

# I-275 (STATE ROAD 93) EXPRESS LANES

## PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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

ETDM Number: 13854

Work Program Item Segment Number: 431821-1

**HILLSBOROUGH COUNTY, FLORIDA**

# FINAL CULTURAL RESOURCE ASSESSMENT SURVEY

## VOLUME I OF V

Prepared for:

**Florida Department  
of Transportation  
District Seven**

December 2015

**(Updated February 2019)**

# CULTURAL RESOURCES ASSESSMENT SURVEY ADDENDUM (FEBRUARY 2019)

A Cultural Resources Assessment Survey (CRAS) was prepared for the I-275 from north of Martin Luther King, Jr. Boulevard to north of Bearss Avenue project. The Project Development and Environment (PD&E) Study coordinated the CRAS with the Federal Highway Administration (FHWA) and State Historic Preservation Officer (SHPO) in December 2015. The CRAS was approved for this project by the FHWA on January 5, 2016. The SHPO concurred with the findings on February 5, 2016 (FHWA and SHPO concurrence letter attached). Based on changes to the project scope, this Addendum to the CRAS is being included with the original CRAS for informational purposes only. Although the scope of the project has been revised, there are no project changes that affect the original CRAS survey results.

## UPDATED PROJECT DESCRIPTION

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 project scope now includes the correct project length of 7.70 miles (erroneously stated previously at 9.57 miles), the addition of one 12-foot general purpose lane in each direction (the 11-foot express lane in each direction has been removed from the typical section), and provides accommodations for transit on the inside shoulder.

All improvements to the mainline of I-275 would remain within the existing right-of-way. Minimal right-of-way would be necessary near the Bearss Avenue interchange for stormwater ponds. A separate CRAS, including an archaeological and historic resources field survey, is being conducted now for two preferred pond sites near Bearss Avenue. A Pond CRAS Update Technical Memorandum will be prepared and submitted to the SHPO under separate cover.

Updated project information is being provided in this Addendum; no changes to the December 2015 CRAS were made. An updated project location map is provided in **Figure 1**.

## 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.

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

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

## **BUILD ALTERNATIVE**

### **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.

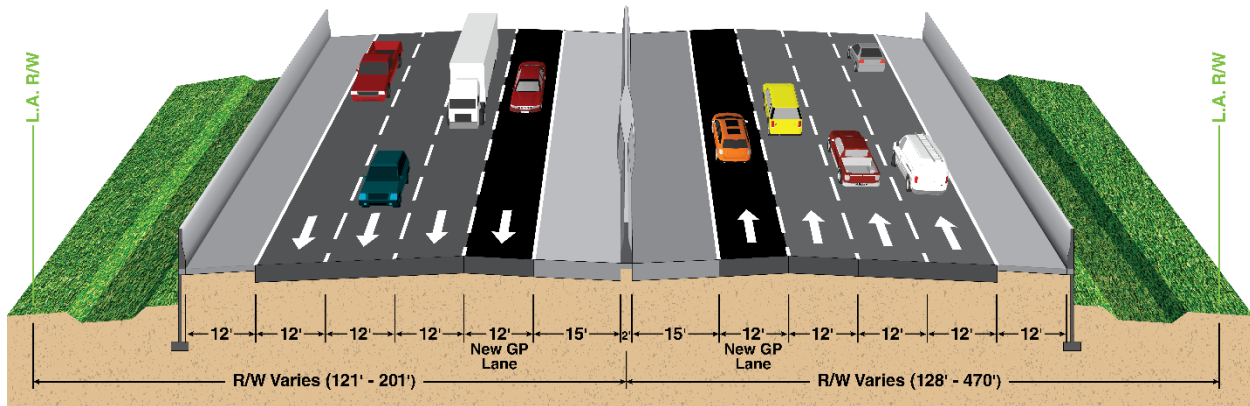
The proposed typical section includes eight 12-foot wide general purpose lanes (four in each direction), two 15-foot wide inside shoulders which accommodate transit, 12-foot wide outside shoulders, and a 2-foot wide concrete barrier separating the two directions of travel. The proposed I-275 mainline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

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 near the Bearss Avenue interchange for stormwater ponds.

Figure 1: Project Location Map (Updated)



**Figure 2. Preferred Typical Section**



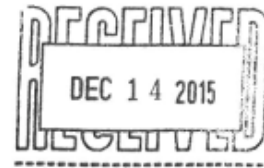
### **Interchange Build Alternatives**

The majority of the interchange configurations within the corridor will not change. All of the existing interchange ramps will accommodate the mainline widening of I-275 with the exception of Hillsborough Avenue and Bearss Avenue. Operational improvements will be included at the Hillsborough Avenue interchange and a single point urban interchange (SPUI) will be constructed at the Bearss Avenue interchange.

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 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.

Attachment: FWA and SHPO Concurrence Letter



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

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;

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STATE OF FLORIDA  
TRANSPORTATION DEPARTMENT

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 Harlon 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  
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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](mailto:Todd.Bogner@dot.state.fl.us), or Rebecca Spain Schwarz at (813) 281-8308 or via e-mail at [Rebecca.Spain-Schwarz@atkinsglobal.com](mailto: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 McMenus (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  
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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.

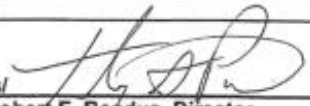
FHWA Comments:


*for* /s/   
James Christian  
Division Administrator  
Florida Division  
Federal Highway Administration

Date 1/5/16

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:


/s/   
Robert F. Bendus, Director  
Division of Historical Resources  
and State Historic Preservation Officer  
*Timothy A. Parsons*

Date 2/5/16