

*2016 AASHTO Right of Way,
Utilities, Outdoor Advertising Control
& National Alliance of Highway
Beautification Associations Conference*



Sunday, May 1–Thursday, May 5
Rosen Centre Hotel
Orlando, Florida

I4Ultimate.com

*Your source for improvements to I-4
in Orange and Seminole counties*



I-4 Ultimate Project

*2016 AASHTO Right of Way,
Utilities, Outdoor Advertising Control
& National Alliance of Highway
Beautification Agencies Conference*



Loreen Bobo, P.E., I-4 Ultimate Construction Program Manager

May 2, 2016



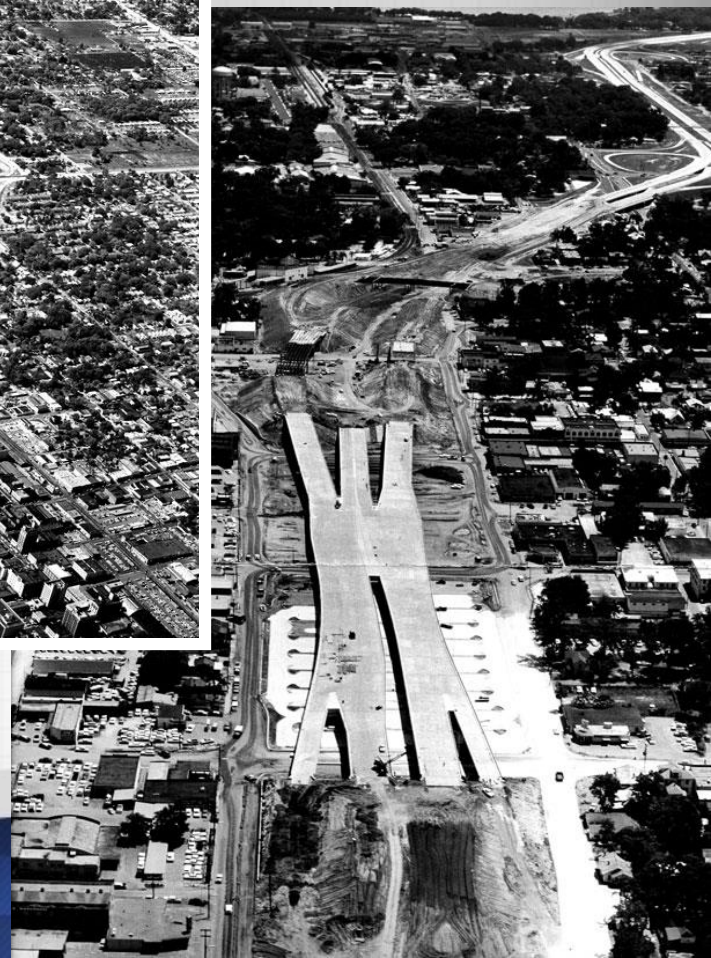
Built in the Early '60s





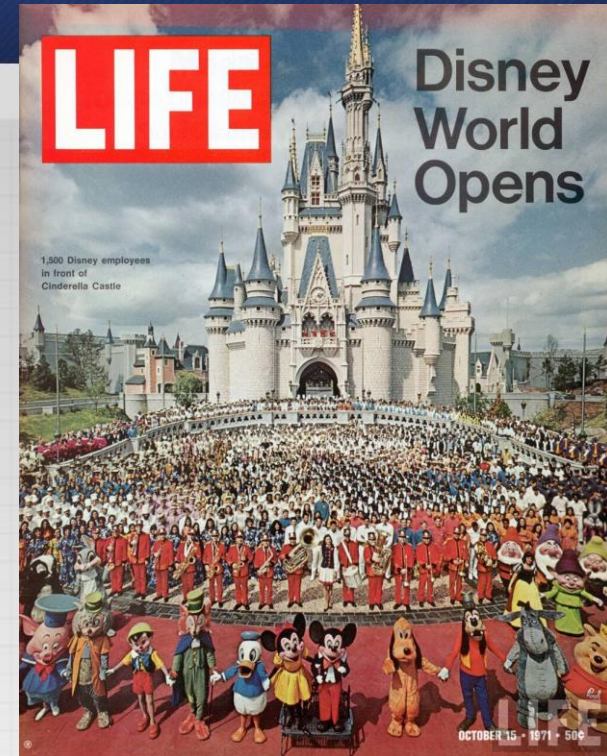
1960s

- I-4 was built when the population of the Orlando Urban Area was 200,000. Today it is over 1,511,000.
- I-4 was built to the standards of the day
- I-4 was built for the cars of the day





1970s – 1990s





Many Options Explored like this one in 1988

Weather: Double-decker rain shelters would be handy. High 80, low 67. Details, page A-2.

Saturday, May 14, 1988

The Orlando Sentinel

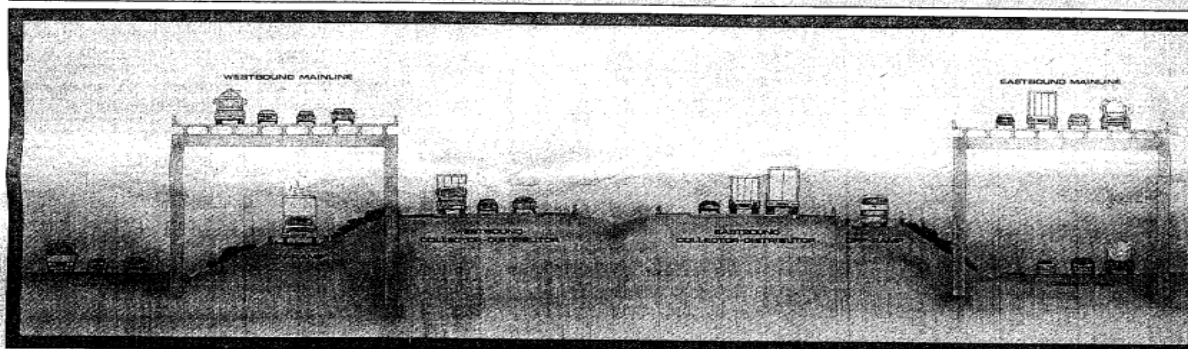
35 cents

The best newspaper in Florida

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★★★

Stacking up traffic through Orlando



RENDERING: GREINER INC.

Artist's rendering shows proposed layout for mainline, collector-distributor and frontage roads through downtown Orlando section of Interstate 4.

Study hangs a \$1.25 billion price tag on cure for I-4 problems

By Dan Tracy

OF THE SENTINEL STAFF

Interstate 4 must have at least 14 lanes through downtown Orlando by the turn of the century or motorists will face daylong gridlock, a traffic consultant said Friday.

"You laugh. . . But it's not funny," Mark Callahan of Greiner Engineering said during a break in a committee meeting of the Metropolitan Planning Organization.

Callahan presented the preliminary recommendations of a yearlong \$800,000 study to determine what improvements should be made to parts of I-4, Central Florida's major east-west artery.

To fit all the pavement into downtown, Callahan said, eastbound and westbound decks 50-feet high would have to be built next to the existing six lanes.

Local and through traffic also would have to be segregated by retaining walls to cut down on weaving, he said.

The cost for the downtown work, plus other changes to I-4 from the Polk-Osceola county line to the St. Johns River, is an estimated \$1.25 billion, Callahan said.

Money, he said, would probably have to come from all levels of government, plus developers who build stores and communities that funnel additional traffic onto I-4.

The MPO, a 13-person panel that sets transportation policy in Orange, Seminole

You laugh. . . But it's not funny.
— traffic consultant Mark Callahan

and Osceola counties, must adopt Greiner's plan before any work can be done. The group meets Thursday.

If the plan were accepted, it likely would be tackled in segments, with the most congested areas done first, Callahan said.

Technical committee members were impressed by Greiner's proposal but were not

enthused by the price tag.

"Where are we going to come up with the money? Certainly not in my lifetime," said Dave Grovdahl, chief transportation planner of the East Central Florida Regional Planning Council.

Frances Chandler, Seminole County's principal planner, shook her head, saying, "Seminole doesn't have the money to finish their own roads."

Finance, however, is not the only problem that might confront Greiner's scenario. The 50-foot-high decks, each of which would hold four lanes, would obscure the Orlando skyline, causing some businesses

Please see STUDY, A-15

STUDY

From A-1

to lose customers who normally stop after spotting a particular establishment from the road.

"We would not be real excited about it," said Chad Martin, vice president of sales and marketing for Church Street Station, which operates the Cheyenne Saloon, Rosie O'Grady's Good Time Emporium and a new \$20-million retail complex.

An unknown number of homes also would have to be moved or demolished in College Park and Winter Park to make room for the expansion.

The question the MPO and other public officials will have to answer in coming weeks is whether the drawbacks outweigh the benefits of keeping the traffic moving.

Interstate 4, as any local driver knows, has become increasingly crowded. Callahan said traffic has been growing an average 12 percent a year on the road, which in some spots is carrying almost twice as many vehicles as it was designed to handle.

That congestion will get worse as the area continues to grow. Studies indicate that more than 1.4 million people will live in greater Orlando by 2005, up from about 850,000 now.

Along with the extra lanes, Greiner also suggested that:

■ A 35-foot right-of-way be set aside in the middle of I-4 for a mass transit system, whether it be buses or light rail.

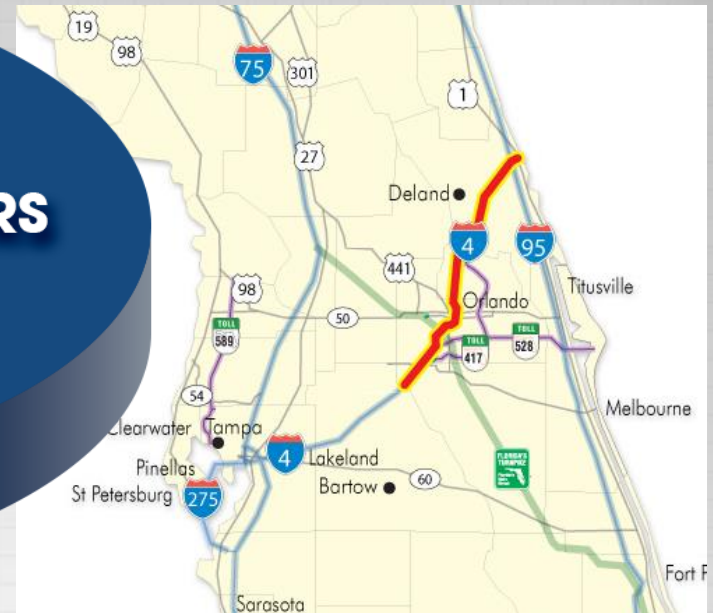
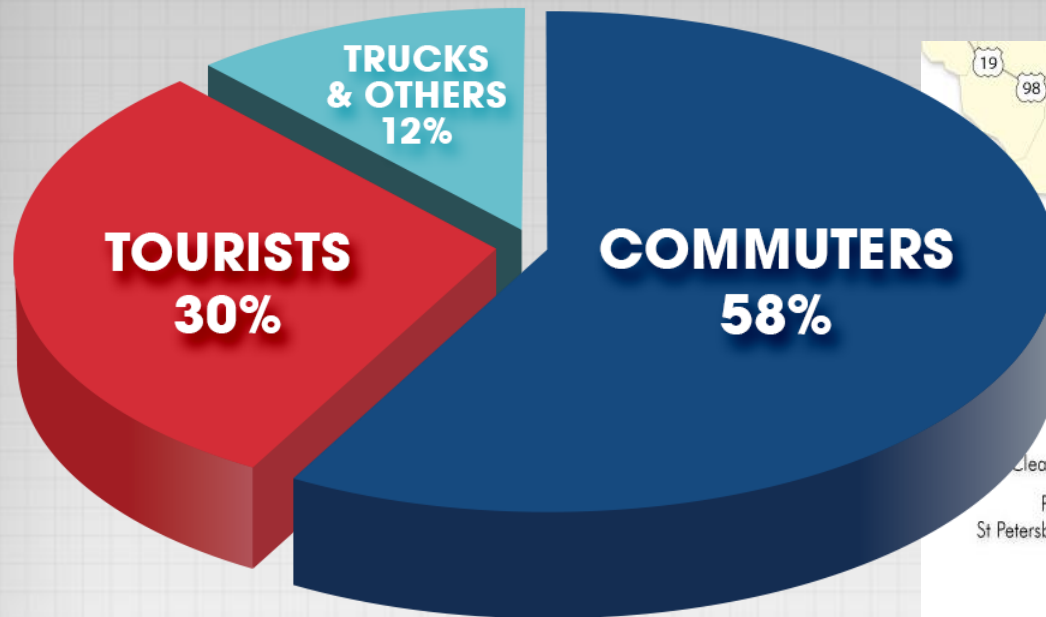
■ Other major road projects be completed. They include the 100-mile beltway around Orlando, the extension of John Young Parkway, and the Central Connector from I-4 to the Bee Line Expressway. Those roads have to be completed to keep traffic off I-4, Callahan said.

■ Garland and Hughey avenues be improved. The roads, which parallel I-4 through downtown, would act as feeders to the interstate.

I4Ultimate.com



I-4 Traffic



- 73 Miles from Polk-Osceola County Line to I-95 in Volusia County
- 1.5 Million Average Daily Trips (entire length)
- 140-000-200,000 Vehicles daily at SR 408 Interchange



History - Years in the making

- I-4 originally built - Late 1950's
- Planning began in the late 1990's
- Design (6 segments) and ROW Acquisition – early/mid 2000's.
- I-4/408 Interim Project 2006-2009
- P3 option explored – Mid/Late 2011
- Legislation removed that prohibited tolls on I-4 in Counties – July 2012
- Received Governor/Legislative Approval – January 2013
- Industry Forum – Over 1,200 attended – March 2013
- 140-200,000 vehicles daily – 58% commuters, 30% tourists, 12% trucks
 - Exceeded capacity





Project Overview

21 miles from west of Kirkman Road to east of SR 434
Orange & Seminole Counties

Scope:

Reconstruct mainline and interchanges

Addition of 4 Express Lanes

Reconstructs 15 major interchanges

Bridges: widens 13; adds 53; replaces 74

Increases design speed to 60 mph

Operations and Maintenance

P3 - 40 year contract

Design-Build-Finance-Operate-Maintain

2,310 days (6.33 years) for design and construction

I-4 Mobility Partners

Concessionaire: Skanska, John Laing

Construction JV: SGL – Skanska Granite Lane

Design JV: Jacobs - HDR

Quality Assurance Firm (QAF): Volkert

Operations & Maintenance: HDR|ICA

\$2.323 billion (yoe) Design-Build cost





Interstate Typical Section

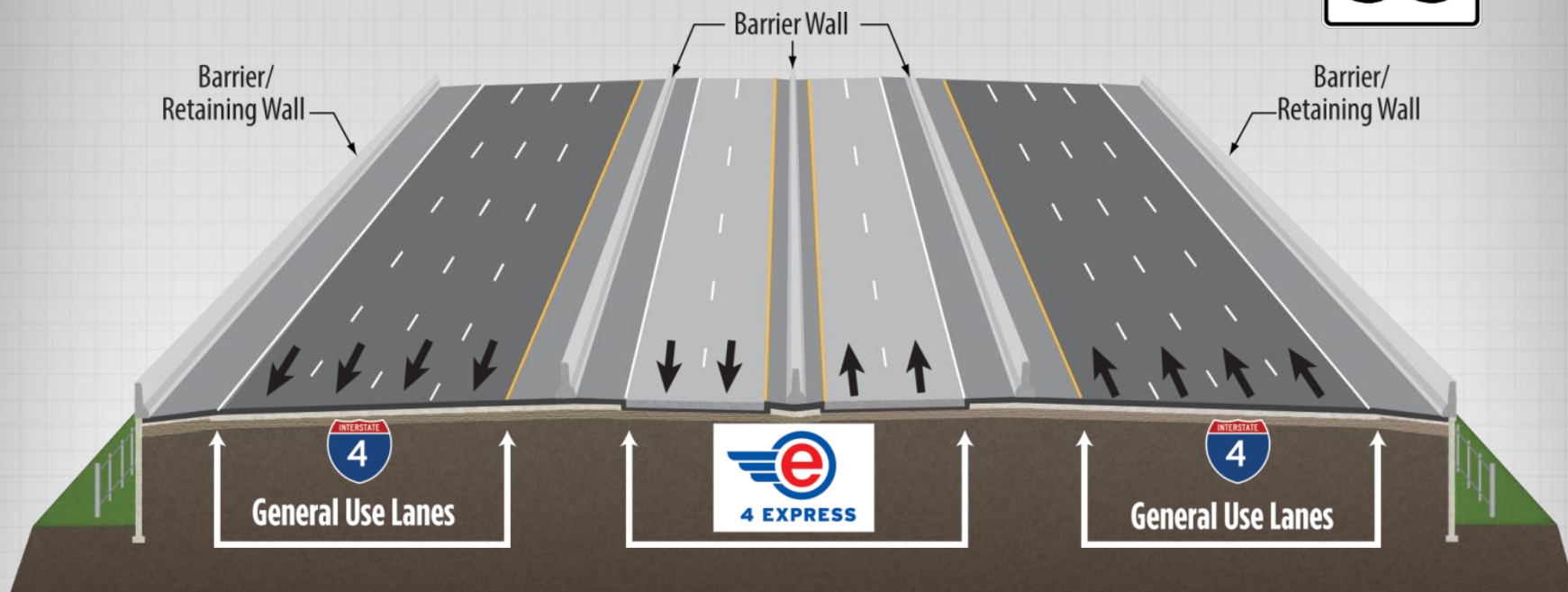


6 general use lanes + auxiliary lanes



4 Express Lanes (2 in each direction)

SPEED
LIMIT
55





Express Lanes

FDOT sets toll rates and collects tolls

Limited access to & from tolled express lanes

Barrier wall separated

Slip ramp access

Direct ramp access

Six to seven access points in each direction

Dynamic tolling

All Electronic Tolling

Everyone pays

No heavy trucks





Coordination with Locals

Coordination began nearly 20 years ago. Culminated in various agreements to include work and aesthetics as part of I-4 Ultimate.

Cities/Towns:

City of Orlando

City of Winter Park

City of Maitland

Town of Eatonville

City of Altamonte Springs

Counties:

Orange

Seminole



Other entities:

Central Florida Expressway Authority (CFX)

Florida's Turnpike Enterprise (FTE)

Metroplan Orlando



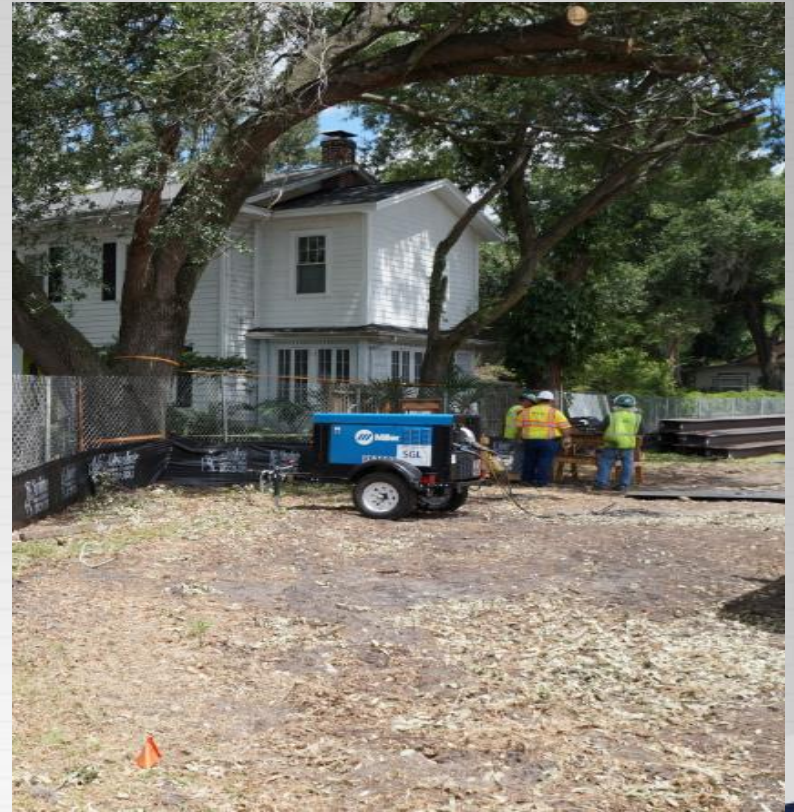


Right of Way

- PD&E 1990's to 2001
- Preliminary Design 2002 to 2010
- Acquisition began 2005 to 2015
- # parcels acquired 654
- Amount \$ spent approx \$600m
- # of commitments
 - RW included close to 500 due to long time frame
 - contractor was responsible for around 200



Many homes are intimate with the construction





How are we going to get this built?

- **Design- Bid- Build = 6 projects**
 - 2 years design
 - 2 years Right-of Way acquisition
 - 3-4 years construction
 - Construction sequential and not concurrent
 - At best 18- 20 years in construction if funding was available
- **Design-Build = 6 projects**
 - Still 16-18 years if funding was available



Public Private Partnerships Value Proposition

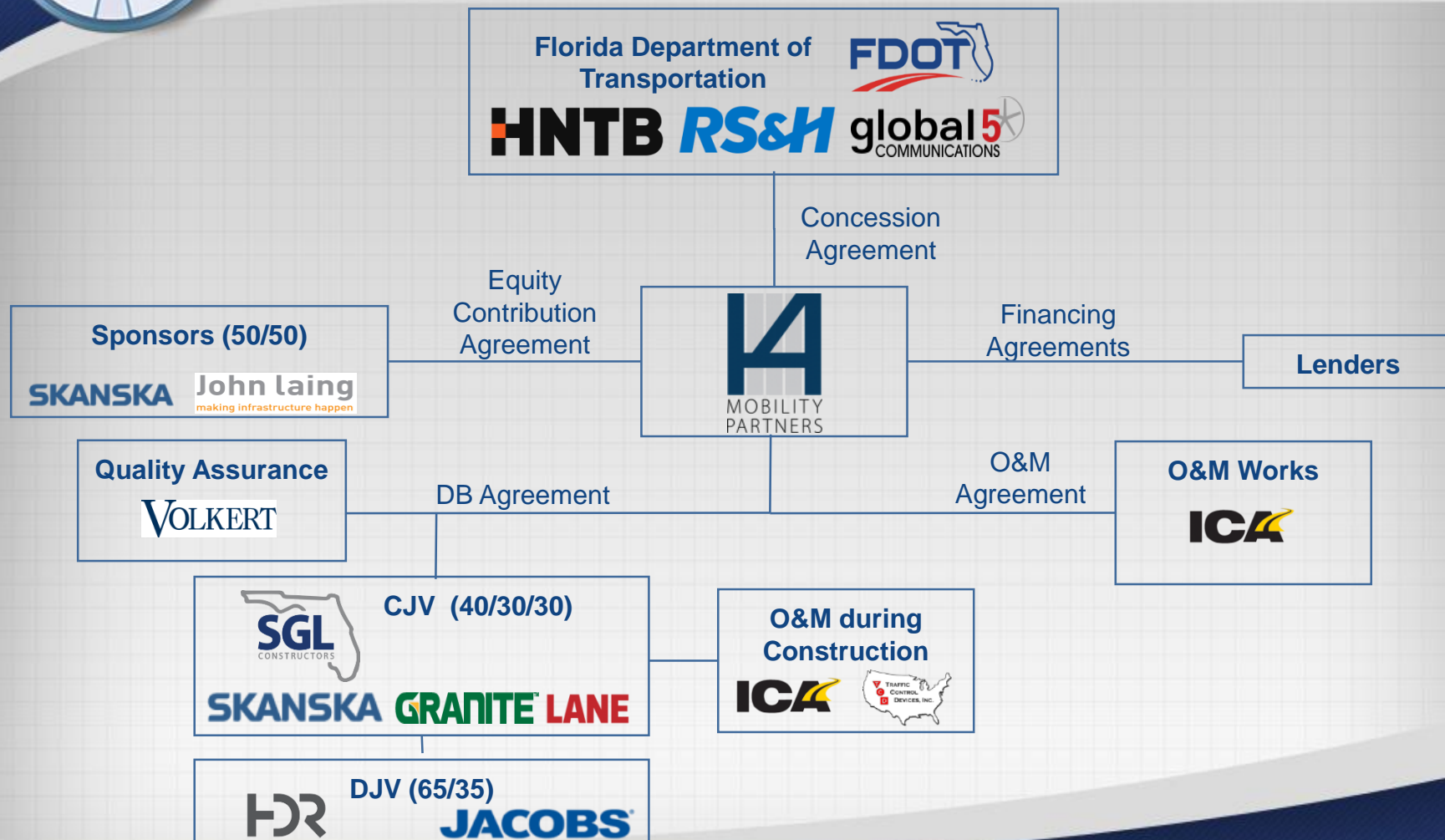
P3 Seeks to Achieve 5 Primary Goals

- **Provide capacity improvements much sooner than possible under traditional pay-as-you go approach – 20 years sooner!**
- **Eliminate project phasing and advance the overall project**
- **Capitalize on the private sector's innovation and access to capital markets**
- **Transfer of appropriate risk items to private partner**
- **Enhance long-term, lifecycle cost efficiency and service quality**



Project Team Structure

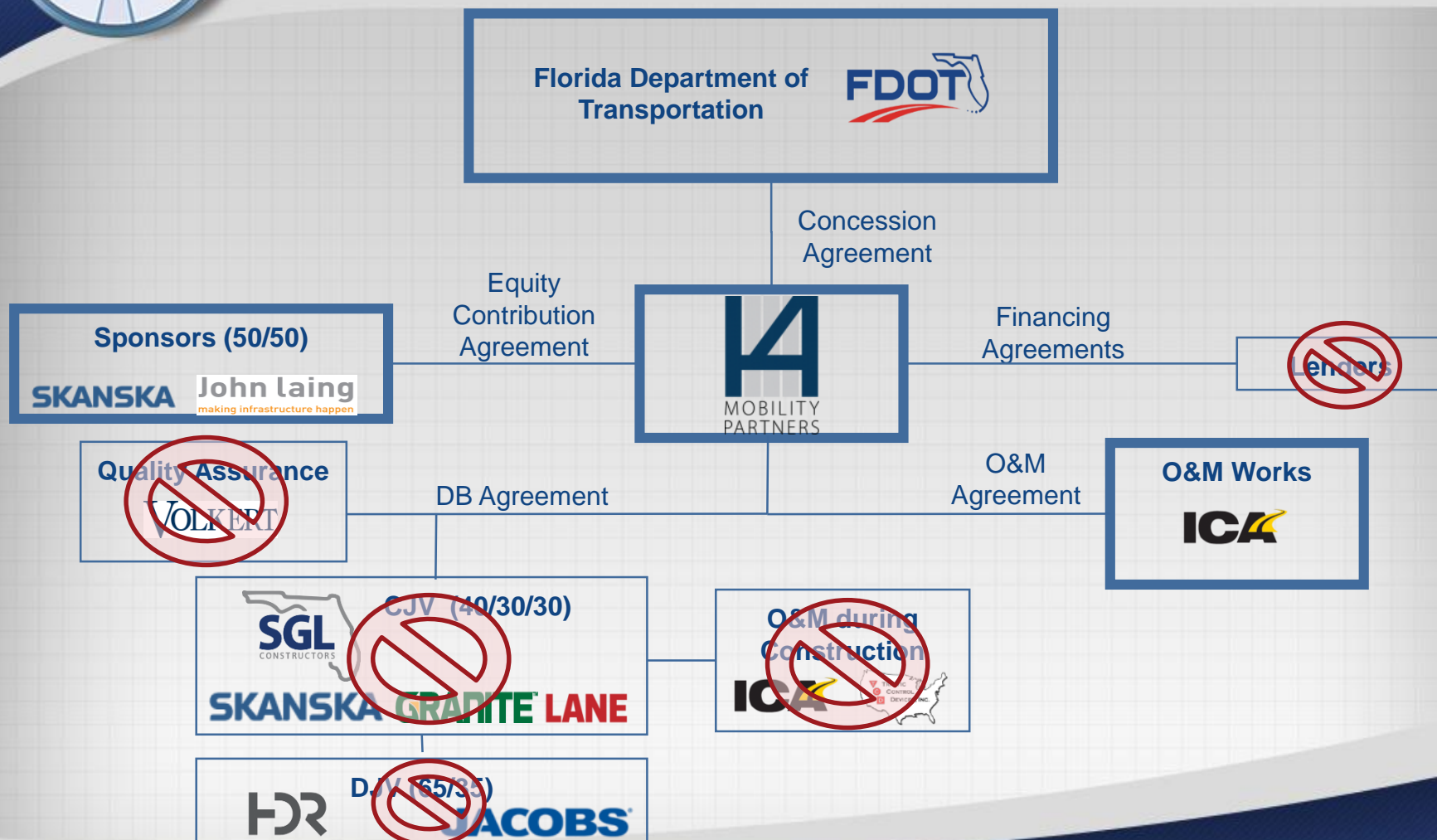
(Design/Construction Period 2014-2020)





Project Team Structure

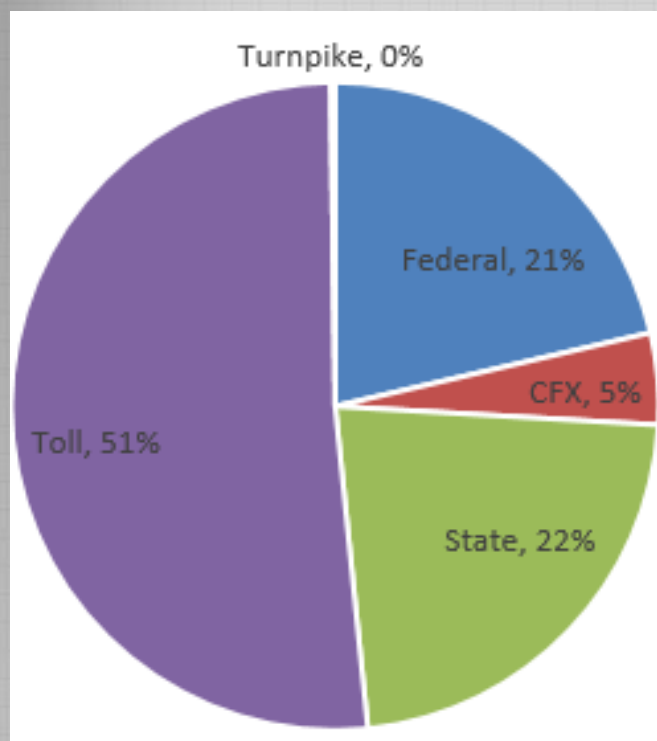
(Operating Period 2021-2045)





Funding

Public Private Partnership (P3) – 40 year term (9/4/2014 to 9/4/2054)



Types of Payments

- **Periodic (17 during construction)(quarterly)**
 - Begin day 630 – May 2016
 - Range from \$45 M to \$132.5 M
 - \$1.035 Billion total
- **Bonus Work Elements (4 areas to earn)**
 - \$7 million total possible
- **Final Acceptance**
 - 2 payments begin at Final Acceptance, FY21 & FY22
 - \$688 million total
- **Availability Payments (Begin at Substantial Completion)**
 - \$75 million annually until September 2054



Visually Appealing Signature Corridor

Fountain illumination



Ivanhoe Gateway



Illuminated direct connect pylons

I4Ultimate.com



Enhanced Aesthetics

- Accent lighting
- Enhanced bridge architecture



- Local Artist participation
- Variable colored lights





Aesthetics

Architectural cladding

434 GATEWAY



Extensive Landscaping



Pedestrian Bridge at Maitland

12 foot path for
pedestrians and
bicyclists





I-4 Ultimate – The first year +

October 2014
February 2015
Early 2021

Design began (NTP 1)
Construction and Operations and Maintenance began (NTP 2)
Substantial/Final Completion of Design and Construction



Kaley the puppy rescued from a drainage pipe near Kaley Avenue.



Groundbreaking with Governor – Feb 2015



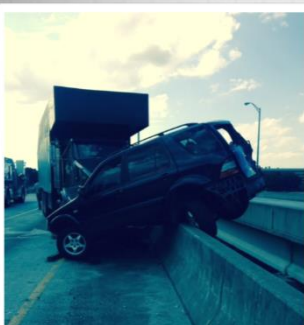
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O&M – The First Year

SR 400/I-4 INCIDENT SUMMARY

| Time Period | Disabled Vehicles | Abandoned Vehicle | Crashes/ Incidents | Debris | Road Work | Directions | GOA / No Assist | Total Incidents |
|------------------------|-------------------|-------------------|--------------------|--------|-----------|------------|-----------------|-------------------------------|
| December 2015 | 419 | 84 | 406 | 36 | 18 | 6 | 296 | 1265 |
| Project-to-date | | | | | | | | |
| Average/ month | 588 | 94 | 321 | 96 | 46 | 11 | 334 | 1490 |
| PTD Total | 6468 | 1030 | 3527 | 1059 | 509 | 120 | 3678 | 16391 (add. 952 on SR 408) |



I4Ultimate.com



By the Numbers!

As of 2/2016

Bridge Work:

| | |
|------------------|--|
| Permanent Piles | 69,000 LF Installed of 837,000 LF Forecasted |
| Bridge Concrete | 750 CY Installed of 269,000 CY Forecasted |
| FIB Beams | 250,000 LF Forecasted |
| Structural Steel | 2,100 TN Forecasted |

| | |
|----------------------------|---|
| MSE Walls | 86,000 SF Installed of 3,700,000 SF Forecasted |
| Drainage Pipe | 22,400 LF Installed of 345,000 LF Forecasted |
| Embankment | 506,000 CY Installed of 7,200,000 CY Forecasted |
| Roadway Base | 26,000 TN Installed of 1,600,000 TN Forecasted |
| Paving (Asphalt) | 29,000 TN Installed of 1,100,000 TN Forecasted |
| Paving (PCCP) | 176,600 CY Forecasted |
| Traffic Shifts | 45 to date |
| Scheduled lane closures | Over 800 to date |
| Temporary concrete barrier | 140,000 linear feet to date |

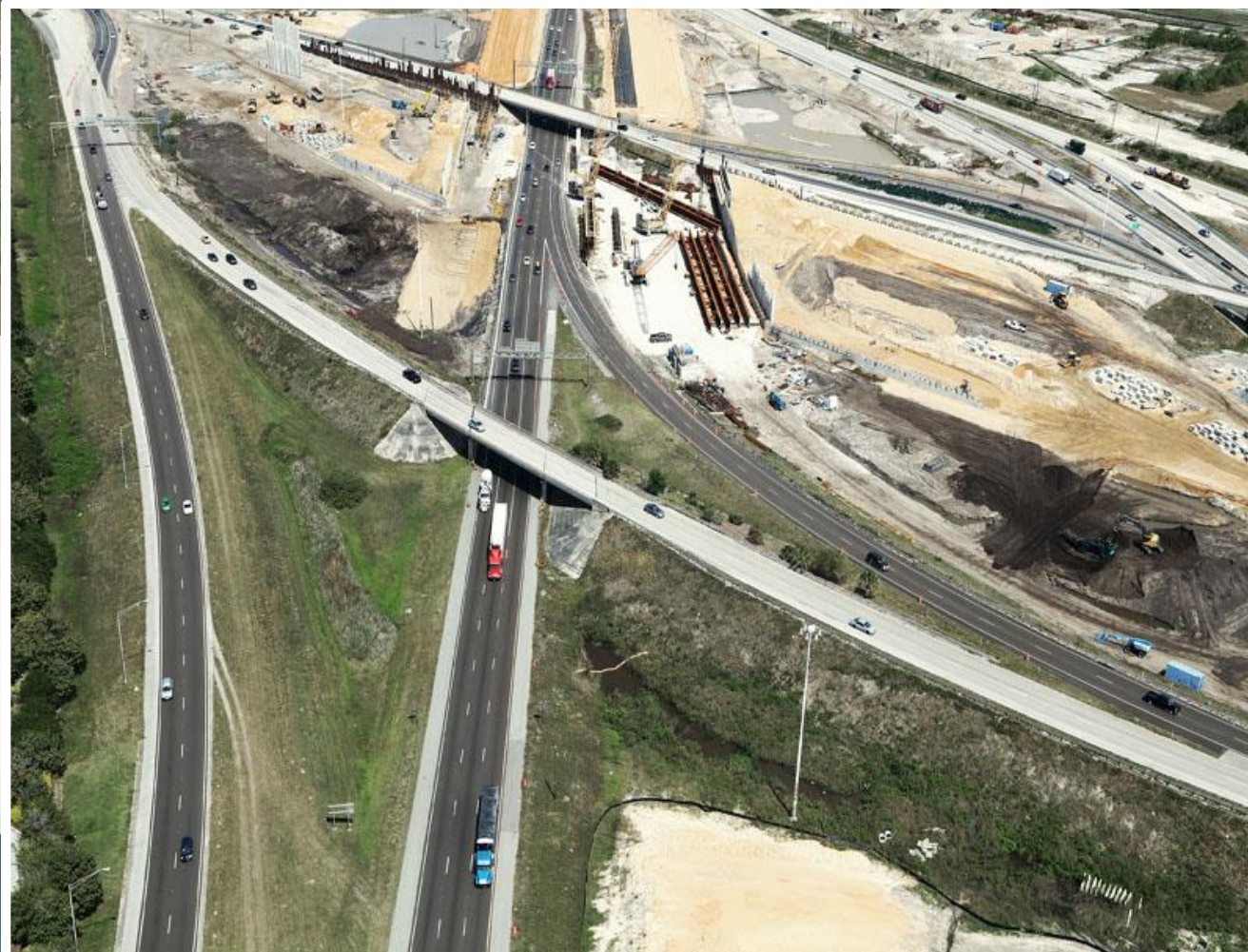
Kirkman Interchange

March 2016



February 2015

Photos by Smith Aerials



Kirkman Area

March 2016



March 2015



Photos by Smith Aerials

SR 408 Mainline

March 2016



March 2015



Photos by Smith Aerials

Ivanhoe

March 2016



March 2015



Photos by Smith Aerials

Ivanhoe



March 2015

March 2016



Photos by Smith Aerials

Approaching Fairbanks



March 2015

March 2016



Photos by Smith Aerials

Maitland Interchange

March 2016



February 2015



Photos by Smith Aerials



Utility Relocations

Federally funded project = Reimbursable Utility Relocations

Concessionaire team is responsible for:

- All coordination with the Utilities
- Utility Agreements with each Utility Owner
- Reimbursement to utilities
- Tracking Buy America
- Permitting




Utility Relocation Coordination

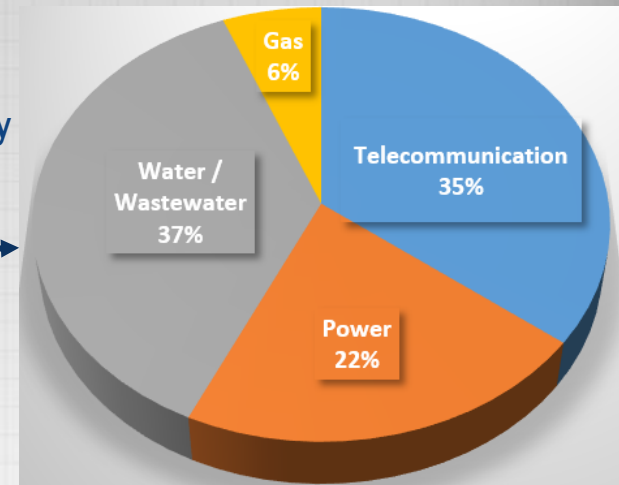
Coordination

- July 2013 – FDOT facilitated meeting between Utilities and 4 Proposer Teams to start conversations and coordination efforts.
- July 2013 – January 2014 – Proposer teams and Utilities were free to coordinate so that teams could put together their proposal bids
- April 2014 – I-4 Mobility Partners chosen as Best Value Proposer
- September 2014 – I4MP and FDOT signed contract, established Effective Date of the Contract.
 - FDOT agreed to reimburse for Pre-Engineering efforts by the Utility owners prior to the Effective Date of the contract. The Concessionaire would not be responsible for these costs.



Utility Relocation Stats

- Utility Coordination: Vinnie with Cardno
- Working with a total of **36** utility owners
- **3710** utility conflicts have been ID'd to date
 - **893** conflicts have been mitigated/eliminated thru design
 - **2456** conflicts will require relocation/adjustment of UAO facility
 - Still working to mitigate remaining **537** potential conflicts
- **Conflicts by owner type:** 
- **329 Total Number of Utility Relocations currently Required**
 - **89 Relocates completed (27%)**
 - **46 Relocates in Progress (14%)**
- **1,164 test holes** have been performed in addition to previous VVH work
- **\$63 million** for relocations
- **151** project related **permits** processed to date
- Relocations are underway and should be complete in 2017





Envision – Sustainability Matters

Envision® provides a holistic framework for evaluating and rating the community, environmental, and economic benefits of all types and sizes of **infrastructure projects**. It evaluates, grades, and gives recognition to infrastructure projects that use transformational, collaborative approaches to assess the **sustainability** indicators over the course of the project's life cycle.

Currently Envision® looks at the Project planning, development and design phases. Construction Module is being developed.



Public Meetings and collecting the public's input is an important aspect to Envision.





Envision – Sustainability Matters

Envision® can be used by **infrastructure owners, design teams**, community groups, environmental organizations, **constructors**, regulators, and policy makers to:

- Meet **sustainability** goals.
- Be publicly recognized for high levels of achievement in sustainability.
- Help communities and project teams to collaborate and discuss, "Are we doing the right project?" and, "**Are we doing the project right?**".
- Make decisions about the investment of scarce resources.
- Include **community priorities** in civil infrastructure projects.

The Envision® tools help the project design team:

- **Assess costs and benefits** over the project lifecycle.
- Evaluate **environmental** benefits.
- Use outcome-based objectives.
- Reach higher levels of **sustainability achievement**.





Envision – I-4 Ultimate

Skanska-Granite-Lane/SGL and the I4MP team committed in the proposal to reach a Platinum Rating.

Platinum is the highest level achievable.

Project is currently under review by the ISI (Institute for Sustainable Infrastructure) Verifiers.

If (*when*) I-4 Ultimate is recognized to have achieved the Platinum level, we will (likely) be the first Transportation Project in the US to achieve Platinum.

Stay tuned....



Innovations

Pre-Construction/Procurement

- Dubsdread Golf Course Renovations
- A-FIRST

Construction

- Billboards
- Use of BIM – Building Information Modeling





Inter-Agency Stormwater Partnering Opportunities

- Dubsdread Golf Course Renovations
- A-FIRST



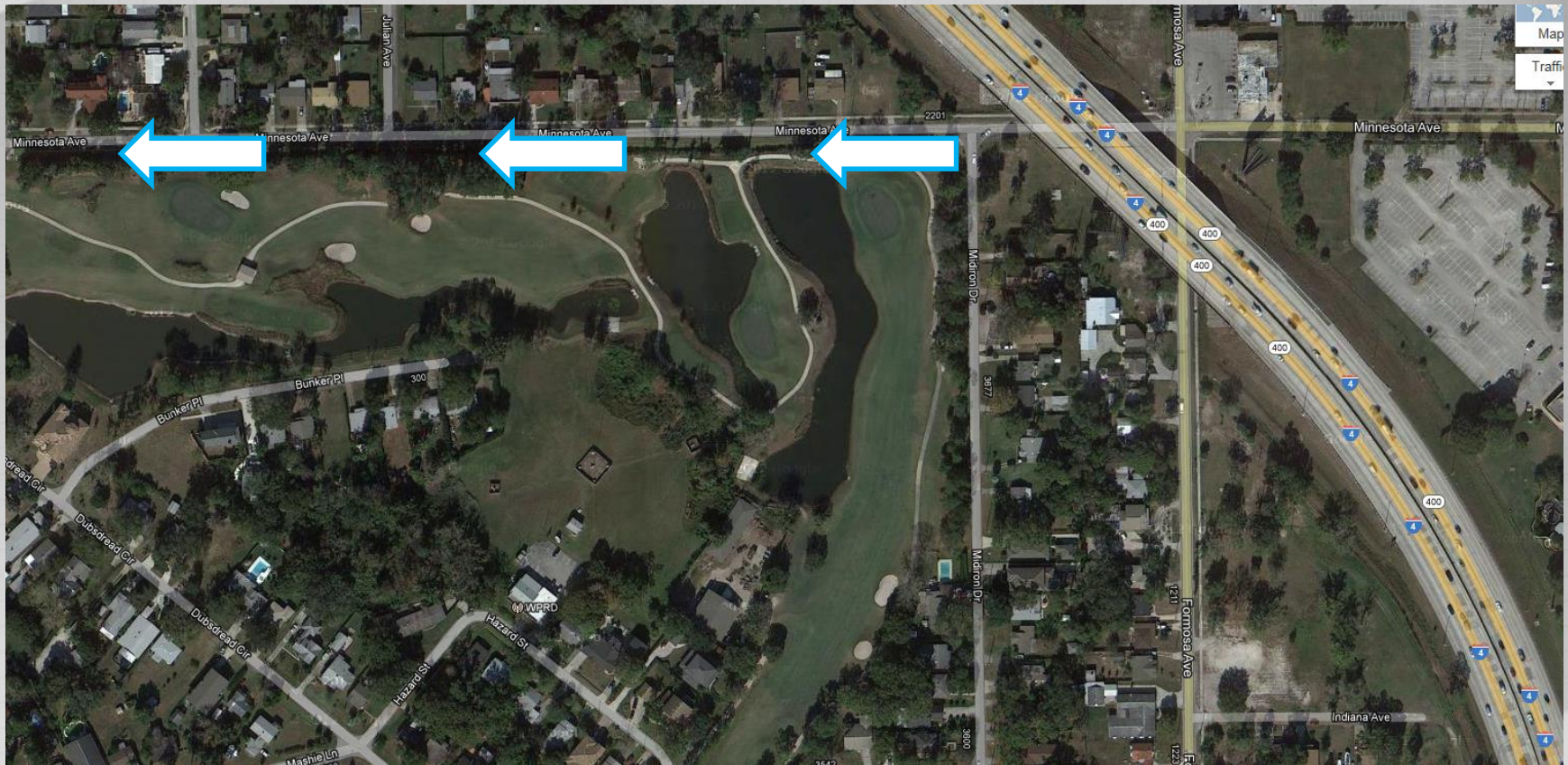


Dubsdread Golf Course Renovations





Dubsdread Golf Course Renovations





Dubsdread Golf Course Renovations





A-First

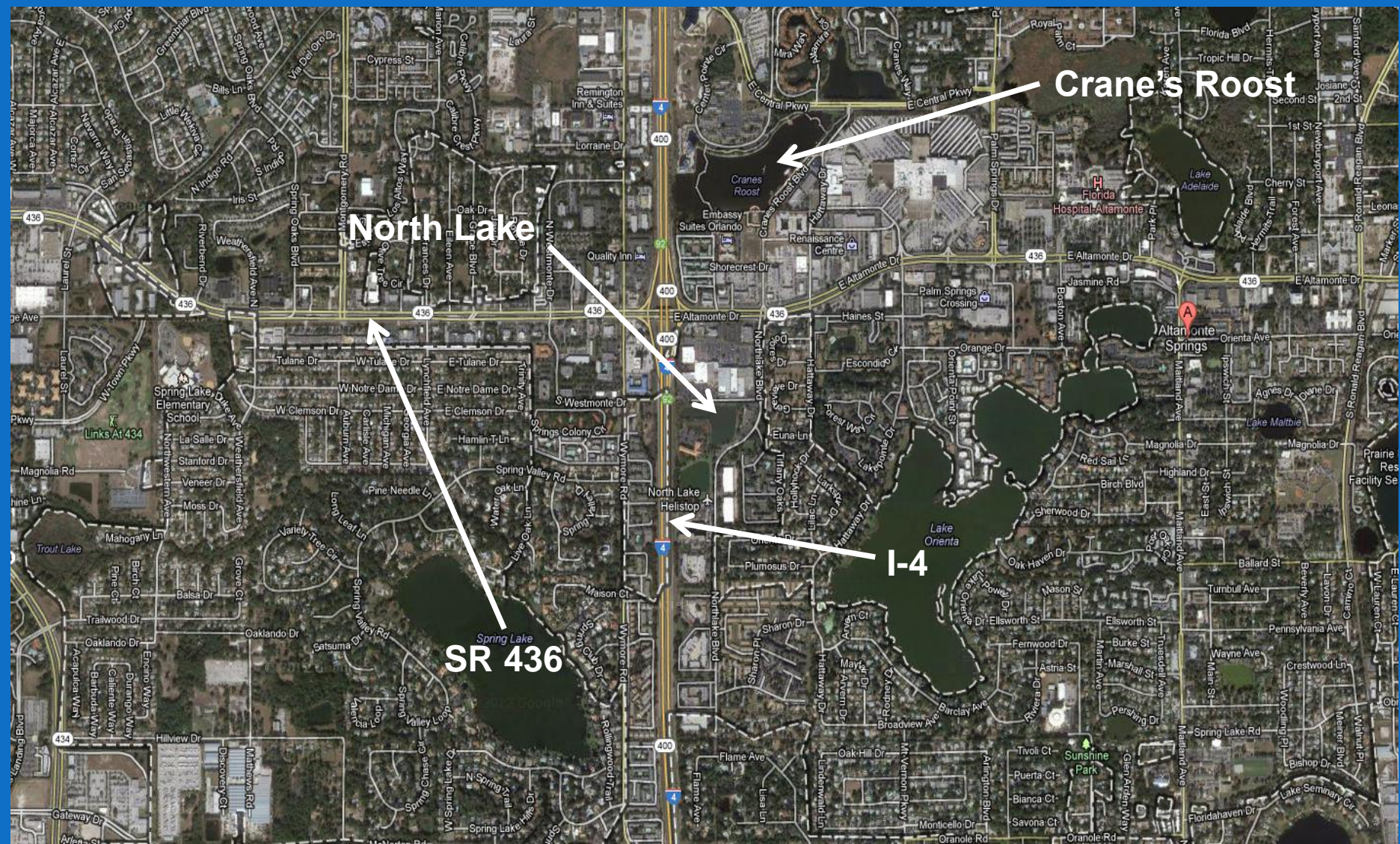
A-FIRST



Altamonte-FDOT Integrated Reuse & Stormwater Treatment

I4Ultimate.com

A-FIRST



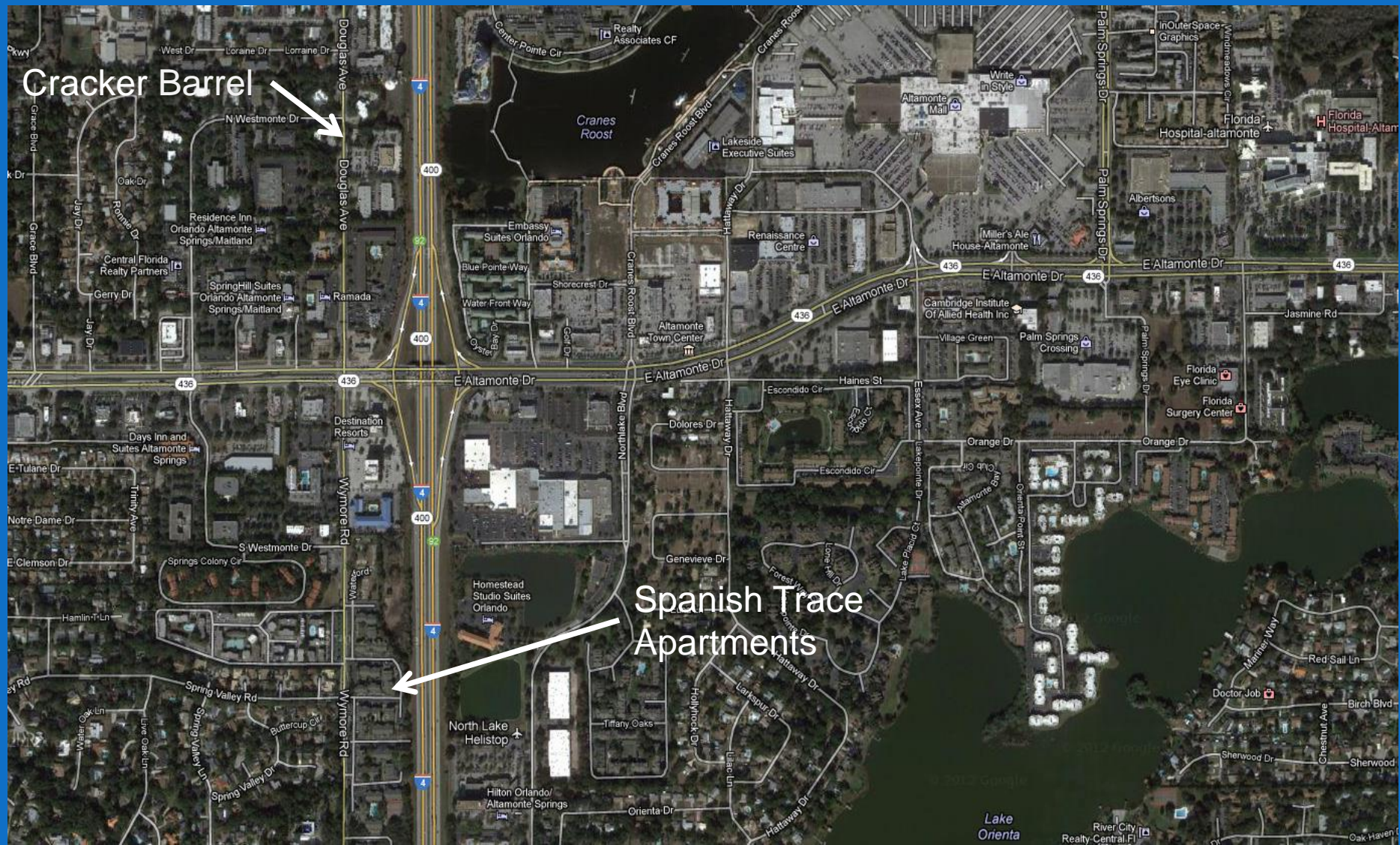
A-FIRST



A-FIRST

Cracker Barrel

Spanish Trace
Apartments





- City of Altamonte approached FDOT during I-4 design about Project Apricot (aka A-First)
- FDOT to fund Apricot, City of Altamonte to accept all I-4 stormwater to be treated at a treatment plant and conveyed to the City of Apopka
- Eliminates major R/W acquisition of Cracker Barrel and Spanish Trace Apartments (which later became condominiums)
- Minimize emergency pumping to the Wekiva River

Design Concept



- Costs of Apricot escalated
- FDOT had to maintain control of schedule, so Apricot remained on different track
- City of Altamonte looking for FDOT to cover Apricot design costs
- Elections

Risks/Problems

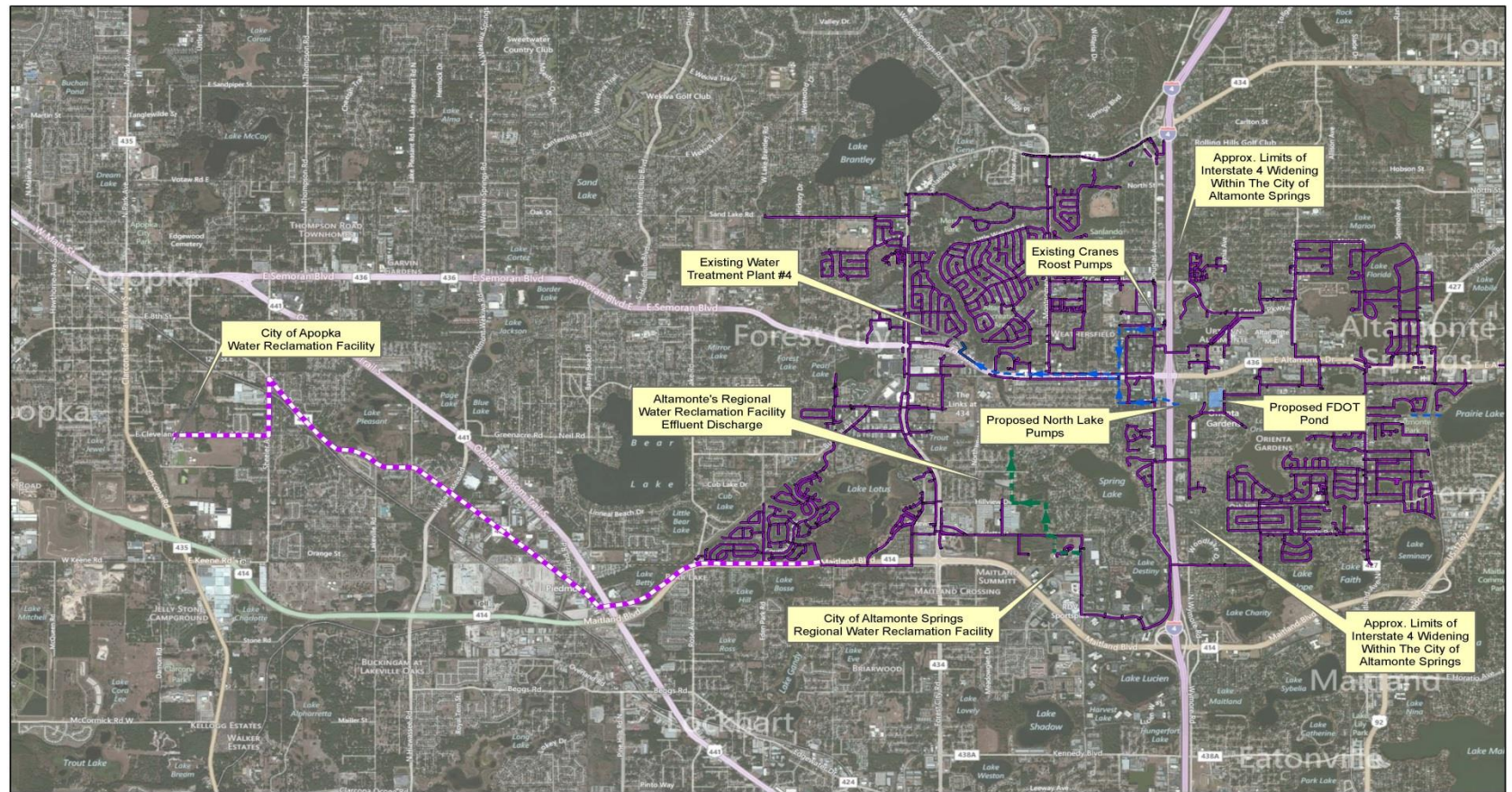
FDOT I- 4 Pond Final Design



- City of Altamonte Re-Approached FDOT During Ultimate I-4 RFP Development
- Divert All North Lake Basin Runoff to Crane's Roost
- City to Pump the Stormwater from Crane's Roost to Abandoned Wastewater Treatment Plant
- Treated Stormwater Augments City's Reclaimed Water System
- New Pipeline Conveys Excess to City of Apopka

Apricot Resurrected as A-First

A-FIRST



Interstate 4 Integrated Stormwater Management & Water Supply Project

— Altamonte Existing Reclaimed Network - - - Stormwater Force Main
- - - Proposed Reclaimed Main to Apopka — Proposed Stormwater FM
- - - Effluent Discharge

Path: G:\GIS\Projects\Reclaimed\Porto\Apopka\Reclaimed\Apopka.mxd

Date: 05/2012

A-FIRST

A-FIRST

FDOT \$4.5M



SJRWMD \$3.5M



FDEP \$1.5M



Altamonte Springs \$3M + O&M



The Right People in the Right Place at the Right Time



- **Substantially Reduces/Possibly Eliminates Emergency Discharge to Wekiva River**
 - Wekiva River – OFW, Expedited TMDL's, Draft BMAP
 - Stormwater Source Estimated Nutrient Reductions: 643 lbs/yr of TP and 3,259 lbs/yr of TN
- **Protects Potable Water Supply**
 - Stormwater Harvesting Reduces Groundwater Withdrawal
 - Reduces groundwater pumping needs in the Apopka and Altamonte springshed, which directly correlates with spring flows and MFLs

A-First Environmental Benefits



- Pumping from Crane's Roost No Longer Restricted to Emergency Drawdown
- Resolves Easement Acquisition Issue with Shopping Center that Would Require Expensive Micro-Tunneling and Construction of 96" Pipe
- Use of the I-4 Pond Site for Potential Construction Staging Area

A-First FDOT Benefits



- Addition of Wing House Stormwater
- Elimination of the Crane's Roost Bridge
- Flood Protection for the North Lake Basin

A-First Potential FDOT Benefits



Benefits to FDOT - Overall

- Recognize Synergies Between Department and Municipality Projects to Accomplish Similar Goals in a Smaller Footprint
 - Significant Cost Savings
 - Reduction in R/W
 - Reduction in Construction and Maintenance Costs
 - Tax Base Preservation
 - Revenue Creation
 - Wetland Mitigation
 - Significant Environmental Benefits
 - Satisfaction of BMAP Obligations/Nutrient Discharge Reductions
 - Wetland Preservation



Lessons Learned/Suggestions

- Early Coordination is Paramount
- Establish and Cultivate Relationships
- Establish a Department Policy Regarding Risk
- Standardize Agreements Similar to Boilerplate RFP's



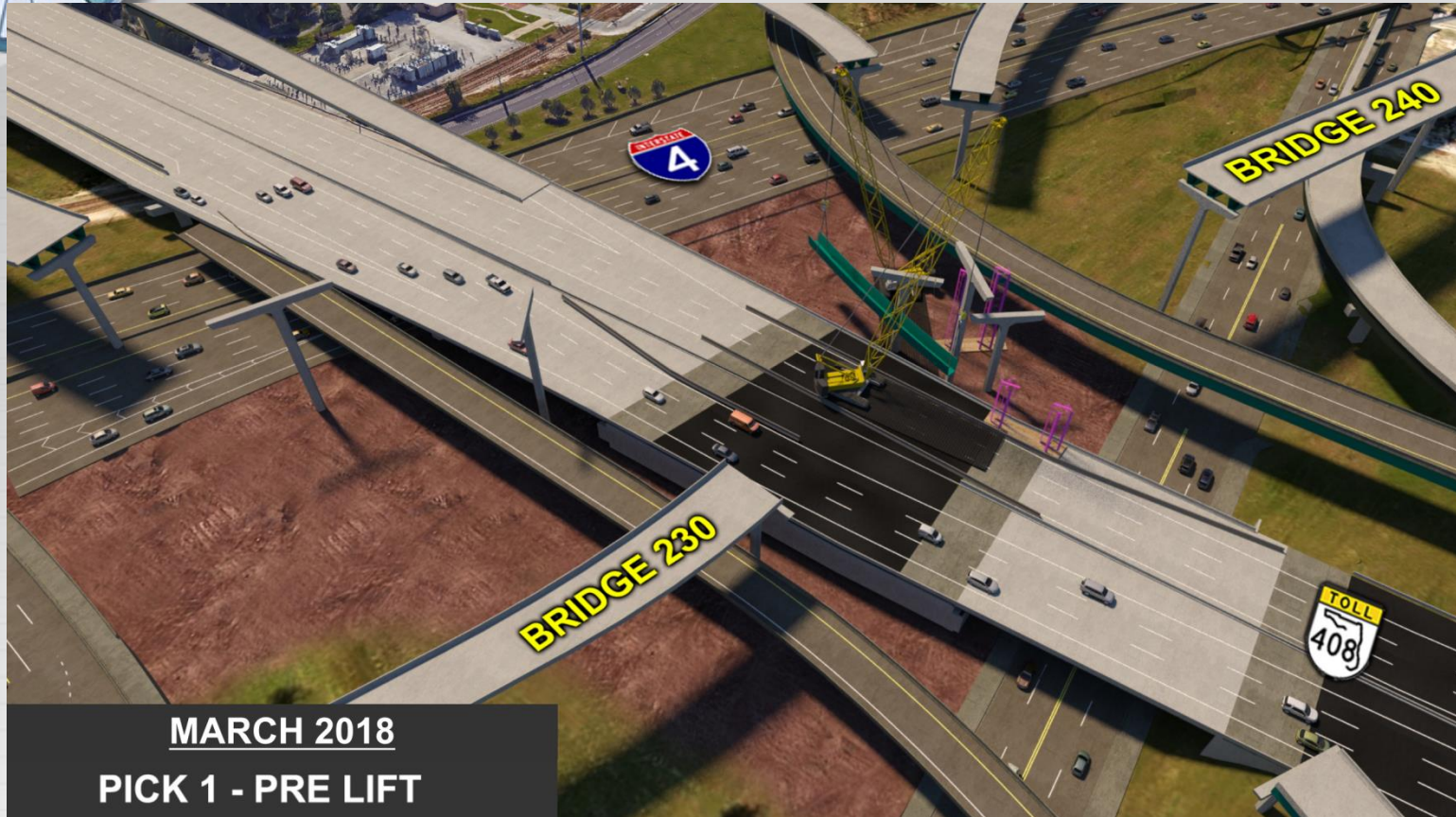
Billboards



4D Simulations



Constructability Sequence: Area 2 – I4 & 408 (Looking SE)

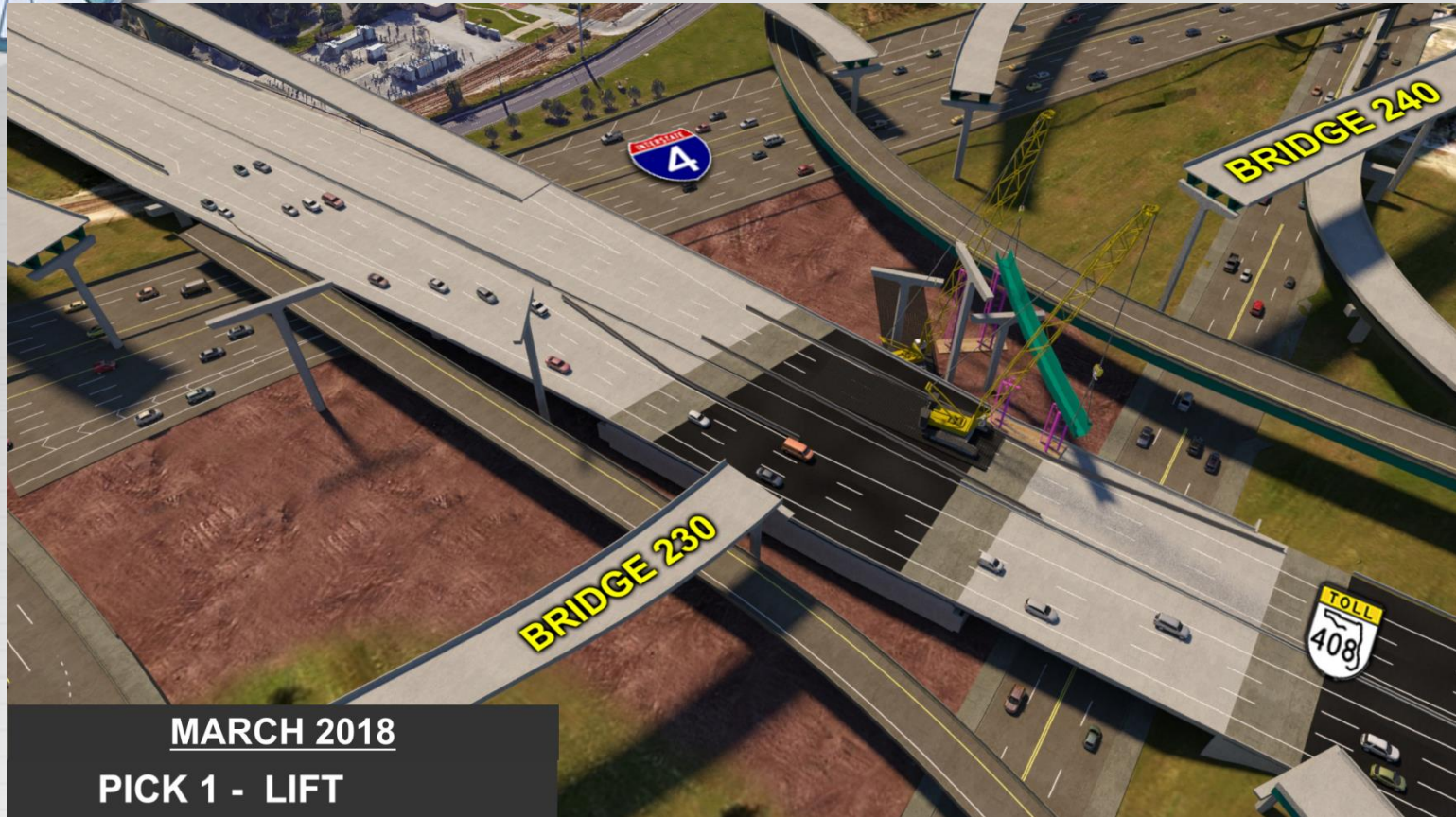


MARCH 2018
PICK 1 - PRE LIFT

4D Simulations



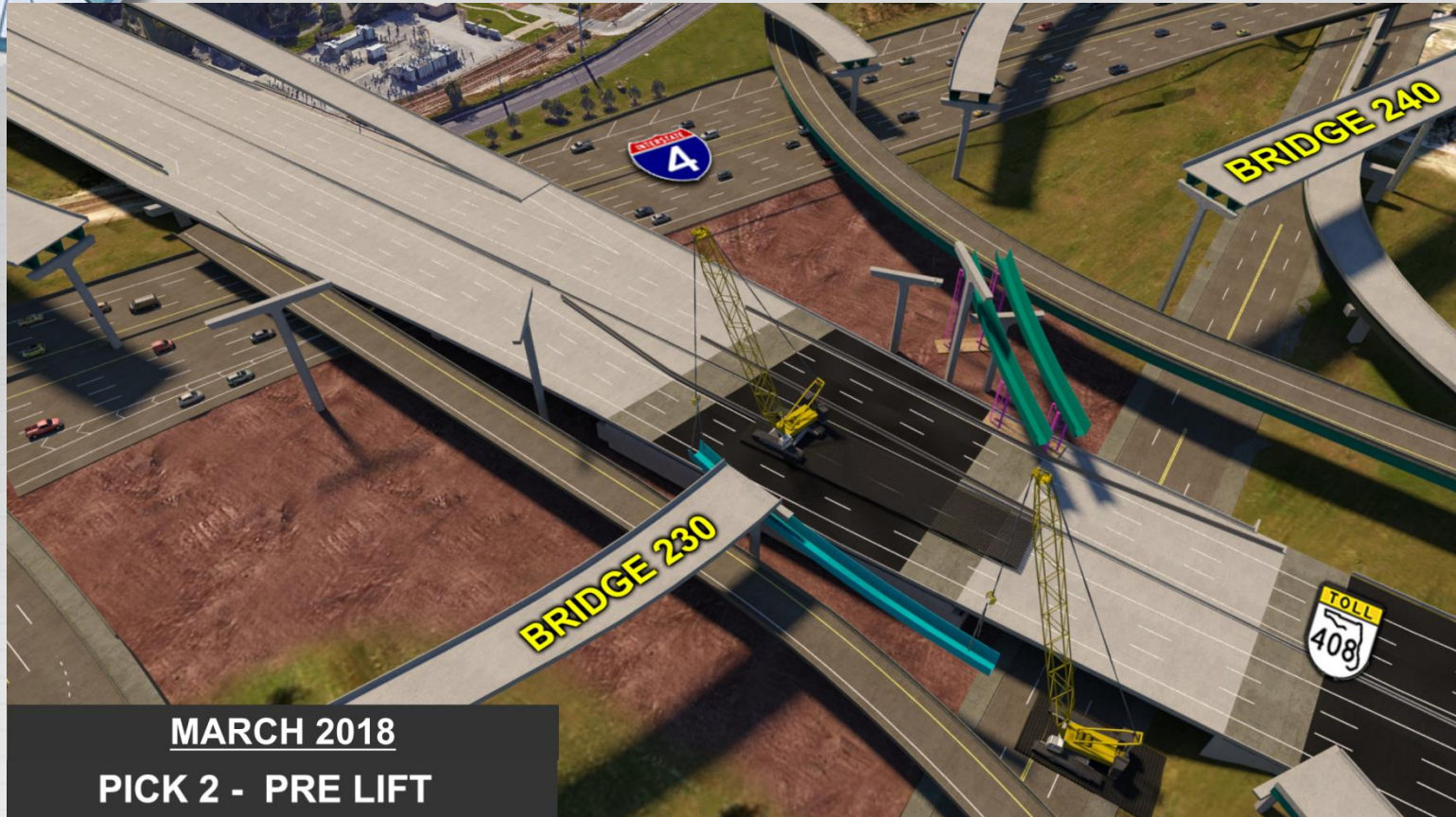
Constructability Sequence: Area 2 – I4 & 408 (Looking SE)



4D Simulations



Constructability Sequence: Area 2 – I4 & 408 (Looking SE)



MARCH 2018
PICK 2 - PRE LIFT

4D Simulations



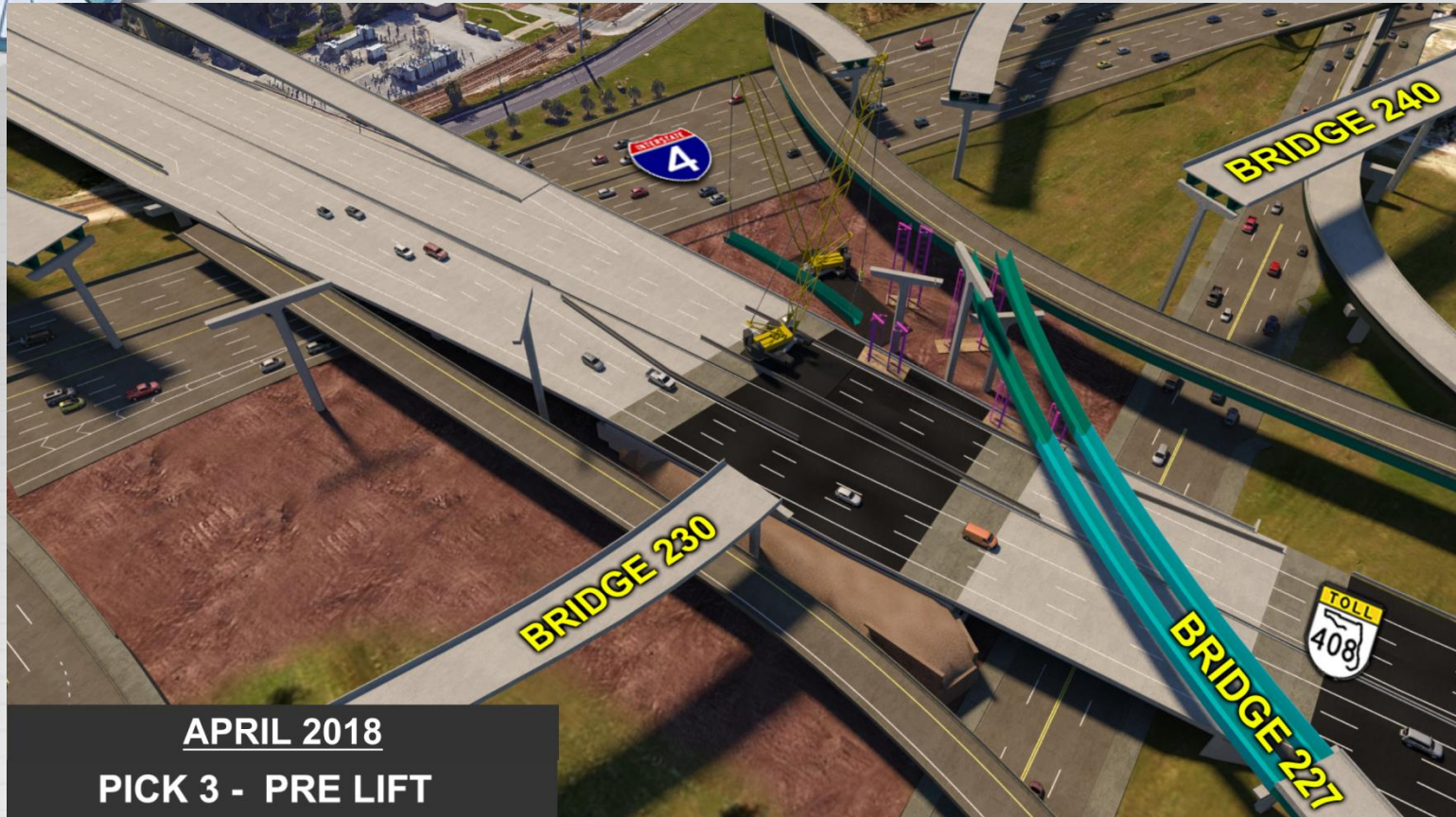
Constructability Sequence: Area 2 – I4 & 408 (Looking SE)



4D Simulations



Constructability Sequence: Area 2 – I4 & 408 (Looking SE)

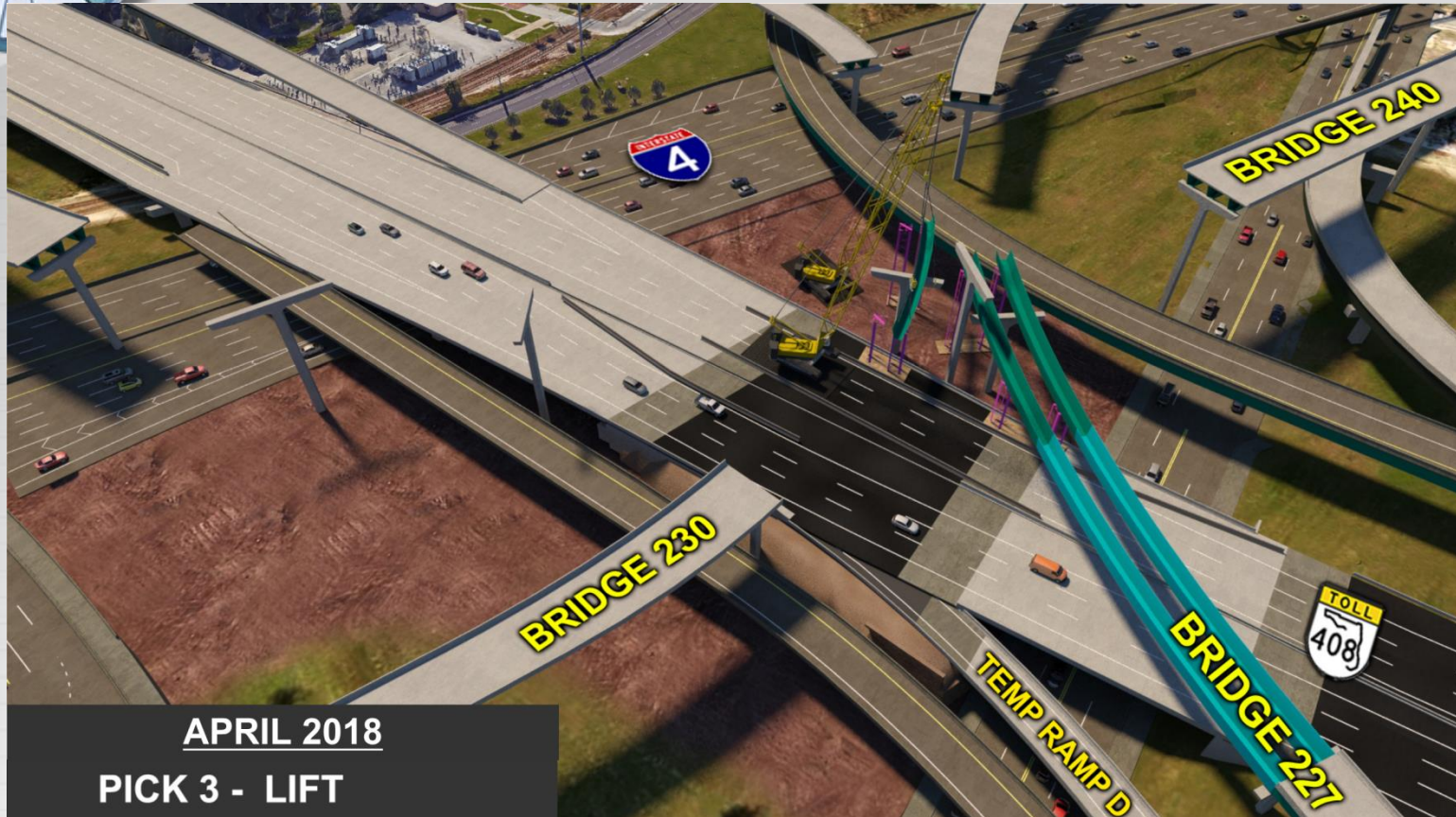


APRIL 2018
PICK 3 - PRE LIFT

4D Simulations



Constructability Sequence: Area 2 – I4 & 408 (Looking SE)

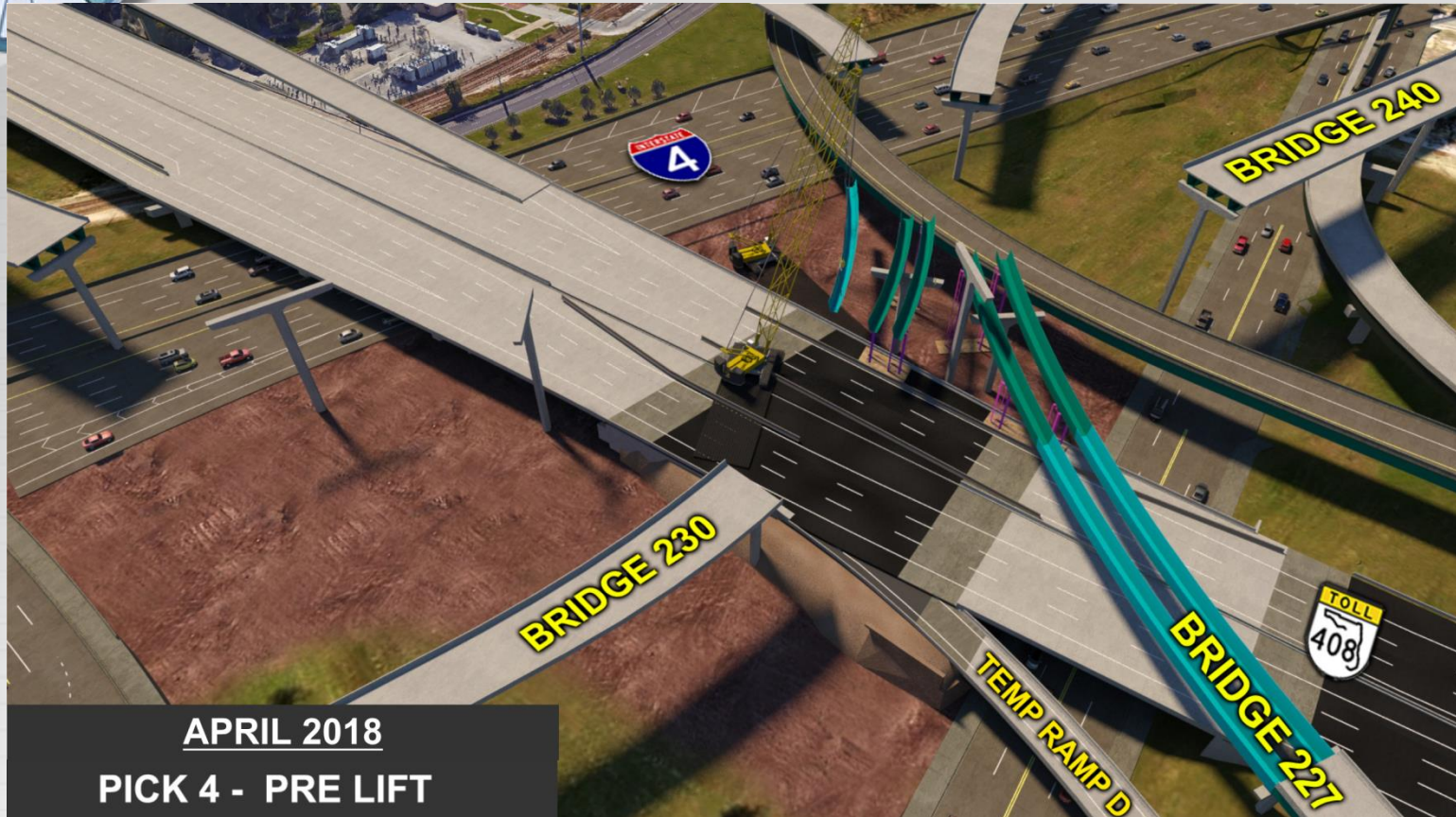


APRIL 2018
PICK 3 - LIFT

4D Simulations



Constructability Sequence: Area 2 – I4 & 408 (Looking SE)

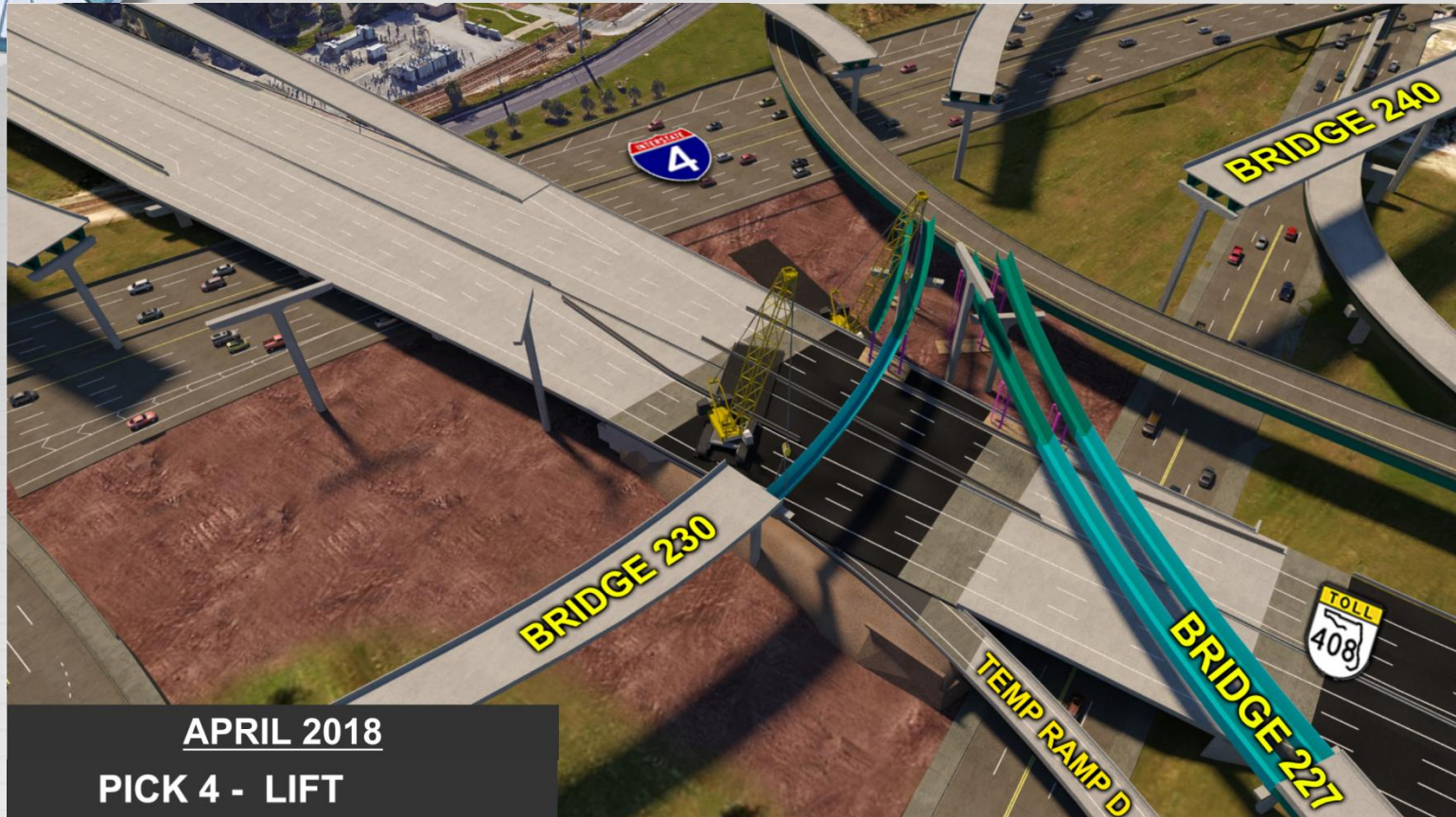


APRIL 2018
PICK 4 - PRE LIFT

4D Simulations



Constructability Sequence: Area 2 – I4 & 408 (Looking SE)

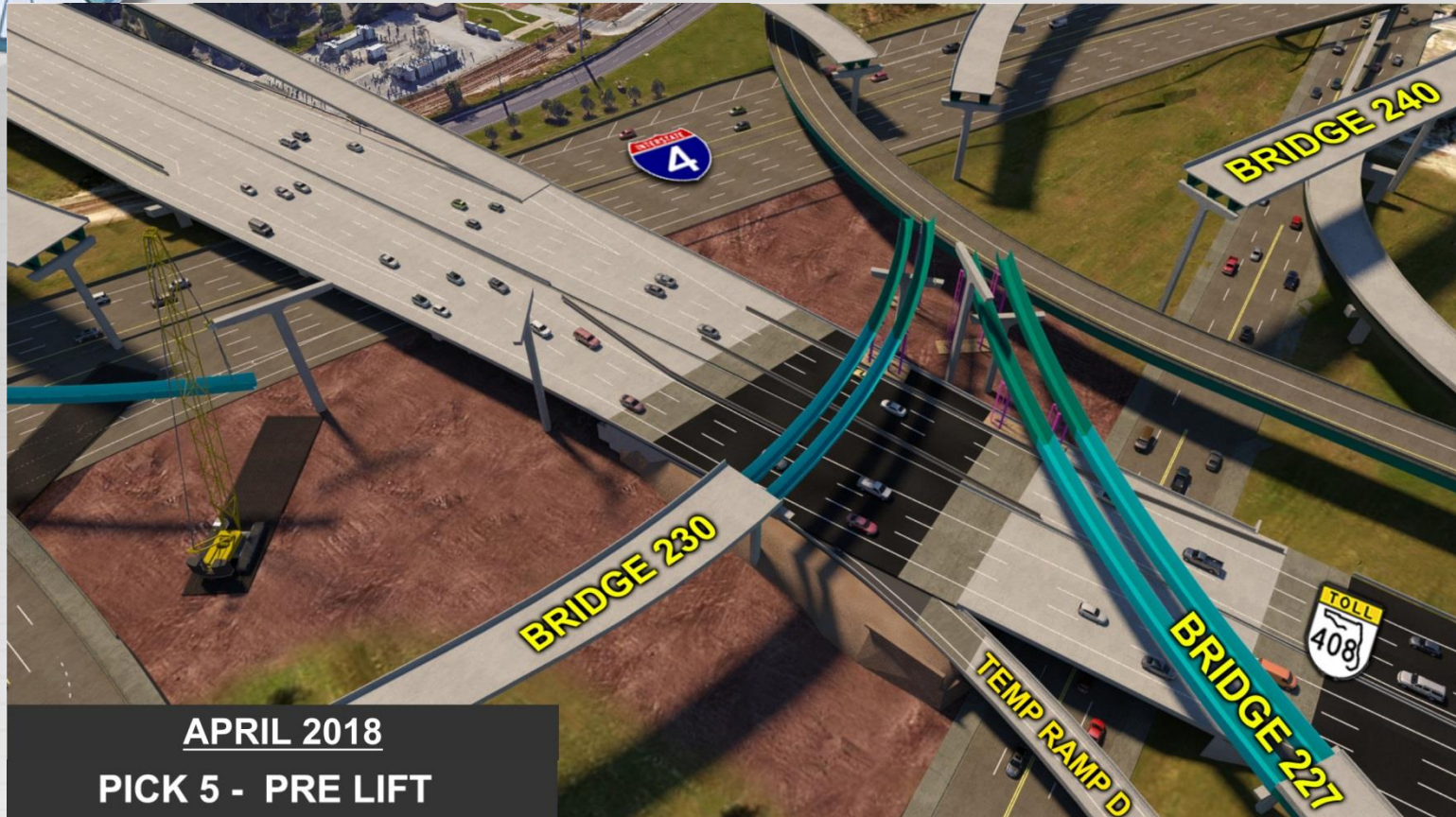


APRIL 2018
PICK 4 - LIFT

4D Simulations



Constructability Sequence: Area 2 – I4 & 408 (Looking SE)

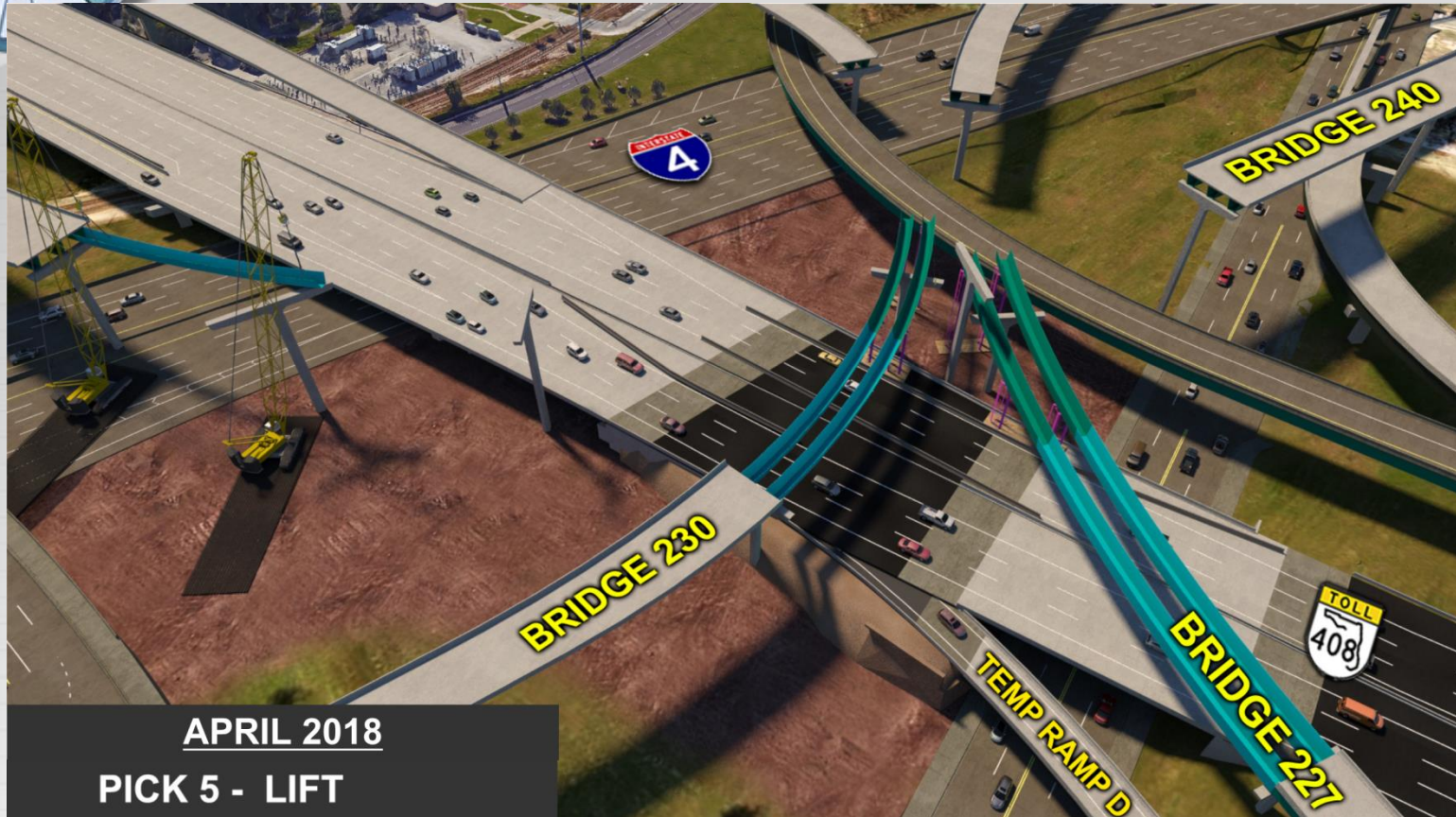


APRIL 2018
PICK 5 - PRE LIFT

4D Simulations



Constructability Sequence: Area 2 – I4 & 408 (Looking SE)

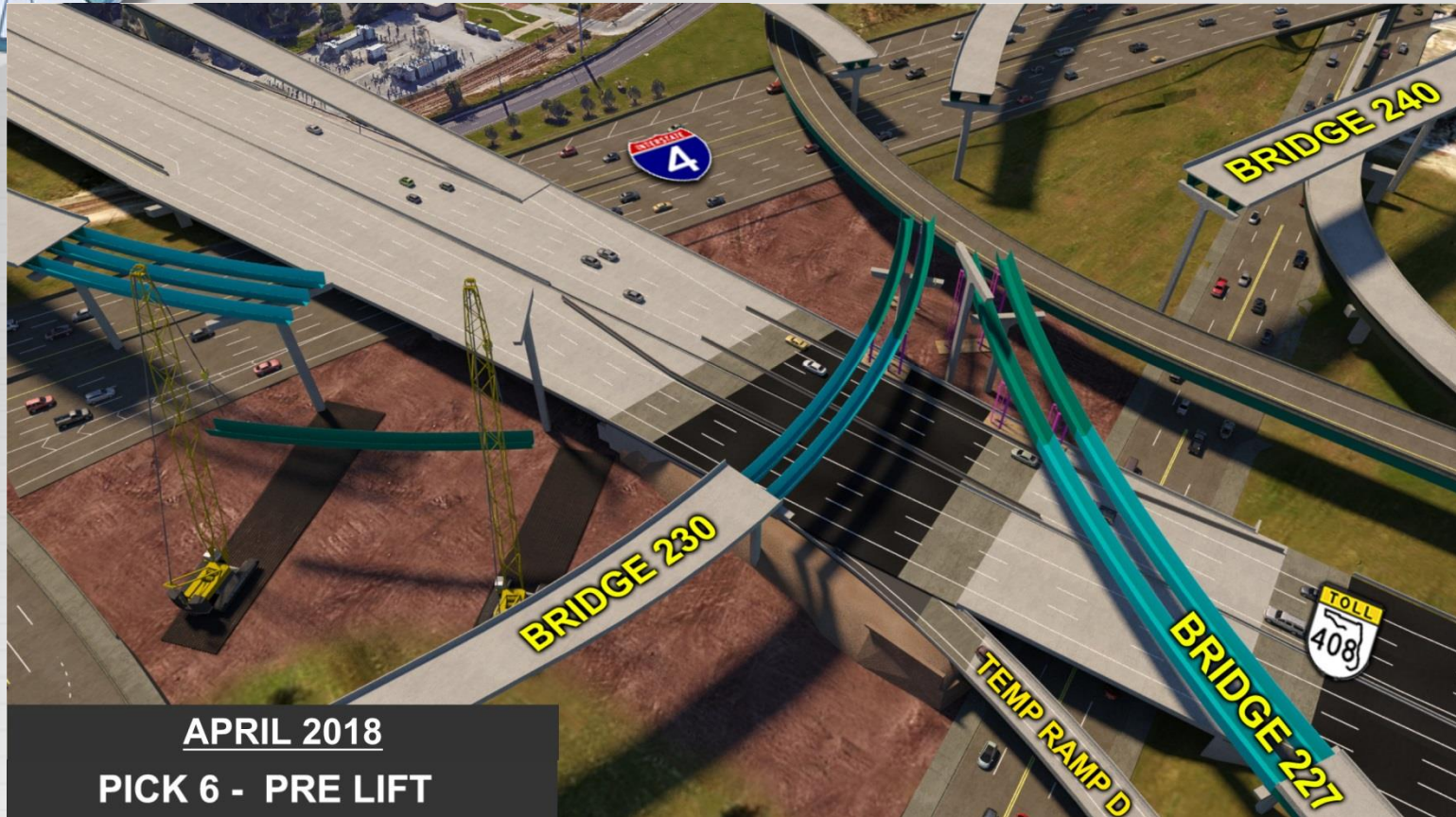


APRIL 2018
PICK 5 - LIFT

4D Simulations



Constructability Sequence: Area 2 – I4 & 408 (Looking SE)

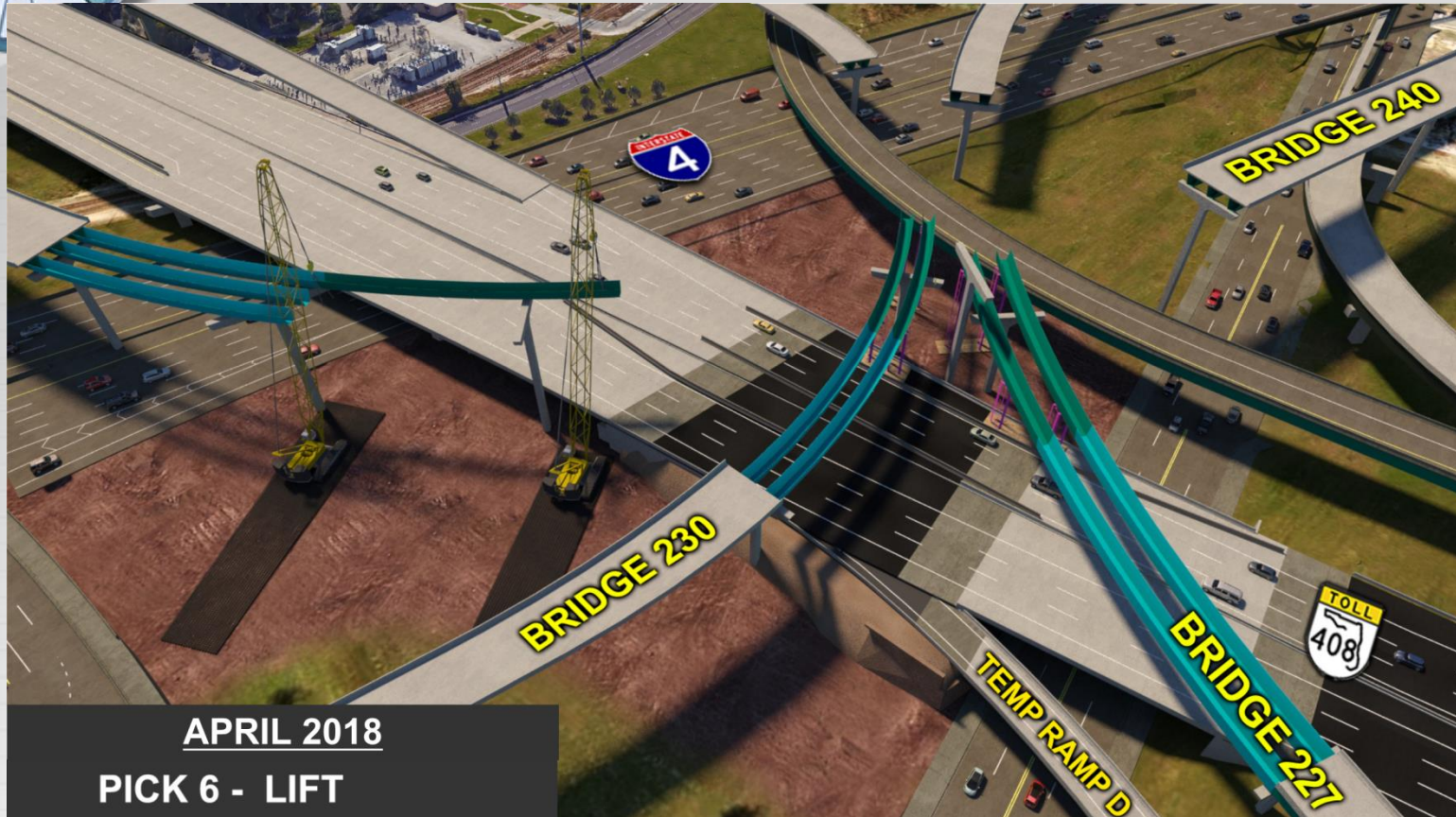


APRIL 2018
PICK 6 - PRE LIFT

4D Simulations



Constructability Sequence: Area 2 – I4 & 408 (Looking SE)

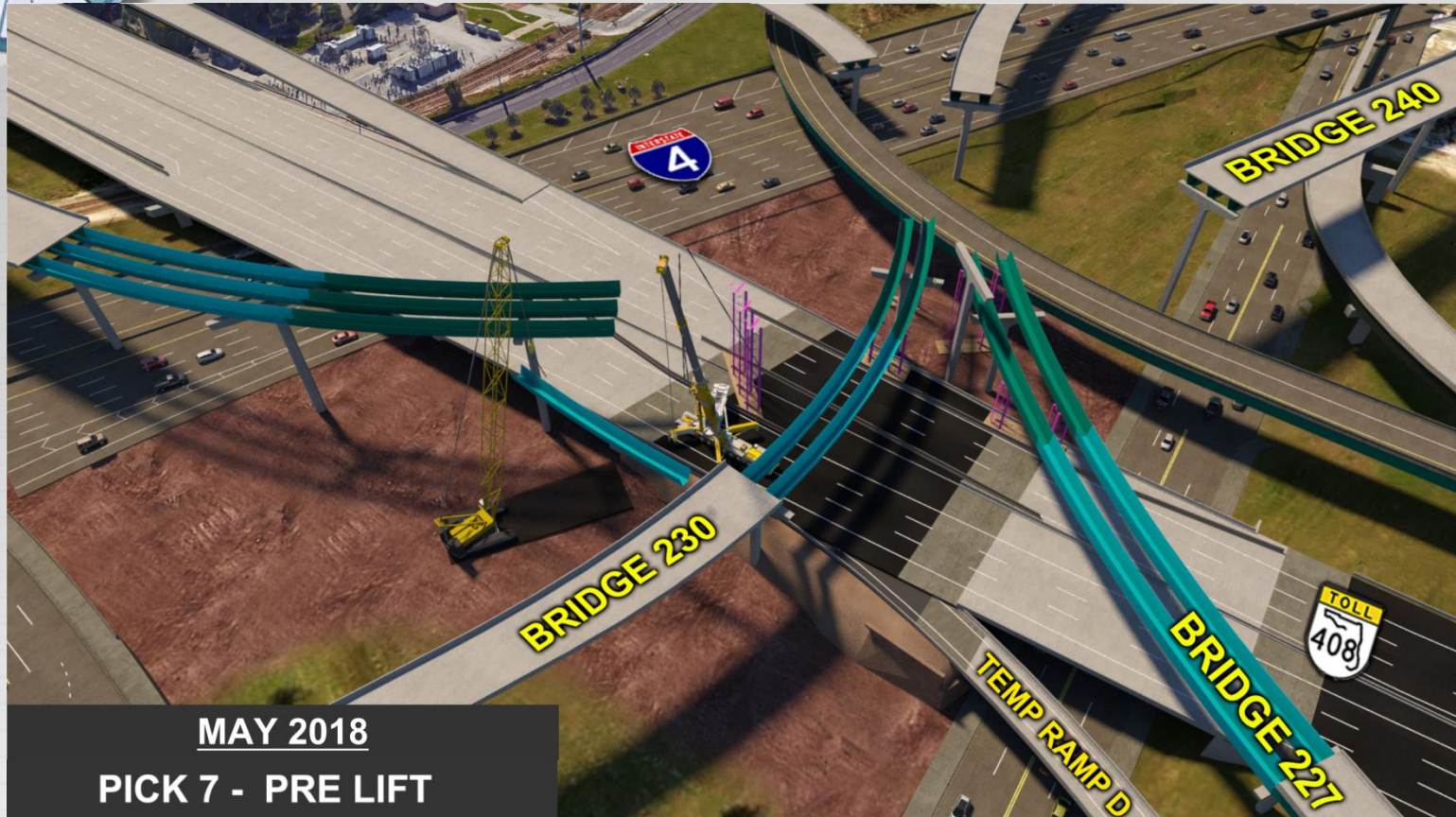


APRIL 2018
PICK 6 - LIFT

4D Simulations



Constructability Sequence: Area 2 – I4 & 408 (Looking SE)

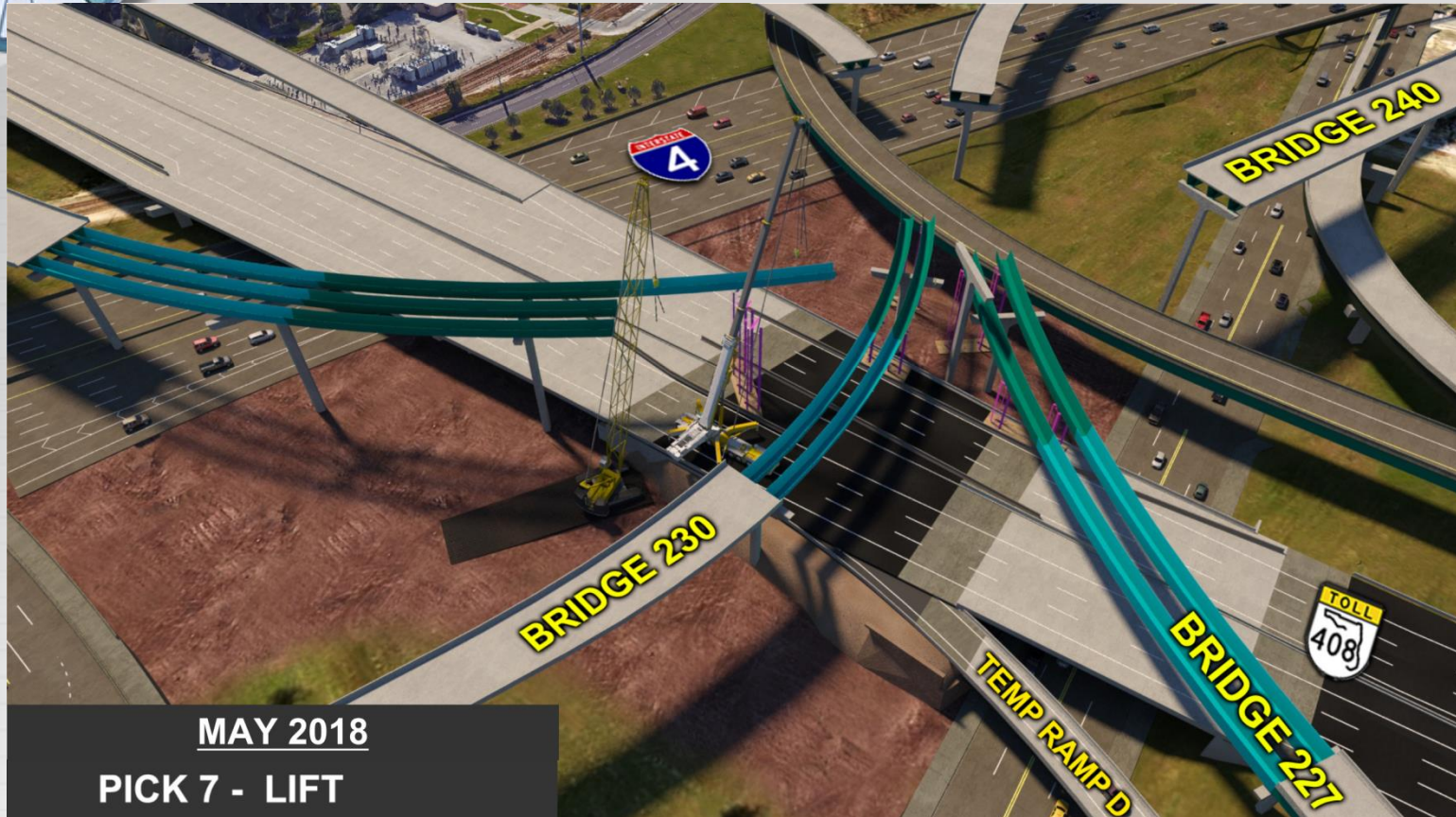


MAY 2018
PICK 7 - PRE LIFT

4D Simulations



Constructability Sequence: Area 2 – I4 & 408 (Looking SE)

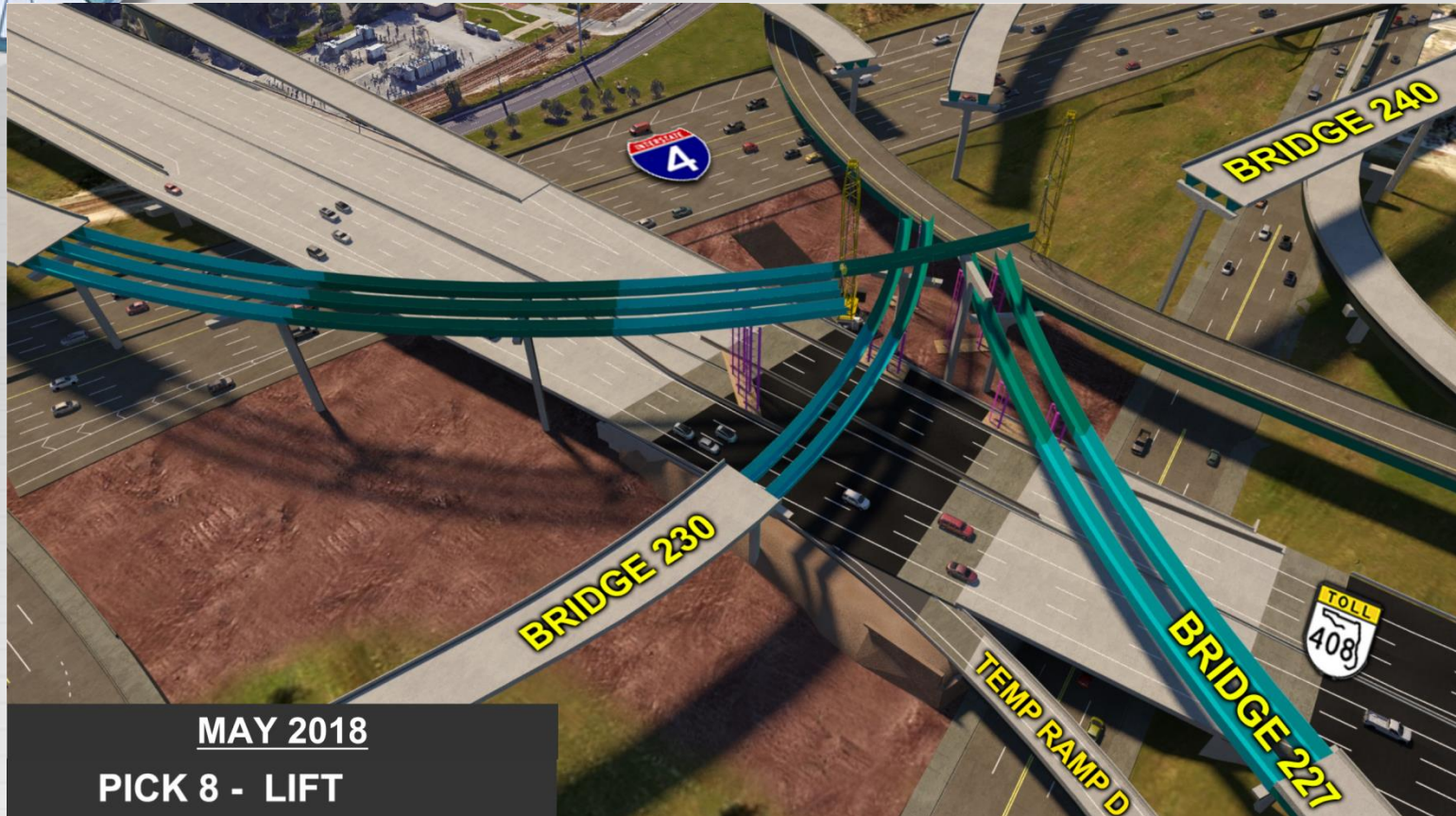


MAY 2018
PICK 7 - LIFT

4D Simulations



Constructability Sequence: Area 2 – I4 & 408 (Looking SE)

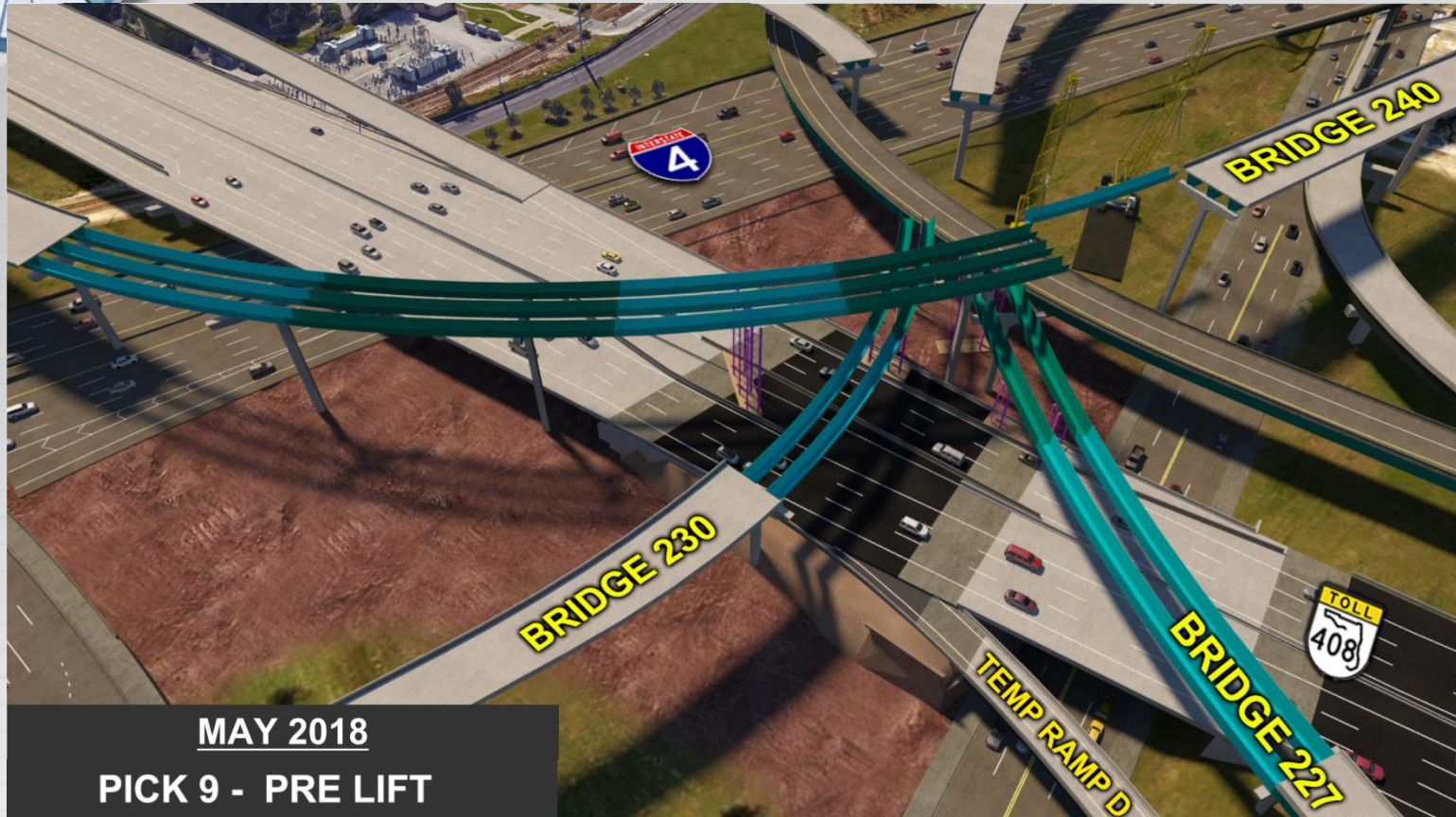


MAY 2018
PICK 8 - LIFT

4D Simulations



Constructability Sequence: Area 2 – I4 & 408 (Looking SE)

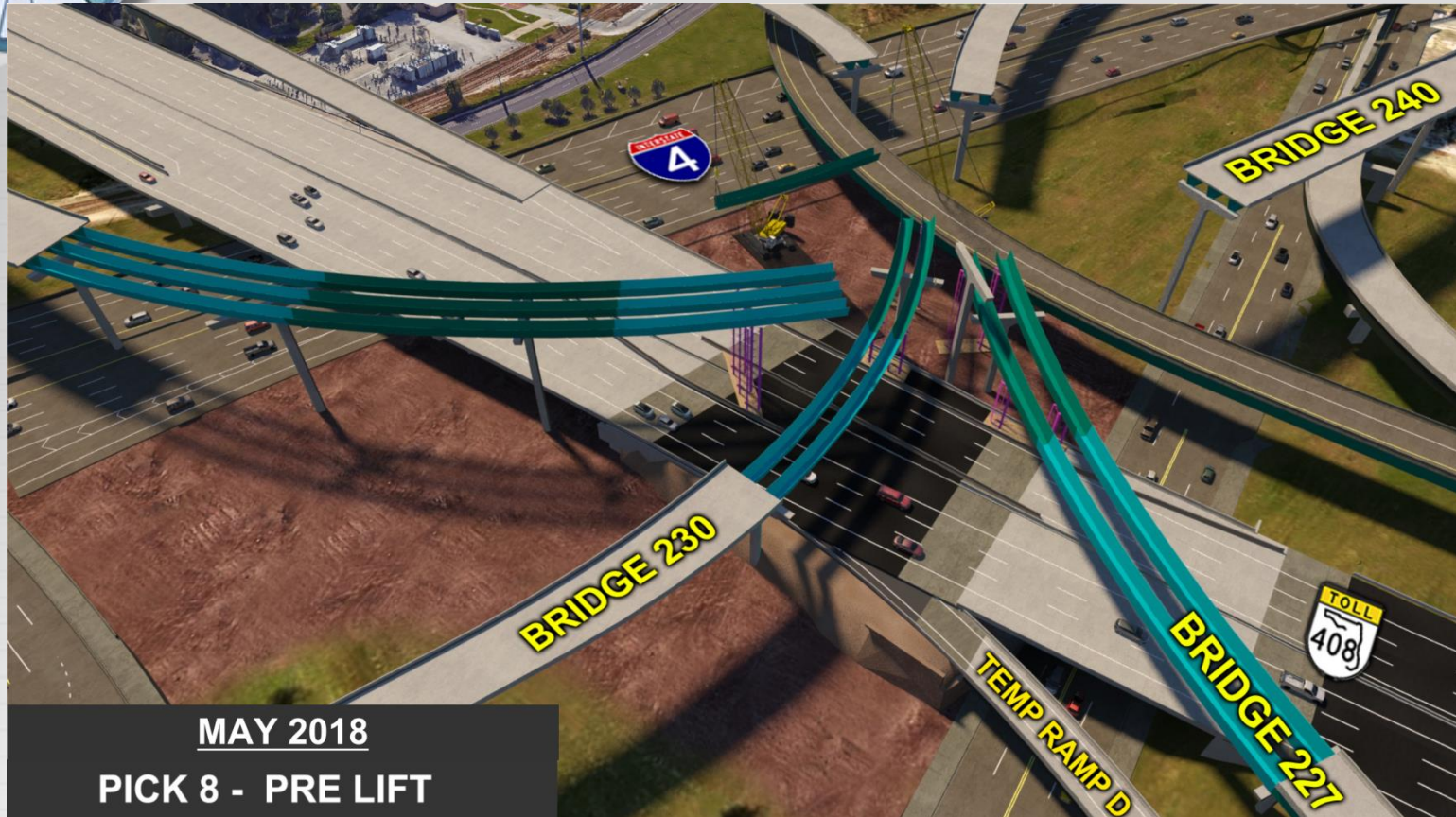


MAY 2018
PICK 9 - PRE LIFT

4D Simulations

I-4 Ultimate
IMPROVEMENT PROJECT

Constructability Sequence: Area 2 – I4 & 408 (Looking SE)

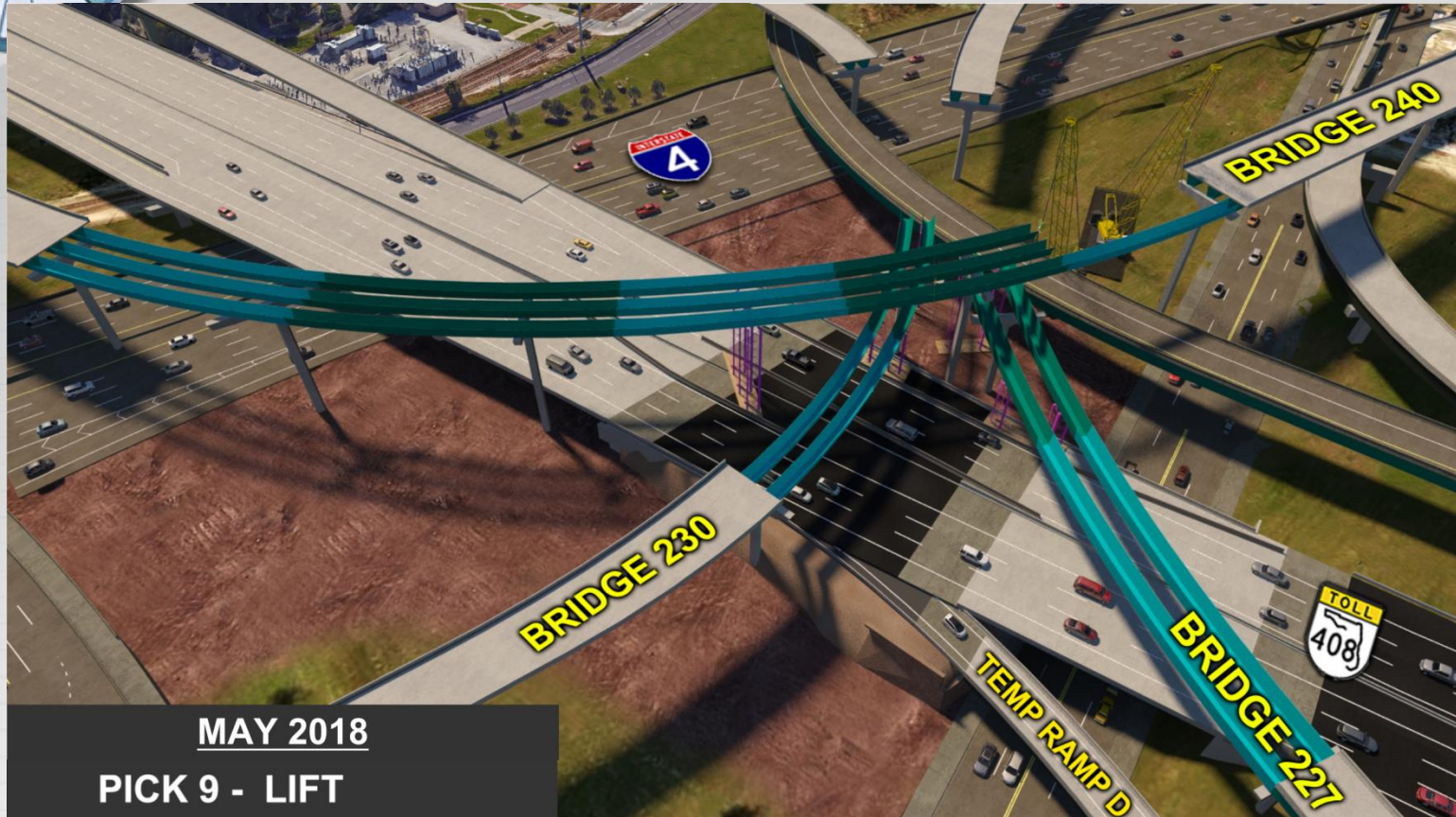


MAY 2018
PICK 8 - PRE LIFT

4D Simulations



Constructability Sequence: Area 2 – I4 & 408 (Looking SE)

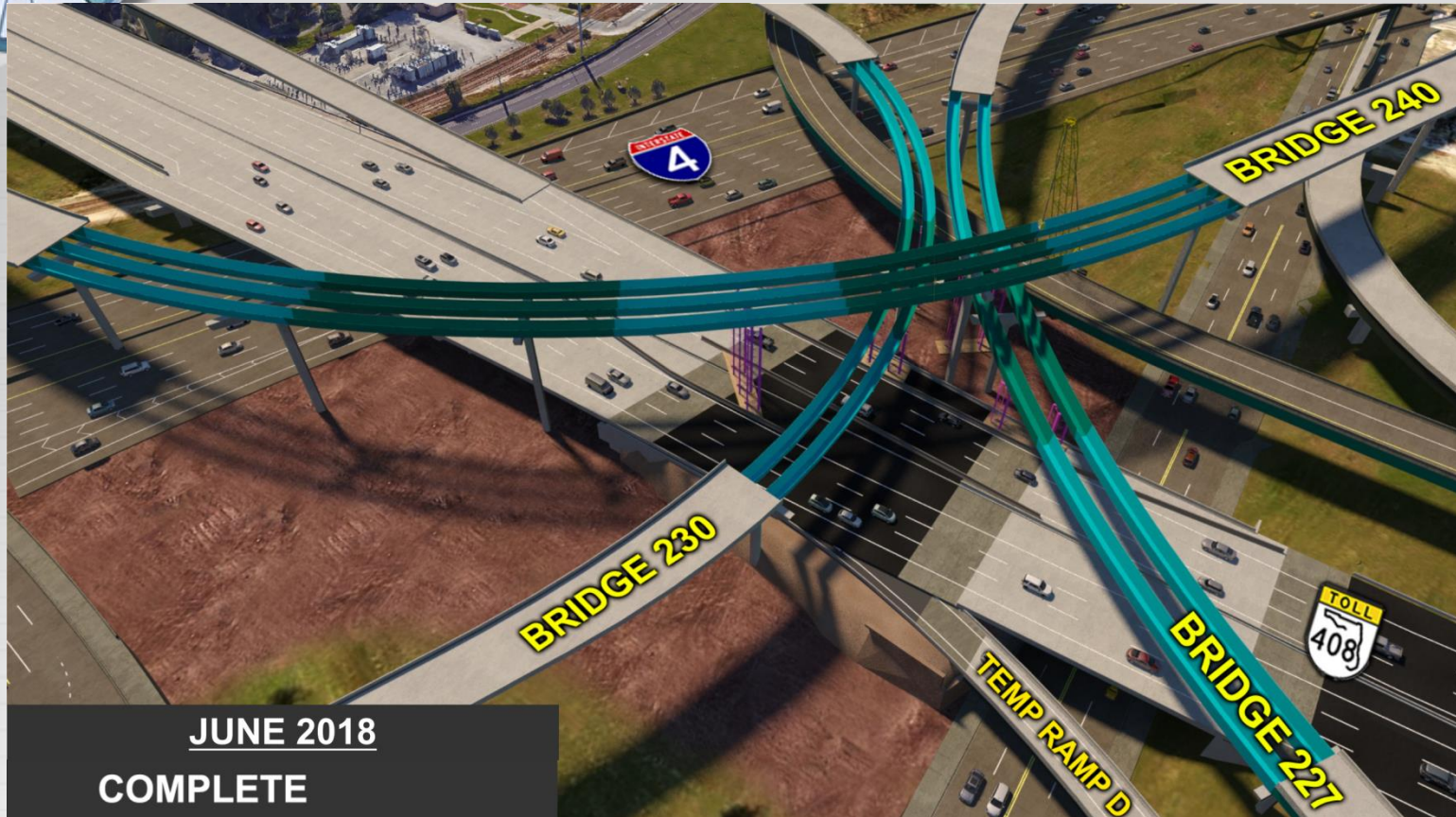


MAY 2018
PICK 9 - LIFT

4D Simulations

I-4 Ultimate
IMPROVEMENT PROJECT

Constructability Sequence: Area 2 – I4 & 408 (Looking SE)

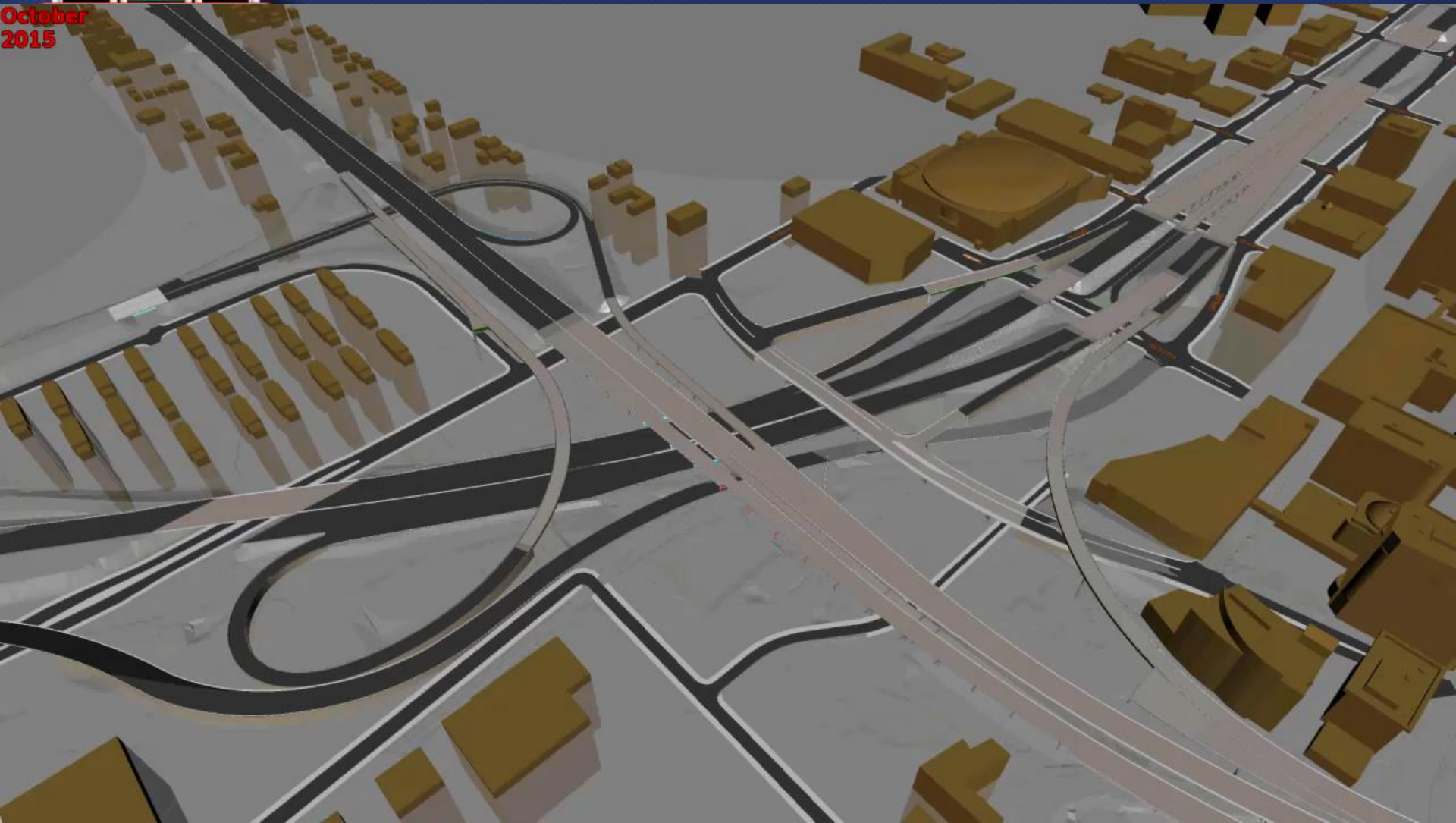


JUNE 2018
COMPLETE



Downtown Interchange Flyover

October
2015



I4Ultimate.com



I-4 BEYOND the ULTIMATE

From West of US 27 to East of SR 472

FPID: 432100-1-22-01 & 201210-2-22-01



I-4 Beyond the Ultimate

BtU



I-4 BEYOND the ULTIMATE

From West of US 27 to East of SR 472

FPID: 432100-1-22-01 & 201210-2-22-01



Project Breakdown

- **40 Miles of Roadway**
- **Replacing or Widening**
 - 29 Overpass Bridges
 - 25 Mainline Bridges
- **Four System to System Interchanges**
- **Four Express Lanes (Two in Each Direction)**
- **Six General Use Lanes**



I-4 BEYOND the ULTIMATE
From West of US 27 to East of SR 472
FPID: 432100-1-22-01 & 201210-2-22-01



Segment 4 – Volusia to SR 472

AADT
110,000

Segment 3 – Seminole Longwood to County Line

AADT
137,000

Segment 2 – Orange from SR 528 to Kirkman

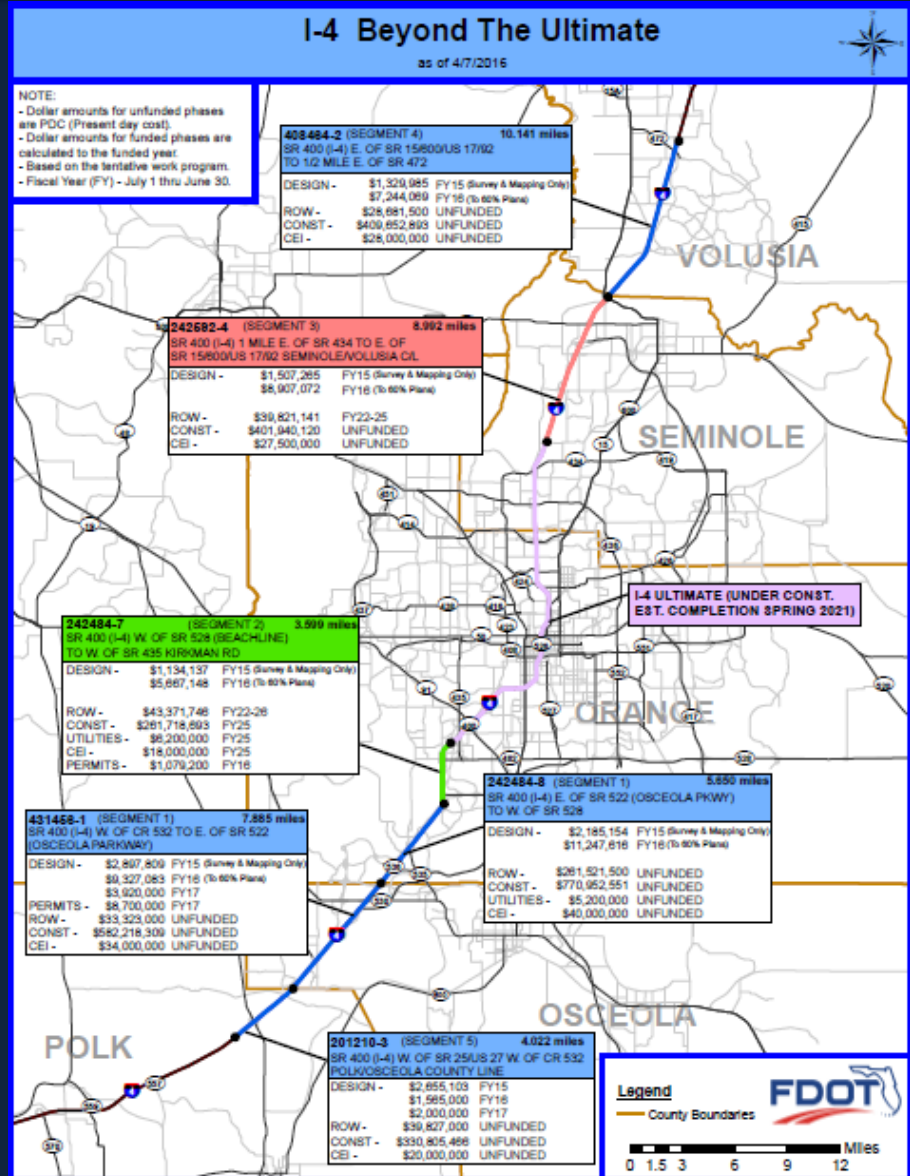
AADT
175,000

Segment 1 – Orange & Osceola

AADT
203,000

Segment 5 – Polk from US 27 to County Line

AADT
110,500





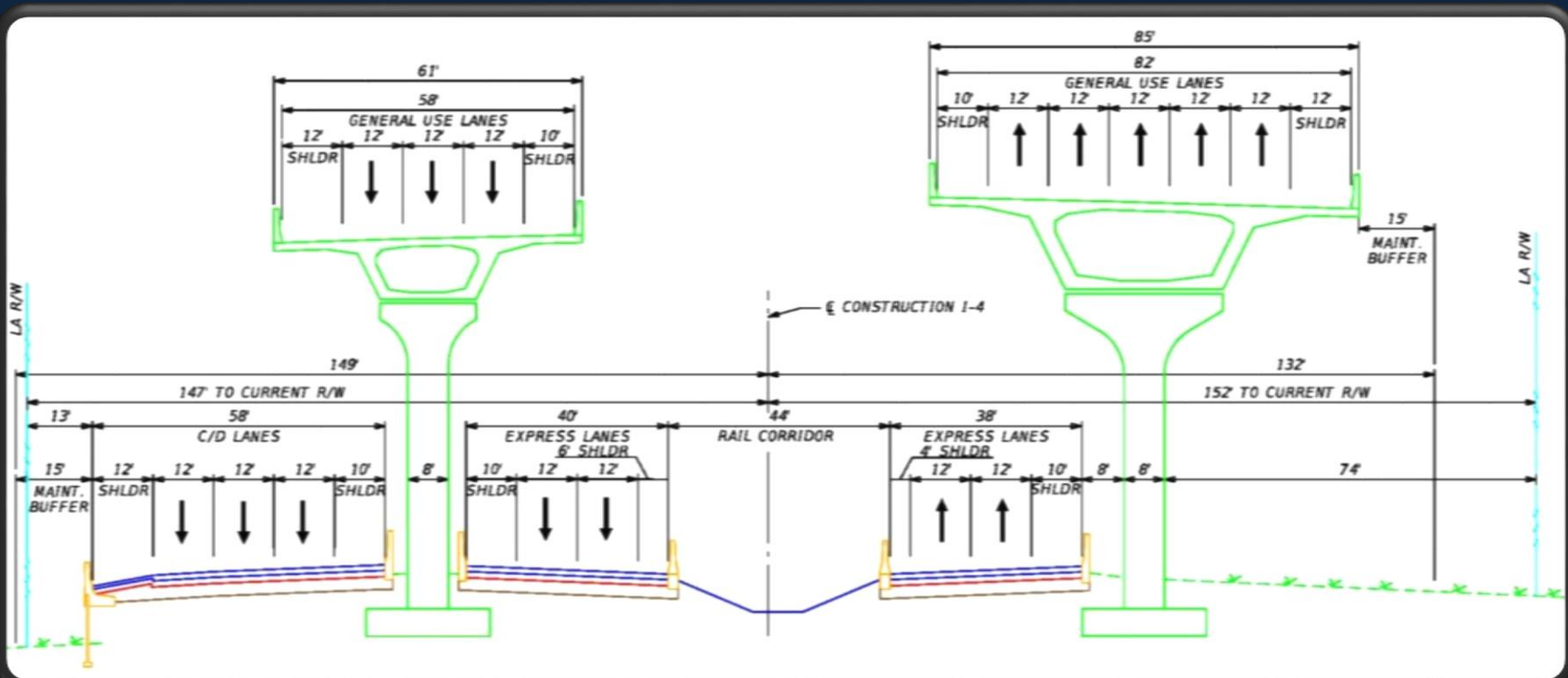
FUNDING SHORTFALL

| | Polk | Orange & Osceola | Orange SR 528 to Kirkman | Seminole | Volusia | |
|--------------------|---|-----------------------------|------------------------------------|-----------------|----------------|-------------|
| | Segment 5 | Segment 1 | Segment 2 | Segment 3 | Segment 4 | |
| AADT (Traffic) | 110,500 | 203,000 | 175,000 | 137,000 | 110,000 | |
| ROW | \$39.827 | \$294.848 | \$38.351 | \$39.821 | \$28.683 | |
| Construction | \$330.805 | \$1,353.171 | \$261.719 | \$401.940 | \$409.653 | |
| Utilities | \$3.400 | \$9.900 | \$6.200 | \$2.800 | \$3.400 | |
| Const. Eng. Insp | \$20.000 | \$74.000 | \$18.000 | \$27.500 | \$28.000 | |
| | | | | | | |
| Total Cost | \$63.227 | \$1,731.919 | \$324.270 | \$472.061 | \$469.736 | \$3,061.213 |
| Remaining unfunded | \$63.227 | \$1,731.919 | \$0.000 | \$432.240 | \$469.736 | \$2,697.122 |
| | | | | | | |
| | Unfunded costs are millions in Present Day | | | | | |
| | Funded Cost are millions in Year of Expenditure | | | | | |



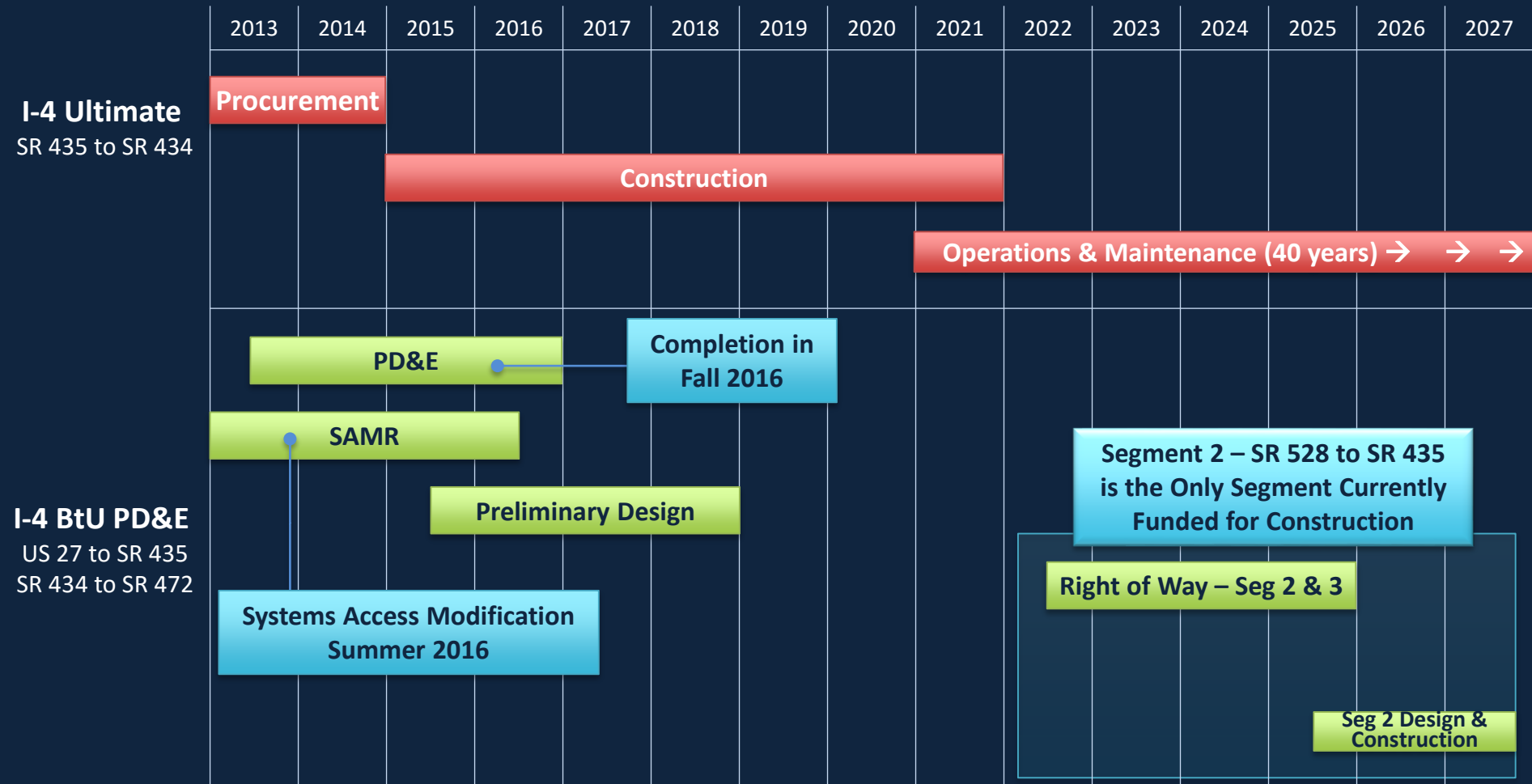
Proposed Typical Section – SR 535

- EB & WB General Use Lanes Elevated





Current schedule





I-4 BEYOND the ULTIMATE

From West of US 27 to East of SR 472

FPID: 432100-1-22-01 & 201210-2-22-01



Keep up with what's going on.....

I4Express.com

I4ultimate.com





Alert Notification

Lane closure and Detour notices

Sign up for route specific alerts

Sign up for real time traffic alerts

Embedded Florida 511 information



@i4Ultimate



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youtube.com/user/MyFDOTCFL

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I-4 ULTIMATE IMPROVEMENT PROJECT

- PROJECT INFO
- CONSTRUCTION INFO
- FLORIDA 511 & LIVE TRAFFIC
- CHOOSE YOUR COMMUTE
- NEWS & MEDIA RESOURCES
- PUBLIC OUTREACH & EDUCATION

ALERTS & DETOURS | CONSTRUCTION MAP | LIVE CAMERA | [SIGN UP FOR EMAIL & TEXT ALERTS](#) | HOW IT'S DONE

Sign up for Both: Advance and Real-Time Route-Specific Email and Text Alerts

Plan ahead, know what to expect and stay safe during I-4 construction. Sign up today for both advance and real-time alerts!

1. Know in advance about lane closures, ramp closures, detours and more so you can plan ahead.
2. Real-time alerts will let you know what's happening right now on your commute route.

Sign up for free in two quick steps. Taking a few minutes now will save you time down the road.

Step 1: Advance I-4 construction activity alerts

Get alerts on construction activities planned for I-4 and nearby roadways, only in the areas that you choose. To edit or unsubscribe from alerts: [click here](#)

Sign Up for I-4 Advance Alerts

* Indicates required field.

Name (required) *

Email (required) *

Route-specific Email and Text Alerts

☒ Send me alerts via email
☐ Send me alerts via SMS text

Zip Code (required) *

Step 2: Real-time traffic and highway construction information

Sign up for My Florida 511 to get personalized real-time text, email and phone alerts on I-4 and other major Central Florida roads. Information includes construction activity, crashes and incidents, congestion and more.

Sign up for My Florida 511 personalized, real-time text, email and phone alerts

Get current roadway conditions in Central Florida anytime!

- Visit [FL511.com](#) for maps and traffic camera views.
- Follow [@i4ultimate](#), [@fl511_central](#) and [@fl_511_i4](#) on Twitter
- Download the [Florida 511 app](#) for [Apple](#) or [Android](#)



Alert Notification

Searchable alerts online

Frequency of notification

Alert type (I-4 vs Surface St)

Location

Map view with activity pins

Detour maps



@i4Ultimate



facebook.com/MyFDOTCFL



youtube.com/user/MyFDOTCFL

I-4 ULTIMATE IMPROVEMENT PROJECT

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PROJECT INFO **CONSTRUCTION INFO** **FLORIDA 511 & LIVE TRAFFIC** **CHOOSE YOUR COMMUTE** **NEWS & MEDIA RESOURCES** **PUBLIC OUTREACH & EDUCATION**

ALERTS & DETOURS **CONSTRUCTION MAP** **LIVE CAMERA** **SIGN UP FOR EMAIL & TEXT ALERTS** **HOW IT'S DONE**

Construction Map

Current Alerts & Detours

New Alert: Intermittent nightly lane closure on EB/WB Fairbanks Ave. at under I-4: 1 left lane closed.
 From Sun., Jan. 24 to Fri., Feb. 05
 Sun. - Fri. 10 PM - 5 AM
 Temporary widening and paving.

Updated Alert: Intermittent nightly lane closure on WB I-4 from Fairbanks Ave. to Par St.: 1 right lane closed.
 From Sun., Jan. 17 to Fri., Jan. 22: 8:30 PM - 6 AM
 Install barrier wall.

Updated Alert: Intermittent nightly lane closure on WB SR-408 from Parramore Ave. to Tampa Ave.: 1 right lane closed.
 From Sun., Jan. 03 to Fri., Jan. 08: 9 PM - 6 AM
 Create construction entrance.

Reminder: Intermittent nightly lane closure on EB I-4 at SR-436: 1 left lane closed.
 From Thu., Jan. 14 to Fri., Jan. 15: 9:30 PM - 7 AM
 Restriping and set barrier wall.

Reminder: Intermittent nightly lane closure on EB/WB Central Pkwy at Douglas Ave.: 1 left lane closed.
 From Sun., Jan. 03 to Fri., Jan. 08: 8 PM - 6 AM
 Milling and Paving.

Reminder: Intermittent nightly lane closure on EB I-4 from SR-414/Maitland Blvd. to SR-436: 2 left lanes closed.
 From Sun., Jan. 03 to Sun., Jan. 31
 Sun. - Fri. 9:30 PM - 7 AM
 Milling and Paving.

Reminder: Intermittent nightly lane closure on WB I-4 at SR-414/Maitland Blvd.: 2 left lanes closed.
 From Sun., Jan. 03 to Sun., Jan. 31
 Sun. - Fri. 9:30 PM - 7 AM
 Milling and Paving.

Map: Satellite view of the I-4 corridor in Orlando, Florida, showing construction activity pins along the route from Fairbanks Ave. to Edgewood.



Questions?

Loreen Bobo, P.E.

FDOT I-4 Ultimate Program Manager

Loreen.Bobo@dot.state.fl.us

1.844.ULT.INFO (858.4636)

407.670.2341 (Office)



I4Ultimate.com