



To: Staci Nester
Richard L. Johnson

From: Luis Diaz, PE

Date: June 30, 2014

Subject: Interstate 4 from 1 Mile East of State Road 434 to Volusia County Line Value Engineering Study Recommendation Dispositions

Dear Mr. Johnson,

Please see below for our management action dispositions for the recommendations found on Table 1.4-1 of the Value Engineering Study Report for I-4 from 1 Mile East of State Road 434 to Volusia County Line.

Recommendation 1: Provide an additional floodplain compensation alternative in Basin 300 as FPC 300-A is impacted by a billboard

Further Study required. An additional site for floodplain compensation (FPC 300-C) will be added to the pond siting report and cleared environmentally similar to the other ponds. Some survey is required to determine whether or not this location meets the needed elevation requirements for a Flood Plain Compensation pond. Survey will be performed as part of the PD&E and the pond site will be cleared from an environmental and contamination standpoint.

Recommendation 2: Increase the size of the Pond 303-A1 and incorporate the entire lot that is for sale

Rejected. This pond site can be shown to take the entire property that is for sale, which would result in a joint use pond or two ponds under FDOT control. This pond alternative (Pond 303-A1) could be the preferred option if the billboard cannot be relocated on the other pond alternative site (Pond 303-B2).

Recommendation 3: Make Pond 303-B2 the preferred pond by relocating the billboard within the site

Accepted. Currently, central office is evaluating the billboard on this site for relocation. If the billboard can be relocated on this site, this pond will be the preferred alternative (Pond 303-B2).

Recommendation 4: Maintain the design variation in the Ultimate section though the entire corridor

Accepted. The design variation will be used throughout the section.

Recommendation 5: Consider concrete express lanes

Accepted. The use of concrete pavement will be considered for the construction of the express lanes.

Recommendation 6: Relocate the sidewalk off of back of curb at the BB&T Bank on Lake Mary Blvd. by purchasing an easement or right of way to avoid utility relocations

Accepted. Costly utility relocation could be avoided by moving the sidewalk back outside of the right of way.

Recommendation 7: Don't build the 6-ft. sidewalk on the south side of the bridge at EE Williamson Road

Rejected. The EE Williamson Road Bridge will be replaced and sidewalks will be provided on both sides to maintain consistency with the approaches on each side of the bridge.

Recommendation 8: Add direct connect ramps to the express lanes at EE Williamson

Further study required. A presentation was given to the Alaqua HOA and the majority of the residents in the area do not want the express lanes accessing EE Williamson. The traffic volumes at the location are being reviewed to determine the impacts to the local network.

Recommendation 9: Modify the eastbound Lake Mary Blvd. to eastbound I-4 ramp to begin before the interchange signal on the west side of I-4

Rejected. Concerned that everyone heading for I-4 will have limited room or distance to get to the ramp.

Recommendation 11: Provide a grade separated intersection at Lake Mary Blvd & Primera Blvd/Lake Emma Rd.

Rejected. A grade separated intersection at this location would cause numerous access issues to the east of the intersection. In the current year and the future design year, traffic does not back up onto the I-4 mainline.

Recommendation 12: Corridor improvements on Lake Mary Blvd. from the I-4 interchange to Rinehart Rd.

Accepted. The traffic modelers are looking at what kind of improvements can be made throughout the corridor.

Recommendation 14: Construct a pedestrian tunnel under ramps and bridge over the mainline on the north side of Lake Mary Blvd.

Further study required. It may be possible to tunnel under the ramps, but then the sidewalk would need to get up and over I-4 all while still meeting ADA requirements.

Recommendation 17: Eliminate the right turn lane at International Parkway and CR 46A because the outside lane becomes a right turn lane at the intersection

Accepted. The additional right turn lane at International Parkway will be removed.

Recommendation 18: Start the second eastbound left to eastbound I-4 after the westbound I-4 on ramp so the shift is under and before the overpass

Accepted. We will revise the amount of turn lane storage and model it to make sure there are no issues.

Recommendation 21: Modify the 17-92 Alternative 1 to better accommodate traffic

Further study required. Modifying Alt 1 to taper the US 17-92 SB to I-4 WB to eliminate the hard right.

Further study. Add a third lane to Monroe Blvd and to add dual rights with stop control.

Recommendation 22: Consider a skewed 4-leg Orange Ave. intersection that eliminates the left turn off of Monroe Road as a straight movement through the skewed intersection.

Further study required by the traffic modelers. Further study required for being able to leave the EB off ramp as is because a TUDI is being proposed at this location.

Recommendation 30: Modify the US 17/92 Alternative 5 interchange

Further study required. The US 17-92 interchange will be modified to be a TUDI. Further study required to evaluate the effectiveness of a dedicated right turn lane.

In summary, the design team accepts 7 recommendations, does not accept 4 recommendations and has identified 6 for further study.

Thank You,

A handwritten signature in blue ink, appearing to read 'Luis Diaz', with a stylized flourish at the end.

Luis Diaz, P.E.
Project Manager