



Florida Transportation Commission
FDOT Agency Update
June 23, 2022

Florida Department of Transportation
Secretary Jared W. Perdue, P.E.

Personnel

- Executive Director of Transportation Technology



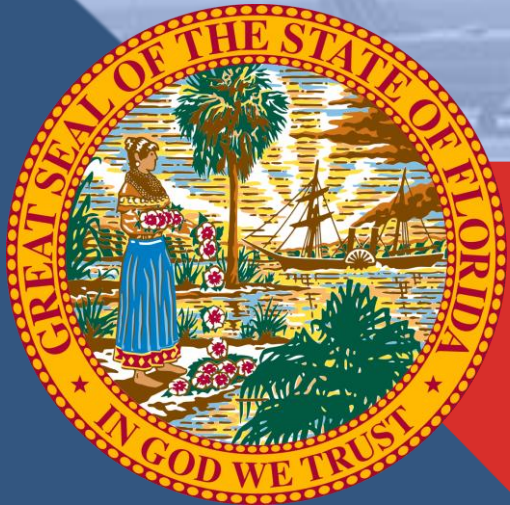
Investing in Florida Transportation

Largest FDOT Budget in History: \$12.6 Billion

\$4.4 Billion in Highway Construction; Adding 180 New Lane Miles

\$236.6 Million Bridge Maintenance Repairs and Replacements

\$1.2 Billion Resurfacing 2,690 Lane Miles



Investing Beyond Roads:

Seaports \$135.9 Million

Aviation \$314.5 Million

Transit/Rail \$867 Million

Agency Update

Secretary Outreach





ON FLORIDA'S ROADS...



...even one life lost is too many

Source: FDOT, 2021

NATIONALLY...



Source: NHTSA, 2015

THEREFORE:

Influencing
safer driver
behavior can
help prevent
the vast
majority of
crashes.

I-4 ULTIMATE PROJECT HIGHLIGHTS

- Reconstructed 21-miles of I-4 between Kirkman Road and State Road 434
- 15 major interchanges reconstructed
- Maintained 3 general use lanes (GUL) in each direction
- Added 2 managed lanes in each direction



THE GOAL OF I-4 EXPRESS IS TO

- Deliver a long-term congestion management solution
- Ensure efficient usage of remaining new capacity
- Provide travel alternatives
- Offer drivers a travel choice
 - Reduces number of vehicles in GULs
- Reduce congestion and improve traffic flow



HOW HAS IT BEEN GOING?

- Positive public response
- Average of 17,400 customers per day per gantry
- Forecast vs Actual



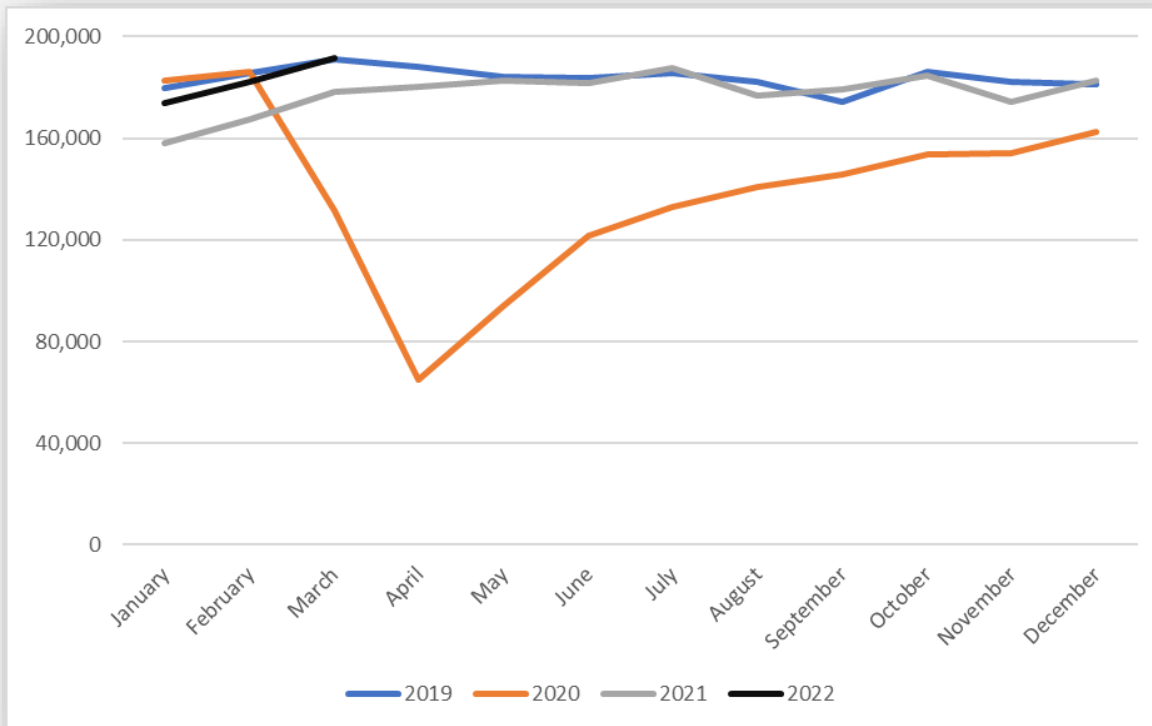
CONGESTION RELIEF

- Demand continues to grow along the corridor
- Goal is to provide consistent reliability
 - 50 cents per toll segment currently achieving targeted goals
 - Prepared for Dynamic pricing transition



I-4 TRAFFIC RETURNING TO PRE-COVID LEVELS

Orange County



- Potential growth of 3 to 8 percent in 2022
- Anticipate increased demand for I-4 Express by +20%

I-4 SPEED ENFORCEMENT

- Florida Highway Patrol
 - Opening Months (Mar-May) 2022 of I-4 Express Lanes
 - 147 citations along all lanes of 21-mile corridor
 - 592 speeding citations total between Sanford and Kissimmee (beyond I-4 Express Lanes limits)
 - Currently patrolling all lanes along the corridor for speed management





I-4 BEYOND THE ULTIMATE

- Two 20-mile sections on either end of I-4 Ultimate

I-4 Beyond the Ultimate North:

East of State Road (S.R.) 434 to east of S.R. 472

I-4 Beyond the Ultimate South:

West of U.S. 27 to west of S.R. 435/
Kirkman Road

- Designing and building a better I-4 through Central Florida
- Phased approach to meet operational needs with available funding



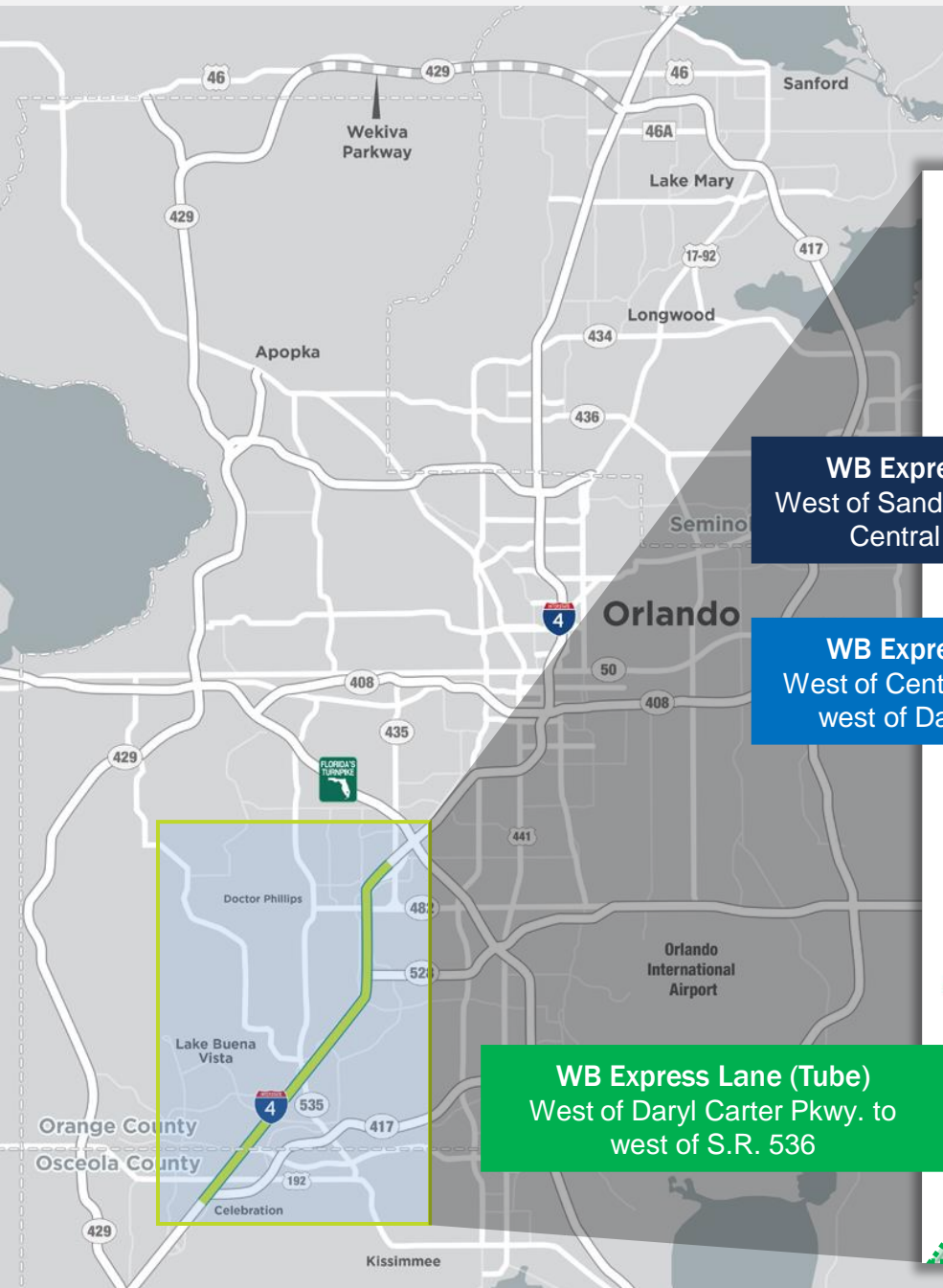


I-4 BTU SOUTH – OSCEOLA COUNTY

- Several Interim Improvements
 - Currently Under Construction (1-3)
- Evaluating Alternatives for Ultimate Buildout
- Coordinating with Brightline
- Coordinating with District 1 and Florida's Turnpike Enterprise Projects
 - US 27 Interchange
 - Poinciana Pkwy Extension PD&E



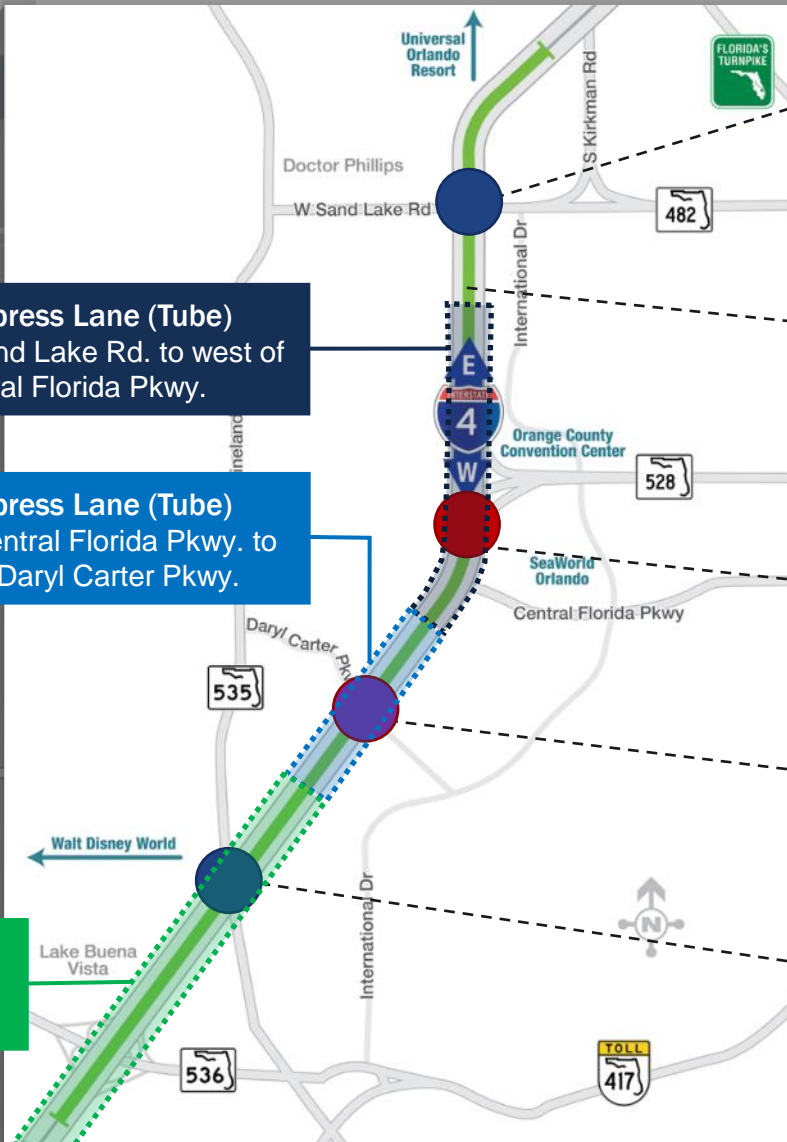
I-4 BTU SOUTH – ORANGE CO.



WB Express Lane (Tube)
West of Sand Lake Rd. to west of
Central Florida Pkwy.

WB Express Lane (Tube)
West of Central Florida Pkwy. to
west of Daryl Carter Pkwy.

WB Express Lane (Tube)
West of Daryl Carter Pkwy. to
west of S.R. 536



I-4 at Sand Lake Rd.
(S.R. 482) Interchange

WB Express Lane from W.
of S.R. 482 to W. of S.R.
536 (To be constructed
under multiple projects)

S.R. 528 (Beachline Expy.)
Ramp Widening

I-4 at Daryl Carter Pkwy.
Interchange

I-4 at Apopka-Vineland Rd.
(S.R. 535) Interchange



I-4 BTU SOUTH SEGMENTS

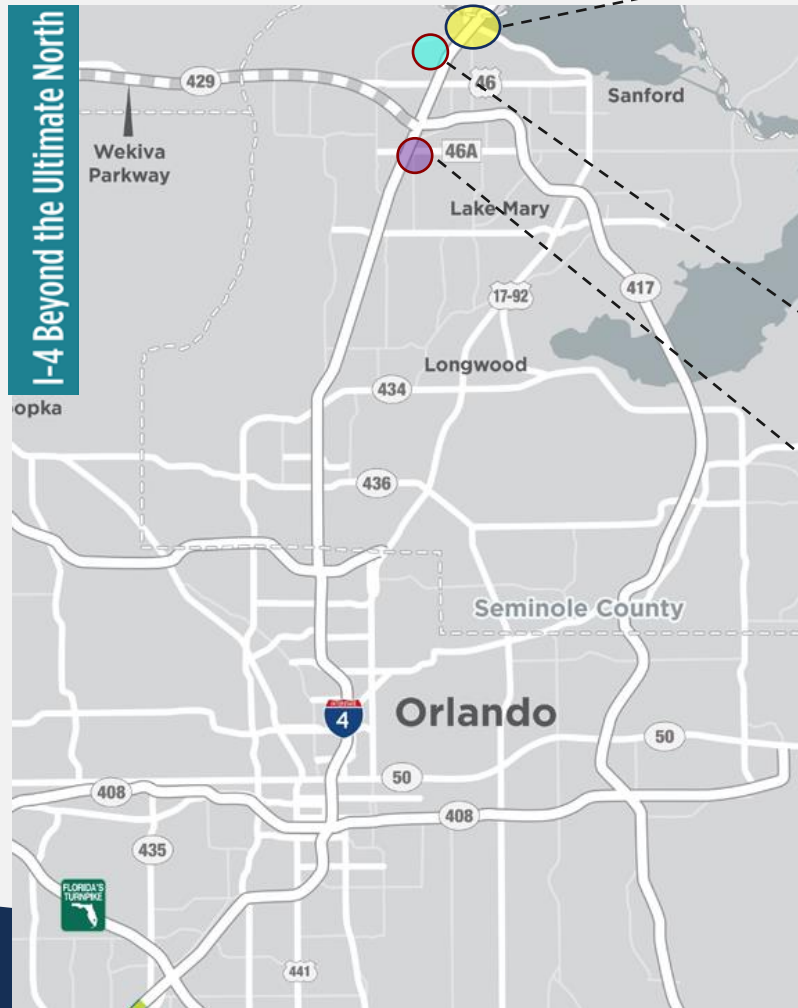
I-4 BtU *South* Segments Funding Status



I-4 BtU Segment	Construction Cost	Right of Way
FPN: 242484-7 Segment 2	\$765M (FY 32)	\$54M (FY 18-22)
FPN: 242484-8 Segment 1B	\$1.23B (unfunded)	\$708 M (FY 20-24) (partially funded)
FPN: 431456-1 Segment 1A	\$995M (unfunded)	\$68M (unfunded)
FPN: 201210-3 Segment 5	\$318 M (unfunded)	\$49M (unfunded)
	Approx. Total \$3.3B	



I-4 BTU NORTH – SEMINOLE COUNTY



• I-4 at US 17-92 Interchange Improvements (FPID: 242592-8)

- Design-Bid-Build (FY 23)
- Estimated Construction Cost \$ 3 Million
- Improve safety and operations for motorists and pedestrians
- Upgrade Signalization and ITS technology

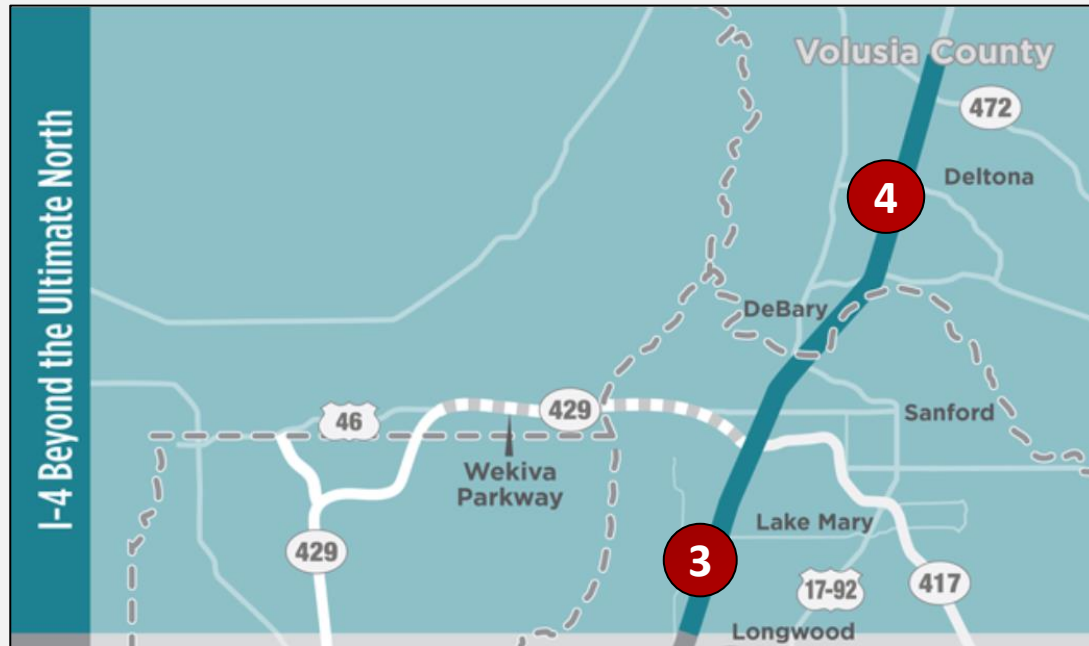
• Wekiva 8

• CR 46A and Rinehart Rd Intersection Improvements (FPID: 242592-6)

- Design-Bid-Build (FY 23)
- Estimated Construction Cost \$ 5.4 Million
- Improve safety and traffic flow at the intersection



I-4 BTU NORTH SEGMENTS



I-4 BtU *North* Segments Funding Status

I-4 BtU Segment	Construction Cost	Right of Way
FPN: 242592-4 Segment 3	\$621M (FY 32)	\$37M (FY 22-26)
FPN: 408464-2 Segment 4	\$572M (unfunded)	\$52M (unfunded)
	Approx. Total \$1.2B	



EXPANSION NORTH TO DELAND

- Phase 2 North adds 12-miles of service from DeBary to DeLand
- Anticipated opening late 2023
- 2022 Ridership ↑ 40% over YTD
- Projected transition from FDOT to Central Florida Commuter Rail Commission Summer 2024



Seat Belts Save Lives

90.4%

SEAT BELT USE RATE IN 2021

[Source](#)



BUCKLE UP
AMERICA


Every Trip. Every Time.

Nationally

Seat Belts Save Lives

14,955

LIVES SAVED BY SEAT BELTS IN 2017

[Source](#)

Seat Belts Save Lives

2,549

ADDITIONAL LIVES THAT SEAT BELTS COULD
HAVE SAVED IN 2017 IF EVERYONE HAD
BUCKLED UP

[Source](#)



Questions?

John Tyler P.E.
District Five Secretary
Florida Department of Transportation



South Florida Regional Managed Lanes Network

I-95, I-75, I-595, SW 10TH Street Connector

Florida Transportation Commission

I-95 EXPRESS HIGHLIGHTS (PHASES 1, 2, 3)

- Phase 1: Opened to traffic in 2008
- Phase 2: Opened to traffic in 2016
- Phase 3: Segmented into five construction projects
 - Phase 3 - 29 miles from Stirling Road in Broward County to south of Linton Blvd in Palm Beach County
 - Opening 2021 through 2025
 - Phase 3 - Over \$1B in construction

I-95 EXPRESS HIGHLIGHTS (PHASES 3)

- Phase 3A-2 and 3B-1
 - From Cypress Creek Road to Palmetto Park Road, 11 miles
 - Commissioned November 2021
 - One toll segment active
 - Operating at minimum toll
 - Weekday volumes in managed lanes
 - 26,000 northbound
 - 23,000 southbound



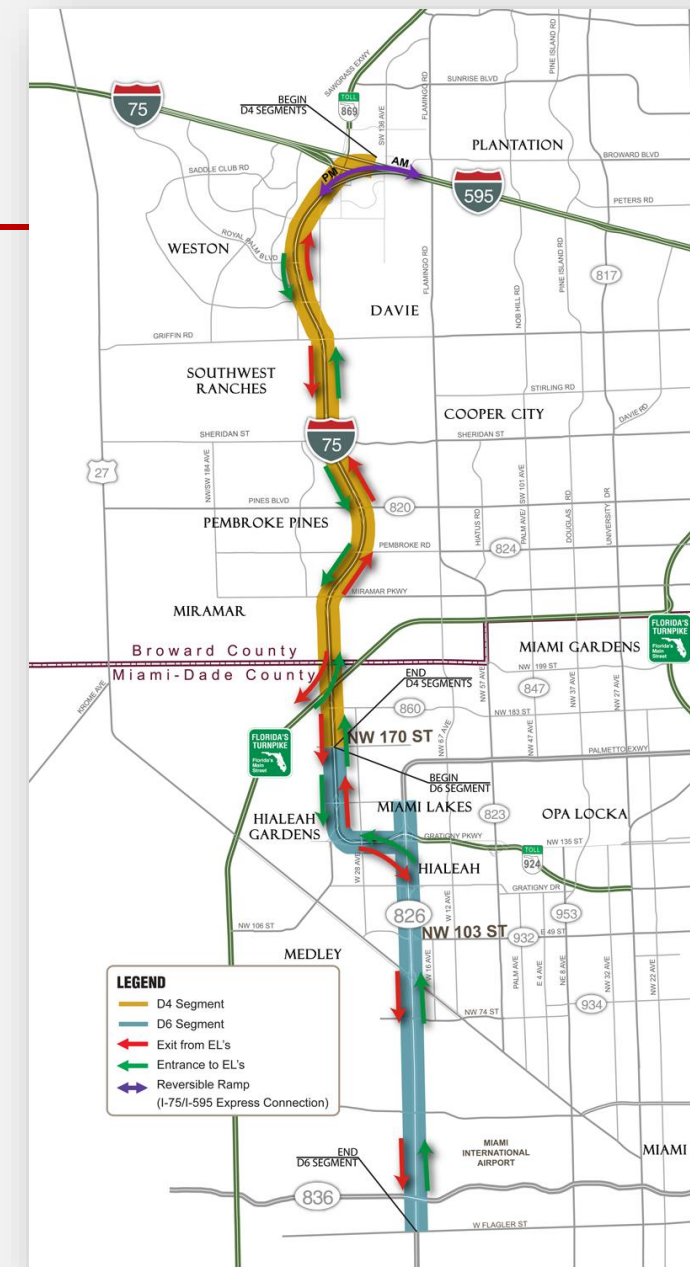
I-95 EXPRESS (PHASE 3)

- Phase 3 schedule:
 - 3A-1: From Broward Blvd to Commercial Blvd is projected to be completed in the Summer of 2023
 - 3B-2: From Glades Rd to Linton Blvd and Glades Rd Diverging Diamond Interchange is projected to be completed in late 2023
 - 3C: From Hollywood Blvd to Broward Blvd and I-595 from SR-7 to I-95 is projected to be completed in early 2025

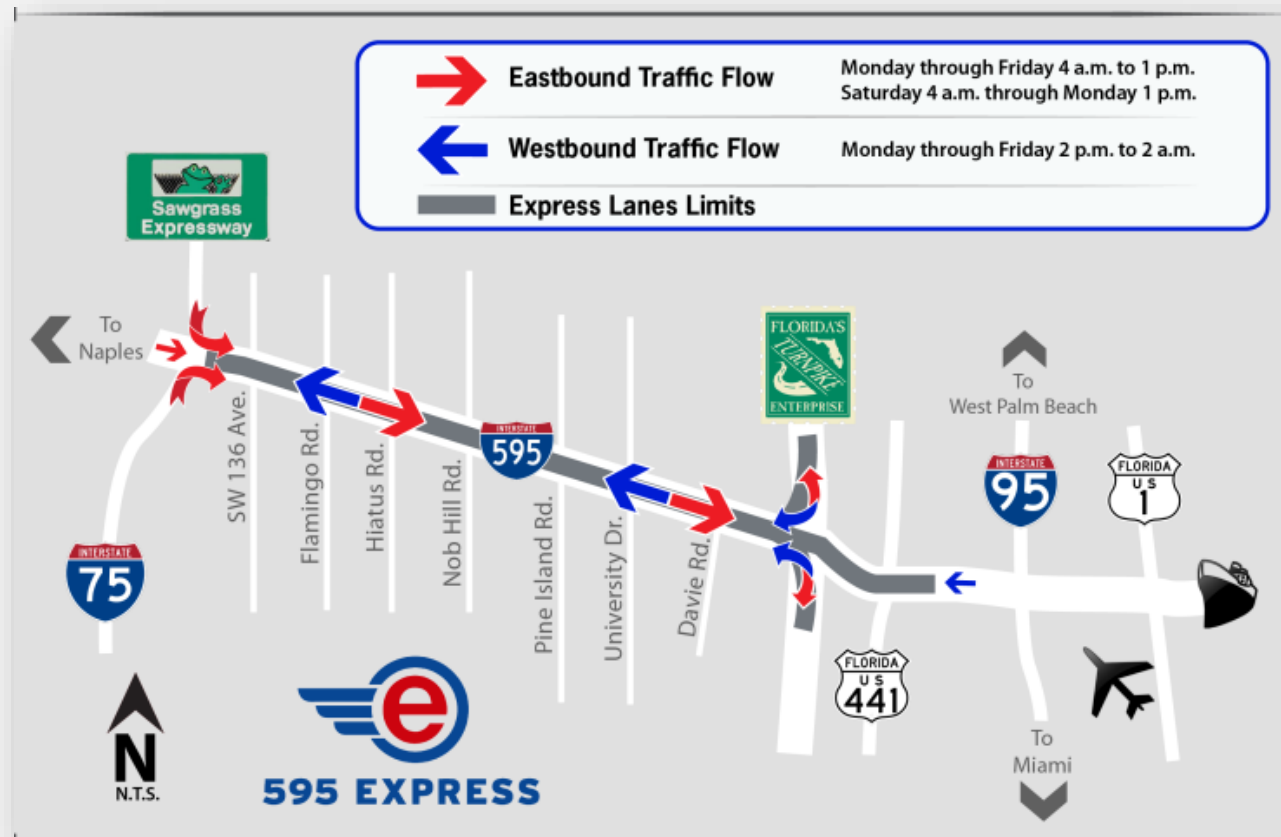


I-75 EXPRESS HIGHLIGHTS

- Managed lanes within I-75 from SR-826 (Palmetto Expressway) to I-595
- Direct connections at I-595, Florida's Turnpike (HEFT) & Palmetto Parkway
 - Commissioned in 2019
 - Three tolled segments
 - Operating at minimum toll
 - Weekday volumes in managed lanes
 - 12,000 northbound
 - 12,000 southbound



I-595 REVERSIBLE EXPRESS LANES



THE BENEFITS OF I-595 EXPRESS ARE

- 595 Express combines reversible managed lanes with express bus service and a park-and-ride facility to serve the greater South Florida area
- Limits from I-75/Sawgrass Expressway to I-95
 - Direct connects to 75 Express and Florida's Turnpike
 - Future direct connects to 95 Express (in 3C project)
 - Commissioned March 2014
 - One toll segment
 - Operating at minimum toll
 - Weekday volumes in managed lanes
 - 12,000 total for both directions (reversible)



SW 10TH STREET CONNECTOR

- The SW 10th Street corridor is a crucial missing link in the South Florida Regional Managed Lanes Network serving I-75 via the Sawgrass Expressway, Florida's Turnpike and Interstate 95
- The project is broken into three construction projects:
 - SW 10th Street Smart Work Zone TSM&O (Traffic Systems Management and Operations) Project – FY 23 Design/Build Letting
 - I-95/SW 10th Street Interchange and 95 Express managed lanes from Sample Road to Hillsboro Boulevard – FY 24 Design/Build Letting
 - SW 10th Connector and Local SW 10th Street – FY 25 Design/Build Letting



THE BENEFITS OF THE SW 10TH STREET PROJECTS

- This community centric project prioritized local input in creating the “Local SW 10th Street” concept which has a 35mph speed limit, access to all communities and business, noise walls, green space, landscaping, and bicycle and pedestrian facilities via a 12 ft shared path.
- The project provides both General Purpose and Express Lanes ramps between I-95 and SW 10th Street as desired by the community.
- The “Connector” managed lanes will be a limited access non-tolled facility with a posted speed of 60 mph. Trucks will be allowed on the connector lanes as requested by the community.
- The proposed project incorporated interstate capacity improvements by adding the second managed lane in each direction between Sample Road and Hillsboro Blvd and provides braided ramps to the Express Lanes.



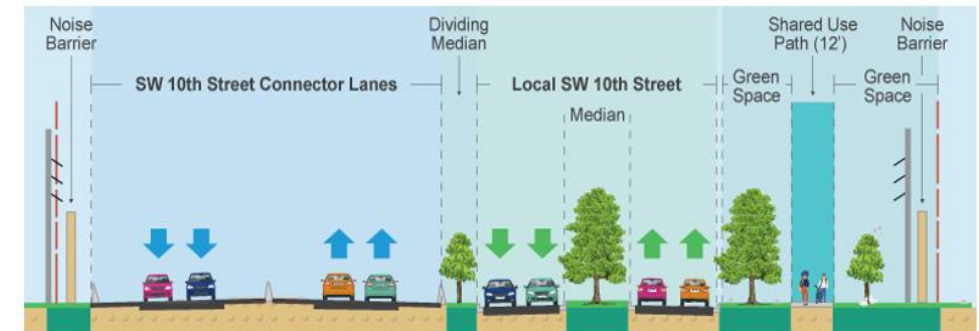
SW 10th Street Connector - Roadway

1 SW 10th Street Connector Lanes

- Regional Connection
- Higher Speed
 - (60 mph)
- Limited Access (No Tolls)
- Trucks Allowed

2 Local SW 10th Street

- Access for all Businesses and Residential Communities
- Lower Speed
 - (35 mph)
- Bicycle and Pedestrian Facilities



Questions?

Paul Lampley, P. E.
Director of Transportation Operations
Florida Department of Transportation
District Four