

RE-EVALUATION FORM

1. GENERAL PROJECT INFORMATION

A. Re-evaluation Type: Design Change

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			
447107-2	☐	☒	☐	☒	03/01/2024		03/13/2024
Description of Approval: Office of Environmental Management (OEM) approved; East Frontage Road Design Change: An additional 8 feet of roadway right of way (ROW) is proposed from a property already acquired by the Florida Department of Transportation (FDOT) to increase the offset from the curb line to provide an enhanced utility corridor and an opportunity for a landscaped border. Trask Street Design Change: 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.							
447107-3	☐	☒	☐	☒	03/01/2024		03/13/2024
Description of Approval: OEM approved; East Frontage Road Design Change: An additional 8 feet of roadway ROW is proposed from a property already acquired by the FDOT to increase the offset from the curb line to provide an enhanced utility corridor and an opportunity for a landscaped border. Trask Street Design Change: 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.							
447107-4	☐	☒	☐	☒	03/01/2024		03/13/2024

RE-EVALUATION FORM

Description of Approval:

OEM approved; East Frontage Road Design Change: 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. Trask Street Design Change: 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.

434045-2	☐	☒	☐	☐	03/01/2024		03/13/2024
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Description of Approval:

OEM approved; Carver City Visual Barriers: 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.

445056-1	☐	☒	☒	☐	06/27/2021		06/29/2021
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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		06/29/2021
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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		09/20/2021
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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.

445056-2	☐	☐	☐	☒	09/18/2021		09/20/2021
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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		09/20/2021
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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	02/23/2022	N/A
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Description of Approval:

FHWA consultation; 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	02/23/2022	N/A
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Description of Approval:

FHWA consultation; 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:

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.

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-	I275/SR93 FM N	District 7 -	☐	☒	☐	☐	Design Build	Federal

RE-EVALUATION FORM

	01	OF HFB TO N OF LOIS,SR60 FM KENNEDY TO N OF SPRUCE/TIA	HILLSBOROUGH						
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

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, and 447107-4 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 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.

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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.

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 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 Consultative Design Change Re-evaluation.

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

I-275/SR 93 from north of Lois Avenue to north of Howard Avenue
(WPIS: 434045-2)

Status: Pre-Construction Underway

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

Scott Street from North Morgan Street to North Jefferson Street
(WPIS: 447616-1)

Status: Pre-Construction Underway

Reo Street from Gray Street to Cypress Street
(WPIS: 447615-1)

Status: Construction Underway

I-275/SR 93 from north of Howard Avenue to north of Hillsborough River
(WPIS: 434045-3)

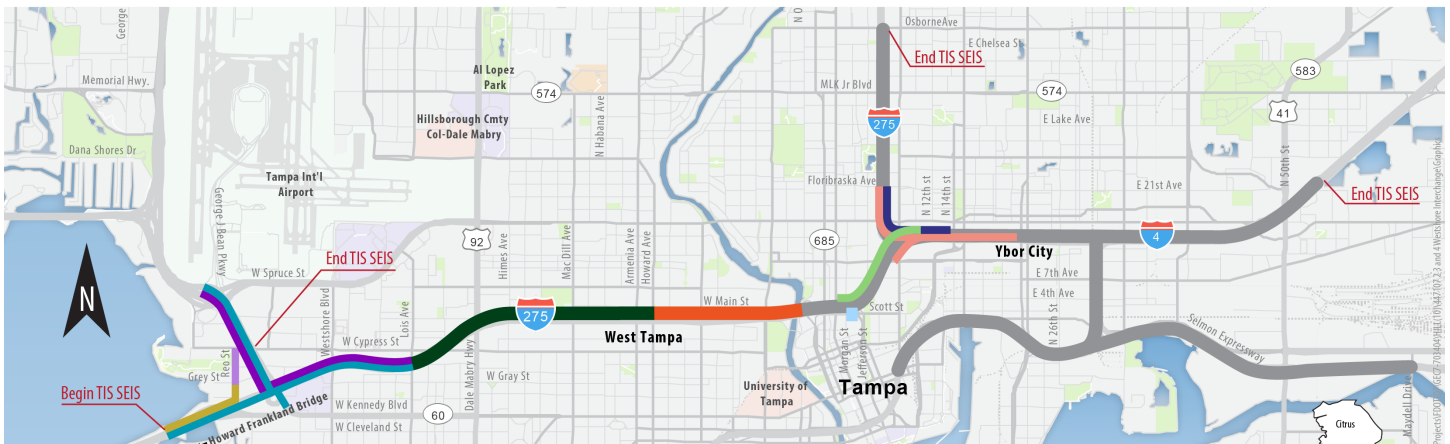
Status: Pre-Construction Underway

I-275 (SR 93) SB Off Ramp to I-4 from North of Floribaska Avenue to West of 21st Street
(WPIS: 445057-1)

Status: Design/Build 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.



The Westshore Interchange

Consultative Design Change Re-evaluation

I-275/SR 93 from North of Howard Frankland Bridge to North of Lois Avenue, SR 60 from Kennedy Boulevard to North of Spruce Street/Tampa International Airport (TIA) Interchange
Hillsborough County, Florida

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



3. CHANGES IN APPLICABLE LAW OR REGULATION

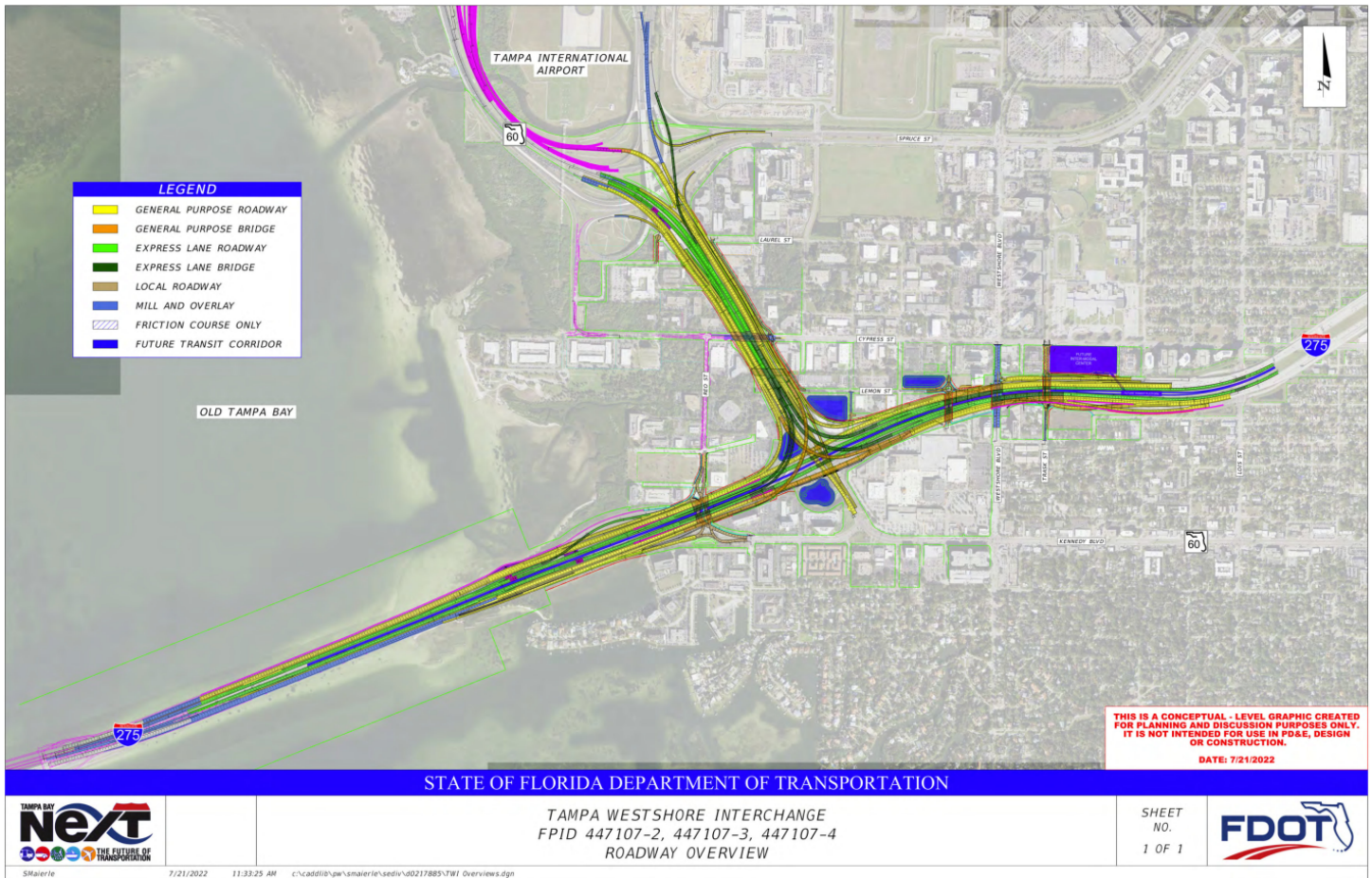
Are there changes in federal or state laws, rules, regulations, or guidance that require consideration since the date of the original Environmental Document or subsequent Re-evaluation(s)? No

4. EVALUATION OF MAJOR DESIGN CHANGES AND REVISED DESIGN CRITERIA

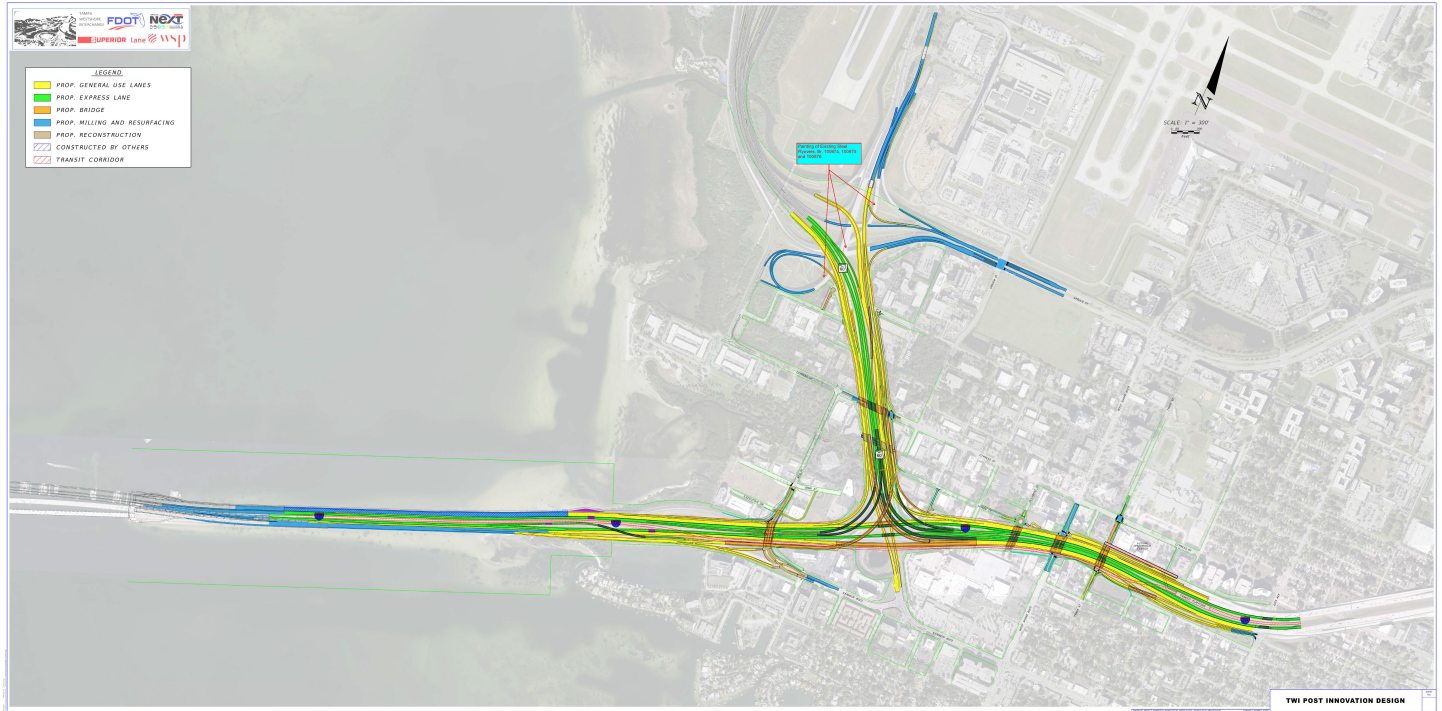
Are there major design changes, including but not limited to changes in the alignment(s), typical section(s), drainage/stormwater requirements, design control and criteria, or temporary road or bridge? No

RE-EVALUATION FORM

The District plans to relocate the transit corridor from the center of the interstate ROW as depicted in the blue area on the first graphic below to the southern edge of the interstate ROW as depicted in the red hatched area on the second graphic below. This will allow the Westshore Area Interchange (TWI) to be lowered an entire level and potentially provide a future opportunity for a transit station to be placed at a major property that is being redeveloped.



RE-EVALUATION FORM



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

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

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FORM**

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?

As documented in the May 2020 Noise Study Report Update , 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?

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.

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

RE-EVALUATION FORM

Are there new environmental commitments? No

[\[1 - 258337 2 TIS SEIS 447107 2 3 and 4 Westshore Interchange PCR 030724\]](#)

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
447107-4-52-01	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	

Local

None anticipated.

Other

**RE-EVALUATION
FORM**

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 District 7 Environmental Manager

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

04/04/2024 (Date of Consultation)

Robin Rhinesmith

August 6, 2024

District approving authority or designee

Date



Electronically signed within SWEPT
on August 6, 2024 3:21:18 PM EDT
(electronic signature on file)

12. OEM APPROVAL

Not Applicable

13. Links to Supporting Documentation

- 1 - [25833722101-EIS-D7-258337_2_TIS_SEIS_447107_2_3_and_4_Westshore_Interchange_PCR_030724-2024-0307.pdf](#)
- 2 - [25833722101-EIS-D7-447107-2_-3_-4_\(I-275SR_93_from_N_of_Howard_Frankland_Bridge_to_N_of_Lois_SR_60_form_Kennedy_to_N_of_SpruceTIA\)_Consultative_DCR-2024-0404.pdf](#)