



Project Development & Environment Study

I-75 (SR 93A)

From South of US 301 (SR 43) to North of Fletcher Avenue (CR 482A), Hillsborough County

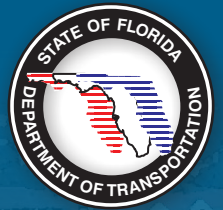


Work Program Item Segment Number: 419235-3

DRAFT Section 106 Consultation Case Study Report

Evaluation of Effects to the Tanner Residence
(8H18742) located at 10426 Tanner Road

Prepared for
**Florida Department
of Transportation**
District Seven



Manuel Santos, E.I.
FDOT Project Manager

April 2010

INTERSTATE 75



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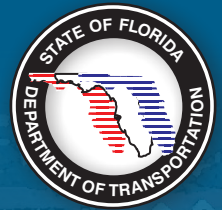


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Evaluation of Effects to the Tanner Residence (8H18742) located at 10426 Tanner Road

Prepared for
**Florida Department
of Transportation
District Seven**



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April 2010

INTERSTATE 75

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1.0 INTRODUCTION

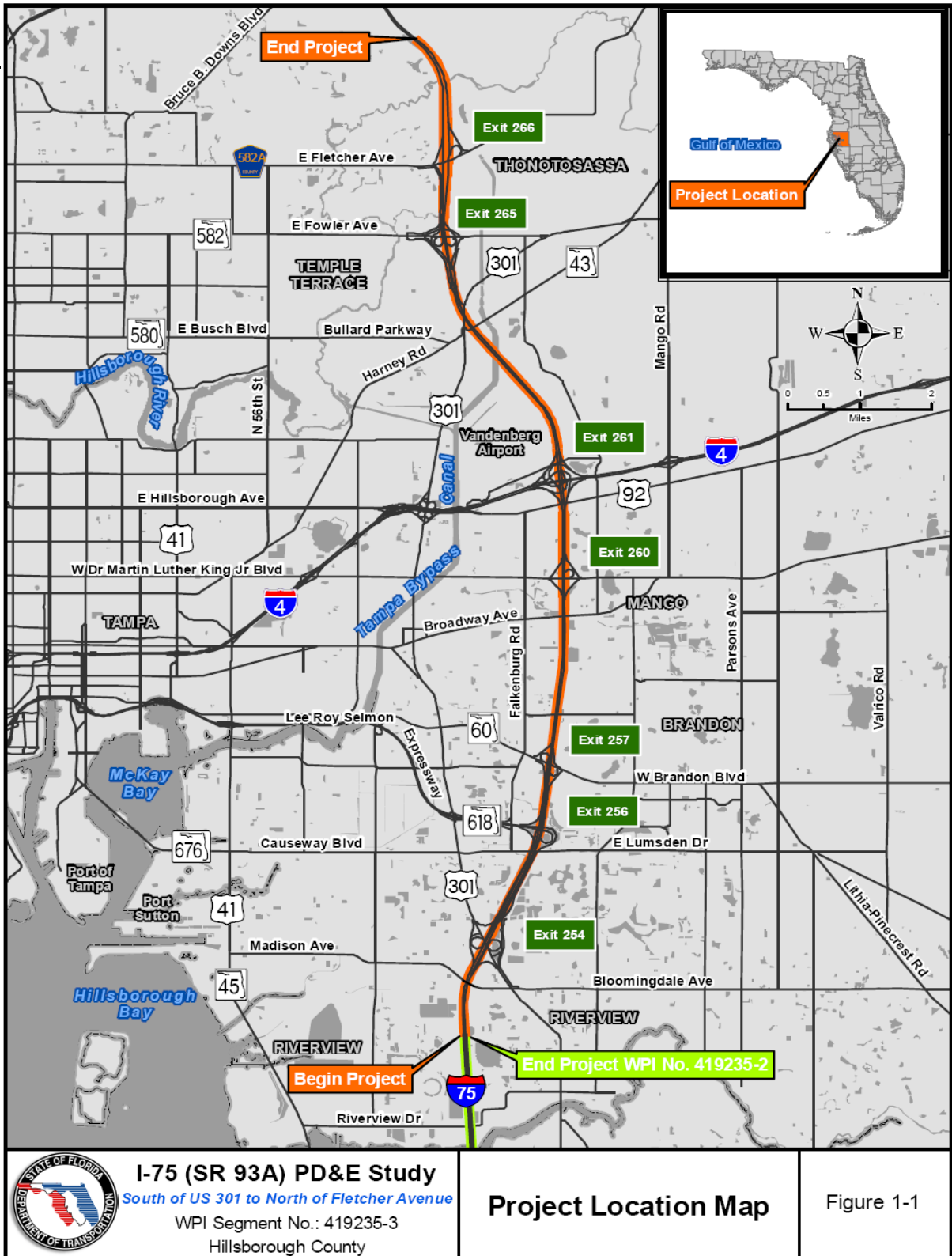
This Section 106 Consultation Case Study was prepared as part of the Project Development and Environment (PD&E) Study for Interstate 75 (I-75) (State Road (SR) 93A) from south of US 301 (SR 43) to north of Fletcher Avenue (CR 582A) in Hillsborough County, Florida. The project limits are depicted in **Figure 1-1**. As part of the PD&E Study, a Cultural Resource Assessment Survey (CRAS) Report was prepared, in October 2009, on behalf of the Florida Department of Transportation (FDOT), District Seven by Archaeological Consultants, Inc. (ACI) of Sarasota, Florida in association with PB Americas, Inc. of Tampa, Florida.

The objective of the CRAS was to locate and identify any archaeological sites and historic resources located within the project Area of Potential Effect (APE) and to assess, to the extent possible, their significance as per the criteria of eligibility for listing in the National Register of Historic Places (NRHP). The archaeological APE was defined as the existing right of way (ROW) and included the footprint of all seven interchange areas. The historical APE extended approximately 300 feet from the edge of the existing right-of-way (ROW). Prior to the initiation of field survey, a research design was prepared for review and approval by the Federal Highway Administration (FHWA), Florida State Historic Preservation Officer (SHPO), and Native American tribes. The archaeological and historical components of the survey were conducted between June and November 2008.

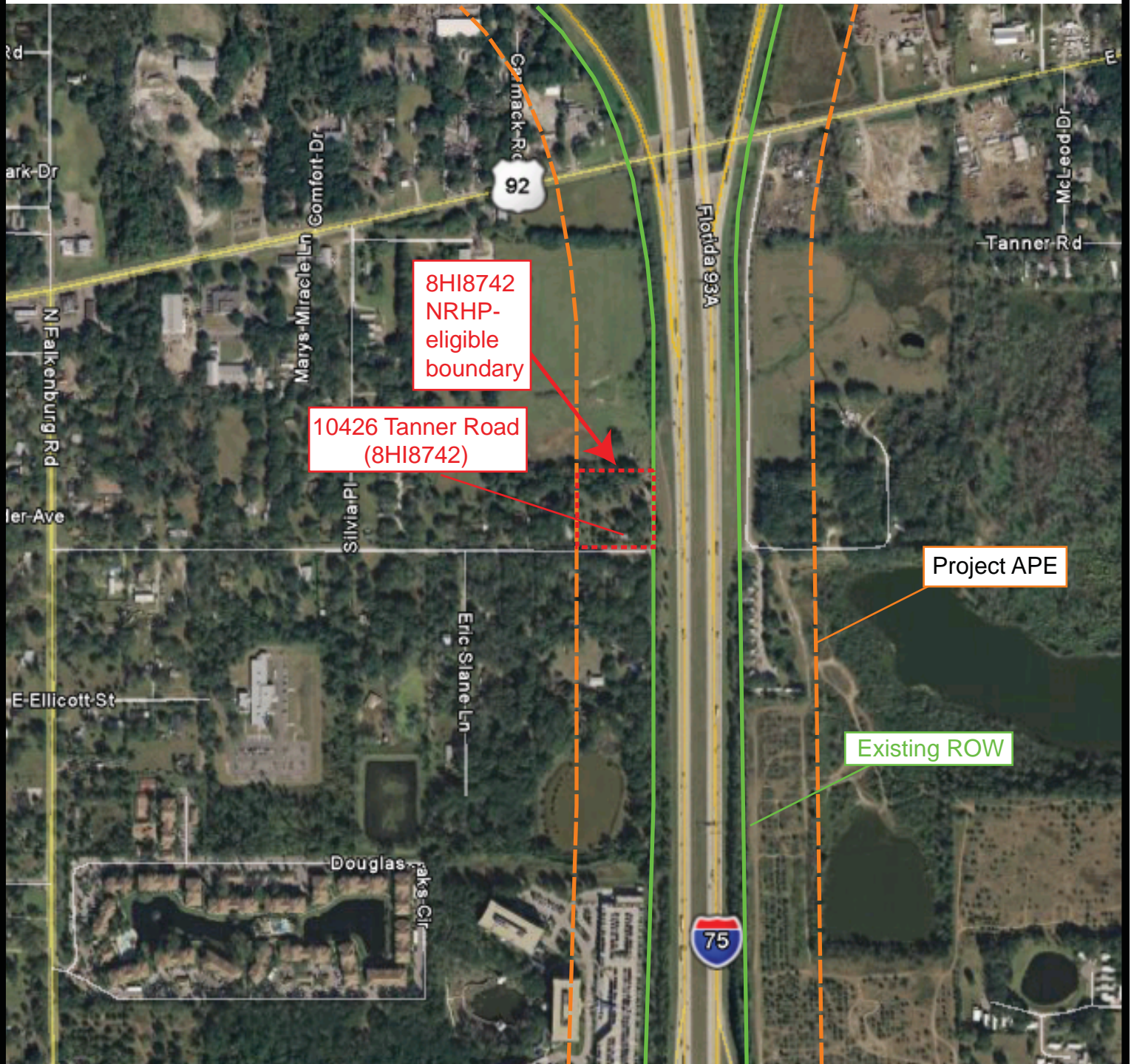
The CRAS was originally submitted in December 2008. Subsequently, for typical section and geometry transitioning reasons, the northern limits of the study area were extended north of the Hillsborough River, and the southern limits were adjusted to the south. As a result, a revised CRAS Report was prepared for the new corridor limits. The data for the revised southern and northern limits derives from the concurrent CRAS of the South Segment of I-75 (WPI Segment Number 419235-2) (ACI 2009a) and the 2003 CRAS for the I-75 PD&E Study from south of Fowler Avenue to south of CR 54 (ACI 2003), respectively.


As a result of the survey, the Tanner Residence (8HI8742), a Frame Vernacular style residence located at 10426 Tanner Road, was identified within the project APE (**Figure 1-2**). 8HI8742 was originally recorded in 2003, and evaluated as ineligible for listing in the NRHP. Subsequently, updated historical research conducted as part of the CRAS for the I-75 PD&E Study, including information from the current property owner, indicated that the Tanner Residence is potentially eligible for listing in the NRHP. Constructed ca. 1891, this historic property is considered significant at the local level under Criterion A for its association with the early settlement of this portion of Hillsborough County, and under Criterion C as a fine example of late 19th - early 20th century rural vernacular architecture. In addition to the residence, the boundary of this historic resource includes the surrounding 1.28-acre parcel and the adjacent 1.42-acre property, which contain a barn and historic orange grove.

On November 10, 2009, the CRAS Report (ACI 2009b) was submitted to the FHWA for review and coordination with the SHPO and the six federally recognized Tribes in Florida for their subsequent review and comment (Santos 2009; Appendix A). The SHPO concurred with the



Township 29 South, Range 20 East, Section 5
Brandon, 1982



 **I-75 (SR 93A) PD&E Study**
South of US 301 to North of Fletcher Avenue
WPI Segment No.: 419235-3
Hillsborough County

Location of the NRHP-eligible Tanner Residence property (8HI8742) within the I-75 project APE (orange dashed line).

Figure 1-2

determination that the Tanner Residence (8HI8742) is eligible for listing in the NRHP (Kammerer 2010; Appendix A). To date, no comments have been received from the Tribes.

The FHWA determined that the proposed undertaking may have an effect on the NRHP-eligible Tanner Residence (8HI8742). As a result, the potential effects to this historic property were evaluated in accordance with the provisions of Section 106 of the *National Historic Preservation Act of 1966* (Public Law 89-665, as amended), as implemented by 36 CFR Part 800 (Protection of Historic Properties, revised January 2001), and Chapter 267, *Florida Statutes*. The objective of this Section 106 Consultation Case Study Report is to evaluate the potential effects (primary and secondary) of the proposed undertaking on the NRHP-eligible Tanner Residence (8HI8742) at 10426 Tanner Road, located within the project APE. The report includes a summary description of the project and of the significant historic resource, as well as application of the Criteria of Adverse Effect, as defined in 36 CFR Part 800.5. This information is provided so that the FHWA and SHPO can determine if the proposed undertaking will have an adverse effect on the historic resource.

The evaluation of effects to the NRHP-eligible Tanner Residence (8HI8742) resulted in a finding of No Adverse Effect. The Preferred Build Alternative will not involve direct use impacts to the historic resource, and the characteristics which qualify 8HI8742 for inclusion in the NRHP, including significant historical associations with the early settlement and agricultural land use of Hillsborough County and the Mango Community (Criterion A), as well as its architectural style (Criterion C), will not be altered or diminished. The proposed project is predicted to create a minimal and non-substantial increase in noise levels and it would not create any air quality impacts.

2.0 PROJECT DESCRIPTION

2.1 PD&E Study

The FDOT, District Seven, is conducting a PD&E Study to evaluate improvements along 15.5 miles of Interstate 75 (I-75) (State Road (SR) 93A), from south of US 301 (SR 43) to north of Fletcher Avenue (County Road (CR) 582A) in Hillsborough County, Florida. The design year for the improvements is 2035. A project location map is shown in **Figure 1-1**.

The objective of the PD&E Study is to help the FDOT and the FHWA reach a decision on the type, location, and conceptual design of the necessary improvements for I-75 to safely and efficiently accommodate future travel demand. This study will document the need for the improvements as well as the procedures utilized to develop and evaluate various improvements including elements such as proposed typical sections, preliminary horizontal alignments, and interchange enhancement alternatives. The social, physical, and natural environmental effects and costs of these improvements will be identified. The alternatives will be evaluated and compared based on a variety of parameters utilizing a matrix format. This process will identify the alternative that will best balance the benefits (such as improved traffic operations and safety) with the impacts (such as environmental effects and construction costs).

The PD&E Study satisfies all applicable requirements, including the National Environmental Policy Act (NEPA), in order for this project to qualify for federal-aid funding of subsequent development phases (design, right of way acquisition, and construction).

The project was evaluated through the FDOT's Efficient Transportation Decision Making (ETDM) process and was designated as ETDM Project #8002. An ETDM *Programming Screen Summary Report* was published on March 29, 2007, containing comments from the Environmental Technical Advisory Team (ETAT) on the project's effects on the various natural, physical, and social resources. Based on the ETAT comments, the FHWA has determined that this project qualifies as a Type 2 Categorical Exclusion.

This PD&E Study is being conducted concurrently with the PD&E Study for the section of I-75 that extends from Moccasin Wallow Road in Manatee County to south of US 301 in Hillsborough County, Florida (WPI Segment No. 419235-2).

2.2 Existing Facility

I-75 is a limited access, 1,786-mile-long freeway that travels in a generally north/south direction from a southern terminus at SR 826 (Palmetto Expressway) in Hialeah, Florida, to a northern terminus in Sault Sainte Marie, Michigan, near the border with Canada.

In Florida, I-75 is included in the State Highway System (SHS), designated as SR 93A; the Florida Intrastate Highway System (FIHS); the Strategic Intermodal System (SIS); and the Federal Aid Interstate System. I-75 serves as a major evacuation route throughout the state.

The portion of I-75 located within the project limits was opened to traffic in 1985, linking existing segments of I-75 to the north and south and completing the Tampa Bay Bypass. This portion of I-75 is classified as an *Urban Principal Arterial – Interstate*. Its mainline generally provides a six-lane, divided, limited access, rural typical section with the exception of the following sections:

- Between US 301 and the Selmon Expressway (SR 618), I-75 provides eight travel lanes (three northbound and five southbound).
- Between Dr. Martin Luther King, Jr. Boulevard (MLK Boulevard – SR 574) and I-4 (SR 400), I-75 provides three travel lanes and an auxiliary lane in each direction.
- Between Fowler Avenue (SR 582) and Fletcher Avenue, I-75 provides two travel lanes and an auxiliary lane between the entrance and exit ramps in each direction.

The existing typical section for the I-75 Mainline from Dr. Martin Luther King Jr. Boulevard to I-4, the roadway segment located near the Tanner Residence (8HI8742), is shown in **Figure 2-1**.

The (limited access) right of way along I-75 ranges from a minimum of 348 feet between SR 60 and Fowler Avenue to a maximum of 636 feet between US 301 and the Selmon Expressway.

There are seven interchanges along I-75 within the project limits. They are located at US 301, Selmon Expressway, SR 60, MLK Boulevard, I-4, Fowler Avenue, and Fletcher Avenue. The study area also includes 67 bridges, including crossings over the Hillsborough River, Memorial Gardens Slough, Mango Lake Drainage Canal, Harney Flats Canal, Tampa Bypass Canal, and Cowhouse Creek.

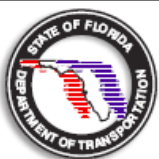
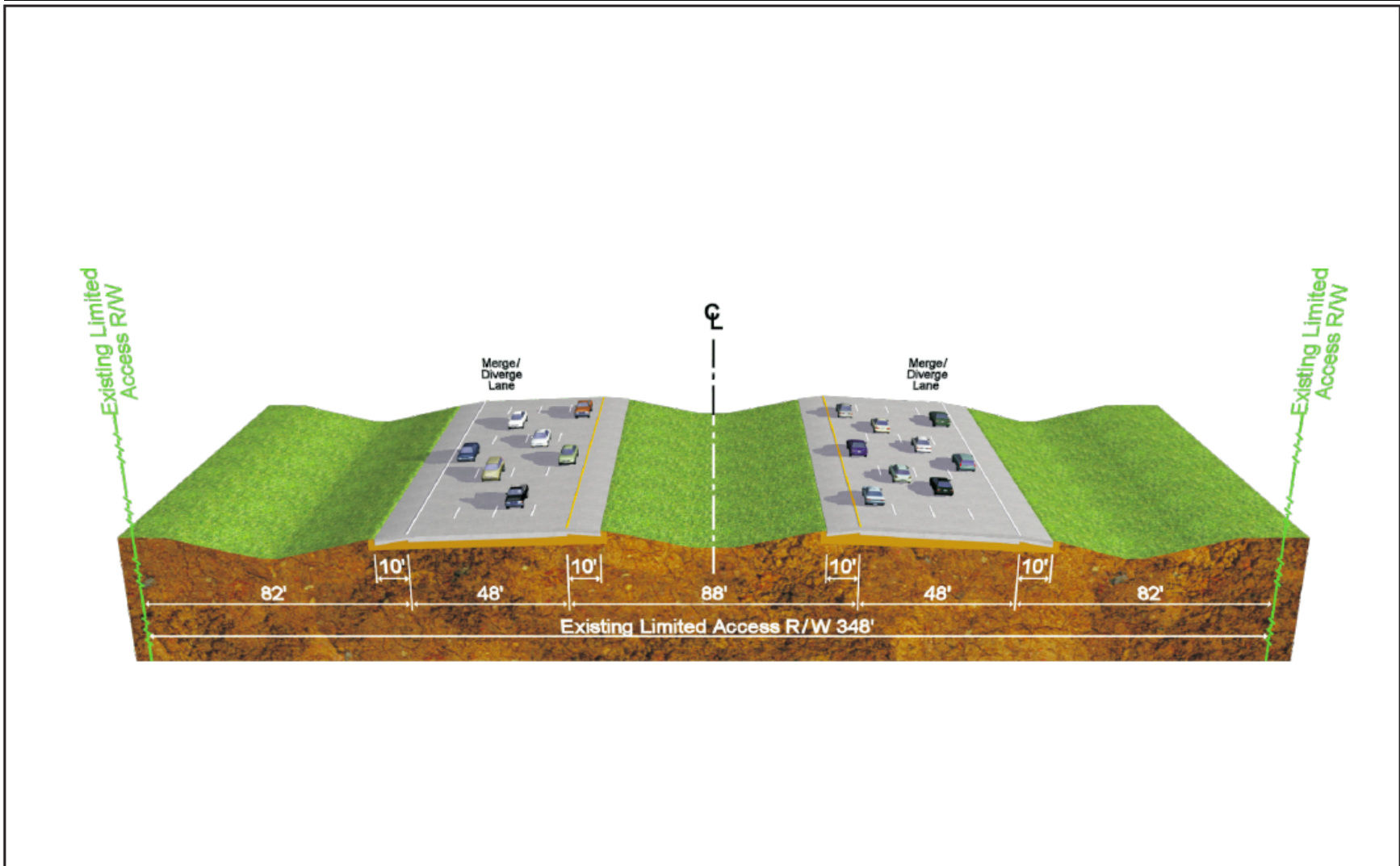
The posted speed limit is 70 miles per hour (mph).

With the exception of some minor improvements, including the construction of an auxiliary lane between MLK Boulevard and I-4 and the addition of an interchange connecting with the Selmon Expressway, I-75 has not had capacity improvements from south of US 301 to north of Fletcher Avenue since its original construction.

2.3 Project Purpose and Need

I-75 is a vital link in the local and regional transportation network as well as a critical evacuation route as shown on the Florida Division of Emergency Management's evacuation route network.

As a major north/south corridor, I-75 links the Tampa Bay region with the remainder of the state and the nation, supporting commerce, trade and tourism. I-75 is part of the FIHS, a statewide transportation network that provides for the movement of goods and people at high speeds and high traffic volumes. The FIHS is comprised of interconnected limited and controlled access roadways, such as Florida's Turnpike, selected urban expressways, and major arterial highways. The FIHS is the Highway Component of the SIS, which is a statewide network of



I - 75 (SR 93A) PD&E Study
*From South of US 301 to North
of Fletcher Avenue*
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Hillsborough County

**Existing I-75 Mainline Typical Section
from Dr. Martin Luther King Jr. Boulevard to I-4**

Figure 2-1

highways, railways, waterways, and transportation hubs that handle the bulk of Florida's passenger and freight traffic. As an SIS/FIHS facility and part of the regional roadway network, I-75 is included in the 2025 Regional Long-Range Transportation Plan (LRTP) developed by the West Central Florida Metropolitan Planning Organization's (MPO) Chairs Coordinating Committee (CCC). Preserving the operational integrity and regional functionality of I-75 is critical to mobility and economy, as it is a vital link in the transportation network that connects the Tampa Bay region to the remainder of the state and the nation.

A portion of the study corridor, from SR 60 to I-4, is included in the FIHS 2025 Cost Feasible Plan Update, August 2003. Due to the intense traffic growth and high levels of congestion, the remaining portions of the study corridor are proposed to be included in the next update of the FIHS 2025 Cost Feasible Plan. The project is identified in the SIS Multimodal Unfunded Needs Plan (May 2006) and in the earlier SIS 2030 Highway Component Unfunded Needs Plan (April 2004). This project is consistent with the Transportation Element of the Hillsborough County Comprehensive Plan, adopted in March 2001 and last amended in January 2005. The Hillsborough County MPO's 2035 LRTP Needs Assessment Map, adopted on December 9, 2009, indicates the need for managed lanes throughout the length of the project and a total of 12 travel lanes from south of US 301 to I-4 and ten travel lanes from I-4 to north of Fletcher Avenue.

This project is consistent with other similar projects planned along the I-75 corridor throughout the state and provides continuity with these projects. This study is being conducted concurrently with the PD&E Study for the section of I-75 that extends from Moccasin Wallow Road in Manatee County to south of US 301 in Hillsborough County (WPI Segment No. 419235-2). Also, FDOT's District One is currently completing two PD&E Studies for the widening of two continuous portions of I-75, which when combined extend from SR 681 in Sarasota County to Moccasin Wallow Road in Manatee County (WPI Segment Numbers 201277-1 and 201032-1). FDOT's District Seven is currently designing capacity improvements to I-75 from Fowler Avenue in Hillsborough County to the Pasco/Hernando County Line (WPI Segment Numbers 408459-2, 408459-3, 408459-4, 258736-2, and 411014-2) and from the Pasco/Hernando County Line north to the Sumter County Line (WPI Segment Numbers 411011-2 and 411012-2).

In 2007, the traffic volumes along I-75 in the study area ranged from 73,300 vehicles per day (vpd) south of the Selmon Expressway to 144,800 vpd south of I-4. These volumes included truck traffic that varied from 8.9 to 11.0 percent of the daily volumes. As a result of this high travel demand, several sections of I-75 already operate at congested conditions and levels of service (LOS) worse than the FIHS minimum level of service standard for "urban areas," which is LOS "D". Without improvements, the operating conditions along I-75 and connecting roadways will continue to deteriorate, resulting in unacceptable levels of service throughout the entire study corridor. Capacity improvements could also enhance travel safety by reducing congestion, thereby decreasing vehicle conflicts.

According to the crash records for the years 2005 through 2007, obtained from the FDOT's crash database, a total of 1,973 crashes were reported along I-75 within the project limits. Ten crashes resulted in one or more fatalities, 637 crashes resulted in personal injuries, and 1,326 crashes resulted in property damage only. The total economic loss from these crashes is estimated to be approximately \$58.0 million.

3.0 CULTURAL SETTING

A historic context for Hillsborough County was presented in the CRAS Report for the I-75 PD&E Study (ACI 2009b). The Tanner Residence (8HI8742) is located within the historic town of Mango, initially settled during the late 1850s. Like the neighboring communities of Seffner and Dover to its east, Mango developed as a shipping center along the route of the Atlantic Coast Line Railway. Within a year after the arrival of the railroad, E.A. Hewitt platted Mango in 1884. At the time, Mango already had a public school, opened in 1882, and a post office, established in 1880 (Bradbury and Hallock 1962; HT/HCPB 1980). By 1885, Mango residents supported a hardware store, several groceries, one hotel, a steam-powered sawmill, and two churches. This small agricultural community was mostly comprised of truck farms and groves (HT/HCPB 1980:33). Mango's population was approximately 30 in 1888 and 45 in 1893 (Hillsborough County Planning and Growth Management 1998:80). Dependent on the weather, Mango suffered permanent damage from the Great Freeze of 1894 and early 1895 which destroyed many orange trees and citrus groves. Many citrus growers were financially devastated and left the state or moved to Tampa. Continuing into the early decades of the twentieth century, Mango's population was sparse, with no more than 12 houses in a two-mile radius by 1912 when Hugh M. Sampson, Sr., a relative of the Tanner family, settled on 60 acres (Hillsborough County Planning and Growth Management 1998:80). By 1925, the area consisted of poultry, truck, and dairy farms and citrus groves, and supported three churches (HT/HCPB 1980). The population climbed to around 821 persons during the 1930s, and more than doubled by 1945 (Hillsborough County Planning and Growth Management 1998:80, 97).

After World War II, expansion of the local transportation network was among the primary factors stimulating dramatic growth in Hillsborough County during the 1950s through the 1970s. Since 1970, development of residential communities, mobile home parks, and villages has occurred throughout the region. A freeze in 1972 killed many citrus groves in the area. The loss of citrus groves resulted in residential and commercial development that has enhanced the area's reputation as a Tampa "bedroom" community. Mango's identity has been largely absorbed by the growing town of Brandon located directly to the south (TBHC 2003).

John W. Tanner, Sr. and his family were among the early residents of the Mango area. Mr. Tanner is listed in the 1860 U.S. Census as a 22 year old farmer in Hillsborough County, originally from Alabama (U.S. Department of Commerce 1860). The date of his arrival in Florida is unknown, as is his original settlement in the Mango area. In their history of Plant City, Bruton and Bailey identify J.W. Tanner as a citrus farmer in the Keysville area circa 1882, well south of Mango (1984:65). Also, the tract book records for Township 29 South, Range 20 East list the Florida Central and Peninsula Railroad Company as the original purchaser of land (in 1890) in the northeast quarter of the northwest quarter of Section 5, within which the Tanner residence is located. Nevertheless, by 1880, according to the U.S. Census records, John Tanner, Sr., age 42, resided in the Mango area with his 35 year old wife Sarah, their three daughters, aged 2, 10, and 15, and their 5 year old son John. A little more than a decade later, and prior to 1900, son John Tanner married Sylvia Crety, a native of Georgia. John Tanner, a farmer, resided with his wife and children in the house he built at 10426 Tanner Road. Today, the original John Tanner home is occupied by his grandson, Frederick LaVerne Patrick.

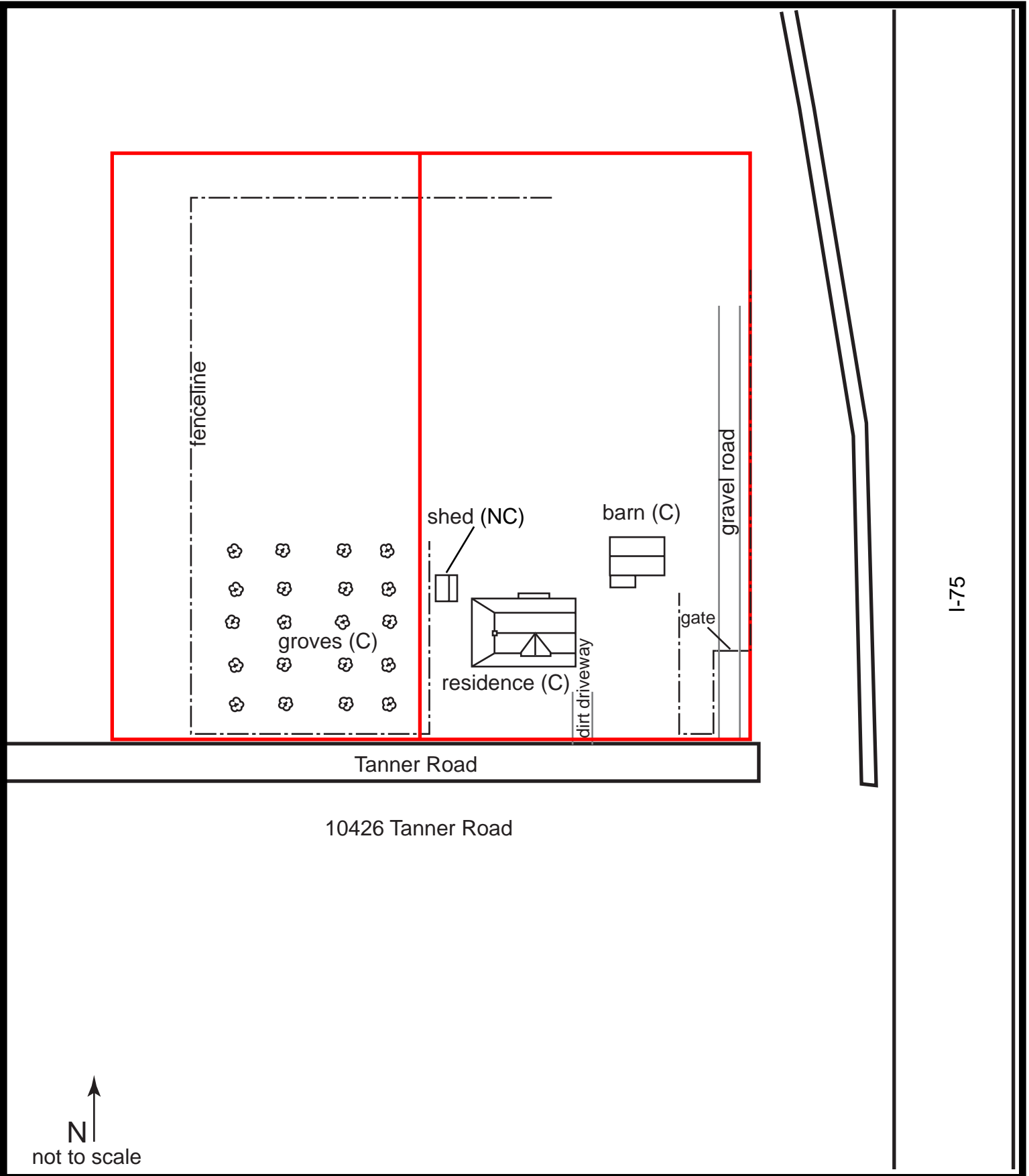
4.0 EXISTING SIGNIFICANT HISTORIC PROPERTY

4.1 Physical Description

The NRHP-eligible Tanner Residence (8HI8742) at 10426 Tanner Road contains three contributing resources within two adjacent parcels totaling approximately 2.7 acres. The historic property boundary is illustrated in **Figures 4-1 and 4-2**. The contributing resources include the ca. 1891 Tanner family home (**Photos 4-1, 4-2, and 4-3**), a barn (**Photo 4-4**) situated to the northeast of the residence, and a historic orange grove (**Photo 4-5**) located to the west of the residence.

The Frame Vernacular style Tanner Residence was constructed ca. 1891 by John Tanner, son of John Tanner, Sr. The wood frame structure rests on a pier foundation and reflects an I-House design with a cross-gable roof. The partial front porch enclosure on the west elevation (**Photo 4-2**) is original to the design of the house. This residence retains its drop siding exterior fabric, 1/1 and 2/2 DHS windows, 6-pane fixed windows, and brick chimney on the west elevation. A shed addition to the rear was built ca. 1960. The ancillary wood frame barn (**Photo 4-4**) is in a deteriorated condition. The property contains a dirt driveway leading to the house, and a gravel road which parallels the eastern boundary of the Tanner property (**Photo 4-6**). A non-historic shed is located to the northwest of the residence; it is not considered to be a contributing resource. A detached one-and-one-half-story kitchen (**Photo 4-7**) originally was located to the rear of the residence. However, sometime in the 1930s, it was moved, for a family member, to its current location at Sylvia Place and Tanner Road, approximately 0.2 miles west of the Tanner Residence (8HI8742), outside the I-75 project APE.

The two-story Tanner residence was originally recorded by ACI in 2003 during the CRAS of the Florida High Speed Rail Authority PD&E Study project (ACI/Janus Research 2003). At that time, it was recorded as a ca. 1910 residence, and considered not potentially eligible for the NRHP. However, as part of the CRAS for the I-75 PD&E Study, an interview with the current and long-time occupant of the residence, Frederick L. Patrick, provided new details regarding the significance of this property (Patrick 2008). Frederick LaVerne Patrick is the grandson of John Tanner, who built this house. Tanner, as a child, lived in a small one-story Frame Vernacular style residence situated south of this address (outside of the project APE), presumably built by his father John W. Tanner, Sr. and mother Sarah Jane. This original homestead site is still extant, but in a ruinous condition. John Tanner lived in this one-story family home until he reached 16 years of age, at around which time he built the two-story residence at 10426 Tanner Road for his new wife.



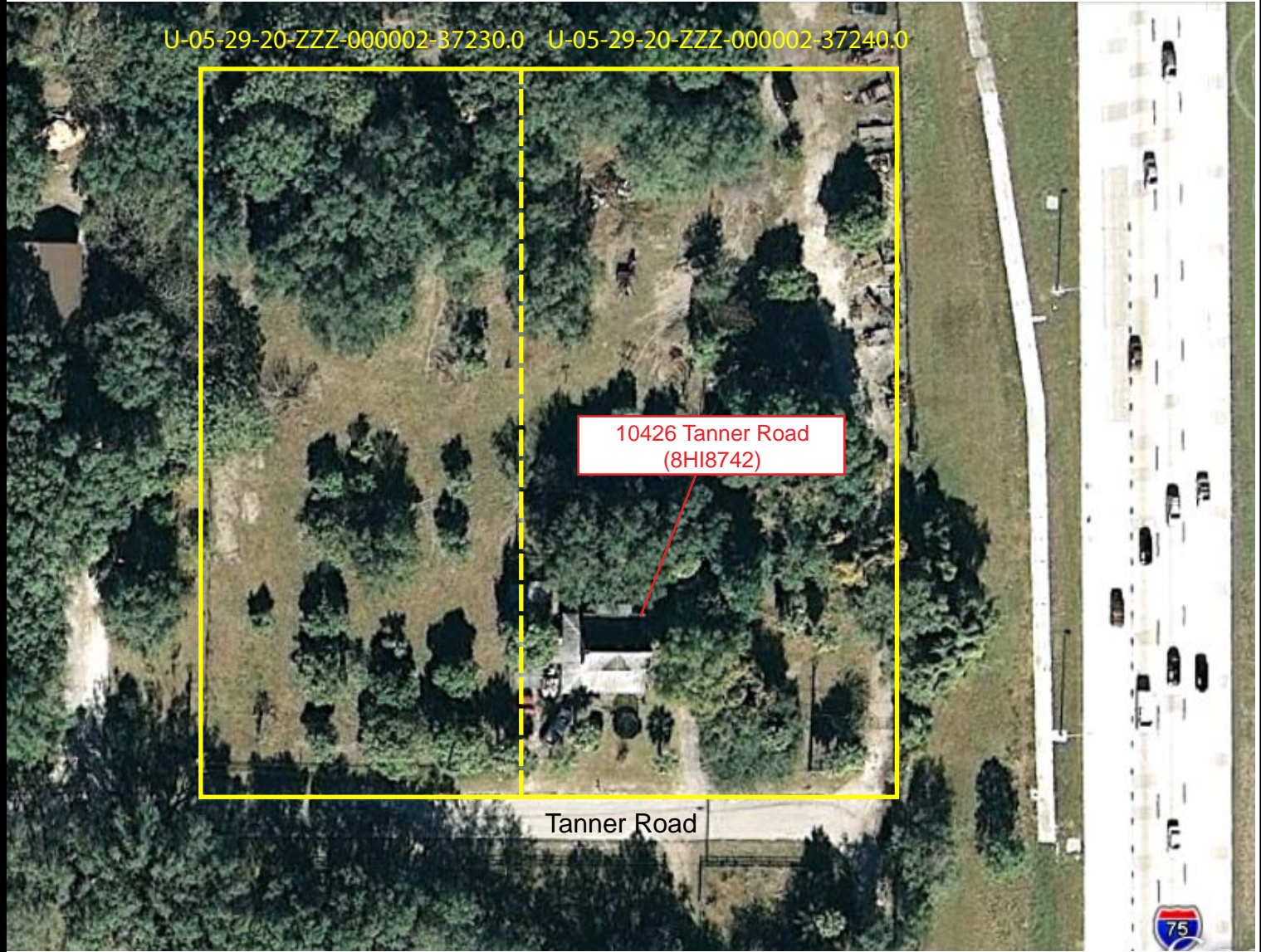
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Location of contributing (C) and noncontributing (NC) resources within the historic Tanner Residence property. NRHP-eligible boundaries are depicted in red.

Figure 4-1



0 28 meters



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NRHP-eligible boundary (yellow line) of the Tanner Residence (8H18742).

Figure 4-2



Photo 4-1. South elevation of the Tanner residence at 10426 Tanner Road, looking north.



Photo 4-2. West and south elevations of the Tanner residence, looking northeast.



Photo 4-3. East and south elevations of the Tanner residence, looking northwest.



Photo 4-4. South elevation of the barn to the northeast of the main residence, looking northeast.



Photo 4-5. Remaining orange groves located to the west of the main residence, looking north.



Photo 4-6. Gravel road along the eastern boundary of the Tanner Residence property, looking northeast. (The white structure located due west of the road is a non-historic, prefabricated shed.)



Photo 4-7. Detached kitchen of the Tanner Residence, relocated to the west at 10302 Tanner Road, looking north.

Mr. Patrick stated that his family traditionally has been involved in agriculture, primarily focusing on cattle and orange production. This fact is also reflected in the U.S. Census records dating back to 1880. Mr. Patrick still grazes cattle on the remainder of his property, although the construction of I-75 removed many of his farm-related buildings and pasture. The family's orange groves, as indicated on a 1939 aerial (PALMM 1939; Appendix C), once covered a quarter mile stretch of his property fronting Tanner Road to the west and north of the residence; only a concentrated portion immediately west of the house remains. Additional groves once surrounded the original homestead of John Tanner, located to the south, as well as to the east of I-75. These orange groves were most likely planted by Hugh Sampson, a relative of the Tanner family, whose ca. 1912 two-story residence is still extant, and located to the east of I-75, roughly one mile southeast of 8HI8742, and outside the I-75 project APE. By current estimates, the Sampson house and the Tanner residence may be among the few remaining resources representing the Mango community from the late 19th and early 20th centuries (Hillsborough County Planning and Growth Management Office 1998).

4.2 Statement of Significance

In 1998, when the Hillsborough County Historic Resources Survey was performed, 14 Frame Vernacular style structures built prior to 1900 were still extant. Of these, eight are two-story buildings (Hillsborough County Planning and Growth Management Office 1998). Currently, the FMSF records and aerials suggest that only 13 Frame Vernacular style buildings which pre-date 1900 still exist in Hillsborough County. Of these, only one, the Stanaland House (8HI1001) in

**Evaluation of Effects to the
Tanner Residence (8HI8742)**

Wimauma, approximately 24 miles distant, is similar in context, massing, and setting to the Tanner Residence (8HI8742) at 10426 Tanner Road. The Stanaland House is a two-story I-House with wood frame construction clad in drop siding. The enclosure of the front porch and two shed additions to the rear have diminished its architectural integrity. Both the Stanaland and Tanner houses are located adjacent to extant orange groves, thus indicating an association with the agricultural development of Hillsborough County. The Tanner Residence (8HI8742) has maintained its continuity of form and function for over a century, and reflects the Tanner family's historic ties to the early settlement and agricultural land use in Hillsborough County, and more specifically, to the early community of Mango. Therefore, 8HI8742 has been determined eligible for listing in the NRHP at the local level under Criterion A, for its association with early settlement and agriculture in Hillsborough County, and under Criterion C as a fine example of late 19th - early 20th century rural vernacular architecture. The NRHP boundary, drawn to incorporate all of the contributing (residence, barn, and groves) and noncontributing (shed) elements on the property, is comprised of two parcels (U-05-29-20-ZZZ-000002-37230.0 and U-05-29-20-222-000002-37240.2) totaling 2.7 acres (**Figure 4-2**) that are owned by the Tanner family. These two parcels of the remaining Tanner family property retain sufficient integrity to convey their significant historical associations with the broad trends and patterns of the farming and citrus industries that once characterized late 19th and early 20th century Florida. The Florida SHPO concurred (January 19, 2010) that the Tanner Residence (8HI8742) is eligible for listing in the NRHP (Kammerer 2010; Appendix A).

5.0 ALTERNATIVES ANALYSIS

A detailed *Design Traffic Technical Memorandum* (DTTM) was prepared as part of the PD&E Study. The DTTM documented the existing travel conditions along I-75, presented forecasts of the design year travel demand along I-75 and the crossing corridors, and summarized level of service evaluations of several improvement alternatives for the mainline and the interchanges. The DTTM concluded that the proposed ultimate improvements should consist of adding three special use lanes (SULs) to the existing general use lanes (GULs) in each direction of the I-75 mainline, because it would provide mobility options and preserve acceptable levels of service for the regional travelers.

5.1 Alternatives Considered

5.1.1 No-Build Alternative

The No-Build Alternative assumes that with the exception of the improvements that are already planned and funded, the existing conditions would remain for I-75 within the project limits and only routine maintenance activities would occur until the design year 2035. The advantages to the No-Build Alternative include no new costs for design and construction, no effects to existing land uses and natural resources, and no disruption to the public during construction. However, the No-Build Alternative would not address the travelers' needs and would result in increased congestion and user costs. The traffic analyses for this alternative indicate that by the year 2035 a significant portion of the I-75 mainline, merge/diverge areas, and ramp termini intersections would operate below acceptable levels of service.

This alternative will remain under consideration as a viable alternative throughout the PD&E Study process.

5.1.2 Mainline Build Alternatives

For the I-75 mainline, two build alternative alignments – Mainline Build Alternative 1 and Mainline Build Alternative 2 - were developed and evaluated based on two alternate typical sections. Both typical sections generally consisted of 12 travel lanes with six GULs (three in each direction) and six SULs (three in each direction). The two main differences between the typical sections were the type of separation provided between the SULs and the GULs and whether widening would take place mainly within the median or to the outside.

The widening of I-75, under both mainline alternatives, can be constructed within the existing right of way. Additional right of way may be required, however, for interchange enhancements, slip ramps, stormwater management facilities, and floodplain compensation sites.

A detailed description of each mainline alternative follows.

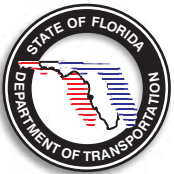
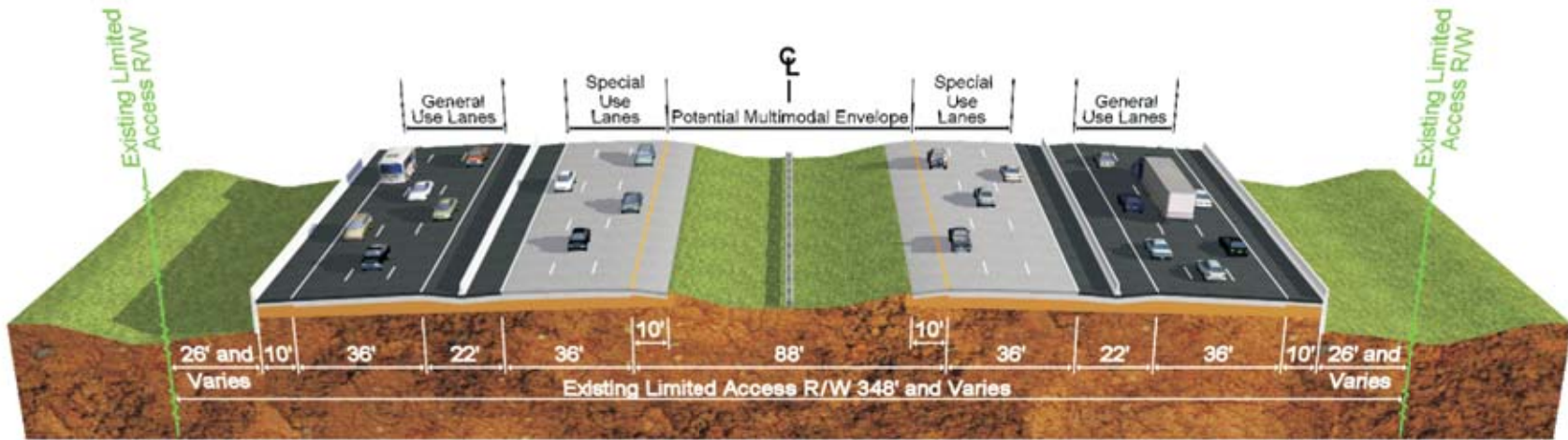
- **Mainline Build Alternative 1:** Under Mainline Build Alternative 1, the proposed widening of I-75 would mainly occur to the outside. The 12-lane typical section would provide for a minimum 88-foot median (for potential future use as a multi-modal envelope), which would include 12-foot inside shoulders (10-foot paved). A 2-foot concrete barrier wall and 10-foot paved shoulders on both sides of the wall would separate the SULs from the GULs. The proposed typical section of this alternative is shown in **Figure 5-1**.
- **Mainline Build Alternative 2:** Under Mainline Build Alternative 2, the proposed widening of I-75 would mainly occur to the inside, within the existing median. A 9-foot widening to the outside would also be typically required on both sides of I-75. The proposed typical section would provide for a minimum 22-foot median that would include a 2-foot concrete barrier wall and 10-foot paved shoulders on both sides of the wall. A 6-foot buffer, consisting of paint and/or plastic pylons, would separate the SULs from the GULs. Should a multi-modal envelope be desired to be added to the typical section, this envelope would be placed to the outside on either side of I-75. The proposed typical section for this alternative is shown in **Figure 5-2**.

5.1.3 Interchange Build Alternatives

Due to close spacing between the seven interchanges in the study area, improvements proposed at each interchange would affect the operations at adjacent interchanges. Therefore, instead of developing separate improvement concepts for each interchange, the study area was divided into three segments and alternative improvement conceptual design plans were developed for each segment. The three segments are described below:

- Segment 1, from south of US 301 to north of SR 60, included improvements for the interchanges at US 301, Selmon Expressway, and SR 60.
- Segment 2, from north of SR 60 to north of I-4, included improvements for the interchanges at MLK Boulevard and I-4.
- Segment 3, from north of I-4 to north of Fletcher Avenue, included improvements for the interchanges at Fowler Avenue and Fletcher Avenue.

For each segment and each of the mainline (typical section) alternatives, several improvement concepts, called options, were considered. Three options were evaluated for Segment 1 and two options each were evaluated for Segments 2 and 3.



I - 75 (SR 93A) PD&E Study

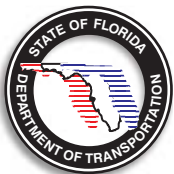
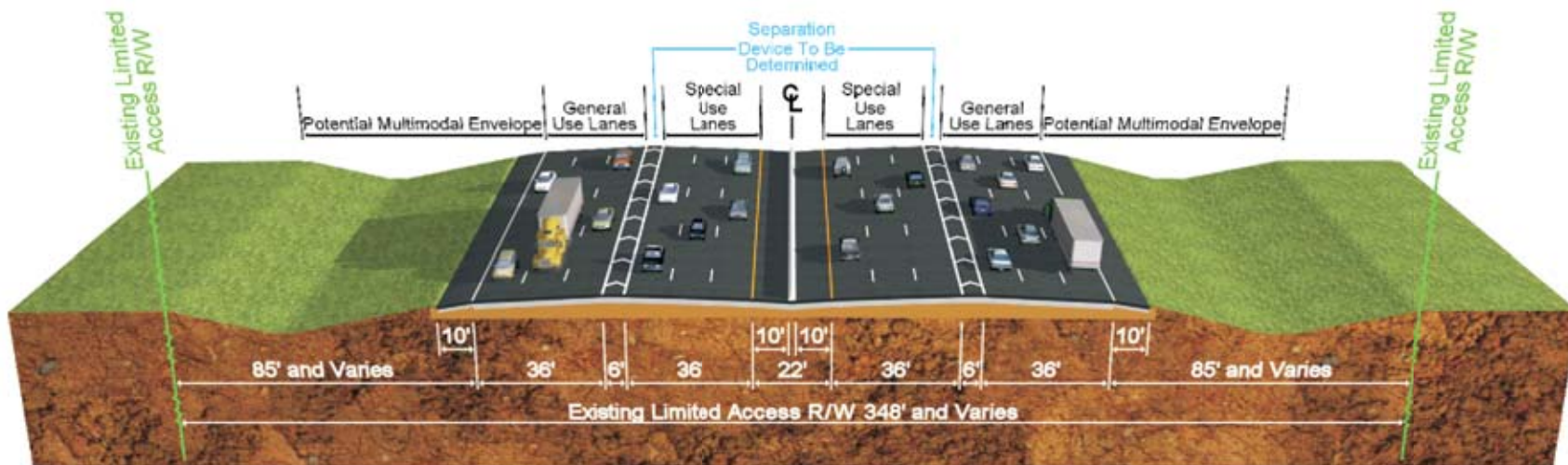
From South of US 301 to North of Fletcher Avenue

WPI Segment No.: 419235-3

Hillsborough County

**I-75 Mainline Alternative 1
Proposed Typical Section**

Figure 5-1



I - 75 (SR 93A) PD&E Study

From South of US 301 to North of Fletcher Avenue

WPI Segment No.: 419235-3

Hillsborough County

**I-75 Mainline Alternative 2
Proposed Typical Section**

Figure 5-2

5.1.4 Segment 2 Interchange Alternatives

The Tanner Residence property falls within Segment 2 of the study area. Therefore, alternative improvement conceptual design plans developed for Segments 1 and 3 are not relevant, and thus, are not described. A description of the two improvement options evaluated for Segment 2, Option A and Option B, follow.

- **Option A** generally provides the same configuration for both Mainline Alternatives (1 and 2). This option includes the following improvements:
 - Adding three-lane collector-distributor (C-D) roads along both directions of I-75 to eliminate existing weaving deficiencies. The northbound C-D road would commence at the single point urban interchange (SPUI) at MLK Boulevard and terminate at I-4. The southbound C-D road would commence approximately one mile north of I-4 and terminate at the SPUI at MLK Boulevard. The southbound C-D road would accommodate the southbound I-75 to westbound I-4 movement and would provide direct access to MLK Boulevard from eastbound I-4.
 - Replacing the existing interchange at MLK Boulevard with a SPUI. A SPUI at this location would increase the spacing of the traffic signals provided along MLK Boulevard at Falkenburg Road, at the ramp termini intersections, and at Williams Road.
 - Replacing the existing I-4 interchange with a modified five-level turbine interchange that would include additional directional ramps. The I-75 GULs would cross over I-4 on the second level while I-75 SULs would cross over I-4 on the third level. All of the existing ramps would be utilized in the proposed interchange and would connect the I-75 GULs with I-4. The proposed new directional ramps would be used to connect the I-75 SULs with I-4.
- **Option B** generally provides the same configuration for both Mainline Alternatives (1 and 2). This option includes the following improvements:
 - Adding three-lane C-D roads along both directions of I-75 to eliminate existing weaving deficiencies. The northbound C-D road would commence at the SPUI at MLK Boulevard and terminate at I-4. The southbound C-D road would commence approximately one mile north of I-4 and terminate at the SPUI at MLK Boulevard. The southbound C-D road, by way of directional ramps, would provide access to and from eastbound and westbound I-4 GULs.
 - Replacing the existing interchange at MLK Boulevard with a SPUI. A SPUI at this location would increase the spacing of the traffic signals provided along - MLK Boulevard at Falkenburg Road, at the ramp termini intersections, and at Williams Road.
 - Replacing the existing I-4 interchange with a combination directional “turbine/stack” interchange that would allow direct connections between the I-75 SULs and the potential SULs on I-4. All stack design structures would be fourth

and fifth level ramps. The directional ramps would provide access between all of the I-75 and I-4 GULs not serviced by the proposed C-D roads. The directional ramp structures are proposed as first, second, and third level ramps.

The main features of each concept developed for Segment 2 are summarized in **Table 5-1**.

Table 5-1. Segment 2 - Main Features of Improvement Options

Location	Option A	Option B
MLK Boulevard Interchange	<ul style="list-style-type: none"> • Replace existing partial cloverleaf interchange with a SPUI • Begin northbound C-D road at interchange • End southbound C-D road at interchange 	<ul style="list-style-type: none"> • Replace existing partial cloverleaf interchange with a SPUI • Begin northbound C-D road at interchange • End southbound C-D road at interchange
MLK Boulevard to I-4	<ul style="list-style-type: none"> • Provide northbound and southbound C-D roads from north of I-4 to MLK Boulevard; MLK Boulevard traffic to/from I-4 never enters I-75 	<ul style="list-style-type: none"> • Provide northbound and southbound C-D roads from north of I-4 to MLK Boulevard; MLK Boulevard traffic to/from I-4 never enters I-75
I-4 Interchange	<ul style="list-style-type: none"> • Upgrade existing “turbine” configuration by adding directional ramps to connect the I-75 SULs with I-4 	<ul style="list-style-type: none"> • Replace existing interchange with a combined directional “turbine/stack” configuration • Provide touchdown for the SUL ramps in the median of I-4 to allow future construction of connections with the I-4 SULs • Reconstruct I-4 at the interchange

5.2 Recommended Build Alternative

5.2.1 I-75 Mainline

The recommended build alternative for widening of I-75 is **Mainline Build Alternative 2**. For the ultimate typical section, the proposed widening of I-75 would mainly occur to the inside within the existing median. A 9-foot widening would also be typically required to the outside on both sides of I-75. The proposed typical section would provide for a minimum 22-foot median that would include 10-foot paved shoulders and barrier walls on both sides. A 6-foot buffer consisting of paint and/or plastic pylons would separate the SULs from the GULs. Should a multi-modal envelope be desired to be added to the typical section, this envelope would be placed to the outside on either side of I-75. The proposed typical section for this alternative is shown in **Figure 5-2**.

5.2.2 Interchanges

For each segment and each of the mainline (typical section) alternatives, several improvement concepts, called “options” were considered. Three options were evaluated for Segment 1 and two options each were evaluated for Segments 2 and 3. All alternatives were evaluated with regards to costs, operational factors, and environmental impacts. Based on these evaluations, preferred alternatives were selected for each segment. The recommended build alternative for Segment 2 is **Option A**. This alternative was selected because it enhances the operation of both the MLK Boulevard and I-4 interchanges, supports the addition of C-D roads which in turn minimize weaving between I-75 and I-4, preserves more of the existing infrastructure near the I-4 interchange than the other option, and allows for future SUL connections with the I-4 mainline.

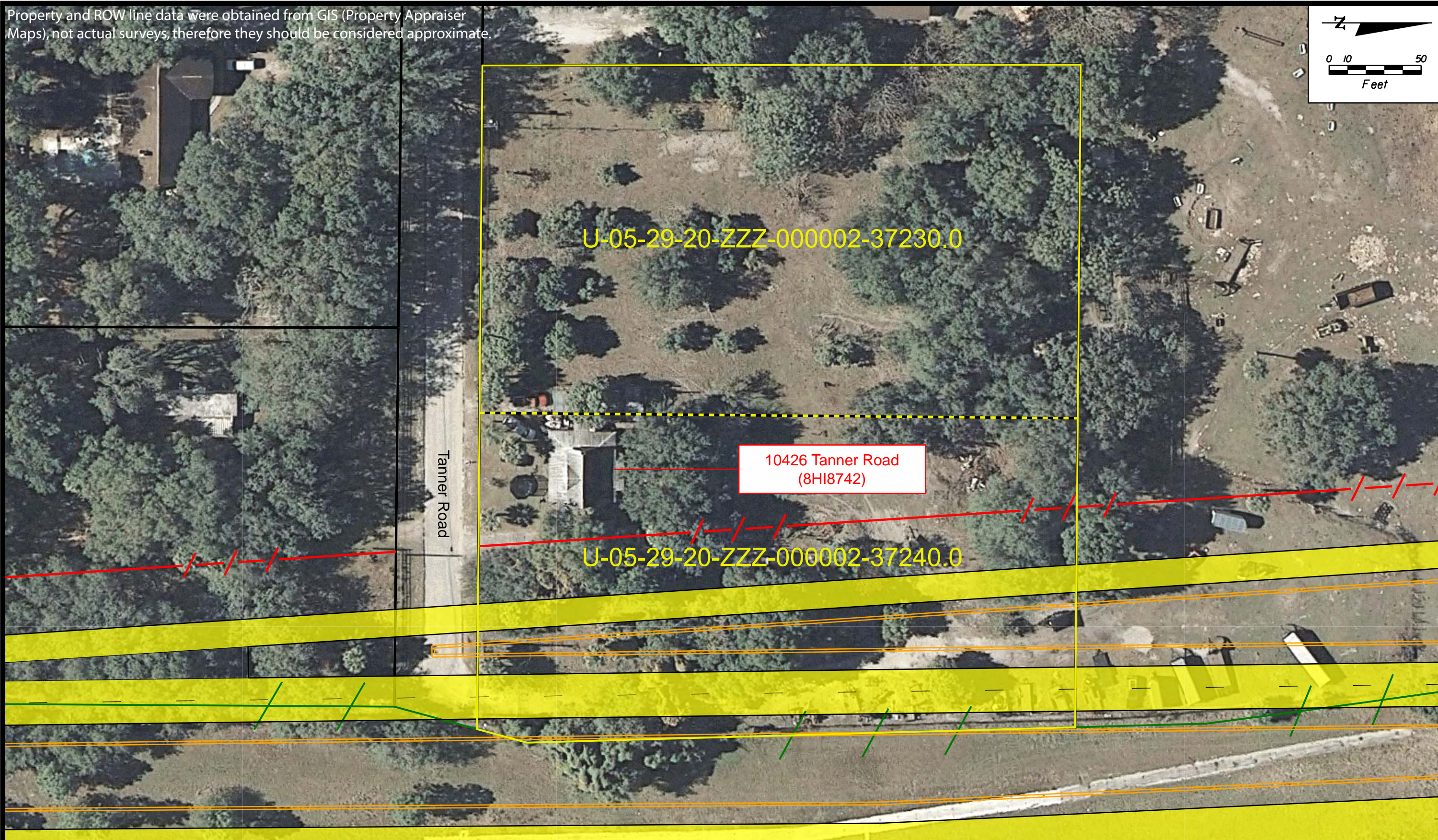
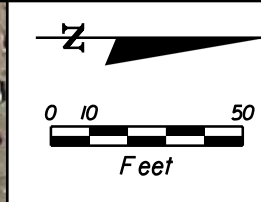
5.3 Preferred Alternative Modifications

According to the CRAS Report prepared for this project (ACI 2009b), the Tanner Residence (8H18742), located just southwest of the I-4 interchange, was evaluated as NRHP eligible; the FHWA and SHPO concurred. As a result, avoidance and minimization options were evaluated and the Preferred Alternative was modified. The original PD&E recommended preferred alternative, which required right of way from the Tanner Residence, is depicted in **Figure 5-3**.

Two avoidance concepts (**Figures 5-4 and 5-5**) were prepared. From a PD&E perspective, these concepts are not considered separate “alternatives,” and thus, were not fully analyzed as such in the PD&E analysis. Avoidance Concept No. 2 (**Figure 5-5**) avoided right of way impacts to the Tanner Residence while not eliminating any movements that were provided in the original PD&E preferred alternative. Consequently, the preferred alternative was modified to match this avoidance concept, which became the new PD&E recommended preferred build alternative. This alternative will require no land acquisition from the historic resource.

The preferred avoidance alternative consists of shortening the southbound on-ramps (south of the I-75 and I-4 interchange) and merging them with the I-75 mainline prior to reaching the Tanner Residence (8H18742). As a result, direct use impacts to this historic resource were avoided. Specifically, the modifications include realigning the SB GULs, C-D roads, and associated ramps further east, and converging the I-75 mainline and SB C-D Road system prior to reaching the Tanner Residence (8H18742). In addition, a gravity wall is proposed along the NRHP-eligible Tanner Residence, allowing for the realignment of the mainline and ramps without any right of way impacts to the historic resource. The gravity wall is proposed to be built to a maximum height of 5 feet above the ground level elevation adjacent to the Tanner Residence.

Property and ROW line data were obtained from GIS (Property Appraiser Maps), not actual surveys, therefore they should be considered approximate.



I-75 (SR 93A) PD&E Study
South of US 301 to North of Fletcher Avenue
WPI Segment No.: 419235-3
Hillsborough County

Original PD&E Recommended Preferred Alternative






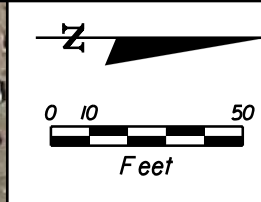
-  Existing Right-of-Way
-  Proposed Right-of-Way
-  Proposed Barrier Wall
-  Proposed Roadway
-  NRHP Eligible Boundary

Figure 5-3

Property and ROW line data were obtained from GIS (Property Appraiser Maps), not actual surveys, therefore they should be considered approximate.



I-75 (SR 93A) PD&E Study
South of US 301 to North of Fletcher Avenue
WPI Segment No.: 419235-3
Hillsborough County

Avoidance Concept No. 1






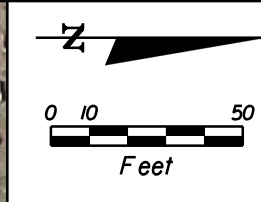
-  Existing Right-of-Way
-  Proposed Right-of-Way
-  Proposed Barrier Wall
-  Proposed Roadway
-  NRHP Eligible Boundary

Figure 5-4

Property and ROW line data were obtained from GIS (Property Appraiser Maps), not actual surveys, therefore they should be considered approximate.



I-75 (SR 93A) PD&E Study
South of US 301 to North of Fletcher Avenue
WPI Segment No.: 419235-3
Hillsborough County

Avoidance Concept No. 2






-  Existing Right-of-Way
-  Proposed Right-of-Way
-  Proposed Barrier Wall
-  Proposed Roadway
-  NRHP Eligible Boundary

Figure 5-5

6.0 EVALUATION OF EFFECTS

The Criteria of Adverse Effect (36 CFR Part 800.5(a)(1)) were applied to the proposed undertaking with regards to the Tanner Residence (8HI8742). Adverse effects on historic properties include, but are not limited to: physical destruction of or damage to all or part of the property; alteration of a property; removal of the property from its historic location; change of the character of the property's use or of physical features within the property's setting that contribute to its historic character; introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features; and neglect of a property which causes its deterioration. By applying the Criteria of Adverse Effect, it was determined that the preferred alternative for the I-75 improvements project will not alter, directly or indirectly, the characteristics that qualify the Tanner Residence (8HI8742) for eligibility to the NRHP, and will not diminish the integrity of location, design, materials, workmanship, feeling or association that contribute to the significance of the historic property. Although the proposed improvements to I-75 will be made immediately adjacent to the Tanner Residence NRHP-eligible boundaries, the improvements will not require right of way from the Tanner Residence and additional lanes will primarily be constructed within the existing I-75 median. The justification for determining that the proposed project will have **no adverse effect** on the Tanner Residence (8HI8742) is provided in the following sub-sections.

6.1 Relationship to the Preferred Alternative

The NRHP-eligible Tanner Residence (8HI8742) at 10426 Tanner Road is located directly west of the western right of way line of I-75, north of Tanner Road. The historic property boundary, drawn to include the historic landscape as well as the residence and barn, incorporates two adjacent parcels of land totaling approximately 2.7 acres. The eastern border of this property abuts the existing I-75 right of way. None of the contributing resources within the boundary of the historic property, including the house, barn, and historic orange grove, is located near the right of way line. The eastern elevation of the residential building, the primary contributing resource, is approximately 130 feet west of the west right of way line, and about 303 feet west of the roadway median within which the proposed roadway improvements mainly will occur. No acquisition of the historic resource for right of way or easements is proposed in support of this project, and proposed improvements will not result in the physical destruction, damage, or alteration of all or part of the Tanner Residence (8HI8742), including all its contributing resources.

Since the proposed widening of I-75 will mainly occur to the inside within the existing median, the interstate will not be closer to the historic resource. The recommended preferred build alternative includes realignment of the Southbound GULs, C-D roads, and associated ramps further to the east, away from the Tanner Residence (8HI8742). In addition, the I-75 mainline and Southbound C-D road system will converge north of the historic resource. As a result of this avoidance concept, physical encroachment to the historic property will be avoided, and the proposed improvements will not diminish the overall location, design, materials, workmanship, feeling, and association of the Tanner Residence proper and other contributing resources (i.e., barn and historic orange grove) within the historic property boundary.

6.2 Visual/Aesthetics

The recommended preferred build alternative has been designed to avoid impacts to the NRHP-eligible Tanner Residence (8HI8742), and thus, will not substantially alter the existing visual and aesthetic qualities of the historic resource. Proposed construction of a gravity wall along the west existing right of way line and near the eastern boundary of the Tanner Residence (8HI8742) may alter the setting and result in potential visual effects. However, such effects may be mitigated by two factors. According to landowner Frederick LaVerne Patrick (2008), the original construction of I-75 in the 1970s resulted in the destruction of family-owned farm-related buildings and pasture land. Thus, the historic setting of the Tanner Residence has previously been altered. From this historical perspective, construction of a 5-foot high concrete gravity wall along the edge of the existing right of way should not introduce any new visual or aesthetic intrusions that are substantially more damaging to the rural landscape than the existing interstate highway. In addition, large trees provide a visual buffer between the historic house and barn and I-75, as shown in the Google Earth aerial view (**Figure 6-1**). **Photo 6-1** also illustrates, in part, the vegetative screen separating the highway from the historic property. Since the proposed improvements will not require the clearing of vegetation within the Tanner Residence (8HI8742), the visual screen between the historic resource and I-75 will be maintained.



Photo 6-1. Looking northeast towards I-75 from near the southeast corner of the NRHP-eligible Tanner Residence property boundary.

The FDOT will coordinate with the SHPO during design of the project, as needed, to ensure that the existing visual and aesthetic qualities of the historic resource are not adversely affected.



0 27 meters



I-75 (SR 93A) PD&E Study
South of US 301 to North of Fletcher Avenue
WPI Segment No.: 419235-3
Hillsborough County

Google Earth aerial of the Tanner Residence property.

Figure 6-1

6.3 Noise and Air Quality

Noise: The Tanner Residence (8HI8742) is identified as Site 383 in the Noise Study Report (NSR) (ESA 2010). The site has a predicted Existing/Future No-Build traffic noise level of 74.2 decibels (dBA) and a predicted Future Build (Ultimate Preferred Alternative) traffic noise level of 77.7 dBA, an increase of 3.5 dBA when compared to the existing condition. Therefore, the Existing/Future No-Build and Future Build noise levels exceed the FHWA's Noise Abatement Criteria (NAC) level of 66.0 dBA (for residences). Noise barriers, including a ROW barrier (Barrier 9A) and a shoulder barrier (Barrier 9B), were evaluated, and as a result, neither were found to be a reasonable or feasible noise abatement measure, respectively, in this portion of I-75 (ESA 2010:5-64).

The results of the NSR indicate that the Tanner Residence (8HI8742) may be minimally impacted by the predicted increase in noise levels associated with the project given the 3.5 dBA increase and the fact that noise abatement in the form of noise barriers in this area are not considered reasonable and feasible. However, when compared to existing conditions, the historic resource should not experience a substantial increase in traffic noise (defined as 15 dBA or more) as a result of the project (ESA 2010:ES-2).

Air Quality: The air quality analysis considered a receptor at the Tanner Residence property, located south of the I-4 interchange and approximately 150 feet west of the I-75 existing ROW. This receptor location was subjected to a carbon monoxide (CO) Screening. The Build and No-Build scenarios for the design year 2035 were evaluated using PM peak hour volumes (Magsanoc 2010). "For the Build Alternative at a distance of 250 feet from the nearest lane of travel, the Tanner property had a predicted CO concentration of 8.2 parts per million (ppm) and 4.9 ppm for the one and eight hour levels, respectively. For the Build Alternative at a distance of 160 feet from the nearest lane of travel, the Tanner property had predicted CO concentration of 8.3 ppm and 5.0 ppm for the one and eight hour levels, respectively. The Tanner property is not predicted to meet or exceed the one or eight hour **NAAQS [National Ambient Air Quality Standards]** for this pollutant with either the No-Build or Build alternative" (Magsanoc 2010). The NAAQS are defined as 35 ppm and 9 ppm for the one-hour and eight-hour estimates, respectively.

6.4 Access and Use

The Tanner Residence property is accessed by Tanner Road. It is not directly accessed from I-75, and the recommended Preferred Build Alternative will not permanently alter the existing vehicular and pedestrian access to and from the Tanner Residence (8HI8742). Also, no additional or alternative vehicular access to this property will be provided.

The future use of the Tanner Residence (8HI8742) will be determined by the private property owners. Improvements to I-75 will not directly or indirectly result in any changes to the use of the historic resource. Planned improvements to I-75 will use the existing corridor, and no changes in land use are anticipated.

7.0 CONCLUSIONS

In developing the preferred alternative in the vicinity of the NRHP-eligible Tanner Residence (8HI8742), the alignment and typical section were modified in order to avoid impacts to the historic resource. As a result, the Preferred Build Alternative will not involve direct use impacts to the Tanner Residence (8HI8742), and the characteristics which qualify the historic resource for inclusion in the NRHP will not be altered. 8HI8742 is significant under Criterion A for its associations with the early settlement and agriculture land use of Hillsborough County and the Mango community. The preferred Build Alternative will not diminish these significant historical associations, and the historic resource will continue to reflect its rural character. The Tanner Residence is also distinguished by its architectural style (Criterion C), and no physical changes to the location, design, materials, workmanship, feeling, and association of the house and barn will be made. All the contributing resources within the boundary of the historic property will remain in place. While the proposed construction of a gravity wall proximate to the eastern boundary of the Tanner Residence property will alter the historic rural setting, this setting was already compromised by the construction of I-75 during the 1970s. The proposed project is predicted to create a minimal and non-substantial increase in noise level and it would not create any air quality impacts.

In conclusion, the Criteria of Adverse Effect, as contained in 36 CFR 800.5(a)(1) were applied to the Tanner Residence for the recommended Preferred Build Alternative. The proposed improvements will not alter the historic associations or architectural integrity of the Tanner Residence (8HI8742) which qualify it for inclusion in the NRHP. There will be no physical destruction or damage to all or part of the property; no removal of the property from its historic location; no change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance; no introduction of visual or audible elements that diminish the integrity of the property's significant historic features; and no neglect of the property which causes its deterioration. The project will not result in the transfer, lease or sale of the property. Therefore, the proposed undertaking will have no adverse effect upon the NRHP-eligible Tanner Residence (8HI8742).

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APPENDIX A: Relevant Correspondence



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Kurt S. Browning
Secretary of State
DIVISION OF HISTORICAL RESOURCES

Linda Anderson
Federal Highway Department
545 John Knox Road, Suite 200
Tallahassee, Florida 32303

January 19, 2010

RE: DHR Project File No.: 2009-7635 and 2009-7642
WPI Segment No.: 419235-2 and 419235-3
Project: *I-75 from Moccasin Wallow Road to South of US 301 PD&E Study and
I-75 South of US 301 to North Fletcher Avenue PD&E Study*
County: Manatee and Hillsborough

Dear Ms. Anderson:

This office received and reviewed the above referenced project in accordance with Section 106 of the National Historic Preservation Act of 1966 as amended, 36 CFR Part 800: Protection of Historic Properties, and Chapter 267, Florida Statutes. It is the responsibility of the State Historic Preservation Officer to advise and assist, as appropriate, Federal and State agencies in carrying out their historic preservation responsibilities; to cooperate with agencies to ensure that historic properties are taken into consideration at all levels of planning and development; and to consult with the appropriate agencies in accordance with the National Historic Preservation Act of 1966 as amended, on undertakings that may affect historic properties.

The current submittal includes two Project and Development and Environmental (*PD&E*) studies for the portion of I-75 that extends from Moccasin Wallow Road to US 301 (WPI Segment No.: 419235-2) and from US 301 to North Fletcher Avenue (WPI Segment No.: 419235-3). The project includes the widening of I-75 in both directions within the above-stated limits in addition to the modification of existing interchanges.

Background research for the portion of the project that extends along I-75 between Moccasin Wallow Road and US 301 (WPI Segment No.: 419235-2) noted that there were 10 previously-identified archaeological sites (8HI409, 8HI478, 8HI479, 8HI480, 8HI524, 8HI525, 8HI526, 8HI527, 8HI532, and 8MA136) one previously-identified historic structure (8HI11302), and one previously-identified resource group (8MA1337) within the project's area of potential effects (APE). One of the previously-identified archaeological sites, 8HI480, was determined to be eligible for listing in the National Register of Historic Places (NRHP) by this office in 1979, while the remaining nine archaeological sites have yet to be evaluated by the SHPO. The previously-recorded resource group and historic structure were determined to be ineligible for the NRHP by

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Director's Office
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Archaeological Research
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Historic Preservation
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this office. As a result of the field survey, evidence of only three of the previously-recorded archaeological sites (8HI478, 8HI524, and 8HI532) was located within the project's APE. The field survey also determined that 8HI11302, the previously-identified historic structure within the APE, was no longer extant. Newly-identified resources documented within the APE as a result of the fieldwork included eight buildings (8HI11295-8HI11302), one archaeological site (8HI11359), and two archaeological occurrences (AOs). The report concluded that none of the historic-age architectural resources within the APE were eligible for listing in the NRHP because each lacked architectural and historic import. Similarly, the portion of the three previously-recorded archaeological sites within the APE (8HI478, 8HI524, and 8HI532), the newly-recorded archaeological site 8HI11359, and the two AO's were evaluated and considered to be insignificant and thus ineligible for inclusion in the NRHP. A table in the report noted that the portions of archaeological sites 8HI409, 8HI479, 8HI480, 8HI525, 8HI526, 8HI527, and 8MA136 were ineligible for listing in the NRHP because no evidence of these previously-identified sites was found during the field study.

Background research for the portion of the project that extends along I-75 between US 301 and North Fletcher Avenue (WPI Segment No.: 419235-3) noted that there were 28 previously-identified archaeological sites and eight previously-identified historic structures within the project APE. Of the 36 previously-identified cultural resources, twelve (archaeological sites numbers 8HI99, 8HI450, 8HI472, 8HI473, 8HI476A, 8HI476B, 8HI483, 8HI485, 8HI507, 8HI509, 8HI510, and 8HI1479) were determined to be eligible for listing in the NRHP by this office. As a result of the field survey, evidence of only ten of the 28 previously-recorded archaeological sites (8HI99, 8HI472, 8HI476A, 8HI476B, 8HI507, 8HI510, and 8HI5431, 8HI5432, 8HI5434, and 8HI5926) and all of the eight previously-recorded historic structures were located within the project's APE and reevaluated. Newly-identified resources documented within the APE as a result of the fieldwork include 15 buildings and two resource groups (8HI11460-11472 and 8HI11481-11482) as well as two AOs. The report found that only one of the documented historic structures, the *Tanner Residence* (8HI8742), was eligible for listing in the NRHP. The report also concluded that the newly-recorded AOs and the portions of the 10 previously-recorded archaeological sites found within the APE were ineligible for listing in the NRHP. A table in the report noted that the portions of the remaining 18 previously-identified archaeological sites were ineligible for listing in the NRHP because no evidence of these sites was found during the field study.

After a review of the submitted reports, this office concurs with the Florida Department of Transportation's determination that the *Tanner Residence* (8HI8742) is eligible for listing in the NRHP and looks forward to continuing coordination regarding the affects, if any, that the proposed undertaking will have on this historic property.

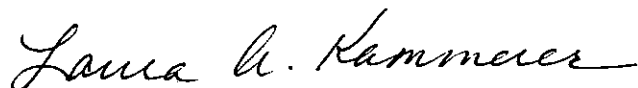
The reports noted that the Florida Master Site Files indicated the presence of 13 archaeological sites within the project's APE that had been previously determined to be NRHP eligible by this

Ms. Linda Anderson
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office (sites 8HI99, 8HI450, 8HI472, 8HI473, 8HI476A, 8HI476B, 8HI480, 8HI483, 8HI485, 8HI507, 8HI509, 8HI510, and 8HI1479). After the field study, the reports concluded that the portion of each of these sites within the APE was ineligible because very little or no cultural material was located as a result of subsurface testing. Please note, for the sake of clarification, that this office seldom confers a dual eligibility designation to a single site (i.e., a site is either *eligible* or *not eligible* for the NRHP). This office therefore finds that sites 8HI99, 8HI450, 8HI472, 8HI473, 8HI476A, 8HI476B, 8HI480, 8HI483, 8HI485, 8HI507, 8HI509, 8HI510, and 8HI1479 should maintain their status as NRHP eligible, but finds that the project will have *no adverse affect* [as per 36 C.F.R. Part 800, § 800.5(b)] on the sites due to the location of the proposed project and the lack of cultural material present within the project's APE.

If there are any questions concerning our comments or recommendations, please contact Jennifer Ross, Architectural Historian, by phone at 850.245.6333, or via electronic mail at jross@dos.state.fl.us.

Sincerely,



Laura A. Kammerer
Deputy State Historic Preservation Officer
For Review and Compliance

PC: Bob Gleason, FDOT District 5, Deland
Roy Jackson, FDOT CEMO, Tallahassee/#5500



Florida Department of Transportation

CHARLIE CRIST
GOVERNOR

1111201 N. McKinley Drive Tampa, FL 33612-6456 Phone (813) 975-6000 1-800-226-7220

STEPHANIE C. KOPELOUSOS
SECRETARY

November 10, 2009

Ms. Nahir DeTizio
Federal Highway Administration
Florida Division
545 John Knox Road, Suite 200
Tallahassee, Florida 32303

RE: WPI Segment Nos: 419235 2 and 419235 3; FAP Nos. N/A
I-75 from Moccasin Wallow Road to South of US 301 PD&E Study and
I-75 from South of US 301 to North of Fletcher Avenue PD&E Study
Hillsborough County

Dear Ms. DeTizio:

Enclosed you will find two copies of the Cultural Resource Assessment Survey (CRAS) for each of the above two referenced projects. Also enclosed are 24 original and 38 updated Florida Master Site File (FMSF) forms and a Survey Log Sheet for each CRAS. In addition, six CDs containing the CRAS in PDF format are provided for coordination with the federally recognized Native American Tribes in Florida.

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study to evaluate capacity improvements along approximately 25 miles of I-75 (SR 93A) from Moccasin Wallow Road in Manatee County to south of US 301 (SR 43) and approximately 15.5 miles of I-75 (SR 93A) from south of US 301 (SR 43) to north of Fletcher Avenue (CR 582A) in Hillsborough County, Florida.

The proposed project (419235-2) involves adding two additional lanes in each direction along I-75 and making modifications to the I-75 interchanges at Gibsonton, Big Bend and SR 674 and the ramp intersections with those roadways. The additional lanes along I-75 are planned to be special-use lanes constructed within the present median of I-75. These special use lanes are proposed to be separated from the existing interstate lanes and managed by either access control, the collection of tolls or vehicle classification/type.

The proposed project (419235-3) involves adding three travel lanes in each direction along I-75 and making modifications to the existing interchanges -- located at US 301, Selmon Expressway (SR 618), SR 60, Dr. Martin Luther King, Jr. Boulevard (SR 574), I-4 (SR 400), Fowler Avenue (SR 582), and Fletcher Avenue (CR 582A) -- as well as to the existing collector-distributor roadways. The additional lanes along I-75 are planned to be special-use lanes constructed, in general, within the present median of I-75. These special use lanes are proposed to be separated from the existing interstate lanes and managed by either access control, the collection of tolls, or vehicle classification/type.

The widening of I-75, for both projects, can be constructed within the existing right of way. Additional right of way may be required, however, for the interchange enhancements, slip ramps, stormwater management facilities (SMF), and floodplain compensation (FPC) sites. Alternative SMF and FPC sites have not been identified at this time.

These two CRAS reports have been prepared to locate and identify any cultural resources within the Area of Potential Effect (APE) and to assess their significance in terms of eligibility for listing in the National Register of Historic Places (NRHP). This CRAS was conducted in accordance with the requirements set forth in the National Historic Preservation Act of 1966, as amended, and Chapter 267, Florida Statutes (F.S.).

A research design was prepared for both projects in April 2008 and coordinated with the Federal Highway Administration (FHWA), Florida State Historic Preservation Officer (SHPO), and Native American tribes for review and approval. The Area of Potential Effect (APE) has been defined as the existing and proposed right-of-way (ROW) for archaeological resources and approximately 300 feet from the edge of the existing ROW line for historic structures. The fieldwork for both projects was conducted between February and November 2008. A probability analysis for SMF and FPC sites was not a part of this effort.

Background information for project 419235 2 resulted in the identification of 11 archaeological sites located within or adjacent to the project APE. One of these, 8MA1337, was recently reclassified by the FMSF as a resource group, and thus, is not counted as an archaeological site. It was evaluated by SHPO as ineligible for listing in the NRHP. Of the 10 archaeological sites, 8HI480 was evaluated as potentially eligible; the other nine sites (8HI409, 8HI478, 8HI479, 8HI524, 8HI525, 8HI526, 8HI527, 8HI532, and 8MA136) were not evaluated by SHPO. As a result of field survey, cultural materials associated with three (8HI478, 8HI524, and 8HI532) of the previously recorded sites were recovered. No evidence of the other seven sites was found. One new archaeological site (8HI11359) and one archaeological occurrence (AO) were discovered. 8HI11359, the 409 North Site, is a culturally indeterminate lithic scatter which was evaluated as not potentially eligible for listing in the NRHP given the common nature and low research potential (NRHP Criterion D). The AO, consisting of two pieces of lithic debitage, was also considered not significant.

Background research for project 419235 3 resulted in the identification of 28 archaeological sites located within or adjacent to the project APE. Of these, 12 sites (8HI99, 8HI450, 8HI472, 8HI473, 8HI476A, 8HI476B, 8HI483, 8HI485, 8HI507, 8HI509, 8HI510, and 8HI11479) were evaluated by SHPO as eligible for listing in the NRHP. As a result of field survey, cultural materials associated with 10 of the previously recorded sites (8HI99, 8HI472, 8HI476A, 8HI476B, 8HI507, 8HI510, 8HI5431, 8HI5432, 8HI5434, and 8HI5926) were recovered, and two AOs were newly discovered. Four sites (8HI5430-8HI5433) were not updated because they had been tested in 2003 by Archaeological Consultants, Inc. as part of the CRAS for the I-75 PD&E Study from south of Fowler Avenue to south of CR 54. No evidence of the other 19 previously recorded sites was found. Of the 10 previously recorded sites discovered within the I-75 project APE, six sites (8HI99, 8HI472, 8HI476A, 8HI476B, 8HI507, 8HI510) were determined NRHP-eligible. However, based on the limited cultural materials recovered, the lack of additional information of significance to our understanding of

regional prehistory, and the extensive amount of disturbance to most of these sites within the project APE, the portion of each site located within the I-75 project APE is not considered contributing to the significance of the resource.

Background research for project 419235-2 indicated that one historic resource, 8HI1029, had been recorded previously within the project APE. This Georgian Revival style residence, located at the end of Elbow Bend Road, was first documented in 1979, and updated as destroyed in 1998. Historical/architectural field survey resulted in the identification and evaluation of eight historic buildings, 8HI11295 through 8HI11302. All are residences constructed between ca. 1945 and ca. 1960. None is considered potentially eligible for listing in the NRHP.

Background research and historical/architectural field survey of the project APE for project 419235-3 resulted in the identification of eight previously recorded historic resources (8HI5085, 8HI5086, 8HI6900, 8HI6901, 8HI7839, 8HI7840, 8HI8742, and 8HI8743) and 15 (8HI11460-11472, and 8HI11481-11482) newly identified resources, including two resource groups (historic railroad corridors). With one exception (8HI7840), all the previously recorded historic resources were evaluated by SHPO as ineligible for the NRHP; 8HI7840 was not evaluated. Four of the previously recorded historic structures ((8HI6900, 8HI6901, 8HI7839, and 8HI8743) have not been significantly altered since they were recorded in 2003 and therefore, updated FMSF forms were not prepared. None of the 15 newly recorded historic resources is considered potentially eligible for the NRHP, either individually or as part of a historic district. The 13 Frame and Masonry Vernacular style residential and commercial buildings, constructed between 1930 and 1959, represent unexceptional examples of their respective kind; the integrity of most has been compromised by unsympathetic alternations and additions. The two newly recorded railroad corridors (8HI11481 and 8HI11482), once historically part of the Seaboard Air Line and Atlantic Coast Line, respectively; have been altered by modern upgrades. While insufficient information exists to assess the significance of each railroad corridor, as located within the I-75 project APE, both 8HI11481 and 8HI11482 are considered ineligible for listing in the NRHP.

Originally recorded and evaluated in 2003 as ineligible for listing in the NRHP, updated historical research, including informant information, suggest that 8HI8742, a Frame Vernacular style residence located at 10426 Tanner Road, is potentially NRHP-eligible. Constructed ca. 1891, the Tanner Residence is considered significant at the local level under Criterion A for its association with the early settlement of this portion of Hillsborough County, and under Criterion C as a fine example of late 19th-early 20th century rural vernacular architecture. In addition to the residence, the boundary of this historic resource includes the surrounding 1.28-acre parcel and the adjacent 1.42-acre property which contain a barn and historic orange grove, respectively.

Based on the results of background research and field survey, no significant archaeological sites or historic resources are located within the I-75 PD&E Study from Moccasin Wallow Road to south of US 301(419235 2) project APE. Therefore, project development of this segment will have no involvement with any archaeological sites or historic resources which are listed, determined eligible, or considered potentially eligible for listing in the NRHP for this project.

Ms. Nahir DeTizio
WPI Segment Nos: 419235 2 and 419235 3; FAP Nos. N/A
I-75 from Moccasin Wallow Road to South of US 301 PD&E Study and
I-75 from South of US 301 to North of Fletcher Avenue PD&E Study
November 10, 2009
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Based on the results of background research and field survey, no significant archaeological sites or historic resources are located within the I-75 PD&E Study from south of US 301 to north of Fletcher Avenue (419235 3) project APE with the exception of 8H18742, the Tanner Residence which is potentially eligible for listing in the NRHP. In accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing the regulations, a Section 106 Consultation Case Study will be prepared to evaluate the effects of the proposed undertaking (preferred alternative) on the potentially NRHP-eligible Tanner Residence.

The two CRAS reports are provided for your review and coordination with the SHPO and the six federally recognized Tribes in Florida. Provided your office concurs with the CRAS results, please coordinate with the SHPO and Tribes for their review and comment. If you have any questions, please do not hesitate to call me at (813) 975-6173.

Sincerely,



Manuel Santos
Project Manager

MS/rss
Enclosure

cc: George Hadley (FHWA)
George Ballo (FDOT CEMO)
Rebecca Spain Schwarz (PBS&J)
Jeff Novotny (American Consulting Engineers)
Panos Kontses (PB Americas)
Joan Deming (ACI)

The FHWA finds the two attached Cultural Resources Assessment Reports complete and sufficient and ___ approves / ___ does not approve the above recommendations and findings.

The FHWA requests the SHPO's opinion on the sufficiency of the attached reports and the SHPO's opinion on the recommendations and findings contained in this cover letter and in the comment block below.

FHWA Comments:

/s/
Martin C. Knopp
Division Administrator
Florida Division
Federal Highway Administration

Date

The Florida State Historic Preservation Officer finds the two attached Cultural Resources Assessment Reports complete and sufficient and concurs with the recommendations and findings provided in this cover letter for SHPO/DHR Project File Number

_____.

Laura A. Kammerer
Deputy State Historic Preservation Officer for Review and Compliance
Florida Division of Historical Resources

Date

APPENDIX B: Tanner Residence FMSF Form

- Original
- Update



HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 4.0 1/07

Site #8 HI8742
 Field Date 8 / 21 / 2008
 Form Date 10 / 22 / 2008
 Recorder # 1, 57-61

Shaded Fields represent the minimum acceptable level of documentation.
 Consult the *Guide to Historical Structure Forms* for detailed instructions.

Site Name(s) (address if none) 10426 Tanner Road Multiple Listing (DHR only) _____
 Survey Project Name CRAS PD&E Study I-75 from north of US 301 to Fletcher Avenue, Hillsborough Survey # (DHR only) _____
 National Register Category (please check one) building structure district site object
 Ownership: private-profit private-nonprofit private-individual private-nonspecific city county state federal Native American foreign unknown

LOCATION & MAPPING

Address (include N,S,E,W; #; St., Ave., etc.) 10426 Tanner Road
 Cross Streets (nearest / between) NE of Tanner Road and Eric Slane Lane intersection
 USGS 7.5' Map Name & Date Brandon 1956 (1987) PR Plat or Other Map aerial photograph
 City / Town (within 3 miles) Mango In City Limits? yes no unknown County Hillsborough
 Township 29S Range 20E Section 5 ¼ section: NW SW SE NE Irregular-name: _____
 Tax Parcel # V-05-29-20-ZZZ-000002-37240.0 Landgrant unknown
 Subdivision Name _____ Block _____ Lot _____
 UTM: Zone 16 17 Easting 369466 ___ 0 Northing 3097088 ___ 0
 Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
 Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1891 approximately year listed or earlier year listed or later
 Original Use* Residence From (year): 1891 To (year): 2008
 Current Use* Residence From (year): 1891 To (year): 2008
 Other Use* _____ From (year): _____ To (year): _____
 Moves: yes no unknown Dates _____ Original address (if moved) _____
 Alterations: yes no unknown Dates _____ Nature* _____
 Additions: yes no unknown Dates c1920 Nature* N/rear porch partially enclosed, drop siding, shed roof
 Architect (last name first): - Builder (last name first): Tanner, John
 Ownership History (especially original owner, dates, profession, etc.) Patrick, Frederick L (1983-2008) This individual is the grandson of John Tanner, the man responsible for building this house. The house Tanner grew up in is located across the street.
 Is the Resource Affected by a Local Preservation Ordinance? yes no unknown Describe _____

DESCRIPTION

Style* Frame Vernacular Exterior Plan* Rectangular Number of Stories 2
 Exterior Fabric(s)* Drop siding, beveled wood board
 Roof Type(s)* cross-gable Roof Material(s)* 3V Crimp Metal sheeting
 Roof secondary strucs. (dormers etc.)* _____
 Windows (types, materials, etc.)* 1/1 DHS, wood, independent; 6 light fixed on 2nd story facing South; 2/2 DHS, wood, independent
 Distinguishing Architectural Features (exterior or interior ornaments) Wood surrounds on door and windows, drop siding and corner boards, three turned porch posts on South, 6 light fixed windows under 2nd story cross-gable roof ends, brick chimney on West elevation, historically enclosed room on front porch (SW)
 Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.) Former trailer platform in front yard (SE), barn structure to rear (North), historic orange grove to West on property. Non-historic shed west of house.

* Consult *Guide to Historical Structure Forms* for preferred descriptions (coded fields at the Site File).

DHR USE ONLY	OFFICIAL EVALUATION	DHR USE ONLY
NR List Date ___/___/___ <input type="checkbox"/> Owner Objection	SHPO – Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info KEEPER – Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin</i> 15, p. 2)	Date ___/___/___ Init. _____ Date ___/___/___

DESCRIPTION (continued)

Chimney: No. 1 Material(s) * Brick
Structural System(s) * Wood frame
Foundation: Type(s) * Pier Material(s) * Obscured by lattice board
Main Entrance (stylistic details) Wood panel historic swing door (2), one on S elevation/front, the other facing E on porch
Porch Descriptions (types, locations, roof types, etc.) Partially open, on South elevation, three turned wood posts support a shed roof and the enclosed room to the SW is apparently original to the design (source: F. Patrick)
Condition (overall resource condition): [] excellent [x] good [] fair [] deteriorated [] ruinous
Narrative Description of Resource This unusual two-story house is situated close to the interstate, but the property still reflects the land's past agricultural use. The house, according to current occupant F. Patrick, was built by his grandfather c.1891. The former kitchen to this house, moved c.1930, now is situated at 10302 Tanner Road. Original features of this house include the drop siding, fenestration, doors, roof material, and massing.
Archaeological Remains [] Check if Archaeological Form Completed

* Consult Guide to Historical Structure Forms for preferred descriptions (coded fields at the Site File).

RESEARCH METHODS (check all that apply)

- [x] FMSF record search (sites/surveys) [x] library research [] building permits [] Sanborn maps
[] FL State Archives/photo collection [] city directory [] occupant/owner interview [] plat maps
[x] property appraiser / tax records [] newspaper files [] neighbor interview [] Public Lands Survey (DEP)
[x] cultural resource survey [] historic photos [] interior inspection [] HABS/HAER record search
[] other methods (describe)

Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed) Hillsborough County Property Appraiser

OPINION OF RESOURCE SIGNIFICANCE

Appears to meet the criteria for National Register listing individually? [x] yes [] no [] insufficient information
Appears to meet the criteria for National Register listing as part of a district? [] yes [x] no [] insufficient information
Explanation of Evaluation (required, whether significant or not; use separate sheet if needed) This unusual two-story frame vernacular building represents a limited resource for the area. It has been continuously occupied by the family that built it. Landscape features that reflect the original setting of this building still remain, although in deteriorated condition. It represents an exceptional example of its kind, and additionally reflects an important era in Tampa's early settlement history.
Area(s) of Historical Significance (see National Register Bulletin 15, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.) CP&D

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field & analysis notes, photos, plans, other important documents that are permanently accessible:
For each separately maintained collection, describe (1) document type(s),* (2) maintaining organization,* (3) file or accession nos., and (4) descriptive information.
Florida Site File for past architectural surveys, Florida Site File search, Hillsborough County Property Appraiser
All field notes, maps, and photos on file at ACI; P08030

RECORDER INFORMATION

Recorder Name Estabrook, Desiree and Marielle Lumang
Recorder Contact Information (address / phone / fax / e-mail) 8110 Blaikie Ct, Suite A, Sarasota, Florida 34243/941-379-6206/ ACIFlorida@comcast.net
Recorder Affiliation Archaeological Consultants, Inc.

Use a Supplement for Site Forms or other continuation sheet for descriptions that do not fit in the spaces provided.

Required Attachments

- 1 USGS 7.5' MAP WITH STRUCTURE LOCATION PINPOINTED IN RED
2 LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)
3 PHOTO OF MAIN FACADE, ARCHIVAL B&W PRINT OR DIGITAL IMAGE FILE
If submitting an image file, it must be included on disk or CD AND in hard copy format (plain paper is acceptable). Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

CONTINUATION SHEET

This two-story Frame Vernacular style residence (8HI8742) at 10426 Tanner Road is currently owned and occupied by a descendent of the Tanner family. An informant interview was conducted by ACI staff with Frederick LaVerne Patrick, the grandson of John Tanner who built this house. Tanner, as a child, lived in a small one-story Frame Vernacular style residence that is situated south of this address (but outside the I-75 project APE on a parcel not owned by Mr. Patrick), presumably built by his father John W. Tanner Sr. and mother Sarah Jane. According to 1880 census records, his father was an Alabama native and his mother came from nearby Georgia, but records did not list their date of settlement within Florida. The one-story house remains in a ruinous condition and was the original homestead site until John Tanner reached sixteen years of age. At that time, around 1891, he built the two-story building north of Tanner Road for his new wife. The wood frame structure rests on a pier foundation and reflects an I-House design with a cross-gable roof. The partial front porch enclosure on the west elevation is original to the design of the house. This residence retains its drop siding exterior fabric, 1/1 and 2/2 DHS windows, 6-pane fixed windows, and brick chimney on the west elevation. A shed addition to the rear was built ca. 1960. A non-historic shed is located to the west of the house and is considered to be a non-contributing resource. There is a dirt driveway from Tanner Road that leads towards the house, and a gravel roadway at the end of Tanner Road that traverses the east portion of the property. A detached one and half story kitchen was located to the rear, until the 1930s, when it was moved 0.2 miles west to its current location (Sylvia Place and Tanner Road) for a family member.

Mr. Patrick stated that his family traditionally has been involved in agriculture, primarily focusing on cattle and orange production. This fact is also reflected in the U.S. Census records dating back to 1880. Mr. Patrick still grazes cattle on the remainder of his property, although the construction of I-75 removed many of his farm-related buildings and pasture. The family's orange groves, according to 1939 aerials, once covered a quarter mile stretch of his property fronting Tanner Road; only a concentrated portion remains. Additional groves south of his property once surrounded the original homestead of John Tanner, and more are currently found east of I-75. These orange groves are most likely northern extensions planted by Hugh Sampson, a relative of the Tanner family, whose ca.1912 two-story residence still remains on the east side of I-75, roughly one mile SE of 8HI8742. As described in the 1998 *Hillsborough County Historic Resources Survey Report* (Hillsborough County Planning and Growth Management Office), by 1912 there were only 12 houses within a two-mile radius of the Hugh Sampson house. By current estimates, the Sampson house and this property may be part of the few remaining resources representing the Mango community from the early 20th century.

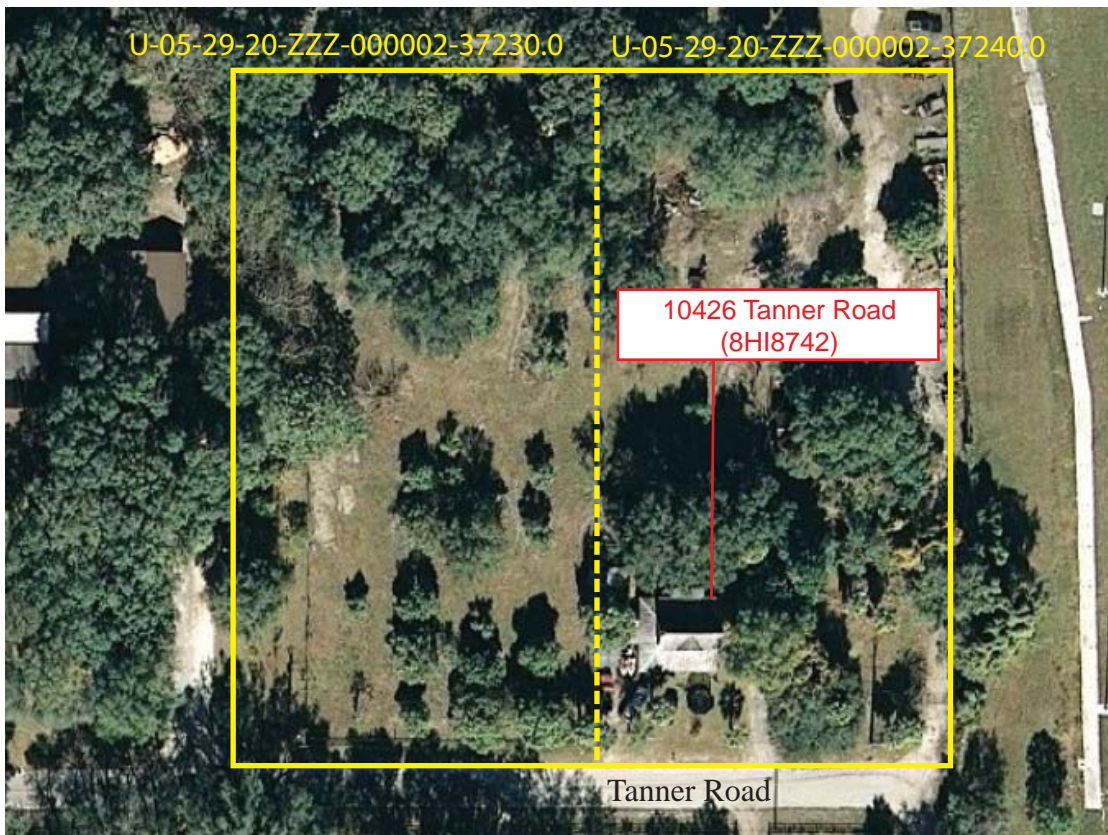
According to the *Hillsborough County Historic Resources Survey Report*, 14 Frame Vernacular style structures built prior to 1900 were extant throughout the county, and only 8 of those are two-stories in height. Many more previously recorded structures were discovered to be destroyed, indicating a significant loss of resources. By current estimates, the FMSF records and aerials suggest only 13 frame vernacular buildings (c1900 or earlier) still exist in the county. Only one, the Stanaland House (8HI1001) bears a similar context, massing, and setting to the property recorded at 10426 Tanner Road. The Stanaland House is a two-story I-House with wood frame construction clad in drop siding; but reflects diminished integrity with the enclosure of the front porch and two shed additions to the rear. Both properties are similar in that they are located adjacent to extant, but deteriorated, orange groves, thus indicating a historic tie to agriculture. However, the property (8HI8742) located at 10426 Tanner Road has maintained its continuity of form and function for over a century, and reflects the Tanner family's historic ties to the early settlement and agricultural use of Hillsborough County, and more specifically, to the nearby early community of Mango. Therefore, 8HI8742 appears potentially eligible for listing on the NRHP at the local level under Criterion A, for its association with early settlement and agricultural practice in Hillsborough County and under Criterion C as a fine example of late 19th

to early 20th century rural vernacular architecture. The potential historic property includes the residence and the associated historic landscape, specifically the 1.28 acre parcel with the residence and an associated barn structure and the adjacent 1.42 acre parcel (to the west) containing a historic orange grove. The barn is a wood frame structure that appears to be original to the house and remains in a deteriorated condition. The potential NRHP boundary is comprised of two parcels (U-05-29-20-ZZZ-000002-37230.0 and U-05-29-20-ZZZ-000002-37240.0) owned by the Tanner family. The parcel surrounding the Tanner Residence is not owned by Mr. Patrick and does not contain elements that contribute to NRHP eligibility; a non-historic house is located to the west and pasture to the north. These two parcels of the remaining Tanner property retain sufficient integrity in that it conveys a historic sense of the long established Tanner family homestead connected with the broad trends and patterns of the farming and citrus industries that once characterized early 20th century Florida.

PHOTOGRAPH



PARCEL STREET MAP



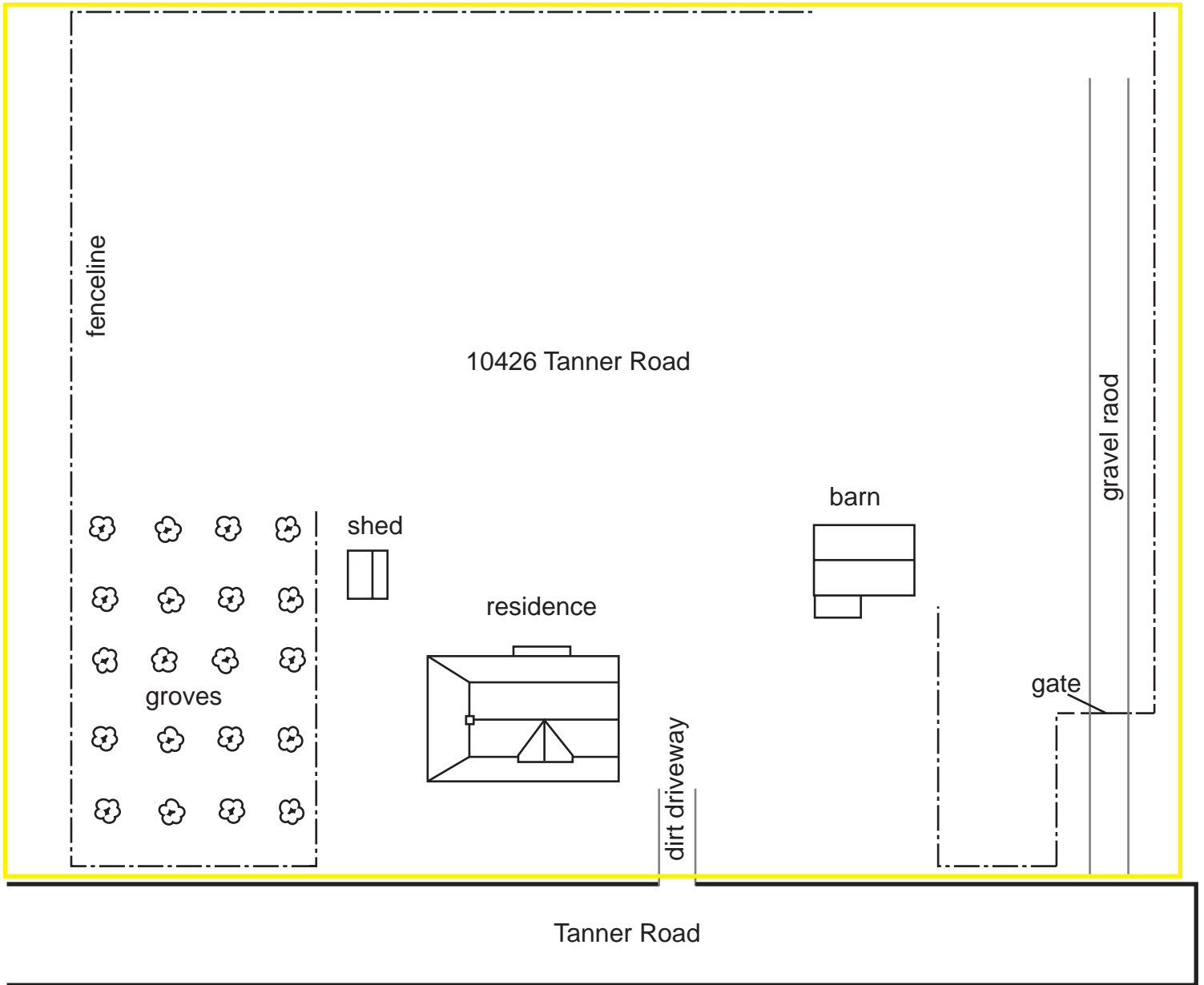
PHOTOGRAPHS



PHOTOGRAPHS



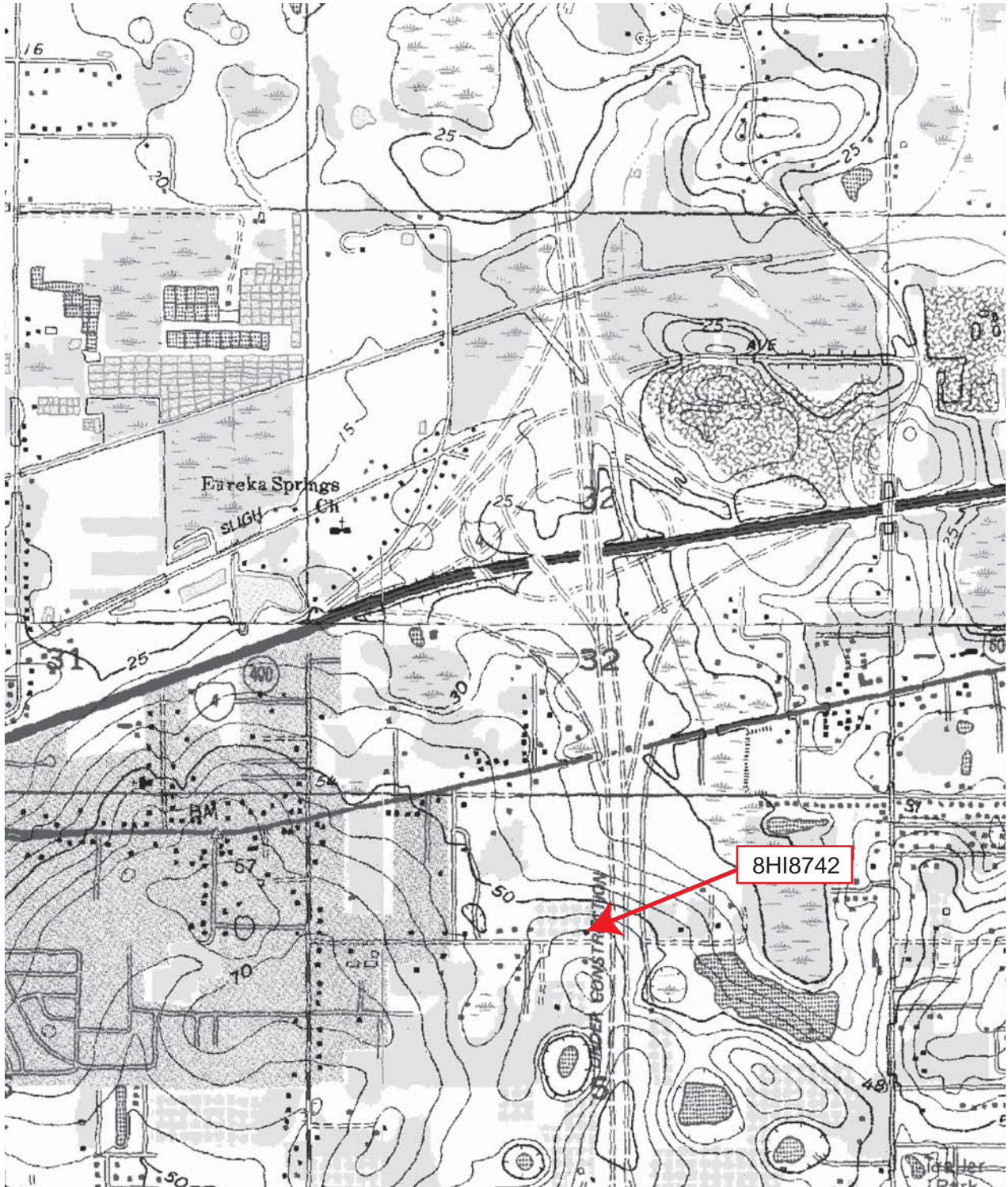
SKETCH MAP



N ↑
not to scale

GIS USGS MAP

Township 29 South, Range 20 East, Section 5
Brandon, 1982



Google Earth Map

Township 29 South, Range 20 East, Section 5
Brandon, 1982



10426 Tanner Road
(8HI8742)

8HI8742
NRHP-
eligible
boundary



APPENDIX C: Historic Aerial Photographs



1939 Aerial overlaid on 2009 Google Earth Map



1968 Aerial overlaid on 2009 Google Earth Map



I-75 (SR 93A) PD&E Study
South of US 301 to North of Fletcher Avenue
 WPI Segment No.: 419235-3
 Hillsborough County

Historic aerial photographs of the
 Tanner Residence property.