

**RE-EVALUATION
FORM****1. GENERAL PROJECT INFORMATION**A. Re-evaluation Type: Construction AdvertisementB. Original approved Environmental Document:**Document Type:** Type 2 CE**Date of Approval:** 07/15/2016**Project Numbers:**

12556

424501-1-22-01

N/A

ETDM (if applicable)

Financial Management

Federal-Aid

Project Name: I-275 (SR 93) FROM 54TH AVE S TO N OF 4TH ST NORTH**Project Location:** FDOT District 7 (Pinellas County)**Project Limits:** I-275 from south of 54th Avenue South to north of 4th Street NorthC. Prior Re-evaluation(s):

FM Number	Type				Date District Approved	Date Lead Agency Consultation	Date Lead Agency Approved (if applicable)
	PE	DC	ROW	CON			
424501-1-22-01	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	04/18/2017		04/26/2017

Description of Approval:

The Design Change Re-evaluation proposed a repurposing of one of the two approved Type 2 CE express lanes to accommodate the provision of three general-use through lanes, one auxiliary lane, and one express lane in each direction throughout the limits from south of Ulmerton Road to south of the Howard Frankland Bridge. Under the previous Design Change Re-evaluation, there were no changes in impacts.

424501-1-22-01	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	06/20/2019	03/01/2019	N/A
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Description of Approval:

The following Design Changes are proposed related to bridge lengthenings to accommodate future widening of I-275:

- Lengthening of the general-purpose lane bridge over I-275 connecting southbound I-275 with 4th Street North.
- Realignment and lengthening of the general-purpose lane bridge (Ramp P) over I-275 connecting northbound I-275 to Roosevelt Boulevard.

The following Design Changes are proposed related to express lane connections between Gateway Expressway, I-275, and Roosevelt Boulevard:

- Realignment of general-purpose lane and express lane bridges over I-275 and Roosevelt Boulevard connecting Gateway Expressway to I-275 north of Roosevelt Boulevard.
- Widening and construction of new I-275 bridges for express lanes (northbound and southbound) and general-purpose lanes (northbound) over Roosevelt Boulevard.

424501-1-22-01, 424501-4-31-01, 424501-5-43-01, 430500-1-31-01	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	04/23/2020		05/19/2020
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Description of Approval:

This re-evaluation assessed the impacts of adding a second express lane from Gandy Boulevard to north of 4th Street North, and the addition of two express lanes from north of I-375 to south of Gandy Boulevard. These proposed improvements would tie in with planned improvements to the Howard Frankland Bridge (FPID 422904-2 and 422904-4).

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This re-evaluation provided an initial analysis of the bridges on 4th Street North over Big Island Gap and the trail connections from the Howard Frankland Bridge to 4th Street North and Ulmerton Road, as well as evaluated ramp connection modifications at the Gandy Boulevard interchange area. To meet drainage and stormwater requirements, pond sites will be needed to accommodate runoff from additional impervious surface due to widening to accommodate express lanes. Several of these new pond site locations will be outside of the existing right of way.

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		
	430500-1-52-01	SR 687/4TH STREET N FROM S OF BIG ISLAND GAP TO S OF I-275/SR 93	District 7 - PINELLAS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Design-Bid-Build	State

2. PROJECT DESCRIPTION

The Federal Highway Administration (FHWA) approved a Type 2 Categorical Exclusion (CE) on July 15, 2016, for I-275 (State Road [SR] 93) from South of 54th Avenue South to north of 4th Street North for an approximate corridor length of 16.3 miles. The Type 2 CE concept provided lane continuity improvements from south of 54th Avenue South to south of Gandy Boulevard and express lane improvements from south of Gandy Boulevard to north of 4th Street North. The lane continuity improvements consisted of intermittent widening and restriping of existing lanes on I-275 to form two continuous lanes in each direction. The ultimate express lane configuration provided one express lane in each direction from south of Gandy Boulevard to 118th Avenue North/Roosevelt Boulevard and two express lanes in each direction of I-275 from 118th Avenue North/Roosevelt Boulevard to north of 4th Street North.

The segment being advanced with this Construction Advertisement Re-evaluation will replace the two 4th Street North bridges over Big Island Gap and provide trail connections from the Howard Frankland Bridge to 4th Street North.

Status of Design Segments within the Original [PD&E] Study Limits

1. Segment One: I-275 (SR 93) from 54th Avenue South to South of Roosevelt Boulevard (WPIS: 424501-5) *Status: Pre-construction Underway*
2. Segment Two: I-275 (SR 93) from South of Gandy Boulevard to North of 4th Street North (WPIS: 424501-2) *Status: Under Construction*
3. Segment Three: I-275 (SR 93) from South of Roosevelt Boulevard to North of 4th Street North (WPIS: 424501-4) *Status: Pre-construction Underway*
4. Segment Four: SR 687 (4th Street North) from South of Big Island Gap to South of I-275 (SR 93) (WPIS: 430500-1) *Status: This segment is the subject of this Construction Advertisement Re-evaluation*

RE-EVALUATION FORM



SR 687 (4th Street North)
from south of Big Island Gap to south of I-275 (SR 93)
Construction Advertisement Re-evaluation
Pinellas County
WPIS: 430500-1



RE-EVALUATION 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

The Phase IV plans (January 2021) for SR 687 (4th Street North) from south of Big Island Gap to south of I-275 (SR 93) (430500-1) bridge replacement project were compared to the approved Design Change and ROW Re-evaluation (May 19, 2020) and are consistent with the typical section, bridge location, and trail connections. One minor drainage modification was made from STA 603+28.68 to STA 607+80.00, just north of the Big Island Gap on the west side of the divided typical section. An existing swale was regraded to accommodate stormwater requirements. None of the previously mentioned pond sites are located in the segment being advanced with this Construction Advertisement Re-evaluation.

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 Construction Advertisement Re-evaluation.

5. PUBLIC INVOLVEMENT

Were there additional public involvement activities? No

6. PROJECT or SEGMENT(S) PLANNING CONSISTENCY

Segment FM Number: 430500-1-52-01

Currently Adopted CFP-LRTP	Comments				
Yes	Found in the Forward Pinellas 2045 Existing Plus Committed Transportation Projects 2020-2024, Chapter 8.7.				
Phase	TIP/STIP	Currently Approved	\$	FY	Comments
PE (Final Design)	TIP	Yes	\$592,246.00	<2021	Underway
PE (Final Design)	STIP	Yes	\$608,688.00 \$140,047.00	<2021 2021	Underway
R/W	TIP	No	N/A	N/A	N/A
R/W	STIP	No	N/A	N/A	N/A
Construction	TIP	Yes	\$8,964,304.00	2022	Funding shown in the TIP and STIP is WITHIN allowable variance of 20% and \$20,000,000.00.

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Construction	STIP	Yes	\$9,745,352.00	2022	Funding shown in the LRTP and STIP is WITHIN allowable variance of 50% and \$50,000,000.00.
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[\[3 - 430500-1_LRTP\]](#)

[\[4 - 430500-1_TIP_6-29-2020\]](#)

[\[5 - 430500-1_STIP_2-1-2021\]](#)

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? 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? N/A

Are there changes in impacts to recreational areas or protected lands? N/A

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 and Habitat

The NMFS provided a letter of concurrence pursuant to Section 7 of the Endangered Species Act (ESA), as amended, on February 24, 2021 for species under their purview. The status of the species under the jurisdiction of the NMFS and the associated effect determinations have not changed with the following exceptions:

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*The effect determination for the leatherback sea turtle was modified from "may affect, not likely to adversely affect" to "no effect" due to the species very specific life history strategy which is not supported at the project site.

* An additional federally listed species, the giant manta ray (*Manta birostris*), was identified as having the potential to occur in the project area by the NMFS in February 2021 as described below.

Giant Manta Ray (Federally Threatened)-The giant manta ray is primarily threatened by commercial and artisanal gillnet fisheries that will not have involvement with the project. Any effect to foraging will be temporary and minor in nature. The NMFS Sea Turtle and Smalltooth Construction Conditions will be applied to the giant manta ray. The project "may affect, not likely to adversely affect" the giant manta ray.

Additionally, on November 9, 2020, the Eastern black rail (*Laterallus jamaicensis jamaicensis*) was newly listed as a threatened species under the ESA, as amended. The USFWS Information for Planning and Consultation (IPaC) database indicates the Eastern black rail has the potential to occur in the project area. However, suitable habitat for the Eastern black rail is not within the project action area. Therefore, the project will have "no effect" on the Eastern black rail.

Wetlands and Other Surface Waters

Impacts to seagrass include 0.047 acre (ac) from riprap being placed at the abutments of the bridge and 0.297 ac of temporary impact from the placement of trestle piles and potential sedimentation during construction. Temporary impacts of 0.194 ac to estuarine surface waters anticipated due to pile placement and sedimentation during construction. Mangrove impacts are estimated at 0.021 ac due to the placement of riprap at the southern bridge abutment.

Mitigation for seagrass impact (0.15 credits) will be provided at the Old Tampa Bay Water Quality Improvement Project, permitted under Southwest Florida Water Management District (SWFWMD) Environmental Resource Permit (ERP) 43000920.017 issued 9/6/2017 and the US Army Corps of Engineers (USACE) Permit SAJ-2106-02935 (SP-TLO) issued 12/28/2017. The mitigation project has been completed and has been monitored to determine if it is meeting success criteria. The project provides functional gain units obtained from improvement of conditions and UMAM scores of the seagrass communities. Mangrove impacts (0.02 credits) will be mitigated through the purchase of credits at the Mangrove Point Mitigation Bank.

Essential Fish Habitat

The project will impact Essential Fish Habitat (EFH), including 0.047 acre of seagrass impact and 0.021 acre of mangrove impact due to the placement of fill (riprap) and temporary impacts during construction to 0.194 acre of surface water and 0.297 acre of seagrass. A permanent loss of 0.002 ac of unconsolidated bottom will result from the installation of the new bridges' concrete piles and a temporary loss of 0.003 ac of unconsolidated bottom will result from the installation of steel pipe piles for the temporary work trestles. No salt marsh, coral, or hard bottom impacts are anticipated. Compensatory mitigation for the 0.021 ac of mangrove impact (0.02 UMAM credits) will be provided at the Mangrove Point Mitigation Bank; compensatory mitigation for 0.047 ac of permanent seagrass impact and 0.297 ac of temporary seagrass impacts will be compensated with the use of 0.15 UMAM credits via permittee-responsible mitigation at the Old Tampa Bay Water Quality Improvement Project, permitted under ERP 43000920.017 and USACE permit SAJ-2016-02935 (SP-TLO). Thus, only minimal adverse effects on EFH or managed marine species is anticipated. The FDOT requested the NMFS concurrence with EFH impacts and the proposed compensatory mitigation on March 12, 2021. The NMFS provided an

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email dated March 12, 2021 that states the NMFS's concurrence with the EFH findings and the proposed compensatory mitigation.

[1 - 430500 1 4th St N NMFS Section 7 Letter of Concurrence 022421][2 - 430500 1 4th St N NMFS EFH Concurrence E-mail from NMFS 031221]

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? Yes
Water Resources

This design segment has no offsite ponds and generally maintains existing drainage patterns. Adjustment to existing treatment swales will be made to provide currently permitted treatment volumes as well as treatment for any runoff from increase in impervious area as required. Runoff currently discharging directly to tidally influenced waters will be diverted runoff from the bridges. SWFWMD approved of the changes to the existing stormwater management system via a minor modification (ERP 43001034.014) issued July 23, 2020.

d. PHYSICAL

Are there changes in Air Quality? No

What is the status of Highway Traffic Noise?

The PD&E Noise Study Report was completed in April 2016 and identified no noise sensitive sites and, therefore, no noise barriers within the limits of this re-evaluation. A Noise Study Report Update was completed in March 2020 in support of the Design Change and ROW Re-evaluation and also identified no noise sensitive sites, and, therefore, no noise barriers within the limits of this re-evaluation.

A land use review was completed on February 15, 2020, to identify any potential noise sensitive sites that would have been permitted before the project's Date of Public Knowledge (DPK) of July 15, 2016, that had not already been evaluated. There are no new noise-sensitive land uses or building permits received prior to the project's DPK.

The Noise Study Report from March 2020 still remains valid for this re-evaluation. Noise barriers are not recommended within the limits of this re-evaluation; therefore, there is no change in status.

What is the status of Contamination?

There are no changes to Contamination for the segment being advanced with this Construction Advertisement Re-evaluation; therefore, there is no change in status.

Are there changes in impacts to Utilities and Railroads? No

Are there changes in impacts to Navigation? No

The USCG Bridge Permit 1659/FL was granted advanced approval and was obtained on August 10, 2020.

8. COMMITMENT STATUS

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

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Are there new environmental commitments? Yes

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

- Seagrass boundaries will be demarcated and the contractor will be restricted from making additional impacts to seagrass, including from barge or equipment movement or staging activities.
- The contractor will apply the NMFS *Sea Turtle and Small-tooth Sawfish Construction Conditions* measures to the giant manta ray as well as to the sea turtle and small-tooth sawfish.

[\[6 - 430500 1 4th Street North Revised PCR 031721\]](#)

9. STATUS OF PERMITS

Federal

Segment	Name	Descriptor	Status	Date
430500-1-52-01	USACE Section 10 or Section 404 Permit	Nationwide Permit 14 SAJ-2020-03494	Applied For	08/21/2020
430500-1-52-01	USCG Bridge Permit	Granted Advanced Approval 1659/FL	Obtained	08/10/2020

State

Segment	Name	Descriptor	Status	Date
430500-1-52-01	DEP or WMD Environmental Resource Permit (ERP)	General Permit 47044874.000	Obtained	09/29/2020
430500-1-52-01	DEP or WMD Environmental Resource Permit (ERP)	ERP No. # 43001034.014 - Minor Drainage Modification	Obtained	07/23/2020
430500-1-52-01	DEP National Pollutant Discharge Elimination System Permit	To be applied for prior to construction by the Contractor	Needed	

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.

11. DISTRICT REVIEW AND APPROVAL

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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? Yes

Robin Rhinesmith

March 16, 2021

District approving authority or designee

Date

**12. OEM CONCURRENCE**

Jason Watts

March 23, 2021

Print Name

Date

Director of the Office of Environmental Management or Designee

**13. Links to Supporting Documentation**

- 1 - [42450112201-CE2-D7-430500_1_4th_St_N_NMFS_Section_7_Letter_of_Concurrence_022421-2021-0224.pdf](#)
- 2 - [42450112201-CE2-D7-430500_1_4th_St_N_NMFS_EFH_Concurrence_E-mail_from_NMFS_031221-2021-0315.pdf](#)
- 3 - [42450112201-CE2-D7-430500-1_LRTP-2021-0223.pdf](#)
- 4 - [42450112201-CE2-D7-430500-1_TIP_6-29-2020-2021-0223.pdf](#)
- 5 - [42450112201-CE2-D7-430500-1_STIP_2-1-2021-2021-0223.pdf](#)
- 6 - [42450112201-CE2-D7-430500_1_4th_Street_North_Revised_PCR_031721-2021-0317.pdf](#)