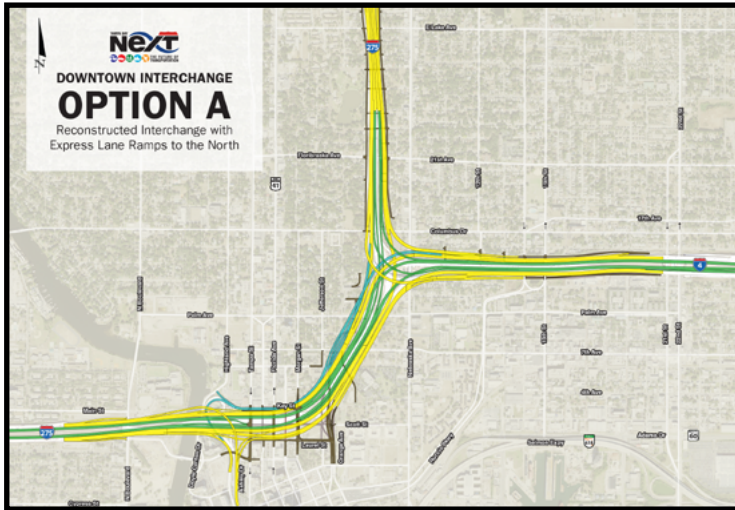


Downtown Tampa Interchange



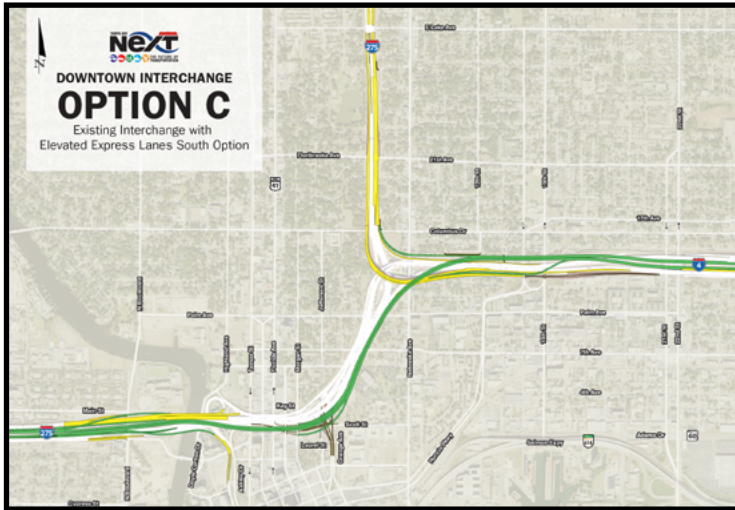
OPTION A Reconstructed Interchange with Express Lane Ramps to the North

- Provides the most capacity for future growth including express lanes on I-275 and I-4
- Reconstructs the existing interchange with direct connect express lane ramps to I-275 north of the interchange
- Brings roadway design to modern standards, including full shoulder widths
- Reconstructs the southbound I-275 to I-4 ramp as a two-lane ramp
- Requires the most Right of Way (209 additional parcels)
- Eliminates “rollercoaster effect” on I-275 between I-4 and Dr. Martin Luther King Jr. Boulevard and over the Hillsborough River
- Does not eliminate merge/weave issues on westbound I-4 between I-275 and the Selmon Connector
- Reconstruction of I-275 near Robles Park allows for reconnecting Adalee and Emily Streets for vehicular connectivity and E Plymouth and E 26th Streets for bike and pedestrian connectivity under I-275
 - Local street reconnections will enhance access to Robles Park, Borrell Park and adjacent neighborhoods
- Minor impacts to Perry Harvey Sr. Park and Julian B. Lane Park
- Ramps at Floribaska Avenue will be closed except for potential transit only access



OPTION B Reconstructed Interchange without Express Lane Ramps to the North

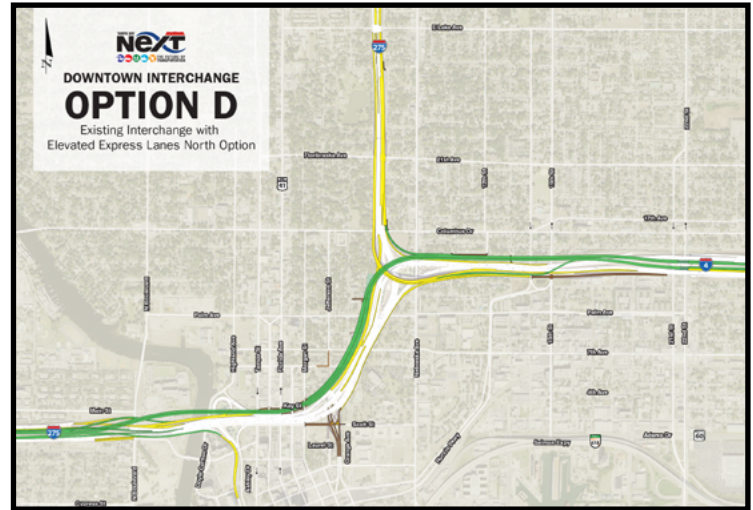
- Provides the most capacity for future growth including express lanes on I-275 and I-4
- Reconstructs the existing interchange with no direct express lane ramp connectivity to the north
- Brings roadway design to modern standards, including full shoulder widths
- Reconstructs the southbound I-275 to I-4 ramp as a two-lane ramp
- Smaller footprint than Option A - requires less Right of Way north of Columbus Drive (182 additional parcels)
- Eliminates “rollercoaster effect” on I-275 between I-4 and Dr. Martin Luther King Jr. Boulevard and over the Hillsborough River
- Does not eliminate merge/weave issues on westbound I-4 between I-275 and the Selmon Connector
- Reconstruction of I-275 near Robles Park allows for reconnecting Adalee and Emily Streets for vehicular connectivity and E Plymouth and E 26th Streets for bike and pedestrian connectivity under I-275
 - Local street reconnections will enhance access to Robles Park, Borrell Park and adjacent neighborhoods
- Minor impacts to Perry Harvey Sr. Park and Julian B. Lane Park
- Ramps at Floribaska Avenue will be closed except for potential transit only access



OPTION C

Existing Interchange with Elevated Express Lanes South Option

- Mostly preserves the existing interchange and adds elevated express lanes on the south side of I-275 between the Hillsborough River and I-4, continuing along the north side of I-4
- Reconstructs the southbound I-275 to I-4 ramp as a two-lane ramp
- Reconstructs the southbound I-275 bridge over the Hillsborough River
- Smallest footprint minimizes Right of Way impacts (56 additional parcels)
- Does not address existing “rollercoaster effect” on I-275 between I-4 and Dr. Martin Luther King Jr. Boulevard and over the Hillsborough River
- Improves operations on I-4 between I-275 and the Selmon Connector by reducing the existing weave movements
- Requires bridge spanning over Perry Harvey Sr. Park skate bowl and basketball courts
- Minor impacts to Julian B. Lane Park
- Ramps at Floribaska Avenue will be closed except for potential transit only access



OPTION D

Existing Interchange with Elevated Express Lanes North Option

- Mostly preserves the existing interchange and adds elevated express lanes on the north side of I-275 between the Hillsborough River and I-4, continuing along the north side of I-4
- Reconstructs the southbound I-275 to I-4 ramp as a two-lane ramp
- Smaller footprint minimizes Right of Way impacts compared to Options A & B (67 additional parcels)
- Does not address existing “rollercoaster effect” on I-275 between I-4 and Dr. Martin Luther King Jr. Boulevard and over the Hillsborough River
- Improves operations on I-4 between I-275 and the Selmon Connector by reducing the existing weave movements
- Minor impacts to Julian B. Lane Park
- Ramps at Floribaska Avenue will be closed except for potential transit only access

Legend

- General Purpose Lanes – New Construction
- Express Lanes
- Collector / Distributor Lanes
- Non-Interstate Roadwork

Downtown Tampa 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 providing congestion relief that improves accessibility, mobility, travel times, system linkages and multimodal connections, in addition to supporting regional economic development goals, and enhancing the 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 traffic demand.



Downtown Tampa Info

Tampa is experiencing rapid growth and the downtown (I-275/I-4) interchange is a known pressure point for congestion. Improvements are being developed for the I-275/I-4 interchange that will bring it to modern standards. I-275, I-4, and the Selmon Expressway serve as important connections to where people live, work, and play in the Tampa Bay region, providing access to jobs, education and cultural experiences.



Quick Facts

- ◆ **71,578 Employed**
- ◆ **11,859 Residents Living in Downtown Core**
- ◆ **106,901 Residents within 3 Miles of Downtown**
- ◆ **4,000 Residential Units Under Construction**
- ◆ **145 Restaurants**
- ◆ **15 Hotels**
- ◆ **28 Office Buildings**



Source: Tampa Downtown Partnership
Quick Facts Spring 2019.

tampasdowntown.com/news/downtown-tampa-quick-facts/

For more project specific information and to get involved:

🌐 TampaBayNext.com | ✉ TampaBayNext@dot.state.fl.us | ☎ (813) 975-NEXT (6398) | [f /TampaBayNext](https://www.facebook.com/TampaBayNext) | [@TampaBayNext](https://twitter.com/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.

