

Florida Department of Transportation  
**RE-EVALUATION FORM**

**1. GENERAL INFORMATION** (originally approved Environmental Document)

a. Re-evaluation Type: Design Change

b. Document Type and Date of Approval: Type 2 CE 07/15/2016

c. Project Numbers:

N/A	424501-1-22-01	N/A
ETDM (if applicable)	Financial Management	Federal-Aid

d. Project Name, Location and Limits (from original document):

Name: I-275 (SR 93) FROM 54TH AVE S TO N OF 4TH ST NORTH

Location: FDOT District 7 ( Pinellas County )

Limits: I-275 from south of 54th Avenue South to north of 4th Street North

e. Segments of Highway Being Advanced:

FAP Number	FM Number	Description	Funding
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f. Prior Re-evaluations: No Prior Re-evaluations

g. Project Segment Planning Consistency. If more than one segment is being advanced additional tables should be added. Table does not need to include past/completed phases.

**\* Include pages from current TIP/STIP/LRTP**

**Project Segment Planning Consistency Documentation:**

None

h. Name and Title of FDOT Preparer: Robin M. Rhinesmith, FDOT District Seven Environmental Administrator

## 2. EVALUATION OF CHANGES IN IMPACTS

	YES	NO	COMMENTS
<b>A. SOCIAL &amp; ECONOMIC</b>			
1. Social	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
2. Economic	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
3. Land Use Changes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
4. Mobility	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
5. Aesthetic Effects	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
6. Relocation Potential	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
7. Farmlands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
<b>B. CULTURAL</b>			
1. Section 4(f)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
2. Historic Sites/Districts	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
3. Archaeological Sites	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
4. Recreation Areas	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
<b>C. NATURAL</b>			
1. Wetlands and Other Surface Waters	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
2. Aquatic Preserves and Outstanding	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
3. Water Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
4. Wild and Scenic Rivers	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
5. Drainage and Floodplains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
6. Coastal Zone Consistency	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
7. Coastal Barrier Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
8. Protected Species and Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
9. Essential Fish Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
<b>D. PHYSICAL</b>			
1. Highway Traffic Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
2. Air Quality Analysis	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
3. Contamination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
4. Utilities and Railroads	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
5. Scenic Highways	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
6. Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
7. Bicycles and Pedestrians	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
8. Navigation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A

### 3. EVALUATION OF MAJOR DESIGN CHANGES AND REVISED DESIGN

**CRITERIA** (e.g., Typical Section Changes, Alignment Shifts, Right of Way Changes, Bridge to Box Culvert, Drainage Requirements, Revised Design Standards)

A Typical Section Design Change is proposed in order to repurpose the approved I-275 Master Plan lane configuration (as contained in the Type 2 CE) within the portion of Segment C from south of 9th Street North to 1.0 Mile south of the Howard Frankland Bridge. This portion of Segment C is subdivided into two sub sections:

From south of 9th Street North to north of 4th Street North (Segment C-SP3)

From north of 4th Street North to 1.0 Mile south of the Howard Frankland Bridge (Segment C-SP4)

The repurposing of one (1) of the two (2) approved Master Plan express lanes is proposed in order to accommodate the provision of three general use through lanes, one auxiliary lane, and one express lane in each direction throughout these limits with the Starter Project improvements.

The planned Segment C Typical Section Design Changes are consistent with the approved Type 2 CE footprint.

The planned Segment C Typical Section Design Change and Concept Plans constitute the new Starter Typical Sections and Concept Plan for Segment C which was advanced to construction under WPI Seg. No. 424501-2. Subsequently, the approved Type 2 CE Concepts will require modification due to the planned changes to the Segment C Typical Sections and will be addressed in a future evaluation.

### 4. COMMITMENT STATUS

Please see attached Commitment Status information.

**Commitment Status Documentation:**

- [Attachment 1](#)

### 5. STATUS OF PERMITS

Please see attached Status of Permits information.

**Status of Permits Documentation:**

- [Attachment 2](#)

### 6. CONCLUSION

- ☒ The above Environmental Document has been re-evaluated as required by 23 CFR § 771.129 It has been determined that there have been no changes to the project that affect the original environmental determination. Therefore, the Administrative Action remains valid.

It is recommended that the project identified herein be advanced to the next phase.

### 7. REVIEWER SIGNATURE BLOCK

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.

Robin Rhinesmith

FDOT Environmental Manager or Designee

April 18, 2017

Date

## 8. OFFICE OF ENVIRONMENTAL MANAGEMENT CONCURRENCE

OEM Signature Required? ☒ Yes ☐ No

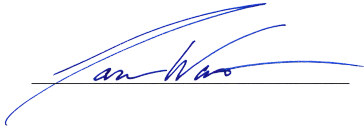
Date of Consultation:

Jason Watts

April 26, 2017

Print Name

Date



Director of the Office of Environmental Management or Designee

## 9. ATTACHMENTS

1 - [42450112201-CE2-D7-424501-1\\_Type\\_2\\_CE\\_Updated\\_Reevaluation\\_3-22-17\\_Commitment\\_Status-2017-0322.pdf](#)

2 - [42450112201-CE2-D7-424501-1\\_Type\\_2\\_CE\\_Reevaluation\\_3-22-17\\_Status\\_of\\_Permits-2017-0306.pdf](#)

#### 4. COMMITMENT STATUS

The commitments identified in the approved PD&E Study Documents and summarized in the Type 2 CE are unchanged in connection with this planned Typical Section Design Change.

In order to assure that adverse environmental and sociocultural impacts will not occur within the vicinity of the project corridor, and the multimodal needs of the involved communities are sufficiently addressed, the FDOT will abide by standard protection measures and adhere to FDOT Procedure #700-011-035 for tracking the following commitments throughout the life of the project:

##### **Protected Species and Habitat**

- Endangered Species Act Section 7 informal consultation will be re-initiated with the National Marine Fisheries Service (NMFS) for smalltooth sawfish and swimming sea turtles during the future project's design phase once more detailed information is known for this project. The FDOT will continue informal coordination with NMFS on potential impacts associated with any pile driving activities that could be required to widen the I-275 fixed vertical clearance bridge over Big Island Gap.
- The FDOT will adhere to the NMFS's *Sea Turtle and Smalltooth Sawfish Construction Conditions* during construction of the project's required widening of the I-275 Big Island Gap Bridge.
- The FDOT will continue informal Endangered Species Act Section 7 consultation with the US Fish and Wildlife Service (USFWS) for the Gulf Sturgeon during the future project's design phase for the required widening of the I-275 Big Island Gap Bridge.
- FDOT will incorporate the *Construction Special Conditions for the protection of the Gulf Sturgeon* during the future construction of the I-275 Big Island Gap Bridge.
- To assure the protection of wildlife during construction of the I-275 Big Island Gap Bridge, the FDOT will implement a Marine Wildlife Watch Plan (MWWP), which includes the Florida Fish and Wildlife Conservation Commission (FFWCC) *Standard Manatee Conditions for In-Water Work*. The FDOT will require the construction contractor to abide by these guidelines during the future construction of the I-275 Big Island Gap Bridge.
- Special conditions for manatees will be addressed during construction of the I-275 Big Island Gap Bridge and include the following:

- No nighttime in water work will be performed. In-water work can be conducted from official sunrise until official sunset times;
- 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; and
- Although culverts are unlikely for the portion of the project in the vicinity of the Big Island Gap waterway, any culverts larger than eight inches and less than eight feet in diameter should be grated to prevent manatee entrapment. When the I-275 Big Island Gap bridge is widened, the spacing (if feasible) between the new pilings will be at least 60 inches to allow for manatee movement in between the pilings. If a minimum of 60-inch spacing is not provided between the new piles, further coordination will be conducted with the USFWS. The existing bridge piling spacing will not need to be altered.

*Status: A Design-Build procurement for Gateway Expressway and I-275 from South of Gandy Boulevard to North of 4th Street North under FP-ID 433880-1-52-01 and 424501-2-52-01 is underway. No change in status at this time.*

### **Construction**

- No blasting is authorized for this project as part of this PD&E study. If blasting is required, informal Section 7 Consultation will be initiated with the USFWS for the manatee and with the NMFS for swimming sea turtles and the smalltooth sawfish. A blast plan and MWWP would be developed and submitted to the USFWS, NMFS and FFWCC for their approval prior to beginning blasting activities.
- No dredging is authorized for this project. If dredging is required, informal Section 7 Consultation will be re-initiated with the USFWS for the manatee.

*Status: A Design-Build procurement for Gateway Expressway and I-275 from South of Gandy Boulevard to North of 4th Street North under FP-ID 433880-1-52-01 and 424501-2-52-01 is underway. No change in status at this time.*

### **Noise Barriers**

- The FDOT is committed to the construction noise barriers contingent upon the following:
  - Detailed noise analysis during the final design process supports the need for, and the feasibility and reasonableness of providing the barriers as abatement;
  - The detailed analysis demonstrates that the cost of the noise barrier will not exceed the cost effective limit;
  - The residents/property owners benefitted by the noise barrier desire that a noise barrier be constructed; and
  - All safety and engineering conflicts or issues related to construction of a noise barrier are resolved.

*Status: A Design-Build procurement for Gateway Expressway and I-275 from South of Gandy Boulevard to North of 4th Street North under FP-ID 433880-1-52-01 and 424501-2-52-01 is underway. A Noise Study Report Addendum (July 2016) was produced and included with the reference documents for the Design-Build procurement for Gateway Expressway and I-275 (FP-ID 433880-1-52-01 and 424501-2-52-01). The proposed noise walls within Segment C are consistent with the commitments described in the Type 2 CE and are planned to be constructed under the above referenced Design-Build project(s). Until they are constructed, the commitment status would remain underway but not yet completed.*

The following list provides the status of environmental permits required by each regulatory agency for the proposed Typical Section Design Change within the portion of Segment C from south of 9<sup>th</sup> Street North to 1.0 Mile south of the Howard Frankland Bridge.

The proposed Starter Project improvements described in the PD&E Study Documents for 424501-1as revised with this Design Change Reevaluation will be constructed with the Gateway Express Design-Build project (433880-1/424501-2).

AGENCY	TYPE	STATUS
SWFWMD	49042548.000 (Conceptual ERP)	Issued: Aug. 25, 2016 Expired : Aug. 25, 2021
SWFWMD	ERP Construction Permit including drainage, is the responsibility of the Design-Build Firm for 433880-1/424501-2	
USACE	Nationwide Permit for Box Culvert	To be determined
USACE	Sec. 404 Dredge & Fill Permit is the responsibility of the Design-Build Firm for 433880-1/424501-2	To be determined
FDEP	NPDES Permit is the responsibility of the Design-Build Firm for 433880-1/424501-2	To be determined