

FINAL SECTION 106 EVALUATION AND DETERMINATION OF EFFECTS CASE STUDY REPORT

I-275 (State Road 93) Project Development & Environment Study

**From north of Dr. Martin Luther King, Jr. Boulevard (SR 574)
to north of Bearss Avenue (SR 678/CR 582)**

Hillsborough County, Florida

ETDM Number: 13854
Work Program Item Segment Number: 431821-1

**Florida Department of Transportation
District Seven
Tampa, Florida**

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

May 2019

FINAL SECTION 106 EVALUATION AND DETERMINATION OF EFFECTS CASE STUDY REPORT

I-275 (State Road 93) Project Development & Environment Study

**From north of Dr. Martin Luther King, Jr. Boulevard (SR 574)
to north of Bearss Avenue (SR 678/CR 582)**

Hillsborough County, Florida

ETDM Number: 13854

Work Program Item Segment Number: 431821-1

This project evaluates capacity and operational improvements along Interstate 275 including the addition of a general purpose lane in each direction and accommodates premium transit on the inside shoulders.

**Florida Department of Transportation
District Seven
Tampa, Florida**

Prepared By:
Janus Research
Tampa, Florida

In Association With:
WSP
Tampa, Florida

EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT), District Seven, is conducting a Project Development and Environment (PD&E) Study to evaluate the need for capacity and operational improvements along 7.70 miles of State Road 93 (SR 93)/Interstate 275 (I-275) from north of Dr. Martin Luther King, Jr. Boulevard/SR 574 (MLK Boulevard) to north of Bearss Avenue/SR 678/County Road (CR) 582 (Bearss Avenue) in Hillsborough County, Florida.

The objective of the PD&E Study is to assist FDOT in reaching a decision on the type, location, and conceptual design of the I-275 improvements to safely and efficiently accommodate future travel demand. This PD&E Study documents the need for the improvements and the steps taken to develop and evaluate improvement alternatives along with proposed typical sections, and provision of general purpose lanes with transit accommodations. The anticipated social, physical, and natural environmental effects and costs of these improvements are identified, and the alternatives are compared on a variety of factors to identify the alternative that best balances the benefits (such as improved traffic operations and safety) with the impacts (such as environmental effects and construction costs).

The PD&E Study satisfies applicable state and federal requirements, including the National Environmental Policy Act, to qualify this project for federal-aid funding of future phases (design, right of way, and construction). The project was evaluated through FDOT's Efficient Transportation Decision Making (ETDM) process. This project was designated as ETDM Project #13854. An ETDM Final Programming Screen Summary Report was republished on February 7, 2014, containing comments from the Environmental Technical Advisory Team (ETAT) on the project's effects on various natural, physical, and social resources. The lead agency determined the Class of Action to be a Type 2 Categorical Exclusion.

This Section 106 Evaluation and Determination of Effects Case Study Report for the I-275 (SR 93) Express Lanes PD&E Study from north of MLK Boulevard to north of Bearss Avenue in Hillsborough County, Florida was prepared for the FDOT, District Seven, by Janus Research, in accordance with the provisions of Section 106 of the *National Historic Preservation Act (NHPA) of 1966* (Public Law 89-665, as amended), as implemented by 36 CFR Part 800 (*Protection of Historic Properties*, revised January 2001). The proposed improvements evaluated in the PD&E Study include the No-Build Alternative and one Build Alternative. This Case Study Report documents potential primary and secondary effects of the proposed improvements, both the No-Build Alternative and the Build Alternative, to National Register of Historic Places (National Register)–eligible and –listed resources within the project area of potential effect (APE). These resources include: Seminole Heights Historic District (8HI3294), Captain William Parker Jackson House (8HI11581), T&GC Railroad/CSX Railroad (8HI10243), Sulphur Springs Park Resource Group (8HI609), Harding's Court (8HI6132), Seminole Heights Baptist Church (8HI12470), City Fire Department Engine Company No. 7 (8HI12472), and Seminole Heights Elementary School (8HI12539).

The *CRAS of the I-275 (SR 93) Express Lanes PD&E Study from north of Dr. Martin Luther King, Jr. Boulevard to north of Bearss Avenue, Hillsborough County, Florida*, was prepared by Janus Research in 2015 as part of the PD&E Study on behalf of the FDOT, District Seven, in association with Parsons Brinckerhoff, to identify cultural resources within the project APE and assess their eligibility for listing in the National Register according to the criteria set forth

in 36 CFR Section 60.4. The objective of the PD&E Study was to assist FDOT and the Federal Highway Administration (FHWA) in reaching a decision on the type, location, and conceptual design of the I-275 improvements to safely and efficiently accommodate future travel demand. The PD&E Study documents the need for the improvements and the steps taken to develop and evaluate improvement alternatives along with proposed typical sections, special designation of travel lanes, and interchange enhancement alternatives.

The above mentioned 2015 CRAS resulted in the identification of a total of 264 historic resources. Of these 264 identified resources, a total of eight historic resources were either National Register-listed or considered National Register-eligible based on the survey. Seminole Heights Historic District (8HI3294) and Captain William Parker Jackson House (8HI11581) are currently listed in the National Register. A segment of the T&GC Railroad/CSX Railroad (8HI10243) located within the current project APE is eligible for inclusion in the National Register. The following five historic resources were also determined eligible for listing in the National Register: Sulphur Springs Park Resource Group (8HI609), Harding's Court (8HI6132), Seminole Heights Baptist Church (8HI12470), City Fire Department Engine Company No. 7 (8HI12472), and Seminole Heights Elementary School (8HI12539). An additional 23 historic resources within the current project APE that are not individually eligible are considered contributing to the Seminole Heights Historic District. Both the FHWA and SHPO concurred with the findings of the 2015 CRAS on January 5, 2016 and February 5, 2016, respectively (**Appendix A**).

In addition to their National Register-listed status, Captain William Parker Jackson House (8HI11581) and Seminole Heights Historic District (8HI3294) are also locally designated historic resources within the City of Tampa. The Sulphur Springs Water Tower and the Sulphur Springs Gazebo, both of which are contributing features within the National Register-eligible Sulphur Springs Park Resource Group (8HI609), have also been designated as local landmarks by the City of Tampa.

Based upon the Section 106 process, potential effects that the proposed No-Build Alternative and Build Alternative improvements may have on the National Register-eligible and -listed resources within the proposed project APE of the addendum were evaluated. **Table 1** below lists all of the National Register-eligible or -listed resources within the APE for this Case Study. Subsequently, this report includes a summary description of the project and a summary description of the significant historic resources. The Criteria of Adverse Effect, as defined in 36 CFR Part 800.5, were applied to the significant historic resources and the subsequent analysis of effects is also discussed in this report. Based on the project information available and the application of the Criteria, the Build Alternative will have no adverse effect and the No-Build Alternative will have no effect on the National Register-eligible and -listed individual resources, contributing resources within the district, or the characteristics that make these eligible for inclusion in the National Register. The improvements will not require the acquisition of right of way (ROW) from the properties, and the indirect impacts will not compromise the historical importance or architectural integrity of the resources to the extent that they can no longer convey their significance. Noise barriers are being considered in close proximity to some of the significant properties; however, consultation with potentially affected parties will continue so that adverse effects can be avoided.

Table 1. National Register–Eligible and –Listed Historic Resources included in this Case Study

FMSF No.	Site Name / Address	Construction Date	Resource Type/Style	National Register Eligibility	Effects Finding – Build Alternative	Effects Finding – No-Build Alternative
8HI609	Sulphur Springs Park Resource Group / 8100 N Nebraska Ave.	c. 1900	Historic Park Complex	National Register–eligible	No Adverse Effects	No Effect
8HI3294	Seminole Heights Historic District	Various	Historic District	National Register–listed	No Adverse Effects	No Effect
8HI6132	Harding’s Court / 5912 N Nebraska Ave.	c. 1925	Historic Resource Group	National Register–eligible	No Adverse Effects	No Effect
8HI10243	T&GC Railroad / CSX Railroad	c. 1914	Historic Railroad	National Register–eligible	No Adverse Effects	No Effect
8HI11581	Captain William Parker Jackson House / 800 E Lambright St.	1885	Frame Vernacular	National Register–listed	No Adverse Effects	No Effect
8HI12470	Seminole Heights Baptist Church / 701 E Hillsborough Ave.	c. 1948	Neo-classical Revival	National Register–eligible	No Adverse Effects	No Effect

FMSF No.	Site Name / Address	Construction Date	Resource Type/Style	National Register Eligibility	Effects Finding – Build Alternative	Effects Finding – No-Build Alternative
8HI12472	City Fire Department Engine Company No. 7 / 5315 N Taliaferro Ave.	c. 1924	Mission	National Register–eligible	No Adverse Effects	No Effect
8HI12539	Seminole Heights Elementary School / 6201 N Central Ave.	c. 1925	Masonry Vernacular	National Register–eligible	No Adverse Effects	No Effect

Table of Contents

EXECUTIVE SUMMARY	i
1.0 INTRODUCTION	1
2.0 SUMMARY OF PROJECT	2
2.1 Description of Proposed Action	2
2.2 Existing Facility	4
2.3 Project Purpose and Need	4
3.0 NO-BUILD ALTERNATIVE	6
4.0 BUILD ALTERNATIVE	7
4.1 Mainline I-275	7
4.2 Interchange Build Alternatives	7
5.0 SECTION 106 EVALUATION AND DETERMINATION OF EFFECTS PURPOSE	9
6.0 HISTORIC RESOURCES	10
6.1 National Register–Eligible and –Listed Resources within the Project APE	10
6.1.1 8HI3294 Seminole Heights Historic District	10
6.1.2 8HI11581 Captain William Parker Jackson House/800 E Lambright Street	16
6.1.3 8HI609 Sulphur Springs Resource Group/8100 N Nebraska Avenue	17
6.1.4 8HI6132 Harding’s Court/5912 N Nebraska Avenue	29
6.1.5 8HI10243 T&GC Railroad/CSX Railroad	31
6.1.6 8HI12470 Seminole Heights Baptist Church/801 E Hillsborough Avenue	34
6.1.7 8HI12472 City Fire Department Engine Company No. 7/5315 N Taliaferro Avenue	38
6.1.8 8HI12539 Seminole Heights Elementary School/6201 N Central Avenue	42
7.0 CONSULTATION	48
8.0 HISTORIC RESOURCES EFFECTS ANALYSIS	49
8.1 Relationship to the Project	51
8.2 Noise	51
8.3 Noise Barriers/Aesthetics	52
8.4 Construction Noise and Vibration	59
8.5 Air Quality	59
8.6 Access/Use	59
9.0 CONCLUSIONS	60
10.0 REFERENCES CITED	63

List of Appendices

- Appendix A FHWA and SHPO Concurrence Letter for 2015 CRAS
- Appendix B National Register–Listed and Eligible Historic Resources on Aerial Maps
- Appendix C WPI No. 431821-1 – I-275 Improvements Public Involvement Summaries
- Appendix D Historic Properties Traffic Noise and Air Quality Analysis

List of Figures

Figure 1: Project Location Map	3
Figure 2: I-275 Existing Typical Sections	5
Figure 3: I-275 Proposed Typical Section	8
Figure 4a: Overview map showing proposed locations of expansion for the Seminole Heights Historic District (8HI3294) (Map 1 of 3).....	11
Figure 4b: Proposed locations of expansion for the Seminole Heights Historic District (8HI3294) (Map 2 of 3).....	12
Figure 4c: Proposed locations of expansion for the Seminole Heights Historic District (8HI3294) (Map 3 of 3).....	13
Figure 5: North side of Louisiana Avenue just outside of the APE in an area recommended for inclusion in the Seminole Heights Historic District (8HI3294), facing Northeast	14
Figure 6: National Register–listed Captain William Parker Jackson House/800 E Lambright Street (8HI11581), facing North	17
Figure 7: A Current Aerial Photograph Illustrating the Location and Boundaries of the Sulphur Springs Park Resource Group (8HI609), Contributing Resources, and the Approximate Location of the Current Project APE	19
Figure 8: The Contributing Gothic Inspired Water Tower within the Sulphur Springs Park Resource Group (8HI609), facing Southwest.....	20
Figure 9: The Concrete Buttresses of the Water Tower with Foliated Shell Motif Embellishment, facing Northwest	20
Figure 10: The Embattlements and Crenellated Parapet Walls at the Top of the Tower Holding Tank, facing Southwest.....	21
Figure 11: The Landscape of the Sulphur Springs Park Resource Group (8HI609) at the West Side of I-275, facing Southwest	21
Figure 12: The Contributing Sulphur Springs Park Resource Group Gazebo, facing Southeast	22
Figure 13: The Dome and Second Level of the Sulphur Springs Park Resource Group Gazebo, facing Southwest	22
Figure 14: A Photograph Looking towards the Contributing Sulphur Springs Peninsula Recreational Park, facing Southeast.....	23
Figure 15: The Contributing Peninsula Recreational Park, facing East	23

Figure 16: The Contributing circa-1950s Wooden Bridge, facing Southeast	24
Figure 17: The Contributing circa-1953 Pavilion, facing Southeast	24
Figure 18: A Photograph of the Contributing Concrete Retaining Wall Pool within the Sulphur Springs Park Resource Group, currently closed, facing Southwest	25
Figure 19: A Current Photograph of the Contributing Meandering Sulphur Springs Pool, currently closed, facing Northeast.....	25
Figure 20: The Contributing circa-1953 Utility Building, facing Southwest.....	26
Figure 21: A Current Aerial Photograph Illustrating the Location and Boundaries of the Sulphur Springs Park Resource Group (8HI609), Non-Contributing Resources, and the Approximate Location of the Current Project APE	27
Figure 22: The Non-contributing and Non-historic I-275 Overpass Pathway and Bridge, facing Southeast.....	28
Figure 23: Harding’s Court/5912 N Nebraska Avenue (8HI6132), from N Nebraska Avenue, facing West	30
Figure 24: Harding’s Court/5912 N Nebraska Avenue (8HI6132), from N Nebraska Avenue, facing Northwest	30
Figure 25: Tampa and Gulf Coast Railroad/CSX Railroad within the APE, looking towards I-275, facing Northeast.....	32
Figure 26: A circa-1915 Map of the Railroad Lines Associated with the Tampa and Gulf Coast Railroad Company	33
Figure 27: A Current Aerial Photograph of the Tampa and Gulf Coast Railroad/CSX Railroad (8HI10243) within the APE.....	35
Figure 28: East Façade of Seminole Heights Baptist Church/801 E Hillsborough Avenue (8HI12470), facing West.....	36
Figure 29: A Current Aerial Photograph Depicting the Dates of Construction Attributed to the Seminole Heights Baptist Church.....	37
Figure 30: The West Façade of the City Fire Department Engine Company No. 7/5315 N Taliaferro Ave (8HI12472), facing East	38
Figure 31: The North and West Elevations of City Fire Department Engine Company No. 7/5315 N Taliaferro Avenue (8HI12472), facing Southeast.....	39
Figure 32: Historic Embossed Stucco Signage of City Fire Department Engine Company No. 7/5315 N Taliaferro Avenue (8HI12472), facing Northeast.....	39
Figure 33: A Photograph of City Fire Department Engine Company No. 7/5315 N Taliaferro Avenue, taken prior to 1971	41
Figure 34: A circa-1971 Photograph of City Fire Department Engine Company No. 7/5315 N Taliaferro Avenue	41
Figure 35: A circa-1970s Photograph of City Fire Department Engine Company No. 7/5315 N Taliaferro Avenue	42
Figure 36: Seminole Heights Elementary School/6201 N Central Avenue (8HI12539), facing Northeast	43

Figure 37: South Wing of Seminole Heights Elementary School/6201 N Central Avenue (8HI12539), from E Hanna Avenue, facing Northwest	43
Figure 38: Polychromy and Pilasters of Seminole Heights Elementary School/6201 N Central Avenue (8HI12539), facing South.....	44
Figure 39: A Historic 1951 Sanborn Fire Insurance Map of Seminole Heights Elementary School/6201 N Central Avenue	45
Figure 40: A Historic circa-1936 Photograph of Seminole Heights Elementary School/6201 N Central Avenue	45
Figure 41: The Concrete Exterior Stairs of the North Wing of Seminole Heights Elementary School/6201 N Central Avenue (8HI12539), facing Southwest	46
Figure 42: A Current Aerial Photograph Illustrating the Location of Seminole Heights Elementary School/6201 N Central Avenue.....	47
Figure 43: Examples of a recently constructed Noise Barrier	55
Figure 44: Captain William Parker Jackson House/800 E Lambright Street (8HI11581), facing Northeast from I-275.....	56
Figure 45: National Register–listed Captain William Parker Jackson House/800 E Lambright Street (8HI11581), facing Northwest with I-275 visible in the background ...	56
Figure 46: Harding’s Court/5912 N Nebraska Avenue (8HI6132), from I-275, facing Northeast.....	57
Figure 47: Harding’s Court/5912 N Nebraska Avenue (8HI6132), from I-275, facing Southeast	57
Figure 48: Seminole Heights Historic District (8HI3294), facing North along Cherokee Avenue from the intersection with Powhatan Avenue, with I-275 visible to the right	58
Figure 49: North side of Louisiana Avenue in an area recommended for inclusion in the Seminole Heights Historic District (8HI3294), facing East with I-275 in the background.....	58

List of Tables

Table 1. National Register–Eligible and –Listed Historic Resources included in this Case Study	iii
Table 2. Historic Resources Considered Contributing to the Seminole Heights Historic District within the APE	15
Table 3. Contributing Resources within the Sulphur Springs Park Resource Group (8HI609)	18
Table 4. Non-contributing Resources within the Sulphur Springs Park Resource Group (8HI609)	28

1.0 INTRODUCTION

This Section 106 Evaluation and Determination of Effects Case Study Report for the I-275 (SR 93) Express Lanes PD&E Study from north of MLK Boulevard to north of Bearss Avenue in Hillsborough County, Florida was prepared for the FDOT, District Seven, by Janus Research, in accordance with the provisions of Section 106 of the *National Historic Preservation Act (NHPA) of 1966* (Public Law 89-665, as amended), as implemented by 36 CFR Part 800 (*Protection of Historic Properties*, revised January 2001). The proposed improvements evaluated in the PD&E Study include the No-Build Alternative and one Build Alternative. This Case Study Report documents potential primary and secondary effects of the proposed improvements, both the No-Build Alternative and the Build Alternative, to National Register of Historic Places (National Register)–eligible and –listed resources within the project area of potential effect (APE). These resources include: Seminole Heights Historic District (8HI3294), Captain William Parker Jackson House (8HI11581), T&GC Railroad/CSX Railroad (8HI10243), Sulphur Springs Park Resource Group (8HI609), Harding’s Court (8HI6132), Seminole Heights Baptist Church (8HI12470), City Fire Department Engine Company No. 7 (8HI12472), and Seminole Heights Elementary School (8HI12539).

The *CRAS of the I-275 (SR 93) Express Lanes PD&E Study from north of Dr. Martin Luther King, Jr. Boulevard to north of Bearss Avenue, Hillsborough County, Florida*, was prepared by Janus Research in 2015 as part of the PD&E Study on behalf of the FDOT, District Seven, in association with Parsons Brinckerhoff, to identify cultural resources within the project APE and assess their eligibility for listing in the National Register according to the criteria set forth in 36 CFR Section 60.4. The objective of the PD&E Study was to assist FDOT and the Federal Highway Administration (FHWA) in reaching a decision on the type, location, and conceptual design of the I-275 improvements to safely and efficiently accommodate future travel demand. The PD&E Study documents the need for the improvements and the steps taken to develop and evaluate improvement alternatives along with proposed typical sections, special designation of travel lanes, and interchange enhancement alternatives.

Based upon the Section 106 process, potential effects that the proposed No-Build Alternative and Build Alternative improvements may have on the National Register–eligible and –listed resources within the proposed project APE of the addendum were evaluated. Subsequently, this report includes a summary description of the project and a summary description of the significant historic resources. The Criteria of Adverse Effect, as defined in 36 CFR Part 800.5, were applied to the significant historic resources and the subsequent analysis of effects is also discussed in this report. Based on the project information available and the application of the Criteria, the Build Alternative will have no adverse effect and the No-Build Alternative will have no effect on the National Register–eligible and –listed individual resources, contributing resources within the district, or the characteristics that make these eligible for inclusion in the National Register. The improvements will not require the acquisition of ROW from the properties, and the indirect impacts will not compromise the historical importance or architectural integrity of the resources to the extent that they can no longer convey their significance. Noise barriers are being considered in close proximity to some of the significant properties; however, consultation with potentially affected parties will continue so that adverse effects can be avoided.

2.0 SUMMARY OF PROJECT

The Florida Department of Transportation (FDOT), District Seven, is conducting a Project Development and Environment (PD&E) Study to evaluate the need for capacity and operational improvements along 7.70 miles of State Road 93 (SR 93)/Interstate 275 (I-275) from north of Dr. Martin Luther King, Jr. Boulevard/SR 574 (MLK Boulevard) to north of Bearss Avenue/SR 678/County Road (CR) 582 (Bearss Avenue) in Hillsborough County, Florida.

The objective of the PD&E Study is to assist FDOT in reaching a decision on the type, location, and conceptual design of the I-275 improvements to safely and efficiently accommodate future travel demand. This PD&E Study documents the need for the improvements and the steps taken to develop and evaluate improvement alternatives along with proposed typical sections and interchange enhancement alternatives.

2.1 Description of Proposed Action

The proposed action evaluates the need to provide capacity and operational improvements along 7.70 miles of State Road 93 (SR 93)/Interstate 275 (I-275) from north of MLK Boulevard to north of Bearss Avenue in Hillsborough County, Florida (see **Figure 1**). This evaluation considers the operational and highway safety benefits of implementing capacity improvements and compares them to the cost savings and minimization of adverse impacts associated with a No-Build Alternative. An evaluation matrix compares the No-Build and Build Alternative on a variety of factors. This process identifies the alternative that best balances the benefits (such as improved traffic operations and safety) with the impacts (such as environmental effects and construction costs).

The Build Alternative includes one additional travel lane in each direction of I-275. The proposed typical section contains four 12-foot general purpose lanes in each direction and accommodates transit on the inside shoulders. The improvements would be constructed on the existing alignment with the same existing horizontal and vertical geometries. All the proposed improvements within the I-275 project corridor would be accomplished within the existing right of way. Minimal right of way may be required at the Bearss Avenue interchange for storm water ponds.

Planning for the Tampa Bay area interstates began in the late 1980s with the Tampa Interstate Study (TIS) Master Plan being approved in late 1980s with improvements outlined to relieve congestion and improve mobility. The TIS Master Plan included additional travel lanes on the Tampa Bay area interstates and included a transit envelope for the east-west movement but not along this segment of I-275. In 2013, building upon the original TIS Master Plan, the Tampa Bay Express (TBX) program was developed to provide guidance for improvements to the Tampa Bay interstate system and identified freeway segments (including this segment of I-275) for the addition of tolled express lanes. In 2017, FDOT District Seven reset TBX to Tampa Bay Next (TBNNext) to demonstrate its commitment to comprehensive, integrated transportation planning and development. As part of TBNNext, FDOT District Seven committed to remove the express lanes from this segment of I-275 and evaluate them on a separate corridor.

The improvements proposed for this segment of I-275, from north of MLK Boulevard to north of Bearss Avenue, will include one additional general purpose lane in each direction and

Figure 1: Project Location Map



improvements to the inside shoulder that will allow for the integration of infrastructure for transit.

2.2 Existing Facility

I-275 is a limited access freeway that runs in a north-south direction within the project limits. I-275 is part of the Federal Highway System (National Highway System) Interstate System, Florida's State Highway System, and the Strategic Intermodal System (SIS). Within the project limits there are seven interchanges:

- Hillsborough Avenue
- Sligh Avenue
- Bird Street
- Busch Boulevard
- Fowler Avenue
- Fletcher Avenue
- Bearss Avenue

The existing I-275 is a six-lane divided typical section which varies slightly throughout the project limits (see **Figure 2**). The posted speed varies from 55 mph to 65 mph. The existing right of way along I-275 ranges from approximately 220 feet between Linebaugh Avenue and Bougainvillea Avenue to approximately 1,400 feet at the Busch Boulevard interchange.

The I-275 corridor contains 18 bridges. Fourteen bridges span roadways, two bridges span both a roadway and railroad tracks, and two bridges span waterways. Fourteen of the 16 bridges over roadways do not meet the required minimum vertical clearance of 16.5 feet. The I-275 bridges over Busch Boulevard and US 41/Nebraska Avenue that span both a roadway and a railroad meet the minimum vertical clearance of 16.5 feet over roadways, but do not meet the required minimum vertical clearance of 23.5 feet over railroads.

2.3 Project Purpose and Need

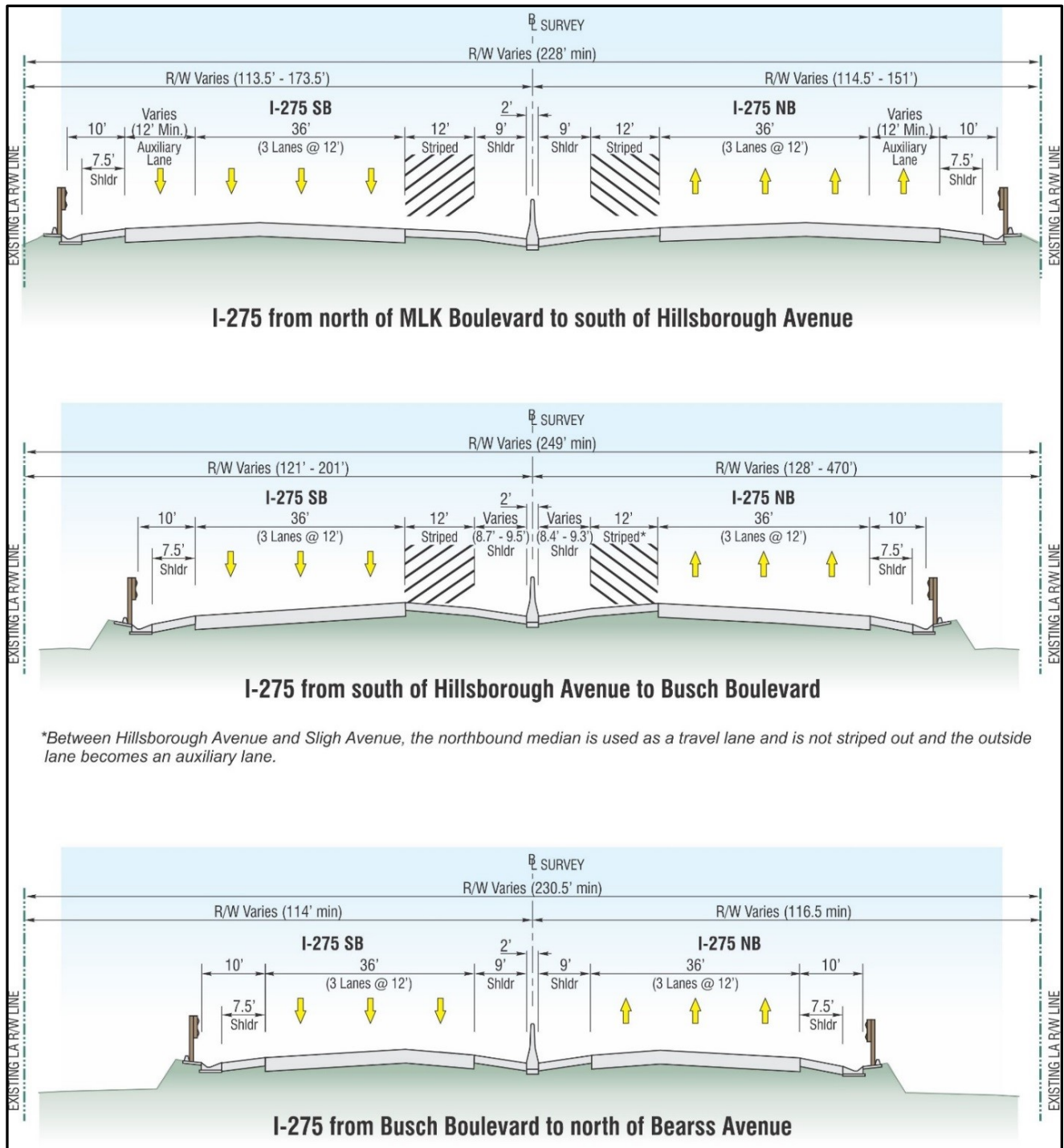
The purpose of the project is to evaluate alternatives to address the corridor's capacity and relieve congestion. These improvements are expected to enhance the overall safety and improve the operating conditions of the facility within the project limits.

Statewide and regional transportation plans and studies by FDOT and the Hillsborough County Metropolitan Planning Organization (MPO) identify the need for interstate improvements.

This segment of I-275 provides a vital connection to area tourist and recreational destinations, major employment/activity centers, and the University of South Florida; and is a convenient route for commuters and other work-related travel both north and south of the area. The corridor is also critical to the transport of goods and services. The capacity improvements are needed to accommodate projected future traffic and enhance corridor mobility and safety.

The need for improvements on this segment of I-275 is based on several factors. These factors include plan consistency, regional connectivity, improving safety and capacity, enhancing emergency evacuation, accommodating projected population and employment growth, supporting multi-modal service, and providing access to intermodal and freight centers.

Figure 2: I-275 Existing Typical Sections



3.0 NO-BUILD ALTERNATIVE

The No-Build Alternative assumes that the existing conditions along the I-275 corridor would remain unchanged, except for currently planned and programmed projects already committed. The No-Build Alternative forms the basis of the comparative analysis for the Build Alternative.

The benefit of the No-Build Alternative is there would be no construction-related or short-term operational impacts that are associated with the Build Alternative. However, with the No-Build Alternative, traffic operating conditions are anticipated to worsen over time, further increasing delays and congestion. The No-Build Alternative will offer no benefits to the existing or anticipated future traffic congestion along I-275.

Distinct advantages and limitations associated with the No-Build Alternative are outlined below. These advantages and disadvantages, along with other established criteria, were used in the evaluation process with the Build Alternatives. The No-Build Alternative will remain a viable alternative through the PD&E Study. The final selection of an alternative will not be made until all impacts are considered and the public hearing comments have been evaluated.

Advantages

The advantages of the No-Build Alternative are:

- No impacts to traffic flow, and associated inconvenience to motorists due to construction activities
- No expenditures of funds for design or construction
- No impacts to the adjacent natural, physical, and human environments
- No disruption to existing land uses from construction activities

Disadvantages

The disadvantages of the No-Build Alternative are:

- Increase in traffic congestion and road user costs, unacceptable LOS and an increase in crashes associated with increased travel times (due to excessive delays) and traffic volumes
- Increase in crash potential due to congestion
- Increase in maintenance costs associated with roadway and structure deterioration
- Increase in emergency vehicle response time and an increase in evacuation time during weather emergencies as result of heavy congestion
- Increase in the levels of carbon monoxide and other pollutants due to increased traffic congestion

4.0 BUILD ALTERNATIVE

4.1 Mainline I-275

The Build Alternative includes widening I-275 from an existing six-lane divided interstate to an eight-lane divided interstate, plus accommodating transit on the inside shoulder. The Bearss Avenue interchange will be reconfigured and operational improvements will be implemented at Hillsborough Avenue; no other interchange configurations will change with the improvements.

The proposed typical section includes eight 12-foot wide general purpose lanes (four in each direction), two 15-foot wide inside shoulders which accommodate transit, 12-foot wide outside shoulders, and a 2-foot wide concrete barrier separating the two directions of travel. The proposed I-275 mainline typical section is shown **Figure 3**.

The existing horizontal and vertical alignment will be maintained in the Build Alternative to avoid right of way impacts. The proposed improvements for mainline I-275 will take place within the existing right of way. Minimal right of way may be required at the Bearss Avenue interchange for storm water ponds.

4.2 Interchange Build Alternatives

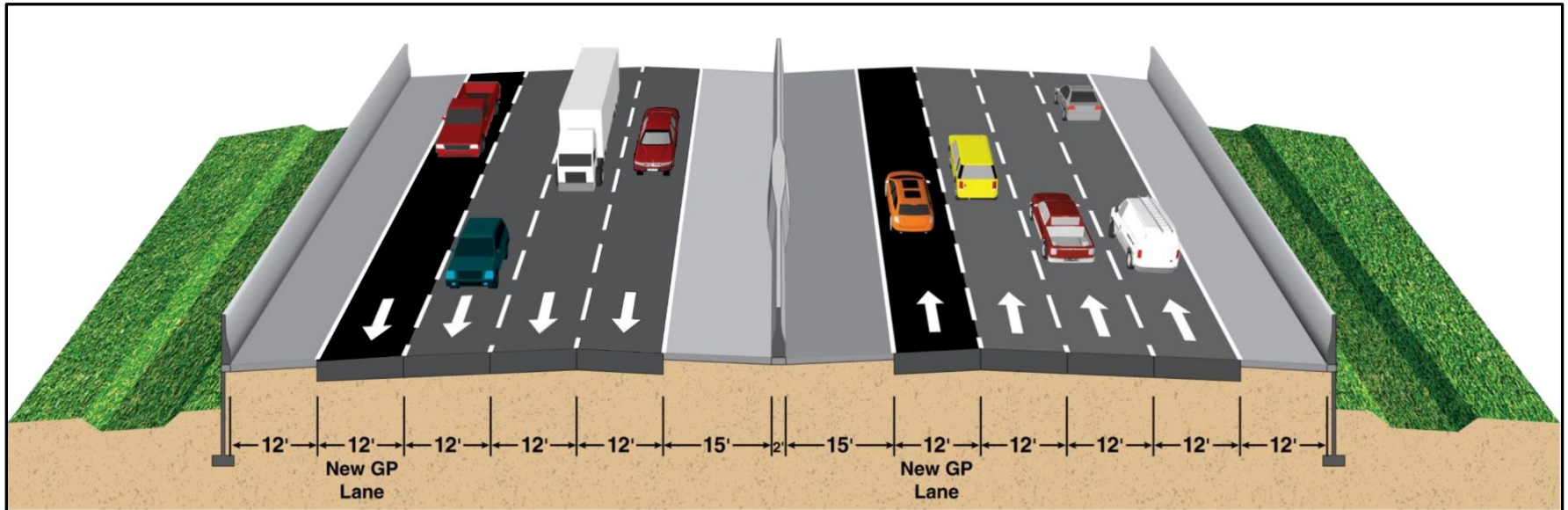
All interchange ramp connections will be impacted to accommodate the mainline widening of I-275; however, the interchange configurations will not change except for the Hillsborough Avenue and Bearss Avenue interchanges. Operational improvements will be included at these two interchanges only.

On Hillsborough Avenue, east of I-275, a signal is proposed for the on-ramp for I-275 northbound. An eastbound to northbound dual left will be constructed at this intersection by widening Hillsborough Avenue to accommodate more vehicles entering I-275. Also, the I-275 northbound loop off-ramp will be reconstructed to direct traffic to this proposed signalized intersection.

The vertical and horizontal constraints at the existing bridges at the Bearss Avenue interchange cannot accommodate the proposed improvements; thus, the Bearss Avenue interchange will be reconstructed as a single point urban interchange (SPUI). The design includes reconstructing the I-275 bridge over Bearss Avenue and reconstructing the on- and off-ramps from the I-275 gores to approximately halfway to the Bearss Avenue intersection. The bridge design will accommodate potential future widening of Bearss Avenue.

The future configuration would have one traffic signal underneath the I-275 bridge to control through traffic on Bearss Avenue and left-turning traffic entering or exiting I-275 at the intersection.

Figure 3: I-275 Proposed Typical Section



5.0 SECTION 106 EVALUATION AND DETERMINATION OF EFFECTS PURPOSE

This Section 106 Evaluation and Determination of Effects Case Study Report for the CRAS of the I-275 (SR 93) Express Lanes PD&E Study from north of Dr. Martin Luther King, Jr. Boulevard to north of Bearss Avenue in Hillsborough County, Florida was prepared for the FDOT, District Seven, by Janus Research, in accordance with the provisions of Section 106 of the *NHPA of 1966* (Public Law 89-665, as amended), as implemented by 36 CFR Part 800 (*Protection of Historic Properties*, revised January 2001). This Case Study Report documents potential effects of the proposed improvements to National Register–eligible and –listed resources within the project APE: Seminole Heights Historic District (8HI3294), Captain William Parker Jackson House (8HI11581), T&GC Railroad/CSX Railroad (8HI10243), Sulphur Springs Park Resource Group (8HI609), Harding’s Court (8HI6132), Seminole Heights Baptist Church (8HI12470), City Fire Department Engine Company No. 7 (8HI12472), and Seminole Heights Elementary School (8HI12539).

The *CRAS of the I-275 (SR 93) Express Lanes PD&E Study from north of Dr. Martin Luther King, Jr. Boulevard to north of Bearss Avenue, Hillsborough County, Florida*, was prepared by Janus Research in 2015 as part of the PD&E Study on behalf of the FDOT, District Seven, in association with Parsons Brinckerhoff, to identify cultural resources within the project APE and assess their eligibility for listing in the National Register according to the criteria set forth in 36 CFR Section 60.4. The objective of the PD&E Study was to assist FDOT and the FHWA in reaching a decision on the type, location, and conceptual design of the I-275 improvements to safely and efficiently accommodate future travel demand. The PD&E Study documents the need for the improvements and the steps taken to develop and evaluate improvement alternatives along with proposed typical sections, special designation of travel lanes, and interchange enhancement alternatives.

Based upon the Section 106 process, potential effects that the proposed improvements may have on the National Register–eligible and –listed resources within the APE of the 2015 CRAS were evaluated. Subsequently, this report includes a summary description of the project and a summary description of the significant historic resources. The Criteria of Adverse Effect, as defined in 36 CFR Part 800.5, were applied to the significant historic resources and the subsequent analysis of effects is also discussed in this report. Based on the project information available, the project improvements will have no adverse effect on the National Register–eligible and –listed resources within the APE for the *CRAS of the I-275 (SR 93) Express Lanes PD&E Study from north of Dr. Martin Luther King, Jr. Boulevard to north of Bearss Avenue*.

6.0 HISTORIC RESOURCES

This section includes photographs and/or aerial photographs for the eight National Register-listed or eligible resources located within the project APE. These include: Seminole Heights Historic District (8HI3294), Captain William Parker Jackson House (8HI11581), T&GC Railroad/CSX Railroad (8HI10243), Sulphur Springs Park Resource Group (8HI609), Harding's Court (8HI6132), Seminole Heights Baptist Church (8HI12470), City Fire Department Engine Company No. 7 (8HI12472), and Seminole Heights Elementary School (8HI12539). Aerial maps showing the locations of all eight of these resources are located in **Appendix B**.

6.1 National Register–Eligible and –Listed Resources within the Project APE

6.1.1 8HI3294 Seminole Heights Historic District

Seminole Heights Historic District (8HI3294) was listed in the National Register in 1993 and has also been locally listed by the City of Tampa. Based on the fieldwork for the 2015 CRAS, the eastern boundary of the historic district could be expanded in three separate locations between E Osborne Avenue and Frierson Street, and in one area to the east of I-275 in the vicinity of Miami Avenue. **Figures 4a – 4c** show the locations where district expansion is recommended, using a base map available from the city of Tampa (City of Tampa Architectural Review & Historic Preservation Division 2018). The period of significance for this district is between 1912 and 1939, with architecture dating to this period serving as the primary reason for the contributing status of individual historic buildings to the district. Both the FHWA and SHPO concurred with the findings of the 2015 CRAS in 2016.

These particular locations contain resources that maintain a high degree of historic integrity and date from the district's period of historical significance and would therefore be contributing to the district. **Figure 5** shows a row of houses on Louisiana Avenue in an area recommended for inclusion in the Seminole Heights Historic District. Only the areas containing a high percentage of resources that would be contributing to the district were suggested for inclusion. Historic resources not included in these expansion areas contain a low percentage of resources that would be considered contributing to the district. Resources within these areas have unsympathetic, non-historic alterations and additions that compromise their historic integrity or were constructed after the period of historical significance for this district.

There is also a notable area of historic residences lining brick streets on the east side of I-275 just north of Hillsborough Avenue that largely retain their historic integrity. This area is located along Miami Avenue between Hillsborough Avenue on the south and Henry Avenue on the north. The City of Tampa has already determined that this area along Miami Avenue should be included within the boundaries of the local Seminole Heights Historic District. Based on the 2015 CRAS, it was recommended that the boundaries of the National Register–listed Seminole Heights Historic District (8HI3294) should also be expanded to include this area. While this entire section was not located within the project APE, several historic buildings were documented just north of the intersection of Miami Avenue and the I-275 on-ramp as part of the 2015 CRAS. An expanded reconnaissance in this area confirmed the appropriateness of including these residences in the vicinity of Miami Avenue within the historic district boundaries. Please refer to the *Seminole Heights Survey and Registration Grant, Final Survey*

Figure 4a: Overview map showing proposed locations of expansion for the Seminole Heights Historic District (8HI3294) (Map 1 of 3)

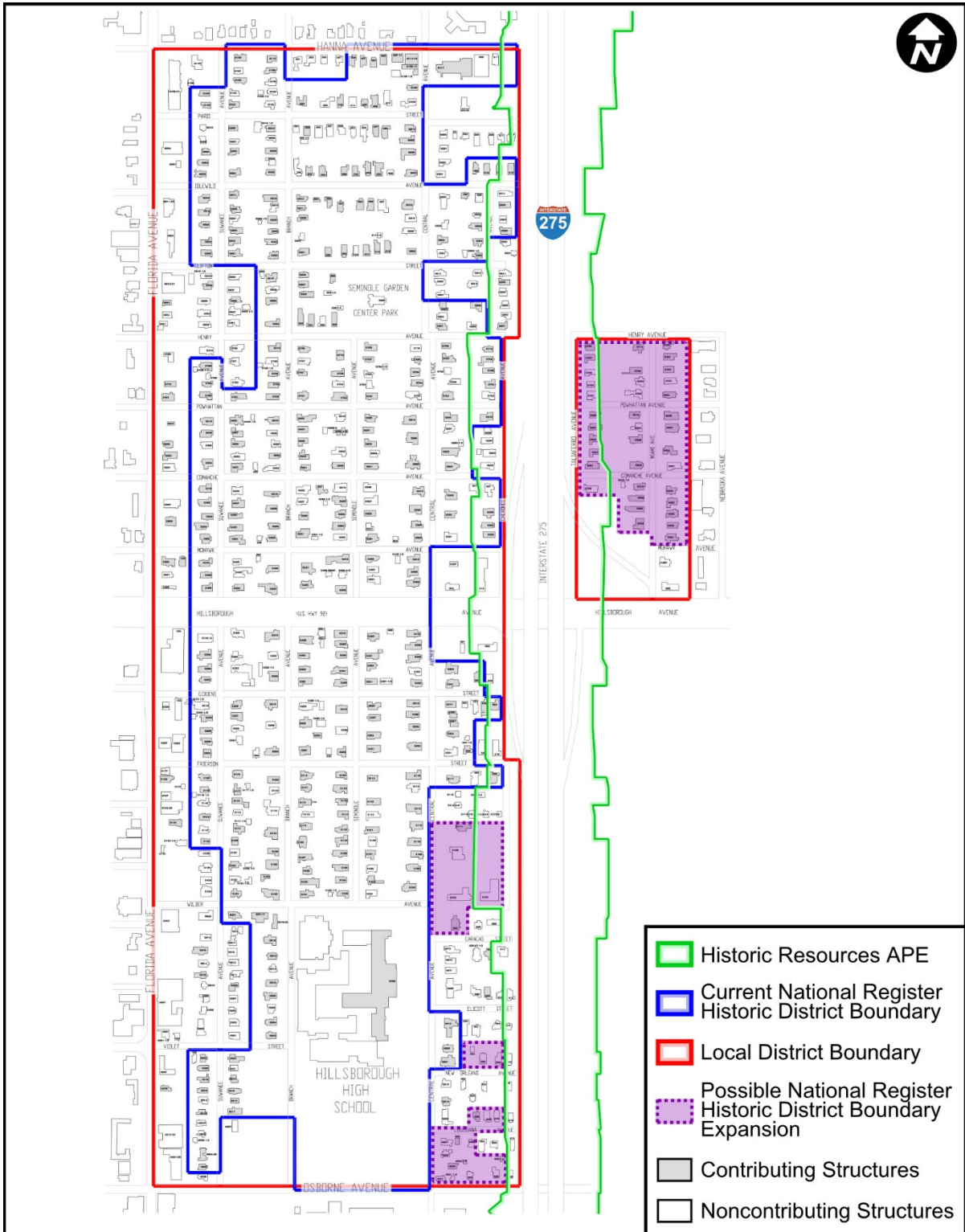


Figure 4b: Proposed locations of expansion for the Seminole Heights Historic District (8HI3294) (Map 2 of 3)

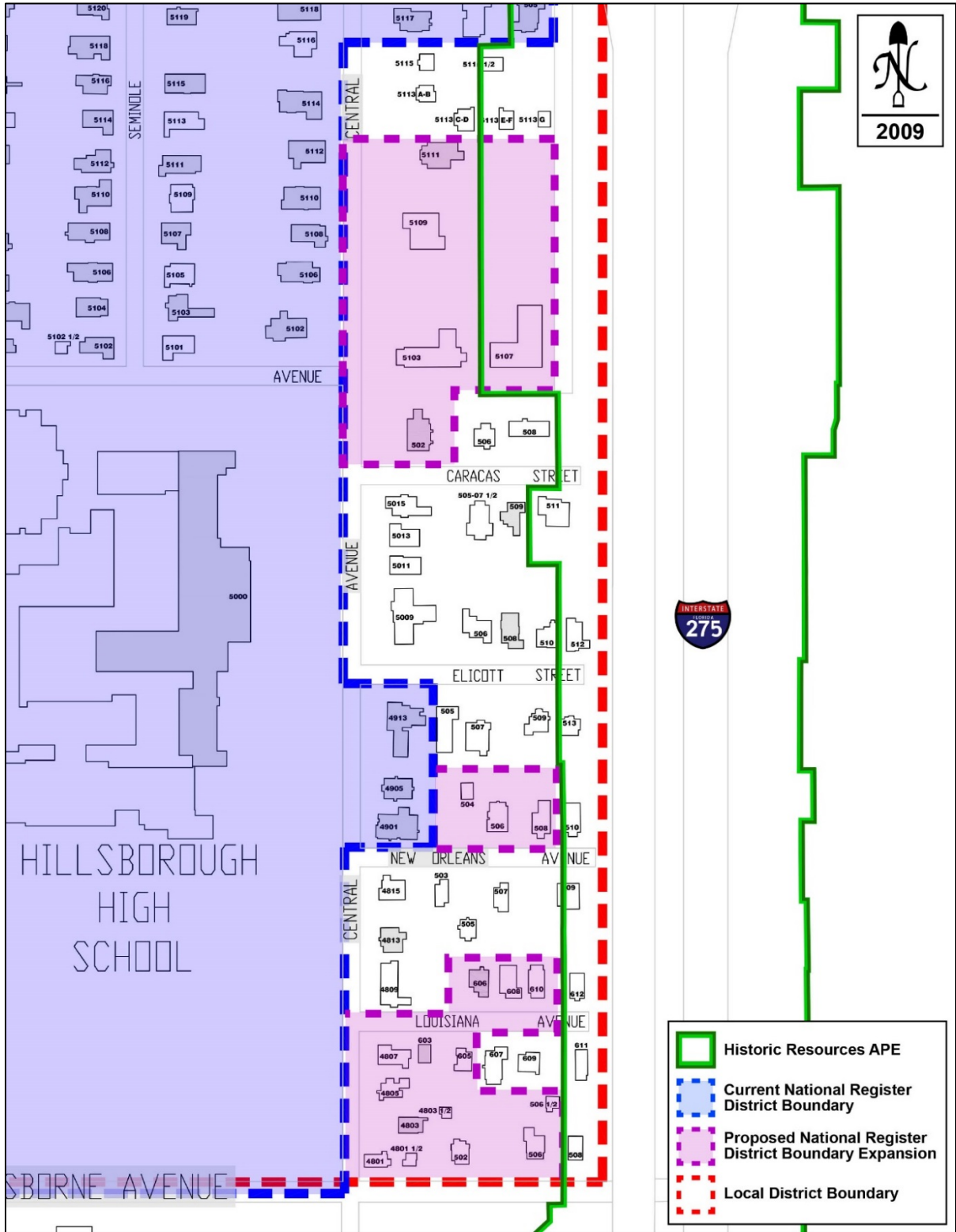
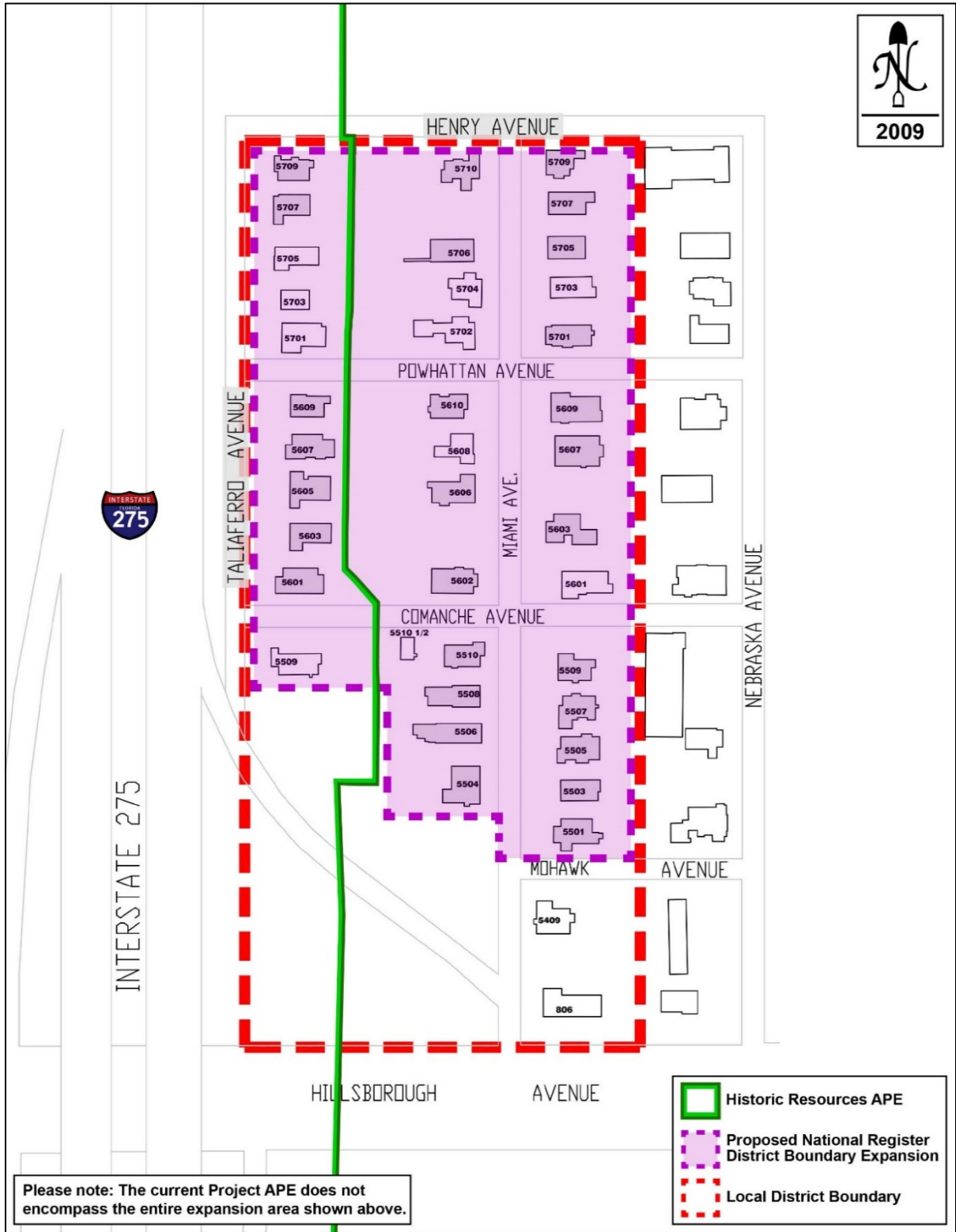


Figure 4c: Proposed locations of expansion for the Seminole Heights Historic District (8HI3294) (Map 3 of 3)



Report produced by the Hillsborough County Preservation Board in 1992 for a more detailed history of the Seminole Heights neighborhood.

A total of 23 historic resources within the current project APE are considered contributing to the Seminole Heights Historic District (8HI3294). Of the 23 contributing resources, 14 are located within the current boundaries of the district and nine are located in areas where it is recommended that the district be expanded. **Table 2** lists the historic resources within the APE that are contributing to the district.

Figure 5: North side of Louisiana Avenue just outside of the APE in an area recommended for inclusion in the Seminole Heights Historic District (8HI3294), facing Northeast



Table 2. Historic Resources Considered Contributing to the Seminole Heights Historic District within the APE

FMSF No.	Site Name / Address	Construction Date	Style	Location Relative to Current District Boundaries
8HI2524	5610 Cherokee Ave.	1922	Bungalow	Within Current District Boundaries
8HI2525	5704 Cherokee Ave.	1922	Bungalow	Within Current District Boundaries
8HI2526	5706 Cherokee Ave.	1922	Frame Vernacular	Within Current District Boundaries
8HI2529	5905 Cherokee Ave.	1918	Frame Vernacular	Within Current District Boundaries
8HI2531	5909 Cherokee Ave.	1921	Frame Vernacular	Within Current District Boundaries
8HI2561	505 Frierson Ave.	1926	Frame Vernacular	Within Current District Boundaries
8HI4839	5502 Cherokee Ave.	1922	Bungalow	Within Current District Boundaries
8HI4840	5504 Cherokee Ave.	1918	Bungalow	Within Current District Boundaries
8HI4841	5506 Cherokee Ave.	1928	Bungalow	Within Current District Boundaries
8HI4842	5708 Cherokee Ave.	1925	Bungalow	Within Current District Boundaries
8HI4843	5710 Cherokee Ave.	1923	Bungalow	Within Current District Boundaries
8HI4888	514 Idlewild Ave.	1923	Bungalow	Within Current District Boundaries
8HI6217	5509 N Taliaferro Ave.	c. 1922	Bungalow	Within Proposed District Expansion
8HI6218	5601 N Taliaferro Ave.	c. 1923	Bungalow	Within Proposed District Expansion
8HI6219	5605 N Taliaferro Ave.	c. 1925	Bungalow	Within Proposed District Expansion
8HI6220	5609 N Taliaferro Ave.	c. 1928	Bungalow	Within Proposed District Expansion
8HI12481	5603 N Taliaferro Ave.	c. 1922	Bungalow	Within Proposed District Expansion
8HI12486	5607 N Taliaferro Ave.	c. 1922	Bungalow	Within Proposed District Expansion

FMSF No.	Site Name / Address	Construction Date	Style	Location Relative to Current District Boundaries
8HI12493	5705 N Taliaferro Ave.	c. 1922	Bungalow	Within Proposed District Expansion
8HI12495	5707 N Taliaferro Ave.	c. 1922	Bungalow	Within Proposed District Expansion
8HI12496	5709 N Taliaferro Ave.	c. 1922	Bungalow	Within Proposed District Expansion
8HI12520	5911 N Cherokee Ave.	c. 1928	Bungalow	Within Current District Boundaries
8HI12536	Boy Scouts / 511 E Hanna Ave.	c. 1925	Bungalow	Within Current District Boundaries

6.1.2 8HI11581 Captain William Parker Jackson House/800 E Lambright Street

The Captain William Parker Jackson House (8HI11581) (**Figure 6**) is located at 800 E Lambright Street near I-275, approximately two miles north of downtown Tampa. The original homestead was 152 acres and made up a significant portion of what is now the Seminole Heights area of Tampa. Modest bungalows, mostly dating to the 1920s, now surround the house on three sides. I-275 was constructed to the immediate west of the house in the 1960s. The Captain William Parker Jackson House retains much of its original architectural character. It also retains the physical integrity of design, materials, and workmanship that reflect its significant architectural model as one of only a few extant farmsteads that exhibit the “I” house form from this period in Tampa’s history. The balustrade and porch brackets on the house are also examples of Folk Victorian decoration that was used toward the end of the nineteenth century. Therefore, the Captain William Parker Jackson House is significant under National Register Criterion C in the area of architecture. The house was listed in the National Register on April 8, 2011. Please refer to the 2010 *National Register of Historic Places Nomination Form for the Captain William Parker Jackson House*, produced by the Florida Bureau of Historic Preservation, for a comprehensive history of this resource.

Figure 6: National Register–listed Captain William Parker Jackson House/800 E Lambright Street (8HI11581), facing North



6.1.3 8HI609 Sulphur Springs Resource Group/8100 N Nebraska Avenue

The Sulphur Springs Park Resource Group is located at 8100 N Nebraska Avenue, at the west side of N Nebraska Avenue, between E Bird Street, N Florida Avenue, and the north shore of the Hillsborough River, in Township 28 South, Range 18 East, Section 25 of the Sulphur Springs (1956 PR 1987) USGS quadrangle map, in the Sulphur Springs area of the City of Tampa, Hillsborough County, Florida. The I-275 roadway, constructed in the 1960s, intersects the park, dividing it into two distinct areas. Each area of Sulphur Springs Park is accessible through a pedestrian path beneath the Interstate overpass, located at the northern shore of the Hillsborough River. This pathway is partially simple concrete and partially a non-historic wooden bridge structure at either the east and west side of the overpass. The overall park is currently laid out on approximately five acres of land (Ricci n.d.). Originally, the park proper was developed immediately west of N Nebraska Avenue and south of E Bird Street, where the natural springs are located, during the early 1900s and into the 1920s. However, Josiah Richardson also owned the land west of I-275, and it is here he had the circa-1925 water tower constructed. Therefore, the resource group boundary includes E Bird Street at the north, N Nebraska Avenue at the east, the north shore of the Hillsborough River at the south, and N Florida Avenue at the west. The original documentation of the Sulphur Springs Park Resource Group (8HI609) only included the historic gazebo, park on the peninsula, water tower, and spring pools (Ricci n.d.); however, all structures within the boundaries of the park were documented within the FMSF update completed for the 2015 CRAS.

There are a total of eight contributing resources within the Sulphur Springs Park Resource Group: the circa-1925 Renaissance Revival style gazebo, circa-1920 concrete retaining wall pool, circa 1920-meandering spring pool, the circa-1925 Gothic inspired water tower, the circa-1950s wooden bridge, the recreational park on the peninsula, the circa-1953 Masonry Vernacular style utility building, and the circa-1950s park pavilion. **Table 3** lists the contributing resources within the Sulphur Springs Park Resource Group and **Figure 7** is a current aerial photograph which illustrates the location of the eight contributing resources within the complex. The first phase of the park was developed during the turn-of-the-century; however, the second phase of the park was famously developed during 1920s by Josiah A. Richardson. Resources constructed after this 1920s time period are also considered contributing to the Sulphur Springs Park Resource Group (8HI609), as they are over 50 years of age, and are still significantly related to the development of the park. Photographs of resources which contribute to the Sulphur Springs Park Resource Group are included in **Figures 8–20**.

Table 3. Contributing Resources within the Sulphur Springs Park Resource Group (8HI609)

Resource	Construction Date
Renaissance Revival Gazebo	c. 1925
Concrete Retaining Wall Spring Pool	c. 1920
Meandering Spring Pool	c. 1920
Gothic Revival Style Water Tower	c. 1925
Sulphur Springs Peninsula Recreational Park	c. 1920
Wooden Bridge	c. 1950s
Masonry Vernacular Utility Building	c. 1953
Park Pavilion	c. 1950s

Figure 7: A Current Aerial Photograph Illustrating the Location and Boundaries of the Sulphur Springs Park Resource Group (8HI609), Contributing Resources, and the Approximate Location of the Current Project APE

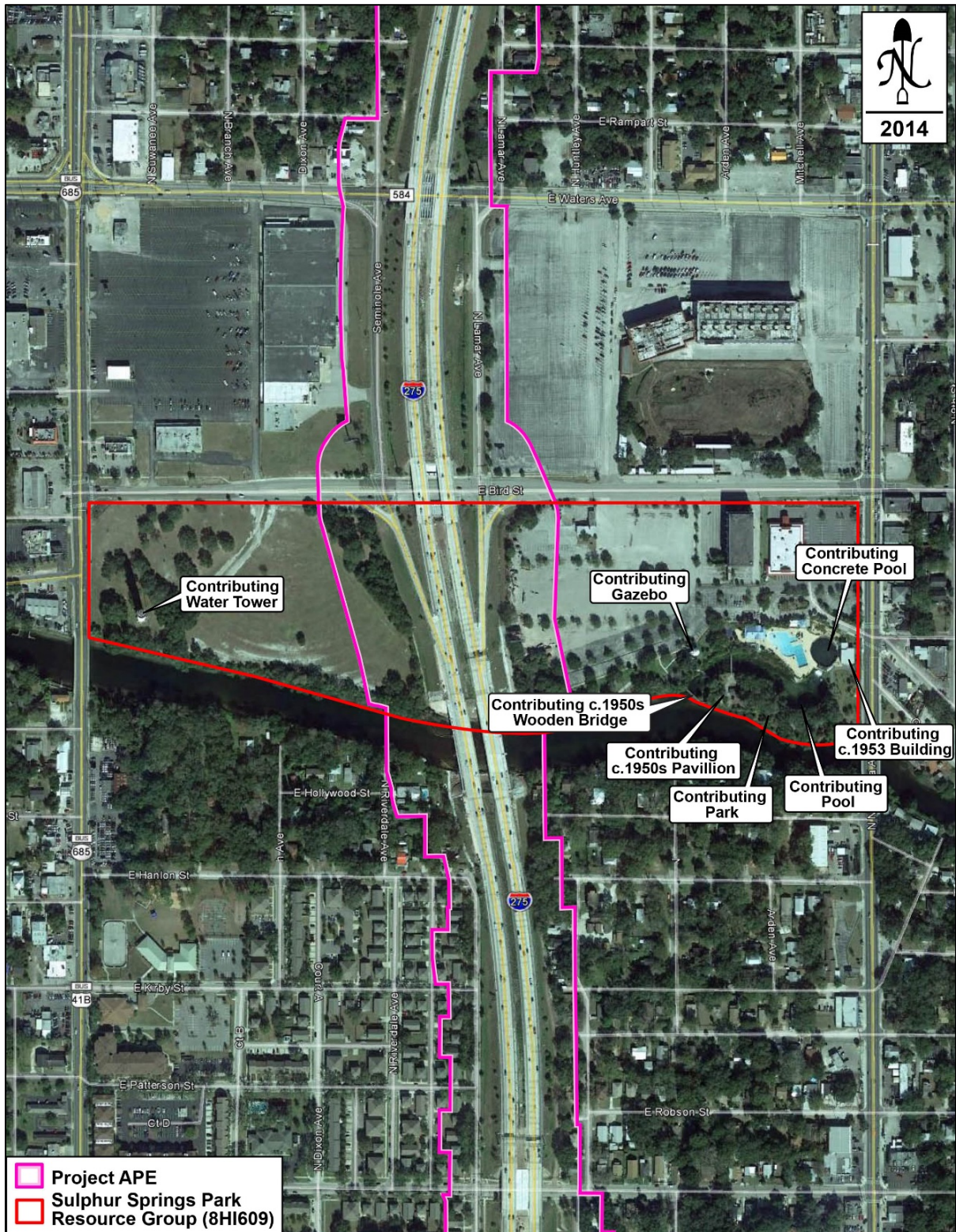


Figure 8: The Contributing Gothic Inspired Water Tower within the Sulphur Springs Park Resource Group (8HI609), facing Southwest



Figure 9: The Concrete Buttresses of the Water Tower with Foliated Shell Motif Embellishment, facing Northwest



Figure 10: The Embattlements and Crenellated Parapet Walls at the Top of the Tower Holding Tank, facing Southwest



Figure 11: The Landscape of the Sulphur Springs Park Resource Group (8HI609) at the West Side of I-275, facing Southwest



Figure 12: The Contributing Sulphur Springs Park Resource Group Gazebo, facing Southeast



Figure 13: The Dome and Second Level of the Sulphur Springs Park Resource Group Gazebo, facing Southwest



Figure 14: A Photograph Looking towards the Contributing Sulphur Springs Peninsula Recreational Park, facing Southeast



Figure 15: The Contributing Peninsula Recreational Park, facing East



Figure 16: The Contributing circa-1950s Wooden Bridge, facing Southeast



Figure 17: The Contributing circa-1953 Pavilion, facing Southeast



Figure 18: A Photograph of the Contributing Concrete Retaining Wall Pool within the Sulphur Springs Park Resource Group, currently closed, facing Southwest



Figure 19: A Current Photograph of the Contributing Meandering Sulphur Springs Pool, currently closed, facing Northeast



Figure 20: The Contributing circa-1953 Utility Building, facing Southwest



There are a total of nine non-contributing resources within the Sulphur Springs Park Resource Group, which are not historic and/or are not related to the development of the park. The circa-1950 Nancomb building, circa-1969 Associated Outdoor Clubs, Inc. building, circa-2012 Tampa Family building, circa-2001 Sulphur Springs Park main building, circa-2001 storage building, circa-2000s steel bridge, circa-1970s concrete bridge, non-historic I-275 overpass pathway and bridge, and the non-historic pool are included within boundaries for the resource group, as the property they are sited on is historically related to Sulphur Springs Park. The area where the current parking lot and non-contributing buildings are located historically included another spring pool, the dance hall, Arcade building, a sanitarium, electric car shed, and several smaller buildings related to Richardson's 1920s development of the park. **Figure 21** is a current aerial map, which depicts the locations of non-contributing resources within the Sulphur Springs Park Resource Group, and **Table 4** is a comprehensive listing of all non-contributing resources. **Figure 22** is a photograph showing the relationship of the Sulphur Springs Park Resource Group to I-275.

Figure 21: A Current Aerial Photograph Illustrating the Location and Boundaries of the Sulphur Springs Park Resource Group (8HI609), Non-Contributing Resources, and the Approximate Location of the Current Project APE

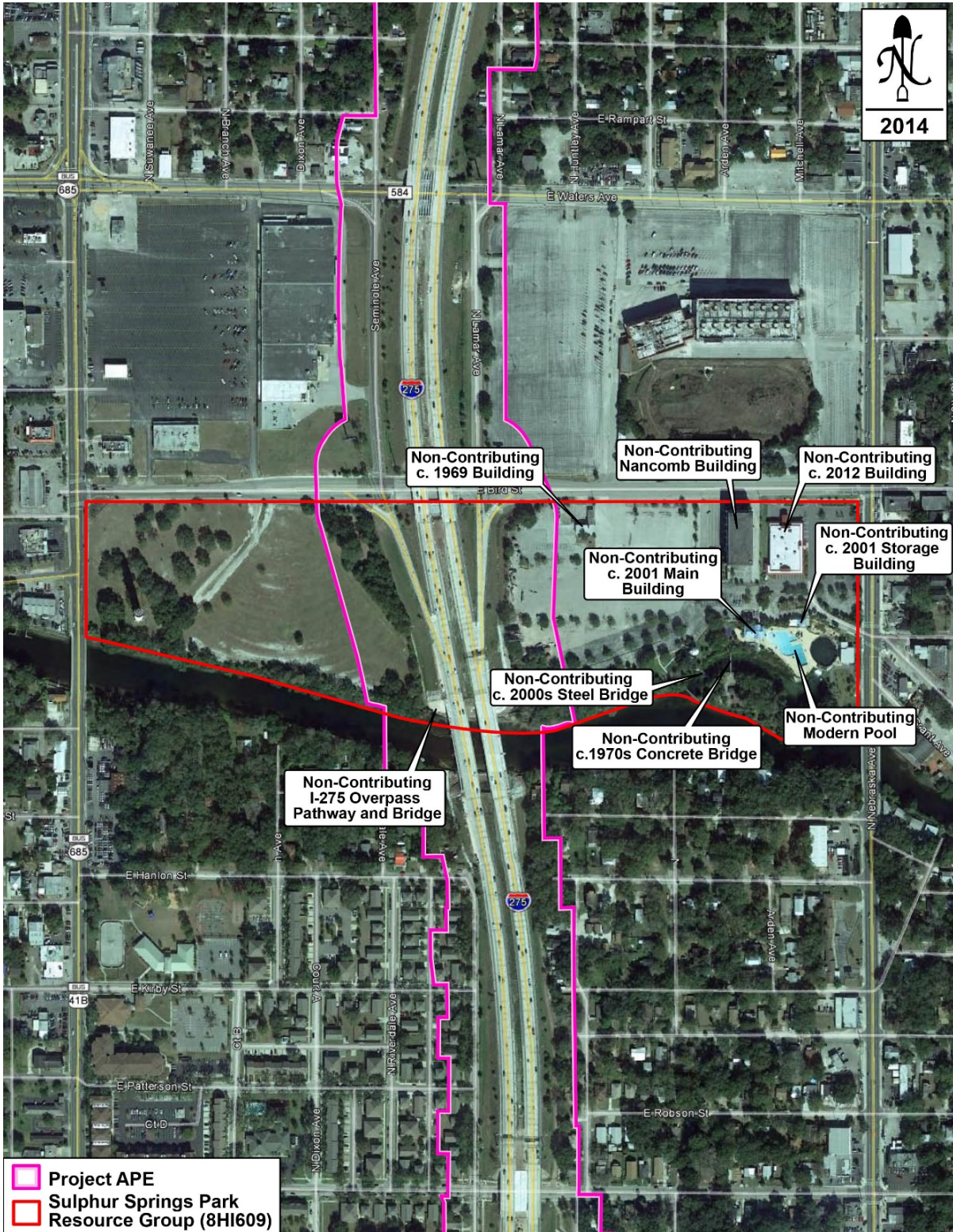


Table 4. Non-contributing Resources within the Sulphur Springs Park Resource Group (8HI609)

Resource	Construction Date
Nancomb Building	c. 1950
Associated Outdoor Clubs, Inc. Building	c. 1969
Tampa Family Building	c. 2012
Sulphur Springs Park Main Building	c. 2001
Storage Building	c. 2001
Steel Bridge	c. 2000s
Concrete Bridge	c. 1970s
I-275 Overpass Pathway and Bridge	c. 2000s
Modern Pool	c. 2000s

Figure 22: The Non-contributing and Non-historic I-275 Overpass Pathway and Bridge, facing Southeast



The remaining historic resources attributed to Richardson's Park include the water tower, gazebo, and two historic spring pools which allow the Sulphur Springs Park resource to still convey its importance to the Sulphur Springs area, City of Tampa, and Florida. The park has remained a relevant source of recreation and tourism in the area from the turn-of-the-century, when it was initially cultivated as a tourist spot by Dr. Mills, through the 1920s with the construction of Richardson's "Sulphur Springs Amusement Park," to the current day with its continued use as a swimming facility and park. The natural springs within the park are significant as the driving force for settlement and development of Sulphur Springs. Despite the lack of historic structures attributed to the development of the two phases of Sulphur Springs Park, some of the natural setting qualities remain, such as the vegetated lagoon and park with mature tree growth. The general arrangement of the park and significant components retain integrity, inclusive of the concrete enclosed pool, overflow pool, water tower, wooden bridge, circa-1953 utility outbuilding, circa-1950s pavilion, and gazebo.

This resource group is further significant for its association with Josiah Richardson, the man who most influenced the development of Sulphur Springs, both as a residential area and tourist/recreational destination. Richardson assisted in large ventures, such as funding of public works and establishment of restaurants and businesses, leading to the creation of a vibrant commercial hub in Sulphur Springs centered on N Nebraska Avenue. The previous surveyor of the park (Ricci n.d.) considered this resource significant; although, the SHPO has not evaluated National Register significance for Sulphur Springs Park. As previously stated, two resources, the Renaissance Revival style gazebo and Gothic Revival style water tower, are locally designated within the City of Tampa. Due to Sulphur Springs Park's significance as the impetus for the development of Sulphur Springs, its association as an important and enduring recreational and tourist destination, in addition to its association with notable developer Josiah Richardson, it is eligible for listing in the National Register under Criterion A in the areas of Community Planning and Development, Commerce, Entertainment/Recreation, and Tourism. Additionally, the park is eligible for listing in the National Register under Criterion C in the area of Architecture, for the well preserved water tower and gazebo, which were constructed during the 1920s and are attributed to Josiah Richardson. The FHWA and SHPO concurred that this resource group is National Register-eligible on January 5, 2016 and February 5, 2016, respectively

6.1.4 8HI6132 Harding's Court/5912 N Nebraska Avenue

Harding's Court/5912 N Nebraska Avenue is located at the west side of N Nebraska Avenue, between E Henry Avenue and E Idlewild Avenue, within the Southeast Seminole Heights neighborhood of the City of Tampa, Hillsborough County, Florida. **Figures 23 and 24** are representative photographs of Harding's Court/5912 N Nebraska Avenue. This resource group is an example of a 1920s Florida Boom period cabin court and consists of a total of 18 historic buildings constructed adjacent to a U-shaped driveway. Harding's Court was first recorded in 1997 as part of the *Seminole Heights Expansion/Hampton Terrace Survey and Registration Grant Survey Report* (Historic Tampa/Hillsborough County Preservation Board 1997).

Figure 23: Harding's Court/5912 N Nebraska Avenue (8HI6132), from N Nebraska Avenue, facing West



Figure 24: Harding's Court/5912 N Nebraska Avenue (8HI6132), from N Nebraska Avenue, facing Northwest



Of the 18 total resources, 16 are Frame Vernacular style cabins (Cabins A-F and H-Q). The remaining resources include a Frame Vernacular style office building (Cabin G) which, according to 1951 Sanborn Fire Insurance Maps, was historically an automobile garage, and a small frame flat roof storage shed. A letter assignment was not given to this shed during the original recordation, and for consistency purposes, this structure has not been delineated with a letter assignment and is treated as an outbuilding. The cabins located within Harding's Court were primarily constructed in the later 1920s. Cabin A was constructed after 1957 and before 1968, according to aerial photographs. In consultation with Tampa city directories (R.L. Polk & Co.) and 1951 Sanborn Fire Insurance Maps, Cabin L appears to have been constructed by 1935, and cabins I, J, and K were constructed at some point after 1935, but prior to 1951. Cabin H appears to be a former tack shed for the non-extant circa-1918 private residence owned by William C. Harding. Only buildings A and I were located within the APE for the 2015 CRAS; however, the full parcel was evaluated for the purposes of that study.

The Harding's Court/5912 N Nebraska Avenue Resource Group is eligible for listing in the National Register under Criterion A in the areas of Community Planning and Development and Tourism, and under Criterion C in the area of Architecture. It is National Register-eligible as a remaining intact example of a collection of Frame Vernacular style cabins related to a 1920s Florida Boom period cabin court, the predecessor to the more modern roadside motel, within the City of Tampa. Both the FHWA and SHPO concurred with the findings of the 2015 CRAS and found this resource group to be National Register-eligible on January 5, 2016 and February 5, 2016, respectively

6.1.5 8HI10243 T&GC Railroad/CSX Railroad

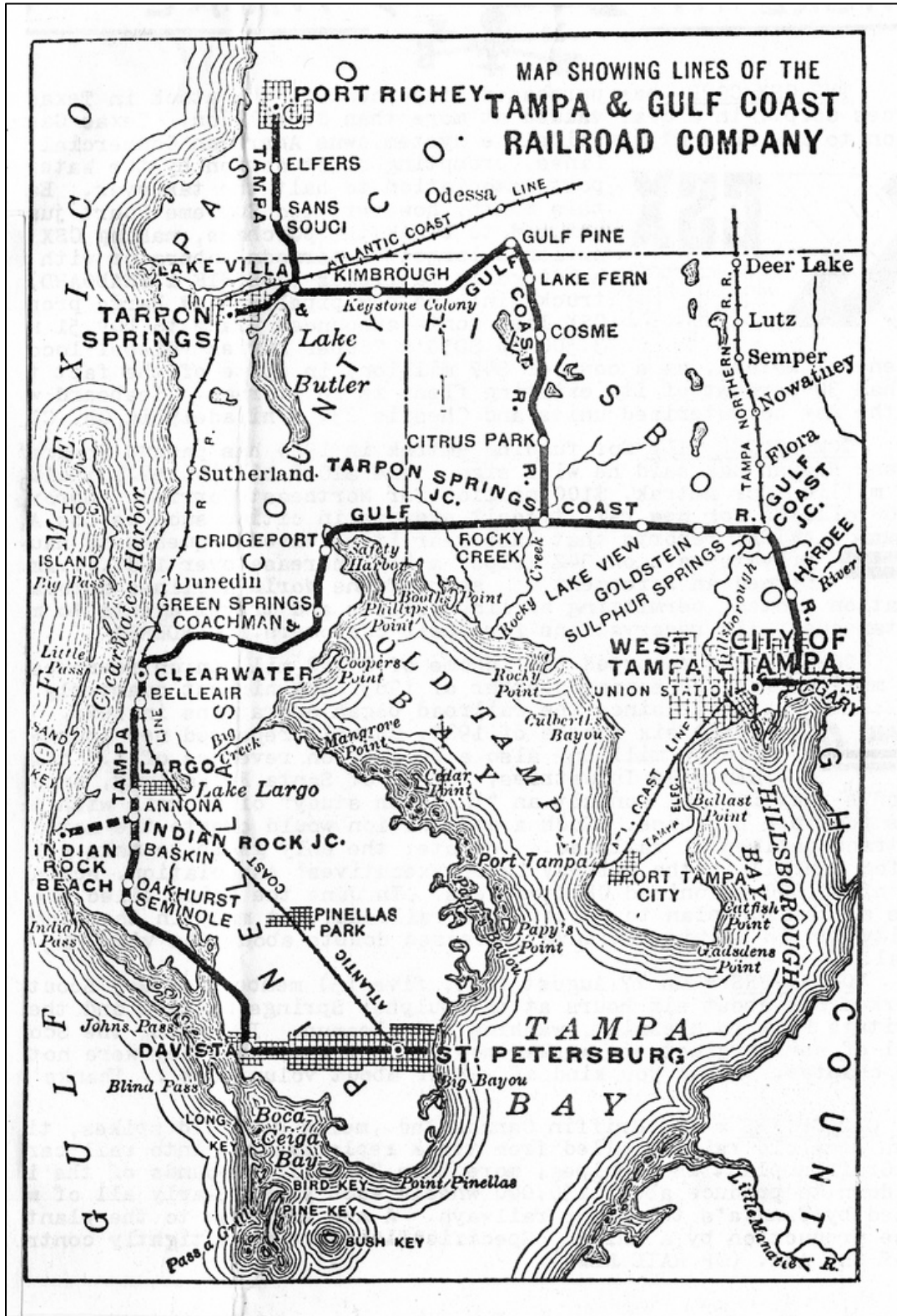
The portion of the T&GC Railroad/CSX Railroad track within the APE runs parallel to E Busch Boulevard at its south side, for a distance of approximately 580 feet. The segment is located in the Sulphur Springs neighborhood of the City of Tampa, Hillsborough County, Florida (**Figure 25**). Within the APE, the T&GC Railroad/CSX Railroad exhibits one standard set of railroad tracks over a raised gravel ballast. The railroad tracks extend beneath a non-historic I-275 vehicular bridge within the APE and the tracks are fenced off from the E Busch Boulevard roadway by a simple metal chain link fence. The railroad track extends to the east outside of the APE and meets with another railroad track running roughly north and south of the current track. This north/south track, which is not within the current APE, extends south into downtown Tampa, and at the north extends outside of Hillsborough County. At the west, the tracks extend outside of the APE following their east/west route into Pinellas County.

The segment of railroad track within the project APE is historically associated with the T&GC Railroad. The current portion of the track is part of the "Orange Belt Route" of the T&GC Railroad, which ran from Gulf Coast Junction (in Sulphur Springs) to Clearwater and St. Petersburg (Turner 2003:104). The T&GC Railroad also operated branches of the line to Port Richey, Tarpon Springs, and Indian Rocks Beach (Turner 2003:104). It should be noted that current aerial mapping illustrates that the entire Tampa to St. Petersburg portion of the Orange Belt Route is not extant. This route is illustrated in **Figure 26**, a circa-1915 map showing the railroad lines associated with the T&GC Railroad. In Pinellas County, the line currently terminates within the limits of the City of Clearwater. The Atlantic Coast Line Route (**Figure 26**), which historically connected with the T&GC Railroad track at this location, continues into St. Petersburg, in consultation with current aerial mapping.

Figure 25: Tampa and Gulf Coast Railroad/CSX Railroad within the APE, looking towards I-275, facing Northeast



Figure 26: A circa-1915 Map of the Railroad Lines Associated with the Tampa and Gulf Coast Railroad Company



The current railroad line within the APE is associated with Sulphur Springs/Gulf Coast Junction railroad line to Clearwater and St. Petersburg, and thus was constructed during the 1913-1914 time period. **Figure 27**, a historic aerial photograph from 2015, shows the continuity of historic integrity of this portion of the historic T&GC/CSX Railroad line. Although the surrounding area has changed from rural to commercial in nature, the track retains its historic path and one track configuration, and thus possesses sufficient integrity for listing in the National Register.

Portions of the T&GC Railroad line in Hillsborough County, outside of the current APE, have been previously documented as FMSF number 8HI10243 in 2007, 2009, 2010, and 2011. It should be noted that these portions of the T&GC Railroad line recorded within the County were part of the overall system of rail line associated with the company but were not part of the Sulphur Springs/Gulf Coast Junction to Clearwater and St. Petersburg route. However, as the segment of the T&GC Railroad track within the current APE is part of the overall “Orange Belt Route,” like the other previously recorded railroad segments in Hillsborough County, the FMSF assignment of 8HI10243 was used. A portion of the railroad documented in 2011, located northwest of the APE, was determined ineligible for listing in the National Register due to lack of historic integrity, as only scattered gravel associated with the rail line was retained (Driscoll 2010). This portion was part of the Gulf Pine to Tarpon Springs rail line extension of the T&GC Railroad, which was constructed in 1910.

The railroad within the current APE is eligible for listing in the National Register under Criterion A in the areas of Community Planning and Development and Transportation. This segment is National Register-eligible as it retains historic integrity and is associated with the T&GC Railroad Company’s construction of a significant railway line which facilitated direct and reliable travel between the greater Hillsborough County area and the West Coast of Florida. This segment of line is specifically significant for its direct connection with the Sulphur Springs to Clearwater and St. Petersburg line of the T&GC Railroad Company. Further, the construction of this specific line also facilitated the eight-mile expansion of the line from Tarpon Springs Junction, west of the portion of the railroad within the APE, north to the Tarpon Springs and Port Richey area, creating a more direct route of transportation to these northern west coast areas of Pinellas and Pasco counties. Prior to this, these areas could only be accessed indirectly via the old eastern route, which incorporated transfer of service onto the Tampa Northern Railroad line (see **Figure 26**). Both the FHWA and SHPO concurred that this railroad is National Register-eligible on January 5, 2016 and February 5, 2016, respectively.

6.1.6 8HI12470 Seminole Heights Baptist Church/801 E Hillsborough Avenue

The circa-1949 constructed Neo-classical Revival style Seminole Heights Baptist Church is located at 801 E Hillsborough Avenue, at the southeast intersection of E Hillsborough Avenue and N Taliaferro Avenue, in the Southeast Seminole Heights neighborhood of the City of Tampa, Hillsborough County, Florida. **Figure 28** is a current overview photograph of the Seminole Heights Baptist Church from the main east façade. The church is irregular in

Figure 27: A Current Aerial Photograph of the Tampa and Gulf Coast Railroad/CSX Railroad (8HI10243) within the APE

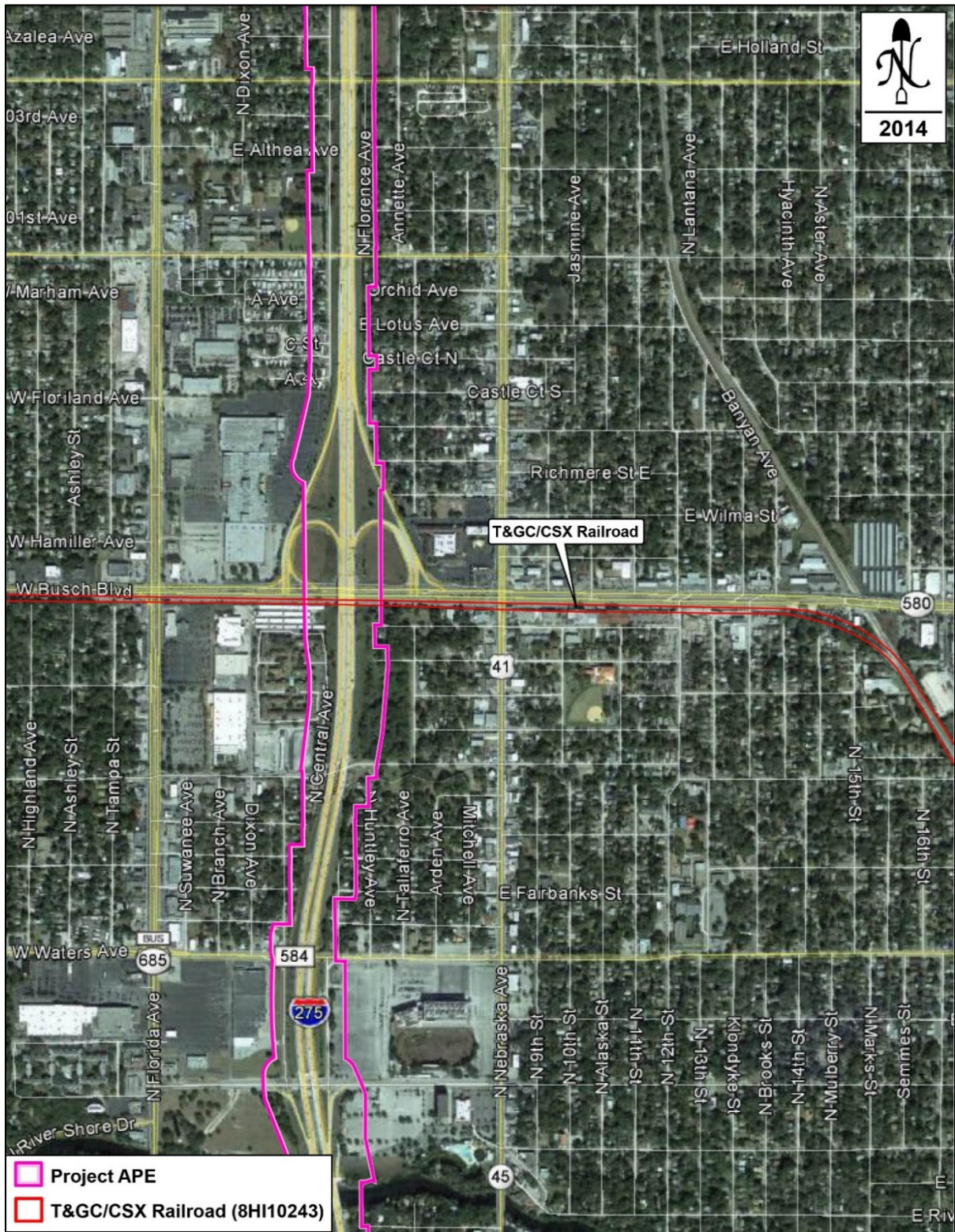


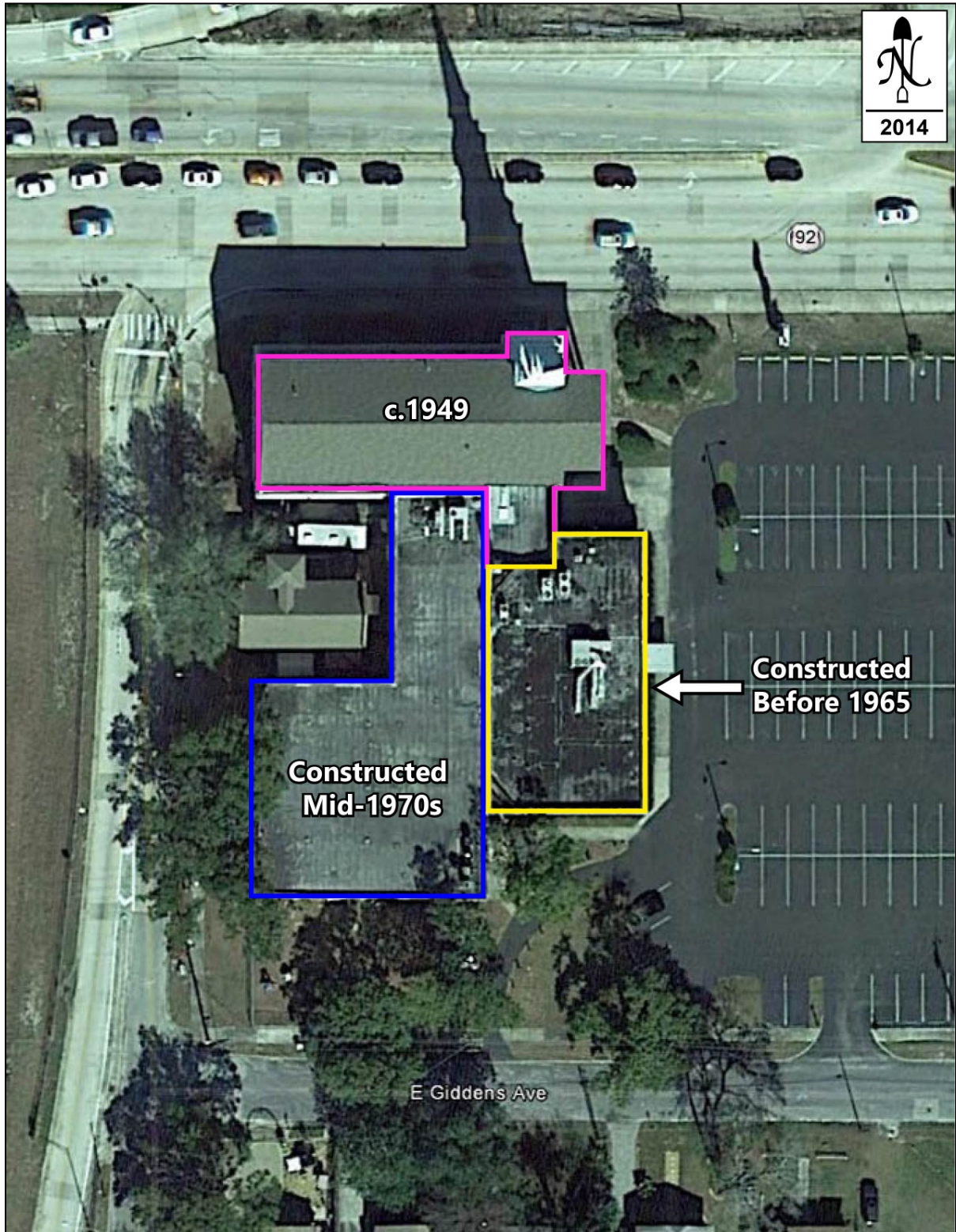
Figure 28: East Façade of Seminole Heights Baptist Church/801 E Hillsborough Avenue (8H112470), facing West



form sits on a continuous concrete block foundation and is constructed of concrete block. There are three distinct building portions which make up Seminole Heights Baptist Church. The original portion was constructed in approximately 1949. A large flat roof addition stemming south of the original church was constructed before 1965. A second large flat roof addition was constructed during the 1970s and is appended immediately west of the previously mentioned addition, which was constructed before 1965. **Figure 29** is a current aerial photograph which depicts all construction dates associated with Seminole Heights Baptist Church.

The Seminole Heights Baptist Church is eligible for individual listing in the National Register. Typically, religious properties are considered ineligible for listing in the National Register as historic significance cannot be established on the merit of religious doctrine (National Park Service 1995:26). However, according to National Register Bulletin 15 under Criteria Consideration A, a religious property deriving primary significance from architectural or artistic distinction or historical importance may be eligible for listing in the National Register (National Park Service 1995:26). This Seminole Heights landmark church is a good example of Neo-classical Revival architecture. The original circa-1949 gabled sanctuary features little alteration. The flat roof addition appended to the south wall of the sanctuary was constructed before 1965 and; therefore, is historic and does not diminish the integrity of the church. The remaining addition, constructed during the mid-1970s, is located to the west rear of the church (see **Figure 29**). The setback of this non-historic addition is compatible and can be differentiated from historically constructed portions of the Seminole Heights Baptist Church. Both the FHWA and SHPO concurred that this church is National Register-eligible on January 5, 2016 and February 5, 2016, respectively.

Figure 29: A Current Aerial Photograph Depicting the Dates of Construction Attributed to the Seminole Heights Baptist Church



6.1.7 8H12472 City Fire Department Engine Company No. 7/5315 N Taliaferro Avenue

The 1924 constructed City Fire Department Engine Company No. 7 (Station No. 7) building is located at 5315 N Taliaferro Avenue, at the east side of N Taliaferro Avenue, between E Giddens Avenue and E Hillsborough Avenue, in the Southeast Seminole Heights neighborhood of the City of Tampa, Hillsborough County, Florida (**Figure 30**). This Mission style fire station is constructed of brick, rests on a poured concrete slab foundation, and features rusticated stucco cladding. The building is irregular in form with a front gabled south portion, which includes a parapet wall at both the east and west gable end, and hip roof north tower (**Figure 31**). This tower features a one-story east and west flat roof portion projecting from it. The north tower also incorporates Italianate style detailing. At the west flat roof projection is the main entry to the fire station, which consists of a simple replacement metal door. South of the main entry, at the west façade is a one-bay garage with a metal door. The original embossed stucco signage associated with the 1924 fire station has been retained at the west façade (**Figure 32**). This signage incorporates the official City of Tampa seal with a depiction of the steamship Mascotte, owned by Henry Plant, and the words “City of Tampa Florida Organized July 15, 1887.” Below the seal is entablature and the name and year of the fire station. The building is currently retired from use by the fire department and is vacant, remaining in fair condition.

Figure 30: The West Façade of the City Fire Department Engine Company No. 7/5315 N Taliaferro Ave (8H12472), facing East



Figure 31: The North and West Elevations of City Fire Department Engine Company No. 7/5315 N Taliaferro Avenue (8H112472), facing Southeast



Figure 32: Historic Embossed Stucco Signage of City Fire Department Engine Company No. 7/5315 N Taliaferro Avenue (8H112472), facing Northeast



Station No. 7 is an example of Florida Boom Time architecture and is one of three identical fire station buildings constructed during the time period within the City of Tampa. The other stations are Station No. 2 and Station No. 8. Station No. 2 is retired from use and was previously recorded within the FMSF as 8HI952. This building is located at 2611 12th Street in the Ybor City neighborhood and is currently owned by the Tampa Police Department. Station No. 8 is located at the southwest intersection of W Azeele Street and S Albany Avenue within the Hyde Park neighborhood of the City of Tampa, is also retired, and currently is utilized for commercial purposes. The extant Station No. 5, constructed in 1925 in Tampa Heights, is similar in its Mission style detailing, but is not an identical structure.

The current Station No. 7 building retains a good degree of historic integrity, appearing much the same as when it was first constructed, and is representative of a wave of fire station construction spurred on by the Florida Boom period within the City of Tampa. Previous photographs (**Figures 33–35**), in comparison of current photographs (see **Figures 30 and 32**), of the station illustrate it maintains architectural integrity. Although the setting has changed over time, as the station now faces the grassy berm of the interstate facility.

The current station represents the most intact example of the two identical fire stations constructed in 1924. Due to the historic integrity exhibited by Station No. 7 as a Mission style building, it is eligible for individual listing in the National Register under Criterion C, in the area of Architecture. It is also individually National Register–eligible under Criterion A in the area of Community Planning and Development for its association with the City Fire Department of Tampa, and the department’s expansion to serve the community during the growth of the Florida Boom Period. Both the FHWA and SHPO concurred that this resource is National Register-eligible on January 5, 2016 and February 5, 2016, respectively.

Figure 33: A Photograph of City Fire Department Engine Company No. 7/5315 N Taliaferro Avenue, taken prior to 1971
(Courtesy of www.tampasbravest.com)



Figure 34: A circa-1971 Photograph of City Fire Department Engine Company No. 7/5315 N Taliaferro Avenue
(Courtesy of www.tampasbravest.com)



Figure 35: A circa-1970s Photograph of City Fire Department Engine Company No. 7/5315 N Taliaferro Avenue

(Courtesy of www.tampasbravest.com)



6.1.8 8HI12539 Seminole Heights Elementary School/6201 N Central Avenue

The circa-1925 constructed Seminole Heights Elementary School building is located at 6201 N Central Avenue, at the northeast intersection of N Central Avenue and E Hanna Avenue, in the City of Tampa, Hillsborough County, Florida (**Figure 36**). The school is two-stories in height, rests on a continuous brick foundation, and is constructed of masonry clad in yellow brick veneer (**Figure 37**). Various areas on the building incorporate polychromatic banding and brick pilasters (**Figure 38**). The school features a flat roof system which includes wide overhanging hipped roof eaves. While the school as a whole is decidedly Masonry Vernacular in style, it exhibits elements of the Colonial Revival style, especially in regard to the roof system and flanking wings, as well as some Arts and Crafts influenced architectural detailing. This is seen through the employment of wooden brackets at the southwest entrance and wide, open overhanging roof eaves.

Figure 36: Seminole Heights Elementary School/6201 N Central Avenue (8HI12539), facing Northeast



Figure 37: South Wing of Seminole Heights Elementary School/6201 N Central Avenue (8HI12539), from E Hanna Avenue, facing Northwest



Figure 38: Polychromy and Pilasters of Seminole Heights Elementary School/6201 N Central Avenue (8HI12539), facing South



The historic portion of the school is irregular in form. **Figure 39** is a 1951 Sanborn Fire Insurance Map of Seminole Heights Elementary School. Set diagonally northwest/southeast is the central portion of the school building. From this central portion, to the north and east, are the above mentioned building wings. Immediately southwest of the central building block is the auditorium, inclusive of the centrally set main recessed entry to the school building, which is non-historic according to a 1936 historic photograph of the building auditorium (**Figure 40**). Replacement glass and metal double-doors with flanking sidelights and transom are located here. This entrance includes a front gabled roof extension atop brick supports. Historically, according to the 1936 photograph (**Figure 40**), there were two entrance doors beneath the hip roof overhangs located to either side of the present non-historic entry. These hip roof overhang entrances employ the wooden Arts and Crafts inspired brackets. A non-historic metal door is located northwest of the non-historic entrance, and the doorway has been enclosed to the southeast of the non-historic entrance with fixed glass windows. In comparison of the historic 1936 photograph (**Figure 40**) to the current photograph (see **Figure 37**), windows have been enclosed above the hip roof overhangs of the original main entries.

Fenestration consists of metal replacement three-over-three, four-over-four, and six-over-six single-hung sash windows. Some windows are set in pairs, and some are arranged in bands of four. Windows with three-over-three single-hung sash configurations are miniscule in nature. Below all windows are brick sills. Unique to this building are the two exterior concrete staircases clad in yellow brick, extending from each of the building wings (**Figure 41**). Each staircase incorporates a concrete arcaded opening, and an entrance into the school building is located below the staircase. The simple historic balustrade is retained running centrally

Figure 39: A Historic 1951 Sanborn Fire Insurance Map of Seminole Heights Elementary School/6201 N Central Avenue

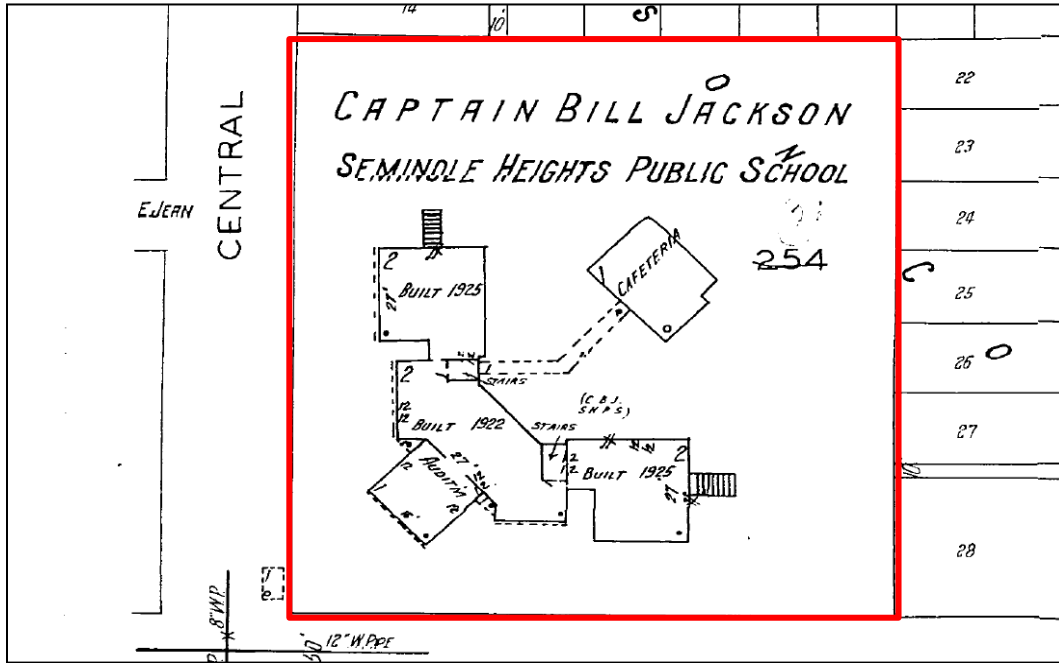


Figure 40: A Historic circa-1936 Photograph of Seminole Heights Elementary School/6201 N Central Avenue

(Courtesy of Hillsborough County Public Library Burgert Bros. Collection)



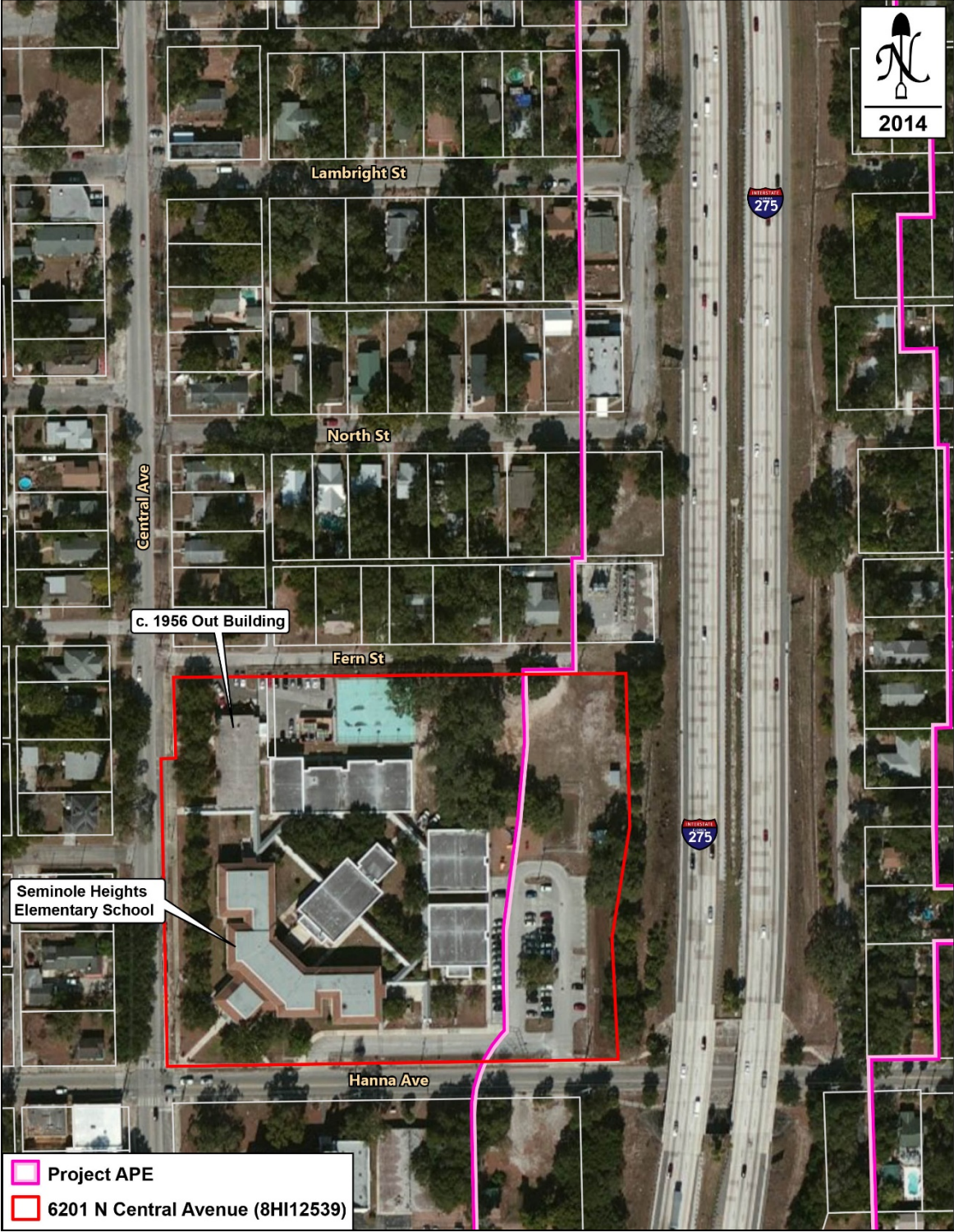
Figure 41: The Concrete Exterior Stairs of the North Wing of Seminole Heights Elementary School/6201 N Central Avenue (8HI12539), facing Southwest



within the concrete stairs, and the doors beneath the stairs are historic wood double-doors with square fixed glass panel. Covered walkways span the entirety of the school complex, connecting the original school building to various flat roof outbuildings of similar construction. The only other historic building is located adjacent to the north building wing and is observed on aerial photographs from 1957. The historic buildings remain in good condition with a good degree of historic integrity.

This building is individually eligible for listing in the National Register under Criterion A in the areas of Community Planning and Development and Education, and under Criterion C in the area of Architecture. It stands as an example of a 1920s Florida Boom Time period institutional building in the area, which possesses historic integrity. The Masonry Vernacular style school retains integrity of design and form. The foot print of the building observed from the 1951 Sanborn Fire Insurance Map (see **Figure 39**) is identical to the current aerial photograph of Seminole Heights Elementary School (**Figure 42**). While Seminole Heights Elementary School is part of the Seminole Heights Neighborhood, it is not included within the boundaries of the National Register-listed Seminole Heights Historic District (8HI3294), and it is not proposed to expand the district boundaries to include the school building. Both the FHWA and SHPO concurred that this school is National Register-eligible on January 5, 2016 and February 5, 2016, respectively

Figure 42: A Current Aerial Photograph Illustrating the Location of Seminole Heights Elementary School/6201 N Central Avenue



7.0 CONSULTATION

Per Section 106 requirements, consultation took place with nearby residents, business owners, and potentially affected parties throughout Section 7 of the study. On March 23, 2016 a meeting was held at the Seminole Heights Library in which the project information was presented to the historic neighborhood residents. Updated consultation took place throughout 2018, and **Appendix C** includes documentation (meeting minutes and sign-in sheets) for the consultation meetings that took place with the Southeast Seminole Heights Civic Association, Old Seminole Heights Neighborhood Association, Hampton Terrace Neighborhood Association, New North Transportation Alliance, Forest Hills Neighborhood Association, Sulphur Springs Community, and Tampa Innovation Alliance.

In the meetings held specifically with the organizations within the historic neighborhoods such as Seminole Heights and Sulphur Springs, the residents focused much discussion and questions on the project improvements.

A Public Hearing was held for the project on Tuesday, March 26, 2019 at the Seminole Heights Baptist Church located at 6111 N. Central Avenue in Tampa, Florida. The Public Hearing was held from 5:30 p.m. to 7:30 p.m. A total of 239 citizens, 20 FDOT staff and 10 consultants attended the hearing. In total, 140 comments were received either at the Public Hearing or during the 10-day comment period that followed. Of the 140 comments received, 20 comments requested noise barriers with several requesting them to be aesthetically pleasing. Although there are no proposed improvements outside the existing right of way within or near the NRHP-listed Seminole Heights Historic District, several comments requested that the project avoid negative impacts to the Seminole Heights neighborhood. Refer to Appendix C for additional information that was presented at the Public Hearing, including Section 106 and cultural resource information.

Alyssa McManus, representing the SHPO, attended a site visit with FDOT District Seven Environmental Management Office staff (Robin Rhinesmith and Crystal Geiger) on March 28, 2019 to review the project area and discuss potential effects to historic properties. They drove the project area and visited each of the significant historic properties that were described in the Draft Case Study Report. It was noted that the project would not require ROW from any of the significant historic properties. It was also discussed that noise barriers would probably be installed along the existing ROW line within or adjacent to the NRHP-listed Seminole Heights Historic District and Captain William Parker Jackson House. She said the noise barriers should help hide the interstate from the historic district and the Captain William Parker Jackson House which could be a visual improvement. Based on the site visit, Ms. McManus agreed that the proposed project should result in no adverse effect to the NRHP-listed or eligible historic properties that are located within the project APE and discussed in this Case Study Report.

8.0 HISTORIC RESOURCES EFFECTS ANALYSIS

36 CFR Part 800 defines the Criteria of Adverse Effect as the following:

An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.

This Case Study Report documents potential effects of the proposed improvements to National Register-eligible and -listed resources within the project APE. The Seminole Heights Historic District (8HI3294) and Captain William Parker Jackson House (8HI11581) are currently listed in the National Register. The T&GC Railroad/CSX Railroad (8HI10243) segment within the current project APE was determined eligible for inclusion in the National Register, as well as the Sulphur Springs Park Resource Group (8HI609), Harding's Court (8HI6132), Seminole Heights Baptist Church (8HI12470), City Fire Department Engine Company No. 7 (8HI12472), and Seminole Heights Elementary School (8HI12539). An additional 23 historic resources within the current project APE that are not individually eligible are considered contributing to the Seminole Heights Historic District.

The No-Build Alternative assumes that the existing conditions along the I-275 corridor would remain unchanged, except for currently planned and programmed projects already committed. The No-Build Alternative will have no effect on the significant properties identified within the project APE.

The focus of the effects discussion will address the Build Alternative. The Build Alternative includes one additional travel lane in each direction of I-275. The proposed typical section contains four 12-foot general purpose lanes in each direction and accommodates transit on the inside shoulders. The improvements would be constructed on the existing alignment with the same existing horizontal and vertical geometries. All the proposed improvements within the I-275 project corridor would be accomplished within the existing right of way. Minimal right of way may be required at the Bearss Avenue interchange for storm water ponds, which will be addressed in a separate document.

The Build Alternative includes widening I-275 from an existing six-lane divided interstate to an eight-lane divided interstate, plus accommodating transit on the inside shoulder. Operational Improvements will be implemented at Hillsborough Avenue. The Bearss Avenue bridge will be replaced along with ramp improvements; no other interchange configurations will change with the improvements. The remaining 17 existing bridges will be widened to accommodate the additional travel lanes.

The existing horizontal and vertical alignment will be maintained in the Build Alternative to avoid right of way impacts. The proposed improvements for mainline I-275 will take place within the existing right of way. Minimal right of way may be required at the Bearss Avenue

interchange, and as mentioned previously, this is for ponds which will be addressed in another document.

All interchange ramp connections will be impacted to accommodate the mainline widening of I-275; however, the interchange configurations will not change except for the Hillsborough Avenue and Bearss Avenue interchanges. Operational improvements will be included at these two interchanges only, and these two interchanges will be involved in various levels of reconstruction.

The following bullets support a no adverse effect finding for the Build Alternative's improvements relative to the significant resources:

- Seminole Heights Historic District (8HI3294): As part of the Build Alternative, no property will be acquired from within the historic district boundaries. The Historic Properties Traffic Noise and Air Quality Analysis noted that noise barriers are being considered in immediate proximity to the historic district (but within FDOT ROW), and continued consultation will take place during the design phase to ensure the surrounding viewsheds and district aesthetics will not be adversely affected. This document also noted there will be no adverse effects from construction noise/vibration and no changes in air quality. In addition, access points to the historic district will remain unchanged, and the district's current use will continue as is.
- Captain William Parker Jackson House (8HI11581): As part of the Build Alternative, no property will be acquired from within the resource's boundaries. The Historic Properties Traffic Noise and Air Quality Analysis noted that noise barriers are being considered in immediate proximity to the resource (but within FDOT ROW), and continued consultation will take place during the design phase to ensure the surrounding viewsheds and aesthetics will not be adversely affected. This document also noted there will be no adverse effects from construction noise/vibration and no changes in air quality. In addition, access to the resource will remain unchanged, and the resource's current use will not be modified due to the Build Alternative.
- T&GC Railroad/CSX Railroad (8HI10243): As part of the Build Alternative, no property will be acquired from within the linear resource's boundaries. The Historic Properties Traffic Noise and Air Quality Analysis noted that NAC does not apply to this resource. This document also noted there will be no adverse effects from construction noise/vibration and no changes in air quality. In addition, access to the resource will remain unchanged, and the resource's current use will not be modified due to the Build Alternative.
- Sulphur Springs Park Resource Group (8HI609): As part of the Build Alternative, no property will be acquired from within the resource group's boundaries. The Historic Properties Traffic Noise and Air Quality Analysis noted that noise change is not detectable. This document also noted there will be no adverse effects from construction noise/vibration and no changes in air quality. In addition, access points to the resource group will remain unchanged, and the current use will continue as is.
- Harding's Court (8HI6132): As part of the Build Alternative, no property will be acquired from within the resource group's boundaries. The Historic Properties Traffic Noise and Air Quality Analysis noted that noise barriers are being considered in immediate

proximity to the resource (but within FDOT ROW), and continued consultation will take place during the design phase to ensure the surrounding viewsheds and aesthetics will not be adversely affected. This document also noted there will be no adverse effects from construction noise/vibration and no changes in air quality. In addition, access points to the resource group will remain unchanged, and the current use will continue as is.

- Seminole Heights Baptist Church (8HI12470), As part of the Build Alternative, no property will be acquired from within the resource's boundaries. The Historic Properties Traffic Noise and Air Quality Analysis noted that noise barriers are being considered in immediate proximity to the resource (but within FDOT ROW), and continued consultation will take place during the design phase to ensure the surrounding viewsheds and aesthetics will not be adversely affected. This document also noted there will be no adverse effects from construction noise/vibration and no changes in air quality. In addition, access to the resource will remain unchanged, and the resource's current use will not be modified due to the Build Alternative.
- City Fire Department Engine Company No. 7 (8HI12472): As part of the Build Alternative, no property will be acquired from within the resource's boundaries. The Historic Properties Traffic Noise and Air Quality Analysis noted that this building is currently being used as storage and this will not be affected by changes in noise. This document also noted there will be no adverse effects from construction noise/vibration and no changes in air quality. In addition, access points to the resource will remain unchanged, and the current use will continue as is.
- Seminole Heights Elementary School (8HI12539). As part of the Build Alternative, no property will be acquired from within the resource's boundaries. The Historic Properties Traffic Noise and Air Quality Analysis noted that noise barriers are being considered in immediate proximity to the resource (but within FDOT ROW), and continued consultation will take place during the design phase to ensure the surrounding viewsheds and aesthetics will not be adversely affected. This document also noted there will be no adverse effects from construction noise/vibration and no changes in air quality. In addition, access to the resource will remain unchanged, and the resource's current use will not be modified due to the Build Alternative.

8.1 Relationship to the Project

The proposed improvements proposed as part of the Build Alternative and the interchange option will take place within the existing right of way; therefore, no property will be acquired from any of the significant resources identified within the project APE. The improvements will have no direct impacts on the significant resources as no property will be physically taken from the resources.

8.2 Noise

In January of 2019, KB Environmental Services prepared a Historic Properties Traffic Noise and Air Quality Analysis for the project (**Appendix D**). This analysis included information from the Draft Noise Study Report (NSR) that was prepared for this Build Alternative (dated January

2019). The analysis includes a table of all significant historic resources within the project APE. Predicted traffic noise levels with the proposed improvements to I-275 for each of the significant historic resources were compared to the Noise Abatement Criteria (NAC). If a predicted noise level did not approach, meet or exceed the NAC, then it was concluded that the roadway improvement would not impair the function of the resource (i.e., because the projected levels would not require the consideration of noise abatement). If a predicted noise level did approach, meet or exceed the NAC the increase in the level, when compared to the predicted level without the proposed improvements were considered. Because it is well documented that increases of 3 decibels or less on the “A”-weighted scale (dB(A)) are not discernable by the general population, increases of 3 dB(A) or less would also not impair the function of a resource.

The locations of each receptor in proximity to significant historic resources are illustrated on maps located in the NSR found in **Appendix D**. With the Build Alternative, predicted traffic noise levels approach, meet, or exceed the FDOT’s NAC at one or more of the evaluated receptors within each resource for which there are NAC. However, as also shown, the increase in traffic noise as a result of the improvements would not be more than 3 dB(A) at any location. Based on these results, the proposed Build improvements to I-275 would not impair the function of any of the significant resources for which there are NAC. The FMSF number, address, receptor identification number for each resource in the project’s NSR, activity category, land use, and predicted traffic noise without (No-Build) and with (Build) the improvements to I-275 are presented in the Tables of the NSR (**Appendix D**).

8.3 Noise Barriers/Aesthetics

Although the proposed improvements would not impair the function of any of the evaluated resources, as a method of abating (i.e., reducing) predicted traffic noise levels at the noise sensitive properties adjacent to I-275, the FDOT committed to further evaluating traffic noise barriers during the project’s design phase. The limits of these potential barriers are shown on the maps located in the NSR in **Appendix D** (see the solid purple line). These barriers would reduce the traffic noise levels that are predicted within or at some of the resources listed in Table 1 (Found in the NSR in **Appendix D**) for which there is a noise sensitive use. The resources for which a noise barrier will be considered further are:

- Seminole Heights Historic District – A noise barrier, comprised of several segments, will be further evaluated in the project’s design phase. If it is determined that the barrier system would be both a feasible and reasonable abatement measure, the barrier segments would extend from north of Osborne Avenue to south of Hanna Avenue. Depending on the segment, the barrier would be located either at the shoulder of I-275 or just within, or on, the FDOT’s ROW line.
- Harding’s Court – A noise barrier system, comprised of two segments, will be further evaluated in the project’s design phase. If it is determined that the system would be a both feasible and reasonable abatement measure, the segments would extend from just north of Hillsborough Avenue (paralleling the Hillsborough Avenue to I-275 northbound ramp) to just south of Hanna Avenue. Depending on the segment, the barrier would also be located either on the shoulder of I-275 or just within, or on, the FDOT’s ROW line.

- Captain William Parker Jackson House – A noise barrier will be further evaluated in the project’s design phase. If it is determined that the barrier would be both a feasible and reasonable abatement measure, the barrier would extend from north of Hanna Avenue to just south of Sligh Avenue. This barrier would be located just within, or on, the FDOT’s ROW line.
- Seminole Heights Baptist Church - A noise barrier will be further evaluated in the project’s design phase. This barrier would be located just within, or on, the FDOT’s ROW line.
- Seminole Heights Elementary School - A noise barrier will be further evaluated in the project’s design phase. This barrier would be located just within, or on, the FDOT’s ROW line.

The FDOT is committed to building noise barriers to reduce traffic noise that exceeds the NAC where they are both feasible and reasonable. A part of the reasonableness factor takes into account the viewpoint of benefitted receptors (those receptors who will receive at least a 5 dB(A) decrease in sound due to the noise barrier). During the PD&E phase the viewpoints of benefitted receptors are taken into account during public workshops and at the Public Hearing.

Notably, during the project’s design phase, to finalize the determination that noise barriers would be both a feasible and reasonable abatement measure, the impacted and benefitted property owners will be surveyed to obtain their desires to have the noise barriers constructed. If they desire the barriers, the final length and height of each barrier will then be determined. If the majority of the benefitted residents and property owners do not favor construction of a noise barrier, the FDOT will not provide the noise barrier. It is likely that any desired structure barrier (i.e., a barrier on a bridge or mechanically stabilized earth [MSE] wall) would be 8 feet in height, and barriers located along the ROW could range from 14-22 feet in height. Barrier aesthetics would also be determined during the project’s design phase and again, based on consultation with potentially affected parties. The property owners within the Seminole Heights Historic District and the other significant properties where noise barriers are considered would provide their input for aesthetics on the neighborhood side of the barrier and the local government would decide the aesthetics for the highway side.

If a noise abatement barrier is desired by the benefitted receptors, the FDOT will seek input on the aesthetics on the neighborhood side from the residents of the Seminole Heights Historic District and the other significant properties where noise barriers are considered. Although the highway side will be coordinated with local government (usually sandalwood color with a class 5 texture finish), there are many options for the texture, color and preformed designs for the neighborhood side. This coordination will take place with the FDOT, the local City of Tampa Historic Preservation staff, and local civic groups to develop a noise barrier that is both functionally feasible, meets the Tampa Interstate Urban Design Guidelines, and incorporates aesthetic elements compatible with the Seminole Heights Historic District and the other significant properties where noise barriers are considered. It is also important to note, in regard to existing landscaping that is located on the residential side of the barriers, the FDOT will only trim existing trees, such as mature oaks, where it is necessary. Based on the continued consultation, the design of the walls and the treatment of the landscaping will be developed so that there will be no adverse effects to the significant properties.

As an example of barrier aesthetics, along Interstate highways, the barriers that are constructed just within, or on, the ROW line could have a split face block texture on the driver side of the barrier and a Class 5 (i.e., broom) finish on the residential side of the barrier with both sides of the barrier being painted sandalwood. Photographs of examples of a recently constructed noise barrier with these aesthetics are provided in **Figure 43**. However, it is important to note that the current setting of these significant resources, adjacent to I-275 where the noise barriers may be constructed, does not currently contribute to the overall importance or aesthetic value of the resources. Therefore, the construction of the noise barriers along I-275 may provide an enhanced setting by blocking the views of the interstate. The views to and from select significant resources where barriers are proposed towards the current facility are found in **Figures 44-49**.

Figure 43: Examples of a recently constructed Noise Barrier

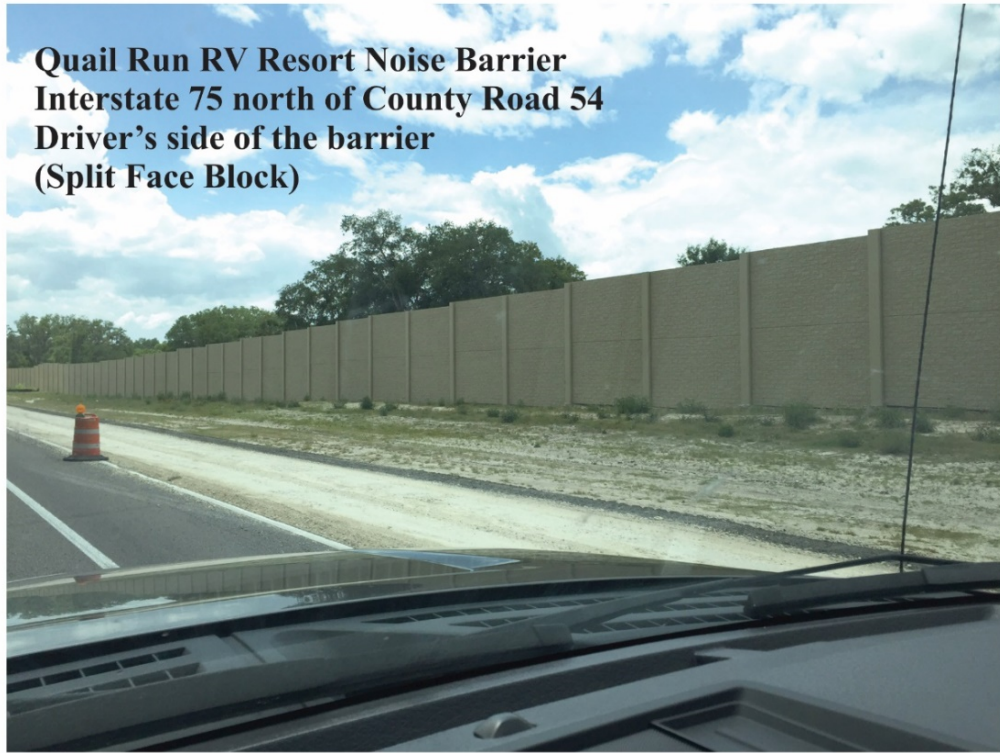


Figure 44: Captain William Parker Jackson House/800 E Lambright Street (8HI11581), facing Northeast from I-275



Figure 45: National Register–listed Captain William Parker Jackson House/800 E Lambright Street (8HI11581), facing Northwest with I-275 visible in the background



Figure 46: Harding's Court/5912 N Nebraska Avenue (8HI6132), from I-275, facing Northeast



Figure 47: Harding's Court/5912 N Nebraska Avenue (8HI6132), from I-275, facing Southeast



Figure 48: Seminole Heights Historic District (8HI3294), facing North along Cherokee Avenue from the intersection with Powhatan Avenue, with I-275 visible to the right



Figure 49: North side of Louisiana Avenue in an area recommended for inclusion in the Seminole Heights Historic District (8HI3294), facing East with I-275 in the background



8.4 Construction Noise and Vibration

Noise and vibrations impacts may result from the heavy equipment movement and construction activities. Noise control measures will include those contained in FDOT's "Standard Specifications for Road and Bridge Construction". Adherence to local construction noise and/or construction vibration ordinances by the contractor will also be required where applicable.

8.5 Air Quality

To evaluate the potential for the proposed improvements to I-275 to adversely affect the current land uses of the resources, the procedures described in the FDOT's PD&E Manual, Part 2, Chapter 19, Air Quality Analysis (January 14, 2019), were used. There are no applicable Federal methodologies by which an evaluation of air quality for historic properties should be performed.

The project Build and No-Build alternatives were analyzed for both the opening year and design year of the project using the FDOT's air quality screening model, CO Florida 2012 (approved by the FHWA on April 12, 2013). CO Florida 2012 uses the EPA's MOVES and CAL3QHC emission rate and dispersion models to produce estimates of one- and eight-hour concentrations of carbon monoxide (CO) at default receptor locations. These concentrations can be directly compared to the one- and eight-hour National Ambient Air Quality Standards (NAAQS) for CO (35 and 9 parts per million [ppm], respectively). If predicted levels of CO are below the NAAQS, it can be concluded that the project would not impair the function of any of the resources.

Based on the results from the screening model, the highest predicted CO one- and eight-hour concentrations would not exceed the NAAQS for CO regardless of alternative or year of analysis. As such, the project "passes" the screening test and it can be concluded that no adverse effects to these significant properties would occur and the current uses of the resources would not be adversely affected.

8.6 Access/Use

Access to all the significant historic resources will remain unchanged by the proposed project improvements planned as part of the Build Alternative.

The current use of each resources can also remain as is. None of the improvements will deter the resources from continuing to be utilized in their current capacity.

9.0 CONCLUSIONS

This Section 106 Evaluation and Determination of Effects Case Study Report for the Cultural Resource Assessment Survey (CRAS) of the I-275 (SR 93) Express Lanes PD&E Study from north of MLK Boulevard to north of Bearss Avenue in Hillsborough County, Florida was prepared for the FDOT, District Seven, by Janus Research, in accordance with the provisions of Section 106 of the NHPA of 1966 (Public Law 89-665, as amended), as implemented by 36 CFR Part 800 (Protection of Historic Properties, revised January 2001). This Case Study Report documents potential primary and secondary effects of the proposed improvements as part of the No-Build and Build Alternatives to National Register-eligible and -listed resources within the project APE: Seminole Heights Historic District (8HI3294), Captain William Parker Jackson House (8HI11581), T&GC Railroad/CSX Railroad (8HI10243), Sulphur Springs Park Resource Group (8HI609), Harding's Court (8HI6132), Seminole Heights Baptist Church (8HI12470), City Fire Department Engine Company No. 7 (8HI12472), and Seminole Heights Elementary School (8HI12539).

- Seminole Heights Historic District (8HI3294): As part of the Build Alternative, no property will be acquired from within the historic district boundaries. The Historic Properties Traffic Noise and Air Quality Analysis noted that noise barriers are being considered in immediate proximity to the historic district (but within FDOT ROW), and continued consultation will take place during the design phase to ensure the surrounding viewsheds and district aesthetics will not be adversely affected. This document also noted there will be no adverse effects from construction noise/vibration and no changes in air quality. In addition, access points to the historic district will remain unchanged, and the district's current use will continue as is.
- Captain William Parker Jackson House (8HI11581): As part of the Build Alternative, no property will be acquired from within the resource's boundaries. The Historic Properties Traffic Noise and Air Quality Analysis noted that noise barriers are being considered in immediate proximity to the resource (but within FDOT ROW), and continued consultation will take place during the design phase to ensure the surrounding viewsheds and aesthetics will not be adversely affected. This document also noted there will be no adverse effects from construction noise/vibration and no changes in air quality. In addition, access to the resource will remain unchanged, and the resource's current use will not be modified due to the Build Alternative.
- T&GC Railroad/CSX Railroad (8HI10243): As part of the Build Alternative, no property will be acquired from within the linear resource's boundaries. The Historic Properties Traffic Noise and Air Quality Analysis noted that NAC does not apply to this resource. This document also noted there will be no adverse effects from construction noise/vibration and no changes in air quality. In addition, access to the resource will remain unchanged, and the resource's current use will not be modified due to the Build Alternative.
- Sulphur Springs Park Resource Group (8HI609): As part of the Build Alternative, no property will be acquired from within the resource group's boundaries. The Historic Properties Traffic Noise and Air Quality Analysis noted that noise change is not detectable. This document also noted there will be no adverse effects from

construction noise/vibration and no changes in air quality. In addition, access points to the resource group will remain unchanged, and the current use will continue as is.

- Harding's Court (8HI6132): As part of the Build Alternative, no property will be acquired from within the resource group's boundaries. The Historic Properties Traffic Noise and Air Quality Analysis noted that noise barriers are being considered in immediate proximity to the resource (but within FDOT ROW), and continued consultation will take place during the design phase to ensure the surrounding viewsheds and aesthetics will not be adversely affected. This document also noted there will be no adverse effects from construction noise/vibration and no changes in air quality. In addition, access points to the resource group will remain unchanged, and the current use will continue as is.
- Seminole Heights Baptist Church (8HI12470), As part of the Build Alternative, no property will be acquired from within the resource's boundaries. The Historic Properties Traffic Noise and Air Quality Analysis noted that noise barriers are being considered in immediate proximity to the resource (but within FDOT ROW), and continued consultation will take place during the design phase to ensure the surrounding viewsheds and aesthetics will not be adversely affected. This document also noted there will be no adverse effects from construction noise/vibration and no changes in air quality. In addition, access to the resource will remain unchanged, and the resource's current use will not be modified due to the Build Alternative.
- City Fire Department Engine Company No. 7 (8HI12472): As part of the Build Alternative, no property will be acquired from within the resource's boundaries. The Historic Properties Traffic Noise and Air Quality Analysis noted that this building is currently being used as storage and this will not be affected by changes in noise. This document also noted there will be no adverse effects from construction noise/vibration and no changes in air quality. In addition, access points to the resource will remain unchanged, and the current use will continue as is.
- Seminole Heights Elementary School (8HI12539). As part of the Build Alternative, no property will be acquired from within the resource's boundaries. The Historic Properties Traffic Noise and Air Quality Analysis noted that noise barriers are being considered in immediate proximity to the resource (but within FDOT ROW), and continued consultation will take place during the design phase to ensure the surrounding viewsheds and aesthetics will not be adversely affected. This document also noted there will be no adverse effects from construction noise/vibration and no changes in air quality. In addition, access to the resource will remain unchanged, and the resource's current use will not be modified due to the Build Alternative.

Based upon the Section 106 process, potential effects that the proposed No-Build Alternative and Build Alternative improvements may have on the National Register-eligible and -listed resources within the proposed project APE of the addendum were evaluated. Based on the project information available, No-Build Alternative will have no effect and the Build Alternative improvements, will have no adverse effect on the National Register-eligible and -listed resources within APE, this includes the individually significant resources and historic district. The improvements that are proposed in proximity to the significant resources will not adversely affect the historic and physical characteristics that contribute to the eligibility of the resources. The improvements will not require the acquisition of ROW from the properties, and the indirect

impacts will not compromise the historical importance or architectural integrity of the resources to the extent that they can no longer convey their significance. Noise barriers are being considered in close proximity to significant properties; however, continued consultation with potentially affected parties will continue during future project phases so that adverse effects can be avoided.

The FDOT will follow the Tampa Interstate Study (TIS) Urban Design Guidelines (UDG), dated December 1994 (http://tampainterstatestudy.com/wpcontent/uploads/pdf/10_REPORT_Urban_Design_Guidelines_12-94.pdf), in continuing design of the project. The TIS UDG provide guidelines for the use of retaining walls, noise barriers, bridges and other design amenities to minimize or avoid adverse visual and auditory effects on historic properties, users of the project, and adjacent communities. The TIS UDG also serve as guidelines and mitigation measures for the Section 106 process by providing design standards for unique areas within the corridor including Seminole Heights. The FDOT will continue to coordinate with potentially affected parties and the SHPO during future project phases so that adverse effects can be avoided.

10.0 REFERENCES CITED

City of Tampa

2018 Seminole Heights Historic District Map. Architectural Review & Historic Preservation Division, <https://www.tampagov.net/historic-preservation/info/district-maps>.

Driscoll, Kelly A.

2010 Site file for the Tampa and Gulf Coast Railroad (8HI10243). On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.

Florida Bureau of Historic Preservation

2010 *National Register of Historic Places Nomination Form for the Captain William Parker Jackson House*. Located at the Division of Historical Resources, State Historic Preservation Office, Bureau of Historic Preservation, Tallahassee.

Historic Tampa/Hillsborough County Preservation Board

1997 *Seminole Heights Expansion – Hampton Terrace Survey and Registration Grant Survey Report*. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.

Janus Research

2015 *Cultural Resource Assessment Survey of the I-275 (State Road 93) Express Lanes Project Development and Environment Study from north of Dr. Martin Luther King, Jr. Boulevard to north of Bearss Avenue, Hillsborough County, Florida*. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.

Polk, R.L. & Co.

Various Years Polk's *Tampa (Hillsborough County, FLA.) City Directory*. R.L. Polk & Co.: Jacksonville.

Ricci, James

n.d. Site file for Sulphur Springs Park (8HI609). On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.

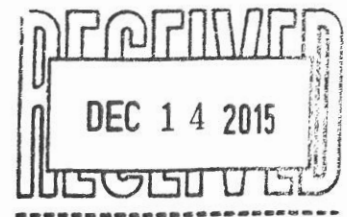
Turner, Gregg

2003 *A Short History of Florida Railroads*. Arcadia Publishing, Charleston, SC.

University of Florida, George A. Smathers Libraries

2015 Aerial Photography: Florida Collection. University of Florida Digital Collections. Electronic documents, <http://ufdc.ufl.edu/aerials/map>, accessed March 25, 2015.

Appendix A
FHWA and SHPO Concurrence Letter for 2015
CRAS



Florida Department of Transportation

**RICK SCOTT
GOVERNOR**

11201 N. McKinley Drive
Tampa, Florida 33612-6456

**JIM BOXOLD
SECRETARY**

December 11, 2015

Ms. Cathy Kendall
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

RE: Work Program Item Segment No.: 431821-1
Federal Aid Project (FAP) No.: TBD
I-275 (SR 93) Express Lanes from north of Dr. Martin Luther King Jr. Boulevard
(SR 574) to north of Bearss Avenue (SR 678/CR 582)
Project Development and Environment Study
Hillsborough County

2016 JAN -7 P 1:51
SECRETARY OF
TRANSPORTATION

Dear Ms. Kendall:

The Florida Department of Transportation (FDOT), District Seven is conducting a Project Development and Environment (PD&E) Study to evaluate capacity and operational improvements along I-275 (SR 93) from north of Dr. Martin Luther King Jr. Boulevard (SR 574) to north of Bearss Avenue (SR 678/CR 582) in Hillsborough County, Florida. The total distance for this project is approximately 9.57 miles. Proposed improvements will be within the existing right-of-way (ROW).

Enclosed are two copies of the Cultural Resource Assessment Survey (CRAS) (December 2015) that was prepared for the above referenced project. The CRAS documentation is contained in five Volumes; only Volume I is printed and enclosed with this submittal. Volumes II through V are contained on a CD. Also enclosed are seven unbound updated Florida Master Site File (FMSF) forms; 236 unbound original newly recorded FMSF forms; a CD containing the FMSF photographs and pdf files of the FMSF forms and CRAS Volumes I through V (for the State Historic Preservation Officer [SHPO]); a CD containing a PDF file of the CRAS Volumes I through V with FMSF forms (for FHWA); and a Survey Log Sheet. As agreed, the FMSF forms for FHWA are all contained on the CD and not provided as hard copies since there are so many forms.

The CRAS included background research and a field survey. The purpose was to locate and identify any archaeological sites and historic resources located within the project area of potential effect (APE) and to assess their significance in terms of eligibility for listing in the National Register of Historic Places (NRHP). The archaeological Area of Potential Effect (APE) was defined as the existing right of way;

Ms. Cathy Kendall
Work Program Item Segment No.: 431821-1
I-275 (SR 93) Express Lanes from north of Dr. Martin Luther King Jr. Boulevard (SR 574) to north of
Bearss Avenue (SR 678/CR 582)
December 11, 2015
Page 2 of 4

the historical APE includes the existing right of way as well as immediately adjacent properties within 150 feet. No ponds, stormwater management facilities, or floodplain compensation areas are required for this PD&E Study.

Background research indicated that one previously recorded archaeological site (8HI5631) is located within the current archaeological APE. It was previously determined not NRHP-eligible by the SHPO. Site conditions have not changed since the initial recording and no additional subsurface testing was conducted during the current survey. Subsurface testing was not feasible for the current survey due to the presence of existing pavement, berms, drainage features and buried utilities within the archaeological APE.

Historical/architectural field survey resulted in the identification and evaluation of 264 historic resources within the I-275 project APE. This includes 28 that were previously recorded and 236 that are newly identified. The majority are buildings but also included is one historic park complex (Sulphur Springs Park Resource Group [8HI609]), one historic district (Seminole Heights Historic District [8HI3294]), one railway segment (Tampa and Gulf Coast [T&GC] Railroad/CSX Railroad [8HI10243]), and seven historic resource groups (Harding's Court at 5912 N Nebraska Avenue [8HI6132], Miles Elementary School at 317 E 124th Avenue [8HI12356], Most Holy Redeemer School at 10110 N Central Avenue [8HI12939], Johnny's Mobile Home Park at 107 E Linebaugh Avenue [8HI12940], Central Mobile Home Park at 9614 N Central Avenue [8HI12941], 5113-5115 N Central Avenue [8HI12945], and 710 E Hanlon Street [8HI12946]). Field survey also revealed that four previously recorded historic resources are no longer extant.

Based on the results of background research and field survey, eight historic resources are listed, eligible, or considered potentially eligible for listing in the NRHP. Seminole Heights Historic District (8HI3294) and Captain William Parker Jackson House (8HI11581) are currently listed in the NRHP. A segment of the T&GC Railroad/CSX Railroad (8HI10243) was previously documented in an area outside of the current project APE, and was determined ineligible for inclusion in the NRHP. However, the segment within the current project APE is considered eligible for inclusion in the NRHP based on the current survey. Five historic resources have not been evaluated by the SHPO, but all are considered eligible for listing in the NRHP: Sulphur Springs Park Resource Group (8HI609), Harding's Court (8HI6132), Seminole Heights Baptist Church (8HI12470), City Fire Department Engine Company No. 7 (8HI12472), and Seminole Heights Elementary School (8HI12539). An additional 23 historic resources within the current project APE that are not individually eligible are considered contributing to the Seminole Heights Historic District.

This information is being provided in accordance with the provisions of the National Historic Preservation Act of 1966 (as amended), which are implemented by the

Ms. Cathy Kendall
Work Program Item Segment No.: 431821-1
I-275 (SR 93) Express Lanes from north of Dr. Martin Luther King Jr. Boulevard (SR 574) to north of
Bearss Avenue (SR 678/CR 582)
December 11, 2015
Page 3 of 4

procedures contained in 36 CFR, Part 800, as well as the provisions contained in the revised Chapter 267, Florida Statutes.

Provided you approve the recommendations and findings in the enclosed cultural resource document, please coordinate with the SHPO for concurrence. The unbound copy of the document; the original FMSF forms; CD with FMSF photos, forms, and CRAS; and Survey Log Sheet are for the SHPO. The bound copy of the CRAS document (Volume I) and the CD with the CRAS pdf files (Volumes I through V) is for your files.

If you have any questions or if I may be of assistance, please contact me at (813) 975-6456 or via e-mail at Todd.Bogner@dot.state.fl.us, or Rebecca Spain Schwarz at (813) 281-8308 or via e-mail at Rebecca.Spain-Schwarz@atkinsglobal.com.

Sincerely,



Todd L. Bogner
Environmental Specialist III
Cultural Resources Coordinator

TLB/RSS
Enclosures

cc: Phillip Bello (FHWA) Marvin Williams (FHWA) Alyssa McManus (SHPO)
Roy Jackson (FDOT SEMO) Kirk Bogen (FDOT) Robin Rhinesmith (FDOT)
Brian Shroyer (FDOT) Steve Gordillo (PB)
Rebecca Spain Schwarz (Atkins)

Ms. Cathy Kendall
Work Program Item Segment No.: 431821-1
I-275 (SR 93) Express Lanes from north of Dr. Martin Luther King Jr. Boulevard (SR 574) to north of
Bearss Avenue (SR 678/CR 582)
December 11, 2015
Page 4 of 4

The FHWA finds the Cultural Resource Assessment Survey provided with this letter to be complete and sufficient and approves / does not approve the above recommendations and findings. Or, the FHWA finds the attached report contains insufficient information.

The FHWA requests the SHPO's opinion on the sufficiency of the report provided with the letter and the SHPO's opinion on the recommendations and findings contained in this letter and in the comment block below.

FHWA Comments:

for James Christian
Division Administrator
Florida Division
Federal Highway Administration

1/5/16
Date

The Florida State Historic Preservation Officer finds the attached Cultural Resource Assessment Survey complete and sufficient and concurs with the recommendations and findings provided in this cover letter for SHPO/DHR Project File Number . Or, the SHPO finds the attached report contains insufficient information. → 2016-73

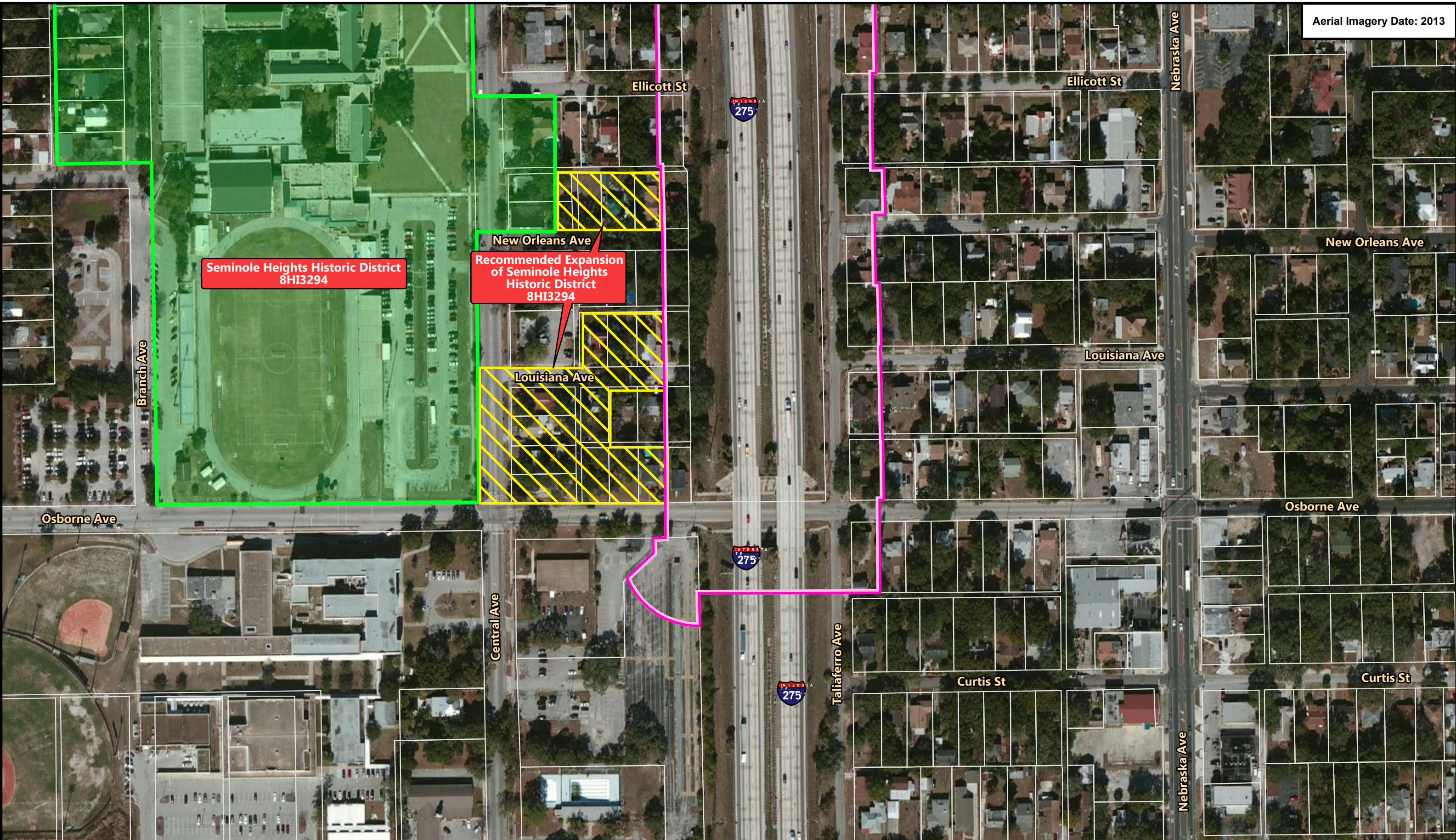
SHPO Comments:

Robert F. Bendus, Director
Division of Historical Resources
and State Historic Preservation Officer

2/5/16
Date

Timothy A. Parsons

Appendix B
National Register–Listed and Eligible Historic
Resources on Aerial Maps



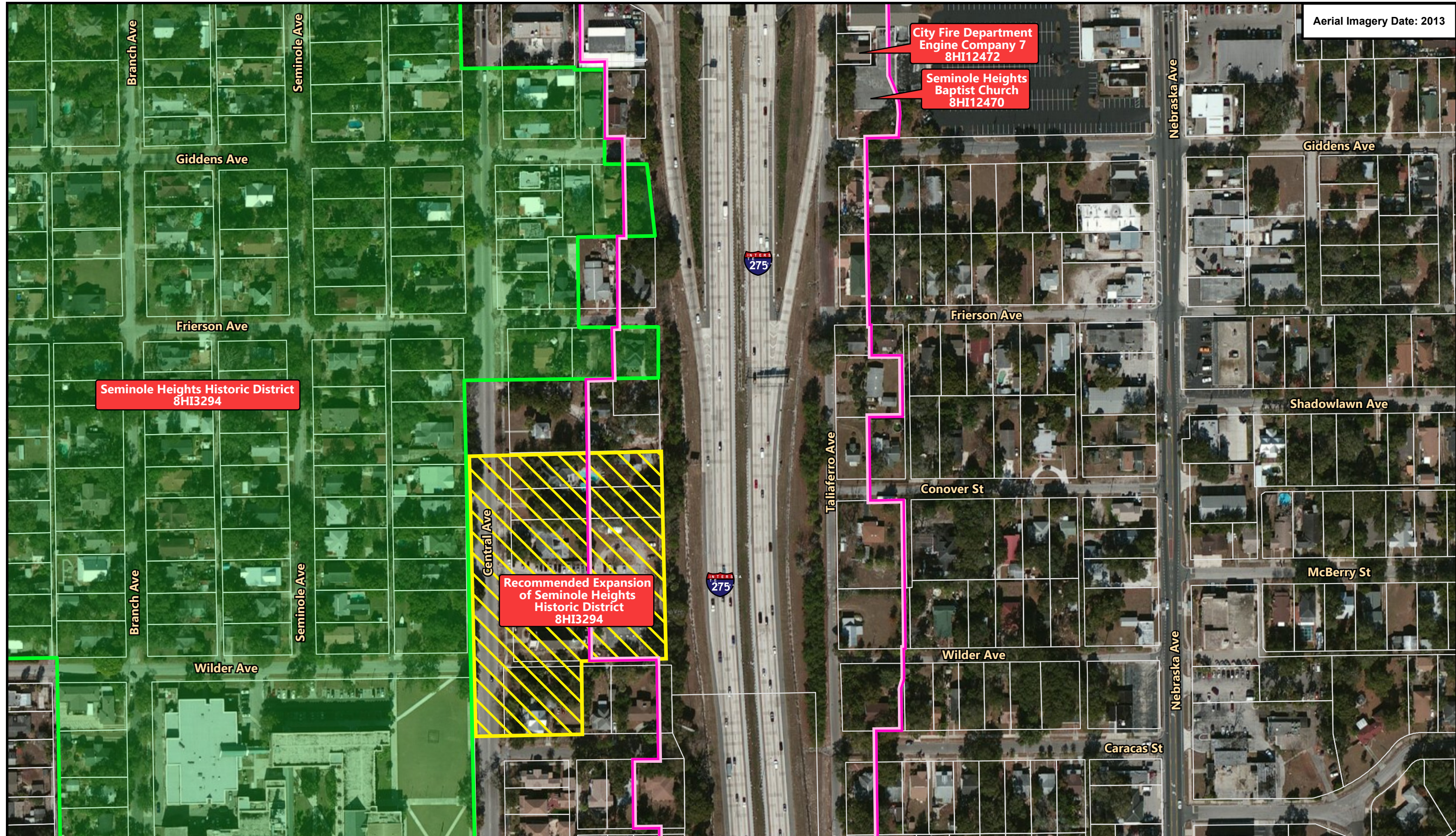
Identified Historic Resources within the Historic Resources APE

*I-275 PD&E Study
(Work Program Item Segment Number: 431821-1)*

- Historic Resources APE
- Historic District
- Recommended Historic District Expansion
- Resource Group
- 8HI000 Significant Historic Resource

Hillsborough County

0 250 Feet



Seminole Heights Historic District
8HI3294

Recommended Expansion
of Seminole Heights
Historic District
8HI3294

City Fire Department
Engine Company 7
8HI12472


Seminole Heights
Baptist Church
8HI12470


**Identified Historic Resources within
the Historic Resources APE**

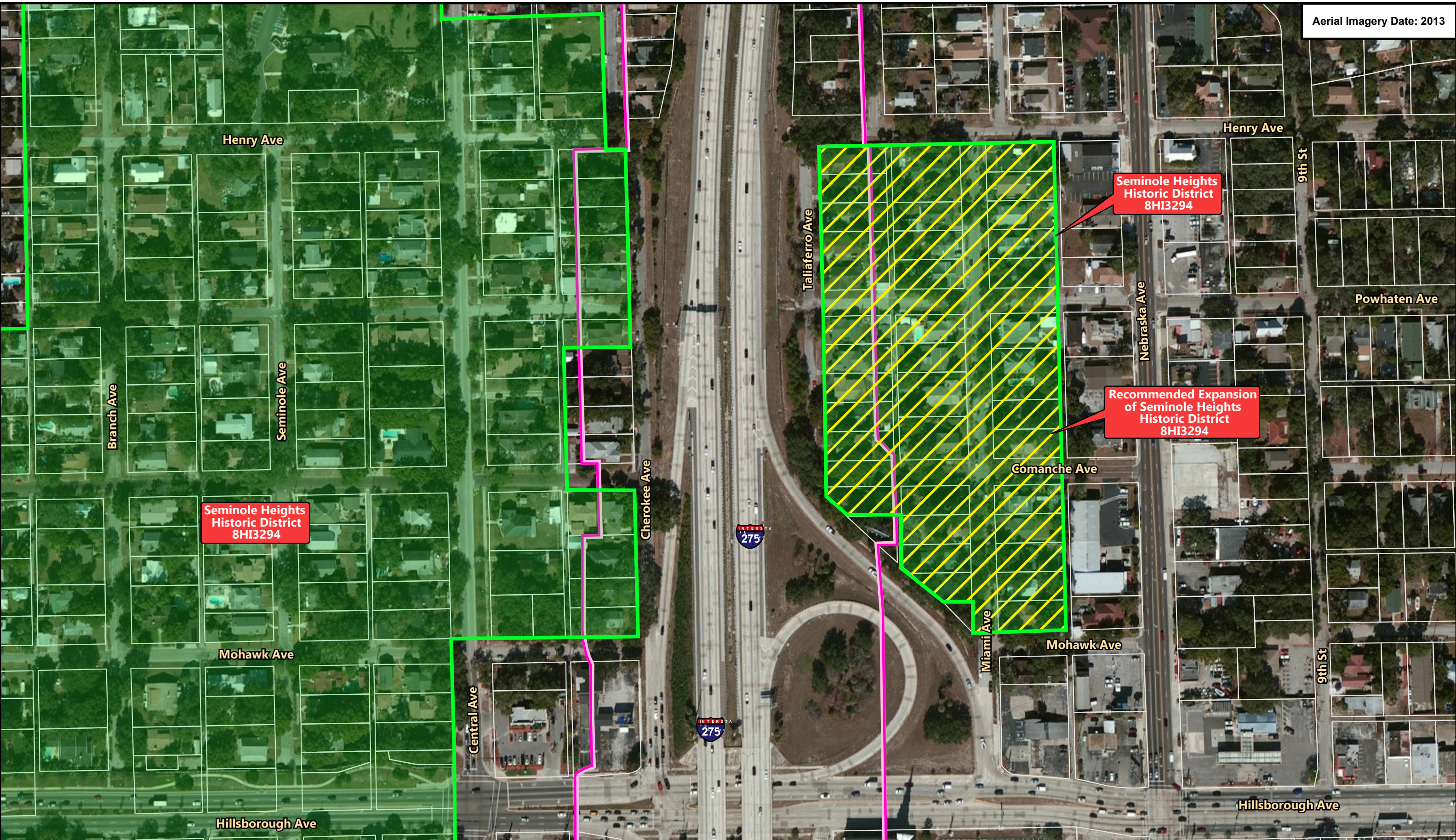
*I-275 PD&E Study
(Work Program Item Segment Number: 431821-1)*

- Historic Resources APE
- Historic District
- Recommended Historic District Expansion
- Resource Group
- 8HI000 Significant Historic Resource

Hillsborough County

0  250 Feet







Identified Historic Resources within the Historic Resources APE

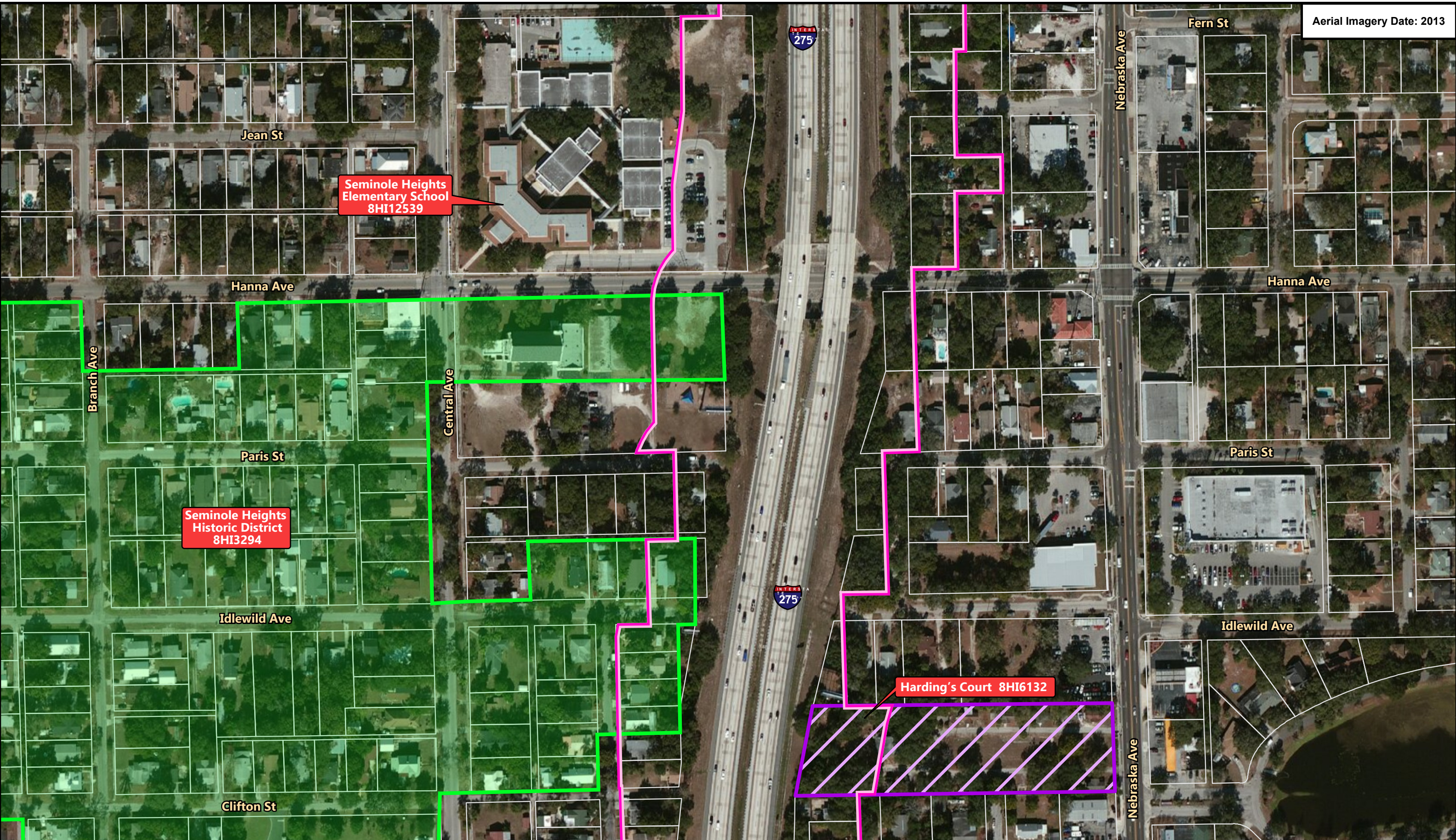
*I-275 PD&E Study
(Work Program Item Segment Number: 431821-1)*

- Historic Resources APE
- Historic District
- Recommended Historic District Expansion
- Resource Group
- 8HI000 Significant Historic Resource

Hillsborough County

0  250 Feet







Identified Historic Resources within the Historic Resources APE

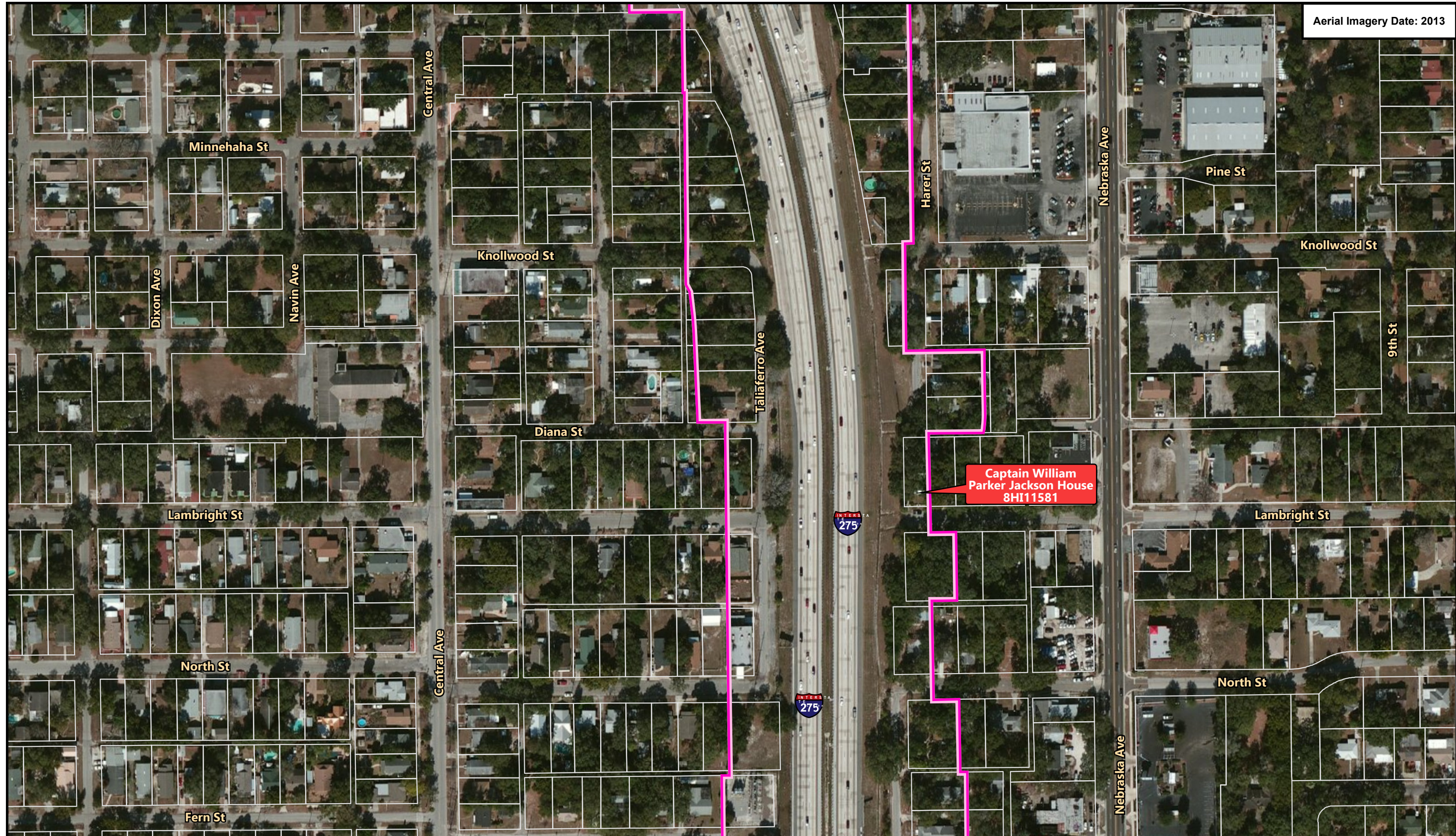
*I-275 PD&E Study
(Work Program Item Segment Number: 431821-1)*

- Historic Resources APE
- Historic District
- Recommended Historic District Expansion
- Resource Group
- 8HI000** Significant Historic Resource

Hillsborough County

0  250 Feet







Identified Historic Resources within the Historic Resources APE

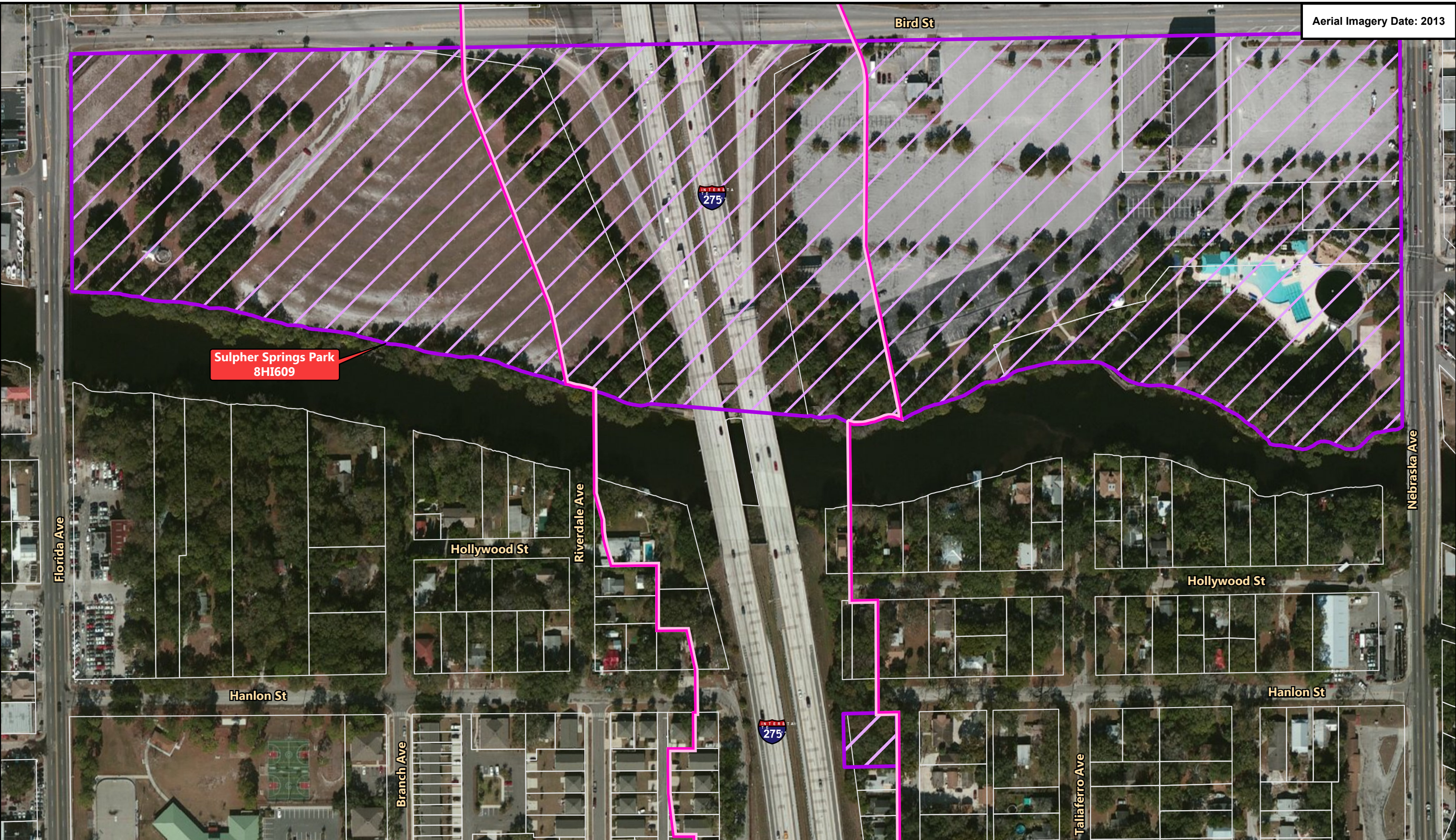
*I-275 PD&E Study
(Work Program Item Segment Number: 431821-1)*

- Historic Resources APE
- Resource Group
- Historic District
- Recommended Historic District Expansion
- Significant Historic Resource

Hillsborough County

0  250 Feet





Sulpher Springs Park
8HI609

**Identified Historic Resources within
the Historic Resources APE**

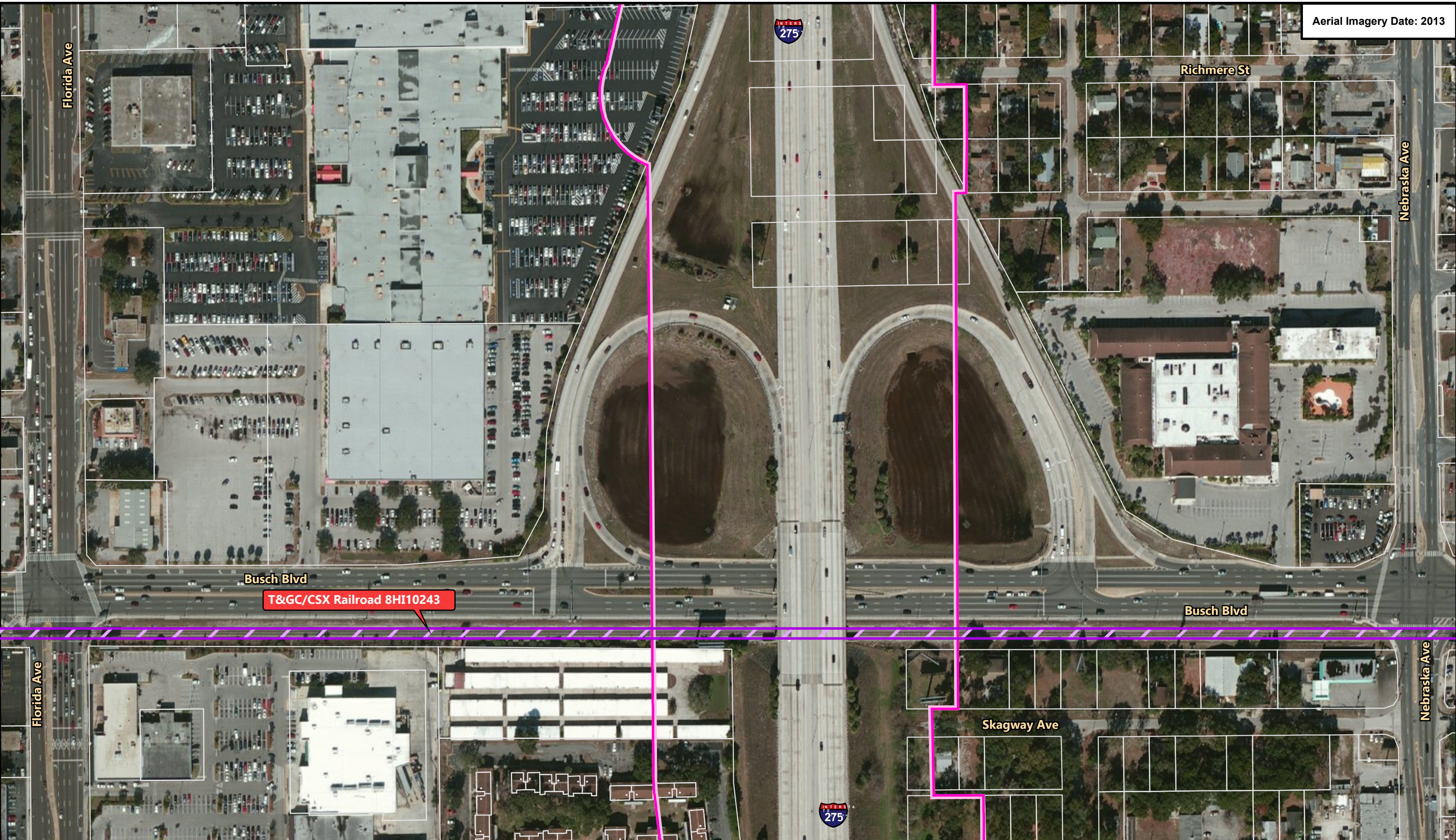
*I-275 PD&E Study
(Work Program Item Segment Number: 431821-1)*

- Historic Resources APE
- Historic District
- Recommended Historic District Expansion
- Resource Group
- 8HI000 Significant Historic Resource

Hillsborough County

0 250 Feet

N





Identified Historic Resources within the Historic Resources APE

*I-275 PD&E Study
(Work Program Item Segment Number: 431821-1)*

- Historic Resources APE
- Resource Group
- Historic District
- Recommended Historic District Expansion
- Significant Historic Resource

Hillsborough County

0  250 Feet



Appendix C
WPI No. 431821-1 - I-275 Improvements
Public Involvement Summaries

**WPI No. 431821-1 - I-275 Improvements
Public Involvement Summaries**

**WPI No. 431821-1 - I-275 Improvements
Public Involvement Summary**

**Southeast Seminole Heights
Civic Association**



MEETING SUMMARY



Meeting Summary

Date: 07/17/18

Meeting Type: TIS SEIS Small Group Meeting Presentation

Name: Southeast Seminole Heights Civic Association

Organization / Agency: Southeast Seminole Heights Civic Association

Location-Address: Ragan Park Community Center, 1200 E. Lake Avenue, Tampa, FL 33605

Staff Attendees: Kirk Bogen; Jeff Novotny; Alice Price, Steve Gordillo, Scarlett Sharpe and Sandra Guerrero

Presenter (if applicable): Kirk Bogen (Opening); Jeff Novotny (Presenting Section 6) & Steve Gordillo (Presenting Section 7)

Number of Attendees: 47 signed in, (including staff: 6)

Summary: The presentation included a recap of active transit initiatives in the area (by Alice Price), presentation of the status of the SEIS (by Jeff Novotny) and presentation on the status of TBN Section 7 (by Steve Gordillo). The group seems interested in the SEIS process and the difference between Options A, B, C and D as presented. They had questions of all three presenters Alice, Jeff and Steve (see below).

Written comments Received: None.

Presentation: See attached

Written comments Received: None

Questions from attendees and general input:

- 1) What's BRT
Kirk Responded: Bus Rapid Transit.
- 2) How long do these studies take? And will they be available to the public?
Kirk Responded: By the end of the year you'll know the results within 5 years. We're working with funding.
- 3) What is general use lanes?
Steve Responded: They're all general use and existing lanes.
- 4) So in Section 7, there will be no toll roads, will get sound walls and friendly underpasses?
Steve Responded: That's correct
- 5) What kind of control if any do we have over public transportation?
Kirk Responded: We have a shoulder out there and 25% comes from local, another 25 % comes from state funding and then Federal will talk to you.

- 6) Demographics, I see demographics are changing, what do you do to keep up with current demographics?

Jeff Responded: That's why we're trying to get to all the groups to confirm information. The census data is from 2010 with updates as recent as 2016. You're the best folks to tell us if things are changing and if we've missed anything.

Kirk & Jeff Responded: Original study since 1980's, we look for that data and we're also comparing studies from 1980's.

- 7) How many exits are there in Section 7? Will they remain the same?

Kirk Responded: In Section 7, what is there today will remain the same. South of MLK, Only Floribraska is closing. 21st and 22nd will be moving back to 14th and 15th

Jeff Responded: We're also adding ramps to the east and west. Was in the study 20 years ago too.

- 8) Starting to feel like that this is workable, I really feel that you're trying and that I believe you now. Thank you and I just wanted to thank you.

- 9) Do we have any input on the design to the noise walls?

Kirk Responded: We'll work with the homeowners to get their input

Photos: See attached

**WPI No. 431821-1 - I-275 Improvements
Public Involvement Summary**

**Old Seminole Heights
Neighborhood Association**



MEETING SUMMARY



Meeting Summary

Date: 08/09/18 (6:30pm start)

Meeting Type: TIS SEIS Small Group Meeting Presentation

Name: Old Seminole Heights Neighborhood Association

Organization / Agency: Old Seminole Heights Neighborhood Association

Location-Address: Seminole Heights Library, 4711 N. Central Avenue, Tampa, FL 33603

Staff Attendees: Mary Lou Godfrey, Alice Price, Steve Gordillo (WSP), Scarlett Sharpe (WSP), Jeff Novotny (American), David Bredahl (American)

Presenter: Alice Price, Jeff Novotny (American) and Steve Gordillo (WSP)

Number of Attendees: approximately ten persons from the Old Seminole Heights Neighborhood Association. Two staff members from the Hillsborough County Metropolitan Planning Organization/Planning Commission Johnny Wong and Jay Collins, who gave a presentation and conducted a brief survey regarding the 2045 Long Range Transportation Plan. Tony Garcia from Hillsborough County Planning Commission was also in attendance to support the MPO. One person signed in: Kimberly Jordan 6700 N. Elizabeth Street, Tampa, FL, K.Speicher70@hotmail.com.

According to the meeting organizer, the Old Seminole Heights Neighborhood Association has regular quarterly meetings that are attended by around 100 residents. This meeting was a special meeting they noticed to their members and happened to fall on the night day before classes started for Hillsborough County Schools, which the organizer indicated might speak to the lower than expected turnout.

Summary: The presentation included a recap of active transit initiatives in the area (by Alice Price), presentation of the status of the SEIS (by Jeff Novotny) and presentation on the status of TBN Section 7 (by Steve Gordillo). The group seems interested in the SEIS process and the difference between Options A, B, C and D as presented. They had questions of all three presenters Alice, Jeff and Steve (see below).

Written comments Received: None.

Presentation: See attached

Questions from attendees and general input:

- What is the Federal Transit Administration (FTA) or Transit process? The FTA process deals with transit projects and is somewhat different from the FHWA/NEPA or PD&E process.
- Where will the Tampa Streetcar Extension go? The Tampa Streetcar Extension study has narrowed down the initial alternatives. The alternatives being carried forward extend the streetcar line up into Tampa Heights. A final alignment has not been selected yet.

- What is the difference between the BRT system that the MPO spoke about and the BRT system Alice spoke of? They are the same BRT system.
- Can FDOT use the variable message signs to warrant motorist of accident/crashes ahead? This question will be passed on to the traffic operations group at District 7.
- Why are we talking about express lanes if they not being pursued on I-275 north of MLK? It was further explained how the express lanes north of MLK will be the first point that a motorist would be able to enter or exit the express lane system.
- Can you show which properties FDOT owns vs. which properties still need to be acquired by Option? This data will be shown at the December workshops.
- Has FDOT looked at just adding an additional lane from I-275 SB to I-4 EB? All the Options (A-D) would add an additional lane from I-275 SB to I-4 EB to make it a two lane fly-over ramp.
- What happens when a person does not want to sell their home or property? FDOT has a process that a land owner would go through if they are unwilling to sell their property. FDOT staff will be at the workshops in December 2018 for anyone who is interested in understanding the process in detail.
- What premium transit system will be used? It is not determined at this time. It will be determined at a later date if and once an alignment is chosen.
- Where will noise wall be placed in Section 7? Noise walls will be in place over the entire section from north of MLK to north of Bearss Avenue.
- The Chelsea Street underpass is not shown on your graphic (Section 7). We will correct our graphic.
- Who choose the noise wall design? The design is chosen with input from the community.
- How can you add four new lanes of traffic (2-lanes in each direction) within the existing right-of-way (R/W)? Section 7 will not require any additional R/W except maybe near the Bearss Avenue interchange, where a pond maybe needed. The new lanes will fit within the existing R/W.
- Will landscaping be done under the I-275 underpasses? No. Landscaping enhancements will be accomplished on either or both sides of the interchange.
- The next public workshops will be held in the Westshore area (Westshore Marriot) on December 10th and in the Ybor area (Cuban Club) on December 13th.

Photos: See attached

**WPI No. 431821-1 - I-275 Improvements
Public Involvement Summary**

**Hampton Terrace
Neighborhood Association**



MEETING SUMMARY



Meeting Summary

Date: September 8, 2018

Meeting Type: Section 7 Small Group Meeting - Presentation

Organization / Agency: Hampton Terrace Neighborhood Association

Location-Address: Seminole Heights Library, 4711 N. Central Avenue, Tampa, FL 33603

Staff Attendees: Kirk Bogen (FDOT), Steve Gordillo (WSP), Scarlett Sharpe (WSP)

Presenter (if applicable): Mr. Bogen opened the presentation with a brief overview of the Tampa Bay Next program. Mr. Steve Gordillo presented on the I-275 North Corridor (Section 7) PD&E update.

Number of Attendees: In addition to the staff attendees listed above, a total of 15 people from the neighborhood association were in attendance. Refer to the attached copies of the sign-in sheets (one was started on the left side of the room and one on the right). Original hard copies of the sign-in sheets are not available as the neighborhood association leader (Dana) requested we leave ours. They did not provide their own.

Written comments Received: None

Summary: The project team Presented a PowerPoint slide presentation to the Hampton Terrace Neighborhood Association residents that included general Tampa Bay Next information, and information specific to the I 275 North Corridor (Section 7) project and PD&E updates.

Presentations:

The presentation can be found on the Tampa Bay Next sharepoint site under Public Involvement/Meeting Presentations/Civic and Neighborhood Associations. As well as under Section 7/Meetings/Small Group Presentations. See links below and attached.

<https://fdot.sharepoint.com/:p:/r/sites/FDOT-EXT-TPA/PublicInvolvement/MeetingPresentations/Civic%20and%20Neighborhood%20Associations/2018%2009%2008%20Hampton%20Terrace%20Presentation.pptx?d=w6cd2e48ade5841508be02eef7db4dca0&csf=1>

<https://fdot.sharepoint.com/:p:/r/sites/FDOT-EXT-TPA/Section7/Meetings/Small%20Group%20Meeting%20Presentations/431821-1%20%20I-275%20N%20fr%20north%20of%20MLK%20to%20north%20of%20Bearss%20Presentation%20Hampton%20Terrace%20v3.pptx?d=w06a6bc487fd44d6f811d8a3e98778ca7&csf=1>

Questions from attendees and general input:

There were three questions asked from the audience.

Have all our concerns been addressed from the previous meetings? This question was asked prior to the presentation. Mr. Gordillo responded as the presentation will show, we listened.

What is the cost of the project? Mr. Gordillo responded the improvements in the I-275 corridor from Bearss Ave. to MLK, Jr. Blvd. is currently an approximate \$160M to \$170M. Mr. Bogen interjected that the entire corridor from the I-4 interchange to Bearss Avenue would be approximately \$200M.

Who designed the one lane ramp from I-275 to I-4 and why is it like it is causing such a bottleneck? Mr. Bogen outlined the I-275 interstate design and construction from the 1960's forward. He then outlined the improvements that are slated for the interchange including an additional lane from I-275 to I-4.

Action Items: None

Photos:

There are no photographs of this meetings presentation as all staff attendees were in the front of the audience with no cameras available. One photograph was taken after the presentation of the meeting attendees, below.



Sign in Sheets

TAMPA BAY
Next
THE FUTURE OF TRANSPORTATION

Sign-in Sheet
Hampton Terrace Neighborhood Association
September 8, 2018
Seminole Heights Library - 4711 N. Central Avenue, Tampa, FL 33603

275 North Corridor


Would you like to be included on mailing list?

Name	Address	Email	Would you like to be included on mailing list?
Scarlett Sharpe		Scarlett.Sharpe@wsp.com	
Nuel Crane		an Crane 74@gmail.com	
Susan Scott		SL.Scott1@verizon.net	
Vicki Walter Harris		Independentwe@yahoo.com	<input checked="" type="checkbox"/>
Overly Norman		fgallen1926@gmail.com	
Paul Erni		pderoo@msn.com	
Paul DeRo		TKwid@aol.com	
Jim Kwid			<input type="checkbox"/>
Dana Fortson			

FDOT

Jim Kwid	TKwid@aol.com
Paul DeRo	pderoo@msn.com
Paul Erni	paul.erni@rva-usa.com
Overly Norman	Vicki Walter Harris
Gail Davis	
Susan Scott	
Nuel Crane	an Crane 74@gmail.com
DANA FORTSON	HARLEYCHIKADEE@YAHOO.COM
BILL HARVE JR.	CEMENTARYCAT@CENTRALFLORIDA.COM
Kirk Bogen, FDOT	kirk.bogen@dot.state.fl.us
STEVE GORDILLO, WSP	steve.gordillo@wsp.com
(Craig Newman, DC)	Craig@NewmanTampa.com
MERRILL SEABURY	SEABURYM@gmail.com
Teresa Russello	teresa.russello@yahoo.com

Presentation


Next
THE FUTURE OF TRANSPORTATION
 Kirk Bogen, P.E. / Steve Gordillo, P.E.
 Hampton Terrace Neighborhood Association
 I-275 North PD&E Study Update
 FDOT District Seven

275 North Corridor


Next
THE FUTURE OF TRANSPORTATION
 What Problems Are We Trying To Solve?


 Safety


 Traffic Operations


 Congestion


 Choice

275 North Corridor

Tampa Bay Next Interstate Modernization Projects
(Hillsborough & Pinellas Counties)



275 North Corridor

Tampa Bay Next I-275 North Project Location

- ◆ Project limits are from north of Dr. Martin Luther King, Jr. Boulevard (SR 574) Osborne Avenue to north of Bears Avenue (SR 678/CR 582)
- ◆ Distance of approximately 7.64 miles



275 North Corridor

Project Purpose and Need

The purpose of the project is to provide one additional general purpose lane in each direction along I-275 from north of Dr. Martin Luther King Jr. Boulevard (SR 574) to north of Bears Avenue (SR 678/CR 582) to:

- ◆ Enhance Corridor Capacity
- ◆ Enhance Overall Safety
- ◆ Enhance the Corridor Operating Conditions
- ◆ Support Future Transit
- ◆ Accommodate Future Growth

Statewide and regional transportation plans and studies identify the need for interstate improvements.

275 North Corridor

Tampa Bay Talked. We Listened.

What the community wants:	What we're doing about it:
<ul style="list-style-type: none"> ▶ Hub System for Transit ▶ Multimodal Options ▶ Technology Solutions ▶ Neighborhood Preservation ▶ Prioritize Safety ▶ Education/Explain Transportation ▶ More Online & Recorded Meetings 	<ul style="list-style-type: none"> ▶ Intermodal Center Studies ▶ Funding Next Phase of Project Development for RTPP ▶ Formed Tech Team; Working with City and County to Maximize Existing Pavement ▶ Advanced the Heights Study Created New Downtown Interchange Concepts ▶ Complete Streets; Working on Improved Road Geometry; Tech Solutions to Enhance Safety ▶ Developed Citizens Transportation Academy ▶ Utilizing Webinars and Posting Recordings Online

275 North Corridor

NO EXPRESS LANES

❖ FDOT is no longer considering the addition of express lanes on the section of I-275 north of the I-4 interchange

275 North Corridor

Recommended Proposed Typical Section

275 North Corridor

Section 106 – National Historic Preservation Act

Section 106 requires Federal agencies to take into account the effects of their undertakings on historic properties.

There are eight total historic resources within National Register-Listed (1), or considered National Register-eligible (2), within the project's Area of Potential Effects, based on the historic resources survey.

- ✓ Seminole Heights Historic District (1)
- ✓ Captain William Parker Jackson House (1)
- ✓ FAMU National Civil Rights Museum (2)
- ✓ Suburban Springs Park-Recreation Group (2)
- ✓ Harding's Court (2)
- ✓ Seminole Heights Elementary School (2)
- ✓ C/O Fire Dept. Engine Company No. 1 (2)
- ✓ Seminole Heights Baptist Church (2)

There are no anticipated effects to any listed or eligible historic resources within the project area.

275 North Corridor

Pedestrian Friendly Underpass Improvements

- Widen Sidewalks
- Enhance Lighting
- Paint Bridge Sub-Structure
- Cut-back Walls for Improved Bike/Pedestrian Experience
- Include Public Art (in cooperation with the City of Tampa)
- Identify Landscape Opportunities

30

275 North Corridor

Sound Walls*

- Aesthetic Treatment
- Early construction to mitigate traffic and construction noise, where possible
- Future coordination with affected property owners and local government to take place during the next project phase

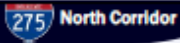
* Noise Analysis Report To Be Completed

11

275 North Corridor

Landscape Opportunities



- ❖ FDOT Right of Way along Sound Walls
- ❖ Adjacent to Underpasses



Summary

Project will:	Project will NOT:
<ul style="list-style-type: none">◊ Enhance Connectivity Under the Interstate◊ Accommodate Potential Transit Opportunities◊ Identify Landscape Opportunities◊ Include Noise Barrier Walls where Feasible	<ul style="list-style-type: none">◊ Acquire Additional Right of Way from North of Dr. Martin Luther King, Jr. Boulevard (SR 574) to North of Beane Avenue*◊ Acquire Right of Way in the Seminole Heights Historic District

*Minor right of way acquisition may be required at the Beane Avenue interchange for panel siting.



Questions?

**WPI No. 431821-1 - I-275 Improvements
Public Involvement Summary**

New North Transportation Alliance



MEETING SUMMARY



Meeting Summary

Date: 09/12/2018 (8:00 a.m. start) **Meeting Type:** Section 7 Small Group Meeting Presentation

Organization / Agency: New North Transportation Alliance

Location-Address: Center for Urban Transportation Research (CUTR), 4202 E. Fowler Avenue, CUT 100, Tampa, FL 33620

Staff Attendees: Ashley Henzel (FDOT), Steve Gordillo (WSP), Scarlett Sharpe (WSP)

Presenter: Steve Gordillo (WSP)

Number of Attendees: In addition to the staff attendees listed above, a total of 15 people from the alliance were in attendance. Refer to the attached copies of the sign-in sheets provided by NNTA.

Summary: Presented a PowerPoint slide presentation to the New North Transportation Alliance that included general Tampa Bay Next information, and information specific to the I 275 North Corridor (Section 7) project and PD&E study updates.

Written comments Received: None

Presentation: The presentation can be found on the Tampa Bay Next sharepoint site under Public Involvement/Meeting Presentations/Presentations Business Groups and Agencies. As well as under Section 7/Meetings/Small Group Presentations. See links below and presentation attached.

<https://fdot.sharepoint.com/:p:/r/sites/FDOT-EXT-TPA/PublicInvolvement/MeetingPresentations/Presentations%20business%20groups%20and%20agencies/New%20North%20Transportation%20Alliance/2018%2009%2008%20NNTA%20I-275%20N%20PDE%20Update%20Presentation.pptx?d=w4c0223da4116439fa4ef38476246e4dd&csf=1>

<https://fdot.sharepoint.com/:p:/r/sites/FDOT-EXT-TPA/Section7/Meetings/Small%20Group%20Meeting%20Presentations/2018%2009%2012%20I-275%20PDE%20Update%20Presentation%20NNTA.pptx?d=w587313745bd3407591c099bfd0d5ecd5&csf=1>

Questions from attendees and general input:

Comment: Did not see the benefit of express lanes and are happy they are not going forward. The residents of Seminole Heights are still upset over the bisecting of their neighborhood in the 1960s with the construction of I-275, but are pleased the DOT listened to their concerns on this project.

Comment: Pleased the DOT is working with the City of Tampa to improve the underpasses to be more pedestrian and bicycle friendly.

Comment: CUTR recently started a regional commuter assistance program long range plan that could be coordinated with the DOT to identify options for addressing traffic congestion. Ashley Henzel to coordinate with CUTR.

Comment: When discussing transit in your presentations you should talk about how the project will improvement the person experience and not just the vehicles, especially with choices being one of the four focus areas.

Questions

Will vegetation be placed along the noise walls? Yes, landscaping will be added in the right of way throughout the project where feasible.

Initially the project was based on future traffic projections. Have the volumes gone down? How will the addition of general purpose lanes affect the volumes now? The project express lanes were originally going to be based on dynamic pricing. The addition of general purpose lanes will help to improve congestion and accommodate future traffic volumes through the design year.

Why were the express lanes eliminated? The elimination of the express lanes had to do with public involvement. Through the community involvement process it was determined that express lanes were not what the public wanted in this corridor.

Since we do not have transit now, will the center lanes be median or something else in the interim? The center lanes will be reserved for premium transit.

You stated there is no widening to the north. Is there widening to the south? Yes. There is a project south of MLK in conjunction with the I-4 flyover ramp that will add another general use lane.

You mention that traffic studies are ongoing. Are you considering other transportation management strategies to address congestion? Yes, the DOT is looking at other strategies including ITS, that will be documented in the PD&E study.

Will vanpools be allowed to use the transit lanes? Mr. Gordillo stated he was not sure if they would be permitted or not. The DOT is providing the infrastructure. It will be up to the transit agency to determine the type of transit. All that is known, at this time, is the median is being reserved for transit.

With the schedule of implementing this project, is there consideration of potentially having the infrastructure for autonomous cars? We are building this, but do not want it to be obsolete. Yes, there are AV/CV considerations within the Tampa Bay Next program. The first phase of this project is only the operational improvement, but for the ultimate concept there is discussions ongoing related to autonomous vehicles.

In Paris, they reduced capacity on the roadways and put a strong focus on public transportation. This significantly reduced congestion. Is this not something we should be looking at? This has come up a lot, especially during the TBX program as we were focusing on the express lanes. This is when the Department shifted from the express lanes to trying to improve and modernize the interstate, but also have a transit focus. All the Department can do is to provide for the infrastructure. It is up to the transit agencies to fund transit and make it happen. The Department and the transit agencies are coordinating. The issue is funding. If the agencies had more money, we would see more transit options.

You are going to need funding for this also, so are you not transferring funding from one area to another? There are two different funding sources for interstate improvements and transit, the Federal Highway Administration and the Federal Transit Administration.

Can you tell us what is going on with improvements to I-75? Mr. Gordillo outlined the I-75 project stating the original PD&E study was conducted in 2010. Improvements are from Moccasin Wallow Road to north of Bruce B. Downs Boulevard encompassing almost all of Hillsborough County. Originally, the project would provide three special use lanes in each direction. The project today has been folded in to the Tampa Bay Next program with the public hearing occurring tentatively in the Spring of 2019. The typical section will provide two express lanes in each direction.

What is the timeline of the I-275 project? The public hearing is to be held and the study completed in February 2019 with design build construction beginning in 2021.

Action Items:

Ashley Henzel is to coordinate with CUTR personnel on their regional vanpool program long range plan congestion relief study.

Photos:



Sign-In Sheets

NEW NORTH TRANSPORTATION ALLIANCE


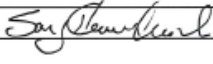
Meeting Sign-In Sheet

Date: September 12, 2018

Time: 8:00am – 9:30am

Location: Center for Urban Transportation Research, USF, Tampa, FL

Topic/Purpose: NNTA Advisory Board Meeting

Name	Signature	Please write the number of parking passes taken today:	Organization	Email
Chad Elwood			Enterprise CarShare	Chad.c.elwood@ehi.com
Clarence Eng			Kimley-Horn	
Christine Epps			NNTA	cepps@cutr.usf.edu
Christopher Farkas			School District of Hillsborough County	christopher.farkas@sdhc.k12.fl.us
Kebreab Ghebremichael			Patel College	Kebreab@usf.edu
Lucy Gonzalez-Barr			Safe Routes to School	lgonzalez@cutr.usf.edu
Dana Grier			James A. Haley VA Hospital	Dana.grier@va.gov
Patrice Gingras			University Mall	patrice.gingras@cbre.com
Sara Hendricks			NNTA	hendricks@cutr.usf.edu
Rebecca Hessinger			Hillsborough County Economic Development	
Pete Hewitt			Bavarian Village Condominium Assoc.	pete_winterbottom@msn.com
Anita Ivey			Regions Bank	anita.ivey@regions.com
Anthony Jimenez			James A. Haley VA Hospital	
Jonathan Kelly			Busch Gardens & Adventure Island	Jonathan.kelly@buschgardens.com
Katina Kavouklis			Florida DOT	
Karen Kress			Tampa Downtown Partnership	kkress@tampasdowntown.com
Eric Larson			Tampa Innovation Alliance	Eric@tampainnovation.com

NEW NORTH TRANSPORTATION ALLIANCE


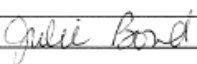
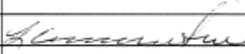
Meeting Sign-In Sheet

Date: September 12, 2018

Time: 8:00am – 9:30am

Location: Center for Urban Transportation Research, USF, Tampa, FL

Topic/Purpose: NNTA Advisory Board Meeting

Name	Signature	Please write the number of parking passes taken today:	Organization	Email
Raymond Mensah, Chairperson			USF Parking and Transportation Services	rmensah@usf.edu
Vicki Ahrens			MOSI	vahrens@mosi.org
Stephen Benson			FDOT	Stephen.benson@dot.state.fl.us
Julie Bond			NNTA	bond@cutr.usf.edu
Chris Bowen			RD Management LLC	cbowen@rdmanagement.com
Marie Bowen			USF Parking and Transportation Services	Mbowen1@usf.edu
Michael Case			TBARTA	Michael.Case@tbarta.com
Ray Chiamonte			TBARTA	executivedirector@tbarta.com
Cindy Ciurro			MOSI	lciurro@mosi.org
Gary Cloyd			Citizen	
Sarah Combs			UACDC	scombs@uacdc.org
Lynda Crescentini			HART	crescentinil@gohart.org
Roger Dacus			Florida Hospital Tampa	roger.dacus@AHSS.org
Barbara Donerly			USF Facilities Management	bdonerly@admin.usf.edu
Lorraine Duffy-Suarez			School District of Hillsborough County	Lorraine.Duffy-Suarez@sdhc.k12.fl.us
Susan Ebner			TBARTA	susan.ebner@tbarta.com

NEW NORTH TRANSPORTATION ALLIANCE

Meeting Sign-In Sheet

Date: September 12, 2018

Time: 8:00am – 9:30am

Location: Center for Urban Transportation Research, USF, Tampa, FL

Topic/Purpose: NNTA Advisory Board Meeting

Name	Signature	Please write the number of parking passes taken today:	Organization	Email
Elba Lopez			Florida DOT	Elba.lopez@dot.state.fl.us
John Lyons			Hillsborough County	
Lorraine Lyn			City of Temple Terrace	
Nina Mabileau	<i>Nina Mabileau</i>	1	City of Tampa	Nina.mabileau@tampagov.net
Julian Mackenzie	<i>Julian Mackenzie</i>		MOSI	julian.mackenzie@mosi.org
Ben Money			City of Tampa	Ben.money@tampagov.net
Lisa Montelione			City of Tampa	Lisa.montelione@tampagov.net
Sandi Moody			TBARTA	Sandi.moody@tbarta.com
Alexandria Moorehead			USF Student Government	amoorehead@usf.edu
Danielle Moran			FDOT	danielle.moran@dot.state.fl.us
Francis Morgan			USF Office of Student Affairs	francism1@usf.edu
Erica Nelson			UACDC	
Rich Piccininni			USF Facilities Planning	rpiccini@usf.edu
Sarah Saylor			Enterprise Rideshare	sarah.saylor@ehi.com
Mark Sharpe			Tampa Innovation Alliance	mark@tampainnovation.com
Charles Stephenson			City of Temple Terrace	cstephenson@templeterrace.com
Peter Stiling			USF Provost Offices	pstiling@usf.edu

NEW NORTH TRANSPORTATION ALLIANCE

Meeting Sign-In Sheet

Date: September 12, 2018

Time: 8:00am – 9:30am

Location: Center for Urban Transportation Research, USF, Tampa, FL

Topic/Purpose: NNTA Advisory Board Meeting

Name	Signature	Please write the number of parking passes taken today:	Organization	Email
Errol Tillman			H. Lee Moffitt Cancer Center	Errol.Tillman@moffitt.org
Amber Wheeler			School District of Hillsborough County	amber.wheeler@sdhc.k12.fl.us
Charles White	<i>Charles White</i>		Hillsborough County	whitece@hillsboroughcounty.org
Mike Williams			Hillsborough County	
Brian Willis			ConnectTB	willisb@gmail.com
Phil Winters	<i>Phil Winters</i>	0	CUTR	winters@cutr.usf.edu
Allison Yeh			Hillsborough County MPO	
Dr. Fredric Zerla	<i>Fredric Zerla</i>		University Square Civic Association	fredericzerla@aol.com
Rob Zimprich	<i>Rob Zimprich</i>	1	UACDC	rzimprich@uacdc.org
GUESTS:				
Wade Reynolds	<i>Wade Reynolds</i>		MPO	Reynolds@Opk.com.org
Anah Yassini	<i>Anah Yassini</i>	1	Hillsborough County	yassini@hillsbor.org

Presentation

Ashley Henzel, P.E. / Steve Gordillo, P.E.
New North Transportation Alliance
I-275 North PD&E Study Update
 September 12, 2018
 FDOT District Seven

What Problems Are We Trying To Solve?

Safety **Traffic Operations** **Congestion** **Choice**

Tampa Bay Next Interstate Modernization Projects

I-275 North Corridor – Under PD&E Study

- ◆ Project limits are from north of Dr. Martin Luther King, Jr. Boulevard (SR 574) Osborne Avenue to north of Beams Avenue (SR 678/CR 582)
- ◆ Distance of approximately 7.54 miles

Project Purpose and Need

The purpose of the project is to provide one additional general purpose lane in each direction along I-275 from north of Dr. Martin Luther King Jr. Boulevard (SR 574) to north of Beams Avenue (SR 678/CR 582) to:

- ◆ Enhance Corridor Capacity
- ◆ Enhance Overall Safety
- ◆ Enhance the Corridor Operating Conditions
- ◆ Support Future Transit
- ◆ Accommodate Future Growth

Statewide and regional transportation plans and studies identify the need for interstate improvements.

Tampa Bay Talked. We Listened.

What the community wants:	What we're doing about it:
<ul style="list-style-type: none"> ▶ Hub System for Transit ▶ Multimodal Options ▶ Technology Solutions ▶ Neighborhood Preservation ▶ Prioritize Safety ▶ Education/Explain Transportation ▶ More Online & Recorded Meetings 	<ul style="list-style-type: none"> ▶ Intermodal Center Studies ▶ Funding Next Phase of Project Development for RTPP ▶ Formed Tech Teams Working with City and County to Maximize Existing Pavement ▶ Advanced the Right-of-Way Study. Created New Overhead Interchange Concepts ▶ Complete Studies. Working on Improved Road Geometry. Tech Solutions to Enhance Safety ▶ Developed Citizens Transportation Academy ▶ Utilizing Walkers and Parking Recordings Online

275 North Corridor

NO EXPRESS LANES

FDOT is no longer considering the addition of express lanes on the section of I-275 north of the I-4 Interchange!

Street with one express lane in each direction

One express lane in each direction with a median

Two express lanes in each direction

One express lane in each direction with a median and a shoulder

One shoulder in each direction in each direction

NOE **root**

275 North Corridor

Recommended Proposed Typical Section

NOE **root**

275 North Corridor

Section 106 – National Historic Preservation Act

Section 106 requires Federal agencies to take into account the effects of their undertakings on historic properties. There are eight historic resources within the National Register (Listed (L) or potential National Register (P)) within the project area of Project 275, based on the historic resources survey.

- ✓ Seminole Heights Historic District (L)
- ✓ Gordon Wilson Park Historic House (L)
- ✓ T&O Railway Old Station (P)
- ✓ Kuyper Springs Park (Historic Green) (P)
- ✓ Harding Court (P)
- ✓ Seminole Heights Elementary School (P)
- ✓ City The Dept. Engine Company No. 7 (P)
- ✓ Seminole Heights Baptist Church (P)

There is no anticipated effects to any listed or eligible historic resources within the project area.

NOE **root**

275 North Corridor

Sound Walls*

- Aesthetic Treatment
- Early construction to mitigate traffic and construction noise, where possible
- Future coordination with affected property owners and local government to take place during the next project phase

* Noise Impact Report To Be Completed

10 **NOE** **root**

275 North Corridor

Pedestrian Friendly Underpass Improvements

- Water Seawalls
- Aesthetic Lighting
- Paint Bridge Substructure
- Cut-back Walls for Improved Way/Pedestrian Experience
- Include Public Art (in cooperation with the City of Tampa)
- Identify Landscape Opportunities

11 **NOE** **root**

275 North Corridor

Landscape Opportunities

- FDOT Right of Way along Sound Walls
- Adjacent to Underpasses

NOE **root**

Summary

Project will:

- Enhance Connectivity Under the Interstate
- Accommodate Potential Transit Opportunities
- Identify Landscape Opportunities
- Include Noise Barrier Walls where Feasible

Project will NOT:

- Acquire Additional Right of Way from North of Dr. Martin Luther King, Jr. Boulevard (SR 574) to North of Weirale Avenue*
- Acquire Right of Way in the Seminole Heights Historic District

*Other right of way acquisition may be required at the Barnes Avenue interchange for pond siting.

Questions?

**WPI No. 431821-1 - I-275 Improvements
Public Involvement Summary**

Forest Hills Neighborhood Association



MEETING SUMMARY



Meeting Summary

Date: 09/18/2018 (7:00 p.m. start) Meeting Type: I-275 North (TBN Section 7) Small Group Meeting Presentation

Organization / Agency: Forest Hills Neighborhood Association

Location-Address: Babe Zaharias Golf Course Club House, 11412 Forest Hills Drive, Tampa, FL 33612

Staff Attendees: Ashley Henzel (FDOT), Steve Gordillo (WSP), Scarlett Sharpe (WSP)

Presenter: Steve Gordillo (WSP)

Number of Attendees: In addition to the staff attendees listed above, a total of 44 people from the neighborhood association were in attendance. Refer to the attached copies of the sign-in sheets provided by the neighborhood association.

Summary: Presented a PowerPoint slide presentation to the Forest Hills Neighborhood Association that included general Tampa Bay Next information, and information specific to the I 275 North Corridor (Section 7) project and PD&E study updates.

Written comments Received: None. Comment cards were left with the group.

Presentation: The presentation can be found on the Tampa Bay Next sharepoint site under Public Involvement/Meeting Presentations/Presentations Business Groups and Agencies. As well as under Section 7/Meetings/Small Group Presentations. See links below and presentation attached.

<https://fldot.sharepoint.com/:p:/r/sites/FDOT-EXT-TPA/PublicInvolvement/MeetingPresentations/Civic%20and%20Neighborhood%20Associations/2018%2009%2018%20%20Forest%20Hills%20NA%20Presentation.pptx?d=w3a8e29407e224d9eab2ca1d1af0a26d3&csf=1>

<https://fldot.sharepoint.com/:p:/r/sites/FDOT-EXT-TPA/Section7/Meetings/Small%20Group%20Meeting%20Presentations/2018%2009%2018%20Forest%20Hills%20NA%20Presentation.pptx?d=w10a02bdba1ec4285af4de03ae307e160&csf=1>

Questions from attendees:

What is the project schedule? The project will be design build with construction in 2020.

How is the project being funded? Will it affect my taxes? The project is funded with state and federal funds through the gas tax.

What about light rail? I drive up and down 275 and I see expansive land. Why are we not thinking about putting light rail back and forth from USF to downtown? As the typical section showed, the DOT is providing for premium transit. It could be light rail; it could be BRT. It will be up to the transit agencies to develop the technology and the type. The department is providing the space.

When the project is under construction, what lanes will we drive in? Are you working outward? Also, what is the construction timeframe? When working on the interstate. If you have three existing lanes, you must have three lanes to remain open during construction. The work zone will be barricaded from the inside. Construction will begin in 2020; however, cannot tell you exactly what the construction time will be at this point.

When you are projecting out for a project, why do you not build out the overpasses for six lanes or eight lanes even if you don't use them initially? They have two lanes going west, but only one lane going east and it's a mess? (Mr. Gordillo clarified that the gentleman was referring to the I-275 to I-4 interchange.) Right-of-way is the biggest expense of any transportation project. While we would love to build ten lanes to accommodate traffic projects for the future it comes down to funding. As far as improvements to the I-4 movement. That is currently being studied to widen the overpass ramp to two-lanes.

You talked about the congestion on the roadway earlier. Has anyone determined where the additional traffic is coming from? If it is coming from the new developments going on up north, how long will it take before the new eight lane highway becomes as congested as the existing six lane highway? The Hillsborough County MPO, FDOT, as well as Pasco County and all the surrounding MPO's developed a travel demand model where information is input such as where people live, where trips are going, and where future developments are planned. This model shows where future traffic will be coming from in the region. The I-275 corridor is congested and traffic is coming from everywhere. A lot of traffic does come from Pasco County; however, they have a choice between I-275 and I-75. As far as when the fourth lane will become congested, the traffic is being studied now. We can't say definitively.

Has anyone addressed the issue of induced demand? You build a bigger road, and you encourage developers. Yes. This has come up in the past. We can only try to solve the traffic problems. FDOT does not get into land management.

Are you adding or eliminating any entrance or exit ramps? No. All entrance and exit ramps will remain as they are today.

The majority of congestion here in Tampa is north and south. Either you have Dale Mabry or you have I-275. Why not widening Armenia and Hines like 40th Street? The Department can only widen state roads. Everyone tries to work together to solve transportation problems, but it all comes down to funding.

Has consideration been given to elevating light rail and providing two additional lanes on the ground? As part of this study, we are looking at accommodating future transit. In past studies, yes, elevating premium transit has been looked at including elevating to one side or the other, elevating within the median, and alternate corridors. Again, it comes back to funding and the transit agencies.

Are there any initiatives ongoing now that would move light rail forward? Yes. There is an initiative on the ballot now (All For Transportation) for a one cent sales tax for transportation within Hillsborough County. It is not solely for transit, rather it is for transit and all transportation projects. Past transportation initiatives have failed in Hillsborough County, but we need an additional revenue source.

Should this initiative pass there is a list of project that the revenue would fund. The list is available online.

In Chicago, the added lanes in the middle that would run one way in the morning and the opposite way in the evening. Has this been considered? Yes. Reversible lanes have been looked at for the project corridor. The ongoing traffic study shows that the peak hour traffic is not as directional as it appears. There is heavy traffic going both directions. Not as much going north, but the difference in volumes didn't warrant the lanes being reversible.

When they widened 275 they appear to have moved everything over and now there is the wide green grass area in the middle. Is that what they did that for? Yes. It is to accommodate future transit.

Are traffic lights part of the project? Most traffic lights are controlled by the City of the County. The DOT is only responsible for traffic lights on state roads.

Is there a timeline where this must be decided or we lose the funding from the federal government?
No.

Photos








FOREST HILLS NEIGHBORHOOD ASSOCIATION

FHNA General Meeting sign-in sheet 9/18/18

<u>Name</u>	<u>E-Mail</u>
Michael + Sharon Whitaker	mwhit93681@aol.com
Toni & Maureen Cotton	tymtrv
Dow Tucker	dLTucker61@gmail.com
Bobbi L. Fount	
Bill Fount	
Evie Fernandez	efernando_33614@yahoo
Alex Moore	" "
Cather Weisk	10804 Teegreen Rd 935-6670
Phil Roder	10805 N. Rome Ave
Janet Roder	" "
Lorah Monahan	1321 Divot
Richard Suler	10202 Cliff Cir
Kathy Penne	Lake wood 5@hotmail.com
PAMELA MCFARLIN	gprctarlin@gmail.com
Sandra Perez	realtysandy@hotmail.com
Diane Marie	speckwellntfllc@comcast.com
PAUL KIRK	PAULKIRK@TAMPABAY.FL.COM
Rex Henderson	rex.fordh@verizon.net
Matthew Juaine	M.juaine@gmail.com
Geoffrey Furey	GdFurey@gmail.com
Stephanie Sicks	Stephsicks@verizon.net
Jordan Power	jnaami.p@gmail.com

Presentation



Steve Gordillo, P.E.

Forest Hills Neighborhood Association

I-275 North PD&E Study Update

September 18, 2018

FDOT District Seven





What Problems Are We Trying To Solve?





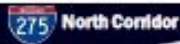

Safety **Traffic Operations** **Congestion** **Choice**



Tampa Bay Next Interstate Modernization Projects


(Dillonborough & Polk Counties)






I-275 North Corridor – Under PD&E Study

- Project limits are from north of Dr. Martin Luther King, Jr. Boulevard (SR 574) Osborne Avenue to north of Beano Avenue (SR 678/CR 582)
- Distance of approximately 7.64 miles





Project Purpose and Need

The purpose of the project is to provide one additional general purpose lane in each direction along I-275 from north of Dr. Martin Luther King Jr. Boulevard (SR 574) to north of Beano Avenue (SR 678/CR 582) to:

- Enhance Corridor Capacity
- Enhance Overall Safety
- Enhance the Corridor Operating Conditions
- Support Future Transit
- Accommodate Future Growth

Statewide and regional transportation plans and studies identify the need for interstate improvements.



Tampa Bay Talked. We Listened.

What the community wants:	What we're doing about it:
<ul style="list-style-type: none"> Hub Space for Transit Multimodal Options Technology Solutions Neighborhood Preservation Prioritize Safety Education/Spain Transportation More Online & Recorded Meetings 	<ul style="list-style-type: none"> Intermodal Center Studies Funding Next Phase of Project Development for RTP Formed Tech Teams Working with City and County to Maximize Existing Pavement Advanced the Higgins Study. Created New Downtown Interchange Concepts Complete Studies Working on Improved Road Geometry Tech Solutions to Enhance Safety Developed Citizens Transportation Academy Utilizing webinars and Public Recordings Online

275 North Corridor

NO EXPRESS LANES

FDOT is no longer considering the addition of express lanes on the section of I-275 north of the I-4 interchange!

- Tween with One Express Lane in Each Direction
- One Express Lane in Each Direction with Pulver Option
- Reversible Express Lane
- One Express Lane in Each Direction with Bus-on-Shoulder
- One Directional Express Lane in Each Direction

NOX FDOT

275 North Corridor

Recommended Proposed Typical Section

NOX FDOT

275 North Corridor

Section 106 – National Historic Preservation Act

Section 106 requires Federal agencies to take into account the effects of their undertakings on historic properties.

There are eight total historic resources within National Register Listed (L), or associated National Register-eligible (E), within the project's line of proposed Right-of-Way, based on the historic resources survey:

- ✓ Benneville Heights Historic District (L)
- ✓ Captain William Parker Jackson House (L)
- ✓ TASC Railway/CSX Railroad (E)
- ✓ Sulphur Springs Park/Reservoir Group (E)
- ✓ Harding's Cove (E)
- ✓ Benneville Heights Elementary School (E)
- ✓ City Fire Dept. Engine Company No. 7 (E)
- ✓ Benneville Heights Baptist Church (E)

There are no anticipated effects to any listed or eligible historic resources within the project area.

NOX FDOT

275 North Corridor

Sound Walls*

- Aesthetic Treatment
- Early construction to mitigate traffic and construction noise, where possible
- Future coordination with affected property owners and local government to take place during the next project phase

* Noise Analysis Report To Be Completed

NOX FDOT

275 North Corridor

Pedestrian Friendly Underpass Improvements

- Widen Sidewalks
- Enhance Lighting
- Paint Bridge Sub-Structure
- Out-back Walls for Improved Sight/Pedestrian Experience
- Include Public Art (in cooperation with the City of Tampa)
- Identify Landscape Opportunities

Listed improvements are not to be done for each underpass. All improvements will not be included at every underpass.

NOX FDOT

275 North Corridor

Landscape Opportunities

- FDOT Right-of-Way along Sound Walls
- Adjacent to Underpasses

NOX FDOT

Summary

Project will:

- Enhance Connectivity Under the Interstate
- Accommodate Potential Transit Opportunities
- Identify Landscape Opportunities
- Include Noise Barrier Walls where Feasible

Project will NOT:

- Acquire Additional Right of Way from North of Dr. Martin Luther King, Jr. Boulevard (SR 274) to North of Seema Avenue*
- Acquire Right of Way in the Sembole Heights Historic District

*Minor right of way acquisition may be required at the Seema Avenue interchange for grade lifting.

Questions?

**WPI No. 431821-1 - I-275 Improvements
Public Involvement Summary**

South Seminole Heights Civic Association

Welcome

South Seminole Heights Civic Association, Inc.

October 17, 2018

*Tampa Interstate Study
Supplemental Environmental Impact Statement*



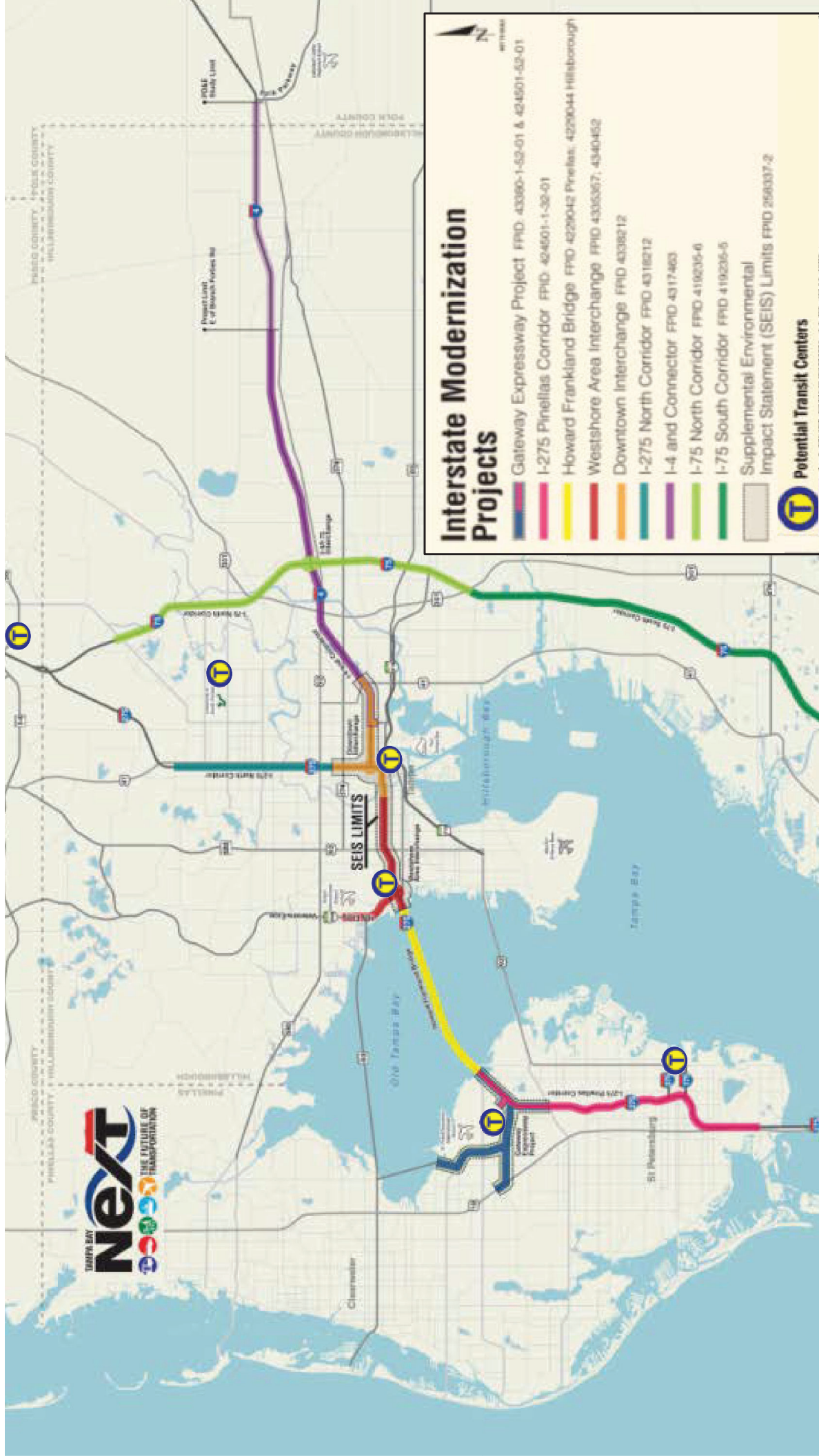


Stephen Benson

Opening

FDOT District Seven





Interstate Modernization Projects

- Gateway Expressway Project FPD 43080-1-53-01 & 424501-52-01
- I-275 Pinellas Corridor FPD 424501-1-32-01
- Howard Frankland Bridge FPD 429042 Prelim; 4290044 Hillsborough
- Westshore Area Interchange FPD 4355357; 4340452
- Downtown Interchange FPD 4338212
- I-275 North Corridor FPD 4318212
- I-4 and Connector FPD 4317463
- I-75 North Corridor FPD 419235-6
- I-75 South Corridor FPD 419235-5
- Supplemental Environmental Impact Statement (SEIS) Limits FPD 256037-2

Potential Transit Centers

Our solutions are more than just interstates.

Active/Ongoing Studies

Interstate Modernization



Transit



Bike/Ped Facilities



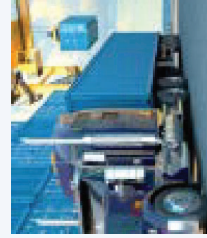
Complete Streets



Transportation Innovation

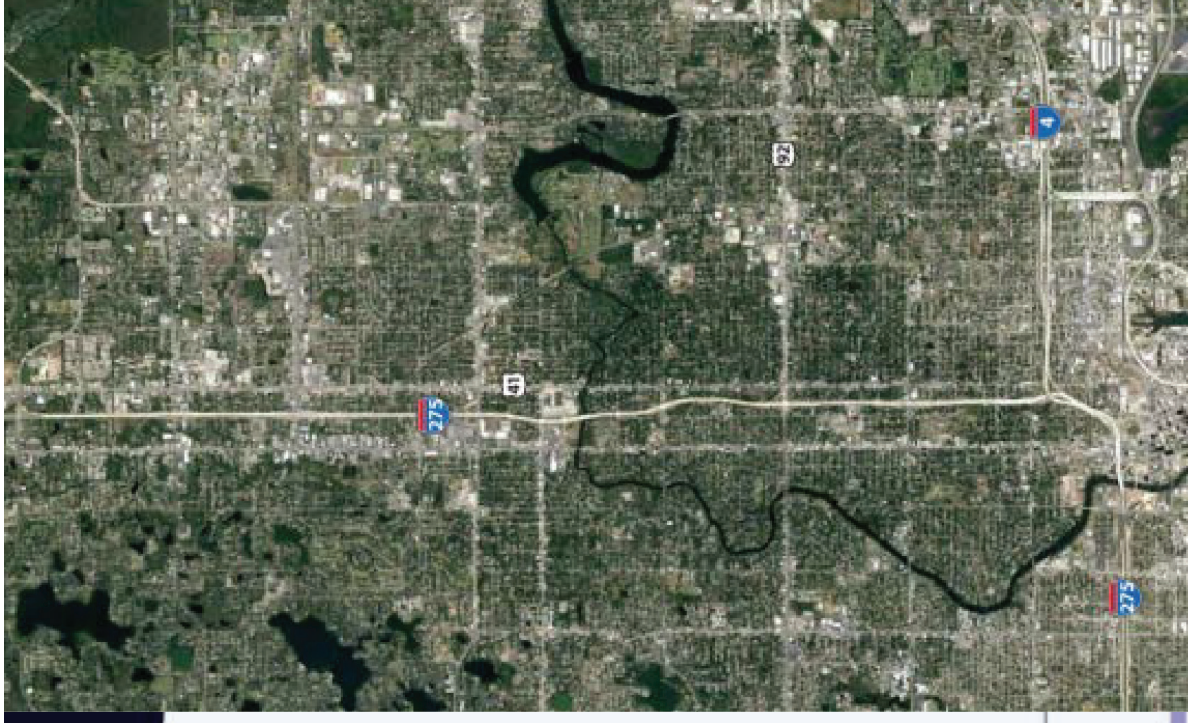


Freight Mobility



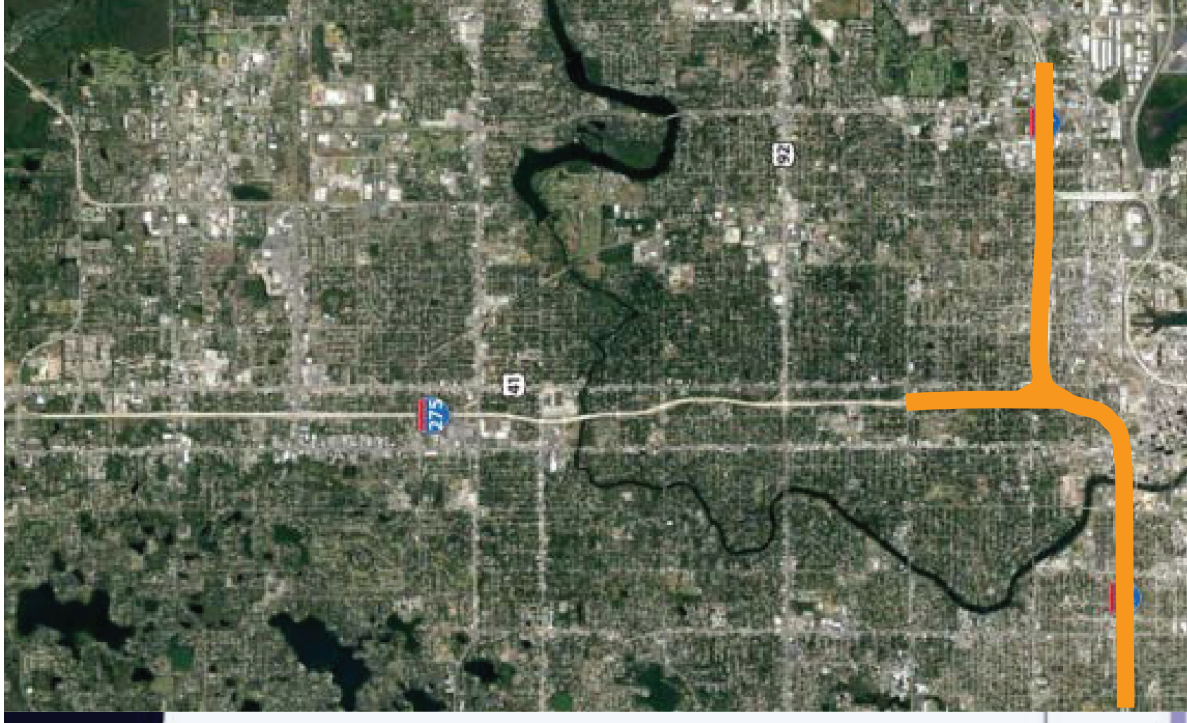
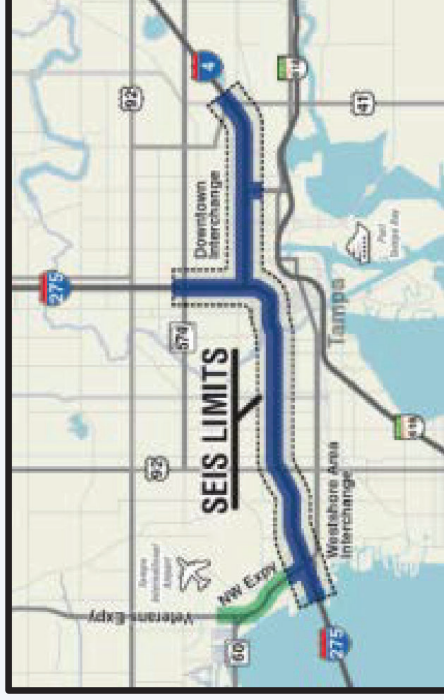
A New Approach to Transportation Studies:

**How can we work together
and think differently about
transportation solutions?**



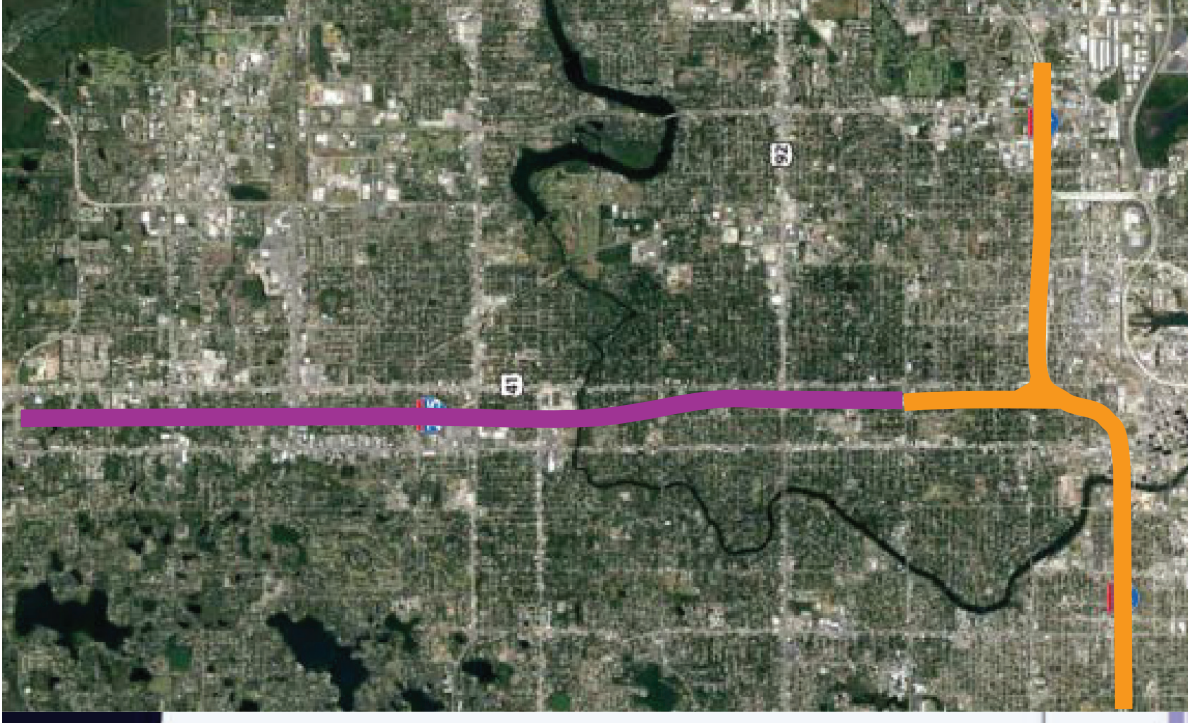
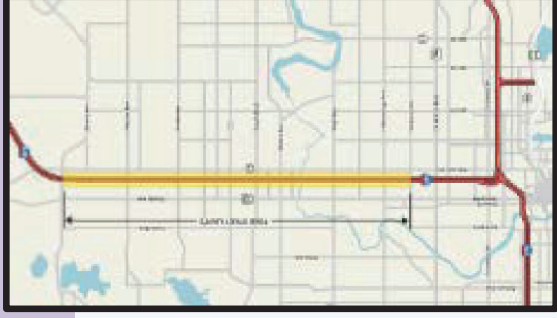
A New Approach

- Tampa Interstate Study SEIS (Westshore to Downtown)



A New Approach

- Tampa Interstate Study SEIS (Westshore to Downtown)
- I-275 North Project Development & Environment Study



A New Approach

- Tampa Interstate Study SEIS (Westshore to Downtown)
- I-275 North Project Development & Environment Study
- Regional Transit Plan Vision Plan & Catalyst Projects

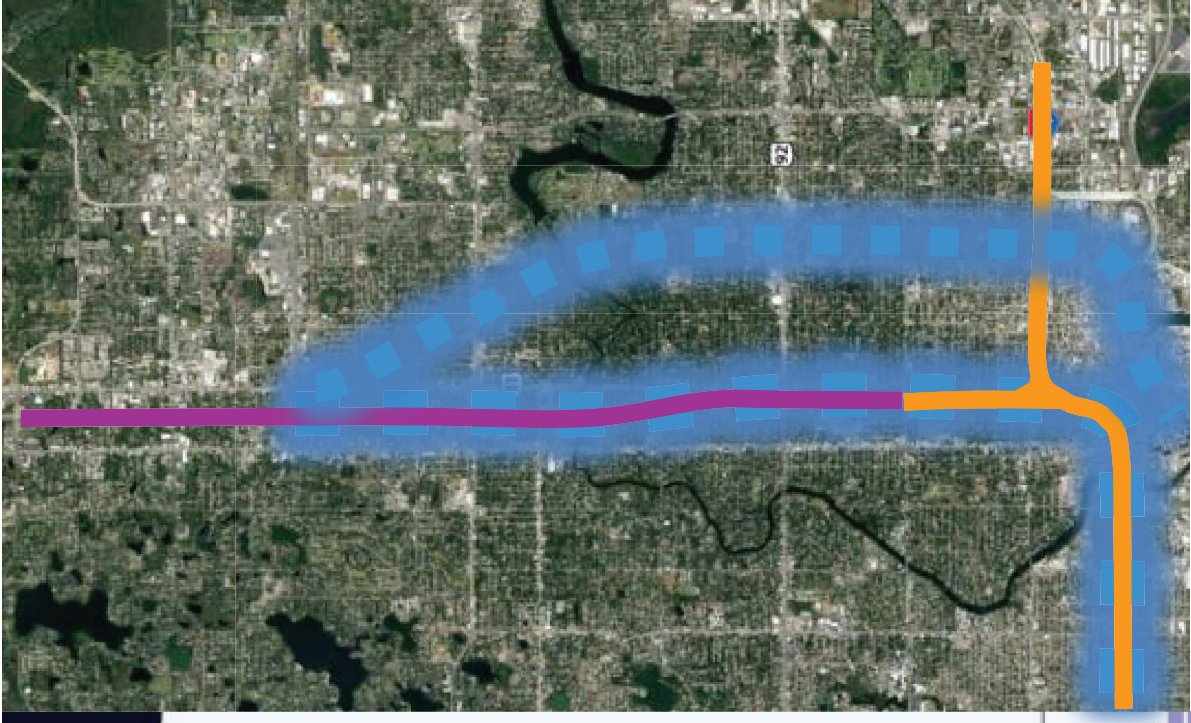
STEEL WHEEL: LIGHT RAIL

RUBBER TIRE IN DEDICATED LANE

WESLEY CHAPEL, USE TAMPA, ST. PETERSBURG

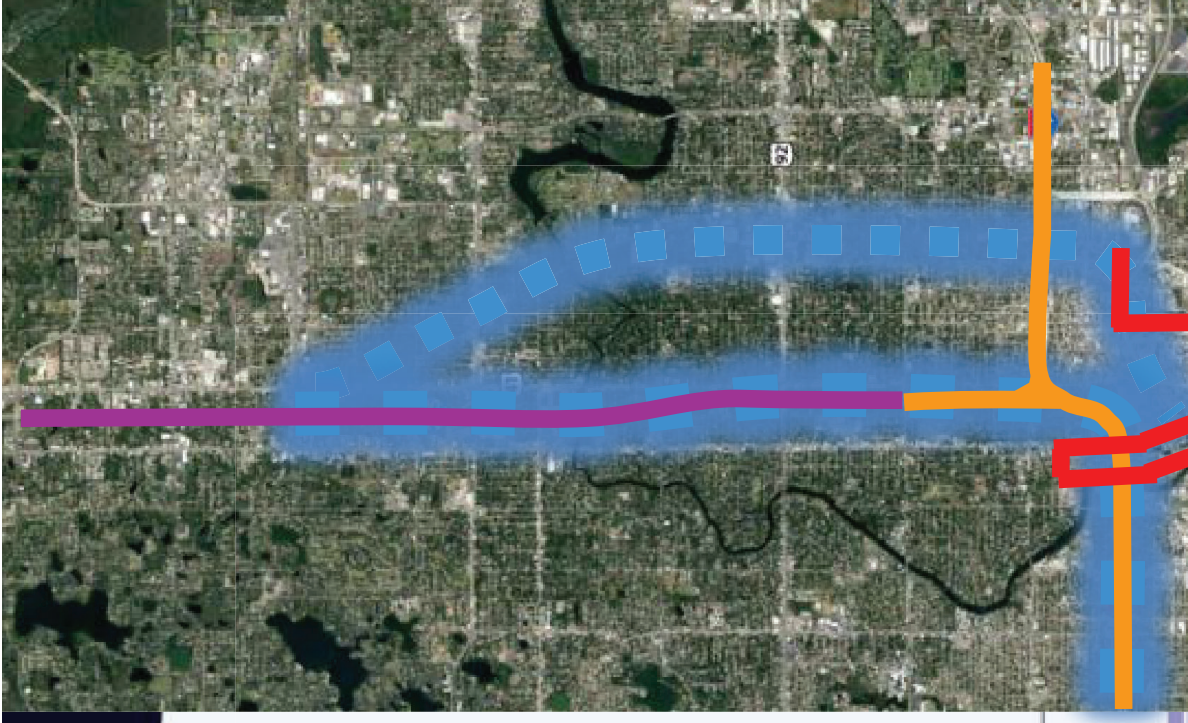
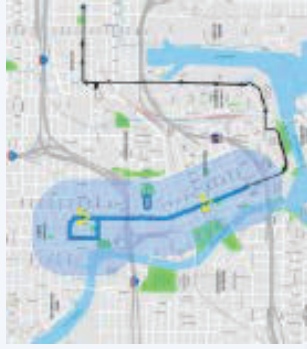
DOWNTOWN TAMPA TO USE

Regional Transit Feasibility Plan
A ROUTE MAP TO IMPLEMENTATION



A New Approach

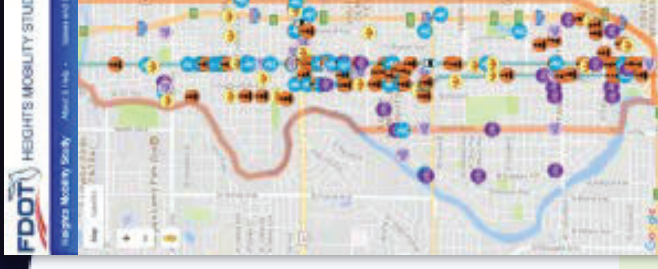
- **Tampa Interstate Study SEIS (Westshore to Downtown)**
- **I-275 North Project Development & Environment Study**
- **Regional Transit Plan**
- **Tampa Streetcar Extension Study (Alternatives A & B)**



A New Approach

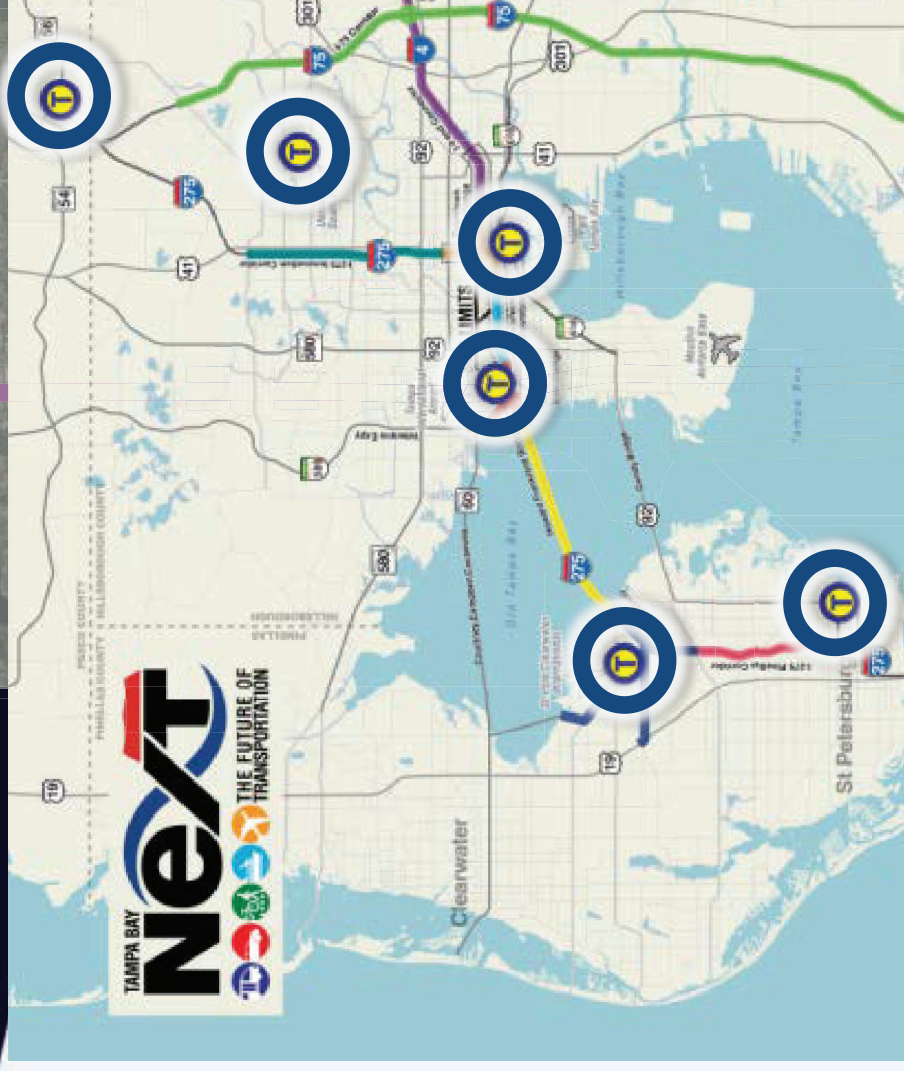
- Tampa Interstate Study SEIS (Westshore to Downtown)
- I-275 North Project Development & Environment Study
- Regional Transit Plan
- Tampa Streetcar Extension Study (Alternatives A & B)
- Heights Mobility Plan

'Florida Ave is a *main street*, it should be optimized for *local transportation modes*.'
'There is *too much cut-thru Traffic*. These *cars* should be on I-275 but its backed up daily!'
'Traffic calming, Walk/bike safety & TRANSIT!'



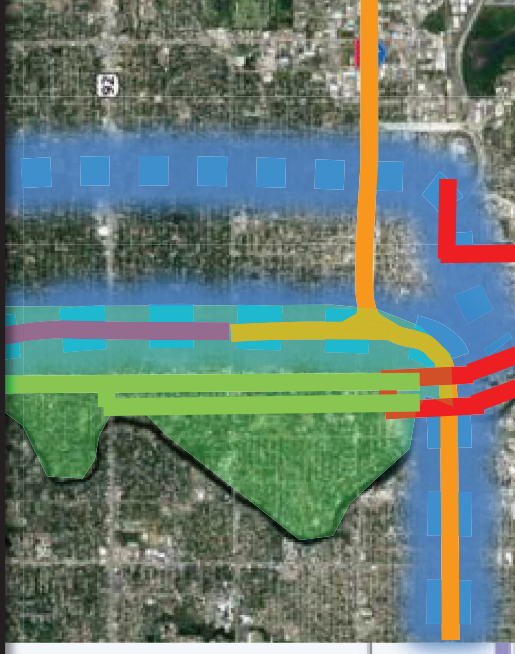
A New Approach

- **Tampa Interstate Study SEIS (Westshore to Downtown)**
- **I-275 North Project Development & Environmental Study**
- **Regional Transit Plan**
- **Tampa Streetcar Extension Study (Alternatives A & B)**
- **Heights Mobility Plan**
- **Multimodal Center Studies**



A New Approach

- **Tampa Interstate Study SEIS (Westshore to Downtown)**
- **I-275 North Project Development & Environmental Study**
- **Regional Transit Plan**
- **Tampa Streetcar Extension Study**
- **Heights Mobility Plan**
- **University Area Multimodal Feasibility Study**
- **BRT Corridor Analysis – Florida Ave & Fowler Ave**
 - Builds off Heights Study & University Study
 - Optimize service network to provide true BRT
 - Service plan & stations on surface streets
 - Covers Project Development & Engineering



Transit

FDOT Invests in Transit in 3 Ways:

1. Funding for Studies & Research

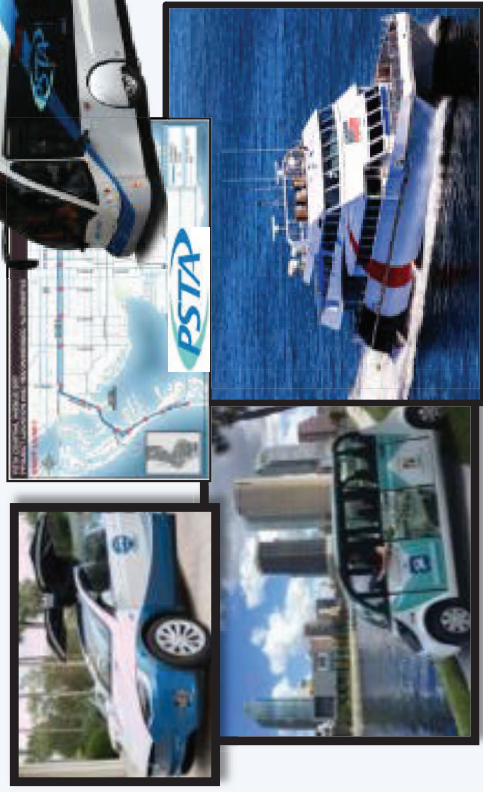


Intermodal Center Studies

2. Formula-based Grants (Ongoing)



3. Competitive Grants (Project-based)





Jeff Novotny

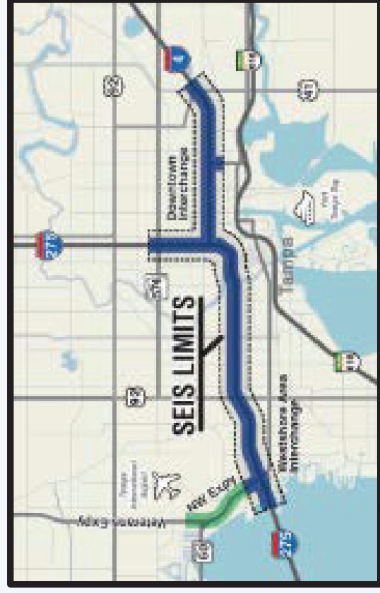
SEIS UPDATE

FDOT District Seven



SEIS Update

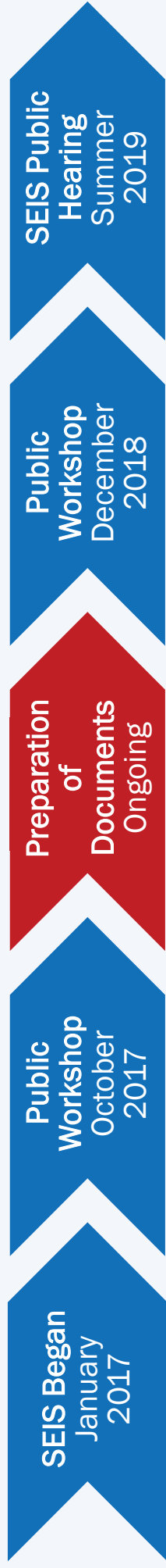
Where Are We In The Process?



We are here

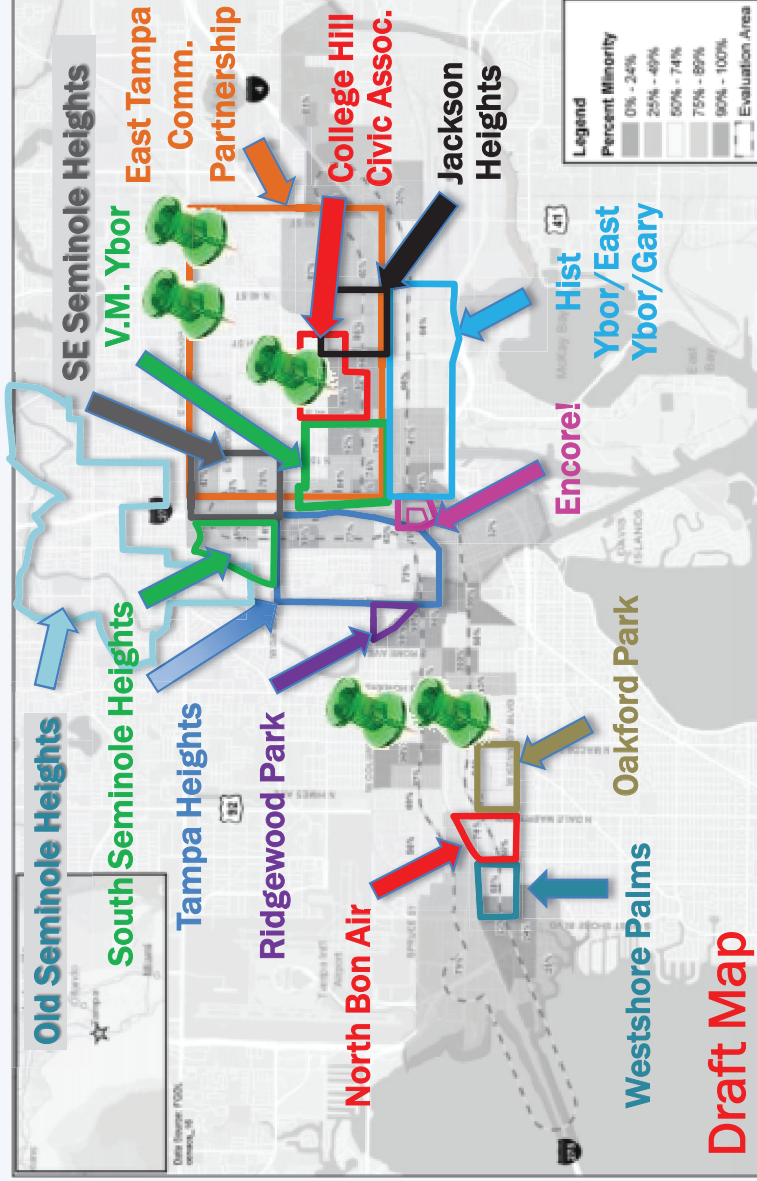


ALL documents remain in DRAFT form and open for public comment until after the Public Hearing in 2019.



*A Preferred Alternative will be recommended after the December 2018 Public Workshop.

Other Small Group Meetings to date



- Westshore Palms – May 3
- North Bon Air – Jun 14
- Tampa Heights – Jun 28
- Oakford Park – Jul 9
- East Tampa Comm. Partnership – Jul 10
- Encore! – Jul 17
- SE Seminole Heights – Jul 17
- Ridgewood Park – Jul 24
- Old Seminole Heights – Aug 9
- Corporation to Develop Comm. – Aug 17
- Trio at Encore! – Aug 21
- College Hill Civic Assoc. – Aug 23
- V.M. Ybor Neighborhood Assoc. – 9/5
- Ybor Chamber/Hist Ybor/East Ybor/Gary– 9/11
- Jackson Heights Neighborhood Assoc. – 9/18
- East Tampa Community Working Group– 9/25
- McFarlane Park/Armory Gardens – 9/26
- South Seminole Heights Civic Assoc. – 10/17

More Scheduled

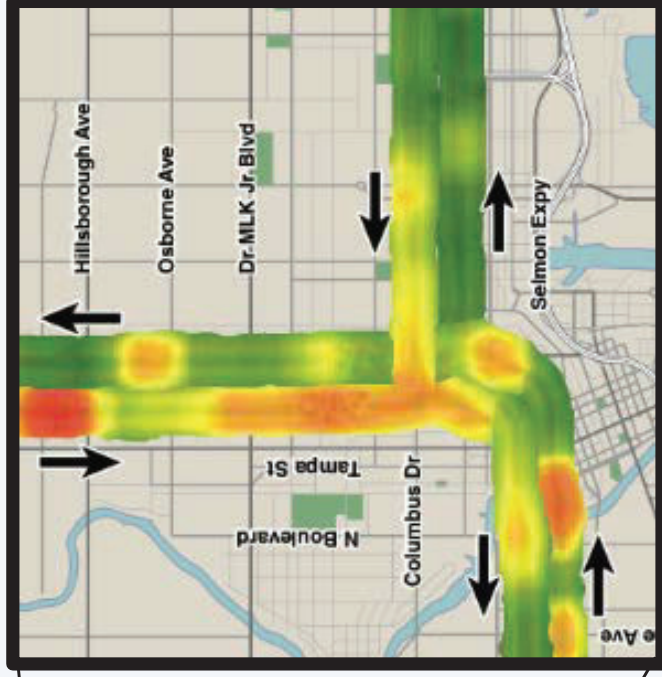
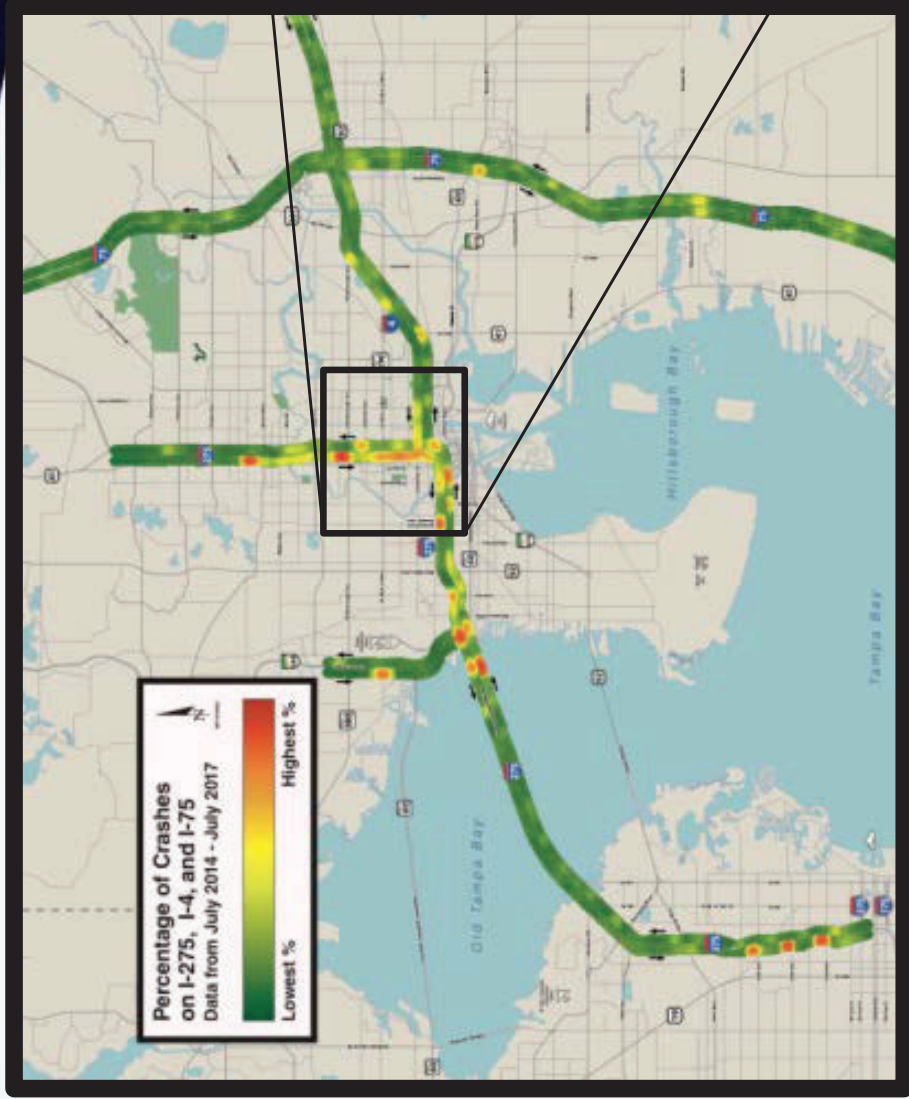
- College Hill Civic Assoc. Neigh. – 10/25
- Historic East Ybor & Gary Neigh Assoc. – 10/30

Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS)

Purpose & Need:

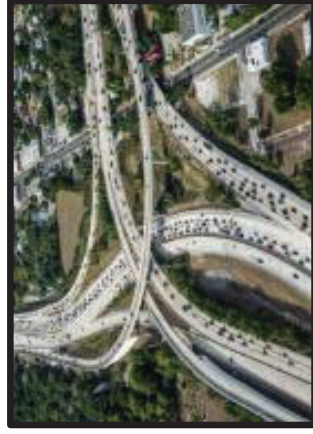
- Improve regional connectivity
- Provide multimodal corridor
- Meet future travel demand
- Relieve congestion
- Improve safety
- Improve accessibility

Safety



What is FDOT still considering for the Downtown Interchange?

No Further Action



Original TIS Preferred Alternative

Tolled Express Lanes or Non-Tolled Express Lanes



Four Design Options

How will we ultimately make a decision?

Follow the Process

Balance the Issues



Balance the Issues

*No single factor outweighs all others

Tampa Interstate Study SEIS

A project's environmental impacts, engineering considerations, and public comments aid in the decision-making process.

This graphic lists the various documents that FDOT will prepare as a part of this process.

Draft documents will be available at the December 10 & 13, 2018 Public Workshop.

Sociocultural Effects

SCE Tech Memo (includes Environmental Justice and Economic Considerations)

Cultural Resources Assessment Survey/Section 106 Case Study

Conceptual Relocation Plan

Natural and Physical Effects

Air Quality Tech Memo

Natural Resources Evaluation

Noise Tech Memo

Contamination Screening

Engineering Considerations

Preliminary Engineering

Traffic Tech Memo

Pond Siting

Public Outreach

Public and Agency Coordination Plan

Comments and Coordination Tech Memo

Small Group Meeting

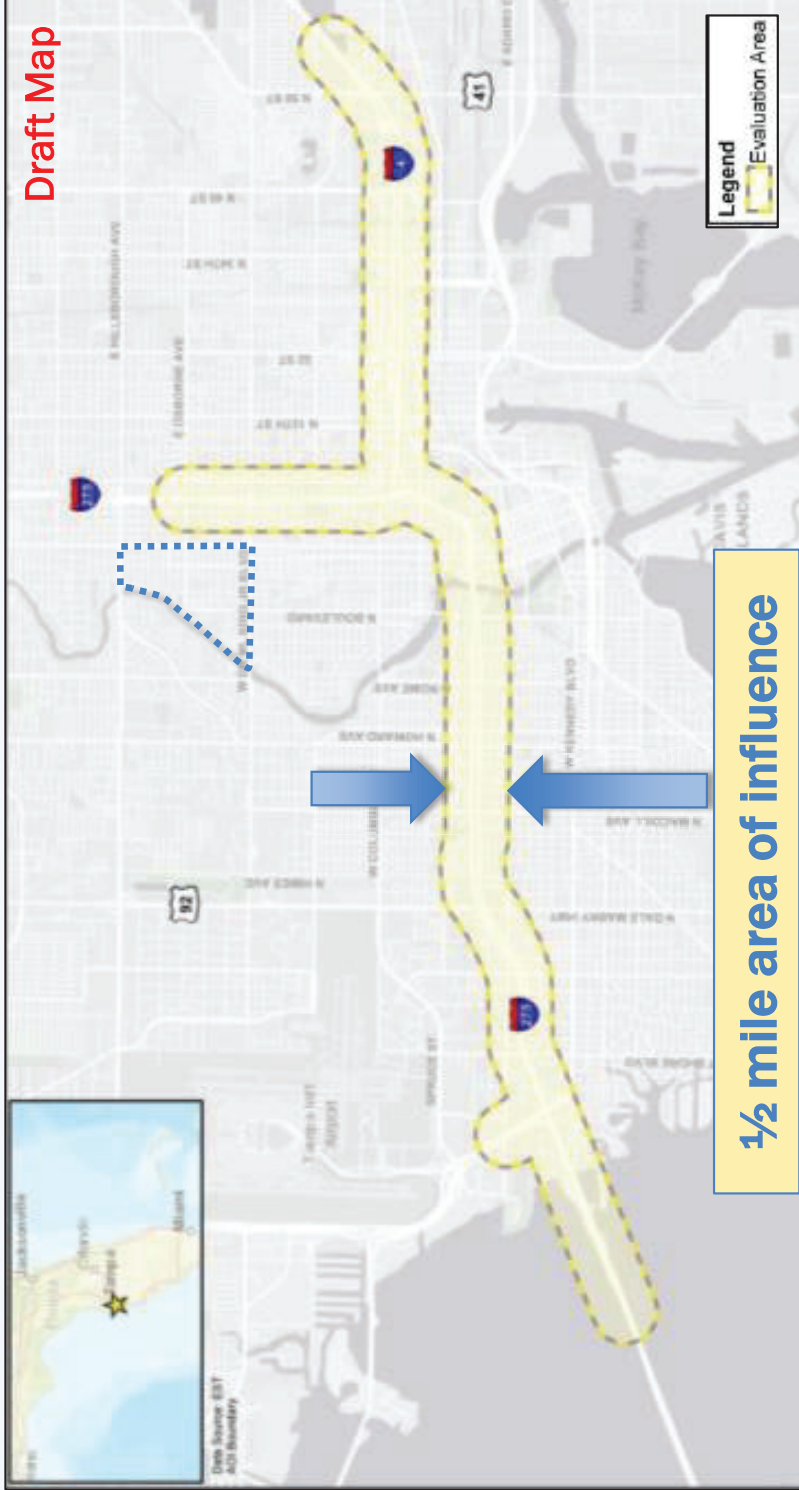
Public Workshop/
Hearing

SEIS Update

Sociocultural Effects (SCE)

Social	Economic	Land Use	Mobility	Aesthetics	Relocation
<ul style="list-style-type: none"> • Demographics • Community Cohesion • Safety • Community Goals/Quality of Life • Special Community Designations 	<ul style="list-style-type: none"> • Business & Employment • Tax Base • Traffic Patterns • Business Access • Special Needs Patrons 	<ul style="list-style-type: none"> • Land Use- Urban Form • Plan Consistency • Growth Trends & Issues • Focal Points 	<ul style="list-style-type: none"> • Mobility Choices • Accessibility • Connectivity • Traffic Circulation • Public Parking 	<ul style="list-style-type: none"> • Noise/Vibration • Viewshed • Compatibility 	<ul style="list-style-type: none"> • Residential • Non-Residential • Public Facilities

Area of Influence

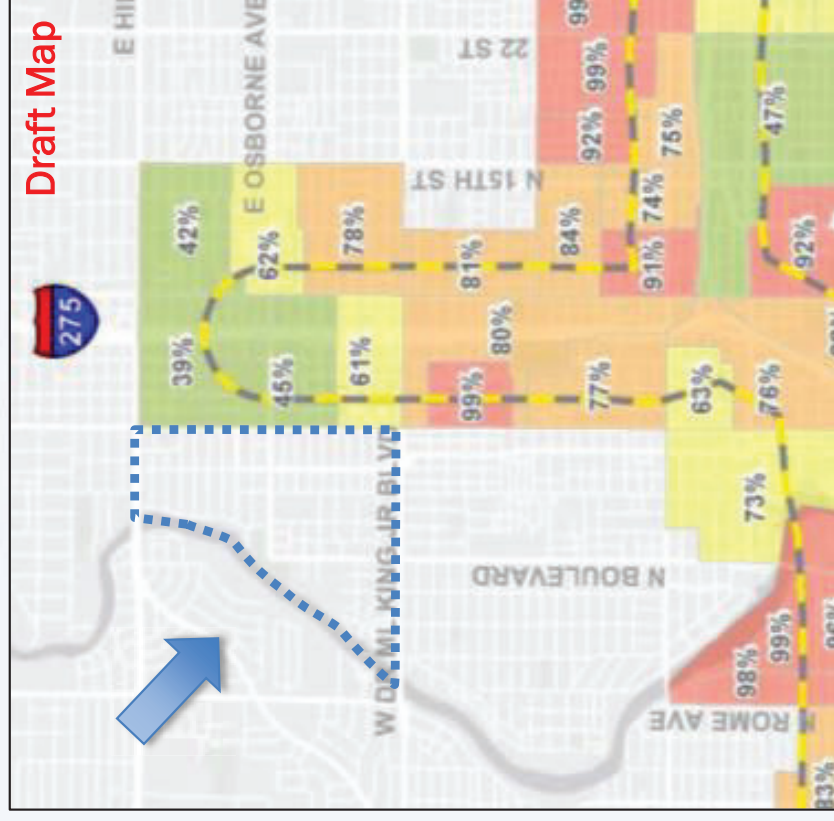
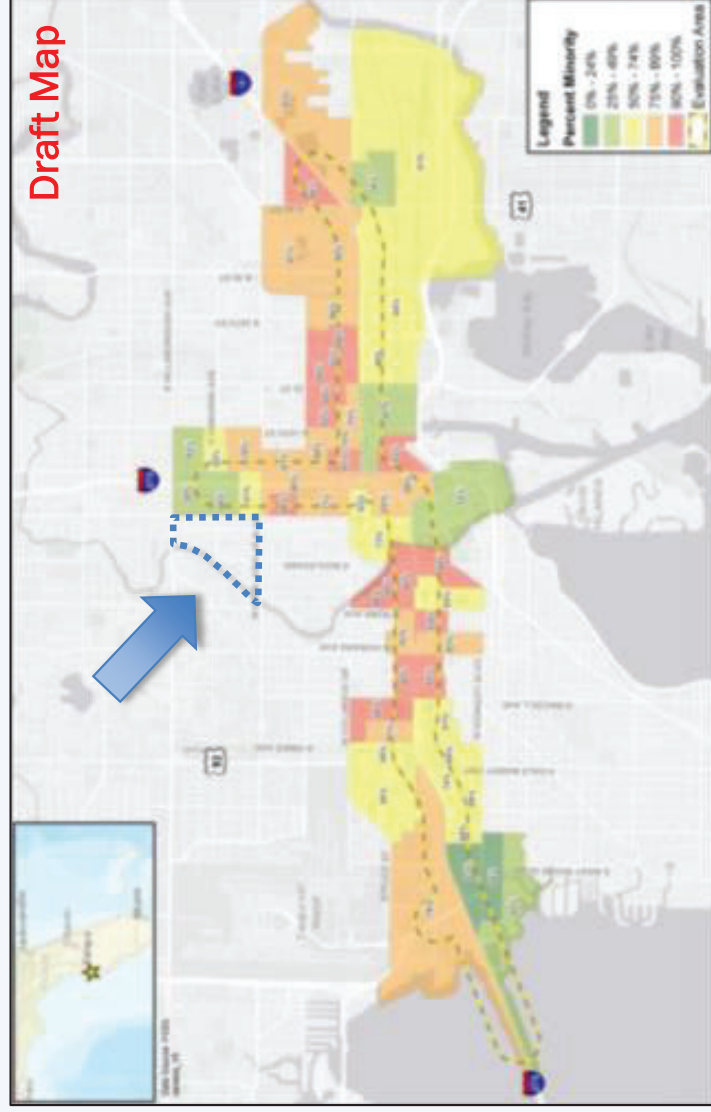


South Seminole Heights Civic Association

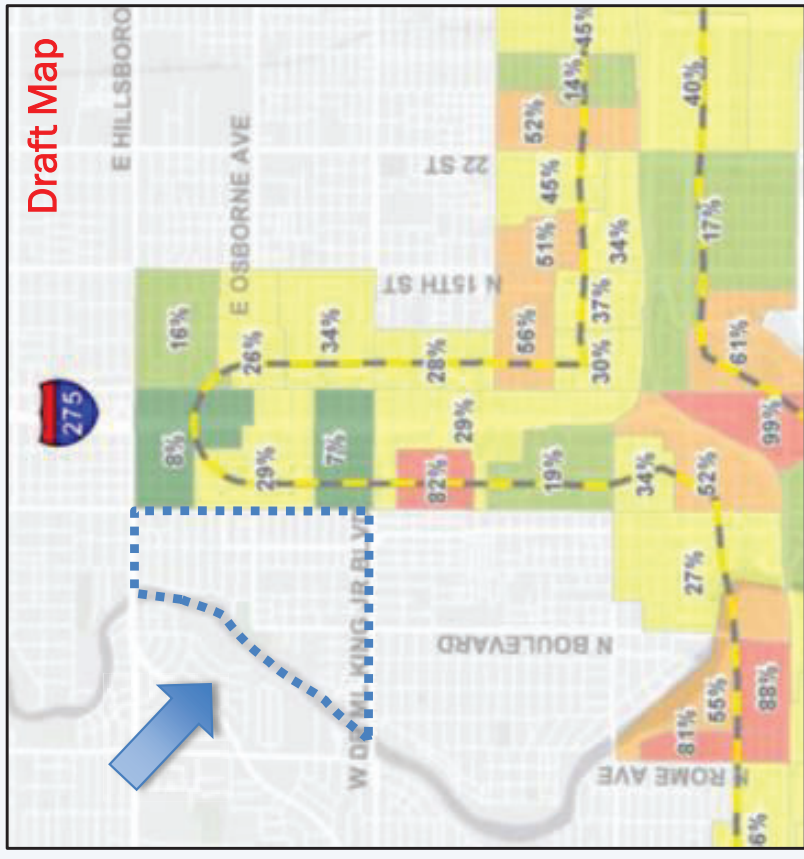
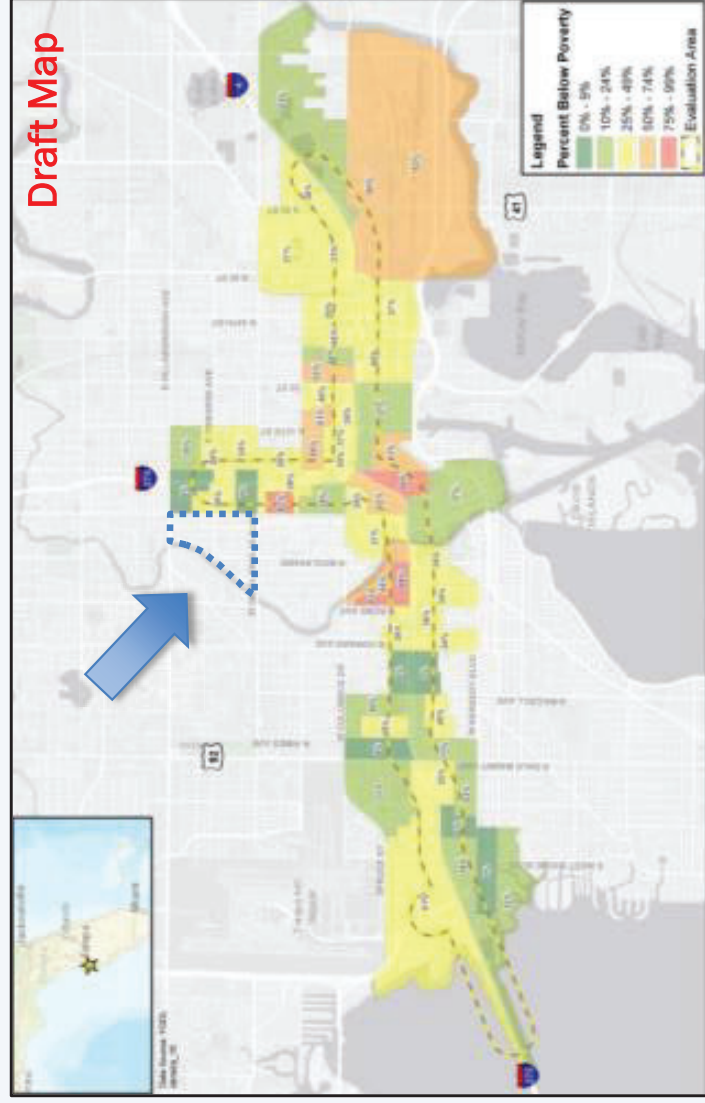


South Seminole Heights Civic Association

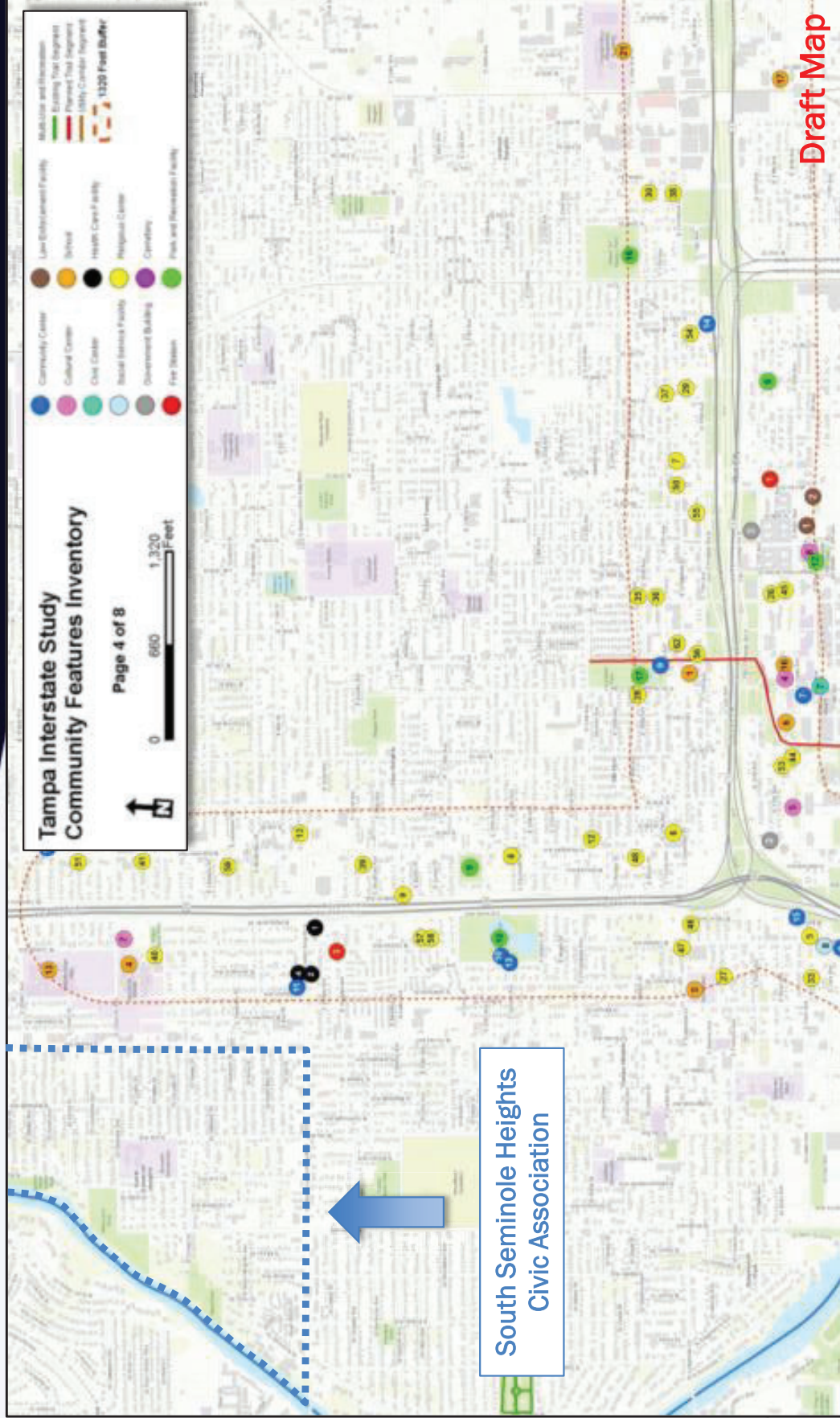
Demographic Information from GIS Tool Percent Minority Population



Demographic Information from GIS Tool Population Below Poverty



Community Features



Downtown Tampa Interchange SEIS Alternatives



No Further Action

- Where no additional construction was previously approved**
- **No impacts to the physical environment**
 - **Does not require property acquisition**
 - **Does not relieve congestion**
 - **Potential decrease in air quality**
 - **Potential increase in traffic noise, or no remedy for noise**
 - **Does not provide multimodal corridor**
 - **Does not improve regional connectivity**
 - **Does not meet future travel demand**
 - **Does not provide safety improvements**
 - **Does not improve accessibility**

1996 Long Term Preferred as updated



Build Alternatives

- Tolled or Non-tolled Express Lanes
 - 4 Design Options

**Boulevard and Beltway are being investigated as a part of the Hillsborough County MPO's Long Range Transportation Plan (LRTP) process.*





DOWNTOWN INTERCHANGE

OPTION A

Reconstructed Interchange with Express Lane Ramps to the North

- General Purpose Lanes - New Construction
- Express Lanes
- Collector / Distributor Lanes
- Non-Interstate Roadwork
- ROW Footprint (170-190 new parcels)










DOWNTOWN INTERCHANGE

OPTION B

Reconstructed Interchange without Express Lane Ramps to the North

-  General Purpose Lanes - New Construction
-  Express Lanes
-  Collector / Distributor Lanes
-  Non-Interstate Roadwork
-  ROW Footprint (130-150 new parcels)



Next TRANSPLANNING

DOWNTOWN INTERCHANGE

OPTION C

Existing Interchange with Elevated Express Lanes South Option

- General Purpose Lanes - New Construction
- Express Lanes
- Collector / Distributor Lanes
- Non-Interstate Roadwork
- ROW Footprint (30-50 new parcels)










DOWNTOWN INTERCHANGE

OPTION D

Existing Interchange with Elevated Express Lanes North Option

-  General Purpose Lanes - New Construction
-  Express Lanes
-  Collector / Distributor Lanes
-  Non-Interstate Roadwork
-  ROW Footprint (60-80 new parcels)



**No Further
Action**

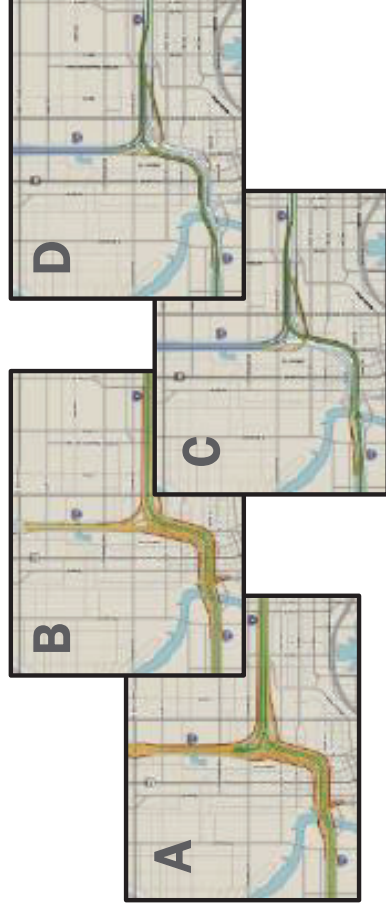


**Original TIS
Preferred
Alternative**

Evaluating the Impacts

Each alternative &
design option has
differences,
trade-offs

**Tolled Express Lanes
or Non-Tolled Express Lanes**



Four Design Options



Steve Gordillo

I-275 NORTH PD&E STUDY UPDATE

FDOT District Seven

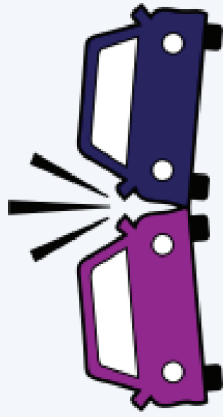




North Corridor



What Problems Are We Trying To Solve?



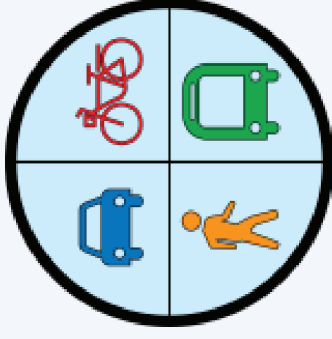
Safety



Traffic Operations



Congestion



Choice





North Corridor

Tampa Bay Next Interstate Modernization Projects

(Hillsborough & Pinellas Counties)

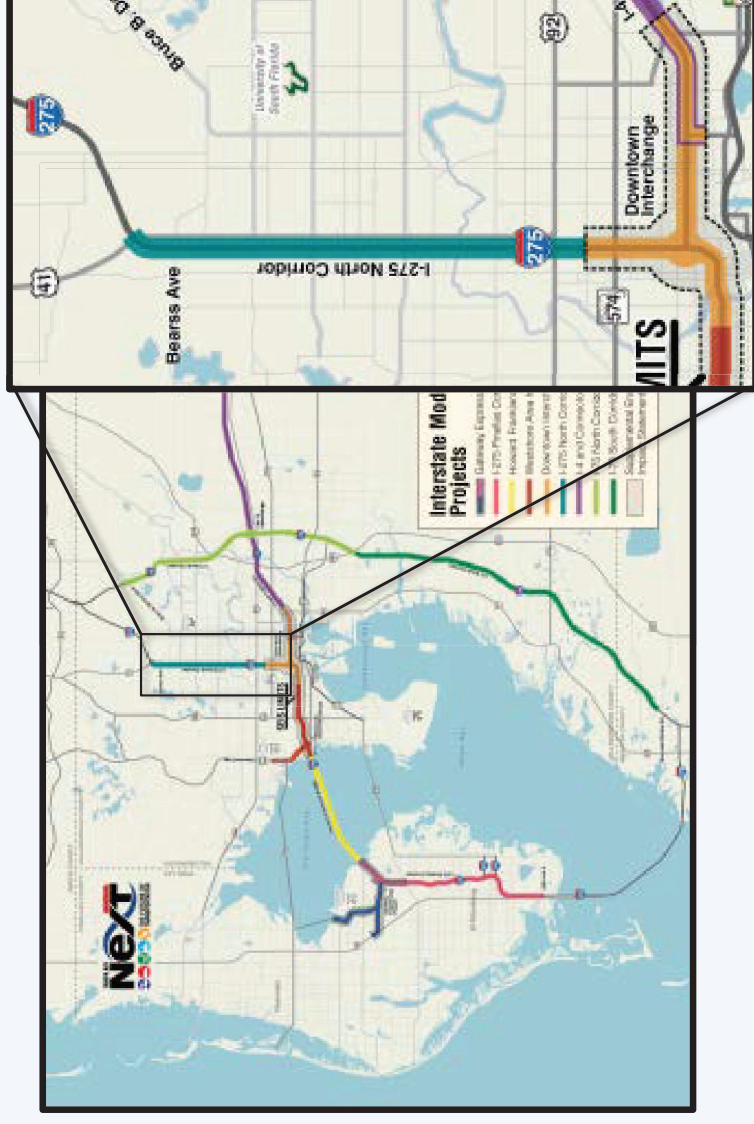


TAMPA BAY
Next



I-275 North Corridor – Under PD&E Study

- ❖ Project limits are from north of Dr. Martin Luther King, Jr. Boulevard (SR 574) Osborne Avenue to north of Bearss Avenue (SR 678/CR 582)
- ❖ Distance of approximately 7.64 miles





Project Purpose and Need

The purpose of the project is to provide one additional general purpose lane in each direction along I-275 from north of Dr. Martin Luther King Jr. Boulevard (SR 574) to north of Bearss Avenue (SR 678/CR 582) to:

- ❖ Enhance Corridor Capacity
- ❖ Enhance Overall Safety
- ❖ Enhance the Corridor Operating Conditions
- ❖ Support Future Transit
- ❖ Accommodate Future Growth

Statewide and regional transportation plans and studies identify the need for interstate improvements.





Tampa Bay Talked. We Listened.

What the community wants:

- ▶ Hub System for Transit
- ▶ Multimodal Options
- ▶ Technology Solutions
- ▶ Neighborhood Preservation
- ▶ Prioritize Safety
- ▶ Education/Explain Transportation
- ▶ More Online & Recorded Meetings

What we're doing about it:

- ▶ Intermodal Center Studies
- ▶ Funding Next Phase of Project Development for RTFP
- ▶ Formed Tech Team; Working with City and County to Maximize Existing Pavement
- ▶ Advanced the Heights Study; Created New Downtown Interchange Concepts
- ▶ Complete Streets; Working on Improved Road Geometry; Tech Solutions to Enhance Safety
- ▶ Developed Citizens Transportation Academy
- ▶ Utilizing Webinars and Posting Recordings Online



North Corridor

NO EXPRESS LANES

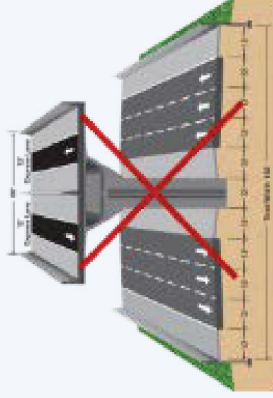
FDOT is no longer considering the addition of express lanes on the section of I-275 north of the I-4 interchange!



Trench with One Express Lane in Each Direction



Reversible Express Lane



One Elevated Express Lane in Each Direction



One Express Lane in Each Direction with Pylon Option



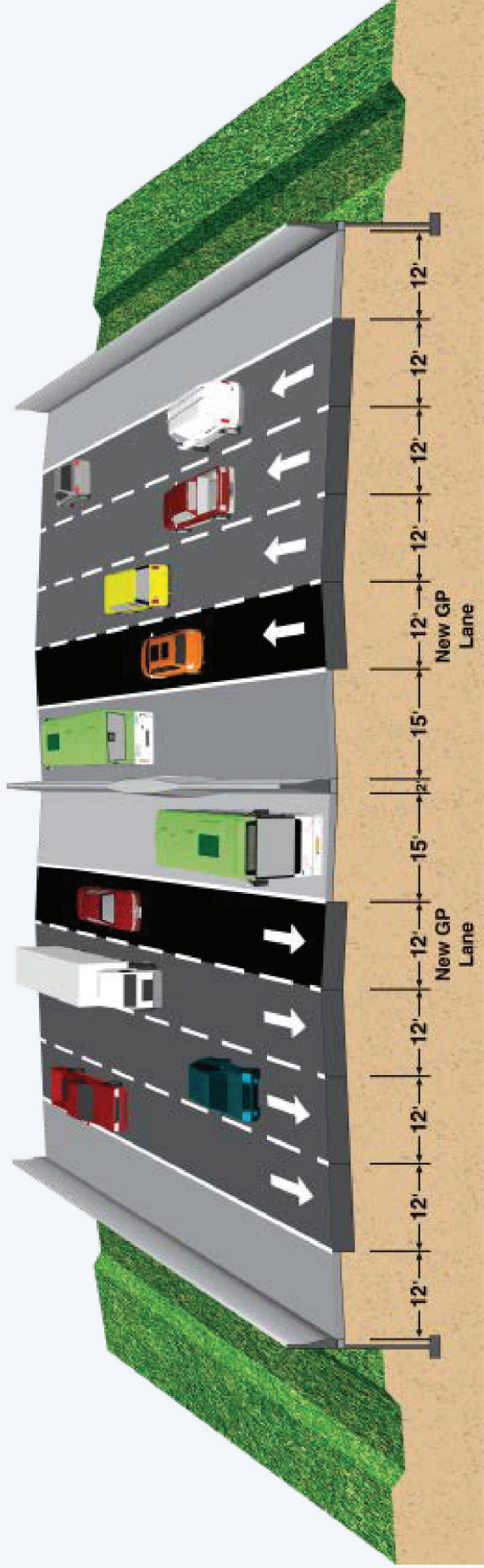
One Express Lane in Each Direction with Bus on Shoulder





North Corridor

Recommended Proposed Typical Section



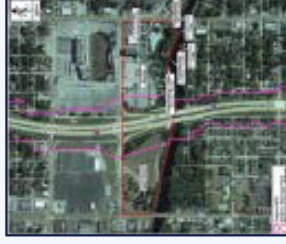


Section 106 – National Historic Preservation Act

Section 106 requires Federal agencies to take into account the effects of their undertakings on historic properties.

There are eight total historic resources either National Register – Listed (L), or considered National Register – Eligible (E), within the project’s Area of Potential Effects, based on the historic resources survey.

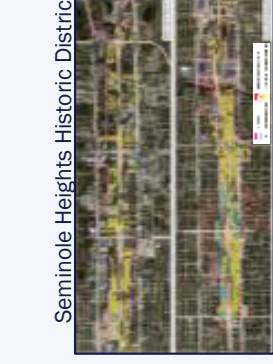
- ✓ Seminole Heights Historic District (L)
- ✓ Captain William Parker Jackson House (L)
- ✓ T&GC Railroad/CSX Railroad (E)
- ✓ Sulphur Springs Park Resource Group (E)
- ✓ Harding’s Court (E)
- ✓ Seminole Heights Elementary School (E)
- ✓ City Fire Dept. Engine Company No. 7 (E)
- ✓ Seminole Heights Baptist Church (E)



Sulphur Springs Park Resource Group



Harding’s Court



Seminole Heights Historic District



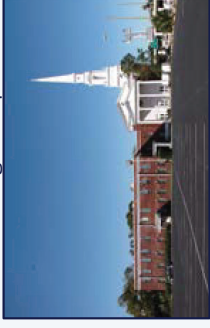
Capt. Wm. Parker Jackson House



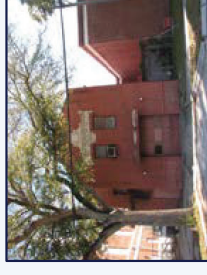
Seminole Heights Elementary School



T&GC Railroad/CSX Railroad



Seminole Heights Baptist Church



City Fire Dept. Engine Co. No. 7

There are no anticipated effects to any listed or eligible historic resources within the project area.



Sound Walls*

- Aesthetic Treatment
- Early construction to mitigate traffic and construction noise, where possible
- Future coordination with affected property owners and local government to take place during the next project phase

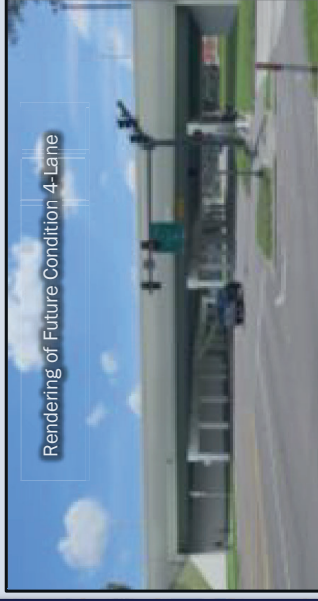
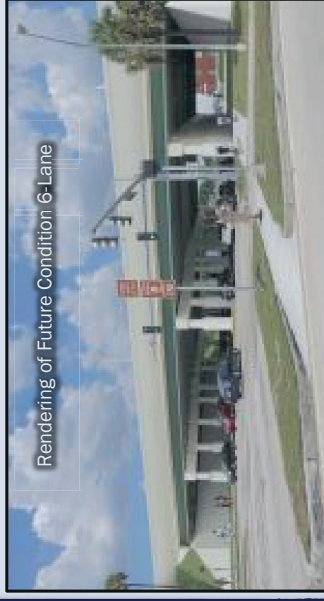
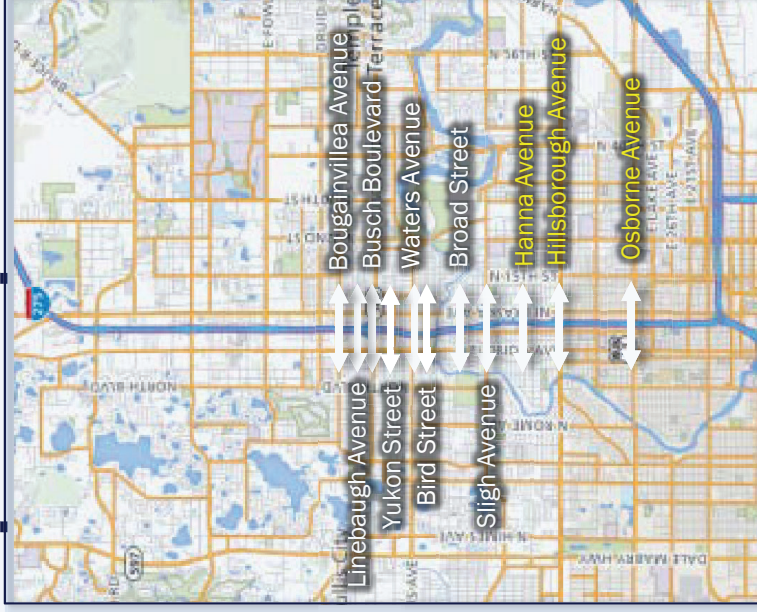
* Noise Analysis Report To Be Completed



Pedestrian Friendly Underpass Improvements

- Widen Sidewalks
- Enhance Lighting
- Paint Bridge Sub-Structure
- Cut-back Walls for Improved Bike/Pedestrian Experience
- Include Public Art (in cooperation with the City of Tampa)
- Identify Landscape Oppor

Yellow text indicates underpass is within a historic district.



Listed improvements are yet to be finalized for each underpass. All improvements will not be included at every underpass.



North Corridor

Landscape Opportunities

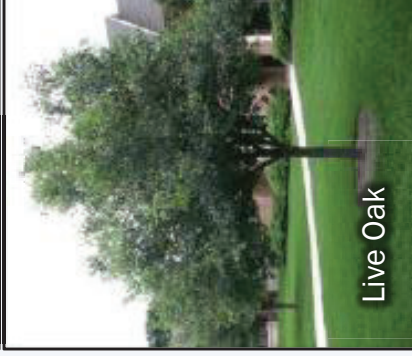
- ❖ FDOT Right of Way along Sound Walls
- ❖ Adjacent to Underpasses



Red Maple



Crepe Myrtle



Live Oak



Magnolia





Summary

Project will:

- ❖ Enhance Connectivity Under the Interstate
- ❖ Accommodate Potential Transit Opportunities
- ❖ Identify Landscape Opportunities
- ❖ Include Noise Barrier Walls where Feasible

Project will NOT:

- ❖ Acquire Additional Right of Way from North of Dr. Martin Luther King, Jr. Boulevard (SR 574) to North of Bearss Avenue*
- ❖ Acquire Right of Way in the Seminole Heights Historic District

* Minor right of way acquisition may be required at the Bearss Avenue interchange for pond siting.

Questions?



Thank you! How can we best reach you?

Our site also contains NEPA overview videos and customer perspectives;
Socio-cultural Effects, and more.

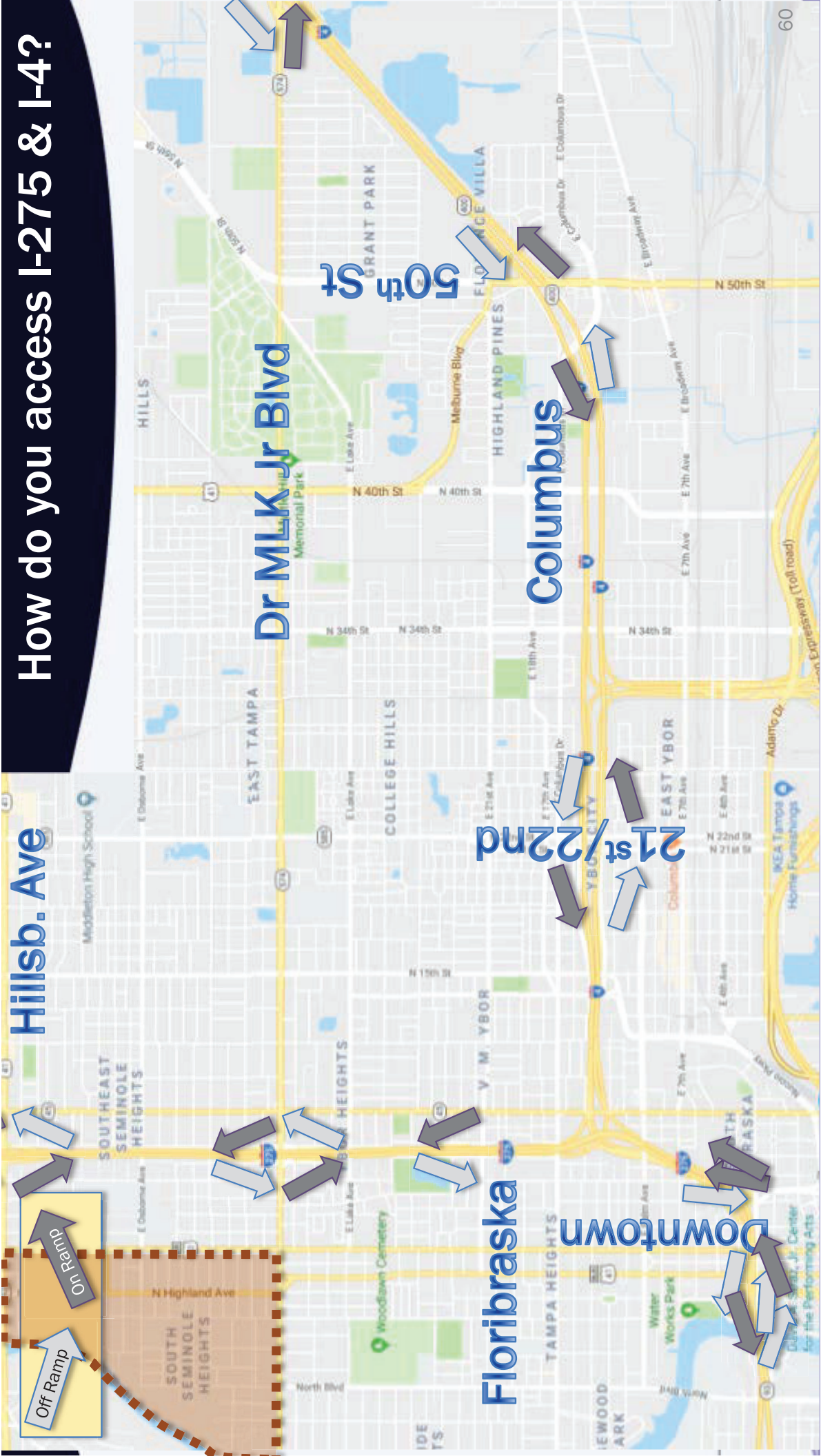
Please also visit TampaInterstateStudy.com



TampaBayNext.com
(813) 975-NEXT
TampaBayNext@dot.state.fl.us



How do you access I-275 & I-4?

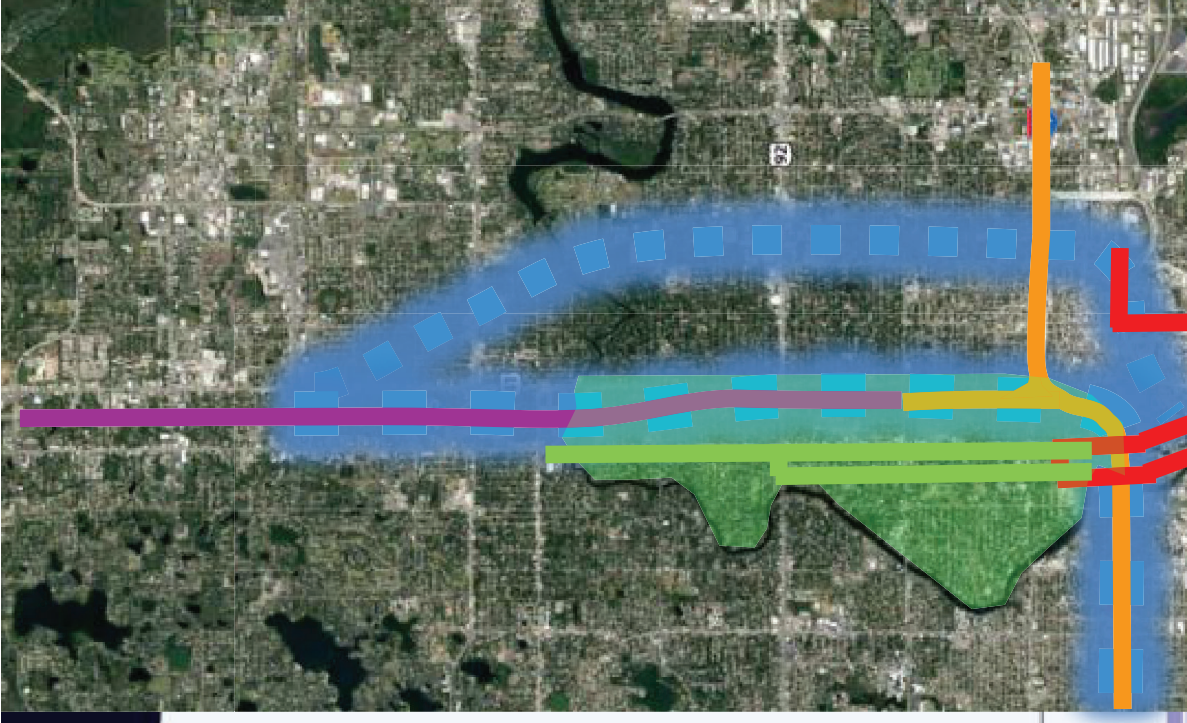


How do you access I-275 & I-4? What's changing with build options



A New Approach

- **Tampa Interstate Study SEIS (Westshore to Downtown)**
- **I-275 North Project Development & Environment Study**
- **Regional Transit Plan**
- **Tampa Streetcar Extension Study**
- **Heights Mobility Plan**
- **University Area Multimodal Feasibility Study**
- **BRT Corridor Analysis – Florida Ave & Fowler Ave**



WPI No. 431821-1 - I-275 Improvements

Public Involvement Summary

Sulphur Springs Community



MEETING SUMMARY



Meeting Summary

Date: 10/23/2018 (6:30 p.m. start) Meeting Type: I-275 North (TBN Section 7) Small Group Meeting Presentation

Organization / Agency: Sulphur Springs Community

Location-Address: Abundant Life Church, 8117 N. 13th Street, Tampa, FL 33604

Staff Attendees: Kirk Bogen (FDOT), Ashley Henzel (FDOT), Steve Gordillo (WSP), Scarlett Sharpe (WSP), Chloe Coney (HNTB)

Presenters: Kirk Bogen (Introduction), Steve Gordillo (I-275 Improvements), Chloe Coney (Workforce Development)

Number of Attendees: In addition to the staff attendees listed above, a total of 34 people from the community were in attendance. Refer to the attached copies of the event sign-in sheets.

Summary: Presented a PowerPoint slide presentation to the Sulphur Springs Community that included general Tampa Bay Next information, information specific to the I 275 North Corridor (Section 7) project and PD&E study updates, and the FDOT workforce development program.

Written comments Received: All meeting participants were provided a comment card on their chair. It was also announced at the meeting that the comment cards could be given to FDOT staff at the meeting, mailed back to the DOT at the address provided, or completed online at the Tampabaynext.com website. A total of three comment cards were received at the meeting. The comment cards are attached and a summary provided below.

Comment Card Summary:

- *Job creation information request (How will the jobs be communicated? Salary? Project Schedule?)*
- *General questions (Home values with adjacent noise walls? How will emergency responders be accommodated? STEM program? Project Schedule?)*
- *Use local artists for underpasses. Need lights under the underpasses for safety. Provide opportunities for small businesses to get more people involved. Homeless problem under I-275 bridge by the river.*

Presentation: The presentation can be found on the Tampa Bay Next sharepoint site under Public Involvement/Meeting Presentations/Presentations Business Groups and Agencies. As well as under Section 7/Meetings/Small Group Presentations. See links below and presentation attached.

<https://fldot.sharepoint.com/:p:/r/sites/FDOT-EXT-TPA/PublicInvolvement/MeetingPresentations/Civic%20and%20Neighborhood%20Associations/2018%2010%2023%20Sulphur%20Springs%20Community%20Presentation.pptx?d=wc73e6ad20c2b4d82bc17efb987741480&csf=1>

<https://fldot.sharepoint.com/:p:/r/sites/FDOT-EXT-TPA/Section7/Meetings/Small%20Group%20Meeting%20Presentations/2018%2010%2023%20Sulphur%20Springs%20Presentation.pptx?d=wbe1b734252814e77af43fded6de7389d&csf=1>

Questions from attendees:

When will the project begin? The interstate modernization has begun in Pinellas County with the Gateway project. The Howard Frankland bridge will begin in 2019. This project will be design build with construction anticipated in 2020/2021 timeframe.

What concessions will be made for young men that did something stupid in their past, that have a record, but are now hard working and no one will give them a chance? The FDOT is working with organizations such as Abe Brown Ministries to help those that want to work. The Department is also working with contractors. In the St. Louis model, the department worked with COMPTO (Conference on Minority Public Transportation Officials) to help re-entering citizens. We all make mistakes. The DOT wants to create a level playing field for those that want to work but we must work with our community partners and contractors.

Are there other entities that you are working? Yes. Working with Career Source in the area. Pastor Curt McKay has also been asked to be on the Community Workforce Advisory Board Committee. He advised the community he will be working closely with Ms. Jackie Coffee Leeks, Executive Director of the Sulphur Springs Neighborhood of Promise working with all social services agencies and schools.

Also, one of the reason we go out to individual communities is to ask are there are organizations in each community. In Sulphur Springs, United Way and the CDC provide job training. We are coming to you, but we need your help. If you know of organization we should be working with, let us know. Once a person is trained there are a lot of jobs out there they can get, not just on this project.

What kind of opportunities will there be for small business owners? At the DOT, in conjunction with Federal funds there is a percentage of small businesses that we have to give work to as far as our contracts. We also have open houses for design build projects to match small businesses with the larger contractors to have conversations to team together. This gives the small and minority businesses a piece of the pie. Most of the time the DOT exceeds the federal percentages. There is an arm of the Department that will also match you with contractors. Also, the Department works with Thomas Huggins with Ariel Consulting that assists small businesses.

How will other small businesses in the community go about getting this information and what are the requirements? The DOT has smaller projects (BDI) that are under \$300K that are set aside for smaller businesses to bid on. Some of these are landscape projects.

It seems that the larger firms squeeze out smaller firms with the insurance requirements. One of the advantages of the program is that the prime contractor itself has to have the insurance coverage for the job.

Do you feel that the same contractors get all the work? There are a variety of companies that get involved with projects.

When the project starts at Bearss will the traffic be rerouted or will traffic be moved to one side? The project will be completed in two phases, from north of MLK to north of Busch and from north of Busch to north of Bearss. The Department will use the extra pavement that exists today to keep three lanes of traffic, that is out there today, moving in each direction. There may be some lane closures at night.

Regarding the STEM program, the outreach program, and the skill set you are looking for, how can we let people know that these things are coming and get them onboard? We have been meeting with the school board to work with the schools. On November 15th, there is the Great American Teach-In. There are schools in this area that you could get an engineer to come to, to speak. A lot of young people do not understand the opportunities because they have not been exposed to this type of industry.

Is this for the engineering industry only? We are looking at the transportation industry. The airport is part of transportation, the transit agencies are part of transportation, etc. There are good jobs in the transportation industry. The school system has a construction program also.

Can you elaborate on the apprenticeship training program? Right now, the Association of Builders and Contractors (ABC) has a program at Hillsborough Community College (HCC). Also, Career Source has an apprenticeship in construction.

What is the funding of this project? Florida is considered a donor state as we do not get back all the funds we put in through the gas tax. A lot of projects like this are funded through state Strategic Intermodal System (SIS) funds but Federal funds may also be used. If we don't use SIS funds they will be redistributed to other parts of the state.

Ms. Coney asked the audience what they would like to see happen at the interchange at Bird Street that is the interchange to the Sulphur Springs community.

- Need an onramp going north.
 - It was explained that the spacing of the Bird Interchange with the Busch interchange is too close to put another ramp as there would be weave movements that would be problematic.
- There is a homeless community that lives under the Bird interchange. Would they be displaced?
 - Looking at putting new lighting and new sidewalks under the interchange with straight walls. This will improve safety.

How far away from I-275 will the sound walls be placed? The sound walls will be placed within DOT right-of-way. They will not be placed in the community.

Will you still be able to walk under the bridge by the river? Yes. Also, additional lighting will be placed in this area.

Will the training include training for hauling and lifts? Yes, the training will include heavy equipment operators.

In regard to the STEM program, has the school district determined how they will identify the schools? The DOT is only working with a small part of the STEM program. It will be up to the students and the schools to determine if they want to be part of the program.

How will people pay for the trainings at HCC? Will there be scholarships? Looking at it from many stages. Training could be two to three weeks, but we want to think long term. If they want to work their way up they will need to complete training with or at HCC. Want to continue opportunities. Construction industry jobs will always be around. Not just with the DOT.

How will the sound barriers affect the value of people's homes? The ones there now are an eyesore. That is a question that needs to be answered by a professional appraiser. Cannot answer the question, it's dependent on the perspective of the buyer/seller.

As far as the appearance under the bridges, what will they look like? Will people in our community have the opportunity to paint murals and be involved? There is a lot of history here and I suggest that we use people from our community to represent our community. The DOT is working with the City of Tampa to provide art once the project is finished. There will be opportunities for people in the community to get involved with murals and other aspects of art installations.

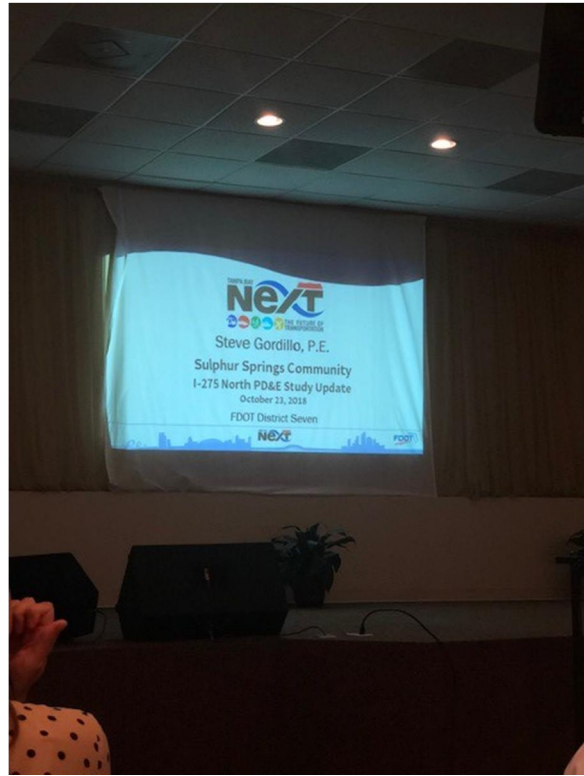
What is the plan for the lighthouse area? Will it be like the Riverwalk? Do not know what the City has planned for that property. Do know they put out an RFP out for it to be developed. The City of Tampa can answer that question for you.

With the expansion of the lanes will there be smaller lanes or will they all be the same? The expansion will be from three to four lanes and they will all remain at 12-feet. There will be no reduction in lane width.

How will emergency units get through the project area? Emergency vehicles have priority and can use the shoulder if necessary.

What are the intermodal centers? Intermodal centers are where different types of transportation modes connect to provide options for people to get around. There is one being studied in the university area, Wesley Chapel, Westshore, Gateway and downtown Tampa.

Photos





Sign in Sheets



Sign-in Sheet

Sulphur Springs Community
October 23, 2018

Abundant Life Church – 8117 N. 13th Street, Tampa, FL 33604



North Corridor

Name	Address	Email	Would you like to be included on our mailing list?
Kirk Bogen	on file FDOT		
Ashtley Henzel	" "		
Brenda Bass	4504 Tarpon Dr Pa 33617		
Laura Julien	12846 Oakdale Dr 33610	l.julien@tampabay.rr.com	✓
Yakita Gilyard	POB 291304 - Tampa, 33687	gilyard.yakita@gmail.com	Yes
Naomi Cromartie	705 coronet st Plant City 33513	naomi.mete@pango	No
Arthur McKay	3209 E. Chesley St	arthurmckay@rocktmail.com	Yes
Ruby Powell	1719 E. Nome St	msonek@outlook.com	yes
Gladette Wiggins	12133 Riverview FLA 33578	GWiggins2016@gmail.com	yes
Constance Ware	4734 S. Dawn Meadows ^{Plant} City	vc2043@gmail.com	NO
Samara Allen	3006 E. Fern St	SamaraAllen@gmail.com	yes
IA Total			

9





Sign-in Sheet

Sulphur Springs Community
October 23, 2018

Abundant Life Church - 8117 N. 13th Street, Tampa, FL 33604



North Corridor

Name	Address	Email	Would you like to be included on our mailing list?
Margaret Griffin	9852 Lychee Loop	Marlg937@gmail.com	
Karl Edwards	1134 N 52 St		
Forrest Parker	1157 72 Sent Fla.		
MARION FRANCIS	7312 Kings Bury Circle	ARK Mobile Welding	yes
Yvonne Keenan	1319 E. Rivercove St.	Att.NET	yes
Shonnie Wade	11847 Spring Point Circle	S.Wade@outlook	
Chloe Coney	Tampa Bay Next		
Scarlett Sharpe	NSP		
Myron Lewis	1	MyronLewis860@gmail	
Erka Marshall		erikabrice@me.com	yes
Tanya Brown		mtanjabrown@gmail.com	yes
Cortlyn McKay	9811 Timmons Rd	cortlynmckay@yahoo.com	
Chris Edmond	8116 N. 13th St.		yes.
Belinda Bowers	7124 Flounder Dr. Tpa Fl	mrsbelinda.bowers@gmail.com	yes
DEMSE BRANT	3802 E Comanche Tpa 33610		

15 TOTAL 13





Sign-in Sheet

Sulphur Springs Community
October 23, 2018



North Corridor

Abundant Life Church - 8117 N. 13th Street, Tampa, FL 33604

Name	Address	Email	Would you like to be included on our mailing list?
Will Whit Sr	1301 E. Yukon Ave	WillWhit Sr 86@yahoo.com	
Annie Brown	2009 E. Clifton St.	Annbrown880@verizon.net	
Ray Hutchins	119 E. 17 th Ave		
Vicki Vance	1804 E. Eskimo Avenue	Michaelva.83@yahoo.com	yes
Rosent L. Davis	3706 E. Powhatan Ave	R.L.Davis218@gmail.com	
Jacob Allen	815 N. 13 th St TAMPA	jacobsallen@tampabayirrigation.com	Yes
E. Watlington	3412 E. Mohawk Ave	gwatlington@verizon.net	Yes
Margaret McKay			
Roger McKay			
Carmi Brown			
Tyran Brown			
Marianna Cadeau			
Steve Gordillo	WSP		

13 Total 12



Tampa Bay Next Community Outreach



EVENT: Sulphur Springs Community Small Group Meeting

DATE: October 23, 2018

District 7

COMMENT FORM

- (*) How will this be advertise? {to the public?}
- (*) How can we get notify for the jobs that will be coming in the future?
- (*) When will the project starts?
- (*) Starting pay Range?
- (*) How will this be communicate to the public? {job opps}

(If more space is needed, please continue on back)

Name: Marianna Cadeau
 Address: 4008 Bernadine Drive
 City, State, Zip Code: Tampa FL 33612
 County: Hillsborough
 Phone: (813) 732-5591
 Email: Cadeaumarianna533@gmail.com

Please add me to the project notification list.

PLEASE RETURN COMMENTS TO:

Florida Department of Transportation
 11201 N. McKinley Drive, MS 7-500
 Tampa, Florida 33612
 TampaBayNext@dot.state.fl.us



Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.
 The environmental review, consultations, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. 3227 and a Memorandum of Understanding dated December 24, 2015 and executed by the Federal Highway Administration and FDOT.
 Comments concerning this project may be in English for public notice of projects. If there are questions or comments, a single-page direct mail information, our direct communication committee, the state representative in your area, or the following: (813) 975-5445, 11111 South Dale Mabry Avenue, Suite 300.

Tampa Bay Next

Community Outreach



EVENT: Sulphur Springs Community Small Group Meeting

DATE: October 23, 2018

COMMENT FORM

* What happens to the homes ^{value} that will now have a wall in front of them

* What are safety hazards will be put in place for EMS vehicles to get to accidents

* STEM Program for HS

* How long is this project?

(If more space is needed, please continue on back.)

Name: Yakita Gilyard
Address: POB 291384
City, State, Zip Code: Tampa, FL 33687
County: Hillsborough
Email: gilyard.yakita@gmail.com
Phone: 813-412-0000

Please add me to the project notification list.

PLEASE RETURN COMMENTS TO:
Florida Department of Transportation
11201 N. McKinley Drive, MS 7-500
Tampa, Florida 33612
TampaBayNext@dot.state.fl.us



Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.
The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 28 U.S.C. 5327 and a Memorandum of Understanding dated December 14, 2010 and executed by the Federal Highway Administration and FDOT.
Comunicación en español: No importa mucho la edad o el origen de los proyectos. Si tiene preguntas o comentarios, o simplemente desea más información, por favor comuníquese con nosotros. Nuestra representación en español es: Lázaro Escobedo, (813) 575-8448, L.Escobedo@dot.state.fl.us

Tampa Bay Next

Community Outreach



EVENT: Sulphur Springs Community Small Group Meeting

DATE: October 23, 2018

COMMENT FORM

Comments (please print)

100% Local ART UNDER UNDER PASS
BAD HOMELESS / DRUG USER PROBLEM UNDER 275 BRIDGE
BY RIVER
NEEDS LIGHTS UNDER OVER PASS FOR SAFETY
OPPORTUNITIES FOR SMALL BUSINESS /
SMALLER CONTRACTS SO MORE PEOPLE CAN
GET INVOLVED

(If more space is needed, please continue on back.)

JACOB ALLEN
Name
8115 W. 13th ST
Address
TAMPA FL 33604
City, State, Zip Code
County
jacob.allen@tampabayirrigation.com
Email
727-200-8250
Phone

Please add me to the project notification list.

PLEASE RETURN COMMENTS TO:

Florida Department of Transportation
11201 N. McKinley Drive, MS 7-500
Tampa, Florida 33612
TampaBayNext@dot.state.fl.us



Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

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

Comunicación con nosotros: Nos interesa mucho la opinión del público sobre el proyecto. Si tiene preguntas o comentarios, o simplemente desea más información, por favor comuníquese con nosotros. Nuestro representante en español es: Lilian Escobedo, (813) 875-9445, Lilian.Escobedo@dot.state.fl.us.

Presentation

Steve Gordillo, P.E.
Sulphur Springs Community
I-275 North PD&E Study Update

FDOT District Seven

What Problems Are We Trying To Solve?

Safety Traffic Operations Congestion Choice

Tampa Bay Next Interstate Modernization Projects
(enhancements to Florida's roadways)

I-275 North Corridor – Under PD&E Study

- Project limits are from south of Dr. Martin Luther King Jr. Boulevard (SR 574) (Dade County) to north of Beech Avenue (SR 879/CR 582)
- Distance of approximately 7.66 miles

Project Purpose and Need

The purpose of the project is to provide one additional general purpose lane in each direction along I-275 from south of Dr. Martin Luther King Jr. Boulevard (SR 574) to north of Beech Avenue (SR 879/CR 582) to:

- Enhance Corridor Capacity
- Enhance Overall Safety
- Enhance the Corridor Operating Conditions
- Support Future Transit
- Accommodate Future Growth

Statewide and regional transportation plans and studies identify the need for interstate improvements.

Tampa Bay Talked. We Listened.

What the community wants:	What we're doing about it:
<ul style="list-style-type: none"> • Real Options for Transit • Multimodal Options • Realistic Solutions • Neighborhood Preservation • Prioritize Safety • Evaluate/Replan Transportation • More Online & In-person Meetings 	<ul style="list-style-type: none"> • Intermodal Center Studies • Funding/Next Phase of Project Development for BRT • Personalized Plans Working with City and County to Address Existing Problems • Address the Right-to-Roadway-Created New Overpass Interchange Concepts • Complete Study Working on Improved Roadway Safety Team Solutions to Increase Safety • Develop Online Transportation Meetings • Strong Meetings and Posting Meetings Online

275 North Corridor

NO EXPRESS LANES

FDOT is no longer considering the addition of express lanes on the section of I-275 north of the I-4 Interchange!

Two Lanes in Each Direction with Median
Two Lanes in Each Direction with Barrier
Two Lanes in Each Direction with Barrier and Shoulder
Two Lanes in Each Direction with Barrier and Shoulder with Outer Shoulder

NOE **FDOT**

275 North Corridor

Recommended Proposed Typical Section

NOE **FDOT**

275 North Corridor

Section 106 – National Historic Preservation Act

Section 106 requires Federal agencies to take into account the effects of their activities on historic properties.

There are eight local historic resources either National Register (NR), or certified National Register (CNR), within the project's Area of Potential Effects, based on the historic resources survey:

- ✓ Benzie Heights Historic District (NR)
- ✓ Dexter Millers Park (Indiana Project) (NR)
- ✓ 12002 Railroad (NR)
- ✓ Ashlar Springs North Pasture (NR)
- ✓ Harding's Cove (NR)
- ✓ Benzie Heights Elementary School (NR)
- ✓ Dryden Park, Engine Company No. 1 (NR)
- ✓ Benzie Heights Baptist Church (NR)

There are no anticipated effects to any listed or eligible historic resources within the project area.

NOE **FDOT**

275 North Corridor

Sound Walls*

- Aesthetic Treatment
- Early construction to mitigate traffic and construction noise, where possible
- Future coordination with affected property owners and local government to take place during the next project phases

* Noise Analysis Report To Be Completed

10 **NOE** **FDOT**

275 North Corridor

Pedestrian Friendly Underpass Improvements

- Wider Sidewalks
- Enhanced Lighting
- Paint Bridge Sub-Structure
- Curb-cut Walls for Improved Sight/Pedestrian Experience
- Include Public Art in cooperation with the City of Tampa
- Maximize Landscape Opportunities

11 **NOE** **FDOT**

275 North Corridor

Landscape Opportunities

- FDOT Right of Way along Sound Walls
- Adjacent to Underpasses

NOE **FDOT**

275 North Corridor

Summary

Project will:

- Enhance Connectivity Under the Interstate
- Assess/activate Potential Transit Opportunities
- Identify Landscaping Opportunities
- Include Noise Barrier Walls where Feasible

Project will NOT:

- Acquire Additional Right of Way from North of Dr. Martin Luther King, Jr. Boulevard (SR 274) to North of Beehive Avenue*
- Acquire Right of Way in the Seaside Heights Historic District

*Some right-of-way acquisition may be required at the State Avenue interchange for joint siting.

NOE **FDOT**

275 North Corridor

Workforce Development



Modern Infrastructure **Modern Workforce**

NOE **FDOT**

275 North Corridor

Workforce Development

Tempo Day Needs is a CATALYST for ECONOMIC DEVELOPMENT

Workforce Needs

<p>127k NORTH CORRIDOR</p> <p>\$126⁺ Million</p> <p>22-27 0.7% Replacement Day</p>	<p>PROGRAM TOOLS</p> <p>\$4.9-5.8⁺ Billion</p> <p>651-998 0.7% Replacement Day</p>
---	---

NOE **FDOT**

275 North Corridor

The Roadmap to Becoming The Florida Model

1. Develop a framework
2. Obtain commitment from FDOT leadership
3. Leverage existing FDOT-funded programs and memberships
4. Engage industry leaders
5. Work with local agencies and non-profits
6. Form partnerships to create the Next Opportunity Committee

NOE **FDOT**

275 North Corridor

1. Develop a framework

Next Opportunity Committee

STEM Outreach	Workforce Readiness & Recruitment	Apprenticeship & Training Programs	DBE/SBE/WBE Business Development
Partnership with schools and CTE advisory groups	Partnership with community-based organizations	Partnership with FDOT contractors, industry groups and workforce centers	Partnership with existing FDOT and local small business districts
Conduct an Issue Gap Analysis	Conduct job & workforce analysis	Develop a training plan	Participate in training programs
Identify resources and expertise	Identify workforce development programs for DBE and business development	Identify workforce development programs and workforce centers	Attend "Doing Business with FDOT" training and participate in DBE/SBE/WBE training

NOE **FDOT**

275 North Corridor

2. Obtain commitment from FDOT leadership



Central Office
District 7

NOE **FDOT**

275 North Corridor

3. Leverage existing FDOT-funded programs and memberships

FDOT already invests in workforce and small business development.

ROADS TO JOBS
ONBOARD 4 JOBS
ROADWAY

NOX FDOT

275 North Corridor

4. Engage industry leaders

FLORIDA ASSOCIATION OF BUILDING TRADES
ABC
Associated Builders and Contractors, Inc.

Build on existing training and apprenticeship programs

Evaluate best practices in vertical construction

NOX FDOT

275 North Corridor

5. Work with local agencies and non-profits

NOX FDOT

275 North Corridor

6. Form partnerships to create the Next Opportunity Committee

Who are they?

Partnership-based Structure

- FDOT (Central Office & District Seven)
- PRIMA
- COMTO
- Local Agencies/Governments
- Industry Leaders & Representatives
- Community Non-Profit
- Workforce Development Champions

What will they do?

- Set a Common Vision
- Develop a Partnership Agreement
- Identify & Define Performance Measures
- Drive Passion and Innovation
- Work Collaboratively to Ensure Success
- Hold Each Other Accountable

next OPPORTUNITY COMMITTEE

NOX FDOT

275 North Corridor

Questions?

NOX FDOT

**WPI No. 431821-1 - I-275 Improvements
Public Involvement Summary**

!p Tampa Innovation Alliance



MEETING SUMMARY



Meeting Summary

Date: 12/12/2018 (3:00 p.m. start) Meeting Type: I-275 North (TBN Section 7) Small Group Meeting Presentation

Organization / Agency: Tampa Innovation Alliance

Location-Address: MOSI, 4801 E. Fowler Avenue, Tampa, FL 33617

Staff Attendees: Kirk Bogen (FDOT), Ashley Henzel (FDOT), Mary Lou Godfrey (FDOT), Steve Gordillo (WSP), Scarlett Sharpe (WSP)

Presenters: Kirk Bogen (Introduction), Steve Gordillo (I-275 Improvements)

Number of Attendees: In addition to the staff attendees listed above, a total of 26 people from the Innovation Alliance were in attendance. Refer to the attached copies of the event sign-in sheets.

Summary: Presented a PowerPoint presentation to the Tampa Innovation Alliance that included general Tampa Bay Next information and information specific to the I 275 (Section 7) project corridor and PD&E study updates.

Written comments Received: There were no written comments received from the meeting.

Presentation: The presentation can be found on the Tampa Bay Next sharepoint site under Public Involvement/Meeting Presentations/Presentations Business Groups and Agencies. As well as under Section 7/Meetings/Small Group Presentations. See links below and presentation attached.

Questions from attendees:

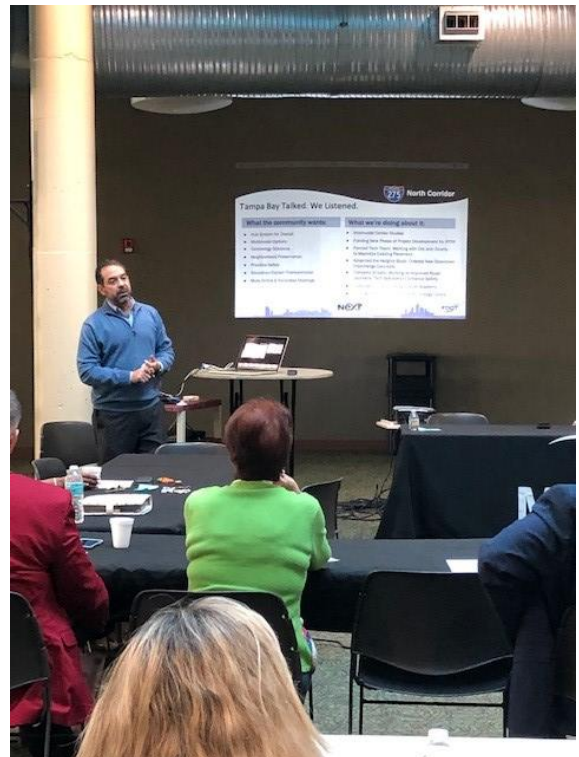
Are there improvements planned for the I-4 at I-275 interchange. There is a supplemental environmental impact statement (SEIS) ongoing for that area. Interim improvements are being planned and an auxiliary lane from Hillsborough Avenue to the I-4 off ramp. There will be two lanes providing an optional lane that goes off to I-4. The improvements should help with the operations in that area.

What about closing Floribraska? That is also part of the SEIS. We know it's a safety issue. It is part of the original Tampa Interstate Study document and we are relooking at it. We will provide an opportunity for people that need that access to exit at MLK and come down a frontage road or go around the ramp to I-4 with an exit to access 14th/15th.

With that addition of the through lanes will there be improvements to the look of the area? How will you deal with coming into the innovation area from I-275 from Fowler for example? We have looked at it. It falls under the aesthetic improvements. We have been talking with the Innovaiaon Alliance for

aesthetic treatments for I-275 into the district. For all the underpasses we are working with local government and the communities. We will continue to look at the aesthetics as we move further along.

Photos



Sign in Sheets



Wednesday, December 12, 2018

Organization / Representative	Present	Alternate Name
Officers		
ip Kimley-Horn - Clarence Eng - Chairman		
ip Crossover Church - Pastor Tommy Kyllonen - Vice Chair	✓	
ip Florida Blue - Rick Bennett - Vice Chair		
ip UA CDC - Sarah Combs - Secretary		
Advisory Board Members		
Automotive Investments / Capital Partners - Bill Golsen		
Baker Barrios - Rob Ledford		
Children's Board* - Glenn Brown (L)	✓	
City of Tampa / City Council* - Luis Viera		
City of Tampa*		
City of Temple Terrace - Mel Jurado / Charles Stephenson	✓	
Crossover Church* - Pastor Tommy Kyllonen (L)	✓	
Diamond View - Jon Davila / Tim Moore	✓	
Feeding Tampa Bay* - Kelley Sims		
HCC - Ryan Buckthorp (L) / Ken Atwater / Andrew Gold		
Hillsborough County - Lindsey Kimball/Rebecca Hessinger (L)		
Landmark Properties - Andrew Costas / Elizabeth Smyth / David Singer (L)		
Mort Elementary* - Woodland Johnson / Kylla Carswell		
MOSI* - Julian Mackenzie / Kenyette White-Holmson		
MPO* - Beth Alden / Pedro Patz / Allison Yeh	✓	
Pathfinder - John Foster (L)		
Planning Commission* - Melissa Zornitta		
RD Management - Chris Bowen		
TECO - Alan Denham (L)		
USF* - Vickie Chachere (L)	✓	
USF* - Calvin Williams / Barbara Donerly	✓	

Yuengling - Dave Casinelli/Wendy Yuengling (L)		
USF Research & Innovation* - Valerie McDevitt		
USF Research Park* - Allison Madden	AM	
Tampa Innovation Alliance Staff		
Mark Sharpe, CPO		
Eric Larson - MC		
Bonnie Ingram - EA		
Eddie Burch - FC		
GUESTS: Organization / Name		
Carlton Fields - Joe Swanson, Jack Clabby, Fentrice Diskell		
CBRE - Patrice Gingras		
Corporation to Develop Communities of Tampa* - Lisa Montellone		
Cushman & Wakefield of Florida, Inc. - Burce Erhardt		
Florida Association for Child Care Management* - Lee Bell		
Greater Temple Terrace Chamber of Commerce* - Miranda Hilton		
Hillsborough County - County Planning Commission - Pedro Parra / Allison Yeh		
Institute for Economic Evolution* - Vinny Tafuro		
John Hopkins / All Children's Hospital - Amanda McCollum		
Shriners Hospital for Children* - Kim Williams		
Temple Terrace Arts Council* - Kim Straub		
Temple Terrace PD - Ken Albano		
The Sinclair Group - Maria Ehrlich		
TRC Worldwide Engineering, Inc. - Lisa D'Addio		
University Area CDC* - Davida Franklin		
<i>Eddie Burch</i>		
<i>Steve Goodille</i>		
<i>Mary Lou Godfrey</i>		
<i>Kirke Benson</i>		
<i>Aimee Herrgel</i>		
<i>Melissa McCall</i>		
<i>Miranda Hilton</i>		
<i>Joshua Burch</i>		
<i>Brian</i>		

AHRISTOPHOZ J. HARRIS (CROSS-CHECK)
 SCARLETT SHAWNEE

WSP

DIRECTOR
 WIDE OPEN OFFICE
 WIDE OPEN OFFICE

Presentation

Steve Gordillo, P.E.
ip Tampa Innovation Alliance
I-275 PD&E Study Update
December 12, 2018
FDOT District Seven

What Problems Are We Trying To Solve?

Safety Traffic Operations Congestion Choice

Tampa Bay Next Interstate Modernization Projects

(Hillborough & Pinellas Counties)

I-275 North Corridor – Under PD&E Study

- ❖ Project limits are from north of Dr. Martin Luther King, Jr. Boulevard (SR 574) Osborne Avenue to north of Bears Avenue (SR 678/CR 582)
- ❖ Distance of approximately 7.64 miles

Project Purpose and Need

The purpose of the project is to provide one additional general purpose lane in each direction along I-275 from north of Dr. Martin Luther King, Jr. Boulevard (SR 574) to north of Bears Avenue (SR 678/CR 582) to:

- ❖ Enhance Corridor Capacity
- ❖ Enhance Overall Safety
- ❖ Enhance the Corridor Operating Conditions
- ❖ Support Future Transit
- ❖ Accommodate Future Growth

Statewide and regional transportation plans and studies identify the need for interstate improvements.

Tampa Bay Talked. We Listened.

What the community wants:	What we're doing about it:
<ul style="list-style-type: none"> ➤ Hub System for Transit ➤ Multimodal Options ➤ Technology Solutions ➤ Neighborhood Preservation ➤ Prioritize Safety ➤ Education/Explain Transportation ➤ More Online & Recorded Meetings 	<ul style="list-style-type: none"> ➤ Intermodal Center Studies ➤ Funding Next Phase of Project Development for RTP ➤ Formed Tech Teams Working with City and County to Maximize Existing Pavement ➤ Advanced the Heights Study; Created New Downtown Interchange Concepts ➤ Complete Streets; Working on Improved Road Geometry; Tech Solutions to Enhance Safety ➤ Developed Citizens Transportation Academy ➤ Utilizing Webinars and Posting Recordings Online

275 North Corridor

Summary

Project will:

- ◊ Enhance Connectivity Under the Interstate
- ◊ Accommodate Potential Transit Opportunities
- ◊ Identify Landscape Opportunities
- ◊ Include Noise Barrier Walls where Feasible

Project will NOT:

- ◊ Acquire Additional Right of Way from North of Dr. Martin Luther King, Jr. Boulevard (SR 574) to North of Beane Avenue*
- ◊ Acquire Right of Way in the Seminole Heights Historic District

*Minor right of way acquisition may be required over the Beane Avenue interchange for storm water ponds.

NEXT FDOT

275 North Corridor

Questions?








NEXT FDOT

275 North Corridor

Section 106 – National Historic Preservation Act

Section 106 requires Federal agencies to take into account the effects of their undertakings on historic properties.

There are eight total historic resources either National Register-Listed (L) or considered National Register-Eligible (E), within the project's Area of Potential Effects. Based on the historic resources survey:

<ul style="list-style-type: none"> ✓ Seminole Heights Historic District (L) ✓ Captain William Palmer Jackson House (L) ✓ TSP&C Railroad/Old Railroad (E) ✓ Staphor Springs Park Resource Group (E) ✓ Harding's Court (E) ✓ Seminole Heights Elementary School (E) ✓ City Fire Dept. Engine Company No. 7 (E) ✓ Seminole Heights Baptist Church (E) 	 <p>Historic map of Seminole Heights</p>	 <p>Seminole Heights Baptist Church</p>	 <p>Historic map of Seminole Heights</p>
 <p>Seminole Heights Historic District</p>	 <p>Captain William Palmer Jackson House</p>	 <p>TSP&C Railroad/Old Railroad</p>	 <p>Staphor Springs Park Resource Group</p>



There are no anticipated effects to any listed or eligible historic resources within the project area.

NEXT FDOT

275 North Corridor

Sound Walls*

- Aesthetic Treatment
- Early construction to mitigate traffic and construction noise, where possible
- Future coordination with affected property owners and local government to take place during the next project phase

* Noise Analysis Report To Be Completed

10 NEXT FDOT

275 North Corridor

Pedestrian Friendly Underpass Improvements

- Widen Sidewalks
- Enhance Lighting
- Paint Bridge Sub-Structure
- Cut-back Walls for Improved Sight/Pedestrian Experience
- Include Public Art (in cooperation with the City of Tampa)
- Identify Landscape Opportunities







Listed Improvements expected to be the final for each underpass. All improvements will be included at every underpass.

11 NEXT FDOT

275 North Corridor

Landscape Opportunities

- ◊ FDOT Right of Way along Sound Walls
- ◊ Adjacent to Underpasses






NEXT FDOT



I-275 PD&E Studies

from I-4 to north of Dr. Martin Luther King, Jr. Boulevard (SR 574) WPI Segment No.: 443770-1

from north of Dr. Martin Luther King, Jr. Boulevard (SR 574) to north of Bearss Avenue (SR 678/CR 582) WPI Segment No.: 431821-1



DRAFT 5/15/2019

Display Boards


Public Hearing
ETDM No. 13854

Welcome

to the **Public Hearing** for the

I-275 PD&E STUDIES



from **Interstate 4** to north of **Dr. Martin Luther King, Jr. Boulevard** (SR 574) (WPI 443770-1)
and
from north of **Dr. Martin Luther King, Jr. Boulevard** (SR 574) to north of **Bearss Avenue** (SR 678/CR 582) (WPI 431821-1)



I-275 PD&E Studies
WPI 443770-1: from I-4 to north of Dr. Martin Luther King, Jr. Boulevard (SR 574)
WPI 431821-1: from north of Dr. Martin Luther King, Jr. Boulevard (SR 574) to north of Bearss Avenue (SR 678/CR 582)

Public Hearing



Se habla español Pregunta aquí

I-275 PD&E Studies
WPI 443770-1: from I-4 to north of Dr. Martin Luther King, Jr. Boulevard (SR 574)
WPI 431821-1: from north of Dr. Martin Luther King, Jr. Boulevard (SR 574) to north of Bearss Avenue (SR 678/CR 582)

Public Hearing

PROJECT PRESENTATION

I-275 PD&E Studies
WPI 443770-1: from I-4 to north of Dr. Martin Luther King, Jr. Boulevard (SR 574)
WPI 431821-1: from north of Dr. Martin Luther King, Jr. Boulevard (SR 574) to north of Bearss Avenue (SR 678/CR 582)

Public Hearing

HOW TO COMMENT

Please submit all comments by **April 5, 2019**

-  **Make verbal comment here tonight**
-  **Place form in the comment box or give to staff here tonight**
-  **Mail comments to:**
Environmental Management Engineer
Florida Department of Transportation, District Seven
11201 N. McKinley Drive, MS 7-500
Tampa, FL 33612-6456
-  **Email comments to:**
kirk.bogen@dot.state.fl.us
-  **Enter comments online at:**
<http://active.fdotd7studies.com/i275/mlk-to-bearss>



I-275 PD&E Studies
 WPI 443770-1: from I-4 to north of Dr. Martin Luther King, Jr. Boulevard (SR 574)
 WPI 431821-1: from north of Dr. Martin Luther King, Jr. Boulevard (SR 574) to north of Bearss Avenue (SR 678/CR 582)

Public Hearing

FEDERAL AND STATE REQUIREMENTS

Requirement	Description
Federal Requirements	
FAST Act	Fixing America's Surface Transportation Act - 2015
23 Code of Federal Regulations (CFR), Chapter I, Part 450	Planning Assistance and Standards
23 CFR, Part 771, Section 711.111	Environmental Impact and Related Procedures - Early Coordination, Public Involvement, and Project Development
40 CFR, Chapter I, Part 93.105	Determining Conformity of Federal Actions to State or Federal Implementation Plans
40 CFR, Volume 33, Chapter V, Parts 1500-1508	Council on Environmental Quality Regulations (NEPA Requirements)
49 CFR, Subtitle A, Part 24	Uniform Relocation Assistance and Real Property Acquisition Policies Act
23 United States Code (USC), Section 109(h)	Highways - Economic, Social, and Environmental Effects
23 USC, Section 128	Public Hearings
23 USC, Section 135	Statewide Planning
23 USC, Section 139	Efficient Environmental Reviews for Project Decision Making
42 USC, Chapter 126, Section 12101	Americans with Disabilities Act of 1990, Title I and V
42 USC, Subchapter V, Sections 2000d-2000d-7	Public Health and Welfare - Title VI of the 1964 Civil Rights Act and Related Statutes
42 USC, Title 42, Chapter 55, Section 4321	National Environmental Policy Act of 1969 (NEPA)
Executive Order 12898	Environmental Justice - Avoidance of actions that can cause disproportionately high impacts on minority and low income populations
Executive Order 13166	Improving Access to Services for Persons with Limited English Proficiency (LEP)
FHWA Technical Advisory 6640.8A	Guidance for preparing and processing Environmental and Section 4(f)
State Requirements	
Florida Statute 120.525	Meetings, Hearings, and Workshops
Florida Statute 286.011	Government-in-the-Sunshine Law
Florida Statute 335.199	Transportation Projects Modifying Access to Adjacent Property
Florida Statute 339.135	Public Hearings during the development of the Florida Transportation Plan
Florida Statute 339.155	Transportation Planning
Florida Statute 339.175	Public Transportation Finance and Planning, Metropolitan Planning Organization
Florida Statute 335.02(1)	Public Transportation, State Highway System
Florida Statute 479.106, Amended	Outdoor Advertising Signs/Noise Attenuation Barrier
Florida Statute 163.3181(2)	Public Participation in the Comprehensive Planning Process, Intent, Alternative Dispute Resolution

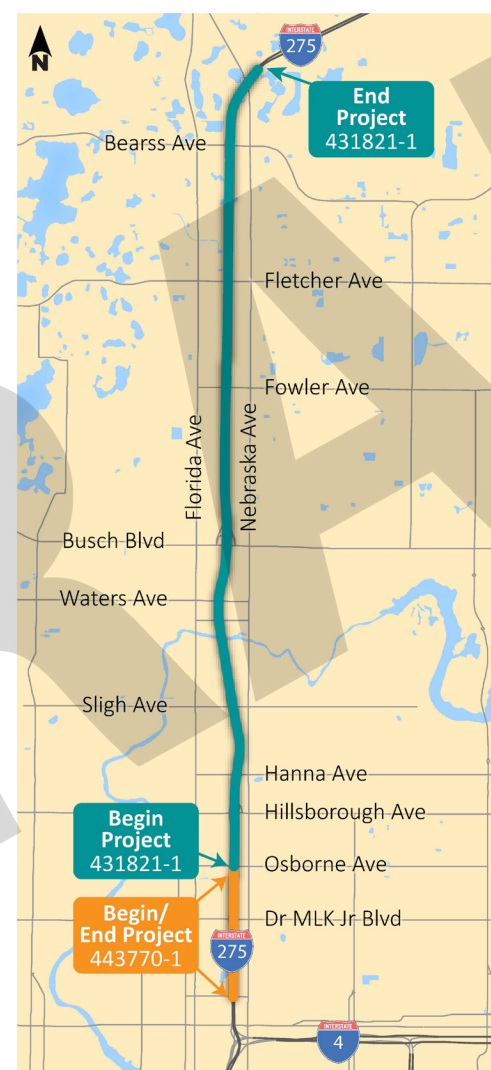
Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.
 The Public Hearing was advertised in the following publications:
 • Florida Administrative Register (FAR): March 15, 2019
 • Tampa Bay Times: March 1, 2019 and March 15, 2019
 • Florida Sentinel: March 1, 2019 and March 15, 2019
 • La Gaceta: March 1, 2019 and March 15, 2019



I-275 PD&E Studies
 WPI 443770-1: from I-4 to north of Dr. Martin Luther King, Jr. Boulevard (SR 574)
 WPI 431821-1: from north of Dr. Martin Luther King, Jr. Boulevard (SR 574) to north of Bearss Avenue (SR 678/CR 582)

Public Hearing

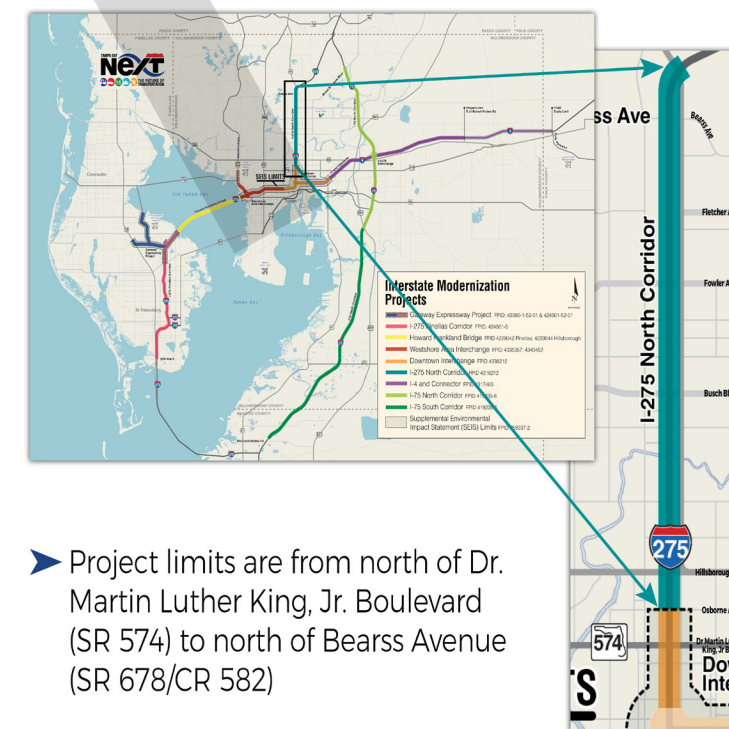
PROJECT LOCATION



I-275 PD&E Study
 WPI 431821-1: from north of Dr. Martin Luther King, Jr. Boulevard (SR 574) to north of Bearss Avenue (SR 678/CR 582)

Public Hearing

ABOUT THE PROJECT



- Project limits are from north of Dr. Martin Luther King, Jr. Boulevard (SR 574) to north of Bearss Avenue (SR 678/CR 582)
- Distance of approximately 7.7 miles
- No right of way acquisition except at the Bearss Avenue interchange for stormwater ponds
- No relocations



I-275 PD&E Study WPI 431821-1: from north of Dr. Martin Luther King, Jr. Boulevard (SR 574) to north of Bearss Avenue (SR 678/CR 582) Public Hearing

ALTERNATIVES NO LONGER CONSIDERED

- Trench with One Express Lane in Each Direction
- One Express Lane in Each Direction with Pylon Option
- Elevated Express Lanes, One in Each Direction
- One Express Lane in Each Direction with Bus on Shoulder
- Reversible Express Lanes
- Boulevard with Transit in Median

I-275 PD&E Study WPI 431821-1: from north of Dr. Martin Luther King, Jr. Boulevard (SR 574) to north of Bearss Avenue (SR 678/CR 582) Public Hearing

TYPICAL SECTIONS

EXISTING

North of Dr. Martin Luther King, Jr. Boulevard to Hillsborough Avenue

Hillsborough Avenue to Busch Boulevard

Busch Boulevard to north of Bearss Avenue

PREFERRED

North of Dr. Martin Luther King, Jr. Boulevard to north of Bearss Avenue

I-275 PD&E Study WPI 431821-1: from north of Dr. Martin Luther King, Jr. Boulevard (SR 574) to north of Bearss Avenue (SR 678/CR 582) Public Hearing

TYPICAL SECTIONS

EXISTING BRIDGES

Bridges South of Yukon Street

Bridge over Hillsborough Avenue

Bridge over Hillsborough River

Bridges North of Yukon Street

Bridge over Busch Boulevard

I-275 PD&E Study WPI 431821-1: from north of Dr. Martin Luther King, Jr. Boulevard (SR 574) to north of Bearss Avenue (SR 678/CR 582)

Public Hearing

TYPICAL SECTIONS PREFERRED BRIDGES

Widened Bridges

Bridge over Bearss Avenue (new bridge)

NOT TO SCALE

Legend: Existing (light grey), Widening (dark grey)

I-275 PD&E Study WPI 431821-1: from north of Dr. Martin Luther King, Jr. Boulevard (SR 574) to north of Bearss Avenue (SR 678/CR 582)

Public Hearing

EVALUATION MATRIX

Evaluation Criteria	No-Build Alternative	Build Alternative
Potential Relocations		
Number of Businesses and Residences	0	0
Potential Right of Way Impacts		
Additional Right of Way for Roadway (acres)	0	0
Additional Right of Way for Ponds (acres)	0	3.40 ¹
Potential Environmental Effects		
Archaeological Sites	0	1
Historic Sites	0	8
Section 4(f) Sites	0	0
Noise Sensitive Sites ²	448	749
Wetlands (acres)	0	0.64
Floodplains (acre-feet)	0	1.00
Surface Waters (acres)	0	2.81
Threatened & Endangered Species	0	Minimal
Contamination and Hazardous Material Sites (Sites ranked as Medium and High)	0	15
Estimated Costs (in millions)		
Right of Way Acquisition	\$0	\$2.3 M
Wetland & Surface Water Mitigation ³	\$0	\$0.2 M
Construction & Engineering Inspection (8%)	\$0	\$23.3 M
Design-Build	\$0	\$291.6 M
Preliminary Estimate of Total Costs	\$0	\$317.4 M

Notes: 1. Right of way for stormwater management facilities near Bearss Avenue interchange.
 2. Number of impacted sites based on the Noise Study Report.
 3. Wetland mitigation cost is \$117,551 per acre; 2018/19 fiscal year cost from the Environmental Mitigation Payment Processing Handbook (May 2017).

I-275 PD&E Studies WPI 443770-1: from I-4 to north of Dr. Martin Luther King, Jr. Boulevard (SR 574) WPI 431821-1: from north of Dr. Martin Luther King, Jr. Boulevard (SR 574) to north of Bearss Avenue (SR 678/CR 582)

Public Hearing

SECTION 106 PROCESS

STEP 1 Initiate Section 106 Process

STEP 2 Identify Historic Properties

- 275 historic resources within the Area of Potential Effect (APE)
 - 274 structures/sites
 - 1 archaeological site
- 8 Resources are listed or eligible for listing in the National Register of Historic Places
 - Currently Listed**
 - Seminole Heights Historic District
 - 23 Historic Resources within the APE
 - Captain William Parker Jackson House
 - Eligible**
 - City Fire Department Engine Company No. 7
 - Harding's Court
 - Seminole Heights Baptist Church
 - Seminole Heights Elementary School
 - Sulphur Springs Park Resource Group
 - T&CC Railroad/CSX Railroad (segment within the current project APE is Eligible)

STEP 3 Assess Adverse Effects

- Minimal right of way required for stormwater management facilities
- Noise barriers are anticipated
- Barrier aesthetics will be coordinated with Seminole Heights neighborhoods, the City of Tampa Historic representative, and those adjacent to the barriers

STEP 4 Resolve Adverse Effects

- Cultural Resources Assessment Survey approval
- No Adverse Effects anticipated
- A Case Study Report is being prepared for review by FHWA, SHPO, and all interested parties; this report describes the eligible historic properties and evaluates effects for those historic properties.



I-275 PD&E Studies

from I-4 to north of Dr. Martin Luther King, Jr. Boulevard (SR 574) WPI Segment No.: 443770-1

from north of Dr. Martin Luther King, Jr. Boulevard (SR 574) to north of Bearss Avenue (SR 678/CR 582) WPI Segment No.: 431821-1



DRAFT 5/15/2019

I-275 PD&E Study WPI 431821-1: from north of Dr. Martin Luther King, Jr. Boulevard (SR 574) to north of Bearss Avenue (SR 678/CR 582)

Public Hearing

PD&E SCHEDULE

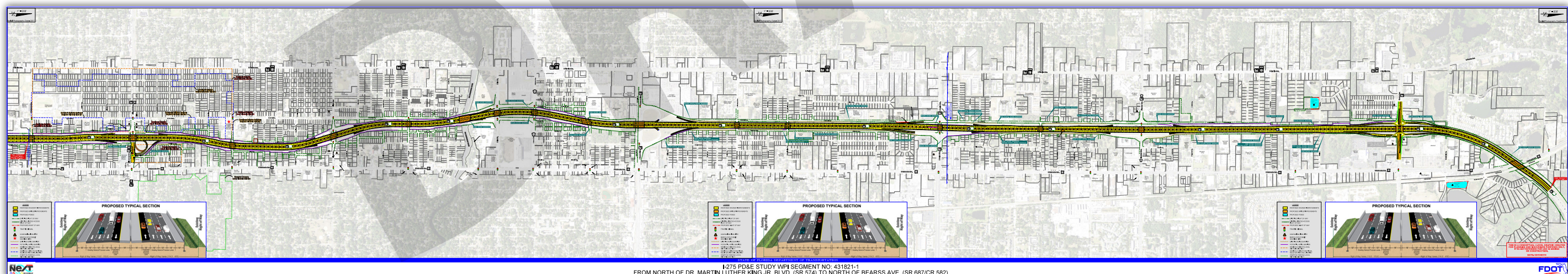
Project Phase	Anticipated Completion
Project Kick-off	Spring 2014
Complete Analysis	Spring 2019
Stakeholder Meetings	Spring 2014 - Spring 2019
Public Hearing	March 26, 2019
Finalize PD&E Documents	Summer 2019
PD&E Approval	Summer 2019

I-275 PD&E Studies WPI 443770-1: from I-4 to north of Dr. Martin Luther King, Jr. Boulevard (SR 574)
WPI 431821-1: from north of Dr. Martin Luther King, Jr. Boulevard (SR 574) to north of Bearss Avenue (SR 678/CR 582)

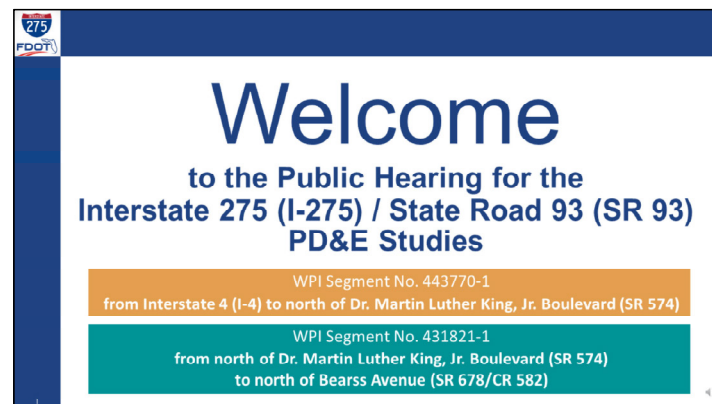
Public Hearing

PROJECT FUNDING

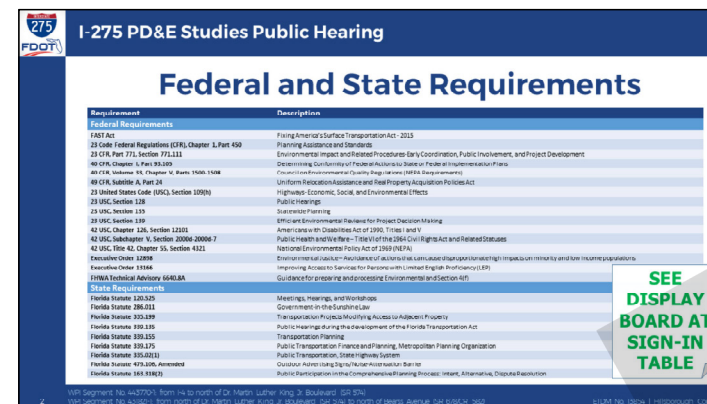
WPI Segment	Segment	Right of Way	Design-Build
443770-1	From I-4 to north of Dr. Martin Luther King, Jr. Boulevard (SR 574) (WPI 443770-1)	N/A	\$34 M 2023
431821-1	From north of Dr. Martin Luther King, Jr. Boulevard (SR 574) to north of Hillsborough Avenue (WPI 431821-2)	N/A	\$34 M 2023
	From north of Hillsborough Avenue to south of Bearss Avenue (WPI 431821-3)	N/A	\$173 M Not Currently Funded
	Bearss Avenue Interchange (WPI 4321821-4)	\$2.3 M Not Currently Funded	\$47 M Not Currently Funded



PowerPoint Presentation & Script



The Florida Department of Transportation or F-D-O-T welcomes you to the Public Hearing for the Interstate 275, or I-275, Project Development and Environment, or PD&E Studies.

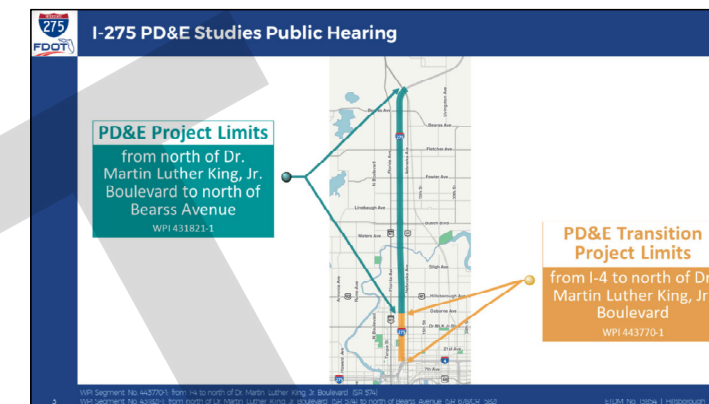


This meeting is being conducted to provide interested citizens an opportunity to ask questions and offer comments about the alternatives being proposed for this project.

This study satisfies the National Environmental Policy Act and other applicable policies, regulations, and procedures.

This project complies with non-discrimination laws and regulations. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

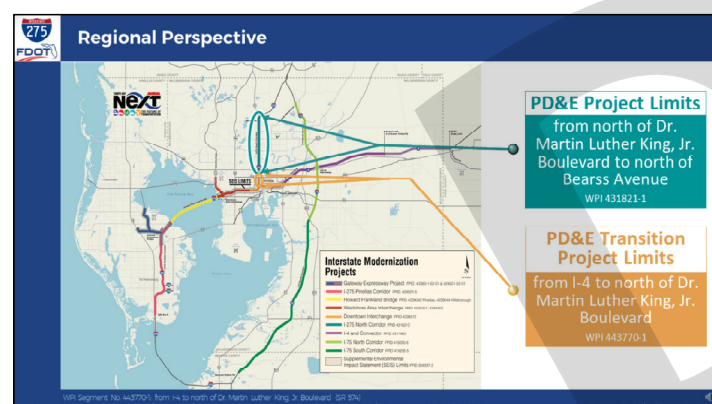
For the full list of federal and state requirements, see the Citation Board located at the sign-in table.



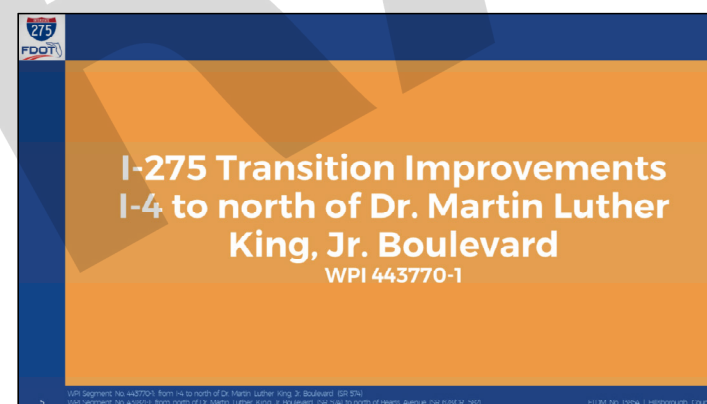
We are discussing two PD&E Studies here tonight. The primary project is shown in teal and is from north of Dr. Martin Luther King, Jr. Boulevard, or M-L-K, to north of Bearss Avenue. The W-P-I Number for this project is 4-3-1-8-2-1 dash 1.

The second project, shown in orange, is from Interstate 4, or I-4, to north of MLK. The W-P-I Number for this project is 4-4-3-7-7-0 dash 1.

Both projects are in Hillsborough County, Florida.



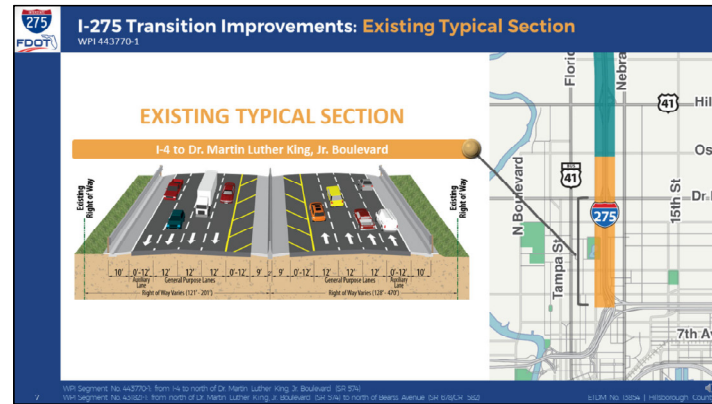
The projects presented tonight are part of Tampa Bay Next, which is a program to modernize our region's transportation infrastructure and prepare for the future. The goal of Tampa Bay Next is to improve safety and mobility through innovation, collaboration, and community engagement in the region. The program includes improvements to I-4, I-275, and I-75 in Pinellas and Hillsborough Counties, and is looking at ways to integrate transit, bicycle, and pedestrian opportunities.



As stated, the primary project is north of MLK, shown in teal. However, to ensure a safe transition to the south, an additional project, shown in orange, is under study to improve operations from I-4 to north of MLK.

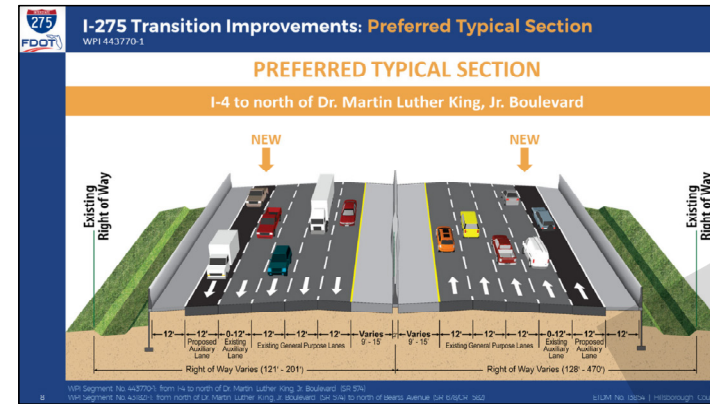
The environmental document being prepared for this project is a Type 1 Categorical Exclusion.

Right of way will not be needed for this project, and noise barriers will be provided where feasible.

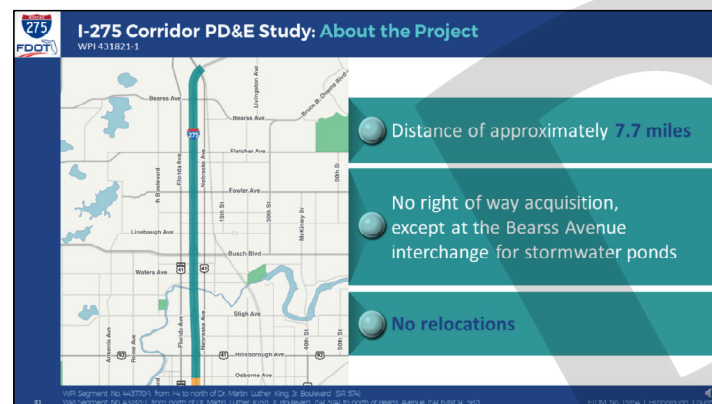
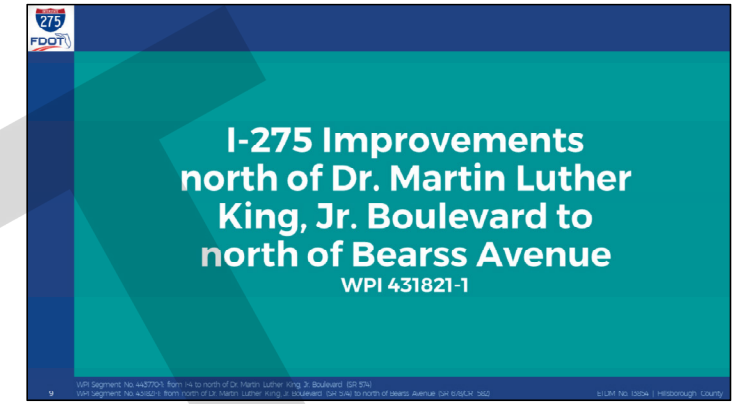


Currently, the interstate is six lanes with an auxiliary lane in each direction from I-4 to MLK.

Typically, the corridor in each direction contains three 12-foot travel lanes, with 10-foot shoulders on the outside and up to 9-foot shoulders on the inside. A 2-foot concrete separator divides the two directions of travel.

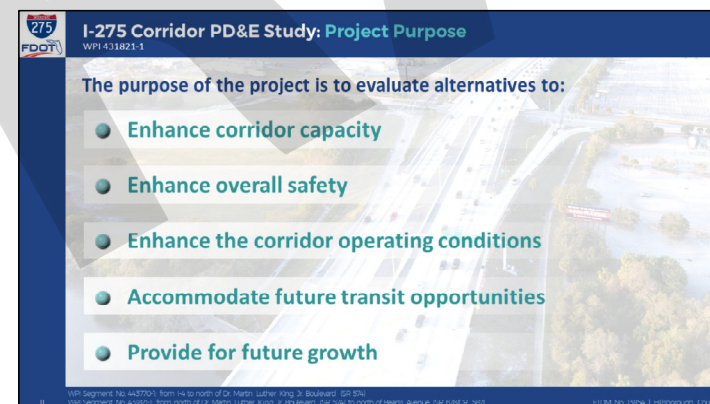


The Preferred typical section for the operational improvements includes adding one auxiliary lane in each direction from I-4 to north of MLK and hardening the inside shoulders to accommodate transit.

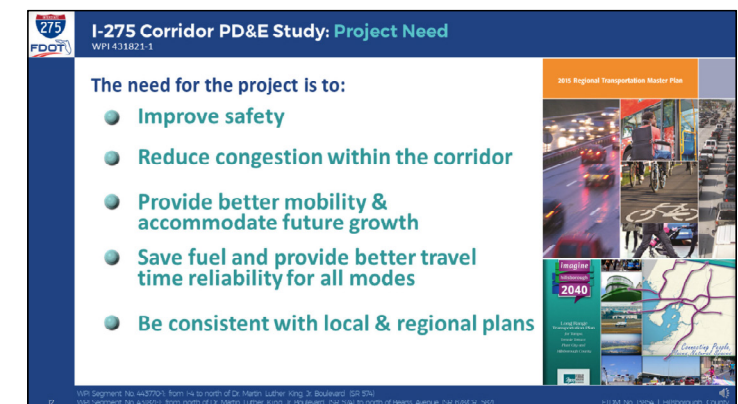


The remainder of this presentation will focus on the project from north of MLK to north of Bearss Avenue.

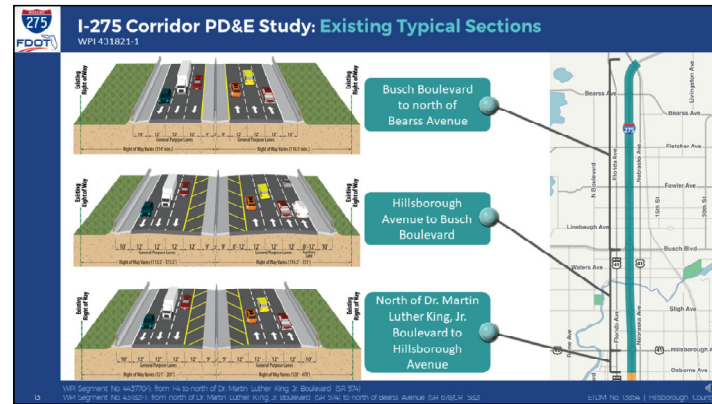
The environmental document being prepared for this project is a Type 2 Categorical Exclusion.



The Purpose of the project is to evaluate alternatives that address the corridor's capacity and relieve congestion. These improvements are expected to enhance I-275's overall safety and improve the interstate's operating conditions within the project limits. It will also accommodate future transit opportunities and provide for future growth.

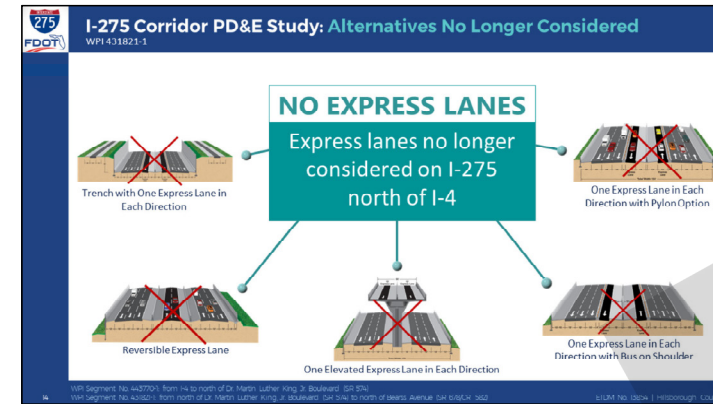


The need for the project is to improve safety, reduce congestion, provide better mobility through additional capacity to accommodate future growth, save fuel and time across all travel modes, and be consistent with local and regional transportation plans and studies that identify the need for interstate improvements.



The interstate in this segment is currently six lanes divided, with some minor variations.

Typically, the corridor, in each direction contains three 12-foot travel lanes, with 10-foot shoulders on the outside and 8.4 to 9.5-foot shoulders on the inside. A 2-foot concrete separator divides the two directions of travel.

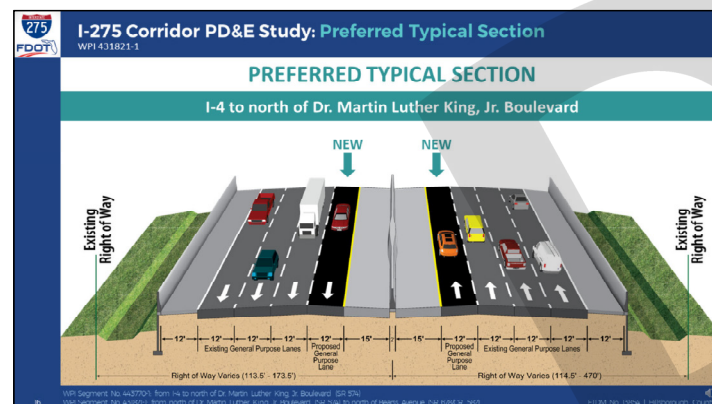


F-D-O-T considered several alternatives along the I-275 corridor, including express lanes and a Boulevard concept.

F-D-O-T removed express lanes from consideration on this segment of I-275, and will evaluate them on an alternative corridor based on regional needs. Therefore, the alternatives shown here are no longer under consideration.



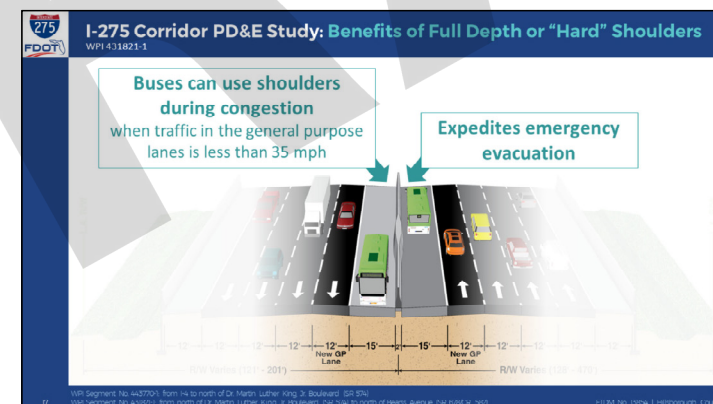
FDOT has eliminated the boulevard concept from further consideration for this study. Instead, the Boulevard is being evaluated by the Hillsborough M-P-O as part of their long range transportation plan update.



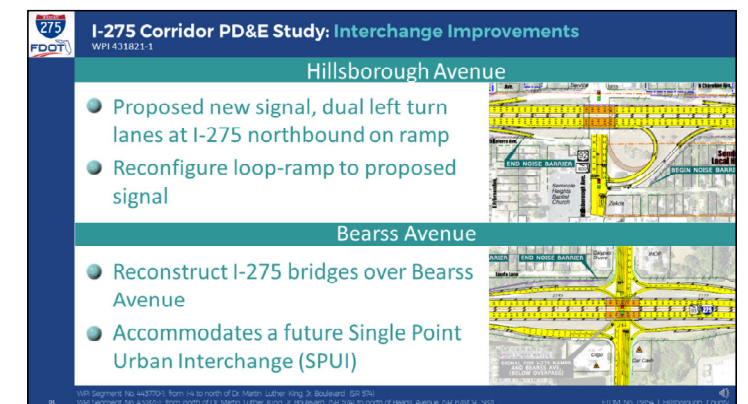
The Preferred Build Alternative includes widening this portion of I-275 from six lanes to eight lanes with inside shoulders that can accommodate transit.

The typical section includes, in each direction, four 12-foot wide general purpose lanes; a full depth, 15-foot wide inside shoulder, which could accommodate transit; and a 12-foot wide outside shoulder. A 2-foot wide concrete barrier would separate the two directions of travel.

All of the proposed improvements for mainline I-275 will take place within the existing right of way. However, minimal right of way may be required for stormwater ponds at the Bearss Avenue interchange.



Full depth shoulders, or hard shoulders, allow transit buses to operate on the shoulder when the general purpose lanes are moving at 35 miles per hour or less, and also expedites emergency evacuations.



Operational improvements are planned at the Hillsborough Avenue and Bearss Avenue interchanges. The Hillsborough Avenue interchange improvements will add a traffic signal at the northbound I-275 on ramp, along with dual left turn lanes. The northbound off-ramp will be reconfigured to align with the new signal. In addition, the southbound off-ramp lane will be extended.

At the Bearss Avenue interchange, the bridge over Bearss Avenue will be replaced and improvements will be made to the ramps to convert the interchange into a Single Point Urban Interchange, or SPUI.

I-275 Corridor PD&E Study: Bridges

WPI 431821-1

The bridge over Bearss Avenue will be replaced

All other bridges will be widened to the outside

To avoid right of way impacts on the community and the environment, and to minimize construction costs, only the Bearss Avenue bridge will be replaced. All other existing bridges will be widened to the outside within the existing right of way.

I-275 Corridor PD&E Study: No-Build Alternative

WPI 431821-1

The No-Build Alternative is considered a viable alternative and will remain so for the duration of the study

Under this alternative, no improvements except routine maintenance would be made to I-275 in the project corridor

The No-Build (or do nothing) Alternative is also considered a viable alternative and will remain so for the duration of the study. Under this alternative, no improvements except routine maintenance would be made to I-275 in the project corridor.

I-275 Corridor PD&E Study: Potential Effects

WPI 431821-1

This PD&E Study analyzes:

- Construction Costs
- Right of way acquisition and relocation aspects
- Environmental impacts
 - Natural
 - Cultural
 - Social
 - Ecological

This PD&E Study looked at various environmental and engineering factors in the alternatives analysis, including construction costs and right of way needs, as well as natural and socio-cultural effects.

I-275 Corridor PD&E Study: Environmental Effects

WPI 431821-1

- Cultural Resources**
 - Archaeological and historic resources
- Natural Resources**
 - Wetlands and surface waters
 - Threatened and endangered species habitat
 - Floodplains
- Social Environment**
 - Land use
 - Community impacts
 - Parks and recreational areas
- Physical Environment**
 - Air quality and noise
 - Contamination

The environmental analysis looks at several factors, such as, historic resources, wetlands, endangered species and their habitats, land use, community impacts, and noise impacts, among others.

I-275 Corridor PD&E Study: National Historic Preservation Act

WPI 431821-1

Section 106 requires Federal agencies to take into account the effects of their undertakings on historic properties

I-275 Cultural resources identified: 1 archaeological site, 274 structures

8 historic resources are either National Register-Listed (L) or National Register-Eligible (E)

There are no adverse effects to any listed or eligible historic resources within the project area

Section 106 of the National Historic Preservation Act requires Federal agencies to consider the effects of their actions on historic properties. This project has federal oversight from the Federal Highway Administration; therefore, Section 106 applies.

There are eight historic resources in the project area that are either listed on the National Register of Historic Places or considered eligible to be listed. There are no anticipated adverse effects to any of the identified historic resources.

I-275 Corridor PD&E Study: Noise Barriers

WPI 431821-1

Images are representative aesthetic options

- Aesthetic treatments
- Construct noise barriers as soon as possible where feasible in the construction phase
- Coordination with affected property owners and local government to take place during the project's design phase

Traffic noise from the proposed improvements is expected to impact 749 properties, 740 of which are residences.

There are currently 13 existing noise barriers in the project corridor. F-D-O-T is committed to constructing additional noise barriers as soon as possible where feasible and will coordinate with affected property owners and the local government to determine the aesthetic treatments. Noise barriers will be further studied during the project's design phase.

I-275 Corridor PD&E Study: Pedestrian Friendly Underpass Improvements

WPI 431821-1

Improvements may include:

- Cut-back walls for improved bicycle and pedestrian experience
- Wider sidewalks
- Enhanced lighting
- Painted bridge sub-structure
- Public art (in cooperation with City of Tampa)
- Landscape opportunities

Listed improvements are yet to be finalized for each underpass. Not all improvements will be included at every underpass.

Yellow text indicates underpasses within Historic Districts

The I-275 project will allow FDOT to improve bicycle and pedestrian connectivity and safety, and enhance aesthetics in the underpass areas. Improvements may include:

- Cut-back Walls for wider sidewalks
- Enhanced Lighting
- Painted Bridge Sub-Structures
- Public Art, in cooperation with the City of Tampa
- And Landscape Opportunities

Please note, not all underpasses will receive the same improvements.

I-275 Corridor PD&E Study: Pedestrian Friendly Underpass Improvements

WPI 431821-1

*Representative 6-Lane Section

* Conceptual renderings, subject to change

Before After

Cutback Walls
Enhance Lighting
Wider Sidewalks
Improved Crosswalks

This slide shows examples of representative four, and six-lane sections, before and after underpass improvements. The images show wider sidewalks, either a cutback or straight vertical wall, improved crosswalks, and enhanced lighting. Within the Historic Districts, the improvements may include brick pavers instead of concrete or asphalt.

I-275 Corridor PD&E Study: Landscape Opportunities

WPI 431821-1

Adjacent to noise barriers (in FDOT right of way)

Adjacent to underpasses

Locations to be determined in the project design phase

Rod Maple
Crepe Myrtle
Live Oak
Magnolia

F-D-O-T is also looking at opportunities within the right of way for landscaping along the noise barriers and adjacent to underpasses.

I-275 Corridor PD&E Study: Evaluation Matrix

WPI 431821-1

Evaluation Criteria	No-Build Alternative	Build Alternative
Potential Relocations		
Number of Businesses and Residences	0	0
Potential Right of Way		
Additional Right of Way	0	0
Additional Right of Way	0	3,401 ¹
Potential Environmental		
Archaeological Sites	0	1
Historic Sites	0	8
Section 401 Sites	0	0
Noise Sensitive Sites	0	749
Wetlands (acres)	0	0.64
Floodplains (acre-feet)	0	1.00
Surface Waters (acre)	0	2.81
Threatened & Endangered Species	0	Minimal
Contamination and Hazardous Sites (ranked as Major)	0	15
Estimated Costs		
Right of Way Acquistion	\$0.00	\$2.3 M
Wetland & Surface Water Mitigation ³	\$0.00	\$0.2 M
Construction Engineering and Inspection (8%)	\$0.00	\$23.3 M
Design Build	\$0.00	\$291.0 M
Preliminary Estimate of Total Costs	\$0.00	\$317.4 M

SEE HANDOUT AND DISPLAY BOARD

Notes:
¹ Right of way for stormwater management facilities near Bears Avenue interchange
² Number of impacted sites based on the Noise Study Report
³ Wetland mitigation cost is \$117,551 per acre; 2018/19 fiscal year cost from the Environmental Mitigation Payment Processing Handbook (May 2017).

This draft evaluation matrix compares the No-Build alternative and the preferred build alternative. The evaluation included anticipated impacts, such as environmental resources and right of way, as well as the estimated costs to construct the project.

Please refer to your handout and the display board for more information.

Potential Effects of the Preferred Build Alternative

WPI 431821-1

Advantages

- Improve safety
- Improve regional connectivity
- Increase roadway capacity
- Improve congestion management
- Consistent with local plans
- All mainline I-275 improvements are within existing right of way
- No relocations

Disadvantages

- Project cost
- Traffic disruptions during construction
- Environmental effects, although minimal

The advantages and disadvantages associated with the Preferred Build Alternative are shown here.

The preferred alternative would improve safety and regional connectivity, increase capacity, and improve congestion management. The alternative is consistent with local plans. In addition, all mainline I-275 improvements are within existing right of way, and there are no relocations.

However, the Preferred Build Alternative does have costs associated with design and construction. There would be temporary traffic disruptions during construction. And there would be minimal environmental effects.

Potential Effects of the No-Build Alternative

WPI 431821-1

Advantages

- No project costs
- No traffic disruptions

Disadvantages

- Increased congestion
- Increased emissions
- Inconsistent with local plans

The No-Build, or do nothing, Alternative is also viable and will remain so for the duration of the study. Under this alternative, no improvements except routine maintenance would be made to I-275.

The No-Build Alternative would have no costs associated with design or construction of the project and there would be no traffic disruption due to construction.

However, the No-Build Alternative would result in increased traffic congestion, user costs, and travel times, and continued deterioration of air quality resulting from congestion and increased emissions. In addition, this alternative is not consistent with local plans.

I-275 Corridor PD&E Study: Project Funding

Following the PD&E phase and once funding is available, this project will proceed as a Design-Build project

WPI Segment	Project Segments	Right of Way	Design-Build
443770-1	From I-4 to north of Martin Luther King, Jr. Boulevard (SR 574) (WPI 443770-1)	N/A	\$34 M 2023
431821-1	From north of Martin Luther King, Jr. Boulevard (SR 574) to north of Hillsborough Avenue (WPI 431821-2)	N/A	\$34 M 2023
	From north of Hillsborough Avenue to south of Bearss Avenue (WPI 431821-3)	N/A	\$17.3 M Not Currently Funded
	Bearss Avenue Interchange (WPI 431821-4)	\$2.3 M Not Currently Funded	\$47 M Not Currently Funded

Improvements from I-4 to north of Hillsborough Avenue are funded in 2023. Improvements from north of Hillsborough Avenue to north of Bearss Avenue are not currently funded.

I-275 Corridor PD&E Study: Schedule

Project Phase	Anticipated Completion
Project Kickoff	Spring 2014
Complete Analysis	Spring 2019
Stakeholder Meetings	Spring 2014 - Spring 2019
Public Hearing	March 26, 2019
Finalize PD&E Documents	Summer 2019
PD&E Approval	Summer 2019

As the schedule shows, the project began in 2014. All project analysis will be completed this spring. Following tonight's hearing, the study team will review all public input, finalize the documents and submit for review and final approval, which is anticipated by Summer 2019.

- ### I-275 Corridor PD&E Study: Summary
- In summary, the project will:
- Add one general purpose lane in each direction
 - Improve operations at Hillsborough and Bearss Avenue interchanges
 - Enhance bicycle and pedestrian connectivity at underpasses
 - Accommodate potential transit opportunities
 - Identify landscape opportunities
 - Include noise barriers where feasible
 - Not acquire right of way on mainline I-275
 - Acquire right of way near the Bearss Avenue interchange for stormwater ponds
 - Not involve relocations

- In summary, the project will
- Add one general purpose lane in each direction of I-275
 - Improve operations at the Hillsborough Avenue and Bearss Avenue interchanges
 - Enhance bicycle and pedestrian connectivity at Underpasses
 - Accommodate potential transit opportunities
 - Identify landscape opportunities, and
 - Include noise barriers where feasible

Right of way will not be required for this project along mainline I-275, including in the Historic Districts. However, right of way may be required for stormwater ponds near the Bearss Avenue interchange. The preferred pond sites consist of vacant parcels. Therefore, there are no relocations.

I-275 Corridor PD&E Study: Viewing Locations for Study Documents

Available March 5, 2019 to April 5, 2019
Documents are also available on the project website:
<http://active.fdot7studies.com/i275/mlk-to-bearss/>

Seminole Heights Public Library
4711 N Central Avenue
Tampa, Florida 33603
(813) 273-3652

Hours
Monday, Wednesday-Saturday: 10am-6pm
Tuesday: 10am-8pm
Sunday: Closed

Florida Department of Transportation District Seven
11201 N McKinley Drive
Tampa, Florida 33612
(813) 975-6000

Hours
Monday-Friday: 8am-5pm
Saturday & Sunday: Closed

Project documents are available for review at the Seminole Heights Public Library located at 4-7-1-1 North Central Avenue, in Tampa, and at the FDOT District Seven Office located at 1-1-2-0-1 North McKinley Drive, in Tampa. The documents have been on display since March 5th and will be on display until April 5th. This information is also provided in your handout and on the project website.

I-275 Corridor PD&E Study: Public Comments

- Provide verbal comment to the Court Reporter
- Provide comment during public forum beginning at 6:30pm
- Complete a Comment Form and drop it in the comment box tonight
- Complete a Comment Form and postmark it by Friday, April 5, 2019
- Submit electronically at:
<http://active.fdot7studies.com/i275/mlk-to-bearss/send-us-your-comments>

There are several ways to make a comment as part of the Public Hearing record. You can speak directly to the court reporter who is here this evening. The court reporter will also record verbatim, the comments stated during the formal portion of the public hearing, which begins at 6:30 p.m. Project representatives will be moderating the formal public comment portion and may limit speaking times. Please complete a speaker card and give it to a representative at the sign-in table to indicate your interest to speak publicly.

You may also complete a comment form and drop it in one of the comment boxes tonight; or mail written comments to the address provided on the back of the form. Comment forms are available at the comment table.

All comments must be received or postmarked by Friday, April 5, 2019 to become part of the public hearing record. All comments received, regardless of how they are submitted, will be reviewed and considered.

Thank you for coming!

I-275 Project Development and Environment Studies

Thank you for attending tonight's Public Hearing for the I-275 PD&E Studies. We appreciate your participation.

Remember to be Alert Today, Alive Tomorrow.

Safety doesn't happen by accident.

Appendix D
Historic Properties Traffic Noise and Air Quality
Analysis

- MEMO-

Date: January 24, 2019

To: Robin Rhinesmith and Crystal Geiger, Florida Department of Transportation (FDOT)

From: Lindsay Baumaister, KB Environmental Sciences, Inc.

**Subject: Historic Properties Traffic Noise and Air Quality Analysis
Interstate 275 (I-275) Project Development & Environment (PD&E) Study
From North of Dr. Martin Luther King Jr. Boulevard (SR 574) to North of
Bearss Avenue (SR 678/CR 582)
Work Program Item Segment No: 431821-1**

INTRODUCTION

Subpart B to Part 800 of Title 36 of the Code of Federal Regulations (36 CFR 800-*Protection of Historic Properties*), is applicable to certain properties (resources) within the referenced project's study limits. This Memorandum presents the results of an evaluation that was performed to determine if there is a potential for any adverse effects with respect to traffic noise and air quality on the resources.

HIGHWAY TRAFFIC NOISE

To evaluate the potential for the proposed improvements to I-275 to adversely affect the current land uses of the properties, the assessment procedures described in Title 23, Part 774 of the CFR (23 CFR 774-*Parks, Recreation Areas, Wildlife and Waterfowl Refuges, and Historic Sites* [Section 4(f)]) were used. There are no other applicable Federal methodologies by which an evaluation of traffic noise for historic properties should be performed.

The traffic noise levels in this Memorandum were obtained from the Draft Noise Study Report (NSR) that was prepared for this project (dated January 2019). The noise levels in the NSR were predicted using the Federal Highway Administration's (FHWA's) computer model, the Traffic Noise Model (TNM - Version 2.5). Each historic property was assigned an FHWA Activity Category based on land use. These categories establish the criteria that were used to determine if noise abatement is to be considered (referred to as the Noise Abatement Criteria [NAC]).

Predicted traffic noise levels with the proposed improvements to I-275 were compared to the NAC. If a predicted noise level did not approach, meet or exceed the NAC, then it was concluded that the roadway improvement would not impair the function of the resource (i.e., because the projected levels would not require the consideration of noise abatement). If a predicted noise level did approach, meet or exceed the NAC, the change in traffic noise that would result from the proposed improvements was considered.

Eight National Register-listed and eligible historic resources were evaluated. The resources, current land use, and, if applicable, the FDOT’s NAC for each resource are identified/provided in Table 1:

Table 1 – Historic Resources

Location	Activity Category	Noise Abatement Criteria (dB(A))	Description of Activity Category
Sulphur Springs Park	C	66	Park
Seminole Heights Historic District	B	66	Residential
Harding’s Court (Live Oak Cottages)	B	66	Residential
T&GC Railroad/CSX Railroad	F	Not applicable	Not applicable
Captain William Parker Johnson House	B	66	Residential
Seminole Heights Baptist Church	C	66	Place of Worship
City Fire Department Engine Company No. 7	F	Not applicable	Not applicable - currently used as a storage building
Seminole Heights Elementary School	C	66	School
dB(A) – decibels on the “A”-weighted scale			

The Florida Master Site File (FMSF) number, address, receptor identification number for each resource in the project’s NSR and predicted traffic noise without (No-Build) and with (Build) the improvements to I-275 are presented in **Table 2**. The locations of each receptor within each resource are illustrated on Figures E-1 through E-5 of the NSR (copies of the NSR graphics are provided in **Attachment 1** of this Memorandum). As shown in Table 2, with the Build alternative, predicted traffic noise levels approach, meet, or exceed the FDOT’s NAC at one or more of the evaluated receptors within each resource for which there are NAC. The predicted change in traffic noise levels with the improvements when compared to the predicted levels without the improvements, and the perception of the changes at the impacted resources are provided in **Table 3**. As shown, with the exception of some residences within the Seminole Heights Historic District, the change is traffic noise at the impacted receptors is not predicted to be detectable (levels of approximately 3 dB(A)) and therefore the increase should not impair the use of the resources.

As a method of abating (i.e., reducing) predicted traffic noise levels at the impacted residences within the Seminole Heights Historic District, the FDOT has committed to further evaluating a traffic noise barrier during the project’s design phase. The results of the analysis that was performed to determine if a noise barrier would potentially be a feasible and reasonable abatement measure indicates that predicted traffic noise levels at the residences in Seminole Heights would be reduced from a minimum of 5 dB(A) to a maximum of 15 dB(A) at the impacted residences—levels below those predicted without the proposed improvements.

Table 2 – Projected Traffic Noise Levels

FMSF No.	Site Name/ Address	Receptor ID No.	Activity Category	Description of Land Use	No. of Noise Sensitive Sites Represented	Predicted Traffic Noise Level (Leq(h)) [Expressed as dB(A)]					
						No- Build (2040)	Build (2040)	Build Approaches, Meets, or Exceeds the NAC?	Increase from No Build		
8HI609	Sulphur Springs Park Resource Group / 8100 N. Nebraska Ave	18-1	C	Park	1	64.8	66.3	Yes	1.5		
		18-2	C	Park	1	64.1	66.1	Yes	2.0		
		18-3	C	Park	1	62.9	65.4				
		18-4	C	Park	1	61.4	64.2				
		18-5	C	Park	1	64.3	65.5				
		18-6	C	Park	1	64.2	65.8				
		18-7	C	Park	1	62.8	65.1				
		18-8	C	Park	1	61.7	64.2				
		18-9	C	Park	1	67.1	66.9	Yes	-0.2		
		18-10	C	Park	1	64.2	64.8				
		18-11	C	Park	1	62.6	63.9				
		18-12	C	Park	1	61.4	63.0				
		18-13	C	Park	1	67.2	66.1	Yes	-1.1		
		18-14	C	Park	1	65.6	64.7				
		18-15	C	Park	1	64.3	63.5				
		18-16	C	Park	1	63.3	62.2				
		8HI3294	Seminole Heights Historic District	15-1	C	Park	1	63.4	65.4		
				15-2	C	Park	1	62.3	63.6		
15-3	C			Park	1	62.2	63.1				
15-4	C			Park	1	61.1	61.9				
3-1	B			Residential	1	66.9	68.2	Yes	1.3		
3-2	B			Residential	1	66.2	67.9	Yes	1.7		
3-3	B			Residential	1	64.5	66.5	Yes	2.0		
3-4	B			Residential	1	62.1	64.0				
3-5	B			Residential	1	67.6	68.9	Yes	1.3		
3-6	B			Residential	1	66.5	68.1	Yes	1.6		
3-7	B			Residential	4	65.3	67.1	Yes	1.8		
3-8	B			Residential	1	65.4	68.4	Yes	3.0		
3-9	B			Residential	1	62.9	65.9				
3-10	B			Residential	1	63.1	66.4	Yes	3.3		
3-11	B			Residential	1	63.5	67.1	Yes	3.6		
3-12	B	Residential	1	68.1	69.4	Yes	1.3				
3-13	B	Residential	1	67.2	68.7	Yes	1.5				
3-14	B	Residential	1	67.2	70.4	Yes	3.2				
3-15	B	Residential	1	65.8	68.7	Yes	2.9				

FMSF No.	Site Name/ Address	Receptor ID No.	Activity Category	Description of Land Use	No. of Noise Sensitive Sites Represented	Predicted Traffic Noise Level (Leq(h)) [Expressed as dB(A)]			
						No- Build (2040)	Build (2040)	Build Approaches, Meets, or Exceeds the NAC?	Increase from No Build
		3-22	B	Residential	1	72.4	75.3	Yes	2.9
		3-23	B	Residential	1	70.0	73.4	Yes	3.4
		3-24	B	Residential	1	67.5	71.3	Yes	3.8
		3-44	B	Residential	1	61.3	66.5	Yes	5.2
		4-2	C	Place of Worship (Exterior)	1	64.4	67.6	Yes	3.2
		4-3	C	Place of Worship (Exterior)	1	64.6	68.3	Yes	3.7
		5-1	B	Residential	2	71.4	74.5	Yes	3.1
		5-2	B	Residential	1	67.0	71.0	Yes	4.0
		5-4.2	B	Residential	1	71.2	74.8	Yes	3.6
		5-5	B	Residential	1	67.6	71.3	Yes	2.0
		5-6	B	Residential	1	64.1	67.5	Yes	3.4
		5-9	B	Residential	1	66.0	69.7	Yes	3.7
		5-10	B	Residential	1	65.3	68.2	Yes	2.9
		5-11	B	Residential	1	71.1	73.0	Yes	1.9
		5-12	B	Residential	1	67.9	69.7	Yes	1.8
		5-13	B	Residential	1	66.7	68.0	Yes	1.3
		5-14	B	Residential	1	65.1	68.1	Yes	3.0
		5-15	B	Residential	1	65.6	68.1	Yes	2.5
		5-16	B	Residential	1	65.5	66.8	Yes	1.3
		5-18	B	Residential	1	66.5	67.1	Yes	0.6
		5-19	B	Residential	1	65.5	65.1		
		5-20	B	Residential	1	66.3	64.3		
		6-1	B	Residential	1	70.6	71.4	Yes	0.8
		6-2	B	Residential	1	65.2	66.8	Yes	1.6
		6-3	B	Residential	1	64.1	66.5		2.4
		6-4	B	Residential	1	69.7	71.1	Yes	1.4
		6-5	B	Residential	1	62.6	66.0		3.4
		6-6	B	Residential	1	66.6	69.3	Yes	2.7
		6-7	B	Residential	1	62.9	66.3		3.4
		6-8	B	Residential	1	72.7	74.3	Yes	1.6
		6-9	B	Residential	1	66.2	69.4	Yes	3.2
		6-10	B	Residential	1	62.6	66.3		3.7
		6-11	B	Residential	1	70.9	73.6	Yes	2.7
		6-12	B	Residential	1	65.5	69.2	Yes	3.7
		6-13	B	Residential	1	61.8	65.9		4.1
		6-14	B	Residential	1	61.5	65.8		4.3

FMSF No.	Site Name/ Address	Receptor ID No.	Activity Category	Description of Land Use	No. of Noise Sensitive Sites Represented	Predicted Traffic Noise Level (Leq(h)) [Expressed as dB(A)]			
						No- Build (2040)	Build (2040)	Build Approaches, Meets, or Exceeds the NAC?	Increase from No Build
		6-15	B	Residential	1	70.8	73.5	Yes	2.7
		6-16	B	Residential	1	71.0	73.7	Yes	2.7
		6-17	B	Residential	1	65.5	69.3	Yes	3.8
		6-18	B	Residential	1	71.2	73.9	Yes	2.7
		6-19	B	Residential	1	65.6	69.4	Yes	3.8
		6-20	B	Residential	1	61.0	65.7		
		6-21	B	Residential	1	71.3	74.0	Yes	2.7
		6-22	B	Residential	1	65.3	69.3	Yes	4.0
		6-23	B	Residential	1	61.1	65.8		
		6-24	B	Residential	2	71.2	74.2	Yes	3.0
		6-25	B	Residential	1	64.8	69.0	Yes	4.2
		6-26	B	Residential	1	64.6	69.0	Yes	4.4
		6-27	B	Residential	1	60.4	65.5		
		6-28	B	Residential	1	60.4	65.6		
		6-29	B	Residential	1	71.0	74.2	Yes	3.2
		6-30	B	Residential	1	64.8	69.2	Yes	4.4
		6-31	B	Residential	1	60.0	65.5		
		6-32	B	Residential	1	59.9	65.5		
		6-33	B	Residential	1	70.6	73.9	Yes	3.3
		6-34	B	Residential	1	70.8	74.1	Yes	3.3
		6-35	B	Residential	1	64.9	69.5	Yes	4.6
		6-36	B	Residential	1	59.9	65.4		
		9-43	B	Residential	1	66.0	69.2	Yes	3.2
		9-45	B	Residential	2	68.8	71.5	Yes	2.7
		9-46	B	Residential	4	65.0	68.2	Yes	3.2
		9-47	B	Residential	4	69.4	72.9	Yes	3.5
		9-48	B	Residential	1	64.7	68.3	Yes	3.6
		9-49	B	Residential	1	64.2	68.0	Yes	3.8
		9-50	B	Residential	1	69.2	72.6	Yes	3.4
		9-51	B	Residential	1	68.9	72.6	Yes	3.7
		9-52	B	Residential	1	64.0	68.0	Yes	4.0
		9-53	B	Residential	1	62.0	66.1	Yes	4.1
		9-54	B	Residential	8	60.0	64.1		4.1
		9-55	B	Residential	1	68.9	72.1	Yes	3.2
		9-56	B	Residential	1	66.6	70.7	Yes	4.1
		9-57	B	Residential	1	64.6	68.3	Yes	3.7

FMSF No.	Site Name/ Address	Receptor ID No.	Activity Category	Description of Land Use	No. of Noise Sensitive Sites Represented	Predicted Traffic Noise Level (Leq(h)) [Expressed as dB(A)]			
						No- Build (2040)	Build (2040)	Build Approaches, Meets, or Exceeds the NAC?	Increase from No Build
8HI16132	Harding's Court / 5912 N. Nebraska Ave	9-58	B	Residential	1	63.5	67.6		4.1
		6-52 ^a	B	Residential	6	71.2	74.6	Yes	3.4
		6-53 ^a	B	Residential	6	62.4	67.6		4.3
		6-54 ^a	B	Residential	6	58.6	64.5		
8HI10243	T&GC Railroad / CSX Railroad	N/A	F	Railway	N/A	N/A	N/A	N/A	N/A
8HI11581	Captain William Parker Johnson House / 800 E. Lambright St	8 -22	B	Residential	1	72.4	75.6	Yes	3.2
8HI12470	Seminole Heights Baptist Church / 701 E Hillsborough Ave	2-2	C	Place of Worship (Exterior)	1	65.3	66.0	Yes	0.7
8HI12472	City Fire Department Engine Company No. 7 / 5315 N Taliaferro Ave	2-1	F	Storage	N/A	N/A	N/A	N/A	N/A
8HI12539	Seminole Heights Elementary School / 6201 N Central Ave	10B-1	C	School (Exterior)	1	65.3	67.5	Yes	2.2
		10B-2	C	School (Exterior)	1	65.0	67.3	Yes	2.3
		10B-3	C	School (Exterior)	1	64.7	67.2	Yes	2.5
		10B-4	C	School (Exterior)	1	64.8	67.6	Yes	2.8
		10B-5	C	School (Exterior)	1	64.7	67.3	Yes	2.6
		10B-6	C	School (Exterior)	1	65.7	68.0	Yes	2.3
		10B-7	C	School (Exterior)	1	65.2	67.8	Yes	2.6
		10B-8	C	School (Exterior)	1	65.0	67.6	Yes	2.6
		10B-9	C	School (Exterior)	1	65.2	67.8	Yes	2.6
		10B-10	C	School (Exterior)	1	65.0	67.4	Yes	2.4
		10B-11	C	School (Exterior)	1	64.5	67.1	Yes	2.6
		10B-12	C	School (Exterior)	1	64.6	67.5	Yes	2.9

^a The results of the traffic noise modeling for the residences in Harding's Court will be included in the final NSR for this project.
N/A = Not applicable

Table 3 – Changes in Highway Traffic Noise Levels

Location	Predicted Change in Highway Traffic Noise (Leq(h) Expressed as dB(A))	Perception of Change
Sulphur Springs Park Resource Group / 8100 N. Nebraska Ave	From -1.1 to 2.0	Not Detectable
Seminole Heights Historic District	From 0.6 to 5.2	Not Detectable to Readily Detectible
Harding’s Court / 5912 N. Nebraska Ave	3.4	Not Detectable
Captain William Parker Johnson House / 800 E. Lambright St	3.2	Not Detectable
Seminole Heights Baptist Church / 701 E Hillsborough Ave	0.7	Not Detectable
Seminole Heights Elementary School / 6201 N Central Ave	From 2.2 – 2.9	Not Detectable

The FDOT has also committed to further evaluating traffic noise barriers to reduce predicted traffic noise for the impacted receptors within Harding’s Court, at the Captain William Parker Jackson House, at Seminole Heights Baptist Church, and at Seminole Heights Elementary School—all locations with predicted increases in traffic noise with the improvements of approximately 3 dB(A). The limits of the potential barriers at these locations, as well as the barrier for the Seminole Heights Historic District, are shown on Figures E-1 through E-5 (see the solid purple line).

Notably, during the project’s design phase, to finalize the determination that noise barriers would be both a feasible and reasonable abatement measure, the impacted and benefited residences will be surveyed to obtain their desires to have the noise barriers constructed. If they desire the barriers, the final length and height of each barrier will be determined. Due to construction restrictions, desired structure barriers (i.e., barriers on a bridge or mechanically stabilized earth [MSE] wall) would be 8 feet in height. Based on the results of the PD&E phase analysis for the project, barriers along the right-of-way could range from 14 to 22 feet in height (the final height being based on the design phase analysis). Barrier aesthetics would also be determined during the project’s design phase at which time the residences and affected property owners would provide their desires for aesthetics on the neighborhood side of the barrier and the local government would select the aesthetics for the highway side.

As an example of barrier aesthetics, along Interstate highways, the barriers that are constructed just within, or on, the ROW line could have a split face block texture on the driver side of the barrier and a Class 5 (i.e., broom) finish on the residential side of the barrier with both sides of the barrier being painted sandalwood. Photographs of a recently constructed noise barrier with these aesthetics are provided in **Attachment 2**.

CONSTRUCTION NOISE AND VIBRATION

Noise and vibrations impacts will be from the heavy equipment movement and construction activities. Noise control measures will include those contained in FDOT's "Standard Specifications for Road and Bridge Construction". Adherence to local construction noise and/or construction vibration ordinances by the contractor will also be required where applicable.

DRAFT

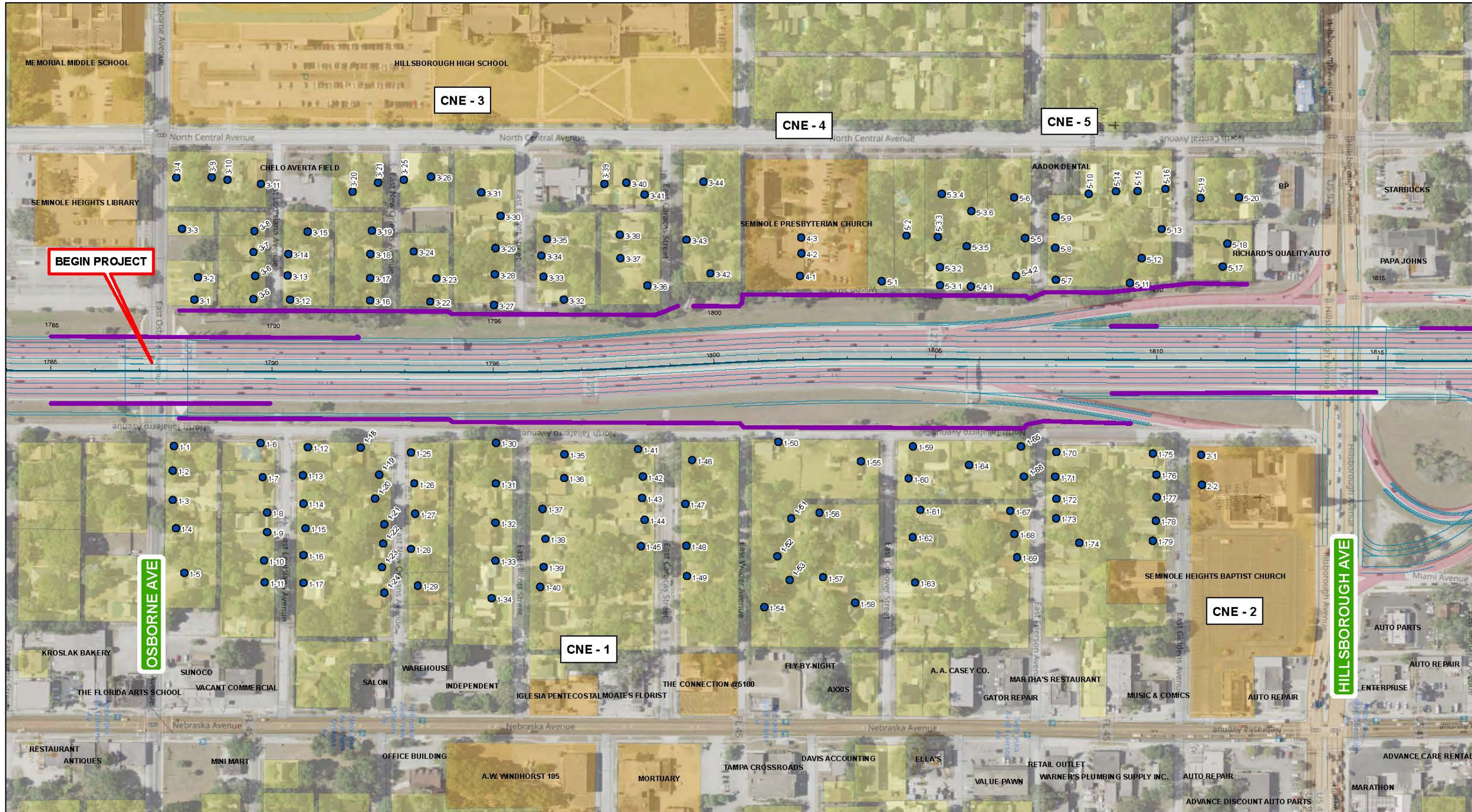
AIR QUALITY

To evaluate the potential for the proposed improvements to I-275 to adversely affect the current land uses of the resources, the procedures described in the FDOT's PD&E Manual, Part 2, Chapter 19, Air Quality (January 14, 2019), were used. There are no applicable Federal methodologies by which an evaluation of air quality for historic properties should be performed.

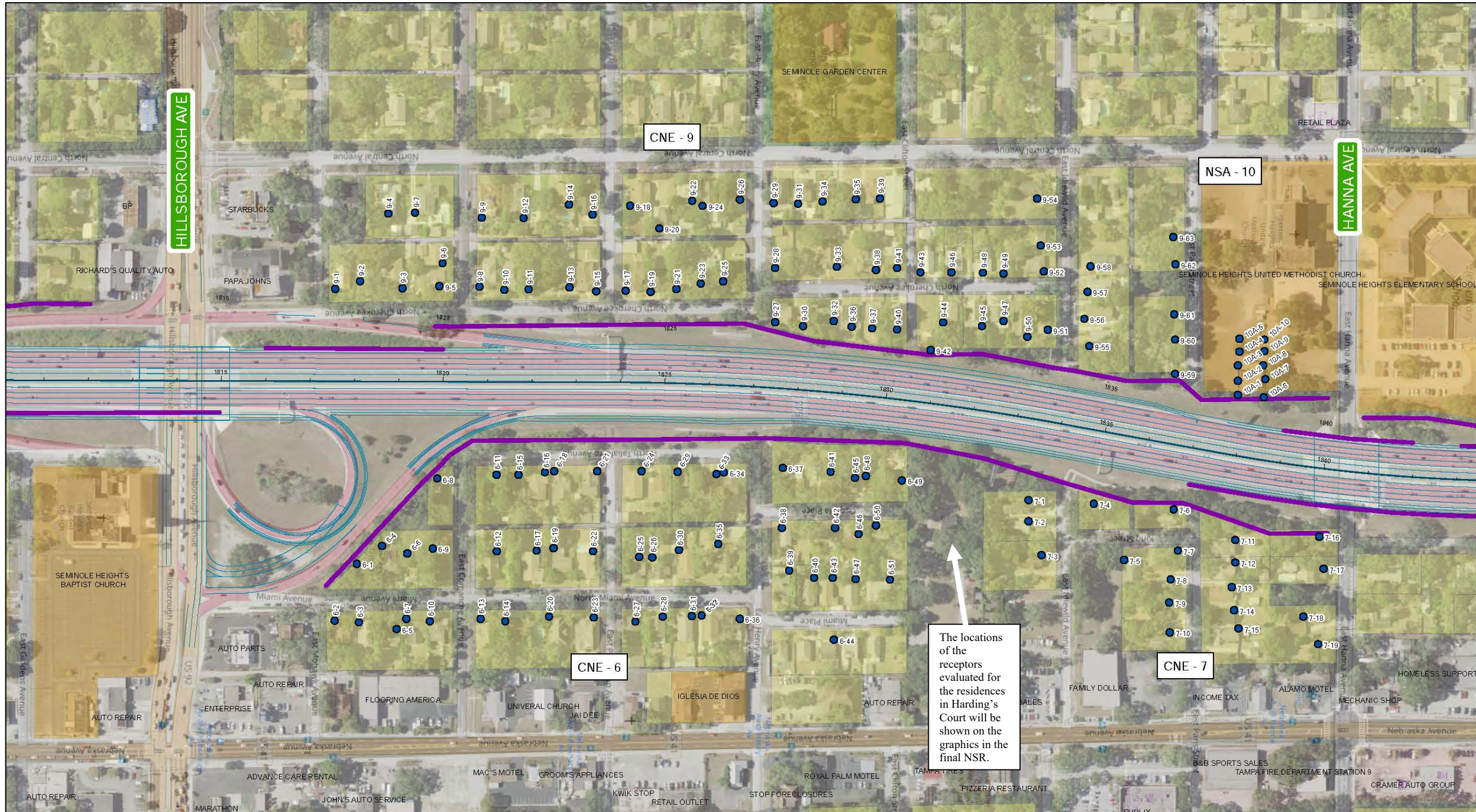
The project Build and No-Build alternatives were analyzed for both the opening year and design year of the project using the Florida Department of Transportation's (FDOT's) air quality screening model, CO Florida 2012 (approved by the Federal Highway Administration (FHWA) on April 12, 2013). CO Florida 2012 uses the EPA's MOVES and CAL3QHC emission rate and dispersion models to produce estimates of one- and eight-hour concentrations of carbon monoxide (CO) at default receptor locations. These concentrations can be directly compared to the one- and eight-hour National Ambient Air Quality Standards (NAAQS) for CO (35 and 9 parts per million [ppm], respectively). If predicted levels of CO are below the NAAQS, it can be concluded that the project would not impair the function of any of the resources. The evaluation methodology is further detailed and discussed in the project's Air Quality Memorandum (dated January 23, 2019).

Based on the results from the screening model, the highest predicted CO one- and eight-hour concentrations would not exceed the NAAQS for CO regardless of alternative or year of analysis. As such, the project "passes" the screening test and it can be concluded that no adverse effects to these properties would occur and the current uses of the resources would not be adversely affected.

DRAFT

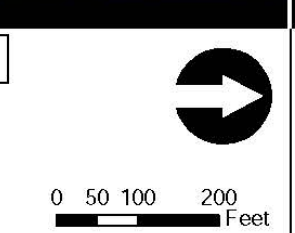


<p>I-275 PD&E STUDY FINANCIAL PROJECT ID 431821-1 HILLSBOROUGH COUNTY</p>	<ul style="list-style-type: none"> ● Receptor Sites ✕ Noise Monitoring Site Existing Noise Barriers Potential Noise Barriers 	<p>Common Noise Environment (CNE) and Criteria</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;"> B: Residential, 66.0 dB(A)</td> <td style="width: 20%;"> C: Other Sensitive Land Uses, 66.0 dB(A)</td> <td style="width: 20%;"> D: Institutional (Interior), 51.0 dB(A)</td> </tr> </table>	 B: Residential, 66.0 dB(A)	 C: Other Sensitive Land Uses, 66.0 dB(A)	 D: Institutional (Interior), 51.0 dB(A)	<p>CNE - #</p>	 	<p>Concept Plans and Noise Sensitive Receptors</p>	<p>Figure No. E - 1 Sheet 1 of 15</p>
 B: Residential, 66.0 dB(A)	 C: Other Sensitive Land Uses, 66.0 dB(A)	 D: Institutional (Interior), 51.0 dB(A)							



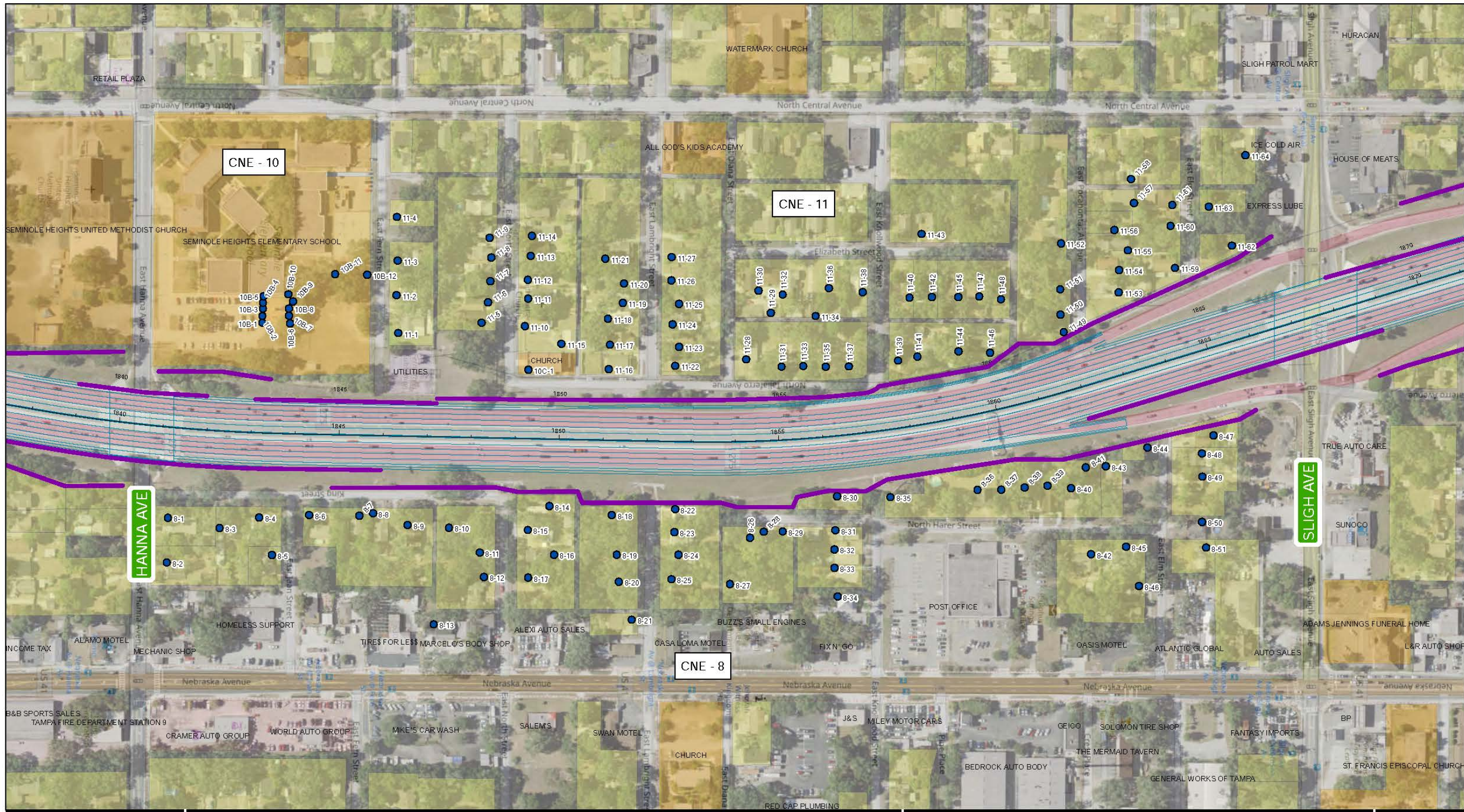
I-275
 PD&E STUDY
 FINANCIAL PROJECT ID
 431821-1
 HILLSBOROUGH COUNTY

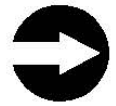
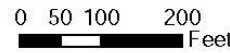
● Receptor Sites	Common Noise Environment (CNE) and Criteria	CNE - #
✕ Noise Monitoring Site	B: Residential, 66.0 dB(A)	
Existing Noise Barriers	C: Other Sensitive Land Uses, 66.0 dB(A)	
Potential Noise Barriers	D: Institutional (Interior), 51.0 dB(A)	



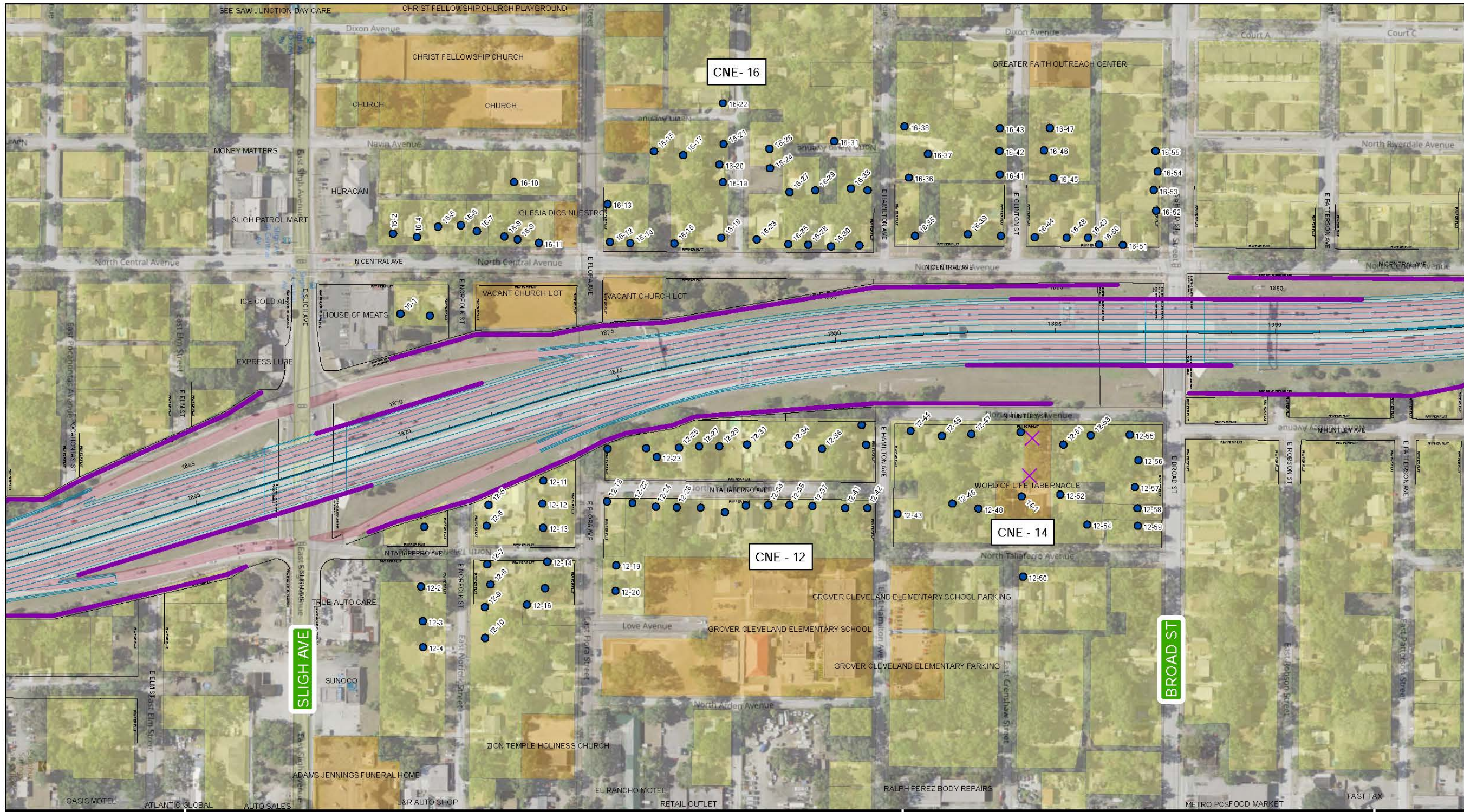
Concept Plans and Noise Sensitive Receptors

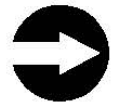
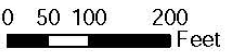
Figure No.
 E - 2
 Sheet 2 of 15

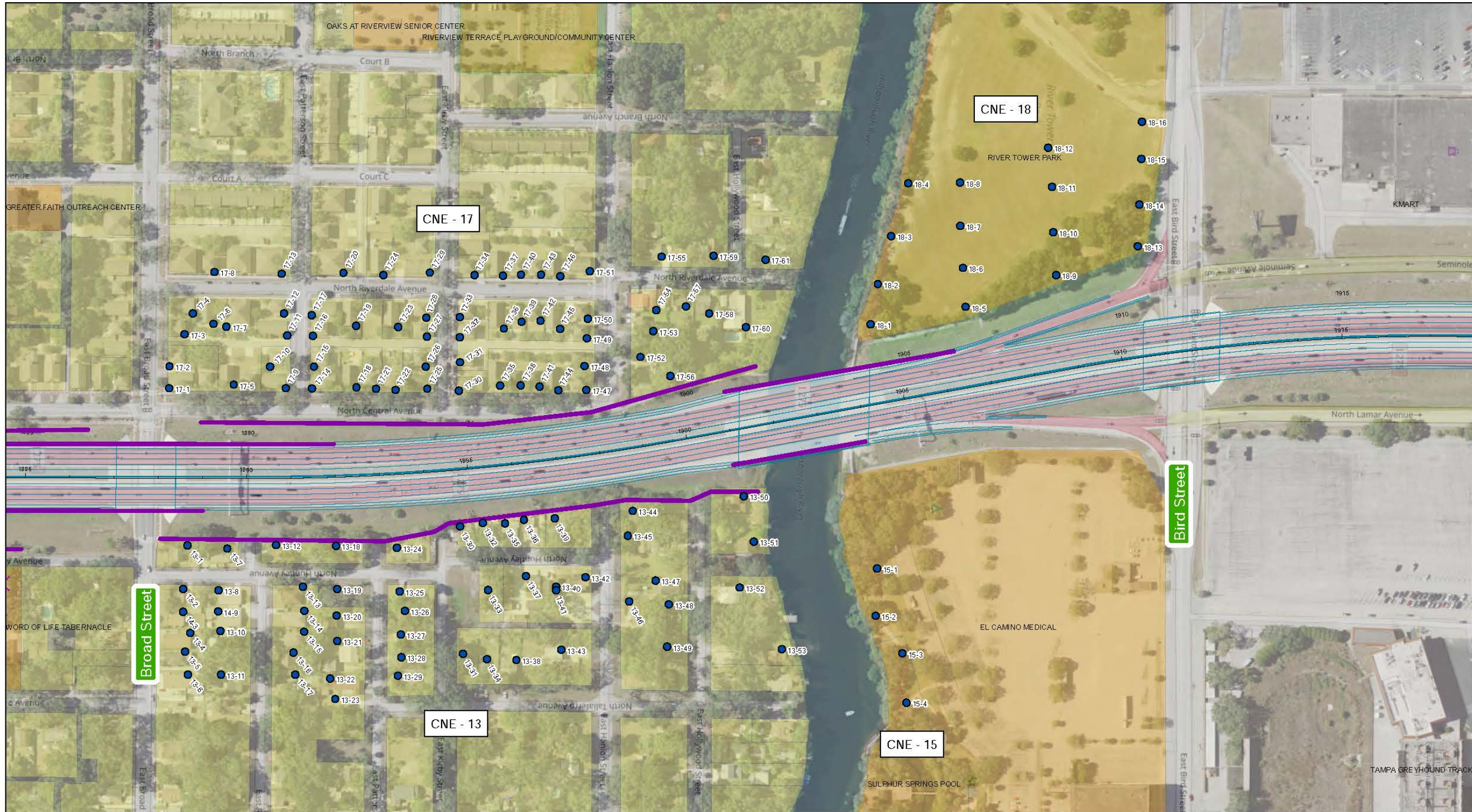


<p>I-275 PD&E STUDY FINANCIAL PROJECT ID 431821-1 HILLSBOROUGH COUNTY</p>	<table border="0"> <tr> <td>● Receptor Sites</td> <td>Common Noise Environment (CNE) and Criteria</td> <td>CNE - #</td> </tr> <tr> <td>✕ Noise Monitoring Site</td> <td>Yellow: B: Residential, 66.0 dB(A)</td> <td></td> </tr> <tr> <td>Orange line: Existing Noise Barriers</td> <td>Orange: C: Other Sensitive Land Uses, 66.0 dB(A)</td> <td></td> </tr> <tr> <td>Purple line: Potential Noise Barriers</td> <td>Light Blue: D: Institutional (Interior), 51.0 dB(A)</td> <td></td> </tr> </table>	● Receptor Sites	Common Noise Environment (CNE) and Criteria	CNE - #	✕ Noise Monitoring Site	Yellow: B: Residential, 66.0 dB(A)		Orange line: Existing Noise Barriers	Orange: C: Other Sensitive Land Uses, 66.0 dB(A)		Purple line: Potential Noise Barriers	Light Blue: D: Institutional (Interior), 51.0 dB(A)		<div style="text-align: center;">   </div>	<p>Figure No. E - 3 Sheet 3 of 15</p>
● Receptor Sites	Common Noise Environment (CNE) and Criteria	CNE - #													
✕ Noise Monitoring Site	Yellow: B: Residential, 66.0 dB(A)														
Orange line: Existing Noise Barriers	Orange: C: Other Sensitive Land Uses, 66.0 dB(A)														
Purple line: Potential Noise Barriers	Light Blue: D: Institutional (Interior), 51.0 dB(A)														

**Concept Plans
and Noise Sensitive Receptors**

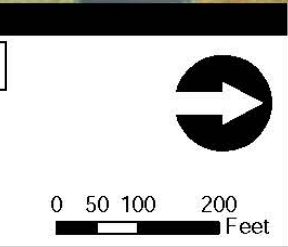


<p>I-275 PD&E STUDY FINANCIAL PROJECT ID 431821-1 HILLSBOROUGH COUNTY</p>	<table border="0"> <tr> <td>● Receptor Sites</td> <td>Common Noise Environment (CNE) and Criteria</td> <td>CNE - #</td> </tr> <tr> <td>✕ Noise Monitoring Site</td> <td>B: Residential, 66.0 dB(A)</td> <td></td> </tr> <tr> <td>Existing Noise Barriers</td> <td>C: Other Sensitive Land Uses, 66.0 dB(A)</td> <td></td> </tr> <tr> <td>Potential Noise Barriers</td> <td>D: Institutional (Interior), 51.0 dB(A)</td> <td></td> </tr> </table> <div style="text-align: right;">   </div>	● Receptor Sites	Common Noise Environment (CNE) and Criteria	CNE - #	✕ Noise Monitoring Site	B: Residential, 66.0 dB(A)		Existing Noise Barriers	C: Other Sensitive Land Uses, 66.0 dB(A)		Potential Noise Barriers	D: Institutional (Interior), 51.0 dB(A)		<p style="text-align: center;">Concept Plans and Noise Sensitive Receptors</p>	<p>Figure No. E - 4 Sheet 4 of 15</p>
● Receptor Sites	Common Noise Environment (CNE) and Criteria	CNE - #													
✕ Noise Monitoring Site	B: Residential, 66.0 dB(A)														
Existing Noise Barriers	C: Other Sensitive Land Uses, 66.0 dB(A)														
Potential Noise Barriers	D: Institutional (Interior), 51.0 dB(A)														



I-275
 PD&E STUDY
 FINANCIAL PROJECT ID
 431821-1
 HILLSBOROUGH COUNTY

● Receptor Sites	Common Noise Environment (CNE) and Criteria	CNE - #
✕ Noise Monitoring Site	■ B: Residential, 66.0 dB(A)	
— Existing Noise Barriers	■ C: Other Sensitive Land Uses, 66.0 dB(A)	
— Potential Noise Barriers	■ D: Institutional (Interior), 51.0 dB(A)	

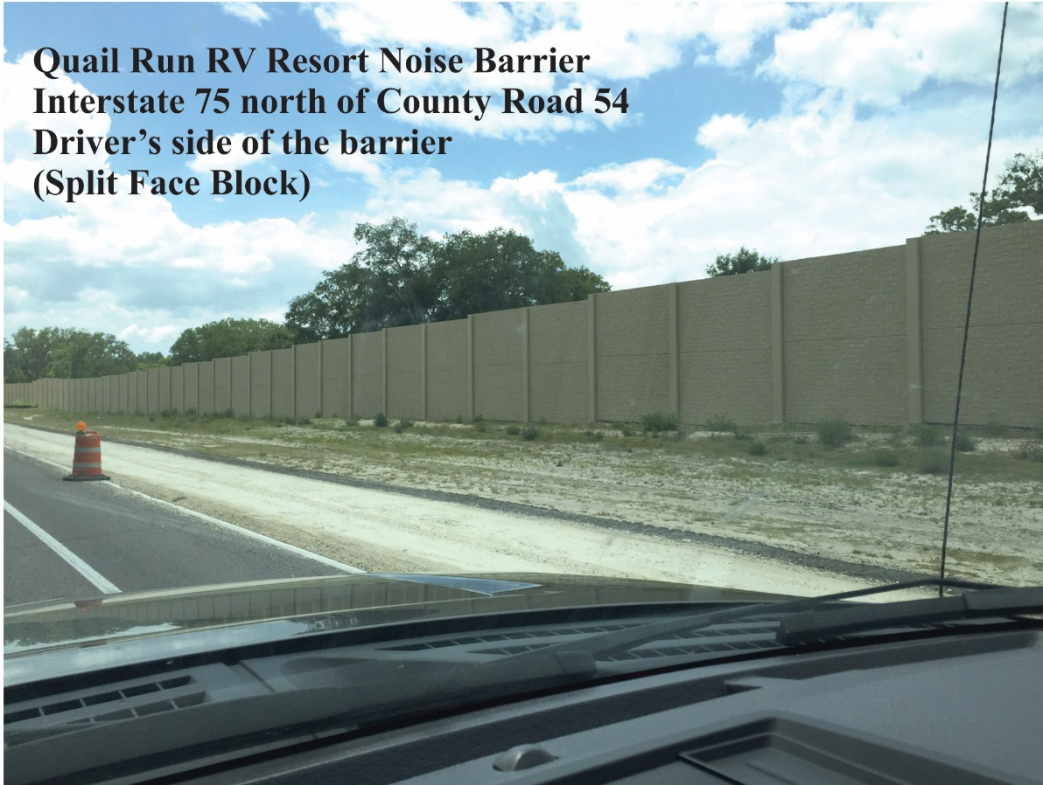


Concept Plans and Noise Sensitive Receptors

Figure No.
 E - 5
 Sheet 5 of 15

DRAFT

**Quail Run RV Resort Noise Barrier
Interstate 75 north of County Road 54
Driver's side of the barrier
(Split Face Block)**



**Residential side of the barrier
(Class 5 finish)**

