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Florida Department of Transportation

11201 N. McKinley Drive Tampa, FL 33612-6456 Phone (813) 975-6000 1-800-226-72200

RICK SCOTT
GOVERNOR

ANANTH PRASAD, P.E.
SECRETARY

August 14, 2012

Ms. Linda Anderson
Federal Highway Administration
545 John Knox Road, Suite 200
Tallahassee, Florida 32303

RE: Work Program Item Segment No.: 422799-1; ETDM Project No.: 12539
Replacement of the Northbound Howard Frankland Bridge (I-275/SR 93) PD&E Study
Hillsborough and Pinellas Counties

Dear Ms. Anderson:

Enclosed are two copies of the Cultural Resources Assessment Survey (CRAS) (July 2012), two original Florida Master Site File (FMSF) forms (8PI12006 and 8HI11663), a CD containing the FMSF forms and photos, and a Survey Log Sheet for the above referenced project. The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study to evaluate alternatives for the replacement of the northbound Howard Frankland Bridge (Bridge No. 150107) on Interstate 275 (I-275/SR 93) over Old Tampa Bay, in Pinellas and Hillsborough Counties. The limits of the PD&E Study extend approximately one mile beyond either end of the three mile bridge to include portions of the existing causeway. The study is designed to assist the FDOT and the Federal Highway Administration (FHWA) in reaching a decision on the type, location, and conceptual design of the necessary improvements for the replacement of the northbound bridge. A simultaneous Regional Transit Corridor Evaluation is underway to evaluate premium transit alternatives within the bridge corridor to link the Gateway area in Pinellas County to the Westshore area in Hillsborough County.

This PD&E Study will evaluate options for inclusion of a future exclusive transit envelope within the Howard Frankland Bridge corridor. Location concepts for constructing the new bridge include the west side of the southbound bridge, between the two existing bridges, or east of the existing northbound bridge. Demolition of the existing northbound bridge is included as part of all alternatives. The future transit envelope could either be a separate structure or included as part of the new bridge. In addition to the bridge replacement options, the FDOT is presently considering adding additional lanes as *managed lanes*, which would be variable-price tolled and could also be used by express bus and Bus Rapid Transit (BRT) vehicles.

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August 14, 2012
Page 2 of 3

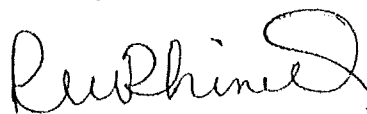
Based on background research and the ETDM Programming Screen review, there were no previously recorded historic resources and the presence of unrecorded historic resources was considered unlikely within the project's area of potential effect (APE). For historic resources, the APE was defined as the 800-foot wide existing limited access right-of-way, plus the immediate viewshed. The State Historic Preservation Officer (SHPO) indicated that submerged sites are likely, and noted their preference that these be identified with a desktop review. No archaeological field survey was conducted because the project's APE is comprised of made land and the bridge proper. However, a predictive model for underwater archaeological sites was prepared as part of this effort.

The historic resources field survey resulted in the identification and evaluation of the Northbound Howard Frankland Bridge (No. 150107; FMSF Nos. 8PI12006 and 8HI11663). Built in 1959 and opened in 1960, the Howard Frankland Bridge was the last of three bridges built to span Tampa Bay and connect Pinellas and Hillsborough Counties. It is neither distinguished by its significant historical associations nor by its engineering or architectural design. SHPO had indicated in the ETDM review that the rehabilitation of the bridge in 1996 also made it ineligible for listing in the National Register of Historic Places (NRHP). As a result, 8PI12006/8HI11663 is considered ineligible for listing in the NRHP.

This information is being provided in accordance with the provisions of the National Historic Preservation Act of 1966 (as amended), which are implemented by the procedures contained in 36 CFR, Part 800, as well as the provisions contained in the revised Chapter 267, Florida Statutes.

Provided you approve the recommendations and findings in this letter, please coordinate with SHPO for concurrence that the proposed project will have no effect on any cultural resources. One copy of the enclosed CRAS is for your files. If you have any questions, please contact Rebecca Spain Schwarz at (813) 281-8308 (rebecca.spain-schwarz@atkinsglobal.com) or myself at (813) 975-6496 (robin.rhinesmith@dot.myflorida.com).

Sincerely,



Robin Rhinesmith
Environmental Administrator

RR/rss

Enclosure

cc: Nahir DeTizio, FHWA
Roy Jackson, FDOT CEMO
Kirk Bogen, FDOT
Jeff Novotny, American Consulting Engineers
Rebecca Spain Schwarz, Atkins

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Work Program Item Segment No.: 422799-1
August 14, 2012
Page 3 of 3

The FHWA finds the attached Cultural Resource Assessment Survey Report provided with this letter to be complete and sufficient and approves / does not approve the above recommendations and findings.

The FHWA requests the SHPO's opinion on the sufficiency of the Report provided with the letter and the SHPO's opinion on the recommendations and findings contained in this letter and in the comment block below.

FHWA Comments:

PLEASE ADDRESS COMMENTS / OPINION TO LINDA ANDERSON, FHWA. P: 850-553-2226, E: linda.anderson@dot.gov. PLEASE CC: ROBIN RHINESMITH, FDOT D7; NATALIE DETZIG, FHWA; AND ROY JACKSON, CEMO.
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/s/ *Martin C. Knopp*
Martin C. Knopp
Division Administrator
Florida Division
Federal Highway Administration

9-10-12
Date

The Florida State Historic Preservation Officer finds the attached Cultural Resource Assessment Survey Report complete and sufficient and concurs with the recommendations and findings provided in this cover letter for SHPO/DHR Project File Number 2012-4134.

/s/ *Robert F. Bendus*
for Robert F. Bendus
State Historic Preservation Officer
Director, Florida Division of Historical Resources

10.4.12
Date