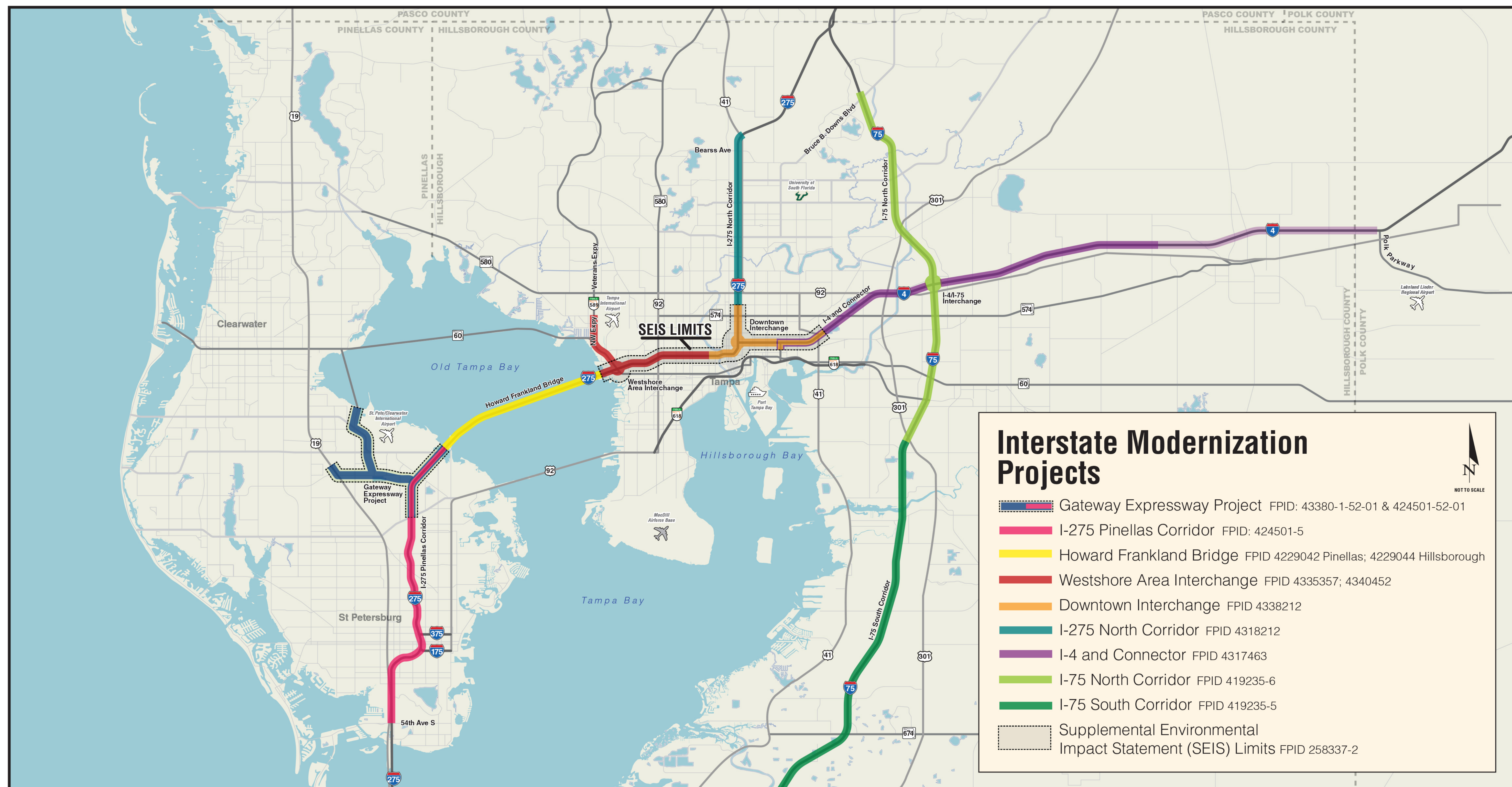




# TAMPA BAY NEXT PROGRAM AND ADJACENT PROJECTS

## ZONE 9





TAMPA INTERSTATE STUDY (TIS) SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT (SEIS) & NORTHWEST (VETERANS) EXPRESSWAY DESIGN CHANGE RE-EVALUATION



# The Heights Mobility Study

FPID: 440511-1-22-01

## OVERVIEW

The Florida Department of Transportation District 7 has initiated a transportation and mobility study for the greater **Tampa Heights** and **Seminole Heights** areas. The purpose of the study is to identify immediate improvements to the Florida Avenue and Tampa Street/Highland Avenue corridor between Downtown and the Hillsborough River. Additionally, the study will work with the community to form a comprehensive vision for transportation for these neighborhoods including other State Roads and local streets in the area.

The Study will build upon previous community planning efforts, coordinate with ongoing studies and planning efforts in the area, generate consensus with community members about the ultimate vision, and develop an action plan to move forward with improvements in a timely manner.

The initial stages of the Study will be based on engaging the communities along the corridor in order to:

- Identify opportunities for actionable immediate safety and mobility improvements
- Develop a clear understanding of existing community character and mobility strategies to support existing community needs.
- Build consensus around a Mission, Vision, and Goals for the Tampa Street/Florida Avenue corridor moving forward

## HOW TO GET INVOLVED

The Heights Mobility Study will be driven by community outreach and engagement. Initially it is anticipated that much of the engagement with the community will be through a series of neighborhood association and organization meetings, online and in-person surveys, outreach at community events, organized walking audits, and a community workshop.

Additionally, information on the Study and opportunities for involvement will be available through the Study website at [www.heightsmobility.com](http://www.heightsmobility.com).



## UPCOMING MILESTONES

- Winter/Spring 2019: Continue Coordination to Implement Immediate Improvements
- Summer/Fall 2019: Community Outreach on Alternatives Evaluation
- Winter 2019: Finalize Concept Alternatives Evaluation

## FREQUENTLY ASKED QUESTIONS

**Why is this corridor being studied?** The corridor in general provides access between downtown Tampa and surrounding neighborhoods, and the Florida Avenue corridor carries the US Highway 41 Business Route designation and functions as a reliever to I-275 during rush hour. Yet it also serves as an urban commercial corridor, where localized mobility demands differ from those of commuters. This study will examine these differences in function and seek a vision to achieve comprehensive balance between competing needs.

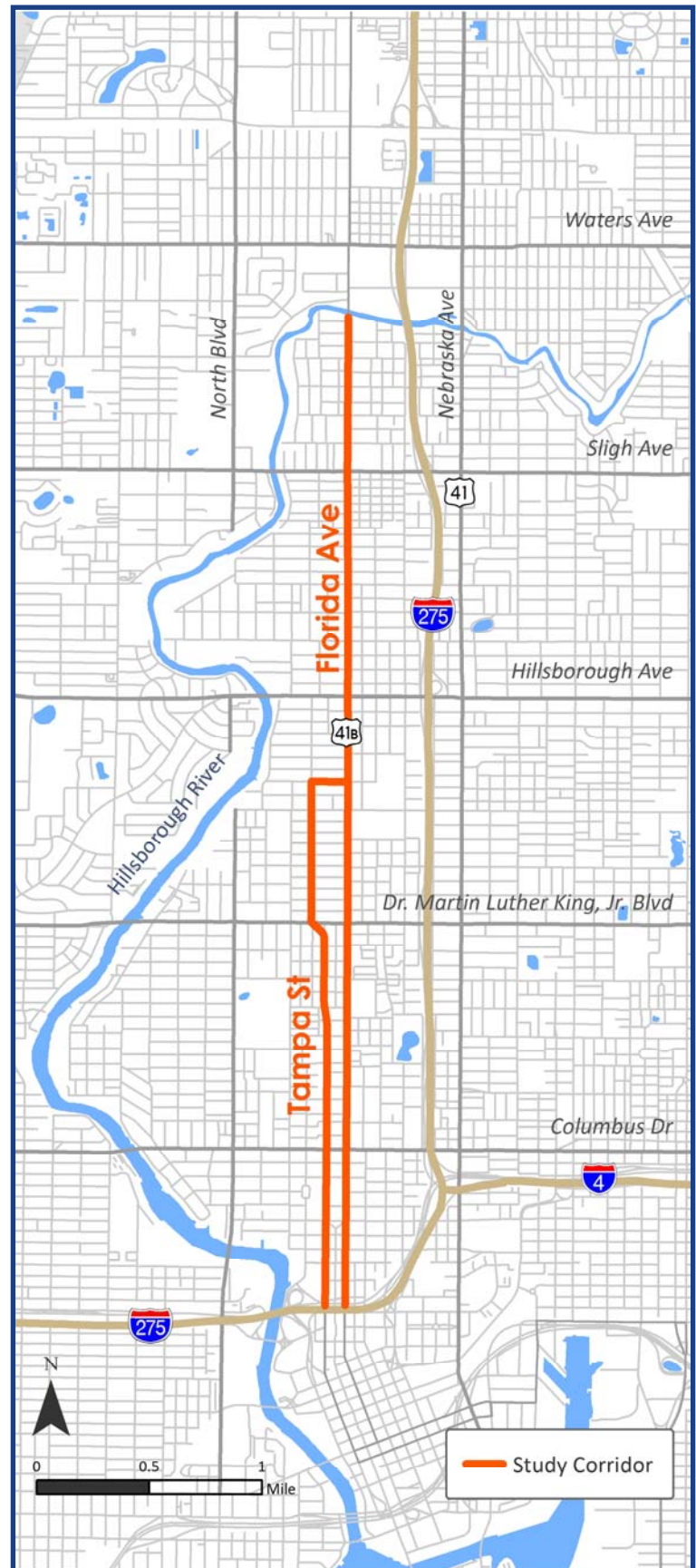
**If prior planning efforts have already been done, why does this corridor need more planning?** This planning effort will help bring together information from previous vision and corridor studies to build consensus around the future character of the corridor and identify next steps to implement.

**What are examples of actionable, immediate safety and mobility improvements?** Immediate safety and mobility improvements focus on enhancements that do not require a major reconstruction effort and do not require right-of-way acquisition to make room for more street features. These include elements such as new signage, pavement markings, street lighting, sidewalk improvements, new or improved bicycle lanes, minor intersection improvements, traffic signals, and new or improved pedestrian crossings.

**What happens next?** The immediate recommendations generated by this study will be implemented as soon as possible. Phase II is currently underway to develop and evaluate longer-term alternatives. Outcomes will be shared with the public over the summer and fall of 2019.

## FOR MORE INFORMATION

Visit [www.heightsmobility.com](http://www.heightsmobility.com) to sign up for updates.



## CONTACT

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813.224.8862, ext. 1234





# Howard Frankland Bridge

Section 3 FPID 4229042 Pinellas; 4229044 Hillsborough



## 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.

## Howard Frankland Bridge

The original Howard Frankland Bridge was constructed in 1959 and second bridge structure was constructed in 1991 to provide additional capacity across the Tampa Bay.

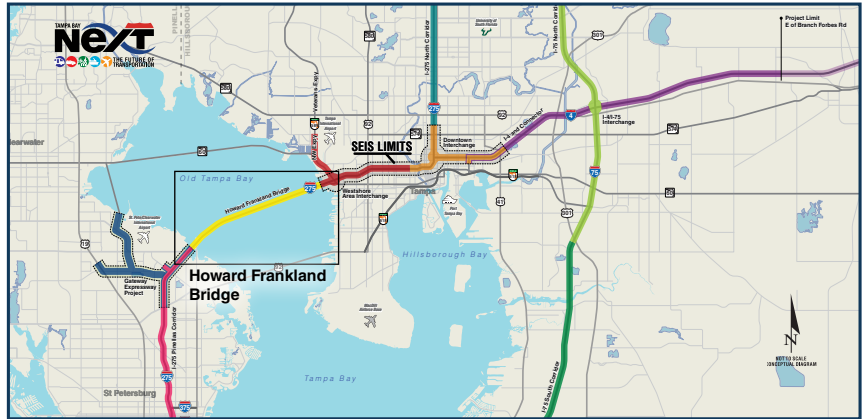
The Howard Frankland Bridge project will replace the existing northbound (1959) bridge to add capacity and alleviate traffic congestion on the most traveled bridge across the Tampa Bay. The new bridge will provide four general purpose lanes and two tolled express lanes in each direction. The tolled express lanes will provide additional capacity, relieve congestion and provide a more reliable travel time option for passenger and transit vehicles. The project will also include a bike/pedestrian path that will connect Pinellas and Hillsborough Counties, which was requested by both the Hillsborough MPO and Forward Pinellas. This project requires no right of way.

The new design will improve incident management in emergency response situations and provide additional capacity along a critical evacuation route. To accommodate transit in the future, a portion of the new bridge will be designed and constructed to carry heavier loadings, up to a light rail transit system. Should light rail transit be locally supported for implementation, the existing southbound (1991) bridge would then be widened and travel lanes shifted to the widened bridge.

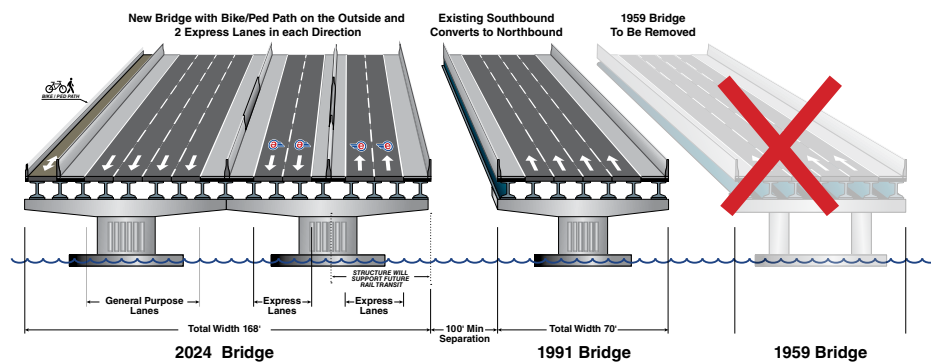
## IN PROJECT DESIGN / CONSTRUCTION

CONSTRUCTION ESTIMATE (as of Feb. 2019)*	\$814 Million Funded for construction
CONTRACT AWARD	Late 2019
CONSTRUCTION SCHEDULE	Anticipated to begin early 2020 Anticipated completion late 2024

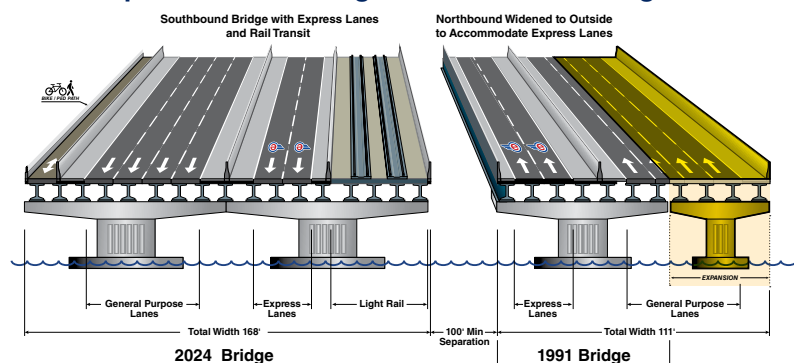
\*Present Day Cost



## Current Proposed Design



## Proposed Future Design to Accommodate Light Rail



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

[TampaBayNext.com](http://TampaBayNext.com) | [TampaBayNext@dot.state.fl.us](mailto: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](mailto:lilliam.escalera@dot.state.fl.us).





# Westshore Area Interchange

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

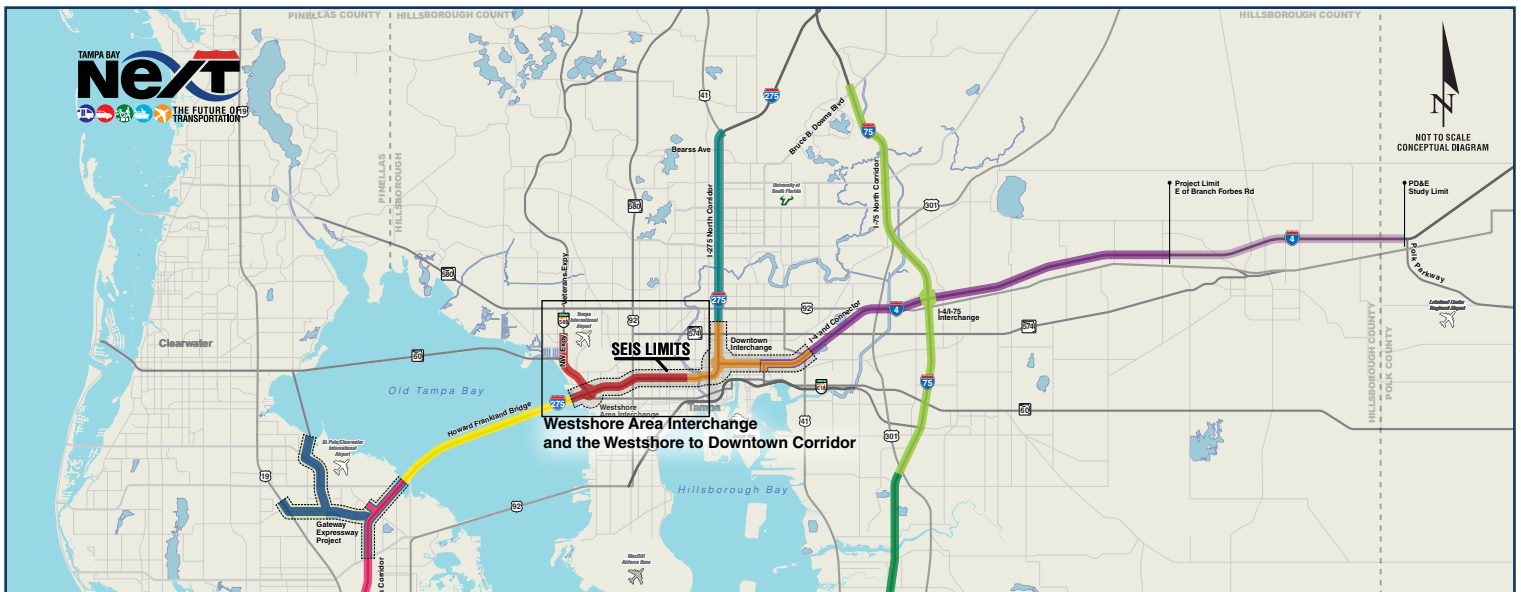
## Program Description

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

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# 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





# Downtown Tampa Interchange

Section 6 FPID 4338212

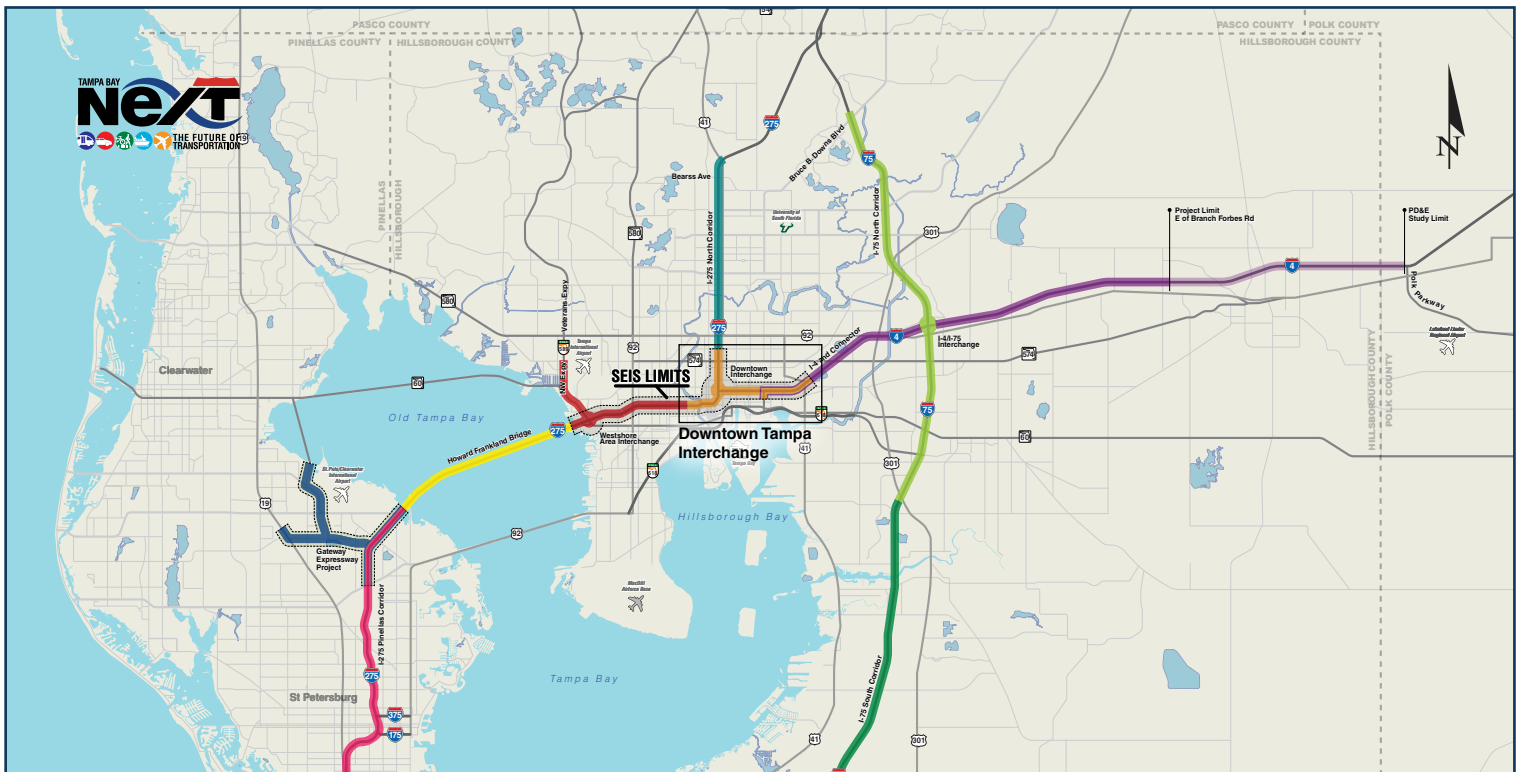
## Program Description

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

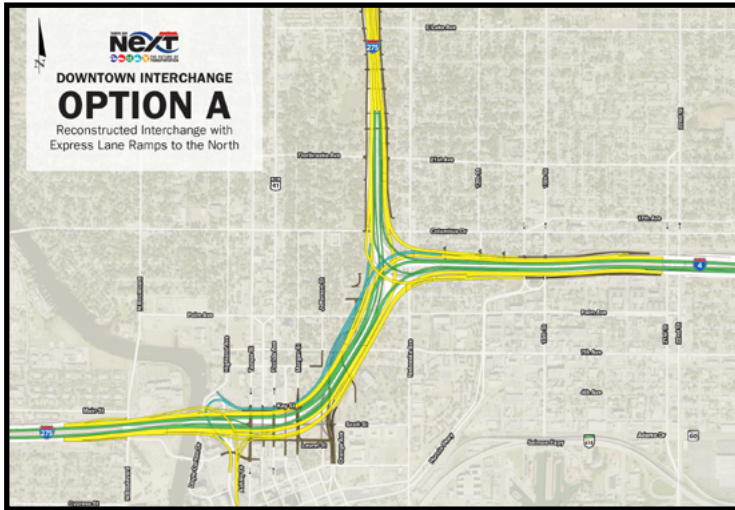
CONSTRUCTION ESTIMATE (as of May 2019)*	Option A/B: \$1.7 – \$1.5 billion Option C/D: \$1.2 – \$1.1 billion
CONSTRUCTION SCHEDULE	Not currently funded for construction
PUBLIC WORKSHOP	May 21 & 23, 2019
PUBLIC HEARING	EARLY 2020

\*Present Day Cost





# Downtown Tampa Interchange



## OPTION A Reconstructed Interchange with Express Lane Ramps to the North

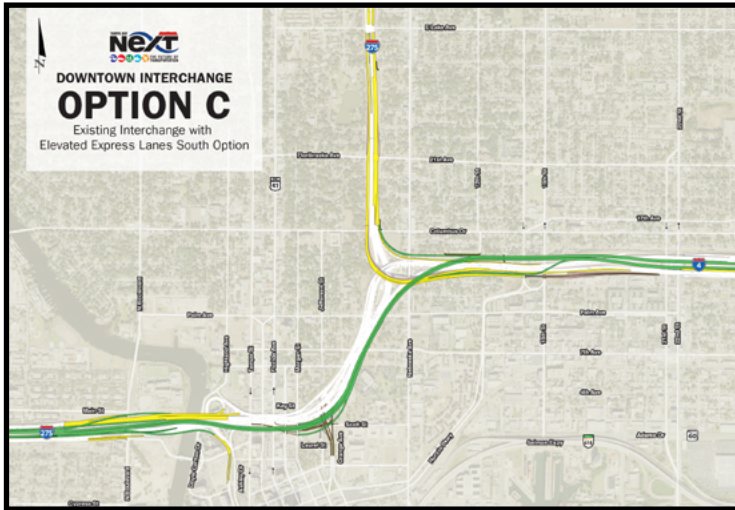
- Provides the most capacity for future growth including express lanes on I-275 and I-4
- Reconstructs the existing interchange with direct connect express lane ramps to I-275 north of the interchange
- Brings roadway design to modern standards, including full shoulder widths
- Reconstructs the southbound 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

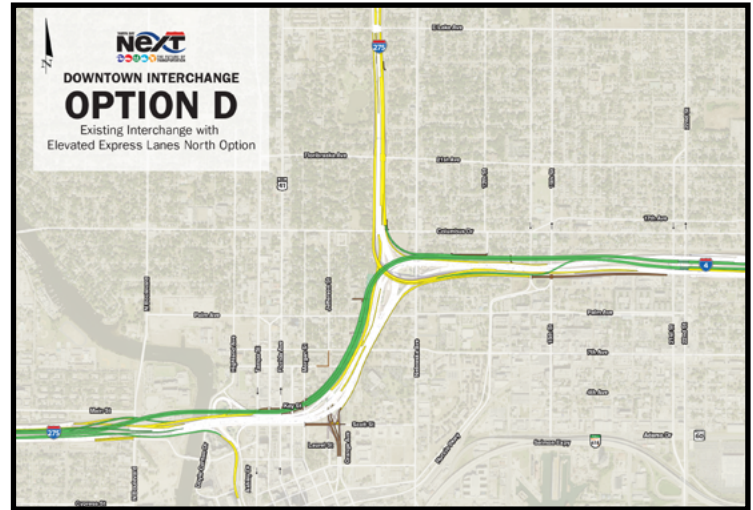




## OPTION C

### 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/](http://tampasdowntown.com/news/downtown-tampa-quick-facts/)

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

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

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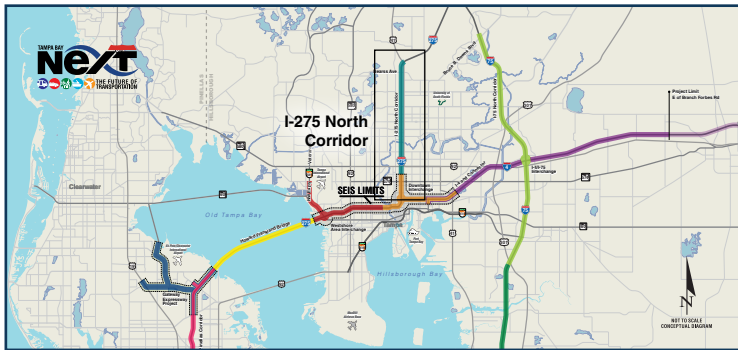


# I-275 North of Downtown Tampa

Section 7 FPID 431821-1-52-01 and 443770-1-52-01

## Program Description

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## I-275 North of Downtown Tampa

The I-275 corridor north of downtown Tampa is a major north-south corridor connecting to downtown Tampa, and serves as a link to the regional and statewide transportation network. Capacity improvements are needed along I-275 from north of Martin Luther King, Jr. Boulevard to north of Bearss Avenue to accommodate population and employment growth, and reduce the crash rates along this segment of I-275, which are higher than the statewide average. Improvements along this corridor will address congestion, provide additional capacity, and improve overall safety and operating conditions.

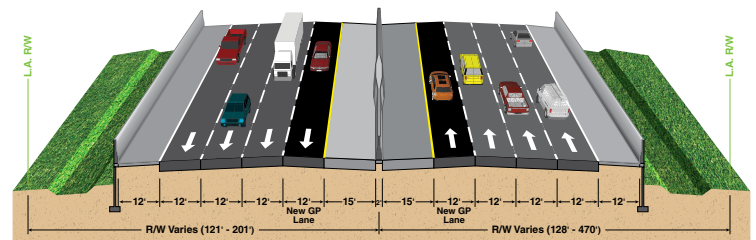
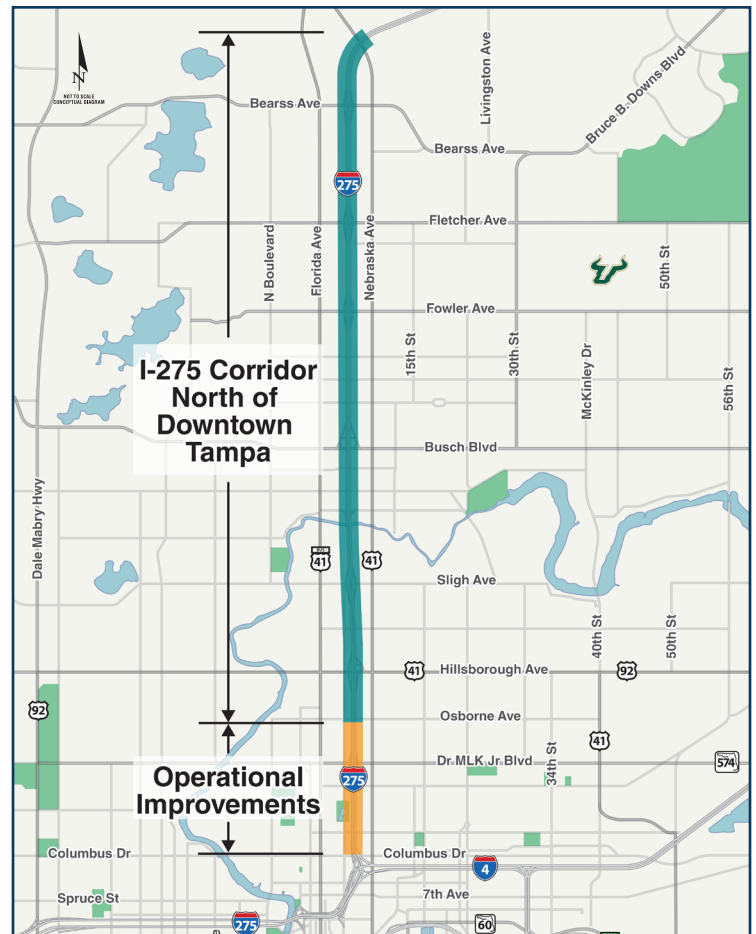
Proposed improvements include adding one general purpose lane in each direction from north of Dr. Martin Luther King, Jr. Boulevard to north of Bearss Avenue. Where required, inside shoulders are being widened to accommodate potential future transit. Improvements will be made within the existing FDOT owned right of way. The only right of way required will be for storm water ponds at Bearss Avenue.

To ensure continuity, operational improvements are also planned for the southern section of the I-275 corridor. Improvements include providing dedicated auxiliary lanes from the I-4 ramps to north of Dr. Martin Luther King, Jr. Blvd. Operational improvements are funded, and construction is anticipated to begin in late 2022.

### IN PROJECT DEVELOPMENT

CONSTRUCTION ESTIMATE (as of Feb. 2019)*	\$302.5 Million Partially funded for construction (431821-2-52-01, 431821-3-52-01, 431821-4-52-01, 443770-1-52-01)
CONSTRUCTION SCHEDULE	Construction to begin late 2022 (431821-2-52-01, 443770-1-52-01)
PUBLIC HEARING	March 26, 2019

\*Present Day Cost



### Proposed Typical Section

(from north of Martin Luther King, Jr. Boulevard to north of Bearss Ave)

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

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

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# I-4 Corridor

Section 8 FPID 431746-3-52-01



## Program Description

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## I-4 Corridor

The I-4 corridor is the gateway into and out of the Tampa Bay region, connecting to the rest of Florida. Enhancing safety and reducing congestion on I-4 are essential to Florida's economic, agricultural and technological growth.

FDOT is evaluating the need for a multi-lane transportation improvement for a 22.1-mile section of I-4 from east of 50th Street in Hillsborough County to the Polk Parkway in Polk County. The proposed improvements include widening I-4 to add two tolled express lanes in each direction. The addition of tolled express lanes will provide additional capacity, relieve congestion and provide a more reliable travel time option for passenger and transit vehicles. Initial construction limits extend from east of 50th Street to east of Branch Forbes Road. Express lane ramps to and from the Selmon Connector are also included in the initial construction.

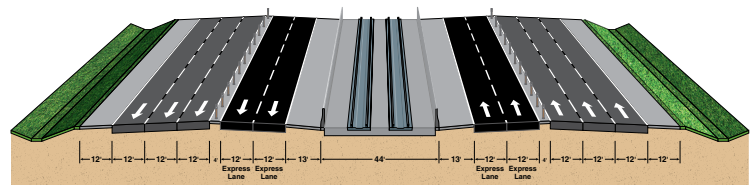
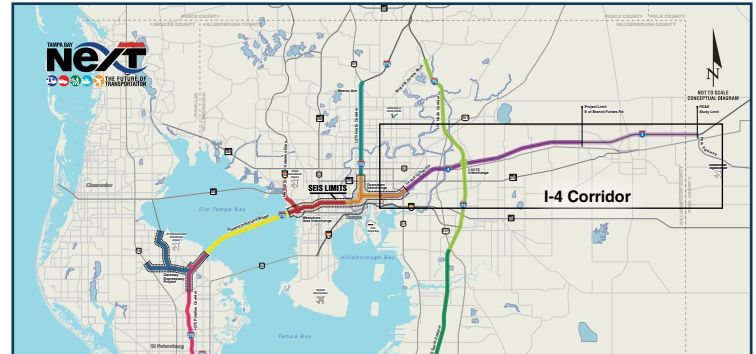
The proposed typical section adds two barrier separated tolled express lanes and includes three general use lanes in each direction. The proposed typical section can accommodate a 44-foot transit envelope by modifying from barrier to buffer separation. Right of way is required along the mainline. No additional storm water ponds sites are anticipated at this time. In areas with significant right of way constraints, it is anticipated that transit would be elevated.

FDOT and Brightline/ Virgin Trains USA are currently evaluating and negotiating leasing rights for the state owned right of way for the purposes of constructing and operating intercity passenger rail service between Orlando and Tampa.

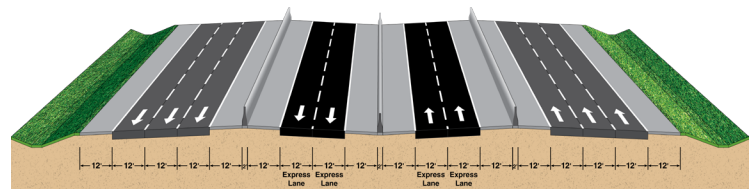
### IN PROJECT DEVELOPMENT

CONSTRUCTION COST ESTIMATE (as of Feb. 2019)* (From east of 50th Street to east of Branch Forbes Road)	\$741 Million (barrier separated)
CONSTRUCTION SCHEDULE	Not funded for construction
PUBLIC HEARING	October 2015 (PD&E still open)

\*Present Day Cost



**Buffer Separated With Rail Corridor**



**Barrier Separated Without Rail Corridor**



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

[TampaBayNext.com](http://TampaBayNext.com) | [TampaBayNext@dot.state.fl.us](mailto: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](mailto:lilliam.escalera@dot.state.fl.us).

