

Walsh, William

From: Lopez, Luis D. (FHWA) <Luis.D.Lopez@dot.gov>
Sent: Monday, January 7, 2019 4:04 PM
To: Walsh, William
Cc: Chasez, Heather
Subject: RE: 439682-3, 439682-4_Consultative Re-evaluation

EXTERNAL SENDER: Use caution with links and attachments.

Good afternoon Bill,

The FHWA has reviewed the request of the re-evaluation for some elements (as described in your 12/11/2018 email) of Segment 3 of the BtU and the supporting documentation included in the emails received between November 6, 2018 and December 4, 2018. We concur with FDOT determination that there have no been changes to the project that affect the original environmental determination, therefore the ROD remains valid.

We appreciate your continuous communication during this process.

Respectfully,

Luis D. Lopez Rivera
Environmental Specialist
407-867-6420

From: Walsh, William [mailto:William.Walsh@dot.state.fl.us]
Sent: Tuesday, December 11, 2018 8:19 AM
To: Lopez, Luis D. (FHWA) <Luis.D.Lopez@dot.gov>
Cc: Chasez, Heather <Heather.Chasez@dot.state.fl.us>
Subject: 439682-3, 439682-4_Consultative Re-evaluation

Good Morning Luis:

We are requesting a consultative re-evaluation for Segment 3 of the BtU. Although the full concept of the BtU is not going forward at this time, some elements of the project are being constructed as smaller projects. This includes the construction of the EE Williamson Bridge (FM# 439682-4) and the eastbound auxiliary lane with associated pond site and noise barrier (FM# 439682-3).

The first project will build the eastbound auxiliary lane, noise wall, and pond site F. The only change to these elements that has been made since the R.O.D. is that the pond site is larger. Although it is larger, it remains in the same location, which is within existing FDOT right-of-way. Additionally, the pond site is within the assessment limits of the PD&E and has no wetland impacts.

The second project, the EE Williamson Bridge, will be built to its final configuration, which will accommodate the future widening of I-4. The only change that has occurred to the bridge since the R.O.D., is that the travel lanes increased from 11-ft to 12-ft and the bike lanes increased from 5-ft to 6-ft 4-in. These minor changes to the typical section did not incur any additional right-of-way needs or environmental impacts.

There are no other changes to Segments 2, 3, or 4 of the BtU at this time. Please let us know if you need additional information or have any questions.

We appreciate your time and efforts with this.

Bill.

William G. Walsh
Environmental Manager
FDOT, District 5
386-943-5411

