

**TAMPA-HILLSBOROUGH COUNTY
EXPRESSWAY AUTHORITY**

Addendum No. 13

FOR

Request for Proposals (RFP)

East Selmon Slip Ramps Design-Build

RFP O-02520

ADDENDUM NO. 13

PROJECT NAME: East Selmon Slip Ramps Design-Build RFP O-02520

DATE OF ADDENDUM: April 6, 2021

PLEASE NOTE THE FOLLOWING ADDENDUM NO. 13 TO THE RFP:

The RFP Reference Documents are revised as follows:

REFERENCE DOCUMENTS

The following documents are being provided with this RFP. Except as specifically set forth in the body of this RFP, these documents are being provided for reference and general information only. They are not being incorporated into and are not being made part of the RFP, the contract documents or any other document that is connected or related to this Project except as otherwise specifically stated herein. No information contained in these documents shall be construed as a representation of any field condition or any statement of facts upon which the Design-Build Firm can rely upon in performance of this contract. All information contained in these reference documents must be verified by a proper factual investigation. The bidder agrees that by accepting copies of the documents, any and all claims for damages, time or any other impacts based on the documents are expressly waived.

- R_01 - Historic Plans (Updated March 11, 2021)
- R_02 - Concept Plans
- R_03 - Bridge Inspection Reports
- R_04 - Existing Bridge Plans
- R_05 - East Selmon Planning and Feasibility Study
- R_06 - Geotechnical Data
- R_07 - Type 1 Categorical Exclusion (Ramp 3)
- R_08 - Project Environmental Impact Report (Ramp 2)
- R_09 - Survey Data
- R_10 - Selmon Expressway Connector MOU
- R_11 - Selmon Expressway and I-75 Interchange MOU
- R_12 - Pipe Video Inspection - Vicinity of Ramp 3
- R_13 - Utility Information
- R_14 - Conceptual Typical Sections
- R_15 - Pre-Bid Meeting Presentation
- R_16 - Existing REL Gate Drawings

Respondents MUST acknowledge receipt of this Addendum/Letter of Clarification by signing, dating and returning the completed Acknowledgement of Receipt of Letter of Addendum/Clarification form.

All other items, conditions, and specifications in the procurement document not specifically changed by the Addendum remain unchanged.

Please send all questions to THEA's Procurement Manager, Man Le, via email at Man.Le@tampa-xway.com.

ACKNOWLEDGEMENT OF RECEIPT OF ADDENDUM and/or LETTER OF CLARIFICATION

Were Addenda issued on this Solicitation?

- Yes
- No

Were Letter of Clarification issued on this Solicitation?

- Yes
- No

I (We) hereby acknowledge receipt of the following Addendum/Addenda issued in reference to this solicitation by listing the Addenda by number, date and signing the form:

Addendum _____

Date: _____

Addendum _____

Date: _____

Letter of Clarification _____

Date: _____

Letter of Clarification _____

Date: _____

BIDDER:

By: _____
Authorized Signature

Printed Name of Signer

Title of Signer

Date Signed

[END OF ACKNOWLEDGMENT OF RECEIPT FORM]

PROJECT ENVIRONMENTAL IMPACT REPORT

East Selmon Expressway (SR 618) Slip Ramp #2

From the RELs to westbound mainline (local lanes) near the I-4 Connector

Hillsborough County, Florida

Date: March 22, 2021

Prepared for:



Tampa Hillsborough Expressway Authority

Anna Quiñones, Project Manager

1104 East Twiggs Street, Suite 300

Tampa, Florida 33602

Prepared by:



Kimley-Horn and Associates, Inc.

189 South Orange Avenue, Suite 1000

Orlando, FL 32801

PROJECT ENVIRONMENTAL IMPACT REPORT CHECKLIST

1. PROJECT DESCRIPTION AND PURPOSE AND NEED:

a. Project Information:

Project Name: **East Selmon Expressway (SR 618) Slip Ramp #2**

Project Limits: **From west of the bridge over CSX Railroad to east of the bridge over 34th Street**

County: **Hillsborough**

ETDM Number (If applicable): **Not applicable**

THEA Project Number: **THEA O-02520**

b. Proposed Improvements: **Add a new egress ramp (15 feet wide lane) onto the westbound local lanes from the REL east of the I-4 Connector, ending west of the CSX overpass bridge (#100447).**

c. Purpose and Need: **The high use of the westbound local lanes has resulted in peak hour traffic congestion while the RELs remain underutilized. The purpose of the project is to encourage longer trips on the REL during the AM peak period and better utilize the excess REL capacity.**

2. ENVIRONMENTAL ANALYSIS

Issues/Resources	*Substantial Impacts?				**Supporting Information
	Yes	No	Enhance	No Inv	
A. SOCIAL and ECONOMIC					
1. Social	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
2. Economic	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See section 2.1
3. Land Use Changes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
4. Mobility	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See section 2.2
5. Aesthetic Effects	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
6. Relocation Potential	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
B. CULTURAL					
1. Historic Sites/Districts	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See section 2.3
2. Archaeological Sites	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See section 2.4
3. Recreational Areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A

Issues/Resources	*Substantial Impacts?				**Supporting Information
	Yes	No	Enhance	No Inv	
C. NATURAL					
1. Wetlands and Other Surface Waters	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See section 2.5</u>
2. Aquatic Preserves and Outstanding FL Waters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>N/A</u>
3. Water Quality and Stormwater	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See section 2.6</u>
4. Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>N/A</u>
5. Floodplains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See section 2.7</u>
6. Coastal Barrier Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>(unless federal funds sought in the future)</u>
7. Protected Species and Habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>N/A</u>
8. Essential Fish Habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>N/A</u>
D. PHYSICAL					
1. Highway Traffic Noise	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>See section 2.8.</u>
2. Air Quality	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>N/A</u>
3. Contamination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See section 2.9</u>
4. Utilities and Railroads	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See section 2.10</u>
5. Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See section 2.11</u>
6. Bicycles and Pedestrians	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>N/A</u>
7. Navigation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>N/A</u>

* Substantial Impacts?: Yes = Substantial Impact; No = No Substantial Impact; Enhance = Enhancement; NoInv = Issue absent, no involvement.

**Supporting information is documented in the referenced document(s):

- **Cultural Resource Desktop Analysis and Field Review for the Selmon Expressway Slip Ramps, December 11, 2020**
- **East Selmon Expressway PD&E Study Assessment of REL Ramp Locations, May 29, 2020**

3. ANTICIPATED PERMITS

- Individual Dredge and Fill Permit- USACE
- Nationwide Permit- USACE
- Bridge Permit- USCG
- Environmental Resource Permit SWFWMD (FDEP or WMD)
- _____

4. ENGINEERING ANALYSIS

Preliminary concept plans were developed including a master signing plan showing the proposed location of overhead sign structures. See Attachment A.

5. COMMITMENTS

None

6. SELECTED ALTERNATIVE

The preferred alternative is to construct Slip Ramp #2 near the I-4 Connector.

7. APPROVED FOR PUBLIC AVAILABILITY (Before public hearing when a public hearing is required)

Date

8. PUBLIC INVOLVEMENT: (check one only)

- 1. A public hearing is not required.
- 2. A public hearing will be held _____. This draft document is publicly available and comments can be submitted to FDOT until _____.

District Contact Information: _____

Florida Department of Transportation

_____, Florida, _____

- 3. A public hearing was held on _____ and the transcript is available.
- 4. An opportunity for a public hearing was afforded and was documented _____.

9. APPROVAL OF FINAL DOCUMENT

This project has been developed without regard to race, color, national origin, age, sex, religion, disability, or family status.

The final PEIR reflects consideration of the PD&E study.


Joe Waggoner
THEA Executive Director

4/2/2021
Date

Contents

PROJECT ENVIRONMENTAL IMPACT REPORT CHECKLIST	2
1. Project Summary.....	6
1.1 Project Overview	6
1.2 Purpose and Need	6
1.3 Commitments.....	6
1.4 Description of the Preferred Alternative	6
2. Environmental Analysis.....	8
2.1 Economic	8
2.2 Mobility.....	8
2.3 Historic Sites/Districts	10
2.4 Archaeological Sites.....	11
2.5 Wetlands and Other Surface Waters.....	11
2.6 Water Quality and Stormwater	12
2.7 Floodplains.....	12
2.8 Highway Traffic Noise	13
2.9 Contamination.....	13
2.10 Utilities and Railroads	14
2.11 Construction.....	15
3. Public Involvement.....	16

List of Figures

Figure 1: Slip ramp #2 project location map	7
Figure 2: 2026 AM LOS with Slip Ramp #3 Only (Source: Traffic Assessment)	9
Figure 3: 2026 AM LOS with Slip Ramps #2 and #3 (Source: Traffic Assessment)	9
Figure 4: HART Route 360LX (Source: HART)	10
Figure 5: Existing wetlands and ponds map.....	11
Figure 6: Floodplain map (Source: FEMA map 12057C0358H).....	12
Figure 7: Contamination sites (Source: FDEP)	13
Figure 8: Existing utility cabinets under 34th Street bridge (Source: Google Earth).....	14
Figure 9: CSX right of way (Source: THEA right of way map).....	15

Attachments

Attachment A -	Concept Plans
Attachment B -	Slip Ramp Traffic Assessment Memo
Attachment C -	Cultural Resource Memo
Attachment D -	FDEP Contamination Locator Map

1. Project Summary

This report documents the environmental impacts for Slip Ramp #2, providing egress from the Reversible Express Lanes (REL) to the westbound local lanes along the Selmon Expressway (SR 618).

1.1 Project Overview

The East Selmon Expressway PD&E Study is evaluating improvements to meet existing and future year travel demand. Preliminary analysis shows that the westbound local lanes are congested in the opening year (2026) AM peak hour while the REL is underutilized. By constructing additional access points to/from the REL, traffic will be able to utilize this excess capacity and flow can be improved in the near term.

Three potential REL slip ramps were evaluated:

- Slip Ramp #1: REL westbound egress near Channelside Drive
- Slip Ramp #2: REL westbound egress near the I-4 Connector
- Slip Ramp #3: REL westbound ingress near I-75

Because of the urgent need to address existing traffic congestion, Slip Ramps #2 and #3 have been expedited to begin construction before the end of the overall PD&E Study. The environmental impacts of Slip Ramp #3 will be documented separately as a Type I Categorical Exclusion because it is within the I-75 operational right of way. Slip Ramp #1 will not be expedited at this time, but will be evaluated further in the overall PD&E Study.

1.2 Purpose and Need

The purpose of this project is to accommodate existing and future traffic and enhance safety conditions on the Selmon Expressway from Downtown Tampa to I-75 in Hillsborough County. A secondary purpose is to improve travel time reliability and resiliency of the FDOT Strategic Intermodal System (SIS), of which the Selmon Expressway is a part. While the overall PD&E study will evaluate alternatives that increase capacity on the local lanes and the Reversible Express Lanes, the purpose of this expedited project is to address existing traffic needs through lower cost Transportation System Management and Operation improvements.

1.3 Commitments

There have been no project specific commitments made.

1.4 Description of the Preferred Alternative

The preferred alternative is to construct Ramp #2 in the near term because it would meet the immediate need to improve traffic conditions on the westbound local lanes while the overall PD&E Study evaluates adding additional through lanes.

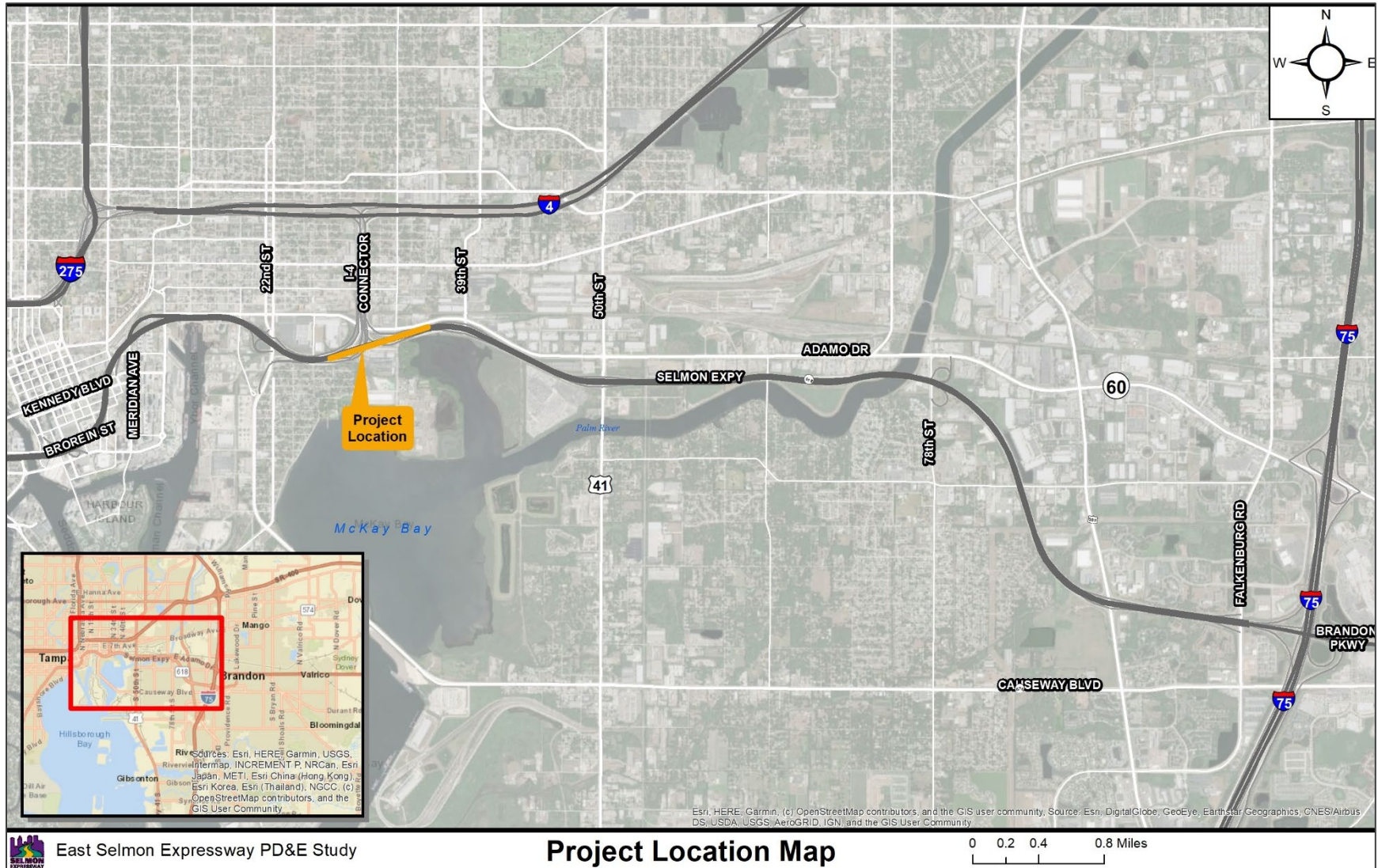


Figure 1: Slip ramp #2 project location map

2. Environmental Analysis

This section describes the environmental analysis of the proposed Slip Ramp #2 as it relates to the social, natural, cultural, and physical environment. Environmental resources with No Involvement are not included in this report.

2.1 Economic

The proposed project is expected to enhance the local economy by improving regional transportation on the Selmon Expressway, a part of the SIS.¹ A goal of the SIS is to help Florida become a worldwide economic leader and enhance economic prosperity.² By improving the Selmon Expressway, the SIS and greater economy can also be improved.

2.2 Mobility

The proposed slip ramp is expected to enhance mobility for vehicles on the Selmon Expressway local lanes by enabling longer trips on the REL, which is below capacity (**Figure 2**). With the addition of Slip Ramp #2 (**Figure 3**), most of the westbound local lanes would improve from Level of Service (LOS) F to LOS C or D in the 2026 AM peak hour while the REL would also operate at LOS C or D.³ See Attachment B for more detail.

The Hillsborough Area Rapid Transit (HART) operates express bus route 360LX on the Selmon Expressway.⁴ One eastbound bus per hour on Monday through Saturday enters the local lanes at Kennedy Boulevard and exits at US-301 (**Figure 4**). The westbound bus uses the same interchanges but in the opposite direction. Since Route 360 LX uses the Selmon Expressway, bus operations would also benefit from the proposed improvements.

¹ FDOT. 2019. SIS Atlas. Accessed on May 7, 2020 from <https://www.fdot.gov/planning/systems/documents/brochures/default.shtm>

² Florida Statutes. 339.62-65. *FDOT SIS Policy Plan*. Dated March 2016. Page 2. Accessed on Dec. 9, 2020 from <https://www.fdot.gov/docs/default-source/planning/systems/programs/mspi/plans/SIS-PolicyPlan.pdf>

³ Sloboden, J and Coates, A. 2020. *Assessment of REL Ramp Locations* for the East Selmon Expressway PD&E Study. Figure 4 and 5. Dated May 29, 2020.

⁴ HART. 2020. *System Map*. Effective Aug. 9, 2020. Accessed on Nov. 17, 2020 from <http://www.gohart.org/Style%20Library/goHART/pdfs/service/System-Map-Aug2020.pdf>

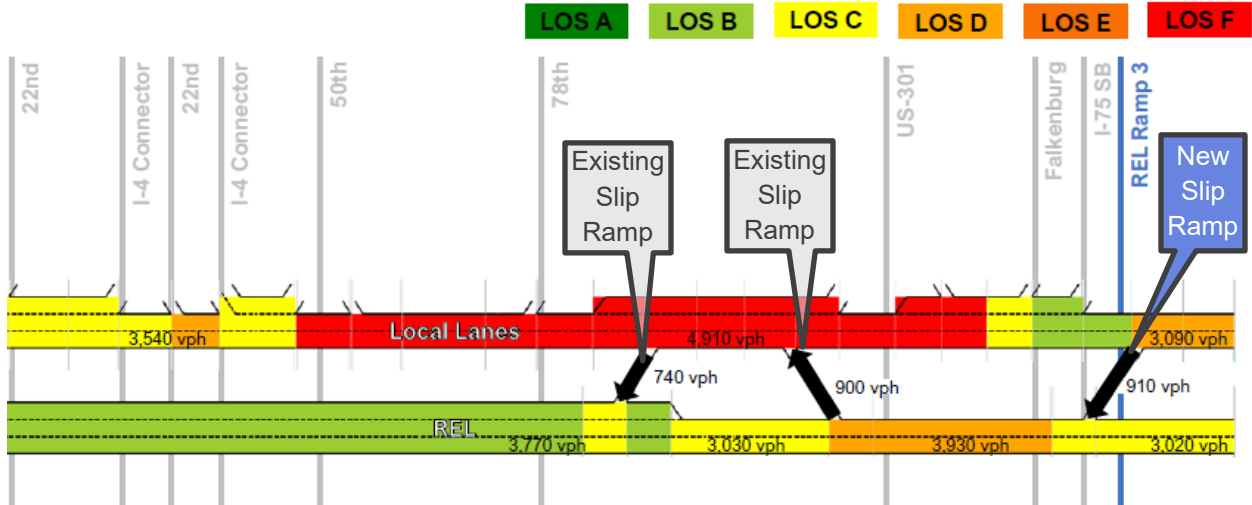


Figure 2: 2026 AM LOS with Slip Ramp #3 Only (Source: Traffic Assessment)

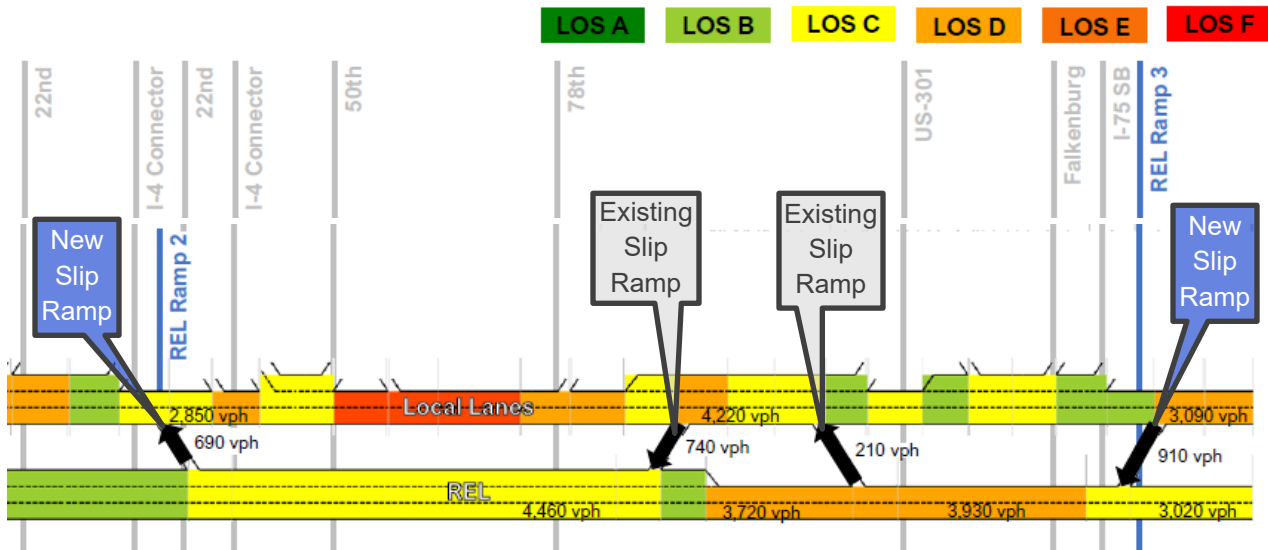


Figure 3: 2026 AM LOS with Slip Ramps #2 and #3 (Source: Traffic Assessment)



Figure 4: HART Route 360LX (Source: HART)

2.3 Historic Sites/Districts

The proposed project is expected to have no substantial impact on historic sites or districts because the identified historic resources, the Tampa Northern Railroad Gary Shops Spur and a historic metal building located at 3107 E. Grace Street, are considered ineligible for listing in the National Register.

A memorandum documenting the cultural resource desktop analysis and field review was created to locate and identify any cultural resources within the Area of Potential Effect (APE).⁵ The results of the survey is the identification of the railroad spur under the Selmon Expressway as ineligible for listing in the National Register because of significant additions and alternations. Likewise, the metal building is ineligible due to additions and non-historic alterations. The State Historic Preservation Officer concurred with these findings on January 27, 2021. See Attachment C for more information.

⁵ White, D. and Schieffer, A. 2020. *Cultural Resource Desktop Analysis and Field Review* for the Selmon Expressway Slip Ramps. Dated November 19, 2020.

2.4 Archaeological Sites

The proposed project is expected to have no impact on archaeological sites as a review of the Florida Master Site File and the National Register of Historic Places indicated no recorded sites within the APE. The State Historic Preservation Officer concurred with these findings on January 27, 2021. See Attachment C for more information.

2.5 Wetlands and Other Surface Waters

The proposed project is expected to have no substantial impact on wetland and other surface waters. The Selmon Expressway overpass at 34th Street will cross jurisdictional wetlands at the 34th Street Canal (**Figure 5**) with minimal impact. This wetland would be considered jurisdictional to Southwest Florida Water Management District (SWFWMD) and US Army Corps of Engineers (USACE). The proposed bridge will shade an area of approximately 0.04 acres, which qualifies for the USACE Nationwide Permit 14 for linear transportation projects.⁶ The impact is below the 1/10-acre threshold requiring USACE pre-construction notification or delineation.

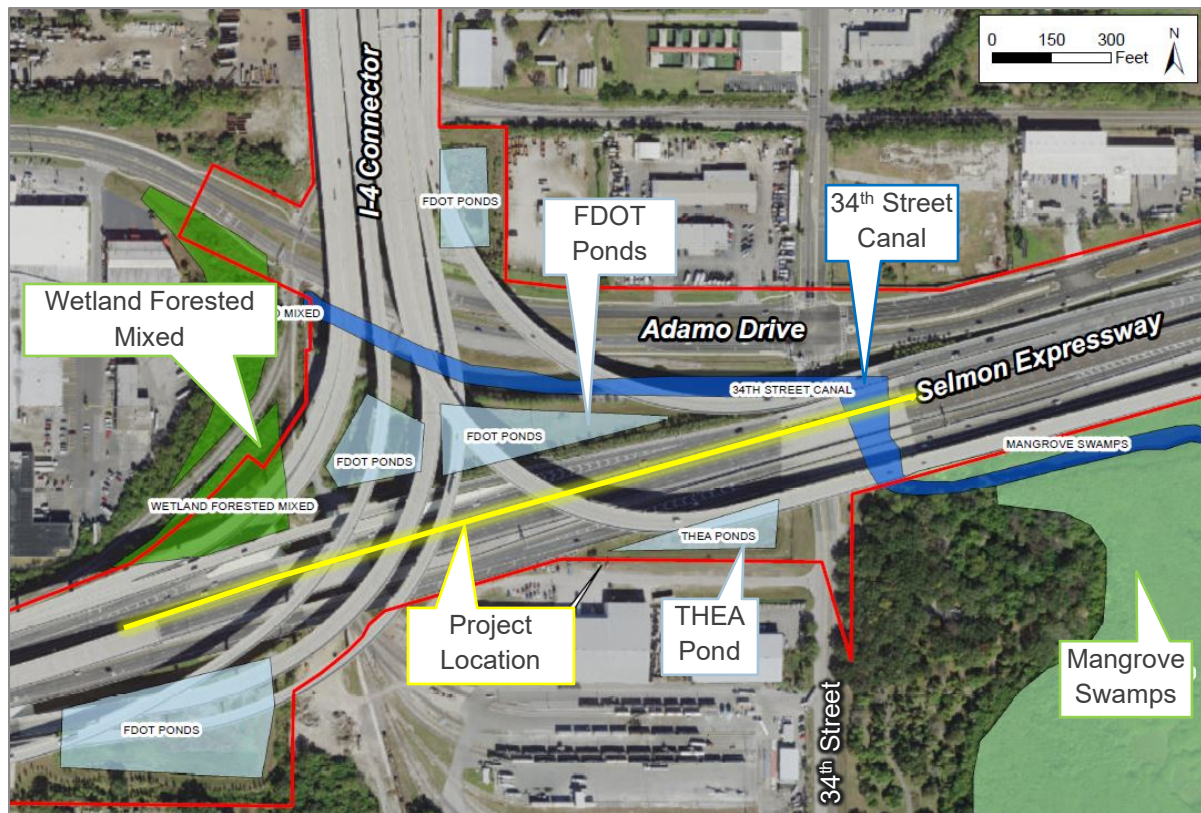


Figure 5: Existing wetlands and ponds map

⁶ USACE. 2017. *Summary of the 2017 Nationwide Permits*. Accessed on Dec. 10, 2020 from <https://usace.contentdm.oclc.org/utis/getfile/collection/p16021coll7/id/6711>

2.6 Water Quality and Stormwater

The proposed project is expected to have no impact on water quality and stormwater because the only additional impervious area is the bridge widening, which is considered minor per F.A.C. 62-330.315(2).⁷

The existing drainage system was permitted by the SWFWMD under Environmental Resource Permit 43020690.009. Some median inlets may need to be reconstructed as barrier wall inlets as part of the proposed improvements. The contributing areas to each inlet may change slightly, but the overall drainage system will remain with no change to existing drainage patterns. The roadway discharges to the FDOT ponds (**Figure 5**).

2.7 Floodplains

The proposed project is expected to have no substantial impact on floodplains because the proposed improvements will not encroach on the floodplain.

Even though the project location is within the 100-year floodplain (**Figure 6**),⁸ the improvements will have a negligible volumetric impact on the tidally influenced floodplain. The FEMA Flood Map is included in Attachment D.

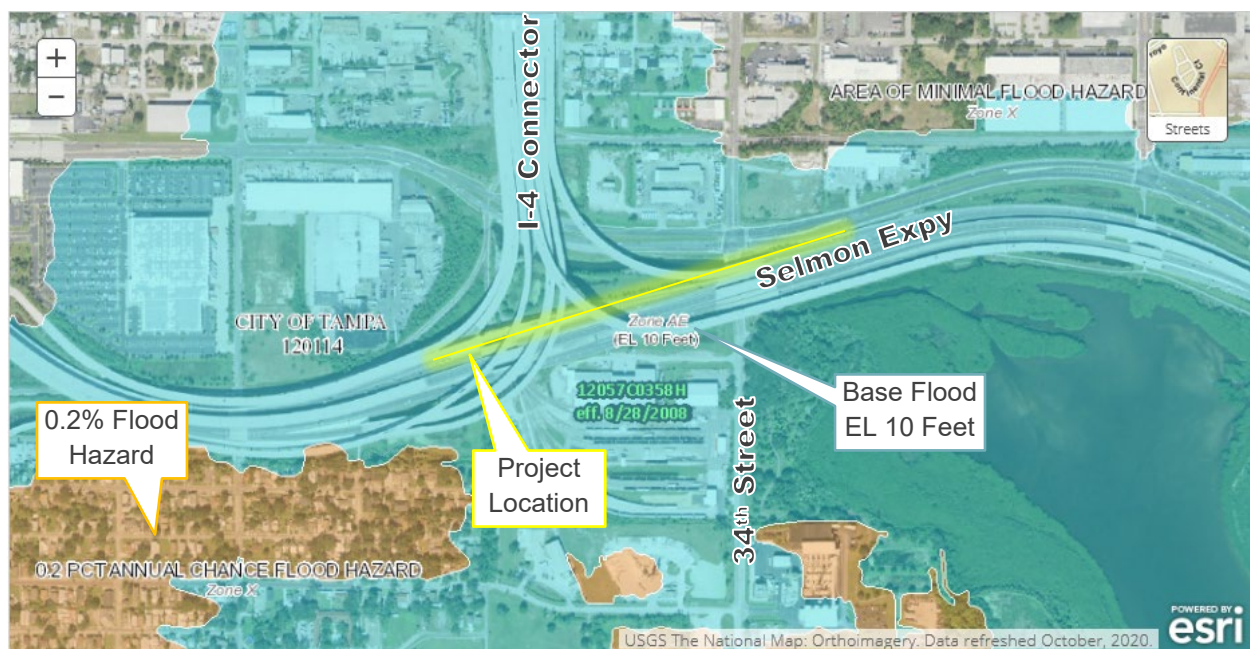


Figure 6: Floodplain map (Source: FEMA map 12057C0358H)

⁷ FDEP. 2018. *Environmental Resource Permit Applicant's Handbook Volume I*. Page 6-3. Accessed on Jan 8, 2021 from https://www.swfwmd.state.fl.us/sites/default/files/medias/documents/Applicant_Hanbook_I_-_Combined.pdf

⁸ FEMA. Flood Insurance Rate Map 12057C0358H. Effective Aug. 28, 2008. Accessed on Dec. 10, 2020 from <https://msc.fema.gov/portal/home>

2.8 Highway Traffic Noise

Since the proposed Slip Ramp #2 improvement will not add through-traffic lanes or alter horizontal or vertical alignment, a noise analysis is not required.⁹

2.9 Contamination

The proposed project is expected to have no substantial impact by contamination. It is anticipated that the contractor will be able to avoid potential contamination impacts to construction or that appropriate remediation steps would be taken.

Figure 7 shows the location of two adjacent contaminated sites.¹⁰ The active petroleum cleanup at 2815 Long Street is the site of an FDOT pond south of the Selmon Expressway and west of the CSX railroad.¹¹ The City of Tampa owned McKay Bay Nature Park is located on the site of historic landfill #42, south of the Selmon Expressway and east of 34th Street.¹² The railroad is a potential contamination source with typical recognized environmental conditions including herbicides, petroleum, and creosote. See Attachment E for the FDEP map.

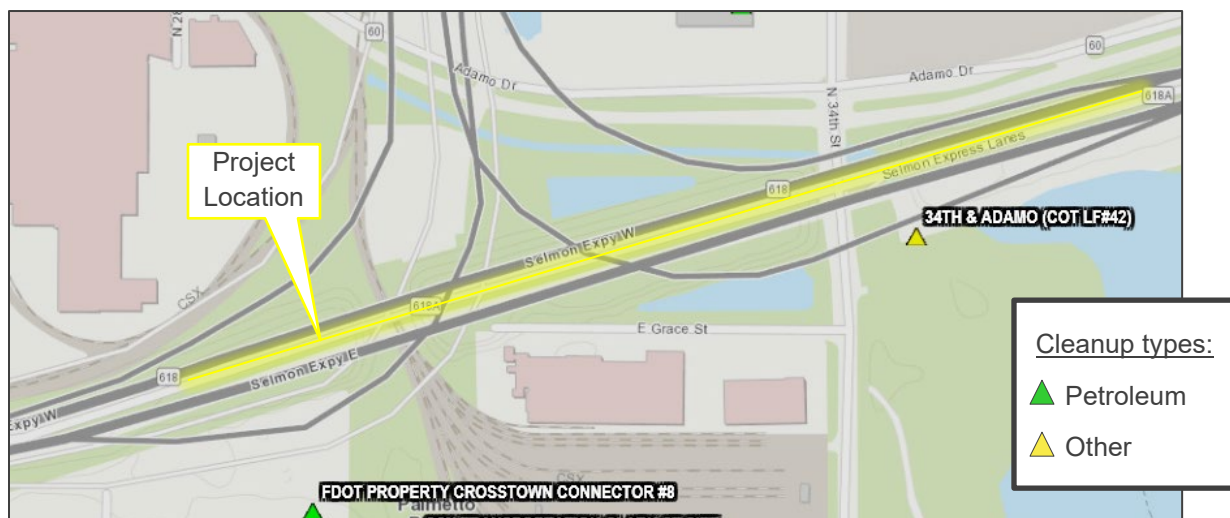


Figure 7: Contamination sites (Source: FDEP)

⁹ FDOT. 2020. *PD&E Manual*. Part 2. Chapter 18.1.3. Accessed on Dec. 17, 2020 from <https://www.fdot.gov/environment/pubs/pdeman/pdeman-current>

¹⁰ FDEP 2020. Contamination Locator Map. Accessed on Dec. 14, 2020 from <https://prodenv.dep.state.fl.us/DepCleanup/viewmap.do>

¹¹ FDEP. 2020. *Information Portal Facility ID 8509056*. Accessed on Dec. 14, 2020 from <https://prodenv.dep.state.fl.us/DepNexus/public/electronic-documents/8509056/facility!search>

¹² FDEP. 2020. *Information Portal Facility ID ERIC_13867*. Accessed on Dec. 14, 2020 from https://prodenv.dep.state.fl.us/DepNexus/public/electronic-documents/ERIC_13867/facility!search

2.10 Utilities and Railroads

The proposed project is expected to have no substantial impact on utilities and railroads because only minor utility relocations are anticipated and there should be no disruption to the railroad operations.

Although there are no overhead utilities in the project area, underground utilities may conflict with the proposed bridge foundations. **Figure 8** shows existing utility cabinets along the west side of 34th Street in the area of proposed bridge widening.

The active CSX railroad spur passes underneath the Selmon Expressway near the I-4 connector. There appears to be approximately 131 feet of railroad right of way based on historical maps (**Figure 9**).¹³ The CSX Public Projects Manual dictates that the proposed bridge widening will need to completely span CSX right of way.¹⁴ THEA owns a perpetual aerial easement over the CSX railroad property, 23 feet above the tracks.



Figure 8: Existing utility cabinets under 34th Street bridge (Source: Google Earth)

¹³ THEA. 1982. *Right of Way Map 10002-2520-3*. Sheet 2. As-Built drawing dated Jan. 1982.

¹⁴ CSX. 2020. *Public Projects Manual*. Page 28. Revised August 2020. Accessed on Dec. 3, 2020 from <https://www.csx.com/index.cfm/library/files/about-us/property/public-project-manual/>

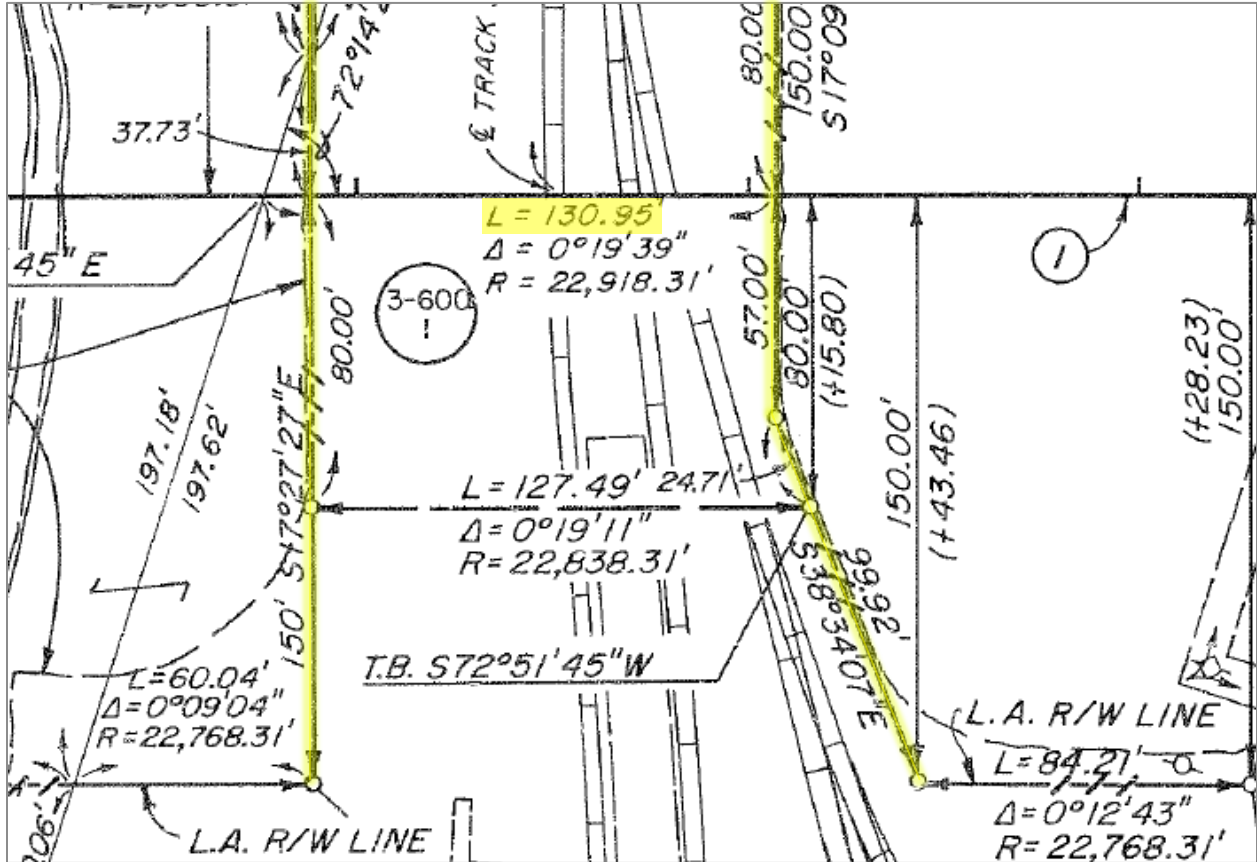


Figure 9: CSX right of way (Source: THEA right of way map)

2.11 Construction

The proposed project is expected to have no substantial impacts caused by construction because the sites have adequate right of way and access for construction equipment and detour routes are available for traffic control.

Temporary traffic controls required during construction include signage, barricades, and shoulder closure. The designer may want to utilize a lane shift with temporary concrete barrier wall on the westbound general use lanes in lieu of temporary lane closure. A single lane closure on the RELs may be possible because of low traffic volume, but a lane closure analysis will be needed during the design phase to verify lane closure periods. Some road and trail closures will be needed to ensure public safety during critical phases of construction, such as widening the bridges. Closures with detours should be coordinated well in advance and utilize night or weekend work to minimize inconvenience to the traveling public.

Noise and vibration impacts caused by construction equipment are likely and will need to be monitored during construction. Driven pile foundations, if used, would generate the most disruptive noise and vibration.

3. Public Involvement

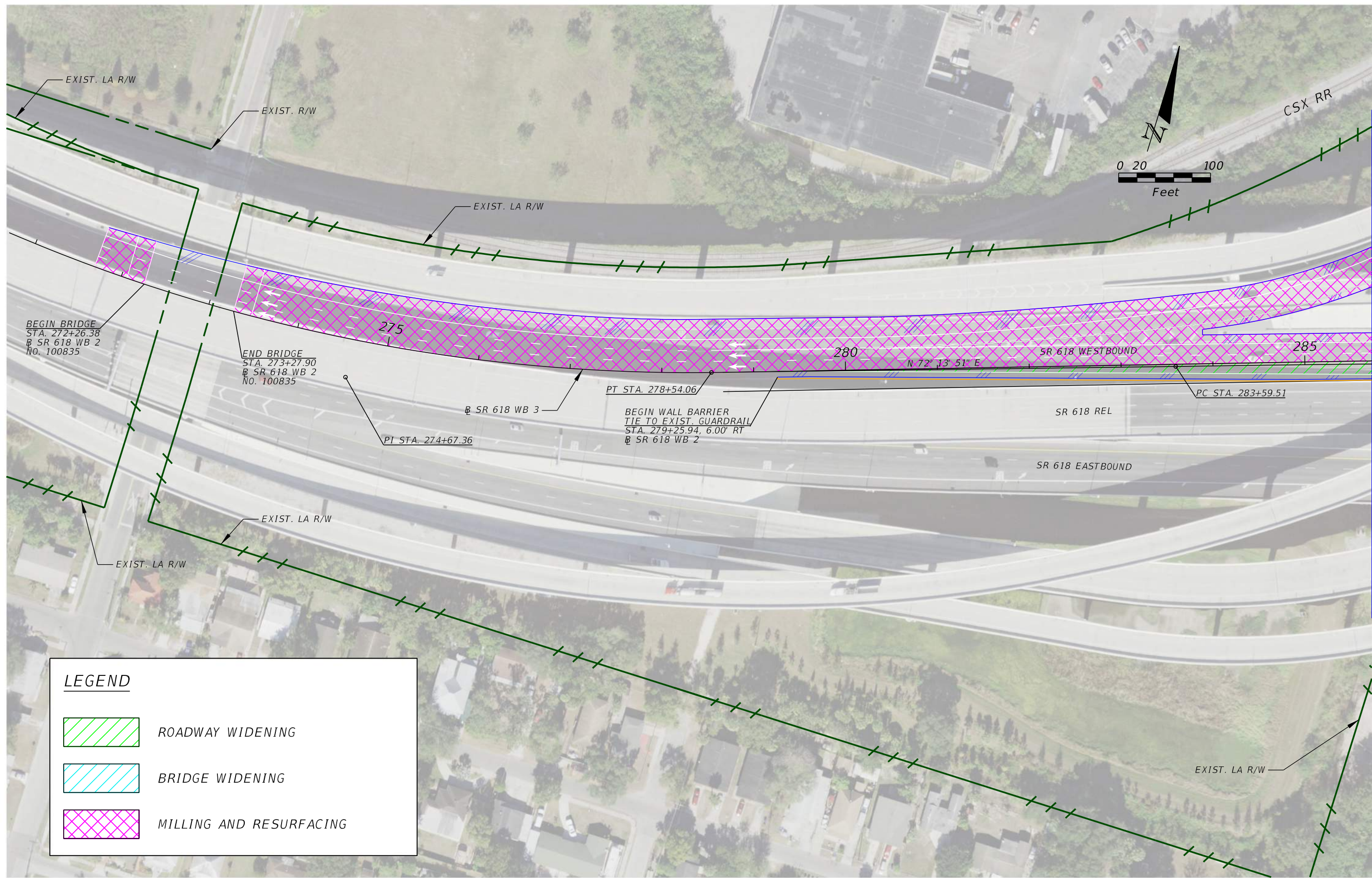
Limited public involvement was conducted since this is a minor project to improve operations on the Selmon Expressway within existing operational right of way. The proposed Slip Ramp was discussed at the THEA board virtual public meeting on September 21, 2020, with the meeting minutes approved at the October 26, 2020 meeting.¹⁵

The discussion at the meeting included the funding of the Slip Ramp analysis, the Slip Ramp design-build request for proposal, Slip Ramp construction engineering and inspection procurement support, and Slip Ramp drainage structure investigation analysis. All motions that supported the Slip Ramp development were approved by the Board.

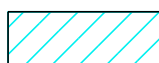
Additional community awareness will be needed before Ramp 2 and 3 begin construction in the Summer of 2021. THEA will host project updates on its website throughout the duration of the Ramp 2 and 3 Design-Build projects.

¹⁵ THEA. 2020. *Minutes of September 21, 2020 Virtual Board Meeting*. Accessed on Dec. 14, 2020 from <https://www.tampa-xway.com/wp-content/uploads/2020/11/Final-092120-Board-Minutes-Executed.pdf>

ATTACHMENT A – CONCEPT PLANS

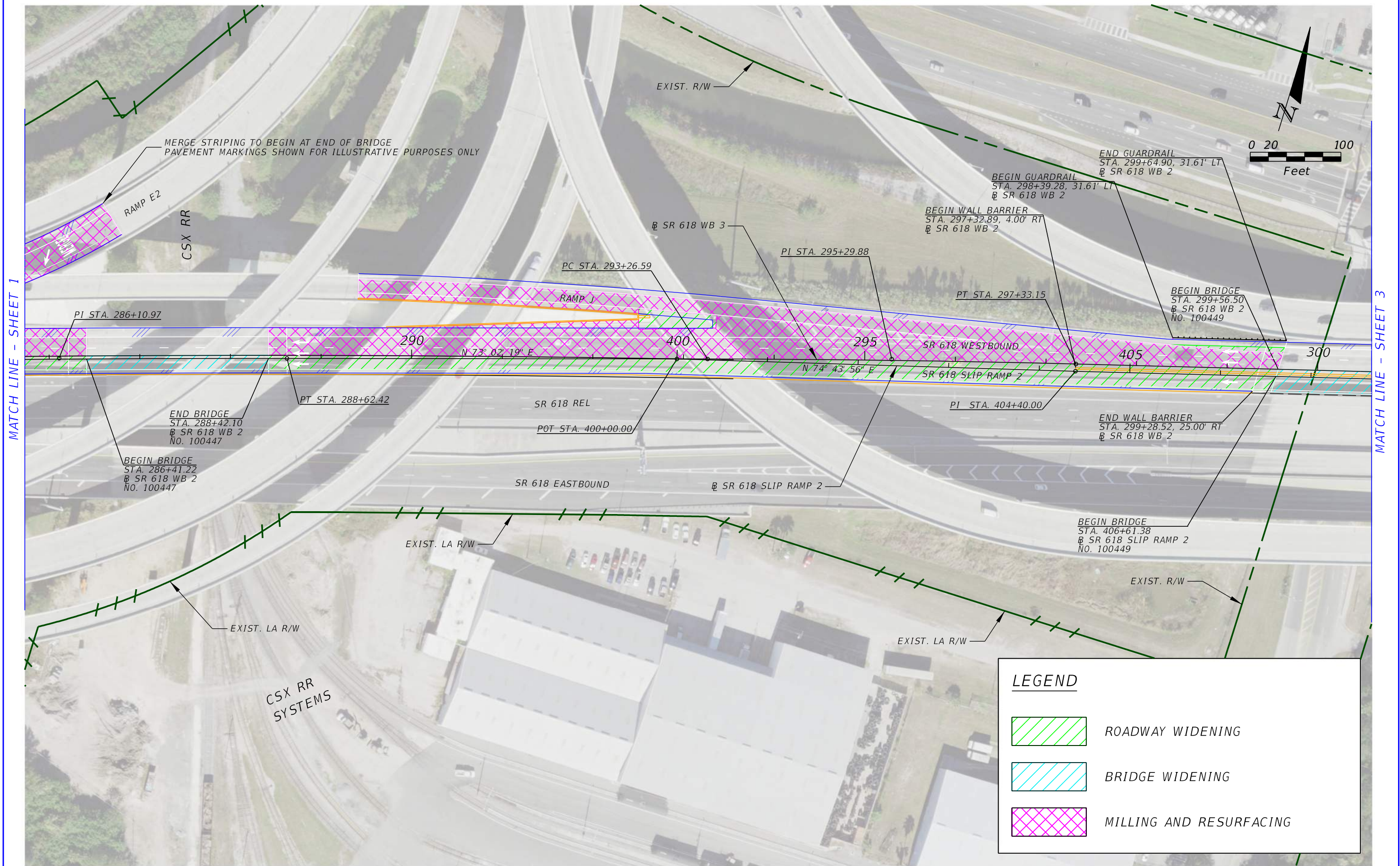


LEGEND

-  ROADWAY WIDENING
-  BRIDGE WIDENING
-  MILLING AND RESURFACING

REVISIONS				KIMLEY-HORN AND ASSOCIATES 189 S. ORANGE AVE SUITE 1000 ORLANDO, FL 32801	TAMPA HILLSBOUGH EXPRESSWAY AUTHORITY			SR 618 REL SLIP RAMP 2	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					618	HILLSBOROUGH	O-02520		1

MATCH LINE - SEE SHEET 2



MATCH LINE - SHEET 1

MATCH LINE - SHEET 3

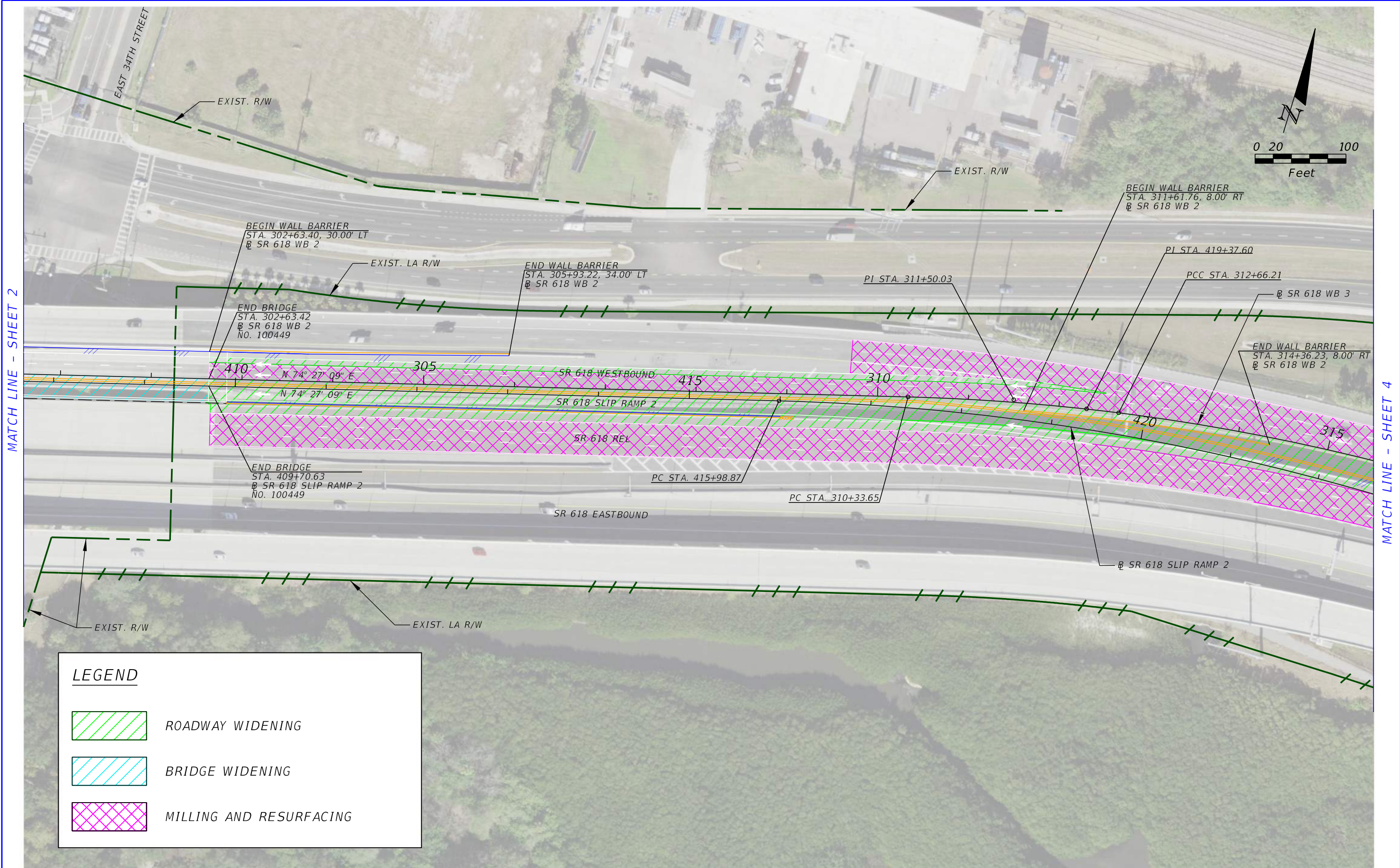
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

KIMLEY-HORN AND ASSOCIATES
189 S. ORANGE AVE SUITE 1000
ORLANDO, FL 32801




TAMPA HILLSBOUGH EXPRESSWAY AUTHORITY		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
618	HILLSBOROUGH	0-02520

SR 618 REL SLIP RAMP 2

SHEET NO.
2

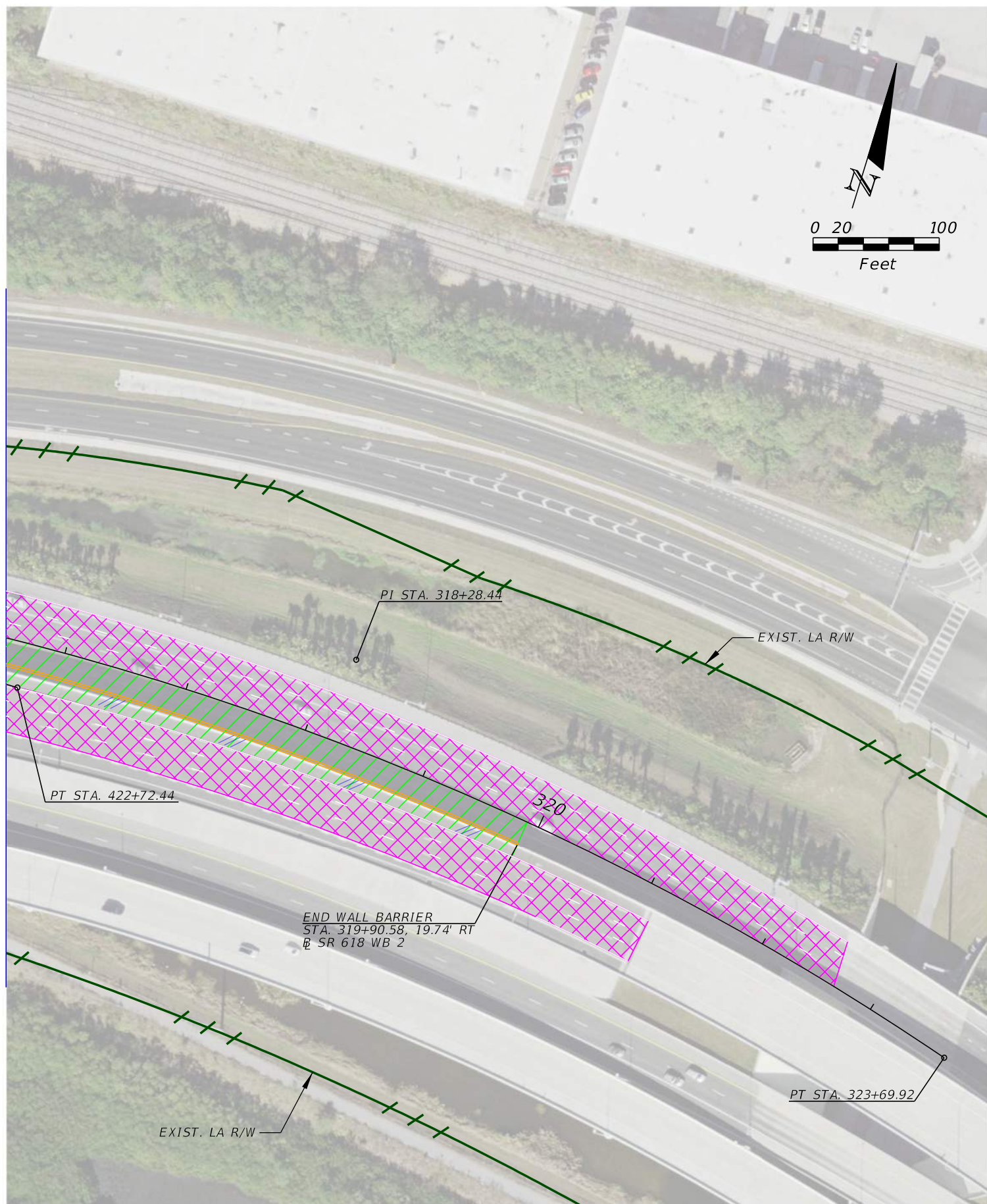


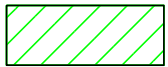
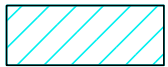

LEGEND

	ROADWAY WIDENING
	BRIDGE WIDENING
	MILLING AND RESURFACING

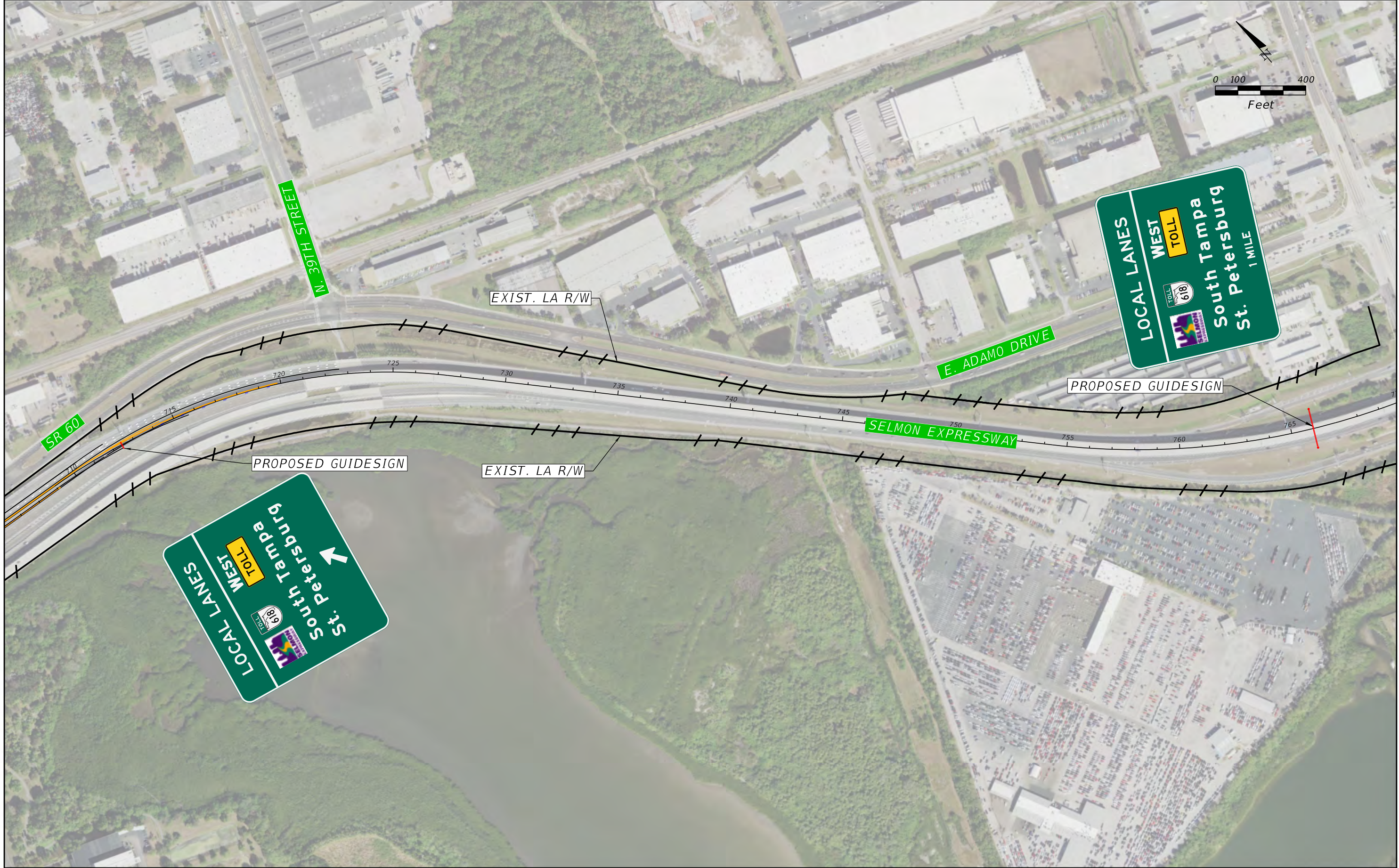
REVISIONS				KIMLEY-HORN AND ASSOCIATES 189 S. ORANGE AVE SUITE 1000 ORLANDO, FL 32801	TAMPA HILLSBOUGH EXPRESSWAY AUTHORITY			SR 618 REL SLIP RAMP 2	SHEET NO. 3
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					618	HILLSBOROUGH	O-02520		

MATCH LINE - SHEET 3



LEGEND	
	ROADWAY WIDENING
	BRIDGE WIDENING
	MILLING AND RESURFACING

REVISIONS				KIMLEY-HORN AND ASSOCIATES 189 S. ORANGE AVE SUITE 1000 ORLANDO, FL 32801	TAMPA HILLSBOUGH EXPRESSWAY AUTHORITY			SR 618 REL SLIP RAMP 2	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		4
					618	HILLSBOROUGH	O-02520		



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

KIMLEY-HORN AND ASSOCIATES
 189 S. ORANGE AVE SUITE 1000
 ORLANDO, FL 32801

TAMPA HILLSBOUGH EXPRESSWAY AUTHORITY		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
618	HILLSBOROUGH	O-02520

SLIP RAMP 2
MASTER SIGNING PLAN

SHEET NO.
 5

ATTACHMENT B – SLIP RAMP TRAFFIC ASSESSMENT MEMO

To: Bob Frey, THEA
Govardhan Muthyalagari, HNTB

From: Jaimison Sloboden, HR Green, Inc.
Angela Coates, Michael Baker International

CC: Michael Garau, Kimley-Horn

Date: May 29, 2020

Subject: East Selmon Expressway PD&E Study
Assessment of REL Ramp Locations

Purpose

As part of long-term efforts to improve the eastern segment of the Lee Roy Selmon Expressway from I-75 to downtown Tampa, Kimley-Horn and Michael Baker International examined a series of immediate access solutions for the westbound Reverse Express Lanes (REL). These immediate access solutions are intended to provide more opportunities for traffic to access the existing REL, which currently cannot meet its full potential of utilization. These access solutions are part of a longer-term solution which includes widening of the REL as well as improvements to interchanges and lanes on the local lanes.

This analysis focuses on one new ingress ramp and two egress ramp alternatives. The ingress ramp is a new direct connection between the I-75 Northbound ramp and the REL near I-75. The two egress ramp alternatives are intended to move traffic further downstream past the I-4 Connector and provide opportunities for downtown exit ramps. Options include:

- Ramp 1: Right-side egress located immediately upstream of the Kennedy Blvd exit
- Ramp 2: Left-side egress located at the I-4 Connector

This analysis utilized previously prepared forecast information from the Lee Roy Selmon Expressway Planning/Feasibility Study from Brorein to I-75 (June 2019). In addition, an exercise was completed to assess the potential demand differential between ramp alternatives using the recently released Tampa Bay Regional Travel Demand Model (version 9.0).

Background

The Lee Roy Selmon Expressway Planning/Feasibility Study from Brorein to I-75 was conducted in 2019 by RS&H. This study identified a direct connection from I-75 Northbound to the REL, labeled as “Ramp 3” in **Figure 1**, as a relatively low-cost option that would yield the immediate benefit of increased utilization of the REL and relieved burden on the local lanes. This ingress ramp connection has been accepted by THEA and is part of the overall solution.

The feasibility study also identified an egress location from the REL to the local lanes between the I-4 Connector ramps, labeled as “Ramp 2” in **Figure 1**. This ramp provides users of the REL with access to Kennedy Blvd, Brorein St, and Selmon west. Ramp 2 allows for 6.8 miles of travel in the REL before entering the local lanes via a left-side merge; while the distance between Ramp 2 and the Kennedy Blvd off-ramp is approximately 1.8 miles, the left-to-right weave could be challenging for drivers during AM peak congestion. The proposed location offers the benefit of merging REL traffic into the local lanes at the lowest volume point along the corridor. However, construction of Ramp 2 would create a permanent bottleneck for westbound traffic by eliminating the ability to provide three local travel lanes between I-4 Connector Ramps in the future.

The project team, led by Kimley-Horn, therefore identified an alternative egress location on the west end of the REL, labeled as “Ramp 1” on **Figure 1**. This ramp provides the same access to Kennedy Blvd, Brorein St, and Selmon west as Ramp 2. The proposed location is as close to the end of the REL as possible, allowing for 8.6 miles of travel before entering the local lanes on the right side as little as 1,000’ upstream of the Kennedy Blvd exit ramp. The proposed configuration will create a short weave between Ramp 1 and Kennedy with an auxiliary lane in between ramps. However, this ramp will maximize vehicle-miles traveled in the REL and will eliminate the bottleneck between I-4 Connector Ramps, allowing for future widening to three lanes.

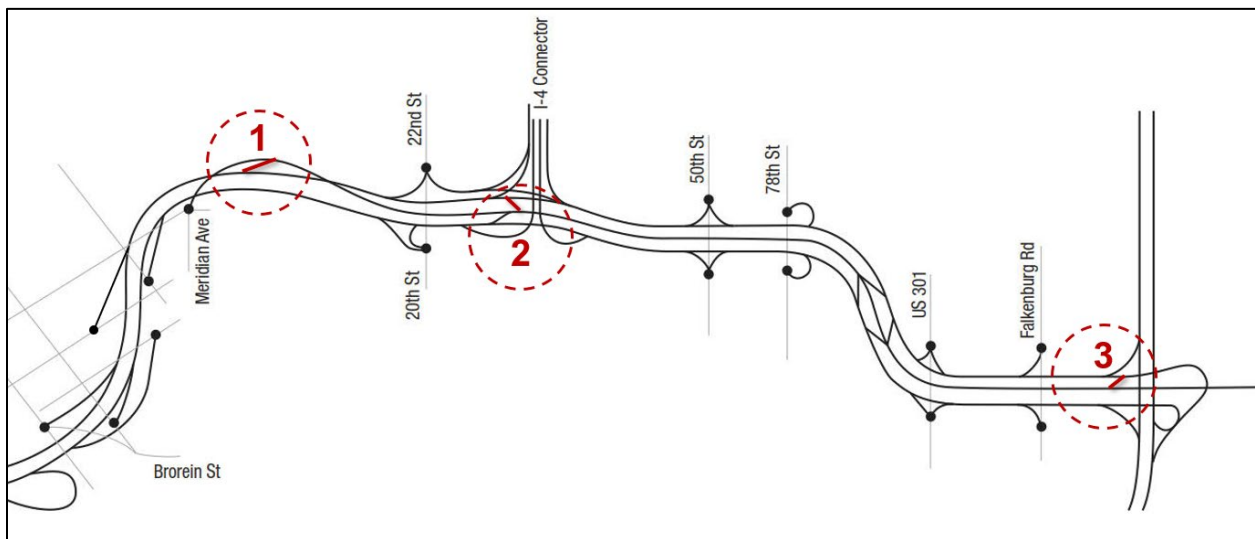


Figure 1. Proposed Ramp Locations

Study Parameters

The Facilities module of Highway Capacity Software (HCS) version 7.7 was used to estimate traffic operations on the Selmon Expressway local lanes and REL for the conditions summarized in **Table 1**. This analysis focused solely on the westbound direction of traffic during the AM peak hour, which was identified as occurring from 7:30-8:30 AM in the 2019 feasibility study.

Table 1. Summary of Analysis Alternatives

Alternative	Opening Year (2026)	Design Year (2040)
Ramp 3 Only	✓	✗
Ramps 1+3	✓	✓
Ramps 2+3	✓	✓

The opening year of 2026 and design year of 2040 are consistent with the previously completed feasibility study. The Ramp 3 Only alternative was only considered for the opening year analysis, as it was assumed that either Ramp 1 or Ramp 2 would be constructed by the design year based on traffic demands.

Traffic Data

Future year traffic data that was used for this task was pulled directly from the VISSIM modeling work that was completed for the 2019 feasibility study. Microsimulation model inputs were transformed into a simplified origin-destination matrix to understand potential traffic demands on each ramp location. The origin-destination matrix for the year 2026 is shown in **Table 2**, and **Table 3** contains data for the year 2040.

Table 2. Opening Year (2026) Origin-Destination Matrix, Westbound AM Peak Hour

Origins	Destinations								
	US-301	50 th St	I-4 Connector	20 th /22 nd St	Twiggs St (REL)	Kennedy Blvd	Brorein St	Selmon West	Total
REL East		27	144	36	2,120	234	78	381	3,020
I-75 NB	449	93	321	134	912	259	175	746	3,090
I-75 SB	143	23	51	20	166	54	44	220	720
Falkenburg Rd	107	28	81	29	224	62	40	159	730
US-301		74	145	41	348	120	59	294	1,080
78 th St		65	124	53		88	44	147	520
50 th St			205	37		100	46	193	580
I-4 Connector						121	165	884	1,170
20 th /22 nd St						154	89	307	550
Brorein St								410	410
Total	700	310	1,070	350	3,770	1,190	740	3,740	11,870

Table 3. Design Year (2040) Origin-Destination Matrix, Westbound AM Peak Hour

Origins	Destinations								Total
	US-301	50 th St	I-4 Connector	20 th /22 nd St	Twiggs St (REL)	Kennedy Blvd	Brorein St	Selmon West	
REL East		40	214	68	2,700	361	100	507	3,990
I-75 NB	521	103	348	214	1,016	291	164	682	3,340
I-75 SB	168	25	55	28	186	61	41	216	780
Falkenburg Rd	140	35	98	44	280	78	43	173	890
US-301		108	206	72	509	177	73	375	1,519
78 th St		88	163	86		120	50	173	680
50 th St			256	57		130	50	217	710
I-4 Connector						175	200	1,143	1,518
20 th /22 nd St						207	99	353	659
Brorein St								410	410
Total	829	400	1,339	569	4,690	1,600	820	4,250	14,497

These origin-destination patterns correspond to traffic demands during the AM peak hour, which was identified as occurring from 7:30-8:30 AM. VISSIM model inputs were also used to breakdown these hourly traffic demands into 15-minute traffic demands so that peak hour congestion could be analyzed more accurately. While 15-minute distributions were determined separately for each origin zone, **Figure 2** provides a summary of the variation in total corridor traffic demand by 15-minute period. This chart shows that traffic demands from the REL (east of I-75) peak from 7:30-7:45 AM. Conversely, traffic demands on the local lanes, which includes all other origin zones, peak from 8:00-8:15 AM.

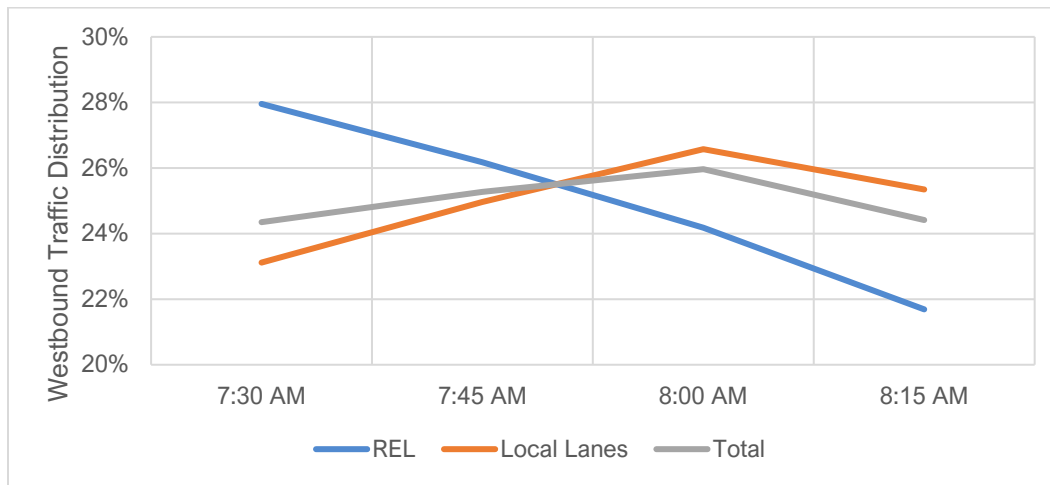


Figure 2. 15-Minute Traffic Distribution, Westbound AM Peak Hour

Ramp Utilization Assumptions

Prior to any detailed travel demand modeling efforts, the utilization of Ramps 1, 2, and 3 was estimated using origin-destination matrix volumes and assumptions regarding attraction to the REL over the local lanes. To do this, generalized zones were identified as illustrated in **Figure 3**. Zone summaries are as follows:

- Zone A = Traffic entering from east of I-75 via the REL
- Zone B = Traffic entering from I-75 NB
- Zone C = Traffic entering from I-75 SB, Falkenburg Rd, and US-301
- Zone D = Traffic departing to Kennedy Blvd, Brorein St, or further west on the Selmon Expressway
- Zone E = Traffic departing to E. Twiggs St via the REL

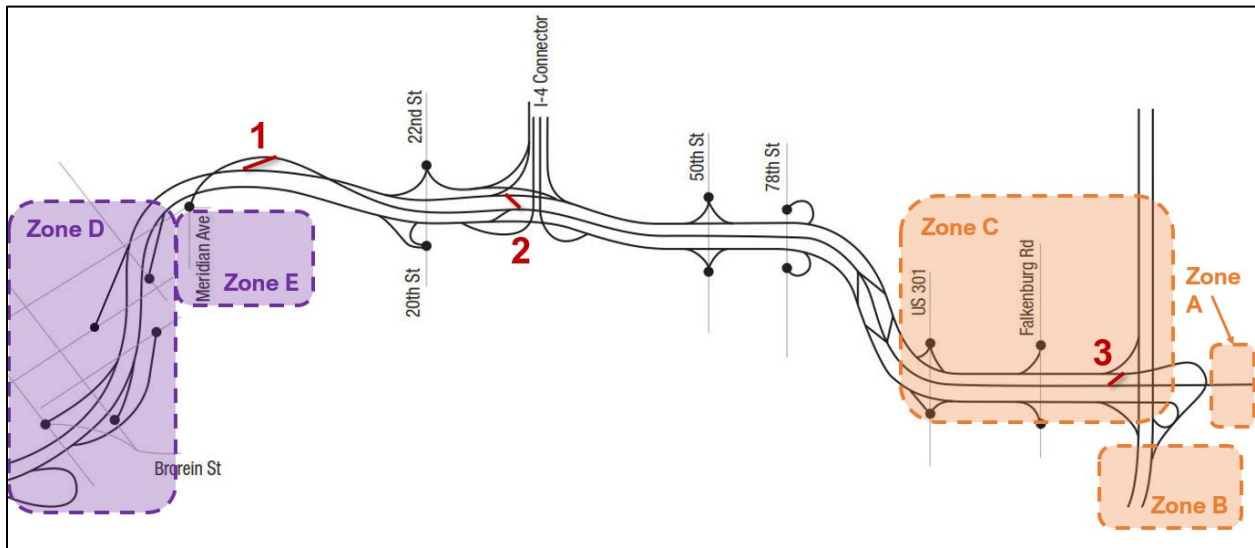


Figure 3. Zone Designation for Ramp Utilization Exercise

The construction of Ramp 3 alone serves traffic from Zone B to Zones E. It is assumed that all trips associated with this origin-destination pair would shift to the REL from the local lanes via Ramp 3.

The construction of either Ramp 1 or Ramp 2 has two main benefits. First, either of these ramps would allow traffic between Zone A and Zone D to remain in the REL for a longer distance. Currently, these trips must exit the REL after only two miles in order to access any destination other than E. Twiggs Street. Travel distance on the REL is increased by 6.7 miles with Ramp 1, or nearly 5 miles with Ramp 2. It was assumed that all trips from Zone A to Zone D would utilize the westernmost egress ramp available.

Second, Ramp 1/Ramp 2 may yield increased demand on the REL due to “optional” utilization between Zones B/C and Zone D. All trips that are destined to Zone E must use the REL in order to exit at E. Twiggs St. The construction of Ramp 1/Ramp 2, however, provides the option for drivers that are destined for Zone D to bypass congestion on the local lanes for a portion of their trip. The travel distance on the REL would be over 5 miles with Ramp 1 or 3.5 miles with Ramp 2.

In particular, “optional” travel between Zone B and Zone D could vary based on several factors. As a result, scenarios considering Ramp 1+3 and Ramp 2+3 were tested at low (25%), medium (50%), and high (75%) REL utilization rates for Zone B-D traffic. “Optional” travel between Zone C and Zone D was thought to be

less likely due to the reduced distance that could be traveled on the REL; a constant 25% of trips between Zone C and Zone D was assumed to shift to the REL.

A scenario was also tested in which no optional trips from either Zone B or Zone C utilized the REL (0%). A summary of ramp utilization assumptions by zone pair is provided in **Table 4**.

Table 4. Summary of REL Utilization Assumptions

Origin Zone	Destination Zone	2026 AM Peak Hour Demand (vph)	2040 AM Peak Hour Demand (vph)	Assumed Utilization Rate
Zone A (REL)	Zone D (Downtown)	693	968	100%
	Zone E (Twiggs)	2,120	2,700	100%
Zone B (I-75 NB)	Zone D (Downtown)	1,180	1,137	0%/25%/50%/75%
	Zone E (Twiggs)	912	1,016	100%
Zone C (I-75 SB, Falkenburg, US-301)	Zone D (Downtown)	1,052	1,237	0%/25%
	Zone E (Twiggs)	738	975	100%

Traffic Analysis

The Facilities module of Highway Capacity Software (HCS) version 7.7 was used to conduct traffic analysis for the AM peak hour (7:30-8:30 AM) for each scenario listed in **Table 1**. Traffic volume inputs were coded on a 15-minute basis. Level of service illustrations for the critical 15-minute period, which occurs from 8:00-8:15 AM, are shown in **Figures 4-12** on the following pages.

Opening Year Analysis (2026)

The opening analysis shows the Ramp 3 Only scenario (**Figure 4**) as the baseline condition. While Ramp 3 alone does provide benefit by removing 910 vph from the local lanes two miles upstream of the current ramp location, there is still congestion in the local lengths between Falkenburg Road and 50th Street.

If only traffic destined for E. Twiggs Street uses the REL (**Figure 5**), both Ramp 1 and Ramp 2 yield benefit to the most congested local lane sections by allowing traffic from east of I-75 to stay in the REL for a longer distance. In this case, either ramp would remove an additional 690 vph from the section between the current REL ramp and the new ramp location. In this case, the weave section at Ramp 1 and the merge segment at Ramp 2 would both operation at a level of service C.

Considering optional utilization at any level causes the two-lane section of the REL to reach its capacity, shown in **Figures 6-8**. As a result, it is unlikely that much more traffic would shift to the REL above that destined for E. Twiggs Street. However, level of service results show that the location of Ramp 2 will operate at an improved level of service as more traffic is assumed to utilize the REL. The merge area at Ramp 2 operates at a level of service B in all increased utilization cases, whereas the weave area at Ramp 1 continues to operate at a level of service C.

In all cases, however, downstream segments on the local lanes between the I-4 Connector on-ramp and the Kennedy off-ramp will operate slightly worse in the Ramp 2 scenario. This is due to an increased mainline volume at the I-4 Connector and 22nd Street merge areas, as well as one less lane upstream of Kennedy.

Design Year Analysis (2040)

Design year assumptions include an additional lane in the local lanes as well as expanding the REL to three lanes through the proposed location of Ramp 3. Assuming no optional utilization (**Figure 9**), the merge area at Ramp 2 operates at a level of service B while the weave area at Ramp 1 operates at level of service C. However, the two-lane bottleneck created by the location of Ramp 2 results in poor levels of service in the segments between the I-4 Connector off-ramp and Ramp 2 on-ramp.

At low optional utilization of the REL (**Figure 10**), the Ramp 1 weave would continue to operate at an acceptable level of service of C. At medium (**Figure 11**) and high (**Figure 12**) optional utilization, however, the weaving lanes between Ramp 1 and Kennedy are over capacity. The density in the non-weaving lanes would remain within the level of service C range.

Conversely, the levels of service at Ramp 2 and the upstream bottleneck improve as increased utilization of the REL is assumed. Low (**Figure 10**) and medium (**Figure 11**) utilization scenarios result in level of service C/D between the I-4 Connector off-ramp and Ramp 2 on-ramp. High optional utilization (**Figure 12**) improves the level of service to B/C in this two-lane section.

These results show that the comparison of Ramp 1 and Ramp 2 traffic operations is highly dependent on the split of westbound traffic between the local lanes and the REL. It is expected that traffic demands will reach a balance between the two facilities such that equal or superior traffic operations are achieved in the REL. Low, medium, and high optional utilization scenarios are unlikely to occur due to the unbalanced operational conditions generated. Any level of optional utilization, beyond the trips that must use the REL to access E. Twiggs Street, would result in a level of service of E or F in three lanes. In comparison, the local lanes would operate at level of service D or better with most segments above C. Based on these findings, the no optional utilization scenario (**Figure 9**) is thought to be a realistic representation of westbound traffic splits in the design year.

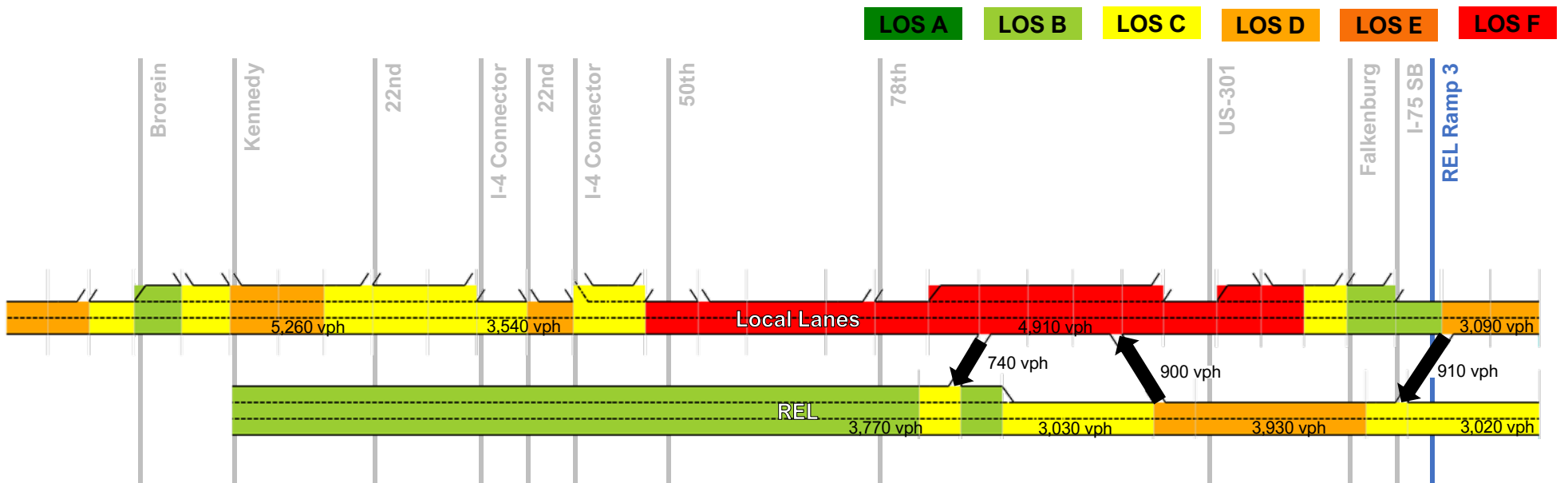


Figure 4. 2026 AM (8:00-8:15 AM) Levels of Service, Westbound, Ramp 3 Only

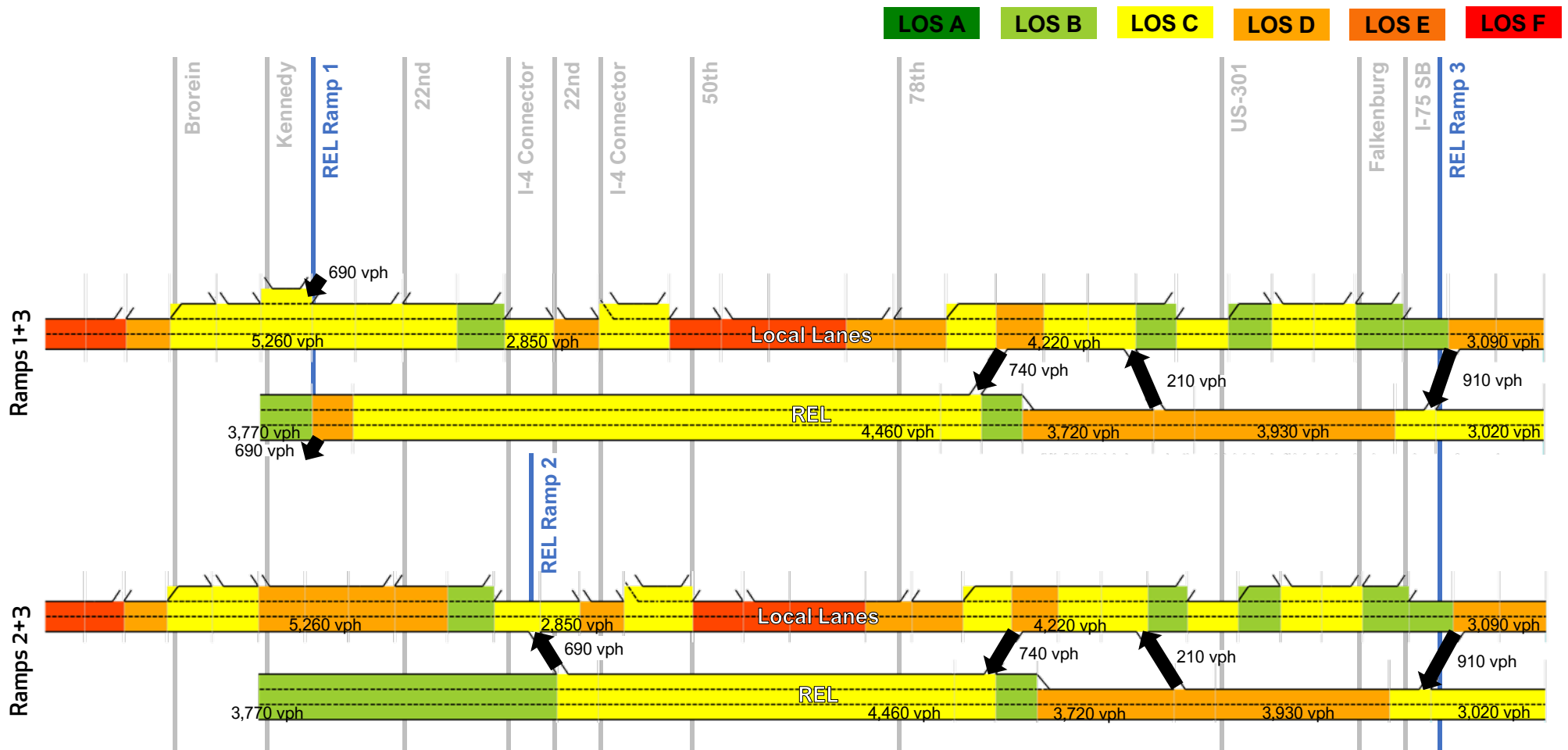


Figure 5. 2026 AM (8:00-8:15 AM) Levels of Service, Westbound, No Optional Utilization

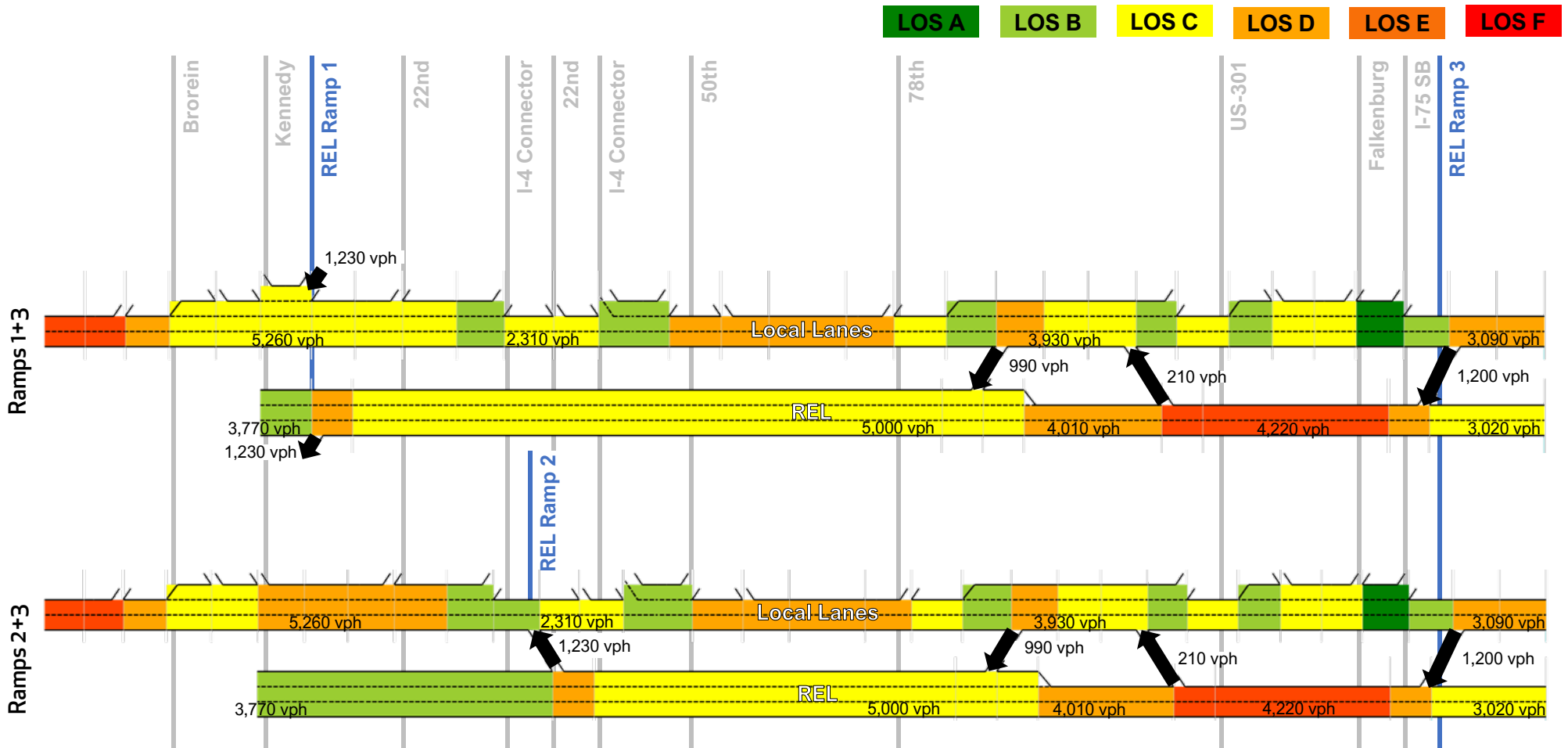


Figure 6. 2026 AM (8:00-8:15 AM) Levels of Service, Westbound, Low (25%) Optional Utilization

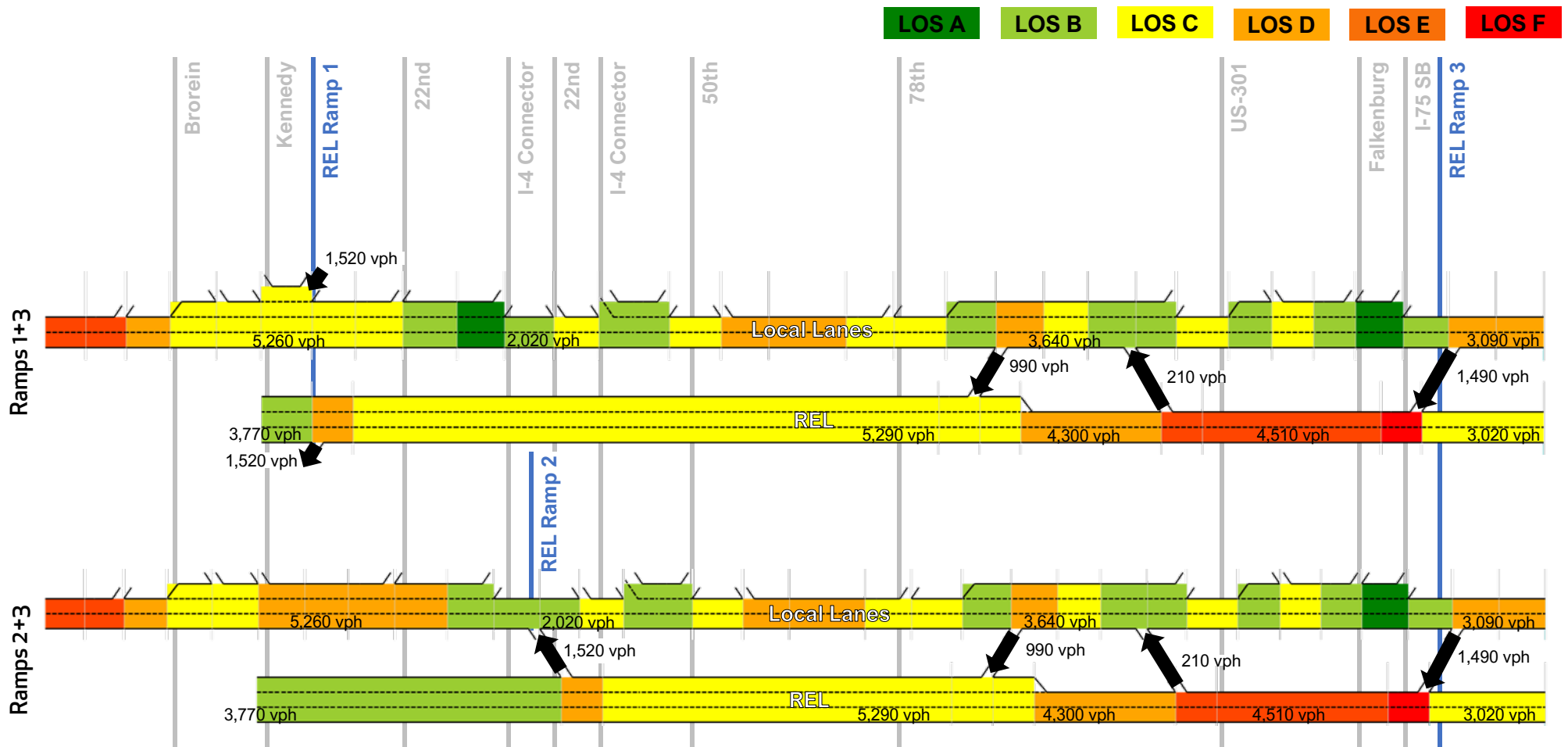


Figure 7. 2026 AM (8:00-8:15 AM) Levels of Service, Westbound, Medium (50%) Optional Utilization

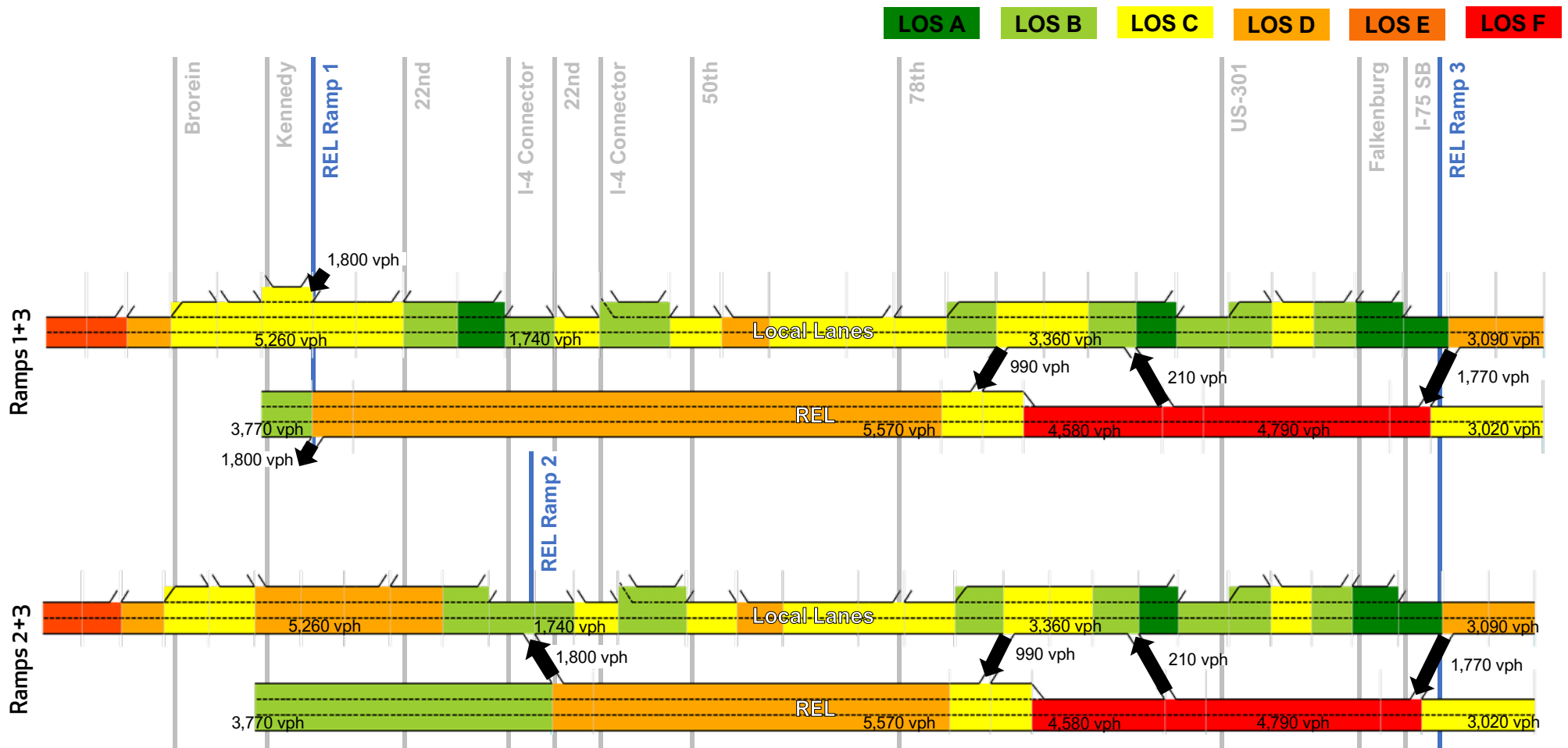


Figure 8. 2026 AM (8:00-8:15 AM) Levels of Service, Westbound, High (75%) Optional Utilization

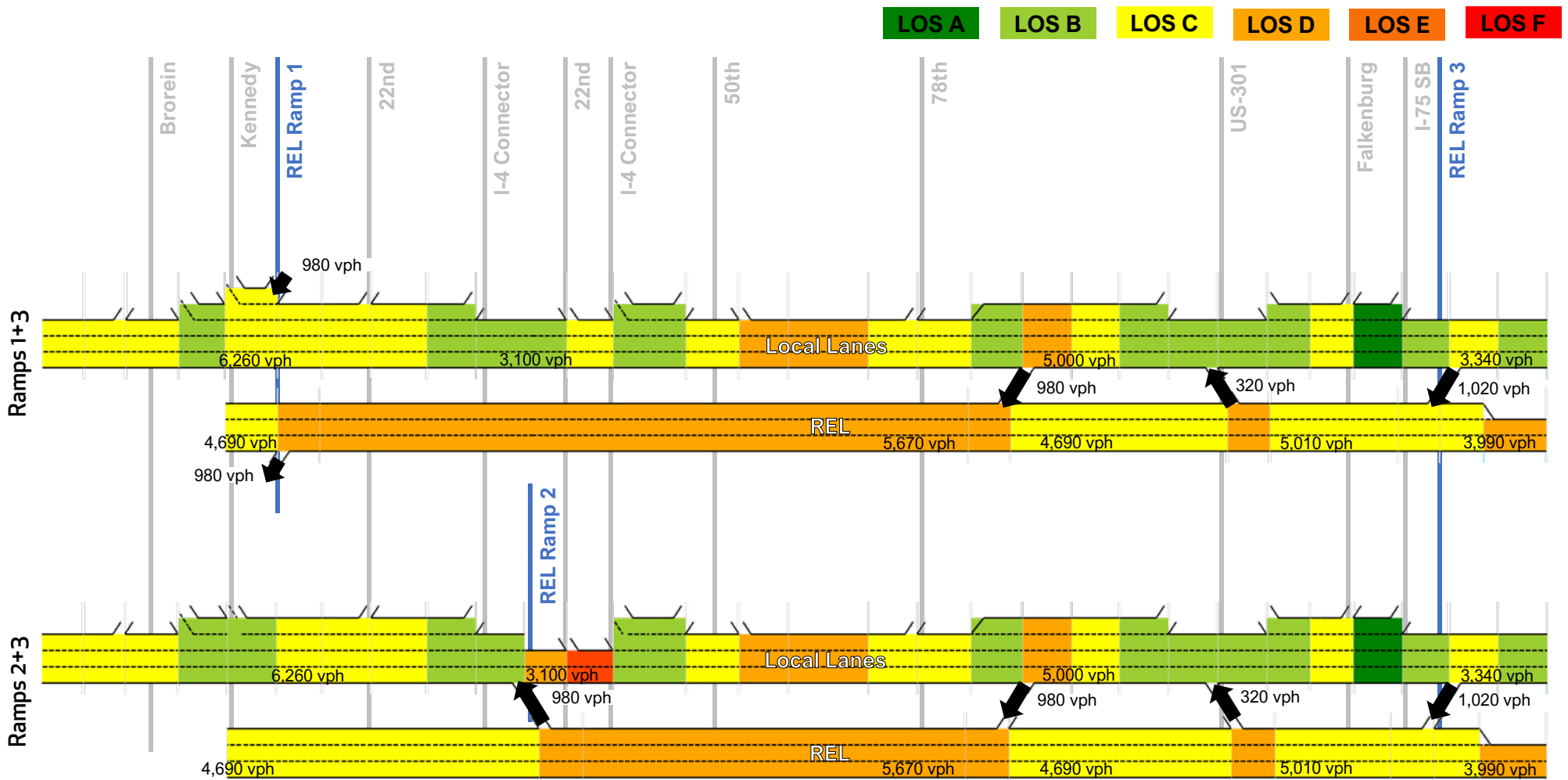


Figure 9. 2040 AM (8:00-8:15 AM) Levels of Service, Westbound, No Optional Utilization

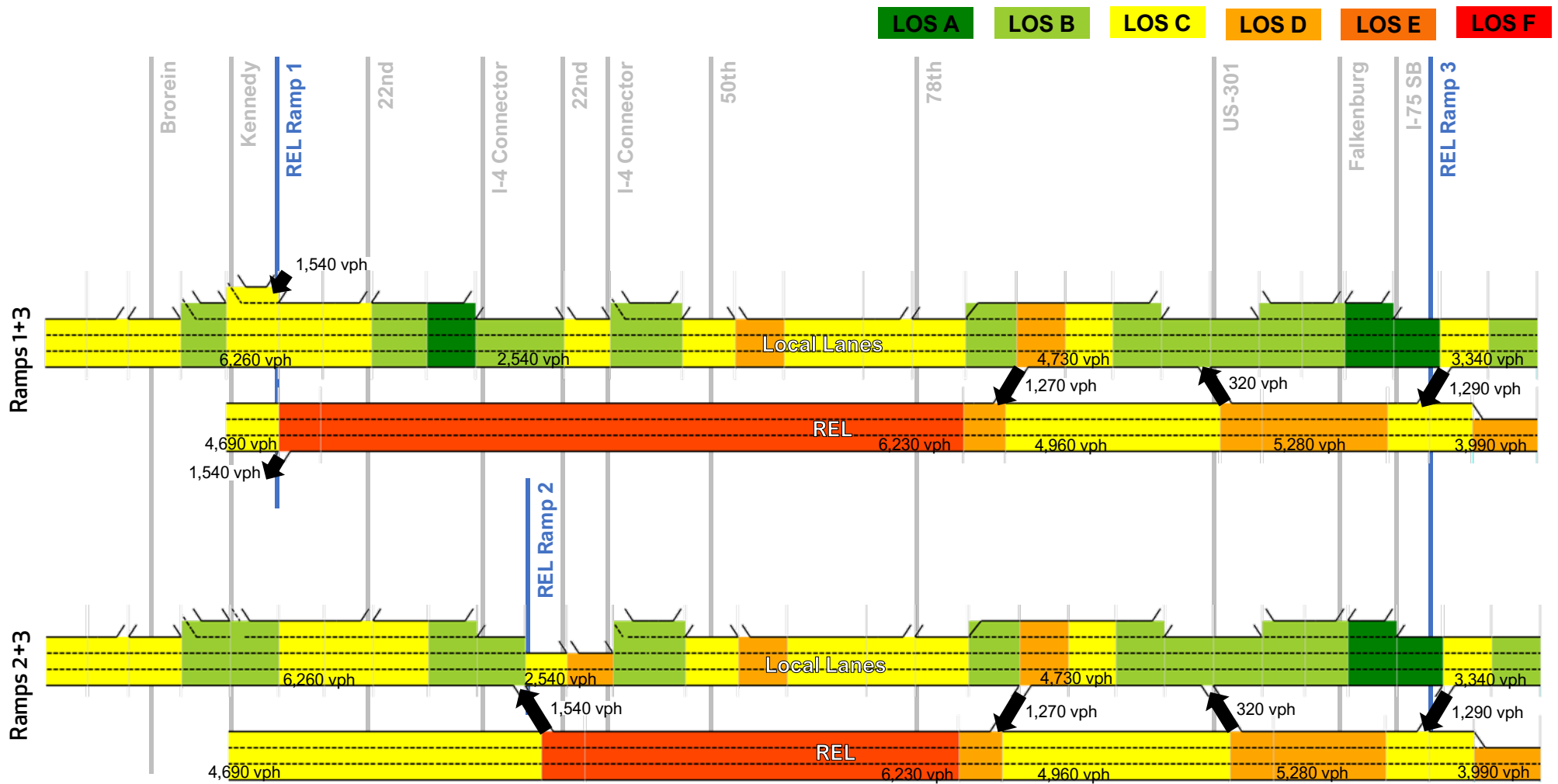


Figure 10. 2040 AM (8:00-8:15 AM) Levels of Service, Westbound, Low (25%) Optional Utilization

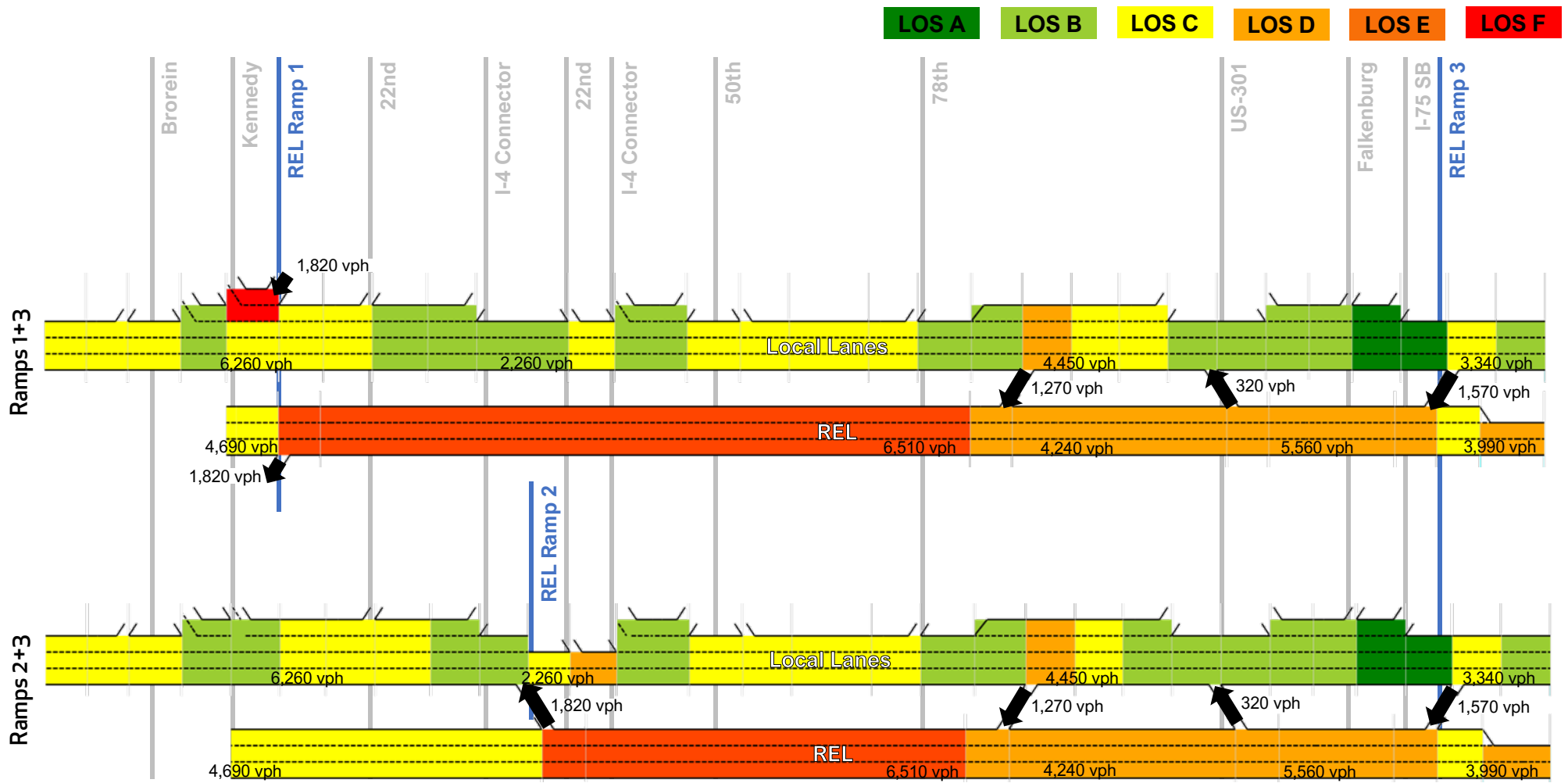


Figure 11. 2040 AM (8:00-8:15 AM) Levels of Service, Westbound, Medium (50%) Optional Utilization

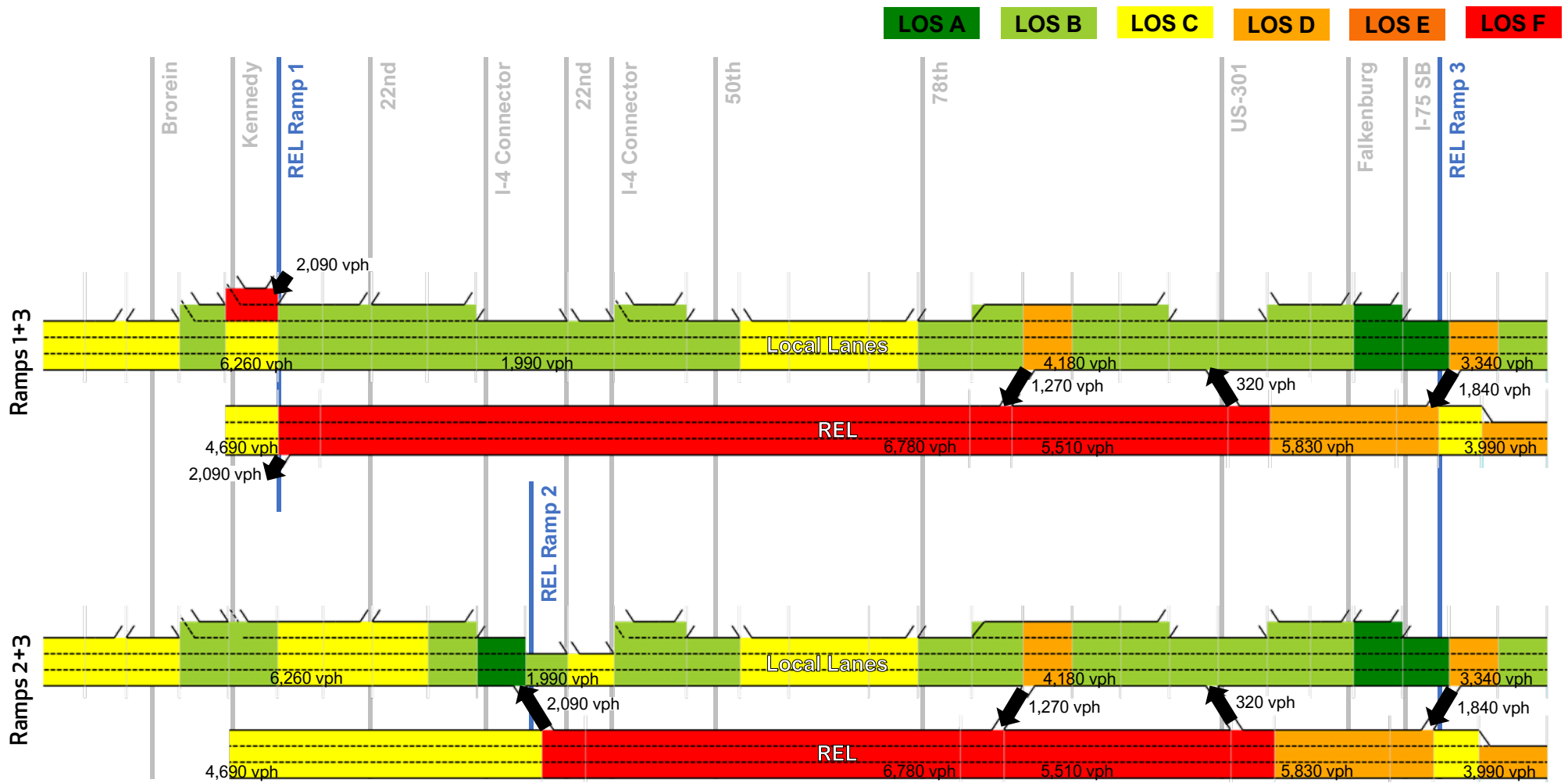


Figure 12. 2040 AM (8:00-8:15 AM) Levels of Service, Westbound, High (75%) Optional Utilization

Off-Peak Considerations

There is a significant restraint in the construction of Ramp 2 in that the local lanes cannot be widened to provide three lanes of traffic in the I-4 Connector area. While the REL compensates for a lack of capacity in the westbound direction during the AM peak hour, westbound travel will only be provided with two lanes of capacity at all other times of day. As a result, the distribution of westbound traffic demand was considered over a full 24-hour time period using gantry count data provided by THEA for the year 2016. A growth factor of 3% per year was applied from 2016 to 2040, as was suggested in the 2019 feasibility study. The resulting existing and future westbound traffic volumes are shown in **Figure 13**.

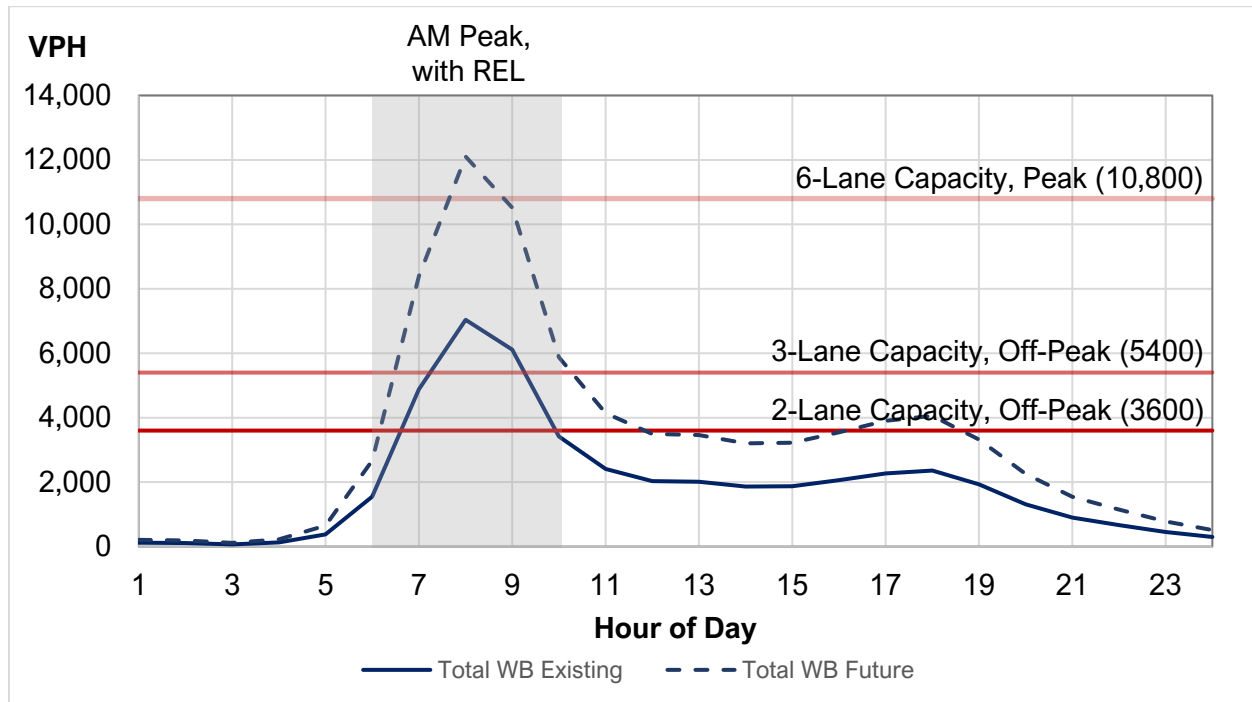


Figure 13. Total Westbound Traffic (Local Lanes and REL) by Hour of Day

Assuming a per-lane capacity of 1800 vph, the two-lane section upstream of Ramp 2 would create a capacity deficiency in the future year PM peak hour where one currently does not exist. Additionally, the availability of only five lanes in the westbound direction including the REL during the AM peak, will reduce the ability to meet total system demand.

Travel Demand Impacts

The construction of additional ramps between the local lanes and REL has the potential to alter travel demand patterns in the area. The 2019 feasibility study assumed simple traffic reassignments between ramps and did not account for global demand changes. While the analysis performed here considered a more complex relationship between ramp availability and travel demands by testing different utilization rates of the REL, traffic reassignments were still considered rudimentary. As a result, version 9.0 of the Tampa Bay Regional Planning Model (TBRPM) was obtained and modified to develop a better understanding of traffic demands in each scenario.

The future year model represents the year 2045 and included Ramp 3 and Ramp 2 in the network. Using this model as a base, the following scenarios were run:

1. 2045 No Build (no additional REL-LL ramps)
2. 2045 Ramp 3 Only
3. 2045 Ramp 1+3
4. 2045 Ramp 2+3

Coding for the number of local lanes and reversible express lanes was updated to match the configurations in Figures 9-12. Ramp locations were modified as necessary to reflect each of the scenarios listed above.

Initial review of the travel demand model results showed that there is a significant difference in the origin-destination patterns generated by the TBRPM v9.0 and the model that was used for the 2019 feasibility study (THEA-TBRPM v8.1). As summarized in **Table 5**, traffic demands from east of I-75 via the REL and from I-75 NB are significantly lower when considering the new travel demand model results. Corridor volumes in **Figure 14** show that the traffic entering the facility on the east side (local lanes and REL) has reduced from 7,330 to 5,060 vph, or by about 31%. Demands from other locations along the corridor, most notably I-75 SB and the I-4 Connector, are much larger and create a fundamental shift in the way the REL is utilized.

As a result of these initial findings, additional consideration will be given as the study continues to understand why the origin-destination patterns have significantly changed.

Table 5. Comparison of 2040 and 2045 AM Peak Hour Volumes by Origin-Destination Pair

Origin Zone	Destination Zone	2040 AM, Ramps 2+3 (2019 Feasibility Study)	2045 AM, Ramps 2+3 (TBRPM v9.0)	Difference
Zone A (REL)	Zone D (Downtown)	968	854	-114
	Zone E (Twiggs)	2,700	1,375	-1,325
Zone B (I-75 NB)	Zone D (Downtown)	1,137	682	-455
	Zone E (Twiggs)	1,016	901	-115
Zone C (I-75 SB, Falkenburg, US-301)	Zone D (Downtown)	1,237	2,369	+1,133
	Zone E (Twiggs)	975	1,373	+399

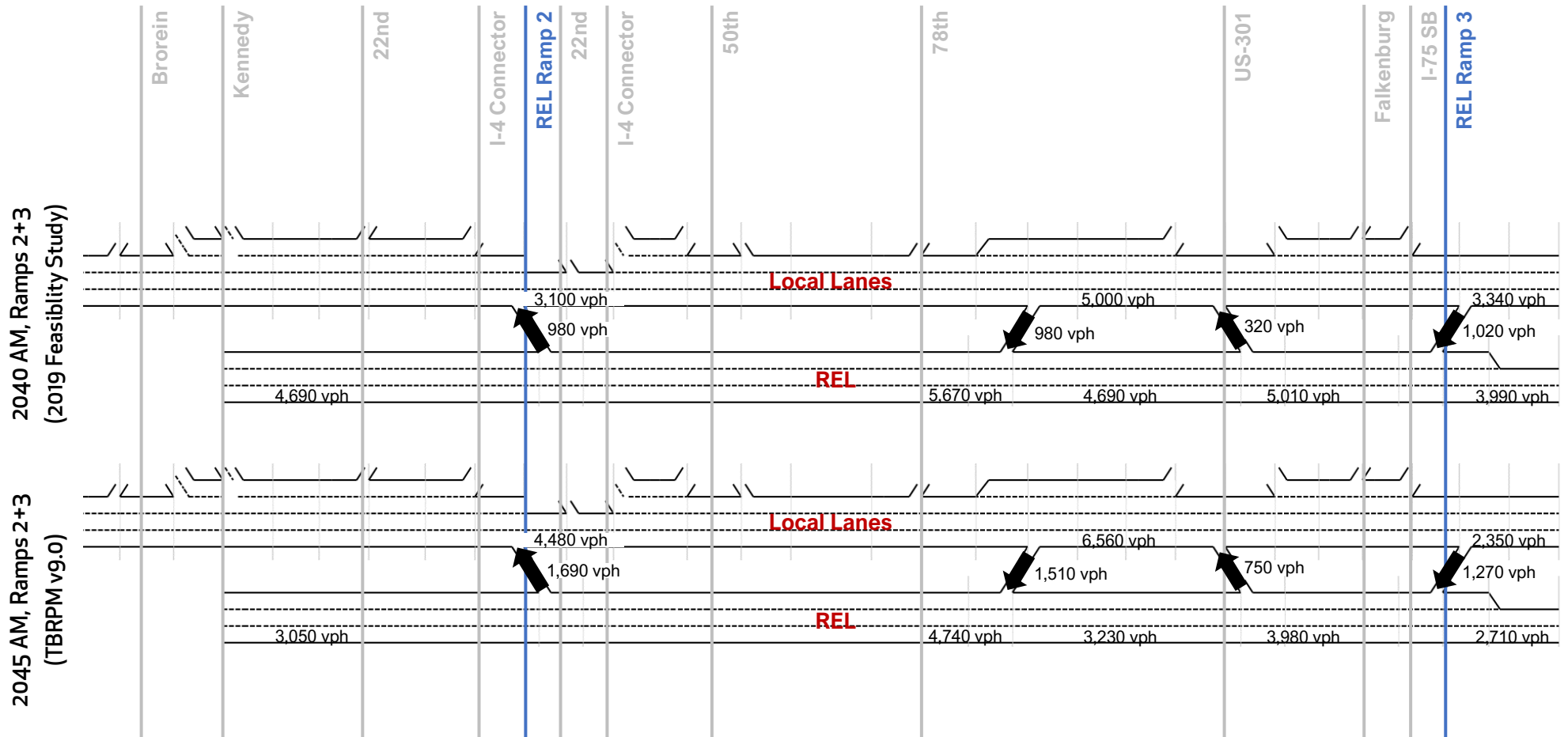


Figure 14. Comparison of 2040 and 2045 AM Peak Hour Volumes, Westbound

Conclusions

Traffic analysis was performed to assist THEA in the decision-making process for identifying the ultimate configuration of the East Selmon Expressway local lanes and REL. The main goal of this analysis was to choose between two proposed ramp locations from the REL to the local lanes in the westbound direction of travel. From this analysis, the following conclusions can be made:

- Ramp 3, on its own, provides the immediate benefit of increased trip length in the REL and reduced congestion in the local lanes.
- Ramps 1 and 2 each yield similar operational characteristics, and both offer the benefits of increased REL utilization and distance traveled in the REL.
 - By the design year of 2040, no “optional” utilization of the REL is expected due to limited capacity in three lanes. For this scenario:
 - Ramp 1 weave will operate acceptably at a level of service C.
 - Ramp 2 will result in level of service D/E at the two-lane bottleneck between the I-4 Connector and Ramp 2.
 - Ramp 1 weave degrades with increased REL utilization.
 - Ramp 2 bottleneck improves with increased REL utilization.
- Ramps 1 and 2 each have challenges:
 - Ramp 2 creates an inherent bottleneck with the inability to widen to three local lanes at the I-4 Connector; also results in a left-side entrance to the local lanes and creates an elongated left-to-right weave.
 - Ramp 1 creates a short weave to the Kennedy Blvd exit.
- Ramp 1 better achieves the objective of allowing traffic to travel further in REL and bypass local lane congestion.

ATTACHMENT C – CULTURAL RESOURCES MEMO



Florida Department of Transportation

RON DESANTIS
GOVERNOR

11201 N. Malcom McKinley Drive
Tampa, Florida 33612

KEVIN J. THIBAUT, P.E.
SECRETARY

January 12, 2021

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

Attention: Alyssa McManus, Transportation Compliance Review Program

**Re: Cultural Resource Desktop Analysis and Field Review
Selmon Expressway Slip Ramps
Hillsborough County, Florida
Florida Department of Transportation (FDOT) Project Reference No.:
448547-1-21-01**

Dear Dr. Parsons:

The Cultural Resource Desktop Analysis (CRDA) and Field Review of the Selmon Expressway Slip Ramps, Hillsborough County, Florida, was conducted at the request of the Tampa Hillsborough Expressway Authority (THEA), in cooperation with the Florida Department of Transportation (FDOT) District Seven, by Janus Research. Portions of this work contain federal involvement, and in an effort for consistency in documentation all work was conducted in accordance with Stipulation VII of the *Programmatic Agreement among the Federal Highway Administration (FHWA), the Advisory Council on Historic Preservation (ACHP), the Florida Division of Historical Resources (FDHR), the State Historic Preservation Officer (SHPO), and the FDOT Regarding Implementation of the Federal-Aid Highway Program in Florida* (Section 106 Programmatic Agreement, effective March 2016, amended June 7, 2017), Section 106 of the *National Historic Preservation Act (NHPA) of 1966* (Public Law 89-665, as amended), as implemented by 36 CFR 800 -- *Protection of Historic Properties* (incorporating amendments effective August 5, 2004), and the revised Chapter 267, *Florida Statutes (F.S.)*. The purpose of this analysis was to provide cultural resource information to assist in the avoidance of resources listed in, determined eligible for, or considered eligible for listing in the *National Register of Historic Places* (National Register) according to the criteria set forth in 36 CFR Section 60.4 and to identify any historic properties that may be affected by the proposed project improvements.

THEA is proposing the construction of two new slip ramps on the Selmon Expressway/SR 618, one near the Interstate 4 (I-4) Connector (identified as Ramp 2) and one near Interstate 75 (I-75) (identified as Ramp 3) in Hillsborough County, Florida. The Selmon Expressway is owned and operated by THEA and portions of the work contain federal involvement. The proposed Ramp 2 is an egress ramp which would allow vehicles to exit the Reversible Express Lane system and enter the westbound general-purpose lanes near the I-4 Connector interchange. The proposed

Timothy A. Parsons, Ph.D., Director
Selmon Expressway Slip Ramps
Hillsborough County, Florida
FDOT Project Reference No.: 448547-1-21-01
January 5, 2021
Page 2 of 3

Ramp 3 would connect the westbound general-purpose lanes to the Reversible Express Lane system near the I-75 interchange. The area of potential effect (APE) for archaeological resources was limited to the footprint of proposed improvements. The APE for historic resources consisted of the footprint of all proposed improvements and 200-foot buffer extending from the locations of proposed roadway and bridge widening.

No newly or previously recorded archaeological sites were identified within the archaeological APE, which was previously determined to exhibit low archaeological site potential. Due to the archaeological APE having been previously surveyed for archaeological resources, the bermed and elevated nature of the road ROW containing the proposed improvements, and the presence of underground utilities within and adjacent to the APE, no subsurface testing or field review was conducted.

The field survey and historical research resulted in the identification of two newly identified historic resources within the APE: the Tampa Northern Railroad Gary Shops Spur (8HI15055) and 3107 E Grace Street (8HI15056). The segment of the Tampa Northern Railroad Gary Shops Spur (8HI15055) within the APE has been altered several times since its construction in 1906, including the replacement of material and the addition of non-historic rail in the vicinity of the APE. These alterations, as well as multiple changes in ownership and the removal of the associated Gary Shops and maintenance facility has resulted in diminished integrity of the resource. Furthermore, the Tampa Northern Railroad Gary Shops Spur (8HI15055) do not meet the requirements for listing in the National Register at the local, regional, or national level under the Florida's Historic Railroad Resources Multiple Property Submission. Therefore, this segment of the Tampa Northern Railroad Gary Shops Spur (8HI15055) is considered ineligible for listing in the National Register.

The structure at 3107 E Grace Street (8HI15056) exhibits a common style and type in Central Florida and lacks historical significance. Therefore, it is considered ineligible for listing in the National Register under Criteria A, B, C, or D. During field review of the project APE, the surrounding area was also reviewed to identify any potential National Register-eligible historic districts. The two project areas within the APE have been significantly altered with the construction of the elevated Selmon Expressway/SR 618 as well as I-4 and I-75 and their associated access ramps. Historic research also did not reveal any significant historic associations. Therefore, there are no potential historic districts within, or partially within, the current project APE.

Based on the information presented in this letter, FDOT District Seven has determined that the proposed construction of THEA slip ramps will have *no adverse effect* on the historic properties within the project APE. I am requesting your concurrence with our evaluation that this project, will continue to result in a finding of *no adverse effect*.

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 in accordance with the provisions contained in the revised Chapter 267, *Florida Statutes*, and with Stipulation VII of the FDOT/Federal Highway Administration (FHWA) Programmatic Agreement (PA) (effective March 14, 2016).

Timothy A. Parsons, Ph.D., Director
Selmon Expressway Slip Ramps
Hillsborough County, Florida
FDOT Project Reference No.: 448547-1-21-01
January 5, 2021
Page 3 of 3

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 (FHWA) and FDOT.

If you have any questions, or if I may be of assistance, please contact me at crystal.geiger@dot.state.fl.us.

Sincerely,




Crystal Geiger
FDOT District Seven
Planning and Environmental Management Office (PLEMO)

The Florida State Historic Preservation Officer finds the attached Cultural Resource Desktop Analysis complete and sufficient and concurs / does not concur with the recommendations and findings provided in this cover letter for SHPO / FDHR Project File Number 2021-77. Or, the SHPO finds the letter contains insufficient information.

In accordance with the Programmatic Agreement among the FHWA, ACHP, 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 FDOT will proceed with a *de minimis* Section 4(f) finding at its discretion for the use of land from the historic property.

SHPO Comments:


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

January 27, 2021

Date

Memo

To: Bob Frey, AICP, Director of Planning and Innovation, THEA; Anna Quinones, AICP, Project Manager, THEA
CC: Michael Garau, Project Manager, Kimley-Horn
From: Daniel White and Adam M. Schieffer, Janus Research
Date: December 11, 2020
Re: Cultural Resource Desktop Analysis and Field Review for the Selmon Expressway Slip Ramps, Hillsborough County, Florida

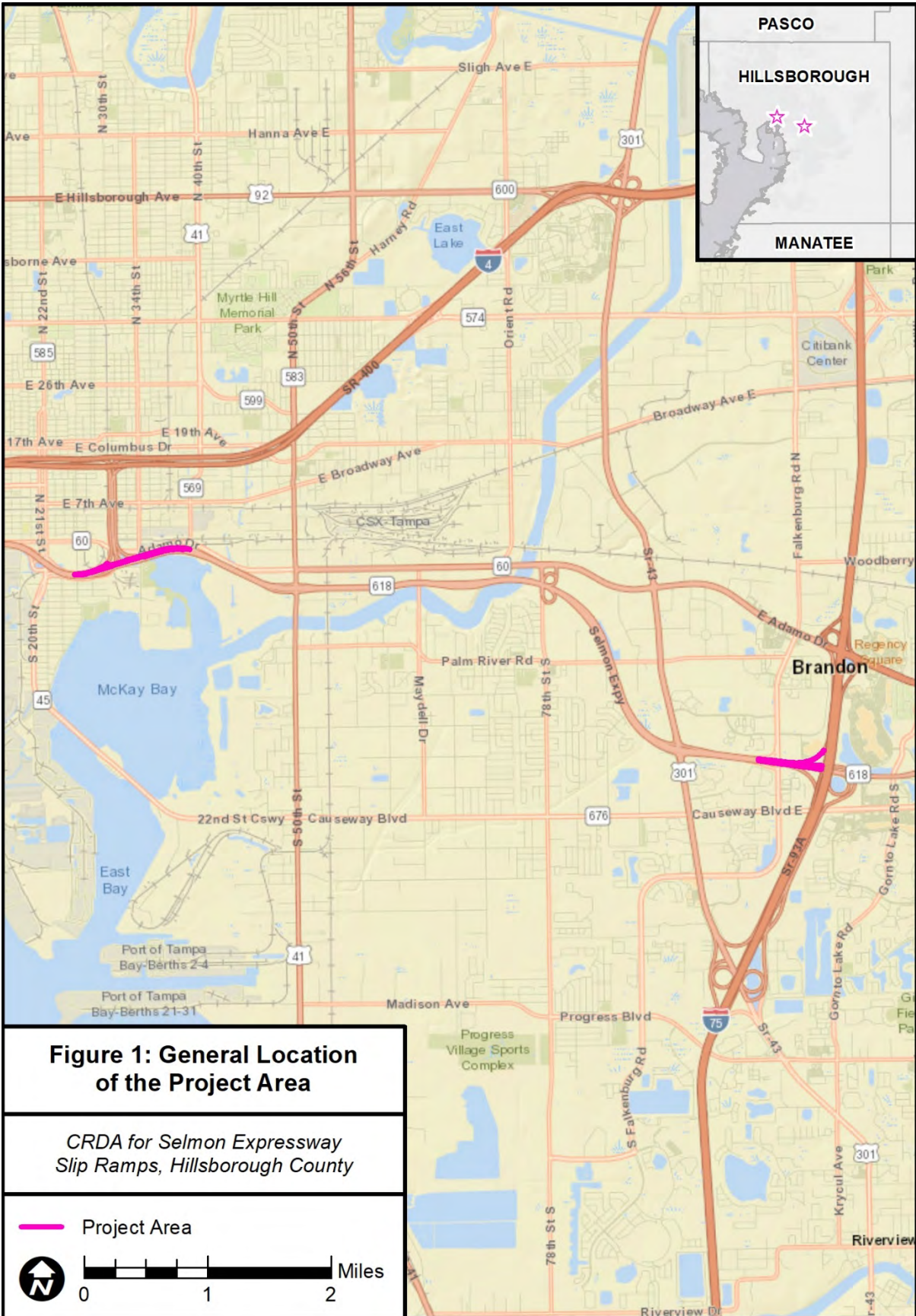
At the request of the Tampa Hillsborough Expressway Authority (THEA), Janus Research, in association with Kimley-Horn, conducted a Cultural Resource Desktop Analysis (CRDA) and Field Review for the Selmon Expressway Slip Ramps. Portions of this work contain federal involvement, and in an effort for consistency in documentation all work was conducted in accordance with Stipulation VII of the *Programmatic Agreement among the Federal Highway Administration (FHWA), the Advisory Council on Historic Preservation (ACHP), the Florida Division of Historical Resources (FDHR), the State Historic Preservation Officer (SHPO), and the FDOT Regarding Implementation of the Federal-Aid Highway Program in Florida* (Section 106 Programmatic Agreement, effective March 2016, amended June 7, 2017), Section 106 of the *National Historic Preservation Act (NHPA) of 1966* (Public Law 89-665, as amended), as implemented by 36 CFR 800 -- *Protection of Historic Properties* (incorporating amendments effective August 5, 2004), and the revised Chapter 267, *Florida Statutes (F.S.)*. The purpose of this analysis was to provide cultural resource information to assist in the avoidance of resources listed in, determined eligible for, or considered eligible for listing in the *National Register of Historic Places* (National Register) according to the criteria set forth in 36 CFR Section 60.4 and to identify any historic properties that may be affected by the proposed project improvements.

PROPOSED IMPROVEMENTS

THEA is proposing to construct two new slip ramps on the Selmon Expressway/SR 618, one near the Interstate 4 (I-4) Connector (identified as Ramp 2) and one near Interstate 75 (I-75) (identified as Ramp 3). The Selmon Expressway is owned and operated by the THEA. The general location of the project area is illustrated in Figure 1.

Ramp 2: Egress Ramp by the I-4 Connector

THEA is proposing the construction of a new slip ramp along the Selmon Expressway/SR 618 allowing vehicles to exit the Reversible Express Lane system and enter the westbound general-purpose lanes. The proposed ramp is in the vicinity of the I-4 Connector interchange.



Ramp 3: Ingress Ramp By I-75

THEA is proposing the construction of a new slip ramp along the Selmon Expressway/SR 618 connecting the westbound general-purpose lanes to the Reversible Express Lane system. The proposed ramp is located just west of bridge crossing over I-75.

AREA OF POTENTIAL EFFECT

The project area of potential effect (APE) was determined by evaluating the improvements that will be implemented as part of the proposed project and also considered the developed character of the area containing the proposed improvements. The APE for archaeological resources typically focuses on identifying and evaluating resources within the geographic limits of the proposed action and its associated ground disturbing activities. Structural resources and other above ground resources can be impacted by those activities as well as alterations to setting, access, and appearance. All ground disturbing activities will be limited to previously modified areas of existing road right-of-way (ROW), which are bermed and elevated in nature. Therefore, the APE for archaeological resources is limited to the proposed improvements (Figures 2a and 2b). The APE for historic resources accounted for the elevated nature of the proposed improvements and the developed character of the surrounding area. Based on these considerations, the historic resources APE consisted of the footprint of all proposed improvements and a 200-foot buffer extending from the locations of proposed roadway and bridge widening. The historic resource APE is illustrated in Figures 2a and 2b.

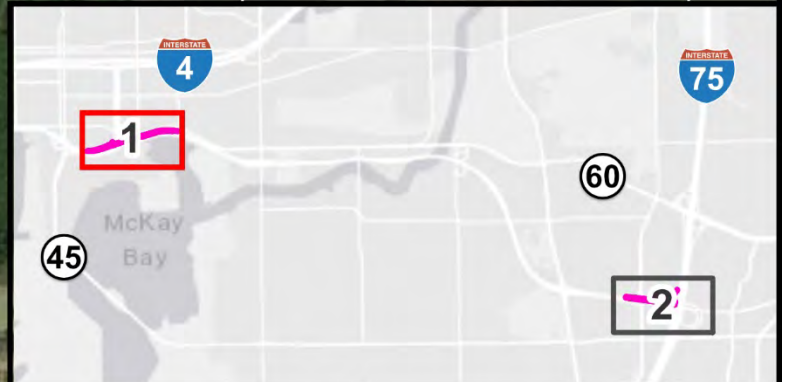
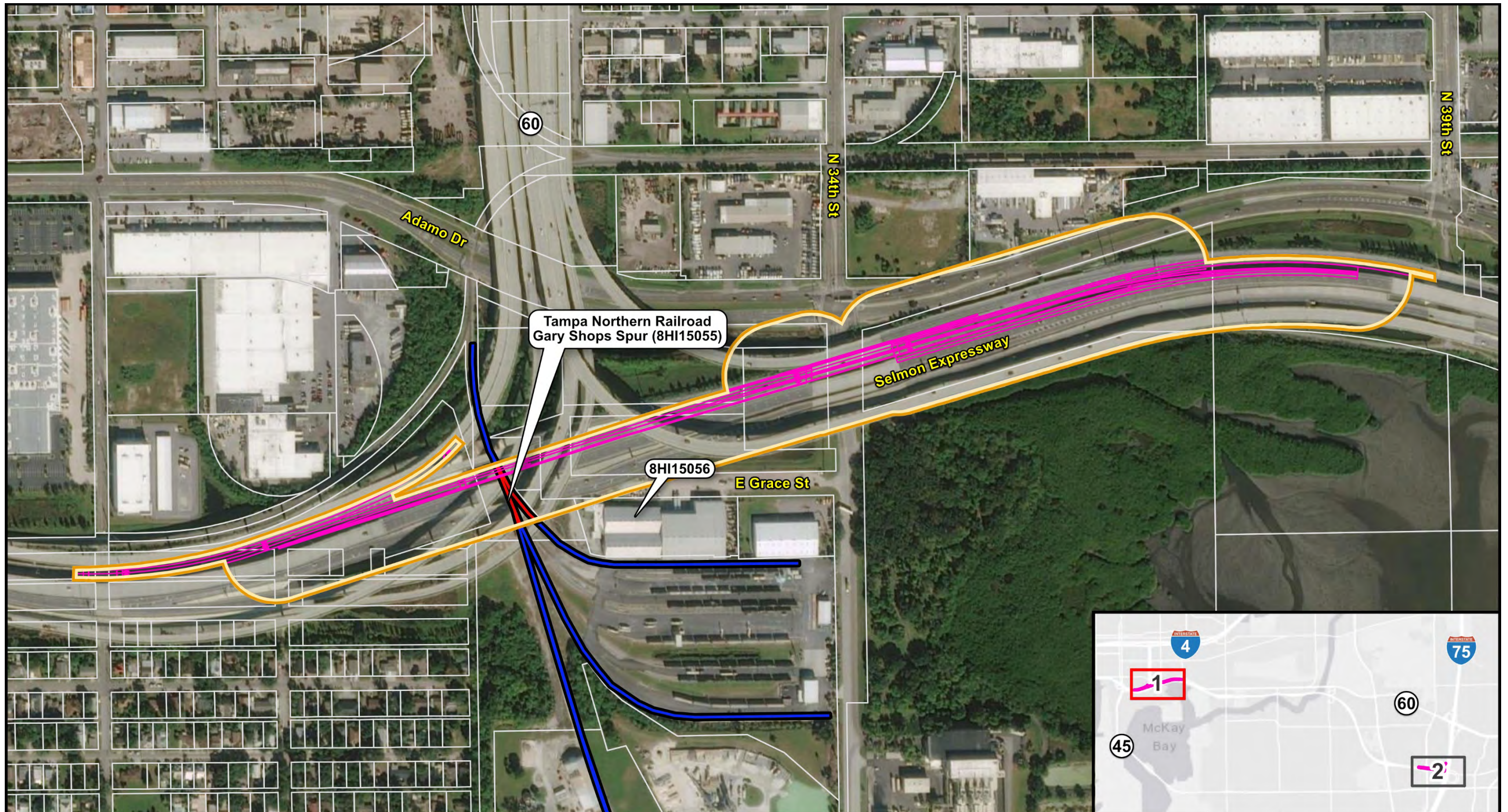
METHODS

Cultural Resources Desktop Analysis

A desktop analysis of the project APE was performed to identify the presence of significant, or potentially significant, cultural resources that may be impacted by proposed project activities, and to establish zones of archaeological probability. An archaeological and historical literature and background search pertinent to the project APE was conducted to determine the types, chronological placement, and spatial patterning of cultural resources within the project APE. This investigation included a search of county and local site inventories, and the analysis of historic mapping. Background research methods also included a search of the Florida Master Site File (FMSF) to identify cultural resources that are listed, eligible, or considered eligible for listing in the National Register and resources with potential or confirmed human remains.

Historic Resources Survey Methods

A historic resources field survey was conducted to ensure that any resource built during or prior to 1973 within the historic resources APE was identified, mapped, and photographed. The historic resources survey used standard field methods to identify any historic resources. Any resources within the APE received a preliminary visual reconnaissance and any resource



<p>Figure 2a: Project APE and Identified Historic Resources (Map 1 of 2)</p>	<p><i>East Selmon Expressway Slip Ramps PD&E Study, Hillsborough County</i></p>	<ul style="list-style-type: none"> — Project Footprint (Archaeological APE) Historic Resources APE 	<ul style="list-style-type: none"> Historic Linear Resource Segment of Historic Linear Resource Recorded Within Historic Resources APE 	<p style="text-align: center;">City of Tampa, Hillsborough County</p> <p style="text-align: center;"> </p>
-------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------

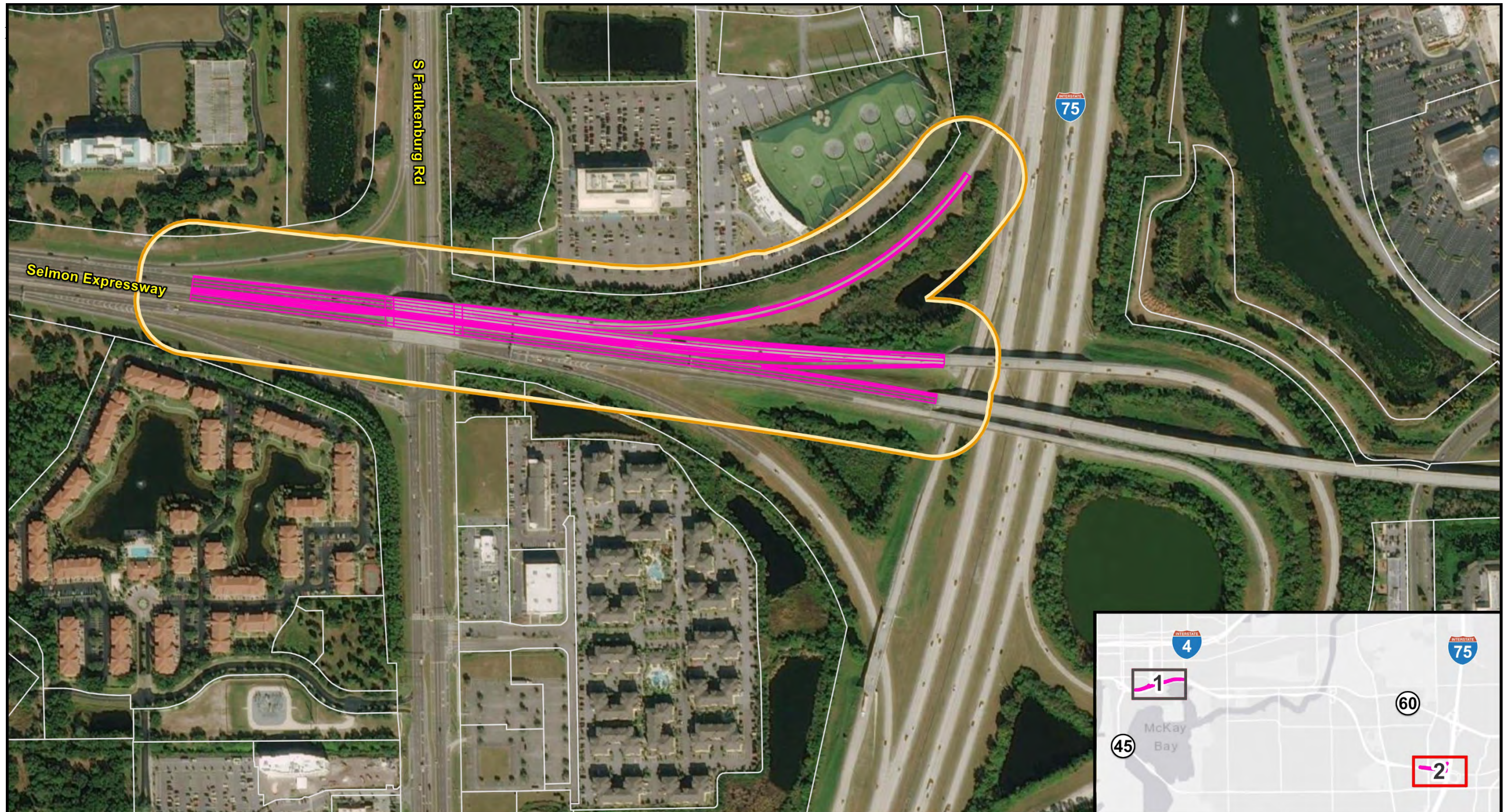


Figure 2b: Project APE and Identified Historic Resources (Map 2 of 2)

East Selmon Expressway Slip Ramps PD&E Study, Hillsborough County

- Project Footprint (Archaeological APE)
- Historic Resources APE
- Historic Linear Resource
- Segment of Historic Linear Resource Recorded Within Historic Resources APE

City of Brandon, Hillsborough County

0 150 400 Feet

with features indicative of 1973 or earlier construction materials, building methods, or architectural styles was photographed and noted on an aerial photograph.

For each resource identified in the preliminary assessment, forms were filled out with field data, including notes from site observations and research findings. The estimated dates of construction, distinctive features, and architectural styles were noted. The information contained on any form completed for this project was recorded onto a digital form at Janus Research. Photographs were taken with a high resolution digital camera. A log was kept to record the resource's physical location and compass direction of each photograph. FMSF forms were prepared for all newly identified historic resources.

Each resource's individual significance was then evaluated for its potential eligibility for inclusion in the National Register. Historic physical integrity was determined from site observations, field data, and photographic documentation. Each resource's present condition, location relative to other resources, and distinguishing neighborhood characteristics were observed in order to accurately assess National Register Historic District eligibility.

DESKTOP ANALYSIS

A review of previous surveys, FMSF data, Hillsborough County Property Appraiser records, and other relevant historical research materials was conducted to determine the potential for significant archaeological and historic resources near the proposed improvements. The FMSF is an important planning tool that assists in identifying potential cultural resources issues and resources that may warrant further investigation and protection. It can be used as a guide but should not be used to determine the official position of the SHPO or the FDHR regarding the significance of a resource.

Previously Conducted Cultural Resources Surveys

A review of the FMSF and client data identified nine surveys that contain or partially contain the western project APE (Egress Ramp by the I-4 Connector [Ramp 2]) and 11 surveys that contain or partially contain the eastern project APE (Ingress Ramp by I-75 [Ramp 3]). A list of these surveys is included for reference (organized by project area and listed in ascending order of FMSF Survey number) in Table 1. While the project APE has been previously surveyed for archaeological resources, the majority of the current APE has not been recently surveyed for historic resources. As no historic resources were previously identified within the current APE as a result of the previous survey work, much of which was conducted over 15 years ago, the following two sections focus on the results of the archaeological survey work associated with the following previously conducted surveys: FMSF Manuscript Nos. 276, 2758, 5469, 5867, 6034, 6116, 6122, 6319, 12016, 17475, and 17897. The remaining surveys in Table 1, did not address archaeological resources within the current APE.

Table 1. Previous Surveys Containing or Partially Containing the Project APE

FMSF Survey No.	Title	Author(s)	Publication Date
West Project Area –Egress Ramp by the I-4 Connector (Ramp 2)			
276	An Archaeological Survey of the Tampa South Crosstown Expressway Eastern Extension	Division of Archives, History and Records Management (FDAHRM)	1978
1467	Historic Resources Survey Tampa	Historic Tampa/ Hillsborough County Preservation Board	1987
5409	Hillsborough County Historic Resources Survey Report	Hillsborough County Planning & Growth Management	1998
6034	Cultural Resource Assessment Survey of the Lee Roy Selmon Crosstown Expressway Capacity Improvement Project	Janus Research	2000
7535	An Archaeological and Historical Survey of the McKay Bay TA-109 Cellular Tower Site in Hillsborough County	Panamerican Consultants, Inc.	2000
8052	Proposed Cellular Tower Site: McKay Bay (FL-2405), 2815 Long Street, Tampa, Hillsborough County	Archaeological Consultants, Inc. [ACI]	2001
12016	Cultural Resource Assessment Survey Re-Evaluation of the I-4/Lee Roy Selmon Expressway Interchange, Hillsborough County, Florida	Janus Research	2005
12574	Cultural Resource Assessment Survey Report Florida High Speed Rail Authority Project Development and Environment (PD&E) Study from Tampa to Orlando, Hillsborough, Polk, Osceola, and Orange Counties, Florida	ACI and Janus Research	2003
17475	Final Draft Copy: A Cultural Resource Assessment Survey of the Tampa Interstate Study Activity A, Task II (EIS) Project Area Including the Proposed Crosstown Connector and the South Tampa Crosstown Expressway Improvement Areas, Hillsborough County, FL	Janus Research	1992
East Project Area – Ingress Ramp by I-75 (Ramp 3)			
276	An Archaeological Survey of the Tampa South Crosstown Expressway Eastern Extension	FDAHRM	1978
2758	An Archaeological and Historical Resource Assessment of the Proposed Tampa South Crosstown Expressway Extension	HDR Engineering, Inc.	1991

FMSF Survey No.	Title	Author(s)	Publication Date
5469	Cultural Resource Assessment Survey for the Lee Roy Selmon Crosstown Expressway Brandon Feeder Roads from Falkenburg Road to SR 60 and Lumsden Road and Widening from 50 th Street (US 41) to Falkenburg Road PD&E Study, Hillsborough County, Florida	Janus Research	1998
5867	A Cultural Resource Assessment Survey of the Proposed Tampa Bay Water Pipeline from the Tampa Bypass Canal at Six Mile Creek to Bell Shoals Road, Hillsborough County, Florida	Southeastern Archaeological Research, Inc. (SEARCH)	1999
6034	Cultural Resource Assessment Survey of the Lee Roy Selmon Crosstown Expressway Capacity Improvement Project	Janus Research	2000
6116	CRAS of the Proposed Hillsborough County Water Department's Falkenburg to South County Water Main	SEARCH	2000
6122	Survey Project for the FGT Company Proposed Bayside Lateral Reroute, Hillsborough County	SEARCH	2000
6319	Cultural Resource Survey of Modifications to the Proposed Bayside Lateral and Compressor Station 31, Hillsborough and Osceola Counties, Florida, Florida Gas Transmission Company (FGT), Phase V Expansion	SEARCH	2000
17457	Cultural Resource Assessment Survey Research Design: Interstate 75 (I-75) Project Development and Environmental (PD&E) Study, Manatee and Hillsborough Counties, Florida	ACI	2008
17897	Cultural Resource Assessment Survey Project Development and Environment (PD&E) Study from South of US 301 to North of Fletcher Avenue Hillsborough County, Florida	ACI	2009
Not Yet on File	Historic Resources Survey Update: Interstate 75 (State Road 93A) Project Development and Environment Study From South of US 301/State Road 43 to North of Bruce B. Downs Boulevard/County Road 581, Hillsborough County	ACI	2020

Past Archaeological Survey Work Related to the Egress Ramp by the I-4 Connector (Ramp 2)

The following is a summary of pertinent archaeological findings related to the Egress Ramp by the I-4 Connector (Ramp 2), which focuses on the results of the previous archaeological work associated with FMSF Manuscript Nos. 276, 6034, 12016, and 17475. The work related to the egress ramp by I-4 (Ramp 2) falls within an area described in *An Archaeological Survey of the Tampa South Crosstown Expressway Eastern Extension* (FMSF Manuscript No. 276) as “disturbed man-made land” between McKay Bay and Adamo Drive resulting from the construction of Adamo Drive and fill operations related to the Palm River (FDAHRM 1978:9).

Several test pits and post holes were excavated to the south of the current project corridor as part of the 1970s survey work, in a series of former vacant lots located between 26th and 28th Streets, to the north of the former alignment of Long Street. These tests did not identify any cultural material, and encountered sterile sand beneath the fill encountered (FDAHRM 1978:24). The survey found that the area between 26th and 28th Streets would have formerly been a marshy area on the border of the wetlands surrounding McKay Bay and that the area between 28th Street and 30th Street consisted of low marsh with standing water (FDAHRM 1978:24). A pedestrian survey of the 1978 corridor between 30th Street to 34th Street identified an undergrowth of Brazilian pepper and cabbage palm with interspersed mounds of industrial refuse and man-made land consisting of shell, sand, clay, and rock (FDAHRM 1978:25). As a result of the survey it was determined that it was “highly unlikely” that any significant archaeological resources would be found in the area (FDAHRM 1978:25). The portion of the corridor between 34th street and 39th was also pedestrian surveyed. This area was determined to be covered in fill from depths ranging from 5–20 feet, subsurface testing was “deemed futile” due to previous subsurface modification and previous low elevation, and no effects to archaeological resources were anticipated (FDAHRM 1978:25).

Archaeological considerations related to FMSF Manuscript No. 6034 were limited to a desktop analysis due to the presence of numerous previous survey efforts that were either related to the project, or located in close proximity to, the project corridor at the time. The most relevant of these surveys for the current APE was the aforementioned FMSF No. 276. The desktop analysis conducted as part of FMSF Manuscript No. 6034 depicts the majority of the area containing the current archaeological APE for the improvements related to the egress ramp by the I-4 corridor to exhibit low archaeological site potential (Janus Research 2000:43, 45). The lone exception is an area depicted as the recorded location of the Old Palmetto Beach Dump (8HI4596). The SHPO concurred with the findings of this document in a letter dated September 27, 2000 (Attachment 1). However, a review of the original site file form, the report the resulted in its recordation (HDR Engineering, Inc. 1992)¹, and subsequent survey work describing/depicting the location of this resource (Janus Research 2005:10)² confirmed that the resource (and associated recommended monitoring area) noted in FMSF Manuscript No. 6034 are located over 0.4 miles to the west.

No additional archaeological survey was conducted within the current APE as a result of FMSF Manuscript No. 17475 (Janus Research 1992) or FMSF Manuscript No. 12016 (Janus Research 2005) due to the previous survey work conducted within and surrounding the project corridors. These analyses identified no known archaeological resources within or adjacent to the current APE, and reaffirmed the developed nature of, and low archaeological site potential exhibited by, the current APE for the egress ramp by the I-4 connector (Ramp 2) (Janus Research 1992:46–47; Janus Research 2005:12, 14). The SHPO concurred with the findings of the 2005 report in a letter dated September 6, 2005 (Attachment 1).

¹ The Old Palmetto Beach Dump (8HI4596) was recorded over 0.4 miles outside of the current archaeological APE to the west during *An Archaeological and Historical Resource Assessment of the 22nd Street/22nd Street Causeway Boulevard (S.R. 676) PD&E Corridor (from U.S. 301 to S.R. 60)* (HDR Engineering, Inc. 1992)

² The Old Palmetto Beach Dump (8HI4596) is again plotted over 0.4 miles outside of the current archaeological APE to the west during the Cultural Resource Assessment Survey Re-Evaluation of the I-4/Lee Roy Selmon Expressway Interchange, Hillsborough County, Florida

Past Archaeological Survey Work Related to the Ingress Ramp by I-75 (Ramp 3)

The following is a summary of archaeological findings related to the Ingress Ramp by I-75 (Ramp 3), which focuses on the results of the previous archaeological work associated with FMSF Manuscript Nos. 276, 2758, 5469, 5867, 6034, 6116, 6122, and 6319. The western 250 feet of the work related to the ingress ramp by I-75 was surveyed for archaeological resources in 1978 during *An Archaeological Survey of the Tampa South Crosstown Expressway Eastern Extension* (FDAHRM 1978; FMSF Manuscript No. 276). Prior to construction the E Selmon Expressway, the surrounding area was predominately low, flat agricultural land with drainage ditches and a secondary growth consisting of pine hammock (FDAHRM 1978:34–35). No cultural material or archaeological resources were identified within the vicinity of the current APE as a result of the subsurface testing and the pedestrian survey conducted in 1978 (FDAHRM 1978:34–35).

The eastern 950 feet of the work related to the ingress ramp by I-75 (Ramp 3), including a portion of the work along the east-west running portion of the Selmon Expressway and most of the existing ramp connecting I-75 and the Selmon Expressway, was surveyed for archaeological resources during *An Archaeological and Historical Resource Assessment of the Proposed Tampa South Crosstown Expressway Extension* (HDR Engineering, Inc. 1991; FMSF Manuscript No. 2758). While portions of the current APE were formerly considered to exhibit low to moderate site potential, the archaeological testing and the pedestrian survey work conducted for FMSF Manuscript No. 2758 identified no archaeological resources within or adjacent to the current archaeological APE. The SHPO concurred with the findings of this report in a letter dated June 18, 1991 (Attachment 1).

The portion of the archaeological APE for the ingress ramp by I-75 (Ramp 3) along the east-west running portion of work along the Selmon Expressway was also surveyed for archaeological resources during the *CRAS for the Lee Roy Selmon Crosstown Expressway Brandon Feeder Roads from Falkenburg Road to SR 60 and Lumsden Road and Widening from 50th Street (US 41) to Falkenburg Road PD&E Study* (Janus Research 1998; FMSF Manuscript No. 5469). The area was formerly considered to be a mix of low and moderate site potential, and the shovel testing and a pedestrian survey conducted in 1998 identified no archaeological sites within the vicinity of the current APE (Janus Research 1998:14–15, 21). Please note that the area formerly considered to exhibit moderate archaeological site potential now consists of elevated, bermed roadway and an excavated retention pond. The SHPO concurred with the finding of no effects on historic properties in a letter dated February 3, 1989 (Attachment 1).

As noted previously, archaeological considerations related to FMSF Manuscript No. 6034 were limited to a desktop analysis. This approach was used due to the presence of numerous previous survey efforts that were either related to the project, or located in close proximity. The most pertinent of these as it pertains to the current APE are the aforementioned FMSF Nos. 276, 2758, and 5469. The results of the desktop analysis also considered the portion of the current APE located to the west of S Falkenburg Road to exhibit low archaeological site potential (Janus Research 2000:43, 46). While archaeological monitoring was recommended for an area of higher archaeological site potential outside of the current archaeological APE (over 6.5 miles to the west-northwest), no monitoring was recommended within or adjacent to the

current APE and the SHPO concurred with these recommendations in a letter dated September 27, 2000 (Attachment 1).

The archaeological APE for the eastern project area was also briefly intersected where the current project area passes over Falkenburg Road during FMSF Manuscript Nos. 5867 and 6116. The background research and survey work conducted for these surveys in 1999 and 2000 determined that this area exhibited low archaeological site potential and the shovel testing and pedestrian surveys did not identify any archaeological resources in the vicinity of the current APE (SEARCH 1999; SEARCH 2000a). The SHPO concurred with the results of these surveys in letters dated December 30, 1999 and June 2, 2000 (Attachment 1).

Two surveys related to a Florida Gas Transmission (FGT) pipeline reroute (FMSF Manuscript Nos. 6122 and 6319) also intersected or directly abutted the current archaeological APE, to the west of I-75. No archaeological resources were identified within or adjacent to the current APE as a result of the subsurface testing and the pedestrian survey of the 6-mile reroute conducted for FMSF Manuscript No. 6122 (SEARCH 2000c). In addition, four shovel tests were excavated for an associated extra work space directly adjacent to the current APE, on the northwest side of the ramp leading from I-75 southbound onto the E Selmon Expressway, as a result of FMSF Manuscript No. 6319 (SEARCH 2000b). No cultural material was identified as a result of these tests and no archaeological resources were noted in the vicinity of the APE. The SHPO concurred with the findings of these reports in letters dated November 8, 2000 and January 9, 2001, respectively (Attachment 1).

Two additional shovel tests were excavated outside of, but in close proximity to the current archaeological APE for the ingress ramp by I-75 (Ramp 3) during FMSF Manuscript No. 17897. Neither test was positive for cultural material and no archaeological sites were identified within or adjacent to the current APE as a result of the 2009 survey (ACI 2009:5-2). The SHPO concurred with the findings of this report in a letter dated June 18, 1991 (Attachment 1).

Previously Recorded Archaeological Resources

As previously discussed, no archaeological resources have been recorded within the current archaeological APE as a result of the various iterations of previous survey work occurring within the APE. An updated search of the FMSF data confirmed that no archaeological resources have been recorded within or adjacent to the current APE since the previous survey work was conducted.

Previously Recorded and Potential Historic Resources

No previously recorded historic structures, linear resources, cemeteries, or resource groups were identified within the historic resources APE.

The Hillsborough County Property Appraiser and GIS Information was utilized in order to identify unrecorded parcels within the current historic resources APE with actual year built (AYRB) dates of 1974 or prior. One identified parcel included a historic structure located within the historic resources APE with AYRB of 1974 or earlier. In addition to this one parcel, one unrecorded segment of a historic railroad was identified within the historic resources APE. A review of aerial photographs from 1951, 1965, 1973, and 1975 (FDOT 1996-2019) was conducted to examine land use and to identify any additional unrecorded historic resources located within the historic resources APE. No additional historic buildings, bridges, cemeteries, railroads, canals, or potentially unrecorded historic linear resources or resource groups were identified within the historic resources APE as a result of the aerial analysis.

The 1951 historic aerial photograph of the project area surrounding the Egress Ramp by the I-4 Connector (Ramp 2) depicts commercial and industrial development with residential development southwest of the APE (Figure 3). Several railroad lines, including tracks operated by the Seaboard Air Line Railroad and Atlantic Coast Line Railroad, intersect in the vicinity of the project area. The Gary Shops and roundhouse, located south of the project APE, are visible in this historic aerial photograph. Increased development of industrial and commercial structures can be observed on the 1965 historic aerial photograph (Figure 4). A 1975 aerial photograph depicts continued development, including the widening of several roads in the vicinity of the project area (Figure 5). The Gary Shops and roundhouse south of the project APE were removed before 1975, and the southern portion of the Tampa Northern Railroad Gary Shops Spur have been altered.

The project area surrounding the Ingress Ramp by I-75 (Ramp 3) was largely rural and undeveloped as observed on a 1965 historic aerial photograph (Figure 6). Increased development west of the project area was observed to the west of the project area, but the project area is largely comprised of undeveloped land as shown by a 1975 aerial photograph (Figure 7). The project area is located within eastern Hillsborough County and was not widely developed until after the 1970s, following the extension of I-75 south of Tampa which spurred later development.

Archaeological Site Potential

An archaeological site potential analysis provides information regarding which areas of a project have the highest probability of containing archaeological sites. The archaeological site potential analyses and previous survey work conducted during previous cultural resource surveys determined the current archaeological APE exhibits low potential to contain intact archaeological sites (ACI 2009; ACI and Janus Research 2003; FDAHRM 1978; HDR Engineering, Inc. 1991; Janus Research 1992, 1998, 2005; SEARCH 2000a, 2000b, 2000c).



Figure 3: A 1951 historic aerial photograph of the project area surrounding the proposed Egress Ramp by the I-4 Connector (Ramp 2)



Figure 4: A 1965 historic aerial photograph of the project area surrounding the proposed Egress Ramp by the I-4 Connector (Ramp 2)



Figure 5: A 1975 aerial photograph of the project area surrounding the proposed Egress Ramp by the I-4 Connector (Ramp 2)

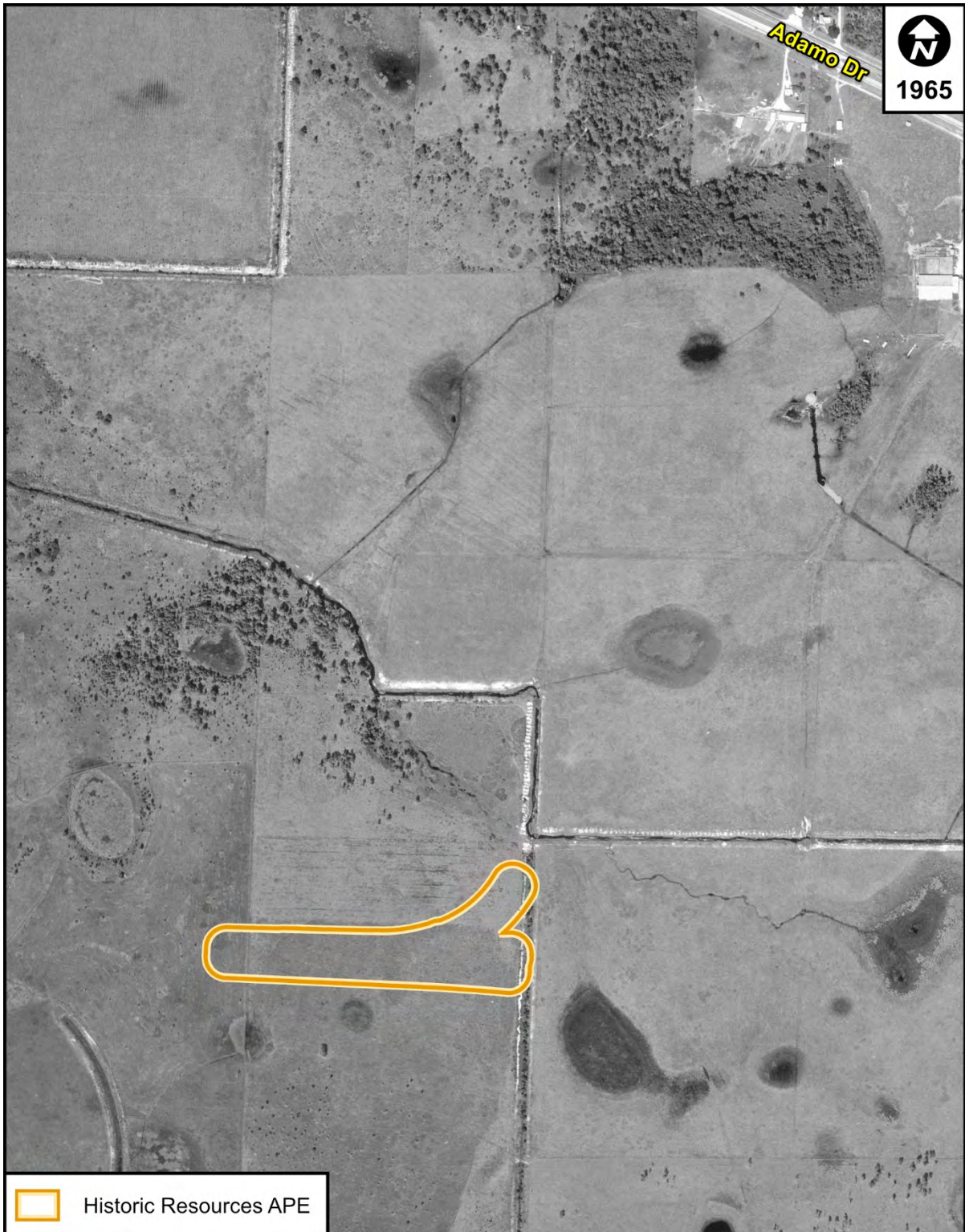


Figure 6: A 1965 historic aerial photograph of the project area surrounding the proposed Ingress Ramp by I-75 (Ramp 3)



Figure 7: A 1975 aerial photograph of the project area surrounding the proposed Ingress Ramp by I-75 (Ramp 3)

RESULTS AND CONCLUSIONS

Due to the archaeological APE having been previously surveyed for archaeological resources, the bermed and elevated nature of the road ROW containing the proposed improvements, and the presence of underground utilities within and adjacent to the APE, no archaeological field review was conducted. No archaeological sites were identified within the archaeological APE, which was previously determined to exhibit low archaeological site potential.

The historic resources survey resulted in the identification of two previously unrecorded historic resources within the APE: the Tampa Northern Railroad Gary Shops Spur (8HI15055) and a historic structure located at 3107 E Grace Street (8HI15056). Both identified historic resources are located within the historic resources APE in the vicinity of the proposed improvements to the Selmon Expressway at the Egress Ramp by the I-4 Connector (Ramp 2) and their location is marked on Figure 2a. Photographs of each historic resource and a brief evaluation of their National Register-eligibility are included below. FMSF forms were completed for each resource and are included in Attachment 2. A survey log is included in Attachment 3.



Figure 8: The Tampa Northern Railroad Gary Shops Spur (8HI15055), c. 1906, where it passes under the Selmon Expressway, considered National Register-ineligible, facing Northwest

8HI15055 Tampa Northern Railroad Gary Shops Spur

The approximately 250-foot segment of the Tampa Northern Railroad Gary Shops Spur (8HI15055) within the current project APE is located in Section 17 of Township 29 South, Range 19 East of the Tampa (1956 Photorevised [PR] 1981) United States Geological Survey (USGS) quadrangle map in the city of Tampa, Hillsborough County, Florida (Figure 8). The segment within the APE runs in a north to south direction from where it splits with the historic route of the Tampa Northern Railroad (8HI3648) and passes south beneath the elevated Selmon Expressway. It consists of one set of standard gauge tracks on gravel ballast, which split into six sets of tracks. This segment is part of a railroad spur of the Tampa Northern Railroad (8HI3648), all of which is now owned and operated by CSX Transportation. The Tampa Northern Railroad Gary Shops Spur (8HI15055) has not been previously documented in the FMSF or evaluated by the SHPO.

The Tampa Northern Railroad (8HI3648) was established in 1906 by H. M. Atkinson of Atlanta as part of his Atlanta, Birmingham, and Atlantic Railroad System (AB&A RR). Atkinson intended for the Tampa Northern Railroad to connect to the AB&A RR in Thomsville, Georgia, located near the Florida-Georgia border, however this route was never constructed in its entirety. Construction of the 49-mile Tampa Northern Railroad began in Tampa in June 1906 with a northern terminus in Brooksville reached in January of 1908 (Prince 2000: 96). The Tampa Northern Railroad (8HI3648) and its associated spur tracks were purchased by the Seaboard Air Line Railroad in 1912 following the financial failure of Atkinson's company. The Tampa Northern Railroad continued operation until 1925 when it was incorporated into the Seaboard Air Line Railroad freight line following several extensions (Prince 2000: 96).

In 1967, the Seaboard Air Line Railroad was merged with its competitor, the Atlantic Coast Line Railroad, to form the Seaboard Coast Line Railroad. In 1980, the Seaboard Coast Line Railroad merged with the Chessie System, creating the CSX Corporation (Johnston and Mattick 2001). The railroad known as the Tampa Northern Railroad (8HI3648) has been operated as part of the CSX system since this merger in 1980. The segment of rail within the current project APE, the Tampa Northern Railroad Gary Shops Spur (8HI15055), is a historic spur of the Tampa Northern Railroad (8HI3648) and was constructed in 1906. The Tampa Northern Railroad Gary Shops Spur (8HI15055) led to a roundhouse, which was located south of the current project area (Tampa Bay Trains n.d.).

The extant Tampa Northern Railroad Gary Shops Spur (8HI15055) is approximately 1,650-foot long and operates primarily as rail leading to a CSX TRANSFLO terminal, used to transfer products from rail to truck or vice versa for shipment (TRANSFLO n.d.). Historically, the spur led southeast from the Tampa Northern Railroad (8HI3648) main line towards the Gary Shops, used for train maintenance, storage, and circulation. Gary, a historic neighborhood in Tampa, was first established in 1898 and home to a large Italian, Spanish, and Cuban population. The community featured several cigar factories, produce packing houses, and industrial complexes located near the Tampa Northern Railroad Gary Shops Spur (The Historical Marker Database n.d.). Sometime after the merger of the Seaboard Air Line and Atlantic Coast Line railroads in 1967, the Gary Shops were closed and later removed.

The Tampa Northern Railroad Gary Shops Spur (8HI15055) has been altered several times since the railroad was absorbed into the CSX system. The north portion of the spur remains extant, but the southern portion now leads to the CSX TRANSFLO facility, with several lengths of modern track added since the 1970s for train circulation. Portions of the historic spur south of the project APE and TRANSFLO facility were removed sometime after the CSX merger. The segment of rail within the current APE is one of many that comprise the overall CSX system. A portion of the main line of the Tampa Northern Railroad (8HI3648) located approximately 2,000-feet north of the project area was surveyed by Atkins in 2016 as part of the *Cultural Resource Assessment Desktop Analysis SR 574 (Martin Luther King, Jr. Boulevard) from East of Ida Street to West of 30th Street and from 38th Street to 39th Street (FPID 433865-1-52-01), Hillsborough County, Florida* (FMSF Manuscript No. 23278). This segment of the Tampa Northern Railroad (8HI3648) was determined to be ineligible for listing in the National Register by the SHPO on October 28, 2016.

The segment of the Tampa Northern Railroad Gary Shops Spur (8HI15055) within the current project APE has been altered several times since its construction circa 1906, including the replacement of tracks and ballast and the addition of non-historic rail southeast of the APE. The spur is associated with the Tampa Northern Railroad (8HI3648) but has not been operated under that name since 1925 when it was incorporated into the Seaboard Air Line Railroad system. The Tampa Northern Railroad Gary Shops Spur (8HI15055) has been owned by CSX and operated as part of the greater CSX system since 1980.

While the linear resource maintains its historic route and overall function, it has been altered including the removal of the associated Gary Shops south of the project APE sometime in the 1960s and the addition of the CSX TRANSFLO facility in the 1980s. These alterations, as well as a lack of historical associations with significant events result in diminished integrity of the resource. In addition, a segment of the associated main line of the Tampa Northern Railroad (8HI3648) north of the current project area was determined to be National Register-ineligible.

The Tampa Northern Railroad Gary Shops Spur (8HI15055) does not meet the requirements for listing in the National Register at the local, regional, and national level under the “Florida’s Historic Railroad Resources Multiple Property Submission (MPS)” (Johnston and Mattick 2001). The Railroad Structures property type identified in the MPS includes railroad roadbed which consists of ballast, crossties, rails, and tie plates. National Register-eligibility for the Railroad Structures property type is restricted to “exceptional examples of a type of architecture or engineering” or structures “associated with important local historical events.” Eligibility is also restricted if a Railroad Structure has been “altered by significant additions, the application of materials is inconsistent with the historic period in which they were constructed, or the removal of significant details” (Johnston and Mattick 2001). Therefore, this segment of the Tampa Northern Railroad Gary Shops Spur (8HI15055) is considered ineligible for listing in the National Register individually or as part of a historic district.



**Figure 9: 3107 E Grace Street (8HI15056), c. 1961, considered National Register-
ineligible, facing Southwest**

8HI15056 3107 E Grace Street

The circa 1961 Industrial Vernacular style structure located at 3107 E Grace Street is in Section 17 of Township 29 South, Range 19 East of the Tampa (1956 PR 1981) USGS quadrangle map in the city of Tampa, Hillsborough County, Florida (Figure 9). The original block of the building features a metal skeleton structure with two metal gable roofs. A large circa 1973 addition is located on the east façade, with a metal skeleton structure and metal gable roof. A circa 1975 concrete block addition is located in the northwest corner of the structure with a flat roof. Windows observed on the north façade of the structure include metal single-hung-sash two-over-two and metal awning three-light windows, some of which are paired. The north façade of the structure also features several bays with rolling metal doors accessed via a loading dock.

The structure at 3107 E Grace Street exhibits a common architectural style found in Central Florida, two additions which have altered the historic plan of the structure, and non-historic alterations including replaced exterior material. Therefore, it is considered ineligible for listing in the National Register, individually or as part of a historic district.

Unanticipated Finds

Although unlikely, should construction activities uncover any archaeological material, it is recommended that activity in the immediate area be stopped while a professional archaeologist evaluates the material. If human remains are found during construction or maintenance activities, Chapter 872.05, *F.S.* applies and the treatment of human remains will conform to

Chapter 3 of the FDOT *CRM Handbook*, Section 7-1.6 of the *FDOT's Standard Specifications for Road and Bridge Construction*, Stipulation XI of the Section 106 Programmatic Agreement, which require that all work cease immediately in the area of the human remains. Chapter 872.05 states that, when human remains are encountered, all activity that might disturb the remains shall cease and may not resume until authorized by the District Medical Examiner or the State Archaeologist. The District Medical Examiner has jurisdiction if the remains are less than 75 years old or if the remains are involved in a criminal investigation. The State Archaeologist has jurisdiction if the remains are 75 years of age or more.

If previously unidentified historic properties are discovered before or during construction, the potential to affect historic properties changes after the Section 106 review has been completed, or if unanticipated impacts to historic properties occur during construction, then the consultation process outlined in Stipulation VII of the Section 106 Programmatic Agreement will be followed in accordance with 36 CFR Section 800.13 and Stipulation X of the Section 106 Programmatic Agreement.

REFERENCES CITED

Archaeological Consultants, Inc. (ACI)

2009 *Cultural Resource Assessment Survey Project Development and Environment (PD&E) Study from South of US 301 to North of Fletcher Avenue Hillsborough County, Florida*. Manuscript on file, Florida Division of Historical Resources, Tallahassee.

Archaeological Consultants, Inc. (ACI) and Janus Research

2003 *Cultural Resource Assessment Survey Report Florida High Speed Rail Authority Project Development and Environment (PD&E) Study from Tampa to Orlando, Hillsborough, Polk, Osceola, and Orange Counties, Florida*. Manuscript on file, Florida Division of Historical Resources, Tallahassee.

Atkins

2016 *Cultural Resource Assessment Desktop Analysis SR 574 (Martin Luther King, Jr. Boulevard) from East of Ida Street to West of 30th Street and from 38th Street to 39th Street (FPID 433865-1-52-01), Hillsborough County, Florida*. FMSF Manuscript No. 23278. Manuscript on file, Florida Division of Historical Resources, Tallahassee.

Florida Department of Transportation (FDOT)

1996–2019 Aerial Photo Look Up System. Electronic documents, <https://fdotewp1.dot.state.fl.us/AerialPhotoLookUpSystem/>, accessed October 29, 2020.

Division of Archives, History and Records Management (FDAHRM)

1978 *An Archaeological Survey of the Tampa South Crosstown Expressway Eastern Extension*. Manuscript on file, Florida Division of Historical Resources, Tallahassee.

HDR Engineering, Inc.

1991 *An Archaeological and Historical Resource Assessment of the Proposed Tampa South Crosstown Expressway Extension*. Manuscript on file, Florida Division of Historical Resources, Tallahassee.

1992 *An Archaeological and Historical Resource Assessment of the 22nd Street/22nd Street Causeway Boulevard (S.R. 676) PD&E Corridor (from U.S. 301 to S.R. 60)*

Hillsborough County Property Appraiser

2020 Basic Property Search. <https://gis.hcpafl.org/propertysearch>, accessed October 29, 2020.

Janus Research

1992 *Final Draft Copy: A Cultural Resource Assessment Survey of the Tampa Interstate Study Activity A, Task II (EIS) Project Area Including the Proposed Crosstown Connector and the South Tampa Crosstown Expressway Improvement Areas, Hillsborough County, FL*. Manuscript on file, Florida Division of Historical Resources, Tallahassee.

- 1998 *Cultural Resource Assessment Survey for the Lee Roy Selmon Crosstown Expressway Brandon Feeder Roads from Falkenburg Road to SR 60 and Lumsden Road and Widening from 50th Street (US 41) to Falkenburg Road PD&E Study, Hillsborough County, Florida.* Manuscript on file, Florida Division of Historical Resources, Tallahassee.
- 2000 *Cultural Resource Assessment Survey of the Lee Roy Selmon Crosstown Expressway Capacity Improvement Project.* Manuscript on file, Florida Division of Historical Resources, Tallahassee.
- 2005 *Cultural Resource Assessment Survey Re-Evaluation of the I-4/Lee Roy Selmon Expressway Interchange, Hillsborough County, Florida.* Manuscript on file, Florida Division of Historical Resources, Tallahassee.

Johnston, Sidney and Barbara Mattick

- 2001 *Florida's Historic Railroad Resources.* NRHP Multiple Property Submission. On file, Florida Division of Historical Resources, Tallahassee, Florida.

Prince, Richard E.

- 2000 *Seaboard Air Line Railway: Steam Boats, Locomotives, and History.* Indiana University Press: Bloomington, Indiana.

Southeastern Archaeological Research, Inc. (SEARCH)

- 1999 *A Cultural Resource Assessment Survey of the Proposed Tampa Bay Water Pipeline from the Tampa Bypass Canal at Six Mile Creek to Bell Shoals Road, Hillsborough County, Florida.* Manuscript on file, Florida Division of Historical Resources, Tallahassee.
- 2000a *CRAS of the Proposed Hillsborough County Water Department's Falkenburg to South County Water Main.* Manuscript on file, Florida Division of Historical Resources, Tallahassee.
- 2000b *Cultural Resource Survey of Modifications to the Proposed Bayside Lateral and Compressor Station 31, Hillsborough and Osceola Counties, Florida, Florida Gas Transmission Company (FGT), Phase V Expansion.* Manuscript on file, Florida Division of Historical Resources, Tallahassee.
- 2000c *Survey Project for the FGT Company Proposed Bayside Lateral Reroute, Hillsborough County.* Manuscript on file, Florida Division of Historical Resources, Tallahassee.

Tampa Bay Trains

- n.d. "First Railroads in Tampa." Electronic document accessed online at <http://tampabaytrains.com/firstRailroadsInTampa.htm>

The Historical Marker Database

- n.d. "Gary." Electronic document accessed online at <https://www.hmdb.org/m.asp?m=33926>

TRANSFLO

n.d. "About Us." Electronic document, accessed online at
<http://www.transflo.net/index.cfm/about-us/>

Attachment 1:

**Available SHPO Concurrence Letters Pertinent
to Previous Archaeological Work Within the Current APE**



2758

2758

FLORIDA DEPARTMENT OF STATE

Jim Smith
Secretary of State

DIVISION OF HISTORICAL RESOURCES

R.A. Gray Building
500 South Bronough

Tallahassee, Florida 32399-0250

Director's Office Telecopier Number (FAX)
(904) 488-1480 (904) 488-3353

June 18, 1991

Mr. J.R. Skinner
Division Administrator
Florida Division
U.S. Department of Transportation
Federal Highway Administration
227 N. Bronough, Rm. 2015
Tallahassee, Florida 32301

In Reply Refer To:
Susan Hammersten
Historic Sites
Specialist
(904) 487-2333
Project File No. 911575

Re: Cultural Resource Assessment Review Request
*An Archaeological and Historical Resource Assessment
of the Proposed Tampa South Crosstown Expressway
Extension, Hillsborough County, Florida.* HRD Engineering,
Final Report, February, 1991
SPN: 10002-1544 FRN: M-4047(48) WPN: 7113891

Dear Mr. Skinner:

In accordance with the procedures contained in 36 C.F.R., Part 800 ("Protection of Historic Properties"), we have reviewed the above referenced report, and find it to be complete and sufficient. We note that 40 sites consisting of 17 archaeological sites, 22 historic structures, and one historic cemetery, were identified and evaluated. We concur with the opinion of the archaeologist that none of the archaeological sites, all but three of the historic structures and the cemetery are not significant or potentially eligible for the National Register of Historic Places. We also concur that three of the historic structures are significant; the Mosely House (8HI208), the Brandon House (8HI205) and the David Hummingbird House (8HI3876). The Mosely House is currently listed on the NRHP and the Brandon House has been previously determined eligible.

Mr. Skinner
June 18, 1991
Page 2

Thus, it is the opinion of the agency that project activities may have an effect on historic sites listed, eligible and potentially eligible for listing on the National Register of Historic Places. We look forward to working with you to establish measures to avoid, minimize, or mitigate adverse effects to the historic structures within the project boundaries.

If you have any questions concerning our comments, please do not hesitate to contact us. Your interest in protecting Florida's archaeological and historic resources is appreciated.

Sincerely,

Suzanne P. Walker
for George W. Percy, Director
Division of Historical Resources
and
State Historic Preservation Officer

GWP/slh
xc: Mr. C. Leroy Irwin

DIVISIONS OF FLORIDA DEPARTMENT OF STATE

Office of the Secretary
Office of International Relations
Division of Elections
Division of Corporations
Division of Cultural Affairs
Division of Historical Resources
Division of Library and Information Services
Division of Licensing
Division of Administrative Services



MEMBER OF THE FLORIDA CABINET

State Board of Education
Trustees of the Internal Improvement Trust Fund
Administration Commission
Florida Land and Water Adjudicatory Commission
Siting Board
Division of Bond Finance
Department of Revenue
Department of Law Enforcement
Department of Highway Safety and Motor Vehicles
Department of Veterans Affairs

FLORIDA DEPARTMENT OF STATE
Katherine Harris
Secretary of State
DIVISION OF HISTORICAL RESOURCES

5469

February 3, 1999

Mr. Richard Estabrook
Janus Research
Post Office Box 919
St. Petersburg, Florida 33731

RE: DHR Project File No. 986819
Cultural Resource Assessment Review Request
*Cultural Resource Assessment Survey for the Lee Roy Selmon Crosstown Expressway,
Brandon Feeder Roads from Falkenburg Road to SR 60 and Lumsden Road and
Widening from 50th Street (US 41) to Falkenburg Road, Hillsborough County, Florida.*
September 1998

Dear Mr. Estabrook:

In accordance with the procedures contained in 36 C.F.R., Part 800 ("Protection of Historic Properties"), as well as with the provision contained in Chapter 1A-46, *Florida Administrative Code*, we have reviewed the results of the field survey for the referenced project and find them to be complete and sufficient.

We note that one previously unrecorded archaeological site (8HI 6682) and one previously unrecorded historic structure (8HI 6683) were recorded during the course of the survey. Based on the results of the survey, the properties were determined to be ineligible for listing in the National Register. We concur with the determinations. Therefore, it is the opinion of this office that the proposed undertaking will have no effect on historic properties listed or eligible for listing in the *National Register of Historic Places* or otherwise of historical or archaeological value.

If you have any questions concerning our comments, please contact Scott Edwards, Historic Preservation Planner, at 850-487-2333 or 800-847-7278. Your interest in protecting Florida's historic properties is appreciated.

Sincerely,

for

George W. Percy, Director
Division of Historical Resources
and
State Historic Preservation Officer

GWP/Ese

R.A. Gray Building • 500 South Bronough Street • Tallahassee, Florida 32399-0250 • <http://www.flheritage.com>

- Director's Office (850) 488-1480 • FAX: 488-3355
- Archaeological Research (850) 487-2299 • FAX: 414-2207
- Historic Preservation (850) 487-2333 • FAX: 922-0496
- Historical Museums (850) 488-1484 • FAX: 921-2503
- Historic Pensacola Preservation Board (850) 595-5985 • FAX: 595-5989
- Palm Beach Regional Office (561) 279-1475 • FAX: 279-1476
- St. Augustine Regional Office (904) 825-5045 • FAX: 825-5044
- Tampa Regional Office (813) 272-3843 • FAX: 272-2340

DIVISIONS OF FLORIDA DEPARTMENT OF STATE

- Office of the Secretary
- Office of International Relations
- Division of Elections
- Division of Corporations
- Division of Cultural Affairs
- Division of Historical Resources
- Division of Library and Information Services
- Division of Licensing
- Division of Administrative Services



FLORIDA DEPARTMENT OF STATE
Katherine Harris
 Secretary of State
 DIVISION OF HISTORICAL RESOURCES

5867
 MEMBER OF THE FLORIDA CABINET

- State Board of Education
- Trustees of the Internal Improvement Trust Fund
- Administration Commission
- Florida Land and Water Adjudicatory Commission
- Siting Board
- Division of Bond Finance
- Department of Revenue
- Department of Law Enforcement
- Department of Highway Safety and Motor Vehicles
- Department of Veterans' Affairs

Hillsborough
 Survey - DEP - SWFWMD

February 14, 2000

Robert J. Austin
 Southeastern Archaeological Research, Inc.
 P.O. Box 14776
 Gainesville, Florida 32604

RE: DHR No. 2000-00590
 Cultural Resource Assessment Review Request: *A Cultural Resource Assessment Survey of the Proposed Tampa Bay Water Pipeline from the Tampa Bypass Canal at Six Mile Creek to Bell Shoals Road, Hillsborough County, Florida.*

Dear Mr. Austin:

In accordance with the procedures contained in 36 C.F.R., Part 800 ("Protection of Historic Properties"), as well as those contained in Chapter 267.061, *Florida Statutes*, as implemented through 1A-46 *Florida Administrative Code*, we have reviewed the results of the cultural resource survey of the referenced project and find them to be complete and sufficient.

Results of the testing identified eight archaeological sites in the Tampa Bay Water pipeline corridor from the Tampa Bypass Canal near Six Mile Creek to Bell Shoals Road. Six of these sites were previously recorded (8HI477, 8HI4546-49, and 8HI4552), and two previously unrecorded sites were identified and assigned Florida Master Site File numbers (8HI6171 and 8HI6172).

Southeastern Archaeological Research, Inc. (SEARCH) has determined that seven of the eight sites are not considered eligible for listing in the *National Register of Historic Places*. The remaining site (8HI4598) is considered potentially eligible for listing in the *National Register* and avoidance of the site is recommended. If avoidance is not feasible, then further Phase II archaeological testing is recommended to determine eligibility for listing in the *National Register*.

R.A. Gray Building • 500 South Bronough Street • Tallahassee, Florida 32399-0250 • <http://www.flheritage.com>

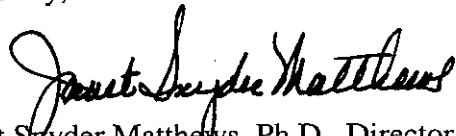
- | | | | |
|--------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------|
| <input type="checkbox"/> Director's Office
(850) 488-1480 • FAX: 488-3355 | <input type="checkbox"/> Archaeological Research
(850) 487-2299 • FAX: 414-2207 | <input checked="" type="checkbox"/> Historic Preservation
(850) 487-2333 • FAX: 922-0496 | <input type="checkbox"/> Historical Museums
(850) 488-1484 • FAX: 921-2503 |
| <input type="checkbox"/> Historic Pensacola Preservation Board
(850) 595-5985 • FAX: 595-5989 | <input type="checkbox"/> Palm Beach Regional Office
(561) 279-1475 • FAX: 279-1476 | <input type="checkbox"/> St. Augustine Regional Office
(904) 825-5045 • FAX: 825-5044 | <input type="checkbox"/> Tampa Regional Office
(813) 272-3843 • FAX: 272-2340 |

Robert J. Austin
February 14, 2000
Page 2

It is the opinion of this office that these findings are soundly based upon available archaeological information. We concur with these determinations and, providing recommendations for avoidance or further Phase II testing are followed, we maintain no further reservations for the proposed project.

If you have any questions concerning our comments, please contact Brian Yates, Historic Sites Specialist at (850) 487-2333 or 1-800-847-7278. Your interest in protecting Florida's historic properties is appreciated.

Sincerely,



Janet Snyder Matthews, Ph.D., Director
Division of Historical Resources
State Historic Preservation Officer

JSM/Yby

DIVISIONS OF FLORIDA DEPARTMENT OF STATE
Office of the Secretary
Office of International Relations
Division of Elections
Division of Corporations
Division of Cultural Affairs
Division of Historical Resources
Division of Library and Information Services
Division of Licensing
Division of Administrative Services



MEMBER OF THE FLORIDA CABINET
State Board of Education
Trustees of the Internal Improvement Trust Fund
Administration Commission
Florida Land and Water Adjudicatory Commission
Sitting Board
Division of Bond Finance
Department of Revenue
Department of Law Enforcement
Department of Highway Safety and Motor Vehicles
Department of Veterans' Affairs

FLORIDA DEPARTMENT OF STATE
Katherine Harris
Secretary of State
DIVISION OF HISTORICAL RESOURCES

6034

Ms. Amy Groover Streelman
Janus Research
2935 1st Avenue North
St. Petersburg, Florida 33713

September 27, 2000

RE: DHR Project File No. 2000-06715
*Cultural Resource Assessment Survey of the Lee Roy Selmon Crosstown Expressway
Capacity Improvement Project, Hillsborough County, Florida*

Dear Ms. Streelman:

In accordance with the provisions contained in Chapter 267.061, *Florida Statutes*, we have reviewed the results of the field survey of the referenced project performed and find them to be complete and sufficient.

We note that the survey identified fifty-seven historic buildings and two historic districts (*Ybor City National Historic Landmark District* and the *Palmetto Beach/22nd Street Historic District*) within the Area of Potential Effect (APE) for the above project. Of the fifty-seven properties identified, forty-eight properties were newly recorded and nine were previously recorded. Potentially eligible properties within the APE included the Palmetto Beach/22nd Street Historic District Extension (8HI6880) and its twenty-two contributing resources along with the Elliot Crane Company building (8HI5610). Also identified were the previously recorded Ybor City National Historic Landmark District (8HI6727) along with a contributing resource, the Autokraft Box Company/Tampa Box Company building (8HI3457) and the National Register listed Tampa Union Railroad Station (8HI298). The remaining properties surveyed were determined to be ineligible for listing in the National Register. We concur with the surveyor's determinations except for the Dairy Barn (8HI6879). This historic property could potentially be eligible for listing in the National Register due to its historical associations with the local community.

If you have any questions concerning our comments, please contact Scott Edwards, Historic Preservation Planner, at 850-487-2333 or 800-847-7278. Your interest in protecting Florida's historic properties is appreciated.

Sincerely,

Janet Snyder Mathews, Ph.D., Director
Division of Historical Resources
State Historic Preservation Officer

JSM/Ese

R.A. Gray Building • 500 South Bronough Street • Tallahassee, Florida 32399-0250 • <http://www.flheritage.com>
 Director's Office (850) 488-1480 • FAX: 488-3355
 Archaeological Research (850) 487-2299 • FAX: 414-2287
 Historic Preservation (850) 487-2333 • FAX: 922-0496
 Historical Museums (850) 488-1484 • FAX: 921-2503
 Historic Pensacola Preservation Board (850) 595-5985 • FAX: 595-5989
 Palm Beach Regional Office (561) 279-1475 • FAX: 279-1476
 St. Augustine Regional Office (904) 825-5045 • FAX: 825-5044
 Tampa Regional Office (813) 272-3843 • FAX: 272-2340

DIVISIONS OF FLORIDA DEPARTMENT OF STATE

Office of the Secretary
Office of International Relations
Division of Elections
Division of Corporations
Division of Cultural Affairs
Division of Historical Resources
Division of Library and Information Services
Division of Licensing
Division of Administrative Services



FLORIDA DEPARTMENT OF STATE
Katherine Harris
Secretary of State
DIVISION OF HISTORICAL RESOURCES

6116
HILLSBOROUGH

MEMBER OF THE FLORIDA CABINET
State Board of Education
Trustees of the Internal Improvement Trust Fund
Administration Commission
Florida Land and Water Adjudicatory Commission
Siting Board
Division of Bond Finance
Department of Revenue
Department of Law Enforcement
Department of Highway Safety and Motor Vehicles
Department of Veterans' Affairs

A95-USDA

Mr. Robert J. Austin, Ph.D.
Southeastern Archaeological Research, Inc.
P. O. Box 2818
Riverview, FL 33568

June 2, 2000

RE: DHR Project File No. 2000-03650
Cultural Resource Assessment Review Request
A Cultural Resource Assessment Survey of the Proposed Hillsborough County Water Department's Falkenburg to South County Water Main, Hillsborough County, Florida.
By Southeastern Archaeological Research, Inc., May 2000.

Dear Mr. Austin: *Bob,*

In accordance with the procedures contained in 36 C.F.R., Part 800 ("Protection of Historic Properties"), as well as the provisions contained in Chapter 267.061, *Florida Statutes*, implemented through 1A-46, *Florida Administrative Code*, we have reviewed the results of the field survey of the above referenced project and find them to be complete and sufficient.

We note that four prehistoric archaeological sites were located and assessed as a result of the above field survey (8HI6810-6813). These sites were determined to be ineligible. We concur with this determination. It is therefore the opinion of this office that there are no historic properties located within the proposed project area.

If you have any questions concerning our comments, please contact Ms. Robin Jackson, Historic Sites Specialist at (850) 487-7278 or 1-800-847-7278. Your interest in protecting Florida's historic properties is appreciated.

Sincerely,

Janet Snyder Matthews, Ph.D., Director
Division of Historical Resources
State Historic Preservation Officer

JSM/Jrj

DIVISIONS OF FLORIDA DEPARTMENT OF STATE

Office of the Secretary
Office of International Relations
Division of Elections
Division of Corporations
Division of Cultural Affairs
Division of Historical Resources
Division of Library and Information Services
Division of Licensing
Division of Administrative Services



FLORIDA DEPARTMENT OF STATE
Katherine Harris
Secretary of State
DIVISION OF HISTORICAL RESOURCES

6122
MEMBER OF THE FLORIDA CABINET
State Board of Education
Trustees of the Internal Improvement Trust Fund
Administration Commission
Florida Land and Water Adjudicatory Commission
Siting Board
Division of Bond Finance
Department of Revenue
Department of Law Enforcement
Department of Highway Safety and Motor Vehicles
Department of Veterans' Affairs

Copy

November 8, 2000

Mr. Jim Thompson
Florida Gas Transmission Company
P.O. Box 945100
Maitland, Florida 32751

RE: DHR No. 2000-08085
Agency: Federal Energy Regulatory Commission
Project Name: Survey Report for the FGT proposed Bayside Lateral Reroute
Hillsborough County, Florida

Dear Mr. Thompson:

Our office has received and reviewed the above referenced project in accordance with Section 106 of the *National Historic Preservation Act of 1966* (Public Law 89-665), as amended in 1992, and *36 C.F.R., Part 800: Protection of Historic Properties*. The State Historic Preservation Officer (SHPO) is to advise and assist federal agencies when identifying historic properties (listed or eligible for listing, in the National Register of Historic Places), assessing effects upon them, and considering alternatives to avoid or reduce the project's effect on them.

Results of the cultural resource assessment survey for the proposed Bayside Lateral Reroute indicate that seven archaeological sites and two historic structures were identified within, or immediately adjacent to, the project area of potential effect (APE). Areas tested include a 6-mile pipeline corridor reroute, two shorter reroutes for crossing highway interchanges, 22 potential extra work spaces, one contractor yard, and four access roads.

The reroute crosses the previously recorded site 8HI2143. Original testing at the site indicated that the site was not considered eligible for listing in the National Register of Historic Places. However, results of recent re-testing of the site indicate the potential for significant information regarding local prehistory to be present. Southeastern Archaeological Research, Inc recommends avoidance of the site. If this is not feasible, Phase II testing has been recommended in order to make a final determination of significance. Based on the information provided, we concur with the recommendation that the site should be avoided during the proposed project.

R.A. Gray Building • 500 South Bronough Street • Tallahassee, Florida 32399-0250 • <http://www.flheritage.com>

- Director's Office (850) 488-1480 • FAX: 488-3355
- Archaeological Research (850) 487-2299 • FAX: 414-2207
- Historic Preservation (850) 487-2333 • FAX: 922-0496
- Historical Museums (850) 488-1484 • FAX: 921-2503
- Historic Pensacola Preservation Board (850) 595-5985 • FAX: 595-5989
- Palm Beach Regional Office (561) 279-1475 • FAX: 279-1476
- St. Augustine Regional Office (904) 825-5045 • FAX: 825-5044
- Tampa Regional Office (813) 272-3843 • FAX: 272-2340

Mr. Jim Thompson
November 8, 2000
Page 2

It was determined that the remaining archaeological sites (8HI476, 8HI513, 8HI514, 8HI519, 8HI520, and 8HI6898) and two historic structures do not meet the criteria for listing in the *National Register of Historic Places*. No further work is recommended for these sites. Based on the information provided, we concur with this determination. Further, we find the report to be complete and sufficient.

If you have any questions concerning our comments, please contact Brian Yates, Historic Sites Specialist, at (850) 487-2333 or 1-800-847-7278. Your interest in protecting Florida's historic properties is appreciated.

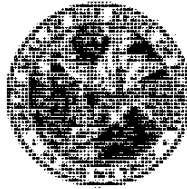
Sincerely,

Janet Snyder Matthews, Ph.D., Director
Division of Historical Resources
State Historic Preservation Officer

JSM/Yby

DIVISIONS OF FLORIDA DEPARTMENT OF STATE

Office of the Secretary
Office of International Relations
Division of Elections
Division of Corporations
Division of Cultural Affairs
Division of Historical Resources
Division of Library and Information Services
Division of Licensing
Division of Administrative Services



FLORIDA DEPARTMENT OF STATE
Katherine Harris
Secretary of State
DIVISION OF HISTORICAL RESOURCES

MEMBER OF THE FLORIDA CABINET

State Board of Education
Trustees of the Internal Improvement Trust Fund
Administration Commission
Florida Land and Water Adjudicatory Commission
Siting Board
Division of Bond Finance
Department of Revenue
Department of Law Enforcement
Department of Highway Safety and Motor Vehicles
Department of Veterans' Affairs

6319

Mr. James Pochurek
Southeastern Archaeological Research, Inc.
P.O. Box 14776
Gainesville, Florida 32604

January 9, 2001

RE: DHR No. 2000-10728
Agency: Federal Energy Regulatory Commission
Project Name: Cultural Resource Survey of Modifications to the Proposed Bayside
Lateral and Compressor Station 31 – FGT Phase V Expansion
Hillsborough and Osceola Counties, Florida

Dear Mr. Pochurek:

Our office has received and reviewed the above referenced project in accordance with Section 106 of the *National Historic Preservation Act of 1966* (Public Law 89-665), as amended in 1992, and *36 C.F.R., Part 800: Protection of Historic Properties*. The State Historic Preservation Officer (SHPO) is to advise and assist federal agencies when identifying historic properties (listed or eligible for listing, in the National Register of Historic Places), assessing effects upon them, and considering alternatives to avoid or reduce the project's effect on them.

Modifications to the Bayside Lateral include the addition of seven extra work spaces and one pipe storage yard proposed for use during construction of the Bayside Lateral. In addition, 12 access roads and the proposed location of Compressor Station 31 were also surveyed. With the exception of Access Road #3 (discussed below), results of investigations of the seven extra work spaces, the pipe storage yard, the 12 access roads, and the compressor station indicated the finding of no cultural materials through a series of shovel tests and pedestrian surveys. It is the opinion of the Principal Investigator, Dr. Anne V. Stokes, that the proposed undertakings will have no effect on any cultural resources.

Access Road #3 is a private driveway that crosses a previously recorded archaeological site (8HI510). This site is a lithic scatter and has been determined eligible for listing in the National Register of Historic Places. Seven shovel tests were excavated within the area of potential effect (APE) during the survey of the Bayside Lateral and a Florida Master Site File update form was submitted to the Division of Historical Resources. Mitigation of impacts to the site will be accomplished through a synthesis of several regional surveys and archaeological investigations previously completed.

Archaeological site 8HI2143 has been previously recommended for avoidance during the construction of the proposed pipeline corridor. However, avoidance does not seem feasible as this would call for an extensive reroute of the pipeline. As an alternative, Southeastern Archaeological Research, Inc. has proposed that site 8HI2143 be included in the mitigation plan for the Bayside Lateral project that was proposed, and accepted, for the archaeological sites 8HI476 and 8HI510.

R.A. Gray Building • 500 South Bronough Street • Tallahassee, Florida 32399-0250 • <http://www.flheritage.com>

- Director's Office (850) 488-1480 • FAX: 488-3355
- Archaeological Research (850) 487-2299 • FAX: 414-2207
- Historic Preservation (850) 487-2333 • FAX: 922-0496
- Historical Museums (850) 488-1484 • FAX: 921-2503
- Historic Pensacola Preservation Board (850) 595-5985 • FAX: 595-5989
- Palm Beach Regional Office (561) 279-1475 • FAX: 279-1476
- St. Augustine Regional Office (904) 825-5045 • FAX: 825-5044
- Tampa Regional Office (813) 272-3843 • FAX: 272-2340

Mr. James Pochurek
January 9, 2001
Page 2

Based on the information provided, we concur with the determinations presented in the letter report and accept the proposal for mitigation of impacts to site 8HI2143. Further, we find the report complete and sufficient.

If you have any questions concerning our comments, please contact Brian Yates, Historic Sites Specialist, at (850) 487-2333 or 1-800-847-7278. Your interest in protecting Florida's historic properties is appreciated.

Sincerely,

Friedrich P. Gaab, Deputy SHPO

f Janet Snyder Matthews, Ph.D., Director
Division of Historical Resources
State Historic Preservation Officer

JSM/Yby



12016

FLORIDA DEPARTMENT OF STATE
Glenda E. Hood
Secretary of State
DIVISION OF HISTORICAL RESOURCES

Mr. Robert S. Wright
U.S. Department of Transportation
Federal Highway Administration, Florida Division
545 John Knox Road, Suite 200
Tallahassee, Florida 32303

September 6, 2005

RE: DHR Project File Number: 2005-9149
Received by DHR: August 15, 2005
WPI Segment Nos.: 258401 1, 258402 1, 258415 1, 258415 2, and 258415 3
FAP Nos.: 0041 187 I, 0041 191 I, and IR-9999
Project: *I-4/Lee Roy Selmon Expressway Interchange*
County: Hillsborough

Dear Mr. Wright:

Our 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, Chapter 267, Florida Statutes, and applicable local ordinances. It is the responsibility of the State Historic Preservation Officer to advise and assist, as appropriate, Federal and State agencies and local governments in carrying out their historic preservation responsibilities; to cooperate with Federal and State agencies to ensure historic properties are taken into consideration at all levels of planning and development; and to consult with the appropriate Federal agencies in accordance with the National Historic Preservation Act of 1966, as amended, on Federal undertakings that may affect historic properties and the content and sufficiency of any plans developed to protect, manage, or to reduce or mitigate harm to such properties.

A survey was conducted to identify historic structures or archaeological sites within the Area of Potential Effect (APE) of the proposed undertaking and to assess the effects of the project on those historic properties. Results of the survey identified 95 newly recorded and 66 previously recorded historic resources. Two historic districts, the potentially eligible *Palmetto Beach/22nd Street Historic District*, and a possible expansion of the *Ybor City National Historic Landmark District* were also identified in the project APE. No archaeological survey was undertaken because this area has been subjected to numerous archaeological surveys and is considered to have low site potential for unrecorded sites. All previously recorded archaeological sites located within or adjacent to the APE have already been determined ineligible for listing.

500 S. Bronough Street • Tallahassee, FL 32399-0250 • <http://www.flheritage.com>

<input type="checkbox"/> Director's Office (850) 245-6300 • FAX: 245-6435	<input type="checkbox"/> Archaeological Research (850) 245-6444 • FAX: 245-6436	<input checked="" type="checkbox"/> Historic Preservation (850) 245-6333 • FAX: 245-6437	<input type="checkbox"/> Historical Museums (850) 245-6400 • FAX: 245-6433
<input type="checkbox"/> Palm Beach Regional Office (561) 279-1475 • FAX: 279-1476	<input type="checkbox"/> St. Augustine Regional Office (904) 825-3045 • FAX: 825-3044	<input type="checkbox"/> Tampa Regional Office (813) 272-3843 • FAX: 272-2340	

Mr. Robert Wright
September 6, 2005
Page 2

The report identifies 84 buildings (66 contributing and 18 non-contributing) located within the potentially eligible *Palmetto Beach/22nd Street Historic District*. After consultation with Sherry Anderson and Carl Shiver, our office concludes that seven buildings identified as contributing in the report (8HI6858, 8HI6865, 8HI9740-9743, and 8HI9758) have experienced extensive alterations and should be considered non-contributing. We also conclude that the two buildings at 2017 and 2019 E. Corrinne Street (8HI9730-9731) would not be included in the proposed district boundaries as they are located outside of the significant concentration of buildings and they have suffered extensive alterations. Consequently, our office concludes that 57 of the 84 buildings identified in the *Palmetto Beach/22nd Street Historic District* are contributing (8HI2210-2213, 8HI2231-2234, 8HI2244-2245, 8HI2273, 4516, 8HI6678, 8HI6845, 8HI6847-6849, 8HI6851-6852, 8HI6854-6856, 8HI6859-6861, 8HI6867-6868, 8HI6872, 8HI6874, 8HI9734-9738, 8HI9744-9747, 8HI9749-9756, 8HI9759, 8HI9761-9762, 8HI9764-9768, 8HI9770-9771, 8HI9774); 25 are non-contributing (8HI6850, 8HI6857-6858, 8HI6863-6865, 8HI6869-6870, 8HI6875-6877, 8HI9732, 8HI9739-9743, 8HI9748, 8HI9757-9758, 8HI9760, 8HI9763, 8HI9769, 8HI9772-9773); and two (8HI9730-9731) would not lie within the district boundaries.

The report also identifies nine buildings within the APE that are currently within the *Barrio Latino Local Historic District*. A possible expansion of the *Ybor City National Historic Landmark District* could include these buildings, seven of which are contributing (8HI8495-8496, 8HI8497-8499 and 8HI8503-8504) and two are noncontributing (8HI9824 and 8HI9831). Our office concurs with these determinations and also agrees that the remaining 68 resources (8HI 2242-2243, 8HI4416, 8HI4419-4421, 8HI4476-4478, 8HI5298, 8HI5311, 8HI5316, 8HI6270, 8HI6846, 8HI6853, 8HI6862, 8HI6873, 8HI8147, 8HI9775-9803, 8HI9805-9823, 8HI9832) are ineligible for listing, either on an individual basis or as part of a historic district.

We look forward to further consultation with your office regarding this project's potential effects. If you have any questions concerning our comments, please contact Sherry Anderson, Architectural Historian, Transportation Compliance Review Program, at 850-245-6432 or by electronic mail at sanderson@dos.state.fl.us.

Sincerely,

Barbara C. Mattick
Chief, BHP & DSHPO

for Frederick P. Gaske, Director, and
State Historic Preservation Officer

XC: Marvin Williams, FHWA
Rebecca Spain Schwarz, PBS&J
Rick Adair, FDOT, District Seven
Ken Hardin, Janus Research



FLORIDA DEPARTMENT OF STATE

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

500 S. Bronough Street • Tallahassee, FL 32399-0250 • <http://www.flheritage.com>

Director's Office
850.245.6300 • FAX: 245.6436

Archaeological Research
850.245.6444 • FAX: 245.6452

Historic Preservation
850.245.6333 • FAX: 245.6437

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 8HI1302, 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.

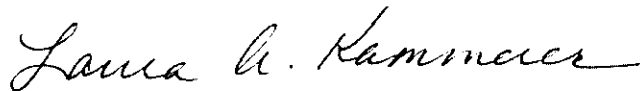
The reports noted that the Florida Master Site Files indicated the presence of 13 archaeological sites within the project's APE that had been previously determined to be NRHP eligible by this

Ms. Linda Anderson
DHR Project File No.: 2009-7635 and 2009-7642
January 19, 2010
Page 3

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

Attachment 2:

FMSF Forms



RESOURCE GROUP FORM

FLORIDA MASTER SITE FILE

Version 5.0 3/19

Site #8 HI15055
 Field Date 10-27-2020
 Form Date 10-29-2020
 Recorder# 2

Original
 Update

Consult the *Guide to the Resource Group Form* for additional instructions

NOTE: Use this form to document districts, landscapes, building complexes and linear resources as described in the box below. Cultural resources contributing to the Resource Group should also be documented individually at the Site File. **Do not use this form for National Register multiple property submissions (MPSs).** National Register MPSs are treated as Site File manuscripts and are associated with the individual resources included under the MPS cover using the Site File manuscript number.

Check ONE box that best describes the Resource Group:

- Historic district** (NR category "district"): buildings and NR structures only: NO archaeological sites
- Archaeological district** (NR category "district"): archaeological sites only: NO buildings or NR structures
- Mixed district** (NR category "district"): includes more than one type of cultural resource (example: archaeological sites and buildings)
- Building complex** (NR category usually "building(s)"): multiple buildings in close spatial and functional association
- Designed historic landscape** (NR category usually "district" or "site"): can include multiple resources (see *National Register Bulletin #18*, page 2 for more detailed definition and examples: e.g. parks, golf courses, campuses, resorts, etc.)
- Rural historic landscape** (NR category usually "district" or "site"): can include multiple resources and resources not formally designed (see *National Register Bulletin #30, Guidelines for Evaluating and Documenting Rural Historic Landscapes* for more detailed definition and examples: e.g. farmsteads, fish camps, lumber camps, traditional ceremonial sites, etc.)
- Linear resource** (NR category usually "structure"): Linear resources are a special type of structure or historic landscape and can include canals, railways, roads, etc.

Resource Group Name Tampa Northern Railroad Gary Shops Spur Multiple Listing [DHR only] _____
 Project Name CRDA Selmon Expressway Slip Ramps FMSF Survey # _____
 National Register Category (please check one): building(s) structure district site object
 Linear Resource Type (if applicable): canal railway road other (describe): _____
 Ownership: private-profit private-nonprofit private-individual private-nonspecific city county state federal Native American foreign unknown

LOCATION & MAPPING

Address:

<u>Street Number</u>	<u>Direction</u>	<u>Street Name</u>	<u>Street Type</u>	<u>Suffix</u>	<u>Direction</u>
----------------------	------------------	--------------------	--------------------	---------------	------------------

 City/Town (within 3 miles) Tampa In Current City Limits? yes no unknown
 County or Counties (do not abbreviate) Hillsborough
 Name of Public Tract (e.g., park) _____
 1) Township 29S Range 19E Section 17 ¼ section: NW SW SE NE Irregular-name: _____
 2) Township _____ Range _____ Section _____ ¼ section: NW SW SE NE
 3) Township _____ Range _____ Section _____ ¼ section: NW SW SE NE
 4) Township _____ Range _____ Section _____ ¼ section: NW SW SE NE
 USGS 7.5' Map(s) 1) Name TAMPA USGS Date 1981
 2) Name _____ USGS Date _____
 Plat, Aerial, or Other Map (map's name, originating office with location) _____
 Landgrant _____
 Verbal Description of Boundaries (description does not replace required map)

Within the APE, the Tampa Northern Railroad Gary Shops Spur is located within parcels owned by CSX Transportation at the west end of E Grace Street south of Adamo Drive.

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 15</i> , p. 2)	Date _____ Init. _____ Date _____

HISTORY & DESCRIPTION

Construction Year: 1906 approximately year listed or earlier year listed or later

Architect/Designer: Unknown Builder: Unknown

Total number of individual resources included in this Resource Group: # of contributing _____ # of non-contributing 1

Time period(s) of significance (choose a period from the list or type in date range(s), e.g. 1895-1925)

- 1. Twentieth C American 3. _____
- 2. _____ 4. _____

Narrative Description (*National Register Bulletin 16A* pp. 33-34; attach supplementary sheets if needed)

See continuation sheet.

RESEARCH METHODS (check all that apply)

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

Bibliographic References (give FMSF Manuscript # if relevant)

See continuation sheet.

OPINION OF RESOURCE SIGNIFICANCE

Potentially eligible individually for National Register of Historic Places? yes no insufficient information

Potentially eligible as contributor to a National Register district? yes no insufficient information

Explanation of Evaluation (required, see *National Register Bulletin 16A* p. 48-49. Attach longer statement, if needed, on separate sheet.)

See continuation sheet.

Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)

- 1. _____ 3. _____ 5. _____
- 2. _____ 4. _____ 6. _____

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents

- 1) Document type Field notes Maintaining organization Janus Research
Document description _____ File or accession #'s _____
- 2) Document type Field maps Maintaining organization Janus Research
Document description _____ File or accession #'s _____

RECORDER INFORMATION

Recorder Name Janus Research Affiliation Janus Research

Recorder Contact Information 1107 N Ward St Tampa, FL / 813-636-8200 / janus@janus-research.com
(address / phone / fax / e-mail)

Required Attachments

- 1** PHOTOCOPY OF USGS 7.5' MAP WITH DISTRICT BOUNDARY CLEARLY MARKED
- 2** LARGE SCALE STREET, PLAT OR PARCEL MAP WITH RESOURCES MAPPED & LABELED
- 3** TABULATION OF ALL INCLUDED RESOURCES - Include name, FMSF #, contributing? Y/N, resource category, street address or other location information if no address.
- 4** PHOTOS OF GENERAL STREETScape OR VIEWS (Optional: aerial photos, views of typical resources)
When submitting images, they must be included in digital AND hard copy format (plain paper grayscale acceptable).
Digital images must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

SITE NAME: Tampa Northern Railroad Gary Shops Spur

A. NARRATIVE DESCRIPTION OF SITE

The approximately 250-foot segment of the Tampa Northern Railroad Gary Shops Spur (8HI15055) within the current project APE is located in Section 17 of Township 29 South, Range 19 East of the Tampa (1956 Photorevised [PR] 1981) United States Geological Survey (USGS) quadrangle map in the city of Tampa, Hillsborough County, Florida (Figure 1). The segment within the APE runs in a north to south direction from where it splits with the historic route of the Tampa Northern Railroad (8HI3648) and passes south beneath the elevated Selmon Expressway. It consists of one set of standard gauge tracks on gravel ballast, which split into six sets of tracks. This segment is part of a railroad spur of the Tampa Northern Railroad (8HI3648), all of which is now owned and operated by CSX Transportation. The Tampa Northern Railroad Gary Shops Spur (8HI15055) has not been previously documented in the Florida Master Site File (FMSF) or evaluated by the State Historic Preservation Officer (SHPO).



Figure 1: The Tampa Northern Railroad Gary Shops Spur (8HI15055) where it passes under the Selmon Expressway, facing Northwest

B. DISCUSSION OF SIGNIFICANCE

The Tampa Northern Railroad (8HI3648) was established in 1906 by H. M. Atkinson of Atlanta as part of his Atlanta, Birmingham, and Atlantic Railroad System (AB&A RR). Atkinson intended for the Tampa Northern Railroad to connect to the AB&A RR in Thomsville, Georgia, located near the Florida-Georgia border, however this route was

SITE NAME: Tampa Northern Railroad Gary Shops Spur

never constructed in its entirety. Construction of the 49-mile Tampa Northern Railroad began in Tampa in June 1906 with a northern terminus in Brooksville reached in January of 1908 (Prince 2000: 96). The Tampa Northern Railroad (8HI3648) and its associated spur tracks were purchased by the Seaboard Air Line Railroad in 1912 following the financial failure of Atkinson's company. The Tampa Northern Railroad continued operation until 1925 when it was incorporated into the Seaboard Air Line Railroad freight line following several extensions (Prince 2000: 96).

In 1967, the Seaboard Air Line Railroad was merged with its competitor, the Atlantic Coast Line Railroad, to form the Seaboard Coast Line Railroad. In 1980, the Seaboard Coast Line Railroad merged with the Chessie System, creating the CSX Corporation (Johnston and Mattick 2001). The railroad known as the Tampa Northern Railroad (8HI3648) has been operated as part of the CSX system since this merger in 1980. The segment of rail within the current project APE, the Tampa Northern Railroad Gary Shops Spur (8HI15055), is a historic spur of the Tampa Northern Railroad (8HI3648) and was constructed in 1906. The Tampa Northern Railroad Gary Shops Spur (8HI15055) led to a roundhouse, which was located south of the current project area (Tampa Bay Trains n.d.).

The extant Tampa Northern Railroad Gary Shops Spur (8HI15055) is approximately 1,650-foot long and operates primarily as rail leading to a CSX TRANSFLO terminal, used to transfer products from rail to truck or vice versa for shipment (TRANSFLO n.d.). Historically, the spur led southeast from the Tampa Northern Railroad (8HI3648) main line towards the Gary Shops, used for train maintenance, storage, and circulation. Gary, a historic neighborhood in Tampa, was first established in 1898 and home to a large Italian, Spanish, and Cuban population. The community featured several cigar factories, produce packing houses, and industrial complexes located near the Tampa Northern Railroad Gary Shops Spur (The Historical Marker Database n.d.). Sometime after the merger of the Seaboard Air Line and Atlantic Coast Line railroads in 1967, the Gary Shops were closed and later removed.

The Tampa Northern Railroad Gary Shops Spur (8HI15055) has been altered several times since the railroad was absorbed into the CSX system. The north portion of the spur remains extant, but the southern portion now leads to the CSX TRANSFLO facility, with several lengths of modern track added since the 1970s for train circulation. Portions of the historic spur south of the project APE and TRANSFLO facility were removed sometime after the CSX merger. The segment of rail within the current APE is one of many that comprise the overall CSX system. A portion of the Tampa Northern Railroad (8HI3648) located approximately 2,000-foot north of the project area was surveyed by Atkins in 2016 as part of the *Cultural Resource Assessment Desktop Analysis SR 574 (Martin Luther King, Jr. Boulevard) from East of Ida Street to West of 30th Street and from 38th Street to 39th Street (FPID 433865-1-52-01), Hillsborough County, Florida* (FMSF Manuscript No. 23278). This segment of the Tampa Northern Railroad (8HI3648) was determined to be ineligible for listing in the National Register by the SHPO on October 28, 2016.

SITE NAME: Tampa Northern Railroad Gary Shops Spur

The segment of the Tampa Northern Railroad Gary Shops Spur (8HI15055) within the current project APE has been altered several times since its construction circa 1906, including the replacement of tracks and ballast and the addition of non-historic rail southeast of the APE. The spur is associated with the Tampa Northern Railroad (8HI3648) but has not been operated under that name since 1925 when it was incorporated into the Seaboard Air Line Railroad system. The Tampa Northern Railroad Gary Shops Spur (8HI15055) has been owned by CSX and operated as part of the greater CSX system since 1980.

While the linear resource maintains its historic route and overall function, it has been altered including the removal of the associated Gary Shops south of the project APE sometime in the 1960s and the addition of the CSX TRANSFLO facility in the 1980s. These alterations, as well as a lack of historical associations with significant events result in diminished integrity of the resource. In addition, a segment of the associated main line of the Tampa Northern Railroad (8HI3648) north of the current project area was determined to be National Register-ineligible.

The Tampa Northern Railroad Gary Shops Spur (8HI15055) does not meet the requirements for listing in the National Register at the local, regional, and national level under the "Florida's Historic Railroad Resources Multiple Property Submission (MPS)" (Johnston and Mattick 2001). The Railroad Structures property type identified in the MPS includes railroad roadbed which consists of ballast, crossties, rails, and tie plates. National Register-eligibility for the Railroad Structures property type is restricted to "exceptional examples of a type of architecture or engineering" or structures "associated with important local historical events." Eligibility is also restricted if a Railroad Structure has been "altered by significant additions, the application of materials is inconsistent with the historic period in which they were constructed, or the removal of significant details" (Johnston and Mattick 2001). Therefore, this segment of the Tampa Northern Railroad Gary Shops Spur (8HI15055) is considered ineligible for listing in the National Register individually or as part of a historic district.

C. BIBLIOGRAPHY

Atkins

2016 *Cultural Resource Assessment Desktop Analysis SR 574 (Martin Luther King, Jr. Boulevard) from East of Ida Street to West of 30th Street and from 38th Street to 39th Street (FPID 433865-1-52-01), Hillsborough County, Florida*. FMSF Manuscript No. 23278. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.

Johnston, Sidney and Barbara Mattick

2001 *Florida's Historic Railroad Resources*. NRHP Multiple Property Submission. On file, Florida Division of Historical Resources, Tallahassee, Florida.

SITE NAME: Tampa Northern Railroad Gary Shops Spur

Prince, Richard E.

2000 Seaboard Air Line Railway: Steam Boats, Locomotives, and History. Indiana University Press: Bloomington, Indiana.

Tampa Bay Trains

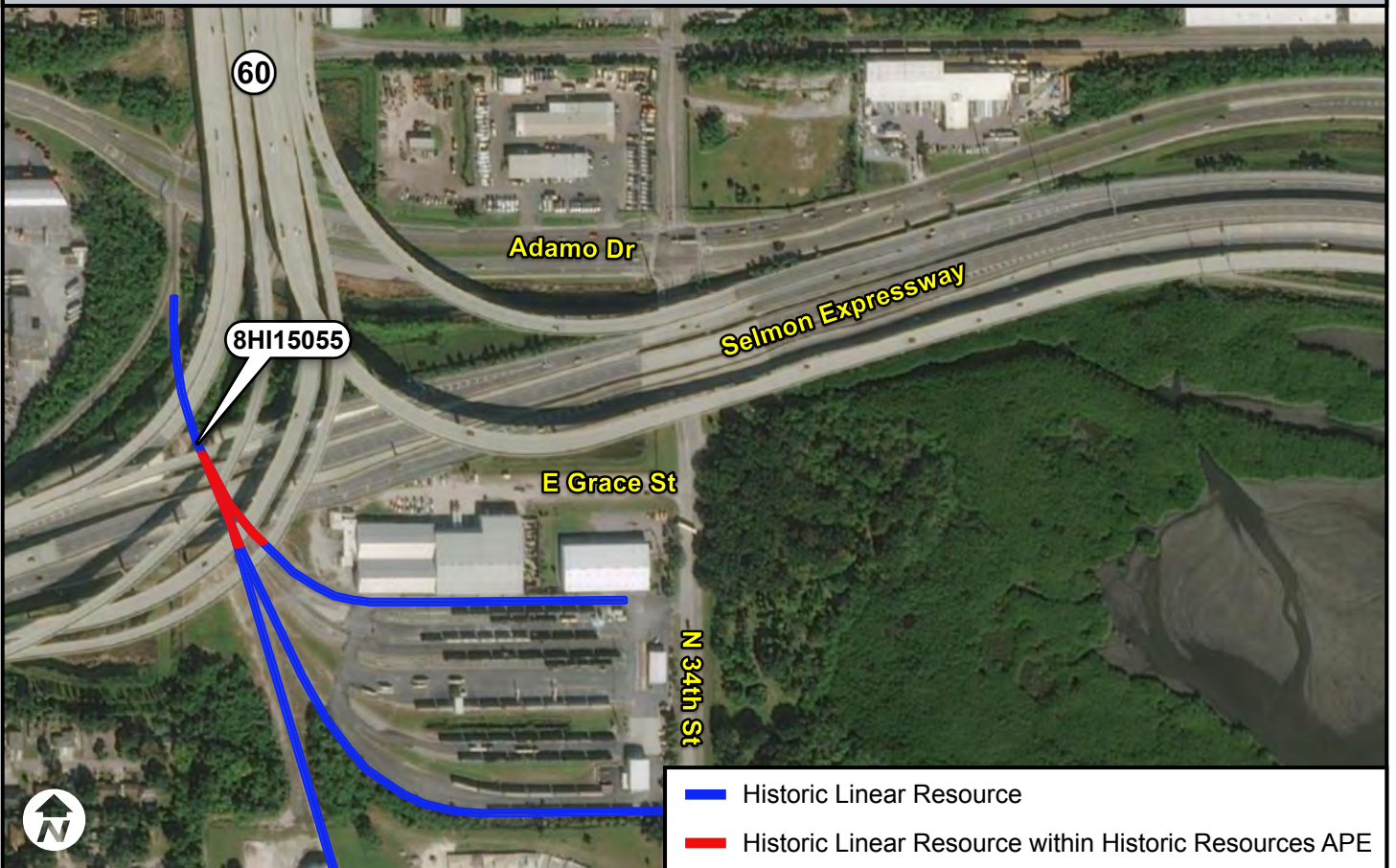
n.d. "First Railroads in Tampa." Electronic document accessed online at <http://tampabaytrains.com/firstRailroadsInTampa.htm>

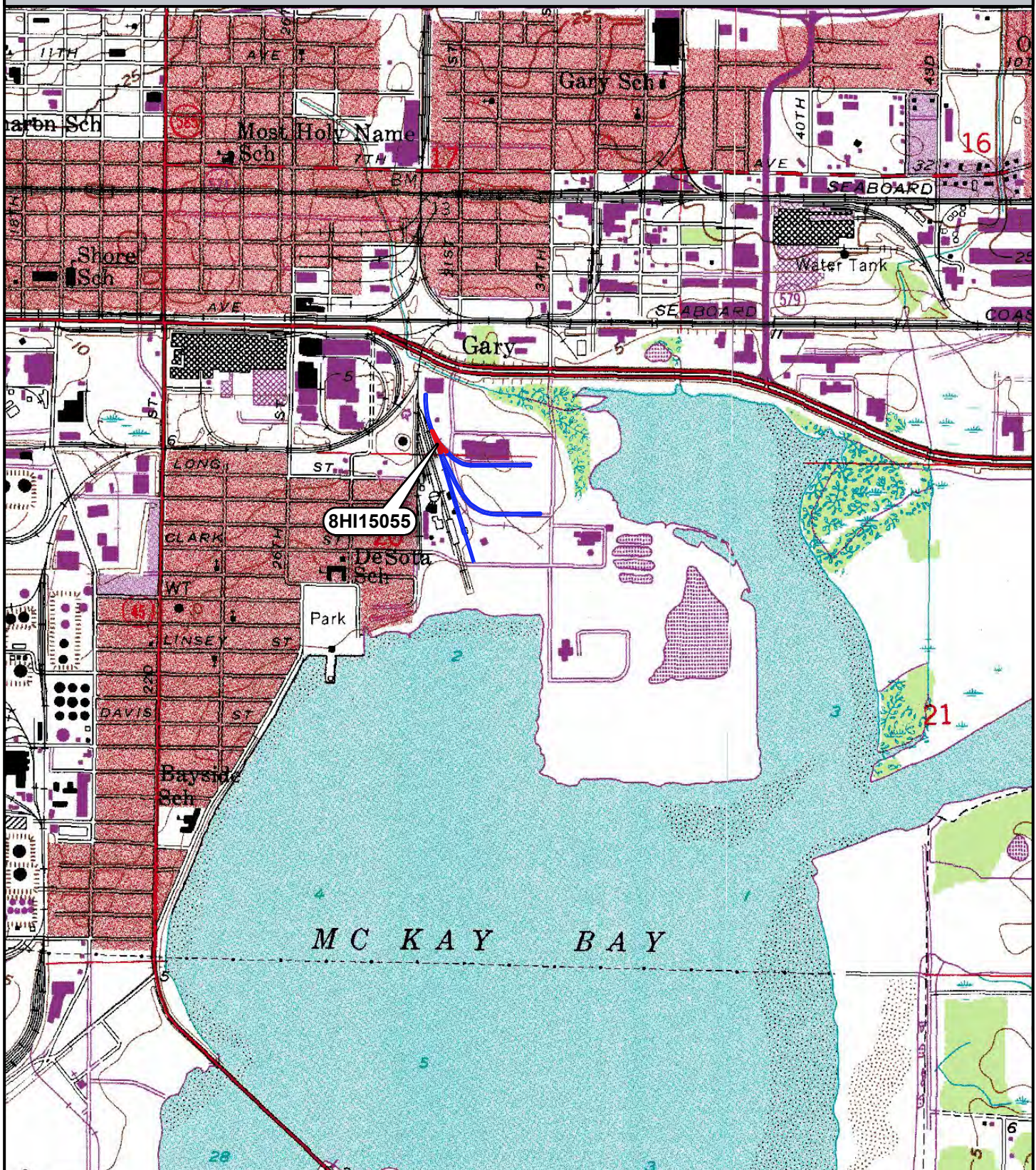
The Historical Marker Database



n.d. "Gary." Electronic document accessed online at <https://www.hmdb.org/m.asp?m=33926>

TRANSFLO

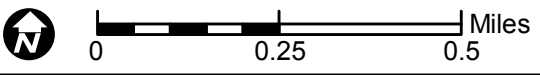
n.d. "About Us." Electronic document, accessed online at <http://www.transflo.net/index.cfm/about-us/>





-  Historic Linear Resource
-  Historic Linear Resource within Historic Resources APE

USGS Quadrangle: Tampa (1956 PR 1981)





HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 5.0 3/19

Site#8 **HI15056**
Field Date 10-27-2020
Form Date 10-29-2020
Recorder # 1

Original
 Update

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) 3107 E Grace Street Multiple Listing (DHR only) _____
Survey Project Name CRDA Selmon Expressway Slip Ramps 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: 3107 E Grace Street
Street Number Direction Street Name Street Type Suffix Direction
Cross Streets (nearest / between) S side E Grace Street W of 34th Street
USGS 7.5 Map Name TAMPA USGS Date 1981 Plat or Other Map _____
City / Town (within 3 miles) Tampa In City Limits? yes no unknown County Hillsborough
Township 29S Range 19E Section 17 ¼ section: NW SW SE NE Irregular-name: _____
Tax Parcel # 175476-0000 Landgrant _____
Subdivision Name _____ Block _____ Lot _____
UTM Coordinates: Zone 16 17 Easting 359872 Northing 3092731
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1961 approximately year listed or earlier year listed or later
Original Use Industrial From (year): 1961 To (year): _____
Current Use Industrial From (year): _____ To (year): 2020
Other Use _____ From (year): _____ To (year): _____
Moves: yes no unknown Date: _____ Original address _____
Alterations: yes no unknown Date: _____ Nature None observed
Additions: yes no unknown Date: 1-1-1973 Nature large E facade add w/ gable roof
Architect (last name first): Unknown Builder (last name first): Unknown
Ownership History (especially original owner, dates, profession, etc.)

Is the Resource Affected by a Local Preservation Ordinance? yes no unknown Describe _____

DESCRIPTION

Style Industrial Vernacular Exterior Plan Irregular Number of Stories 1
Exterior Fabric(s) 1. Aluminum 2. Block-concrete 3. _____
Roof Type(s) 1. Gable 2. Flat 3. _____
Roof Material(s) 1. Sheet metal:corrugated 2. Built-up 3. _____
Roof secondary strucs. (dormers etc.) 1. _____ 2. _____

Windows (types, materials, etc.)
Metal single-hung-sash two-over-two; metal awning three-light; metal pivot one-light

Distinguishing Architectural Features (exterior or interior ornaments)
Concrete window sills; roof vents

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)
No outbldgs observed; E of rail (now CSX fka Tampa Northern) & formerly surrounded by other industrial bldgs before construction of I-4 & Selmon Expwy

DHR USE ONLY		OFFICIAL EVALUATION	DHR USE ONLY	
NR List Date _____	SHPO - Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info		Date _____	Init. _____
<input type="checkbox"/> Owner Objection	KEEPER - Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no		Date _____	
	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 15</i> , p. 2)			

DESCRIPTION (continued)

Chimney: No. 0 Chimney Material(s): 1. Concrete block 2. Metal skeleton 3.
Structural System(s): 1. Concrete block 2. Metal skeleton 3.
Foundation Type(s): 1. Continuous 2.
Foundation Material(s): 1. Concrete Block 2.

Main Entrance (stylistic details)

N facade under shed roof canopy, metal panel door; several entrance doors on N facade provide access to building

Porch Descriptions (types, locations, roof types, etc.)

None observed; open loading docks on N and W facades

Condition (overall resource condition): [] excellent [x] good [] fair [] deteriorated [] ruinous

Narrative Description of Resource

Large industrial vernacular building w 2 additions: 1 c1973 on E facade w/ metal frame walls and metal roof and 1 c1975 in NW corner w CB w/ flat roof; loading docks on N and E facades of structure

Archaeological Remains [] Check if Archaeological Form Completed

RESEARCH METHODS (select all that apply)

- [x] FMSF record search (sites/surveys) [] 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 (CRAS) [] historic photos [] interior inspection [] HABS/HAER record search
[x] other methods (describe) Aerial photography

Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed)

OPINION OF RESOURCE SIGNIFICANCE

Appears to meet the criteria for National Register listing individually? [] yes [x] 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 Industrial Vernacular building exhibits a common style found in Central Florida, two large additions, replaced roofing materials, and no known historic associations. Therefore, it is still considered to be National Register-ineligible.

Area(s) of Historical Significance (see National Register Bulletin 15, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)

1. 2. 3. 4. 5. 6.

DOCUMENTATION

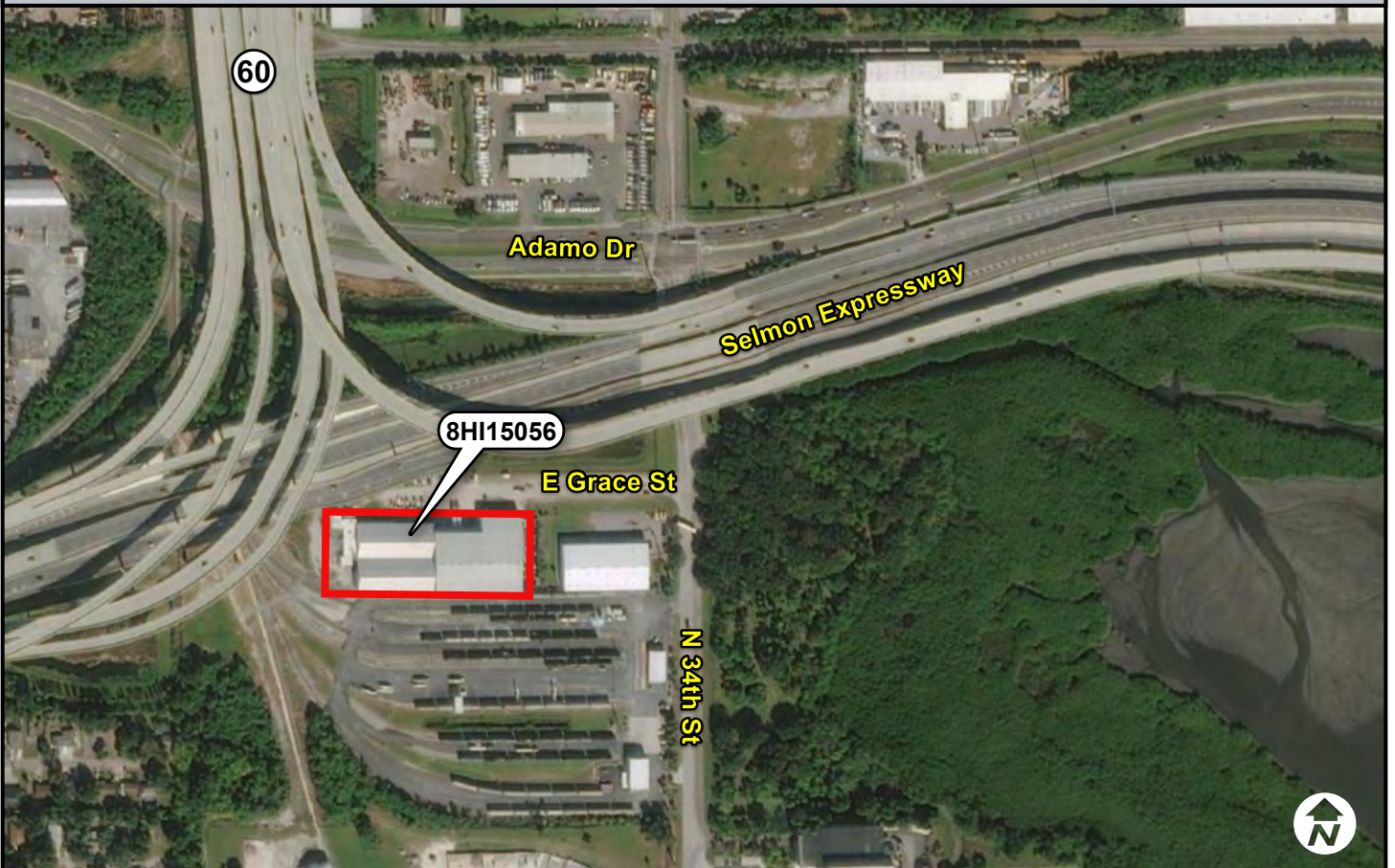
Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents

- 1) Document type Field notes Maintaining organization Janus Research
Document description File or accession #'s
2) Document type Field maps Maintaining organization Janus Research
Document description File or accession #'s

RECORDER INFORMATION

Recorder Name Janus Research Affiliation Janus Research
Recorder Contact Information 1107 N Ward St Tampa, FL / 813-636-8200 / janus@janus-research.com
(address / phone / fax / e-mail)

Required Attachments
1 USGS 7.5' MAP WITH STRUCTURE LOCATION CLEARLY INDICATED
2 LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)
3 PHOTO OF MAIN FACADE, DIGITAL IMAGE FILE
When submitting an image, it must be included in digital AND hard copy format (plain paper grayscale acceptable). Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.



PHOTOGRAPH

8HI15056



PHOTOGRAPH

8HI15056



Attachment 3:

Survey Log

Ent D (FMSF only) _____



Survey Log Sheet

Florida Master Site File
Version 5.0 3/19

Survey # (FMSF only) _____

Consult *Guide to the Survey Log Sheet* for detailed instructions.

Manuscript Information

Survey Project (name and project phase)

Cultural Resource Desktop Analysis and Field Review for the Selmon Expressway Slip Ramps, Hillsborough County, Florida

Report Title (exactly as on title page)

Cultural Resource Desktop Analysis and Field Review for the Selmon Expressway Slip Ramps, Hillsborough County, Florida

Report Authors (as on title page)

1. Janus Research 3. _____
2. _____ 4. _____

Publication Year 2020

Number of Pages in Report (do not include site forms) 24

Publication Information (Give series, number in series, publisher and city. For article or chapter, cite page numbers. Use the style of *American Antiquity*.)

Supervisors of Fieldwork (even if same as author) Names Streelman, Amy Groover; Kathleen Hoffman

Affiliation of Fieldworkers: Organization Janus Research **City** Tampa

Key Words/Phrases (Don't use county name, or common words like *archaeology, structure, survey, architecture, etc.*)

1. Selmon Expressway 3. _____ 5. _____ 7. _____
2. _____ 4. _____ 6. _____ 8. _____

Survey Sponsors (corporation, government unit, organization, or person funding fieldwork)

Name Tampa Hillsborough Expressway Authority **Organization** _____

Address/Phone/E-mail 1104 East Twiggs Street, Suite 300, Tampa, Florida 33602

Recorder of Log Sheet Janus Research **Date Log Sheet Completed** 11-10-2020

Is this survey or project a continuation of a previous project? No Yes: **Previous survey #s (FMSF only)** _____

Project Area Mapping

Counties (select every county in which field survey was done; attach additional sheet if necessary)

1. Hillsborough 3. _____ 5. _____
2. _____ 4. _____ 6. _____

USGS 1:24,000 Map Names/Year of Latest Revision (attach additional sheet if necessary)

1. Name TAMPA Year 1999 4. Name _____ Year _____
2. Name BRANDON Year 2002 5. Name _____ Year _____
3. Name _____ Year _____ 6. Name _____ Year _____

Field Dates and Project Area Description

Fieldwork Dates: Start 10-27-2020 **End** 10-27-2020 **Total Area Surveyed (fill in one)** _____ hectares 81.75 acres

Number of Distinct Tracts or Areas Surveyed _____

If Corridor (fill in one for each) Width: _____ meters _____ feet **Length:** _____ kilometers _____ miles

Research and Field Methods

Types of Survey (select all that apply): [X]archaeological []architectural [X]historical/archival []underwater
[]damage assessment []monitoring report []other(describe): _____

Scope/Intensity/Procedures

Desktop analysis for archaeological APE. Visual inspection of the project area of potential effects for historic resources.

Preliminary Methods (select as many as apply to the project as a whole)

[]Florida Archives (Gray Building) []library research- local public [X]local property or tax records []other historic maps []LIDAR
[]Florida Photo Archives (Gray Building) []library-special collection []newspaper files []soils maps or data []other remote sensing
[X]Site File property search []Public Lands Survey (maps at DEP) []literature search []windshield survey
[X]Site File survey search []local informant(s) []Sanborn Insurance maps [X]aerial photography
[]other (describe): _____

Archaeological Methods (select as many as apply to the project as a whole)

[]Check here if NO archaeological methods were used.
[]surface collection, controlled []shovel test-other screen size []block excavation (at least 2x2 m) []metal detector
[]surface collection, uncontrolled []water screen []soil resistivity []other remote sensing
[]shovel test-1/4" screen []posthole tests []magnetometer []pedestrian survey
[]shovel test-1/8" screen []auger tests []side scan sonar []unknown
[]shovel test 1/16" screen []coring []ground penetrating radar (GPR)
[]shovel test-unscreened []test excavation (at least 1x2 m) []LIDAR
[]other (describe): _____

Historical/Architectural Methods (select as many as apply to the project as a whole)

[]Check here if NO historical/architectural methods were used.
[]building permits []demolition permits []neighbor interview []subdivision maps
[]commercial permits [X]windshield survey []occupant interview [X]tax records
[]interior documentation [X]local property records []occupation permits []unknown
[X]other (describe): Aerial photography

Survey Results

Resource Significance Evaluated? [X]Yes []No

Count of Previously Recorded Resources 0 Count of Newly Recorded Resources 2

List Previously Recorded Site ID#s with Site File Forms Completed (attach additional pages if necessary)

[Empty box for listing previously recorded site IDs]

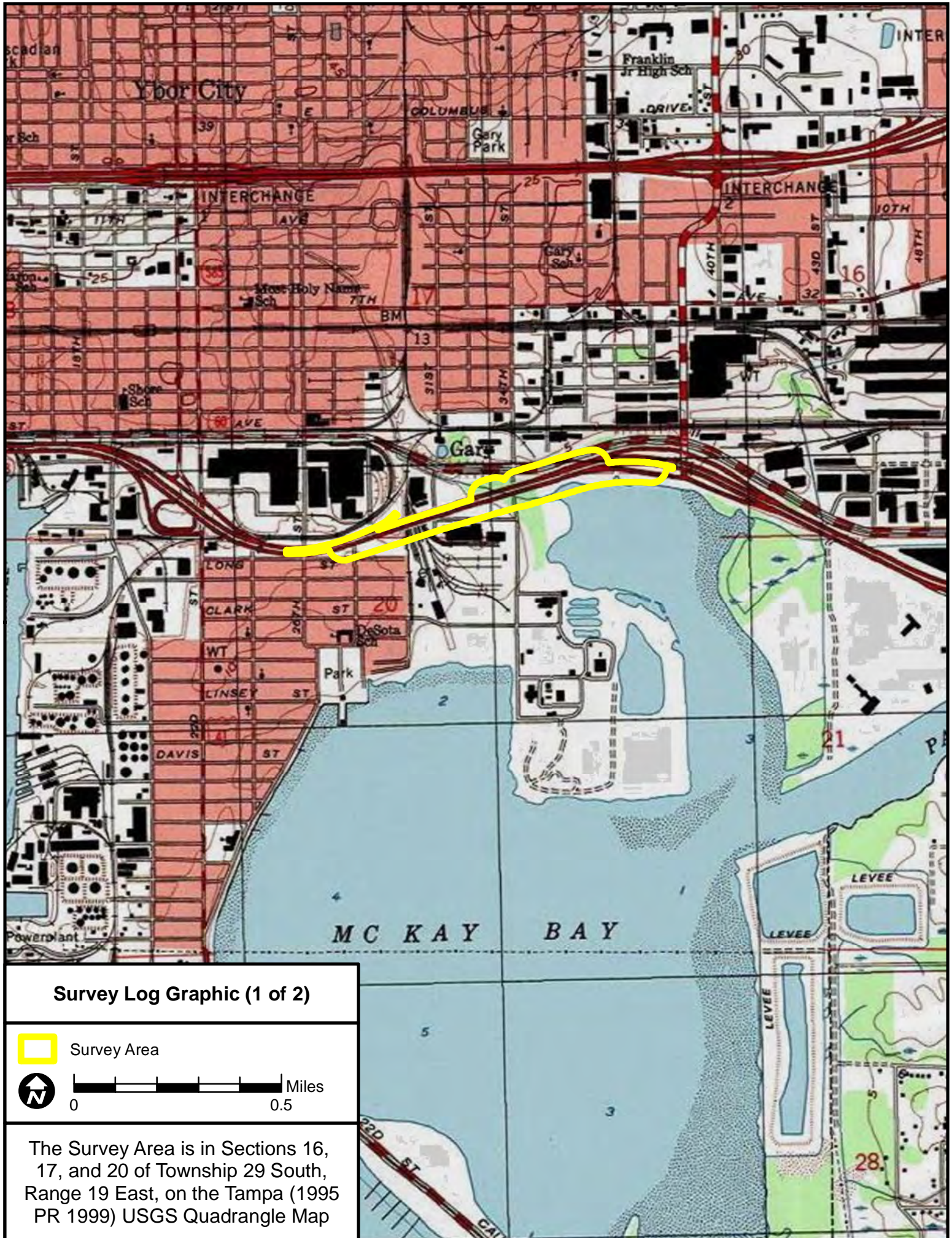
List Newly Recorded Site ID#s (attach additional pages if necessary)

8HI15055, 8HI15056


Site Forms Used: []Site File Paper Forms [X]Site File PDF Forms


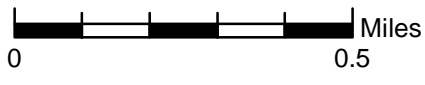
REQUIRED: Attach Map of Survey or Project Area Boundary

SHPO USE ONLY SHPO USE ONLY SHPO USE ONLY
Origin of Report: []872 []Public Lands []UW []1A32 # _____ []Academic []Contract []Avocational
[]Grant Project # _____ []Compliance Review: CRAT # _____
Type of Document: []Archaeological Survey []Historical/Architectural Survey []Marine Survey []Cell Tower CRAS []Monitoring Report
[]Overview []Excavation Report []Multi-Site Excavation Report []Structure Detailed Report []Library, Hist. or Archival Doc
[]Desktop Analysis []MPS []MRA []TG []Other: _____
Document Destination: Plottable Projects Plotability: _____

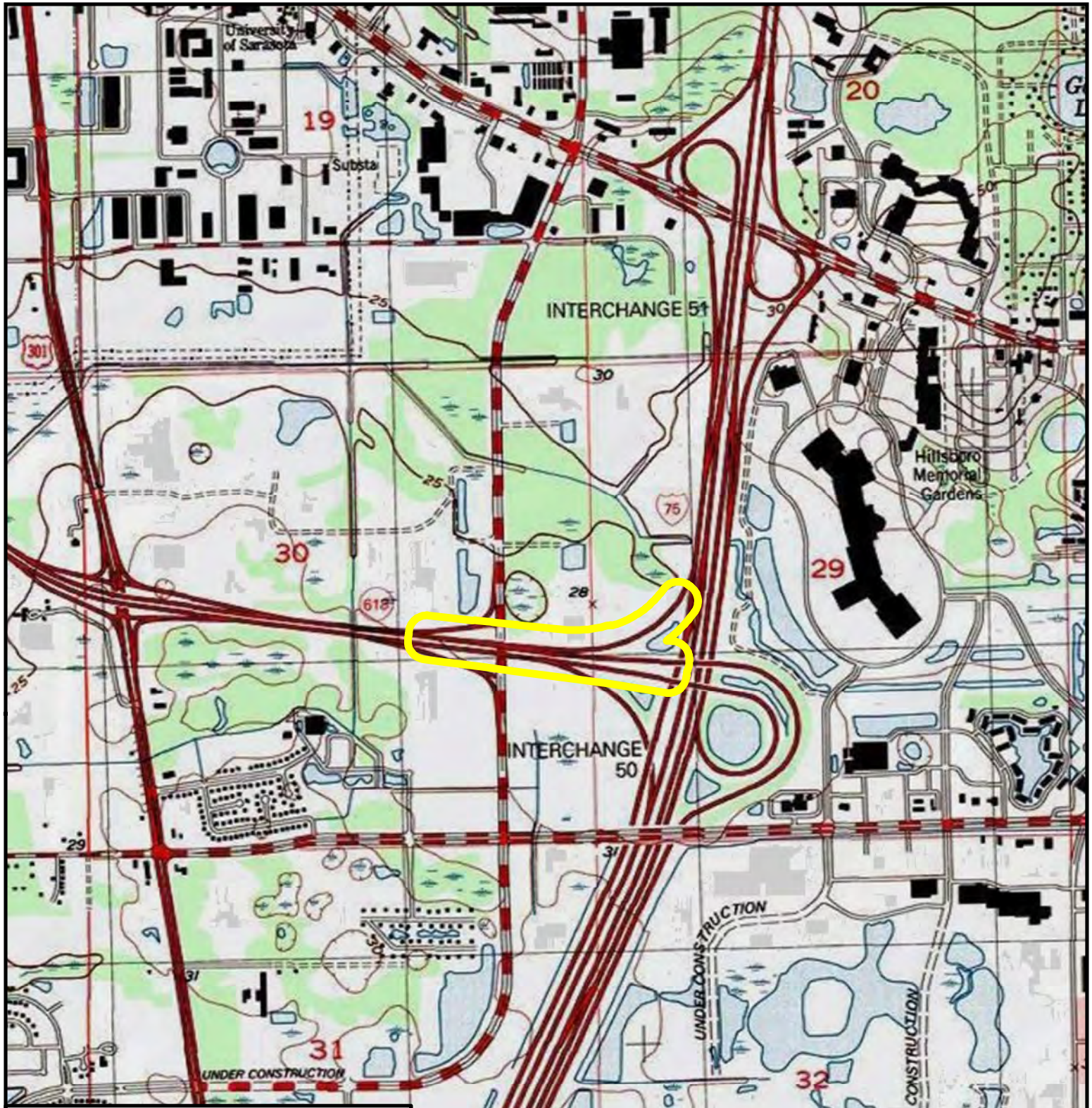


Survey Log Graphic (1 of 2)


 Survey Area


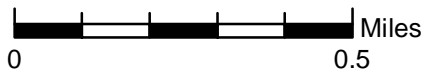
  Miles
0 0.5

The Survey Area is in Sections 16, 17, and 20 of Township 29 South, Range 19 East, on the Tampa (1995 PR 1999) USGS Quadrangle Map



Survey Log Graphic (2 of 2)

 Survey Area

  Miles
0 0.5

The Survey Area is in Sections 29 and 30 of Township 29 South, Range 20 East, on the Brandon (1999 PR 2002) USGS Quadrangle Map

ATTACHMENT D – FDEP CONTAMINATION LOCATOR MAP

Contamination Locator Map



December 15, 2020

1:2,257

Petroleum Contamination Monitoring (PCTS) Discharges from STCM

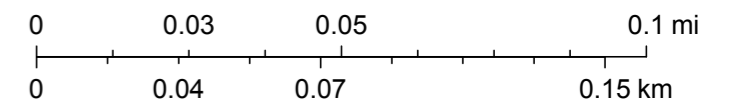
- ELIGIBLE DISCHARGES OPEN
- INELIGIBLE DISCHARGES OPEN
- ELIGIBLE DISCHARGES COMPLETED
- INELIGIBLE DISCHARGES COMPLETED

Solid Waste Facilities

- ▲ Facility
- ▲ General Disposal Area
- ▲ Waste Processing Area

DEP Cleanup Sites

- ▲ BROWNFIELD SITES
- ▲ PETROLEUM
- ▲ SUPERFUND
- ▲ OTHER WASTE CLEANUP



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community, Esri, HERE, Garmin, (c) OpenStreetMap contributors, FDEP, DWM, Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community, FDEP,DWM

Map created by Map Direct, powered by ESRI.

Florida Department of Environmental Protection makes no warranty, expressed or implied, or assumes any legal liability or responsibility for the accuracy, completeness, or usefulness of any information, apparatus, product, or process disclosed, or represents that its use would not infringe privately owned rights.