

RE-EVALUATION FORM

1. GENERAL PROJECT INFORMATION

A. Re-evaluation Type: Design Change, Construction Advertisement

B. Original approved Environmental Document:

Document Type: EIS

Date of Approval: 09/15/2020

Project Numbers:

N/A

258337-2-21-01

N/A

ETDM (if applicable)

Financial Management

Federal-Aid

Project Name: DISTRICTWIDE TAMPA INTERSTATE IMPROVEMENT STUDY

Project Location: FDOT District 7 (District 7)

Project Limits: I-275 (SR 93) from Howard Frankland Bridge to North of Dr. Martin Luther King, Jr. Boulevard (SR 574) and I-4 (SR 400) from I-275 (SR 93) to East of 50th Street (US 41) with New Alignment from I-4 South to the Existing Selmon Expressway and Improvements to the Selmon Expressway from the Kennedy Boulevard Overpass East to Maydell Drive

C. Prior Re-evaluation(s):

FM Number	Type				Date District Approved	Date Lead Agency Consultation	Date Lead Agency Approved (if applicable)
	PE	DC	ROW	CON			
445056-1	☐	☒	☒	☐	06/27/2021	06/28/2021	06/29/2021
Description of Approval: Federal Highway Administration (FHWA) approved; minor changes to the design. Eliminated Pond 4B; area will be used for bicycle and pedestrian connectivity and buffer.							
445056-2	☐	☒	☒	☐	06/27/2021	06/28/2021	06/29/2021
Description of Approval: FHWA approved; minor changes to the design. Modified the alignment of westbound I-4 exit to downtown and widened existing structures.							
445056-1	☐	☐	☐	☒	09/18/2021	09/19/2021	09/20/2021
Description of Approval: FHWA approved; minor changes to the East 13th Avenue frontage road to include a bulb out on the southwest corner of East 13th Avenue and North 15th Street, alignment of the 12-foot-wide shared use path varies within Florida Department of Transportation (FDOT)/City of Tampa right-of-way (ROW), addition of the full alignment for a 12 to 15-foot-wide shared use path within the City of Tampa or FDOT ROW.							
445056-2	☐	☐	☐	☒	09/18/2021	09/19/2021	09/20/2021
Description of Approval: FHWA approved; minor changes to the East 13th Avenue frontage road to include a bulb out on the southwest corner of East 13th Avenue and North 15th Street, alignment of the 12-foot-wide shared use path varies within FDOT/City of Tampa ROW, addition of the full alignment for a 12 to 15-foot-wide shared use path within the City of Tampa or FDOT ROW.							
445057-1	☐	☐	☐	☒	09/18/2021	09/19/2021	09/20/2021

RE-EVALUATION FORM

Description of Approval:

FHWA approved; minor changes to the East 13th Avenue frontage road to include a bulb out on the southwest corner of East 13th Avenue and North 15th Street, alignment of the 12-foot-wide shared use path varies within FDOT/City of Tampa ROW, addition of the full alignment for a 12 to 15-foot-wide shared use path within the City of Tampa or FDOT ROW.

447534-1	☐	☐	☐	☒	02/21/2022	02/22/2022	02/23/2022
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Description of Approval:

FHWA approved; Shared Use Path along the southside of I-275 from north of the Howard Frankland Bridge to Reo Street and north along Reo Street, widening along Reo Street and Cypress Street, realignment of Ramp N connecting westbound SR 60 to southbound I-275.

447615-1	☐	☐	☐	☒	02/21/2022	02/22/2022	02/23/2022
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Description of Approval:

FHWA approved; Shared Use Path along the southside of I-275 from north of the Howard Frankland Bridge to Reo Street and north along Reo Street, widening along Reo Street and Cypress Street, realignment of Ramp N connecting westbound SR 60 to southbound I-275.

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 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.

445057-1	☐	☒	☐	☐	10/04/2023		10/27/2023
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Description of Approval:

Office of Environmental Management (OEM) approved; relocating the proposed two-lane southbound I-275 to eastbound I-4 flyover ramp from a right side entrance to I-4 to a left side entrance to I-4. The two-lane exit to the flyover ramp is proposed to split approximately 1970 feet downstream of the exit gore from southbound I-275, where the outer (rightmost) lane departs the main alignment of the two-lane roadway to a single-lane exit to 14th and 15th Street using the existing flyover bridge and connecting to the approved exit ramp from northbound I- 275 to 14th and 15th Street. The two-lane southbound I-275 exit to I-4 eastbound ramp continues to a new flyover bridge structure to enter the eastbound I-4 lanes on the inside (leftmost) as a right merge entrance ramp. The design change also includes extending the entrance lanes to eastbound I-4 from southbound I-275 for approximately 4,800 feet, where the inner (leftmost) ramp lane, serving as an auxiliary lane, drops as an exclusive left exit to the Selmon Expressway Connector, and the outer (right) lane from the entrance ramp converts to an option lane consisting of a shared left exit to Selmon Expressway/through lane continuing to eastbound I-4.

RE-EVALUATION FORM

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		
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
	434045-2-32-01	I-275 (SR 93) FROM N OF LOIS AVE TO N OF HOWARD AVE	District 7 - HILLSBOROUGH	☐	☒	☐	☐	Design Build	Federal

2. PROJECT DESCRIPTION

The study area, located in the City of Tampa, Hillsborough County, Florida comprises approximately 11 miles of interstate facilities on I-275 and I-4, an approximate 4.4 mile segment of the Lee Roy Selmon Expressway, and an approximate 0.8 mile segment of the I-4/Selmon Expressway Connector (previously known as the Crosstown Connector). The proposed improvements will involve reconstruction of I-275 from east of the Howard Frankland Bridge (HFB) to north of SR 574 (Dr. Martin Luther King [MLK] Jr. Boulevard), and I-4 from I-275 to east of 50th Street. The proposed improvements are located in the 1996 TIS FEIS Segments 1A, 2A, 2B, 3A, 3B, and 3C. The TIS Segment 3C, the I-4/Selmon Expressway Connector, was constructed and was not evaluated at part of the TIS SEIS.

The proposed improvement for 447107-2, 447107-3, 447107-4, and 434045-2 includes the construction of a four-roadway system with a three-lane (12-foot lanes) outer, general purpose roadway serving local traffic and a two-lane (12-foot lanes) inner, tolled expressway roadways serving regional/through traffic in each direction. These improvements are consistent with the Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS) and Record of Decision (ROD) approved by FHWA on September 15, 2020. The inner and outer roadways are separated by a four-foot minimum painted area with delineator or concrete barriers with inner roadway and outer roadways having a 12-foot inside

**RE-EVALUATION
FORM**

and outside shoulders, where applicable. The median will accommodate future fixed-guideway transit within a 44-foot corridor and a future median transit platform north of Trask Street. Due to the variability throughout the Westshore Area interchange, there is not a typical section but the design details can be seen on the concepts in the appendix of the TIS SEIS. The proposed express lane improvements will provide direct connections from I-275 to/from the Veterans Expressway, Independence Parkway, Courtney Campbell Causeway, Tampa International Airport (TIA), and Himes Avenue. A Reo Street express lane entrance ramp to southbound I-275 is also included. The improvements will provide a benefit to the walk/bike network and traffic circulation in the Westshore Business District by reconnecting Reo Street, Occident Street, and Trask Street beneath the interstate. The improvements will also include lighting improvements, other minor enhancements to existing underpasses, and enhance bike/ pedestrian connectivity between underpasses.

The existing facilities within the limits of 447107-2, 447107-3, and 447107-4 consist of a three-lane (11-12 feet lanes) general purpose roadway with varying inside and outside shoulder width in each direction separated by a concrete barrier. There is a split interchange with ramps to/from SB I-275 from/to Kennedy Boulevard and ramps to/from NB I-275 from/to Westshore Boulevard. There are also free flow ramps to/from SR 60 in all directions including a flyover ramp from SB I-275 to WB SR 60 and a loop ramp from EB SR 60 to NB I-275. The existing facility within the limits of 434045-2 consists of a four-lane (12-foot lanes) general purpose roadway with 12-foot inside and outside shoulders in each direction. This area was reconstructed in 2016, and the median was widened to accommodate the transit corridor, future express lanes, and future transit platform to access the Westshore Multimodal Center on the northside of I-275 near Cypress and Trask Streets.

All project segments located within the TIS SEIS 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:

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
**RE-EVALUATION
FORM**

I-275/SR 93 from north of Howard Frankland Bridge to south of SR 60 (WPIS: 447534-1) Status: Construction Underway	I-275/SR 93 from north of Lois Avenue to north of Howard Avenue (WPIS: 434045-2) Status: This segment is the subject of this Design Change Re-evaluation. Pre-Construction Underway.	I-275/SR 93 from north of Howard Avenue to north of Hillsborough River (WPIS: 434045-3) Status: Pre-Construction Underway
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/TIA Interchange (WPIS: 447107-2, -3, & -4) Status: This is the subject of this Design Change and Construction Advertisement Re-evaluation.	I-275 (SR 93) SB/I-4/SR 400 WB from North of Morgan Street to West of North 12th Street (WPIS: 445056-2) Status: Design/Build Underway	I-275 (SR 93) SB Off Ramp to I-4 from North of Floribaska Avenue to West of 21st Street (WPIS: 445057-1) Status: Design/Build Underway
I-4 (SR 400) WB to I-275 (SR 93) NB from West of 14th Street to Floribaska Avenue (WPIS: 445056-1) Status: Design/Build Underway	Scott Street from North Morgan Street to North Jefferson Street (WPIS: 447616-1) Status: Pre-Construction Underway	I-275 (SR 93) SR 60 Interchange (WPIS: 412531-2) Status: ROW Acquisition Underway. ROW is only phase funded under this WPIS for 447107-2, -3, & -4.
	Reo Street from Gray Street to Cypress Street (WPIS: 447615-1) Status: Construction Underway	

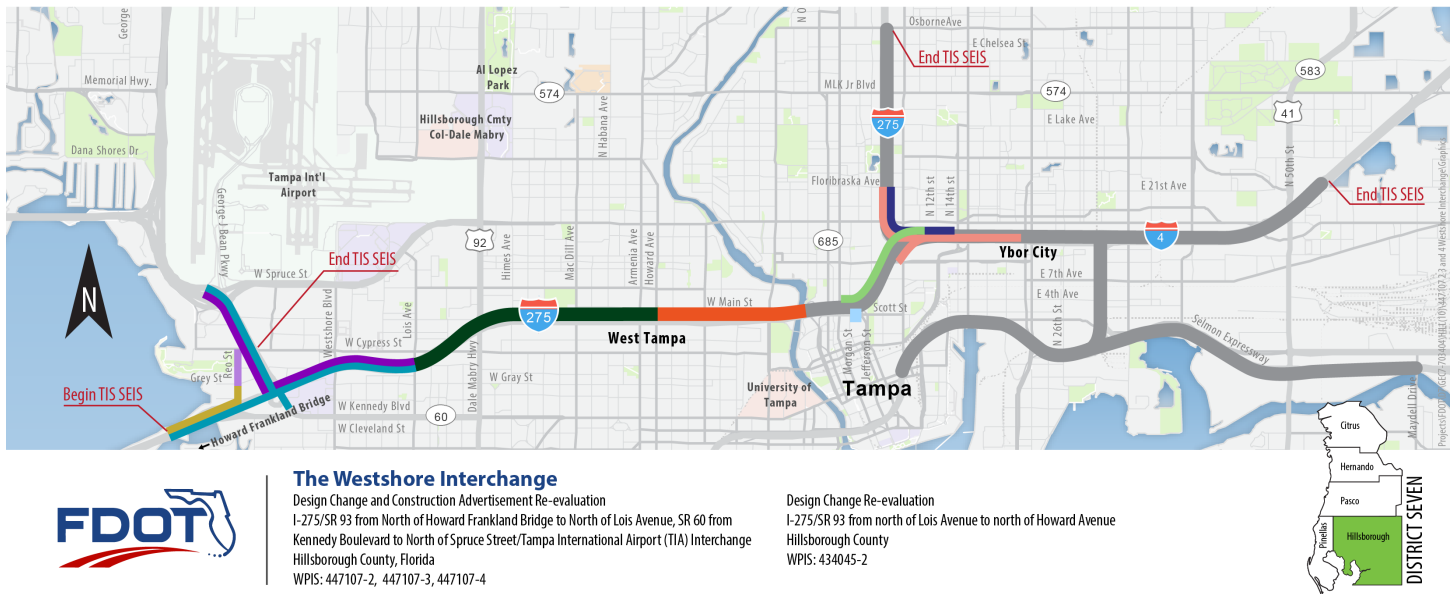


Figure 1: Project Location Map

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)? No

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

Segment 1A of the TIS SEIS approved September 15, 2020, included portions of I-275 from HFB to north of Dale Mabry Highway (US 92) within the Tampa area in Hillsborough County and includes the limits of the four Design segments that are the subject of this Re-evaluation.

A Construction Advertisement Re-evaluation approved by the Federal Highway Administration (FHWA) on September 20, 2021 included two segments in the project area of the segments being advanced as subject of this Re-evaluation: I-275/SR 93 Seawall and Shared-Use Path (SUP) from north of Howard Frankland Bridge to south of SR 60 (WPIS 447534-1) and Reo Street from Gray Street to Cypress Street (WPIS: 447615-1).

RE-EVALUATION FORM

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

East Frontage Road Design Change (WPIS 447107-2, 447107-3, and 447107-4)

An additional 8 feet of roadway ROW is proposed from a property already acquired by FDOT to increase the offset from the curb line to provide an enhanced utility corridor and an opportunity for a landscaped border (**Figure 2**).

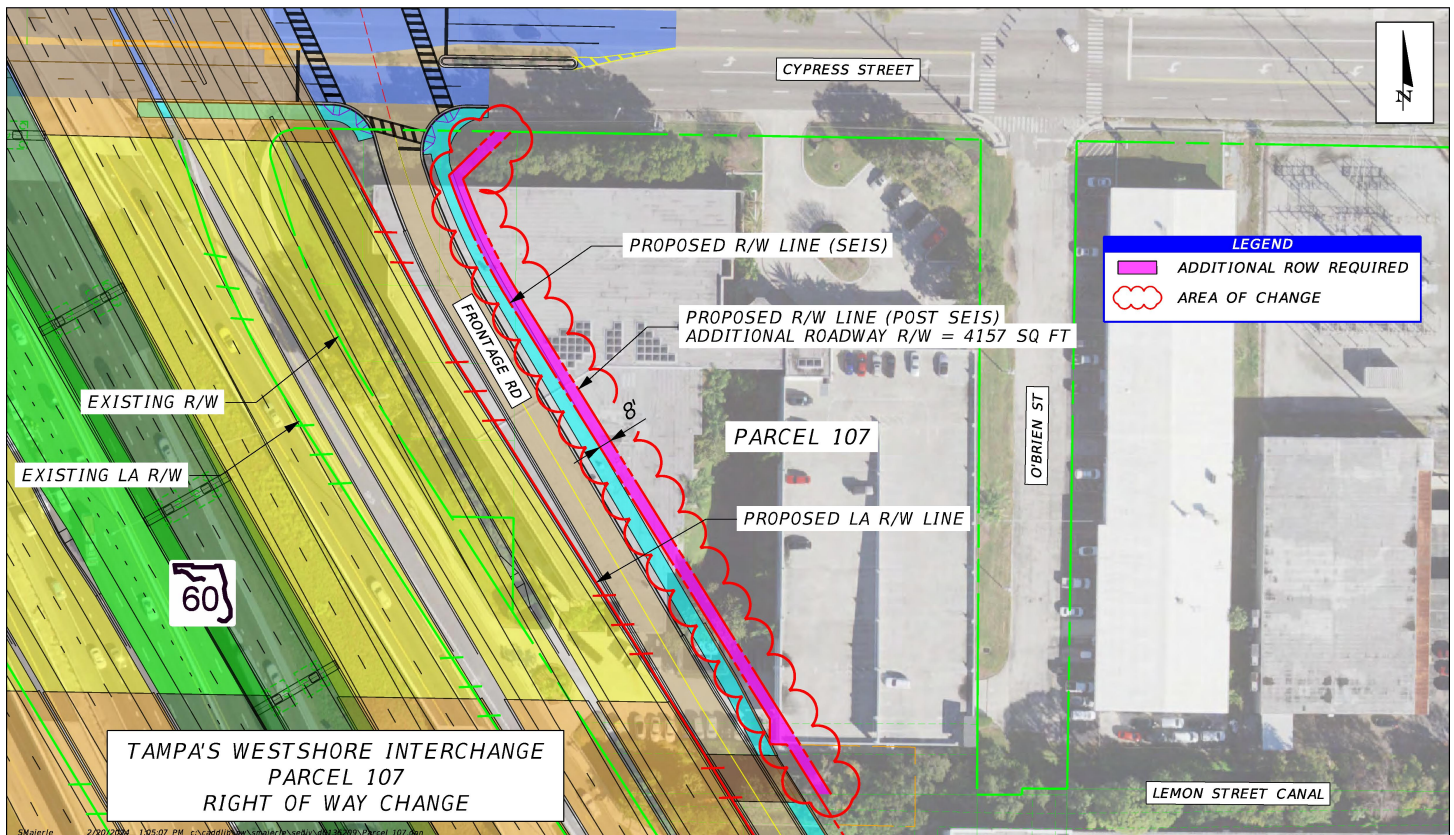


Figure 2: East Frontage Road Design Changes

Trask Street Design Change (WPIS 447107-2, 447107-3, and 447107-4)

In order to minimize parking and access impacts to private property on the west side, provide for a 10-foot-wide sidewalk, and extend the northbound right turn lane, the Trask Street ROW between I-275 and Cypress Street was shifted 24.5 feet into the FDOT-owned future Intermodal Center site on the east side. For proper alignment through the Cypress Street intersection, the eastern shift also requires 5.8 feet of east side widening of Trask Street for approximately 300 feet north of Cypress Street within the existing ROW (**Figure 3**).

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
**RE-EVALUATION
 FORM**

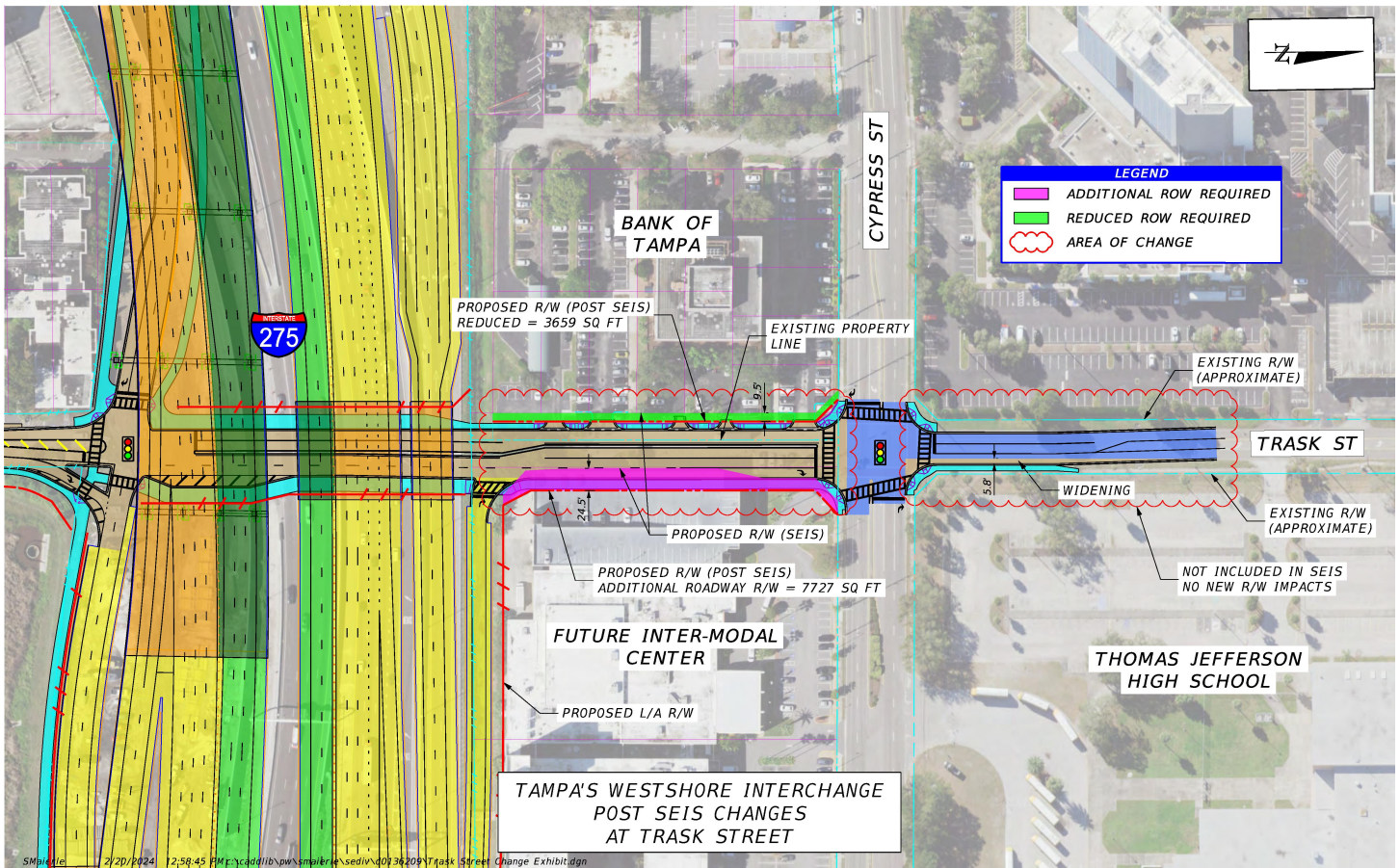


Figure 3: Trask Street Design Changes

Carver City Visual Barriers (WPIS 434045-2)

The design changes include placing an 8-foot-tall visual barrier along the southbound I-275 outside shoulder from the north end of the southbound I-275 Bridge #100817 over Lois Avenue to the east side of Grady Avenue, based upon extents identified in previous evaluations and height limitations due to on-structure requirements (**Figure 4**). FDOT still plans to construct barriers on the shoulder of the northbound lanes between Westshore Boulevard and Himes Avenue. This will include two overlapping barriers located along the I-275 northbound mainline shoulder and ramp shoulders resulting in a continuous barrier system extending from east of Westshore Boulevard to east of Dale Mabry Highway.

RE-EVALUATION FORM

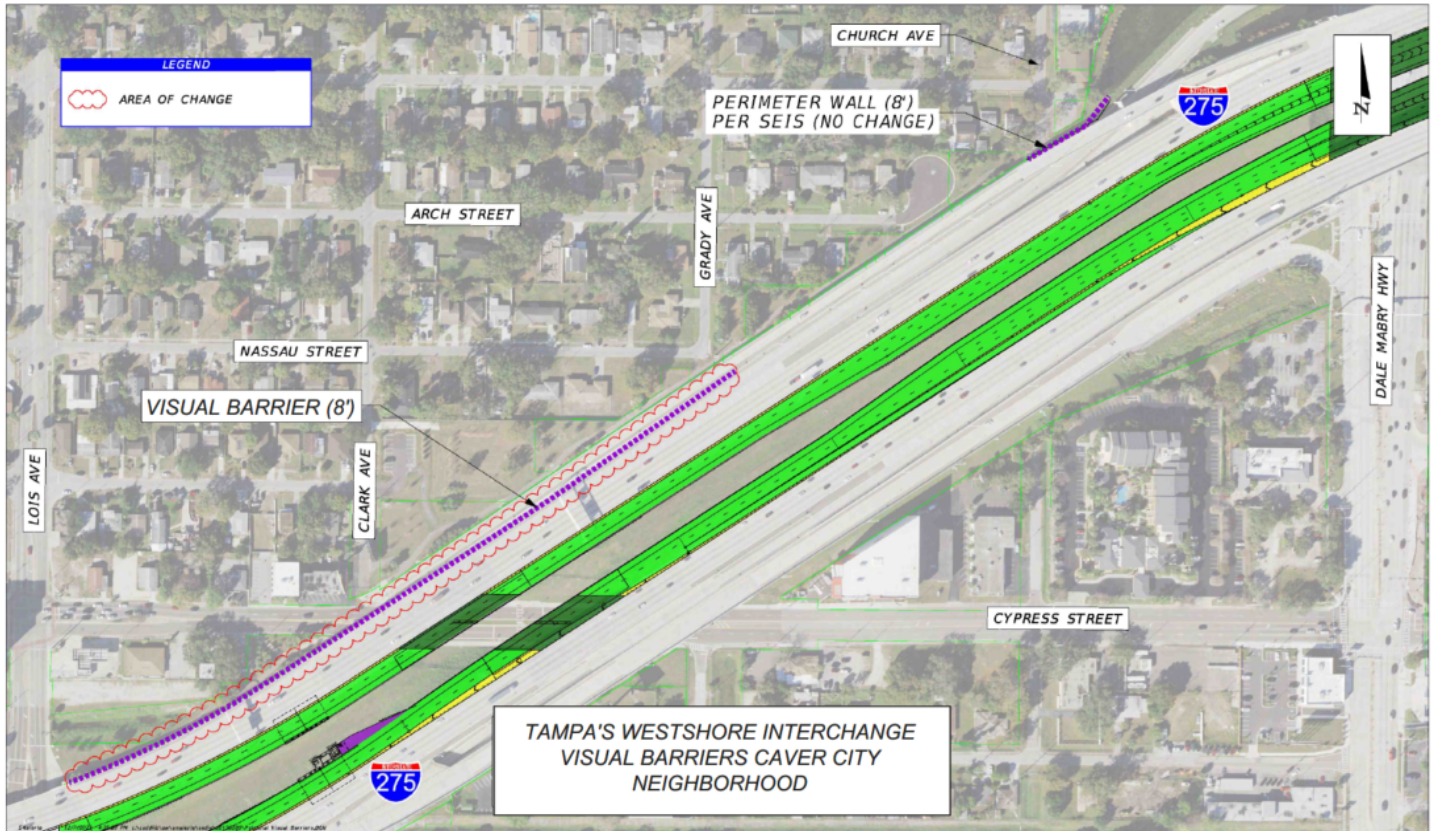


Figure 4: Carver City Visual Barriers

5. PUBLIC INVOLVEMENT

Were there additional public involvement activities? No

6. PROJECT or SEGMENT(S) PLANNING CONSISTENCY

Segment FM Number: 447107-2-52-01

Currently Adopted CFP-LRTP	Comments
Yes	Hillsborough County Metropolitan Planning Organization (MPO) Hillsborough Transportation Improvement Plan, Hillsborough County 2045 Long Range Transportation Plan (LRTP), page 58, adopted November 5, 2019, showing committed funding to the project between Fiscal Year (FY) 2026 and FY 2030. The amount of funding in the LRTP is \$1,509,020,000.00 and the funding for the three segments is equivalent to the LRTP funding. The construction project limits are represented in the MPO's LRTP by 2 projects: Westshore Interchange (I-275/SR 60) from HFB to E of Himes AND Westshore Interchange SR 60 from Cypress to N of Memorial Highway. The project name, limits, and description shown in the MPO's LRTP Cost Affordable Plan is consistent with the MPO's Transportation Improvement Plan (TIP) and the Florida State Transportation Improvement Plan (STIP).

RE-EVALUATION FORM

Phase	TIP/STIP	Currently Approved	\$	FY	Comments
PE (Final Design)	TIP				
PE (Final Design)	STIP	Yes	\$2.00 million	2024	
R/W	TIP				
R/W	STIP				
Construction	TIP	Yes	\$457.44 million	2024	
Construction	STIP	Yes	\$457.44 million	2024	

Segment FM Number: 447107-3-52-01

Currently Adopted CFP-LRTP	Comments
Yes	Hillsborough County MPO Hillsborough Transportation Improvement Plan, Hillsborough County 2045 LRTP, page 58, adopted November 5, 2019, showing committed funding to the project between FY 2026 and FY 2030. The amount of funding in the LRTP is \$1,509,020,000.00 and the funding for the three segments is equivalent to the LRTP funding. The construction project limits are represented in the MPO's LRTP by 2 projects: Westshore Interchange (I-275/SR 60) from HFB to E of Himes AND Westshore Interchange SR 60 from Cypress to N of Memorial Highway. The project name, limits, and description shown in the MPO's LRTP Cost Affordable Plan is consistent with the MPO's TIP and the Florida STIP.

Phase	TIP/STIP	Currently Approved	\$	FY	Comments
PE (Final Design)	TIP				Design cost is included in Construction cost.
PE (Final Design)	STIP	Yes	\$1,958.00	2024	
R/W	TIP				
R/W	STIP				
Construction	TIP	Yes	\$209.04 million	2026	
Construction	STIP	Yes	\$204.62 million	2026	

Segment FM Number: 447107-4-52-01

Currently Adopted CFP-LRTP	Comments
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RE-EVALUATION FORM

Yes	Hillsborough County MPO Hillsborough Transportation Improvement Plan, Hillsborough County 2045 LRTP, page 58, adopted November 5, 2019, showing committed funding to the project between FY 2026 and FY 2030. The amount of funding in the LRTP is \$1,509,020,000.00 and the funding for the three segments is equivalent to the LRTP funding. The construction project limits are represented in the MPO's LRTP by 2 projects: Westshore Interchange (I-275/SR 60) from HFB to E of Himes AND Westshore Interchange SR 60 from Cypress to N of Memorial Highway. The project name, limits, and description shown in the MPO's LRTP Cost Affordable Plan is consistent with the MPO's TIP and the Florida STIP.				
Phase	TIP/STIP	Currently Approved	\$	FY	Comments
PE (Final Design)	TIP				Design cost is included in Construction cost.
PE (Final Design)	STIP	Yes	\$3,781.00	2024	
R/W	TIP				
R/W	STIP				
Construction	TIP	Yes	\$390.91 million	2028	
Construction	STIP	Yes	\$388.83 million	2028	

Segment FM Number: 434045-2-32-01

Planning Consistency is not required for this project segment.

[\[1 - 447107-2_LRTP_11-5-2019\]](#)

[\[2 - 447107-2 -3 -4_STIP_7-16-2023\]](#)

[\[3 - 447107-2 -3 -4_TIP_6-2023\]](#)

7. EVALUATION OF CHANGES IN IMPACTS

a. SOCIAL & ECONOMIC

Are there changes in impacts to the social, economic, land use, mobility, and/or aesthetic effects? No

Are there changes in right-of-way needs? No

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

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

**RE-EVALUATION
FORM**

Act (historic sites/districts and archaeological sites)? No

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

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

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? No

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? No

d. PHYSICAL

Are there changes in Air Quality? No

What is the status of Highway Traffic Noise?

The 1992 noise analysis for the 1996 TIS FEIS indicated that a noise barrier was a feasible and reasonable abatement measure for Common Noise Environment (CNE) 20 (Carver City Neighborhood). Subsequent analyses were performed for the project's Design-Build phase and the associated Design Change Re-evaluation resulted in the barrier or barrier system not being feasible and reasonable. The change in the determination was attributed to, among other factors, a change in the elevation of the I-275 mainline and a change in the computer prediction model.

The Noise Study Report Update (NSRU) (May 2020) prepared for the approved TIS SEIS identified the design year 2045 traffic noise levels are predicted to approach, meet, or exceed the noise abatement criteria (NAC) at four receptors representing four residences within the CNE 20 (Carver City Neighborhood). An 8-foot-tall shoulder barrier was evaluated, but the results of the analysis indicated that the barrier would not provide sufficient reduction in traffic noise to be considered a reasonable abatement option for the impacted residences.

Based on community input from the Carver City neighborhood during the previous Design-Build project, the FDOT constructed an 8-foot-tall visual barrier along the I-275 exit ramp to Cypress Street. As part of a trailhead project, an 8-foot-tall perimeter wall was constructed in the vicinity of North Clark Avenue and West Grace Street. An 8-foot-tall

**RE-EVALUATION
FORM**

perimeter wall is also planned to be constructed at the southern end of Church Avenue along the entrance ramp from Dale Mabry Highway.

Status: As documented in the May 2020 NSRU, an 8-foot-tall perimeter wall is planned to be constructed at the southern end of Church Avenue along the entrance ramp from Dale Mabry Highway. The design changes include an 8-foot tall visual barrier to be placed along the southbound I-275 outside shoulder from the north end of the southbound I-275 Bridge #100817 over Lois Avenue to the east side of Grady Avenue.

What is the status of Contamination?**WPIS 447107-2, 447107-3, and 447107-4**

As part of the Contamination Screening Evaluation Report (CSER) Update (September 2018) prepared for the approved TIS SEIS, five "High" and nine "Medium" ranking facilities are located within the design project limits.

"High" Ranking Sites

1. Former NCR Corp, Former International (402 North Hoover Street) Tech Corp., Site No. 27
2. Former NCR Property (402 North Hoover Street), Site No. 31
3. Former Amoco #628 (5109 West Kennedy Boulevard), Site No. 49
4. City of Tampa Landfill #22 (Lemon Street Block #5100), Site No. 43
5. Former Drew Tile Supply (1401 North Himes Avenue), Site No. 83

"Medium" Ranking Sites

1. Memorial and Cypress Avenue Land Fill (Memorial Highway and Cypress Street intersection), Site No. 28
2. Aggreko LLC (405 North Sherill Street), Site No. 48
3. Former Chevron, #48084 (701 North Westshore Boulevard), Site No. 64
4. Holiday Inn Crown Plaza (700 North Westshore Boulevard), Site No. 58
5. Doubletree Hotel Tampa Airport (4500 West Cypress Street), Site No. 68
6. Gas Kwick #16 (4136 West Cypress Street), Site No. 74
7. COT Landfill #20: I-275 and Dale Mabry Highway (I-275 and Dale Mabry Highway), Site No. 80
8. Men's Warehouse, former Mobil #02-CNH (1101 North Dale Mabry Highway), Site No. 81
9. Joy Food Store (1907 North Himes Avenue), Site No. 125

Status: A Level II/Impact to Construction Assessments (ICAs) services is being performed for the medium and high ranked sites during the Design-Build phase before construction begins. No new Medium or High sites have been identified. Additional assessment is being conducted to further determine the potential and amount of soil removal, as well as dewatering necessary near contaminated sites.

WPIS 434045-2

As part of the Contamination Screening Evaluation Report (CSER) Update (September 2018) prepared for the approved TIS SEIS, six (6) "High" and six (6) "Medium" facilities ranked for contamination impact are located within the assumed project limits.

"High" Ranking Sites

1. Former Drew Tile Supply (1401 North Himes Avenue), Site No. 83

RE-EVALUATION FORM

2. Salemi's Body Shop (1602 N. Armenia Ave.), Site No. 88
3. Former Texaco Station (2502 W. Laurel St.), Sites No. 90 & 91
4. Former Citgo Armenia (1415 N. Armenia Ave.) Site No. 93
5. Unknown - Abandoned Tank (1414 N Howard Ave.) Sites No. 99 & 100
6. Exxon #4-5298 Interstate, Former Alpine Truck Stop (2135 W Green St.) Site No. 104

"Medium" Ranking Sites

1. Doubletree Hotel Tampa Airport (4500 West Cypress Street), Site No. 68
2. Gas Kwik #16 (4136 West Cypress Street), Site No. 74
3. COT Landfill #20: I-275 and Dale Mabry Highway (I-275 and Dale Mabry Highway), Site No. 80
4. Men's Warehouse, former Mobil #02-CNH (1101 North Dale Mabry Highway), Site No. 81
5. Joy Food Store (1907 North Himes Avenue), Site No. 125
6. Former Kentucky Fried Chicken (1602 N. Howard Ave.), site No. 96

Status: No new Medium or High sites have been identified. A Level II was performed for all sites mentioned above. Soil impacts are anticipated at site(s) No. 93, 96, 99, and 100. Ground water impacts are anticipated at site(s) No. 81, 83, 93, and 95 (noted as low in the CSER).

Based on the 2021 Draft Concept Development Plans, express lanes in the I-275 median (Phase II) are proposed in the vicinity of Site 95 (West Tampa Sunoco, former Herrera Auto Repair) which was listed a "Low" in the 2018 CSER. In the time between the CSER and the Level II performed (November 2022), it was determined through groundwater sampling that dewatering during construction is anticipated.

Are there changes in impacts to Utilities and Railroads? No

Are there changes in impacts to Navigation? N/A

8. COMMITMENT STATUS

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

Are there new environmental commitments? No

[\[4 - 258337 2 TIS SEIS 447107 2 3 and 4 Westshore Interchange PCR 030724\]](#)

9. STATUS OF PERMITS

Federal

Segment	Name	Descriptor	Status	Date
447107-2-52-01	USACE Section 10 or Section 404 Permit	Section 404 Standard Level Issued SAJ-2021-00656-FMD	Obtained	06/17/2022
447107-3-52-01	USACE Section 10 or Section 404 Permit	Section 404 Standard Level Issued SAJ-2021-00656-FMD	Obtained	06/17/2022

RE-EVALUATION FORM

447107-4-52-01	USACE Section 10 or Section 404 Permit	Section 404 Standard Level Issued SAJ-2021-00656-FMD	Obtained	06/17/2022
434045-2-32-01	USACE Section 10 or Section 404 Permit	Section 404 Standard Level Issued SAJ-2021-00656-FMD	Obtained	06/17/2022

State

Segment	Name	Descriptor	Status	Date
447107-2-52-01	DEP or WMD Environmental Resource Permit (ERP)	ERP Individual Level Issued: 43002958.023	Obtained	05/24/2022
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 or WMD Environmental Resource Permit (ERP)	ERP Individual Level Issued: 43002958.023	Obtained	05/24/2022
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	
447107-4-52-01	DEP or WMD Environmental Resource Permit (ERP)	ERP Individual Level Issued: 43002958.023	Obtained	05/24/2022
447107-4-52-01	DEP National Pollutant Discharge Elimination System Permit	Notice of Intent to use the Generic Permit for Small/Large Construction Activities	Needed	
434045-2-32-01	DEP or WMD Environmental Resource Permit (ERP)	ERP Individual Level Issued: 43002958.023	Obtained	05/24/2022
434045-2-32-01	DEP National Pollutant Discharge Elimination System Permit	Notice of Intent to use the Generic Permit for Small/Large Construction Activities	Needed	

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.

**RE-EVALUATION
FORM****11. DISTRICT REVIEW AND APPROVAL****Name and title of FDOT Preparer:** Robin Rhinesmith, FDOT District Seven Environmental Manager

The Environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding (MOU) dated May 26, 2022 and executed by the Federal Highway Administration and FDOT.

Robin Rhinesmith

March 1, 2024

District approving authority or designee

Date



Electronically signed within SWEPT
on March 1, 2024 5:46:02 PM EST
(electronic signature on file)

12. OEM CONCURRENCEJonathon A Bennett **FOR** Jennifer Marshall,
P.E.

March 13, 2024

Print Name

Date

Director of the Office of Environmental Management or Designee



Electronically signed within SWEPT
on March 13, 2024 11:50:29 AM EDT
(electronic signature on file)

13. Links to Supporting Documentation

- 1 - [25833722101-EIS-D7-447107-2_LRTP-2023-0831.pdf](#)
- 2 - [25833722101-EIS-D7-447107-2_-3_-4_STIP-2023-0831.pdf](#)
- 3 - [25833722101-EIS-D7-447107-2_-3_-4_TIP-2023-0831.pdf](#)
- 4 - [25833722101-EIS-D7-258337_2_TIS_SEIS_447107_2_3_and_4_Westshore_Interchange_PCR_030724-2024-0307.pdf](#)