

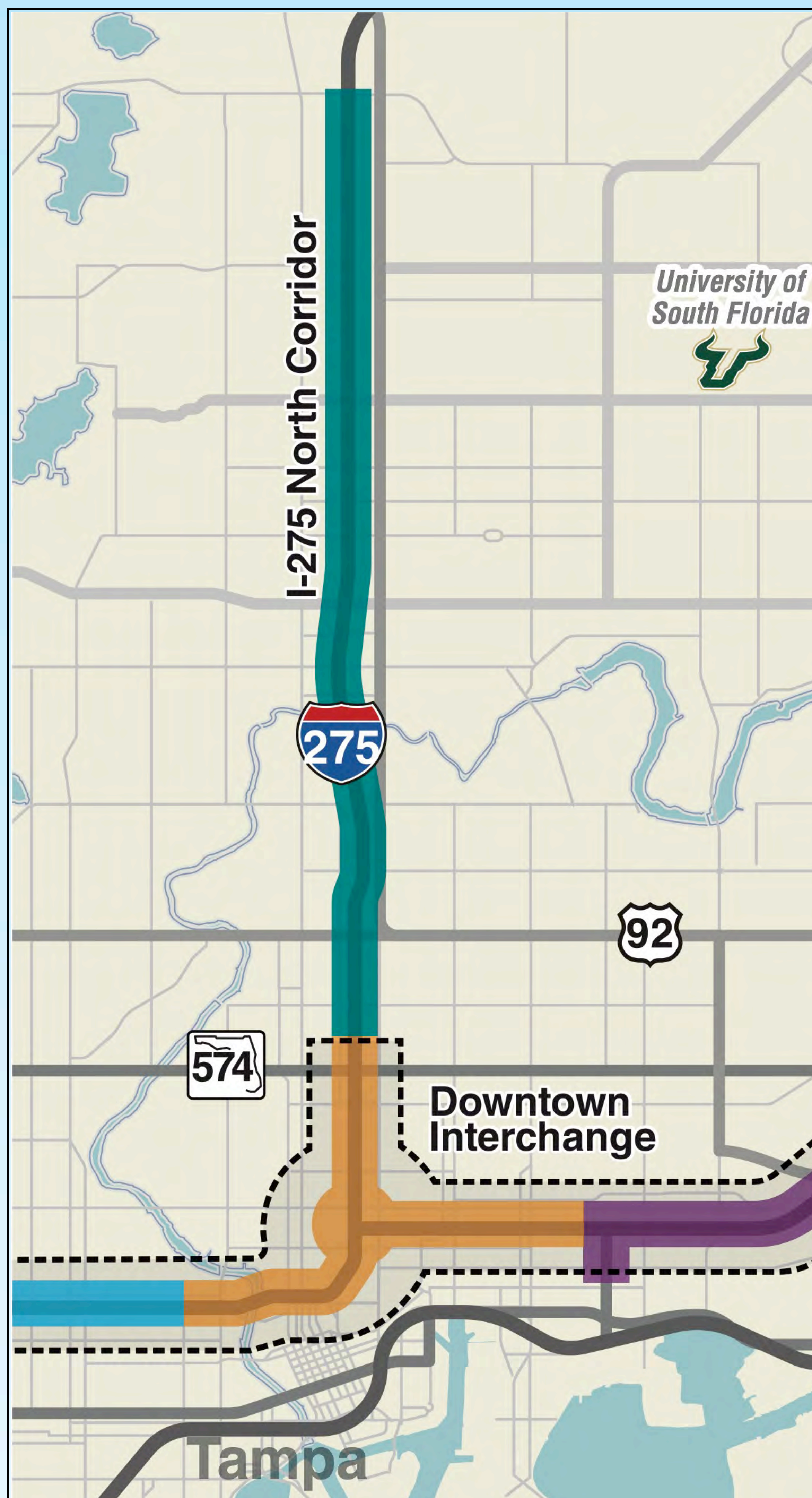
# ***What Problems Are We Trying to Solve?***

**Safety**

**Traffic Operations**

**Congestion**

## **Downtown Interchange and I-275 North**



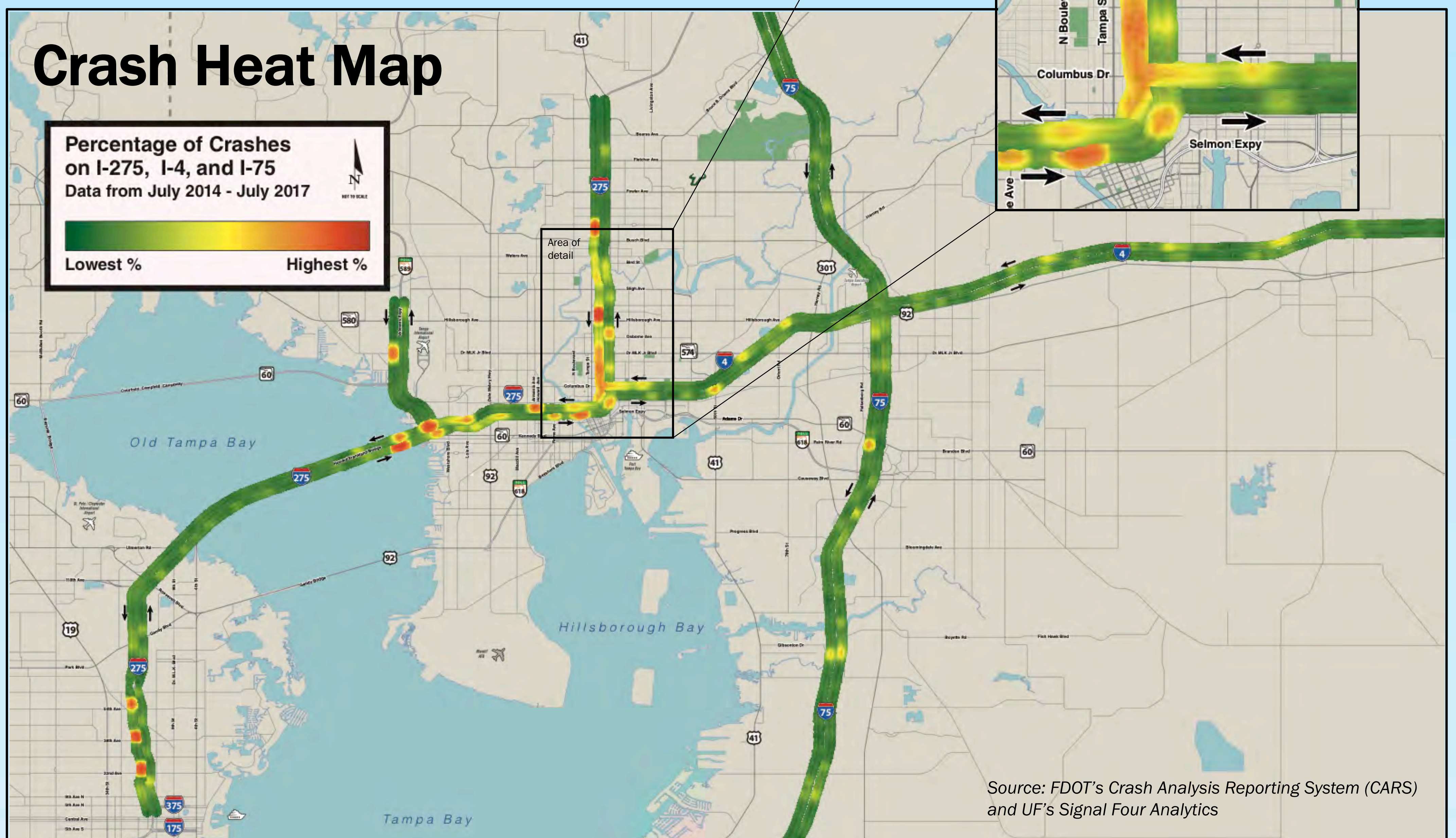


# What Problems Are We Trying to Solve?

## Safety

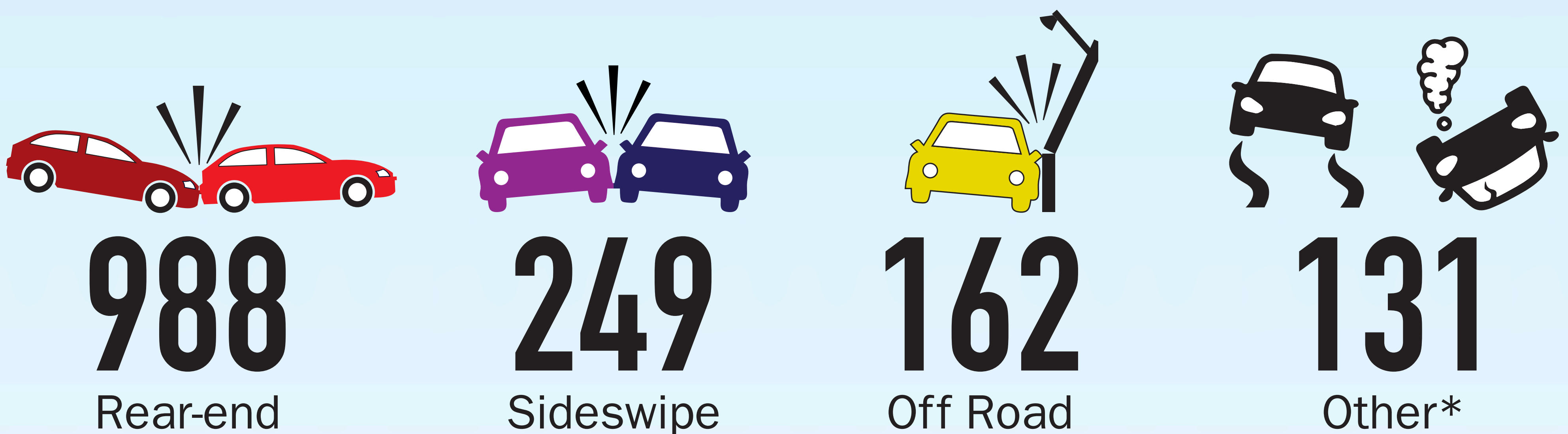
*Operational issues and congestion contribute to safety problems.*

Sections of I-275 and I-4 are identified as severe crash corridors in Hillsborough MPO's Vision Zero Action Plan.



## Types of Crashes

I-275 from North Blvd. to Busch Blvd. & I-4 from I-275 to the Selmon Connector



**1,530 Total (2016 crashes)**

\* Includes angle, animal, bicycle, head-on, left turn, pedestrian, rollover, other, unknown



# What Problems Are We Trying to Solve?

## Traffic Operations

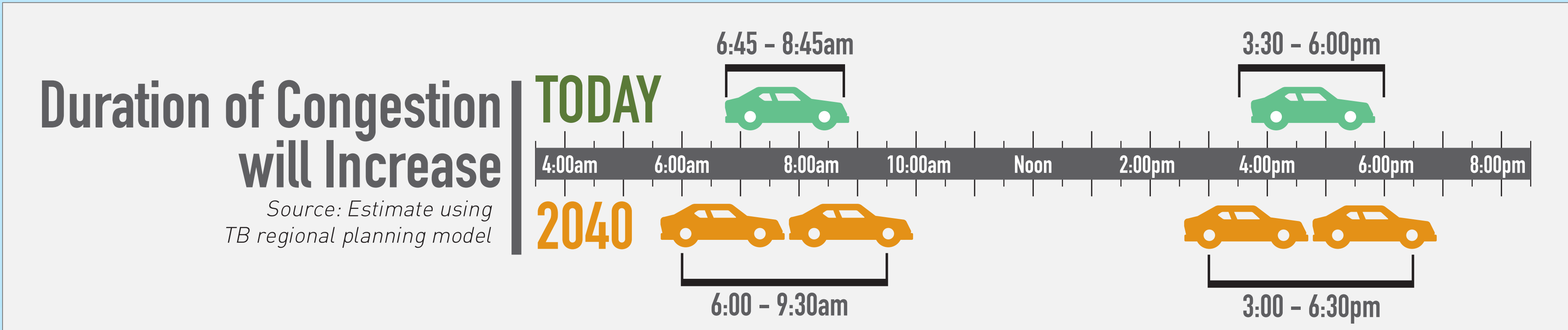


Downtown Interchange and I-275 North



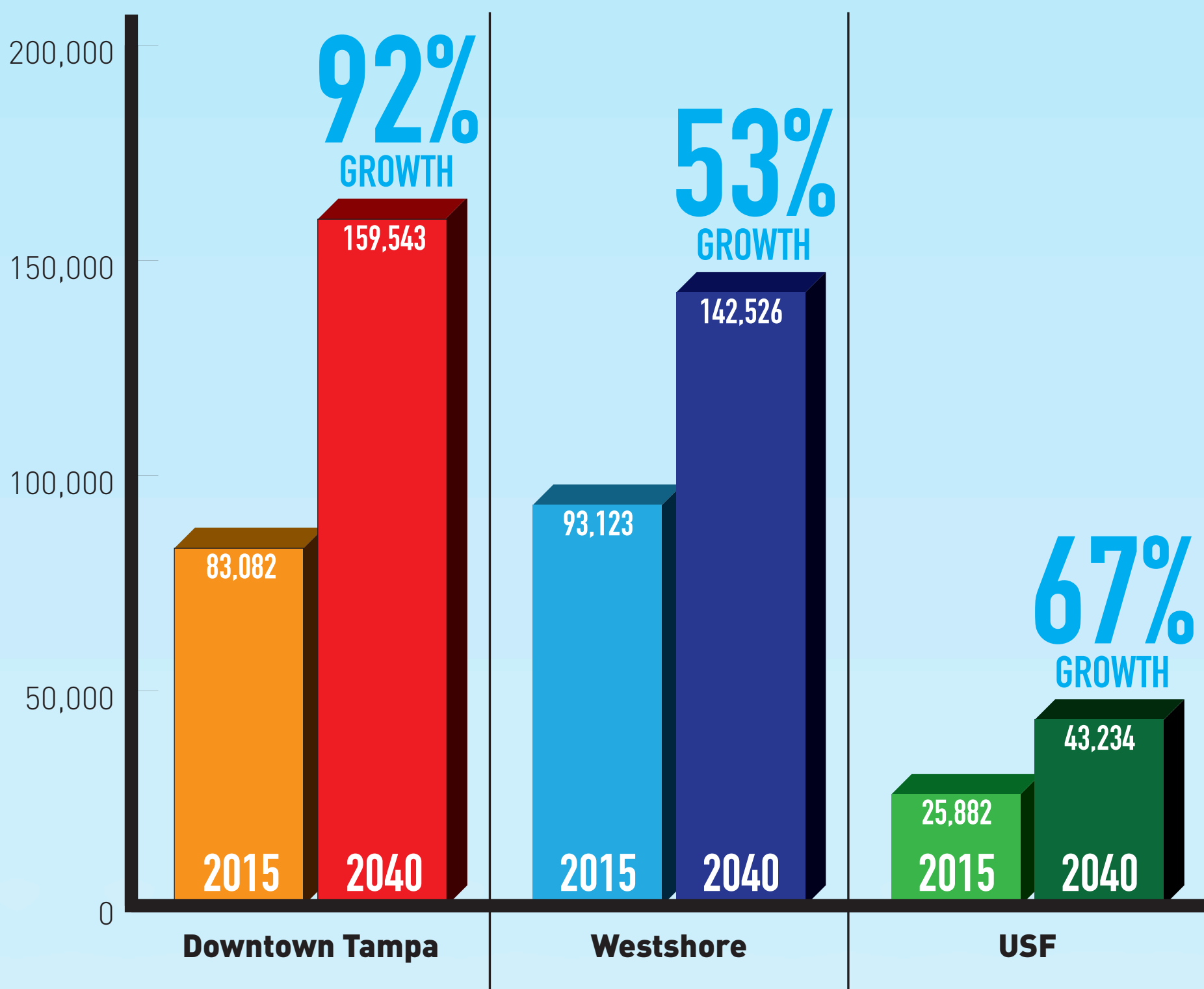
# What Problems Are We Trying to Solve?

## Congestion

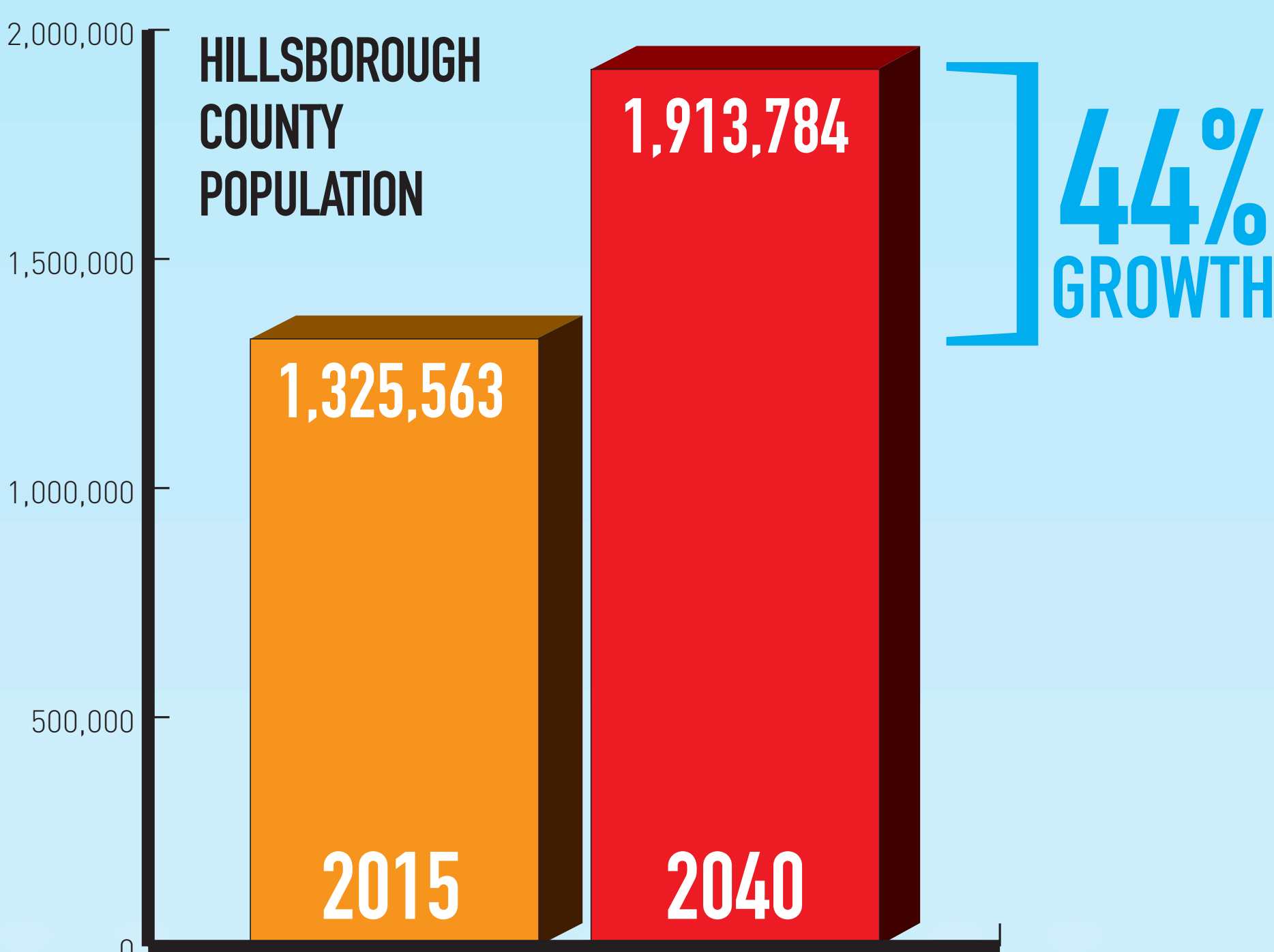


## Population and Job Growth

### ECONOMIC DISTRICTS: Workforce



Source: Tampa Bay Regional Planning Model

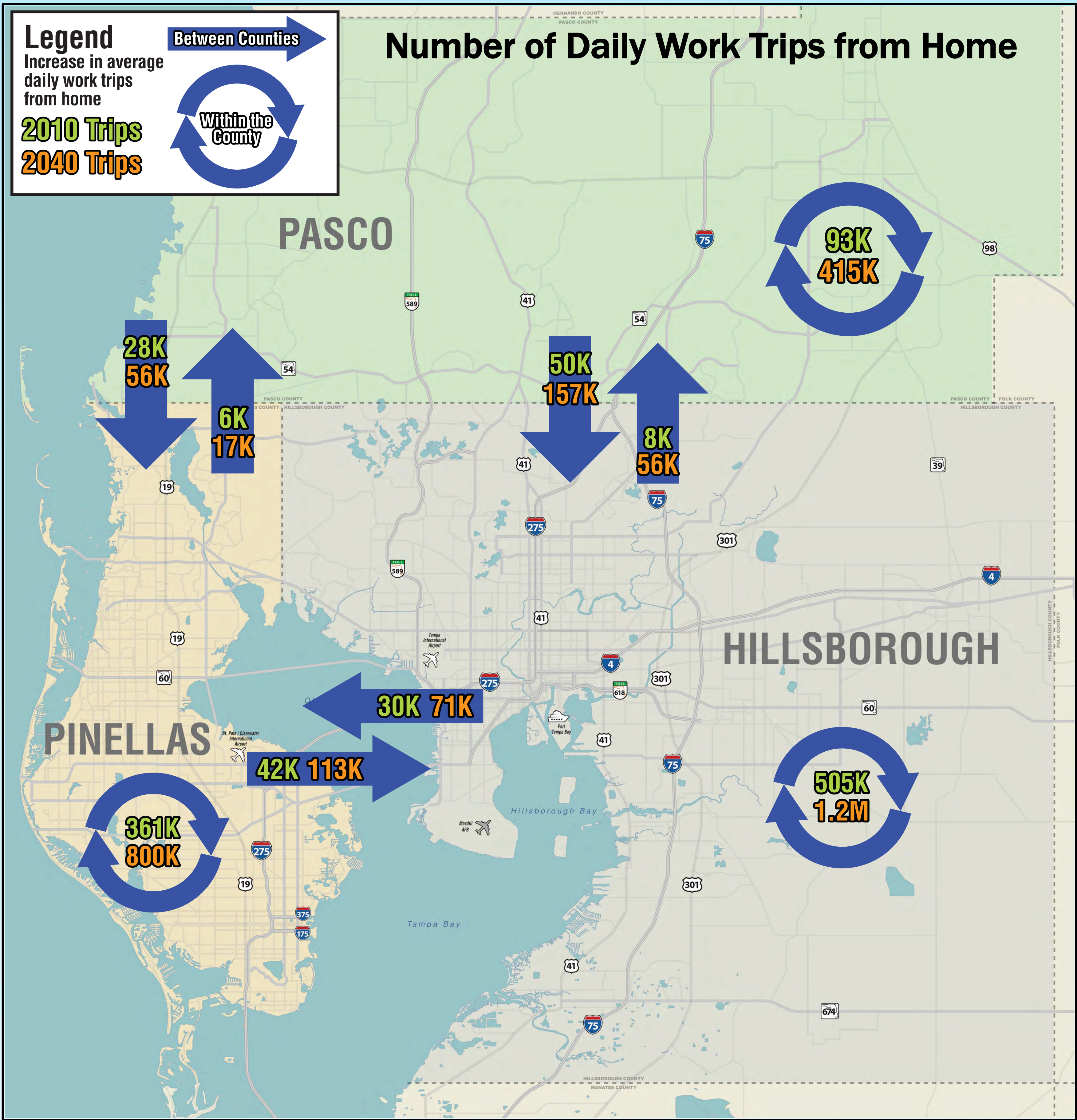
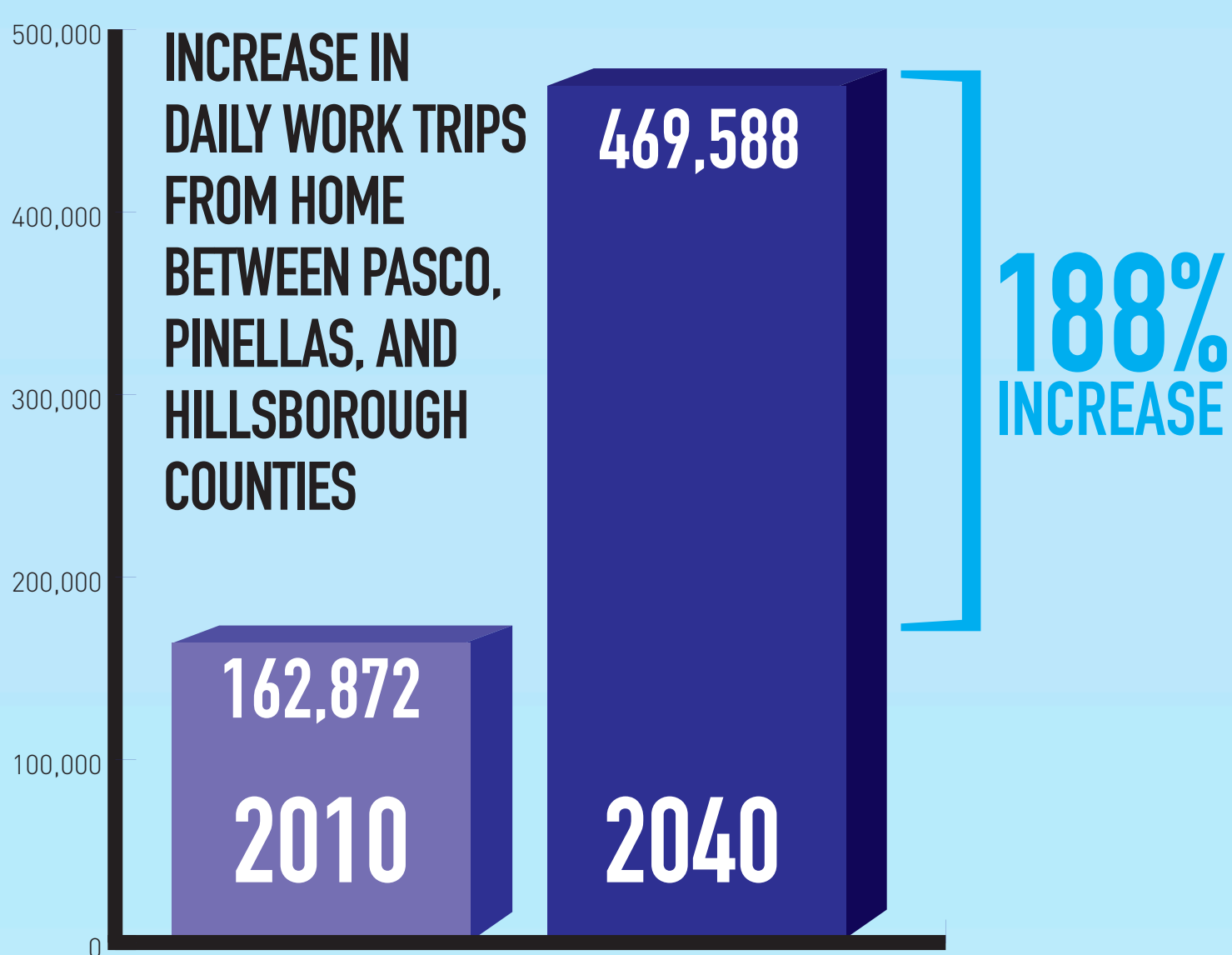
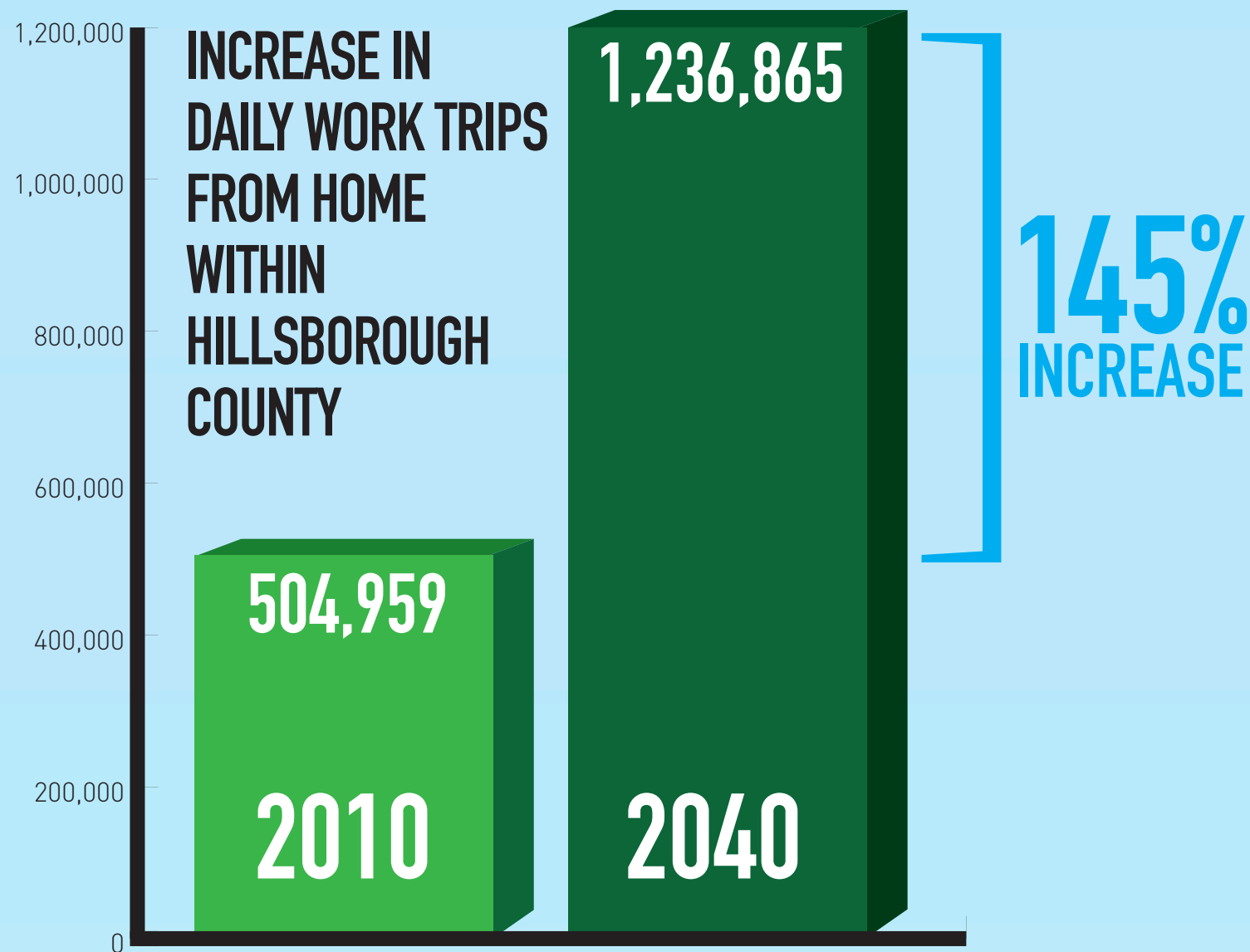




# What Problems Are We Trying to Solve?

## Congestion

Population and Job Growth = Increase in Daily Work Trips from Home

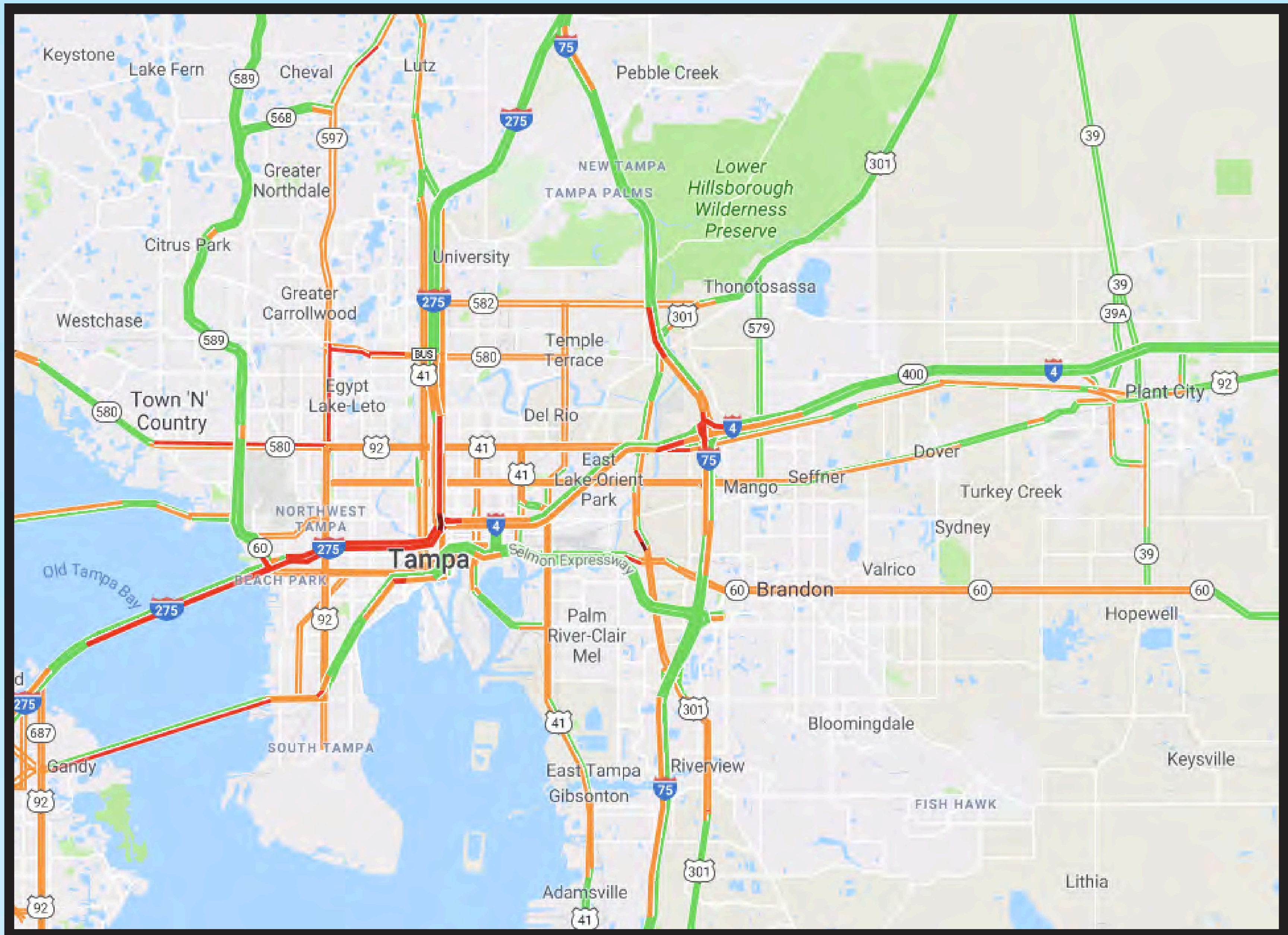


Source: TBARTA 2015 Master Plan: US Census 2006-2010 Residence County to Workplace County Flows, TB Regional Planning Model



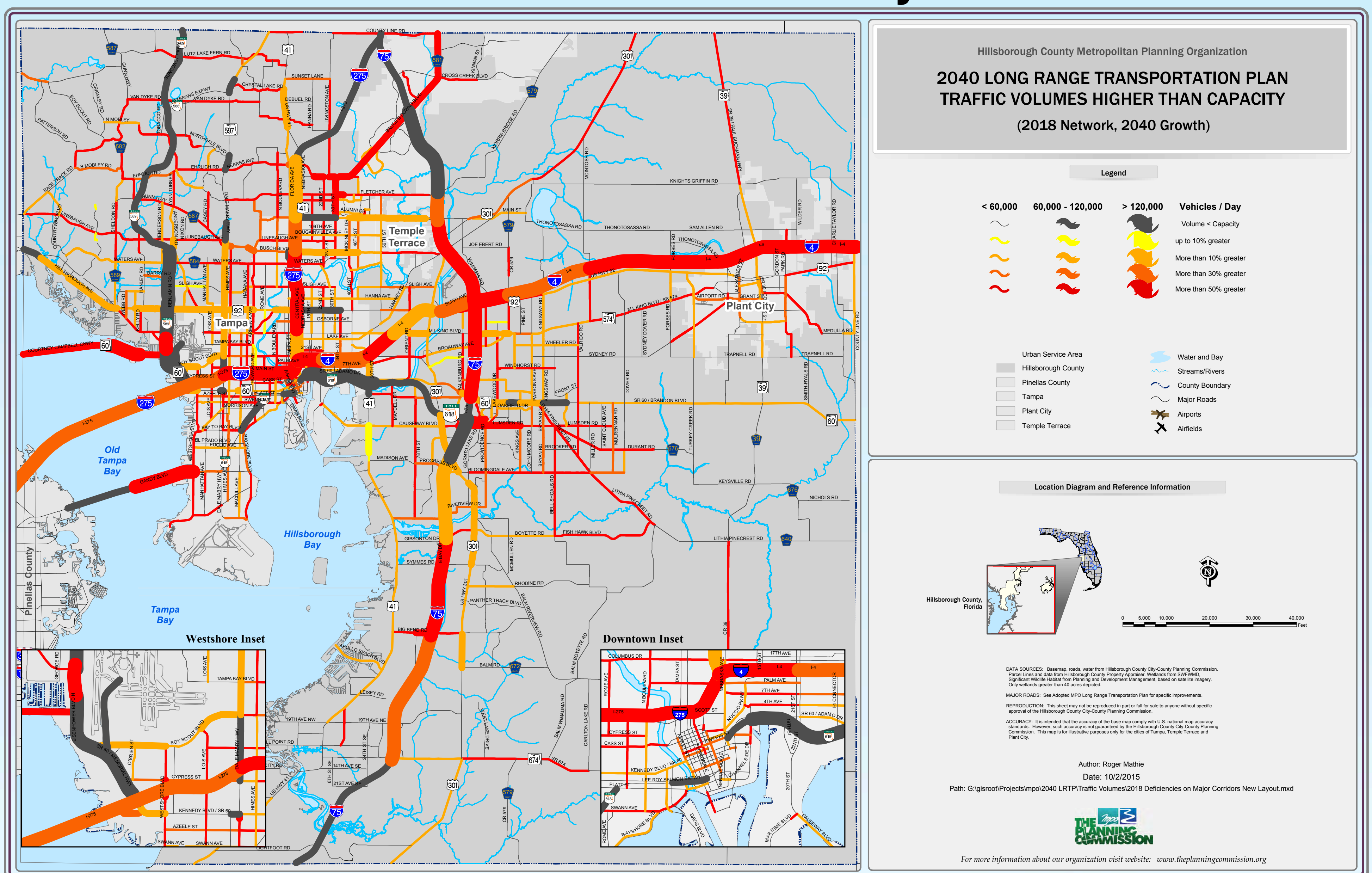
# Congestion Today and In the Future

## 2018 Traffic, typical afternoon rush hour



Source: Google maps traffic for a typical Tuesday at 5:20pm

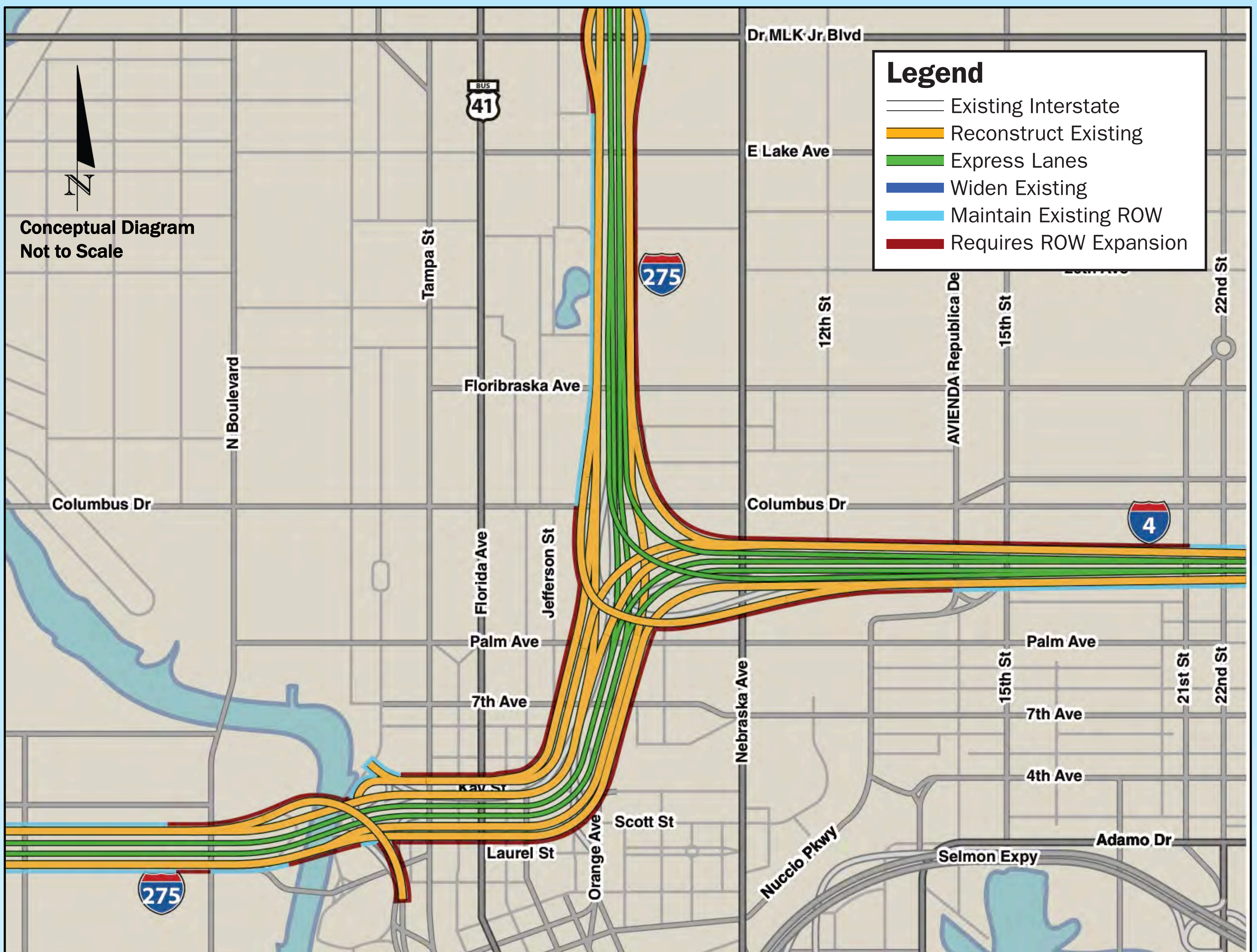
## 2040 Traffic Volumes Projection





# Downtown Tampa Interchange Concepts

## Option A



## Reconstructed Interchange with Express Lanes to the North

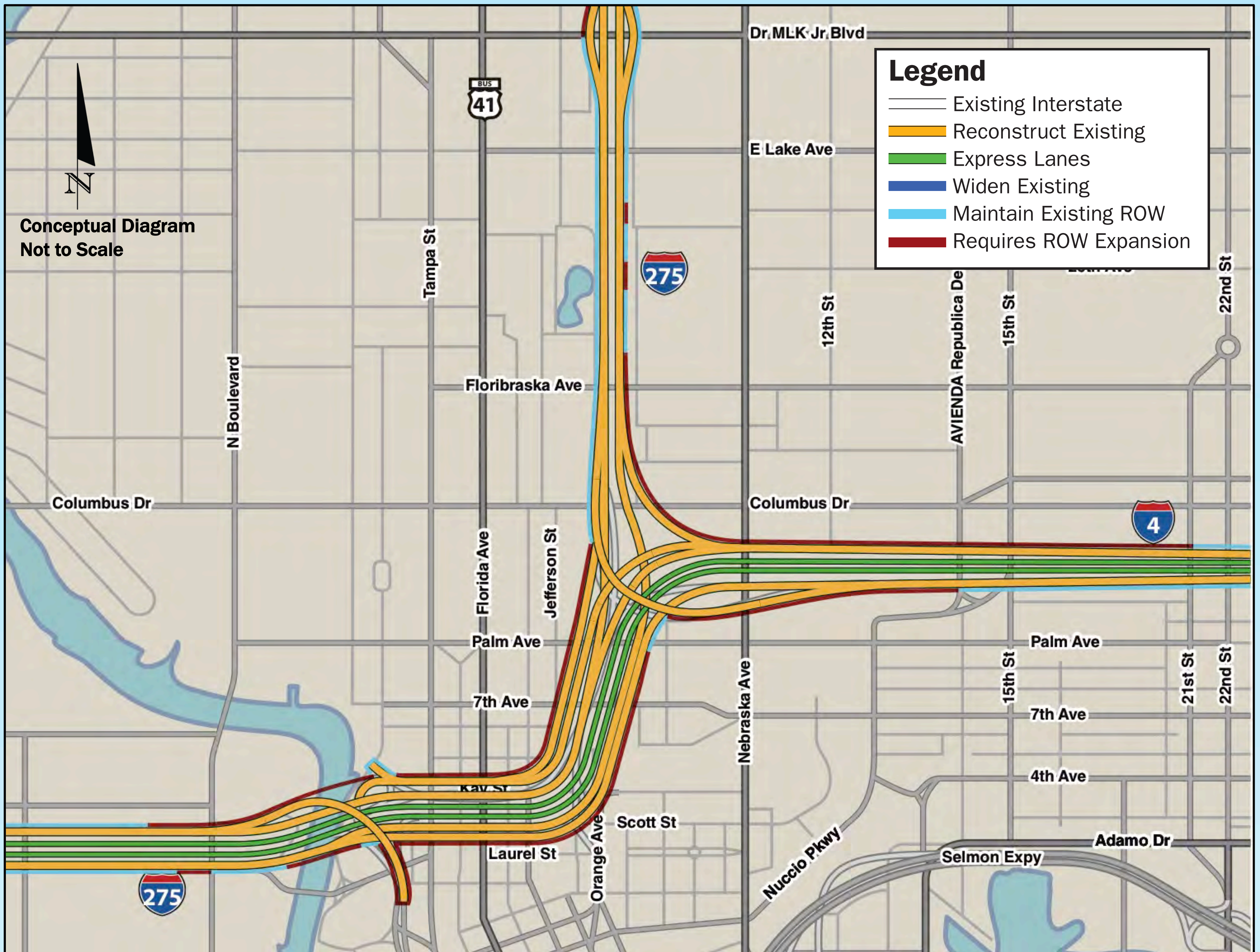
### About this option:

- Reconstructs the existing interchange with full express lane connectivity
- Provides the most capacity for future growth
- Brings roadway design to modern standards, including full shoulder widths
- Requires the most Right of Way (the same footprint as identified in the original Tampa Interstate Study – approximately 170-190 parcels)
- Eliminates “rollercoaster effect” on I-275 between I-4 and MLK Blvd and over the Hillsborough River
- Does not eliminate merge/weave issues on westbound I-4 between I-275 and the Selmon Connector
- Requires closure of the Floribaska exit except for potential transit access (Floribaska Ave would remain open)



# Downtown Tampa Interchange Concepts

## Option B



## Reconstructed Interchange without Express Lanes to the North

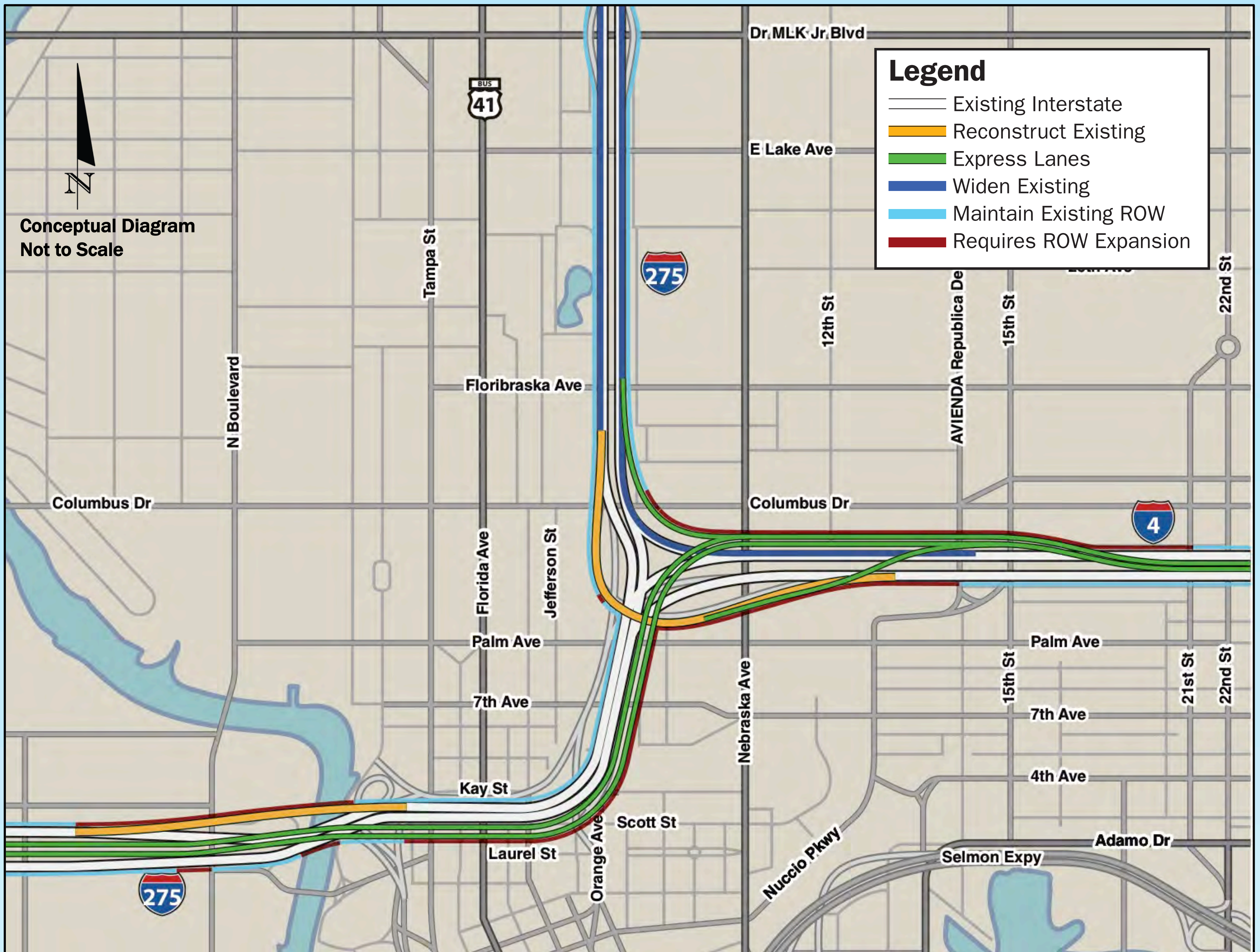
### About this option:

- Reconstructs the existing interchange with no express lane connectivity to the north
- Provides the most capacity for future growth, minus express lanes to the north
- Brings roadway design to modern standards, including full shoulder widths
- Smaller footprint requires less ROW north of Columbus Drive (approximately 130-150 parcels)
- Eliminates “rollercoaster effect” on I-275 between I-4 and MLK Blvd and over the Hillsborough River
- Does not eliminate merge/weave issues on westbound I-4 between I-275 and the Selmon Connector
- Requires closure of the Floribaska exit except for potential transit access (Floribaska Ave would remain open)



# Downtown Tampa Interchange Concepts

## Option C



## Existing Interchange with Elevated Express Lanes, South Option

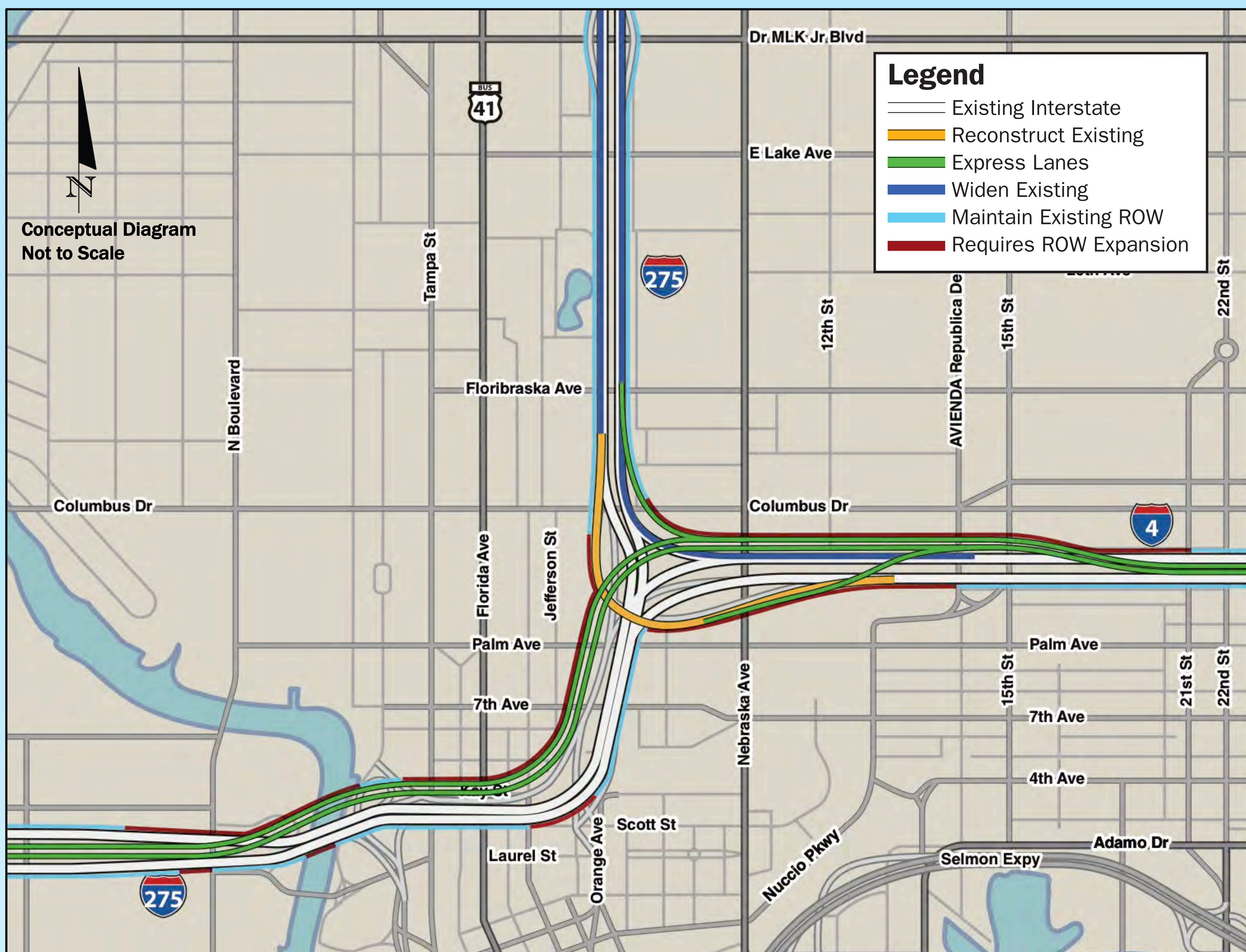
### About this option:

- Mostly preserves the existing interchange and adds express lanes on the south side of the interstate
- Reconstructs the southbound I-275 to I-4 ramp as a two-lane ramp
- Reconstructs the southbound I-275 bridge over the Hillsborough River
- Smaller footprint minimizes Right of Way impacts (approximately 30-50 parcels)
- Widens portions of the existing interstate to add a general purpose lane (blue area)
- Maintains existing “rollercoaster effect” on I-275 between I-4 and MLK Blvd and over the Hillsborough River
- Improves operations on I-4 between I-275 and the Selmon Connector
- Requires bridge spanning over Perry Harvey Park skate bowl and basketball courts
- Requires closure of the Floribaska exit except for potential transit access (Floribaska Ave would remain open)



# Downtown Tampa Interchange Concepts

## Option D



## Existing Interchange with Elevated Express Lanes, North Option

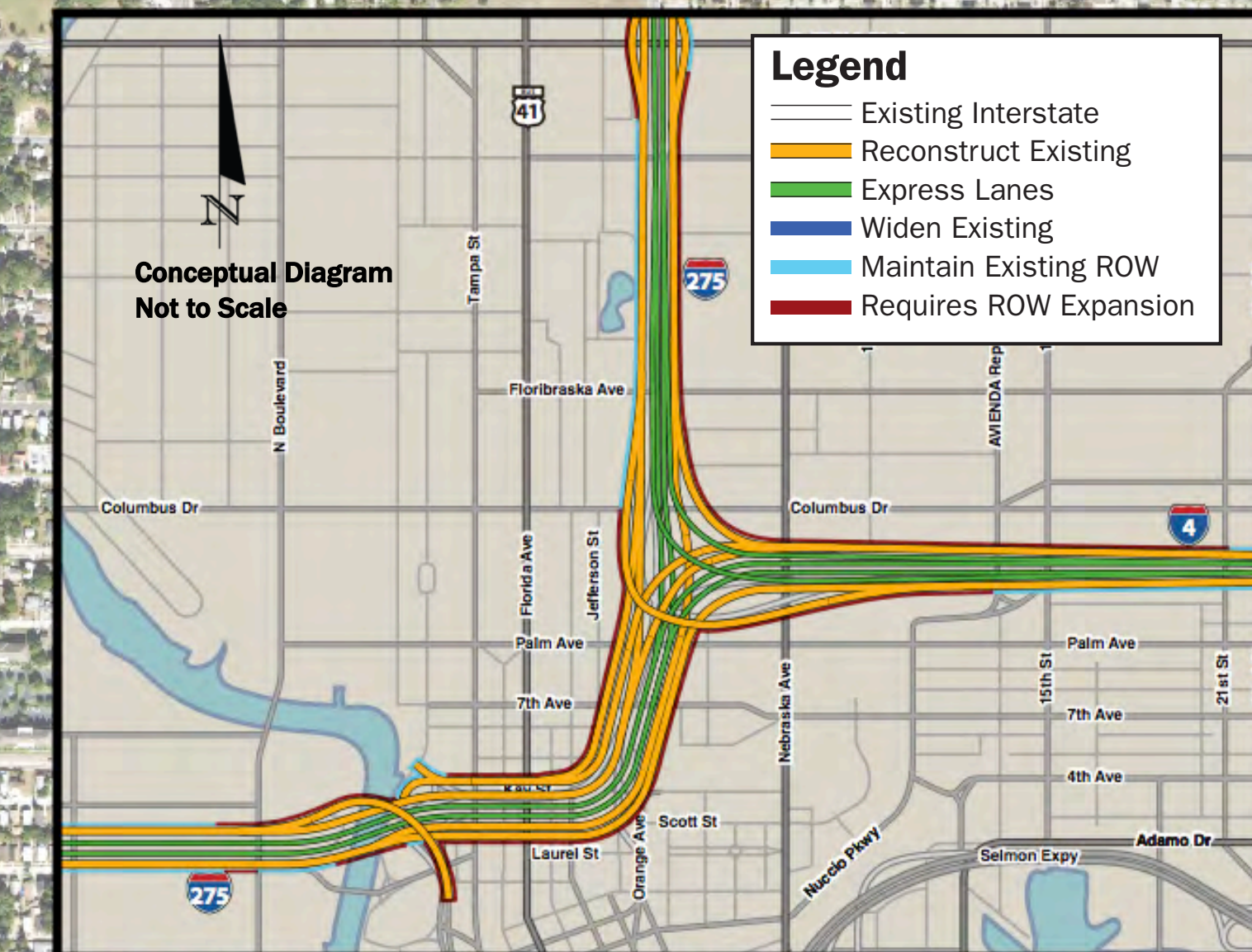
### About this option:

- Mostly preserves the existing interchange and adds express lanes on the north side of the interstate
- Reconstructs the southbound I-275 to I-4 ramp as a two-lane ramp
- Smaller footprint minimizes Right of Way impacts (approximately 60-80 parcels)
- Widens portions of the existing interstate to add a general purpose lane (blue area)
- “Rollercoaster effect” remains on I-275 between I-4 and MLK Blvd and over the Hillsborough River
- Improves operations on I-4 between I-275 and the Selmon Connector
- Requires closure of the Floribruska exit except for potential transit access (Floribruska Ave would remain open)



# Option A

Reconstructed Interchange with Express Lanes to the North



## DRAFT: Subject to Change

The approximate Right of Way footprint is based on preliminary review of each concept and is subject to change as concepts are further refined and evaluated. Full evaluation of the concepts, including detailed Right of Way information, is part of the rigorous SEIS process. Concepts will be evaluated throughout 2018 and draft reports and information will be available at the December 2018 public workshop.



# Option B

Reconstructed Interchange without Express Lanes to the North



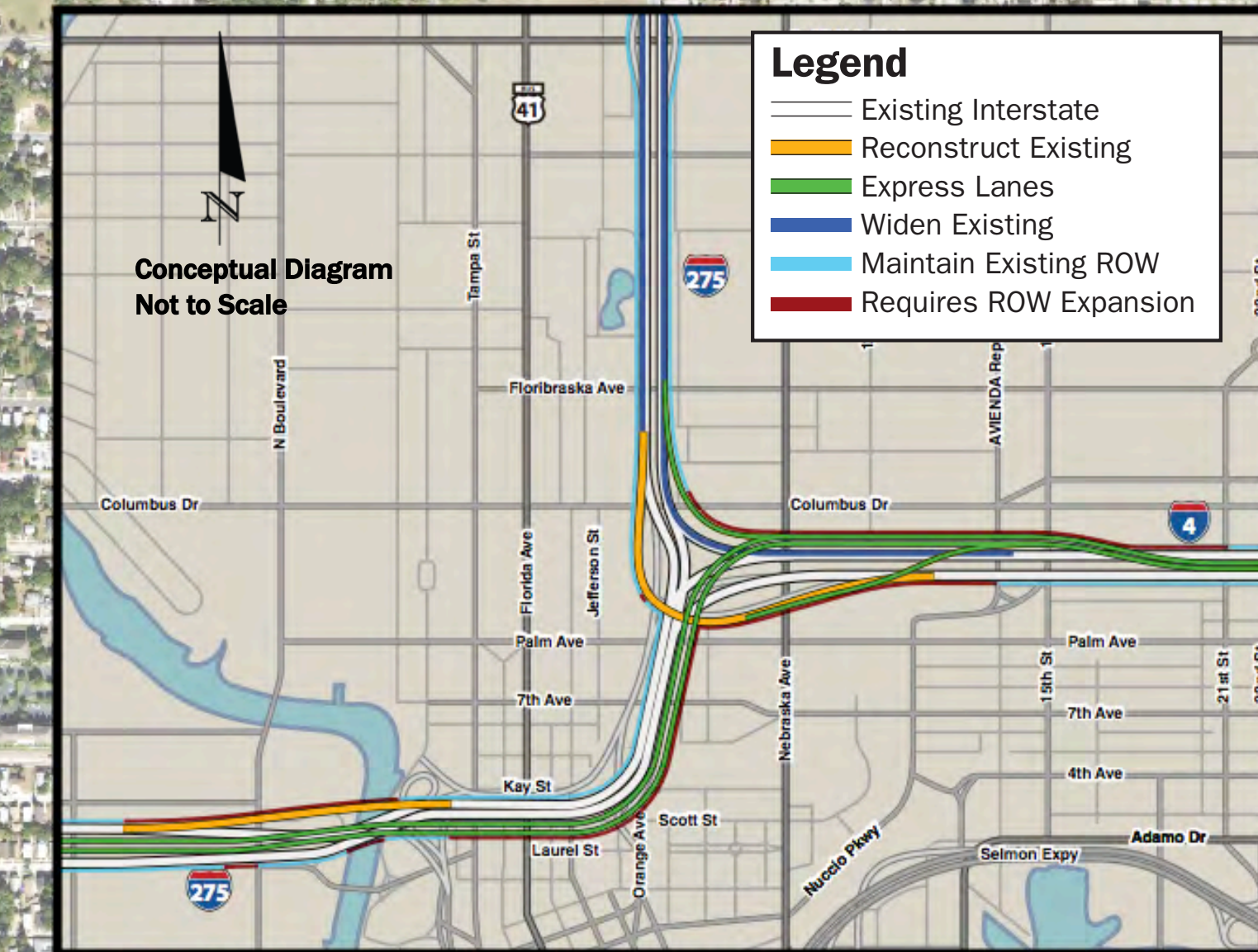
## DRAFT: Subject to Change

The approximate Right of Way footprint is based on preliminary review of each concept and is subject to change as concepts are further refined and evaluated. Full evaluation of the concepts, including detailed Right of Way information, is part of the rigorous SEIS process. Concepts will be evaluated throughout 2018 and draft reports and information will be available at the December 2018 public workshop.



# Option C

Existing Interchange with Elevated Express Lanes, South Option



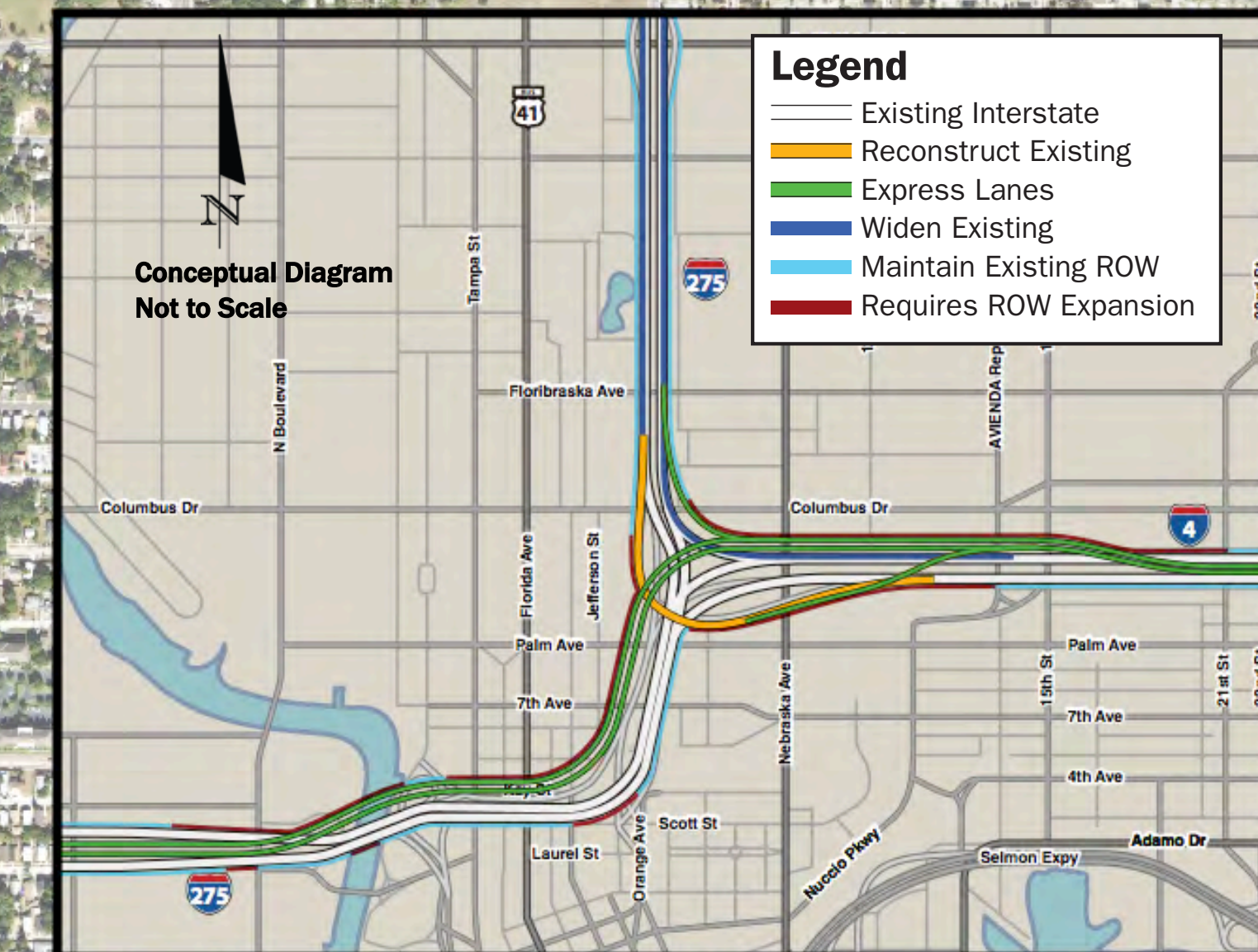
## DRAFT: Subject to Change

The approximate Right of Way footprint is based on preliminary review of each concept and is subject to change as concepts are further refined and evaluated. Full evaluation of the concepts, including detailed Right of Way information, is part of the rigorous SEIS process. Concepts will be evaluated throughout 2018 and draft reports and information will be available at the December 2018 public workshop.



# Option D

Existing Interchange with Elevated Express Lanes, North Option



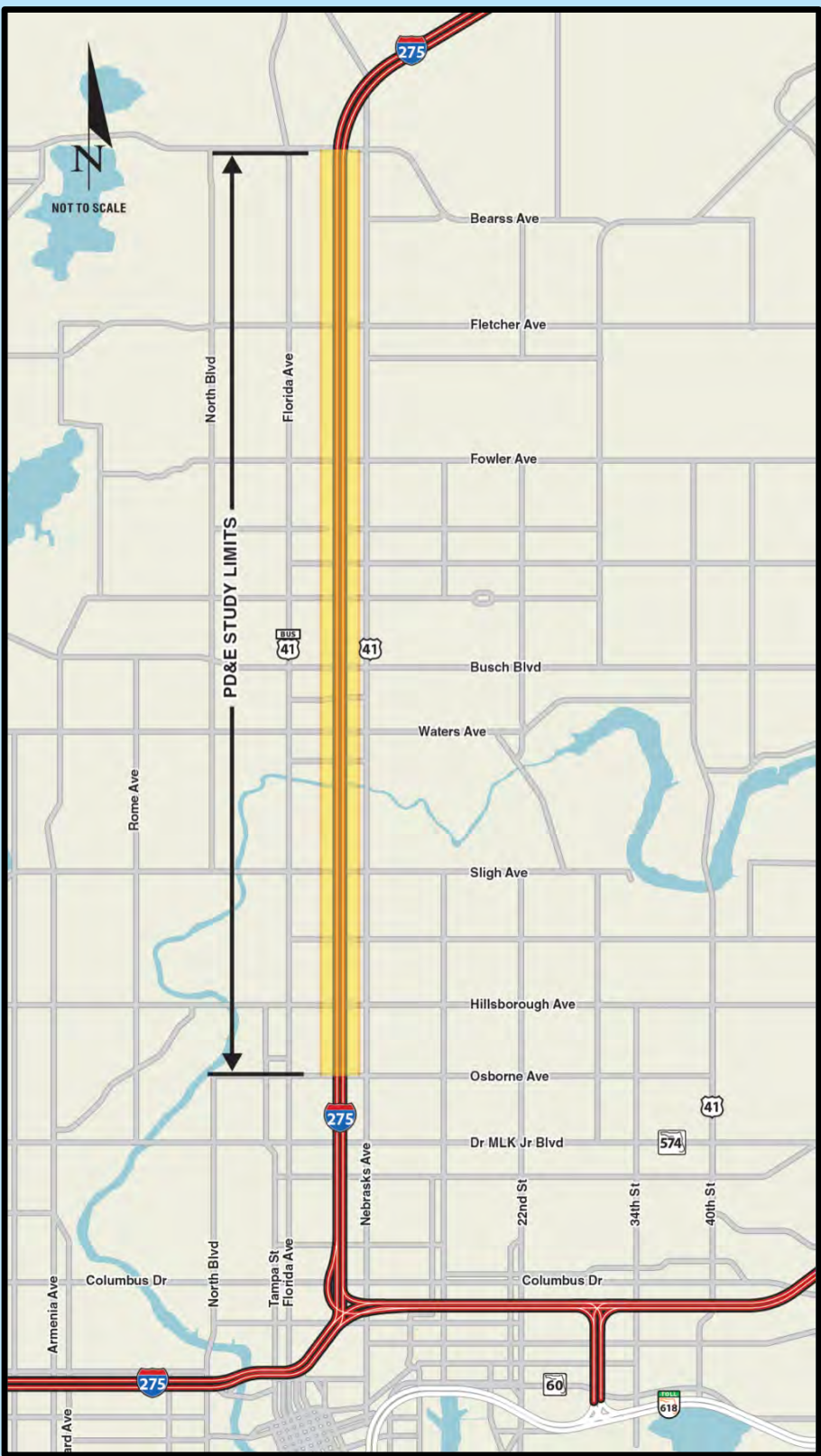
## DRAFT: Subject to Change

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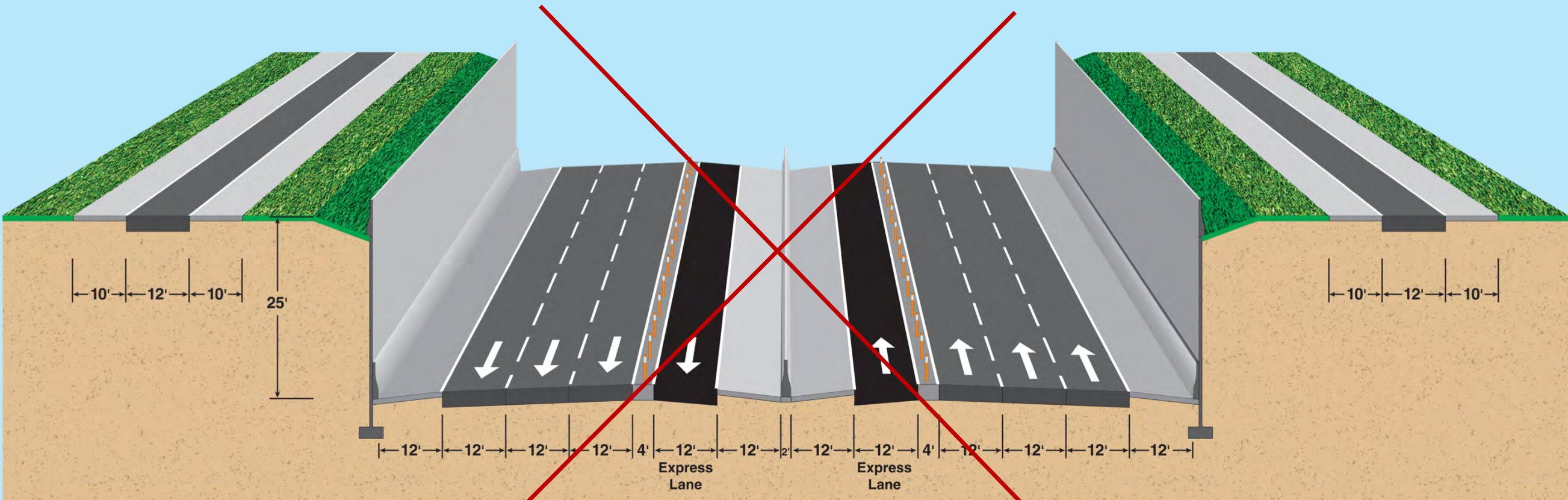


I-275 North PD&E

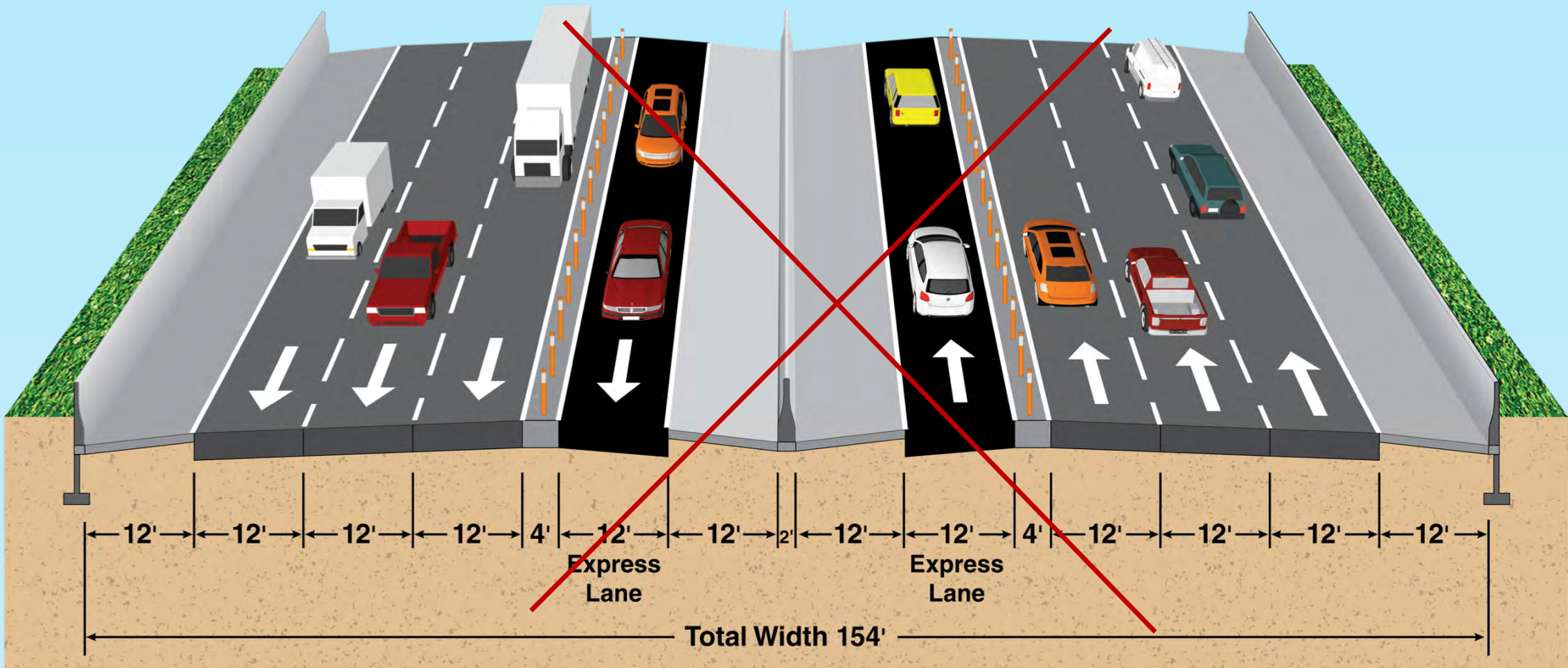
FDOT is no longer considering adding express lanes on this section of I-275 north of the I-4 interchange.



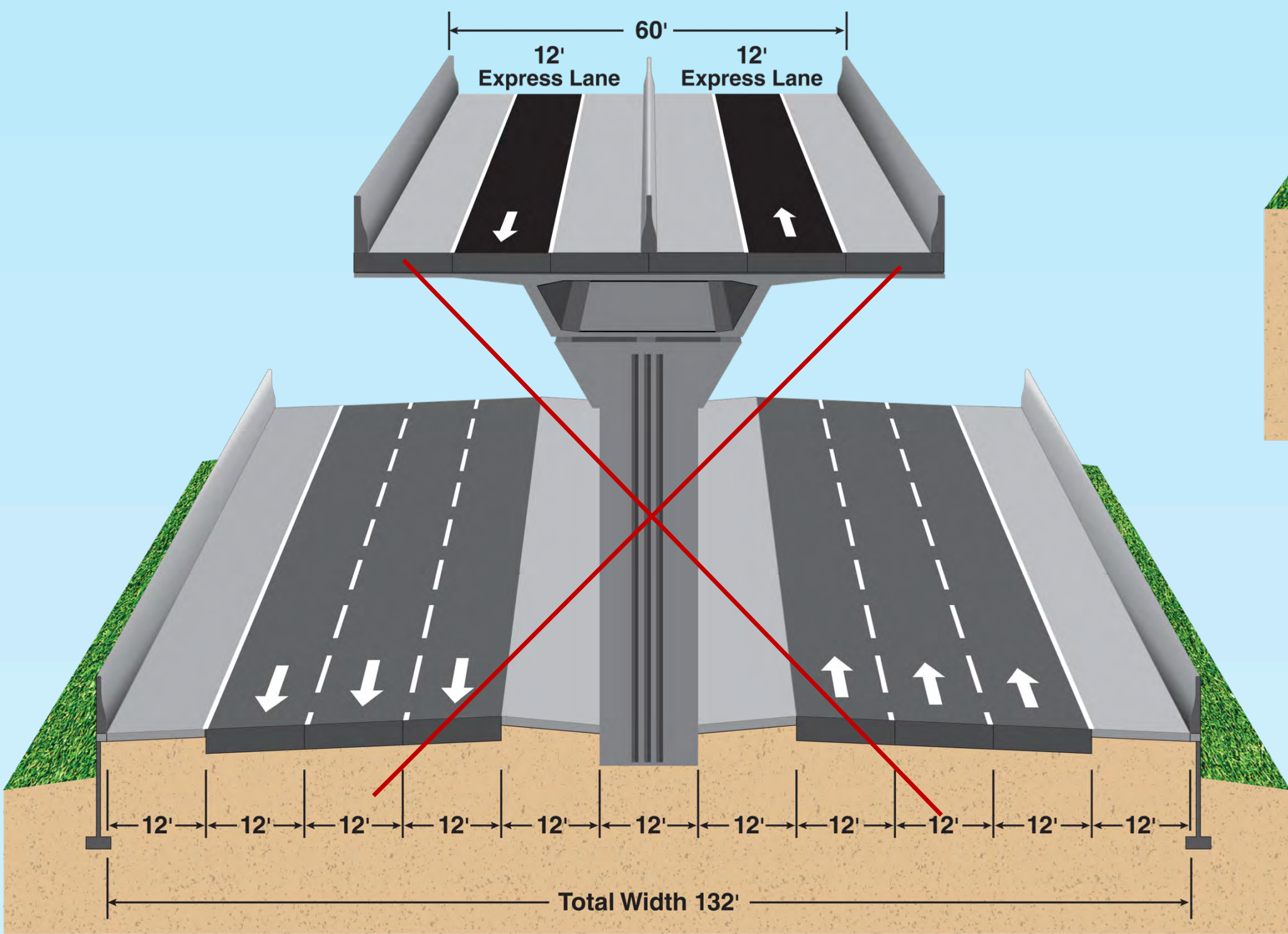
I-275 from north of Dr. Martin Luther King, Jr. Boulevard (SR 574) (MLK Boulevard) to north of Bearss Avenue (SR 678/CR 582)



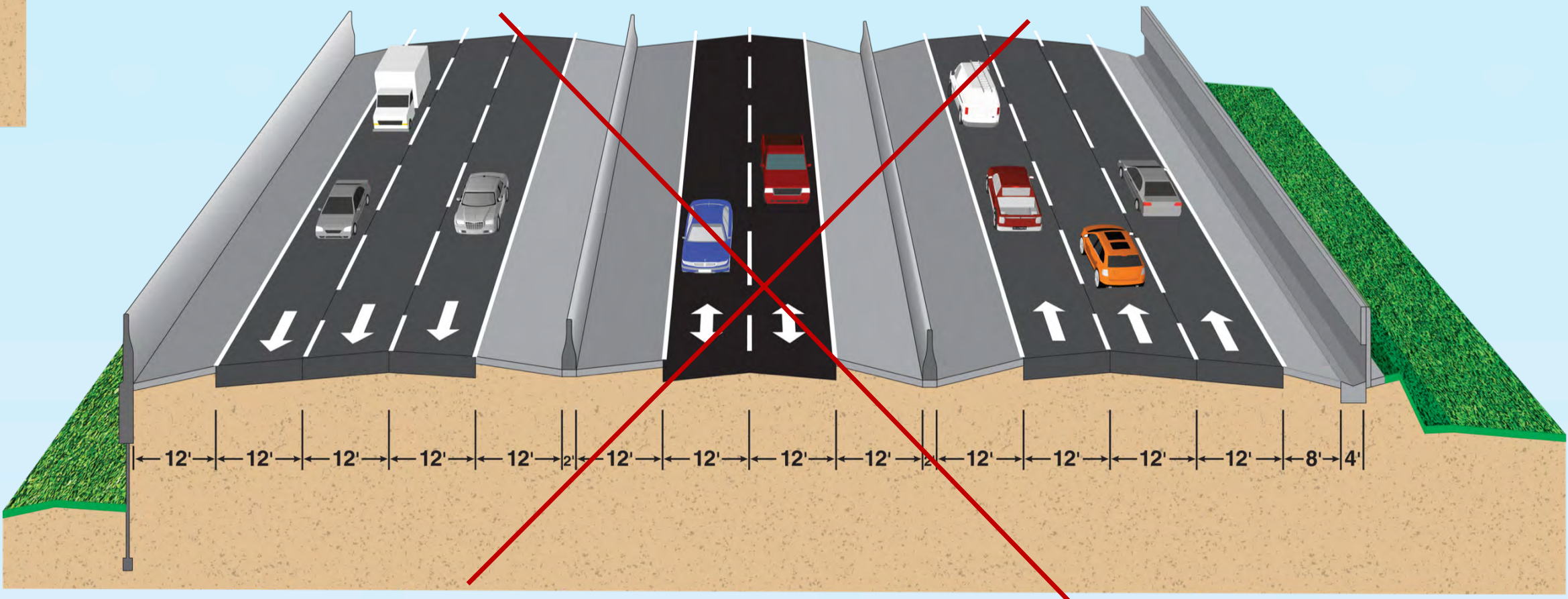
Trench with One Express Lane in Each Direction



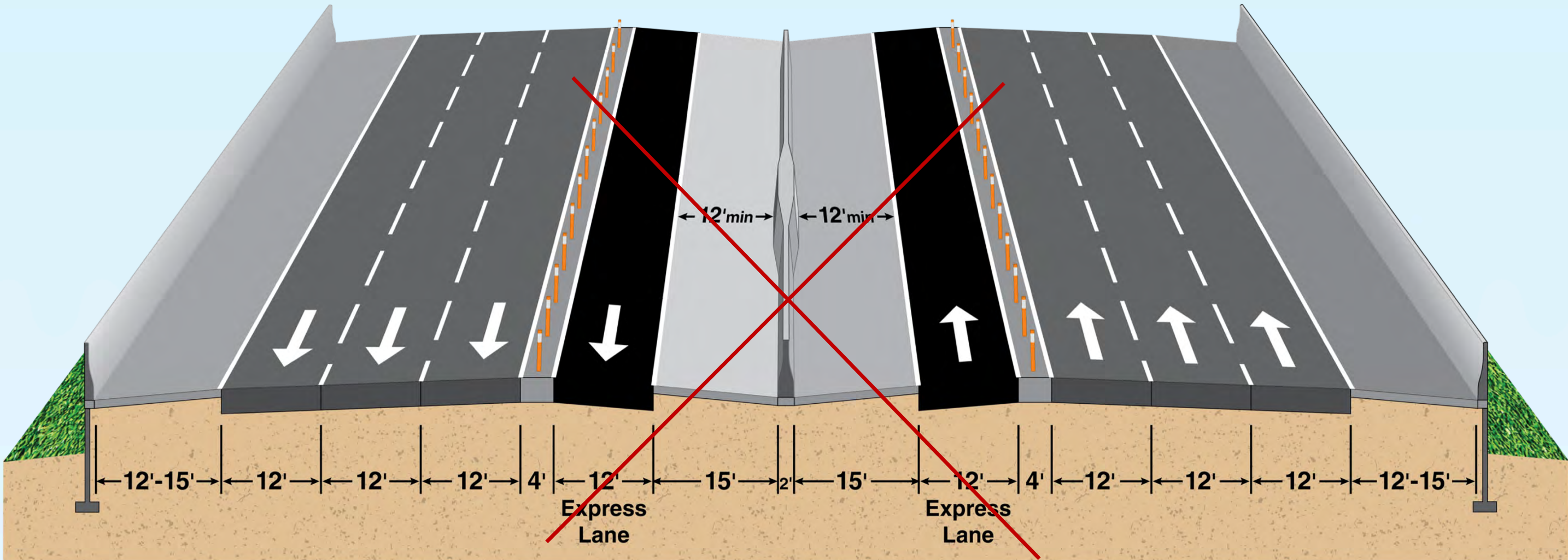
One Express Lane in Each Direction with Pylon Option



Elevated Express Lanes, One in Each Direction



Reversible Express Lanes

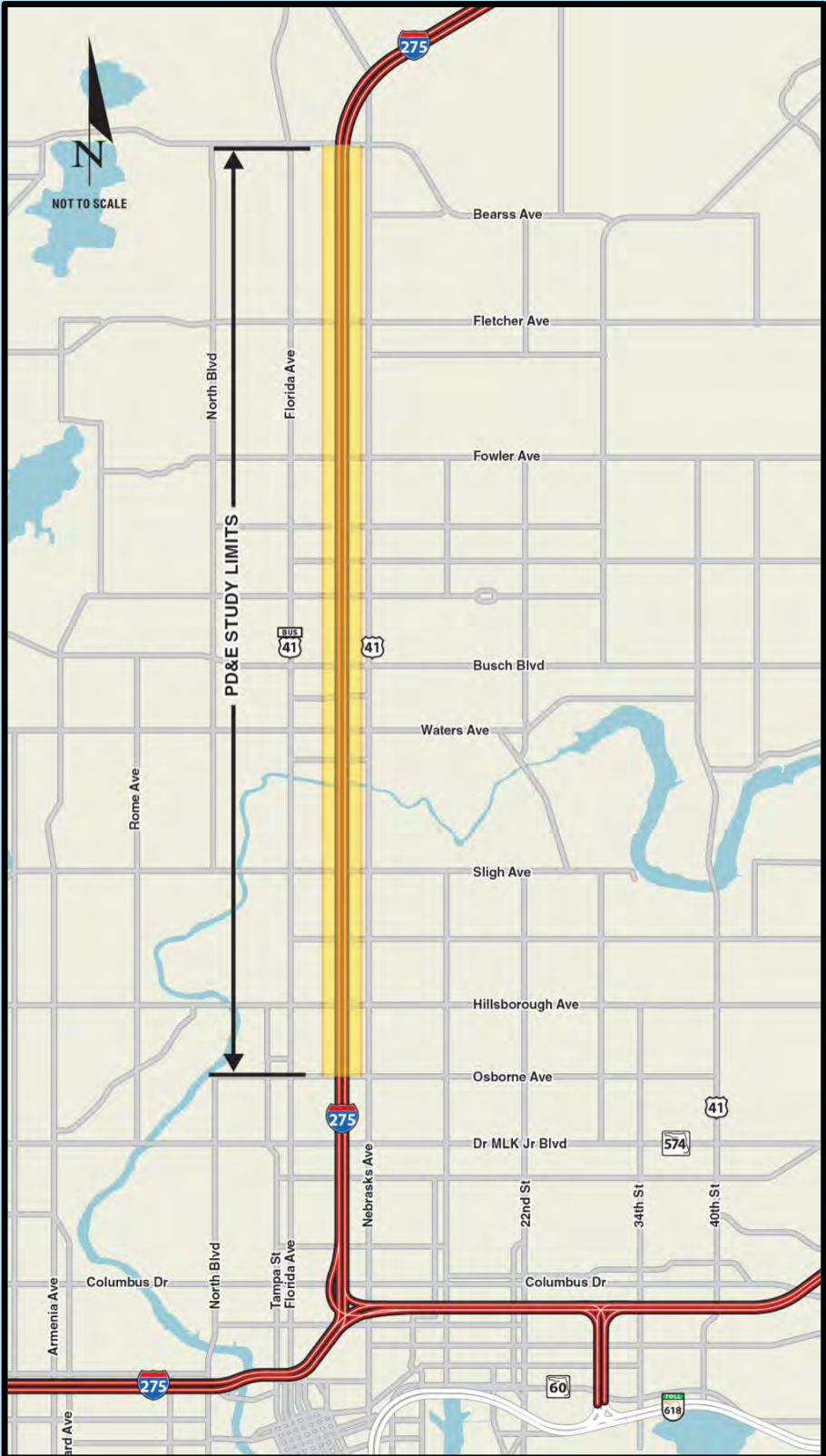
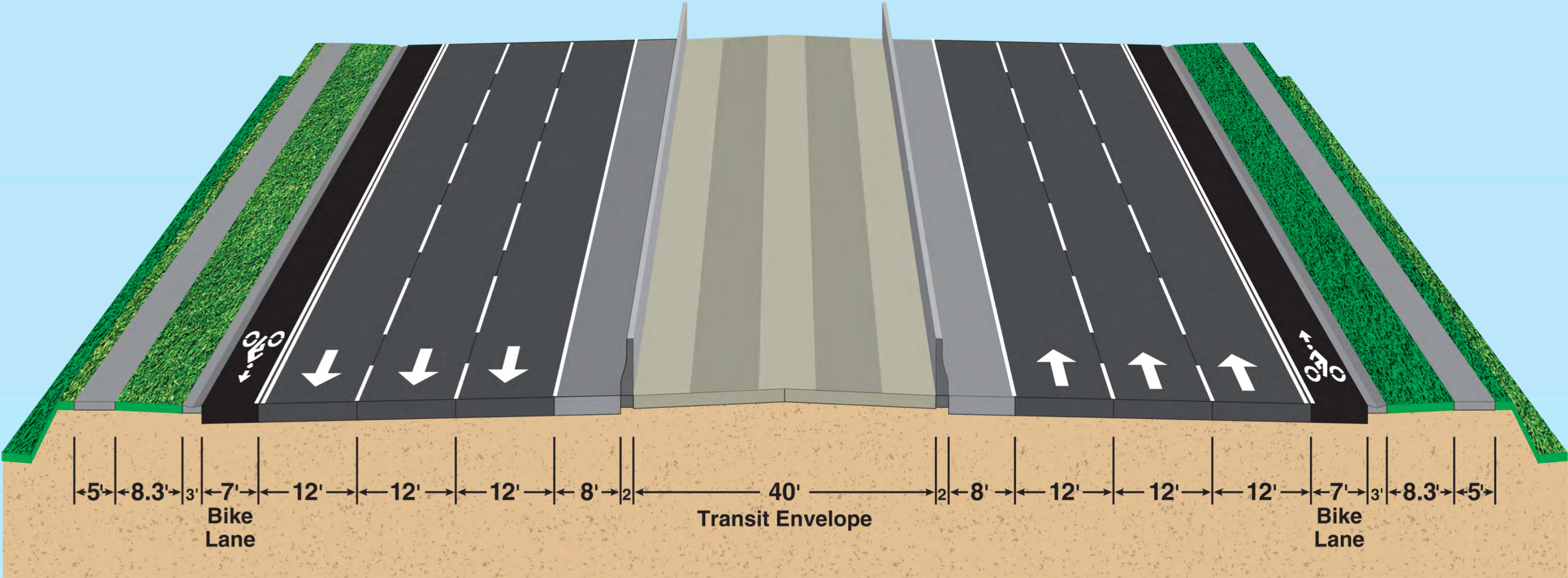


One Express Lane in Each Direction with Bus on Shoulder



# I-275 North PD&E

The Hillsborough Metropolitan Planning Organization will evaluate the boulevard concept as part of the Long Range Transportation Planning process.



I-275 from north of Dr. Martin Luther King, Jr. Boulevard (SR 574) (MLK Boulevard) to north of Bearss Avenue (SR 678/CR 582)

Boulevard with Transit in Median

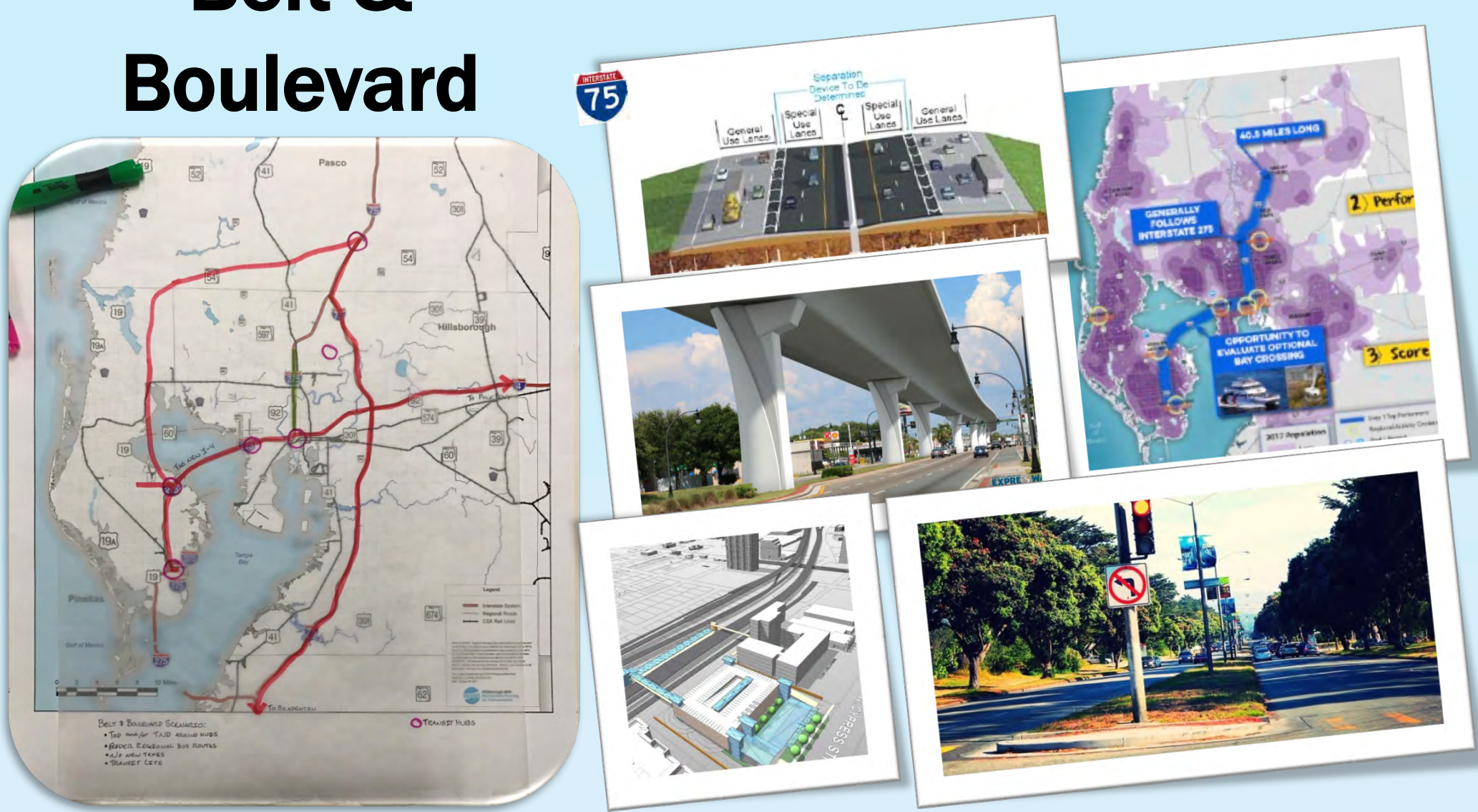


## Three Regional Growth Scenarios

### Trend + Technology



### Belt & Boulevard



### Transit Oriented Development





## I-275 North PD&E

For this corridor, FDOT is focusing on options that provide near term improvements within the existing Right of Way.

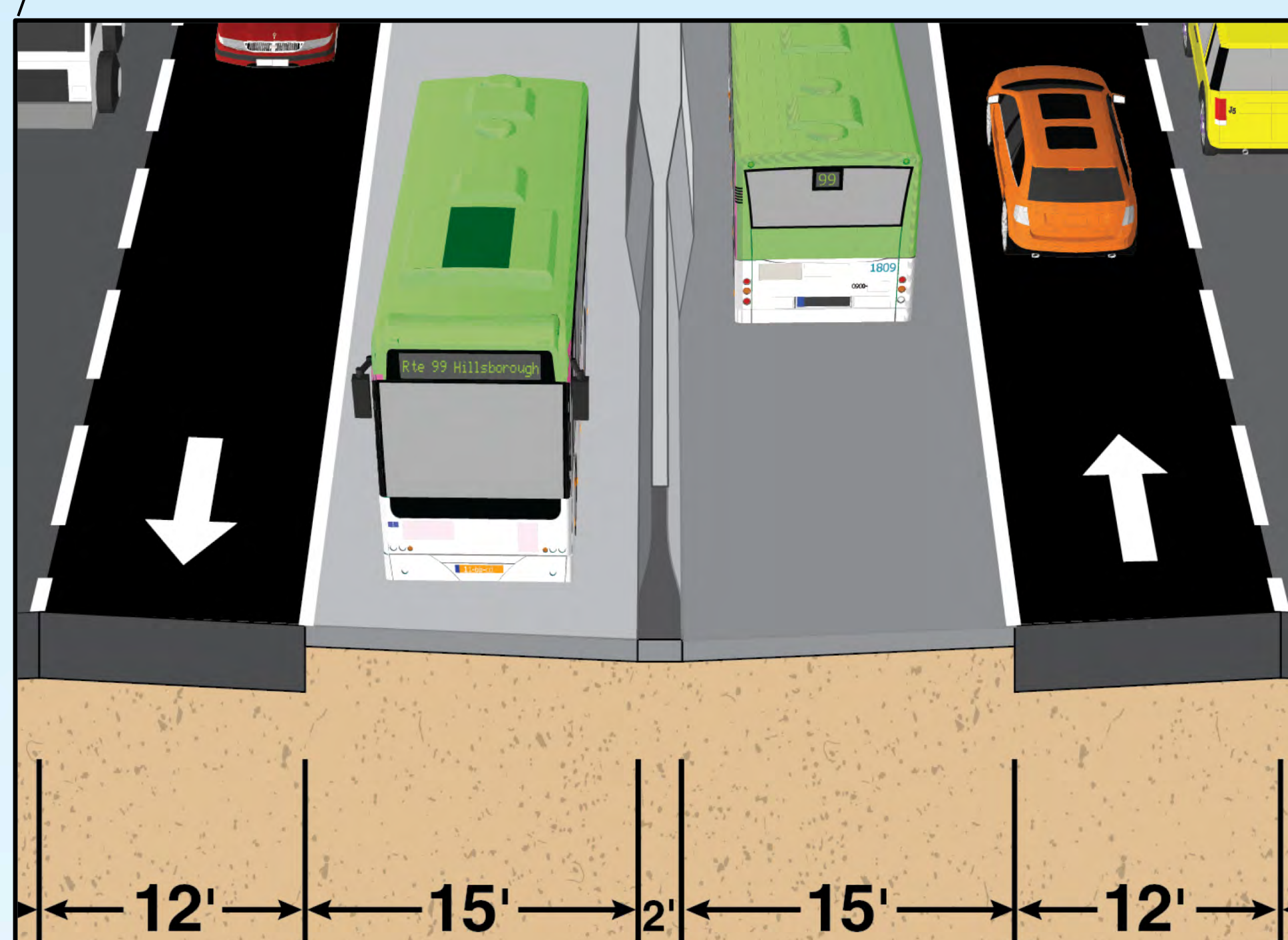
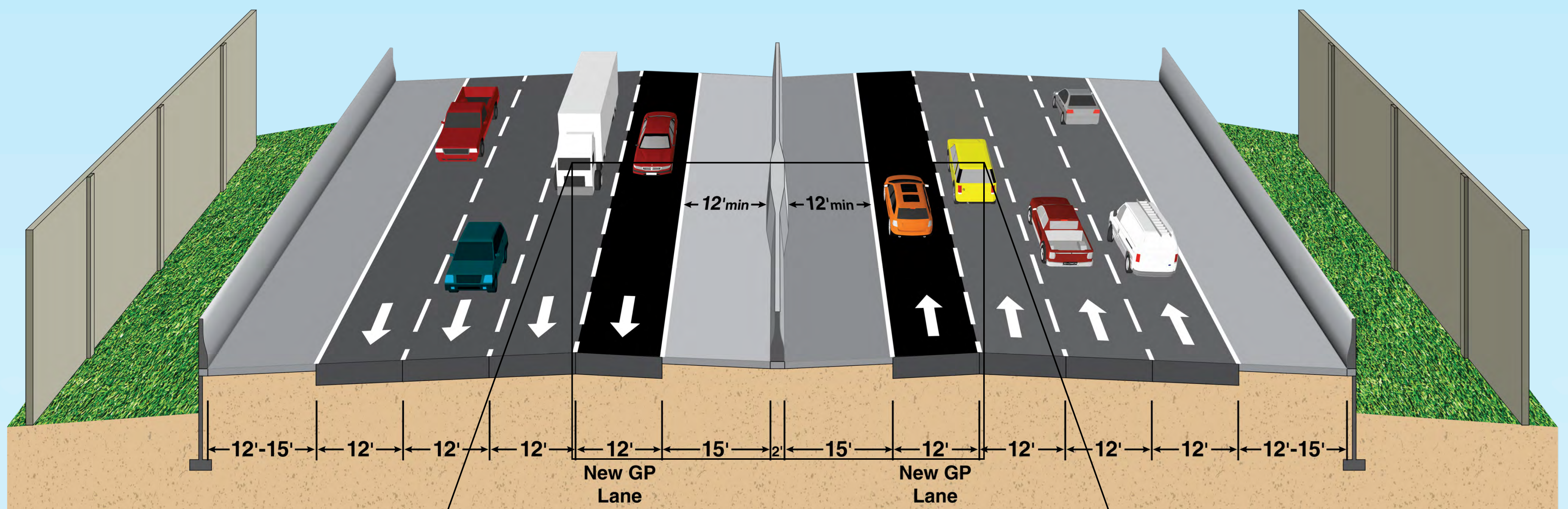
These options focus on:

- Improving safety and addressing the existing bottleneck condition
- Staying within the existing Right of Way
- Providing noise walls
- Incorporating transit



I-275 from north of Dr. Martin Luther King, Jr. Boulevard (SR 574) (MLK Boulevard) to north of Bearss Avenue (SR 678/CR 582)

One Additional General Purpose Lane in Each Direction Within Existing Right of Way. Includes Sound Barrier Walls

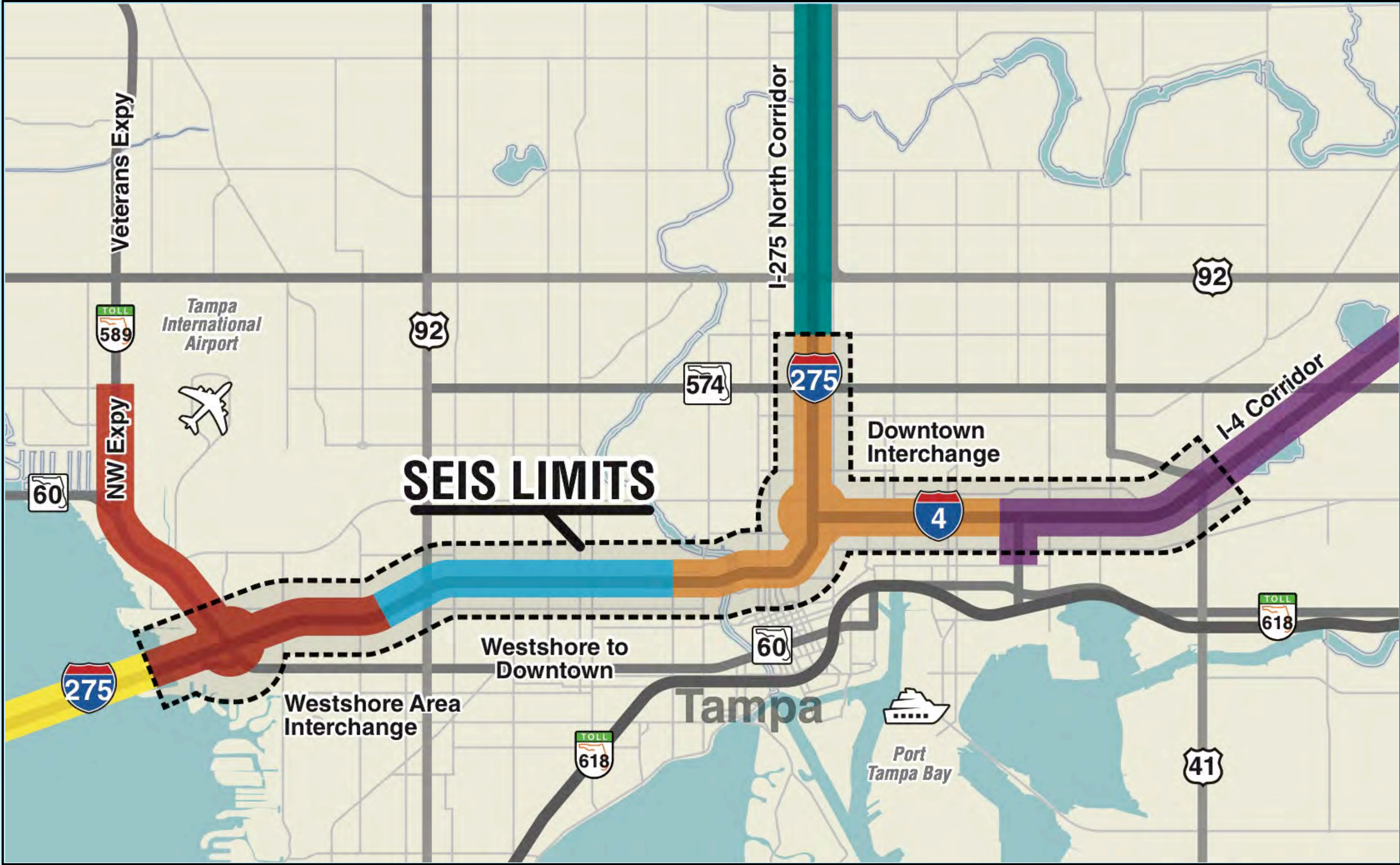


This option accommodates bus on inside or outside shoulder.



# Tampa Interstate Study SEIS

## NEPA/PD&E Documentation



## SEIS, Westshore Area Interchange, and NW Expressway Evaluation

<div>Sociocultural Effects</div> <ul style="list-style-type: none"> <li>SCE Tech Memo (includes Environmental Justice and Economic Considerations)</li> <li>Cultural Resources</li> <li>Conceptual Relocation Plan</li> </ul>	<div>Natural and Physical Effects</div> <ul style="list-style-type: none"> <li>Air Quality Tech Memo</li> <li>Natural Resources Evaluation</li> <li>Noise Tech Memo</li> <li>Contamination Screening</li> </ul>	<div>Engineering Considerations</div> <ul style="list-style-type: none"> <li>Preliminary Engineering</li> <li>Traffic Tech Memo</li> <li>Pond Siting</li> </ul>	<div>Public Outreach</div> <ul style="list-style-type: none"> <li>Public and Agency Coordination Plan</li> <li>Comments and Coordination Tech Memo</li> <li>Small Group Meeting</li> <li>Public Workshop/Hearing</li> </ul>
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A project’s environmental impacts, engineering considerations, and public comments feed FDOT’s decision-making process. This graphic lists the various documents that FDOT will prepare as a part of this process. Draft documents will be available at the December 2018 Public Workshop.



## Study Integration

**FDOT is funding multiple studies focused on improving mobility in Tampa's downtown and urban core areas.**



**FDOT is working with the community and agency partners to identify opportunities for multimodal transportation improvements.**



# FDOT Intermodal Center Studies



## Collaboration

Intermodal Center Studies are being conducted in collaboration with agency partners, related studies, and stakeholder groups.

## Intermodal Center Studies will examine sites that will benefit:

- Areas with Redevelopment Potential
- Residential Areas
- Employment Centers
- Entertainment Districts

## Studies will consider all modes, including, but not limited to:

- Bus and Bus Rapid Transit
- Streetcar
- Light Rail
- Commuter Rail
- Automated People Movers
- Connected and Autonomous Vehicles
- Ride Share
- Pedestrians
- Bicycles



Anaheim Regional Transportation Intermodal Center



Miami Intermodal Center