

I-4 Corridor

Section 8 FPID 431746-3-52-01

Program Description

Tampa Bay Next is a program to modernize Tampa Bay's transportation infrastructure and a process for engaging the public. Within the majority of the program area, the addition of express lanes is being considered to provide additional capacity, relieve congestion and provide a more reliable travel time option for passenger and transit vehicles. In addition, improvements address safety and traffic operations on the interstates. Interstate modernization projects incorporate additional elements such as opportunities to add bicycle and pedestrian facilities, aesthetic treatments, transit accommodations, and reconnecting streets where possible.

I-4 Corridor

The I-4 corridor is the gateway into and out of the Tampa Bay region, connecting to the rest of Florida. Enhancing safety and reducing congestion on I-4 are essential to Florida's economic, agricultural and technological growth.

FDOT evaluated the need for a multi-lane transportation improvement on I-4 that include widening I-4 to add two buffer separated tolled express lanes in each direction to provide additional capacity, relieve congestion and provide a more reliable travel time option for passenger and transit vehicles.

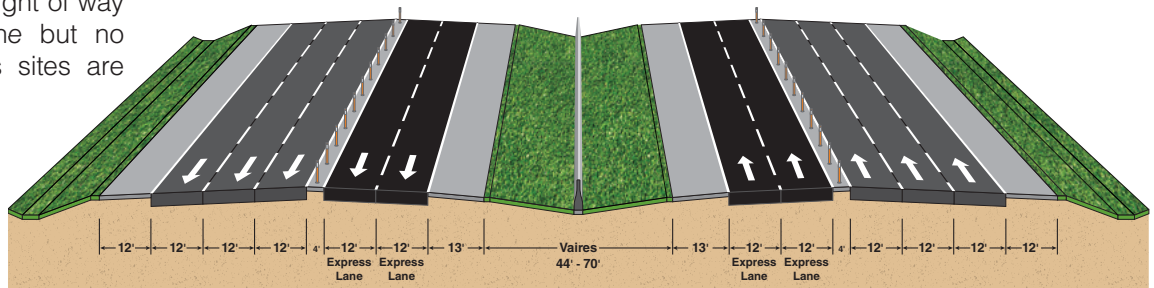
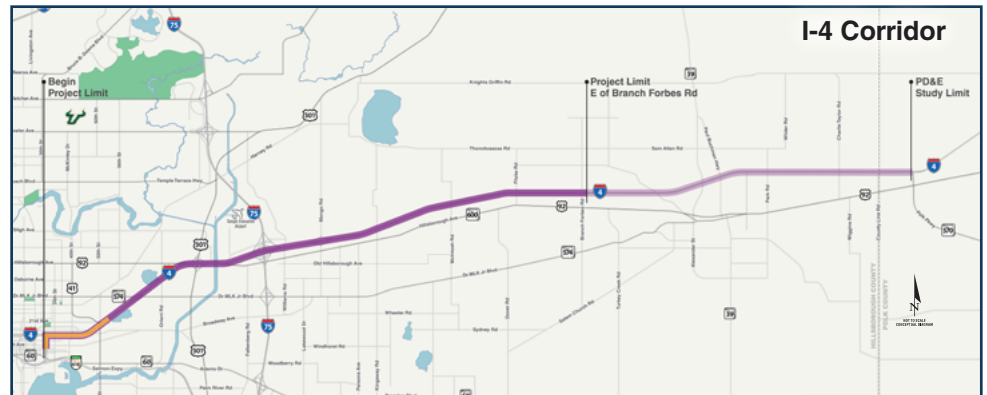
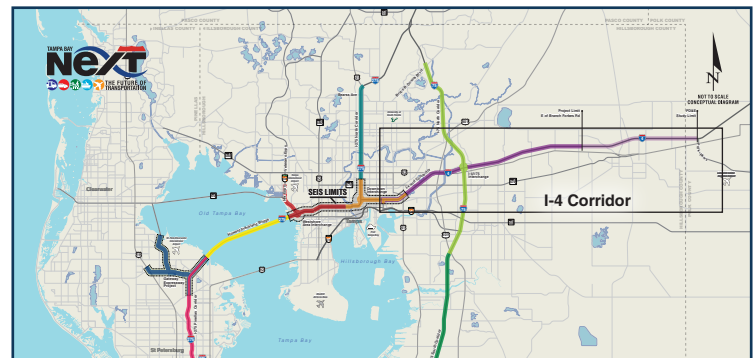
The final design provides two buffer separated tolled express lanes and three general use lanes in each direction. The design also accommodates a 44-foot transit envelope and in areas with significant right of way constraints, it is anticipated that transit would be elevated.

While not funded at this time, the initial construction limits extend from east of 50th Street to east of Branch Forbes Road with express lane ramps to and from the Selmon Connector. Right of way is required along the mainline but no additional storm water ponds sites are anticipated at this time.

IN PROJECT DEVELOPMENT

CONSTRUCTION COST ESTIMATE (as of April 2019)* (Construction limits from I-4/Selmon Expressway Connector to east of Branch Forbes Road)	\$761 Million
CONSTRUCTION SCHEDULE	Not funded for construction
PUBLIC HEARING	October 2015
PD&E STUDY APPROVED	October 5, 2019

*Present Day Cost



**Buffer Separated Express Lanes with Preserved Transit Corridor
(Design Accommodates Potential Future Rail)**

For more project specific information and to get involved:

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Comuníquese con nosotros: Nos importa mucho la opinión del público sobre el proyecto. Si tiene preguntas o comentarios, o simplemente desea más información, por favor comuníquese con nosotros. Nuestra representante en español es: Manny Flores, 813-975-4248, manuel.flores@dot.state.fl.us.