“I-4 BEYOND the ULTIMATE”
PD&E REEVALUATION STUDY
From west of US 27 to west of Kirkman Road
From east of SR 434 to east of 472
Volusia County
FPID: 432100-1-22-01
“I-4 Beyond the Ultimate” PD&E Reevaluation Study
From east of US 17-92 to east of SR 472
FPID: 432100-1-22-01

Segment 4

• Segment 1
  • CR 532 (Polk/Osceola County Line to SR 528 (Beachline Expressway))

• Segment 2
  • SR 528 (Beachline Expressway) to SR 435 (Kirkman Road)

• Segment 3
  • SR 434 to US 17-92

• Segment 4
  • US 17-92 to SR 472

• Segment 5
  • US 27 to CR 532 (Polk/Osceola County Line)
Central Florida I-4 Facts

- 73 Miles from Polk-Osceola County Line to I-95 in Volusia County
- 1.5 Million Average Daily Trips
Time is money, the cost of congestion:

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

Source: Texas Transportation Institute - 2005/2010 Urban Mobility Report
On April 24, 2014 FDOT selected the I-4 Mobility Partners team for the I-4 Ultimate Project.
Overview of I-4 Ultimate P3

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

- FHWA estimates - every $1.0 B spent on highway and bridge supports 28,000 jobs
  - During June 2012 I-595, a $1.2 B project, employed 1,900 people
- P3 procurement allows the full project to be built 20 years earlier than traditional methods
- Newer design provides a safer interstate
- Express Lanes provide drivers a choice to pay to travel at a higher speed during peak travel times
- Travel speeds will increase on average 15 mph for drivers during peak hours in ALL lanes
- Saves commuters money and time by reducing congestion
• The Extensions PD&E Reevaluation will address
  • Express Lanes
  • Access Modifications
  • Environmental
  • Engineering
  • Public Involvement
  • Rail Envelope
  • R/W Evaluation
Padgett Creek

- Water Quality
- EFH Classification
- Restoration of Wetlands
- Addition of Culverts
Proposed Typical Section
Proposed Typical Section (Rail)
Dirksen Drive Alternatives

Alternative 1

Improvements to Ramps

Alternative 2

Addition of New direct off Ramp
Rhode Island Avenue Extension

Direct Access Interchange with I-4 Express Lanes to and from the west/south
## Study Schedule

<table>
<thead>
<tr>
<th>Public Involvement Activities</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
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<td>Spring</td>
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<td>Winter</td>
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<td>Public Involvement Plan</td>
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<td>Website</td>
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### Public Involvement Plan

- 2013: Fall
- 2014: Summer
- 2015: Winter

### Website

- 2013: June
- 2014: June
- 2015: June

### SECTION 4 (US 17-92 to SR 472)

<table>
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<tr>
<th>Alternatives Public Meeting</th>
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- 2014: Fall

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<th>Public Hearing</th>
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- 2015: Fall

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- 2015: Winter
• Further refine and evaluate alternatives based on input received

• Public Hearing

• Complete environmental and engineering documents

• Location design concept approval (LDCA) from Federal Highway
For additional information, please contact:

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