

I4Ultimate.com

Your source for improvements to I-4 in Orange and Seminole counties



I-4 Ultimate Project Overview

Loreen C. Bobo, P.E., FDOT Construction Program Manager

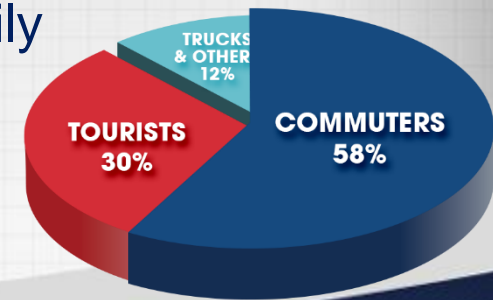
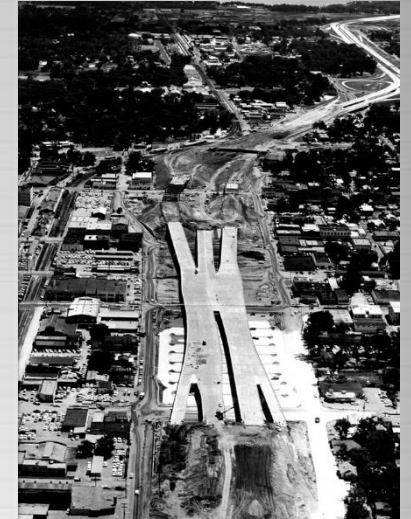
November 4, 2017





Why does I-4 Ultimate exist?

- Aging Infrastructure (**Newer, safer design**)
 - I-4 originally built in late 1950's and 1960's.
 - Design standards have changed and improved since then
 - Orlando has changed since then – no theme parks, many neighborhoods not built yet.
- Traffic Congestion (**add Capacity**)
 - I-4/408 Interchange sees on average 190,000 vehicles daily
 - Mostly commuters, but also quite a few tourists





Project Overview

21 miles from west of Kirkman Road to east of SR 434
Orange & Seminole Counties

Scope:

- Reconstruct mainline and interchanges
- Addition of 4 Express Lanes
- Reconstructs 15 major interchanges
- Bridges: widens 13; adds 53; replaces 74
- Increases design speed to 60 mph
- Operations and Maintenance

P3 - 40 year contract

- Design-Build-Finance-Operate-Maintain
- 2,310 days (6.33 years) for design and construction

I-4 Mobility Partners

- Concessionaire: Skanska, John Laing
- Construction JV: SGL - Skanska Granite Lane
- Design JV: Jacobs - HDR
- Quality Assurance Firm (QAF): Volkert
- Operations & Maintenance: HDR | ICA

FDOT Oversight

- Construction: HNTB
- Design: RS&H
- Public Information: Global 5

\$2.323 billion (yoe) Design-Build cost







Benefits of Public Private Partnership – P3

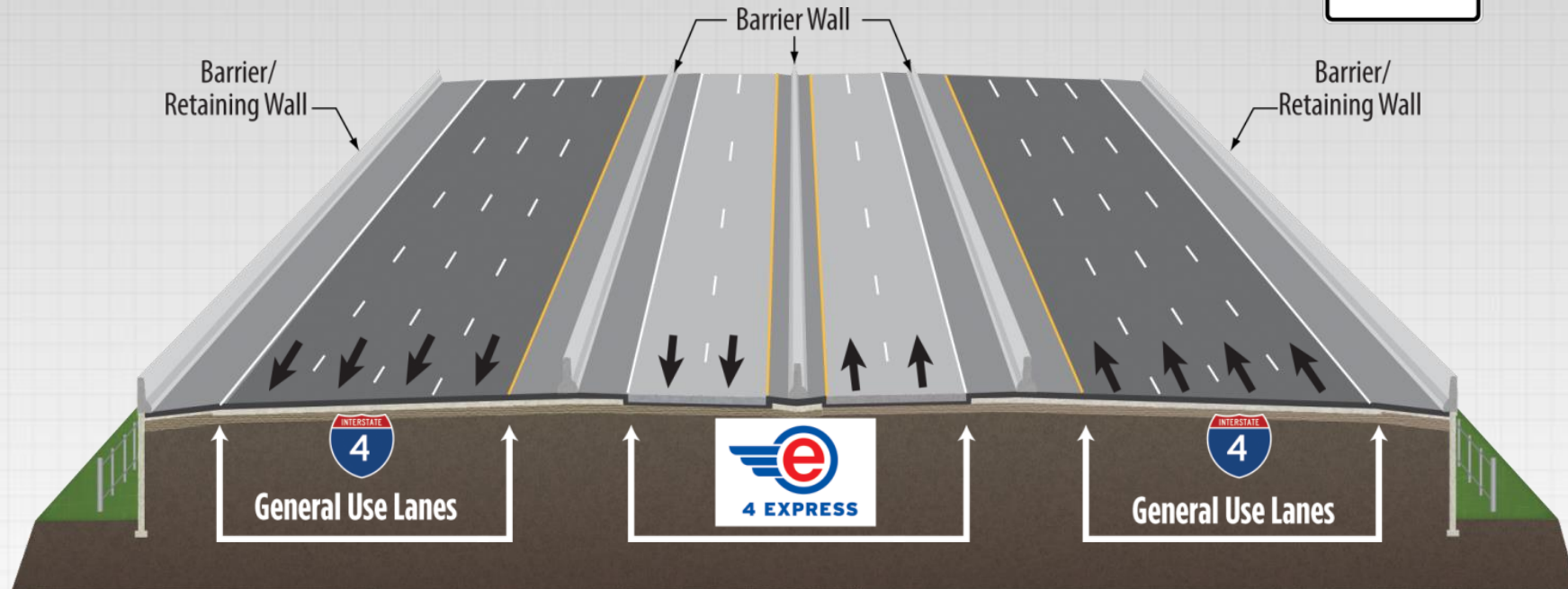
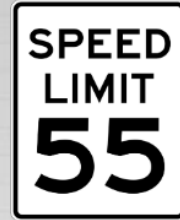
As it pertains to
I-4 Ultimate,
 A 40 year P3
 contract

| Risks | Traditional Project | P3 |
|--|---|---|
| Funding | All public (state/federal) is available | Partial (state/federal), private fills the gap |
| Quality Control/Assurance | FDOT monitors QA, and maintains long term | Concessionaire QC and QA, and maintains for 33 years after construction complete |
| Diverse Landscape – Urban, Utilities, Geological | FDOT is responsible for and coordinate with Contractor/Designer | Contractor/Designer are on the same team as the Concessionaire who is responsible for these items |
| Schedule | 27 years to build | 7 years |



Interstate Typical Section

-  6 general use lanes + auxiliary lanes
-  4 Express Lanes (2 in each direction)





Express Lanes

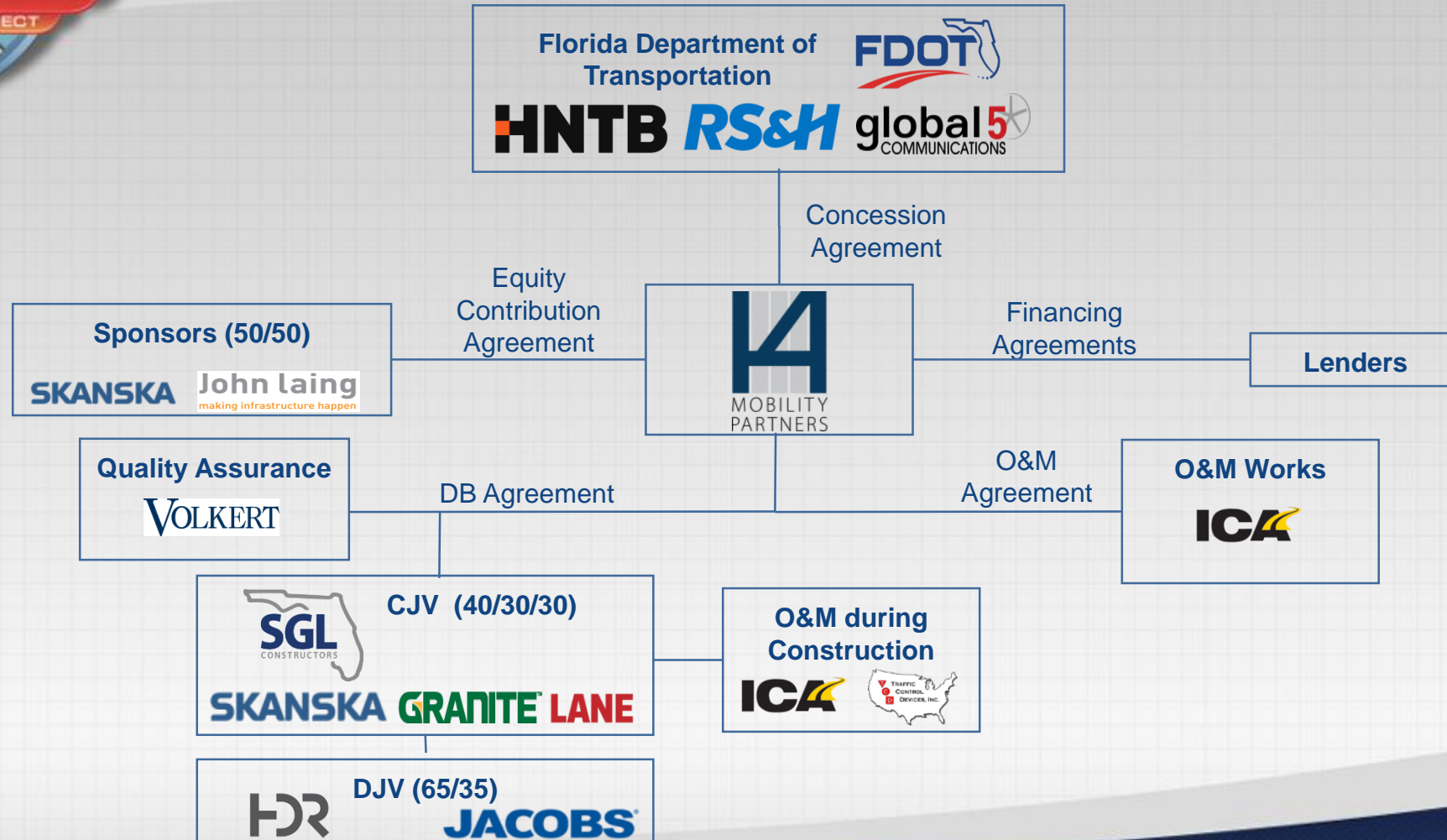
- FDOT sets toll rates and collects tolls
- Limited access to & from tolled express lanes
 - Barrier wall separated
 - Slip ramp access
 - Direct ramp access
- Six to seven access points in each direction
- Dynamic tolling
- All Electronic Tolling
- Everyone pays
- No heavy trucks





Project Team Structure

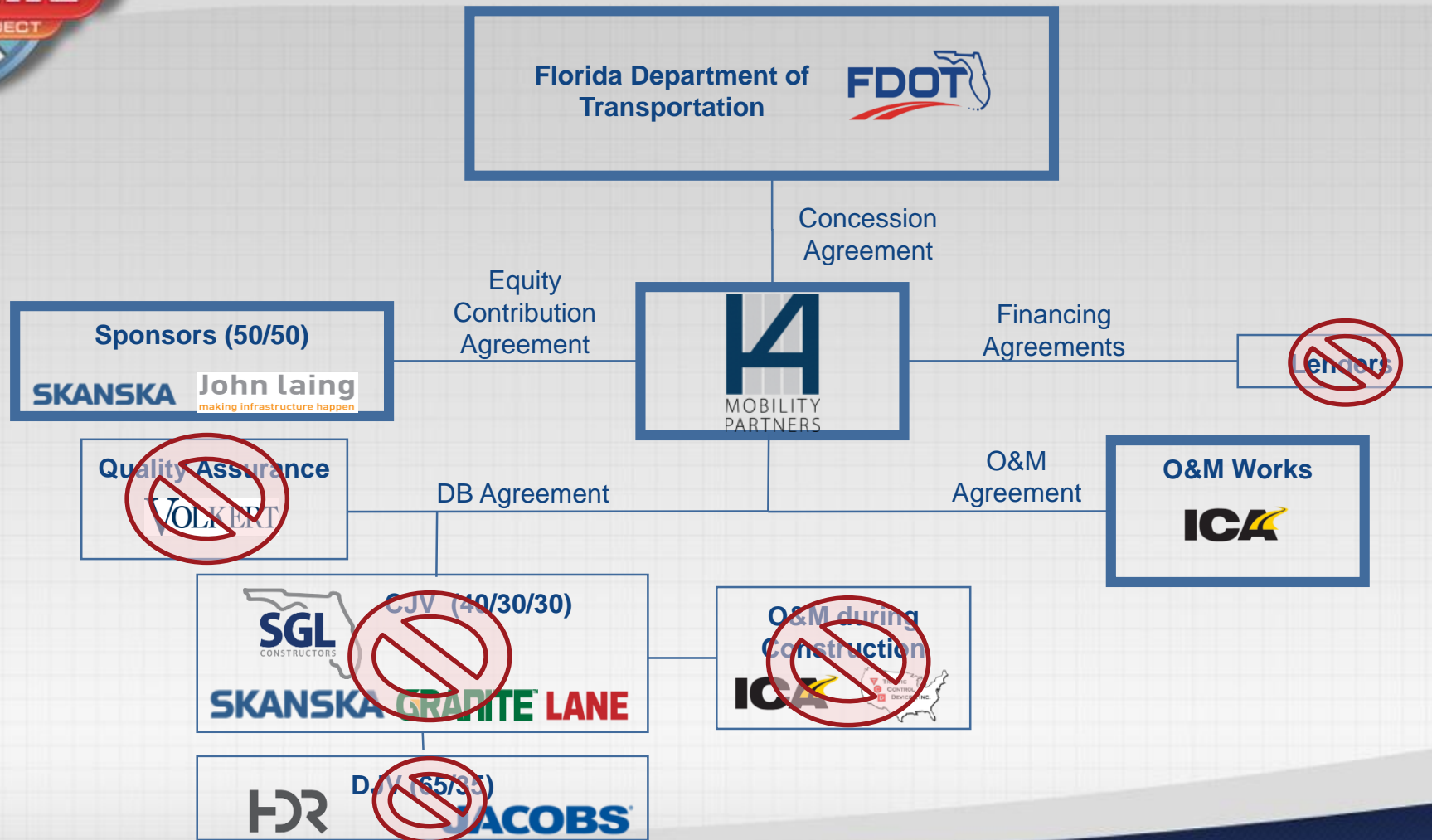
(Design/Construction Period 2014-2020)





Project Team Structure

(Operating Period 2021-2054)

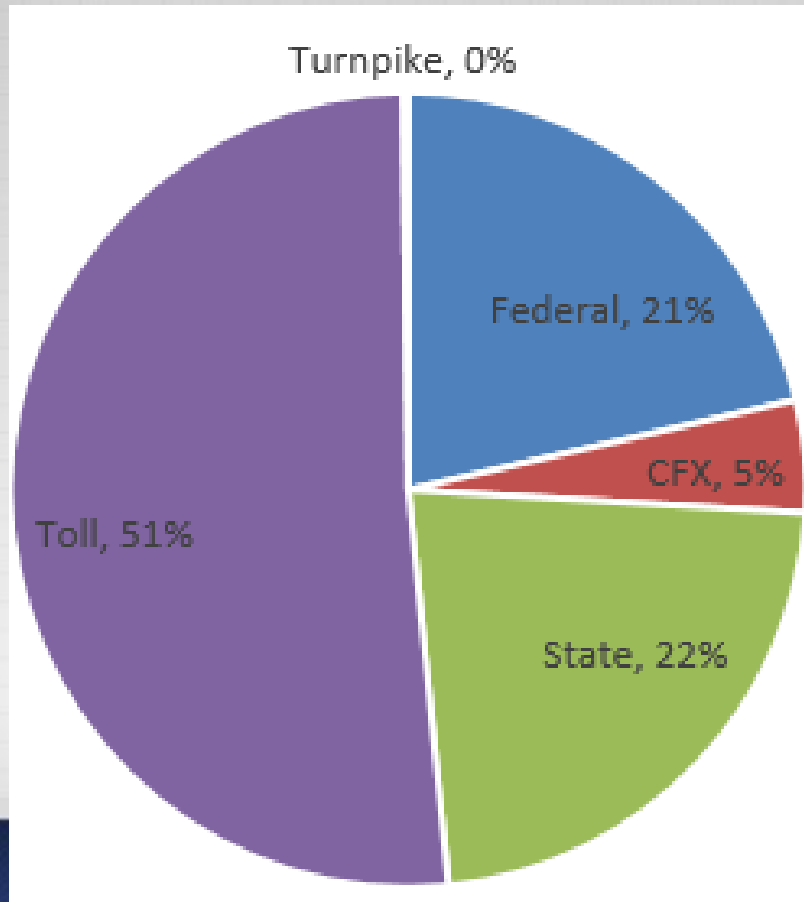




Status, Funding and Payments

Today is day 1157/2310 = 50.09%

Public Private Partnership (P3) – 40 year term (9/4/2014 to 9/4/2054)

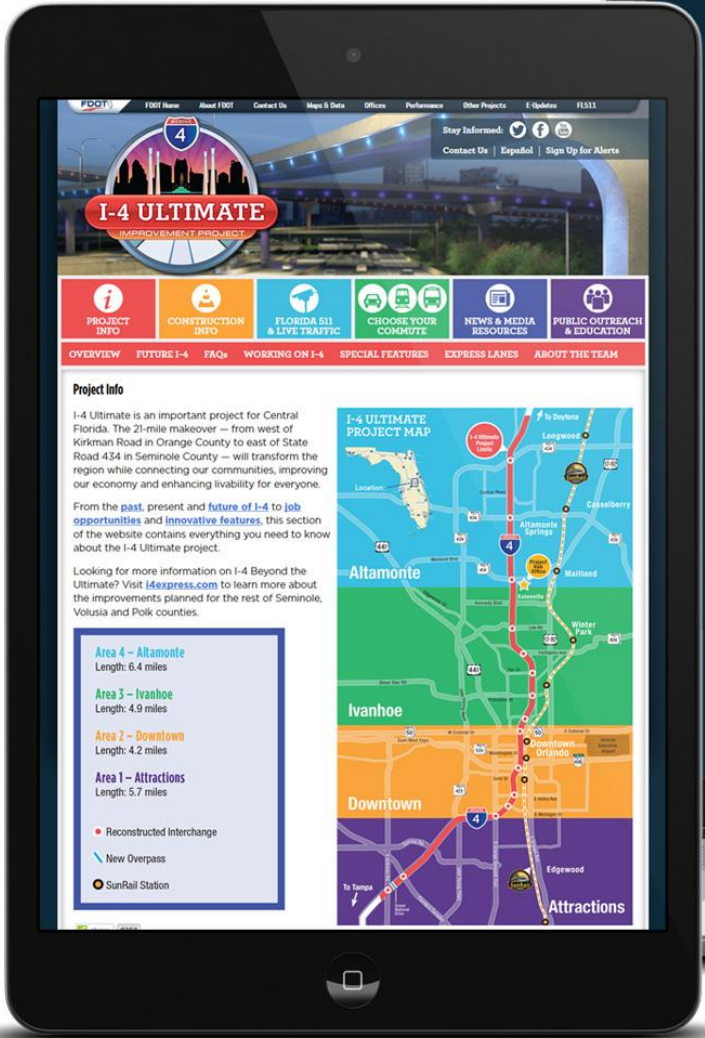


Types of Payments

- **Periodic (17 during construction)(quarterly)**
 - Begin day 630 – May 2016
 - Range from \$45 M to \$132.5 M
 - \$1.035 Billion total
- **Bonus Work Elements (4 areas to earn)**
 - \$7 million total possible
- **Final Acceptance**
 - 2 payments begin at Final Acceptance, FY21 & FY22
 - \$688 million total
- **Availability Payments (Begin at Substantial Completion)**
 - \$75 million annually until September 2054

6th periodic payment invoiced in August, totaling \$270 Million to date

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