

DeBary City Council Meeting

May 7, 2014



“I-4 BEYOND the ULTIMATE” PD&E REEVALUATION STUDY

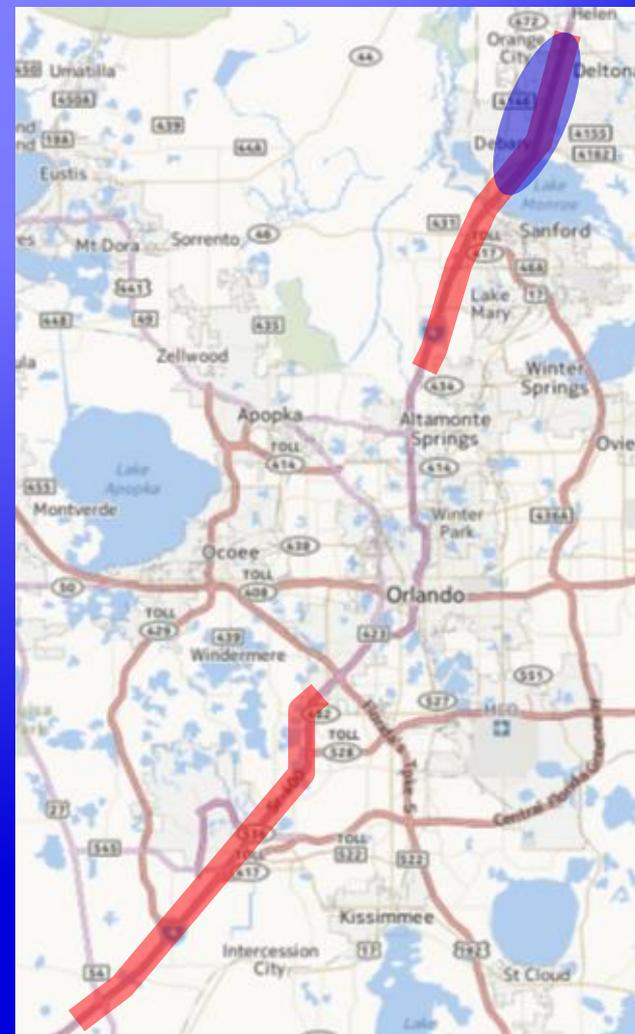
From west of US 27 to west of Kirkman Road

From east of SR 434 to east of 472

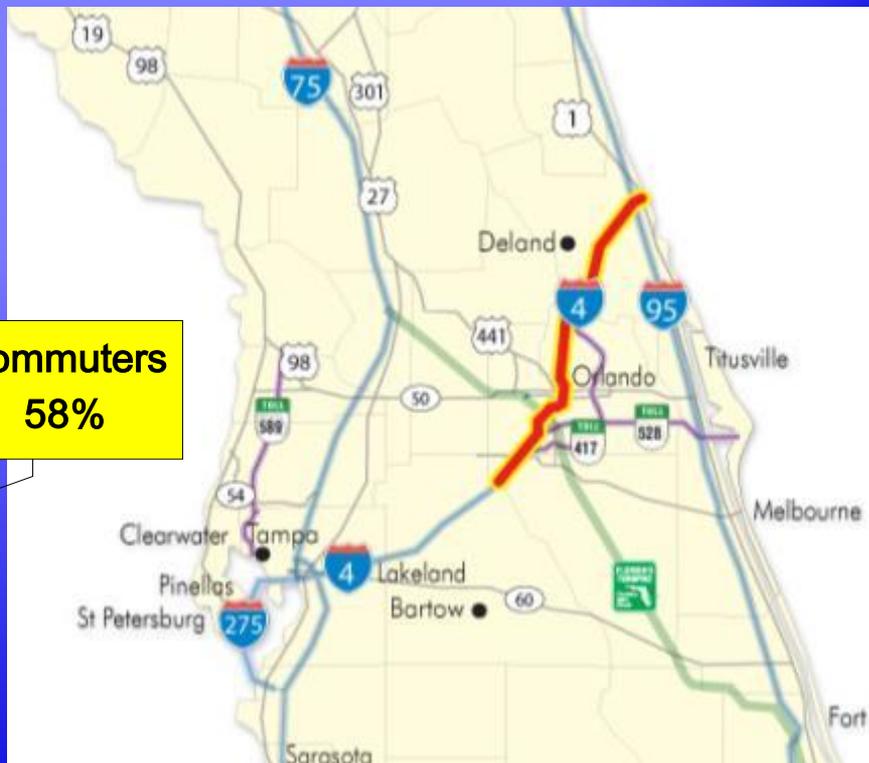
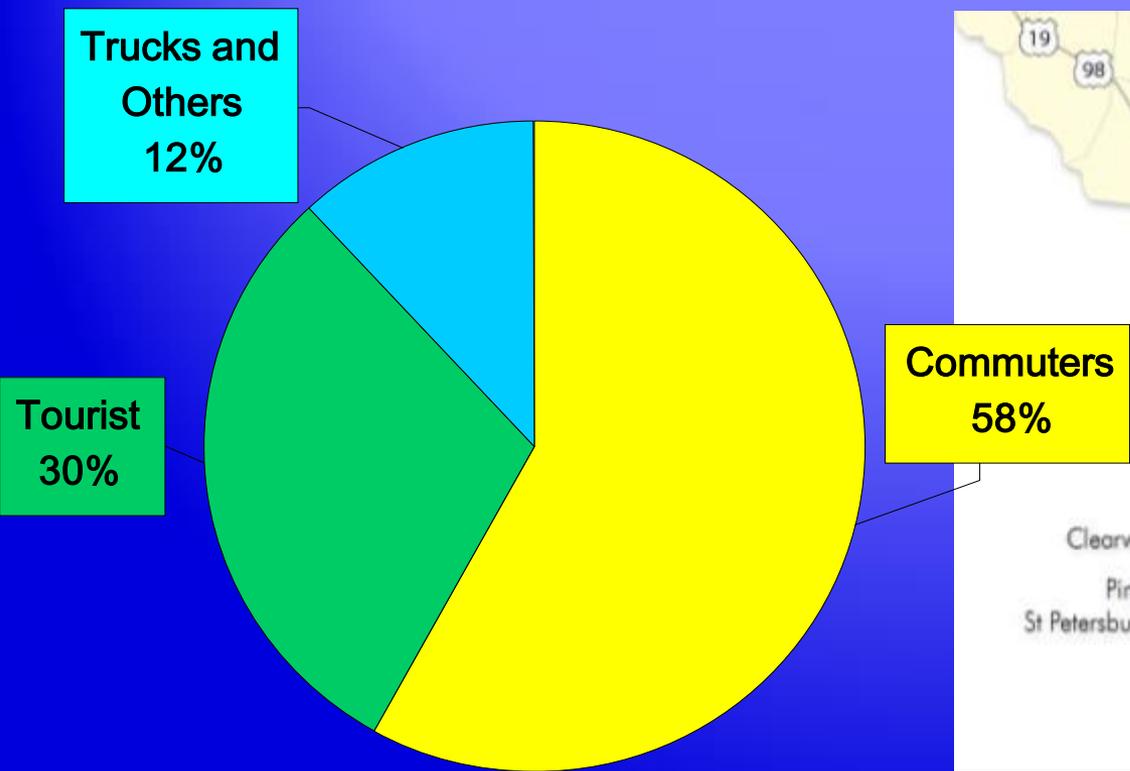
FPID: 432100-1-22-01

US 17-92 to SR 472

- Segment 1
 - CR 532 (Polk/Osceola County Line) to SR 528 (Beachline Expressway)
- Segment 2
 - SR 528 (Beachline Expressway) to SR 435 (Kirkman Road)
- Segment 3
 - SR 434 to US 17-92
- **Segment 4**
 - **US 17-92 to SR 472**
- Segment 5
 - US 27 to CR 532 (Polk/Osceola County Line)



Central Florida I-4 Facts



- 73 Miles from Polk-Osceola County Line to I-95 in Volusia County
- 1.5 Million Average Daily Trips

Cost of Congestion

Time is money, the cost of congestion:

- 1.5 Million average daily trips on 73 miles of I-4 from Polk County Line to I-95
- Traffic Delays Add 55/38 Hours to Each Traveler's Drive Time Each Year
- National Average for Cities the Size of Orlando is 37 Additional Hours
- Orlando is the 15th most congested city in America
- Cost of Congestion in the Central Florida area is \$643/\$811 Million Per Year

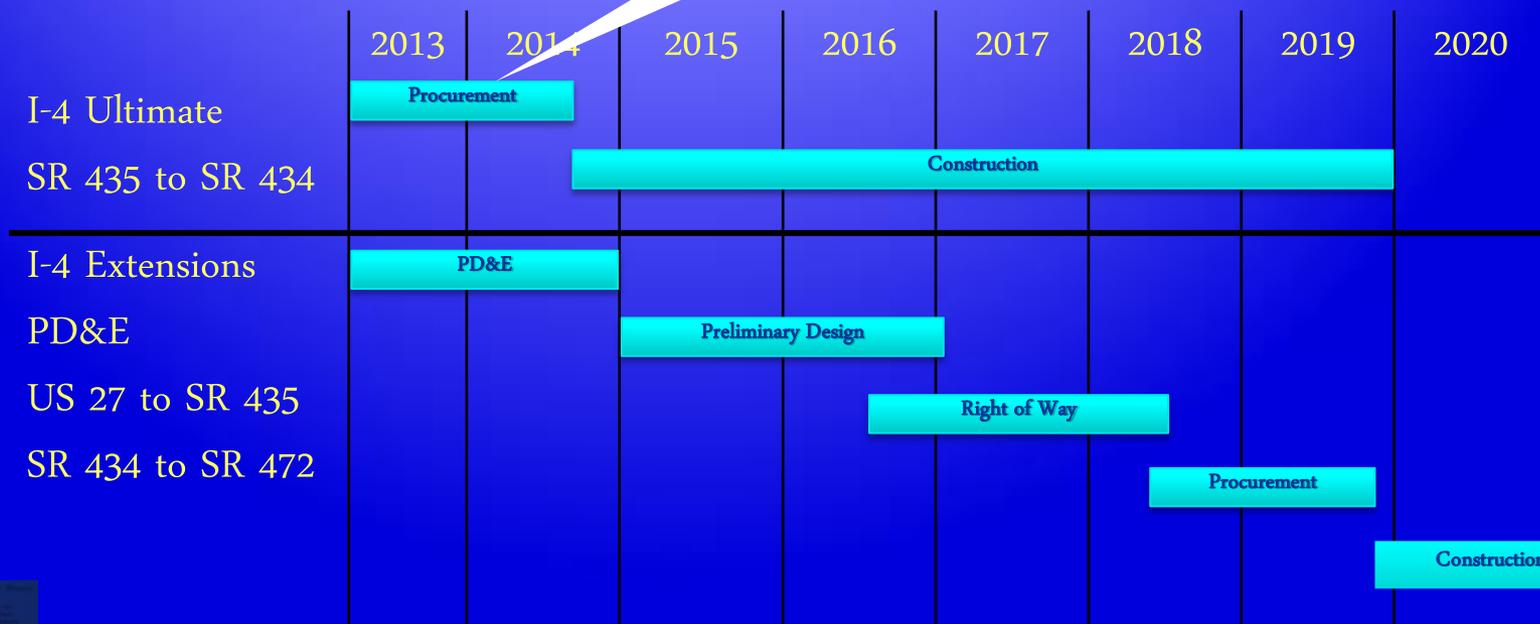


Source: Texas Transportation Institute - 2005/2010 Urban Mobility Report



Overall Schedule

On April 24, 2014 FDOT selected the I-4 Mobility Partners team for the I-4 Ultimate Project



Overview of I-4 Ultimate P3

- 21 miles from West of Kirkman Road to East of SR 434
- The estimated cost of construction for this project is approximately \$2 billion
- The project includes new construction or reconstruction of:
 - 15 interchanges
 - Over 130 bridges
 - Sound wall treatments throughout the project corridor
 - Existing general use lanes on I-4
 - Addition of 4 new express lanes in the center

I-4 Ultimate a Game Changer

- FHWA estimates - every \$1.0 B spent on highway and bridge supports 28,000 jobs
 - During June 2012 I-595, a \$1.2 B project, employed 1,900 people
- P3 procurement allows the full project to be built 20 years earlier than traditional methods
- Newer design provides a safer interstate
- Express Lanes provide drivers a choice to pay to travel at a higher speed during peak travel times
- Travel speeds will increase on average 15 mph for drivers during peak hours in ALL lanes
- Saves commuters money and time by reducing congestion

Purpose and Need

- The Extensions PD&E Reevaluation will address
 - Express Lanes
 - Access Modifications
 - Environmental
 - Engineering
 - Public Involvement
 - Rail Envelope
 - R/W Evaluation

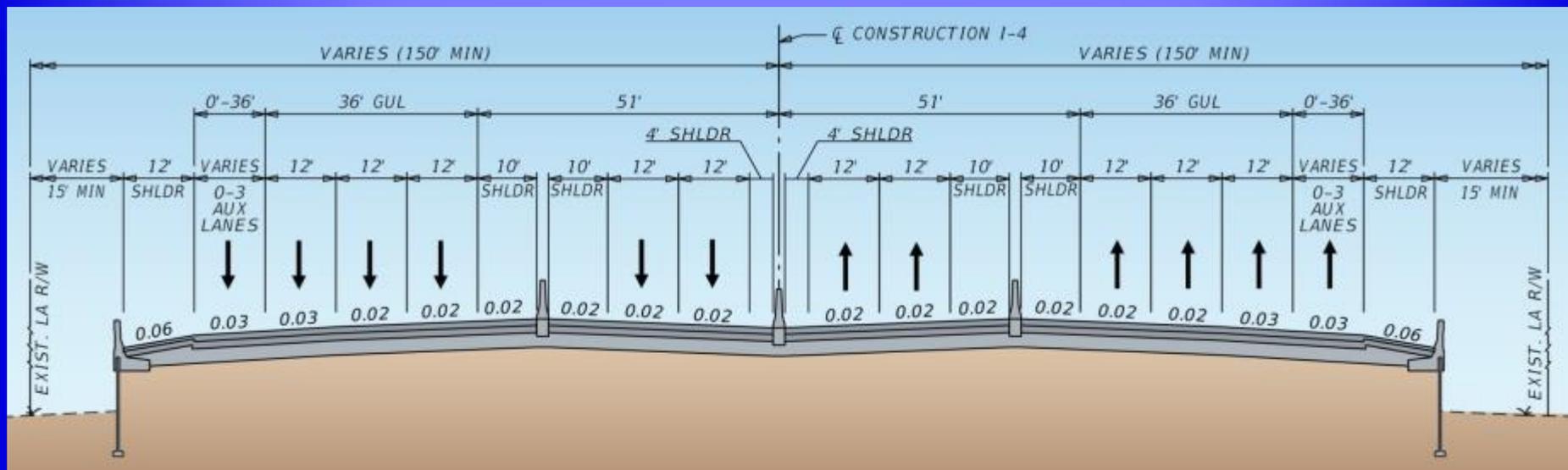


Padgett Creek

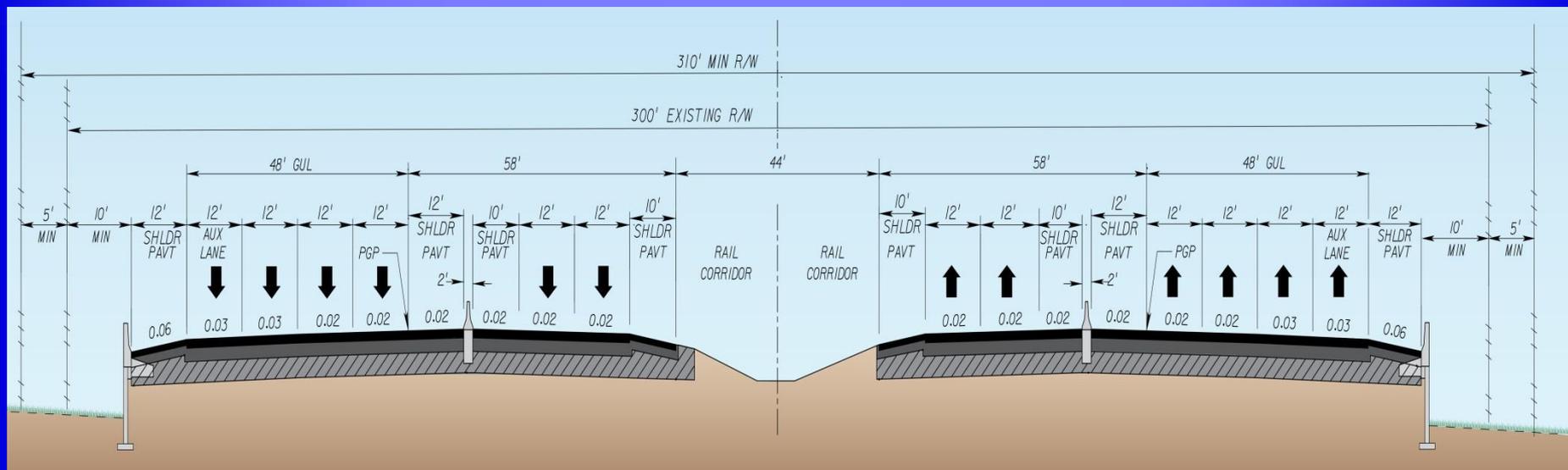
- Water Quality
- Essential Fish Habitat (EFH) Classification
- Restoration of Wetlands
- Addition of Culverts



Proposed Typical Section

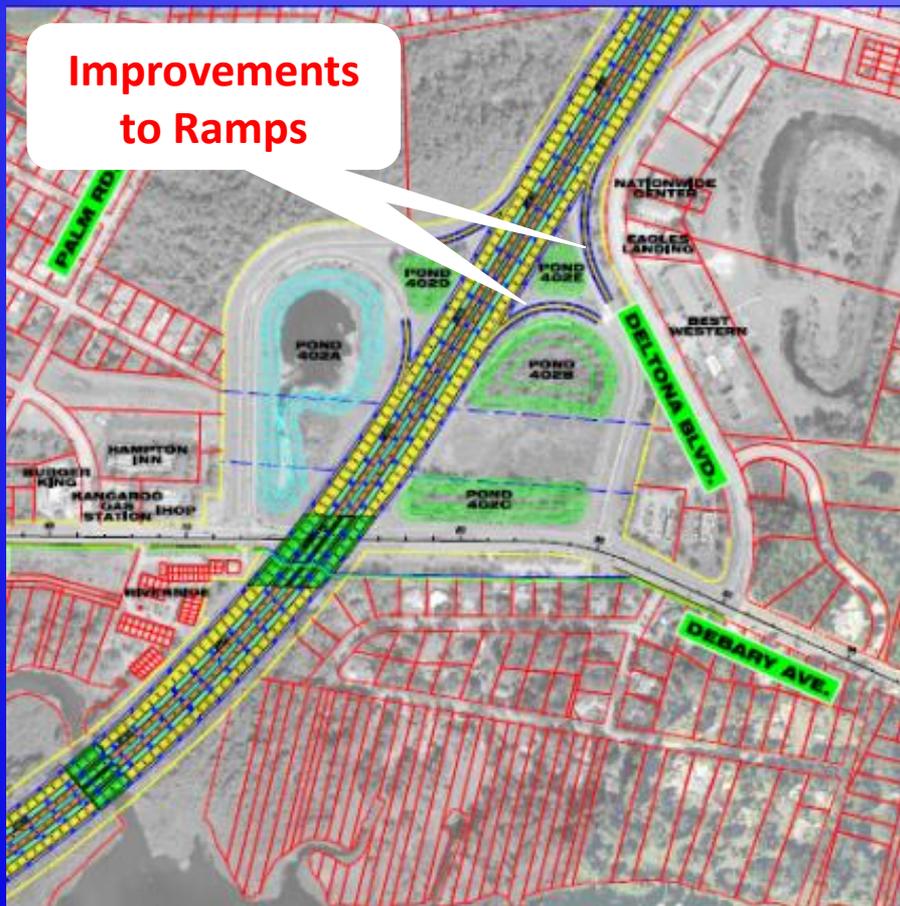


Proposed Typical Section (Rail)



Dirksen Drive Alternatives

Improvements
to Ramps



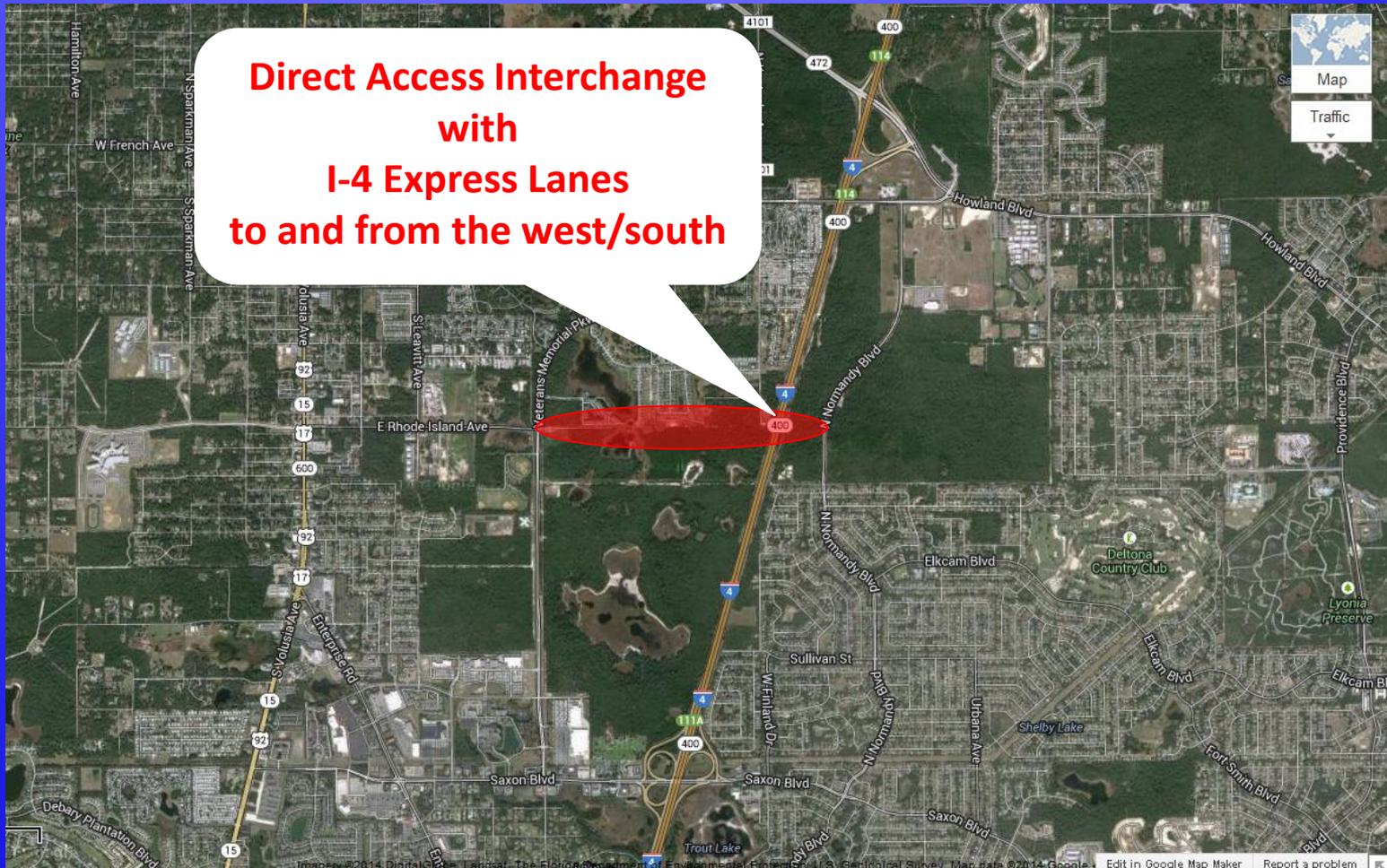
Alternative 1

Alternative 2



Addition of
New direct off
Ramp

Rhode Island Avenue Extension





"I-4 Beyond the Ultimate" PD&E Reevaluation Study



From east of US 17-92 to east of SR 472

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Study Schedule

	2013			2014			2015	
	Spring	Summer	Fall	Winter	Spring	Summer	Fall	Winter
Public Involvement Activities								
Public Involvement Plan								
Website								
SECTION 4 (US 17-92 to SR 472)								
Alternatives Public Meeting								
Public Hearing								
LDCA								





"I-4 Beyond the Ultimate" PD&E Reevaluation Study

From east of US 17-92 to east of SR 472

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Next Steps

- Further refine and evaluate alternatives based on input received
- Public Hearing
- Complete environmental and engineering documents
- Location design concept approval (LDCA) from Federal Highway





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For additional information, please contact:

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