



FDOT UPDATE

David Gwynn, P.E.
District 7 Secretary



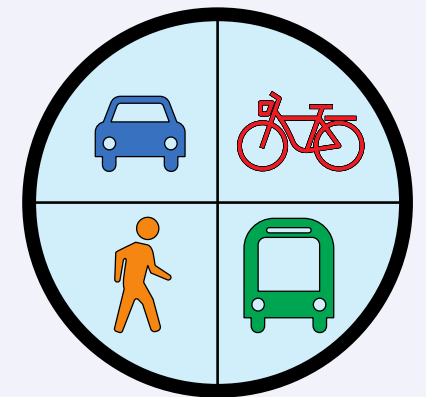
What Problems Are We Trying To Solve?



Safety



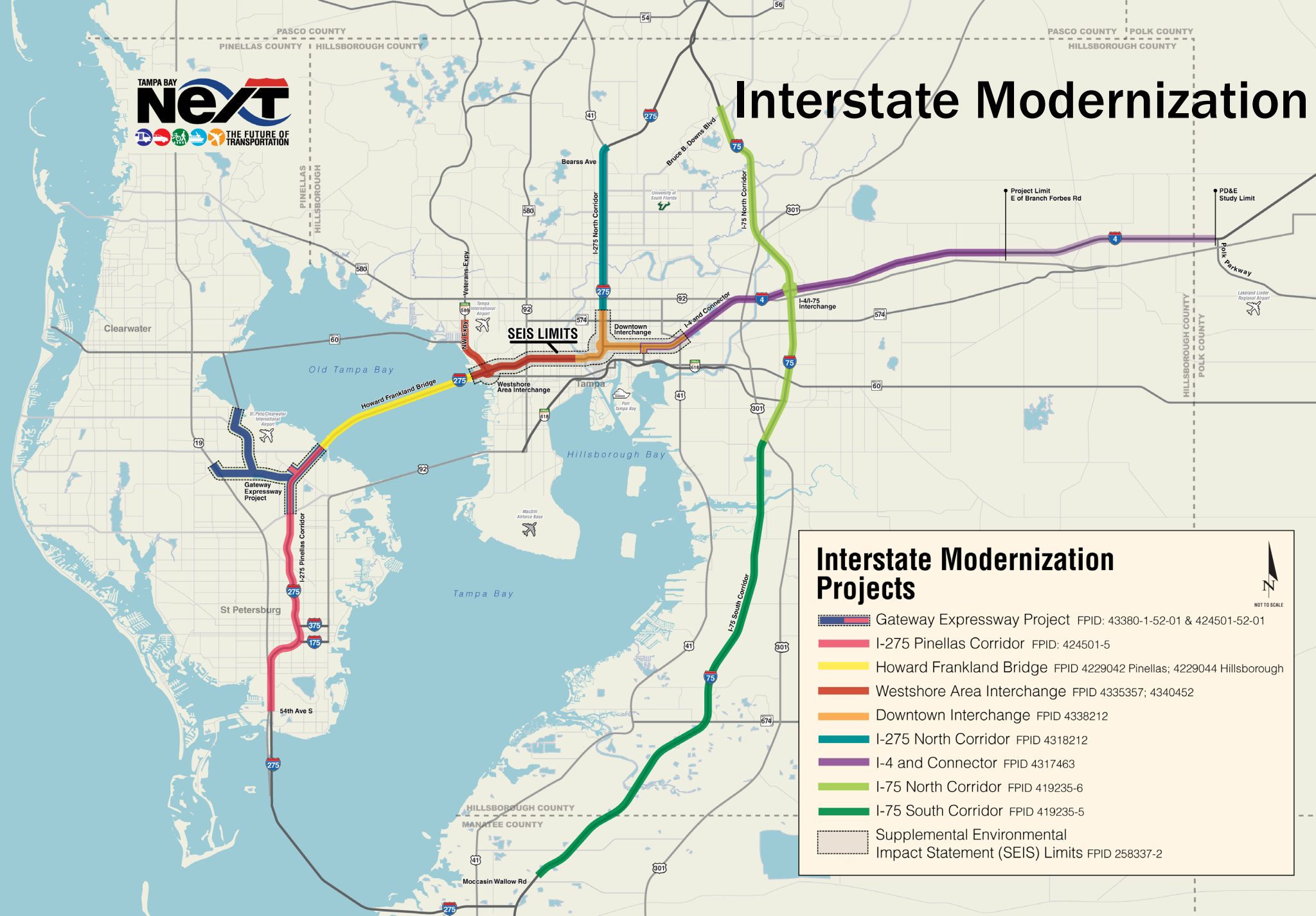
Congestion



Choice



Interstate Modernization



Interstate Modernization Projects

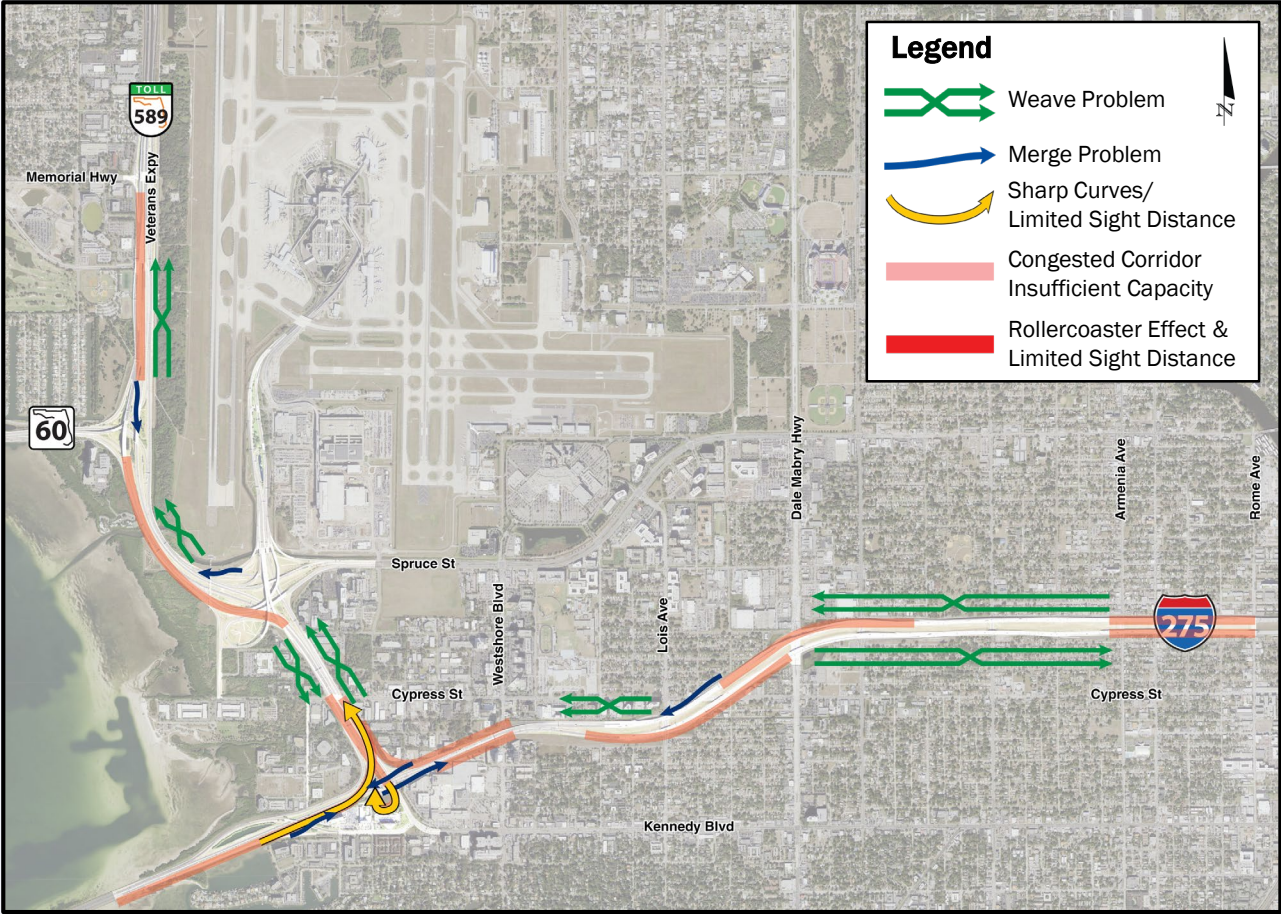
- Gateway Expressway Project FPID: 43380-1-52-01 & 424501-52-01
- I-275 Pinellas Corridor FPID: 424501-5
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- Downtown Interchange FPID 4338212
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- Supplemental Environmental Impact Statement (SEIS) Limits FPID 258337-2

NOT TO SCALE



1960s Geometric Design

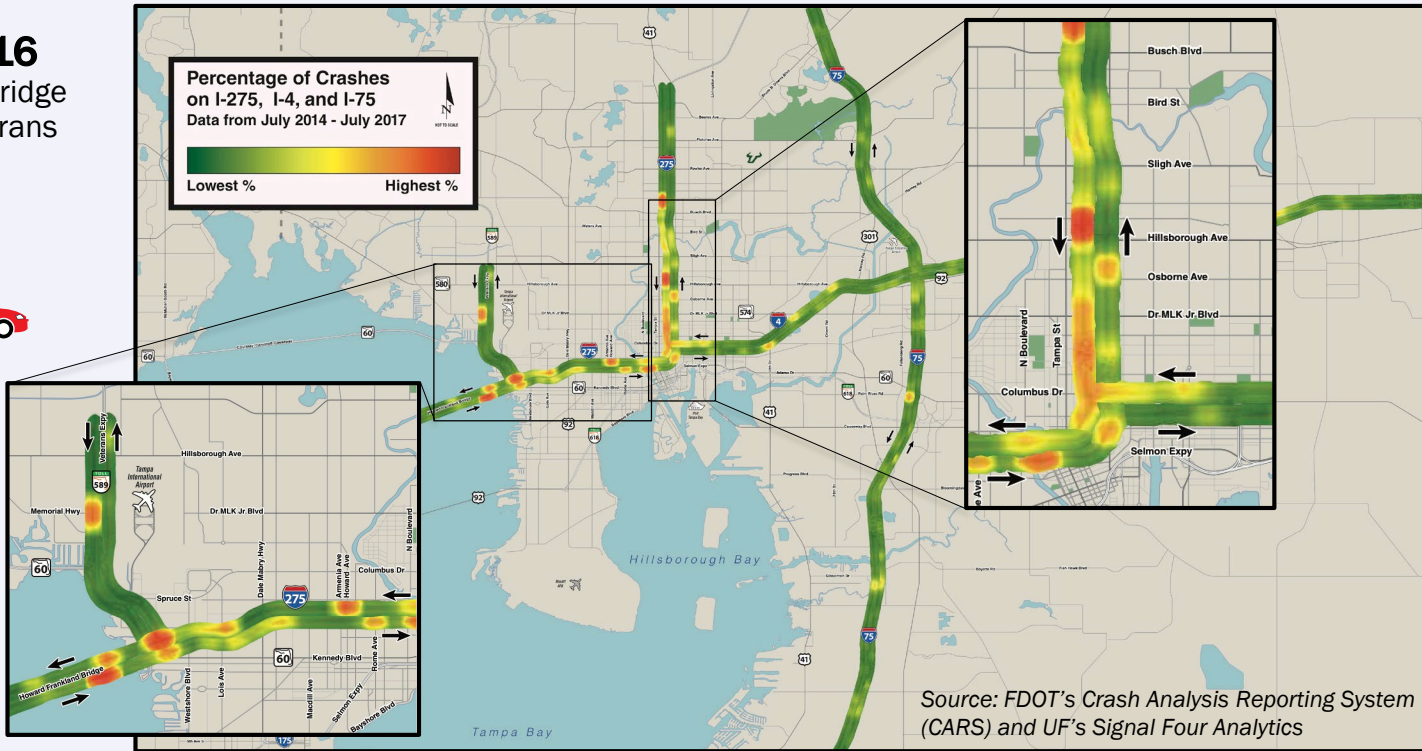
Westshore Area Interchange and I-275 Corridor



Downtown Interchange and I-275 North

Operational issues and congestion contribute to safety problems.

993 Total Crashes in 2016
 I-275 from the Howard Frankland Bridge to N Blvd, SR60 from I-275 to Veterans Expressway, Veterans Exp. to Hillsborough Ave



1,530 Total crashes in 2016
 I-275 from North Blvd. to Busch Blvd. & I-4 from I-275 to the Selmon Connector



86

Run Off Road



609

Rear-end



188

Sideswipe



110

Other*



162

Off Road



988

Rear-end



249

Sideswipe



131

Other*

Source: FDOT's Crash Analysis Reporting System (CARS) and UF's Signal Four Analytics

* Includes angle, animal, bicycle, head-on, left turn, pedestrian, rollover, right turn and unknown crashes Note, 2016 and 2017 crash data is not currently finalized and the number of crashes may be subject to change.

Crash Data

	Fatal Crashes	Severe Injury Crashes
I-275 (Floribraska Ave. to N. of MLK Blvd.)	2	15
I-275 (N. of MLK Blvd. to N. of Busch Blvd.)	4	37
SB I-275 to EB I-4 Ramp	0	6
Total	6	58

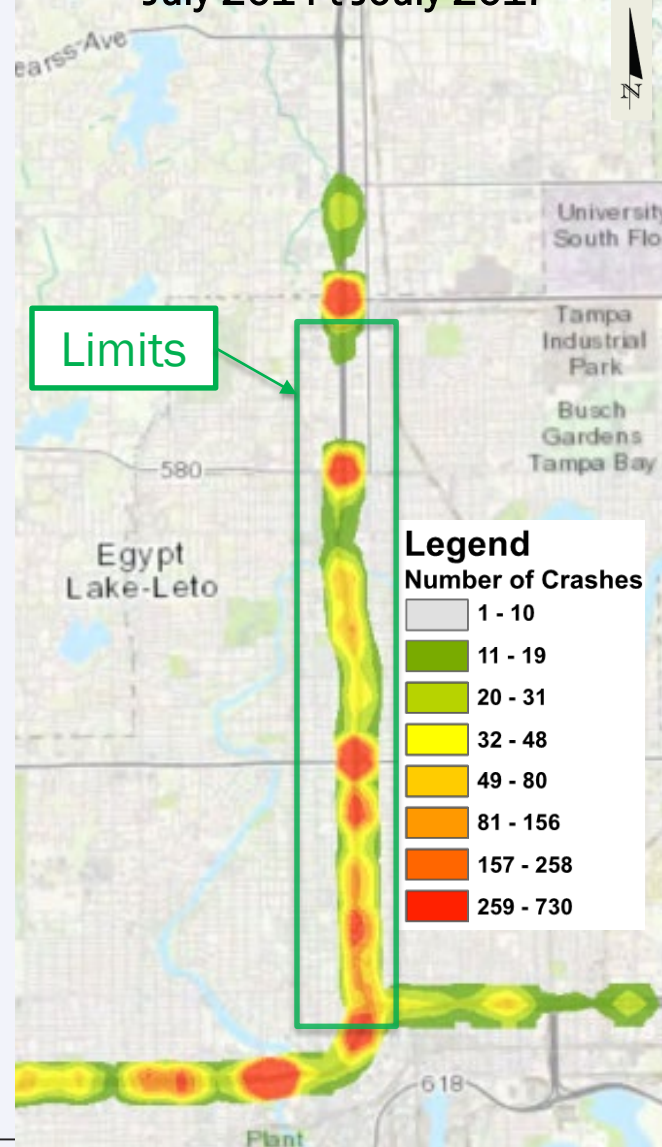
July 2013 to July 2017

Crash Rates Between I-4 and MLK Blvd.

- **4x Statewide Average SB**
- **1.5x Statewide Average NB**

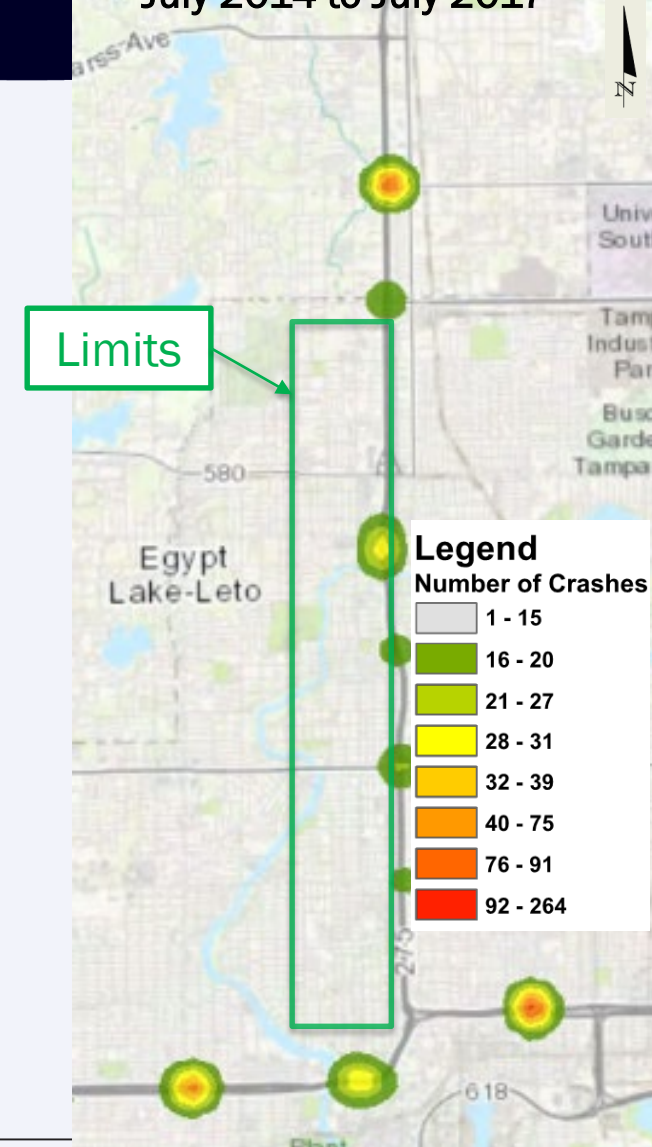
Crashes on I-275 Mainline

July 2014 to July 2017

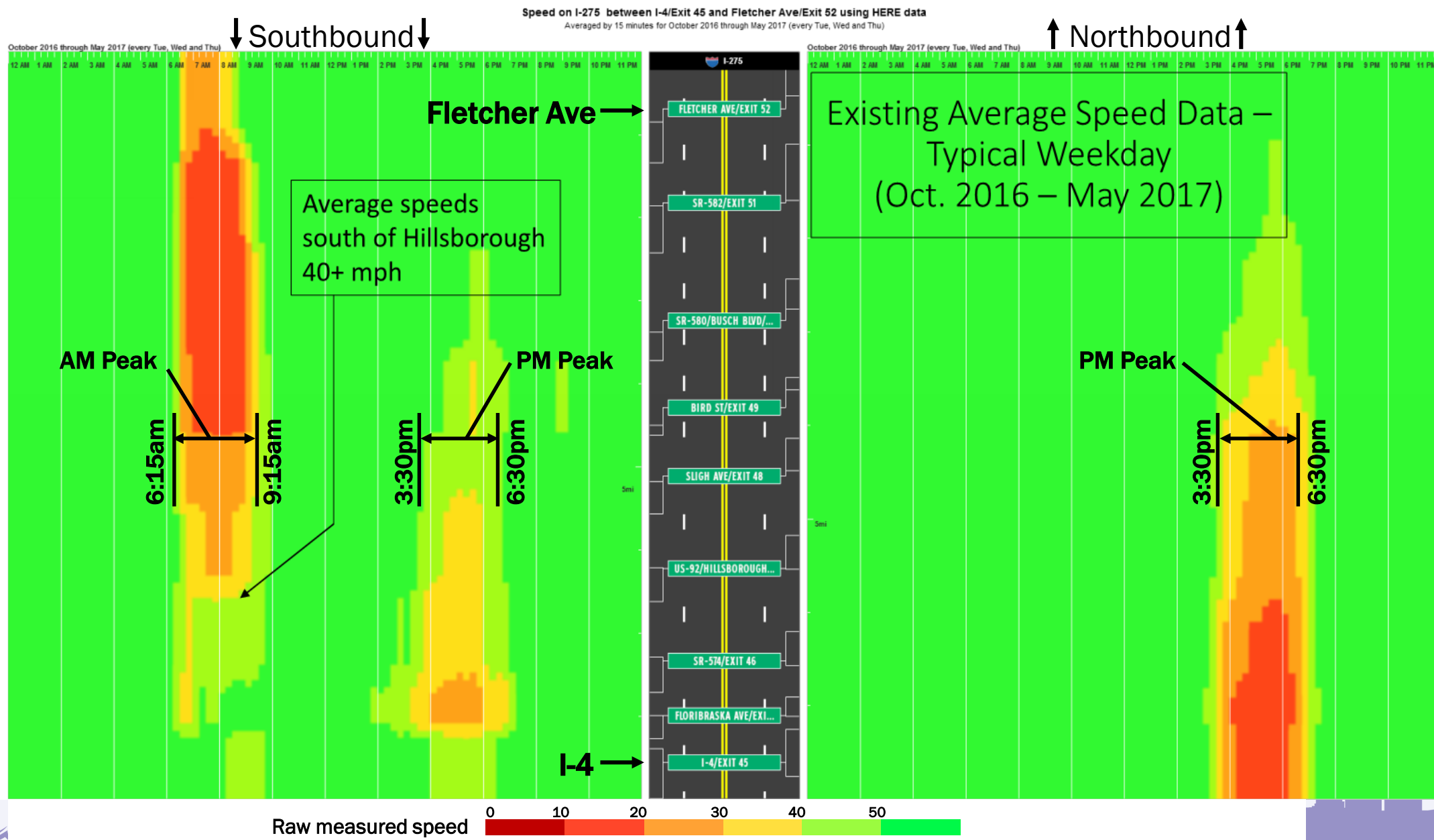


Crashes on Cross Streets

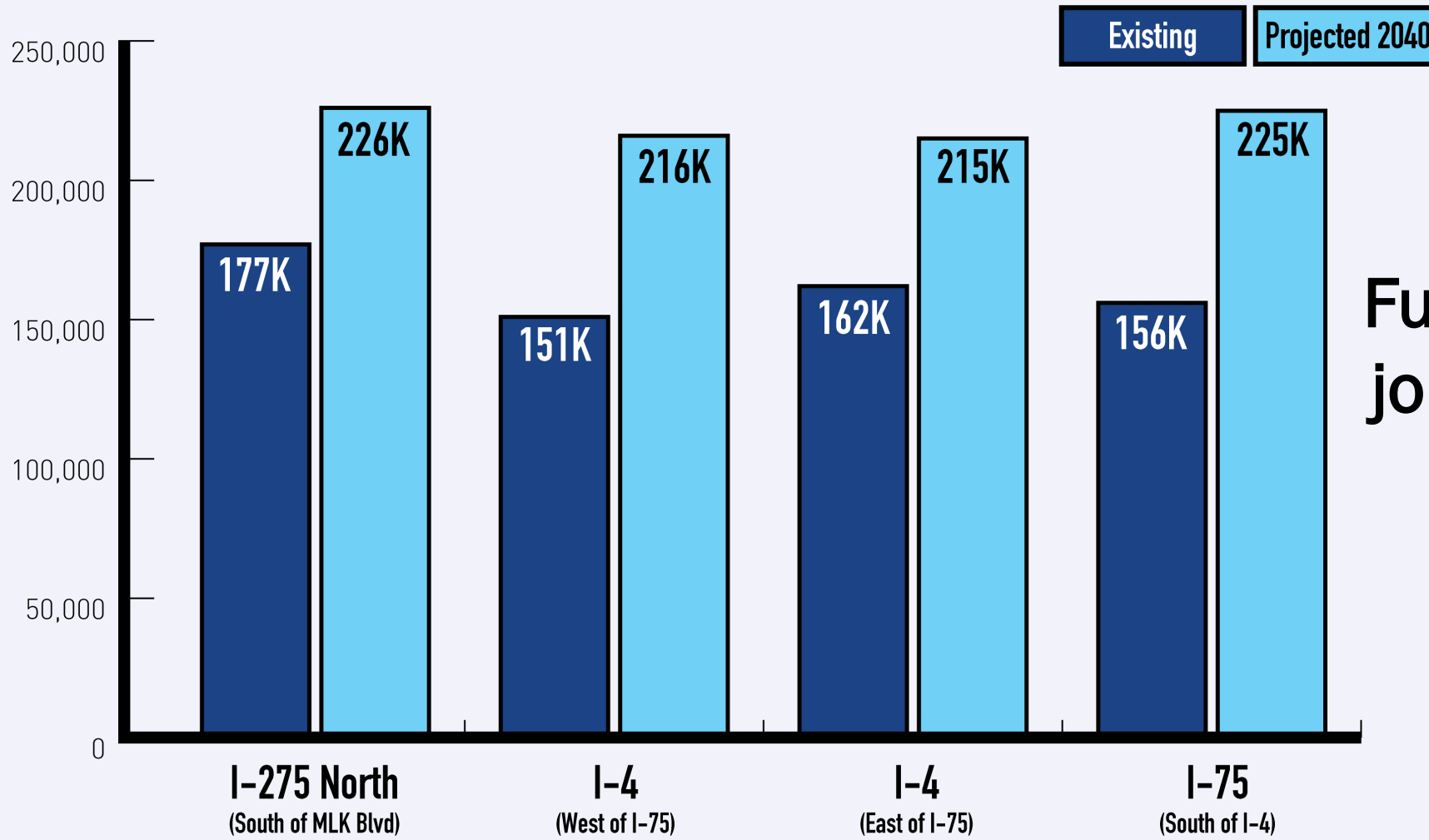
July 2014 to July 2017



I-275 Congestion



Annual Average Daily Traffic



Future population and job growth will lead to more congestion



CURRENT PRIORITY



Westshore Area Interchange (Sections 4 & 5)

ROW: \$150.5M - Funded in 2019 - 2024

Total Project Cost: \$1.446B (Not Funded - Requesting 2024)

Interstate Modernization Projects

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- Supplemental Environmental Impact Statement (SEIS) Limits FPID 258337-2

⁹
*Total Project Cost includes all design/build construction costs including design, CEI, utilities, etc. inflated to the year of funding.

Westshore Interchange Reconstruction

- Reconstructed interchange will alleviate existing bottlenecks
- Adds capacity on I-275 with **3 general purpose lanes** and **2 express lanes** in each direction
- Provides direct **express lane** connection to Tampa International Airport
- **Dedicated ramp** from Kennedy Blvd. to Tampa International Airport
- Connects Veterans Expressway to I-275 via SR 60 express lanes
- Provides for **new connections** under I-275 at Reo Street, Occident Street, & Trask Street
- Reo Street connects to southbound I-275
- Requires right of way



Improvements to Local Street Connectivity and Aesthetics



What you should know:

- As part of the Westshore Area Interchange reconstruction, Occident Street, Reo Street and Trask Street will be connected under I-275.
- Connections will create additional north-south corridors to improve traffic circulation in the Westshore area.
- Improvements will include the highest level of aesthetic treatments to be determined with public input.





CURRENT PRIORITY

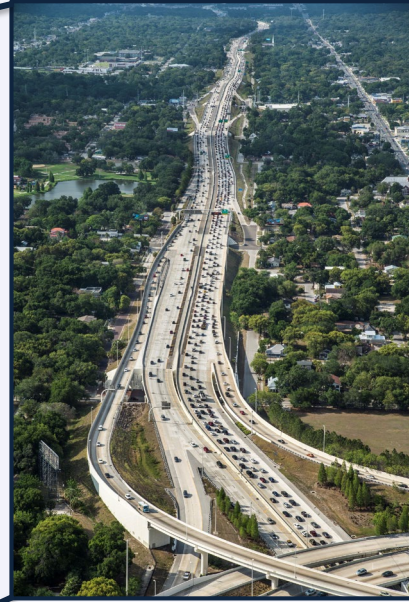
I-275 North Corridor (Section 7)
Add general use capacity to I-275 and operational improvements to Downtown Tampa Interchange
ROW: N/A
Total Project Cost: \$283.9M (**\$77.9 Million Funded**)

Interstate Modernization Projects

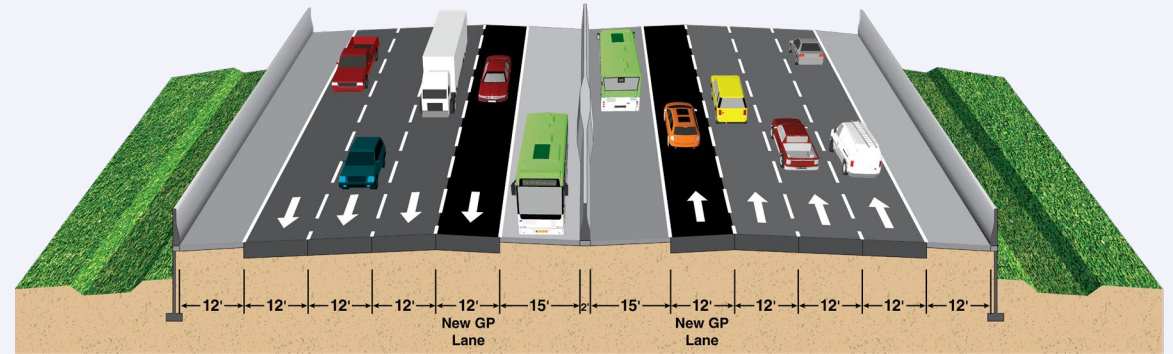
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12
*Total Project Cost includes all design/build construction costs including design, CEI, utilities, etc. inflated to the year of funding.

I-275 North of Downtown Tampa



- Near term improvements within the existing Right of Way
- Add one new general purpose lane in each direction
- Interchange improvements along corridor
- Bike/Ped safety enhancements at interchanges
- Wide shoulder for transit*



*Pending TBARTA study

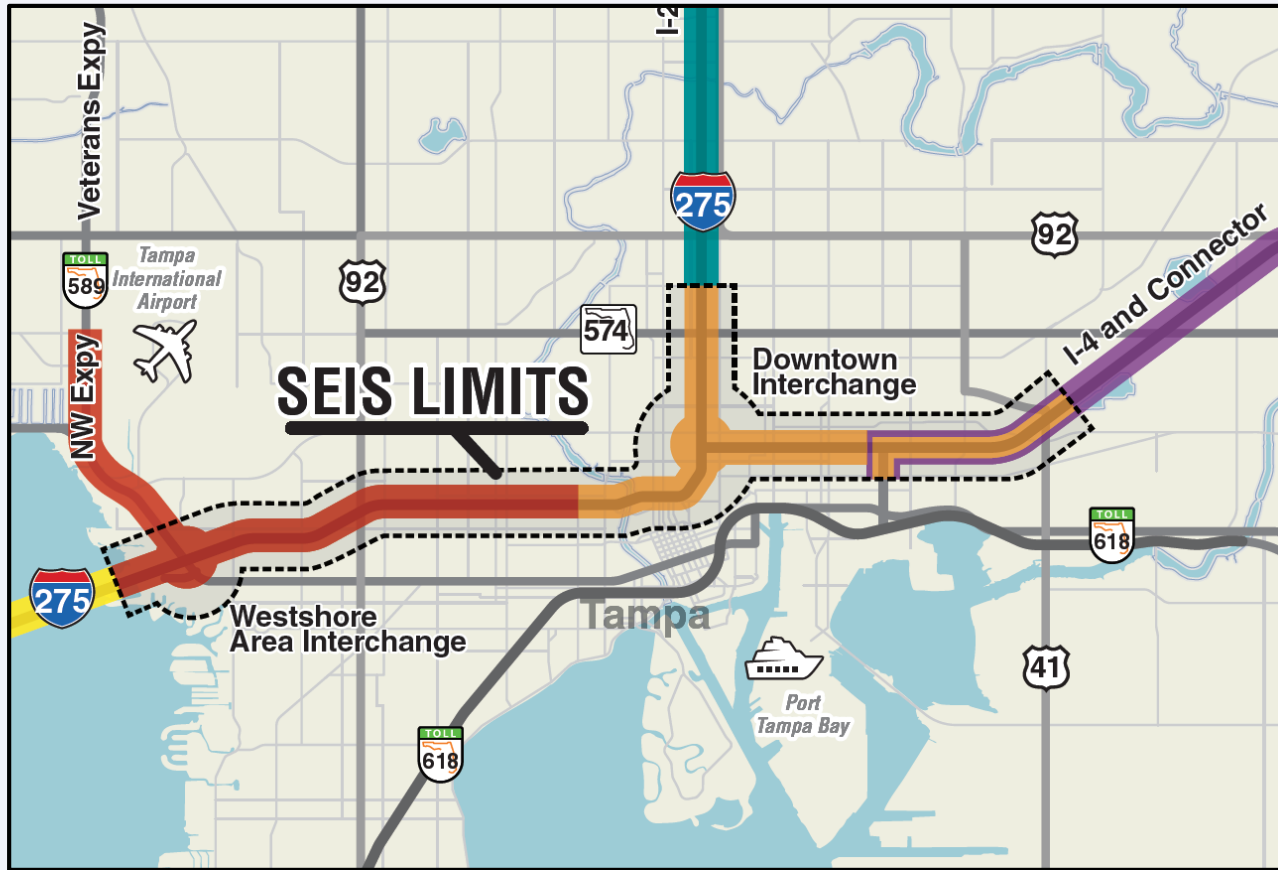
Funding Priorities

Fiscal Year

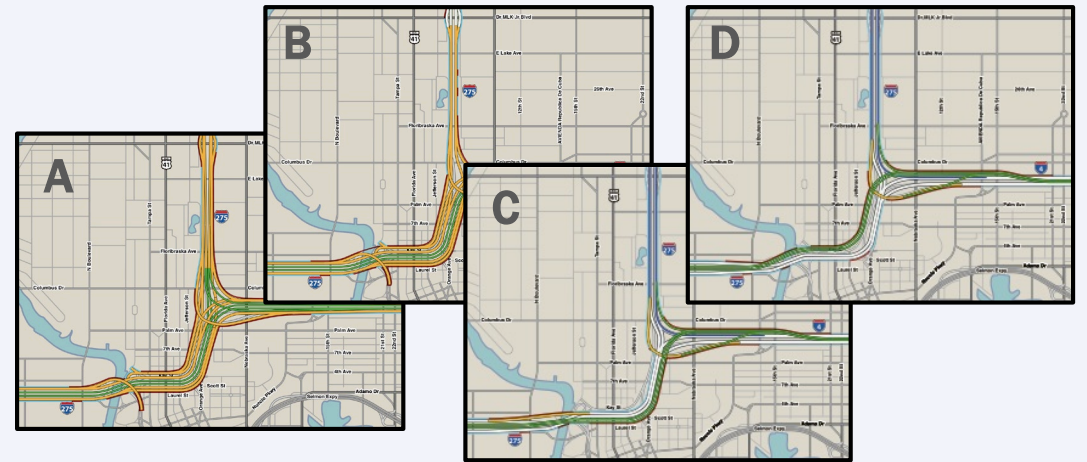
	2018	2019	2020	2021	2022	2023	2024	2025	2026
Gateway Expressway	FULLY FUNDED								
Howard Frankland Bridge			FULLY FUNDED						
I-275 North Corridor ★				PARTIALLY FUNDED					
I-275 Pinellas Corridor							FULLY FUNDED		
Westshore Interchange (I-275/SR 60) ★							UNFUNDED		

★ = key funding priorities

Downtown Interchange



Tolled Express Lanes
or Non-Tolled Express Lanes



Four Design Options






Downtown (I-275/I-4) Interchange

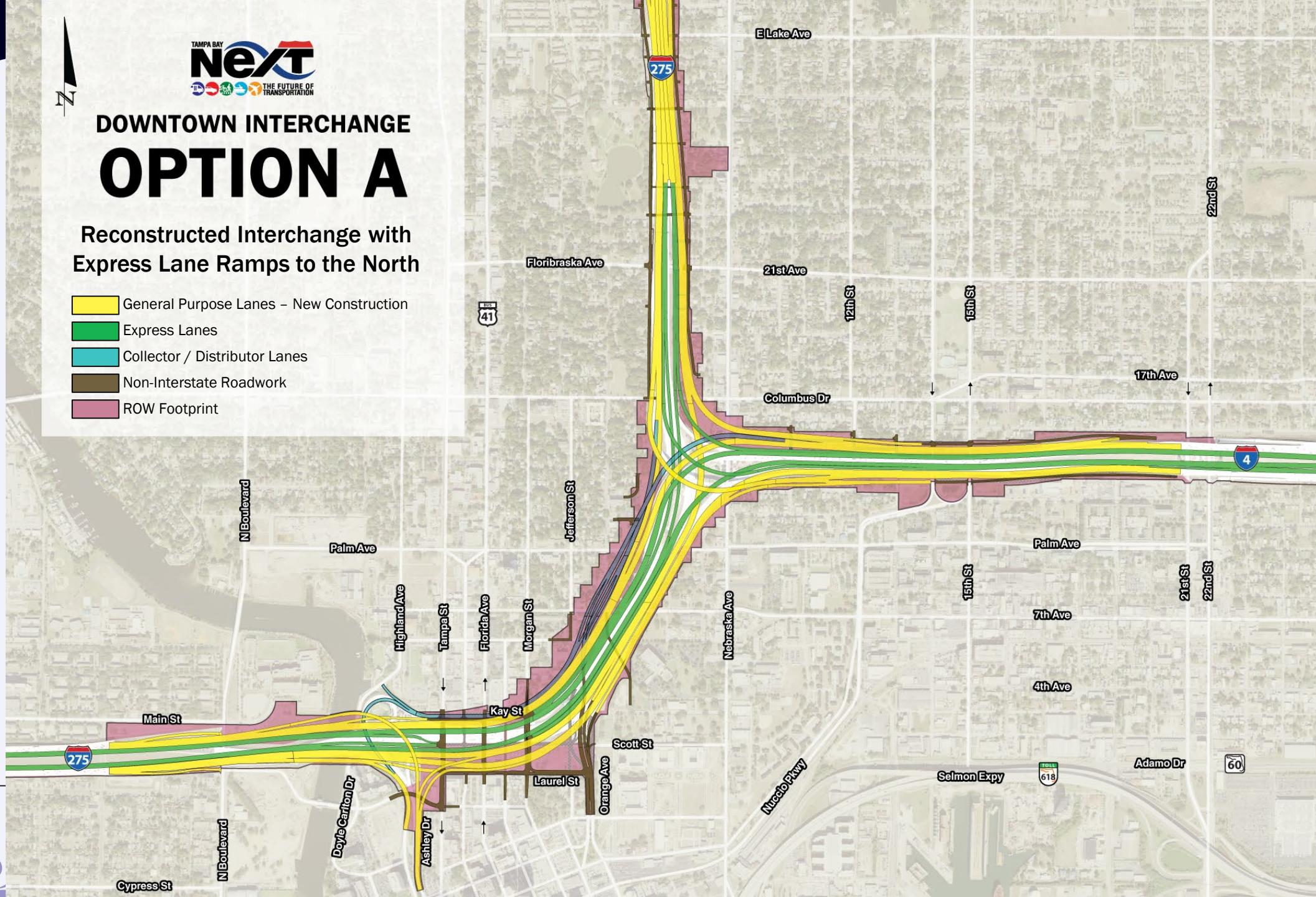




DOWNTOWN INTERCHANGE OPTION A

Reconstructed Interchange with Express Lane Ramps to the North






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

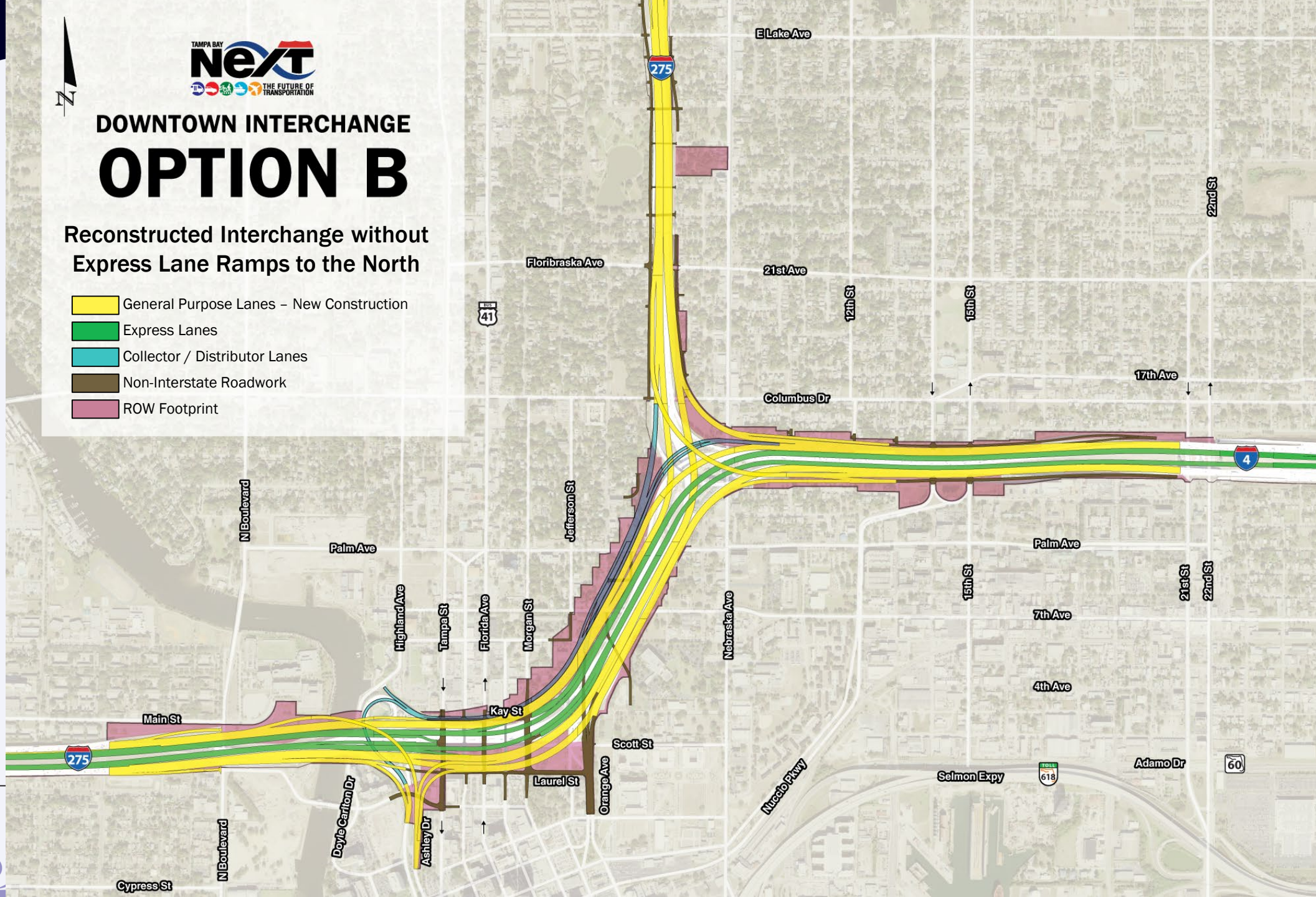




DOWNTOWN INTERCHANGE OPTION B

Reconstructed Interchange without
Express Lane Ramps to the North






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

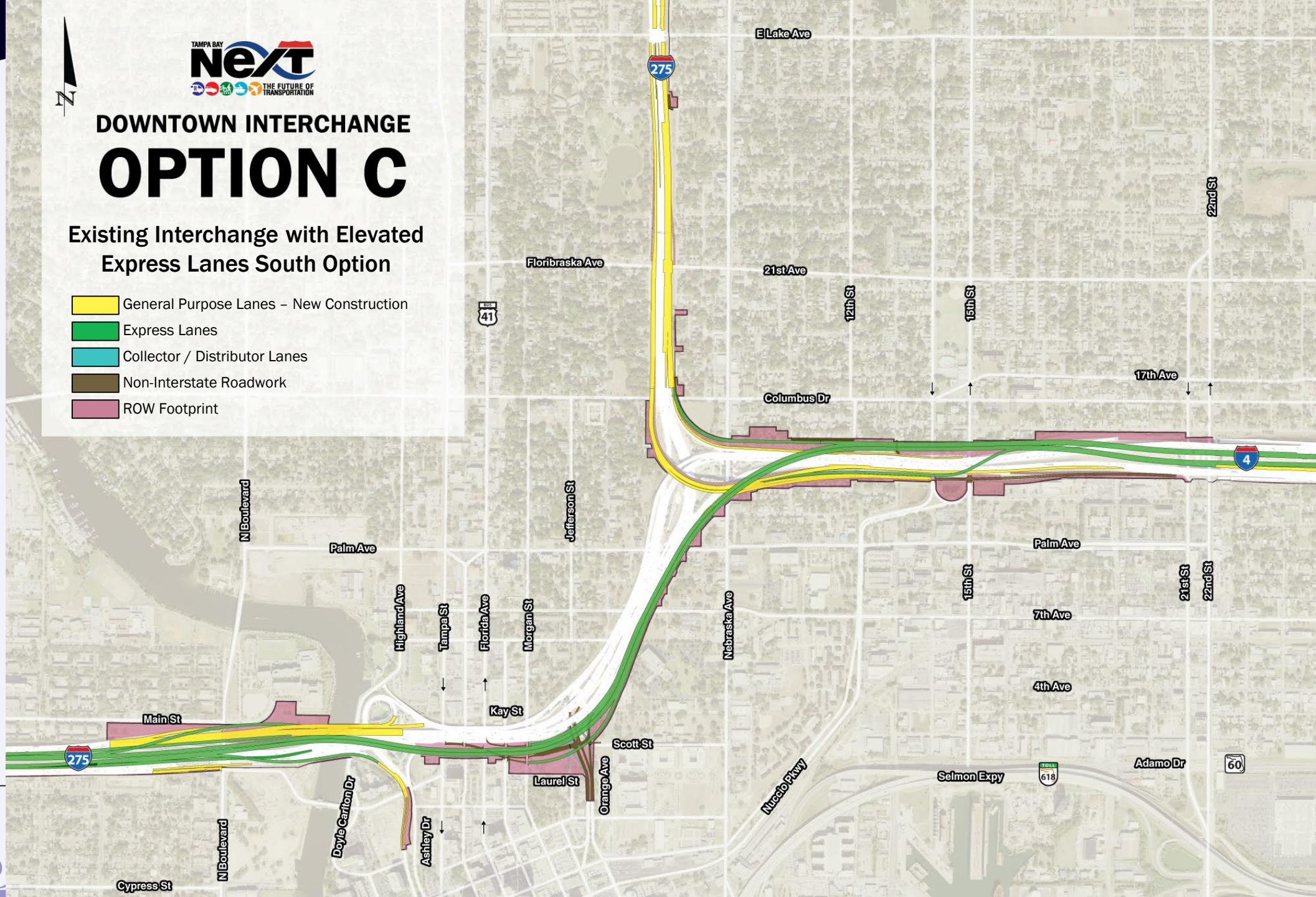




DOWNTOWN INTERCHANGE OPTION C

Existing Interchange with Elevated Express Lanes South Option






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

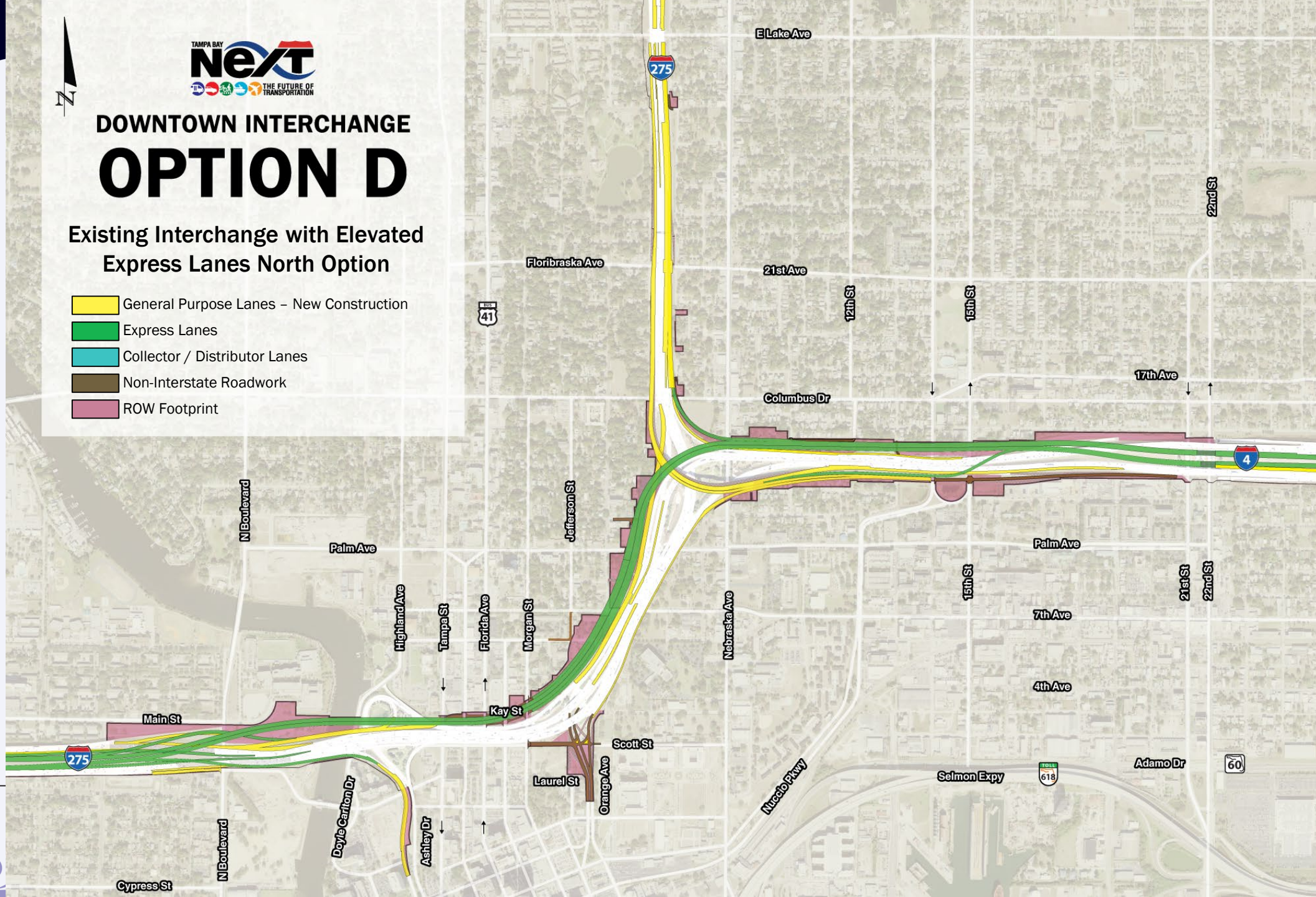




DOWNTOWN INTERCHANGE OPTION D

Existing Interchange with Elevated Express Lanes North Option

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



FULLY FUNDED PROJECTS



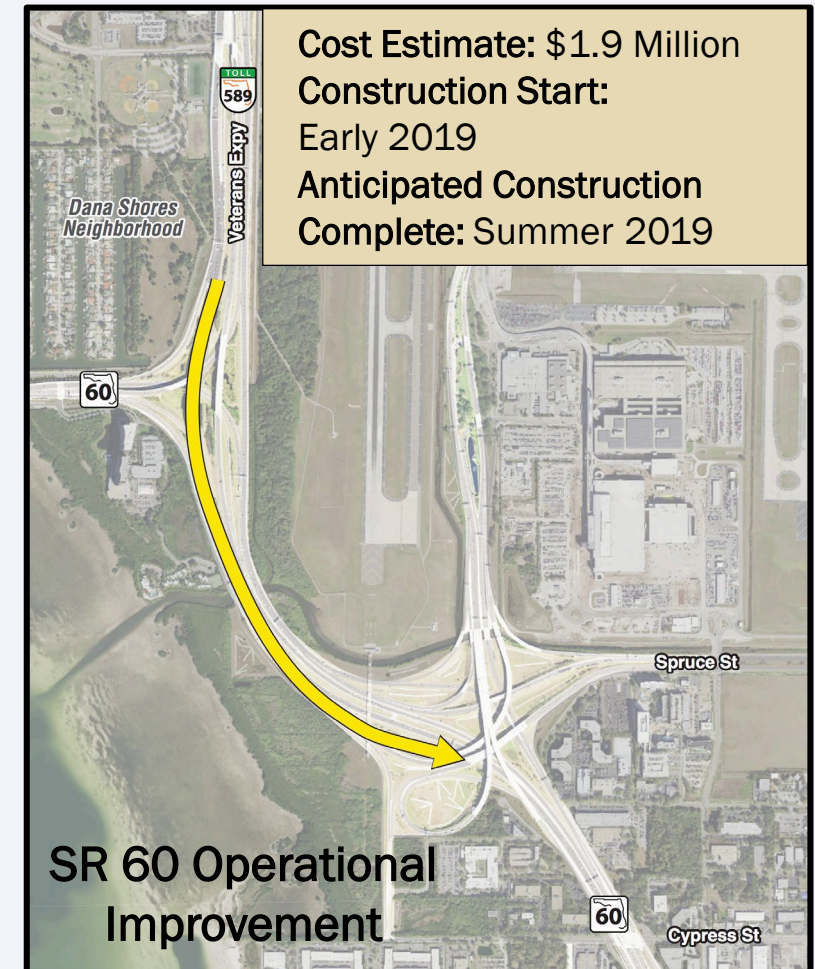
Gateway Expressway

Construction is Underway



The project adds express lanes to I-275 and constructs 2 new elevated expressways connecting US 19 to I-275 and the Bayside Bridge to I-275.

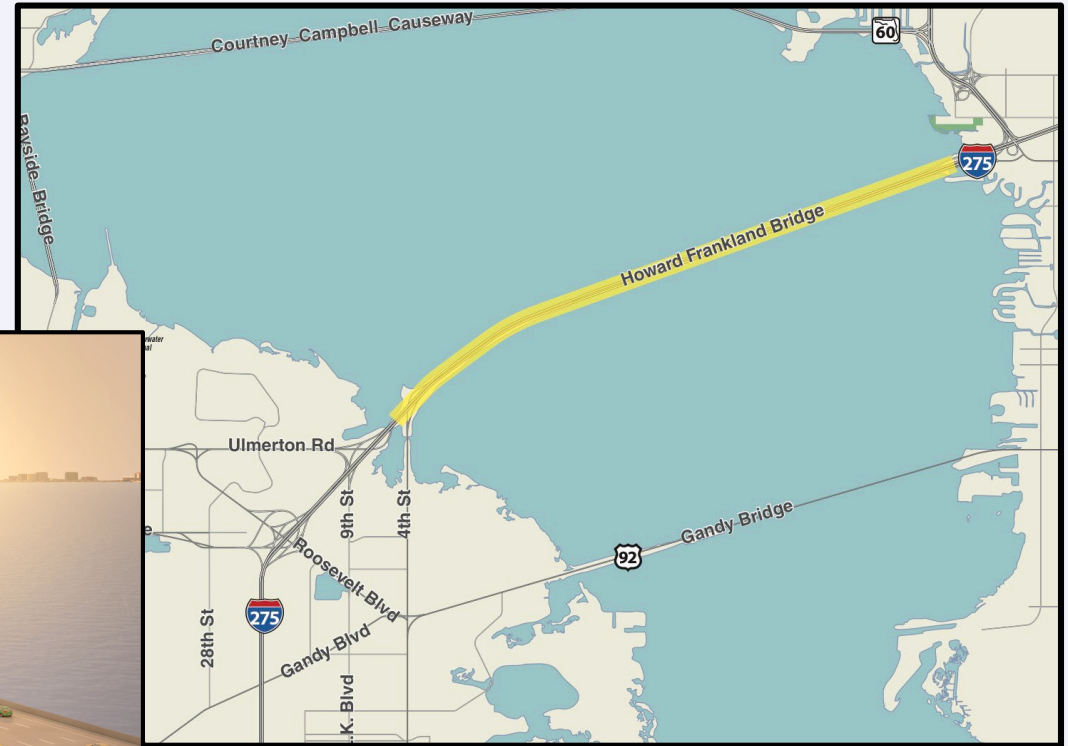
Operational Improvements (Westshore Area)



Howard Frankland Bridge

- Construction Scheduled 2020-2024
- Four General Purpose Lanes in Each Direction
- Two Express Lanes in Each Direction
- Bike/Ped Trail Connectivity
- Structure to Support Future Transit

Future Design

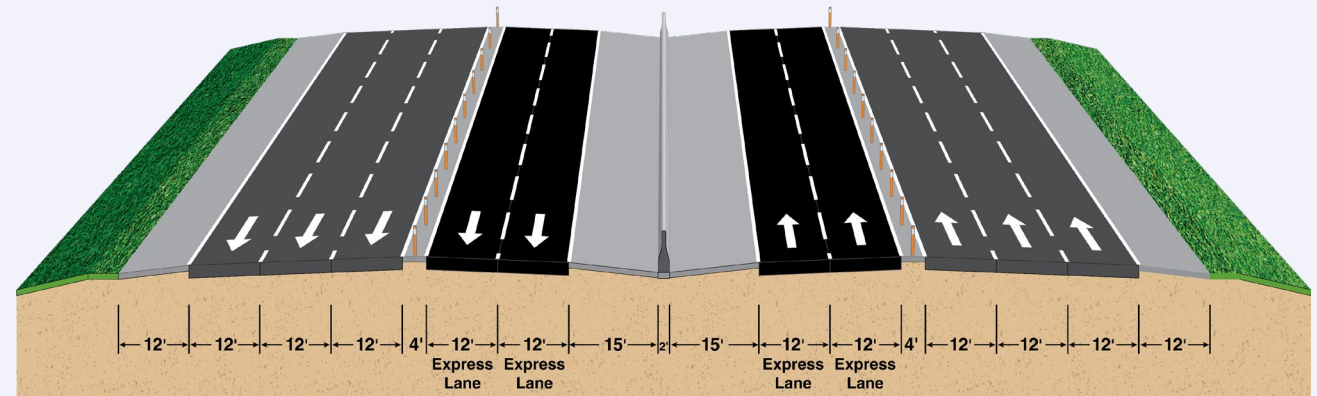


I-275 Pinellas

Considering lane continuity, express lanes, and bus on shoulder

Project will likely include:

- Right of way for ponds
- Concrete pavement widening
- Shoulder reconstruction
- Bridge widening
- Noise walls



LANE CONTINUITY

1 EXPRESS LANE UNDER CONSTRUCTION
2ND EXPRESS LANE UNDER CONSIDERATION

2 EXPRESS LANES UNDER CONSIDERATION

ON THE HORIZON (UNFUNDED)

Section 9

Add 2 Express Lanes to I-75 North
ROW: TBD (Not Funded)
Construction: \$1.574B (Not Funded)

Section 6

Downtown Tampa Interchange (Ultimate)
ROW: TBD (Not Funded)
Construction: TBD (Not Funded)










Section 10

Add 2 Express Lanes to I-75 South
ROW: TBD (Not Funded)
Construction: \$628M (Not Funded)

Section 8

Add 2 Express Lanes to I-4
ROW: TBD (Not Funded)
Construction: \$800M (Not Funded)

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Supplemental Environmental Impact Statement (SEIS) Limits FPID 43380-1-52-01 & 424501-52-01



WHAT ABOUT TRANSIT?



FDOT Invests in Transit in 3 Ways:

1. Funding for Studies & Research

Regional Transit Feasibility Plan
A ROUTE MAP TO IMPLEMENTATION

Regional Transit Feasibility Plan
A ROUTE MAP TO IMPLEMENTATION

Intermodal Center Studies

INVISION: TAMPA STREETCAR
TRANSFORMING TAMPA'S TRANSIT

Map labels: Wesley Chapel, University Area (USF), Downtown Tampa, Gateway District, Westshore District.

Streetcar labels: CENTRO, MOVICO, 1285, TAMPA STREETCAR.

2. Formula-based Grants (Ongoing)



3. Competitive Grants (Project-based)

PSTA CENTRAL AVENUE BRT
PROJECT LOCATION AND RECOMMENDED ALTERNATIVE
GRANT # 2017

PSTA

Streetcar label: DOWNTOWN

Ferry label: CROSS BAY FERRY

Transit Advancements

FDOT's recent transit investments include the following:

- Central Avenue Bus Rapid Transit (BRT) - \$10.5M
- Regional Transit Feasibility Plan (RTFP) - \$1.5M
- Cross-Bay Water Ferry - \$430K
- Intermodal Center Studies (Gateway, Westshore, Downtown, University Area, Wesley Chapel) - \$2.5M
- TECO Streetcar Extension Study - \$1M
- Streetcar Free Fare - \$2.7M
- Marion Autonomous Shuttle Pilot - \$1.5M
- Innovative Circulator Pilots (Downtown, HART Hyperlink) - \$900K
- HART Arterial BRT Study (Florida/Fowler/Nebraska) - \$2.5M
- Grants for new PSTA and HART routes



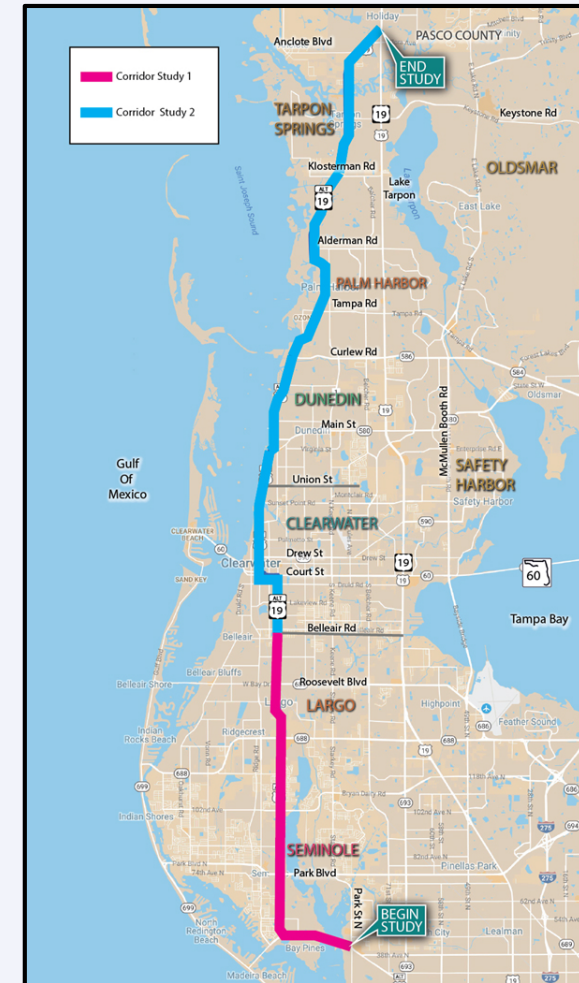
New Approach to Corridor/ Sub Area Studies

Increased public engagement for corridor studies

Created Project Advisory Groups (PAG) – teams of stakeholders from the counties, cities, and other local agencies

Addressing *all* modes of transportation

Incorporating Complete Streets vision

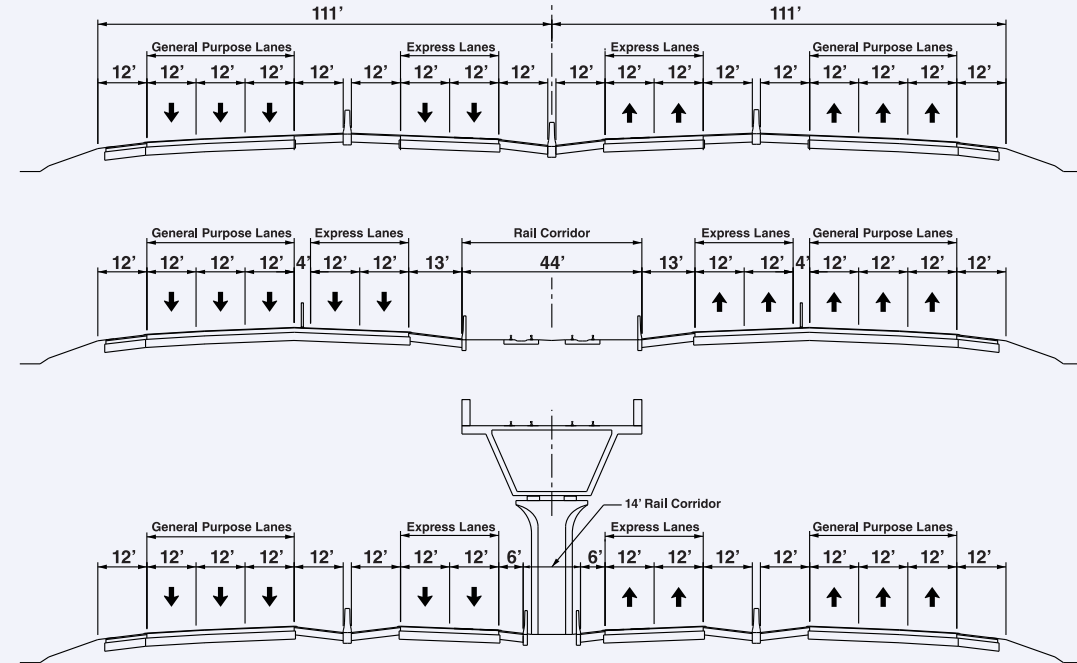


Alt 19 Corridor Study

I-4 Corridor

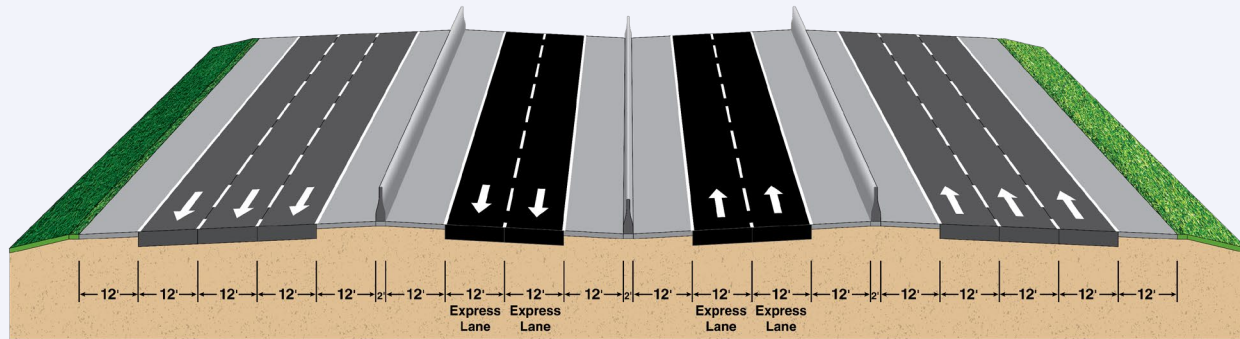


- PD&E approval anticipated late 2019/early 2020
- Interstate widening with 2 express lanes in each direction
- Design-Build procurement
- Transit envelope designs to reduce right of way



I-75 Corridor

- Evaluating I-75 as the Regional Express Lane Corridor
- Interstate reconstruction/ widening with 2 express lanes in each direction
- I-4/I-75 interchange reconfiguration/ reconstruction
- Direct express lane ramps
- Significant local interchange improvements



2 express lanes & 3 general use lanes in each direction



Local Agency Coordination



FDOT and County ROW Partnerships

- S.R. 56 from Meadow Pointe Blvd. to U.S. 301
- S.R. 52 Re-Alignment from Uradco Place to W. of Fort King Road
- Overpass Road @ I-75 Interchange from Old Pasco Rd. to Boyette Rd.

Maintenance Partnerships

- FDOT worked with both Hillsborough and Pinellas counties to address large crowds and drag racing/partying concerns on the Courtney Campbell Causeway and Skyway



District Seven Safety Summit

- Annual Regional Meeting of 100+ Local agency members, Consultants and various Law Enforcement officers
- Discuss Local, State, and National Safety Initiatives
- Training on Alternative Intersections and Safe Transportation for Every Pedestrian



Keystone Rd – LAP – Pinellas County

- Addition of Shoulder Pavement
- Pinellas County paid for resurfacing, FDOT HSIP Safety funds shoulders
- Crash reduction factor of 19% for lane departure crashes
 - ❖ 23 crashes from 2013-15
 - ❖ Construction nearing completion



Hyde Park Ave/Plant Ave - LAP - City of Tampa

- One way pair ped/bike enhancements
 - Providing bike lanes, curb ramp extensions, back plates
- City paid for design, FDOT HSIP Safety funds for construction
- Crash reduction factor of 20% for all crashes
 - 33 crashes from 2009-11
 - Construction completed 2017



Gunn Highway and Linebaugh Ave – LAP – Hillsborough County

- Intersection Improvement
 - Add turn lanes, restrict left turns in one direction, rebuild signal
- Hillsborough County funded design and right of way, FDOT HSIP Safety funds for construction
- Crash reduction factor of 70% for all crashes
 - 92 crashes from 2009-11
 - Construction completed 2016



Design Build Push Button

- Park Rd and S Frontage Rd at I-4 in Plant City
- New signal installation
- Crash reduction factor of 57% for angle and left turn crashes
 - 35 crashes from 2013-16
 - Construction completed 2018
- Plant City contributed \$260,000 to the project



Road Safety Audit (RSA) Training

- Held a RSA Train the Trainer as well as several RSA trainings on how to perform an RSA
- Involved Law Enforcement, MPO, Local Agencies, and FDOT



“Arrive Alive” Road Safety Audits

- 49th St and 62nd Ave – Pinellas County



“Arrive Alive” Road Safety Audits

- US 301 and Stacy Rd – Hillsborough County



Questions/Discussion

