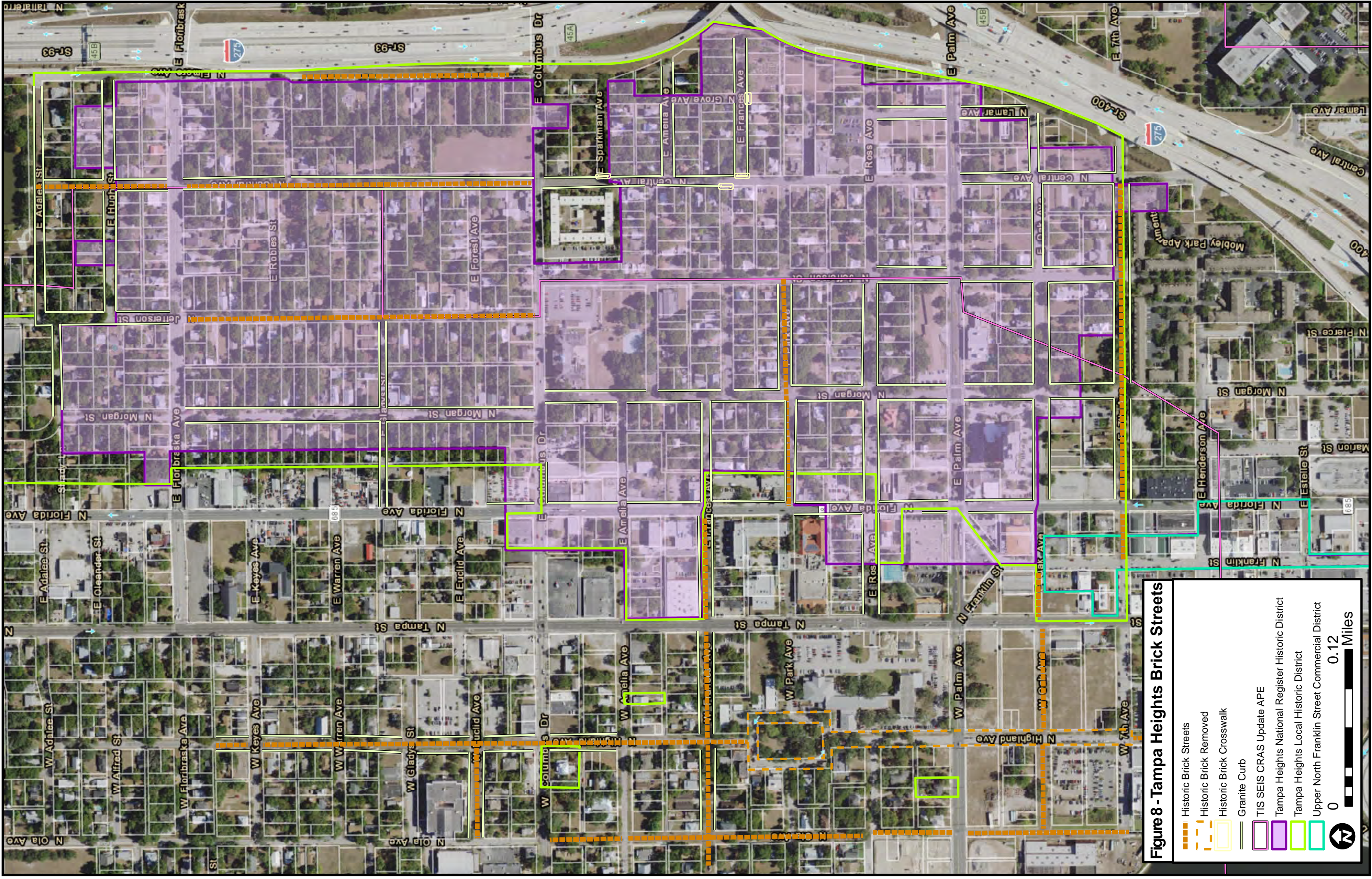


Figure 8 - Tampa Heights Brick Streets

Historic Brick Streets

Historic Brick Removed

Historic Brick Crosswalk

Granite Curb

TIS SEIS CRAS Update APE

Tampa Heights National Register Historic District

Tampa Heights Local Historic District

Upper North Franklin Street Commercial District

0

0.12

Miles

Date: 3/24/2020

APPENDIX H

Tables for Indirect Effects to Contributing Resources within Tampa Heights and Ybor City Historic Districts



SECTION 106 EFFECTS ANALYSIS REPORT UPDATE

The tables in **Appendix H** identify the total number of potential visual and audible indirect adverse effects by alternative within the Tampa Heights Historic District and Ybor City NHL District. This information was used for **Table 4-5** (Tampa Heights) and **Table 4-7** (Ybor City) in **Section 4.0** of the report.

Tampa Heights Historic District

Table H-1 is for Tampa Heights Historic District within Segment 2B. It should be noted that at the time the effects analysis was completed for inclusion in the 1996 TIS FEIS LTPA that Tampa Heights was not a NRHP-listed historic district, nor did it have a local historic designation. As part of the 1996 TIS FEIS documentation, the study team prepared a Palm Avenue mini-district (Multiple Properties Listing) including 6 individual structures and 15 contributing buildings. Consequently, many of the buildings listed in **Table H-1** were not evaluated for effects in 1994. Hence, the n/a's included in the **Table H-1** under the 1996 TIS FEIS LTPA. **Table H-1** does not include Individually NRHP-listed or eligible historic properties listed in **Table 4-3** of the Case Study Report.

Table H-1 Potential Indirect Adverse Effects to the Contributing Historic Resources within the NRHP-Listed Tampa Heights Historic District

FMSF No.	Address	Block No.	Potential Indirect Adverse Effect by Alternatives/Options					
			Updated 1996 TIS FEIS LTPA	2018 Express Lanes				
				A	B	C	D	E
8HI5503	412 E 7 th Ave northside	1	n/a	w/in ROW	w/in ROW	N	N V	--
8HI271	405 E Palm Ave southside	2a	V	V	V	--	N V	--
8HI273	407 E Palm Ave southside	2a	V	V	V	--	N V	--
8HI12358	408 E Palm Ave northside	2b	n/a	V	V	--	N V	--
8HI3750	406 E Palm Ave northside	2b	--	V	V	--	N V	--
8HI3749	404 E Palm Ave northside	2b	--	V	V	--	N V	--
8HI3763	505 E Park Ave (east of N Central Ave)	3	n/a	V	--	--	N V	--
8HI3764	507 E Park Ave (east of N Central Ave)	3	n/a	V	--	--	N V	--
8HI5219	506 E Park Ave (east of N Central Ave)	3	n/a	V	--	--	N V	--
8HI14147	505 E Columbus Dr southside	4	n/a	--	V	--	--	--
8HI3176	2708 N Elmore Avenue	5	n/a	--	V	--	--	--
8HI5159	2816 N Elmore Avenue	5	n/a	--	V	--	--	--
8HI5160	2818 N Elmore Avenue	5	n/a	--	V	--	--	--
8HI3179	2906 N Elmore Avenue	5	n/a	--	V	--	--	--
8HI5162	2908 N Elmore Avenue	5	n/a	--	V	--	--	--



SECTION 106 EFFECTS ANALYSIS REPORT UPDATE

FMSF No.	Address	Block No.	Potential Indirect Adverse Effect by Alternatives/Options					
			Updated 1996 TIS FEIS LTPA	2018 Express Lanes				
				A	B	C	D	E
8HI5212	505 E Frances Avenue	6	n/a	V			N V	--
8HI5215	511 E Frances Avenue	6	n/a	V	V		N V	--
8HI5213	508 E Frances Avenue	6	n/a	V			N V	--
8HI5214	510 E Frances Avenue	6	n/a	V			N V	--
8HI5216	512 E Frances Avenue	6	n/a	V	V		N V	--
8HI3722	602 E Frances Avenue	6	n/a	V	V		N V	--
8HI279	2003 N Central Avenue eastside between Palm Ave/Ross Ave	7a	N				N	--
8HI689	2005 N Central Avenue	7a	N				N	--
8HI283	2007 N Central Avenue	7a	N				N	--
8HI223	2008 N Central Avenue - westside	7b	--				N	--
8HI5209	2201 N Central Avenue	8	n/a				N	
8HI14154	2203 N Central Avenue	8	n/a				N	
TOTAL Tampa Heights				V=14	V=14	1N	V=15 N=21	0

SOURCE: FDOT. 2018. *Cultural Resource Assessment Survey Update*.

Notes:

- (1) V = Potential Adverse Visual Effect
- (2) N = Potential Adverse Noise Effect



SECTION 106 EFFECTS ANALYSIS REPORT UPDATE

Ybor City National Landmark District

Table H-2 is for Segment 2B and Table H-3 is for Segment 3A.

Table H-2 Potential Indirect Adverse Effects to the Contributing Historic Resources within the Ybor City NHL District within Segment 2B

FMSF No.	Address	Block	Potential Indirect Adverse Effect by Alternatives/Options					
			Updated 1996 TIS FEIS LTPA	2018 Express Lanes				
				A	B	C	D	E
Segment 2B North of I-4								
8HI14258	909 E 15 th Avenue	B1	V	V			N	
8HI14260	911 E 15 th Avenue	B1					N	
8HI14262	913 E 15 th Avenue	B1					N	
8HI14264	917 E 15 th Avenue	B1					N	
8HI14266	919 E 15 th Avenue	B1					N	
8HI14267	921 E 15 th Avenue	B1					N	
8HI14268	2514 N 10 th Street	B1	V	V			N	
8HI14259	906 E 15 th Avenue	B1					N	
8HI14261	908 E 15 th Avenue	B1					N	
8HI14263	910 E 15 th Avenue	B1					N	
8HI14265	914 E 15 th Avenue	B1					N	
8HI4198	1002 E 14 th Avenue		w/in 1996 ROW	w/in ROW	w/in ROW	N V	N V	V
8HI4200	1006 E 14 th Avenue		w/in 1996 ROW	w/in ROW	w/in ROW	N V	N V	V
8HI4201	1008 E 14 th Avenue		w/in 1996 ROW	w/in ROW	w/in ROW	N V	N V	V
8HI4202	1014 E 14 th Avenue		w/in 1996 ROW	w/in ROW	w/in ROW	N V	N V	V
8HI4203	1016 E 14 th Avenue		w/in 1996 ROW	w/in ROW	w/in ROW	N V	N V	V
8HI4204	1018–1018 ½ E 14 th Avenue		w/in 1996 ROW	w/in ROW	w/in ROW	N V	N V	V



SECTION 106 EFFECTS ANALYSIS REPORT UPDATE

FMSF No.	Address	Block	Potential Indirect Adverse Effect by Alternatives/Options					
			Updated 1996 TIS FEIS LTPA	2018 Express Lanes				
				A	B	C	D	E
8HI4206	1022 E 14 th Avenue		w/in 1996 ROW	w/in ROW	w/in ROW	N V	N V	V
8HI954	1001 E 15 th Avenue	B2				N	N	
8HI4240	1003E 15 th Avenue	B2				N	N	
8HI4239	1005 E 15 th Avenue	B2				N	N	
8HI4238	1007 E 15 th Avenue	B2				N	N	
8HI4237	1009 E 15 th Avenue	B2	V	V	V	N	N	
8HI4236	1011 E 15 th Avenue	B2	V	V	V	N	N	
8HI4235	1011 ½ E 15 th Avenue	B2	V	V	V	N	N	
8HI4234	1013 E 15 th Avenue	B2	V	V	V	N	N	
8HI4233	1017 E 15 th Avenue	B2	V	V	V	N	N	
8HI4231	1021 E 15 th Avenue	B2	V	V	V	N	N	
8HI4230	2516 N 12 th Street	B2	V	V	V	N	N	
8HI4269	2506 N 12 th Street	B2				N	N	
8HI4215	1002 E 15 th Avenue	B2				V	N V	
8HI4216	1004 E 15 th Avenue	B2				V	N V	
8HI4217	1006 E 15 th Avenue	B2				V	N V	
8HI4218	1008 E 15 th Avenue	B2				V	N V	
8HI4219	1010 E 15 th Avenue	B2				V	N V	
8HI4220	1012 E 15 th Avenue	B2				V	N V	
8HI4221	1012 ½ E 15 th Avenue	B2				V	N V	
8HI4222	1014 E 15 th Avenue	B2				V	N V	
8HI4223	1016 E 15 th Avenue	B2				V	N V	
8HI4224	1018 E 15 th Avenue	B2				V	N V	
8HI4225	1020 E 15 th Avenue	B2				V	N V	
8HI4226	1022-1022 ½ E 15 th Avenue	B2				V	N V	
8HI4227	1024 E 15 th Avenue	B2				V	N V	
8HI4228	1026 E 15 th Avenue	B2				V	N V	
8HI4229	2602 N 12 th Street	B2				N	N	



SECTION 106 EFFECTS ANALYSIS REPORT UPDATE

FMSF No.	Address	Block	Potential Indirect Adverse Effect by Alternatives/Options					
			Updated 1996 TIS FEIS LTPA	2018 Express Lanes				
				A	B	C	D	E
8HI4243	2503 N 12 th Street	B3				N V	N V	
8HI4242	2505 N 12 th Street	B3				N V	N V	
8HI4241	2507 N 12 th Street	B3				N V	N V	
8HI4262	1203 E 15 th Avenue	B3				N	N	
8HI14246	1207 E 15 th Avenue	B3				N	N	
8HI4265	1215 E 15 th Avenue	B9				N	N	
8HI4266	2510 N 13 th Street	B9				N V	N V	
8HI4267	2508 N 13 th Street	B9				N V	N V	
8HI14248	1202 E 15 th Avenue	B3-2				N V	N V	
8HI14247	1206 E 15 th Avenue	B3-2				N V	N V	
8HI14245	1208 E 15 th Avenue	B3-2				N V	N V	
8HI14244	1210 E 15 th Avenue	B3-2				N V	N V	
8HI14243	1212 E 15 th Avenue	B3-2				N V	N V	
8HI14241	2606 N 13 th Street	B3-2				N V	N V	
8HI14240	2604 N 13 th Street	B3-2				N V	N V	
8HI14239	2602 N 13 th Street	B3-2				N V	N V	
8HI4272	2509 N 13 th Street	B10				N V	N V	
8HI4273	2511 N 13 th Street	B10				N V	N V	
8HI4274	2513 N 13 th Street	B10				N V	N V	
8HI4275	1305 E 15 th Avenue	B10				N	N	
8HI4277	1311 E 15 th Avenue	B10				N	N	
8HI4278	1313 E 15 th Avenue	B10				N	N	
8HI4279	2512 N 14 th Street	B10				N V	N V	
8HI4280	2508 N Republica De Cuba	B10				N V	N V	
8HI14238	1304 E 15 th Avenue	B10-2				N V	N V	
8HI14237	1308 E 15 th Avenue	B10-2				N V	N V	
8HI14236	1310 E 15 th Avenue	B10-2				N V	N V	
8HI14235	1312 E 15 th Avenue	B10-2				N V	N V	
8HI14234	1314 E 15 th Avenue	B10-2				N V	N V	



SECTION 106 EFFECTS ANALYSIS REPORT UPDATE

FMSF No.	Address	Block	Potential Indirect Adverse Effect by Alternatives/Options					
			Updated 1996 TIS FEIS LTPA	2018 Express Lanes				
				A	B	C	D	E
8HI14233	1316 E 15 th Avenue	B10-2				N V	N V	
8HI14232	2606 N Republica De Cuba	B10-2				N V	N V	
8HI4286	2511 N Republica De Cuba	B10				N V	N V	
8HI4288	1405 E 15 th Avenue	B10				N	N	
8HI14231	2512 N 15 th Street	B10				N V	N V	
TOTAL Segment 2B North of I-4			N=0 V=9	N=0 V=9	N=0 V=7	N=54 V=48	N=77 V=48	N=0 V= 7
Segment 2B South of I-4								
8HI4174	916 E 12 th Avenue	-	w/in 1996 ROW	w/in ROW	w/in ROW	w/in ROW	w/in ROW	(1)
8HI4181	1018 E 12 th Avenue	-	w/in 1996 ROW	w/in ROW	w/in ROW	w/in ROW	w/in ROW	N
8HI4182	1020 E 12 th Avenue	-	w/in 1996 ROW	w/in ROW	w/in ROW	w/in ROW	w/in ROW	N
8HI4183	1024 E 12 th Avenue	-	w/in 1996 ROW	w/in ROW	w/in ROW	w/in ROW	w/in ROW	N
8HI4472	907 12 th Avenue	-	w/in 1996 ROW	w/in ROW	w/in ROW	w/in ROW	w/in ROW	
8HI5462	2306 N 13 th Street	-	w/in 1996 ROW	w/in ROW				N
8HI8577	906 E 11 th Avenue	B4	N V	V		NV	N	
8HI8580	912 E 11 th Avenue	B4	N V	V		NV	N	
8HI8581	914 E 11 th Avenue	B4	N V	V		NV	N	
8HI8582	916 E 11 th Avenue	B4	N V	V		NV	N	
8HI8584	918 E 11 th Avenue	B4	N V	V		NV	N	
8HI8587	920 E 11 th Avenue	B4	N V	V		NV	N	
8HI8612	915 E 12 th Avenue	B4	N V	V		NV	NV	
8HI8613	917 E 12 th Avenue	B4	N V	V		NV	NV	
8HI8614	919 E 12 th Avenue	B4	N V	V		NV	NV	



SECTION 106 EFFECTS ANALYSIS REPORT UPDATE

FMSF No.	Address	Block	Potential Indirect Adverse Effect by Alternatives/Options					
			Updated 1996 TIS FEIS LTPA	2018 Express Lanes				
				A	B	C	D	E
8HI8615	921 E 12 th Avenue	B4	N V	V		NV	NV	
8HI8589	2204 N 10 th Street	B4	N V	V		V	N	
8HI8588	2202 N 10 th Street	B4	N V	V		V	N	
8HI8590	2201 N 10 th Street	B7	N V	V		V	N	
8HI8593	924 E 11 th Avenue	B7	--				N	
8HI8594	924 ½ E 11 th Avenue	B7	--				N	
8HI8598	930 E 11 th Avenue	B7	--				N	
8HI603	934 E 11 th Avenue	B7	--				N	
8HI8604	944 E 11 th Avenue	B7	--				N	
8HI8616	1001 E 12 th Avenue	B7	V	V		NV	NV	
8HI8617	1003 E 12 th Avenue	B7	V	V		NV	NV	
8HI8618	1007 E 12 th Avenue	B7	V	V		NV	NV	
8HI8620	1009 ½ E 12 th Avenue	B7	V	V		NV	NV	
8HI8621	1011 E 12 th Avenue	B7	V	V		NV	NV	
8HI8622	1019 E 12 th Avenue	B7	V	V		NV	NV	N
8HI8623	1023 E 12 th Avenue	B7	V	V		NV	NV	N
8HI8624	1027 E 12 th Avenue	B7	V	V		NV	NV	N
8HI8625	2206 N 12 th Street	B7	V	V		NV	N	N
8HI8609	2207 N 12 th Street	B8	--			V	N	
8HI8610	2209 N 12 th Street	B8	--			V	N	
8HI8626	1203 E 12 th Avenue	B8	N V	V		V	NV	N
8HI8627	1205 E 12 th Avenue	B8	N V	V		V	NV	N
8HI8628	1207 E 12 th Avenue	B8	N V	V		V	NV	N
8HI8629	1209 E 12 th Avenue	B8	N V	V		V	NV	N
8HI8630	1211 E 12 th Avenue	B8	N V	V		V	NV	N
8HI8631	1213 E 12 th Avenue	B8	N V	V		V	NV	N
8HI8633	1219 E 12 th Avenue	B8	N V	V		V	NV	N
8HI8634	1221 E 12 th Avenue	B8	N V	V		V	NV	N
8HI8635	2214 N 13 th Street	B8	N V	V		V	N	N



SECTION 106 EFFECTS ANALYSIS REPORT UPDATE

FMSF No.	Address	Block	Potential Indirect Adverse Effect by Alternatives/Options					
			Updated 1996 TIS FEIS LTPA	2018 Express Lanes				
				A	B	C	D	E
8HI8576	905 E 11 th Avenue	B5	N				N	
8HI8578	907 E 11 th Avenue	B5	N				N	
8HI8583	2010 N Florence Street	B5	--				N	
TOTAL Segment 2B South of I-4			N=24 V=31	N=0 V=31	N=0 V=0	N=19 V=33	N=41 V=20	N=17 V=0
TOTAL Segment 2B			N=24 V=40	N=0 V=40	N=0 V=7	N=73 V=81	N=11 8 V= 68	N=17 V=7

SOURCE: FDOT. 2018. *Cultural Resource Assessment Survey Update*.

Notes:

- (1) V = Potential Adverse Visual Effect
- (2) N = Potential Adverse Noise Effect



SECTION 106 EFFECTS ANALYSIS REPORT UPDATE

Table H-3 Potential Indirect Adverse Effects to the Contributing Historic Resources within the Ybor City NHL District within Segment 3A

FMSF No.	Address	Block	Potential Indirect Adverse Effect by Alternatives/Options					
			Updated 1996 TIS FEIS LTPA	2018 Express Lanes				
				A	B	C	D	E
North of I-4								
8HI4225	1514 E 15 th Ave	B11-2		N	N	NV	NV	
8H4224	1516 E 15 th Ave	B11-2		N	N	NV	NV	
8HI4302	1519 E 15 th Avenue	B11		N	N	NV	NV	
8HI4303	2508 N 16 th Street	B11		N	N	NV	NV	
8HI4222	1608 E 15 th Ave	B12-2		N	N	NV	NV	
8HI4221	1614 E 15 th Ave	B12-2		N	N	NV	NV	
8HI4220	1618 E 15 th Ave	B12-2		N	N	NV	NV	
8HI4211	1601 E 15 th Avenue	B12		N	N	NV	NV	
8HI4322	1605 E 15 th Avenue	B12		N	N	NV	NV	
8HI4321	1609 E 15 th Avenue	B12		N	N	NV	NV	
8HI4320	1611 E 15 th Avenue	B12		N	N	NV	NV	
8HI4319	1613 E 15 th Avenue	B12		N	N	NV	NV	
8HI4355	1702 E 15 th Avenue	B13		N	N	NV	NV	
8HI4248	1704 E 15 th Avenue	B13		N	N	NV	NV	
8HI4329	1706 E 15 th Avenue	B13		N	N	NV	NV	
8HI14215	1708 E 15 th Avenue	B13		N	N	NV	NV	
8HI14214	2616 N 19 th Street	B13		N	N	NV	NV	
8HI4210	2607 N 18 th Street	B13		N	N	NV	NV	
8HI8641	2603 N 18 th Street	B14		N	N	NV	NV	
8HI8640	2601 N 18 th Street	B14		N	N	NV	NV	
8HI8642	1808 E 15 th Avenue	B14		N	N	NV	NV	
8HI8643	1812 E 15 th Avenue	B14		N	N	NV	NV	
8HI8644	1814 E 15 th Avenue	B14		N	N	NV	NV	
8HI4330	1818 E 15 th Avenue	B14		N	N	NV	NV	
8HI8645	2602 N 19 th Street	B14		N	N	NV	NV	



SECTION 106 EFFECTS ANALYSIS REPORT UPDATE

FMSF No.	Address	Block	Potential Indirect Adverse Effect by Alternatives/Options					
			Updated 1996 TIS FEIS LTPA	2018 Express Lanes				
				A	B	C	D	E
8HI4208	2605 N 19 th Street	B18		N	N	NV	NV	
8HI8647	2603 N 19 th Street	B18		N	N	NV	NV	
8HI8646	2601 N 19 th Street	B18		N	N	NV	NV	
8HI4317	1906 E 15 th Avenue	B18		N	N	NV	NV	
8HI8648	1908 E 15 th Avenue	B18		N	N	NV	NV	
8HI8649	1910 E 15 th Avenue	B18		N	N	NV	NV	
8HI4338	1912 E 15 th Avenue	B18		N	N	NV	NV	
8HI4358	1914 E 15 th Avenue	B18		N	N	NV	NV	
8HI4309	1916 E 15 th Avenue	B18		N	N	NV	NV	
8HI4349	1918E 15 th Avenue	B18		N	N	NV	NV	
8HI4344	1920E 15 th Avenue	B18		N	N	NV	NV	
TOTAL Segment 3A				N=36 V=0	N=36 V=0	N=36 V=36	N=36 V=36	

SOURCE: FDOT. 2018. *Cultural Resource Assessment Survey Update*.

Notes:

- (1) V = Potential Adverse Visual Effect
- (2) N = Potential Adverse Noise Effect