

**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:** 10/22/2019**Project Numbers:**

13854

431821-1-22-01

N/A

ETDM (if applicable)

Financial Management

Federal-Aid

**Project Name:** I-275 FROM N OF MLK BLVD TO N OF BEARSS AVE**Project Location:** FDOT District 7 ( Hillsborough County )**Project Limits:** North of Dr. Martin Luther King, Jr. Boulevard to north of Bearss AvenueC. Prior Re-evaluation(s):

There is no previous re-evaluation of this Environmental Document.

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		
	431821-2-52-01	I-275 (SR 93) FROM N OF MLK TO N OF BUSCH BLVD	District 7 - HILLSBOROUGH	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Design-Bid-Build	Federal

**2. PROJECT DESCRIPTION**

The Florida Department of Transportation (FDOT) Office of Environmental Management (OEM) approved a Type 2 Categorical Exclusion (CE) on October 22, 2019, for capacity and operational improvements along 7.7 miles of Interstate 275 (I-275)/(State Road (SR) 93) from north of Dr. Martin Luther King, Jr. Boulevard (MLK Boulevard) (SR 574) to north of Bearss Avenue (SR 678/County Road (CR) 582) in Hillsborough County, Florida. The Type 2 CE (approved October 22, 2019) provided for widening of I-275 (SR 93) from an existing six-lane divided interstate to an eight-lane divided interstate.

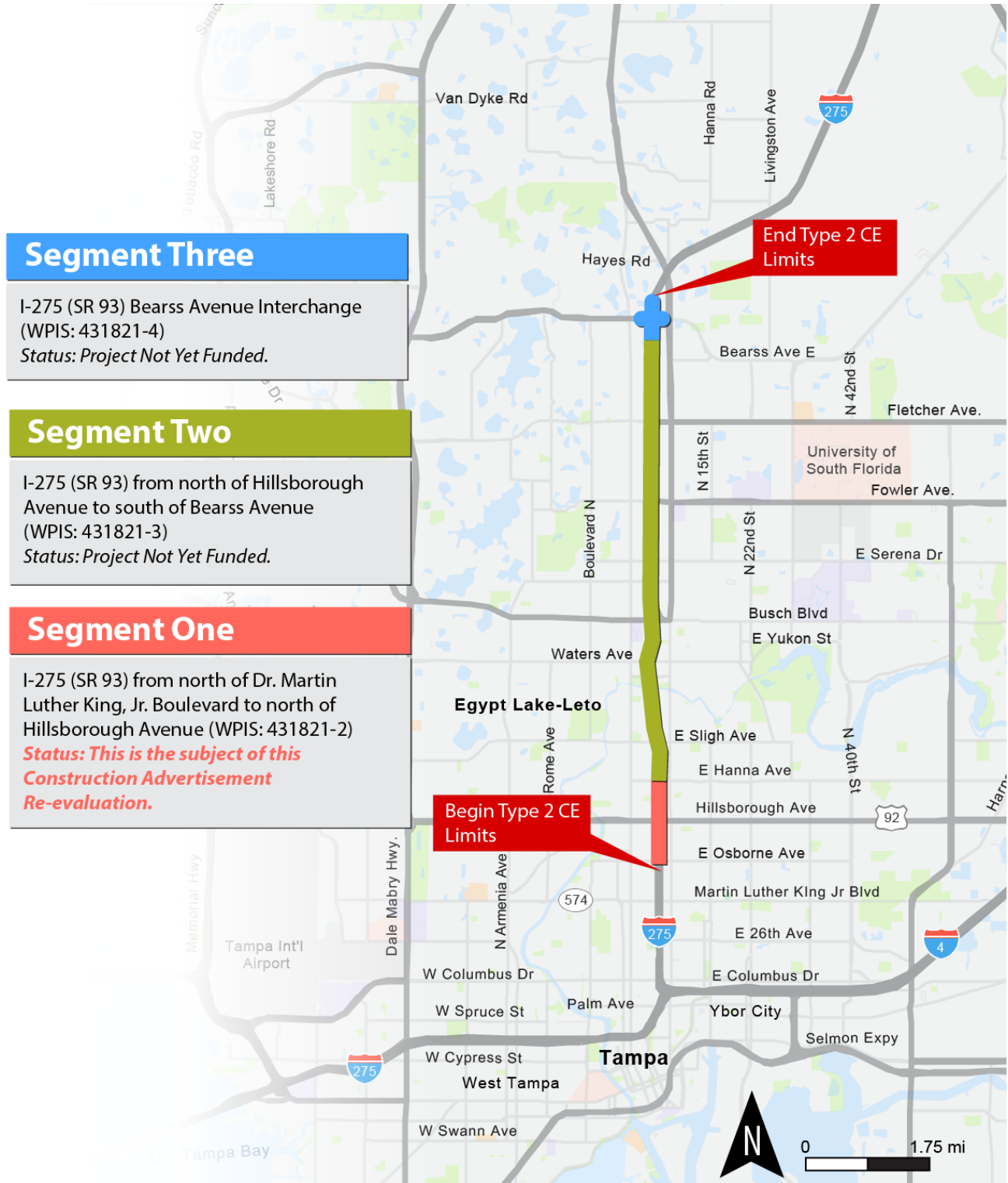
The segment being advanced with this re-evaluation will add one travel lane in each direction for 1.003 miles of I-275/SR 93 from north of Dr. Martin Luther King, Jr. Boulevard to north of Hillsborough Avenue, expanding the existing six-lane divided interstate to an eight-lane divided interstate using the existing inside shoulder. An operational improvement will be implemented as part of this project at the Hillsborough Avenue interchange by extending the existing southbound off-ramp deceleration lane.

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

**RE-EVALUATION  
FORM**

1. Segment One - I-275 (SR 93) from north of Dr. Martin Luther King, Jr. Boulevard to north of Hillsborough Avenue (WPIS: 431821-2) **Status: *This segment is the subject of this Construction Advertisement Re-evaluation.***
2. Segment Two - I-275/SR 93 from north of Hillsborough Avenue to south of Bearss Avenue (WPIS: 431821-3) **Status: *Project Not Yet Funded.***
3. Segment Three - I-275/SR 93 Bearss Avenue Interchange (WPIS: 431821-4) **Status: *Project Not Yet Funded.***

# RE-EVALUATION FORM



## I-275 (SR 93)

from north of Dr. Martin Luther King, Jr. Boulevard  
to north of Bearss Avenue

WPIS: 431821-1

Type II Categorical Exclusion Approved 10/22/2019

Figure 1: Project Location Map

**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

Since the approval of the Type 2 CE on October 22, 2019, there have been minor changes to the roadway design. The typical section remains consistent with the approved Project Development and Environment (PD&E) typical section with four 12-foot general use lanes in each direction. In the northbound direction from Osborne Avenue to East Hanna Avenue, the proposed construction includes adding pavement for the full four-lane typical section as approved in the Type 2 CE but providing striping for three lanes. This is due to connectivity at the north end of the project (East Hanna Avenue), where there are three continuous lanes in the northbound direction in existing conditions. Since the project construction is being phased, three through lanes are provided to meet the minimum requirements for merge sections. In the southbound direction, the auxiliary lane from the southbound Hillsborough Avenue on-ramp is extended to Martin Luther King, Jr. Boulevard, whereas in the PD&E study concept plans the auxiliary lane merged prior to Osborne Avenue.

The Phase III (October 2020) plans show the inside and outside shoulders widths reversed from what was approved in the Type 2 CE, with the 12-foot paved inside shoulder and a 15-foot paved outside shoulder. This change is to accommodate buses in the outside shoulders instead of the inside shoulders. While shoulder widths have changed since approval of the PD&E study, the amount of pavement proposed remains consistent with the approved PD&E typical section.

Retention swales along the corridor within the right of way (ROW) remain at the same location and approximately the same sizes as the approved PD&E study except for Swales 3A and 3B. Swale 3A, approximately 1.67 acres (ac) on the east side of I-275 and south of Hanna Avenue was eliminated. Swale 3B on the west side of I-275 and south of Hanna Avenue increased in size from approximately 1.46 ac to approximately 1.83 ac.

Consistent with the approved PD&E study, there are no proposed improvements outside the existing ROW.

Noise barriers were identified along the corridor in the approved PD&E study. Based on a review of the Phase III plans (October 2020), the majority of noise barriers have been moved from the ROW line to shoulder barriers due to engineering and constructability constraints at the ROW line.

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.

**RE-EVALUATION  
FORM****5. PUBLIC INVOLVEMENT****Were there additional public involvement activities? Yes**

The FDOT conducted a public survey to solicit the viewpoints of the property owners and tenants of properties that would be benefited by the 8-foot to 14-foot noise barriers on September 18, 2020. The results of the survey indicated that a majority of the residents and tenants are in favor of constructing the barriers. More information can be found in Section 7 of this Construction Advertisement Re-evaluation.

**6. PROJECT or SEGMENT(S) PLANNING CONSISTENCY**

**Segment FM Number:** 431821-2-52-01

Currently Adopted CFP-LRTP	Comments				
Yes	The 2045 Long Range Transportation Plan (LRTP) was adopted November 5, 2019. The project is listed in the First Five Year Cost Feasible Projects (2045 LRTP, Page 67) with project limits I-275 from North of Dr. Martin Luther King, Jr. Boulevard to North of Hillsborough Avenue. Construction cost is \$32,390,000.00.				
Phase	TIP/STIP	Currently Approved	\$	FY	Comments
PE (Final Design)	TIP	Yes	100,000	2021	Funding shown in the TIP and STIP are WITHIN allowable variance of 20% and \$2 million.
PE (Final Design)	STIP	Yes	146,101	2021	Funding shown in the TIP and STIP are WITHIN allowable variance of 20% and \$2 million.
R/W	TIP	No	N/A	N/A	N/A
R/W	STIP	No	N/A	N/A	N/A
Construction	TIP	Yes	42,710,233	2021	Funding shown in the TIP and STIP are WITHIN allowable variance of 20% AND \$2 million.
Construction	STIP	Yes	42,810,233	2021	Funding shown in the TIP and STIP are WITHIN allowable variance of 20% AND \$2 million.

[\[2 - 431821-2\\_TIP\\_6-30-2020\]](#)

[\[3 - 431821-2\\_LRTP\\_11-5-2019\]](#)

[\[4 - 431821-2\\_STIP\\_8-27-2020\]](#)

**RE-EVALUATION  
FORM****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

**Historic Sites/Districts**

Based on a review of the Phase III plans (October 2020), and additional background research conducted as part of this Construction Advertisement Re-evaluation, a Historic Resource Survey Update (HRSU) was prepared to identify and record any historic resources within the project segment being advanced with this Construction Advertisement Re-evaluation that were constructed between 1966 and 1971. The HRSU resulted in the identification of four historic age unrecorded resources (8HI15046 - 8HI15049). All four of the Post-World War II, commonly designed structures lack any historical associations. Therefore, none of the historic resources located within the HRSU project Area of Potential Effect (APE) meet the criteria for listing in the National Register of Historic Places (NRHP). No further work is recommended. The State Historic Preservation Officer (SHPO) concurred on December 3, 2020.

**Archaeological Sites**

No further archaeological sites field survey or coordination is required. There is no change in status.

[1 - SHPO Concurrence Letter 431821-2\_I-275]

**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?** No

**RE-EVALUATION  
FORM****Protected Species**

As per the findings of the Type 2 CE (approved October 22, 2019), the Wetland Evaluation and Biological Assessment Report (WEBAR) (May 2015), the USFWS letter of concurrence (October 5, 2015), and the Natural Resources Evaluation (NRE) Addendum (October 2019), the species provided below, with their associated effect determinations, were determined to have the potential to occur in the PD&E study area:

**Federally listed species:**

Eastern indigo snake (*Drymarchon corais couperi*) - may affect, not likely to adversely affect  
Wood Stork (*Mycteria americana*) - may affect, not likely to adversely affect  
Florida Scrub-Jay (*Aphelocoma coerulescens*) - no effect  
West Indian manatee (*Trichechus manatus latirostris*) - may affect, not likely to adversely affect

**State listed species:**

Gopher Tortoise - no adverse effect anticipated  
Southeastern American Kestrel (*Falco sparverius paulus*) - no adverse effect anticipated  
Florida Sandhill Crane (*Antigone canadensis pratensis*) - no adverse effect anticipated  
Little Blue Heron (*Egretta caerulea*) - no adverse effect anticipated  
Reddish Egret (*Egretta rufescens*) - no adverse effect anticipated  
Tri-colored Heron (*Egretta tricolor*) - no adverse effect anticipated  
Roseate Spoonbill (*Platalea ajaja*) - no adverse effect anticipated  
Any listed plant species - no adverse effect anticipated

Because of a lack of wetland or other surface water (OSW) habitat, none of the federal and state listed wetland-dependent species identified in the prior evaluations are anticipated to occur in the segment being advanced with this Construction Advertisement Re-evaluation. Therefore, the effect determinations remain valid.

On November 9, 2020, the eastern black rail (*Laterallus jamaicensis jamaicensis*) was newly listed as a threatened species under the ESA, as amended. Although this species has the potential to occur in Hillsborough County, there is no suitable habitat (wetlands or other surface waters [OSWs]) within this segment being advanced. The segment being advanced will have "no effect" on the eastern black rail.

**Wetlands and Surface Waters**

A review of the Phase III plans (October 2020) verified there are no wetlands or surface waters in the segment being advanced with this Construction Advertisement Re-evaluation. No impact to wetlands or surface waters are anticipated, and no mitigation is anticipated to be required for this segment. This is consistent with the findings of the Type 2 CE (approved October 22, 2019), Wetland Evaluation and Biological Assessment (WEBAR) (May 2015), and the Natural Resources Evaluation (NRE) Addendum (October 2019). There is no change in status.

**Essential Fish Habitat**

There is no Essential Fish Habitat (EFH) in the segment being advanced with this Construction Advertisement Re-evaluation.

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**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?** N/A

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

**d. PHYSICAL**

**Are there changes in Air Quality?** No

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

A Noise Study Report (NSR) (April 2019) was developed and evaluated as part of the Type 2 CE (approved October 22, 2019). Within the limits of this re-evaluation, the NSR identified 45 properties predicted to be impacted by traffic noise with the proposed improvements from Dr. Martin Luther King Jr. Boulevard to Osborne Avenue. All impacted properties are residential properties.

A review of land use changes since the initial land use review (in April 2019) and the project's Date of Public Knowledge (DPK) of October 22, 2019 was performed in August 2020. There are no new noise-sensitive land uses, nor building permits received prior to the project's DPK.

Twenty-two-foot noise barriers were originally recommended along the ROW from Dr. Martin Luther King Jr. Boulevard to Hillsborough Avenue per the Noise Study Report (April 2019). However, engineering and constructability constraints at the ROW prevented the ROW noise barriers from being evaluated further. Therefore, noise barriers along the shoulder ranging from 8-foot to 14-foot were recommended. A Design-Level Noise Study Report Addendum (NSRA) (December 2020) was prepared in support of this Construction Advertisement Re-evaluation. All noise barrier locations remain reasonable and feasible.

Except for the changes in location and height of the noise barriers due to constructability constraints, the Phase III plans (October 2020) are consistent with the Type 2 CE (approved October 22, 2019).

The FDOT conducted a public survey to solicit viewpoints of the impacted property owners and tenants if applicable, who may, or may not, desire a noise barrier is also a factor that must be considered when evaluating noise barriers as an abatement measure. To obtain the desires of the owners/tenants regarding their support for, or against, the construction of a noise barrier, surveys were prepared. An example of the barrier survey package materials is included in Appendix D of the Design Noise Study Report. Four hundred eighty-three survey packages for 370 properties were mailed on September 18, 2020. Of the 179 owners and tenants who responded, 170 were in favor of constructing the barriers. For more information, please refer to the NSRA(December 2020) (WPIS: 443770-1 I-275 from north of I-4 to north of Dr. Martin Luther King, Jr. Boulevard and WPIS: 431821-2 I-275 from north of Dr. Martin Luther King, Jr. Boulevard to north of Hillsborough Avenue), which is a single report for both WPISs and is located in the SWEPT project file. As part of this NSRA, the engineering reviews and noise barrier surveys, as mentioned above, were prepared and included in the NSRA to help fulfill the project commitments.



**RE-EVALUATION  
FORM****What is the status of Contamination?**

Based on a review of the Phase III plans (October 2020), there are one "High" and three "Medium" ranking sites within the limits of the segment being advanced with this Construction Advertisement Re-evaluation. A contamination clearance letter was issued September 1, 2020 and is included in the SWEPT project file. The contamination clearance letter states that contamination was identified; however, its location/condition has no impact on the proposed project. The Level I Contamination Screening Evaluation Report (CSER) (January 2019) prepared for the Type 2 CE (approved October 22, 2019) initially identified the sites listed below for the segment being advanced with this Construction Advertisement Re-evaluation.

**Contamination Sites Ranked "High"**

1. Mobil S-S #22 CNG (Starbucks) 502 E. Hillsborough Avenue

**Contamination Sites Ranked "Medium"**

1. BP Central #320 501 E. Hillsborough Avenue
2. Cumberland Farms (County Owned Property) 414 E. Hillsborough Avenue
3. Leroy's 4x4 Auto Center (Papa Johns) 512 E. Hillsborough Avenue

The Mobil "High" site is in natural attenuation monitoring (NAM) and is not anticipated to have any impacts to construction. The remaining sites are not anticipated to have any impacts to construction. A Level II CSER is not anticipated.

**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?** No

[\[5 - 4318212\\_PCR\]](#)

**9. STATUS OF PERMITS****Federal**

None anticipated.

**State**

**RE-EVALUATION  
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Segment	Name	Descriptor	Status	Date
431821-2-52-01	DEP or WMD Environmental Resource Permit (ERP)	ERP Individual Level 811174	Applied For	10/06/2020
431821-2-52-01	DEP National Pollutant Discharge Elimination System Permit	NPDES	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****Name and title of FDOT Preparer:** Robin M. Rhinesmith, FDOT District 7 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 December 14, 2016 and executed by the Federal Highway Administration and FDOT.

**OEM approval required?** Yes

Robin Rhinesmith

January 27, 2021

District approving authority or designee

Date



Electronically signed within SWEPT  
on January 27, 2021 11:14:25 AM EST  
(electronic signature on file)

**12. OEM CONCURRENCE**

Jason Watts

February 3, 2021

Print Name

Date

Director of the Office of Environmental Management or Designee



Electronically signed within SWEPT  
on February 3, 2021 3:41:51 PM EST  
(electronic signature on file)

**RE-EVALUATION  
FORM****13. Links to Supporting Documentation**

- 1 - [43182112201-CE2-D7-SHPO\\_Concurrence\\_Letter\\_431821-2\\_I-275-2020-1203.pdf](#)
- 2 - [43182112201-CE2-D7-431821-2\\_TIP-2020-0630.pdf](#)
- 3 - [43182112201-CE2-D7-431821-2\\_LRTP-2019-1105.pdf](#)
- 4 - [43182112201-CE2-D7-431821-2\\_STIP-2020-0827.pdf](#)
- 5 - [43182112201-CE2-D7-4318212\\_PCR-2021-0202.pdf](#)