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
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

The Orlando Sentinel

Stacking up traffic through Orlando

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

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

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

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

To fix all the problems in downtown, Callahan said, northbound 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 Palm-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 streets and communities that funnel additional traffic onto I-4.

The MPO, a 15-person panel that acts as transportation policy for Orange, Seminole 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 backed up by a second, with the most congested areas done first, Callahan said.

You laugh... But it's not funny.

— traffic consultant Mark Callahan

Please see STUDY, A-15

I-4 Ultimate Improvement Project


Saturday, May 14, 1988

Other major road projects are perceived. They include the 100-mile tollway around Orlando, the extension of John Young Parkway, and the Central Connector from I-4 to the East Lake Expressway.

Those roads have to be completed to keep traffic off I-4, Callahan said.

Orlando and辊way areas need be improved. The roads, which parallel I-4 through downtown, would act as feeders to the interstate.
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

**Tourists:** 30%

**Commuters:** 58%

**Trucks & Others:** 12%
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
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)
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 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
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)

Florida Department of Transportation

Concession Agreement

Financing Agreements

Lenders

O&M Works

Sponsors (50/50)

Quality Assurance

DB Agreement

CJV (40/30/30)

CJV

SGL

DJV (65/35)

SKANSKA

Volkert

Concession Agreement

Equity Contribution Agreement

Financial Agreements

O&M Agreement

O&M during Construction

O&M

Concession

Agreement

Agreements

Concession

Contribution

Agreement

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Agreement
Project Team Structure
(Operating Period 2021-2045)

Florida Department of Transportation

Concession Agreement

Financing Agreements

O&M Agreement

O&M Works

Sponsors (50/50)

DB Agreement

CJV (40/30/30)

Financing Agreements

Concession Agreement

Equity Contribution Agreement

Lenders
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

Maitland Blvd Interchange

Fountain illumination

Ivanhoe Gateway

Illuminated direct connect pylons

Church Street under I-4
Enhanced Asthetics

- Accent lighting
- Enhanced bridge architecture
- Local Artist participation
- Variable colored lights
Aesthetics

Architectural cladding

Extensive Landscaping
Pedestrian Bridge at Maitland

12 foot path for pedestrians and bicyclists
I-4 Ultimate – The first year +

October 2014
Design began (NTP 1)

February 2015
Construction and Operations and Maintenance began (NTP 2)

Early 2021
Substantial/Final Completion of Design and Construction

Groundbreaking with Governor – Feb 2015

Kaley the puppy rescued from a drainage pipe near Kaley Avenue.
## SR 400/I-4 INCIDENT SUMMARY

<table>
<thead>
<tr>
<th>Time Period</th>
<th>Disabled Vehicles</th>
<th>Abandoned Vehicle</th>
<th>Crashes/Incidents</th>
<th>Debris</th>
<th>Road Work</th>
<th>Directions</th>
<th>GOA / No Assist</th>
<th>Total Incidents</th>
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<tr>
<td>December 2015</td>
<td>419</td>
<td>84</td>
<td>406</td>
<td>36</td>
<td>18</td>
<td>6</td>
<td>296</td>
<td>1265</td>
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<td><strong>Project-to-date</strong></td>
<td><strong>Average/month</strong></td>
<td><strong>588</strong></td>
<td><strong>94</strong></td>
<td><strong>321</strong></td>
<td><strong>96</strong></td>
<td><strong>11</strong></td>
<td><strong>334</strong></td>
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<td>PTD Total</td>
<td>6468</td>
<td>1030</td>
<td>3527</td>
<td>1059</td>
<td>509</td>
<td>120</td>
<td>3678</td>
<td>16391 (add. 952 on SR 408)</td>
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<td>Work Type</td>
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<tr>
<td><strong>Bridge</strong></td>
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<td>Permanent Piles</td>
<td>69,000 LF</td>
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<td>Bridge Concrete</td>
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<td>FIB Beams</td>
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<td>Structural Steel</td>
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<td>MSE Walls</td>
<td>86,000 SF</td>
<td>3,700,000 SF</td>
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<td><strong>Drainage Pipe</strong></td>
<td>22,400 LF</td>
<td>345,000 LF</td>
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<td><strong>Embankment</strong></td>
<td>506,000 CY</td>
<td>7,200,000 CY</td>
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<td><strong>Roadway Base</strong></td>
<td>26,000 TN</td>
<td>1,600,000 TN</td>
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<td>Paving (Asphalt)</td>
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<td><strong>Traffic Shifts</strong></td>
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<td>45 to date</td>
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<tr>
<td>Scheduled lane closures</td>
<td>Over 800 to date</td>
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<td>Temporary concrete barrier</td>
<td>140,000 linear feet</td>
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As of 2/2016
Kirkman Interchange

February 2015

Photos by Smith Aerials

March 2016
Ivanhoe

March 2015

March 2016

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® 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.

http://sustainableinfrastructure.org/
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.

http://sustainableinfrastructure.org/
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
A-First

Altamonte-FDOT Integrated Reuse & Stormwater Treatment
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
• 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
FDOT I-4 Pond Final Design

Microtunnel Easement?
- 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
Interstate 4 Integrated Stormwater Management & Water Supply Project
The Right People in the Right Place at the Right Time

FDOT $4.5M  SJRWMD $3.5M  FDEP $1.5M

Altamonte Springs $3M + O&M
• 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
• 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
• Addition of Wing House Stormwater

• Elimination of the Crane’s Roost Bridge

• Flood Protection for the North Lake Basin
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)

MARCH 2018
PICK 1 - LIFT
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)

MARCH 2018
PICK 2 - LIFT

BRIDGE 230
BRIDGE 227
BRIDGE 240
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 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)
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

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

MAY 2018
PICK 8 - PRE LIFT
I4 & 408 (Looking SE)
4D Simulations

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

JUNE 2018
COMPLETE
Downtown Interchange Flyover
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
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

<table>
<thead>
<tr>
<th></th>
<th>Polk</th>
<th>Orange &amp; Osceola</th>
<th>Orange SR 528 to Kirkman</th>
<th>Seminole</th>
<th>Volusia</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Segment 5</td>
<td>Segment 1</td>
<td>Segment 2</td>
<td>Segment 3</td>
<td>Segment 4</td>
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<tr>
<td><strong>AADT (Traffic)</strong></td>
<td>110,500</td>
<td>203,000</td>
<td>175,000</td>
<td>137,000</td>
<td>110,000</td>
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<tr>
<td><strong>ROW</strong></td>
<td>$39.827</td>
<td>$294.848</td>
<td>$38.351</td>
<td>$39.821</td>
<td>$28.683</td>
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<td><strong>Construction</strong></td>
<td>$330.805</td>
<td>$1,353.171</td>
<td>$261.719</td>
<td>$401.940</td>
<td>$409.653</td>
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<tr>
<td><strong>Utilities</strong></td>
<td>$3.400</td>
<td>$9.900</td>
<td>$6.200</td>
<td>$2.800</td>
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<td><strong>Const. Eng. Insp</strong></td>
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<td><strong>Total Cost</strong></td>
<td>$63.227</td>
<td>$1,731.919</td>
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<td><strong>Remaining unfunded</strong></td>
<td>$63.227</td>
<td>$1,731.919</td>
<td>$0.000</td>
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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
I-4 BEYOND the ULTIMATE
From West of US 27 to East of SR 472
FPID: 432100-1-22-01 & 201210-2-22-01

Current Schedule

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<td>I-4 Ultimate SR 435 to SR 434</td>
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<td>I-4 BtU PD&amp;E US 27 to SR 435 SR 434 to SR 472</td>
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<td>Preliminary Design</td>
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<td>Completion in Fall 2016</td>
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<td>I-4 BtU PD&amp;E US 27 to SR 435 SR 434 to SR 472</td>
<td>Operations &amp; Maintenance (40 years)</td>
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<td>I-4 BtU PD&amp;E US 27 to SR 435 SR 434 to SR 472</td>
<td>Segment 2 – SR 528 to SR 435 is the Only Segment Currently Funded for Construction</td>
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<td>I-4 BtU PD&amp;E US 27 to SR 435 SR 434 to SR 472</td>
<td>Right of Way – Seg 2 &amp; 3</td>
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<td>I-4 BtU PD&amp;E US 27 to SR 435 SR 434 to SR 472</td>
<td>Seg 2 Design &amp; Construction</td>
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Keep up with what’s going on.....

I4Express.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

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Alert Notification

Searchable alerts online
Frequency of notification
Alert type (I-4 vs Surface St)
Location

Map view with activity pins
Detour maps
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)