

RE-EVALUATION FORM

1. GENERAL PROJECT INFORMATION

A. Re-evaluation Type(s): Design Change

B. 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: I275 (SR93) 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 North

C. Prior Re-evaluation(s):

FM Number	Type(s)				Date District Approved	Date Lead Agency Consultation	Date Lead Agency Approved (if applicable)
	PE	DC	ROW	CON			
424501-1-22-01, 424501-2-52-01	☐	☒	☐	☐	04/18/2017		04/26/2017

Description of Approval:

This Design Change Re-evaluation proposed a repurposing of one of the two approved Type 2 CE express lanes in order 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.

424501-22-01, 433880-1-52-01	☐	☒	☐	☐	06/20/2019	03/01/2019	N/A
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Description of Approval:

This re-evaluation assessed changes related to bridge lengthening 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.

This re-evaluation also assessed changes related to express lane connections between Gateway Express, I-275, and Roosevelt Boulevard:

- Realignment of general purpose lane and express lane bridges over I-275 and Roosevelt Boulevard connecting Gateway Express 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.

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424501-1-52-01, 424501-4-31-01, 424501-5-43-01, 430500-1-31-01	☐	☒	☒	☐	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 south of 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).

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, respectively, 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 that accommodates express lanes. Several of these new pond site locations will be outside of the existing right-of-way (ROW).

430500-1-52-01	☐	☐	☐	☒	03/16/2021		03/23/2021
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Description of Approval:

This re-evaluation replaced the two 4th Street North bridges over Big Island Gap and provided trail connections from the Howard Frankland Bridge to 4th Street North.

449109-1	☐	☒	☐	☒	01/08/2025		01/19/2025
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Description of Approval:

This Design Change and Construction Advertisement Re-evaluation assessed changes related to new pond site locations:

1. New stormwater management facilities (SMF) SMF 15-1, SMF 15-2 and SMF 15-3 are proposed within existing ROW, PD&E SMF 15A and SMF 16A pond locations are eliminated.
2. New SMF 18-1, SMF 18-2, SMF 18A (relocated) and SMF 18-3 are proposed within existing ROW replacing the previously approved offsite SMF 18A site.

This Re-evaluation also assessed changes related to Tolling Plazas. Two new express lane tolling equipment buildings will be installed within the existing ROW as follows:

1. Toll Site 1 located north of 38th Avenue North located in the median around Station (STA) 2438+00.00.
2. Toll Site 2 located north of 62nd Avenue North adjacent to the northbound outside shoulder around STA 1523+50.00.

This Re-evaluation also assessed changes related to Design Variations. The following design variations were approved:

1. Proposed signal in median: (Approved on 08/23/2024) The intersection of westbound 54th Avenue North (County Road [CR] 202) and southbound I-275 (SR 93) off-ramp to 54th Avenue North (CR 202) (ramp 54TH-A) includes a signal in the median at the ramp terminus with 54th Avenue North. Per design criteria, no signal poles and controlled cabinets should be installed in medians. The proposed design will include a double mast arm in the median to avoid

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right-of-way impacts.

2. Ramp connection spacing: (Approved on 08/23/2024) I-275 from STA 1470+04 to STA 1478+58, between northbound I-275 (SR 93) off-ramp to eastbound 54th Avenue North (CR 202) (ramp 54TH-F) north to northbound I-275 (SR 93) off-ramp to westbound 54th Avenue North (CR 202) (partial clover leaf ramp 54TH-D). Design criteria require 854 feet maximum spacing between system interchange ramps. Proposed design shows 1,000 feet of spacing between ramps.

D. Project or project segment(s) being evaluated

FAP Number	FM Number	Project/ Segment Name	Project/ Segment Location	Type(s)				Project/ Segment Letting Type	Funding
				PE	DC	ROW	CON		
D722-016-B	449109-2-32-01	I-275 (SR 93) FROM N OF I- 375 TO N OF 38TH AVE N	District 7 - PINELLAS	☐	☒	☐	☐	Design-Bid-Build	Federal

2. PROJECT DESCRIPTION

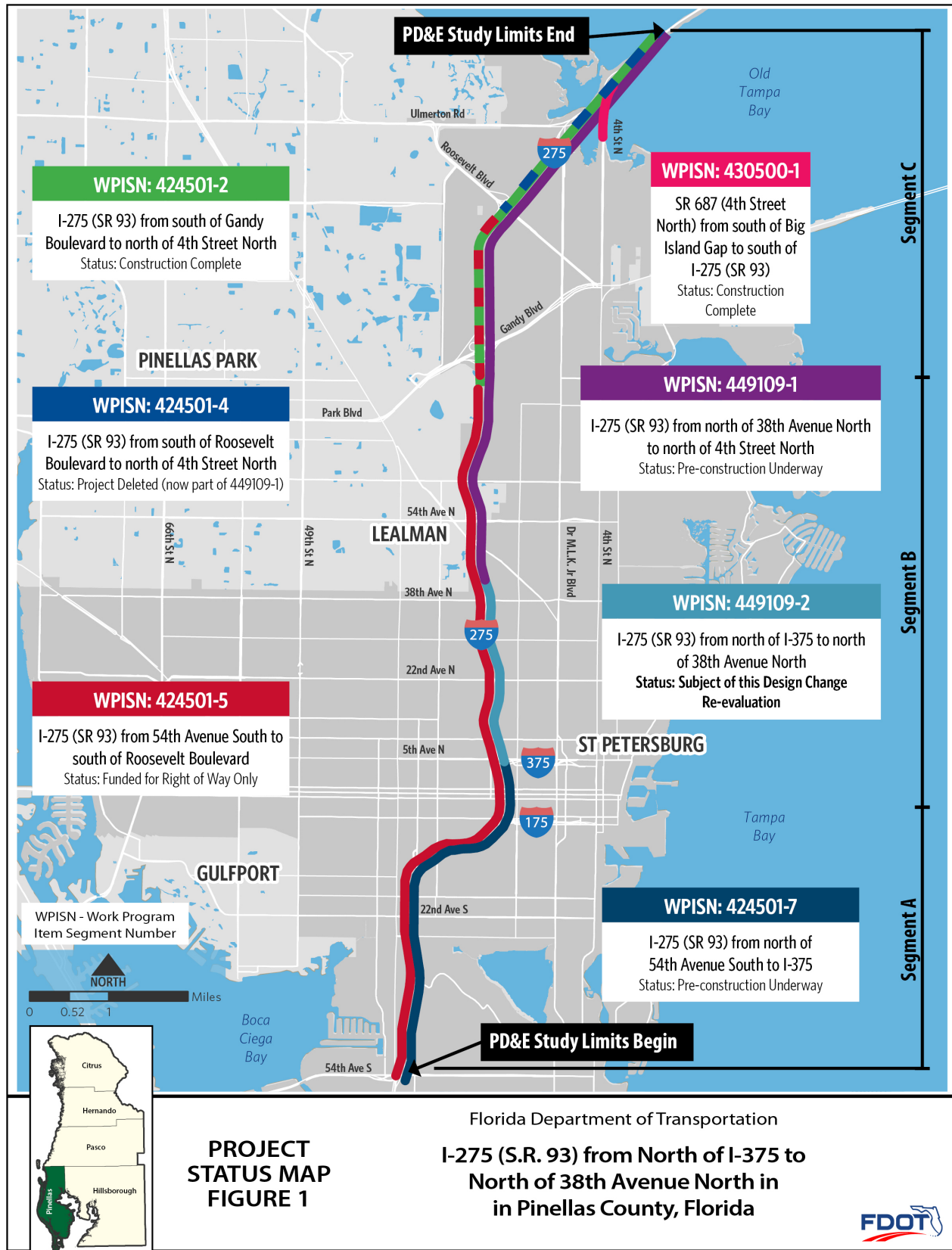
The Federal Highway Administration (FHWA) approved a Type 2 Categorical Exclusion (CE) on July 15, 2016, for I-275 (State Road [SR] 93) from south of 54th Avenue South to north of 4th Street North for an approximate corridor length of 16.3 miles in St. Petersburg in Pinellas County, Florida. The Type 2 CE improvements included lane continuity 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. A major Design Change Re-evaluation approved by the FDOT Office of Environmental Management (OEM) on May 19, 2020 extended the two express lanes from I-375 to 118th Avenue North/Roosevelt Boulevard.

Currently, I-275 is a limited access urban interstate highway facility that runs in a north and south direction through Pinellas County. The posted speed limit is 65 miles per hour. Within the project limits, I-275 is a divided highway comprised of a six-lane divided typical section with auxiliary lanes from south of Gandy Boulevard to North of 4th Street North.

The segment being advanced with this Re-evaluation is located within segment B (from I-375 to south of Gandy Boulevard) with limits from north of I-375 to north of 38th Avenue North. The operational improvements include surface level street minor widening at 5th Avenue North, 22nd Avenue North, and 38th Avenue North, one reconfigured SMF site within the City of St. Petersburg ROW, and two new SMF sites within existing ROW.

The status of Design Segments within the original Project Development and Environment (PD&E) Study Limits are seen below in Figure 1.

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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 most recent 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

Changes that have occurred since the approval of the Design Change Re-evaluation dated May 19, 2020 and subsequent Re-evaluations based on the current design plans (February 2025) are noted as follows:

Elimination of Offsite Pond Sites:

The previously approved offsite SMFs 12A and 13B are being eliminated and replaced with SMF 12 LT and SMF 12 RT which are proposed within the existing ROW (see Figure 2).

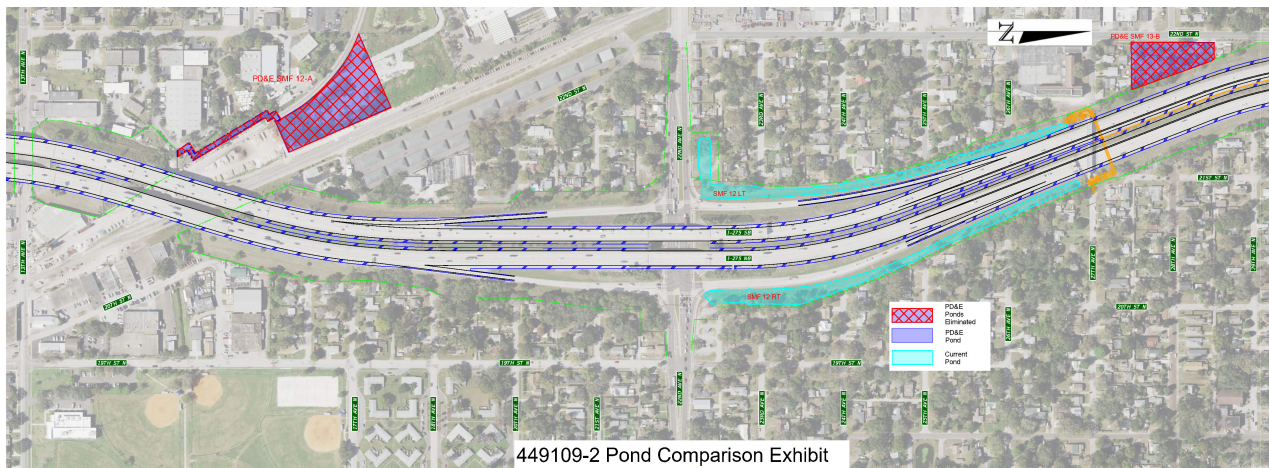


Figure 2 Pond Comparison Exhibit

Surface Level Streets Operational Improvements

Operational improvements at surface level streets within the existing ROW are proposed and are consistent with the approved SIMR (2023). Design changes are included at the following interchanges:

The improvements at 5th Avenue North include widening to the north and south along 5th Ave North to accommodate the EB 5th Ave North to NB I-275 left turn lane and widening on the west side of the SB I-275 exit ramp to accommodate a right turn lane from SB I-275 to WB 5th Ave North, see Figure 3.

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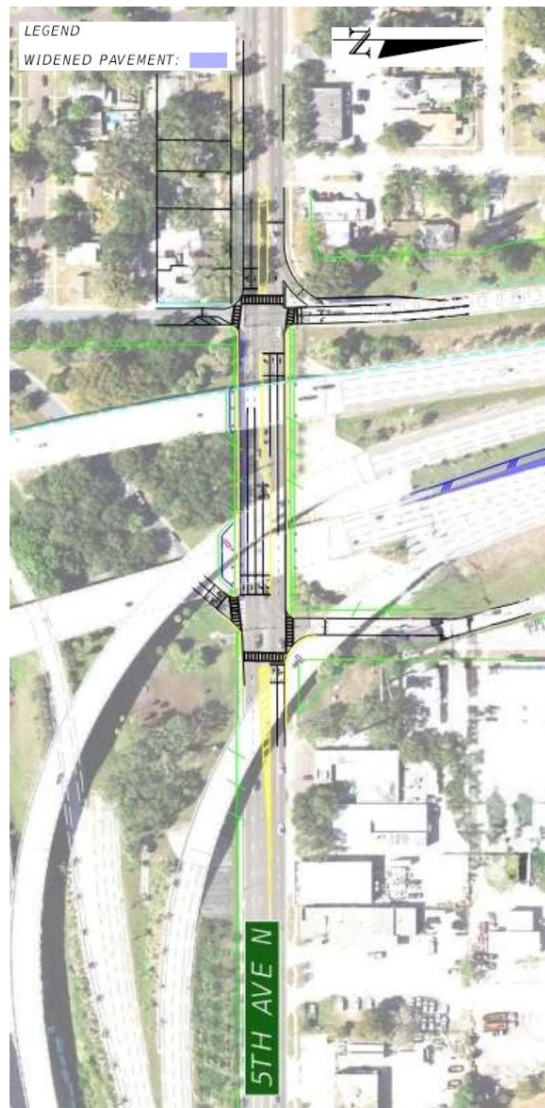


Figure 3 5th Avenue North Operational Improvements

The improvements at 22nd Avenue North include widening on the east side of the SB I-275 exit ramp to accommodate an additional left turn and an additional right turn lane. The final proposed configuration includes two right turn lanes from I-275 SB to WB 22nd Avenue North and two left turn lanes from I-275 SB to EB 22nd Avenue North, seen below in Figure 4.

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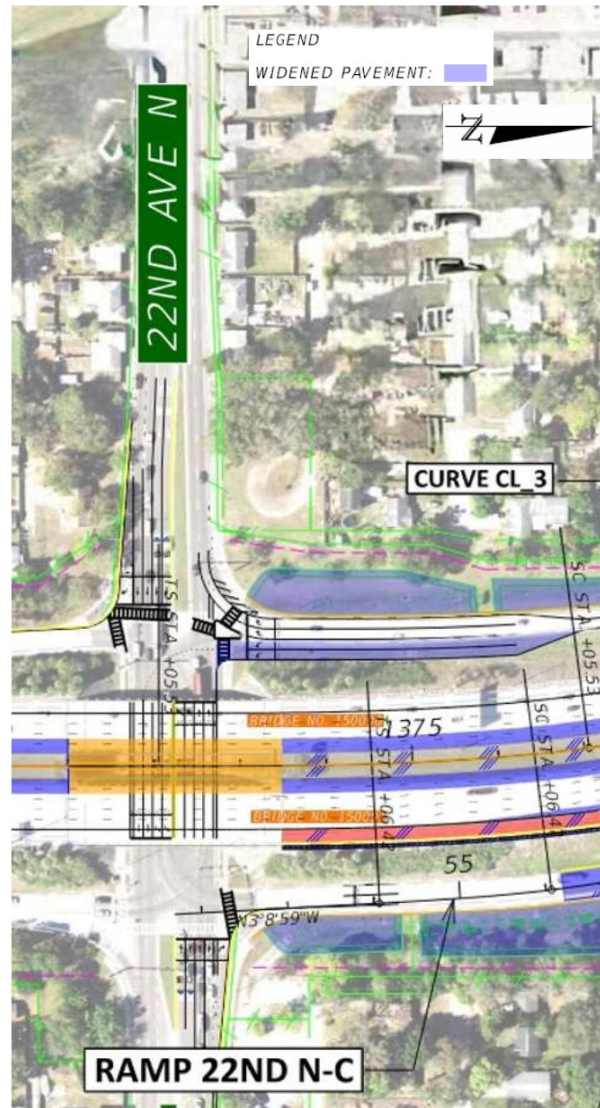


Figure 4 22nd Avenue North Operational Improvements

The improvements at 38th Avenue North include widening to the south and north along 38th Avenue North to accommodate an additional left turn lane from EB and WB 38th Avenue North to NB and SB I-275, respectively. The final proposed configuration include two left turn lanes from WB 38th Avenue North to SB I-275, and two left turns from EB 38th Avenue North to NB I-275, and two through lanes in each direction, seen below in Figure 5.

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Figure 5 38th Avenue North Operational Improvements

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

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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

The previously approved offsite SMFs 12A and 13B are being eliminated and replaced with SMF 12 LT and SMF 12 RT which are proposed within the existing ROW.

During the ROW acquisition phase, it was discovered that no easement exists between FDOT and CSX for the existing Interstate, I-275 over CSX property. In coordination with CSX and ROW, it was further discovered that CSX sold a portion of their property to a third party, Shore Line Holdings. FDOT is in the process of acquiring this private property to continue to allow I-275 to operate in this area. See Figure 6 below showing the proposed ROW acquisition and proposed easement.

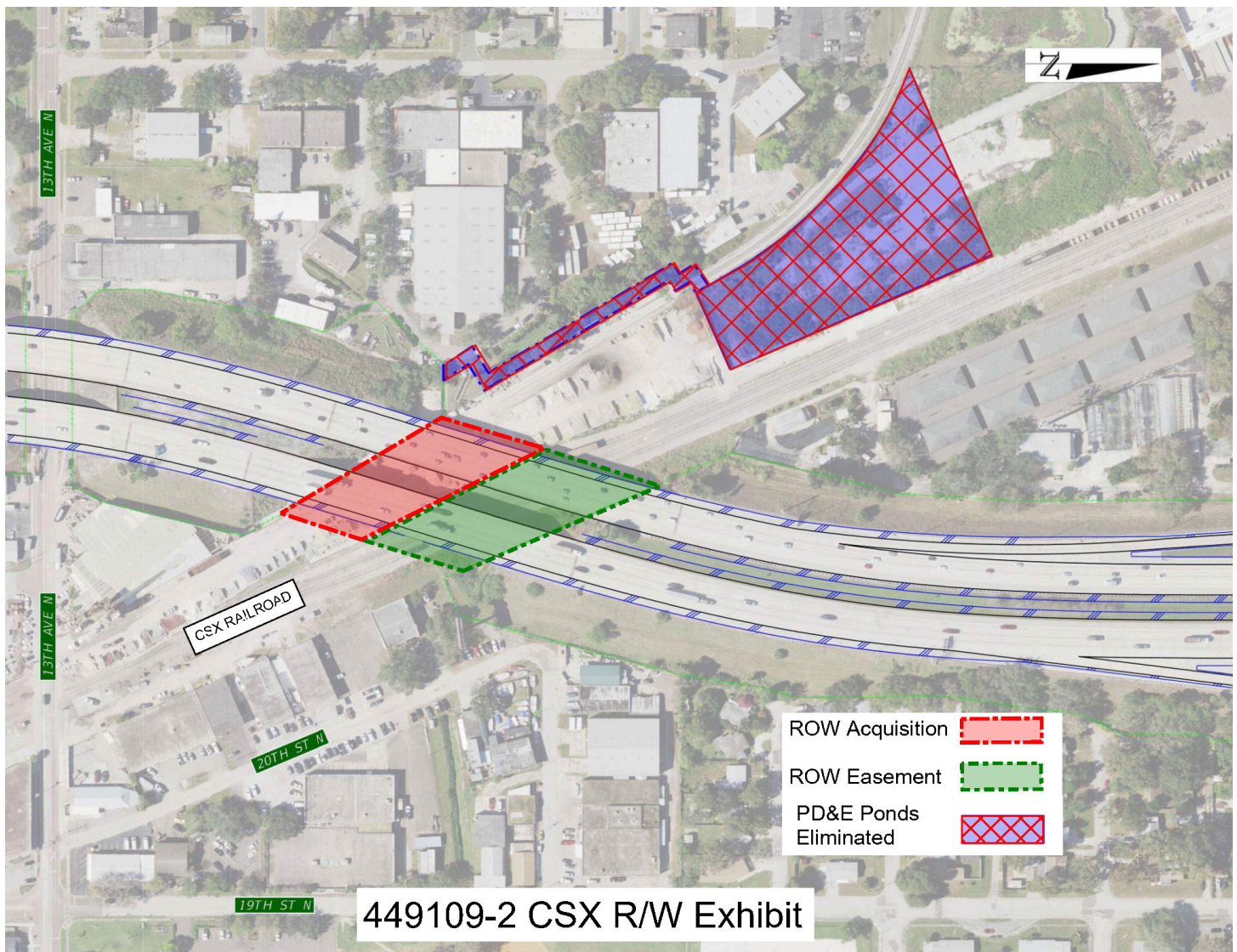


Figure 6 CSX ROW Exhibit

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Is there a change in anticipated relocation(s)? Yes

The elimination of Pond 13B reduced the number of residential relocations by four.

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)? Yes

Since the previous 2015 Cultural Resource Assessment Survey (CRAS), 2015 Section 106 Consultation Case Study Report, 2016 CRAS Technical Memorandum Addendum, and 2019 CRAS Proposed Pond Site Alternatives and Re-evaluation Technical Memorandum were prepared, at least two properties within the Area of Potential Effect (APE) have reached the 50 year mark: 3635 21st St N and 3702 21st St N. In addition, while the changes in the scope of work are minimal (adding turn lanes at surface level streets), there will need to be an evaluation adjacent to the National Register of Historic Places (NRHP)-listed Kenwood Historic District (8PI11176). Therefore a CRAS Addendum will be completed and documented in the future Construction Advertisement Re-evaluation.

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

A review of the current design plans (February 2025) determined that Woodlawn Park, identified in the 2016 PD&E Study, is adjacent to the project limits between 13th Avenue North Street and 17th Avenue North Street, but is located outside of the project area. Therefore, there is no change in status.

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? No

Protected Species and Habitat

No other potential additional species or their habitats were identified within the design segment. The USFWS concurred with the effect determinations proposed in the 2019 and 2024 Natural Resources Evaluation (NRE) Addenda completed for the major Design Change Re-evaluation approved by OEM on May 19, 2020 and for the Construction Advertisement Re-evaluation approved by OEM on January 19, 2025 for the federal species anticipated to occur within the design project segment. The effect determinations remain valid for this Design Change Re-evaluation for both federal- and state-listed species. There is no change in status to Protected Species or their Habitats.

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Wetlands

There are no wetlands identified in the design segment. There are no additional other surface water impacts based on the proposed design changes. There is no change in status.

Essential Fish Habitat

No essential fish habitat (EFH) is located within the project design segment. There is no change in status.

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

Water Quality

There is no change in status.

Floodplains

There are no floodplains in the design segment that will be impacted. The project will not involve any regulated floodways. No change in status.

d. PHYSICAL

Are there changes in Air Quality? No

What is the status of Highway Traffic Noise?

Noise will continue to be reviewed as the design phase moves forward and a Design Noise Study Report will be completed and documented in the future Construction Advertisement Re-evaluation.

What is the status of Contamination?

Soil delineation and groundwater sampling was performed for the Level II Contamination Assessment (July 25, 2022) and the results are presented below. There were four No ranking sites, one Low ranking site, one Medium ranking site, and one High ranking site that were evaluated.

Site ID	Site Name	Address	Ranking	2022 Level II Contamination assessment
			2016 PD&E / 2020 Re-eval	
46	Kozuba & Sons Distillery, Inc.	1960 5th Ave S, Saint Petersburg, FL 33712	Not Rated / Medium	Cadmium exceeded its GCTL. Additional assessment and/or remedial action will be completed during construction.
52	Brownfields 1962 3rd Avenue South	1962 3rd Ave S, Saint Petersburg, FL 33712	Not Rated / No	No further assessment or remedial action is recommended.

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55	Eurobake Property	230 19th St S, Saint Petersburg, FL 33712	Not Rated / No	No further assessment or remedial action is recommended.
61 & 62 (PD&E Site 6)	1839 BLDG LLC Property	1839 Central Ave, St Petersburg, FL 33712	High / High	No further assessment or remedial action is recommended with the current design. However, a closed-in-place UST is present beneath I-275. If bridge piers are proposed in the vicinity of the UST, the site will be reassessed and the UST may need to be removed from the site.
74	Booker Lake Alum Treatment	2100 13th Ave N, St. Petersburg, FL 33713	Not Rated / Low	No further assessment or remedial action is recommended.
80	Cemex St. Petersburg North Ready Mix	1700 22nd St N, St. Petersburg, FL 33713	Not Rated / No	No further assessment or remedial action is recommended.
84	Carol Cube	2736 22nd St N, St. Petersburg, FL 33713	Not Rated / No	No further assessment or remedial action is recommended.

Contamination will continue to be documented in the future Construction Advertisement Re-evaluation.

Are there changes in impacts to Utilities and Railroads? Yes

There are no changes in impacts to Utilities. See discussion under Changes in ROW Needs for Railroads.

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? No

[\[1 - 424501 1 449109 2 I-275 PCR 031325\]](#)

9. STATUS OF PERMITS

Federal

Segment	Name	Descriptor	Status	Date
449109-2-32-01	USACE Section 10 or Section 404 Permit		Applied For	

State

Segment	Name	Descriptor	Status	Date
449109-2-32-01	DEP or WMD Environmental Resource Permit (ERP)		Needed	

Local

None anticipated.

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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

Robin Rhinesmith

March 19, 2025

District approving authority or designee

Date



Electronically signed within SWEPT
on March 19, 2025 3:52:12 PM EDT
(electronic signature on file)

12. OEM APPROVAL

Not Applicable

13. Links to Supporting Documentation

1 - [42450112201-CE2-D7-424501_1_449109_2_I-275_PCR_031325-2025-0313.pdf](#)