

RE-EVALUATION FORM

1. GENERAL PROJECT INFORMATION

A. Re-evaluation Type: Design Change

B. Original approved Environmental Document:

Document Type: EA

Date of Approval: 05/24/1994

Project Numbers:

N/A

255598-1-32-01

1802-001-U

ETDM (if applicable)

Financial Management

Federal-Aid

Project Name: 22ND ST CSWY (SR676) US 301 SR 60

Project Location: FDOT District 7 (Hillsborough County)

Project Limits: from SR 60 to US 301

C. Prior Re-evaluation(s):

FM Number	Type				Date District Approved	Date Lead Agency Consultation	Date Lead Agency Approved (if applicable)
	PE	DC	ROW	CON			
255734-1-52-01	☐	☐	☐	☒	01/12/2000		01/26/2000

Description of Approval:

Authorization for the construction of the six-lane roadway section for Environmental Assessment (EA) / Finding of No Significant Impact (FONSI) Segment 1 from 22nd Street/20th Street Maritime Boulevard to SR 60, a distance of 1.263 miles.

255599-1-52-01	☐	☐	☐	☒			N/A
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Description of Approval:

State funding construction authorization. A Construction Advertisement Re-evaluation was prepared in 2007 for EA/FONSI Segment 4 from 1/4 mile west of US 41 (SR 45) to 1/4 mile east of US 301, a distance of approximately 3.4 miles. The re-evaluation included the construction of a 4-lane roadway section and alignment changes that impacted the Right of Way (ROW) needs on the north side of US 41 (SR 45) and pond sites selection and 6-foot sidewalks. The District's working paper containing the general content of Construction Advertisement re-evaluation has been uploaded into the project file. Approval dates and official signed version of documents unavailable in District files.

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		
D719-029-B	440749-1-22-01	US 41/SR 45/S 50TH ST @ CSX GRADE SEPARATION	District 7 - HILLSBOROUGH	☐	☒	☐	☐	Design-Bid- Build	Federal

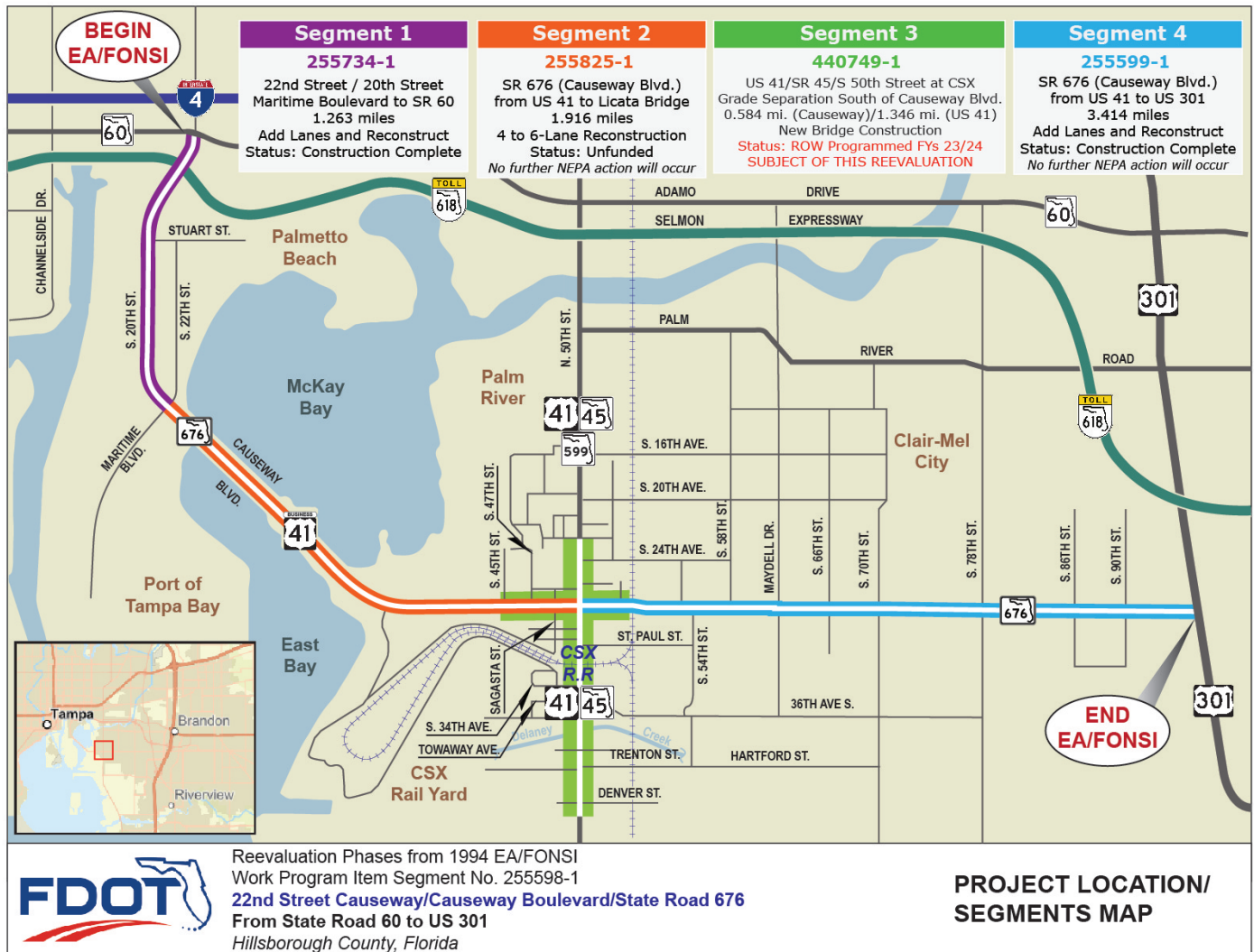
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		SOUTH OF CAUSEWAY BLVD						
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2. PROJECT DESCRIPTION

An Environmental Assessment (EA) with a Finding of No Significant Impact (FONSI) was approved by the Federal Highway Administration (FHWA) on May 24, 1994. The EA/FONSI documented the construction of a six-lane roadway to replace the existing 2- to 4-lane roadway beginning at State Road (SR) 60 and extending approximately 7 miles east to US 301 (see **Figure 1** below). The project included a new Single Point Urban Interchange (SPUI) at US 41 (SR 45)/Causeway Boulevard intersection, with US 41 (SR 45) elevated over Causeway Boulevard. The original study also recommended a grade separation for US 41 (SR 45) over the CSX Railroad (crossing #624802A) south of Causeway Boulevard. The original project corridor includes portions within the City of Tampa and portions within unincorporated Hillsborough County.

Figure 1. Project Location/Segment Map



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FORM****Existing Facility**

The proposed improvements along Causeway Boulevard begin west of S. 45th Street (MP 3.554) and extend east of the Causeway Boulevard intersection terminating prior to the CSX crossing (#624815B; MP 2.971). The project limits identified along US 41 (SR 45) begin south of Denver Street (MP 22.578) and extend north of the Causeway Boulevard intersection to S. 23rd Avenue (MP 23.925). Causeway Boulevard is currently four lanes and US 41 (SR 45) is currently a six-lane roadway throughout the project limits. US 41 (SR 45) and Causeway Boulevard are functionally classified as urban principal arterials. Causeway Boulevard west of US 41 (SR 45) and US 41 (SR 45) south of Causeway Boulevard are part of FDOT's Strategic Intermodal System (SIS), designated as a SIS Connector. The CSX railroad crossing east of US 41 (SR 45) is a designated SIS Railway Corridor and the CSX railroad crossing south of Causeway Boulevard (#624802A) is designated as a SIS Railway Connector. There is one bridge culvert south of Causeway Boulevard for US 41 (SR 45) over Delaney Creek (MP 23.003). The design speed limit on both US 41 (SR 45) and Causeway Boulevard is 45 miles per hour (mph).

Along Causeway Boulevard, the existing typical section consists of a divided 4-lane curb and gutter roadway with, 12-foot outside lanes and 11- to 12-foot inside lanes with, 4-foot bicycle lanes, and 6-foot sidewalks in each direction. The median consists of a 14-foot center two-way left turn lane from S. 45th Street to Sagasta Street and is a raised curb and gutter for the remainder of the project. The roadway is concrete pavement from the beginning of the project to 400 feet east of US 41 (SR 45) and is asphalt pavement for the remainder of the project.

The existing typical section for US 41 (SR 45) from south of Denver Street to Causeway Boulevard is a divided 6-lane curb and gutter roadway with a 19-foot raised median, 10-foot outside travel lanes, 11-foot middle and inside travel lanes, and a 5- to 6-foot sidewalk on both sides.

Along US 41 (SR 45) from north of Causeway Boulevard to just north of S. 23rd Avenue, the existing typical section consists of a divided 6-lane curb and gutter roadway, 11-foot travel lanes, a 10-foot center two-way left-turn lane with a 4-foot sidewalk along both sides of the roadway.

The majority of the existing ROW along US 41 (SR 45) is 100 feet wide. In the vicinity of the CSX railroad, the ROW width varies from 100 to 332 feet. CSX Transportation owns a large portion of the adjacent property along both sides of US 41 (SR 45) where the CSX railroad crosses at grade. The Causeway Boulevard ROW is 150 feet wide or greater west of S. 45th Street and reduces to a minimum of 100 feet wide around S. 47th Street to the end of the project.

Current Project

This Design Change Re-evaluation of Segment 3 is being conducted under Work Program Item (WPI) Segment Number 440749-1 evaluating intersection and operational improvements at and adjacent to the Causeway Boulevard and US 41 (SR 45) intersection, in unincorporated Hillsborough County. These improvements include the construction of a grade separation of US 41 (SR 45) over the CSX railroad crossing (#624802A) located approximately 1,400 feet south of the Causeway Boulevard intersection. Bicycle and pedestrian facility improvements along US 41 (SR 45) and Causeway Boulevard will also be provided.

The purpose of this project is to reduce traffic delays associated with the CSX railroad crossing, support the safe movement of vehicle traffic, including trucks and freight, and enhance safety and multi-modal connectivity for bicyclists and pedestrians.

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Segment Statuses

The statuses for each of the original EA/FONSI segments (shown in **Figure 1**) are provided below.

Segment 1: On January 26, 2000, the FHWA approved a Construction Advertisement Re-evaluation for the construction of the six-lane roadway section for EA/FONSI Segment 1 from 22nd Street/20th Street Maritime Boulevard to SR 60, a distance of 1.263 miles (WPI Seg. No. 255734-1). Construction Complete.

Segment 2: Existing 4-lane roadway. **As the project is unfunded, no further National Environmental Policy Act (NEPA) action will occur under the 1994 EA/FONSI.**

Segment 3: **The subject of this Design Change Re-evaluation (WPI Seg. No. 440749-1), and state-funded ROW acquisition is on-going.**

Segment 4: In 2007, a Construction Advertisement Re-evaluation was prepared for the construction of a four-lane roadway section for Segment 4 from 1/4 mile west of US 41 (SR 45) to 1/4 mile east of US 301, a distance of approximately 3.4 miles (WPI Seg. No. 255599-1). **Construction complete. No further NEPA action will occur under the 1994 EA/FONSI.**

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

The State of Florida revised their regulatory framework for Wetland Resource Permit (WRP) and Management of and Storage of Stormwater Waters (MSSW) permitting to the Environmental Resource Permit (ERP) program in 1995. This program was subsequently revised by the Statewide Environmental Resource Permitting (SWERP) rule in October 2013 and SWERP II modifications effective June 2018.

The following changes in the status of federal and state-protected species have occurred since the prior EA/FONSI, pursuant to Chapter 68A-27, F.A.C. - Rules Relating to Endangered or Threatened Species and 50 CFR 17.11 and 17.12 - Endangered and Threatened Wildlife and Plants:

1. The peregrine falcon (*Falco peregrinus*) was de-listed in 1999 but retains protections under the Migratory Bird Treaty Act (MBTA) in accordance with 16 United States Code (USC) 703-712.
2. The US Fish and Wildlife Service (USFWS) reintroduced the whooping crane (*Grus americana*) into historic habitat to establish a migratory flock that would summer and breed in Wisconsin and winter in west central Florida under a rule effective June 26, 2001. The population was designated as a non-essential, experimental population (EXPN) under Section 10(j) of the Endangered Species Act (ESA) of 1973, as amended.
3. A regulated plant list was published as Rule 5B-40.0055 F.A.C., effective April 22, 2004, that provides an official listing of all state endangered and threatened plant species.
4. The bald eagle (*Haliaeetus leucocephalus*) was federally delisted as of August 2007 and state delisted as of 2008 but is still protected by the Bald and Golden Eagle Protection Act (BGEPA) in accordance with 16 USC 668 and the MBTA in accordance with 16 USC 703-712.
5. The incised groove-bur (*Agrimonia incisa*) state listing status changed from "endangered" to "threatened" in 2010.
6. The Florida black bear (*Ursus americanus floridanus*) was state-delisted as of June 2012, but is still protected under the Bear Conservation Rule, 68A-4.009, F.A.C.
7. The USFWS' Eastern Indigo Snake (*Drymarchon couperi*) Programmatic Effect Determination Key (North Florida) was issued in January 2010, and most recently updated on August 13, 2013. The USFWS' Standard Protection Measures

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for the species were most recently updated in April 2022.

8. The USFWS listed the red knot (*Calidris canutus rufa*) as federally "endangered" as of December 11, 2014, and has proposed critical habitat designation for the species.
9. On June 26, 2016, the USFWS down-listed the wood stork (*Mycteria americana*) from federally "endangered" to "threatened". The USFWS' Wood Stork Effect Determination Key was published in May 2010. The species is currently being proposed for delisting under the federal ESA.
10. The Florida Fish and Wildlife Conservation Commission's (FWC) Imperiled Species Management Plan (ISMP) was approved by FWC in November 2016 with rule changes in effect January 2017, including changes in listing status for 23 species. Several species, including little blue heron (*Egretta caerulea*), reddish egret (*Egretta rufescens*), roseate spoonbill (*Platalea ajaja*), tricolored heron (*Egretta tricolor*), American oystercatcher (*Haematopus palliatus*), Florida pine snake (*Pituophis melanoleucus mugitus*), short-tailed snake (*Lampropeltis extenuata*) and Florida burrowing owl (*Athene cunicularia*) had their status change from "species of special concern" to "threatened". The gopher frog (*Lithobates capito*), snowy egret (*Egretta thula*), brown pelican (*Pelecanus occidentalis*), Florida mouse (*Peromyscus floridanus*) and Sherman's (Southern) fox squirrel (*Sciurus niger shermani*) were also changed from "species of special concern" to delisted. The snook and American alligator were no longer considered "species of special concern" prior to the ISMP.
11. The latest effect determination key for the West Indian manatee (*Trichechus manatus latirostris*) is dated April 2013 and the USFWS down-listed the species from federally endangered to threatened as of March 30, 2017.
12. The gopher tortoise (*Gopherus polyphemus*) state listing status changed from "species of special concern" to "threatened" and was added to the federal list of candidate species in September 2007. As of October 12, 2022, the USFWS found that the status of the gopher tortoise populations in the eastern segment, which includes Florida, Georgia, South Carolina, and most of Alabama, does not require protections under the ESA and will be withdrawn as a candidate for listing in accordance with 50 CFR 17 as published in the Federal Register as 87 FR 61834.
13. The National Marine Fisheries Service (NMFS) listed the giant manta ray (*Mobula birostris*) as federally "threatened" effective February 21, 2018.
14. As of November 9, 2020, the eastern black rail (*Laterallus jamaicensis jamaicensis*) was listed as federally "threatened" under the ESA.
15. The USFWS is currently considering the monarch butterfly (*Danaus plexippus*) as a candidate species for federal listing but it has been precluded at this time due to higher priority listing actions.
16. The scientific name of the short-tailed snake was changed from *Stilosoma extenuatum* to *Lampropeltis extenuatum* in 2008/2009. As of October 3, 2023, the USFWS is proposing to list the short-tailed snake as federally threatened under the ESA. The USFWS has determined that the designation of critical habitat is prudent, but undeterminable at this time. This proposed listing is currently under public review.

Essential Fish Habitat (EFH) did not exist at the time of the original study as it was defined by the U.S. Congress in the 1996 amendments to the Magnuson-Stevens Fishery Conservation and Management Act (MSFCMA).

CFR Title 23, Part 772 amended the 1995 noise regulations by establishing standards for abatement of highway traffic noise, with an effective date of July 13, 2011. An updated Noise Study Report was prepared using the TNM 2.5 model for traffic noise prediction and analysis.

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

**RE-EVALUATION
FORM****Project Limits and Design Year**

While the EA/FONSI limits along US 41 (SR 45) extended from 36th Avenue to north of 23rd Avenue, the current re-evaluation limits along US 41 (SR 45) are expanded from south of Denver Street (an additional 0.52 miles south) to north of 23rd Avenue. The design year for the EA/FONSI was 2015; this re-evaluation is using a 2046 design year.

Grade Separation and Intersection Configuration

The EA/FONSI proposed a grade-separation of both the US 41/Causeway Boulevard intersection and the southern CSX Railroad crossing. By contrast, the current Preferred Alternative proposes to grade separate US 41 (SR 45) from just south of Delaney Creek to just north of the CSX Railroad Crossing, while the US 41/Causeway Boulevard intersection is now shown as an at-grade intersection. The current Preferred Alternative also provides new signalized intersections at Causeway Boulevard and S. 47th Street (west of the intersection) and US 41 (SR 45) and Hartford Street (south of the intersection).

Causeway Boulevard Typical Section

In the original study, the Causeway Boulevard section between S. 45th Street and S. 54th Street incorporated a curb and gutter roadway typical section consisting of three 12-foot lanes, a 5-foot sidewalk and 4-foot shoulders in each direction with a 19.5-foot raised median and a variable ROW width of 135 feet to 163.5 feet. Although the EA/FONSI approved concept along the project portion of Causeway Boulevard called for 6 lanes, prior improvements were only made to the current existing 4-lane roadway.

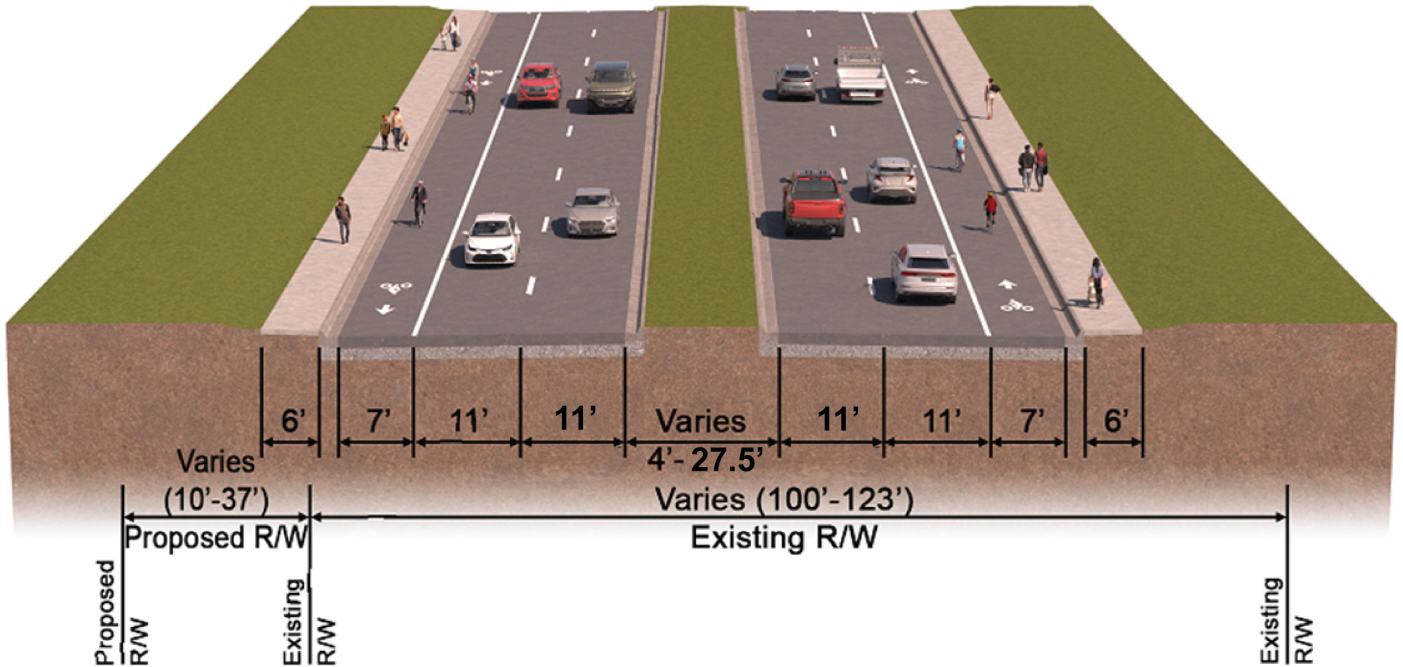
As shown in **Figure 4-1**, the current proposed improvements maintain the existing 4-lane divided curb and gutter Causeway Boulevard, enhance the multi-modal accommodation with 7-foot buffered bike lanes and 6-foot sidewalks in each direction, and provide operational improvements at the US 41 (SR 45) intersection which includes two barrier-separated left turn lanes and three right turn lanes for the eastbound (EB) direction. Concrete pavement will be used where appropriate. The proposed improvements will require the acquisition of ROW varying from 10 to 37 feet along the north side only.

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Figure 4-1 - Proposed Roadway Section

SR 676 (Causeway Blvd.) from S. 45th St. to E. of US 41

Posted Speed Limit: 50 mph



US 41/SR 45 Typical Section

The original 1994 EA/FONSI concept consisted of three 12-foot lanes and a 10-foot outside shoulder with barriers in the elevated sections in each direction, separated by a 22-foot median (two 10-foot shoulders and a median barrier).

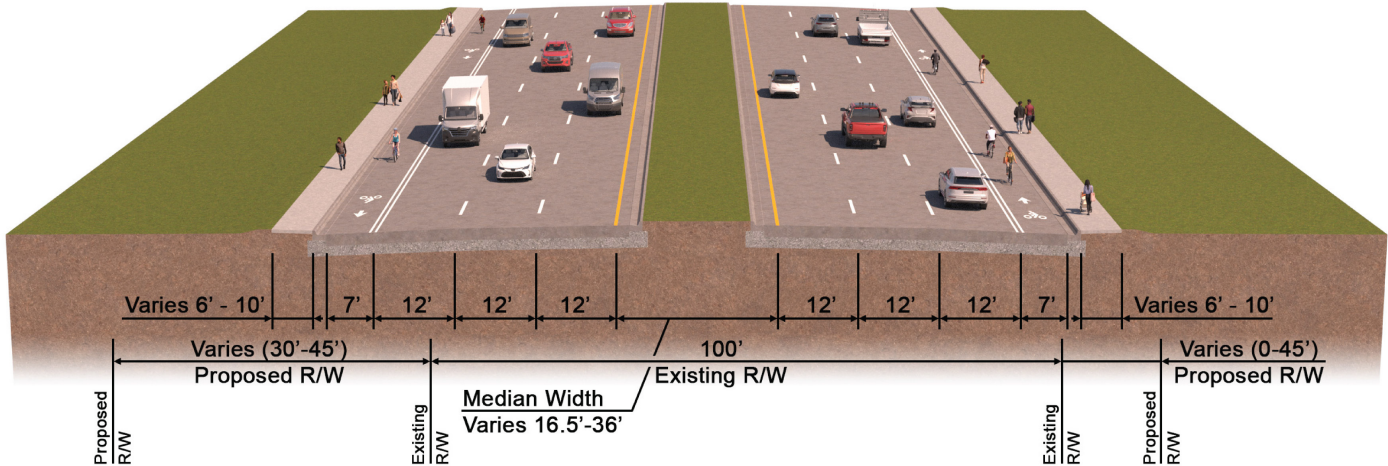
The current Preferred Alternative now provides three typical sections for US 41 (SR 45), including at-grade, elevated and bridge sections. As shown in **Figure 4-2**, the proposed at-grade improvements along US 41 (SR 45) from just south of Denver Street to north of Trenton Street and from south of Causeway Boulevard to north of Causeway Boulevard include reconstructing US 41 (SR 45) with concrete pavement to accommodate a 6-lane divided urban section with 12-foot lanes, 7-foot buffered bicycle lanes, curb and gutter, and 10-foot sidewalks in each direction. The median width varies from 16.5 to 36 feet to provide turn lanes. The proposed improvements along US 41 (SR 45) will require the acquisition of ROW varying from 30 to 90 feet.

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Figure 4-2 - Proposed Roadway Section

US 41 (SR 45) from S. of Denver St. to N. of Trenton St.
and from S. of Causeway Blvd. to N. of Causeway Blvd. (at-grade)

Posted Speed Limit: 50 mph

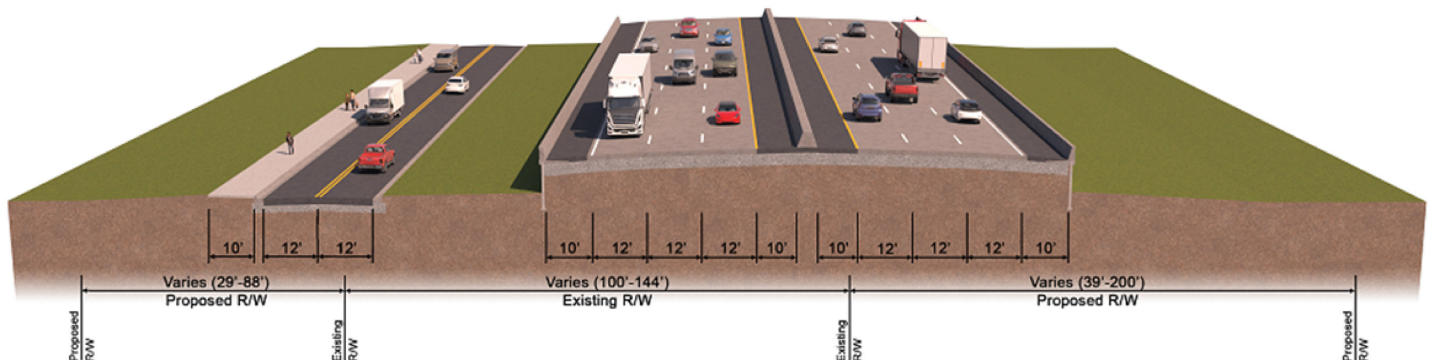


As shown in **Figure 4-3**, the elevated section on US 41 (SR 45) from north of Trenton Street to south of Causeway Boulevard, includes three 12-foot travel lanes and 10-foot inside and outside shoulders in each direction over the CSX railroad crossing and a two-lane, undivided frontage road on the west side for local access to neighboring properties. The proposed frontage road is an urban curbed section with 12-foot travel lanes and a 10-foot sidewalk on the west side. The proposed improvements along US 41 (SR 45) will require the acquisition of ROW varying from 29 to 200 feet.

Figure 4-3 - Proposed Roadway Section

US 41 (SR 45) from N. of Trenton St. to S. of Causeway Blvd. (elevated)

Mainline Posted Speed Limit: 50 mph
Frontage Road Posted Speed Limit: 30 mph



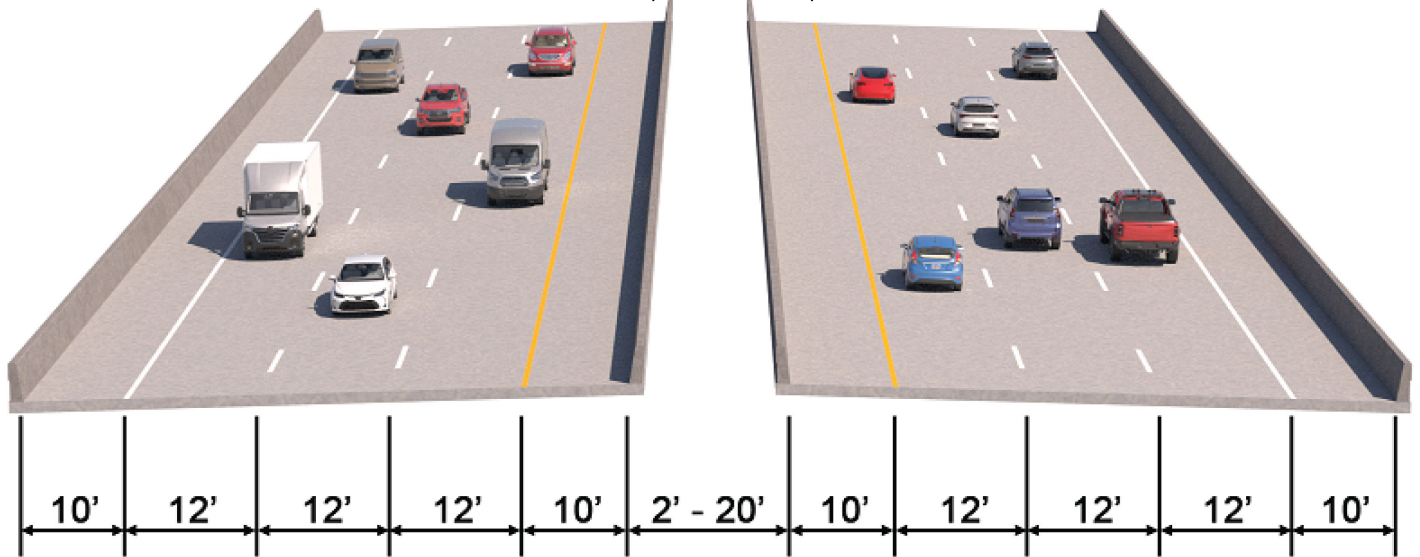
Bridges are proposed for the US 41 (SR 45) mainline over Delaney Creek, S. 36th Avenue, and the CSX railroad crossing within the elevated section. As shown in **Figure 4-4**, the proposed bridge typical section includes three 12-foot travel lanes and 10-foot inside and outside shoulders in each direction.

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Figure 4-4 - Proposed Roadway Section

US 41 (SR 45) over Delaney Creek, S. 36th Ave., and CSX Railroad Right-of-Way/St. Paul St. (bridges)

Posted Speed Limit: 50 mph



Local Frontage Road Access

The original 1994 EA/FONSI concept included minor frontage roads along the east side of US 41 (SR 45) from St. Paul Street to Causeway Boulevard and from north of S. 27th Avenue to Habersham Lane to maintain local property access. A north-south oriented cul-de-sac was proposed off of El Camino Blanco Boulevard west of US 41 (SR 45) for additional property access.

The current Preferred Alternative concept adds frontage roads and ramps that provide east-west connectivity in the project corridor including:

- One-way southbound (SB) frontage access along west side of US 41 (SR 45) between Causeway Boulevard and S. 30th Street,
- A two-lane, two-way undivided frontage road from S. 30th Avenue to Hartford Street along the west side (including a jug-handle tie to realign Hartford Street tying into US 41 (SR 45)),
- Ramp access along the east side from NB US 41 (SR 45) at Trenton Street to S. 36th Avenue,
- Local property access driveways along the east side of US 41 (SR 45) north of S. 36th Ave. and north of St. Paul Street,
- Two-lane, two-way undivided roadway underpasses at S. 36th Avenue and St. Paul Street.

Additional design changes include:

- The existing US 41 (SR 45)/El Camino Blanco Boulevard intersection will be closed, with the eastern end of El Camino Blanco Boulevard made into an east-west oriented cul-de-sac due to the proximity to the US 41 (SR 45)/Causeway Boulevard intersection.
- Sagasta Street between El Camino Blanco and Causeway Boulevard will be closed to accommodate the proposed stormwater management ponds.

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- A new portion of S. 47th Street will be constructed south of Causeway Boulevard utilizing existing Hillsborough County ROW.

Design Variations

The current Preferred Alternative concept will require several design variations listed below. More information can be found within Appendix B of the project's Preliminary Engineering Report (February 2024), available in the project file.

- Cross slope (approved March 10, 2023)
- Bicycle facilities (approved July 25, 2023)
- Border width (approved July 25, 2023)
- Median width (approved July 25, 2023)
- Curb on high-speed facility (approved July 25, 2023)
- Intersection sight distance (approved July 25, 2023)
- Horizontal geometry (approved July 25, 2023)
- Clear zone width (approved July 25, 2023)

Stormwater Management Facilities

The current Preferred Alternative's design footprint now requires approximately 10.65 acres of additional ROW acquisition for three stormwater management facilities. The pond ROW is as follows: Pond 1A - 3.30 acres, Pond 2B - 4.23 acres and Pond 3A/3B - 3.12 acres.

[\[1 - 440749-1 Design Concept_2_1_23\]](#)

5. PUBLIC INVOLVEMENT**Were there additional public involvement activities? Yes**

The public and interested/permitting agencies have been informed through various coordination including meetings, newsletters, and a project website (<https://active.fdotd7studies.com/us41/csx-to-sr676/>). A *Comments and Coordination Report* was developed to document the public and agency coordination during the project's development (see project file).

State, federal, and local agency coordination for the current re-evaluation effort began on August 10, 2018, when the Advance Notification (AN) package was submitted through the Efficient Transportation Decision Making (ETDM) Environmental Screening Tool (EST). Since the ETDM process and EST screening tool had not been developed at the time of the original EA/FONSI, an agreement was made with the Office of Environmental Management (OEM) that the AN package would be reviewed under ETDM project #14345. The AN provided the Environmental Technical Advisory Team (ETAT) the opportunity to review the project and provide comments.

The FDOT's District Environmental Management Engineer approved the project's Public Involvement Plan (PIP) on September 25, 2018. Project kick-off notification e-mails along with a newsletter were sent to elected officials on September 26, 2018. The project kick-off newsletter was placed on the study website and sent to adjacent property owners and interested parties on September 28, 2018.

An agency kick-off meeting was held on December 7, 2018, where three (3) project alternatives were presented to agency representatives present. Topics discussed included local context classification, review of bicyclist/pedestrian accidents and fatalities, the need for enhanced bicyclist/pedestrian amenities, roadway design speeds relative to bicyclist/pedestrian safety concerns, potential utility conflicts and the list of interested property owners.

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The Alternatives Public Workshop was held on Tuesday, November 19, 2019, at Port Tampa Bay, 1331 McKay St., Tampa, FL 33602, at 5:30 p.m. The purpose of the workshop was to provide an opportunity for the public to provide comments regarding the location and conceptual design of the potential improvements (Alternatives 1-4) to Causeway Boulevard and US 41 (SR 45) within the project limits. Twenty-five (25) members of the public signed in at the workshop. Three comments were received during the meeting and four additional comments were received during the comment period (ending November 29, 2019). Comments received generally addressed: access to specific properties; truck routes for local businesses and north-south routes through the project corridor; u-turns and directional movements for large trucks; ROW impacts to specific properties; project drainage/stormwater management and pond site location; maintaining connectivity for vehicles, bicyclists and pedestrians across Causeway Boulevard and US 41 (SR 45); local roadway/side street maintenance and connectivity to Causeway Boulevard and US 41 (SR 45).

An in-person public hearing was held on June 1, 2023, from 5:30 pm to 7:30 pm at Port Tampa Bay Terminal 6, 1331 McKay St, Tampa, FL 33602. A virtual (internet-based) component of the hearing was held concurrently with the in-person event. Ten members of the public signed in at the hearing venue, while five people signed into the virtual hearing component. No written comments were received at the in-person public hearing, by mail, or electronically during the public comment period, which was open until June 15, 2023. On the virtual platform, two attendees had questions regarding ROW acquisition; however, no formal comments were received. A copy of the public hearing transcript is attached.

A more detailed summary of the project's public involvement efforts is provided in the *Comments and Coordination Report* (October 2023).

[\[2 - 440749-1 Public Hearing Transcript_REV7_17_23\]](#)

[\[3 - Public Hearing Certification\]](#)

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? Yes

Social

A Conceptual Stage Relocation Plan (CSRP) (February 2024) was developed for this project including detailed demographic information for the project area. The report identified changes in demographics, origins, and population from the 1994 EA/FONSI as follows:

- According to the 2020 census, the population impacted by the Preferred Alternative is predominantly white (42%) and African American (20.8%).
- Elderly and disabled population percentages are currently estimated to be 13.1% and 16.7%, respectively.
- The project's *Public Involvement Plan/PIP* (October 2018), available in the project file, identified a Limited English Proficiency (LEP) population of approximately 14.8% within the project study area. LEP populations include people who speak English "less than very well", "not well" and "not at all".

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The demographics characteristics seen along the project corridor follow the same general trends that can be found in the surrounding areas of Hillsborough County. While minority, elderly and/or low-income residents may experience some adverse effects as a result of the implementation of the current Preferred Alternative, no group would experience disproportionately high and adverse effects as a result of the project. Based on the reviews and evaluations conducted, the current Preferred Alternative is not expected to impact facilities considered to have special characteristics or provide services to specialized clientele.

Mobility

Changes to mobility include connectivity of bicycle facilities along Causeway Boulevard by providing buffered bike lanes at the intersection of US 41 (SR 45) and Causeway Boulevard and converting the bicycle lanes on US 41 (SR 45) into wider sidewalks.

The percentage of transportation-disadvantaged population in the project study area ranges from 1.7% to 20.7%.

Although Hillsborough Area Regional Transit (HART) formerly had Route 37 and associated bus stops along Causeway Boulevard, these facilities (4 bus pads) are no longer in service. Based on the FDOT's preliminary coordination with HART representatives, they may evaluate the return of a route in the future depending on the reduction in traffic delays resulting from the proposed improvements.

Are there changes in right-of-way needs? Yes

The 1994 EA/FONSI identified that approximately 13.08 acres of ROW acquisition would be needed. This included approximately 2.25 acres of ROW acquisition for the improvements along Causeway Boulevard between S. 45th Street and S. 54th Street, including the SPUI interchange concept, as well as an estimated 0.83 acres of additional ROW acquisition for stormwater management or wetland mitigation.

The total ROW needs for the current Preferred Alternative are approximately 24.37 acres. This includes approximately 13.72 acres of ROW to accommodate the proposed roadway improvements along Causeway Boulevard and US 41 (SR 45), as well as the local access/frontage road. Approximately 10.65 acres of additional ROW acquisition will be needed for three stormwater management pond facilities that were not identified in the original EA/FONSI. The pond ROW is as follows: Pond 1A - 3.30 acres, Pond 2B - 4.23 acres and Pond 3A/3B - 3.12 acres. The current Preferred Alternative would result in an increase of approximately 11.29 acres of ROW acquisition beyond the 1994 EA/FONSI design concept.

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

The 1994 EA/FONSI identified that the original concept would impact approximately 68 total properties between S. 45th Street and S. 54th Street (including the current project limits along Causeway Boulevard). These impacts included 2 residential and 10 business relocations.

The Preferred Alternative is anticipated to impact 75 total properties. As documented in the February 2024 CSRP, available in the project file, 3 residences and 25 businesses are anticipated to be relocated within Segment 3 of the prior EA/FONSI. Of the 25 business relocations, 14 are expected to be full acquisitions and 11 are anticipated to be partial acquisitions. Anticipated relocations are subject to change during the acquisition/cost-to-cure process. Several parcels were determined to contain more than one operational business. Four businesses shown for relocation are consistent with parcels needed for the prior EA/FONSI approved concept. The additional relocations are related to the project footprint along Causeway Boulevard and US 41 (SR 45), including the proposed local access/frontage road and stormwater management facilities.

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To reduce the economic impact, parcel impacts were selected in a manner that would provide the most comparables within the study area. Sufficient comparable replacement sites are available or will be made available for residential and business relocations, and these relocations are generally anticipated to occur within adjacent portions of Hillsborough County. Based on the availability of commercial properties for sale or lease significantly exceeding the number of businesses impacted, and the relocation assistance provided to affected entities through the FDOT's Acquisition and Relocation Assistance program, economic impacts to local businesses and the local economy are expected to be temporary in nature, and not result in significant or adverse impacts. Based on the reviews and evaluation conducted, the Preferred Alternative is not expected to disproportionately impact minority, elderly, or low-income groups. The Preferred Alternative is also not expected to impact families with special characteristics, cultural orientation, or the businesses that provide services to specialized clientele or cultural orientation.

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)? Yes

The original EA/FONSI did not identify any historic district contributing structures or cultural resource impacts along Causeway Boulevard between S. 45th Street and S. 54th Street, or along the minor portion of US 41 (SR 45) evaluated.

Based on the time elapsed and the incorporation of additional project limits along US 41 (SR 45) not included in the original study, an updated *Cultural Resources Assessment Survey Report* (CRAS) (January 2023) and *Cultural Resources Assessment Survey Addendum Report* (May 2023), were completed and are available in the project file.

No newly or previously recorded archaeological occurrences or sites were identified within the archaeological Area of Potential Effect (APE) during the current survey. Background research, subsurface testing, and the pedestrian survey determined the archaeological APE exhibits low potential for intact archaeological deposits. Seven shovel tests were excavated within or adjacent to the archaeological APE during the current survey in areas devoid of hardscape, underground utilities, industrial waste, or large quantities of fill. No cultural material was recovered.

As a result of the current survey, 35 historic resources were identified within the project APE, including 17 previously recorded resources and 18 newly identified resources (8HI15323-8HI15339, 8HI15375). The current survey also noted that three previously recorded historic resources (8HI12102, 8HI12104, and 8HI12115) were no longer extant within the APE.

The previously recorded historic resources in the APE consist of one roadway segment (8HI12129), one railway spur (8HI15054), one bridge (8HI12023), two building complexes (8HI12127 and 8HI12128), and 12 buildings (8HI12103, 8HI12105-8HI12114, and 8HI12116). The portion of US 41 (SR 45) (8HI12129) located within the APE south of Causeway Boulevard was previously determined National Register of Historic Places (National Register or NRHP)-ineligible by the State Historic Preservation Officer (SHPO) on February 10, 2014. An updated Florida Master Site File (FMSF) form was prepared for the previously unevaluated portion of US 41 (SR 45) (8HI12129) within the APE, which extends north from the intersection of US 41 (SR 45) and Causeway Boulevard to the northern end of the APE. This segment of US 41 (SR 45) exhibits similar characteristics to the National Register-ineligible segment to the south, and therefore, is also considered to be National Register-ineligible. The previously recorded rail spur (8HI15054), historic bridge (8HI12023), building complexes (8HI12127 and 8HI12128), and structures (8HI12103, 8HI12105-8HI12114, and 8HI12116) in the

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historic resources APE have been previously determined National Register-ineligible, and the results of the current survey support these previous determinations. No changes to the National Register eligibility determinations were identified for any of these previously recorded resources.

The newly identified historic resources in the APE consist of 17 structures (8HI15324-8HI15339, 8HI15375) and one mobile home park (8HI15323). Each of these 18 newly identified historic resources within the APE exhibit common architecture and design types, lack significant associations, or exhibit alterations that impact their historic physical integrity. Therefore, these 18 resources (8HI15323-8HI15339) are considered National Register-ineligible under Criteria A, B, C, or D, both individually and as part of a historic district.

The FDOT determined that the project will have no effect on any historical resources that are listed, determined eligible, or potentially eligible for listing in the NRHP. The SHPO provided their concurrence with the FDOT's findings in the CRAS (January 2023) on February 14, 2023. The SHPO provided their concurrence with the FDOT's findings in the CRAS Addendum (May 2023) on May 26, 2023. The resultant SHPO concurrence letters are attached to this reevaluation.

[\[4 - 440749-1 Mainline Cultural Resource Assessment Survey State Historic Preservation Office concurrence letter\]](#)[\[5 - 440749-1 CRAS Addendum SHPO ConcurrenceLetter_ 05-26-2023\]](#)

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

There are no public recreation facilities within or immediately adjacent to the Preferred Alternative.

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? No

There are no recreational areas or protected lands within or immediately adjacent to the Preferred Alternative.

c. NATURAL

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

Based on the updated design, additional project footprint and changes in species listing and habitat involvement since the original PD&E study, updated natural resource impact evaluations were conducted for the Preferred Alternative. These updated evaluations are documented in the Natural Resource Evaluation (NRE) (February 2023), provided in the project file. The NRE was submitted to the resource/regulatory permitting agencies via the ETDM EST. Review comments were received from the NMFS, USFWS and Southwest Florida Water Management District (SWFWMD) and are attached to this re-evaluation for further reference.

Protected Species & Habitat

The following federal protected species were included as potentially occurring in the project vicinity through various data sources. These species and potential habitats were evaluated using field reviews and desktop reviews using USFWS, FWC and Florida Natural Areas inventory (FNAI) occurrence data. There is no designated critical habitat present for any federally listed species.

- Monarch Butterfly (*Danaus plexippus*): The monarch butterfly is identified as a candidate species for listing under the ESA, but it has been precluded at this time due to higher priority listing actions. Therefore, consultation for this species

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is not required at this time.

- Gulf Sturgeon(*Acipenser oxyrinchus desotoi*): The Gulf sturgeon is federal listed as threatened. Due to the proximity of the project and tidal connectivity to East Bay and McKay Bay, as well as the lack of obstructive features downstream from the project location, there is a remote potential that individual Gulf sturgeon could utilize portions of Delaney Creek or the unnamed tributary north of Causeway Boulevard within the project study area. The FDOT will implement the NOAA Southeast Regional Office's (SERO) *Protected Species Construction Conditions* during construction over, in, or adjacent to potential Gulf sturgeon habitat. Project construction "*may affect, not likely to adversely affect*" the Gulf sturgeon.
- Smalltooth Sawfish(*Pristis pectinata*): The smalltooth sawfish is federal listed as endangered. Due to the proximity of the project and tidal connectivity to East Bay and McKay Bay, as well as the lack of obstructive features downstream from the project location, there is a remote potential that individual smalltooth sawfish could utilize portions of Delaney Creek or the unnamed tributary north of the Causeway Boulevard/US 41 (SR 45) intersection within the project study area. FDOT commits to completing ESA Section 7 consultation with the National Marine Fisheries Service for the smalltooth sawfish when sufficient information regarding project design, construction methodology and compensatory mitigation are provided for project impacts at Delaney Creek and the unnamed tributary to McKay Bay. The FDOT will implement the NMFS Southeast Regional Office's (SERO) *Protected Species Construction Conditions* during bridge construction during construction over, in, or adjacent to potential smalltooth sawfish habitat. Project construction "*may affect, not likely to adversely affect*" the smalltooth sawfish.
- Giant Manta Ray (*Manta birostris*): The giant manta ray is federal listed as threatened. The project will not impact any suitable habitat for this species. Project construction is anticipated to have "*no effect*" on the giant manta ray.
- Eastern Indigo Snake (*Drymarchon couperi*): The eastern indigo snake is federally listed as threatened. Suitable habitat for the eastern indigo snake occurs within and adjacent to the corridor. The USFWS' *Standard Protection Measures for the Eastern Indigo Snake* will be implemented throughout project construction. Following the species' effect determination key (provided in the NRE), it was determined that project construction "*may affect, not likely to adversely affect*" the eastern indigo snake.
- Sea Turtles: The green sea turtle (*Chelonia mydas*), Kemp's Ridley sea turtle (*Lepidochelys kempii*) and loggerhead sea turtle (*Caretta caretta*) were listed on the USFWS Information Planning and Conservation (IPaC) database for the project area, but there is no habitat suitable for sea turtles within or adjacent to the project study area. Therefore, project construction will have "*no effect*" on these sea turtle species.
- Eastern Black Rail (*Laterallus jamaicensis jamaicensis*): The eastern black rail is listed as federally threatened. Approximately 0.01 acre of marsh habitat northeast of the Delaney Creek crossing will be impacted by project construction. However, the species was not observed during field reviews. Unavoidable wetland and wetland habitat impacts will be mitigated, therefore, the project "*may affect, not likely to adversely affect*" the eastern black rail.
- Florida Grasshopper Sparrow (*Ammodramus savannarum floridanus*): The Florida grasshopper sparrow is federal listed as endangered. As there is no suitable habitat in the project vicinity and the species was not observed during project field reviews, project construction is expected to have "*no effect*" on the species.
- Florida Scrub-Jay (*Aphelocoma coerulescens*): The Florida scrub-jay is federal listed as threatened. As there is no suitable habitat in the project vicinity and the species was not observed/heard during project field reviews, project construction is expected to have "*no effect*" on the species.
- Piping Plover (*Charadrius melodus*): The piping plover is federal listed as threatened. Portions of the channels of Delaney Creek and the unnamed tributary north of the Causeway Boulevard/US 41 (SR 45) intersection may provide intermittent foraging habitat during low tide conditions. However, only minor impacts are anticipated from the proposed improvements. Several existing buildings will be removed associated with ROW acquisition and construction for the project. However, based on a review of available aerial photography, none of these buildings appear to have gravel roof tops that could provide nesting habitat. This species was not observed during project field reviews. Based on the

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limited potential for habitat within and adjacent to the project, it was determined that project construction "*may affect, not likely to adversely affect*" the piping plover.

- Red Knot (*Calidris canutus rufa*): The red knot is federal listed as threatened. Delaney Creek and the unnamed tributary north of the Causeway Boulevard/US 41 (SR 45) intersection are tidally influenced. However, there are no suitable sandy habitats adjacent to these systems that contain mollusks that would provide suitable foraging habitat for this species. Additionally, the project study area is anticipated to be too disturbed by human development for this species to occur within the study area. Therefore, project construction will have "*no effect*" on the red knot.
- Wood Stork (*Mycteria americana*): The wood stork is federal listed as threatened. The proposed improvements will directly impact 1.78 acres of wetlands and other surface waters that provide suitable foraging habitat for wood storks. Compensatory mitigation credits sufficient to offset unavoidable wetland impacts will be purchased from one or more USFWS-approved mitigation banks with a geographic service area suitable to offset impacts within the core foraging area. The specific conservation banks and exact number of credits to be purchased will be specified in the final permitting document. Considering these factors and following the species' effect determination key (provided in the NRE), the project "*may affect, not likely to adversely affect*" the wood stork.
- West Indian Manatee (*Trichechus manatus latirostris*): The manatee is federal listed as threatened. Manatees may utilize portions of Delaney Creek; however, this is unlikely based on the relatively narrow and shallow dimensions of this system (i.e., increased potential for stranding). The unnamed tributary north of the Causeway Boulevard/US 41 (SR 45) intersection is also considered accessible to manatees, despite its similar narrowness and shallowness, as a 44-inch pipe at the downstream crossing under S. 47th Avenue is the only structure between the crossing under US 41 (SR 45) and McKay Bay. The FDOT will utilize the most current version of the USFWS' *Standard Manatee Conditions for In-Water Work* during construction over, in, or adjacent to potential manatee habitat. The FDOT will evaluate the construction of manatee exclusion grates on culverts and pipes accessible to manatees in accordance with the most current version of the FWC's *Grates and Other Manatee Exclusion Devices for Culverts and Pipes*. Following the species' effect determination key (provided in the NRE), project construction "*may affect, not likely to adversely affect*" the West Indian manatee.
- Whooping Crane (*Grus americana*): The whooping crane is listed as an Experimental Population, Non-essential (EXPN). The USFWS has determined that a non-essential population is not necessary for the continued existence of the species. For the purpose of consultation, non-essential experimental populations are treated as threatened species only on National Wildlife Refuge and National Park land. In addition, there have been no historical or recent sightings of whooping cranes within or in the vicinity of the study area. No consultation is required for the whooping crane with a listing status of EXPN.
- Federally-listed Plants: The USFWS's IPaC database indicated the possible presence of Florida bonamia (*Bonamia grandiflora*), Florida golden aster (*Chrysopsis floridana*) and pygmy fringe-tree (*Chionanthus floridana*). However, there is no suitable habitat in the project area for the species identified, and these species were not observed during the field review. There is "*no effect*" to federally-listed plant species.
- Bald Eagle (*Haliaeetus leucocephalus*): The bald eagle is no longer listed under the ESA; however, it remains protected under the federal Bald and Golden Eagle Protection Act and the Migratory Bird Treaty Act. No bald eagles were seen/heard and no eagle nests were observed within 660 feet of the project study area during project field reviews. However, there is a potential for the species to use forested habitats and man-made cellular/radio towers within and adjacent to the study area for roosting and foraging. The project is not anticipated to result in adverse impacts to the bald eagle. If the species is documented nesting within 660 feet of the project footprint during future project phases, the FDOT will coordinate further with the USFWS as applicable.

The following state protected species were included as potentially occurring on the FNAI report and were evaluated using field observation, FNAI occurrence data, and aerial reviews.

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- Florida Pine Snake (*Pituophis melanoleucus mugitus*): The Florida pine snake is state listed as threatened. Minimal suitable upland habitat is present within the project study area. These habitats have also been fragmented by the substantial development in the project study area. The species was not observed during project field reviews and an incidental take permit is not anticipated at this time. If a pine snake is encountered during project construction activities, it will be allowed to escape unharmed. Therefore, there is "no adverse effect anticipated" for the Florida pine snake from the Preferred Alternative.
- Gopher Tortoise (*Gopherus polyphemus*) - The gopher tortoise is state-listed as threatened. Minimal suitable upland habitat is present within the project study area. Neither individual tortoises nor burrows were observed during project field reviews. Appropriate surveys, permitting and relocation will be conducted by FDOT 90 days prior to commencement of construction in accordance with FWC guidelines. With these provisions in place, there is "no adverse effect anticipated" to the gopher tortoise.
- Short-tailed Snake (*Lampropeltis extenuata*): The short-tailed snake is state listed as threatened and proposed for a federal threatened listing. There is no suitable xeric scrub or sandhills habitat for the species within the project study area and the species was not observed during project field reviews. The Preferred Alternative will have "no effect anticipated" on the short-tailed snake.
- American Oystercatcher (*Haematopus palliatus*), Black Skimmer (*Rynchops niger*), and Least Tern (*Sternula antillarum*): The American oystercatcher, black skimmer, and least tern are state listed as threatened. Delaney Creek, and the unnamed tributary north of the Causeway Boulevard/US 41 (SR 45) intersection are tidally influenced within the study area. However, there is no sandy habitat adjacent to these systems where these species would forage. Several existing buildings will be removed associated with ROW acquisition for the project. However, based on a review of available aerial photography, none of these buildings appear to have gravel roof tops that could provide nesting habitat. These species were not observed during project field reviews. There is "no effect anticipated" on the American oystercatcher, black skimmer, and least tern.
- Florida Burrowing Owl (*Athene cunicularia floridana*): The Florida burrowing owl is state-listed as threatened. No Florida burrowing owls were observed during project field reviews and no gopher tortoise or other burrows were observed. No Florida burrowing owls are anticipated to occur in the project limits, but if observed during future project phases, appropriate coordination will occur with FWC. There is "no effect anticipated" to the Florida burrowing owl.
- Florida Sandhill Crane (*Grus canadensis pratensis*): The Florida sandhill crane is state listed as threatened. The proposed improvements will result in unavoidable impacts to wetlands and other surface water habitats that may be used by this species for foraging and nesting. However, no crane nests were observed, and the upland habitats impacted by the project that may provide foraging habitat are not unique or limited in the project vicinity. It is expected that there is "no adverse effect anticipated" by the Preferred Alternative on this species, as the project's implementation of wetland impact avoidance and minimization measures, as well as compensatory mitigation to offset unavoidable project impacts are anticipated to reduce impacts to the Florida sandhill crane. If the species is documented nesting within the project area during future project phases, the FDOT will coordinate further with the FWC and follow the FWC's *Species Conservation Measures and Permitting Guidelines* as applicable.
- Little Blue Heron (*Egretta caerulea*), Reddish Egret (*Egretta rufescens*), Roseate Spoonbill (*Platalea ajaja*), and Tricolored Heron (*Egretta tricolor*): The little blue heron, reddish egret, roseate spoonbill, and tricolored heron are state listed as threatened. Foraging habitat is present within wetlands and other surface waters within the project study area. No current or former wading bird colonies or rookeries are documented in the project vicinity. One roseate spoonbill was observed in flight along Delaney Creek during project field reviews. The proposed improvements will result in unavoidable impacts to wetlands and other surface water habitats that may be used by these species for foraging and nesting. Based on the project's implementation of wetland impact avoidance and minimization measures, as well as compensatory mitigation to offset unavoidable project impacts, it is expected that there is "no adverse effect anticipated" from the Preferred Alternative for the little blue heron, reddish egret, roseate spoonbill, and tricolored

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heron. If these species are documented nesting within the project during future project phases, the FDOT will coordinate further with the FWC and follow the FWC's *Species Conservation Measures and Permitting Guidelines* as applicable.

- Southeastern American Kestrel (*Falco sparverius paulus*): The southeastern American kestrel is state listed as threatened. Habitats within the project study area are generally too densely vegetated to provide suitable habitat for this species. Additionally, no potential nesting cavities or individual kestrels were seen/heard during the field review. There is "no adverse effect anticipated" for the southeastern American kestrel.
- Florida Black Bear (*Ursus americanus floridanus*): The Florida black bear is not listed but is protected under the Bear Conservation Rule, 68A-4.009, F.A.C. The project occurs within the FWC's "Occasional" range for the species. FWC black bear observation data shows two observation data points, and no roadkill data points within a one-mile radius of the project. The proposed improvements are anticipated have "no effect" on the Florida black bear.
- State-listed Plants: Five other state-listed plant species are listed by the FNAI as potentially occurring in the project vicinity. However, there is no suitable habitat in the project area for the species identified, and these species were not observed during the field review. There is "no effect anticipated" to state-listed plant species.

Multiple protection measures will be used to avoid and minimize potential effects to these species. Some of the measures employed are anticipated to include the use of best management practices (BMPs) and species-specific standard protection measures during construction.

Via their correspondence dated April 26, 2023, the USFWS provided their concurrence that the proposed action is not likely to adversely affect any federally listed species or designated critical habitat protected by the Endangered Species Act of 1973, as amended.

Via their response dated March 27, 2023, the NMFS stated that further coordination regarding adequate compensatory mitigation for impacts to mangroves and saltwater marshes at Delaney Creek and the unnamed tributary to McKay will be needed. NMFS believes that when sufficient information regarding bridge design and construction methodologies are provided to NMFS, that an Endangered Species Act Section 7 consultation can be initiated and completed.

Via their response dated April 18, 2023, the SWFWMD stated that the Florida Manatee has been observed in Tampa Bay. The Florida Manatee is a listed threatened species and will require additional measures to be in place in order to protect this mammal during the construction process for this site. Please be advised that stormwater outfall pipes and structures extending below the Mean High-Water Line, exceeding 8 inches in diameter, will require manatee grating to be installed over the waterward end to ensure no manatees can become entrapped. [FWC "Grates and Other Manatee Exclusion Devices for Culverts and Pipes (October 2015)" https://myfwc.com/media/7269/manatee_grates.pdf]

Wetlands & Other Surface Water

Within the EA/FONSI, wetland impacts were stated as a total of 2.71 acres project-wide, with no specific impact acreage noted for the portion between S. 45th Street and S. 54th Street. Although an expanded project footprint was shown at the unnamed tributary to McKay Bay (north of Causeway Boulevard), no impacts were previously quantified at this location. The prior study's southern limit along US 41 (SR 45) stopped near S. 34th Avenue and did not extend south to Delaney Creek. Comparing the EA/FONSI concept against the updated delineated wetland and surface water boundaries, there is approximately 0.07 acre of wetlands and 0.58 acres of other surface waters within the prior EA/FONSI concept footprint.

Unavoidable wetland impacts resulting from construction of the Preferred Alternative will occur. Including the combined direct, secondary and wetland-cut ditch impacts, the project is anticipated to impact approximately 0.167 acre of wetlands,

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resulting in an estimated Unified Mitigation Assessment Method (UMAM) functional loss of 0.08 unit. An additional 1.55 acres of impacts to other surface waters are also anticipated. Wetland and other surface water boundaries delineated and UMAM functional assessments will be field verified with resource agency staff during the project's environmental permitting phase. All wetland impacts will be to estuarine systems.

Wetland impacts which will result from the construction of this project will be mitigated pursuant to Section 373.4137, FS, to satisfy all mitigation requirements of Part IV of Chapter 373, FS, and 33 USC 1344. The project anticipates using commercially available mitigation credits from agency-approved banks with an appropriate geographic service area to provide compensatory mitigation sufficient to offset unavoidable project impacts to wetlands and wetland-dependent species habitat. The mitigation banks within the Tampa Bay Basin include the Mangrove Point Mitigation Bank (MB), the Nature Coast MB, and the Tampa Bay MB. Although credit availability among these banks will likely change in the time between this PD&E study's conclusion and the project's future environmental permitting efforts, a review of the USACE Regulatory In-Lieu Fee and Bank Information Tracking System (RIBITS) indicates that sufficient mitigation credits are available to offset the impacts from the proposed improvements. With compensatory mitigation completed within the same watershed where the impacts are incurred, the project will not result in cumulative impacts.

The SWFWMD provided responses for the project's environmental resource involvement and future permitting considerations on April 18, 2023, and this coordination is attached.

Essential Fish Habitat (EFH)

EFH was not completed within the original 1994 EA/FONSI as the statutory requirement did not exist; it was defined by the U.S. Congress in the 1996 amendments to the MSFCMA.

The Preferred Alternative was evaluated for EFH involvement in accordance with the MSFCMA and the Essential Fish Habitat chapter of the PD&E Manual. The proposed project is located within an area designated as EFH for three Fishery Management Plans: Gulf of Mexico, Coastal Migratory Pelagic, and Highly Migratory Species management plans. The NMFS has identified and described EFH for 56 managed species within the project study area. These include 4 managed shrimp species, the red drum, 43 managed reef species, 3 managed coastal migratory pelagic species, and 5 managed highly migratory species. The project will result in direct impacts to estuarine shrub/scrub, estuarine water column, and sand-shell substrates. These direct impacts will total 0.19 acre. It is intended that the offset of EFH impacts can be accomplished in conjunction with the completion of compensatory mitigation for the project's unavoidable wetland impacts. These EFH impacts occur within the service areas of Mangrove Point MB, the Nature Coast MB, and the Tampa Bay MB. Credit availability from all mitigation banks which service the project area will be reassessed during the environmental permitting phase of the project. The exact number of mitigation credits required to fully offset the lost value of functions resulting from the project's EFH impacts will be determined during future coordination with the NMFS. The impacts to the estuarine water column will be minimized through the adherence to agency-issued permits and the implementation of industry-standard stormwater/turbidity control BMPs. The FDOT has determined that the project will have "minimal" potential adverse effects on EFH.

Via their coordination dated March 27, 2023, the NMFS stated that with the implementation of Best Management Practices and appropriate compensatory mitigation, that any impacts to Essential Fish Habitat will be minimal. Further coordination regarding adequate compensatory mitigation for impacts to mangroves and saltwater marshes at Delaney Creek and an unnamed tributary to McKay Bay will be needed.

Prior to project construction, the FDOT will reevaluate the project design for potential changes in involvement with federal

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and state-protected species and their habitat and coordinate further with the USFWS, NMFS, FWC and Florida Department of Agriculture and Consumer Services (FDACS), if necessary. Project wetland impacts, functional loss calculations, and mitigation options are preliminary and will be coordinated with the applicable federal and state regulatory agencies during the project's upcoming environmental permitting process. The final project impacts and mitigation required (as per the state and federal permitting processes) will be documented within a future re-evaluation.

[\[6 - 440749-1_NRE_USFWS_Response\]](#)[\[7 - 440749-1 NRE_NMFS_response_3_27_23\]](#)[\[8 - 440749-1 NRE_SWFWMD_response_4_18_23\]](#)

Are there changes in impacts to designated Aquatic Preserves, Coastal Barrier resources, Wild and Scenic Rivers, Nationwide Rivers Inventory Rivers, and/or Outstanding Florida Waters? No

Are there changes in impacts to Floodplains or Water Resources? Yes

A Pond Siting Report (March 2023), *Location Hydraulics Report* (March 2023), and *Water Quality Impact Evaluation* (November 2022) have been prepared for the project file to document the project's floodplain, water quality (treatment) and water quantity (discharge/attenuation) considerations.

Floodplains

There are no changes in impacts to Floodplains.

Drainage/Water Resources

The 1994 EA/FONSI identified that an approximately 0.83-acre facility would be needed as additional ROW acquisition for a stormwater management or wetland mitigation facility (purpose not specified).

The Preferred Alternative will discharge to two water body IDs (WBIDs), 1615 (Drainage to McKay Bay) and 1605D (Delaney Creek-tidal). WBID 1615 is on the FDEP's Comprehensive Verified List for *Enterococci* bacteria and on the study list for Dissolved Oxygen. WBID 1605D is on the FDEP's Comprehensive Verified List for *Enterococci* bacteria, copper, iron and lead and on the study list for Dissolved Oxygen. Although McKay Bay (1548B) and East Bay (1548C) are included within the Tampa Bay Nitrogen Management Consortium, based on the project's distance from these WBIDs and subsequent coordination with SWFWMD and FDEP staff, the project will not directly discharge to any verified impaired WBIDs and no enhanced water quality treatment will be required.

Based on the updated project design, the proposed stormwater management pond footprints (i.e., top of berm acreages) needed for the project are expected to include Pond 1A (2.84 acres), Pond 2B (2.46 acres), Pond 3A (1.36 acres) and Pond 3B (1.71 acres). Although the project will add new impervious surface for which treatment will be provided, compensating treatment of runoff over currently untreated existing pavement will also be provided. This is expected to provide a net water quality benefit. The project will have no involvement with Sole Source Aquifers or stormwater discharge thereto.

d. PHYSICAL

Are there changes in Air Quality? Yes

At the time of the 1994 EA/FONSI, the project limits were within an area that was designated as being in nonattainment for the ozone standards under the criteria provided in the Clean Air Act Amendments of 1990.

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Currently the project is in an area that is designated as in attainment for all the National Ambient Air Quality Standards (NAAQS) under the Clean Air Act criteria. Therefore, the Clean Air Act conformity requirements do not apply to this project.

What is the status of Highway Traffic Noise?

Within the 1994 EA/FONSI, the highway traffic noise evaluation for the current project limits was evaluated from Maritime Boulevard to US 41 and from US 41 to Maydell Drive. For the portion from Maritime Boulevard to US 41, 30 total noise sensitive sites were identified. For the portion from US 41 to Maydell Drive, 8 noise sensitive sites were identified, and impacts were modelled using the STAMINA noise model (i.e., no longer used). Within the segments of the project from McKay Bridge to US 41 and from US 41 to Maydell Drive, noise barriers were determined as not feasible due to the location/proximity of numerous driveways and side streets.

An updated Noise Study Report (NSR) (November 2023) was prepared for the Preferred Alternative and is included in the project file. Existing and future highway traffic noise with and without the Preferred Alternative were evaluated to summarize potential noise impacts to the project area.

A total of 58 properties comprised of 54 residential properties, one active sports area, one restaurant, and one motel were evaluated under the land use Noise Abatement Criteria (NAC). Predicted noise levels will create eight (8) NAC residential land use impacts to noise sensitive receptors in the project area. The traffic noise analysis results showed that no noise barriers meet the criteria for feasibility and reasonableness. A summary of the analysis of the impacted noise-sensitive receptors is as follows:

Common Noise Environment (CNE) #09, located on the northbound side of US 41 (SR 45) north of S. 24th Avenue, represents the J & L Family Park mobile homes. These residences, analyzed as NAC B, have multiple driveway accesses directly to US 41 (SR 45). This CNE consists of 29 noise receptors; however, future build-condition noise levels are modelled to approach or exceed the applicable NAC for seven (7) receptors. For this CNE, a potential noise barrier was considered; however, preliminary findings determined that factors such as driveway access, ROW, utilities, constructability, and maintenance issues would significantly impact feasibility. A reasonableness analysis showed that a noise barrier would meet the reasonableness criteria. An 8-foot high, 330-foot-long noise barrier would meet the noise reduction design goal and remained under the cost effectiveness goal. However, a noise barrier must meet both the feasible and reasonableness criteria to be recommended for further consideration. Since this noise barrier cannot be built due to constructability, utility, driveway access, maintenance and safety concerns, there are no feasible solutions available to mitigate the noise impacts for CNE 09.

CNE #12-B-01 represents single-family residence located along Sagasta Street and El Camino Blanco Boulevard. Since this is an isolated impacted receptor, abatement would not be feasible because noise abatement must provide a benefit at a minimum of two impacted receptors. Therefore, a noise barrier is not a feasible and reasonable abatement for this receptor.

What is the status of Contamination?

The 1994 EA/FONSI concept estimated potential involvement with 81 sites of hazardous materials and/or petroleum impacts throughout the study's overall project length, including 1 "high" risk and 34 "medium" risk sites. However, for the portion between S. 45th Street and S. 54th Street (i.e., encompassing the current segment limits), the EA/FONSI did not identify specific sites/facilities within these limits and potential soil contamination impacts were identified as "low".

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An updated Level I assessment for potential contamination involvement was conducted for this re-evaluation. A total of 91 potential contamination sites were evaluated. Nine sites were assigned a High risk ranking. Sixteen sites were assigned a Medium risk ranking. Fifty-eight sites were assigned a Low risk ranking and eight sites were assigned a No risk ranking.

Effective July 1, 2014, the Delaney Creek Brownfield Redevelopment Area (contamination brownfield area) has been designated by Hillsborough County and the FDEP adjacent to the east and west sides of US 41 (SR 45) between S. 34th Avenue and Delaney Creek and between Towaway Avenue and Delaney Creek, respectively. This was tied to a former Exide Technologies battery/hazardous waste disposal facility.

For the sites rated with a Low or No contamination risk ranking, no further action is currently required, as they have been determined not to have a significant contamination risk to the project study area at this time.

The sites with High and Medium risk rankings include various existing and former land uses including gas stations; automotive junkyard/salvage facilities; automobile, tractor trailer, heavy equipment and recreational vehicle service/repair facilities; industrial chemical sales/storage; industrial battery production/storage; and railroad corridors. More detailed information regarding the locations, history and applicable pollutants of concern for each applicable site are provided in the *Mainline Contamination Screening Evaluation Report* (February 2023) and a *Pond Contamination Screening Evaluation Report* (February 2023) available in the project file.

High-risk sites (Note: Based on similarity of site location, type and proximity, Sites 14, 15, 16 and 17 were combined and assigned a single High-risk ranking.)

Site No. 14 - Exide Technologies/Pacific Chloride, Inc./Chloride Metals, Inc.; 3507 S. 50th St.; 3521 S. Yokam Diamond St., Corner of S. 36th Ave. and S. 50th St.

Site Nos. 15 & 17 - Delaney Creek Brownfield Redevelopment Area-Exide Tech., west and east sides of US 41 (SR 45)

Site No. 16 - Chloride Metals/Exide Technologies, 3507 S. 50th St.

Site No. 19 - Foy's Transport Tire Service/Former Coastal Mart #628, 3411 S. 50th St.

Site No. 21 - Torbo Truck Repair/Ray's Truck Rental, 5160 St. Paul St.

Site No. 28 - Thach Tire & Rim, 4916 Causeway Boulevard

Site No. 29 - FDOT ROW adjacent to 7-Eleven Store, 2801 S. 50th St.

Site No. 33 - Sunoco, 4714 Causeway Boulevard.

Site Nos. 34A/34B - FDOT ROW, NE corner of Sagasta St. and Causeway Boulevard. and First Choice Cars (4902 Causeway Boulevard)

Site No. 67 - Avengers Auto Body Repair Shop/DMD Motors, 2802 S. 50th St.

Site No. 72 - EZ Hollywood Tops, 4710 Causeway Boulevard.

Medium-risk sites

Site No. 5 - Lee Auto Group, 4027 S. 50th St.

Site No. 8 - Butterkrust Bakery, 3902 S. 50th St.

Site No. 9 - Harcros Chemicals, 3630 S. 51st St.

Site No. 26 - LKQ - Tampa, 5109 Causeway Boulevard.

Site No. 27 - Former Southeast Industrial Facilities, 4513 Causeway Boulevard.

Site No. 28 - Florida Tank Services, 4701 Causeway Boulevard.

Site No. 31 - Rosier Property, 4702 Causeway Boulevard.

**RE-EVALUATION
FORM**

Site No. 41 - A1 Car Parts of Tampa, 3120 S. 50th St.

Site No. 42 - Tampa Electric Company H.L. Culbreath Bayside Power Station Sprayfield, 3602 Port Sutton Rd.

Site No. 56 - Adams Used Auto Parts, 3610 S. 50th St.

Site No. 61 - CSX Railroad Tracks

Site No. 63 - American Used Trucks and Parts, 3125 S. 50th St.

Site No. 64 - Global Used Auto Parts, 2923 S. 50th St.

Site No. 65 - RV Depot, 2930 S. 50th St.

Site No. 66 - Garage on Wheels, 2806 S. 50th St.

Site No. 87 - South Florida Truck and Equipment, 2405 S. 50th St.

Where construction activities may disturb or be impacted by the High and Medium risk sites (soil excavation, utilities/structure installation, dewatering, etc.), Level II testing will be conducted as determined during the Design phase so that final plans can include appropriate strategies to manage confirmed contamination. A Level III contamination remediation will be performed within the applicable parcels during project construction.

Are there changes in impacts to Utilities and Railroads? Yes

Utilities

Based on the time elapsed, the changes in local development and the changes in utility/agency owners (UAOs), an updated utilities assessment was completed for the Preferred Alternative. This assessment is documented in a Utility Assessment Report/UAR (April 2023), available in the project file. Updated subsurface utilities engineering (SUE) data was also collected for the entire project limits. A list of the utilities agencies and type of utility as follow:

**RE-EVALUATION
FORM**

Utility Agency	Type
CenturyLink	Fiber
City of Tampa Water	Water
City of Tampa Wastewater	Wastewater
Hillsborough County Traffic	Street lights, Traffic signals
Hillsborough County Water Resources	Water
Tampa Bay Pipeline	Ammonia Pipeline
TECO Peoples Gas	Gas
Verizon	CATV, Communications
Zayo	Fiber
Bright House Networks dba Charter/Spectrum	CATV, Communications
Frontier	CATV, Communications lines
Tampa Electric Distribution & Transmission	Electric

Railroad

There are no changes in impacts at the CSX railroad crossing (#624802A) from the EA/FONSI concept. Several meetings have been held with CSX Railroad representatives, including meetings on February 24, 2021, October 3, 2022, and March 29, 2023. Project discussions focused on the grade separation of US 41 over CSX, with discussions of various project considerations including bridge structural design, horizontal/vertical geometry, pier placement within CSX ROW, frontage road and pedestrian crossing requirements, proximity to local utilities, rail service needs, CSX permitting and construction/safety requirements, and future bridge maintenance. District Seven's Rail Office has coordinated significant project design submittals with CSX representatives for their review and comment. No improvements are proposed at the existing crossing (#624815B) east of the Causeway Boulevard/US 41 intersection. The FDOT's coordination with CSX Railroad will continue as necessary to determine the specific location, means and methods for pier placement and associated work activities within the CSX ROW to achieve the minimum practicable impact to CSX's rail operations.

Are there changes in impacts to Navigation? No

Via a letter dated September 8, 2022, the US Coast Guard determined that Delaney Creek and the unnamed tributary to McKay Bay where they intersect US 41 (SR 45) meet the criteria for Advance Approval per 33 CFR 115.70. Therefore, a US Coast Guard Bridge Permit is not required for the proposed improvements at either location.

[9 - 440749-1 AA Letter-Delaney & Unnamed Creeks]

RE-EVALUATION FORM

8. COMMITMENT STATUS

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

Are there new environmental commitments? Yes

- The FDOT will implement the NOAA Southeast Regional Office's (SERO) *Protected Species Construction Conditions* during construction over, in, or adjacent to potential Gulf sturgeon habitat to avoid and minimize adverse impacts to the species.
- FDOT will complete Endangered Species Act Section 7 consultation with the National Marine Fisheries Service for the smalltooth sawfish when sufficient information regarding project design, construction methodology and compensatory mitigation are provided for project impacts at Delaney Creek and the unnamed tributary to McKay Bay.
- The FDOT will implement the NOAA Fisheries SERO *Protected Species Construction Conditions* during construction over, in, or adjacent to potential smalltooth sawfish habitat to avoid and minimize adverse impacts to the species.
- The FDOT will implement the most current version of the USFWS' *Standard Protection Measures for the Eastern Indigo Snake during project construction*.
- The FDOT will further evaluate the need for installing manatee exclusion grates (as per FDOT Standard Index 430-001) on drainage outfall pipes which discharge to Delaney Creek and the unnamed tributary to McKay Bay.
- The FDOT will utilize the most recent version of the *Standard Manatee Conditions for In-Water Work* during construction over, in, or adjacent to potential manatee habitat to avoid and minimize adverse impacts to the species.

[\[10 - ProjectCommitmentRecordReport3_28_24\]](#)

9. STATUS OF PERMITS

Federal

Segment	Name	Descriptor	Status	Date
440749-1-22-01	USACE Section 10 or Section 404 Permit	Nationwide 14	Needed	

State

Segment	Name	Descriptor	Status	Date
440749-1-22-01	DEP or WMD Environmental Resource Permit (ERP)	Individual	Needed	
440749-1-22-01	DEP National Pollutant Discharge Elimination System Permit	Generic Stormwater Discharge Permit associated with large construction activity	Needed	

Local

Segment	Name	Status	Date
440749-1-22-01	Tampa Port Authority SSL Easement	Needed	

**RE-EVALUATION
FORM****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 Rhinesmith, FDOT District 7 Environmental Manager

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 the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding (MOU) dated May 26, 2022 and executed by the Federal Highway Administration and FDOT.

Robin Rhinesmith

February 29, 2024

District approving authority or designee

Date



Electronically signed within SWEPT
on February 29, 2024 10:29:39 AM EST
(electronic signature on file)

12. OEM CONCURRENCE

Jennifer Marshall, P.E.

April 4, 2024

Print Name

Date

Director of the Office of Environmental Management or Designee



Electronically signed within SWEPT
on April 4, 2024 11:41:35 AM EDT
(electronic signature on file)

13. Links to Supporting Documentation

**RE-EVALUATION
FORM**

- 1 - [25559813201-EA-D7-440749-1_Design_Concept_2_1_23-2023-0201.pdf](#)
- 2 - [25559813201-EA-D7-440749-1_Public_Hearing_Transcript_REV7_17_23-2023-0717.pdf](#)
- 3 - [25559813201-EA-D7-Approved_Public_Hearing_Certification__22ND_ST_CS-2023-1009.pdf](#)
- 4 - [25559813201-EA-D7-440749-1_Mainline_Cultural_Resource_Assessment_Survey_State_Historic_Preservation_Office_concurrence_letter_2-14-23-2023-0215.pdf](#)
- 5 - [25559813201-EA-D7-440749-1_CRAS_Addendum_SHPO_ConcurrenceLetter_05-26-2023-2023-0526.pdf](#)
- 6 - [25559813201-EA-D7-440749-1_NRE_USFWS_Response-2023-0426.pdf](#)
- 7 - [25559813201-EA-D7-440749-1_NRE_NMFS_response_3_27_23-2023-0327.pdf](#)
- 8 - [25559813201-EA-D7-440749-1_NRE_SWFWMD_response_4_18_23-2023-0418.pdf](#)
- 9 - [25559813201-EA-D7-440749-1_AA_Letter-Delaney_&_Unnamed_Creeks-2023-0104.pdf](#)
- 10 - [25559813201-EA-D7-ProjectCommitmentRecordReport3_28_24-2024-0328.pdf](#)