



TECHNICAL ADVISORY COMMITTEE

Virtual Workshop Agenda

August 28, 2026 • 10:00 A.M.

Technical Advisory Committee Virtual Workshop

DATE & TIME:

Friday, August 28, 2026
10:00 a.m.

LOCATION:

Virtual via Zoom

CLICK HERE TO JOIN VIRTUALLY

[Technical Advisory Committee](#)

MEMBERS OF THE PUBLIC ARE WELCOME!

Participate at the location above or online from your computer, smartphone or tablet. Zoom meeting ID and dial-in info [available here on web calendar.](#)

Thank you for silencing your cell phones during the meeting and keeping microphones muted unless you are recognized to speak.

I.	CALL TO ORDER	Chair Myles O'Keefe
II.	CHAIR'S ANNOUNCEMENTS	Chair Myles O'Keefe
III.	AGENDA REVIEW	Slade Downs
IV.	AGENCY REPORTS • FDOT – Jonathan Scarfe	Agency Staff
V.	ATTENDANCE ROLL CALL	Rachel Frederick
VI.	COMMON PRESENTATIONS & STATUS REPORTS	Section 1
A.	Status Update: Vision Zero Central Florida A presentation about MetroPlan Orlando's ongoing and upcoming safety planning activities.	Lara Bouck MetroPlan Orlando
B.	Off-System Safety Priorities Program: 2027 Call for Projects Working Group (Section 1) Review and discuss Off-System Safety Priorities Program & appoint the 2027 Call for Projects Working Group. Application process and guidelines information is provided in Section 1.	Taylor Laurent MetroPlan Orlando

VII. ITEMS FOR REVIEW AND DISCUSSION

Section 2-3

NOTE: *this meeting is being conducted in a virtual workshop format, therefore the committee will review and discuss the following items which are scheduled for formal action by the MetroPlan Orlando Board at its upcoming meeting. Comments received at the committee meeting will be summarized and reported to the Board. If required, the committee will acknowledge and ratify the Board's actions at their next in-person meeting.*

A. Roll-Forward Amendments to the FY 2026/27 - FY 2030/31 Transportation Improvement Program (Section 2)

Dr. Natalia Barbour
MetroPlan Orlando

FDOT is requesting that the FY 2026/27 – FY 2030/31 TIP be amended to include Roll-Forward amendments.

Requesting Approval of Roll-Forward Amendments to the FY 2026/27 - FY 2030/31 Transportation Improvement Program.

A letter from FDOT explaining the amendment is available upon request. Included in Section 2 is a summary prepared by MetroPlan Orlando staff and the draft resolution to be presented at the upcoming Board meeting.

B. Amendments to the FY 2026/27 - FY 2030/31 Transportation Improvement Program (TIP) (Section 3)

Dr. Natalia Barbour
MetroPlan Orlando

Requesting Recommendation for Approval of Amendments to the FY 2026/27 – FY 2030/31 TIP, including following item(s):

- 451939-1 LYNX FTA 5339 Bus and Bus Facilities
- 458582-1 Ocoee-Apopka Road (CR 437A) Widening
- 446493-5 Winter Park Dr. Complete St. Imp. Phase 1

A letter from FDOT explaining the amendment requests is included in Section 3, along with a summary prepared by MetroPlan Orlando staff and the draft resolution to be presented at the next Board meeting.

VIII. TAC ONLY PRESENTATIONS

No TAC Only Presentations

IX. GENERAL INFORMATION	Section 4
A. Highlights from July 8, 2026, MetroPlan Orlando Board Meeting – A series of highlights and notable actions from the most recent MetroPlan Orlando Board Meeting.	
B. Air Quality Report – A report on Air Quality in the MetroPlan Orlando area is enclosed.	
C. PD&E Tracking Status Report (2026 Q2) - A report providing the latest status of the PD&E studies currently underway in the MetroPlan Orlando region is enclosed for information purposes.	
D. FDOT Monthly Construction Status Report – FDOT Monthly Construction Status Reports for the MetroPlan Orlando area are enclosed.	
E. Micromobility Safety Resources – Please see the links below, for a variety of Safety Information & Resources. • e-Bike Safety • Start the School Year Safely: Know Before You Roll MetroPlan Orlando	
X. UPCOMING MEETINGS OF INTEREST	
A list of selected upcoming meetings to be held at MetroPlan Orlando’s office. For more information and a full list of upcoming meetings, visit the MetroPlan Orlando Calendar	
A. Municipal Advisory Committee (MAC) – September 3, 2026	
B. Vision Zero Speaker Series – September 3, 2026	
C. MetroPlan Orlando Board – September 9, 2026	
D. Transportation Disadvantaged Local Disadvantaged Board (TDLCB) – September 17, 2026	
E. Vision Zero Task Force Meeting – September 22, 2026	
F. LYNX Board (at LYNX Central Station) – September 24, 2026	
G. Central Florida Commuter Rail Commission (at LYNX Central Station) – October 22, 2026	
H. Community Advisory Committee (CAC) – October 28, 2026	
J. The Blind Experience – October 15, 2026	
K. TSM&O – October 23, 2026	
L. Technical Advisory Committee (TAC) – October 23, 2026	
XI. MEMBER COMMENTS	

XII. PUBLIC COMMENTS (GENERAL)

How to comment:

1. Complete an electronic speaker card at [MetroPlanOrlando.gov/SpeakerCard](https://metroplanorlando.gov/SpeakerCard). The chairperson will call on each speaker.
2. Use the Raised Hand feature to indicate you want to speak.
3. Each speaker has two minutes to address the committee and should state his/her name and address for the record.

XIII. ADJOURNMENT

Public participation is conducted without regard to race, color, national origin, sex, age, disability, religion, or family status. Persons wishing to express concerns, who require special assistance under the Americans with Disabilities Act, or who require language services (free of charge) should contact MetroPlan Orlando by phone at (407) 481-5672 or by email at info@metroplanorlando.gov at least three business days prior to the event.

La participación pública se lleva a cabo sin distinción de raza, color, origen nacional, sexo, edad, discapacidad, religión o estado familiar. Las personas que deseen expresar inquietudes, que requieran asistencia especial bajo la Ley de Americanos con Discapacidad (ADA) o que requieran servicios de traducción (sin cargo) deben ponerse en contacto con MetroPlan Orlando por teléfono (407) 481-5672 (marcar 0) o por correo electrónico info@metroplanorlando.gov por lo menos tres días antes del evento.

Section 1





Draft 2027 Call for Projects

Date:
August 28, 2026

Subject:
Draft 2027 Call for Projects Process and Guidelines for TAC Review

Consistent with funding policy recommendations of the 2050 MTP, MetroPlan Orlando is facilitating a “Call for Projects” for federal Surface Transportation Block Grant (STBG) funding (TMA–SU). The total estimated amount of funds available through this project call is approximately \$3 million. The funds are anticipated to be available for Fiscal Year 2032/33 (for the new 5th year of the Transportation Improvement Program/TIP). These funds can only be used within the MetroPlan Orlando urbanized area on functionally classified facilities. This is not a grant; these federal funds are to be administered through FDOT’s Local Agency Program (LAP) following prioritization and approval by the MetroPlan Orlando Board. All federal and state rules for these types of funds apply.

Virtual Information Meeting

In early January 2027* (date subject to change) MetroPlan Orlando will host an informational meeting via Zoom. Registration is not required. Zoom panelist log-in links will be emailed to all Technical Advisory Committee (TAC) members. Additional meeting and public access information will be made available on the [MetroPlan Orlando website calendar](#) in advance of the virtual meeting.

Participation is recommended, but not required, for agencies who plan on submitting for this project call. The virtual meeting will provide information and support to agencies interested in submitting projects. A recording will be made available online (see [MetroPlan Orlando’s YouTube channel live/streams](#)) following the meeting. MetroPlan Orlando staff also offers project applicants a chance to meet prior to their submittal to answer any questions.

Process Timeline and Key Dates (*dates are subject to change)

Date	Activity
October 2026*	TAC’s Designated Working Group convenes to finalize method/approach
Early January 2027*	Call for Projects Informational Meeting (hosted by MetroPlan Orlando)
Early January 2027*	Call for Projects <u>Opens</u>
January 29, 2027 at 5pm*	Call for Projects <u>Closes</u> (deadline for project submissions: (1/29/27* at 5pm*)
March 2027*	TAC’s Designated Working Group convenes to prioritize candidate projects
April 23, 2027*	TAC Review/Approval of New Candidate Projects as proposed by Working Group
Late April – May 2027*	Develop FDOT LAP Intake Applications for approved candidate projects
Late May – Early July 2027*	PPL Public Preview/Comment Period
Late June 2027*	Advisory Committee recommendation of PPL (including new candidate projects)
July 14, 2027*	MPO Board Action on updated PPL (including new candidate projects)
July 2027*	MPO submission of priority lists to FDOT for programming consideration

Project Applications

All submissions must be completed using MetroPlan Orlando's Online Candidate Project Application:
[hyperlink to be added when application period opens].

A copy of required application questions is available in *Appendix A* to support response preparation although all submissions must be completed online using the above specified URL.

Each sponsor, lead agency, or prime applicant may submit up to three (3) projects for consideration. Although if multiple projects are submitted, the agency must provide a preferred order of selection (local preference).

Partnership projects will be considered as one application as submitted by the Project Sponsor/Primary Applicant. The Project Sponsor/Primary Applicant is not required to be the FDOT LAP Certified agency. A partnership project application will count as one of the three project submissions from the Project Sponsor/Primary Applicant. Supporting agencies or secondary project sponsors may still submit up to three applications in their Project Sponsor/Primary Applicant role for consideration in this Call for Projects. In short, if a County agrees to be the implementing agency on behalf of a city/town, that partnership project does not count towards the County's 3 project submittals. Responses to Question 29, regarding the Multi-Jurisdictional Priority/Partnership Project, should explain which agency is the primary applicant, which agency(ies) support the project as secondary sponsors, and which agency would be the primary sponsor as the FDOT LAP Certified agency.

The project submittal must include the project name, MTP ID (see 2050 MTP Appendix I), adopted Vision Zero Safety Action Plan reference(s) and/or High-Injury Network designation(s), project category, project readiness status, the local priority ranking, project limits, length (miles), estimated project phase costs, estimated total cost, and project description (short). The submittal must also describe any issues that would impact project readiness, a description of how the project addresses the goals/objectives set out in the MTP, and a purpose and needs statement.

The project submittal must include a purpose and need statement and a brief narrative stating how the project addresses the call for projects category. This narrative is a critical component of the application because it serves as a guide to understanding project benefits in considering subjective prioritization factors. The project submittal must include a map of the project clearly showing the project location and limits. Project map to be created by sponsor within the online application tool.

While the following items are not required, the project sponsor may choose to include them as supplementary materials: conceptual drawings, cross-sections, photographs of project study area, and/or other narrative statements (as needed). It should be noted that letters of support from elected officials have little influence on the selection of projects in a performance-based programming process. While we encourage that project sponsors inform and collaborate with their elected leadership, letters of support are not necessary unless they are committing funds (matching, additional, or non-traditional funding) to the project. These items may be included within the online application using the optional upload features.

Application Review

MetroPlan Orlando staff will review applications for eligibility and notify applicants of any ineligible submittals. After a review, applicants will be notified if the applications are incomplete and will be given three (3) business days to submit missing or incomplete information.

Call for Project Categories

The list below describes the project category eligible for funding through this application process.

- Off the State Highway System – High Injury Network Safety Improvements (LAP implemented)

The subsection below describes the purpose, terms, and applicability of the call for projects category.

Category 1: Off the State Highway System – High Injury Network Safety Countermeasures

<i>Purpose:</i>	Support implementation of local government Vision Zero Safety Action Plans.
<i>Who may apply?</i>	LAP Certified Local Governments, or Local Governments who commit to obtaining and maintaining LAP Certification by June 2031.
<i>What projects are eligible?</i>	Safety countermeasures identified in adopted Regional and/or Local Safety Action Plans, or on a locally identified High Injury Network.
<i>How may funds be used?</i>	Eligible Design (PE) and Construction/CEI expenditures. Federal (SU/TALU) funding for construction/CEI phases must be a minimum of \$50,000 and cannot exceed \$3 million.
<i>What type of funding supports this program?</i>	Federal TMA-SU/TALU funds consistent with MetroPlan Orlando Board Policy
<i>Are there additional requirements?</i>	Project must be consistent with local comprehensive plan and on federal-aid network (federal functional classification of Urban Minor Collector or greater). See the Federal Aid Eligibility WebApp for more information.
<i>Where is this program identified in the 2050 MTP?</i>	Chapter 18: Funding and Investment Policy, Figure 18-2. Chapter 19: Cost Feasible Plan, Table 19-8, MTP ID# 45003.

Project Eligibility Determinations

Local agency sponsors should submit projects that clearly fit into the eligible categories defined in this document. MetroPlan Orlando staff, in consultation with FDOT and FHWA, will make the final determination on project eligibility and will disallow any project that is ineligible. It is the responsibility of the project sponsor to present how the project aligns with the guidelines for eligible project activities.

Projects should primarily benefit the general public and not a private entity. Federal guidance states that projects must be principally for transportation rather than recreation and the project must have logical endpoints. If required, the local match must be cash. In certain limited circumstances, in-kind contributions or non-cash donations may be considered but only after consultation with FDOT and FHWA. This consultation and approval of local agency contributions, cash or otherwise, must occur prior to project programming. Projects must be on the Federal-Aid Network with Functional Classification as Urban Minor Collector or greater to be considered eligible. Please see the [Federal Aid Eligibility WebApp](#) to confirm the project's federal functional classification.

Important to note: It is incumbent upon each project sponsor to review the [Local Agency Program](#) guidance and become familiar with the contracting and reporting procedures. Applying for federal funds is a significant undertaking, which must be led by the project sponsor from start to finish.

Project Consistency with Adopted Plans

Screening criteria addresses provisions of the [Infrastructure Investment and Jobs Act \(IIJA\)](#) and assesses consistency with MetroPlan Orlando's 2050 MTP and adopted local plans. Projects must be consistent with federal requirements and local comprehensive plans to the maximum extent feasible.

Prioritization Process and the Transportation Improvement Program

All submitted candidate projects will be evaluated by MetroPlan Orlando staff (using objective criteria) and a designated working group of the [Technical Advisory Committee](#) (TAC) considering the comparative criteria provided in these guidelines and other factors as needed. Projects will be professionally assessed, and the TAC will take action upon the working group's recommended candidate projects to be included in the next update of the Prioritized Project List. Final approval of the Prioritized Project List and Transportation Improvement Program will be made by the [MetroPlan Orlando Board](#).

Comparative Evaluation Criteria

Candidate projects are to be evaluated consistent with industry-standard indicators to assess the project's need/impact in relation to adopted goals and objectives of the 2050 Metropolitan Transportation Plan. MetroPlan Orlando staff will prepare a summary comparison of submitted projects, based on factors established by the Technical Advisory Committee's (TAC) designated working group. Most of the factors rely heavily on analytics. This increased focus on performance-based planning and programming is a result of federal regulation, which aims to create a streamlined and data-informed surface transportation program.

Proposed comparative criteria include Crash Rate, Fatal and Serious Crash Rate, Number of Pedestrian and Bicycle Crashes, High Injury Network designation, Areas of Persistent Poverty, and Local Jurisdiction Preference. The following table provides details pertaining to the comparative criteria including data sources, evaluation methods, and thresholds for comparative scoring.

Comparative Criteria	Criteria Description	Scoring Thresholds										
Crash Rate Rate of vehicular crashes per 100 million vehicle miles traveled. Source: Signal 4 Analytics (2021-2025)	Method: Five-year crash rates were collected and assigned to each corridor/intersection using GIS. Logic: Corridors which exhibit high crash rates should be prioritized for improvements which improve the safety conditions. For example, a corridor with a crash rate over 6 indicates that its exposure to crashes has been higher than statewide averages for the past three years.	<table><tr><th>Range</th><th>Score</th></tr><tr><td>Very High (>6.0)</td><td>1.00</td></tr><tr><td>High (4.0 – 6.0)</td><td>0.75</td></tr><tr><td>Medium (2.01 – 4.0)</td><td>0.50</td></tr><tr><td>Low (0 – 2.0)</td><td>0.25</td></tr></table> Units: Rate	Range	Score	Very High (>6.0)	1.00	High (4.0 – 6.0)	0.75	Medium (2.01 – 4.0)	0.50	Low (0 – 2.0)	0.25
Range	Score											
Very High (>6.0)	1.00											
High (4.0 – 6.0)	0.75											
Medium (2.01 – 4.0)	0.50											
Low (0 – 2.0)	0.25											
Fatal and Serious Injury Crash Rate Rate of crashes which result in a fatality or serious injury. Source: Signal 4 Analytics (2021-2025)	Method: Five-year fatal and serious injury crash rates were collected and assigned to each corridor/intersection using GIS. Logic: Corridors which exhibit a high rate of crashes involving a fatality or serious injury should be prioritized for improvements which improve the safety conditions.	<table><tr><th>Range</th><th>Score</th></tr><tr><td>Very High (>5.0)</td><td>1.00</td></tr><tr><td>High (3.01 – 5.0)</td><td>0.75</td></tr><tr><td>Medium (1.01 – 3.0)</td><td>0.50</td></tr><tr><td>Low (0.01 – 1.0)</td><td>0.25</td></tr></table> Units: Rate	Range	Score	Very High (>5.0)	1.00	High (3.01 – 5.0)	0.75	Medium (1.01 – 3.0)	0.50	Low (0.01 – 1.0)	0.25
Range	Score											
Very High (>5.0)	1.00											
High (3.01 – 5.0)	0.75											
Medium (1.01 – 3.0)	0.50											
Low (0.01 – 1.0)	0.25											

Comparative Criteria	Criteria Description	Scoring Thresholds										
Number of Pedestrian and Bicycle Crashes A crash which involves a pedestrian or a cyclist. Source: Signal 4 Analytics (2021-2025)	Method: Five-year data for pedestrian and bicycle crashes were collected and assigned to each corridor/intersection using GIS. Logic: Corridors which exhibit a high number of crashes involving a pedestrian or cyclist should be prioritized for countermeasures which improve the safety conditions.	<table><tr><th>Range</th><th>Score</th></tr><tr><td>Very High (>5.0)</td><td>1.00</td></tr><tr><td>High (3.01 – 5.0)</td><td>0.75</td></tr><tr><td>Medium (1.01 – 3.0)</td><td>0.50</td></tr><tr><td>Low (0.01 – 1.0)</td><td>0.25</td></tr></table> Units: Number	Range	Score	Very High (>5.0)	1.00	High (3.01 – 5.0)	0.75	Medium (1.01 – 3.0)	0.50	Low (0.01 – 1.0)	0.25
Range	Score											
Very High (>5.0)	1.00											
High (3.01 – 5.0)	0.75											
Medium (1.01 – 3.0)	0.50											
Low (0.01 – 1.0)	0.25											
High Injury Network Designation The High Injury Network represents a collection of streets where a disproportionate number of crashes that result in someone being killed or severely injured (KSI) occur. Source - MPO Vision Zero Action Plan, 2024	Method: The HIN calculations weight crashes differently depending on the mode of travel involved and the severity of the crash. Crash summaries for each half mile roadway segment were calculated with the segments that receive the highest score comprising the HIN. High injury intersections are identified using a similar process as the HIN, considering all crashes within 250 feet of each intersection. Logic: High-injury network (HIN) segments and intersections will be prioritized across regional, county, and local road levels. Projects and corridors get credit if partially or entirely located on an HIN segment. Only intersection projects get credit if located at an HIN intersection location.	<table><tr><th>Range</th><th>Score</th></tr><tr><td>On regional and either county or local HIN</td><td>1.00</td></tr><tr><td>On county and local HIN</td><td>0.75</td></tr><tr><td>On regional HIN, local HIN or on County HIN</td><td>0.50</td></tr><tr><td>Not on HIN</td><td>0.00</td></tr></table> Units: HIN Designation	Range	Score	On regional and either county or local HIN	1.00	On county and local HIN	0.75	On regional HIN, local HIN or on County HIN	0.50	Not on HIN	0.00
Range	Score											
On regional and either county or local HIN	1.00											
On county and local HIN	0.75											
On regional HIN, local HIN or on County HIN	0.50											
Not on HIN	0.00											
Areas of Persistent Poverty (APP) As defined by the Bipartisan Infrastructure Law, locations are designated as an Area of Persistent Poverty if the census tract has a poverty rate of at least 20 percent as measured by the 2014-2018 five-year data series available from the American Community Survey (ACS). Source - USDOT / US Census Bureau	Method: Spatial intersect using project limits and census track-level data provided by USDOT based on historic American Community Survey data. Data is binary (categorized: APP or not APP) and is not further stratified or provided with additional resolution. Logic: To ensure that transportation decisions do not cause disproportionately high and adverse effects on low-income populations, corridors within Areas of Persistent Poverty will be considered for safety improvements.	<table><tr><th>Range</th><th>Score</th></tr><tr><td>Project within an APP</td><td>1.00</td></tr><tr><td>Not in an APP</td><td>0.00</td></tr></table> Units: Census Tract Designation	Range	Score	Project within an APP	1.00	Not in an APP	0.00				
Range	Score											
Project within an APP	1.00											
Not in an APP	0.00											

Comparative Criteria	Criteria Description	Scoring Thresholds										
Local Jurisdiction Preference Measure of a project’s local significance as assessed by jurisdiction. Source - Local Governments / Maintaining Agencies.	Method: Preference ranking provided directly from local jurisdiction project sponsors. Logic: Qualitative low/medium/high ranking by local jurisdiction on the proposed project’s local significance. Qualitative score to incorporate local preferences, utilizing local agency feedback from the 2050 MTP Needs Assessment Coordination Process.	<table><tr><th>Range</th><th>Score</th></tr><tr><td>High Local Priority</td><td>1.00</td></tr><tr><td>Medium Local Priority</td><td>0.75</td></tr><tr><td>Low Local Priority</td><td>0.50</td></tr><tr><td>No Local Preference</td><td>0.00</td></tr></table> Units: Local Priority	Range	Score	High Local Priority	1.00	Medium Local Priority	0.75	Low Local Priority	0.50	No Local Preference	0.00
Range	Score											
High Local Priority	1.00											
Medium Local Priority	0.75											
Low Local Priority	0.50											
No Local Preference	0.00											

Project Cost Estimation and Budget

A well-defined scope of work/project description is needed to develop accurate planning-level cost estimates. The cost estimate must be prepared and should be divided into project development phases that include PD&E (if required), preliminary/final engineering, right-of-way/utilities, and construction/CEI phases. The project cost estimate should also identify any local (non-federal/state) sources of funding and how each itemized activity will be funded. Estimated funding for the project that may be from sources other than MetroPlan Orlando funds (SU/TALU) should be identified, such as other federal funds (not from USDOT), state, local, donated services, in-kind services, volunteer, etc. Each project phase must be estimated to cost at least \$50,000 to be considered. Federal (SU/TALU) funding for construction/CEI phases for candidate projects cannot exceed \$3 million.

Even though right-of-way may not be funded under some project call categories, a complete project cost estimate is always needed to ensure that the applicant can fund the required project phases. Project sponsors should design their project cost estimates for the year in which the project is anticipated to be delivered.

Important to note: If an agency anticipates using non-federal funds for one or more project phases, such as using local funds to complete a right-of-way phase, those phases must meet federal guidelines/requirements in order for subsequent phases to be eligible for federal funds.

Cost Increases and Changes in Scope of Work

Programmed projects are approved for a specific scope of work and funding level based on the information submitted by the project sponsor. When preparing a project scope and cost estimate, all project materials and labor costs should reflect the anticipated year of construction. It should not be assumed that cost increases can or will be covered with state or federal funds. There may be cases where the sponsor must bear any unforeseen project cost increases. It should be noted that the project for which funding is awarded is the project that must be constructed. If the project that is awarded funding cannot proceed, the funding will return to the MetroPlan Orlando reserve line item in the TIP and will be reallocated to another regional project that has been competitively selected.

Environmental Clearance

All federally funded projects will require environmental clearance as part of the preliminary engineering phase of work. The level of effort varies by the type of project, the anticipated impact, and the degree of public controversy. The NEPA documentation may be a Categorical Exclusion (CE), Environmental Assessment (EA), or Environmental Impact Statement (EIS). Except in unusual circumstances, most MPO/TMA funded projects are usually processed as a CE under the NEPA. Normally, at the project scoping, a decision will be made on the type of documentation required and which entity will prepare the document. The project sponsor or their consultant will be required to prepare the environmental clearance document. There may be costs associated with obtaining environmental clearance. These costs must be borne by the project sponsor/local agency.

Questions / Contact

For questions or additional information about 2027 Call for Projects, contact:

Taylor Laurent, PE, AICP

Email: Taylor.Laurent@MetroPlanOrlando.gov

Phone: 407-481-5672 Ext. 324

Appendix A – Candidate Project Application Questions

The excerpted questions listed below are intended to support project sponsors in preparing the application. Consider drafting responses in a word processing program and then copying/pasting them into the 2027 Call for Projects online application for formal submission.

All submissions must be completed using MetroPlan Orlando's Online Candidate Project Application:
[hyperlink to be added when application period opens].

Required application questions/responses include:

1. Project Agency Sponsor (County/City/Agency)
2. Sponsor Contact Name (First and Last Name)
3. Sponsor Contact Phone Number
4. Sponsor Contact Email
5. Call for Projects Category (select one)
 - HIN Safety Countermeasures (Off-SHS / LAP)
6. Indicate if this is a New Project or Resubmittal
7. Project / Facility Name
8. From / Beginning Point
9. To / End Point
10. Project Length (in miles)
11. Identify Project Location: Using interactive map within online application project sponsor will be prompted to draw the project limits using the add line feature.
12. MTP ID Number: See [2050 MTP: Appendix I](#) for listing of projects pre-screened for eligibility.
13. Adopted Vision Zero Safety Action Plan and/or High Injury Network Documentation
14. Existing Functional Classification: Project limits must be on the federal-aid network with Functional Classification as Urban Minor Collector or greater. This can be confirmed using the [FDOT Federal Aid Eligibility Web Application](#).
15. Project Description / Work Type
16. Project Purpose & Need Statement
17. Estimated PD&E Cost (Note: PD&E / environmental clearance to be funded by local agency)
18. Estimated Preliminary Engineering (PE) Cost (Note: Federal funding minimum is \$50,000 for off-SHS LAP projects)
19. Estimated Right-of-Way (ROW) Cost (Note: ROW costs to be funded by local agency)
20. Estimated Construction Cost (Note: Federal funding CST+CEI phase maximum is \$3 million for off-SHS LAP projects)
21. Estimated CEI Cost (Note: Federal funding CST+CEI phase maximum is \$3 million for off-SHS LAP projects)
22. Estimated Total Project Cost (sum of all project phases)
23. Local Agency Funding Contribution: For TRIP funding program, local agency must provide a minimum 50% match (local/non-state). If none or not applicable, type in the number zero (0).
24. Local Agency Comprehensive Plan Reference(s)

25. Local Agency Preference: Each sponsor may submit up to three (3) projects for consideration. Although if multiple projects are submitted, the agency must provide a preferred order of selection. Note: *Three (3) stars indicates the highest priority while one (1) star indicates the lowest priority of the projects submitted.*
26. Description of any issues (including any anticipated public controversy) that may impact the proposed project's readiness and/or implementation.
27. Description of how the proposed project addresses the goals/objectives set out in the 2050 MTP: See [2050 MTP Chapter 2: Goals and Objectives](#) for reference.
28. Brief narrative stating how the proposed project addresses the call for projects category's purpose and objectives, and how the proposed improvements address existing safety issues: This narrative is a critical component of the application because it serves as a guide to understanding project benefits in considering subjective prioritization factors.
29. Multi-Jurisdictional Priority / Partnership Project: Is the proposed project to be implemented by more than one agency? If so, please list the primary sponsor (LAP Certified agency or will be LAP certified by June 2030) and secondary sponsors.
30. Optional Upload: Supplemental Item 1 - While the following items are not required, you may choose to include them as supplementary materials: including conceptual drawings, cross-sections, photographs of project area, and/or other narrative statements, as needed (maximum file size of 500 MB).
31. Optional Upload: Supplemental Item 2 – Adopted Vision Zero Safety Action Plan with HIN countermeasure project clearly identified and/or latest HIN which includes the proposed projects' full extent (maximum file size of 500 MB)
32. Optional Upload: Supplemental Item 3 (maximum file size of 500 MB)
33. Acknowledgements: Project Sponsor must recognize and agree to the call for projects terms.
- MetroPlan Orlando staff will review applications for eligibility and notify applicants of any ineligible submittals. After a review, applicants will be notified if the applications are incomplete and will be given three (3) business days to submit missing or incomplete information.
 - The project sponsor/implementing agency is responsible for any and all cost shortfalls.
 - Projects that have not satisfied federal requirements and/or have not been advertised for design or construction within one (1) year of their programmed fiscal year may be subject to forfeiture of awarded funds and project cancellation.
 - Project sponsor commits to maintaining FDOT LAP Certification and/or commits to earning FDOT LAP Certification by June 2030.
 - Project sponsor agrees to provide status updates and updated estimates as requested by FDOT.
 - Project sponsor commits to complying with NEPA process prior to construction, including any Necessary involvement with state historic preservation officer and other state and federal agencies, prior to construction.
 - Project sponsor commits to complying with the federal uniform relocation assistance and acquisitions policy act for any right of way actions required for the project.
 - Project sponsor commits to complying with the build America by America act for any construction required for the project.
34. CAPTCHA – Type in CAPTCHA code and Submit.

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Section 2



Board Action Fact Sheet

Meeting Date: September 9, 2026

Agenda Item: X.B (Section 2)

Roll Call Vote: Yes

Action Requested: FDOT requests approval of an amendment to the FY 2026/27 – FY 2030/31 Transportation Improvement Program (TIP) to include projects with funds rolling forward into FY 2026/27.

Reason: This request is being made to ensure that the projects shown in the TIP are consistent with the projects shown in FDOT's Five Year Work Program.

Summary/Key Information: Items of particular significance for our Committees and the Board are as follows:

- The Roll Forward Amendment is a routine procedure that is done every year;
- The projects shown in the FDOT Roll Forward Report (*which includes SunRail projects on a separate page and is available upon request*), had funds originally programmed in a prior year and were therefore not included in FDOT's FY 2026/27 – FY 2023/31 Adopted Five-Year Work Program (April 2026) that was used to develop the TIP adopted by the Board on July 8th;
- The funding for these projects was not previously committed and is now being automatically rolled forward to FY 2026/27 in FDOT's Adopted FY 2026/27 – FY 2030/31 Five-Year Work Program;
- This amendment does not affect the cost or schedule for the projects included in the Roll Forward Report;

MetroPlan Budget Impact: None

Local Funding Impact: None

Committee Action:

CAC:	To be taken up on August 26, 2026
TAC:	To be taken up on August 28, 2026
TSMO:	To be taken up on August 28, 2025
MAC:	To be taken up on September 3, 2025

Staff Recommendation: Recommends approval.

Supporting Information: The following documents are provided at Section 2:

- Proposed Board Resolution No. 26-08

Amendment to the FY 2026/27 – 2030/31 Transportation Improvement Program

WHEREAS, the Orlando Urbanized Area Metropolitan Planning Organization (MPO), d.b.a MetroPlan Orlando, is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for the Orlando Urbanized Area, including the Transportation Improvement Program; and

WHEREAS, the Florida Department of Transportation (FDOT) is requesting to amend the FY 2026/27 – FY 2030/31 Transportation Improvement Program (TIP) in accordance with the MetroPlan Orlando Internal Operating Procedures; and

WHEREAS, the requesting amendments are described as follows:

- Incorporating projects with funding that rolled forward from a prior year into the FY 2026/27 – FY 2030/31 TIP, to ensure that the TIP is consistent with FDOT's FY 2026/27 – FY 2030/31 Adopted Five Year Work Program; and

WHEREAS, the requested amendments described above are consistent with MetroPlan Orlando's project priorities and currently adopted Metropolitan Transportation Plan (MTP).

NOW, THEREFORE, BE IT RESOLVED by the MetroPlan Orlando Board that the Florida Department of Transportation's amendment to the FY 2026/27 – FY 2030/31 TIP be approved as requested.

CERTIFICATE

The undersigned, duly qualified serving in the role as chairman of the MetroPlan Orlando Board, certifies that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the MetroPlan Orlando Board.

Commissioner Nicole Wilson, Chair

**Passed and duly adopted by the MetroPlan Orlando Board at its meeting on:
9th day of September 2026**

ATTEST:

Lisa Smith
Sr. Board Services Coordinator & Recording Secretary

Section 3



Board Action Fact Sheet

Meeting Date: September 9, 2026

Agenda Item: X.B (Section 3)

Roll Call Vote: Yes

Action Requested: FDOT requests approval of amendments to the FY 2026/27 – FY 2030/31 Transportation Improvement Program (TIP).

Reason: FDOT is requesting the addition of two (2) projects and amending one (1) project to add additional federal and local funds.

Summary/Key Information: Items of particular significance for our Committees and the Board are as follows:

- FM #458582-1: Ocoee-Apopka Road (CR437A) Widening (Build Grant to City of Apopka). This amendment adds a new project. Funding is for construction in FY 2027 and consists of \$17,360,000 in federal funds (TGR) and \$4,340,000 in local funds (LF);
- FM #446493-5: Winter Park Dr. Complete St. Imp. Phase 1 (Marigold Rd to Seminola Blvd). This amendment adds a new project. Funding is for construction in FY 2027 and consists of \$442,200 in federal funds (ACSU) and \$699,191 in local funds (LF);
- FM #451939-1: LYNX FTA 5339 Bus and Bus Facilities. This amendment is to an existing project and adds \$9,270,640 in federal funds (FTA) and \$2,317,660 in local funds (LF) for grants;

MetroPlan Budget Impact: None

Local Funding Impact: None

Committee Action:

CAC:	To be taken up on August 26, 2026
TAC:	To be taken up on August 28, 2026
TSMO:	To be taken up on August 28, 2025
MAC:	To be taken up on September 3, 2025

Staff Recommendation: Recommends approval.

Supporting Information: The following documents are provided at Section 3:

- FDOT amendment letter dated August 6, 2026
- Proposed Board Resolution No. 26-09



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

08/06/2026 | 11:34 AM EDT

MetroPlan Orlando
ATTN: Mr. Gary Huttman, Executive Director
250 South Orange Ave., Suite 200
Orlando, FL 32801

RE: Request to Modify Fiscal Year (FY) 2026/27-2030/31 Transportation Improvement Program (TIP)

Dear Mr. Huttman:

The Florida Department of Transportation (FDOT) respectfully requests that MetroPlan Orlando amend its Fiscal Year (FY) 2026/27–2030/31 Transportation Improvement Program (TIP) to reflect the following project additions and funding updates for consistency with FDOT's Adopted Five-Year Work Program and the State Transportation Improvement Program (STIP).

Three projects have been added to the STIP, that needs to be included in MetroPlan's FY 27-28 TIP, requiring an amendment.

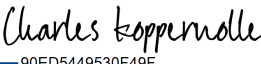
Please refer to the following table for specific project details and incorporate the updates accordingly. Project data beyond FY 2027 may remain unchanged in the TIP document.

FM#	Project Description	Project Limits	Length	Phase	Fund Source	Amount	FY
451939-1	Lynx FTA 5339 Bus and Bus Facilities	N/A	N/A	Grants	FTA LF	\$25,402,665	2027
						<u>\$6,350,666</u>	
					TOTAL	\$31,753,331	
458582-1	Ocoee-Apopka Road (CR437A) Widening	Build Grant to City of Apopka	N/A	CST	TGR LF	\$17,360,000	2027
						<u>\$4,340,000</u>	
					TOTAL	\$21,700,000	

446493-5	Winter Park Dr. Complete St. Imp. Phase 1	Marigold Rd to Seminola Blvd		CST	ACSU LF	\$442,200 <u>\$699,191</u>	2027
					TOTAL	\$1,141,391	

As always, feel free to contact the Liaison Group at D5-MPOLiaisons@dot.state.fl.us if you would like to discuss further.

Sincerely,

DocuSigned by:

 90ED5449530F49F...
 Charles Koppennolle
 MPO Liaison, FDOT

c: Alex Trauger, MetroPlan Orlando
 Taylor Laurent, MetroPlan Orlando
 Kellie Smith, FDOT
 FDOT D5 Work Program

Amendment to the FY 2026/27 – 2030/31 Transportation Improvement Program

WHEREAS, the Orlando Urbanized Area Metropolitan Planning Organization (MPO), d.b.a MetroPlan Orlando, is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for the Orlando Urbanized Area, including the Transportation Improvement Program; and

WHEREAS, the Florida Department of Transportation (FDOT) is requesting to amend the FY 2026/27 – FY 2030/31 Transportation Improvement Program (TIP) in accordance with the MetroPlan Orlando Internal Operating Procedures; and

WHEREAS, the requesting amendments are described as follows:

- FM #458582-1: Ocoee-Apopka Road (CR437A) Widening (BUILD Grant to City of Apopka). Funding is for construction in FY 2027 and consists of \$17,360,000 in federal funds (TGR) and \$4,340,000 in local funds (LF).
- FM #446493-5: Winter Park Dr. Complete St. Imp. Phase 1 (Marigold Rd to Seminola Blvd). Funding is for construction in FY 2027 and consists of \$442,200 in federal funds (ACSU) and \$699,191 in local funds (LF).
- FM #451939-1: LYNX FTA 5339 Bus and Bus Facilities. Funding is for grants in FY 2027 and consists of \$25,402,665 in federal funds (FTA) and \$6,350,666 in local funds (LF); and

WHEREAS, the requested amendments described above are consistent with MetroPlan Orlando's project priorities and currently adopted Metropolitan Transportation Plan (MTP).

NOW, THEREFORE, BE IT RESOLVED by the MetroPlan Orlando Board that the Florida Department of Transportation's amendment to the FY 2026/27 – FY 2030/31 TIP be approved as requested.

CERTIFICATE

The undersigned, duly qualified serving in the role as chairman of the MetroPlan Orlando Board, certifies that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the MetroPlan Orlando Board.

Commissioner Nicole Wilson, Chair

**Passed and duly adopted by the MetroPlan Orlando Board at its meeting on:
9th day of September 2026**

ATTEST:

Lisa Smith
Sr. Board Services Coordinator & Recording Secretary

Section 4

Board Meeting Highlights – July 8, 2026

- **Chairman's Announcements:** Chairwoman Nicole Wilson opened the meeting at 9:00 a.m. Commissioner Tony Ortiz, Orlando, led the Pledge of Allegiance. Chairwoman Wilson updated Board members on continuing micromobility safety efforts including a proposed micromobility safety initiative that will bring together representatives from around the region in early September with the goal of developing a regional policy framework and best practices for e-bikes and e-scooters. Chairwoman Wilson reported on the Floridians for Better Transportation event held June 18th and 19th. Commissioner Viviana Janer reported on the June 25th Central Florida Commuter Rail Commission meeting. MetroPlan Orlando staff member Lara Bouck provided the Safety Moment highlighting distracted driving.
- **MetroPlan Orlando Executive Director's Announcements & Agenda Review:** Mr. Huttman provided Board members with an update on the site visit by FHWA staff on June 23rd which included a walking audit of one of MetroPlan Orlando's safety projects. He called attention to the 2026 Dangerous by Design report included in the agenda package. He announced the next MPOAC Institute is scheduled for August 12th at Alachua County Facilities Management in Gainesville. Mr. Huttman noted the next Lake-to-Lake Trail Leadership Team meeting is scheduled for July 15th at Bike Walk Central Florida followed by a meeting in the afternoon with FDOT Leadership in DeLand. He provided a strategic plan update noting that staff interviews are underway and the employee workshop is scheduled for August 5th at LYNX. Mr. Huttman announced the MetroPlan Orlando offices will close starting July 13th through the end of August for an office refresh. He noted that Ms. Kellie Smith was present representing FDOT Secretary John Tyler.
- **Agency Reports: FDOT** Ms. Kellie Smith, Director of Development, reported on June 18th Seminole County Truck Parking Groundbreaking noting the Sanford location will have 132 parking spaces. She thanked those that participated in the Floridians for Better Transportation event held June 18th and 19th noting that District 5 had the best representation from MPO/TPOs in the state.
- **Public Comments on Action Items:** None.
- Unanimously **Approved** Consent Agenda: Items A through H.
- Unanimously **Approved** FY 26/27-FY 30/31 Transportation Improvement Program (TIP) (Roll Call vote conducted)
- Unanimously **Approved** 2026 Prioritized Project List (PPL)
- Unanimously **Approved** Information Items for Acknowledgement: Items A through P
- **Other Business:** Presentations: **E-Mobility Education Pilot Update** (Ms. Lara Bouck, MetroPlan Orlando)
- **General Public Comments:** Destin Correa, Orlando, FL addressed the Board members expressing the need for more direct LYNX routes from Waterford Lakes to various areas in Orlando for better connectivity. He also expressed support for advancing the "STAR Plan" in Orange County.
- **Board Member Comments:** Commissioner Semrad commented on the Lake-to-Lake Headwaters Trail Head between Bithlo and Wedgefield. She expressed concern that the materials used will have a detrimental effect on the wildlife corridor and wetland. Mr. Huttman invited her to attend the Lake to Lake Trail Leadership Team meeting on July 15th.
- **Next Board Meeting – September 9, 2026**

Air Quality Monitoring: Ozone Attainment Status

January - August

As of August 19, 2026

Seminole State College (#C117-1002)		
Year	Fourth Highest 8-Hour Average (Displayed in Parts per Billion)	Date
2026	61	7-May
2025	62	11-Apr
2024	63	8-May
2023	63	5-May

2025 3-Year Attainment Average: 63

2026 Year-to-Date 3-Year Running Average: 62

Change (1)

Osceola Co. Fire Station - Four Corners (#C097-2002)		
Year	Fourth Highest 8-Hour Average (Displayed in Parts per Billion)	Date
2026	58	25-Feb
2025	62	16-Apr
2024	69	30-May
2023	61	5-May

2025 3-Year Attainment Average: 64

2026 Year-to-Date 3-Year Running Average: 63

Change (1)

Lake Isle Estates - Winter Park (#095-2002)*		
Year	Fourth Highest 8-Hour Average (Displayed in Parts per Billion)	Date
2026	54	16-Aug
2025	66	23-May
2024	65	24-Apr
2023	69	10-Jun

2025 3-Year Attainment Average: 67

2026 Year-to-Date 3-Year Running Average: 62

Change (5)

*Note: This site had a gap in reporting data

Skyview Drive (#L095-0010)		
Year	Fourth Highest 8-Hour Average (Displayed in Parts per Billion)	Date
2026	61	27-Mar
2025	65	16-May
2024	68	18-Apr
2023	66	6-Sep

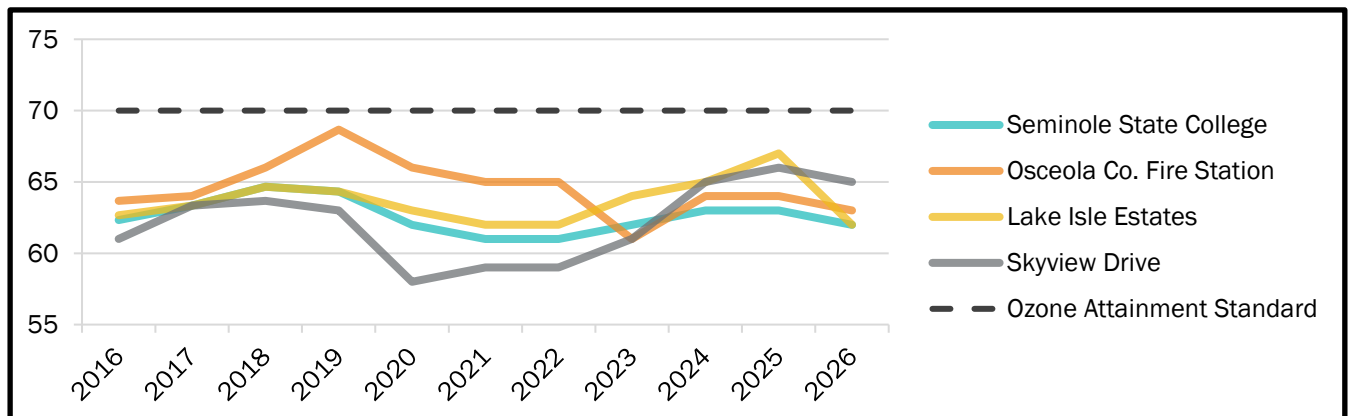
2025 3-Year Attainment Average: 66

2026 Year-to-Date 3-Year Running Average: 65

Change (1)

10-Year Historic Ozone Attainment Status

(Displayed in Parts per Billion)



Source: Florida Department of Environmental Protection

Air Quality Monitoring: Particulate Matter 2.5 Attainment Status

As of August 19, 2026

Lake Isle Estates - Winter Park (#095-2002)		
Year	Daily Average PM _{2.5} (micrograms per cubic meter)	Date
2026	34	19-Jan
2025	18	25-Jul
2024	44	1-Jan
2023	34	3-Oct

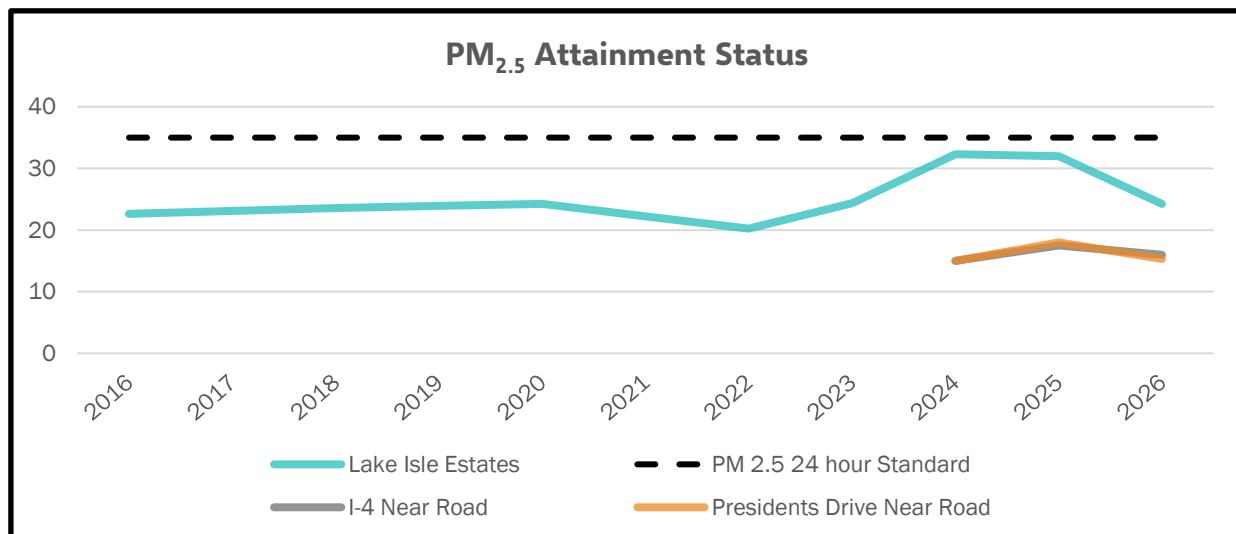
I-4 Near Road (#095-0009)		
Year	Daily Average PM _{2.5} (micrograms per cubic meter)	Date
2026	34	19-Jan
2025	20	5-Jun
2024	15	3-Dec

PM_{2.5} 24 hour NAAQ Standard 35
 98th percentile, 3 year average - 2025 32
 98th percentile, 3 year average - 2024 32
 Change 0

PM_{2.5} 24 hour NAAQ Standard 35
 98th percentile, 3 year average - 2025 23
 98th percentile, 3 year average - 2024 18
 Change 6

Presidents' Drive Near Road (#095-0011)		
Year	Daily Average PM _{2.5} (micrograms per cubic meter)	Date
2026	17	9-Jul
2025	21	5-Jun
2024	15	8-Aug

PM_{2.5} 24 hour NAAQ Standard 35
 98th percentile, 3 year average - 2025 18
 98th percentile, 3 year average - 2024 18
 Change (0)



Air Quality Monitoring: Primary NO₂ Attainment Status As of August 19, 2026

Lake Isle Estates - Winter Park (#095-2002)		
Year	Primary NO ₂ max one hour average (Parts per Billion)	Date
2026	32	3-Feb
2025	41	8-Mar
2024	28	20-Mar
2023	114	9-Jan

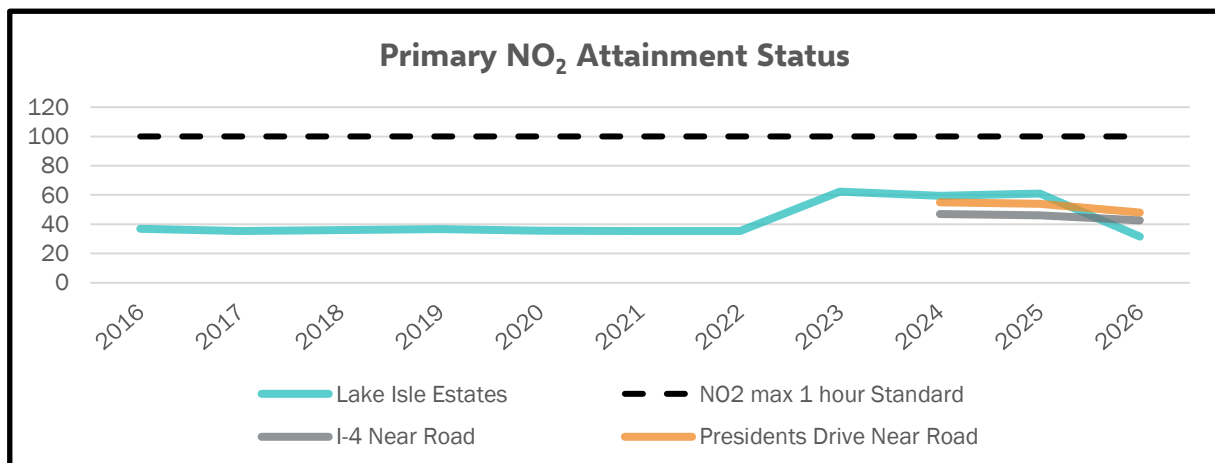
NO₂ max 1 hour average NAAQ Standard 100
 98th percentile, 3 year average - 2025 34
 98th percentile, 3 year average - 2024 61
 Change (27)

I-4 Near Road (#095-0009)		
Year	Primary NO ₂ max one hour average (Parts per Billion)	Date
2026	46	3-Feb
2025	45	8-Mar
2024	47	26-Nov

NO₂ max 1 hour average NAAQ Standard 100
 98th percentile, 3 year average - 2025 46
 98th percentile, 3 year average - 2024 46
 Change 0

Presidents' Drive Near Road (#095-0011)		
Year	Primary NO ₂ max one hour average (Parts per Billion)	Date
2026	55	26-Feb
2025	53	7-Mar
2024	55	26-Nov

NO₂ max 1 hour average NAAQ Standard 100
 98th percentile, 3 year average - 2025 54
 98th percentile, 3 year average - 2024 54
 Change 0



MetroPlan Orlando - Project Development and Environmental Study Tracking - As of June 2026

Current PD&E Projects in MetroPlan Orlando Area

Agency	FM#	Project Name	County	Project Manager	Firm	Class of Action	LDCA Anticipated	Design Funded FY	Design Funded Amount	Design Status	ROW Funded FY	ROW Funded Amount	Construction Funded FY	Construction Funded Amount	Notes
CFX	599-247	SR 515 (NE Connector Phase 2) PD&E	Osceola	W. Hawthorne	VHB	Level II PEIR	Quarter 2 2027	N/A			N/A		N/A		
CFX	417-188	SR 417 Widening SR 408 to Orange/Seminole County Line PD&E	Orange	W. Hawthorne	TBD	Level I PEIR	Quarter 4 2027	N/A			N/A		N/A		
FTE	423374-3	Widen Turnpike Mainline from SR 60 to Clay Whaley Road	Osceola	Greg Moore	Ardurra	SEIR	May-26	Not funded	N/A	N/A	Not funded	N/A	Not funded	N/A	
FTE	444006-1	Widen Turnpike Mainline from Sand Lake Road to SR 408	Orange	Greg Moore	Kimley-Horn	Type 2 CE	Dec-27	Not funded	N/A	N/A	Not funded	N/A	Not funded	N/A	
FTE	451419-1	Central Polk Parkway East from US 17/92 (south of Power Line Rd) to SR 538	Osceola	Jazlyn Georges	RS&H	SEIR	May-25	Partially funded	\$9M	Anticipated to begin third quarter 2026	Not funded	N/A	Not funded	N/A	
FDOT-D5	452574-1	SR 60 PD&E	Osceola	Maria Serrano-	Volkert	Type II CE	May-26	FY29/30	\$12,172,000	Not Started	Not Funded	N/A	Not Funded	N/A	LDCA Awarded May 29th 2026

Upcoming PD&E Projects in MetroPlan Orlando Area

Agency	FM#	Project Name	County	PD&E FY	PD&E Amount	Anticipated Class of Action

Acronyms	
FDOT-D5	Florida Department of Transportation
FTE	Florida's Turnpike Enterprise
CFX	Central Florida Expressway Authority



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

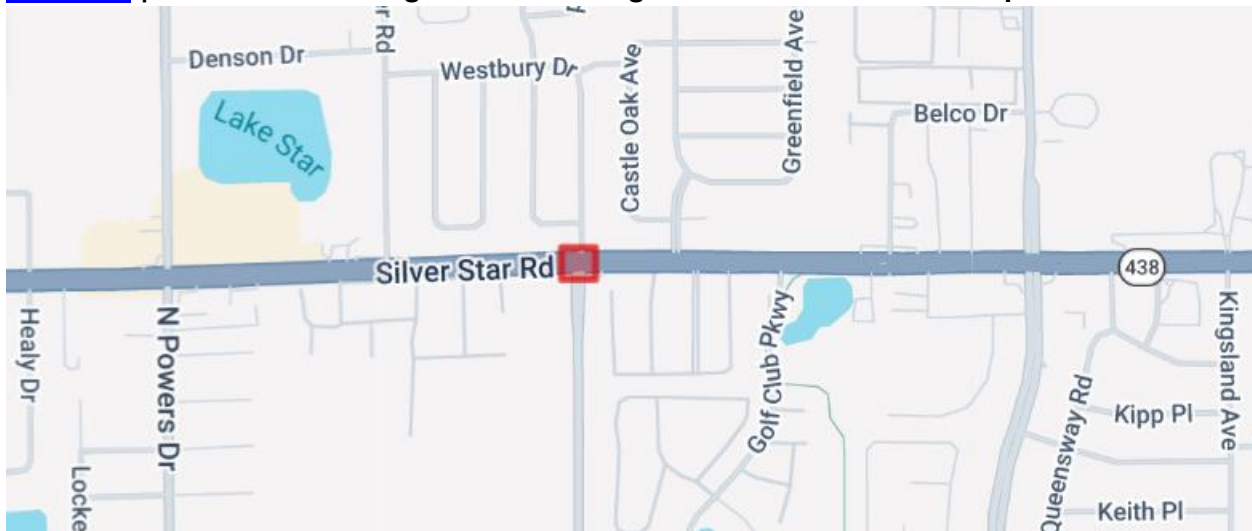
Orange, Osceola, and Seminole Counties Project Status Update as of July 6, 2026

The following is a brief status update on major FDOT road construction projects in Orange, Osceola, and Seminole counties as of July 6. The next cutoff date is August 3. Information is also available on www.cflroads.com. For questions, please contact Jonathan Scarfe at 386-943-5791 or via email at D5-MPOLiaisons@dot.state.fl.us.

ORANGE COUNTY

ORANGE COUNTY UPCOMING PROJECTS:

450329-1 | S.R. 438 at Hastings Street/Sheringham Road Intersection Improvements

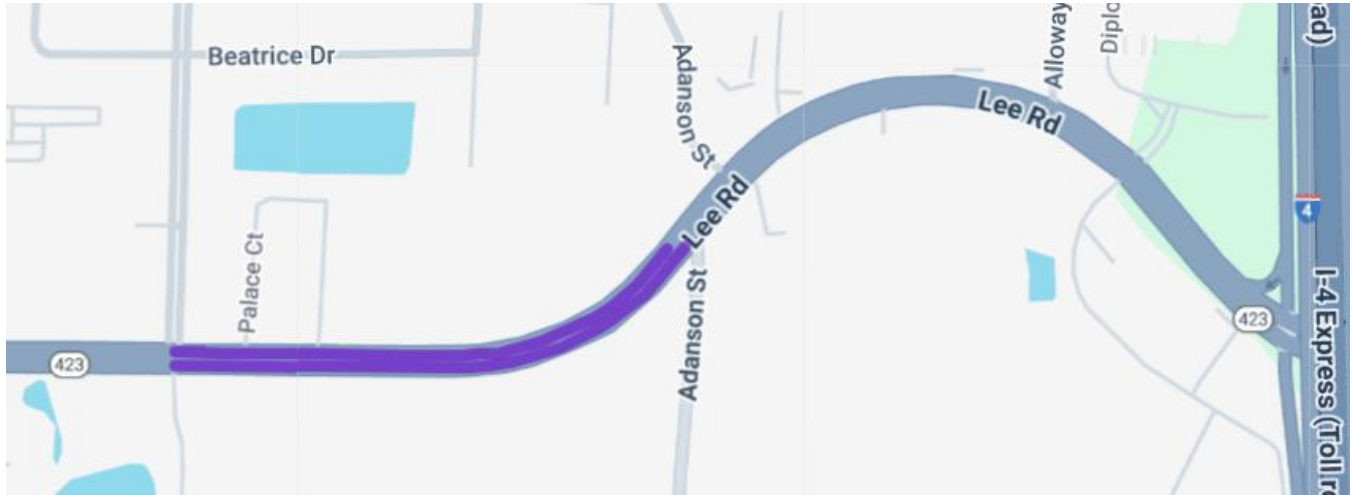


- Contract: T5878
- Contractor: Traffic Control Devices, LLC.
- Project Cost: \$1.1 million
- Project Start: September 2026
- Estimated Completion: Early 2027

Description: The purpose of this project is to reconstruct and upgrade the existing traffic signal at the intersection of Silver Star Road (State Road (S.R.) 438) and Hastings Street/Sheringham Road to include new poles and new signal heads with enhanced visibility for drivers. New pedestrian signals will also be added.

ORANGE COUNTY CURRENT PROJECTS:

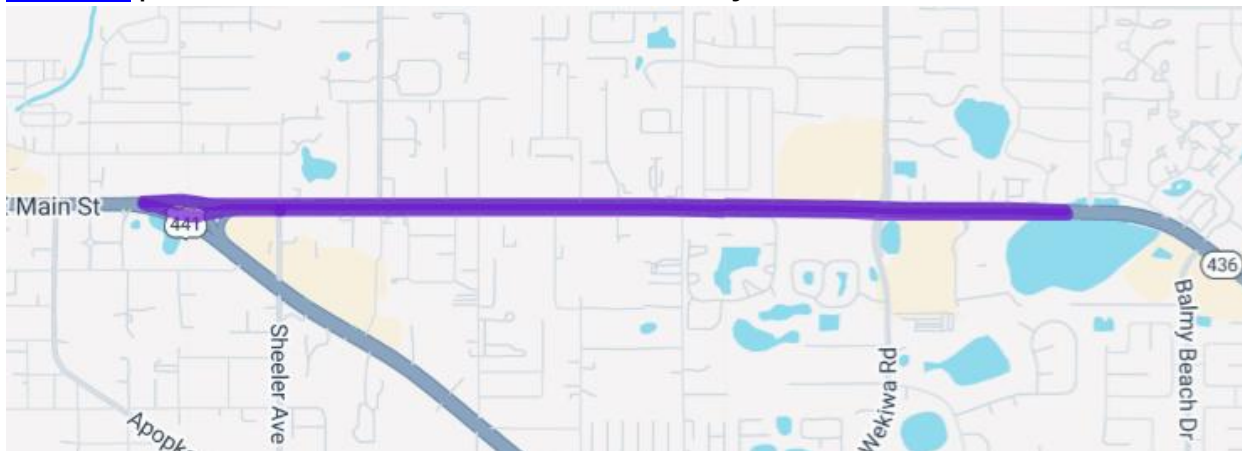
[449214-1](#) | S.R. 423 from Kingswood Drive to Adanson Street



- Contract: T5867
- Contractor: Chinchor Electric Inc.
- Project Cost: \$3.3 million
- Project Start: May 2026
- Estimated Completion: Late 2026
- **Description:** This project will construct pedestrian safety improvements along State Road (S.R.) 423 from Kingswood Drive to Adanson Street. Intersection improvements include new crosswalks, updated pedestrian signals, and "Yield to Pedestrian" signs at Kingswood Drive and Adanson Street. The first directional median west of Adanson Street will be closed, and a new traffic signal will replace the existing directional median near the McDonald's and RNR Tire Express entrance at the Lee Road Shopping Center. The roadway will be repaved as needed to accommodate new pavement markings.

Update: The contractor is removing concrete and installing drainage. Strain pole placement is projected for mid-July.

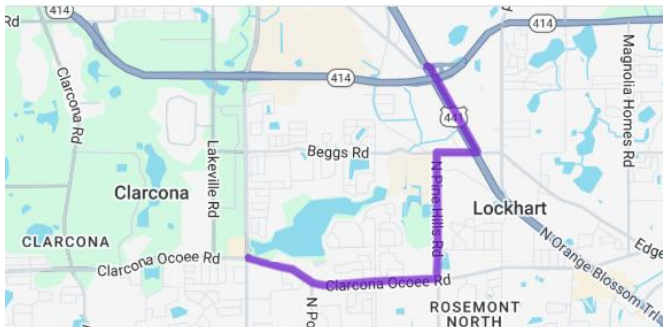
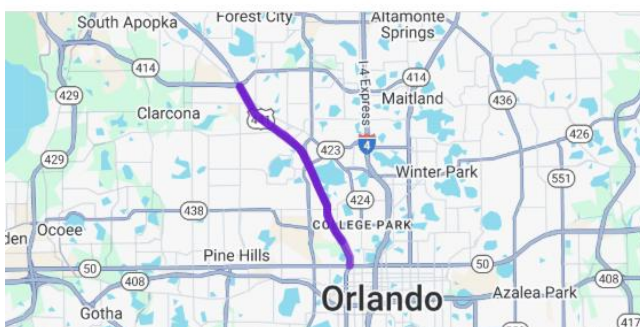
[450640-1](#) | S.R. 436 from U.S. 441 to Seminole County Line



- Contract: E58F6
- Contractor: Ranger Construction Industries Inc.
- Project Cost: \$6.9 million

- Project Start: February 2026
 - Estimated Completion: Fall 2026
 - **Description:** The purpose of this project is to resurface Semoran Boulevard (State Road (S.R.) 436) from U.S. 441 to the Seminole County line. The project will also upgrade pedestrian curb ramps as needed to comply with current Americans with Disabilities Act (ADA) standards. Construction will also include upgrading the signal detection to a video system. This work is being performed under FPID No. 450640-2, but the projects will be constructed under one contract.
- Update:** The contractor continues friction-course paving along the corridor, as well as signal loop installation.

436433-1 & 447104-1 | S.R. 500 (U.S. 441) – From North of S.R. 50 to S.R. 414 Interchange Ramps

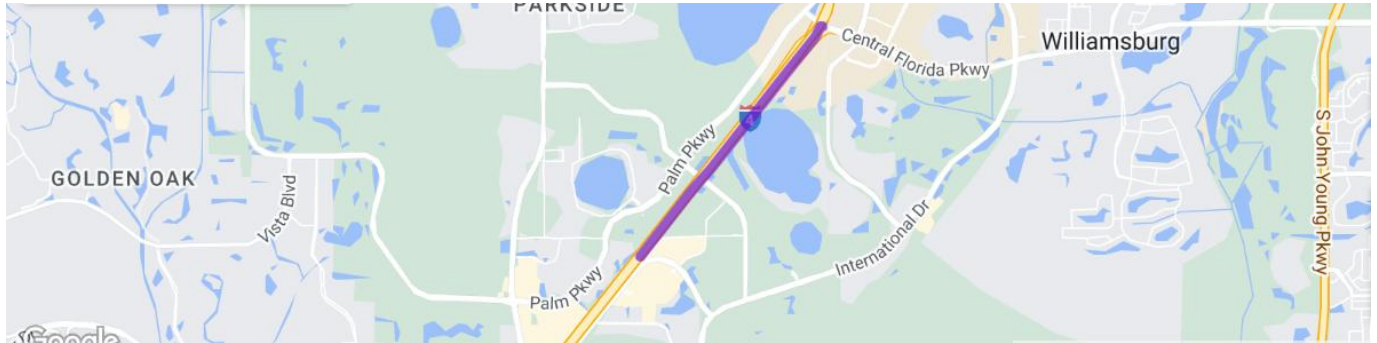
<u>436433-1</u> Coast to Coast Trail - Orange County Gap Trail Segment 2	<u>447104-1</u> U.S. 441 from S.R. 50 to S.R. 414 Ramps
 The purpose of this project is to construct a multi-use trail facility that will connect the Clarcona-Ocoee Connector Trail to the west and the Seminole Wekiva Trail to the east. This is part of the Coast-to-Coast Trail in Orange County.	 The Florida Department of Transportation (FDOT) is resurfacing approximately 6.5 miles of U.S. 441 (Orange Blossom Trail) from north of Colonial Drive (State Road (S.R.) 50) to the S.R. 414 ramps. This work will extend the life of the existing roadway and enhance overall safety. Other improvements include the installation of bike lanes in select locations, filling sidewalk gaps, and reconstructing pedestrian curb ramps to meet current Americans with Disabilities Act (ADA) standards. FDOT will also replace the existing open median at Mott Avenue with a directional median to reduce potential conflict points. This change will allow left turns from U.S. 441 onto Mott Avenue while restricting left turns from Mott Avenue and Pope Road onto U.S. 441. A bi-directional median will also be installed at Busby Avenue/National Street to help improve traffic flow. Additional safety improvements include narrowing travel lanes by one foot to help moderate vehicle speeds, widening turn lanes, adding median landscaping, and upgrading traffic signals and lighting to improve visibility and traffic efficiency.

- Contract: T5851

- Contractor: Jr. Davis Construction Co. Inc.
- Project Cost: \$35.2 million
- Project Start: October 2025
- Estimated Completion: Summer 2027

Update: Cleanup work continues, along with roadway widening and sidewalk reconstruction throughout the project. On U.S. 441, crews continue to widen the highway between the southbound lanes north of JYP. The contractor also continues to work on sidewalks, bike separators, and medians. On the Coast-to-Coast Trail, crews are installing sod, pouring sidewalks, and reconstructing turn lanes and travel lanes.

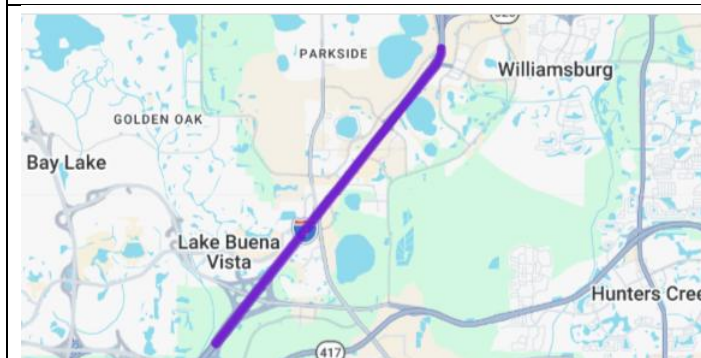
[441113-2](#) | I-4 at Daryl Carter Parkway Interchange Landscaping



- Contract E56F9
- Contractor: Superior Construction Company Southeast LLC
- Project Cost: \$83 million
- Project Start: October 2025
- Estimated Completion: Summer 2028
- **Description:** This project will landscape the Daryl Carter Parkway diverging diamond interchange overpass- between Central Florida Parkway and State Road (S.R.) 535. The interchange gives motorists an alternative route to reach retailers and restaurants in the Lake Buena Vista area.

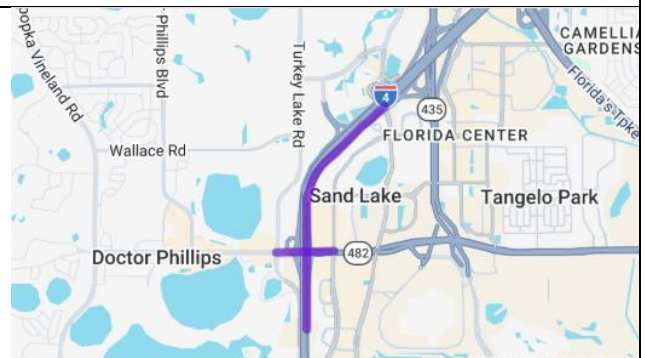
Update: The contractor continues to lay out plant placements, install irrigation, and plant trees and shrubs. They are continuing along Palm Parkway and sodding.

[444315-3](#) | S.R. 400 from west of S.R. 536 to west of S.R. 528



The project will construct a single buffer separated express lane on I-4 in the westbound direction from west of State Road (S.R.) 528 to west of Central Florida Parkway. The project will also add the final

[444315-1](#) | I-4 at Sand Lake Road Interchange from east of S.R. 528 to west of S.R. 435



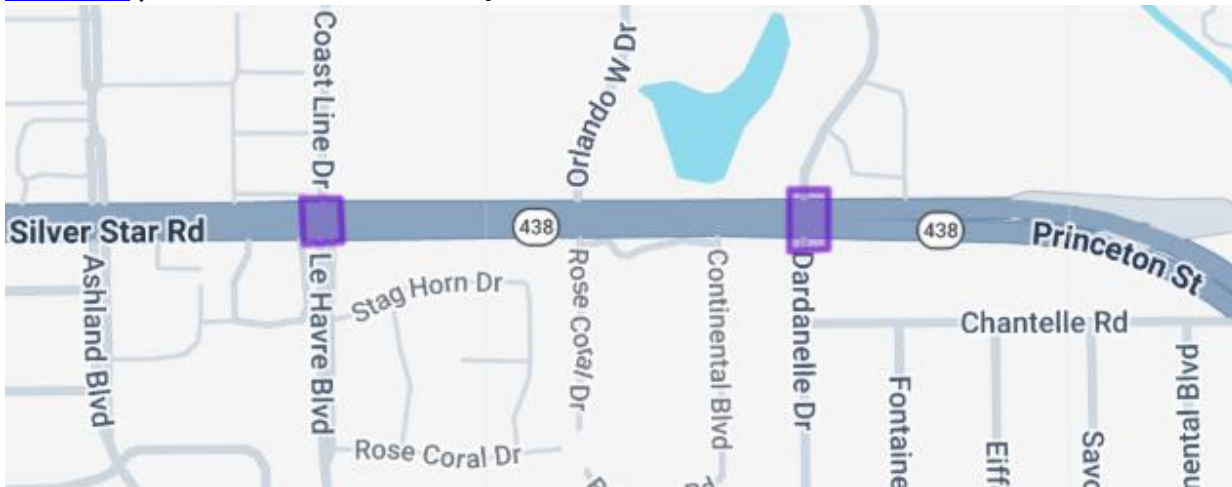
This project will convert the Sand Lake Road and I-4 interchange into a Diverging Diamond Interchange (DDI). Unlike a conventional interchange, the lanes in a DDI cross over to the

striping, friction course and tubular markers for the full length of the single buffer express lane on I-4 in the westbound direction, from west of S.R. 528 to west of S.R. 536 Construction began in Spring 2023 and is anticipated to reach completion in Early 2027. This project is being constructed in conjunction with FPID No. 444315-1. The combined construction cost is \$219,342,910.12. For the most up-to-date information and status on this project, please visit I4Beyond.com/SandLake.	left side of the roadway at a traffic signal. That limits the number of traffic signal phases and allows drivers to make left turns without crossing oncoming traffic. The lanes then change back to the right side of the road at another traffic signal. These improvements will help to accommodate future projected traffic demand and improve driver safety and efficiency. In a variation of the typical DDI design, the reconfigured interchange will include a new loop ramp from westbound Sand Lake Road to Turkey Lake Road. Motorists traveling west- on Sand Lake Road who want to access Turkey Lake Road south of the interchange will no longer turn left across traffic. Instead, they will enter the loop ramp on the right and pass over Sand Lake Road. At the end of the ramp, they can choose to travel north or south on Turkey Lake Road. Construction began Spring 2023 and is anticipated to reach completion in 2027. This project is being constructed in conjunction with FPID No. 444315-3. The combined construction cost is \$219,342,910.12. For the most up-to-date information and status on this project, please visit I4Beyond.com/SandLake.
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- Contract: E59A6
- Contractor: Lane Construction Corporation
- Project Cost: \$219.3 million
- Project Start: Spring 2023
- Estimated Completion: December 2027

Update: Crews completed pile-driving operations for the new eastbound I-4 bridge over Sand Lake Road (State Road (S.R. 482)), with the last piles installed on Thursday, June 25. Crews are now - placing embankment, limerock, and mechanically stabilized earth (MSE) wall panels to construct the new road surface and bridge over Sand Lake Road. Crews are also installing force main across the intersection of Turkey Lake Road and Sand Lake Road, paving the westbound I-4 Express tube lane, and placing curb along northbound Turkey Lake Road.

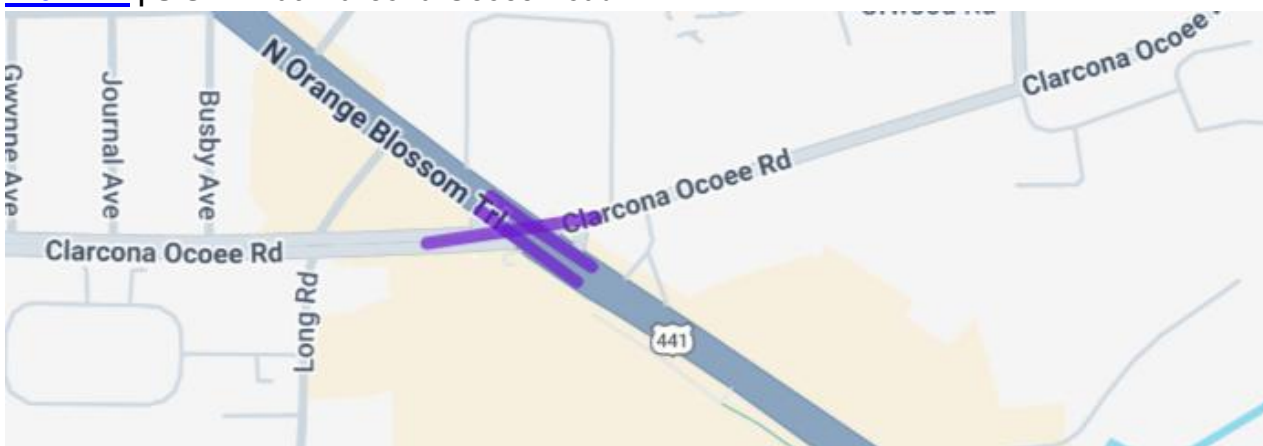
[445696-2](#) | S.R. 438 Intersection Improvements



- Contract: T5872
- Contractor: Blacktip Services Inc.
- Construction Cost: \$2.6 million
- Project Start: February 2026
- Estimated Completion: Fall 2026
- **Description:** This project will improve the intersections of Silver Star Road (State Road (S.R.) 438) with Le Havre Boulevard/Coast Line Drive and Dardanelle Drive in the Pine Hills community of Orlando. Planned improvements include adding bi-directional medians and new pedestrian-activated signals at Le Havre Boulevard/Coast Line Drive. At this location, the bi-directional medians will restrict left turns onto Silver Star Road from the side streets. Additionally, when a pedestrian activates the signal, traffic will be stopped to allow pedestrians to cross Silver Star Road diagonally using the median. This project will also reconstruct and upgrade the traffic signals at Dardanelle Drive. Upgrades to the existing lighting are planned at both intersections, and additional signage will be installed to increase pedestrian safety.

Update: The contractor continues to install mast arms and wire cabinets.

[445772-1](#) | U.S. 441 at Clarcona-Ocoee Road

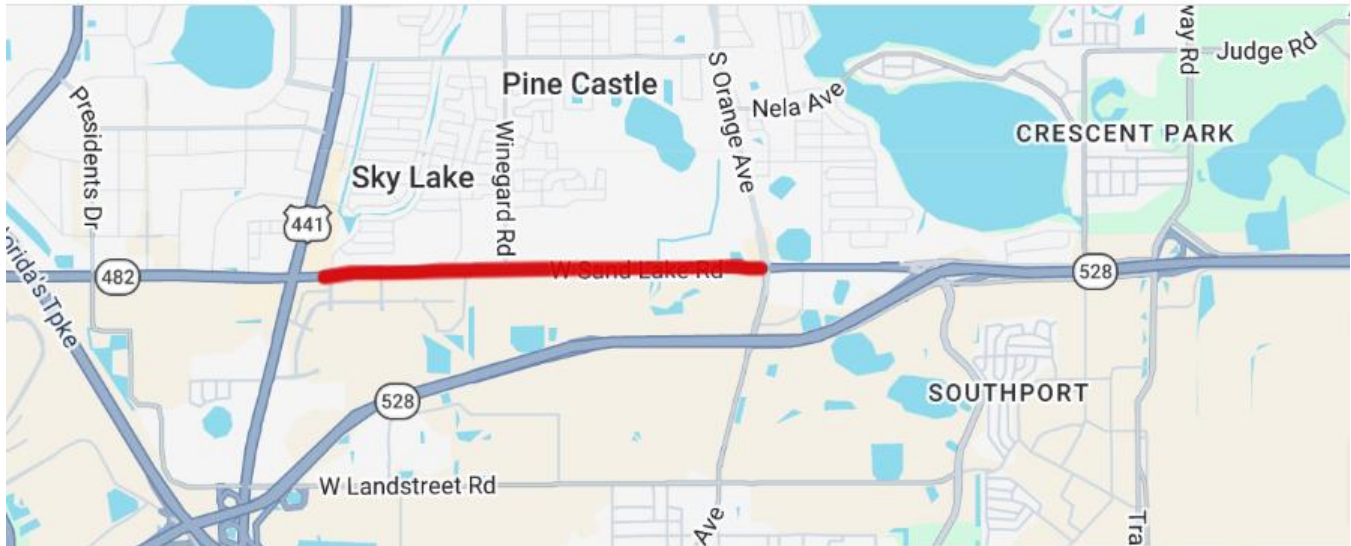


- Contract: T5859
- Contractor: American Design Engineering Construction Inc.
- Construction Cost: \$2.7 million
- Project Start: April 2026
- Estimated Completion: Summer 2026

- **Description:** This project will reconstruct and upgrade the existing traffic signal at the intersection of Orange Blossom Trail (U.S. 441/ State Road 500) and Clarcona-Ocoee Road. Improvements include new signal poles, new signal heads with enhanced visibility for drivers, and new pedestrian signals. Additional intersection improvements include the extension of the eastbound right-turn lane.

Update: The contractor continues structural, drainage, crosswalk, signalization work, excavation, widening, and curb and gutter work.

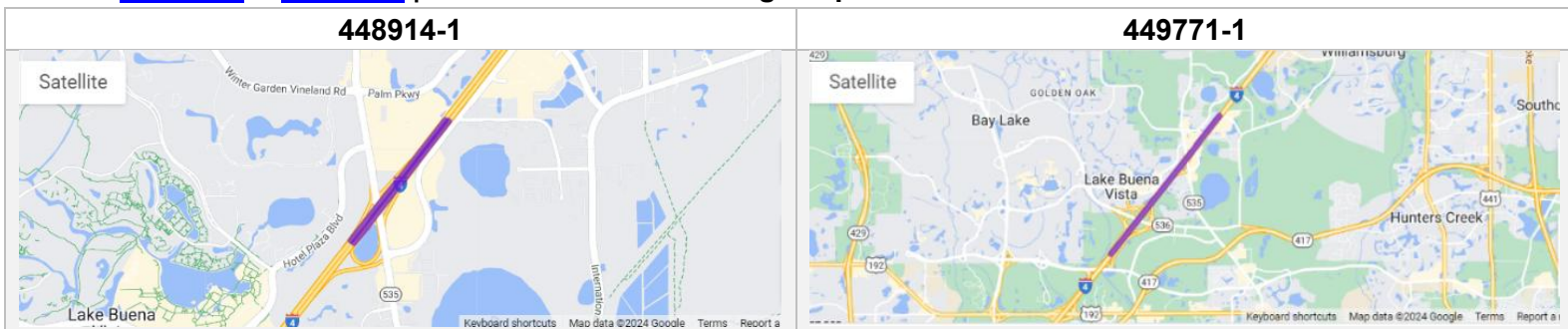
450638-1 | Sand Lake Road (S.R. 482) from Orange Blossom Trail to South Orange Avenue



- Contract: E50G4
- Contractor: Preferred Materials Inc.
- Construction Cost: \$4.7 million
- Project Start: April 2026
- Estimated Completion: Fall 2026
- **Description:** The purpose of this project will be to resurface Sand Lake Road (State Road (S.R.) 482) to rehabilitate and restore the asphalt pavement. Project limits are from east of Orange Blossom Trail (U.S. 441) to South Orange Avenue (S.R. 527) in Orange County.

Update: The contractor continues to work on curb ramps, sidewalks, paving, and concrete removal.

448914-1 & 449771-1 | I-4 at S.R. 535 Interchange Improvements



Description: This project will partially reconstruct the Interstate 4 (I-4) and Apopka-Vineland Road (State Road (S.R.) 535) interchange to enhance safety and improve access to and from westbound I-4.

Planned improvements include:

- Constructing a new loop ramp from northbound Apopka-Vineland Road to westbound I-4. The ramp will enhance safety and mobility by eliminating the need for motorists to turn left across traffic.
- Realigning the westbound I-4 entrance ramp from southbound Apopka-Vineland Road, improving traffic flow, and giving motorists more time to merge onto I-4.
- Lengthening the westbound I-4 exit ramp to Apopka-Vineland Road to reduce backups onto the I-4 mainline.
- Milling and resurfacing Apopka-Vineland Road and extending storage for left- and right-turn lanes.

To learn more, please visit: www.i4beyond.com.

Description: This project will add a single, buffer-separated, westbound managed lane to Interstate 4 (I-4) from west of State Road (S.R.) 536 to west of Daryl Carter Parkway. The complete managed lane will be built in three separate projects extending from west of S.R. 536 to west of Sand Lake Road (S.R. 482). The buffer-separated express lane will be open once all three segments are completed.

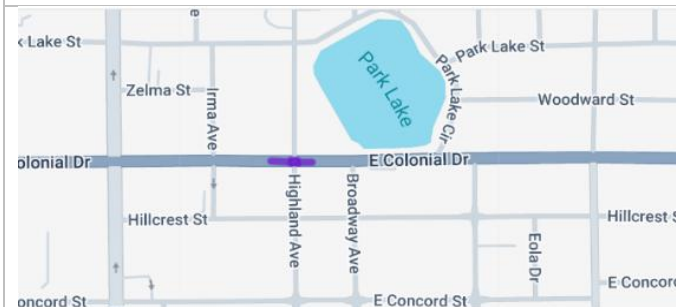
To learn more, please visit: www.i4beyond.com.

- Contract E55B8
- Contractor: Lane Construction Corp.
- Project Cost: \$102 million
- Project Start: October 2023
- Estimated Completion: Fall 2028

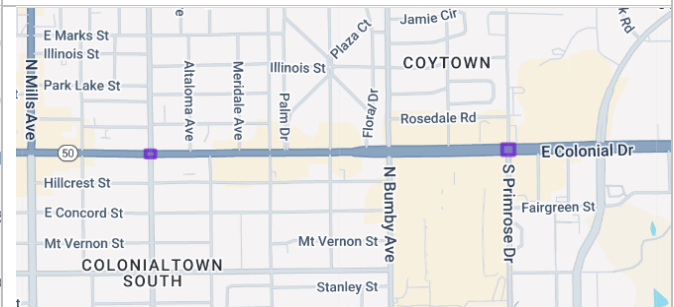
Update: Crews completed the first concrete deck pour for the new bridge in the median of I-4 over Apopka-Vineland Road (State Road (S.R.) 535) on - June 25. The second pour for the new bridge to extend I-4 Express is scheduled for the week of July 6. Crews continue installing MSE wall panels for the new loop ramp connecting westbound I-4 to northbound Apopka-Vineland Road. Crews are also stabilizing limerock in preparation for paving for the widening of the eastbound I-4 entrance ramp from northbound Apopka-Vineland Road. Paving is scheduled for the week of July 12. Other activities include paving for the westbound I-4 Express extension and the installation of drainage.

ORANGE COUNTY RECENTLY COMPLETED PROJECTS:

447607-1 | S.R. 50 at Highland Avenue



447717-1 | S.R. 50 at North Fern Creek Avenue and Primrose Drive



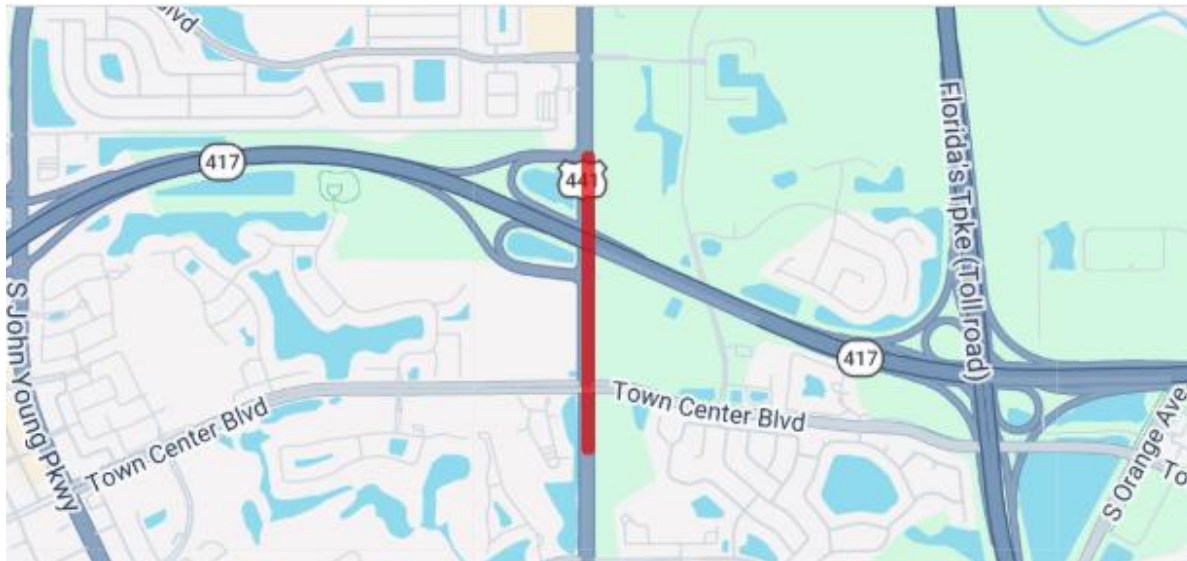
Description: The project will reconstruct the existing traffic signal at the intersection of East Colonial Drive (State Road 50) and Highland Avenue with upgraded signal poles and signal heads. The project also proposes reconstructing and extending the curb on all four corners to help define the on-street parking and reduce pedestrian crossing distances at the intersection. The curb reconstruction also includes modifications to more easily accommodate large vehicles making turns onto Highland Avenue. Other safety improvements include reconstructing the sidewalk curb ramps in accordance with current Americans with Disabilities Act (ADA) standards, upgrading pedestrian signals, and constructing sidewalk connections to bus pads. Necessary drainage modifications are also planned.

Description: This project will reconstruct the existing traffic signals at the intersections of Colonial Drive (State Road (S.R.) 50) and North Fern Creek Avenue and Colonial Drive at Primrose Drive with upgraded signal poles and signal heads. Pedestrian safety improvements include reconstructing the curbs on all four corners, reconstructing sidewalk curb ramps in accordance with current Americans with Disabilities Act (ADA) standards, upgrading pedestrian signals, and constructing a new bus pad at Primrose Drive.

- Contract T5817
- Contractor: Chinchor Electric Inc.
- Combined Project Cost: \$5 million
- Project Start: November 2024
- Completion: Spring 2026

Update: The projects received final acceptance on 6/16/26.

[454600-1](#) | U.S. 441 Intersection Improvements



- Contract: E50G0
- Contractor: Garcia Civil Contractors
- Construction Cost: \$556,000
- Project Start: February 2026
- Completion: Spring 2026
- **Description:** This project is intended to relieve congestion and improve safety along U.S. 441 (Orange Blossom Trail) from south of Town Center Boulevard to north of the State Road (S.R.) 417 ramps in Orange County. The project will extend the northbound left-turn lanes from U.S. 441 to

Town Center Boulevard, the northbound S.R. 417 on-ramp, and the southbound S.R. 417 on-ramp. The longer turn lanes will provide more space to hold vehicles waiting to turn left.
Update: The contractor received final acceptance on 6/11/26.

OSCEOLA COUNTY

OSCEOLA COUNTY UPCOMING PROJECTS:

None to report.

OSCEOLA COUNTY CURRENT PROJECTS:

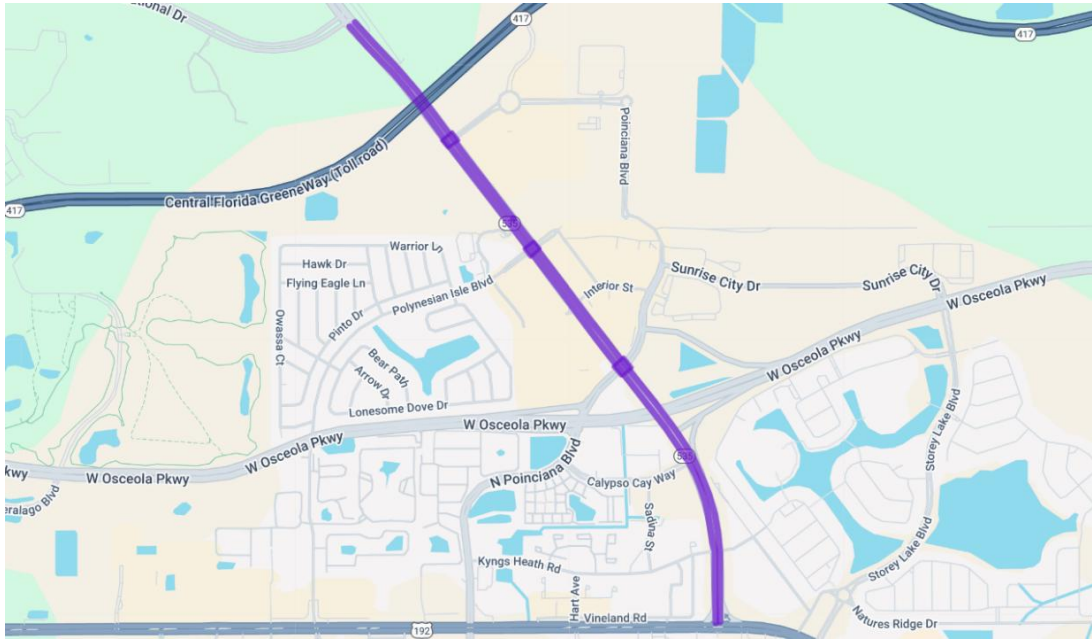
[443702-1](#) | S.R. 60 EB & WB Passing Lanes from Blanket Bay Slough to Peavine Road



- Contract T5836
- Contractor: C.W. Roberts Contracting Inc.
- Project Cost: \$18.3 million
- Project Start: July 2025
- Estimated Completion: Late 2026
- **Description:** The purpose of the project is to add an eastbound and westbound passing lane on State Road (S.R.) 60. Other improvements include reapplying audible and vibratory roadway treatments, enhancing signs, and drainage improvements.

Update: The contractor continues to work on drainage and structure installation, clearing and grubbing, and widening.

445299-1 | S.R. 535 from north of U.S. 192 to south of International Drive



- Contract: T5823
- Contractor: The Middlesex Corp.
- Construction Cost: \$11.9 million
- Project Start: November 2024
- Estimated Completion: Summer 2026
- **Description:** This project intends to resurface State Road (S.R.) 535 from north of U.S. 192 to south of International Drive and implement operational and safety improvements along the corridor. The intersection at Poinciana Boulevard will also be modified to allow traffic on S.R. 535 to turn right or go straight through the intersection. S.R. 535 traffic desiring to turn left onto the side street would go through the intersection, make a U-turn, and then turn right onto the side street. Traffic from the side streets can go straight through the intersection or turn right or left onto S.R. 535. Other safety improvements, such as curb reconstruction to shorten pedestrian crossing distances and turn-lane and traffic-signal upgrades, are planned at Kyngs Heath Road, the Osceola Parkway eastbound on-ramp, Poinciana Boulevard and LBV Factory Stores Drive. The project will add a third left-turn lane from southbound S.R. 535 onto eastbound U.S. 192. Pedestrian crosswalks and upgraded pedestrian signals, as well as enhanced lighting at signalized intersections, are also planned.

Update: The contractor is awaiting final acceptance.

448783-1 | U.S. 192 from Bamboo Lane to Main Street



- Contract: T5843
- Contractor: Hubbard Construction Co.
- Construction Cost: \$26 million
- Project Start: July 2025
- Estimated Completion: Late 2026
- **Description:** The purpose of this project is to improve safety and operations along U.S. 192 (Vine Street) from Bamboo Lane to Main Street in Kissimmee. In addition to repaving the roadway, the project will provide new 7-foot-wide buffered bicycle lanes from east of Bamboo Lane to Hoagland Boulevard. The project also enhances pedestrian safety by adding signalized crossing opportunities at Club Sevilla, south of Four Winds Boulevard and at Oren Brown Road. At Club Sevilla, the project adds a pedestrian-activated signal and reconstructs the existing bi-directional median. The crossing near Four Winds Boulevard will be equipped with a Pedestrian Hybrid Beacon (PHB), and there will be a new traffic signal, pedestrian signals, and crosswalks at Oren Brown Road. A turn-lane extension and pedestrian improvements at Old Vineland Road are also planned, as well as pedestrian curb-ramp upgrades and sidewalk connections at Yates Road and Mann Street.

Update: The contractor continues working on signalization and sidewalk for Phase 2, erosion control, maintenance, and milling and resurfacing.

448796-1 | U.S. 192/U.S. 441 from C.R. 532 to Arthur J. Gallagher Boulevard



- Contract: T5854
- Contractor: Jr. Davis Construction Co. Inc.
- Construction Cost: \$16 million
- Project Start: October 2025
- Estimated Completion: Fall 2026
- **Description:** The Florida Department of Transportation (FDOT) is resurfacing U.S. 192/U.S. 441 (State Road (S.R.) 500/East Irlo Bronson Memorial Highway) from Nova Road (County Road (C.R.) 532) to Arthur J. Gallagher Boulevard to extend the life of the existing roadway. A 6-foot sidewalk will be added along westbound U.S. 192/U.S. 441 to enhance pedestrian safety and mobility along the corridor. This project includes improvements at the Arthur J. Gallagher Boulevard intersection, such as upgraded traffic signals, signage, and pavement markings. Safety enhancements include the installation of a supplemental traffic signal closer to the intersection for increased visibility, as well as a new pedestrian signal detector and crosswalk at the west end of the intersection. A bicycle through lane (or keyhole lane) will be added at the Nova Road intersection, and new intersection lighting is planned at Old Melbourne Highway (C.R. 500A). Pedestrian curb ramps will be reconstructed to meet current Americans with Disabilities Act (ADA) standards. Landscaping enhancements will also be placed between Lake Lizzie Court and Lake Lizzie Drive.

Update: The contractor continues laying sod, installing permanent signage, and striping.

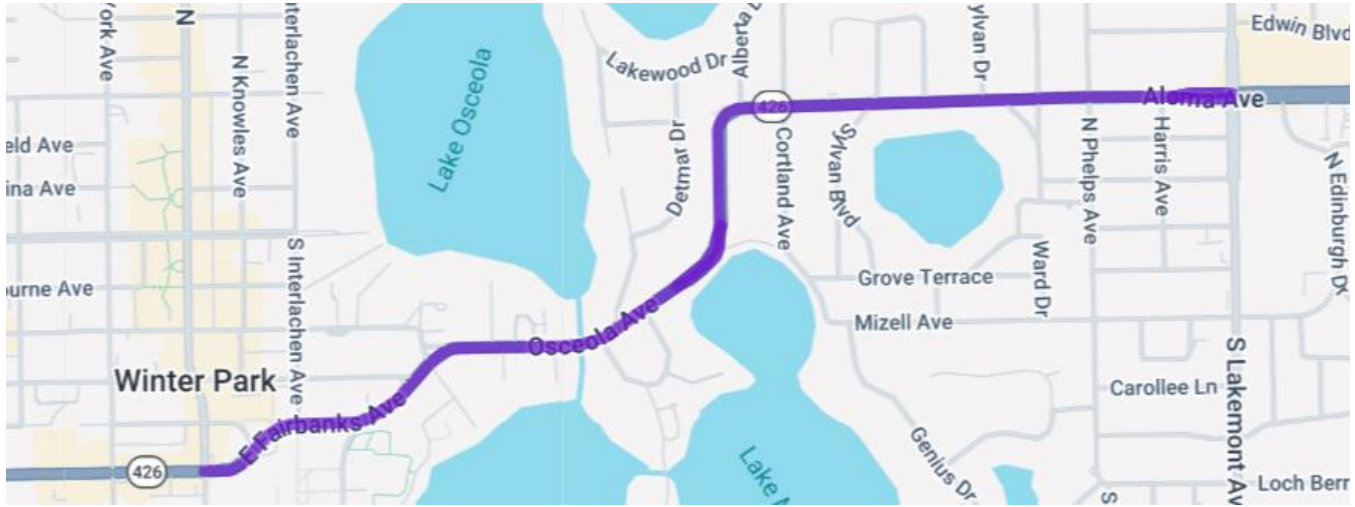
OSCEOLA COUNTY RECENTLY COMPLETED PROJECTS:

None to report.

Seminole County

SEMINOLE COUNTY UPCOMING PROJECTS:

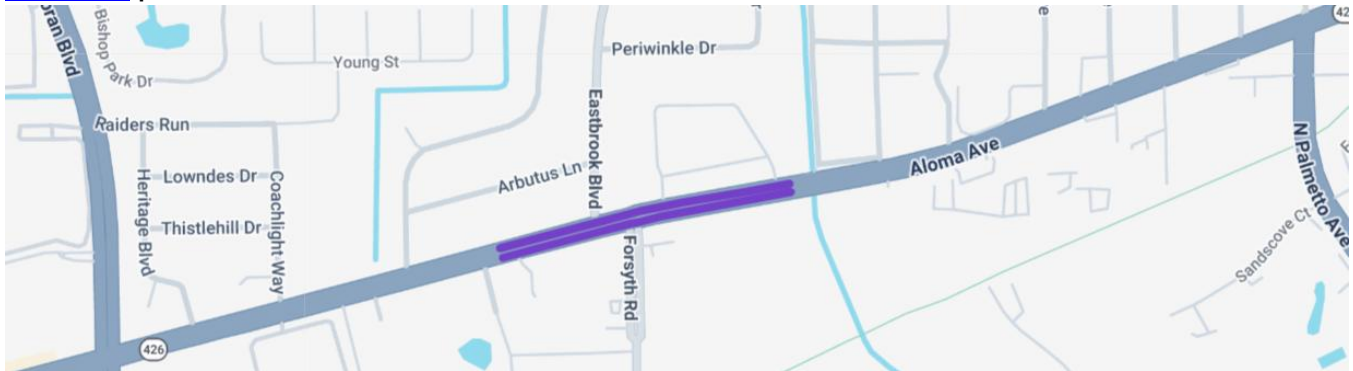
[451282-2](#) | S.R. 426 (Fairbanks Avenue) from South Park Avenue to North Lakemont Avenue



- Contract: T5874
- Contractor: Masci General Contractors Inc.
- Project Cost: \$8.9 million
- Project Start: August 2026
- Estimated Completion: Fall 2027
- **Description:** The goal of this project is to enhance safety along a segment of Fairbanks Avenue (State Road (S.R.) 426) from South Park Avenue to North Lakemont Avenue in Winter Park, near Rollins College. In addition to resurfacing the roadway, the project will introduce several features designed to encourage safer driving speeds and heighten driver awareness near the curve at Brewer Avenue. The project also aims to improve pedestrian connectivity. Planned improvements include raised intersections, speed tables, upgraded pavement markings and signage, and reconstruction of an existing wall. Three new midblock crossings equipped with Pedestrian Hybrid Beacons will also be installed near Henkel Circle, Trismen Park, and Fletcher Place. These design features were developed with input from a 2019 coalition project that invited participation from local property owners, residents, businesses, government partners, and other interested individuals. The project will be constructed with FPID No. [450775-1](#).

Update: The preconstruction meeting is scheduled for July 16, 2026.

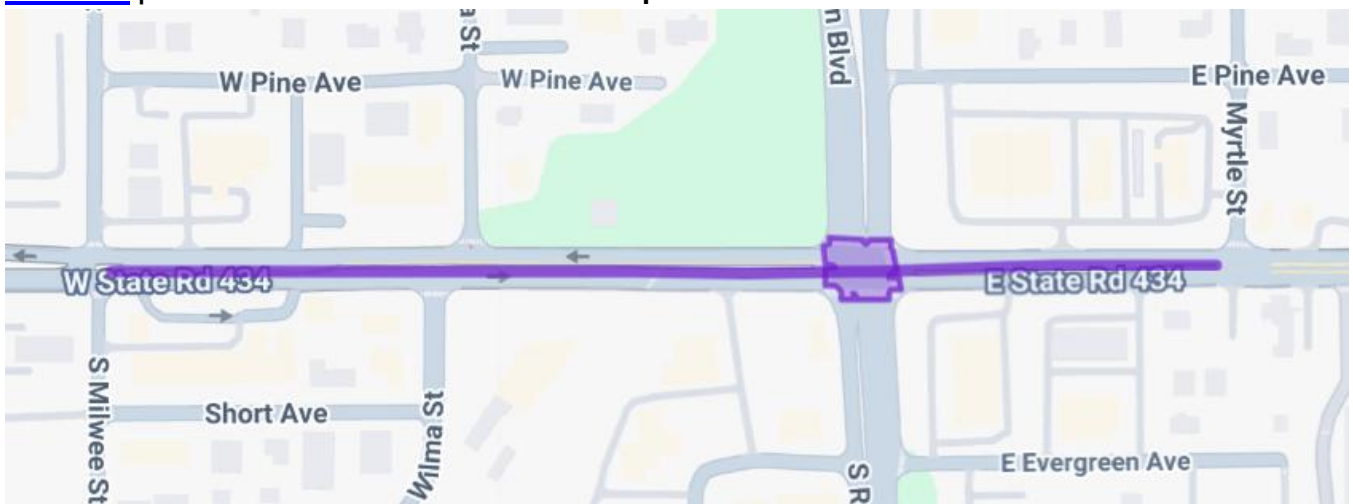
450775-1 | S.R. 426 from west of Eastbrook Boulevard to east of Oak Reserve Lane



- Contract: T5874
- Contractor: Masci General Contractors Inc.
- Project Cost: \$643,000
- Project Start: August 2026
- Estimated Completion: Fall 2027
- **Description:** The purpose of this project is to resurface Aloma Avenue (State Road (S.R.) 426) from west of Eastbrook Boulevard to east of Oak Reserve Lane. The project will also upgrade pedestrian curb ramps as needed in accordance with current Americans with Disabilities Act (ADA) standards. The project will be constructed with FPID No. [451282-2](#).

Update: The preconstruction meeting is scheduled for July 16, 2026.

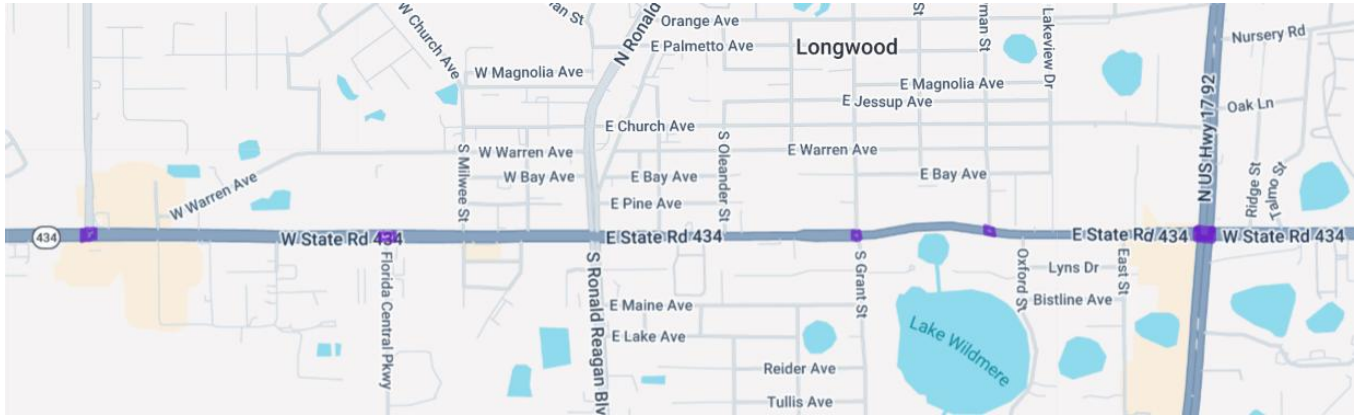
439040-1 | S.R. 434 at C.R. 427 Intersection Improvements



- Contract: T5863
- Contractor: Masci General Contractors Inc.
- Project Cost: \$4.8 million
- Project Start: November 2026
- Estimated Completion: Early 2028
- **Description:** The purpose of this project is to improve operations at the intersection of State Road (S.R.) 434 and County Road (C.R.) 427 (S. Ronald Reagan Boulevard) by including additional turn lanes. The project begins at South Milwee Street and extends to just west of South Oleander Street. The proposed improvements will create dual left turns for the east and westbound traffic on S.R. 434 to C.R. 427. A new exclusive right turn lane will be added for the eastbound S.R. 434 traffic

turning onto C.R. 427. The project will also include bike lanes on S.R. 434 from South Milwee Street to C.R. 427, as well as minor drainage, sidewalk, and signalization improvements. This project was designed by Seminole County. Right of way was purchased by FDOT. The project will be constructed with the State Road 434 safety improvements project ([443838-1](#)).

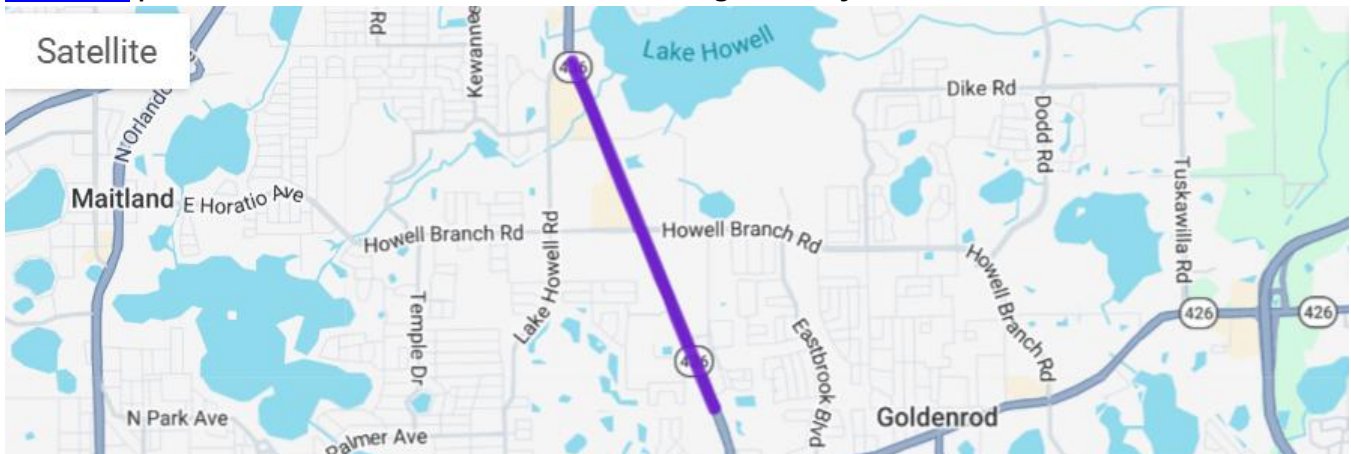
[443838-1](#) | S.R. 434 Intersection Improvements



- Contract: T5863
- Contractor: Masci General Contractors Inc.
- Project Cost: \$1.8 million
- Project Start: November 2026
- Estimated Completion: Early 2028
- **Description:** The purpose of this project is to make safety improvements on State Road (S.R.) 434 at five signalized intersections: Rangeline Road, Florida Central Parkway, Grant Street, Wayman Street and U.S. 17-92. Planned improvements include sidewalk repairs and enhancements, reconstruction of curb ramps to meet current Americans with Disabilities Act (ADA) standards, and upgrades to pedestrian signals for improved accessibility and visibility. Additionally, the project plans improvements to make U-turns safer at the Wayman Street and Grant Street intersections. The project will be constructed with the County Road 427 intersection improvements project ([439040-1](#)).

SEMINOLE COUNTY CURRENT PROJECTS:

[450583-1](#) | S.R. 436 from Lake Howell Road to Orange County Line

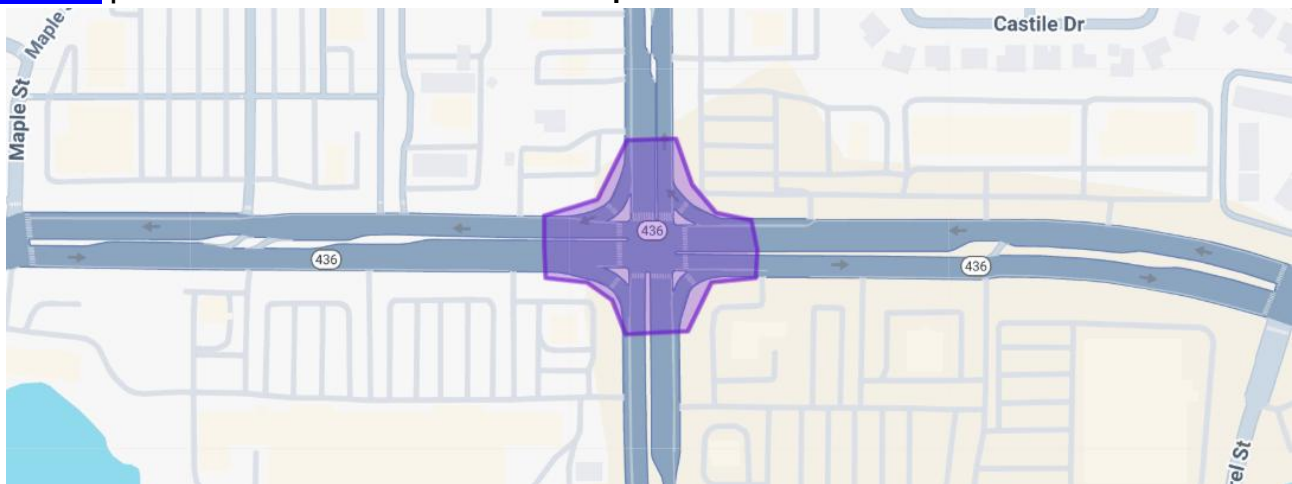


- Contract: E50G8
- Contractor: C.W.R Contracting, Inc.
- Project Cost: \$6.8 million
- Project Start: June 2026
- Estimated Completion: Spring 2027
- **Description:** The purpose of this project is to repave a segment of State Road (S.R.) 436 from Lake Howell Road to the Orange County line to maintain the roadway. The project will also upgrade pedestrian crosswalks and curb ramps as needed in accordance with current Americans with Disabilities Act (ADA) standards. Additionally, the City of Casselberry coordinated with the design team to propose raised concrete channelizing islands, which will be constructed at several locations along the corridor to control the flow of traffic through intersections and past driveways.

Update: The contractor is currently removing concrete and milling and resurfacing.

RECENTLY COMPLETED:

[447411-1](#) | S.R. 436 at S.R. 434 Intersection Improvements



- Contract: E51F5
- Contractor: Alexander Design + Build LLC
- Project Cost: \$2.7 million
- Project Start: November 2024
- Estimated Completion: Spring 2026
- **Description:** The purpose of the project is to construct operational and safety improvements at the intersection of State Road (S.R.) 436 and S.R. 434. This project plans to reconstruct and upgrade the existing traffic signal, including new mast-arm signal poles. The project also proposes removing the free-flow right-turn lanes and bringing all turning movements under signal control. Pedestrian-crosswalk and signal upgrades, as well as turn-lane widening, are included.

Update: The project received final acceptance on 6/10/26.



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

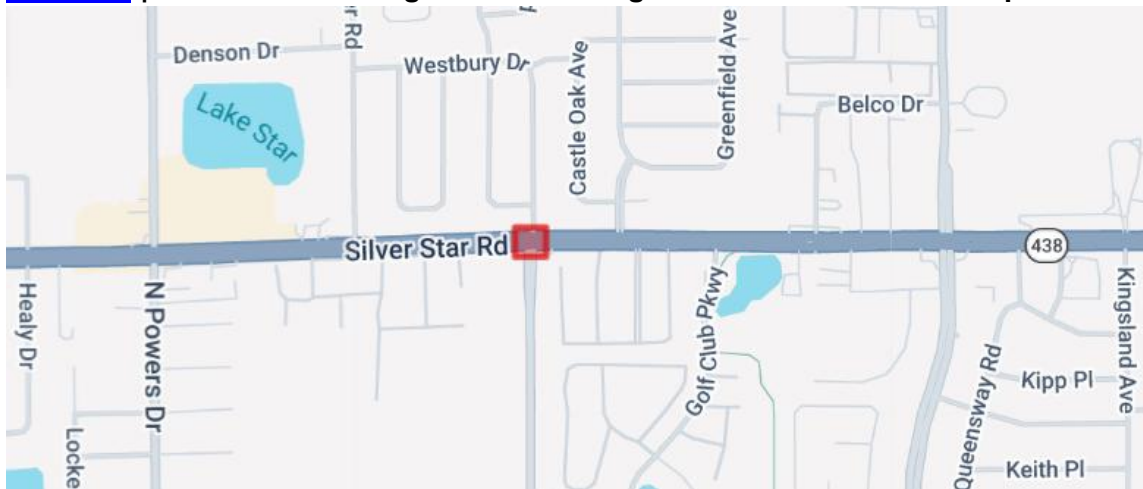
Orange, Osceola, and Seminole Counties Project Status Update as of August 3, 2026

The following is a brief status update on major FDOT road construction projects in Orange, Osceola, and Seminole counties as of August 3. The next cutoff date is September 4. Information is also available on www.cflroads.com. For questions, please contact Jonathan Scarfe at 386-943-5791 or via email at D5-MPOLiaisons@dot.state.fl.us.

ORANGE COUNTY

ORANGE COUNTY UPCOMING PROJECTS:

450329-1 | S.R. 438 at Hastings Street/Sheringham Road Intersection Improvements

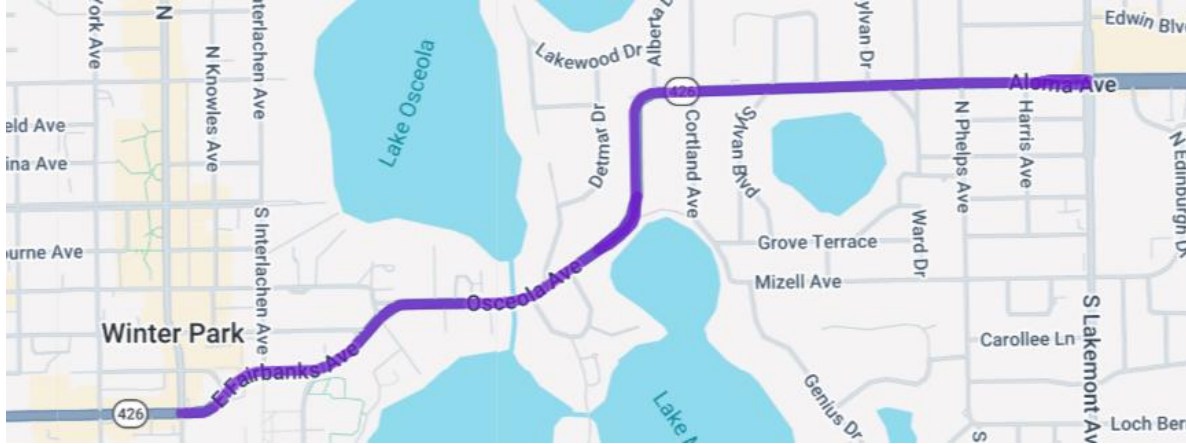


- Contract: T5878
- Contractor: Traffic Control Devices, LLC.
- Project Cost: \$1.1 million
- Project Start: September 2026
- Estimated Completion: Early 2027

Description: The purpose of this project is to reconstruct and upgrade the existing traffic signal at the intersection of Silver Star Road (State Road (S.R.) 438) and Hastings Street/Sheringham Road to include new poles and new signal heads with enhanced visibility for drivers. New pedestrian signals will also be added.

ORANGE COUNTY CURRENT PROJECTS:

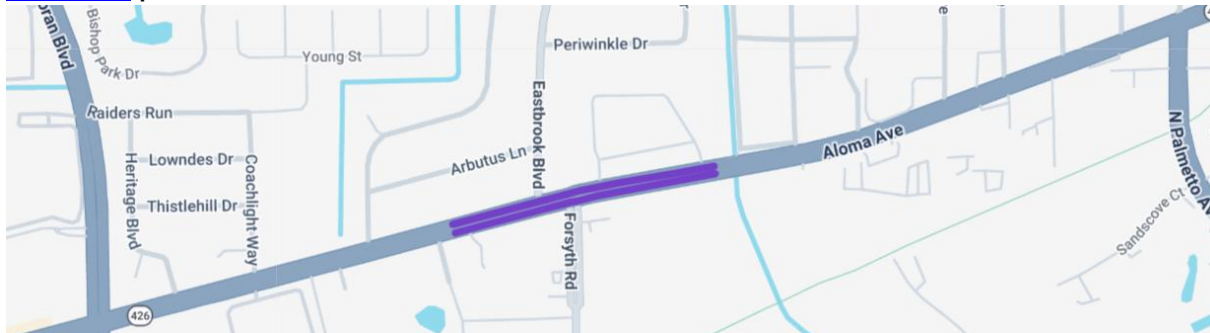
[451282-2](#) | S.R. 426 (Fairbanks Avenue) from South Park Avenue to North Lakemont Avenue



- Contract: T5874
- Contractor: Masci General Contractors Inc.
- Project Cost: \$8.88 million
- Project Start: August 2026
- Estimated Completion: Fall 2027
- **Description:** The goal of this project is to enhance safety along a segment of Fairbanks Avenue (State Road (S.R.) 426) from South Park Avenue to North Lakemont Avenue in Winter Park, near Rollins College. In addition to resurfacing the roadway, the project will introduce several features designed to encourage safer driving speeds and heighten driver awareness near the curve at Brewer Avenue. The project also aims to improve pedestrian connectivity. Planned improvements include raised intersections, speed tables, upgraded pavement markings and signage, and reconstruction of an existing wall. Three new midblock crossings equipped with Pedestrian Hybrid Beacons will also be installed near Henkel Circle, Trismen Park, and Fletcher Place. These design features were developed with input from a 2019 coalition project that invited participation from local property owners, residents, businesses, government partners, and other interested individuals. The project will be constructed with FPID No. [450775-1](#).

Update: The Construction Open House was held on July 13, 2026, followed by the preconstruction meeting on July 16, 2026. Construction of the raised midblock crossings began on August 3.

[450775-1](#) | S.R. 426 from west of Eastbrook Boulevard to east of Oak Reserve Lane

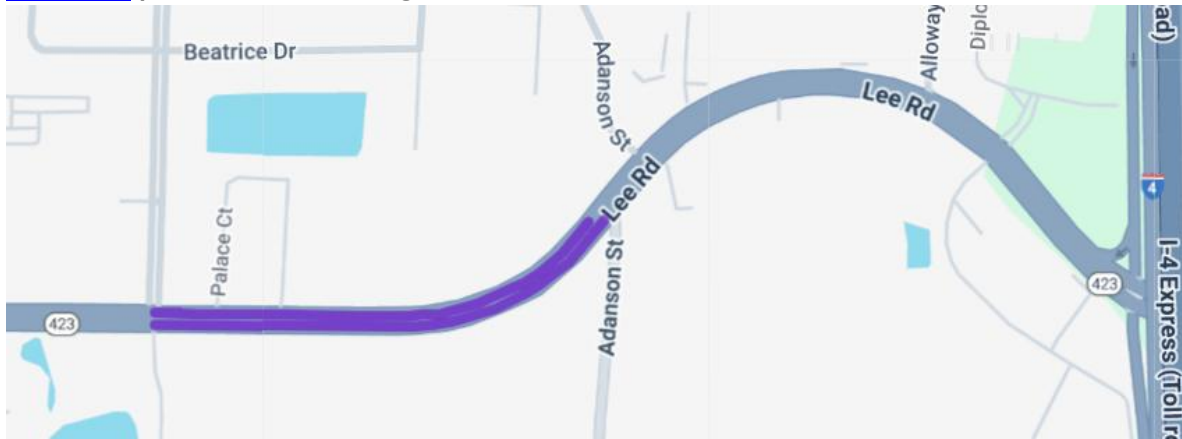


- Contract: T5874
- Contractor: Masci General Contractors Inc.

- Project Cost: \$643,000
- Project Start: August 2026
- Estimated Completion: Fall 2027
- **Description:** The purpose of this project is to resurface Aloma Avenue (State Road (S.R.) 426) from west of Eastbrook Boulevard to east of Oak Reserve Lane. The project will also upgrade pedestrian curb ramps as needed in accordance with current Americans with Disabilities Act (ADA) standards. The project will be constructed with FPID No. [451282-2](#).

Update: The Construction Open House was held on July 13, 2026, followed by the preconstruction meeting on July 16, 2026. Milling and resurfacing is expected to begin in late 2026 and is expected to run concurrently with resurfacing on [451282-2](#).

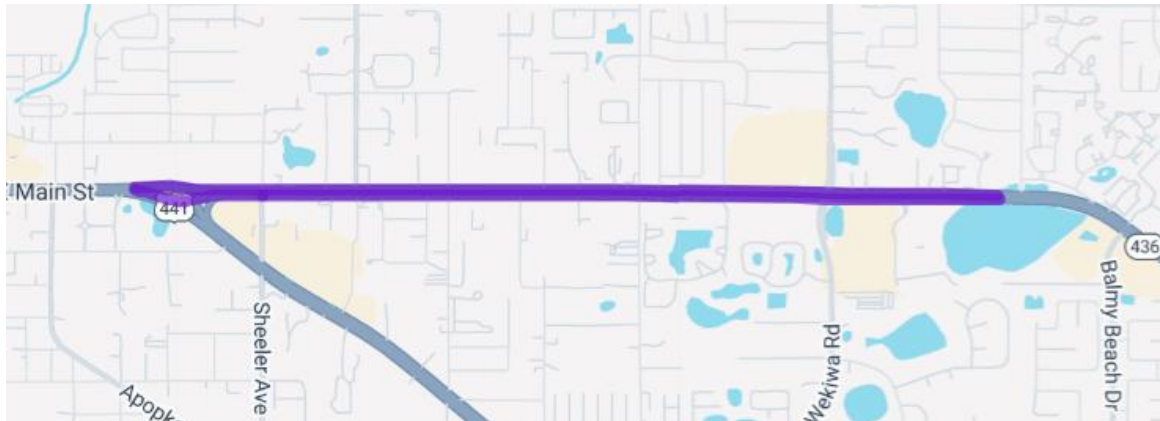
[449214-1](#) | S.R. 423 from Kingswood Drive to Adanson Street



- Contract: T5867
- Contractor: Chinchor Electric Inc.
- Project Cost: \$3.3 million
- Project Start: May 2026
- Estimated Completion: Late 2026
- **Description:** This project will construct pedestrian safety improvements along State Road (S.R.) 423 from Kingswood Drive to Adanson Street. Intersection improvements include new crosswalks, updated pedestrian signals, and "Yield to Pedestrian" signs at Kingswood Drive and Adanson Street. The first directional median west of Adanson Street will be closed, and a new traffic signal will replace the existing directional median near the McDonald's and RNR Tire Express entrance at the Lee Road Shopping Center. The new intersection will also be equipped with crosswalks, pedestrian signals and "Yield to Pedestrian" signs. The roadway will be repaved as needed to accommodate new pavement markings.

Update: The contractor is currently installing drainage structures and strain poles. To date, 8 of the 12 planned strain poles have been installed throughout the corridor. Following completion of the remaining strain poles, the contractor will begin installing span wires while continuing drainage structure installation, concrete demolition and reconstruction, and clearing and grubbing operations.

[450640-1](#) | S.R. 436 from U.S. 441 to Seminole County Line

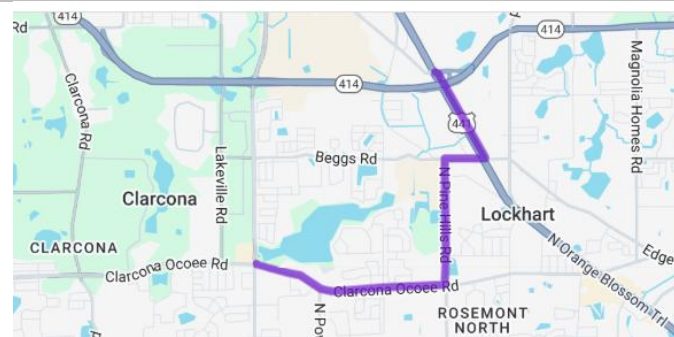


- Contract: E58F6
- Contractor: Ranger Construction Industries Inc.
- Project Cost: \$6.9 million
- Project Start: February 2026
- Estimated Completion: Fall 2026
- **Description:** The purpose of this project is to resurface Semoran Boulevard (State Road (S.R.) 436) from U.S. 441 to the Seminole County line. The project will also upgrade pedestrian curb ramps as needed to comply with current Americans with Disabilities Act (ADA) standards. Construction will also include upgrading the signal detection to a video system. This work is being performed under FPID No. 450640-2, but the projects will be constructed under one contract.

Update: The contractor has completed friction course paving throughout the corridor and is now installing thermoplastic pavement markings.

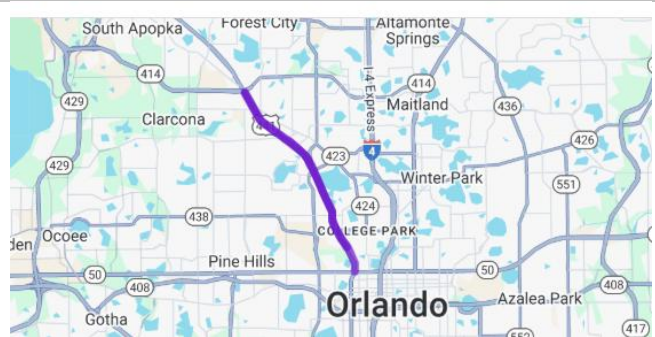
[436433-1](#) & [447104-1](#) | S.R. 500 (U.S. 441) – From North of S.R. 50 to S.R. 414 Interchange Ramps

[436433-1](#) Coast to Coast Trail - Orange County Gap Trail Segment 2



The purpose of this project is to construct a multi-use trail facility that will connect the Clarcona-Ocoee Connector Trail to the west and the Seminole Wekiwa Trail to the east. This is part of the Coast-to-Coast Trail in Orange County.

[447104-1](#) U.S. 441 from S.R. 50 to S.R. 414 Ramps



The Florida Department of Transportation (FDOT) is resurfacing approximately 6.5 miles of U.S. 441 (Orange Blossom Trail) from north of Colonial Drive (State Road (S.R.) 50) to the S.R. 414 ramps. This work will extend the life of the existing roadway and enhance overall safety.

Other improvements include the installation of bike lanes in select locations, filling sidewalk

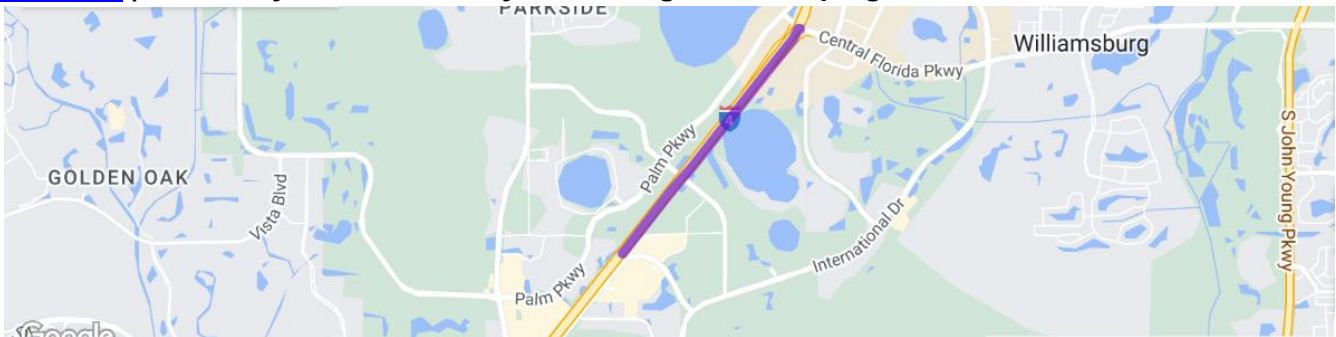
gaps, and reconstructing pedestrian curb ramps to meet current Americans with Disabilities Act (ADA) standards. FDOT will also replace the existing open median at Mott Avenue with a directional median to reduce potential conflict points. This change will allow left turns from U.S. 441 onto Mott Avenue while restricting left turns from Mott Avenue and Pope Road onto U.S. 441. A bi-directional median will also be installed at Busby Avenue/National Street to help improve traffic flow.

Additional safety improvements include narrowing travel lanes by one foot to help moderate vehicle speeds, widening turn lanes, adding median landscaping, and upgrading traffic signals and lighting to improve visibility and traffic efficiency.

- Contract: T5851
- Contractor: Jr. Davis Construction Co. Inc.
- Project Cost: \$35.2 million
- Project Start: October 2025
- Estimated Completion: Summer 2027

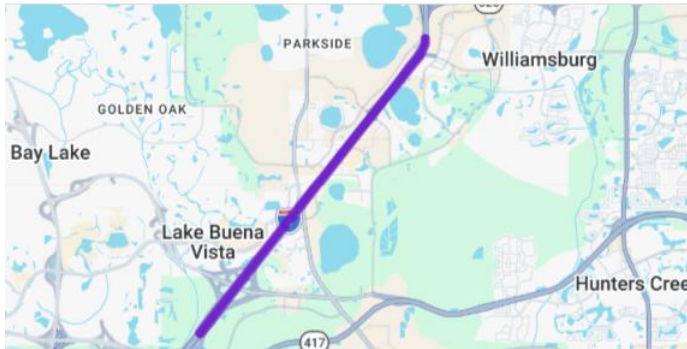
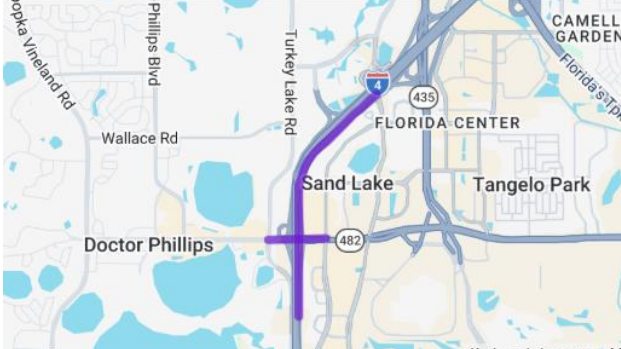
Update: Work continues on roadway widening and sidewalk reconstruction throughout the project. On U.S. 441, crews are continuing to work on the S.R. 414 on-ramp. The contractor is continuing to work on sidewalks, bike separators, and medians. On the Coast-to-Coast Trail, crews are continuing to install sod, form and pour sidewalks, and reconstruct turn lanes and travel lanes.

441113-2 | I-4 at Daryl Carter Parkway Interchange Landscaping



- Contract E56F9
- Contractor: Superior Construction Company Southeast LLC
- Project Cost: \$83 million
- Project Start: October 2025
- Estimated Completion: Summer 2028
- **Description:** This project will landscape the Daryl Carter Parkway diverging diamond interchange overpass, between Central Florida Parkway and State Road (S.R.) 535. The interchange gives motorists an alternative route to reach retailers and restaurants in the Lake Buena Vista area.

Update: The contractor continues to lay out plant placements, install irrigation, and plant trees, bamboo, and shrubs. They are continuing along Palm Parkway and sodding.

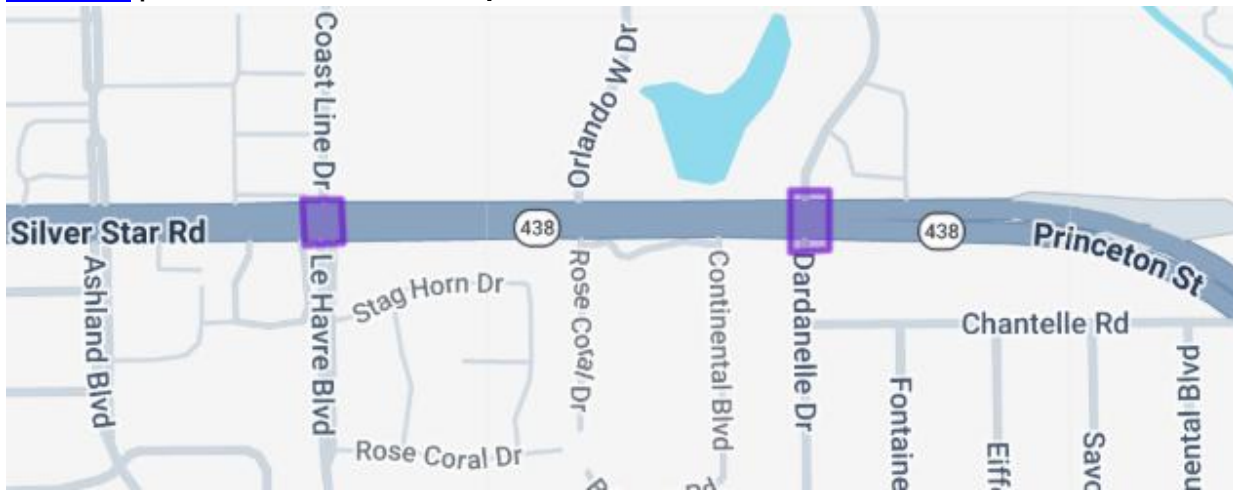
444315-3 S.R. 400 from west of S.R. 536 to west of S.R. 528	444315-1 I-4 at Sand Lake Road Interchange from east of S.R. 528 to west of S.R. 435
	
The project will construct a single buffer separated express lane on I-4 in the westbound direction from west of State Road (S.R.) 528 to west of Central Florida Parkway. The project will also add the final striping, friction course and tubular markers for the full length of the single buffer express lane on I-4 in the westbound direction from west of S.R. 528 to west of S.R. 536 Construction began in Spring 2023 and is anticipated to reach completion in Early 2027. This project is being constructed in conjunction with FPID No. 444315-1. The combined construction cost is \$219,342,910.12. For the most up-to-date information and status on this project, please visit I4Beyond.com/SandLake.	This project will convert the Sand Lake Road and I-4 interchange into a Diverging Diamond Interchange (DDI). Unlike a conventional interchange, the lanes in a DDI cross over to the left side of the roadway at a traffic signal. That limits the number of traffic signal phases and allows drivers to make left turns without crossing oncoming traffic. The lanes then change back to the right side of the road at another traffic signal. These improvements will help to accommodate future projected traffic demand and improve driver safety and efficiency. In a variation of the typical DDI design, the reconfigured interchange will include a new loop ramp from westbound Sand Lake Road to Turkey Lake Road. Motorists traveling westbound on Sand Lake Road who want to access Turkey Lake Road south of the interchange will no longer turn left across traffic. Instead, they will enter the loop ramp on the right and pass over Sand Lake Road. At the end of the ramp, they can choose to travel north or south on Turkey Lake Road. Construction began Spring 2023 and is anticipated to reach completion in 2027. This project is being constructed in conjunction with FPID No. 444315-3. The combined construction cost is \$219,342,910.12. For the most up-to-date information and status on this project, please visit I4Beyond.com/SandLake.

- Contract: E59A6

- Contractor: Lane Construction Corporation
- Project Cost: \$219.3 million
- Project Start: Spring 2023
- Estimated Completion: December 2027

Update: Crews are working on placing embankment, limerock, and mechanically stabilized earth (MSE) wall panels to construct the new road surface and bridge over Sand Lake Road. Crews are preparing to place new asphalt for the eastbound I-4 exit and entrance ramps in early August. Crews are also continuing to work on force main installation at the intersection of Turkey Lake Road and Sand Lake Road, westbound I-4 Express tube lane paving, and curb and sidewalk demolition along southbound Turkey Lake Road. Crews are tentatively planning to shift eastbound I-4 exit ramp traffic onto new pavement in mid-August.

[445696-2](#) | S.R. 438 Intersection Improvements



- Contract: T5872
- Contractor: Blacktip Services Inc.
- Construction Cost: \$2.6 million
- Project Start: February 2026
- Estimated Completion: Fall 2026
- **Description:** This project will improve the intersections of Silver Star Road (State Road (S.R.) 438) with Le Havre Boulevard/Coast Line Drive and Dardanelle Drive in the Pine Hills community of Orlando. Planned improvements include adding bi-directional medians and new pedestrian-activated signals at Le Havre Boulevard/Coast Line Drive. At this location, the bi-directional medians will restrict left turns onto Silver Star Road from the side streets. Additionally, when a pedestrian activates the signal, traffic will be stopped to allow pedestrians to cross Silver Star Road diagonally using the median. This project will also reconstruct and upgrade the traffic signals at Dardanelle Drive. Upgrades to the existing lighting are planned at both intersections, and additional signage will be installed to increase pedestrian safety.

Update: The contractor is awaiting delivery of the electric service poles. Once delivered, the contractor plans to install the service poles and meter; coordinate the power drop; and begin wiring the cabinets and activating the signals during the week of August 10.

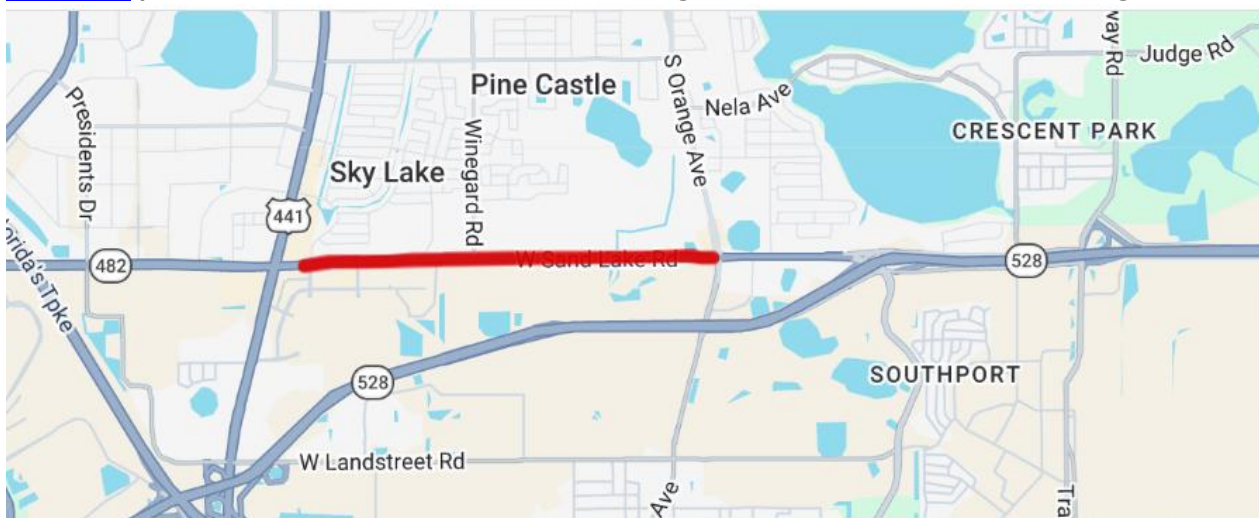
[445772-1](#) | U.S. 441 at Clarcona-Ocoee Road



- Contract: T5859
- Contractor: American Design Engineering Construction Inc.
- Construction Cost: \$2.7 million
- Project Start: April 2026
- Estimated Completion: Summer 2026
- **Description:** This project will reconstruct and upgrade the existing traffic signal at the intersection of Orange Blossom Trail (U.S. 441/ State Road 500) and Clarcona-Ocoee Road. Improvements include new signal poles, new signal heads with enhanced visibility for drivers, and new pedestrian signals. Additional intersection improvements include the extension of the eastbound right-turn lane.

Update: The contractor continues structural, drainage, crosswalk, signalization work, excavation, widening, and curb and gutter work.

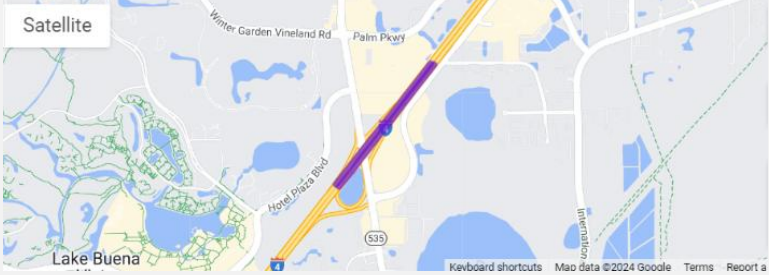
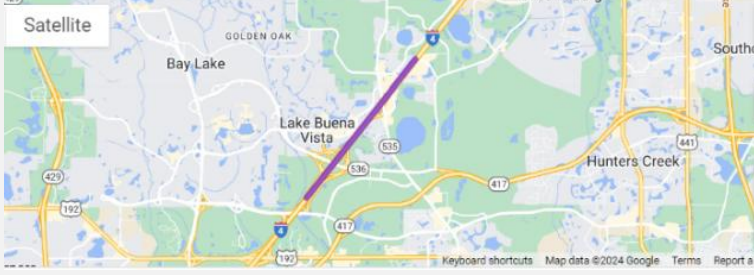
[450638-1](#) | Sand Lake Road (S.R. 482) from Orange Blossom Trail to South Orange Avenue



- Contract: E50G4
- Contractor: Preferred Materials Inc.
- Construction Cost: \$4.7 million
- Project Start: April 2026
- Estimated Completion: Fall 2026
- **Description:** This project will resurface Sand Lake Road (State Road (S.R.) 482) to rehabilitate and restore the asphalt pavement. Project limits are from east of Orange Blossom Trail (U.S. 441) to South Orange Avenue (S.R. 527) in Orange County.

Update: The contractor continues to work on curb ramps, sidewalks, pedestrian signalization, and overhead signals.

448914-1 & 449771-1 | I-4 at S.R. 535 Interchange Improvements

448914-1	449771-1
	
Description: This project will partially reconstruct the Interstate 4 (I-4) and Apopka-Vineland Road (State Road (S.R.) 535) interchange to enhance safety and improve access to and from westbound I-4. Planned improvements include: • Constructing a new loop ramp from northbound Apopka-Vineland Road to westbound I-4. The ramp will enhance safety and mobility by eliminating the need for motorists to turn left across traffic. • Realigning the westbound I-4 entrance ramp from southbound Apopka-Vineland Road, improving traffic flow, and giving motorists more time to merge onto I-4. • Lengthening the westbound I-4 exit ramp to Apopka-Vineland Road to reduce backups onto the I-4 mainline. • Milling and resurfacing Apopka-Vineland Road and extending storage for left- and right-turn lanes. To learn more, please visit: www.i4beyond.com.	Description: This project will add a single, buffer-separated, westbound managed lane to Interstate 4 (I-4) from west of State Road (S.R.) 536 to west of Daryl Carter Parkway. The complete managed lane will be built in three separate projects extending from west of S.R. 536 to west of Sand Lake Road (S.R. 482). The buffer-separated express lane will be open once all three segments are completed. To learn more, please visit: www.i4beyond.com.

- Contract E55B8
- Contractor: Lane Construction Corp.
- Project Cost: \$102 million
- Project Start: October 2023
- Estimated Completion: Fall 2028

Update: Crews completed all concrete deck pours for the new bridge in the median of I-4 over Apopka-Vineland Road (State Road (S.R.) 535). Crews are also preparing to pave portions of the westbound I-4 Express tube lane, bridge approach slabs, westbound I-4 entrance ramp tie-in, and the eastbound I-4 entrance ramp from northbound Apopka-Vineland Road. Crews are preparing to shift westbound I-4 traffic to the inside to widen westbound I-4 in mid-August. Crews continue installing MSE wall panels for the new loop ramp connecting westbound I-4 to northbound Apopka-Vineland Road. Other activities include drainage, utility, and barrier wall installation.

ORANGE COUNTY RECENTLY COMPLETED PROJECTS:

OSCEOLA COUNTY

OSCEOLA COUNTY UPCOMING PROJECTS:

None to report.

OSCEOLA COUNTY CURRENT PROJECTS:

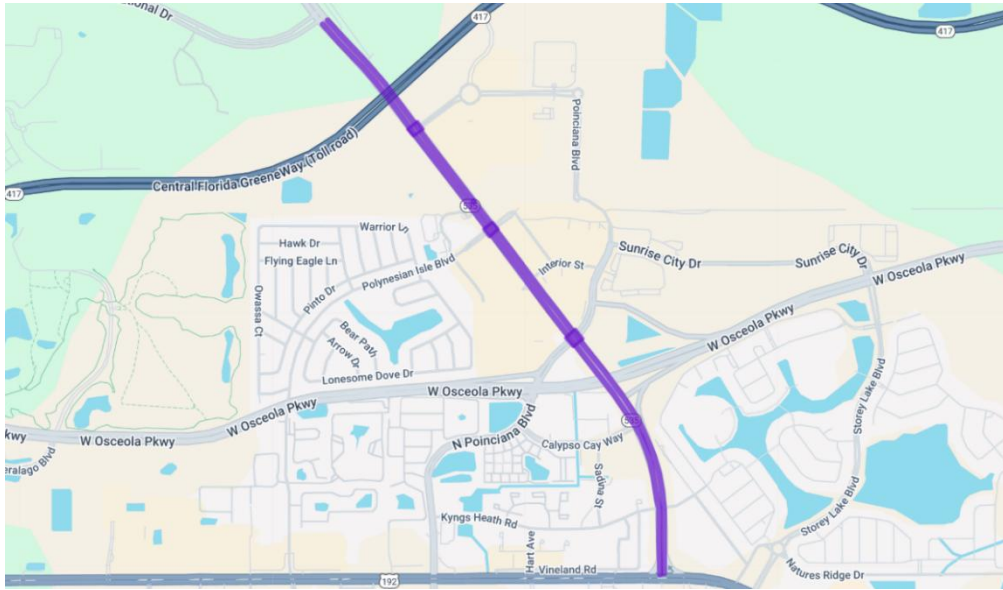
[443702-1](#) | S.R. 60 EB & WB Passing Lanes from Blanket Bay Slough to Peavine Road



- Contract T5836
- Contractor: C.W. Roberts Contracting Inc.
- Project Cost: \$18.3 million
- Project Start: July 2025
- Estimated Completion: Late 2026
- **Description:** The purpose of the project is to add an eastbound and westbound passing lane on State Road (S.R.) 60. Other improvements include reapplying audible and vibratory roadway treatments, enhancing signs, and drainage improvements.

Update: The contractor continues to work on dewatering, guardrail installation, and widening work.

445299-1 | S.R. 535 from north of U.S. 192 to south of International Drive



- Contract: T5823
- Contractor: The Middlesex Corp.
- Construction Cost: \$11.9 million
- Project Start: November 2024
- Estimated Completion: Summer 2026
- **Description:** This project intends to resurface State Road (S.R.) 535 from north of U.S. 192 to south of International Drive and implement operational and safety improvements along the corridor. The intersection at Poinciana Boulevard will also be modified to allow traffic on S.R. 535 to turn right or go straight through the intersection. S.R. 535 traffic desiring to turn left onto the side street would go through the intersection, make a U-turn, and then turn right onto the side street. Traffic from the side streets can go straight through the intersection or turn right or left onto S.R. 535. Other safety improvements, such as curb reconstruction to shorten pedestrian crossing distances and turn-lane and traffic-signal upgrades, are planned at Kyngs Heath Road, the Osceola Parkway eastbound on-ramp, Poinciana Boulevard and LBV Factory Stores Drive. The project will add a third left-turn lane from southbound S.R. 535 onto eastbound U.S. 192. Pedestrian crosswalks and upgraded pedestrian signals, as well as enhanced lighting at signalized intersections, are also planned.

Update: The contractor is awaiting final acceptance.

448783-1 | U.S. 192 from Bamboo Lane to Main Street

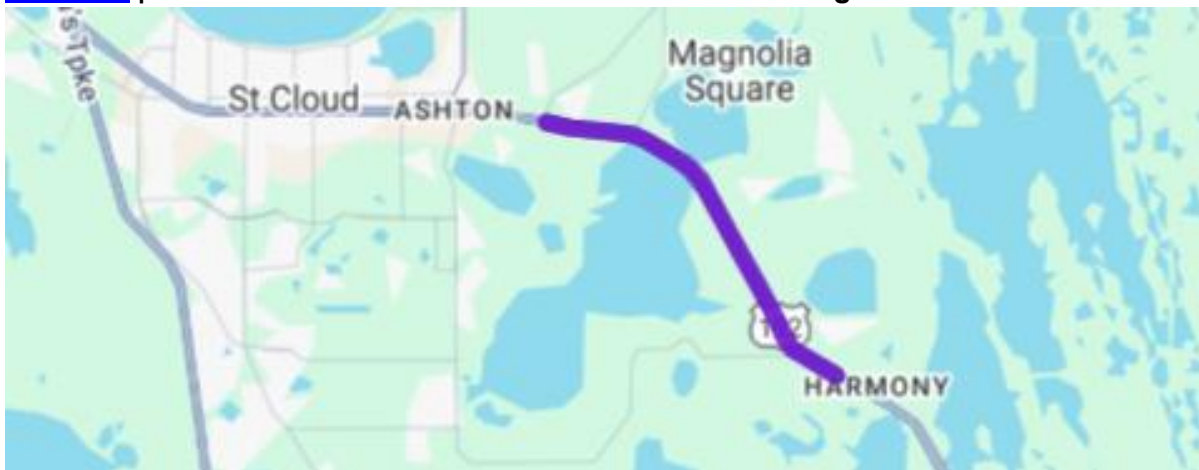


- Contract: T5843

- Contractor: Hubbard Construction Co.
- Construction Cost: \$26 million
- Project Start: July 2025
- Estimated Completion: Late 2026
- **Description:** The purpose of this project is to improve safety and operations along U.S. 192 (Vine Street) from Bamboo Lane to Main Street in Kissimmee. In addition to repaving the roadway, the project will provide new 7-foot-wide buffered bicycle lanes from east of Bamboo Lane to Hoagland Boulevard. The project also enhances pedestrian safety by adding signalized crossing opportunities at Club Sevilla, south of Four Winds Boulevard and at Oren Brown Road. At Club Sevilla, the project adds a pedestrian-activated signal and reconstructs the existing bi-directional median. The crossing near Four Winds Boulevard will be equipped with a Pedestrian Hybrid Beacon (PHB), and there will be a new traffic signal, pedestrian signals, and crosswalks at Oren Brown Road. A turn-lane extension and pedestrian improvements at Old Vineland Road are also planned, as well as pedestrian curb-ramp upgrades and sidewalk connections at Yates Road and Mann Street.

Update: The contractor continues working on signalization and sidewalk work for Phase 2, erosion control, maintenance, and milling and resurfacing.

[448796-1](#) | U.S. 192/U.S. 441 from C.R. 532 to Arthur J. Gallagher Boulevard



- Contract: T5854
- Contractor: Jr. Davis Construction Co. Inc.
- Construction Cost: \$16 million
- Project Start: October 2025
- Estimated Completion: Fall 2026
- **Description:** The Florida Department of Transportation (FDOT) is resurfacing U.S. 192/U.S. 441 (State Road (S.R.) 500/East Irlo Bronson Memorial Highway) from Nova Road (County Road (C.R.) 532) to Arthur J. Gallagher Boulevard to extend the life of the existing roadway. A 6-foot sidewalk will be added along westbound U.S. 192/U.S. 441 to enhance pedestrian safety and mobility along the corridor. This project includes improvements at the Arthur J. Gallagher Boulevard intersection, such as upgraded traffic signals, signage, and pavement markings. Safety enhancements include the installation of a supplemental traffic signal closer to the intersection for increased visibility, as well as a new pedestrian signal detector and crosswalk at the west end of the intersection. A bicycle through lane (or keyhole lane) will be added at the Nova Road intersection, and new intersection lighting is planned at Old Melbourne Highway (C.R. 500A). Pedestrian curb ramps will be reconstructed to meet current Americans with Disabilities Act (ADA) standards. Landscaping enhancements will also be placed between Lake Lizzie Court and Lake Lizzie Drive.

Update: The contractor is working on punch-list items and awaiting final acceptance.

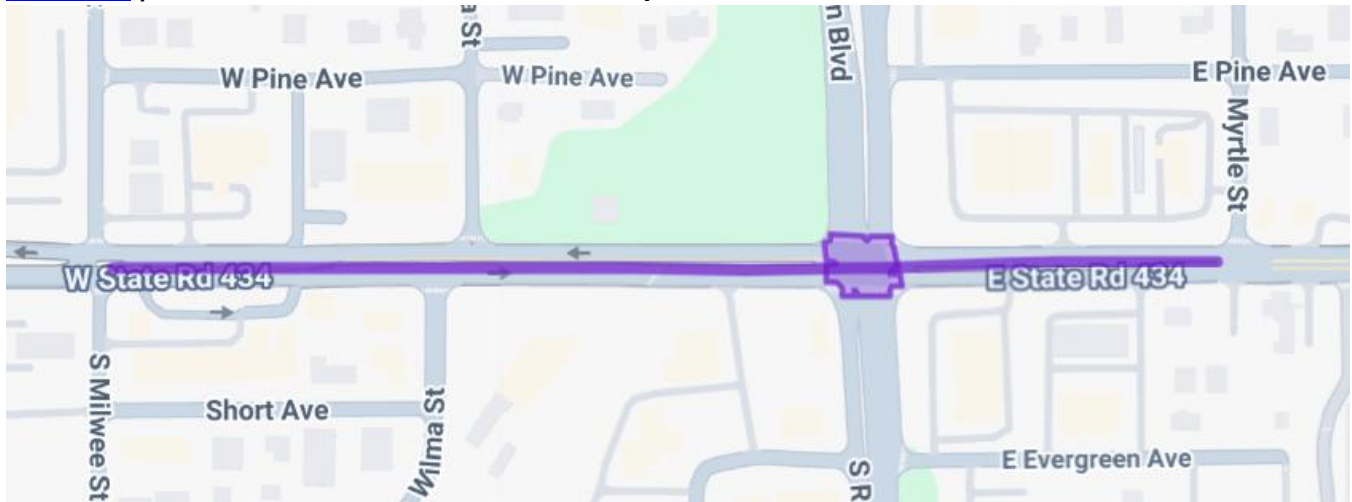
OSCEOLA COUNTY RECENTLY COMPLETED PROJECTS:

None to report.

Seminole County

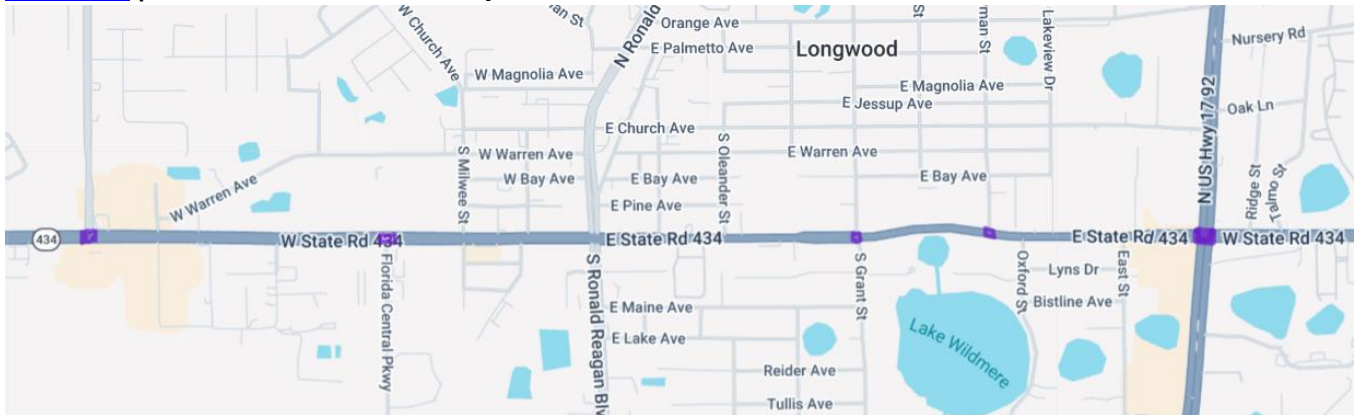
SEMINOLE COUNTY UPCOMING PROJECTS:

[439040-1](#) | S.R. 434 at C.R. 427 Intersection Improvements



- Contract: T5863
- Contractor: Masci General Contractors Inc.
- Project Cost: \$4.8 million
- Project Start: November 2026
- Estimated Completion: Early 2028
- **Description:** The purpose of this project is to improve operations at the intersection of State Road (S.R.) 434 and County Road (C.R.) 427 (S. Ronald Reagan Boulevard) by including additional turn lanes. The project begins at South Milwee Street and extends to just west of South Oleander Street. The proposed improvements will create dual left turns for the east and westbound traffic on S.R. 434 to C.R. 427. A new exclusive right turn lane will be added for the eastbound S.R. 434 traffic turning onto C.R. 427. The project will also include bike lanes on S.R. 434 from South Milwee Street to C.R. 427, as well as minor drainage, sidewalk, and signalization improvements. This project was designed by Seminole County. Right of way was purchased by FDOT. The project will be constructed with the State Road 434 safety improvements project ([443838-1](#)).

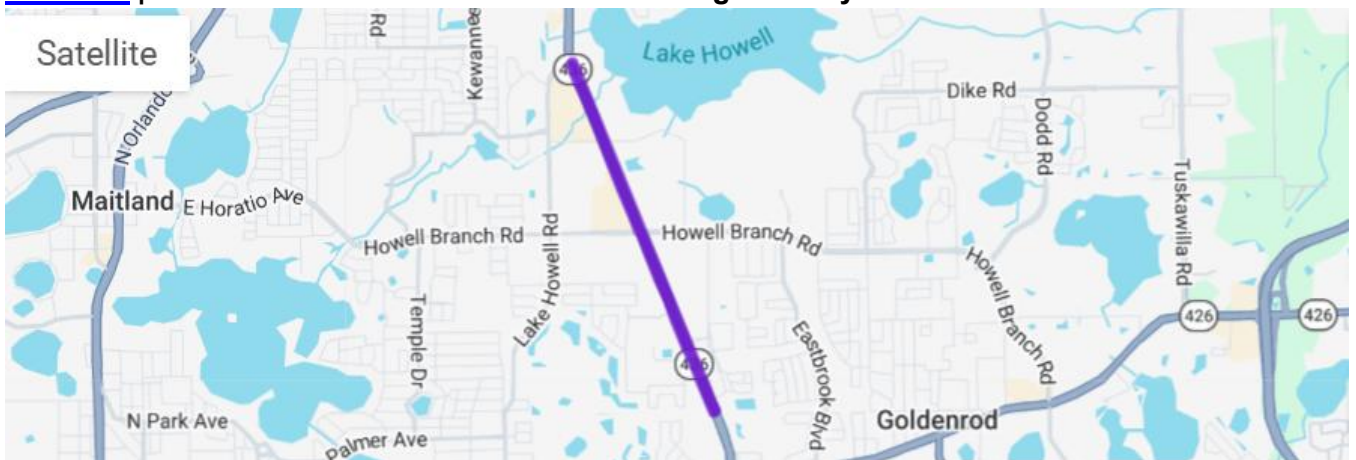
[443838-1](#) | S.R. 434 Intersection Improvements



- Contract: T5863
- Contractor: Masci General Contractors Inc.
- Project Cost: \$1.8 million
- Project Start: November 2026
- Estimated Completion: Early 2028
- **Description:** The purpose of this project is to make safety improvements on State Road (S.R.) 434 at five signalized intersections: Rangeline Road, Florida Central Parkway, Grant Street, Wayman Street and U.S. 17-92. Planned improvements include sidewalk repairs and enhancements, reconstruction of curb ramps to meet current Americans with Disabilities Act (ADA) standards, and upgrades to pedestrian signals for improved accessibility and visibility. Additionally, the project plans improvements to make U-turns safer at the Wayman Street and Grant Street intersections. The project will be constructed with the County Road 427 intersection improvements project ([439040-1](#)).

SEMINOLE COUNTY CURRENT PROJECTS:

[450583-1](#) | S.R. 436 from Lake Howell Road to Orange County Line



- Contract: E50G8
- Contractor: C.W.R Contracting, Inc.
- Project Cost: \$6.8 million
- Project Start: June 2026
- Estimated Completion: Spring 2027
- **Description:** The purpose of this project is to repave a segment of State Road (S.R.) 436 from Lake Howell Road to the Orange County line to maintain the roadway. The project will also upgrade

pedestrian crosswalks and curb ramps as needed in accordance with current Americans with Disabilities Act (ADA) standards. Additionally, the City of Casselberry coordinated with the design team to propose raised concrete channelizing islands, which will be constructed at several locations along the corridor to control the flow of traffic through intersections and past driveways.

Update: The contractor is currently constructing the concrete channelizing islands while continuing milling and resurfacing operations.

RECENTLY COMPLETED:

None to report.