

**RE-EVALUATION
FORM****1. GENERAL PROJECT INFORMATION**A. Re-evaluation Type: Design ChangeB. 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 301C. 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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	01/12/2000	01/26/2000	01/26/2000
Description of Approval: Authorized Construction phase for the subject segment.							
255599-1-52-01	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			N/A
Description of Approval: State funding construction authorization. Approval dates and official signed version of documents unavailable in District files. The District's working paper containing the general content of CST Advertisement reevaluation has been uploaded into the project file.							

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 SOUTH OF CAUSEWAY BLVD	District 7 - HILLSBOROUGH	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Design-Bid- Build	Federal

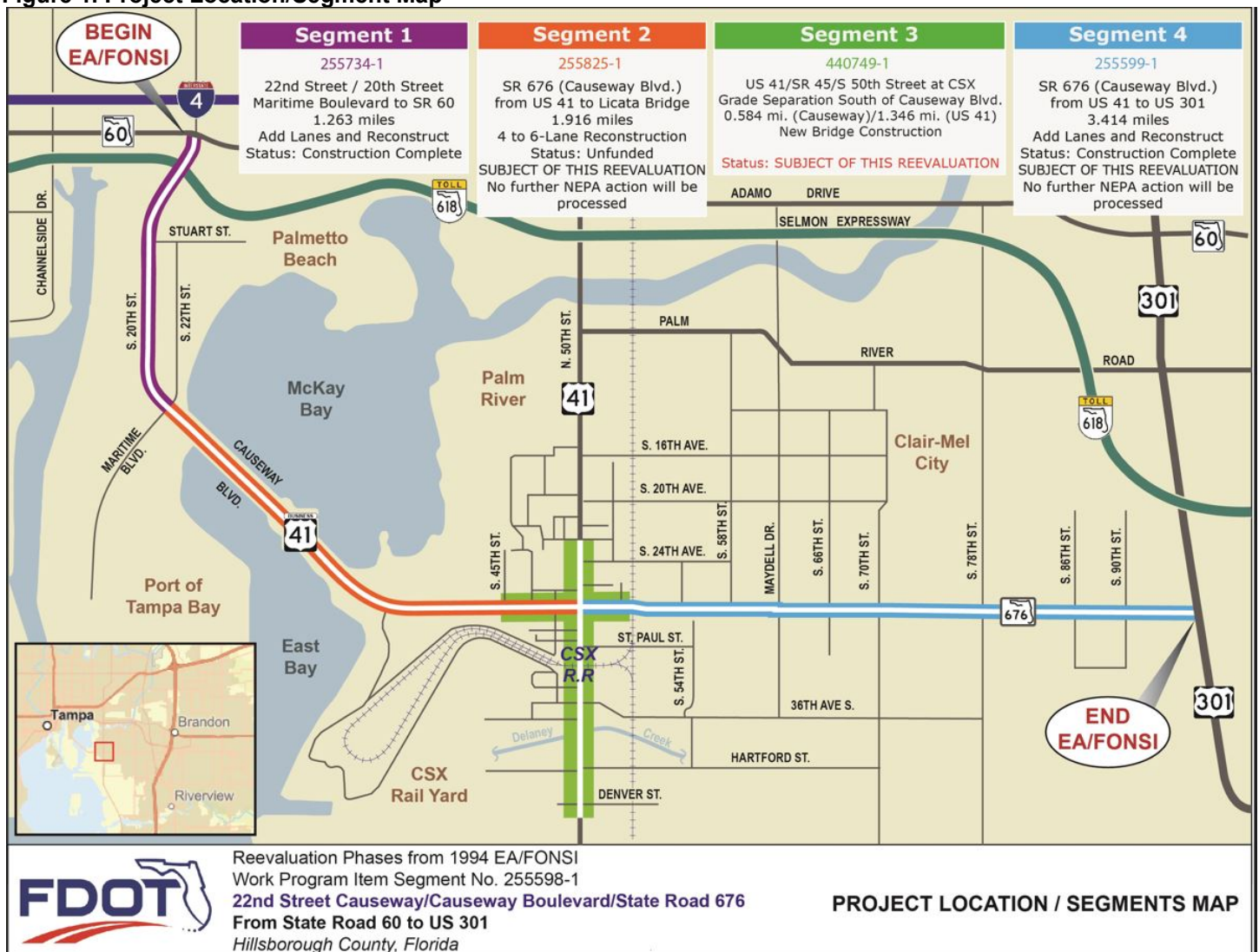
2. PROJECT DESCRIPTION

The Florida Department of Transportation (FDOT) is conducting a Design Change Reevaluation of a previous Environmental Assessment (EA) (Work Program Item Segment/WPIS No. 255598-1) with a Finding of No Significant

RE-EVALUATION FORM

Impact (FONSI) approved by the Federal Highway Administration on May 24, 1994 (see **Figure 1** below).

Figure 1. Project Location/Segment Map



1994 Environmental Assessment/Finding of No Significant Impact (EA/FONSI) Preferred Alternative

The 1994 EA/FONSI documented the construction of a six-lane Causeway Boulevard to replace the existing two- to four-lane roadway beginning at SR 60 and extending approximately seven miles east to US 301. The project included a new interchange at the US 41/Causeway Boulevard intersection for which the approved concept was a "compressed diamond" interchange, with US 41 elevated over Causeway Boulevard. This interchange can also be referred to as a Single Point Urban Interchange (SPUI) (see **Figure 2**). The US 41 grade separation over CSX Railroad south of Causeway Boulevard was also included.

Figure 2. Approved 1994 EA/FONSI TUDI concept



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As expressed in the original 1994 EA/FONSI, the need for the 22nd Street Causeway/Causeway Boulevard improvements was based on the following criteria: System Linkage; Capacity; Transportation Demand; Federal, State, or Local Government Authority; Socioeconomic Demand; Modal Interrelationships; Safety; and Navigation.

Current Project

The current study effort being conducted under WPIS# 440749-1 is evaluating various intersection and operational improvements along Causeway Boulevard east and west of US 41 (SR 45/SR 599) and along US 41 from south of the Causeway Boulevard intersection to north of the Causeway Boulevard intersection. These improvements include the construction of a grade separation of US 41/SR 45 at the CSX railroad crossing (#624802A) located approximately 1,400' south of the Causeway Boulevard intersection. Bicycle and pedestrian facility improvements along US 41 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.

US 41 and Causeway Boulevard are vital arterial highways which serve the City of Tampa and Hillsborough County. The US 41 and Causeway Boulevard intersection experiences traffic delays during the AM and PM peak periods with heavy truck traffic (approximately 13% of the daily volume) traversing through the intersection. The presence of CSX railroad crossings to the south (#624802A) and east (#624815B) of the intersection also further contribute to these traffic delays. The CSX railroad crossing located to the south of the intersection causes traffic delays particularly during the AM peak period. This project will address traffic delays associated with the CSX railroad crossing to the south of the US 41 and Causeway Boulevard intersection and will assist the safe and timely movement of truck traffic through the project corridor. There will be no improvements at the existing CSX rail crossing (#624815B) of Causeway Boulevard approximately 0.25-mile east of the US 41/Causeway Boulevard intersection due to ROW constraints along Causeway Boulevard, as well as well as vertical grade requirements to tie back into the existing US 41/Causeway Boulevard intersection. In addition, this project will also address multimodal connectivity within the area.

Segment Statuses

As shown in **Figure 1**, the original EA/FONSI improvements within Segments 1 (westernmost) and 4 (easternmost) have been previously constructed. There is a minor resurfacing project upcoming in Segment 4 under WPIS# 446272-1-52-01 (for FY 2025). The current project is advancing Segment 3 (and minor portions of Segments 2 and 4) with state-funded ROW acquisition programmed to begin in FY 2023/24. The original improvements proposed within Segment 2 have not been programmed and there is currently a minor bridge repair/rehabilitation project programmed for the Licata Bridge (#100299) over McKay Bay under WPIS# 443841-1-52-01 (for FY 2024). No further widening is planned for Segments 2 and 4 due to constrained ROW conditions.

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.

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On December 22, 2020, the US Environmental Protection Agency (USEPA) approved the State Section 404 program for Florida which gives the responsibility of Section 404 authorization to the Florida Department of Environmental Protection (FDEP) for projects in "Assumed Waters" as regulated under Chapter 62-331, FAC and approved in accordance with 40 CFR 233, 404 State Program Regulations as published in the Federal Register as 85 FR 83553.

There have been several changes in the status of federal and state-protected species since the prior EA/FONSI.

1. The bald eagle (*Haliaeetus leucocephalus*) was federally delisted as of August 2007 and state delisted as of 2008.
2. The Florida black bear (*Ursus americanus floridanus*) was state-delisted as of June 27, 2012.
3. The USFWS' Eastern Indigo Snake (*Drymarchon couperi*) Effect Determination Key was issued in January 2010 and updated in August 2013.
4. The US Fish and Wildlife Service (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.
5. 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 Endangered Species Act.
6. The USFWS down-listed the West Indian manatee (*Trichechus manatus latirostris*) from federally endangered to threatened as of March 30, 2017.
7. 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. No species identified in the FWC ISMP have significant regulatory changes identified.
8. As of October 12, 2022, the US Fish and Wildlife Service (USFWS) found that the status of the gopher tortoise (*Gopherus polyphemus*) populations in the eastern segment, which includes Florida, Georgia, South Carolina, and most of Alabama, does not require protections under the Endangered Species Act (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.
9. The National Marine Fisheries Service (NMFS) listed the giant manta ray (*Mobula birostris*) as federally threatened effective February 21, 2018.
10. As of November 9, 2020, the eastern black rail (*Laterallus jamaicensis jamaicensis*) was listed as Federally Threatened under the Endangered Species Act of 1973 (Docket No. FWS-R4_ES-2018-0057).
11. The USFWS is currently considering the monarch butterfly (*Danaus plexippus*) as a candidate species for federal listing.

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.

Noise evaluation thresholds and methods have been updated at 23 CFR 772 which became effective July 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

Project Design Year and Project Limits

The original 1994 EA/FONSI evaluated roadway capacity improvements along Causeway Boulevard from SR 60 to US 301 using a 2015 design year. Along US 41/SR 45, roadway improvements were shown from just north of 23rd Avenue (north of the Causeway Boulevard/US 41 intersection) to 36th Avenue (south of the intersection).

The Preferred Alternative proposed for advancement is evaluating Intersection and operational improvements (i.e., no capacity increase) and the grade separation of US41 over the CSX Railroad using a 2046 design year. The current project includes the portion of the original study's limits between S. 45th Street and the CSX Railroad crossing east of US 41. However, the limits along US 41 now extend from just north of 23rd Avenue to just south of Denver Street (an additional 0.52 miles south along US 41).

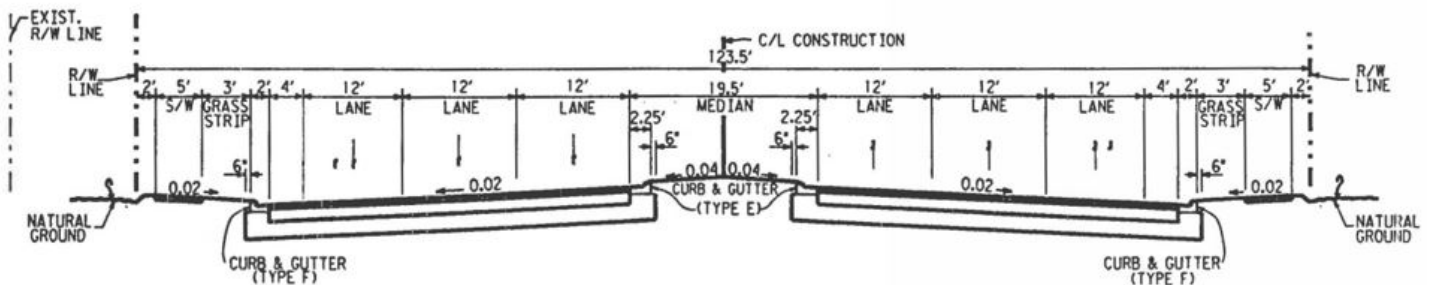
Intersection Configurations

The original 1994 EA/FONSI evaluated the Causeway Boulevard/US 41 intersection as a grade-separated Single Point Urban Interchange (SPUI), with US 41 as a 6-lane facility (3 lanes in both the northbound (NB) and southbound (SB) directions) over Causeway Boulevard, with on/off ramps meeting Causeway Boulevard at-grade.

The Preferred Alternative's proposed configuration consists of an intersection of Causeway Boulevard and US 41 with all through travel lane and turn lanes movements being at-grade. The Preferred Alternative also provides new signalized intersections at Causeway Boulevard and S. 47th Avenue (west of the intersection) and US 41 and Hartford Street (south of the intersection).

Causeway Boulevard Typical Sections

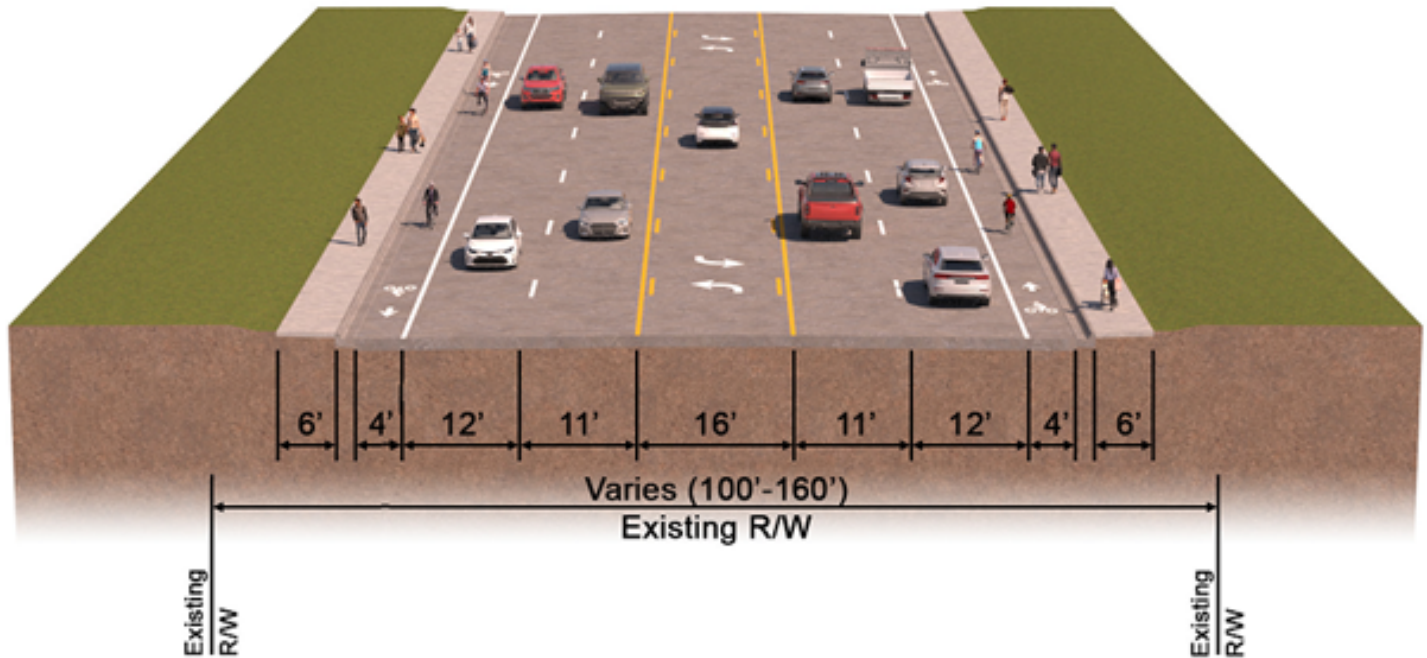
In the original study, the Causeway Boulevard section between S. 45th Street and S. 54th Street incorporated a roadway typical section (shown below) consisting of three 12-foot lanes, a 5-foot sidewalk and 4-foot shoulders with curb and gutter in both the eastbound (EB) and WB directions. This typical section was centered on the existing roadway centerline for Causeway Boulevard to minimize right-of-way (ROW) impacts. A 19-foot, 6-inch median width was used for the portion within the current segment limits to avoid additional ROW impacts, resulting in an overall 123-foot, 6-inch typical section within a variable 135-foot to 163.5-foot ROW.



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 (see below).

**RE-EVALUATION
FORM****Existing Typical Section****SR 676 (Causeway Blvd.) from W. of US 41 to E. of US 41**

Posted Speed Limit: 45 mph



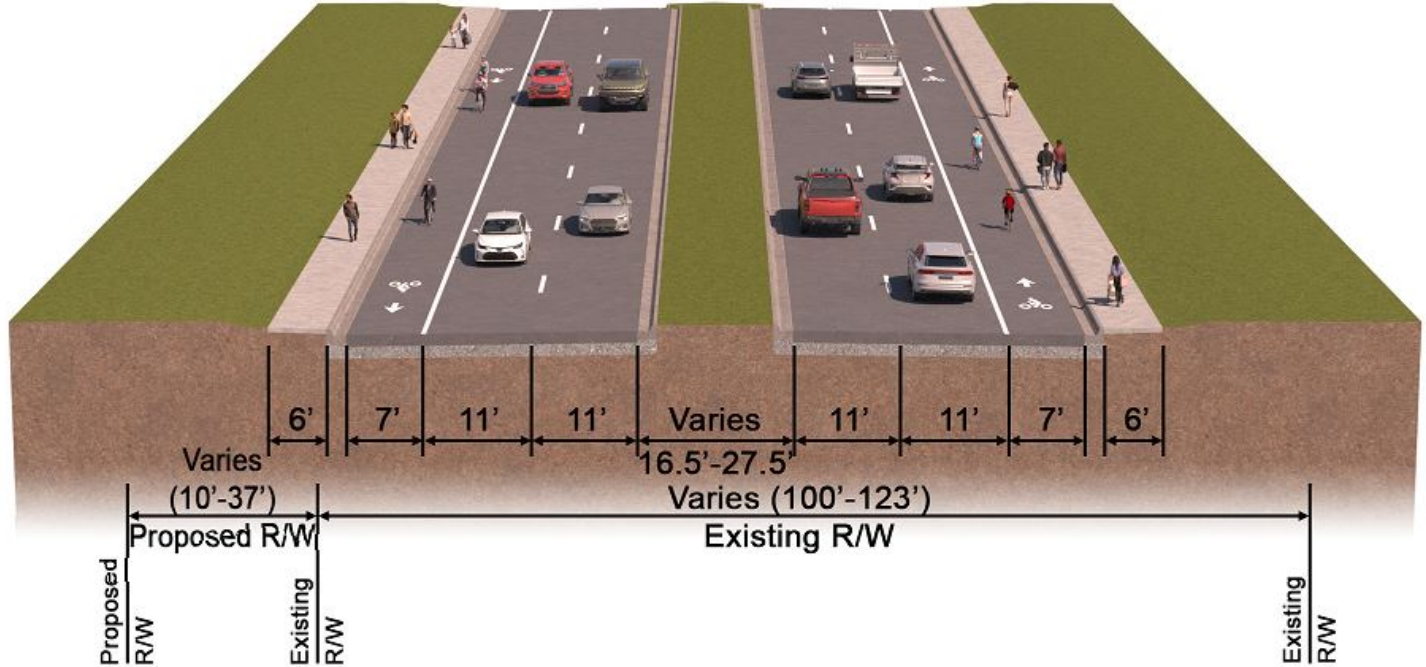
As shown in the following graphic, the proposed improvement for Causeway Boulevard from S. 45th Street to west of the CSX railroad crossing widens the existing 4-lane divided urban section to include 7-foot buffered bike lanes and 6-foot sidewalks along the outside. There are now two barrier-separated left turn lanes and three right turn lanes to US 41 proposed for the eastbound (EB) direction and no changes in turn lanes to US 41 in the westbound (WB) direction. Concrete pavement will be used where appropriate. The proposed improvements will require the acquisition of right-of-way varying from 10 to 37 feet along the north side only.

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Proposed Typical Section

SR 676 (Causeway Blvd.) from W. of US 41 to E. of US 41

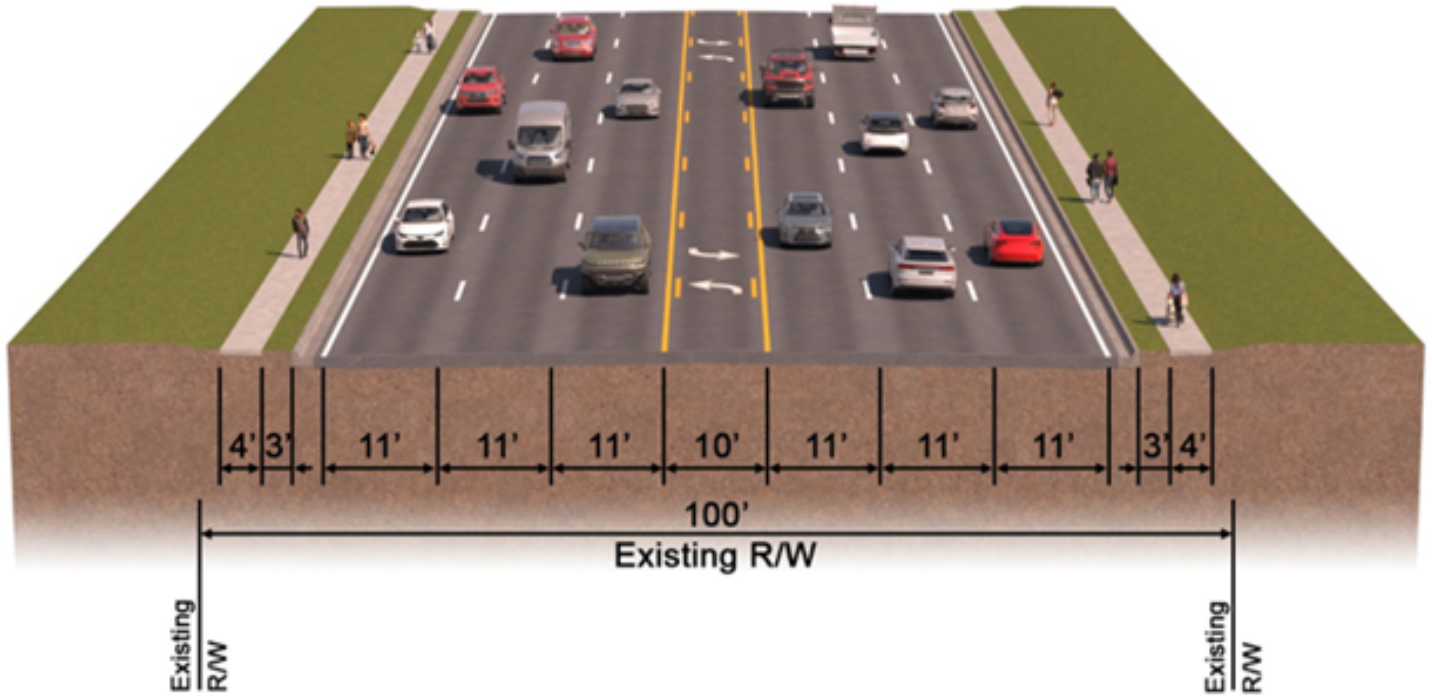
Posted Speed Limit: 45 mph



US 41 Typical Sections

Although no typical section was provided for US 41, the original 1994 EA/FONSI concept generally consisted of 12-foot lanes in each direction, with a 22-foot median (two 10-foot shoulders and a median barrier) and outside shoulder barriers. As shown below, the existing US 41 typical sections differ from the EA/FONSI concept.

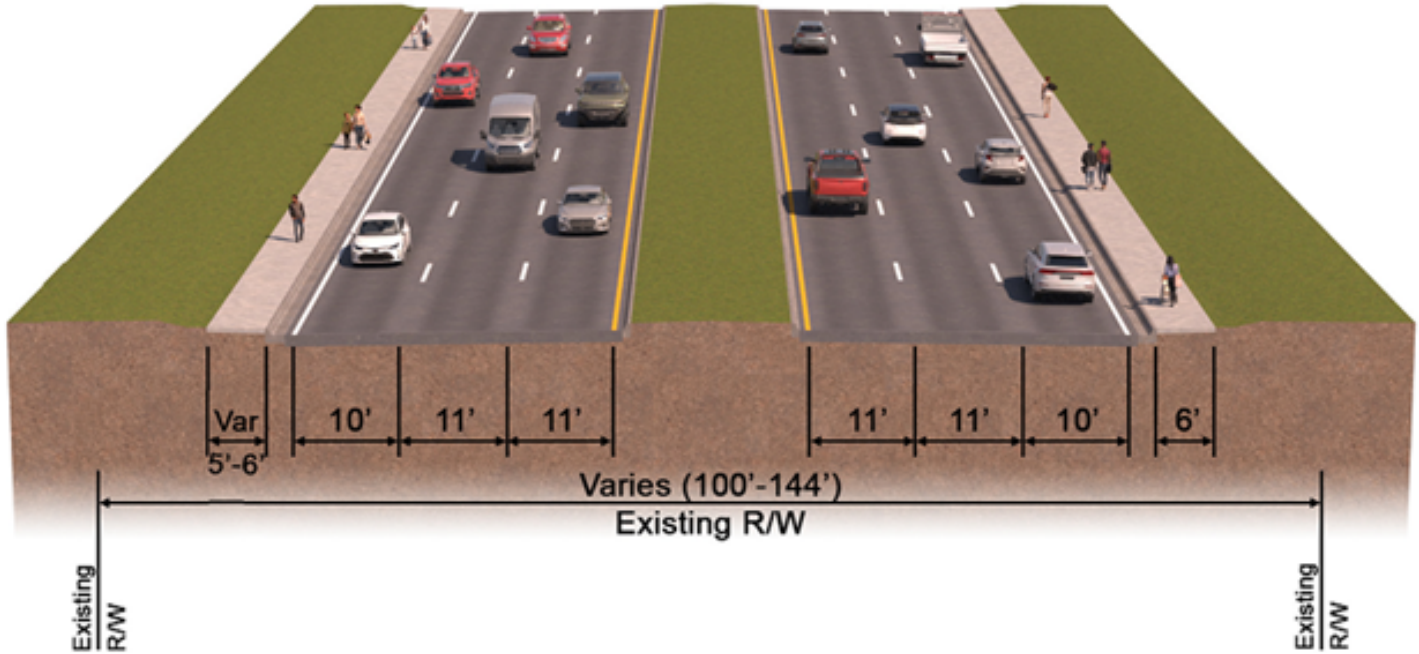
Existing Typical Section
US 41 (SR 45) N. of Causeway Blvd.
Posted Speed Limit: 50 mph



DR

**Existing Typical Section
 US 41 (SR 45) S. of Causeway Blvd.**

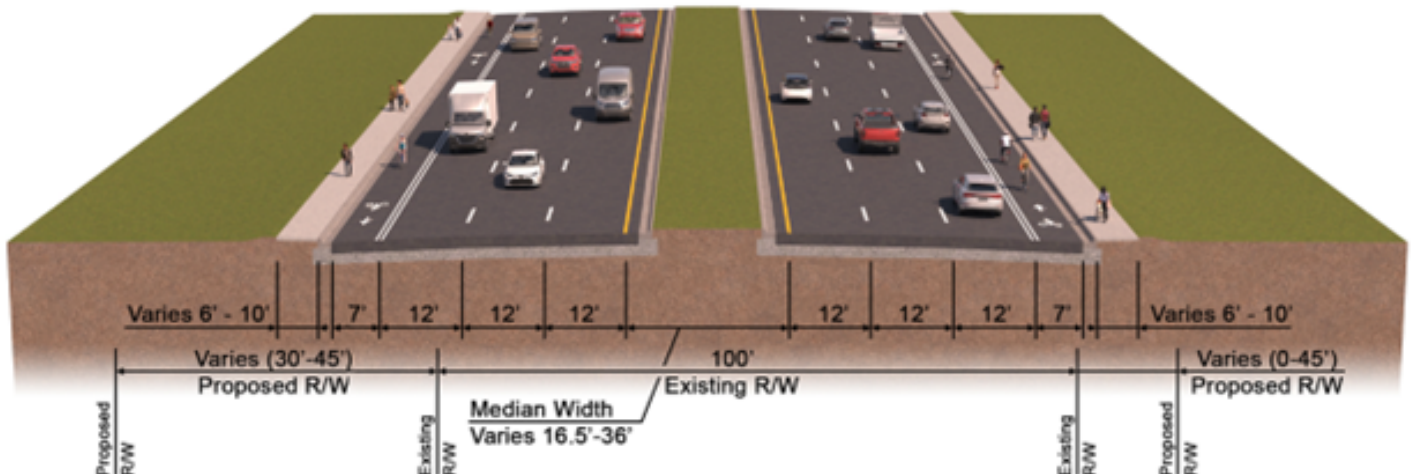
Posted Speed Limit: 50-55 mph



The Preferred Alternative now provides three typical sections for US 41, including at-grade, elevated and bridge sections. As shown in the graphic below, the proposed at-grade improvements along US 41 from just south of Denver Street to north of Causeway Boulevard, include reconstructing US 41 with concrete pavement to accommodate a 6-lane divided urban curbed section with 12-foot lanes, 7-foot buffered bicycle lanes, and 10-foot sidewalks on both sides. The median width varies from 16.5 to 36 feet to provide turn lanes. The proposed improvements along US 41 will require the acquisition of ROW varying from 30 to 90 feet.

**Proposed Roadway Section
 US 41 (SR 45) from S. of Denver St. to N. of Causeway Blvd. (at-grade)**

Posted Speed Limit: 50 mph



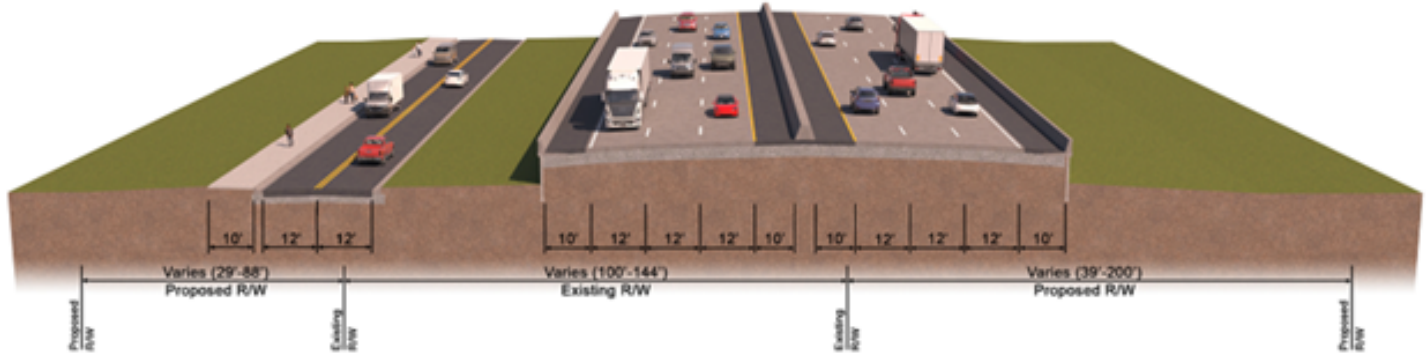
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Within this segment, the elevated section from north of Trenton Street to south of Causeway Boulevard, US 41 is grade separated over the CSX Railroad crossing and includes a two-lane, undivided frontage road on the west side for local access to neighboring 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 will require the acquisition of ROW varying from 29 to 200 feet.

Proposed Roadway Section

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

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

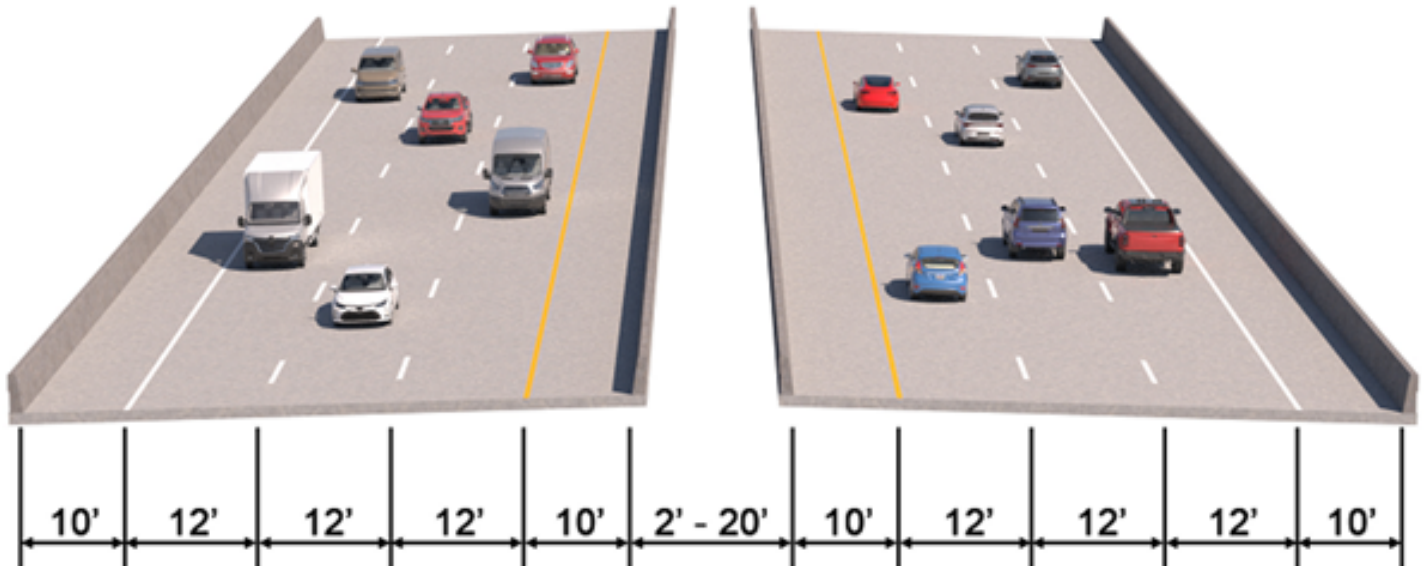


Bridge overpasses are proposed for the US 41 mainline over Delaney Creek, S. 36th Avenue, and the at-grade CSX Railroad crossing. The proposed bridge typical section includes three 12-foot travel lanes and 10-foot paved inside and outside shoulders in each direction.

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 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 for additional property access.

The 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 between Causeway Boulevard and S. 30th Street,
- A two-lane northbound (NB)/SB frontage road from S. 30th Avenue to Hartford Street,
- Ramp access from NB US 41 at Trenton Street to S. 36th Avenue,
- Local property access driveways along the east side of US 41 north of S. 36th Ave. and north of St. Paul Street,
- 2-lane underpass roadways (under US 41) at S. 36th Avenue and St. Paul Street.

Anticipated Design Variations

The Preferred Alternative concept will require several design variations listed below. More information can be found within the project's Preliminary Engineering Report, dated May 2023, available in the project file.

- Shoulder cross slope
- Omission of bicycle lanes along the frontage road system within the project limits
- Substandard border widths along portions of US 41 and Causeway Boulevard
- Substandard median widths along portions of US 41 and Causeway Boulevard
- Use of curbed shoulders on US 41 as a high-speed facility

Sidewalk and Bicycle Facilities

The 1994 EA/FONSI concept showed 5-foot-wide sidewalks with a 4-foot grass strip between the curb and sidewalk and dedicated 4-foot bicycle lanes in both directions along Causeway Boulevard. The 1994 EA/FONSI concept did not specify the locations or dimensions of sidewalks and bicycle lanes along US 41 (i.e., deferring to the project design phase). However, the existing condition along Causeway Boulevard provides 6-foot-wide sidewalks at the back of curb and 4-foot-wide bicycle lanes on both sides of the roadway. Along US 41, the existing condition provides 4-foot-wide sidewalks with no dedicated bicycle lanes north of Causeway Boulevard and 5- to 6-foot-wide sidewalks with no dedicated bicycle lanes south of Causeway Boulevard.

The Preferred Alternative will provide 6-foot-wide sidewalks and 7-foot buffered bicycle lanes along Causeway Boulevard with crosswalks at the Causeway Boulevard/US 41 intersection and the new Causeway Boulevard/S. 47th Street intersection. Along US 41 south of Causeway Boulevard, the project will provide sidewalks varying in width from 6 to 10 feet along both sides of the roadway to accommodate pedestrians and bicyclists. The intent is to route local users along the western frontage road and the eastern local access ramp and away from the elevated and bridge roadway sections, though bicyclists are not prohibited from using these sections. East-west connectivity south of Causeway Boulevard is provided by underpass crossings at S. 36th Avenue and St. Paul Street. For US 41 north of Causeway Boulevard, the project will provide variable-width 6 to 10-foot sidewalks and 7-foot buffered bicycle lanes.

Stormwater Management Facilities

The 1994 EA/FONSI identified that approximately 0.83 acres of ROW acquisition would be needed for a stormwater management or wetland mitigation facility.

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

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[\[2 - US41 at CSX Proposed Typical Sections\]](#)

[\[3 - US41 at CSX Existing Typical Sections\]](#)

[\[6 - 440749-1 Design Concept_2_1_23\]](#)

[\[7 - 440749-1 Causeway_US 41 Interchange Design \(1994 EA_FONSI\)\]](#)

5. PUBLIC INVOLVEMENT

Were there additional public involvement activities? Yes

The public and relevant agencies (e.g., Hillsborough County, Hillsborough Transportation Planning Organization, Port Tampa Bay/Tampa Port Authority, etc.) have been informed through various coordination including meetings, newsletters, and a project website (<https://active.fdotd7studies.com/us41/csx-to-sr676/>). This coordination will be documented in the project's Comments and Coordination Report and will be available in the project file pending completion.

State, federal, and local agency coordination for the project/segments being advanced began with the Efficient Transportation Decision Making (ETDM) process August 10, 2018 when the Advance Notification (AN) package was submitted through the Environmental Screening Tool (EST) to provide the Environmental Technical Advisory Team (ETAT) the opportunity to review the project and provide comments. Although the ETDM process did not exist at the time of the original study, the AN package was reviewed under ETDM project # 14345.

Project kick-off notification e-mails were sent to State of Florida, Hillsborough County, and City of Tampa elected officials on September 26, 2018. A project kick-off newsletter was sent to adjacent property owners and the general public September 28, 2018.

An agency kick-off meeting was held on December 7, 2018, where three (3) project alternatives were presented to public officials, agency and local utility representatives, including one Hillsborough County Commissioner, Hillsborough Planning Commission staff, City of Tampa Wastewater staff, Port Tampa Bay staff and Tampa Bay Pipeline Corporation staff.

Project update meetings were held with various local agencies to review the project's four (4) updated alternatives. FDOT made presentations to the following agencies on the following dates. The purpose of these meetings was to allow these entities to review and provide input in advance of the Alternatives Public Workshop.

- 1) Hillsborough Transportation TPO's Citizen's Advisory Committee (CAC) and Bicycle and Pedestrian Advisory Committee (BPAC) - September 11, 2019
- 2) TPO Technical Advisory Committee (TAC) and Livable Roadways Committee (LRC) - September 18, 2019
- 3) Port Tampa Bay - October 16, 2019
- 4) Hillsborough County - November 13, 2019

The Alternatives Public Workshop was held on Tuesday, November 19, 2019, at Port Tampa Bay, Terminal 6, 1101 Channelside Drive, Tampa, FL 33619, 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 (4 initial alternatives) to Causeway Boulevard and US 41 within the project limits.

A second round of project update meetings was held with various local agencies to review the Preferred Alternative proposed for advancement. FDOT made presentations to the following agencies on the following dates. The purpose of these meetings was to allow these entities to review and provide input in advance of the Public Hearing.

- 1) Hillsborough County - April 6, 2023

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- 2) TPO LRC - April 19, 2023
- 3) TPO BPAC - April 26, 2023
- 4) TPO TAC - May 1, 2023
- 5) TPO CAC - May 3, 2023
- 6) TPO Board - May 10, 2023

(Section to be completed after the hearing.) An in-person public hearing will be 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) hearing will be held concurrently with the in-person event. Each comment received will be evaluated and incorporated into the project to the extent feasible per FDOT's design and safety standards and other project environmental considerations. A certified public hearing transcript will be prepared and included in the Public Involvement Attachment at the end of this re-evaluation.

6. PROJECT or SEGMENT(S) PLANNING CONSISTENCY

Segment FM Number: 440749-1-22-01

Currently Adopted CFP-LRTP	Comments				
Yes	<p>This project is included as project #S-23 under the Other SIS Improvements portion (within the FDOT SIS Cost Feasible Projects for 2020-2045) of the Hillsborough Transportation Planning Organization's (TPO) 2045 Long Range Transportation Plan. The Hillsborough TPO adopted the 2045 LRTP on November 5, 2019. Within the LRTP, project funding for the Construction phase is shown in fiscal years (FY) 2025/26-2029/30.</p> <p>The project is also included in the Hillsborough TPO's Transportation Improvement Program (TIP) for FYs 2022/23-2026/27, adopted June 8, 2020.</p>				
Phase	TIP/STIP	Currently Approved	\$	FY	Comments
PE (Final Design)	TIP	Yes	5,709,000	<2023	
PE (Final Design)	STIP	Yes	5,708,678	<2023	
R/W	TIP	Yes	17,148,000 15,450,000	<2023 2023	Underway, using State funds
R/W	STIP	Yes	17,148,186 15,450,268	<2023 2023	Underway, using State funds
Construction	TIP	Yes	142,358,000	>2027	Using State and Federal funds.
Construction	STIP	Yes	142,357,968	>2027	Using State and Federal funds.

[\[4 - 440749-1 Planning Consistency Excerpts\]](#)

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

**RE-EVALUATION
FORM****Social**

This project has been developed without regard to race, color, national origin, age, sex, religion, disability, or family status.

The original EA/FONSI summarized the demographic make-up over the overall 22nd Street/Causeway Blvd. for the entire length from SR 60 to US 301 but provided limited detail specific to the current project limits.

Based on the time elapsed and the incorporation of additional project limits along US 41 not included in the original study, the demographic information has been reviewed. As shown in the following tables, the project area has African-American, Hispanic, overall minority, disabled and limited English-speaking populations which are slightly higher than the County-wide averages. However, the majority of adjacent land uses are commercial and industrial in nature and no distinct minority communities are evident. Based on field and desktop reviews conducted, the project will not result in high or disproportionate impacts to disadvantaged/protected status populations.

Demographic Comparison

Demographic Category	Intersecting Block Groups		Hillsborough County	
	No.	%	No.	%
Total Population	967	100	1,451,358	100
RACE AND ETHNICITY				
White Alone	617	63.8	973,686	68.1
Black or African American Alone	246	25.4	242,544	16.7
American Indian or Native Alaskan	0	0	4,000	0.3
Asian Alone	11	1.1	60,671	4.2
Native Hawaiian/Other Pacific Islander Alone	1	0.1	1,086	0.1
Some Other Race Alone	28	2.9	61,496	4.2
Two or More Races	61	6.3	107,875	7.4
Hispanic or Latino of Any Race	371	38.4	421,930	29
Total Minority	608	62.8	755,783	52.1

Source: US Census Bureau, 2016-2020 American Community Survey 5-Year Estimates

Note: %'s rounded to nearest tenth. %'s may not total due to original data source discrepancies.

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OTHER DISADVANTAGED GROUPS				
	No.	%	No.	%
Elderly (age >65 years)	124	12.8	206,819	14.25
Disabled (ages 20-64 years)	87	8.9	84,236	5.8
Limited English- Speaking (not well or not at all)	79	8.2	84,847	5.8

Source: US Census Bureau, 2016-2020 American Community Survey 5-Year Estimates
Note: %'s rounded to nearest tenth.

Economic

Economic data relative to the current project limits was similarly reviewed. As shown in the table below, households within the project area generally reflect more low-income characteristics than the County-wide average. The project is not located within a Rural Area of Opportunity, so the project area has low potential for attraction of new development and generation of employment opportunities. However, the project's purpose includes supporting the reduction of traffic delays and enhancement of truck and freight traffic which is anticipated to provide benefits to the local commercial and industrial businesses, CSX railyard, Port Tampa Bay and the local and regional employment market. Although the project will result in the displacement of residences and businesses, due to the availability of replacement properties (discussed in the Conceptual Stage Relocation Plan), adverse impacts to the local housing market, local employment market and local tax base are not anticipated. Residents and businesses requiring relocation from the proposed improvements will be provided relocation assistance, so adverse impacts are not anticipated. The project's roadway and multi-modal enhancements may assist workers in commuting to employment at local and regional levels.

ECONOMIC (Based on Household Data)				
	No.	%	No.	%
Total Households	334	100	539,919	100
Median Household Income	\$48,879	N/A	\$60,566	N/A
Households Below Poverty Level	54	16.2	72,349	13.4
Households Receiving Public Assistance	28	8.4	11,878	2.2
Occupied Households w/ No Vehicles Available	22	6.6	33,529	6.2%

Source: US Census Bureau, 2016-2020 American Community Survey 5-Year Estimates
Note: %'s rounded to nearest tenth.

Land Use

**RE-EVALUATION
FORM**Existing Land Use

Within the May 1994 EA/FONSI, existing land uses along the project limits were generally described as medium-density residential, community commercial and light industrial land uses. Based on an updated review of Plan Hillsborough's Planning Information Map Application (PIMA), existing land uses in the project vicinity are now shown as railroad right-of-way, public/quasi-public/institution; public communications/utilities; vacant; light industrial; heavy industrial; light commercial; heavy commercial; mobile home park; single family/mobile homes, and two-family/duplex residences.

Future Land Use

Within the May 1994 EA/FONSI, future land uses along the project limits were generally described as light industrial, urban level 1, urban level 2, and community commercial. Based on an updated review of the Plan Hillsborough's PIMA, future land uses in the project vicinity are now shown as heavy industrial; light industrial; community mixed use; office commercial, residential-9; residential-6 and suburban mixed use. Environmentally sensitive/natural areas are shown adjacent to the east side of McKay Bay (north of Causeway Boulevard) and Hillsborough County's Delaney Creek restoration project (5208 Hartford Street), neither of which will be impacted by the proposed improvements.

Though ROW acquisition will be needed and there will be conversion of portions of existing land uses to transportation ROW, the proposed improvements will support both the existing and future land uses.

Mobility

The portions of Causeway Boulevard, US 41 south of Causeway Boulevard and the CSX railroad crossing south of Causeway Boulevard are designated as Strategic Intermodal System (SIS) connectors. Causeway Boulevard and US 41 are designated hurricane evacuation routes. 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 connectivity and safety for bicyclists and pedestrians. Therefore, an overall mobility benefit is expected. Travel patterns are expected to remain similar to existing patterns, with the exception of minor changes due to local access/frontage road construction, minor side street closures, median opening revisions and new traffic signals to improve safety and access management.

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 preliminary coordination with HART representatives, traffic back-ups associated with the existing at-grade railroad crossings south and east of the Causeway Boulevard/US 41 intersection make it difficult to provide a consistent, timely service schedule along this corridor. However, HART may evaluate the return of a route in the future pending the reduction in traffic delays anticipated by the proposed improvements.

The Preferred Alternative will fill in missing gaps in the sidewalk and bicycle lane facilities within the project limits. The Preferred Alternative will provide 6-foot-wide sidewalks and 7-foot buffered bicycle lanes along Causeway Boulevard with crosswalks at the Causeway Boulevard/US 41 intersection and the new Causeway Boulevard/S. 47th Street intersection. Along US 41 south of Causeway Boulevard, the project will provide sidewalks varying in width from 6 to 10 feet along both sides of the roadway to accommodate pedestrians and bicyclists. The intent is to route local users along the western frontage road and the eastern local access ramp and away from the elevated and bridge roadway sections, though bicyclists are not prohibited from using these sections. East-west connectivity south of Causeway Boulevard is provided by underpass crossings at S. 36th Avenue and St. Paul Street. For US 41 north of Causeway Boulevard, the project will provide variable-width 6 to 10-foot sidewalks and 7-foot buffered bicycle lanes.

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The CSX Railroad crossing of US 41 south of Causeway Boulevard will be modified so that both directions of US 41 bridge over the railroad. The westside frontage road will have an at grade crossing of the railroad with one lane in each direction.

The following design features were included to provide for local access, including freight:

- A signal was included at the Causeway Blvd/S. 47th Avenue intersection to provide better access to the surrounding properties.
- A bridge for US 41 over S. 36th Avenue for the conveyance of local traffic between the east and west sides of US 41 was added to improve access for the surrounding properties.
- A jug-handle roadway was included connecting local access traffic west of US 41 to a re-aligned Hartford Street and US 41 via a new signalized intersection to improve access to the surrounding properties.

Mobility during construction may be temporarily decreased due to closures or detours. Certain population groups (elderly, young, disabled and low-income) may experience temporary impacts associated with construction removal of existing sidewalks. However, it is anticipated that with the proposed improvements, traffic congestion would be reduced and flow would improve. This will assist with evacuation and have a positive effect for emergency services by potentially reducing the response times in the community. Ultimately, the proposed roadway improvements, including the addition of sidewalks and bicycle lanes, will enhance local mobility and safety.

Aesthetic Effects

As adjacent land uses are primarily commercial and industrial uses within an urban corridor, aesthetic effects are not anticipated. Visual impacts associated with clearing and grubbing, storage of construction materials and equipment, and establishment of temporary construction facilities may occur but are expected to be minimal and temporary in nature. Project work on new ROW will generally occur on minor portions of previously developed/cleared private properties immediately adjacent to the project. Temporarily disturbed areas will be restored to existing or better condition after the completion of construction activities.

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

The 1994 EA/FONSI identified that approximately 12.25 acres of ROW acquisition would be required for the improvements along Causeway Boulevard between S. 45th Street and S. 54th Street, including the TUDI interchange concept. An estimated 0.83-acre facility was discussed as additional ROW acquisition for a stormwater management or wetland mitigation facility.

The Preferred Alternative's design footprint is now expected to require the acquisition of approximately 13.72 acres of ROW to accommodate the proposed roadway footprint along Causeway Boulevard and US 41, as well as the local access/frontage road construction which was not detailed in the prior EA/FONSI concept. 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.

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

The 1994 EA/FONSI identified that the original 6-lane divided roadway and TUDI 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's design footprint is now expected to impact 75 total properties. As documented in the Conceptual Stage Relocation Plan (May 2023), the proposed improvements are anticipated to result in 3 residential and

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28 business relocations. Several parcels were determined to contain more than one operational business. The additional relocations are related to the additional footprint needed along Causeway Boulevard and US 41, the local access/frontage road construction and stormwater management pond facilities that were not identified in the original EA/FONSI. The residential and business relocations proposed for impact by the Preferred Alternative are not considered to have special characteristics, services to specialized clientele or cultural orientation. If applicable, elderly and disabled residents may require special assistance in finding suitable replacement housing.

As discussed further in Section 10 of the CSRP, to minimize the unavoidable effects of right-of-way acquisition and displacement of people, the FDOT will carry out a Right-of-Way Relocation Program in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

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 evaluated.

Based on the time elapsed and the incorporation of additional project limits along US 41 not included in the original study, the archaeological and historic resource information has been reviewed. A Cultural Resource Assessment Survey (CRAS) was completed in February 2023 in accordance with the procedures contained in 36 Code of Federal Regulations (CFR) Part 800 to identify and assess any historic and archaeological resources occurring within the study's Area of Potential Effect (APE), which is further defined in the CRAS available in the project file.

No newly or previously recorded archaeological resources were identified within the archaeological 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 (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 FMSF form was prepared for the previously unevaluated portion of US 41 (8HI12129) within the APE, which extends north from the intersection of US 41 and Causeway Boulevard to the northern end of the APE. This segment of US 41 exhibits similar characteristics to the

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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 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 CRAS was submitted to the SHPO on February 7, 2023. The SHPO provided their concurrence with the FDOT's findings on February 14, 2023. The CRAS and SHPO concurrence have been uploaded into the SWEPT project file in support of this re-evaluation document.

[\[8 - 440749-1 Mainline Cultural Resource Assessment Survey State Historic Preservation Office concurrence letter\]](#)

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 segments being advanced.

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

c. NATURAL

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

Protected Species & Habitat

For the portion of the 1994 EA/FONSI concept between S. 45th Street and S. 54th Street, wildlife and threatened/endangered species impacts were presented as "None". Resource agency coordination was completed for the 1994 EA/FONSI. Via a letter dated May 28, 1993, the US Fish and Wildlife Service (USFWS) determined that the proposed project is not likely to adversely affect the West Indian manatee or other federally-listed threatened or endangered species but will be reviewed pending receipt of additional species information and US Army Corps of Engineers permit applications. The Florida Game and Fresh Water Fish Commission (now Florida Fish and Wildlife Conservation Commission/FWC) addressed potential project involvement with endangered, threatened and special concern species, expressed a preference for wetland enhancement as mitigation and recommended the evaluation of wildlife undercrossing features at the Causeway Boulevard and US 41 crossings of Delaney Creek. No discussion of National Marine Fisheries Service (NMFS) listed species or protected habitat consultation or Florida Department of Agriculture and Consumer Services (FDACS) state-listed plant consultation was noted in the EA/FONSI document.

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Updated natural resource involvement and impact evaluations for the project segment being advanced are provided in the Natural Resource Evaluation (NRE) report (dated February 2023) provided in the project file.

The Preferred Alternative was evaluated for the presence of federal and/or state protected species and their suitable habitat in accordance with Section 7 of the Endangered Species Act of 1973 (ESA), as amended, and the *Protected Species and Habitat* Chapter of the PD&E Manual. Based on this evaluation and the species-specific rationale presented in the NRE, the proposed project "**may affect, not likely to adversely affect**" the Gulf sturgeon, smalltooth sawfish, eastern indigo snake, eastern black rail, wood stork, and West Indian manatee. The project is anticipated to have "**no effect**" on the Florida bonamia, Florida golden aster, pygmy fringe tree, giant manta ray, green sea turtle, Kemp's Ridley sea turtle, loggerhead sea turtle, Florida grasshopper sparrow, Florida scrub-jay, piping plover, and red knot.

For state-listed species, there is "**no adverse effect anticipated**" for the gopher tortoise, Florida pine snake, Florida sandhill crane, little blue heron, reddish egret, roseate spoonbill, southeastern American kestrel, and tricolored heron. There is "**no effect anticipated**" for the giant orchid/non-crested eulophia, incised groove-bur, many-flowered grass pink, nodding/scrub pinweed, sand butterfly pea, short-tailed snake, American oystercatcher, and least tern.

Multiple protection measures are to be employed to avoid and minimize any potential effects to these species. Some of the measures employed are anticipated to include agency coordination during the project's design/permitting phase, the use of BMPs, and species-specific standard protection measures during construction. As discussed further in the attached Project Commitments Record (PCR), the FDOT has made the following commitments:

- The FDOT will implement the Construction Special Provisions Gulf Sturgeon Protection Guidelines during construction over, in, or adjacent to potential Gulf sturgeon habitat to avoid and minimize adverse impacts to the species.
- The FDOT will implement the NMFS' Southeast Regional Office's (SERO) Protected Species Construction Conditions and FDOT Supplemental Standard Specification 7-1.4.1 Additional Requirements for Smalltooth Sawfish 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.
- 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 and FDOT Supplemental Specification 7-1.4.1 Additional Requirements for Manatees during construction over, in, or adjacent to potential manatee habitat.

Wetlands & Other Surface Water

Within the EA/FONSI, wetland impacts were stated as a total of 2.71 acres project-wide, with no impact acreage noted for the portion between S. 45th Street and S. 54th Street. Although project ROW acquisition and expanded project footprint was shown at the unnamed tributary to McKay Bay (north of Causeway Boulevard), no impacts were quantified at this location. The prior study's southern limit along US 41 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.

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, resulting in an estimated Unified Mitigation Assessment Method (UMAM) functional loss of 0.08 unit. An additional 1.55

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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, F.S., to satisfy all mitigation requirements of Part IV of Chapter 373, F.S., and 33 U.S.C. 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, based on review of the USACE Regulatory In-Lieu Fee and Bank Information Tracking System (RIBITS) conducted on November 9, 2022, 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.

Essential Fish Habitat (EFH)

EFH was not specifically identified/quantified in the 1994 EA/FONSI, nor was NMFS consultation discussed.

The proposed project is located within an area designated as EFH for three Fishery Management Plans (FMP): Gulf of Mexico, Coastal Migratory Pelagic, and Highly Migratory Species management plans. NOAA Fisheries 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 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 negligible/incidental 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.

Consultation Status

Based on the updated design, additional project footprint and species additions since the original PD&E study, the NRE was submitted to the resource agencies via the ETDM Environmental Screening Tool on March 24, 2023. Review comments were received from the NMFS, USFWS and Southwest Florida Water Management District (SWFWMD) and are attached to this re-evaluation.

During future project phases, the FDOT will reevaluate the project design for potential changes in involvement with federal and state-protected species and their habitat and coordinate further with the USFWS, NMFS, FWC and 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)

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will be documented within the future Construction Advertisement re-evaluation.

[9 - 440749-1 NRE_USFWS_response_4_24_23][10 - 440749-1 NRE_SWFWMD_response_4_18_23][11 - 440749-1 NRE_NMFS_response_3_27_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 (February 2023), Location Hydraulic Report (February 2023) and Water Quality Impact Evaluation (December 2022) have been prepared for the project file to document the project's floodplain, water quality (treatment) and water quantity (discharge/attenuation) considerations.

Floodplain

The 1994 EA/FONSI segment from S. 45th Street to S. 54th Street showed approximately 0.63 mile of crossing through floodplains associated with Causeway Boulevard improvements. Impacts were not more specifically quantified as the entirety of this portion lies within a coastal floodplain.

The coastal floodplain still encompasses the entire project area for the Preferred Alternative. Consistent with the 1994 EA/FONSI concept, the Preferred Alternative will continue to have transverse and longitudinal impacts to the existing floodplain. However, the Preferred Alternative will result in a new transverse floodplain impact at Delaney Creek south of the 1994 concept's southern limit at S. 36th Avenue, which was not previously identified. The transverse impacts will result from the replacement and extension of the existing bridge culverts associated with the western frontage road and eastern local access ramp. These impacts cannot be avoided as the entire project is within the floodplain.

Neither Delaney Creek or the unnamed tributary to McKay Bay are designated floodways, so a FEMA "no-rise" certification is not required for the project. There is no significant change in flood "risk" associated with this project. The encroachments will not have a significant potential for interruption or termination of transportation facilities needed for emergency vehicles or used as an evacuation route. In addition, no significant adverse impacts on natural and beneficial floodplain values are anticipated and no significant impacts to highway users are expected.

Based on preliminary modeling efforts, there are no rises to the flood stages associated with the Preferred Alternative. There will be minimal impacts to Delaney Creek and the unnamed McKay Bay tributary due to the replacement and extension of the existing cross drains. Minimal encroachments on a floodplain occur when there is floodplain involvement, but the impacts on human life, transportation facilities, and natural and beneficial floodplain values are not significant and can be resolved with minimal efforts. Normally, these minimal efforts to address the impacts will consist of applying the Department's drainage design standards and following the Water Management District's procedures to achieve results that will not increase or significantly change the flood elevations and/or limits.

The proposed structures will perform hydraulically in a manner equal to or greater than the existing structures, and backwater surface elevations are not expected to increase. Thus, there will be no significant or adverse impacts on natural and beneficial floodplain values. There will be no significant change in flood risk, and there will not be a significant change in the potential for interruption or termination of emergency service or emergency evacuation routes. Therefore, it has been determined that this encroachment is not significant.

**RE-EVALUATION
FORM****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 project 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 *Enterrococci* bacteria and on the study list for Dissolved Oxygen. WBID 1605D is on the FDEP's Comprehensive Verified List for *Enterrococci* 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 the SWFWMD and Florida Department of Environmental Protection (FDEP) staff, the project will not directly discharge to any verified impaired WBIDs and no enhanced 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.

Given the locally high contamination remaining from historic development and industrial land use, each of the proposed ponds is expected to have some level of contamination involvement (discussed further in Section 7d). This involvement will be fully determined after Level II testing is completed, which will be completed prior to construction commencement. Remediation activities may be necessary and are anticipated to remove at least some existing contamination that may currently find its way into Delaney Creek and the unnamed McKay Bay tributary, providing an additional water quality benefit. The project will be designed and constructed in accordance with the water quality and quantity requirements of the SWFWMD.

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. Limited screening using MOBILE4 and CALINE3 models was conducted. Based on the evaluation conducted at four intersection locations (SR 60, US 41, 78th Street and US 301), the EA/FONSI determined that no significant air quality impacts would occur for the 1995 opening year and 2015 design year under either the "No-Build" or Build condition. The project's inclusion within Hillsborough County's conforming LRTP and TIP met federal conformity requirements.

This project is not expected to create adverse impacts on air quality because the project area is now in attainment for all air quality pollutant criteria (ozone, nitrogen dioxide, particulate matter, sulfur dioxide, carbon monoxide, and lead) under the National Ambient Air Quality Standards (NAAQS). Therefore, the Clean Air Act conformity requirements do not apply to the project.

Construction activities may cause short-term air quality impacts in the form of dust from earthwork and unpaved roads. These impacts will be minimized by adherence to applicable state regulations and to applicable FDOT *Standard Specifications for Road and Bridge Construction*.

**RE-EVALUATION
FORM****What is the status of Highway Traffic Noise?**

The highway traffic noise evaluation for the current project limits was completed in the 1994 EA/FONSI as part of segments 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 modeled using the STAMINA noise model. 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.

A Noise Study Report (NSR) (May 2023) was prepared to document the noise analysis performed to support decisions related to the evaluation of the project Preferred Alternative and to summarize potential noise impacts to the project area. This noise study was conducted in accordance with the PD&E Manual and applicable State and Federal regulations and is available in the project file in support of this reevaluation.

A total of 58 receptors representing 54 properties for which the land use has a Noise Abatement Criteria (NAC) were evaluated within 13 Common Noise Environments (CNEs). The evaluated properties represent 51 residences, one active sports area, one restaurant and one motel. Based on the evaluation completed, two impacted CNEs (#s 09 and 12) are predicted to be impacted (discussed below). Predicted noise levels will create eight (8) NAC residential land use impacts to noise sensitive receptors in CNEs 09 and 12.

CNE #09, located on the northbound side of US 41 (S. 50th St) 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. Existing and 2046 future no-build and build-condition hourly equivalent sound levels were predicted at 28 noise-sensitive receptors. Future build-condition noise levels approach or exceed the applicable NAC for 8 sites; no receptors are impacted by a substantial increase. For this CNE, a potential noise barrier was considered; however, preliminary findings determined that factors such as access, right of way, utilities, constructability, and maintenance issues would significantly impact feasibility. More specifically, FDOT maintenance requirements call for a least 5 to 7 feet of buffer behind a noise barrier; a potential barrier at CNE 09 would require right of way acquisitions; a potential barrier would completely block ingress and egress access of the residences to US 41; and overhead power lines present at the location of the potential barrier would cause constructability issues. 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 construction, utility, access, maintenance and safety concerns, there are no feasible solutions available to mitigate the noise impacts for CNE 09.

CNE #12 represents a single-family residence located along eastbound El Camino Blanco Boulevard, west of US 41 and is evaluated as NAC B. Existing and 2046 future no-build and build-condition hourly equivalent sound levels were predicted at one noise-sensitive receptor. Future build-condition noise levels approach or exceed the applicable NAC for one site; no receptors are impacted by a substantial increase. Impacted receptor 12-B-01 is an isolated impacted receptor. Abatement would not be feasible because under FDOT policy, noise abatement must provide a benefit at a minimum of two impacted receptors. Therefore, based on the noise analyses performed to date, there are no feasible solutions available to mitigate the noise impact for CNE 12.

The FDOT is committed to the construction of feasible and reasonable noise abatement measures where recommended. However, based on the noise analyses performed to date, there are no feasible and reasonable solutions available to mitigate the noise impacts at CNEs 09 and 12. Although noise barriers are not currently identified as feasible or cost-

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reasonable noise abatement measures, this will be subject to a detailed review in Design and documented in subsequent re-evaluations.

Some land uses adjacent to US 41 are identified by the FDOT to be noise- and vibration-sensitive uses (e.g., residential use). Construction of the proposed roadway improvements is not expected to have a significant noise or vibration effect. Additionally, the application of the FDOT Standard Specifications for Road and Bridge Construction may minimize or eliminate potential issues. Should unanticipated noise or vibration issues arise during the construction process, the Project Engineer, in coordination with the District Noise Specialist and the Contractor, will investigate additional methods of controlling impacts.

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, the EA/FONSI did not identify specific sites/facilities within these limits and potential soils contamination impacts were identified as "low".

The Delaney Creek Brownfield Redevelopment Area (contamination brownfield area) has been designated adjacent to the east and west sides of US 41 between S. 34th Avenue and Delaney Creek and between Towaway Avenue and Delaney Creek, respectively.

An updated review for potential contamination involvement was conducted for this study and the results are documented in a Contamination Screening Evaluation Report (CSER) (dated February 2023) and a Pond CSER (dated February 2023) available in the project file. A total of 93 potential contamination sites were evaluated. Eight 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. Based on similarity of site location, type and proximity, Sites 14, 15, 16 and 17 were mingled and assigned a single High risk ranking. 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.

Four off-site ponds (1A, 2B, 3A, and 3B) were evaluated as well. The properties where Ponds 1A and 2B are proposed were determined to have a Low risk ranking, while the properties where Ponds 3A and 3B were determined to have a High risk ranking.

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 is provided in Table 1 of the Mainline CSER and Pond CSER documents available in the project file.

ROW acquisition for roadway improvements is proposed from 8 High-risk and 16 Medium-risk ranked sites and Ponds 3A and 3B will require ROW acquisition from 2 high-risk ranked sites. 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 evaluated and conducted as determined necessary by the District Contamination Impact Coordinator. This testing will be conducted during the Design phase so that final plan sheets can include appropriate strategies to manage confirmed contamination. To the extent available, this information will be updated in the future Construction Advertisement Reevaluation. Contamination remediation within the applicable parcels will be overseen by the FDOT during project

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construction.

Are there changes in impacts to Utilities and Railroads? Yes

Utilities

The EA/FONSI summarized the existing utilities and their approximate locations within the overall project corridor between SR 60 and US 301. Utilities belonging to the following twelve (12) agencies were identified: City of Tampa Water, City of Tampa Sewer, Florida Gas Transmission, GATX Central Florida Pipeline Company, Southern State Utilities, Intermedia Communications of Florida, MCI Telecommunications, Paragon Cable, Jones Intercable, Tampa Electric Company, Tampa Bay Pipeline, and GTE.

Based on the time elapsed, the changes in local development and the changes in utility/agency owners (UAOs), an updated utilities assessment was completed. This assessment is documented in a Utilities Assessment Report (UAR) dated April 2023, available in the project file. Updated subsurface utilities engineering (SUE) data was also collected for the entire project limits.

The preliminary utility coordination and investigation effort was conducted through written and verbal communications with the existing UAOs. A Sunshine State 811 of the Florida Design Ticket System listing of existing utility owners was also acquired. Green-line markups were also received from various UAOs within the project vicinity. Utilities belonging to the following eleven (11) agencies were identified: CenturyLink, City of Tampa Water, City of Tampa Wastewater, Hillsborough County Traffic, Tampa Bay Pipeline, TECO Peoples Gas, Verizon, Zayo, Spectrum Sunshine State, Frontier, and Tampa Electric Company. For more detail, please see the UAR.

As part of the request to indicate their existing and proposed utilities, each utility owner was asked to provide information regarding any easements that may affect their reimbursement rights for potential relocations of their facilities. There was no response from the contacted utilities regarding existing easements or eligibility for reimbursement on this project.

Coordination with affected UAOs will continue during subsequent project phases to avoid and minimize impacts to the extent practicable and to determine the estimated utility relocation costs and the associated responsibility(ies) for these costs.

Railroads

There are no changes in impacts at the CSX Railroad crossing (#624802A) from the EA/FONSI concept.

Are there changes in impacts to Navigation? No

Via a letter September 8, 2022, the US Coast Guard determined that Delaney Creek and the unnamed tributary to McKay Bay where they intersect US 41 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.

[\[1 - 440749-1 AA Letter-Delaney & Unnamed Creeks\]](#)

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 approval of the original Environmental Document or most recent Re-evaluation.

**RE-EVALUATION
FORM**

- The FDOT will implement the *Construction Special Provisions Gulf Sturgeon Protection Guidelines* during construction over, in, or adjacent to potential Gulf sturgeon habitat to avoid and minimize adverse impacts to the Gulf sturgeon.
- The FDOT will implement the NOAA Fisheries SERO *Protected Species Construction Conditions* and FDOT Supplemental Standard Specification 7-1.4.1 Additional Requirements for Smalltooth Sawfish during construction over, in, or adjacent to potential smalltooth sawfish habitat to avoid and minimize adverse impacts to the smalltooth sawfish.
- The FDOT will implement the most current version of the USFWS' *Standard Protection Measures for the Eastern Indigo Snake*.
- 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* and FDOT Supplemental Specification 7-1.4.1 Additional Requirements for Manatees during construction during construction over, in, or adjacent to potential manatee habitat.

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	

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

**RE-EVALUATION
FORM****OEM approval required?Yes**

District approving authority or designee

Date

12. OEM CONCURRENCE

Print Name

Date

Director of the Office of Environmental Management or Designee

13. Links to Supporting Documentation

- 1 - [25559813201-EA-D7-440749-1_AA_Letter-Delaney_&_Unnamed_Creeks-2023-0104.pdf](#)
- 2 - [25559813201-EA-D7-US41_at_CSX_Proposed_Typical_Sections-2023-0130.pdf](#)
- 3 - [25559813201-EA-D7-US41_at_CSX_Existing_Typical_Sections-2023-0130.pdf](#)
- 4 - [25559813201-EA-D7-440749-1_Planning_Consistency_Excerpts-2022-1216.pdf](#)
- 5 - [25559813201-EA-D7-440749-1_AA_Letter-Delaney_&_Unnamed_Creeks-2023-0104.pdf](#)
- 6 - [25559813201-EA-D7-440749-1_Design_Concept_2_1_23-2023-0201.pdf](#)
- 7 - [25559813201-EA-D7-440749-1_Causeway_US_41_Interchange_Design_\(1994_EA_FONSI\)-2023-0203.pdf](#)
- 8 - [25559813201-EA-D7-Concurrence_letter_440749-1_ML_CRAS_SHPO_transmittal_2-7-23_BWS_KLC-2023-0215.pdf](#)
- 9 - [25559813201-EA-D7-440749-1_NRE_USFWS_response_4_24_23-2023-0424.pdf](#)
- 10 - [25559813201-EA-D7-440749-1_NRE_SWFWMD_response_4_18_23-2023-0418.pdf](#)
- 11 - [25559813201-EA-D7-440749-1_NRE_NMFS_response_3_27_23-2023-0327.pdf](#)