

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

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

- a. Project Phase: Design Change Reevaluation
- b. Document Type and Date of Approval: Type 2 Categorical Exclusion (Type 2 CE) approved by FHWA on July 15, 2016
- c. Project Numbers: 

N/A	424501-1	#12556
Federal Aid	FM	ETDM
- d. Project Name, Location and Limits (from original document):

The approved Type 2 CE, for the Interstate 275 (SR 93) PD&E Study from south of 54th Avenue South to north of 4th Street North included the following project description information:

The purpose of this project is to provide for operational and safety improvements that maximize capacity within the I-275 corridor, improve lane continuity and connect a portion of I-275 within Pinellas County to the future network of express lanes planned for the Tampa Bay Region. Improvements are needed within the I-275 corridor to help alleviate existing traffic congestion, enhance safety and better accommodate future travel demands associated with projected growth in employment and population. The addition of special use/express lanes on I-275 from the south of Gandy Boulevard to across the Howard Frankland Bridge into the Tampa urban area is included in the FDOT's Approved SIS Highway Component 2040 Cost Feasible Plan.

The Preferred Build Alternative which was approved in the original Type II CE consists of providing lane continuity improvements within Segments A and B (from south of 54th Avenue South to south of Gandy Boulevard), and express lane improvements in Segment C (from south of Gandy Boulevard to north of 4th Street North). The lane continuity improvements consists of intermittent widening and restriping of existing lanes on I-275 to form two continuous through lanes in each direction. In Segment B, a 40-foot (ft) multimodal transportation envelope within the I-275 median is preserved for the future implementation of light rail transit use envisioned as part of the Federal Transit Administration (FTA) approved Pinellas AA. The express lanes proposed in Segment C are part of an integrated system of express lanes identified for the Tampa Bay Region.

The I-275 interchange modifications proposed within the project segments are as follows, these future interchange improvements will be further analyzed in appropriate interchange analysis documents:

**Segment A**

- 31st Street South – moving SB on ramp from a left hand merge to a right hand merge

**Segment B**

- 5th Avenue North – SB off ramp contains a new auxiliary lane (connected with 22nd Avenue North)
- 22nd Avenue North – SB on ramp contains a new auxiliary lane with connection to 5<sup>th</sup> Avenue North
- 38th Avenue North – Additional lane on NB off ramp (from 1 to 2).

**Segment C**

- 118th Avenue – new SUL ramps

I-275 Segment C is a component of the Tampa Bay Express (TBX) toll lanes and part of the TBX Master Plan. The approved Type 2 CE for the I-275 PD&E Study for South of 54th Ave. South to N. of 4th Street N. (424501-1) provides LDCA for the express lanes configuration as determined in the I-275 PD&E Study. The express lane configurations come from the Type 2 CE.

The approved express lane improvements initially provide for (prior to the design year 2040) one express lane in each direction of I-275 from south of Gandy Boulevard to north of 4th Street North. This near-term express lanes project is known as the Starter Project. The next express lane implementation phase will provide for one express lane in each direction of I-275 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 separately prepared Final Preliminary Engineering Report (PER) documents the engineering and environmental analyses conducted to assess the environmental and sociocultural effects of implementing the No Build and Build Alternatives.

In conjunction with the Type 2 CE's approval, the Department advanced the Starter Project within Segment C. The approval of the 424501-1 Type 2 CE on 7/15/16 constituted approval for the construction advertisement for the Starter Project (424501-2) within Segment C from south of Gandy Boulevard to north of 4th Street North. Segments A and B of the Preferred Build Alternative will be advanced upon funding availability and addressed in subsequent actions. Similarly, future modifications of Segment C to add the second express lane will be scoped when needed and addressed in a subsequent action.

e. Segments of Highway Being Advanced:

N/A.

f. Prior Re-evaluations: None

g. Project Segment Planning Consistency:

N/A.

h. Name and title of FDOT District Preparer: Robin M. Rhinesmith

## 2. EVALUATION OF CHANGES IN IMPACTS

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

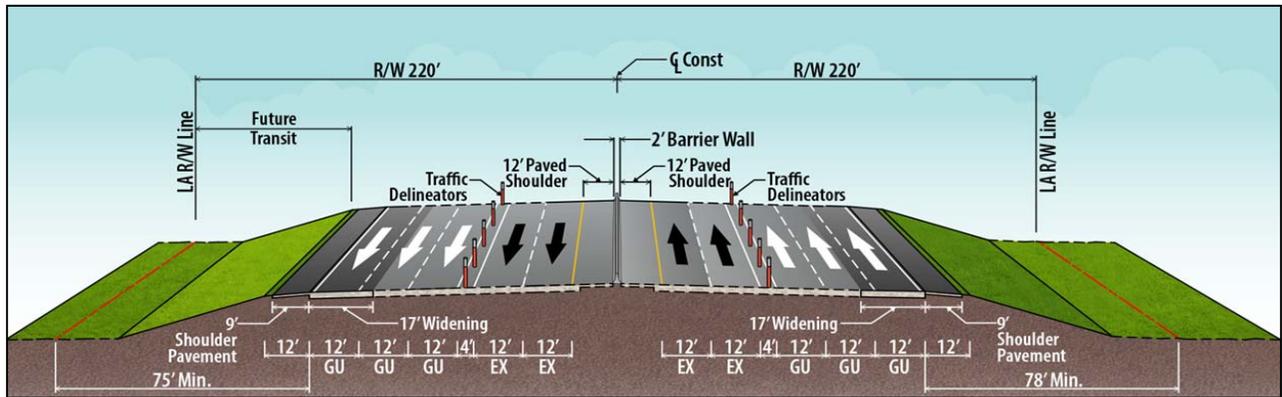
**3. EVALUATION OF MAJOR DESIGN CHANGES AND REVISED DESIGN CRITERIA**  
 (e.g., Typical Section Changes, Alignment Shifts, Right of Way Changes, Bridge to Box Culvert, Drainage Requirements, Revised Design Standards)

A Typical Section Design Change is proposed in order to repurpose the approved Type 2 CE express lane configurations 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:

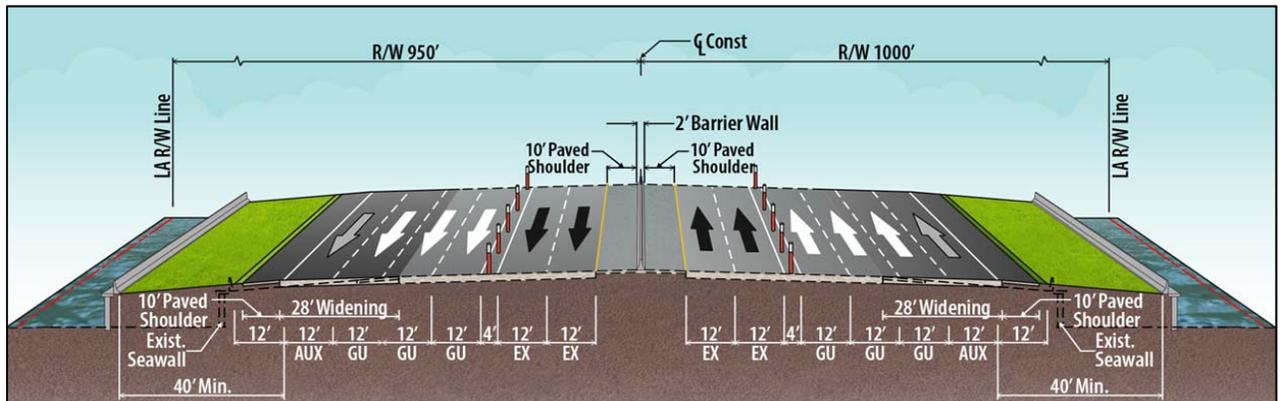
- from south of 9th Street North to north of 4th Street North (Segment C-SP3)
- from north of 4th Street North to 1.0 Mile south of the Howard Frankland Bridge (Segment C-SP4)

The repurposing of one (1) of the two (2) approved Type 2 CE express lanes is needed 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 Type 2 CE Preferred Build Alternative Typical noted in the 424501-1 PD&E Study limits portion from south of 9th Street North to 1.0 Mile south of the Howard Frankland Bridge are shown below:

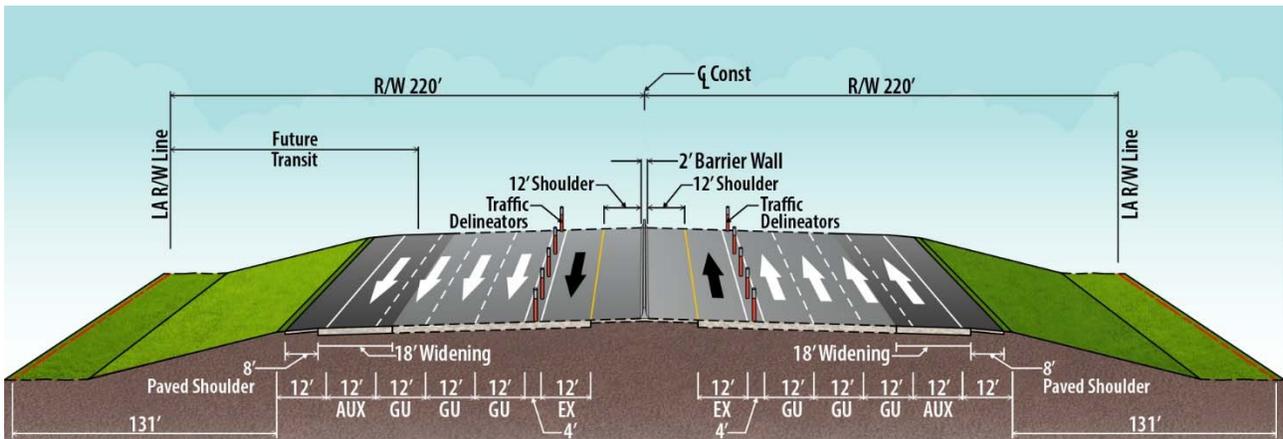


**I-275 Mainline Type 2 CE Approved Build Alternative Typical Section from south of 9th Street North to north of 4th Street North (Segment C-MP3)**

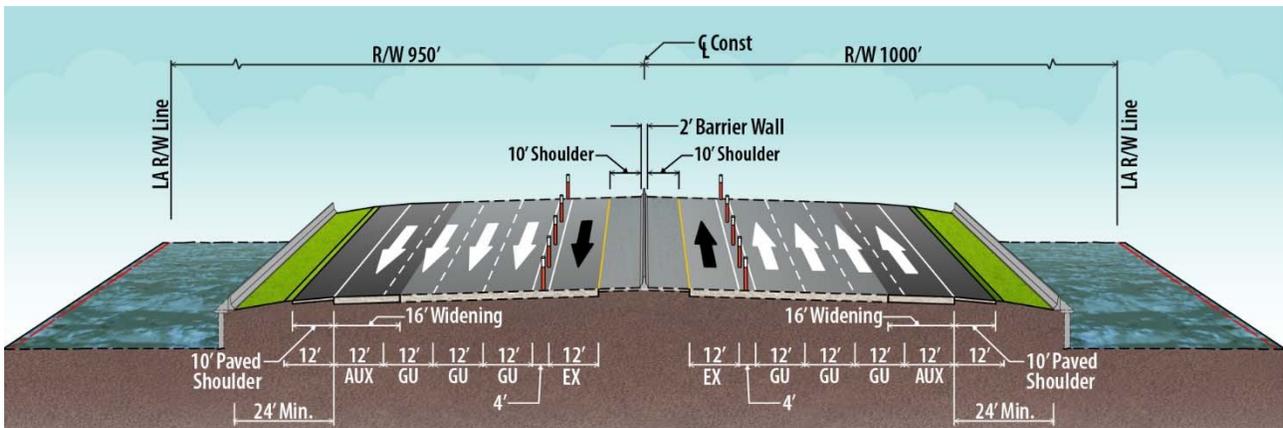


**I-275 Mainline Type 2 CE Approved Build Alternative Typical Section from north of 4th Street North to 1.0 mile south of the Howard Frankland Bridge (Segment C-MP4)**

The proposed Typical Section Design Changes are shown below:



**I-275 Mainline Planned Typical Section Design Change Build Alternative from south of 9th Street North to north of 4th Street North**



**I-275 Mainline Planned Typical Section Design Change Build Alternative from north of 4th Street North to 1.0 mile south of the Howard Frankland Bridge**

The revised Concept Plans that depict these planned Typical Section Design Changes within Segment C are included in Appendix B. The planned Segment C Typical Section Design Changes are consistent with the approved Type 2 CE footprint. An overlay of the planned Concept Plans depicting the planned Typical Section Design Changes within Segment C superimposed on the a Type 2 CE Footprint are included in Appendix C.

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

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.*

## 5. STATUS OF PERMITS

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 planned 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 Expires: Aug. 25, 2021
SWFWMD	ERP Construction Permit including drainage, is the responsibility of the Design-Build Firm for 433880-1/424501-2	
USACE	SAJ-2016-02954 Nationwide Permit for Box Culvert	Issued: Feb. 24, 2017
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

**6. CONCLUSION**

If no changes affecting the original environmental determination have occurred check the following:

[X] The above Environmental Document has been reevaluated 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 FDOT pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated 12/14/2016 and executed by FHWA and FDOT.*

Robin M. Rhinesmith, FDOT District Seven Environmental Administrator

Print Name

\_\_\_\_\_/ /  
District approving authority or designee Date

**8. OEM CONCURRENCE**

OEM signature required? [X] Yes [ ] No (date of consultation)\_\_\_\_\_

Print Name

\_\_\_\_\_/ /  
Director of the Office of Environmental Management, or designee Date

## 9. ATTACHMENTS

**Appendix A** – Project Location Map

**Appendix B – Planned Concept Plans** (depicting the planned Typical Section Design Changes within Segment C)

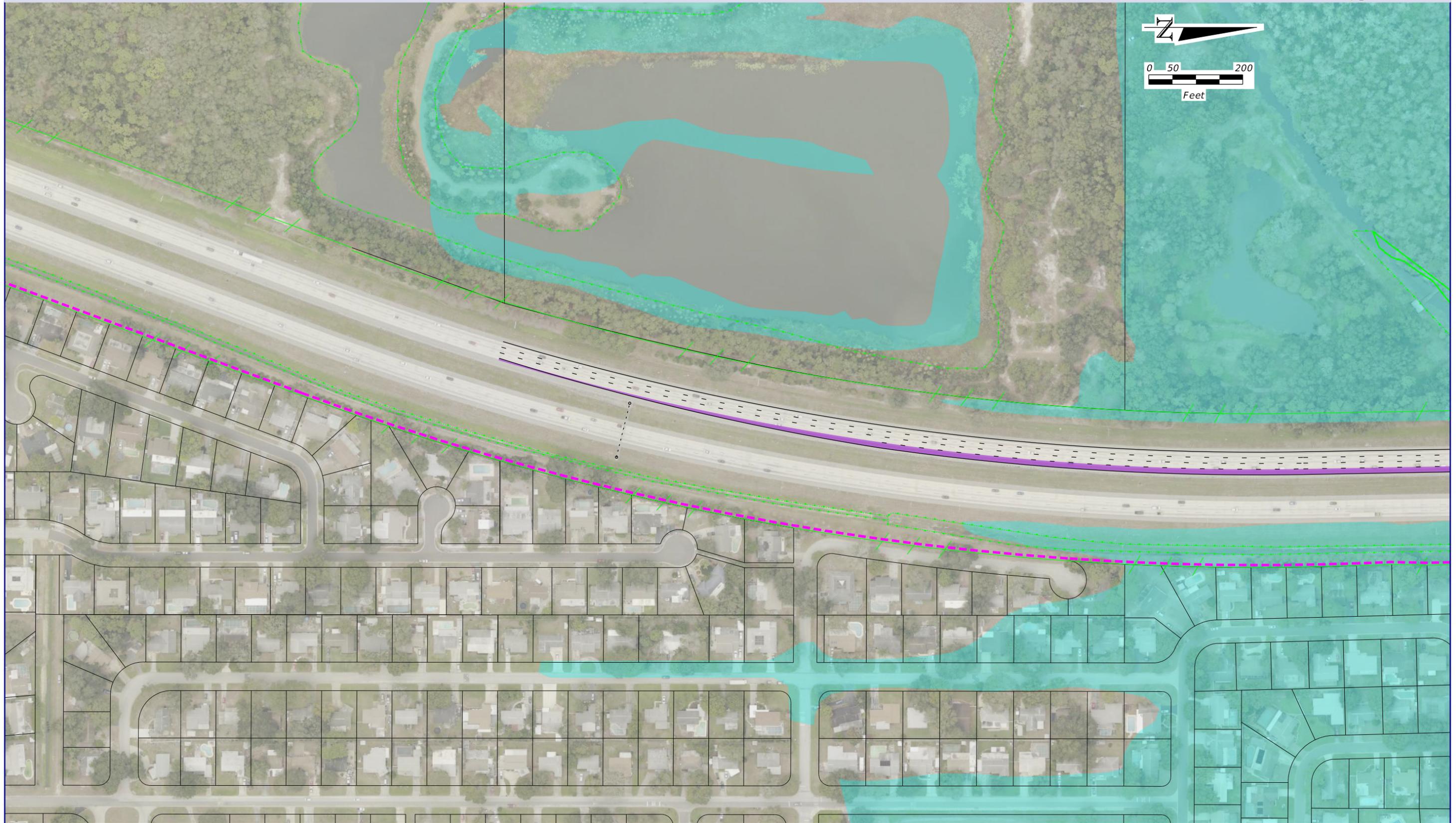
**Appendix C - Planned Concept Plan Overlay** on Approved Type 2 CE (depicting the planned Typical Section Design Changes within Segment C overlay on Approved Type 2 CE Footprint)

**Appendix A**  
**Project Location Map**

Interstate 275 (SR 93)  
PD&E Study from south  
of 54th Avenue South to  
north of 4th Street North

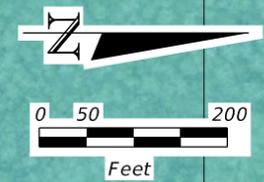
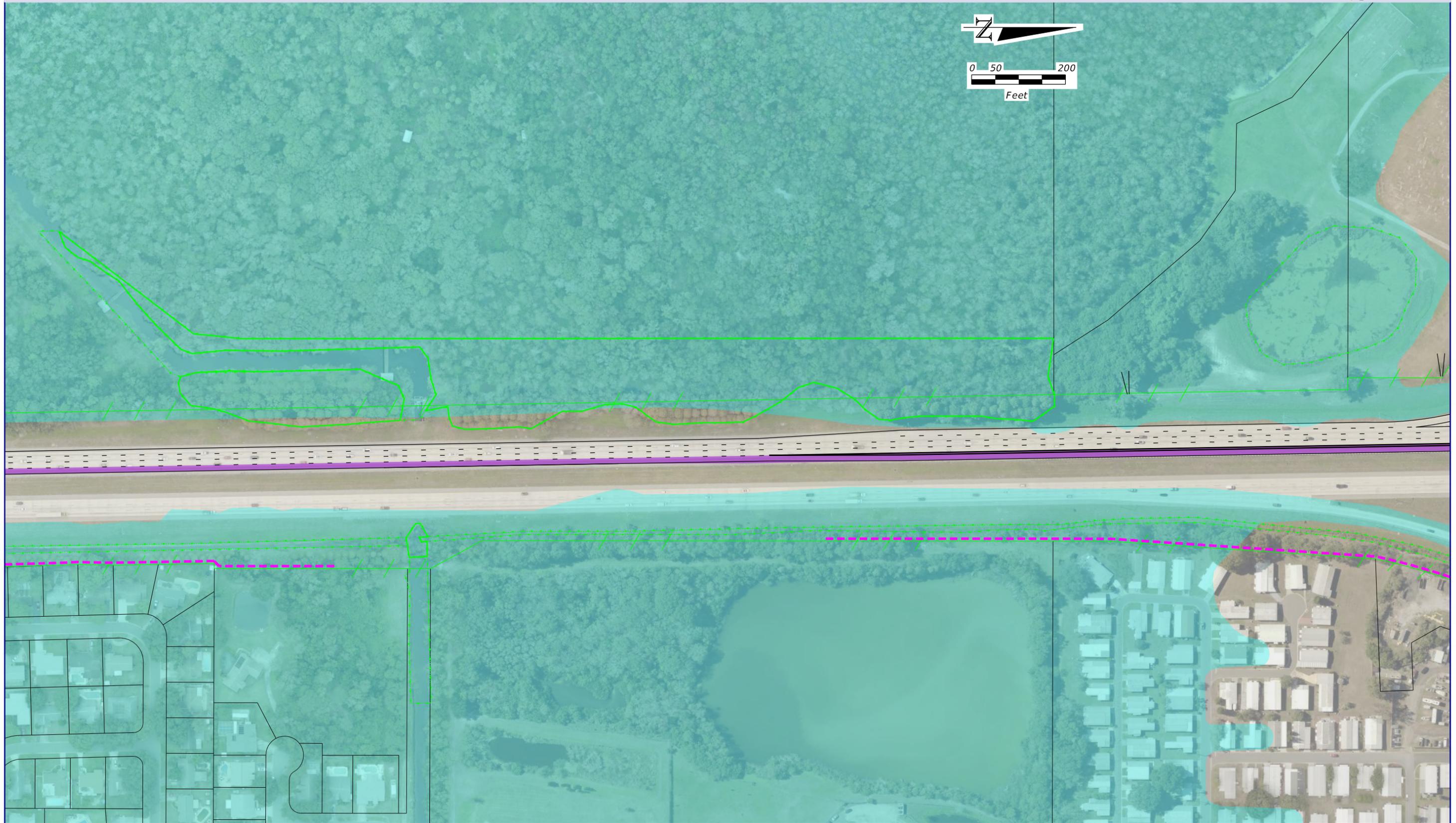


**Appendix B**  
**Proposed Concept Plans**  
(depicting the proposed Typical Section  
Design Changes within Segment C)



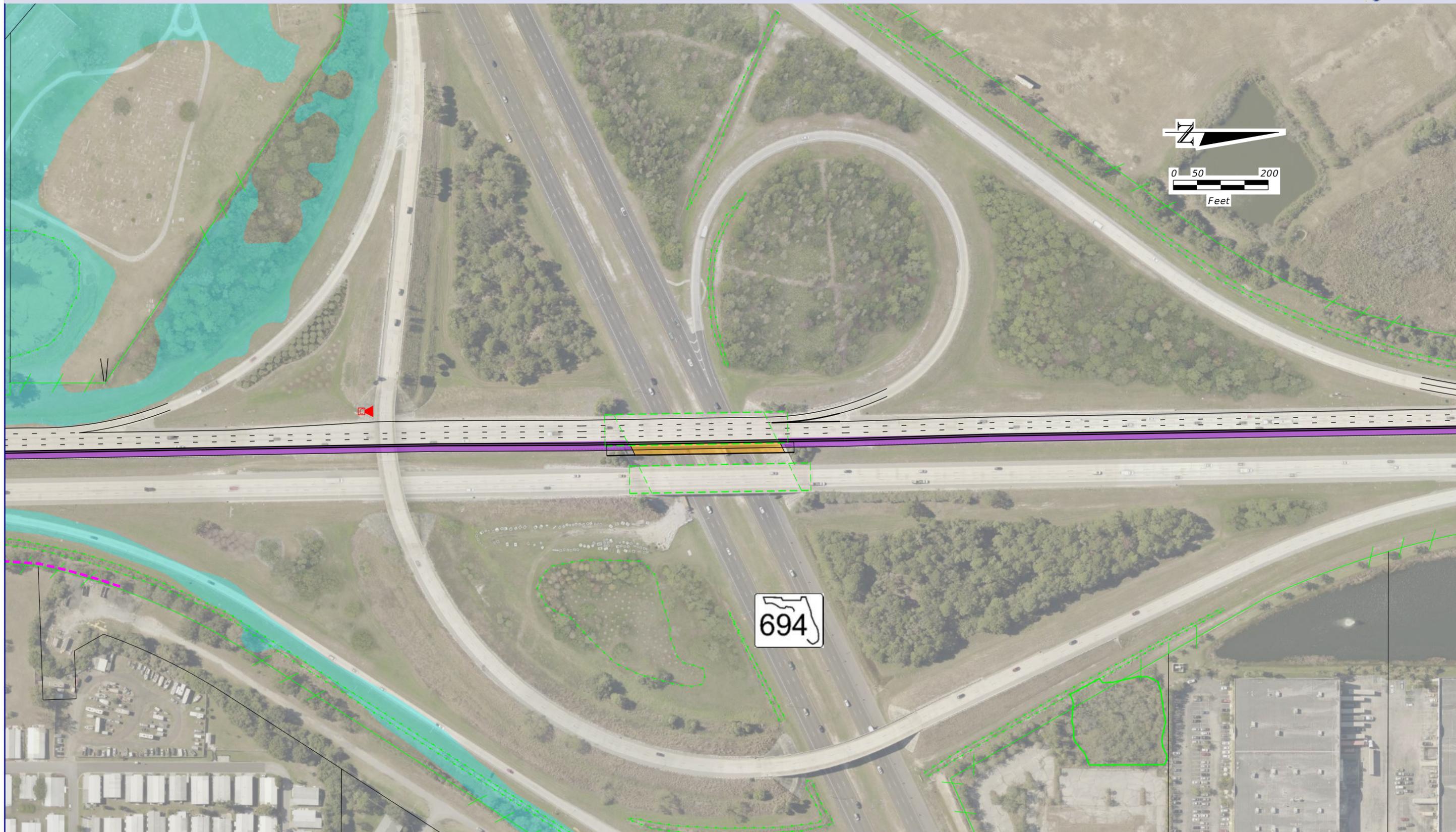
**LEGEND:**

STARTER WIDENING	BRIDGE WIDENING	WETLANDS	FLOOD PLAINS	OVERHEAD SIGN STRUCTURE	NOISE WALL
PAVEMENT REMOVAL	BRIDGES	SURFACE WATER	CONTINUOUS SEA GRASS	CONTAMINATION	
BARRIER WALL	RIGHT OF WAY	MANGROVES	DISCONTINUOUS SEA GRASS	ITS CAMERA	



**LEGEND:**

<b>STARTER WIDENING</b>	<b>BRIDGE WIDENING</b>	<b>WETLANDS</b>	<b>FLOOD PLAINS</b>	<b>OVERHEAD SIGN STRUCTURE</b>	<b>NOISE WALL</b>
<b>PAVEMENT REMOVAL</b>	<b>BRIDGES</b>	<b>SURFACE WATER</b>	<b>CONTINUOUS SEA GRASS</b>	<b>CONTAMINATION</b>	
<b>BARRIER WALL</b>	<b>RIGHT OF WAY</b>	<b>MANGROVES</b>	<b>DISCONTINUOUS SEA GRASS</b>	<b>ITS CAMERA</b>	



**LEGEND:**

- |                         |                        |                      |                                |                                |                   |
|-------------------------|------------------------|----------------------|--------------------------------|--------------------------------|-------------------|
| <b>STARTER WIDENING</b> | <b>BRIDGE WIDENING</b> | <b>WETLANDS</b>      | <b>FLOOD PLAINS</b>            | <b>OVERHEAD SIGN STRUCTURE</b> | <b>NOISE WALL</b> |
| <b>PAVEMENT REMOVAL</b> | <b>BRIDGES</b>         | <b>SURFACE WATER</b> | <b>CONTINUOUS SEA GRASS</b>    | <b>CONTAMINATION</b>           |                   |
| <b>BARRIER WALL</b>     | <b>RIGHT OF WAY</b>    | <b>MANGROVES</b>     | <b>DISCONTINUOUS SEA GRASS</b> | <b>ITS CAMERA</b>              |                   |

Aerial Photos Jan. '16 - Feb. '16

**PROPOSED CONCEPT PLANS**

SHEET NO.

3



**LEGEND:**

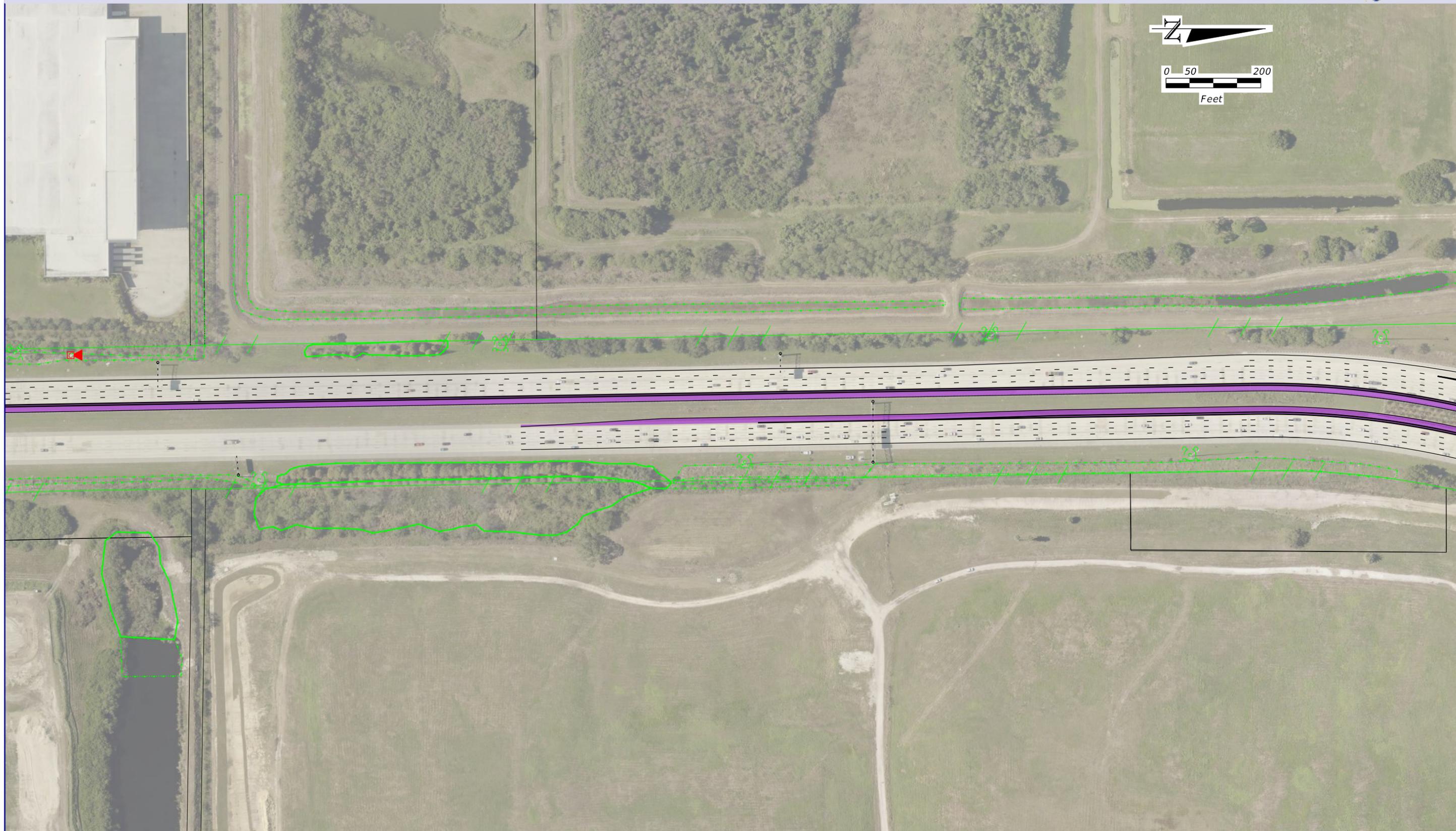
- |                         |                        |                      |                                |                                |                   |
|-------------------------|------------------------|----------------------|--------------------------------|--------------------------------|-------------------|
| <b>STARTER WIDENING</b> | <b>BRIDGE WIDENING</b> | <b>WETLANDS</b>      | <b>FLOOD PLAINS</b>            | <b>OVERHEAD SIGN STRUCTURE</b> | <b>NOISE WALL</b> |
| <b>PAVEMENT REMOVAL</b> | <b>BRIDGES</b>         | <b>SURFACE WATER</b> | <b>CONTINUOUS SEA GRASS</b>    | <b>CONTAMINATION</b>           |                   |
| <b>BARRIER WALL</b>     | <b>RIGHT OF WAY</b>    | <b>MANGROVES</b>     | <b>DISCONTINUOUS SEA GRASS</b> | <b>ITS CAMERA</b>              |                   |

Aerial Photos Jan. '16 - Feb. '16

**PROPOSED CONCEPT PLANS**

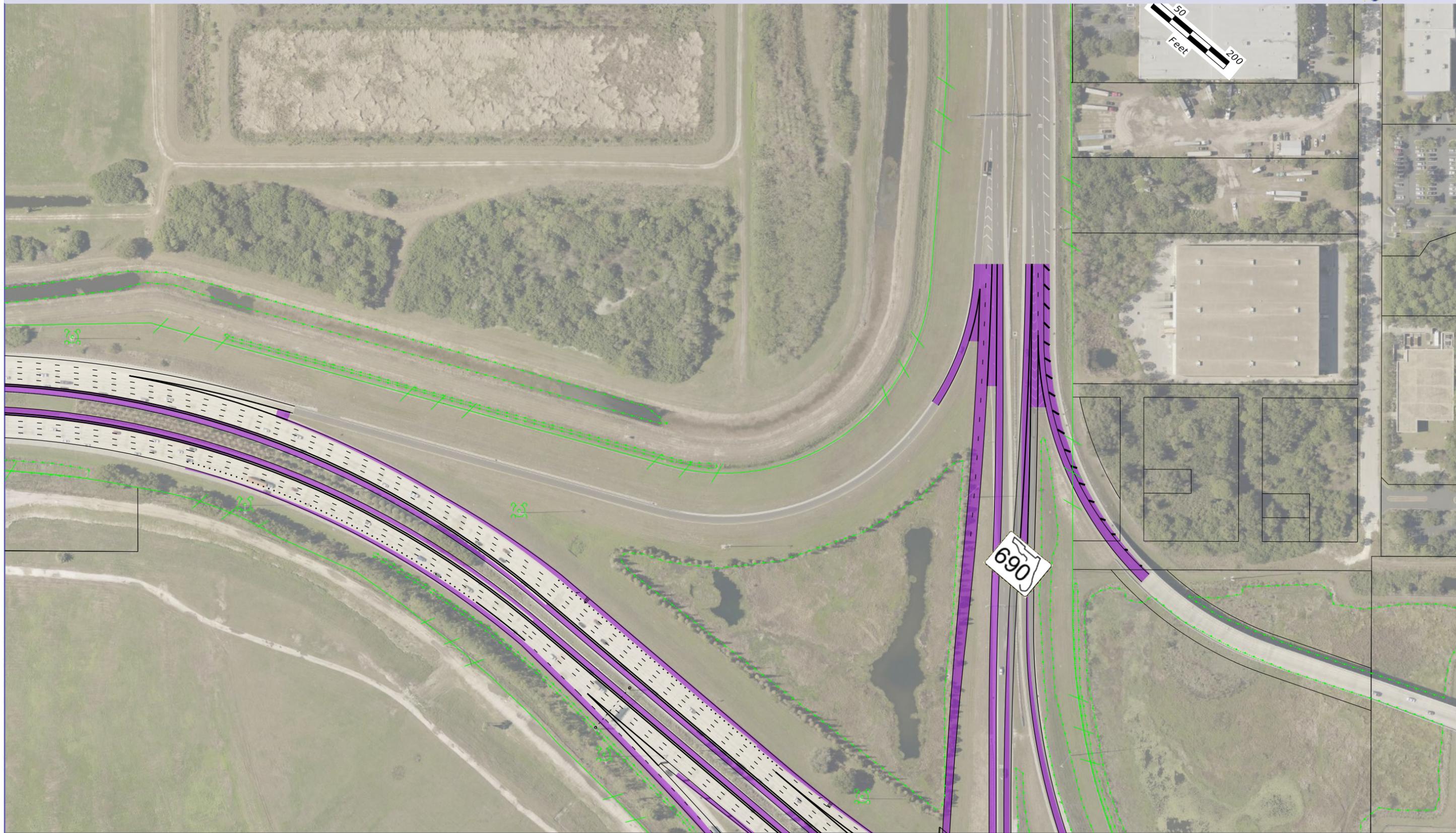
SHEET NO.

4

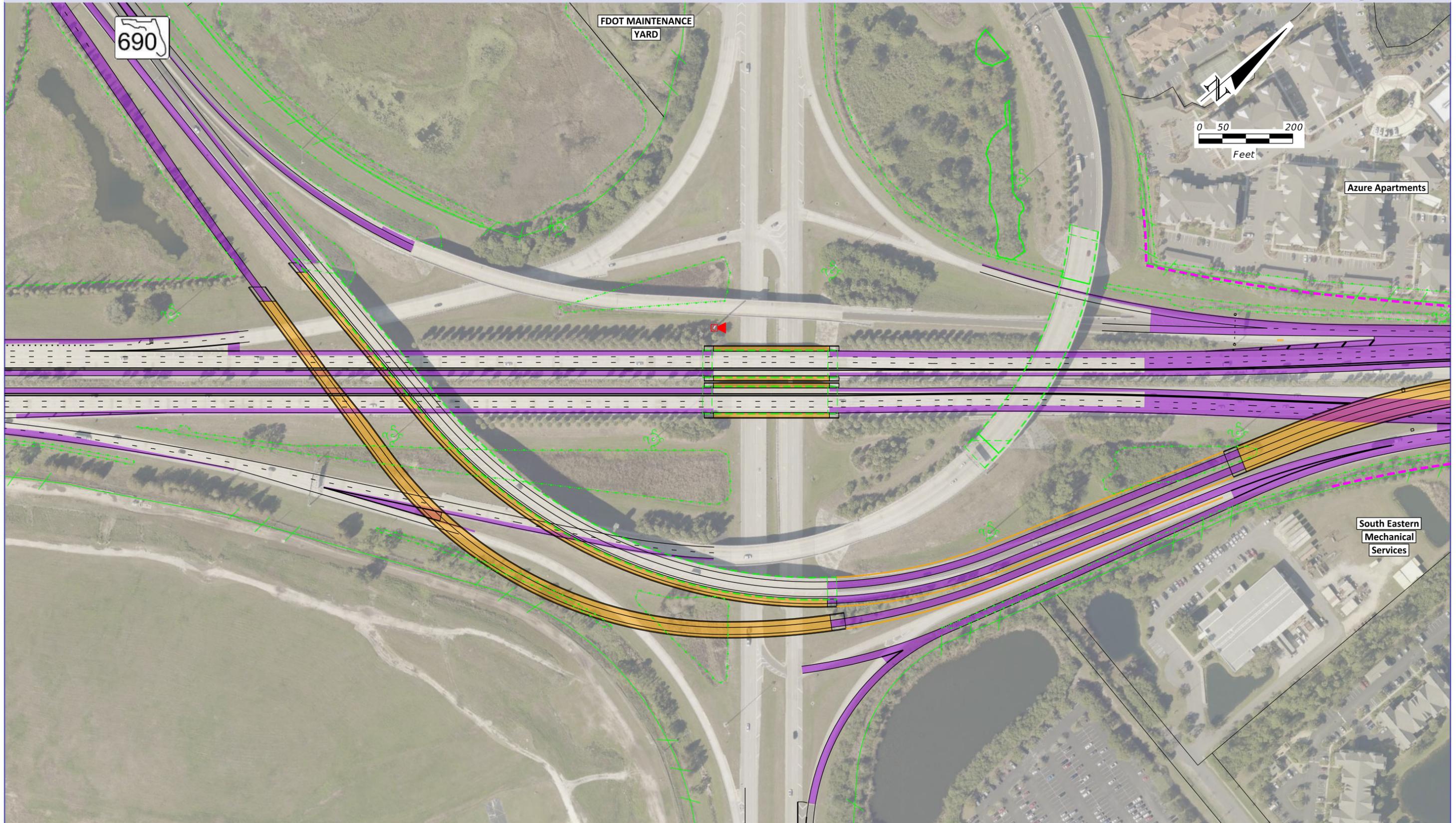


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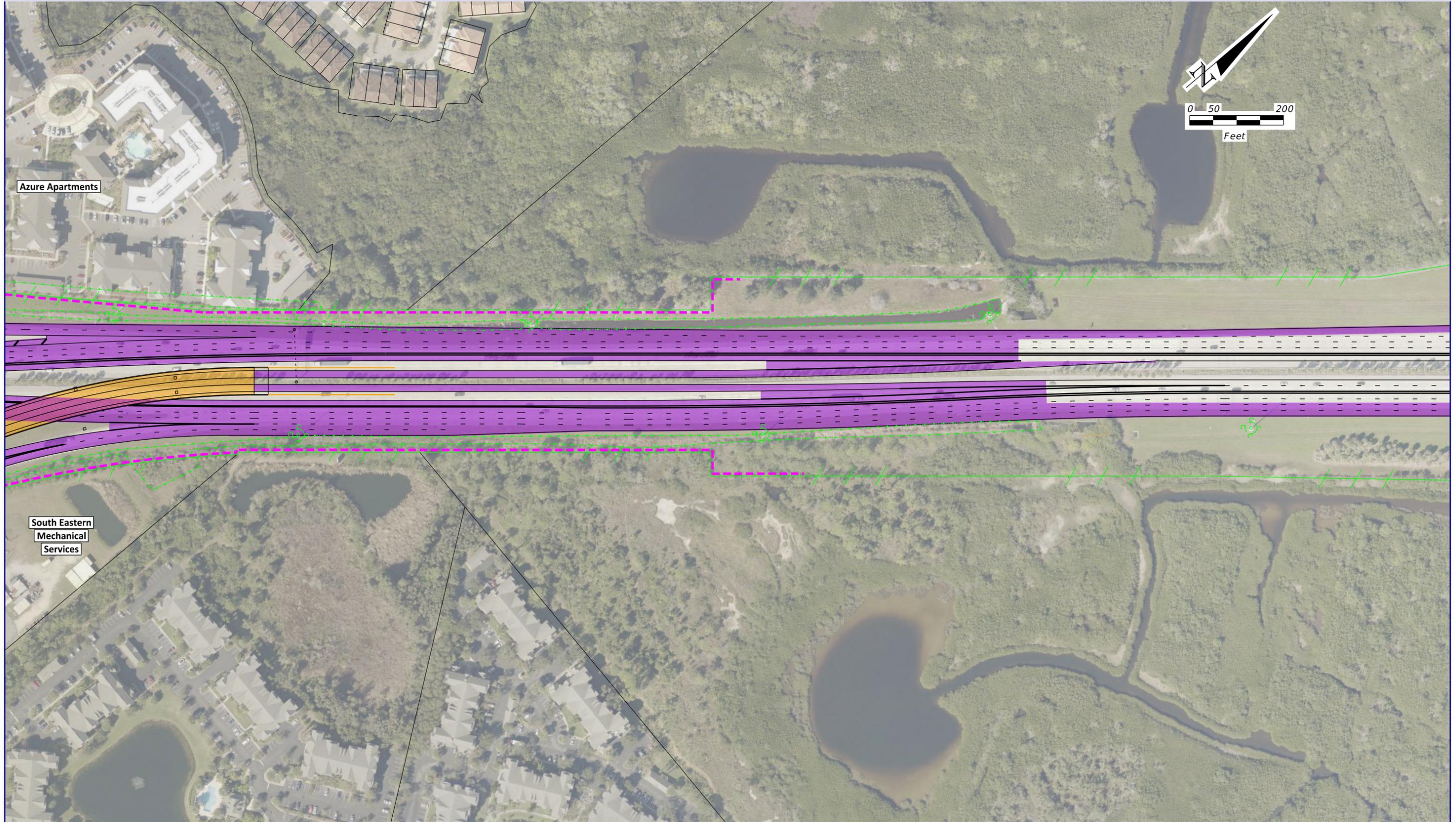
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<b>PAVEMENT REMOVAL</b>	<b>BRIDGES</b>	<b>SURFACE WATER</b>	<b>CONTINUOUS SEA GRASS</b>	<b>CONTAMINATION</b>	
<b>BARRIER WALL</b>	<b>RIGHT OF WAY</b>	<b>MANGROVES</b>	<b>DISCONTINUOUS SEA GRASS</b>	<b>ITS CAMERA</b>	



LEGEND:					
	STARTER WIDENING		BRIDGE WIDENING		WETLANDS
	PAVEMENT REMOVAL		BRIDGES		SURFACE WATER
	BARRIER WALL		RIGHT OF WAY		MANGROVES
			FLOOD PLAINS		CONTINUOUS SEA GRASS
			DISCONTINUOUS SEA GRASS		OVERHEAD SIGN STRUCTURE
			CONTAMINATION		ITS CAMERA
			NOISE WALL		



LEGEND:					
	STARTER WIDENING		BRIDGE WIDENING		WETLANDS
	PAVEMENT REMOVAL		BRIDGES		SURFACE WATER
	BARRIER WALL		RIGHT OF WAY		MANGROVES
			FLOOD PLAINS		CONTINUOUS SEA GRASS
			DISCONTINUOUS SEA GRASS		OVERHEAD SIGN STRUCTURE
			CONTAMINATION		ITS CAMERA
			NOISE WALL		



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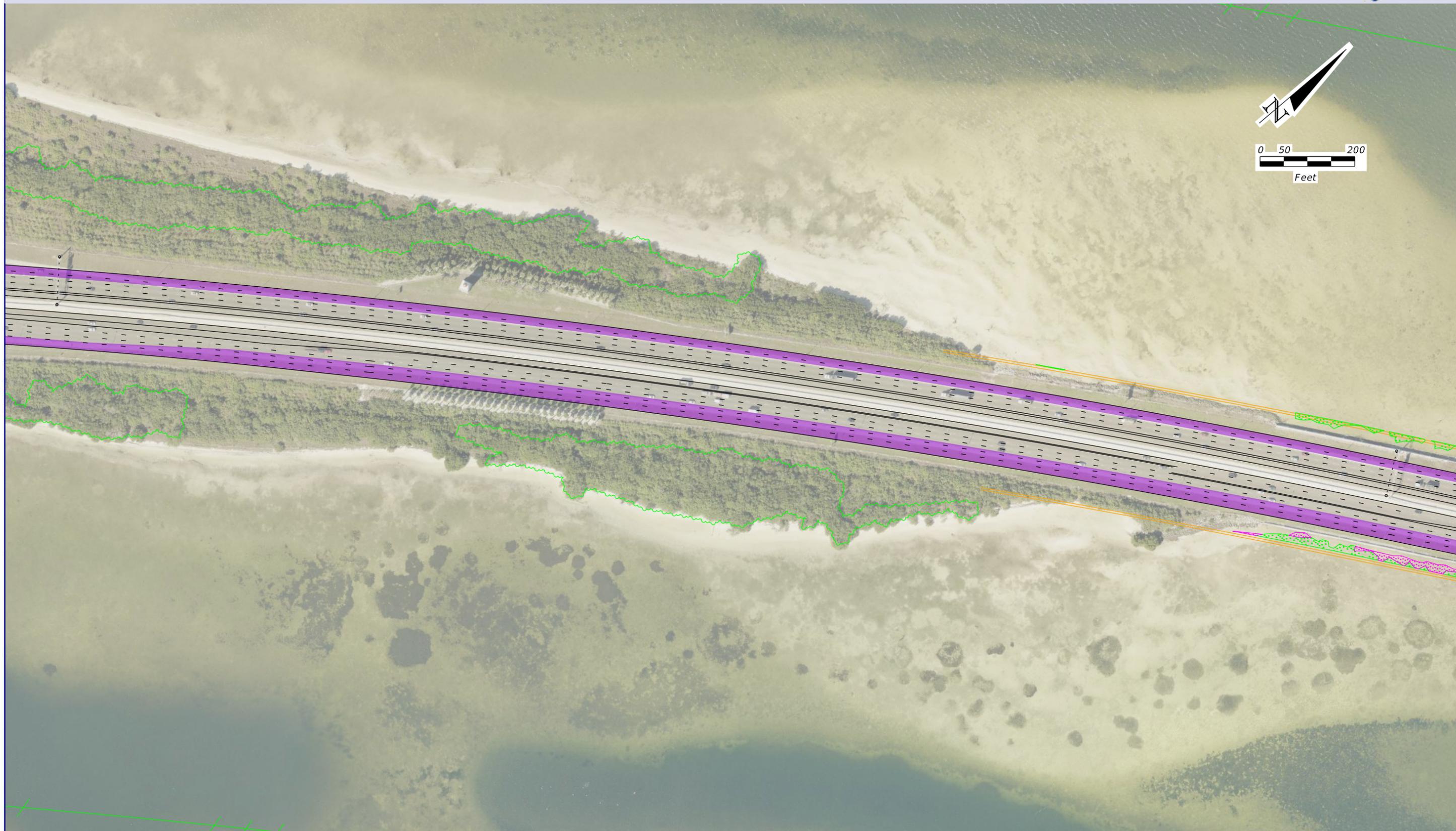


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PAVEMENT REMOVAL	BRIDGES	SURFACE WATER	CONTINUOUS SEA GRASS	CONTAMINATION	
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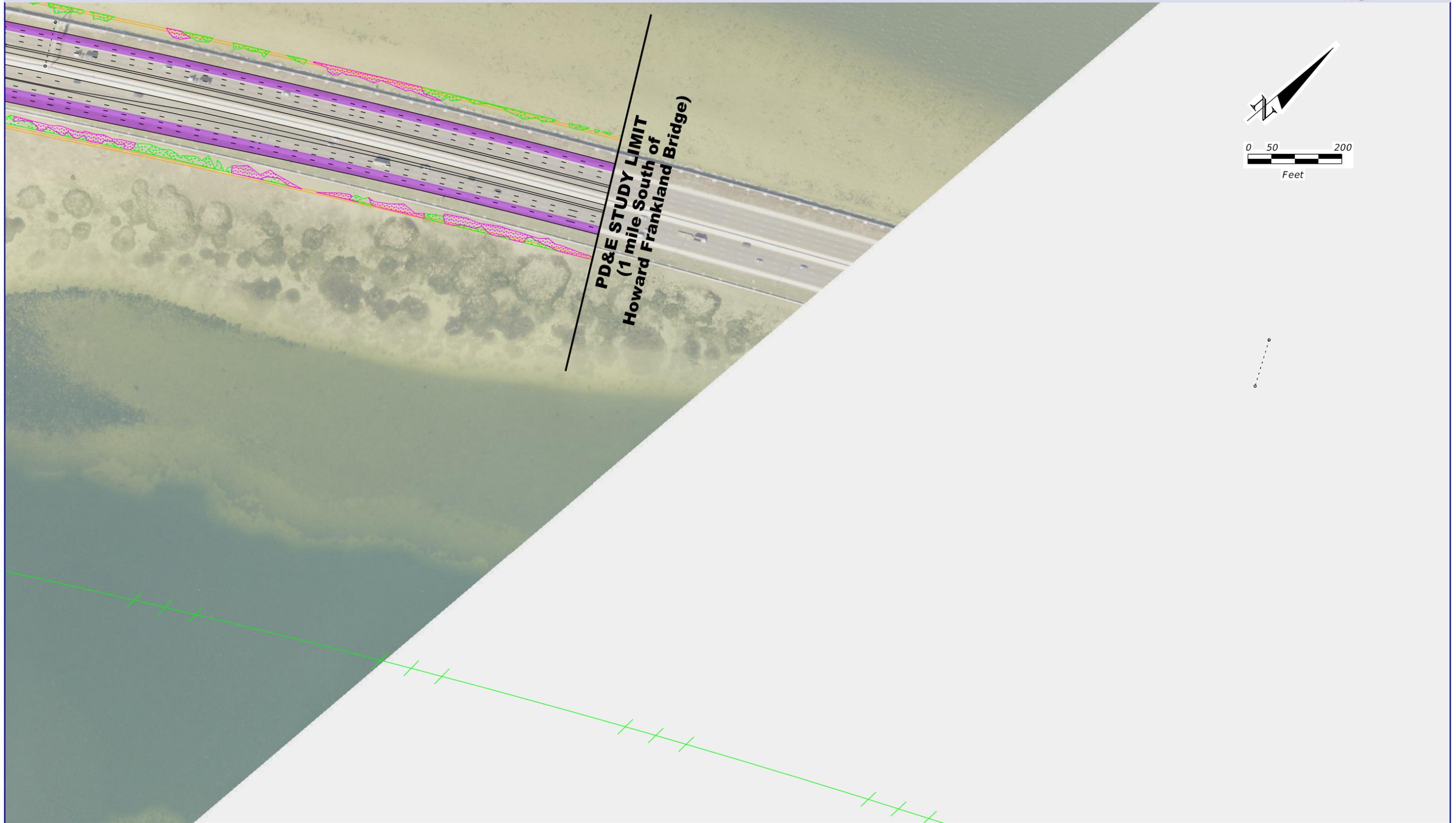
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<b>BARRIER WALL</b>	<b>RIGHT OF WAY</b>	<b>MANGROVES</b>	<b>DISCONTINUOUS SEA GRASS</b>	<b>ITS CAMERA</b>	

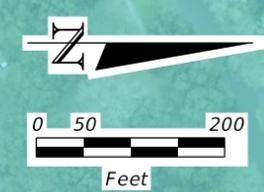
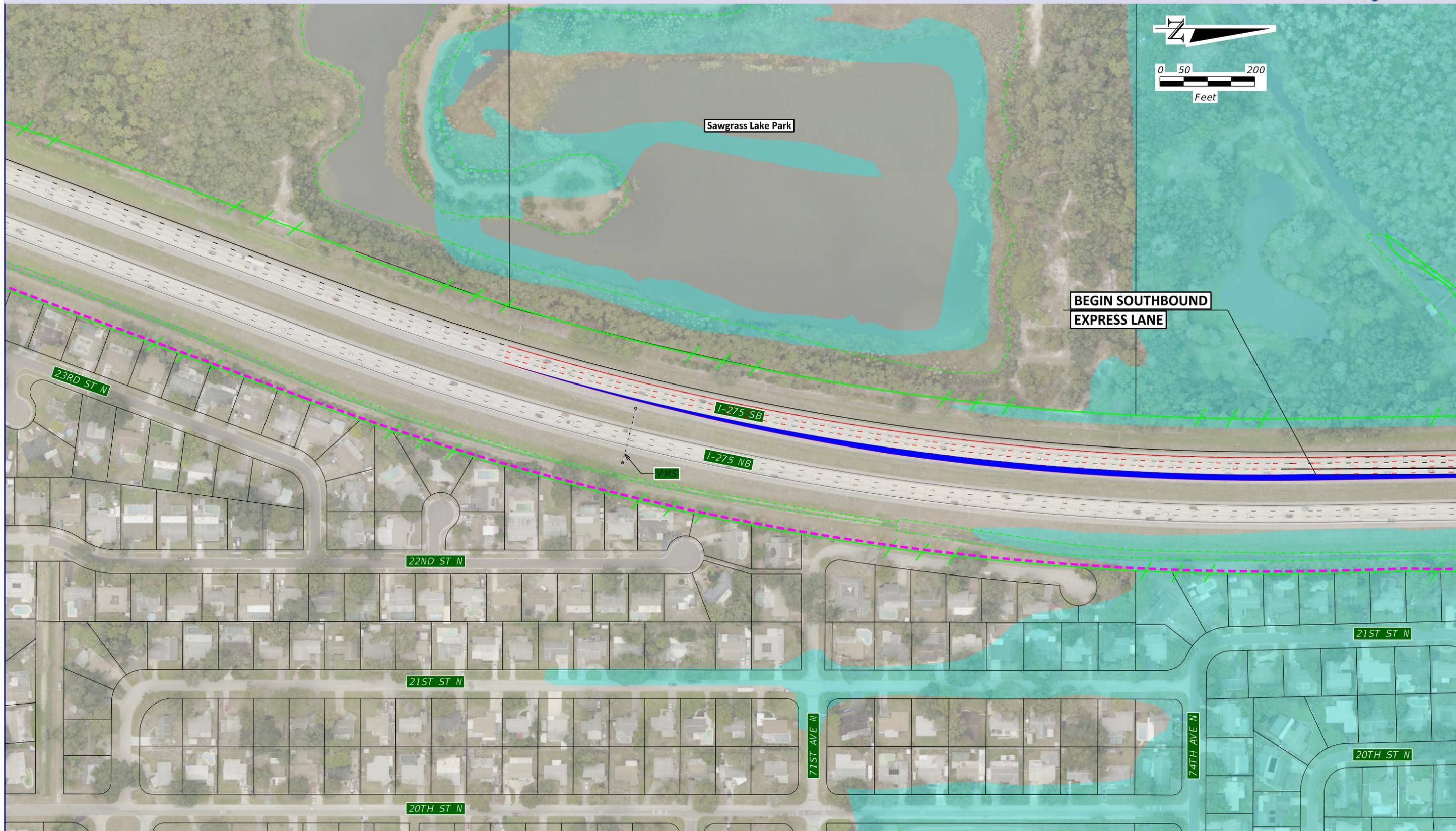


**LEGEND:**

<b>STARTER WIDENING</b>	<b>BRIDGE WIDENING</b>	<b>WETLANDS</b>	<b>FLOOD PLAINS</b>	<b>OVERHEAD SIGN STRUCTURE</b>	<b>NOISE WALL</b>
<b>PAVEMENT REMOVAL</b>	<b>BRIDGES</b>	<b>SURFACE WATER</b>	<b>CONTINUOUS SEA GRASS</b>	<b>CONTAMINATION</b>	
<b>BARRIER WALL</b>	<b>RIGHT OF WAY</b>	<b>MANGROVES</b>	<b>DISCONTINUOUS SEA GRASS</b>	<b>ITS CAMERA</b>	

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**Appendix C**  
**Proposed Concept Plan Overlay on**  
**Approved Master Plan**  
(depicting the proposed Typical Section  
Design Changes within Segment C  
overlay on Approved Type 2 CE Footprint)

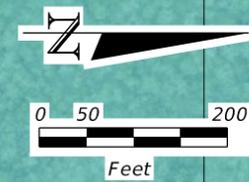
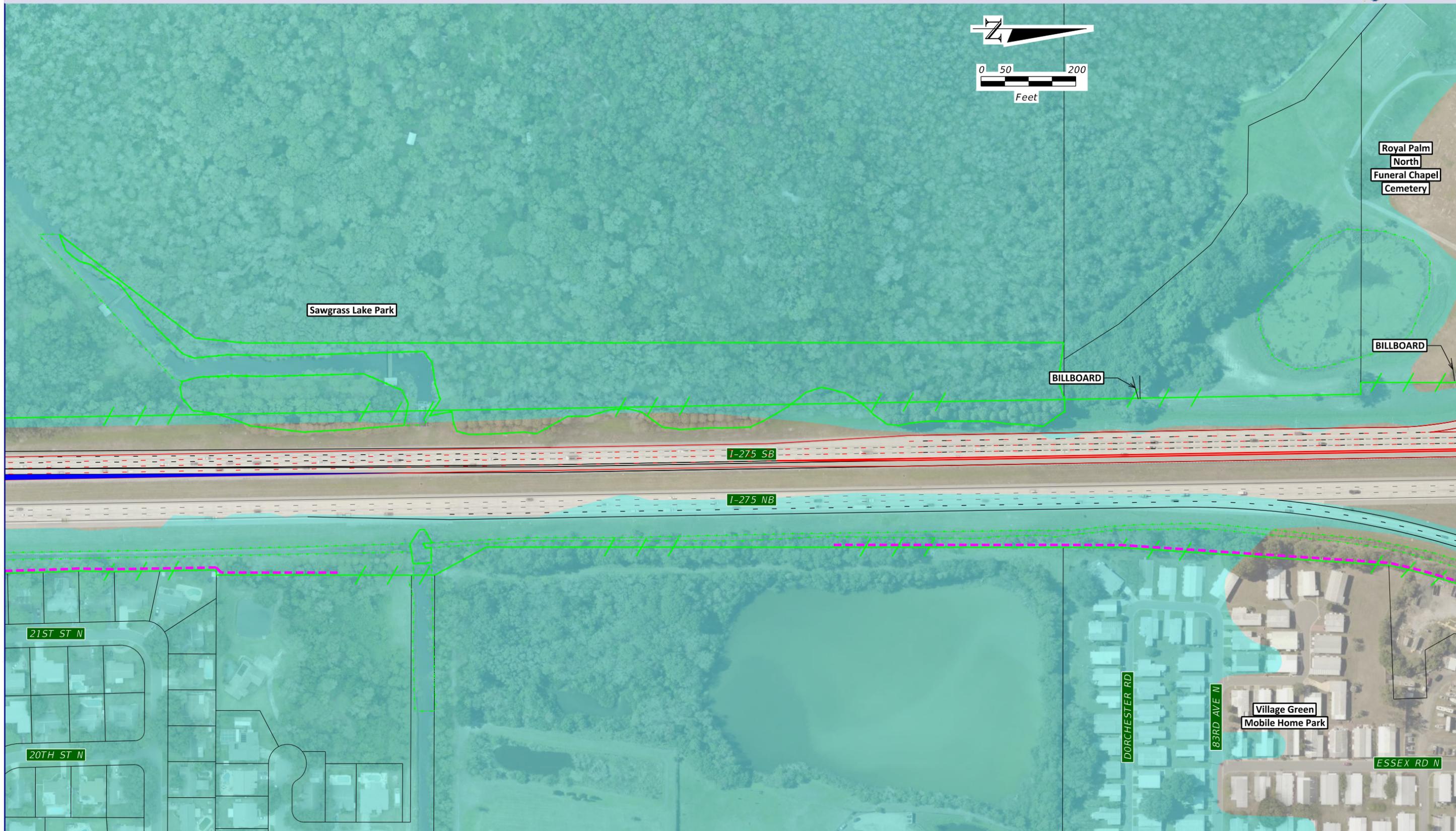


LEGEND:					
	CONCEPT PLANS WIDER THAN APPROVED MASTER PLAN		BRIDGE WIDENING		WETLANDS
	APPROVED MASTER PLAN		BRIDGES		SURFACE WATER
	CONCEPT PLAN		BARRIER WALL		MANGROVES
					RIGHT OF WAY
			FLOOD PLAINS		CONTINUOUS SEA GRASS
			DISCONTINUOUS SEA GRASS		OVERHEAD SIGN STRUCTURE
					ITS CAMERA

**PROPOSED CONCEPT PLAN OVERLAY**

SHEET NO. 1

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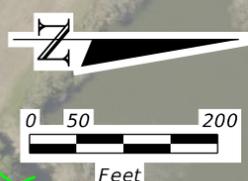
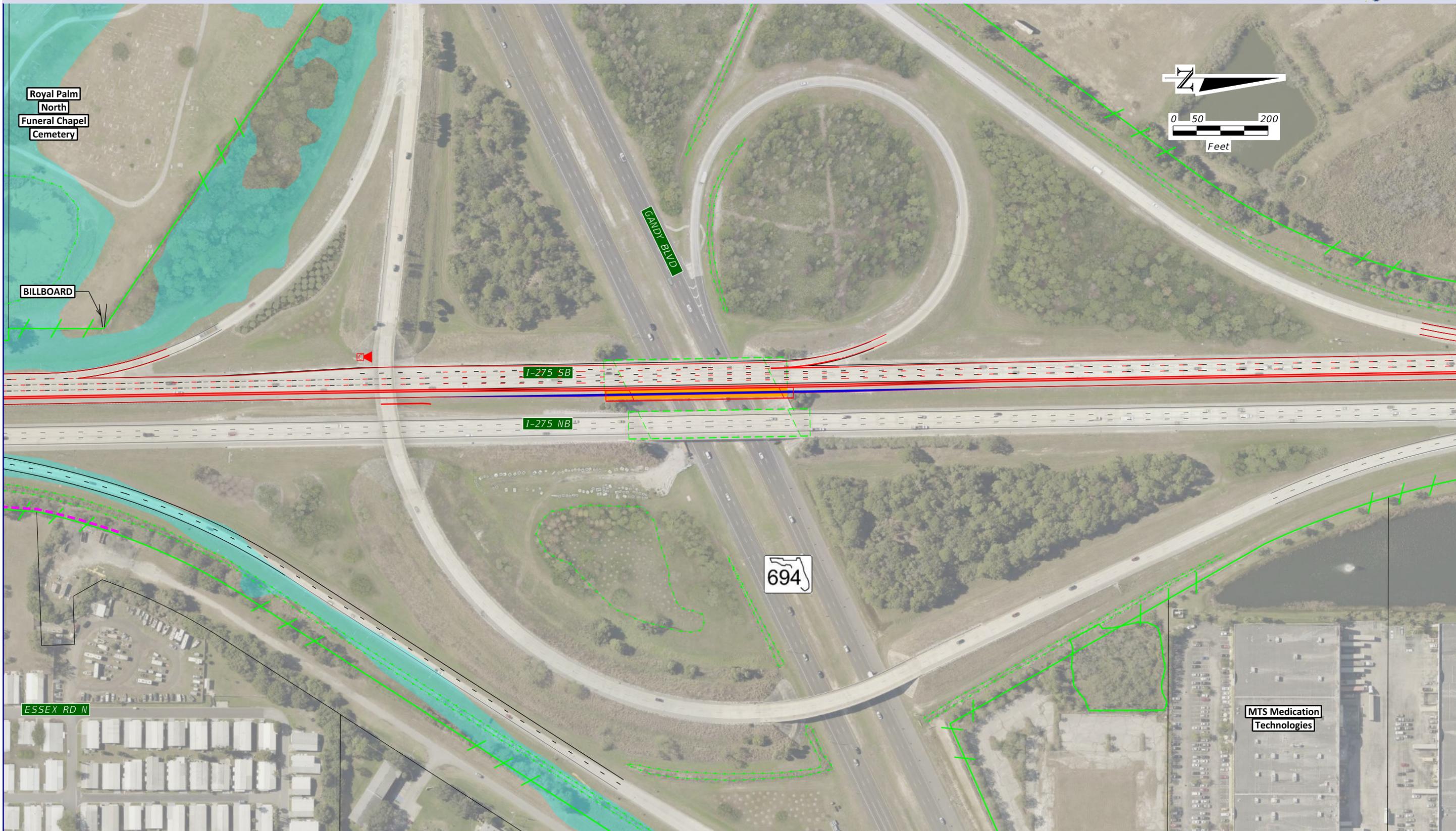


**LEGEND:**

CONCEPT PLANS WIDER THAN APPROVED MASTER PLAN	BRIDGE WIDENING	WETLANDS	FLOOD PLAINS	OVERHEAD SIGN STRUCTURE
APPROVED MASTER PLAN	BRIDGES	SURFACE WATER	CONTINUOUS SEA GRASS	CONTAMINATION
CONCEPT PLAN	BARRIER WALL	MANGROVES	DISCONTINUOUS SEA GRASS	ITS CAMERA
		RIGHT OF WAY		

PROPOSED CONCEPT  
PLAN OVERLAY

SHEET NO.  
2



**LEGEND:**  
 ■ CONCEPT PLANS WIDER THAN APPROVED MASTER PLAN  
 ▬ APPROVED MASTER PLAN  
 ▬ CONCEPT PLAN

■ BRIDGE WIDENING  
 □ BRIDGES  
 ▬ BARRIER WALL  
 ■ WETLANDS  
 ▬ SURFACE WATER  
 ▬ MANGROVES  
 ▬ RIGHT OF WAY

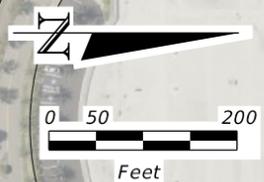
■ FLOOD PLAINS  
 ■ CONTINUOUS SEA GRASS  
 ■ DISCONTINUOUS SEA GRASS

○ OVERHEAD SIGN STRUCTURE  
 ▲ CONTAMINATION  
 📹 ITS CAMERA

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PROPOSED CONCEPT  
 PLAN OVERLAY

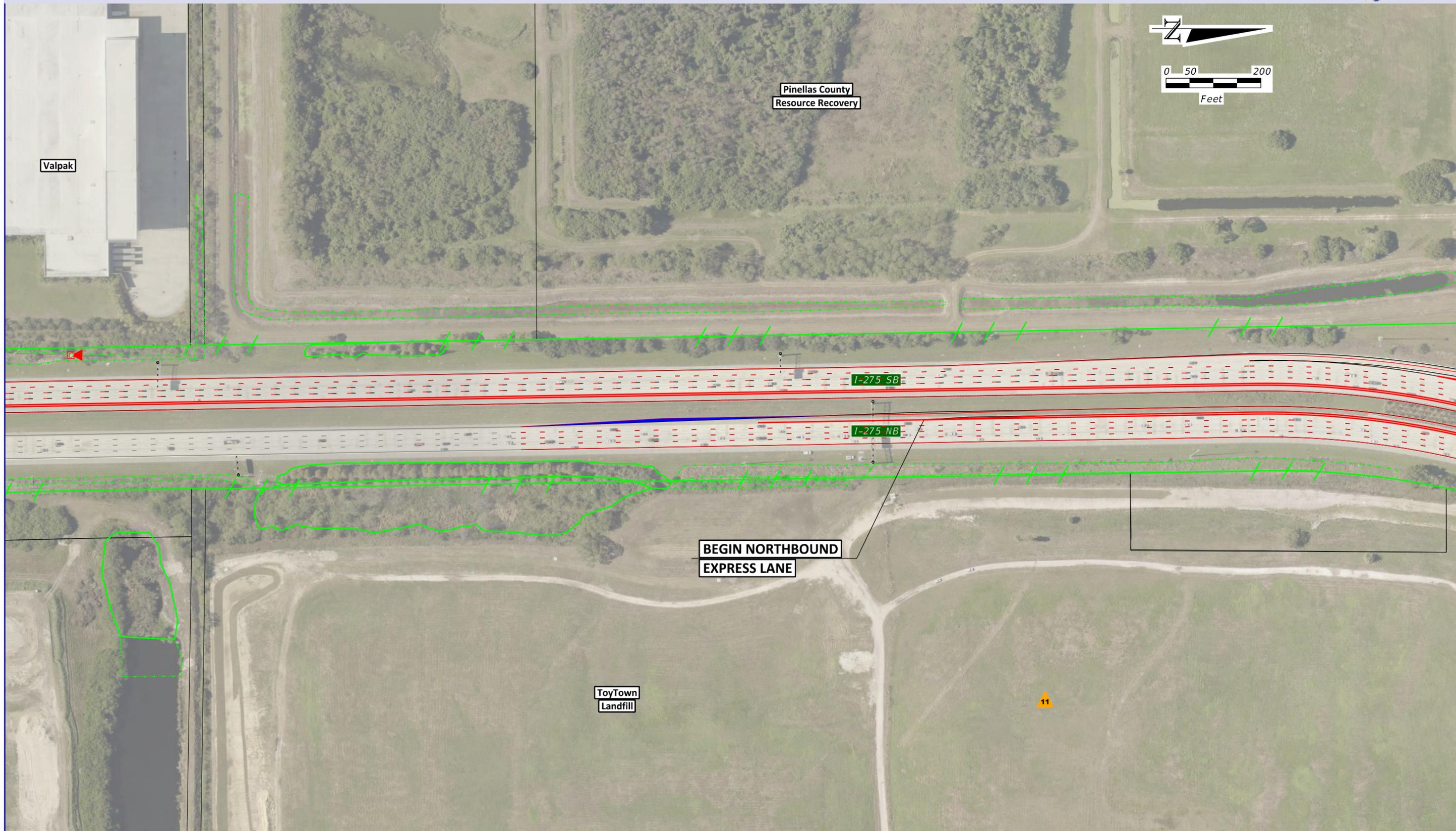
SHEET NO.  
 3



LEGEND:					
	CONCEPT PLANS WIDER THAN APPROVED MASTER PLAN		BRIDGE WIDENING		WETLANDS
	APPROVED MASTER PLAN		BRIDGES		SURFACE WATER
	CONCEPT PLAN		BARRIER WALL		MANGROVES
					RIGHT OF WAY
			FLOOD PLAINS		CONTINUOUS SEA GRASS
			DISCONTINUOUS SEA GRASS		OVERHEAD SIGN STRUCTURE
					CONTAMINATION
					ITS CAMERA

PROPOSED CONCEPT PLAN OVERLAY

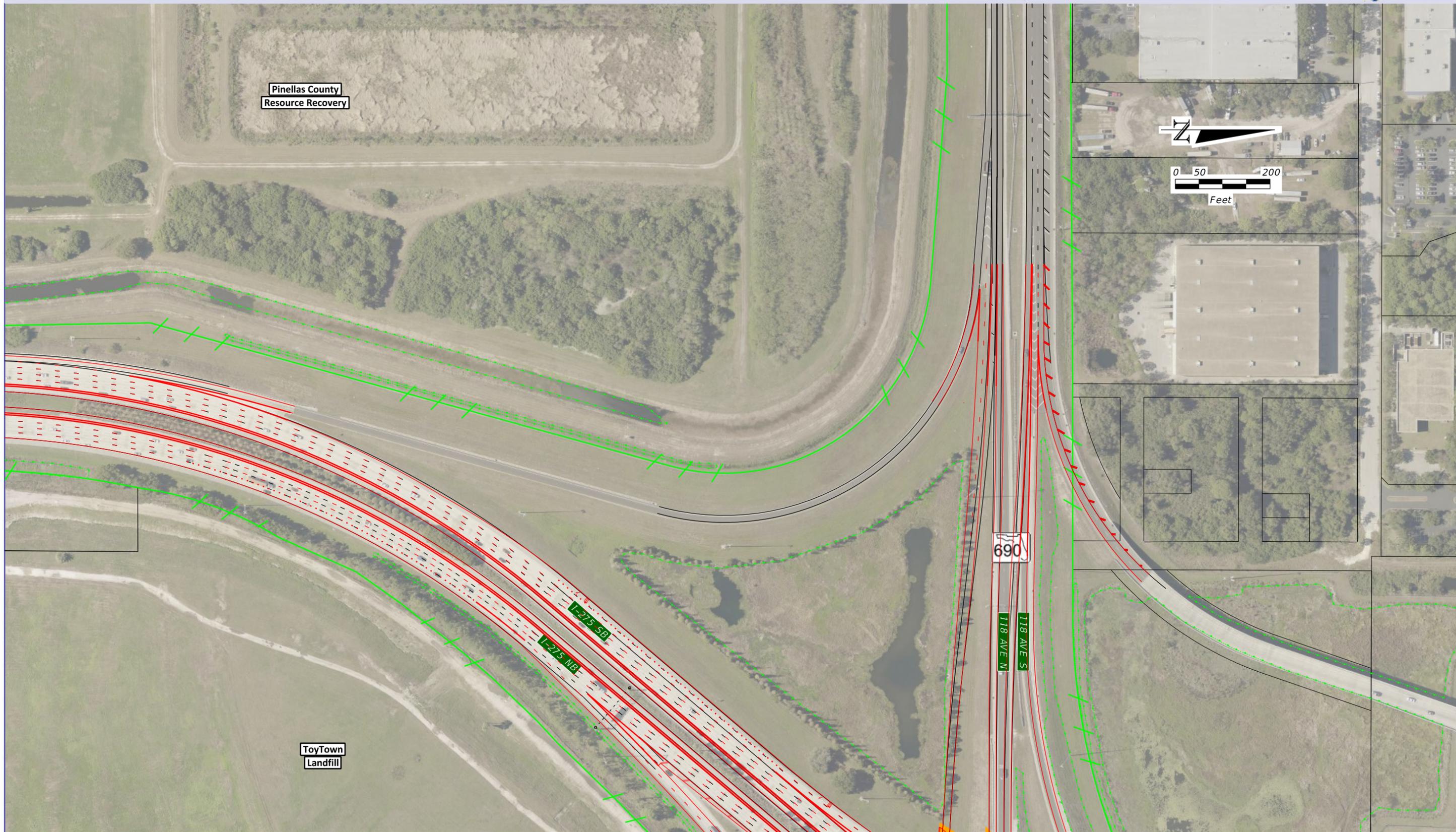
SHEET NO. 4



LEGEND:					
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	APPROVED MASTER PLAN		BRIDGES		SURFACE WATER
	CONCEPT PLAN		BARRIER WALL		MANGROVES
					RIGHT OF WAY
			FLOOD PLAINS		CONTINUOUS SEA GRASS
			DISCONTINUOUS SEA GRASS		OVERHEAD SIGN STRUCTURE
					CONTAMINATION
					ITS CAMERA

PROPOSED CONCEPT  
PLAN OVERLAY

SHEET NO.  
5



**LEGEND:**  
■ CONCEPT PLANS WIDER THAN APPROVED MASTER PLAN  
--- APPROVED MASTER PLAN  
--- CONCEPT PLAN

■ BRIDGE WIDENING  
□ BRIDGES  
— BARRIER WALL

— WETLANDS  
--- SURFACE WATER  
~ MANGROVES  
-/-/- RIGHT OF WAY

■ FLOOD PLAINS  
■ CONTINUOUS SEA GRASS  
■ DISCONTINUOUS SEA GRASS

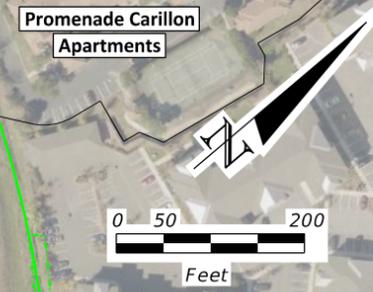
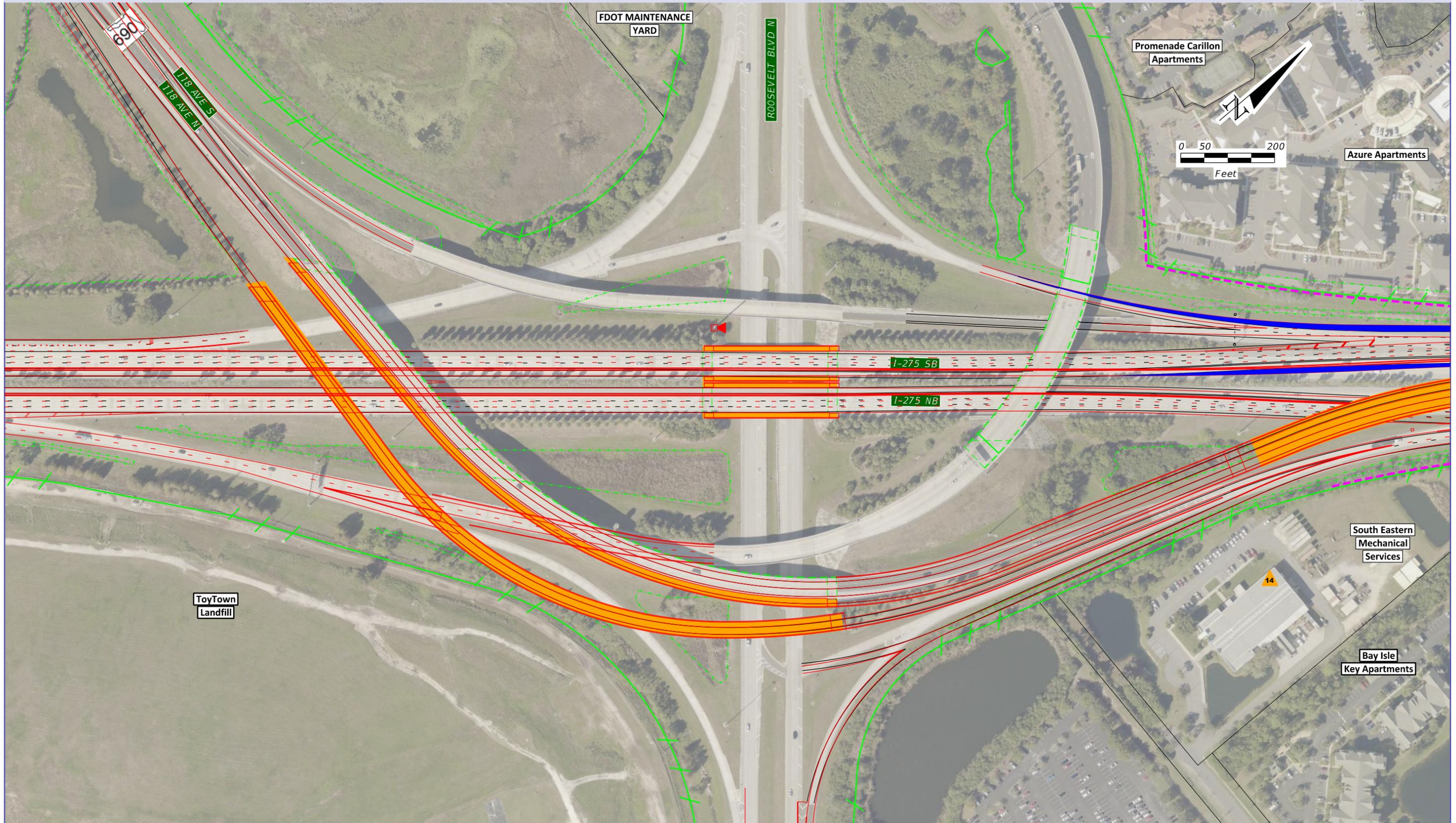
o-o-o OVERHEAD SIGN STRUCTURE  
x CONTAMINATION  
◀ ITS CAMERA

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**PROPOSED CONCEPT  
 PLAN OVERLAY**

SHEET NO.

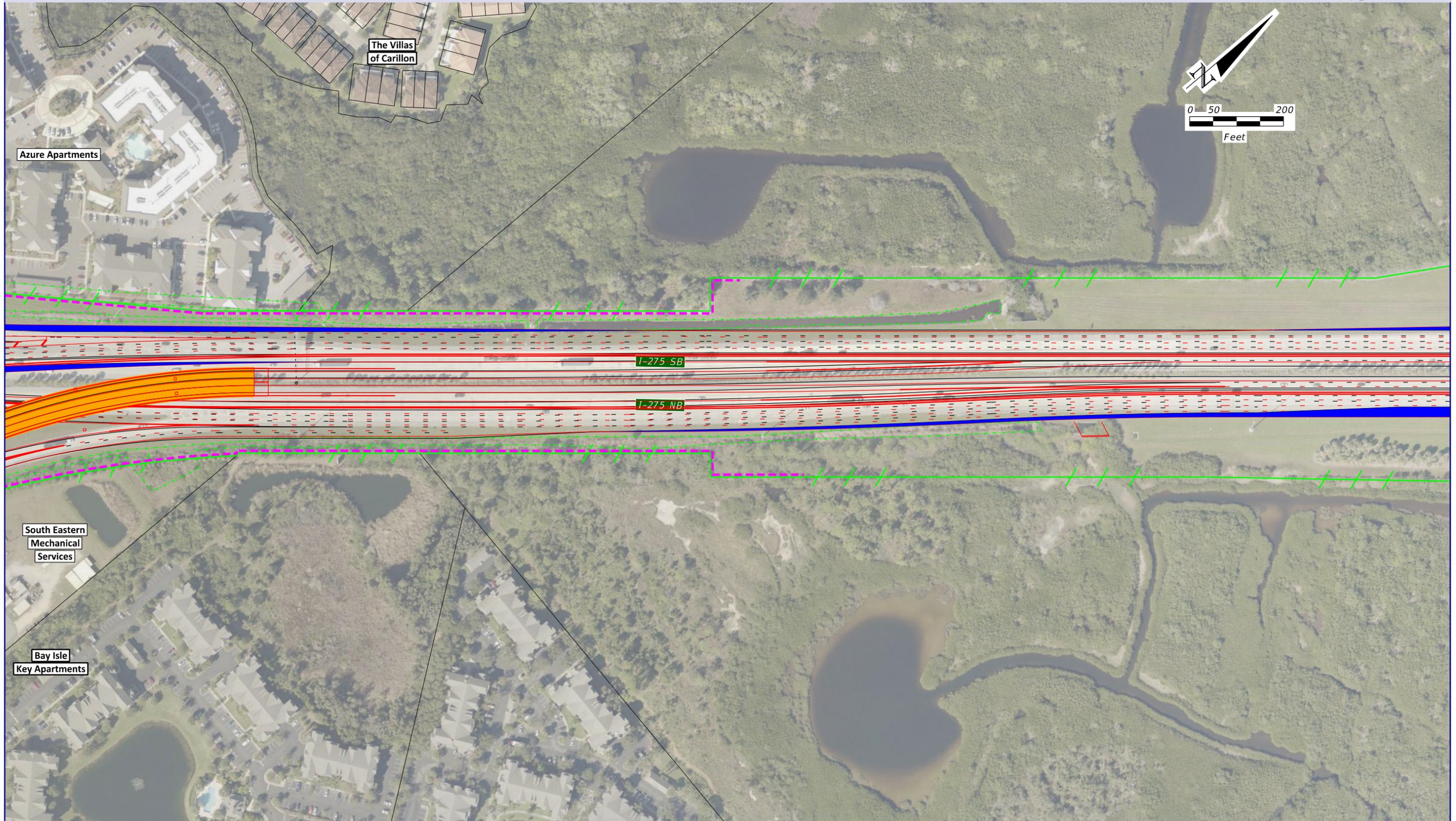
6



LEGEND:					
	CONCEPT PLANS WIDER THAN APPROVED MASTER PLAN		WETLANDS		FLOOD PLAINS
	APPROVED MASTER PLAN		SURFACE WATER		CONTINUOUS SEA GRASS
	CONCEPT PLAN		MANGROVES		DISCONTINUOUS SEA GRASS
	BRIDGE WIDENING		RIGHT OF WAY		OVERHEAD SIGN STRUCTURE
	BRIDGES				CONTAMINATION
	BARRIER WALL				ITS CAMERA

PROPOSED CONCEPT  
PLAN OVERLAY

SHEET NO.  
7

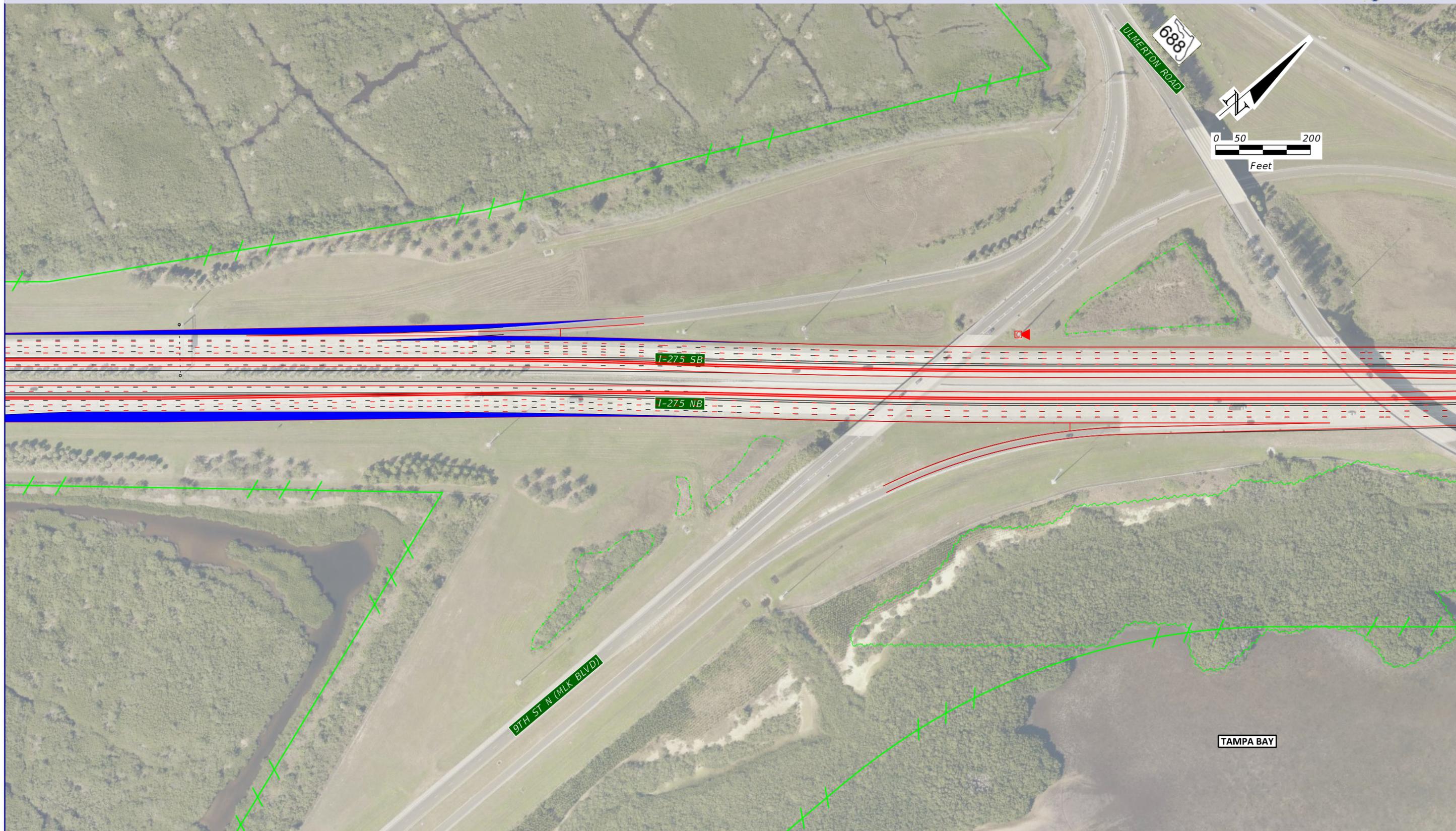


LEGEND:					
	CONCEPT PLANS WIDER THAN APPROVED MASTER PLAN		BRIDGE WIDENING		WETLANDS
	APPROVED MASTER PLAN		BRIDGES		SURFACE WATER
	CONCEPT PLAN		BARRIER WALL		MANGROVES
			RIGHT OF WAY		FLOOD PLAINS
					CONTINUOUS SEA GRASS
					DISCONTINUOUS SEA GRASS
					OVERHEAD SIGN STRUCTURE
					CONTAMINATION
					ITS CAMERA

PROPOSED CONCEPT  
PLAN OVERLAY

SHEET NO.

8



**LEGEND:**  
 ■ CONCEPT PLANS WIDER THAN APPROVED MASTER PLAN  
 ▬ APPROVED MASTER PLAN  
 ▬ CONCEPT PLAN

■ BRIDGE WIDENING  
 □ BRIDGES  
 ▬ BARRIER WALL  
 ■ WETLANDS  
 - - - SURFACE WATER  
 ~ MANGROVES  
 - / - / - RIGHT OF WAY

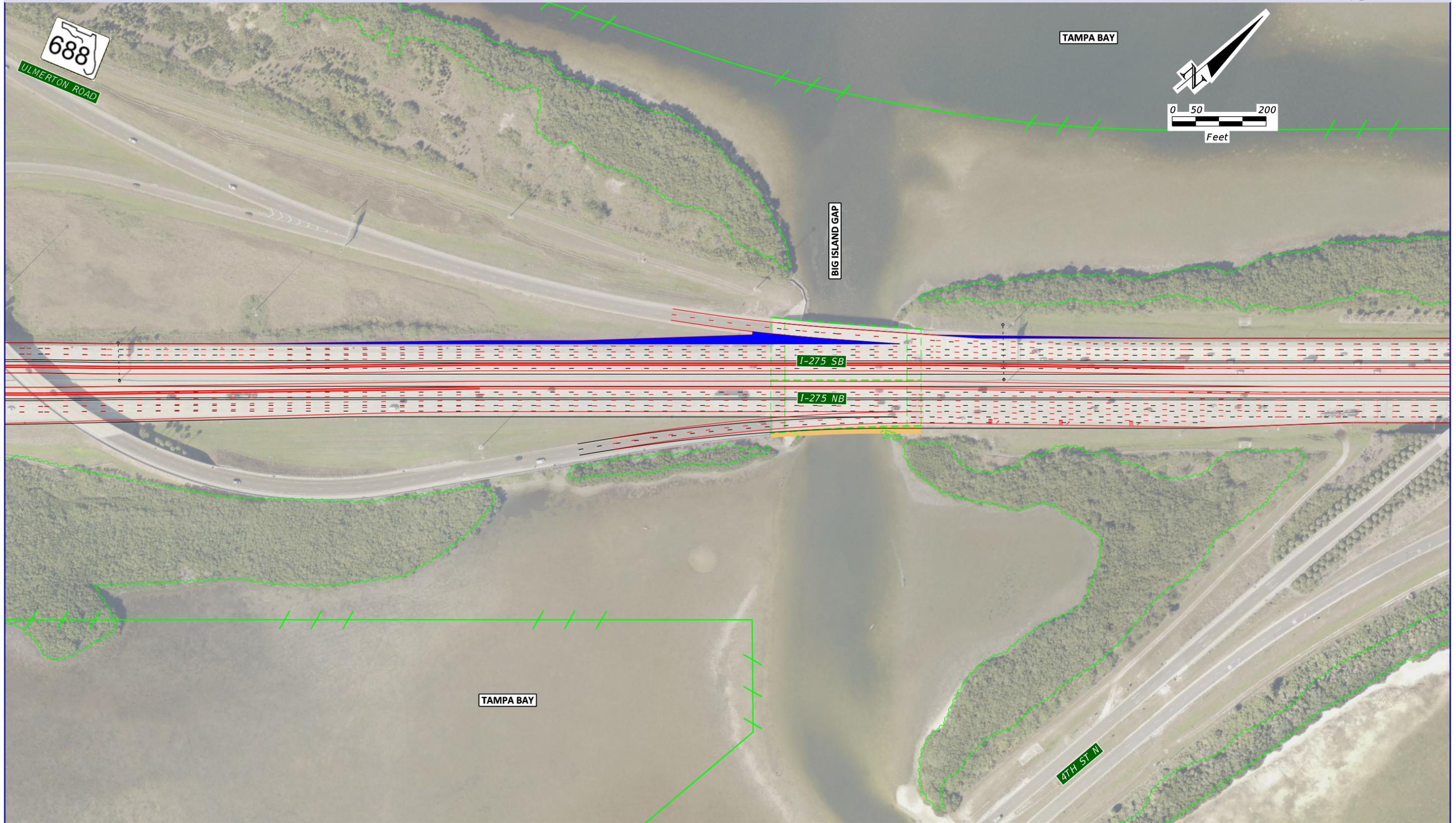
■ FLOOD PLAINS  
 ■ CONTINUOUS SEA GRASS  
 ■ DISCONTINUOUS SEA GRASS

○ OVERHEAD SIGN STRUCTURE  
 ▲ CONTAMINATION  
 📷 ITS CAMERA

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PROPOSED CONCEPT  
 PLAN OVERLAY

SHEET NO.  
 9

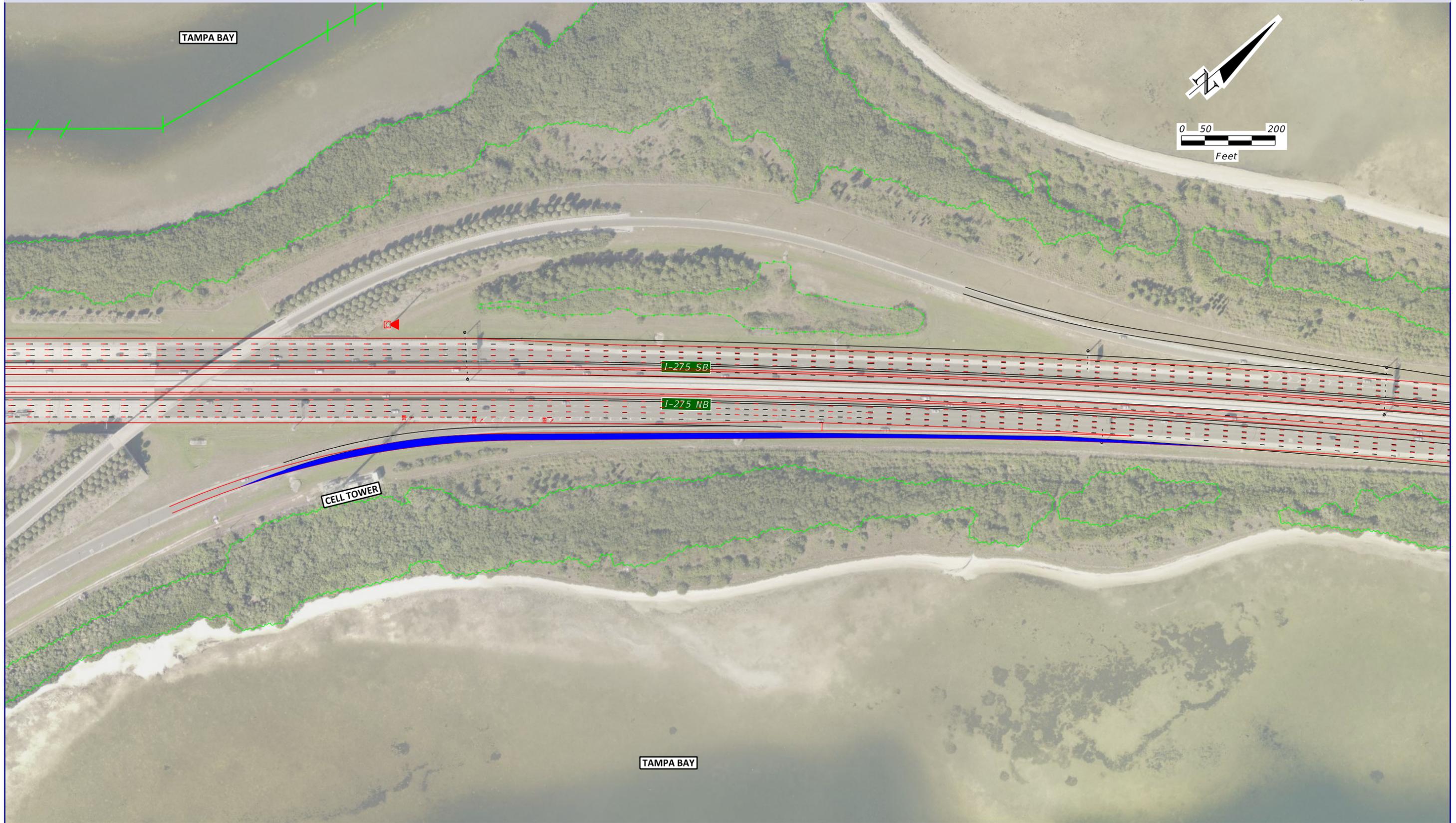


LEGEND:					
	CONCEPT PLANS WIDER THAN APPROVED MASTER PLAN		BRIDGE WIDENING		WETLANDS
	APPROVED MASTER PLAN		BRIDGES		SURFACE WATER
	CONCEPT PLAN		BARRIER WALL		MANGROVES
			RIGHT OF WAY		FLOOD PLAINS
			CONTINUOUS SEA GRASS		OVERHEAD SIGN STRUCTURE
			DISCONTINUOUS SEA GRASS		ITS CAMERA

PROPOSED CONCEPT  
PLAN OVERLAY

SHEET NO.

10



LEGEND:					
	CONCEPT PLANS WIDER THAN APPROVED MASTER PLAN		BRIDGE WIDENING		WETLANDS
	APPROVED MASTER PLAN		BRIDGES		SURFACE WATER
	CONCEPT PLAN		BARRIER WALL		MANGROVES
					RIGHT OF WAY
			FLOOD PLAINS		CONTINUOUS SEA GRASS
			DISCONTINUOUS SEA GRASS		OVERHEAD SIGN STRUCTURE
			CONTAMINATION		ITS CAMERA

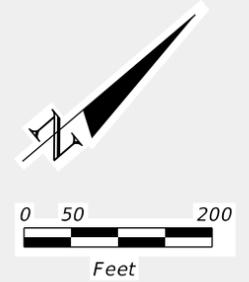
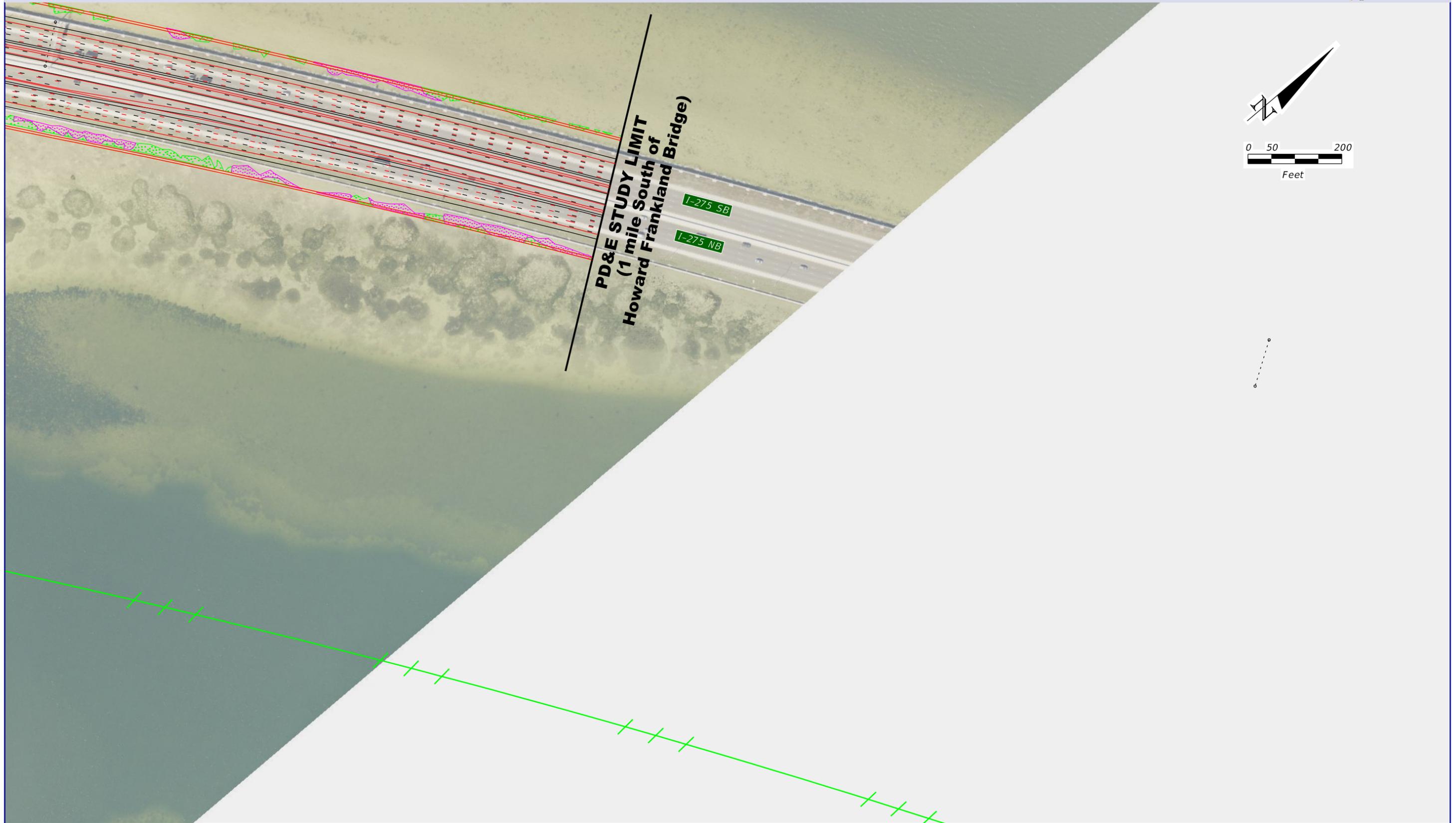
PROPOSED CONCEPT  
PLAN OVERLAY

SHEET NO.

11



LEGEND:					
	CONCEPT PLANS WIDER THAN APPROVED MASTER PLAN		WETLANDS		FLOOD PLAINS
	APPROVED MASTER PLAN		SURFACE WATER		CONTINUOUS SEA GRASS
	CONCEPT PLAN		MANGROVES		DISCONTINUOUS SEA GRASS
	BRIDGE WIDENING		RIGHT OF WAY		OVERHEAD SIGN STRUCTURE
	BRIDGES				CONTAMINATION
	BARRIER WALL				ITS CAMERA



LEGEND:					
	CONCEPT PLANS WIDER THAN APPROVED MASTER PLAN		BRIDGE WIDENING		WETLANDS
	APPROVED MASTER PLAN		BRIDGES		SURFACE WATER
	CONCEPT PLAN		BARRIER WALL		MANGROVES
			RIGHT OF WAY		FLOOD PLAINS
			CONTINUOUS SEA GRASS		OVERHEAD SIGN STRUCTURE
			DISCONTINUOUS SEA GRASS		CONTAMINATION
			ITS CAMERA		

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PROPOSED CONCEPT  
PLAN OVERLAY

SHEET NO.

13