



BIENNIAL INSPECTION REPORT 2023



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Ms. Judith Villegas, E.I.
Project Manager
Tampa Hillsborough Expressway Authority
1104 E. Twiggs Street
Suite 300
Tampa, FL 33602

April 24, 2024

Dear Ms. Villegas:

HNTB Corporation is pleased to transmit with this letter, the attached Biennial Inspection Report 2023.

Please advise if THEA requires a hard copy of this report.

Best regards,

A handwritten signature in blue ink that reads "James E. Drapp". The signature is written in a cursive style.

James Drapp, P.E.

G.E.C. Program Manager

cc: Sally Fisher - THEA

EXECUTIVE SUMMARY

The **2023 Biennial Inspection Report** documents the inspections performed in 2023 to fulfill the Tampa Hillsborough County Expressway Authority's (THEA) bond requirements. The requirements help ensure accountability and transparency from THEA as this information is available for viewing by the public, bondholders and other interested parties. These inspections provide the general physical condition of the roadways with recommended repairs as well as considerations for future improvements. The report includes inspection results on THEA's bridges, drainage structures, roadway pavement conditions, signage, pavement markings, roadside appurtenances, vegetation (turf and landscaping), toll facilities and lighting. The inspections were strictly visual. Observations were noted and documented with photographs. This report includes the structural inspection reports prepared by a Structures Inspection Consultant working for THEA for bridges and overhead signs. Burgess & Niple performed these inspections included in this report. Burgess & Niple inspections were reviewed by THEA staff and the findings were incorporated into this report for further consideration.

HNTB finds THEA's facilities to be in very good condition as confirmed by the Maintenance Rating Program. For the review period of November 2021 to December 2023, the Selmon Expressway, West Selmon Extension, Reversible Express Lanes, Meridian Avenue, Brandon Parkway, Lakewood Drive, and Brandon Main Street received an overall Facilities' Rating of 94.

The inspection items are summarized in the maps located in Appendices D and H. Roadway, drainage, and lighting inspections are shown. Assets reviewed through the structural inspection (bridges and overhead signs) by Burgess & Niple are not reflected on these maps. Items noted during the inspection have been coordinated with the necessary Authority operations staff to conduct repairs or plan improvements as necessary.

INTRODUCTION

BACKGROUND

In compliance with the requirements of the Tampa-Hillsborough County Expressway Authority's (THEA) bond requirements, HNTB conducted a visual inspection of THEA's roads to rate the general physical conditions of roadways, bridges, drainage structures, and all appurtenances such as lighting, signing, pavement striping and marking, and the toll plaza structures, buildings, and toll equipment. This report includes the findings and recommendations reflective of the conditions assessed.

INSPECTION

ROADWAY INSPECTION ELEMENTS

The roadway inspection elements include assessing the condition and inventory of THEA's assets relating to the pavement, roadside features, and traffic control devices. Pavement elements consist of evaluating the pavement condition for signs of fatigue such as rutting, depressions, or potholes as well as noting the pavement's surface condition such as cracks, weathering, or raveling. Roadside features include items such as shoulder drop-offs, the condition of fences, retaining walls, and/or curb and gutters. Also, the vegetation and landscaping are inspected for signs of overgrowth that may encroach on toll equipment, the pedestrian path, or other facility features. The traffic control devices include checking the reflectivity for signs and markings for daytime and nighttime visibility and inventorying missing raised pavement markers (RPMs) or delineators.

DRAINAGE INSPECTIONS

The drainage inspection elements review the conditions of inlets, manholes, endwalls, and pond outfall structures and confirm if they are functional and note any signs of chipped, damaged, or clogged structures. Ditches are also inspected for signs of debris and slope or grading correction.

ATTENUATOR AND GUARDRAIL INSPECTIONS

Attenuators and guardrails are safety countermeasures to mitigate vehicle and structure damage during a crash and to shield vehicles from obstacles within the proximity of the traveled way. The attenuator inspections review

signs of damage or mis-aligned features of the structure. The connection, condition, and assembly of the attenuator are inspected and determined if any repairs or corrections are needed.

Guardrail inspections include checking the structural integrity of the post condition as well as signs of damages to the guardrail or base condition. The presence of reflectors is checked and verified to ensure nighttime reflectivity and visibility.

OVERHEAD SIGNS INSPECTIONS

Overhead signs include any signs mounted or posted above the traveled way that typically guide an upcoming exit or direction of travel. Overhead signs are inspected for the sign, post, and mounting's structural strength, age, and health of the structure. Also, per the Manual on Uniform Traffic Control Devices (MUTCD) standards, an allowable vertical and lateral clearance must always be maintained. Therefore, the vertical and lateral clearances are checked and verified for any height or width adjustments. Electrical box conditions and the presence of overhead sign lightings are also checked.

LIGHTING INSPECTIONS

The lighting inspections check the operation of all streetlights and aesthetic lighting along THEA's maintenance jurisdiction. All lights are checked for missing or burned-out luminaires and marked for repairs on the inspection list.

BRIDGE INSPECTIONS

The bridge inspection reports are prepared by a Structures Inspection Consultant working for THEA and reviewed by THEA's staff. Burgess & Niple performed the inspections for this report. The inspections rate the conditions of the bridge deck, along with the conditions of the super and substructures like bearings, concrete girders and beams, or the reinforced concrete columns, abutments, and pier caps, respectively. Vertical and horizontal clearances are checked for code compliance per the MUTCD. The structural integrity of the bridge is appraised for age and service, deck type, material, and load ratings.

CORRIDOR DESCRIPTION

The Expressway system is composed of seven sections: the Selmon Expressway from Gandy Blvd interchange to Interstate 75, the Selmon West Extension from east of Gandy Bridge to the Gandy Blvd interchange, the Reversible Express Lanes (REL), Meridian Avenue, Brandon Parkway, Lakewood Drive, and Brandon Main Street. The **2023**

Biennial Inspection Report evaluates the assets within all seven sections as described in the following pages. Reference Appendix A for a map of the sections of THEA's facilities.



Figure 1: Selmon Expressway EB Exit Ramp to 78th St

SECTION 1: SELMON EXPRESSWAY

The **Selmon Expressway (S.R. 618 Toll)** is a major east-west route through Hillsborough County connecting Brandon, Downtown Tampa, and South Tampa. The Selmon Expressway (S.R. 618 Toll) is a four-lane divided roadway for the entire length except from 78th Street (C.R. 573) to west of U.S. 301 where it is a six-lane divided roadway. The Selmon Expressway (S.R. 618 Toll) is a limited access facility with no direct access from adjacent properties. The posted speed limit along the Selmon Expressway (S.R. 618 Toll) is 55 miles per hour (mph) from West Gandy Boulevard to 22nd Street (U.S. 41/S.R. 45/S.R. 585) and 65 mph from 22nd Street (U.S.41/S.R. 45/S.R. 585) to I-75. Adjacent land uses consist of both commercial and residential.

SECTION 2: SELMON WEST EXTENSION

The **Selmon West Extension** is an east-west route extending 1.9 miles connecting the east end of the Gandy Bridge to Brandon by linking the bridge to the reworked Lee Roy Selmon Expressway entrance ramp at Dale Mabry Highway. The Selmon West Extension is an elevated two-lane divided roadway for the entire length, following the alignment of Gandy Boulevard. The posted speed limit along the Selmon West Extension is 50 mph in both directions. The Selmon West Extension opened in April 2021.



Figure 2: Selmon West Extension

SECTION 3: REVERSIBLE EXPRESS LANES (REL)

The **Selmon Expressway Reversible Express Lanes (REL)** also serves as a major east-west route through Hillsborough County connecting Brandon with Downtown Tampa. The REL is a one-way three-lane undivided reversible roadway from the western end in Downtown Tampa to Palm River Road where it changes to a two-lane undivided roadway. The alignment of the REL is generally along the alignment of the Selmon Expressway (S.R. 618 Toll) mainline and is elevated for much of its length. The posted speed limit along the REL is 65 mph from Twiggs Street to the east of Falkenburg Road and 50 mph from east of Falkenburg Road to Town Center Boulevard. The REL is open to westbound traffic Monday through Friday from 6:00 AM to 10:00 AM; eastbound traffic on Monday through Friday from 1:00 PM to 6:00 AM and on weekends and holidays; and both eastbound and westbound in a split configuration on Monday through Friday from 10:00 AM to 1:00 PM.

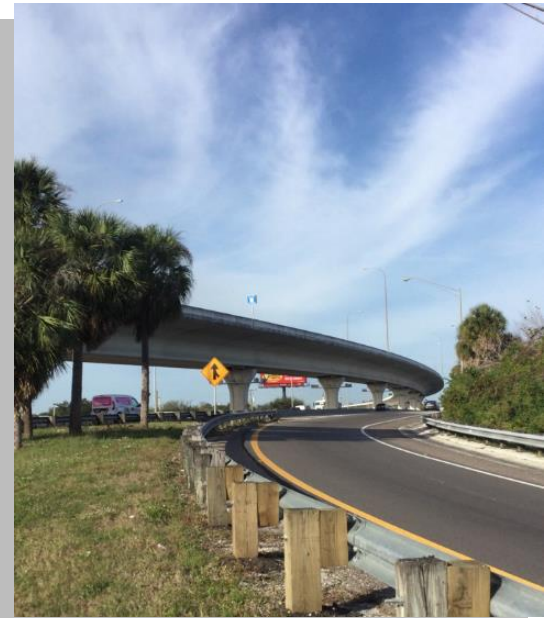


Figure 1: Reversible Express Lanes



Figure 2: Meridian Avenue

SECTION 4: MERIDIAN AVENUE

Meridian Avenue is a north-south route that extends 0.6 miles from Channelside Drive to the western end of the REL at Twiggs Street. Meridian Avenue is a six-lane divided roadway with a landscaped median. The posted speed limit on Meridian Avenue is 40 mph. Land uses along Meridian Avenue consist of commercial and multi-family residential.

SECTION 5: BRANDON PARKWAY

Brandon Parkway is an east-west route that extends 1.3 miles from the eastern end of the Selmon Expressway (S.R. 618 Toll) REL near Town Center Boulevard to West Lumsden Road. Brandon Parkway is a four-lane divided roadway with a landscaped median and a posted speed limit of 45 mph. Adjacent land uses consist of both commercial and multi-family residential.



Figure 3: Brandon Parkway



Figure 4: Lakewood Drive Mural

SECTION 6: LAKEWOOD DRIVE

Lakewood Drive is a north-south route that extends 0.7 miles north from the Brandon Parkway to S.R. 60 (Brandon Boulevard). Lakewood Drive is a four-lane divided roadway with a landscaped median and adjacent land uses consist of both commercial and multi-family residential. The posted speed limit on Lakewood Drive is 45 mph.

SECTION 7: BRANDON MAIN STREET

Brandon Main Street is an east-west route that connects Providence Road to the west with Lakewood Drive to the east. It is a 0.25-mile four-lane undivided roadway. The posted speed limit on Brandon Main Street is 30 mph. Adjacent land consists of residential and undeveloped residential land.

BIENNIAL REPORT CONDITIONS

ROADWAY INSPECTIONS

PAVEMENT INSPECTIONS

The Selmon Expressway's existing flexible asphalt mainline, shoulder and trail pavements along with the rigid concrete bridge decks and approach slabs are in very good condition.

The Selmon Expressway from Gandy Boulevard to Himes Avenue was reconstructed as part of the Selmon West Extension project, completed in April 2021. The Selmon Expressway from Himes Avenue to South of Hyde Park was resurfaced as part of the South Selmon Median Safety project and completed in 2020. In addition, the toll gantry areas and ramps have been resurfaced through miscellaneous paving contracts performed over the past four years.



Figure 7: Pavement Condition Along EB Exit to 22nd St

Sections 1 through 3, the Selmon Expressway mainline, Selmon West Extension, and Reversible Express Lanes are generally in very good condition with minor, localized sections of fatigue cracking and raveling. The current East Selmon Resurfacing project is currently addressing pavement concerns from Nebraska Avenue to east of 78th Street. In addition, the toll gantry areas and ramps have been resurfaced through miscellaneous paving contracts performed over the past four years. The downtown ramps have been resurfaced in the past four years.

The Brandon Feeder Roads and Meridian Avenue pavements are in good condition overall, having been resurfaced in 2017 and showing few signs of localized distresses.

Overall, the Maintenance Rating Program rated the Pavement Inspections a very good score of 99%. Roads are well maintained and have been resurfaced recently.

PRELIMINARY PAVEMENT DATA COLLECTION INNOVATIONS

In January 2024, a preliminary proof-of-concept mobile scan of THEA's system's asphalt pavement was performed using LiDAR and photographic images collecting point cloud and 360-degree imagery. This initial collection of data was used to create a preliminary assessment of the pavement-condition-index (PCI) based on ASTM standard D6433-20.

Based on the ASTM severity and assessment schema, the asphalt pavement was rated and then converted to an international roughness index (IRI) to visualize an overall condition assessment of THEA's asphalt pavement facilities. The system was segmented into between-structure lengths for an understanding of general condition and further sectioned into 30-foot segments for more detailed analysis of the asphalt pavement condition.

The majority of THEA's non-structural asphalt pavement condition was rated at the Federal Highway Administration's (FHWA) highest IRI rating. All the portions of pavement not receiving this rating still received satisfactory IRI ratings. A large portion of the lower-rated pavement regions will be improved as part of the East Selmon Resurfacing project. Reference Appendix D for figures showing details of the assessed condition on segments of THEA's non-structural, asphalt pavement facilities.

Going forward, this mobile scan technology will be used by THEA on a regular basis to assist with the evaluation of the asphalt pavement and provides the Authority another tool to utilize in the identification, planning, and scheduling of renewal and replacement projects in the Work Program.

ROADSIDE FEATURES INSPECTIONS

The roadside inspection includes the condition of slopes, fencing, hand railing, retaining walls, traffic barriers, curbing, and hardscape elements (sidewalks, benches, trash receptacles, and bike racks).

Roadway side slopes are typically non-existent within the Brandon Parkway, Lakewood Drive, and Brandon Main Street sections since the roadways have curb and gutter typical sections. However, where present, the roadway side slopes are in very good condition and characterized by sodded and landscaped areas.

The fencing along the right-of-way and handrail along the corridor is predominantly in good condition; however, there were a few locations identified that need to be addressed. Instances have been noted in the report appendices.

The sidewalk, benches, trash receptacles, pedestrian curb ramps, median traffic separators, delineators, and bollards are the hardscape elements evaluated. The hardscape elements were determined to be in good overall condition. The deficient hardscape elements have either been repaired, replaced, or removed or identified in a repair list. Brandon Parkway, Lakewood Drive, and Brandon Main Street only had minor occurrences of repair needs.

The properties adjacent to Meridian Avenue are undergoing major construction. Once these projects are complete, a detailed study of Meridian Avenue should be conducted to further assess the conditions of these features and make recommended improvements. Immediate safety concerns are continuously being monitored and addressed by Authority Operations Staff.

Elements associated with vegetation/aesthetics along the Selmon Expressway typically include mowing, tree and bush trimming, and landscaping as well as litter abatement. Properly maintained aesthetic features along the Selmon Expressway provide a pleasing commute for its customers.

Reference Appendix D for a photo report of all roadside distresses. The Roadside Inspections yielded an overall Maintenance Rating Program score of 91%.

TRAFFIC CONTROL MEASURES

The existing condition of the Reflective Pavement Markers (RPMs), object markers, striping, pavement symbols, and signs were deemed to be in very good condition overall, having been improved with the various resurfacing projects throughout the corridor. In addition, the REL bridges, mainline downtown bridges, and mainline bridges east of downtown have had bridge restriping projects completed. However, there are isolated locations at ramps between Himes Avenue and Willow Avenue where minor deficiencies were noted, which include: damaged, missing or worn pavement markings, signs, and RPMs. These deficiencies are anticipated to be corrected with the South Selmon Capacity Design-Build project, which will be advertised in Fall 2024.

The striping along Brandon Parkway, Lakewood Drive, and Brandon Main Street was replaced as part of the milling and resurfacing project, which was completed in November 2017. The striping is in good condition overall.

Overall, the results yielded an very good Maintenance Rating Program score of 96% for Traffic Control Measures.

DRAINAGE INSPECTIONS

The drainage systems along the Selmon Expressway are deemed functional and in very good condition. The typical drainage structure concerns that should be addressed include chipped or cracked concrete structures, broken manhole tops, cracked/chipped shoulder gutter, erosion adjacent to drainage structures, excessive water build-up, debris/trash in drainage structures, and drainage structures overgrown with vegetation.

The drainage systems are in very good maintenance condition overall. Some instances of minor debris buildup were noted within the downtown viaduct bridge inlets and noted in the appendices. Overall, the drainage inspection was rated at approximately 98%.

ATTENUATOR AND GUARDRAIL INSPECTIONS

The guardrail and attenuators throughout the Selmon Expressway were inspected by Webber and were determined to be in good condition. Reference Appendix F for the attenuator and guardrail inspection reports.

OVERHEAD SIGNS INSPECTIONS

The overhead signs were inspected by Burgess & Niple. The overhead sign structures were determined to be in good condition overall. In general, the deficiencies noted by Burgess & Niple consist of loose, skewed and/or corroding anchor bolts and nuts; foundations with minor cracking and/or edge spalling (no exposed rebar); cracked grout pads; and flaking paint. Refer to Appendix G: Overhead Sign Inspection Reports for a more detailed account of the deficiencies along with specific work order recommendations provided by Burgess & Niple.

LIGHTING INSPECTION

Street lighting and aesthetic lighting for both the Reversible Express Lanes (REL) and the local lanes are in good condition. Along the Selmon Expressway, there are multiple distinct areas of lighting, which include: street lighting for the REL and lower lanes, bridge underdeck lighting, aesthetic lighting at the base of the REL lighting along Meridian Ave. and along the Selmon Greenway Trail. The REL aesthetic lighting replacement project is under

construction and was not inspected. The street lighting is inspected by Webber monthly and any deficiencies identified are corrected on an ongoing basis. Refer to Appendix H - Lighting Inspections for details.

BRIDGE INSPECTION

The existing bridges were determined to be in good condition. Starting July 2022, the Authority assumed bridge inspection responsibility. Burgess & Niple (B&N) is the firm currently providing bridge, toll gantry and overhead sign structure inspection services for the Authority. B&N documented cosmetic fixes and minor repair needs related to the bridge deck and supporting structures. A detailed inspection report can be found in Appendix I - Bridge Inspection Reports.



Figure 8: Bridge Structures

TOLL FACILITIES:

As part of the AET (All-Electronic Tolling) conversion, all toll plazas were removed and replaced by gantries and electronic tolling. Although the old west and east main toll plaza administration buildings are no longer in use for tolling purposes, they remain in place and are occupied by Webber to support the Asset Management program. Reference Appendix J - Building Inspections for HNTB's visual assessment of the toll buildings.

Since July 2022, biennial inspections are conducted by a structures inspection consultant working for THEA to assess the existing toll gantry structural conditions.



Figure 9: Toll Facilities

Burgess & Niple determined that the gantries are in good condition, and their findings are summarized in the Gantry Inspection Reports which are kept at the THEA's office. Webber, in collaboration with TransCore, repairs the deficiencies noted in the inspection reports as part of their maintenance contract with THEA.

THEA HEADQUARTERS AND TRAFFIC MANAGEMENT CENTER BUILDING ASSESSMENT:

Renovation of THEA Headquarters/Traffic Management Center (TMC) was recently completed in 2021.

Inspection of the building showed it to be in very good condition, with some instances of ceiling water damage, as well as other small cosmetic issues. THEA is in the process of procuring a contractor to perform a roof replacement of the TMC. THEA is also advertising for a contractor to perform a minor office renovation project involving renovations on the first, second, and third floors of the TMC. Details of the inspection results can be found in Appendix J – Building Inspections.

KOTFILA DOG PARK

The Deputy Kotfila Dog Park opened in 2017 and is located under the REL close to THEA's Traffic Management Center. The park is in very good condition, with only isolated cases of wearing on dog obstacles, raveling in turf, and some weathering on picnic tables.

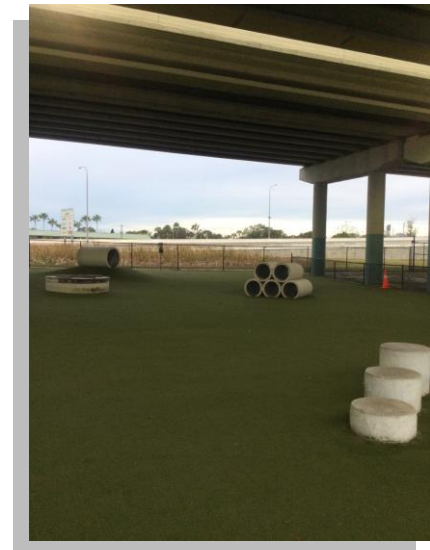


Figure 10: Kotfila Dog Park

MISCELLANEOUS AND CAPITAL PROJECTS

THEA has the following renewal and replacement projects recently completed or are currently underway. Reference Appendix A for a map of the project limits.

- East Selmon Slip Ramps Design-Build project created new points of ingress/egress from the mainline local lanes westbound onto and off of the Reversible Express Lanes (REL), and milled and resurfaced portions of the mainline and REL. Ramp 2 was constructed just west of 34th Street, and Ramp 3 was constructed just west of I-75. Construction was completed in November 2023.
- Twiggs Street Design-Build project involved widening and resurfacing to add a westbound right-turn lane along Twiggs Street from Meridian Avenue to Nebraska Avenue. This project reduced the morning backups on the REL from commuters exiting the REL at Meridian Avenue. Construction was completed in Spring 2022.
- Video Wall Replacement – Project involves design, development, and testing of a complete replacement Video Wall System in THEA’s Headquarters/Traffic Management Operations Center. Contractor to provide procurement, furnishing, fabrication, testing, installation, and implementation. Contract with AVI-SPL, LLC was approved by THEA Board in February 2024. Services expected to begin in April 2024.
- East Selmon Resurfacing 2023 Low Bid Design-Build Project involves milling and resurfacing of the existing asphalt pavement of certain sections of the Selmon Expressway and ramps from Nebraska Avenue to east of 78th Street. Project is currently under construction.

The following Miscellaneous and Capital Project have been identified by THEA for the Expressway System and are planned, under construction, or completed within the current biennial inspection period. Reference Appendix A for a map of the project limits.

- East Selmon Resurfacing 2024 - Project involves milling and resurfacing of the existing asphalt pavement of the through lanes of the Selmon Expressway east of 78th Street to Falkenburg Road. Advertisement date To Be Determined.
- Selmon East Capacity Improvements – PD&E Study involved identifying feasible capacity improvements for the East Selmon Expressway from the I-4 Connector to I-75. The Preferred Alternative was approved by THEA Board in January 2024 and the PD&E Study is expected to be completed in 2024.
- Whiting Street PD&E Study – Project to assess the currently existing and proposed modified street connections between the Selmon Expressway and the downtown Tampa road network, to determine

what enhancements can be made to improve service. Work includes extending Whiting Street from Jefferson Street to Meridian Avenue and reconfiguration of the Selmon Expressway on-ramps at Jefferson Street and off-ramps at Florida Avenue. Preferred Alternative was approved by the THEA Board in February 2024 and the PD&E Study is expected to be completed in 2024.

- Straddle Bent Sealing – Project involves power washing, drying, spall repair, crack sealing, and application of a texture coating to all horizontal and vertical faces of thirteen (13) REL straddle bent beams located on the Selmon Expressway from 14th Street to west of State Road 78. Project anticipated to be let to construction in May 2024.
- Selmon Greenway Striping – Project involves applying green thermoplastic striping on each side of the Selmon Greenway Trail, addition of wayfinding signage, multicolored route shields with the Selmon Greenway logo, installation of bollards at selected locations, and repair of a short concrete section of the Greenway Trail from the Tampa Riverwalk to N. 19th Street in downtown Tampa (a distance of approximately 1.664 miles). Design is completed. Project expected to be let to construction in May 2024.
- THEA Headquarters/Traffic Management Center Roof Replacement – Project involves removal and replacement of the existing original multiple-ply, modified bitumen membrane roofing system including all penetrations, flashings, trim, boots, seals and gaskets, and roof access hatch, for the Tampa-Hillsborough County Expressway Authority Headquarters/Traffic Management Center (TMC) located at 1104 E. Twiggs Street, Tampa, FL 33602. Replacement roof system will be a like-and-kind modified bitumen membrane. Construction anticipated to start in May 2024.
- Reversible Express Lanes (REL) Grounding Project – includes grounding the lighting bracket arms at each of the 157 piers to mitigate transient voltage surges that are otherwise impacting the lighting system. In addition to the piers, the lighting brackets located on the straddle bents and abutments will be bonded to the grounding circuit. Project anticipated to be under construction starting in May 2024.
- Intelligent Transportation System (ITS) Build Out – Selmon West Extension from east of the Gandy Bridge to west of Himes Avenue- Project involves upgrading the ITS/Tolls connectivity to two (2) sets of 72-strand fiber trunk lines on each side of the Selmon Expressway. Work includes designing, furnishing, installation and testing of all necessary ITS infrastructure. Anticipated letting of Design-Build project in May 2024.
- Intelligent Transportation System (ITS) Build Out – Selmon Expressway and Brandon Parkway from South Tampa Street Ramp to intersection of Brandon Parkway and East Lumsden Road - Project involves upgrading the ITS/Tolls connectivity to two (2) sets of 72-strand fiber trunk lines on each side of the Selmon Expressway. Work includes designing, furnishing, installation and testing of all necessary ITS infrastructure. Anticipated letting of Design-Build project in May 2024.

- Construction Services for Control System & DMS Fiber Communications Upgrades – Project to deploy system control and Dynamic Message Sign (DMS) fiber optic communications upgrades along or near the Lee Roy Selmon Expressway (SR 618), including sites on adjacent surface streets. Anticipated contract execution in June 2024.
- East Selmon Expressway Wrong Way Driving Countermeasures – Project involves construction of Wrong Way Driving Vehicle Detection Systems (WWVDS) for exit ramps on the Selmon Expressway (SR 618) from Meridian Avenue in downtown Tampa to the Brandon Parkway in Brandon. Deployment includes WWVDS Rectangular Flashing Beacon (RFB) countermeasures and In-Pavement Lighting for all sites except for the Slip Ramps which will receive only In-Pavement Lighting. Design is complete. Construction contract execution is anticipated in April 2024.
- THEA Asset Maintenance Contract – Current contract ends on June 30, 2024. Current Contractor is Webber. Next Asset Maintenance Contract will begin July 1, 2024.
- THEA Landscape Asset Maintenance Contract – Current contract ends on June 30, 2024. Current Contractor is A-Stellar. Next Landscape Asset Maintenance Contract will begin July 1, 2024.
- TMC Building Renovation – Renovation of THEA Headquarters/Traffic Management Center. Work includes reconfiguration of existing spaces, including creation of additional offices and accompanying HVAC, and lighting work on the 1st, 2nd and 3rd floors of the building. Construction execution anticipated in May 2024.
- TMC Window Replacement – Replacement of existing windows of THEA Headquarters/Traffic Management Center with Impact Resistant windows. Anticipated contract execution date is May 2024.
- South Selmon Capacity V. 2.0 – Project involves widening the Selmon Expressway from west of Himes Avenue to Downtown to six through lanes (three (3) lanes in each direction). Project to be advertised Fall 2024.
- Clean and Stain REL Structures – Project involves cleaning and staining the Selmon Expressway Reversible Express Lanes.(REL) from west of 12th Street in downtown Tampa to east of Gornto Lake Road in Brandon. Contract with design consultant anticipated to be executed in June 2024.
- US 301 PD&E Study – THEA to select Consultant to perform PD&E Study to evaluate alternatives to increase capacity of US 301 from southern Hillsborough County to I-75 and the Lee Roy Selmon Expressway. Advertisement date To Be Determined.
- Replacement of West Toll Plaza Building Air Conditioning System to be advertised on April 1, 2024 with anticipated contract execution date in May 2024.

- Lightning Protection System Installation for THEA Headquarters /Traffic Management Center to be advertised April 30, 2024 with anticipated contract execution in June 2024.
- Selmon West Extension Bridge Maintenance and Instrumentation project to be advertised in May 2024. Anticipated contract execution August 2024.
- Pavement Restriping of Meridian Avenue and Brandon Feeder Roads to be advertised June 1, 2024 with anticipated contract execution date in September 2024.
- I-4 FRAME – Project to install improvements associated with I-4 FRAME project. Advertisement anticipated for September 1, 2024 and anticipated contract execution in November 2024.
- Selmon Expressway Steel Bridge Painting project will be advertised June 30, 2024 with anticipated contract execution in September 2024.

FINDINGS AND RECOMMENDATIONS

Section 1, the eastbound and westbound local lanes of the Selmon Expressway from the Gandy Boulevard interchange to Interstate 75, is in very good condition. This section has current and recently completed resurfacing and reconstruction projects to improve its pavement condition. The section from Himes Avenue to south of Hyde Park was recently resurfaced as part of the South Selmon Median Safety project, which was completed in 2020. In addition, the South Selmon Capacity Improvements project, which will be advertised in Fall 2024, will continue to improve this portion of the expressway. The East Selmon Resurfacing Project will improve the paving condition of the expressway between Nebraska Avenue to east of 78th Street. Few minor drainage concerns were noted, and roadside elements are in good standing.

Section 2, the West Selmon Extension, from east of the Gandy bridge to the Gandy Boulevard interchange, is in very good standing. Constructed in 2021, this portion of the expressway has shown very few signs of deterioration.

Section 3, the Reversible Express Lanes, is in very good condition, with very few roadside deficiencies. Slip ramps 2 and 3 were completed in 2023. Located west of 34th Street and west of Interstate 75, these ramps have increased accessibility to the REL for users. The aesthetic lighting under the REL is under construction and will serve as a visual enhancement for the REL when complete.

Section 4, the Meridian Avenue area, is in very good condition overall. Meridian Avenue was resurfaced in 2017, which yielded a very good score for the pavement condition as well as the signs and pavement markings. Few minor roadside deficiencies were noted. Many of these are related to construction of adjacent downtown Tampa

properties and should be reviewed once the construction has been completed. Otherwise, Meridian Avenue is well maintained and in very good condition.

Sections 5, 6, 7, including Brandon Parkway, Lakewood Drive, and Brandon Main Street, are in very good condition. The majority of these roadways were resurfaced in November 2017. As a result, the inspections showed the pavement to be in very good condition as well as the signs and pavement markings. The roadside features such as curb and gutter, sidewalk, and back slopes are in very good condition. There are a few locations where sidewalks need repairs but overall, these sections are in very good condition.

STATEMENT OF GENERAL CONDITION:

HNTB finds the Selmon Expressway, Selmon west extension, Reversible Express Lanes, Meridian Avenue, Brandon Parkway, Lakewood Drive, and Brandon Main Street to be in very good condition. The Maintenance Rating Program confirmed the condition rating with an overall facility score of 94 for the 2022-2023 inspection period.



Appendix A

THEA Project Maps



Appendix B

Straight Line Diagrams



Appendix C

Maintenance Rating Program



Appendix D

Roadway/Drainage Inspections



Appendix E

Southwest Florida Water Management District (SWFWMD) Operations and Maintenance



Appendix F

Attenuator and Guardrail Inspection Reports

(PREPARED UNDER A SEPARATE COVER)



Appendix G

Overhead Sign Inspection Reports

(PREPARED UNDER A SEPARATE COVER)



Appendix H

Lighting Inspection Reports



Appendix I

Bridge Inspection Reports

(PREPARED UNDER A SEPARATE COVER)



Appendix J

Building and Dog Park Inspection Reports