



TAMPA BAY NEXT UPDATE

FDOT DISTRICT 7

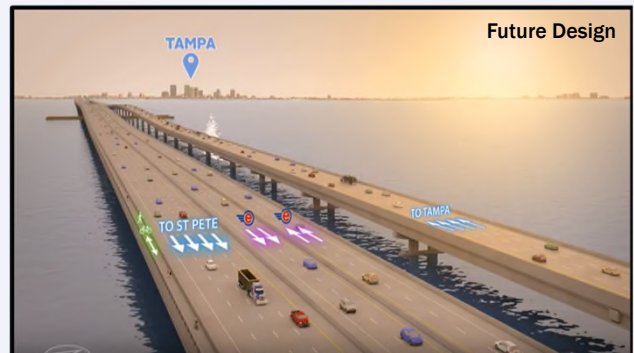
April 10, 2017



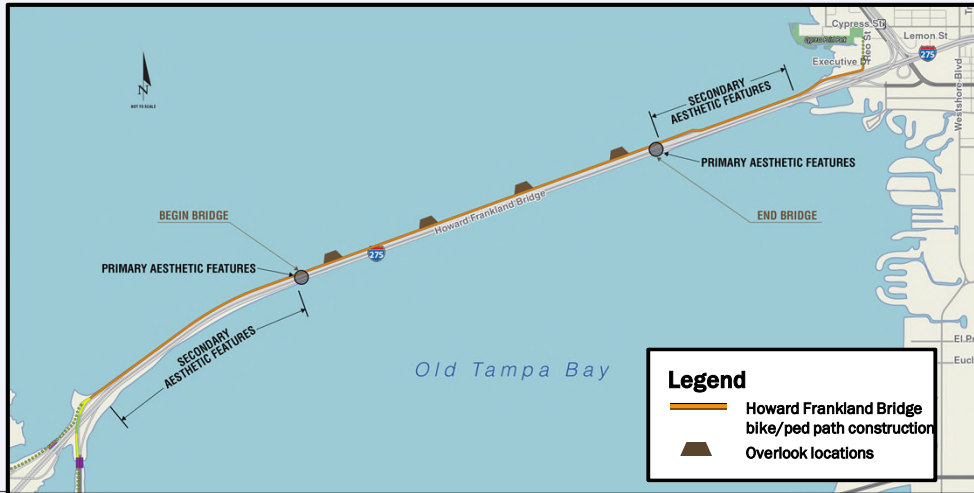
Howard Frankland Bridge

Cost Estimate: \$814.4 Million
Construction to begin early 2020

- Construction of new bridge
- Final design to provide 4 general purpose lanes in each direction and two express lanes in each direction
- Envelope on new bridge is designed to support future light rail
- Bike/pedestrian trail will connect Pinellas and Hillsborough Counties

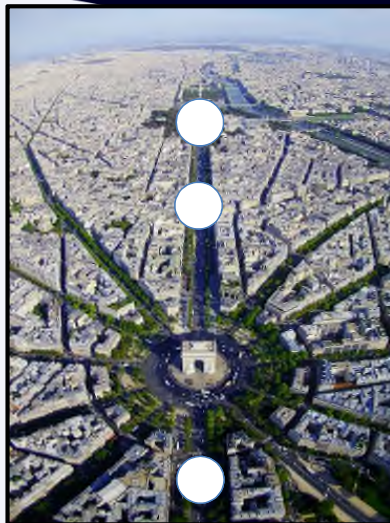


Aesthetic Features & Overlook Locations



Creating a Sense of Arrival

- Arrival zone helps establish sense of arrival into a special place
- Designed to be appreciated at anticipated travel speeds
- Increased details calms traffic speeds coming to a decision point
- Primary and secondary features complement the project

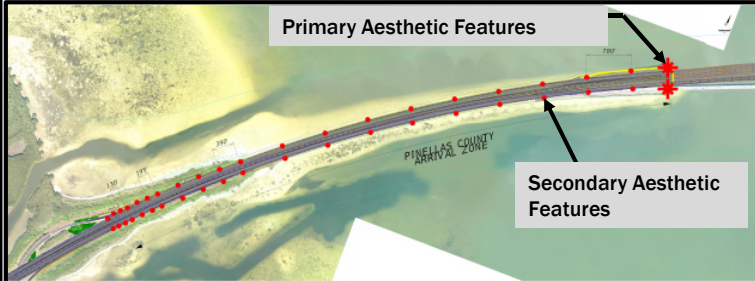


Champs-Ely sees Arrival Sequence to the Place de Concorde & Tuileries Gardens

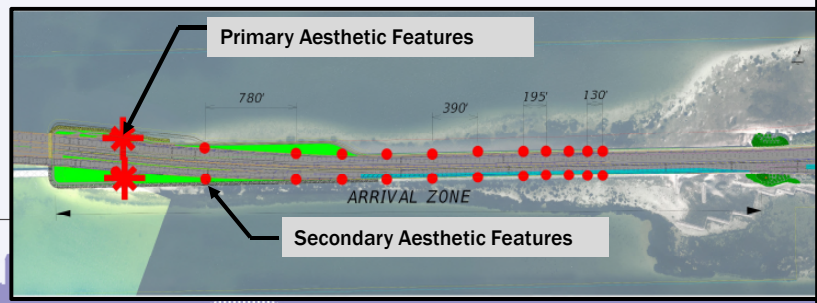


Arrival Zones

Pinellas



Hillsborough



Preliminary Proposed Concepts



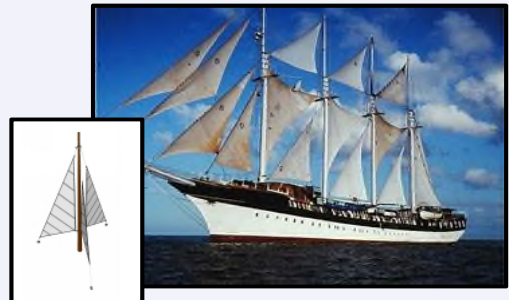
Concept # 1 - Marconi Sails

Design inspiration comes from sailboats racing on the bay "Turning the Mark"



Concept # 2 - Schooner Rig Sails

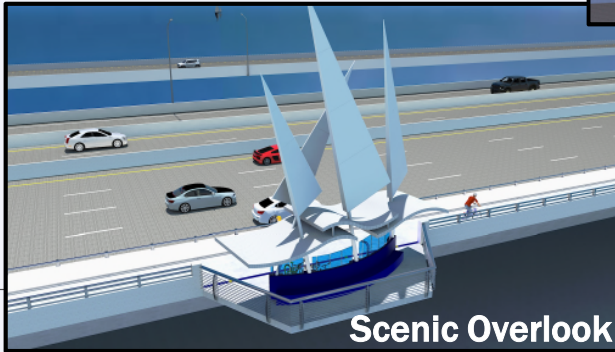
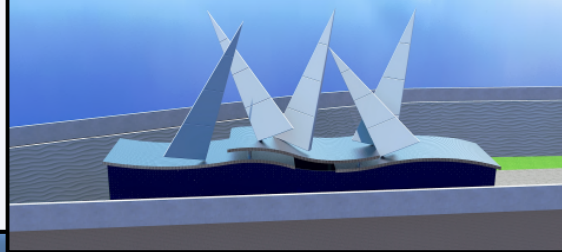
Design inspiration comes from the historic "Windjammer" rig ships common in the 1800's



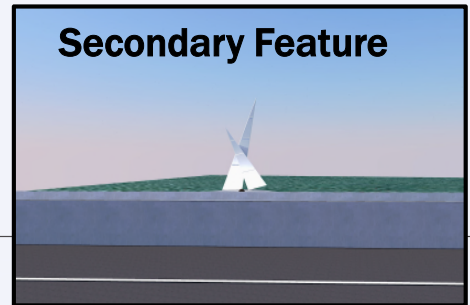
Aesthetics

- Enhance the driver experience
- Enhance bike and pedestrian path users
- Serve as welcoming features to Pinellas and Hillsborough Counties

Primary Feature



Secondary Feature



Preliminary Proposed Concepts

1. Rigid 'Sail' structures
2. 'Rolling Wave' shade structure
3. Seating
4. Bike racks

Marconi Sails Overlook



Schooner Sails Overlook



Preliminary Proposed Concepts

Marconi Sails Overlook

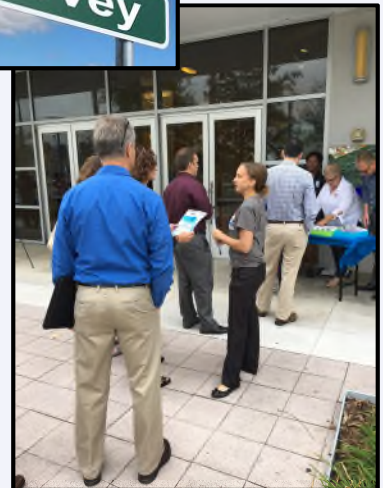


Schooner Sails Overlook



Next Steps

- Contract awarded in **late 2019**
- Next phase of outreach engagement will begin in **Spring 2020**
- Your Voice! Your Vote! **Spring/Summer 2020**
 - Regional engagement
 - Online voting
 - Offline voting will be available
- Announce winning design concept **Summer/Fall 2020**



Alternatives Public Workshop Preview

Hillsborough County MPO Committees

April 2019

Tampa Interstate Study (TIS), Supplemental Environmental Impact Statement (SEIS), and Northwest (Veterans) Expressway Design Change Reevaluation



How did we get here?

1997 & 1999	2000 – 2015	2015	2016	2017	2017 - 2019	May 2019
Tampa Interstate Study (TIS) Final EIS (FEIS) Records of Decision (RODs)	Reevaluate and Construct Outer Roadways on I-275, I-4, and the Selmon Connector	Tampa Bay Express (TBX) Master Plan	TBX Reset	Launched Tampa Bay Next and started Supplemental EIS (SEIS)	Intense Public Engagement including Public Workshop	Public Workshops and Draft Documents Available



Study Timeline

Where are we going from here?



DRAFT documents will be available at the Public Workshop. Documents will remain in DRAFT form and open for public comment until after the Public Hearing.

We are here



SEIS Update

Tampa Interstate Study (TIS)

Supplemental Environmental Impact Statement (SEIS)

Purpose & Need:

- Improve regional connectivity
- Provide multimodal corridor
- Meet future travel demand
- Relieve congestion
- Improve safety
- Improve accessibility

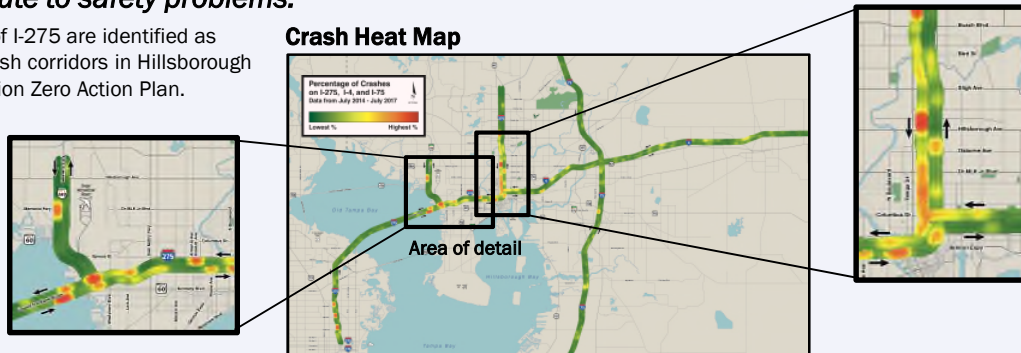


Safety

Operational issues and congestion contribute to safety problems.

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

Crash Heat Map



Types of Crashes

993 Total (2016 crashes)

609
Rear-end

188
Sideswipe

86
Run Off Road

110
Other*

1,530 Total (2016 crashes)

988
Rear-end

249
Sideswipe

162
Off Road

131
Other*

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



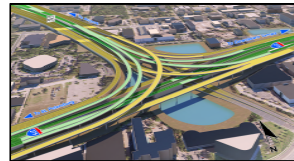
SEIS Update

What alternatives is FDOT considering ?

No Further Action

1996 TIS FEIS Long-Term Preferred Alternative (Non-Tolled)

Tolled Express Lanes



Westshore



Downtown Tampa



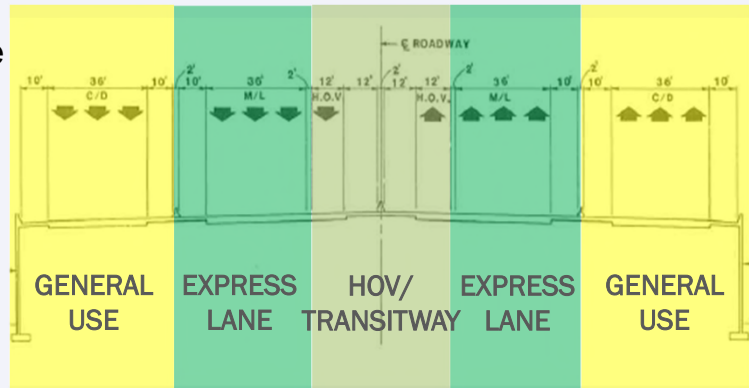
No Further Action

- “No Further Action” rather than “No Build” because FDOT has already built numerous segments throughout the past 20 years
- Represents “No Build” everywhere, except for the Westshore Interchange, where the outer roadways were approved by FHWA in 1999
- Must remain viable throughout the study, but does not meet purpose and need

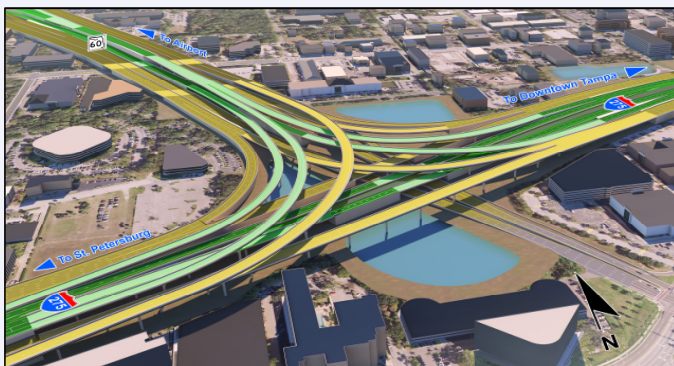


1996 TIS FEIS Long-Term Preferred (Non-Tolled)

- Adds 2 non-tolled express lanes in each direction
- Does not provide express lane access to Westshore or Downtown Tampa
- Provides transit envelope in the median
- Does not meet current design standards
- Does not meet purpose and need



Tolled Express Lanes



Westshore Interchange

- Reconstructs I-275/SR 60
- Adds 2 tolled express lanes in each direction
- Connects express lanes on Veterans and Howard Frankland
- Direct access to TIA
- New underpasses at Reo, Occident, and Trask Streets
- Express lane access at Reo and Himes
- Provides transit envelope on I-275
- 15 additional parcels needed
- Total Cost: \$1.6 Billion



Downtown Tampa Interchange Options A and B



- Adds 2 tolled express lanes in each direction
- Reconstructs I-275 and I-4
- Largest footprint (190 - 220 parcels)
- Fixes existing geometric issues (incl. I-275 ramp to I-4)
- Opportunities to reconstruct underpasses



- Opportunities for public realm improvements at Robles Park, Downtown Tampa, and Julian B. Lane Park
- Accommodates transit envelope in the median
- Construction Cost Estimate: \$1.1 - 1.3 Billion



Downtown Tampa Interchange Options C and D



- Adds 2 tolled express lanes in each direction
- Viaduct built alongside the existing interstate
- Smallest footprint (64 - 75 parcels)
- Fixes SB I-275 ramp to I-4



- Does not fix existing other geometric issues
- Opportunities to retrofit underpasses
- Fixed-guideway transit would be a challenge
- Construction Cost Estimate: \$710 - 740 Million



SEIS Update

How will we ultimately make a decision?

Follow the Process

Balance the Issues

*No single factor outweighs all others

Documentation

Tampa Interstate Study SEIS

A project's environmental impacts, engineering considerations, and public comments aid in the decision-making process. This graphic lists the various documents that FDOT is preparing as a part of this process.

<p>Sociocultural Effects</p> <p>SCE Tech Memo (includes Environmental Justice and Economic Considerations)</p> <p>Cultural Resources Assessment Survey/Section 106 Case Study</p> <p>Conceptual Relocation Plan</p>	<p>Natural and Physical Effects</p> <p>Air Quality Tech Memo</p> <p>Natural Resources Evaluation</p> <p>Noise Tech Memo</p> <p>Contamination Screening</p>	<p>Engineering Considerations</p> <p>Preliminary Engineering</p> <p>Traffic Tech Memo</p> <p>Pond Siting</p>	<p>Public Outreach</p> <p>Public and Agency Coordination Plan</p> <p>Comments and Coordination Tech Memo</p> <p>Small Group Meeting</p> <p>Public Workshop/Hearing</p>
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Improves System Capacity	Delay Time (AM and PM)	General Use Lanes
	Average Travel Speed (AM and PM)	Express Lanes Projected GUL/EL General Use Lanes Express Lanes Projected GUL/EL
Accommodates Transit Operation	Provides Express Bus/BRT Opportunities	
	Maintains Transit Corridor	
Neighborhood Connections	Supports Connections to Existing and Planned Services (e.g. streetcar, circulator, multimodal)	
	Improves Existing Connections	
Cultural Resources	Historic Archeological Sites*	Historic Buildings Directly Impacted Sites Impacted
	Resources Potentially Directly Impacted	
Section 4(f) Parks and Recreational Areas	Resources Potentially Directly Impacted	
Community Resources Directly Impacted	Number	
Natural Resources	Wetlands/Seagrasses	Acres
	Floodplains	Potential for Encroachment
	Surface Waters	Acres
	Threatened & Endangered Species	Probability of Effect (Low/Med/High)
Physical Resources	Noise Sensitive Sites	
	Contamination Sites	Number of Sites Rated High or Medium Risk
R/W Impacts	Number of Parcel impacted/Already Purchased/Remaining to Purchase	
	Remaining Business Relocations	
	Remaining Residential Relocations	
Preliminary Estimated Capital Cost (millions)	Design	
	Right-of-Way	
	Construction	
	Construction Engineering and Inspection	
Total		

Environmental Matrix

- Compares quantitative criteria for each alternative by segment
- Will be updated as project progresses

Section 106 Historic Resources

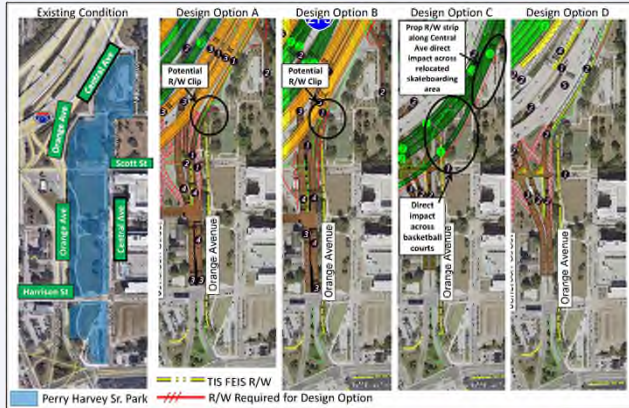
Cultural Resource Assessment Survey Update - September 2018

- 954 Historic Resources (491 newly recorded)
- 2 archaeological sites
- 12 historic districts in the area of potential effect (APE)
- CRAS determines presence and eligibility of resources
- SHPO and FHWA concurred with the CRAS in early 2019

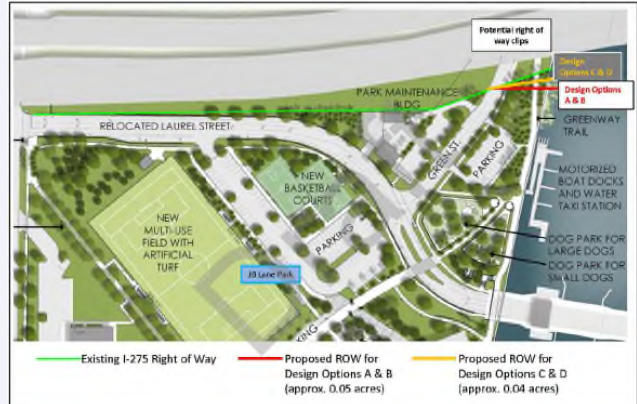
Section 106 Case Study Report – Not Yet Prepared

- Section 106 Case Study Report will document actual effects after preferred alternative is identified
- Potential direct impacts to 16 – 32 historic resources (early estimate)
- Still evaluating noise and visual effects

Potential Section 4(f) Park Impacts



Design Options A, B and C may acquire property from Perry Harvey Sr. Park



All 4 Design Options will require minor impacts to a portion of Julian B Lane Park



Noise/Air Quality

Air Quality Tech Memo April 2019

- In Attainment for Ozone – No Emissions Modeling Required
- Carbon Monoxide (CO) Screening – All Locations Passed
- Mobile Source Air Toxins (MSAT) Analysis – Emission Reductions in All Locations for Build Alternatives

Noise Contour Study Tech Memo February 2019

- Noise Sensitive Sites
 - Options A & B: 271 - 277
 - Options C & D: 277 - 289
- Noise Barrier Analysis and Report – Late 2019



Right of Way (ROW) and Relocations

Tampa Interstate Study (TIS) Section		1A I-275 from Howard Frankland Bridge to east of Himes Ave.		2A I-275 from east of Himes Ave. to east of Rome Ave.		2B I-275 from east of Rome Ave. to north of MLK Jr. Blvd. and I-4 from I-275 east of 14th St.				3A I-4 from east of 14th St. to east 34th St.		3B I-4 from east 34th St. to east of 50th St.	
Tampa Bay (TB) Next Section		1A Westshore Interchange		2A I-275 through West Tampa		I-275/I-4 Downtown Tampa Interchange				3A I-275 through Ybor/East Tampa		3B I-275 through East Tampa	
Alternative and Design Option		15 parcels 21 relos (business)		0 parcels 0 relos		Options A and B: 180 - 210 parcels 50 - 55 business relos 320 - 340 residential relos				0 parcels 0 relos		8 parcels 1 relos (residential)	
ROW Impacts		41/26/15		321/321/0		165/165/0				270/270/0		108/108/0	
Number of Parcel Impacted/Already Purchased/Remaining to Purchase		41/26/15		321/321/0		165/165/0				270/270/0		108/108/0	
Business Relocations Remaining		21		0		0				0		0	
Residential Relocations Remaining		0		0		0				0		1	

Note: These are preliminary estimates based on the current design concept as of January 2019. Numbers may change as the design progresses. A Conceptual Stage Relocation Plan will be prepared in late 2019.

Environmental Justice (EJ)/Equity

Potential Adverse Effects

- Property Acquisition
- Visual Effects
- Noise and Vibration
- Temporary Construction

Potential Benefits



- Transit Opportunities
- Travel Time Benefits
- Improved Mobility and Access
- Bike/Ped Enhancements
- New/Improved Underpasses

Finding: No disproportionately high and adverse impacts to the minority and low-income communities.

Environmental Justice (EJ)/Equity

Case Studies do not suggest disproportionately high and adverse impacts to the minority and low-income communities as a result of tolling.








- Urban Partnership Agreement, Low-Income Equity Concerns of US Road Pricing Initiatives (FHWA, 2011)
- Lexus Lanes or Corolla Lanes? Spatial Use and Equity Patterns of the I-394 MnPass Lanes (Patterson and Levinson, 2008)
- Atlanta Regional Managed Lane System Plan, Tech Memo 9: Social Equity and Environmental Effects Evaluation (HNTB, 2010)
- Income Base Equity Impacts of Congestion Pricing (FHWA, 2009)
- Impacts of Congestion Pricing on Low-Income Populations, Efforts to Measure and Respond to Income-Equity Concerns (FHWA, 2017)

Original Commitments

- Urban Design Guidelines
- Sound Walls
- Historic Preservation
- Tampa Heights Greenway
- Bicycle and Pedestrian
- Multimodal Center
- Construction Techniques
- HART North Terminal*
- Parks and Rec Facilities

*Fulfilled or no longer applicable.

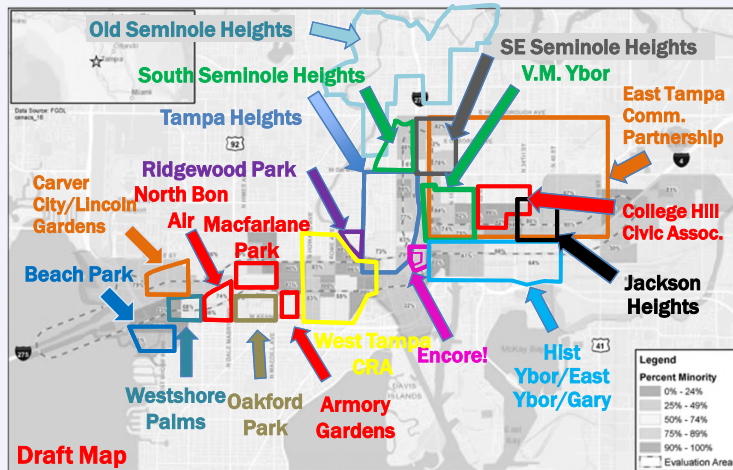
Funding/Schedule

FDOT Current 5-Year Work Program: (FY 2019 – 2023)

Work Program Phase	Segments				
	1A	2A	2B	3A	3B
Design	Not Currently Funded	Not Currently Funded	Not Currently Funded	Not Currently Funded	Not Currently Funded
ROW Acquisition	Currently Underway	Not Currently Funded	Not Currently Funded	Not Currently Funded	Not Currently Funded
Construction	Not Currently Funded	Not Currently Funded	Not Currently Funded	Not Currently Funded	Not Currently Funded



Small Group Meetings



- Westshore Palms: May 3
- North Bon Air: June 14
- Downtown Tampa Urban Core Area Community Working Group: June 25
- Tampa Heights: June 28
- Oakford Park: July 9
- East Tampa Comm. Partnership: July 10
- Encore!: July 17
- SE Seminole Heights: July 17
- Ridgewood Park: July 24
- Old Seminole Heights: Aug 9
- Corporation to Develop Comm.: Aug 17
- Trio at Encore!: Aug 21
- College Hill Civic Assoc.: Aug 23
- V.M. Ybor Neighborhood Assoc.: Sept 5
- Ybor Chamber / Hist Ybor / East Ybor/Gary: Sept 11
- Jackson Heights Neighborhood Assoc.: Sept 18
- East Tampa Community Working Group: Sept 25
- MacFarlane Park / Armory Gardens: Sept 26
- South Seminole Heights Civic Assoc.: Oct 17
- College Hill Civic Assoc. Neigh.: Oct 25
- Historic East Ybor & Gary Neigh Assoc.: Oct 30
- Beach Park: Nov 13
- Westshore / West Tampa Community Working: Nov 15
- Carver City Lincoln Gardens: March 7, 2019



Alternatives Public Workshop Newsletter
 Project Development & Environment Studies
 Planning Study Period: 1 April 2018

Tampa Interstate Study (TIS)
 Supplemental Programmatic Impact Statement (SPIS)
 From north of Cypress Street to south of I-275 Street
 King of Spain Parkway Project Number: 2003012

Northwest (Veterans) Expressway System Change Reevaluation
 From north of Cypress Street to south of Independence Parkway
 West Program Element Number: 2003012

TE INVITAMOS QUE VENGAS A PARTICIPAR
 (Este boletín proporciona información sobre este proyecto, pero le pedimos que visite el sitio web de la FDOT para obtener información adicional.)

You're Invited:
 This newsletter serves as a notice to property owners (personas en Florida) que poseen o controlan un terreno que se encuentra dentro de los límites de la zona de estudio de este proyecto. La información que se proporciona en este boletín es para que usted sepa que se está considerando un proyecto de transporte que afectará a su propiedad. Usted es invitado a asistir y participar en las sesiones de los talleres públicos. Sin embargo, esta información no debe ser utilizada para tomar decisiones sobre el proyecto. La información que se proporciona en este boletín es para que usted sepa que se está considerando un proyecto de transporte que afectará a su propiedad. Usted es invitado a asistir y participar en las sesiones de los talleres públicos. Sin embargo, esta información no debe ser utilizada para tomar decisiones sobre el proyecto.

Public Workshop Session 2
 Thursday, May 23, 2019
 Tampa Marriott Westshore
 1001 N. Westshore Blvd.
 Tampa, FL 33607

Public Workshop Session 3
 Tuesday, May 21, 2019
 The Cuban Club
 2010 N. Avenida Republica de Cuba (14th St.)
 Tampa, FL 33605

Public Workshop Session 3
 Date: Tuesday, May 21, 2019
 Place: The Cuban Club
 2010 N. Avenida Republica de Cuba (14th St.)
 Tampa, FL 33605
 Time: 5:30 - 7:30 pm

Public Workshop Session 2
 Date: Thursday, May 23, 2019
 Place: Tampa Marriott Westshore
 1001 N. Westshore Blvd.
 Tampa, FL 33607
 Time: 5:30 - 7:30 pm

For more information on this study please visit our project website at: www.tampainterstatestudy.com

Public Workshops

May 21, 2019
5:30pm – 7:30pm
Cuban Club
2010 N. Avenida Republica de Cuba (14th St.)
Tampa, FL 33605

May 23, 2019
5:30pm – 7:30pm
Tampa Marriot Westshore
1001 N. Westshore Blvd.
Tampa, FL 33607



For Additional Information Please Contact:

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Please also visit: TampaInterstateStudy.com

