

**RE-EVALUATION
FORM****1. GENERAL PROJECT INFORMATION**A. Re-evaluation Type: Design ChangeB. Original approved Environmental Document:**Document Type:** EIS**Date of Approval:** 09/15/2020**Project Numbers:**

N/A

258337-2-21-01

N/A

ETDM (if applicable)

Financial Management

Federal-Aid

Project Name: DISTRICTWIDE TAMPA INTERSTATE IMPROVEMENT STUDY**Project Location:** FDOT District 7 (District 7)

Project Limits: I-275 (SR 93) from Howard Frankland Bridge to North of Dr. Martin Luther King, Jr. Boulevard (SR 574) and I-4 (SR 400) from I-275 (SR 93) to East of 50th Street (US 41) with New Alignment from I-4 South to the Existing Selmon Expressway and Improvements to the Selmon Expressway from the Kennedy Boulevard Overpass East to Maydell Drive

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			
445056-1	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	06/27/2021	06/28/2021	06/29/2021
Description of Approval: FHWA approved, minor changes to the design							
445056-2	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	06/27/2021	06/28/2021	06/29/2021
Description of Approval: FHWA approved, minor changes to the design							
445056-1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	09/18/2021	09/19/2021	09/20/2021
Description of Approval: FHWA approved							
445056-2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	09/18/2021	09/19/2021	09/20/2021
Description of Approval: FHWA approved							
445057-1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	09/18/2021	09/19/2021	09/20/2021
Description of Approval: FHWA approved							
447534-1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	02/21/2022	02/22/2022	02/23/2022
Description of Approval: FHWA approved							
447615-1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	02/21/2022	02/22/2022	02/23/2022
Description of Approval:							

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FHWA approved, minor changes to the design

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		
	447107-2-52-01	I275/SR93 FM N OF HFB TO N OF LOIS, SR60 FM KENNEDY TO N OF SPRUCE/TIA	District 7 - HILLSBOROUGH	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Design Build	Federal
	447107-3-52-01	I275/SR93 FM N OF HFB TO N OF LOIS, SR60 FM KENNEDY TO N OF SPRUCE/TIA.	District 7 - HILLSBOROUGH	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Design Build	Federal
	447107-4-52-01	I275/SR93 FM N OF HFB TO N OF LOIS; SR60 FM KENNEDY TO N OF SPRUCE/TIA	District 7 - HILLSBOROUGH	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Design Build	Federal

2. PROJECT DESCRIPTION

The Federal Highway Administration (FHWA) approved the Tampa Interstate Study (TIS) Supplemental Environmental Impact Study (SEIS) on September 15, 2020, to reconstruct/widen I-275 from Howard Frankland Bridge (HFB) to north of SR 574 (Dr. Martin Luther [MLK] Jr. Boulevard), and I-4 from I-275 to east of 50th Street (US 41) with New Alignment from I-4 South to the Existing Selmon Expressway and Improvements to the Selmon Expressway from the Kennedy Boulevard Overpass East to Maydell Drive.

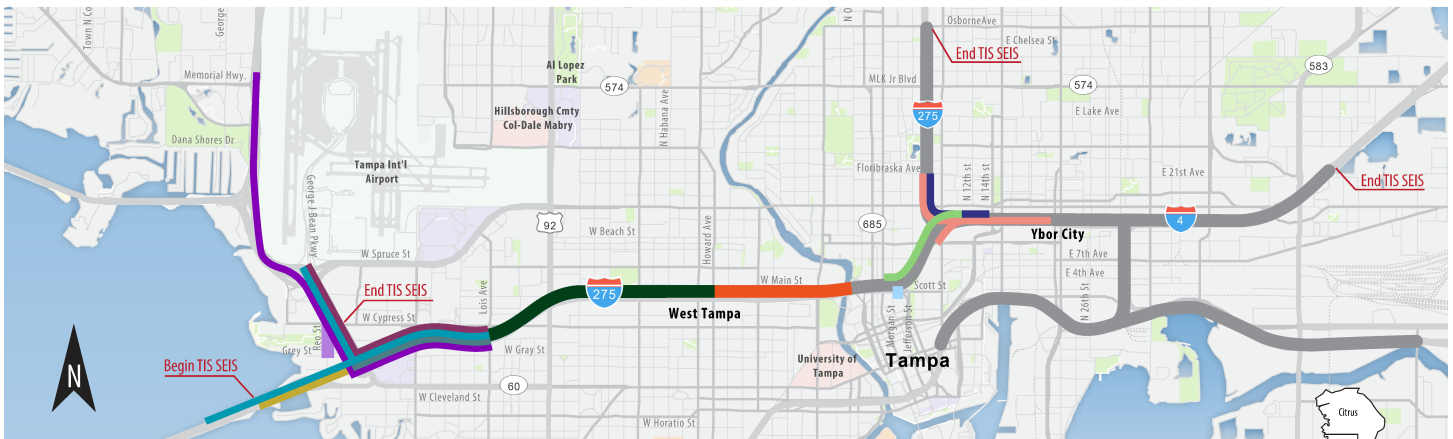
All project segments located within the TIS SEIS PD&E Study limits, including the segment numbers below which show the most recent project limits (**Figure 1**), are consistent with FDOT's 5-Year Work Program, and the statuses are described below:

- I-275/SR 93 from south of SR 60 to north of Lois Avenue; SR 60 from south of I-275 to north of Memorial Highway (WPIS: 433535-7). Status: ROW Acquisition Underway. ROW is only phase funded under this number for 447107-2, 447107-3 & 447107-4.
- I-275/SR 93 from north of Howard Frankland Bridge to south of SR 60 (WPIS: 447534-1). Status: Construction Underway.
- Reo Street from Gray Street to Cypress Street (WPIS: 447615-1). Status: ROW Acquisition Underway.

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- I-275/SR 93 from north of Howard Frankland Bridge to north of Lois Avenue and SR 60 from Kennedy Boulevard to north of Spruce Street/TIA Interchange (WPIS: 447107-2). **Status: This is the subject of this Design Change Re-evaluation. Future Construction Advertisement Re-evaluation.**
- I-275/SR 93 from north of SR 60 to north of Lois Avenue (WPIS: 447107-3). **Status: This is the subject of this Design Change Re-evaluation. Future Construction Advertisement Re-evaluation.**
- I-275/SR 93 from north of Howard Frankland Bridge to North of Lois and SR 60 from Kennedy Boulevard to north of Spruce Street/TIA Interchange (WPIS: 447107-4). **Status: This is the subject of this Design Change Re-evaluation. Future Construction Advertisement Re-evaluation.**
- I-275/SR 93 from north of Lois Avenue to north of Howard Avenue (WPIS: 434045-2). Status: Pre-Construction Underway.
- I-275/SR 93 from north of Howard Avenue to north of Hillsborough River (WPIS: 434045-3). Status: Pre-Construction Underway.
- I-4 (SR 400) WB to I-275 (SR 93) NB from west of 14th Street to Floribraska Avenue (WPIS: 445056-1). Status: ROW Acquisition begun. Design/Build Underway.
- I-275 (SR 93) SB I-4/SR 400 WB from north of Morgan Street to west of North 12th Street (WPIS: 445056-2). Status: ROW Acquisition begun. Design/Build Underway.
- I-275 (SR 93) SB Off Ramp to I-4 from north of Floribraska Avenue to west of 21st Street (WPIS: 445057-1). Status: ROW Acquisition begun. Design/Build Underway.
- Scott Street from North Morgan Street to North Jefferson Street (WPIS: 447616-1). Status: Pre-Construction Underway.

- I-275/SR 93 from North of Howard Frankland Bridge to South of SR 60
 (WPIS: 447534-1)
Status: Construction Underway.
- I-275/SR 93 from I-275/SR 93 from North of HFB to North of Lois Avenue and SR 60 from Kennedy Boulevard to North of Spruce Street/TIA
 (WPIS: 447107-4)
Status: This segment is the subject of this Design Change Re-evaluation. Future Construction Advertisement Re-evaluation.
- I-4 (SR 400) WB to I-275 (SR 93) NB from West of 14th Street to Floribraska Avenue
 (WPIS: 445056-1)
Status: ROW Acquisition begun. Design/Build Underway.
- Reo Street from Gray Street to Cypress Street
 (WPIS: 447615-1)
Status: ROW Acquisition Underway.
- I-275/SR 93 from North of Lois Avenue and SR 60 from Kennedy Boulevard to North of Spruce Street/TIA
 (WPIS: 447107-2)
Status: This segment is the subject of this Design Change Re-evaluation. Future Construction Advertisement Re-evaluation.
- I-275/SR 93 from North of Lois Avenue to North of Howard Avenue
 (WPIS: 434045-2)
Status: Pre-Construction Underway.
- I-275 (SR 93) SB/I-4/SR 400 WB from North of Morgan Street to West of North 12th Street
 (WPIS: 445056-2)
Status: ROW Acquisition begun. Design/Build Underway.
- Scott Street from North Morgan Street to North Jefferson Street
 (WPIS: 447616-1)
Status: Pre-Construction Underway.
- I-275/SR 93 from I-275/SR 93 from North of HFB to North of Lois Avenue and SR 60 from Kennedy Boulevard to North of Spruce Street/TIA
 (WPIS: 447107-3)
Status: This segment is the subject of this Design Change Re-evaluation. Future Construction Advertisement Re-evaluation.
- I-275/SR 93 from North of Howard Avenue to North of Hillsborough River
 (WPIS: 434045-3)
Status: Pre-Construction Underway.
- I-275 (SR 93) SB Off Ramp to I-4 from North of Floribraska Avenue to West of 21st Street
 (WPIS: 445057-1)
Status: ROW Acquisition begun. Design/Build Underway.
- I-275 (SR 93) from South of SR 60 to North of Lois Avenue; SR 60 from South of I-275 to North of Memorial Highway
 (WPIS: 433535-7)
Status: ROW Acquisition Underway. ROW is only phase funded under this WPIS for 447107-2, -3 & -4.



The Westshore Interchange

Design Change Re-evaluation
 I-275/SR 93 from North of Howard Frankland Bridge (HFB) to North of Lois Avenue and SR 60 from Kennedy Boulevard to North of Spruce Street/Tampa International Airport (TIA) Interchange, Hillsborough County, Florida
 Design Change Re-evaluation
 WPIS: 447107-2, 447107-3, 447107-4



Figure 1: Project Location Map

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)? No

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? Yes

The Conceptual Development Plans (CDP) (March 2022) were reviewed and compared to the conceptual plans from the approved TIS SEIS. Consultation on the design changes described below took place with the Florida Department of Transportation (FDOT) Office of Environmental Management (OEM) on August 19, 2022.

Westshore Boulevard/Trask Street Northbound Entrance Ramp Re-alignment

A traffic operations analysis in support of the Systems Interchange Modification Report (SIMR) (2001) indicated a need to increase the proposed weaving distance between the proposed northbound (NB) I-275 Trask Street entrance ramp and the existing NB I-275 exit ramp to Dale Mabry Highway (Figure 2). To increase the weave distance, the Trask Street

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entrance ramp is re-aligned to the south with an S-curve configuration that crosses under the Lois Avenue exit ramp, which also shifts to the south to reduce the skewed crossing. The reduced skew of this crossing allows for the Trask Street entrance ramp profile to climb more quickly to join NB I-275, thereby increasing the weaving distance by 200 feet (ft). The change in the Trask Street entrance ramp geometry also affects the alignment of the local road connector between Westshore Boulevard and Trask Street, with the skew of the connector road to Trask Street increased.

An additional benefit to this change is the decreased construction cost due to a reduction in the I-275 mainline bridge length. The bridge area was reduced by approximately 37,500 square ft. There is some additional drainage cost associated with the realignment of an existing drainage trunk line due to the Lois Avenue exit ramp realignment to the south.

There are no new right of way (ROW) impacts from this change, however the northbound entrance ramp from Trask Street and adjacent multi use trail do encroach into an existing FDOT pond parcel, creating minor impacts to the pond which will not affect its functionality.

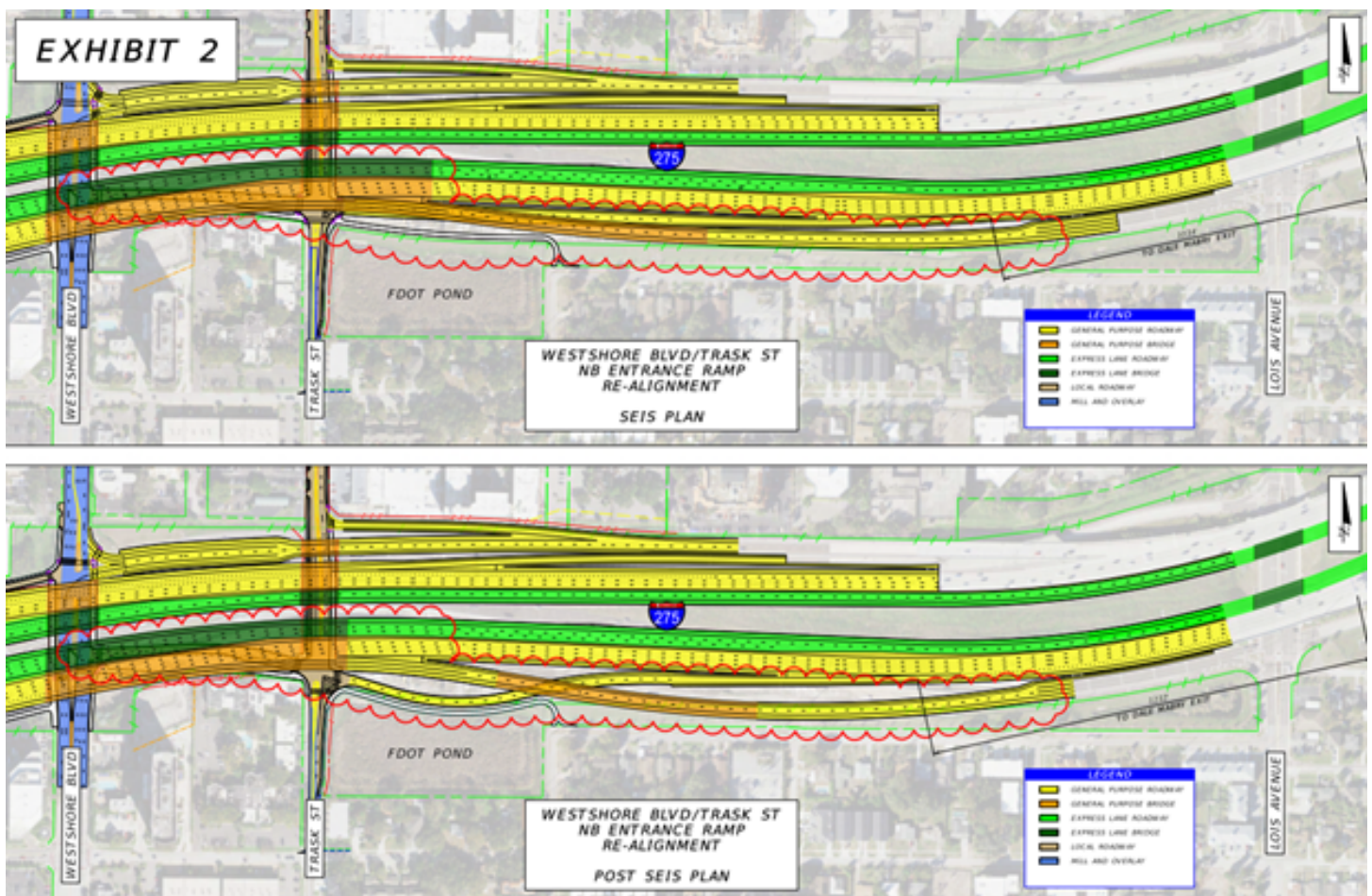


Figure 2: Westshore Boulevard/Trask Street Northbound Entrance Ramp Re-alignment

I-275 Re-alignment from SR 60 to Lois Avenue

The SEIS conceptual plans reflected a need for partial ROW acquisitions from the Embassy Suites property on Westshore Boulevard and the adjacent Westshore Apartments on Gray Street. During the ROW acquisition phase, evaluation of the impacts to these two parcels reflected greater hardships than anticipated, resulting in a meaningful rise in costs. A redesign of I-275 between SR 60 and Lois Avenue was initiated to eliminate these impacts. The resulting change was a shift of the proposed I-275 mainline reconstruction approximately 25 feet (ft) to the north (**Figure 3**).

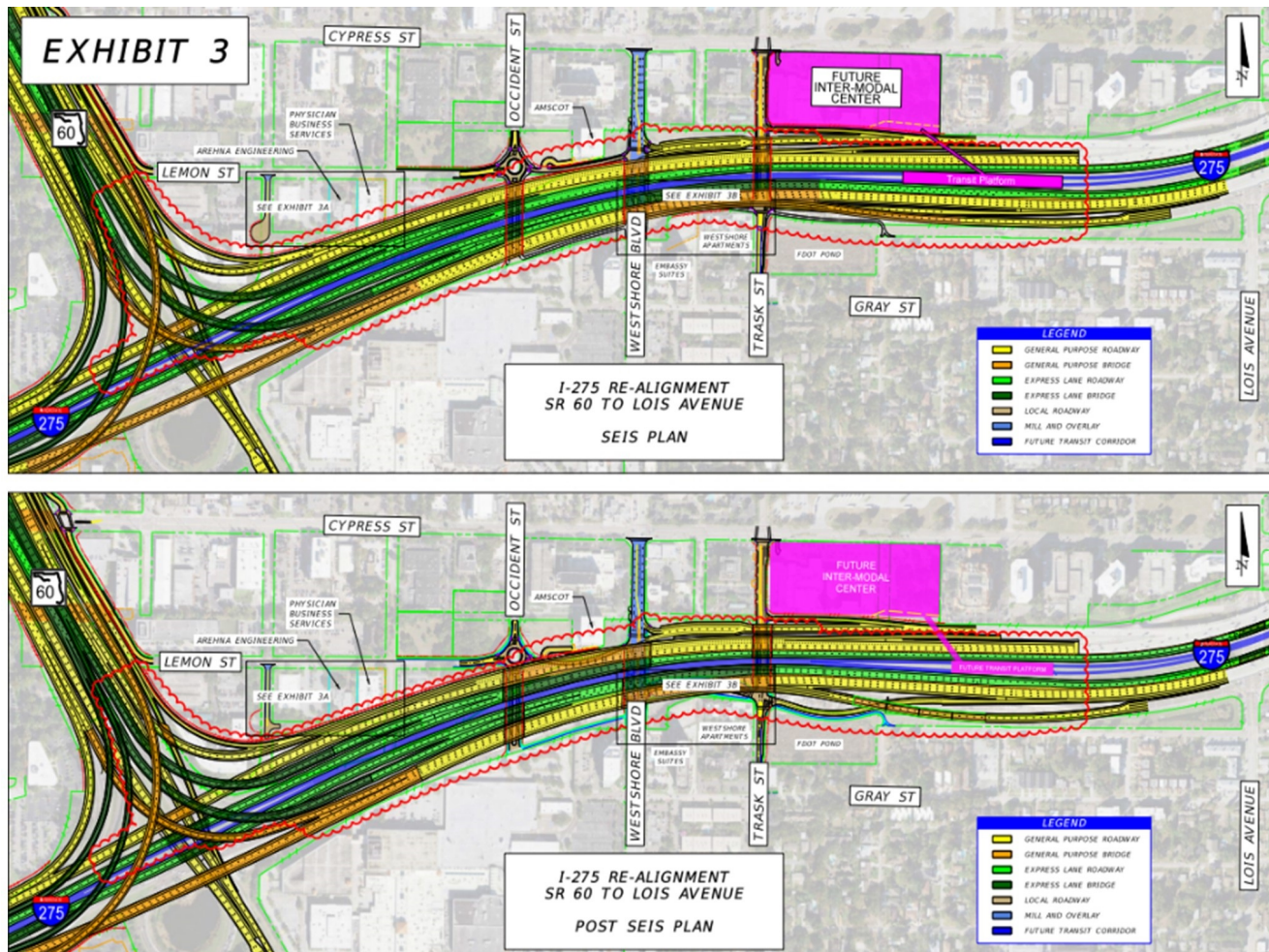


Figure 3: I-275 Re-alignment from SR 60 to Lois Avenue

This design change eliminated the ROW impacts at both Embassy Suites and the Westshore Apartments but increased the impacts on the north side of I-275. To minimize the impacts to the Amscot property on Westshore Boulevard, southbound I-275 between Occident Street and Westshore Boulevard was changed from retained-fill to bridge allowing Lemon Street to be realigned underneath southbound I-275.

Closer to SR 60 on the north side of I-275, the private parcels of Arehna Engineering and Physician Business Services will have increased impacts compared to the SEIS identified impacts, but the other impacted parcels on the north side of I-275 are FDOT owned (**Figure 4**). These ROW changes are expected to have a net reduction in cost.

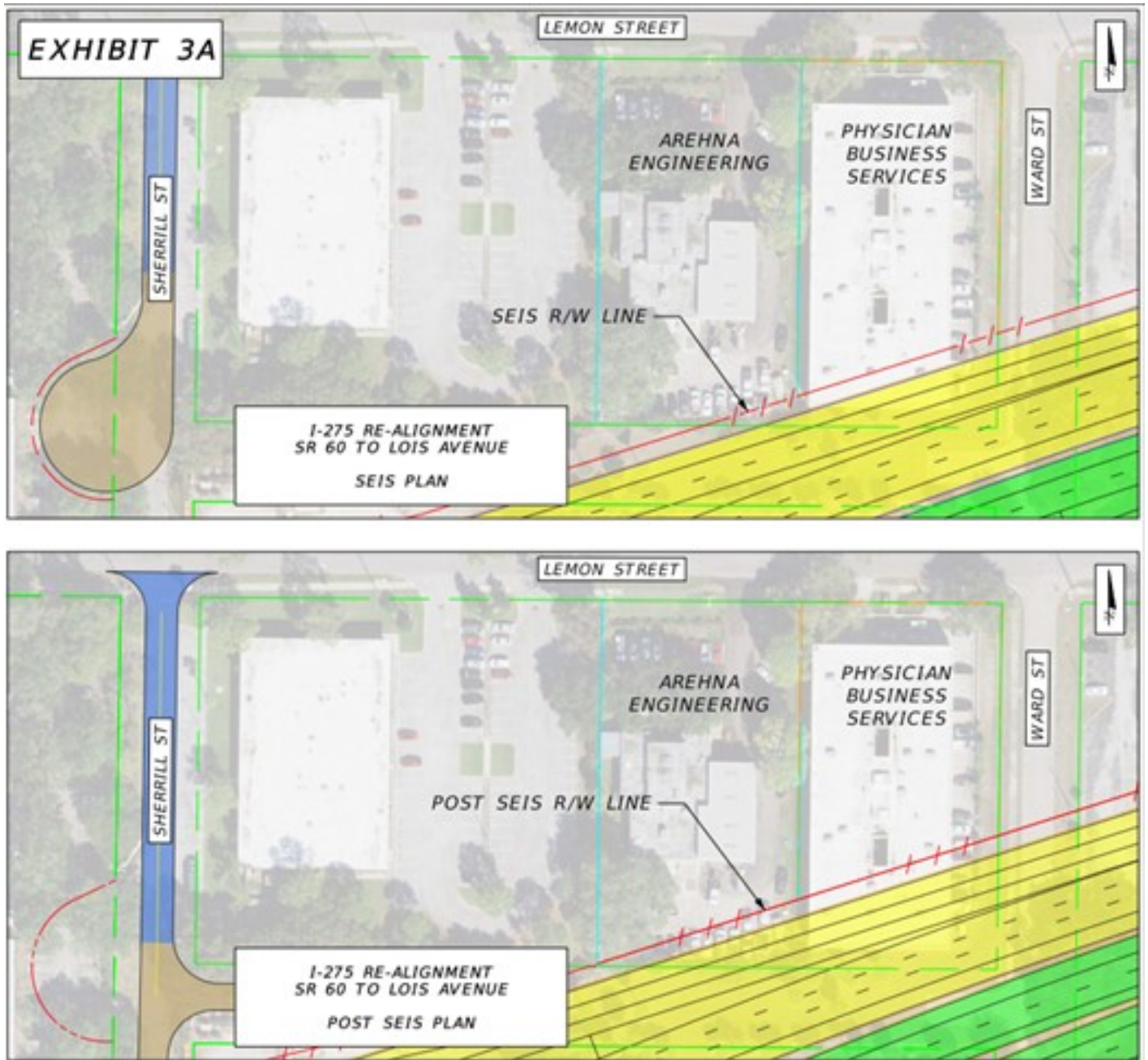


Figure 4: SR 60 to Lois Avenue Private Parcels

While construction costs will increase due to the added bridge between Occident Street and Westshore Boulevard, ROW costs should decrease significantly due to the elimination of impacts to the Embassy Suites and Westshore Apartments (**Figure 5**). It is also anticipated that there will be a benefit in the reduced Maintenance of Traffic (MOT) complexity and cost due to more new construction occurring north of existing I-275.

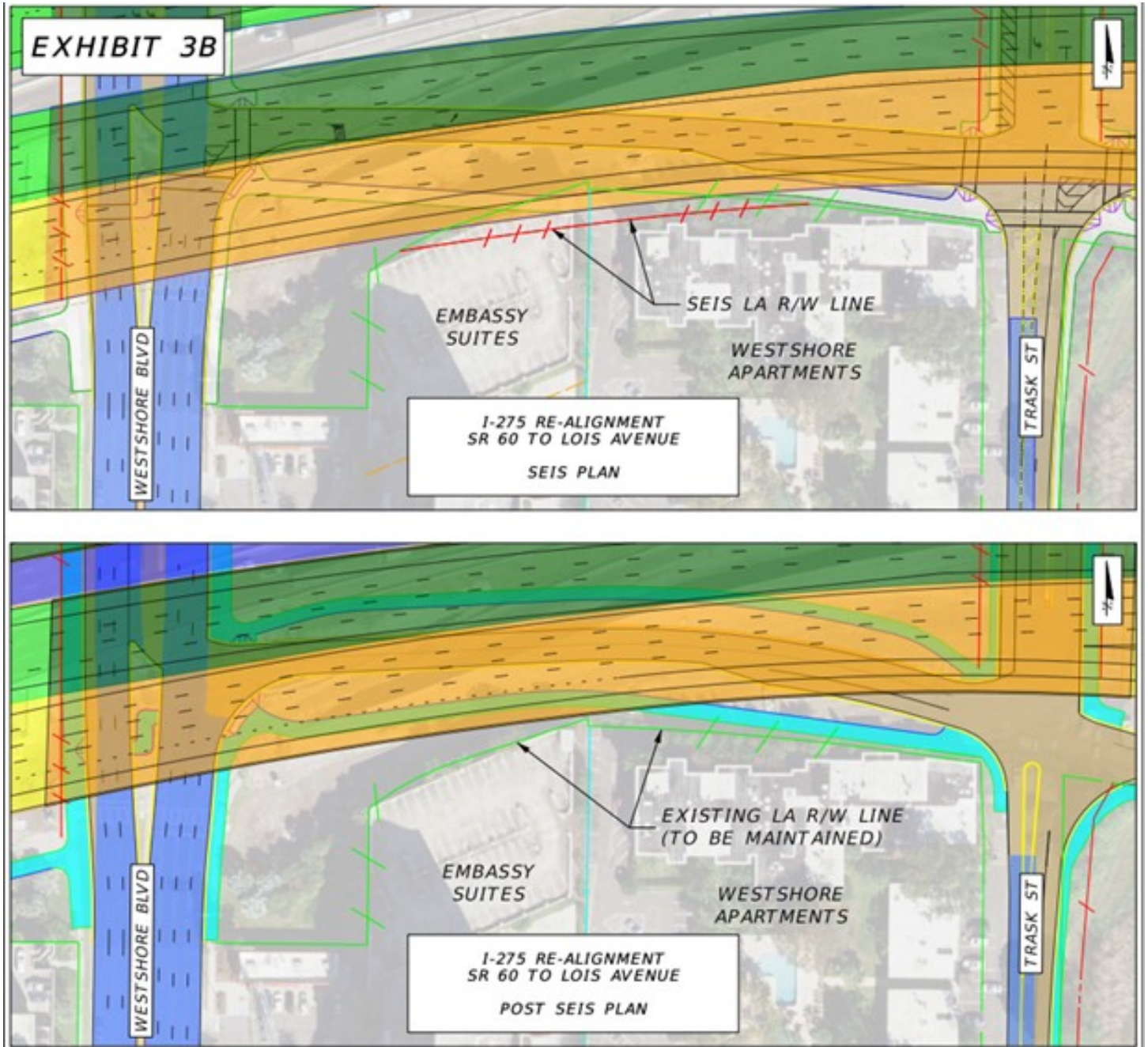


Figure 5: SR 60 to Lois Avenue Changes to ROW Impacts on Private Parcels

Lemon Street Re-alignment

As mentioned above, I-275 between SR 60 and Lois Avenue has been shifted approximately 25 ft to the north. This change will have an adverse impact to the Amscot property on Westshore Boulevard (**Figure 6**).

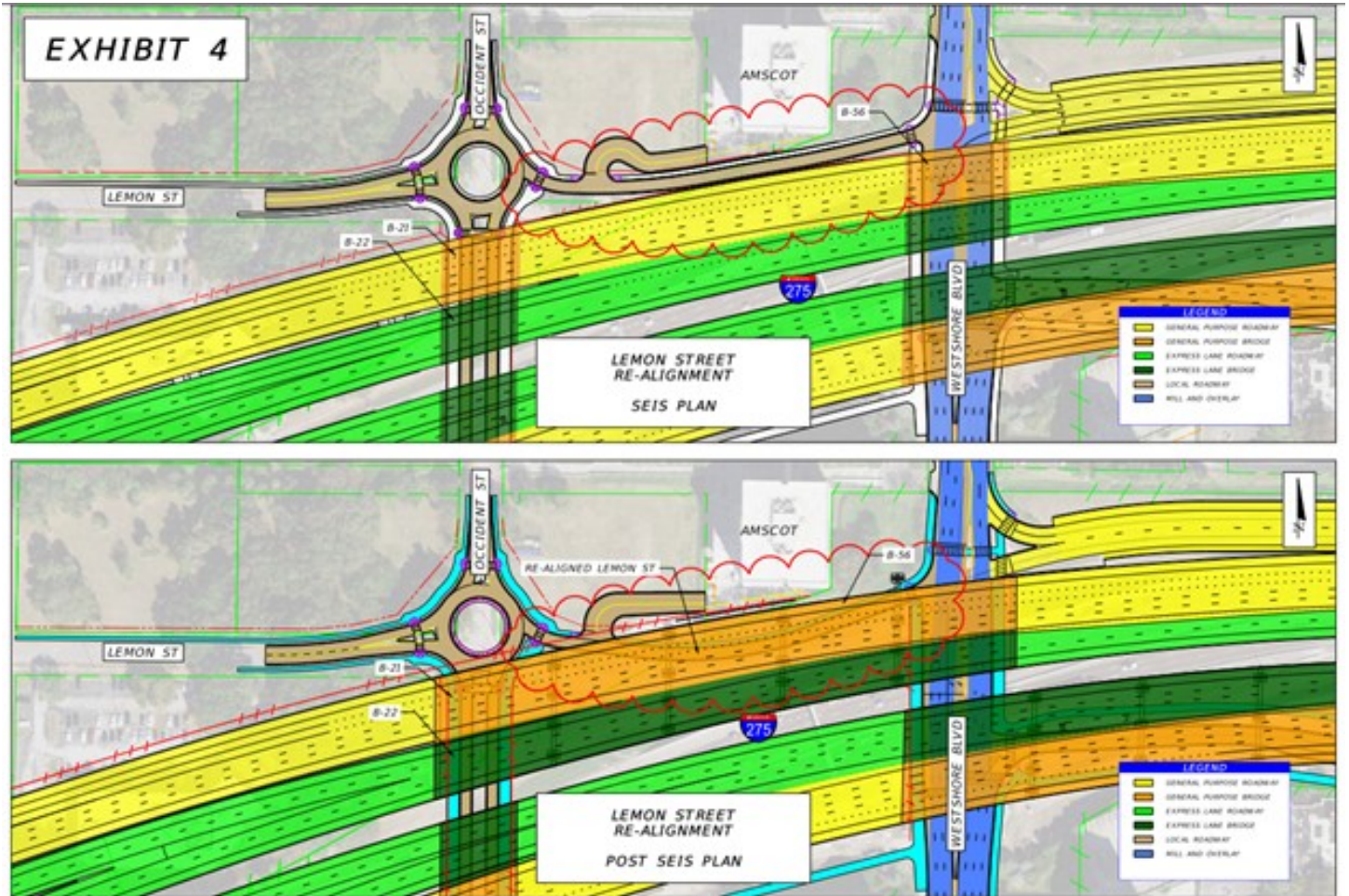


Figure 6: Lemon Street Re-alignment

To minimize those impacts, southbound I-275 between Occident Street and Westshore Boulevard is being bridged to allow for Lemon Street to be realigned underneath. In addition to this, access to the south side of the Amscot property requires modifications. These changes include reconfiguring the driveway, the relocation of their existing transformers, the partial removal of their existing retaining wall and constructing a new retaining wall.

I-275 Footprint Reduction from South of Reo Street to SR 60

The SEIS plan reflected a need for partial ROW acquisitions from the Lincoln Center and Alba Hotel properties located on Kennedy Boulevard, southwest of SR 60. During the ROW acquisition phase, evaluation of the impacts to these two parcels reflected greater hardships than anticipated, resulting in a meaningful rise in costs. A redesign of I-275 between south of Reo Street to SR 60 was initiated to reduce these ROW impacts (**Figure 7**).

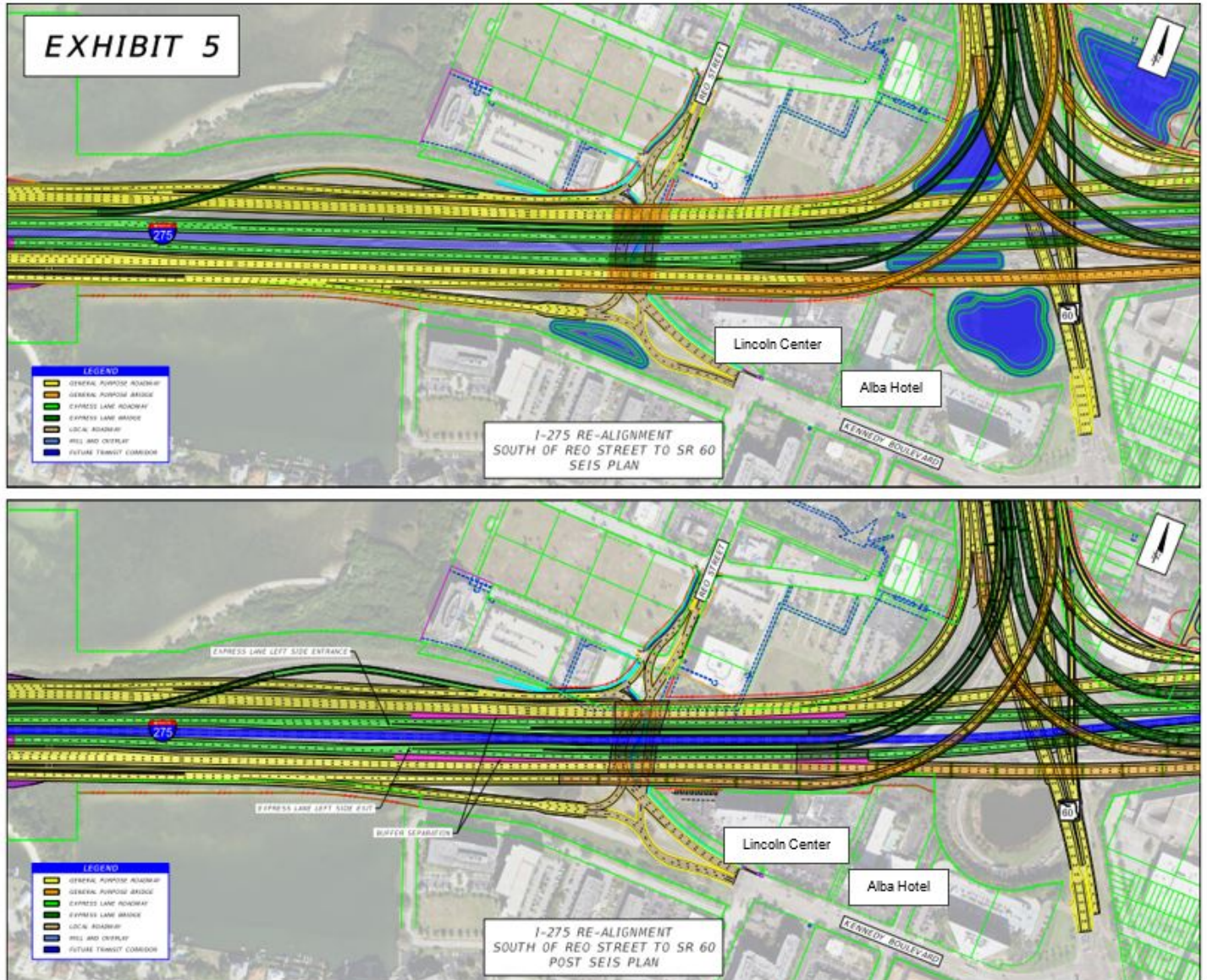


Figure 7: South of Reo Street to SR 60

The design changes included revising the direct connect ramps for both express lanes from I-275 to SR 60 to enter and exit through the express lanes on the left side. This allowed for both northbound and southbound express lanes to be "buffer" - not barrier - separated for approximately 2,000 linear ft north of Reo Street. Buffer separation is narrower than barrier separation, therefore the roadway width requirements were reduced. The proposed southbound I-275 alignment was held constant, but all other roadway within these limits shifted to the north. The resulting change was roadway footprint reduction and a shift of the proposed I-275 mainline reconstruction approximately 20-24 ft to the north.

This design change significantly reduced the ROW impacts at the Lincoln Center and eliminated the ROW impacts to the Alba Hotel. Also, the outdoor advertisement sign located on the north side of the Alba Hotel property is now avoided. The reduced roadway footprint and ROW impacts are expected to have a significant reduction in cost.

The design revisions continue to accommodate a transit corridor in the median. In fact, the changes improved the transit corridor by providing for a single corridor through the interchange, eliminating the previous need for corridor bifurcation.

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All clearances have been completed for cultural resources, threatened and endangered species, and contamination. Details regarding agency coordination for these resources are discussed in Section 7 (*Evaluation of Changes in Impacts*) of this Re-evaluation.

5. PUBLIC INVOLVEMENT

Were there additional public involvement activities? No

6. PROJECT or SEGMENT(S) PLANNING CONSISTENCY

Planning Consistency is not required for this re-evaluation.

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? Yes

A review of the CDP (March 2022) identified changes described in Section 4 above. The design changes eliminated or minimized the ROW impacts at parcels along the project being assessed in this re-evaluation. The private business parcels identified will have an increased impact, but the other impacted parcels on the north side of I-275 are FDOT owned. These ROW changes are expected to have a net reduction in cost.

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

A review of the CDP (March 2022) identified a change in anticipated relocations on the north side of I-275 at the south side access of the Amscot property to accommodate the 25-ft shift in alignment to the north. These changes include reconfiguration of the driveway, relocation of existing transformers on the parcel, partial removal of the parcel's existing retaining wall and constructing a new retaining wall. This 25-ft shift in alignment to the north will eliminate impacts to the Embassy Suites and Westshore Apartments, in addition to an anticipated benefit to the reduced MOT complexity and cost.

Are there changes in impacts to Prime or Unique Farmlands? N/A

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

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

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

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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

The I-275 corridor, including the segment being advanced with this Design Change Re-evaluation, was reviewed during design, with updated field reviews performed in June and September 2020. There were no listed or protected species observed in the project area during the 2020 reviews. No additional protected species habitat will be impacted that was not included in the approved TIS SEIS. The field review and permitting reviews also confirmed the previous effect determinations for the species potentially occurring in the project area remain unchanged (**Table 1**).

Scientific Name	Common Name	Federal Status	State Status	Effect Determination 1996 FEIS	Effect Determination 2020 TIS SEIS
<i>Acipenser oxyrinchus desotoi</i>	Gulf Sturgeon	FT	FT	No Effect	MANLAA
<i>Pristis pectinata</i>	Smalltooth Sawfish	FE	FE	No Effect	MANLAA
<i>Charadrius melodus</i>	Piping Plover	FT	FT	No Effect	MANLAA
<i>Aphelocoma coerulescens</i>	Florida Scrub-Jay	FT	FT	No Effect	No Effect
<i>Calidris canutus rufa</i>	Rufa Red Knot	FT	FT	MANLAA	MANLAA
<i>Mycteria americana</i>	Wood Stork	FT	FT	MANLAA	MANLAA
<i>Platalea ajaja</i>	Roseate Spoonbill	-	ST	No Adverse Effect Anticipated	No Adverse Effect Anticipated
<i>Egretta caerulea</i>	Little Blue Heron	-	ST	No Adverse Effect Anticipated	No Adverse Effect Anticipated
<i>Egretta rufescens</i>	Reddish Egret	-	ST	No Adverse Effect Anticipated	No Adverse Effect Anticipated
<i>Egretta tricolor</i>	Tricolored Heron	-	ST	No Adverse Effect Anticipated	No Adverse Effect Anticipated
<i>Sternula antillarum</i>	Least Tern	-	ST	No Adverse Effect Anticipated	No Adverse Effect Anticipated
<i>Haematopus palliatus</i>	American Oystercatcher	-	ST	No Effect Anticipated	No Adverse Effect Anticipated
<i>Grus canadensis pratensis</i>	Florida Sandhill Crane	-	ST	No Adverse Effect Anticipated	No Adverse Effect Anticipated
<i>Rynchops niger</i>	Black Skimmer	-	ST	No Adverse Effect Anticipated	No Adverse Effect Anticipated
<i>Athene cunicularia floridana</i>	Florida Burrowing Owl	-	ST	No Adverse Effect Anticipated	No Adverse Effect Anticipated
<i>Haliaeetus leucocephalus</i>	Bald Eagle	MBTA, BGEPA	-	-	-
<i>Pandion haliaetus</i>	Osprey	MBTA	-	-	-

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<i>Drymarchon couperi</i>	Eastern Indigo Snake	FT	FT	MANLAA	MANLAA
<i>Eretmochelys imbricata</i>	Hawksbill Sea Turtle	FE	FE	No Effect	MANLAA
<i>Chelonia mydas</i>	Atlantic Green Sea Turtle	FT	FT	No Effect	MANLAA
<i>Caretta caretta</i>	Loggerhead Sea Turtle	FT	FT	No Effect	MANLAA
<i>Lepidochelys kempii</i>	Kemp's Ridley Sea Turtle	FE	FE	No Effect	MANLAA
<i>Gopherus polyphemus</i>	Gopher Tortoise	C	ST	No Adverse Effect Anticipated	No Adverse Effect Anticipated
<i>Trichechus manatus</i>	West Indian Manatee	FT	FT	No Effect	MANLAA

Table 1: Protected Species Identified in the Approved TIS SEIS

The eastern black rail, listed as a federally threatened species in November 2020, was not considered in the approved TIS SEIS. However, there is no habitat suitable for the eastern black rail that will be impacted by the project being advanced with this Design Change Re-evaluation. The eastern black rail requires larger stands of emergent vegetation, which is not provided in the project area where impacts are confined to seagrass, bay habitat, or mangrove wetland. Therefore, there is "no effect" to the eastern black rail.

Because there is no additional protected species habitat impacted or newly listed species under the purview of US Fish and Wildlife Service (USFWS) or Florida Fish and Wildlife Commission (FWC) that will be affected, the USFWS concurrence from May 18, 2018, and the FWC concurrence of June 19, 2018, remain valid.

Although they reviewed the project previously under the approved TIS SEIS, the National Marine Fisheries Services (NMFS) did not previously provide concurrence. Therefore, coordination with the NMFS for species under their purview was re-initiated on June 30, 2021, during the design and permitting phase with the submittal of a Biological Assessment (BA). As part of the review, the NMFS instructed the FDOT to remove the hawksbill sea turtle from consideration as it is not considered likely to occur in the area and requested the addition of the giant manta ray (*Manta birostris*), a federally designated threatened species, as a species potentially occurring the area. The NMFS recommended an effect determination of "may affect, not likely to adversely affect" (MANLAA) for the giant manta ray. All other effect determinations and commitments remained as proposed in the 2020 TIS SEIS and 2018 Natural Resources Evaluation (NRE) (amended in May 2020). A concurrence letter for the species under their purview, including the giant manta ray, was received from the NMFS on September 24, 2021 (SERO-2021-01564).

Wetlands and Surface Waters

The project area was reviewed, and additional wetland and seagrass surveys were conducted in June and September 2020. Further refinement of seagrass boundaries and Uniform Mitigation Assessment Methodology (UMAM) scores resulted during the Southwest Florida Water Management District (SWFWMD) Environmental Resource Permit (ERP) review between January and April 2022. Based on the updated boundaries and scores, a total of 0.19 acres (ac) of direct (0.08 ac) and secondary (0.11 ac) seagrass impact, 3.30 ac of direct (2.35 ac) and secondary (0.95 ac) mangrove impact, and 0.20 ac of direct (0.05 ac) and secondary (0.15 ac) of saltwater marsh impact will result from the widening of the south side of the Howard Frankland Bridge (HFB) causeway. Impacts to the north side of the HFB causeway resulting from the construction of the interim seawall and shared use path project (WPIS 447534-1) will occur prior to the construction of the design segment being advanced and are not included in this re-evaluation. Based on the UMAM assessments for the project, the functional loss (FL) associated with the impacts is 0.06 units of seagrass, 1.24 units of mangrove, and 0.04 units of saltwater marsh. Mitigation for the 0.06 units of FL for direct and secondary impacts to

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seagrass will be provided through the functional gain units obtained from the Old Tampa Bay Water Quality Improvement Project (OTB WQIP) which was approved by both the SWFWMD (ERP 43000920.017 issued 9/6/2017) and the US Army Corps of Engineers (USACE) (SAJ-2016-02935 (SP-TLO) issued 12/28/2017). Mitigation for the total of 1.24 units of FL for direct and secondary mangrove impacts will be provided through the purchase of mitigation bank credits from the Nature Coast Mitigation Bank. Mitigation for the saltwater marsh impacts will be mitigated through 0.04 credits from the Tampa Bay Mitigation Bank.

In addition to mangrove, saltwater marsh, and seagrass impacts, there will be 2.49 ac of un-vegetated estuarine surface water impacts, 0.24 ac of OSW impacts (roadside ditches), and 0.10 ac of temporary impacts to Lemon Creek Canal within the TIS corridor. Mitigation was not required for the permanent or temporary impacts to surface waters. Impacts and mitigation were approved under SWFWMD ERP 43002958.023 and USACE Section 404 Permit SAJ-2021-00656-FMD.

Essential Fish Habitat

The segment being assessed in this Design Change Re-evaluation was reviewed and additional wetland and seagrass surveys at the HFB causeway were conducted in June and September 2020. Further refinement of seagrass boundaries and UMAM scores resulted during the SWFWMD ERP review between January and April 2022. Based on the updated boundaries and scores, a total of 0.19 ac of direct (0.08 ac) and secondary (0.11 ac) seagrass impact, 3.30 ac of direct (2.35 ac) and secondary (0.95 ac) mangrove impact, and 0.20 ac of direct (0.05 ac) and secondary (0.15 ac) of saltwater marsh impact will result from the widening of the south side of the HFB causeway. Impacts to the north side of the HFB causeway will result from the construction of the interim seawall and shared use path project (WPIS 447534-1) and are not included in the segment being assessed in this Design Change Re-evaluation. In addition to mangrove and seagrass impacts, there will be 2.49 ac of un-vegetated estuarine surface water impacts. Based on a review of the UMAM for the project, the FL associated with the impacts is 0.06 units of seagrass, 1.24 units of mangrove, and 0.04 units of saltwater marsh. Mitigation for the 0.06 units of FL for direct and secondary seagrass impacts will be provided through the functional gain (FG) units obtained from the OTB WQIP which was approved by both SWFWMD (ERP 43000920.017 issued 9/6/2017) and the USACE (SAJ-2016-02935 [SP-TLO] issued 12/28/2017). Mitigation for the total of 1.24 units of FL for direct and secondary mangrove impacts will be provided through the purchase of mitigation bank credits from the Nature Coast Mitigation Bank. Mitigation for the saltwater marsh impacts will be mitigated through 0.04 credits from the Tampa Bay Mitigation Bank.

The NMFS provided an email dated July 6, 2021, stating that the proposed purchase of compensatory mitigation credits for mangrove and saltwater marsh impacts will offset the loss of ecological functions. Similarly, the use of compensatory mitigation credits from the OTB WQIP will offset the loss of ecological function from anticipated seagrass losses. Compensatory mitigation was not required for unvegetated estuarine habitat (Old Tampa Bay).

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? No

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

d. PHYSICAL

Are there changes in Air Quality? No

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FORM****What is the status of Highway Traffic Noise?**

A review of the CDP (March 2022), compared to the plans used in the May 2020 Noise Study Report Update (NSRU) found that a horizontal change which halves the distance from the roadway to noise sensitive site(s) or a vertical change that influences the line of sight to a noise sensitive site does not occur. Therefore, the findings of the NSRU (May 2020) remain valid.

What is the status of Contamination?

As part of the Contamination Screening Evaluation update (September 2018) prepared for the TIS SEIS, three "High" and six "Medium" Ranking facilities are located within the limits of the segment being advanced with this Design Change Re-evaluation.

"High" Ranking Sites

1. Former NCR Corp, former International Tech Corp (402 North Hoover Street), Site Nos. 27, 31
2. City of Tampa Landfill #22 (Lemon Street Block #5100), Site No. 43
3. Former Amoco #628 (5109 West Kennedy Boulevard), Site No. 49

"Medium" Ranking Sites

1. Memorial and Cypress Avenue Landfill-Landfill debris (Memorial Highway and Cypress Avenue intersection), Site No. 28
2. Aggreko LLC (505 North Sherill Street), Site No. 48
3. Holiday Inn Crowne Plaza (700 North Westshore Boulevard), Site No. 58
4. Former Chevron #48084 (701 North Westshore Boulevard), Site No. 64
5. Doubletree Hotel Tampa Airport (4500 West Cypress Street), Site No. 68
6. Gas Kwick #16 (4136 West Cypress Street), Site No. 74

Based on a review of the CDP (March 2022), the FDEP Map Direct file, the EST findings on June 12, 2022, and the CSER (2018), it was determined Level II/Impact to Construction Assessments (ICAs) services may be necessary.

Given that Phase II plans are not yet available to conduct additional assessments, there are no contamination updates to report in this Re-evaluation. Contamination status will be updated if a subsequent Re-evaluation is required to address new design changes.

Are there changes in impacts to Utilities and Railroads? No

Are there changes in impacts to Navigation? No

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.

1. Gulf Sturgeon Construction Conditions. The FDOT will incorporate the Construction Special Provisions Gulf Sturgeon Protection Guidelines (NMFS/USFWS).

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2. Eastern indigo snake. The FDOT will incorporate the Standard Protection Measures for the Eastern Indigo Snake (USFWS) during construction.
3. Manatees. The FDOT will incorporate the Standard Manatee Conditions for In-Water Work (FWC) during construction.
4. Sea Turtle and Smalltooth Sawfish. The FDOT will incorporate the Sea Turtle and Smalltooth Sawfish Construction Conditions (NMFS) during construction.
5. In-water Work. No nighttime in-water work will be performed. In-water work can be conducted from official sunrise until official sunset times.
6. Special Conditions for Manatees. Special conditions for manatees will be addressed during construction and include the following:
 - Two dedicated (minimum one primary), experienced manatee observers will be present when in-water work is performed. Primary observers should have experience observing manatees in the wild on construction projects similar to this one.
 - All siltation barriers or coffer dams should be checked at least twice a day, in the morning and in the evening, for manatees that may become entangled or entrapped at the site.
 - Barges will be equipped with fender systems that provide a minimum standoff distance of four feet between wharves, bulkheads and vessels moored together to prevent crushing manatees. All existing slow speed or no wake zones will apply to all work boats and barges associated with construction.
 - Although culverts are unlikely for this project, culverts larger than eight inches and less than eight feet in diameter in areas potentially accessible by manatees will be grated to prevent manatee entrapment.
7. Marine Wildlife Watch Plan (MWWP). To assure the protection of state and federal protected species during construction, the FDOT will implement a Marine Wildlife Watch Plan (MWWP), which will include the most current version of the FWC Standard Manatee Conditions for In-Water Work, the NOAA Fisheries Southeast Regional Office (SERO) Protected Species Construction Conditions and the NMFS Sea Turtle and Smalltooth Sawfish Construction Conditions. The FDOT will require the construction contractor to abide by these guidelines during construction.

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9. STATUS OF PERMITS

Federal

Segment	Name	Descriptor	Status	Date
447107-2-52-01	USACE Section 10 or Section 404 Permit	Issued USACE Permit SAJ-2021-00656-FMD	Obtained	06/17/2022

State

Segment	Name	Descriptor	Status	Date
447107-2-52-01	DEP or WMD Environmental Resource Permit (ERP)	Issued ERP: 43002958.023	Obtained	05/24/2022
447107-2-52-01	DEP National Pollutant Discharge Elimination System Permit	Will be applied for by Contractor 48 hours prior to construction	Needed	

Local

None anticipated.

Other

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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.

11. DISTRICT REVIEW AND APPROVAL

Name and title of FDOT Preparer: Robin M. Rhinesmith, FDOT D7 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 May 26, 2022, and executed by the Federal Highway Administration and FDOT.

OEM approval required?No , 08/19/2022 (Date of Consultation)

Robin Rhinesmith

September 9, 2022

District approving authority or designee

Date



Electronically signed within SWEPT
on September 9, 2022 3:43:06 PM EDT
(electronic signature on file)

12. OEM APPROVAL

Not Applicable

13. Links to Supporting Documentation

- 1 - [25833722101-EIS-D7-258337-2_PCR-2022-0909.pdf](#)