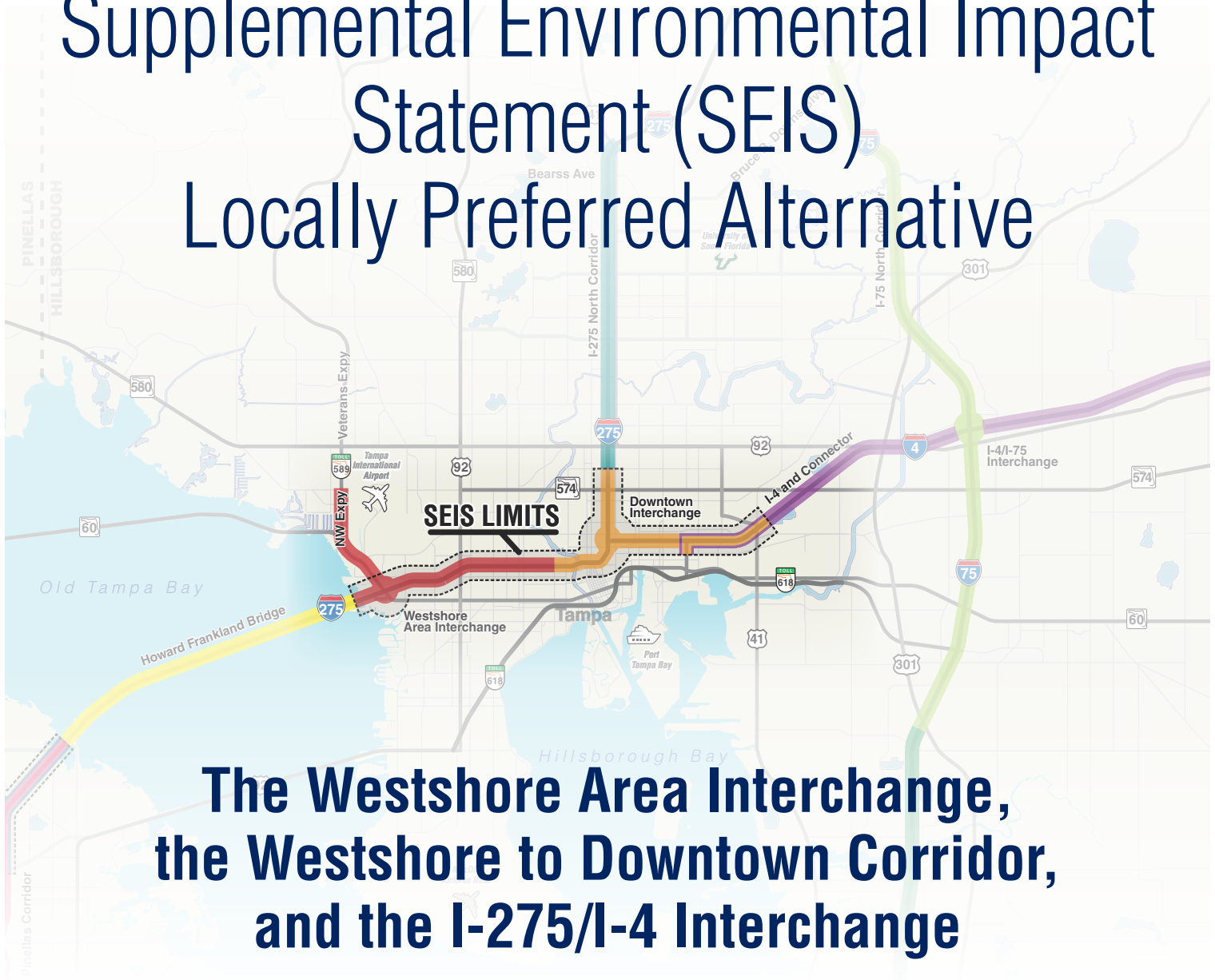




# Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS) Locally Preferred Alternative



**The Westshore Area Interchange,  
the Westshore to Downtown Corridor,  
and the I-275/I-4 Interchange**



For more information on the Tampa Interstate Study Supplemental Environmental Impact Statement:  
🌐 [tampainterstatestudy.com](http://tampainterstatestudy.com) | ✉ [D7-TIS@dot.state.fl.us](mailto:D7-TIS@dot.state.fl.us) | 📞 (813) 975-6482

# SEIS Locally Preferred Alternative



## Tampa Bay Next Program

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. FDOT is also looking at ways to incorporate transit, bicycle and pedestrian facilities, smart technology, aesthetic treatments, and reconnecting streets.



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

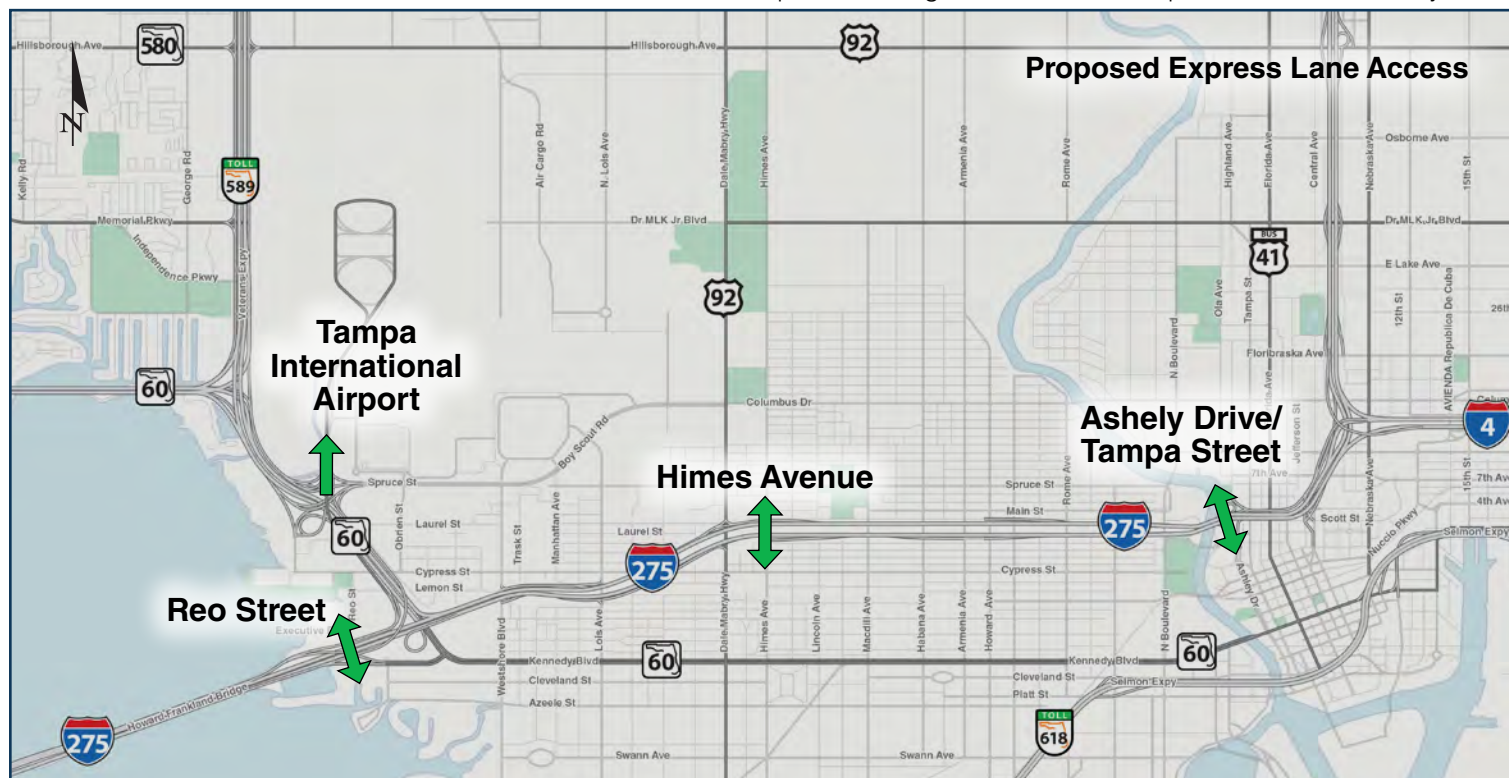
The Florida Department of Transportation (FDOT) is working with the Federal Highway Administration (FHWA) to evaluate improvements to the Westshore Area Interchange (I-275/SR 60) and the Downtown Tampa Interchange (I-275/I-4) as well as the I-275 corridor that connects them.

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.

The purpose of the study is to identify how to best upgrade the safety and efficiency of the existing I-275 and I-4 corridors that service the Tampa Bay region, while maintaining access to the community. The study also looks to identify how to best provide congestion relief that improves accessibility, mobility, travel times, system linkages and multimodal connections, while supporting regional economic development goals and enhancing the quality of life for residents and visitors.

### Locally Preferred Alternative (LPA)

Through the SEIS process, FDOT has identified the Locally Preferred Alternative (LPA) that will be submitted to FHWA for approval. The LPA includes the full reconstruction of the Westshore Area Interchange that will include tolled express lanes. Tolled express lanes will also be added along the I-275 corridor connecting the Howard Frankland Bridge and Westshore area to Downtown Tampa. Improvements to the Downtown Tampa Interchange (I-275/I-4) will enhance safety and improve traffic operations. A public hearing on the SEIS is anticipated to be held in early 2020.



# SEIS Locally Preferred Alternative



## Westshore Area Interchange (I-275/ SR 60)

### Existing Conditions

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 and the ramps connecting I-275 and SR 60. The reconstruction of this interchange is the Tampa Bay region's top priority. Governor DeSantis recently announced \$1.4 billion in funding to reconstruct the Westshore Area Interchange and make improvements to the I-275 corridor.

### Proposed Improvements

The full reconstruction of the Westshore Area Interchange (I-275/SR 60) will bring the interchange up to modern standards. It will include general purpose lanes, the addition of tolled express lanes and will accommodate potential future transit. The proposed improvements will improve the general purpose ramp connections to and from SR 60 and I-275, including replacing the existing loop ramp with a two lane flyover ramp. The proposed improvements will provide direct express lane connections from I-275 to the Veteran's Expressway, Independence Parkway, Courtney Campbell Causeway, Tampa International Airport and Downtown Tampa. A new direct express lane connection is planned from Reo Street to southbound I-275. Direct express lane connections will also be provided from northbound I-275 to Himes Avenue and from Himes Avenue to southbound I-275. The northbound I-275 express lanes will connect to Downtown Tampa at the exit to Ashley Street. Drivers will have a direct connect ramp to express lanes on southbound I-275 from both Ashley Drive and Tampa Street in Downtown Tampa.



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 help relieve traffic congestion on Westshore Boulevard and improve access and connectivity. The project will also include trail connections, 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 the express lanes and a transit corridor, which will be preserved.



## Downtown Tampa Interchange (I-275/I-4)

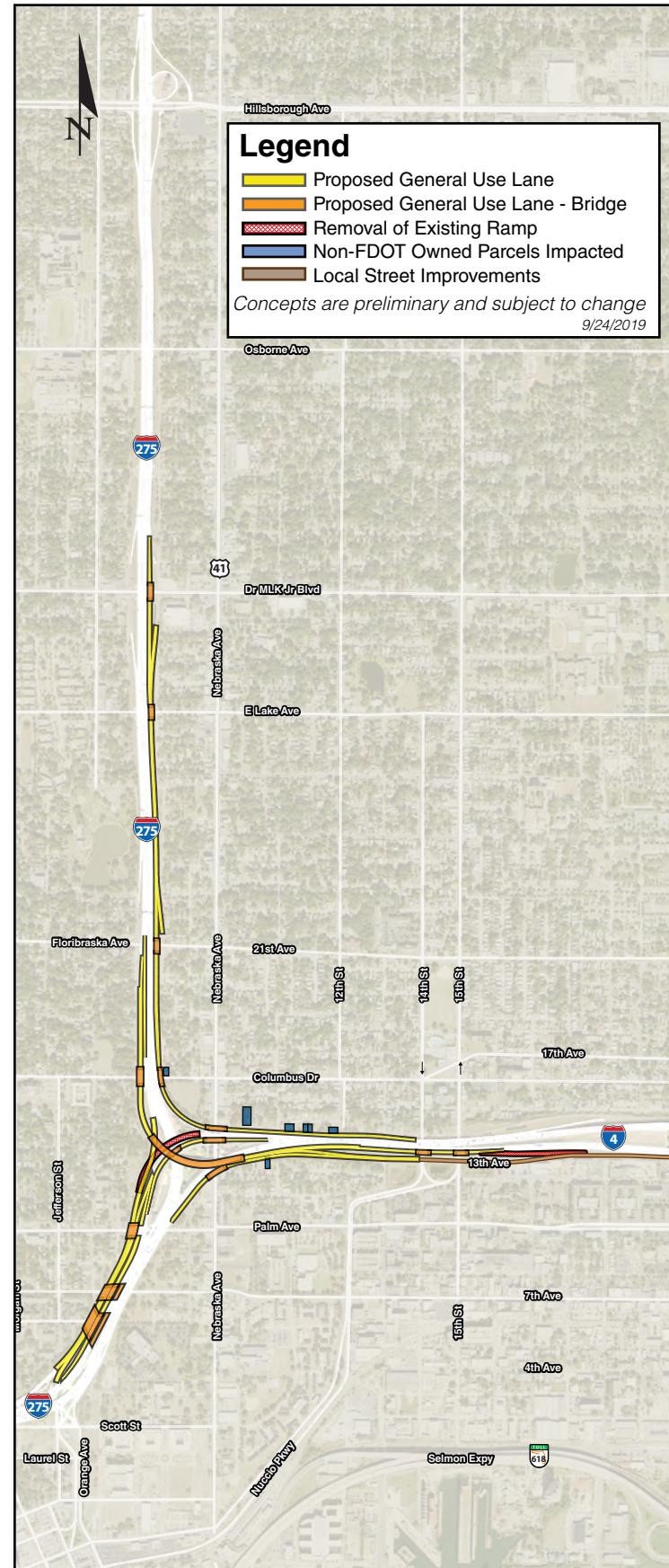
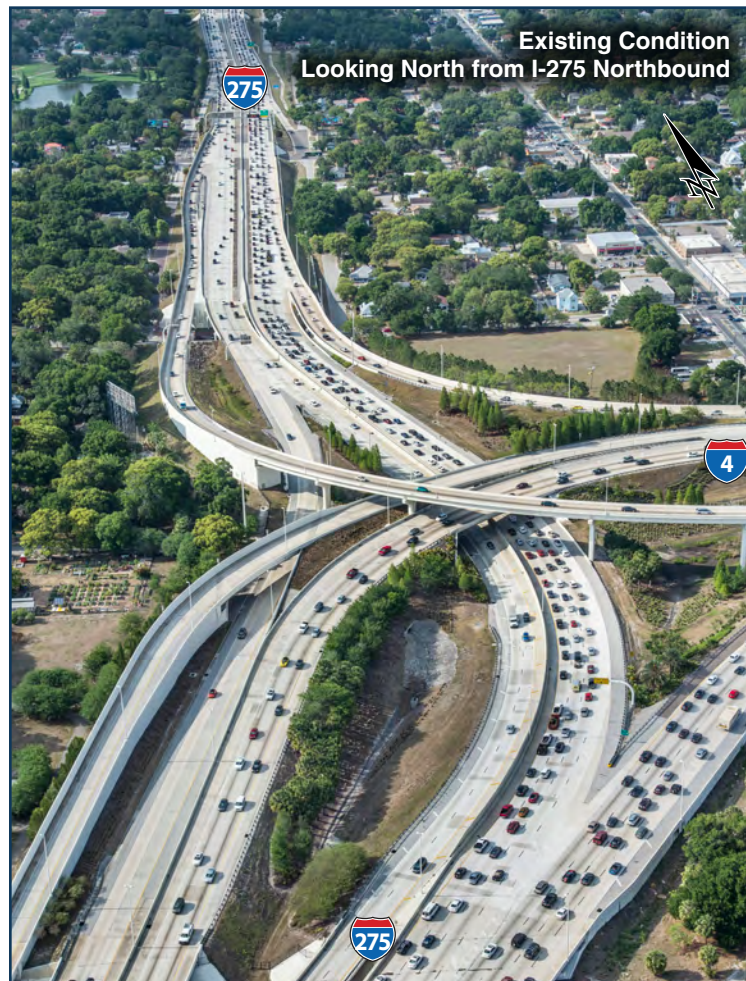
### Existing Conditions

Drivers using the I-275/I-4 interchange experience congestion and high crash rates caused by existing bottlenecks along the high-volume corridors of I-4 and I-275. Backups occur along southbound I-275 as drivers stack along the corridor to exit to eastbound I-4 via the one-lane exit ramp. This causes congestion for drivers continuing southbound. Along westbound I-4, congestion occurs within the interchange as drivers exit via a one-lane ramp to northbound I-275, turn to southbound I-275 or exit to downtown Tampa.

### Proposed Improvements

FDOT has developed improvements to enhance traffic operations and safety. These improvements will address the existing bottlenecks and high crash rates experienced within the I-275/I-4 interchange and include the following movements:

1. Southbound I-275 to Eastbound I-4
2. Westbound I-4 to Northbound I-275
3. Westbound I-4 to Southbound I-275



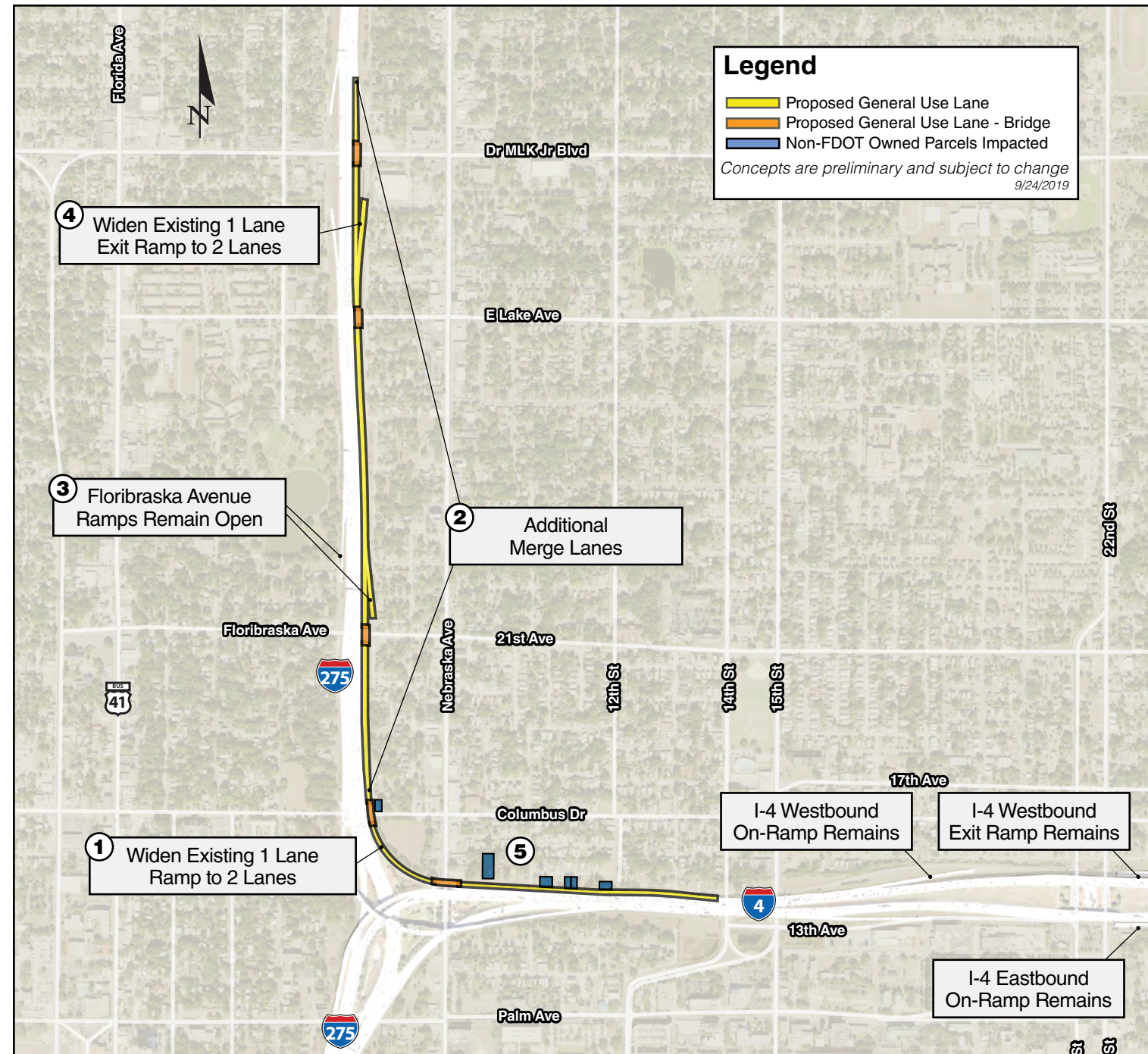
## Southbound I-275 to Eastbound I-4

- 1 Widen existing one-lane flyover exit ramp from southbound I-275 to I-4 to two lanes
  - 2 Modify exits to Ybor City and East Tampa while maintaining access to local community
    - 21st/22nd Street exit ramp relocated to 14th/15th Street. A frontage road (E. 13th Avenue) will be widened to two lanes and signalized intersections will provide access to 21st/22nd Streets.
    - Modified exit location eliminates need for drivers to enter onto I-4 to access Ybor City and East Tampa. The new exit location will provide direct access to 14th/15th Streets from I-275.
    - Drivers on northbound I-275 can use the relocated exit ramp to 14th/15th Street to access Ybor City and East Tampa without entering onto I-4
- 3 The I-275 ramps at Floribraska Avenue will remain open
- 4 Right of Way (ROW) impacts are anticipated to one parcel



## Westbound I-4 to Northbound I-275

- 1 Widen existing one-lane exit ramp from westbound I-4 to northbound I-275 to 2 lanes
- 2 Additional merge lanes on northbound I-275 to Dr. Martin Luther King Jr. Boulevard will alleviate congestion and improve operations and safety
- 3 The I-275 ramps at Floribraska Avenue will remain open
- 4 Widen existing one-lane exit ramp to Dr. Martin Luther King, Jr. Boulevard to 2 lanes
- 5 Right of Way (ROW) impacts are anticipated to less than ten parcels



## Westbound I-4 to Southbound I-275







- 1 Widen existing two-lane exit ramp from westbound I-4 to southbound I-275 to three through lanes
- 2 Relocate the downtown exits to improve spacing where I-4 splits and drivers exit to northbound I-275, southbound I-275 and to Downtown Tampa
- 3 Access to downtown Tampa via exits remains the same
- 4 Widen existing shoulders on southbound I-275 between Palm Avenue and Jefferson Street to improve safety

-No Right of Way (ROW) impacts are anticipated





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

-  [TampaBayNext.com](http://TampaBayNext.com)
-  [TampaInterstateStudy.com](http://TampaInterstateStudy.com)
-  [TampaBayNext@dot.state.fl.us](mailto:TampaBayNext@dot.state.fl.us)
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