I-4 Beyond the Ultimate
Aesthetics Local Coordination Meeting

I-Drive Improvement District Advisory Board
January 31, 2018
Agenda

- Introductions
- Overview of Work Zone
- Aesthetics Process
- Bridge Aesthetics
- Lighting Aesthetics
- Landscaping
I-4 Beyond the Ultimate

- 40 miles of I-4 reconstruction currently under design
- Extends eastern endpoint of managed lanes by 20 miles and western endpoint by 20 miles
I-4 Beyond the Ultimate Includes Barrier-Separated Express Lanes

- 6 general use lanes + auxiliary lanes
- 4 Express Lanes (2 in each direction)
Seamless Travel Between I-4 Ultimate & I-4 Beyond the Ultimate

• Aesthetic treatments consistent with I-4 Ultimate
• Tolling gantries, pylons, lighting and signage also consistent
Overview of Segment 2

- From west of Central Florida Parkway to west of S.R. 435/Kirkman Road
- Includes segment of S.R. 528 from I-4 to west of Universal Boulevard
- Right-of-way and construction are funded
- Construction expected to begin in FY 2020 (as early as November 2019)
- Direct Connect Ramps between I-4 Express Lanes and S.R. 528 Express Lanes
S.R. 528 Interchange Improvements

- Signature interchange in Segment 2
- Interchange bridges will receive base aesthetic treatment for consistency with the rest of I-4
- Orange County Convention Center is determining aesthetic treatment on its west entrance
Aesthetics Process

• Overall goal:
  • An I-4 Beyond the Ultimate Segment 2 Bridge Aesthetics Agreement/memorandum of understanding (MOU) with Orange County and the Orange County Convention Center

• Who’s involved?
  • FDOT
  • Orange County
  • Orange County Convention Center
  • I-Drive Improvement District Advisory Board to provide feedback via Orange County

• MOU to be used in the procurement and long-term maintenance of this segment
  • Design/Build RFP
  • Who will pay for long-term maintenance?
    • Landscaping
    • Aesthetic treatments
Aesthetics Process

• Timeline
  • MOU between Orange County and FDOT signed August 2018 (release of RFP)
  • Custom treatment designs subject to same deadline

• End result
  • Design for three bridges that’s consistent with the I-4 corridor
Aesthetic Options
Bridges To Be Reconstructed

- Segment 2 bridges
  - Central Florida Parkway
  - Sand Lake Road
- Non-reconstructed bridge
  - Daryl Carter Parkway
  - Separate project: bridge will remain, adding full interchange

- Bridge Aesthetic (BA) options
  - Base
  - BA4
  - BA6 — Disclaimer: BA6 treatments are subject to aesthetics cost budget and right-of-way constraints
  - Custom
Bridge Architecture: Base Level

- Applied to bridges along the corridor where enhanced levels of treatment are not specified on the plan sheets of the Aesthetic Master Plan
- Includes a wall panel at the bridge corner with rustication designed to reflect the various other levels of treatment
- Does not include specialty lighting or landscape treatments
Bridge Architecture: Level BA4

- Includes a monumental pylon at the bridge corner extending above the barrier walls to be visible from the I-4 travel lanes
- Each pylon includes a circular inset space available for the application of local seals or graphics
- Large circles on the pylons face to the outside and smaller circles face the sidewalk under the bridge
- Does not include specialty lighting or landscape treatments
Bridge Architecture: Level BA6

- Designed to be applied at major gateway intersections, this treatment level includes:
  - taller monumental pylon set back from the corner pylon at the bridge corner with extended lantern style light;
  - a large curved planter wall supporting a raised planting bed forming a terrace for a bosque of signature palms;
  - a circular inset in the corner feature allowing for the application of local seals or graphics;
  - raised lettering along the curved face of the planter wall for place names and cross streets
  - MSE3 wall treatments extending 100’ from the bridge corner and MSE2 wall treatments extending from the MSE3 treatments;
Bridge Architecture: Level BA6

MSE2 wall treatments

MSE3 wall treatments
Bridge Architecture: Level BA6

- Specialty lighting for this level includes:
  - frosted or fritted glass enclosure for the extended pylon lantern lights;
  - lines of LED light tracing the pylon articulation;
  - back lighting for the place name and cross street lettering;
  - signature palm uplights (2 per palm) mounted in planter;
  - ground mounted linear uplights in the planter to wash the wall behind palms;
  - wall washing lights mounted to the underside of bridge to illuminate walls
Bridge Architecture: Texture & Color

1. Bridge Structure
   1. Color – #35193: Grey Green

2. MSE Bridge Pylons — Thickened MSE Wall Panels with Class 5 Finish (1 Texture, 2 Colors)
   1. Texture 1 – Smooth Texture
   2. Color 1 – #33690: Light Tan
   3. Color 2 – #33446: Sand

3. Crash Barrier — Crash Barrier Across Bridge with Class 5 Finish (1 Texture, 1 Color)
   1. Texture 1 – Smooth Texture
   2. Color 1 – #33690: Light Tan

Colors:
- #33690 Light Tan
- #36622 Light Grey
- #33446 Sand
- #35193 Grey Green
Bridge Architecture: Texture & Color

4. MSE Walls — Class 5 Finish (1 Texture, 1 Color)
   1. Texture 1 – Smooth Texture
   2. Color 1 – #33690: Light Tan

5. MSE Wall Coping — Class 5 Finish (1 Texture, 1 Color)
   1. Texture 1 – Smooth Texture
   2. Color 1 – #33446: Sand

6. Cast Stone Logo — Integral Color Concrete
   1. Match Federal Standard Color #33690: Light Tan

<table>
<thead>
<tr>
<th>Color Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>#33690</td>
<td>Light Tan</td>
</tr>
<tr>
<td>#36622</td>
<td>Light Grey</td>
</tr>
<tr>
<td>#33446</td>
<td>Sand</td>
</tr>
<tr>
<td>#35193</td>
<td>Grey Green</td>
</tr>
</tbody>
</table>
Base Under Bridge Treatment

1. Bridge Structure
   1. Color – #35193: Grey Green

2. Architectural Pre-Cast Flat Panel-Pylons — Integral Color Concrete (1 Texture, 1 Color)
   1. Texture 1 – Smooth Texture
   2. Color 1 – #33446: Sand

3. Underpass MSE Wall – Base Course and Upper Wall (1 Texture, 2 Colors)
   1. Texture 1 – Smooth Texture
   2. Color 1 – #33690: Light Tan
   3. Color 2 – #33446: Sand

4. MSE Wall Coping – Class 5 Finish (1 Texture, 1 Color)
   1. Texture 1 – Smooth Texture
   2. Color 1 – #33446 Sand: Under Street
Custom Aesthetics Option
Custom Aesthetics Option
Daryl Carter Parkway

Bridge Not to Be Reconstructed: Adding Interchange
• Proposed Daryl Carter Parkway improvements
  • Maintaining existing bridge
  • Adding interchange ramps
• Bridge Aesthetic level
  • Base treatment being recommended on Daryl Carter bridge and new ramp bridge
  • Opportunity to affect landscaping
Daryl Carter Parkway
Central Florida Parkway

Bridge To Be Reconstructed
Central Florida Parkway

• Proposed improvement
  • Raising Central Florida Parkway 6′ to address drainage
  • New bridges, including flyover
  • Widening Central Florida Parkway for additional traffic and ramp lanes
  • Making a full interchange (on/off ramps eastbound and westbound)
  • 10′ pedestrian path on south side

• Multiple spans

• Bridge Aesthetic level
  • Opportunity for BA4 for I-4 bridges over Central Florida Parkway
Central Florida Parkway
Central Florida Parkway
Central Florida Parkway
Sand Lake Road

Bridge To Be Reconstructed
Sand Lake Road

• Proposed improvements
  • All new bridges
  • Improve traffic flow on Sand Lake Road
    • Modified diverging diamond interchange on Sand Lake Road
    • New traffic patterns at Sand Lake Road and Turkey Lake Road — no left turn from Sand Lake to Turkey Lake
  • Pedestrian walkways maintained
  • Orange County studying 10’ pedestrian path along Sand Lake from Turkey Lake under I-4
Sand Lake Road

- Overall bridge length
  - Being increased
- Number of spans
  - Likely a 2-span bridge
- Bridge Aesthetic level
  - Opportunity to do BA6
  - Your preference?
Sand Lake Road
Diverging Diamond Interchange

- Advantages:
  - Safety – removes left turns across oncoming traffic
  - Accommodates more traffic
  - Drivers make free-flow right and left turns to and from the major freeway
  - Meets the needs of all road users, including large trucks, pedestrians and bicyclists
Driving The Diverging Diamond Intersection In Sarasota at I-75 and University Parkway.
No left turn from Sand Lake Road to Turkey Lake Road.
## Segment 2 Lighting (Local Roads)

<table>
<thead>
<tr>
<th>Location</th>
<th>Existing Condition</th>
<th>Limits</th>
<th>Special Aesthetic Lighting</th>
<th>High Mast Lighting</th>
<th>Owner</th>
<th>Proposed Lighting</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daryl Carter Parkway</td>
<td>No existing</td>
<td>Within the influence of the interchange Limits to be defined by design/build team</td>
<td>TBD</td>
<td>TBD</td>
<td>FDOT</td>
<td>Standard</td>
</tr>
<tr>
<td>Central Florida Parkway</td>
<td>Existing</td>
<td>Within the influence of the interchange Limits to be defined by design/build team</td>
<td>TBD</td>
<td>TBD</td>
<td>FDOT</td>
<td>Standard</td>
</tr>
<tr>
<td>Sand Lake Road</td>
<td>Existing</td>
<td>Within the influence of the interchange Limits to be defined by design/build team</td>
<td>TBD</td>
<td>TBD</td>
<td>FDOT</td>
<td>Standard</td>
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Landscaping To Be Performed After I-4 Beyond the Ultimate
Landscaping To Be Performed After I-4 Beyond the Ultimate

- Landscaping will be separate contract after I-4 Beyond the Ultimate is complete to allow study of available options along the corridor.
- Intent is to match existing corridor landscaping to keep consistent with adjacent properties.
Next Steps

• Schedule second meeting to discuss costs and budget
• Decide on aesthetic options for three bridges
• Meet again with FDOT to present preferred options
• MOU and any additional design submitted to FDOT by August 2018
Questions & Discussion
Thank you
For More Information ...

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