

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: 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(s)				Date District Approved	Date Lead Agency Consultation	Date Lead Agency Approved (if applicable)
	PE	DC	ROW	CON			
445056-1	☐	☒	☒	☐	06/27/2021		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		06/29/2021
Description of Approval: FHWA approved, minor changes to the design. Modified the alignment of westbound Interstate I-4 exit to downtown and widened existing structures.							
445056-1	☐	☐	☐	☒	09/18/2021		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		09/20/2021
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		09/20/2021

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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	☐	☐	☐	☒	02/23/2022	02/21/2022	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	☐	☐	☐	☒	02/23/2022	02/21/2022	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.

447107-2	☐	☒	☐	☒	03/01/2024		03/13/2024
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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
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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
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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.

447107-2	☐	☒	☐	☐	08/06/2024	04/04/2024	N/A
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Description of Approval:

District approved following consultation with lead agency. Minor change in design. The District plans to relocate the transit corridor from the center of the interstate ROW to the southern edge of the interstate ROW.

447107-3	☐	☒	☐	☐	08/06/2024	04/04/2024	N/A
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Description of Approval:

District approved following consultation with lead agency. Minor change in design. The District plans to relocate the transit corridor from the center of the interstate ROW to the southern edge of the interstate ROW.

447107-4	☐	☒	☐	☐	08/06/2024	04/04/2024	N/A
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Description of Approval:

District approved following consultation with lead agency. Minor change in design. The District plans to relocate the transit corridor from the center of the interstate ROW to the southern edge of the interstate ROW.

D. Project or project segment(s) being evaluated

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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

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 improvements 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

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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.

This re-evaluation compares the current Tampa Westshore Interchange concept which was evaluated in the System Interchange Modification Report (SIMR) Re-evaluation (December 2024) to the concepts approved in the TIS SEIS and subsequent Re-evaluations. On January 7, 2025, the SIMR Re-evaluation (December 2024) documenting the changes 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 can continue with design and construction. The SIMR Re-evaluation has been included in the project files. The proposed changes include relocating the access to Tampa International Airport (TIA) from I-275 via the Express Lanes along Westbound SR 60, north of the TIS SEIS limits, to the general use lanes ramps to TIA along I-275 both north and south of the SR 60 Interchange; and reconfiguring the I-275 and Reo Street/Kennedy Boulevard Interchange so that Reo Street/ Kennedy Boulevard goes over I-275 with an at-grade connector road for access to Executive Drive.

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.

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Status: Construction Underway

Status: This is the subject of this Design Change Re-evaluation.

Status: Design/Build Underway

Status: Pre-Construction Underway

Status: Design/Build Underway

Status: Pre-Construction Underway

Status: Construction Underway

Status: Pre-Construction Underway

Status: Design/Build Underway

funded under this WPIS for 447107-2, -3, & -4.



3. CHANGES IN APPLICABLE LAW OR REGULATION

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).

4. EVALUATION OF MAJOR DESIGN CHANGES AND REVISED DESIGN CRITERIA

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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 TIS SEIS and subsequent Re-evaluations as part of the segments being advanced as subject of this Re-evaluation.

Reo Street/Kennedy Boulevard Interchange Modification

Reo Street is now elevated over the I-275 lanes instead of I-275 being elevated over Reo Street. This allows the I-275 corridor to remain at-grade in this area and allows the Westshore Area interchange to be lower, thereby increasing efficiency of the interchange. The complex braided ramp from Reo Street/Kennedy Boulevard to the southbound I-275 Express Lanes was replaced with a slip ramp in the median of I-275. Access from Executive Drive to Reo Street is provided under the elevated Reo Street via Gray Street, as opposed to at grade from the previous re-evaluation, and construction of a connector road through a previously acquired property. The modifications at the Reo Street/Kennedy Boulevard Interchange also improves safety for bicyclists and pedestrians via improvements to Executive Drive. As part of the interchange modification the proposed pond to the southwest of the Reo Street and I-275 interchange has been relocated. The Reo Street interchange was reconfigured from a Diverging Diamond Interchange to a Displaced Left Turn Interchange. This required a realignment of the I-275 northbound off ramp into the location of the proposed pond. This pond was relocated to north of I-275 to the west of the Reo Street Interchange. The area the pond was relocated to became available with the reconfiguration of the Reo Street interchange. The ramp from Reo Street to the I-275 southbound Express Lanes had occupied this area but with the reconfiguration, it was moved into the median of I-275. The design changes are shown in Figure 2.

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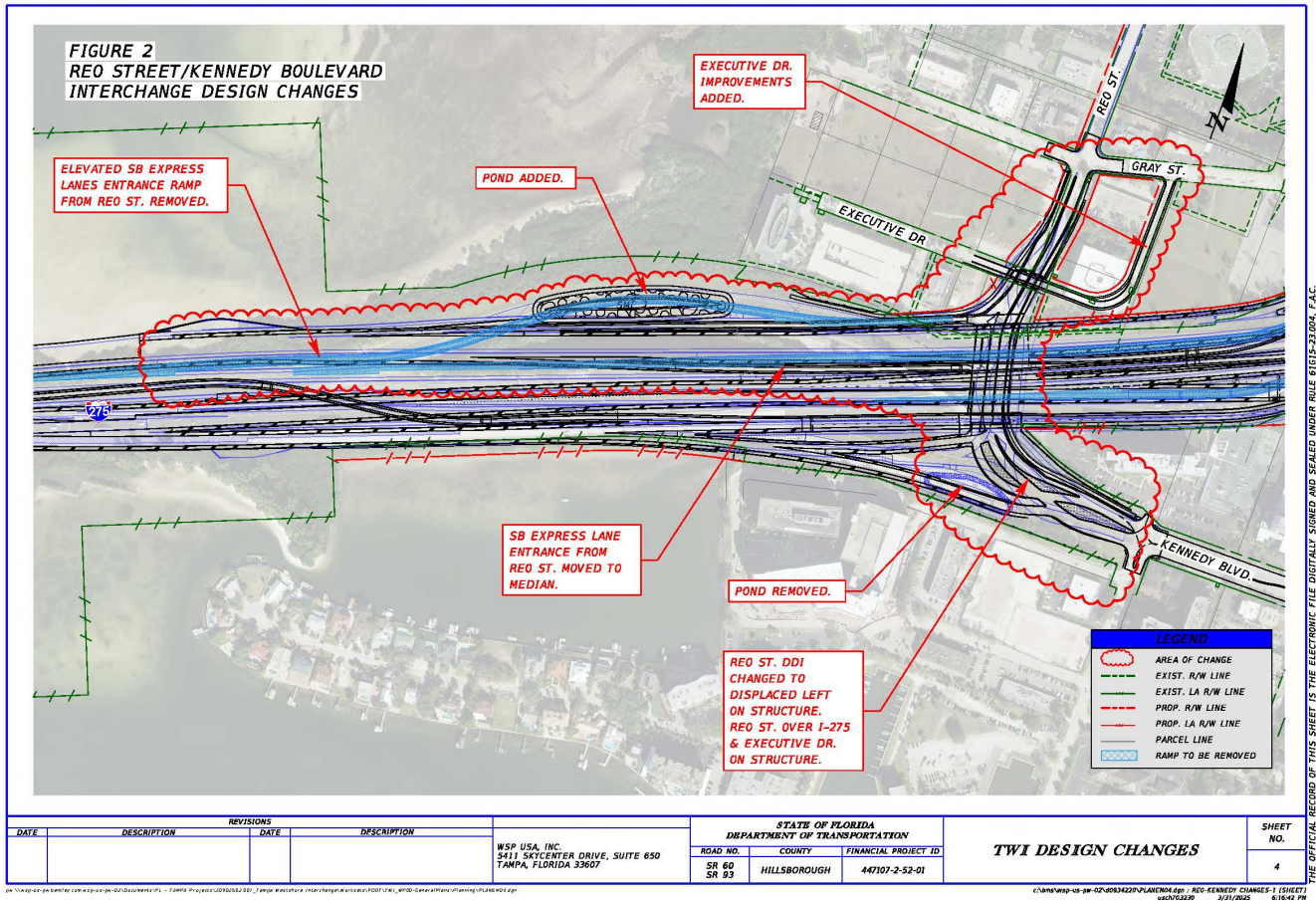


Figure 2 Reo Street/Kennedy Boulevard Interchange Design Changes

I-275 at SR 60 Express Lanes Ramps to/from the south

A design change is occurring with the express lane ramps at the I-275 and SR 60 interchange. The design changes include relocating the northbound I-275 to westbound SR 60 express lane exit ramp from the right side to the left side and relocating the eastbound SR 60 to southbound I-275 express lanes entrance ramp from the right side to the left side (Figure 3).

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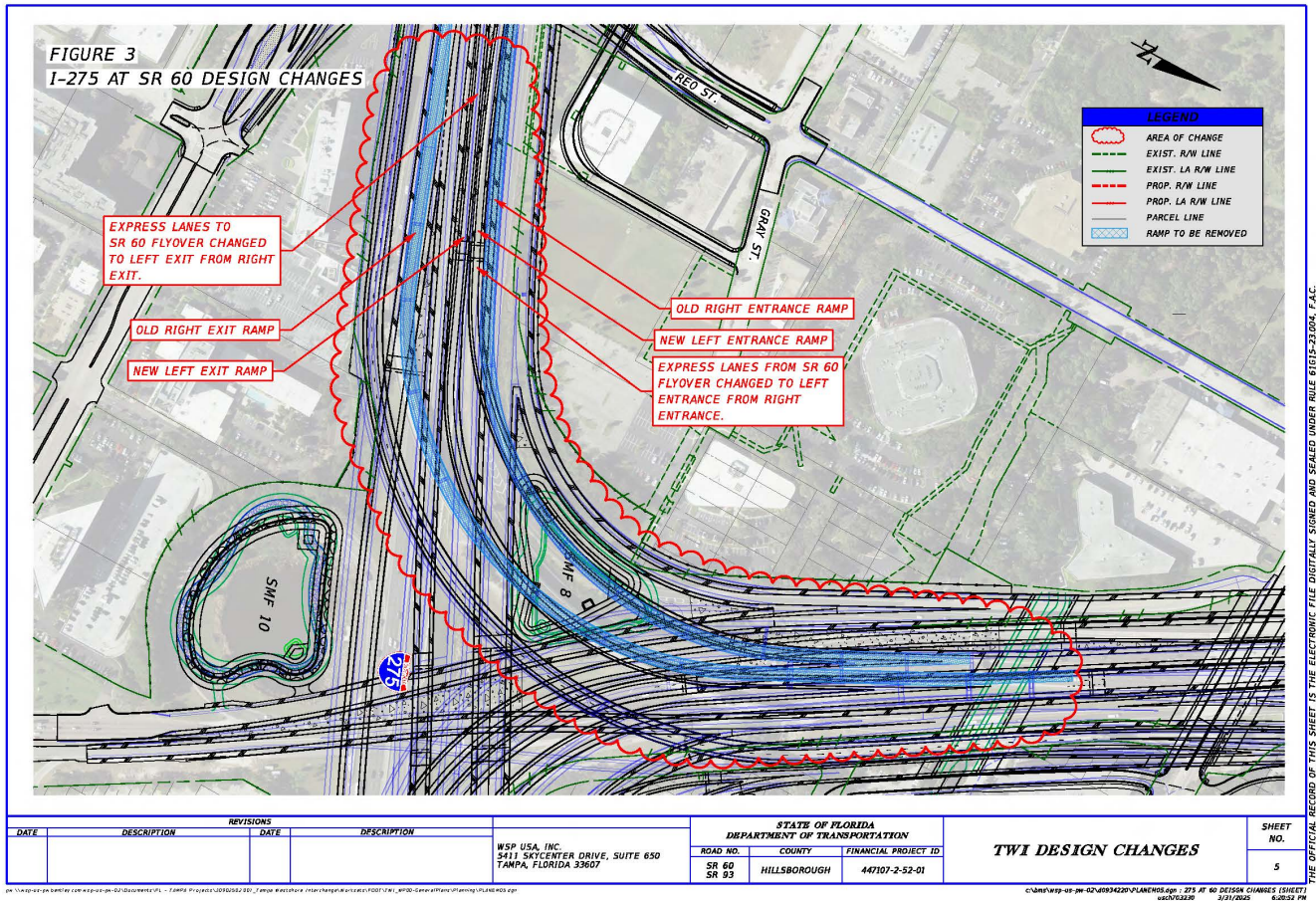


Figure 3 I-275 at SR 60 Design Changes

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? N/A

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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 Cultural Resources Assessment Survey (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 National Register of Historic Places (NRHP).

One previously recorded archaeological site (8HI4049), the Good Spot Site, was identified within the archaeological APE, defined as the footprint of any proposed construction and any proposed ROW work not previously surveyed under the 2018 and 2020 CRAS addendums by Janus Research; however, no evidence of the site was found in the APE. A total of two shovel tests were excavated within the archaeological APE. No cultural material was recovered. The SHPO determined that site 8HI4049 is not eligible for listing in the NRHP.

The historic resources survey performed as part of the CRAS Addendum resulted in the identification of 34 historic resources within the historic resources APE, defined as the previously approved historic resources APEs used in the 2018 and 2020 CRAS addendums by Janus Research, consisting of 32 previously recorded resources and two newly recorded resources. This CRAS Addendum identified any resources within the APE with a construction date of 1977 and earlier. All previously recorded resources have been determined National Register-ineligible by the State Historic Preservation Officer (SHPO) except for Lincoln Center (8HI14542), which was determined National Register-eligible under Criterion C for its architecture. The project improvements near Lincoln Center (8HI14542), northwest of the building, consist of the reconstruction of the elevated ramp from I-275 to Veterans Memorial Parkway. The replacement ramp will be wider and southeast of the existing ramp, approximately 90 feet north of the building. South and west of Lincoln Center, the improvements consist of the reconstruction of West Kennedy Boulevard, connecting it to North Reo Street, along with proposed sidewalks and a retaining wall. These southern improvements are approximately 93 feet south of the building at their closest point. Based on the project improvements in the vicinity of the Lincoln Center (8HI14542), it appears that there will be no adverse effect to the historic resource. There will be no Section 4(f) use of the Lincoln Center. The 32 previously recorded resources do not exhibit changes to their eligibility since they were last evaluated. The two newly recorded resources consist of 711 N. Sherrill Street (8HI15824) and 4408 W. Carmen Street (8HI15825). The newly recorded resources, 711 N. Sherrill Street (8HI15824) and 4408 W. Carmen Street (8HI15825) are a Masonry Vernacular style office building and residence, respectively. Due to their common style, modifications, and lack of historical associations, both are considered National Register-ineligible. Florida Master Site File (FMSF) forms were updated for four resources which exhibited physical changes since they were last recorded (8HI12222, 8HI13587, 8HI14442, 8HI14445). The current survey also confirmed the demolition of 10 previously recorded resources which were formerly located within the APE.

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 29, 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

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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

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

Status: Since the 2024 Construction Advertisement Re-evaluation, two species have been included 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. The Tricolored Bat Avoidance and Minimization Measures for FDOT Projects is included in the project file. 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 design changes do not introduce additional impacts to protected species, or their habitats not previously evaluated. The USFWS concurrence from May 18, 2018, FWC concurrence from June 19, 2018, and the NMFS concurrence from September 24, 2021, remain valid.

Wetlands and Surface Waters

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Status: The design changes proposed in this Design Change Re-evaluation were reviewed for potential changes to impacts to wetland or OSWs. The design changes proposed to the Reo Street/Kennedy Boulevard Interchange include minor modifications to permanent direct impacts to tidal open surface waters (decrease of 0.004 ac), salt marsh (increase of 0.004 acre), and mangroves (increase of 0.052 acre) on the south side of the Howard Frankland Bridge causeway. In addition, temporary trimming impacts of 0.874 acre to mangroves will occur. Impacts to Lemon Canal (OSW 2) will increase (0.338 ac) due to the extension of a double box culvert). Compensatory mitigation of 0.04 estuarine intertidal forested credits and 0.01 estuarine intertidal emergent credits are proposed at Mangrove Point Mitigation Bank. No mitigation is proposed for the impacts at Lemon Canal, an unvegetated, artificial canal.

Essential Fish Habitat

Status: The design changes include minor modifications to permanent direct impacts to tidal open surface waters (decrease of 0.004 ac), salt marsh (increase of 0.004 acre), and mangroves (increase of 0.052 acre) on the south side of the Howard Frankland Bridge causeway. Compensatory mitigation of 0.04 estuarine intertidal forested credits and 0.01 estuarine intertidal emergent credits are proposed at Mangrove Point Mitigation Bank. The changes to Essential Fish Habitat (EFH) are in areas previously considered during NMFS consultation for EFH and provide the compensatory mitigation approved previously for mitigation of impacts in the area. Because the impacts are *de minimis* (less than 0.10 ac) and are within previously considered areas, re-initiation of consultation with NMFS is not anticipated to be required for EFH. However, during the modification of the USACE permit, the NMFS will be notified of the changes.

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

Status:

The changes being proposed with this Design Change and Construction Advertisement Re-evaluation include minor modifications to the existing stormwater management, including a new pond located between the Kennedy Street/Reo Street on-ramps and I-275. Changes to the stormwater management system are contained within FDOT right-of-way and will be included in a future project-wide permit modification.

d. PHYSICAL

Are there changes in Air Quality? No

There is no change in status.

What is the status of Highway Traffic Noise?

A review of the design changes compared to the plans used in the TIS SEIS Noise Study Report Update (NSRU) (May 2020) found that a vertical change which influences the line of sight to three noise sensitive sites (RS1 - Cypress Bay Office Picnic Table, RN34 - Lincoln Center Office Benches/Tables, and RN35 - Hotel Alba Pool) occurs. Due to the nature of the sites, the FDOT's Special Land Use Criteria was used to evaluate the location and concluded no impacts are anticipated. The results are documented in a Noise Technical Memorandum (December 2024), and the results found in the TIS SEIS NSRU (May 2020) remain valid for this project. Both the Noise Technical Memorandum (December 2024) and the TIS SEIS NSRU (May 2020) are contained in the project file. There is no change in status.

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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) and Site A (SMF-8/Existing Pond 3N).

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.

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

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.

[\[1 - 258337 2 447107 2 3 and 4 Westshore Interchange PCR 031225\]](#)

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 - 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	

RE-EVALUATION FORM

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

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	
447107-2-52-01	DEP or WMD Environmental Resource Permit (ERP)	ERP Individual Level - 43002958.023/Applicati on #831235	Modified	
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	
447107-3-52-01	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 - 43002958.022/Applicatio n #827012	Obtained	11/24/2021
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	
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.

**RE-EVALUATION
FORM****Other**

None anticipated.

Comment/explanation if permit listed in original Environmental Document is no longer required.

Coastal Zone Consistency is achieved at the time of state ERP issuance.

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 Rhinesmith

May 6, 2025

District approving authority or designee

Date



Electronically signed within SWEPT
on May 6, 2025 3:30:40 PM EDT
(electronic signature on file)

12. OEM APPROVAL

Not Applicable

13. Links to Supporting Documentation

- 1 - [25833722101-EIS-D7-258337_2_447107_2_3_and_4_Westshore_Interchange_PCR_031225-2025-0324.pdf](#)
- 2 - [25833722101-EIS-D7-25833722101-EIS-D7-Completed106PaForm_DISTRICTWI-2025-0129_\(1\)-2025-0324.pdf](#)