



**SR 400 (I-4) Project Development and Environment (PD&E) Study**  
FM No.: 432100-1-22-01

## Reversible Express Lanes Evaluation

Segment 3 (1 Mile East of SR 434 to East of US 17/92) in Seminole County and Segment 4 (East of SR 15/600-US 17/92 to 1/2 mile East of SR 472) in Volusia County, Florida

November 24, 2014



**BEYOND** the  
**ULTIMATE**

**HNTB Corporation**  
610 Crescent Executive Court  
Suite 400  
Lake Mary, FL 32746



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County, Florida**

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District 5  
DeLand, Florida



**November 24, 2014**

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## TABLE OF CONTENTS

1.0	INTRODUCTION.....	1
1.1	Background .....	1
1.2	Project Description and Location .....	1
2.0	PURPOSE AND NEED .....	4
3.0	TRAFFIC VOLUMES.....	5
3.1	Existing Traffic.....	5
3.2	Future 2040 Traffic.....	5
4.0	ALTERNATIVES EVALUATED (TYPICAL SECTIONS) .....	10
4.1	Alternative 1 – 6 GUL + 4 EL (No Reversible Lanes).....	10
4.2	Alternative 2 - 6 GUL + 2 EL (No Reversible Lanes) .....	10
4.3	Alternative 3 - 6 GUL + 3 EL (with Reversible “Zipper” Lane) .....	10
4.4	Alternative 4 - 6 GUL + 4 EL & 6 GUL + 2 EL (No Reversible Lanes) .....	12
5.0	Operations and Maintenance Plan .....	14
5.1	Express Lanes Access Points.....	14
5.2	Moveable Median Barrier (MMB) system.....	14
6.0	Tolling Operations.....	20
7.0	St. Johns River Bridge.....	23
8.0	COST ANALYSIS .....	28
8.1.1	BTM Operations and Maintenance Costs.....	28
9.0	CONCLUSIONS AND RECOMMENDATIONS.....	31
	APPENDICES .....	33

## LIST OF FIGURES

Figure 1 - Project Location Map.....	2
Figure 2 - Existing 24 Hour Traffic Volumes (I-4 Segment 3, Seminole County).....	6
Figure 3 - Existing 24 Hour Traffic Volumes (I-4 Segment 4, Volusia County).....	6
Figure 4 - Projected 2040 Express Lane Traffic Volumes (AM Peak).....	8
Figure 5 - Projected 2040 Express Lane Traffic Volumes (PM Peak).....	8
Figure 6 - Typical Section – 6 GUL + 4 EL (No Reversible Lanes).....	11
Figure 7 - Typical Section – 6 GUL + 2 EL (No Reversible Lanes).....	11
Figure 8 - Typical Section – 6 GUL + 3 EL (Zipper Lanes).....	13
Figure 9 – Proposed Express Lane Access.....	15
Figure 10 – Proposed Slip Ramp Access Schematic.....	16
Figure 11 – Moveable Barrier Technology.....	17
Figure 12 – Reversible Express Lane Transition (4 to 3 lanes – Lane Closed Scenario).....	18
Figure 13 – Reversible Express Lane Transition (4 to 3 lanes – Lane Open Scenario).....	19
Figure 14 – Proposed Eastbound Toll Segments.....	21
Figure 15 – Proposed Westbound Toll Segments.....	22
Figure 16 – Typical Land Pier.....	24
Figure 17 – Typical River Pier.....	24
Figure 18 – Typical Straddle Pier.....	25
Figure 19 – St. Johns River Bridge (Proposed 6 + 4 Section, Eastbound).....	26
Figure 20 – St. Johns River Bridge (Proposed 6 + 3 Section).....	26

## LIST OF TABLES

Table 1 - SR 400 (I-4) PD&E Segment Limits.....	3
Table 2 – Traffic Factors for I-4, Segments 3 and 4.....	7
Table 3 - Projected 2040 DDHV and LOS for I-4, Segments 3 and 4.....	9
Table 4 – Construction Cost Estimate for St. Johns River Bridge.....	27
Table 5 – 40 Year Life Cycle Cost Analysis for Moveable Median Barrier (Alternative 3 – 6 GUL + 3 EL).....	29
Table 6 – Construction Cost Estimate for I-4, Segments 3 and 4 for Alternatives 1 through 4.....	30

## **1.0 INTRODUCTION**

The Florida Department of Transportation (FDOT) is proposing to reconstruct and widen I-4 as part of the I-4 Beyond the Ultimate (I-4 BtU) concept. This involves the build-out of I-4 to its ultimate condition through Central Florida, including segments in Polk, Osceola, Orange, Seminole and Volusia Counties. The concept design proposes the addition of two new express lanes in each direction within the median of I-4, resulting in the reconstruction of the existing six-lane divided urban interstate to a ten-lane divided highway.

As part of the SR 400 (I-4) Project Development and Environment (PD&E) Study, HNTB has prepared this Reversible Lanes Evaluation Report for I-4, Segments 3 and 4 (East of SR 434 to East of SR 472) in Seminole and Volusia Counties; a project location map is provided in Figure 1. The purpose of this report is to evaluate the feasibility of implementing reversible lane use within the express lanes of I-4, Segments 3 and 4 to alleviate congestion in the peak direction of traffic flow during morning and afternoon peak periods.

### **1.1 Background**

The SR 400 (I-4) PD&E Study is a reevaluation project which addresses the revision from the original design concept showing two High Occupancy Vehicle (HOV) lanes, as recommended in the Environmental Impact Statement (EIS) for I-4 from SR 528 to SR 472 (Record of Decision Pending), to the current proposed design concept of four Express Lanes. The Express Lanes are tolled lanes and will extend the full length of the project. The original I-4 PD&E Studies involved physical separation between the general use lanes and the HOV lanes on I-4, with demand management in the HOV lanes. The original demand management strategy was to control the use of the lanes by requiring a minimum number of occupants per vehicle to maintain an acceptable level of service (Level of Service D). This PD&E update addresses revising the demand management tool from HOV lanes to tolled express lanes. The express lanes will be separated from the general use travel lanes by two shoulders with a barrier wall in between the shoulders. A variable price tolling plan is proposed for the express lanes. The tolls will vary by time of day and day of week (dynamic tolling) to maintain acceptable levels of service in the express lanes. The tolls will be collected electronically through existing E-Pass, SunPass and other systems currently in place in the Orlando metropolitan area. The conversion to Express Lanes will maintain the same right of way limits as documented previously and will not change the impacts to the social, natural or physical environment. An update to the Systems Access Modification Report (SAMR) prepared in January, 2013 will be completed in conjunction with this effort.

### **1.2 Project Description and Location**

The overall SR 400 (I-4) BtU PD&E project limits include a total of approximately 41 miles of roadway improvements divided into two sections east and west of the I-4 Ultimate project. The approximate limits of improvement for the west section are from west of SR 25/US 27 in Polk County to west of SR 435 (Kirkman Road) in Orange County and for the east section, from east of SR 434 in Seminole County to east of SR 472 in Volusia County. The majority of the proposed improvements (37.4 miles) are within District 5 and a small

Reversible Express Lanes Evaluation  
 Segments 3 and 4: East of SR 434 to East of SR 472 – Seminole and Volusia Counties



Figure 1 - Project Location Map

segment (3.2 miles) is within District 1. For purposes of documentation of the SR 400 (I-4) PD&E study, the east and west sections are further subdivided into segments as shown in Table 1.

**Table 1 - SR 400 (I-4) PD&E Segment Limits**

<b>SR 400 (I-4) PD&amp;E West Section</b>	
Segment 1	West of CR 532 (Polk/Osceola County Line) to west of SR 528 (Beachline Expressway) in Osceola County (92130) and Orange County (75280) - 13.5 miles
Segment 2	West of SR 528 (Beachline Expressway) to west of SR 435 (Kirkman Road) in Orange County (75280) - 3.6 miles
Segment 5	West of SR 25-US 27 to west of CR 532 (Polk/Osceola County Line) in Polk County (16320) - 3.2 miles
<b>SR 400 (I-4) PD&amp;E East Section</b>	
Segment 3	East of SR 434 to east of SR 15-600/ US 17-92 (Seminole/Volusia County Line) in Seminole County (77160) - 10.2 miles
Segment 4	East of SR 15-600/ US 17-92 (Seminole/Volusia County Line) to east of SR 472 in Volusia County (79110) - 10.1 miles

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## 2.0 PURPOSE AND NEED

The proposed improvements to I-4 include widening the existing six lane divided urban interstate to a ten lane divided highway in order to improve traffic operations, enhance connectivity and improve mobility by providing travel choices to the motoring public. I-4 is an east-west limited access freeway which links the west and east coasts of Florida, from I-275 in Tampa to I-95 in Daytona Beach.

I-4 is classified as an Urban Interstate and Strategic Intermodal System (SIS) corridor by FDOT and a designated evacuation route by the Florida Division of Emergency Management throughout the limits of the project. As a critical component of Florida's SIS, I-4 links seaports, rail, airports and other intermodal facilities. In the north/east section of the I-4 BtU corridor, this significance is evidenced through connectivity provided by major junctions with SR 417 (Seminole Expressway) and I-95.

The need for a reversible lanes analysis is based on the specific physical and traffic characteristics unique to Segments 3 and 4 of the I-4 BtU Corridor. Reversible traffic lanes allow for additional capacity in the predominant direction of traffic flow during peak congestion periods while minimizing the total number of lanes along the corridor. The ability to "borrow" capacity from the off-peak direction of traffic helps to reduce overall congestion and minimize the impacts to the surrounding environment.

Existing and future land use and environmental and traffic characteristics in the north/east segment of the I-4 BtU Corridor were evaluated. A review of land use maps indicates that the predominant land use surrounding Segments 3 and 4 is comprised of residential parcels interspersed with some commercial parcels and other uses. Parcels closer to the interstate comprise the majority of non-residential land uses in the study area. While the west/south segment of the I-4 BtU Corridor experiences larger traffic volumes and unique peaking periods associated with tourist traffic demand and shift-work trips, the north/east segment has an overall lower traffic volume and follows more traditional traffic patterns, such as commuter trips (home-based work), home-based shopping or home-based other trip types. With the Central Business District (CBD) area located in downtown Orlando (within the I-4 Ultimate section), traffic along the north/east segments of I-4 generally follows a pattern of influx into the downtown area in the morning peak period and outflow to the residential areas located in the northern part of the corridor during the afternoon peak period. This results in Segments 3 and 4 having more variation in the distribution (larger directional imbalance) of traffic along the interstate, when compared to the remainder of the I-4 BtU Corridor.

Approximately 1/3 of the south portion of Segment 4 is environmentally sensitive, public land owned by the St. Johns River Water Management District. This is the area between the Seminole and Volusia County line which is connected by the St. Johns River Veterans Memorial Bridge. Minimizing impacts such as wetlands, water quality, flooding issues and overall cost due to the widening of the St. Johns River Veterans Memorial Bridge were other factors in considering the reversible lanes alternatives for this portion of the I-4 BtU Corridor.



## 3.0 TRAFFIC VOLUMES

### 3.1 Existing Traffic

Existing traffic volumes were evaluated within the I-4 Segments 3 and 4 corridor to determine the existing directional distribution of traffic. Continuous hourly count data reports are available through the FDOT Florida Traffic Online (2013) database. Traffic data from two telemetered traffic monitoring sites (TTMS) within Segment 3 and Segment 4 was evaluated. TTMS locations record and transmit traffic data every day of the year and are used for adjusting short-time traffic counts to Annual Average Daily Traffic (AADT). The two TTMS locations used in this analysis are: Site 770343 on SR 400/I-4, 1.6 miles east of SR 434 in Seminole County and Site 799906 on SR 400/I-4, 169 feet east of Enterprise Road in Volusia County. Both sites provide traffic count data that includes directional AADT, hourly continuous counts and vehicle classification. The AADT in 2013 was 134,302 for Site 770343 and 96,379 for Site 799906. Based on Table 1 (“Generalized Annual Average Daily Volumes for Florida’s Urbanized Areas”) of the 2012 FDOT Quality/Level of Service Handbook, the capacity to maintain a Level of Service (LOS) D or better for an uninterrupted flow freeway facility with 3 lanes in each direction is 111,800 vehicles per day. The TTMS data indicates that Segment 3 operates at LOS E and Segment 4 operates at LOS D for the existing daily volumes. The data also shows that for a typical weekday, traffic imbalances exist between eastbound and westbound flows, with the larger directional splits occurring during the morning peak periods. The peak directions of travel are consistent with commuter-based, rush hour flow patterns, with traffic traveling inbound to employment/activity centers (central business district - CBD) in the morning peak hour and outbound to suburban residential areas in the afternoon peak hour. The directional splits are in the range of 67/33% - 69/31% for westbound traffic in the morning peak period and 55/45% - 57/43% for eastbound traffic in the afternoon peak period. In general when the directional split is near 60/40%, consideration may be given to reversible flow operations. It should be noted, although there are distinct peaking periods when traffic is more directional, the splits are not as significant throughout the remainder of the day. Figure 2 and Figure 3 show the existing hourly counts and peak period directional distribution splits for two counts stations within I-4 Segments 3 and 4. The existing traffic data is provided in Appendix A.

### 3.2 Future 2040 Traffic

Future traffic volumes for the I-4 corridor were developed as part of the I-4 SAMR Update - Design Traffic Tech Memo January 2013 (updated July 2014) document. The design traffic memo described the methodology and traffic factors used to develop the opening year 2020, interim year 2030 and design year 2040 traffic volumes for the entire I-4 corridor for both no build and build conditions. The traffic factors used in the I-4 SAMR Update were developed using the methodologies specified in the FDOT Project Traffic Forecasting Handbook (January, 2012). The K factor is the ratio of the AADT that occurs during the design hour for the design year and is used to convert the 24-hour AADT estimate to an hourly volume (DHV-Design Hour Volume). Standard

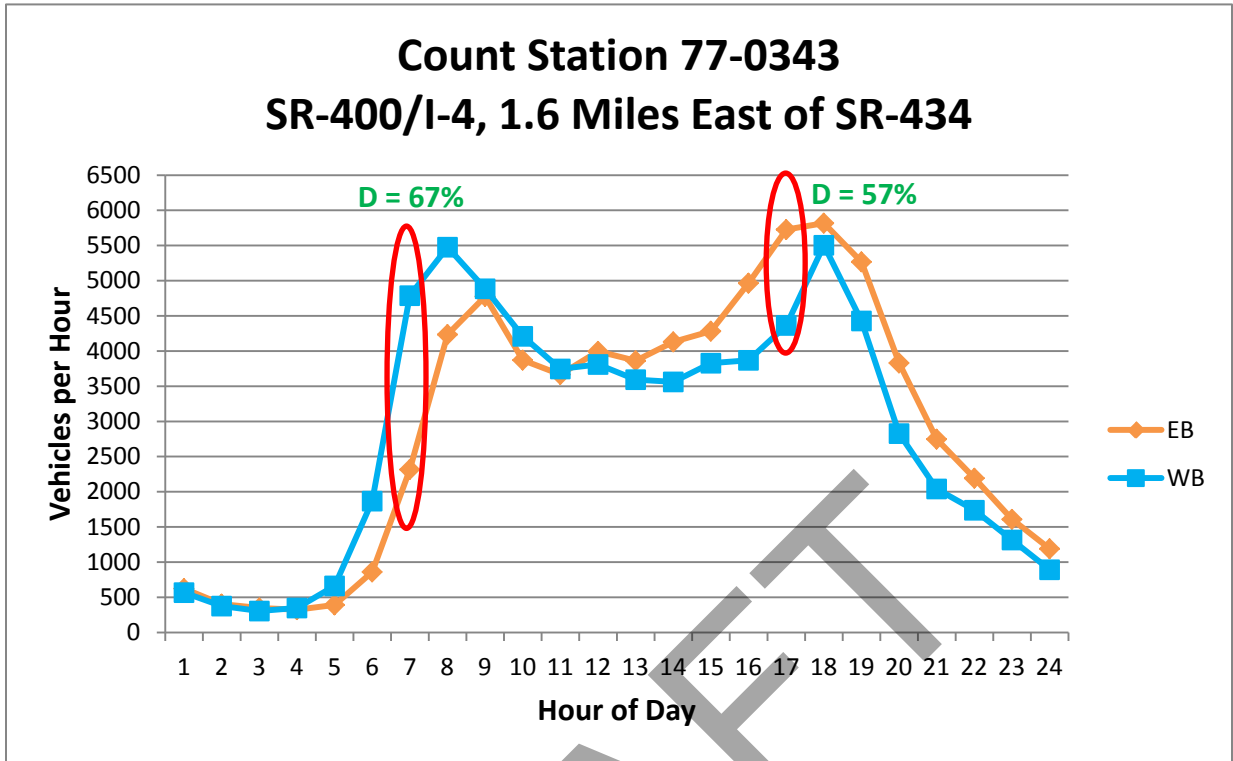


Figure 2 - Existing 24 Hour Traffic Volumes (I-4 Segment 3, Seminole County)

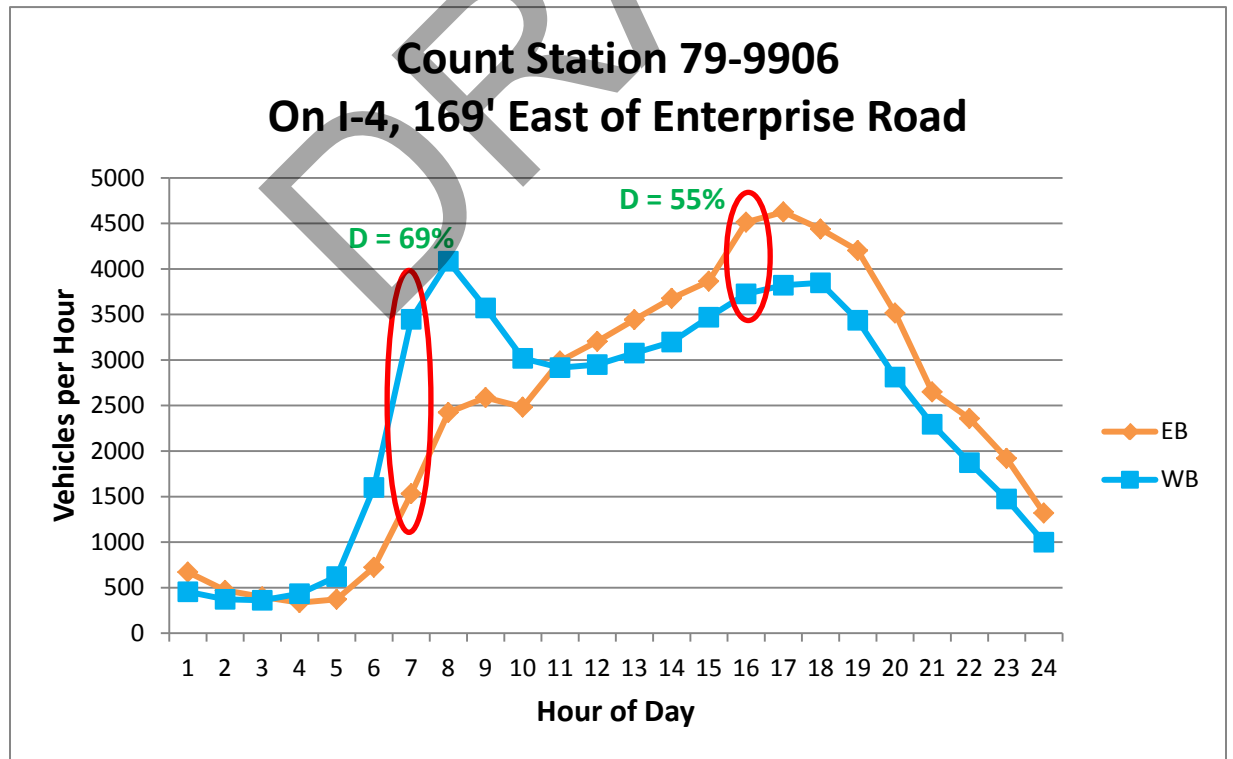


Figure 3 - Existing 24 Hour Traffic Volumes (I-4 Segment 4, Volusia County)

K-factors have been adopted by FDOT based on area and facility type with consideration to typical peak periods of the day and were used in the I-4 SAMR Update.

The Directional Distribution (D) is used to determine the Directional Design Hour Volume (DDHV). It is the percentage of total, two-way design traffic traveling in the peak direction. The methodology used to develop the D factor for this project is described in detail in the I-4 SAMR Update - Technical Memorandum #1: D Factor Development for East-North Section (July 2012). In summary, the D-Factor was determined after evaluation of: data from numerous traffic count stations over a 20 year period, future land use information and recommended range of D-Factors in the FDOT Project Traffic Forecasting Handbook (2012). Table 2 provides a summary of the traffic factors used in the analysis for I-4, Segments 3 and 4.

**Table 2 – Traffic Factors for I-4, Segments 3 and 4**

I-4, Segments 3 and 4	
<b>K-Factor</b>	<b>9.0</b>
<b>D-Factor</b>	<b>54.30</b>

Subsequent updates to the I-4 SAMR Update - Design Traffic Tech Memo January 2013 report included revisions in the number and locations of access points between the express lanes and general use lanes (slip ramps) and at the study interchanges (direct connects). For the purposes of this report, only the 2040 design year traffic for build conditions was evaluated. Figure 4 and Figure 5 show the projected directional design hourly volumes (DDHV) on the express lanes for the AM and PM peak hours, respectively. For this eastern section of I-4, the peak direction is projected to be westbound in the AM peak hour and eastbound during the PM peak hour for future 2040 conditions. Figure 4 summarizes the estimated directional distribution of traffic in the express lanes; the highest traffic split is 57% in the predominant direction of traffic flow (westbound in the AM and eastbound in the PM) and 43% in the opposing direction.

Based on Table 7 (“Generalized Peak hour Directional Volumes for Florida’s Urbanized Areas”) of the 2012 FDOT Quality/Level of Service Handbook, the capacity to maintain a Level of Service (LOS) D or better for an uninterrupted flow freeway facility with 3 lanes in each direction is 5,500 vehicles per hour. An adjustment value of +1,000 vehicles per hour is used if an auxiliary lane is provided. Using the same table from the FDOT Q/LOS Handbook, the capacity for a single lane was estimated to be 1,630 vehicles to maintain LOS D or better. Table 3 shows the resulting LOS for the general use and express lanes for the projected 2040 traffic volumes based on the Q/LOS tables. Based on the information in Table 3, two express lanes are necessary to achieve LOS D or better in the peak direction of travel between west of SR 434 and the slip ramps west of Lake Mary Boulevard and between the slip ramps west of CR 46A and the slip ramps west of Dirksen Drive.

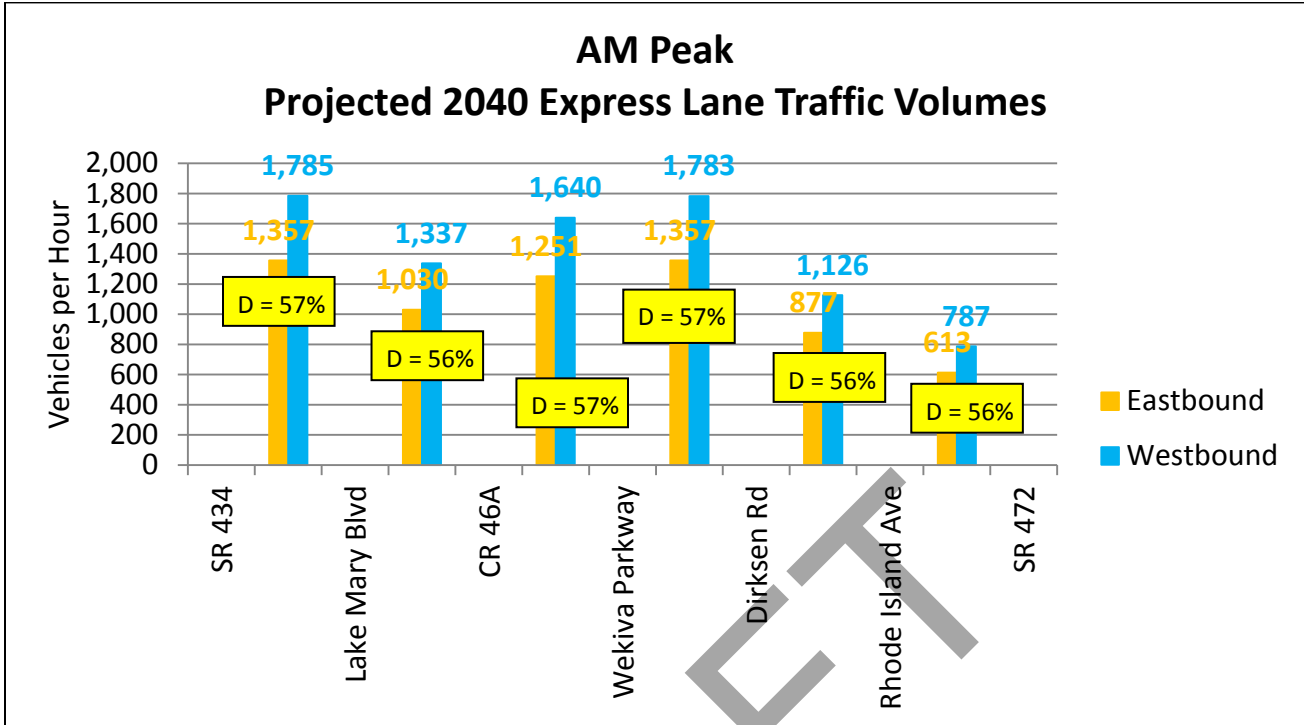


Figure 4 - Projected 2040 Express Lane Traffic Volumes (AM Peak)

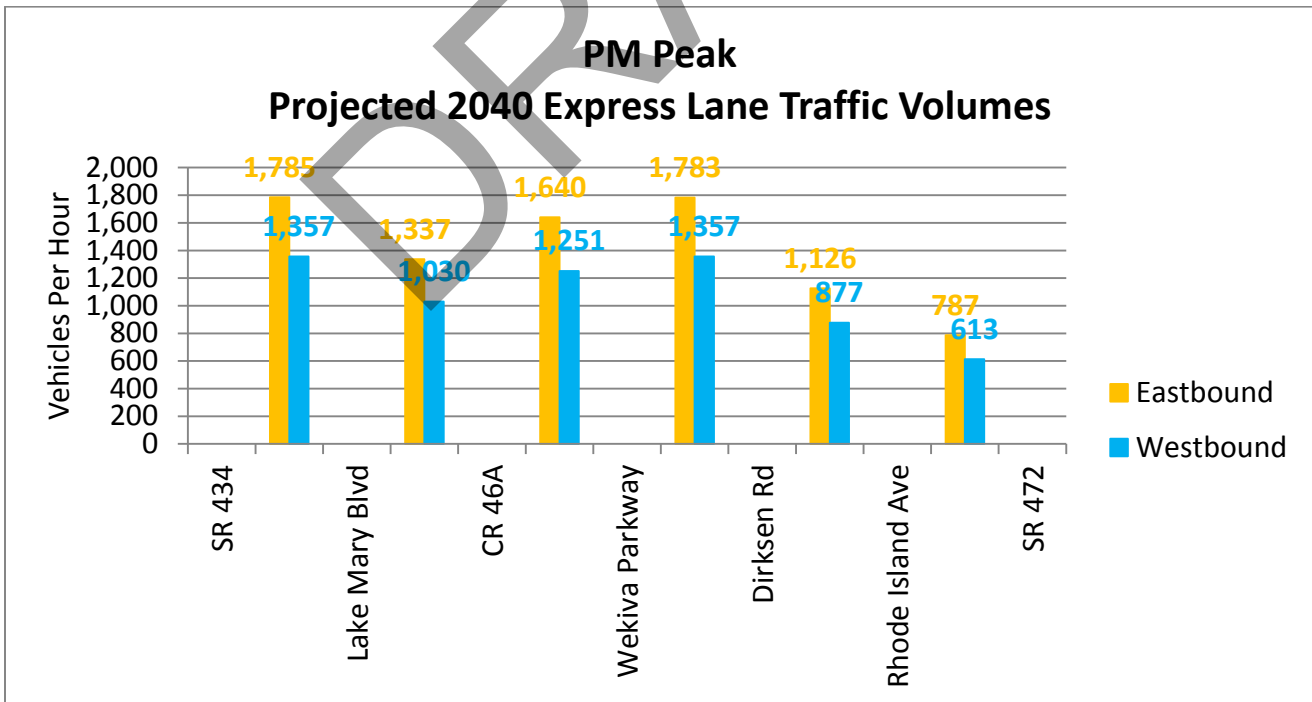


Figure 5 - Projected 2040 Express Lane Traffic Volumes (PM Peak)

**Reversible Express Lanes Evaluation**  
 Segments 3 and 4: East of SR 434 to East of SR 472 – Seminole and Volusia Counties

**Table 3 - Projected 2040 DDHV and LOS for I-4, Segments 3 and 4**

	Peak Direction of Travel						
	General Use			Express			Total
	DDHV	Lanes	LOS	DDHV	Lanes	LOS	
West of SR 434	6,502	3	F	1,890	1	F	8,392
SR 434 to Slip Ramps	6,766	3	F	1,890	1	F	8,656
Slip Ramps to Lake Mary Blvd	7,209	3	F	1,447	1	D	8,656
Lake Mary Blvd to Slip Ramps	6,327	3+Aux	D	1,447	1	D	7,774
Slip Ramps to CR 46A	6,030	3+Aux	D	1,744	1	E	7,774
CR 46A to Wekiva Pkwy	4,349	3	C	1,744	1	E	6,093
Wekiva Pkwy to SR 46	4,832	3	D	1,961	1	F	6,793
SR 46 to US 17-92	6,811	3+Aux	E	1,961	1	F	8,772
US 17-92 to Slip Ramps	6,464	3	F	1,961	1	F	8,425
Slip Ramps to Dirksen Dr	7,240	3	F	1,185	1	C	8,425
Dirksen Dr to Saxon Blvd	6,224	3	F	1,185	1	C	7,409
Saxon Blvd to Rhode Island Ave	4,993	3	D	1,185	1	C	6,178
Rhode Island Ave to SR 472	4,993	3	D	829	1	B	5,823
East of SR 472	5,491	3	D	-			5,491
	Off-Peak Direction of Travel						
	General Use			Express			Total
	DDHV	Lanes	LOS	DDHV	Lanes	LOS	
West of SR 434	5,772	3	E	1,431	1	D	7,203
SR 434 to Slip Ramps	6,019	3	E	1,431	1	D	7,450
Slip Ramps to Lake Mary Blvd	6,308	3	F	1,142	1	C	7,450
Lake Mary Blvd to Slip Ramps	5,531	3+Aux	C	1,142	1	C	6,673
Slip Ramps to CR 46A	5,336	3+Aux	C	1,337	1	D	6,673
CR 46A to Wekiva Pkwy	4,349	3	C	1,337	1	D	5,686
Wekiva Pkwy to SR 46	4,418	3	C	1,530	1	D	5,948
SR 46 to US 17-92	5,763	3+Aux	D	1,530	1	D	7,293
US 17-92 to Slip Ramps	5,579	3	E	1,530	1	D	7,109
Slip Ramps to Dirksen Dr	6,336	3	F	773	1	C	7,109
Dirksen Dr to Saxon Blvd	5,409	3	D	773	1	C	6,182
Saxon Blvd to Rhode Island Ave	4,327	3	C	773	1	C	5,100
Rhode Island Ave to SR 472	4,327	3	C	541	1	B	4,868
East of SR 472	5,001	3	D	-			5,001

■ Represents segments within the corridor that are anticipated to operate below LOS D.

## **4.0 ALTERNATIVES EVALUATED (TYPICAL SECTIONS)**

To address the projected operating deficiencies as previously identified in Table 3, four alternative typical sections were considered as part of the reversible lane feasibility analysis for Segments 3 and 4. All of the proposed typical section concepts were developed for a design speed of 70 mph and include six general use lanes. Additionally, up to three auxiliary lanes between ramp locations will be provided in some areas in both the eastbound and westbound directions. The number of express lanes varies for each alternative considered. The following sections describe each alternative in more detail.

### **4.1 Alternative 1 - 6 GUL + 4 EL<sup>1</sup> (No Reversible Lanes)**

The proposed typical section for Alternative 1 will include three 12-foot general use lanes, two 12-foot express lanes, up to three 12-foot auxiliary lanes and a 12-foot outside shoulder in each direction. The general use lanes will also have a 12-foot inside shoulder and the express lanes will have a 6-foot inside shoulder and 10-foot outside shoulder. A permanent barrier wall in between adjacent shoulders will separate the express lanes from the general use lanes. The typical section for Alternative 1, shown in Figure 6, will require a minimum of 300 feet of right of way with 82 feet of proposed pavement width to accommodate the four express lanes. The total roadway footprint width is 236 feet for this alternative. The preliminary roadway alignment for this alternative is shown on the design concept plans included in Appendix B.

### **4.2 Alternative 2 - 6 GUL + 2 EL (No Reversible Lanes)**

The proposed typical section for Alternative 2 will include three 12-foot general use lanes, one 12-foot express lane and up to three 12-foot auxiliary lanes in each direction. The general use lanes will have 12-foot inside and outside shoulders and the express lane will have a 6-foot inside shoulder and 10-foot outside shoulder. A permanent barrier wall in between adjacent 10- and 12-foot shoulders will separate the express lanes from the general use lanes. The typical section for Alternative 2, shown in Figure 7, will require a minimum of 300 feet of right of way with 58 feet of proposed pavement width to accommodate the two express lanes. The total roadway footprint width is 212 feet for this alternative. The preliminary roadway alignment for this alternative is shown on the design concept plans included in Appendix C.

### **4.3 Alternative 3 - 6 GUL + 3 EL (with Reversible “Zipper” Lane)**

A reversible “Zipper” lane can be employed by utilizing a moveable barrier system which can reconfigure a highway by providing additional travel lanes in the peak direction of traffic flow while maintaining positive physical barrier separation between opposing traffic flows. The typical section configuration for this alternative contains two, 14-foot lanes in the center median. A moveable median barrier (MMB) will be stored in one of the two 14-foot lanes. The “Zipper” lane is created by using a barrier transfer machine (BTM) to move the median barrier from the storage position to the new zipper lane position to create a full traffic

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<sup>1</sup> GUL- General Use Lanes (or general purpose lanes), EL – Express Lanes

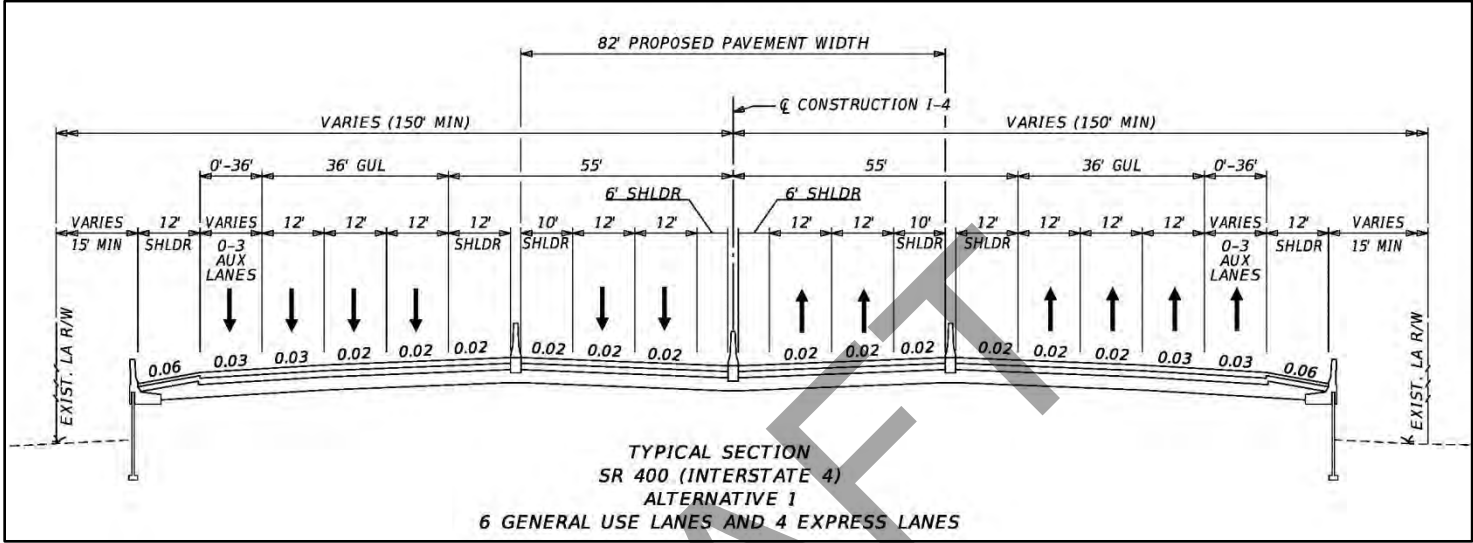


Figure 6 - Typical Section – 6 GUL + 4 EL (No Reversible Lanes)

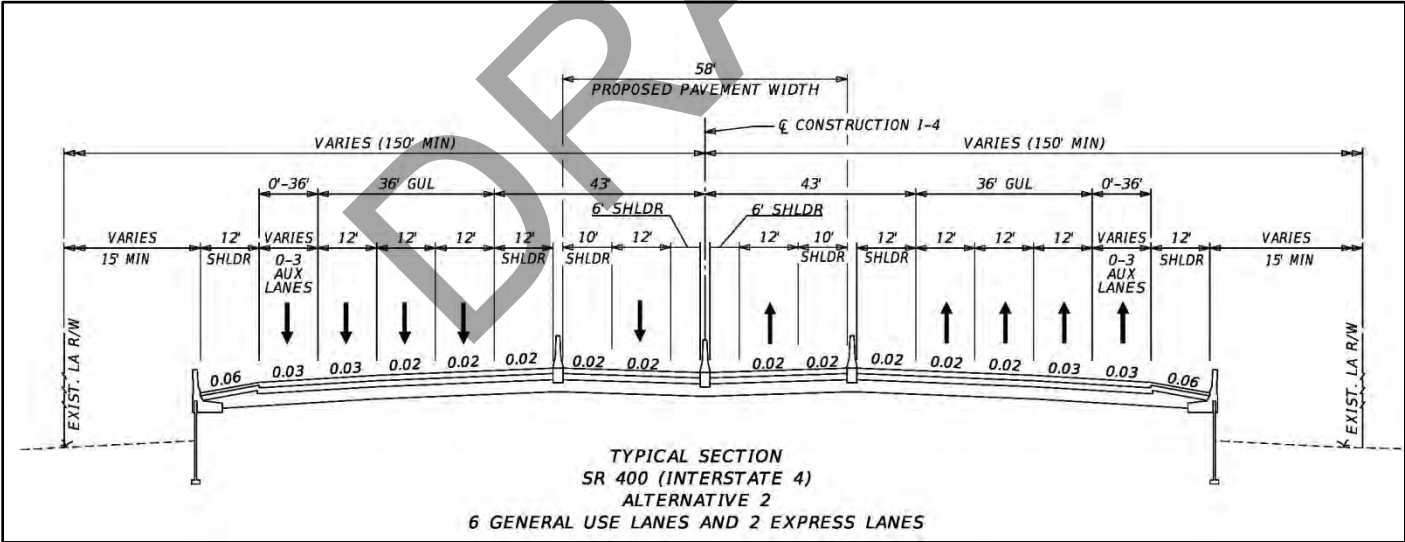


Figure 7 - Typical Section – 6 GUL + 2 EL (No Reversible Lanes)

lane with shoulder area in the peak direction of travel. The proposed typical section for Alternative 3 will include three 12-foot general use lanes, up to three 12-foot auxiliary lanes and 12-foot inside and outside shoulders in each direction. The center section will accommodate one 14-foot express lane and one 12-foot express lane with a 10-foot outside shoulder and a 6-foot inside shoulder in the peak direction of travel and a single 12-foot express lane with 6-foot inside shoulder and 10-foot outside shoulder in the off-peak direction. The 6-foot inside shoulders will be separated by a two-foot movable barrier with slots. Additionally, a permanent barrier wall in between adjacent 10- and 12-foot shoulders will separate the express lanes from the general use lanes. The typical section for Alternative 3, shown in Figure 8, will require a minimum of 300 feet of right of way with 72 feet of proposed pavement width to accommodate the three express lanes. The total roadway footprint width is 226 feet for this alternative. The preliminary roadway alignment for this alternative is shown on the design concept plans included in Appendix D.

#### 4.4 Alternative 4 - 6 GUL + 4 EL & 6 GUL + 2 EL (No Reversible Lanes)

Alternative 4 is a hybrid of alternatives 1 and 2. The proposed typical section for Alternative 4 will have the same cross section as described in Alternative 1 (6 GUL + 4 EL) for the segment east of SR 434 (Begin Project Station 2043+71.32) to the slip ramps west of Dirksen Drive (Station 2710+01.89). From west of Dirksen Drive to east of SR 472 (End Project Station 3118+46.00), the roadway cross section will be the same as described in Alternative 2 (6 GUL + 2 EL). A minimum of 300 feet of right of way will be required with 82 feet of proposed pavement width to accommodate the four express lanes and 58 feet of proposed pavement width to accommodate the two express lanes. The total roadway footprint width is 236 feet for the 4 EL section and 212 feet for the 2 EL section.



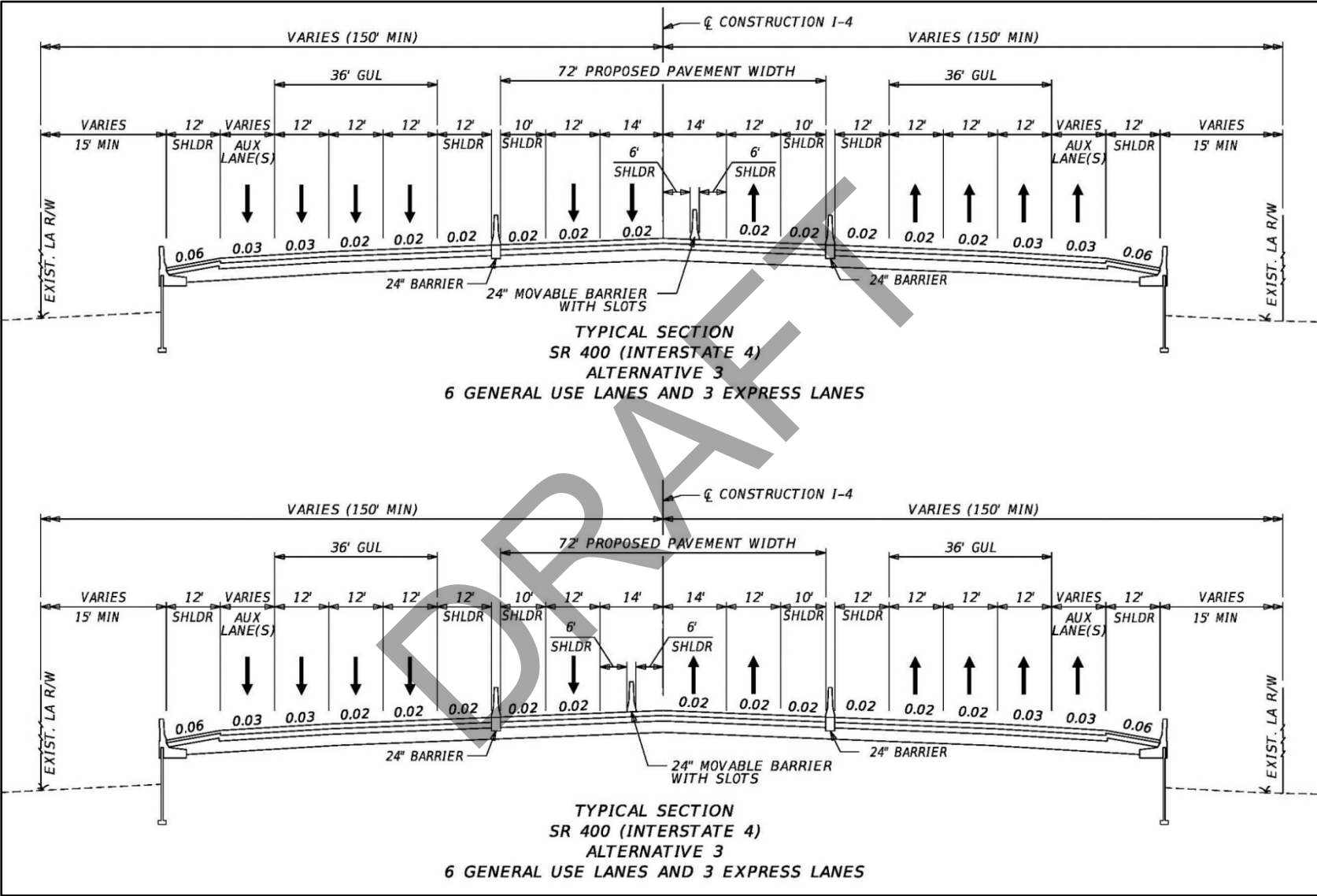


Figure 8 - Typical Section – 6 GUL + 3 EL (Zipper Lanes)

## 5.0 Operations and Maintenance Plan

The operations and maintenance plan is used to identify key elements to effectively manage the special use express lanes and accommodate safe and efficient travel on the interstate. Additional technology, equipment and manpower will be required to ensure safe operations during transition to reversible lane flow configuration. These include additional traffic operations staff as well as additional structures, signage, markings, traffic control features and elements comprising the moveable barrier system. Physical components may include: in-pavement lighting, resistance devices/barrier gates, closed circuit TVs, DMS/VMS/CMS and other ITS, tolling gantries, electronic toll readers, fixed and moveable barriers and barrier transfer machines (BTM).

### 5.1 Express Lanes Access Points

Access to/from the express lanes will be provided through slip ramps connecting to the general use lanes or direct access ramps at some interchange locations. Four slip ramp connections and two direct access ramps are proposed along the I-4 Segments 3 and 4 corridor, as shown in the access plan provided in Figure 9. Figure 10 is a schematic which shows the lane configuration and transition areas for access between the general purpose and express lanes. As shown in Figure 10, proposed access between the general use and express lanes will be provided by parallel-type entrance and exit ramps. In the parallel-type exit (from the general use lanes to the express lanes entrance ramp and from the express lanes to the general use lanes entrance ramp), a 15:1 (180') taper is followed by a 490' added deceleration lane that is parallel to the travel lanes. The deceleration lane connects to the exit or entrance ramp at a 3°00'00" deflection angle. A 40' overlap of the barrier walls is provided to prevent merge/diverge maneuvers within the ramp area. Following the entrance or exit ramp, a 1230' parallel acceleration lane and a 300' taper for merging into the express or general use lanes are provided.

The typical section and traffic flow operations described previously in Alternative 1 (6 GUL + 4 EL - No Reversible Lanes) for I-4, Segments 3 and 4 are consistent with those that will be implemented for the I-4 Ultimate section from west of SR 435 (Kirkman Road) to East of SR 434. Conceptual signing plans to illustrate the traffic operations were developed for Alternative 1 and Alternative 3 and are included in Appendix E and F. The signing plan for Alternatives 2 and 4 will be the same as for Alternative 1.

### 5.2 Moveable Median Barrier (MMB) system

Alternative 3 identified the use of a reversible “zipper” lane system in the express lanes. A reversible lane can be employed by utilizing Movable Barrier Technology (MBT) which can reconfigure a highway by providing additional travel lanes in the peak direction of traffic flow while maintaining positive physical barrier separation between opposing traffic flows. The moveable barrier position will be changed by time of day to provide the desired number of lanes in the peak and off peak directions. A BTM with autoguidance

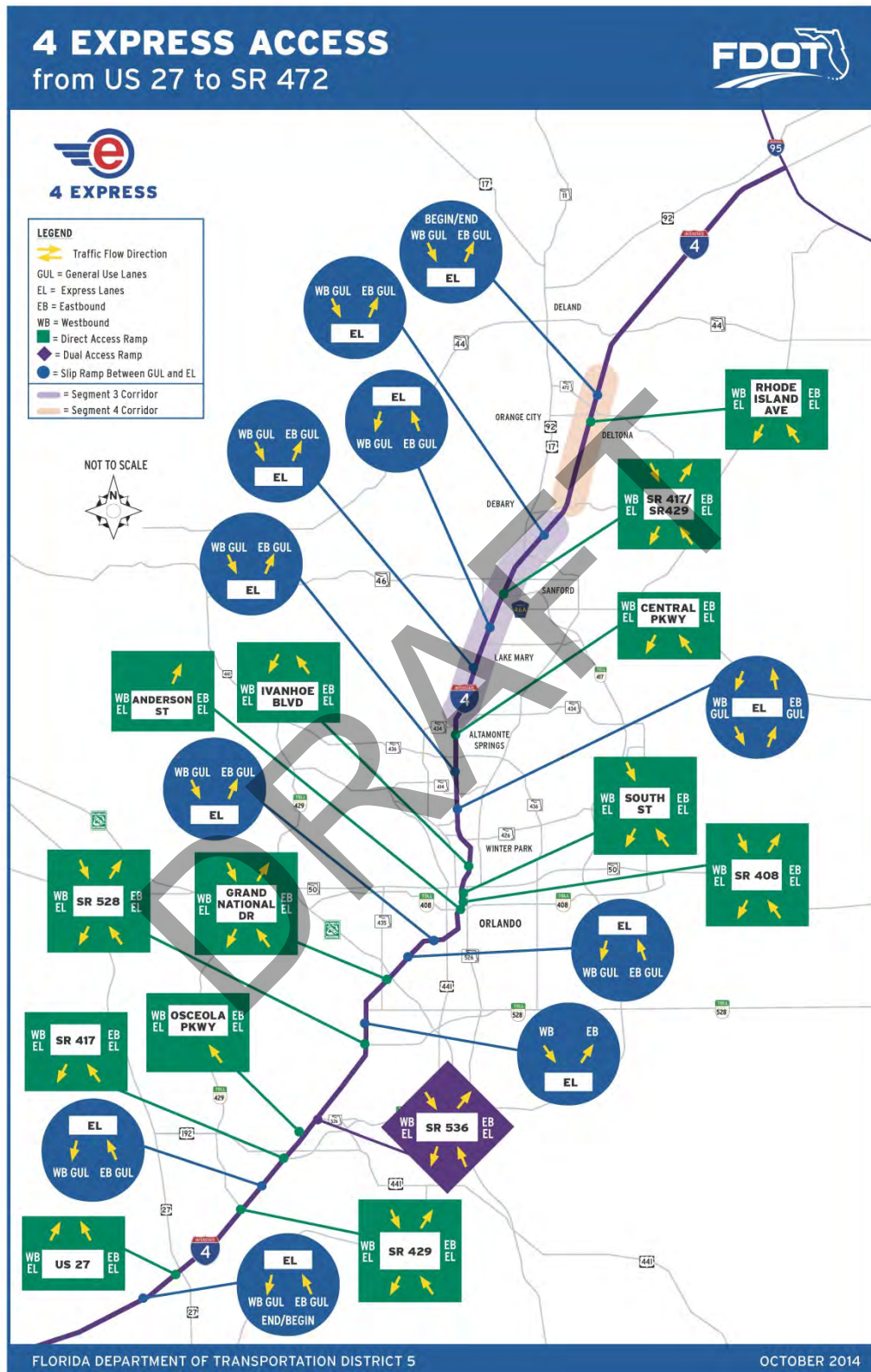


Figure 9 – Proposed Express Lane Access

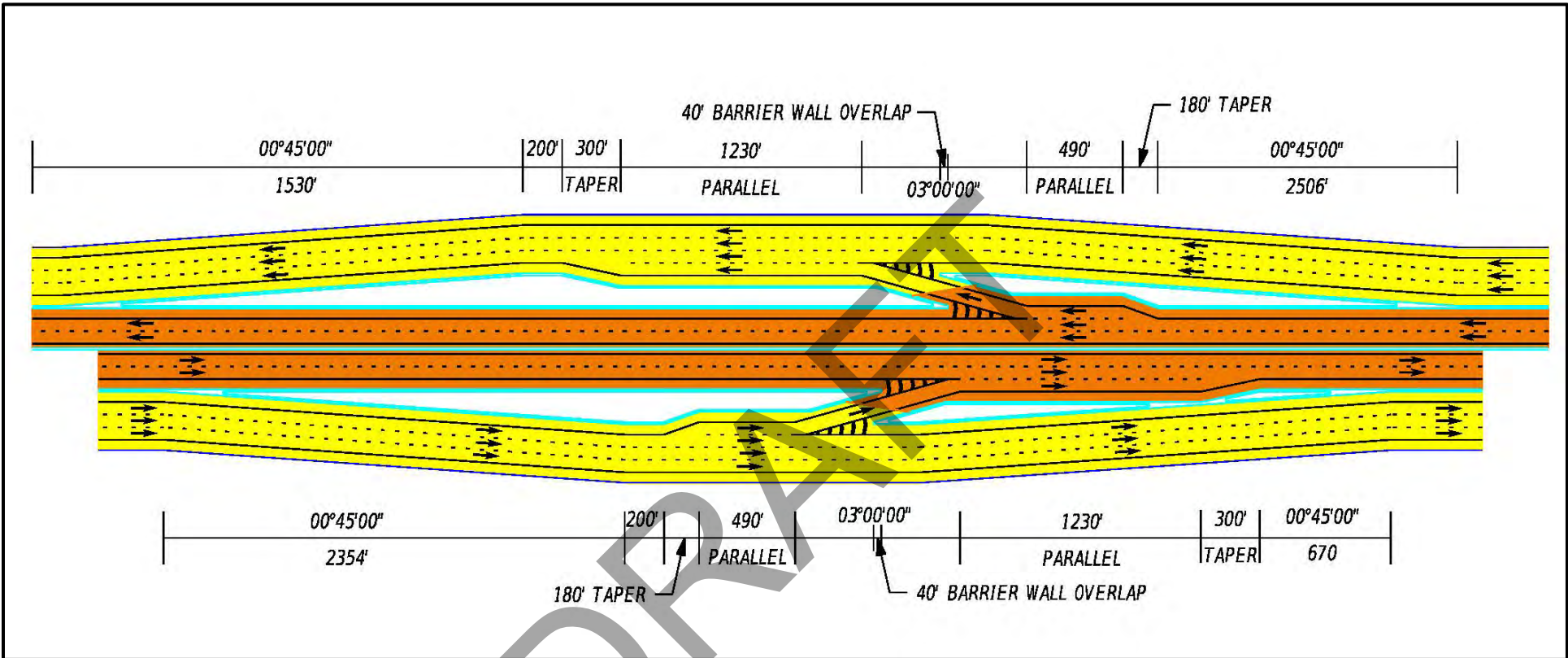
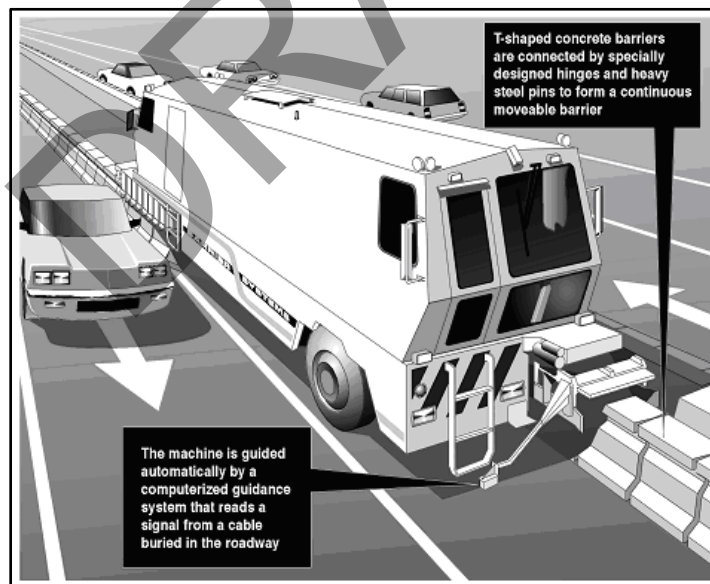


Figure 10 – Proposed Slip Ramp Access Schematic

technology is used to transition the MMB system between lanes to provide an extra travel lane in the peak direction of travel during the rush hours. In the proposed 6 GUL + 3 EL configuration, the three express lanes will occupy the center of the roadway cross section. The BTMs lift the barrier, passing it through a conveyor wheel system located in the undercarriage and transfer the barrier laterally from 8- to 24 feet, to place it in the new position, as illustrated in Figure 11. The system operates at a speed of 10 mph, transferring one mile of barrier up to two lane widths in six minutes. For the proposed corridor length of 19.7 miles, the total transfer time would take approximately 2 hours. The MMB system will allow for two lanes inbound (westbound) and one lane outbound (eastbound) during the morning peak periods and reverse operations in the afternoon peak periods (one lane inbound and two lanes outbound). For this analysis, The Road Zipper System<sup>2</sup> line of products was used to evaluate operations and maintenance. The barrier is constructed of one-meter reinforced concrete sections that are pinned together to form a continuous barrier wall. Figure 12 and Figure 13 show the lane transition from the I-4 Ultimate section (6 GUL + 4 EL – No Reversible Lanes), which extends from west of SR 435 (Kirkman Road) to East of SR 434, to the proposed I-4 Segments 3 and 4 reversible section (6 GUL + 3 EL with Reversible “Zipper” Lane). These figures show the typical traffic control plan to be used during the barrier transfer time, when the direction of travel in the reversible center lane is being changed. Overhead Lane-use Control Signals (LCS) as part of the Variable Message Sign (VMS) system will indicate whether the center reversible lane is open or closed to traffic, providing guidance to motorists using the express lanes. A conceptual signing plan was also developed for Alternative 3 (6 GUL + 3 EL – with Reversible “Zipper” Lane) and is included in Appendix F.



**Figure 11 – Moveable Barrier Technology<sup>3</sup>**

<sup>2</sup> The Road Zipper System (formerly known as Quickchange Moveable Barrier or QMB) is a registered trademark of Lindsay Corporation.

<sup>3</sup> Freeway Management and Operations Handbook, Chapter 8 Managed Lanes. FHWA, 2 Dec. 2013, Web. 26 Aug. 2014. < [http://ops.fhwa.dot.gov/freewaymgmt/publications/frwy\\_mgmt\\_handbook/chapter8\\_02.htm](http://ops.fhwa.dot.gov/freewaymgmt/publications/frwy_mgmt_handbook/chapter8_02.htm)>.

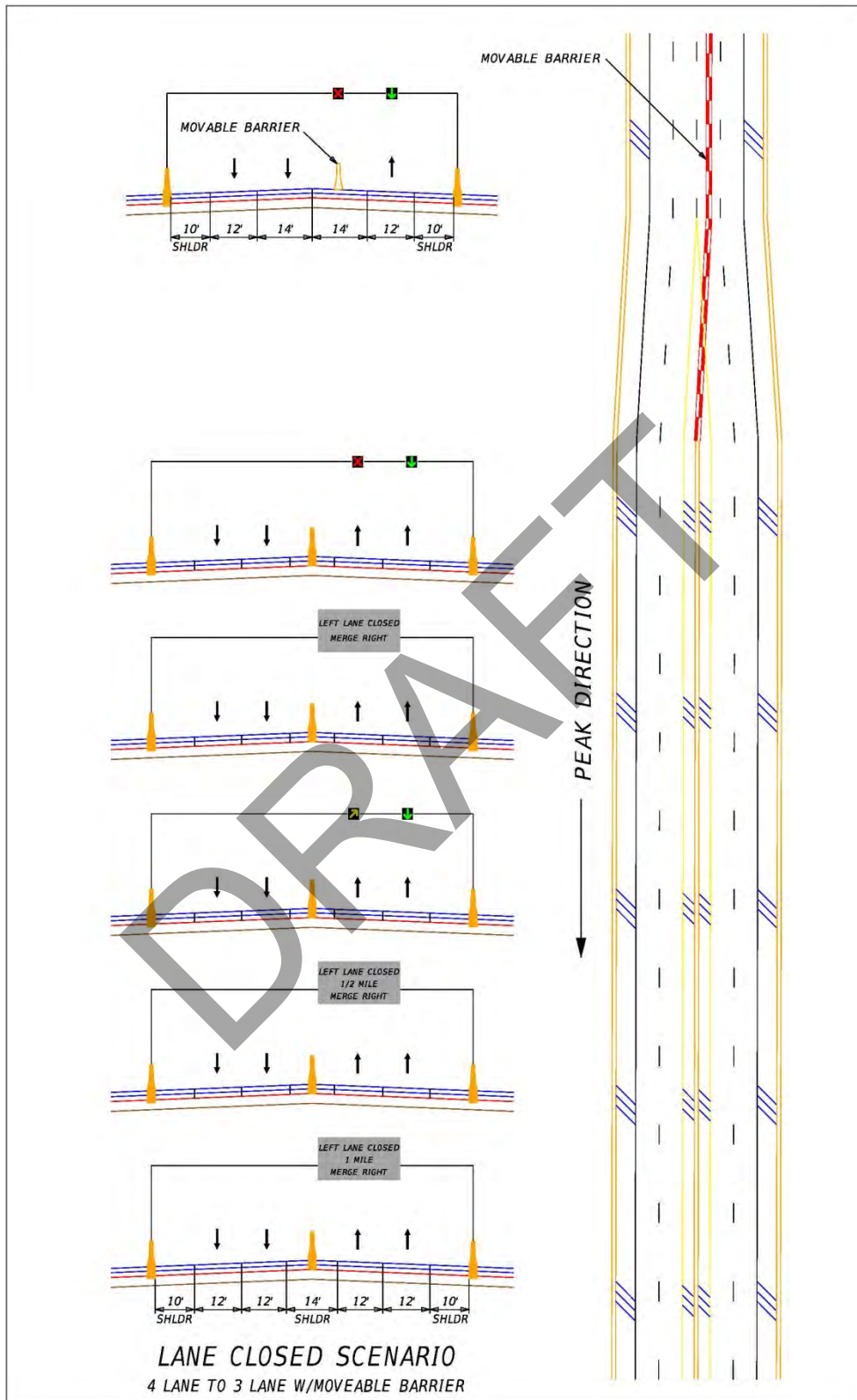


Figure 12 – Reversible Express Lane Transition (4 to 3 lanes – Lane Closed Scenario)

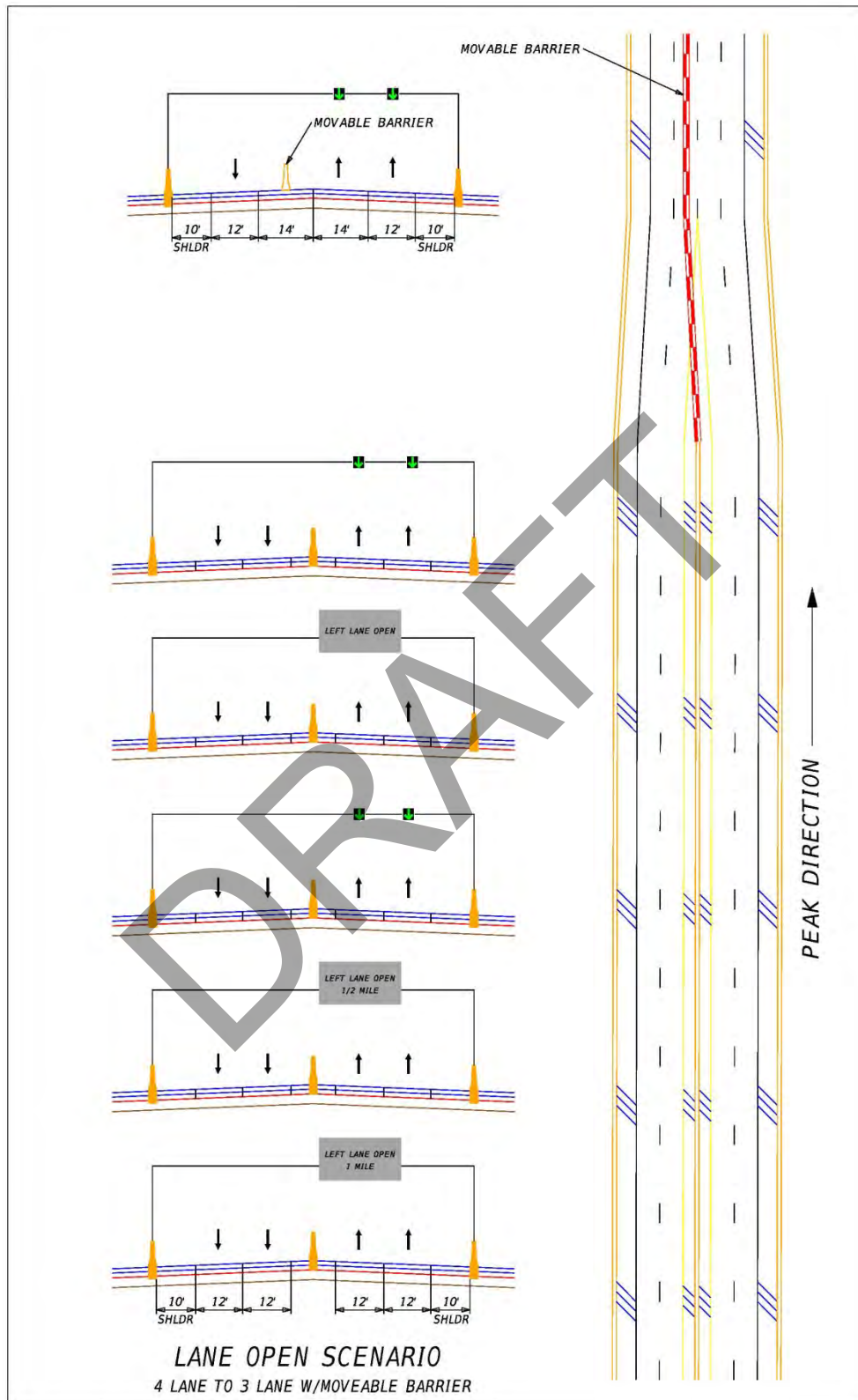


Figure 13 – Reversible Express Lane Transition (4 to 3 lanes – Lane Open Scenario)

## 6.0 Tolling Operations

Tolling strategies and related operations are currently under development in a supplemental report, *I-4 Express Lanes Concept of Operations for I-4 from US 27 to SR 472*. The following is a description of the general aspects of the proposed tolling approach for the I-4 express lanes.

As indicated in the FDOT *Statewide Action Plan to Guide Express Toll Lane Implementation*, managed lane toll rates are to be set to meet project financial objectives and maximize vehicle throughput on a facility. Thus, tolling operations for the I-4 express corridor will be based on a demand management strategy using congestion pricing. A variable toll rate plan (dynamic tolling) will be implemented throughout the day based on real-time traffic demand on the freeway. The dynamic tolling scheme gives users the option of choosing the express lanes for a more reliable trip (travel time and speed). Toll rates will be higher during peak periods of high traffic volume demand and lower during non-peak periods of low demand, in order to maintain acceptable levels of service and speeds close to free-flow conditions in the express lanes. The tolls will be collected electronically through existing E-Pass, SunPass and other systems currently in place in the Orlando metropolitan area. Toll prices will be displayed on full matrix dynamic message signs (DMS) or static signs with embedded DMS prior to the express lanes entry points. In accordance with FDOT policy, High Occupancy Vehicles (HOV) and transit vehicles will not be exempt from the toll. Access will be provided through slip ramps connecting to the general use lanes or direct access ramps at some interchange locations.

Motor vehicles having greater than two axles (including vehicles towing a trailer) will not be permitted to use the express lanes. Bus transit vehicles, which will not be exempt from tolls, will be permitted. The proposed hours of operation for the express lanes are 24 hours/day, 7 days per week. Trip based tolling will be used with each trip consisting of three or fewer exits per trip (a trip consists of no more than three segments). With the trip-based tolling strategy, tolls are locked in at the beginning of a trip, which would encourage longer trips on the system. Dynamic Message Signs (DMS) will be located prior to the trip to indicate the different toll amounts for each exit/segment within a single trip. A single toll plaza per segment is proposed. At entry points into the express lanes where a toll plaza does not exist, vehicle entries will be logged by Automatic Vehicle Identification (AVI) equipment for tolling purposes. Due to the nature of the destinations along I-4 and the length of the system, the trip segments are not the same in the eastbound and westbound directions. The proposed eastbound and westbound trip-based toll segments are illustrated in Figure 14 and Figure 15, respectively. This may result in construction of separate toll gantries for the eastbound and westbound directions. With the reversible lane configuration, toll gantries for opposing directions would need to be combined (one gantry structure spanning across both directions of travel). With the dynamic tolling scheme, tolls are adjusted based on traffic volume and speed of vehicles thus, the toll rates may be different at the decision point before entry and the actual gantry location. One of the drawbacks due to the reversible lane configuration is that a single gantry location has the potential to create inaccurate tolling amounts as vehicle travel speeds could change between the entry access point and the actual gantry location.



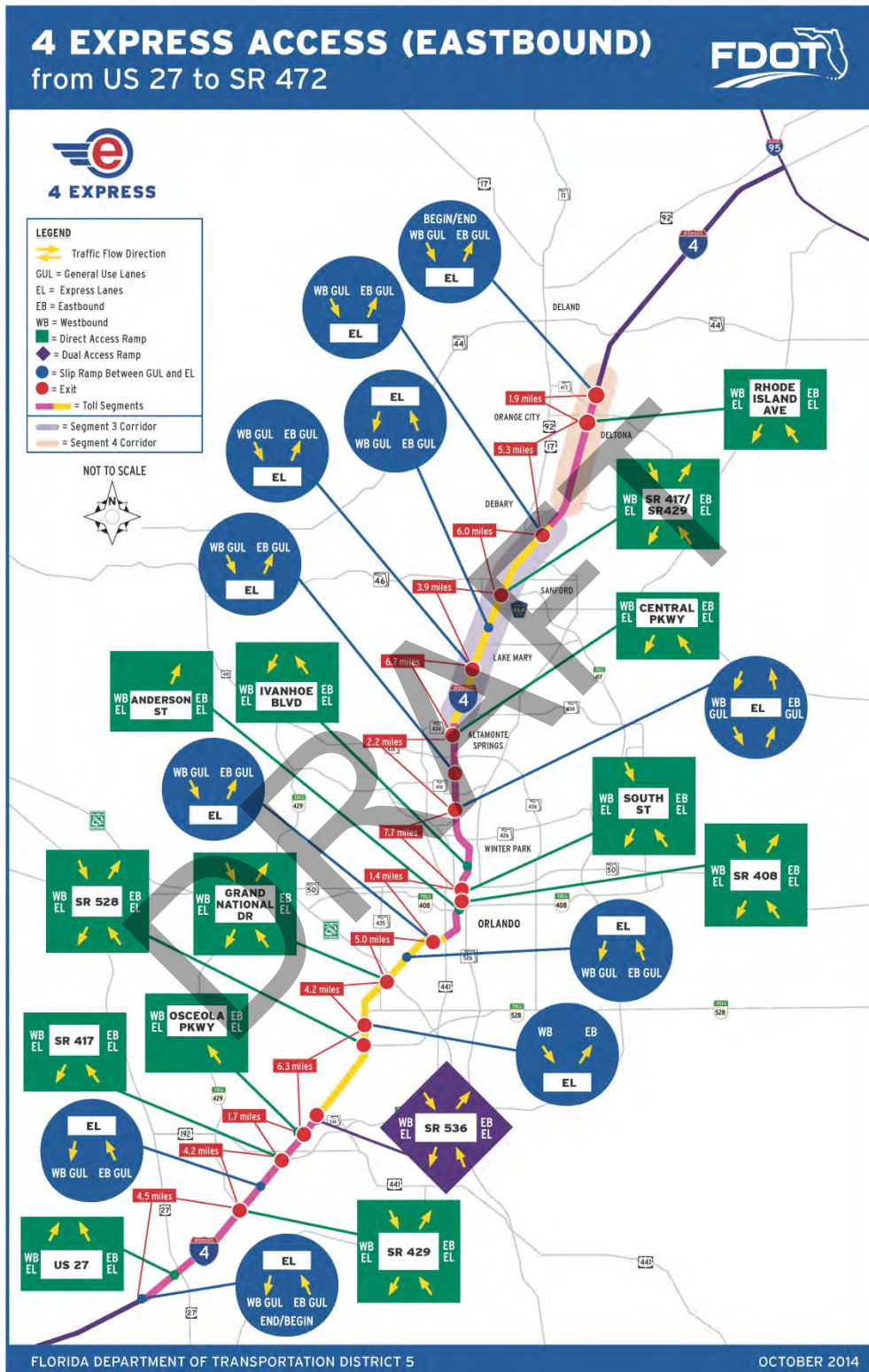


Figure 14 – Proposed Eastbound Toll Segments

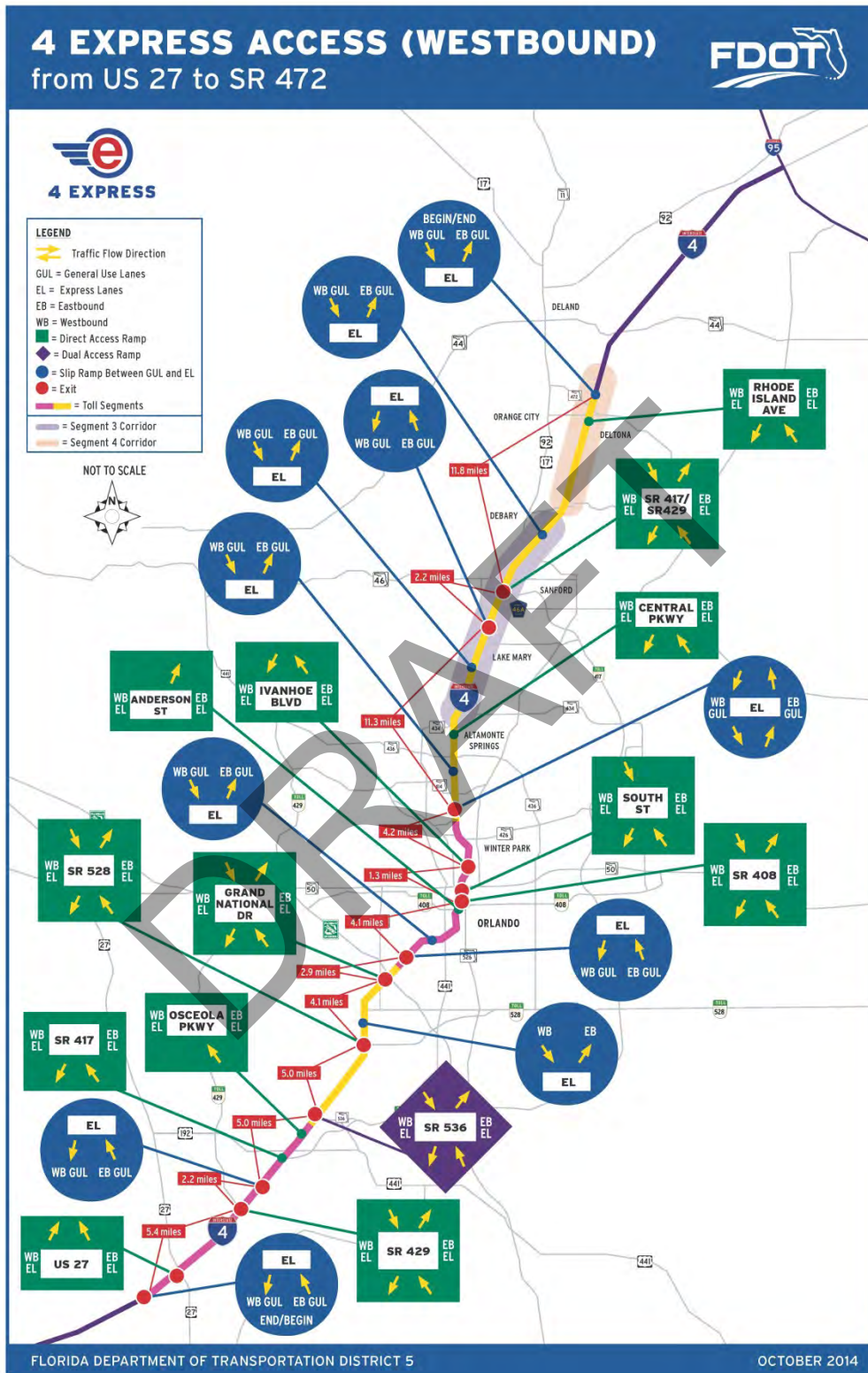


Figure 15 – Proposed Westbound Toll Segments

## 7.0 St. Johns River Bridge

A major component of determining the feasibility of extending the use of the express lanes along the I-4 Segments 3 and 4 corridor is the impact to the bridge over the St. Johns River. A supplemental report, *SR 400 (I-4) Over US 17-92 and St. Johns River Structural Evaluation Study (September, 2014)*, addressing the I-4 BtU extension project has been prepared and submitted to FDOT. The following sections provide a summary of the study findings.

In 2000-2001, the St. Johns River Veterans Memorial Bridge was designed and constructed with provisions to accept a future interior (median) widening (herein referred to as the “original widening”), as part of the original I-4 PD&E. The original widening was to carry a roadway consisting of a 10’ inside shoulder, one 12’ managed lane and a 12’ outside shoulder on the Eastbound and Westbound bridges. The existing structure provides a 132’-11” open median available for widening between the Eastbound and Westbound bridges. The original widening was suitable to accommodate the typical sections for Alternatives 2 and 4 presented in this reversible express lanes evaluation report. Therefore, the bridge study evaluated two separate alternatives for the feasibility of accommodating the proposed improvements for Alternative 1 and Alternative 3 of this reversible lane analysis.

### Alternative 1 Bridge Widening

The Alternative 1 Bridge Widening for Alternative 1 (6 GUL + 4EL - No Reversible Lanes) requires several changes to the original widening design. Firstly, the beam layout will need to be revised to support the increase in the roadway width from 36 feet to 42 feet to add a second managed lane. This will require larger beam spacing and an extra beam line in some spans. Also, the Florida Bulb-T 78 beams selected in the original widening will be replaced by current Florida I-78 beams. The result is an estimated additional 4,310 linear feet of Florida I-78 beams required to carry the proposed Alternative 1 widening over the original widening configuration. Furthermore, a 6 feet increase in the widening width will also require wider end bents and pier caps.

Based on our preliminary investigation, the existing river piers appear to have adequate foundation capacity as installed to handle the proposed widening without modification to the pile supported foundations. The not-yet-constructed pier caps and columns at these piers will likely require additional reinforcing than what was anticipated in the original widening design, as well as revised connection details to the existing foundations to assure safe transfer of loads. However, based on the relatively small level of increased load demand from the proposed widening, it will be feasible to develop constructible details in the final design phase. Figure 16 and Figure 17 show the typical land and river pier configurations for both the original widening and the proposed Alternative 1 widening.

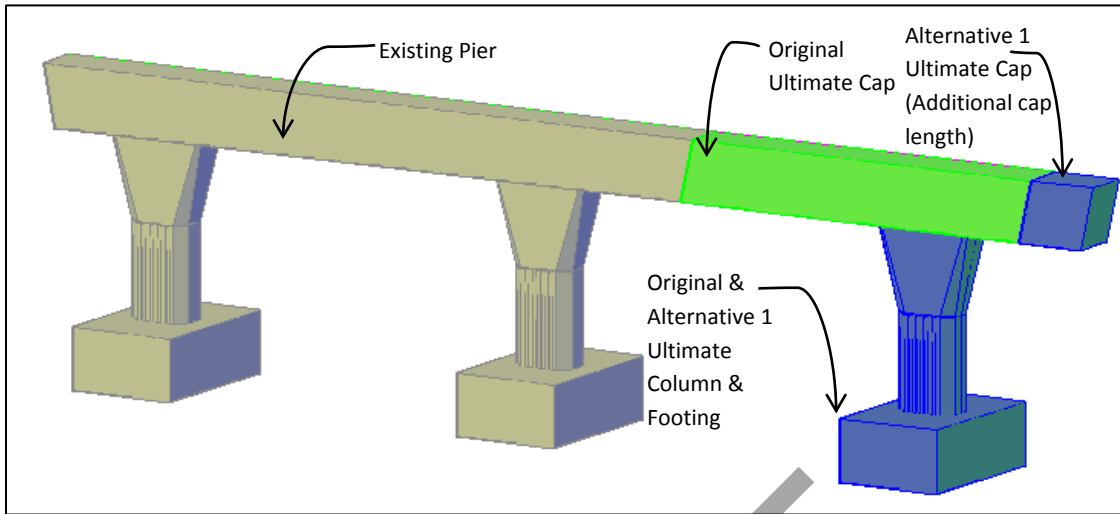


Figure 16 – Typical Land Pier

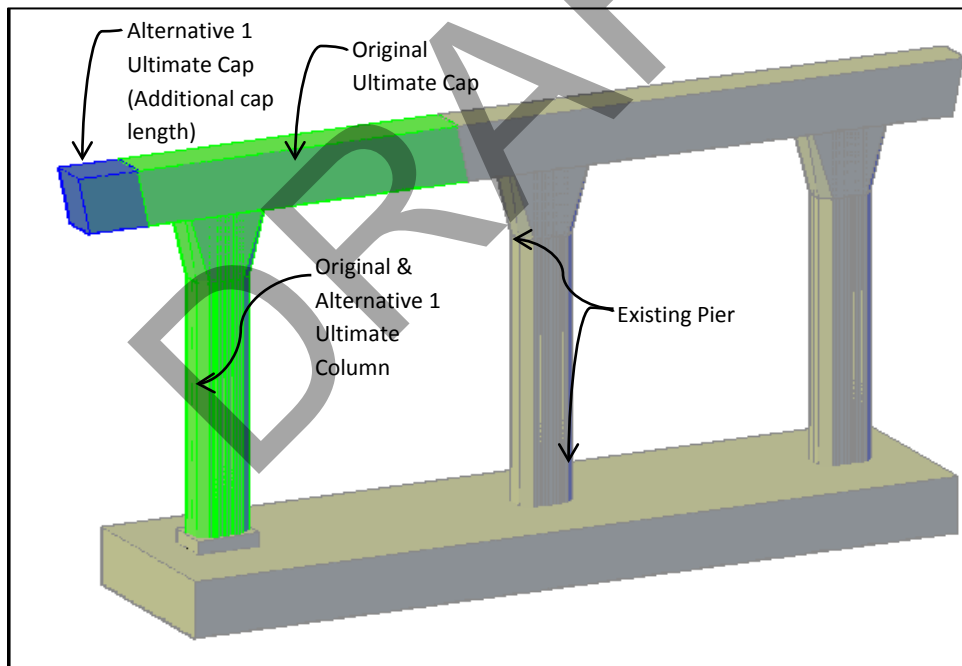
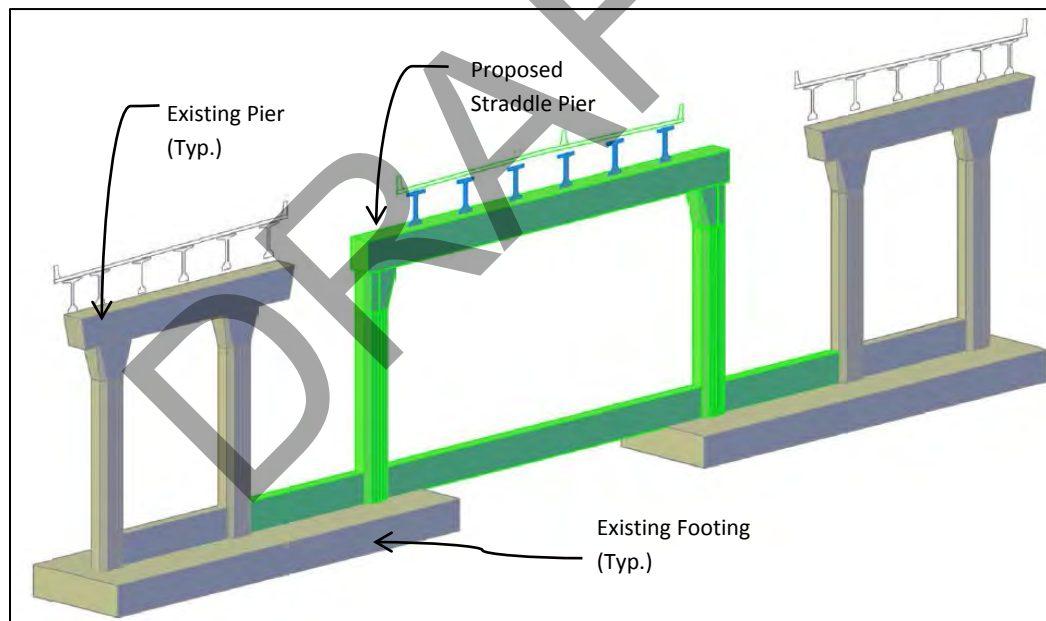


Figure 17 – Typical River Pier

### Alternative 2 Bridge Widening

The Alternative 2 Bridge Widening for Alternative 3 (6 GUL + 3 EL – with Reversible “Zipper” Lane) was completed to determine the feasibility of one managed lane in each direction with a reversible center managed lane. This widening would need to be carried on a separate superstructure located in the median area between the Eastbound and Westbound bridges. The most viable solution for this configuration consists of constructing straddle piers spanning between existing pier footings at river pier locations. Furthermore, entirely new end bents need to be constructed at the North and South ends of the bridge. Due to the existing MSE walls in these locations, the potential for conflicts between end bent piles and existing MSE wall straps need to be investigated. For land pier locations, new multi-column piers can be constructed in the median to carry the proposed bridge section. According to As-Built plans, old piles and foundations at Pier 2 may still be intact and need to be field verified before carrying out substructure design at that location. This option also presents the possibility of dealing with construction during design and record high water levels, which places the existing river pier footings under water. Vessel collision also needs to be addressed to assure new collapse mechanisms do not present themselves due to the linking of the river pier footings. Figure 18 shows the typical straddle pier configuration for the proposed Alternative 2 widening.



**Figure 18 – Typical Straddle Pier**

Typical sections including the express lanes for the bridge sections over the St. Johns River were developed for Alternative 1 (6+4) and Alternative 3 (6+3), as shown in Figure 19 and Figure 20. Estimated costs for bridge construction over the St. John’s River were also determined for Alternative 1 and Alternative 3 and are shown in Table 4. The overall construction cost of Alternative 1 was estimated to be similar to that of Alternative 3, with a costs savings of 8.8% for construction of Alternative 3 over Alternative 1. However, the Alternative 1 widening provides more roadway usage per dollar spent.

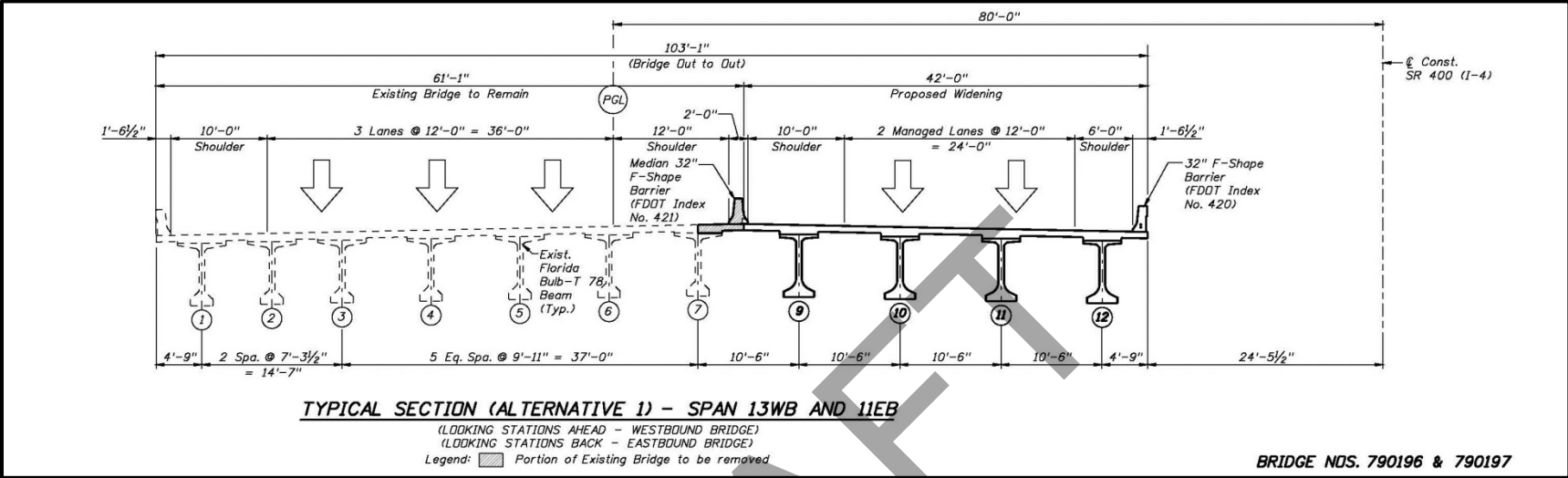


Figure 19 – St. Johns River Bridge (Proposed 6 + 4 Section, Eastbound)

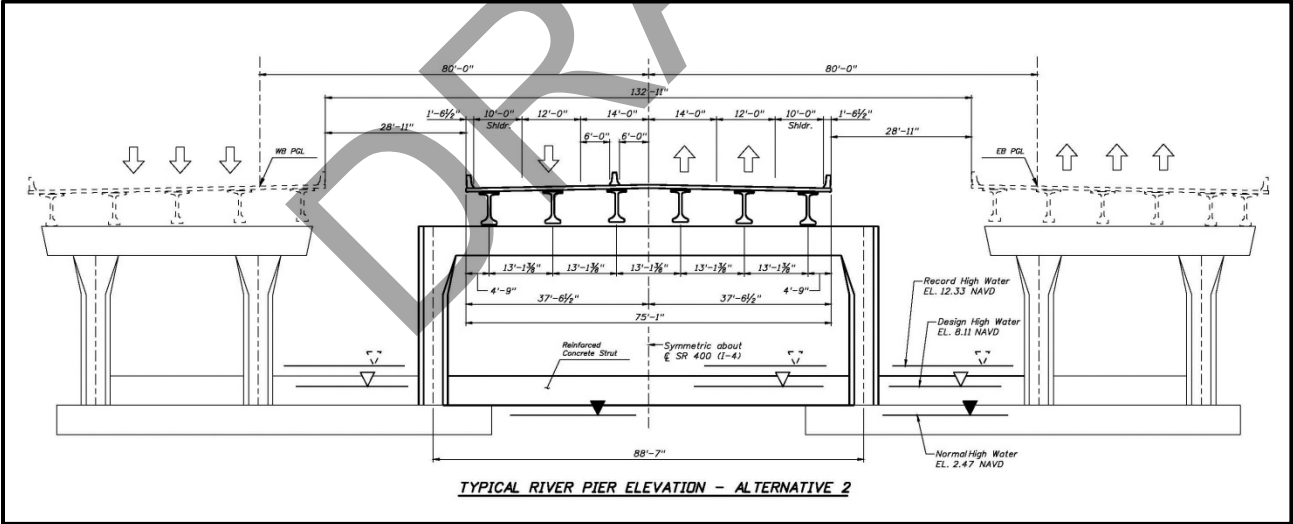


Figure 20 – St. Johns River Bridge (Proposed 6 + 3 Section)

**Table 4 – Construction Cost Estimate for St. Johns River Bridge**

Alternative	Pier Type	Express Lanes Provided	Bridge Deck Area	Estimated Construction Cost	Cost per Square Foot	Cost per Lane
			(SF)	(\$ Million)	(\$/SF)	(\$M/Lane)
Widening	Single Column Widening	4	215,565	19.4	90	4.85
Reversible Lanes with Straddle Piers*	Straddle	3	190,108	17.7	93	5.90

\*Cost estimate does not include moveable barrier system or MSE wall work which may be required.

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## **8.0 COST ANALYSIS**

### **8.1.1 BTM Operations and Maintenance Costs**

Costs to operate and maintain the BTMs include parts and labor for operations and storage facilities for maintenance. A 40-year life cycle cost analysis was completed for the alternatives which include the “zipper” lane system, Alternative 3. Labor estimates assumed a full time crew operating for the duration of a full year utilizing one Hawaii Class model BTM with one back-up machine. Operating costs also include parts such as, fuel and hydraulic oil. The initial cost for one liner foot of MMB assumed was \$320 (\$1,689,600 per mile). One on-site storage and maintenance facility for storage of parts, fueling/maintaining and protection of equipment was deemed necessary based on annual maintenance requirements and typical weather conditions in central Florida. The cost analysis is based on Barrier Systems by Lindsay Corporation line of products and assumes ten median transfers per week for the approximate 20-mile project. Table 5 provides a summary of the life cycle cost analysis for the BTM and MMB components of the reversible lane alternative (Alternative 3).

Preliminary design concept plans were developed for the alternatives evaluated to assist in preparation of the preliminary engineer’s estimates. The engineer’s estimates included construction costs for roadway and bridges, right of way impacts and moveable barriers, as applicable for each of the alternatives. The costs for Alternative 4 were estimated by combining estimates from Alternative 1 and Alternative 2. A total project length of 19.7 miles (Segment 3 and Segment 4) was assumed. The cross roads were excluded from the cost estimation, as their costs were assumed to be equal for all alternatives. Right of way impacts included roadway construction only and excluded impacts for various pond alternatives. Table 6 summarizes the total construction costs for each alternative evaluated. Detailed calculations are provided in Appendix G.



Table 5 – 40 Year Life Cycle Cost Analysis for Moveable Median Barrier (Alternative 3 – 6 GUL + 3 EL)

Item	Quantity	Units	Cycle (Years)	Number of Recurring Costs	Capital/ Replacement Costs	Units	Annualized Costs
<b>Capital Costs</b>							
Barrier Transfer Machine (BTM)	2	EA	20	2	\$ 1,632,000.00	EA	\$ 163,200.00
Moveable Median Barrier (MMB)	19.7	MI	40	1	\$ 1,689,600.00	\$/MI	\$ 832,128.00
Storage and Maintenance Facility	1	EA	40	1	\$ 3,500,000.00	EA	\$ 87,500.00
<b>Yearly Expenses</b>							
<u>Operations and Maintenance</u>							
Operating Costs (including fuel and hydraulic oil)							\$ 145,000.00
Labor							\$ 385,000.00
Maintenance							\$ 18,000.00
<b>Average Annual Cost</b>							<b>\$ 1,630,828.00</b>
<b>Total Cost Over 40 Years</b>							<b>\$ 65,233,120.00</b>

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Table 6 – Construction Cost Estimate for I-4, Segments 3 and 4 for Alternatives 1 through 4

Item	Alternative 1 (6+4) No Reversible Lanes	Alternative 2 (6+2) No Reversible Lanes	Alternative 3 (6+3) Reversible “Zipper” Lane	Alternative 4 (6+4 & 6+2) No Reversible Lanes
Number of Bridges that Need to be Replaced	9	6	10	6
Total New Bridge Area (SF)	670,829	442,573	643,826	603,531
Total Roadway Footprint Width	236-ft	212-ft	226-ft	236-ft & 212-ft
Right of Way Impacts	5316 SF	518 SF	5316 SF	5316 SF
Bridge cost	\$86,558,991	\$60,649,006	\$82,281,339	\$75,791,311
Roadway cost	\$202,833,330	\$183,093,703	\$179,873,490	\$193,327,309
Capital Cost of Barrier Transfer Machine and Moveable Median Barrier	\$0	\$0	\$40,049,120	\$0
40 Year Life Cycle Cost Analysis - Cost Per Year	\$0	\$0	\$1,630,828	\$0
<b>Total Cost*</b>	<b>\$290,000,000</b>	<b>\$244,000,000</b>	<b>\$303,000,000</b>	<b>\$270,000,000</b>
<b>*Rounded up to the nearest \$1M</b>				

## 9.0 CONCLUSIONS AND RECOMMENDATIONS

Four alternative typical sections were considered as part of the reversible lane feasibility analysis for I-4, Segments 3 and 4. As summarized in National Cooperative Highway Research Program's (NCHRP) Synthesis 340 - Convertible Roadways and Lanes, critical criteria established by the American Association of State Highway and Transportation Officials (AASHTO) and the Institute of Transportation Engineers (ITE) should be met when determining the need for a reversible lane facility; these are:

1. Need for a high directional split - perhaps the most critical aspect in establishing need. NCHRP Synthesis 340, states "reversible operations are justified when 65 percent or more of the traffic moves in one direction during peak hours."
2. Average speed of the freeway should decrease by at least 25% during the trouble periods over the normal speed.
3. Traffic congestion problem under investigation should be both "periodic and predictable."
4. Transition periods, the conversion of flow from one direction to another, result in no use of reversible lanes, depending upon the length of facility, this can last for 6 to 8 hours. This is a loss of revenue for a tolled reversible managed lane facility.
5. The ratio of major flow direction lanes to minor flow direction lanes should be at least 2:1 and preferably 3:1, with the minor flow direction never having less than two lanes.
6. Reversible flow facilities are most suited for long limited access pass-through travel, such as moving vehicles from further suburban areas into central business districts (CBD) or activity centers.

The highest projected 2040 directional split is estimated to be 57% for the I-4 Segments 3 and 4 corridor and although distinct peaking periods when traffic is more directional are anticipated, the splits are not expected to be as significant throughout the remainder of the day and therefore, criterion 1 and 3 are not anticipated to be met. For the proposed corridor length of 19.7 miles, the total transfer time would take approximately 2 to 3 hours resulting in no use of the express lanes and loss of toll revenue during the transition period per criterion 4. The proposed reversible lane typical section configuration (Alternative 3 – 6 GUL +3 EL with Reversible "zipper" lane) results in one lane in the minor flow direction, therefore criterion 5 is not met.

As previously shown in Table 3, the projected 2040 traffic volumes in the express lanes would require a minimum of two express lanes to maintain LOS D in the peak direction of travel between west of SR 434 and the slip ramps west of Lake Mary Boulevard and between the slip ramps west of CR 46A and the slip ramps west of Dirksen Drive. All four alternatives were considered and reviewed based on historical and projected traffic volumes, existing and projected directional distribution patterns, project construction costs and other criteria used to address the need for long-term congestion relief along the I-4 corridor. Based on the preceding factors, Alternative 2 (6 GUL + 2 EL - No reversible lane) was not advanced for further consideration as desirable LOSs in the express lanes would not be achieved with a single express lane throughout the entire corridor. Of the remaining three alternatives, the estimated construction cost for the reversible lane alternative (Alternative 3) is approximately \$303,000,000. Although the roadway and bridge construction

costs for Alternative 3 (\$263M) were lower than for Alternative 1 (\$290), the initial capital costs and recurring annual costs of the MMB system resulted in an overall higher cost for this alternative. The total construction costs for Alternatives 1 and 4 were similar with Alternative 4 approximately 7% (\$20M) lower than Alternative 1. Based on the preceding life cycle cost analysis for the MMB system, the structural analysis of the bridge system over the St. Johns River and considering other design, operations, maintenance and cost factors evaluated in this report, it is recommended that the Alternative 1 (6 GUL + 4 EL) configuration be implemented throughout I-4, Segments 3 and 4.

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## **APPENDICES**

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# **APPENDIX A**

## **TRAFFIC INFORMATION**

FDOT TRAFFIC COUNTS  
HOURLY CONTINUOUS COUNTS

799906 ON I-4, 169' E OF ENTERPRISE RD O/P, VOLUSIA CO. 5/24/2013

	EB	WB	TOTAL	EB	WB
1	671	454	1125	60%	40%
2	471	373	844	56%	44%
3	399	361	760	53%	48%
4	336	433	769	44%	56%
5	372	621	993	37%	63%
6	723	1600	2323	31%	69%
7	1531	3447	4978	31%	69%
8	2424	4084	6508	37%	63%
9	2588	3572	6160	42%	58%
10	2483	3018	5501	45%	55%
11	2989	2917	5906	51%	49%
12	3205	2949	6154	52%	48%
13	3444	3076	6520	53%	47%
14	3677	3197	6874	53%	47%
15	3865	3469	7334	53%	47%
16	4514	3727	8241	55%	45%
17	4626	3821	8447	55%	45%
18	4437	3848	8285	54%	46%
19	4202	3436	7638	55%	45%
20	3516	2813	6329	56%	44%
21	2650	2294	4944	54%	46%
22	2357	1872	4229	56%	44%
23	1920	1473	3393	57%	43%
24	1319	999	2318	57%	43%

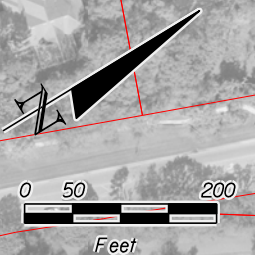
770343 SR-400/I-4, 1.6 MI E OF SR-434, SEMINOLE CO. 3/5/2013

	EB	WB	TOTAL	EB	WB
1	623	567	1190	52%	48%
2	404	376	780	52%	48%
3	349	305	654	53%	47%
4	324	349	673	48%	52%
5	392	663	1055	37%	63%
6	860	1867	2727	32%	68%
7	2315	4787	7102	33%	67%
8	4234	5476	9710	44%	56%
9	4776	4886	9662	49%	51%
10	3872	4209	8081	48%	52%
11	3667	3746	7413	49%	51%
12	3997	3809	7806	51%	49%
13	3862	3594	7456	52%	48%
14	4131	3561	7692	54%	46%
15	4283	3828	8111	53%	47%
16	4966	3869	8835	56%	44%
17	5728	4364	10092	57%	43%
18	5819	5503	11322	51%	49%
19	5267	4428	9695	54%	46%
20	3830	2827	6657	58%	42%
21	2748	2040	4788	57%	43%
22	2193	1739	3932	56%	44%
23	1608	1315	2923	55%	45%
24	1190	893	2083	57%	43%

# **APPENDIX B**

## **CONCEPT PLANS (ALTERNATIVE 1)**





MATCHLINE STA. 2057+00.00

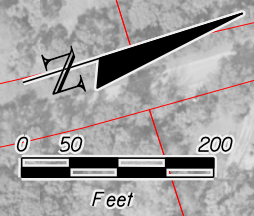
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	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

HNTB CORPORATION  
610 CRESCENT EXECUTIVE CT  
SUITE 400  
LAKE MARY, FL 32746  
(407) 805-0355  
CERT. OF AUTH. NO. 6500  
  
ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

**I-4 PD&E STUDY  
I-4 MAINLINE  
SEGMENT 3**

SHEET NO.



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FPID 432193-1-52-10  
CONSTRUCTION  
EXPECTED FY 2015

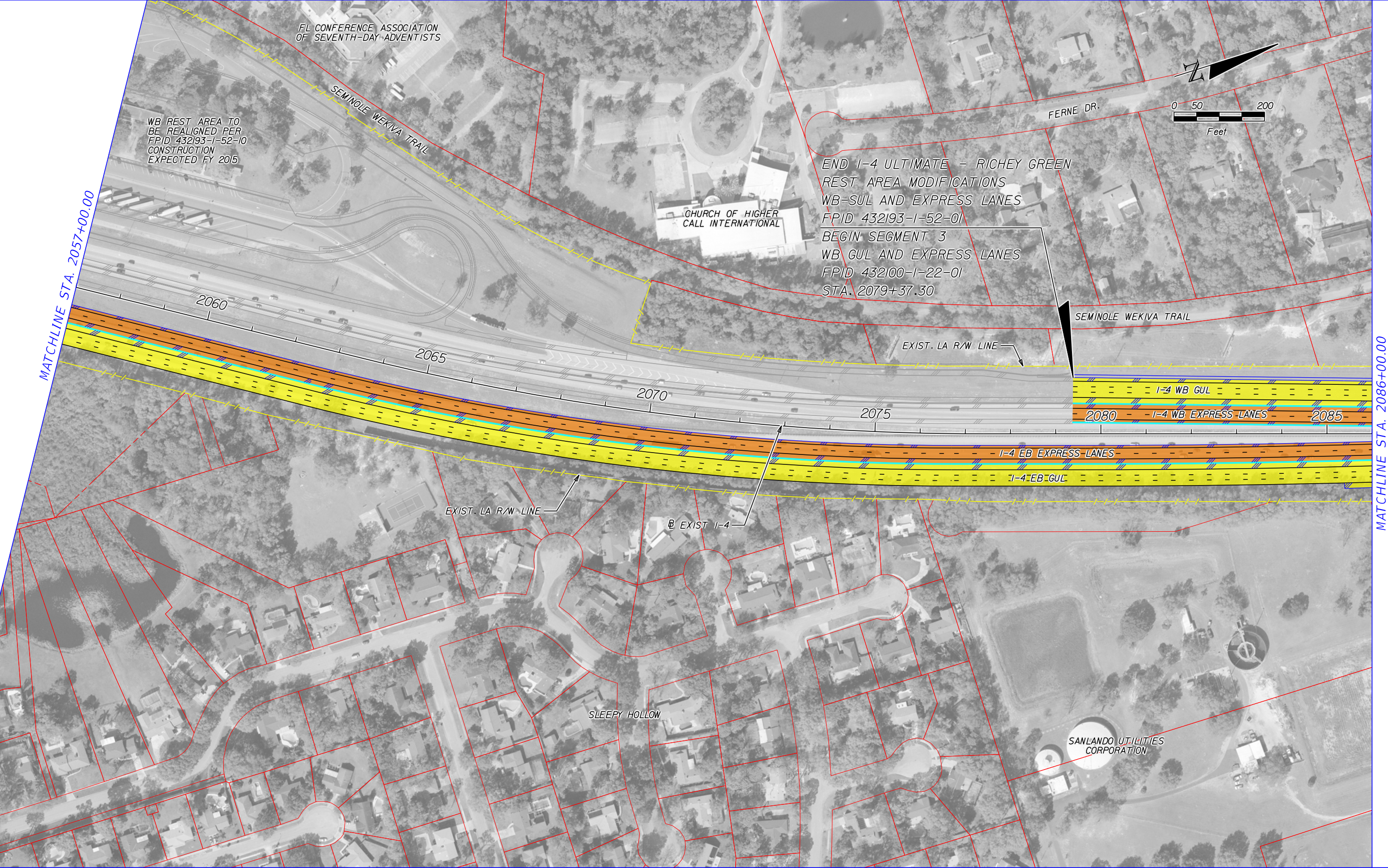
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OF SEVENTH-DAY ADVENTISTS

CHURCH OF HIGHER  
CALL INTERNATIONAL

END I-4 ULTIMATE - RICHEY GREEN  
REST AREA MODIFICATIONS  
WB-SUL AND EXPRESS LANES  
FPID 432193-1-52-01  
BEGIN SEGMENT 3  
WB GUL AND EXPRESS LANES  
FPID 432100-1-22-01  
STA. 2079+37.30

MATCHLINE STA. 2057+00.00

MATCHLINE STA. 2086+00.00



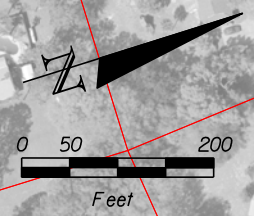
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	EXISTING FDOT R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

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FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

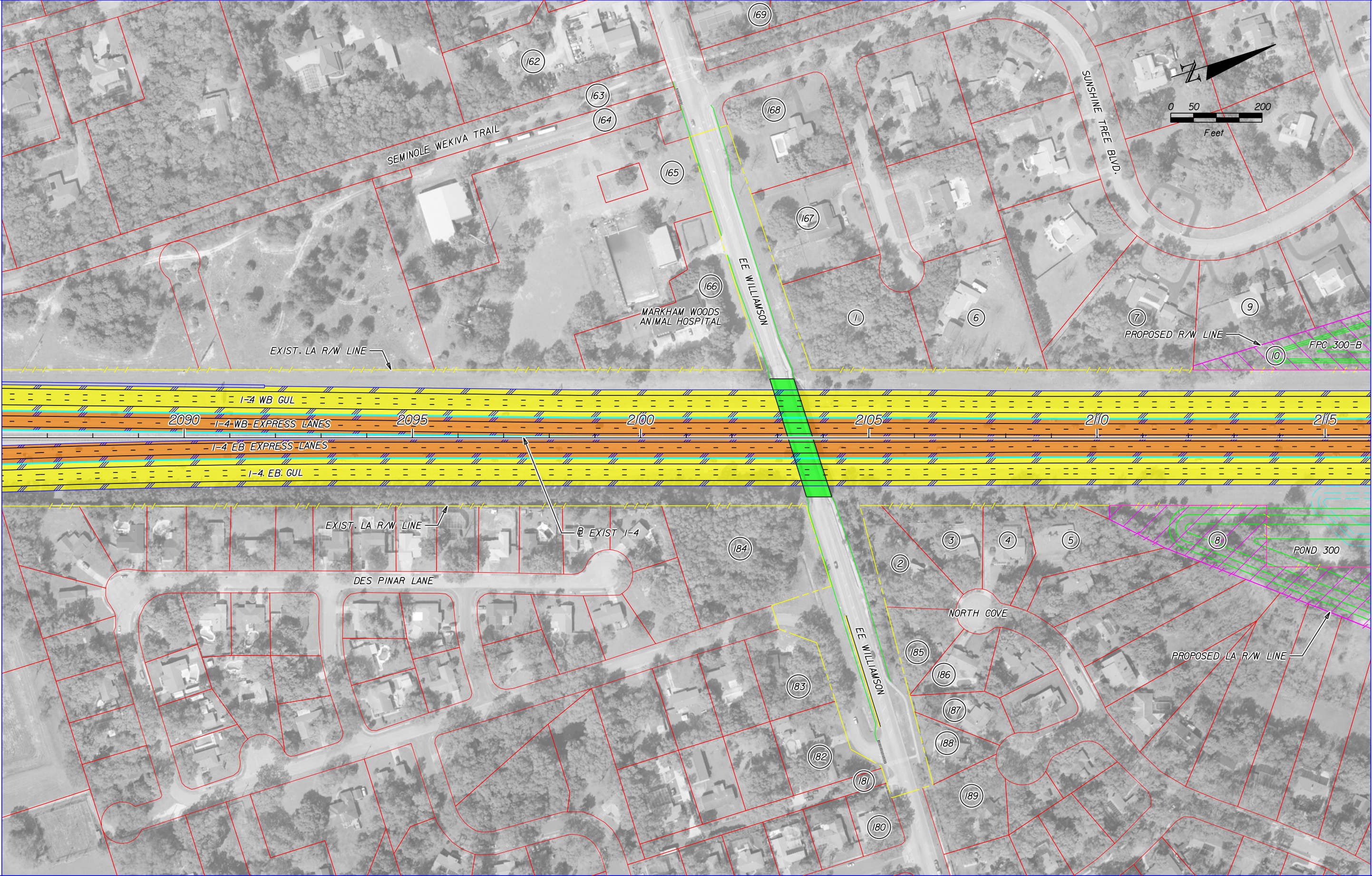
**I-4 PD&E STUDY**  
**I-4 MAINLINE**  
**SEGMENT 3**

SHEET  
NO.



MATCHLINE STA. 2086+00.00

MATCHLINE STA. 2116+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
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ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
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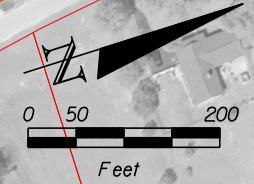
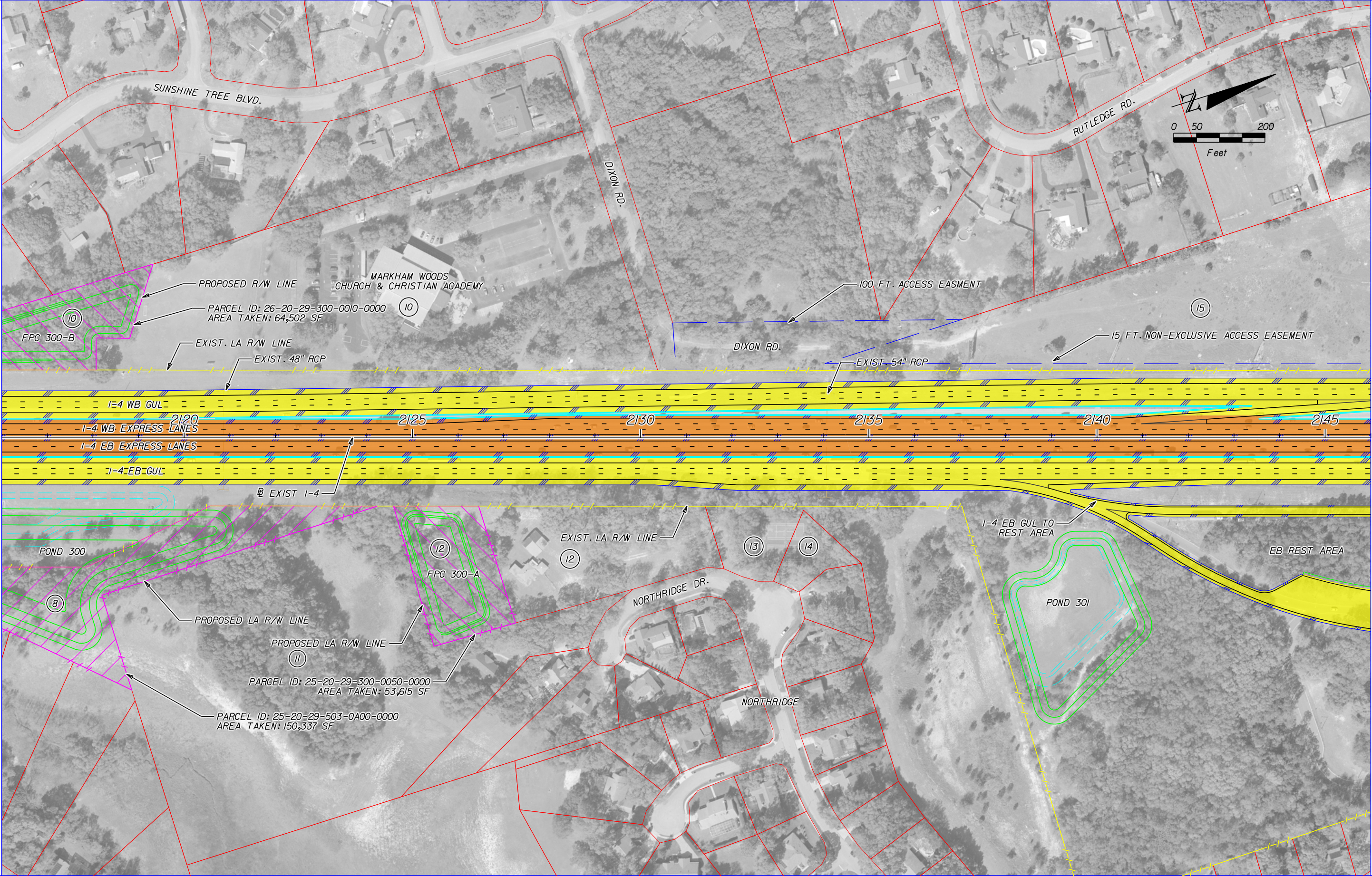
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

**I-4 PD&E STUDY**  
**I-4 MAINLINE**  
**SEGMENT 3**

SHEET NO.

MATCHLINE STA. 2116+00.00

MATCHLINE STA. 2146+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

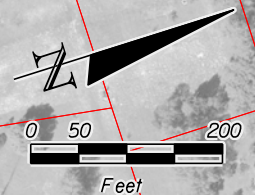
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

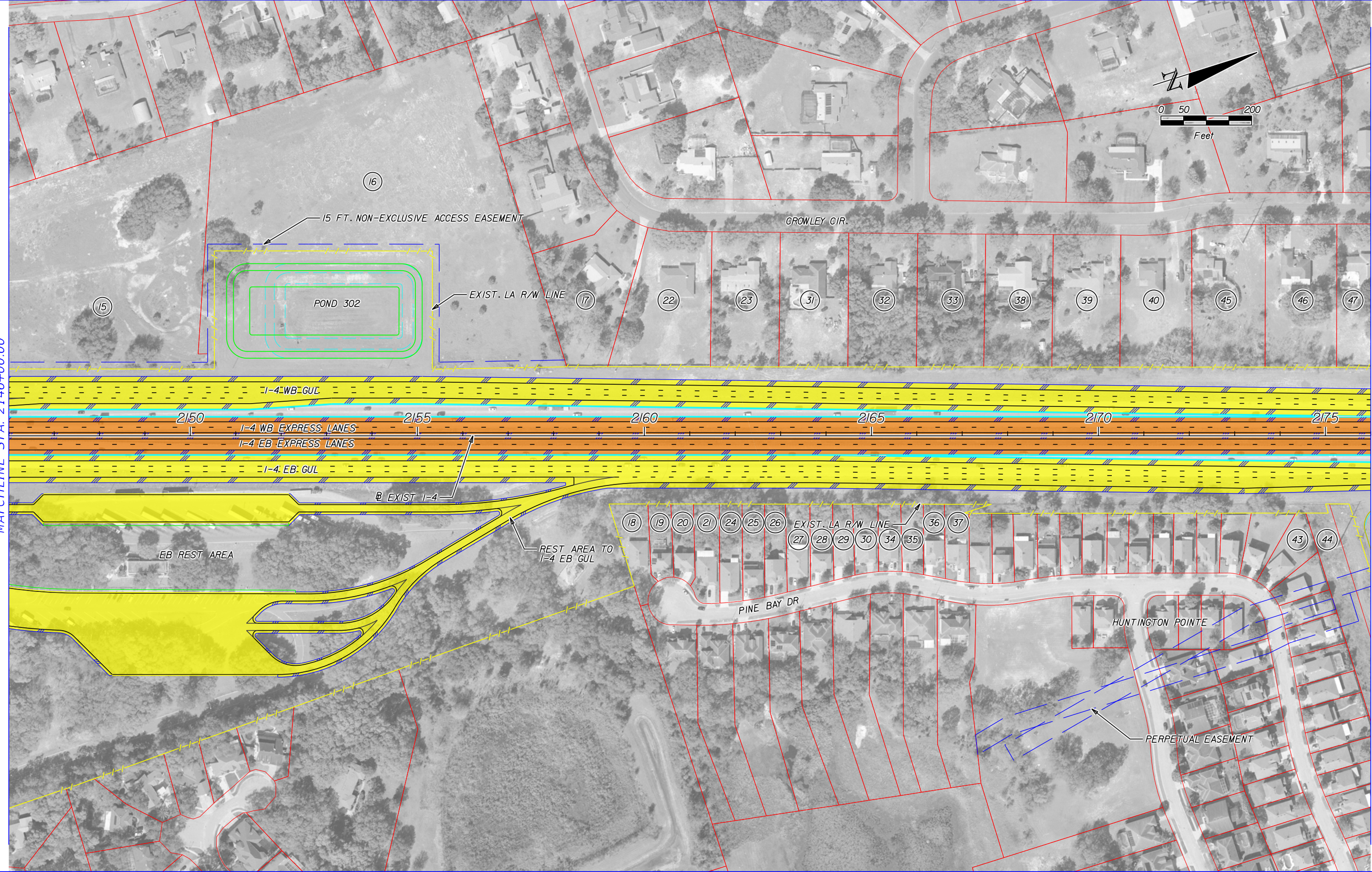
**I-4 PD&E STUDY**  
**I-4 MAINLINE**  
**SEGMENT 3**

SHEET NO.



MATCHLINE STA. 2146+00.00

MATCHLINE STA. 2176+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

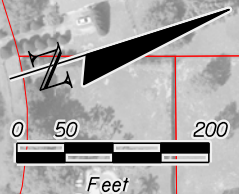
HNTB CORPORATION  
610 CRESCENT EXECUTIVE CT  
SUITE 400  
LAKE MARY, FL 32746  
(407) 805-0355  
CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

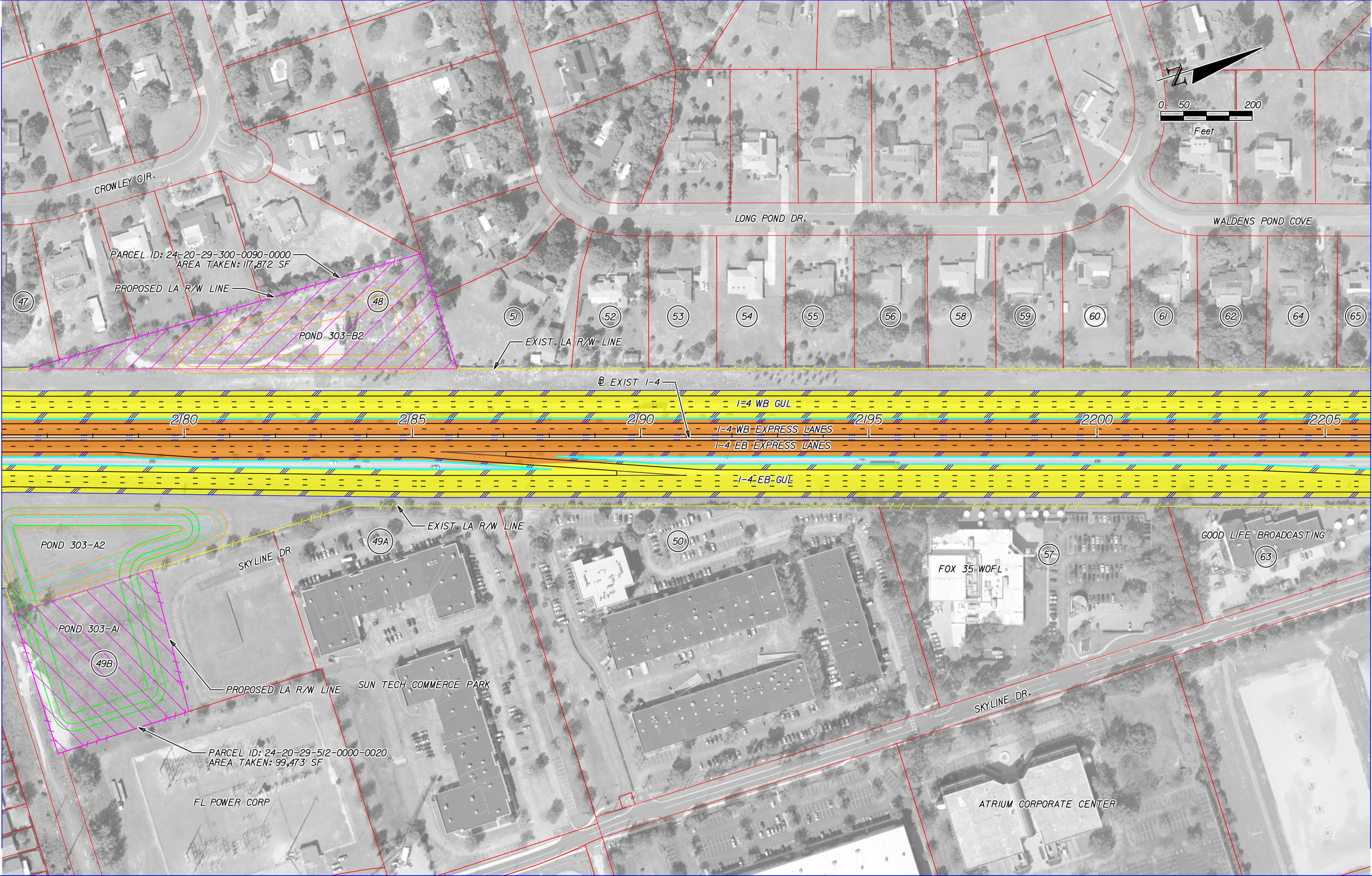
**I-4 PD&E STUDY**  
**I-4 MAINLINE**  
**SEGMENT 3**

SHEET NO.



MATCHLINE STA. 2176+00.00

MATCHLINE STA. 2206+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

HNTB CORPORATION  
610 CRESCENT EXECUTIVE CT  
SUITE 400  
LAKE MARY, FL 32746  
(407) 805-0355  
CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

**I-4 PD&E STUDY**  
**I-4 MAINLINE**  
**SEGMENT 3**

SHEET  
NO.

MATCHLINE STA. 2206+00.00

MATCHLINE STA. 2236+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

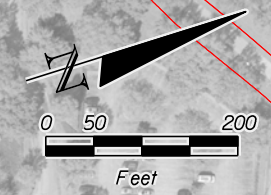
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

**I-4 PD&E STUDY  
 I-4 MAINLINE  
 SEGMENT 3**

SHEET NO.

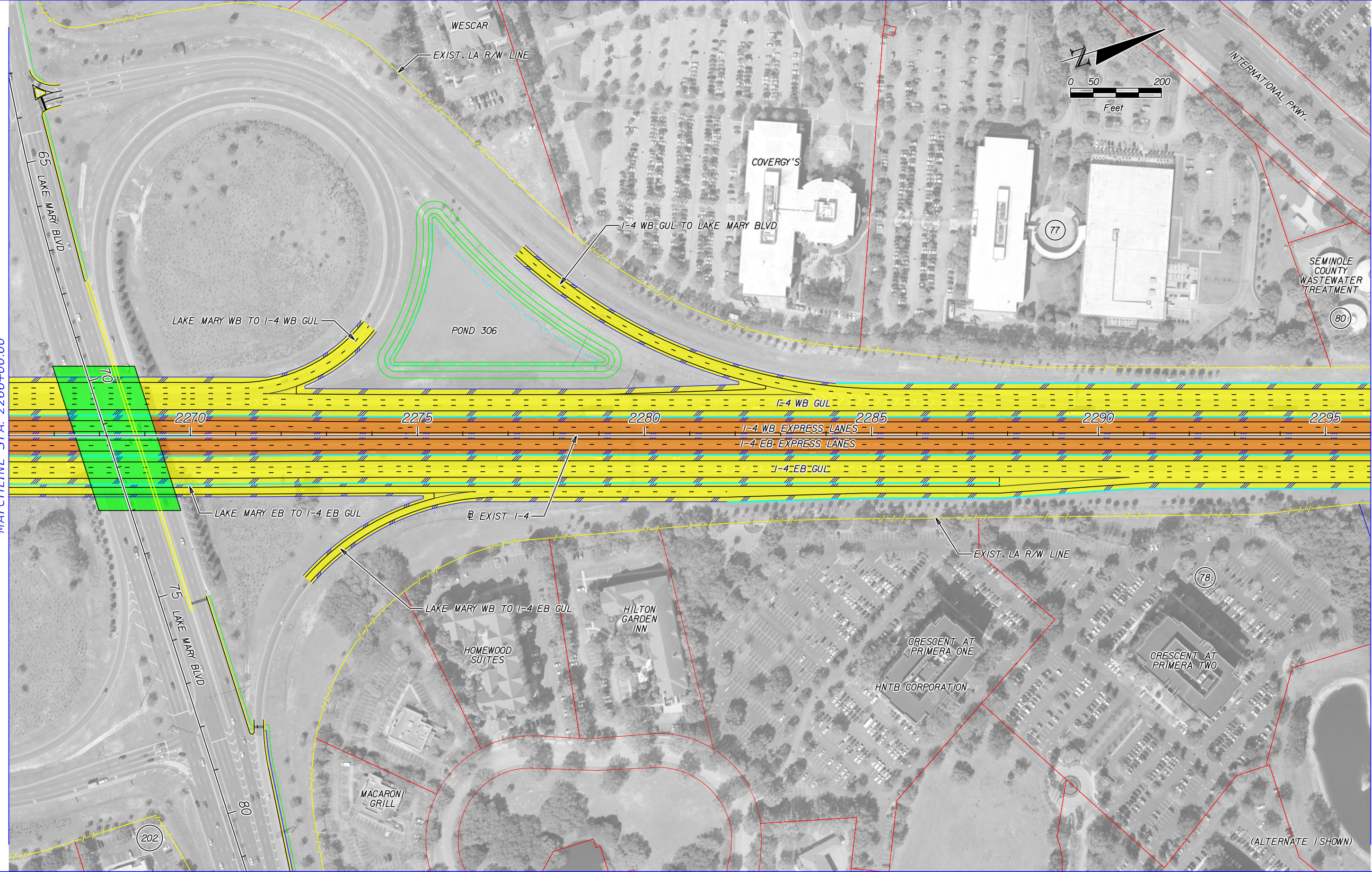






MATCHLINE STA. 2266+00.00

MATCHLINE STA. 2296+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

HNTB CORPORATION  
610 CRESCENT EXECUTIVE CT  
SUITE 400  
LAKE MARY, FL 32746  
(407) 805-0355  
CERT. OF AUTH. NO. 6500

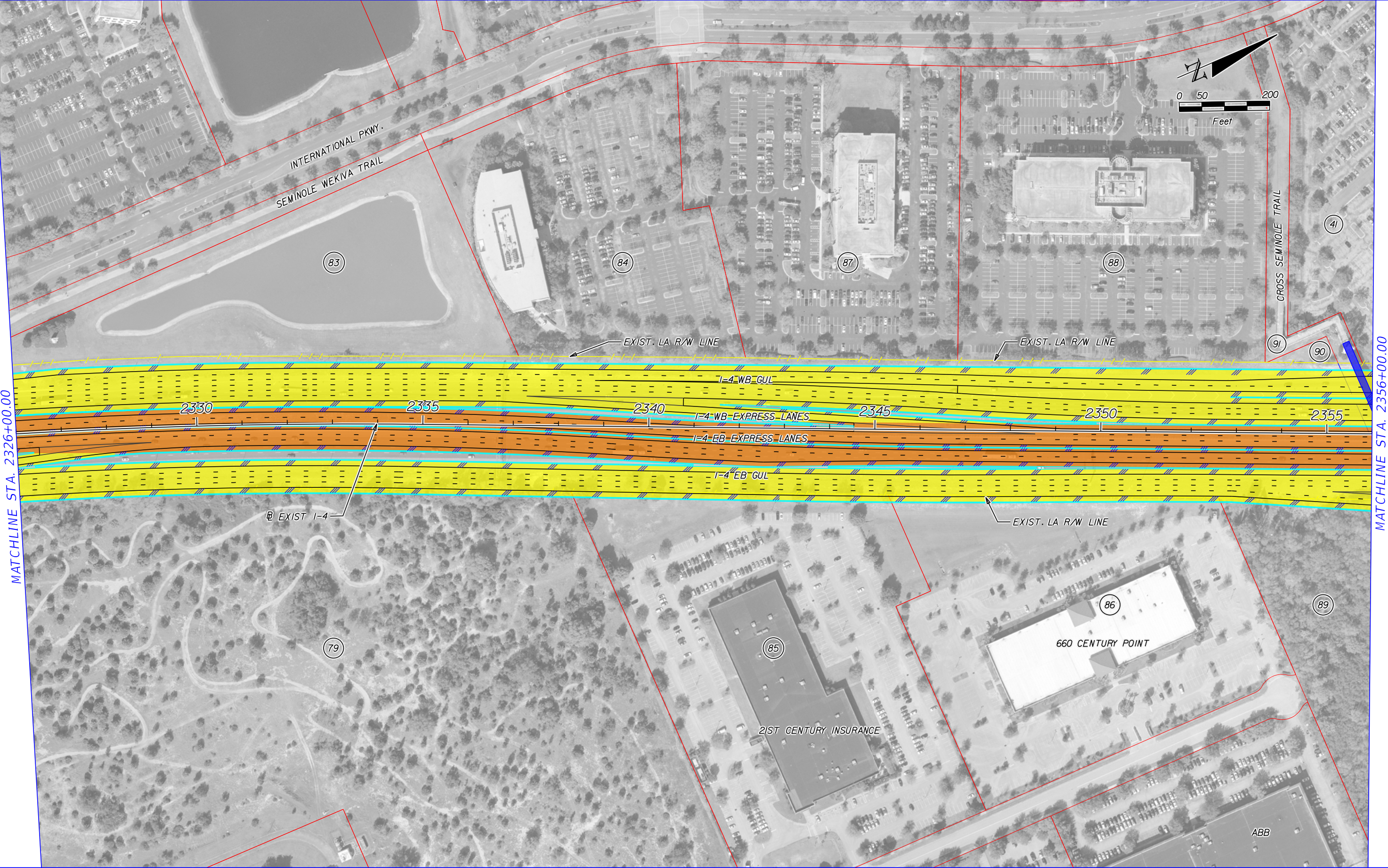
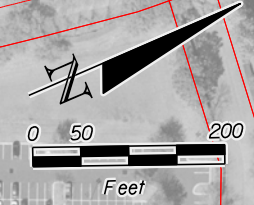
ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

**I-4 PD&E STUDY**  
**I-4 MAINLINE**  
**SEGMENT 3**

SHEET  
NO.





MATCHLINE STA. 2326+00.00

MATCHLINE STA. 2356+00.00

	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING FDOT		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500  
 ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

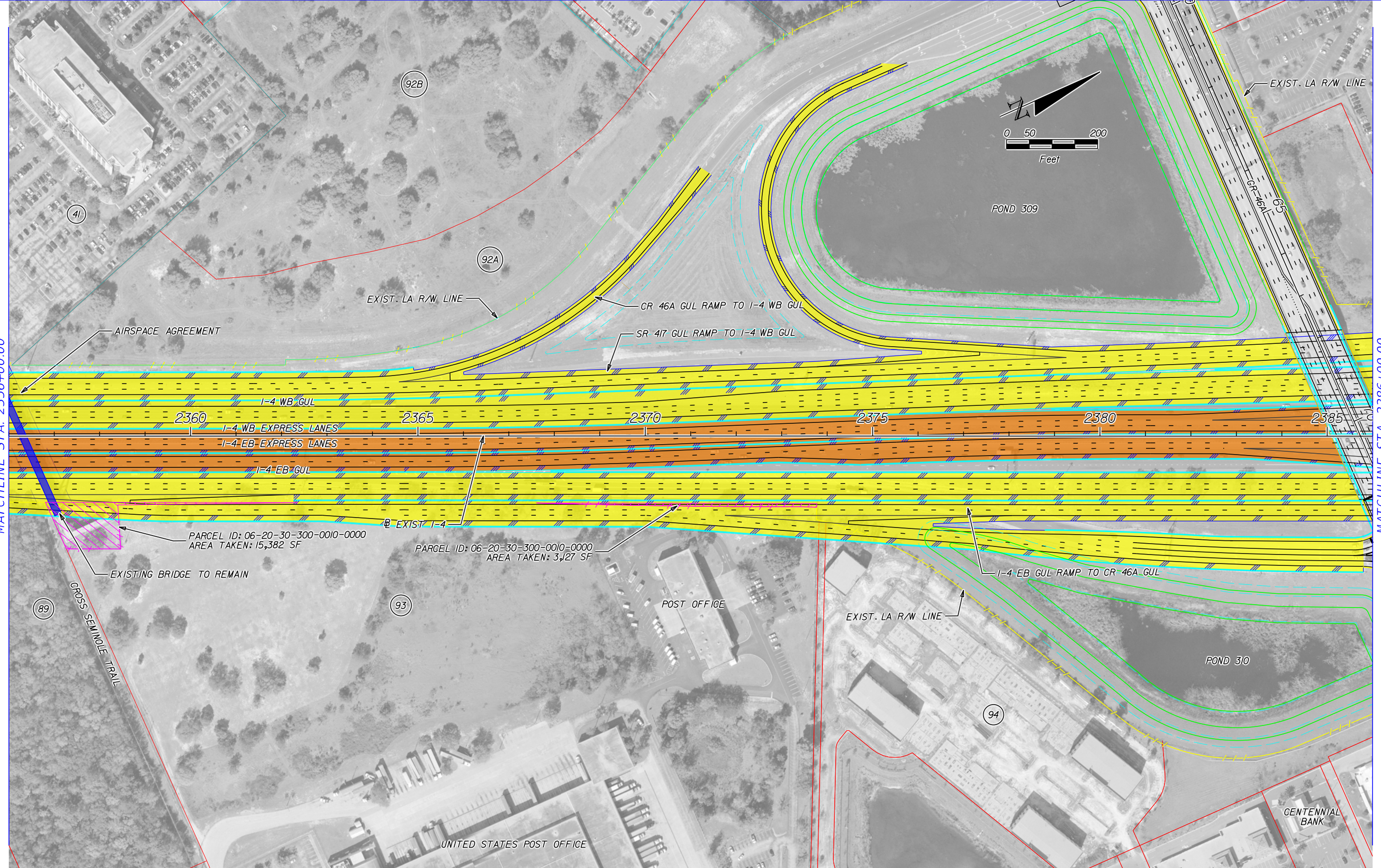
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

**I-4 PD&E STUDY**  
**I-4 MAINLINE**  
**SEGMENT 3**

SHEET NO.

MATCHLINE STA. 2356+00.00

MATCHLINE STA. 2386+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING F/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

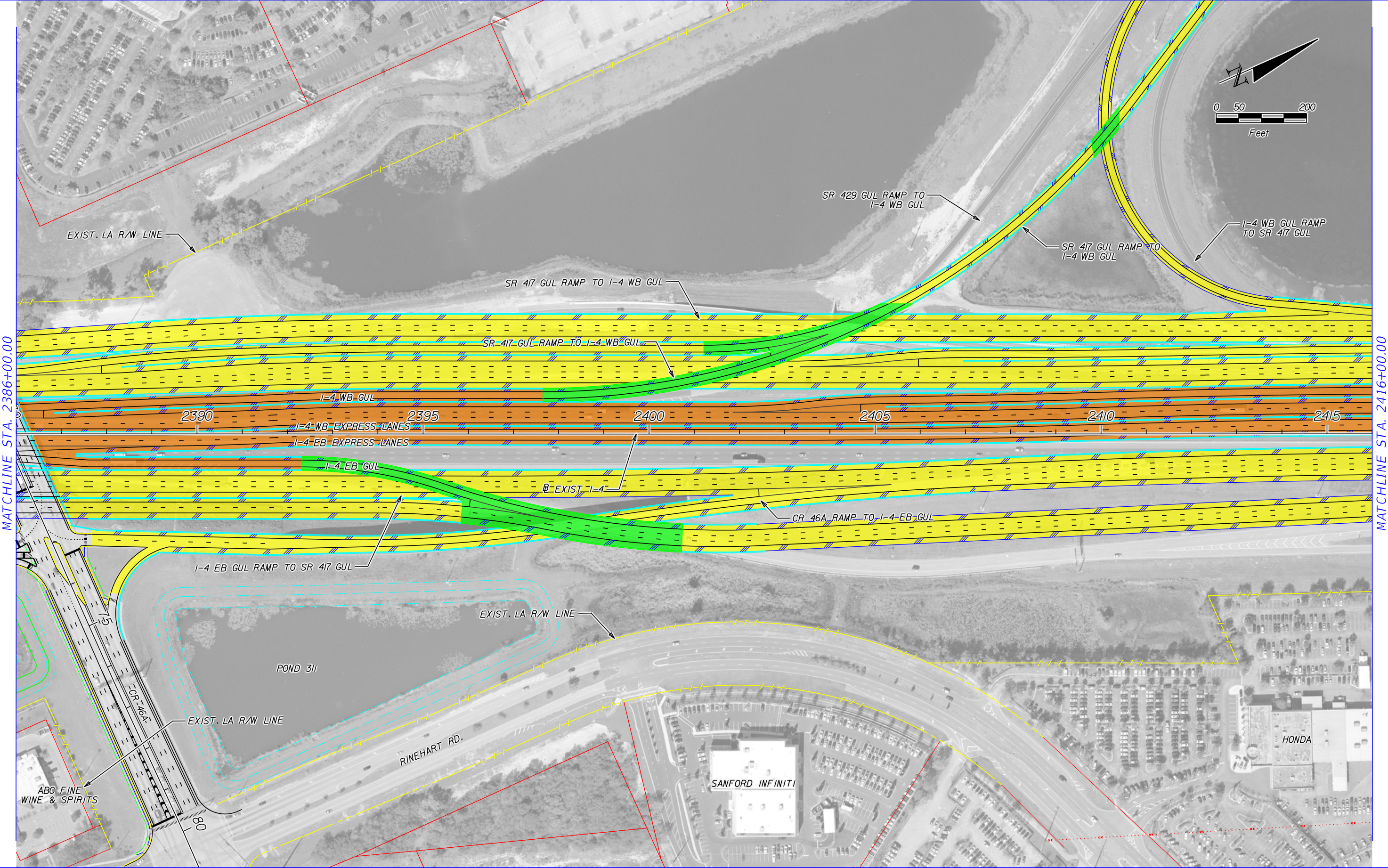
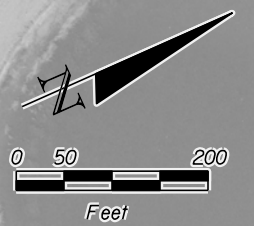
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

**I-4 PD&E STUDY**  
**I-4 MAINLINE**  
**SEGMENT 3**

SHEET NO.



MATCHLINE STA. 2386+00.00

MATCHLINE STA. 2416+00.00

	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

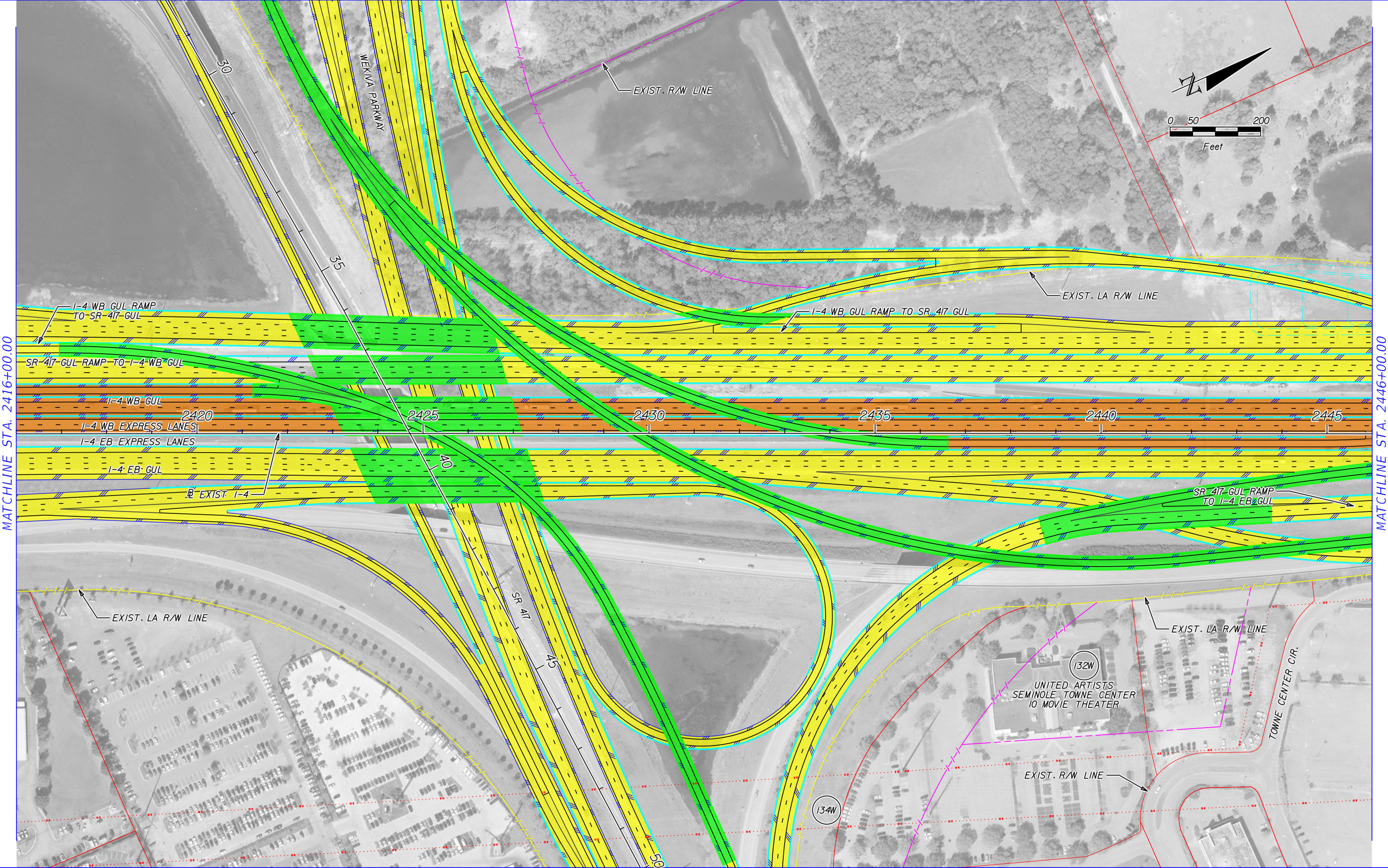
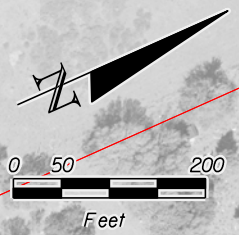
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

**I-4 PD&E STUDY**  
**I-4 MAINLINE**  
**SEGMENT 3**

SHEET NO.



MATCHLINE STA. 2416+00.00

MATCHLINE STA. 2446+00.00

	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

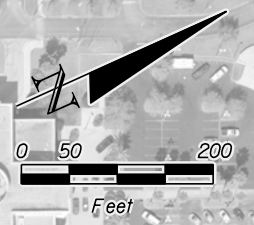
HNTB CORPORATION  
610 CRESCENT EXECUTIVE CT  
SUITE 400  
LAKE MARY, FL 32746  
(407) 805-0355  
CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

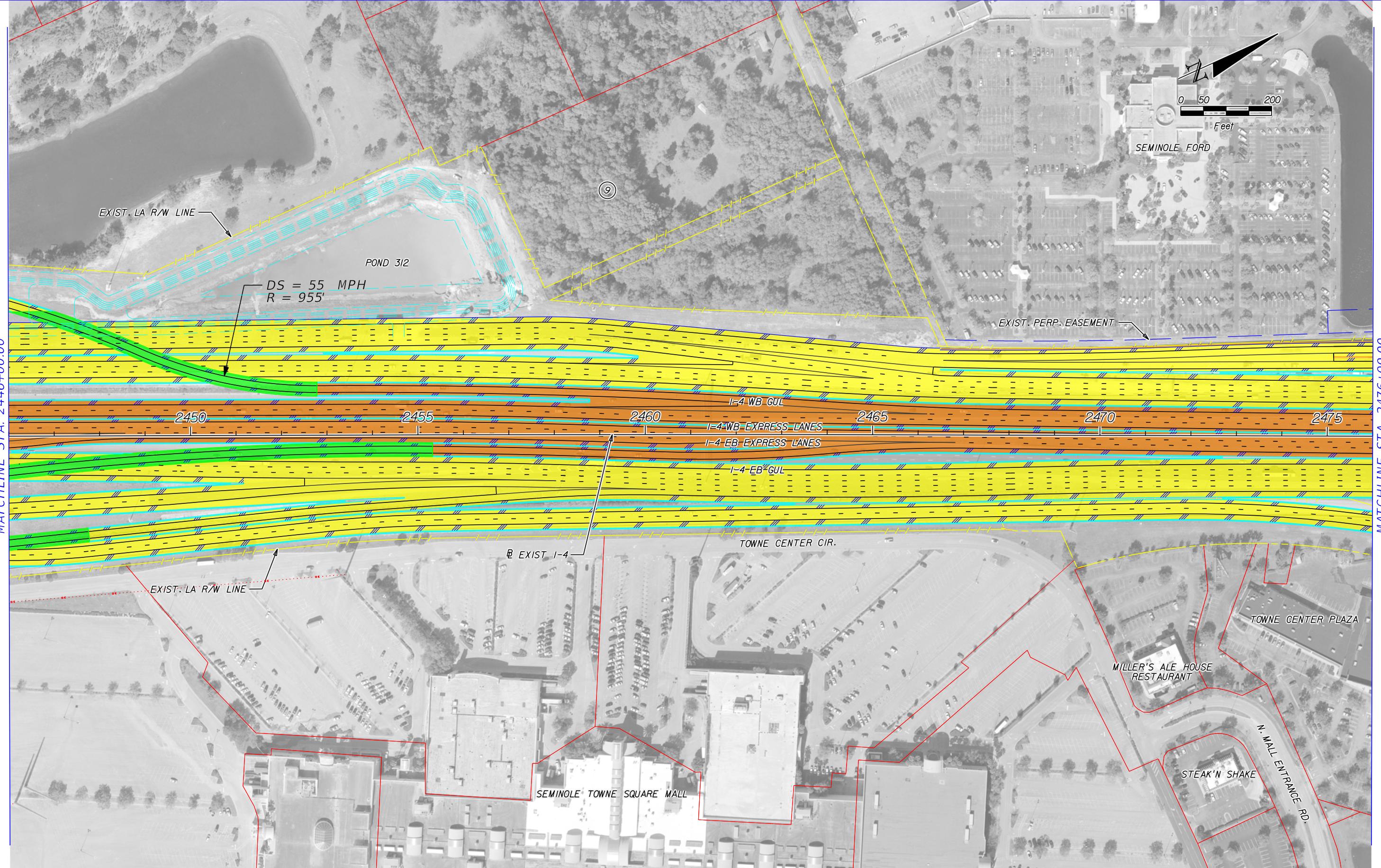
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I-4 MAINLINE  
SEGMENT 3**

SHEET  
NO.



MATCHLINE STA. 2446+00.00

MATCHLINE STA. 2476+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

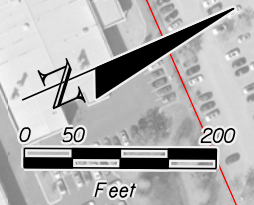
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

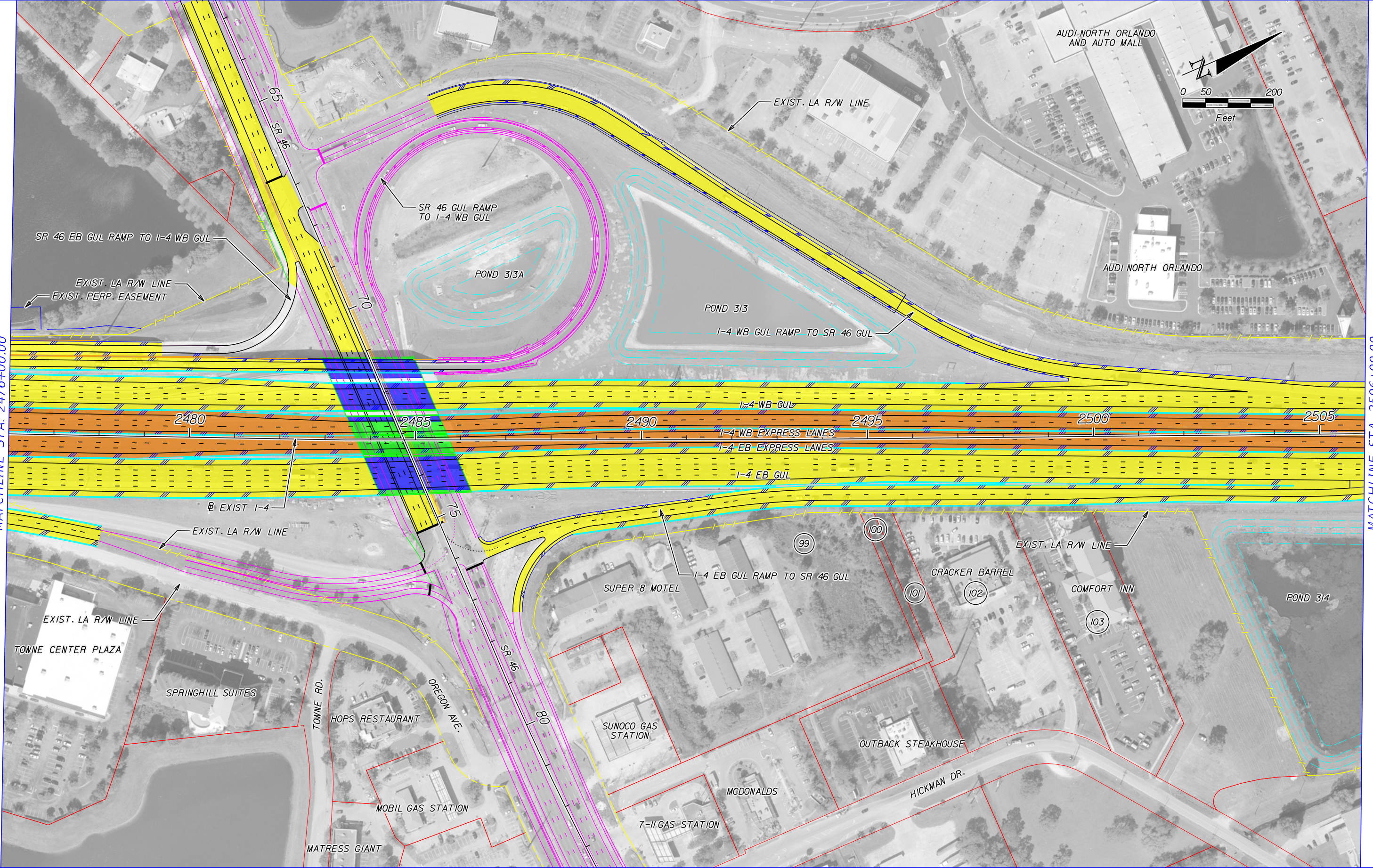
**I-4 PD&E STUDY**  
**I-4 MAINLINE**  
**SEGMENT 3**

SHEET NO.



MATCHLINE STA. 2476+00.00

MATCHLINE STA. 2506+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

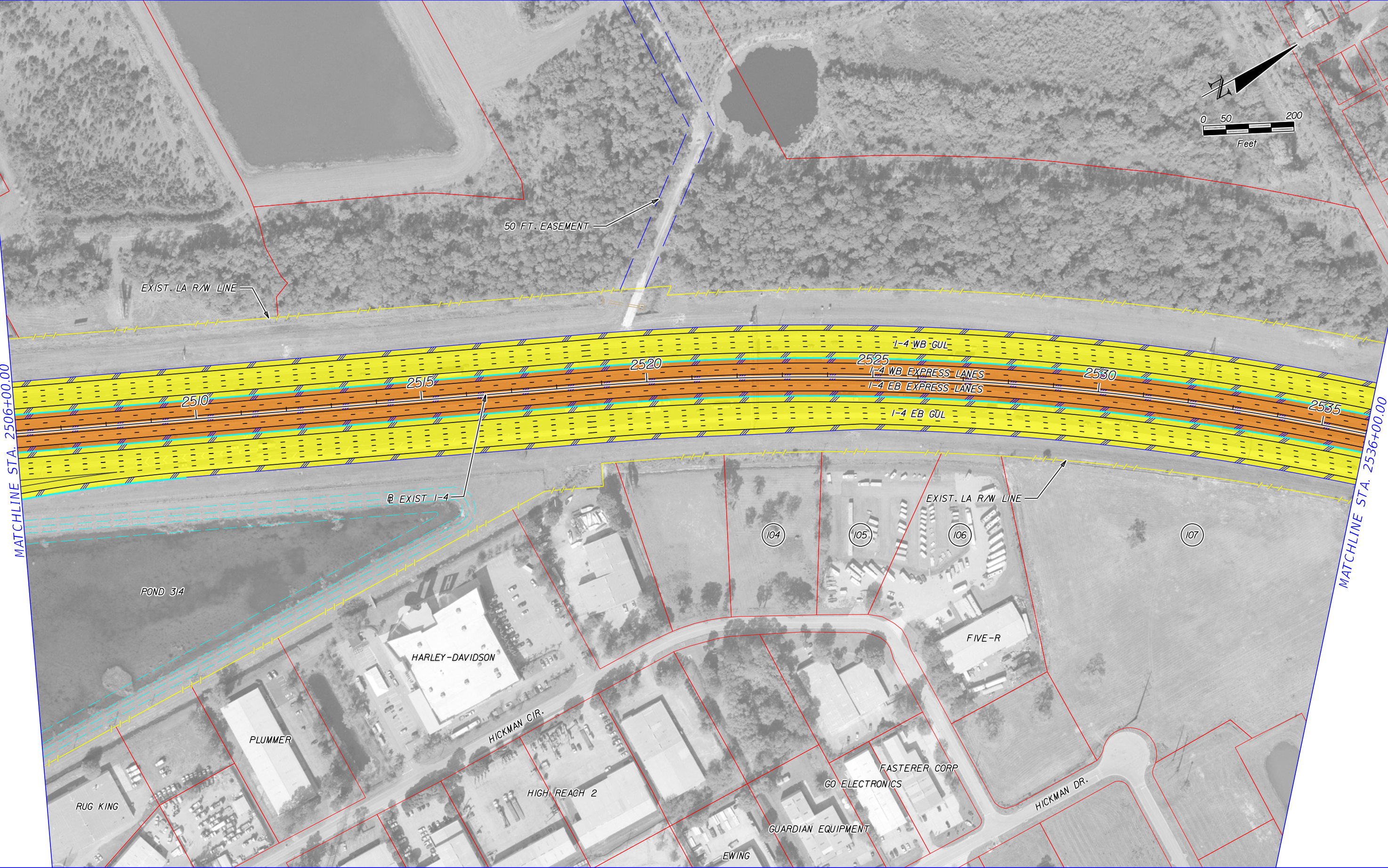
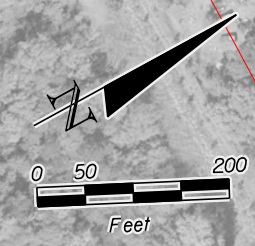
ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

**I-4 PD&E STUDY**  
**I-4 MAINLINE**  
**SEGMENT 3**

SHEET NO.





	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

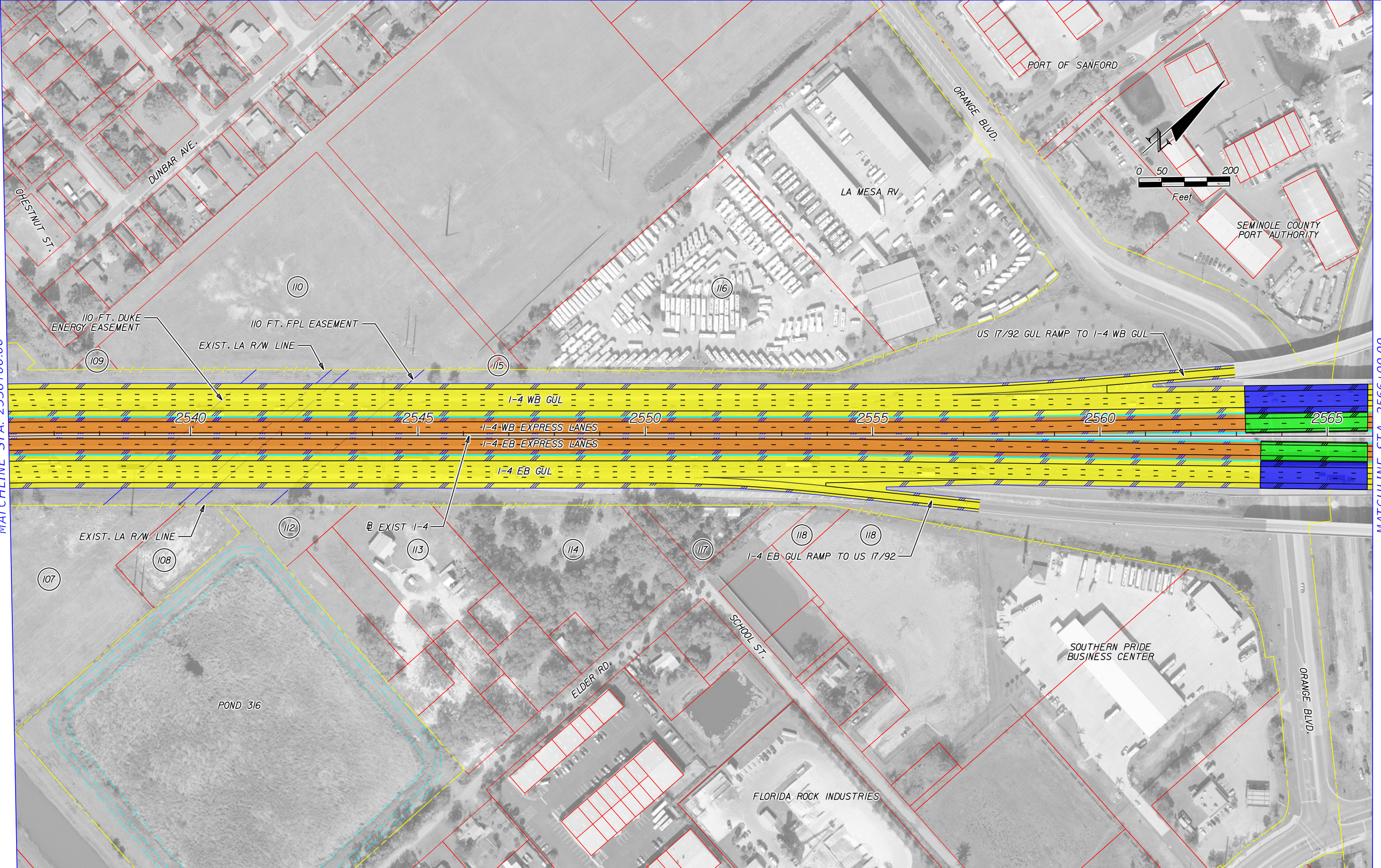
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

**I-4 PD&E STUDY**  
**I-4 MAINLINE**  
**SEGMENT 3**

SHEET NO.

MATCHLINE STA. 2536+00.00

MATCHLINE STA. 2566+00.00



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 PEN TABLE: FOOT\_text.plt

	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

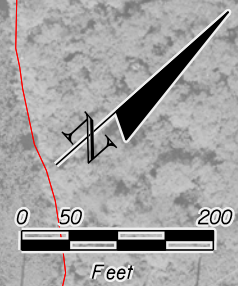
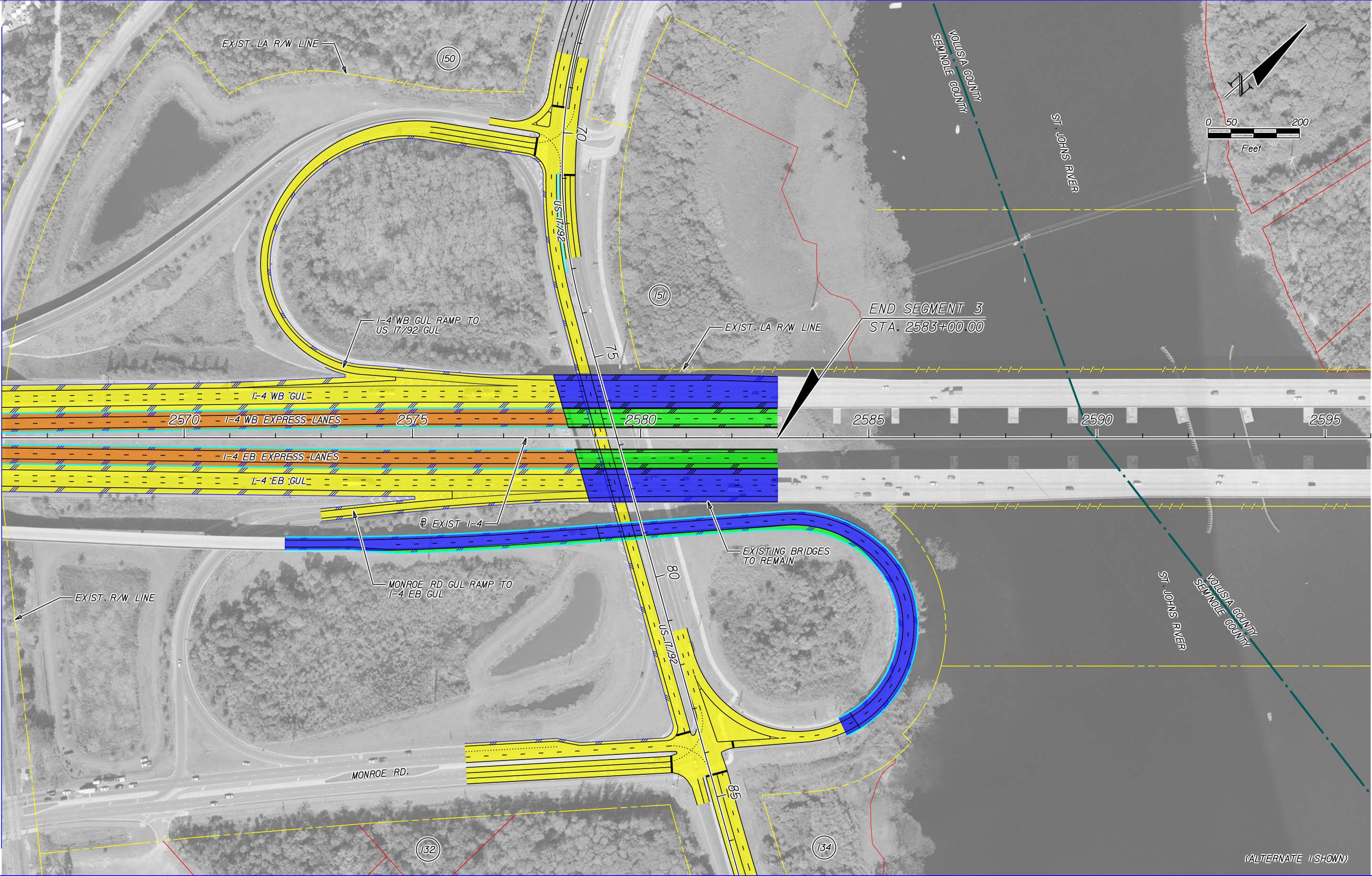
ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

**I-4 PD&E STUDY**  
**I-4 MAINLINE**  
**SEGMENT 3**

SHEET NO.

MATCHLINE STA. 2566+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

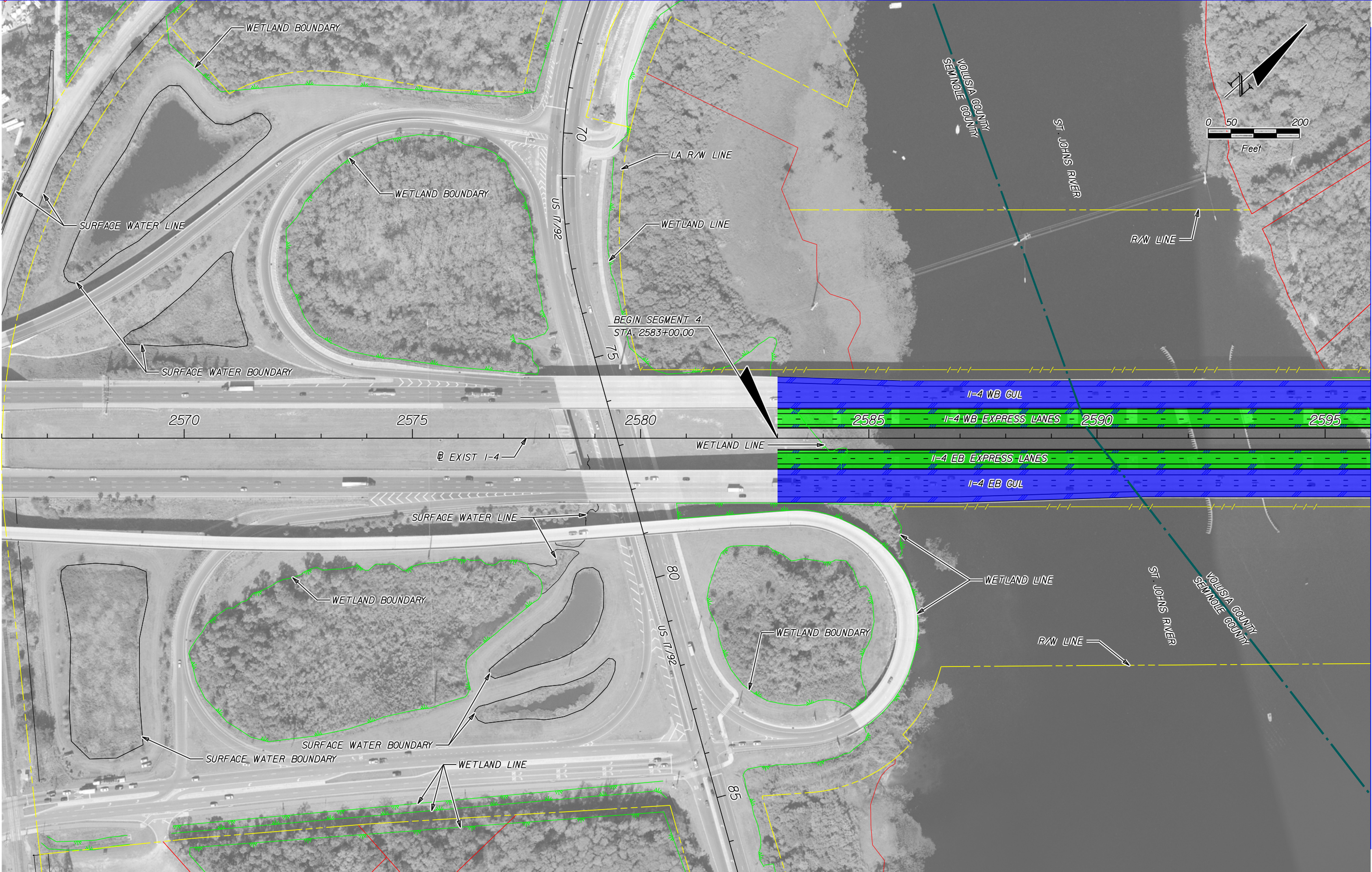
ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE VOLUSIA	432100-1-22-01

**I-4 PD&E STUDY**  
**I-4 MAINLINE**  
**SEGMENT 3**

SHEET NO.

Planrd401  
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 SHEET SIZE: 1:200  
 PLOT SCALE:



PRINT DRIVER: Color\_FOOTPRINT\_PDF.plt  
 PEN TABLE: FOOT\_text.plt

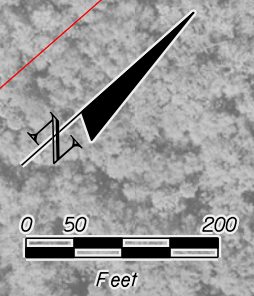
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	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500  
 ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE VOLUSIA	432100-1-22-01

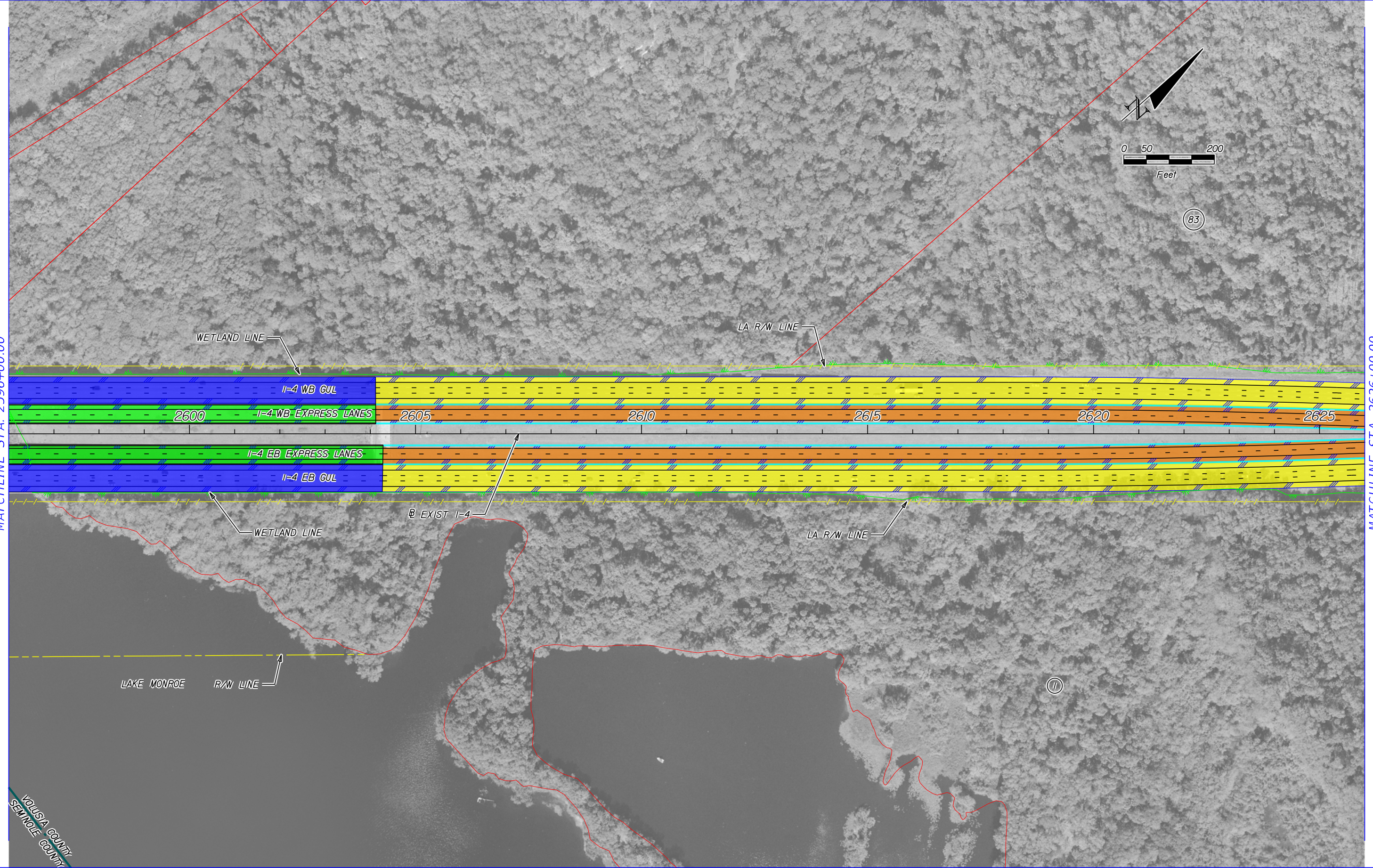
**I-4 PD&E STUDY**  
**I-4 MAINLINE**  
**SEGMENT 4**

SHEET NO.



MATCHLINE STA. 2596+00.00

MATCHLINE STA. 2626+00.00



VOLUSIA COUNTY  
SEMINOLE COUNTY

	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

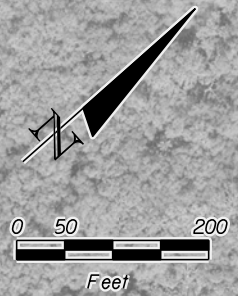
HNTB CORPORATION  
610 CRESCENT EXECUTIVE CT  
SUITE 400  
LAKE MARY, FL 32746  
(407) 805-0355  
CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	VOLUSIA	432100-1-22-01

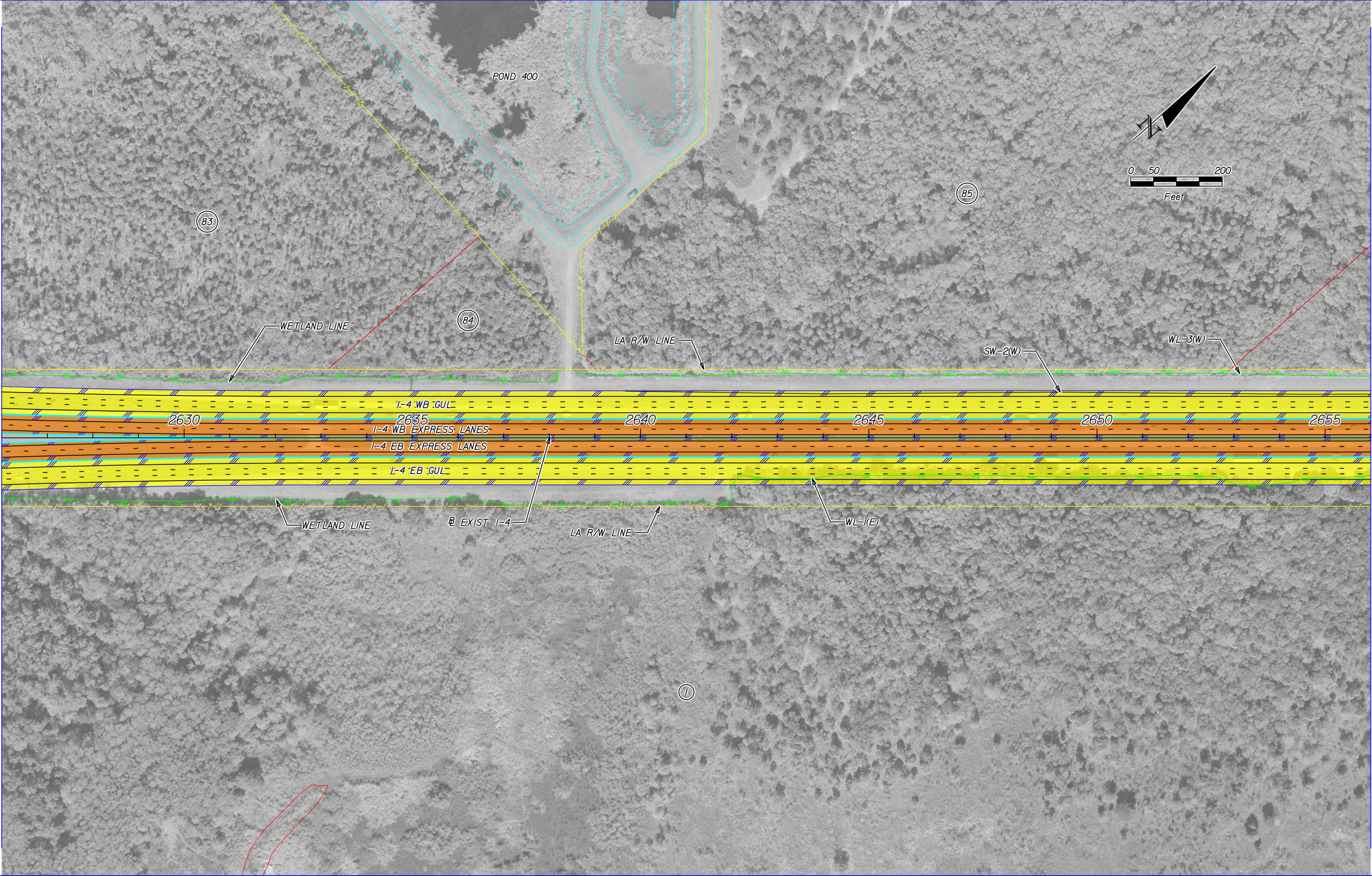
**I-4 PD&E STUDY  
I-4 MAINLINE  
SEGMENT 4**

SHEET NO.



MATCHLINE STA. 2626+00.00

MATCHLINE STA. 2656+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

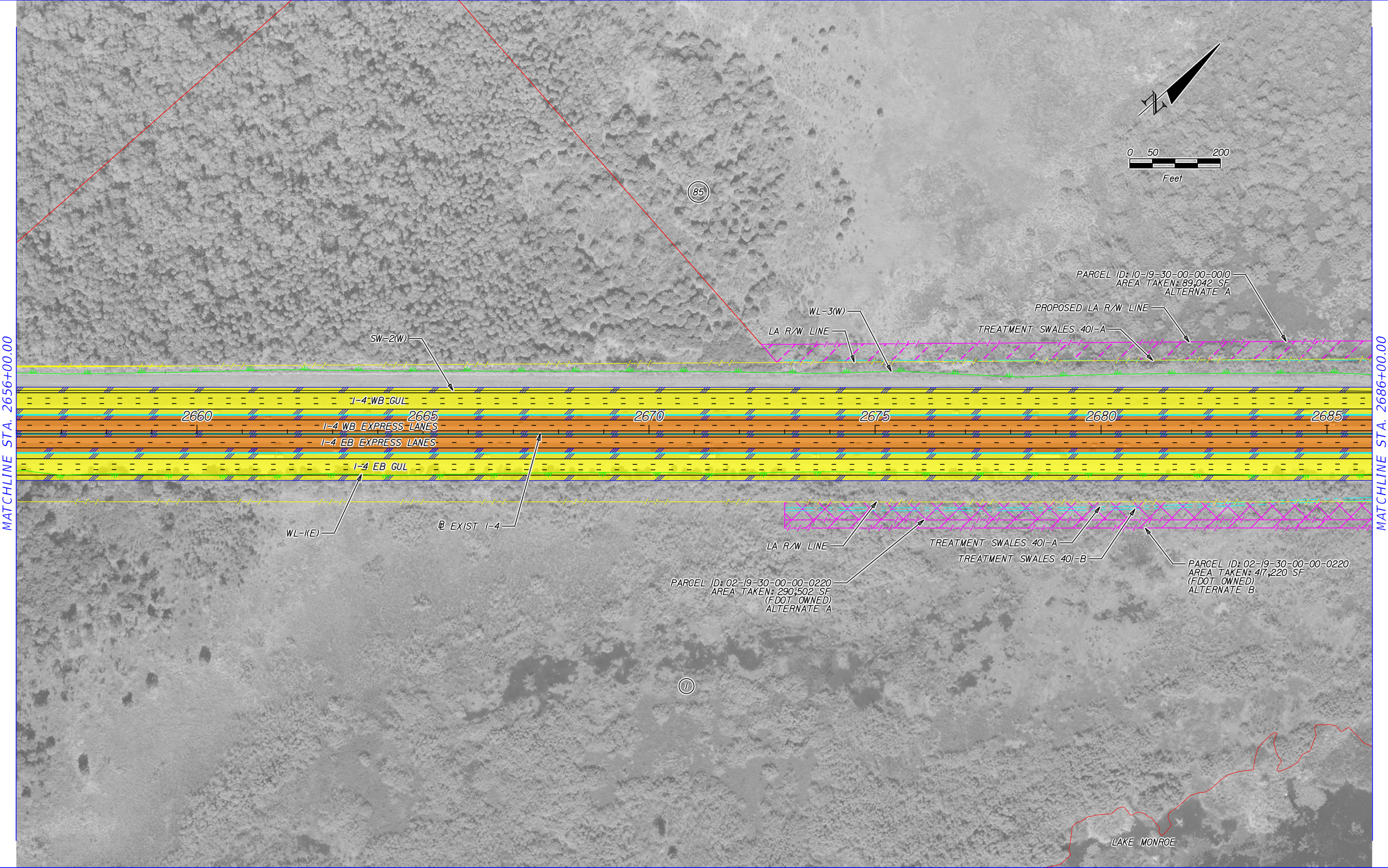
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	VOLUSIA	432100-1-22-01

**I-4 PD&E STUDY**  
**I-4 MAINLINE**  
**SEGMENT 4**

SHEET NO.



MATCHLINE STA. 2656+00.00

MATCHLINE STA. 2686+00.00

	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

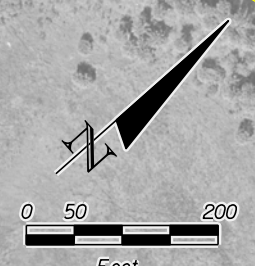
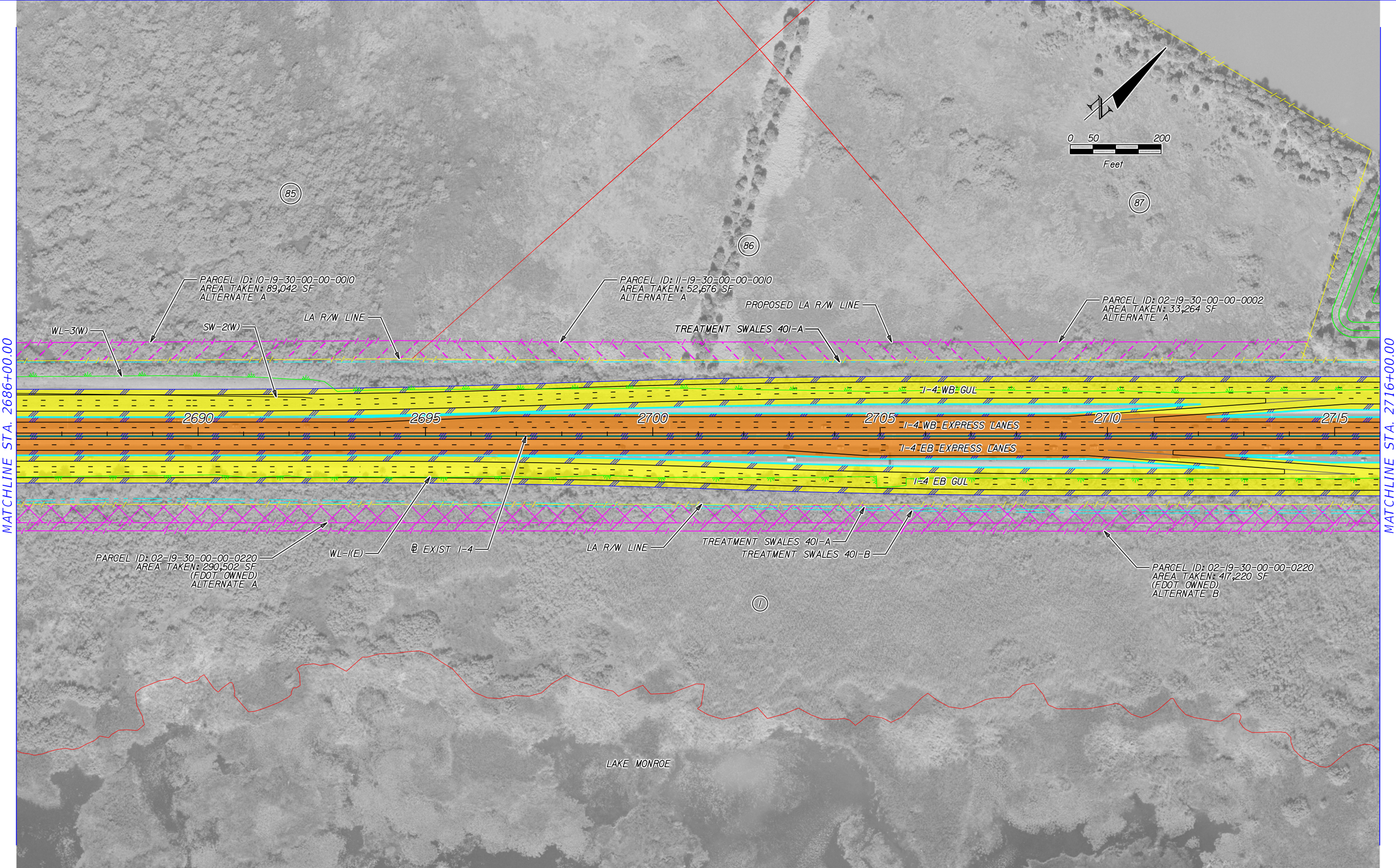
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	VOLUSIA	432100-1-22-01

**I-4 PD&E STUDY**  
**I-4 MAINLINE**  
**SEGMENT 4**

SHEET NO.



MATCHLINE STA. 2686+00.00

MATCHLINE STA. 2716+00.00

	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

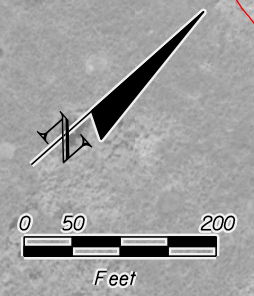
ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	VOLUSIA	432100-1-22-01

**I-4 PD&E STUDY  
 I-4 MAINLINE  
 SEGMENT 4**

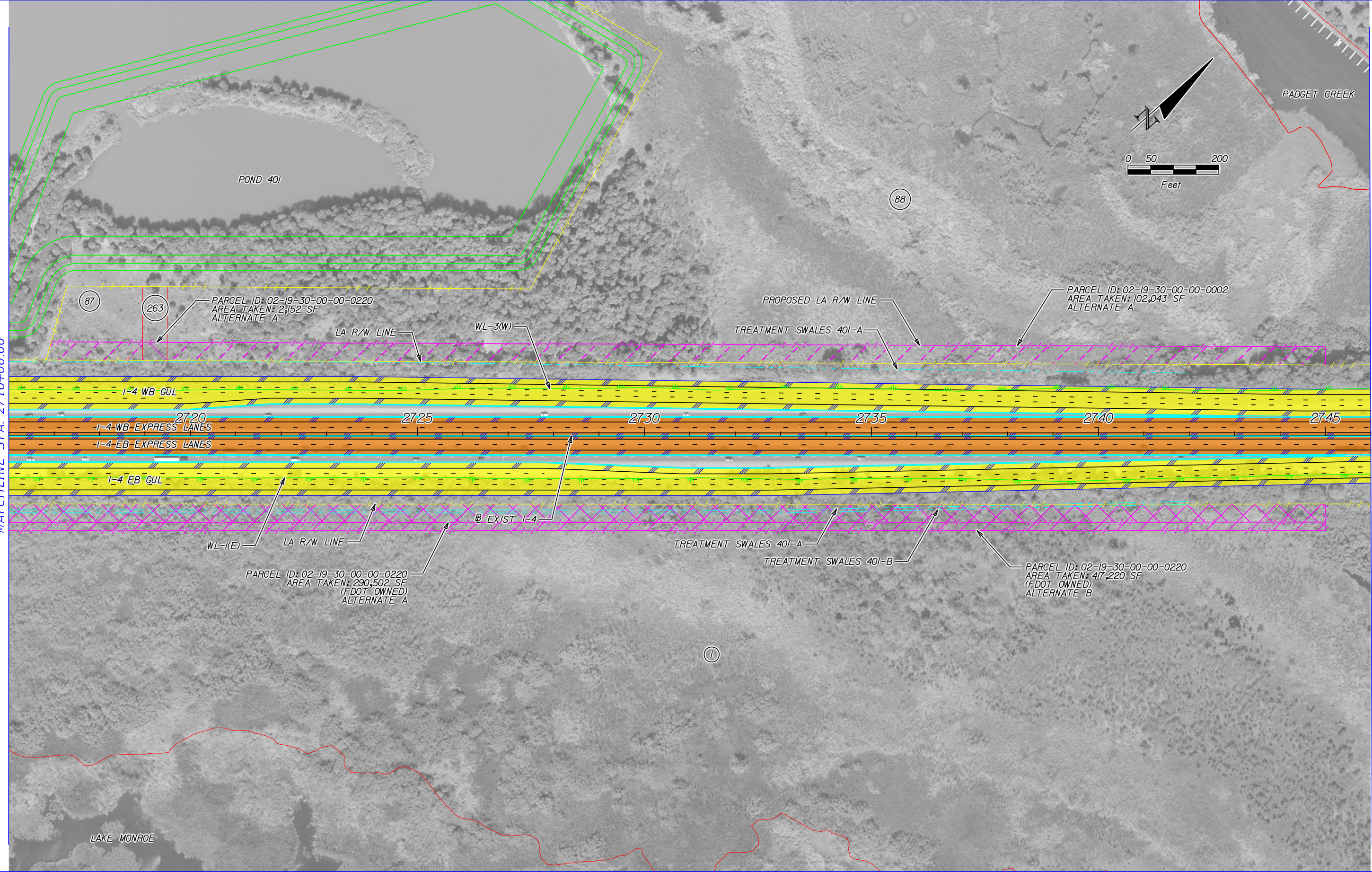
SHEET NO.





MATCHLINE STA. 2716+00.00

MATCHLINE STA. 2746+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

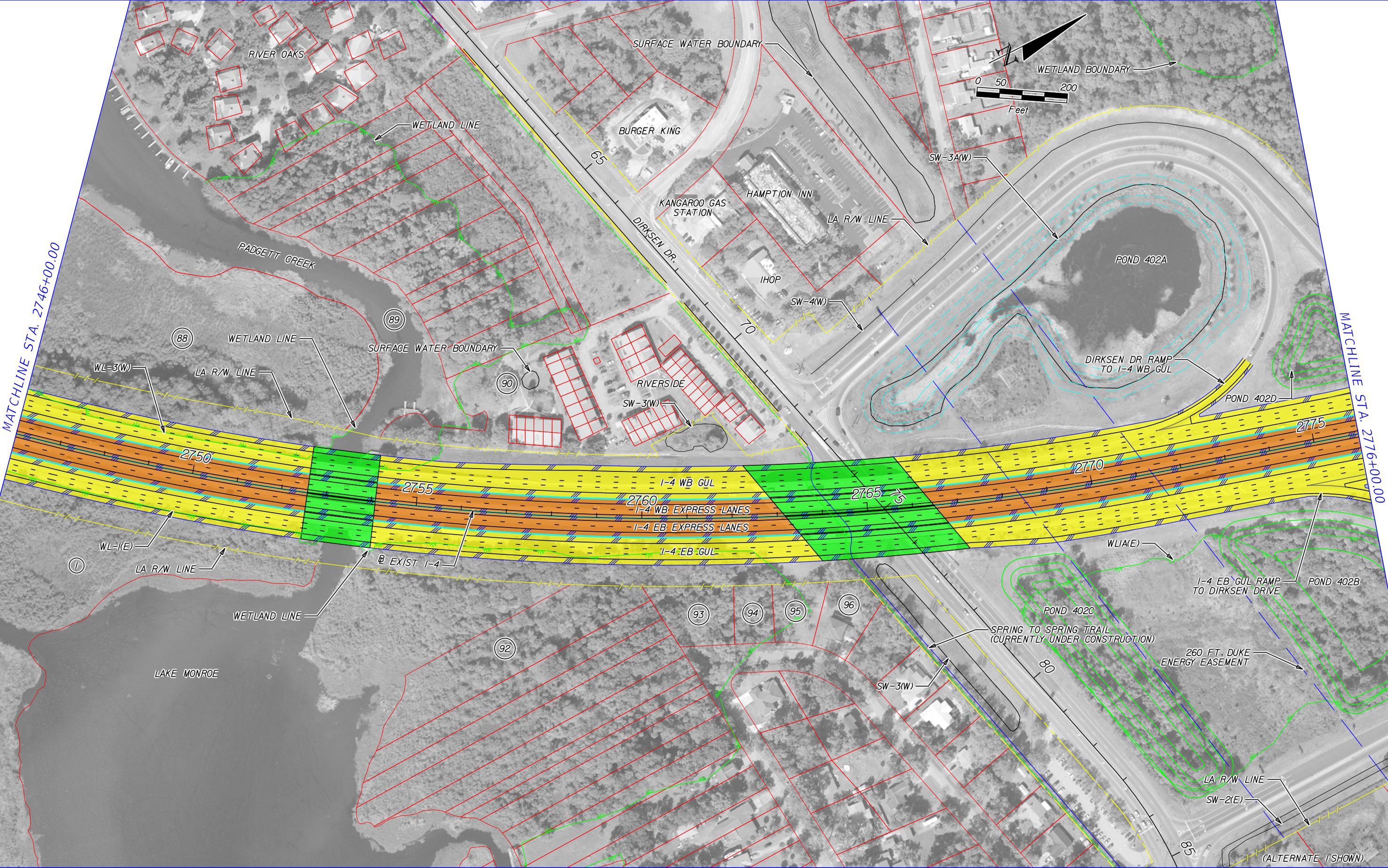
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	VOLUSIA	432100-1-22-01

**I-4 PD&E STUDY**  
**I-4 MAINLINE**  
**SEGMENT 4**

SHEET NO.



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

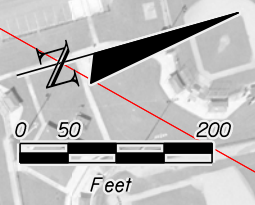
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	VOLUSIA	432100-1-22-01

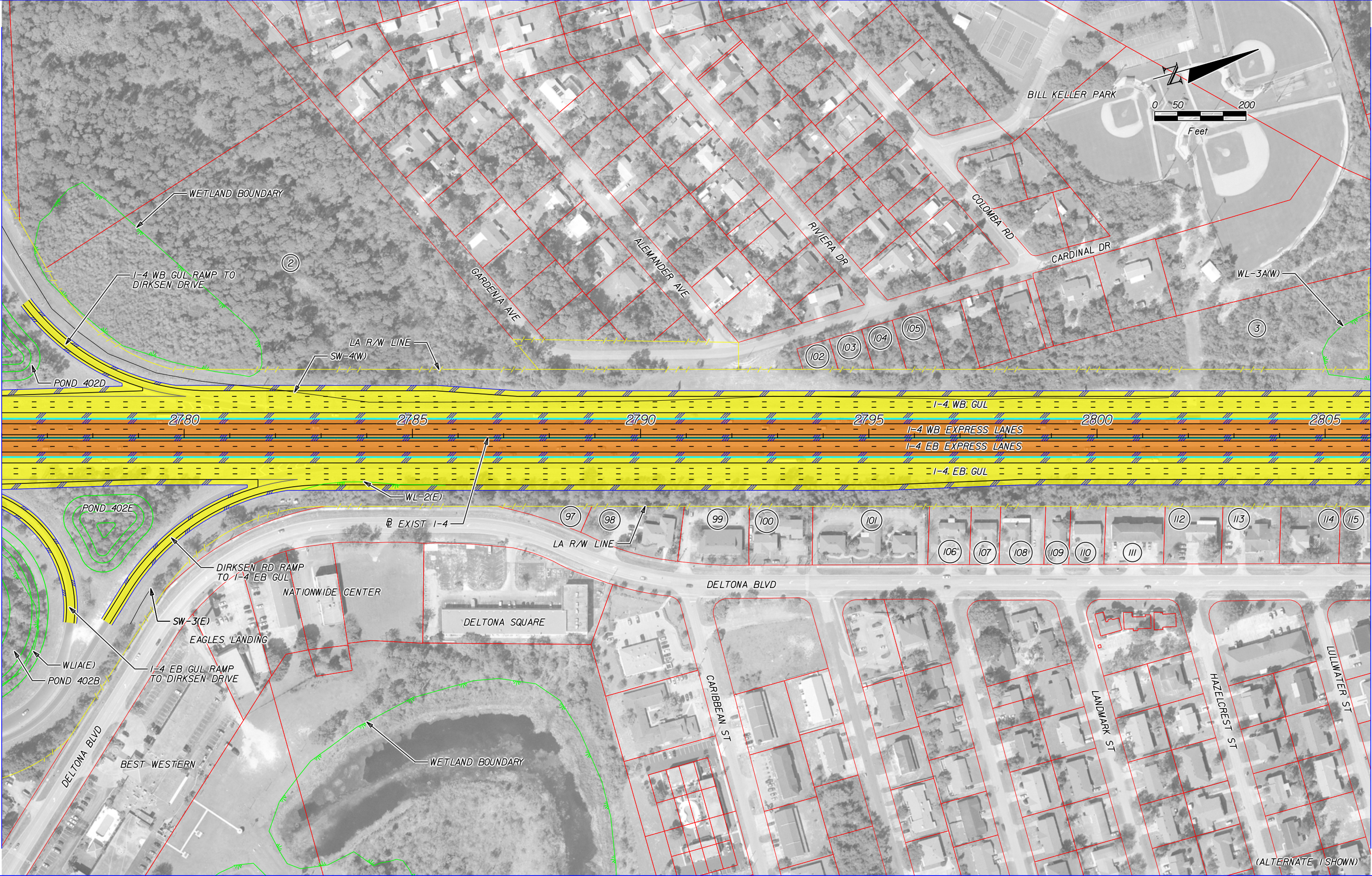
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 I-4 MAINLINE  
 SEGMENT 4**

SHEET NO.



MATCHLINE STA. 2776+00.00

MATCHLINE STA. 2806+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

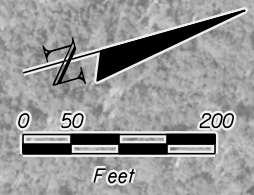
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	VOLUSIA	432100-1-22-01

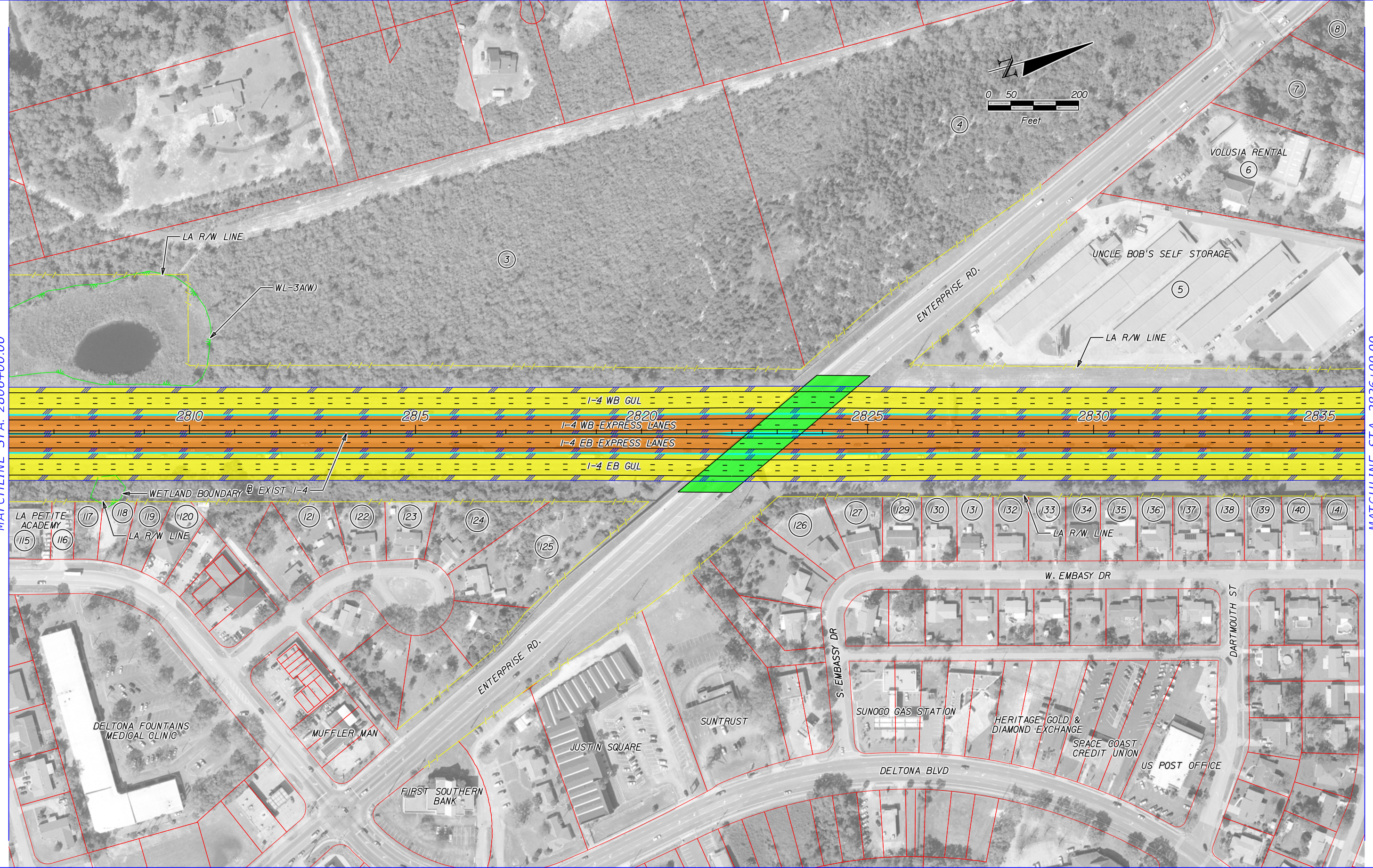
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**I-4 MAINLINE**  
**SEGMENT 4**

SHEET NO.



MATCHLINE STA. 2806+00.00

MATCHLINE STA. 2836+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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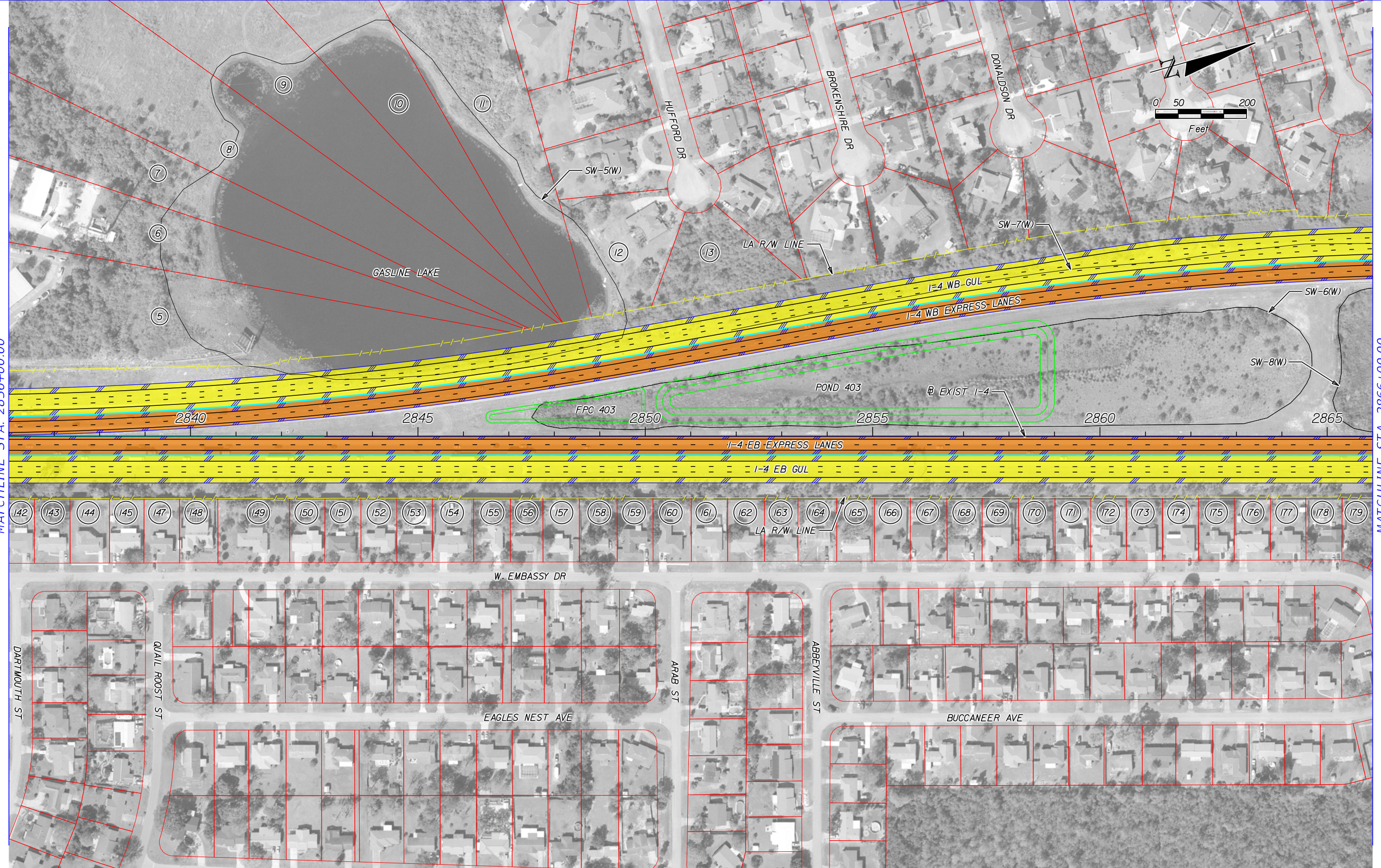
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**I-4 MAINLINE**  
**SEGMENT 4**

SHEET NO.



MATCHLINE STA. 2836+00.00

MATCHLINE STA. 2866+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

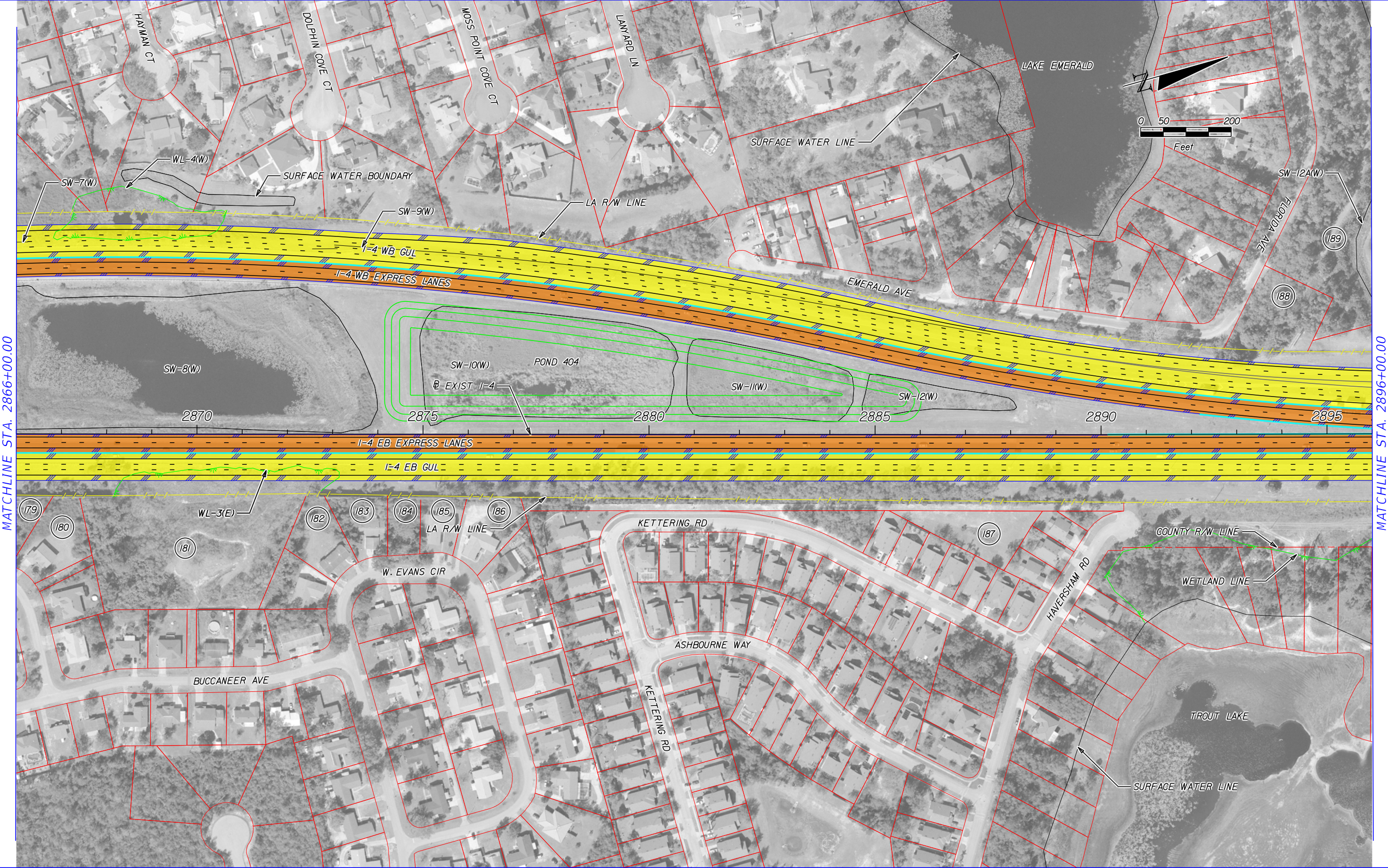
HNTB CORPORATION  
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 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	VOLUSIA	432100-1-22-01

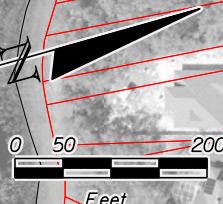
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**I-4 MAINLINE**  
**SEGMENT 4**

SHEET NO.



MATCHLINE STA. 2866+00.00

MATCHLINE STA. 2896+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

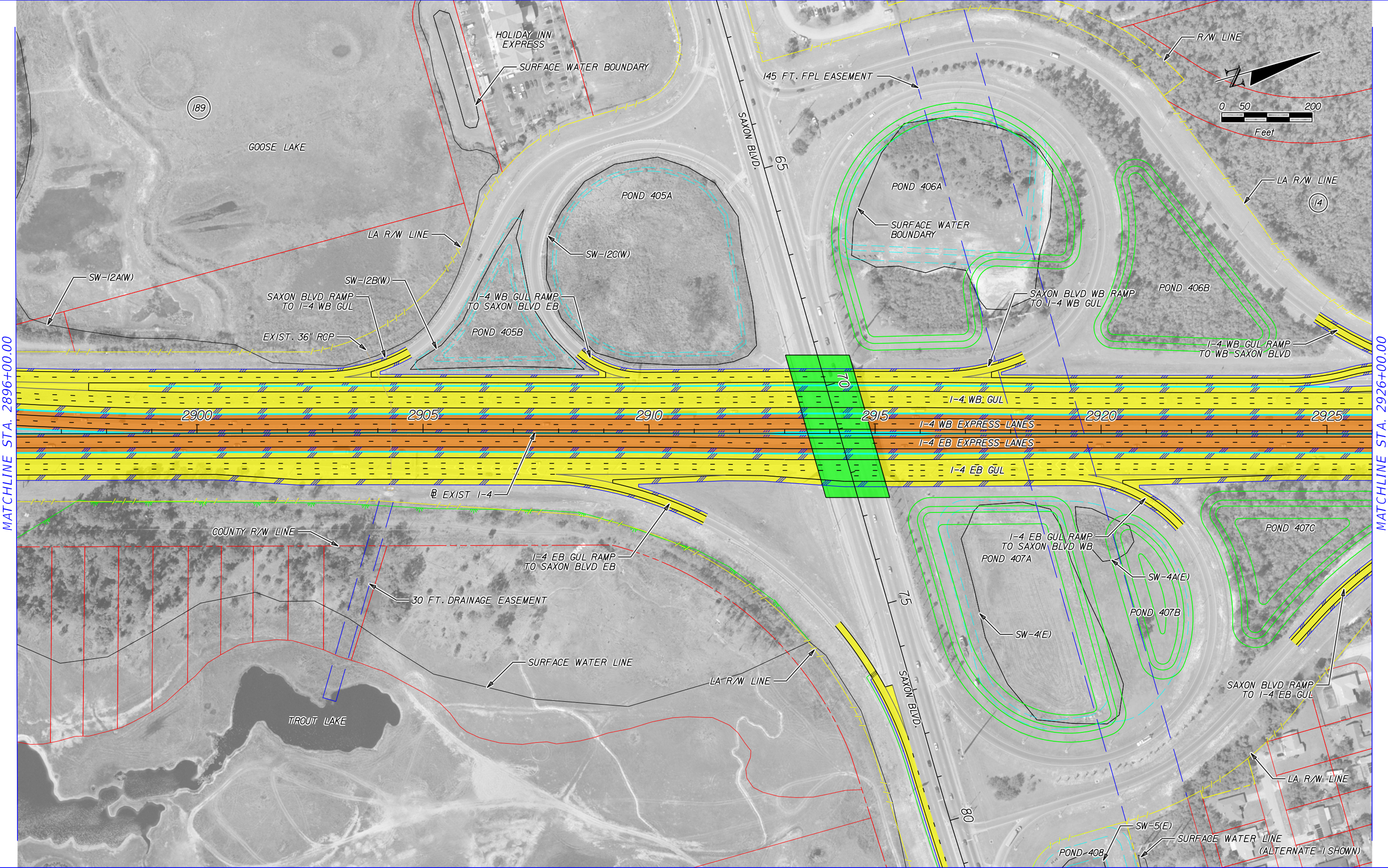
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	VOLUSIA	432100-1-22-01

**I-4 PD&E STUDY**  
**I-4 MAINLINE**  
**SEGMENT 4**

SHEET NO.



MATCHLINE STA. 2896+00.00

MATCHLINE STA. 2926+00.00

	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

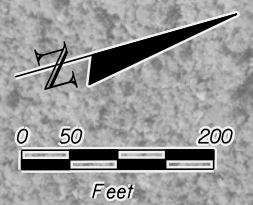
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 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	VOLUSIA	432100-1-22-01

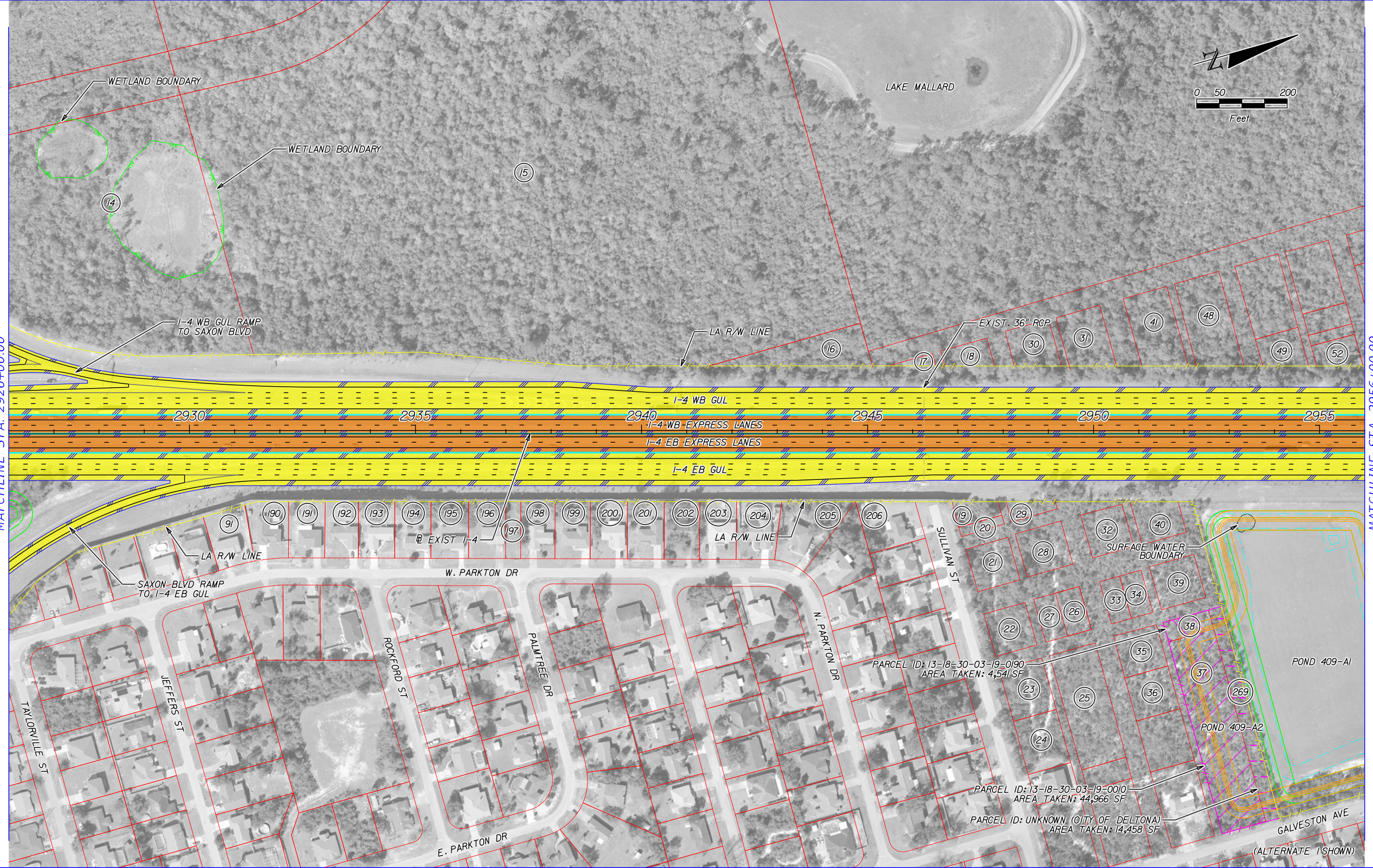
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**I-4 MAINLINE**  
**SEGMENT 4**

SHEET NO.



MATCHLINE STA. 2926+00.00

MATCHLINE STA. 2956+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

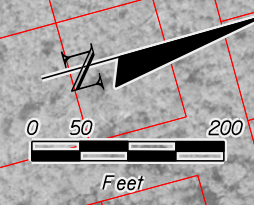
ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	VOLUSIA	432100-1-22-01

**I-4 PD&E STUDY**  
**I-4 MAINLINE**  
**SEGMENT 4**

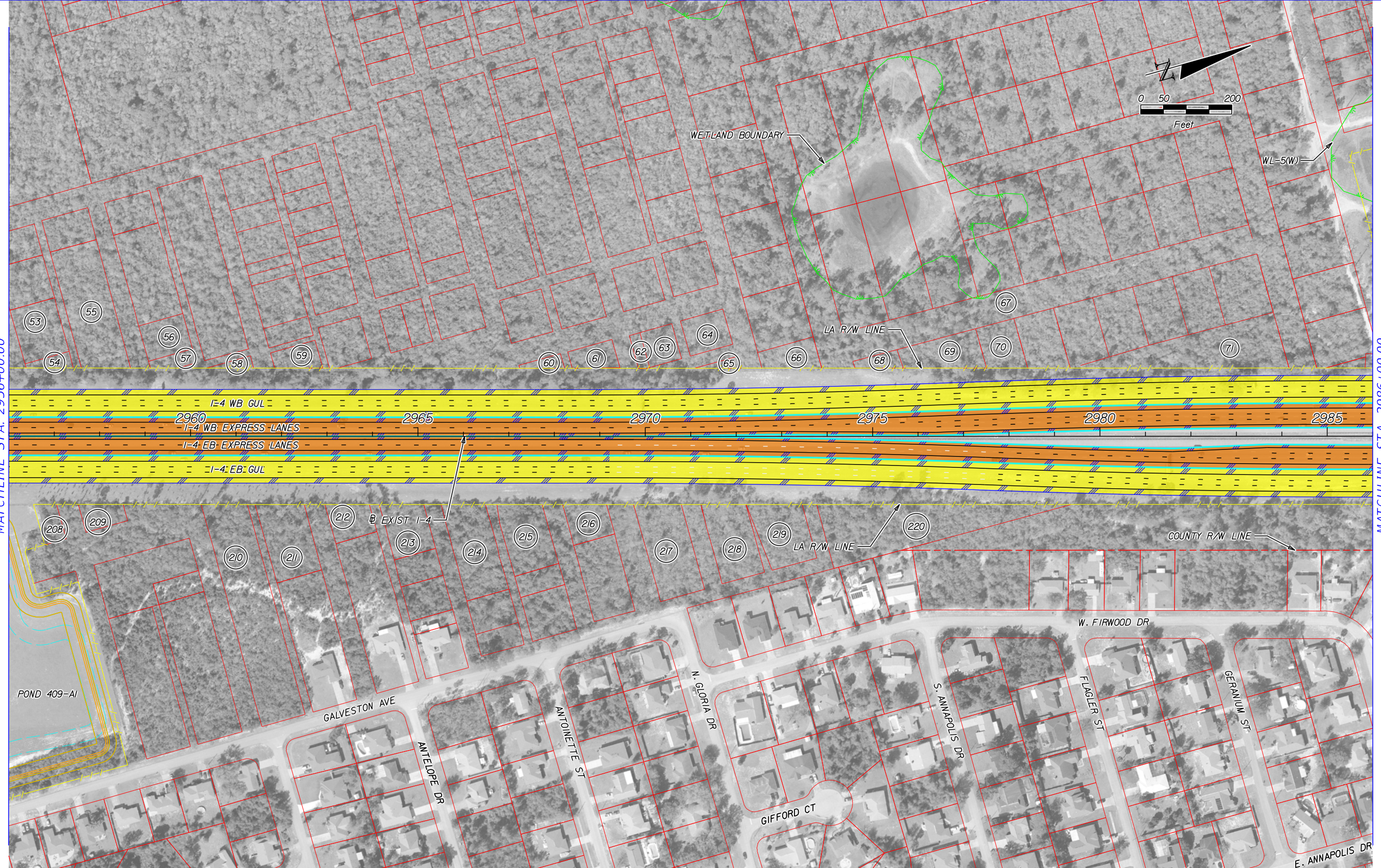
SHEET NO.





MATCHLINE STA. 2956+00.00

MATCHLINE STA. 2986+00.00



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	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

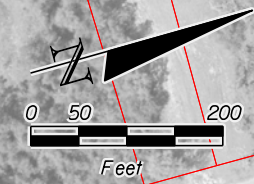
HNTB CORPORATION  
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 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	VOLUSIA	432100-1-22-01

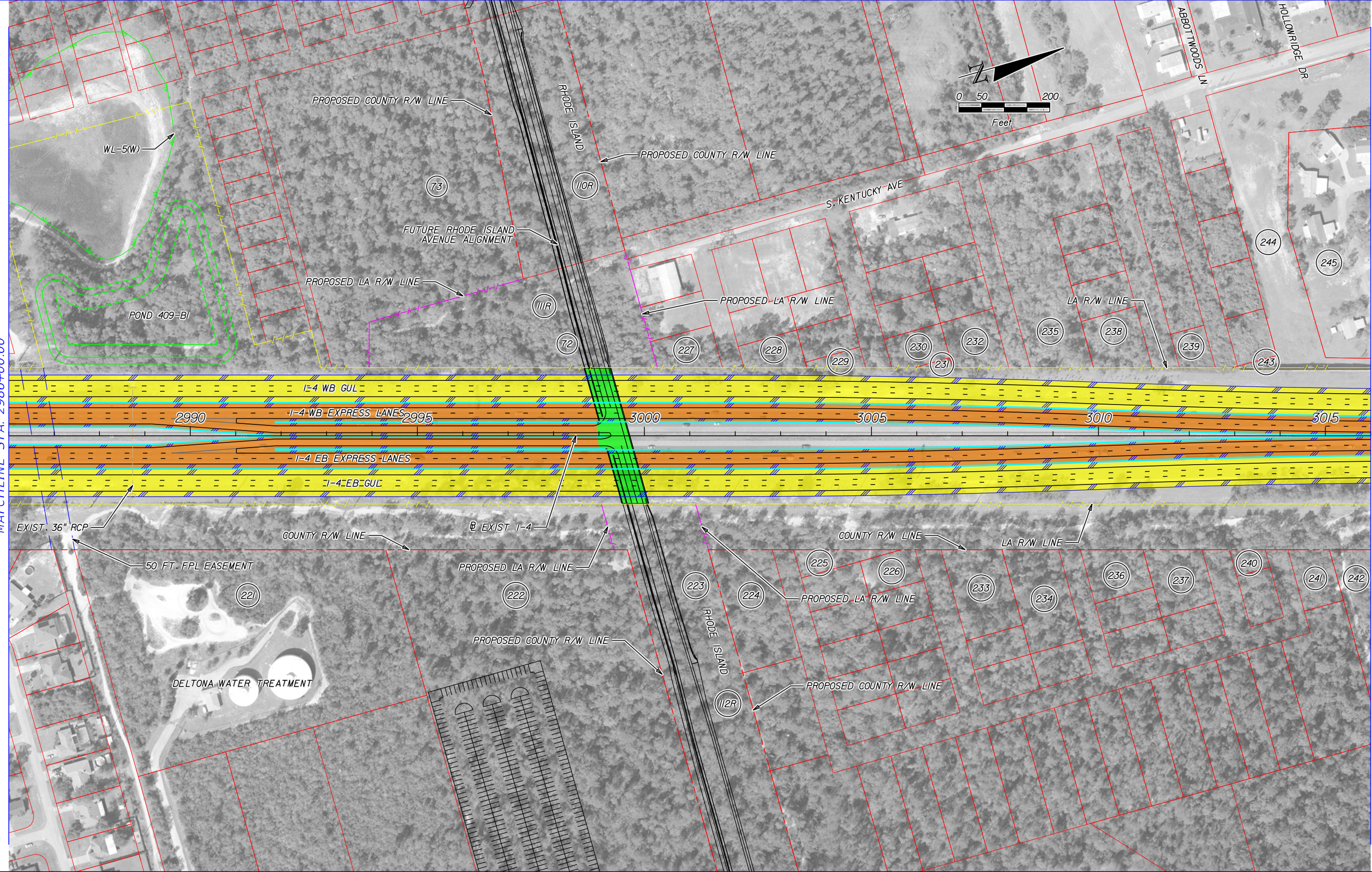
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**I-4 MAINLINE**  
**SEGMENT 4**

SHEET NO.



MATCHLINE STA. 2986+00.00

MATCHLINE STA. 3016+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

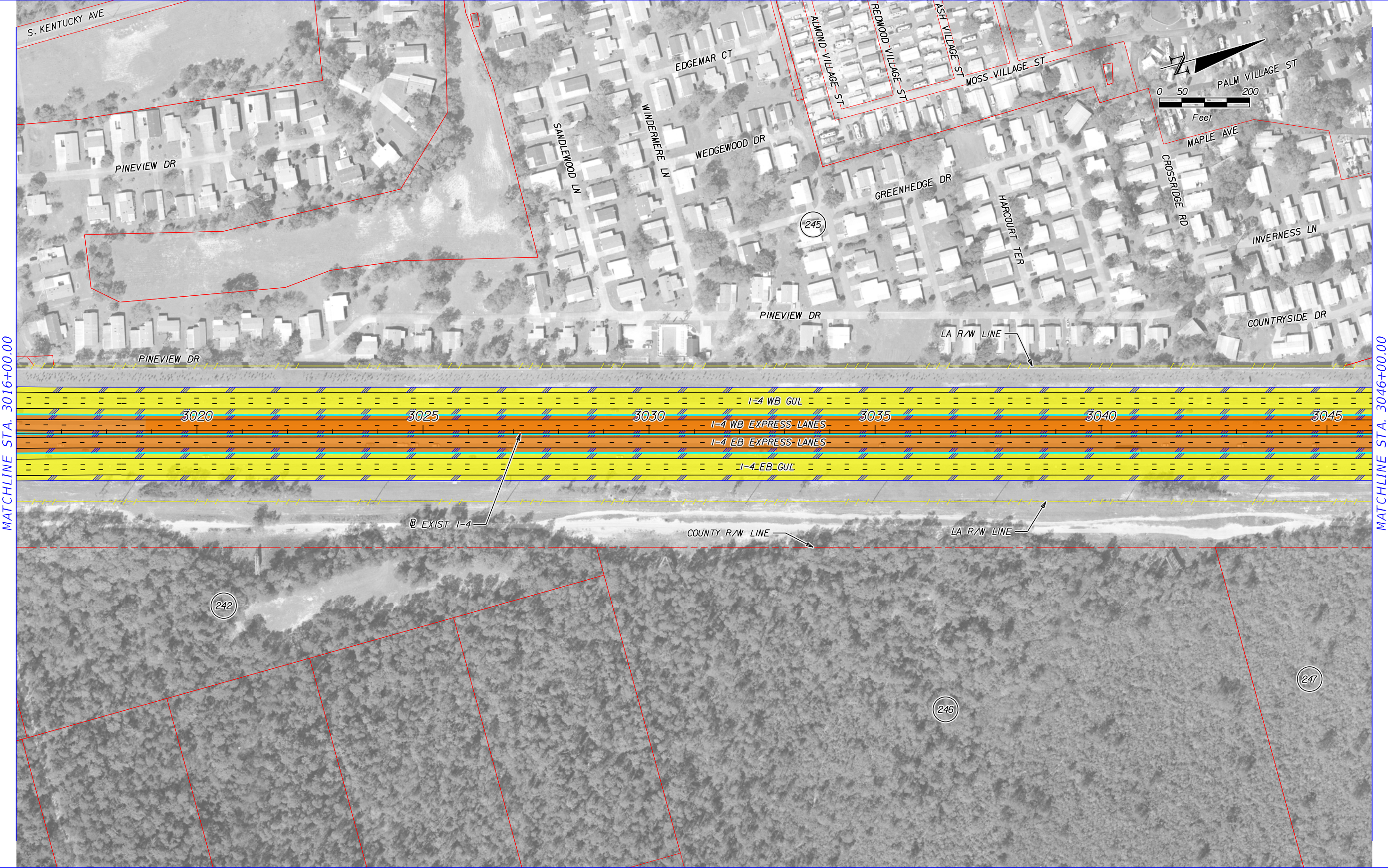
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	VOLUSIA	432100-1-22-01

**I-4 PD&E STUDY  
 I-4 MAINLINE  
 SEGMENT 4**

SHEET NO.



MATCHLINE STA. 3016+00.00

MATCHLINE STA. 3046+00.00

	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

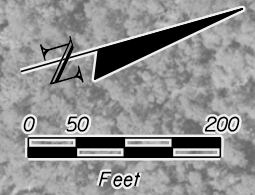
HNTB CORPORATION  
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 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	VOLUSIA	432100-1-22-01

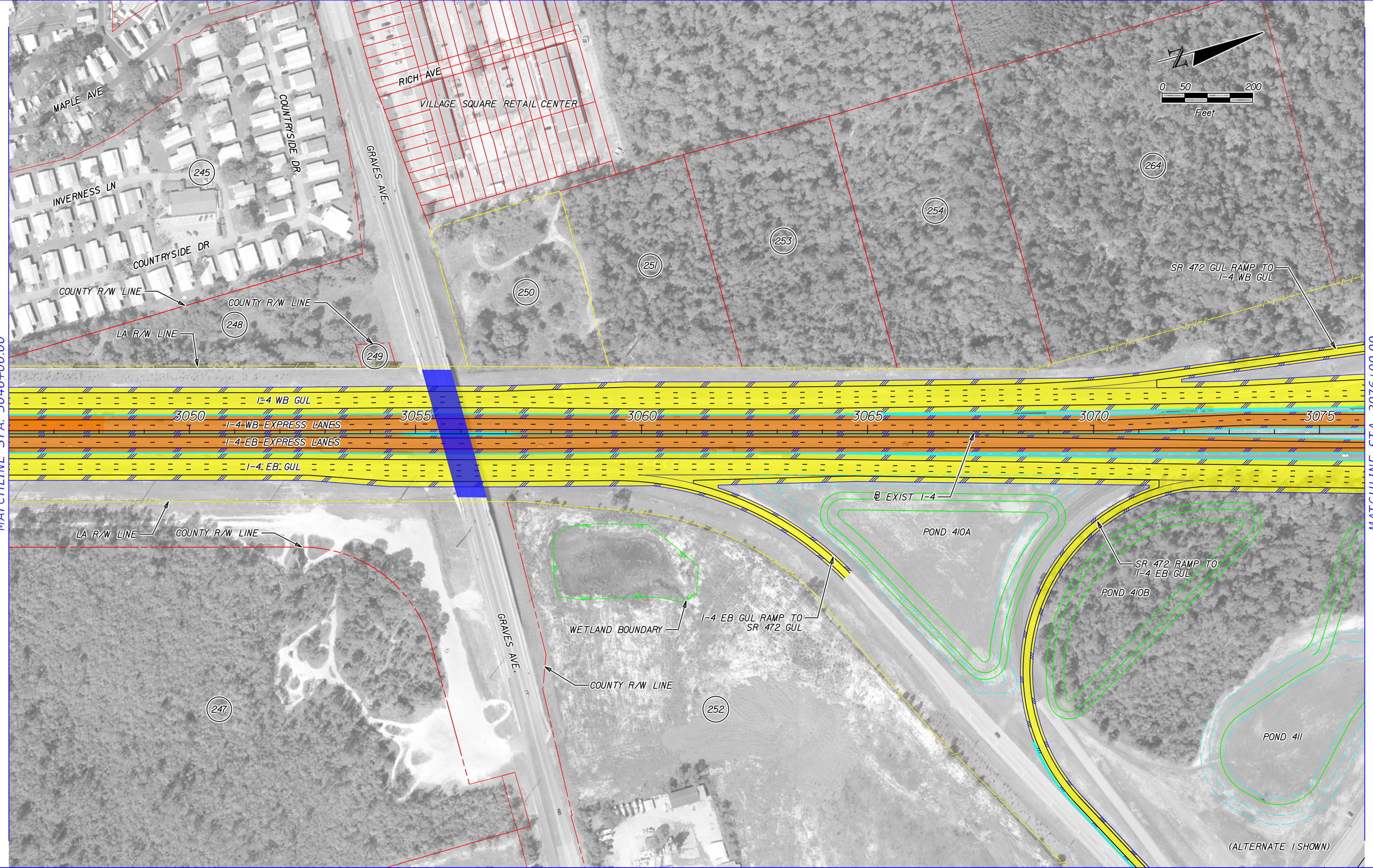
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**I-4 MAINLINE**  
**SEGMENT 4**

SHEET NO.



MATCHLINE STA. 3046+00.00

MATCHLINE STA. 3076+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

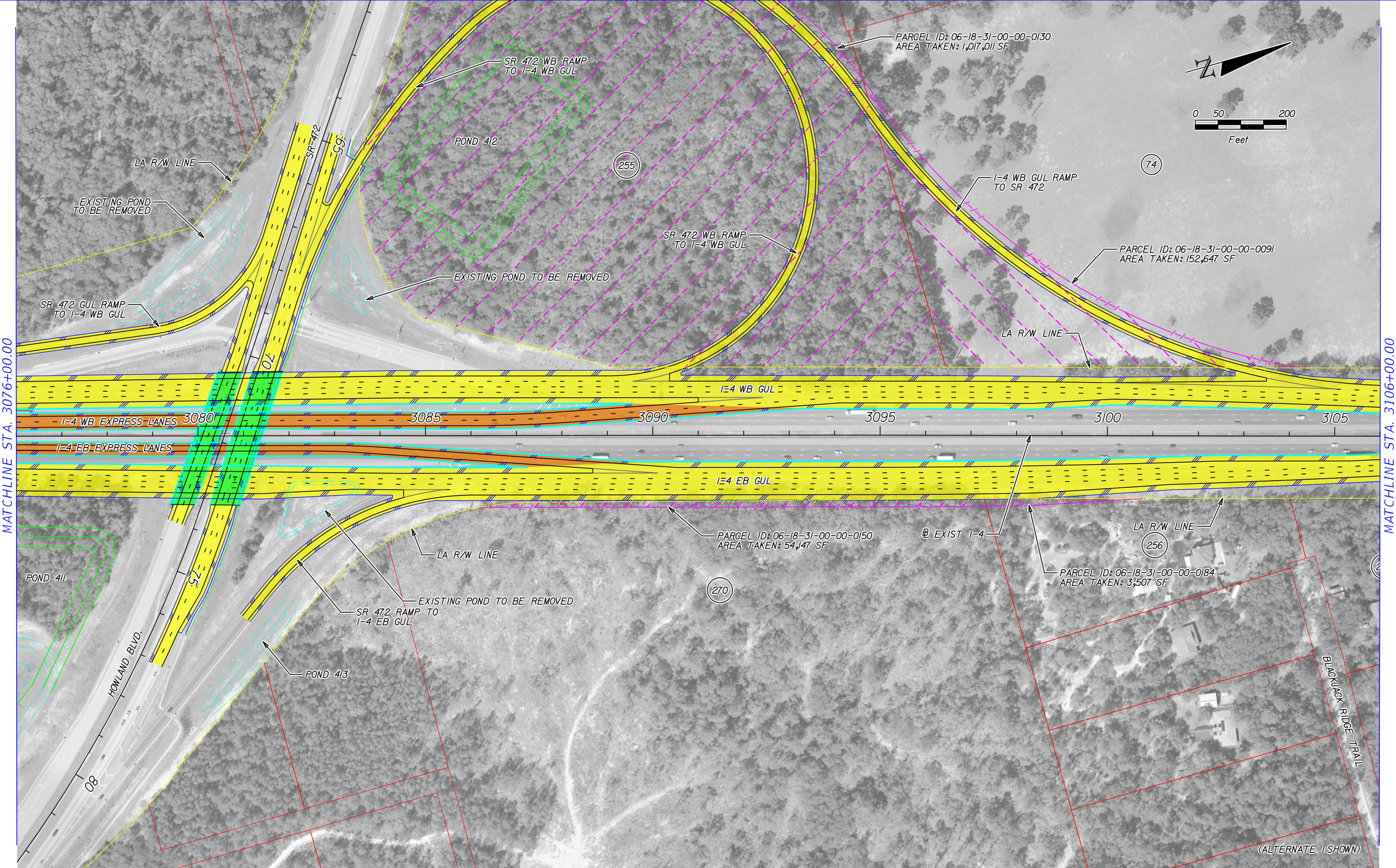
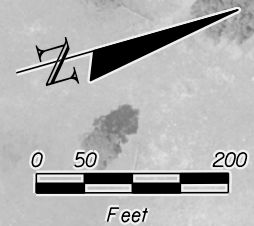
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	VOLUSIA	432100-1-22-01

**I-4 PD&E STUDY**  
**I-4 MAINLINE**  
**SEGMENT 4**

SHEET NO.



MATCHLINE STA. 3076+00.00

MATCHLINE STA. 3106+00.00

	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

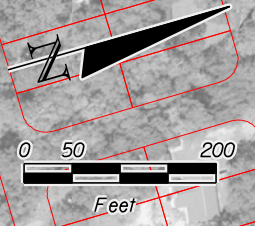
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	VOLUSIA	432100-1-22-01

**I-4 PD&E STUDY**  
**I-4 MAINLINE**  
**SEGMENT 4**

SHEET NO.



MATCHLINE STA. 3106+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	VOLUSIA	432100-1-22-01

**I-4 PD&E STUDY  
 I-4 MAINLINE  
 SEGMENT 4**

SHEET NO.

# **APPENDIX C**

## **CONCEPT PLANS (ALTERNATIVE 2)**



MATCHLINE STA. 2057+00.00

	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500  
 ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

**I-4 PD&E STUDY (SEGMENT 3)  
 ALTERNATIVE 2  
 6 GUL-2 SUL LANES**

SHEET NO.



MATCHLINE STA. 2057+00.00

MATCHLINE STA. 2086+00.00

WB REST AREA TO  
BE REALIGNED PER  
FPDI  
CONSTRUCTION  
EXPECTED FY 20

FL CONFERENCE ASSOCIATION  
OF SEVENTH-DAY ADVENTISTS

CHURCH OF HIGHER  
CALL INTERNATIONAL

FERNE DR.

SEMINOLE WEKIVA TRAIL

SEMINOLE WEKIVA TRAIL

2060

2065

2070

2075

2080

2085

EXIST. LA R/W LINE

EXIST. LA R/W LINE

EXIST I-4

I-4 EB EXPRESS LANES

I-4 EB GUL

I-4 WB GUL

I-4 WB EXPRESS LANES

SLEEPY HOLLOW

SANLANDO UTILITIES  
CORPORATION

	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

HNTB CORPORATION  
610 CRESCENT EXECUTIVE CT  
SUITE 400  
LAKE MARY, FL 32746  
(407) 805-0355  
CERT. OF AUTH. NO. 6500  
ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
FL. REGISTRATION NO. 58593

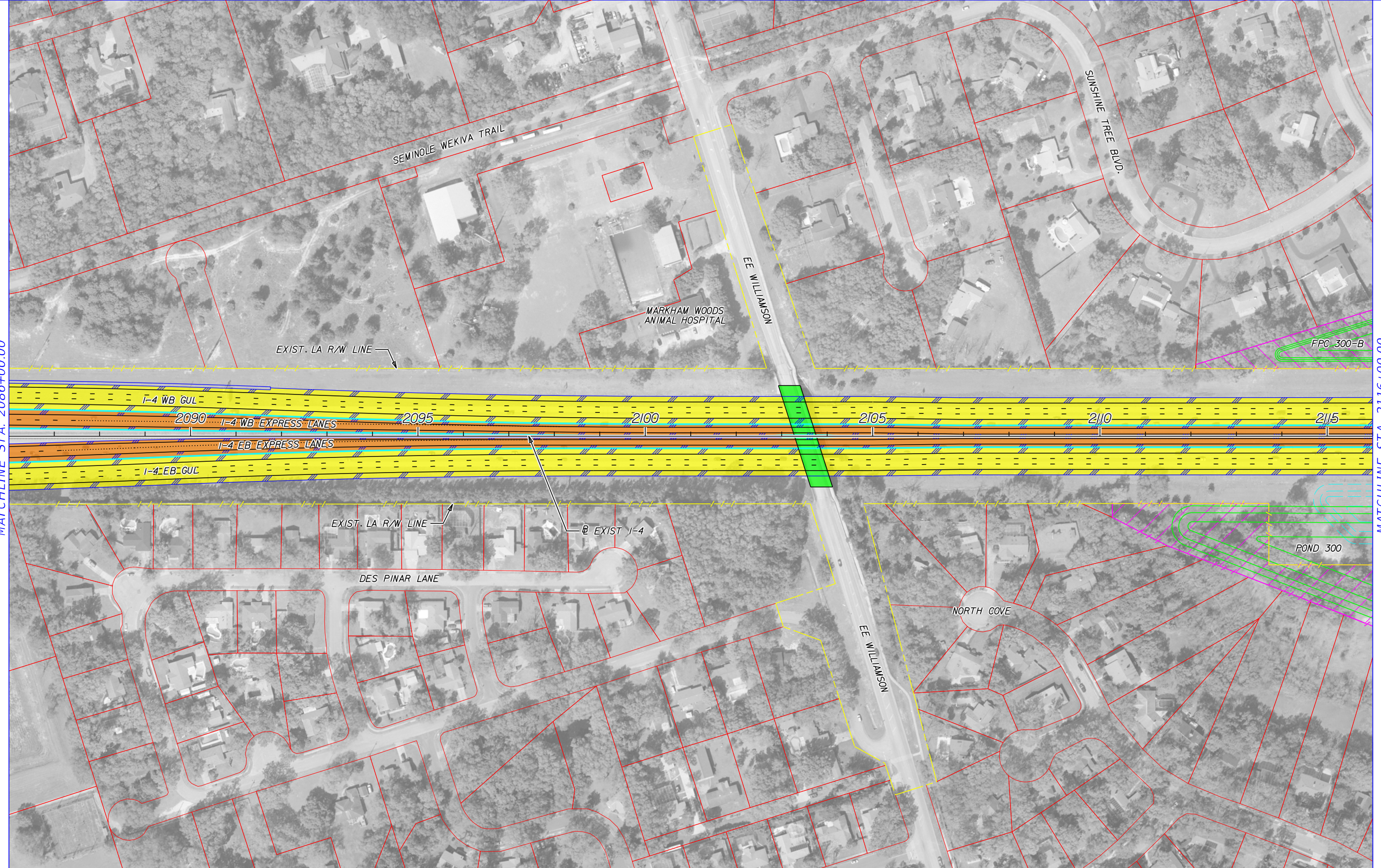
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

**I-4 PD&E STUDY (SEGMENT 3)  
ALTERNATIVE 2  
6 GUL-2 SUL LANES**

SHEET  
NO.

MATCHLINE STA. 2086+00.00

MATCHLINE STA. 2116+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

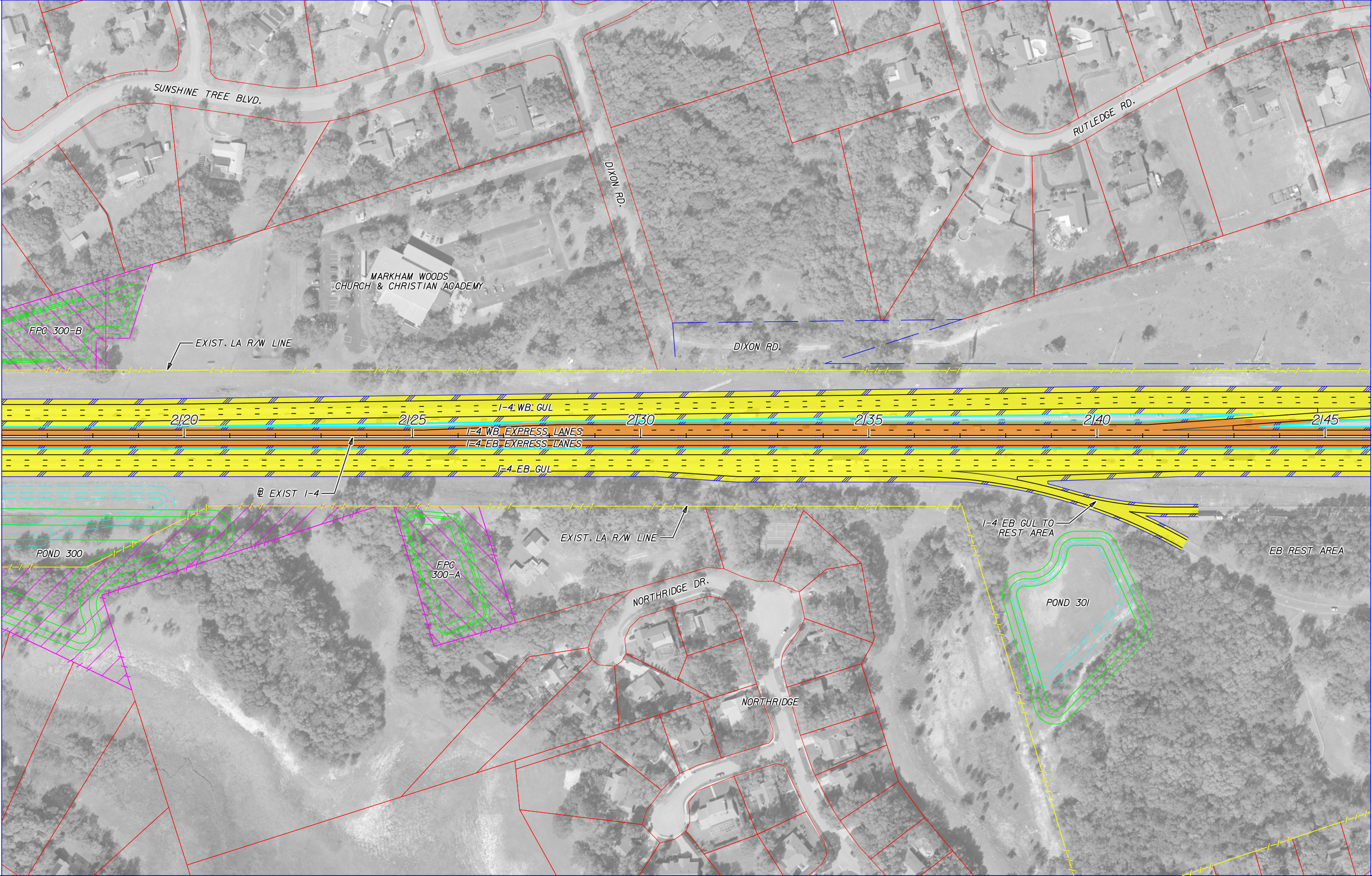
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

**I-4 PD&E STUDY (SEGMENT 3)  
 ALTERNATIVE 2  
 6 GUL-2 SUL LANES**

SHEET NO.

MATCHLINE STA. 2116+00.00

MATCHLINE STA. 2146+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

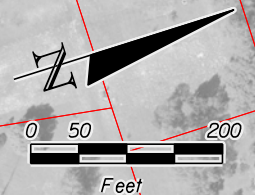
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

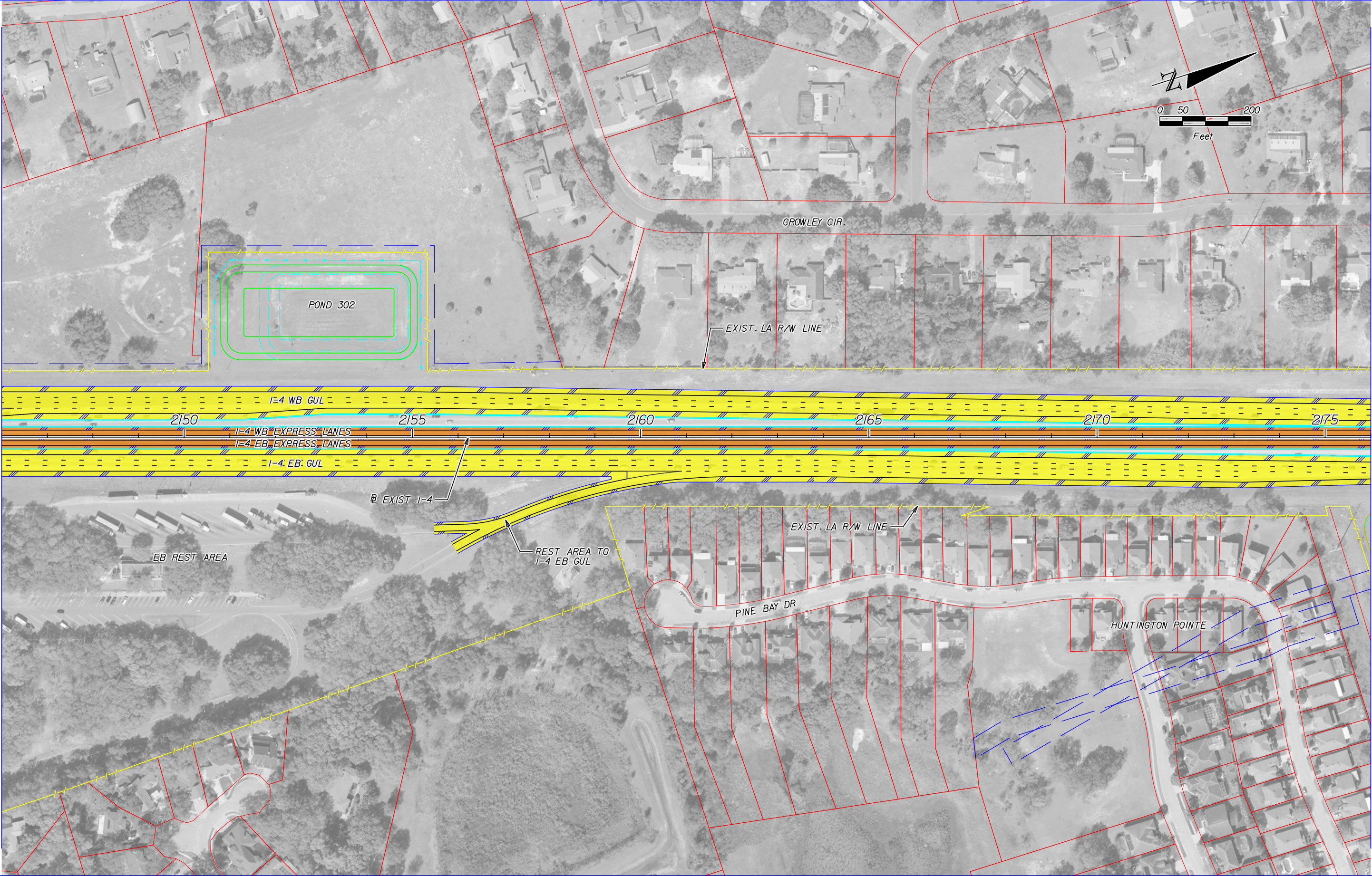
**I-4 PD&E STUDY (SEGMENT 3)  
 ALTERNATIVE 2  
 6 GUL-2 SUL LANES**

SHEET NO.



MATCHLINE STA. 2146+00.00

MATCHLINE STA. 2176+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

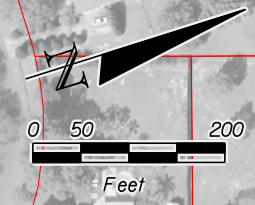
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

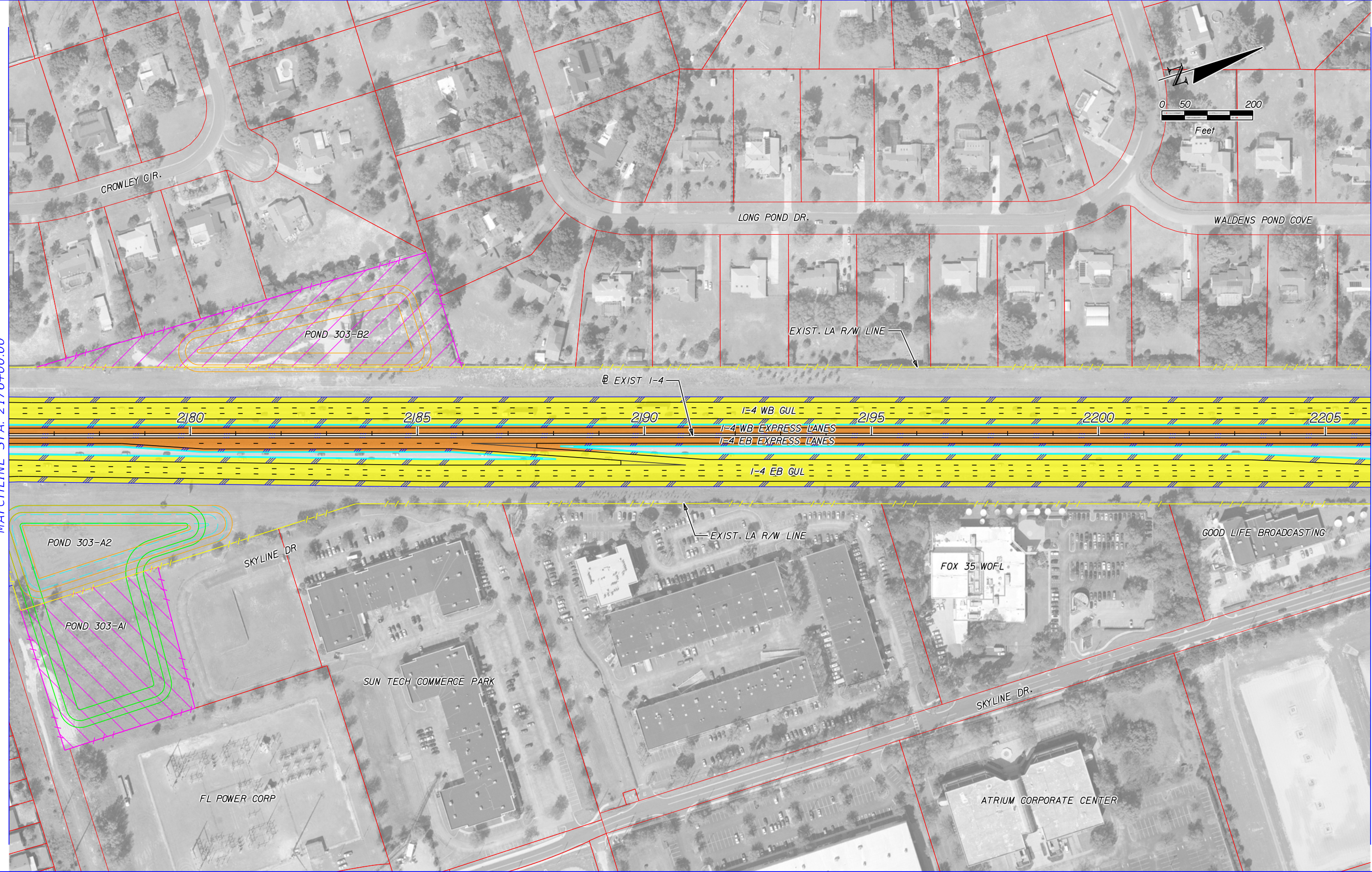
**I-4 PD&E STUDY (SEGMENT 3)  
 ALTERNATIVE 2  
 6 GUL-2 SUL LANES**

SHEET NO.



MATCHLINE STA. 2176+00.00

MATCHLINE STA. 2206+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

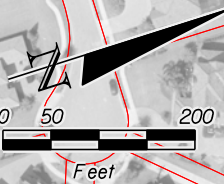
**I-4 PD&E STUDY (SEGMENT 3)  
 ALTERNATIVE 2  
 6 GUL-2 SUL LANES**

SHEET NO.



MATCHLINE STA. 2206+00.00

MATCHLINE STA. 2236+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

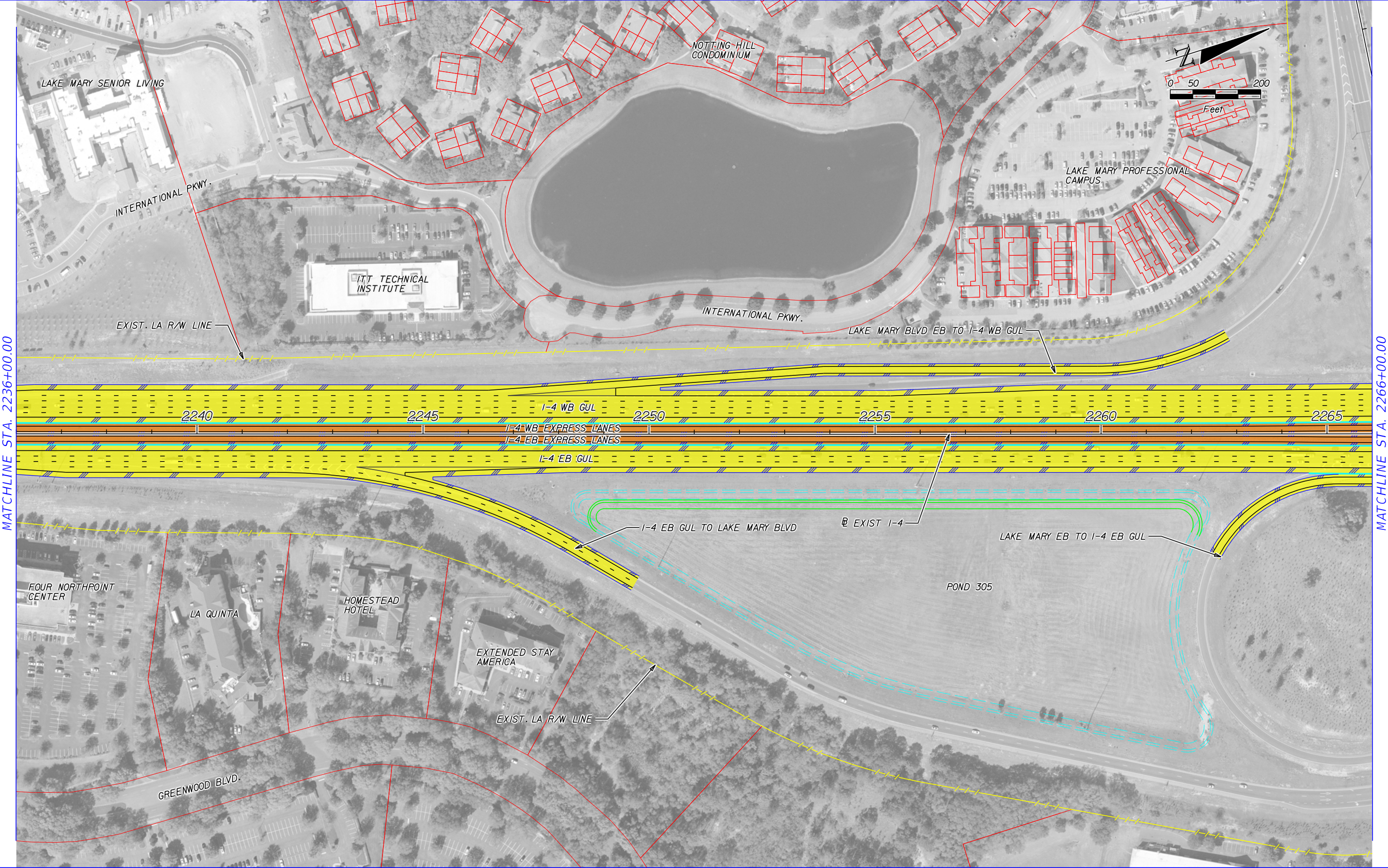
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

**I-4 PD&E STUDY (SEGMENT 3)  
 ALTERNATIVE 2  
 6 GUL-2 SUL LANES**

SHEET NO.



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

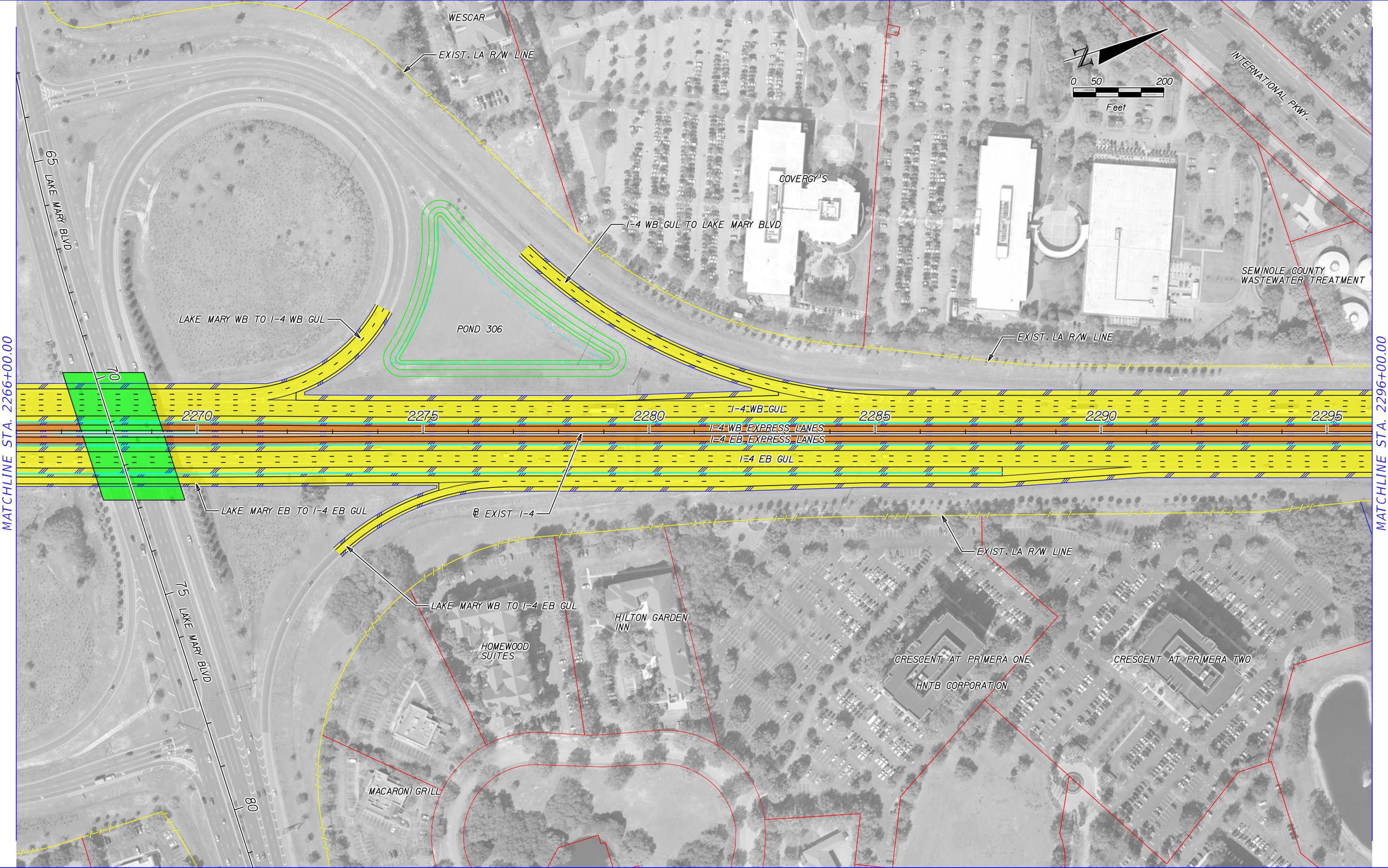
HNTB CORPORATION  
610 CRESCENT EXECUTIVE CT  
SUITE 400  
LAKE MARY, FL 32746  
(407) 805-0355  
CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

**I-4 PD&E STUDY (SEGMENT 3)**  
**ALTERNATIVE 2**  
**6 GUL-2 SUL LANES**

SHEET NO.



MATCHLINE STA. 2266+00.00

MATCHLINE STA. 2296+00.00

	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

HNTB CORPORATION  
610 CRESCENT EXECUTIVE CT  
SUITE 400  
LAKE MARY, FL 32746  
(407) 805-0355  
CERT. OF AUTH. NO. 6500

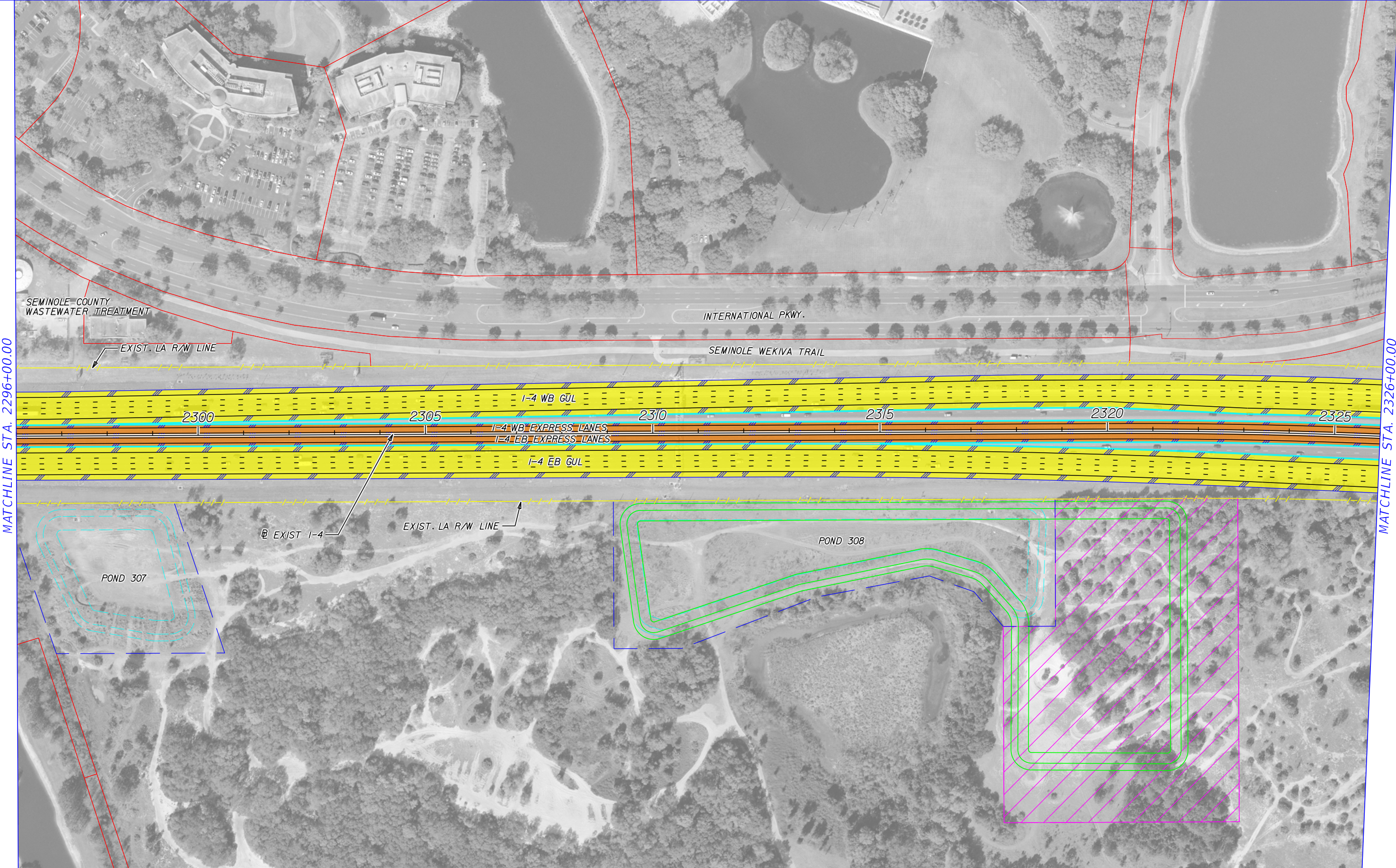
ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

**I-4 PD&E STUDY (SEGMENT 3)  
ALTERNATIVE 2  
6 GUL-2 SUL LANES**

SHEET NO.





MATCHLINE STA. 2296+00.00

MATCHLINE STA. 2326+00.00

	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

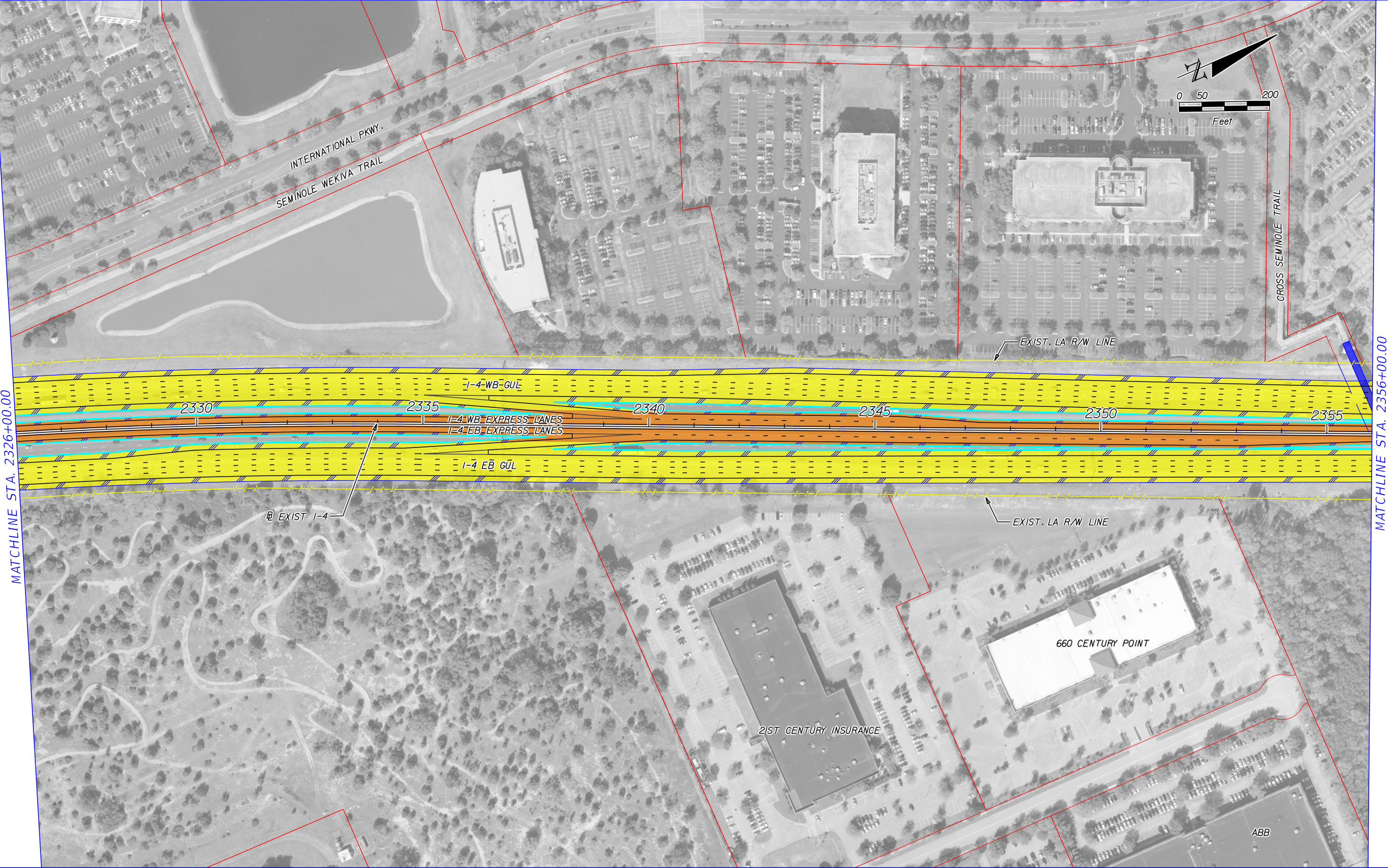
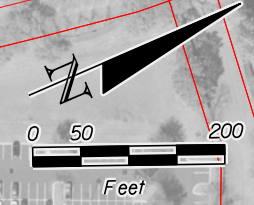
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

**I-4 PD&E STUDY (SEGMENT 3)**  
**ALTERNATIVE 2**  
**6 GUL-2 SUL LANES**

SHEET NO.



MATCHLINE STA. 2326+00.00

MATCHLINE STA. 2356+00.00

	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

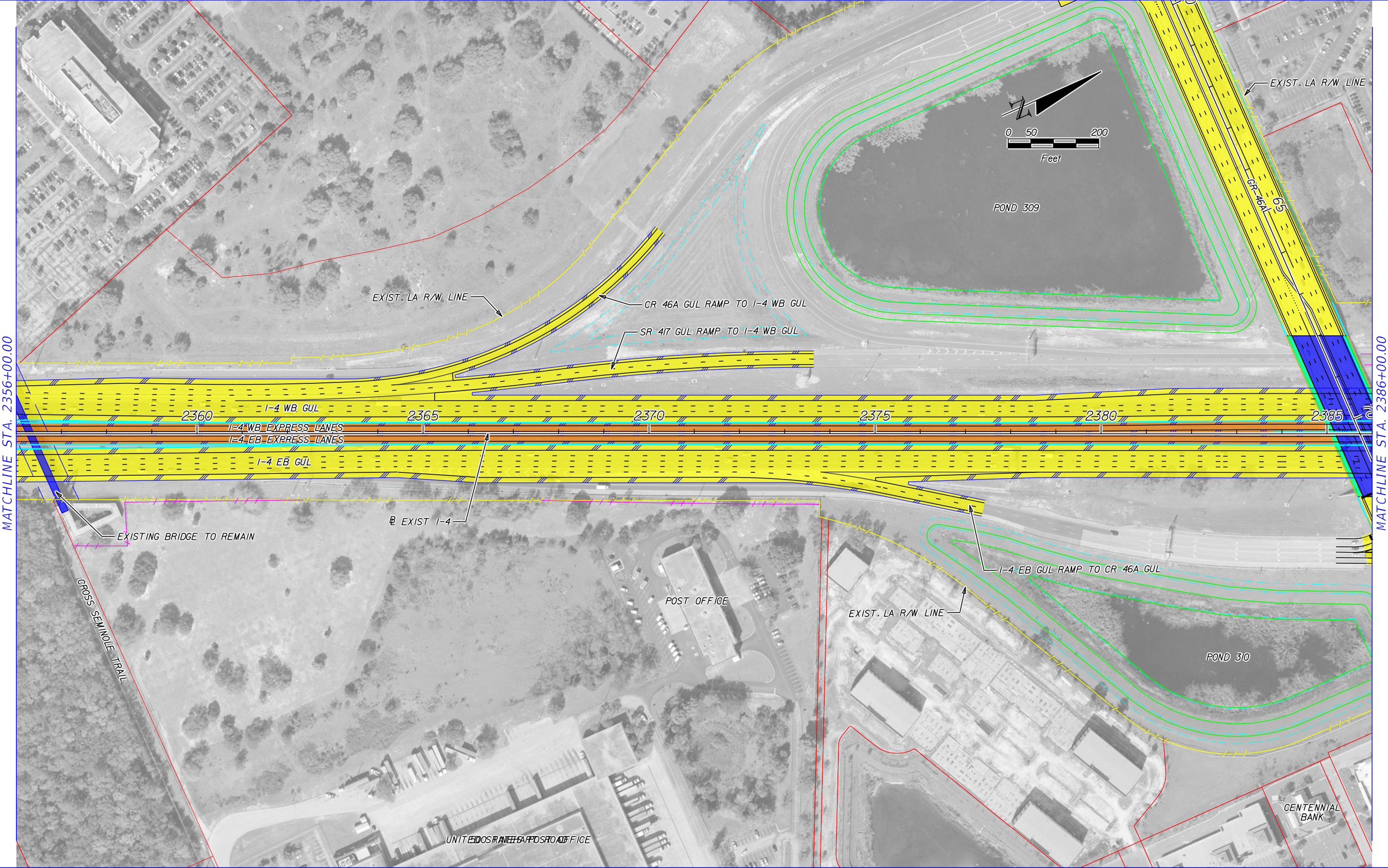
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

**I-4 PD&E STUDY (SEGMENT 3)  
 ALTERNATIVE 2  
 6 GUL-2 SUL LANES**

SHEET NO.



MATCHLINE STA. 2356+00.00

MATCHLINE STA. 2386+00.00

	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

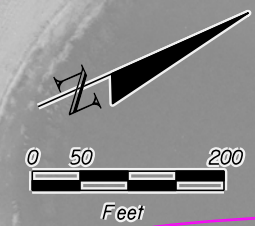
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

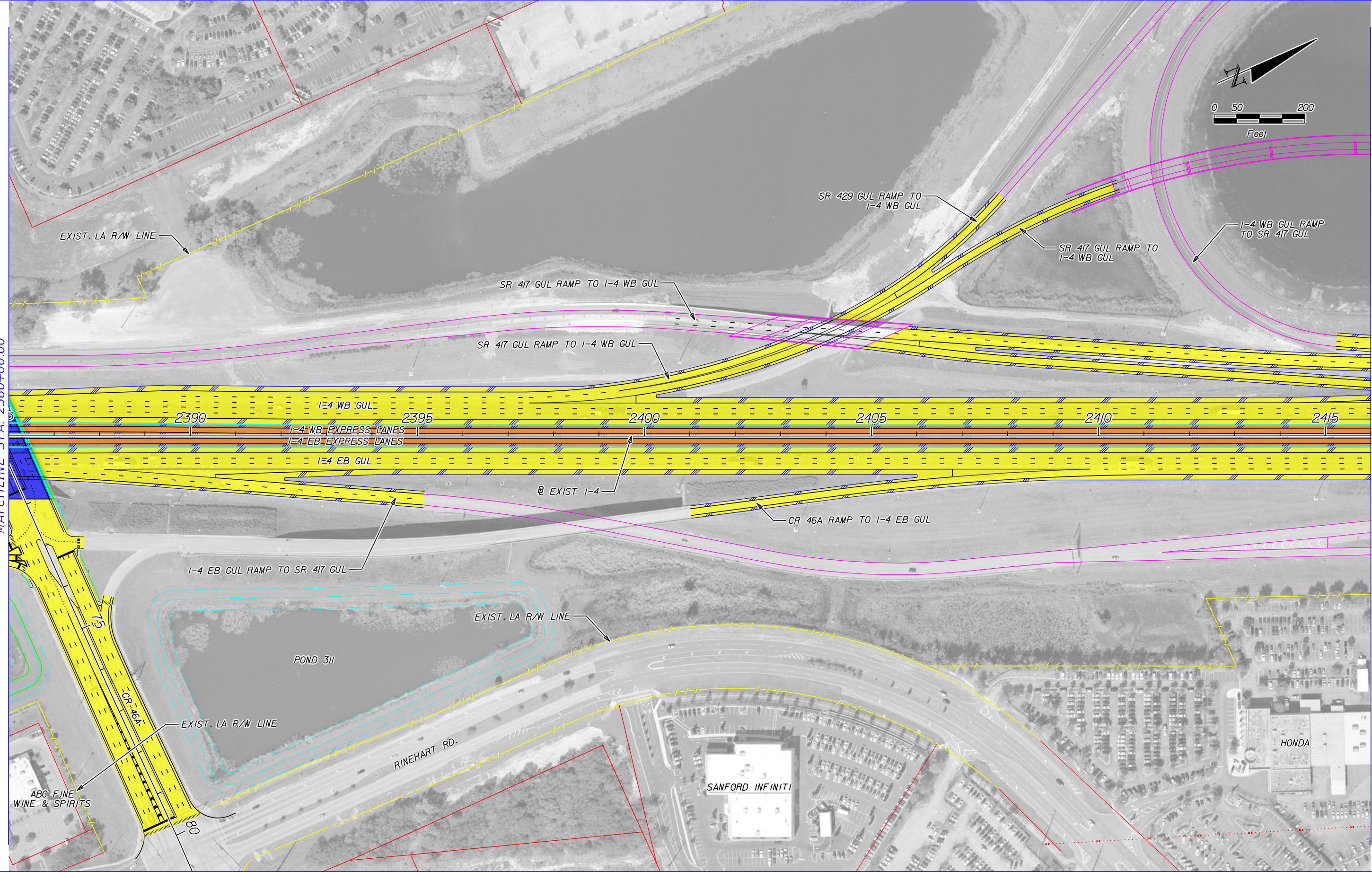
**I-4 PD&E STUDY (SEGMENT 3)  
 ALTERNATIVE 2  
 6 GUL-2 SUL LANES**

SHEET NO.



MATCHLINE STA. 2386+00.00

MATCHLINE STA. 2416+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

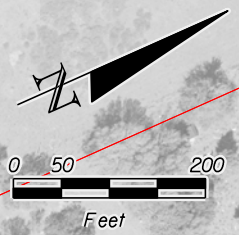
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

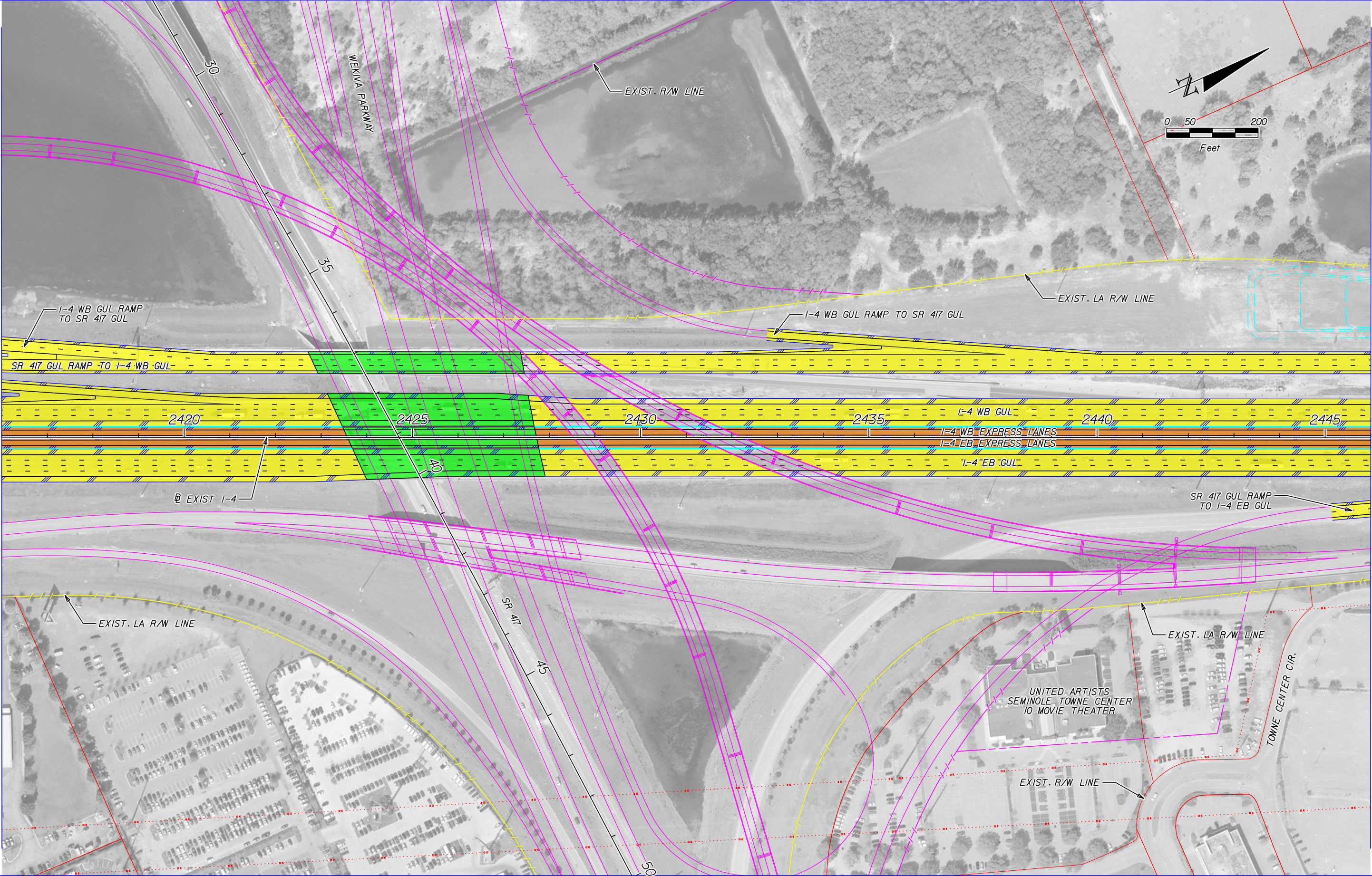
**I-4 PD&E STUDY (SEGMENT 3)  
 ALTERNATIVE 2  
 6 GUL-2 SUL LANES**

SHEET NO.



MATCHLINE STA. 2416+00.00

MATCHLINE STA. 2446+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

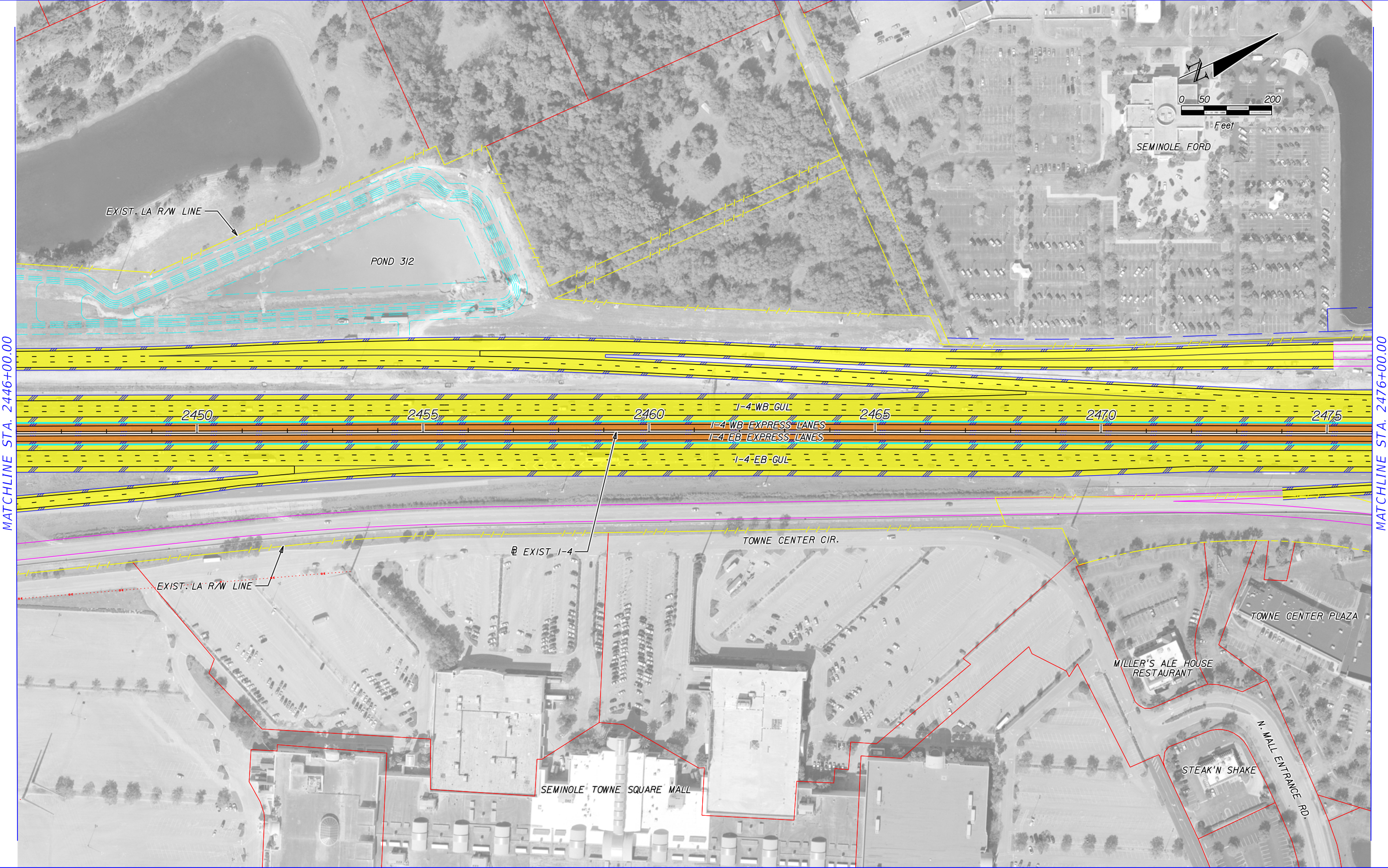
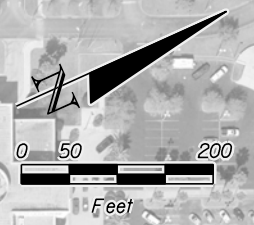
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

**I-4 PD&E STUDY (SEGMENT 3)  
 ALTERNATIVE 2  
 6 GUL-2 SUL LANES**

SHEET NO.



MATCHLINE STA. 2446+00.00

MATCHLINE STA. 2476+00.00

	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

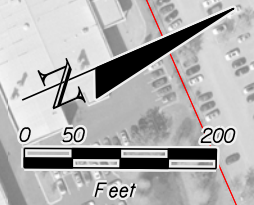
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

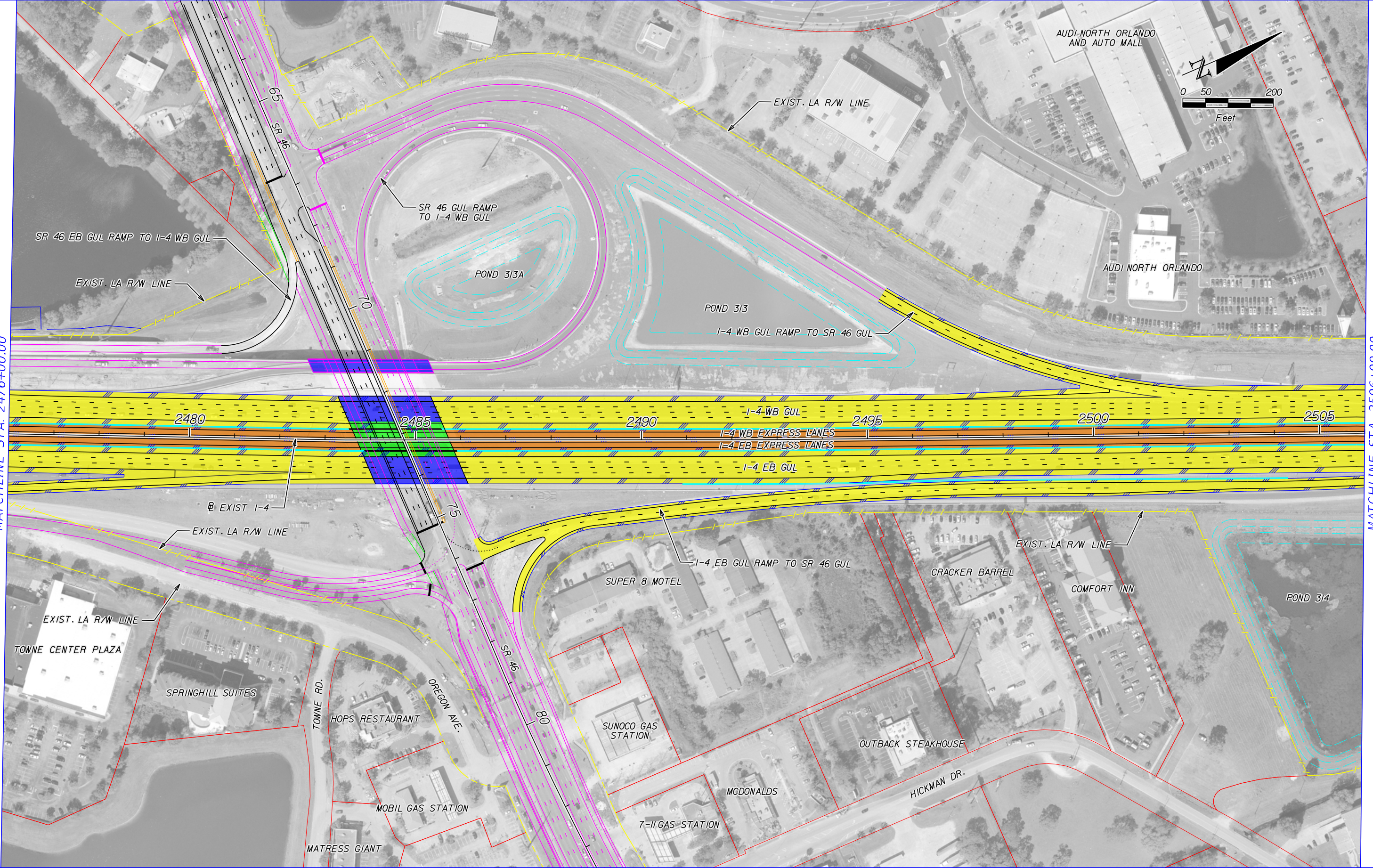
**I-4 PD&E STUDY (SEGMENT 3)  
 ALTERNATIVE 2  
 6 GUL-2 SUL LANES**

SHEET NO.



MATCHLINE STA. 2476+00.00

MATCHLINE STA. 2506+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

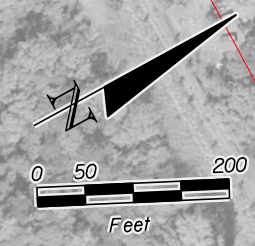
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

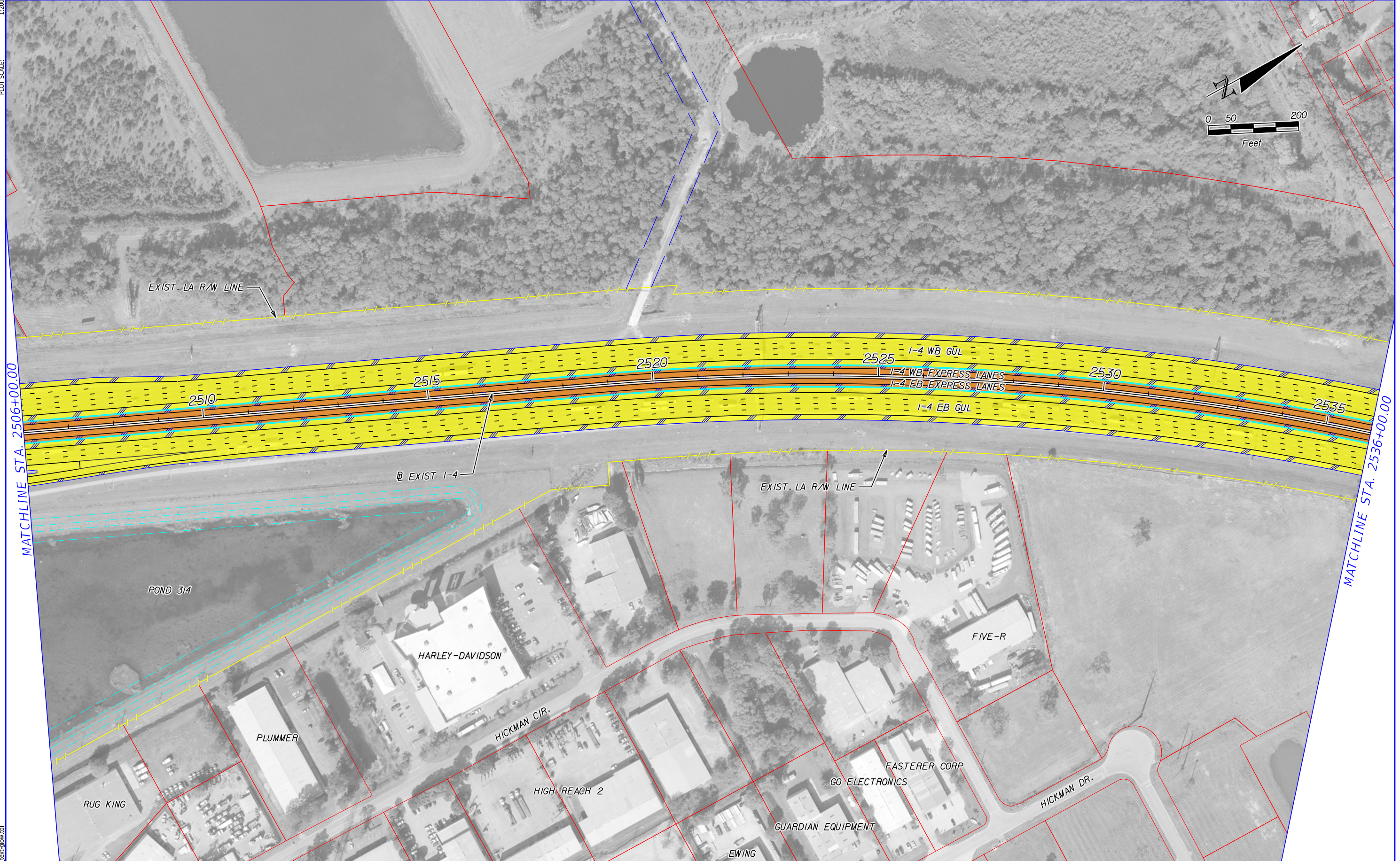
**I-4 PD&E STUDY (SEGMENT 3)  
 ALTERNATIVE 2  
 6 GUL-2 SUL LANES**

SHEET NO.



MATCHLINE STA. 2506+00.00

MATCHLINE STA. 2536+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

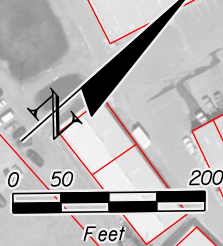
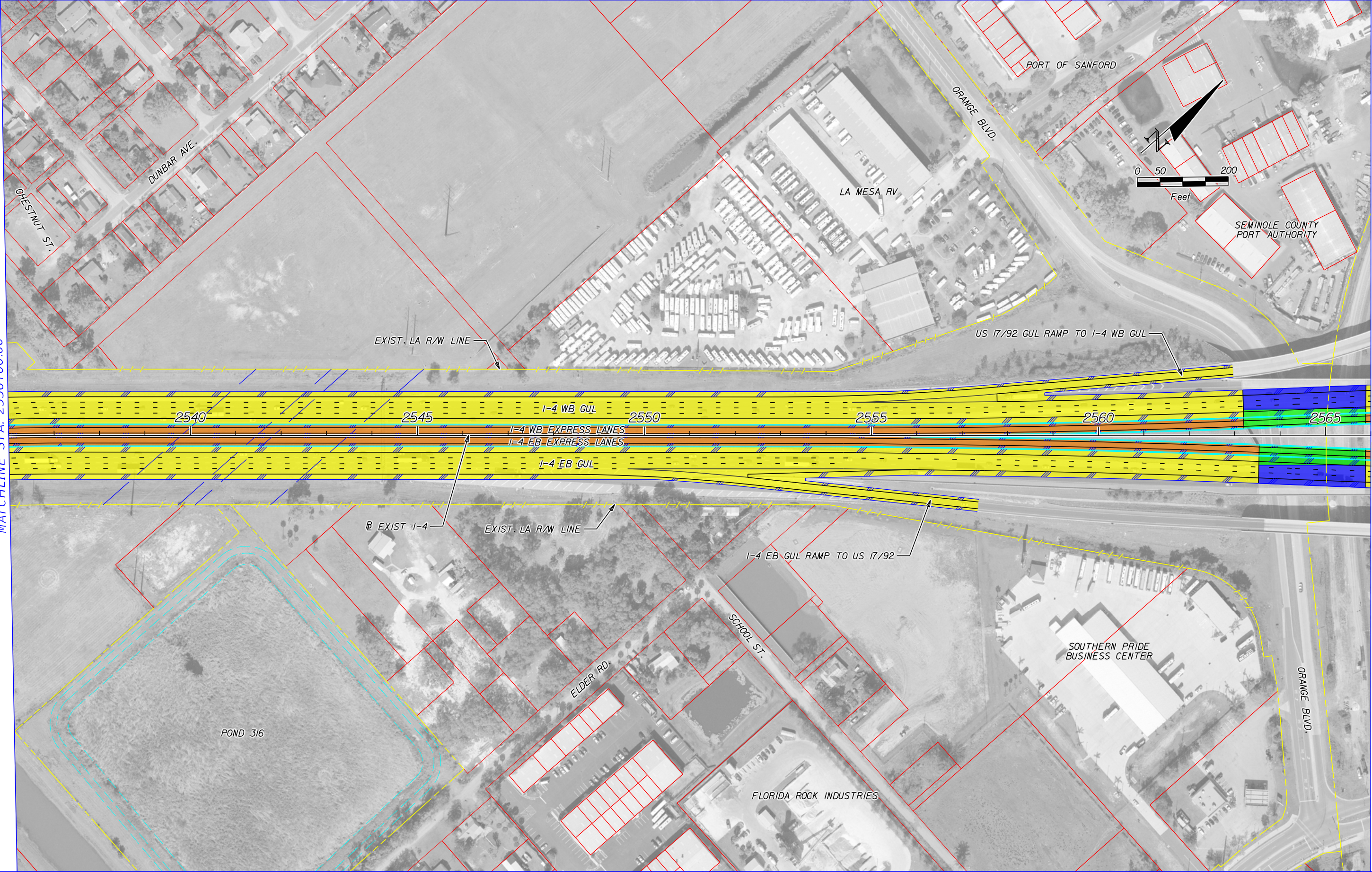
**I-4 PD&E STUDY (SEGMENT 3)  
 ALTERNATIVE 2  
 6 GUL-2 SUL LANES**

SHEET NO.



MATCHLINE STA. 2536+00.00

MATCHLINE STA. 2566+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

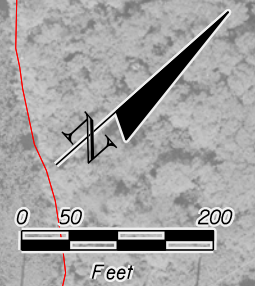
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

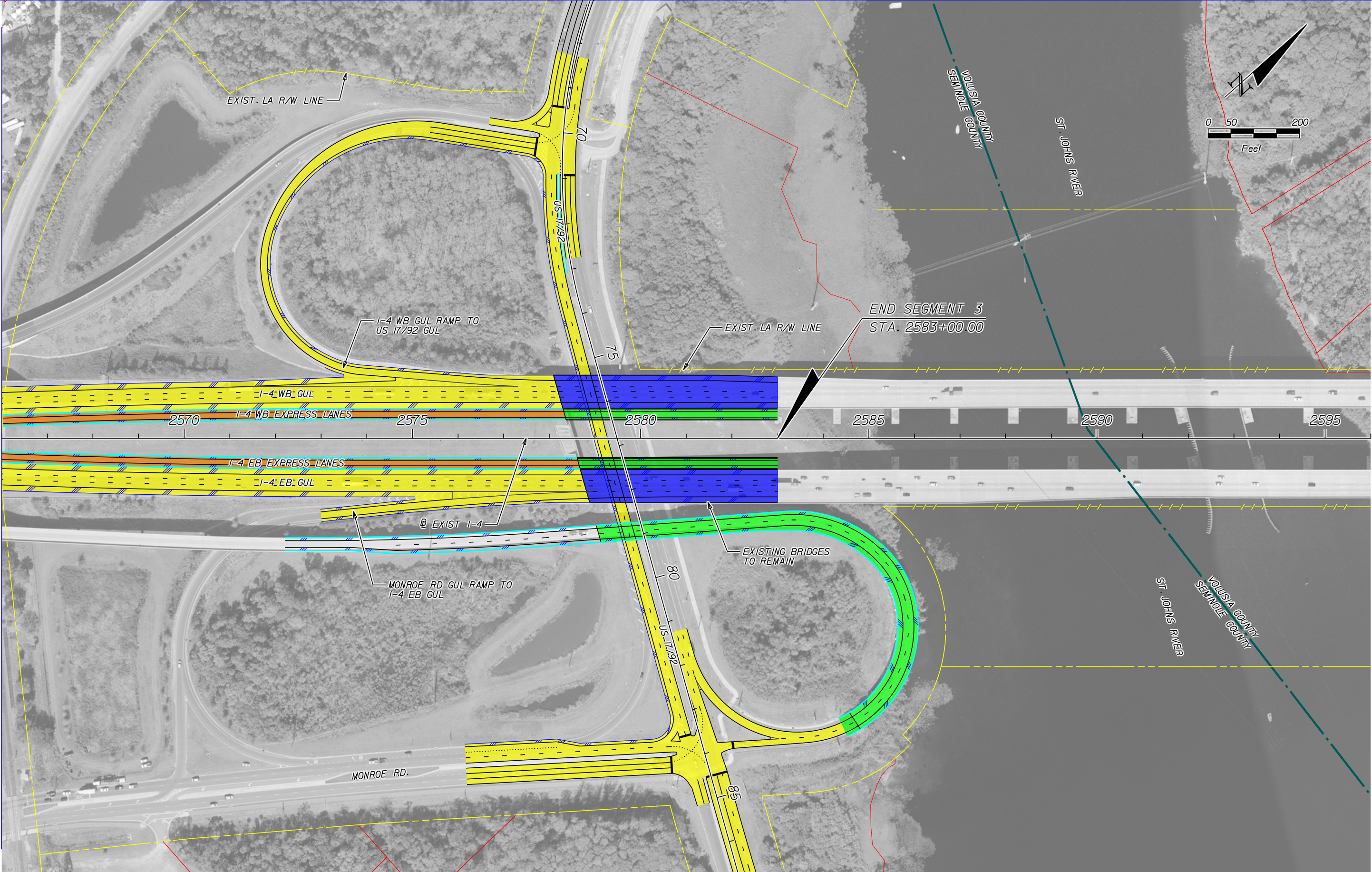
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

**I-4 PD&E STUDY (SEGMENT 3)  
 ALTERNATIVE 2  
 6 GUL-2 SUL LANES**

SHEET NO.



MATCHLINE STA. 2566+00.00



END SEGMENT 3  
 STA. 2583+00.00

	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

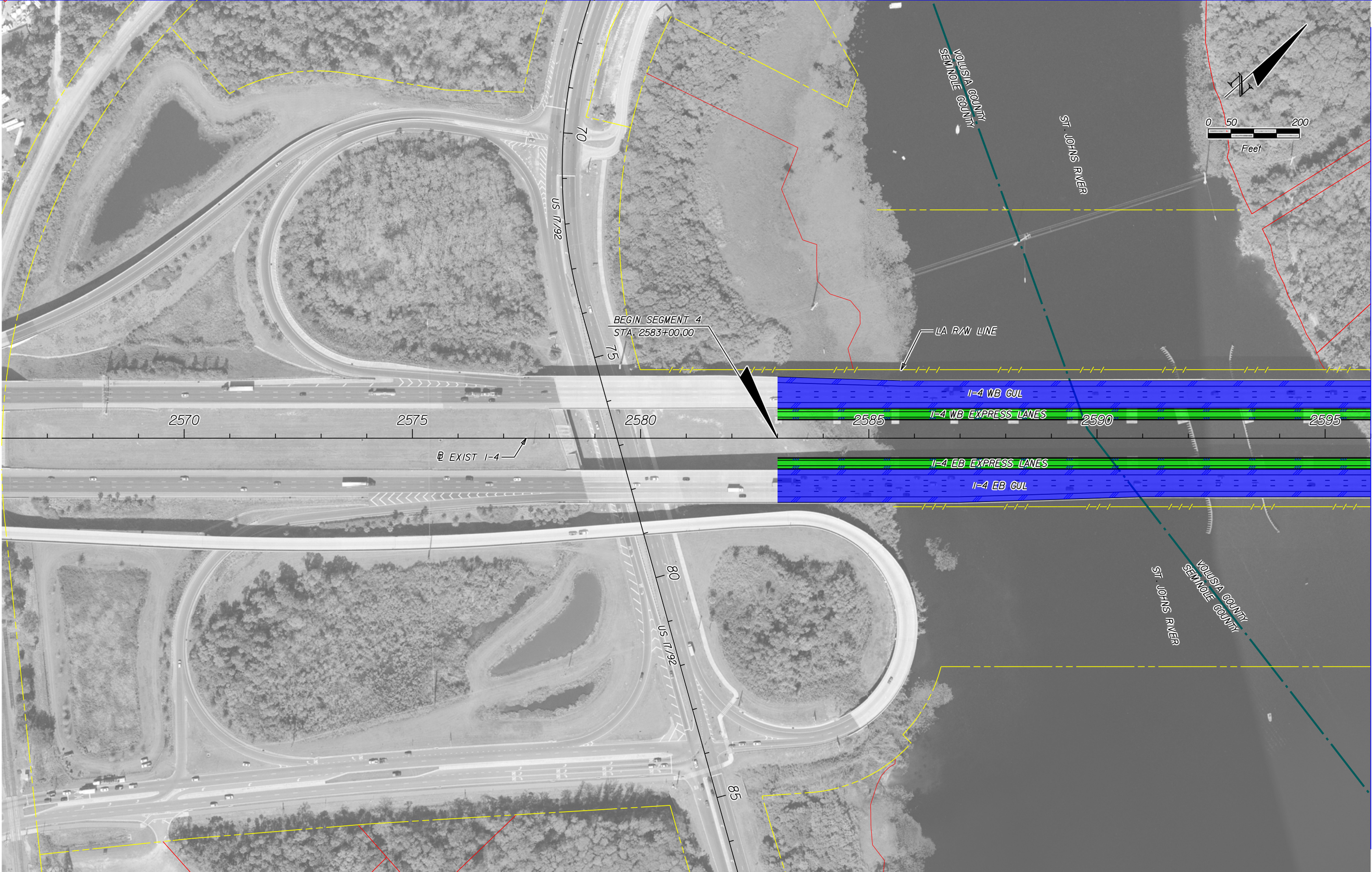
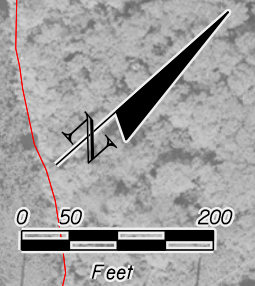
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE VOLUSIA	432100-1-22-01

**I-4 PD&E STUDY (SEGMENT 3)  
 ALTERNATIVE 2  
 6 GUL-2 SUL LANES**

SHEET NO.



MATCHLINE STA. 2596+00.00

	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

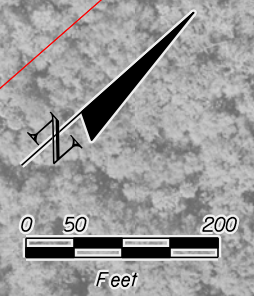
ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE VOLUSIA	432100-1-22-01

**I-4 PD&E STUDY (SEGMENT 4)  
 ALTERNATIVE 2  
 6 GUL-2 SUL LANES**

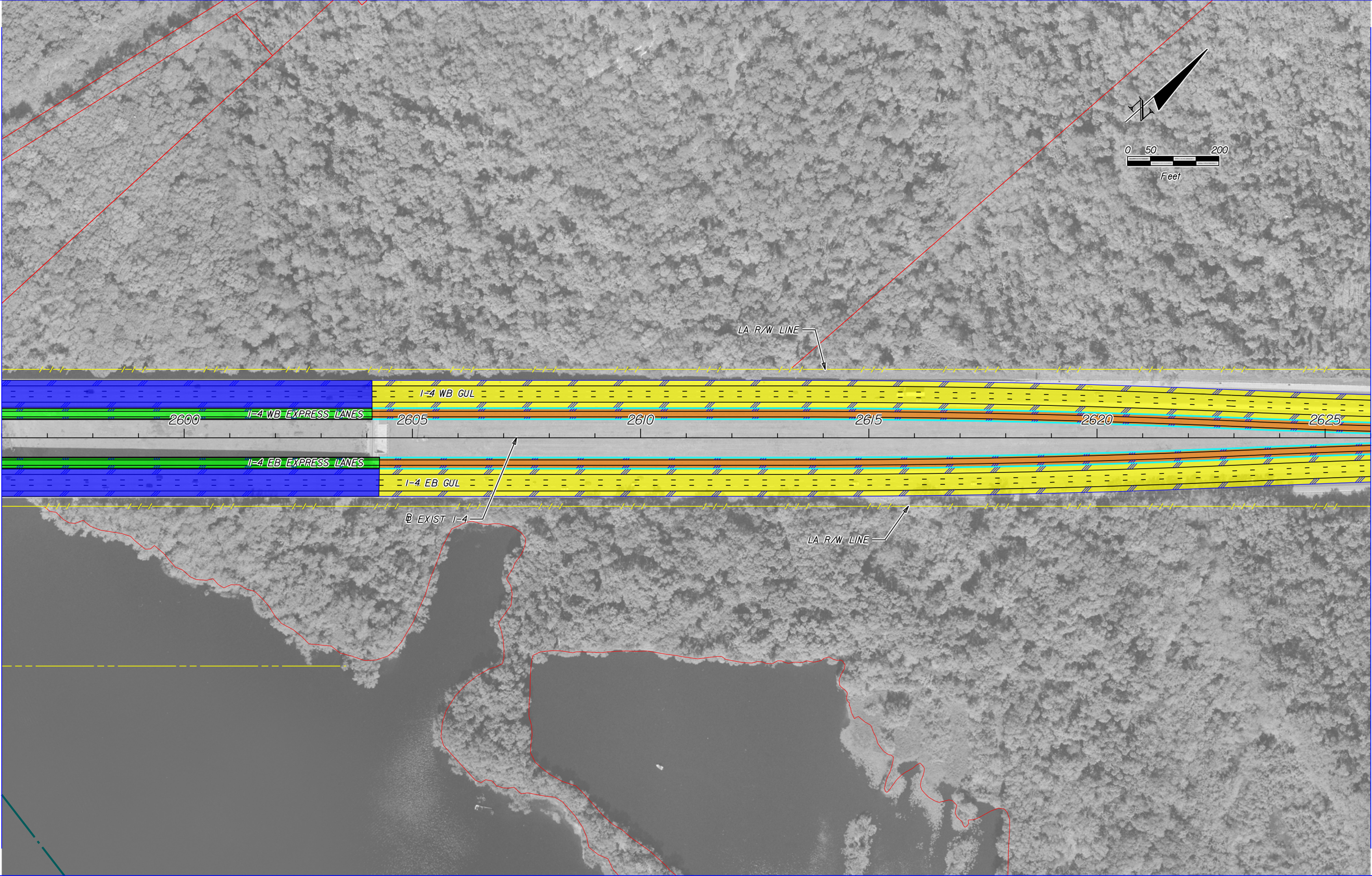
SHEET NO.

planrd02  
16.5x10.6 (ft.)  
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MODEL:  
SHEET SIZE:  
PLOT SCALE:



MATCHLINE STA. 2596+00.00

MATCHLINE STA. 2626+00.00



PRINT DRIVER:  
PEN TABLE:  
Color: FDOTPDF\_PDE.plt  
FDOT\_text.plt

	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

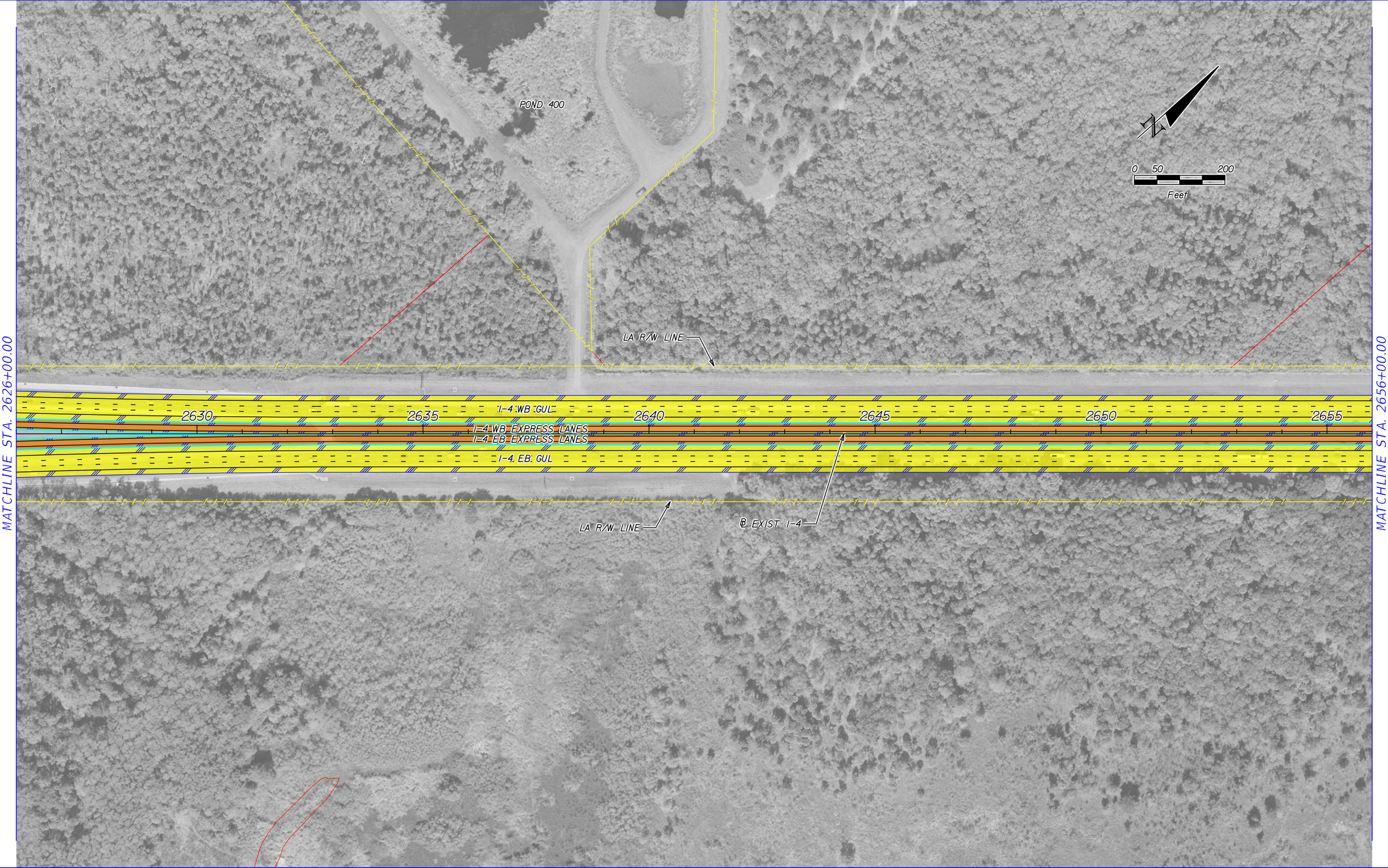
HNTB CORPORATION  
610 CRESCENT EXECUTIVE CT  
SUITE 400  
LAKE MARY, FL 32746  
(407) 805-0355  
CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	VOLUSIA	432100-1-22-01

**I-4 PD&E STUDY (SEGMENT 4)  
ALTERNATIVE 2  
6 GUL-2 SUL LANES**

SHEET NO.



MATCHLINE STA. 2626+00.00

MATCHLINE STA. 2656+00.00

	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

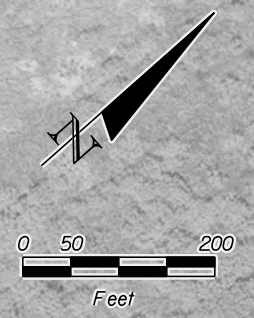
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	VOLUSIA	432100-1-22-01

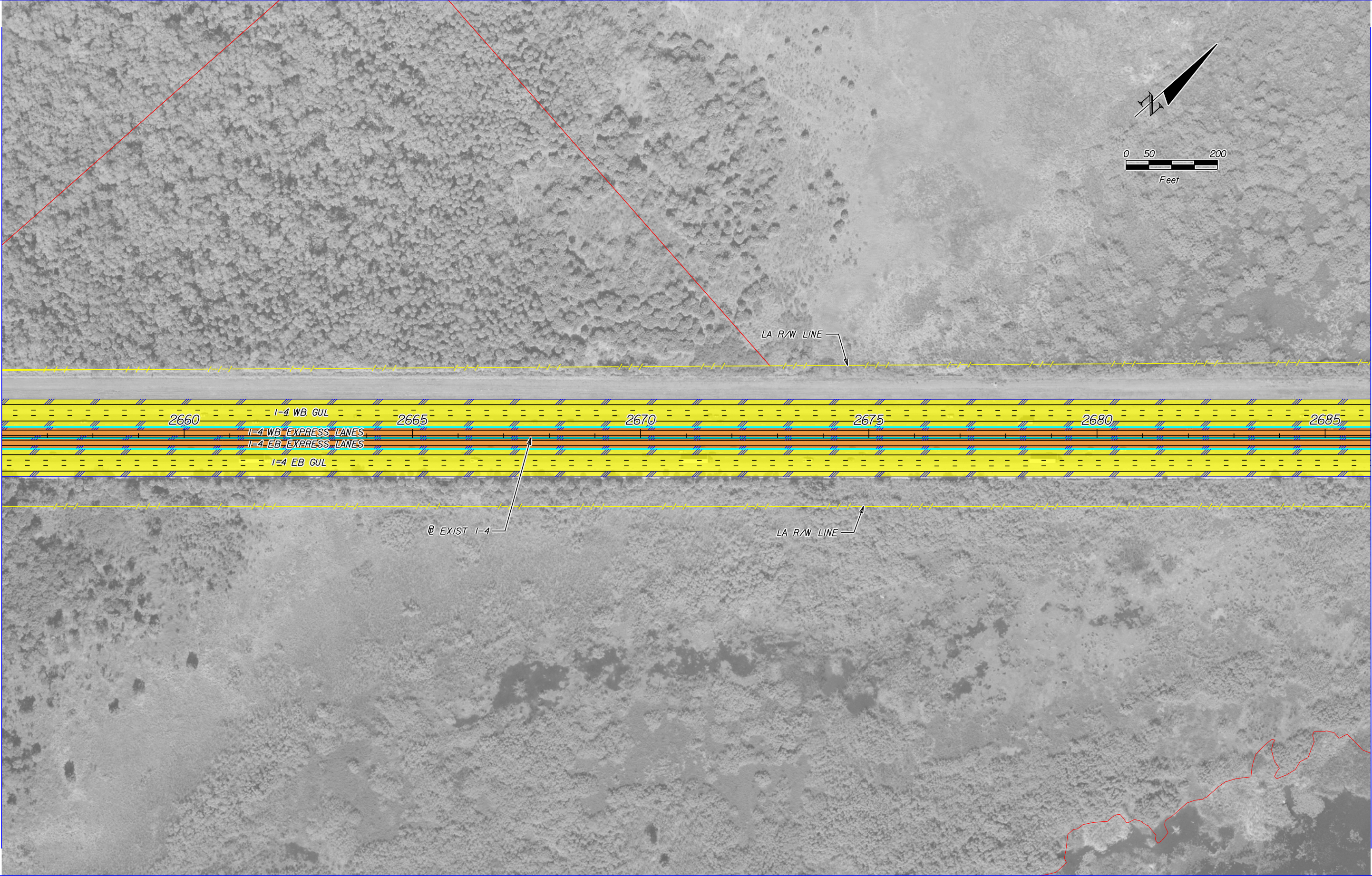
**I-4 PD&E STUDY (SEGMENT 4)  
 ALTERNATIVE 2  
 6 GUL-2 SUL LANES**

SHEET NO.



MATCHLINE STA. 2656+00.00

MATCHLINE STA. 2686+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

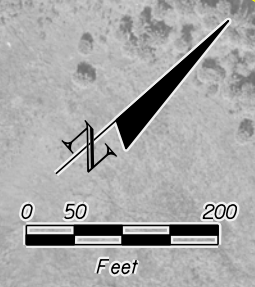
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	VOLUSIA	432100-1-22-01

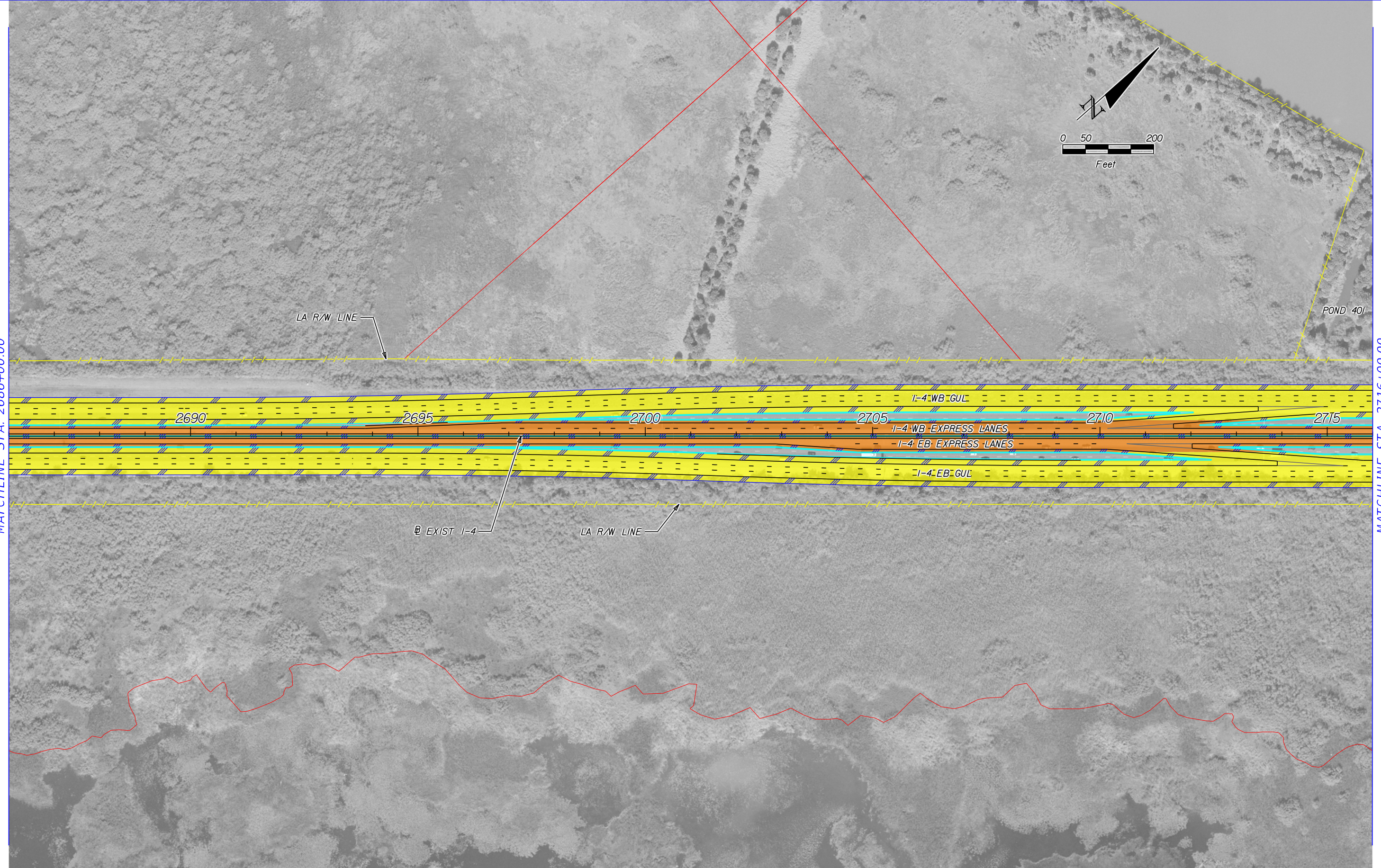
**I-4 PD&E STUDY (SEGMENT 4)  
 ALTERNATIVE 2  
 6 GUL-2 SUL LANES**

SHEET NO.



MATCHLINE STA. 2686+00.00

MATCHLINE STA. 2716+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

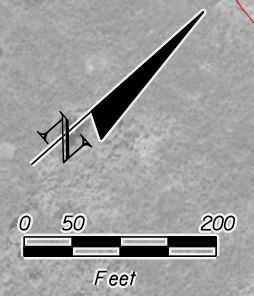
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	VOLUSIA	432100-1-22-01

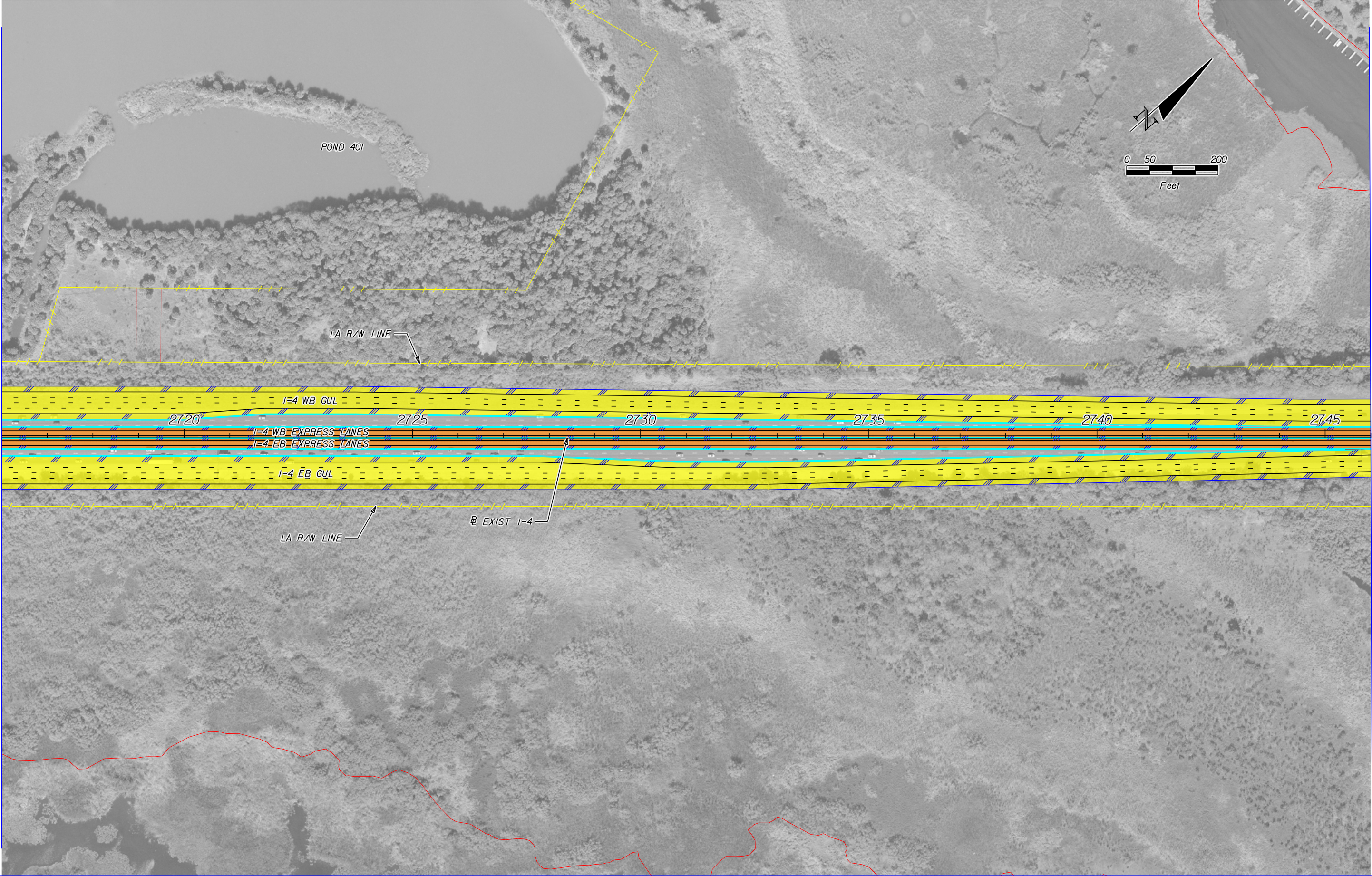
**I-4 PD&E STUDY (SEGMENT 4)  
 ALTERNATIVE 2  
 6 GUL-2 SUL LANES**

SHEET NO.



MATCHLINE STA. 2716+00.00

MATCHLINE STA. 2746+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING FDOT		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

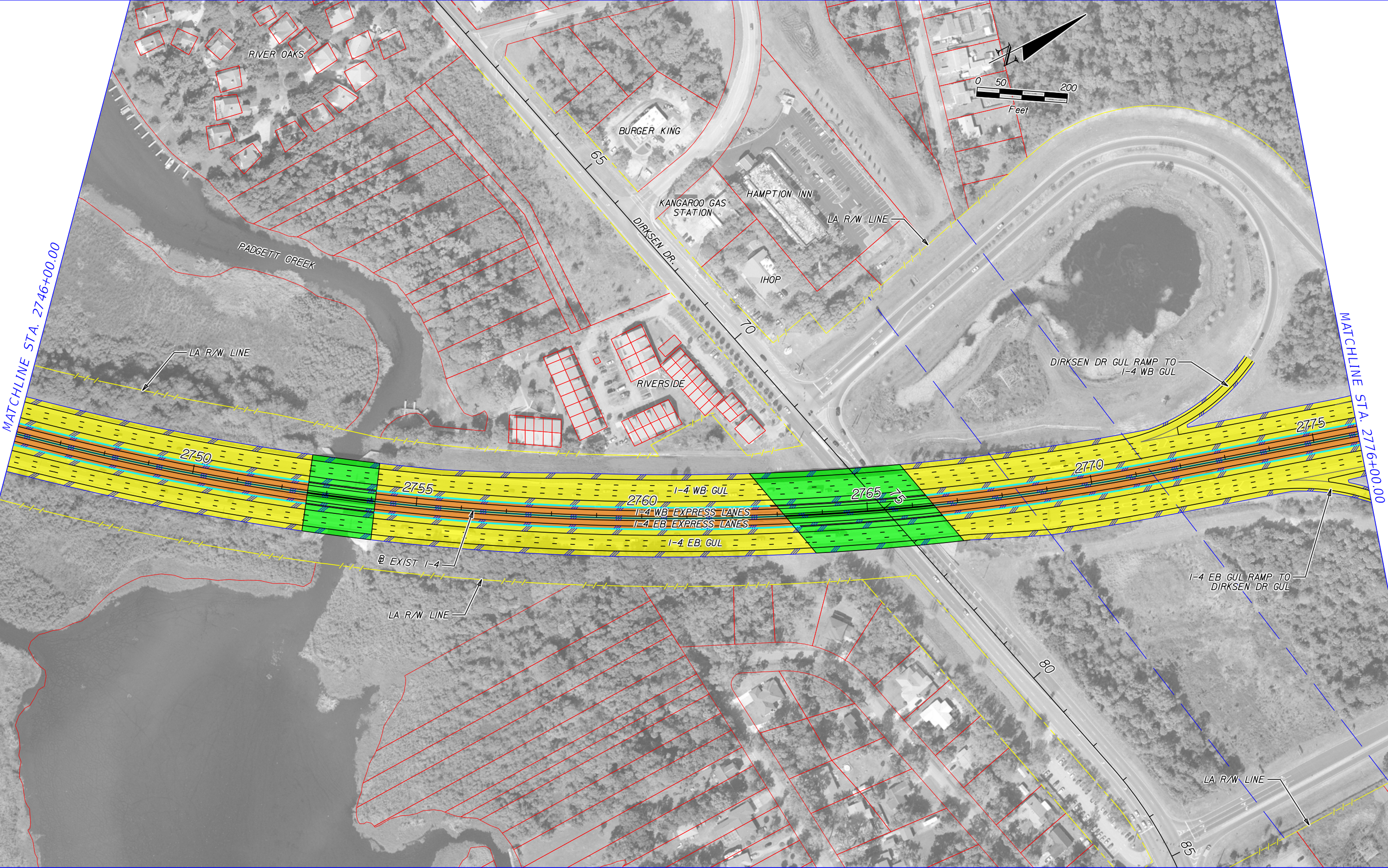
ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	VOLUSIA	432100-1-22-01

**I-4 PD&E STUDY (SEGMENT 4)  
 ALTERNATIVE 2  
 6 GUL-2 SUL LANES**

SHEET NO.





	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

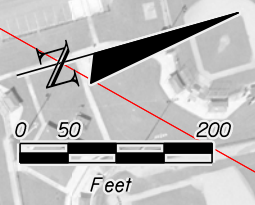
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 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	VOLUSIA	432100-1-22-01

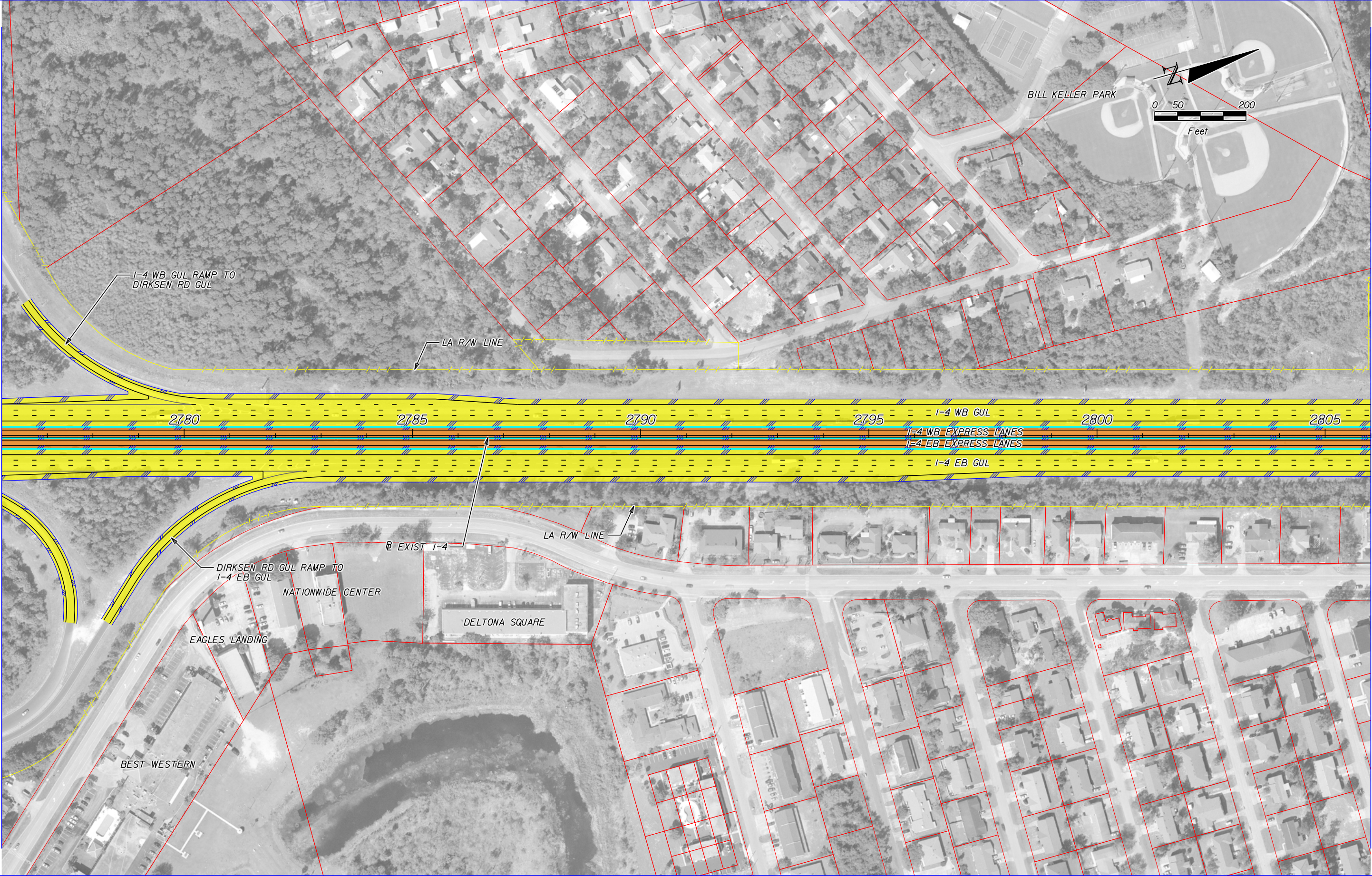
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 ALTERNATIVE 2  
 6 GUL-2 SUL LANES**

SHEET NO.



MATCHLINE STA. 2776+00.00

MATCHLINE STA. 2806+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

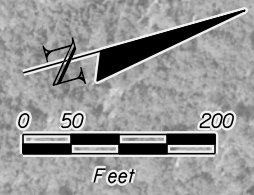
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	VOLUSIA	432100-1-22-01

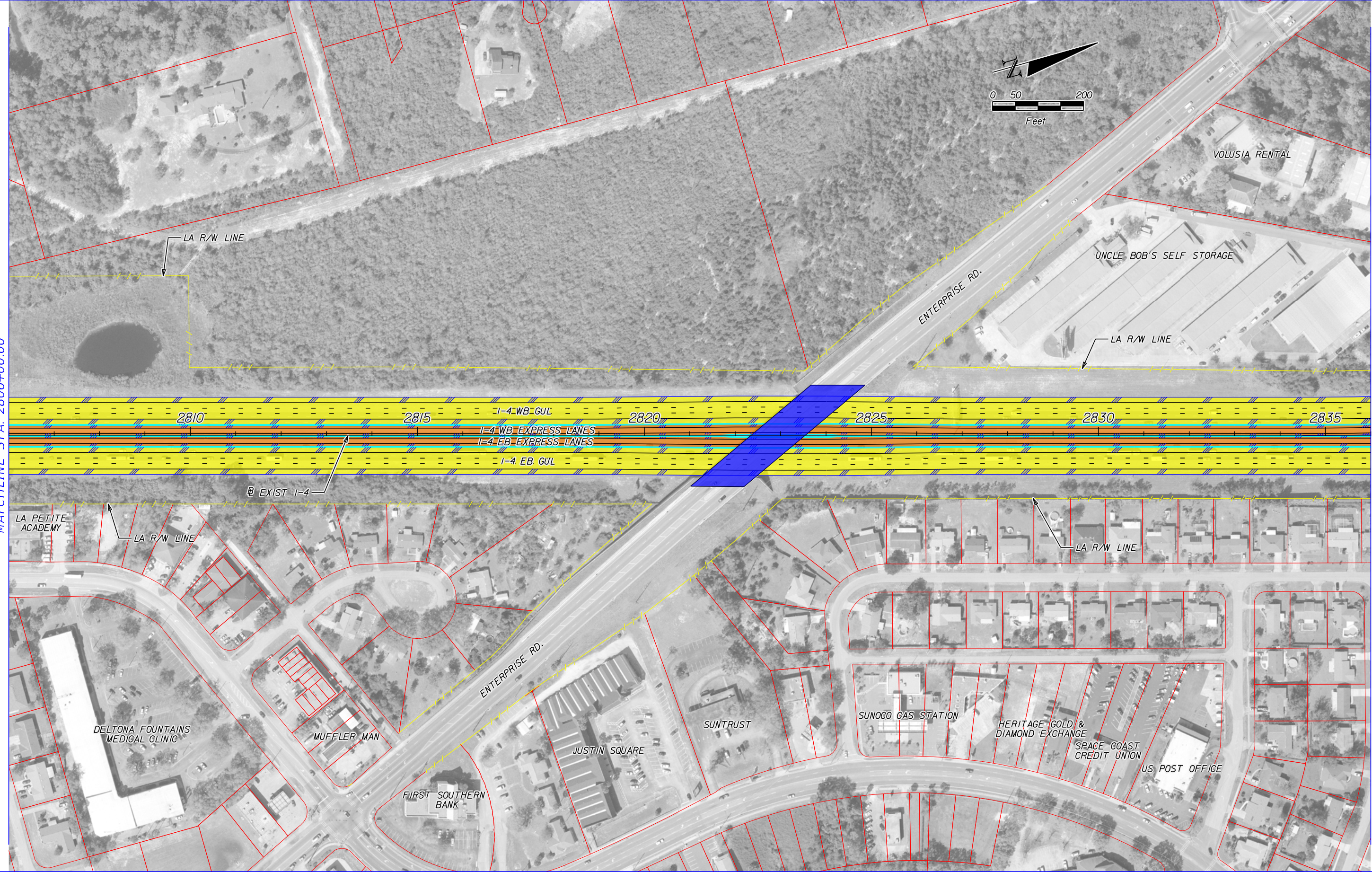
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 ALTERNATIVE 2  
 6 GUL-2 SUL LANES**

SHEET NO.



MATCHLINE STA. 2806+00.00

MATCHLINE STA. 2836+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING FDOT R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

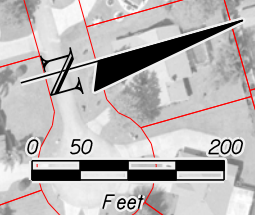
HNTB CORPORATION  
610 CRESCENT EXECUTIVE CT  
SUITE 400  
LAKE MARY, FL 32746  
(407) 805-0355  
CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	VOLUSIA	432100-1-22-01

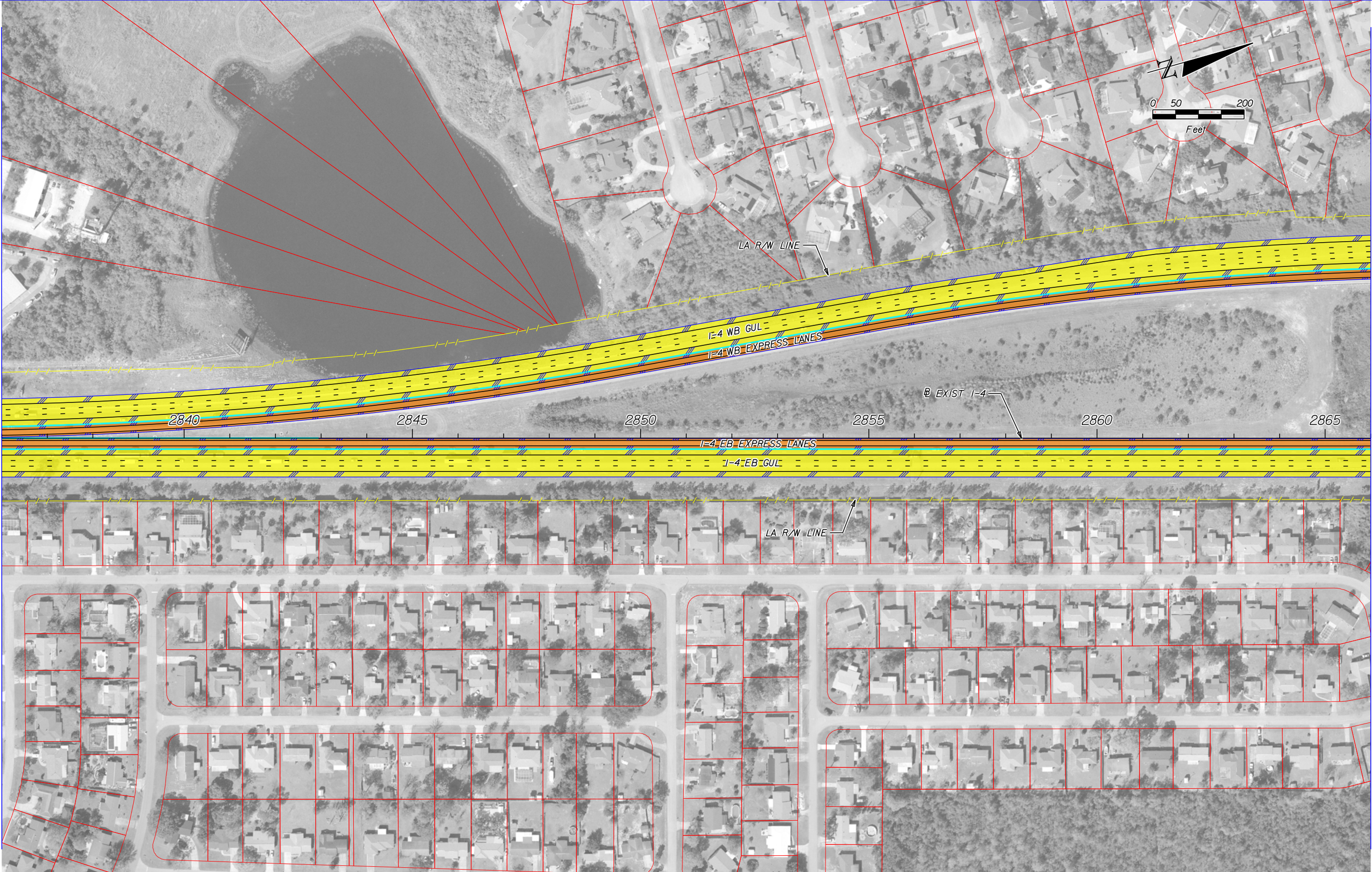
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ALTERNATIVE 2  
6 GUL-2 SUL LANES**

SHEET NO.



MATCHLINE STA. 2836+00.00

MATCHLINE STA. 2866+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

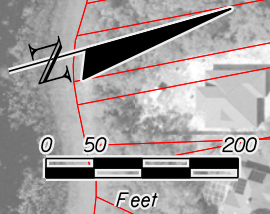
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	VOLUSIA	432100-1-22-01

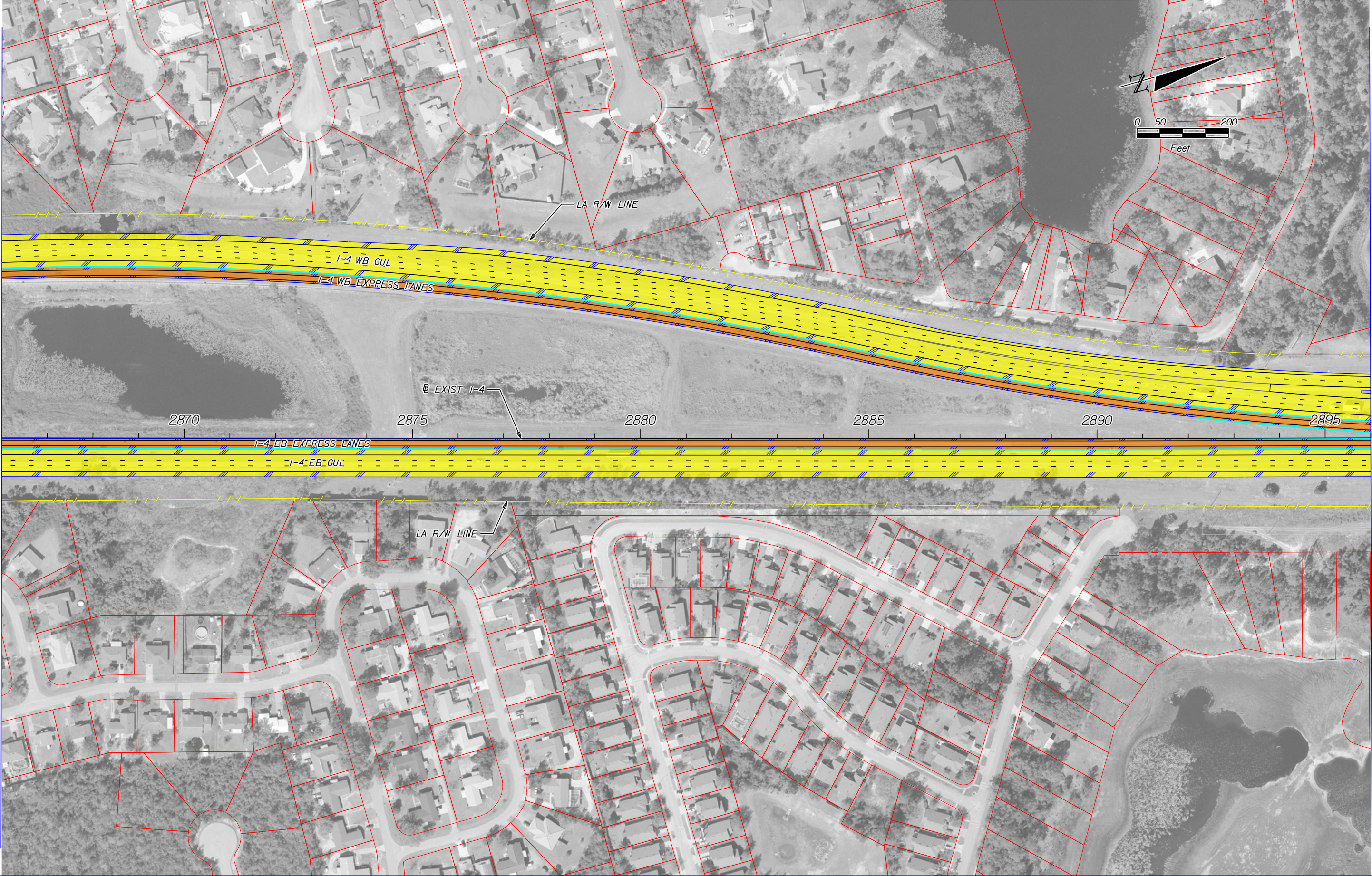
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 ALTERNATIVE 2  
 6 GUL-2 SUL LANES**

SHEET NO.



MATCHLINE STA. 2866+00.00

MATCHLINE STA. 2896+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

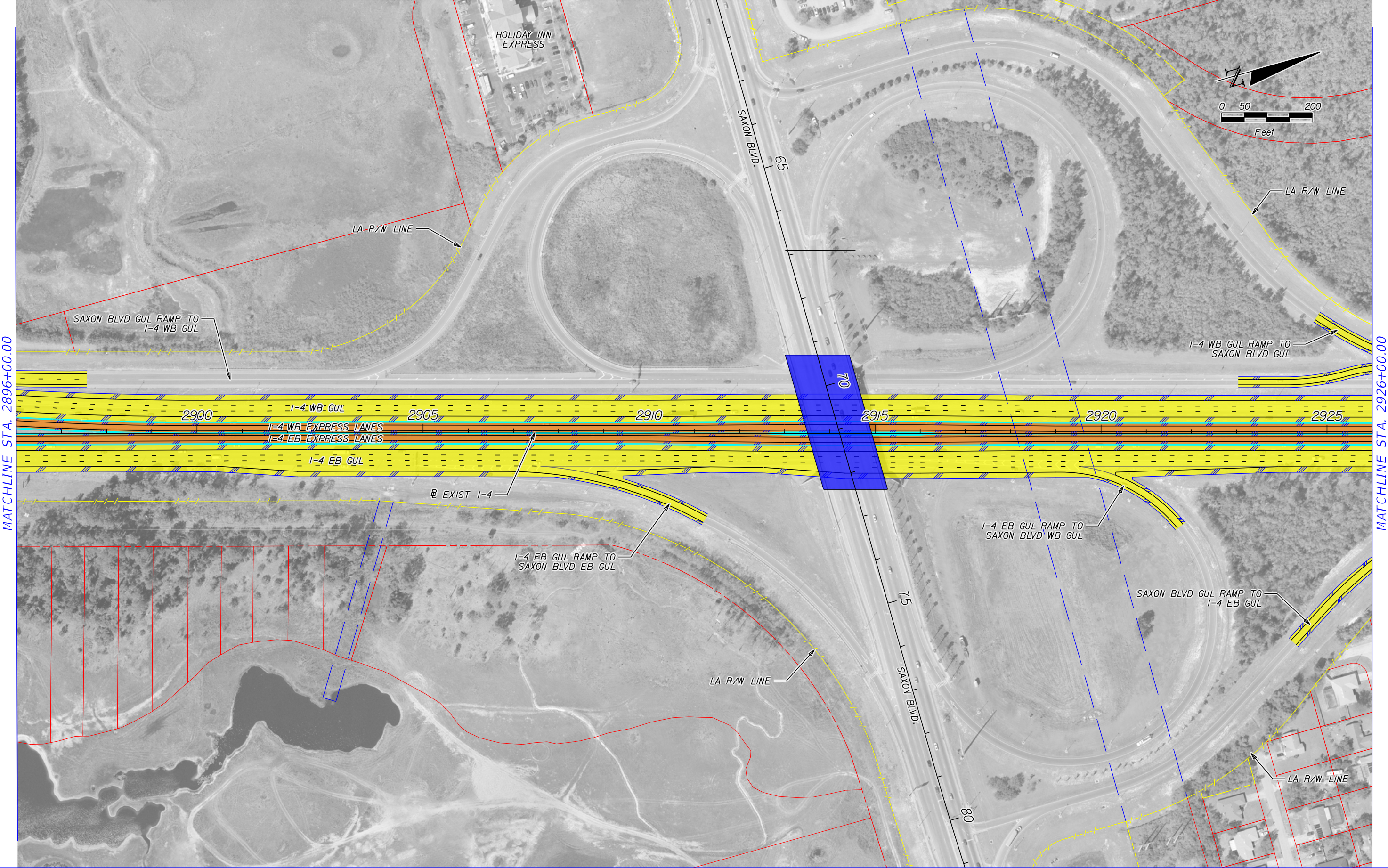
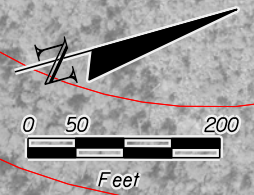
HNTB CORPORATION  
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 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	VOLUSIA	432100-1-22-01

**I-4 PD&E STUDY (SEGMENT 4)  
 ALTERNATIVE 2  
 6 GUL-2 SUL LANES**

SHEET NO.



MATCHLINE STA. 2896+00.00

MATCHLINE STA. 2926+00.00

	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

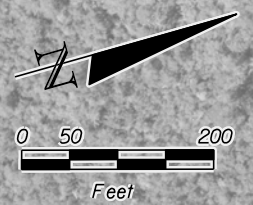
HNTB CORPORATION  
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 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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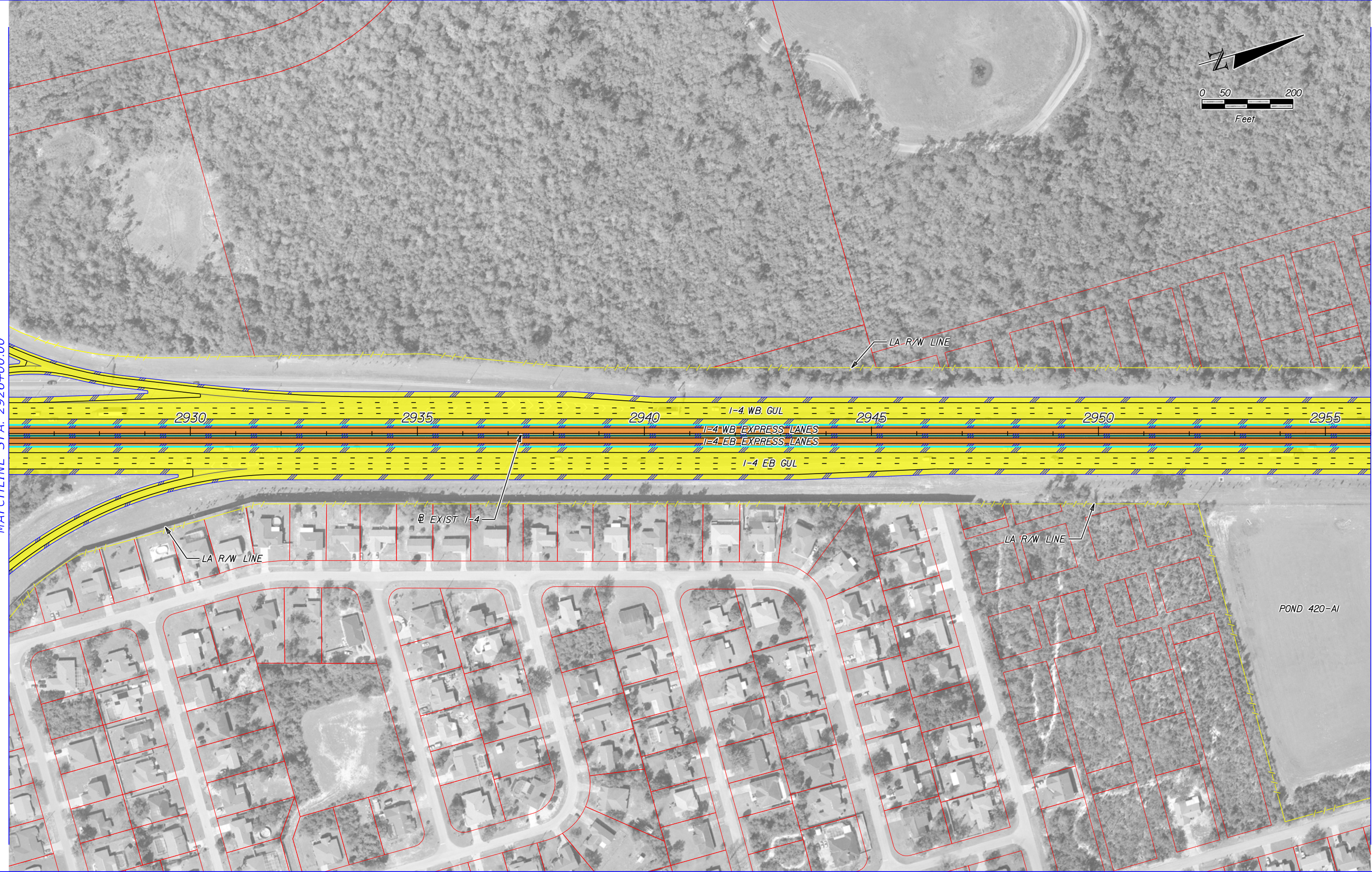
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 ALTERNATIVE 2  
 6 GUL-2 SUL LANES**

SHEET NO.



MATCHLINE STA. 2926+00.00

MATCHLINE STA. 2956+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

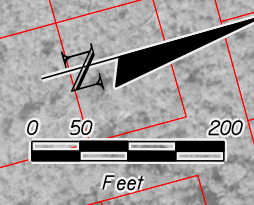
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 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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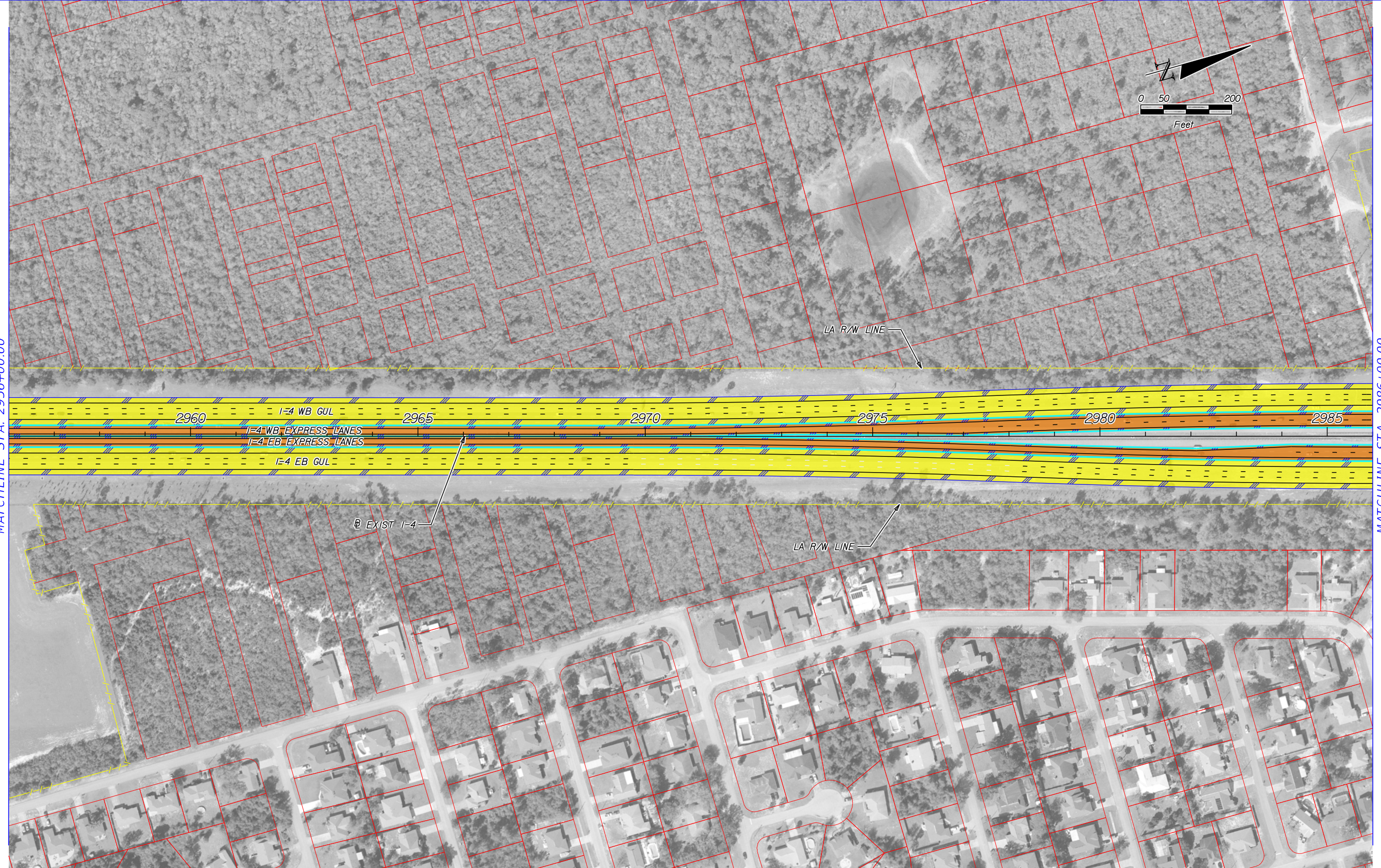
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 ALTERNATIVE 2  
 6 GUL-2 SUL LANES**

SHEET NO.



MATCHLINE STA. 2956+00.00

MATCHLINE STA. 2986+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

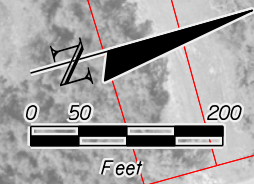
ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	VOLUSIA	432100-1-22-01

**I-4 PD&E STUDY (SEGMENT 4)  
 ALTERNATIVE 2  
 6 GUL-2 SUL LANES**

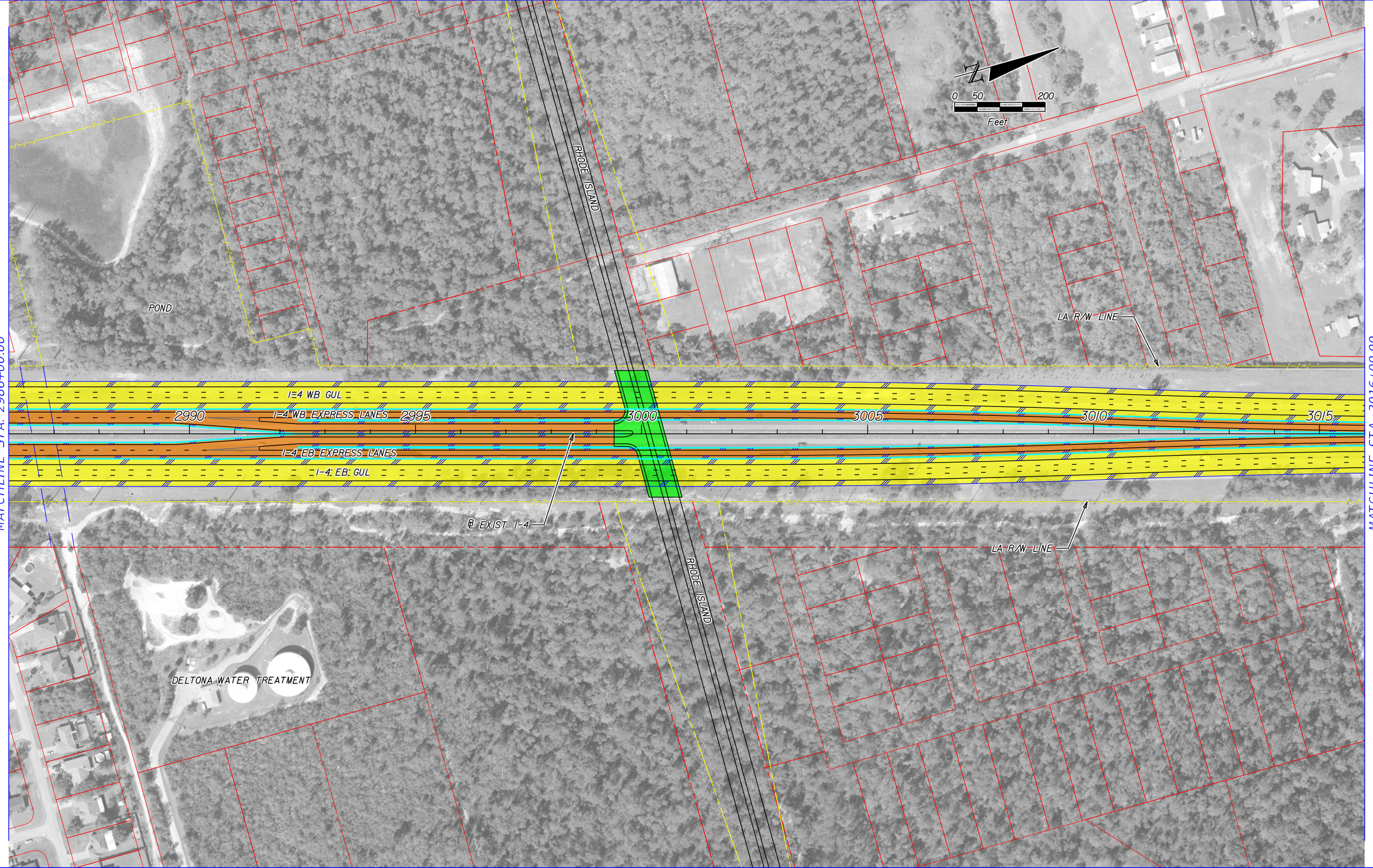
SHEET NO.





MATCHLINE STA. 2986+00.00

MATCHLINE STA. 3016+00.00



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	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

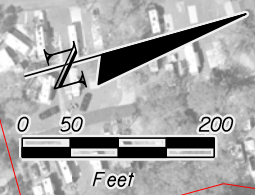
HNTB CORPORATION  
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 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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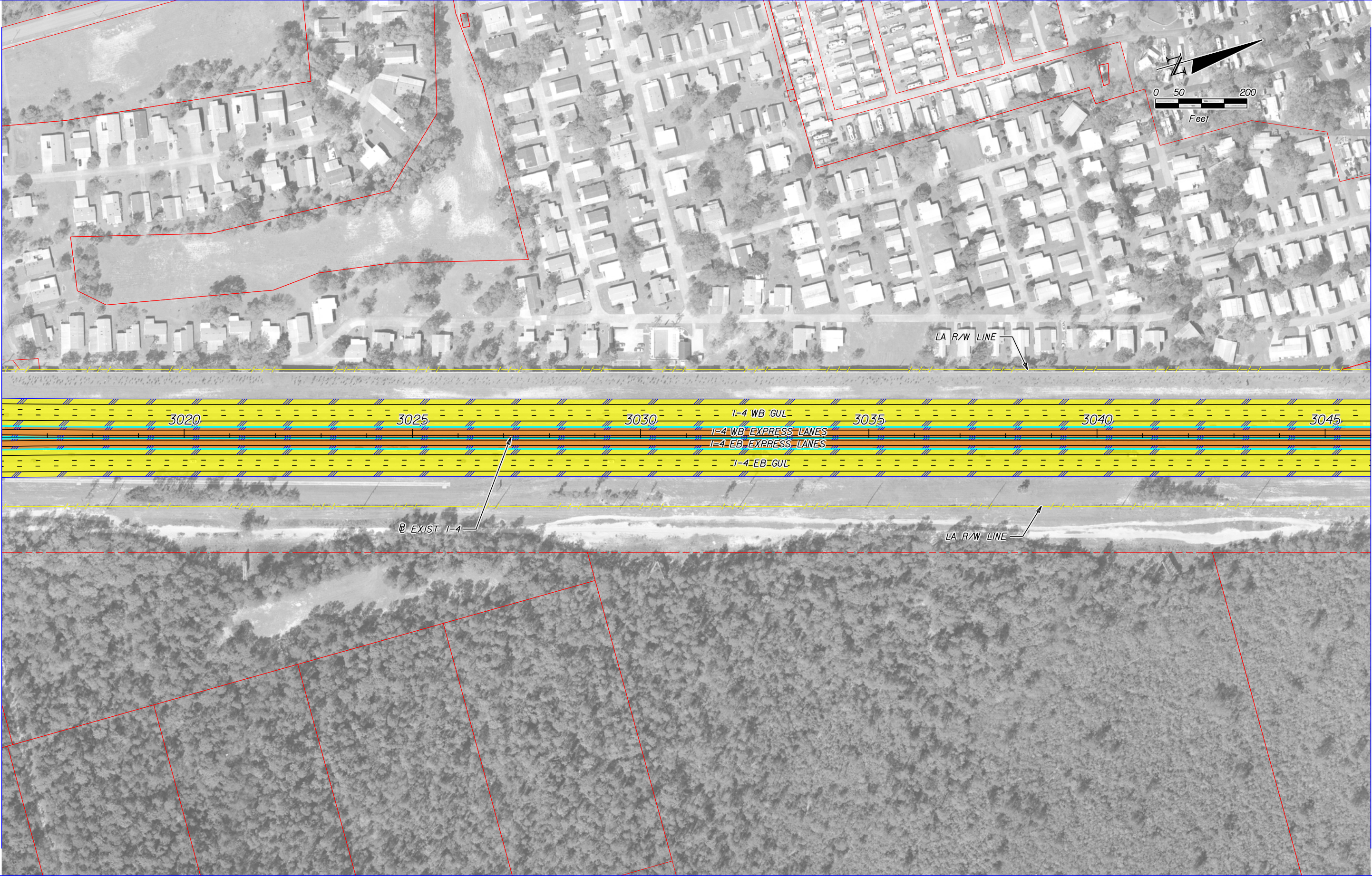
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 ALTERNATIVE 2  
 6 GUL-2 SUL LANES**

SHEET NO.



MATCHLINE STA. 3016+00.00

MATCHLINE STA. 3046+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

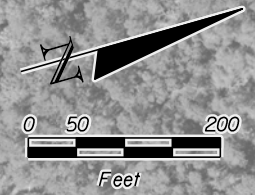
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
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 LAKE MARY, FL 32746  
 (407) 805-0355  
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ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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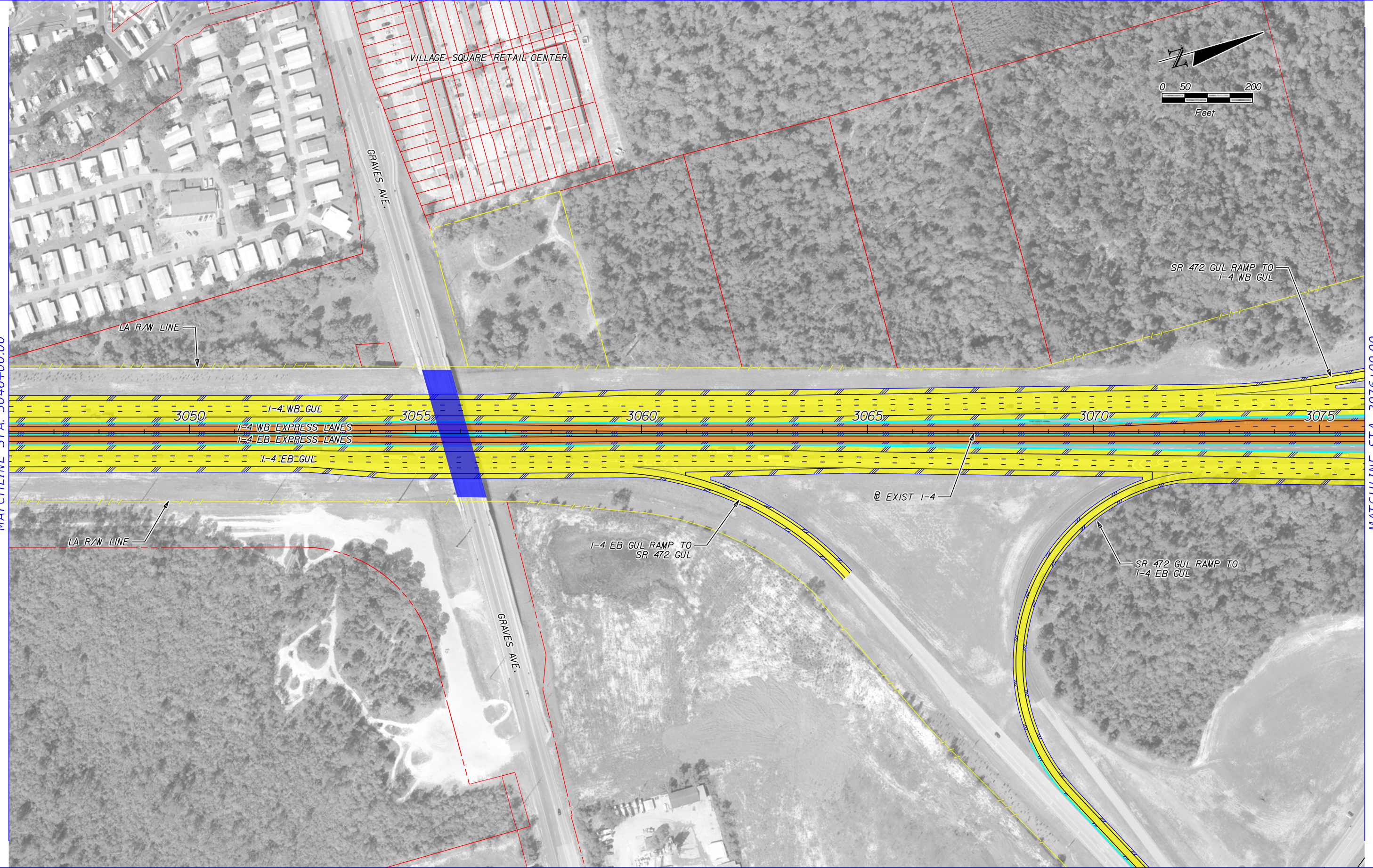
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 ALTERNATIVE 2  
 6 GUL-2 SUL LANES**

SHEET NO.



MATCHLINE STA. 3046+00.00

MATCHLINE STA. 3076+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

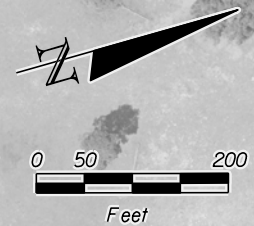
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 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	VOLUSIA	432100-1-22-01

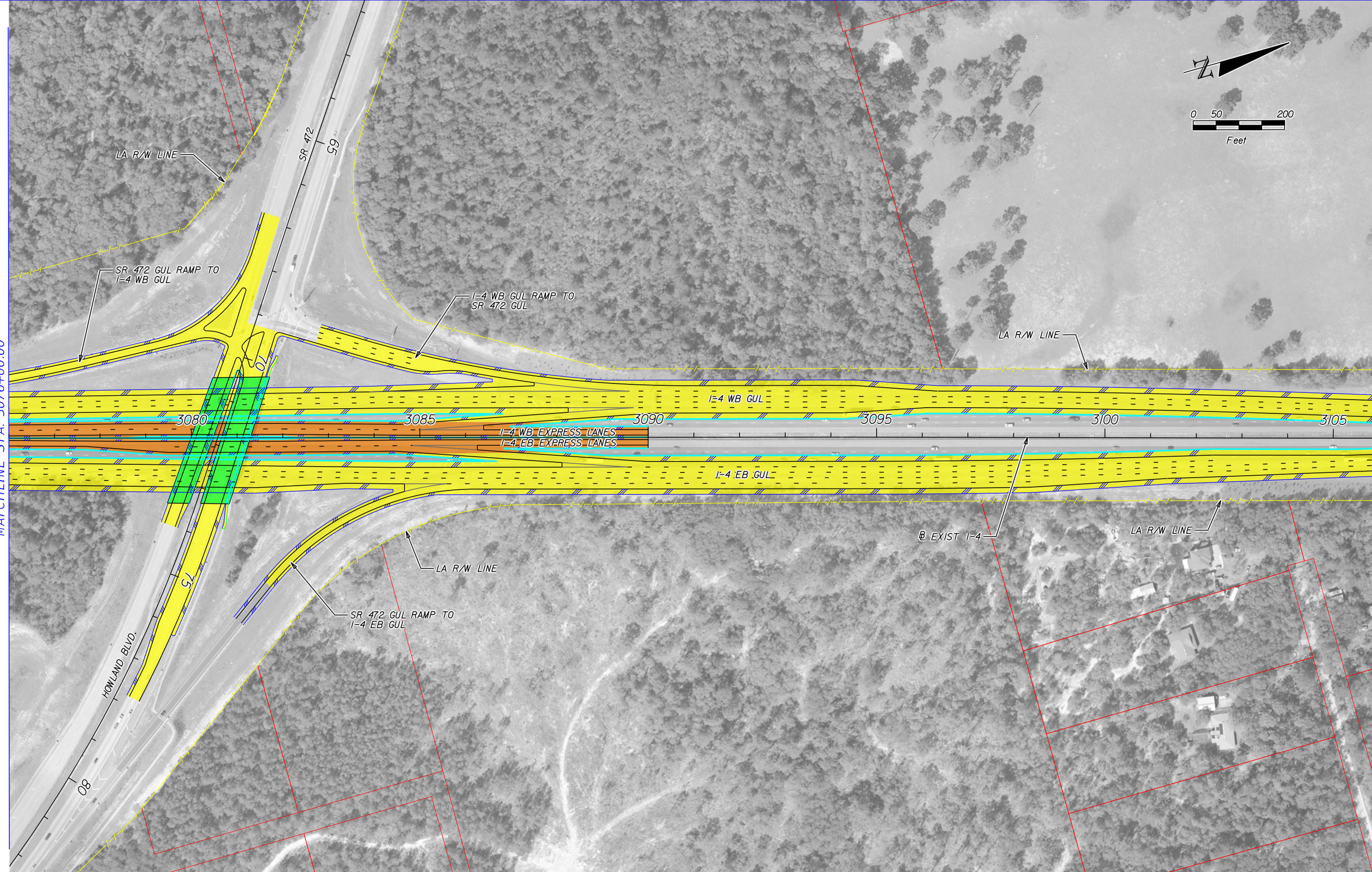
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 ALTERNATIVE 2  
 6 GUL-2 SUL LANES**

SHEET NO.



MATCHLINE STA. 3076+00.00

MATCHLINE STA. 3106+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

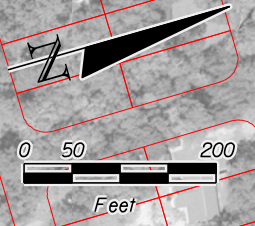
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 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	VOLUSIA	432100-1-22-01

**I-4 PD&E STUDY (SEGMENT 4)  
 ALTERNATIVE 2  
 6 GUL-2 SUL LANES**

SHEET NO.



MATCHLINE STA. 3106+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	VOLUSIA	432100-1-22-01

**I-4 PD&E STUDY (SEGMENT 4)**  
**ALTERNATIVE 2**  
**6 GUL-2 SUL LANES**

SHEET NO.

## **APPENDIX D**

### **CONCEPT PLANS (ALTERNATIVE 3)**



END I-4 ULTIMATE  
 EB-SUL AND EXPRESS LANES  
 FPID 242484-3-52-01  
 BEGIN SEGMENT 3  
 EB-GUL AND EXPRESS LANES  
 FPID 432100-1-22-01  
 STA. 2043+71.32

WB REST AREA TO  
 BE REALIGNED PER  
 FPD  
 CONSTRUCTION  
 EXPECTED FY 20

MATCHLINE STA. 2057+00.00

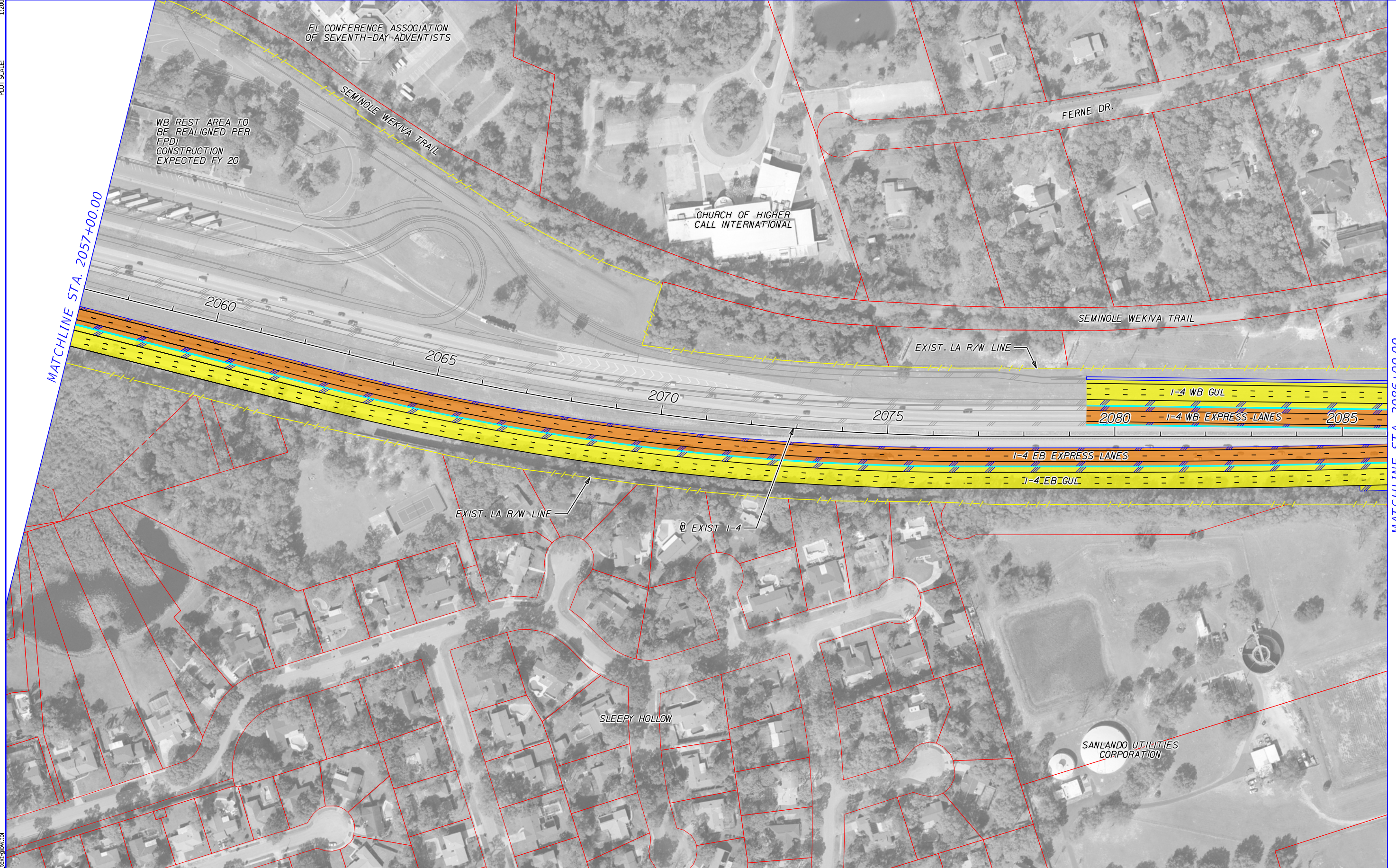
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	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500  
 ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

**I-4 PD&E STUDY (SEGMENT 3)  
 ALTERNATIVE 3  
 REVERSIBLE LANES 6 GUL-3 SUL**

SHEET NO.



MATCHLINE STA. 2057+00.00

MATCHLINE STA. 2086+00.00

	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

HNTB CORPORATION  
610 CRESCENT EXECUTIVE CT  
SUITE 400  
LAKE MARY, FL 32746  
(407) 805-0355  
CERT. OF AUTH. NO. 6500  
  
ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

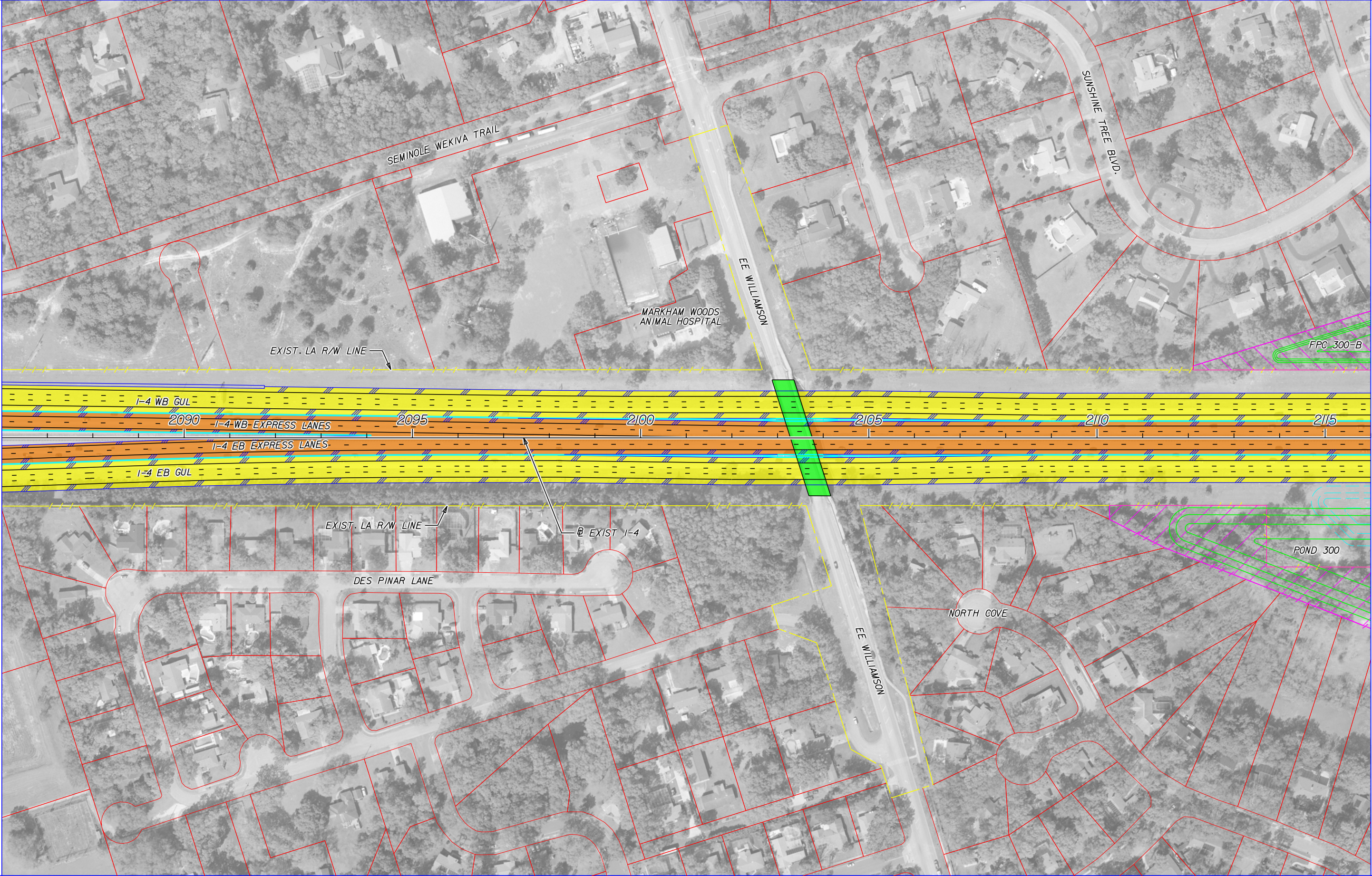
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**ALTERNATIVE 3**  
**REVERSIBLE LANES 6 GUL-3 SUL**

SHEET NO.



MATCHLINE STA. 2086+00.00

MATCHLINE STA. 2116+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

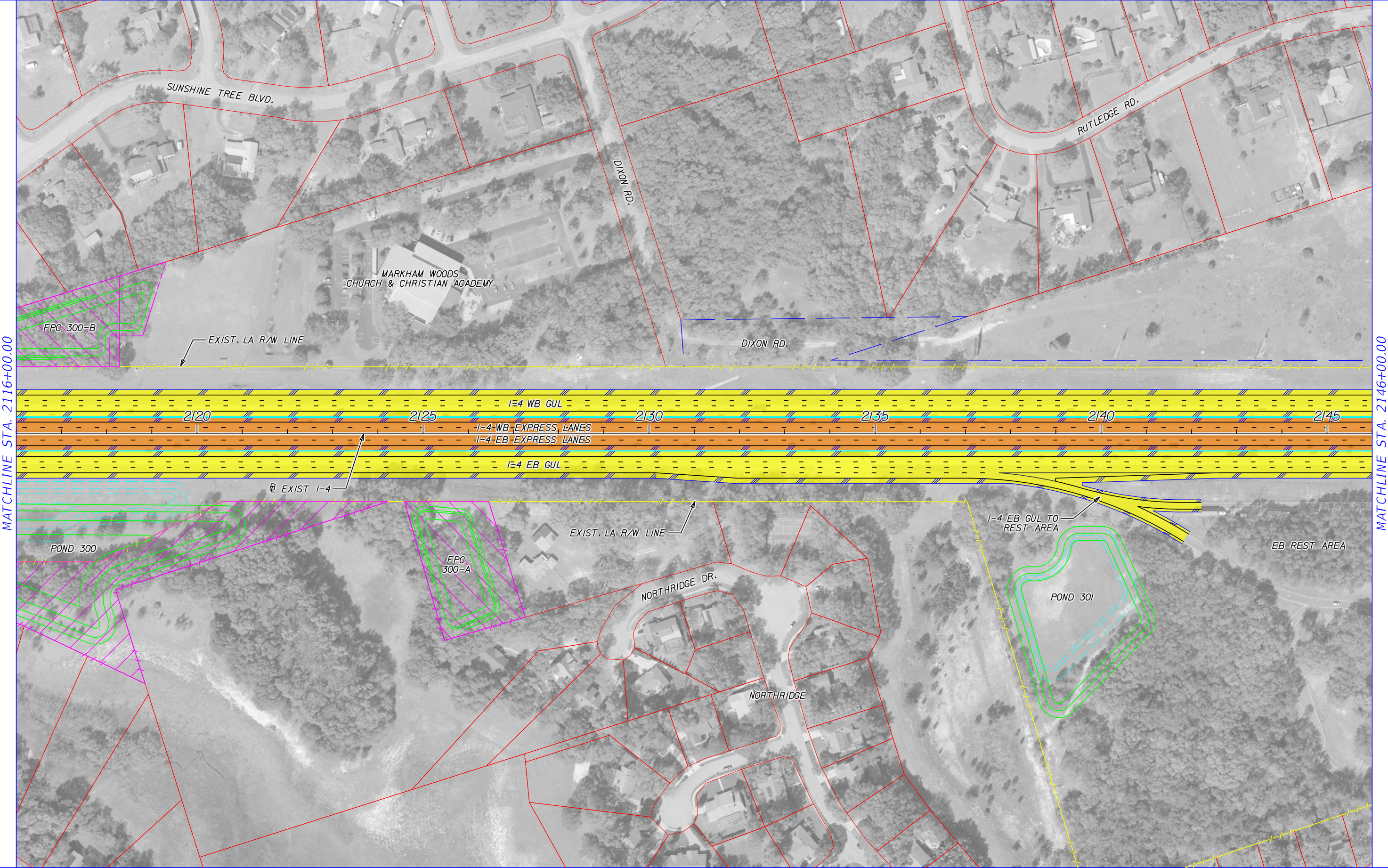
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

**I-4 PD&E STUDY (SEGMENT 3)**  
**ALTERNATIVE 3**  
**REVERSIBLE LANES 6 GUL-3 SUL**

SHEET NO.



MATCHLINE STA. 2116+00.00

MATCHLINE STA. 2146+00.00

	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

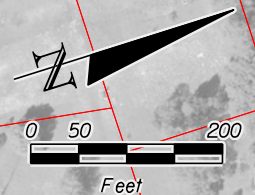
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 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

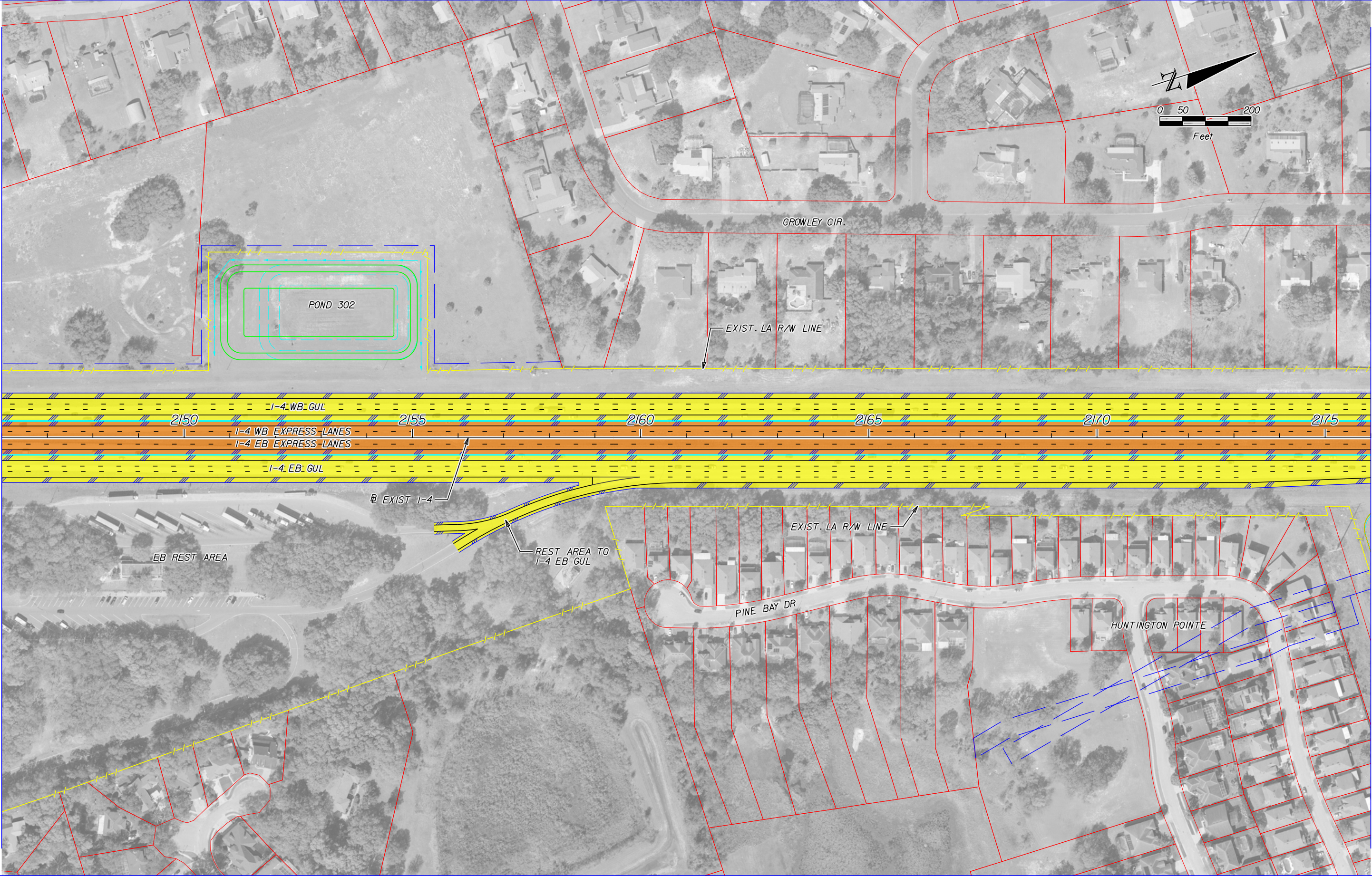
**I-4 PD&E STUDY (SEGMENT 3)  
 ALTERNATIVE 3  
 REVERSIBLE LANES 6 GUL-3 SUL**

SHEET NO.



MATCHLINE STA. 2146+00.00

MATCHLINE STA. 2176+00.00



Color: FDOTPDF, PDE, atc g  
 FDOT\_text.plt

	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

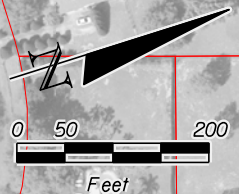
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

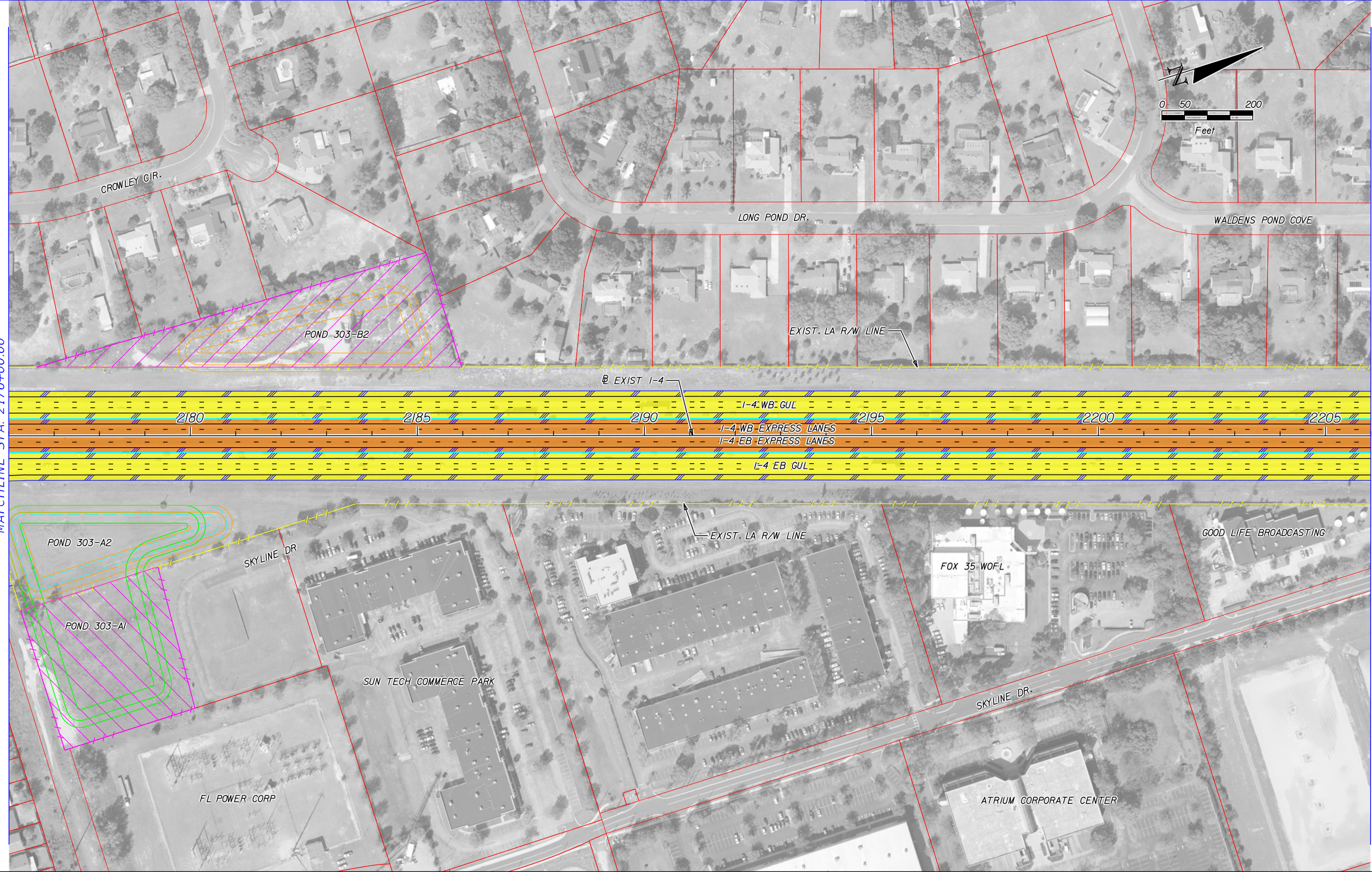
**I-4 PD&E STUDY (SEGMENT 3)**  
**ALTERNATIVE 3**  
**REVERSIBLE LANES 6 GUL-3 SUL**

SHEET NO.



MATCHLINE STA. 2176+00.00

MATCHLINE STA. 2206+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
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ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

**I-4 PD&E STUDY (SEGMENT 3)**  
**ALTERNATIVE 3**  
**REVERSIBLE LANES 6 GUL-3 SUL**

SHEET NO.

MODEL: 16.5x10.6 (ft.)  
 SHEET SIZE: 1:200  
 PLOT SCALE:



MATCHLINE STA. 2206+00.00

MATCHLINE STA. 2236+00.00

	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

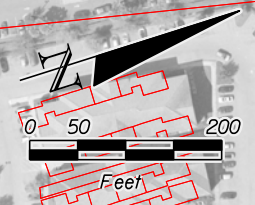
ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

**I-4 PD&E STUDY (SEGMENT 3)**  
**ALTERNATIVE 3**  
**REVERSIBLE LANES 6 GUL-3 SUL**

SHEET NO.

PRINT DRIVER: Color\_FDOTPDF\_PDE.plt  
 PEN TABLE: FDOT\_text.plt



MATCHLINE STA. 2236+00.00

MATCHLINE STA. 2266+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

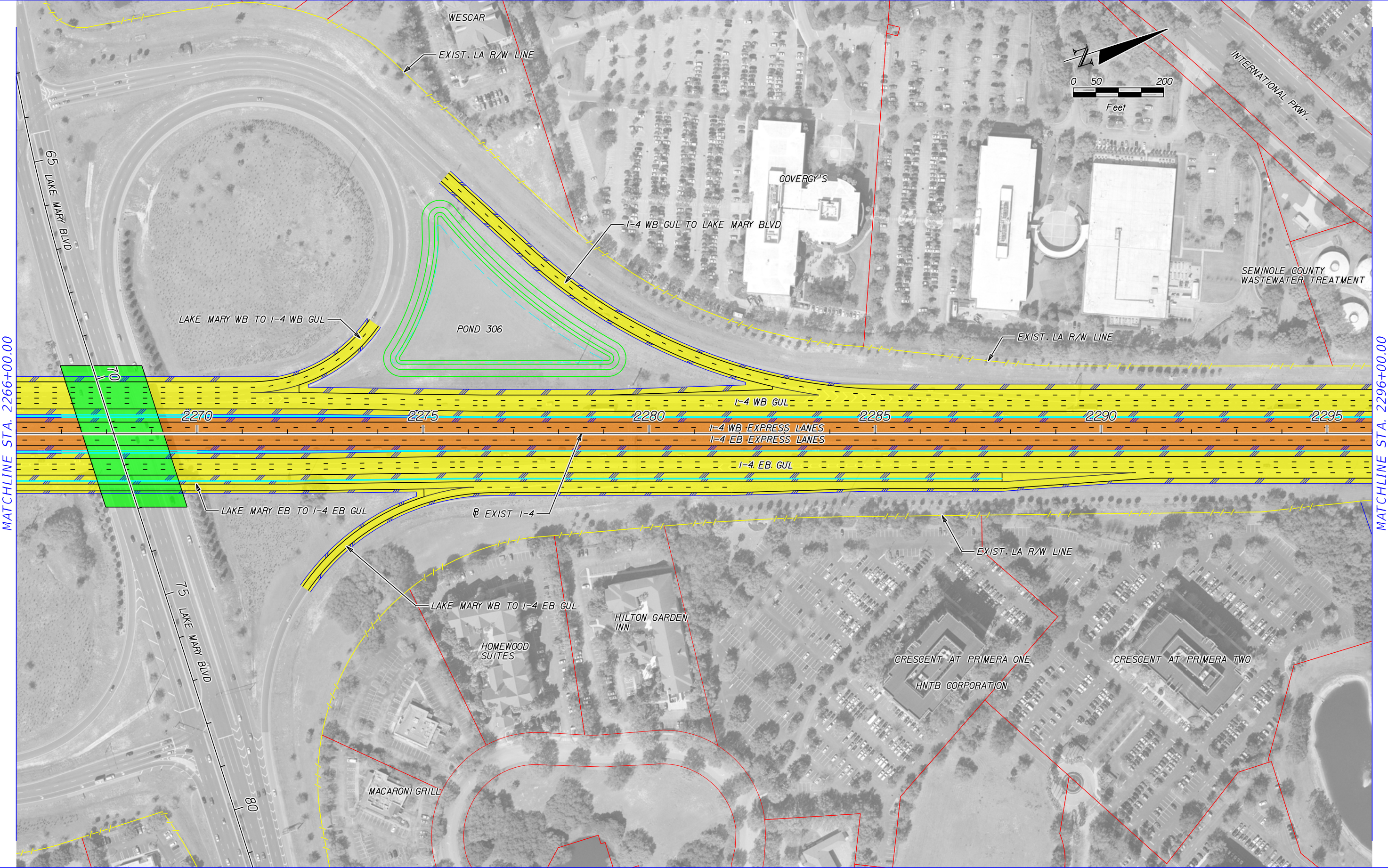
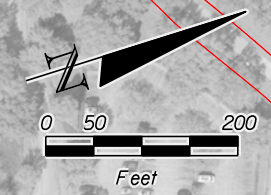
HNTB CORPORATION  
610 CRESCENT EXECUTIVE CT  
SUITE 400  
LAKE MARY, FL 32746  
(407) 805-0355  
CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

**I-4 PD&E STUDY (SEGMENT 3)**  
**ALTERNATIVE 3**  
**REVERSIBLE LANES 6 GUL-3 SUL**

SHEET NO.



MATCHLINE STA. 2266+00.00

MATCHLINE STA. 2296+00.00

	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

HNTB CORPORATION  
610 CRESCENT EXECUTIVE CT  
SUITE 400  
LAKE MARY, FL 32746  
(407) 805-0355  
CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
FL. REGISTRATION NO. 58593

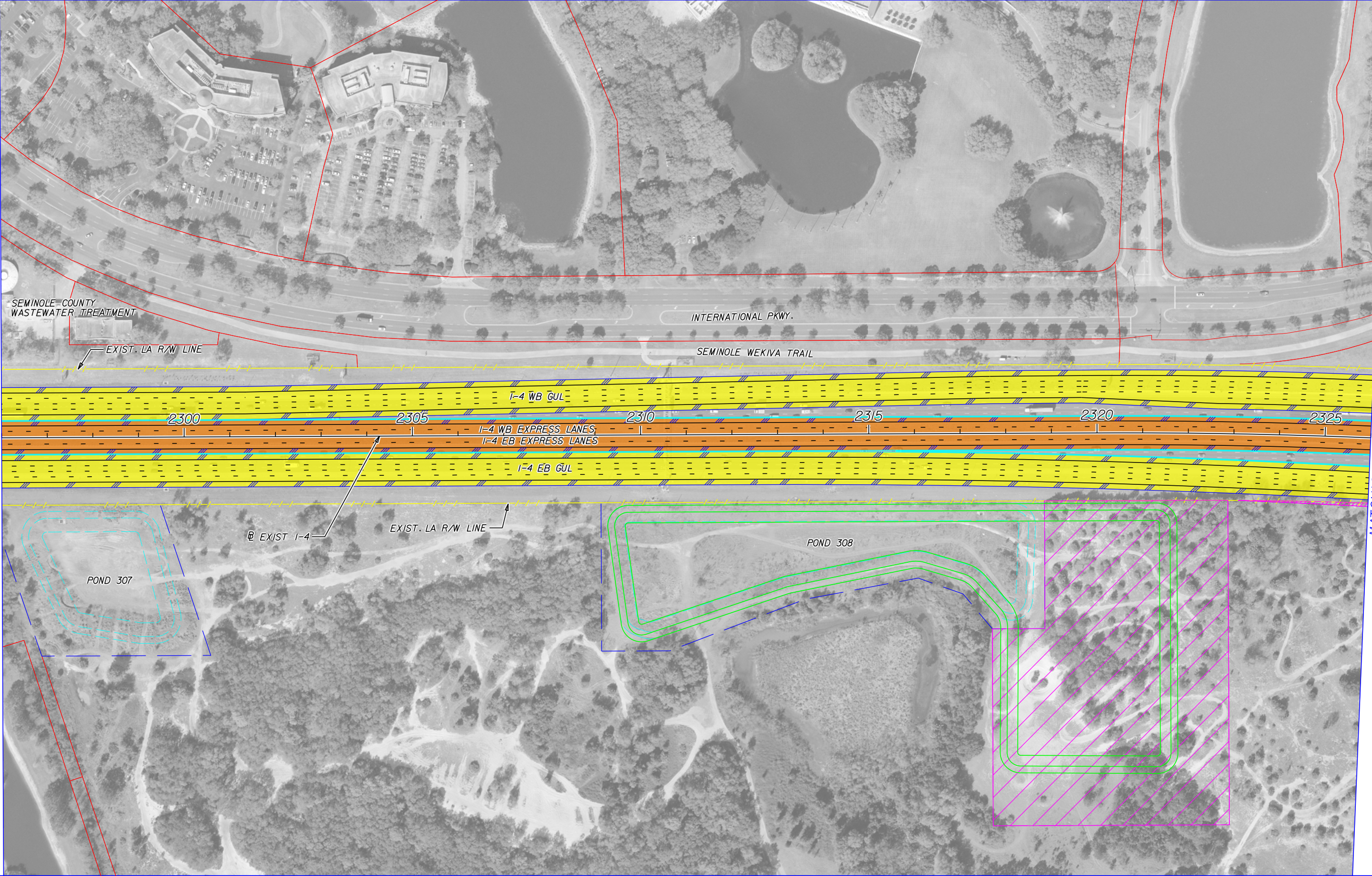
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

**I-4 PD&E STUDY (SEGMENT 3)**  
**ALTERNATIVE 3**  
**REVERSIBLE LANES 6 GUL-3 SUL**

SHEET NO.

MATCHLINE STA. 2296+00.00

MATCHLINE STA. 2326+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

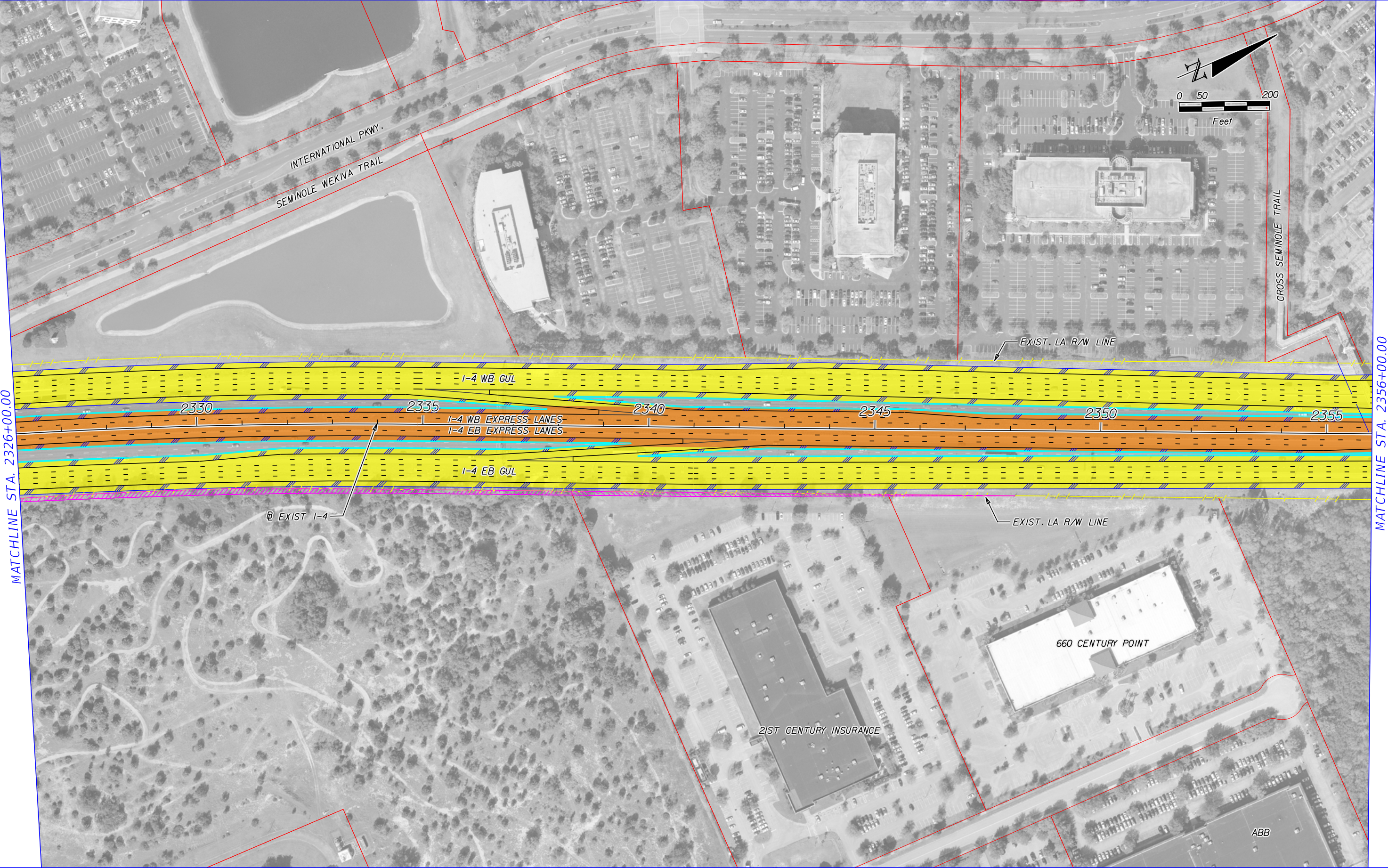
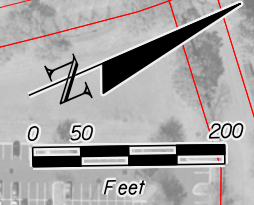
ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

**I-4 PD&E STUDY (SEGMENT 3)**  
**ALTERNATIVE 3**  
**REVERSIBLE LANES 6 GUL-3 SUL**

SHEET NO.





MATCHLINE STA. 2326+00.00

MATCHLINE STA. 2356+00.00

	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

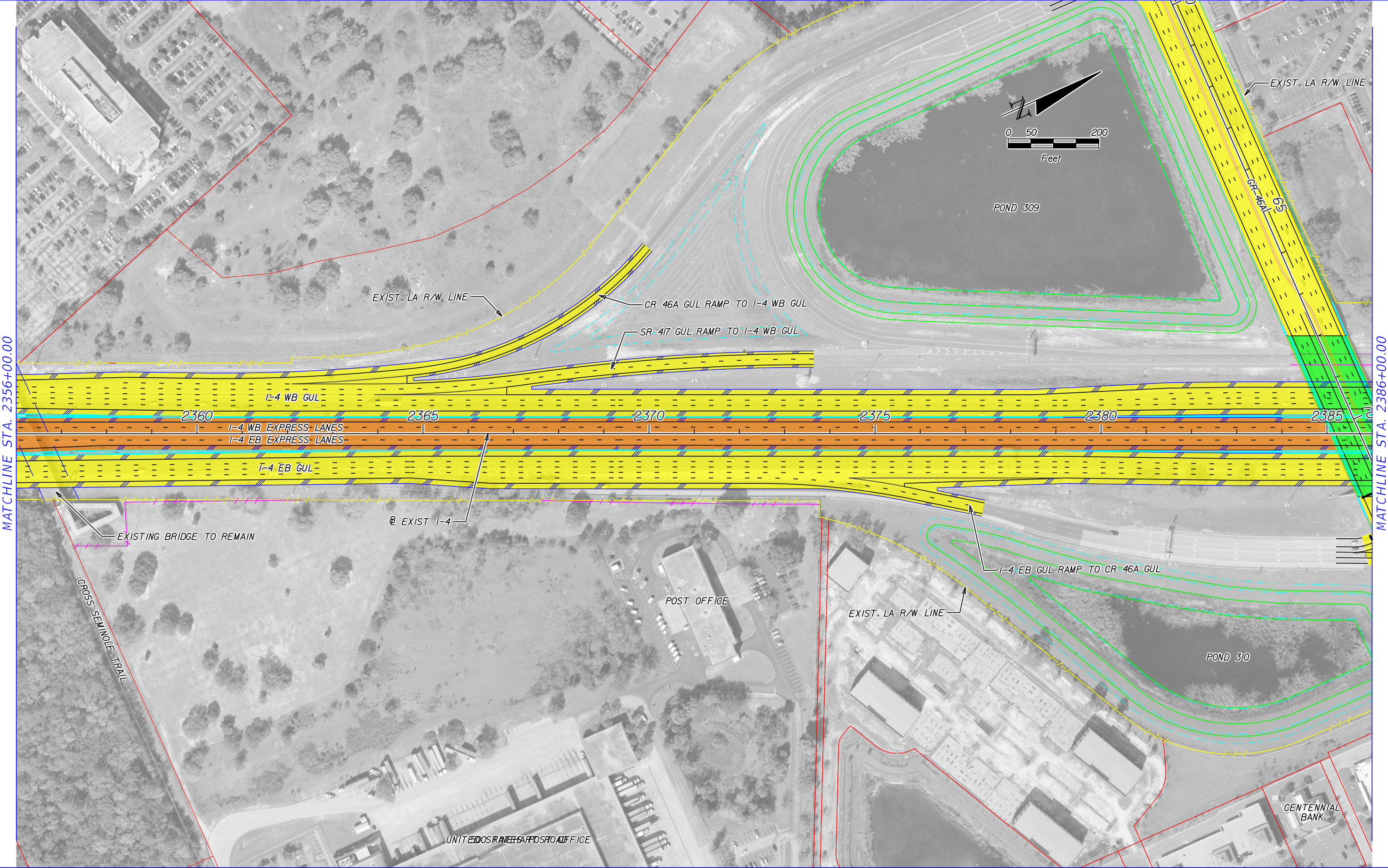
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

**I-4 PD&E STUDY (SEGMENT 3)**  
**ALTERNATIVE 3**  
**REVERSIBLE LANES 6 GUL-3 SUL**

SHEET NO.



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

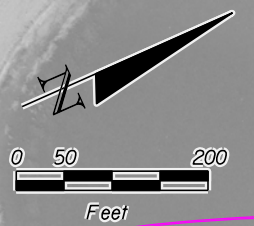
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

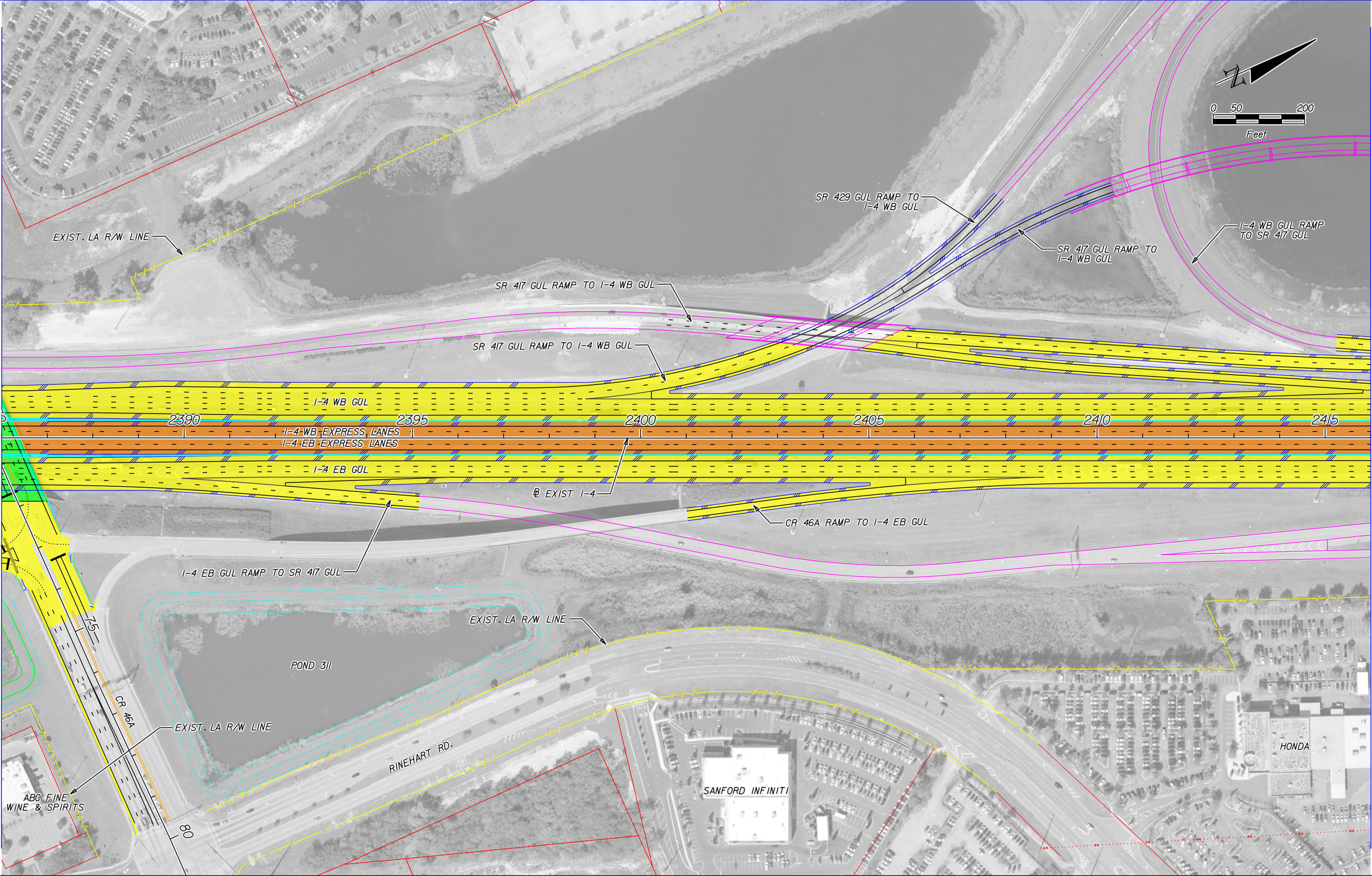
**I-4 PD&E STUDY (SEGMENT 3)  
 ALTERNATIVE 3  
 REVERSIBLE LANES 6 GUL-3 SUL**

SHEET NO.



MATCHLINE STA. 2386+00.00

MATCHLINE STA. 2416+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

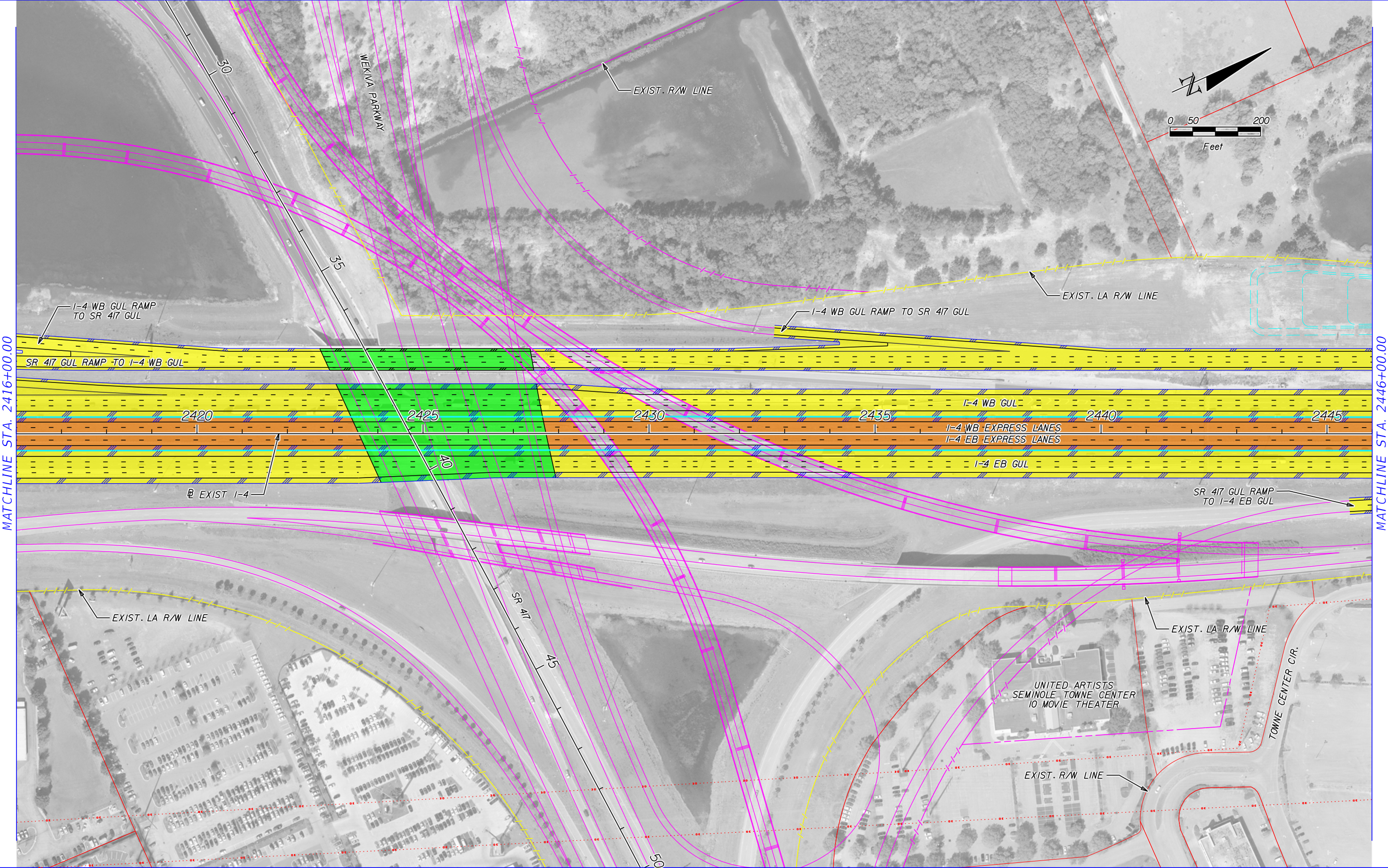
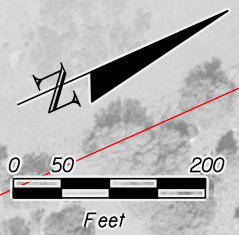
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

**I-4 PD&E STUDY (SEGMENT 3)**  
**ALTERNATIVE 3**  
**REVERSIBLE LANES 6 GUL-3 SUL**

SHEET NO.



MATCHLINE STA. 2416+00.00

MATCHLINE STA. 2446+00.00

	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

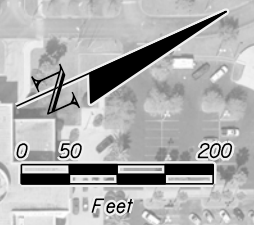
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

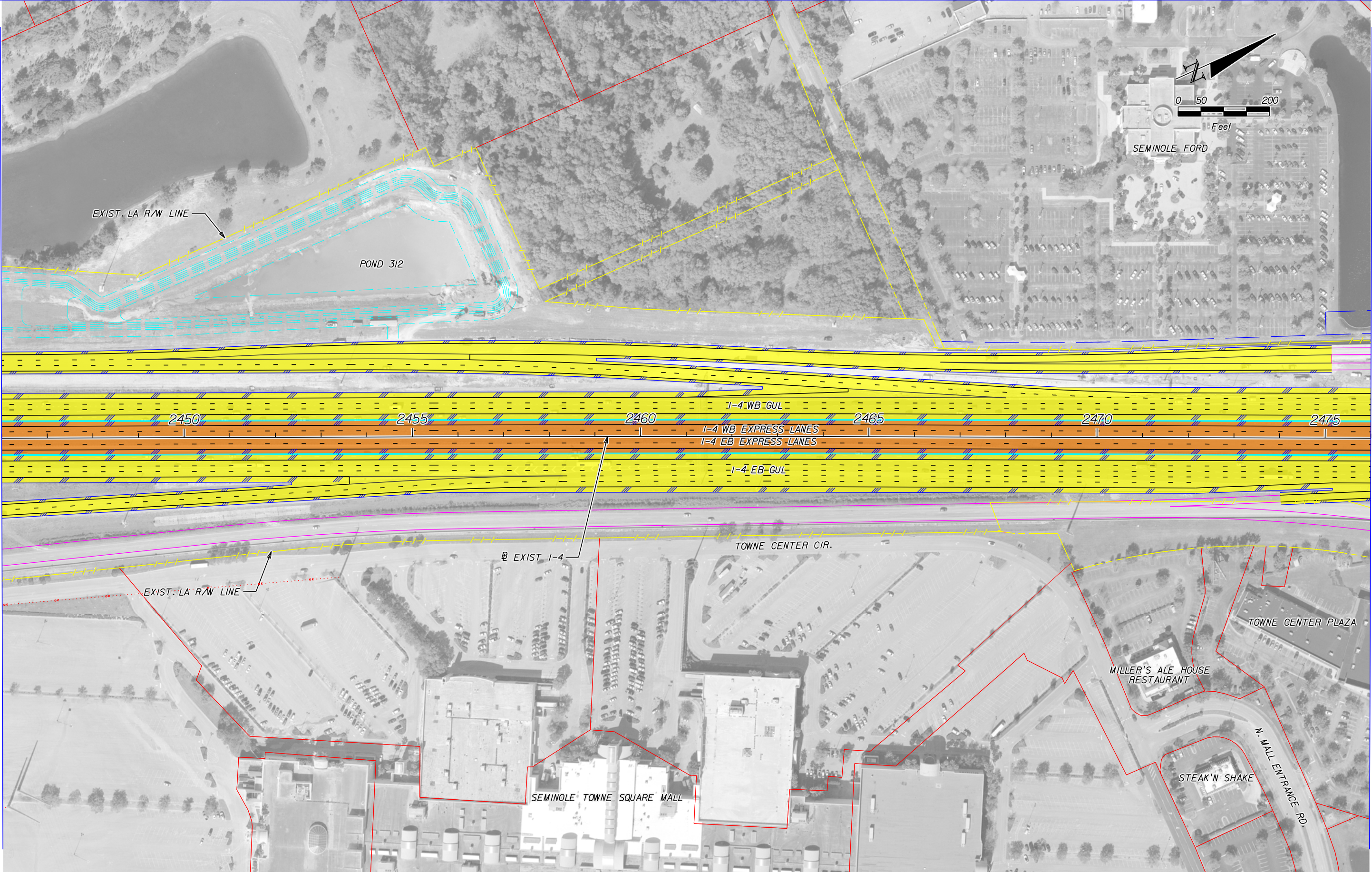
**I-4 PD&E STUDY (SEGMENT 3)  
 ALTERNATIVE 3  
 REVERSIBLE LANES 6 GUL-3 SUL**

SHEET NO.



MATCHLINE STA. 2446+00.00

MATCHLINE STA. 2476+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

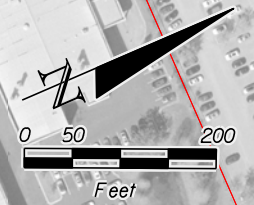
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

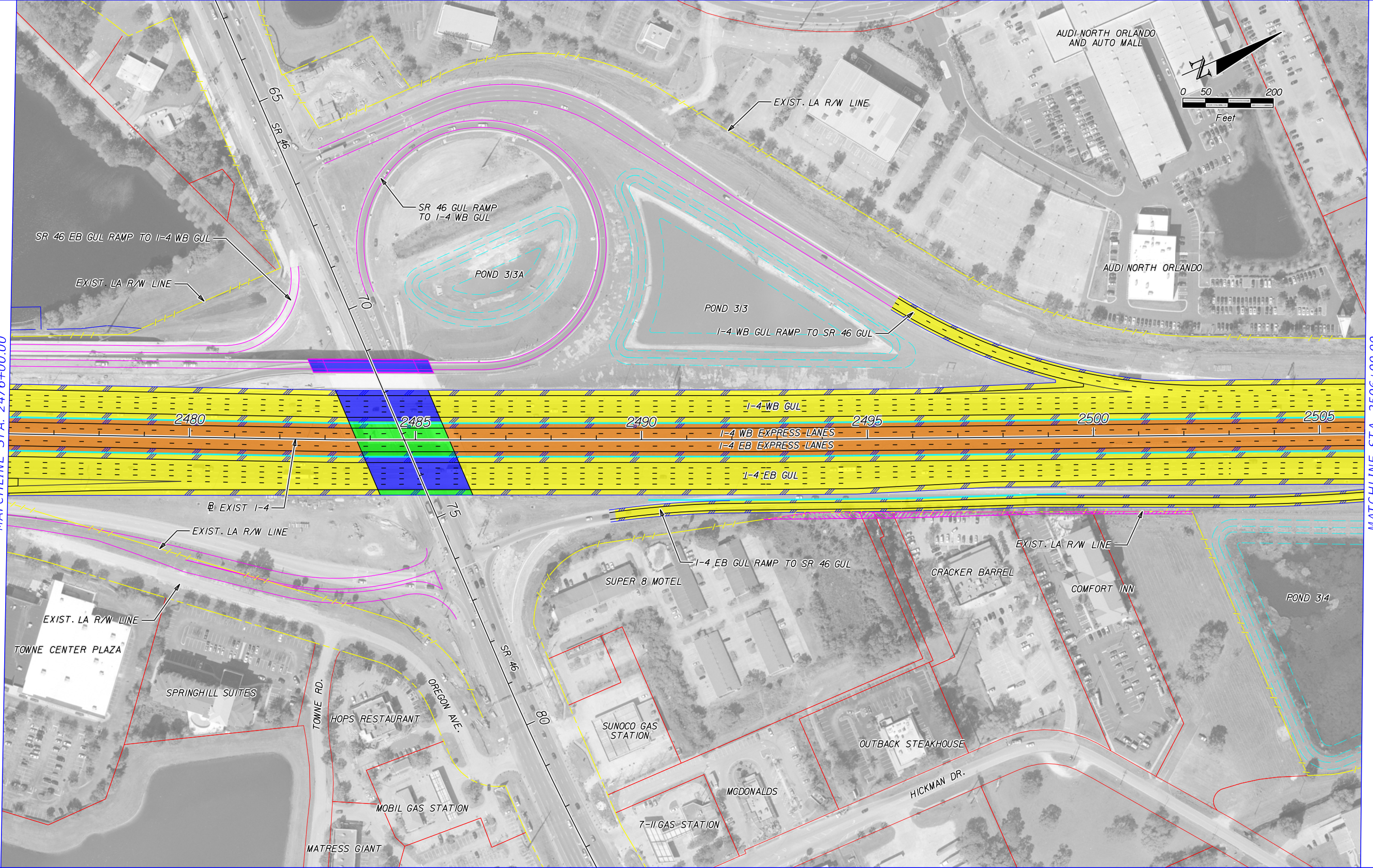
**I-4 PD&E STUDY (SEGMENT 3)  
 ALTERNATIVE 3  
 REVERSIBLE LANES 6 GUL-3 SUL**

SHEET NO.



MATCHLINE STA. 2476+00.00

MATCHLINE STA. 2506+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

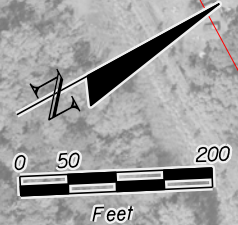
HNTB CORPORATION  
610 CRESCENT EXECUTIVE CT  
SUITE 400  
LAKE MARY, FL 32746  
(407) 805-0355  
CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

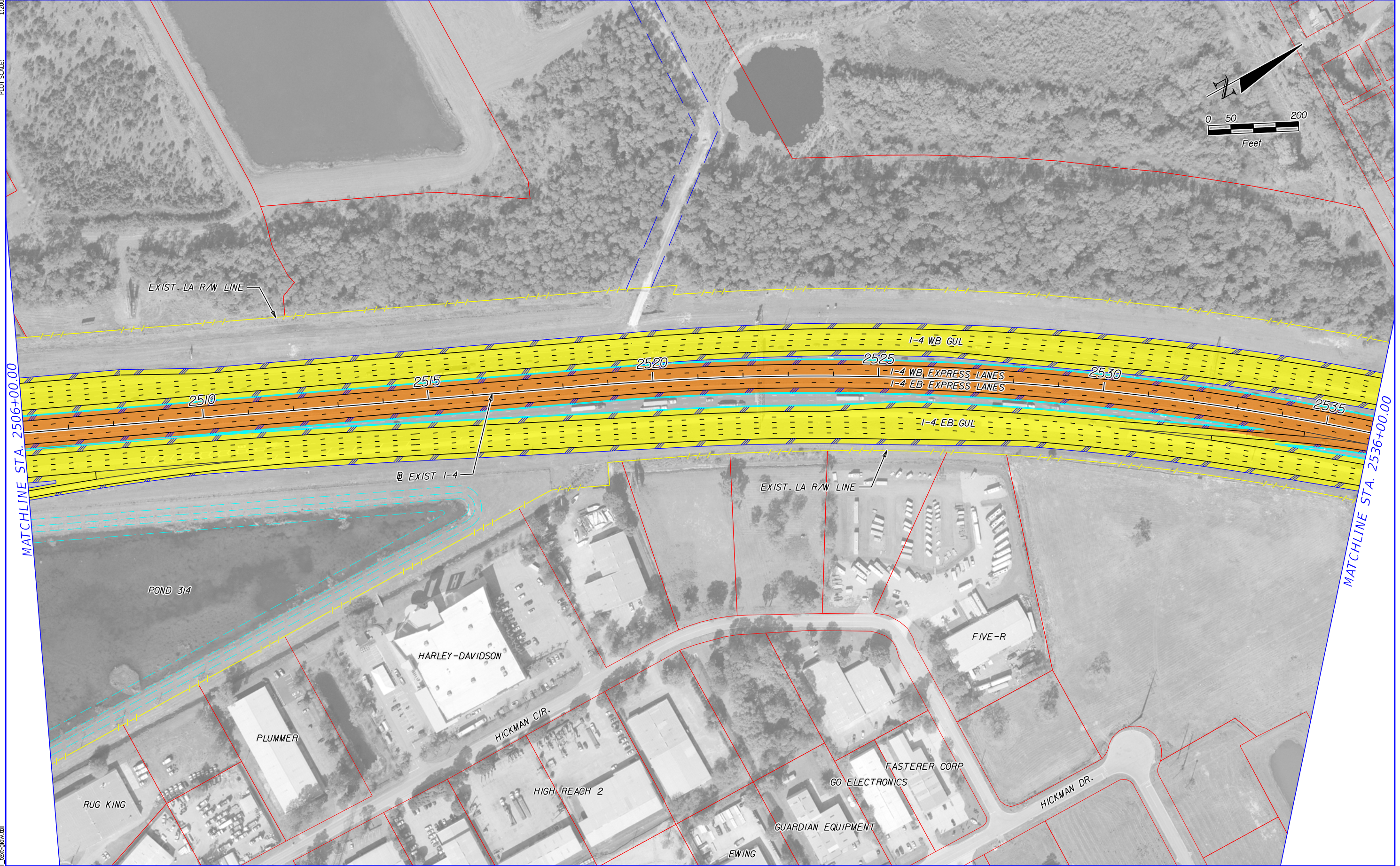
**I-4 PD&E STUDY (SEGMENT 3)**  
**ALTERNATIVE 3**  
**REVERSIBLE LANES 6 GUL-3 SUL**

SHEET NO.



MATCHLINE STA. 2506+00.00

MATCHLINE STA. 2536+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

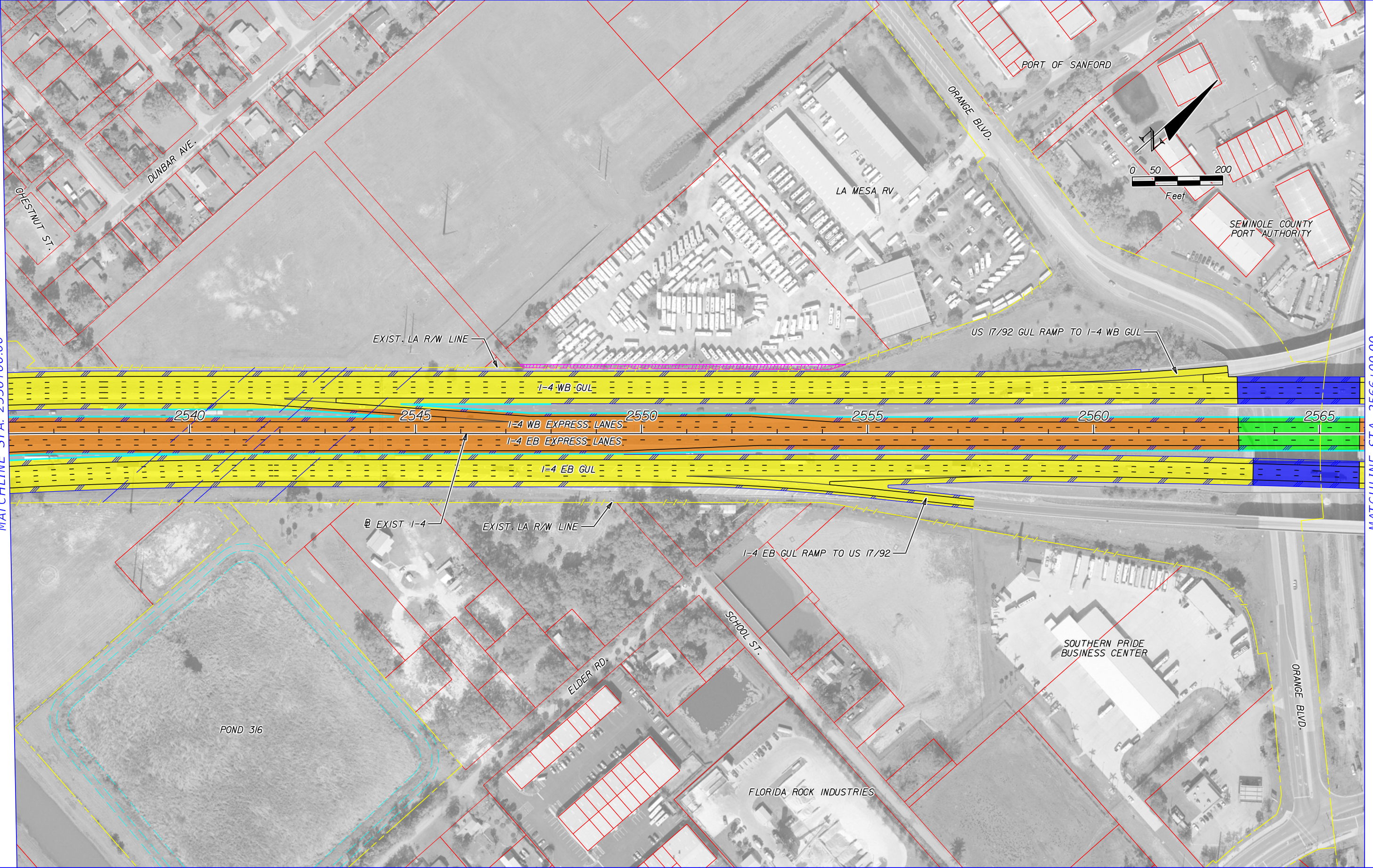
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

**I-4 PD&E STUDY (SEGMENT 3)**  
**ALTERNATIVE 3**  
**REVERSIBLE LANES 6 GUL-3 SUL**

SHEET NO.

MATCHLINE STA. 2536+00.00

MATCHLINE STA. 2566+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

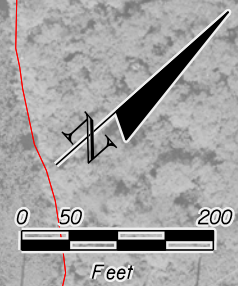
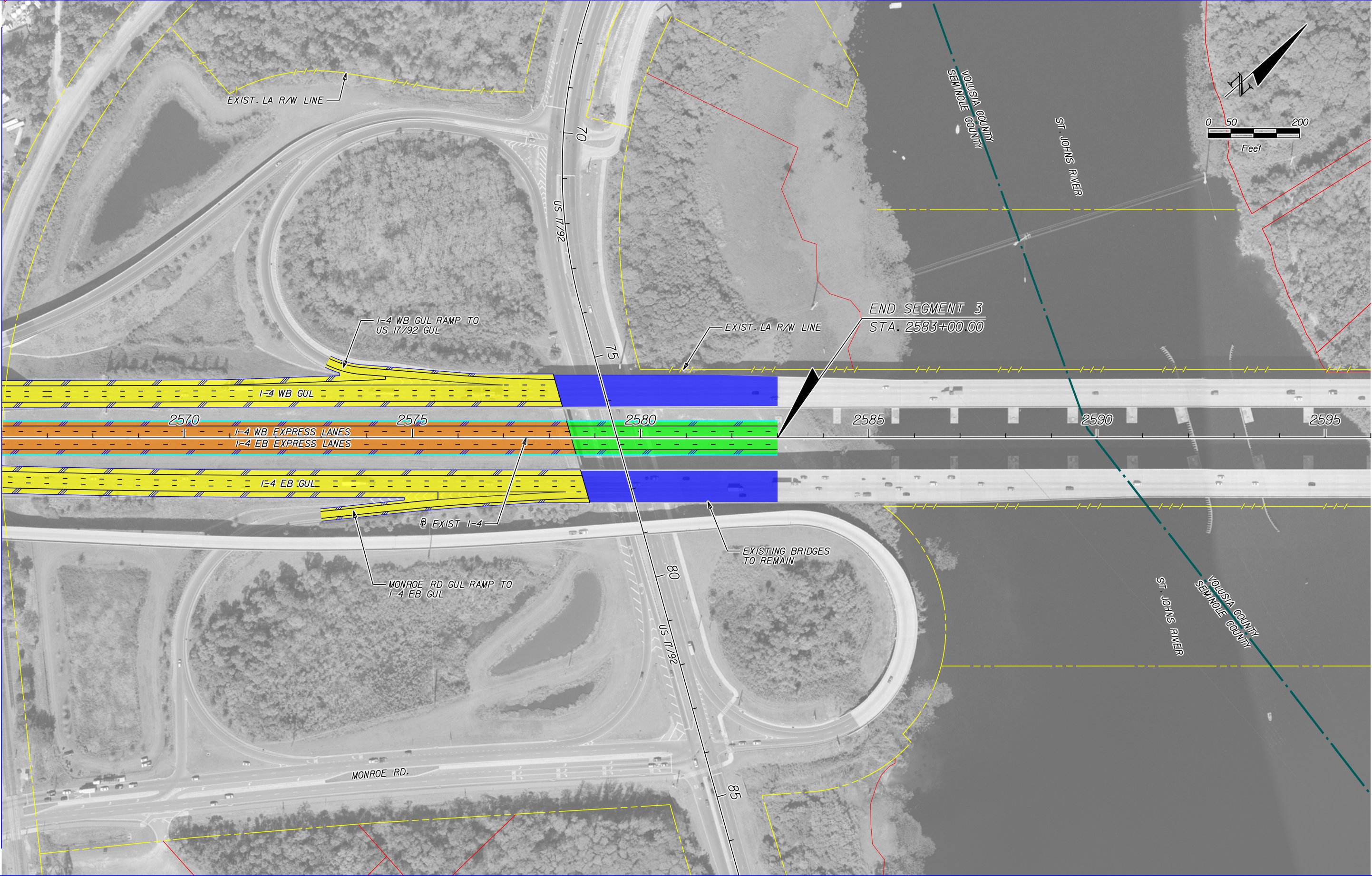
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

**I-4 PD&E STUDY (SEGMENT 3)  
 ALTERNATIVE 3  
 REVERSIBLE LANES 6 GUL-3 SUL**

SHEET NO.



MATCHLINE STA. 2566+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING FDOT R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

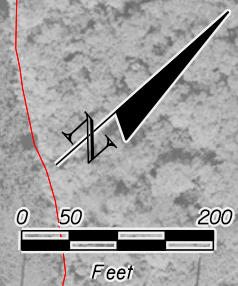
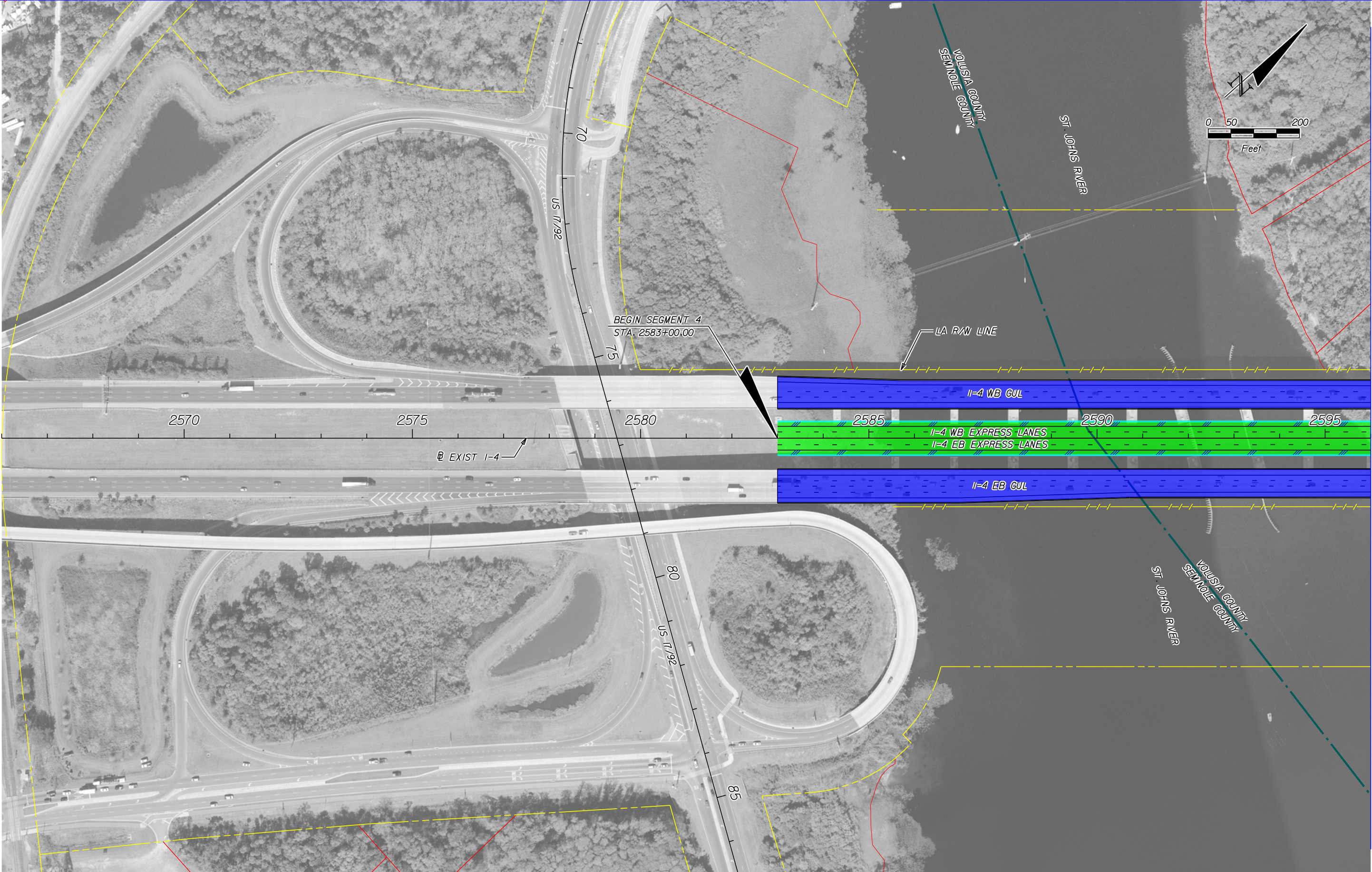
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE VOLUSIA	432100-1-22-01

**I-4 PD&E STUDY (SEGMENT 3)  
 ALTERNATIVE 3  
 REVERSIBLE LANES 6 GUL-3 SUL**

SHEET NO.



MATCHLINE STA. 2596+00.00

	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

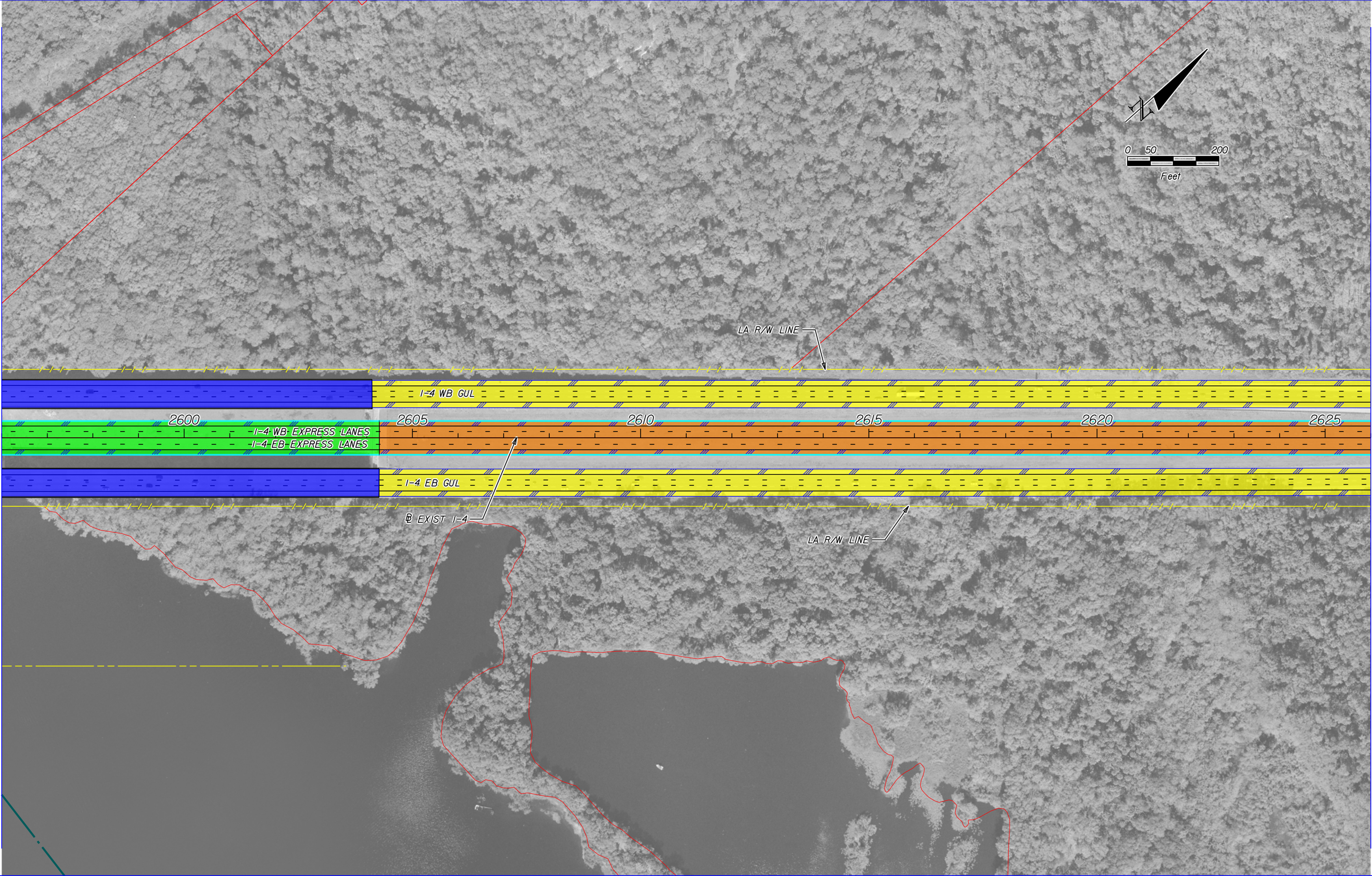
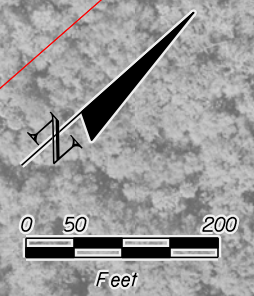
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE VOLUSIA	432100-1-22-01

**I-4 PD&E STUDY (SEGMENT 4)  
 ALTERNATIVE 3  
 REVERSIBLE LANES 6 GUL-3 SUL**

SHEET NO.

MATCHLINE STA. 2596+00.00

MATCHLINE STA. 2626+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

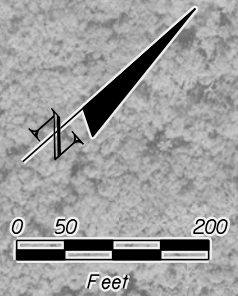
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	VOLUSIA	432100-1-22-01

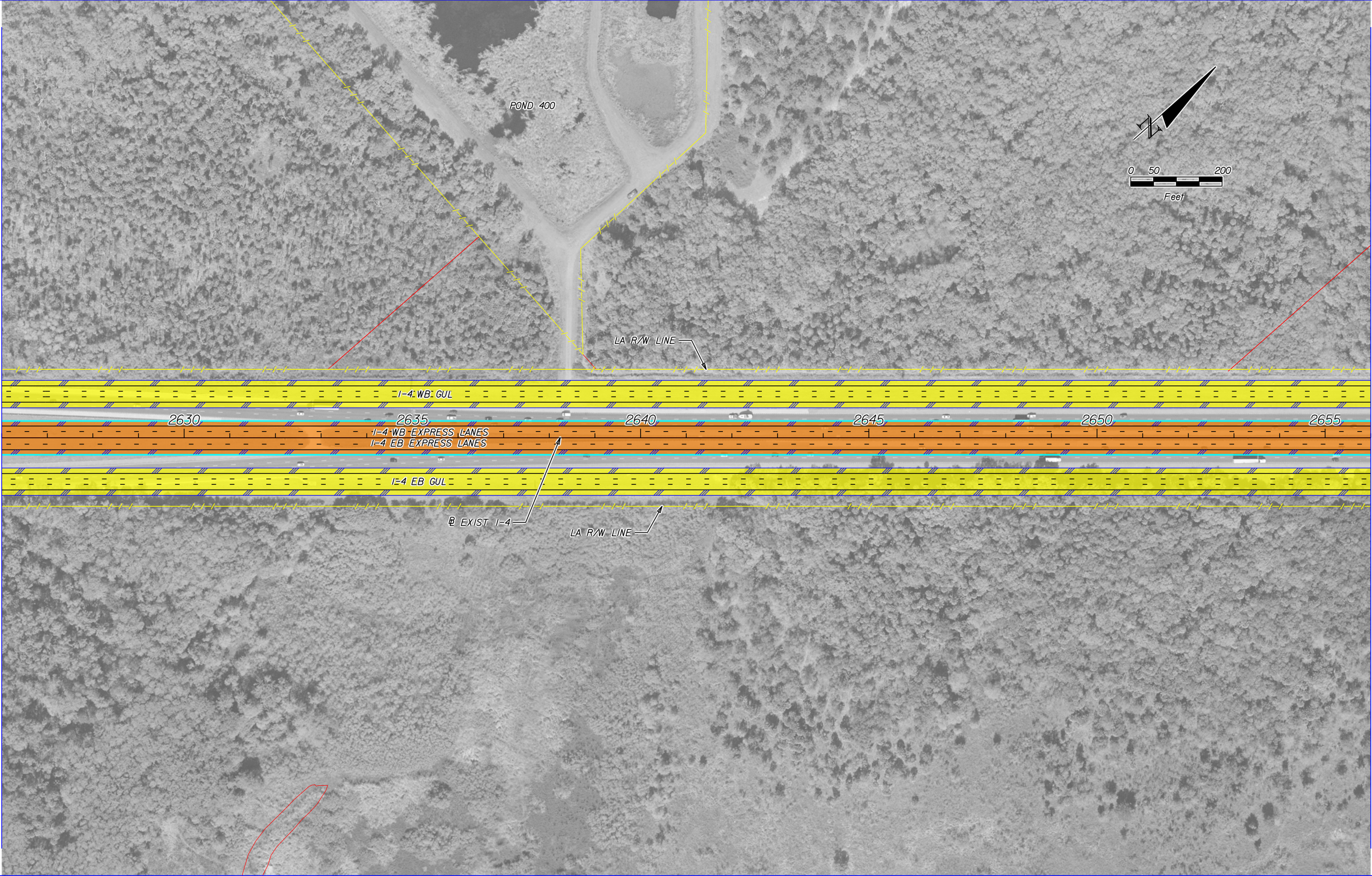
**I-4 PD&E STUDY (SEGMENT 4)**  
**ALTERNATIVE 3**  
**REVERSIBLE LANES 6 GUL-3 SUL**

SHEET NO.



MATCHLINE STA. 2626+00.00

MATCHLINE STA. 2656+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

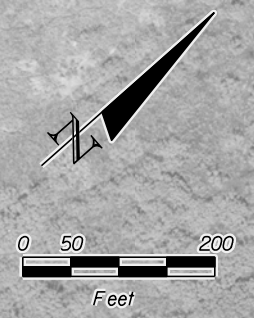
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	VOLUSIA	432100-1-22-01

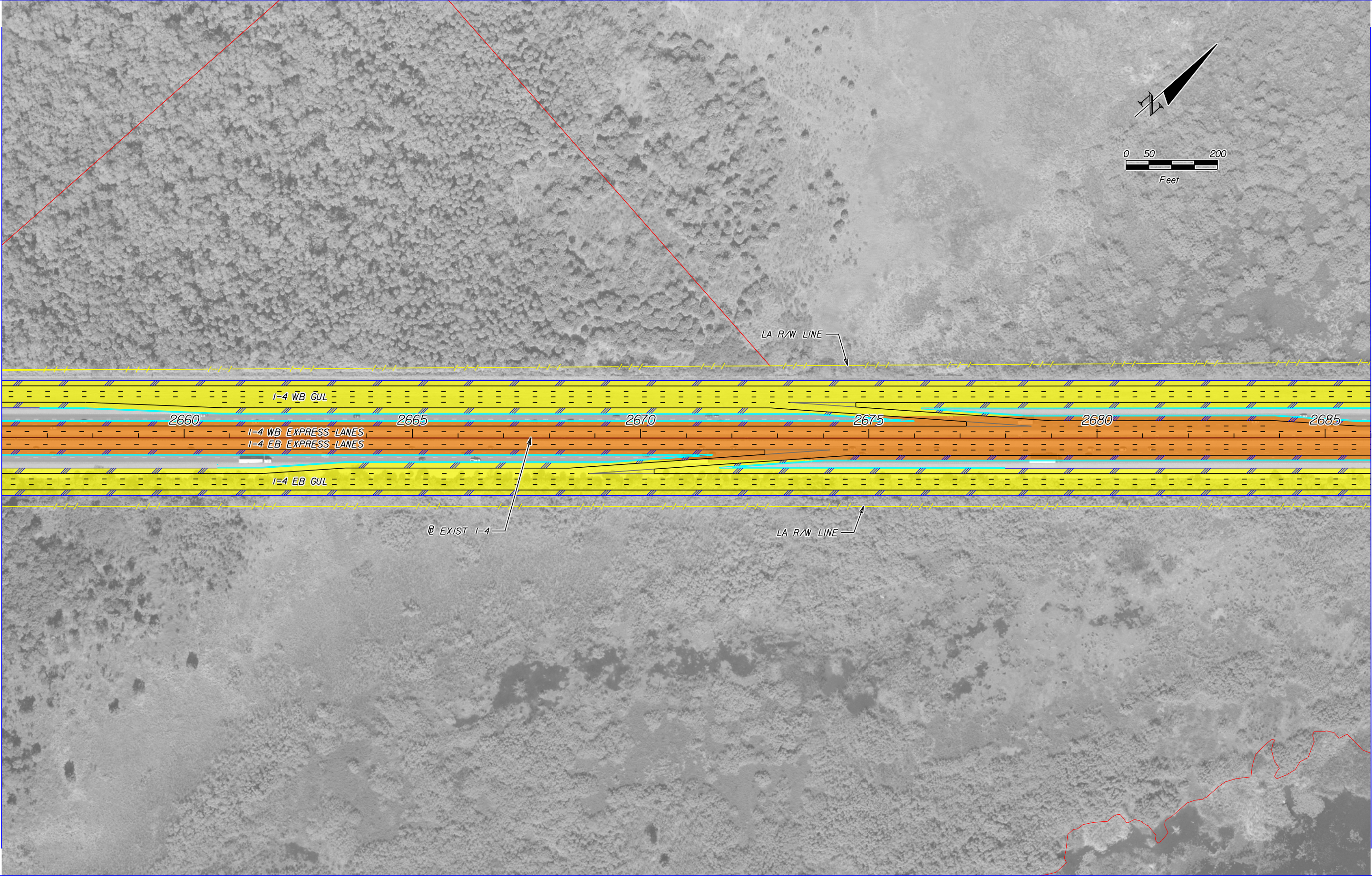
**I-4 PD&E STUDY (SEGMENT 4)  
 ALTERNATIVE 3  
 REVERSIBLE LANES 6 GUL-3 SUL**

SHEET NO.



MATCHLINE STA. 2656+00.00

MATCHLINE STA. 2686+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

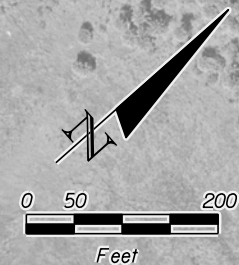
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	VOLUSIA	432100-1-22-01

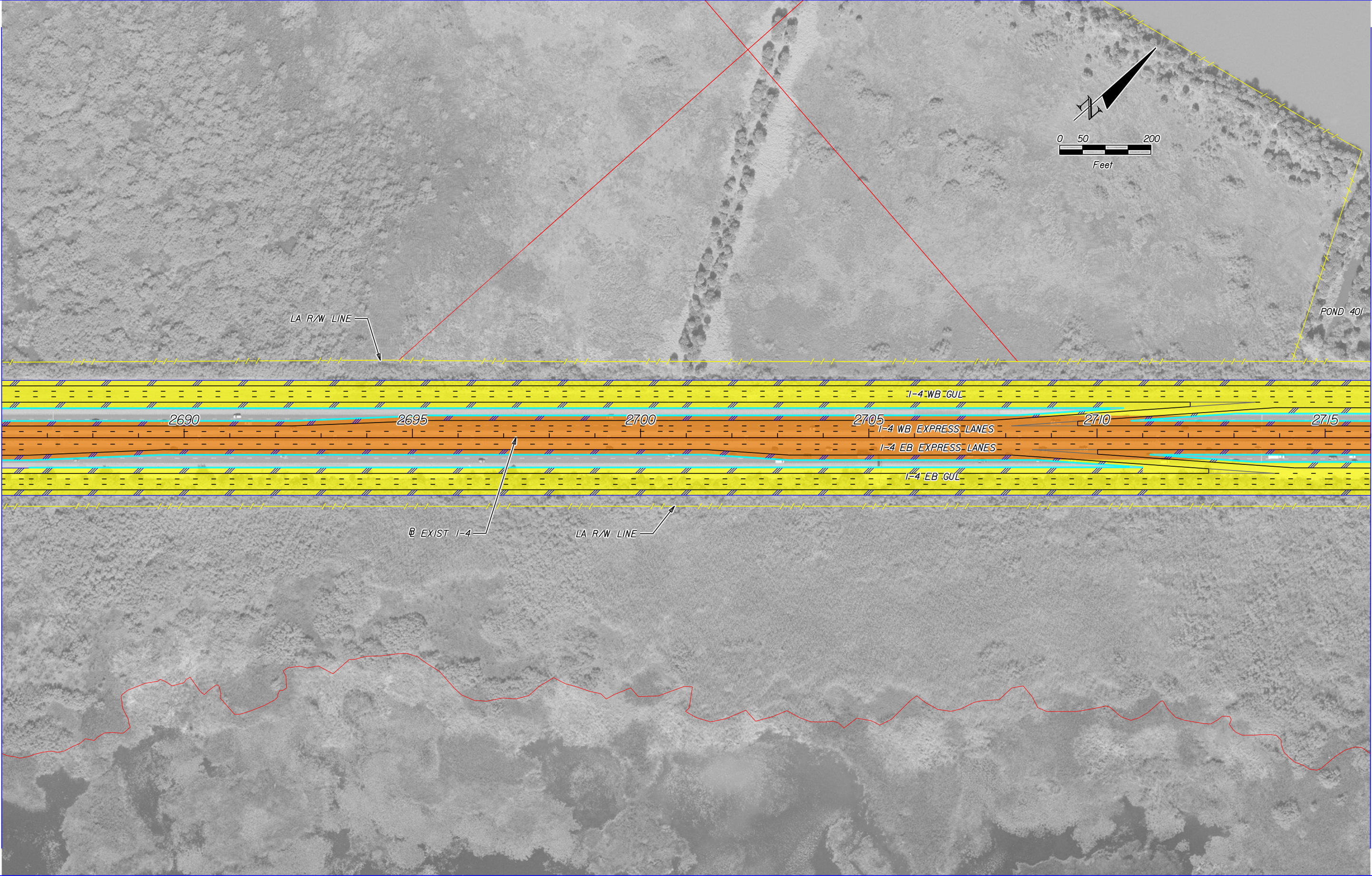
**I-4 PD&E STUDY (SEGMENT 4)  
 ALTERNATIVE 3  
 REVERSIBLE LANES 6 GUL-3 SUL**

SHEET NO.



MATCHLINE STA. 2686+00.00

MATCHLINE STA. 2716+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

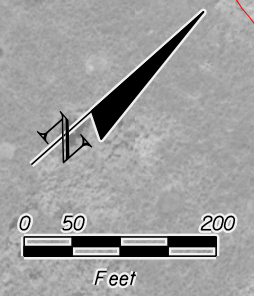
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	VOLUSIA	432100-1-22-01

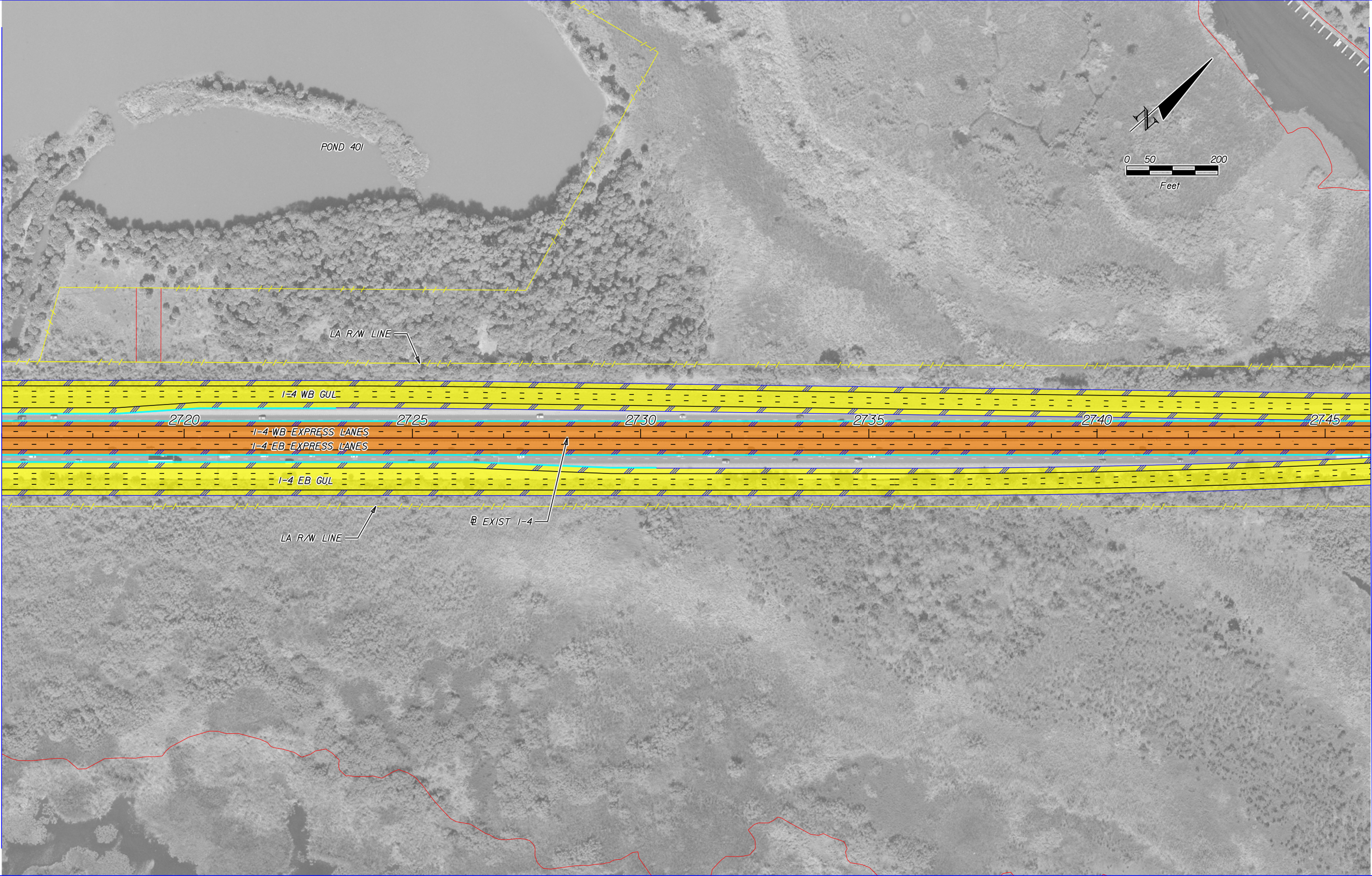
**I-4 PD&E STUDY (SEGMENT 4)  
 ALTERNATIVE 3  
 REVERSIBLE LANES 6 GUL-3 SUL**

SHEET NO.



MATCHLINE STA. 2716+00.00

MATCHLINE STA. 2746+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING FDOT		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

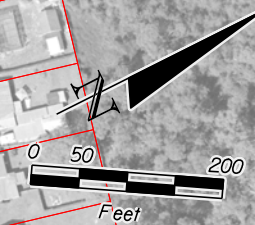
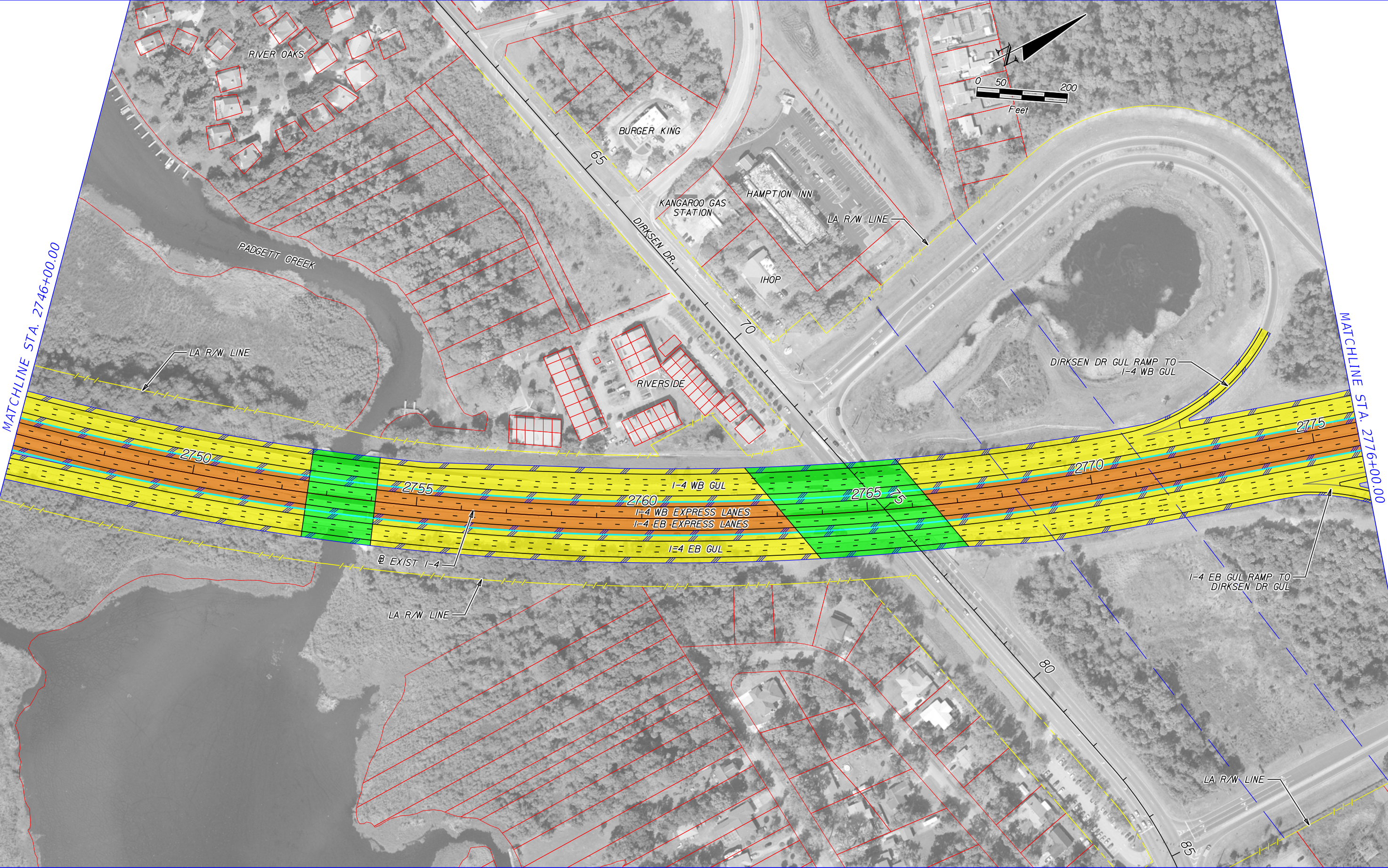
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	VOLUSIA	432100-1-22-01

**I-4 PD&E STUDY (SEGMENT 4)  
 ALTERNATIVE 3  
 REVERSIBLE LANES 6 GUL-3 SUL**

SHEET NO.



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

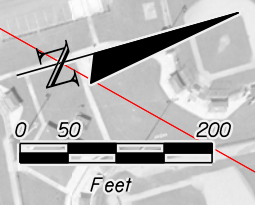
ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	VOLUSIA	432100-1-22-01

**I-4 PD&E STUDY (SEGMENT 4)  
 ALTERNATIVE 3  
 REVERSIBLE LANES 6 GUL-3 SUL**

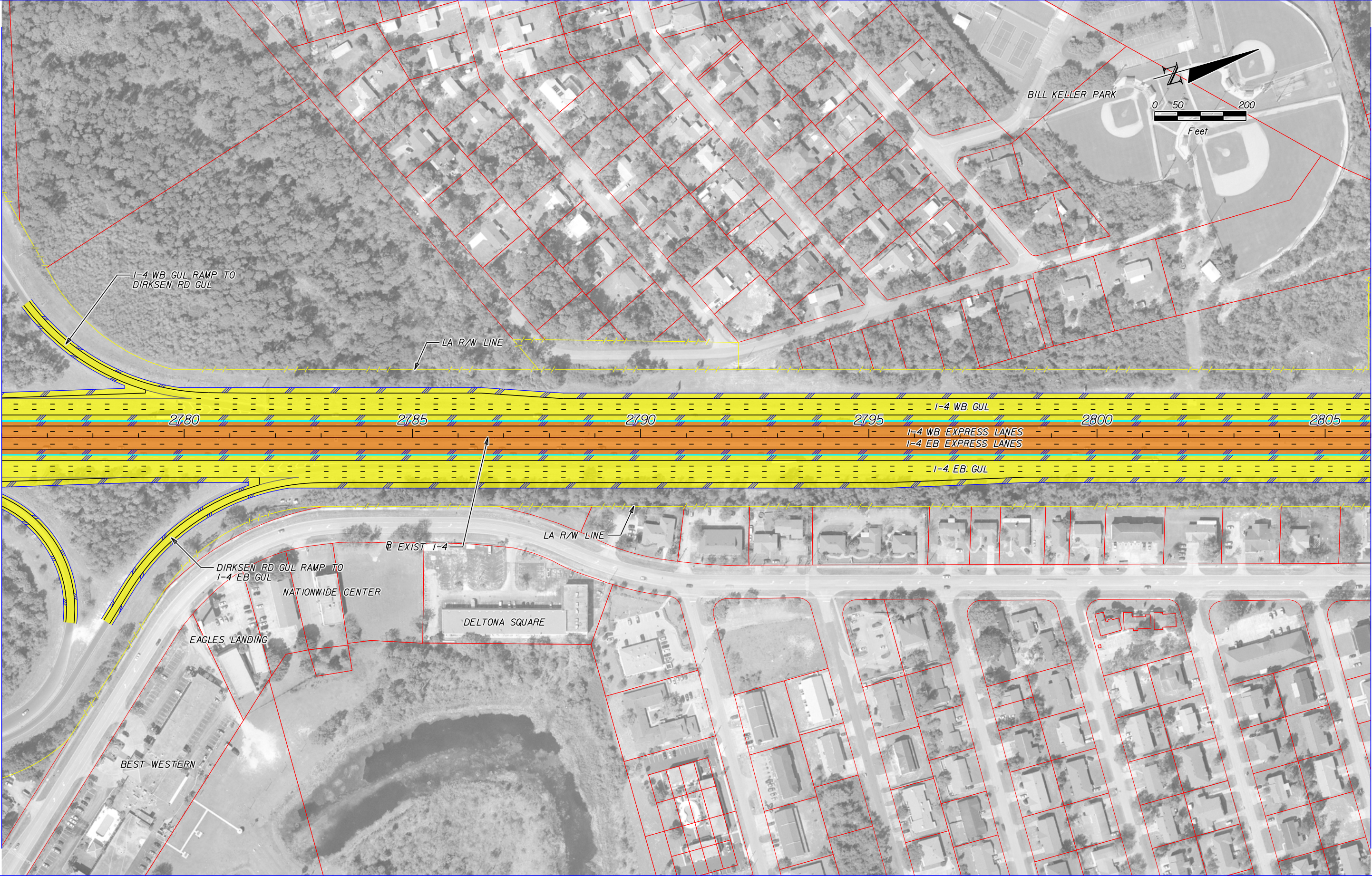
SHEET NO.





MATCHLINE STA. 2776+00.00

MATCHLINE STA. 2806+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

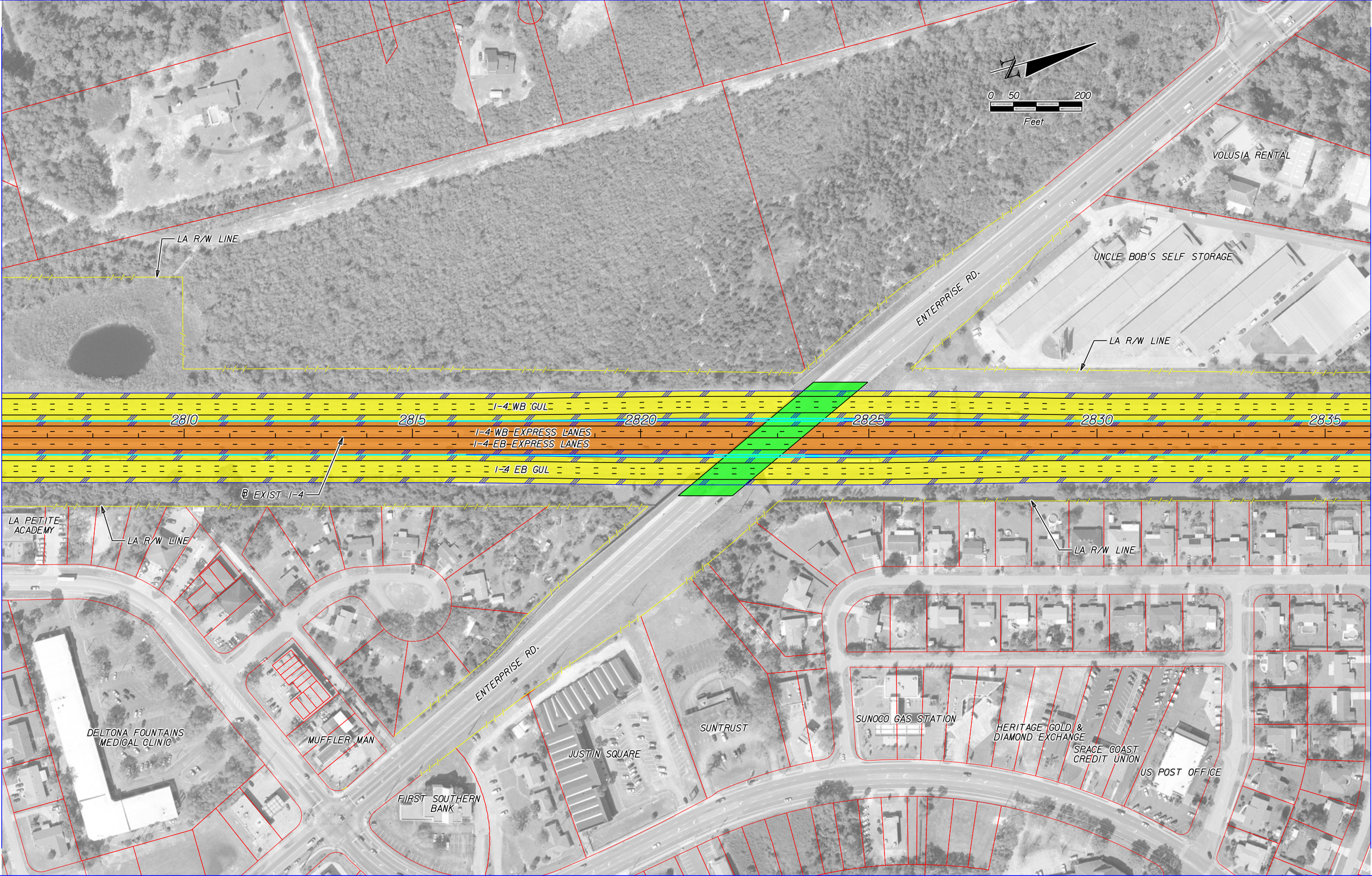
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	VOLUSIA	432100-1-22-01

**I-4 PD&E STUDY (SEGMENT 4)  
 ALTERNATIVE 3  
 REVERSIBLE LANES 6 GUL-3 SUL**

SHEET NO.

MATCHLINE STA. 2806+00.00

MATCHLINE STA. 2836+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING FDOT R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

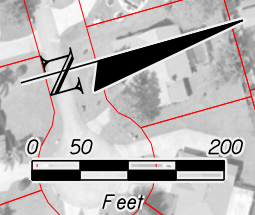
HNTB CORPORATION  
610 CRESCENT EXECUTIVE CT  
SUITE 400  
LAKE MARY, FL 32746  
(407) 805-0355  
CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	VOLUSIA	432100-1-22-01

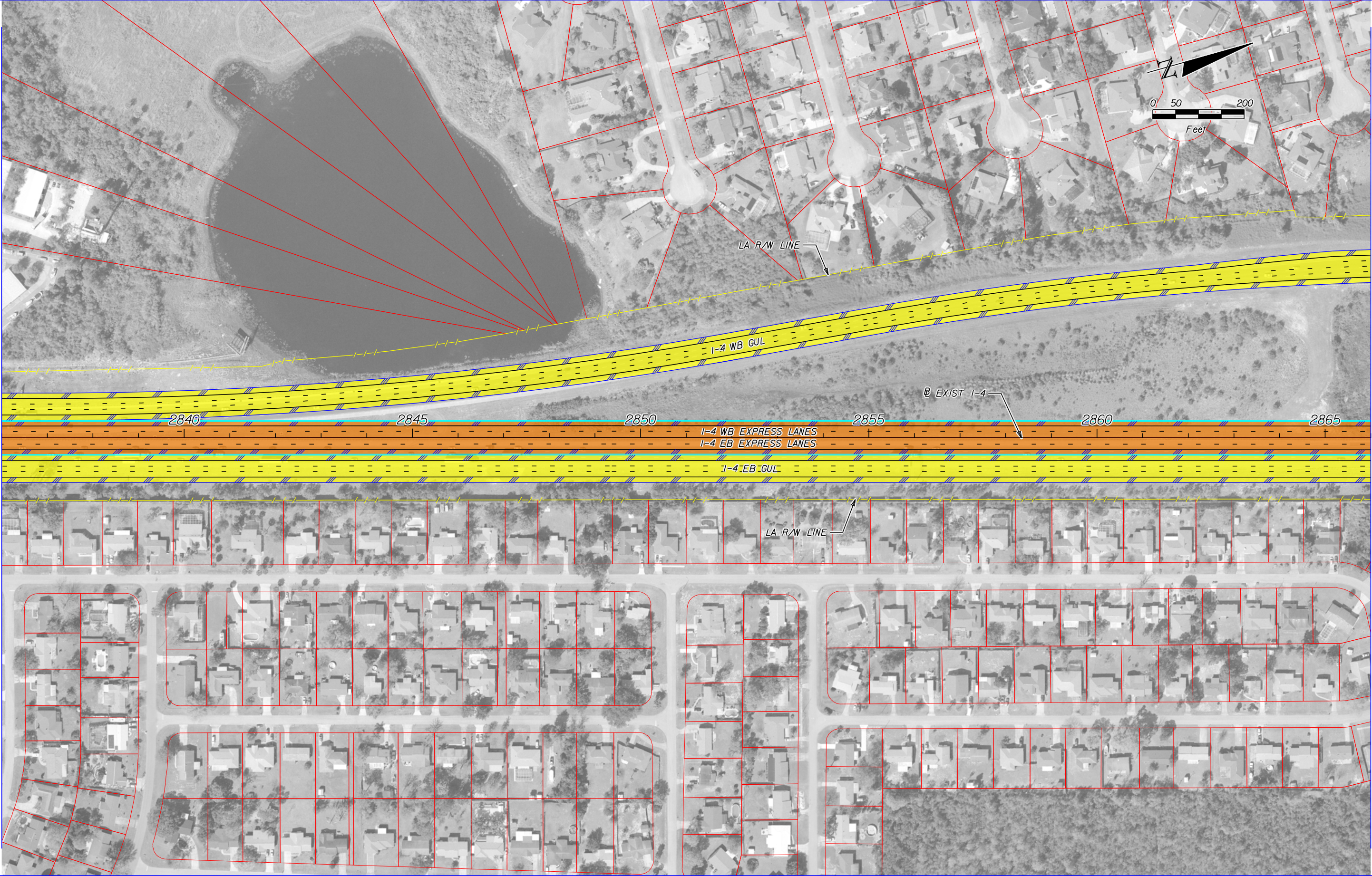
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ALTERNATIVE 3  
REVERSIBLE LANES 6 GUL-3 SUL**

SHEET NO.



MATCHLINE STA. 2836+00.00

MATCHLINE STA. 2866+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING FDOT R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

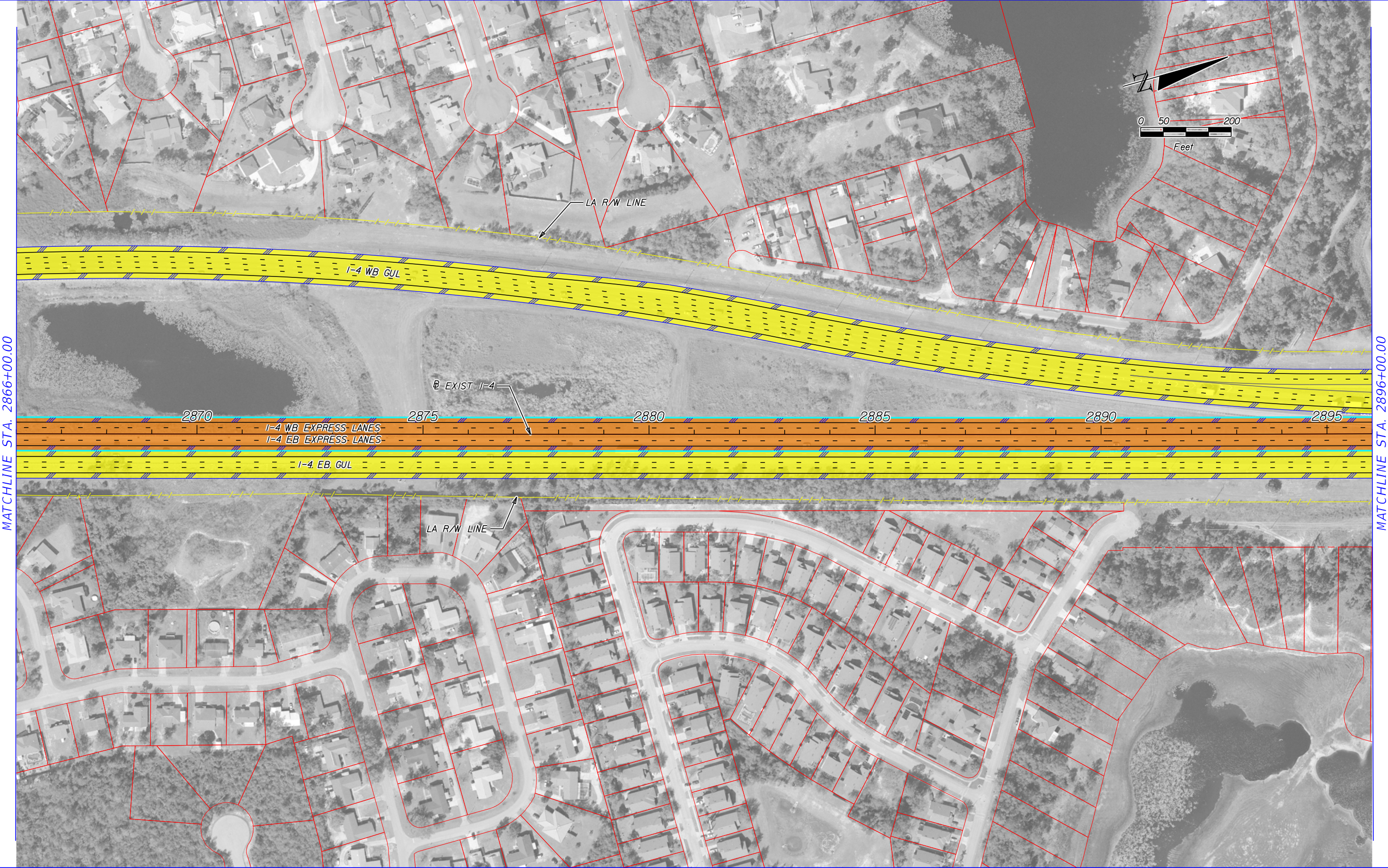
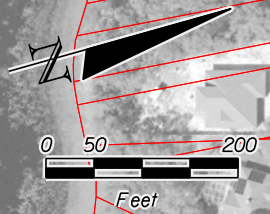
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	VOLUSIA	432100-1-22-01

**I-4 PD&E STUDY (SEGMENT 4)  
 ALTERNATIVE 3  
 REVERSIBLE LANES 6 GUL-3 SUL**

SHEET NO.



MATCHLINE STA. 2866+00.00

MATCHLINE STA. 2896+00.00

	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING FDOT R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

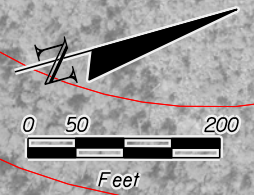
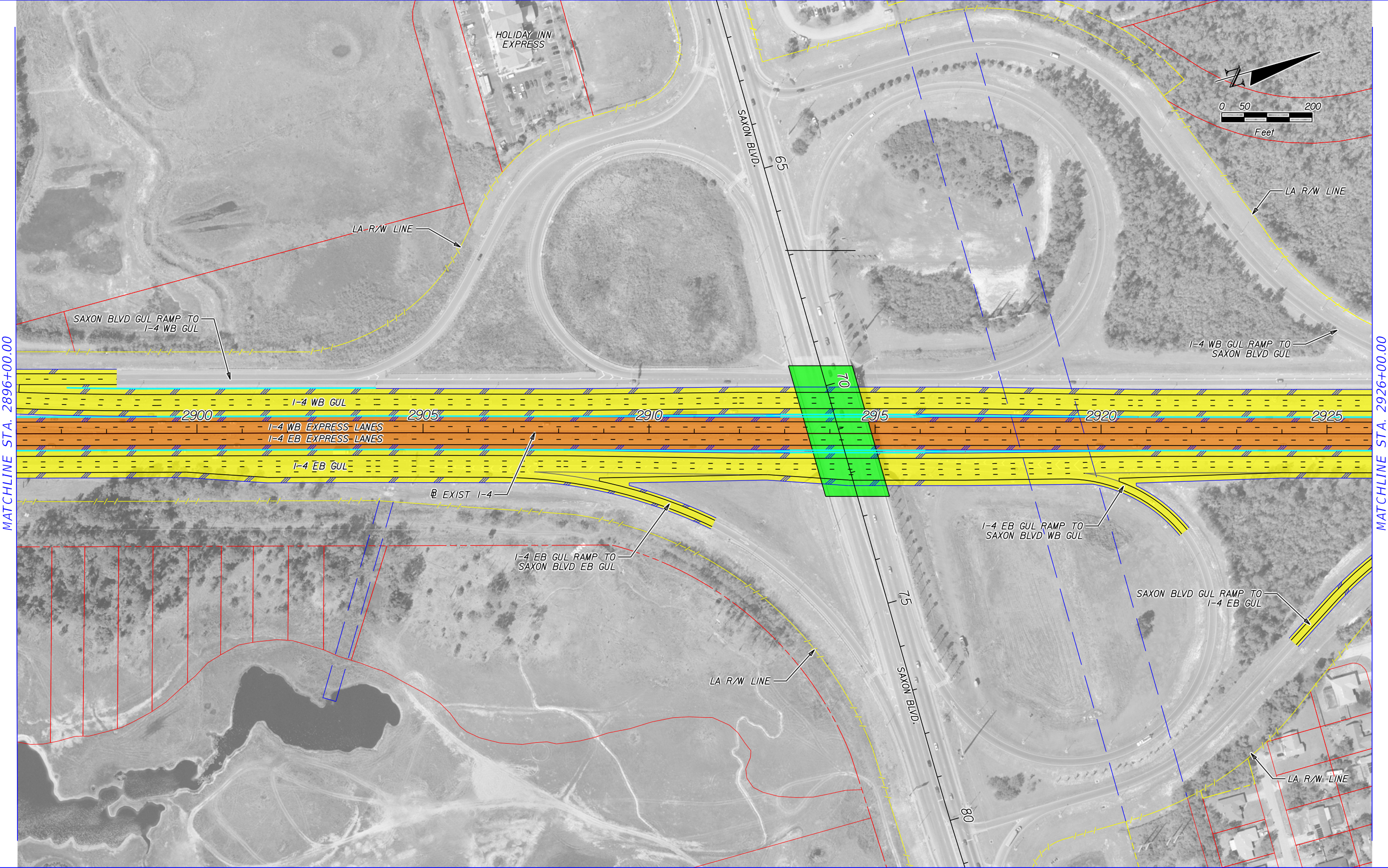
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	VOLUSIA	432100-1-22-01

**I-4 PD&E STUDY (SEGMENT 4)  
 ALTERNATIVE 3  
 REVERSIBLE LANES 6 GUL-3 SUL**

SHEET NO.



MATCHLINE STA. 2896+00.00

MATCHLINE STA. 2926+00.00

	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

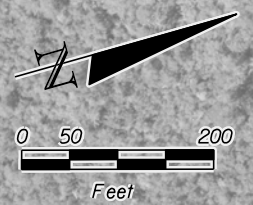
ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	VOLUSIA	432100-1-22-01

**I-4 PD&E STUDY (SEGMENT 4)  
 ALTERNATIVE 3  
 REVERSIBLE LANES 6 GUL-3 SUL**

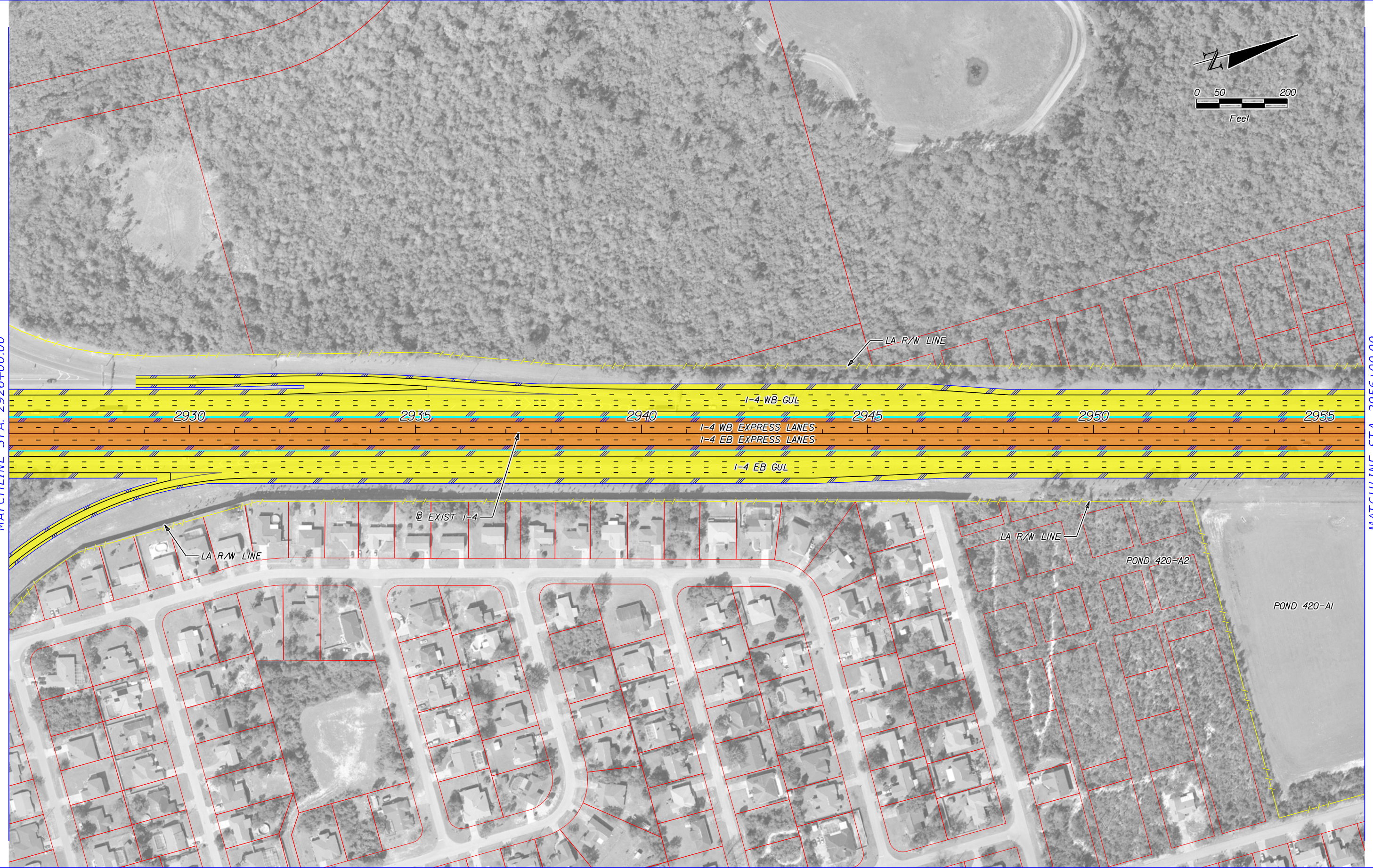
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Planrd13  
 MODEL:  
 SHEET SIZE:  
 PLOT SCALE:  
 1:200



MATCHLINE STA. 2926+00.00

MATCHLINE STA. 2956+00.00



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 PEN TABLE:  
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	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

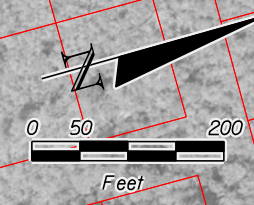
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	VOLUSIA	432100-1-22-01

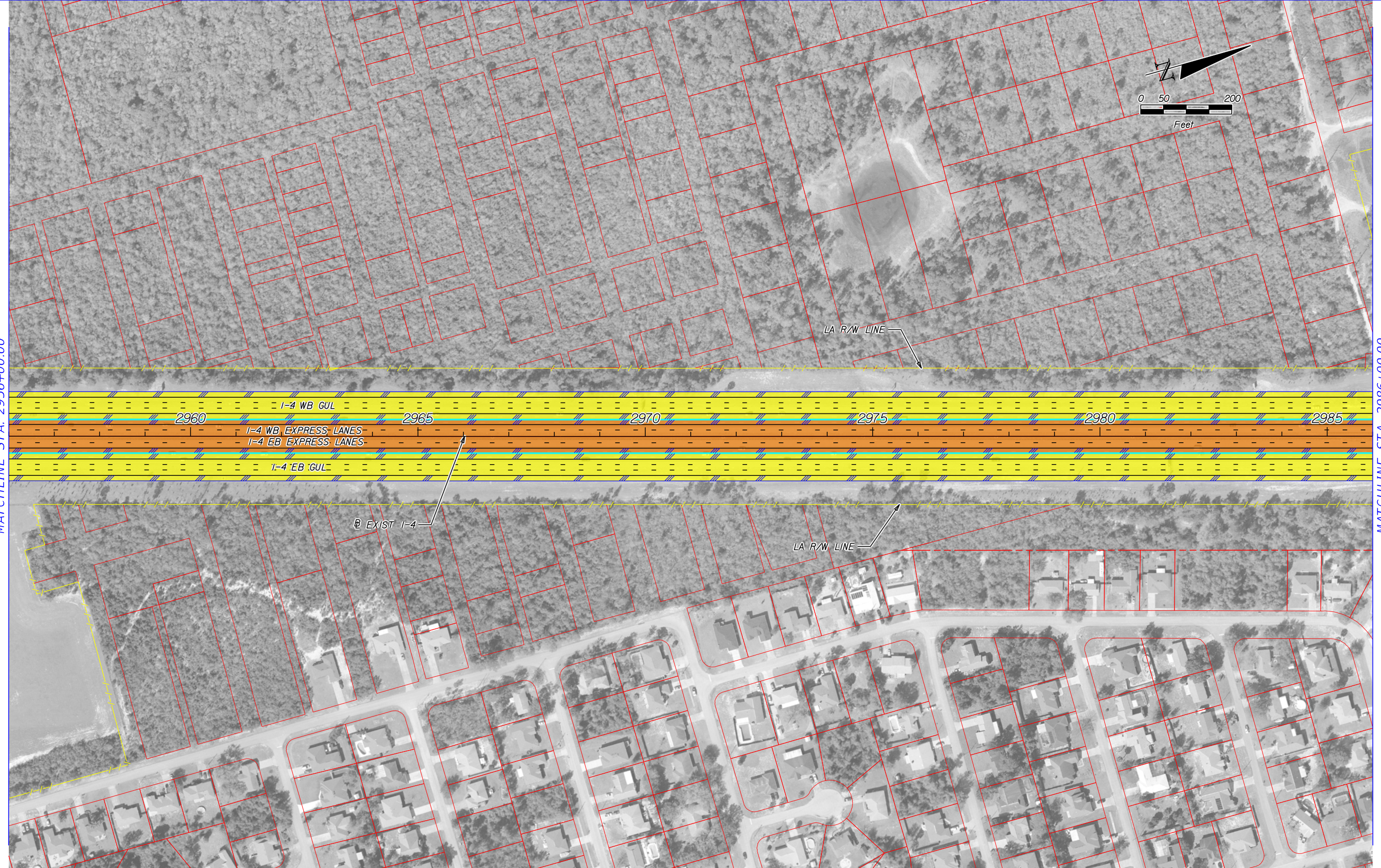
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 ALTERNATIVE 3  
 REVERSIBLE LANES 6 GUL-3 SUL**

SHEET NO.



MATCHLINE STA. 2956+00.00

MATCHLINE STA. 2986+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

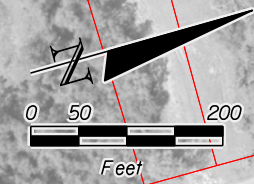
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	VOLUSIA	432100-1-22-01

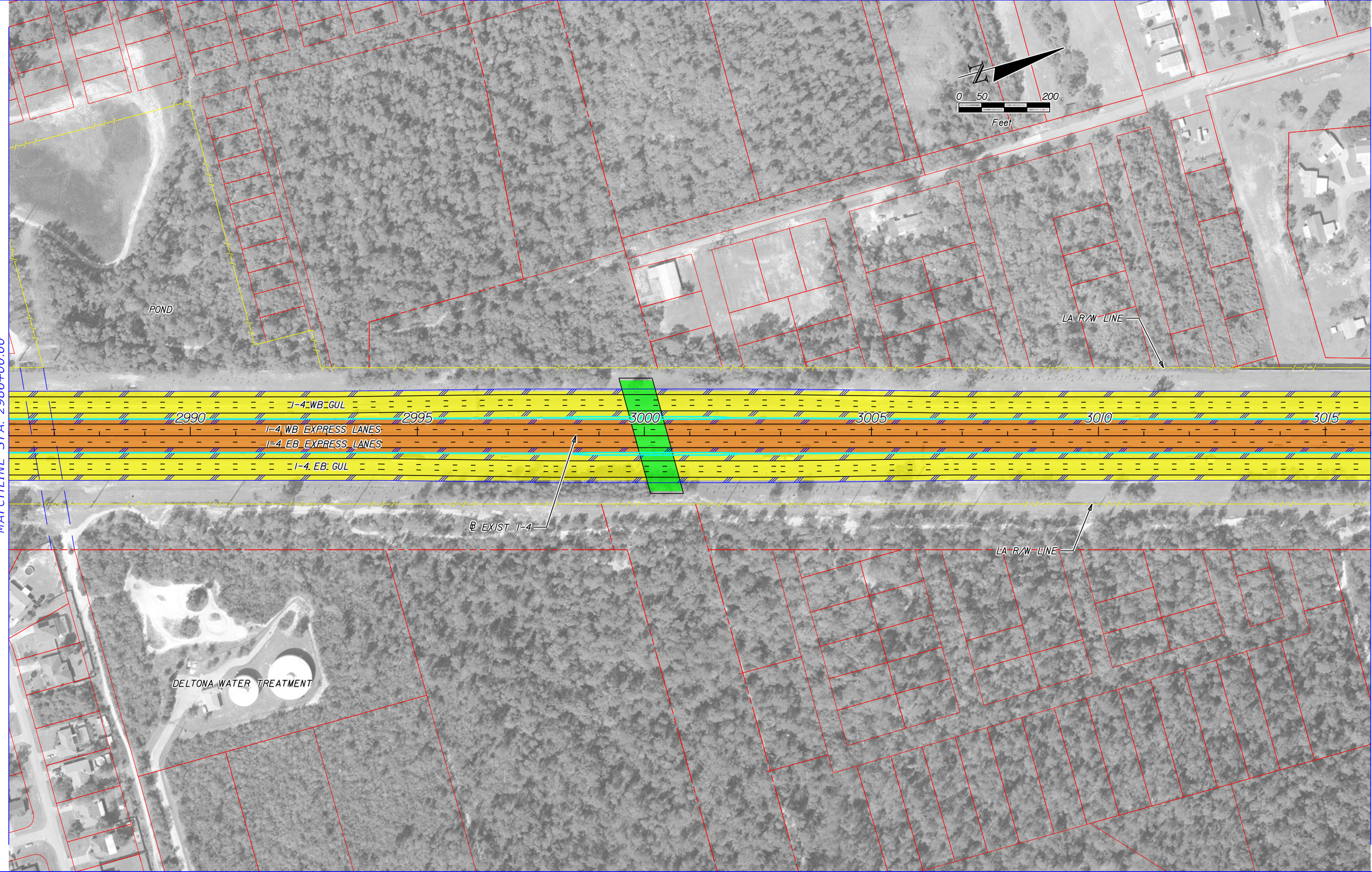
**I-4 PD&E STUDY (SEGMENT 4)  
 ALTERNATIVE 3  
 REVERSIBLE LANES 6 GUL-3 SUL**

SHEET NO.



MATCHLINE STA. 2986+00.00

MATCHLINE STA. 3016+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

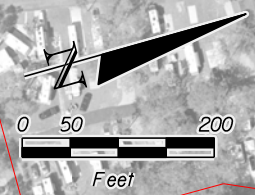
ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	VOLUSIA	432100-1-22-01

**I-4 PD&E STUDY (SEGMENT 4)  
 ALTERNATIVE 3  
 REVERSIBLE LANES 6 GUL-3 SUL**

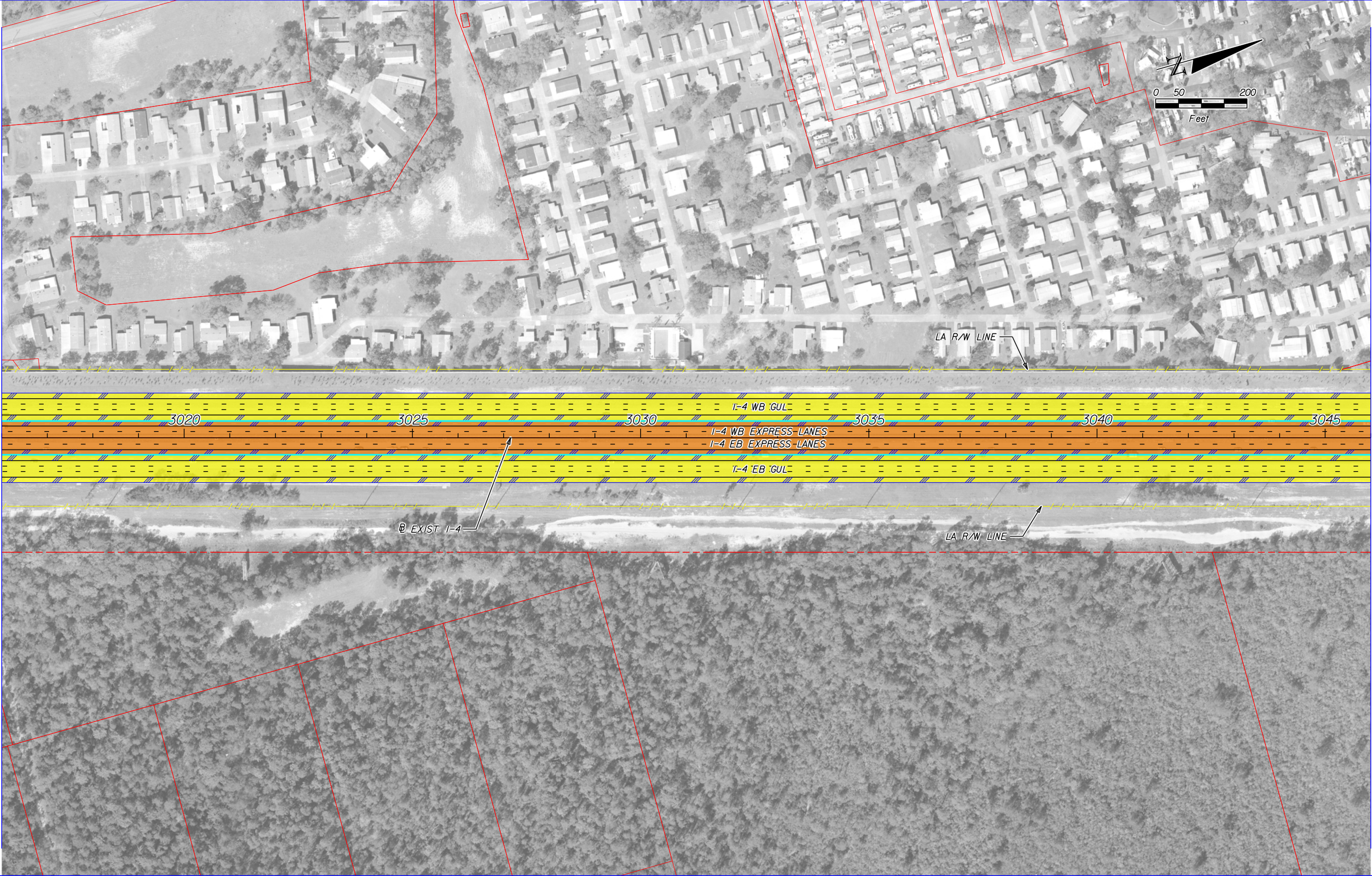
SHEET NO.





MATCHLINE STA. 3016+00.00

MATCHLINE STA. 3046+00.00



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	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

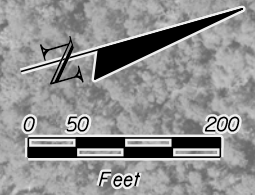
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	VOLUSIA	432100-1-22-01

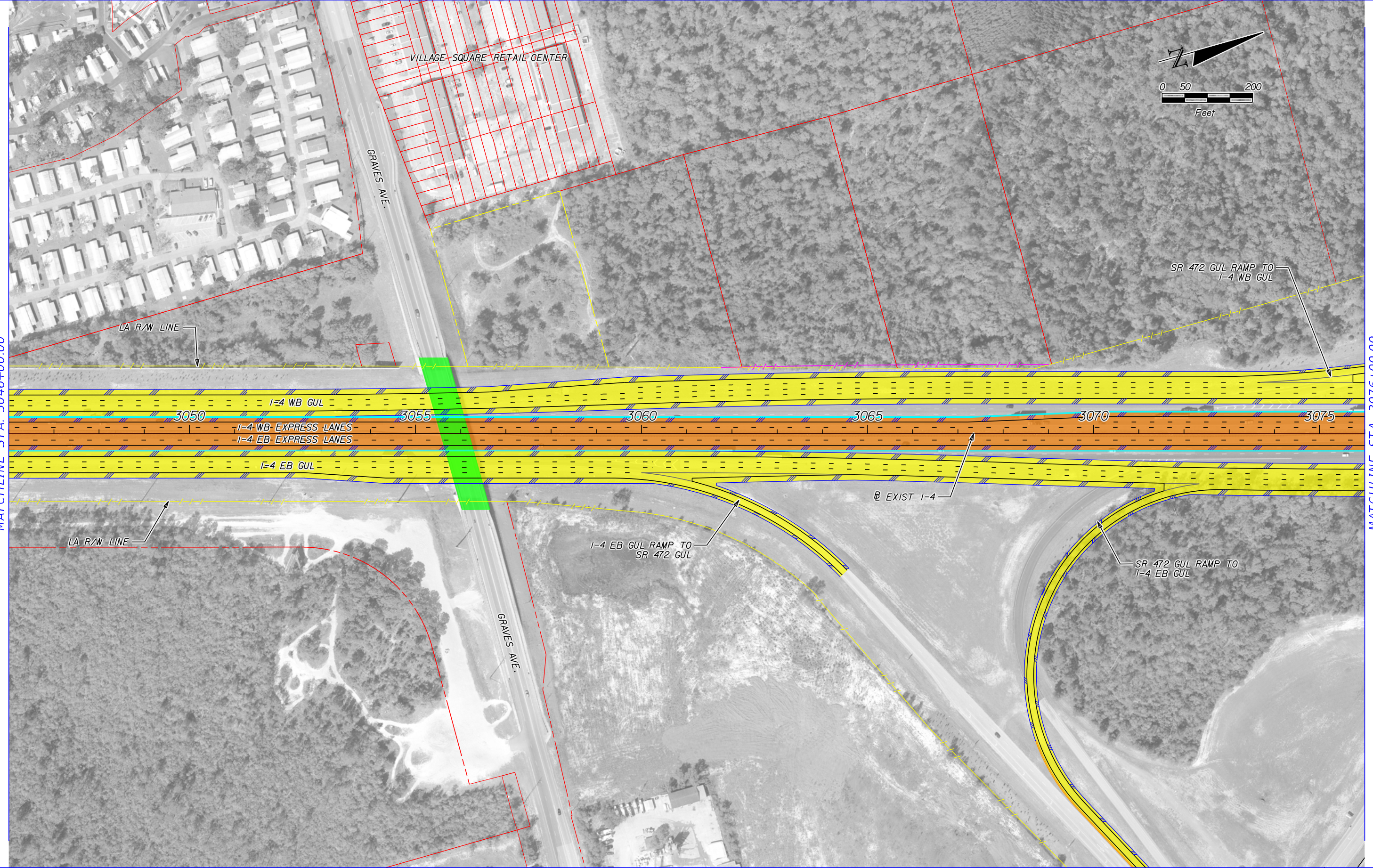
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 ALTERNATIVE 3  
 REVERSIBLE LANES 6 GUL-3 SUL**

SHEET NO.



MATCHLINE STA. 3046+00.00

MATCHLINE STA. 3076+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

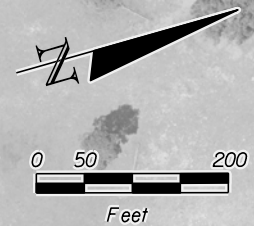
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	VOLUSIA	432100-1-22-01

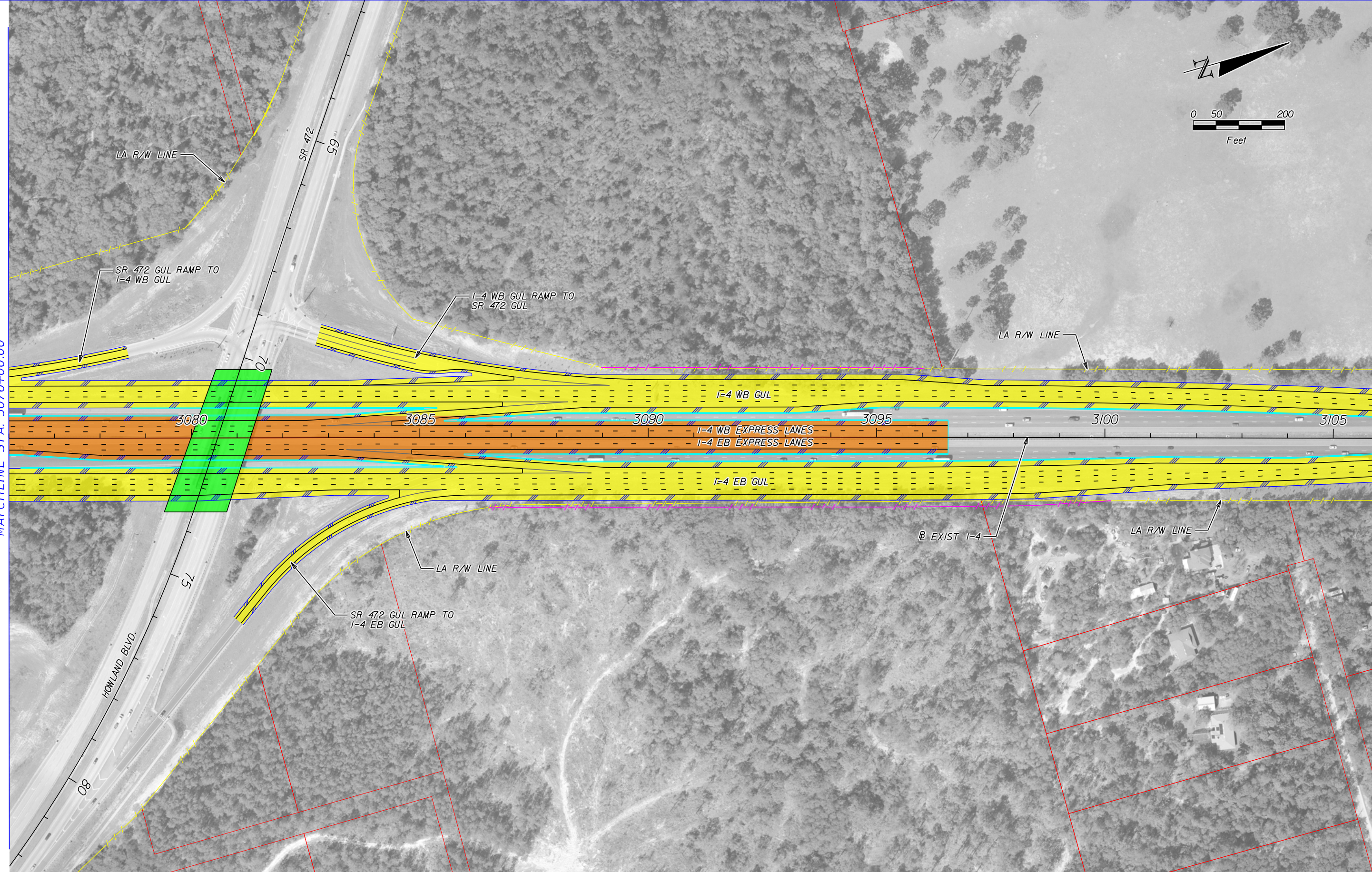
**I-4 PD&E STUDY (SEGMENT 4)  
 ALTERNATIVE 3  
 REVERSIBLE LANES 6 GUL-3 SUL**

SHEET NO.



MATCHLINE STA. 3076+00.00

MATCHLINE STA. 3106+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

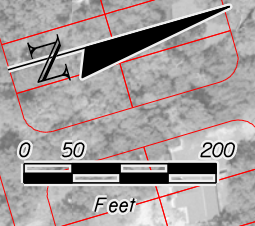
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	VOLUSIA	432100-1-22-01

**I-4 PD&E STUDY (SEGMENT 4)  
 ALTERNATIVE 3  
 REVERSIBLE LANES 6 GUL-3 SUL**

SHEET NO.



MATCHLINE STA. 3106+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE
	PROPOSED FDOT R/W		PROPOSED BRIDGE
	PARCEL LINES		BARRIER WALL

HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	VOLUSIA	432100-1-22-01

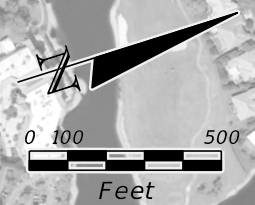
**I-4 PD&E STUDY (SEGMENT 4)  
 ALTERNATIVE 3  
 REVERSIBLE LANES 6 GUL-3 SUL**

SHEET NO.

# **APPENDIX E**

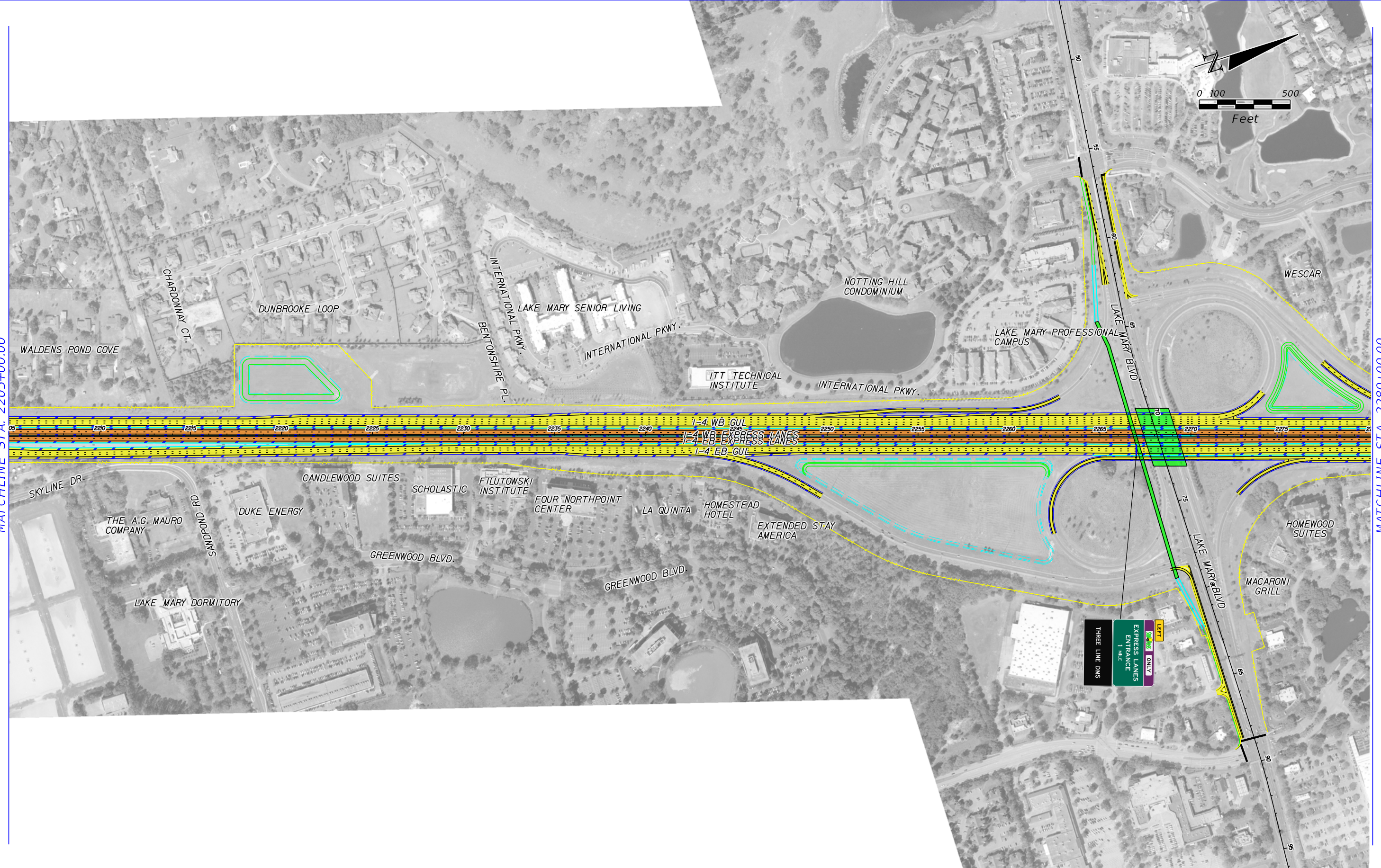
## **CONCEPTUAL SIGNING PLANS FOR ALTERNATIVE 1**





MATCHLINE STA. 2205+00.00

MATCHLINE STA. 2280+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE TO REMAIN
	PROPOSED FDOT R/W		PROPOSED BRIDGE REPLACEMENT
	PARCEL LINES		BARRIER WALL

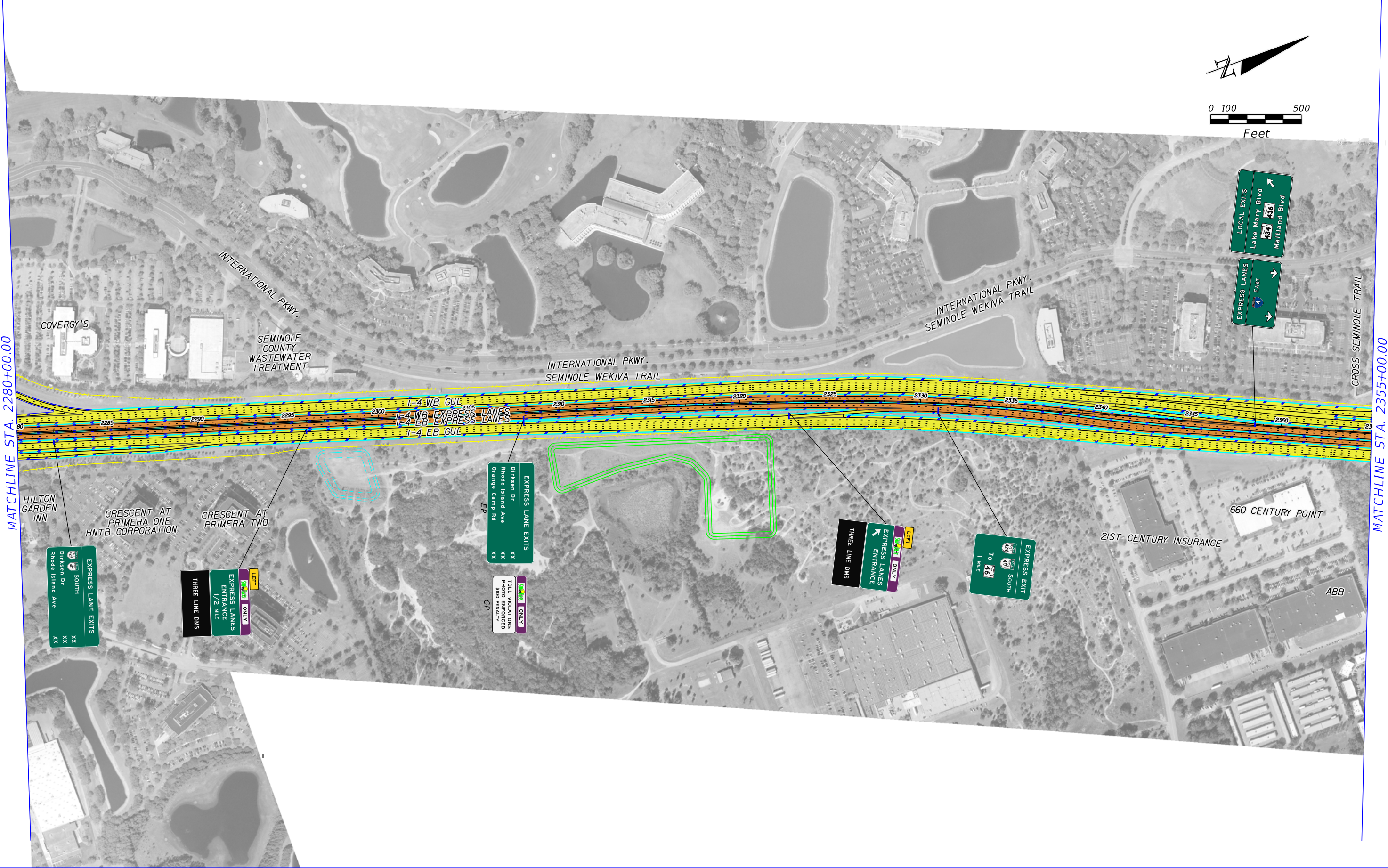
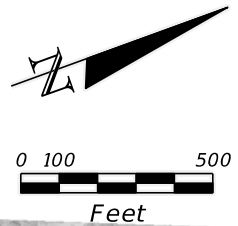
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

**I-4 PD&E STUDY  
 EXPRESS LANE SIGNING PLAN  
 SEGMENT 3**

SHEET NO.



MATCHLINE STA. 2280+00.00

MATCHLINE STA. 2355+00.00

	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE TO REMAIN
	PROPOSED FDOT R/W		PROPOSED BRIDGE REPLACEMENT
	PARCEL LINES		BARRIER WALL

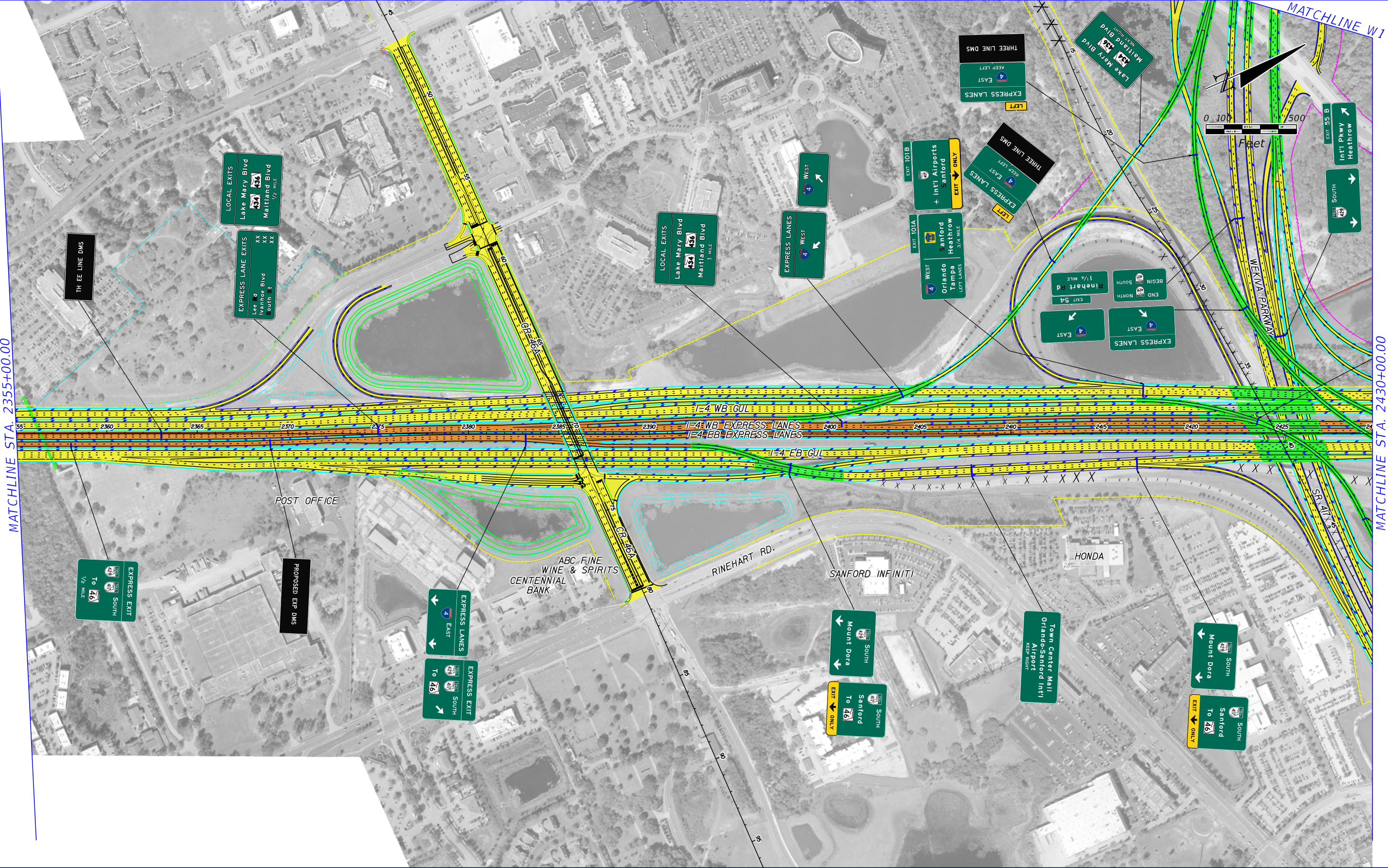
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500  
 ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

**I-4 PD&E STUDY  
 EXPRESS LANE SIGNING PLAN  
 SEGMENT 3**

SHEET NO.





MATCHLINE STA. 2355+00.00

MATCHLINE STA. 2430+00.00

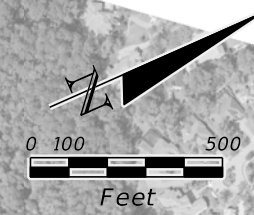
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	EXISTING R/W		EXISTING BRIDGE TO REMAIN
	PROPOSED FDOT R/W		PROPOSED BRIDGE REPLACEMENT
	PARCEL LINES		BARRIER WALL

HNTB CORPORATION  
610 CRESCENT EXECUTIVE CT  
SUITE 400  
LAKE MARY, FL 32746  
(407) 805-0355  
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ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

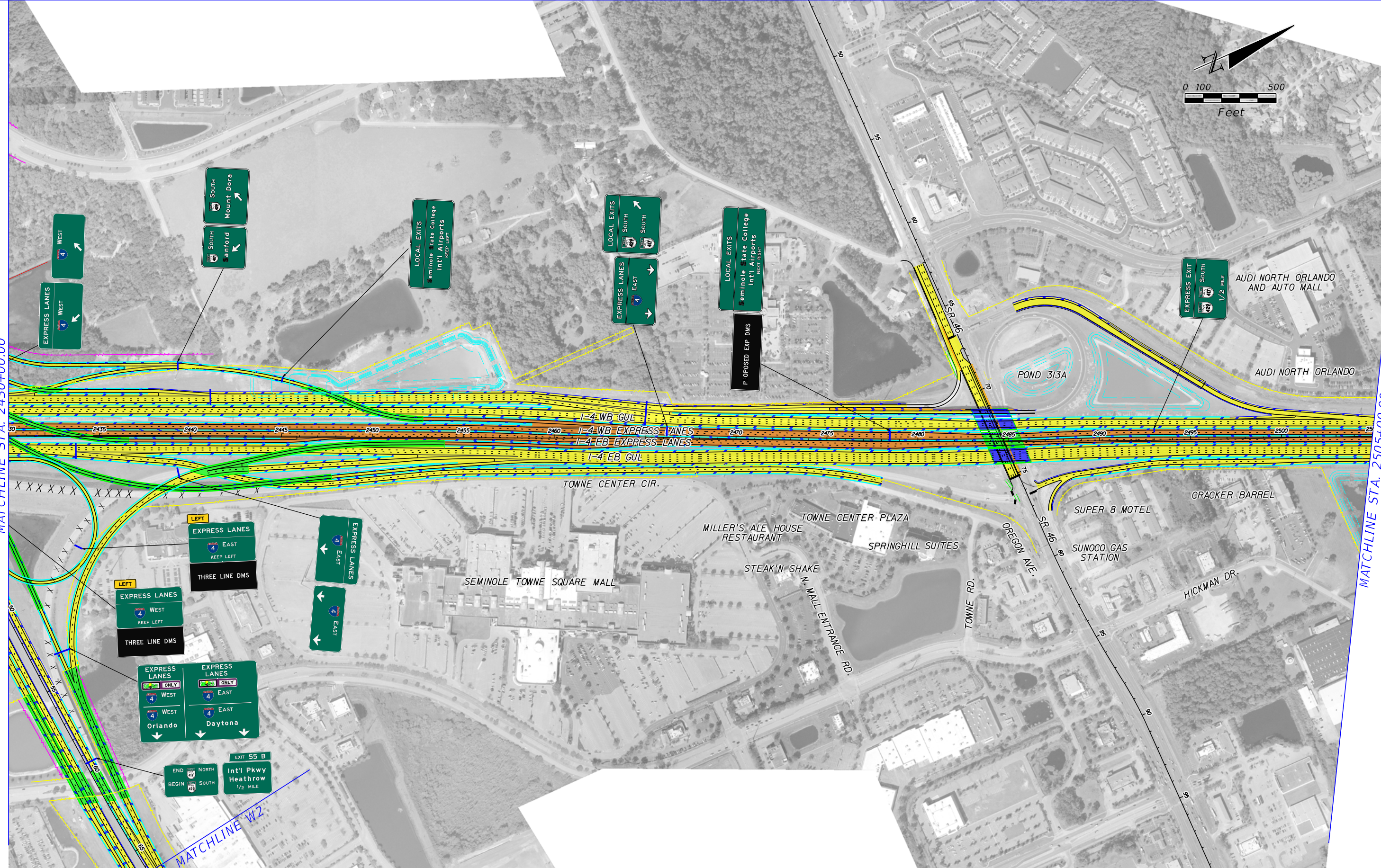
**I-4 PD&E STUDY  
EXPRESS LANE SIGNING PLAN  
SEGMENT 3**

SHEET NO.



MATCHLINE STA. 2430+00.00

MATCHLINE STA. 2505+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE TO REMAIN
	PROPOSED FDOT R/W		PROPOSED BRIDGE REPLACEMENT
	PARCEL LINES		BARRIER WALL

HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500  
 ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

**I-4 PD&E STUDY  
 EXPRESS LANE SIGNING PLAN  
 SEGMENT 3**

SHEET NO.



MATCHLINE STA. 2505+00.00

MATCHLINE STA. 2580+00.00

	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE TO REMAIN
	PROPOSED FDOT R/W		PROPOSED BRIDGE REPLACEMENT
	PARCEL LINES		BARRIER WALL

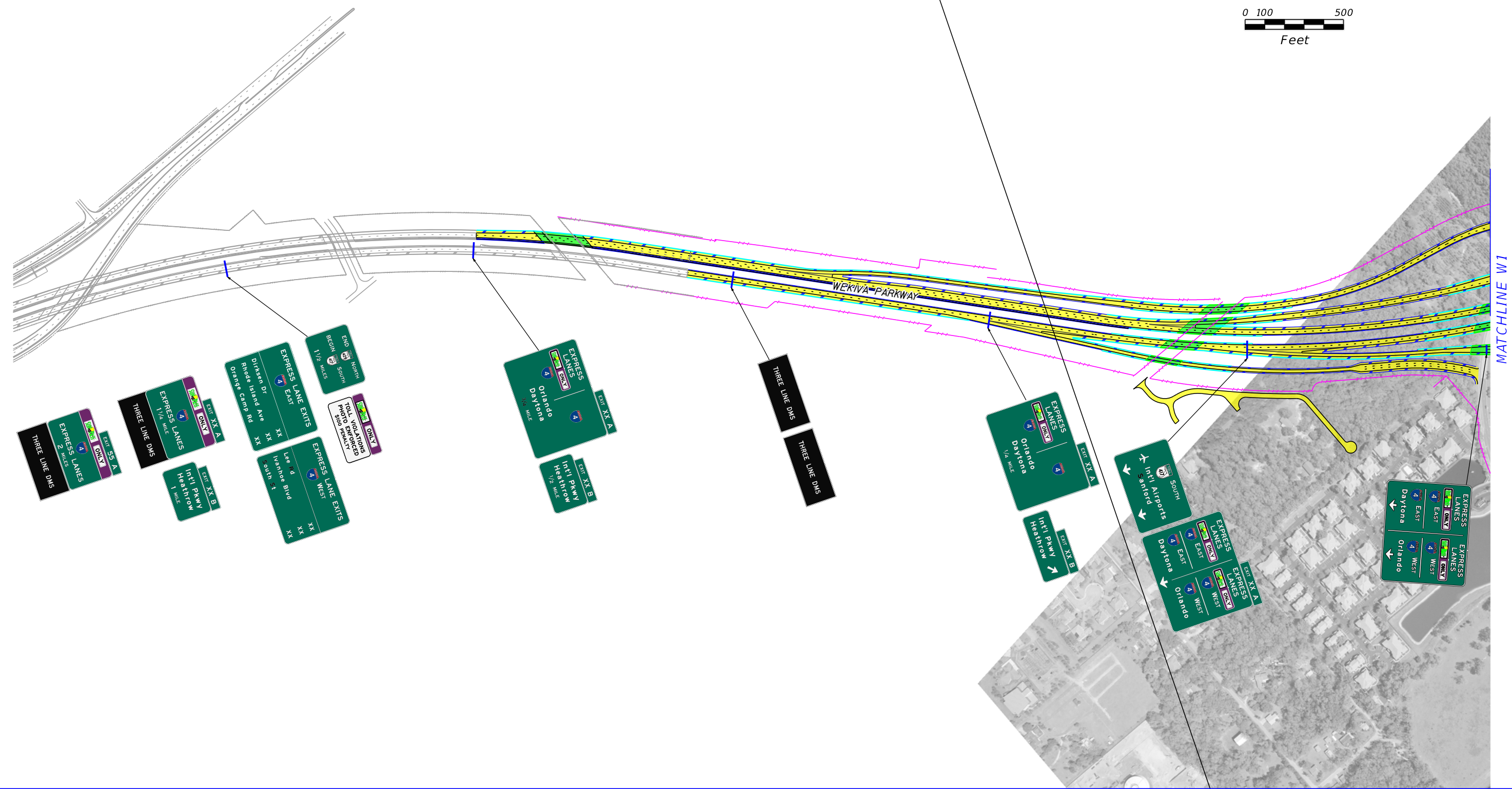
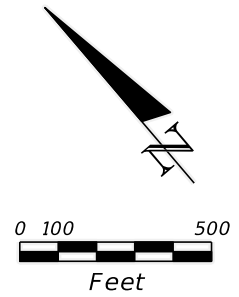
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

**I-4 PD&E STUDY  
 EXPRESS LANE SIGNING PLAN  
 SEGMENT 3**

SHEET NO.



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE TO REMAIN
	PROPOSED FDOT R/W		PROPOSED BRIDGE REPLACEMENT
	PARCEL LINES		BARRIER WALL

HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

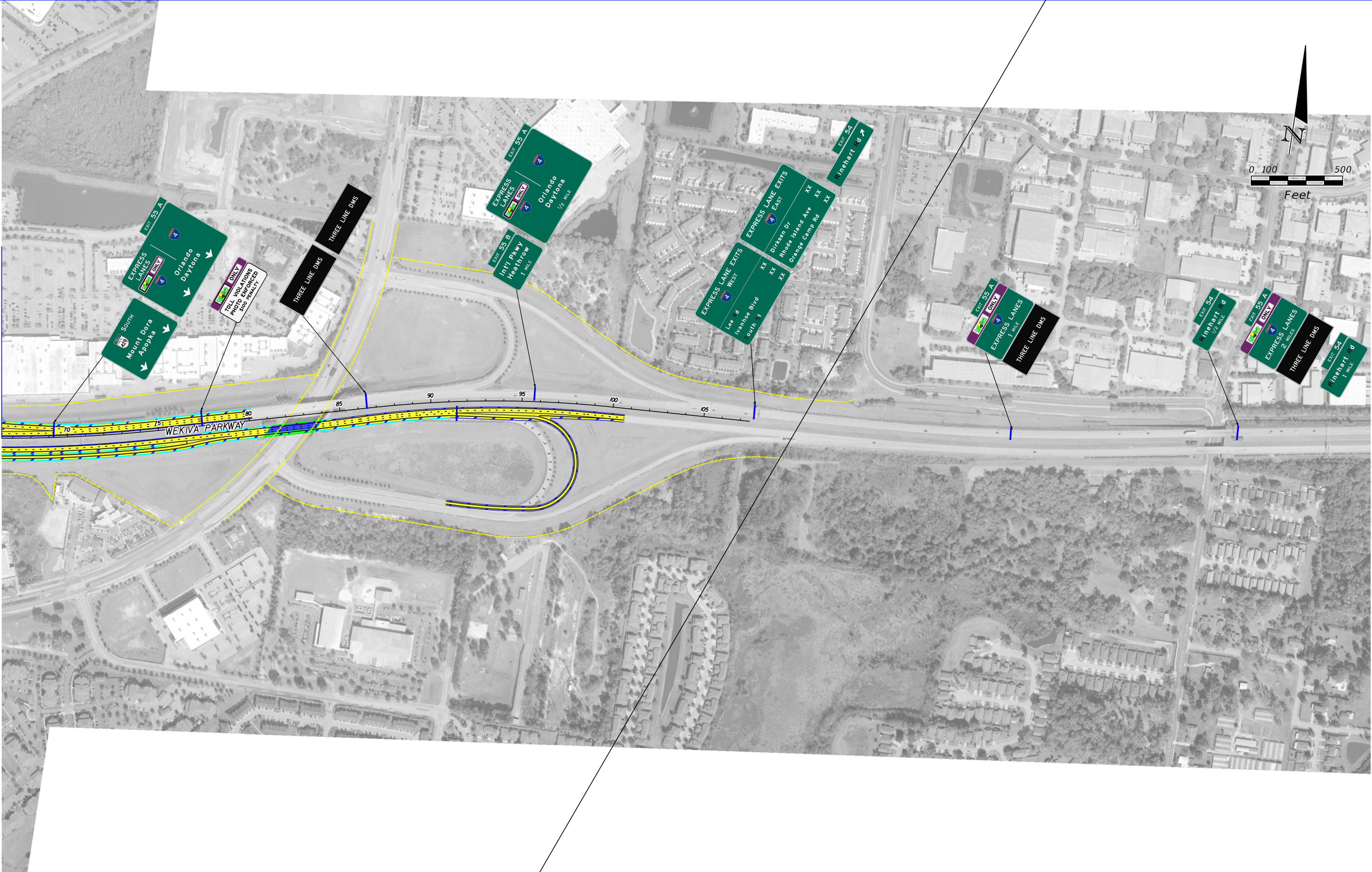
ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

**I-4 PD&E STUDY  
 EXPRESS LANE SIGNING PLAN  
 SEGMENT 3**

SHEET NO.

MATCHLINE W2



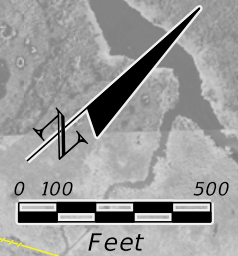
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	EXISTING R/W		EXISTING BRIDGE TO REMAIN
	PROPOSED FDOT R/W		PROPOSED BRIDGE REPLACEMENT
	PARCEL LINES		BARRIER WALL

HNTB CORPORATION  
610 CRESCENT EXECUTIVE CT  
SUITE 400  
LAKE MARY, FL 32746  
(407) 805-0355  
CERT. OF AUTH. NO. 6500  
  
ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

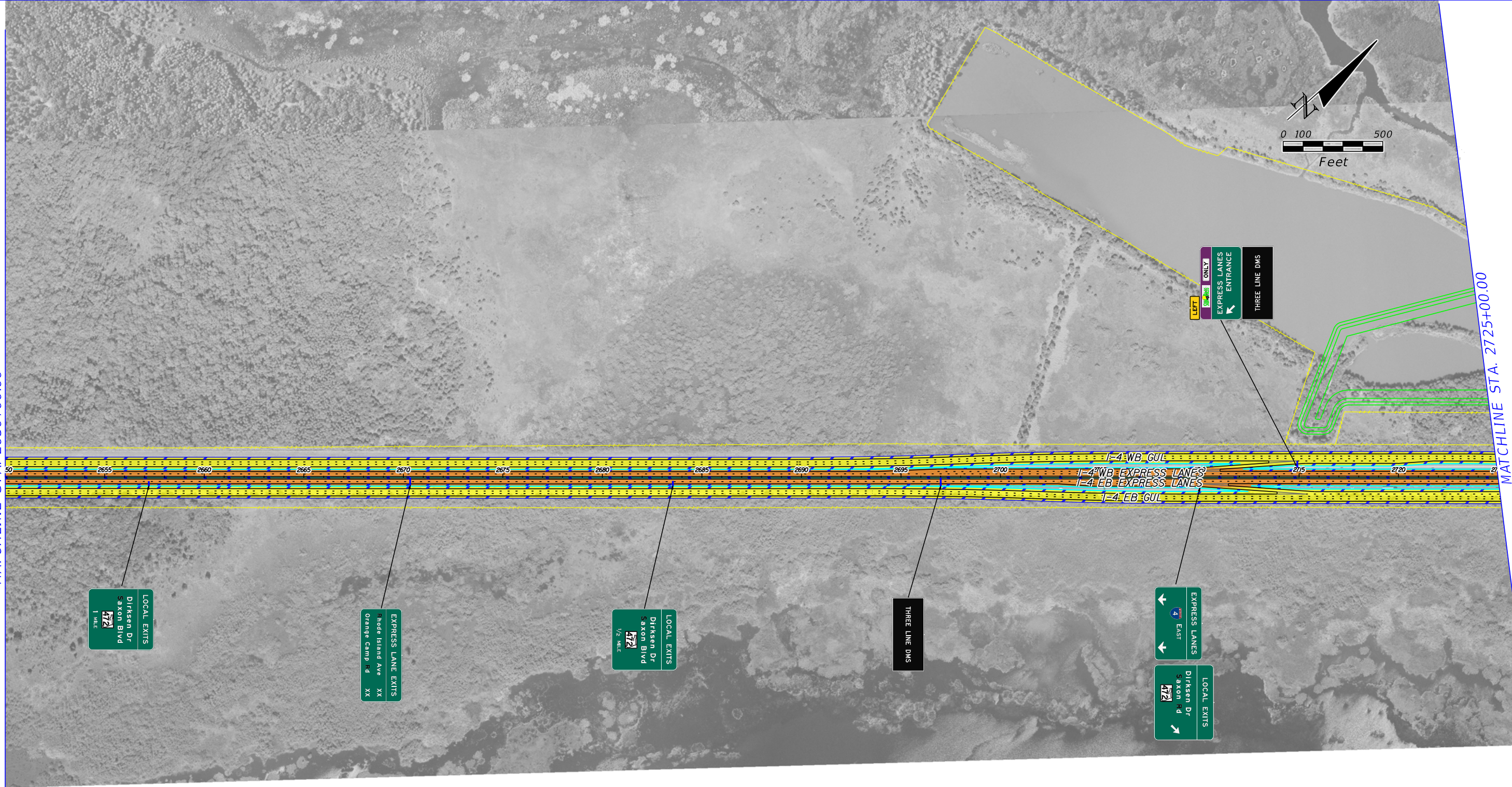
**I-4 PD&E STUDY  
EXPRESS LANE SIGNING PLAN  
SEGMENT 3**

SHEET NO.



MATCHLINE STA. 2650+00.00

MATCHLINE STA. 2725+00.00



LOCAL EXITS  
 Dirksen Dr  
 Saxon Blvd  
 1/2 MILE

EXPRESS LANE EXITS  
 Rhode Island Ave XX  
 Orange Camp Rd XX

LOCAL EXITS  
 Dirksen Dr  
 Saxon Blvd  
 1/2 MILE

THREE LINE DMS

EXPRESS LANES  
 4 EAST  
 Dirksen Dr  
 Saxon Rd  
 LOCAL EXITS

ONLY  
 EXPRESS LANES  
 ENTRANCE  
 THREE LINE DMS

	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE TO REMAIN
	PROPOSED FDOT R/W		PROPOSED BRIDGE REPLACEMENT
	PARCEL LINES		BARRIER WALL

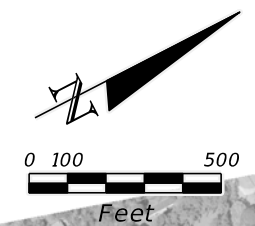
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

**I-4 PD&E STUDY  
 EXPRESS LANE SIGNING PLAN  
 SEGMENT 4**

SHEET NO.



MATCHLINE STA. 2725+00.00

MATCHLINE STA. 2800+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE TO REMAIN
	PROPOSED FDOT R/W		PROPOSED BRIDGE REPLACEMENT
	PARCEL LINES		BARRIER WALL

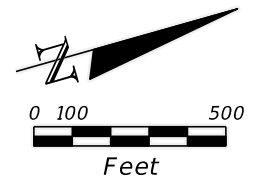
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

**I-4 PD&E STUDY  
 EXPRESS LANE SIGNING PLAN  
 SEGMENT 4**

SHEET NO.



MATCHLINE STA. 2800+00.00

MATCHLINE STA. 2875+00.00

	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE TO REMAIN
	PROPOSED FDOT R/W		PROPOSED BRIDGE REPLACEMENT
	PARCEL LINES		BARRIER WALL

HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

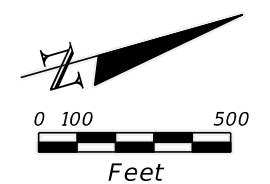
ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

**I-4 PD&E STUDY**  
**EXPRESS LANE SIGNING PLAN**  
**SEGMENT 4**

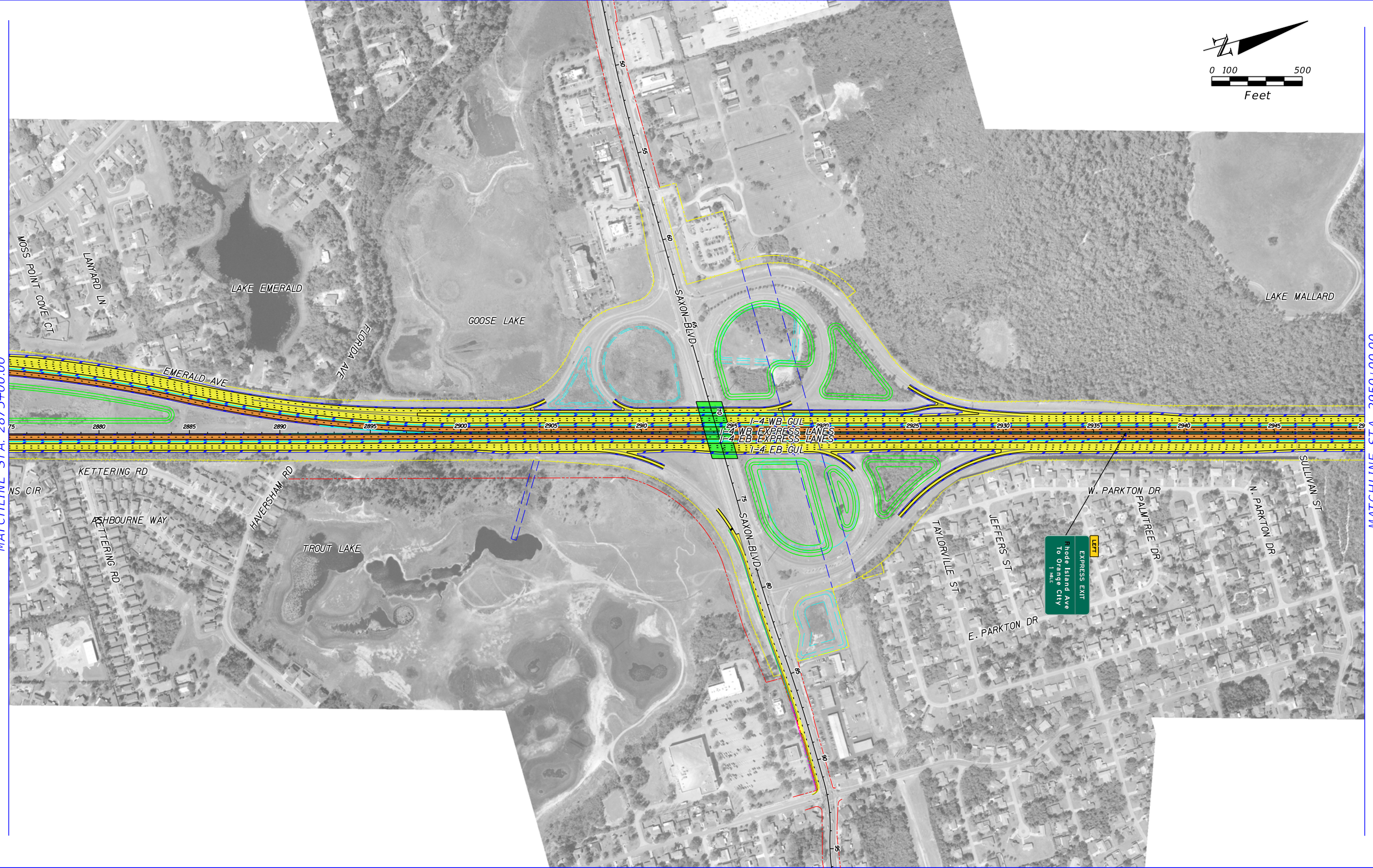
SHEET NO.





MATCHLINE STA. 2875+00.00

MATCHLINE STA. 2950+00.00



**EXPRESS EXIT**  
 Rhode Island Ave  
 To Orange City  
 1 MILE

	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE TO REMAIN
	PROPOSED FDOT R/W		PROPOSED BRIDGE REPLACEMENT
	PARCEL LINES		BARRIER WALL

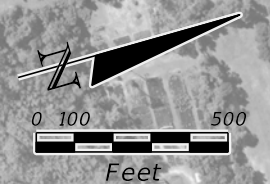
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

**I-4 PD&E STUDY**  
**EXPRESS LANE SIGNING PLAN**  
**SEGMENT 4**

SHEET NO.



MATCHLINE STA. 2950+00.00

MATCHLINE STA. 3025+00.00



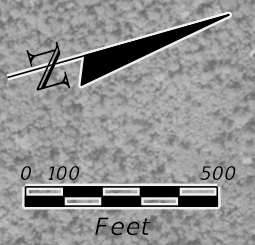
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	EXISTING R/W		EXISTING BRIDGE TO REMAIN
	PROPOSED FDOT R/W		PROPOSED BRIDGE REPLACEMENT
	PARCEL LINES		BARRIER WALL

HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500  
 ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

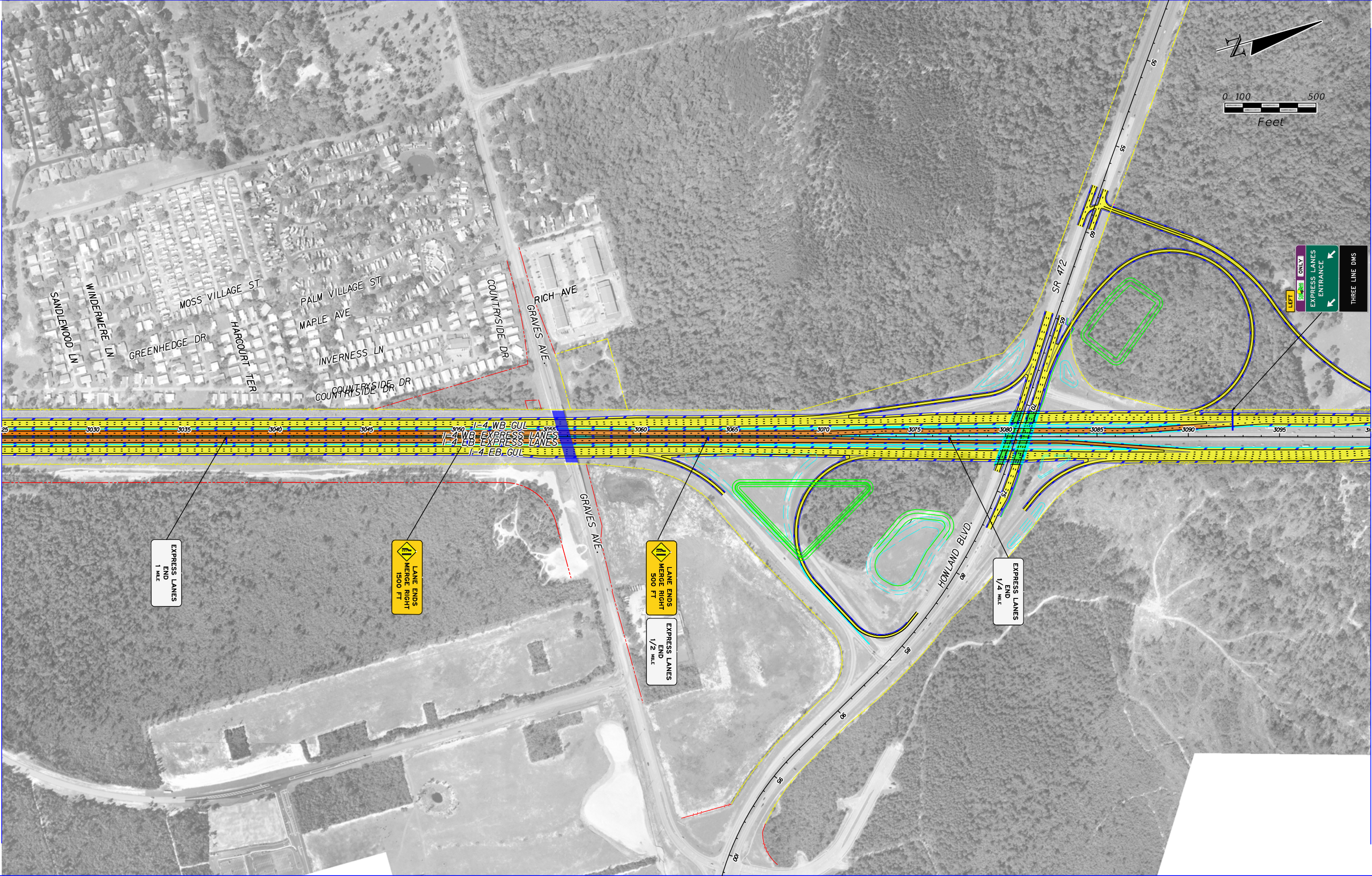
**I-4 PD&E STUDY  
 EXPRESS LANE SIGNING PLAN  
 SEGMENT 4**

SHEET NO.



MATCHLINE STA. 3025+00.00

MATCHLINE STA. 3100+00.00



EXPRESS LANES  
 END  
 1 MILE

LANE ENDS  
 MERGE RIGHT  
 1500 FT

LANE ENDS  
 MERGE RIGHT  
 500 FT

EXPRESS LANES  
 END  
 1/2 MILE

EXPRESS LANES  
 END  
 1/4 MILE

LEFT ONLY  
 EXPRESS LANES  
 ENTRANCE  
 THREE LINE DWS

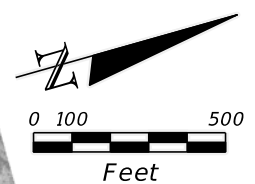
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	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE TO REMAIN
	PROPOSED FDOT R/W		PROPOSED BRIDGE REPLACEMENT
	PARCEL LINES		BARRIER WALL

HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500  
 ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

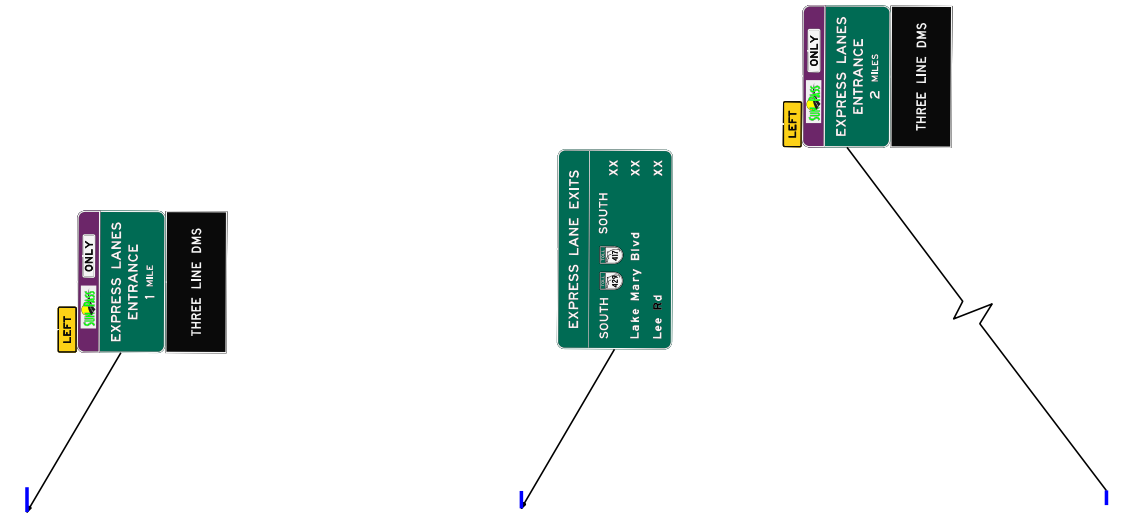
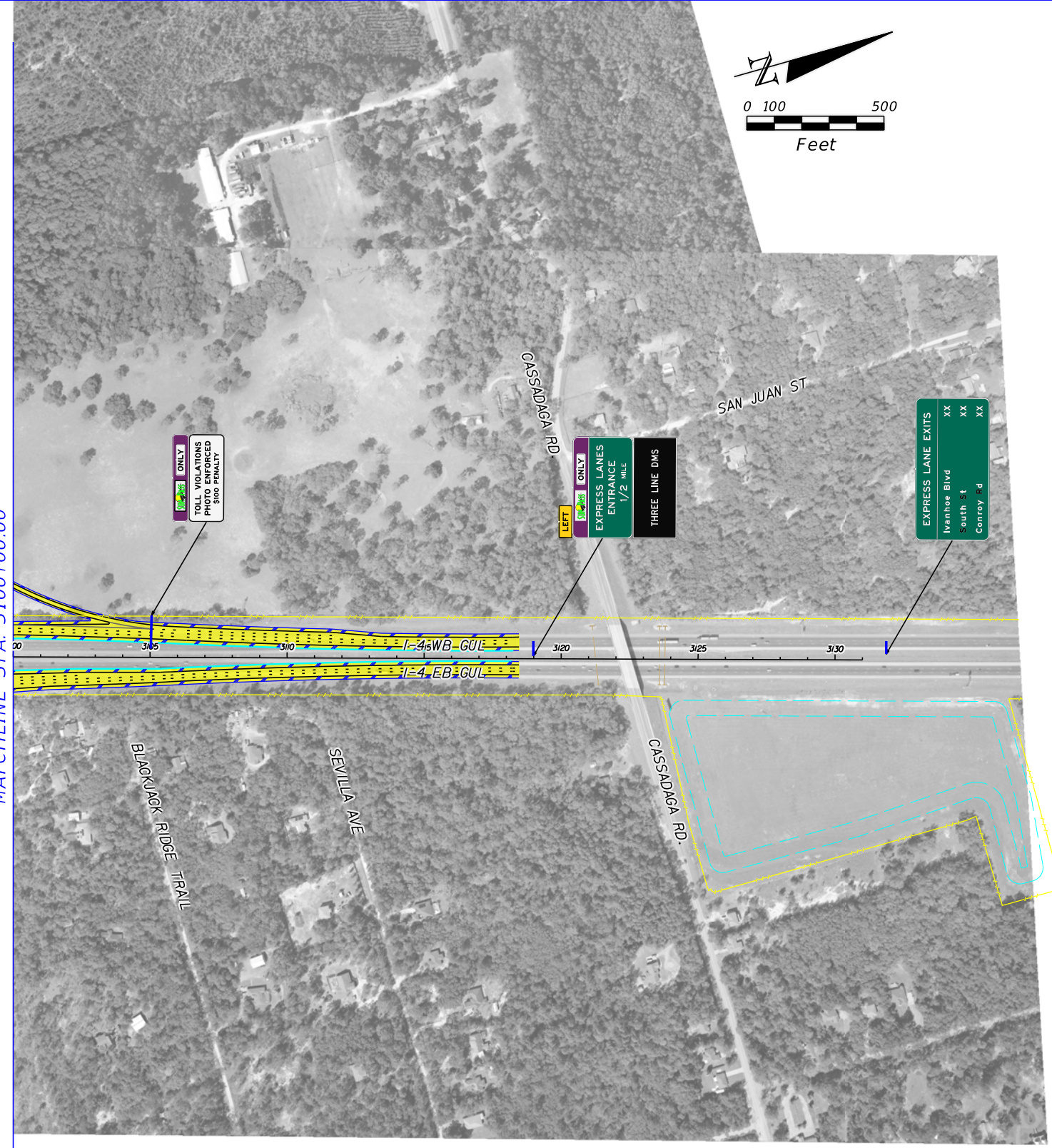
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

**I-4 PD&E STUDY  
 EXPRESS LANE SIGNING PLAN  
 SEGMENT 4**

SHEET NO.



MATCHLINE STA. 3100+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE TO REMAIN
	PROPOSED FDOT R/W		PROPOSED BRIDGE REPLACEMENT
	PARCEL LINES		BARRIER WALL

HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
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ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

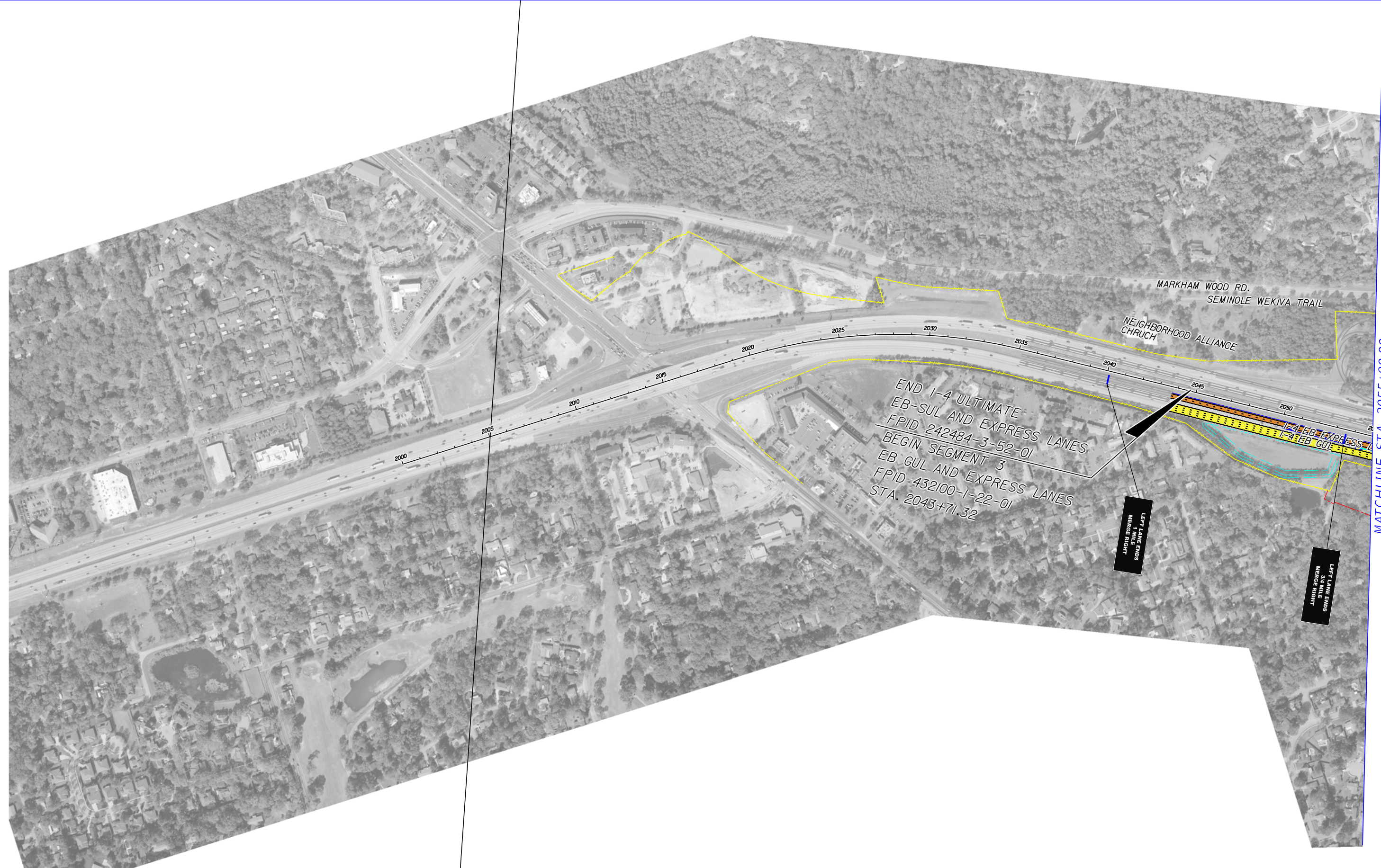
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

**I-4 PD&E STUDY  
 EXPRESS LANE SIGNING PLAN  
 SEGMENT 4**

SHEET NO.

# **APPENDIX F**

## **CONCEPTUAL SIGNING PLANS FOR ALTERNATIVE 3**



MATCHLINE STA. 2055+00.00

	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE TO REMAIN
	PROPOSED FDOT R/W		PROPOSED BRIDGE REPLACEMENT
	PARCEL LINES		BARRIER WALL

HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500  
 ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

**I-4 PD&E STUDY  
 EXPRESS LANE SIGNING PLAN  
 SEGMENT 3**

SHEET NO.

MATCHLINE STA. 2055+00.00

MATCHLINE STA. 2130+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE TO REMAIN
	PROPOSED FDOT R/W		PROPOSED BRIDGE REPLACEMENT
	PARCEL LINES		BARRIER WALL

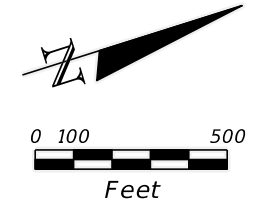
HNTB CORPORATION  
610 CRESCENT EXECUTIVE CT  
SUITE 400  
LAKE MARY, FL 32746  
(407) 805-0355  
CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

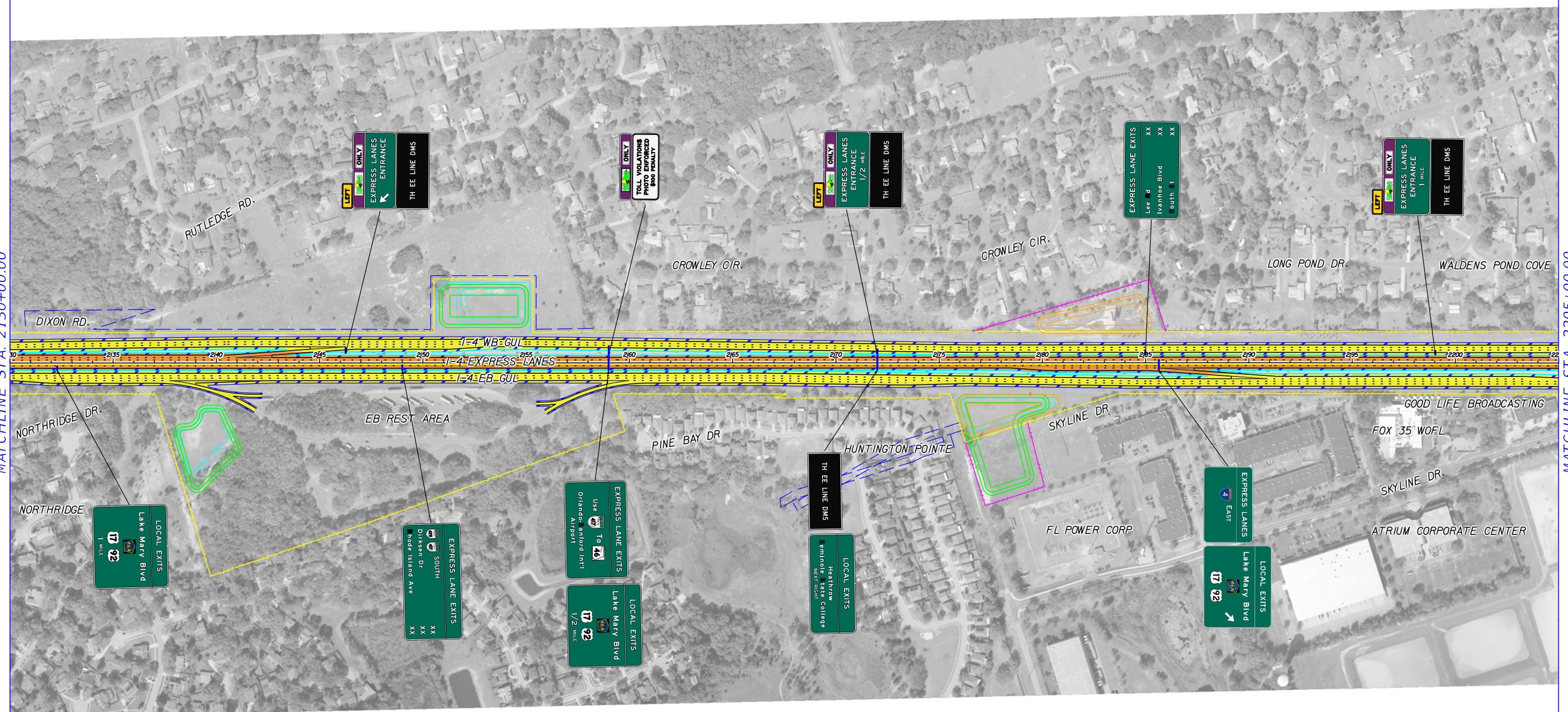
**I-4 PD&E STUDY  
EXPRESS LANE SIGNING PLAN  
SEGMENT 3**

SHEET NO.



MATCHLINE STA. 2130+00.00

MATCHLINE STA. 2205+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE TO REMAIN
	PROPOSED FDOT R/W		PROPOSED BRIDGE REPLACEMENT
	PARCEL LINES		BARRIER WALL

HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
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 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

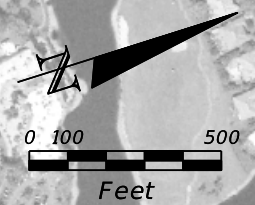
**I-4 PD&E STUDY**  
**EXPRESS LANE SIGNING PLAN**  
**SEGMENT 3**

SHEET NO.



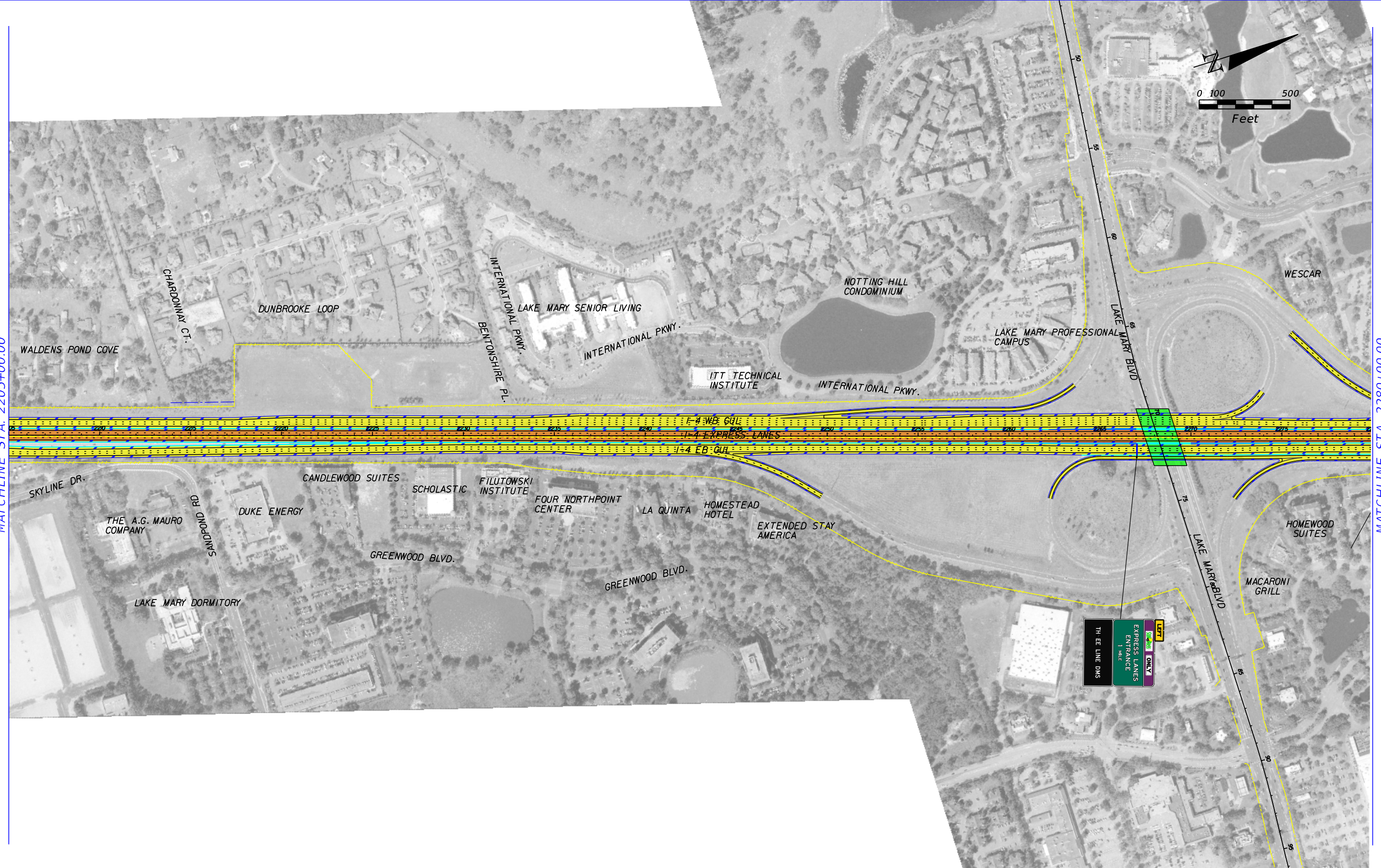
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\$SHEETSIZE:  
\$SCALESHORT:

\$PRINTDRIVER:  
\$PENTABLE:



MATCHLINE STA. 2205+00.00

MATCHLINE STA. 2280+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE TO REMAIN
	PROPOSED FDOT R/W		PROPOSED BRIDGE REPLACEMENT
	PARCEL LINES		BARRIER WALL

HNTB CORPORATION  
610 CRESCENT EXECUTIVE CT  
SUITE 400  
LAKE MARY, FL 32746  
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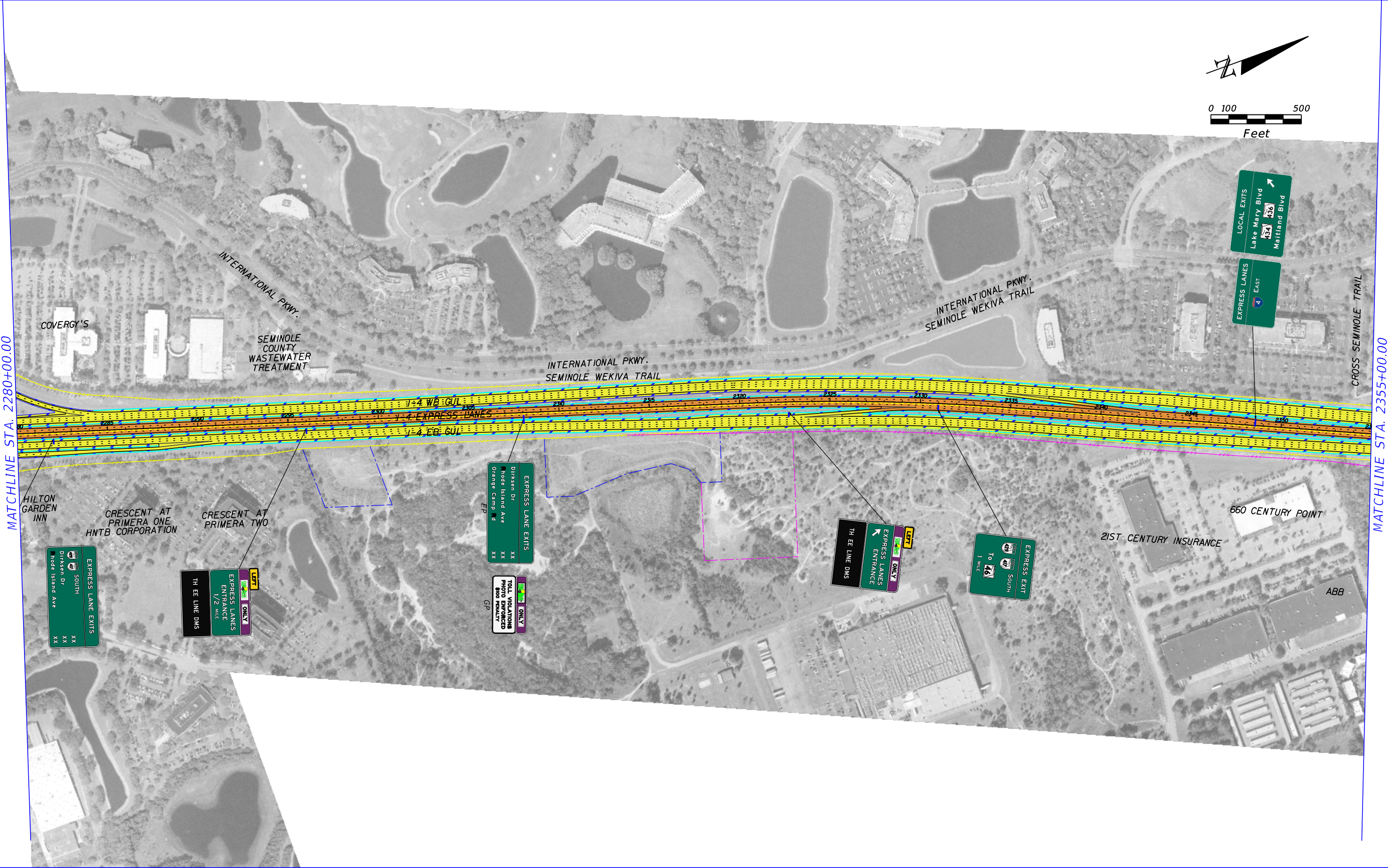
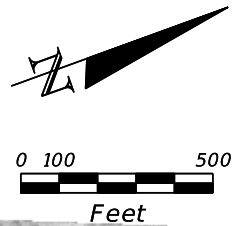
ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

**I-4 PD&E STUDY  
EXPRESS LANE SIGNING PLAN  
SEGMENT 3**

SHEET NO.

\$MODELNAME:  
\$SHEETSIZE:  
\$SCALESHORT:



MATCHLINE STA. 2280+00.00

MATCHLINE STA. 2355+00.00

\$PRINTDRIVER:  
\$PRINTTABLE:

	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE TO REMAIN
	PROPOSED FDOT R/W		PROPOSED BRIDGE REPLACEMENT
	PARCEL LINES		BARRIER WALL

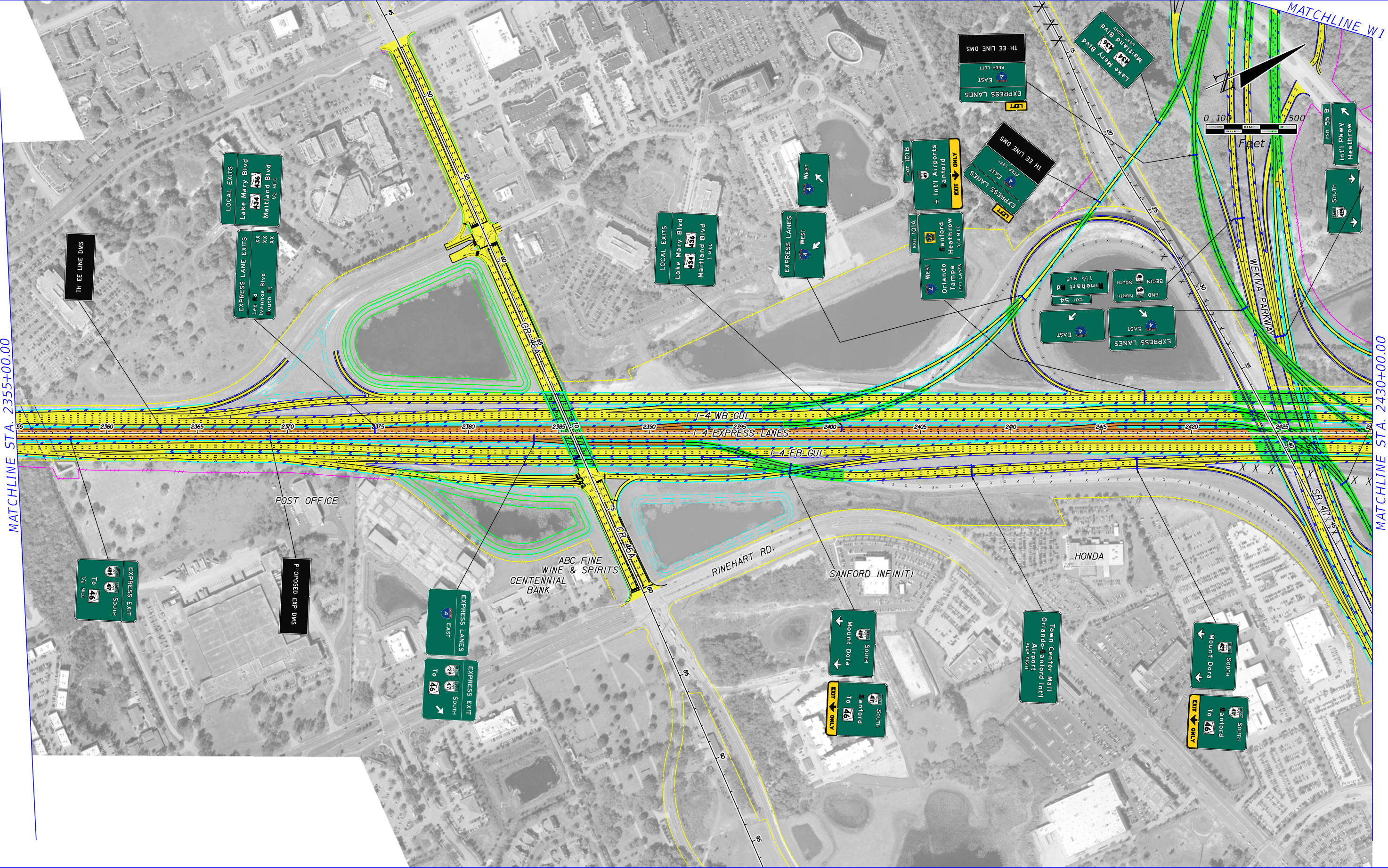
HNTB CORPORATION  
610 CRESCENT EXECUTIVE CT  
SUITE 400  
LAKE MARY, FL 32746  
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CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

**I-4 PD&E STUDY  
EXPRESS LANE SIGNING PLAN  
SEGMENT 3**

SHEET NO.



MATCHLINE STA. 2355+00.00

MATCHLINE STA. 2430+00.00

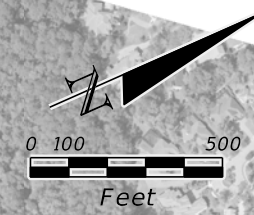
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	EXISTING R/W		EXISTING BRIDGE TO REMAIN
	PROPOSED FDOT R/W		PROPOSED BRIDGE REPLACEMENT
	PARCEL LINES		BARRIER WALL

HNTB CORPORATION  
610 CRESCENT EXECUTIVE CT  
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FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

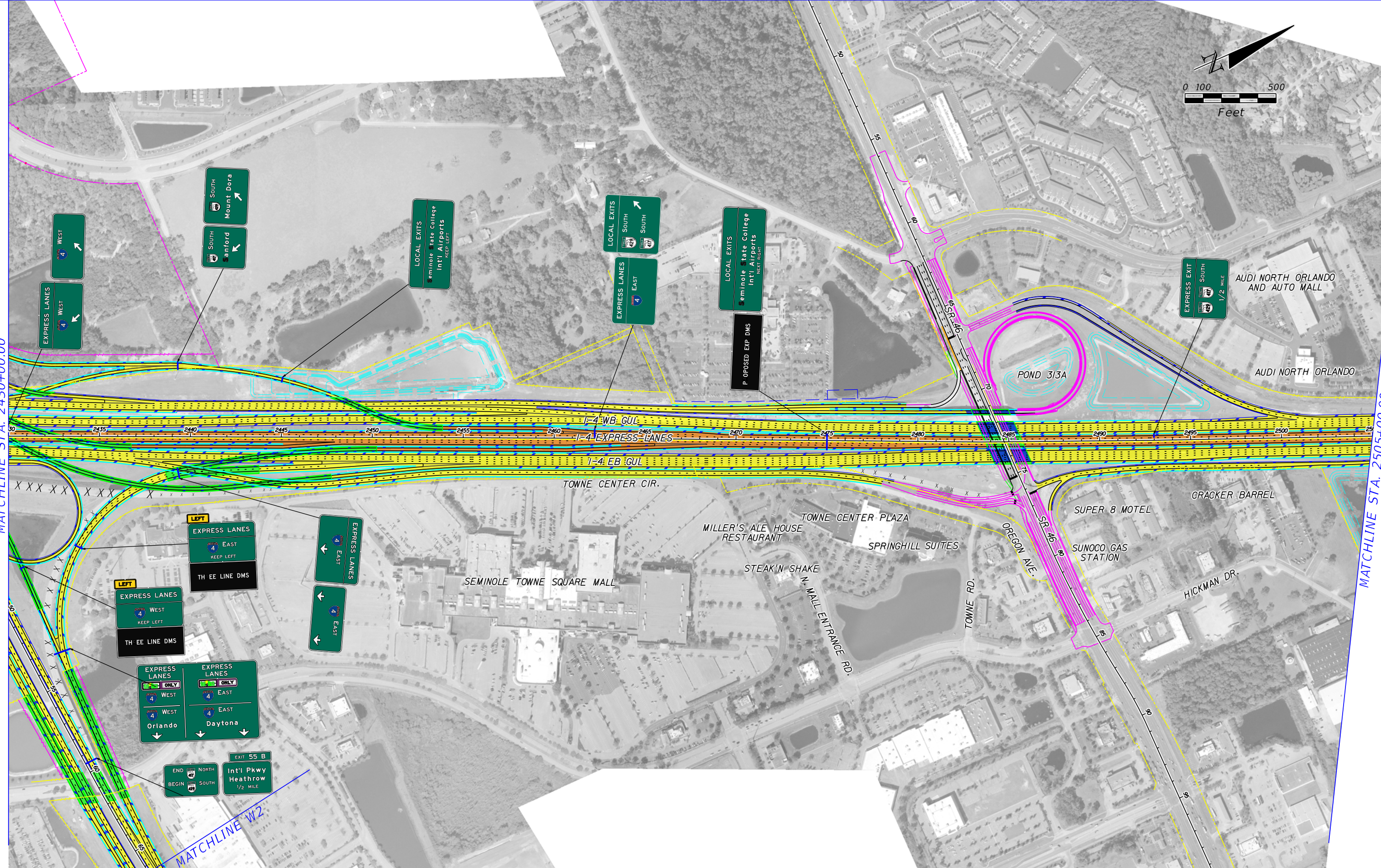
**I-4 PD&E STUDY  
EXPRESS LANE SIGNING PLAN  
SEGMENT 3**

SHEET NO.



MATCHLINE STA. 2430+00.00

MATCHLINE STA. 2505+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE TO REMAIN
	PROPOSED FDOT R/W		PROPOSED BRIDGE REPLACEMENT
	PARCEL LINES		BARRIER WALL

HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

**I-4 PD&E STUDY  
 EXPRESS LANE SIGNING PLAN  
 SEGMENT 3**

SHEET NO.



MATCHLINE STA. 2505+00.00

MATCHLINE STA. 2580+00.00

	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE TO REMAIN
	PROPOSED FDOT R/W		PROPOSED BRIDGE REPLACEMENT
	PARCEL LINES		BARRIER WALL

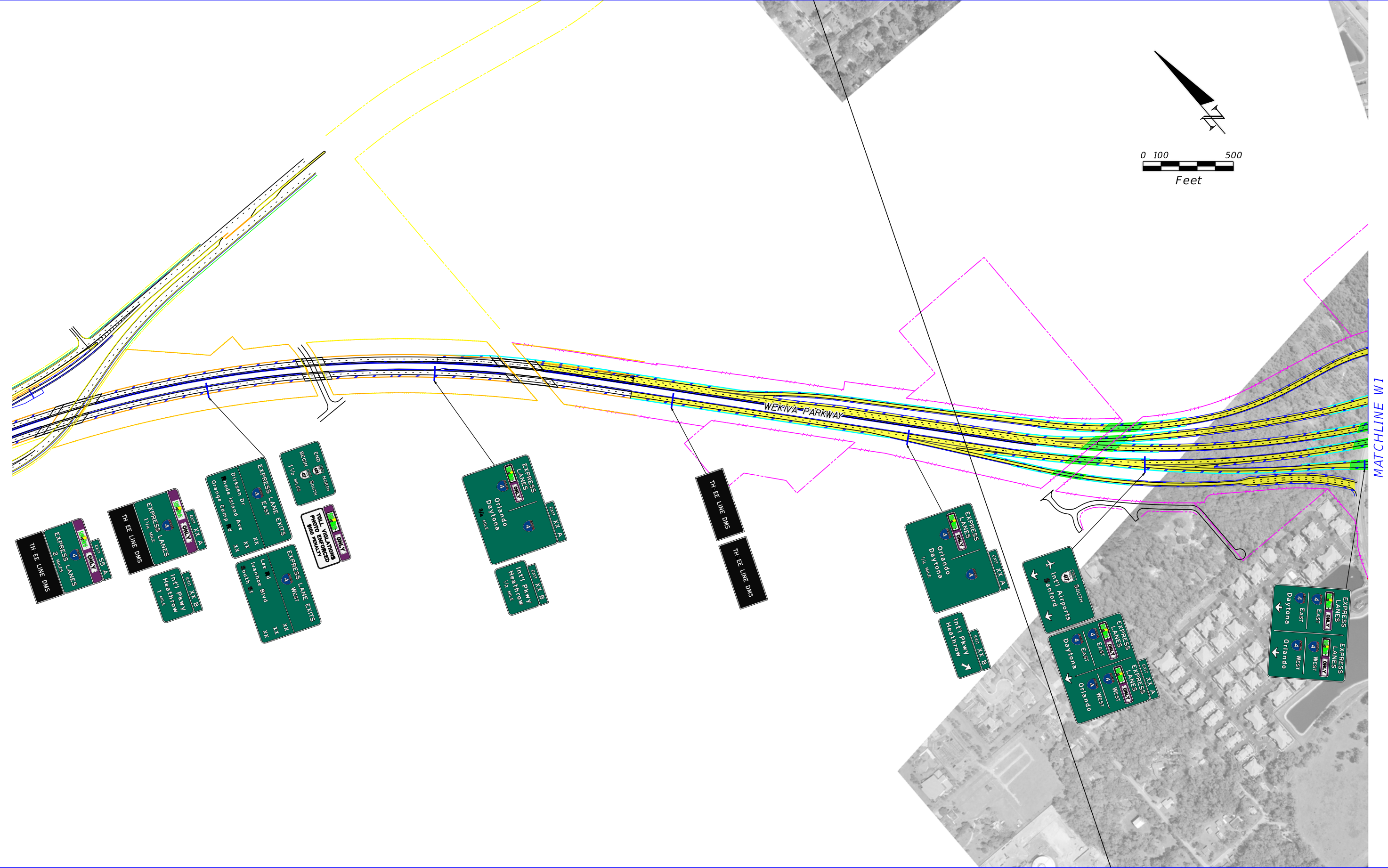
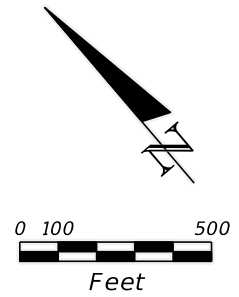
HNTB CORPORATION  
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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

**I-4 PD&E STUDY  
 EXPRESS LANE SIGNING PLAN  
 SEGMENT 3**

SHEET NO.



MATCHLINE W1

	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE TO REMAIN
	PROPOSED FDOT R/W		PROPOSED BRIDGE REPLACEMENT
	PARCEL LINES		BARRIER WALL

HNTB CORPORATION  
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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

**I-4 PD&E STUDY**  
**EXPRESS LANE SIGNING PLAN**  
**SEGMENT 3**

SHEET NO.

MATCHLINE W2



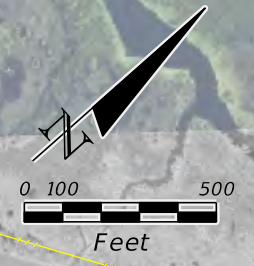
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	EXISTING R/W		EXISTING BRIDGE TO REMAIN
	PROPOSED FDOT R/W		PROPOSED BRIDGE REPLACEMENT
	PARCEL LINES		BARRIER WALL

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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

**I-4 PD&E STUDY  
 EXPRESS LANE SIGNING PLAN  
 SEGMENT 3**

SHEET NO.



MATCHLINE STA. 2650+00.00

MATCHLINE STA. 2725+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE TO REMAIN
	PROPOSED FDOT R/W		PROPOSED BRIDGE REPLACEMENT
	PARCEL LINES		BARRIER WALL

HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
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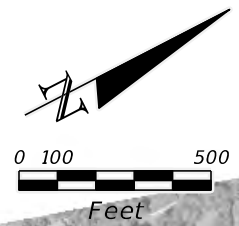
ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

**I-4 PD&E STUDY  
 EXPRESS LANE SIGNING PLAN  
 SEGMENT 4**

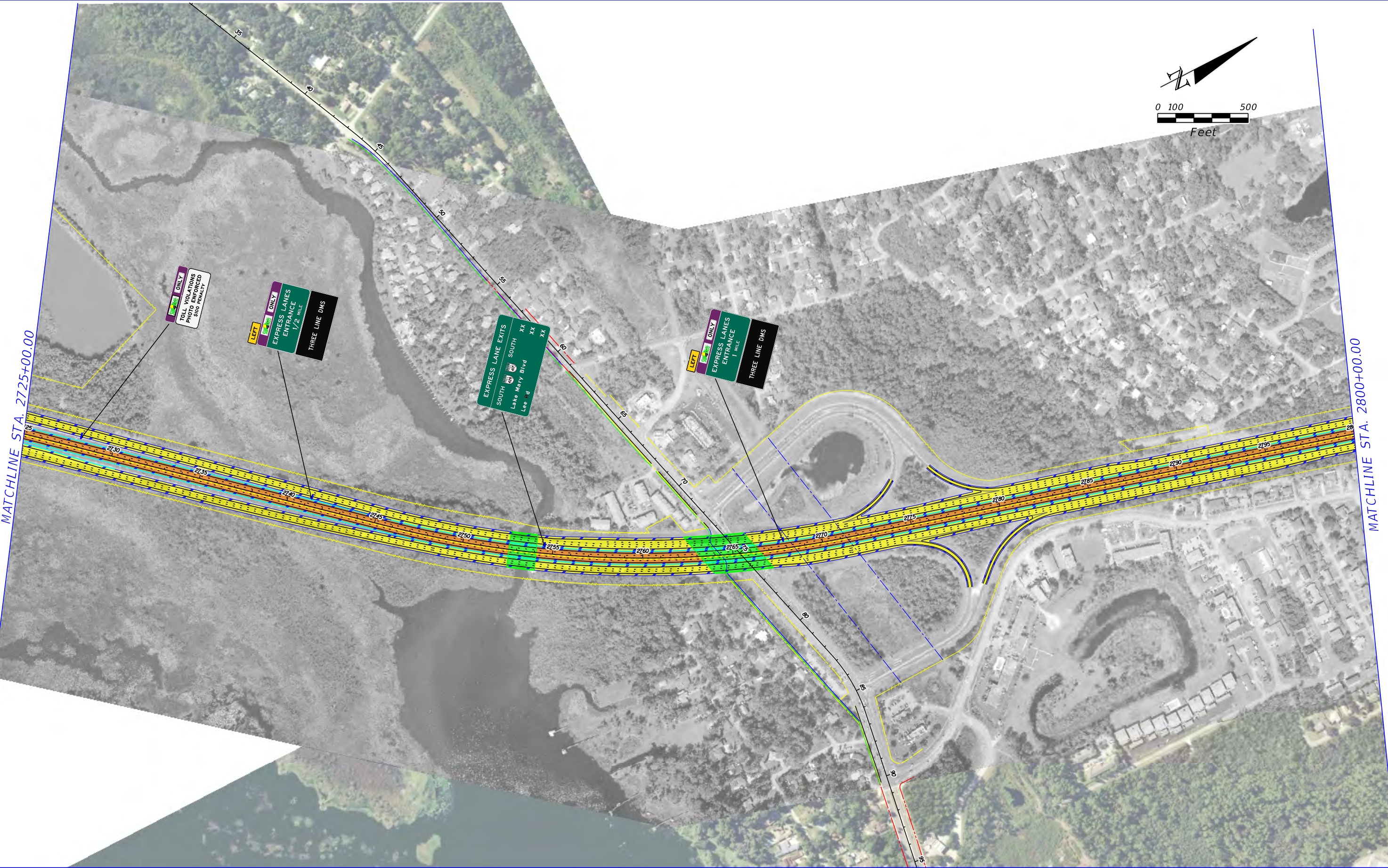
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MATCHLINE STA. 2725+00.00

MATCHLINE STA. 2800+00.00



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	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE TO REMAIN
	PROPOSED FDOT R/W		PROPOSED BRIDGE REPLACEMENT
	PARCEL LINES		BARRIER WALL

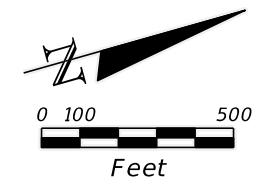
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
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 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

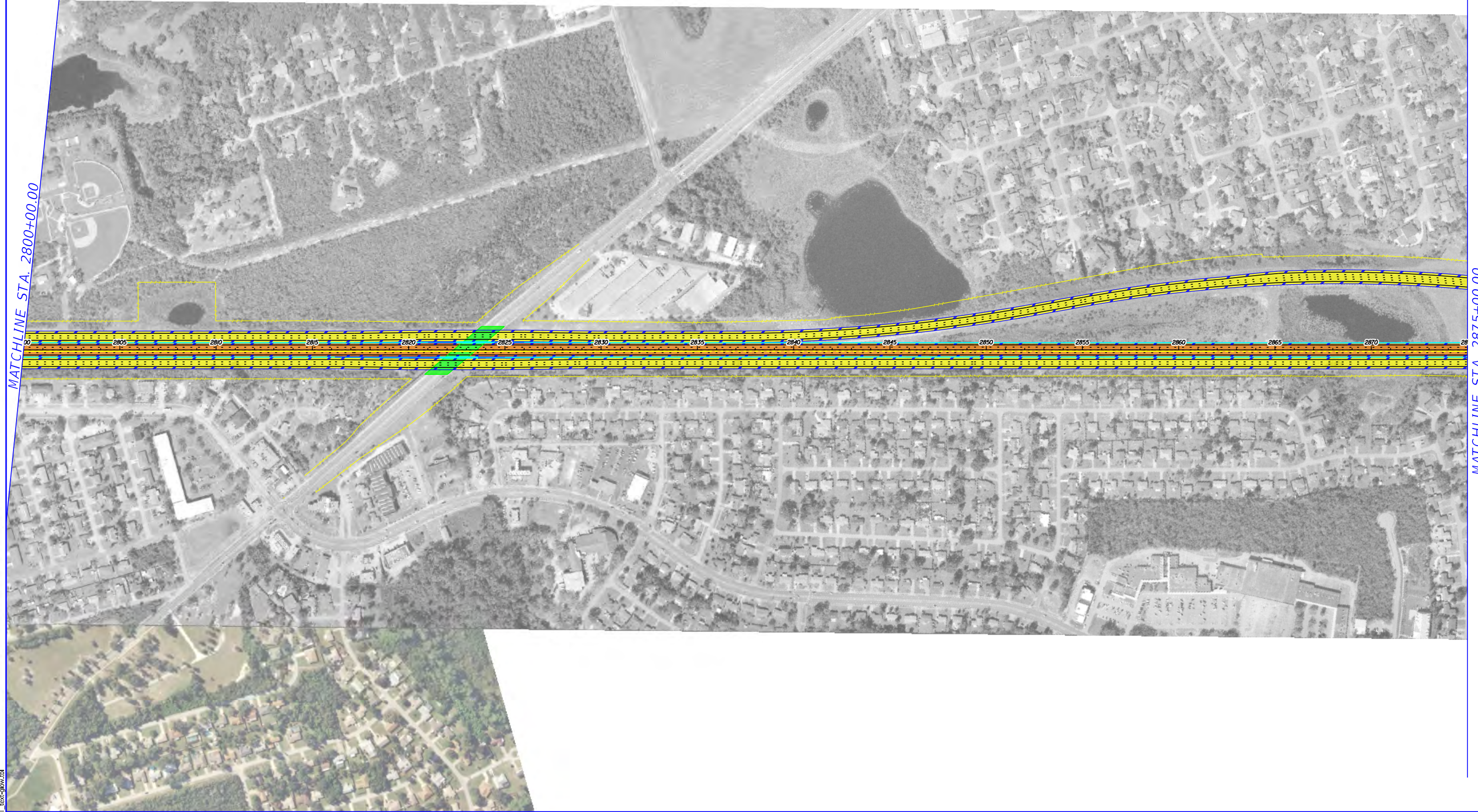
**I-4 PD&E STUDY  
 EXPRESS LANE SIGNING PLAN  
 SEGMENT 4**

SHEET NO.



MATCHLINE STA. 2800+00.00

MATCHLINE STA. 2875+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE TO REMAIN
	PROPOSED FDOT R/W		PROPOSED BRIDGE REPLACEMENT
	PARCEL LINES		BARRIER WALL

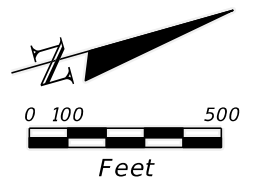
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
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 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

**I-4 PD&E STUDY**  
**EXPRESS LANE SIGNING PLAN**  
**SEGMENT 4**

SHEET NO.



MATCHLINE STA. 2875+00.00

MATCHLINE STA. 2950+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE TO REMAIN
	PROPOSED FDOT R/W		PROPOSED BRIDGE REPLACEMENT
	PARCEL LINES		BARRIER WALL

HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

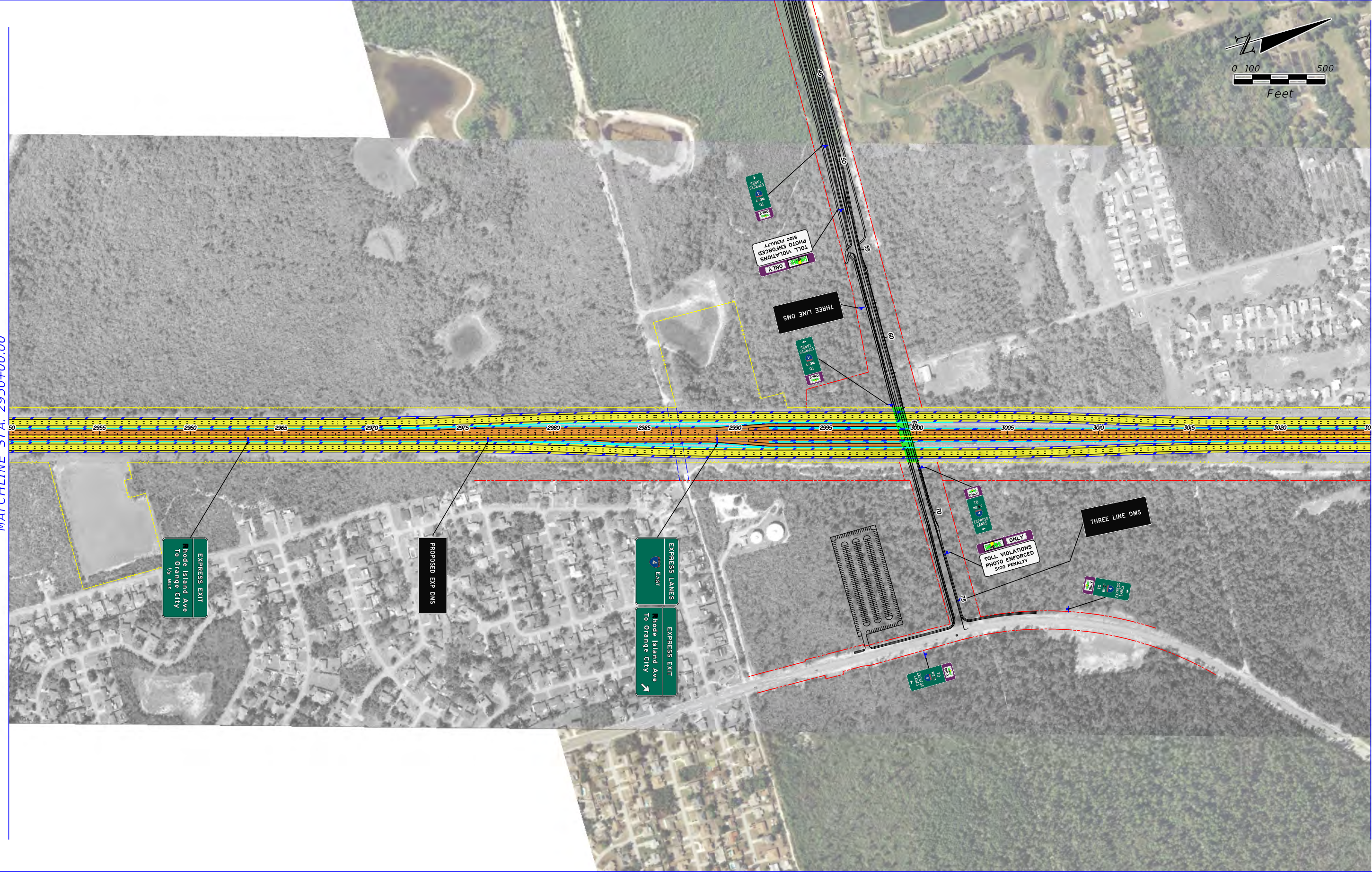
**I-4 PD&E STUDY  
 EXPRESS LANE SIGNING PLAN  
 SEGMENT 4**

SHEET NO.



MATCHLINE STA. 2950+00.00

MATCHLINE STA. 3025+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE TO REMAIN
	PROPOSED FDOT R/W		PROPOSED BRIDGE REPLACEMENT
	PARCEL LINES		BARRIER WALL

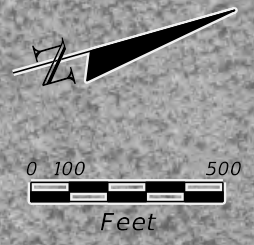
HNTB CORPORATION  
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 CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

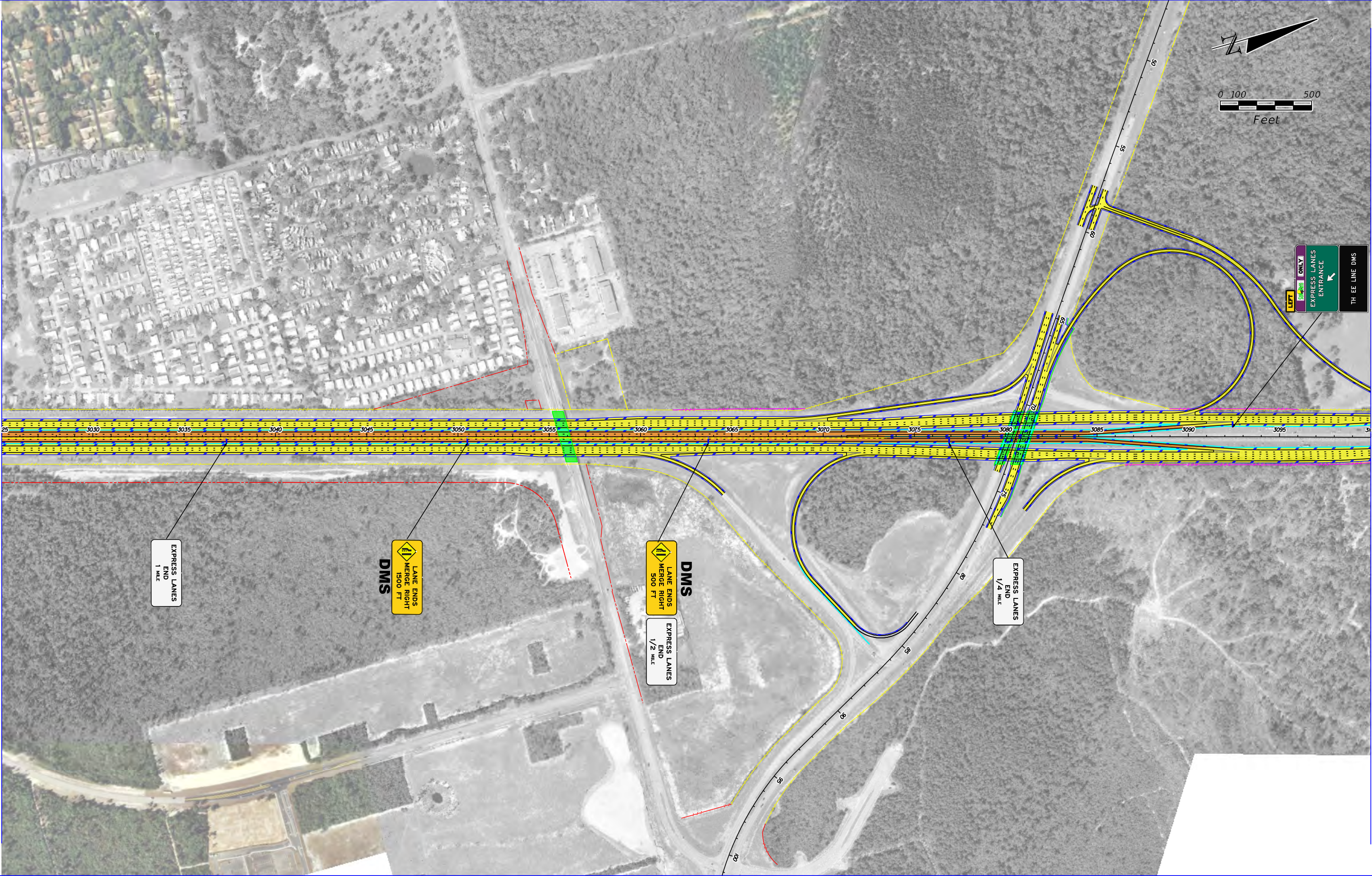
**I-4 PD&E STUDY  
 EXPRESS LANE SIGNING PLAN  
 SEGMENT 4**

SHEET NO.



MATCHLINE STA. 3025+00.00

MATCHLINE STA. 3100+00.00



EXPRESS LANES  
 END  
 1 MILE

DMS  
 LANE ENDS  
 MERGE RIGHT  
 1500 FT

DMS  
 LANE ENDS  
 MERGE RIGHT  
 500 FT  
 EXPRESS LANES  
 END  
 1/2 MILE

EXPRESS LANES  
 END  
 1/4 MILE

LEFT ONLY  
 EXPRESS LANES  
 ENTRANCE  
 TRAFFIC LINE DMS

	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE TO REMAIN
	PROPOSED FDOT R/W		PROPOSED BRIDGE REPLACEMENT
	PARCEL LINES		BARRIER WALL

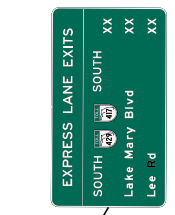
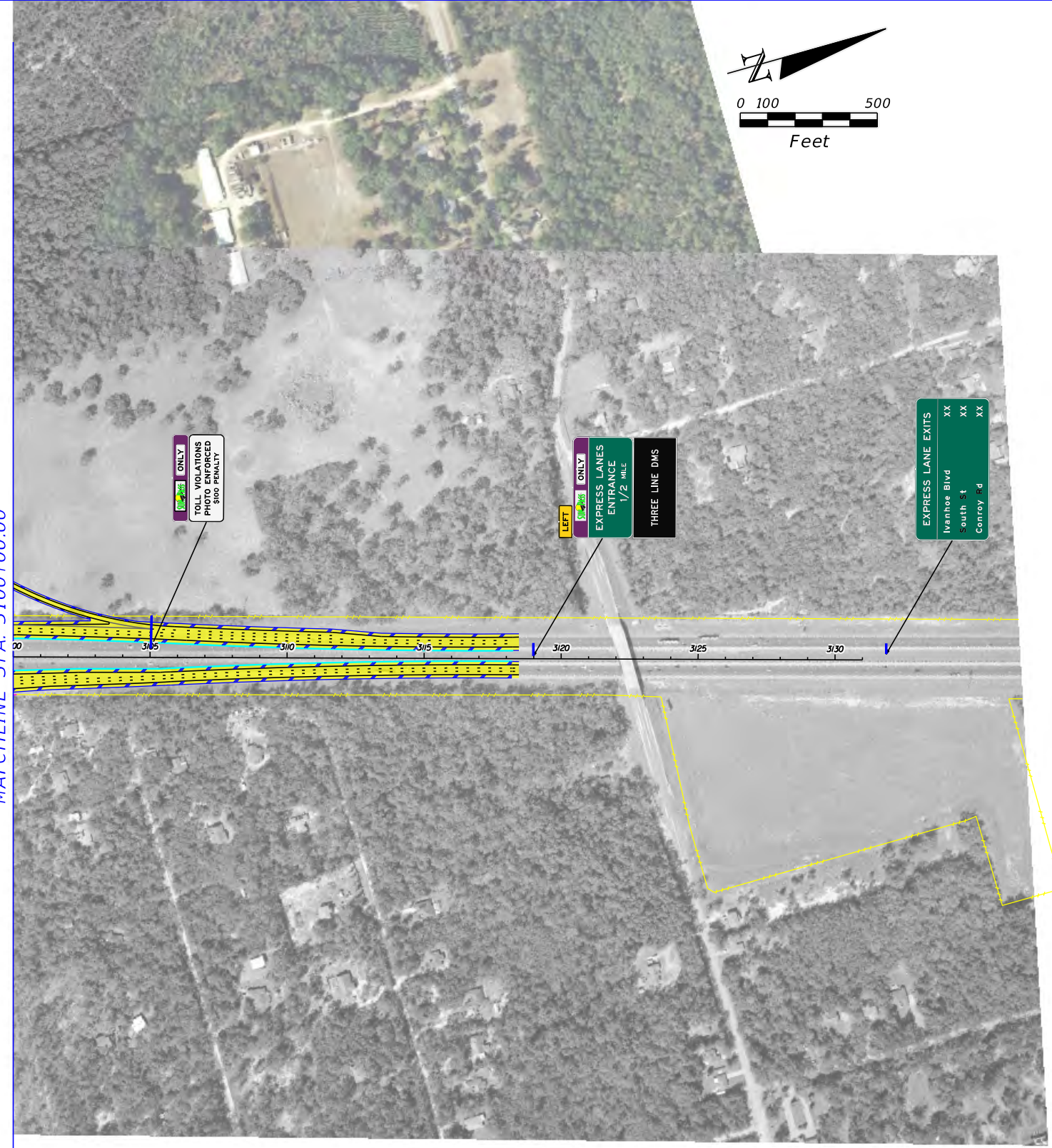
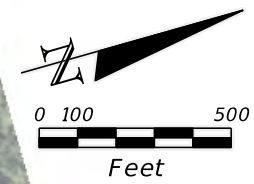
HNTB CORPORATION  
 610 CRESCENT EXECUTIVE CT  
 SUITE 400  
 LAKE MARY, FL 32746  
 (407) 805-0355  
 CERT. OF AUTH. NO. 6500  
 ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
 FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

I-4 PD&E STUDY  
 EXPRESS LANE SIGNING PLAN  
 SEGMENT 4

SHEET NO.

MATCHLINE STA. 3100+00.00



	EXISTING LA R/W		GENERAL USE LANES
	PROPOSED LA R/W		EXPRESS LANES
	EXISTING R/W		EXISTING BRIDGE TO REMAIN
	PROPOSED FDOT R/W		PROPOSED BRIDGE REPLACEMENT
	PARCEL LINES		BARRIER WALL

HNTB CORPORATION  
610 CRESCENT EXECUTIVE CT  
SUITE 400  
LAKE MARY, FL 32746  
(407) 805-0355  
CERT. OF AUTH. NO. 6500

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.  
FL. REGISTRATION NO. 58593

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	SEMINOLE	432100-1-22-01

**I-4 PD&E STUDY**  
**EXPRESS LANE SIGNING PLAN**  
**SEGMENT 4**

SHEET NO.

# **APPENDIX G**

## **COST ANALYSIS**

Reversible Lane Analysis

I-4 Reversible Lane Summary

dirksen slip ramps  
station 2710+01.89

Item	(6+4)	(6+2)	(6+3)	(6+4 & 6+2)
Number of Bridges that Need to be Replaced	9	6	10	6
Total New Bridge Area (sf)	670,829	442,573	643,826	603,531
Total Roadway Footprint Width	236-ft	212-ft	226-ft	236-ft & 200-ft
Right of Way Impacts	5316 SF	518 SF	5316 SF	5316 SF
Barrier Transfer Machine (Annual Operation and Maintenance)	\$0	\$0	\$548,000	\$0
Roadway cost	\$202,833,330	\$183,093,703	\$179,873,490	\$193,327,309
Bridge cost	\$86,558,991	\$60,649,006	\$82,281,339	\$75,791,311
Capital Cost of Barrier Transfer Machine and Moveable Median Barrier	\$0	\$0	\$40,049,120	\$0
40 Year Life Cycle Cost Analysis Cost Per Year	\$0	\$0	\$1,630,828	\$0
<b>Total Cost</b>	<b>\$289,392,321</b>	<b>\$243,742,709</b>	<b>\$302,203,949</b>	<b>\$269,118,620</b>

Notes & Assumptions

1. Cross road cost were not included in this comparison, as they were assumed to all be equal.
2. BTM - Barrier Transfer Machine
3. MMB - Moveable Median Barrier
4. BTM transfer speed = 9 mi/hr
5. \$320 per foot
6. Total of 19.7 miles or 104,016 feet
7. BTM cost = \$1,575,000 per machine (assume two machines will be needed)
8. Right of way impacts do not account for differnt pond areas for each alternate
9. Life Cycle Cost includes Annual Operations and Maintenance and Capital Cost of BTM and MMB



Bridge Summary for Reversible Lane Analysis

Location	(6+4)				
	Disposition	Length (ft)	Width (ft)	Area (sf)	Cost
EE Williamson over I-4	Replace	264	52	13,728	\$ 2,196,480
Lake Mary Blvd over I-4	Replace	299	172	51,428	\$ 8,228,480
CR 46A over I-4	Replace	328	117	38,376	\$ 6,140,160
I-4 over SR 417	Replace	325	279	90,675	\$ 14,508,000
I-4 over SR 46	Widen	205	81	16,605	\$ 2,656,800
I-4 over Orange Blvd	Widen	270	88	23,760	\$ 3,801,600
I-4 over US 17/92 and St Johns River Bridge	Widen	2618	96	251,328	\$ 19,438,831
I-4 over Padgett Creek	Replace	152	221	33,592	\$ 5,374,720
I-4 over Dirksen Rd	Replace	327	221	72,267	\$ 11,562,720
Enterprise Rd over I-4	Replace	218	77	16,786	\$ 2,685,760
Saxon Blvd over I-4	Replace	256	136	34,816	\$ 5,570,560
Graves Ave over I-4	To Remain	0	0	0	\$ -
SR 472 over I-4	Replace	252	109	27,468	\$ 4,394,880
<b>Total Cost</b>					<b>\$ 86,558,991</b>

Location	(6+2)				
	Disposition	Length (ft)	Width (ft)	Area (sf)	Cost
EE Williamson over I-4	Replace	182	52	9,464	\$ 1,514,240
Lake Mary Blvd over I-4	Replace	235	172	40,420	\$ 6,467,200
CR 46A over I-4	Widen	328	15	4,920	\$ 787,200
I-4 over SR 417	Replace	325	243	78,975	\$ 12,636,000
I-4 over SR 46	Widen	205	81	16,605	\$ 2,656,800
I-4 over Orange Blvd	Widen	270	85	22,950	\$ 3,672,000
I-4 over US 17/92 and St Johns River Bridge	Widen	2618	60	157,080	\$ 14,970,126
I-4 over Padgett Creek	Replace	152	185	28,120	\$ 4,499,200
I-4 over Dirksen Rd	Replace	327	185	60,495	\$ 9,679,200
Enterprise Rd over I-4	To Remain	0	0	0	\$ -
Saxon Blvd over I-4	To Remain	0	0	0	\$ -
Graves Ave over I-4	To Remain	0	0	0	\$ -
SR 472 over I-4	Replace	216	109	23,544	\$ 3,767,040
<b>Total Cost</b>					<b>\$ 60,649,006</b>

Location	(6+3)				
	Disposition	Length (ft)	Width (ft)	Area (sf)	Cost
EE Williamson over I-4	Replace	213	52	11,076	\$ 1,772,160
Lake Mary Blvd over I-4	Replace	266	172	45,752	\$ 7,320,320
CR 46A over I-4	Replace	311	117	36,387	\$ 5,821,920
I-4 over SR 417	Replace	325	269	87,425	\$ 13,988,000
I-4 over SR 46	Widen	205	81	16,605	\$ 2,656,800
I-4 over Orange Blvd	Widen	270	87	23,490	\$ 3,758,400
I-4 over US 17/92 and St Johns River Bridge	Widen	2618	87	227,766	\$ 15,711,739
I-4 over Padgett Creek	Replace	152	211	32,072	\$ 5,131,520
I-4 over Dirksen Rd	Replace	327	211	68,997	\$ 11,039,520
Enterprise Rd over I-4	Replace	213	77	16,401	\$ 2,624,160
Saxon Blvd over I-4	Replace	256	136	34,816	\$ 5,570,560
Graves Ave over I-4	Replace	225	60	13,500	\$ 2,160,000
SR 472 over I-4	Replace	271	109	29,539	\$ 4,726,240
<b>Total Cost</b>					<b>\$ 82,281,339</b>

Location	(6+2 Reversible)				
	Disposition	Length (ft)	Width (ft)	Area (sf)	Cost
EE Williamson over I-4	Replace	180	52	9,360	\$ 1,497,600
Lake Mary Blvd over I-4	Replace	233	172	40,076	\$ 6,412,160
CR 46A over I-4	Widen	326	15	4,890	\$ 782,400
I-4 over SR 417	Replace	325	241	78,325	\$ 12,532,000
I-4 over SR 46	Widen	205	79	16,195	\$ 2,591,200
I-4 over Orange Blvd	Widen	270	83	22,410	\$ 3,585,600
I-4 over US 17/92 and St Johns River Bridge	Widen	2618	58	151,844	\$ 14,970,126
I-4 over Padgett Creek	Replace	152	183	27,816	\$ 4,450,560
I-4 over Dirksen Rd	Replace	327	183	59,841	\$ 9,574,560
Enterprise Rd over I-4	To Remain	0	0	0	\$ -
Saxon Blvd over I-4	To Remain	0	0	0	\$ -
Graves Ave over I-4	To Remain	0	0	0	\$ -
SR 472 over I-4	Replace	214	109	23,326	\$ 3,732,160
<b>Total Cost</b>					<b>\$ 60,128,366</b>

Right of Way Summary

<b>(6+4)</b>					
PARCEL NUMBER	PARCEL ID	NAME 1	REASON	PARENT TRACT (SF)	TOTAL AREA TAKEN (SF)
93	06-20-30-300-0010-0000	UNITED STATES POSTAL SERVICE	SLIP RAMP	2,188,454	4,798
175	06-20-30-300-032B-0000	HEATHROW INTERNATIONAL CENTER	CR 46A EXPANSION	54,494	518
				<b>Total Area Taken</b>	<b>5,316</b>

<b>(6+3)</b>					
PARCEL NUMBER	PARCEL ID	NAME 1	REASON	PARENT TRACT (SF)	TOTAL AREA TAKEN (SF)
175	06-20-30-300-032B-0000	HEATHROW INTERNATIONAL CENTER	CR 46A EXPANSION	54,494	518
93	06-20-30-300-0010-0000	UNITED STATES POSTAL SERVICE	SLIP RAMP	2,188,454	4,798
				<b>Total Area Taken</b>	<b>5,316</b>

<b>(6+2)</b>					
PARCEL NUMBER	PARCEL ID	NAME 1	REASON	PARENT TRACT (SF)	TOTAL AREA TAKEN (SF)
175	06-20-30-300-032B-0000	HEATHROW INTERNATIONAL CENTER	CR 46A EXPANSION	54,494	518
				<b>Total Area Taken</b>	<b>518</b>

<b>(6+2 Reversible)</b>					
PARCEL NUMBER	PARCEL ID	NAME 1	REASON	PARENT TRACT (SF)	TOTAL AREA TAKEN (SF)
175	06-20-30-300-032B-0000	HEATHROW INTERNATIONAL CENTER	CR 46A EXPANSION	54,494	518
				<b>Total Area Taken</b>	<b>518</b>

## Roadway Costs

**I-4 Reversible Lane Analysis (6+3) Segment 4**  
(Mainline I-4) STA. 2583+00.00 TO 3118+46.00

Item	Description	Unit	Unit Cost	Quantity	Total Cost	Remarks
0110 1 1	Clearing & Grubbing	AC	\$ 7,724	561	\$ 4,336,660	Total Area of mainline section - R/W to R/W
0110 3	Removal of Existing Structure	SF	\$ 24	154,087	\$ 3,630,290	Area of existing bridge - EE WILL., CR46A, Wekiva
160 4	Stabilization Type B LBR 40	SY	\$ 2.90	1,141,518	\$ 3,310,403	Total Area of mainline section
285 706	Base optional (base group 6) ML	SY	\$ 13.69	388,330	\$ 5,316,236	Total Shldr area
285 712	Base optional (base group 12) ML	SY	\$ 14.02	753,188	\$ 10,559,699	Total Roadway area
334 1 12	Superpave asphaltic concrete (Traff B)	TN	\$ 87.28	42,716	\$ 3,728,278	Used 110 lb /sy*inch lift (2" thk) - Shoulder
334 1 14	Superpave asphaltic concrete (Traff D)	TN	\$ 87.21	124,276	\$ 10,838,115	Used 110 lb /sy*inch lift (3" thk) - Roadway
334 1 24	Superpave asphaltic concrete (Traff D-PG 76-22)	TN	\$ 89.64	82,851	\$ 7,426,737	Used 110 lb /sy*inch lift (2" thk) - Roadway
337 7 22	Asphaltic Conc friction course (FC-5) (PG 76-22)	TN	\$ 117.20	31,069	\$ 3,641,288	Used 110 lb /sy*inch lift (0.75" thk) - Roadway
521 1	Barrier Wall	LF	\$ 113	120,301	\$ 13,594,013	Concrete, Double face
	Thermoplastic, White, Striping	NM	\$ 3,178	122	\$ 386,748	EOP and lane lines
	Vehicle Impact Attenuator	EA	\$ 18,327.63	5	\$ 91,638	At gores
	Fencing	LF	\$ 10.00	107,092	\$ 1,070,920	LA R/W fence
	Embankment	CY	\$ 5.94	1,141,518	\$ 6,780,618	Assume 3' over entire roadway area
	MSE wall	SF	\$ 34.00	321,276	\$ 10,923,384	Roadway raised 3' x length of section x 2 sides
	Bridges	SF	\$ 160.00	-	\$ -	Concrete
	Subtotal Cost	LS			\$ 85,635,026	
	Compensable Utility Relocation	LS			\$ 4,281,751	Assume 5% of Construction Subtotal Cost
	Mobilization	LS			\$ 8,563,503	Assume 10% of Construction Subtotal Cost
	Maintenance of Traffic (MOT)	LS			\$ 17,127,005	Assume 20% of Construction Subtotal Cost
	Lighting	LS			\$ 4,281,751	Assume 5% of Construction Subtotal Cost
	Signage	LS			\$ 4,281,751	Assume 5% of Construction Subtotal Cost
	Drainage	LS			\$ 17,127,005	Assume 20% of Construction Subtotal Cost
	ITS	LS			\$ 4,281,751	Assume 5% of Construction Subtotal Cost
	Erosion Control	LS			\$ 856,350	Assume 1% of Construction Subtotal Cost
	Construction Subtotal	LS			\$ 146,435,894	
	Contingency	LS			\$ 29,287,179	Assume 20% of Construction Subtotal
	<b>Grand Total</b>				<b>\$ 175,723,073</b>	

Roadway Costs

I-4 Reversible Lane Analysis (6+3) Segment 3  
(Mainline I-4) STA. 2043+71.32 TO 2583+00.00

Item	Description	Unit	Unit Cost	Quantity	Total Cost	Remarks
0110 1 1	Clearing & Grubbing	AC	\$ 7.724	800	\$ 6,181,730	Total Disturbed Area
0110 3	Removal of Existing Structure	SF	\$ 24	119,555	\$ 2,816,716	Area of existing bridge - I-4 over Dirksen Road
160 4	Stabilization Type B LBR 40	SY	\$ 2.90	1,284,854	\$ 3,726,078	Total Area of section (Roadway & Shldr)
285 706	Base optional (base group 6) ML	SY	\$ 13.69	406,511	\$ 5,565,137	Total Shldr area
285 712	Base optional (base group 12) ML	SY	\$ 14.02	878,343	\$ 12,314,374	Total Roadway area
334 1 12	Superpave asphaltic concrete (Traff B)	TN	\$ 87.28	44,716	\$ 3,902,832	Used 110 lb /sy*inch lift (2" thk) - Shoulder
334 1 14	Superpave asphaltic concrete (Traff D)	TN	\$ 87.21	144,927	\$ 12,639,053	Used 110 lb /sy*inch lift (3" thk) - Roadway
334 1 24	Superpave asphaltic concrete (Traff D-PG 76-22)	TN	\$ 89.64	96,618	\$ 8,660,817	Used 110 lb /sy*inch lift (2" thk) - Roadway
337 7 22	Asphaltic Conc friction course (FC-5) (PG 76-22)	TN	\$ 117.20	36,232	\$ 4,246,351	Used 110 lb /sy*inch lift (0.75" thk) - Roadway
521 1	Barrier Wall	LF	\$ 113	121,716	\$ 13,753,908	Concrete, Double face
	Thermoplastic, White, Striping	NM	\$ 3,178	123	\$ 389,512	EOP and lane lines
	Vehicle Impact Attenuator	EA	\$ 18,327.63	18	\$ 329,897	At gores
	Fencing	LF	\$ 10.00	107,857	\$ 1,078,574	LA R/W fence
	Embankment	CY	\$ 5.94	1,284,854	\$ 7,632,035	Assume 3' over entire roadway area
	MSE wall	SF	\$ 34.00	323,572	\$ 11,001,451	Roadway raised 3' x length of section x 2 sides
	Bridges	SF	\$ 160	-	\$ -	Concrete
	Subtotal Cost	LS			\$ 94,238,464	
	Compensable Utility Relocation	LS			\$ 4,711,923	Assume 5% of Construction Subtotal Cost
	Mobilization	LS			\$ 9,423,846	Assume 10% of Construction Subtotal Cost
	Maintenance of Traffic (MOT)	LS			\$ 18,847,693	Assume 20% of Construction Subtotal Cost
	Lighting	LS			\$ 4,711,923	Assume 5% of Construction Subtotal Cost
	Signage	LS			\$ 4,711,923	Assume 5% of Construction Subtotal Cost
	Drainage	LS			\$ 18,847,693	Assume 20% of Construction Subtotal Cost
	ITS	LS			\$ 4,711,923	Assume 5% of Construction Subtotal Cost
	Erosion Control	LS			\$ 942,385	Assume 1% of Construction Subtotal Cost
	Construction Subtotal	LS			\$ 161,147,773	
	Contingency	LS			\$ 32,229,555	Assume 20% of Construction Subtotal
	<b>Grand Total</b>				<b>\$ 193,377,328</b>	

## Roadway Costs

## I-4 Reversible Lane Analysis (6+2) Segment 4

(Mainline I-4) STA. 2583+00.00 TO 3118+46.00

Item	Description	Unit	Unit Cost	Quantity	Total Cost	Remarks
0110 1 1	Clearing & Grubbing	AC	\$ 7,724	561	\$ 4,333,428	Total Disturbed Area
0110 3	Removal of Existing Structure	SF	\$ 24	82,421	\$ 1,941,839	Area of existing bridge - I-4 over Dirksen Road
160 4	Stabilization Type B LBR 40	SY	\$ 2.90	1,076,733	\$ 3,122,524	Total Area of section (Roadway & Shldr)
285 706	Base optional (base group 6) ML	SY	\$ 13.69	467,425	\$ 6,399,045	Total Shldr area
285 712	Base optional (base group 12) ML	SY	\$ 14.02	609,308	\$ 8,542,495	Total Roadway area
334 1 12	Superpave asphaltic concrete (Traff B)	TN	\$ 87.28	51,417	\$ 4,487,652	Used 110 lb /sy*inch lift (2" thk) - Shoulder
334 1 14	Superpave asphaltic concrete (Traff D)	TN	\$ 87.21	100,536	\$ 8,767,726	Used 110 lb /sy*inch lift (3" thk) - Roadway
334 1 24	Superpave asphaltic concrete (Traff D-PG 76-22)	TN	\$ 89.64	67,024	\$ 6,008,018	Used 110 lb /sy*inch lift (2" thk) - Roadway
337 7 22	Asphaltic Conc friction course (FC-5) (PG 76-22)	TN	\$ 117.20	25,134	\$ 2,945,698	Used 110 lb /sy*inch lift (0.75" thk) - Roadway
521 1	Barrier Wall	LF	\$ 113	172,291	\$ 19,468,883	Concrete, Double face
	Thermoplastic, White, Striping	NM	\$ 3,178	122	\$ 386,748	EOP and lane lines
	Vehicle Impact Attenuator	EA	\$ 18,327.63	5	\$ 91,638	At gores
	Fencing	LF	\$ 10.00	107,092	\$ 1,070,920	LA R/W fence
	Embankment	CY	\$ 5.94	1,076,733	\$ 6,395,791	Assume 3' over entire roadway area
	MSE wall	SF	\$ 34.00	321,276	\$ 10,923,384	Roadway raised 3' x length of section x 2 sides
	Bridges	SF	\$ 160	-	\$ -	Concrete
	Subtotal Cost	LS			\$ 84,885,791	
	Compensable Utility Relocation	LS			\$ 4,711,923	Assume 5% of Construction Subtotal Cost
	Mobilization	LS			\$ 9,423,846	Assume 10% of Construction Subtotal Cost
	Maintenance of Traffic (MOT)	LS			\$ 18,847,693	Assume 20% of Construction Subtotal Cost
	Lighting	LS			\$ 4,711,923	Assume 5% of Construction Subtotal Cost
	Signage	LS			\$ 4,711,923	Assume 5% of Construction Subtotal Cost
	Drainage	LS			\$ 18,847,693	Assume 20% of Construction Subtotal Cost
	ITS	LS			\$ 4,711,923	Assume 5% of Construction Subtotal Cost
	Erosion Control	LS			\$ 942,385	Assume 1% of Construction Subtotal Cost
	Construction Subtotal	LS			\$ 151,795,100	
	Contingency	LS			\$ 30,359,020	Assume 20% of Construction Subtotal
	<b>Grand Total</b>				<b>\$ 182,154,120</b>	

## Roadway Costs

**I-4 Reversible Lane Analysis (6+2) Segment 3**  
(Mainline I-4) STA. 2043+71.32 TO 2583+00.00

Item	Description	Unit	Unit Cost	Quantity	Total Cost	Remarks
0110 1 1	Clearing & Grubbing	AC	\$ 7,724	749	\$ 5,785,972	Total Disturbed Area
0110 3	Removal of Existing Structure	SF	\$ 24	83,459	\$ 1,966,294	Area of existing bridge - I-4 over Dirksen Road
160 4	Stabilization Type B LBR 40	SY	\$ 2.90	1,274,398	\$ 3,695,754	Total Area of section (Roadway & Shldr)
285 706	Base optional (base group 6) ML	SY	\$ 13.69	483,955	\$ 6,625,350	Total Shldr area
285 712	Base optional (base group 12) ML	SY	\$ 14.02	790,443	\$ 11,082,005	Total Roadway area
334 1 12	Superpave asphaltic concrete (Traff B)	TN	\$ 87.28	53,235	\$ 4,646,360	Used 110 lb /sy*inch lift (2" thk) - Shoulder
334 1 14	Superpave asphaltic concrete (Traff D)	TN	\$ 87.21	130,423	\$ 11,374,192	Used 110 lb /sy*inch lift (3" thk) - Roadway
334 1 24	Superpave asphaltic concrete (Traff D-PG 76-22)	TN	\$ 89.64	86,949	\$ 7,794,080	Used 110 lb /sy*inch lift (2" thk) - Roadway
337 7 22	Asphaltic Conc friction course (FC-5) (PG 76-22)	TN	\$ 117.20	32,606	\$ 3,821,395	Used 110 lb /sy*inch lift (0.75" thk) - Roadway
521 1	Barrier Wall	LF	\$ 113	186,258	\$ 21,047,154	Concrete, Double face
	Thermoplastic, White, Striping	NM	\$ 3,178	123	\$ 389,512	EOP and lane lines
	Vehicle Impact Attenuator	EA	\$ 18,327.63	18	\$ 329,897	At gores
	Fencing	LF	\$ 10.00	107,857	\$ 1,078,574	LA R/W fence
	Embankment	CY	\$ 5.94	1,274,398	\$ 7,569,924	Assume 3' over entire roadway area
	MSE wall	SF	\$ 34.00	323,572	\$ 11,001,451	Roadway raised 3' x length of section x 2 sides
	Bridges	SF	\$ 160	-	\$ -	Concrete
	Subtotal Cost	LS			\$ 98,207,913	
	Compensable Utility Relocation	LS			\$ 4,711,923	Assume 5% of Construction Subtotal Cost
	Mobilization	LS			\$ 9,423,846	Assume 10% of Construction Subtotal Cost
	Maintenance of Traffic (MOT)	LS			\$ 18,847,693	Assume 20% of Construction Subtotal Cost
	Lighting	LS			\$ 4,711,923	Assume 5% of Construction Subtotal Cost
	Signage	LS			\$ 4,711,923	Assume 5% of Construction Subtotal Cost
	Drainage	LS			\$ 18,847,693	Assume 20% of Construction Subtotal Cost
	ITS	LS			\$ 4,711,923	Assume 5% of Construction Subtotal Cost
	Erosion Control	LS			\$ 942,385	Assume 1% of Construction Subtotal Cost
	Construction Subtotal	LS			\$ 165,117,222	
	Contingency	LS			\$ 33,023,444	Assume 20% of Construction Subtotal
	<b>Grand Total</b>				<b>\$ 198,140,666</b>	

## Roadway Costs

## I-4 Segment 3 (6+4)

(Mainline I-4) STA. 2043+70.33 TO 2583+00.00

Item	Description	Unit	Unit Cost	Quantity	Total Cost	Remarks
0110 1 1	Clearing & Grubbing	AC	\$ 7,724	1,122	\$ 8,664,609	Total Area of mainline section - R/W to R/W
0110 3	Removal of Existing Structure	SF	\$ 24	127,084	\$ 2,994,099	Area of existing bridge - EE WILL., CR46A, Wekiva
160 4	Stabilization Type B LBR 40	SY	\$ 2.90	1,210,248	\$ 3,509,720	Total Area of mainline section
285 706	Base optional (base group 6) ML	SY	\$ 13.69	431,162	\$ 5,902,606	Total Shldr area
285 712	Base optional (base group 12) ML	SY	\$ 14.02	779,086	\$ 10,922,790	Total Roadway area
334 1 12	Superpave asphaltic concrete (Traff B)	TN	\$ 87.28	47,428	\$ 4,139,499	Used 110 lb /sy*inch lift (2" thk) - Shoulder
334 1 14	Superpave asphaltic concrete (Traff D)	TN	\$ 87.21	128,549	\$ 11,210,780	Used 110 lb /sy*inch lift (3" thk) - Roadway
334 1 24	Superpave asphaltic concrete (Traff D-PG 76-22)	TN	\$ 89.64	85,699	\$ 7,682,103	Used 110 lb /sy*inch lift (2" thk) - Roadway
337 7 22	Asphaltic Conc friction course (FC-5) (PG 76-22)	TN	\$ 117.20	32,137	\$ 3,766,493	Used 110 lb /sy*inch lift (0.75" thk) - Roadway
521 1	Barrier Wall	LF	\$ 113	235,332	\$ 26,592,516	Concrete, Double face
	Thermoplastic, White, Striping	NM	\$ 3,178	143	\$ 454,439	EOP and lane lines
	Vehicle Impact Attenuator	EA	\$ 18,327.63	40	\$ 733,105	At gores
	Fencing	LF	\$ 10.00	124,994	\$ 1,249,940	LA R/W fence
	Embankment	CY	\$ 5.94	1,210,248	\$ 7,188,874	Assume 3' over entire roadway area
	MSE wall	SF	\$ 34.00	477,178	\$ 16,224,053	Roadway raised 3' x length of section x 2 sides
	Bridges	SF	\$ 160.00	0	\$ -	Concrete
	Subtotal Cost	LS			\$ 111,235,626	
	Compensable Utility Relocation	LS			\$ 9,651,719	Assume 5% of Construction Subtotal Cost
	Mobilization	LS			\$ 19,303,438	Assume 10% of Construction Subtotal Cost
	Maintenance of Traffic (MOT)	LS			\$ 38,606,876	Assume 20% of Construction Subtotal Cost
	Lighting	LS			\$ 9,651,719	Assume 5% of Construction Subtotal Cost
	Signage	LS			\$ 9,651,719	Assume 5% of Construction Subtotal Cost
	Drainage	LS			\$ 38,606,876	Assume 20% of Construction Subtotal Cost
	ITS	LS			\$ 9,651,719	Assume 5% of Construction Subtotal Cost
	Erosion Control	LS			\$ 1,930,344	Assume 1% of Construction Subtotal Cost
	Construction Subtotal	LS			\$ 330,088,790	
	Contingency	LS			\$ 66,017,758	Assume 20% of Construction Subtotal
	<b>Grand Total</b>				<b>\$ 396,106,548</b>	

## Roadway Costs

## I-4 Segment 4 (6+4)

(Mainline I-4) STA. 2583+00.00 TO 3118+46.00

Item	Description	Unit	Unit Cost	Quantity	Total Cost	Remarks
0110 1 1	Clearing & Grubbing	AC	\$ 7.724	548	\$ 4,235,905	Total Area of mainline section - R/W to R/W
0110 3	Removal of Existing Structure	SF	\$ 24	42,671	\$ 1,005,329	Area of existing bridge - EE WILL., CR46A, Wekiva
160 4	Stabilization Type B LBR 40	SY	\$ 2.90	1,138,097	\$ 3,300,482	Total Area of mainline section
285 706	Base optional (base group 6) ML	SY	\$ 13.69	433,889	\$ 5,939,946	Total Shldr area
285 712	Base optional (base group 12) ML	SY	\$ 14.02	704,208	\$ 9,872,993	Total Roadway area
334 1 12	Superpave asphaltic concrete (Traff B)	TN	\$ 87.28	47,728	\$ 4,165,686	Used 110 lb /sy*inch lift (2" thk) - Shoulder
334 1 14	Superpave asphaltic concrete (Traff D)	TN	\$ 87.21	116,194	\$ 10,133,303	Used 110 lb /sy*inch lift (3" thk) - Roadway
334 1 24	Superpave asphaltic concrete (Traff D-PG 76-22)	TN	\$ 89.64	77,463	\$ 6,943,770	Used 110 lb /sy*inch lift (2" thk) - Roadway
337 7 22	Asphaltic Conc friction course (FC-5) (PG 76-22)	TN	\$ 117.20	29,049	\$ 3,404,493	Used 110 lb /sy*inch lift (0.75" thk) - Roadway
521 1	Barrier Wall	LF	\$ 113	166,243	\$ 18,785,459	Concrete, Double face
	Thermoplastic, White, Striping	NM	\$ 3,178	142	\$ 451,206	EOP and lane lines
	Vehicle Impact Attenuator	EA	\$ 18,327.63	23	\$ 421,535	At gores
	Fencing	LF	\$ 10.00	107,092	\$ 1,070,920	LA R/W fence
	Embankment	CY	\$ 5.94	1,842,305	\$ 10,943,292	Assume 3' over entire roadway area
	MSE wall	SF	\$ 34.00	321,276	\$ 10,923,384	Roadway raised 3' x length of section x 2 sides
	Bridges	SF	\$ 160.00	0	\$ -	Concrete
	Subtotal Cost	LS			\$ 91,597,704	
	Compensable Utility Relocation	LS			\$ 6,614,035	Assume 5% of Construction Subtotal Cost
	Mobilization	LS			\$ 13,228,069	Assume 10% of Construction Subtotal Cost
	Maintenance of Traffic (MOT)	LS			\$ 26,456,139	Assume 20% of Construction Subtotal Cost
	Lighting	LS			\$ 6,614,035	Assume 5% of Construction Subtotal Cost
	Signage	LS			\$ 6,614,035	Assume 5% of Construction Subtotal Cost
	Drainage	LS			\$ 26,456,139	Assume 20% of Construction Subtotal Cost
	ITS	LS			\$ 6,614,035	Assume 5% of Construction Subtotal Cost
	Erosion Control	LS			\$ 1,322,807	Assume 1% of Construction Subtotal Cost
	Construction Subtotal	LS			\$ 226,199,987	
	Contingency	LS			\$ 45,239,997	Assume 20% of Construction Subtotal
	<b>Grand Total</b>				<b>\$ 271,439,984</b>	



Roadway Costs

I-4 Reversible Lane Analysis (6+4 & 6+2) Segment 3 & 4  
(Mainline I-4) STA. 2043+71.32 TO 3118+46.00

Item	Description	Unit	Unit Cost	Quantity	Total Cost	Remarks
0110 1 1	Clearing & Grubbing	AC	\$ 7.724	561	\$ 4,333,428	Total Disturbed Area
0110 3	Removal of Existing Structure	SF	\$ 24	209,505	\$ 4,935,938	Area of existing bridge - I-4 over Dirksen Road
160 4	Stabilization Type B LBR 40	SY	\$ 2.90	2,396,209	\$ 6,949,007	Total Area of section (Roadway & Shldr)
285 706	Base optional (base group 6) ML	SY	\$ 13.69	979,431	\$ 13,408,409	Total Shldr area
285 712	Base optional (base group 12) ML	SY	\$ 14.02	1,416,778	\$ 19,863,234	Total Roadway area
334 1 12	Superpave asphaltic concrete (Traff B)	TN	\$ 87.28	107,737	\$ 9,403,320	Used 110 lb /sy*inch lift (2" thk) - Shoulder
334 1 14	Superpave asphaltic concrete (Traff D)	TN	\$ 87.21	233,768	\$ 20,386,946	Used 110 lb /sy*inch lift (3" thk) - Roadway
334 1 24	Superpave asphaltic concrete (Traff D-PG 76-22)	TN	\$ 89.64	155,846	\$ 13,970,002	Used 110 lb /sy*inch lift (2" thk) - Roadway
337 7 22	Asphaltic Conc friction course (FC-5) (PG 76-22)	TN	\$ 117.20	58,442	\$ 6,849,415	Used 110 lb /sy*inch lift (0.75" thk) - Roadway
521 1	Barrier Wall	LF	\$ 113	398,738	\$ 45,057,394	Concrete, Double face
	Thermoplastic, White, Striping	NM	\$ 3,178	244	\$ 776,260	EOP and lane lines
	Vehicle Impact Attenuator	EA	\$ 18,327.63	65	\$ 1,191,296	At gores
	Fencing	LF	\$ 10.00	214,949	\$ 2,149,494	LA R/W fence
	Embankment	CY	\$ 5.94	2,396,209	\$ 14,233,483	Assume 3' over entire roadway area
	MSE wall	SF	\$ 34.00	644,848	\$ 21,924,835	Roadway raised 3' x length of section x 2 sides
	Bridges	SF	\$ 160	-	\$ -	Concrete
	Subtotal Cost	LS			\$ 185,432,461	
	Compensable Utility Relocation	LS			\$ 4,728,418	Assume 5% of Construction Subtotal Cost
	Mobilization	LS			\$ 9,456,836	Assume 10% of Construction Subtotal Cost
	Maintenance of Traffic (MOT)	LS			\$ 18,913,672	Assume 20% of Construction Subtotal Cost
	Lighting	LS			\$ 4,728,418	Assume 5% of Construction Subtotal Cost
	Signage	LS			\$ 4,728,418	Assume 5% of Construction Subtotal Cost
	Drainage	LS			\$ 18,913,672	Assume 20% of Construction Subtotal Cost
	ITS	LS			\$ 4,728,418	Assume 5% of Construction Subtotal Cost
	Erosion Control	LS			\$ 945,684	Assume 1% of Construction Subtotal Cost
	Construction Subtotal	LS			\$ 247,684,440	
	Contingency	LS			\$ 49,536,888	Assume 20% of Construction Subtotal
	<b>Grand Total</b>				<b>\$ 297,221,328</b>	

Roadway Costs

I-4 Reversible Lane Analysis (6+2 Reversible) Segment 3

(Mainline I-4) STA. 2043+71.32 TO 2583+00.00

Item	Description	Unit	Unit Cost	Quantity	Total Cost	Remarks
0110 1 1	Clearing & Grubbing	AC	\$ 7,724	749	\$ 5,785,972	Total Disturbed Area
0110 3	Removal of Existing Structure	SF	\$ 24	83,459	\$ 1,966,294	Area of existing bridge - I-4 over Dirksen Road
160 4	Stabilization Type B LBR 40	SY	\$ 2.90	1,274,398	\$ 3,695,754	Total Area of section (Roadway & Shldr)
285 706	Base optional (base group 6) ML	SY	\$ 13.69	483,955	\$ 6,625,350	Total Shldr area
285 712	Base optional (base group 12) ML	SY	\$ 14.02	790,443	\$ 11,082,005	Total Roadway area
334 1 12	Superpave asphaltic concrete (Traff B)	TN	\$ 87.28	53,235	\$ 4,646,360	Used 110 lb /sy*inch lift (2" thk) - Shoulder
334 1 14	Superpave asphaltic concrete (Traff D)	TN	\$ 87.21	130,423	\$ 11,374,192	Used 110 lb /sy*inch lift (3" thk) - Roadway
334 1 24	Superpave asphaltic concrete (Traff D-PG 76-22)	TN	\$ 89.64	86,949	\$ 7,794,080	Used 110 lb /sy*inch lift (2" thk) - Roadway
337 7 22	Asphaltic Conc friction course (FC-5) (PG 76-22)	TN	\$ 117.20	32,606	\$ 3,821,395	Used 110 lb /sy*inch lift (0.75" thk) - Roadway
521 1	Barrier Wall	LF	\$ 113	136,357	\$ 15,408,341	Concrete, Double face
	Thermoplastic, White, Striping	NM	\$ 3,178	123	\$ 389,512	EOP and lane lines
	Vehicle Impact Attenuator	EA	\$ 18,327.63	18	\$ 329,897	At gores
	Fencing	LF	\$ 10.00	107,857	\$ 1,078,574	LA R/W fence
	Embankment	CY	\$ 5.94	1,274,398	\$ 7,569,924	Assume 3' over entire roadway area
	MSE wall	SF	\$ 34.00	323,572	\$ 11,001,451	Roadway raised 3' x length of section x 2 sides
	Bridges	SF	\$ 160	-	\$ -	Concrete
	Subtotal Cost	LS			\$ 92,569,100	
	Compensable Utility Relocation	LS			\$ 4,711,923	Assume 5% of Construction Subtotal Cost
	Mobilization	LS			\$ 9,423,846	Assume 10% of Construction Subtotal Cost
	Maintenance of Traffic (MOT)	LS			\$ 18,847,693	Assume 20% of Construction Subtotal Cost
	Lighting	LS			\$ 4,711,923	Assume 5% of Construction Subtotal Cost
	Signage	LS			\$ 4,711,923	Assume 5% of Construction Subtotal Cost
	Drainage	LS			\$ 18,847,693	Assume 20% of Construction Subtotal Cost
	ITS	LS			\$ 4,711,923	Assume 5% of Construction Subtotal Cost
	Erosion Control	LS			\$ 942,385	Assume 1% of Construction Subtotal Cost
	Construction Subtotal	LS			\$ 159,478,409	
	Contingency	LS			\$ 31,895,682	Assume 20% of Construction Subtotal
	<b>Grand Total</b>				<b>\$ 191,374,091</b>	

I-4 Reversible Lane Analysis (6+2 Reversible) Segment 4

(Mainline I-4) STA. 2583+00.00 TO 3118+46.00

Item	Description	Unit	Unit Cost	Quantity	Total Cost	Remarks
0110 1 1	Clearing & Grubbing	AC	\$ 7,724	561	\$ 4,333,428	Total Disturbed Area
0110 3	Removal of Existing Structure	SF	\$ 24	82,421	\$ 1,941,839	Area of existing bridge - I-4 over Dirksen Road
160 4	Stabilization Type B LBR 40	SY	\$ 2.90	1,076,733	\$ 3,122,524	Total Area of section (Roadway & Shldr)
285 706	Base optional (base group 6) ML	SY	\$ 13.69	467,425	\$ 6,399,045	Total Shldr area
285 712	Base optional (base group 12) ML	SY	\$ 14.02	609,308	\$ 8,542,495	Total Roadway area
334 1 12	Superpave asphaltic concrete (Traff B)	TN	\$ 87.28	51,417	\$ 4,487,652	Used 110 lb /sy*inch lift (2" thk) - Shoulder
334 1 14	Superpave asphaltic concrete (Traff D)	TN	\$ 87.21	100,536	\$ 8,767,726	Used 110 lb /sy*inch lift (3" thk) - Roadway
334 1 24	Superpave asphaltic concrete (Traff D-PG 76-22)	TN	\$ 89.64	67,024	\$ 6,008,018	Used 110 lb /sy*inch lift (2" thk) - Roadway
337 7 22	Asphaltic Conc friction course (FC-5) (PG 76-22)	TN	\$ 117.20	25,134	\$ 2,945,698	Used 110 lb /sy*inch lift (0.75" thk) - Roadway
521 1	Barrier Wall	LF	\$ 113	128,053	\$ 14,469,989	Concrete, Double face
	Thermoplastic, White, Striping	NM	\$ 3,178	122	\$ 386,748	EOP and lane lines
	Vehicle Impact Attenuator	EA	\$ 18,327.63	5	\$ 91,638	At gores
	Fencing	LF	\$ 10.00	107,092	\$ 1,070,920	LA R/W fence
	Embankment	CY	\$ 5.94	1,076,733	\$ 6,395,791	Assume 3' over entire roadway area
	MSE wall	SF	\$ 34.00	321,276	\$ 10,923,384	Roadway raised 3' x length of section x 2 sides
	Bridges	SF	\$ 160	-	\$ -	Concrete
	Subtotal Cost	LS			\$ 79,886,897	
	Compensable Utility Relocation	LS			\$ 4,711,923	Assume 5% of Construction Subtotal Cost
	Mobilization	LS			\$ 9,423,846	Assume 10% of Construction Subtotal Cost
	Maintenance of Traffic (MOT)	LS			\$ 18,847,693	Assume 20% of Construction Subtotal Cost
	Lighting	LS			\$ 4,711,923	Assume 5% of Construction Subtotal Cost
	Signage	LS			\$ 4,711,923	Assume 5% of Construction Subtotal Cost
	Drainage	LS			\$ 18,847,693	Assume 20% of Construction Subtotal Cost
	ITS	LS			\$ 4,711,923	Assume 5% of Construction Subtotal Cost
	Erosion Control	LS			\$ 942,385	Assume 1% of Construction Subtotal Cost
	Construction Subtotal	LS			\$ 146,796,206	
	Contingency	LS			\$ 29,359,241	Assume 20% of Construction Subtotal
	<b>Grand Total</b>				<b>\$ 176,155,447</b>	

Preliminary Cost of the BTM and MMB

Item	Quantity	Unit Cost	Total Cost
Barrier Transfer Machine (BTM)	2	\$1,575,000	\$3,150,000
Moveable Median Barrier (MMB)	104,016	\$320	\$33,285,120
Storage and Maintenance Facility	1	\$3,500,000	\$3,500,000
<b>Total Cost =</b>			<b>\$39,935,120</b>

Segment	miles	feet
Seg 3 (sta 2045+00 to sta 2583+00)	10.2	53,856
Seg 4 (sta 2583+00 to sta 3085+00)	9.5	50,160
Total Length of MMB	19.7	104,016

Assumptions
MMB assumptions = 700 euros per meter is roughly equal to \$1,050 per meter, which is approximately \$320 / lf.
BTM = 1,050,000 euros per machine which is roughly \$1,575,000 per machine.

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