Howard Frankland Bridge

- 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

Cost Estimate: $814.4 Million
Construction to begin early 2020
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

Primary Aesthetic Features

Secondary Aesthetic Features

Hillsborough

Primary Aesthetic Features

Secondary Aesthetic Features

Preliminary Proposed Concepts

Concept # 1 - Marconi Sails
Design inspiration comes from sailboats racing on the bay “Turning the Mark”

Example at Dale Mabry

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

Preliminary Proposed Concepts

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

Marconi Sails Overlook

Schooner Sails Overlook
Marconi Sails Overlook

Schooner Sails Overlook

**Preliminary Proposed Concepts**

**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**
How did we get here?

<table>
<thead>
<tr>
<th>Year(s)</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1997 &amp; 1999</td>
<td>Tampa Interstate Study (TIS) Final EIS (FEIS) Records of Decision (RODs)</td>
</tr>
<tr>
<td>2015</td>
<td>Tampa Bay Express (TBX) Master Plan</td>
</tr>
<tr>
<td>2016</td>
<td>TBX Reset</td>
</tr>
<tr>
<td>2017</td>
<td>Launched Tampa Bay Next and started Supplemental EIS (SEIS)</td>
</tr>
<tr>
<td>2017 - 2019</td>
<td>Intense Public Engagement including Public Workshop</td>
</tr>
<tr>
<td>May 2019</td>
<td>Public Workshops and Draft Documents Available</td>
</tr>
</tbody>
</table>

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 Began January 2017
- Public Workshop October 2017
- Preparation of Documents Ongoing
- Public Workshop May 2019
- Public Hearing January/February 2020
**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

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**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

- I-275 from the Howard Frankland Bridge to N Boulevard, SR60 from I-275 to the Veterans Expressway, and the Veterans Expressway to Hillsborough Ave

<table>
<thead>
<tr>
<th>Types of Crashes</th>
<th>I-275</th>
<th>SR60</th>
<th>Veterans Expressway</th>
<th>Hillsborough Ave</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total (2016 crashes)</td>
<td>993</td>
<td>1,530</td>
<td>1,530</td>
<td>1,530</td>
</tr>
<tr>
<td>Frontal</td>
<td>609</td>
<td>988</td>
<td>988</td>
<td>988</td>
</tr>
<tr>
<td>Side</td>
<td>188</td>
<td>249</td>
<td>249</td>
<td>249</td>
</tr>
<tr>
<td>Run Off Road</td>
<td>86</td>
<td>162</td>
<td>162</td>
<td>162</td>
</tr>
<tr>
<td>Other</td>
<td>110</td>
<td>131</td>
<td>131</td>
<td>131</td>
</tr>
</tbody>
</table>

*Includes angle, animal, bicycle, head-on, left turn, pedestrian, rollover, other, unknown*
What alternatives is FDOT considering?

- **No Further Action**
- **1996 TIS FEIS Long-Term Preferred Alternative (Non-Tolled)**
- **Tolled Express Lanes**

**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

- 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
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.

**Sociocultural Effects**
- SCE Tech Memo (includes Environmental Justice and Economic Considerations)
- Cultural Resources Assessment Survey/Section 106 Case Study
- Conceptual Relocation Plan

**Natural and Physical Effects**
- Air Quality Tech Memo
- Natural Resources Evaluation
- Noise Tech Memo
- Contamination Screening

**Engineering Considerations**
- Preliminary Engineering
- Traffic Tech Memo
- Pond Siting

**Public Outreach**
- Public and Agency Coordination Plan
- Comments and Coordination Tech Memo
- Small Group Meeting
- Public Workshop/Hearing
### Environmental Matrix

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

<table>
<thead>
<tr>
<th>Improves System Capacity</th>
<th>General Use Lanes</th>
<th>Express Lanes</th>
<th>Total</th>
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<tbody>
<tr>
<td>Average Delay Time (AM and PM)</td>
<td>Projected GUL/EL</td>
<td>Projected GUL/EL</td>
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<tr>
<td>General Use Lanes</td>
<td>Express Lanes</td>
<td>Projected GUL/EL</td>
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<table>
<thead>
<tr>
<th>Accommodates Transit Operation</th>
<th>[ \text{Improved Existing Connections} ]</th>
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<tbody>
<tr>
<td>[ \text{Supports Connections to Existing and Planned Services (e.g., streetcar, circulator, multimodal)} ]</td>
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<table>
<thead>
<tr>
<th>Neighborhood Connections</th>
<th>[ \text{Improves Existing Connections} ]</th>
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<tr>
<td>[ \text{Provides Existing Connections} ]</td>
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<thead>
<tr>
<th>Cultural Resources</th>
<th>[ \text{Historic Buildings Directly Impacted} ]</th>
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<tbody>
<tr>
<td>[ \text{Archaeological Sites}^* ]</td>
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<table>
<thead>
<tr>
<th>Section 4(f) Parks and Recreational Areas</th>
<th>[ \text{Resources Potentially Directly Impacted} ]</th>
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</table>

<table>
<thead>
<tr>
<th>Community Resources Directly Impacted</th>
<th>[ \text{Number} ]</th>
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<table>
<thead>
<tr>
<th>Natural Resources</th>
<th>[ \text{Wetlands/Seagrasses} ]</th>
<th>[ \text{Acres} ]</th>
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<tbody>
<tr>
<td>Floodplains</td>
<td>Potential for Encroachment</td>
<td></td>
</tr>
<tr>
<td>Surface Waters</td>
<td>Acres</td>
<td></td>
</tr>
<tr>
<td>Threatened &amp; Endangered Species</td>
<td>Probability of Effect</td>
<td>(Low/Med/High)</td>
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<tr>
<td>Noise Sensitive Sites</td>
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</table>

<table>
<thead>
<tr>
<th>Physical Resources</th>
<th>[ \text{Contamination Sites} ]</th>
<th>[ \text{Number of Sites Rated High or Medium Risk} ]</th>
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</table>

<table>
<thead>
<tr>
<th>R/W Impacts</th>
<th>[ \text{Number of Parcel Impacted/Already Purchased/Remaining to Purchase} ]</th>
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</thead>
<tbody>
<tr>
<td>Remaining Business Relocations</td>
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<tr>
<td>Remaining Residential Relocations</td>
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<tr>
<td>Design</td>
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<tr>
<td>Right-of-Way</td>
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<tr>
<td>Construction</td>
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<tr>
<td>Construction Engineering and Inspection</td>
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<table>
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<tr>
<th>Preliminary Estimated Capital Cost (millions)</th>
<th>[ \text{Design} ]</th>
<th>[ \text{Right-of-Way} ]</th>
<th>[ \text{Construction} ]</th>
<th>[ \text{Total} ]</th>
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</table>

### 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

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**

### 1A Westshore Interchange
- 15 parcels (business)
- 21 relos

### 2A I-275 through West Tampa
- 0 parcels
- 0 relos

### 2B I-275/I-4 Downtown Tampa Interchange
- Options A and B:
  - 180 - 210 parcels
  - 50 - 55 business relos
  - 320 - 340 residential relos
- Options C and D:
  - 60 - 70 parcels
  - 10 - 20 business relos
  - 30 - 100 residential relos

### 3A I-275 through Ybor/East Tampa
- 0 parcels
- 0 relos

### 3B I-275 through East Tampa
- 8 parcels
- 1 relos (residential)

---

**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)

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<tr>
<th>Work Program Phase</th>
<th>Segments</th>
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<tbody>
<tr>
<td></td>
<td>1A</td>
</tr>
<tr>
<td>Design</td>
<td>Not Currently Funded</td>
</tr>
<tr>
<td>ROW Acquisition</td>
<td>Currently Underway</td>
</tr>
<tr>
<td>Construction</td>
<td>Not Currently Funded</td>
</tr>
</tbody>
</table>

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**
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 Marriott Westshore
1001 N. Westshore Blvd.
Tampa, FL 33607

For Additional Information Please Contact:

Alice Price, AICP
FDOT PD&E Project Manager
813-975-6482
Alice.price@dot.state.fl.us

Please also visit: TampaInterstateStudy.com