

**RE-EVALUATION
FORM****1. GENERAL PROJECT INFORMATION**A. Re-evaluation Type: Construction AdvertisementB. Original approved Environmental Document:**Document Type:** EIS**Date of Approval:** 10/27/1987**Project Numbers:**

N/A

255433-1-32-01

N/A

447614-1-31-01

ETDM (if applicable)

Financial Management

Federal-Aid

Project Name: N / W EXPRESSWAY COURTNEY CAMPBELL N & W TO SR 93**Project Location:** FDOT District 7 (Hillsborough County)**Project Limits:** I-275 to SR 597 (Dale Mabry Highway)C. Prior Re-evaluation(s):

FM Number	Type				Date District Approved	Date Lead Agency Consultation	Date Lead Agency Approved (if applicable)
	PE	DC	ROW	CON			
255433-1-32-01	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	01/25/2020		02/26/2020

Description of Approval:

Description of Approval: Design Change/Construction Authorization Re-evaluation for Northwest Hillsborough Expressway from Interstate 275 to SR 597 (Dale Mabry Highway) - focus of Re-evaluation from Cypress Street to north of Memorial Highway:

- The only major difference between the two alternatives is the addition of direct express lane ramps to/from Tampa International Airport, and various ramps to/from the express lanes from/to the general use lanes.
- NEPA issues addressed based on design changes included: completion of a CRAS Update and obtained SHPO concurrence, completion of a NRE and obtained FWC and NMFS comments and USFWS concurrence, identification of wetland impact acreage (included new minor impacts to EFH), two changes to the ultimate drainage conditions in Basins 9 and 10 that result in impacts to the permitted conditions but can be accommodated in the existing SMF, completion of a NSRU, and completion of a CSER.

1113669	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	08/28/2003		09/17/2003
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Description of Approval:

Description of Approval: Design Change/Construction Authorization Re-evaluation for Northwest Hillsborough Expressway from Interstate 275 to SR 597 (Dale Mabry Highway) - focus of Re-evaluation from Cypress Street to Independence Parkway:

Advanced LINKS Stage 1 (formerly referenced as NWE LINKS Segments 1 and 2 from I-275 (Cypress Street) to north of Independence Parkway, including a series of design changes since the approval of the 1999 NWE Design

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Change/Right-of-Way Authorization Re-evaluation. Addressed minor design changes/refinements in roadway alignment, number of lanes, right-of-way limits, surface street connections, noise barriers, and relocation of utilities within the corridor based on coordination with the City of Tampa and Hillsborough County Aviation Authority. NEPA issues addressed based on design changes included: identification of a specially designated utility corridor on the west side of the project allowing for relocation of existing utilities into the corridor (therefore, the project would have no effect on area utilities), identification of increased wetland impact acreage (included identification of specific impacts to Essential Fish Habitat), confirmation of no impacts to listed species, and determination that proposed noise walls at Dana Shores and Venetian Shores subdivisions were not cost reasonable and identification of a new barrier at one of the Hyatt's Casita units.

1113699	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	08/13/1999		08/25/1999
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Description of Approval:

Description of Approval: Design Change/Right-of-Way Authorization Re-evaluation for Northwest Hillsborough Expressway from Interstate 275 to SR 597 (Dale Mabry Highway - focus of Re-evaluation from Cypress Street to Independence Parkway:

Northerly shift of SR 60 (Courtney Campbell Causeway) to avoid major impacts to the Hyatt Regency Hotel. Reduction in right-of-way take from the City of Tampa Memorial/Skyway Park due to elimination of toll plaza. Revision to Spruce Street/Tampa International Airport interchange plans to provide for increased design speed. Improved access to Tampa International Airport by revising interchange and extending interchange geometrics approximately 4,000 feet along George Bean Parkway (Tampa International Airport terminal access road). Added new ponds along George Bean Parkway and on the west side of the Veterans Expressway south of Fish Creek. Increased right-of-way acquisition to accommodate geometry shifts and new ponds. NEPA issues addressed based on design changes included: update (and decrease) of potential relocations, removal of toll booths south of Independence Parkway due to public controversy, reduction of impacts to Skyway Park (Section 4(f) land), update/identification of additional cultural resources within the alignment and proposed pond sites (none were determined to be eligible for listing on the National Register of Historic Places), identification of increased wetland impact acreage, identification of additional floodplain encroachment, determination of no involvement regarding federal or state threatened and endangered species, identification of visual impacts (affecting Dana Shores subdivision), identification of two noise walls for noise abatement pertaining to residences within Dana Shores and Venetian Shores subdivisions, confirmation that project still conforms to the State Implementation Plan, and identification of 15 additional contamination sites (Level II investigations were recommended for three of the six sites ranked Medium or High).

1113669	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	06/29/1992		07/02/1992
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Description of Approval:

Description of Approval: Design Change Re-evaluation for Northwest Hillsborough Expressway from Interstate 275 to SR 597 (Dale Mabry Highway):

Expressway roadways were separated into inner (for thru traffic) and outer (for interchange traffic) roadways. Portion of roadway from Interstate 275 to Cypress Street was incorporated into the Tampa Interstate Study. Interchanges were redesigned in coordination with Interstate 275 proposed improvements (Tampa Interstate Study [TIS]) and expressway and frontage road revisions. Alignment shift to the west to accommodate a third north-south runway at Tampa International Airport and expressway and frontage road redesign. Increased right-of-way requirements to accommodate redesign, alignment shifts, and reconfigured toll plazas. NEPA issues addressed based on design changes included: update (and decrease) of potential relocations, identification of impacts to Skyway Park (Section 4(f) land), identification and investigation of one additional archaeological site (determined to be too disturbed to be significant), identification of

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net decrease in wetland impact acreage, identification of two potentially affected species, update of noise sensitive receptors, confirmation that project still conforms to the State Implementation Plan, and identification of nine additional contamination sites (no significant contamination involvement determined).

D. Project or project segment(s) being evaluated

FAP Number	FM Number	Project/ Segment Name	Project/ Segment Location	Type				Project/ Segment Letting Type	Funding
				PE	DC	ROW	CON		
	447614-1-31-01	CYPRESS ST AT LASALLE ST FROM E OF LAKE ST TO N OF CYPRESS ST	District 7 - HILLSBOROUGH	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Design-Bid-Build	Federal
	447107-1-31-01	SR 60 WB FROM N OF SPRUCE ST/TIA INTERCHANGE TO N OF MEMORIAL HWY	District 7 - HILLSBOROUGH	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Design Build	Federal

2. PROJECT DESCRIPTION

The Northwest Hillsborough Expressway Final Environmental Impact Statement (NWE FEIS) (currently known as the Veterans Expressway) for improvements from Interstate 275 (I-275) to State Road (SR) 597 (Dale Mabry Highway) was approved by the Federal Highway Administration (FHWA) on October 27, 1987 (**Figure 1**).

A Design Change Re-evaluation was approved by the FDOT Office of Environmental Management (OEM) on February 26, 2020, for the Northwest Expressway Courtney Campbell North and West to SR 93, FM Number 255433-1-32-01, that included FM Number 447614-1-31-01 and 447107-1-31-01 improvements to SR 60/Memorial Highway/ Eisenhower Boulevard from north of Cypress Street to north of Memorial Highway. The Re-evaluation approved changes to the environmental impacts associated with typical section improvements needed to incorporate the provision of new tolled express lane ramps to/from I-275 connecting with the Veterans Expressway tolled express lanes and adding a direct express lane ramp into Tampa International Airport. These changes differed from those noted in the NWE FEIS and all subsequent Re-evaluations for each design segment being advanced.

The Florida Department of Transportation (FDOT), District Seven (D7), is conducting a no changes Construction Advertisement Re-evaluation for improvements along the following segments of the Northwest Hillsborough Expressway (**Figure 2**):

- 447107-1-31-01: SR 60 WB from north of Spruce Street Tampa International Airport (TIA) Interchange to north of Memorial Highway
- 447614-1-31-01: Cypress Street at LaSalle Street from east of Lake Street to north of Cypress Street

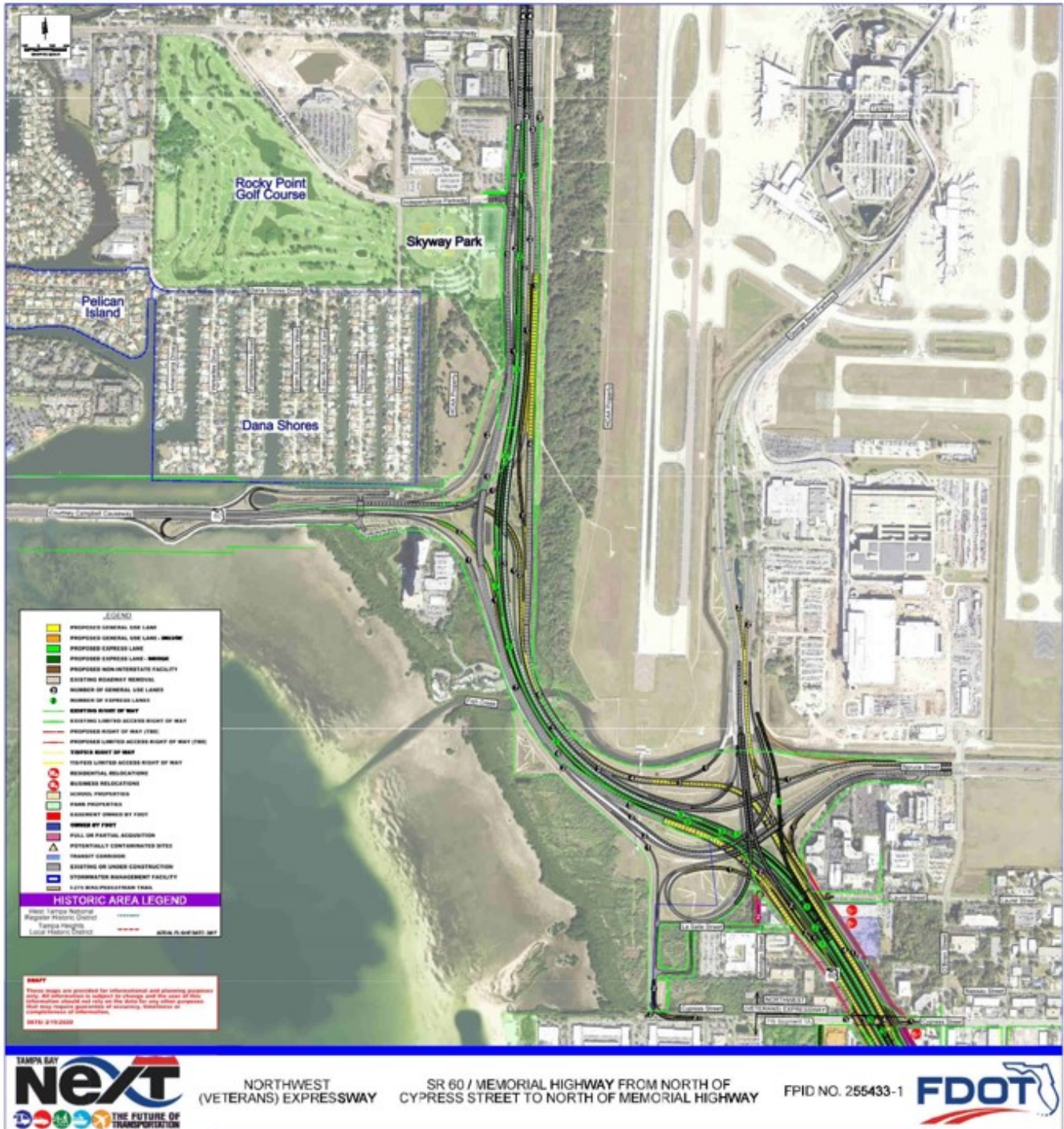


Figure 1: NWE from I-275 to Dale Mabry Highway, FEIS Approved 10/27/1987

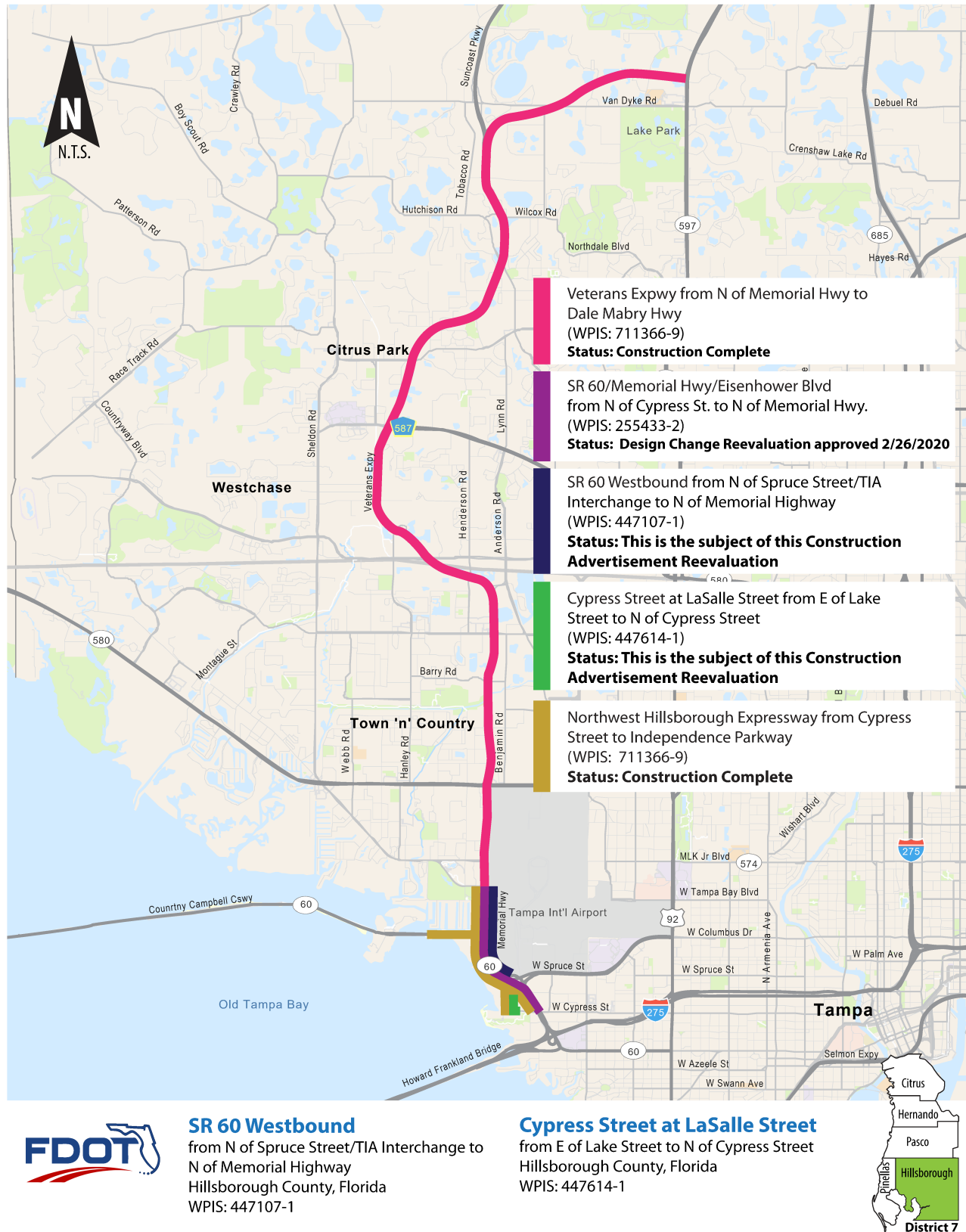


Figure 2: No Changes Construction Advertisement Re-evaluation Project Location Map

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FORM****3. CHANGES IN APPLICABLE LAW OR REGULATION**

Are there changes in federal or state laws, rules, regulations, or guidance that require consideration since the date of the original Environmental Document or subsequent Re-evaluation(s)? Yes

On November 9, 2020, the Eastern black rail (*Laterallus jamaicensis jamaicensis*) was newly listed as a threatened species under the Endangered Species Act (ESA), as amended.

4. EVALUATION OF MAJOR DESIGN CHANGES AND REVISED DESIGN CRITERIA

Are there major design changes, including but not limited to changes in the alignment(s), typical section(s), drainage/stormwater requirements, design control and criteria, or temporary road or bridge? No

447107-1: SR 60 Westbound from north of Spruce Street/TIA Interchange to North of Memorial Highway

Revised concept plans dated July 2021 were compared to the approved Design Change Re-evaluation (February 26, 2020). Minor changes to the concepts include extending the limits of construction/milling and resurfacing east along the WB SR 60 mainline and east along the I-275 flyover ramp to WB SR 60. Limits of construction/milling and resurfacing were also extended west along the WB SR 60 to NB SR 60 ramp. These improvements remain within the limits of the interchange.

One minor change included a reduction in the bridge length for the slip ramp from the northbound general use lanes to Independence Parkway. The bridge length was reduced by approximately 300 ft. In addition, the existing Pond A-1 will be regraded and reshaped to accommodate the change in bridge section however, the new pond boundaries are within areas previously evaluated.

447614-1: Cypress Street at LaSalle Street from east of Lake Street to north of Cypress Street

Final plans dated July 2021 were compared to the approved Design Change Re-evaluation (February 26, 2020). A receiving lane for left turns from the Airport exit loop ramp to southbound Cypress Street was added when compared to the previously approved Re-evaluation. The lane becomes the left turn from southbound Cypress Street to West LaSalle Street.

The typical section in the final plans from the beginning project limits to north of the Memorial Highway Exit Ramp show an additional 1-ft. of widening. A concrete median separator was added between south of the Memorial Highway Exit Ramp to Cypress Turnout. The box culvert extension north of Cypress Turnout was revised and shows riprap on the east side in the Final plans. In addition, on the east side at the existing ditch, a retaining wall was added from north of the box culvert to east of Cypress Turnout. Portions of the ditch in this area are regraded to accommodate the box culvert extension and riprap. Milling and resurfacing was also added to the Final plans for the existing pavement areas. All improvements are within the existing right of way.

5. PUBLIC INVOLVEMENT

Were there additional public involvement activities? No

6. PROJECT or SEGMENT(S) PLANNING CONSISTENCY

Segment FM Number: 447614-1-31-01

Currently Adopted CFP-LRTP	Comments

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Yes	Hillsborough County Metropolitan Planning Organization (MPO) Hillsborough Transportation Plan, Hillsborough County 2045 Long Range Transportation Plan (LRTP), page 58, adopted November 5, 2019, showing committed funding to the project 433535-7 - SR 60 from Cypress Street to North of Memorial Highway - between FY2026 and FY2030.				
Phase	TIP/STIP	Currently Approved	\$	FY	Comments
PE (Final Design)	TIP		N/A	N/A	N/A
PE (Final Design)	STIP		N/A	N/A	N/A
R/W	TIP	No	N/A	N/A	N/A
R/W	STIP	No	N/A	N/A	N/A
Construction	TIP	No	\$X	2021-2022	TIP/STIP amendment will be processed within three months and before the projects are awarded/let for construction.
Construction	STIP	No	\$X	2021-2022	TIP/STIP amendment will be processed within three months and before the projects are awarded/let for construction.

Segment FM Number: 447107-1-31-01

Currently Adopted CFP-LRTP	Comments				
Yes	Hillsborough County Metropolitan Planning Organization (MPO) Hillsborough Transportation Plan, Hillsborough County 2045 Long Range Transportation Plan (LRTP), page 58, adopted November 5, 2019, showing committed funding to the project 433535-7 - SR 60 from Cypress Street to North of Memorial Highway - between FY2026 and FY2030.				
Phase	TIP/STIP	Currently Approved	\$	FY	Comments
PE (Final Design)	TIP		N/A	N/A	N/A
PE (Final Design)	STIP		N/A	N/A	N/A
R/W	TIP	No	N/A	N/A	N/A
R/W	STIP	No	N/A	N/A	N/A
Construction	TIP	No	\$X	2021-2022	TIP/STIP amendment will be processed within three months and before the

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					projects are awarded/let for construction.
Construction	STIP	No	\$X	2021-2022	TIP/STIP amendment will be processed within three months and before the projects are awarded/let for construction.

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7. EVALUATION OF CHANGES IN IMPACTS**a. SOCIAL & ECONOMIC**

Are there changes in impacts to the social, economic, land use, mobility, and/or aesthetic effects? No

Are there changes in right-of-way needs? No

Is there a change in anticipated relocation(s)? No

Are there changes in impacts to Prime or Unique Farmlands? No

b. CULTURAL

Are there changes in impacts to cultural resources pursuant to Section 106 of the National Historic Preservation Act (historic sites/districts and archaeological sites)? No

447107-1 SR 60 WB from north of Spruce Street TIA Interchange to north of Memorial Highway

Based on review of the Final Concept Development Plans (July 2021), there are no changes since the April 2019 Cultural Resource Assessment Survey (CRAS) Update that was prepared for the approved Design Change Re-evaluation (February 26, 2020). One existing Pond A1 will be modified but this pond is located within the middle of an existing interchange (SR 589 [Veterans Expressway] and SR 60 West [toward Clearwater]) and is within existing ROW. This area was surveyed for cultural resources during several previous CRAS for the Northwest Expressway. No additional cultural resource coordination is needed for this design segment; therefore, there is no change in status.

447614-1 Cypress Street at Lasalle Street from east of Lake Street to north of Cypress Street

Based on a review of the Final Concept Development Plans (July 2021), there are proposed changes since the approved Design Change Re-evaluation (February 26, 2020) to the concepts that were not covered in the April 2019 CRAS Update. The changes include a receiving lane for left turns from the Airport exit loop ramp to southbound Cypress Street. The lane becomes a left turn from southbound Cypress Street to West LaSalle Street. These additional improvements are made within the existing ROW. The findings of the April 2019 CRAS Update remain valid. There are no cultural resources associated with this design segment; therefore, there is no change in status.

Are there changes in effects to Section 4(f) of the Department of Transportation Act protected resources or other protected public lands? No

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Are there changes in impacts to lands purchased under Section 6(f) of the Land and Water Conservation Fund Act? No

Are there changes in impacts to recreational areas or protected lands? No

c. NATURAL

Are there changes in impacts to protected species and habitat, wetlands and other surface waters, and/or essential fish habitat? Yes

Protected Species

447107-1 SR 60 Westbound from N of Spruce Street/TIA Interchange to N of Memorial Highway

In a letter dated September 16, 2019, the National Marine Fisheries Service (NMFS) commented that informal Section 7 consultation on the species under their purview (smalltooth sawfish and swimming sea turtles) can be completed when additional information is available and provided during the design phase of the project. No marine, shoreline, or estuarine habitat will be impacted in this Re-evaluation segment being advanced. The design segment will cross over Fish Creek (which is estuarine in this area) on the existing culvert but will not impact the waterway or surrounding habitats under the bridge crossing. All work over Fish Creek is confined to the existing culvert and involves no new piles or work in the water. This Re-evaluation segment was presented in a Biological Assessment submitted to the NMFS to re-initiate ESA Section Consultation and EFH Assessment Concurrence on June 30, 2021. The NMFS provided an email on July 6, 2021 in which the reviewer stated "I do not see any route of effect to ESA-listed species for the Veterans Connector part of the project." Based on this response and the lack of suitable habitat for species under their purview in the Re-evaluation area, no further consultation with the NMFS is anticipated for this Re-evaluation segment.

The US Fish and Wildlife Service (USFWS) provided concurrence on October 8, 2019, with the effect determinations for federally listed species. The Florida Fish and Wildlife Conservation Commission (FWC) provided comments on October 8, 2019, for state-listed species. There have been no changes to federally protected or state-listed species under the purview of USFWS or FWC since the concurrence was received in 2019 with the exception of the eastern black rail (*Laterallus jamcensis jamaicensis*). The eastern black rail was listed as a federally threatened species under the ESA, as amended, on November 9, 2020, after the approval of the previous Re-evaluation. However, there is no eastern black rail habitat being impacted by the project; therefore, the project will have "no effect" on the eastern black rail. Because no additional listed species or habitat for protected species have been introduced to the Re-evaluation segment since the 2019 letters of concurrence, no further consultation with USFWS or FWC is anticipated for this Re-evaluation segment.

447614-1 Cypress Street at Lasalle Street from east of Lake Street to north of Cypress Street

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In a letter dated September 16, 2019, NMFS commented that informal Section 7 consultation on the species under their purview (smalltooth sawfish and swimming sea turtles) can be completed when additional information is available and provided during the design phase of the project. Habitat impacts are limited to a culvert modification, minor de-silting efforts, mangrove alteration/trimming, and minor filling of a ditch vegetated with mangroves connected to the culvert on the north side of Cypress Street. NMFS conducted a field inspection of the area on September 20, 2021 and concluded that ESA-listed species under their purview would not be able to access the area of impact. NMFS confirmed by e-mail on the

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same date that due to the inaccessibility of the area to ESA-listed species, further ESA Section 7 consultation would not be required for the Re-evaluation area.

The USFWS provided concurrence on October 8, 2019, with the effect determinations for federally listed species. The FWC provided comments on October 8, 2019, for state-listed species. There have been no changes to federally protected or state-listed species under the purview of USFWS or FWC since the concurrence was received in 2019 with the exception of the eastern black rail (*Laterallus jamcensis jamaicensis*). The eastern black rail was listed as a federally threatened species under the ESA, as amended, on November 9, 2020, after the approval of the previous Re-evaluation. However, there is no eastern black rail habitat being impacted by the project; therefore, the project will have "no effect" on the eastern black rail. Because no additional listed species or habitat for protected species have been introduced to the Re-evaluation segment since the 2019 letters of concurrence, no further consultation with USFWS or FWC is anticipated for this Re-evaluation segment.

Wetlands and Surface Waters

For both segments being advanced with this re-evaluation: areas that are man-made wet detention areas (stormwater management facilities [SMFs]) constructed within the interchanges (classified as reservoirs in the approved Design Change Re-evaluation [February 26, 2020]) are not considered jurisdictional wetlands or other surface water (OSW) to the Southwest Florida Water Management District (SWFWMD) or to the US Army Corps of Engineers (USACE). These impacts, previously estimated at 8.68 ac in the 2020 Design Change Re-evaluation, are no longer included as wetland or OSW impacts for the NWE. Impacts to existing SMFs are anticipated to result from reconfiguration of pond sites; drainage modifications will provide any additional treatment volume or attenuation required by the SWFWMD.

Mitigation for the design segments being advanced with the re-evaluation is anticipated to be provided through the purchase of mitigation bank credits as indicated below.

447107-1 SR 60 Westbound from N of Spruce Street/TIA Interchange to N of Memorial Highway

Wetland and OSW impacts were estimated in the approved Design Change Re-evaluation (February 26, 2020) as 0.36 ac to bays and estuaries for the Re-evaluation area being advanced, for potential impacts resulting from the crossing over Fish Creek. However, the crossing will not impact the waterway; there are no impacts to bays and estuaries anticipated. A steep-sided freshwater roadside ditch (identified as OSW 5) vegetated with shrubby nuisance species (Carolina willow, Peruvian willow) will be impacted to accommodate shifting of lanes just north of the Courtney Campbell Causeway Interchange that was not anticipated in the approved Design Change Re-evaluation (February 26, 2020). Impacts to the ditch are estimated at 0.77 ac. As a stormwater conveyance ditch, mitigation is not anticipated to be required for this OSW impact.

447614-1 Cypress Street at LaSalle Street from east of Lake Street to north of Cypress Street

Wetlands and surface water impacts for this design segment being advanced were estimated at 0.04 ac to mangrove swamp and 0.16 ac of saltwater marsh in the approved Design Change Re-evaluation (February 26, 2020). Based on the current design, the estimate to wetland and OSWs is 0.084 ac of permanent impact and 0.034 ac of temporary impacts to a mangrove-vegetated ditch. Mitigation for permanent impacts is proposed to be provided through the purchase of 0.05 mitigation bank credits at Mangrove Point Mitigation Bank. Temporary wetland impacts are not anticipated to require mitigation.

Essential Fish Habitat

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FORM**447107-1 SR 60 Westbound from N of Spruce Street/TIA Interchange to N of Memorial Highway

EFH impacts were estimated in the approved Design Change Re-evaluation (February 26, 2020) as 0.36 ac to bays and estuaries for this Re-evaluation area for potential impacts resulting from the crossing over Fish Creek. However, the crossing will not impact the waterway; there are no impacts to bays and estuaries anticipated. Impacts will occur to a freshwater ditch to accommodate shifting of lanes just north of the Courtney Campbell Causeway interchange, which was not anticipated in the previous Re-evaluation. However, this ditch would not be considered a NMFS trust resource.

Because there are no impacts to marine or estuarine resources within this design segment, no impacts are anticipated to EFH. The NMFS provided an email dated July 6, 2021 that confirmed that there are no EFH issues that need to be addressed on this Re-evaluation segment and that further consultation was not necessary.

447614-1 Cypress Street at LaSalle Street from east of Lake Street to north of Cypress Street

EFH impacts for this design segment being advanced were estimated at 0.04 ac to mangrove swamp and 0.16 ac of saltwater marsh in the approved Design Change Re-evaluation (February 26, 2020). Based on the current design, the estimate to wetland and OSWs is 0.084 ac of permanent impact and 0.034 ac of temporary impacts to a mangrove-vegetated ditch. In a letter dated September 16, 2019, the NMFS commented that the NMFS believes that if appropriate compensatory mitigation is provided for those unavoidable wetland impacts that do occur, the project will not have an adverse impact on EFH. The NMFS conducted a field inspection on September 20, 2021 and provided an e-mail the same day that stated the EFH involvement for the Re-evaluation area is minimal, and the proposed purchase of credits at the Mangrove Point Mitigation Bank is appropriate compensation. Therefore, no further consultation or action is required for the Re-evaluation area for EFH.

[1 - 447107 1 WB SR 60 NMFS ESA and EFH E-mail 070621][3 - 447614 1 Cypress Street NMFS EFH E-mail 092021]

Are there changes in impacts to designated Aquatic Preserves, Coastal Barrier resources, Wild and Scenic Rivers, Nationwide Rivers Inventory Rivers, and/or Outstanding Florida Waters? N/A

Are there changes in impacts to Floodplains or Water Resources? No

d. PHYSICAL

Are there changes in Air Quality? No

What is the status of Highway Traffic Noise?447107-1 WB 60 from N. of Spruce St./TIA Interchange to N. of Memorial Highway.

A review of the Final Concept Development Plans (July 2021) found that no changes to the design have been made since the previously approved plans evaluated in the November 2019 Noise Study Report Update (NSRU). The results of the previous NSRU remain valid. Noise barriers are not recommended for this segment.

447614-1 Cypress Street at LaSalle Street from east of Lake Street to north of Cypress Street.

The Final Concept Development Plans (July 2021) show a receiving lane for left turns from the Airport exit loop ramp to southbound Cypress Street. The lane becomes the left turn from southbound Cypress Street to West LaSalle Street. The additional improvements are made within the existing right of way. These improvements are exempt from a noise analysis per the Type 1 Project Matrix (Figure 18-2) in Part II of the FDOT PD&E Manual.

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FORM****What is the status of Contamination?**447107-1 SR 60 WB from north of Spruce Street TIA Interchange to north of Memorial Hwy

Based on a review of the Final Concept Development Plans (July 2021), the FDEP Map Direct file, the Environmental Screening Tool (EST) findings on September 2, 2021, and July 2018 Contamination Screening Evaluation Report (CSER), it was determined Level II/Impact to Construction Assessments (ICAs) services may be necessary and will be coordinated with the Design Build Firm.

One site with a "Medium" risk ranking [McKenzie Truck Spill-Petroleum 9804504 (Underneath the overpass at Veterans Expressway & Independence Parkway)] is located along this segment. There are no "High" risk ranking sites located along this segment.

447614-1 Cypress Street at Lasalle Street from east of Lake Street to north of Cypress Street

There are no sites with "Medium" or "High" risk ranking within this segment. Based on a review of the Final Concept Development Plans (July 2021), the FDEP Map Direct file, and the Environmental Screening Tool (EST) findings, it was determined that Level II/Impact to Construction Assessments (ICAs) services would not be necessary. A Contamination Impact Certification (C2) was issued on May 21, 2021.

Are there changes in impacts to Utilities and Railroads? No

Are there changes in impacts to Navigation? N/A

8. COMMITMENT STATUS

Are there prior commitments from the Environmental Document or previously approved re-evaluation(s)? Yes

Are there new environmental commitments? Yes

List new environmental commitments added since approval of the original Environmental Document or most recent Re-evaluation.

447107-1 SR 60 Westbound from North of Spruce Street TIA Interchange to North of Memorial Highway

1. Construction funding has been identified, a TIP and STIP amendment will be processed with the Hillsborough County MPO within three months and/or before the construction contract is awarded. Planning Consistency will be met before this project is awarded/let for Construction.

Status: This commitment will be addressed prior to Construction.

447614-1 Cypress Street at LaSalle Street from East of Lake Street to North of Cypress Street

1. Construction funding has been identified, a TIP and STIP amendment will be processed with the Hillsborough County MPO within three months and/or before the construction contract is awarded. Planning Consistency will be met before this project is awarded/let for Construction.

Status: This commitment will be addressed prior to Construction.

[\[4 - PCR_4471071_4476141\]](#)

**RE-EVALUATION
FORM****9. STATUS OF PERMITS****Federal**

Segment	Name	Descriptor	Status	Date
	USACE Section 10 or Section 404 Permit	USACE NW permit - SAJ-2021-02734	Applied For	07/10/2021
	USACE Section 10 or Section 404 Permit	Section 404 Standard level - SAJ-2021-00656	Applied For	02/19/2021

State

Segment	Name	Descriptor	Status	Date
	DEP or WMD Environmental Resource Permit (ERP)	Environmental Resource Permit (ERP) Individual level - 43002958.022/Application #827012	Applied For	06/10/2021
	DEP National Pollutant Discharge Elimination System Permit	Notice of Intent to use the Generic Permit for Small/Large Construction Activities - will be applied for by the Contractor 48 hours prior to construction	Needed	
	DEP National Pollutant Discharge Elimination System Permit	Notice of Intent to use the Generic Permit for Small/Large Construction Activities - will be applied for by the Contractor 48 hours prior to construction	Needed	
	DEP or WMD Environmental Resource Permit (ERP)	Environmental Resource Permit (ERP) Individual level - Application Number: 831235	Applied For	08/18/2021

Local

None anticipated.

Other

None anticipated.

10. CONCLUSION

- The project has been re-evaluated pursuant to 23 CFR § 771.129. The FDOT has determined that no changes to the project affect the original decision. Therefore, the Administrative Action remains valid and the project can advance.

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FORM****11. DISTRICT REVIEW AND APPROVAL****Name and title of FDOT Preparer:** Robin Rhinesmith, FDOT District 7 Environmental Administrator

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.

OEM approval required?No , 10/14/2021 (Date of Consultation)

Robin Rhinesmith

October 15, 2021

District approving authority or designee

Date

**12. OEM APPROVAL**

Not Applicable

13. Links to Supporting Documentation

- 1 - [25543313201-EIS-D7-447107_1_WB_SR_60_NMFS_ESA_and_EFH_E-mail_070621-2021-0920.pdf](#)
- 2 - [25543313201-EIS-D7-447107_1_and_447614_1_LRTP_11-5-2019-2021-0920.jpg](#)
- 3 - [25543313201-EIS-D7-447614_1_Cypress_Street_NMFS_EFH_E-mail_092021-2021-0920.pdf](#)
- 4 - [25543313201-EIS-D7-PCR_4471071_4476141-2021-1008.pdf](#)
- 5 - [25543313201-EIS-D7-OEM_Consultative_Coordination-2021-1014.pdf](#)