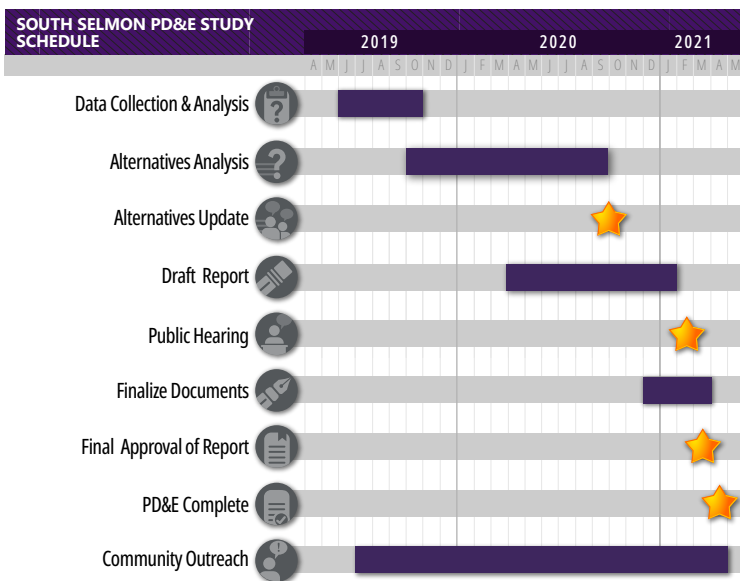




STUDY OVERVIEW

The Tampa Hillsborough Expressway Authority (THEA) is conducting a Project Development and Environment (PD&E) Study to evaluate the best way to add additional capacity within the existing Selmon Expressway right-of-way. The study area is from Himes Avenue to the overpass at Whiting Street, approximately 4.5 miles.



A continuous community outreach process is integrated into every step of the Study to ensure that the corridor residents, businesses, the traveling public and other interested parties have meaningful participation in the process.

WHY ARE IMPROVEMENTS NEEDED?

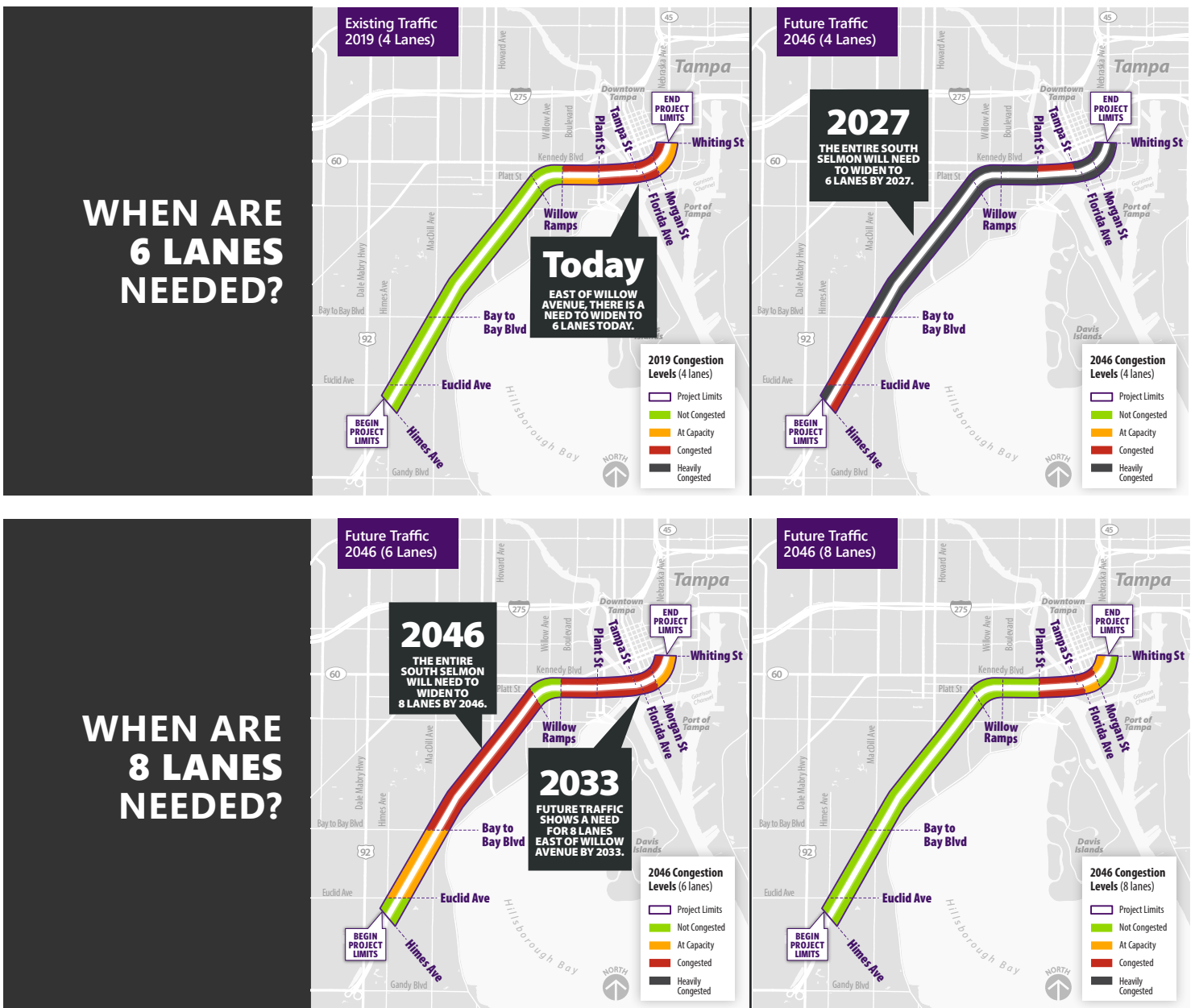
The South Selmon PD&E Study is exploring options to improve the expressway to reduce congestion while improving safety and better connecting communities and destinations within the Tampa Bay Region. The Purpose & Need of the study is explained below under each of the three topics.

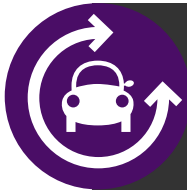


REDUCE CONGESTION

In the last ten years, traffic on the Selmon Expressway has almost doubled. The southern section of the expressway is currently at capacity. Future traffic models and predicted 38% population growth (700,000 new residents by 2045) show that traffic will continue to grow and therefore congestion will get worse.

How many lanes are needed in the future?

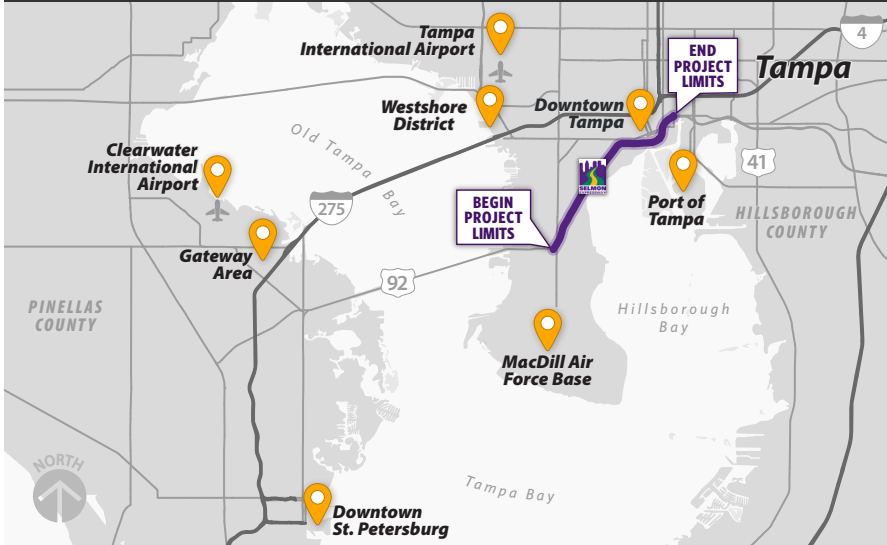




CONNECTING COMMUNITIES

The South Selmon provides a vital link between Downtown Tampa and several densely populated areas and regional attractors. The expressway serves as an important alternative to I-275 during road closures, hurricane evacuations, and regional trips in Tampa Bay.

WHY IS THE SELMON SO IMPORTANT?



EVACUATION ROUTE

Key part of the region's Strategic Intermodal System (SIS) and a designated emergency evacuation route.



IMPORTANT ALTERNATE

Serves as the alternative route to I-275 during road closures and back-ups.



CONNECTIVITY

Provides regional connection between Downtown Tampa and other major population centers, key destinations, and major employment areas in Tampa Bay.



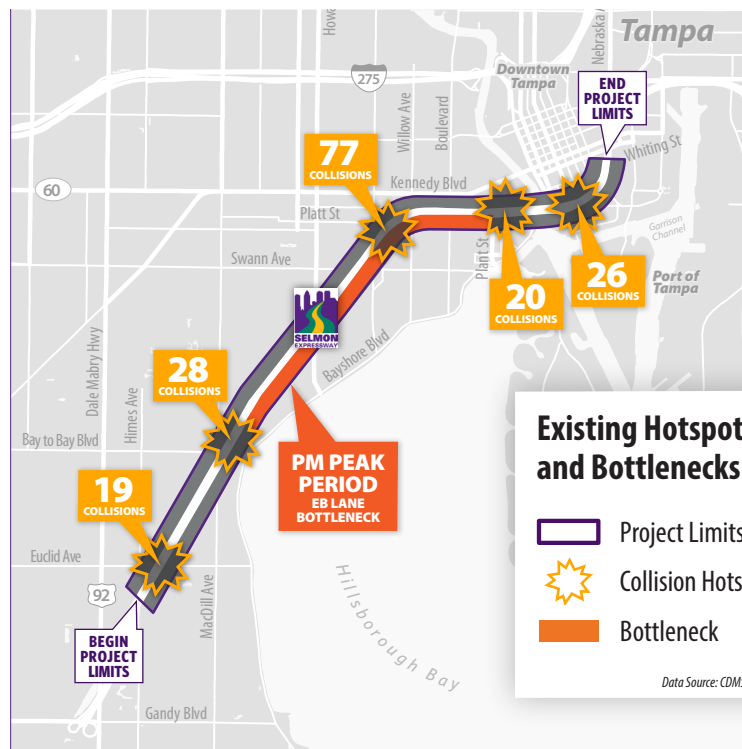
IMPROVE SAFETY

Within the study limits, the South Selmon has numerous on and off ramps in close distance to each other. Many of the ramps have shorter acceleration and deceleration lanes that create safety conflict points and bottlenecks where drivers are merging and weaving to get on and off the expressway.

WHERE ARE THE COLLISION HOTSPOTS AND BOTTLENECKS?

Merge and weave areas along the Selmon Expressway create safety conflict points causing backups onto the expressway.

Frequent bottlenecks occur on EB lanes due to deficient acceleration and deceleration lanes.



Existing Hotspots and Bottlenecks

- Project Limits
- Collision Hotspots
- Bottleneck

Data Source: CDMS, 2013-2017

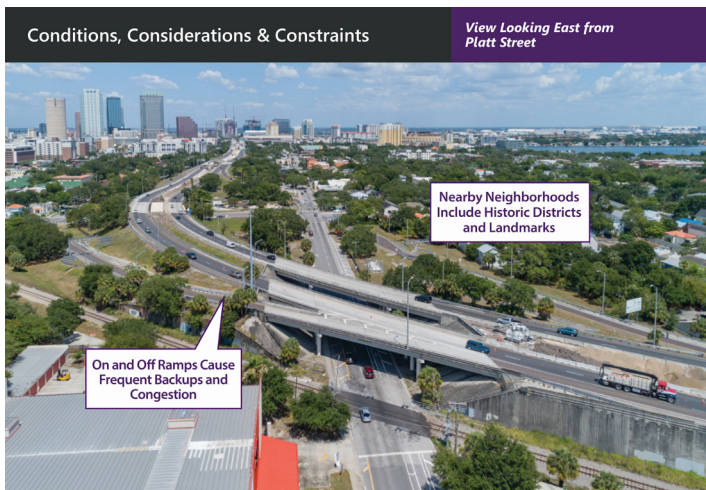
WHAT IS OUR PROCESS?

The PD&E Study process includes four steps – to develop alternatives, screen alternatives, refine alternatives for additional evaluation, and finally, the selection of a Preferred Alternative. The four steps of the process are outlined below, including a summary of the alternatives that were considered and eliminated, and how a Preferred Alternative was identified. Please note, we considered a No-Build Alternative throughout this study process for comparison purposes.

STEP 1

IDENTIFY PRELIMINARY ALTERNATIVES

Five preliminary alternatives were developed based on the purpose and need for the project and with an understanding of the existing conditions and constraints along the corridor. The alternatives were developed to limit the need to expand out of the existing right-of-way and impact adjacent neighborhoods and CSX railroad while maintaining the same access at existing ramp locations.



STEP 2

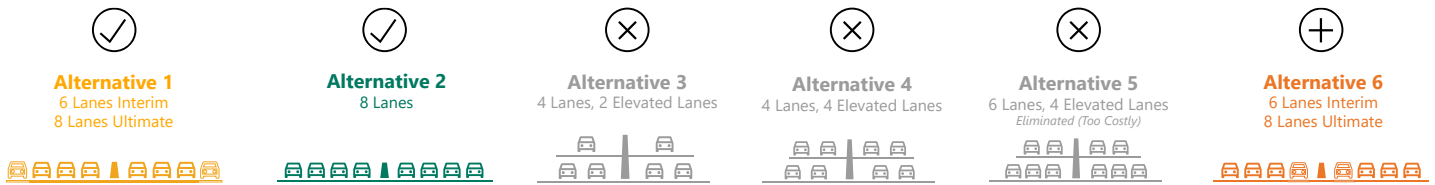
SCREEN PRELIMINARY ALTERNATIVES

Step two was broken up into two stages.

ALTERNATIVE	REASON FOR ELIMINATION
3, 4, 5	Included elevated lanes over the roadway median which results in no access to the elevated lanes between Himes Avenue and Downtown.
3, 4	Traffic analysis indicated a need for six lanes at grade to accommodate the future volume of traffic getting on and off between Himes Avenue and Willow Street.
5	Too costly.
1	This option would require demolition of prior improvements and significant reconstruction to widen to the outside.

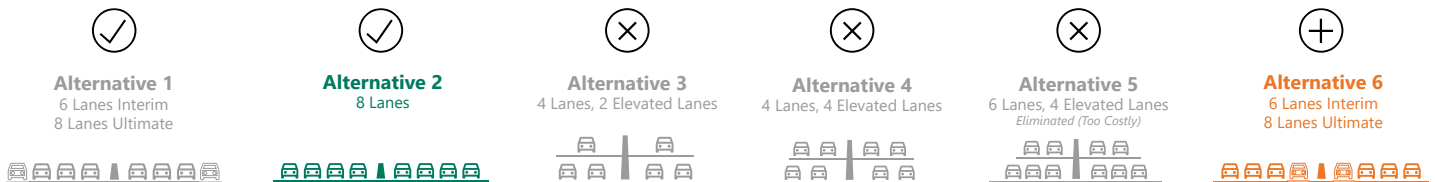
2a

Based on a preliminary evaluation of future traffic needs for 2046 and cost, Alternatives 3, 4, and 5 were eliminated from consideration. Since future traffic (2046) shows a need for 8 lanes, Alternative 1 was modified and a new Alternative 6 was developed to provide an interim 6 lane condition and an ultimate 8 lane condition. In the interim (near-term) phase, Alternative 1 widens to the inside first and Alternative 6 widens to the outside first.



2b

Alternative 1 was eliminated because it would require demolition of interim improvements and significant reconstruction to widen to the outside in the ultimate phase.



STEP 3

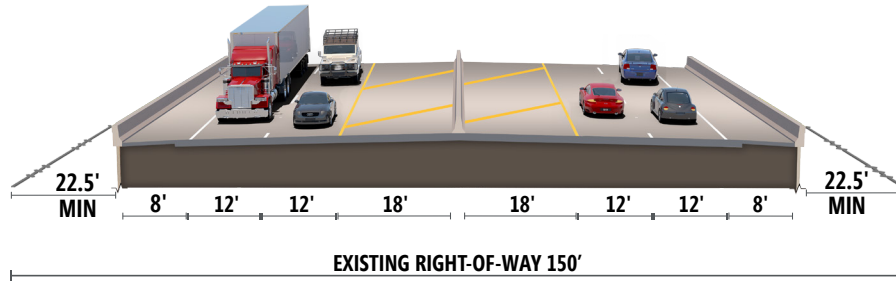
REFINE ALTERNATIVES

The two remaining build alternatives (Alternatives 2 and 6) were further developed and refined based on preliminary study analysis results. Details on each alternative and how they compare with the existing South Selmon Expressway are shown below and in the following pages. These two alternatives were presented at an Alternatives Update held on September 11, 2020.

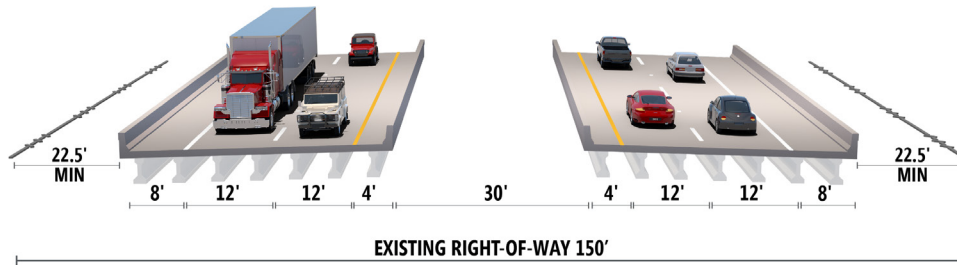
Existing

Typical Sections

ROADWAY

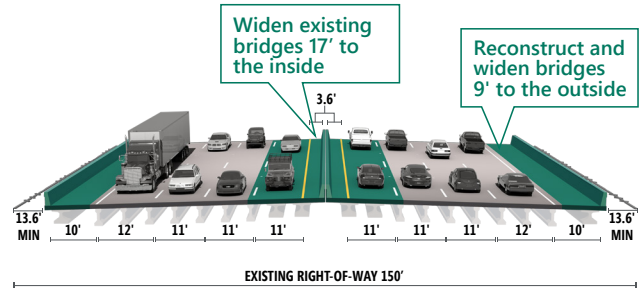
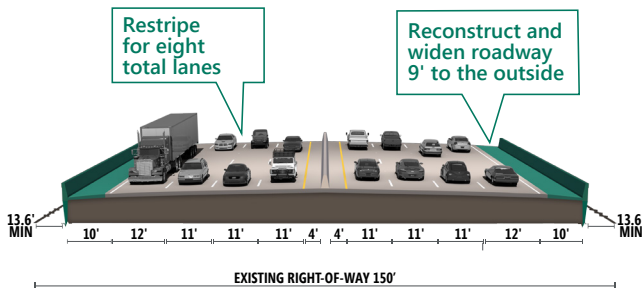


BRIDGE



Alternative 2

Typical Sections



ROADWAY

BRIDGE

STEP

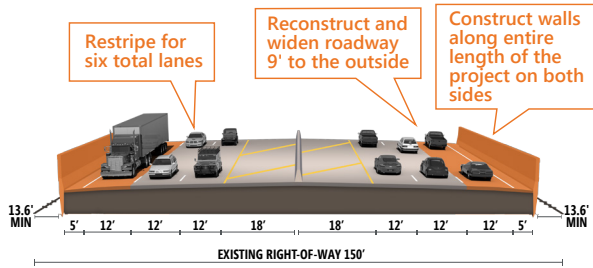
3

REFINE ALTERNATIVES

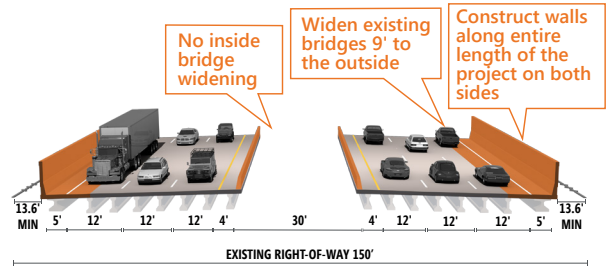
Alternative 6

Typical Sections

INTERIM

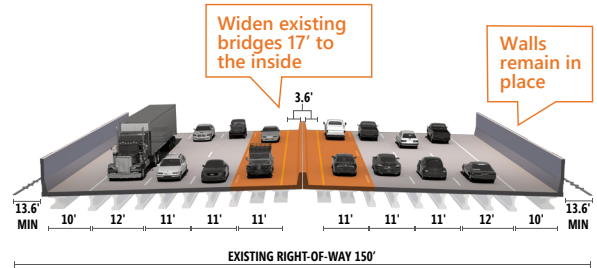
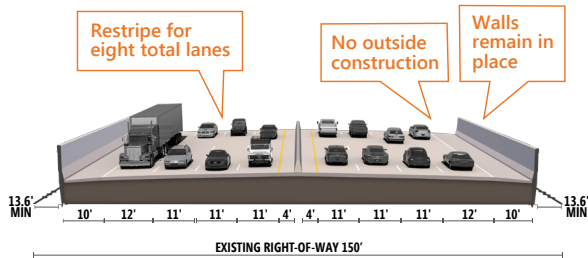


ROADWAY



BRIDGE

ULTIMATE

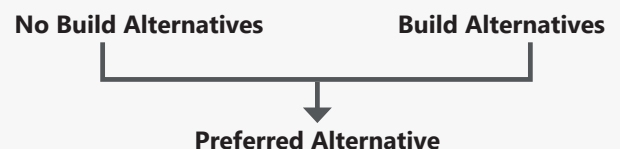


STEP

4

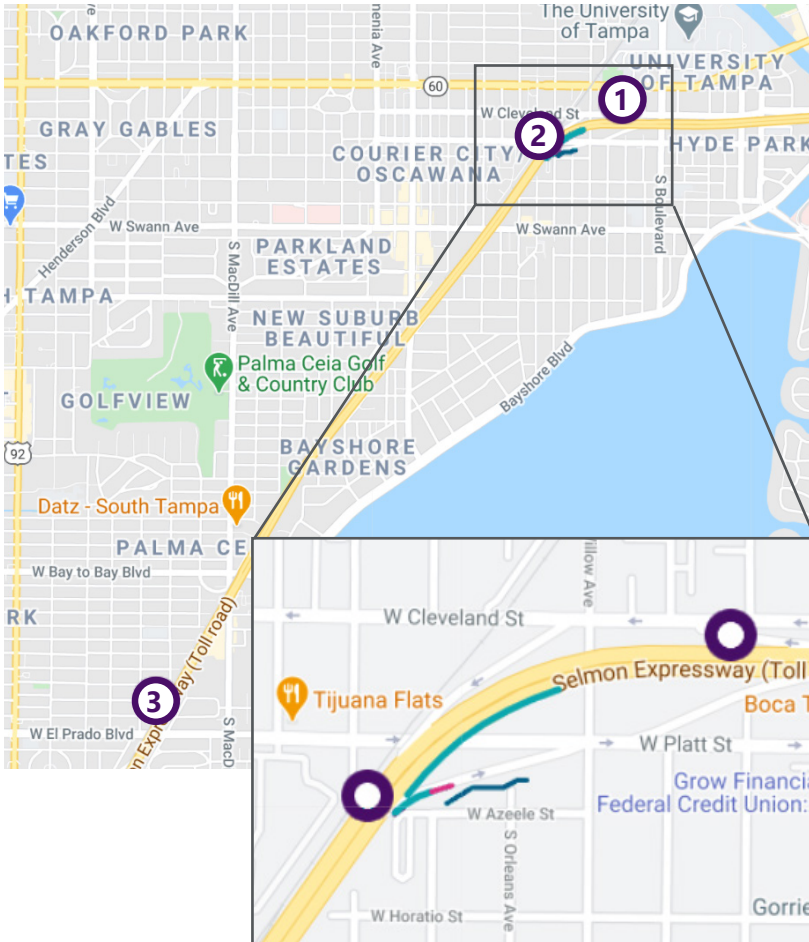
GATHER INPUT & IDENTIFY PREFERRED ALTERNATIVE

Based on the results of the study analysis and public input at the Alternatives Update meeting, THEA identified Alternative 6 as the Preferred Alternative.



WHAT ALTERNATIVES WERE CONSIDERED?

ALTERNATIVE 2



Description

8 lanes (adds 2 lanes in each direction, inside and outside widening)

Linear Feet of Noise Walls

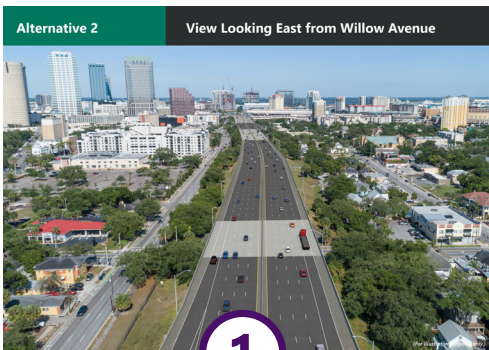
1,428 LF per noise analysis

Estimated Total Cost: \$211M

POTENTIAL WALL LOCATIONS:

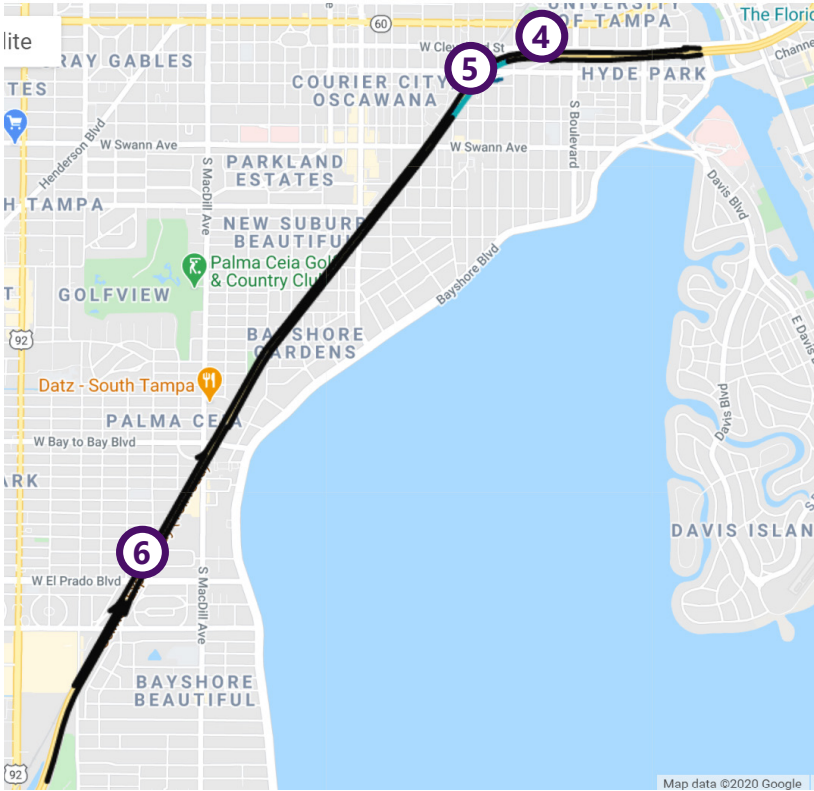
See map for the potential wall locations for each alternative.

- Barrier Mounted Noise Walls on Shoulder (14ft per the noise analysis)
- Ground Mounted Noise Walls at Right-of-Way (16-22ft per the noise analysis)
- Barrier Mounted Noise Wall on Retaining Walls or Bridge (8ft per the noise analysis)
- Additional commitment by THEA Sound/Safety Walls (8ft)
- # 3D illustrations location viewpoint



WHAT ALTERNATIVES WERE CONSIDERED?

ALTERNATIVE 6



Description

Interim - 6 lanes
 (adds 1 lane in each direction on the outside)
 Ultimate (2033) - 8 lanes
 (adds another lane in each direction on the inside)

Linear Feet of Noise Walls

2,284 LF per noise analysis

Additional commitment by THEA Sound/Safety Walls

43,163 LF

Estimated Total Cost: \$244M

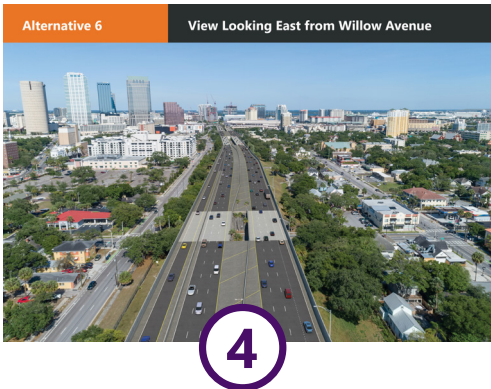
Interim: \$179M

Ultimate (2033): Additional \$65M

POTENTIAL WALL LOCATIONS:

See map for the potential wall locations for each alternative.

- Barrier Mounted Noise Walls on Shoulder (14ft per the noise analysis)
- Ground Mounted Noise Walls at Right-of-Way (16-22ft per the noise analysis)
- Barrier Mounted Noise Wall on Retaining Walls or Bridge (8ft per the noise analysis)
- Additional commitment by THEA Sound/Safety Walls (8ft)
- # 3D illustrations location viewpoint



How do the alternatives compare?

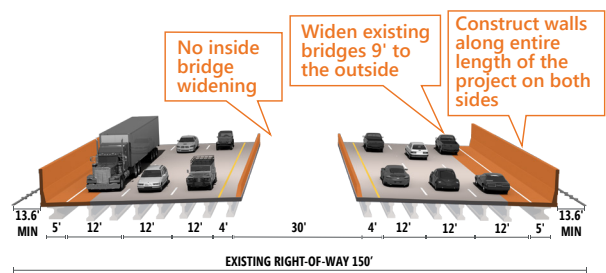
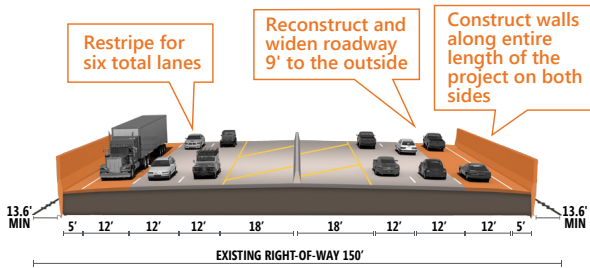
ALTERNATIVE CHARACTERISTICS	NO BUILD ALTERNATIVE	ALTERNATIVE 2	ALTERNATIVE 6
Key Project Details	Congestion will continue to increase. Potential increase in neighborhood cut-through traffic.	Most expensive in the short term. Eight lanes are not needed until 2033. Noise walls not in key locations. Builds to the inside and outside.	Relieves congestion in the short term (Interim), but would require additional lanes in the future to keep pace with growth. Builds to the outside first. Walls provided along full length of project limits. Walls will contain construction noise/debris. Leaves median open at most bridge locations until Ultimate configuration. Minimal reconstruction required for Ultimate.
Number of Lanes	4 lanes	8 lanes Adds 2 lanes in each direction	Interim – 6 lanes Adds 1 lane in each direction on the outside Ultimate (2033) – 8 lanes Adds another lane in each direction on the inside
Congestion Relief	None	Short and Long Term	Interim – Short Term Adds 1 lane in each direction Ultimate (2033) – Long Term Adds 2 lanes in each direction
Noise & Sound/Safety Walls	None	Linear Feet of Noise Walls 1,428 LF per noise analysis	Linear Feet of Noise Walls 2,284 LF per noise analysis Additional Commitment by THEA for Sound/Safety Walls 43,163 LF
Distance from Edge of Roadway to Property Line	22.5 feet	13.6 feet	13.6 feet
Widens Roadway & Bridges to Outside	No	Yes	Yes
Widens Bridges to Inside	No	Yes	Interim – No Ultimate – Yes
Estimated Total Cost (Paid by Toll Revenue & Toll Bonds)	None	Total: \$211M	Total: \$244M Interim: \$179M Ultimate (2033): Additional \$65M
Social, Environment & Cultural Resources	No right of way impacts or relocations. No impacts to historical or archaeological sites.		
Natural Resources Wetlands/Habitat	None		

WHAT IS THE PREFERRED ALTERNATIVE?

THEA chose Alternative 6 as the Preferred Alternative based on data from the study evaluation results and public input. The Preferred Alternative provides additional capacity, addresses congestion through 2033 and beyond, and is the most cost affordable in the short-term. The estimated interim cost is approximately \$197 Million. The Ultimate 8-lane configuration would cost an additional \$68 Million. Compared to other alternatives that were studied, the Preferred Alternative will limit the amount of construction needed on the outside of the roadway, require minimal reconstruction, and provide walls along the full length of the project on both sides of the roadway.

PREFERRED ALTERNATIVE

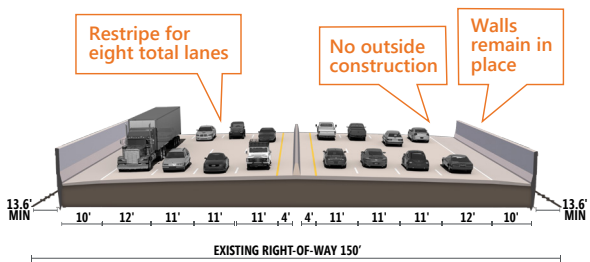
INTERIM



ROADWAY

BRIDGE

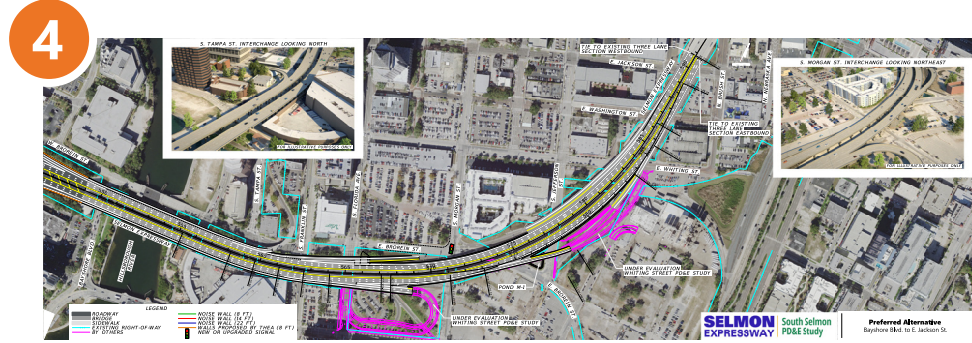
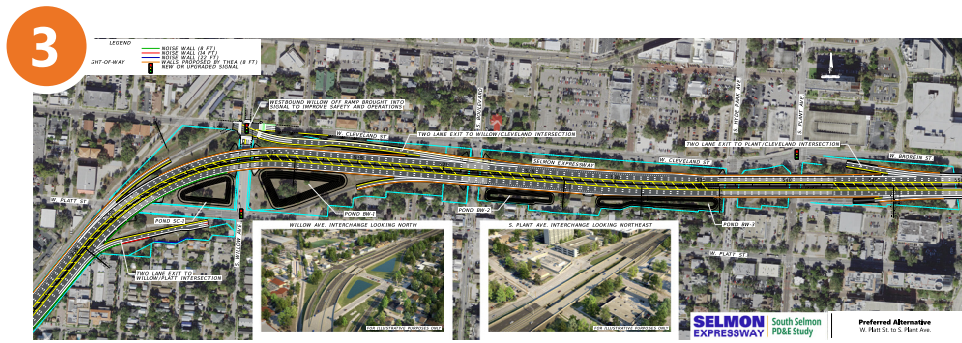
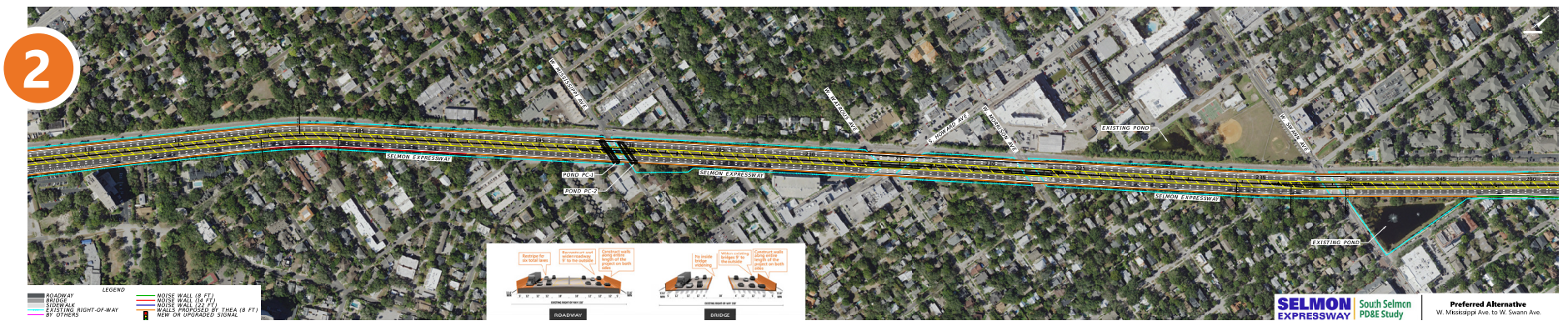
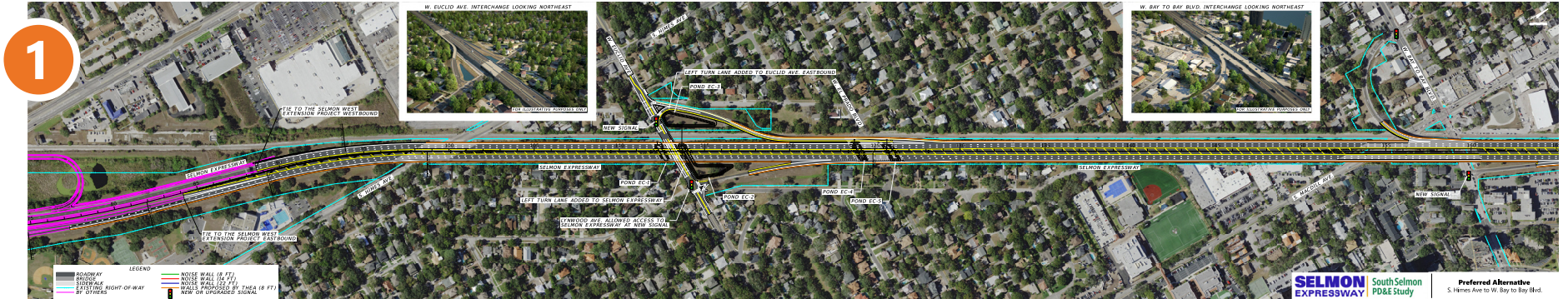
ULTIMATE



PREFERRED ALTERNATIVE BIRDS-EYE VIEW



LOCATION KEY



WE WANT TO HEAR YOUR FEEDBACK.

There are several ways to provide feedback. To become part of the public hearing record, comments must be postmarked or sent by email by March 8, 2021.



COMMENT FORM
ON THE PROJECT WEBSITE
www.southselmonpde.com



EMAIL
COMMENTS
Info@selmonstudies.com



MAIL
Communications Department
Tampa Hillsborough
Expressway Authority
1104 East Twiggs Street
Suite 300
Tampa, FL 33602

The Tampa Hillsborough Expressway Authority (THEA) is a public agency of the state, created by the Florida Legislature, to provide local, user-financed transportation services that reinvest customer-based revenues back into the Tampa Bay community. THEA owns and operates the Lee Roy Selmon Expressway, Brandon Parkway, Meridian Avenue, and the Selmon Greenway; designed and operates the world's first reversible all-electronic toll road; and provides over 100,000 daily travelers with safe, reliable and financially sustainable transportation solutions. For more information on how THEA is moving transportation forward, visit www.tampa-xway.com.