



Welcome

Bill Jones, P.E.



SEIS and Purpose & Need Overview

George Walton, P.E.



Why are we doing this?
What do we hope to accomplish?



1996 TIS Purpose and Need

- **Purpose:** To upgrade the safety and efficiency of the existing I-275 and I-4 corridors that service the Tampa urban area while maintaining access to the surrounding community
- **Needs:**
 - Provide a vital link to the regional transportation network.
 - Provide a multi-modal transportation corridor that complements the surrounding community from a transportation, economic, and social aspect.
 - Provide a safer, more efficient transportation system for the increased traffic volumes in the existing transportation corridor.
 - Allow for improved access to regional facilities and incident management.



SEIS Purpose

Provide congestion relief that:

- Improves accessibility, mobility, and travel times
- Provides a multi-modal transportation corridor that complements the surrounding community
- Supports regional economic development goals
- Enhances quality of life for Tampa Bay residents and visitors



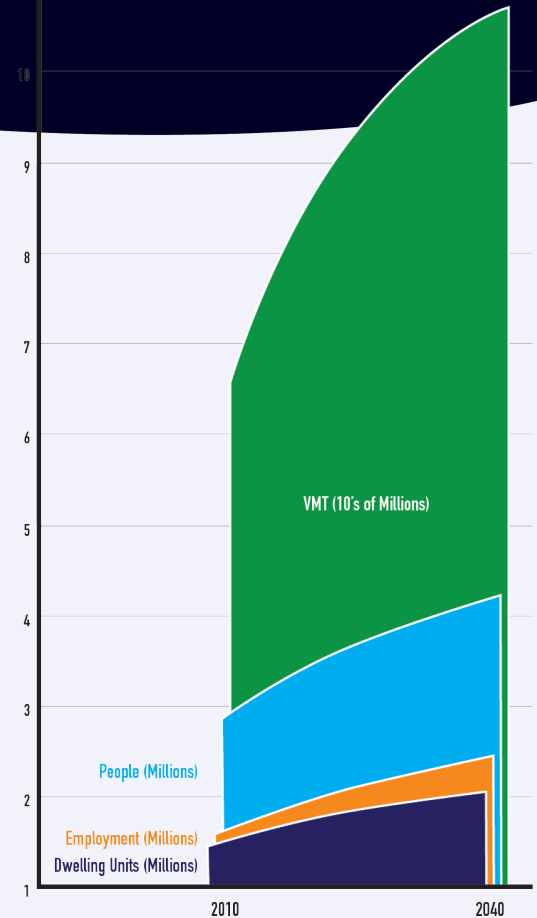
Plan Consistency

- Meet regional goals and objectives and demonstrate consistency with long range plans
- Provide a vital link to the regional transportation network
- Provide a multi-modal transportation corridor that complements the surrounding community



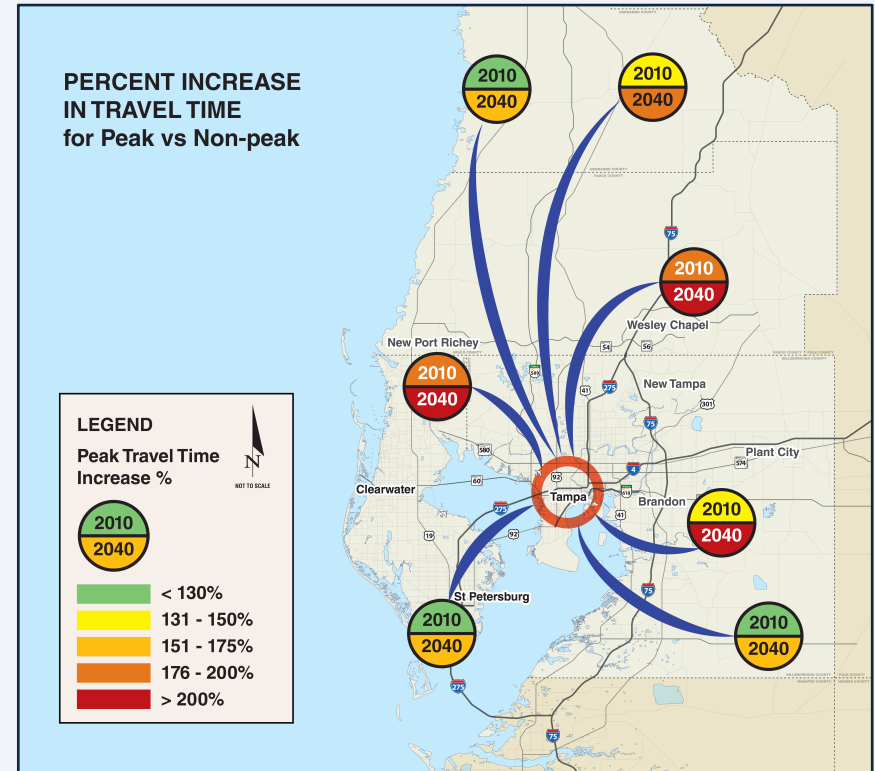
Travel Demand

- Meet future travel demand generated by population and employment growth
- By 2040:
 - VMT will increase 44%
 - Population increase 48%
 - Employment will increase 56%
 - Housing will increase 49%



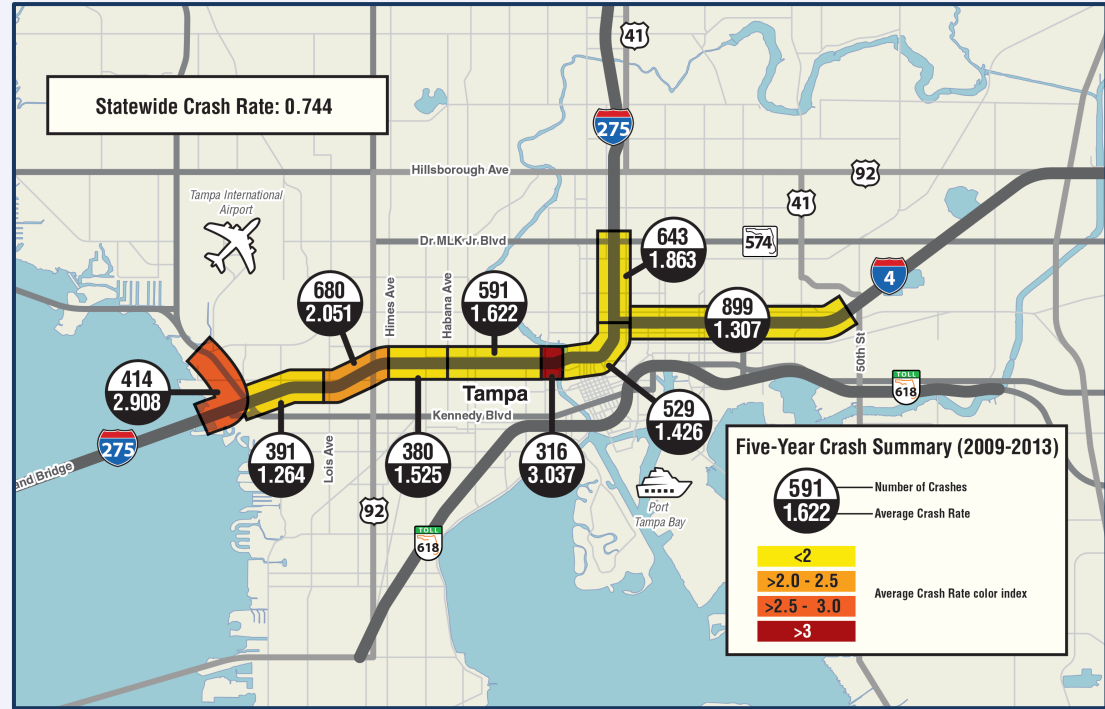
Improve Mobility

- Improve regional and interstate travel and mobility by reducing travel times and duration of congestion



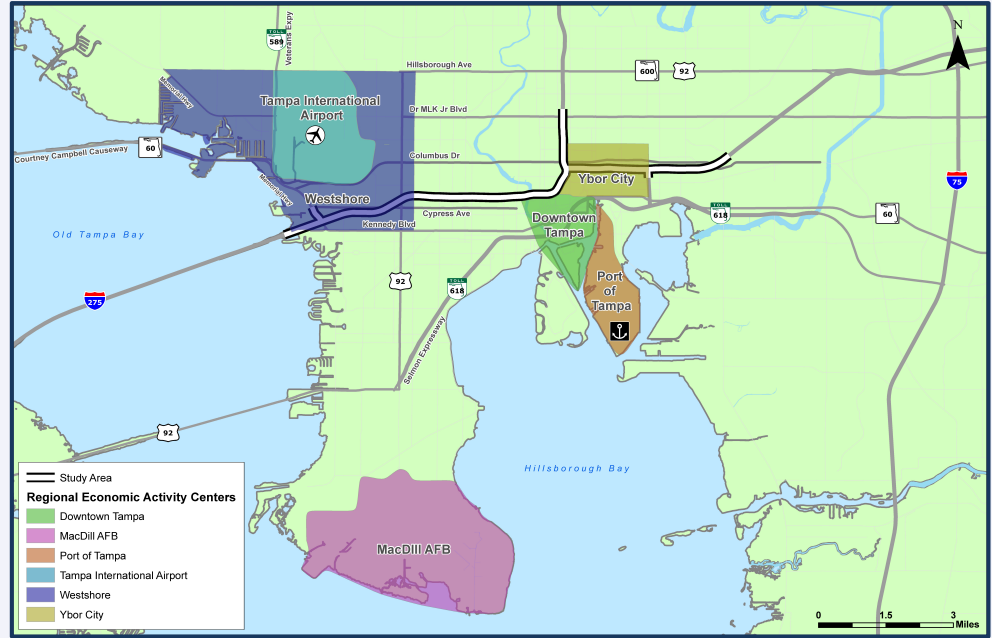
Safety & Efficiency

Provide a safer, more efficient transportation system for the increased traffic volumes in the existing transportation corridor



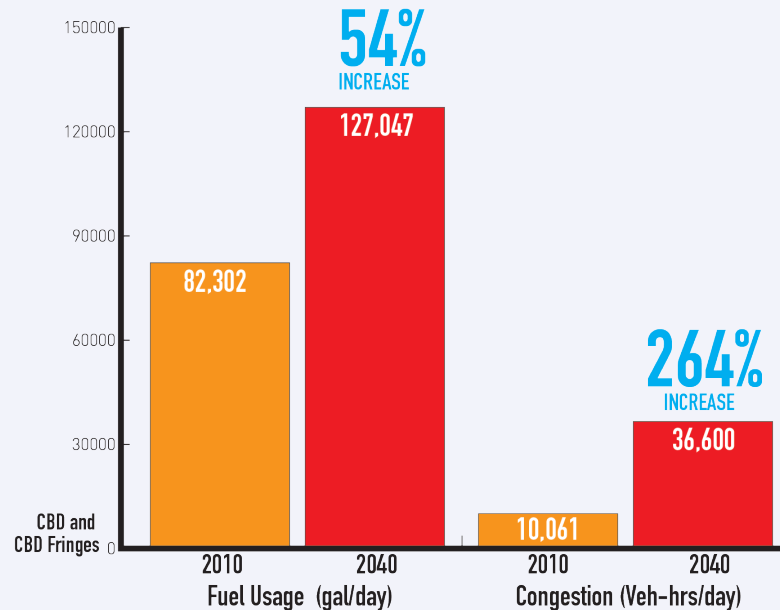
Movement of People and Goods

- Allow for improved access to regional facilities and efficiently accommodate regional and interstate movement of people and goods



SEIS Needs

Address congestion to improve quality of life



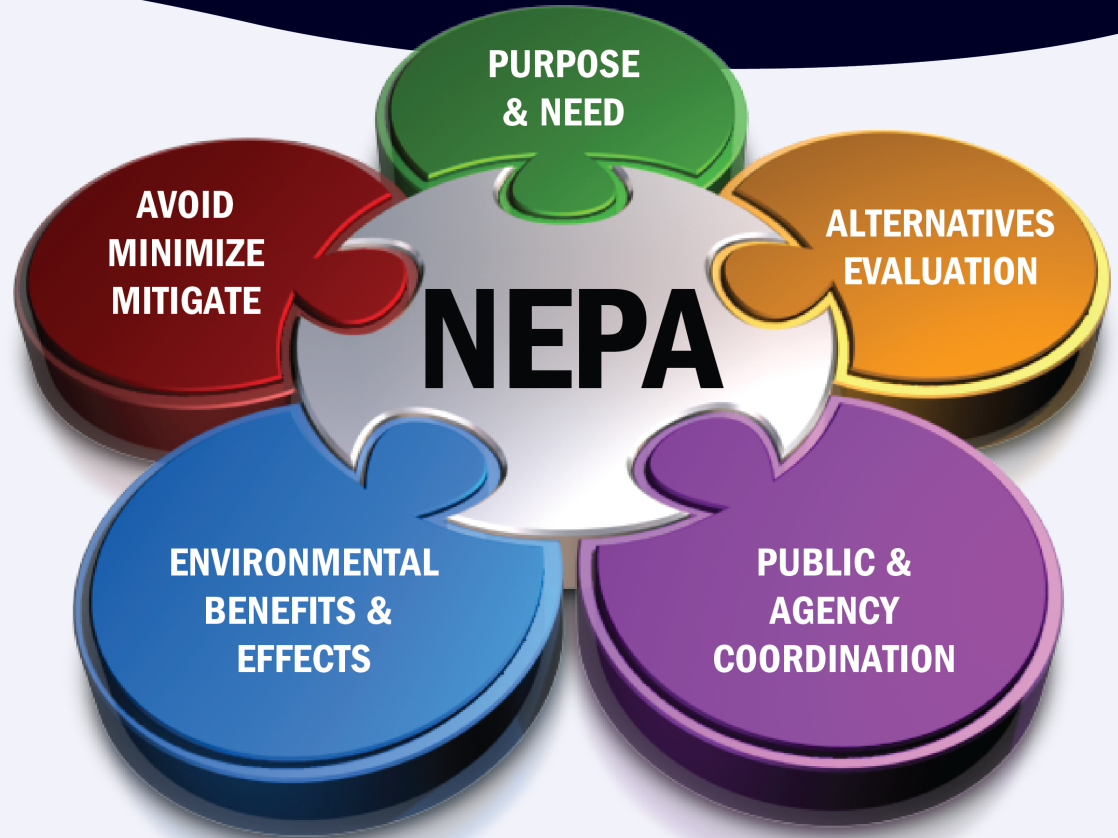
NEPA Basics

- **Consider consequences** of federal actions on the human and natural environment, including trade-offs
- **Evaluate alternative courses of action** that could achieve purpose and need
- **Discuss situation** with interested and affected parties
- **Document** decisions and outcomes

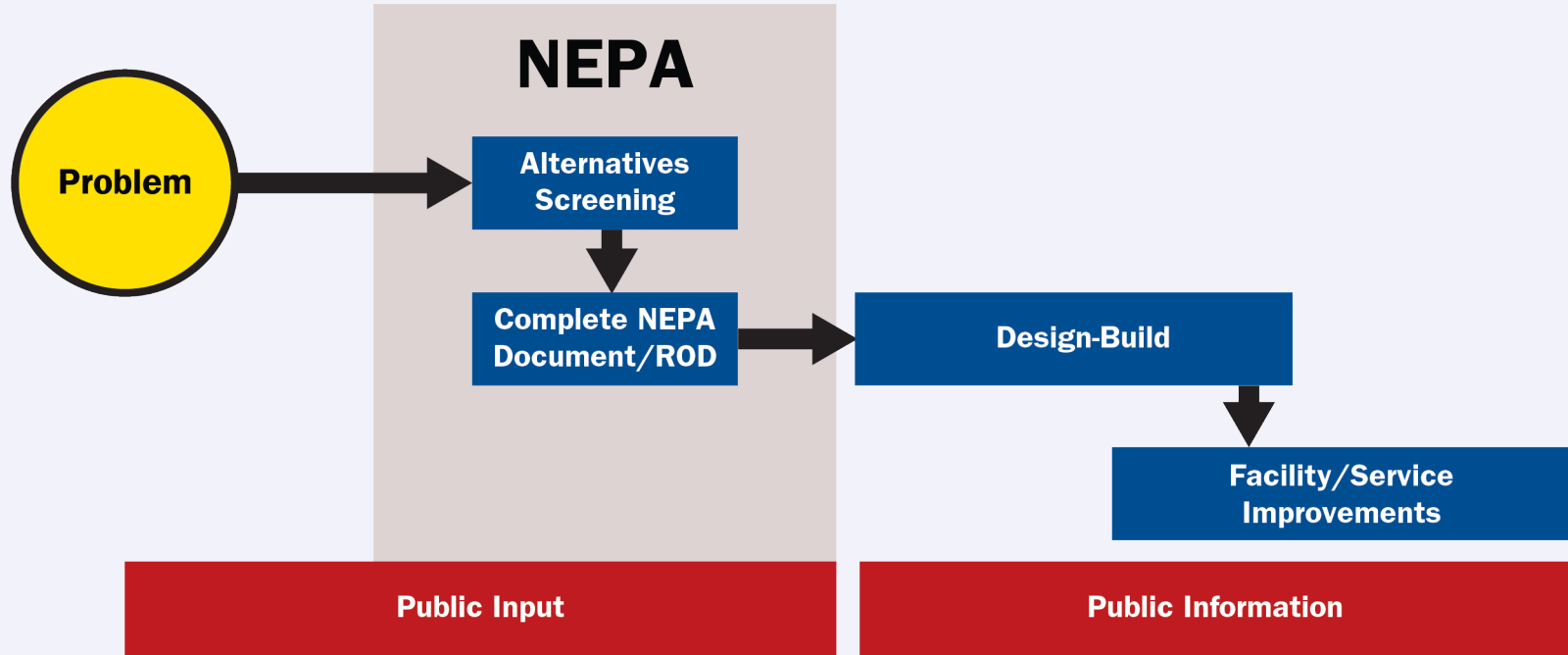


NEPA Basics

An integrated,
decision-making
process



NEPA and the Total Project Life-cycle

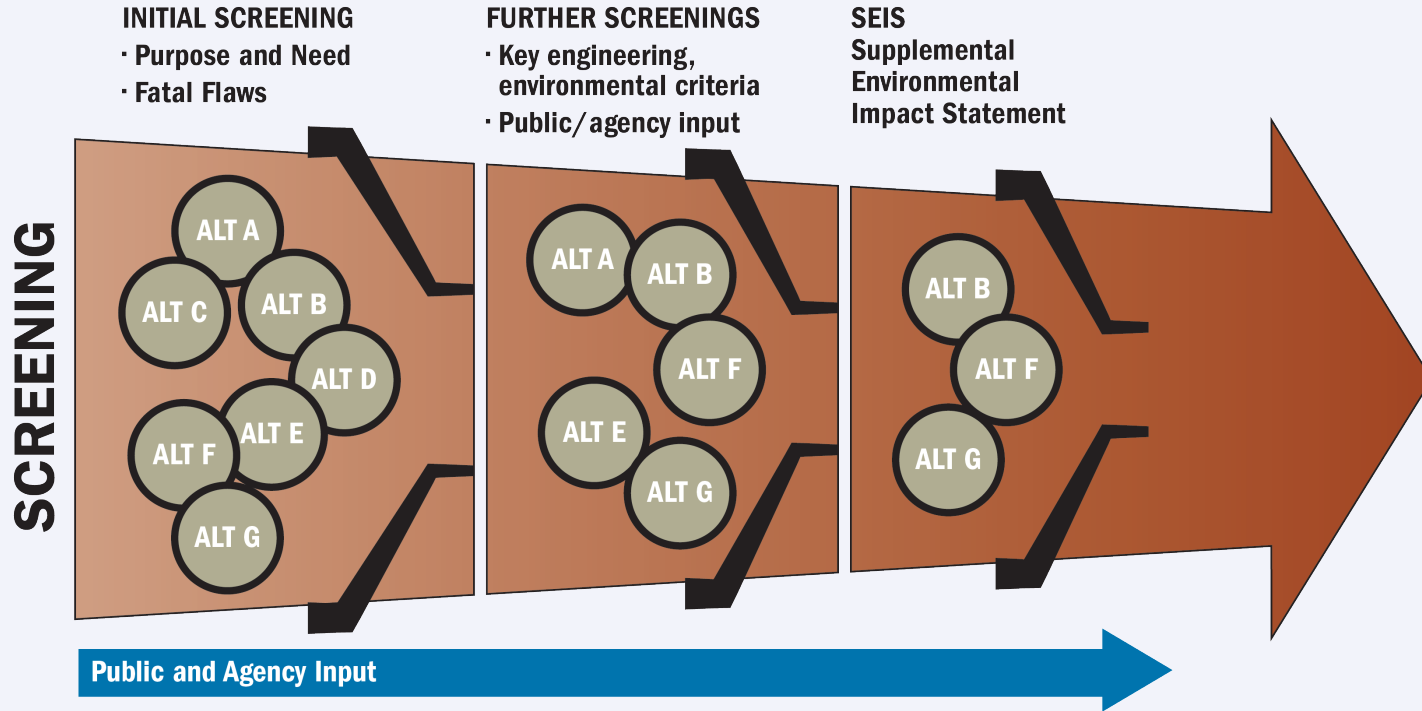


SEIS Process Overview

WE ARE HERE



Alternative Screening



Screening Evaluation

- Compare alternatives
- Assess benefits and effects trade-offs
- Consider public and agency input
- Refine to avoid, minimize effects
- Document process



Alternatives Evaluation

- Detailed Screen (SEIS)
 - Build Alternatives
 - No Build (No Further Action) Alternative
- Quantitative analysis
- Additional engineering, traffic, and environmental criteria
- Public, stakeholder and agency input



NEPA Umbrella Detailed Screen



- ✓ Transportation
- ✓ Land Use & Zoning
- ✓ Land Acquisitions & Displacements
- ✓ Socioeconomics & Economic Development
- ✓ Environmental Justice
- ✓ Neighborhoods & Community Facilities
- ✓ Parks & Recreational
- ✓ Historical & Archeology
- ✓ Noise & Vibration
- ✓ Visual & Aesthetics

- ✓ Air Quality
- ✓ Energy
- ✓ Water
- ✓ Ecologically Sensitive Areas
- ✓ Hazardous Materials
- ✓ Safety & Security
- ✓ Utilities
- ✓ Temporary Construction Impacts
- ✓ Indirect & Cumulative Effects

Downtown Interchange Overview

Jeff Drapp, P.E.



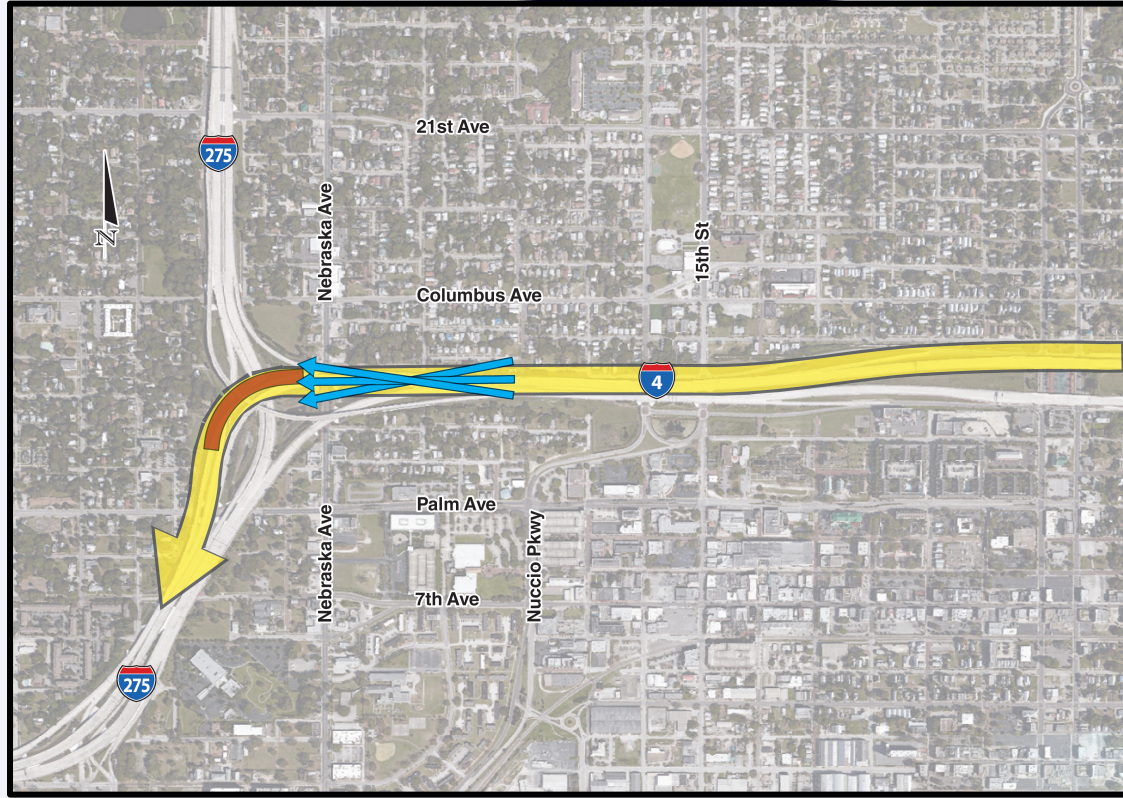
2006 Operational Improvements

- ❖ TIS plan called for total reconstruction of the downtown interchange
- ❖ Limited funds led to only operational (or interim) improvements
- ❖ It maximized the service life of the interchange
- ❖ Current needs
 - Exceed “band-aid” fixes
 - Fixes start reconstruction “domino effect”
 - Constructability
 - Maintenance of Traffic
 - Compatibility
 - Structure service life



I-4 Westbound to I-275 Southbound

- ❖ **Geometry:** Sharp curve to SB I-275 (reduced speed)
- ❖ **Weaving** - Combination of:
 - From Selmon Conn. to NB I-275 (weaving across three lanes of traffic)
 - From 22nd Street to SB I-275 (weaving across two lanes of traffic min.)
 - Exit to downtown in the middle of the SB I-275 and NB I-275 split (weave from both)
 - Lane diving
- ❖ **Traffic Volume**



I-275 Southbound to I-4 Eastbound

- ❖ **Geometry** - Combination of:
 - Sharp curve to I-4 EB (reduced speed)
 - Two crest vertical curves approaching (rollercoaster/limited sight distance)
- ❖ **Weaving:**
 - From MLK Blvd. to SB I-275 & Downtown
 - From MLK Blvd. to I-4 EB
 - From I-275 SB to Floribraska Ave.
 - From I-275 SB to I-4 EB
 - Lane diving
- ❖ **Traffic Volume**



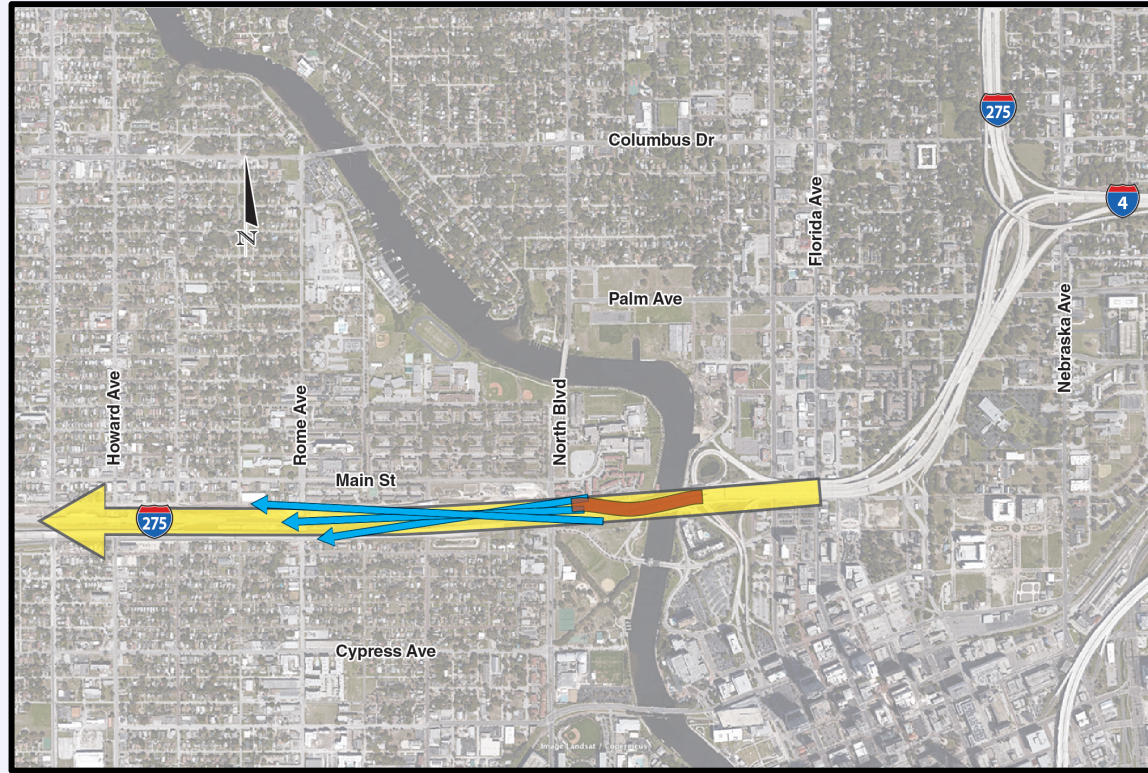
I-275 Northbound

- ❖ **Geometry:** Combination of:
 - Sharp reversing curvature (horizontally and vertically) through the interchange.
 - Vertical profile (rollercoaster/limited sight distance)
- ❖ **Bottleneck**
 - I-275 NB merges from 4 lanes to 3 lanes
 - MLK Blvd. and Hillsborough Ave. interchanges
- ❖ **Weaving:**
 - From I-4 WB to I-275 NB
 - From Floribraska Ave. to I-275 NB
 - From I-275 NB to MLK Blvd.
 - From MLK Blvd to I-275 NB
 - From I-275 NB to Hillsborough Ave.
- ❖ **Traffic Volume**



I-275 Southbound

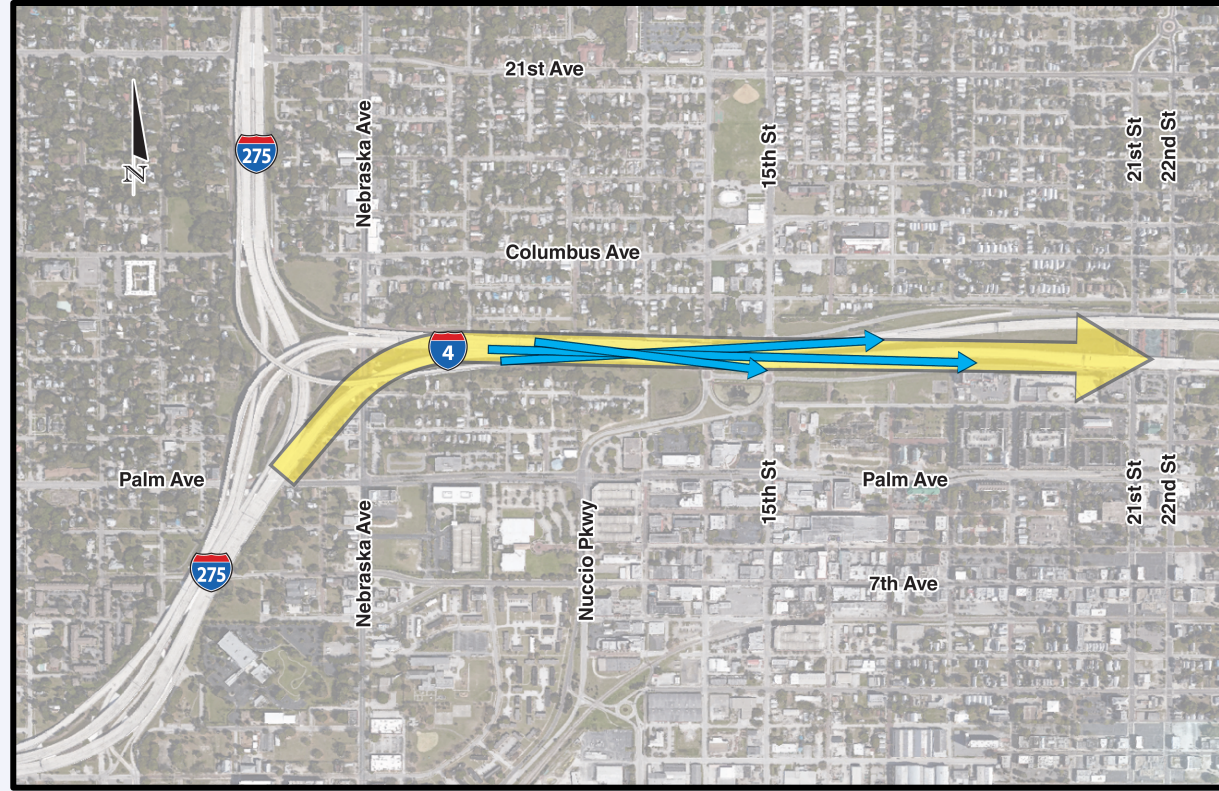
- ❖ **Geometry** - Combination of:
 - Vertical profile over Hillsborough River (limited sight distance)
 - Reversing curvature on west side of Hillsborough River
- ❖ **Weaving:**
 - From Tampa St./Ashley St. to I-275 SB
 - From I-275 SB to Howard Ave./Armenia Ave.
- ❖ **Traffic Volume**



I-4 Eastbound

❖ Weaving:

- From I-4 EB to 21st Street/22nd Street
- From I-275 SB to Selmon Connector (weaving across three lanes of traffic)
- From I-4 EB to 50th Street



Preview of Concepts

Bill Jones, P.E.



Discussion of Concepts

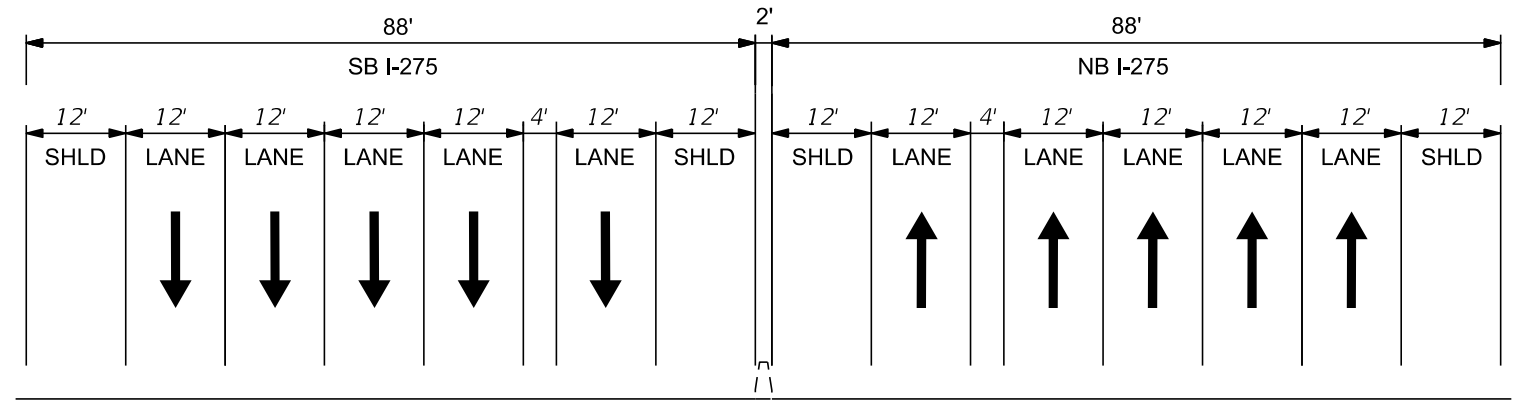
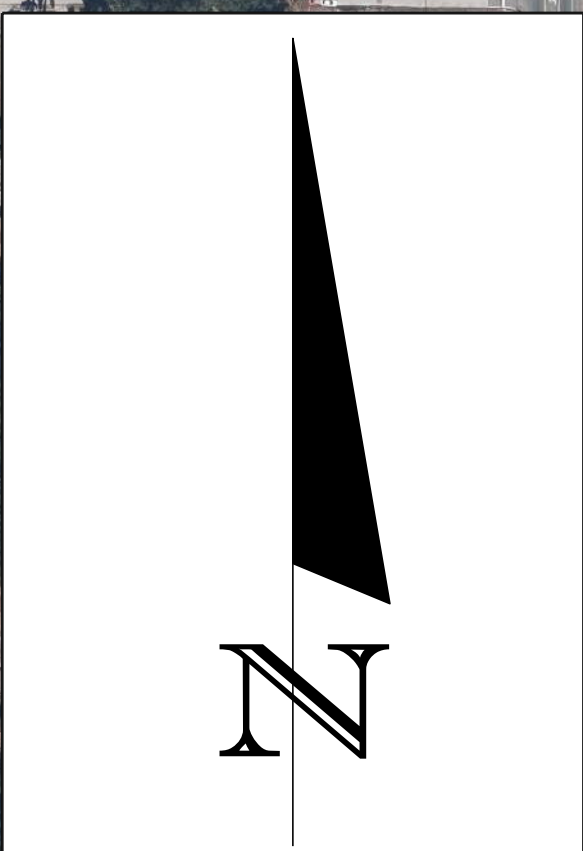
Brad Flom, P.E.



Question & Answer

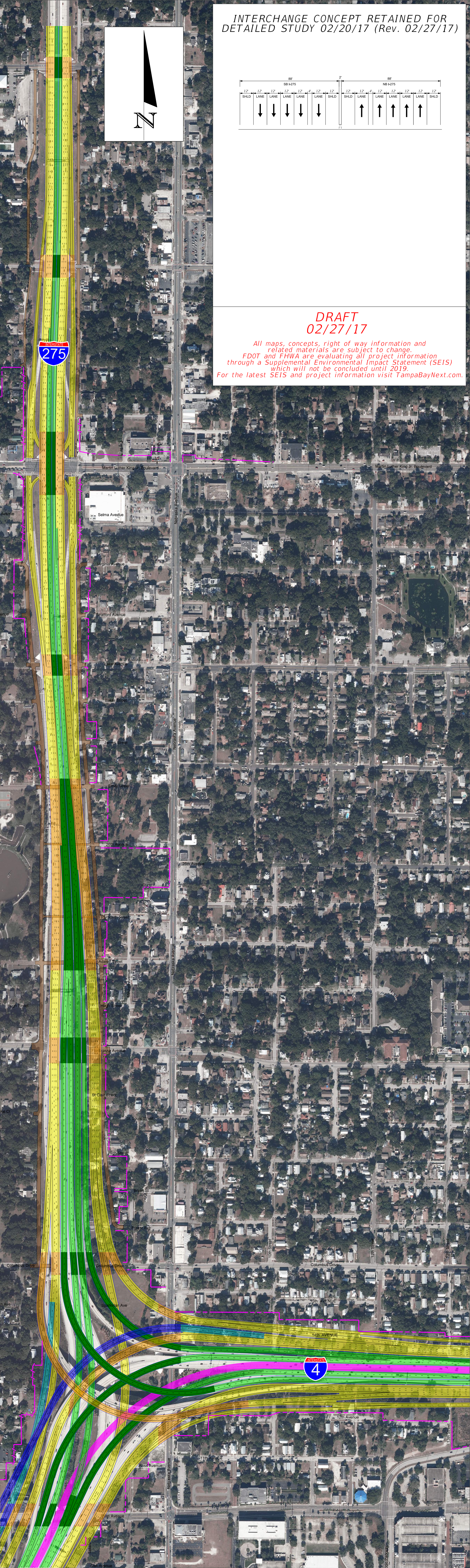


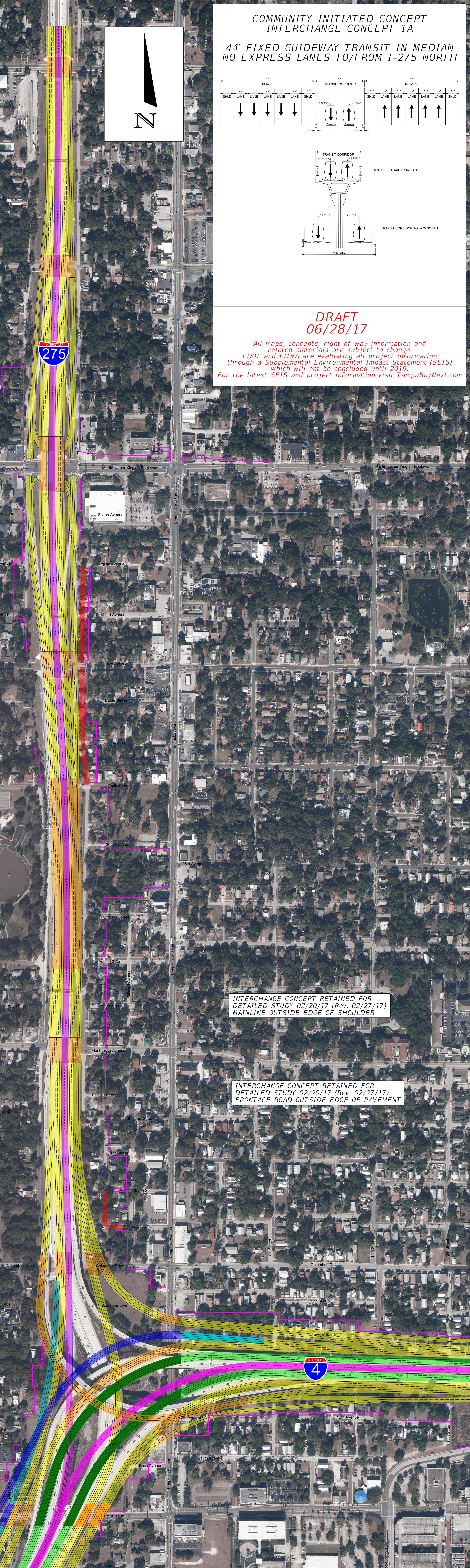
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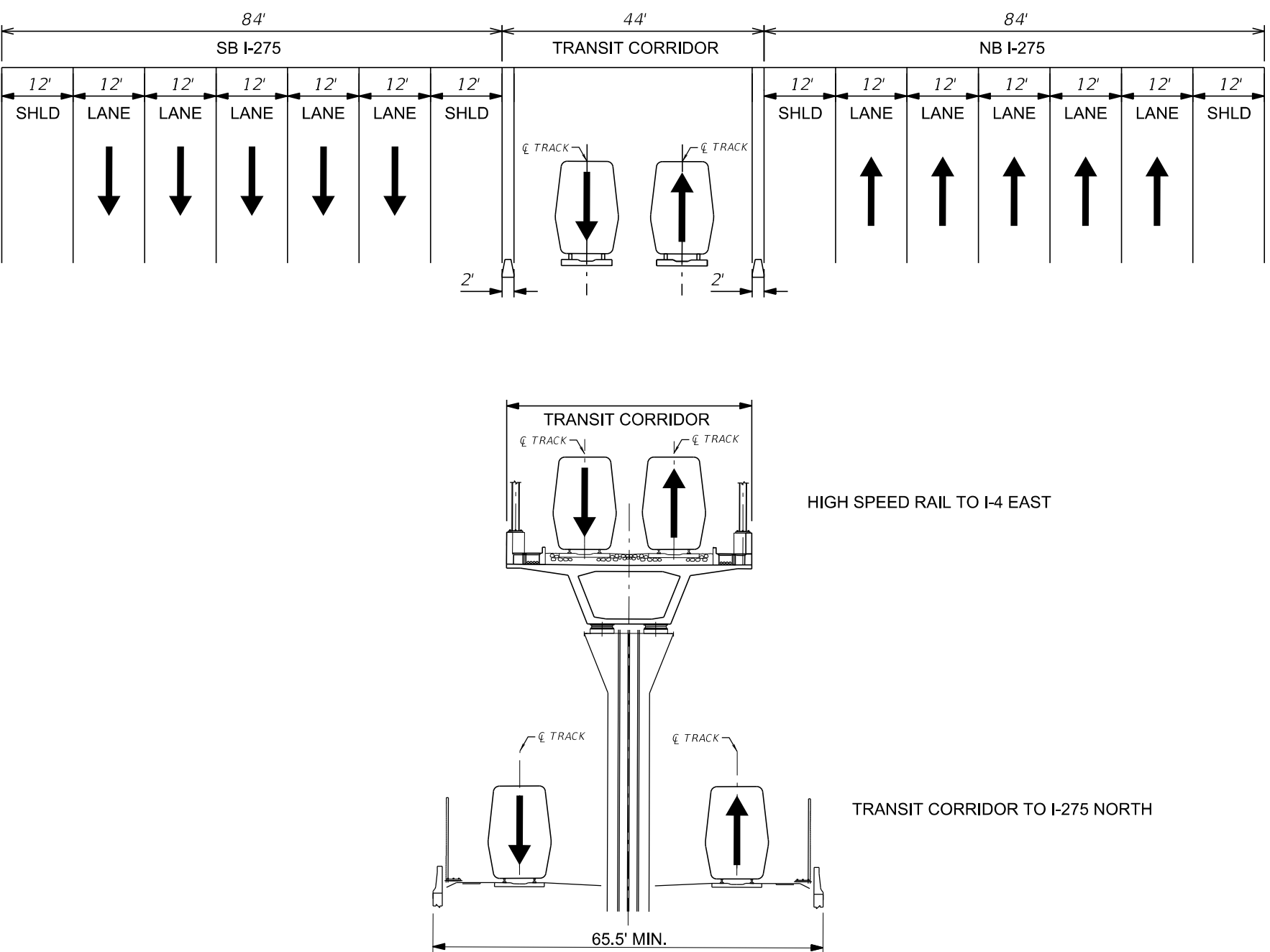
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COMMUNITY INITIATED CONCEPT
INTERCHANGE CONCEPT 1A

44' FIXED GUIDEWAY TRANSIT IN MEDIAN
NO EXPRESS LANES TO/FROM I-275 NORTH



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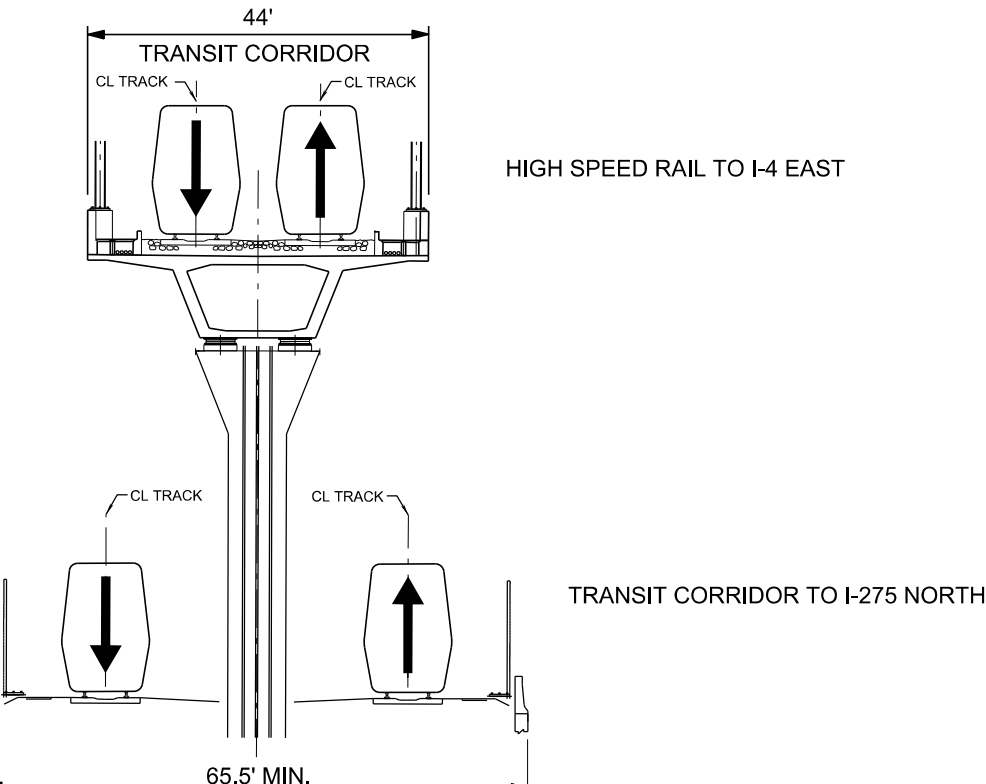
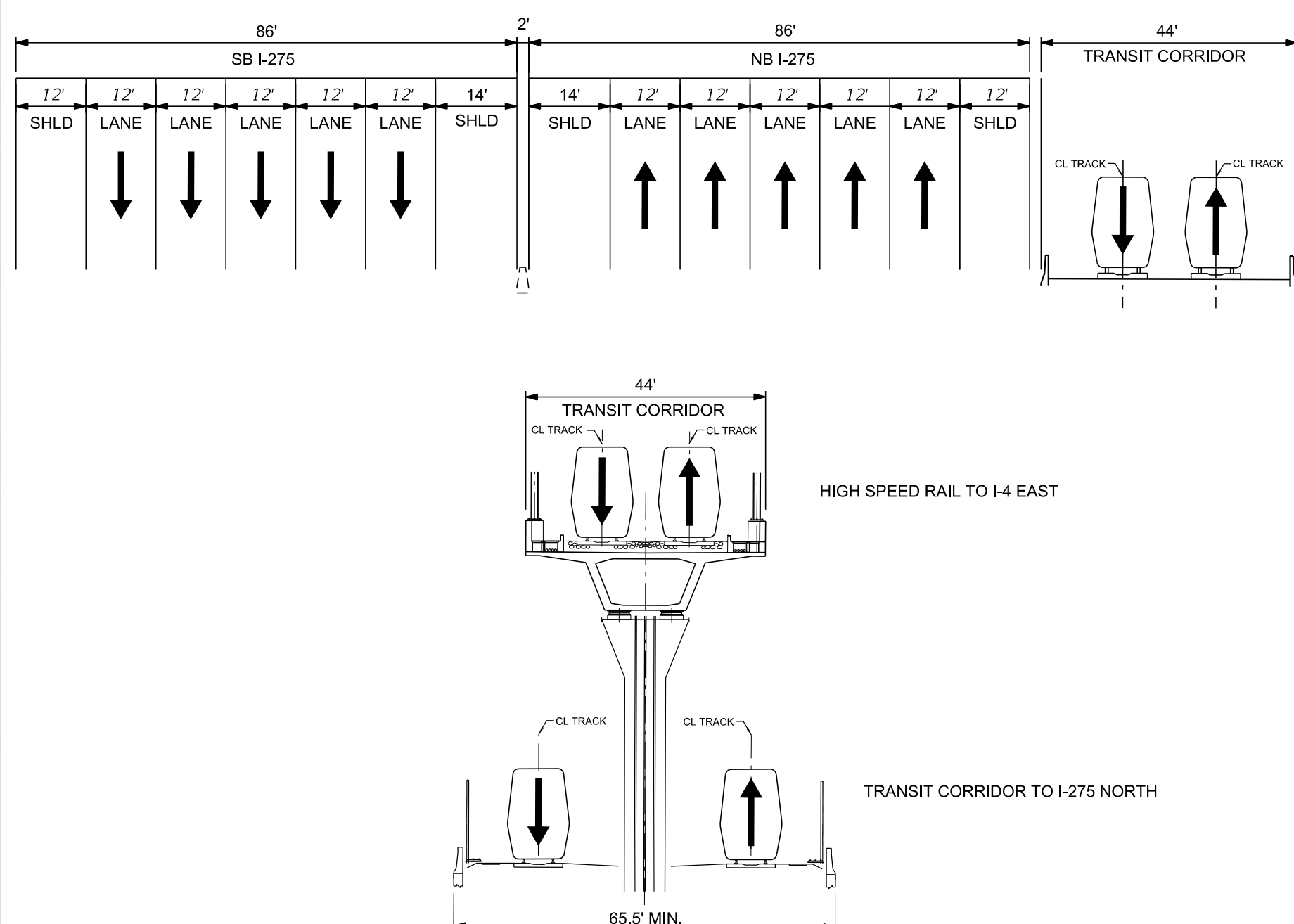
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MAINLINE OUTSIDE EDGE OF SHOULDER

INTERCHANGE CONCEPT RETAINED FOR
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FRONTAGE ROAD OUTSIDE EDGE OF PAVEMENT

INTERSTATE
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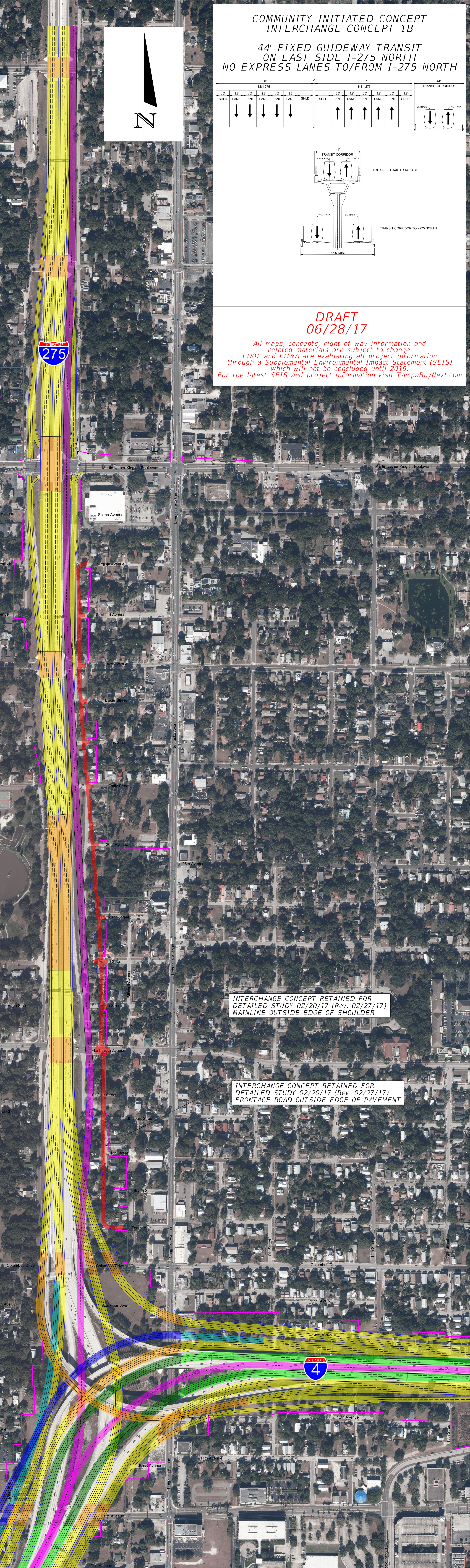
COMMUNITY INITIATED CONCEPT
INTERCHANGE CONCEPT 1B

44' FIXED GUIDEWAY TRANSIT
ON EAST SIDE I-275 NORTH
NO EXPRESS LANES TO/FROM I-275 NORTH



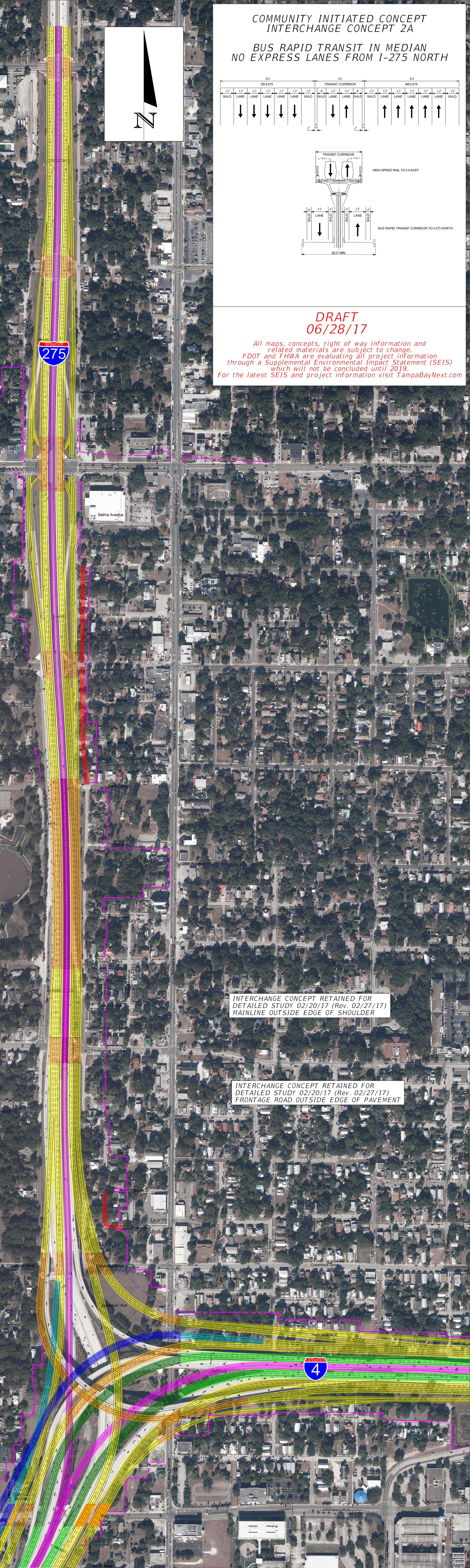
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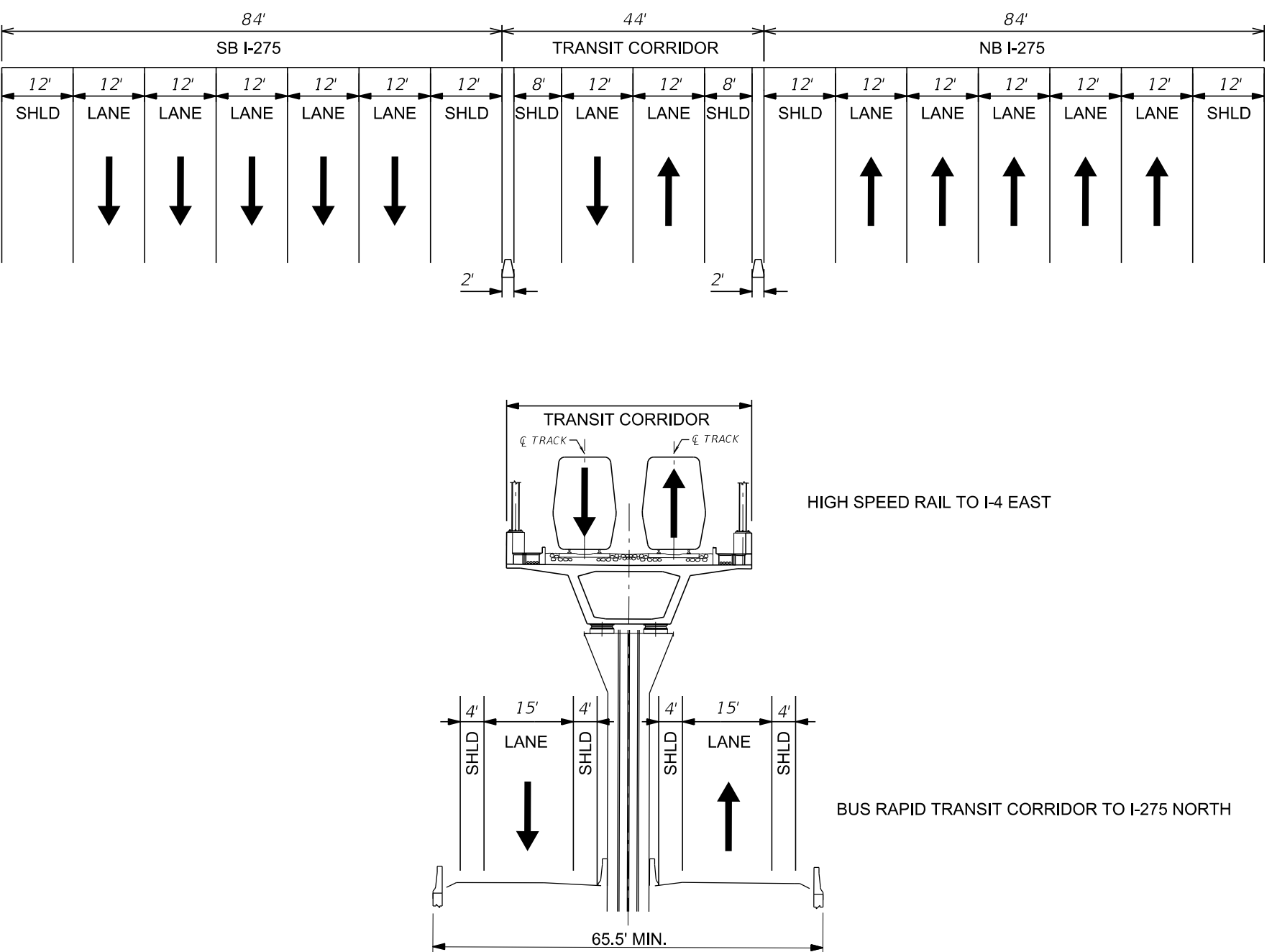
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FRONTAGE ROAD OUTSIDE EDGE OF PAVEMENT



COMMUNITY INITIATED CONCEPT
INTERCHANGE CONCEPT 2A

BUS RAPID TRANSIT IN MEDIAN
NO EXPRESS LANES FROM I-275 NORTH

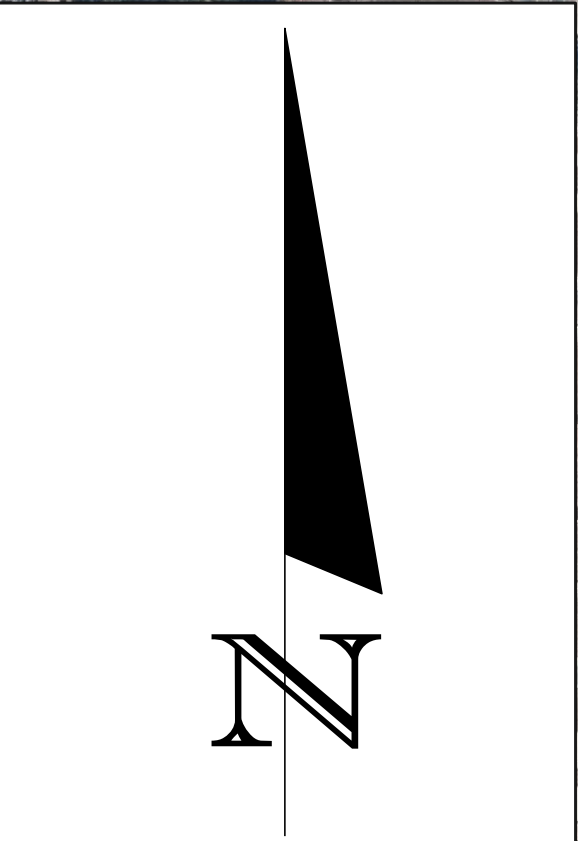


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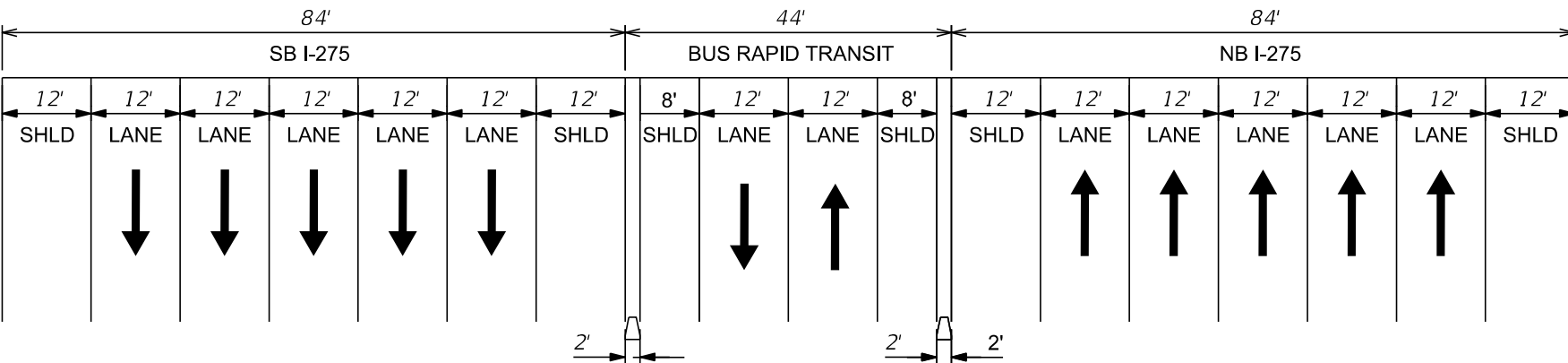
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MAINLINE OUTSIDE EDGE OF SHOULDER

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FRONTAGE ROAD OUTSIDE EDGE OF PAVEMENT



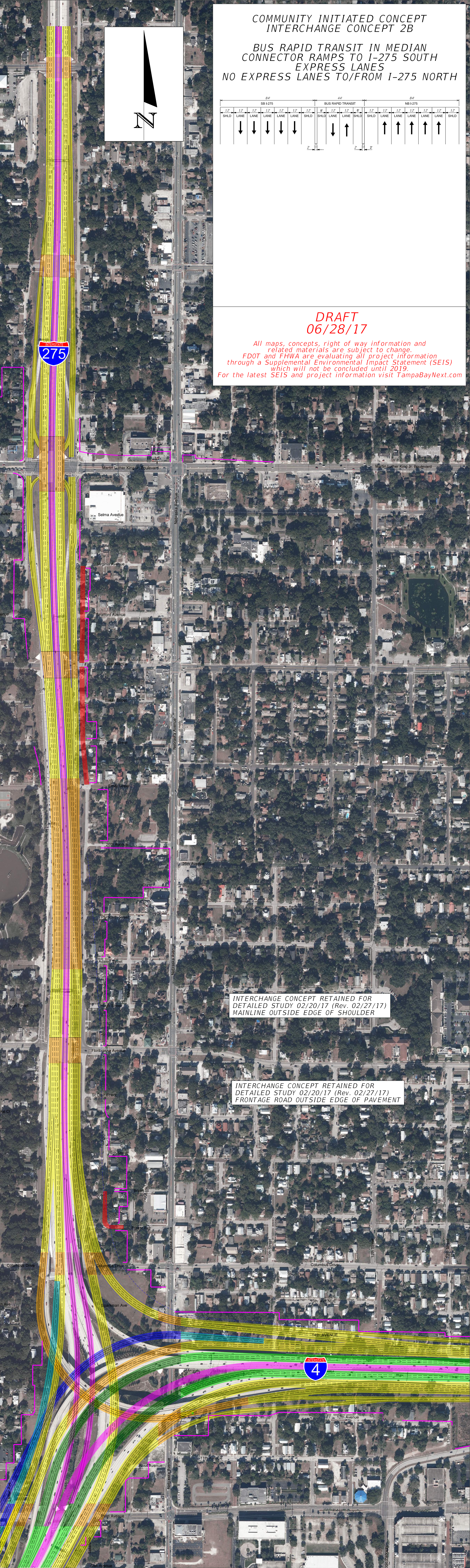
COMMUNITY INITIATED CONCEPT
INTERCHANGE CONCEPT 2B

BUS RAPID TRANSIT IN MEDIAN
CONNECTOR RAMPS TO I-275 SOUTH
EXPRESS LANES
NO EXPRESS LANES TO/FROM I-275 NORTH



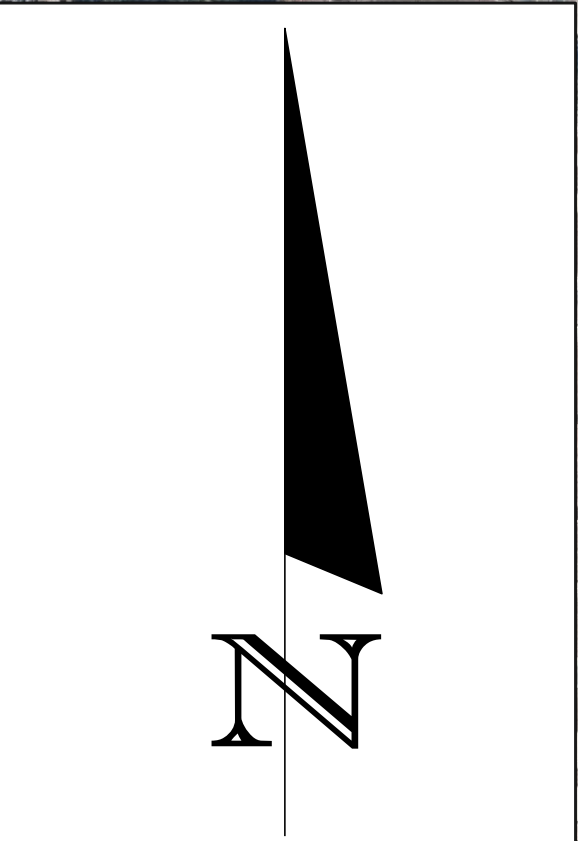
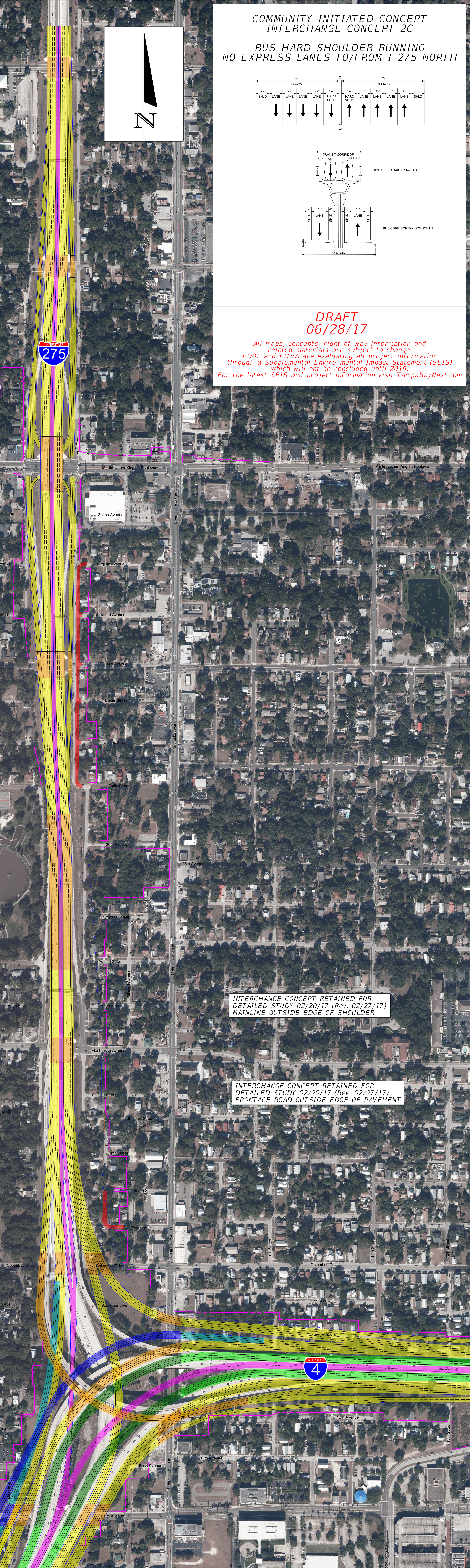
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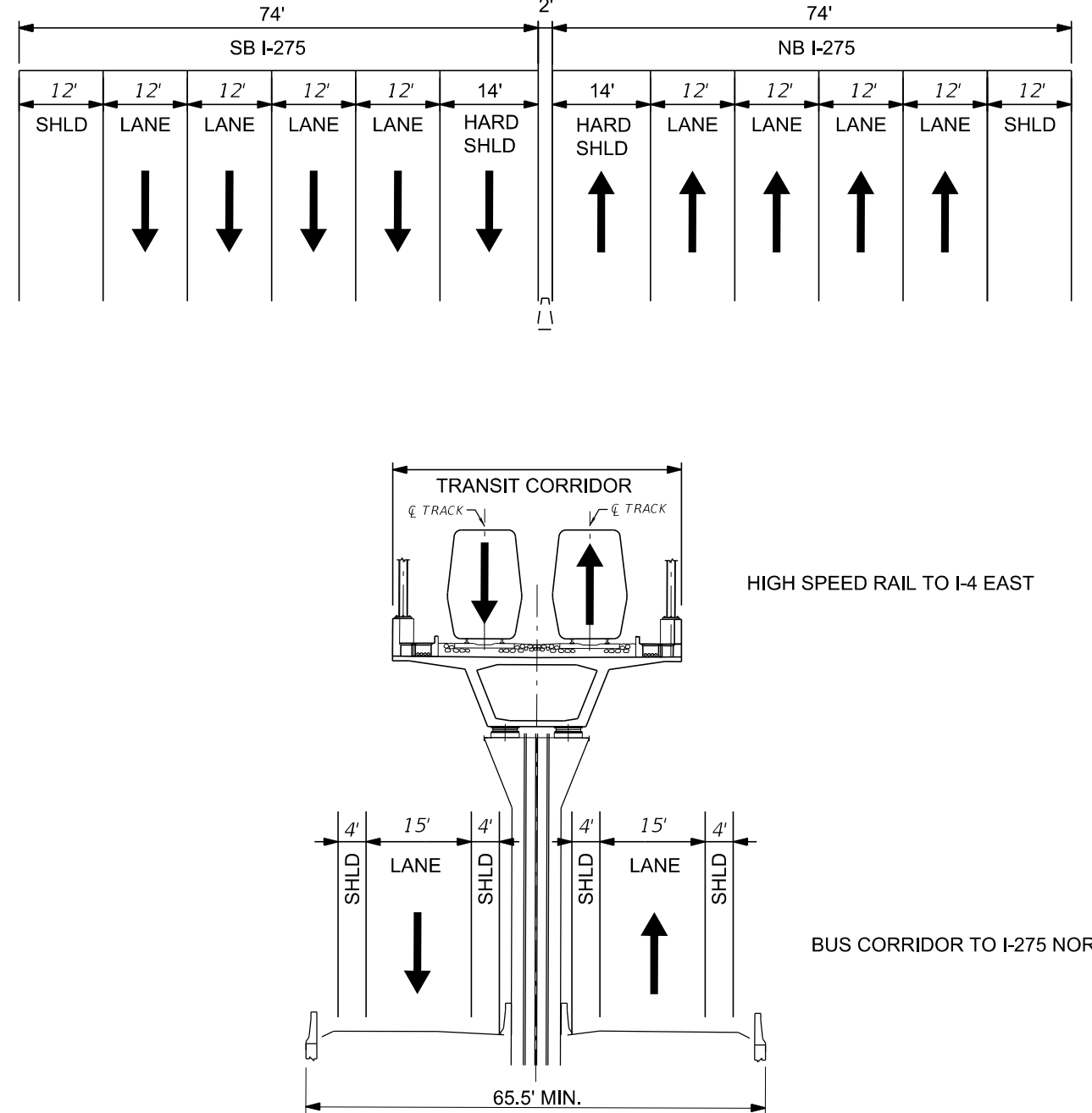
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MAINLINE OUTSIDE EDGE OF SHOULDER

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DETAILED STUDY 02/20/17 (Rev. 02/27/17)
FRONTAGE ROAD OUTSIDE EDGE OF PAVEMENT



COMMUNITY INITIATED CONCEPT
INTERCHANGE CONCEPT 2C

BUS HARD SHOULDER RUNNING
NO EXPRESS LANES TO/FROM I-275 NORTH



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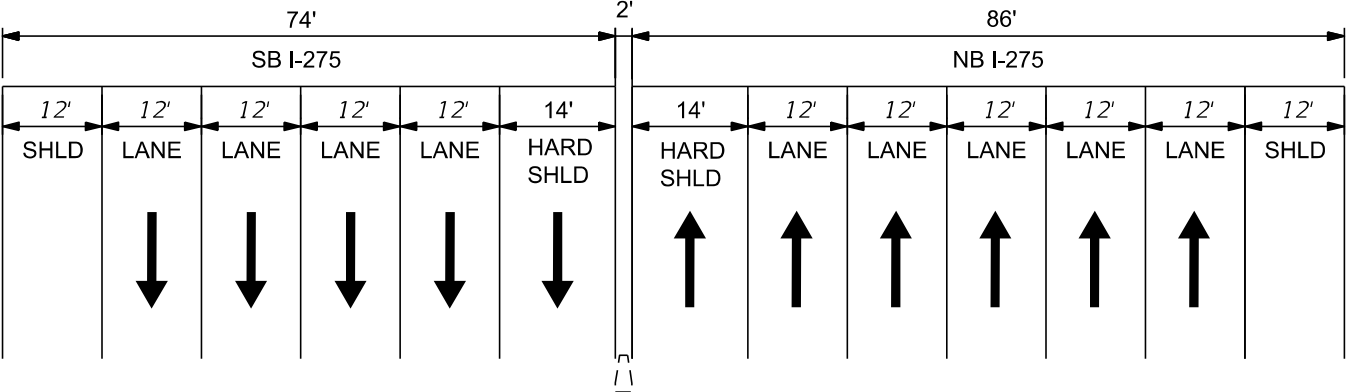
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MAINLINE OUTSIDE EDGE OF SHOULDER

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DETAILED STUDY 02/20/17 (Rev. 02/27/17)
FRONTAGE ROAD OUTSIDE EDGE OF PAVEMENT



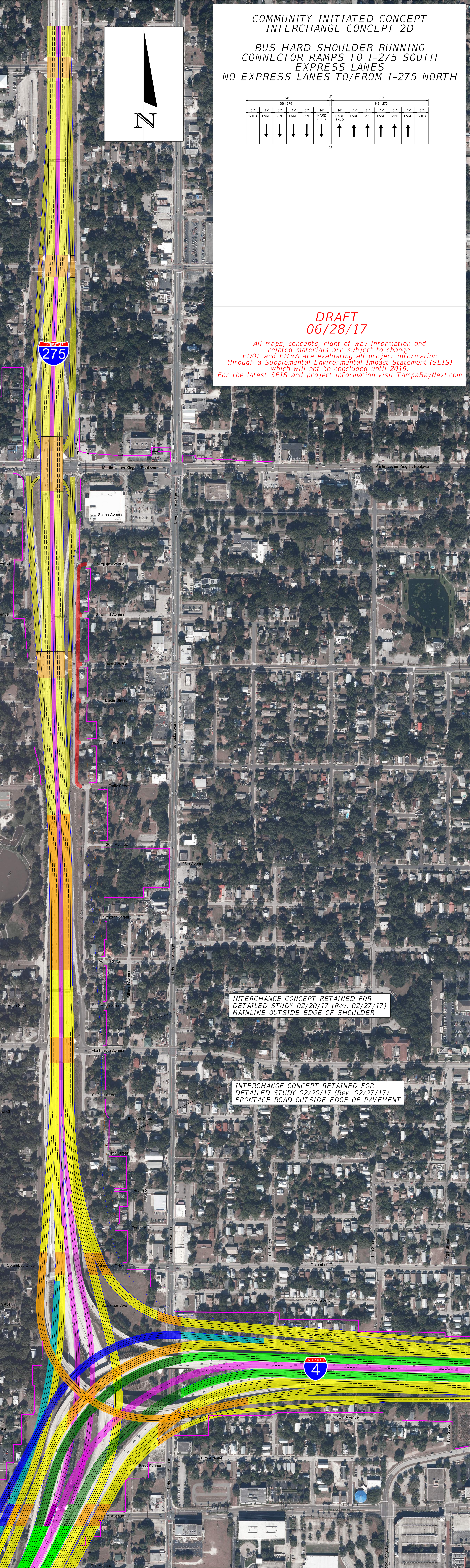
COMMUNITY INITIATED CONCEPT
INTERCHANGE CONCEPT 2D

BUS HARD SHOULDER RUNNING
CONNECTOR RAMPS TO I-275 SOUTH
EXPRESS LANES
NO EXPRESS LANES TO/FROM I-275 NORTH



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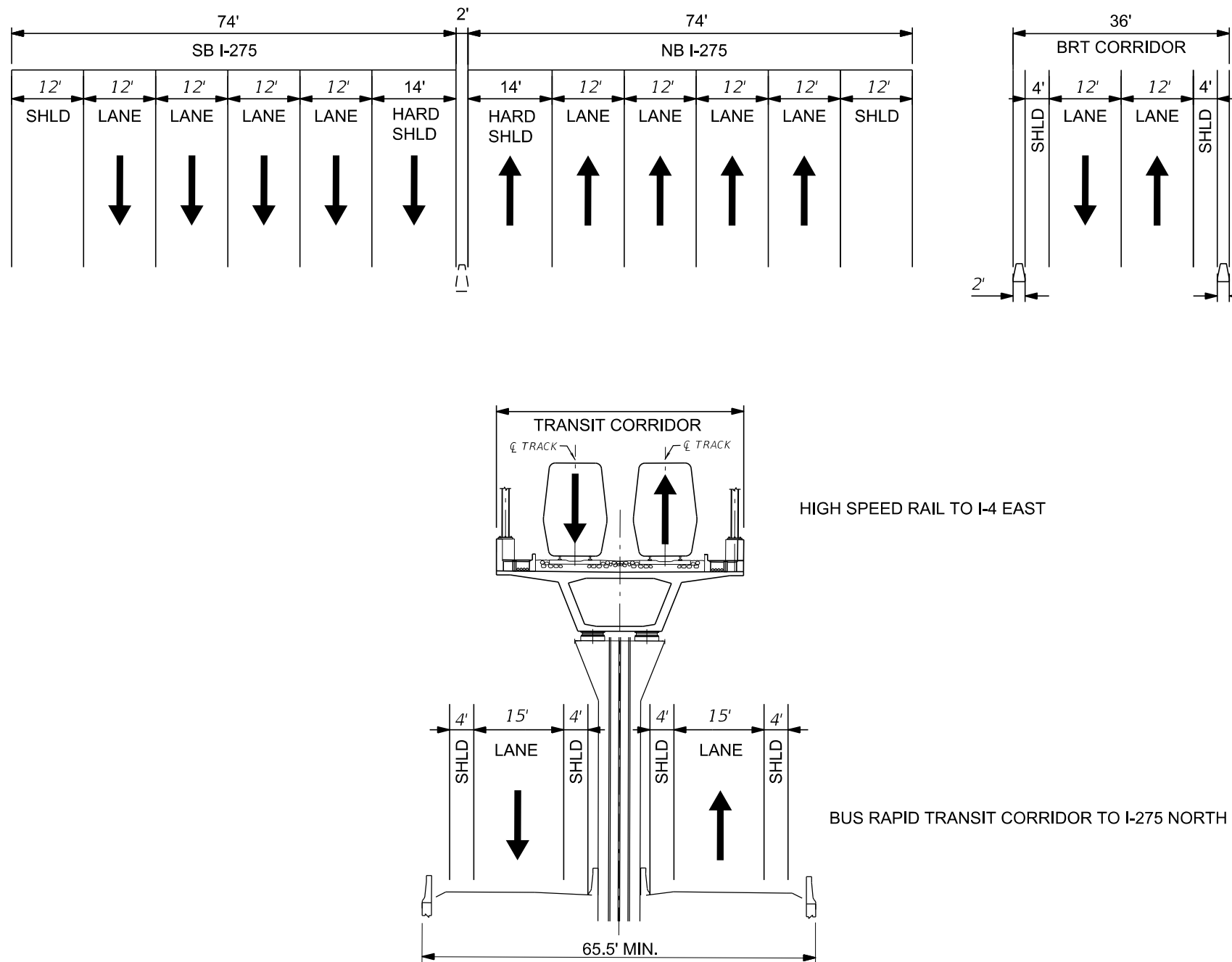


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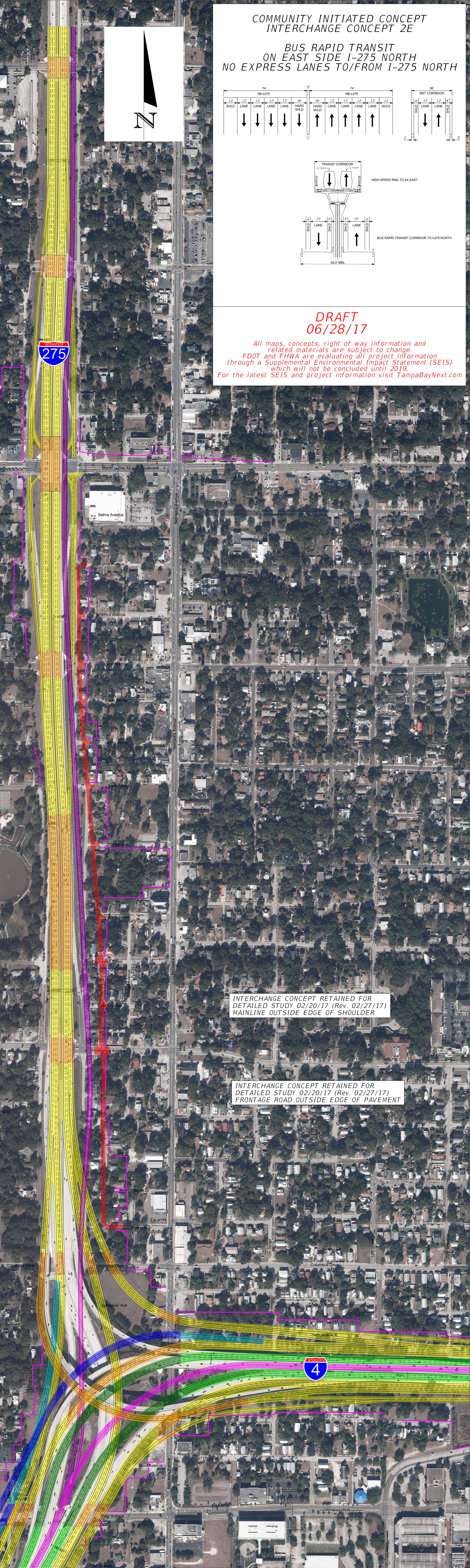
COMMUNITY INITIATED CONCEPT
INTERCHANGE CONCEPT 2E

BUS RAPID TRANSIT
ON EAST SIDE I-275 NORTH
NO EXPRESS LANES TO/FROM I-275 NORTH



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