

May 13, 2010

MEMORANDUM

TO: Scott Collister, Ming Gao, Margaret Smith, Ron Chin, Kirk Bogen, Scott Arnold, Adam Perez, Lisa Heimborg,

FROM: Elaine C. Illes

RE: Tampa Interstate Study and High Speed Rail
Coordination Meeting – April 9, 2010

The purpose of this memorandum is to summarize some of the key points of discussion from the coordination meeting with Wilbur Smith and Associates (WSA), one of the Program Manager firms supporting the Florida Rail Enterprise (FRE), held on Friday April 9, 2010. The purpose of the coordination was to discuss how the proposed High Speed Rail (HSR) project will interface with the 1998 Tampa Interstate Study (TIS) Final Environmental Impact Statement (FEIS) Ultimate Preferred Alternative and the Memorandum of Agreement (MOA) and the related Section 106 Commitments.

The HSR Express alignment has been divided in half with WSA responsible for everything west of U.S. 98. The FRA has requested that the FRE complete advance Preliminary Engineering (PE) to the 20%-30% level to update the HSR Express alignment and refine the cost estimate. This design effort will finalize the horizontal and vertical alignment and identify variations from the alignment included in the HSR Express Reevaluation submitted in October 2009.

A review of the maps provided in the HSR Express Reevaluation shows there are three main areas that will require careful coordination and attention as WSA begins the advance PE effort.

The first and most complex area of concern is the area where the ramps of the I-4/Selmon Connector connect to I-4. The NTP to the Joint Venture constructing this project was issued on March 1, 2010. It should be noted that:

- With the future construction of the express lanes from downtown to 50th Street, the TIS multi-modal envelope of 44' (64-foot median width of future express lanes) is available for the HSR Express. This interchange coincides with a CSX crossing of I-4. Extensive coordination with CSX was required to obtain their approval to proceed with the construction of the I-4 Connector. The EOR for the northern segment of the I-4 Connector, PB Americas, will re-verify that 18.5 feet of vertical clearance has been provided between the proposed alignment of the HSR Express and the flyovers that will connect I-4 to the Connector.

- There are additional ramps that are part of the ultimate build-out for the TIS that are not included in the I-4 Connector project.
- The line and grade of the ultimate ramps were developed as part of the TIS FEIS plans. This information will be provided for WSA for their use to finalize the HSR Express alignment through the I-275/I-4 multilevel interchange.
- Currently the HSR Express alignment is not centered in the 64' envelope and would prevent the construction of the ultimate ramps and express lanes needed to complete the approved TIS FEIS. The District is concerned about this alignment conflict and requests that all reasonable efforts be made to avoid impacting the Ultimate TIS configuration.

Second, the Ultimate I-4/I-275 Downtown Interchange configuration requires construction of ramps between Nebraska Avenue and 14th Street in the vicinity of Ybor City. Please note the department should complete the required mitigation for the TIS Ultimate I-4/I-275 Downtown Interchange no later than January 2011.

- By placing the HSR Express alignment immediately adjacent to the existing Interstate, it is unlikely that the ultimate interchange could be modified and remain within the footprint of the original TIS plan.
- Use of the southern-most portion of the Ultimate Interchange ROW immediately adjacent to 12th Avenue for the alignment of the HSR Express may allow the department to avoid or minimize the amount of additional ROW that would be required to construct the Ultimate I-4/I-275 Downtown Interchange. If the width of the median can be reduced in the original Ultimate I-4/I-275 Downtown Interchange, even a small shift of the HSR alignment to the south in the Ultimate Interchange ROW may assist with reducing potential impacts of the Ultimate Interchange build-out.

Third, there are three historic districts in Ybor City: the local Barrio Latino District, the National Register Historic District and the National Historic Landmark District.

- The commitments in the HSR Express Reevaluation require that the FRE coordinate the project with the local Barrio Latino Commission and submit the HSR Express design plans to SHPO at 30%, 60% and 90% for their review and comment. In addition, a commitment to fulfill the TIS MOA Stipulations has been included since the HSR Express project's implementation utilizes a portion of the TIS Ultimate I-4/I-275 Interchange ROW. The TIS MOA also requires agency reviews if there is any substantive alteration of the Project design that could have adverse effects on historic properties not previously addressed.
- Ideally, it would be beneficial for the final vertical grade and elevation for the HSR Express not to substantially exceed what is delineated on the concept plans contained in the approved TIS FEIS, dated January 1995.

It should also be noted that in addition to the concerns related to the I-4/Selmon Expressway Connector Project currently under construction and discussed above, due to the geographic scope of the TIS FEIS, any reevaluation of this document caused by changes in the horizontal or vertical alignment by the HSR Express could also impact District Seven's I-275 Capacity improvements, programmed in the Tentative FY 2011-2015 Work Program in FY 2014 as a single design-build project.

We request that WSA contact Adam Perez, District Seven Interstate Program Manager at adam.perez@dot.state.fl.us or (813)-975-6277 if any additional information is required to finalize the HSR Express horizontal and vertical alignment. If the HSR Express project team has any additional questions regarding the requirements of the TIS MOA they can contact me directly at elaine@totalinvolvement.com or (813)-748-3376.

The intent of our mutual efforts is to expedite the coordination of the HSR Express final alignment and preserve the TIS Ultimate configuration to the maximum extent possible.