

ADMINISTRATIVE ACTION
TYPE 2 CATEGORICAL EXCLUSION

Florida Department of Transportation
In cooperation with the US Coast Guard

I-275 FROM N OF MLK BLVD TO N OF BEARSS AVE

District: FDOT District 7

County: Hillsborough County

ETDM Number: 13854

Financial Management Number: 431821-1-22-01

Federal-Aid Project Number: N/A

Project Manager: Ashley Henzel

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. Submitted pursuant 49 U.S.C. § 303.

This action has been determined to be a Categorical Exclusion which meets the definition contained in 40 CFR 1508.4, and, based on past experience with similar actions and this analysis, does not involve significant environmental impacts. Signature below constitutes Location and Design Concept

Acceptance:



October 22, 2019

Director of the Office of Environmental Management
Florida Department of Transportation

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This document was prepared in accordance with the FDOT PD&E Manual.

This project has been developed without regard to race, color or national origin, age, sex, religion, disability or family status (Title VI of the Civil Rights Act of 1964, as amended).

On 09/11/2013 the State of Florida determined that this project is consistent with the Florida Coastal Zone Management Program.

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1. Project Information

1.1 Project Description

The proposed action evaluates the need to provide capacity and operational improvements along 7.7 miles of Interstate 275 (I-275)/(State Road (SR) 93) from north of Dr. Martin Luther King, Jr. Boulevard (MLK Boulevard) (SR 574) to north of Bearss Avenue (SR 678/County Road 582) in Hillsborough County, Florida. Refer to Figure 1 for the project location maps.



Figure 1. Project Location Map

The Preferred 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 interchange and the Bearss Avenue interchange bridge will be replaced along with ramp improvements. No other interchange configurations will change with the improvements and the remaining 17 bridges within the project corridor will be widened to accommodate the additional travel lanes.

The Preferred Typical Section includes eight 12-foot wide general purpose lanes (four in each direction), two 15-foot wide inside shoulders which accommodate transit (one in each direction), two 12-foot wide outside shoulders (one in each direction), and a 2-foot wide concrete barrier separating the two directions of travel. Refer to Figure 2 for the Preferred Typical Section. The existing horizontal and vertical alignment will be maintained in the Preferred 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 stormwater ponds. Refer to the Natural Resources, Drainage and Hydrology sections for more information on the ponds.

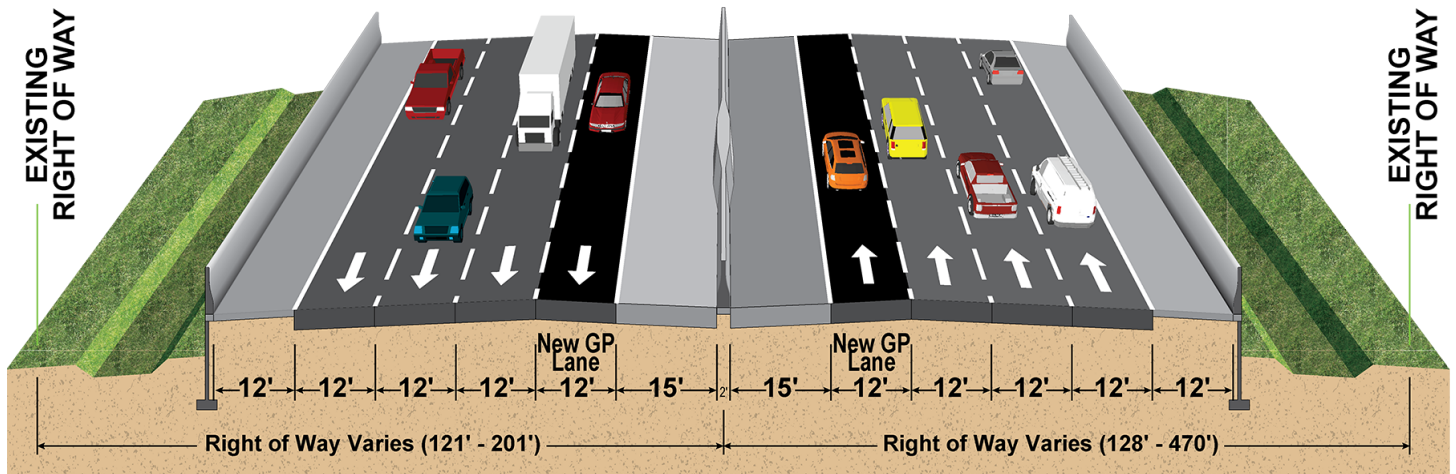


Figure 2. Preferred Typical Section

Hillsborough Avenue Operational Improvements

On Hillsborough Avenue east of I-275, a signal is proposed for the I-275 northbound on-ramp, and eastbound to northbound dual left lanes will be constructed by widening Hillsborough Avenue within existing right-of-way to accommodate more vehicles entering I-275 northbound. The I-275 northbound loop off-ramp will be reconstructed to direct traffic to the proposed new signalized intersection.

Bearss Avenue Interchange Improvements

The existing vertical and horizontal constraints at the Bearss Avenue interchange bridge render it incapable of accommodating the proposed I-275 mainline improvements. For this reason, the bridge over Bearss Avenue will be reconstructed along with the on- and off-ramps from the I-275 gores to approximately halfway to the Bearss Avenue interchange. The Bearss Avenue interchange underneath the bridges will be restriped as a single point urban interchange (SPUI).

1.2 Purpose and Need

The purpose of the Project Development and Environment (PD&E) Study is to evaluate alternatives along I-275 from north of MLK Boulevard to north of Bearss Avenue to increase capacity and relieve congestion along this regional link in the Tampa Bay region. I-275 is a major north-south interstate that is an important connection to the regional and statewide transportation network linking the Tampa Bay area to the remainder of the state and nation. I-275 provides access to numerous commercial and residential areas in Hillsborough County and is a designated evacuation route. These improvements are expected to enhance the overall safety and improve the operating conditions of the facility within the project limits.

Numerous transportation plans and studies by the Florida Department of Transportation (FDOT) and the Hillsborough Metropolitan Planning Organization (MPO) identify the need for interstate improvements. This segment of I-275 provides a vital connection to 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. The following sections summarize the need for the proposed improvements including areawide needs and project corridor needs.

Regional Connectivity: I-275 is a north-south interstate highway that also serves as a major trade, tourism, and freight corridor. I-275 is part of Florida's Strategic Intermodal System (SIS), which is comprised of facilities and services of statewide and inter-regional significance. The SIS is a statewide network of highways, railways, waterways, and transportation hubs that handle the bulk of Florida's passenger and freight traffic. This section of I-275 connects to I-4 to the south and is in close proximity to I-75 to the north. Enhancing the capacity and preserving the operational integrity and functionality of I-275 is critical to mobility. It is a vital link in the transportation network that connects the Tampa Bay region to the remainder of the state and the nation.

Safety Rates: Highway crashes are a primary cause of traffic incidents, making safety critical to FDOT's mission to move goods and services. A total of 1,639 crashes occurred between 2012 and 2016 along the I-275 corridor (777 northbound and 862 southbound). The annual average number of crashes for the study corridor is approximately 328 crashes per year. Rear end crashes represent about 58 percent of the total crashes. Hit fixed object crashes represent about 22 percent of the total crashes and sideswipe crashes represent about 11 percent of the total crashes. All other crash types each individually represent less than 10 percent of the total crashes. Eight crashes resulted in 14 fatalities; 669 crashes resulted in 1,037 injuries, and 962 resulted in property damage only.

Per the FDOT Crash Analysis Reporting System (CARS), the 2011 to 2015 five-year statewide average crash rate was 0.992 for the urban interstate category. Ten segments in both directions exceed this statewide average crash rate. The higher crash rates in these areas may be due in large part to the short segment lengths, closely spaced interchanges, and profile and grade issues.

The Highway Safety Manual (HSM) Predictive Crash Analysis was conducted to assess safety benefits between the Build and the No-Build Alternatives. The model predicted the Build condition to yield a lower number of crashes than the No-Build condition. Using the Enhanced Interchange Safety Analysis Tool (ISATe), 11 percent of the total crashes were reduced on average after implementing the proposed roadway geometry and traffic control improvements to the I-275 corridor between the 2025 opening year and 2045 design year. Of the total crashes, the Build Alternative will on average reduce 11 percent of freeway segment crashes, 15 percent of ramp segment crashes, and 10 percent of ramp terminal crashes between the 2025 opening year and 2045 design year. On average, the fatal and injury crashes on freeway segments, ramp segments, and ramp terminals will be reduced by four percent, 18 percent, and six percent, respectively, between the 2025 opening year and 2045 design year after implementing the proposed improvements.

Emergency Evacuation: I-275 is a critical evacuation route and is included on the Florida Division of Emergency Management's evacuation route network. The addition of one general purpose lane in each direction as well as the improved full depth shoulder will aid in emergency evacuation.

Future Population and Employment Growth: According to the Hillsborough MPO's *Imagine 2040 Long Range Transportation Plan (LRTP)*, the population of Hillsborough County in 2010 was 1,229,226 and is anticipated to increase to 1,815,964 by 2040. This reflects a population growth of almost 48 percent over 30 years. Based on the LRTP, employment in 2010 was 711,400 and is projected to grow to 1,112,059 by 2040. This reflects 400,659 new employees, an increase of more than 56 percent. These socioeconomic projections are used in the Tampa Bay Regional Planning Model (TBRPM) to estimate future travel demand.

According to the *Imagine 2040 LRTP*, the anticipated growth is expected to be concentrated in existing job centers and potential transit station locations within the urban service area. Future residential areas near potential transit were identified based on comprehensive plan policies for transit-oriented development. Other job growth is anticipated to occur in existing and potential commercial centers. Increases in employment is expected to occur in Westshore, around the University of South Florida, central downtown Tampa, and in the Brandon area. Existing areas with the highest residential and employment densities are expected to remain high density areas. Future population is expected to remain primarily concentrated within the neighborhoods surrounding Tampa's downtown urban core, the University of South Florida area, and along the potential transit line between these two areas.

I-275 is an important link for travelers in the Tampa Bay area as it provides regional accessibility to area tourist and recreational destinations and major employment/activity centers, and is a popular and convenient route for commuters and other work-related travel both north and south of the area. Normal traffic growth associated with increasing population in the Tampa Bay region, as well as traffic growth from increased development activity in downtown Tampa, further reinforce the need for improvements in the I-275 corridor. I-275 serves many of the regionally-recognized employment centers.

Current and Future Traffic: According to the February 2019 Project Traffic Analysis Report (PTAR), portions of I-275 are already operating at the lowest level of mobility, with an unacceptable level of service (LOS) F. LOS is a qualitative measure of traffic flow on a roadway. LOS ranges from LOS A (free flow) to LOS F (congestion). Based on the 2013 daily

traffic volumes from the FDOT *Florida Traffic Online* (2013) traffic information database, the segment of I-275 from north of MLK Boulevard to north of Bearss Avenue already exceeds the capacity of the existing interstate lanes. The highest volume portion is between Sligh Avenue and Bird Street with a volume of 150,500 vehicles per day (vpd). The capacity is 130,600 vpd. The volume to capacity (v/c) ratio for this segment of I-275 is 1.15. A v/c ratio compares demand to how many vehicles a roadway can handle; a greater than 1.0 ratio means severe congestion.

According to the Tampa Bay Regional Planning Model-Managed Lanes, I-275 within the project limits is projected to have daily traffic volumes ranging from 165,300 vpd to 224,600 vpd. The v/c ratio is expected to range from 1.27 to 1.72. The proposed improvements are expected to improve the v/c ratio.

Without the proposed improvements, the operating conditions will continue to deteriorate and will operate at LOS F for the entire project limits by 2040. The adopted LOS standard for I-275 in this area is D based on current SIS criteria for interstates in urban areas.

Multi-Modal Service: Hillsborough Area Regional Transit (HART) operates existing transit service in Hillsborough County within the project limits. HART currently operates two Commuter Express routes that travel on I-275 within the project limits for a portion of its service. Route 20X (Pasco/Lutz Express) travels between the Lutz Target and MacDill Air Force Base in south Tampa. Route 275LX travels between the Wiregrass Park-N-Ride and the Tampa International Airport. Adjacent to I-275 the HART MetroRapid service operates on Nebraska Avenue. HART also operates flex service and circulator service near the project area. Future transit service (express routes) within and adjacent to the project limits is listed in HART's *Transit Development Plan (TDP) 2018-2027 Major Update*.

Within the project limits, the accommodation for premium transit on the inside shoulders of I-275 will provide the infrastructure to support proposed and future enhanced transit. HART is studying transit options within its service area as well as regionally. While FDOT will provide the infrastructure, the transit agency will be responsible for deciding the transit mode and implementing the transit service.

Access to Intermodal Facilities and Freight Centers: I-275 is part of the highway network that provides access to regional intermodal facilities/freight activity centers such as the industrial parks/areas, South Central CSX Transportation (CSXT) Corridor, St. Petersburg Seaport, Gateway Triangle, Tampa International Airport, the Port Tampa Bay, and St. Petersburg-Clearwater International Airport. Improvements to I-275 will enhance access to activity centers in the area, and the movement of goods and freight in the greater Tampa Bay region. I-275 is also identified on the regional freight network in the Tampa Bay Area Regional Transit Authority (TBARTA) *Regional Transportation Master Plan*. It should be noted that TBARTA was previously the Tampa Bay Area Regional Transportation Authority.

1.3 Planning Consistency

The current Hillsborough County Metropolitan Planning Organization Long Range Transportation Plan (LRTP) was amended on 06/11/2019 to include updates to the project description and limits. The LRTP identifies the project on page 174, included as project ID 1006 - I-275 from north of MLK Boulevard to north of Busch Boulevard and I-275 from north of Busch Boulevard to north of Bearss Avenue. The updated LRTP states the project will add one travel lane in each direction from the existing 4F/6F to 8F. Refer to the attached LRTP page.

The project is included in the Hillsborough MPO Adopted Fiscal Year 2019/2020 - 2023/2024 Transportation Improvement Program (TIP) on page 1-28 as item number 431821 2, LRTP reference 1006. The TIP project limits for reference 1006

are from north of MLK Boulevard to north of Hillsborough Avenue. The TIP page project description and type of work states: add northbound and southbound lanes using existing hard/side shoulder-Section 7; add lanes and rehabilitate pavement. Refer to the attached current TIP page.

The portion of the project from north of MLK Boulevard to north of Hillsborough Avenue is in the Florida Statewide Transportation Improvement Program (STIP) as item number 431821-2. The STIP project description and type of work states: the project will add northbound and southbound lanes using existing hard/side shoulder-Section 7; add lanes and rehabilitate pavement. Refer to the attached current STIP page.

Segment Description: WPI No. 431821-2 I-275 (SR 93) from north of MLK Boulevard to north of Busch Boulevard

Currently Adopted LRTP-CFP	COMMENTS
Yes	<p>The LRTP was amended in June 2019 to update the project limits and description. The LRTP identifies the project on page 174, included as project ID 1006 - I-275 from north of MLK Boulevard to north of Busch Boulevard and I-275 from north of Busch Boulevard to north of Bearss Avenue. The updated LRTP states the project will add one travel lane in each direction from the existing 4F/6F to 8F. For the project segment from north of MLK Boulevard to north of Busch Boulevard the project phase, year(s) of expenditure, and expenditure cost is stated as: design phase, 2021-2025, \$14.47M; construction 2021-2025, \$81.43M. Refer to the attached LRTP page.</p> <p>The current TIP documentation for I-275 from north of MLK Boulevard to north of Hillsborough Avenue is attached. The TIP page project description and type of work states: add northbound and southbound lanes using existing hard/side shoulder-Section 7; add lanes and rehabilitate pavement.</p> <p>The current STIP documentation for I-275 from north of MLK Boulevard to north of Hillsborough Avenue is attached. The STIP project description and type of work states: the project will add northbound and southbound lanes using existing hard/side shoulder-Section 7; add lanes and rehabilitate pavement.</p> <p>FY2020 - 2024 TIP and STIP funding years are in alignment again October 1, 2019.</p>

	Currently Approved	\$	FY	COMMENTS
PE (Final Design)				
TIP	N			Design-build. Please refer to Construction, below.
STIP	N			Design-build. Please refer to Construction, below.
R/W				
TIP	N		N/A	N/A
STIP	N		N/A	N/A
Construction				
TIP	Y	40.5 M	2023	Design-build
STIP	Y	34.7 M	2023	Design-build

Segment Description: WPI No. 431821-3 north of Busch Boulevard to south of Bearss Avenue

Currently Adopted LRTP-CFP	COMMENTS

Yes	<p>The LRTP was amended in June 2019 to update the project limits and description. The LRTP identifies the project on page 174, included as project ID number 1006 - I-275 from north of MLK Boulevard to north of Busch Boulevard and I-275 from north of Busch Boulevard to south of Bearss Avenue. The updated LRTP states the project will add one travel lane in each direction from the existing 4F/6F to 8F. For the project segment from north of Busch Boulevard to north of Bearss Avenue the project phase, year(s) of expenditure, and expenditure cost is stated as: design phase, 2021-2025, \$3.80M; right of way, 2026-2030, \$2.60M, and construction 2026-2030, \$161.98M. Refer to the LRTP page attached.</p> <p>The project is currently not identified in the STIP/TIP.</p>			
	Currently Approved	\$	FY	COMMENTS
PE (Final Design)				
TIP	N			
STIP	N			
R/W				
TIP	N			
STIP	N			
Construction				
TIP	N			
STIP	N			

Segment Description: WPI No. 431821-4 Bearss Avenue Interchange

Currently Adopted LRTP-CFP	COMMENTS			
Yes	<p>The LRTP was amended in June 2019 to update the project limits and description. The LRTP identifies the project on page 174, included as project ID number 1006 - I-275 from north of MLK Boulevard to north of Busch Boulevard and I-275 from north of Busch Boulevard to north of Bearss Avenue. The updated LRTP states the project will add one travel lane in each direction from the existing 4F/6F to 8F. Funding is not specifically outlined for this segment of project 1006 as it is included in Segment 2 outlined above. Refer to the attached LRTP page.</p> <p>The project is currently not identified in the STIP/TIP.</p>			
	Currently Approved	\$	FY	COMMENTS
PE (Final Design)				
TIP	N			
STIP	N			
R/W				
TIP	N			
STIP	N			
Construction				
TIP	N			
STIP	N			

2. Environmental Analysis Summary

Issues/Resources	Significant Impacts?*			
	Yes	No	Enhance	NoInv
3. Social and Economic				
1. Social	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Economic	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Land Use Changes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Mobility	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Aesthetic Effects	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Relocation Potential	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. Farmland Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Cultural Resources				
1. Section 106 of the National Historic Preservation Act	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Section 4(f) of the USDOT Act of 1966	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Section 6(f) of the Land and Water Conservation Fund	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Other Protected Public Lands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Natural Resources				
1. Protected Species and Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Wetlands and Other Surface Waters	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Essential Fish Habitat (EFH)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Floodplains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Sole Source Aquifer	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Water Quality and Stormwater	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Aquatic Preserves	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. Outstanding Florida Waters	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. Coastal Barrier Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Physical Resources				
1. Highway Traffic Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Air Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Contamination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Utilities and Railroads	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

USCG Permit

- A USCG Permit IS NOT required.
- A USCG Permit IS required.

* **Impact Determination:** Yes = Significant; No = No Significant Impact; Enhance = Enhancement; NoInv = Issue absent, no involvement. Basis of decision is documented in the referenced attachment(s).

3. Social and Economic

The project will not have significant social and economic impacts. Below is a summary of the evaluation performed.

3.1 Social

According to the Hillsborough County Metropolitan Planning Organizations (MPO's) 2040 Long Range Transportation Plan (LRTP), adopted on November 12, 2014, Hillsborough County is home to 1.2 million residents and contains the largest employment and population base in the Tampa Bay Metropolitan Area. Hillsborough County has grown 5.1% between 2010 and 2013, which is higher than the 4% growth rate that the State of Florida experienced during the same time period. The University of Florida's Bureau of Economic and Business Research indicates that the Hillsborough County 2010 Census count was 1,229,226, and projects the 2035 population to be between 1,423,700 (the low projection, which represents an increase of 13% from the 2012 population) to 2,048,700 (the high projection, which is an increase of 63%).

The FDOT Environmental Screening Tool (EST) Preliminary Environmental Discussion (PED) identified one Census Block group that has a median family income below \$25,000 and several 2010 Census Block groups that have a minority population over 40% within the 500-foot buffer distance, according to the 2010 Census data. Due to the minority populations identified near the project corridor, several accommodations were made to provide information to those with limited English proficiency including the addition of a statement on the Public Hearing newsletter in Spanish directing questions, comments, and requests for information to the FDOT District Seven Spanish contact person, an ad was placed in the La Gaceta newspaper announcing the Public Hearing in Spanish, and a Spanish interpreter was provided at the Public Hearing. The EST analysis also identified one community center, 10 religious centers, 10 social service facilities, and five mobile home and RV parks within the 500-foot buffer distance. While additional right-of-way will be required for pond site locations at the Bearss Avenue interchange, the project will be designed to avoid/minimize potential impacts to the community fabric/social cohesion to the greatest extent practicable. This project will be developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968, along with Title VI of the Civil Rights Act, Executive Order 12898 (Environmental Justice), which ensures that minority and/or low-income households are neither disproportionately adversely impacted by major transportation projects, nor denied reasonable access to them by excessive costs or physical barriers (Environmental Protection Agency [EPA], 1994). The proposed project is expected to result in moderate involvement with social resources.

Documentation of the public involvement efforts undertaken during this study is included in the *Comments and Coordination Report*. A blended Public Hearing (informal open house format combined with a time-specified formal hearing) for this project was held on March 26, 2019 at the Seminole Heights United Methodist Church located at the 6111 N. Central Avenue, Tampa, Florida from 5:30 p.m. to 7:30 p.m. A copy of the transcript from the Public Hearing is attached.

No right-of-way will be required for the I-275 mainline improvements. A minor amount of right-of-way (3.40 acres) will be required at the Bearss Avenue interchange for stormwater ponds.

Implementing the Preferred Build Alternative does not result in any disproportionate adverse impacts to any distinct minority, ethnic, elderly, or handicapped groups and/or low-income households. Title VI information was made available at

the public hearing for the project.

3.2 Economic

Per the FDOT EST PED, there are two Enterprise Zones, Hillsborough County Enterprise Zone (EZ-2902) and City of Tampa Enterprise Zone (EZ-2901), within the project area. EZ-2902 is located east of I-275 and west of Bruce B. Downs Boulevard between Fowler Avenue and Bearss Avenue, and EZ-2901 is located on the east and west sides of I-275 south of Fowler Avenue. The PED also identified numerous Planned Unit Developments (PUDs) within the 100-, 300- and 500-foot buffer distances. Also, I-275 provides access to the East Tampa Community, Tampa Heights Riverfront, Central Park, Channelside District, and Ybor City Community Redevelopment Areas. Improvements to I-275 will enhance access to the businesses and provide enhanced mobility to residents in this area.

I-275 is a north-south interstate highway that is a major trade and tourism corridor and provides a loop for I-75 through urbanized areas of the Tampa-St. Petersburg area. I-275 is part of the Strategic Intermodal System (SIS), which is a statewide network of highways, railways, waterways and transportation hubs that handle the bulk of Florida's passenger and freight traffic.

Based on the Hillsborough County MPO's 2035 LRTP, employment in 2006 was 759,300 and is projected to be 1,175,920 in 2035, an increase of 55%. This reflects an average annual increase of 13,890 employees, or about 1.8% per year from the 2006 estimate. These socioeconomic projections are used in the Tampa Bay Regional Planning Model (TBRPM) to estimate travel demand in the future.

I-275 is an important link for travelers in the Tampa Bay area as it provides regional accessibility to area tourist and recreational destinations, major employment/activity centers, and is a popular and convenient route for commuters and other work-related travel both north and south of the area. Normal traffic growth associated with increasing population in the Tampa Bay region further reinforce the need for improvements in the I-275 corridor.

The proposed project would have a positive economic effect related to the temporary jobs that would be created during construction, along with the secondary benefits to service-related businesses. In conjunction with this project, FDOT is implementing Workforce Development strategies to create and train local residents for jobs associated with the project's construction. Based on the Transportation Investment Generating Economic Recovery (TIGER) 3 FAQ's at the US DOT Application Resources website, the US DOT estimates that there are 13,000 job-years created per \$1 billion dollars of government investment (or \$76,900 per job-year). Based on a estimated construction cost of \$276 million, construction of this project could result in approximately 3,590 job years of employment for the local economy.

Improvements to I-275 as a result of this project will maintain access to freight activity centers in the area and facilitate the movement of freight in the greater Tampa Bay region. Movement of commuters with the additional travel lanes will have a positive influence of reducing congestion and travel times.

3.3 Land Use Changes

Existing land use along the project corridor was determined from a variety of resources including the National Wetlands Inventory (NWI), the Natural Resources Conservation Service's (NRCS) Soil Surveys for Hillsborough County, US Geological Survey (USGS) topographical maps, recent aerial photographs, land use mapping from the Hillsborough MPO, and field verification during site visits conducted within the project corridor.

Within 300 feet of the project corridor, the predominant existing land uses are residential, heavy commercial, light commercial, and public/quasi-public/institutions. The area is densely developed with very little vacant land. Refer to the existing land use map, attached.

Examining the future land use map for the project corridor shows predominantly residential, mixed-use, community commercial and public/quasi-public/institutions land uses. Refer to the future land use map, attached.

There would be no changes in land use resulting from project implementation. All improvements from north of MLK Boulevard to the Bearss Avenue interchange would take place within the existing interstate right-of-way. Near the Bearss Avenue interchange, a small amount of right-of-way would be necessary for stormwater management ponds. Two off-site ponds in Basin 14 and Basin 15 have been identified. At this time, the recommended pond sites are vacant parcels.

3.4 Mobility

The project will add one general purpose lane in each direction of I-275 and provide the necessary infrastructure improvements within the inside shoulders of I-275 to accommodate transit. The transit infrastructure will provide one 15-foot full depth inside shoulder in each direction of I-275 to accommodate the future growth of transit service within the Tampa Bay Region. The project has also been coordinated with projects adjacent to the corridor that are considering complete streets, Bus Rapid Transit service, and other accommodations for modal choice.

HART currently operates two Commuter Express routes that travel on I-275 within the project limits for a portion of its service. Route 20X (Pasco/Lutz Express) travels between the Lutz, Florida Target and the MacDill Air Force Base in South Tampa. Route 275LX travels between the Wiregrass Park-N-Ride and the Tampa International Airport. Adjacent to I-275 the HART MetroRapid service operates on Nebraska Avenue. HART also operates flex service and circulator service near the project area. Future transit service (express routes) within and adjacent to the project limits is listed in HART's TDP 2018-2027 Major Update.

Improving the infrastructure to the inside shoulders of I-275 within the project study limits will provide more reliable travel times for transit vehicles and will provide an enhancement to the mobility of transit. Therefore, this category has been designated as ENHANCED.

3.5 Aesthetic Effects

Currently, along the I-275 corridor there are no notable aesthetic features; however, upon completion of the proposed project the corridor will provide pedestrian friendly underpasses, where appropriate, that will include straight walls that will allow for wider sidewalks, improved lighting and landscaping, and public art in cooperation with the City of Tampa. Landscaping will also be provided within the I-275 right-of-way and at interchanges where feasible. All underpasses will receive some improvement. The improvement features and locations will be determined in the project design phase. For these reasons, this category has been designated as ENHANCED.

3.6 Relocation Potential

There are no relocations associated with this project.

The proposed project, as presently conceived, will not displace any residences or businesses within the community. Should this change over the course of the project, the Florida Department of Transportation (FDOT) will carry out a Right of Way and Relocation Assistance Program in accordance with Florida Statute 421.55, Relocation of displaced persons, and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

3.7 Farmland Resources

Farmland impacts resulting from the project was conducted pursuant to the Farmland Protection Policy Act of 1981 (7 CFR Part 658).

The project does not meet the definition of farmland as defined in 7 CFR Part 658 and the provisions of the Farmland Protection Policy Act of 1981 do not apply because the entire project area is located in the urbanized area of City of Tampa and unincorporated Hillsborough County with no designated farmlands adjacent to the project corridor.

4. Cultural Resources

The project will not have significant impacts to cultural resources. Below is a summary of the evaluation performed.

4.1 Section 106 of the National Historic Preservation Act

A Cultural Resource Assessment Survey (CRAS), conducted in accordance with 36 CFR Part 800, was performed for the project, and the resources listed below were identified within the project Area of Potential Effect (APE). FDOT found that some of these resources meet the eligibility criteria for inclusion in the National Register, and State Historic Preservation Officer (SHPO) has concurred with this evaluation. After application of the Criteria of Adverse Effect, and in consultation with SHPO, FDOT has determined that the proposed project will have **No Adverse Effect** on these resources.

The 2015 CRAS identified 264 total historic resources and one previously recorded archaeological site. A total of eight of the historic resources are either listed on or eligible for the National Register. The National Register listed resources identified in the 2015 CRAS include the Seminole Heights Historic District (8HI3294) and the Captain William Parker Jackson House (8HI11581). Eligible resources include a segment of the T&GC Railroad/CSX Railroad (8HI10243), the Sulphur Springs Park Resource Group (8HI609), Harding's Court (8HI6132), the Seminole Heights Baptist Church (8HI12470), the City Fire Department Engine Company No. 7 (8HI12472), and the 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 SHPO concurred with the findings of the 2015 CRAS on January 5, 2016 (letter attached).

In 2019, an addendum to the CRAS was prepared to provide the SHPO with details regarding the revised project scope and includes four pond sites that were not originally surveyed. A total of seven new structures and one resource group was identified. None of these resources were found to be eligible for the National Register. No additional archaeological sites were identified. The SHPO concurred with the findings of the 2019 CRAS Addendum on March 19, 2019 (letter attached).

Based upon the Section 106 process, potential effects that the proposed improvements may have on the National Register-eligible resources within the APE were evaluated and documented in the 2019 project Case Study Report (CSR). The Criteria of Adverse Effect, as defined in 36 CFR Part 800.5, were applied to the significant historic resources. Based on the project information available and the application of the Criteria, the improvements will have no adverse effect on the National Register-eligible and -listed individual resources and contributing resources within the district and the characteristics that make these eligible for inclusion in the National Register. The improvements will not require the acquisition of right-of-way 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 proposed to be constructed in close proximity to significant properties; however, consultation with potentially affected parties will continue so that potential adverse effects can be avoided. Refer to the Noise Section for additional information. The SHPO concurred with the Case Study Report on May 31, 2019 (letter attached).

In conjunction with the 2019 CSR the following commitment was included for noise barriers in the project area.

The FDOT will follow the Tampa Interstate Study (TIS) Urban Design Guidelines (UDG), dated December 1994 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.

4.2 Section 4(f) of the USDOT Act of 1966, as amended

The following evaluation was conducted pursuant to PART 774-PARKS, RECREATION AREAS, WILDLIFE AND WATERFOWL REFUGES, AND HISTORIC SITES (SECTION 4(f)).

There are two public parks located immediately adjacent to the I-275 project corridor right-of-way, Cheney Park and River Tower Park. There are two additional parks located near the project corridor including the Seminole Heights Garden Center, located approximately 460 feet west of I-275 and Sulphur Springs Park located approximately 650 feet east of I-275. As all project improvements would take place within the existing right of way of I-275, the project would not result in use from the listed parks. However, due to the close proximity of Cheney Park, River Tower Park and the Seminole Heights Garden Center to I-275 they are discussed below. There are several additional parks near the project corridor; however, they are well outside of the project study area. As all identified parks are public parks located within the limits of the City of Tampa, the official with jurisdiction for all parks is the City of Tampa Parks and Recreation Director, Mr. Paul Dial.

Cheney Park is a linear park encompassing approximately 4.5 acres located south of E. Yukon Street and immediately east of I-275. Amenities located at Cheney Park include restrooms, a walking path, an outdoor fitness area, picnic shelters, and grills. There would be no proximity impacts to the activities associated with Cheney Park as a result of project implementation. Although the park is located immediately adjacent to I-275, the Noise Study Report states there are no impacts to Cheney Park. Several of the residences located within the noise sensitive area of Cheney park (noise sensitive area 19 -residences between Waters Avenue and E. Yukon Street on the east side of I-275) will be impacted. For this reason, a noise barrier along this portion of the project corridor was evaluated and found to be feasible, reasonable and cost effective. All construction activities would take place within the existing right-of-way, and the additional travel lanes being provided (one in each direction) will not adversely affect the activities, features, or attributes that qualify the facility as a park for protection under Section 4(f).

River Tower Park is an open space park approximately 12.5 acres in size located immediately west of I-275 and north of the Hillsborough River. There are no recreational amenities associated with River Tower Park other than open space. The southern boundary of River Tower Park is the Hillsborough River. The two bridges over the Hillsborough River (structure numbers 100217 SB and 100218 NB) will be widened to the outside, within existing FDOT functional transportation right of way, to accommodate the proposed I-275 improvements. To widen the bridges, new pier bents would be placed along the same alignment as the existing bents adjacent to the Hillsborough River. Project implementation would not adversely affect the activities, features, or attributes that qualify the facility as a park for protection under Section 4(f). The Noise Study Report states River Tower Park is impacted by existing traffic noise and will continue to be impacted under both the build and no-build scenarios. A noise barrier was evaluated for the impacted area of River Tower Park; however, it was not considered a reasonable, feasible or cost effective noise abatement measure.

A paved path that connects River Tower Park to Sulphur Springs Park is located north of the Hillsborough Avenue bridge bents under the bridge. In the project area, the path is located within the functional transportation right-of-way of I-275. Project implementation may temporarily close the path under the bridges; however, it would not result in a Section 4(f) use, as again, the path is located within FDOT's functional transportation right-of-way. During temporary closure of the trail, pedestrians will be routed to the existing sidewalk on Bird Street. Upon completion of the project, FDOT will repair, restore, and return the path to its existing condition.

The Seminole Heights Garden Center is approximately 2.5 acres in size and located approximately 460 feet west of I-275. The park contains gardens and an indoor event space. The Noise Study Report states a noise barrier near noise sensitive area 8, located west of I-275, between Hillsborough Avenue and E. Paris Street is feasible, reasonable and cost effective. All construction activities would take place within the existing right-of-way, and the additional general purpose lanes being provided (one in each direction) will not adversely affect the activities, features, or attributes that qualify the facility as a park for protection under Section 4(f).

4.3 Section 6(f) of the Land and Water Conservation Fund Act of 1965

There are no properties in the project area that are protected pursuant to Section 6(f) of the Land and Water Conservation Fund of 1965.

4.4 Other Protected Public Lands

There are no other protected public lands in the project area.

5. Natural Resources

The project will not have significant impacts to natural resources. Below is a summary of the evaluation performed:

5.1 Protected Species and Habitat

The following evaluation was conducted pursuant to Section 7 of the Endangered Species Act of 1973 as amended as well as other applicable federal and state laws protecting wildlife and habitat.

The 2015 Wetland Evaluation Biological Assessment Report (WEBAR), attached, cited the following effect determinations for species which may potentially occur:

Federally listed species

- Wood stork (*Mycteria americana*) - may affect, not likely to adversely affect;
- Eastern indigo snake (*Drymarchon corais couperi*) - may affect, not likely to adversely affect
- West Indian manatee (*Trichechus manatus latirostris*) - may affect, not likely to adversely affect.

State-protected species

- Gopher tortoise (*Gopherus polyphemus*) - may affect, not likely to adversely affect;
- Florida sandhill crane (*Antigone canadensis pratensis*) - no adverse effect; and
- Wetland-dependent avian species - may affect, not likely to adversely affect.

Protected, Non-Listed Species

- Osprey (*Pandion haliaetus*) - no effect; and
- Bald eagle - (*Haliaeetus leucocephalus*) no effect.

Field surveys and database searches for protected species were conducted on July 15 and December 19, 2014. No state or federally-listed wildlife or plant species were observed during the surveys.

In a letter dated October 5, 2015 (attached), the U.S. Fish and Wildlife Service (USFWS) stated the agency concurs with the findings in the 2015 WEBAR.

- Eastern indigo snake: Utilization of the most recent protection measures for the Eastern indigo snake will be adhered to during project construction.
- West Indian manatee: Utilization of the most recent protection measures for the West Indian manatee will be adhered to during project construction.
- Gopher tortoise: Surveys for potentially affected gopher tortoise burrows will be conducted prior to construction, and permits to relocate tortoises and commensals as appropriate will be obtained from the FWC.
- Osprey: Surveys to update locations of active osprey nest sites will be conducted prior to construction, and permits will be acquired if impacts during construction are unavoidable. Coordination with FWC will take place, and a replacement nesting structure will be located in the immediate vicinity as appropriate.
- Wood stork: Impacts to potential wood stork suitable foraging habitat will be evaluated during the design phase, and mitigation for unavoidable impacts will be provided as appropriate.

Due to scope changes to the project concepts, the 2015 WEBAR results were re-examined for any changes to impacts to protected species in the 2019 Natural Resources Evaluation (NRE) Addendum to the WEBAR. The 2019 NRE Addendum to the WEBAR reviewed the changes to the project concepts and an additional field review was conducted. As a result, the 2019 NRE Addendum to the WEBAR concluded that the findings of the original 2015 WEBAR have not changed.

The 2019 NRE Addendum to the WEBAR does note that several federal and state listed species have been removed or added to the protection lists since the 2015 WEBAR was prepared. Table 1 below provides an update to protected species that pertain to this project and which have experienced a status or taxonomic change.

Common Name	Scientific Name	USFWS Status	FWC Status	Probability of Occurrence	Changes Since 2015 WEBAR
Amphibians					
Gopher frog	<i>Lithobates capito</i>	N	N	High	Delisted from FWC SSC
Birds					
Florida Sandhill Crane	<i>Antigone Canadensis pratensis</i>	N	T	Moderate	Genus change from Grus to Antigone
Limpkin	<i>Aramus guarauna</i>	N	N	Moderate	Delisted from FWS SSC
Little Blue Heron	<i>Egretta caerulea</i>	N	T	Moderate	Uplisted from FWS SSC to threatened
Snowy egret	<i>Egretta thula</i>	N	N	Moderate	Delisted from FWS SSC
Tricolored Heron	<i>Egretta Tricolor</i>	N	T	Moderate	Uplisted from FWS SSC to threatened
White ibis	<i>Eudocimus albus</i>	N	N	Moderate	Delisted from FWC SSC
Osprey	<i>Pandion Haliaetus</i>	N	N	Moderate	Delisted from FWC SSC
Mammals					
Florida mouse	<i>Podomys floridanus</i>	N	N	Moderate	Delisted from FWC SSC
West Indian Manatee	<i>Trichechus manatus latirostris</i>	T	N	Moderate	Downlisted from USFWS endangered to threatened

Table 1. Status/Taxonomic Changes to Listed Aunal and Floral Species With Potential to Occur Within the Project Limits

Also in 2019, an NRE for Pond Sites was completed for the pond sites in the project area. The 2019 NRE for Pond Sites cited the following effect determinations for species which may potentially occur:

Federally listed species

- Eastern indigo snake - may affect, but not likely to adversely affect
- Gopher tortoise - no adverse effect anticipated
- Wood stork - may affect, but not likely to adversely affect
- Florida scrub-jay (*Aphelocoma coerulescens*) - no effect
- West Indian manatee - no effect

State listed species

- Gopher Tortoise - no adverse affect anticipated
- Southeastern American kestrel (*Falco sparverius paulus*) - no adverse affect anticipated
- Florida sandhill crane - no adverse effect anticipated
- Little blue heron (*Egretta caerulea*) - no adverse effect anticipated
- Reddish egret (*Egretta rufescens*) - no adverse effect anticipated
- Tricolored heron (*Egretta tricolor*) - no adverse effect anticipated

- Roseate spoonbill (*Platalea ajaja*) - no adverse effect anticipated
- Any listed plant species - no adverse effect anticipated

Protected, Non-Listed Species

- Florida black bear (*Ursus americanus floridanus*) - no effect
- Bald eagle - no effect.

It should be noted, the effect determinations for the Eastern indigo snake and the Wood stork are based on field observations and the use of the species keys. Refer to the Eastern indigo snake and Word stork keys attached.

Refer to the project commitments summary for measures to negate and minimize any potential affects to protected species.

5.2 Wetlands and Other Surface Waters

The following evaluation was conducted pursuant to Presidential Executive Order 11990 of 1977 as amended, Protection of Wetlands and the USDOT Order 5660.1A, Preservation of the Nation's Wetlands.

Project alternatives were assessed to determine potential wetland impacts associated with construction of the proposed improvements.

As stated in the 2015 WEBAR (attached), on July 15, 2014, 13.71 acres of wetland and 3.22 acres of surface water were identified and mapped along the project corridor. Refer to the Table 2 and Table 3 for the total wetland and surface water acres located in the existing right-of-way within the project corridor. Based on the proposed improvements, a total of 0.64 acres of wetland and 2.81 acres of surface waters are potentially affected.

Wetland ID	Total Right-of-Way (Acre)	Total Impacts in Right-of-Way No-Build Alternative	Total Impacts in Right-of-Way Preferred Alternative
Wetland 1	5.77	0.00	0.00
Wetland 2	3.02	0.00	0.00
Wetland 3	0.64	0.00	0.00
Wetland 4	4.28	0.00	0.64
	Total 13.71	0.00	0.64

Table 2. Total Wetland Acres Within Existing Right-of-Way and Estimated Impacts

Surface Water ID	Description	Total Area in Right-of-Way (Acres)	Total Impacts in Right-of-Way No-Build Alternative	Total Impacts in Right-of-Way Preferred Alternative
Surface Water 1	Hillsborough River	1.27	0.00	1.27
Surface Water 2	Roadside Ditch	0.04	0.00	0.04
Surface Water 4	Stormwater Pond	0.09	0.00	0.09
Surface Water 5	Stormwater Pond	0.41	0.00	0.00
Surface Water 6	Stormwater Pond	0.54	0.00	0.54
Surface Water 7	Roadside Ditch	0.14	0.00	0.14
Surface Water 8	Roadside Ditch	0.10	0.00	0.10
Surface Water 10	Roadside Ditch	0.15	0.00	0.15
Surface Water 11	Roadside Ditch	0.48	0.00	0.48
		Total 3.22	0.00	2.81
NOTE: SW 3 is not included as it is owned by the City of Tampa and not located within FDOT Right-of-Way.				

Table 3. Total Surface Water Acres Within Existing Right-of-Way and Estimated Impacts

Project constraints and right-of-way limits provide no practicable alternatives that would result in complete avoidance of impacts to the wetlands and surface waters. Whenever possible, permanent impacts will be limited to the smallest degree possible through design modification. Temporary impacts, if any, to the surface waters will be conducted utilizing Best Management Practices (BMPs) and FDOT's "Standard Specifications for Road and Bridge Construction".

Mitigation

Wetland impacts which will result from the construction of this project will be mitigated pursuant to Section 373.4137, F.S., to satisfy all mitigation requirements of Part IV of Chapter 373, F.S., and 33 U.S.C. 1344.

Uniform Mitigation Assessment Methodology (UMAM) analyses were conducted to evaluate the wetland function and values for representative wetlands for each type of wetland that may be affected by the project. Based on the UMAM, the total functional loss for all wetland impacts is 0.26 units. Mitigation bank options include Hillsborough River Mitigation Bank and North Tampa Mitigation Bank. Final determination of jurisdictional boundaries, in addition to mitigation requirements, will be coordinated between FDOT and permitting agencies during the final design of the project.

The FDOT will implement the following measures to address wetland and surface water impacts for this project:

- Provide a more detailed wetland delineation during the design phase to determine actual unavoidable wetland impacts and to then determine the resulting functional loss;
- Incorporate BMPs during construction to minimize surface water impacts to any off-site wetlands and surface waters that are affected by the proposed project; and
- Mitigate unavoidable wetland and surface water impacts pursuant to S. 373.4137 F.S. to satisfy all mitigation requirements of Part IV, Chapter 373 F.S. and 33 U.S.C.s 1344 which includes purchase of mitigation bank credits or use of the FDOT wetland mitigation inventory program.

As previously stated, due to change in the project scope, in 2019, an NRE Addendum to the WEBAR was prepared. The 2019 NRE Addendum to the WEBAR re-examined the changes to the project concepts and a new field reconnaissance of the project area was conducted September 26 - 27, 2018 and October 18, 2018. As a result, the 2019 NRE Addendum to the WEBAR concluded that the findings of the 2015 WEBAR have not changed. Based on the minor changes to the Preferred Build Alternative, and the fact that the project will remain being constructed within the existing right-of-way, there are no anticipated changes to the previously documented wetland and surface water impacts.

This project is in conformance with Executive Order 11990, Protection of Wetlands; consideration was given to avoiding and/or minimizing wetland impacts. The proposed project will have no significant short-term or long-term adverse impacts to wetlands, there is no practicable alternative to construction in wetlands, and measures will be taken to minimize harm to wetlands.

5.3 Essential Fish Habitat (EFH)

There is no Essential Fish Habitat (EFH) in the project area.

5.4 Floodplains

Floodplain impacts resulting from the project were evaluated pursuant to Executive Order 11988 of 1977, Floodplain Management.

The project is located on Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs) 12057C0352H, 12057C0214H, 12057C0212H, 12057C0204H, and 12057C0205H. Information obtained from the FEMA FIRM maps shows the project crosses through the limits of the 100-year floodplain at several locations along the project corridor. Segments where potential impacts to the 100-year floodplain could occur are shown on FEMA Map No. 12057C0214H and 12057C0204H. FEMA maps are provided in the 2019 Location Hydraulics Memo (LHM).

Impacts to the 100-year floodplain resulting from the proposed improvements will occur in two different ways: longitudinal impacts that occur as a result of the road widening, and transverse impacts resulting from widening the Hillsborough River Bridge. Each potential type of impact is discussed in the following paragraphs.

There is potential for longitudinal impacts to the floodplain that will require compensation. The magnitude of the impacts to the floodplain cannot be verified until the design phase. However, a preliminary analysis of floodplain impacts for the Build Alternative was conducted and determined the longitudinal impacts will occur in Basin 14. Per the FEMA floodplain maps, the base flood elevation in Basin 14 is 50.1 feet. A preliminary analysis estimates that 1.00 acre-feet of floodplain will be impacted in this basin. The impact is proposed to be compensated by grading a linear swale. The compensation site is referred to as Floodplain Compensation site 14 (FPC-14) and will be constructed within the existing right of way between Station 4102+00 and Station 4121+10 on the east side of I-275. The location of the floodplain compensation site is shown on the drainage maps included in Appendix B of the 2019 LHM.

The Build Alternative will widen the existing bridges over the Hillsborough River resulting in minor transverse impacts. The transverse impacts occur from piles constructed in the Hillsborough River to accommodate the proposed widening. A Bridge Hydraulics Report including scour analysis and a no rise will be performed during the design phase to verify upstream flood stages are maintained within the specified limits.

Project improvements will not change the flood risk for the I-275 corridor. Replacement drainage structures for this project are limited to hydraulically equivalent structures. The limitations to the hydraulic equivalency being proposed are basically due to restrictions imposed by the geometrics of design, existing development, cost feasibility, or practicability. An alternative encroachment location is not considered in this category since it defeats the project purpose or is economically unfeasible. Since existing offsite flooding conditions in the project area are inherent in the topography or are a result of other outside contributing sources; there is no alternative to totally eradicate existing flooding areas. The goal of this project is to mitigate for flooding where cost feasible and at a minimum not exacerbate current flooding conditions. The proposed structures will be hydraulically equivalent to or greater than the existing structures, and backwater surface elevations are not expected to increase. As a result, the project will not affect existing flood heights or floodplain limits. This project will not result in any new or increased adverse environmental impacts. There will be no significant change in the potential for interruption or termination of emergency service or emergency evacuation routes. Therefore, it has been determined that this encroachment is not significant.

5.5 Sole Source Aquifer

There is no Sole Source Aquifer associated with this project.

5.6 Water Quality and Stormwater

The project limits were evaluated for impairment as identified by the FDEP. The FDEP identified three basins within the project limits that are impaired according to their Water Body Identification Numbers (WBIDs). Table 4 below summarizes the impaired water bodies and the impairment.

Planning Unit	Water Body Identification	Water Segment Name	Impairment
Hillsborough River	1523	Curiosity Creek	Fecal Coliform
Hillsborough River	1443H	Hillsborough Reservoir	Nutrients (Total Phosphorus)
Hillsborough River	1402	Cypress Creek	Fecal Coliform

Table 4. Verified Impacted Waters

The FDOT will implement proper BMPs during construction to ensure there are no violations to water quality standards. The project will meet water quality standards and requirements in sizing the stormwater management facilities. The permit submittal and approval process will be conducted with the SWFWMD during implementation of the project.

5.7 Aquatic Preserves

There are no aquatic preserves in the project area.

5.8 Outstanding Florida Waters

In 1995, a portion of the Hillsborough River north of Fletcher Avenue was designated as an Outstanding Florida Water. Project involvement with the Hillsborough River is south of E. Bird Street which is well south (approximately three miles) of Fletcher Avenue. The project will have no impact on the portion of the Hillsborough River designated as an Outstanding Florida Water.

5.9 Wild and Scenic Rivers

There are no designated Wild and Scenic Rivers in the project area.

5.10 Coastal Barrier Resources

There are no Coastal Barrier Resources in the project area.

6. Physical Resources

The project will not have significant impacts to physical resources. Below is a summary of the evaluation performed for these resources.

6.1 Highway Traffic Noise

The following evaluation was conducted pursuant to 23 CFR 772 and Section 335.17, F.S., Procedures for Abatement of Highway Traffic Noise and Construction Noise.

In 2019, the attached Noise Study Report (NSR) for the project was prepared as part of the PD&E Study.

A total of 1,749 noise sensitive receptors were modeled. The receptors represent 1,947 properties on which there are noise sensitive land uses. Of the 1,947 properties, 1,924 are residences, 11 are places of worship, four are schools, three parks (as noted in Section 4.2 Section 4(f)), two are recreational areas (a commercial facility with a miniature golf course and tennis court at a condominium complex), one is a medical facility (assisted living) and two are hotels. With the proposed improvements, 749 properties are predicted to be impacted by traffic noise. A total of 740 of the 749 properties impacted are residences, three are places of worship, three are schools, one is a public park, and two are recreational areas.

Traffic management measures, modifications to the roadway alignment, buffer zones, and noise barriers were considered as abatement measures. A summary of noise barriers that are potentially reasonable and feasible can be found in Table 5.

CNE No.	Description	Number of Impacted Receptors¹	Range in Number of Benefited Receptors²	Range in Total Estimated Barrier Cost³
1	Residences between Osborne Ave. and Hillsborough Ave. on the east side of I-275	59	41-57	\$703,200-\$1,685,580
2	Seminole Heights Baptist Church	1	0	--
3/5	Residences between Osborne Ave. and Hillsborough Ave. on the west side of I-275	80	75-79	\$962,880-\$1,786,260
4	St. Paul Lutheran Church	1	0	--
6	Residences between Hillsborough Ave. and Kingsway Rd. on the east side of I-275	44	11-43	\$404,880-\$1,113,420
7	Residences between Idlewild Ave. to E Hanna Ave. on the east side of I-275	22	13-22	\$542,880-\$736,080
8	Residences between Hillsborough Ave. and E Paris St. on the west side of I-275	53	22-53	\$837,840-\$1,689,060
9/11	Residences between Hillsborough Ave. to Sligh Ave. on the west side of I-275	140	80-134	\$1,821,480-\$3,210,600
10	Seminole Heights Elementary School	2	0	--

12/13	Residences between Sligh Ave. and the Hillsborough River on the east side of I-275	66	30-64	\$1,336,440- \$1,838,220
16/17	Residences west of I-275 between to Sligh Ave. and the Hillsborough River	79	29-79	\$1,533,360- \$2,377,140
18	River Tower Park	1	0	--
19	Residences between Waters Ave. and E Yukon St. on the east side of I-275	30	22-30	\$824,820- \$1,042,140
20	Residences between Waters Ave. and E Yukon St. on the west side of I-275	32	11-31	\$441,600- \$913,680
23	Tennis court at the Westchester Manor Condominiums	1	0	--
23a	Residences at the Westchester Manor Condominiums	1	0	--
24	Extension of an existing noise barrier for the residences east of I-275 between Busch Blvd. and Bougainvillea Ave.	21	20	\$588,000
29	Community Charter Schools of Excellence	1	0	--
30	Extension of an existing noise barrier for the residences east of I-275 between Fowler Ave. and 127th Ave.	30	30	\$854,400
31	Extension of an existing noise barrier for the residences west of I-275 between Fowler Avenue and 122nd Ave.	9	6	\$215,760
32	Miles Elementary and Memory Care Assisted Living Facility	1	0	--
33	Residences west of I-275, south of East 127th Street and east of Oak Rose Lane	10	0	--
40	Extension of an existing noise barrier for the residences located east of I-275 between Fletcher Ave. and 138th Ave.	2	0	--
41	Grand Prix Tampa Family Fun Center	1	0	--
42/46	Extension of an existing noise barrier for the residences between 145th Ave. and Bearss Ave. on the east side of I-275	3	3	\$48,000
43/45	Residences between Fletcher Avenue and 145th Ave. on the west side of I-275	37	32-37	\$737,040- \$2,362,800
47	Noise barrier for the residences between Fletcher Ave. and Bearss Ave. on the west side of I-275	18	17-18	\$653,400- \$1,045,440
49	Residences along Clear Lane	4	0	--
Total		749	442-706	\$11,102,820- \$21,541,500

Table 5: Summary of Potentially Reasonable and Feasible Noise Barriers

For noise impacted areas requiring abatement consideration in accordance with 23 CFR Part 772, the FDOT is committed to the construction of feasible and reasonable noise abatement measures at the noise impacted locations. Refer to the commitments section for specific noise abatement commitments.

6.2 Air Quality

This project is not expected to create adverse impacts on air quality because the project area is in attainment for all National Ambient Air Quality Standards (NAAQS) and because the project is expected to improve the Level of Service

(LOS) and reduce delay and congestion on all facilities within the study area.

The additional capacity of the roadway with the Build Alternative is forecast to increase the total vehicle-miles-traveled when compared to the No Build Alternative. However, improved operating conditions (i.e., motor vehicle speed), would result in an overall decrease in greenhouse gases and Mobile Source Air Toxics (MSATs). The proposed improvements may move some traffic closer to residences adjacent to the roadway which could result in localized areas where ambient concentrations of MSATs could be greater with the Build Alternative. The magnitude and the duration of the potential increase cannot be reliably quantified due to incomplete or unavailable information in forecasting project-specific MSATs health impacts.

6.3 Contamination

A Level I Contamination Screening Evaluation Report (CSER) was prepared using information from corridor screenings performed in 2015 and 2018. Contamination screening for the project study area, were completed in 2015 (except for the pond sites which was completed in 2018 as described below) using a November 25, 2014 Environmental Data Report (EDR) as well as an updated EDR dated December 21, 2018. A supplemental review included site visits to potential contamination sites in 2015 and again in 2018 to comply with the requirements listed in the FDOT PD&E Manual, Part 2, Chapter 20. The project study area for the CSER included the limits of the I-275 mainline project and an approximate 300-foot wide buffer extending beyond the mainline boundary (I-275 right-of-way fences).

A total of 27 mainline sites and four pond site locations were investigated. The following risk rankings have been applied: eight HIGH ranking sites, seven MEDIUM ranking sites, ten LOW ranking sites and two NO ranking sites for potential contamination. Specific details for each site are outlined more clearly in this document.

For the sites ranked "NO" for potential contamination, no further action is planned. These sites have been evaluated and determined not to have any potential environmental risk to the study area at this time. For sites ranked "LOW" for potential contamination, no further action is required at this time.

The HIGH and MEDIUM ranked sites include:

- Site No. 1 - BP Central #320 501 E Hillsborough Avenue (MEDIUM)
- Site No. 2 - Cumberland Farms (County Owned Property) 414 E Hillsborough Avenue (MEDIUM)
- Site No. 4 - Leroy's 4x4 Auto Center (Papa Johns) 512 E. Hillsborough Avenue (MEDIUM)
- Site No. 5 - Mobil S-S #22 CNG (Starbucks) 502 E. Hillsborough Avenue (HIGH)
- Site No. 9 - Empire Service Station (Vacant) 813 E. Sligh Avenue (HIGH)
- Site No. 10 - Sligh Food Mart 403 E. Sligh Avenue (HIGH)
- Site No. 11 - Sunoco #307 810 E. Sligh Avenue (HIGH)
- Site No. 13 - Racetrac #225 (Vacant) 715 E. Fowler Avenue (HIGH)
- Site No. 16 - BP Economy #116 309 E. Fletcher Avenue (HIGH)
- Site No. 19 - Speed Shop (Tampa Bay Tint) 702 E. Bearss Avenue (HIGH)
- Site No. 20 - Citgo Food Bag #532 701 E. Bearss Avenue (MEDIUM)
- Site No. 21 - Chevron-Bearss #192 301 E. Bearss Avenue (HIGH)
- Site No. 23 - West Coast Tire Co. Inc. (CK Automotive) 14725 N. Florida Avenue (MEDIUM)

Site No. 24 - Amazing Marine 1007 Sinclair Hills Road (MEDIUM)

Site No. 25 - Patriot Petroleum Truck Stop (Tire Kingdom) 15115 N. Nebraska Avenue (MEDIUM)

Pond Sites

A contamination screening was completed in 2018 for four pond sites (14-A, 14-B, 15-A and 15-B) not included in the CSER. This analysis included historical aerial photography and regulatory documents review within 1/4-mile of the pond sites using the FDEP Map Direct data layers, review of an updated EDR dated December 21, 2018 and a revisit to the sites in December 2018.

Pond Sites 14-A and 14-B are assigned a risk rankings of HIGH. Pond Sites 15-A and 15-B are assigned a risk ranking of MEDIUM. Pond sites 14-B and 15-B were identified as the preferred pond sites.

For all the locations listed above with a risk ranking of "MEDIUM" or "HIGH", a Level II field screening may likely be required during future project phases. These sites have been determined to have potential contaminants, which may impact the project during design and construction phase. An assessment will need to be conducted to evaluate which MEDIUM and HIGH sites are going to be acquired and impacted. This may require a soil and groundwater sampling plan at these sites.

6.4 Utilities and Railroads

The existing utilities located within the project limits were identified as part of this PD&E Study. A list of the existing utility companies was obtained by utilizing the Florida Sunshine 811 design ticket. A total of 12 utilities were identified including: AT&T, BrightHouse, CenturyLink Communications, Charter Communications, City of Tampa wastewater, City of Tampa water, Crown Castle Fiber, Fiber Light, Frontier Communications, Tampa Electric Company (TECO) electric, TECO gas, and Verizon Communications.

Preliminary utility coordination was initiated to all utility agency owners (UAOs) through written communication to all the utility contacts. The letters informed the UAOs of the PD&E Study and requested that they indicate their facilities on the concept plans and provide information regarding the location, type and size of their existing and proposed facilities within the project limits. The UAOs were requested to notify us if their facilities were located within the FDOT right of way or within an easement and to provide an order-of-magnitude estimate for relocating any facility affected by the proposed project.

Exact locations of utilities will be determined in the final design of the proposed improvements. Coordination with the known utility companies during the final design phase will assist in minimizing relocation adjustments and disruptions to service for the public.

Implementation of the project will require adjustment of these facilities. Since the project will require the relocation of some utilities, the project is expected to have minimal involvement with utilities.

6.5 Construction

Construction activities may cause short-term air quality impacts in the form of dust from earthwork and unpaved roads. These impacts will be minimized by adherence to applicable state regulations and to the FDOT Standard Specifications for Road and Bridge Construction.

Construction may require lane closures and motorists may experience delays. All construction activities will adhere to FDOT's *Standard Specifications for Roadway and Bridge Construction*.

Vibration impacts may result from heavy equipment movement and construction activities. Adherence to local construction ordinances by the contractor will be required where applicable. Per the 2019 CSR, there will be no adverse effects from construction vibration to any of the listed or eligible National Register resources within the project area.

A US Coast Guard permit or permit modification is required for widening the bridge over the Hillsborough River, which will address construction activities related to boaters. During the ETDM programming screen review and in a letter dated September 13, 2019, the Coast Guard noted that a bridge permit is required. Navigational access is anticipated to remain available at all times during the project's construction phase.

7. Engineering Analysis Support

The engineering analysis supporting this environmental document is contained within the Preliminary Engineering Report.

8. Permits

The following environmental permits are anticipated for this project:

Federal Permit(s)

USACE Section 10 or Section 404 Permit
USCG Bridge Permit

Status

To be acquired
To be acquired

State Permit(s)

DEP or WMD Environmental Resource Permit (ERP)
DEP National Pollutant Discharge Elimination System Permit
FWC Gopher Tortoise Relocation Permit

Status

To be acquired
To be acquired
To be acquired

9. Public Involvement

The following is a summary of public involvement activities conducted for this project:

Summary of Activities Other than the Public Hearing

The following is a summary of the public involvement activities conducted for this project to date.

Public involvement activities were initiated in 2014 with the acceptance of the original Public Involvement Plan (PIP) that was approved by FDOT on September 30, 2014 as part of the Tampa Bay Express (TBX) Program. In conjunction with the original TBX PIP, numerous informal meetings were held through 2016 to provide project information and obtain public input. In 2017, FDOT District Seven reset TBX to Tampa Bay Next (TBNext) to demonstrate its commitment to comprehensive, integrated transportation planning and development. As part of TBNext, FDOT District Seven made a policy decision to remove the express lanes from this segment of I-275 and allow the I-75 corridor to provide the north/south express lanes movement as providing express lanes on I-75 is more regionally focused. As part of the reset, a revised PIP was completed and a series of informal small group meetings were held between July and December 2018, to continue the public outreach activities.

Summaries of all public outreach events including comments received, sign-in sheets, and presentations are included in the Comments and Coordination Report.

Date of Public Hearing: 03/26/2019

Summary of Public Hearing

A Public Hearing was held on March 26, 2019 from 5:30 p.m. to 7:47 p.m. at the Seminole Heights United Methodist Church located at 6111 N. Central Avenue, Tampa, FL. From 5:30 p.m. to 6:30 p.m. an informal open house was held and from 6:30 p.m. to 7:30 p.m. the formal portion of the public hearing took place. A total of 239 people from the public signed in as well as 20 FDOT staff and 10 consultants. A total of 26 verbal comments were made during the formal portion of the public hearing, 42 written comments were received and 10 comments are recorded by the court reporter. These numbers represent only the comments received at the public hearing. Some attendees submitted comments using multiple formats.

The hearing was held to inform citizens and allows those interested the opportunity to provide comments and express views concerning the location, conceptual design, and social, economic, and environmental effects of the proposed project. The hearing consisted of a 1-hour open house beginning at 5:30 p.m. and a formal portion, beginning at approximately 6:30 p.m. Attendees were encouraged to watch a narrated PowerPoint presentation, view the display boards, and speak with staff about the recommendations. During this time, the court reporter was available to take verbal comments in a one-on-one setting.

In total, 139 comments were received, 117 as part of the public hearing and 23 before and after the public hearing comment period. Some commenters submitted comments using multiple methods (e.g., email and written, written and verbal, etc.). In total, there were 105 unique commenters (five forms were submitted with no name and were assumed to be unique). Table 6 shows the breakdown of how the comments were received and the general sentiment of the

comments. In the table, "Other" refers to topics or opinions that did not explicitly state support or opposition, such as requests for noise barriers or support for other projects.

Public Comments Received	Support	Not Support	Unknown	Other	Total
In-Person	0	10	0	0	10
Written (at hearing)	2	25	2	13	42
Written (mailed)	3	9	2	20	34
Emailed	0	1	0	4	5
Website*	3	2	0	7	12
Verbal (during formal portion of hearing)	0	10	2	14	26
Verbal (one-on-one with court reporter)	0	6	0	4	10
Total	8	63	6	63	139

Table 6. Summary of Comments Received

Many comments that do not support the project are asking for the boulevard concept or transit via the CSX railroad. These concepts do not meet the purpose and need of this project.

Several of the comments also refer to impacts to the neighborhoods. These comments are likely referring to the on-going SEIS alternatives evaluation in the downtown interchange, where right-of-way is required. Although not directly related to this project, FDOT considered these comments for this project, which does not require mainline right-of-way. Right-of-way is required on vacant parcels for pond sites at the Bearss Avenue interchange only.

In addition, there were several comments requesting noise walls and reduction in pollution along the corridor. The Preferred Build Alternative includes noise walls that will be further evaluated in the design phase.

10. Project Commitments

1. Upon completion of the proposed project improvements, the FDOT will repair, restore and return the path under the Hillsborough Avenue bridge to its existing condition.
2. The FDOT will follow the Tampa Interstate Study (TIS) Urban Design Guidelines (UDG), dated December 1994, 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.

3. **Wetlands and Surface Waters**

The FDOT measures to address wetland and surface water impacts for this project include the following commitments.

- 1) Provide a more detailed wetland delineation during the design phase to determine actual unavoidable wetland impacts and to then determine the resulting functional loss.
- 2) Incorporate BMP s during construction to minimize surface water impacts to any off-site wetlands and surface waters that are affected by the proposed project.
- 3) Mitigate unavoidable wetland and surface water impacts pursuant to S. 373.4137 F.S. to satisfy all mitigation requirements of Part IV, Chapter 373 F.S. and 33 U.S.C.s 1344 which includes purchase of mitigation bank credits or use of the FDOT wetland mitigation inventory program.

4. **Protected Species**

Eastern indigo snake: Utilization of standard construction precautions for the Eastern indigo snake will be adhered to during project construction

West Indian manatee: Utilization of standard construction precautions for the West Indian manatee will be adhered to during project construction.

Gopher tortoise: Surveys for potentially affected gopher tortoise burrows will be conducted prior to construction, and permits to relocate tortoises and commensals as appropriate will be obtained from the FWC.

Osprey: Surveys to update locations of active osprey nest sites will be conducted prior to construction, and permits will be acquired if impacts during construction are unavoidable. Coordination with FWC will take place, and a replacement nesting structure will be located in the immediate vicinity as appropriate.

Wood stork: Impacts to potential wood stork suitable foraging habitat will be evaluated during the design phase, and mitigation for unavoidable impacts will be provided as appropriate.

5. Noise

The Florida Department of Transportation is committed to the construction of feasible and reasonable noise abatement measures at the noise impacted locations identified in Table 4 contingent upon the following conditions.

- 1) Final recommendations on the construction of abatement measures is determined during the project's final design and through the public involvement process.
- 2) Detailed noise analyses during the final design process support the need, feasibility and reasonableness of providing abatement.
- 3) Cost analysis indicates that the cost of the noise barrier(s) will not exceed the cost reasonable criterion.
- 4) Community input supporting types, heights, and locations of the noise barrier(s) is provided to the District Office.
- 5) Safety and engineering aspects as related to the roadway user and the adjacent property owner have been reviewed and any conflicts or issues resolved.

11. Technical Materials

The following technical materials have been prepared to support this environmental document.

2015 Cultural Resources Assessment Survey (CRAS) Vol. 1
2019 Section 106 Case Study Report Final
2019 CRAS for Pond Sites Final
2019 CRAS Update Final
2018 Water Quality Impact Evaluation Final
2019 NRE for Pond Sites Final
2019 NRE Addendum to the WEBAR Final
2019 Location Hydraulics Report Final
2019 Noise Study Report Final
2019 Air Quality Technical Memorandum Final
2019 Contamination Screening Evaluation Report Final
2019 CSER for Pond Sites Final
Preliminary Engineering Report
I-275_Public Involvement Plan Revised October 2018

Attachments

Planning Consistency

Project STIP Page

Hillsborough MPO TIP page 19 - FPN 431821 2 - 2040 LRTP Reference 1006

Revised 06/2019 LRTP Page 174 - Project 1006

Project TIP Page

Social and Economic

Existing Land Use Map

Future Land Use Map

Cultural Resources

SHPO CRAS Concurrence Letter Signed 12-11-15

SHPO CSR Concurrence Letter Signed 05-31-2019

SHPO CRAS Addendum 2019 Concurrence Letter Signed 03-19-19

Natural Resources

2015 USFWS Species Concurrence Letter

Effects Determination Key Wood Stork Species with process highlighted

Eastern Indigo Snake Species Key with process highlighted

Physical Resources

USCG Permit Requirement and Cooperating Agency Letter dated 9/13/2019

Public Involvement

Public Hearing Transcript

Planning Consistency Appendix

Contents:

Project STIP Page

Hillsborough MPO TIP page 19 - FPN 431821 2 - 2040 LRTP Reference 1006


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Project TIP Page

Effective Date: 09/19/2019 Florida Department of Transportation Run: 09/19/2019 10.26.52
Current STIP
View Current STIP Phase Grouping Crosswalk
Item Segment: 431821 2

Fund	<2019	2019	2020	2021	2022	>2022	All Years	
HIGHWAYS								
Item Number: 431821 2 Project Description: I-275 (SR 93) FROM N OF MLK TO N OF HILLSBOROUGH AVE *SIS*								
District: 07 County: HILLSBOROUGH Type of Work: ADD LANES & REHABILITATE PVMNT Project Length: .660								
Extra Description: ADD NB AND SB LANES USING EXISTING HARD/SIDE SHOULDER. SEC 7								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
ACNP -ADVANCE CONSTRUCTION NHPP	0	0	0	0	0	844,396	844,396	
DIH -STATE IN-HOUSE PRODUCT SUPPORT	1,630	791	5,635	0	0	0	8,056	
DS -STATE PRIMARY HIGHWAYS & PTO	3,489	0	0	0	0	0	3,489	
DESIGN BUILD / MANAGED BY FDOT								
ACNP -ADVANCE CONSTRUCTION NHPP	0	0	0	0	0	19,690,423	19,690,423	
CM -CONGESTION MITIGATION - AQ	0	0	0	0	0	1,913,196	1,913,196	
DDR -DISTRICT DEDICATED REVENUE	0	0	0	0	0	8,065,352	8,065,352	
DS -STATE PRIMARY HIGHWAYS & PTO	0	0	0	0	0	3,512,359	3,512,359	
SA -STP, ANY AREA	0	0	0	0	0	488,427	488,427	
SU -STP, URBAN AREAS > 200K	0	0	0	0	0	186,762	186,762	
Item 431821 2 Totals:		5,119	791	5,635	0	0	34,700,915	34,712,460
Project Total:		5,119	791	5,635	0	0	34,700,915	34,712,460
District 07 Totals:		5,119	791	5,635	0	0	34,700,915	34,712,460
Grand Total		5,119	791	5,635	0	0	34,700,915	34,712,460

**Hillsborough MPO List of Priority Projects
FY2020/2021-2024/2025 Transportation Improvement Program
Table 2: CANDIDATES FOR NEW FUNDING**

2019 Priority	FPN	2040 LRTP Reference	Project Limits	Project Description	Project Sponsor	Project Status / Request	Suggested Funding Type	Prioritization Criteria
 Major Investments for Economic Growth <ul style="list-style-type: none"> 2040 job density per Centerline Mile 2040 Traffic Volume/Capacity (V/C) ratio 2040 Delay Reduction per Centerline Mile 								
27	431821 2	1006	I-275 from North of MLK to N of Bearss Ave	Capacity, Operational & Safety Improvements	FDOT	Partial funding: \$40M in FY23 for MLK to Hillsborough Ave. Additional funding requested for CST of whole segment with one general purpose lane each direction, noise walls, hardened shoulder, walk/bike, and lighting at under passes.	SIS	2040 Priority, TMA Priority, 1.13 V/C peak period, jobs/mi = 28,461, delay reduction/mi = 179
28		1005	I-275 to and from I-4 (Downtown Interchange Safety/Operational Improvements)	Operational & Safety Improvements	FDOT	<ul style="list-style-type: none"> Addition of a second lane on the Southbound I-275 to I-4 “flyover” ramp that currently has only one lane. The approach to the ramp will also be widened to allow for two stacking lanes and reconstructed to correct the changes in profile around Columbus Drive (the roller-coaster effect). Reconfiguration of the I-4 eastbound exit to Ybor City will be evaluated in consultation with the City of Tampa. Minor reconstruction and additional auxiliary lanes on the ramp from Westbound I-4 to Southbound I-275 & Downtown Tampa. This will correct an existing weave movement and “lane dive” dive issue that occurs on the I-4 mainline on the approach to the interchange. Addition of a second lane on the ramp from Westbound I-4 to Northbound I-275. Estimate: \$50-70M NOTE: FDOT is currently refining concept designs and at this point believe all three options are feasible without the acquisition of additional Right-of-Way. FDOT anticipate these improvements will generate safety benefits by reducing rear-end and sideswipe crashes. Additionally, new sound walls will be looked at in the areas of improvement and installed where feasible.	SIS	2040 Priority, TMA Priority, 1.13 V/C peak period, jobs/mi = 28,461, delay reduction/mi = 179
29	412531 1 412531 2	1002, 1093	I-275 from S of SR 60 to N of Lois Ave; SR 60/Memorial Hwy from E of Spruce St to I-275 (Westshore Interchange)	Capacity, Operational & Safety Improvements	FDOT	Reconstruct Interchange, ROW \$223M funded thru FY24, \$1.5B requested for construction.	SIS	2040 Priority, TMA Priority, 2040 jobs/mi = 4,488, 1.44 V/C peak period

Denotes new priority

**IMAGINE 2040: HILLSBOROUGH LONG RANGE
TRANSPORTATION PLAN**

Figure 5-15 Cost Feasible FDOT Strategic Intermodal System Projects (Amended June 11, 2019)

Project ID	Facility	From	To	Existing	2040 Needs	Design Costs (in Millions)			Right Of Way Costs (in Millions)			Construction Costs (in Millions)			Total Cost (in Millions)		Funding Sources
						Present Day Cost	Phase	Year of Expenditure Cost	Present Day Cost	Phase	Year of Expenditure Cost	Present Day Cost	Phase	Year of Expenditure Cost	Present Day Cost	Year of Expenditure Cost	
1003	I-275	S OF LOIS AVE	HILLSBOROUGH RIVER BRIDGE	6F	2 Express Toll Lanes		2020	\$3.23				2021 - 2025	\$137.67	\$140.90	State: SIS		
1006	I-275	N of BUSCH BLVD	N OF BEARSS AVE	4F/6F	8F		2021 - 2025	\$3.80		2026 - 2030	\$2.6		2026 - 2030	\$161.98	\$168.39	State: SIS	
1006	I-275	N OF MLK BLVD	N OF BUSCH BLVD	4F/6F	8F		2021 - 2025	\$14.47		-	\$0		2021 - 2025	\$81.43	\$95.9	State: SIS	
1005	I-275 @ I-4	ROME AVE / I-275	MLK / SELMON CONNECTOR	8F	DOWNTOWN INTERCHANGE		TIP	\$3.00			\$-			\$-	\$3.00	State: SIS	
1005	I-275 @ I-4	ROME AVE / I-275	MLK / SELMON CONNECTOR	8F	DOWNTOWN INTERCHANGE		2021 - 2025	\$65.14			\$-		2031 - 2040	\$2,113.98	\$2,179.12	Other Funds ²	
I-275 @ SR 60 Interchange																	
1002	I-275	N OF HOWARD FRANKLAND	S OF SR 60	6F	HF BRIDGE TRANSITION: 8F + 4 Exp. Toll Lanes			\$-			\$-		TIP	\$65.00	\$65.00	State: SIS	
1093	I-275 / SR 60	CYPRESS STREET BRIDGE	I-275 GENERAL USE LANES		SR 60 INTERCHANGE			\$-		TIP	\$35.67			\$-	\$35.67	State: SIS	
1093	I-275 NB EXPRESS	N OF HOWARD FRANKLAND	S OF TRASK ST		SR 60 INTERCHANGE		TIP	\$7.64			\$-		2021 - 2025	\$106.24	\$113.88	State: SIS	
1093	I-275 NB FLYOVER	SR 60 EB	I-275 NB		SR 60 INTERCHANGE		TIP	\$3.34			\$-		2021 - 2025	\$49.91	\$53.25	State: SIS	
1093	I-275 SB	N OF REO ST	S OF LOIS AVE		SR 60 INTERCHANGE		TIP	\$9.17			\$-		2021 - 2025	\$131.58	\$140.75	State: SIS	
1093	SR 60	N OF INDEPENDENCE	I-275 AT WESTSHORE		SR 60 INTERCHANGE		TIP	\$9.19		2021 - 2025	\$46.00		2021 - 2025	\$138.10	\$193.29	State: SIS	

² Includes new or discretionary Federal and/or state funding sources.

FDOT

Adopted FY 2019/20 - 2023/24 TIP

<u>ItemNumber:</u> 431821 2	<u>Description:</u> I-275 (SR 93) FROM N OF MLK TO N OF HILLSBOROUGH AVE <u>Extra Description:</u> ADD NB AND SB LANES USING EXISTING HARD/SIDE SHOULDER. SEC 7	<u>L RTP:</u> 1006
<u>Project Length:</u> 0.605		*SIS*
<u>Type of Work</u> ADD LANES & REHABILITATE PVMNT		

Fund	<2020	2020	2021	2022	2023	2024	>2024	All Years
DESIGN BUILD - MANAGED BY FDOT								
DS	\$0	\$0	\$0	\$0	\$3,609,835	\$0	\$0	\$3,609,835
DDR	\$0	\$0	\$0	\$0	\$8,524,122	\$0	\$0	\$8,524,122
SU	\$0	\$0	\$0	\$0	\$4,557,334	\$0	\$0	\$4,557,334
SA	\$0	\$0	\$0	\$0	\$501,982	\$0	\$0	\$501,982
CM	\$0	\$0	\$0	\$0	\$1,966,291	\$0	\$0	\$1,966,291
ACNP	\$0	\$0	\$0	\$0	\$20,417,404	\$0	\$0	\$20,417,404
Totals:	\$0	\$0	\$0	\$0	\$39,576,968	\$0	\$0	\$39,576,968
PRELIMINARY ENGINEERING - MANAGED BY FDOT								
DS	\$3,232	\$0	\$0	\$0	\$0	\$0	\$0	\$3,232
DIH	\$8,056	\$0	\$0	\$0	\$0	\$0	\$0	\$8,056
ACNP	\$0	\$0	\$0	\$0	\$935,775	\$100,000	\$0	\$1,035,775
Totals:	\$11,288	\$0	\$0	\$0	\$935,775	\$100,000	\$0	\$1,047,063
Item 431821 2 Totals:	\$11,288	\$0	\$0	\$0	\$40,512,743	\$100,000	\$0	\$40,624,031

<u>ItemNumber:</u> 434045 2	<u>Description:</u> I-275 (SR 93) FROM S OF LOIS AVE TO S OF WILLOW AVE <u>Extra Description:</u> 6 TO 8 LANES/8 TO 10 LANES.INTERSTATE MODIFICATION SECTION 5	<u>L RTP:</u> 1003
<u>Project Length:</u> 2.625		*SIS*
<u>Type of Work</u> ADD LANES & REHABILITATE PVMNT		

Fund	<2020	2020	2021	2022	2023	2024	>2024	All Years
PRELIMINARY ENGINEERING - MANAGED BY FDOT								
ACNP	\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000
DS	\$2,821	\$0	\$0	\$0	\$0	\$0	\$0	\$2,821
Totals:	\$2,821	\$100,000	\$0	\$0	\$0	\$0	\$0	\$102,821
Item 434045 2 Totals:	\$2,821	\$100,000	\$0	\$0	\$0	\$0	\$0	\$102,821

Social and Economic Appendix

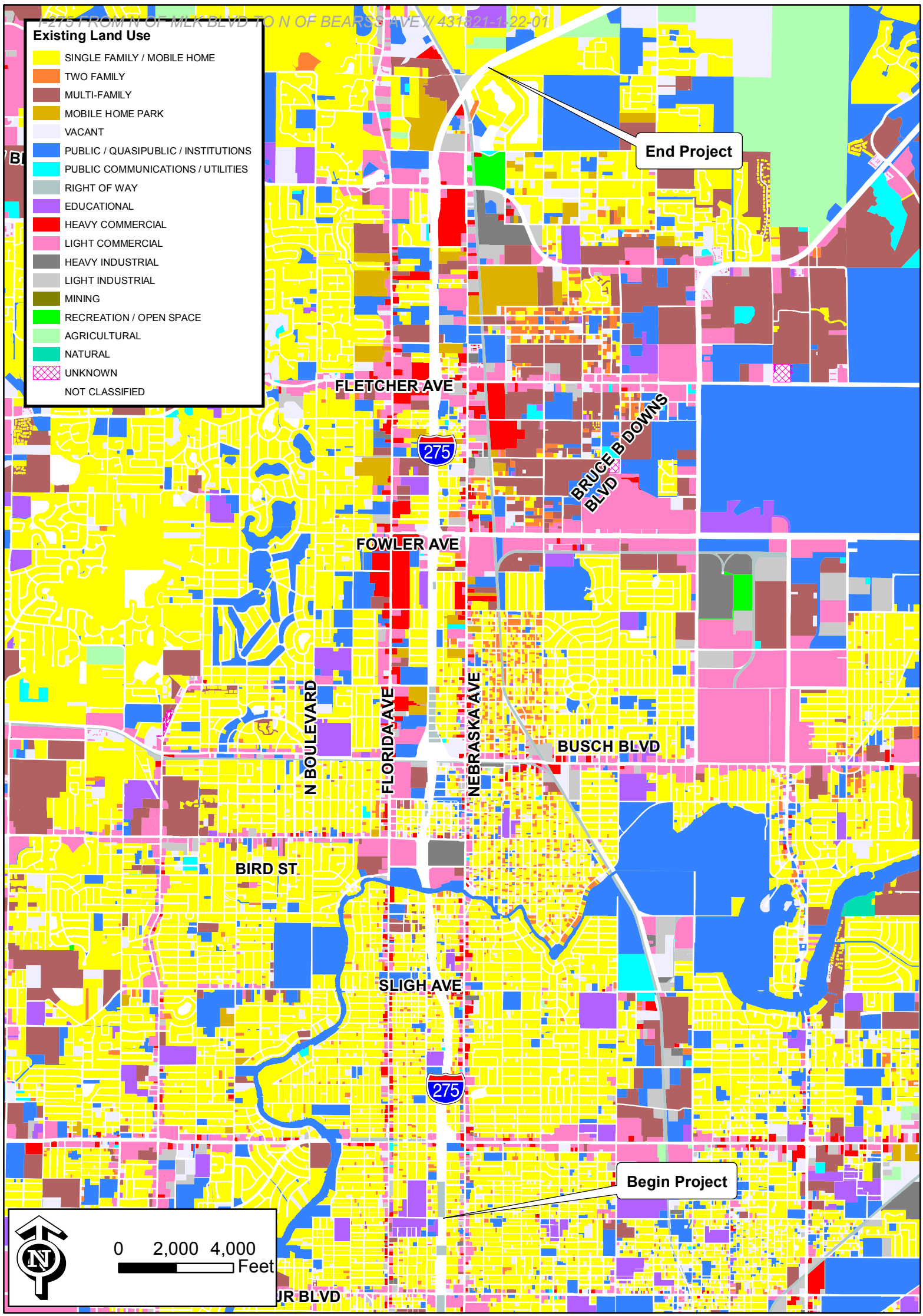
Contents:

Existing Land Use Map

Future Land Use Map

Existing Land Use

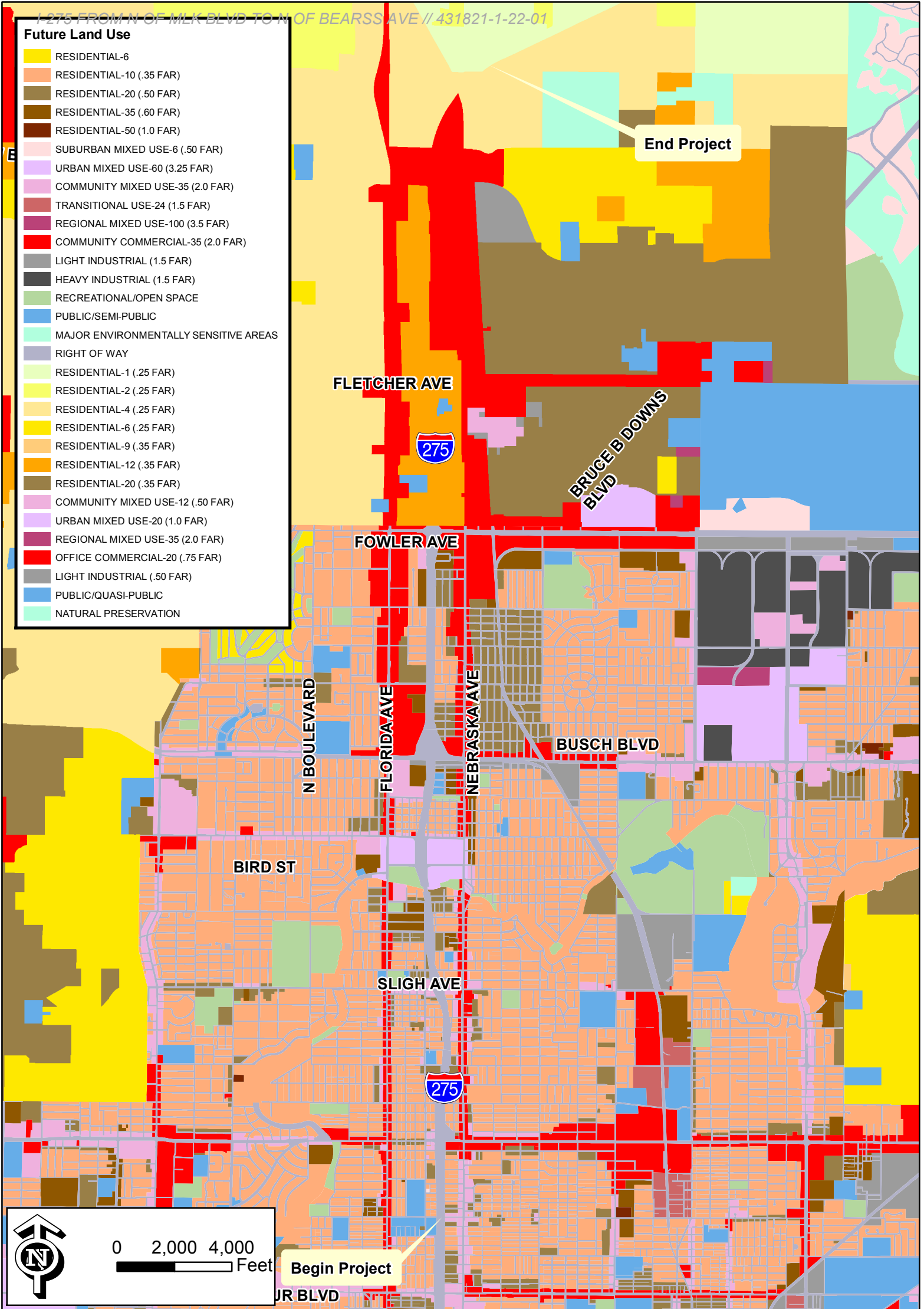
- SINGLE FAMILY / MOBILE HOME
- TWO FAMILY
- MULTI-FAMILY
- MOBILE HOME PARK
- VACANT
- PUBLIC / QUASIPUBLIC / INSTITUTIONS
- PUBLIC COMMUNICATIONS / UTILITIES
- RIGHT OF WAY
- EDUCATIONAL
- HEAVY COMMERCIAL
- LIGHT COMMERCIAL
- HEAVY INDUSTRIAL
- LIGHT INDUSTRIAL
- MINING
- RECREATION / OPEN SPACE
- AGRICULTURAL
- NATURAL
- UNKNOWN
- NOT CLASSIFIED



I-275 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

Future Land Use

- RESIDENTIAL-6
- RESIDENTIAL-10 (.35 FAR)
- RESIDENTIAL-20 (.50 FAR)
- RESIDENTIAL-35 (.60 FAR)
- RESIDENTIAL-50 (1.0 FAR)
- SUBURBAN MIXED USE-6 (.50 FAR)
- URBAN MIXED USE-60 (3.25 FAR)
- COMMUNITY MIXED USE-35 (2.0 FAR)
- TRANSITIONAL USE-24 (1.5 FAR)
- REGIONAL MIXED USE-100 (3.5 FAR)
- COMMUNITY COMMERCIAL-35 (2.0 FAR)
- LIGHT INDUSTRIAL (1.5 FAR)
- HEAVY INDUSTRIAL (1.5 FAR)
- RECREATIONAL/OPEN SPACE
- PUBLIC/SEMI-PUBLIC
- MAJOR ENVIRONMENTALLY SENSITIVE AREAS
- RIGHT OF WAY
- RESIDENTIAL-1 (.25 FAR)
- RESIDENTIAL-2 (.25 FAR)
- RESIDENTIAL-4 (.25 FAR)
- RESIDENTIAL-6 (.25 FAR)
- RESIDENTIAL-9 (.35 FAR)
- RESIDENTIAL-12 (.35 FAR)
- RESIDENTIAL-20 (.35 FAR)
- COMMUNITY MIXED USE-12 (.50 FAR)
- URBAN MIXED USE-20 (1.0 FAR)
- REGIONAL MIXED USE-35 (2.0 FAR)
- OFFICE COMMERCIAL-20 (.75 FAR)
- LIGHT INDUSTRIAL (.50 FAR)
- PUBLIC/QUASI-PUBLIC
- NATURAL PRESERVATION



I-275 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

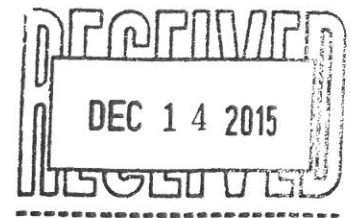
Cultural Resources Appendix

Contents:

SHPO CRAS Concurrence Letter Signed 12-11-15

SHPO CSR Concurrence Letter Signed 05-31-2019

SHPO CRAS Addendum 2019 Concurrence Letter Signed 03-19-19



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

2016 JAN -7 P 1:51
BUREAU OF
TRANSPORTATION
FILED

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;

www.dot.state.fl.us

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 2016-73. Or, the SHPO finds the attached report contains insufficient information.

SHPO Comments:

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

2/5/16
Date



Florida Department of Transportation

RON DESANTIS
GOVERNOR

11201 N. McKinley Drive
Tampa, Florida 33612-6456

KEVIN J. THIBAUT, P.E.
SECRETARY

May 28, 2019

Timothy A. Parsons, Ph.D.
Director and State Historic Preservation Officer
Florida Division of Historical Resources
500 South Bronough Street
Tallahassee, FL 32399-0250

2019 MAY 19 A 10:21
HISTORIC PRESERVATION

Attention: Alyssa McManus, Transportation Compliance Review Program

**Re: Final Section 106 Case Study Report
I-275 Project Development and Environment (PD&E) Study
From north of Dr. Martin Luther King, Jr. Boulevard (SR 574)
To north of Bearss Avenue (SR 678/CR 582)
Hillsborough County, Florida
Work Program Item Segment (WPIS) No.: 431821-1
FAP No.: Not available
SHPO/DHR Project File No.: 2016-73**

Dear Dr. Parsons:

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. As part of the PD&E Study, a Cultural Resource Assessment Survey (CRAS) Report was prepared in December 2015, to comply with federal and state regulations. Both the Federal Highway Administration (FHWA) and the State Historic Preservation Officer (SHPO) concurred with the findings of the CRAS on January 5, 2016 and on February 5, 2016, respectively (FDHR Project No. 2016-73).

As a result of the CRAS, 264 historic resources were identified. 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

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Timothy A. Parsons, Ph.D., Director
I-275 Project Development and Environment (PD&E) Study
From north of Dr. Martin Luther King, Jr. Boulevard (SR 574)
To north of Bearss Avenue (SR 678/CR 582)
Hillsborough County, Florida
WPIS No.: 431821-1
May 28, 2019
Page 2 of 4

T&GC Railroad/CSX Railroad (8HI10243) located within the current project area of potential effect (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.

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.

Enclosed is one copy of the Final Section 106 Case Study Report (May 2019) that was prepared for the above referenced project. This final is being submitted to update the previous draft (dated February 2019) that was submitted to your office on March 25, 2019 for preliminary review. This final report documents the results of the Public Hearing held on March 26, 2019 and the site visit on March 28, 2019 with Alyssa McManus from your office. In addition, the FDOT has made the following commitment as noted in the enclosed document:

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 for the portion of the project where it is applicable. 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.

The objective of the Section 106 Consultation Case Study Report is to evaluate the potential effects (primary and secondary) of the proposed undertaking to the

Timothy A. Parsons, Ph.D., Director
I-275 Project Development and Environment (PD&E) Study
From north of Dr. Martin Luther King, Jr. Boulevard (SR 574)
To north of Bearss Avenue (SR 678/CR 582)
Hillsborough County, Florida
WPIS No.: 431821-1
May 28, 2019
Page 3 of 4

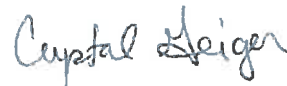
eight historic properties located within the project APE. The report includes a description of the project and the effects to the significant historic properties. The FDOT has applied the Criteria of Adverse Effect found in 36 CFR Part 800.5 to these historic properties. This final report provides a finding of No Adverse Effect to the eight historic properties (8HI3294, 8HI11581, 8HI10243, 8HI609, 8HI6132, 8HI12470, 8HI12472 and 8HI12539), as describe in the enclosed document.

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

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 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.

If you have any questions, or if I may be of assistance, please contact me at (813) 975-6637 or crystal.geiger@dot.state.fl.us or contact Rebecca Spain Schwarz at (813) 281-8308 or rebecca.spain-schwarz@atkinsglobal.com.

Sincerely,



Crystal Geiger
Environmental Specialist III
Cultural Resource Coordinator

Enclosure

cc: Robin Rhinesmith, FDOT
Thu-Huong Clark, FDOT OEM
Steve Gordillo, WSP

Ashley Henzel, FDOT
Roy Jackson, FDOT OEM
Rebecca Spain Schwarz, Atkins

Timothy A. Parsons, Ph.D., Director
I-275 Project Development and Environment (PD&E) Study
From north of Dr. Martin Luther King, Jr. Boulevard (SR 574)
To north of Bearss Avenue (SR 678/CR 582)
Hillsborough County, Florida
WPIS No.: 431821-1
May 28, 2019
Page 4 of 4

The Florida State Historic Preservation Officer (SHPO) finds the attach Final Section 106 Consultation Case Study Report complete and sufficient and concurs does not concur with the recommendations and findings provided in this cover letter for SHPO/FDHR Project File Number 2016-73D. Or, the SHPO finds the attached document contains _____ insufficient information.

In accordance with the Programmatic Agreement among the FWHA, ACHP, FDHR, SHPO and FDOT regarding implementation of the Federal-Aid Highway Program in Florida, if providing concurrence with a finding of No Historic Properties Affected for a project as a whole, or to No Adverse Effect on a specific historic property, SHPO shall presume that FHWA will proceed with a *de minimis* Section 4(f) finding at its discretion for the use of land from the historic property.

SHPO Comments:

For


Timothy A. Parsons, Ph.D., Director
State Historic Preservation Officer
Florida Division of Historical Resources

Date

5/31/2019



Florida Department of Transportation

RON DESANTIS
GOVERNOR

11201 N. McKinley Drive
Tampa, Florida 33612-6456

KEVINJ. THIBAUT, P.E.
SECRETARY

February 26, 2019

Timothy A. Parsons, Ph.D.
Director and State Historic Preservation Officer
Florida Division of Historical Resources
500 South Bronough Street
Tallahassee, FL 32399-0250

Attention: Alyssa McManus, Transportation Compliance Review Program

2019 FEB 27 A 9:59
HISTORIC PRESERVATION

**Re: Cultural Resource Assessment Survey Update
Technical Memorandum
I-275 (SR 93) from North of Dr. Martin Luther King, Jr. (MLK) Boulevard
(SR 574) to North of Bearss Avenue (SR 678/ CR 582)
Hillsborough County, Florida
Work Program Item Segment (WPIS) No.: 431821-1
Federal Aid Project No.: TBD
Florida Division of Historical Resources (FDHR) Project File No.: 2016-73**

Dear Dr. Parsons:

The Florida Department of Transportation (FDOT), District Seven, is conducting a Project Development and Environmental (PD&E) Study to evaluate the need for capacity and operational improvements along 7.70 miles of I-275 (SR 93) from North of Dr. Martin Luther King, Jr. (MLK) Boulevard (SR 574) to North of Bearss Avenue (SR 678/ CR 582). This project will be eligible for federal funds. A Cultural Resource Assessment Survey (CRAS) was prepared for this project in 2015 (FMSF Survey No. 22589; FDHR Project No. 2016-73). As part of the PD&E Study, potential stormwater management facility (SMF) sites have also been identified and evaluated. A Draft Pond Siting Report (January 2019) was prepared by WSP and describes the results. There are 17 proposed SMF (swale treatment facilities and/or ponds) for this project. Except for SMF 14B and SMF 15B, all SMF are located within the existing right of way (ROW). This CRAS Update Technical Memorandum focuses on proposed SMF 14B and SMF 15B. The proposed SMF sites are not currently in FDOT ROW. The required ROW for SMF 14B and SMF 15B is 1.40 acres and 2.00 acres respectively.

Enclosed is one copy of the CRAS Update Technical Memorandum (February 2019) that was prepared for the above referenced project, seven original Florida Master Site File (FMSF) forms for historic resources (8HI14557-8HI14563), one original FMSF resource group form (8HI14564), a Survey Log Sheet, and a CD containing an electronic version of these files.

www.fdot.gov

On behalf of the FDOT District Seven, Atkins prepared a CRAS Update for the two SMF sites which serves as an update to the CRAS previously prepared by Janus Research in 2015 for the PD&E Study. The purpose of the CRAS Update was to identify the presence of resources listed in or considered eligible for listing in the National Register of Historic Places (NRHP) according to the criteria in 36 CFR 60.4 and if applicable, to apply the Criteria of Adverse Effect, as set forth in 36 CFR 800.5(a)(1) to the project. Principal Investigators meet the *Secretary of the Interior's Historic Preservation Professional Qualification Standards* (48 FR 44716).

Based on the scale and nature of the activities, the archaeological APE is limited to the footprint of the proposed SMF sites. The historic resources APE is the proposed SMF sites and adjacent parcels that are not blocked from views by existing vegetation (or up to 250 feet where potential visual effects would be possible). The historic resources APE for SMF 15B was just the proposed SMF parcel which is bound by roads on the south and west, and by existing ponds on the east and north.

Background research did not identify any previously recorded archaeological sites within or adjacent the archaeological APE. Based on the background research and project location, the archaeological APE was considered to have a low archaeological site probability for proposed SMF 14B and a low to high probability for proposed SMF 15B. The archaeological investigations consisted of a surface inspection combined with systematic testing within the APE. A total of nine shovel tests were excavated; all of which were negative. Therefore, no archaeological sites were discovered within the APE.

The historical background research did not identify any previously recorded historic resource within the current APE. A historic resources field survey was conducted to identify and evaluate resources that are 50 years of age or older (built in or prior to 1970). As a result of field survey, eight newly identified historic resources were recorded and evaluated. These include seven historic buildings constructed between 1950-1964 and one resource group (consisting of three newly recorded historic buildings). Two are within proposed SMF 14B and the rest are adjacent to proposed SMF 14B but within the historic resource visual APE. No historic resources were recorded within or immediately adjacent to proposed SMF 15B. None of these historic resources meet the criteria for listing in the NRHP.

Based on the results of background research and field survey, there are no archaeological sites or historic resources located within the project APE that are listed, determined eligible, or considered potentially eligible for listing in the NRHP. Therefore, FDOT is proposing a finding of **no historic properties** affected for the two SMF sites.

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

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 FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016, and executed by the FHWA and FDOT.

The CRAS Update Technical Memorandum is for your review and concurrence. If you have any questions, or if I may be of assistance, please contact me at (813) 975-6637 or crystal.geiger@dot.state.fl.us or contact Rebecca Spain Schwarz at (813) 281-8308 or rebecca.spain-schwarz@atkinsglobal.com.

Sincerely,



Crystal Geiger
Environmental Specialist III
Cultural Resource Coordinator

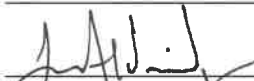
Enclosures

cc: Robin Rhinesmith, FDOT
Thu-Huong Clark, FDOT OEM
Steve Gordillo, WPS
Ashley Henzel, FDOT
Roy Jackson, FDOT OEM
Rebecca Spain Schwarz, Atkins

The Florida State Historic Preservation Officer (SHPO) finds the attached Cultural Resources Assessment Survey Update Technical Memorandum Report complete and sufficient and concurs _____ does not concur with the recommendations and findings provided in this cover letter for SHPO/FDHR Project File Number DHR 2016-73B. Or, the SHPO finds the attached document contains _____ insufficient information.

In accordance with the Programmatic Agreement among the FWHA, ACHP, FDHR, SHPO and FDOT regarding implementation of the Federal-Aid Highway Program in Florida, if providing concurrence with a finding of No Historic Properties Affected for a project as a whole, or to No Adverse Effect on a specific historic property, SHPO shall presume that FHWA will proceed with a *de minimis* Section 4(f) finding at its discretion for the use of land from the historic property.

SHPO Comments:


For Timothy A. Parsons, Ph.D., Director
State Historic Preservation Officer
Florida Division of Historical Resources

Date

3/19/2019

Natural Resources Appendix

Contents:

2015 USFWS Species Concurrence Letter

Effects Determination Key Wood Stork Species with process highlighted

Eastern Indigo Snake Species Key with process highlighted



United States Department of the Interior

U. S. FISH AND WILDLIFE SERVICE

7915 BAYMEADOWS WAY, SUITE 200
JACKSONVILLE, FLORIDA 32256-7517

IN REPLY REFER TO:

FWS Log No. 04EF1000-2016-I-0002

October 5, 2015

Nicole Selly
District 7 Environmental Specialist
Florida Department of Transportation
11201 N. McKinley Drive
Tampa, Florida 33612-6456

RE: I-275 Express Lanes Project Development and Environment Study
FDOT Work Program Number: 431821-1
Hillsborough County, Florida

Dear Ms. Selly:

The U.S. Fish and Wildlife Service (Service) has completed its review of the Draft Wetland Evaluation and Biological Assessment Report (WEBAR) for the Project Development & Environment Study (PD&E) that is evaluating the I-275 Express Lanes project. The proposed project will add tolled express lanes to I-275 in Hillsborough County, Florida. The Service provides the following comments in accordance with section 7 of the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 et seq.).

The Service received a request from the Florida Department of Transportation (FDOT) on September 21, 2015, for review of the draft WEBAR for the proposed project. The draft document includes determinations of “may affect, not likely to adversely affect” for the wood stork (*Mycteria americana*), eastern indigo snake (*Drymarchon corais couperi*), and the West Indian manatee (*Trichechus manatus*). It is our understanding that wetland impacts to suitable wood stork foraging areas will be re-evaluated and provide compensation within a Service approved mitigation or conservation bank during the permitting process. The Service has reviewed the information provided and the County’s effects determinations for potential impacts to species listed under the Endangered Species Act and provide the following comments.

Eastern Indigo Snake (*Drymarchon corais couperi*)

A ‘may affect, but not likely to adversely affect’ determination for the eastern indigo snake was due to the fact that the species was not observed during the field survey, minimal suitable habitat exists within the project study area indicating a low probability of occurrence, and FDOT commits to implementing the Service’s Standard Protection Measures for the Indigo Snake during construction of the project. Based on our review of

the information provided and FDOT's commitment to implement the Standard Protection Measures for the Eastern Indigo Snake the Service can concur with a 'may affect, but not likely to adversely affect' determination for the Eastern indigo snake.

Wood Stork (*Mycteria americana*)

To reach a "may affect, not likely to adversely affect" determination for the wood stork the proposed project will provide SFH compensation within the Service area of a USFWS-approved wetland mitigation bank or wood stork conservation bank within the CFA. The Service recommends and prefers that mitigation for this species is "like-for-like" habitat within the same ecological CFA. The Service has reviewed information provided and the FDOT's commitments, as well as available observation and species presence data and can concur with a 'may affect, but not likely to adversely affect' determination for this species.

West Indian manatee (*Trichechus manatus*)

No manatees were observed during field reviews and the project area does not fall within the Service's designated critical habitat, or protection zones for the species. A portion of the project crosses the Hillsborough River. FDOT will implement the standard manatee conditions for in-water work if bridge construction over the river is necessary. Based on the location of the proposed project, the information provided in the draft WEBAR, and FDOT's commitment to follow the standard manatee conditions for in-water work we can concur with a "may affect, but will not adversely affect" determination.

Thank you for considering the effects of your proposed project on fish and wildlife, and the ecosystems upon which they depend. Should changes to the proposed project occur or new information regarding fish and wildlife resources become available, further consultation with the Service should be initiated to assess any potential impacts. All additional information available will be evaluated when Section 7 consultation is reinitiated. If you have any questions, please contact Lourdes Mena at (904)731-3119.

Sincerely,



for

Jay B. Herrington
Field Supervisor

cc: Joe Sullivan, FHWA
Cathy Kendall, FHWA

**THE CORPS OF ENGINEERS, JACKSONVILLE DISTRICT, U. S. FISH AND WILDLIFE SERVICE, JACKSONVILLE ECOLOGICAL SERVICES FIELD OFFICE AND STATE OF FLORIDA EFFECT DETERMINATION KEY FOR THE WOOD STORK IN CENTRAL AND NORTH PENINSULAR FLORIDA
September 2008**

Purpose and Background

The purpose of this document is to provide a tool to improve the timing and consistency of review of Federal and State permit applications and Federal civil works projects, for potential effects of these projects on the endangered wood stork (*Mycteria americana*) within the Jacksonville Ecological Services Field Office (JAFL) geographic area of responsibility (GAR see below). The key is designed primarily for Corps Project Managers in the Regulatory and Planning Divisions and the Florida Department of Environmental Protection or its authorized designee, or Water Management Districts. The tool consists of the following dichotomous key and reference material. The key is intended to be used to evaluate permit applications and Corps' civil works projects for impacts potentially affecting wood storks or their wetland habitats. At certain steps in the key, the user is referred to graphics depicting known wood stork nesting colonies and their core foraging areas (CFA), footnotes, and other support documents. The graphics and supporting documents may be downloaded from the Corps' web page at <http://www.saj.usace.army.mil/permit> or at the JAFL web site at <http://www.fws.gov/northflorida/WoodStorks>. We intend to utilize the most recent information for both the graphics and supporting information; so should this information be updated, we will modify it accordingly. **Note: This information is provided as an aid to project review and analysis, and is not intended to substitute for a comprehensive biological assessment of potential project impacts. Such assessments are site-specific and usually generated by the project applicant or, in the case of civil works projects, by the Corps or project co-sponsor.**

Explanatory footnotes provided in the key must be closely followed whenever encountered.

Scope of the key

This key should only be used in the review of permit applications for effects determinations on wood storks within the JAFL GAR, and not for other listed species. Counties within the JAFL GAR include Alachua, Baker, Bradford, Brevard, Citrus, Clay, Columbia, Dixie, Duval, Flagler, Gilchrist, Hamilton, Hernando, Hillsborough, Lafayette, Lake, Levy, Madison, Manatee, Marion, Nassau, Orange, Pasco, Pinellas, Putnam, St. Johns, Seminole, Sumter, Suwannee, Taylor, Union, and Volusia.

The final effect determination will be based on project location and description, the potential effects to wood storks, and any measures (for example project components, special permit conditions) that avoid or minimize direct, indirect, and/or cumulative

impacts to wood storks and/or suitable wood stork foraging habitat. Projects that key to a “no effect” determination do not require additional consultation or coordination with the JAFL. Projects that key to “NLAA” also do not need further consultation; however, the JAFL staff will assist the Corps if requested, to answer questions regarding the appropriateness of mitigation options. Projects that key to a “may affect” determination equate to “likely to adversely affect” situations, and those projects should not be processed under the SPGP or any other programmatic general permit. For all “may affect” determinations, Corps Project Managers should request the JAFL to initiate formal consultation on the Wood stork.

Summary of General Wood Stork Nesting and Foraging Habitat Information

The wood stork is primarily associated with freshwater and estuarine habitats that are used for nesting, roosting, and foraging. Wood storks typically nest colonially in medium to tall trees that occur in stands located either in swamps or on islands surrounded by relatively broad expanses of open water (Ogden 1991; Rodgers et al. 1996). Successful breeding sites are those that have limited human disturbance and low exposure to land based predators. Nesting sites protected from land-based predators are characterized as those surrounded by large expanses of open water or where the nest trees are inundated at the onset of nesting and remain inundated throughout most of the breeding cycle. These colonies have water depths between 0.9 and 1.5 meters (3 and 5 feet) during the breeding season.

In addition to limited human disturbance and land-based predation, successful nesting depends on the availability of suitable foraging habitat. Such habitat generally results from a combination of average or above-average rainfall during the summer rainy season, and an absence of unusually rainy or cold weather during the winter-spring breeding season (Kahl 1964; Rodgers et al. 1987). This pattern produces widespread and prolonged flooding of summer marshes that tends to maximize production of freshwater fishes, followed by steady drying that concentrate fish during the season when storks nest (Kahl 1964). Successful nesting colonies are those that have a large number of foraging sites. To maintain a wide range of foraging opportunities, a variety of wetland habitats exhibiting short and long hydroperiods should be present. In terms of wood stork foraging, the Service (1999) describes a short hydroperiod as one where a wetland fluctuates between wet and dry in 1 to 5-month cycles, and a long hydroperiod where the wet period is greater than five consecutive months. Wood storks during the wet season generally feed in the shallow water of short-hydroperiod wetlands and in coastal habitats during low tide. During the dry season, foraging shifts to longer hydroperiod interior wetlands as they progressively dry down (though usually retaining some surface water throughout the dry season).

Because of their specialized feeding behavior, wood storks forage most effectively in shallow-water areas with highly concentrated prey. Typical foraging sites for the wood stork include freshwater marshes, depressions in cypress heads, swamp sloughs, managed impoundments, stock ponds, shallow-seasonally flooded roadside or agricultural ditches, and narrow tidal creeks or shallow tidal pools. Good foraging conditions are characterized by water that is relatively calm, open, and having water depths between 5 and 15 inches (5 and 38 cm). Preferred foraging habitat includes wetlands exhibiting a mosaic of submerged and/or emergent aquatic vegetation, and shallow, open-water areas subject to hydrologic

regimes ranging from dry to wet. The vegetative component provides nursery habitat for small fish, frogs, and other aquatic prey, and the shallow, open-water areas provide sites for concentration of the prey during daily or seasonal low water periods.

WOOD STORK KEY

Although designed primarily for use by Corps Project Managers in the Regulatory and Planning Divisions, and State Regulatory agencies or their designees, project permit applicants and co-sponsors of civil works projects may find this key and its supporting documents useful in identifying potential project impacts to wood storks, and planning how best to avoid, minimize, or compensate for any identified adverse effects.

A. Project within 2,500 feet of an active colony site¹.....*May affect*

Project more than 2,500 feet from a colony site.....go to B

B. Project does not affect suitable foraging habitat² (SFH).....*no effect*

Project impacts SFH².....go to C

C. Project impacts to SFH are less than or equal to 0.5 acre³.....*NLAA*⁴

Project impacts to SFH are greater than or equal to 0.5 acre.....go to D

D. Project impacts to SFH not within a Core Foraging Area⁵ (see attached map) of a colony site, and no wood storks have been documented foraging on site.....*NLAA*⁴

Project impacts to SFH are within the CFA of a colony site, or wood storks have been documented foraging on a project site outside the CFAgo to E

E. Project provides SFH compensation within the Service Area of a Service-approved wetland mitigation bank or wood stork conservation bank preferably within the CFA, or consists of SFH compensation within the CFA consisting of enhancement, restoration or creation in a project phased approach that provides an amount of habitat and foraging function equivalent to that of impacted SFH (see *Wood Stork Foraging Habitat Assessment Procedure*⁶ for guidance), is not contrary to the Service's *Habitat Management Guidelines For The Wood Stork In The Southeast Region* and in accordance with the CWA section 404(b)(1) guidelines.....*NLAA*⁴

Project does not satisfy these elements.....*May affect*

¹ An active nesting site is defined as a site currently supporting breeding pairs of wood storks, or has supported breeding wood storks at least once during the preceding 10-year period.

² Suitable foraging habitat (SFH) is described as any area containing patches of relatively open (< 25% aquatic vegetation), calm water, and having a permanent or seasonal water depth between 2 and 15 inches (5 to 38 cm). SFH supports and concentrates, or is capable of supporting and concentrating small fish, frogs, and other aquatic prey. Examples of SFH include, but are not limited to, freshwater marshes and stock ponds, shallow, seasonally flooded roadside or agricultural ditches, narrow tidal creeks or shallow tidal pools, managed impoundments, and depressions in cypress heads and swamp sloughs. See above *Summary of General Wood Stork Nesting and Foraging Habitat Information*.

³ On an individual basis, projects that impact less than 0.5 acre of SFH generally will not have a measurable effect on wood storks, although we request the Corps to require mitigation for these losses when appropriate. Wood Storks are a wide ranging species, and individually, habitat change from impacts to less than 0.5 acre of SFH is not likely to adversely affect wood storks. However, collectively they may have an effect and therefore regular monitoring and reporting of these effects are important.

⁴ Upon Corps receipt of a general concurrence issued by the JAFL through the Programmatic Concurrence on this key, "NLAA" determinations for projects made pursuant to this key require no further consultation with the JAFL.

⁵ The U.S. Fish and Wildlife Service (Service) has identified core foraging area (CFA) around all known wood stork nesting colonies that is important for reproductive success. In Central Florida, CFAs include suitable foraging habitat (SFH) within a 15-mile radius of the nest colony; CFAs in North Florida include SFH within a 13-mile radius of a colony. The referenced map provides locations of known colonies and their CFAs throughout Florida documented as active within the last 10 years. The Service believes loss of suitable foraging wetlands within these CFAs may reduce foraging opportunities for the wood stork.

⁶This draft document, *Wood Stork Foraging Habitat Assessment Procedure*, by Passarella and Associates, Incorporated, may serve as further guidance in ascertaining wetland foraging value to wood storks and compensating for impacts to wood stork foraging habitat.

Monitoring and Reporting Effects

For the Service to monitor cumulative effects, it is important for the Corps to monitor the number of permits and provide information to the Service regarding the number of permits issued that were determined "may affect, not likely to adversely affect." It is requested that information on date, Corps identification number, project acreage, project wetland acreage, and latitude and longitude in decimal degrees be sent to the Service quarterly.

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United States Department of the Interior



FISH AND WILDLIFE SERVICE
South Florida Ecological Services Office
1339 20th Street
Vero Beach, Florida 32960

August 1, 2017

Donnie Kinard
U.S. Army Corps of Engineers
Post Office Box 4970
Jacksonville, Florida 32232-0019

Subject: Consultation Key for the Eastern Indigo Snake – Revised

Dear Mr. Kinard:

This letter revises and replaces the January 25, 2010, and August 13, 2013, letters to the U.S. Army Corps of Engineers (Corps) regarding the use of the eastern indigo snake programmatic effect determination key (Key) for projects occurring within the South Florida Ecological Service's Office (SFESO) jurisdiction. This revision supersedes all prior versions of the Key in the SFESO area. The purpose of this revision is to clarify portions of the previous keys based on questions we have been asked, specifically related to habitat and refugia used by eastern indigo snakes (*Drymarchon corais couperi*), in the southern portion of their range and within the jurisdiction of the SFESO. This Key is provided pursuant to the Service's authorities under the Endangered Species Act of 1973, as amended (Act) (87 Stat. 884; 16 U.S.C.1531 *et seq.*). This Key revision has been assigned Service Consultation Code: 41420-2009-I-0467-R001.

The purpose of this Key is to assist the Corps (or other Federal action agency) in making appropriate effects determinations for the eastern indigo snake under section 7 of the Act, and streamline informal consultation with the SFESO for the eastern indigo snake when the proposed action can be walked through the Key. The Key is a tool available to the Corps (or other Federal action agency) for the purposes of expediting section 7 consultations. There is no requirement to use the Key. There will be cases when the use of the Key is not appropriate. These include, but are not limited to: where project specific information is outside of the scope of the Key or instances where there is new biological information about the species. In these cases, we recommend the Corps (or other Federal action agency) initiates traditional consultation pursuant to section 7 of the Act, and identify that consultation is being requested outside of the Key.

This Key uses project size and home ranges of eastern indigo snakes as the basis for making determinations of "may affect, but is not likely to adversely affect" (NLAA) and "may affect, and is likely to adversely affect" (may affect). Suitable habitat for the eastern indigo snake consists of a mosaic of habitats types, most of which occur throughout South Florida. Information on home ranges for individuals is not available in specific habitats in South Florida. Therefore, the SFESO uses the information from a 26-year study conducted by Layne and Steiner (1996) at Archbold Biological Station, Lake Placid, Florida, as the best available

information. Layne and Steiner (1996) determined the average home range size for a female eastern indigo snake was 46 acres and 184 acres for a male.

Projects that would remove/destroy less than 25 acres of eastern indigo snake habitat are expected to result in the loss of a portion of an eastern indigo snakes home range that would not impair the ability of the individual to feed, breed, and shelter. Therefore, the Service finds that take would not be reasonably certain to occur due to habitat loss. However, these projects have the potential to injure or kill an eastern indigo snake if the individual is crushed by equipment during site preparation or other project aspects. The Service's *Standard Protection Measures for the Eastern Indigo Snake* (Service 2013 or most current version) and the excavation of underground refugia (where a snake could be buried, trapped and/or injured), when implemented, are designed to avoid these forms of take. Consequently, projects less than 25 acres that include the Service's *Standard Protection Measures for the Eastern Indigo Snake* (Service 2013 or most current version) and a commitment to excavate underground refugia as part of the proposed action would be expected to avoid take and thus, may affect, but are not likely to adversely affect the species.

If a proposed project would impact less than 25 acres of vegetated eastern indigo snake habitat (not urban/ human-altered) completely surrounded by urban development, and an eastern indigo snake has been observed on site, the Key should not be used. The Service recommends formal consultation for this situation because of the expected increased value of the vegetated habitat within the individual's home range.

Projects that would remove 25 acres or more of eastern indigo snake habitat could remove more than half of a female eastern indigo snakes home range. This loss of habitat within a home range would be expected to significantly impair the ability of that individual to feed, breed, and shelter. Therefore, the Service finds take through habitat loss would be reasonably certain to occur and formal consultation is appropriate. Furthermore, these projects have the potential to injure or kill an eastern indigo snake if the individual is crushed by equipment during site preparation or other project aspects. The Service's *Standard Protection Measures for the Eastern Indigo Snake* (Service 2013 or most current version) and the excavation of underground refugia (where a snake could be buried, trapped and/or injured), when implemented, are designed to avoid these forms of take.

Eastern indigo snakes use a variety of habitat and are difficult to detect. Therefore, site specific information on the land use, observations of eastern indigo snakes within the vicinity, as well as other factors, as appropriate, will all be considered by the Service when making a final recommendation on the appropriate effects determination and whether it is appropriate to conclude consultation with the Corps (or other Federal action agency) formally or informally for projects that will impact 25 acres or more of habitat. Accordingly, when the use of the Key results in a determination of "may affect," the Corps (or other Federal action agency) is advised that consultation may be concluded informally or formally, depending on the project specific effects to eastern indigo snakes. Technical assistance from the Service can assist you in making a determination prior to submitting a request for consultation. In circumstances where the Corps (or other Federal action agency) desires to proceed with a consultation request prior to receiving

additional technical assistance from the Service, we recommend the agency documents the biological rationale for their determination and proceed with a request accordingly.

If the use of the Key results in a determination of “no effect,” no further consultation is necessary with the SFESO. If the use of the Key results in a determination of “NLAA,” the SFESO concurs with this determination based on the rationale provide above, and no further consultation is necessary for the effects of the proposed action on the eastern indigo snake. For “no effect” or “NLAA” determinations, the Service recommends that the Corps (or other Federal action agency) documents the pathway used to reach your no effect or NLAA determination in the project record and proceed with other species analysis as warranted.

Eastern Indigo Snake Programmatic Effect Determination Key
Revised July 2017
South Florida Ecological Service Office

Scope of the Key

This Key should be used only in the review of permit applications for effects determinations for the eastern indigo snake (*Drymarchon corais couperi*) within the South Florida Ecological Service’s Office (SFESO) area (Broward, Charlotte, Collier, De Soto, Glades, Hardee, Hendry, Highlands, Lee, Indian River, Martin, Miami-Dade, Monroe, Okeechobee, Osceola, Palm Beach, Polk, Sarasota, and St. Lucie Counties). There is no designated critical habitat for the eastern indigo snake.

This Key is subject to revision as the Corps (or other Federal action agency) and Service deem necessary and in particular whenever there is new information on eastern indigo snake biology and effects of proposed projects.

The Key is a tool available to the Corps (or other Federal action agency) for the purposes of expediting section 7 consultations. There is no requirement to use the Key. There will be cases when the use of the Key is not appropriate. These include, but are not limited to: where project specific information is outside of the scope of the Key or instances where there is new biological information about the species. In these cases, we recommend the Corps (or other Federal action agency) initiates traditional consultation pursuant to section 7 of the Act, and identify that consultation is being requested outside of the Key.

Habitat

Habitat use varies seasonally between upland and wetland areas, especially in the more northern parts of the species' range. In southern parts of their range eastern indigo snakes are habitat generalists which use most available habitat types. Movements between habitat types in northern areas of their range may relate to the need for thermal refugia (protection from cold and/or heat).

In northern areas of their range eastern indigo snakes prefer an interspersed of tortoise-inhabited sandhills and wetlands (Landers and Speake 1980). In these northern regions eastern indigo

snakes most often use forested areas rich with gopher tortoise burrows, hollowed root channels, hollow logs, or the burrows of rodents, armadillos, or land crabs as thermal refugia during cooler seasons (Lawler 1977; Moler 1985a; Layne and Steiner 1996). The eastern indigo snake in the northern region is typically classified as a longleaf pine savanna specialist because here, in the northern four-fifths of its range, the eastern indigo snake is typically only found in vicinity of xeric longleaf pine–turkey oak sandhills inhabited by the gopher tortoise (Means 2006).

In the milder climates of central and southern Florida, comprising the remaining one fifth of its range, thermal refugia such as those provided by gopher tortoise burrows may not be as critical to survival of indigo snakes. Consequently, eastern indigo snakes in these regions use a more diverse assemblage of habitats such as pine flatwoods, scrubby flatwoods, floodplain edges, sand ridges, dry glades, tropical hammocks, edges of freshwater marshes, muckland fields, coastal dunes, and xeric sandhill communities; with highest population concentrations of eastern indigo snakes occurring in the sandhill and pineland regions of northern and central Florida (Service 1999). Eastern indigo snakes have also been found on agricultural lands with close proximity to wetlands (Zeigler 2006).

In south Florida, agricultural sites (*e.g.*, sugar cane fields and citrus groves) are occupied by eastern indigo snakes. The use of sugarcane fields by eastern indigo snakes was first documented by Layne and Steiner in 1996. In these areas there is typically an abundance of wetland and upland ecotones (due to the presence of many ditches and canals), which support a diverse prey base for foraging. In fact, some speculate agricultural areas may actually have a higher density of eastern indigo snakes than natural communities due to the increased availability of prey. Gopher tortoise burrows are absent at these locations but there is an abundance of both natural and artificial refugia. Enge and Endries (2009) reporting on the status of the eastern indigo snake included sugarcane fields and citrus groves in a Global Information Systems (GIS)-base map of potential eastern indigo snake habitat. Numerous sightings of eastern indigo snakes within sugarcane fields have been reported within south Florida (Florida Fish and Wildlife Conservation Commission Indigo Snake Database [Enge 2017]). A recent study associated with the Comprehensive Everglades Restoration Plan (CERP) (A-1 FEB Project formerly A-1 Reservoir; Service code: 41420-2006-F-0477) documented eastern indigo snakes within sugarcane fields. The snakes used artificial habitats such as piles of limerock, construction debris, and pump stations. Recent studies also associated with the CERP at the C-44 Project (Service code: 41420-2009-FA-0314), and C-43 Project (Service code: 41420-2007-F-0589) documented eastern indigo snakes within citrus groves. The snakes used artificial habitats such as boards, sheets of tin, construction debris, pipes, drain pipes in abandoned buildings and septic tanks.

In extreme south Florida (*i.e.*, the Everglades and Florida Keys), eastern indigo snakes also utilize tropical hardwood hammocks, pine rocklands, freshwater marshes, abandoned agricultural land, coastal prairie, mangrove swamps, and human-altered habitats. Though eastern indigo snakes have been found in all available habitats of south Florida it is thought they prefer hammocks and pine forests since most observations occur there and use of these areas is disproportionate compared to the relatively small total area of these habitats (Steiner *et al.* 1983).

Even though thermal stress may not be a limiting factor throughout the year in south Florida, eastern indigo snakes still seek and use underground refugia. On the sandy central ridge of central Florida, eastern indigo snakes use gopher tortoise burrows more (62 percent) than other underground refugia (Layne and Steiner 1996). Other underground refugia used include armadillo (*Dasyurus novemcinctus*) burrows near citrus groves, cotton rat (*Sigmodon hispidus*) burrows, and land crab (*Cardisoma guanhumii*) burrows in coastal areas (Layne and Steiner 1996; Wilson and Porras 1983). Natural ground holes, hollows at the base of trees or shrubs, ground litter, trash piles, and crevices of rock-lined ditch walls are also used (Layne and Steiner 1996). These refugia are used most frequently where tortoise burrows are not available, principally in low-lying areas off the central and coastal ridges.

Minimization Measures

The Service developed protection measures for the eastern indigo snake “Standard Protection Measures for the Eastern Indigo Snake” (Service 2013) located at: https://www.fws.gov/verobeach/ReptilesPDFs/20130812_EIS%20Standard%20Protection%20Measures_final.pdf. These protection measures (or the most updated version) are considered a minimization measure for projects proposed within eastern indigo snake habitat.

Determinations

If the use of this Key results in a determination of “**no effect**,” no further consultation is necessary with the SFESO.

If the use of this Key results in a determination of “**NLAA**,” the SFESO concurs with this determination and no further consultation is necessary for the effects of the proposed action on the eastern indigo snake.

For no effect or NLAA determinations, the Corps (or other Federal action agency) should make a note in the project file indicating the pathway used to reach your no effect or NLAA determination.

If a proposed project would impact less than 25 acres of vegetated eastern indigo snake habitat (not urban/ human-altered) completely surrounded by urban development, and an eastern indigo snake has been observed on site, the subsequent Key should not be used. The Service recommends formal consultation for this situation because of the expected increased value of the vegetated habitat within the individual’s home range.

If the use of this Key results in a determination of “**may affect**,” consultation may be concluded informally or formally depending on project effects to eastern indigo snakes. Technical assistance from the Service can assist you in making a determination prior to submitting a request for consultation. In circumstances where the Corps desires to proceed with a consultation request prior to receiving additional technical assistance from the Service, we recommend the Corps document the biological rationale for their determination and proceed with a request accordingly.

- A. Project is not located in open water or salt marsh.....go to B
 Project is located solely in open water or salt marsh.....no effect
- B. Permit will be conditioned for use of the Service's most current guidance for Standard Protection Measures For The Eastern Indigo Snake (currently 2013) during site preparation and project construction.....go to C
 Permit will not be conditioned as above for the eastern indigo snake, or it is not known whether an applicant intends to use these measures and consultation with the Service is requested.....may affect
- C. The project will impact less than 25 acres of eastern indigo snake habitat (e.g., sandhill, scrub, pine flatwoods, pine rocklands, scrubby flatwoods, high pine, dry prairie, coastal prairie, mangrove swamps, tropical hardwood hammocks, hydric hammocks, edges of freshwater marshes, agricultural fields [including sugar cane fields and active, inactive, or abandoned citrus groves], and coastal dunes).....go to D
 The project will impact 25 acres or more of eastern indigo snake habitat (e.g., sandhill, scrub, pine flatwoods, pine rocklands, scrubby flatwoods, high pine, dry prairie, coastal prairie, mangrove swamps, tropical hardwood hammocks, hydric hammocks, edges of freshwater marshes, agricultural fields [including sugar cane fields and active, inactive, or abandoned citrus groves], and coastal dunes).....may affect
- D. The project has no known holes, cavities, active or inactive gopher tortoise burrows, or other underground refugia where a snake could be buried, trapped and/or injured during project activities.....NLAA
 The project has known holes, cavities, active or inactive gopher tortoise burrows, or other underground refugia where a snake could be buried, trapped and /or injured.....go to E
- E. Any permit will be conditioned such that all gopher tortoise burrows, active or inactive, will be excavated prior to site manipulation in the vicinity of the burrow¹. If an eastern indigo snake is encountered, the snake must be allowed to vacate the area prior to additional site manipulation in the vicinity. Any permit will also be conditioned such that holes, cavities, and snake refugia other than gopher tortoise burrows will be inspected each morning before planned site manipulation of a particular area, and, if occupied by an eastern indigo snake, no work will commence until the snake has vacated the vicinity of proposed work.....NLAA²
 Permit will not be conditioned as outlined above.....may affect

End Key

¹ If excavating potentially occupied burrows, active or inactive, individuals must first obtain state authorization via a Florida Fish and Wildlife Conservation Commission Authorized Gopher Tortoise Agent permit. The excavation method selected should also minimize the potential for injury of an indigo snake. Applicants should follow the excavation guidance provided within the most current Gopher Tortoise Permitting Guidelines found at <http://myfwc.com/gophertortoise>.

² Please note, if the proposed project will impact less than 25 acres of vegetated eastern indigo snake habitat (not urban/ human-altered) completely surrounded by urban development, and an eastern indigo snake has been observed on site, NLAA is not the appropriate conclusion. The Service recommends formal consultation for this situation because of the expected increased value of the vegetated habitat within the individual's home range

Donnie Kinard

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Working with the Fish and Wildlife Foundation of Florida, the Service has established a fund to support conservation and recovery for the eastern indigo snake. Any project that has the potential to affect the eastern indigo snake and/or its habitat is encouraged to make a voluntary contribution to this fund. If you would like additional information about how to make a contribution and how these monies are used to support eastern indigo snake recovery please contact Ashleigh Blackford, Connie Cassler, or José Rivera at 772-562-3559.

This revised Key is effective immediately upon receipt by the Corps. Should circumstances change or new information become available regarding the eastern indigo snake and/or implementation of the Key, the determinations herein may be reconsidered and this Key further revised or amended.

Thank you for your continued cooperation in the effort to conserve fish and wildlife resources. If you have any questions or comments regarding this Key, please contact the SFESO at 772-562-3909.

Sincerely,

A handwritten signature in black ink, appearing to read "Roxanna Hinzman", enclosed within a large, irregular oval scribble.

Roxanna Hinzman
Field Supervisor
South Florida Ecological Services

Cc:
Corps, Jacksonville, Florida (Dale Beter, Muriel Blaisdell, Ingrid Gilbert, Angela Ryan,
Irene Sadowski, Victoria White, Alisa Zarbo)
Service, Athens, Georgia (Michelle Elmore)
Service, Jacksonville, Florida (Annie Dziergowski)
Service, Panama City, Florida (Sean Blomquist)

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Physical Resources Appendix

Contents:

USCG Permit Requirement and Cooperating Agency Letter dated 9/13/2019

**U.S. Department of
Homeland Security**

**United States
Coast Guard**



Commander
United States Coast Guard
Seventh District

909 SE 1st Ave. (Rm432)
Miami, FL 33131
Staff Symbol: (dpb)
Phone: 305-415-6736
Fax: 305-415-6763
Email: randall.d.overton@uscg.mil

5090
September 13, 2019

Florida Department of Transportation District 7
Attn: Robin Rhinesmith, Environmental Manager
11201 N Malcolm McKinley Drive
Tampa, FL 33612-6403

Dear Ms. Rhinesmith:

This is in reply to your email dated August 26, 2019, concerning the proposed I-275 roadway and bridge improvement project. The project includes a proposed modification (widening) to the existing I-275 Bridge crossing the Hillsborough River, mile 7.7; latitude/longitude 28.020228, -82.455357. Your email also invited the Coast Guard to serve as a cooperating agency for the proposed project pursuant to 40 CFR 1501.6.

The Coast Guard will serve as a cooperating agency on the I-275 roadway and bridge improvement project in accordance with 40 CFR 1501.6 and as such provide comments concerning bridge(s) over navigable waterways of the United States that fall within the project corridor.

It is our understanding the Florida Department of Transportation (FDOT) has assumed the role of lead federal agency. The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016 and executed by FHWA and FDOT.

The General Bridge Act of 1946 requires that the location and plans for bridges over navigable waters of the United States be approved by the Commandant, U.S. Coast Guard prior to commencing construction. The Hillsborough River is a navigable waterway of the United States for bridge administration purposes at the I-275 bridge site and therefore any modification to the bridge will require a Coast Guard bridge permit amendment.

We have reviewed the draft type 2 CE for the I-275 roadway improvement project. As pointed out in the document a Coast Guard bridge permit will be required for the proposed modification of the bridge crossing the Hillsborough River. The preferred alternative as described in your email and the draft CE appears to meet the reasonable needs of navigation for this location of the Hillsborough River. The Coast Guard will accept and process a bridge permit application for the proposed alternative.

The Coast Guard Bridge Permit Application Guide (BPAG), which should be used to submit your permit application, contains a comprehensive list/outline of NEPA requirements for Coast

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September 13, 2019

Guard bridge permitting. The project will be reviewed for the applicable environmental constituents found in the BPAG (some of those in the BPAG will not be applicable). The Coast Guard BPAG is available at: <https://go.usa.gov/xRFk2>. The URL is case sensitive, please use the link or type URL exactly as shown.

We appreciate the opportunity to comment on the project in this early stage. You can contact our office at the above telephone number or e-mail if you have questions regarding our comments or requirements.

Sincerely,



RANDALL OVERTON
Chief Permits Division
Seventh District Bridge Administration
U.S. Coast Guard

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Public Involvement Appendix

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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
PROJECT DEVELOPMENT & ENVIRONMENT STUDY

(From I-4 to North of Dr. Martin Luther King, Jr.,
Boulevard and from North of Dr. Martin Luther, Jr.,
Boulevard to North of Bearss Avenue)

DATE: Tuesday, March 26, 2019
TIME: 5:30 p.m. - 7:47 p.m.
PLACE: Seminole Heights United
Methodist Church
6111 North Central Avenue
Tampa, Florida

REPORTED BY: CATHY J. JOHNSON MESSINA, RMR
REGISTERED MERIT REPORTER
NOTARY PUBLIC

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FORMAL PRESENTATION

1
2
3 Good evening. My name is Kirk Bogen. I am the
4 Environmental Management Engineer for District Seven of
5 the Florida Department of Transportation. Welcome to
6 the Project Development and Environmental, or PD&E
7 studies public hearing for Interstate 275 in
8 Hillsborough County, Florida.

9 This public hearing is being held to allow
10 interested persons the opportunity to provide comments
11 concerning the location, conceptual design, and social,
12 economic, and environmental effects for improvements to
13 I-275 from Interstate 4 to north of Dr. Martin Luther
14 King, Junior, Boulevard (MLK Boulevard) State Road 574,
15 approximately 1.6 miles, and from north of MLK Boulevard
16 State Road 574 to north of Bearss Avenue/State Road 678,
17 County Road 582, approximately 7.7 miles.

18 The Work Program Item, or WPI, Segment Numbers are
19 443770-1 and 431821-1.

20 Today is Tuesday, March 26, 2019, and it is
21 approximately 6:31 p.m. We are assembled at the
22 Seminole Heights United Methodist Church located at
23 6111 North Central Avenue in Tampa, Florida.

24 This public hearing is being held to give all
25 interested persons the right to understand the project

1 and submit comments on the PD&E studies. Public
2 participation at this hearing is encouraged and
3 solicited without regard to race, color, creed,
4 religion, sex, age, national origin, disability or
5 family status.

6 This public hearing is being held and was
7 advertised in accordance with applicable federal and
8 state laws as shown on the citation board located next
9 to the sign-in table, including the Americans With
10 Disability Act of 1990. This information is also
11 provided in the private handout you were provided as
12 you came in.

13 This is your opportunity to receive information on
14 the project and officially comment on the location and
15 conceptual design for improvements to I-275 from I-4 to
16 north of Bearss Avenue. You may also provide comments
17 regarding the project documents available here this
18 evening. The Preferred Build Alternative for the I-275
19 improvements are based on environmental and engineering
20 analyses completed to date, as well as on public comments
21 that we have received.

22 The PD&E studies are examining the effects of
23 providing operational improvements on I-275 from I-4
24 to north of MLK Boulevard and the widening of I-275 from
25 north of MLK Boulevard to north of Bearss Avenue.

1 I-275 is a Strategic Intermodal System, or SIS,
2 highway. The SIS is the state's network of high
3 priority facilities. The FDOT has designated I-275 as
4 an emergency evacuation route.

5 The evaluation of I-275 has identified projects
6 that improve mobility on the interstate system and reduce
7 the costs of traffic congestion.

8 The Preferred Build Alternative typical section
9 for the operational improvements from I-4 to north of
10 MLK Boulevard includes the addition of 12-foot dedicated
11 auxiliary lanes in each direction from I-4 to north of
12 MLK Boulevard and accommodating transit on the inside
13 shoulders. These improvements are being completed to
14 transition from the existing conditions to the proposed
15 widening of I-275 from north of MLK Boulevard to north
16 of Bearss Avenue.

17 The Preferred Build Alternative typical section
18 from north of MLK Boulevard to north of Bearss Avenue
19 includes adding one general purpose lane in each
20 direction providing four 12-foot wide general purpose
21 lanes and a 15-foot wide full depth inside shoulder in
22 each direction to accommodate transit. A 2-foot wide
23 concrete barrier will separate the two directions of
24 traffic.

25 Improvements are also being made at the

1 Hillsborough Avenue and the Bearss Avenue interchanges
2 as part of this study. There will be no configuration
3 changes at the other interchanges.

4 No right-of-way will be acquired to build the
5 improvements for the mainline of I-275 for either
6 project. However, minimal right-of-way will be needed
7 near the Bearss Avenue interchange for stormwater
8 ponds.

9 Now I am going to give you some information about
10 right-of-way acquisition and how you can make comments
11 on the project.

12 On projects such as this, one of the unavoidable
13 consequences is the necessary acquisition of properties
14 and the relocation of families and businesses. On
15 this project, however, we anticipate no relocations.
16 Informational brochures describing the acquisition
17 process are available this evening at the right-of-way
18 table. FDOT right-of-way specialists who are familiar
19 with the right-of-way acquisition process are available
20 this evening and will be happy to answer any questions
21 you may have.

22 At this time, I would like to ask FDOT right-of-way
23 specialists Joe Murphy and Susan Cooper to please stand
24 and identify yourselves to anyone who has a right-of-way
25 question and so they will know who to talk with this

1 evening. They're back in the corner there.

2 When you arrived this evening, you should have
3 received a project newsletter containing project
4 information and a comment form. If you were not able to
5 sign in or did not receive the handouts, please stop by
6 our sign-in table before leaving this evening. If you
7 have not already done so, please watch the presentation
8 that is running continuously at the public hearing
9 tonight in the room across the hall. It describes the
10 proposed I-275 improvements in greater detail.

11 Before I continue, I would like to recognize any
12 elected officials or their representatives who are here
13 tonight. Please stand and introduce yourselves for the
14 record.

15 MS. KEMP: Pat Kemp, Hillsborough County
16 Commissioner, Seminole Heights resident.

17 MS. SMITH: Mariella Smith, Hillsborough County
18 Commissioner.

19 MR. BOGEN: Thank you for coming.

20 Those who wish to provide comments during this
21 formal portion of the public hearing should complete a
22 speaker's card and submit it to a Department
23 representative.

24 If you did not receive a speaker's card and would
25 like to make a public comment, please raise your hand and

1 a FDOT representative will be happy to provide you with
2 one.

3 In addition to making an oral statement during this
4 formal portion of the hearing, you can also make a
5 comment to the court reporter here tonight after this
6 formal portion of the public hearing. You may also
7 submit your comments to the FDOT in writing. Comment
8 forms can be placed in one of the comment boxes here
9 this evening or can be completed at a later date and
10 mailed to us at the pre-printed address on the back of
11 the sheet. You may also email comments to us from the
12 project website found on the front of the handout.

13 Please keep in mind that comments must be
14 postmarked or emailed no later than Friday, April 5th,
15 2019, to be included in the official public hearing
16 record.

17 We will now begin to take public comments. I will
18 call each speaker in the order in which their request
19 was received. In an effort to accommodate all requests
20 to speak, we ask that each speaker keep their comments
21 to three minutes. Those who wish to provide additional
22 comments may return to the microphone following the last
23 speaker, or you may present your additional comments
24 directly to the court reporter at the end of tonight's
25 hearing.

1 As I call your name, please step to the microphone
2 and state your name and address before making your
3 comment. If you have questions, please see one of the
4 FDOT representatives following this portion of the
5 hearing.

6 Our first speaker is Francisco Arias. Come to
7 the mike and if you would state your name and your
8 address.

9 MR. ARIAS: My name is Francisco Arias. My address
10 is 205 East 131st Avenue, Tampa, Florida, 33612.

11 And I've got a question. My property is right next
12 to the highway. How will this project impact the
13 property value?

14 MR. BOGEN: This is not a question-and-answer
15 period, but if you would see one of our right-of-way
16 representatives afterwards they can give you some
17 information.

18 MR. ARIAS: Thank you.

19 MR. BOGEN: Thank you.

20 The microphone is placed so that the court
21 reporter can get the comments from the audience, but
22 we'll try and make sure that we pull the mic closer to
23 the person speaking.

24 Our next speaker is Doug Jesseph.

25 MR. JESSEPH: Good evening. I hope you can hear

1 me. 6017 Suwanee Avenue.

2 I'm here to speak for the no-build option, which is
3 the only viable option here.

4 Before I start, I'd like to point out that I think
5 the FDOT express operational improvement is a blatant bit
6 of propaganda. What we have as an offer here is not
7 improvements. What we have here is the attempt to grab
8 more capacity to an interstate system that has failed.

9 And, in fact, adding vehicle capacity to urban
10 interstates has been shown widely to do nothing to
11 reduce travel times, to ease congestion, to make or
12 achieve any other goal other than enriching highway
13 construction firms.

14 A fine example of this is in 2003 to 2006 when
15 FDOT insisted that adding capacity to Malfunction
16 Junction along with a flyover ramp was going to ease
17 congestion and make things much better. As a matter of
18 fact, 80 million dollars was spent, property was
19 destroyed and no positive effect was to be found.

20 And, indeed, if you look throughout the country,
21 you can see that every example of this sort of project
22 has had bad outcomes. Money is wasted, neighborhoods are
23 harmed, pollution is exacerbated, and no improvements to
24 traffic flow can be found.

25 Looking further, you can see that, in fact, the

1 best practices for urban freeways show that removing
2 them is the way to receive enormous benefits at a modest
3 cost.

4 The best practice for urban freeways are to remove
5 them, and there's wide literature on this that shows
6 conclusively that ripping these things out does about
7 as much good for Tampa as, say, taking down the Berlin
8 Wall, as Berlin did, and that's where I think our focus
9 should be.

10 Finally, I'd like to point out the opportunity
11 costs here. While we're talking about spending over 300
12 million dollars, let's imagine that that 300 million
13 dollars was spent on something known to work, regional
14 rail, for example.

15 How much better would we be off if that scenario
16 was realized rather than attempting, once again, to
17 build our way out of a congestion problem by adding
18 capacity to an interstate system that doesn't work?

19 And on that, I'll close.

20 MR. BOGEN: Thank you for your comment.

21 Our next speaker is Susan McClung.

22 MS. McCLUNG: Hi. My name's Susan McClung. I
23 live on 507 North Branch Avenue, Tampa, 33604.

24 And I'd like to say that I think this project is
25 kind of putting the cart before the horse, because from

1 what I understand there is not funding for redoing the
2 junction of I-4 and I-275. And all of us who travel to
3 275, we know where the source of the congestion comes
4 from, and it doesn't come from Bearss Avenue, and it
5 comes from down there at that junction. That's what
6 holds everything up.

7 And you can make these lanes 20 lanes wide and when
8 they get down to that bottleneck that is the problem.
9 It's poorly designed. And if I remember right, it was
10 designed not too long ago, and it hasn't -- what's going
11 to change? If it was poorly designed when you did it the
12 last time, how do we know there's going to be any
13 improvement now?

14 You have that one flyover, which isn't enough.
15 You have all those lanes going down to two lanes, and
16 that is where the source of the problem is. Plus, we
17 had -- at Hillsborough, I know the bridge was widened,
18 and we listened to endless construction there.

19 And now why did you widen it there if you're going
20 to do it in a few years? Because you intend to re-widen
21 it again after you already spent all that money
22 widening it.

23 Another comment is that there is environmental
24 impact and that that constant noise, that constant
25 banging, is going to drive away our wildlife, not only

1 us, humans, but it's also going to drive away migratory
2 birds and the wildlife that we -- urban wildlife that we
3 enjoy in our community.

4 Thank you.

5 MR. BOGEN: Thank you for your comment.

6 Our next speaker is Ingrid Smith.

7 (Ms. Smith declined to make a comment.)

8 MR. BOGEN: We give each speaker three minutes.

9 If we have time at the end, then we'll let them come back
10 up, but -- thank you.

11 Our next speaker is Bill Hunter.

12 MR. HUNTER: Hi. My name is Bill Hunter. I live
13 at 5806 North Branch Avenue in Seminole Heights.

14 I will say that this proposal does look better
15 than previous ones. However, I am skeptical as to the --
16 what is called improvements because, afterall, this plan
17 is coming to us from the same people who designed the
18 ramp from southbound 275 to eastbound I-4.

19 MR. BOGEN: Thank you for your comment.

20 Our next speaker is Rick Fernandez.

21 MR. FERNANDEZ: Madam Court Reporter, are you
22 ready to go?

23 I'm Rick Fernandez, 2906 North Elmore Avenue,
24 Tampa, 33602. That's in Tampa Heights. And I'll try to
25 keep the pace right for you.

1 First of all, I want to thank the community for
2 showing up today. This is a hell of an attendance and
3 it's at least competitive with some of the better MPO
4 hearings that I've been to over the last four or five
5 years in terms of number of people in seats.

6 So thank you. This is very important and the
7 community fully understands that.

8 I also want to thank the elected officials that
9 are here. They've identified themselves. Taking the
10 time to be here to listen to what we have to say is also
11 very important, and there's several candidates for
12 elected office that are floating around, and thank you
13 too for coming.

14 This kind of presentation is very much a situation
15 where people are trying to take in information like
16 drinking from the proverbial fire hydrant.

17 It is extremely difficult to conceive how someone
18 could walk into this chamber tonight assuming they were
19 cold on this issue trying to understand what's happening
20 to them. But to the extent that they've made the effort,
21 that is certainly to be applauded.

22 But as I've said to FDOT on numerous occasions,
23 this type of open house presentation, although it may
24 serve to check off a box on your PD&E study and perhaps
25 help you in your communications with the Federal Highway

1 Administration, it doesn't do a whole lot for the
2 community that's trying to educate itself.

3 We need to find a better way to communicate this
4 information so people can make reasonable and informed
5 decisions.

6 Now, to the point. I stand opposed to your
7 preferred alternative alignment regarding section seven
8 of the interstate.

9 And to keep it short and within the time
10 permitted, Kirk, you may remember, I'm sure you do, just
11 a couple of weeks ago you came to the Citizens Advisory
12 Committee of the MPO and you presented a PowerPoint
13 presentation to us.

14 And in that PowerPoint presentation you -- let's
15 see, one of the slides talked about the problems that we
16 were trying to solve with this particular project, and
17 it's the "Purpose and Need" section of the PowerPoint
18 that you presented.

19 The first was increase capacity to relieve
20 congestion. Strike one.

21 You are suggesting a capacity project here and the
22 capacity, whatever it is that is going to be provided,
23 will through induced demand be taken up again within a
24 relatively short period of time. We certainly have
25 history to suggest that.

1 So if you're trying to relieve congestion through
2 this capacity project, that purpose is not going to be
3 reached.

4 Second, enhance safety. Strike two.

5 You're talking about more cars in more lanes at
6 the same speed. I see no way logically that anyone
7 could argue that that is going to enhance safety for the
8 community.

9 Three, enhance corridor operation and conditions.
10 Well, I don't understand how that happens either, because
11 at peak hours, given induced demand, you're going to
12 have just a larger parking lot.

13 MR. BOGEN: I ask that you wrap it up,
14 Mr. Fernandez.

15 MR. FERNANDEZ: And in off hours you're going to
16 have a larger road to maintain.

17 So, in short, you have presented a project which
18 actually accomplishes none of your intended goals, and
19 you will be increasing pollution and frankly adding
20 nothing to the quality of life in this community going
21 forward.

22 FDOT has to do better. We deserve better transit
23 first.

24 MR. BOGEN: Thank you for your comment.

25 Our next speaker is Josh Frank.

1 MR. FRANK: Good afternoon. Josh Frank, 2010 East
2 Palm Avenue, Ybor City.

3 I'm up here in favor of the no-build scenario as
4 well. I think those of you who know me or know of my
5 work or have heard of my work -- I'm the designer behind
6 the boulevard concept. And, you know, Rick said pretty
7 much everything I was going to say.

8 The simple answer is, for this project adding two
9 lanes across roughly ten miles, nine or ten miles of
10 interstate, only improves congestion slightly for a
11 fixed amount of time, maybe only a few years after
12 construction is wrapped up, and then they fill back up
13 again.

14 So our collective focus needs to be on making
15 projects like this obsolete, removing cars from this
16 corridor by alternatives whether it's CSX, regional
17 rail, street car expansion, HART, BRT projects,
18 whatever, because if this gets built it will only be
19 three to five years before we have the same conversation
20 and it's two more lanes and then two more lanes.

21 And you only have to look at Houston, Texas, for
22 projects like Katy Freeway, which are 22 lanes across,
23 and it's already at capacity well before it was
24 supposed to be. So again, I'm against any expansion or
25 increased capacity.

1 I would also suggest that for those of you who want
2 to learn more about the boulevard, it's not dead,
3 I'm doing as much as I can on it, please go to
4 www.BlvdTampa.com and learn a little bit more
5 about it.

6 Thank you.

7 MR. BOGEN: Thank you for your comment.

8 Our next speaker is James Shirk.

9 MR. SHIRK: I'm James Shirk. I live at 1004 East
10 River Place, Apartment 110, Tampa, Florida, 33603.

11 And my problem with this is that we really have --
12 I reviewed what you said about air quality, and I find
13 it totally disingenuous.

14 We do know that in Tampa we have a very severe
15 problem with smog in the summertime, and it's almost
16 entirely caused by transportation, and I can't see that
17 adding more vehicular capacity is going to somehow
18 reduce the amount of emissions and consequently the
19 amount of smog.

20 So I think that if we're spending money on
21 capital improvements, it should be on electric buses,
22 not widening interstates.

23 Thank you.

24 MR. BOGEN: Thank you for your comment.

25 Our next speaker is Chad Parker.

1 MR. PARKER: I'm just here to listen.

2 MR. BOGEN: All right. Our next speaker is
3 Michelle Cookson.

4 MS. COOKSON: Hi. I'm Michelle Cookson, 6002
5 North Sligh Avenue, Tampa, 33604.

6 Over four years ago when the concerned citizens of
7 this community first learned of the catastrophic plan to
8 further decimate a resurgent community, we rallied and
9 immediately poured hundreds upon thousands of hours of
10 our unpaid time into research asking the critical
11 questions and challenging TBX, something that was
12 quickly unraveled and exposed for the boondoggle it is
13 and still remains so.

14 Segment seven should only be handled one way:
15 The no-build option. It is time to finish the remnants
16 of a process still underpinned by a 1990 study.

17 When we spoke all those years ago the constant
18 rejoinder was FDOT would love to work with the
19 community with transit, but there is no local matching
20 on funding. Well, today there is. We need to instead
21 have the tip part of funding priorities massively
22 reordered to bring those transit projects forward and
23 stop this interstate-only emphasis.

24 We need for the Department to get back working on
25 the HART study for the Florida Tampa Street Terrace along

1 with Nebraska Avenue and to implement true bus rapid
2 transit service for metro rapid. That means to improve
3 signalization of prior renovation, frequent headways,
4 and true rapid service.

5 Finish the Heights Mobility Study and establish a
6 rapid completion date. We need to hurry up with the
7 emphasis on transit projects. Prioritize acquiring the
8 CSX rail lines with, again, rapid transit completion
9 dates. Prioritize all local non-interstate Vision Zero
10 improvements.

11 Work with this community that has so very clearly
12 expressed the time is way overdue to put people first,
13 their safety, their ability to move around and connect
14 within their community safely by some other means than a
15 car, and to improve our urban transportation corridors
16 to reflect several connected high capacity transit
17 choices.

18 MR. BOGEN: Our next speaker is Doreen Jesseph.

19 MS. JESSEPH: Hello. Doreen Jesseph, 6007 North
20 Suwanee Avenue.

21 I've been coming to these meetings now for over
22 four years, as have many others here, and my observation
23 tonight is that we're almost back where we started.

24 Our objection to this improvement, or widening, and
25 it is indeed a widening of I-275 through this corridor,

1 is partly based on I think the very well-stated cases
2 that it will have little effect and will do very little
3 to alleviate congestion and improve traffic flow, and
4 also largely because of the negative impact that it is
5 going to have on the neighborhood such as Seminole
6 Heights, Tampa Heights, Ybor.

7 I want to point out to you people who have not
8 perhaps been coming to these meetings for four years
9 that the reason that there's no additional planned
10 relocations and taking of properties is because it's
11 already been done and the impact has already been felt
12 and it will be felt further because this road will be
13 bigger and wider and louder and further intruding into
14 our neighborhoods and this will have a very negative
15 impact on our economies and on the growth and
16 revitalization that we have seen over the past
17 decade here.

18 We have been through this. We have a freeway that
19 divided this neighborhood once and there's been no
20 mitigation efforts that were promised by FDOT ever and
21 now here we are again being told that we have
22 improvements when, in fact, really all you did was take
23 away the tolls and it's still the same road that's
24 going to do the same damage to this neighborhood and we
25 are still opposed to it.

1 Thank you.

2 MR. BOGEN: Thank you for your comment.

3 Our next speaker is Rick Fifer.

4 MR. FIFER: My name's Rick Fifer. I live at 1408
5 East Hanna. I also have my business at 5111 North
6 Nebraska.

7 I'm here to basically say no to any additional
8 vehicular lanes, toll or otherwise. The poorly designed
9 interchange at I-4 creates a lot of the problems because
10 the traffic backs up past MLK, and then as people try to
11 jump the line they create accidents further down closer
12 into Tampa Heights trying to cut in. So that's a FDOT
13 poorly designed issue.

14 In terms of no-build, I personally believe that it
15 should be a no-build unless that's to create some type
16 of mass transit corridor or envelope. And as far as
17 some noise barriers, they should have been put in
18 decades ago.

19 And we ask FDOT, most importantly, please prove
20 that you are the Department of Transportation and not
21 just the Department of Roads and Asphalt.

22 MR. BOGEN: Thank you.

23 Our next speaker is Michael Kachelski.

24 MR. KACHELSKI: Hi. My name is Michael Kachelski.
25 My address is 323 East 132nd Avenue, Tampa, 33612.

1 First, I want to thank you for the talks. You
2 kind of gave me a little guidance. I understand that
3 the freeways must expand and progress must happen. I
4 don't have much of an opinion on it one way or the other
5 of the best way of doing it.

6 However, my property and a few other properties
7 nearby have been left out when the sound wall was built
8 several years ago.

9 With the years, the noise has become worse and
10 worse. It's becoming, to me, a health issue. I can't
11 sleep at night. Sirens are waking me up. And the hum
12 of trucks, I believe, is making me hard of hearing.

13 One lady I spoke to said that extending the sound
14 wall wouldn't necessarily be that effective. I don't
15 know, but I know that the properties that have the
16 sound wall that's expanded past their property are a
17 lot quieter than mine.

18 I see three possible solutions for the whole group
19 of properties, and I spoke to my neighbors there and
20 they're of the same opinion. Either you guys extend
21 the sound wall requiring some technological way to abate
22 the externality, or the other thing is just buy us out.
23 I'd be much more happy to buy a house next to a river
24 and a boundary than screaming police sirens and semi
25 trucks.

1 The third possibility is there's a lot of demand
2 in that area for commercial property.

3 One of my neighbors a couple of years ago was able
4 to convert his property and he's running a business out
5 of it.

6 I believe that there's a real opportunity that
7 dealerships on Fowler and other businesses would find
8 value in these properties which are becoming more and
9 more deteriorated from the usability by this creates
10 externality, and it's only going to get worse for
11 everybody's benefit. And there's some people that
12 disagree, but whatever. Assuming we come to a good
13 solution, don't leave us behind.

14 If you'd just allow us to convert it to
15 commercial, we will find buyers who will want to put
16 whatever, maybe a gas station there or maybe, you know,
17 maybe a mechanic's shop, maybe the dealerships would
18 want to buy this land, and the free market will be able
19 to sell those properties and buy them someplace nice.

20 So I'm asking that at the very least come out
21 there, 323 132nd Avenue, and redo the sound study.

22 This really nice lady I spoke to a minute ago told
23 me that based on the study my property's right on the
24 border, that it was just under whatever your limit is.

25 Guys, if it was just under your limit when you did

1 this study and it's getting worse every day, every month,
2 think about what it's going to be like in a month or two
3 or a year or two after you do this.

4 All I'm asking is that you guys work with us to
5 help us mitigate this externality before I completely
6 lose my hearing, and I'm not able to sleep because of the
7 noise level.

8 Thank you.

9 MR. BOGEN: Thank you for your comment.

10 Our next speaker is Mauricio Rosas.

11 MR. ROSAS: My name is Mauricio Rosas, 118 West
12 Mohawk Avenue, Tampa, Florida, 33604.

13 First, I want to say that some of my comments are
14 incorporated from way back, like, next door so I'm going
15 to be incorporating those into the comments section, but
16 I want to go directly to what has been discussed within
17 the community that's something that we can agree on.

18 First of all, the whole idea of a no-build option
19 is a viable option, but first what we want, we want to
20 begin and finish with the HART BRT Study for Florida,
21 Fowler, Tampa. Establish one for here as well as
22 Nebraska, and give us the dates that they will be
23 finished. We need to know when these studies are going
24 to be finished.

25 Finish the Mobility Study and establish a

1 completion date. Prioritize CSX studies with projected
2 completion dates. Prioritize all local non-interstate
3 Vision Zero improvements. Keep section seven as its own
4 separate project, because the dynamics are different from
5 that of Westshore. Develop the boulevard concept and
6 present it as part of a cohesive long-term transit plan.
7 Do not add general use lanes to the corridor. Consider
8 reducing speed limits by the time of day on 275, as was
9 recommended by FDOT, at 45 miles an hour.

10 Also, we need a capital investment into local bus
11 services. Preserve the Floribraska exit. And the
12 overall goal is to have FDOT work a plan that is
13 enjoined with mass transit, complete streets and reduce
14 the carbon footprint.

15 I want to add that we sent a clear message to
16 Tallahassee in November. We voted on the tax, which is
17 rare. Secondly, we put people on County Commission who
18 are pro mass transit, pro people. We're doing the same
19 thing in the City Council, and we want to send a message
20 directly to Tallahassee and say this doesn't work. We
21 need mass transit first.

22 Thank you.

23 MR. BOGEN: Thank you for your comment.

24 Our next speaker is Marilib Muloy.

25 MS. MULLOY: My name is a Marilib Muloy. I live at

1 702 West Alfred Street in Riverside Heights.

2 And basically I'm just kind of on the same page as
3 almost everyone that's here just reiterating the same
4 thing over and over, but why not.

5 Both of these plans do not address bottleneck
6 issues from southbound MLK to Florida. Stacking more
7 lanes to the flyover will just increase the danger with
8 the chaotic merging. It's going to cause more wrecks.
9 It's going to cause more problems.

10 For those of us that need Floribraska to access
11 our homes, this is going to create a huge mess. Adding a
12 northbound lane from Floribraska to MLK is going to
13 create the same bottleneck and further back up an
14 already clogged artery so we're just going to wind up
15 with the same mess going northbound as we have going
16 southbound.

17 It's not worth the -- it's a horrible environmental
18 impact. What it's going to do to our neighborhood for
19 the amount that it's actually going to relieve, if it
20 relieves anything, is not a balance.

21 What we're going to take as a toll in the
22 neighborhood for what might help relieve a little bit
23 of traffic is not worth it.

24 We need to fix the problem instead of continuously
25 lining road construction companies' pockets, things like

1 dedicated separate lanes and fixing the flyover debacle.
2 We need to finish the Heights Mobility Study. We need to
3 get those sound barriers that were promised forever ago
4 and not hedge on those stupid little margins that were
5 ridiculous and we also need to focus on mass transit and
6 get those off the road that don't want to be there.

7 There are so many people that don't want to be on
8 the road. Just give us a chance to take the mass
9 transit.

10 Thank you.

11 MR. BOGEN: Thank you for your comment.

12 Is there anyone that would like to make a
13 statement?

14 If you could state your name and address and then
15 we will have you fill out a card.

16 MS. KEMP: Okay. I'm County Commissioner Pat Kemp,
17 Hillsborough County Commission and Seminole Heights
18 resident, like, 35 years or something. In fact, I walked
19 here from my house right over there, and one of the
20 original founders of the Seminole Heights Association.

21 And I've been working on these issues as a citizen
22 up until two years ago when I was elected to the County
23 Commission and I just want to -- some of the comments
24 made tonight, I just want to give you some status on
25 some of those.

1 First of all, thank you all for coming out. I
2 just think the Heights has incredible residents that care
3 so much about the future of this community and about the
4 future of transit and good land use and transportation
5 and livable places. So you're a model, I think, for the
6 region of what a community can do.

7 Second of all, I do hope that we can get FDOT to
8 speed up the Mobility Study. As I was coming in,
9 someone said I've been waiting for that since 2008.
10 They said it had been an 11-year study. I'm not sure if
11 it was that long, but I know that I've been at least,
12 quite seriously, 25 years ago started trying -- I worked
13 on the Hillsborough Avenue, I was trying to work on the
14 Tampa and Florida Streets some 25 years ago so it has --
15 it's been a long time coming, and I hope that we can
16 really make those streets for our communities much safer
17 and much better for all of us.

18 It's so disturbing to see houses hit, much less
19 people. And we're number two in the nation, in the
20 nation, for bicycle and pedestrian deaths in
21 Hillsborough County.

22 And so the other thing I'd like to assure you is
23 that at HART we do intend to go -- and we have been
24 working hard and I've been pushing this for the last two
25 years, but we are moving into -- I believe, once we get

1 the tax dollars, this is a HART responsibility, but
2 electric buses. I'd like to see us deploy those and
3 certainly for air quality.

4 Second of all, I'm looking for everyone in this
5 room to help with the kinds of transportation issues that
6 we have, transit issues in particular. I'd like to see
7 our fleet double. I'd like to see a lot of set aside
8 roadways for our buses and the lighting and the kind of
9 things we need to move our buses faster through our
10 streets and be able to move people on our bus system.

11 And also, I made a motion at HART the other week
12 and it was passed unanimously without any dissent that
13 we should, as HART, pursue the CSX tracks using those
14 tracks for commuter use that are for sale throughout
15 much of Hillsborough County moving us from the end of
16 south Tampa through Ybor, downtown, and up to USF, so
17 it goes directly to USF, to Lutz, over through Town and
18 Country, directly to the airport and over through
19 Pinellas and north to Pasco, so I'd like to see that
20 done.

21 And we have the issue -- the people there to do
22 that also within the County. We've been really pushing
23 Vision Zero to make our sidewalks and to put sidewalks in
24 to put in our streets. But for most of us here, it's the
25 City that needs to be the lead on that through this

1 community.

2 But for the unincorporated county, we also just
3 passed a policy, six to zero unanimously, that within a
4 two-mile area around any school, which actually covers
5 most of the unincorporated county, that we should have
6 sidewalks, that we should have safe ways for kids to get
7 to school and crosswalks and the whole -- that there
8 should be mass safety zones two miles around every
9 school. So I'd just like to let you all know that that's
10 all moving.

11 I thank you all for -- it's your vigilance and your
12 commitment that is making the difference in the whole
13 county so thank you all.

14 MR. BOGEN: Our next speaker is Daniel Beggs.

15 MR. BEGGS: I was debating whether I wanted to come
16 up and talk or not. I used to teach school so I've got a
17 loud voice and probably don't need the microphone, but I
18 do talk a little fast so I will slow down.

19 Daniel Beggs is the name, 600 East North Street,
20 just up the street about a block and a half from here.

21 I agree with a lot of the statements that have been
22 given tonight. Sound barriers, yes. At night, it's a
23 little uncomfortable to hear big trucks rumble by and
24 motorcycles screaming and then all of a sudden you hear a
25 screech of brakes.

1 More lanes? It's not going to decrease that type
2 of problem.

3 In manufacturing, when you have a place that holds
4 up the flow of your process it's called a bottleneck.
5 We've talked about the bottleneck. The major one is I-4
6 to I-275. I want to compare it to the good interchange
7 at I-75 and I-275. That one seems to be very nice.

8 You've got multiple lanes going to each of the
9 interstates. That, I believe, is a proper way to join
10 the two interstates.

11 Okay. So I'm sure that FDOT has a whole slew of
12 engineers, hopefully some of them understand, you know,
13 some process flow and how traffic should flow like
14 manufacturing throwing goods from one end to another
15 end. So if they take a look at that, the widening of
16 these lanes would be second to improving the
17 interchanges.

18 So, once again, I say thank you for all of the
19 people that have come up and said everything that I
20 wanted to say, but I figured I'd just come up and say it
21 anyways.

22 Thank you very much.

23 MR. BOGEN: Thank you for your comment.

24 Our next speaker is James Chapman.

25 MR. CHAPMAN: Hi, everybody. I'm not nearly as

1 informed as a lot of people. I'm just up here to get a
2 little bit of more information.

3 My house actually sits on the highway. I don't
4 know if you guys know where the Yukon transfer station
5 is. I'm just down the road from that. And at 7:30
6 every morning there's the back-up right there. So
7 that's from I-4 all the way to where the Yukon station
8 is. It lasts until about 9:20 every morning.

9 So if you add one more lane, that's still going to
10 be there. It's still going to back up. It's not going
11 to get any different.

12 Having a wall up there, that would be awesome,
13 because then it would cut down the noise.

14 Another big thing, going north onto -- from I-4
15 to 275, having just that one lane merge in, you know,
16 maybe you could widen that and make it two lanes merge
17 in, but there's still a huge back-up caused because of
18 that.

19 And another issue that's going on is the way that
20 people are driving. I see it worse and worse and worse
21 every year. People are driving a hundred miles an hour
22 on 275 and I-4 when they shouldn't be doing anymore
23 than 50.

24 Everyday when I was coming home from work in
25 Brandon I would have people drive through the median to

1 get around me to get onto 275.

2 So I think that there needs to be more posted signs
3 saying speed limit, more education of people of how to
4 merge, how to drive, instead of spending the money on
5 widening something which is bottlenecking all the time.

6 Thank you.

7 MR. BOGEN: Thank you for your comment.

8 Our next speaker is Shane Ragiel.

9 MR. RAGIEL: Shane Ragiel. It's 507 East
10 Floribraska Avenue in Tampa Heights.

11 I'm coming to speak to tell you that I need to
12 recognize the fact that a lot of us that have moved to
13 the Heights recently are standing on shoulders. I know
14 that there's people like Rick and Ms. Kemp that have been
15 in the game for a long time.

16 I moved to Tampa Heights, and I live five houses
17 away from the Floribraska entrance, two years ago and I
18 need to explain what in those two years I've recognized
19 has happened living five houses down from 275 means.

20 I have to change my air filter every single month.
21 I have pets. I have to clean their ears every week
22 because of the pollution build-up that they have. I
23 have an increased amount of asthma. I have to clean my
24 front porch every couple of weeks just because of more
25 than just pollen that you'd think it was, but it's black.

1 You spray down your house and you see drips of black soot
2 coming down the siding of your home.

3 Now, I'm not going to say that I didn't think that
4 living near an interstate was going to be great, but I
5 also have the derivation of the flyover every evening of
6 that merge that was supposed to make everything great,
7 and there's the derivation of screeches and sirens every
8 single night as well. These are things that need to be
9 fixed.

10 And by turning on the faucet up at Bearss to make
11 sure that the water flows faster to the narrow opening
12 over here is not going to do it.

13 And I work in advertising. I don't know how roads
14 work, but I know that if you give people the option to
15 sit and you say it's going to be faster, it may sound
16 great to everybody who doesn't live five houses away
17 from the interstate, but the people that are being
18 directly impacted know, and that's what you're seeing in
19 the room.

20 And for every person that's been here for the last
21 four years saying this, you're going to have more and
22 more people that are moving into the neighborhood that
23 are going to keep on saying the same things.

24 And we're invigorated. We have to deal with this.
25 It's what we breathe, it's what we hear, and it's what

1 we smell.

2 So I just want to give you a heads up. This is
3 going to continue. And it could be another four years,
4 but it's not going to get better.

5 MR. BOGEN: Thank you for your comment.

6 Is there anyone else who would like to make a
7 statement?

8 You can come up and state your name and we can have
9 you fill the card out after you speak.

10 State your name and your address for the record.

11 MS. VALENTIN: Marilyn Valentin, 4108 Marguerite
12 Street, Tampa, Florida, 33609.

13 When the last gentleman was just speaking about how
14 dirty it is, I was ten years old when the interstate
15 first went in in 1962.

16 The health impact has been horrendous there. I
17 myself have had cancer. My father had cancer. My sister
18 died from cancer. The next door neighbor died of cancer.
19 Two neighbors next door died of cancer. And it's like
20 the whole block of people are dying of cancer or dying of
21 Parkinson's disease way too young.

22 And I see the soot, or whatever you call it, the
23 soot that comes onto the houses there, onto the cars, and
24 there's no way to get rid of it.

25 And I really think something needs to be done about

1 the health impact there before more is put on there.

2 That's it.

3 MR. BOGEN: Thank you for your comment.

4 Please state your name and your address.

5 MS. BERGMAN: Jitske Bergman, J-I-T-S-K-E, Bergman,
6 704 West Hiawatha, Tampa, Florida, 33604.

7 I am the mother of the person who was the second to
8 speak. She has laryngitis of the worst kind right now,
9 which apparently is not due to asthma. It's not due to
10 anything that she's allergic to, but her doctor told her
11 this morning it was due to the bad area around here.

12 So if -- even though she doesn't say so, I'm here
13 to speak.

14 I was looking at this section. To me, as a
15 European, as somebody who only moved here nine years ago,
16 this looks like a 1940 plan. And what you're doing is
17 putting a lot of money into something that is going to
18 be ready about 2030 and then it will be 100 years too
19 late.

20 Now, when I started moving here I made a concerted
21 effort to do buses, to sit in a bus to see how that
22 worked out. And one of the persons who is now running
23 for mayor of this City as one of the talks said the
24 trouble here in Tampa is coachable, we need to teach
25 everybody to take a bus, so that is one thing.

1 But this stretch here goes, for the most part, from
2 Wesley Chapel, drives through here, and then a whole lot
3 of people will go to St. Petersburg. Why are they
4 driving through the center of Tampa? You should lead
5 them somewhere else.

6 Other cities have beltways. What this thing needs
7 is a beltway, because at least then you have half of
8 these people off -- dropping off there, whatever that is
9 there.

10 Where's the center of Tampa? By adding more lanes,
11 you will get more people being dumped into the center of
12 town with nowhere to go.

13 I have gotten three traffic tickets so far parking
14 because I cannot get into the parking garage, because on
15 good days, like Saturday or Sunday, it backs up into
16 Ashley, I think it's called. You cannot get -- you have
17 to wait for a parking spot outside on the street. Then
18 try and leave the parking garages, the one next to the
19 library, and you stand inside in line in the parking
20 garage trying to get out.

21 None of this should happen, but we need -- what we
22 need is --

23 MR. BOGEN: We'd ask that you wrap up your
24 comments.

25 MS. BERGMAN: -- what we need is transit, buses,

1 and we need you to go on them.

2 MR. BOGEN: Thank you for your comment.

3 MS. MARSAN: Yes, I'm Florence Marsan. I live at
4 1022 East Jean Street.

5 Also, I come from Europe, but I see other cities in
6 America that have common sense. It is not about us not
7 wanting to use public transit; it's about the fact that
8 public transit is almost non-existent in Tampa.

9 If it takes me two hours or if it takes me even,
10 gosh, three quarters of an hour more to transit to my
11 work and then I have to go through a fairly dangerous
12 area to get to my building, I'm not going to do it.

13 So also about all of these studies that you're
14 doing, why don't you put the money in public transit
15 first and then do the study?

16 That's it.

17 MR. BOGEN: Thank you for your comment.

18 All right. Is there anyone that's ready to speak?
19 If you would come -- you've got to come to the mike.
20 It's not a question-and-answer session. I ask that you
21 state your name and your address.

22 MS. OWENS: Janice Owens, 8510 1/2 North Seminole
23 Avenue.

24 You all are talking about building this. When did
25 it come up? I don't know if the people had time to put

1 their input in it, because you've already done decided
2 that's what you all are going to do.

3 And whoever is going to do this, I hope they didn't
4 do the one on 275 at Floribraska. That is messed up.
5 So now if that same engineer's going to do this, this
6 is going to be messed up too, because it's -- I don't
7 even take the interstate anymore because that is so
8 messed up.

9 At one time you had -- it's not the sheriff --
10 Highway Patrol ticketing people, because they're in this
11 lane instead of trying -- they're trying to get over, but
12 everybody's blocked this lane, and that's a mess.

13 So this might be a mess too, because it makes no
14 sense. And you should try to correct the problem that
15 you already have instead of trying to build something
16 new.

17 No community, nobody -- none of us in here had any
18 input. You all did the input, but then you're going to
19 bring it to us and let us know this is what you're going
20 to do. That's not right. It's not fair.

21 MR. BOGEN: Thank you for your comment.

22 Our next speaker is David Coleman.

23 MR. COLEMAN: Hello again. My name is Dave Coleman
24 and I'm from 13618 North Florida Avenue, Lot 18, in
25 Tampa.

1 I'm in District II. I'm outside the City limits,
2 but quite adjacent -- I'm adjacent to 275. You gave me a
3 lot of time before this meeting, and I thank you for
4 that.

5 You said that -- here in this meeting I'm hearing
6 that everybody is of like mind. I was trying to convince
7 you of the bottlenecking and the issue with I-4, and you
8 said to me that you were aware of them, but that the
9 study hasn't been done for those yet, that we're doing
10 this.

11 So, in other words, you're telling me that the root
12 of the tree that you planted a long time ago is dead, but
13 you want to add more to the branches. It makes no sense
14 to me after having sat in this meeting.

15 She had brought up -- Ms. Kemp had brought up
16 about some traffic safety issues, crossing things,
17 especially around schools. There's one right on Bearss
18 next to my road.

19 And why I came here today is because of the deaths
20 of three teenagers in two days on North Florida Avenue:
21 First, Josiah Pinner; and then the two girls from
22 Colombia who died from a pick-up truck rolling over them
23 at 45 miles an hour.

24 And I'm being stymie about how I can respond, how
25 the community can respond. The road -- see, down on

1 Bayshore two people died and the next day the speed limit
2 was 35 miles an hour. Up where I'm at, three people died
3 and nothing has been done.

4 You said to me today that it would be law
5 enforcement that would deal with the speeding and
6 whatnot.

7 I went to the CAC meeting this past Friday. They
8 directed me that I needed to speak to the Florida DOT
9 about trying to get the speed limit reduced. As it is
10 over here, 40 miles an hour, once you get north of
11 Waters all the way to Bearss it's 45, and that's too
12 fast. It's a marginalized neighborhood. We have people
13 pulling baskets going to the super markets and people in
14 wheelchairs and children. It doesn't fit. It doesn't
15 work.

16 And what I'm trying to get at is all these millions
17 of dollars you want to speed on this, she brought it up
18 and so have so many other people, you need to focus on
19 Nebraska, on Florida. This is absurd. And you don't
20 even have a plan of how to fix the bottlenecks. That
21 makes no sense whatsoever.

22 Thank you.

23 MR. BOGEN: Our next speaker is Michael Haynes.

24 MR. HAYNES: Real quick, I was surprised when I got
25 the pamphlet. I live on 6710 North Harer Street behind

1 the post office, and I'm interested in seeing if there's
2 going to be an expansion to the eminent domain part of
3 it, because I'm planning on buying the two houses from a
4 friend next door. I wanted to keep that as a long-term
5 investment property. And I have -- I was a merchant
6 seaman and I've been all over the world.

7 The main thing that this should have been is,
8 combining with I-4 or something like that, is to get the
9 people there from out of town in St. Pete going to
10 Orlando or whatever, like that one lady said.

11 The loop idea like we have in Houston and somewhere
12 in Atlanta and et cetera, et cetera, Chicago, all of
13 those big, circular, huge 12-lane highways around, what
14 you want is to turn us back into a regional center where
15 people are going to walk safely and take their bicycles
16 and walk their dog and go to school and like that.

17 I have properties in Brazil and what we're doing in
18 Brazil is turning that into a toll road. That means that
19 90 percent of the people are not going to ride on it
20 unless they've got to pay and then you have the money to
21 do the Malfunction Junction repair.

22 I was a cab driver 30 years ago when I got hurt in
23 the oil field. Malfunction Junction has been the same
24 for 30 years since I've been a real estate investor in
25 south Tampa.

1 But if you turn that into a toll road, you're going
2 to solve all the problems immediately and everybody can
3 start thinking about fixing Nebraska, Florida, and
4 Highland, and all of these -- Armenia and Howard and
5 making those more transportation-friendly.

6 And the other thing about the buses, electric buses
7 won't solve a thing. If you have these big buses -- in
8 foreign countries they've got jitnies in Miami. You
9 outlawed the jitnies. They wanted to come here. They
10 pick you up every five seconds, but it's going to cause
11 a lot of pollution so that's why the people think
12 electric.

13 They've got them small -- like in Rio De Janiero,
14 they've got a hundred showing up right here and every
15 five minutes you just jump up and go. You don't have
16 time to pay or anything.

17 We want mass transit. It's got to be the buses.
18 It can't be the trains because trains are too expensive.
19 They never pay for themselves.

20 But that is a toll road. I don't know if you've
21 ever considered that. We need the loop around the
22 regional center of Tampa area that the people want to
23 conserve and turn back into family-friendly stuff.
24 The loop idea is what everybody has done all over the
25 world.

1 Okay. Thank you.

2 MR. BOGEN: Thank you for your comment.

3 Okay. Our next speaker is Roxanne Hanby.

4 MS. HANBY: My name is Roxanne Hanby from 16203
5 September Drive, and I'm from Lutz, Florida, 33549, and
6 we are just north of that there in Lutz, north of
7 Bearss.

8 And our biggest problem, we bought our house
9 40 years ago when it was two lanes. And when they
10 increased it to three lanes, the traffic has been just
11 terrible.

12 The motorcycles -- it's like Daytona 500. We can
13 hear all the way in our living room. It gets worse from
14 Thursday afternoon all the way through Sunday. It's
15 unbearable. I can't stand to go out in my yard.

16 And we had asked for noise barriers back when they
17 added that lane, but we were turned down because our
18 neighborhood wasn't big enough. And I have sinus issues
19 from all of that pollution. It's just awful.

20 Now, we are well-traveled and we have experienced
21 mass transit. The problem with buses is that you're
22 putting more traffic on the road.

23 And Miami has monorails, which are working, but the
24 problem is that -- as an Australia, you can take a
25 monorail around the whole city and it drops you off at

1 relevant places. We have no infrastructure for that set
2 up. And until you do, all of these transit ideas are
3 just -- you know, what are you going to do once you get
4 there to really drop you off?

5 And it's the same thing with the taxi, the water
6 taxi. Actually, I corresponded with Pam Iorio and I said
7 why aren't we using our waterway.

8 But before you do, from Tampa to St. Pete, as
9 they're trying out now, there's no place -- once you get
10 off, you have to rent a car or take a bus to clog the
11 roads and more. I mean who wants to drive with school
12 buses on the road? It will just get worse.

13 And I do agree that we need to fix that
14 interchange, because every time I go by that, you can ask
15 him, I say, gees, who did this engineering with one lane.

16 Even going north from I-4 --

17 MR. BOGEN: We'd ask that you bring your comment to
18 a conclusion.

19 MS. HANBY: The last thing is no tolls. You know,
20 haven't you had enough with the debacle with the tolls?
21 We pay taxes for the roads. They should be free.

22 Everybody has their opinion, but we pay enough
23 taxes, in my opinion.

24 MR. BOGEN: Thank you for your comment.

25 Is there anyone else that would like to make a

1 statement? If you would come and give us your name and
2 your address and we'll have you complete a card.

3 MS. ANCTIL: My name is Becky Anctil, A-N-C-T-I-L.
4 I'm at 572 Central Avenue.

5 This is a bit off topic, but what we really need
6 are traffic signals, turn signals, at Central and
7 Hillsborough.

8 I live three blocks north of the Starbucks and I'm
9 just waiting for a fatality to happen. I mean people are
10 running that light all the time.

11 So it's a little off topic, but it's something to
12 consider.

13 And also, 30 years ago we were promised the
14 retention -- you know, there's no noise barriers, and
15 don't see it from Hillsborough to Sligh. So, I don't
16 know, let's get on that.

17 MR. BOGEN: Thank you for your time.

18 Ma'am, if you would come up and introduce your name
19 and your address.

20 MS. CHEUNG: My name is Robyn Cheung. I live at
21 2106 North Morgan Street in Tampa Heights.

22 And I just want to bring up a point that nobody
23 has made; that by the time people get through these
24 traffic bottlenecks, jams, they are pissed off when they
25 get home, and they're enraged. They drive like idiots

1 because they want to get home and they can't, and adding
2 more lanes is just going to make it worse.

3 And I'm a proponent of the boulevard plan and I
4 think you ought to put your time and your money into the
5 major thoroughfares, like, Hillsborough, Tampa Street,
6 Florida Avenue, Busch, and improve those, because people
7 are going to be much more calm driving down a boulevard
8 than they are fighting to get home on 275.

9 MR. BOGEN: Thank you for your comment.

10 MR. FOX: Lionel Fox, 807 East Hanna Avenue.

11 So we are directly affected by what you're
12 proposing, as we were last time. We're directly east of
13 275. We have two properties over there.

14 Now, I have been in construction for 40 years, over
15 40 years. I'm a carpenter. I can build a house or tear
16 it down and put it back in any way. I know about that
17 type of construction.

18 Now, I don't know about road construction; however,
19 I do pride myself in having a great deal of common sense.
20 And when I make a mistake, I try not to repeat it.

21 We did this before. Where's the common sense?

22 That's all.

23 MR. BOGEN: Thank you.

24 Is there anyone else that would like to speak?

25 Please state your name and your address.

1 MS. WHELAN: Hi. I'm Blannie Whelan, and I live at
2 2008 West Amelia Avenue in Tampa Heights.

3 And I feel almost guilty saying this, but I'm
4 about seven blocks away from the highway, and there are
5 probably people that are probably jealous about that,
6 but I will tell you I hear the highway. I hear it at
7 2:00 o'clock in the morning. I hear it at 4:00 o'clock
8 in the morning. I hear it at 6:00 o'clock in the
9 morning. I also hear the helicopters when there are
10 accidents. I hear the sirens. It's not peaceful.

11 And then some other people mentioned about the
12 pollution. Even though I live that far away, I have to
13 wash off my house with black soot on a regular basis.
14 That's not natural. It doesn't make any sense. Why do
15 we want anymore traffic? I don't understand that.

16 So all of these things -- I went and I sat and I
17 listened to that little promo that was in the other room.
18 Boy, it sounded great. I thought, yeah, I'll go for
19 that. It's not the truth though.

20 I don't understand something. All across the
21 nation there are people that are asking for mass transit,
22 they're asking for clean air, clean water and silence --
23 and sound pollution. And yet, Florida again is in last
24 place again.

25 Why is Florida always so backwards?

1 Thank you.

2 MR. BOGEN: Thank you for your comment.

3 Is there anyone else that would like to speak?

4 Seeing none, I ask those that may have questions
5 that I did not answer or could not answer for the formal
6 portion, if you would see staff after we adjourn we'll be
7 glad to assist you.

8 The public hearing transcript, written statements,
9 exhibits and reference materials will be available for
10 public inspection at the FDOT District Seven Office,
11 11201 North McKinley Drive, Tampa, Florida, within three
12 weeks.

13 It is approximately 7:47 and I hereby close the
14 formal portion of the public hearing for the Interstate
15 275 PD&E studies from I-4 to north of Bearss Avenue.

16 The Florida Department of Transportation thanks you
17 for attending.

18 Remember to be alert today, alive tomorrow. Safety
19 doesn't happen by accident.

20 Good night and drive safely.

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VIDEO PRESENTATION

The Florida Department of Transportation FDOT 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, Junior Boulevard, or MLK, to north of Bearss Avenue. The WPI number for this project is 431821-1.

1 The second project, shown in orange, is from
2 Interstate 4, or I-4, to north of MLK. The WPI number
3 for this project is 443770-1.

4 Both projects are in Hillsborough County,
5 Florida.

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

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

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

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

25 Currently, the interstate is six lanes with an

1 auxiliary lane in each direction from I-4 to MLK.

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

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

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

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

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

23 The need for the project is to improve safety,
24 reduce congestion, provide better mobility through
25 additional capacity to accommodate future growth, save

1 fuel and time across all travel modes, and be consistent
2 with local and regional transportation plans and studies
3 that identify the need for interstate improvements.

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

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

11 FDOT considered several alternatives along the
12 I-275 corridor, including express lanes and a boulevard
13 concept.

14 FDOT removed express lanes from consideration on
15 this segment of I-275, and will evaluate them on an
16 alternative corridor based on regional needs.
17 Therefore, the alternatives shown here are no longer
18 under consideration.

19 FDOT has eliminated the boulevard concept from
20 further consideration for this study. Instead, the
21 boulevard is being evaluated by the Hillsborough MPO as
22 part of their long range transportation plan update.

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

1 The typical section includes, in each direction,
2 four 12-foot wide general purpose lanes, a full depth,
3 15-foot wide inside shoulder, which could accommodate
4 transit, and a 12-foot wide outside shoulder. A 2-foot
5 wide concrete barrier would separate the two directions
6 of travel.

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

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

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

23 At the Bearss Avenue interchange, the bridge over
24 Bearss Avenue will be replaced and improvements will be
25 made to the ramps to convert the interchange into a

1 Single Point Urban Interchange, or SPUI.

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

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

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

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

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

25 There are eight historic resources in the project

1 area that are either listed on the National Register of
2 Historic Places or considered eligible to be listed.
3 There are no anticipated adverse effects to any of the
4 identified historic resources.

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

8 There are currently 13 existing noise barriers in
9 the project corridor. FDOT is committed to constructing
10 additional noise barriers as soon as possible where
11 feasible and will coordinate with affected property
12 owners and the local government to determine the
13 aesthetic treatments. Noise barriers will be further
14 studied during the project's design phase.

15 The I-275 project will allow FDOT to improve
16 bicycle and pedestrian connectivity and safety and
17 enhance aesthetics in the underpass areas.

18 Improvements may include: Cut-back walls for wider
19 sidewalks; enhanced lighting; painted bridge
20 sub-structures; public art, in cooperation with the
21 City of Tampa; and landscape opportunities.

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

24 This slide shows examples of representative four
25 and six-lane sections before and after underpass

1 improvements. The images show wider sidewalks, either a
2 cutback or straight vertical wall, improved crosswalks,
3 and enhanced lighting. Within the Historic Districts,
4 the improvements may include brick pavers instead of
5 concrete or asphalt.

6 FDOT is also looking at opportunities within the
7 right-of-way for landscaping along the noise barriers
8 and adjacent to underpasses.

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1 PUBLIC COMMENTS

2
3 Ingrid Smith
4 5605 North Suwanee Avenue
5 Tampa, Florida 33604
6 813.786.8334

7 So, number one, the no-build option, no-build does
8 not mean no interstates. There are a lot of unfulfilled
9 promises from the previous builds as far as making the
10 underpasses walkable, bikeable and well-lit.

11 Right now they're at the bare minimums, but
12 they're not really pedestrian-friendly. You don't feel
13 safe walking through them at night, and that is what was
14 promised on previous builds.

15 So while I'm optioning as no-build above, y'all
16 need to finish on top down the interstate level. You
17 also need to fulfill previous promises and build out the
18 pedestrian and residential commitments from earlier.
19 construction.

20 And, number two, the walls -- in regard to the
21 sound barrier walls, those commitments should still be
22 fulfilled. They should have been filled the first time
23 around when they originally did the build.

24 North of the Heights got their wall. The general
25 feeling and known retaliation against the Heights was our
push back when Hillsborough was being widened and the

1 allowances that they needed to make at our request was
2 about several feet of documents that we pushed back with.

3 So again, no-build as far as the interstate, but
4 they need to fulfill prior commitments for sound barriers
5 protecting the neighborhoods.

6 And while I appreciate that they want to spend
7 money for this, FDOT is supposed to be about transit, not
8 just cars.

9 So the best option is no more lanes, but better
10 transit options for the County-wide area, because if you
11 take my butt and three other butts out of a car and put
12 it in transit, like, rail or busing, you don't need to
13 build lanes because you'll have fewer cars taking up
14 those lanes.

15 And it's already been shown, like with LA, there
16 was -- up in Dallas, good heavens, more lanes does not
17 make better, safer travel. It does make more of a mess
18 and more accidents.

19 So become what you're supposed to be, Department of
20 Transportation. Be a transit organization that does
21 something other than build roads for cars.

22 One of those schematics showed vegetation barriers
23 in Europe. In the Autobahn they have full wooded
24 multi-level vegetation, you know, shrubs, weeds, hedges,
25 trees, like, right up against the Autobahn and you cannot

1 tell that there's a house and residential area just a
2 hundred yards away.

3 Here, when residents have tried to put up a
4 residential barrier, on their side of the fence the FDOT
5 Green Team has come along and sprayed heavily toxic
6 pesticides, herbicides on the residential side of the
7 fence killing the neighborhood's -- any chance of trying
8 to put up a green screen.

9 So while I applaud their suggestion of it, they
10 actually need to put it to practice. And in this day and
11 age, to get to use a heavily toxic -- I mean it was
12 burning people and their pets. It was like almost Agent
13 Orange vegetation killer.

14 So that needs to come to a stop and they need to
15 work with their communities regarding a green screen and
16 not be so squish-mish about having a heavy, brush
17 forestation effect, you know, where you feel like you're
18 in the woods up against the interstate.

19 Europe has done it for a hundred years. No
20 accidents can be attributed towards vegetation that's ten
21 feet away, and it protects the neighborhood from the
22 toxic chemicals and the pollution that -- it's really
23 highly acidic. It protects the neighbors' homes.

24 Right now if you go to a house up against the
25 interstate, instead of going once every 20 years with

1 paint jobs, you're painting your house every five years.
2 It's that toxic and that acidic with the stuff coming off
3 of the highway.

4 So vegetation definitely needs to be more than just
5 lip service. It needs to be dense, full and no toxic
6 herbicide spraying and killing the neighbors' plants,
7 which is what they do now.

8 I mean when they go and they clear the area from
9 the emergency lane down to -- those guys are spraying
10 over the fence into the residents' yards and killing
11 their green screen.

12 Thank you.

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1 Laura Lawson
2 304 West Hilda Street
3 Tampa, Florida 33603
4 Lauralawson@mindspring.com

5 The no-build option is best. The interstate has
6 already terribly burdened this neighborhood and city.
7 FDOT told residents in 2015 if they got dedicated
8 funding for public transit FDOT wouldn't continue to
9 double down on highways.

10 Hillsborough residents passed a sales tax. Now,
11 FDOT should follow through with: One, purchase of the
12 CSX corridor for commuter transportation use; two, fund
13 transit operations in Hillsborough County; three,
14 reconnect local streets they have harmed; four, reduce
15 the pedestrian death rate to zero on all of its corridors
16 in the City; five, do all of these things first before
17 spending a dime on the interstate.

1 Chris Vela
2 924 1/2 East 11th Avenue
3 Tampa, Florida 33605
4 813.508.2010

5 Okay. I prefer the no-build alternative to this
6 project. I feel that adding more lanes on I-275 is not
7 in keeping of our goals for our County and City; that
8 it will create more cut-through traffic in our
9 neighborhoods, neighborhood lights, and affect our air
10 quality.

11 I am very concerned that this project is moving
12 ahead of the federal SIS study and has no transit
13 available for the community.

14 I prefer that FDOT reallocate the money for this
15 project to purchase CSX tracks for commuter rail
16 service.

17 Also, I prefer no-build for the entire Tampa Bay
18 Next Project.

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1 Susan McClung
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3 Tampa, Florida 33604
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5 To expand the lanes north of I-4 and I-275 junction
6 will not help congestion. The congestion arises from
7 the junction, a poorly designed junction, that has been
8 fixed before without success in solving any traffic
9 congestion.

10 I understand that the I-4, I-275 junction is not
11 even funded and there is no plan to rework it at anytime
12 soon.

13 You can build 20 lanes between MLK and Bearss and
14 it will not relieve congestion until that junction is
15 fixed.

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4

5 No-build should be the preferred alternative.
6 Nothing in the presentations on the proposed alternative
7 address the concept of induced demand and how the
8 expanded lanes will harm the rest of the County and
9 region.

10 Adding lanes to I-275 will encourage sprawl and
11 more driving overall. Not only will the interstate
12 become just as congested a few years after expansion,
13 but also the local roads throughout the County will
14 become more congested because of the sprawl.

15 The rest of the County and region therefore will
16 have to build more new roads and expand other lanes in
17 suburban areas at the cost of hundreds of millions of
18 dollars on top of the 300 million in this proposal.

19 Also, it should not advance because it was not --
20 because it doesn't consider travel speeds -- travel
21 times, rather, than people, miles traveled.

22 Finally, widening the shoulder to accommodate
23 transit is an ineffective solution because buses on the
24 interstate do not provide a useful transit alternative
25 without other local connections.

1 Ann Thomas
2 5905 North Suwanee Avenue
3 Tampa, Florida 33604
4 amt1952@earthlink.net

5 I understand the need for cars to access to and
6 through Tampa. However, it is time to look and promote
7 transportation differently.

8 We who are in the urban core central region (I live
9 in Seminole Heights) should be encouraged to walk, bike,
10 or bus close by. People going through Tampa should also
11 be encouraged to use other methods of transportation.

12 Last point, I think Tampa and Tampa traffic is
13 full. Exclamation point times three.

14 So new suburbs in Pasco and further up north and
15 Polk and further east and all of southern Hillsborough
16 should be taxed or charged to use our roads.

1 Adam Metz
2 777 North Ashley Drive
3 Suite 1407
4 Tampa, Florida 33602
5 941.468.1520

6 With the passage of the transportation sales
7 tax which will fund badly needed road and transit
8 improvements across Hillsborough County and Tampa, the
9 Tampa Bay Express/Tampa Bay Next Project is no longer
10 appropriate and is a bad fit for Hillsborough County.

11 Other transportation will fund transit
12 improvements and road improvements that FDOT has not
13 accounted for. And as a result, the only acceptable
14 outcome for Tampa Bay Express/Tampa Bay Next is no-build.

15 FDOT must reach this conclusion of no-build in
16 order for Hillsborough County and Tampa to implement
17 their own transportation plans, and FDOT must also
18 account for these plans and their interstate projects.

1 Michelle Cookson
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3 Tampa, Florida 33604
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5 Over four years ago when the concerned citizens of
6 this community first learned of a catastrophic plan to
7 further decimate a resurgent community, we rallied and
8 immediately poured hundreds upon thousands of hours of
9 our unpaid time into research asking the critical
10 questions and challenging TBX that was quickly unraveled
11 for the -- exposed for the boondoggle it is and still
12 remains so.

13 Segment seven should only be handled one way, the
14 no-build option. It is time to finish the remnants of a
15 process still underpinned by a 1990 study.

16 When we spoke all those years ago, the constant
17 rejoinder was FDOT would love to work with the community
18 with transit, but there is no local match on funding.
19 Well, today there is.

20 We need to instead have the TIP priorities
21 massively re-corridorred to bring those transit projects
22 forward and stop the interstate-only emphasis.

23 We need for the Department to get back to working
24 on the HART Study for the Florida, Tampa and Bearss
25 Avenues, along with Nebraska Avenue, to implement true

1 bus rapid service for metro rapid, with signalization
2 priority and true rapid service.

3 Finish the Heights Mobility Study and establish a
4 completion date. Prioritize acquiring the CSX rail lines
5 with projected completion dates. Prioritize all local
6 non-interstate Vision Zero improvements.

7 Work with this community that has so very clearly
8 expressed the time is way overdue to put people first,
9 their safety, their ability to move around and connect
10 within their community safely by some other means than a
11 car and to improve our transportation corridors to
12 reflect several connected high capacity transit modes.

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1 James Shirk
1004 East River Place
2 Unit 110
Tampa, Florida 33603
3 813.220.5324
4

5 Any money that's being spent on transportation in
6 the Bay Area should be spent on public transit, not on
7 encouraging more automobiles.

8 We have the worst air quality in Florida and it's
9 all from transportation and we can't fix that by
10 building more lanes.
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1 Mauricio Rosas
2 118 West Mohawk Avenue
3 Tampa, Florida 33604

4 I'd like to extend my remarks to add that there
5 was no representation here from East Tampa. East
6 Hillsborough Avenue has been neglected.

7 There are no studies for East Hillsborough Avenue
8 and as well there are no improvements being made right
9 now on Nebraska Avenue around the Hillsborough
10 interchange.

11 We are neglecting those who are less fortunate who
12 cannot attend these meetings and we must address that
13 issue as well.

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STATE OF FLORIDA
COUNTY OF HILLSBOROUGH

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I, CATHY J. JOHNSON MESSINA, Registered Merit Reporter, Registered Florida Reporter, and Notary Public in and for the State of Florida at large, hereby certify that the Public Hearing was recorded in Stenotypy by me and that the foregoing pages constitute a true and correct transcription of my recordings thereof.

WITNESS my hand and seal this 12th day of April, 2019, at Tampa, Hillsborough County, Florida.

Cathy J. Johnson Messina
CATHY J. JOHNSON MESSINA, RMR, FPR
Registered Merit Reporter
Florida Professional Reporter

MY COMMISSION NO: GG 47870
NOTARY ID NO.: 276780
EXPIRES: December 17, 2020

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