

RE-EVALUATION FORM

1. GENERAL PROJECT INFORMATION

A. Re-evaluation Type(s): Design Change

B. Original approved Environmental Document:

Document Type: EIS

Date of Approval: 10/27/1987

Project Numbers:

N/A

255433-1-32-01

N/A

ETDM (if applicable)

Financial Management

Federal-Aid

Project Name: N / W EXPRESSWAY COURTNEY CAMPBELL N & W TO SR 93

Project Location: FDOT District 7 (Hillsborough County)

Project Limits: I-275 to SR 597 (Dale Mabry Highway)

C. Prior Re-evaluation(s):

FM Number	Type(s)				Date District Approved	Date Lead Agency Consultation	Date Lead Agency Approved (if applicable)
	PE	DC	ROW	CON			
447614-1	☐	☐	☐	☒	10/15/2021	10/14/2021	N/A

Description of Approval:

A Consultative Construction Advertisement Re-evaluation was approved by the Florida Department of Transportation (FDOT) District 7 (D7) on October 15, 2021, for Financial Management (FM) Number 447614-1-31-01 improvements to Cypress Street at LaSalle Street from east of Lake Street to north of Cypress Street. A receiving lane for left turns from the Airport Exit Loop Ramp to southbound Cypress Street was added in the Phase I plans dated April 19, 2021. The left turn lane becomes the left turn from southbound Cypress Street to West LaSalle Street.

447107-1	☐	☐	☐	☒	10/15/2021	10/14/2021	N/A
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Description of Approval:

A Consultative Construction Advertisement Re-evaluation was approved by FDOT D7 on October 15, 2021, for FM Number 447107-1-31-01 improvements to State Road (SR) 60 westbound from north of Spruce Street/Tampa International Airport (TIA) Interchange to north of Memorial Highway.

255433-1	☐	☒	☐	☒	01/25/2020		02/26/2020
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Description of Approval:

Design Change/Construction Authorization Re-evaluation for Northwest Hillsborough Expressway from Interstate 275 (I-275) to SR 597 (Dale Mabry Highway) - focus of Re-evaluation from Cypress Street to north of Memorial Highway:

The only major difference between the two alternatives is the addition of direct express lane ramps to/from Tampa International Airport, and various ramps to/from the express lanes from/to the general use lanes.

National Environmental Policy Act (NEPA) issues addressed based on design changes included: completion of a Cultural Resource Assessment Survey (CRAS) Update and obtained State Historic Preservation Officer (SHPO) concurrence, completion of a Natural Resources Evaluation (NRE) and obtained Florida Fish and Wildlife Conservation Commission (FWC) and National Marine Fisheries Service (NMFS) comments and US Fish and Wildlife Service

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(USFWS) concurrence, identification of wetland impact acreage (included new minor impacts to Essential Fish Habitat [EFH]), two changes to the ultimate drainage conditions in Basins 9 and 10 that result in impacts to the permitted conditions but can be accommodated in the existing Stormwater Management Facility (SMF) site, completion of a Noise Study Report (NSRU), and Contamination Screening Evaluation Report (CSER).

1113669	☐	☒	☐	☒	08/28/2003		09/17/2003
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Description of Approval:

A Design Change/Construction Authorization Re-evaluation for Northwest Hillsborough Expressway from I-275 to SR 597 (Dale Mabry Highway) - focus of Re-evaluation from Cypress Street to Independence Parkway:

Advanced LINKS Stage 1 (formerly referenced as Northwest Expressway (NWE) LINKS Segments 1 and 2) from north of I-275 (at Cypress Street) to north of Independence Parkway, including a series of design changes since the approval of the 1999 NWE Design Change/Right-of-Way (ROW) Authorization Re-evaluation.

Addressed minor design changes/refinements in roadway alignment, number of lanes, right-of-way limits, surface street connections, noise barriers, and relocation of utilities within the corridor based on coordination with the City of Tampa and Hillsborough County Aviation Authority.

NEPA issues addressed based on design changes included: identification of a specially designated utility corridor on the west side of the project allowing for relocation of existing utilities into the corridor (therefore, the project would have no effect on area utilities), identification of increased wetland impact acreage (included identification of specific impacts to EFH), confirmation of no impacts to listed species, and determination that proposed noise walls at Dana Shores and Venetian Shores subdivisions were not cost reasonable and identification of a new barrier at one of the Hyatt's Casita units.

1113699	☐	☒	☒	☐	08/13/1999		08/25/1999
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Description of Approval:

A Design Change/ROW Authorization Re-evaluation for Northwest Hillsborough Expressway from I-275 to SR 597 (Dale Mabry Highway) that focused on Cypress Street to Independence Parkway:

Design changes to the SR 60 (Courtney Campbell Causeway) interchange, which included shifts in roadway alignment and reconfiguration of ramps to include new ramps to/from Independence Parkway.

Northerly shift of SR 60 (Courtney Campbell Causeway) to avoid major impacts to the Hyatt Regency Hotel.

Reduction in right-of-way take from the City of Tampa Memorial/Skyway Park due to elimination of toll plaza.

Revision to Spruce Street/TIA interchange plans to provide for increased design speed.

Improved access to TIA by revising interchange and extending interchange geometrics approximately 4,000 feet along the George Bean Parkway (TIA terminal access road).

Added new ponds along George Bean Parkway and on the west side of the Veterans Expressway south of Fish Creek.

Increased right-of-way acquisition to accommodate geometry shifts and new ponds.

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NEPA issues addressed based on the design changes included: update (and decrease) of potential relocations, removal of toll booths south of Independence Parkway due to public controversy, reduction of impacts to Skyway Park (Section 4(f) land), update/identification of additional cultural resources within the alignment and proposed pond sites (none were determined eligible for listing on the National Register of Historic Places [NRHP]), identification of increased wetland impact acreage, identification of additional floodplain encroachment, determination of no involvement regarding federal or state threatened and endangered species identification of visual impacts (affecting Dana Shores subdivision), identification of two noise walls for noise abatement pertaining to residences within Dana Shores and Venetian Shores subdivisions, confirmation that project still conforms to the State Implementation Plan, and identification of 15 additional contamination sites (Level II investigations were recommended for three of the six sites ranked Medium or High)

1113669	☐	☒	☐	☒	06/29/1992		07/02/1992
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Description of Approval:

A Design Change Re-evaluation for Northwest Hillsborough Expressway from I-275 to SR 597 (Dale Mabry Highway):

Expressway roadways were separated into inner (for thru traffic) and outer (for interchange traffic) roadways.

Portion of roadway from I-275 to Cypress Street was incorporated into the Tampa Interstate Study (TIS).

Interchanges were redesigned in coordination with I-275 proposed improvements (TIS) and expressway and frontage road revisions.

Alignment shift to the west to accommodate a third north-south runway at TIA and expressway and frontage road redesign.

Increased right-of-way requirements to accommodate redesign, alignment shifts, and reconfigured toll plazas.

NEPA issues addressed based on design changes included: update (and decrease) of potential relocations, identification of impacts to Skyway Park (Section 4(f) land), identification and investigation of one additional archaeological site (determined to be too disturbed to be significant), identification of net decrease in wetland impact acreage, identification of two potentially affected species, update of noise sensitive receptors, confirmation that project still conforms to the State Implementation Plan, and identification of nine additional contamination sites (no significant contamination involvement determined).

447107-2	☐	☒	☐	☐	09/09/2022	08/19/2022	N/A
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Description of Approval:

District approved following consultation with lead agency. Minor change to design. Westshore Blvd/Trask Street northbound entrance ramp realigned. I-275 realigned from SR 60 to Lois Avenue. I-275 footprint reduced from south of Reo Street to SR 60.

447107-3	☐	☒	☐	☐	09/09/2022	08/19/2022	N/A
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Description of Approval:

District approved following consultation with lead agency. Minor change to design. Westshore Blvd/Trask Street northbound entrance ramp realigned. I-275 realigned from SR 60 to Lois Avenue. I-275 footprint reduced from south of

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Reo Street to SR 60.

447107-4	☐	☒	☐	☐	09/09/2022	08/19/2022	N/A
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Description of Approval:

District approved following consultation with lead agency. Minor change to design. Westshore Blvd/Trask Street northbound entrance ramp realigned. I-275 realigned from SR 60 to Lois Avenue. I-275 footprint reduced from south of Reo Street to SR 60.

447107-2	☐	☐	☐	☒	03/01/2024		03/13/2024
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Description of Approval:

The design updates were reviewed and compared to the conceptual plans from the approved NWE FEIS and 2020 Design Change Re-evaluation. The current design is consistent with the approved conceptual plans.

447107-3	☐	☐	☐	☒	03/01/2024		03/13/2024
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Description of Approval:

The design updates were reviewed and compared to the conceptual plans from the approved NWE FEIS and 2020 Design Change Re-evaluation. The current design is consistent with the approved conceptual plans.

447107-4	☐	☐	☐	☒	03/01/2024		03/13/2024
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Description of Approval:

The design updates were reviewed and compared to the conceptual plans from the approved NWE FEIS and 2020 Design Change Re-evaluation. The current design is consistent with the approved conceptual plans.

D. Project or project segment(s) being evaluated

FAP Number	FM Number	Project/ Segment Name	Project/ Segment Location	Type(s)				Project/ Segment Letting Type	Funding
				PE	DC	ROW	CON		
TPEX-275-A	447107-2-52-01	I275/SR93 FM N OF HFB TO N OF LOIS,SR60 FM KENNEDY TO N OF SPRUCE/TIA	District 7 - HILLSBOROUGH	☐	☒	☐	☐	Design Build	Federal
TPEX-275-A	447107-3-52-01	I275/SR93 FM N OF HFB TO N OF LOIS,SR60 FM KENNEDY TO N OF SPRUCE/TIA.	District 7 - HILLSBOROUGH	☐	☒	☐	☐	Design Build	Federal
TPEX-275-A	447107-4-52-01	I275/SR93 FM N OF HFB TO N OF LOIS;SR60 FM KENNEDY TO N OF SPRUCE/TIA	District 7 - HILLSBOROUGH	☐	☒	☐	☐	Design Build	Federal

**RE-EVALUATION
FORM****2. PROJECT DESCRIPTION**

The FDOT D7 is conducting a Consultative Design Change Re-evaluation for improvements to SR 60/Memorial Highway/Eisenhower Boulevard from north of Cypress Street to north of Spruce Street/TIA which is included within the limits of the segment being advanced with a description of I-275/SR 93 from north of Howard Frankland Bridge (HFB) to north of Lois Avenue and SR 60 from Kennedy Boulevard to north of Spruce Street/TIA. The proposed improvement which includes the construction of a six-roadway system with two three-lane (12-foot lanes) outer, general purpose roadways serving local traffic (one for SR 60 traffic and one for I-275 traffic) and a three-lane (12-foot lanes) inner, tolled expressway roadways serving regional/through traffic, in each direction. This configuration is consistent with the original Northwest Hillsborough Expressway Final Environmental Impact Statement (NWE FEIS) approved by the Federal Highway Administration (FHWA) on October 27, 1987 and the subsequent Design Change Re-evaluation approved by the Office of Environmental Management (OEM) on February 26, 2020. The inner and outer roadways are separated by concrete barriers with each roadway having 12-foot inside and outside shoulders. The proposed improvements include tolled express lane ramps to/from I-275 connecting with the Veterans Expressway tolled express lanes. The Re-evaluation limits are shown in Figure 1. The project is located within the City of Tampa in Hillsborough County, Florida and is approximately 16.9 miles in length.

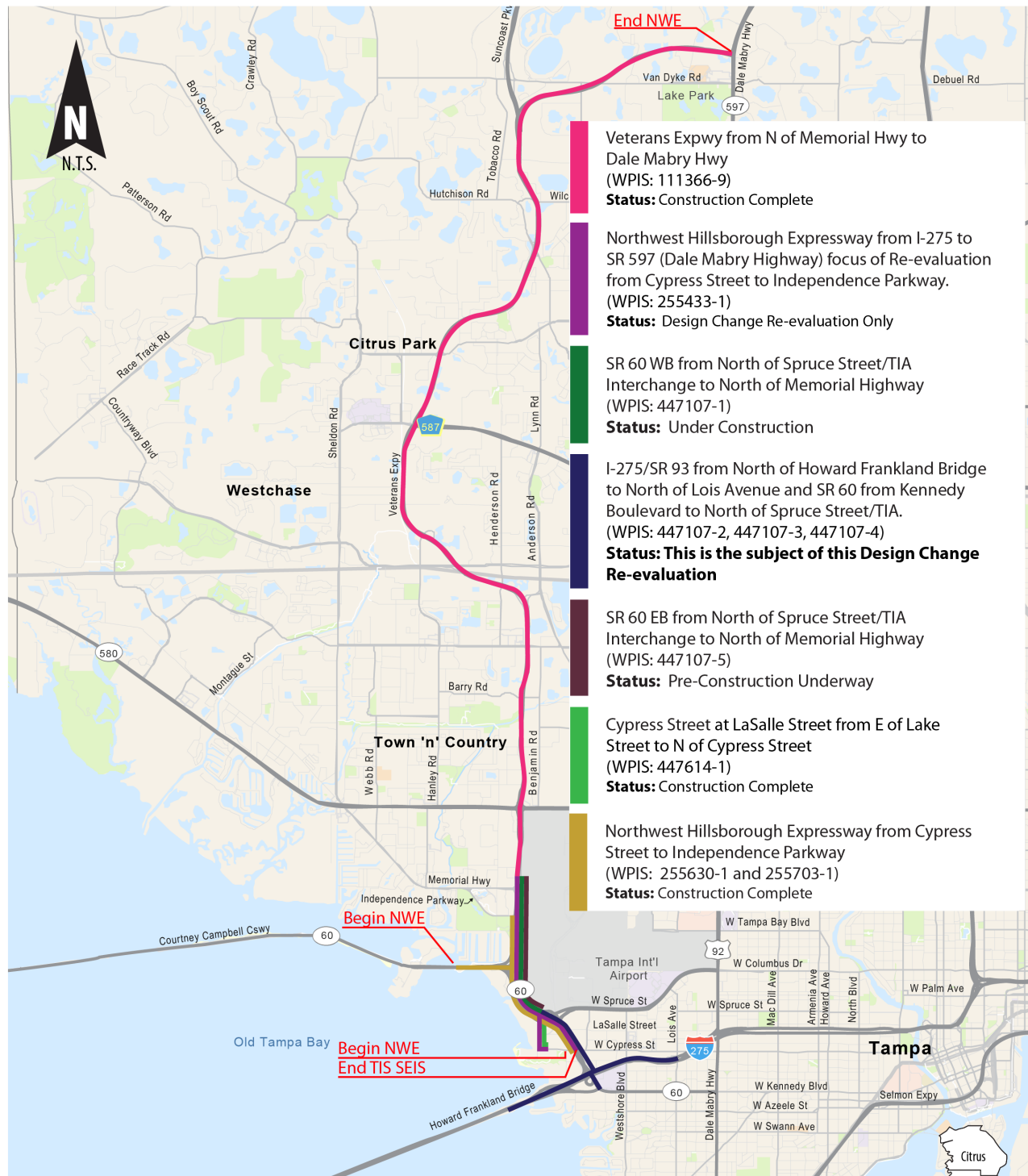
Previously constructed NWE segments within the limits of this Re-evaluation consisted of the construction of outer roadways from north of Cypress Street to north of Independence Parkway which was authorized by the 2003 NWE Design Change/Construction Authorization Re-evaluation approved by FHWA on September 19, 2003 (Work Program Item Segment [WPIS] #255630-1 and #255703-1) which included interchange improvements at TIA, Spruce Street, Courtney Campbell Causeway, and Independence Parkway.

This Design Change Re-evaluation compares the current NWE concept which is being evaluated in the System Interchange Modification Report (SIMR) Re-evaluation dated December 2024 to the concepts approved in the NWE FEIS and subsequent re-evaluations. The current design changes outlined in Section 3 are being implemented to improve the functionality and feasibility of the overall project's constructability.

On January 7, 2025, the SIMR Re-evaluation was approved by FDOT Central Office and FHWA for the segment of I-275 from north end of the Howard Frankland Bridge to North Ashley Drive. The SIMR Re-evaluation documents the safety, operations, and engineering (SO&E) acceptability for the interchange concept and allows this project to proceed to design and construction. The design changes include changing the access to TIA with the elimination of the direct connect ramp from the Express Lanes and operational improvement on George J. Bean Parkway, the entrance roadway into the airport. The SIMR Re-evaluation has been added to the project files.

All project segments located within the NWE FEIS Project Development and Environment (PD&E) Study limits, including segment numbers and statuses, are shown on Figure 1 and are consistent with FDOT's 5-Year Work Program.

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Northwest Expressway

Design Change Re-evaluation

I-275/SR 93 from north of Howard Frankland Bridge to north of Lois Avenue and SR 60 from Kennedy Boulevard to north of Spruce Street/Tampa International Airport
Hillsborough County, Florida

WPIS: 447107-2, 447107-3, 447107-4



Figure 1 Project Location Map

**RE-EVALUATION
FORM****3. CHANGES IN APPLICABLE LAW OR REGULATION**

Are there changes in federal or state laws, rules, regulations, or guidance that require consideration since the date of the original Environmental Document or most recent Re-evaluation(s)? Yes

On September 13, 2022, the US Fish and Wildlife Service (USFWS) announced a proposal to list the tricolored bat (*Perimyotis subflavus*) as an endangered species under the ESA. The USFWS determined that the designation of critical habitat for the species is not prudent (87 *Federal Register [FR]* 56381).

As of December 12, 2024, the USFWS is proposing to list the monarch butterfly (*Danaus plexippus*) as federally threatened and designate critical habitat under the ESA. This proposed listing is currently under public review (89 *FR* 100662).

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

The design updates discussed below were reviewed and compared to the conceptual plans from the approved NWE FEIS and subsequent Re-evaluations as part of the segments being advanced as subject of this Re-evaluation.

Tampa International Airport (TIA) Access

Access to TIA from I-275 and SR 60 (Memorial Highway/Kennedy Boulevard) has been modified as denoted below:

- Access to the airport from the northbound I-275 Express Lanes will be provided via a braided ramp on the I-275 south of the Reo Street Interchange and merge in with the general use traffic heading towards the airport on a 4th level flyover.
- Access to the airport from the southbound I-275 Express Lanes will be provided via a flyover bridge on I-275 just north of the SR 60 Interchange to merge with the general use traffic from I-275 to the airport. These changes are shown in Figure 2A and happens outside of the limits of this study but within the limits of the Tampa Interstate Study (TIS) Supplemental EIS (WPISN 258337-2).
- Access from the westbound SR 60 (Memorial/Kennedy Boulevard) will be provided through an exit on the inside of westbound SR 60 that is located north of I-275 via a braided ramp. Access from the westbound SR 616 (Spruce Street) will remain via the existing ramp. The ramp will no longer be relocated. These changes are shown in Figure 2B.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
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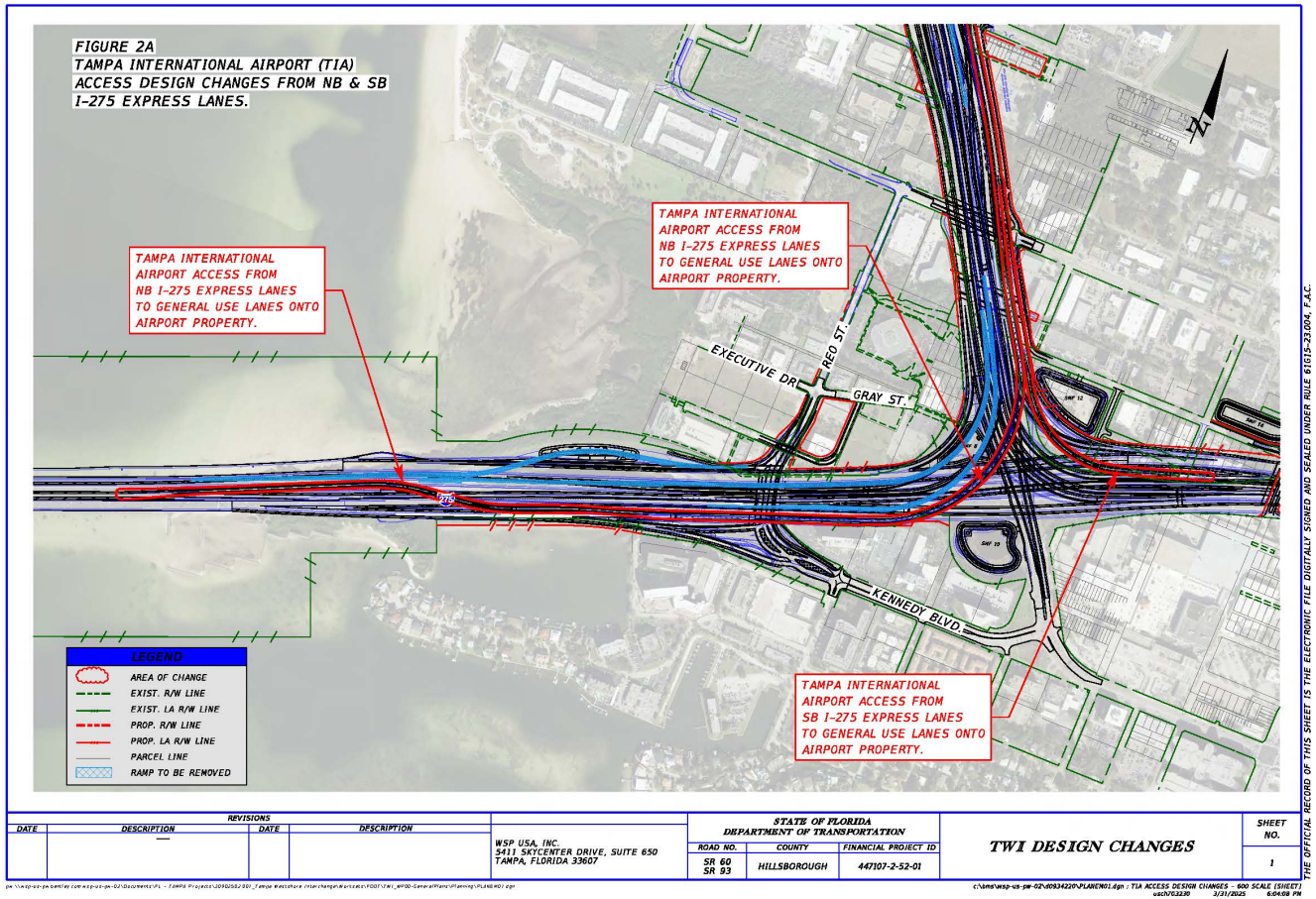


Figure 2A Tampa International Airport (TIA) Access Design Change from NB & SB I-275 Express Lanes

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
**RE-EVALUATION
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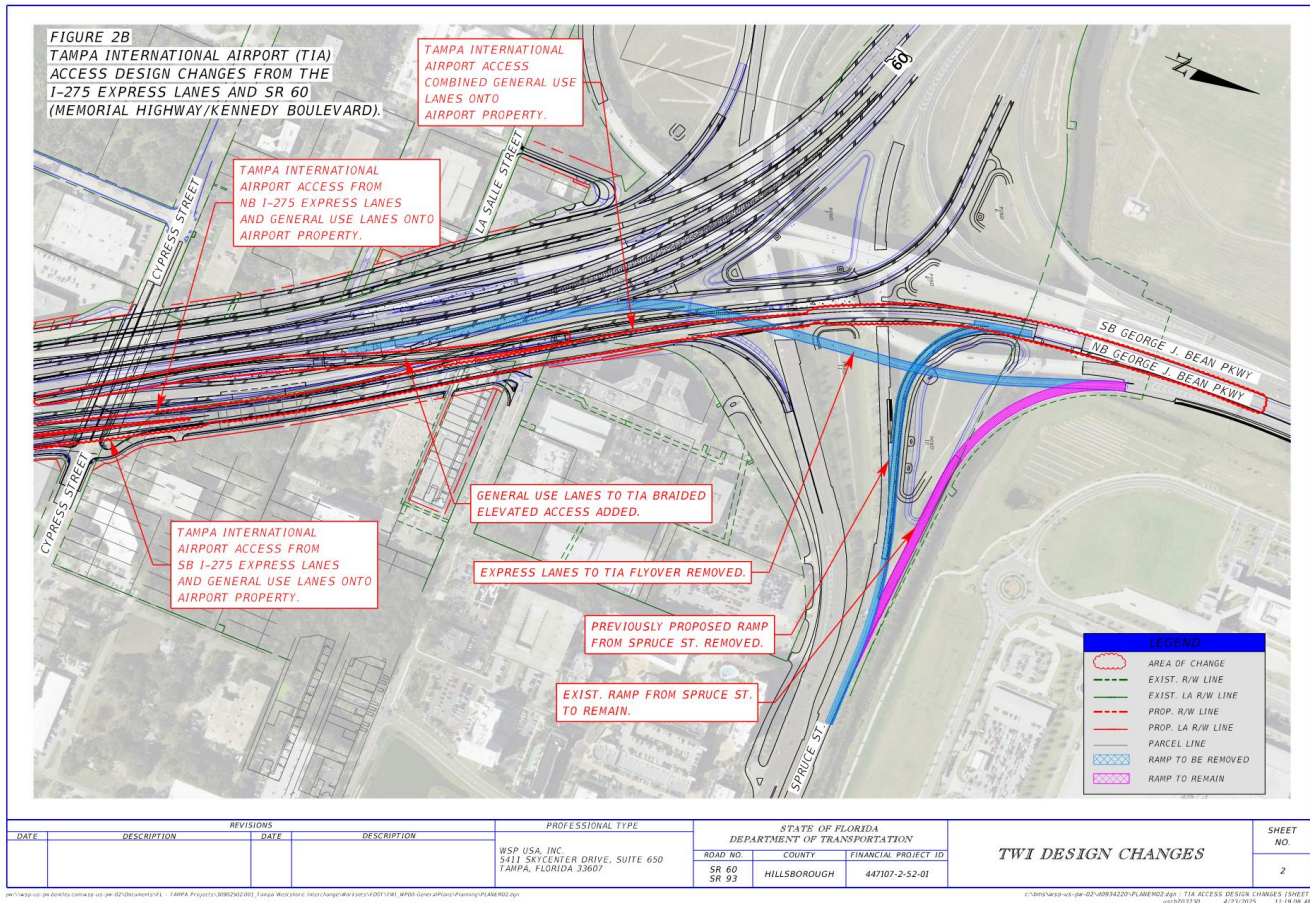


Figure 2B TIA access design change from the I-275 Express Lanes & SR 60 (Memorial Highway/Kennedy Boulevard)

Airport Entrance Operational Improvements

As shown in Figure 3, the design change necessitated the addition of an auxiliary lane to the eastbound SR 60 (Memorial Highway) and the westbound SR 616 (Spruce Street) ramp into TIA via the George J. Bean Parkway.

- The existing ramp from westbound SR 616 (Spruce Street) to TIA merges with the ramp from eastbound SR 60 requiring a variable width widening between 12' and 18' to accommodate an auxiliary lane.
- The ramp that heads towards the economy parking lot from this ramp will also be widened between 0' and 12' to add an additional off ramp lane to the existing two lane ramp onto Bessie Coleman Boulevard.
- Further north of the SR 60/SR 616 ramps merge, the George J. Bean Parkway will be widened between 0' and 8' to accommodate the re-striping for a fourth lane heading towards the airport terminals. This widening will have shoulder gutter and guardrail adjacent to it and will tie into the existing bridge over Economy Parking Road. This design changes will allow better operation to the entrance of the airport.

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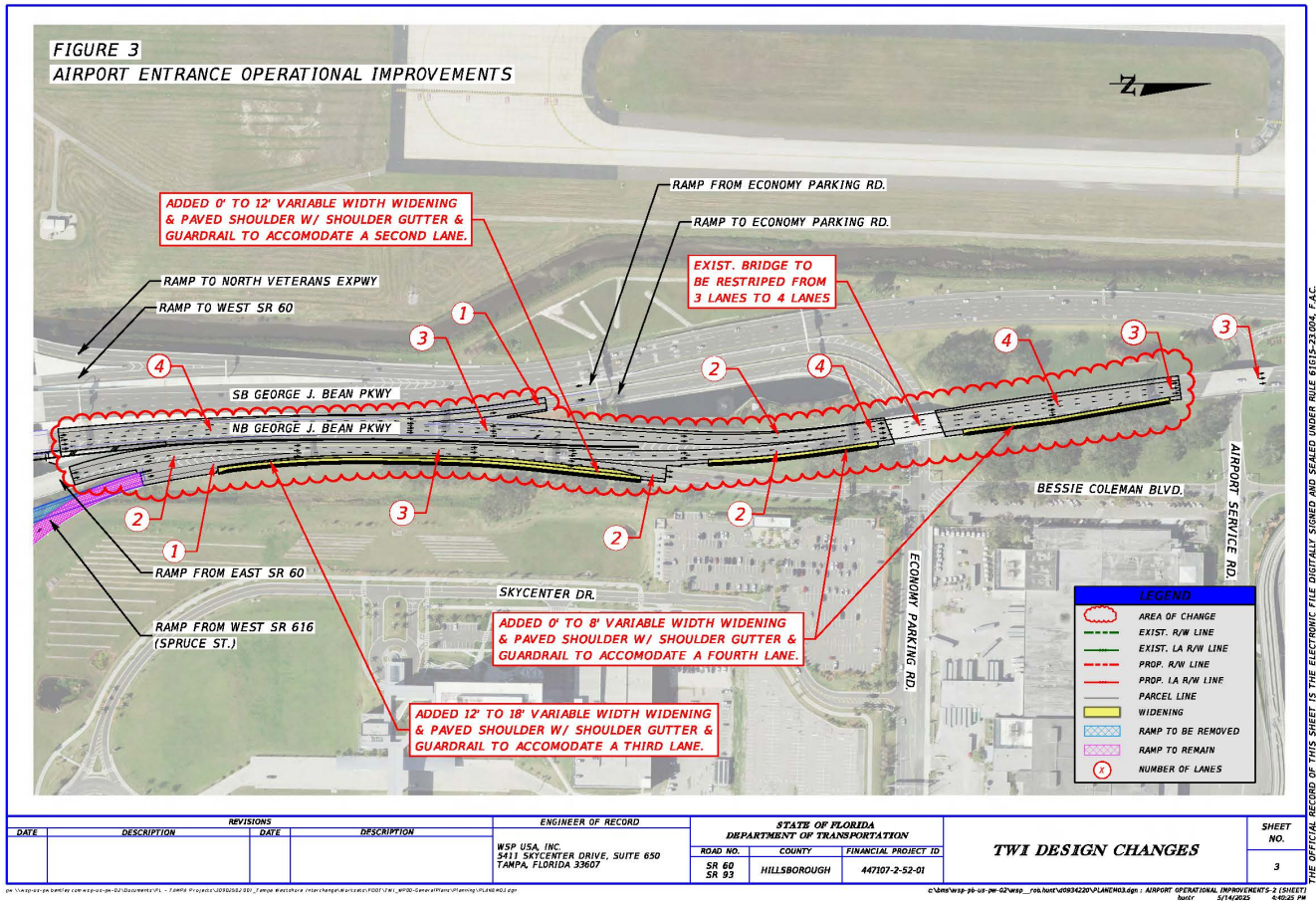


Figure 3 Airport Operational Improvements

5. PUBLIC INVOLVEMENT

Were there additional public involvement activities? No

6. PROJECT or SEGMENT(S) PLANNING CONSISTENCY

Planning Consistency is not required for this re-evaluation.

7. EVALUATION OF CHANGES IN IMPACTS

a. SOCIAL & ECONOMIC

Are there changes in impacts to the social, economic, land use, mobility, and/or aesthetic effects? No
There is no change in status.

Are there changes in right-of-way needs? No
There is no change in status.

Is there a change in anticipated relocation(s)? No

Are there changes in impacts to Prime or Unique Farmlands? No

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FORM****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

Status:

A CRAS Addendum was completed in December 2024 to identify any cultural resources within the Area of Potential Effects (APE) that were not previously recorded, and to assess their significance in terms of eligibility for listing in the NRHP. The CRAS Addendum surveyed the entirety of design segments 447107-2, 447107-3, and 447107-4, which includes areas covered by both the NWE FEIS (the environmental document for this re-evaluation) and the Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS), approved September 15, 2020. Only the results of the CRAS Addendum that are applicable to the area covered by the NWE FEIS are reported here.

No previously recorded archaeological sites were identified within the archaeological APE. The archaeological APE was defined as the footprint of any proposed construction and any proposed ROW work not previously surveyed under the 2019 CRAS Addendum. A total of three shovel tests were excavated within the archaeological APE. No cultural material was recovered.

The historic resources survey performed as part of the CRAS Addendum resulted in the identification of two previously recorded resources that were found to be demolished (8HI6722 and 8HI13582) and one newly recorded resource (8HI15823) within the historic resources APE. The historic resources APE was defined as the previously approved historic resources APE used in the 2019 CRAS Addendum. This CRAS Addendum identified any resources within the APE with a construction date of 1977 and earlier. The one newly recorded historic resource, the Tampa Post Office (8HI15823), is considered National Register-eligible under Criterion C as an example of Brutalist style architecture. There will be no Section 4(f) use of 8HI15823. The project improvements near the Tampa Post Office (8HI15823) consist of milling, resurfacing, and widening along George J. Bean Parkway northbound and include installation of a retaining wall. The improvements are approximately 240 feet west of the post office at their closest point. Based on the project improvements in the vicinity of the Tampa Post Office (8HI15823), it appears that there will be no adverse effect to the historic resource.

The CRAS Addendum was submitted to the SHPO with a finding of No Adverse Impact to Historic Properties. The SHPO concurred with this finding on January 30, 2025, and the concurrence letter is attached.

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

There is no change in status.

Are there changes in impacts to lands purchased under Section 6(f) of the Land and Water Conservation Fund Act? No

There is no change in status.

Are there changes in impacts to recreational areas or protected lands? No

There is no change in status.

c. NATURAL

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

Status:

Since the 2024 Construction Advertisement Re-evaluation, two species have been added as potentially occurring in the Study Area in an updated review (November 2024) of the USFWS IPaC database.

The tricolored bat (*Perimyotis subflavus*) is known to occur in most areas of Florida, except for the Keys; however, they are rarely encountered and are considered uncommon in Florida. During the spring, summer and fall, tricolored bats primarily roost among live and dead leaf clusters of live or recently dead deciduous trees, Spanish moss (*Tillandsia usneoides*) and lichens. They will also roost within artificial structures such as barns, porch roofs, bridges and culverts. During the winter, tricolored bats hibernate in caves and mines; although in the southern US where caves are sparse, tricolored bats often hibernate in road-associated culverts, tree cavities, and abandoned water wells. The maternity season for the tricolored bat is May 1st through July 15th. There is potential roosting habitat within and adjacent to the study area, particularly in areas of bridges and culverts. If the listing status of the tricolored bat is elevated by USFWS to Threatened or Endangered prior to construction and the project is within the consultation area, the FDOT commits to following the Tricolored Bat Avoidance and Minimization Measures for FDOT Projects. As the species is currently a proposed species for listing and not yet officially listed, consultation is not required at this time.

Within North America, the monarch butterfly (*Danaus plexippus*) is a highly migratory species which typically winters in Mexico. This species requires a diversity of blooming nectar resources but of particular importance is milkweed (*Asclepias spp.*). Swamp milkweed (*Asclepias incarnata*) is a microhabitat requirement for this species to both deposit eggs and as a larval nutrition source. Swamp milkweed is typically found in wetland habitats, including wet ditches. However, the potential for occurrence of the monarch butterfly is considered low based on the limited suitable habitat that will be impacted. If the listing status of the monarch butterfly is elevated by USFWS to Threatened or Endangered prior to construction and the project is within the consultation area, FDOT commits to initiating consultation with the USFWS to determine the appropriate survey methodology and to address USFWS regulations regarding the protection of the monarch butterfly.

The segment being advanced with this Design Change Re-evaluation does not introduce additional impacts to protected species or their habitats not previously evaluated. The prior concurrence from the USFWS and Florida Fish and Wildlife Conservation Commission (FWC) on October 8, 2019, remain valid. The National Marine Fisheries Service (NMFS) determination that there is no route to effect on September 20, 2021, also remains valid as no estuarine or marine habitat is introduced by the segment advanced with this Design Change Re-evaluation.

The segment being advanced under this Design Change Re-evaluation decreases temporary surface water impacts by 0.69 acre. The wetland and OSWs permanent direct impacts previously approved under the US Army Corps of Engineers (USACE) Section 404 and Southwest Florida Water Management District (SWFWMD) Environmental Resource Permit (ERP) permits remain as originally proposed, and there is no change in mitigation requirements.

There is no change in status to the Essential Fish Habitat.

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

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

There is no change in status.

d. PHYSICAL

Are there changes in Air Quality? No

There is no change in status.

What is the status of Highway Traffic Noise?

Status:

The design changes identified in these design segments qualify as a Type 1 project, per Title 23 Part 772 of the Code of Federal Regulations (23 CFR 772). Therefore, highway traffic noise was re-evaluated. However, none of the noise sensitive sites within the vicinity of the design changes fell within the NWE re-evaluation portion of the project. A copy of the Noise Technical Memorandum is located in the project files. The Noise Technical Memorandum (December 2024) confirmed the results found in the NWE FEIS NSRU (November 2019) remain valid for this project. *There is no change in status.*

What is the status of Contamination?

A Level III Soil Delineation Assessment Report was completed in February 2024 under FPID 447107-2-C2-01. Level II Contamination Assessment was completed in November 2022 under FPIDs 412531-1-C2-01 and 412531-2-C2-01.

Soil samples and groundwater samples were taken at Sites 27/31 (402 N Hover St), Site A (SMF-8/Existing Pond 3N), Site 49 (5109 W. Kennedy Blvd), Site 48 (505 N. Sherrill St), and Site 43 (Lemon St).

For site 27/31(402 N Hover St), a Level III Assessment was conducted and a Contamination Assessment and Remediation (CAR) contractor has been procured to support sampling to obtain a National Pollutant Discharge Elimination (NPDES) general permit, groundwater treatment and discharge, and contaminated soil disposal and backfill replacement.

No contamination was identified on Site A.

The concept in the re-evaluation has no impacts to site 49.

For Site 49 (5109 W. Kennedy Blvd) and Site 48 (505 N. Sherrill St), a Level III Assessment was conducted and a Contamination Assessment and Remediation (CAR) contractor has been procured to dispose of contaminated soil.

No additional contamination impacts are anticipated by the changes proposed in this design-change re-evaluation. There is no change in status.

Are there changes in impacts to Utilities and Railroads? No

There is no change in status.

Are there changes in impacts to Navigation? No

There is no change in status.

8. COMMITMENT STATUS

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

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Are there new environmental commitments? Yes

If the listing status of the tricolored bat is elevated by USFWS to Threatened or Endangered, the FDOT commits to following the Tricolored Bat Avoidance and Minimization Measures for FDOT Projects.

If the monarch butterfly is listed by USFWS as Threatened or Endangered and the project may affect the species, FDOT commits to re-initiating consultation with USFWS to determine appropriate avoidance and minimization measures for protection of the newly listed species.

[\[2 - 255433 1 447107 2 3 and 4 Westshore Interchange PCR 060625\]](#)

9. STATUS OF PERMITS

Federal

Segment	Name	Descriptor	Status	Date
447107-2-52-01	USACE Section 10 or Section 404 Permit	USACE NW Permit - SAJ - 2021-02734	Obtained	12/12/2021
447107-3-52-01	USACE Section 10 or Section 404 Permit	USACE NW Permit - SAJ - 2021-02734	Obtained	12/12/2021
447107-4-52-01	USACE Section 10 or Section 404 Permit	USACE NW Permit - SAJ - 2021-02734	Obtained	12/12/2021
447107-2-52-01	USACE Section 10 or Section 404 Permit	Section 404 Standard Level - SAJ-2021-00656	Modified	
447107-3-52-01	USACE Section 10 or Section 404 Permit	Section 404 Standard Level - SAJ-2021-00656	Modified	
447107-4-52-01	USACE Section 10 or Section 404 Permit	Section 404 Standard Level - SAJ-2021-00656	Modified	

State

Segment	Name	Descriptor	Status	Date
447107-2-52-01	DEP or WMD Environmental Resource Permit (ERP)	ERP Individual Level - 43002958.022/Applicatio n #827012	Obtained	11/24/2021
447107-2-52-01	DEP National Pollutant Discharge Elimination System Permit	Notice of intent to use the Generic Permit for Small/Large Construction Activities	Needed	
447107-3-52-01	DEP National Pollutant Discharge Elimination System Permit	Notice of intent to use the Generic Permit for Small/Large Construction Activities	Needed	

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447107-2-52-01	DEP or WMD Environmental Resource Permit (ERP)	ERP Individual Level - 43002958.023/Applicati on #831235	Modified	
447107-3-52-01	DEP or WMD Environmental Resource Permit (ERP)	ERP Individual Level - 43002958.023/Applicati on #831235	Modified	
447107-4-52-01	DEP National Pollutant Discharge Elimination System Permit	Notice of intent to use the Generic Permit for Small/Large Construction Activates	Needed	
447107-3-52-01	DEP or WMD Environmental Resource Permit (ERP)	ERP Individual Level - 43002958.022/Applicatio n #827012	Obtained	11/24/2021
447107-4-52-01	DEP or WMD Environmental Resource Permit (ERP)	ERP Individual Level - 43002958.022/Applicatio n #827012	Obtained	11/24/2021
447107-4-52-01	DEP or WMD Environmental Resource Permit (ERP)	ERP Individual Level - 43002958.023/Applicati on #831235	Modified	

Local

None anticipated.

Other

None anticipated.

10. CONCLUSION

- ☒ The project has been re-evaluated pursuant to 23 CFR § 771.129. The FDOT has determined that no changes to the project affect the original decision. Therefore, the Administrative Action remains valid and the project can advance.

11. DISTRICT REVIEW AND APPROVAL**Name and title of FDOT Preparer:** Robin Rhinesmith, 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 dated May 26, 2022, and executed by the Federal Highway Administration and FDOT.

02/28/2025 (Date of Consultation)

Robin RhinesmithJune 17, 2025

District approving authority or designee

Date

RE-EVALUATION FORM



Electronically signed within SWEPT
on June 17, 2025 1:19:43 PM EDT
(electronic signature on file)

12. OEM APPROVAL

Not Applicable

13. Links to Supporting Documentation

- 1 - [25543313201-EIS-D7-25543313201-EIS-D7-Completed106PaForm_N__W_EXPR-2025-0130_\(1\)-2025-0311.pdf](#)
- 2 - [25543313201-EIS-D7-255433_1_447107_2_3_and_4_Westshore_Interchange_PCR_060625-2025-0606.pdf](#)