

Tampa-Hillsborough County Expressway Authority
Minutes of October 12, 2020 Board Committees as a Whole Meeting
1104 E. Twiggs Street
Tampa, FL 33602

The Tampa-Hillsborough County Expressway Authority held a public meeting at 1:30 p.m. on October 12, 2020, at the Authority's Transportation Management Center, 1104 E. Twiggs Street, Tampa, Florida. The following were present:

Due to the COVID-19, this meeting of the Tampa Hillsborough Expressway Authority (THEA) Board of Directors is a virtual meeting.

BOARD:

David Gwynn

STAFF:

Joe Waggoner, Amy Lettelleir, Sue Chrzan, Bob Frey, Brian Pickard, Rafael Hernandez, Jeff Seward, Carl Shack, Donna Obuchowski, Elizabeth Gray, Lilly Salas, Anna Quinones, Brian Ramirez, Debbie Northington, Judith Villegas, Julie Aure, Lisa Pessina, Max Artman

The following registered to attend the virtual meeting:

BALLARD PARTNERS

Todd Josko

HDR ENGINEERING INC.

Noemi Castillo, Stefanie McQueen, Steve Ferrell, Steve Schnell, Talley Roberts

HNTB

Al Stewart, Jim Drapp

KIMLEY-HORN

Michael Garau

PARSONS

Mario Nuevo

PLAYBOOK PUBLIC RELATIONS

Kamila Khasanova, Sally Dee, Sarah Lesch

WALSH GROUP

Brian Sparks, Regina Ebersole

Registered to attend but have no company affiliation:

Alexander Doughty, Ana Paredes, Aya Fadel, Becurt Salomon, Daylenis Valdes, Donato Nino, Eddy Wyatt, Jorge Milanés, Juan Lopez, Marshall Brown, Max Dorval, Michael McHenry, Michelle Elysee, Mireya Pavot, Nickenson Garcon, Norman Carrillo, Robert Caban, Tyrell Wilcox, Van Tisdale, Vanessa Monkou, Vanity Duran

CALL TO ORDER

I. Introduction/ Workshop Purpose – Joe Waggoner

Meeting called to order at 1:30 p.m. by Joe Waggoner, who began by welcoming everyone on the purpose of the virtual zoom meeting and introducing presenter, Mr. Bob Frey, who will be speaking about the South Selmon PD&E Study Analysis.

II. Planning Committee -Shaun Oxtal, Chairman

South Selmon PD&E – Bob Frey, Staff

Mr. Frey Director of Planning and Innovation started the presentation explaining the purpose of the South Selmon PD&E Study Analysis (the Study) and presented the preferred option and closed with future steps in the analysis and a schedule for completion. Mr. Frey indicated that at this point in the process there is no Board of Directors (Board) action being asked and explained that would come at the end of the Study for final approval. This Study update is intended to provide the Board information on the activities of the Planning, Engineering, Environmental and public involvement process that has been undertaken to date and the preferred alternative. A copy of the presentation is included in the THEA archives for review, if desired.

Transportation Need – The Study provides detailed analysis on the projected future transportation demand in the Corridor for the design year of 2046. The presentation showed slides for transportation demand for both six and eight lane thresholds using the design guidelines used by the Florida Department of Transportation (FDOT) and are considered the industry standard. The analysis shows that as of today, on East of Willow Avenue there is a current need to widen to six lanes and by 2027 the entire South Selmon will need to widen to 6 lanes. By the year 2033, future traffic demand indicates a need for eight lanes East of Willow Avenue and by the design year of 2046 the entire South Selmon will need to widen to eight lanes.

Project Alternatives - Mr. Frey noted that the purpose of the study is to identified preliminary Alternatives to meet future demand and to ultimately come to a Preferred Alternative to move forward based on the conditions specific to the corridor and public input. Constraints of this analysis include the urban residential nature of the surrounding area, the environmental impact and cost of right of way. Based on those factors, only alternatives within existing right- of -way were considered. The alternatives ranged from:

- Alternative 1 - Six lanes, widening to the inside first and placing noise walls as required by State guidelines. (Phased construction – six lanes now, eight beyond 2040)
- Alternative 2, - Eight lanes being built at one time (total project)
- Alternatives 3, 4 lanes and 5 all consisted of elevated lanes, which was deemed undesirable.
- Alternative 6 -Six lanes, widening to the outside first and placing noise walls on the entire project. (Phased construction – six lanes now, eight beyond 2040)

Mr. Frey explained that Alternative 1 was eliminated because it would require demolition of interim improvements and significant reconstruction to widen to the outside in the ultimate phase. From a value engineering perspective, the amount of reconstruction was prohibitive is another option.

The final analysis came down to whether THEA should build all eight lanes at once in Alternative 2 or Phase the construction with the initial construction on the outside in Alternative 6.

Cost – The next section of the presentation investigated the costs of Alternative’s 2 and 6. All costs were determined using regional averages, as opposed to statewide averages to ensure the most accurate cost estimate. Cost estimates include the following components: clearing and grubbing, Earthwork, Roadway, Shoulder, Median, Pavement Marking, Erosion Control. A refined

estimate will be completed for the preferred Alternative. The anticipated year of financial outlay is shown in parentheses behind the cost. The final analysis shows:

- Alternative 2 – Eight lanes construction, THEA added the same level of noise wall treatment as Alternative 6, this adjustment raised the cost of Alternative 2 from approximately \$211M (2023) to \$221M (2023). (The addition of the noise walls for the entire corridor was added to the total cost to address comments made by residents.)
- Alternative 6 – Phased construction approach of six lanes built to the outside; with an ultimate of eight lanes had an estimated Interim cost of - \$179M (2023); Ultimate cost of an additional \$65M for a total project cost of \$244M.

Although the total cost is less overall, Alternative 2 was found to be too expensive in the short term and committed THEA to eight lanes, this idea was eliminated. The “No Build” option did not meet the project transportation demand, was eliminated.

Alternative 6 was determined to be the Preferred Alternative.

- Alternative 6, relieves congestion in the short- term (Interim), but although would require additional lanes in the future to keep pace with growth it will allow THEA to revisit the issue to ensure the widening is still needed.
- Building to the outside first allows THEA to provide noise walls for the full length of the project limits.
- Outside construction will limit residential exposure to future construction as the walls will contain construction noise/debris.
- Alternative 6 allows THEA to leave the medians open at most bridge locations, with minimal reconstruction required for ultimate. Having the medians open-air was important to the public based on meetings with local HOAs.
- The cost is within the estimates contained in the THEA 2021 Work Program for the six-lane interim \$179M in FY23 and the eight lane ultimate additional \$65M (FY 43) for a total of 244M.

Public Outreach - As Mr. Frey stated at the beginning of the presentation, public outreach is a crucial aspect of the PD&E process. THEA held public outreach meeting on the following dates:

- The Soho Neighborhood Association on June 25th, 2019,
- Bayshore Gardens April 23rd, 2020,
- Bayshore Beautiful May 20th, 2020,
- Palma Ceia Neighborhood Association June 24th, 2020,
- Save our Selmon (SOS) September 24th, 2020,
- Public Meeting. Virtual Town Hall March 5, 2020,
- Alternative Update September 10th, 2020, and
- Public Hearing on Early 2021.

Lastly Mr. Frey explained the next steps into the study are to refine preferred Alternative study documents. At this point the Preferred Alternative will become more detailed and THEA has meetings scheduled with the City of Tampa to discuss the exit ramps and the design of each access

point and bridge. THEA will conduct a Public Hearing and bring it to the THEA Board Meeting for Acceptance sometime in the June 2021 timeframe.

Questions - FDOT Secretary David Gwynn questioned Alternative 6 in the interim condition as it shows a five-foot outside shoulder but retaining the 18 foot inside area. He asked is there a way to get to a 10-foot outside shoulder and be able to carry that through the entire length of the corridor.

Mr. Steve Schnell, HDR Inc, Project PD&E Consultant, explained that they couldn't widen the outside shoulder because of the bridges. When we looked to the inside and outside to try and make an outside 10' emergency lane work, there were constraints due to the bridges to accommodate the appropriate widening.

Mr. Gwynn noted the only difference into the interim and the ultimate is if you come back and do the inside of the widening of the bridges. Mr. Schnell said yes with alternative 6 there were all the widening being done in the outside for the ultimate it will be going back in and fill the section to accommodate the six to eight lanes

Mr. Gwynn asked approximately how much percentage of the project will be on bridge. Ms. Talley Roberts, HDR Inc., PD&E Project Chief Engineer, answered it will be 10 to 15%. Mr. Gwynn questioned would it be worth the 10 to 20-year interim period to look at providing the outside shoulder or should THEA just do the eight lanes?

Mr. Waggoner questioned will this be 5 feet shoulder the typical cross section would be over the bridge. Or could it not be wider when you get away from the bridges.

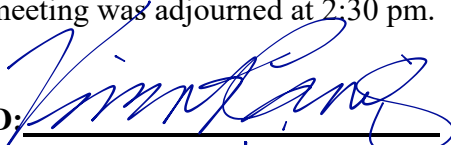
Mr. Jim Drapp answered the problem is the only widening is approximately 9 feet. There are six eight-foot shoulders on the bridges and when you need the 12-foot lanes that is the reason you have the five foot. You can jog the alignment, but when you have all the bridges this close together, we felt if you have all that jogging it was not the safest alternative. The THEA team chose to keep the straight-line path that would provide a safer facility and have the wider inside shoulder.

Mr. Frey explained the next phase on this project is to bring it back to the Board of Directors for approval with the ending of the PD&E Study. Upon approval, it would move to the Work Program for design, construction at the determination of the Board of Directors and the Executive Director.

VII. ADJOURNMENT

There being no further business to come before the Board Committee Meeting as a Whole, the meeting was adjourned at 2:30 pm.

APPROVED:


Chairman: Vincent J. Cassidy

ATTEST:


Vice-Chair: Bennett Barrow

DATED THIS October 26th, 2020