

# Westshore Area Interchange

Section 4-5 FPID 433535-7-52-01 and 434045-2-52-01



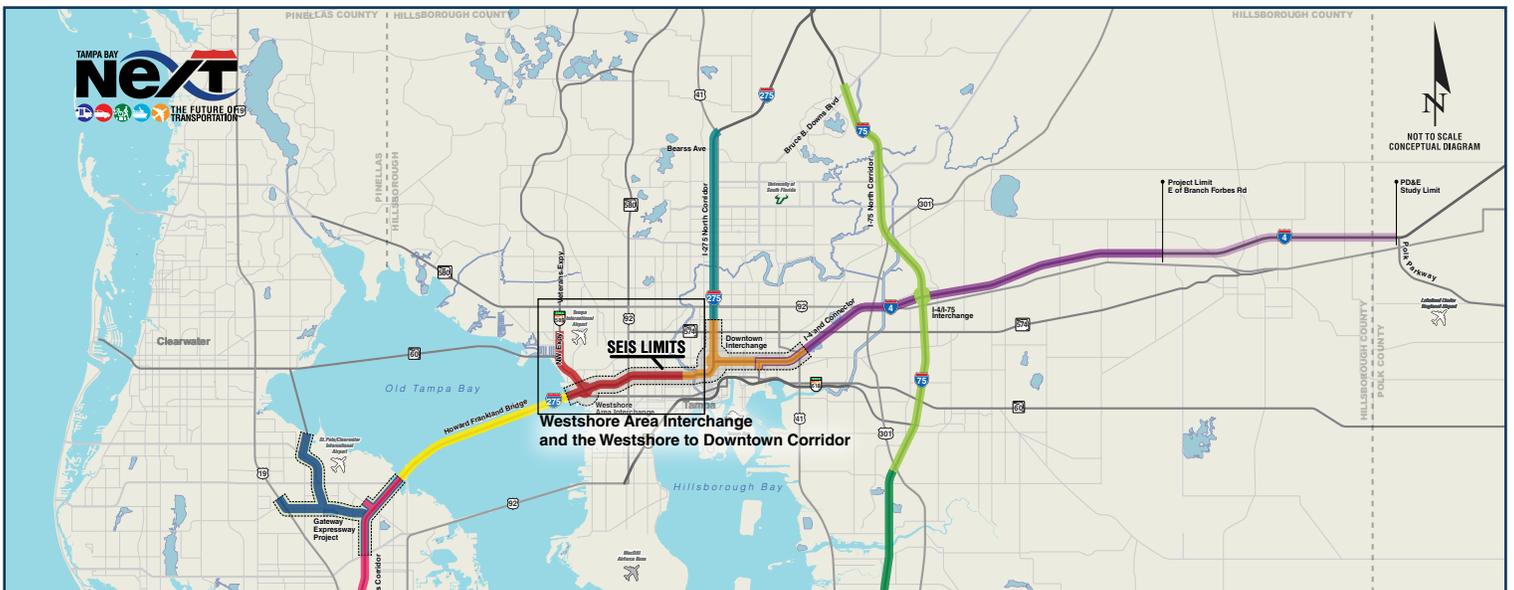
## Program Description

Tampa Bay Next is a program to modernize Tampa Bay's transportation infrastructure and a process for engaging the public. Within the majority of the program area, the addition of express lanes is being considered to provide additional capacity, relieve congestion and provide a more reliable travel time option for passenger and transit vehicles. In addition, improvements address safety and traffic operations on the interstates. Interstate modernization projects incorporate additional elements such as opportunities to add bicycle and pedestrian facilities, aesthetic treatments, transit accommodations, and reconnecting streets where possible.

## IN PROJECT DEVELOPMENT

CONSTRUCTION ESTIMATE (as of Feb 2019)*	Approximately \$1 billion
CONSTRUCTION SCHEDULE	TBD
	Not currently funded for construction
PUBLIC WORKSHOP	SPRING 2019
PUBLIC HEARING	EARLY 2020

\*Present Day Cost



### For more project specific information and to get involved:

TampaBayNext.com | TampaBayNext@dot.state.fl.us | (813) 975-NEXT (6398) | /TampaBayNext | @TampaBayNext

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, 1 (800) 955-8771 (TDD) or 1 (800) 955-8770 (Voice).

Comuníquese con nosotros: Nos importa mucho la opinión del público sobre el proyecto. Si tiene preguntas o comentarios, o simplemente desea más información, por favor comuníquese con nosotros. Nuestra representante en español es: Lilliam Escalera, (813) 975-6445, lilliam.escalera@dot.state.fl.us.



# Westshore Area Interchange

## Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS)

The Florida Department of Transportation (FDOT) is currently working with the Federal Highway Administration (FHWA) to evaluate improvements to the Westshore Area Interchange (I-275/SR 60) and the Downtown Interchange (I-275/I-4) as well as the I-275 corridor between them. This effort will culminate in the Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS).

The purpose and need of the SEIS is 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 and provide congestion relief that improves accessibility, mobility, travel times, and system linkages and multimodal connections, while supporting regional economic development goals and enhancing quality of life for Tampa Bay residents and visitors. The interchanges were originally designed in the 1960s and while partial improvements have been done throughout the years, the interchanges do not meet modern standards and cannot accommodate current or future demand.



## Westshore Area Interchange Improvements

The Westshore Area Interchange's outdated design has generated weaving and merging issues, as well as drivers experiencing limited sight distances due to sharp curves. Many areas around the interchange experience congestion due to insufficient capacity along the corridor.

The full reconstruction of the Westshore Area Interchange (I-275/SR 60), shown on the map, is under evaluation in the TIS SEIS. Reconstruction of the interchange will include the addition of express lanes, and would accommodate future transit. The alternatives being evaluated for the Westshore Area Interchange include a full reconstruction option and a no further action option (which would include partial improvements previously approved in the original Tampa Interstate Study – [tampainterstatestudy.com](http://tampainterstatestudy.com)). The proposed express lane improvements would provide direct connections from I-275 to the Veteran's Expressway, Independence Parkway, Courtney Campbell Causeway, Tampa International Airport, and Himes Ave.

At a local level, the project will provide a significant benefit to the walk/bike network and traffic circulation in the Westshore Business District by reconnecting Reo Street, Occident Street, and Trask Street beneath the interstate. Reconnecting these streets will relieve traffic bottlenecks on Westshore Boulevard and improve access and connectivity. The project would also include lighting improvements and other minor enhancements to existing underpasses.

The 4.5 mile I-275 corridor between the Westshore Area Interchange and the Downtown Interchange was reconstructed in 2012-2016, and the median was widened to accommodate a transit corridor and future express lanes. The improvements in this corridor may be constructed along with improvements to the Westshore Area Interchange. The construction of the Westshore Area Interchange is anticipated to cost approximately \$1.03 billion. The project is not currently funded in the 5-year work program, but is a high priority for District 7.

## Operational Improvements

FDOT is working on two near-term operational improvements in the Westshore area to improve safety and traffic operations. FDOT is constructing an improvement to SR 60 to add one southbound lane from about ¼ mile north of the SR 60/Courtney Campbell to the SR 60/Airport/Spruce Street interchange, a distance of 1.1 miles. The project involves minor shoulder widening and restriping, with work to be completed within the existing right of way. The cost is \$1.9 million. It is currently under construction and is anticipated to be completed in Summer 2019.

The other operational improvement is on I-275 between the Howard Frankland Bridge and Lois Avenue. The project adds one lane in each direction (within the existing right of way) to improve I-275 operations through the Westshore area. It will also add an additional lane to receive traffic from the southbound SR 60/Veterans Expressway loop ramp onto northbound I-275. The project begins construction in 2019, and is anticipated to be completed in late 2020. The cost is \$30.85 million. This operational improvement is designed to accommodate the new Howard Frankland Bridge express lanes and general purpose lanes to be completed in 2024.

## Westshore Area Info

The Westshore area is the largest employment district in the Tampa Bay region, and it is a regional draw for destinations such as the Tampa International Airport, Raymond James Stadium, and two major shopping malls.

### Quick Facts

- ◆ 96,000+ Employed
- ◆ 15,000+ Residents
- ◆ 4,000+ Businesses
- ◆ 250+ Restaurants
- ◆ 39 Hotels
- ◆ 19.6+ million TIA Passengers

Sources: 2017 Tampa International Airport, 2018 Westshore Alliance Westshore District Quick Facts

