Case Report
For

TAMPA INTERSTATE STUDY
State Project No. 99007-1402, WPI No. 7140004, FAP No. IR-9999(43)
Interstate 275 (I-275) from Dale Mabry Highway Interchange north to Dr. Martin Luther
King Jr. Boulevard (formerly Buffalo Avenue), Interstate 4 (I-4) from I-275 (including
Interchange) to east of 50th Street (U.S. 41), and the Crosstown Connector from I-4
southward to the existing Tampa South Crosstown Expressway, Hillsborough County.

Prepared For

FLORIDA DEPARTMENT
OF
TRANSPORTATION

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SUMMARY

The Florida Department of Transportation (FDOT) has identified a preferred alternative for the portion of the Interstate along I-275 from the Dale Mabry Highway interchange north to Dr. Martin Luther King, Jr. Boulevard (formerly Buffalo Avenue), I-4 from the I-275 interchange to east of 50th Street (U.S. 41) and portions of the proposed Crosstown Connector from I-4 southward to the existing Tampa South Crosstown Expressway and the existing South Crosstown Expressway from Kennedy Boulevard to Maydell Drive. The project study limits are shown on Exhibit S.1.

Capacity analyses of the existing conditions on I-275 and I-4 within the project limits indicate that sections of these freeways are currently operating near capacity and others are operating over capacity, resulting in excessive delays and congestion. Continued growth within Hillsborough County and in the adjacent counties is expected to further increase traffic on these facilities.

Year 2010 traffic projections indicate I-275 is anticipated to carry from 243,000 to 252,000 vehicles per day (vpd) between MacDill Avenue and Ashley Street and approximately 197,000 vpd between I-4 and Dr. Martin Luther King, Jr. Boulevard (Buffalo Avenue). The I-4 study segment is expected to carry in the range of 199,000 to 231,000 vpd by 2010. This projected growth in traffic will continue to degrade the level of service in these corridors.

Existing right-of-way varies from 195 to 240 feet with widths varying even more significantly at interchanges, 300 to 350 feet. The proposed right-of-way required to complete the Preferred Alternative concept also varies significantly. Depending upon the location of the proposed acquisition, additional right-of-way needs vary up to 380 feet.

Due to the magnitude of this project and required reconstruction of the interstate a number of cultural resources are being impacted. This case report summarizes the impacts on the historic, architectural, and cultural resources and describes the alternatives evaluation and alternative selection rationale.
# TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Summary</td>
<td>i</td>
</tr>
<tr>
<td>List of Tables</td>
<td>iii</td>
</tr>
<tr>
<td>List of Exhibits</td>
<td>iv</td>
</tr>
<tr>
<td>1.0 IDENTIFICATION OF SIGNIFICANT CULTURAL RESOURCES</td>
<td>1</td>
</tr>
<tr>
<td>1.1 Ybor City National Register Historic Landmark District</td>
<td>1</td>
</tr>
<tr>
<td>1.2 West Tampa National Historic District</td>
<td>3</td>
</tr>
<tr>
<td>1.3 Proposed Tampa Heights National Historic District</td>
<td>5</td>
</tr>
<tr>
<td>1.4 Individual Cultural Resources Outside Historic Districts</td>
<td>6</td>
</tr>
<tr>
<td>1.5 Surrounding Cultural Resources</td>
<td>12</td>
</tr>
<tr>
<td>2.0 DESCRIPTION OF PROPOSED ACTION</td>
<td>13</td>
</tr>
<tr>
<td>3.0 DESCRIPTION OF ALTERNATIVES AND SELECTION RATIONALE</td>
<td>17</td>
</tr>
<tr>
<td>3.1 Corridor Selection</td>
<td>18</td>
</tr>
<tr>
<td>3.2 No-Build Alternative</td>
<td>19</td>
</tr>
<tr>
<td>3.3 Transportation System Management</td>
<td>20</td>
</tr>
<tr>
<td>3.4 Alternatives Evaluation</td>
<td>21</td>
</tr>
<tr>
<td>3.4.1 Tier 1 Analysis</td>
<td>22</td>
</tr>
<tr>
<td>3.4.2 Tier 2 Analysis</td>
<td>28</td>
</tr>
<tr>
<td>3.4.3 Tier 3 Analysis</td>
<td>31</td>
</tr>
<tr>
<td>3.5 Crosstown Connector</td>
<td>34</td>
</tr>
<tr>
<td>3.5.1 Alternatives Evaluation</td>
<td>35</td>
</tr>
<tr>
<td>3.5.2 Preferred Crosstown Alternative</td>
<td>37</td>
</tr>
<tr>
<td>4.0 CONCLUSION</td>
<td>37</td>
</tr>
</tbody>
</table>

APPENDIX
# LIST OF TABLES

<table>
<thead>
<tr>
<th>Table No.</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.1</td>
<td>Major Features of the Preferred Alternative</td>
<td>14</td>
</tr>
<tr>
<td>3.1</td>
<td>Design Segment 2A - Description of Tier 1 Alternatives</td>
<td>23</td>
</tr>
<tr>
<td>3.2</td>
<td>Design Segment 2B - Description of Tier 1 Alternatives</td>
<td>24</td>
</tr>
<tr>
<td>3.3</td>
<td>Design Segments 3A and 3B - Description of Tier 1 Alternatives</td>
<td>26</td>
</tr>
<tr>
<td>3.4</td>
<td>Design Segment 2A - Description of Tier 2 Alternatives</td>
<td>28</td>
</tr>
<tr>
<td>3.5</td>
<td>Design Segment 2B - Description of Tier 2 Alternatives</td>
<td>29</td>
</tr>
<tr>
<td>3.6</td>
<td>Design Segments 3A and 3B - Description of Tier 2 Alternatives</td>
<td>30</td>
</tr>
<tr>
<td>3.7</td>
<td>Design Segment 2A - Description of Tier 3 Alternatives</td>
<td>31</td>
</tr>
<tr>
<td>3.8</td>
<td>Design Segment 2B - Description of Tier 3 Alternatives</td>
<td>33</td>
</tr>
<tr>
<td>3.9</td>
<td>Design Segments 3A and 3B - Description of Tier 3 Alternatives</td>
<td>34</td>
</tr>
</tbody>
</table>
# LIST OF EXHIBITS

<table>
<thead>
<tr>
<th>Exhibit No.</th>
<th>Title</th>
<th>Follows</th>
</tr>
</thead>
<tbody>
<tr>
<td>S.1</td>
<td>Project Study Limits</td>
<td>i</td>
</tr>
<tr>
<td>1.1</td>
<td>Historic Districts Within Ybor City</td>
<td>2</td>
</tr>
<tr>
<td>1.2</td>
<td>West Tampa National Historic District Boundaries</td>
<td>4</td>
</tr>
<tr>
<td>1.3</td>
<td>Proposed Tampa Heights National Historic District</td>
<td>5</td>
</tr>
<tr>
<td>1.4</td>
<td>Determination of Eligibility (DOE) Sites</td>
<td>6</td>
</tr>
<tr>
<td>3.1</td>
<td>Phase 1 - Study Segments</td>
<td>17</td>
</tr>
</tbody>
</table>
1.0 IDENTIFICATION OF SIGNIFICANT CULTURAL RESOURCES

A comprehensive inventory and evaluation of the cultural resources impacted by the proposed alternative concept and surrounding cultural resources is provided in this section of the Case Report. Cultural resources within the proposed right-of-way of this project include the Ybor City National Register Historic Landmark District, the West Tampa National Register Historic District, the proposed Tampa Heights National Register Historic District, and individually significant structures outside of these historic districts.

1.1 YBOR CITY NATIONAL REGISTER HISTORIC LANDMARK DISTRICT

Ybor City was established in October of 1885 when Serafin Sanchez arranged for the purchase of land suitable for construction. A company known as the Ybor City Land and Development Company offered incentives to the cigar makers of Key West and Havana to relocate in Ybor city. In 1974, this District was listed on the National Register of Historic Places.

In 1975, the Barrio Latino District, a local historic district, was established. This rectangular shaped district is bound by Mitchell Street on the west, East 17th Avenue on the north, 22nd Street on the east, and East 4th Street on the south. The Barrio Latino District includes all of the National Register District and portions of the Ybor City National Register Historic Landmark District.

Finally, in 1990, Ybor City was recommended for designation as a National Historic Landmark District. On January 13, 1991, the recommendation was approved and local officials held ceremonies celebrating the landmark designation. The approximate
boundaries of the National Historic Landmark District are 21st Street to the north, Nebraska Avenue to the west, 26th Street to the east and Adamo Drive to the south. All three historic district boundaries are displayed on Exhibit 1.1.

The criteria upon which the determination of historic eligibility was based, as cited in the Determination of Eligibility Package, are as follows:

Situated a short distance northeast of Tampa’s main business district, the Ybor City Historic District includes more than 1,300 buildings, nearly a thousand of which are historic, in three major enclaves. Constituting the most outstanding collection of such structures associated with late 19th- and early 20th-century Cuban and Spanish settlement in the United States—and with strong Italian and other ethnic associations—it contains buildings that illustrate the key aspects of those immigrant groups’ experience.

The buildings include an impressive array of cigar factories—the largest such collection in the United States—and related industrial structures; a major collection of commercial and commercial-residential structures; a group of ethnic clubhouses; and historic worker housing. Many of the buildings, erected between 1886 and World War I, display a marked Spanish and Cuban influence, as in their distinctive wrought-iron balconies, that, in conjunction with the residents, gives the whole area a pronounced Latin atmosphere. This is despite the fact that the architects in the area were mainly “Anglos.”

The rich ethnic mosaic that is Ybor City has been characterized as “unique in America,” in that “it was conceived by a Spanish promoter, born of men’s craving for good cigars and spanked into robust hectic life by the war that made the United States a world power.” Founded in 1886, by Vicente Martinez Ybor, Ybor City was “a company town” whose “foundation was based upon immigrant ideas, capital, and labor.” Although it contained numbers of Italians as well as a sprinkling of Germans, Romanian Jews, and Chinese, the area’s cultural tone was set by the overwhelming preponderance of persons of Cuban, including Black Cuban, and Spanish origin. In fact, Tampa historian Karl H. Grismer has described Ybor City as “a city within a city, a city as truly Latin-American in the customs of the inhabitants as though it had been in the heart of Cuba.”

The lifeblood at this Latin island that grew and prospered in the segregated Deep South was the cigar industry. Tampa cigars became famous all over the world because of the skilled Latin craftworkers who made them by hand. At its peak, the industry in Ybor City employed 20,000 persons who handcrafted cigars in 36 sizes and shapes.

The cigar factories of Ybor City are also notable as a nursery for the Cuban Revolution from Spain. The city’s Cuban population helped promote the revolutionary activity in Cuba in the late 19th century that culminated in the Spanish-American War and Cuban independence. Jose Marti, the poet-patriot commonly referred to as the “George Washington of Cuba,” delivered some of his most significant speeches to the Cuban populace here. As a result of the
activities of Marti and other revolutionaries, Tampa became "the principal port through which arms and ammunition were sent to Cuban insurgents" in the 1890s. Fittingly perhaps, the U.S. invasion of Cuba in 1898 was launched from Tampa.

Ybor City's ethnic clubs also were the scene of "a progressive scheme of co-operative medicine ... which was to thrive and outlive any similar plan in the United States." In addition to their usual functions, these immigrant social and benevolent organizations contracted with physicians and medical personnel to provide care to their memberships at set rates included in the clubs' dues. Despite the opposition of organized medical groups, these plans prospered and are still offered in Ybor City.

Lastly, Ybor City, as a multi-ethnic and multi-racial community in the American Deep South, is particularly illustrative of the multi-faceted history of ethnic and race relations from shortly after Reconstruction until the 1960s; the association of late 19th- and early 20th-century immigration with industrial communities is not unusual, but it is exceptional in the South, which historically has had relatively little industry and few immigrants. Tampa's ethnics formed a distinct enclave socially and politically. The city's Afro-Cubans, in addition, formed a community within this enclave. Segregated by law, they were long excluded, in many ways, from both the Latin and Black communities in Tampa.

The above determination is in accordance with 36 CFR Part 800 of the U.S. Department of Interior regulations which describe the criteria for listing of these properties on the National Register of Historic Places.

Currently, the Ybor City National Register Historic Landmark District is composed of 954 contributing structures, of which 195 will be acquired as a result of the proposed action. Forty-six of the 195 structures have been altered and final determination of significance of these properties will be completed at a later date. Master Site File forms have been completed for each of the 195 structures and are available for review upon request.

1.2 WEST TAMPA NATIONAL HISTORIC DISTRICT

A separate municipality until the 1950's, the Centro Espanol de West Tampa was listed on the National Register in 1974. The old section of West Tampa was listed on the
National Register in 1983 as a historic district. The district boundaries are irregular; however, they abut the interstate between Habana and Fremount Avenues. The majority of the district lies north of the interstate, but a residential section exists south of the interstate.

The historic district boundary is displayed on Exhibit 1.2. The criteria upon which the determination of historic eligibility was based, as cited in the Determination of Eligibility Package, are as follows:

*West Tampa is significant as a frontier Florida city which played an important role in the settlement and growth of the City of Tampa and Hillsborough County. It fostered the development of one of Florida's most important industries, cigar manufacturing, and was distinguished by a population composed largely of Spanish, Cuban and Italian immigrants. The West Tampa Historic District retains many of the physical characteristics that once distinguished it as an independent town and cigar manufacturing center. Like Ybor City founded seven years earlier, West Tampa was established as a community adjacent to but separate from the City of Tampa, Florida. West Tampa retained its status as an incorporated city for thirty years. The distinctive features of the historic district are its large brick factories and the commercial, residential, and social buildings which reflect West Tampa's historic period of development and its ethnic heritage.*

*The most numerous structures in the West Tampa Historic District are the small wood frame vernacular houses and bungalows which were once occupied by the city's working class population. Although West Tampa had, in addition to cigar workers, many people employed in various trades and professions, the community can boast no examples of high style residential architecture. Many examples of small wood frame houses--most of them identical in plan--dating from the 1890's still survive. These are generally found in rows on streets near the cigar factories. A second wave of residential building came in the 1920's, and most of the houses erected in the district at that time show features of the bungalow style.*

*Many commercial buildings along Armenia Avenue, Howard Avenue and Main Street are vacant, and the historic district has generally suffered from deterioration and neglect. New construction has left its mark also, both in the commercial and residential sections. In many instances, however, these later buildings have not replaced older structures but filled in land that was vacant until the 1950s and 1960s.*

*No high rise construction has been introduced into West Tampa so that much of the district's original scale and rhythm have been preserved. The tallest buildings are still the three-story brick factories which continue to dominate the area as they did when West Tampa was a thriving cigar manufacturing town.*
The above determination is in accordance with 36 CFR Part 800 of the U.S. Department of Interior regulations which describe the criteria for listing of these properties on the National Register of Historic Places.

Currently, the West Tampa National Historic District is composed of 912 contributing structures, of which 20 will be acquired as a result of the proposed action. None of these 20 structures have been altered. Master Site File forms have been completed for each of the 20 structures and are available upon request.

1.3 PROPOSED TAMPA HEIGHTS NATIONAL HISTORIC DISTRICT

In 1989-90, a historic resources survey of Tampa Heights was conducted by the Tampa/Hillsborough County Historic Preservation Board. A National Register Historic District nomination is pending, but not completed. Proposed boundaries for the historic district are I-275 on the south, I-275 on the east, Columbus Drive on the north and Florida Avenue on the west.

The proposed historic district boundary is displayed on Exhibit 1.3. The criteria upon which the determination of eligibility is based, as cited in the Determination of Eligibility Package, are as follows:

The historic structures within the proposed Tampa Heights district comprise a valuable collection of late 19th- and 20th-century building types. The predominant building type is residential, with the majority being single-family residences. These houses range in size from modest one-story cottages to large two-and-one-half story villas. All residential structures are of balloon frame construction. In style, the houses of Tampa Heights range from simple Frame Vernacular houses to Craftsman-style bungalows. Many of the houses are an eclectic mixture of turn-of-the-century styles common to contractor-designed buildings of this era. The majority of these houses are relatively unaltered on their exteriors, but suffer from deterioration caused by lack of maintenance. The houses in the DOE study area are representative of residences in the entire proposed historic district.
The other important building types in the proposed Tampa Heights district are churches, commercial buildings, and schools. These buildings are generally of brick construction. The one church in the proposed DOE district is the Faith Temple Baptist Church located at 602 East Palm Avenue. The Gothic Revival style red bridge Presbyterian church was built at the corner of Palm and Lamar Avenues in 1923. The church is well-maintained and retains its historic appearance. Under National Register Criteria Exception “A”, this building contributes to the proposed district because of its architectural significance.

Of the twenty-one historical structures in the DOE study area, nineteen have been little altered and retain much of their historic fabric and features. These are considered to contribute to the proposed Tampa Heights Historic District. The other two structures, a Frame Vernacular residence at 509 East Palm and a Bungalow at 510 East Ross are more extensively altered. Because of their advanced ages, they are judged to potentially contribute to the district.

The above determination is in accordance with 36 CFR Part 800 of the U.S. Department of Interior regulations which describe the criteria for listing of these properties on the National Register of Historic Places.

Currently, the proposed historic district is composed of 99 contributing structures, of which 21 will be acquired as a result of the proposed action. Two of the 21 structures have been altered and final determination of significance will be completed at a later date. Master Site File forms have been completed for each of the 21 structures and are available for review upon request.

1.4 INDIVIDUAL SIGNIFICANT STRUCTURES OUTSIDE THE HISTORIC DISTRICT

In addition to the 236 contributing structures identified as impacted by the proposed alternative, a Determination of Eligibility (DOE) is currently being completed for 11 properties and the proposed Tampa Heights National Historic District. These 11 properties and their locations are shown on Exhibit 1.4 and pictures of each property corresponding to Exhibit 1.4 are included in the Appendix. The significance of the 11 properties as stated in the DOE’s is summarized in A Cultural Resource Assessment
Survey of the Tampa Interstate Study Activity A. Task II (EIS) Project Area. This information is presented as follows:

1. Arguelles, Lopez and Brothers Cigar Factory/Vincent and Tampa
2503 E. 21st Street

The Arguelles Lopez and Brothers Cigar Manufacturing Company was built in 1903 and is architecturally significant as one of the few cigar factories extant whose main structure is constructed of wood. Since its 1922 additions were constructed of brick, the building is an interesting composition of frame and masonry vernacular styles. The building is also significant to the industrial history of Tampa, Florida because it is one of the city's early cigar factories. The cigar industry dominated the local economy from the 1880s through the 1920s.

**Industrial Significance:** The relocation of the cigar industry from Key West to Tampa marked the beginning of Tampa's first major industry. The cigar factories of Key West were constructed of wood and were highly flammable.

The majority of the new factories of Tampa were built of fire-resistant materials, though they were often preceded by temporary wood frame structures. Brick instead of wood became the standard material for the exterior of cigar factories from the 1880s through the 1920s. The three or four story buildings were built with exterior masonry bearing walls with floors and roofs of wood. The factories' large frame sash windows had solid sheet metal shutters which could be closed if a fire broke out in the building. All staircases in the factories were of cast iron construction. Since the factories had wood flooring and roof truss systems, they were hardly fireproof, but they gave the appearance of being fire resistant. The local reluctance to adopt new construction methods and materials which were more fire-resistant was typical of the conservatism of the construction trade throughout the country during late 19th and early 20th century.

In 1895, M. Perez and Company of New York relocated their cigar factory to this site. They bought the land from the Ybor City Land and Improvement Company and contracted Edenfield and Jettou to build a forty-foot by ninety-foot wood frame structure three stories tall. The cigar factory opened for business in April 1895 with a labor force of one hundred workers. Research indicates the wooden portion of the existing building, which has the same dimensions, was constructed in 1903. Possibly the earlier structure was razed by a fire and the new building was built over it. The factory was added onto again in 1922, and the additions were constructed of brick.

2. Frank Carrera House
703 Forest Street

**Architectural Significance:** The Frank Carrera house is significant as a relatively unaltered example of a medium-size camelback Bungalow and is typical of Tampa housing during the 1920s. The extremely good physical condition of the house and garage and the continued maintenance of the landscaping of the property are very rare in this neighborhood. The house was
built in 1924, based on R.L. Polk's *Tampa City Directory* data. Building permit records for Tampa do not survive from this era. Frank Carrera, a bookkeeper for the Grandiaez and Annis Cigar Company, was living at 2002 13th Street in Ybor City in 1922 through 1924. No street address for a structure at 703 Forest Street is listed in a city directory before 1925, when Frank Carrera is listed as residing there. Frank Carrera, Jr. in 1990 was still living in this house.

The Carrera house expresses the influence of the Bungalow style in its design and economical use of building materials. The house has many Bungalow features: an irregular plan, a large front porch, wide overhanging eaves with exposed rafter ends, a second floor "aeroplane room," and decorative pseudo-oriental detailing on the fascia boards of the house's many gable-ends.

3. **Colonial Revival Duplex**  
   2306 N. Nebraska Avenue

**Architectural Significance:** The duplex is a good example of the Colonial Revival style with Queen Anne characteristics. The duplex was built in 1913, based on data in R.L. Polk's *Tampa City Directory*. Tampa building permit records from this era do not survive. No street address which would correspond with this building is listed in city directories between 1900 and 1913. In 1914, a structure is listed at 2306 North Nebraska Avenue with Baldomero Barri, a musician, and Francisco Marina, a grocer, occupying this address. Adjacent buildings on this block were single family residences, so confusion with other structures is not likely. The occupants of this duplex changed frequently as the average renter stayed about two years.

Some of the Colonial Revival features of the duplex include the full-width entrance porch, Neoclassical porch columns and symmetrical main facade. Other hallmarks of the style are seen in the hipped roof with a centered cross gable and wood double-hung sash windows. Most likely its original exterior walls were clad in wood drop siding now replaced with metal and vinyl siding. The building also has some Queen Anne characteristics, as seen in the asymmetrical massing and composition of the off-street facades, decorative porch railings, and metal fish scale roof shingles. The building has been substantially altered over the years and is in fair condition.

4. **Fernandez y Rey House/Agape Fellowship**  
   3300 Laurel Street

The Fernandez y Rey house is a good example of a suburban, single family 1920s Mediterranean Revival style residence. The house exhibits many features of the style including the use of rough textured stucco exterior walls, flat roofs with barrel tiles decoratively capping the parapets, and balanced asymmetrical placement of doors and parapets, and balanced asymmetrical placement of doors and windows. The relatively unaltered exterior of the house contributes to its architectural significance.

**Historic Context:** The Fernandez y Rey house was built in 1923 and first occupied by Ramon and Cecilia Fernandez y Rey. Ramon Fernandez y Rey was a foreman at the Morgan Cigar Company during the 1920s. In 1926, he is listed in the R.L. Polk *Tampa City Directory* as President of the Centro Espanol de West Tampa, an important Latino community social club. The Fernandez y Rey family occupied this house until the mid-1940s.
**Architectural Context, Mediterranean Revival Style:** The Mediterranean Revival or Spanish Colonial style is the architectural style most intimately linked with the 1920s Florida land boom. Native Floridians commonly refer to any 1920s era building with a tile roof and stucco exterior as a "boom style" structure. The style, however, did not originate in Florida and was not popularized in the State until just prior to World War I. The style has its origins in Beaux Arts-trained architects love of historicism and their desire to create a building style appropriate to the history of Sun Belt areas of the United States. Various attempts to create buildings with a Spanish appearance had been made in Florida during the 19th century, most notably the Carrere and Hastings designed hotels for Henry Flagler in St. Augustine. The Mission style was imported from California to Florida at the turn of the century, but its use was limited.

5. **Greater Bethel Baptist Church**
   1201 Jefferson Street

The Greater Bethel Baptist Church is significant to the ethnic history of Tampa, Florida for its role in the Civil Rights movement and as an important social institution in the Black community.

**Ethnic Heritage Significance:** The Greater Bethel Baptist Church is located on the northern edge of the central business district of Tampa, Florida. This area during the late 19th century and early 20th century was called "the Scrub" and was the African-American ghetto of Tampa. The Scrub started just north of Harrison Street and east of Jefferson Street, the boundaries on the original plat of Tampa that was laid out in 1846. Oaklawn Cemetery, which was established by the County Commission in 1850, served as a buffer between the Anglo-American community living within the original plat area and people of African-American descent living in the Scrub. Oaklawn is bounded by Harrison Street on the south, Jefferson Street on the east, and Morgan Street to the west. The Scrub grew in a haphazard, organic manner, with narrow winding streets and small frame cottages grouped into extended family compounds (Sanborn maps). The Scrub was demolished during the 1930s, and public housing apartment buildings were built on its site. In this period, the Hillsborough County Sheriff's Department built a jail and offices on Jefferson Street immediately north Oaklawn Cemetery. Greater Bethel Baptist Church was virtually the only structure that survived the urban renewal program. In 1962, Interstate 4 (now I-275) was built approximately two blocks north of the church and North Orange Avenue immediately east of the church was widened to serve as an access road and on-ramp to the interstate.

The Greater Bethel Baptist Church in its earliest form was a meeting tent circa 1892 and was known as the Ebenezer Missionary Baptist Church. It was located on what is presently the church's parking lot and was said to have had sawdust floors, palmetto windows, and bamboo doors. The early church was led by the Reverend Fred Marshall. Around the first decade of the 20th century, the name of the church was changed to Greater Bethel Baptist Church, and a wooden church replaced the tent structure. The old baptismal pool associated with these earlier structures is evident in the present parking lot. It was not until the late 1930s or early 1940s that the present brick structure was built. It was designed and constructed by the Reverend Jacob Wesley Rhodes, and upon completion it
was the second tallest building in Tampa. Its large blue neon cross served as a landmark to pilots arriving at the old airport. During the Civil Rights riots of 1963 and through much of the early 1960s, the church’s parking lot served as headquarters for the police and military forces.

6. "I-Type" House
2210 N. 31st Street

The "I-Type" house is significant to the architectural history of Tampa, Florida as a rare surviving example of a frame vernacular "I-Type" single family house. Although the house dates from the early 20th century, it represents the survival of an 18th century mid-Atlantic coastal housing type that during the 19th century became popular throughout the Southeast. This house demonstrates the diffusion of this important housing type to Central Florida and shows its adaptability to a semitropical climate. This residence is the only recorded "I-Type" house within the City of Tampa.

Architectural Context, the I-Type Style: The "I-type" house is named for its distinctive form, two rooms wide by one room deep. It is derived from British vernacular forms and has its earliest American roots in the Tidewater area on the Atlantic coast. The houses were usually wood frame, weatherboarded, side-gabled, and devoid of detail. Subtypes of the I-type include central-hall I and the two-thirds I. The railroad helped to spread this building type to the Eastern and Midwestern states. Later I-type houses are often embellished with porches and detailing, and many have rear extensions.

7. Ernest Kendrick House
2814 N. Taliaferro Avenue

The Kendrick house is significant for its association with the Kendrick Family, one of Tampa’s prominent pioneer families. The house is one of very few residences to survive from the first decades of the Tampa Heights neighborhood’s development. Except for its asbestos siding, the house remains a relatively unaltered example of a frame vernacular single-family residence.

The Kendrick House was built between 1903 and 1904 by Ernest Kendrick, according to entries in the R.L. Polk Tampa City Directory. Building permit records do not survive from this era in the City of Tampa, therefore the exact date of construction and the identity of the architect and contractor are unknown. The 1903 City Directory lists no occupants on Taliaferro Avenue between Michigan Avenue (now Columbus Drive) and Robles Street. The 1905 City Directory lists Ernest Kendrick and wife Emily as residing on the west side of Taliaferro Avenue in the first house north of Michigan Avenue. Also living in the house were Eunice Kendrick, a clerk at Lewallen & Company, and Mamie Kendrick, a student.

The Kendricks were one of the first Anglo-American pioneer families to settle in Hillsborough County. Ernest Kendrick was the son of Edward Tatnall and Faraba Moore Kendrick. Edward Kendrick settled in Hillsborough County in the 1840 after serving in the Seminole War of 1835-42. He built the county’s first water mill on Flint Creek. He went on to fight in the Mexican War of 1847, the Seminole War of 1856-58, and as a Confederate in the Civil War. Ernest’s
brother William may also have been involved; in 1891 he built the county courthouse and later helped organize the Tampa Palmetto Beach Railway, a trolley line.

8. Murray House
2822 N. Taliaferro Avenue

The Murray House is a good example of a single family residence designed in the Free Classic mode of the Queen Anne style. It has a steeply-pitched, irregularly-shaped roof with a characteristic front gable. Its asymmetrical front facade, one-story full-width porch, and irregular massing are also hallmarks of the style. As found in the Free Classic mode, classical columns are used on the porch instead of the more common turned posts. This particular subtype has much in common with the early Colonial Revival style.

Although the house may have been built as early as 1902, its first recorded occupant was L.T. Kendrick in 1913. This person was most likely Louis T. Kendrick, one of Ernest and Emily Kendrick's nine children (see Statement of Significance, Kendrick House, DHII3262). The Kendricks were one of Tampa's earliest families.

9. Oak Park School
4916 E. Tenth Avenue

The Oak Park School is significant as an example of the Masonry Vernacular and Mediterranean Revival styles as adapted to academical architecture. The 1915 school building, designed by Frank Dunham, is simple in design and bears the hallmarks of the Masonry Vernacular tradition. Dunham also designed the substantial 1928 addition to the school, and for this he utilized components of the Mediterranean Revival style. Both styles were used in the design of many early Tampa schools built in the 1910s-1920s. The manner in which the architect was able to transition between the two styles is particularly notable.

10. Otto Stallings House
408 E. Seventh Avenue

The Otto Stallings House is architecturally significant as a relatively unaltered example of a late 19th century Picturesque Style single family residence, one of a few remaining houses of this type in the City of Tampa. The house is also significant to Tampa's history as the residence of a prominent early businessman, Otto Stallings.

Architectural Context, Queen Anne Style: The Queen Anne style that flourished from the 1880s to 1910 was one of the last permutations of the Picturesque styles that dominated 19th century architecture after the decline of Neoclassicism. The principal features of Queen Anne style houses are asymmetrical massing, complex roof configurations often combining steeply pitched hip roofs with cross gables, towers, and dormers, and extensive use of machine-turned wood ornament. Exterior walls are often broken into smaller planes by the use string courses, false half-timbering, and projecting cantilevered bays and balconies. Gable ends were often highly decorated with complex patterns of wood ornament. The interior plans of the houses reflect the exterior with irregular floor plans and odd room shapes. While many small
vernacular style houses of the late 19th century survive in Tampa, there are few remaining residences in the Queen Anne style. The remaining houses are located either in the Tampa Heights neighborhood, located just north of the central business district, or in the Hyde Park neighborhood, located just west of downtown Tampa.

11. Washington Junior High School
707 E. Columbus Drive

The Washington Junior High School is significant as an example of the Mediterranean Revival style as adapted to academical architecture. This style was adapted to many early Tampa schools built in the 1910s-1920s. Although often clad in the traditional red brick, these schools exhibited arches, shaped parapets, brackets, pendants, contrasting brickwork, and other details associated with the Mediterranean Revival style.

The Mediterranean Revival style flourished in Tampa during the 1920s and its domestic buildings are chiefly associated with middle and elite class suburban housing developments. The Davis Islands neighborhood, a National Register-listed Multiple Property nomination, is a classic speculative Florida Land Boom era luxury housing development has the most notable examples of Mediterranean Revival style single family houses in the city.

The Washington Junior High School was originally entitled Jefferson High School. This school, which was built in 1911, consisted of forty-one rooms and cost $50,000. It was remodeled in 1923 at a cost of $100,000. It retained its school function until 1971, when it was converted to offices for the Velasco Student Services Center.

A Determination of Eligibility (DOE) for each of these eleven properties have been completed as part of the Tampa Interstate Study, Phase II and are currently under review by the State Historic Preservation Officer (SHPO). In an effort to coordinate local and state agency participation in assisting in preserving selected structures, a Memorandum of Agreement (MOA) has been drafted. Participating agencies are FHWA, FDOT, and the Florida SHPO. The MOA is appended separately.

1.5 SURROUNDING CULTURAL RESOURCES

Hillsborough County has numerous individual sites that are currently listed on the National Register of Historic Places. The National Register properties in the project vicinity, addresses of these properties and dates of registration are listed as follows:
* Union Railroad Station  
601 N. Nebraska Ave., Tampa  
June 5, 1974

* Kress, S.H. and Co. Building  
811 N. Franklin Street, Tampa  
April 7, 1983

Neither of these properties listed on the National Register of Historic Places are being acquired or impacted as a result of this project.

2.0 DESCRIPTION OF PROPOSED ACTION

The Preferred Alternative for reconstruction of the Tampa Interstate System. System includes a multitude of improvements, such as major interchange connections serving the mainline freeway, a local access freeway and frontage roadways. A summary of the major features of the Preferred Alternative is provided in Table 2.1.

The Preferred Alternative is illustrated on 1"=100' scale aerial photography contained in an appended plan set. The plan set shows conceptual lane geometrics, major land use features, existing and proposed right-of-way, candidate pond locations and approximate limits of bridges, noise barriers and retaining walls.

Local access freeway lanes run parallel with mainline express freeway lanes throughout the project limits. Ramping between these facilities on I-275 occurs between Habana Avenue and Armenia Avenue, between North Boulevard and the Hillsborough River and south of Dr. Martin Luther King, Jr. Boulevard (Buffalo Avenue), where the local access freeway begins southbound and ends northbound. On I-4, ramping between the local access freeway and the mainline occurs in the vicinity of Columbus Drive and 50th Street, where the local access freeway begins westbound and ends eastbound.
### TABLE 2.1

**MAJOR FEATURES OF THE PREFERRED ALTERNATIVE**

* Four-roadway system transitioning to two-roadway system on I-275 north of Dr. Martin Luther King, Jr. Boulevard (Buffalo Avenue) and on I-4 east of 50th Street

* High Occupancy Vehicle (HOV)/Transitway lanes within interstate alignment

* Alignment shifted south of existing centerline to avoid McFarland Park and minimize impacts to the West Tampa Historic District

* Interchange ramps at Himes Avenue to and from the east on I-275

* North side frontage road maintained between Himes Avenue and Rome Avenue

* Split interchange ramps remain at Howard Avenue and Armenia Avenues

* New West Bank CBD interchange ramps to and from the west on I-275 at North Boulevard

* West side CBD distributor interchange at Ashley/Tampa Streets serving all movements, replacing existing ramps to and from the west at Scott and Kay Street

* Removal of the I-275 interchange ramps at Floribraska Avenue

* Full interchange remains at Dr. Martin Luther King, Jr. Boulevard (Buffalo Avenue)

* East side CBD distributor interchange at Jefferson/Orange Streets modified to serve all movements

* Relocation of the planned Marion Street Transit Parkway North Terminal to a location on Marion Street south of Scott Street

* New Ybor City/east side CBD split interchange on I-4 at 14th and 15th Streets

* Removal of the I-4 interchange ramps at 21st and 22nd Streets

* Extension of parallel local frontage roads from 14th and 15th Street ramps to 21st and 22nd Streets

* Removal of the I-4 overpass of 19th Street

* New directional freeway-to-freeway interchange with Crosstown Expressway Connector on I-4 at 30th Street

* Removal of the I-4 interchange ramps at 40th Street

* Reconfiguration of the split interchange at Columbus Avenue and 50th Street on I-4
The basic number of lanes on the proposed facility (mainline plus local access) is generally the same in each direction for major roadway segments. On I-275, a total of seven lanes eastbound and seven lanes westbound (excluding auxiliary lanes and ramp tapers) are provided from Himes Avenue to the vicinity of Florida Avenue. This section includes three basic lanes on the express freeway and four basic lanes on the local access freeway from Himes Avenue to Tampania Avenue, two basic express freeway lanes and five basic local access freeway lanes from Tampania Avenue to the Hillsborough River and four basic express freeway lanes and three basic local access freeway lanes from the Hillsborough River to Florida Avenue.

Between Florida Avenue and the I-275/I-4 interchange, a total of eight lanes (four express freeway lanes and four local freeway lanes in each direction) are provided. Seven lanes in each direction are provided from the I-275/I-4 interchange to just south of Dr. Martin Luther King, Jr. Boulevard (Buffalo Avenue), with three express freeway lanes and four local access freeway lanes in each direction. The express freeway lanes merge with the local access freeway lanes north of Dr. Martin Luther King, Jr. Boulevard (Buffalo Avenue) and provide a 10-lane section (five lanes in each direction). Of these five basic lanes in each direction, three lanes are continuous from the express freeway and two lanes are continuous from the local access freeway.

On I-4, a total of seven basic lanes in each direction are provided between the I-275/I-4 interchange and the Crosstown Connector interchange. This includes four basic lanes on the express freeway and three basic lanes on the local access freeway from the I-275/I-4 interchange to the vicinity of 23rd Street and three basic express freeway lanes and two basic local access lanes in each direction through the Crosstown Connector interchange.
The basic number of lanes on the proposed facility (mainline plus local access) is generally the same in each direction for major roadway segments. On I-275, a total of seven lanes eastbound and seven lanes westbound (excluding auxiliary lanes and ramp tapers) are provided from Himes Avenue to the vicinity of Florida Avenue. This section includes three basic lanes on the express freeway and four basic lanes on the local access freeway from Himes Avenue to Tampania Avenue, two basic express freeway lanes and five basic local access freeway lanes from Tampania Avenue to the Hillsborough River and four basic express freeway lanes and three basic local access freeway lanes from the Hillsborough River to Florida Avenue.

Between Florida Avenue and the I-275/I-4 interchange, a total of eight lanes (four express freeway lanes and four local freeway lanes in each direction) are provided. Seven lanes in each direction are provided from the I-275/I-4 interchange to just south of Dr. Martin Luther King, Jr. Boulevard (Buffalo Avenue), with three express freeway lanes and four local access freeway lanes in each direction. The express freeway lanes merge with the local access freeway lanes north of Dr. Martin Luther King, Jr. Boulevard (Buffalo Avenue) and provide a 10-lane section (five lanes in each direction). Of these five basic lanes in each direction, three lanes are continuous from the express freeway and two lanes are continuous from the local access freeway.

On I-4, a total of seven basic lanes in each direction are provided between the I-275/I-4 interchange and the Crosstown Connector interchange. This includes four basic lanes on the express freeway and three basic lanes on the local access freeway from the I-275/I-4 interchange to the vicinity of 23rd Street and three basic express freeway lanes and two basic local access lanes in each direction through the Crosstown Connector interchange.
East of the Crosstown Connector to 40th Street, six lanes in each direction are provided, which includes three basic express freeway lanes and three basic local access freeway lanes. The local access freeway lanes merge with the expressway lanes east of 50th Street to provide a 10-lane section (five lanes in each direction). Of these five basic lanes in each direction, three lanes are continuous from the express freeway and two lanes are continuous from the local access freeway.

An HOV/Transitway envelope is provided in the center of the interstate throughout the project study limits. In the Central Business District (CBD), HOV priority ramps are provided. Ramps to and from the west are provided at Tampa Street, while ramps with movements to and from the east (and north) are provided at Morgan Street. An at-grade roadway links these ramp locations, thereby increasing access to the HOV lanes via Franklin, Florida and Marion Streets.

Several interchanges are provided throughout the study limits to provide service to local cross streets. At Himes Avenue, a half diamond interchange provides local freeway access service to and from the east. At Howard and Armenia Avenues, the existing split diamond interchange is maintained for the one-way pair with ramps to and from the west at Armenia Avenue and ramps to Howard Avenue to and from the east. East-west frontage roads connect the ramping movements.

Interchange access for the CBD includes ramps to and from the west on I-275 at North Boulevard, with the west side CBD interchange at Ashley and Tampa Streets and the east side CBD interchange at Jefferson and Orange Streets serving all movements. North of the CBD on I-275, a diamond interchange is located at Dr. Martin Luther King, Jr. Boulevard (Buffalo Avenue).
On I-4, new interchange access is provided for the one-way pair at 14th and 15th Streets. A split diamond interchange is provided with frontage roads linking the ramping movements. Due to the proposed new Crosstown Connector interchange on I-4, the interchange at 21st/22nd Streets will be removed. Frontage roads from the 14th/15th Streets interchange to 21st and 22nd Streets will maintain access to the eastern commercial areas in Ybor City.

The Crosstown Connector interchange links I-4 to the Crosstown Expressway with a fully directional freeway to freeway interchange. This interchange is proposed to be located in the vicinity of 30th Street. Plans to construct this interchange include the removal of the 40th Street interchange. Additional information regarding the Crosstown Connector is contained in Section 3.5 of this report.

A split diamond interchange is proposed at Columbus Drive and 50th Street. All movements to and from the I-4 local access freeway will be served.

3.0 DESCRIPTION OF ALTERNATIVES AND SELECTION RATIONALE

Several alternatives were developed to determine the most viable geometric design that would meet the required future needs of Tampa’s Interstate System, while minimizing natural and physical environmental impacts. A series of evaluations, or tier analyses, were conducted for each alternative within the study segments developed for Phase I of this project. These study segments are shown on Exhibit 3.1. Factors used to evaluate the alternatives in each study segment included impacts on the environment, land uses, right-of-way, drainage, utilities, neighborhoods, safety, noise, and air quality.
The following sections describe the corridor selection process and the alternatives considered for this project. In addition, further information is provided on the tier analyses used to evaluate the alternatives for reconstruction of the interstate.

3.1 CORRIDOR SELECTION

Although the various TIS Master Plan studies did not specifically evaluate or address alternative corridors, previous studies by other consultants have indicated that, in addition to the reconstruction of the interstate, the development of freeway corridors through densely populated urban neighborhoods should be considered. However, upon examination, the selection of an alternative freeway route (with the exception of the Crosstown Connector) would result in enormous right-of-way costs, extensive business and residential relocations, as well as greater cultural resources impacts. By using existing corridors, right-of-way acquisition, relocations, and social, environmental and economic impacts are greatly reduced.

Alternative corridors, such as Adamo Drive/S.R. 60 and Columbus Drive, are already operating near or at capacity. The corridors would also require substantial right-of-way and relocations, as well as an improved and upgraded roadway facility to carry projected traffic volumes forecasted for the interstate.

The location of the proposed Crosstown Connector, including the interchanges, was the subject of a separate study conducted for the Tampa-Hillsborough County Expressway Authority (THCEA). Initial investigations to provide a feasible location for the Crosstown Connector involved an examination of different corridors from Howard/Armenia Avenues east through 50th Street using existing street alignments and interchanges, as well as new alignments and interchanges. The initial evaluation
of alternative locations and the feasibility of the Crosstown Connector are documented in the following reports:

* Proposed I-275/I-4 Crosstown Expressway Connector - Technical Memorandum; Howard Needles Tammen and Bergendoff; April 1986.

* Feasibility Study of Extensions to the Tampa South Crosstown Expressway; Parsons Brinckerhoff Quade and Douglas; August 1987.

After completing both the freeway and Crosstown Connector corridor analyses no other corridors then the preferred alternative corridor were found to be feasible and prudent.

3.2 NO-BUILD ALTERNATIVE

To identify the traffic operations impacts of not implementing the Preferred Alternative, a No-Build Alternative was evaluated for the year 2010. Operations analyses were conducted for the 15 basic freeway segments on I-275 and I-4 using the 2010 design hour volumes and existing laneage. The results of the traffic operations analyzes indicated that all 15 basic freeway segments are projected to operate at Level of Service (LOS) F. Detailed information regarding the traffic operations analyzes conducted for this project is provided in the TIS Traffic Memorandum, August 1991.

Given the severe lack of existing mainline capacity on I-275, traffic operations analyses were not conducted for the individual ramp merge/diverge and weaving areas. The number of basic freeway lanes required to provide LOS D was determined for each of these segments. Three additional lanes in each direction would be required for I-275 from north of Dr. Martin Luther King, Jr. Boulevard (Buffalo
Avenue) to west of Himes Avenue to provide LOS D. The only exception is the segment of northbound I-275 between the Ashley Street on-ramp and the Orange Street/Scott Street on-ramps. This segment would require four additional lanes to provide LOS D. Four additional lanes in each direction would also be required on I-4 between the I-275 junction and the 21st/22nd Street interchange. For the segment of I-4 between the 21st/22nd Street interchange and the 40th Street interchange, five additional lanes would be required. Lastly, three additional lanes in each direction would be required on I-4 east of 50th Street to provide LOS D.

As a result of the operations analyses, it has been determined that the No-Build Alternative will not provide an adequate facility for future traffic demand; therefore, it is not recommended as a viable alternative.

3.3 TRANSPORTATION SYSTEM MANAGEMENT

Hillsborough County has, wherever possible, implemented Transportation System Management (TSM) improvements to improve existing facilities. TSM improvements involve increasing the available capacity within the existing right-of-way with minimum capital expenditures and without reconstructing the existing facility. TSM improvements to upgrade the existing I-275 and I-4 corridors without total reconstruction would include adding High Occupancy Vehicle (HOV)/Transitway lanes in the median, or by restriping existing lanes, implementing incident management systems, improving weaving sections between interchange ramps and providing ramp metering at entrance ramps.

The provision of HOV lanes will reduce the total number of vehicles in the corridor but not sufficiently enough to eliminate the need for additional lanes. Incident
management systems will improve flow during emergencies and accidents, yet will not affect total demand. Ramp metering will limit the volume of traffic accessing the interstate, thus improving operations on the corridor, but will result in significant queues on the local and arterial street system. Given the fixed location of interchanges and the spacing, improving weaving areas would likely require braiding ramps and additional significant reconstruction.

These types of improvements would provide some relief to operations and increase available capacity, yet would not add sufficient capacity to the system to accommodate the projected travel demand at an acceptable level of service. Thus, the TSM alternative will not improve capacity significantly beyond the No-Build Alternative and was eliminated from further study.

3.4 ALTERNATIVES EVALUATION

As previously mentioned, the comparative analysis technique used to identify viable alternatives is called Tier Analysis. The first tier (or level) of analysis was conducted on 1"=200' scale aerial maps and provided a process for using key factors to evaluate the reconstructed highway's impacts. This analysis both ranked alternative concepts and identified any alternatives with extreme or obvious detrimental impacts, which means the alternative is considered to be "fatally flawed" and is eliminated from further study.

The second tier evaluated the 1"=200' scale alternatives which remained after the "first tier cut," and, as in the first tier, a matrix evaluation was prepared. The matrix included quantification and estimates of impacts for each of the alternatives by category of impact, which resulted in a ranking of alternatives.
The third or final tier of evaluation included geometric layouts of the remaining alternatives at 1"=100' scale. The alternatives that survived the second tier evaluation matrix are the reasonable and feasible alternatives. These alternatives were reevaluated with more stringent standards and detailed analyses.

The refinement and continuing development of alternatives through this systematic process assisted in providing all necessary documentation on the logical process and selection of viable alternatives. This process also provided the necessary documentation for alternatives eliminated in the evaluation process, or modifications to form "new" alternatives. Finally, this process enhanced the community's ability to better understand a complex technical process in a step-by-step manner until the selection of reasonable and viable alternatives was reached.

3.4.1 Tier 1 Analysis

The Tier 1 matrix was composed of generalized and easily measured data or factors available at the initiation of the alternatives development stage. These factors were grouped into categories for ease of reference. For each alternative, a rating was assigned to each factor to measure both positive and negative impacts. The evaluation of a single factor may also have identified an alternative as fatally flawed, thereby eliminating that alternative from any further analyses.

The following sections contain specific design segment discussions of the Tier 1 evaluation. A detailed discussion of the Tier 1 process is provided in TIS Task F.6.a(6) - Tier 1 Evaluation Technical Memorandum, November 1988.
Design Segment 2A (I-275 from East of Dale Mabry Highway to East of Rome Avenue)

Four alternatives were developed within Segment 2A during the Tier 1 analysis. Table 3.1 provides a description of these alternatives.

TABLE 3.1

DESIGN SEGMENT 2A
DESCRIPTION OF TIER 1 ALTERNATIVES

Alternative 2A1 - 4-roadway system with a split interchange at Howard and Armenia Avenues. Interchange ramps to and from the east at Himes Avenue. One-way frontage roads between Himes Avenue and North Boulevard.

Alternative 2A2 - 4-roadway system with split interchange at Howard and Armenia Avenues. Interchange ramps to and from the east at Himes Avenue.

Alternative 2A3 - 2-roadway system with split interchange at Howard and Armenia Avenues. Interchange ramps to and from the east at Himes Avenue. No frontage roads.

Alternative 2A4 - 4-roadway system with express lanes double decked on top of local freeway lanes. Interchange at Howard and Armenia Avenues with access to the local freeway.

Alternative 2A1 was rated higher than the other three alternatives indicating less negative impacts and more advantages and therefore was carried forward to the Tier 2 analysis. As a result of the design segment continuity analysis for Design Segments 2A and 2B, it was determined that an additional four-roadway alternative (2A5) which transitions to a six-roadway alternative in the CBD area would also be developed.

The Tier 1 evaluation identified the problems and benefits of a two-roadway system. The two-roadway alternative without frontage roads (Alternative 2A3) had traffic operation problems in the Dale Mabry Highway area, yet realized benefits in areas
east of Armenia Avenue. As a result, it was determined to develop a new alternative (2A6) in Tier 2, which was a combination of the four-roadway and two-roadway systems.

Alternative 2A4 (Double Deck Alternative) had a significantly lower score than the three other alternatives, suggesting that it should not be carried forward in the process. The four-roadway double deck alternative was not suitable for Design Segment 2A because of the complex roadway systems at Dale Mabry Highway and the CBD. It was determined the use of cantilever structures (or partial decking) for other alternatives in Design Segment 2A be evaluated further in Tier 2.

Design Segment 2B (From East of Rome Avenue to North of Dr. Martin Luther King, Jr. Boulevard (Buffalo Avenue))

Four alternatives were developed within Segment 2B during the Tier 1 analysis. Table 3.2 provides a description of these alternatives.

**TABLE 3.2**

**DESIGN SEGMENT 2B**
**DESCRIPTION OF TIER 1 ALTERNATIVES**

**Alternative 2B1** - 4-roadway system with exclusive HOV lanes located within the middle of the roadway system; HOV movements from I-4 to I-275 North are not provided. HOV lanes provide both through movement and direct ramping to Marion Street from the east and Tampa Street from the west. Ashley Street provides a downtown distributor to the west, and there is the flexibility to provide an east distributor via Orange Street.

**Alternative 2B2** - Same roadway connection as Alternative 2B1 with the difference in the roadway design. The interstate is cantilevered over the adjacent HOV and local freeway lanes, requiring less right-of-way.

**Alternative 2B3** - 4-roadway system similar to Alternative 2B1 with the HOV lanes removed from the median and placed on a separate corridor at-grade on Estelle Street with a cantilever alternative to the north of the interstate. The interstate lanes have been elevated and the local freeway located under it to reduce right-of-way.
Alternative 2B4 - 6-roadway system without HOV lanes. The 6-roadway system simplifies the connections at the I-275/I-4 junction by allowing the northbound I-275 and eastbound I-4 traffic to be separated prior to the junction.

Alternative 2B1 was eliminated from further consideration due to lack of continuity of HOV lanes. Alternative 2B2 clearly had more positive benefits than any other alternative and was carried forward to Tier 2. This alternative scored high because of the cantilevered roadway, which has less right-of-way and land use impacts. The HOV option in the middle of the roadway allows for peripheral parking to occur on either side of the interstate.

It was also determined that another elevated alternative with HOV on a separate alignment, Alternative 2B5 (similar to 2B3), would be developed to the north. This alternative would provide full interchange access at the Jefferson/Orange Streets interchange.

Alternative 2B4 had a high score but did not have HOV lanes; therefore, it did not meet the multi-modal (transit) goals of the study and was eliminated. It was determined that the six-roadway system had positive operational characteristics and should be carried forward as a new Tier 2 alternative with an HOV component (Alternative 2B6).

Design Segments 3A and 3B (I-4 from the I-275 Junction to 50th Street)

Ten alternatives were developed within Design Segments 3A and 3B during the Tier 1 analysis. Table 3.3 provides a description of each alternative.
TABLE 3.3
DESIGN SEGMENTS 3A AND 3B
DESCRIPTION OF TIER 1 ALTERNATIVES


 Alternative 3A2 - Same roadway system and access as Alternative 3A1 with the centerline shifted to the north so all additional right-of-way acquisition occurs to the north of I-4.

 Alternative 3A3 - Same roadway system and access as Alternative 3A1 with the centerline shifted to the south so all additional right-of-way acquisition occurs to the south of I-4.

 Alternative 3A4 - 4-roadway system (HOV in the center) with same access configuration as Alternative 3A1 with tighter design radius of the Crosstown Connector.

 Alternative 3A5 - Same as Alternative 3A4 with the centerline shifted to the north so all additional right-of-way acquisition occurs to the north of I-4.

 Alternative 3A6 - Same as Alternative 3A4 with the centerline shifted to the south so all additional right-of-way is acquired south of I-4.

 Alternative 3A7 - 4-roadway system with expansion of centerline of existing I-4 and local freeway on the inside, with the HOV lanes split and the express freeway on the outside. Removal of the interchange at 40th Street. Braided ramps between 14th/15th Streets and 21st/22nd Streets.

 Alternative 3A7.1 - Same as Alternative 3A7 except HOV lanes split to outside to the west of the Crosstown Connector.

 Alternative 3B1 - 4-roadway system with diamond interchange at 50th Street. Columbus Drive relocated to the south of I-4 with new intersection at 50th Street.

 Alternative 3B2 - 4-roadway system with split diamond interchange with ramps to and from the east tied to Columbus Drive and ramps to and from the west tied to 50th Street. Frontage road between Columbus Drive and 50th Street. Columbus Drive relocated to the south with new intersection at 50th Street.

 Six of the alternatives were determined to be fatally flawed and were not carried into Tier 2. Alternatives 3A2, 3A3, 3A5 and 3A6 were collectively defined as having all right-of-way acquisition occur completely to the north or to the south of I-4. This
caused a fatal flaw in design segment continuity because it required the entire I-4/I-275 CBD junction to be moved in the applicable direction. The tremendous impacts on land use in the CBD made these alternatives fatally flawed. Alternatives 3A7 and 3A7.1 were also fatally flawed because traffic traveling east in the express lanes was required to cross over the HOV lanes to access the slip ramp to the local freeway lanes, while the westbound traffic in the local freeway lanes was required to cross the HOV lanes to access the express freeway, causing significant operational problems.

The remaining alternatives in Design Segment 3A (3A1 and 3A4) varied only in the design radius of the Crosstown Connector and received similar total scores; however, both received low scores on design segment continuity. Ramp movements to and from 22nd Street conflicted with the Crosstown Connector traffic. It was also determined that the braided ramps impacted the redevelopment of the Ybor City historic area due to significant right-of-way required. As a result, a new alternative (3A8) was developed which included the design concepts of Alternatives 3A1 and 3A4, but with a split interchange at 14th/15th Streets. Assessment of land use impacts and access to the Ybor City historic area led to development of another new alternative (3A9) with braided ramps providing access to and from the west on 21st Street.

Alternatives 3B1 and 3B2 had very similar factor totals, with Alternative 3B1 having a slightly higher score because of less land use impacts. It was determined that Alternative 3B1 would be carried into the Tier 2 analysis. Analysis of the abutting Design Segment 4A led to a decision to incorporate a two-roadway transition area within Design Segment 3B, which led to the development of a new alternative (3B3). Because the split diamond interchange at 50th Street was a viable alternative and provided improved access to 40th Street traffic, it was incorporated into Alternative 3B3.
3.4.2 **Tier 2 Analysis**

The Tier 2 evaluation includes quantities and estimates of impacts for each of the alternatives by category of impact, which results in a ranking of alternatives.

The following section contains specific segment discussions of evaluation. A detailed discussion of the Tier 2 process is provided in TIS Task F.6.a(6) - Tier 2 Evaluation Technical Memorandum, February 1989.

**Design Segment 2A**

The three alternatives evaluated within this segment during Tier 2 included 2A1, 2A5 and 2A6. Table 3.4 provides a description of each alternative.

**TABLE 3.4**

DESIGN SEGMENT 2A
DESCRIPTION OF TIER 2 ALTERNATIVES

**Alternative 2A1** - 4-roadway system with a split interchange at Howard and Armenia Avenues. Interchange ramps at Himes Avenue to and from the east. Frontage roads between Himes Avenue and North Boulevard. HOV/Transitway lanes.

**Alternative 2A5** - Same as Alternative 2A1 with transition to 6-roadway system into CBD area (Segment 2B). The 4-roadway system transitions to a 2-roadway system west of Armenia Avenue.

**Alternative 2A6** - Same as Alternative 2A5 with a 4-roadway system transitioning to 6-roadway system north of Dr. Martin Luther King, Jr. Boulevard (Buffalo Avenue) in Segment 2B.

Alternatives 2A1, 2A5 and 2A6 ranked approximately the same. Because no one alternative was clearly superior to the other, it was determined that additional
analyzes would be conducted in Tier 3. Frontage road concepts were developed for the Tier 2 alternatives. The analysis showed that modifications were necessary to improve accessibility and circulation. As a result of the evaluation and public input, four new alternatives were developed for refinement and modifications in Tier 3: 2A6, 2A7, 2A8 and 2A10.

Design Segment 2B

The three alternatives evaluated and refined within this segment during Tier 2 included 2B2, 2B5 and 2B6. Table 3.5 provides a description of each alternative.

TABLE 3.5
DESIGN SEGMENT 2B
DESCRIPTION OF TIER 2 ALTERNATIVES

Alternative 2B2 - 4-ROADWAY system through CBD and north of Dr. Martin Luther King, Jr. Boulevard (Buffalo Avenue). Interchange at Ashley/Tampa Streets with partial interchange to and from the north and east only at Jefferson and Orange Streets. HOV/Transitway lanes within interstate alignment.

Alternative 2B5 - 2-ROADWAY system transitioning to 4-roadway system at North Boulevard; 4-roadway system transitioning to 2-roadway system at Dr. Martin Luther King, Jr. Boulevard (Buffalo Avenue). HOV/Transitway lanes on separate alignment along Estelle Street. Interchange at Ashley/Tampa Streets and Jefferson/Orange Streets.

Alternative 2B6 - Same as Alternative 2B5 with 4-roadway system transitioning to 6-roadway system at North Boulevard, and a 4-roadway system north of Dr. Martin Luther King, Jr. Boulevard (Buffalo Avenue).

Alternative 2B2 provided more positive benefits than any other alternative and continued to score high because of the cantilevered roadway, which has less right-of-way and land use impact. More evaluation was necessary to explore the possibilities of adding full interchange access at both Ashley/Tampa and Jefferson/Orange Streets.
Examination of Design Segment 2B alternatives also indicated the need to develop a four-roadway system east of 14th Street. Alternatives 2B5 and 2B6 did not sufficiently meet the multi-modal (transit) goals of the study; therefore, it was determined that additional alternatives were needed to consider the impacts of having HOV/Transitway lanes within the interstate and separate interstate alignments. Tier 2 alternatives were refined to reflect these concerns and Alternatives 2B2, 2B5 and 2B6 were renumbered 2B7, 2B8 and 2B9, respectively, for Tier 3.

Design Segments 3A and 3B

Two basic alternatives were refined within Segments 3A and 3B during Tier 2. Table 3.6 provides a description of each alternative.

**TABLE 3.6**

DESIGN SEGMENTS 3A AND 3B
DESCRIPTION OF TIER 2 ALTERNATIVES

**Alternatives 3A8 and 3B3** - 4-roadway system transitioning to 2-roadway system at 50th Street with HOV/Transitway lanes, and a split interchange at 14th/15th Streets. Full interchange at the Crosstown Connector with a reconfigured split interchange at Columbus Drive/50th Street. Removal of interchange ramps at 21st/22nd and 40th Streets.

**Alternative 3A9 and 3B1** - Same as Alternative 3A8 and 3B3 without transitioning to a 2-roadway system at 50th Street. No removal of 21st Street interchange ramp.

Alternatives 3A8 and 3B3 were ranked slightly higher than 3A9 and 3B1 because of less land use impacts to the Ybor City historic area. While Alternative 3A9 was developed with braided ramps to provide access to the area west of 21st Street, it did not meet sufficient accessibility and circulation goals. It was determined that Alternatives 3A8 and 3B3 provided better access to Ybor City and, therefore, were carried into the Tier 3 analysis.
The Tier 2 concepts maintained a transit envelope within the interstate right-of-way for HOV lanes and priority access ramps. The HOV lanes extend along I-275 from the Howard Frankland Bridge to the Livingston Avenue overpass, and along I-4 from just west of I-75 to its junction with I-275 in the Tampa CBD. In downtown Tampa, center-drop, priority access ramps are located at Tampa and Morgan Streets to serve the CBD.

3.4.3 Tier 3 Analysis

The third and final tier of evaluation included geometric layouts of all remaining alternatives at 1"=100' scale. The alternatives that remained after the Tier 2 evaluation are the reasonable and feasible alternatives. These alternatives were reevaluated with more stringent standards and detailed comparative analysis. A detailed discussion of this process is provided in TIS Task F.6.a(6) - Tier 3 Evaluation Technical Memorandum, March 1989.

Design Segment 2A

The four alternatives for Segment 2A, previously examined in Tier 2, were reexamined and modified during the Tier 3 process due to extensive public involvement. Table 3.7 provides a description of each alternative.

TABLE 3.7
DESIGN SEGMENT 2A
DESCRIPTION OF TIER 3 ALTERNATIVES

Alternative 2A6 (modified) - 4-roadway system transitioning to 2-roadway system near MacDill Avenue - shifted south alignment. HOV/Transitway lanes within the interstate alignment. Split interchange at Howard and Armenia Avenues. Interchange ramps at Himes Avenue to and from the east. One-way frontage roads between Himes Avenue and North Boulevard.
Alternative 2A7 (modified) - 4-roadway system transitioning to 2-roadway system near MacDill Avenue - shifted north alignment. Exclusive structurally elevated HOV/Transitway lanes within the interstate alignment. Split interchange at Howard Avenue and Armenia Avenue. Interchange ramps at Himes Avenue to and from the east. No parallel frontage roads.

Alternative 2A8 - 4-roadway system - shifted south alignment. HOV/Transitway lanes within the interstate alignment. Interchange ramps at North Boulevard to and from the west. Split interchange at Howard and Armenia Avenues. Interchange ramps at Himes Avenue to and from the east. Maintain 2-way north side frontage road between Himes and Rome Avenues.

Alternative 2A10 (modified) - 2-roadway system - centered alignment on I-275. Elevated HOV/Transitway structural lanes within the interstate alignment. Split interchange at Howard and Armenia Avenues. Interchange ramps at Himes Avenue to and from the east.

Primary concerns were directed toward the amount of right-of-way required in the West Tampa Historic District and adjacent residential areas. The Tier 3 alternatives reflected this concern with geometric options that emphasized location of the roadway either north or south of the existing centerline of I-275; Alternative 2A10 provided a centered approach.

After intensive reevaluations of all options, including both public and agency input, the TIS study team recommended the four-roadway alternative (based on traffic operations characteristics), which was reflected in Alternative 2A8. Further reevaluation of the centerline placement, as it affected the adjacent neighborhoods, resulted in the selection of a southern alignment shift between Himes and Rome Avenues. This geometric combination was carried into the Master Plan as the recommended alternative concept.

Design Segment 2B

The Tier 3 alternatives (2B7, 2B8 and 2B9) were reevaluated based on the parallel decisions arrived at in the adjacent segments, particularly Segment 2A. Table 3.8 provides a description of each alternative.
### Table 3.8
**Design Segment 2B**
**Description of Tier 3 Alternatives**

**Alternative 2B7** - 2-roadway system transitioning to 4-roadway system at North Boulevard. 4-roadway system from North Boulevard transitioning to 2-roadway system north of Dr. Martin Luther King, Jr. Boulevard (Buffalo Avenue). 4-roadway system east of 14th Street. HOV/Transitway lanes within interstate alignment. Interchange at Ashley/Tampa Streets. Interchange at Jefferson/Orange Streets. Interchange ramps at Scott/Kay Streets to and from west.

**Alternative 2B8** - 4-roadway system transitioning to 2-roadway system to Dr. Martin Luther King, Jr. Boulevard (Buffalo Avenue). 4-roadway system east of 14th Street. HOV/Transitway lanes on separate alignment near Estelle Street. Interchange ramps at North Boulevard to and from west. Interchange at Ashley/Tampa Streets. Interchange at Jefferson/Orange Streets. Remove interchange ramps at Scott/Kay Streets to and from west.

**Alternative 2B9** - 2-roadway system transitioning to 4-roadway system at North Boulevard. 4-roadway system from North Boulevard transitioning to 2-roadway system north of Dr. Martin Luther King, Jr. Boulevard (Buffalo Avenue). 4-roadway system east of 14th Street. HOV/Transitway lanes within interstate alignment. Interchange at Ashley/Tampa Streets. Partial interchange at Jefferson/Orange Streets. Interchange ramps at Scott/Kay Streets to and from west.

The Tier 3 evaluations identified concerns over excessive right-of-way for the exclusive HOV/Transitway alignment in Alternative 2B8, operational and traffic service concerns with a two-roadway system on the west in Alternatives 2B7 and 2B9, potential overloading of the Ashley Street interchange and the lack of west bank CBD accessibility. The study team combined the most beneficial features of the three alternatives into one recommended Preferred Alternative (Master Plan Concept) to address these issues.

**Design Segments 3A and 3B**

The initial Tier 3 alternatives in Segments 3A and 3B attempted to reduce right-of-way impacts in the predominantly minority neighborhoods to the north of I-4. As a
result of the widespread concern relative to the lack of replacement access to the 21st/22nd Street commercial corridor expressed by the Ybor City business community and the City of Tampa, modifications were developed for the recommended Preferred Alternative. Table 3.9 provides a description of Alternative 3A8 and 3B2.

**TABLE 3.9**

**DESIGN SEGMENTS 3A AND 3B DESCRIPTION OF TIER 3 ALTERNATIVE**

*Alternative 3A8 and 3B3* - 4-roadway system transitioning to 2-roadway system to 50th Street. HOV/Transitway lanes within interstate alignment. Split interchange at 14th/15th Streets. Directional interchange at Crosstown Connector. Reconfigured split interchange at Columbus Drive/50th Street. Remove interchange ramps at 21st/22nd Streets and 40th Street.

### 3.5 CROSSTOWN CONNECTOR

In addition to the reasonable and feasible alternatives described for the Tier 3 analysis, four Crosstown Connector alternatives were examined. These alternatives are located in the same north-south corridor between the CSX Transportation Corridor and 31st Street, and tie into the interchange at I-4 as proposed in the TIS Master Plan. All four alternatives add one to two travel lanes to the existing Crosstown Expressway in various segments. The differences between the alternatives are limited to the interchange ramping with the Crosstown Expressway and the Crosstown's alignment. The four interchange concepts, Alternatives 1 through 4, are described below, followed by a brief discussion of the Preferred Crosstown Expressway Alternative.
3.5.1 Alternatives Evaluation

Alternative 1 - Beginning with ramp movements on the west side of the Crosstown Connector, the eastbound Crosstown Expressway to northbound Crosstown Connector one-lane flyover ramp begins in the vicinity of 17th Street. The ramp crosses over the 22nd Street ramps (located on the south side of the Crosstown Expressway), Long Street, the Crosstown Expressway and eastbound ramp movements before tying into the northbound Crosstown Connector.

The southbound to westbound Crosstown Connector ramp provides one-lane crossing over 26th Street and the westbound exit ramp to 22nd Street before it merges with the Crosstown Expressway just west of 22nd Street. No access from the Crosstown Connector to 22nd Street is provided with this alternative. The westbound single-lane exit ramp from the Crosstown Expressway to 22nd Street is modified to maintain access to 22nd Street from westbound Crosstown Expressway.

Ramp movements on the east side of the Crosstown Connector include free (no toll) connections to 34th Street and Adamo Drive (S.R. 60) from the Crosstown Connector and the return movements from Adamo Drive to the Crosstown Connector. The southbound to eastbound single-lane ramp from the Crosstown Connector to the Crosstown Expressway extends over the Crosstown Expressway, under the eastbound to northbound flyover ramp and over 34th Street, remaining on structure crossing over the fringe of McKay Bay before merging with the Crosstown Expressway. No access is provided to 39th Street from the Crosstown Connector.

The westbound to northbound Crosstown Connector single-lane ramp begins just east of 39th Street. The ramp crosses over 39th Street, the 39th Street westbound entrance
ramp and 34th Street, and then crosses under the eastbound flyover before adding a lane to the northbound Crosstown Connector. No access is provided directly from 39th Street to the Crosstown Connector; however, access is provided via Adamo Drive.

**Alternative 2** - This alternative is similar to Alternative 1, except that access is provided between the Crosstown Connector and 22nd and 39th Streets. On the west side of the Crosstown Connector, the southbound to westbound single-lane ramp movement provides access to both 22nd Street and the Crosstown Expressway. The ramp expands to two lanes and then provides a split just east of 26th Street, allowing access to 22nd Street. The ramp continues westbound over the Crosstown Expressway exit ramp to 22nd and 26th Streets before merging with the Crosstown Expressway.

The eastbound to northbound single-lane ramp provides the same service as described in Alternative 1, except that the ramp is shortened considerably. The ramp diverges from the Crosstown Expressway east of the 22nd Street interchange.

On the east side of the Crosstown Connector, the westbound to northbound ramp configuration is basically the same as described in Alternative 1. However, the southbound to eastbound ramp is modified to provide access from the Crosstown Connector to both the mainline expressway and 39th Street. This ramp extends along the fringe of McKay Bay.

**Alternative 3** - This alternative provides the same ramping configurations as Alternative 1, except for the eastbound to northbound ramp movement from the Crosstown Expressway to the Crosstown Connector. This ramp is the same as the Alternative 2 configuration, which exits the Crosstown Expressway east of 22nd Street.
Alternative 4 - This alternative is the same as Alternative 2, except that the alignment is shifted north to eliminate encroachment into McKay Bay and the environmentally sensitive lands adjacent to the Bay. The improvements on the east side of the Crosstown Connector require a minor shift of the S.R. 60 alignment to the north, with right-of-way acquisition on the north side of S.R. 60.

3.5.2 Preferred Crosstown Alternative

An evaluation of the access and potential impacts of these four concepts was conducted. Alternatives 1 and 3 were eliminated from further analysis due to their lack of service to both 22nd and 39th Streets from the Crosstown Connector, as well as the extensive structures required. Alternatives 2 and 4 were carried forward as viable concepts and further analyzed in an evaluation matrix. The results of the evaluation concluded that the environmental impacts associated with Alternative 2 were significantly greater than those associated with Alternative 4. Alternative 2 would impact a portion of Upper McKay Bay, which has recently been developed into a public park by the City of Tampa. Alternative 4 will not impact this property, and therefore, has been selected as the Preferred Alternative.

4.0 CONCLUSION

Through the tier analysis, the Preferred Alternative described in Section 2.0 was selected as the most viable and reasonable alternative that minimizes impacts, satisfies future traffic demand, meets multi-modal and geometric goals, and provides a safe and adequate interstate system in Tampa.
One aspect of the study used as a factor to select the Preferred Alternative was cultural resource impacts. The cultural resources impacted by the Preferred Alternative concept are portions of the Ybor City National Register Historic Landmark District, the West Tampa National Register Historic District, the proposed Tampa Heights National Register Historic District and 11 individually significant structures located outside of these historic districts. Through the process of selecting the Preferred Alternative, impacts to cultural resources have been minimized.
1. Arguelles Lopez and Brothers Cigar Factory
2. Tampa, Florida
3. Howard F. Hansen
4. December 1990
5. Piper Archaeology/Janus Research
6. Facing northeast looking at west facade
7. Number 1
1. Frank Carrera House
2. Tampa, Florida
3. Laura M. Weant
4. September 1991
5. Piper Archaeology/Janus Research
6. Facing southwest
7. Number 1
1. Colonial Revival Duplex
2. Tampa, Florida
3. Howard F. Hansen
4. November 1990
5. Piper Archaeology/Janus Research
6. Facing southwest
7. Number 1
1. Fernandez y Rey House
2. Tampa, Florida
3. Howard F. Hansen
4. August 1990
5. Piper Archaeology/Janus Research
6. Facing southeast
7. Number 1
1. Greater Bethel Baptist Church
2. Tampa, Florida
3. Howard F. Hansen
4. August 1990
5. Piper Archaeology/Janus Research
6. Facing northeast
7. Number 2
1. "I-Type" House
2. Tampa, Florida
3. Howard F. Hansen
4. December 1990
5. Piper Archaeology/Janus Research
6. Facing northwest
7. Number 1
1. Ernest Kendrick House
2. Tampa, Florida
3. Laura M. Weant
4. September 1991
5. Piper Archaeology/Janus Research
6. Facing southwest
7. Number 2
1. Murray House
2. Tampa, Florida
3. Howard F. Hansen
4. November 1990
5. Piper Archaeology/Janus Research
6. Facing west
7. Number 1
1. Oak Park School
2. Tampa, Florida
3. Laura M. Weant
4. September 1991
5. Piper Archaeology/Janus Research
6. Facing northwest
7. Number 2
1. Otto Stallings House
2. Tampa, Florida
3. Howard F. Hansen
4. September 1990
5. Piper Archaeology/Janus Research
6. Facing northwest
7. Number 1
1. Washington Junior High School
2. Tampa, Florida
3. Laura M. Weant
4. September 1991
5. Piper Archaeology/Janus Research
6. Facing southeast
7. Number 1