

**RE-EVALUATION  
FORM****1. GENERAL INFORMATION**A. Re-evaluation Type: Design ChangeB. Original approved Environmental Document:**Document Type:** Type 2 CE**Date of Approval:** 03/24/1994**Project Numbers:**

N/A	435749-1-22-01	N/A
ETDM (if applicable)	Financial Management	Federal-Aid

**Project Name:** US 92 FROM I-4 TO COUNTY LINE**Project Location:** FDOT District 7 ( Hillsborough County )**Project Limits:** East of I-4 to East of County Line RoadC. 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		
	435749-1	US 92 FROM I-4 TO COUNTY LINE	District 7 - HILLSBOROUGH	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	TBD	Federal

**2. PROJECT DESCRIPTION**

The project consists of the widening of State Road 600 / United States 92 (SR 600/US 92) from east of Interstate 4 (I-4) to east of County Line Road in Hillsborough County, Florida. Within the project limits, US 92 has a functional classification of Urban Principal Arterial Other, and it runs parallel to I-4. The total project length is approximately 18.1 miles. The environmental document is a Type 2 Categorical Exclusion, originally approved in March of 1994. Due to a change in design standards and existing conditions, the proposed project's Project Development and Environment PD&E Study is being re-evaluated.

**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

Noise evaluation thresholds and methods have been updated at 23 CFR 772 which became effective July 2011. An updated Noise Study Report was prepared and approved with the June 2016 major design change re-evaluation.

U.S. Fish and Wildlife Service has proposed a Candidate listing for the gopher tortoise, and has listed the reticulated flatwoods salamander as Endangered (previously only the flatwoods salamander was listed as Threatened).

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The Imperiled Species Management Plan (ISMP) was approved by the Florida Fish and Wildlife Conservation Commission (FWC) in November 2016, with rule changes in effect as of January 2017, including changes in listing status for 23 species. An updated species evaluation was downloaded from the Florida Natural Areas Inventory (FNAI) Biodiversity Index downloaded October 13, 2017. No species in the updated FNAI report have regulatory changes identified in the FWC ISMP.

#### **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**

A discussion of the major design changes has been uploaded.

Section 4.0 Project Design Standards from the PER has been uploaded providing the design standards used in this reevaluation.

[\[2 - Major Design Changes and Design Criteria\]](#)

[\[8 - Chapter 4 US 92 PER Final 2017-8-8 - Design Criteria\]](#)

#### **5. PUBLIC INVOLVEMENT**

**Were there additional public involvement activities? Yes**

**A public involvement summary, agency coordination from the Preliminary Engineering Report, and the public hearing transcript have been uploaded.**

[\[9 - US 92 Public Hearing Transcript\]](#)

[\[10 - US 92 Reevaluation Public Involvement Summary\]](#)

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

Planning Consistency is not required for this re-evaluation.

#### **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? Yes**

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

The existing right-of-way width varies along the corridor but is typically 80 feet in width. The right-of-way width for US 92 from Garden Lane to approximately 1,200 feet east of Garden Lane transitions from 120 feet to 80 feet in width. It remains 80 feet in width through most of the remainder of the Build portion of the corridor except where intersection improvements have been made or where developments have been constructed. Right-of-way will need to be acquired for the Preferred Build Alternative in segments 1 through 9 and segment 11. The anticipated right-of-way acquisition for US 92 within the Build segments of the project limits is shown in the preliminary concept plans.

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The Type 2 Categorical Exclusion for the original 1994 PD&E Study estimated 91 residential relocations and 50 business relocations as a result of implementing the project.

Based on the analysis during the Re-evaluation, this project will potentially require 160 residential relocations and 117 business relocations. The increased number of relocations is primarily due to changes in the typical section widths described in Attachment 2. While construction of the Preferred Build Alternative will affect residences and businesses along the project corridor, it is not expected to contribute to social isolation of any special populations of elderly, handicapped, minority, or transient dependents. The construction of this alternative is not expected to subdivide neighborhoods, negatively impact residential neighborhood identity, separate residences from community facilities, or impact the economy of the adjacent communities.

Because relocations were minimized to the greatest extent possible and because FDOT will operate in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisitions Policies Act, it has been determined that no significant impacts from relocations will occur as a result of the project.

Additional information regarding relocations can be found in the US 92 PD&E Re-evaluation Final Conceptual State Relocation Plan (CSRP) located within the project files.

**Are there changes in impacts to Prime or Unique Farmlands? Yes**

Coordination with the Natural Resource Conservation Service (NRCS) on the proposed roadway and stormwater pond right-of-way impacts in September of 2016 and again in January of 2018 revealed that since the initial coordination with NRCS as part of the PD&E Study in 1994, the USDA-NRCS completed a statewide assessment of important farmlands in Florida. This resulted in changes to the farmland classification map units in Hillsborough County and now the project has significant areas of Farmland of Unique Importance. As a result of this change, the process to complete Form NRCS-CPA-106 Farmland Conversion Impact Rating for Corridor Type Projects was initiated. This form is included as Attachment 7.

Based on the results of the scoring of the relative importance of farmlands to be impacted, no further action is required. The total score of 74.1 is below the threshold of 160 points that requires alternative sites to be considered and/or mitigation for impacts.

The completion of Form NRCS-CPA-106 was discussed with LeRoy Crockett with the NRCS on January 23, 2018. Mr. Crockett indicated that his involvement in the review of Form NRCS-CPA-106 was limited to Parts I through V and no further coordination is required.

[\[7 - Updated Farmlands Form \(1-30-18\)\]](#)

**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**

A discussion of the historic sites and archaeological sites is included as Attachment B (also referred to as Attachment 13). SHPO concurrence letters are also attached.

[\[4 - 2016-1350 FPID 435749-1 FINAL\]](#)[\[6 - 2016-1350B FPID 435749-1\]](#)[\[13 - Cultural Impacts \(Historic Sites/Districts and Archaeological Sites\) - Attachment B\]](#)

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**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?** No

**c. NATURAL**

**Are there changes in impacts to protected species and habitat, wetlands and other surface waters, and/or essential fish habitat?** Yes

A discussion of the natural environment is included as Attachment C (also referred to as Attachment 1).

[1 - Natural Environment Impacts (Wetlands and Other Surface Waters, Water Quality, Drainage and Floodplains, and Protected Species and Habitat - Attachment C)][11 - FWC][12 - 435749-1 USFWS]

**Are there changes in impacts to designated Aquatic Preserves, Coastal Barrier resources, Wild and Scenic Rivers, and/or Outstanding Florida Waters?** N/A

**Are there changes in impacts to Floodplains and/or Water Quality and Water Quantity?** Yes

A discussion of the natural environment is included as Attachment C (also referred to as Attachment 1).

**d. PHYSICAL**

**Are there changes in Air Quality?** Yes

A discussion of the physical environment is included as Attachment D (also referred to as Attachment 5).

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

A discussion of the physical environment is included as Attachment D (also referred to as Attachment 5).

The FDOT is committed to the construction of feasible and reasonable noise abatement measures at the noise-impacted locations identified in Attachment D (also referred to as Attachment 5), contingent upon the following conditions:

1. Final recommendations on the construction of abatement measures is determined during the project's final design and through the public involvement process;
2. Detailed noise analyses during the final design process support the need, feasibility and reasonableness of providing abatement;
3. Cost analysis indicates that the cost of the noise barriers will not exceed the cost reasonable criterion of \$42,000 per benefited residence;
4. Community input supporting types, heights, and locations of the noise barriers is provided to the District Office; and
5. Safety and engineering aspects as related to the roadway user and the adjacent property owner have been reviewed and any conflicts or issues resolved.

**What is the status of Contamination?**

A discussion of the physical environment is included as Attachment D (also referred to as Attachment 5).

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**Are there changes in impacts to Utilities and Railroads?** Yes

A discussion of the physical environment is included as Attachment D (also referred to as Attachment 5).

[5 - Physical Impacts (Air Quality, Highway Traffic Noise, Contamination, Utilities and Railroad) - Attachment D]

**Are there changes in impacts to Navigation?** N/A

## 8. COMMITMENT STATUS

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

**Are there new environmental commitments?** Yes

**List new environmental commitments added since the last approval.**

3. The FDOT will perform a survey of potential gopher tortoise habitat that may be impacted by the project. The survey will follow the latest survey criteria from the FWC's Gopher Tortoise Permitting Guidelines. If burrows are identified, a gopher tortoise relocation permit will be sought from the FWC for any tortoise burrows that cannot be avoided.

4. The FDOT will implement the *Standard Protection Measures for the Eastern Indigo Snake* (USFWS 2013) during site preparation and construction. To ensure these protection measures are followed on site, the General Plan Notes will include the following statement: Eastern indigo snake habitat has been identified within the project limits. Utilize the U.S. Fish and Wildlife Service Standard Protection Measures for the Eastern Indigo Snake, at the U.S. Fish and Wildlife Service Link:

[http://www.fws.gov/northflorida/indigosnakes/20130812\\_eastern\\_indigo\\_snake\\_standard\\_protection\\_measures.htm](http://www.fws.gov/northflorida/indigosnakes/20130812_eastern_indigo_snake_standard_protection_measures.htm).

5. Impacts to suitable wood stork foraging areas will be calculated during permitting and compensated for in the final mitigation plan.

6. For the following noise sensitive land uses, noise barriers are considered to be a potentially feasible and reasonable abatement measure.

- Residences in Parkwood Estates and west of Webb Road (NSA WB2)
- Residences west of Greenway Drive and Happy Homes Mobile Home Park (NSA WB6)
- Residences located in and in the vicinity of Robinson Orange Park (NSA WB13)
- Residences located West of Fletcher Lane (NSA WB14)
- Residences located west of Bethlehem Road and in Coronation Court (NSA WB18)
- Residences located at the Kingsway Subdivision (NSA WB26)
- Residences located at the Brooks Residential Motel and Camp Knox Tourist Court (NSA WB35)
- Star Motel/Rental Units (NSA EB4)
- Shangri La Subdivision (NSA EB12)
- Residences in the Family Rentals Mobile Home Park and west of Tanner Road (NSA EB25)
- Residences in the Stonebridge Mobile Home Park (NSA EB30)
- The estimated cost to construct the noise barriers ranges from \$1,538,760 to \$3,960,000 depending on barrier length and height. The FDOT is committed to the construction of noise barriers at the locations above, contingent upon the following:
- Detailed noise analysis during the final design process of the project 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

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- All safety and engineering conflicts or issues related to construction of a noise barrier are resolved.

A proposed noise barrier was evaluated during the proposed project's PD&E Re-evaluation study for the Camp Knox Tourist Court Resource Group (8HI04634). The noise barrier will be evaluated further during the proposed project's future design phase to affirm that it remains a cost reasonable and feasible barrier. The FDOT District Seven will continue to coordinate with the State Historic Preservation Officer (SHPO) during the design phase regarding potential effects to this historic resource.

7. FDOT District Seven will coordinate with the SHPO if there are any alterations to the proposed project's design which may alter its effects on significant historic resources.

[\[3 - US 92 Final Project Commitment Record \(1-17-2018\)\]](#)

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

Name	Status	Issuance Date
USACE Section 10 or Section 404 Permit	Needed	

**State**

Name	Status	Issuance Date
DEP or WMD Environmental Resource Permit (ERP)	Needed	
DEP National Pollutant Discharge Elimination System Permit	Needed	

**Local**

None anticipated.

**Other**

None anticipated.

**10. CONCLUSION**

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

**11. DISTRICT REVIEW AND APPROVAL**

**Name and title of FDOT Preparer:** Lilliam Escalera

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 signature required?** Yes

Robin Rhinesmith

December 22, 2017

District approving authority or designee

Date

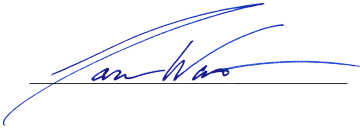
**RE-EVALUATION  
FORM****12. OEM CONCURRENCE**

Jason Watts

April 20, 2018

Print Name

Date



Director of the Office of Environmental Management or Designee

**13. Links to Supporting Documentation**

- 1 - [43574912201-CE2-D7-Natural\\_Environment\\_Impacts\\_Attachment\\_C-2018-0417.pdf](#)
- 2 - [43574912201-CE2-D7-Major\\_Design\\_Changes\\_and\\_Design\\_Criteria-2018-0417.pdf](#)
- 3 - [43574912201-CE2-D7-US\\_92\\_Final\\_Project\\_Commitment\\_Record\\_\(1-17-2018\)-2018-0117.xlsx](#)
- 4 - [43574912201-CE2-D7-2016-1350\\_FPID\\_435749-1\\_FINAL-2016-0929.pdf](#)
- 5 - [43574912201-CE2-D7-Physical\\_Impacts\\_Attachment\\_D-2018-0417.pdf](#)
- 6 - [43574912201-CE2-D7-2016-1350B\\_FPID\\_435749-1-2017-0404.pdf](#)
- 7 - [43574912201-CE2-D7-Updated\\_Farmlands\\_Form\\_\(1-30-18\)-2018-0130.pdf](#)
- 8 - [43574912201-CE2-D7-Chapter\\_4\\_US\\_92\\_PER\\_Final\\_2017-8-8\\_-\\_Design\\_Criteria-2017-0808.pdf](#)
- 9 - [43574912201-CE2-D7-US\\_92\\_Public\\_Hearing\\_Transcript-2018-0102.pdf](#)
- 10 - [43574912201-CE2-D7-US\\_92\\_Reevaluation\\_Public\\_Involvement\\_Summary-2017-0808.pdf](#)
- 11 - [43574912201-CE2-D7-FWC-2017-0504.pdf](#)
- 12 - [43574912201-CE2-D7-435749-1\\_USFWS-2017-0821.pdf](#)
- 13 - [43574912201-CE2-D7-43574912201-CE2-D7-Cultural\\_Impacts\\_Attachment\\_B\\_2018-0117-2018-0117.docx](#)
- 14 - [43574912201-CE2-D7-43574912201-CE2-D7-Re-Evaluation\\_Location\\_Map-2018-0418.PDF](#)