

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

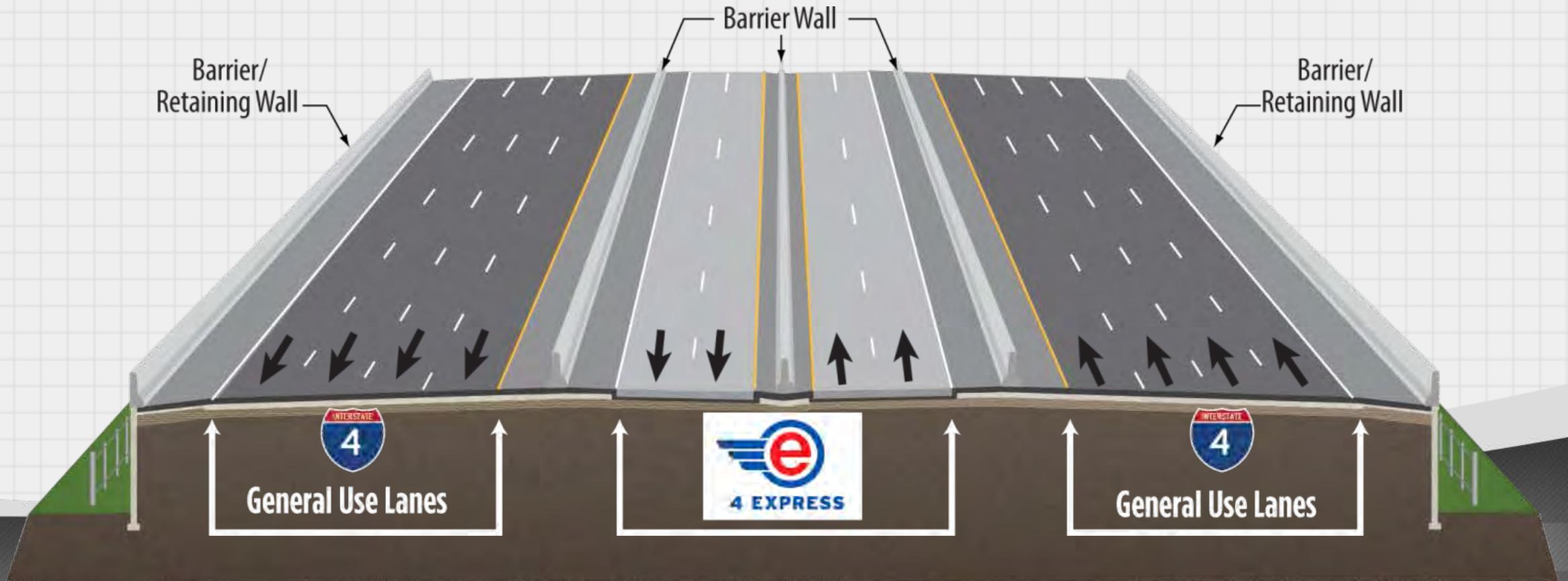


6 general use lanes + auxiliary lanes



4 EXPRESS

4 Express Lanes (2 in each direction)





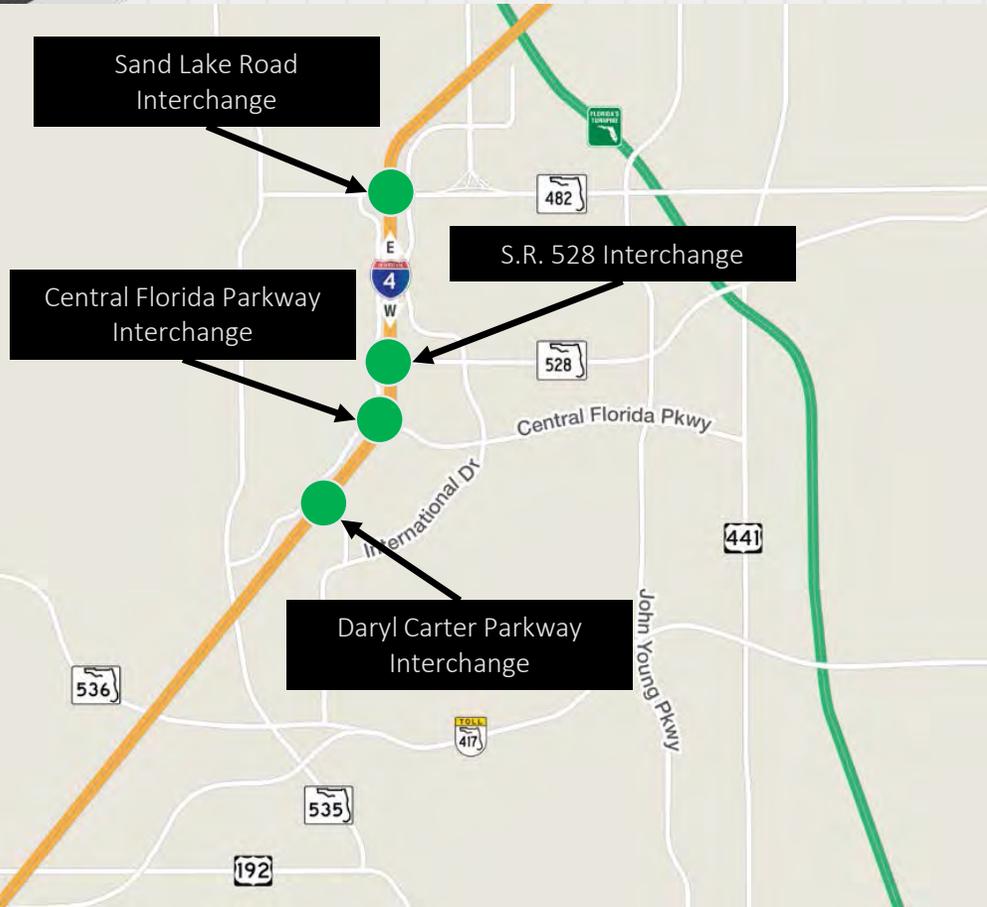
Seamless Travel Between I-4 Ultimate & I-4 Beyond the Ultimate

- Aesthetic treatments consistent with I-4 Ultimate
- Tolling gantries, pylons, lighting and signage also consistent





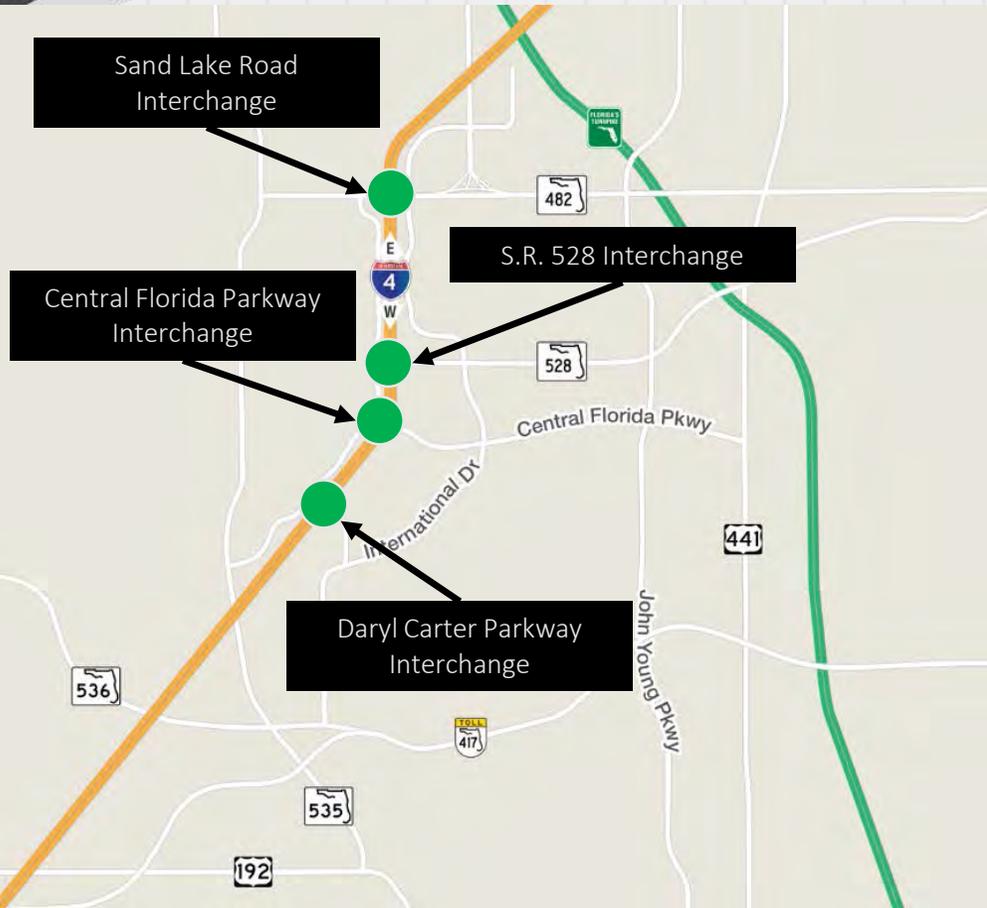
Overview of Segment 2



- 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

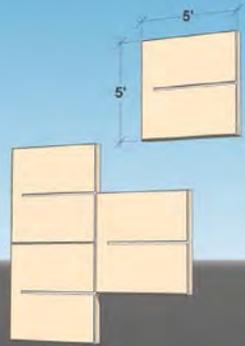
- Designed to be applied at major gateway intersections, this treatment level includes:
 - taller monumental pylon set back from the corner pylon at the bridge corner with extended lantern style light;
 - a large curved planter wall supporting a raised planting bed forming a terrace for a bosque of signature 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;



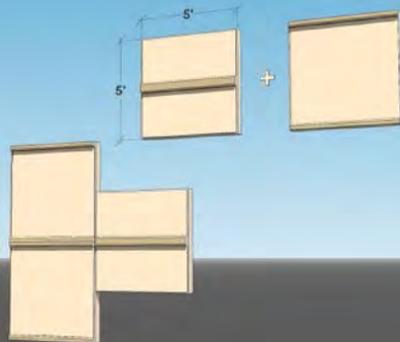


Bridge Architecture: Level BA6

MSE2 wall treatments



MSE3 wall treatments





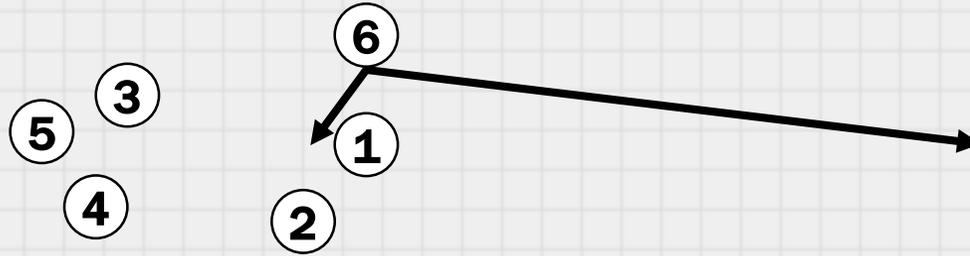
Bridge Architecture: Level BA6

- 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

#33690
Light Tan

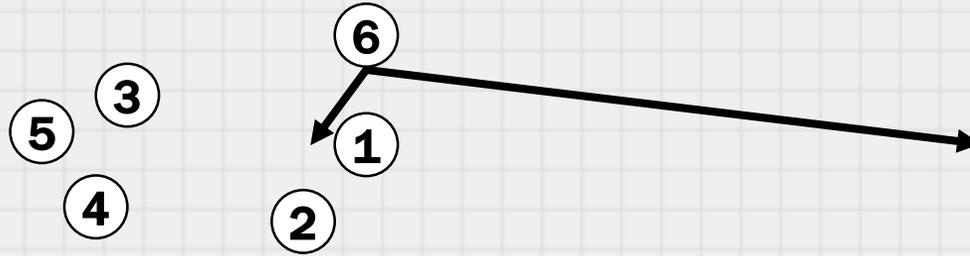
#36622
Light Grey

#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

#33690
Light Tan

#36622
Light Grey

#33446
Sand

#35193
Grey Green





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

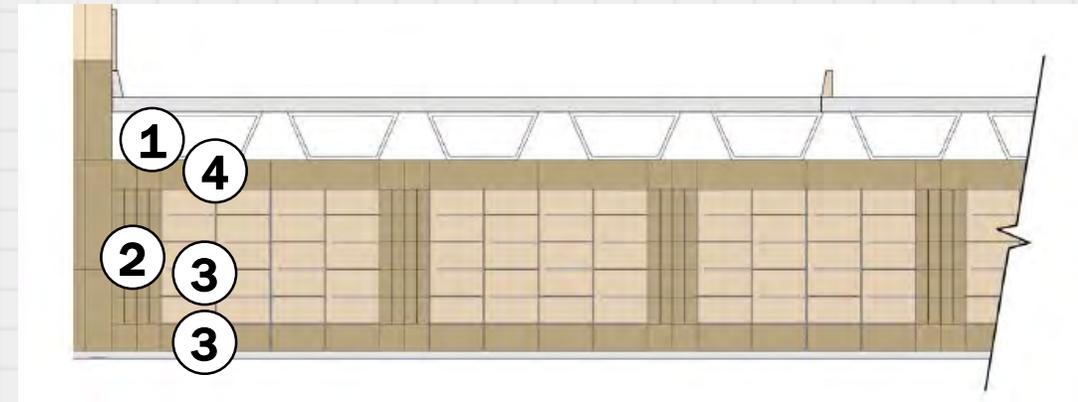
3. Color 2 - #33446: Sand

4. MSE Wall Coping – Class 5 Finish (1 Texture, 1 Color)

1. Texture 1 - Smooth Texture

2. Color 1 - #33446 Sand: Under Street

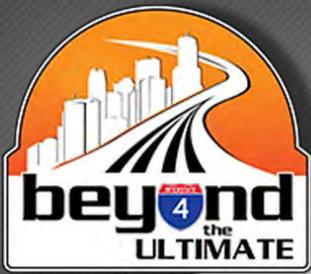
#33690 Light Tan	#36622 Light Grey
#33446 Sand	#35193 Grey Green



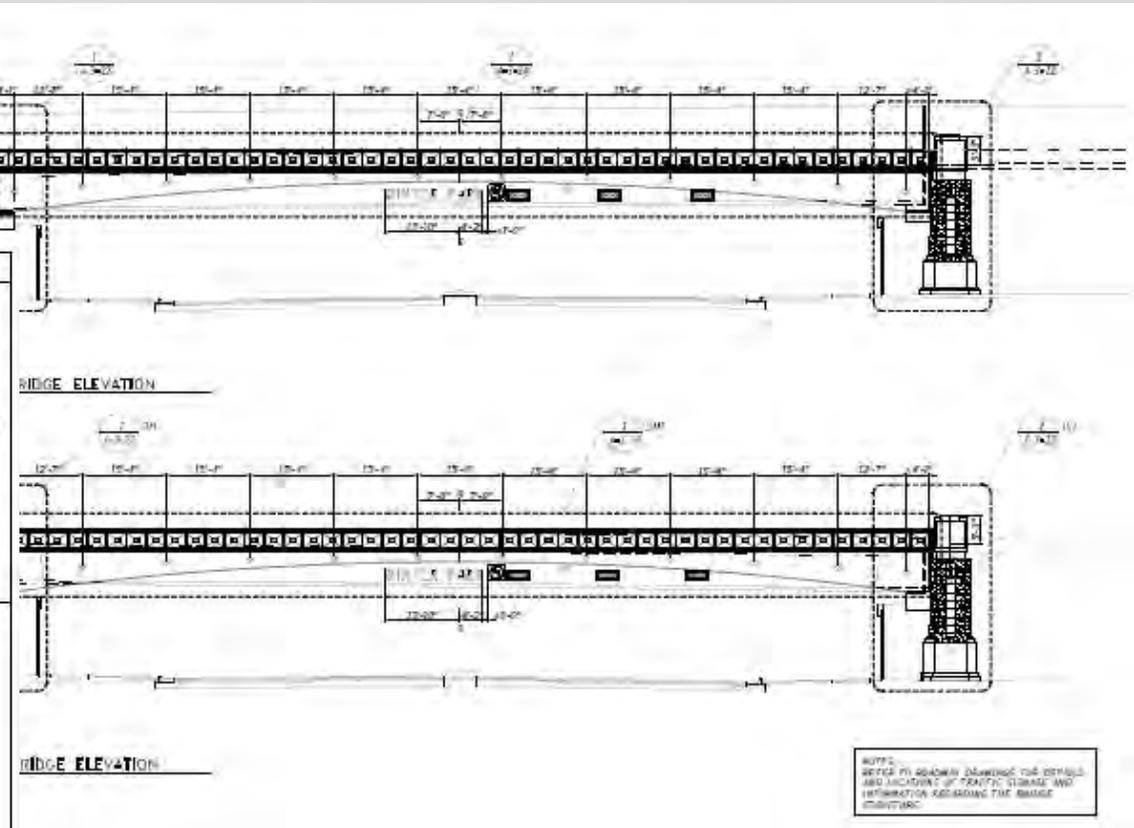
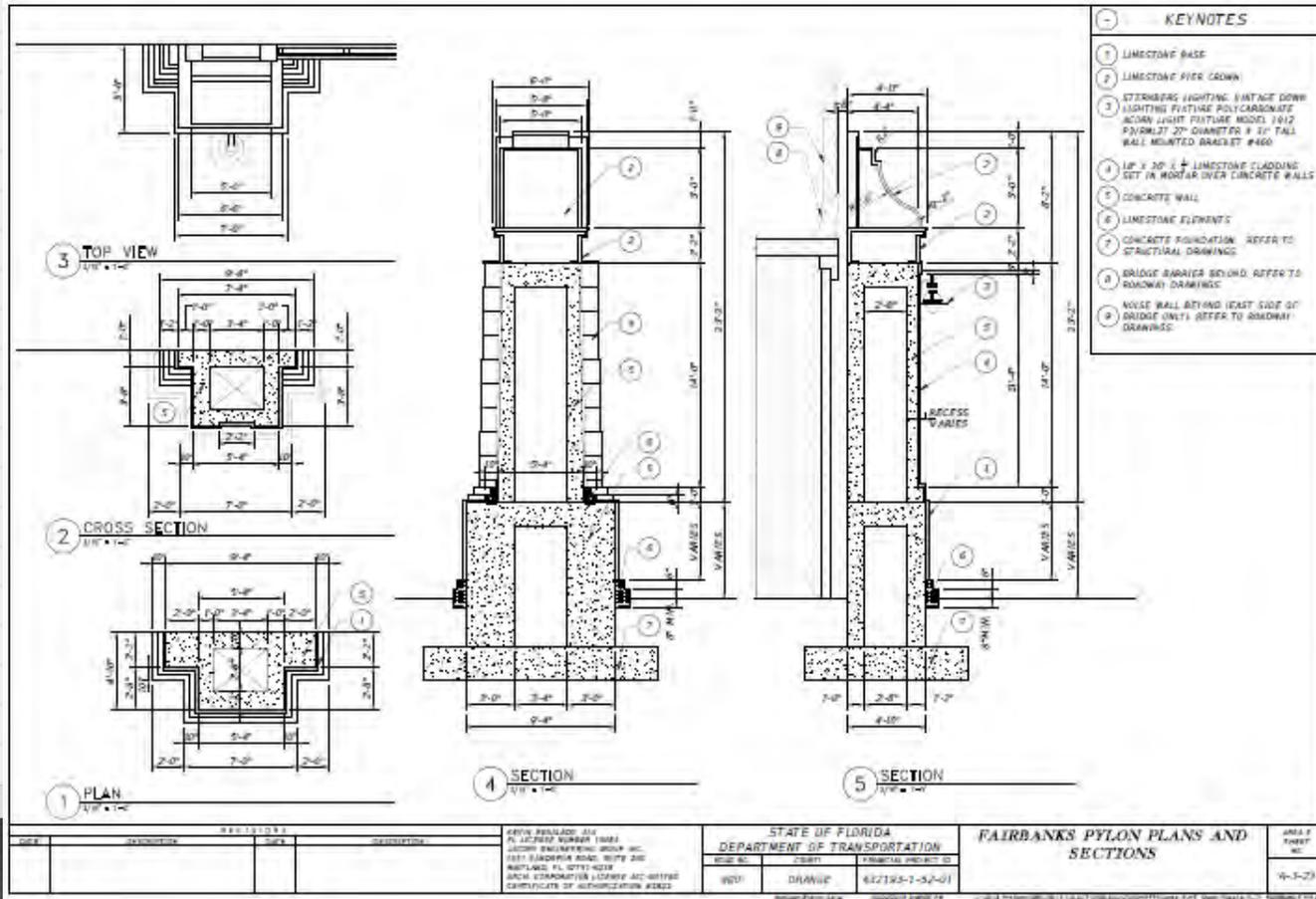


Custom Aesthetics Option





Custom Aesthetics Option



DATE	DESCRIPTION	BY	DATE	DESCRIPTION
40105 RELEASED BY: FL LICENSE NUMBER 13883 JORDAN ENGINEERING GROUP, INC. 1031 SANDWICH ROAD, SUITE 200 NAPLES, FL 34110-4238 ARCHITECTS REGISTERED UNDER ARCHITECTS CERTIFICATE OF AUTHORIZATION #2822				
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION				
PROJECT NO. 40105 DRAWING NO. 427183-7-52-01		FAIRBANKS PYLON PLANS AND SECTIONS		
				SHEET NO. 4-1-23



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

To Orlando





Daryl Carter Parkway





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



Turkey Lake Rd

Westwood Blvd

Central Florida Pkwy





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





Sand Lake Road





Sand Lake Road





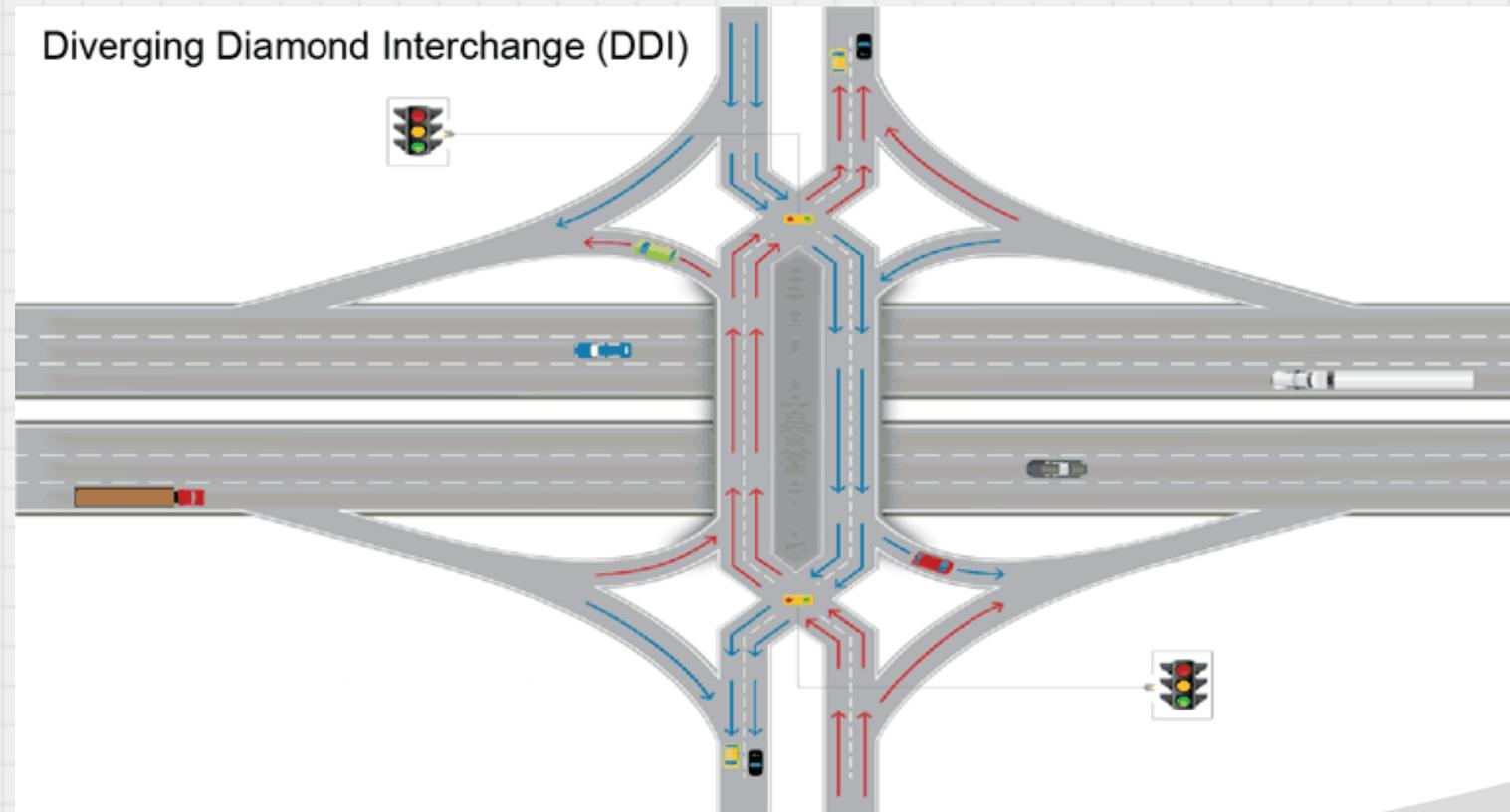
Sand Lake Road





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**



An aerial view of a large, multi-lane highway interchange in Sarasota, Florida. The interchange features a central median and multiple lanes for each direction of travel. Traffic lights are visible at the intersection. The surrounding area includes green spaces, utility poles, and buildings in the distance. The sky is clear and blue.

Driving The Diverging Diamond Intersection In Sarasota at I-75 and University Parkway.



Sand Lake Road



No left turn from
Sand Lake Road to
Turkey Lake Road



Segment 2 Lighting (Local Roads)

Location	Existing Condition	Limits	Special Aesthetic Lighting	High Mast Lighting	Owner	Proposed Lighting
Daryl Carter Parkway	No existing	Within the influence of the interchange Limits to be defined by design/build team	TBD	TBD	FDOT	Standard
Central Florida Parkway	Existing	Within the influence of the interchange Limits to be defined by design/build team	TBD	TBD	FDOT	Standard
Sand Lake Road	Existing	Within the influence of the interchange Limits to be defined by design/build team	TBD	TBD	FDOT	Standard



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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