

RE-EVALUATION FORM

1. GENERAL PROJECT INFORMATION

A. Re-evaluation Type(s): Design Change, Right of Way Phase

B. Original approved Environmental Document:

Document Type: Type 2 CE

Date of Approval: 05/29/2018

Project Numbers:

5531

417878-1-22-01

N/A

ETDM (if applicable)

Financial Management

Federal-Aid

Project Name: SR 29 FROM CR 80-A TO CR 731 (WHIDDEN RD)

Project Location: FDOT District 1 (District 1)

Project Limits: CR 80A (Cowboy Way) to North of CR 731 (Whidden Road)

C. Prior Re-evaluation(s):

There is no previous re-evaluation of this Environmental Document.

D. Project or project segment(s) being evaluated

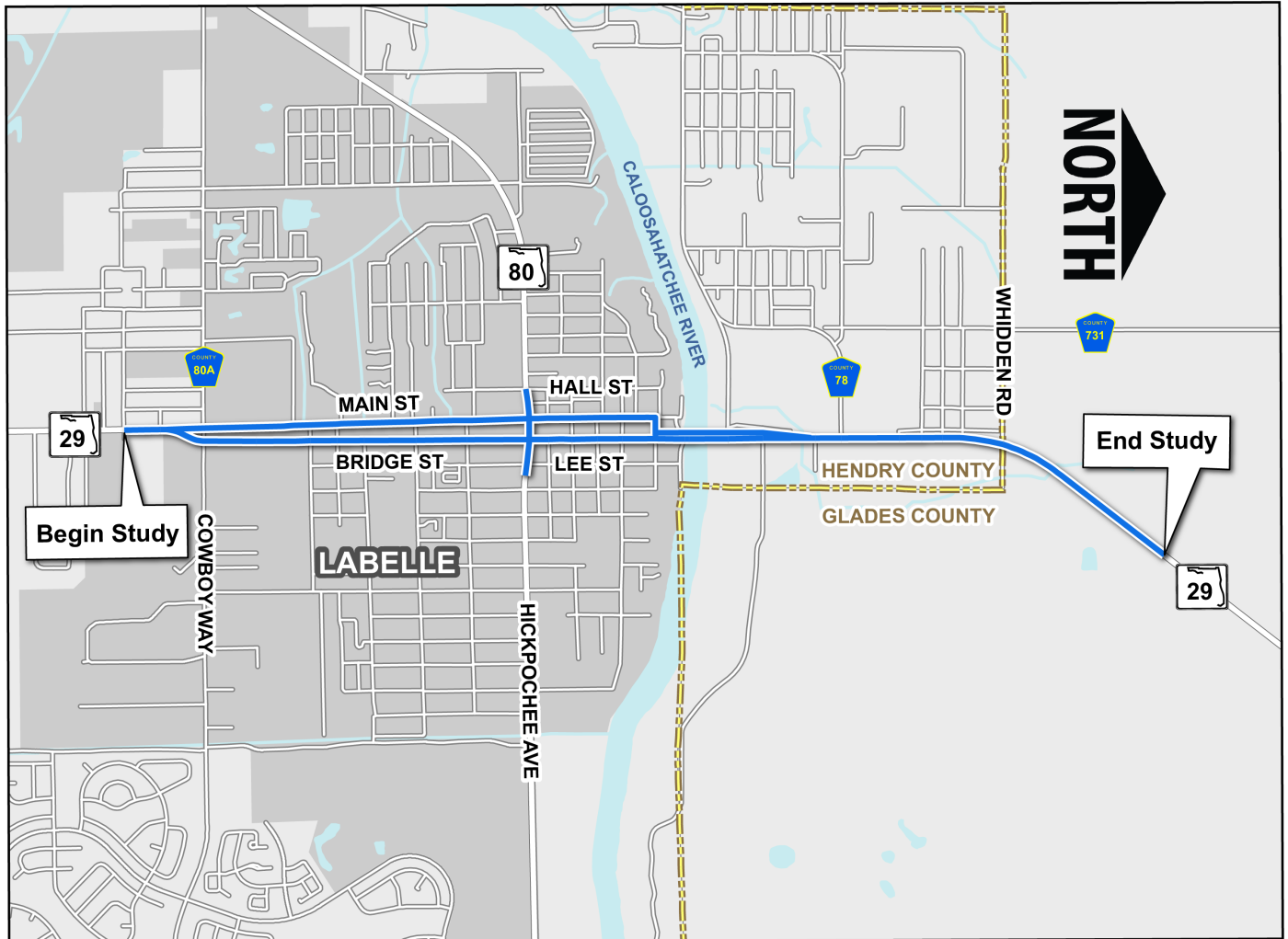
FAP Number	FM Number	Project/ Segment Name	Project/ Segment Location	Type(s)				Project/ Segment Letting Type	Funding
				PE	DC	ROW	CON		
D120-003-B	417878-8-32-01	SR 29 FROM CR 80A (COWBOY WAY) TO CR 731 (WHIDDEN RD)	District 1 - HENDRY	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Design-Bid- Build	Federal

2. PROJECT DESCRIPTION

The Florida Department of Transportation (FDOT) completed a Project Development and Environment (PD&E) study on May 29, 2018. The PD&E Study limits along SR 29 are from south of County Road (CR) 80A (Cowboy Way) to north of CR 731 (Whidden Road) within the city of LaBelle, Florida in Hendry and Glades Counties, see project location map. The study's purpose was to evaluate the need for capacity improvements along SR 29 from south of County Road (CR) 80A (Cowboy Way) to north of CR 731 (Whidden Road). The PD&E Study preferred alternative was a one-way pair that would utilize Bridge Street for two northbound lanes and Main Street for two southbound lanes. The existing two-lane bascule bridge at Bridge Street would be replaced and a new two-lane bascule bridge would be constructed at Main Street. The two bridge crossings would start at the northern ends of the current locations of Main and Bridge Streets and merge to a four-lane divided suburban roadway north of the river and continue to Whidden Road. A roundabout was proposed at the existing signalized CR 80A (Cowboy Way) intersection, and pedestrian and bicycle facilities were also included for the length of the project.

RE-EVALUATION FORM

Figure 1: Project Location Map



The proposed design improvements from CR 80A (Cowboy Way) to north of CR 731 (Whidden Road), along SR 29 consist of re-aligning the three-lane urban and suburban facilities at the CR 80A intersection to accommodate a proposed roundabout. Main Street from CR 80A to SR 80 is currently a three-lane rural facility with one travel lane in each direction and a two-way center left-turn lane. The proposed improvements will adjust the profile to accommodate the addition of Type F Curb and Gutter with 6-ft sidewalk and a 10-ft shared-use path. Bridge Street is also a three-lane urban facility. The proposed improvements will be to adjust the profile and add 6-ft sidewalk to both sides of the roadway. Proposed intersection improvements at SR 80 will now include new roundabouts at both Hall Street and Lee Street, drainage improvements, and adjustments in alignment. The corridor will remain an urban facility. From SR 80 to the Caloosahatchee River Bridge, Bridge Street continues as a three-lane urban facility and is located within the downtown LaBelle Historic District. Main Street in this area will remain a two-lane urban roadway, however, where feasible, on-street parking has been added in various locations along Main Street north of SR 80. The Caloosahatchee River Bridge crossing will be a dual draw bridge configuration to replace the existing two-lane bridge. From north of the bridge to the project limits north of Whidden Road, SR 29 is proposed to be a four-lane divided facility with roundabouts at Buser Avenue, Nobles Road, and Whidden Road.

**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

1. In October 2019, the USFWS expanded the Florida bonneted bat (*Eumops floridanus*) consultation area and established a consultation key. The USFWS designated critical habitat for the species on November 22, 2022 (Federal Register, Vol. 87, No. 224). The project is located within the Florida bonneted bat consultation area, but not within designated critical habitat for the species.
2. As of November 9, 2020, the Eastern black rail (*Laterallus jamaicensis jamaicensis*) was listed as federally threatened under the federal Endangered Species Act (ESA), as amended. Critical habitat has not yet been designated for the species.
3. As of December 17, 2020, the USFWS is considering the monarch butterfly (*Danaus plexippus*) as a candidate species, warranted for federal listing but precluded at this time due to higher priority listing actions.
4. As of September 13, 2022, the USFWS is considering the tricolored bat (*Perimyotis subflavus*) as a candidate species, warranted for federal listing but precluded at this time due to higher priority listing actions.
5. As of July 31, 2023, the scientific name for the federally-threatened Audubon's crested caracara was changed to *Caracara plancus*.

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 Typical sections throughout the project limits were revised from the original PD&E. The previous one-way pair (Main Street and Bridge Street between Cowboy Way and the Caloosahatchee River) will now remain as two-way pairs per the request of the City of LaBelle and Hendry County. Bridge Street and Main Street will also keep the existing center two-way left turn lane with periodic median islands for traffic calming purposes.

Additionally on Bridge Street and Main Street, the previous PD&E's outside buffered bike lane has been removed. On Main Street (between Cowboy Way and SR 80) the west side sidewalk width has increased from 5-ft to 6-ft due to minimum sidewalk width criteria for C2T context classification and the east side sidewalk width has increased from 5-ft to a varying 10-ft to 12-ft wide shared use path. On Bridge Street (between Cowboy Way and SR 80), the east and west sidewalk widths have been increased from 5-ft to 6-ft.

On Main Street north of SR 80, there is no existing center two-way left turn lane to maintain, however, on-street parking has been added intermittently to the east side of the road. On Bridge Street north of SR 80, the previous PD&E's sidewalk widening has been reduced back to providing 6-ft sidewalk widths with the center turn lane.

SR 29's typical section north of the Caloosahatchee River, remains consistent with the previous PD&E with the exception of the outside flush shoulder has been removed and replaced with type F curb and gutter to help minimize R/W takes through this section.

RE-EVALUATION FORM

Several major intersections have been revised as noted below:

SR 29 at Cowboy Way (CR 80A) - Revised the single lane east/west Cowboy Way from single lanes to two-lanes through the roundabout and approaches

SR 80 at Hall St., Main St., Bridge St., Lee Street- To improve traffic flow and maximize green time for the Main Street/SR 29 and Bridge Street/SR 29 intersections, Hall Street and Lee Street have been converted to a bow-tie roundabout design. New roundabouts have been placed at Hall Street and Lee Street with signalized intersections as Main Street and Bridge Street. To further increase efficiency and green time for the Main Street and Bridge Street signals the SB Left turn from Main St (north of SR 80) and the NB Left from Bridge Street(south of SR 80) has been removed. Vehicles looking to make these maneuvers will instead be directed to enter the roundabouts. Likewise, the westbound left from SR 80 to both Bridge Street and Main Street as well as the eastbound left from SR 80 to both Main St and Bridge St have been removed, instead motorists will be directed to utilizing the roundabouts to complete the maneuver.

Bridge Street and Main Street at Park Ave. - The Bridge Street and Main Street intersections have been converted to signalized intersections to better facilitate the ability for passenger cars to utilize Main Street during peak traffic hours on Bridge St.

SR 29 at Buser Ave./Riverbend Dr. - The Previous PD&E's unsignalized intersection has been revised to a roundabout. This intersection completed a Stage 1 and Stage 2 ICE.

SR 29 at Nobles Rd. (CR 78) - The Previous PD&E's signalized intersection has been revised to a roundabout. This intersection completed a Stage 1 and Stage 2 ICE.

SR 29 at Whidden Rd./Marshall Field Rd. - The Previous PD&E's unsignalized intersection has been revised to a roundabout. This intersection completed a Stage 1 and Stage 2 ICE.

One major alignment change has occurred as well. In the previous PD&E, The SB direction of SR 29's crossing over the Caloosahatchee River was previously depicted as a skewed crossing connecting with Main Street just south of DeSoto Ave. DeSoto Ave. was also cutoff from Main Street due to this crossing location. The SB direction of SR 29 has been revised to cross the Caloosahatchee River parallel to the NB SR 29 crossing as a twin bridge crossing. This has reduced the bascule span distance and reduced overall bridge length significantly.

The drainage and stormwater requirements have changed due to adjustments to the project typical sections, the addition of round-a-bouts (RAB) at major intersections as well as increased improvement limits. The profile of Main Street and Bridge Street has been adjusted to accommodate new RAB's at SR 80 at both Hall Street and Lee Street, SR 29 at Buser Avenue, Nobles Road, and Whidden Road.

The proposed pond sites have been renamed from the Pond Siting Report (PSR) (June 2017). Table 1 below summarizes the new pond naming convention. The majority of the ponds will remain in the proposed locations per the 2017 PSR with the exception of Pond 1, Pond 2, and Pond 5. Pond 1 was originally south of Cowboy Way on the west side of SR 29 (formerly named Pond South in the 2017 PSR), but has been moved to the east side of SR 29 due to the parcels being owned by the County. Pond 2 is a new pond required to address attenuation and as such does provide a BMP for treatment. Pond 5 was originally located adjacent to the eastern right-of-way of SR 29 south of Whidden Road. However, the parcel originally proposed was developed during the preliminary design efforts. Pond 5 is now proposed to be located further east of the project right-of-way at the Hendry County / Glades County line with an easement for access from SR 29. Additionally due to the addition of ponds in the southern end of the project, the pond naming convention has been updated as shown in the table below:

RE-EVALUATION FORM

Table 1	
Re-Evaluation	PSR (June 2017)
Pond 1	Pond South
Pond 2	NA
Pond 3	Pond 0
Pond 4	Pond 1
Pond 5	Pond 2
Pond 6	Pond 3

Floodplain compensation areas are necessary to address the adjustments to Pond 1 (Pond South) and both Main Street and Bridge Street as a portion of the roadway improvements are within Floodways.

5. PUBLIC INVOLVEMENT

Were there additional public involvement activities? Yes

An Alternatives Public Workshop to present the proposed changes from the PD&E Study was held on November 30, 2022, at the LaBelle Civic Center. The workshop was held in person and virtually via GoToWebinar from 5 p.m. to 7 p.m. A total of 146 citizens attended the workshop and provided 27 comment forms. The majority of comments received were those who preferred the bypass option or no build alternative, and comments regarding the Historic Downtown and safety.

An additional workshop was held on Wednesday January 31, 2024 in person at the LaBelle Civic Center from 5 p.m. to 7 p.m. and virtually on Thursday, February 1, 2024 at 6 p.m. The purpose of this second public workshop was to present information about the updated alternatives since the last workshop and receive public feedback. A total of 108 attendees were present either in person or virtually. Nineteen comments were received expressing support for different alternatives presented.

A pop-up public involvement booth was hosted at the annual Swamp Cabbage Festival on Saturday, February 22, 2025. Project staff attended the festival and maintained a booth with information on the project and an opportunity to provide a written comment.

A Public Hearing is scheduled for April 29, 2025, at the LaBelle Civic Center, starting at 5 p.m. to present the design recommendations. A meeting summary will be provided following the hearing.

6. PROJECT or SEGMENT(S) PLANNING CONSISTENCY

Segment FM Number: 417878-8-32-01

Currently Adopted CFP-LRTP	Comments				
Yes	Yes, SR 29 from CR 80A (Cowboy Way) to CR 731 (Whidden Road) is identified in the 2045 Heartland Regional TPO Long Range Transportation Plan (LRTP) as a funded SIS Improvement.				
Phase	TIP/STIP	Currently	\$	FY	Comments

RE-EVALUATION FORM

		Approved			
PE (Final Design)	TIP	Yes	\$24,282	2025	Project is currently in design
PE (Final Design)	STIP	Yes	\$2,321	>2025	Project is currently in design
ROW	TIP	Yes	\$28,650,174	2025/26	
ROW	STIP	Yes	\$22,444,424	2025/26	
Construction	TIP	Yes	\$120,000	>2028	
Construction	STIP	Yes	\$120,000	>2028	

[\[2 - 417878-8 SR 29 Planning Consistency Documentation\]](#)

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? Yes

Right-of-way acquisition proposed during the original PD&E Study included approximately 4.38 acres for roadway improvements and an additional 9.4 acres for stormwater retention ponds.

The proposed roadway design has changed since the PD&E Study. The anticipated right-of-way needed includes approximately 6.14 acres for roadway improvements and an additional estimated 21.7 acres for pond sites. Right-of-way impacts for the design are provided in the attached right-of-way impacts map.

Is there a change in anticipated relocation(s)? Yes

The original PD&E Study previously identified 11 potential residential relocations and three business relocations. The new design will no longer impact any previously identified residential or business relocations but will have two new business relocations. The sites of the new proposed relocations are 90 West Hickpochee Avenue (SR 80) and the 7-Eleven at 930 South Bridge Street. Right-of-way impacts and the two business relocations are shown in the attached map.

[\[3 - FINAL_02_2025_RW_IMPACT_MAP\]](#)

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)? Yes

A Cultural Resources Assessment Survey (CRAS) was completed during the original PD&E Study in June 2017. A Management Summary for the Cultural Resources Assessment Survey was prepared in February 2025. A CRAS Addendum will be prepared following the public hearing held on April 29, 2025 and submitted to SHPO for approval.

The architectural history survey identified 115 total resources within the APE. Seventy-three of these resources were recorded and evaluated as a part of the current survey, including 38 previously recorded and 35 newly recorded

**RE-EVALUATION
FORM**

resources.

Of the 115 resources, 20 were found to be demolished. Of these, eight (8HN00195, 8HN00243, 8HN00266, 8HN00267, 8HN00269, 8HN00281, 8HN00306, and 8HN00542) are labeled as "Destroyed" within the Florida Master Site File (FMSF) but are still in the FMSF GIS system. The other 12 are newly identified as demolished (8HN00166, 8HN00174, 8HN00180, 8HN00184, 8HN00193, 8HN00219, 8HN00224, 8HN00250, 8HN00254, 8HN00545, 8HN00750, and 8HN00763). A demolition letter will be submitted with the full CRAS report.

Twenty-one previously recorded buildings have been identified and evaluated as ineligible for listing in the National Register of Historic Places (NRHP) by the State Historic Preservation Officer (SHPO) within the last 10 years. The resources were recorded as a part of the 2017 CRAS. None of these resources have had substantial additions or alterations; therefore, updated site forms and evaluations were not completed for these resources.

The 38 previously recorded resources evaluated as a part of the current survey include 32 buildings, three resource groups (8HN00220, 8HN00667, and 8HN00764), two linear resources (8GL00533 and 8HN00518), and one bridge (8HN00412). Of these, three resources are listed in the NRHP: 8HN00035, 8HN00154, and 8HN00667.

Seven resources were previously evaluated as individually eligible for listing in the NRHP by SHPO. Nine previously recorded buildings were recommended eligible as contributors to the Downtown LaBelle Historic District (8HN00667), six of which are also individually eligible. The remaining 25 previously recorded resources are ineligible for listing in the NRHP. It is anticipated that this project will result in No Adverse Effects to historic properties. A CRAS Addendum will be completed and submitted to SHPO following the April 29, 2025 public hearing.

Are there changes in effects to Section 4(f) of the Department of Transportation Act protected resources or other protected public lands? Yes

Three Section 4(f) resources are located within the project study limits. Veterans Memorial Park, Barron Park, and the LaBelle Municipal Dock are under the jurisdiction of the City of LaBelle. All three resources are anticipated to qualify as exception/exemption. Coordination with the City of LaBelle was initiated and the status of the three resources will be presented to the City Commission on May 8, 2025. A final determination will be summarized following coordination with the City.

The following is a summary of proposed changes to the impacted resources.

Veterans Memorial Park

- Existing sidewalk will be regraded and replaced
- No additional right-of-way is required
- Temporary Construction Easement will be required during construction
- Does not require a change in ownership of the land

Barron Park

- Adjustments to the crosswalks and driveways at the park entrance
- No additional right-of-way is required
- Temporary Construction Easement will be required during construction
- Does not require a change in ownership of the land

RE-EVALUATION FORM

LaBelle Municipal Dock

- Addition of new sidewalk connection, existing stairs will be reconstructed
- No additional right-of-way is required
- Temporary Construction Easement will be required during construction
- Does not require a change in ownership of the land

Section 4(f) Form

Are there changes in impacts to lands purchased under Section 6(f) of the Land and Water Conservation Fund Act? N/A

Are there changes in impacts to recreational areas or protected lands? N/A

c. NATURAL

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

A Natural Resources Evaluation (NRE) addendum is being prepared to document the design and regulated resource changes after the previous NRE was completed in September 2017. Since receiving concurrence from the US Fish and Wildlife Service (USFWS) on October 10, 2017, and the Florida Fish and Wildlife Conservation Commission (FWC) on October 20, 2017, design changes have been made to the preferred concepts, including the location and naming of the proposed ponds, an addition of a pond, and additions of floodplain compensation areas. The NRE addendum is intended to supplement the 2017 NRE and document impacts to natural resources and update effect determinations as a result of the design changes.

With the exception of the following species, there is no change in the status of the species outlined in the 2017 NRE: Changes in design to the preferred alternative and pond/floodplain compensation sites may result in changes in impacts to the wood stork, crested caracara, Florida bonneted bat, and Eastern black rail. The NRE Addendum will be submitted to FDOT for their review following the public hearing and will outline changes in impacts to these species.

The design resulted in the following changes in impacts wetland and surface waters:

- *Wetland impacts increased from 2.25 acres to 3.25 acres of wetland impacts.*
- *Surface water impacts increased from 0.64 acres to 6.13 acres.*
- *Floodplain impacts increased by 6.19 acres.*

Coordination with the USFWS, FWC, the South Florida Water Management District (SFWMD) and U.S. Army Corps of Engineers (USACE) will take place prior to construction and changes in impacts to protected species, their habitat, wetlands, surface waters and floodplains due to the proposed design changes in this re-evaluation will be discussed and documented following the public hearing.

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? N/A

Are there changes in impacts to Floodplains or Water Resources? Yes

Floodplain compensation areas are necessary to address the adjustments to Pond 1 (Pond South) and both Main Street and Bridge Street as a portion of the roadway improvements are within Floodways. Preliminary evaluation of seasonal high information and the present pavement failure conditions of both streets, has shown the need to raise the profile of

RE-EVALUATION FORM

both streets hence increasing previously determined floodplain impact and compensation needs from the 2017 PSR. The impacts require compensation areas for Pond 1, Stream C - Labelle, and Stream D - Labelle. These Floodways flow from east to west and ultimately discharge to the Caloosahatchee River west of the project. Compensation areas and alternatives have been developed to address the impacts as noted in Table 2.

Table 2

Outfall Location	FPC	Flood Zone	Base Flood Elev (ft)	Volume (ac-ft)
Stream A	FPC Stream A	A	19	5.00
Stream C	FPC Stream C	AH	15	0.61
Stream D	FPC Stream D	AH	16	0.58

d. PHYSICAL

Are there changes in Air Quality? N/A

What is the status of Highway Traffic Noise?

An updated Noise Study Report (NSR) was prepared in March 2025 to evaluate changes to the design and growth that has occurred since the PD&E Study was completed in 2018. The original NSR did not identify the need for noise barriers along the study corridor.

An NSR Addendum was prepared in March 2025. A total of 194 receptors representing 136 residences and 7 SLU sites located adjacent to SR 29 were evaluated for traffic noise related impacts associated with the widening of SR 29 within the project limits. With the proposed widening, the exterior traffic noise levels for the future year (2040) build alternative are predicted to range from 42.6 dB(A) to 72.9 dB(A). Noise levels at 38 residences and 3 SLUs are predicted to approach or exceed the NAC established by the Federal Highway Administration (FHWA) for the Build condition.

Noise barriers were evaluated for the impacted receptors and were determined to be feasible and reasonable abatement measures for the Maple Corner Mobile Home Park and Whisper Creek RV Resort. Although preliminary analysis indicates that noise barriers are potentially feasible and reasonable, FDOT must still confirm whether benefited residents desire their construction. During the public involvement process, FDOT will actively gather community input through noise abatement workshops and/or surveys to ensure a majority (>50%) of responding residents and property owners support the proposed barriers. This input process ensures noise barriers reflect the preferences of those directly affected before final decisions regarding construction are made.

What is the status of Contamination?

A Contamination Screening Evaluation Report (CSER) was completed in 2017 for the original PD&E Study. An updated CSER was prepared in February 2025. The 2017 and 2025 CSERs are provided in the project file.

A total of 61 contamination sites were evaluated and assigned risk ratings. The original PD&E Study previously identified 41 of the now 61 sites. One site ranked high was identified as the FDOT LaBelle ROW/Unknown, located at the northwest corner of SR 80 and Main Street. This site was previously identified in the original PD&E study but was ranked low. There

RE-EVALUATION FORM

are 12 sites ranked medium, 37 ranked low, and 11 ranked no risk. Fourteen sites previously ranked as medium are now ranked low, and one site that was originally ranked low is now ranked medium.

Of the 12 sites identified as proposed ponds or floodplain compensation sites, three were previously evaluated during the PD&E Study. One site was ranked high, 4 were ranked medium, 6 were ranked low, and 1 was ranked no risk. The site ranked high is the proposed location for pond 2 and is currently an active retail fuel station (7-Eleven). Level II testing was performed in 2013 for two drainage sites (FPC Stream A, and Pond 1) as part of the adjoining south project (FPID 417878-3-52-01).

[1 - 417878-8_SR 29 LaBelle PD&E_CSER_March 2025 Rev1]

Are there changes in impacts to Utilities and Railroads? Yes

There were no railroads identified during the 2017 PD&E Study. The existing utilities that were identified during the PD&E Study and the Design are shown in Table 3. The previously identified utility companies are the same, with the addition of Crown Castle - Fiber lines. Level 3 Communications is now Lumen Technologies.

Table 3 - UAP

PD&E Identified Utility Owners 2017	Design Identified Utility Owners 2025
Century Link	Century Link - Fiber, Telephone
City of LaBelle	City of LaBelle - Sewer, Water, Street Lights
Comcast	Comcast - CATV
Florida Power & Light Company	Florida Power & Light Company
Level 3 Communications	Lumen Technologies
Summit Broadband	Summit Broadband
TECO Peoples Gas	TECO Peoples Gas
	Crown Castle - Fiber

Are there changes in impacts to Navigation? No

8. COMMITMENT STATUS

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

Are there new environmental commitments? Yes

The following commitments were added:

1. 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. FDOT will conduct a species-specific survey for the Audubon's crested caracara per USFWS protocol during the design and permitting phase of the proposed project.
3. The anticipated effect determination for the tricolored bat if it becomes listed is "may affect not likely to adversely affect." As the timeline for construction is better defined, FDOT will adhere to the applicable commitment below:
 - Upon listing of the tricolored bat, if the project contains suitable habitat and requires tree trimming and/or clearing, FDOT will not conduct tree trimming/clearing activities during the tricolored bat pup season (May 1st to July 15th) and when bats may be in torpor (when temperatures are below 45 degrees Fahrenheit).

RE-EVALUATION FORM

- Upon listing of the tricolored bat, if the project contains suitable habitat and FDOT needs to trim or clear trees or perform work on bridges/culverts during the maternity season and/or when the temperature is below 45 degrees Fahrenheit, then FDOT will survey the project area for evidence of the tricolored bat. The Indiana Bat and Northern Long-eared Bat Survey Guidance (USFWS), appendix J acoustic survey protocol in the year-round range (mist netting is not being conducted in Florida at this time), will be used for areas with tree trimming/clearing. For bridges and culverts, the Indiana Bat and Northern Long-eared Bat Survey Guidance, appendix K, Assessing Bridges and Culverts for Bats, will be used.
 - If the surveys result in no tricolored bats detected, then FDOT can proceed with the project activities. Negative results from bridge/culvert surveys are valid for 2 years. Negative results for acoustic surveys are valid for 5 years. However, negative results for either survey may be invalidated if additional tricolored bat survey data is submitted to USFWS showing presence of the species within the vicinity of the project area. Additional survey work by FDOT, or application of the avoidance and minimization measures noted above, may be required if updated detections are reported, and may result in reinitiation of consultation with USFWS.
 - If the surveys result in positive detections of the tricolored bat, FDOT will implement conservation measures such as: not conducting tree trimming/clearing activities during the tricolored bat pup season (May 1st to July 15th) when pups are not volant and not able to escape disturbance; similarly avoid tree trimming/clearing activities when the temperatures are below 45 degrees Fahrenheit when bats may be in torpor and unresponsive to disturbance.
4. Acoustic surveys will be performed for the Florida bonneted bat based on the 2024 revision of Florida Bonneted Bat Consultation Guidance from the USFWS.

9. STATUS OF PERMITS

Federal

Segment	Name	Descriptor	Status	Date
417878-8-32-01	USACE Section 10 or Section 404 Permit		Needed	
417878-8-32-01	USCG Bridge Permit		Needed	

State

Segment	Name	Descriptor	Status	Date
417878-8-32-01	DEP or WMD Environmental Resource Permit (ERP)		Needed	
417878-8-32-01	DEP National Pollutant Discharge Elimination System Permit		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.

11. DISTRICT REVIEW AND APPROVAL

**RE-EVALUATION
FORM****Name and title of FDOT Preparer:**

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.

District approving authority or designee

Date

12. OEM CONCURRENCE

Print Name

Date

Director of the Office of Environmental Management or Designee

13. Links to Supporting Documentation

- 1 - [41787812201-CE2-D1-417878-8_SR_29_LaBelle_PD_E_CSER_March_2025-2025-0311.pdf](#)
- 2 - [41787812201-CE2-D1-417878-8_SR_29_Planning_Consistency_Documentation-2025-0304.pdf](#)
- 3 - [41787812201-CE2-D1-FINAL_02_2025_RW_IMPACT_MAP-2025-0304.pdf](#)
- 4 - [Section 4\(f\) Form](#)