

# Appendix C: Critical Assets (from LMS\_WG #2)

Key	Facility	To	From	Length	On SIS	2012 AADT	Elevation or At Grade	Scour Critical	Network Redundancy	Evac Rt.	Origin/Destination Resilience	Why Critical	Why Potentially Vulnerable
<b>First Tier Priorities</b>													
A	Lee Roy Selmon Expressway Eastbound Ramps	Gandy Blvd	NA	Ramps	Yes	7,400	At grade	No	No	Yes	This facility makes regional connections from Pinellas County via the Gandy Bridge, and is heavily used by south Tampa and MacDill area traffic. However, much of South Tampa is expected to be inundated by any moderate/severe storm event. It will be essential during evacuation, but possibly not for post-event rebuilding.	While the majority of the Crosstown Expressway is elevated, the entrance ramps are at grade. With inaccessible entrance ramps, traffic from the vulnerable MacDill and South Tampa areas cannot use the Lee Roy Selmon Expressway, an evacuation route.	Falls within area of inundation.
B	I-275 Segment 1	Bridge	Memorial Highway Interchange	1.0 miles	Yes	81,500	At grade	No	No	Yes	One of a handful of access points across the bay. Critical pinch point near airport.	This interchange handles traffic from Pinellas County, traffic from South Tampa, and airport-bound traffic from the north. It is essential to local and regional evacuations and post-event recovery.	Falls within area of inundation.
C	Gandy Boulevard Segment 1	Bridge	Westshore Blvd	0.9 miles	Yes	34,000	At grade	No	No	Yes	One of a handful of access points across the bay. Gives immediate access to US Coast Guard Auxiliary (in vulnerable area)	Carries traffic from heavily-populated southern Pinellas County. Allows Tampa residents access to Pinellas's regional hospitals.	Falls within area of inundation.
D	Memorial Highway	I-275 Interchange	Courtney Campbell Causeway	0.75 miles	Yes	-----	Both	No	No	Yes	Allows access to airport.	This is an important connection between the airport and northern Hillsborough County.	Falls within area of inundation.
E	Interchange of I-275 and Memorial Hwy	I-275	Memorial Highway	NA	Yes	-----	Both	No	NA	Yes	This is a key inter-county and intra-county interchange .	If this interchange were to fail, movement would be highly compromised.	Falls within area of inundation.
F	I-75 over Alafia River	Gibson on Dr	Riverview Dr		Yes	103,000	Both. Elevated bridge, at grade approaches.	No	No	Yes	This is a key regional and state-wide facility that carries large amounts of traffic. There are no directly parallel local facilities that can handle similar volumes.	This is a critical regional and statewide link.	Falls within area of inundation.

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<b>Second Tier</b>													
G	Lee Roy Selmon Expressway Eastbound Ramp	Bay-to-Bay Blvd	NA	entrance ramp	Yes	2,500	At grade	No	No	Yes	While the majority of the Lee Roy Selmon Expressway is elevated, the entrance ramps are at grade. With inaccessible entrance ramps, traffic from the vulnerable MacDill AFB and South Tampa areas cannot use the Lee Roy Selmon Expressway, an evacuation route. Only eastbound ramps (northerly travel) were selected for study.		
H	Lee Roy Selmon Expressway Eastbound Ramp	Platt St	NA	entrance ramp	Yes	3,800	At grade	No	Yes	Yes			
I	I-275 Segment 2	Exit 44/North Blvd	Florida Ave	0.5 miles	Yes	-----	Both	Yes	No	Yes			
J	Interchange of I-4 and I-275	I-4	I-275	NA	Yes	164,000	Both	No	NA	Yes	There are alternative surface streets but with less direct connections and with less ability to move vehicles.	The Tampa Bay area will rely even more than typical on these two facilities in the event of SLR or inundation due to a severe storm. A failure in this infrastructure would lead to non-functioning surface transportation.	
K	Interchange of I-4 and I-75	I-4	I-75	NA	Yes	131,500 (7)	Both	No	NA	Yes	No	Most direct route to the Orlando metro area.	While this interchange is not in danger of inundation due to SLR or an event, it is an essential link that serves national, regional, and local traffic.

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L	Courtney Campbell Causeway	Rocky Point Dr	Veteran's Expressway		No	69,000	Both. Elevated bridge, at grade approaches.	Yes	No	Yes		Critical bridge approach and link between Pinellas and Hillsborough Counties, also with access to the airport.	Falls within area of inundation.
M	S 20 Street	Maritime Blvd	Lee Roy Selmon Expressway Eastbound Ramp	1.0 miles	No, but it is an SIS connector	5,000 - 9,000	At grade	No	No	Yes	While this facility connects an area that is vulnerable to inundation, the port has resiliency plans in place to minimize the duration of negative impact.	This facility connects an SIS hub to the SIS network, specifically the port of Tampa and its petroleum and gas distribution, which impacts the Orlando area as well.	Falls within area of inundation.
<b>Third Tier Priorities</b>													
N	Lee Roy Selmon Expressway Segment 1	South Blvd	Platt St	0.4 miles	Yes	28,500 (2)	Both	No	Parallel to Bayshore which floods easily and often.	Yes	Yes, this facility allows movement from south Tampa and MacDill AFB which are shown to be vulnerable.	While there is a good network of local streets in a grid with many travel options, flooding is a constant issue, and the Lee Roy Selmon Expressway offers a more elevated and secure route.	Falls within area of inundation.
O	Lee Roy Selmon Expressway Segment 2	Bridge	Franklin St	0.25 miles	Yes	40,500	Both	Yes	Parallel to Bayshore which floods easily and often.	Yes	Yes, this facility allows movement from south Tampa and MacDill AFB which are shown to be vulnerable.	While there is a good network of local streets in a grid with many travel options, flooding is a constant issue, and the Lee Roy Selmon Expressway offers a more elevated and secure route.	Falls within area of inundation.

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P	Dale Mabry Highway South	Gandy Blvd	El Prado Blvd	1.2 miles	No	35,500	At grade	No	Yes, but alternatives are small, local streets.	Yes	Access to and from MacDill AFB, which is in a vulnerable area.		
Q	Gandy Boulevard Segment 2	Westshore Blvd	Dale Mabry Highway South	1.3 miles	Yes	43,000 (3)	At grade	No	Yes, but alternatives are small, local streets. There are few east-west alternatives.	Yes	Access to Crosstown (limited access highway)	Critical infrastructure to south Tampa, which would be inundated in an event. Is an important link to the elevated Lee Roy Selmon Expressway which is a safer alternative to the parallel Bayshore Blvd, a road that floods easily and often.	Falls within area of inundation.
R	Florida Avenue	I-275	Cass St	0.3 miles	No	19,000	At grade	No	Yes, but Florida Ave. is four lanes of northbound traffic and allows movement from Harbour Island, south Tampa, and hospitals.		On the edge of event inundation.	Important connections to government operations and hospitals to the south.	Falls within area of inundation.
S	(interchange)	US 41	College Avenue	NA	No	16,500 (6)	At grade	No	NA	Yes	Much of US 41 is shown to be in a vulnerable area.	This was identified as a critical connection for west Hillsborough County, the airport, and in the event that cross-bay bridges fail.	See map. Very near to Ruskin Inlet and other water features.

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T	(interchange)	Ashley Drive	Kennedy Boulevard	NA	No	38,500 (4)	At grade	Adjacent to Kennedy Bridge	NA	Yes	Much of downtown is shown to be in a vulnerable area, and there are limited access highways nearby that may better serve regional, but not local, needs.	This intersection connects downtown to south Tampa. It is adjacent to the University of Tampa, and gives access to the Tampa Convention Center and regional hospitals.	Falls within area of inundation.
U	(interchange)	Hillsborough Avenue	Sheldon Road	NA	No	59,500 (5)	At grade	No	NA	Yes	No	This area will face inundation, and this key intersection facilitates local, regional, and multi-county movements.	Falls within area of inundation.

**NOTES**

- (1) Two counts stations in this segment; took the higher count east of Bay to Bay Boulevard
- (2) East of Willow
- (3) Two counts stations in this segment; took the higher count west of Dale Mabry Highway
- (4) Kennedy Boulevard west of Ashley Drive
- (5) Hillsborough Avenue west of Sheldon road
- (6) US 41 north of College Avenue
- (7) Count on I-4 between US 301 and I-75