



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**Florida Division**

May 9, 2017

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In Reply Refer To:  
HDA-FL

Steven W. Martin, P.E.  
District 5 Secretary  
Florida Department of Transportation  
719 South Woodland Boulevard  
Deland, FL 32720

Attention: Rick Morrow, P.E.

Dear Mr. Martin:

The Florida Department of Transportation (FDOT) requested Engineering and Operational Acceptability of the Final I-4 Beyond the Ultimate (BtU) SOUTH Systems Access Modification Report (SAMR) Re-evaluation. The document is the result of coordination between the Federal Highway Administration (FHWA) Division office and the FDOT, and is submitted in compliance with the FHWA's Policy on Access to the Interstate System. The final version of the document, which is the basis for this letter, was the electronic version made available by FDOT's consultants on March 17, 2017. The signature page with official request for approval was received by our office via electronic mail on May 4, 2017.

The original I-4 Systems Access Modification Report (SAMR), dated April 2000, was completed as the technical justification for approval of new access and modification of existing access to approximately 74 miles of I-4, between CR 532 in Osceola County and west of I-95 in Volusia County. The document was approved by the FHWA on June 13, 2000, with a subsequent update in 2003, and an update to the Ultimate I-4 section (west of Kirkman Road to east of SR 434) in 2010. The I-4 Ultimate Major Project is currently under construction.

This Engineering and Operational Acceptability determination is for the south section of the I-4 SAMR Re-Evaluation Study, also referred to as SOUTH SAMR. The SOUTH SAMR limits are from west of U.S. 27 in Polk County to west of SR 435 (Kirkman Road) in Orange County. The analysis performed for the SAMR re-evaluation was consistent with previous versions, and had the purpose of comparing the operations of modified build alternative vs the original build. As part of the revisions, planned HOV lanes were replaced with two express lanes in each direction. The purpose of the project is to improve traffic operations, enhance connectivity, and improve safety on I-4 and interchange cross-streets.

The FDOT has committed to re-evaluating the traffic impacts of all I-4 BtU segments during the design phase, in accordance with methodologies acceptable to FHWA. This will allow for updates to be made to key tools such as the regional travel demand model, the use of state-of-the-art analysis procedures, and the collection and analysis of current traffic conditions.

Based on our review of the SOUTH SAMR provided by FDOT the FHWA grants Engineering and Operational Acceptability, with the understanding that traffic impacts in all segments will be re-evaluated during the design phase in accordance with the FDOT's commitments.

Should you have any questions, please contact Mr. Nicholas Finch or Mrs. Nahir DeTizio at 407-867-6400 or via email at [nick.finch@dot.gov](mailto:nick.finch@dot.gov) and [nahir.detizio@dot.gov](mailto:nahir.detizio@dot.gov).

Sincerely,

A handwritten signature in blue ink, appearing to read "Nicholas O. Finch".

FOR: James Christian, P.E.  
Division Administrator

Enclosure: Signature page

cc: Beata Styś-Pałasz, P.E., Senior Project Manager  
Jason Learned, Planning & Environmental Management Office

# Interchange Modification Report (IMR)



## I-4 Beyond the Ultimate Systems Access Modification Report: South Section FPID: 432100-1-22-01

### Determination of Engineering and Operational Acceptability

Acceptance of this document indicates successful completion of the review and the Interchange Access Request is considered acceptable for engineering and operations. Approval is contingent upon compliance with applicable Federal requirements, specifically the National Environmental Policy Act (NEPA) or Department Project Development and Environment (PD&E) Procedures. Completion of the NEPA/PD&E process is considered acceptance of the general project location and concepts described in the environmental document.

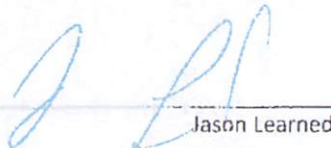
Requestor

  
Beata Stys-Palasz

4/21/17  
Date

District Five I-4 PD&E Project Manager

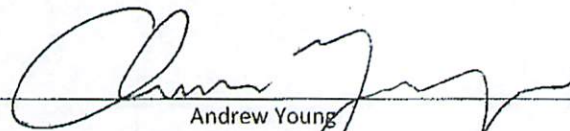
Florida Department  
of Transportation

  
Jason Learned

4/21/17  
Date

District Interchange Coordinator

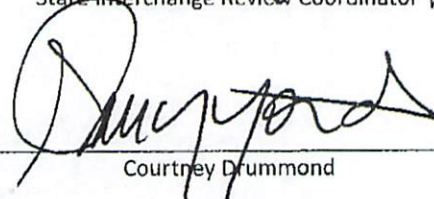
Florida Department  
of Transportation

  
Andrew Young

5/3/17  
Date

State Interchange Review Coordinator

Florida Department  
of Transportation

  
Courtney Drummond

5/4/17  
Date

Chief Engineer

Federal Highway  
Administration

  
Nicholas Finch

5/9/17  
Date

Associate Division Administrator