

# I-4 / LEE ROY SELMON EXPRESSWAY INTERCHANGE

## From I-4 to the Lee Roy Selmon Expressway

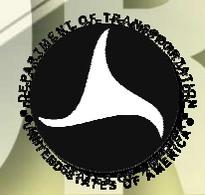
FPID: 258415-1, 2 & 3

*Transforming the Interstate System*

Tampa Bay Regional Planning Council

August 10, 2009

COMMITTEE



# Agenda

- History
- Purpose
- Project Needs
- Project Challenges
- Financing
- Execution

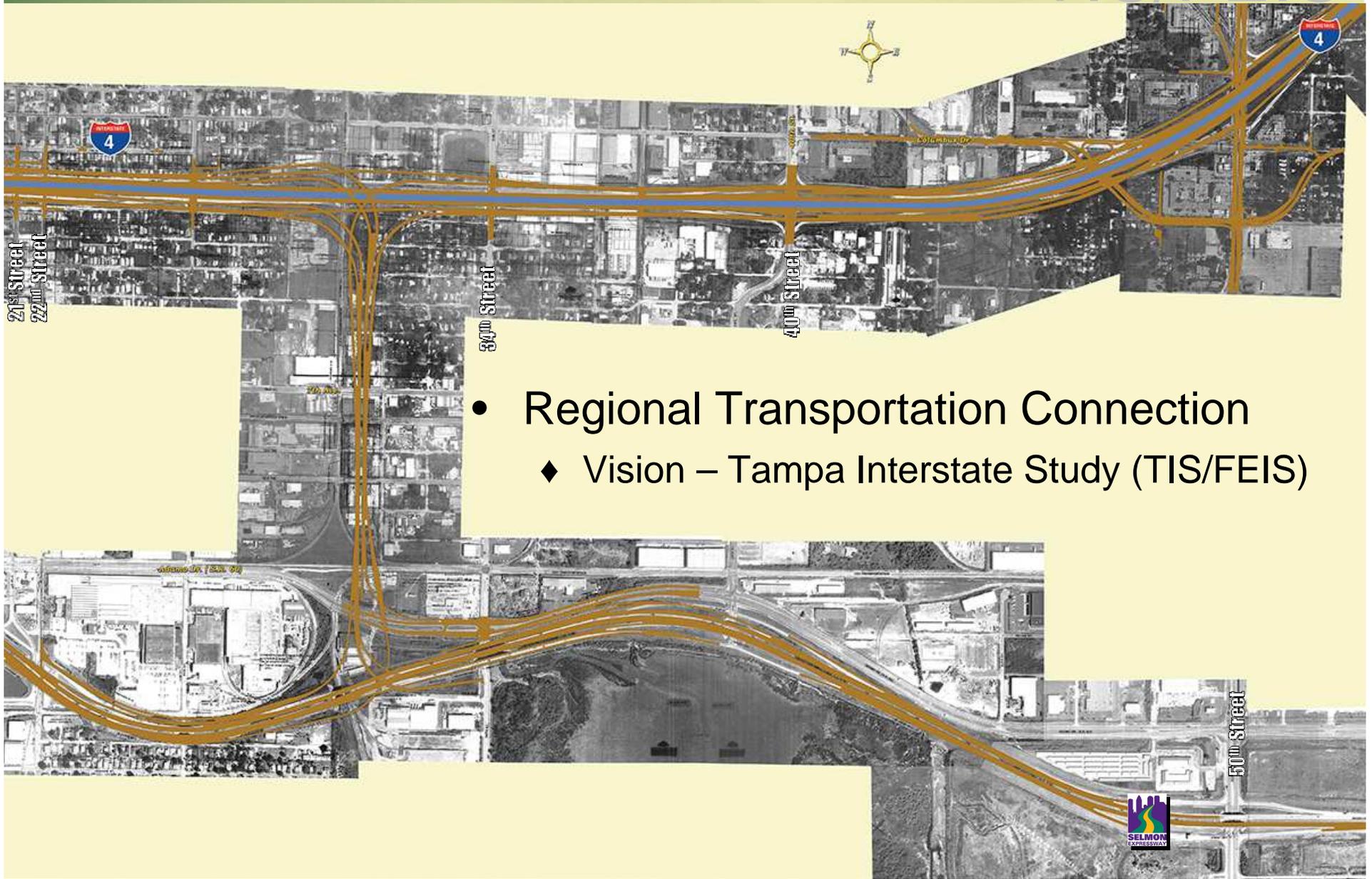


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# I-4/Lee Roy Selmon Connector History

- Tampa Interstate Study Master Plan - November 1989
  - ◆ I-275 from Howard Frankland to I-275/I-75 Apex
  - ◆ I-4 from Downtown Interchange to I-75 and I-4/Lee Roy Selmon Expressway Connector
- Tampa Interstate Study FEIS - November 22, 1996
  - ◆ I-275 Howard Frankland to Dr. Martin Luther King, Jr. Boulevard
  - ◆ I-4 from Downtown Interchange to east of 50th Street
  - ◆ I-4/Lee Roy Selmon Expressway Connector
- Record Of Decision - January 31, 1997
  - ◆ **Safety and Operational improvement for the Downtown Interchange**
  - ◆ **I-4 outside lanes of future four-roadway system from 14<sup>th</sup>/15<sup>th</sup> Street to 50<sup>th</sup> Street**
  - ◆ I-275 from Westshore Boulevard to Himes Avenue
  - ◆ I-4/Lee Roy Selmon Expressway Connector
- FHWA Design Change Reevaluation - November 13, 2008
  - ◆ Major Design Change, Advanced R/W Acquisition and Construction Authorization to the I-4/Lee Roy Selmon Expressway Interchange.
  - ◆ Construction Authorization to the I-275 Kennedy Boulevard/SR 60 Northbound Off Ramp

# I-4/Lee Roy Selmon Connector TIS/FEIS



- Regional Transportation Connection
  - ◆ Vision – Tampa Interstate Study (TIS/FEIS)

# Purpose

- Regional Transportation Connection

- ◆ Mobility:

- SIS Link to the Port of Tampa
- Choices for the Travelling Public
- Flexibility for Hurricane Evacuation



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# Ybor City Needs

Existing (2007) Traffic Volumes on 21 <sup>st</sup> /22 <sup>nd</sup> Streets			2030 Traffic Volumes					
			No-Build Traffic Volumes on 21 <sup>st</sup> /22 <sup>nd</sup> Street		With Connector			
					21 <sup>st</sup> /22 <sup>nd</sup> Streets		Connector Lanes	
	AADT (All Traffic)	Trucks Only	AADT (All Traffic)	Trucks Only	AADT (All Traffic)	Trucks Only	AADT (All Traffic)	Trucks Only
North of Crosstown	35,900	7,200	55,800	≤ 11,000	24,000	≤ 4,000	108,200	≤ 21,000
South of Crosstown	32,300	6,500	45,300	≤ 10,000	33,800	≤ 3,000	10,400	10,400

## No-Build vs Existing

**48% Increase in Traffic**  
**53% Increase in Truck Traffic**



## Build vs No-Build

**43% Reduction in Traffic**  
**67% Reduction in Truck Traffic**

# Ybor City Need

- Safety – 21<sup>st</sup>/22<sup>nd</sup> Street South of Expressway to I-4
  - ◆ 2000 – 2006
    - 130 Truck Related Accidents
  - ◆ 2007
    - 32 Truck Related Accidents

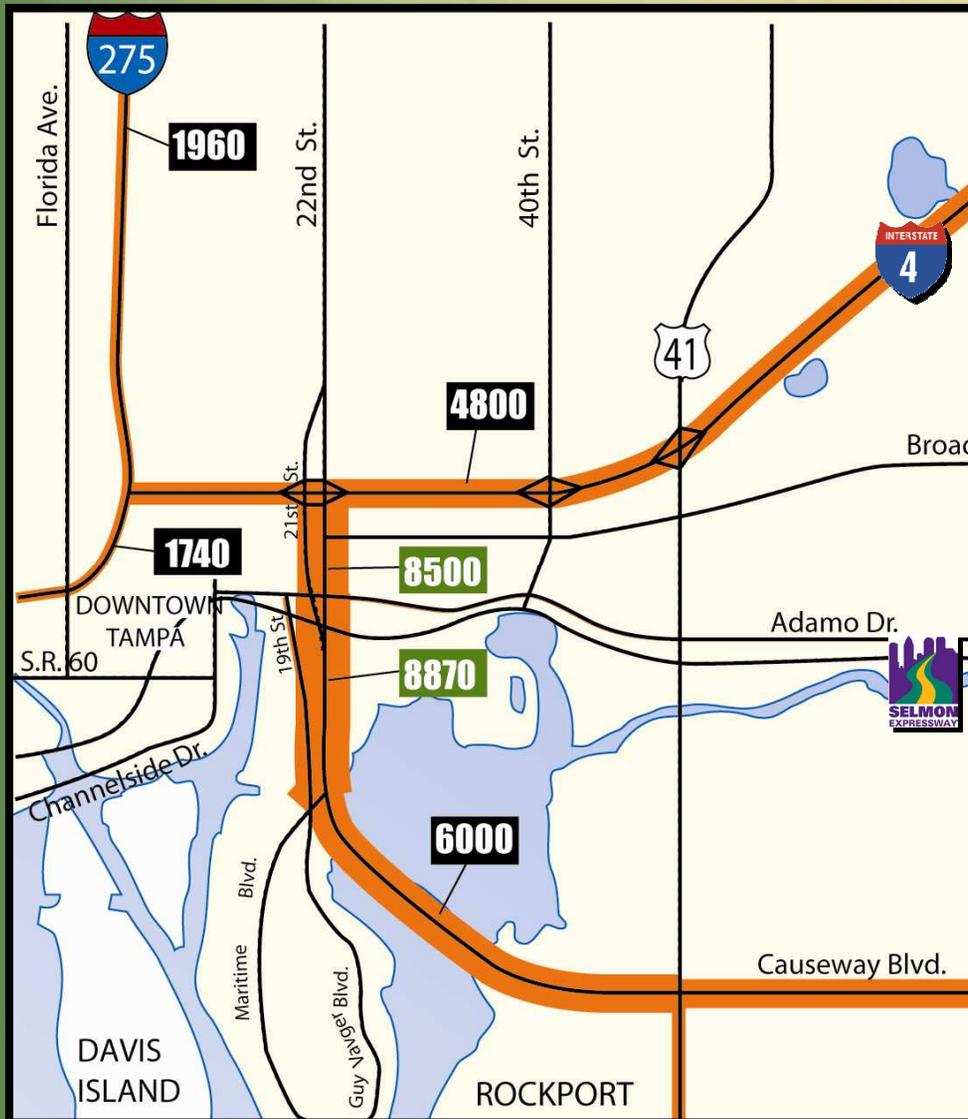


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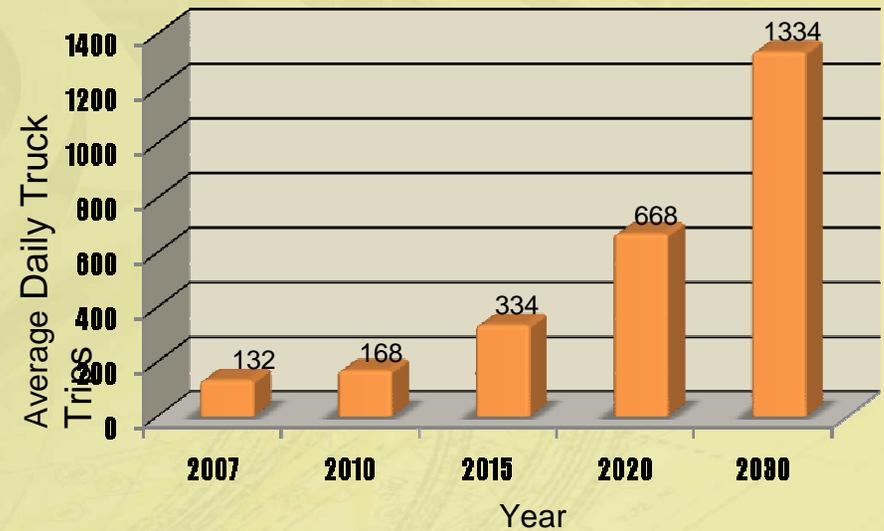
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# Port of Tampa Need

## Port Truck Traffic – Year 2010 – External Roadways

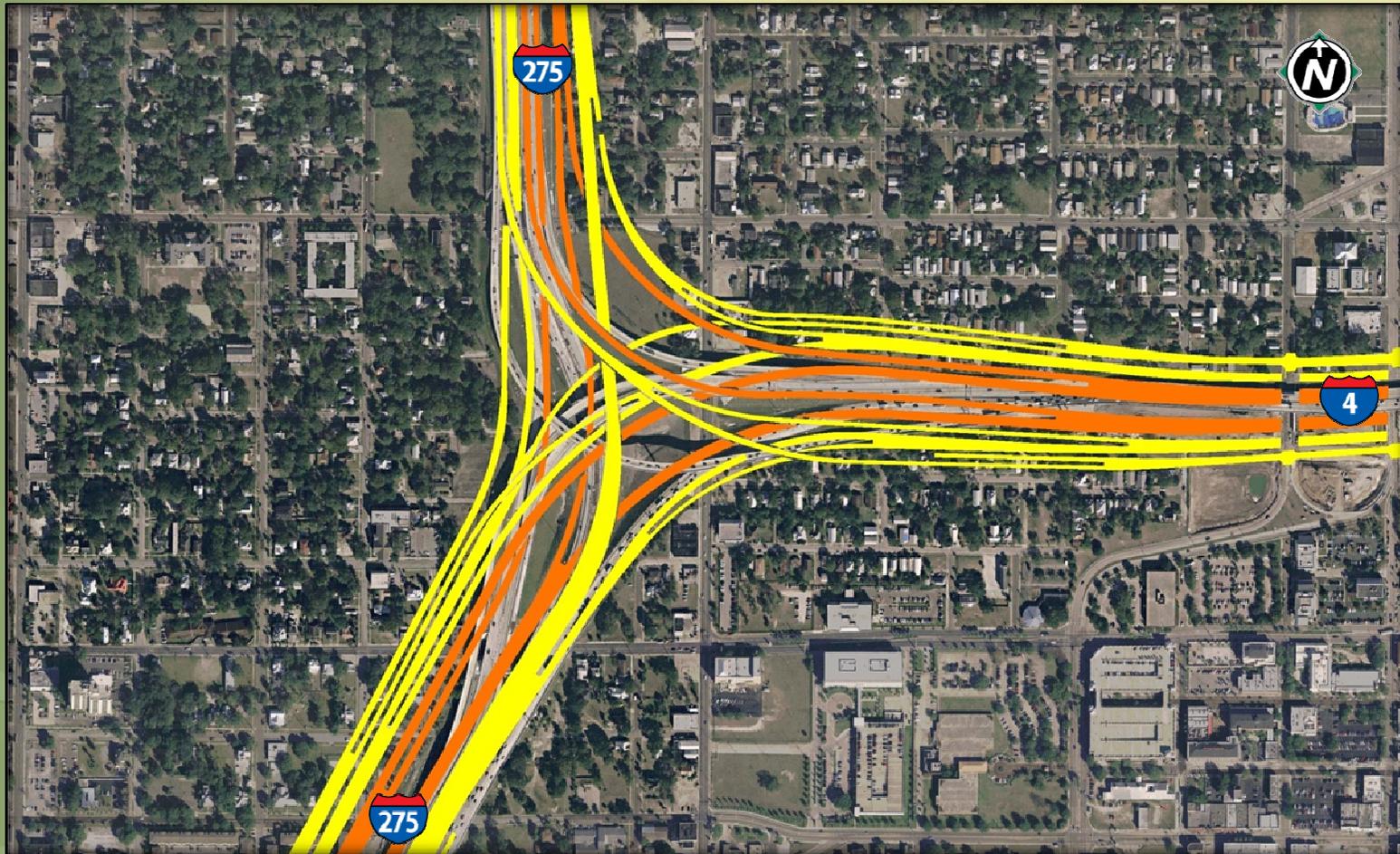


## Container Truck Movement

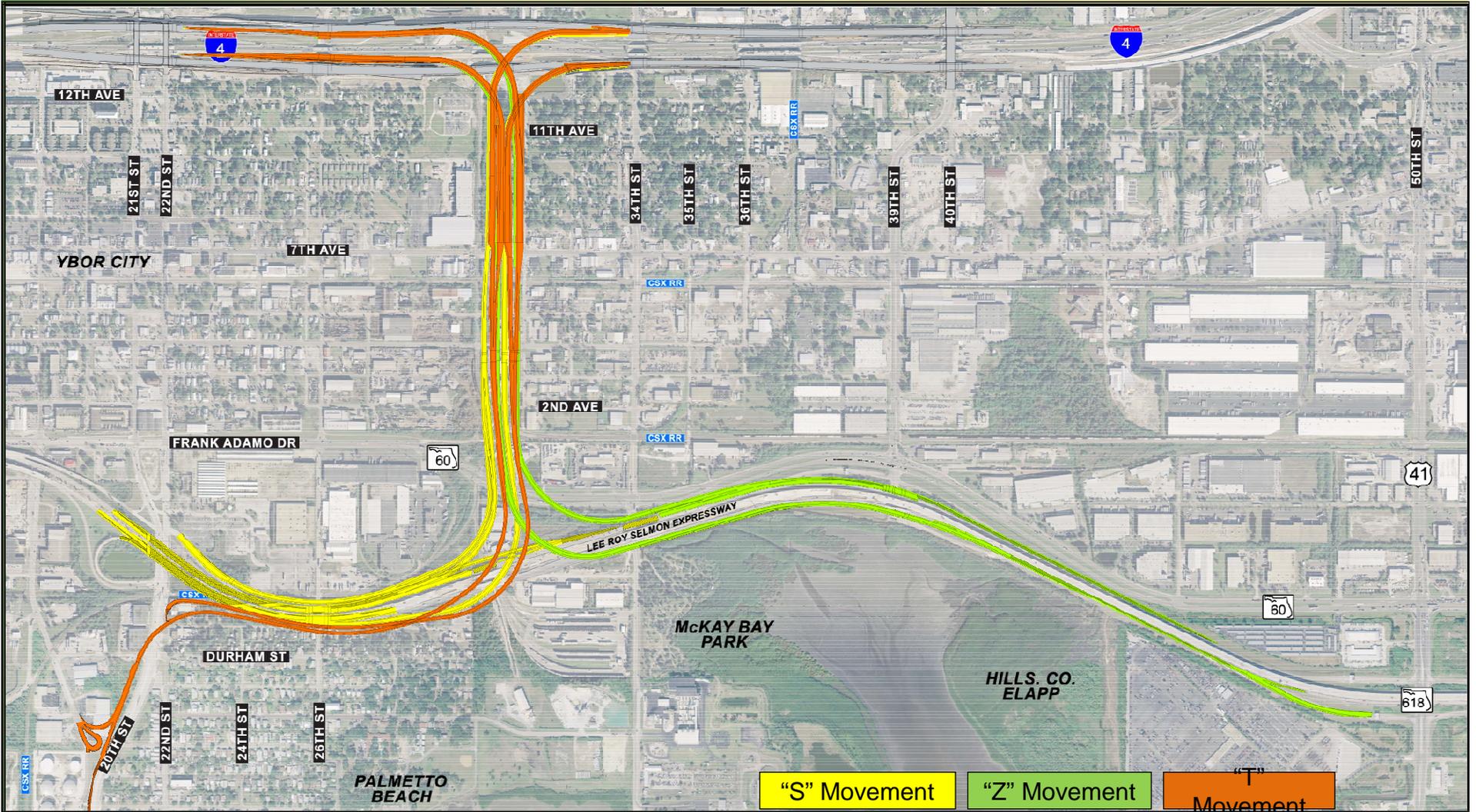


# Future Interstate Need

- Infrastructure
  - ◆ Provides for Expansion of the Downtown Interchange



# I-4/Lee Roy Selmon Connector Design



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# Project Challenges

- Complex Tolled Urban Interchange Project
- Right-of-Way Involvement
- Extensive Hazardous Material Involvement
- Significant Utility Relocations
- CSX Involvement
- Agency Coordination/Community Awareness

# Project Challenges

- **Complex Tolled Urban Interchange**
  - ◆ **Incorporates Aesthetic Treatment with the Gantry**



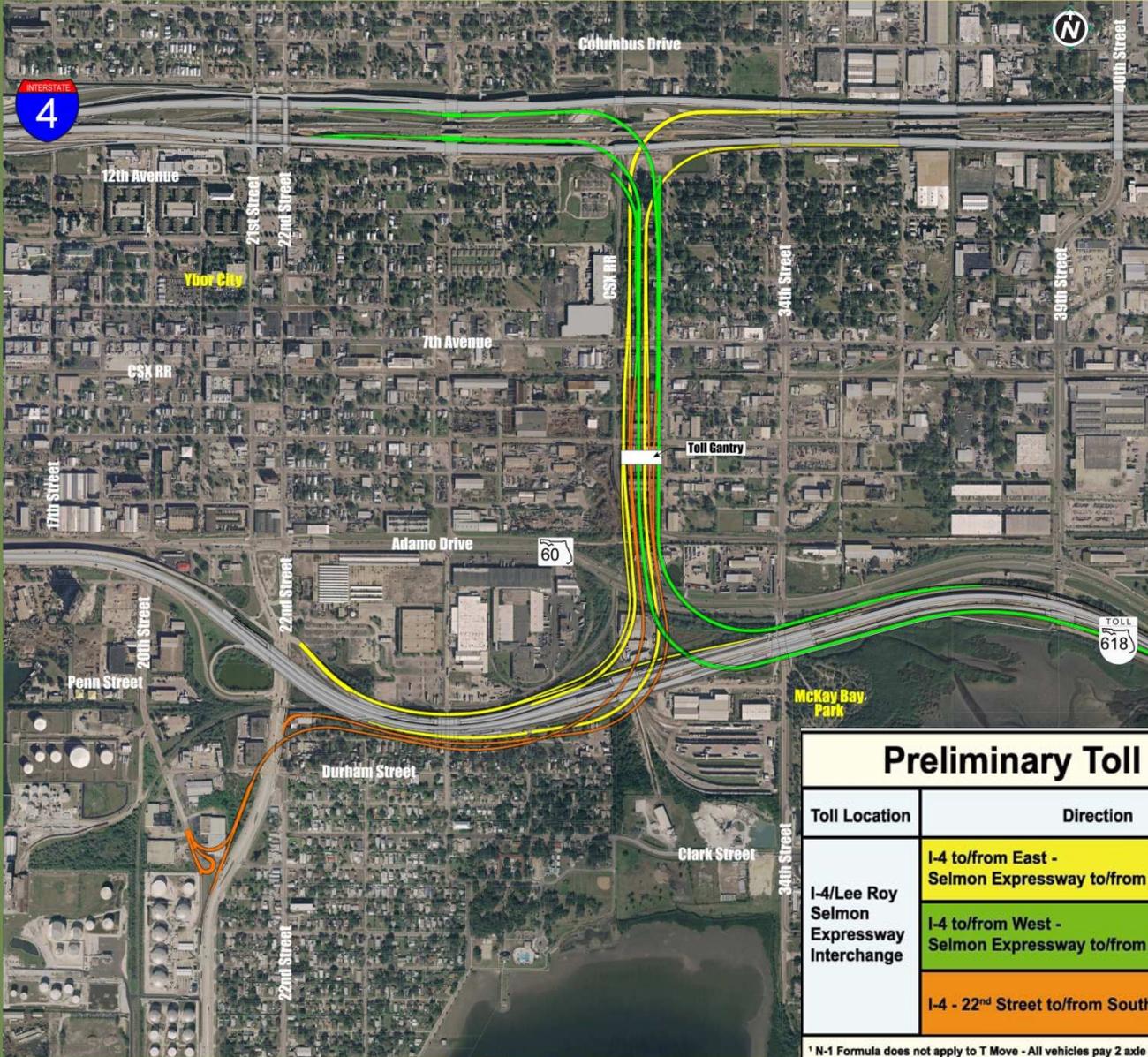
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# Project Challenges



## I-4 / LEE ROY SELMON EXPRESSWAY INTERCHANGE From I-4 to the Lee Roy Selmon Expressway

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Preliminary Toll Rate Schedule			
Toll Location	Direction	2 Axle SunPass Toll	2 Axle Video Toll <sup>2</sup>
I-4/Lee Roy Selmon Expressway Interchange	I-4 to/from East - Selmon Expressway to/from West (S-Move)	\$1.00	\$1.25
	I-4 to/from West - Selmon Expressway to/from East (Z-Move)	\$0.50	\$0.75
	I-4 - 22 <sup>nd</sup> Street to/from South (T-Move)	\$1.00 <sup>1</sup>	\$1.25 <sup>1</sup>

<sup>1</sup> N-1 Formula does not apply to T Move - All vehicles pay 2 axle toll rate.  
<sup>2</sup> If video toll collection method is implemented the base toll rate would be 25% higher than the 2-axle SunPass rate.

# Project Challenges

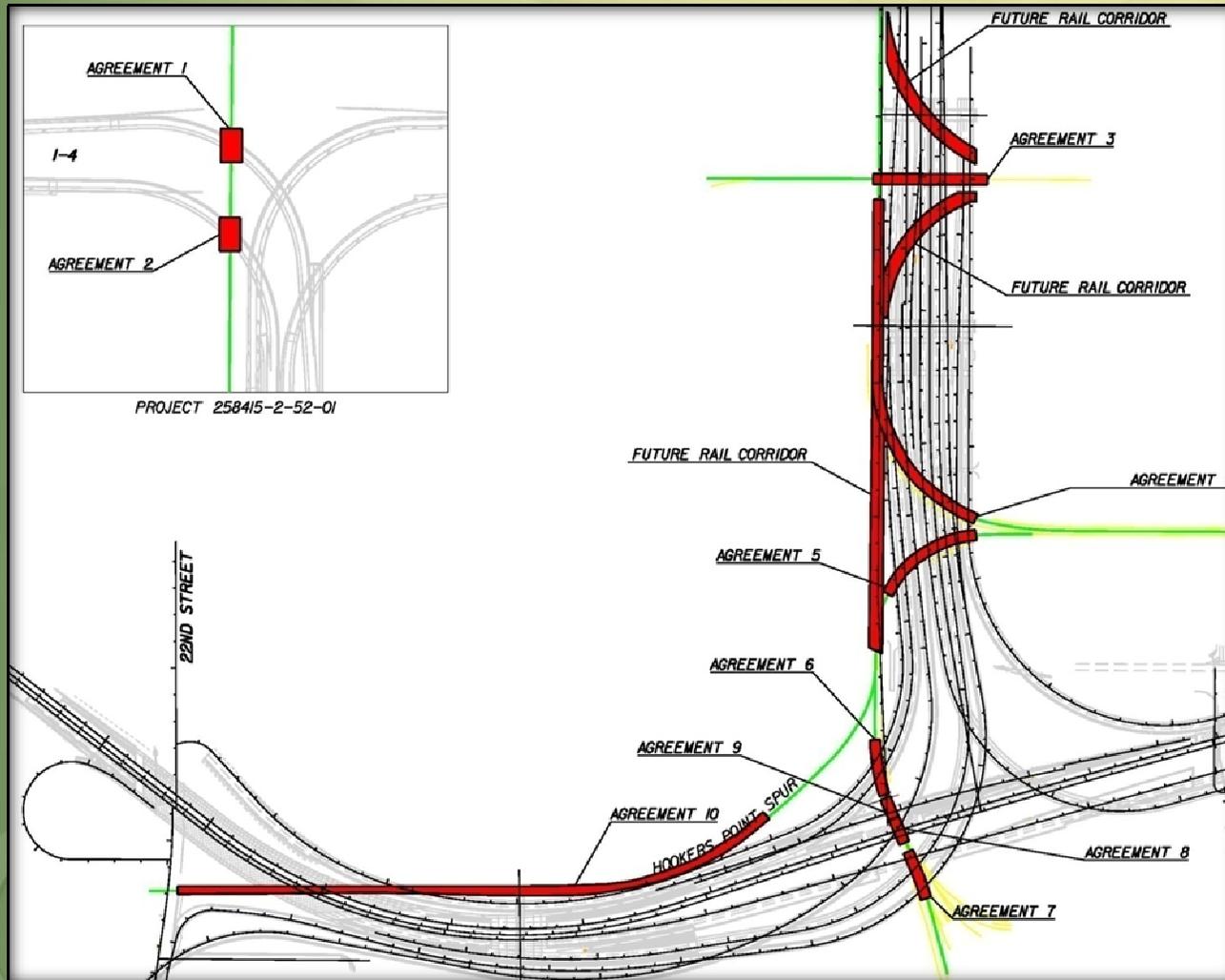
- Right-of-Way Involvement – 98% Complete
  - ◆ Residential Owners
  - ◆ Residential Tenants
  - ◆ Business



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# Project Challenges

- CSX Railroad – CSX Crossing Agreements



- ◆ 27 Individual
- ◆ 48 Underground
- ◆ 6 Aerial
- ◆ 1 New At-grade
- ◆ 7 Fee Parcels
- ◆ 10 Air Right

# Project Challenges

- Hazardous Material Remediation – \$5.5M



Florida Auto Parts



Spartan Oil Company



Trademark Metals  
Recycling

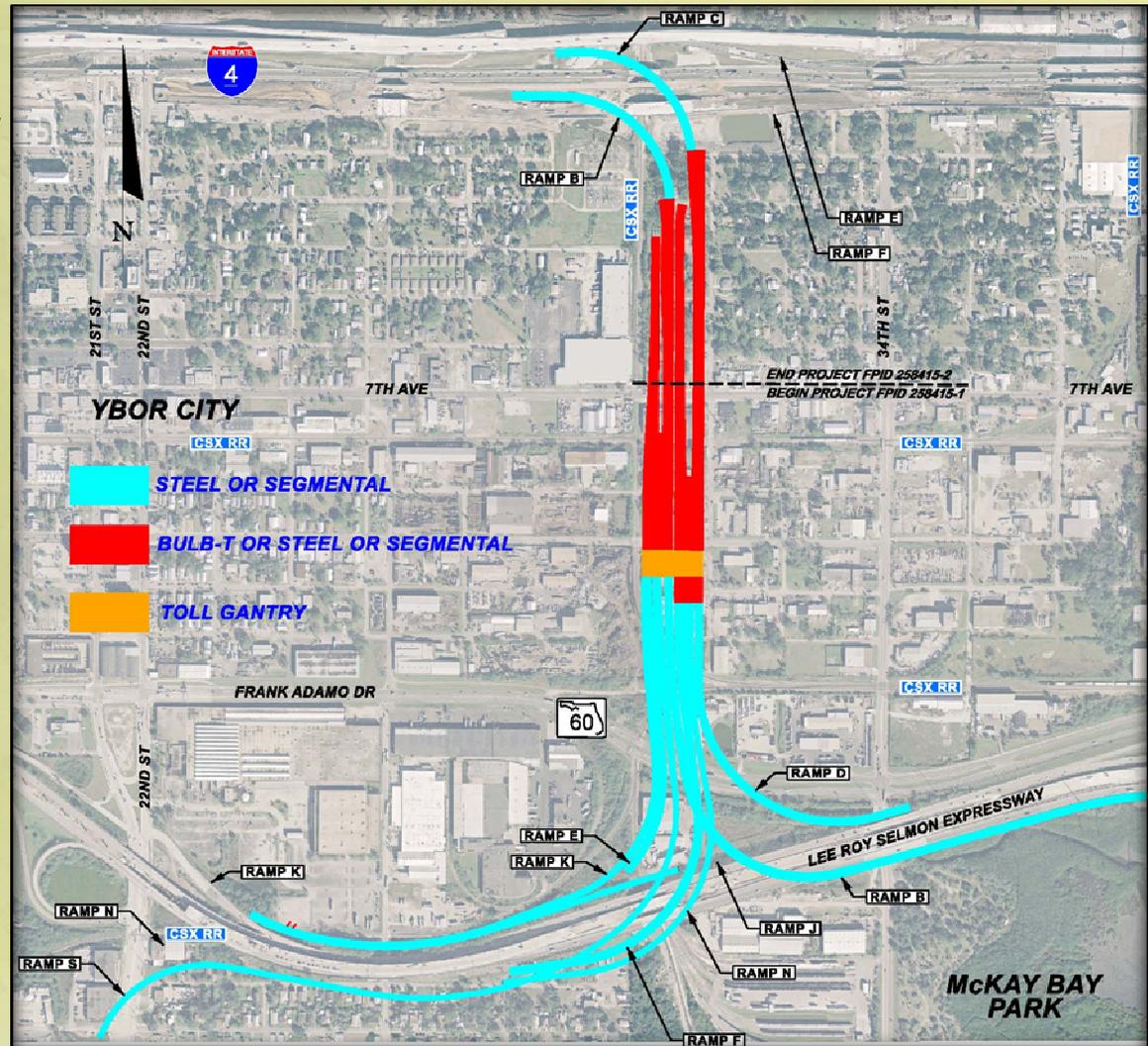
# Project Challenges

- Utilities – Underway to Relocate Majority Prior to Construction
  - TAMPA ELECTRIC (TECO)
    - DISTRIBUTION
    - TRANSMISSION
    - PEOPLE'S GAS
  - TAMPA WATER DEPT.
  - TAMPA WASTEWATER DEPT.
  - CENTRAL FLORIDA PIPELINE
  - VERIZON FLORIDA
  - SPRINT
  - BRIGHTHOUSE NETWORKS
  - LEVEL 3 COMMUNICATIONS
  - MCI WORLD COM
  - FPL FIBER NET
  - FIBER LIGHT
  - P.E.A., INC.
  - GLOBAL CROSSING TELECOMMUNICATIONS, INC.
  - HILLSBOROUGH COUNTY TRAFFIC SERVICE UNIT
  - ITC DELTA COM
  - QWEST COMMUNICATIONS
  - PROGRESS TELECOM
  - XO COMMUNICATIONS

# Innovation Built-in

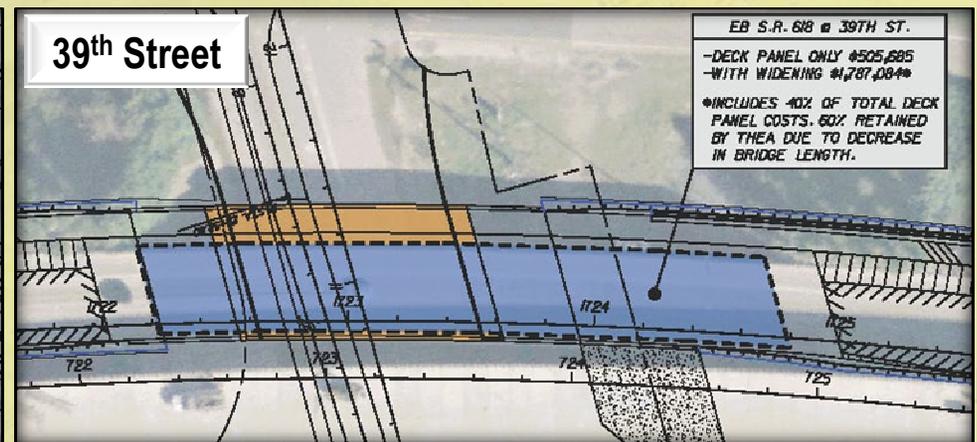
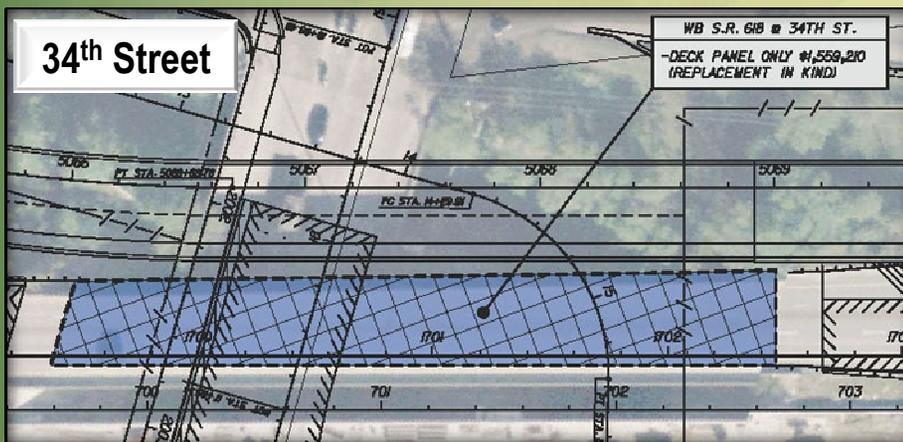
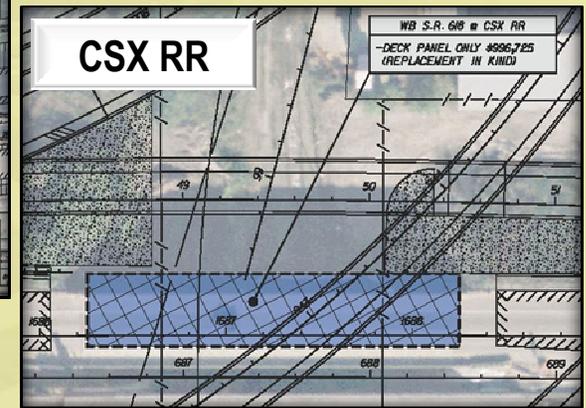
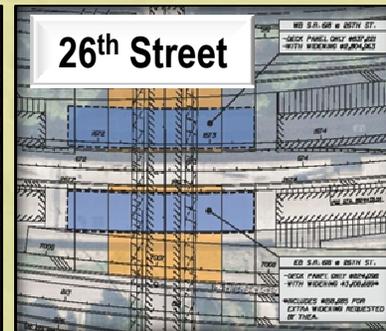
- Designed for 4 Superstructure/Foundation Alternatives

- ◆ Steel Box Girder
- ◆ Concrete Segmental
- ◆ Steel Box Girder with FL Bulb-T
- ◆ Concrete Segmental with FL Bulb-T



# Project Challenges

- Incorporates THEA Deck Panel



# Project Challenges

- **Community Awareness – Coordination**

## Meetings

- ◆ General Public
- ◆ Business Owners
- ◆ Palmetto Beach Work Committee
- ◆ Palmetto Beach Community Association
- ◆ East Ybor Historic and Civic Association
- ◆ Ybor City Development Corporation
- ◆ Barrio Latino Commission
- ◆ Ybor City Chamber of Commerce
- ◆ Port of Tampa



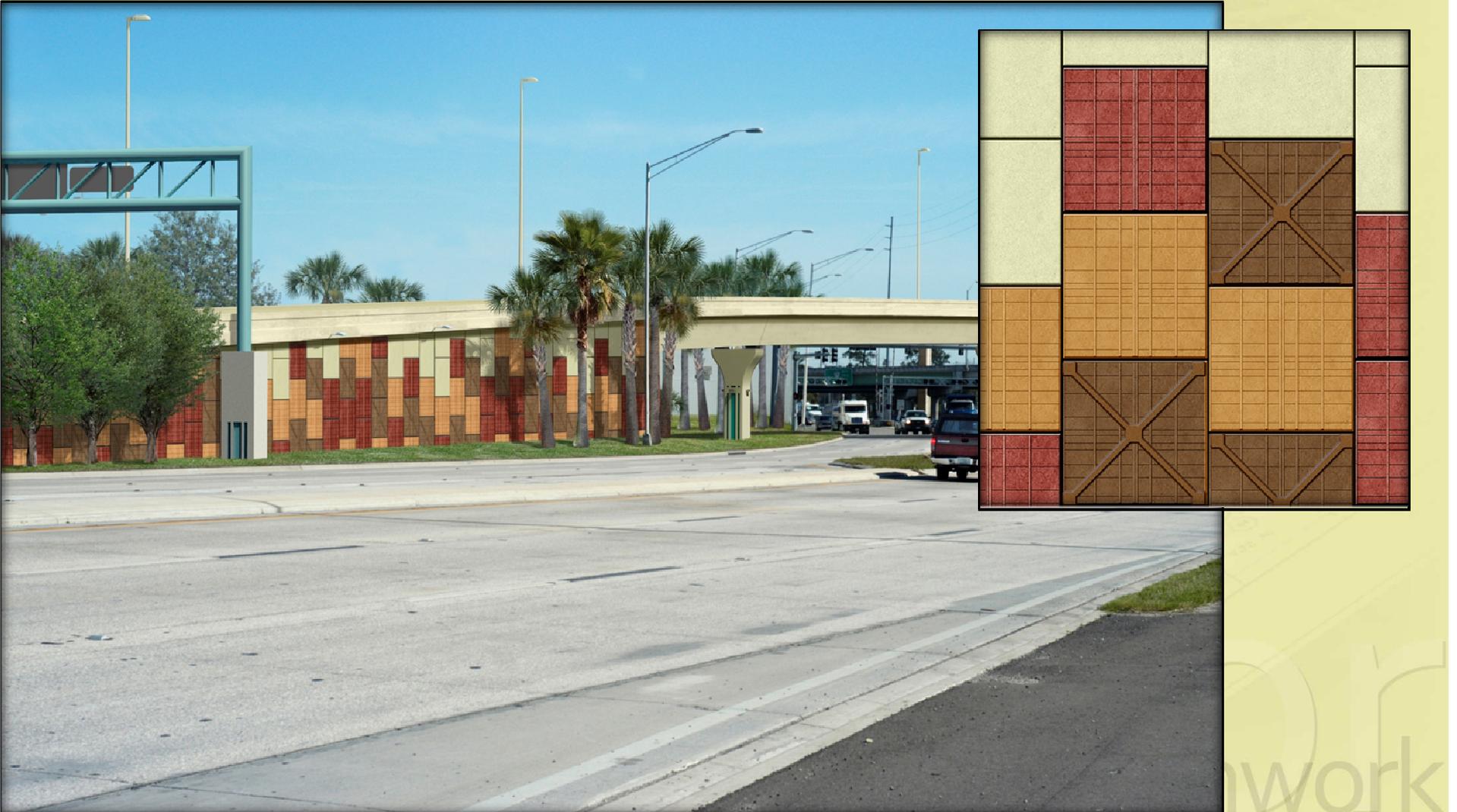
# Project Challenges

- Agency Coordination
  - ◆ FDOT-Design Review Committee (DRC)
  - ◆ Tampa-Hillsborough Expressway Authority
  - ◆ Florida's Turnpike Enterprise
  - ◆ City Of Tampa
  - ◆ Hillsborough County
  - ◆ Southwest Florida Water Management District
  - ◆ Hillsborough Area Regional Transit
  - ◆ CSX



# Project Challenges

- Agency Coordination for Aesthetics



# Project Challenges

- Agency Coordination for Aesthetics



# Project Financing

Design Cost:	\$68.6 Million
<u>Right of Way Cost:</u>	<u>\$67.6 Million</u>
Subtotal	\$136.2 Million

## Construction Cost:

Construction
\$ 446.2 Million
CEI
\$35.0 Million
<u>Railroad</u>
<u>\$4.1 Million</u>
Subtotal

# Project Execution

- A “Build-Finance Project” – Public Private Partnership
- Number one District Seven and Hillsborough County MPO priority for ARRA Funding

- ◆ Design Complete
- ◆ CEI Contract Awarded
- ◆ Right-of-Way Clear in May 2009
- ◆ Advertised: June 8, 2009
- ◆ Bids/Financial Plans Due: September 16, 2009
- ◆ Open to Traffic November: Fall of 2014



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# I-4/Lee Roy Selmon Connector



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