

Appendix C

Agency
Correspondence



C. Agency Correspondence

C.1 Federal Agencies

Federal Highway Administration, Administration Office

U.S. Army Corps of Engineers, Regulatory Division

U.S. Coast Guard, Seventh Coast Guard District

U.S. Department of the Interior, Fish and Wildlife Service

U.S. Environmental Protection Agency – Region IV, Groundwater Protection Branch

C.2 State Agencies

Florida Department of Environmental Protection, Office of Intergovernmental Programs

Florida Department of State, Division of Historical Resources

Florida Game and Fresh Water Fish Commission, Office of Environmental Services

Florida State Clearinghouse, Department of Community Affairs

C.3 Regional Agencies

Orlando-Orange County Expressway Authority (OOCEA)

South Florida Water Management District

St. Johns River Water Management District

Advisory Council on Historic Preservation

C.4 Local Government Agencies

City of Altamonte Springs

City of Lake Mary

City of Maitland

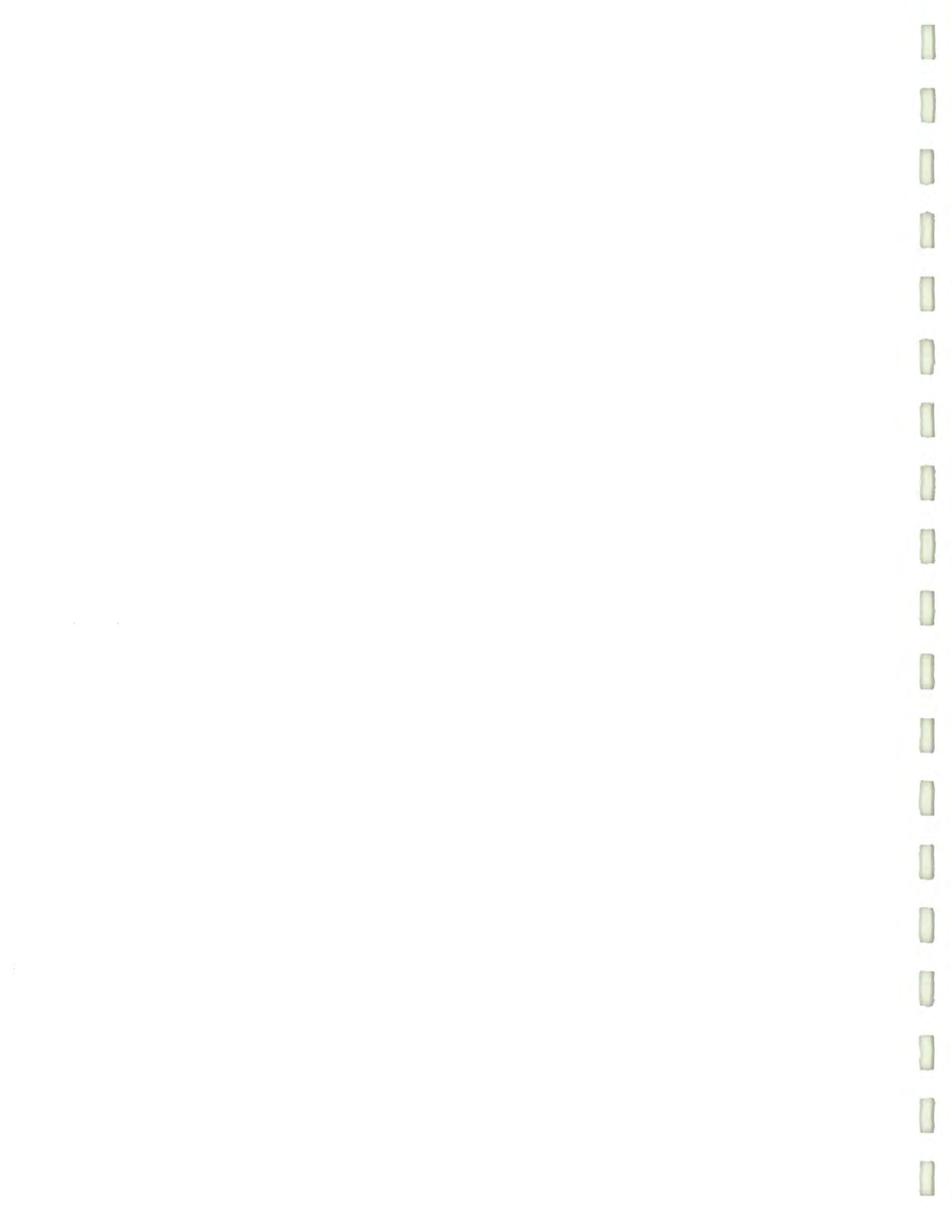
City of Orlando

City of Sanford

City of Winter Park

Orange County

Seminole County



Volusia County

Orlando Housing Authority

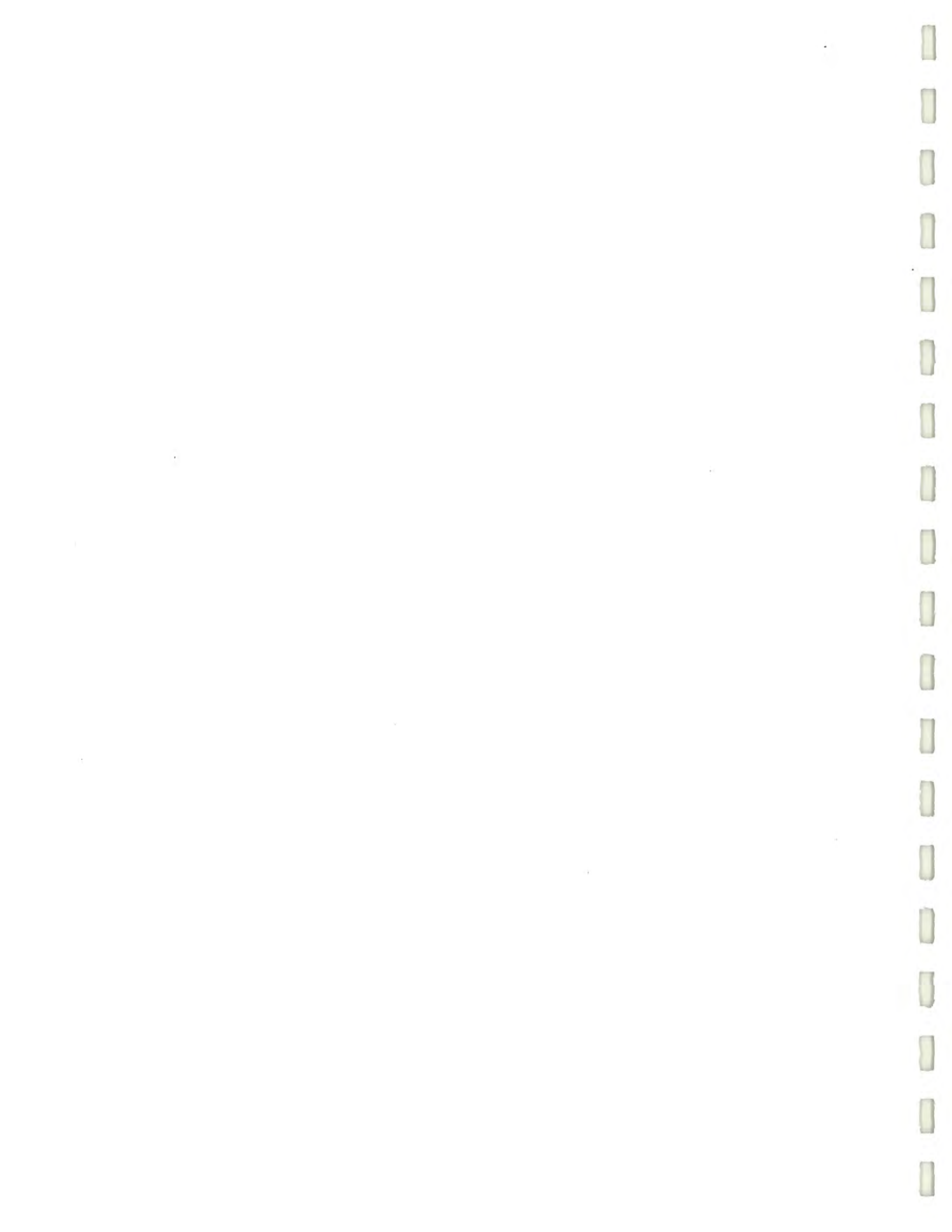
C.5 Environmental and Special Interest Groups

1000 Friends of Florida

College Park Neighborhood Association

Downtown Development Board

Orange County Public Schools



*A*ppendix C.1

Federal Agencies





Federal Highway Administration
Florida Division
227 N. Bronough Street, Suite 2015
Tallahassee, FL 32301
(850) 942-9650



May 12, 2000

IN REPLY REFER TO: HPO-FL

Mr. Michael Snyder, District Secretary
Florida Department of Transportation
719 South Woodland Boulevard
Deland, FL 32720-6800

Attention: Norane Downs

Dear Mr. Snyder:

Subject: Finding of No Significant Impact, I-4 Six Laning, St. Johns River Bridge Project
FAP No. NH-4-2 (174) 79; NH 4-2 (183) 113
State Project Number: 77160-1439; 79110-1403; 79110-1407
Seminole and Volusia County

We have reviewed the Environmental Assessment (EA) and Finding of No Significant Impact (FONSI) for the subject project which you submitted in compliance with the requirements of the National Environmental Policy Act of 1969 and 23 CFR 771.

Based on the EA and our familiarity with the proposed improvement and project site, we find that the construction of this project will have no significant adverse impact on the quality of the human environment. Therefore, the enclosed EA FONSI is considered appropriate and is adopted.

The location and design concept acceptance (LDA) for this project is contingent on the System Access Modification Report (SAMR). Upon our approval of the SAMR, LDA for this project will be granted. Should you have any questions, please contact Mr. Grant Zammit at (850) 942-9650, ext. 3026.

Sincerely,

For: James E. St. John
Division Administrator

Enclosures

cc: Harold Webb, FDOT - 5

RECEIVED

MAY 16 2000

FDOT-DISTRICT V
Cons. Project Mgmt.



U.S. Department
of Transportation
Federal Highway
Administration

Florida Division Office
227 N. Bronough St., Suite 2015
Tallahassee, Florida 32301

January 3, 2000

IN REPLY REFER TO: HPO-FL

Mr. Mike Snyder
District Secretary
Florida Department of Transportation
719 South Woodland Boulevard
Deland, Florida 32720

Attention: Harold Webb

Dear Mr. Snyder:

Subject: I-4 Six Laning and St. Johns River Bridge Project, Section 3
FAP No. NH-4-2 (147) 79 & NH-4-2 (183)113
Environmental Assessment

We have received the Environmental Assessment (EA) submitted to our office on December 29, 1999. The Federal Highway Administration has reviewed the subject document and are returning a signed copy for public availability.

Enclosed with the signed EA is a copy of the December 29, 1999-letter from the United States Department of Interior, Fish and Wildlife Service. This letter summarizes the December 23, 1999 telephone conference call with Messrs. Harold Webb, Bob Gleason, John Millio and Grant Zammit which clarified issues associated with the biological assessment. As agreed, these commitments will be included in the Final EA.

The Florida Division appreciates your support in this administrative action. Should you have any questions, please contact Mr. Grant Zammit at (850) 942-9650, ext. 3026.

Sincerely,

For: James E. St. John
Division Administrator

Enclosures

cc: Messrs. Bob Cortelyou and Harold Webb, FDOT, District 5



U.S. Department
of Transportation
Federal Highway
Administration

Florida Division Office
227 N. Bronough St., Suite 2015
Tallahassee, Florida 32301

December 28, 1999

IN REPLY REFER TO: HPO-FL

Mr. Mike Snyder
District Secretary
Florida Department of Transportation
719 South Woodland Boulevard
Deland, Florida 32720

RECEIVED

JAN 07 2000

FDOT-DISTRICT V
Cons. Project Mgmt.

Attention: Mr. Fred Burnie, P.E.

Dear Mr. Snyder:

Subject: I-4 Corridor PD&E Study, Section 1
FAP No. NH-4-2 (169) 65
Environmental Assessment / Finding of No Significant Impacts

We have reviewed the Environmental Assessment and Finding of No Significant Impact for the subject project, which you submitted in compliance with the requirements of the National Environmental Policy Act of 1969 and 23 CFR 771.

Based on the Environmental Assessment and our familiarity with the proposed improvement and project site, we find that the construction of this project will have no significant adverse impact on the quality of the human environment. Therefore, the Finding of No Significant Impact is considered appropriate and is adopted.

The Location and Design Concept Acceptance (LDA) for this project is contingent on the System Access Modification Report (SAMR). Upon our approval of the SAMR, we will grant LDA for this project. Should you have any questions, please contact Mr. Grant Zammit at (850) 942-9650, ext. 3026.

Sincerely,

/s/ Mark D. Bartlett
r: James E. St. John
Division Administrator

cc: Messrs. Bob Cortelyou and Harold Webb, FDOT, District 5



Project Development & Environment Inspection Report

District Engineer

Division	Report No	Inspected	Reported	Project No	
Florida	1	11/16/99	11/17/99	NH-4-2-(174)79	
Inspection made by			Area	State No	District
Grant Zammit, Urban Transportation Engineer			B2	75280-1488 77160-1439 79110-1403	5
In Company With					
Inspection Type		Phases Inspected			
Environment		I-4, Section 2, Draft Environmental Impact Statement, Section 1.0			
Location			County		
Interstate 4, from SR 528 (Bee Line Expressway to SR 472)			Orange, Seminole and Volusia		
Description					
Six general use lanes, two HOV lanes along I-4 (I-4 Ultimate)					

Scope of Inspection

This inspection was a review of the October 1999 I-4 Section 2 Draft Environmental Impact Statement (DEIS), Section 1.0 (Purpose and Need) for the subject project. It is understood that the content is not complete and is provided to obtain early feedback.

Summary of Findings:

General Comments

This section discusses the various planning activities which have been drawn upon in order to identify the purpose and need, and subsequent alternatives. It is of interest for the DEIS to be consistent with the plans and policies stated, however the Federal Highway Administration has not approved the I-4 Multi-Modal Master Plan (I-4 MMMP). Since there has not been a federal action on the I-4 MMMP, the DEIS must discuss the decision process (including early concepts) which fed into the alternatives analysis (to be provided).

Specifically, we must be clear that the DEIS is the Federal document which encompasses the planning activities which fed into the alternatives for this environmental document, and is the basis for the decisions. This clarification will address the issues associated with the recent meeting between the Federal Highway Administration and the Department of Justice regarding the planning and environmental process.

1. **Page 1-1, Section 1.0 Purpose and Need for Proposed Action** - The text begins by talking about what will be covered in this section. Please include Safety and Navigation in this listing, as they are included in Section 1.3.7 and 1.3.8 respectively.
2. **Page 1-4, Table 1-1** - The table presents the Goals and Objectives of the I-4 MMMP. As discussed in the General Comments, the DEIS is the federal document which encompasses the planning and environmental process. The text and table should convey this. As part of the Goals and Objectives for this project, the table should reflect that we will not only identify physical and noise impacts to adjacent neighborhoods, but we will address the associated impacts.

DRAFT

3. **Page 1-5, Section 1.2.1 Background** - It is requested that the *Interstate Policy* discussion be reviewed to ensure that it is consistent with the existing Policy Statement Topic No. 000-525-040-a, limiting the number of lanes on the State Highway System to be provided by Department Funds.
4. **Page 1-13, Section 1.3 Need for Transportation Improvements** - It is requested that the discussion regarding HOV access only interchanges be clarified to denote the difference between an interchange which only provides for HOV access, and an interchange which provides for direct HOV access and general use access
5. **Page 1-16, Section 1.3.2 Capacity Deficiencies** - The last sentence of the leading paragraph states *uninterrupted flow facilities*. The general public may not understand this and may be better served if we provide an alternate term such as freeway. It is understood that defining LOS to the public poses a challenge, and the discussion is appreciated.
6. **Page 1-21, Figure 1-7, Volusia County 2020 Transportation Plan Update & Page 1-26, Figure 1-9, Volusia County Five Year Program FY 1998 / 1999** - During recent discussions with the USFWS, it was clear that our having Section 1, 2 and 3 of the I-4 PD&E Study, and multiple segments within each, can be confusing to individuals which are not directly/regularly involved in this project. With this appreciation, it may be of interest to clarify this in the text of the *Purpose and Need Section* (and/or corridor map) so the public or outside agency representatives can negotiate the document. It is realized that the segments are presented in *Figure 1-14 and in Section 1.4 Summary of Related Studies*. A discussion, early in the text, may clarify this.
7. **Page 1-40, Figure 1-14 Generalized Existing Land Use** - It is difficult to distinguish the difference between the yellow used for Residential and Natural Community. Please update this code / color scale.
8. **Page 1-49, Section 1.3.6.2.2 Future Service** - This section discusses the Minimum Operating Segment of Light Rail Transit. Due to recent decisions and activities associated with LRT, it is suggested that the content of this section be coordinated with LYNX. This will ensure that the DEIS for I-4 does not conflict with the LRT activities and applications.
9. **Page 1-61, Section 1.3.7 Safety** - Please update the text in paragraph 3 of this section so the safety ratio greater than 1.00 references Table 1-13 (text currently references Table 1-16)
10. **Page 1-76, Table 1-13** - This table draws upon previous tables on accident data. Please ensure that the same Intersection descriptions are used throughout to ensure consistency. Specifically, Kirkman Road on Table 1-13 is believed to be described as SR 435 in Table 1-8.
11. **Page 1-77, Section 1.3.8 Navigation** - This section should reflect that the St. John River Bridge Six Laning has been advanced via the EA for Section 3. As such, the vertical and horizontal clearance will most likely have been established.

Distribution	Project File (original) Reading File Urban Transportation Engineer, Area B2 FHWA Environmental Coordinator District PD&E Engineer, FDOT District 5
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Nov 1999-1410

Date: 09/27/99 20:44
 From: grant.s.zammit@fhwa.dot.gov
 To: WEBB, Harold
 SNYDER, MICHAEL
 CORTELYOU, ROBERT
 Subject: Follow Up - Closing of ramps, and alternative downtown design

FHWAGSZ - MAIL
 PM542HW - DOT1
 AD503MS - DOT1
 RD544RC - DOT1

During our meeting last week I was asked if we could close a ramp during certain limited hours, or conversely... open a ramp only for certain limited hours.

Upon reflection on what is all involved in this... I have the following thoughts and concerns...

If we are reconstructing an interchange, and are only operating a ramp during certain hours, we must consider the cost to construct the ramp/interchange. Specifically, can we justify building the ramp and only utilizing it for a short period of time (say 3 - 6 hours) during the day. Alternatively, can we close a ramp during a limited time of day (say 3 - 6 hours) and realize the benefits we are attempting to gain, and justify the hours?

Having provided you my gut reaction last week, my comment that we could do what was proposed comes with a great deal of baggage... all of which is probably politically difficult to address and market... in addition, difficult to convey to the motoring public on how this will operate... and operate in and of itself.

As such, I would not recommend such an alternative which fluctuates access to or from the interstate based on time of day, without a more detailed discussion and analysis. In summary, I am open to innovative thinking, however do not want to trivialize the fact that there is much more involved... nor give false hope.

Regarding the alternative design of I-4 through downtown. It is recommended that this be included in the SAMR and the DEIS. Although this may result in additional alternatives (analysis), it is prudent for us to cooperatively work with the City of Orlando regarding operations through downtown.

As there are interests of the interstate and of the arterial, we must work

together to find a balance. To discount an "arterial based" one-way pair without realizing the operational benefits (to pedestrians and motorists) would not be responsible. Likewise, to discount the original concept, with

out realizing the strengths, would widen a potential gap in trust between the stakeholders (including business interests). As such this is emphasizing the need to quantify an operations plan with our concept.

Perhaps I am over simplifying this... and realize the impacts of proceeding with both. I welcome our discussing this further over the telephone or in person.

 US Department of Transportation Federal Highway Administration				3827		
Design Inspection Report						
Division		Report No	Inspected	Reported	District Engineer <i>MB</i>	
Florida		1	06/25/99	06/28/99	Project No NH-4-2(174)78	
Inspection made by			Area	State No	District	
Grant Zammit, Transportation Engr. <i>GZ</i>			B-2		5	
In Company With						
Inspection Type		Phases Inspected				
Office		Limited Access				
Location				County		
Interstate 4, Section 2 Beeline Exp. To 472				Volusia Orange, Seminole, Volusia		
Description						
To provide for ultimate build out as determined in Master Plan						

Scope Of Inspection:

The documentation provided at the June 24, 1999 meeting regarding Limited Access Issues for the I-4 PD&E Study, Section 2, identifies Existing, FDOT Criteria, and Proposed Limited Access R/W points. Our providing the FDOT Criteria best supports the current policy, and must be the starting point in analyzing each location.

It is clear that a number of parcels will be impacted in order to meet the FDOT Criteria. It is also clear that there will be associated impacts and cost to provide this criteria. As this is not unique to I-4, any variation from FDOT Criteria must be justified. Specifically we must justify that any variance which will ensure safe and effective operations, and protect the facility from potential development which would create traffic problems.

Upon a cursory review of the June 24, 1999 documentation, the potential to justify variances exist. The FHWA nor the FDOT however, have "Decision Making Requirements" regarding variances to the Limited Access Criteria. This is due to the unique circumstances of each location and situation. For this reason, it is not prudent to establish requirements specifically for I-4.

In an interest to advance this effort, the following minimum concepts are provided, and should be included in any justification:

- Can the access control be provided?
- What limits our ability to provide FDOT Criteria?
- Must parcels be acquired in order to provide the FDOT Criteria?
- What is the land use of the subject parcels?
- What are the costs associated to provide access control?
- Are there any existing safety and operational concerns?
- Does a variance compromise safety or operations?
- What are the environmental impacts?
- Will a variance create the potential for future development which creates traffic problems?
- Does the variance violate driver expectancy?
- Is the existing and proposed Limited Access based upon a current variance, and if so, what were the circumstances, and are they still valid?

These above concepts are intended to stimulate the creative process yet provide the FDOT with

the flexibility to establish justification without a rigid boundary. The Florida Division will remain available to review individual justifications as they are developed.

Since design for some projects may not occur for a decade or more, we must acknowledge that any variance in the limited access must be reevaluated during design to ensure that we consider changes in operations, safety and land use.

As a point of information, it is the Florida Divisions understanding that the FDOT Central Office is currently considering an increase in the 100 ft min. length, for limited access, in urban areas. This should be considered as we progress in this activity.

Distribution	Project File (original) Reading File Program Coordinator Area Engineer, Area B2 District Design Engineer, FDOT District 5 Project Management, FDOT District 5 Area Design Engineer, FDOT, Tallahassee, MS-3
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FEDERAL HIGHWAY
ADMINISTRATION
Florida Division

227 N. Bronough Street, Suite 2015
Tallahassee, FL 32301
850-942-9612
Fax: 850-942-9691

FACSIMILE TRANSMISSION COVER SHEET

Date: *February 1, 1999*
To: *Mike Snyder*
Fax: *904-736-5475*
Re: *I-4 Workshop*
Sender: *David Unkefer*

You should receive 6 page(s), including this cover sheet. If you do not receive all the pages, please call 850-942-9612.

Comments:

Our preliminary thoughts on the Workshop are attached as we discussed today; participants and addresses included. Please provide any feedback asap because we may use this to brief the FHWA participants.

This is less people than we originally indicated because some are still trying to work out their schedule in order to come. I will give you these names when they become definite; about 4 or 5 more people.

Why don't you fax us a draft copy of the cover letter for the advanced materials so we can review. I don't suggest anything too elaborate, but would like to thank each person and set the stage for partnering, the significance of the project/workshop, etc. Thanks,

David

cc. JES, RMC, MDB

Agenda for I-4 Workshop (draft)

Location: Orlando Florida, Offices of URS-Greiner and CH2M Hill

Time: Tuesday, 2/23/99, 8am through Thursday, 2/25 (Friday, 2/26 as possible spillover day)

Day 1, Tuesday, 2/23

Morning

I. **Initiate as Partnering session**, including **Introductions** (facilitator(s) will moderate remainder of the workshop to keep everyone on track and to develop goals which will mean success to the various participants. Start before the overview to create a partnering environment for the workshop, and move along to goal setting after the overview.

- A. Kick-off thoughts from:
 - FDOT - Nancy Houston
 - FHWA - Jim St. John

(purpose of the workshop, what we hope to accomplish, general agenda/schedule, intermodal nature of the Master Plan/MIS solution).

II. **Overview/Background** approx. 1 hour.

A. **Interstate Policy**

B. **Master Plan/Major Investment Study** - purpose and need, concepts/alternatives evaluation and selection of preferred, multi-modal corridor (preserving median)

C. **I-4 Project Development and Environment Studies** - logical termini, preferred and avoidance alternatives philosophy, typical section - design issues and environmental trade-offs, potential controversy/permit issues - are we likely to be sued?, potential significant impacts, 4(f), Public Involvement, Financial Feasibility/air quality

D. **Systems Access Modification Request (SAMR)** - LOS philosophy GUL/HOV and new/modified interchanges, SAMR Methodology, HOV System analysis, Construction phasing, Use of CORSIM as validation

III. **Partnering Goalsetting** - Develop collaborative goals for workshop success.

Afternoon

- Field review

Day 2, Wednesday, 2/24

Morning

- Discussion as big group regarding Environmental and geometric constraints including cost - should probably have one or two speakers from each group to expedite discussion. Approx. 1 hour.
- Breakout groups for 1) NEPA and 2) Access/Design issues. Discuss issues in greater detail, including those put on hold from earlier sessions. Probably need second "facilitator" so that both groups stay on track.

NEPA group

Potential Goals

- Reach consensus on Purpose and Need, and Selected Alternative, Logical Termini
- Explain FHWA review/approval process. Determine critical issues and what the Project Team must do to expedite process (ie. legal sufficiency, 4(f), controversy, significant impacts, environmental justice).
- FHWA indicating comfort with the process/conclusions thus far, and an understanding of concerns.
- Indication of the need for prior concurrence from FHWA - HQ related to the FEIS and ROD.

Access/Design group

Potential Goals

- Reach consensus on best operational concepts for the interstate GUL/HOV lanes/interchanges.
- Discuss possible design exceptions.
- Explain FHWA review/approval process. Determine critical issues and what Project Team must do to expedite process.
- FHWA indicating it can recommend approvals as needed to the Administrator with any added analysis needed to do so.

This group may be more pressed for time. Therefore, it may be prudent to have the facilitator guide them with some procedure for looking over the project (ie. start with HOV system, then look from south to north limiting time at each interchange, or something of this nature).

Afternoon

Continue with breakout groups

Day 3, Thursday, 2/25

Morning

- Continue break-out groups
or
- Large group close-out session - compare against workshop goals, determine road to NEPA and Access approval

Afternoon

Travel home

or

- Large group close-out session - compare against workshop goals, determine road to NEPA and Access approval

Participants

- **FDOT**- Nancy Houston, Bob Cortelyou, Mike Snyder, Noranne Downs, Mike Hatchell, Harold Webb, Bob Gleason, Bonnie Boylan, Traffic Ops, Carolyn Ismart, Susan Sadeghi, Nick Serriani, Ysela Llort, Bob Krzeminski, ???

- **Lynx** - Steve Willis for at least first day

- **FHWA/FTA (Federal Transit Administration)**

Overview (Day 1)

Gene Cleckley

(Send a NEPA package)

Federal Highway Administration
61 Forsyth Street SW., Suite 17T26
Atlanta, GA 30303
fax 404-562-3702

Susan Schrueth

(Send the overview package and partnering materials)

Federal Transit Administration
61 Forsyth Street SW., Suite 17T50
Atlanta, GA 30303
fax - 404-562-3505

NEPA Group (send NEPA packages to the following with three packages to the FHWA Florida Division office to Attention: David Unkefer)

Bob Wheeler, HEP-30

Federal Highway Administration
400 Seventh Street, SW, Room 3301
Washington, D.C. 20590
FAX: 202-366-3409

David Sett

Federal Highway Administration
61 Forsyth Street SW., Suite 17T26
Atlanta, GA 30303
fax 404-562-3702

10,813 F.376

Jim St. John
David Unkefer
Edric Vinson
Federal Highway Administration
227 N. Bronough Street, Suite 2015
Tallahassee, FL 32301
fax 850-942-9691

Tony Dittmeier
Federal Transit Administration
61 Forsyth Street SW., Suite 17T50
Atlanta, GA 30303
fax - 404-562-3505

Access/Design Group (Send Access/Design packages to the following with three packages to the FHWA Florida Division office to Attention: David Unkefer)

Bob Schlicht, HNG-10
Federal Highway Administration
400 Seventh Street, SW, Room 3128
Washington, D.C. 20590
fax 202-366-3988

HOV person (TBD)
Federal Highway Administration
400 Seventh Street, SW, Room ????
Washington, D.C. 20590

Bobby Finch
Federal Highway Administration
PO Box 902003
819 Taylor Street, Room 8A.00
Fort Worth, TX 76102-9003
fax 817-978-4144

Bob Callan
Mark Bartlett
Grant Zammit
Federal Highway Administration
227 N. Bronough Street, Suite 2015
Tallahassee, FL 32301
850-942-9612; fax 850-942-9691

Other agencies?

Materials to be sent in advance for review

Everyone

- Overview package (similar to handouts from the 1/6/99 meeting)
- Concept Plans Sections 1 & 2 (Aerial drawings)
- 106/4(f) plan sheets
- Partnering materials

Access/Design group

- Summary tables for SAMR
- Traffic line drawings with volumes/LOS
- Design criteria per Tech Memo with variances and exceptions
- Typical Section and Concept Refinement Tech Memo

NEPA group

- Environmental justice methodology

Other questions to pursue

- Can we use the Transformation van as a working office during the field review(s).
- Mike to supply copy of FDOT/other participants and Hotel info. Florida Division will notify FHWA participants regarding hotel via e-mail. FDOT will send advanced packages directly to participants with cover letter.



December 10, 1998

Mr. David Unkefer, P.E.
Transportation Engineer
Federal Highway Administration
227 North Bronough Street, Room 2015
Tallahassee, Florida 32301

Subject: **I-4 PD&E Study - Section 2**
From BeeLine Expressway to SR 472
WPI No.: 5147257, 5148838, 5149520
SPN: 75280-1488, 77160-1439, 79110-1403
Orange, Seminole and Volusia Counties, Florida
Response to Comments on Concept Signing Plan Scope of Services

Dear Mr. Unkefer:

We have received and reviewed your comments concerning the Concept Signing Plan on Supplemental Agreement No. 5 for the above referenced project. The attached summarizes our responses to the comments.

Comment 1: In addition to inventorying the existing guide signs (e.g., route markers, gore exit signs, general motorist service signs, etc.), any other signs that may need to be revised should also be inventoried (i.e., all green, brown, and blue signs). While it is not necessary to inventory all existing signs along I-4 within the project limits, the existing signs should be verified for accuracy and adequacy. For example, the existing HOV lane signs will need to be updated appropriately. Also, a windshield survey of the project area conducted in August 1998, revealed that some milepost markers were missing on I-4 in the vicinity of the World Drive interchange.

Response: The inventory will include all green, brown and blue signs along I-4 as well as the Interstate trailblazers in the immediate vicinity of I-4 on the cross roads with interchanges. This inventory is being conducted to provide the Department with the information on the existing signing program and to assist in developing the signing system for the future improvements in the corridor. It should be noted that we are scoped to provide an ultimate improvement signing plan, not to address existing signing adequacy or deficiencies. Where practical, the existing sign messages will be used to maintain driver expectancy. It should be noted, however, that the existing regulatory signs (speed limits, etc.) will not be inventoried and not included in the Master Signing Plan.

The World Drive interchange construction is nearly completed. It has not yet been accepted by the Department from Reedy Creek Improvement District (RCID). The

milepost signing in the vicinity of the World Drive interchange will be addressed by the Maintenance staff in District 5 once the project is accepted from RCID.

Comment 2: The MUTCD should be used as a guide in both examining the existing signing inventory and developing the master signing plan.

Response: As indicated in the Scope of Services, the MUTCD criteria will be used in the Master Signing Plan. The Scope of Services does not include an evaluation of the current signage concerning compliance with the MUTCD.

Comment 4: In addition to submitting the Preliminary Master Signing Plan to FHWA for review and comment, other local agencies (e.g., the City of Orlando, Orange and Osceola Counties, Walt Disney World and the other theme parks in the I-4 corridor, Lynx, etc.) should also be given an opportunity to review the Plan.

Response: The Department has worked extensively with the local jurisdictions and major developers, particularly tourist destinations. After the Department has a draft concept signing plan, it will be reviewed with the appropriate local jurisdictions and interested parties.

Comment 5: As stated in the Draft Scope of Services, for the sake of establishing a compatible signing system, it is important to coordinate the development of a signing plan for this section of I-4 with on-going efforts for the adjacent sections of I-4. For example, the windshield survey referred to above revealed that some of the exits on I-4 in Volusia County have already been signed inconsistent with both the rest of the I-4 corridor and the MUTCD.

Response: The concept signing plan that is being developed for Section 2 (from the BeeLine Expressway through SR 472) will be fully coordinated with the concept plan currently being prepared for Section 1. It is our understanding that the signing for Section 3 will be addressed during the design phases of those specific construction contracts.

Mr. Harold Webb
December 10, 1998
Page 3

Comment 6: The Master Signing Plan should identify supplemental guide signs needs (existing and future) and verify that these signs are located in accordance with FDOT's Supplemental Guide Sign Policy (as contained in the FDOT Traffic Engineering Manual). The Plan should also identify supplemental guide signs to be removed or revised due to developmental changes in attractions and interstate access changes in the I-4 corridor.

Response: It is the intent that the concept signing plan include all guide signs required to provide motorist information. It should be noted that there are three significant components to the guide signing. The first is the guide signing required for the General Use lanes outlining the specific destinations. The second component is the HOV lane signage, clearly delineating to drivers the access to/from the HOV lanes. The third component is the SMIS traveler information system that is currently in place in the corridor. It is the intent of the Concept Signing Plan to integrate all three components into a coherent signing system for the corridor.

The Supplemental Agreement was developed to continue the efforts required to obtain Location Design Concept Acceptance and the Record of Decision on Interstate 4. As with any PD&E study, there are a number of issues which are unknown at the start of a project, and the scope may need adjustment as the project proceeds. As you are aware, this project in particular is very complex and there are a number of outside agencies and the general public that have a vested interest in the proposed improvements. To accommodate these items, the contract is a cost plus agreement wherein the Consultant will only use the fee required to complete the work effort.

We appreciate your review of the scope of work. If you have any questions on our responses or need additional information to approve the scope, please contact us at your earliest convenience. We are proceeding to negotiate with the Consultant to keep this most important project on schedule.

Sincerely,



Harold F. Webb
Project Manager

xc: Mark Callahan, Jan Everett, Noranne Downs



U.S. Department
of Transportation
Federal Highway
Administration

Florida Division Office
227 N. Bronough St., Suite 2015
Tallahassee, Florida 32301

July 24, 1998

REPLY ROUTE: HPO-FL

Ms. Nancy M. Houston
District Secretary
Florida Department of Transportation
719 South Woodland Boulevard
DeLand, Florida 32720-6800

Attention: Mr. Fred Birnie

Dear Ms. Houston:

Subject: I-4 Section 2 Environmental Impact Statement, Section 4(f)
Determination of Applicability
Federal No. NH-4-2(174)79
WPI Nos. 5147257, 5148838, 5149520
Orange, Seminole, and Volusia Counties

The Federal Highway Administration (FHWA) has reviewed the Section 4(f) Determination of Applicability report submitted for this project, and our conclusions are noted below.

As a general note regarding Lake Lucern Park, Beth Johnson Park, and Lake Ivanhoe Park, the City of Orlando's letters of significance are not conclusive. Because they indicate there are reasons that these parks may be considered significant, the City's responses alone cannot be used to rule out 4(f) for these parks.

- Lake Lucern Park - Section 4(f) does not apply because: (1) no property is being taken and only aerial easements, which are minor, are required, (2) It appears there will be no impact to the function of the park as a result of the proposed action, and (3) the City of Orlando has indicated by their letter of no significance that they do not expect any controversy regarding the proposed action. If this property is to be used during construction, it must be returned to its original condition prior to the completion of construction.

-more-

Ms. Nancy M. Houston
July 24, 1998

2.

- Beth Johnson Park - In the absence of more conclusive information, the FHWA has determined that the park is significant and that Section 4(f) applies due to the direct use of a large portion of this park. As noted above, we could not use Orlando's letter as written to rule out significance and, therefore, Section 4(f) applies.
- Lake Ivanhoe Park - Section 4(f) does not apply because: (1) no property is being taken and (2) I-4 is an existing facility and the proposed action is not expected to significantly increase possible indirect uses (e.g., noise, visual).
- Gaston Edwards Park - Section 4(f) does not apply because: (1) no property is being taken and (2) I-4 is an existing facility and the proposed action is not expected to significantly increase possible indirect uses (e.g., noise, visual).
- Matthews Park - In the absence of more conclusive information, the FHWA has determined that the park is significant and that Section 4(f) applies because property would be taken for one of the alternatives being considered.
- Crane's Roost Park - Section 4(f) does not apply because: (1) no property is being taken and (2) I-4 is an existing facility and the proposed action is not expected to significantly increase possible indirect uses (e.g., noise, visual).

We understand there may be other properties that require Section 4(f) evaluation as significant cultural resources, and these will be considered as part of the Section 106 evaluation process.

Overall, this report was well put together, concise, and making good use of graphics to convey the message. Our thanks to the I-4 project team for preparing this excellent presentation that greatly enhanced our ability to review this submittal.

Sincerely yours,

/s/ Mark D. Bartlett
For: R. M. Callan
Acting Division Administrator



U.S. Department
of Transportation
Federal Highway
Administration

Florida Division Office
227 N. Bronough St., Suite 2015
Tallahassee, Florida 32301

May 13, 1998

REPLY MARK TO: HPO-FL

Mr. Don L. Klima
Chief
Eastern Division of Project Review
Advisory Council on Historic Preservation
1100 Pennsylvania Ave., NW, Suite 809
Washington, D.C. 20004

RECEIVED

MAY 19 1998

Dept. of Transportation
P.D. & E.

Dear Mr. Klima:

Subject: I-4 from SR 528 to SR 472, Section 106 Consultation
Federal-Aid Project No. NH-4-2(174)79
State Item Nos. 242486, 242592, 242703
Orange, Seminole and Volusia Counties, Florida

The Federal Highway Administration (FHWA) in coordination with the Florida Department of Transportation is preparing an Environmental Impact Statement (EIS) for the subject project. We have determined the proposed project will have an adverse effect on properties listed or potentially eligible for listing in the *National Register of Historic Places (NRHP)*. The adverse effect determination has been made in consultation with the Florida State Historic Preservation Officer (SHPO) and is based on the preliminary Area of Potential Effect (APE).

We are requesting to formally initiate the Section 106 consultation process with you to develop measures to minimize harm or satisfactorily mitigate adverse effects to any National Register properties. The proposed project consists of reconstructing Interstate 4 through the Orlando area including widening to six general use lanes, adding a High Occupancy Vehicle (HOV) lane in each direction for a portion, and leaving a 44-foot median envelope for rail transit in certain areas. **Attachment 1** includes background information regarding the project, its purpose and need, and general location. You may also reference an EIS "Scoping Summary Report" (dated September 1997) for this project that has previously been sent to you.

We are in the process of finalizing the APE and the Cultural Resources Assessment Survey, and a few properties may be added or subtracted from the list of those effected. However, sufficient work has been done such that it is clear that a number of *NRHP* listed or eligible properties will be adversely effected by this major reconstruction project on existing interstate alignment. Properties that may be adversely impacted are

-more-

Mr. Don L. Klima
May 13, 1998

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discussed in the "Corridor Analysis (Preliminary APE Study)" and shown on the aerial drawings enclosed. In addition, they are listed here:

- **NRHP listed or Specially Certified by National Park Service:** Griffin Park Historic District, J. J. Bridges House, Peckman-Phillips House, Downtown [Orlando] Historic District (Including Bumby Hardware and Simons Department Store), Lake Cherokee Historic District (Including the Walker-Hendry House, the Wellborn, Norment-Parry House, and Lake Cherokee School).
- **Potentially eligible for NRHP:** Eatonville Historic District, Holden-Parramore Neighborhood, 116 America Street, Westminster Retirement, Maxey House, Dr. Wells House, Firestone Building, Leu Hardware, Concord Garage, Judge Cheney House, Lexington Manor, Walter W. Rose House, 2739 Riddle Drive, Lake Lawsona Historic District and an archeological site (shell midden) identified as 8VO53.

We are currently evaluating ways to avoid or reduce impacts to listed or eligible *NRHP* properties. In addition, we are using the Tampa Interstate Study as a model to develop an extensive public involvement plan to gain input from appropriate local agencies and interested persons. As the project proceeds, we plan to execute a Memorandum of Agreement with the SHPO and other appropriate entities, and submit it to you for comment in accordance with the provisions of 36 CFR 800.6(a).

Please notify us if you would like further information for this project. We look forward to working with you to develop a successful transportation project that includes appropriate consideration of historic properties.

Sincerely yours,

/s/ Mark D. Bartlett
For: J. R. Skinner
Division Administrator

Enclosures

cc: Mr. C. L. Irwin, FDOT, MS-37
Mr. Fred Birnie, FDOT, District 5, MS-3-501
Mr. George W. Percy, SHPO, Tallahassee, FL



U.S. Department
of Transportation
Federal Highway
Administration

Florida Division Office
227 N. Bronough St., Suite 2015
Tallahassee, Florida 32301

July 1, 1997

#REPLY REFER TO: HPO-FL

Mr. Frank Carlile
Assistant Secretary for Transportation Policy
Florida Department of Transportation
Tallahassee, Florida

Attention: Mr. Robert Krzeminski

Dear Mr. Carlile:

Subject: New Methodology and Procedures
Highway Capacity Manual
TRB Special Report 209 - 1994 Update

In recent meetings, your staff has indicated the Department is updating the "Interchange Request Development and Review Manual" and would like to reference the subject manual's updated methodology for all analyses included in new Interchange Modification Request.

The new manual and related computer program (Highway Capacity Software) have been adopted by the Federal Highway Administration. Therefore, all capacity and level of service analyses submitted to our office for review and approval as part of an Interchange Modification Request should utilize the updated procedures found in the 1994 Highway Capacity Manual.

If you have any questions regarding this issue, please call this office.

Sincerely yours,

/s/ Mark D. Bartlett

For: J. R. Skinner
Division Administrator

RECEIVED

JUL 1 1997

Systems Planning Office



Design Inspection Report

District Engineer _____

Division Florida	Report No 3	Inspected 06/26/97	Reported 07/01/97	Project No NH-4-2(174)79	
Inspection made by David Unkefor, Transportation Engr			Area R2	State No 75280-1488	District 6
In Company With Mark Bartlott, Program Operations Engr.					
Inspection Type Other Office		Phases Inspected Special			
Location I 4 from SR 528 to SR 472				County DISTRICT 1	
Description Widen from 4 to 6 lanes, add 2 LANES HOV, follow-up to MMMP					

Scope of Inspection

This was a review of the PR 1240 modification (Supplemental Agreement No. 2) and Scope of Services for the I-4 Systems Access Modification Report (SAMR). The SAMR will document the analyses necessary to request FHWA approval for new and modified interchanges which are included in the I-4 Master Plan. The focus of this analyses will be the systems approach which will consider the influence of the interchange additions/modifications on each other simultaneously versus looking at each interchange one by one. This will be accomplished through carefully engineered traffic model data along the corridor, as well as traffic simulation for particularly complex areas using the Traffic Software Integrated System (TSIS). TSIS integrates CORESIM, and other traffic simulation softwares (see brochure attachment on FHWA file copy). The results from the simulation runs will support the recommendations for new and modified interchanges based on Highway Capacity Manual evaluation. These access requests will address the six points outlined in the 10/22/90 Federal Register "Additional Interchanges to the Interstate System".

Previous details regarding the SAMR which have been worked out between FHWA and FDOT are documented in a November 1996 proposal along with subsequent correspondence on January 19, 1997; April 17, 1997; and June 9, 1997.

This report provides further details regarding the scope of work recently discussed with Mr. Mike Snyder and agreed upon. Based on these understandings regarding further changes in the Scope of Services, FHWA is approving this PR 1240 modification and Supplemental Agreement No. 2. Per Mike Snyder, the change in the cost will be minor, if any.

Summary of Findings:

1. DE- Traffic Data

The CORESIM simulation for the southern set of interchanges will be extended to include SR 536 and Lake Avenue to fully encompass the Disney area. The John Young Parkway simulation can be deleted since a single interchange will not benefit greatly from simulation. The CORESIM simulation for the downtown group of interchanges will be extended to include traffic from the Orange Blossom Trail (OBT). Although changes at OBT do not require an access modification request, its proximity to the Kaley Avenue Interchange suggests that it will fall within the area of influence for the downtown interchange group.

2. EO- Environmental Other

Although the I-4/Western Boltway Interchange is in Orlando's Long Range Transportation Plan, Location Design Approval (LDA) for this interchange cannot be given until there is a Federal

access approval and an approved Federal environmental document.

3. DE- Traffic Data

An adjacent and separate study of the I-95/I-4/US 92 interchanges should reach west to the I-4/US 92 interchange since it likely has an influence on the I-95 interchanges. The access modification request for I 95/I-4/US 92 will need to be closely coordinated with the SAMR.

4. DV- Other

The map mentioned in Section J, Item d. of the scope of services is missing, and we need a copy for our review and files.

5. DV Other

Section IV.A. should reference the Federal regulations (10/22/90 Federal Register as noted above) and the FDOT procedure for access modification requests.

6. DE- Traffic Data

FIWA is still evaluating the issue of interchanges which have been advanced and approved based on previous plans for 6 general use lanes + 4 HOV lanes versus the current plan for 6 + 2. The outcome of our evaluation may require further operation analyses of these interchanges.

Distribution	Project File (original) Reading File Program Coordinator Area Engineer, Area B2 District 5 Consultant Management Engineer, MS-4-542 Mr. Harold Webb, Project Manager, District 5, MS-4-542 Mr. Bob Krzeminski, FDOT Systems Planning, MS-19 Area Design Engineer, FDOT, Tallahassee, MS-32
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Form FDOT 10-102

7/1/97 faxed to Mike Snyder @ 904/736-5153



U.S. Department of Transportation
Federal Highway Administration

Florida Division Office
227 N. Bronough St., Suite 2015
Tallahassee, Florida 32301

June 9, 1997

IN REPLY REFER TO: HPO-FL

Ms. Nancy Houston
District Secretary
Florida Department of Transportation
719 South Woodland Boulevard
DeLand, FL 32720

Attention: Mr. Mike Snyder

Dear Ms. Houston:

Subject: I-4 Systems Access Modification Request (SAMR)
Federal No. NH-4-2(174)79

Federal Highway Administration (FHWA) concurs with the resolution of comments regarding the SAMR in your letter of May 9, 1997, and after subsequent conversation with Mr. Mike Snyder on June 4th, offers the following as refinements on Comments 3 and 6:

Comment 3: We recognize that the general use lanes (GULs) will ultimately operate below the standard acceptable level of service (LOS D) given Florida Department of Transportation's (FDOT) Interstate Policy limit of six lanes, however, LOS D provides the trigger for when High Occupancy Vehicle (HOV) lanes must be added in a given area. In most segments along I-4, HOV lanes will be required during the initial phases of the Master Plan construction due to existing substandard level of service (LOS). In addition, new interchanges will need to show no adverse impact to the interstate (i.e., provide at least LOS D for the GULs, as well as the ramp merge/diverge and weaving movements). Existing interchanges with major changes (i.e., those requiring an access modification request) cannot reduce the LOS or volume to capacity (v/c) ratio of the GULs as compared to the no-build case, and all measures should be taken to insure the LOS for the merge, diverge, and weave movements will be as close to D as possible. This may require auxiliary lanes and collector-distributor roadways, among other options, to improve operations. This reiterates previous understandings between FHWA and FDOT (reference

-more-

Ms. Nancy Houston
June 9, 1997

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October 7, 1993, fax from Mr. Bob Krzeminski to Mr. Jeff Kolb). Generally speaking, we need to carefully manage I-4's system and operations through all possible means, including construction phasing and early implementation of Intelligent Transportation Systems technology.

Comment 6: The existing traffic is acceptable for use in the SAMR as long as there is barrier separation for the HOV lanes. We are still concerned with the existing traffic models' adequacy in reflecting friction and realistic design speeds for buffer separated HOV. Since the FDOT is moving toward providing barrier separated HOV, we agreed to table this issue unless buffer becomes the predominant separation medium for HOV on I-4.

Thanks to your staff and the project team for their hard work in developing this SAMR methodology and in resolving these difficult issues. Please let us know how we can be of further assistance.

Sincerely yours,

/s/ Robert M. Callan
For: J. R. Skinner
Division Administrator



719 South Woodland Boulevard
DeLand, Florida 32729
May 9, 1997

CH2M HILL

MAY 13 1997

ORLANDO

Mr. J.R. Skinner
Division Administrator
ATTN: Mr. David Unkefer
Transportation Engineer
Federal Highway Administration
227 North Bronough Street, Room 2015
Tallahassee, Florida 32301

Reference: **I-4 PD&E Study - Section 2**
From BeeLine Expressway to SR 472
WPI No.: 5147257, 5148838, 5149520
SPN: 75280-1488, 77160-1439, 79110-1403
FAP No.: NH-4-2(174)79
Resolution of Comments - Systems Access Modification Report

Dear Mr. Skinner:

As a follow-up to our meeting with FHWA Division staff on Tuesday, April 1, 1997, the following summarizes our understanding of the resolution of the comments in your January 19, 1997 letter to the District concerning the Systems Access Modification Report for the above referenced project.

Comment 1: *The request will need to address the six points outlined in the October 22, 1990 Federal Register "Additional Interchanges to the Interstate System".*

Resolution: The Department and FHWA concur that the six points in the Federal Register will be addressed in the System Access Modification Report.

Comment 2: *Due to the size and complexity of the proposed changes, the FHWA will need roughly three months to review and independently analyze the initial access request. In order to expedite our review time as much as possible, we have discussed the proposed action with our Regional and Washington offices. We will work with the FDOT throughout the request development to streamline the report preparation schedule and the review process. At this time, we believe three months will be necessary.*

Resolution: The Department and FHWA Division offices will work closely throughout the development of the request. The schedule will be prepared to identify milestone submittals (i.e., existing conditions, traffic projections, etc.) for interim reviews by the

FHWA Division and Regional offices. It is agreed that a three (3) month review time will be established for the draft report.

Comment 3: *Any major operating flaws found during the SAMR preparation should be addressed prior to submitting the request for FHWA review. Some interchanges may need to be revised from the current Master Plan configuration including operationally addressing changes suggested in our May 21, 1996 inspection report comments regarding the Draft Conceptual Engineering Report.*

Resolution: The Department will work closely with FHWA during the concept refinement efforts which will be performed as a part of the PD&E process. The improvement configurations established through the refinement work will be used for the SAMR analyses. In regards to the FHWA comments on the Draft Conceptual Engineering Report, several points are highlighted as follows:

- FHWA has concerns over partial interchanges. Of special note is the proposed Lake Avenue interchange with partial access for general use lanes (GULs). Other partial interchanges will need to be examined in terms of potential operational impacts. The Department will continue to coordinate with FHWA on the partial interchange issues.
- FHWA has indicated that consideration of barrier separation between the HOV lanes and the GULs will likely improve safety, control HOV access, and simplify enforcement. FDOT is considering concept refinements involving barrier separation of the HOV lanes and the GULs. The barrier separated concept will provide opportunities for maximizing use of the existing infrastructure, allow flexibility for considerations of operational improvements for the HOV lanes (auxiliary lanes, etc.), and offer future considerations for advance technologies. This direction will address FHWA concerns with the buffer separation.
- The "weave" condition for access to and from the HOV lanes has been evaluated and concepts for these maneuvers will involve ramp merging into the HOV lanes followed by a diverge. The total distance between these movements is approximately 2,200 feet.
- The Department reinforces the Interstate Policy direction which limits the number of GULs. It is recognized that the GULs will operate at conditions below level of service (LOS) D (LOS E or F). This policy direction supports and induces transportation mode shifts to transit usage and car-pooling. The mode shifts are further supported by development of the HOV lanes which will be established to operate at LOS D or better. "Fixing" the operational conditions on the GULs will generally require additional through lanes which is contrary to the Department's policy.

- FHWA has concerns with local streets aligning with ramps, particularly with regard to potential for local roads to back up onto the Interstate. The Department will continue to coordinate with FHWA on the specific locations.
- The identification of variances and exceptions is on-going.

Comment 4: *Interchanges advanced based on a 6+4 typical section will need a separate operations analysis based on 6+2 to insure their validity or they will need to be removed from the no-build scenario in the SAMR. Although these interchanges are approved for construction, we need to determine whether further improvements (as part of the Master Plan) are required now that we have a 6+2 typical section.*

Resolution: The base of comparison and the general methodology for this analysis is not clear. The traffic operations of the complete I-4 MMMP concept as well as a No-Build condition has been evaluated and documented in the I-4 MMMP Conceptual Engineering Report. These evaluations include consideration of the referenced interchanges. It is agreed that FHWA will review the completed analysis and provide further direction on this issue.

Comment 5: *Approval of the SAMR should precede the public hearing for the EIS from SR 528 (the Beeline) to SR 472.*

Resolution: It is agreed that the public hearings for Section 1 (from CR 532 to SR 528), Section 3 (SR 472 to west of I-95), and John Young Parkway could be held prior to the approval of the SAMR. In addition, the SAMR needs to be approved prior to the hearing, not prior to the signing of the DEIS for public availability.

Comment 6: *The SAMR should address the I-4 Master Plan assumptions regarding the friction which will be experienced on a buffer separated HOV facility to determine whether the existing traffic models adequately reflect the true speeds of the system.*

Resolution: The Department is not aware of specific technical methodologies which address the friction between two (2) adjacent lanes. Given the apparent lack of technical analysis procedures and the fact that the Department is moving to barrier separation, it is agreed that the analysis tools proposed in the SAMR methodology are acceptable and adequate.

Comment 7: *Any major concept change from those approved in the SAMR will require an access modification request. Examples of this include:*

- *A change in the configuration of the interchange (i.e., from cloverleaf to directional), even if the number of actual points of access do not change.*

- *Building additional points of access to an interchange (such as adding a loop ramp to a full diamond interchange).*
- *The addition of collector-distributor roads involving multiple interchanges.*

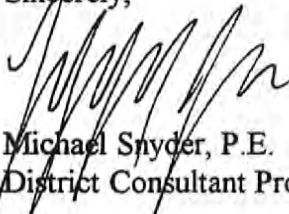
Resolution: The Department and the FHWA agree that concept changes that occur after the PD&E study will be assessed based on the six points contained in the October 22, 1990 Federal Register. The level of documentation and required analysis will be determined on a case-by-case basis, given the significance of the interchange modification. It is agreed that Interchange Modification Reports will not necessarily be required and that the focus of the documentation will address only those elements that have changed.

Comment 8: *The reevaluation process, as proposed in your methodology, will be an acceptable means for handling any other changes such as construction phasing, minor interchange refinements or system improvements. The reevaluation will insure that operational impacts, due to minor changes, are not greater than what was originally approved.*

Resolution: Refer to the Resolution for Comment 7.

We appreciate FHWA working closely with us on this most important aspect of the I-4 improvements. If you have any questions on the resolution to these comments, please contact us at your earliest convenience.

Sincerely,



Michael Snyder, P.E.
District Consultant Project Management Engineer

xc: Nancy Houston
Bob Cortelyou
Ysela Llort
Carolyn Ismart
Harold Webb
Jan Everett
Mark Callahan



U.S. Department
of Transportation
Federal Highway
Administration

Florida Division Office
227 N. Bronough St., Suite 2015
Tallahassee, Florida 32301

January 29, 1997

MAIL ROOM HPO-FL

Ms. Ysela Llort
State Transportation Planner
Florida Department of Transportation
Tallahassee, Florida

Dear Ms. Llort:

Subject: I-4 Master Plan - Systems Access Modification Request (SAMR)

The Federal Highway Administration (FHWA) has reviewed the proposed methodology for a Systems Access Modification Request (Florida Department of Transportation (FDOT) report "Systems Access Report Methodology") for the I-4 Master Plan. The proposed methodology is approved with the following understandings:

- The request will need to address the six points outlined in the October 22, 1990, Federal Register, "Additional Interchanges to the Interstate System."
- Due to the size and complexity of the proposed changes, the FHWA will need roughly three months to review and independently analyze the initial access request. In order to expedite our review time as much as possible, we have discussed the proposed action with our Regional and Washington offices. We will work with the FDOT throughout the request development to streamline the report preparation schedule and the review process. At this time, we believe three months will be necessary.
- Any major operational flaws found during the SAMR preparation should be addressed prior to submitting the request for FHWA review. Some interchanges may need to be revised from the current Master Plan configuration, including operationally addressing changes suggested in our May 31, 1996, inspection report comments regarding the Draft Conceptual Engineering Report.
- Interchanges advanced based on a 6+4 typical section will need a separate operations analysis based on 6+2 to insure their validity or they will need to be removed from the no-build scenario in the SAMR. Although these interchanges are

-more-

Ms. Ysela Llort
January 29, 1997

2.

approved for construction, we need to determine whether further improvements (as part of the Master Plan) are required now that we have a 6+2 typical section.

- Approval of the SAMR should precede the public hearing for the EIS from SR-528 (the Beeline) to SR-472.
- The SAMR should address the I-4 Master Plan assumptions regarding the friction which will be experienced on a buffer separated HOV facility to determine whether the existing traffic model adequately reflects the true speeds of the system.
- Any major concept change from those approved in the SAMR will require an access modification request. Examples of these include:
 - A change in the configuration of the interchange (i.e., from cloverleaf to directional), even if the number of actual points of access do not change.
 - Building additional points of access to an interchange (such as adding a loop ramp to a full diamond interchange).
 - The addition of collector-distributor roads involving multiple interchanges.
- The reevaluation process, as proposed in your methodology, will be an acceptable means for handling any other changes such as construction phasing, minor interchange refinements, or system improvements. The reevaluation will insure that operational impacts, due to minor changes, are not greater than what was originally approved.

We commend the District for developing this systems-evaluation approach for I-4 and look forward to working with you to get it approved. Please call us with any questions.

Sincerely yours,

/s/ Mark D. Bartlett

For: J. R. Skinner
Division Administrator

cc: Ms. Nancy Houston, FDOT, District 5

RDU:ikk

cc: RDU, MDB, RMC, JRS, OPS Reader

File: NH-4-2(174)79

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U.S. Department
of Transportation
Federal Highway
Administration

Florida Division Office
227 N. Bronough St., Suite 2015
Tallahassee, Florida 32301

January 10, 1997

IN REPLY REFER TO: HPO-FL.

Ms. Nancy Houston
Florida Department of Transportation
719 S. Woodland Boulevard
Deland, FL 32720

Attention: Mr. Fred Birnie

Dear Ms. Houston:

Subject: I-4 PD&E Study (Section 2) - from West of SR-528 to East of SR-472
Federal-Aid Project No. NH-4-2(174)79
State Project Nos. 75280-1488, 77160-1439, 79110-1403
WPI Nos. 5147257, 5148838, 5149520

In consultation with our Region office, we have reviewed the enclosed Environmental Determination (Form 508-01) for this project and have the following comments:

- The discussion of logical termini under item 2.b.1 on Page 3 appears to indicate that the termini of the project encompasses both existing and long-term growth areas, and this should be stated as such.
- The first sentence under item 2.b.2, "The project limits... in the area" can be deleted as it is redundant and somewhat overstated.

The Environmental Determination is approved based on the Florida Department of Transportation satisfactorily addressing these comments. The class of action will be an Environmental Impact Statement. Please note that there is only one Federal-aid number for this project.

Sincerely yours,

/s/ Mark D. Bartlett

For: J. R. Skinner
Division Administrator

Enclosure

cc: Mr. John Humaston, Region, HPP-04

RDU:mgr
cc: MDB, RDU, MAK, Ops Reader
File: project

JAN 13 1997

Responses to FHWA Comments on:

**DRAFT CONCEPTUAL ENGINEERING REPORT
FOR THE I-4 MULTI-MODAL MASTER PLAN**

June 1996

1. Interstate Access and Quality of Flow

Comment 1a: *Improvements made as part of the Master Plan should not deteriorate the LOS of the general use lanes. Improvements should include features which maintain existing volume to capacity (v/c) ratios. These features could include use of auxiliary lanes, addition of C-D roads, reduction of HOV access points and closure of duplicate general use access points among other things. Some of the general use access points which might be considered for closure are:*

- *partial general use interchange at Lake Avenue (plans, sheet 16)*
- *partial interchange at Par Avenue (sheet 33)*
- *partial interchange at Anderson Street (sheet 29)*
- *ramps from either Amelia or Colonial to I-4 EB (sheet 31)*

Response: FHWA policy has been to design interstate mainlines to LOS D or better. FDOT Interstate policy, however, maximizes the number of general use lanes that may be added to interstates for capacity improvements (3 lanes each direction). As general use lane service levels deteriorate, additional interstate capacity is to be provided by HOV lanes and/or mass transit systems. Minutes from a meeting held on October 13, 1993 with FHWA, FTA, and FDOT representatives documents an agreement between the agencies that the general use lanes will be allowed to deteriorate below LOS D conditions; however, HOV lanes are to be maintained at LOS D or better. The minutes from this meeting are included in Appendix Q (Item #3) of the *Draft Conceptual Engineering Report*.

Within the context of the FDOT Interstate policy, operational improvements may be made to improve adverse operations between interchanges via auxiliary lanes, collector-distributor roads, or ramp braids. Auxiliary lanes were given the highest preference due to their cost effectiveness, especially through the urban section of the corridor where right-of-way is limited. Collector-distributor roads have been included as part of Disney's interchange system in the south corridor and the Central Florida GreeneWay to the north. Ramp braids have been used sparingly due to their high cost and significant right-of-way impacts. As part of the Major Investment Study approved by the region's MPOs, the I-4 Master Plan is to be a cost feasible improvement strategy within a twenty year time frame. The objective has been to provide effective operational improvements to I-4 within the constraints of the FDOT Interstate policy and financial limitations of the Major Investment Study.

Responses to FHWA Comments
Draft Conceptual Engineering Report
June 1996

Responses to FHWA Comments
Draft Conceptual Engineering Report
June 1996

Interchange removals have been considered in the past (i.e., Par Avenue); however, these proposals have traditionally been met with strong objections. The public has developed a heavy reliance on the existing access points along I-4. Access locations at Par Avenue, Anderson Street, and Amelia/Colonial are vital components of the downtown access plan which has been closely coordinated with the City of Orlando. Removal of these access points would have significant impacts to the downtown Orlando circulation pattern.

Lake Avenue, on the other hand, is a new partial interchange proposed as part of the I-4 Master Plan. There has been strong local interest in developing access at Lake Avenue as documented in Orange County's master plan for the southern International Drive area. Access at this location is intended to act as a reliever to SR 535 which presently services Disney hotels as well as the Lake Buena Vista Area. SR 535 is forecast to have increasing traffic congestion. The Lake Avenue interchange has been proposed as a partial interchange due to its close proximity to SR 535 and is intended to serve high traffic demand to/from the east (north). The Department recommends that Lake Avenue continue to be considered as a new general use access location.

Comment 1b: *Since neither the Western Beltway or the Central Florida Parkway/Fenton road interchanges have approved IJR/IMRs, they should not be included in the no-build.*

Response: The no-build traffic scenarios include all "off" I-4 improvements which are part of the Orlando and Volusia County MPO long range plans. The Western Beltway is included in the Orlando MPO's financially feasible plan and therefore is shown in all no-build scenarios. It is understood by the Department that access at this location must meet FDOT and FHWA criteria for new access.

Central Florida Parkway is an existing interchange on I-4 with ramp access to/from the south. Ramps to and from the north were part of the original IJR (approved by FHWA in the late 1980's) to be included in the future and thus are shown in the no-build scenario. The extension of Fenton road to the west of I-4 is part of the Orlando MPO's long range plan.

Comment 1c: *The number of access points to the proposed HOV facility seems excessive. We recommend that in order to optimize the facility, the number of accesses be reduced to locations of high demand (park-and-ride, CBD and other major attraction areas). This will also make the facility easier to enforce and to sign.*

Response: The recommended access plan in the *Draft Conceptual Engineering Report* reflects nine direct access locations for high volume demand and nine at-grade slip ramp sites

for low volume demand. The direct access locations connect to downtown streets, major arterial feeder routes such as the Bee Line Expressway and Lake Mary Blvd., and several park-and-ride sites. The nine at-grade slip ramps are spread out over a 40-mile distance, resulting in an average interval of 4 to 5 miles. This interval compares with 2 to 3 miles on HOV facilities in southern California and 3 to 4 miles in New York on I-496. A majority of other concurrent flow lane projects around the country allow continuous access (no designated entrance and exit points between the HOV lanes and general use lanes). Thus, the I-4 access plan is more, not less, restrictive than found on other Interstate facilities. The overall mix of access types and frequency between treatments is similar to other HOV projects recently completed, including I-84 and I-91 in Hartford, I-5 and I-105 in Los Angeles, and I-495 on Long Island.

2. HOV Issues

Comment 2a: *We believe that the benefits of barrier-separated HOV(greater safety, better operations, flexibility to go to 6+4, easier to enforce, poor track record with buffered HOV in Orlando) outweigh those of buffer-separated. Therefore, we strongly encourage reconstruction of a barrier-separated section. The MIS financially feasible plan included 6+2 with barrier separation. We believe it is more prudent to provide a better long term operating solution in smaller, more financially attainable pieces, than to provide something over the entire corridor that may quickly break down. The 3/13/96 version of the interstate policy statement indicates that physical separation of HOV lanes is necessary.*

Response: "Physical separation," as indicated in FHWA's own guidance to various state DOT's including California, Texas, and New York, can include concrete barriers, pylons, and wide buffers. By this definition, all segments of the I-4 Master Plan meet this requirement, as opposed to the existing I-4 "diamond lanes" which are not separated. Presently, there are no two-way, concurrent flow HOV lane projects in operation which have barrier separation to the extent requested in this comment. Limited experience from projects that are barrier separated (reversible flow) do not necessarily conclude that safety is enhanced with barrier treatment. There is no evidence from current operational experience in other states to indicate that HOV lane separation via buffers cannot be operated and enforced in a manner similar to barriers. Meetings were held with the Florida Highway Patrol and FDOT Traffic Operations staff to define the appropriate operational and enforcement strategies that each agency would pursue. Feedback from these meetings was consistent with practices used by operators and law enforcement agencies in other states. In terms of enforcement cost, California DOT has found that dedicated enforcement personnel are required for barrier-separated facilities, while for buffer facilities officers share the role of HOV enforcement with other duties. For this reason, barriers will raise the cost of

enforcement and on-site police presence.

Proposed I-4 improvements as part of the Master Plan are constrained financially, as reflected in the I-4 Major Investment Study design concept and scope, which has been approved by the Orlando MPO and Volusia County MPO. The design concept and scope consists of a 6+2+light rail. No specific designation was made as to the type of separation between the HOV and general use lanes, though for evaluation purposes, the 6+2 alternatives were developed as combinations of buffer and barrier sections. The adoption by the MPOs of the design concept and scope has essentially put a cost limit (\$2.7 billion) on what is considered financially feasible for the region in terms of I-4 improvements. The incremental width of providing barrier separation would increase the cost (construction and right-of-way) of I-4 improvements by an estimated \$180 million. FDOT is making a strong effort to keep I-4 Master Plan improvement costs below the Major Investment Study's \$2.7 billion cost estimate.

Comment 2b: *Have operating and maintenance costs for buffer and barrier separated HOV been evaluated (i.e., enforcement)?*

Response: Differences in operation and maintenance costs were applied in estimating the two separation treatments. A substantial basis of experience exists for buffer separated HOV lane treatments from other states. There is very little experience except from reversible lane treatments to substantiate the likely operation and maintenance costs for barrier separation. Where such experience exists, evidence indicates that costs are considerably higher for barrier separation; however, due to the difference in facility operation types, this data may not be entirely transferable to the I-4 case.

Comment 2c: *Does the planning traffic model adequately consider the friction between buffer separated HOV and general lanes?*

Response: Flow rates and level-of-service relationships are generally not discernable between a buffer-separated and a barrier-separated HOV facility; however, during periods of stop-and-go conditions on the general use lanes, average travel speeds on buffer-separated HOV lanes tend to be lower than for barrier-separated. This can be attributed to HOV drivers anticipating sudden or erratic merging and diverging movements between the HOV lanes and general use lanes. Since flow rates are not influenced by separation treatments, friction factors for buffer and barrier separation were not included in the I-4 traffic model.

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Comment 2d: *We discourage the use of the "HOV exit and entrance from general use" slip ramp detail on sheet 5 of Appendix N. If this detail must be used, the weave should be increased to 2000 feet minimum.*

Response: The Department would argue that the treatment shown is an acceptable one which has been safely used on other projects. The accommodation of weave lanes is desirable, but not necessary, based on experiences from other HOV lane projects. There are currently more than 600 lane miles of concurrent flow HOV lanes on interstates in the U.S. and fewer than 3 percent apply weave lanes for at-grade ingress/egress. Video tape operations of various slip ramp access treatments around the country were reviewed. This documentation confirmed that no side friction would be likely with or without the consideration of weave lanes. The I-4 Master Plan document, however, provides for the opportunity of weave lanes in the event side friction is determined to be a potential problem in subsequent simulation modeling or operation.

California and New York State DOT's have found that excessively long weave lanes create passing lanes in the HOV envelope, which in turn create a safety hazard greater than the weaves being provided for. This experience has led California DOT and the FHWA Division Office in California to specifically recommend against weave lanes that are considerably longer than the recommendation in the *Draft Conceptual Engineering Report*. Typical weave lane lengths range from 1000 feet to an upper limit of 1500 feet. The Department suggests that the weave lane length shown on Sheet 5 be increased to 1300 feet. Experience has shown that weave lengths may be fine tuned in the field to provide optimum operational performance.

Comment 2e: *Discuss the conditions which will create a successful 3+ HOV in Orlando by 2020. We are aware of very few 3+ HOVs which are in highly urbanized areas such as Washington, D.C.*

Response: Most HOV lane projects in the U.S. operate at the 2+ occupancy restriction. However, many projects are reaching capacity and plans are now being made to raise occupancy restrictions in Washington, Texas, California, and Massachusetts. Occupancies have already been raised to 3+ for the I-10 HOV lane in Houston. In most instances, occupancy increases are enacted for only the hours when capacity is reached; that is, between selected hours in the AM and PM commute periods. The lanes may continue to function for 2+ users at all other times. This operating condition can be facilitated by the use of variable message signs, which are anticipated for I-4.

The I-4 Master Plan envisions this same graduation in operating restrictions. Early segments of the system may operate at 2+ as the starting point for restrictions. As

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demand grows and operation capacity of 1500 vehicle equivalents/hour is reached, restrictions may be increased to 3+ during peak periods. The Florida Highway Patrol agrees with an eventual graduated, two-tiered restriction. The HOV demand numbers indicate that the HOV lanes in Orlando, much like lanes elsewhere, will become overloaded unless this change is made. The I-4 Master Plan does not define when these transitions in operation policy will need to take place, only that 3+ will be required by 2020.

Comment 2f: *We disagree with the recommendation to use HOV lane capacity to mitigate the impact of non-recurring incident caused congestion. This might happen too often on I-4 and reduce the attractiveness of the HOV lanes.*

Response: The Department concurs with the FHWA regarding HOV lanes to manage routine incidents. The use of HOV lanes to help manage incidents makes sense whenever incident disruption results in significant reduction of general use capacity for an extended period of time. In Texas, this practice is restricted to incidents that effectively shut down all general purpose lanes for 3 or more hours. A similar practice is applied for most California Districts. Text in the *Conceptual Engineering Report* will be revised to clarify this point.

Comment 2g: *Recommend that barrier separated sections start and end at the drop down or flyover ramps to eliminate the need for crash cushions close to traffic.*

Response: The Department concurs that exposed barrier ends, even if attenuated, can adversely affect safety and require continuous maintenance. However, the I-4 Master Plan has made recommendations for barrier separation only in sections of the study area where operations on the general use lanes would adversely impact HOV operations. While starting and ending barrier separation treatments at direct access locations is ideal, the areas recommended for barrier separation are not conducive to doing so. Extending the limits of barrier separation to the nearest direct access location would increase construction and right-of-way costs considerably. The Department recommends maintaining the barrier separation limits as described in the Master Plan with the understanding that separation treatment will be further evaluated in PD&E.

Comment 2h: *The enforcement/operation of slip ramps is questionable when the painted buffer is easily traversable. If buffer separated sections are retained, we recommend investigating the use of rumble strips or speed bumps to positively separate the lanes with minimal maintenance.*

Response: Enforcement has worked well on all other buffered HOV lane projects in the U.S. employing designated at-grade ingress and egress ramps (slip ramps). Violation rates

at or below 10 percent are common, and this rate is considered acceptable by most state DOT's, including FDOT and the Florida Highway Patrol. The presence of signing and markings as described in the *Draft Conceptual Engineering Report* will be critical for enforcement to be effective.

No project currently utilizes rumble strips. California strictly prohibits the use of rumble strips because of the adverse impacts they have on motorcycles. Such treatment should only be considered if other, more practiced designs are not found to be satisfactory in serving enforcement requirements.

Comment 2i: *HOV passing lanes will probably not fit given the proposed number of access points and the necessary enforcement areas.*

Response: To date, no HOV lane in the U.S. affords passing lanes except on sustained grades of greater than 6% and distances of more than 0.5 miles. However, there are also no projects which maintain an HOV facility for a length in excess of 40 miles as proposed for I-4. Single lane facility operations obviously have the potential to be dictated by the slowest moving vehicle, therefore, the application of periodic passing lanes would allow faster moving vehicles a legal and safe means to pass.

The I-4 Master Plan has not made recommendations as to the placement of passing lanes, other than stating that passing lanes should be placed in tangent sections which do not interfere with HOV ingress/egress locations. The implementation of passing lanes would not require modification to the proposed mainline typical section.

The Department recommends that the passing lane concept be retained in the *Conceptual Engineering Report* for further consideration in PD&E.

3. Design Exceptions

Comment 3a: *FHWA and FDOT need to discuss design exceptions which are being contemplated, and consider these along with other issues (barrier versus buffer, 6+4, LRT in or out of the median, etc.) to prioritize improvements.*

Response: Addressing design exceptions at this time is considered by the Department to be premature, since there is no way to determine all design issues at this level of planning. The design criteria presented in Table 4.7 satisfy current FDOT and FHWA requirements, and the plans presented in Appendix N reflect those criteria. The intent of the I-4 Multi-modal Master Plan is to provide the framework for ultimate I-4 improvements. As the Department moves into the preliminary engineering phase of the PD&E studies, design exceptions dialogue will be initiated with FHWA.

Comment 3b: *Several interchanges show proposed alignments with local streets across from ramps. Generally, aligning a local street across from a ramp creates an access control problem and this violates current policy. As an example, at the I-4/Orange Camp interchange we recommend realigning Church street further east past the L/A limit so that it does not line up with the I-4 ramps.*

Response: Ramps proposed across from local streets occur at John Young Parkway and Orange Camp Road. Although it may be more desirable to locate local intersections away from ramp terminals, similar concepts to those proposed have been observed in other areas and appear to operate successfully. To comply with the FHWA recommendation, the local roads would require relocation with additional construction and right-of-way cost. The Department recommends that local road relocation be examined further during PD&E.

4. High Speed Rail/Light Rail Transit

Comment: *When will we know the right of way needs for the high speed rail? What are the outside limits for HSR in the I-4 corridor? If rail (LRT or HSR) is in the I-4 median, how will riders be moved to and from the trains safely and conveniently?*

Response: The minimum width requirement for high speed rail in the median of I-4 is 44 feet, which includes barriers to separate the rail corridor from highway traffic but excludes highway shoulders. Complete details for the right-of-way and other requirements are included in the Department's *Standard Specifications for the Design and Construction of Railways*.

Consistent with FDOT Interstate Policy, the I-4 median has been reserved for rail use, either high speed rail or light rail. The current FOX proposal does not use any portion of the I-4 corridor; however, after the high speed rail alignment evaluation is completed (over the next 12 months), high speed rail could be rerouted to the I-4 median from the southern (western) terminus of the light rail system to the Polk County line. Future expansions of the system may utilize the I-4 median for the northern (eastern) terminus of light rail to I-95 near Daytona Beach.

The transfer of passengers to either a light rail or high speed rail system would be made at designated intermodal facilities. These intermodal facilities would serve many transportation services including rail transit, local feeder bus service, and park-and-ride commuters. They could be used as staging points for carpoolers/vanpoolers, pickup points for taxi and jitney services, and as an origin point for transit services to special events.

5. Previously Advanced Interchanges

Comment: *The previously approved IJR/IMRs for World Drive et al, Conroy Road and Republic Drive were based on the 6+4 typical section/capacity. By providing only 6+2 as now proposed, these analyses may be flawed. If 6+2 is to remain the preferred alternative in these areas, these IJR/IMRs will need to be checked to ensure they are still valid.*

Response: While the mainline typical section has changed (6+4 to 6+2), the interchange configurations in question remain the same. The only foreseeable difference would be lower mainline volumes due to a reduction in total capacity. Further, the six general use lanes presented in the Master Plan are still consistent with the typical sections used in previously approved IJR's.

6. Interim HOV

Comment: *The interim HOV proposal should focus on recapturing the existing HOV rather than replacing it with new reversible lanes. The proposed solution will have a significant amount of throwaway. Since one of the interim plan's objectives is to encourage the use of HOV, it may be more appropriate to start by building new enforcement areas for the existing HOV and start with 4+2 rather than 6+0. The six-laning which is already underway would extend the existing HOV facility to cover most of the urban area. Success of this venture would also depend on strong enforcement and a good public information campaign.*

Response: I-4 presently has a "non-separated" HOV facility which was originally intended to operate during peak hours only. During off peak hours the HOV lanes were to revert back to mixed use. Unfortunately, due to the lack of enforcement provisions provided (both design features and allocation of personnel), enforcement agencies have been unable to effectively monitor or enforce the facility. Motorists, therefore, have gradually lost respect for the concept. Today, the peak hour HOV restrictions are mostly ignored by the public, with I-4 essentially functioning as a six lane general use facility through downtown Orlando.

As described in the *Draft Conceptual Engineering Report*, an interim HOV facility implemented early in the improvement program for a key section of I-4 would provide the following benefits:

- promote travel time/mobility benefits along roadway sections which are currently congested;
- test FDOT and FHP strategies for managing the operation and enforcement of HOV lanes;
- test the Master Plan recommendations with regard to access, signing, and pavement marking;

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- improve public respect for HOV facilities; and,
- provide maintenance of traffic solutions during construction of the ultimate concept

Several interim HOV concepts were considered as part of the I-4 Master Plan including converting shoulders to general use lanes (with the inside lane serving HOV) during peak hours, borrowing a lane from the off peak direction, creating a reversible flow lane serving peak direction, and creating lanes to serve both directions. These concepts are well documented in the *Draft Conceptual Engineering Report*, however, they have not been considered in enough detail to accurately determine the amount of throwaway that would be created in constructing the ultimate design.

Consideration was also given to reinstating the existing designated HOV lanes by providing adequate enforcement provisions and aggressively enforcing lane restrictions. By reinstating the existing HOV lanes, this concept would take away a lane presently perceived by the public to be for mixed use. This would significantly reduce the capacity of I-4 and is certainly a contradiction to Comment 1A with regards to maintaining existing v/c ratios. Immediate ridership would not be able to support a 2+ facility and therefore would create what is commonly known as "empty lane syndrome." Potential impacts would be significant on not only I-4 itself, but also on the parallel facilities. There is grave concern that this type of interim treatment would result in the loss of agency and concept credibility.

Several projects in the past have attempted lane conversions with limited success. Two notable projects include I-10 in California (1976) and Dulles Toll Road in Virginia (1992). Both of these projects attempted to convert an existing general use lane into HOV with significant ramifications. Modal shifts were not able to materialize quickly enough, thereby causing a negative perception of underutilization to mount among the public, politicians, and the media. Both projects were terminated within twenty weeks after opening.

The *Conceptual Engineering Report* outlines two interim HOV concepts which have the greatest potential for successful implementation: concurrent flow serving both directions and reversible flow serving the peak direction during the peak hours. The report, however, makes no attempt to endorse one strategy over the other, but only emphasizes that some form of interim strategy is needed. Further investigation should be done in PD&E.

7. Signing

Comment: *The document should include a conceptual signing plan. The design needs to consider drivers unfamiliar with the area since Orlando probably hosts the greatest percentage of visitors in Florida.*

Response: A Conceptual Signing Plan was not required as per the federally approved Scope of Services (Appendix Q, Item #1). A working paper titled, "Interstate Policy Adherence: Signing Strategy for Dual-Dual Roadway Alternatives " (September 1994), was developed as part of the I-4 Master Plan to facilitate general discussion and an understanding of a feasible signing strategy. The paper focuses on the unique requirements associated with the functional differences between users on the HOV and general use facilities and how these requirements could be concisely communicated using current technologies and design requirements. Various operational and design issues are examined in the paper and are related to applicable signing options. FHWA has had the opportunity to review this paper.

8. District 5/District 1 Interface

Comment: *The study needs to address how the through movement vehicles from District 1 will be moved off the HOV lanes as they enter District 5, and how to ensure that the HOV in District 5 will still operate effectively in this area. Need to provide a sketch of District 5 and District 1 interface which has been coordinated and jointly approved by both Districts.*

Response: The I-4 Master Plan for District 1 proposes a 6+4 roadway typical section with a 64 feet median to accommodate a future rail system. The Polk County MPO as part of the 2020 financially feasible plan, however, has adopted only a 6+0 roadway typical section with enough median width to accommodate future HOV lanes and rail system. The I-4 Master Plan for District 5 includes conceptual drawings that address both District 1 scenarios. Slip ramp concepts have been coordinated with District 1 during the District 1 Master Plan and PD&E process.

9. Intermodal Connections

Comment: *The document should address connectivity between the I-4 corridor and the other modal facilities in the area. In particular, this should address access to transit and high speed rail which may be in the I-4 median.*

Response: An existing intermodal facility inventory was prepared as part of the I-4 Major Investment Study. These facilities included airports, train stations, and bus terminals. Reference to these locations have been included in Section 2.3.1 of the *Draft Conceptual Engineering Report*. New intermodal facilities will include light rail transit and high speed rail. To date alignments and station locations for these mass

transit systems have not been identified, therefore a detailed connectivity plan cannot be determined. In general, it has been assumed that access to light rail and high speed rail facilities would be accommodated via interchanges within the I-4 corridor. Further development of connectivity will be done as part of the Light Rail Transit Draft Environmental Impact Statement.

10. ITS

Comment: *The ITS section needs to be coordinated with the ongoing early deployment study for ITS in Orlando to develop some specific recommendations. This would include adding specific recommendations as to the steps needed for implementing a successful ramp metering program in Orlando.*

Response: Additional text will be added to discuss the on-going ITS Early Deployment Planning (EDP) study for the Orlando area, and will address the following:

- Overview of the scope of the EDP and anticipated products of the study.
- How ITS elements recommended for the I-4 Master Plan will have to be interfaced into regional systems, both existing and those ultimately recommended from the EDP.

Additional text will be added to discuss the requirements for implementation of ramp metering and will discuss the following:

- Requirements for additional analysis to support the decision to implement ramp metering. This includes the need for more detailed ramp and weaving volume assignments and operational level modeling analysis to produce meaningful measures of effectiveness.
- Step-by-step recommendations for implementation. This would start with the detailed modeling analysis (possibly as an early part of the PD&E studies). Feasible ramp metering sites would then be evaluated for right-of-way requirements to meet queuing needs. Steps would include coordination with adjacent traffic signal operations and public involvement to address operational impacts.

Document Specific Comments

Comment 11: *Page 1-15, section 1.4: It does not seem appropriate to preserve 6+4 in rural areas if this cross section will be forced to neck down to 6+2 in the CBD.*

Response: A 6+2 typical section with a mix of buffer and barrier separation was determined through the I-4 Major Investment Study to be the financially viable alternative for the

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I-4 corridor. The 6+2 alternative, however, cannot accommodate single occupant through-trips as described by FDOT Interstate policy. These "through-trips" are anticipated to use the Central Florida GreeneWay (or Orlando Beltway) to bypass the Orlando CBD. Outside the limits of the Orlando Beltway, provisions for a 6+4 barrier separated typical section footprint should be preserved to be consistent with FDOT policy which would allow for single occupant through-trips use.

Comment 12: *Page 2-32, section 2.3: Reference to final MIS and list here the federal and state agencies which have been coordinated with to this point.*

Response: Agreed.

Comment 13: *Page 2-40: EPA has dropped the draft regulation related to areas above 85% NAAQS.*

Response: Acknowledged. Text will be corrected.

Comment 14: *Traffic Report, Table 3.5: This table should establish the percentage of trucks on the Interstate to the north instead of showing N.A. This information is important since trucks will not be allowed to use the HOV lanes.*

Response: The availability of additional percent truck information will be investigated and incorporated into the final *Conceptual Engineering Report*, if possible. Please recall that traffic factors, including truck factors, as presented in the *Interim Traffic Report* have previously been approved by FHWA (see Appendix Q, Item 5).

Comment 15: *Table 4.7: Since it is not possible to list the values for all the different conditions, recommend listing only the source where the values can be found.*

Response: Table 4.7 was developed to provide guidance for PD&E with the understanding that it would not be all encompassing for every design situation. A footnote will be added to Table 4.7 indicating that the table only addresses common design criteria and that additional information may be found in the AASHTO design guidelines and FDOT guidelines.

Comment 16: *Table 7.3: Why are there question marks under "I-4 Program Cost" in this table?*

Response: At the time of printing the *Draft Conceptual Engineering Report*, the staging and financing plan was still under development. Staging information shown in Section 7

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was the best information available at the time. The staging and financing plan is presently undergoing further refinement. Completed information will be provided in the final report.

Comment 17: *Page 7-15: quantify the "modest loss" in the interim HOV investment.*

Response: A detailed interim HOV plan and cost estimates have not been prepared as part of the I-4 Master Plan; however, an interim HOV facility is believed to be important to the successful execution of the Master Plan in terms of establishing HOV awareness, cultivating an HOV market, and providing MOT benefits. Various potential HOV concepts were discussed in the *Draft Conceptual Engineering Report* as possible interim facilities. A specific interim HOV concept will be refined as part of PD&E.

Comment 18: *Table 7.1: 6-laning SR 434 to Lake Mary in 1997, not 2002.*

Response: Agreed.

Comment 19: *Section 7: A sketch of proposed interim HOV treatment would help to convey the information.*

Response: The interim HOV concepts presented in the *Draft Conceptual Engineering Report* are standard treatments that have been implemented around the United States. The *Conceptual Engineering Report* does not propose one treatment over another, but simply presents pros and cons of each. A specific interim HOV concept will be refined as part of PD&E.

Comment 20: *Page 7-12, 3rd bullet: When will the time savings be enough to generate the modal shifts forecast in the Master Plan? What is the significance of this statement?*

Response: Earlier thresholds developed and used in the I-4 Master Plan process indicated that mode shifts to HOVs should require a 5 to 8 minute travel time savings to justify HOV lanes. This threshold is based on experience from many other HOV projects that are considered "successful" by local standards. The current conditions would come close to meeting this requirement in the present year. Straight line extrapolation between the forecast and current years would indicate that this threshold should probably be met within the next five years. No exact determination was made in this study. Additional clarification will be added to the report.

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Comment 21: *Page 7-14, section 7.3.3: It seems too strong to say that an interim HOV is critical to a successful I-4 Master Plan.*

Response: The position taken with respect to interim strategies are directly related to funding. There is not enough funding to effectively implement all improvement elements within a short time frame, based on anticipated financial resources. Stakeholders, agencies and FDOT staff who were a party to the Master Plan process and findings agree that "critical" is an appropriate word in this particular instance. The execution of the Master Plan will not likely be able to be pursued with public support unless incremental and interim steps are applied.

Comment 22: *Page 7-22: FHWA strongly agrees with early deployment of ITS applications and reiterates the importance of coordination with the ongoing early deployment study for this area.*

Response: Acknowledged.

Comment 23: *Sections 7.4.1 and 7.4.2: Recommend sketches to better illustrate the phasing of construction. Also for MOT described in Section 7.5.*

Response: For the final report, exhibits will be developed that show staging for the various financing scenarios. These financing scenarios are still under development.

The maintenance of traffic concepts developed for the *Draft Conceptual Engineering Report* are general in nature and are highly dependent upon a selected staging plan. In addition many undetermined variables such as final location of light rail and interim HOV concepts will not be determined until PD&E. Providing detailed maintenance of traffic concepts at this time is thought to be premature.

NOTE: Comment #24 was not included in comments submitted by FHWA.

Comment 25: *Page 7-23: Federally funded design/build projects will need to be approved through the Special Experimental Project No. 14 for Innovative Contracting Practices.*

Response: Acknowledged.

Comment 26: *Page 8-3: revise the sentence "Slip ramps for buffer separated HOV...may be adjusted "or removed" even after implementation."*

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Response: The following text will be added to the report:
"HOV slip ramps defined in the Master Plan are intended to serve only lower-volume, long distance trips and not service each right-side general purpose access ramp. The precise location of these ramps takes into account external weaves that could be generated from the ramps and potential side friction resulting therefrom. Any changes in the location of these ramps in subsequent PD&E and design phases should consider these operational requirements. Slip ramps do not require extraordinary changes to the typical section, and thus, minor adjustments during design should not adversely affect any other roadway design element or right-of-way requirement."

Comment 27: *Table 8.2: Should reference Exhibit 2.1*

Response: Agreed.

Comment 28: *Sections 3 and 7: Traffic forecast assumptions and staging. What is the probability that the transit will be funded?*

Response: When the Boards of the Orlando and Volusia County MPOs adopted the Preferred Investment Strategy for the I-4 Major Investment Study, they recognized that all or a portion of the shortfall might be provided by local sources. It was the conclusion of the MPOs, and the basis for their inclusion of the MIS action into their 2020 Long Range Plan updates, that there was a high probability that the needed funds could be generated, and the preferred I-4 investment strategy was therefore deemed to be financially feasible. FDOT has committed to funding 25 percent of the net capital costs of the transit features of the I-4 program, or \$400 million, whichever yields a lower absolute amount. Federal discretionary "New Starts" program funding has been assumed for a minimum of 50 percent of the net capital costs of the program. This leaves a shortfall of 25 percent to be locally funded.

Comment: *Due to the complexity of this project and the staging, IMR/IJR's will probably require "staged" traffic data (i.e., in five year intervals) to insure the improvements are working together well and not jamming the interstate unnecessarily.*

Response: The methodology for the IJR's and IMR's is currently being developed and will be presented to FHWA in the near future.

Comment: *The 2000, 2010 and 2020 traffic should reference the staging/phasing scenarios in Section 7 which in turn reference sketches to clarify this.*

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Response: In the *Draft I-4 Traffic Report (March 1996)*, traffic forecasts for interim years have been provided on a graphical basis which depict the anticipated staged implementation. Text in the *Conceptual Engineering Report* will be clarified.

Comment Regarding Plans (Appendix N)

Comment: *Appendix N: Add an overlay of the existing typical section and the proposed typical to help evaluate the throwaway we are contemplating for various scenarios.*

Response: It is the Department's position that this information does not need to be formalized in the report. As noted in minutes from an I-4 FDOT Team meeting held on March 22, 1996 and attended by FHWA representatives, these typical sections were considered too numerous to be effectively included in the *Conceptual Engineering Report*. Given the number of decisions to be made in PD&E (i.e., interim HOV and final rail alignment), this information would not be useful for the next consultant. All work done by the I-4 Master Plan consultant is property of the Department and may be passed on to the consultants in PD&E.

Comment: *Sheet 7: Why is the slip ramp from I-4 EB necessary since the HOV lanes have just begun?*

Response: Slip ramps at the Western Beltway were originally located under the assumption that the HOV lanes would continue into Polk County. Slips from the HOV lane to the general use lane in the eastbound direction were intended to serve the Western Beltway, Southern Connector, and US 192. Since the Polk County MPO's financially feasible plan only allows for 6+0, the HOV lanes were subsequently dropped just west of the Polk/Osceola County line for traffic forecasting and conceptual plan development purposes. This reduced demand to the subject slip ramps due to the short HOV distance. By leaving the slip access as shown, the HOV access plan can accommodate the extension of HOV lanes through Polk County.

Comment: *Sheet 8: We should look into consolidating some of the ponds into required R/W throughout the project, this being an example.*

Response: Ponds were addressed from a standpoint of size and potential right-of-way cost impacts and only to the degree necessary to provide relative comparisons between alternatives. Actual pond siting will take place in PD&E.

Comment: *Sheet 11: Why not provide direct HOV connection to the Southern Connector?*

Response: In developing a recommended HOV access plan for I-4, several alternative access points were tested, reflecting HOV capacity and eligibility variations. As part of the

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preliminary HOV access plan documented in Section 5.1 of the *Draft Conceptual Engineering Report*, slip ramps near the Western Beltway were evaluated which would service World Drive and the Southern Connector. Note that in evaluating HOV access, HOV lanes were assumed to continue through District 1. Model results did not indicate a significant enough demand to these facilities to warrant direct access.

Comment: *Sheet 12: At the I-4/US 192 interchange, the connector ramp between the western C-D roadway and the US 192 off-ramp creates an unnecessary conflict point. This movement is served best using the local street network.*

Response: The westbound movement is necessary to allow HOV traffic to access US 192. To maintain the system HOV connection through these interchanges, it is recommended that no changes be made.

Comment: *The weave section on the US 192 direct connector ramp east of I-4 should be eliminated. We recommend that the connection to the mainline here be moved to a point beyond the merge with the EB C-D road. This also eliminates a C-D overpass structure.*

Response: The eastbound movement is necessary to allow US 192 traffic to reach the direct HOV access ramps. To maintain the system HOV connection through these interchanges, it is recommended that no changes be made.

Comment: *Consider combining HOV and general use traffic access to the interstate on C-D roads from World Drive to Osceola parkway, then split and provide access east of Osceola Parkway.*

Response: The HOV access plan through the Disney area as presented in the *Draft Conceptual Engineering Report* consisted of a pitchfork flyover at Lake Avenue (serving Lake Avenue, SR 535, and SR 536 to and from the east), a pitchfork flyover at Osceola Parkway (serving Osceola Parkway and US 192 to and from the east), and slip ramp access serving World Drive (to and from the east and west) and the above mentioned interchanges to and from the west. After publication of the draft report, Disney expressed concern for the HOV concept at Osceola Parkway in terms of implications to the construction schedule of the Osceola Parkway interchange. An alternative HOV access location at SR 536 was subsequently evaluated.

Providing direct HOV access at SR 536 would replace the pitchfork flyovers at Osceola Parkway; however, the concept would maintain access to Osceola Parkway and US 192 via a C-D road. This concept is consistent with the intent of the original

Responses to FHWA Comments
Draft Conceptual Engineering Report
June 1996

HOV access plan and satisfies demand for the Disney area. The Department has recommended that the new concept at SR 536 be incorporated into the Master Plan in lieu of the pitchfork concept originally proposed at Osceola Parkway.

By providing direct access to SR 536, Osceola Parkway, and US 192, the majority of HOV demand for the Disney area is satisfied from the east. The remaining HOV traffic wishing to access the Disney area via World Drive may be accommodated via slip ramps.

- Comment: *Sheet 13: The move from I-4 EB to Osceola EB is unsafe due to at-grade crossing, prefer that shown on sheet 76.*
- Response: This interchange layout is as per Disney's approved interchange justification report. An alternative design has been provided in the back of Appendix N which includes an exclusive ramp for the EB I-4 to EB Osceola Parkway movement. Disney, however, has objected to the alternative design due to right-of-way acquisition issues with the property in the southeast quadrant of the interchange.
- Comment: *There is a lane balance problem on the EB C-D road as it splits before the SR 536 interchange.*
- Response: The concept at SR 536 is consistent with the design approved as part of the Disney System IJR.
- Comment: *Sheet 15: NB SR 535 to I-4 WB movement is not shown.*
- Response: Acknowledged. The interchange concept shown for SR 535 should retain all existing movements. This will be reflected in the final report.
- Comment: *Sheet 18: The extension of Fenton Road at the Central Florida Parkway interchange may encourage additional development and introduce undesirable ramp volumes.*
- Response: This is as per Orange County plans. See response to Comment 2.
- Comment: *Sheet 25: As noted in our 4/19/96 letter, the proposed John Young Parkway interchange appears to favor local traffic over interstate movements. A single point interchange may improve operations.*
- Response: Short-term improvements have been identified by the Department and implemented where feasible. The proposed I-4 Master Plan concept for John Young Parkway was developed to provide a better level of service for both I-4 and the crossroad. The

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design attempts to minimize existing land use impacts in the vicinity of the interchange by maintaining the existing alignment of L.B. McLeod. The proposed interchange concept is based on finding of a preliminary engineering study performed for the City of Orlando. Alternative interchange concepts such as a single point diamond may be further investigated as part of PD&E.

Comment: *Sheet 29: Why move East-West Expressway off the existing alignment? Can this be simplified given the new toll taking technologies?*

Response: The SR 408/I-4 interchange design reflects the Orlando-Orange County Expressway Authority's preferred interchange improvement concept. During conceptual design, numerous alternatives were developed and critiqued with the City of Orlando staff, with agreement reached between the City, OOCEA, and FDOT.

Comment: *The East-West connector and the US 17/92 (Lake Monroe) layouts show ramps branching at structures which creates blunt-end and crash-cushion maintenance problems. For US 17/92, we recommend using the same design in the southeastern quadrant as in the southwestern quadrant.*

Response: The desire at this type of interchange configuration is to allow the ramp to exit in advance of the structure (reference DCER Section 4.4.2). Details on exact placement of gores will occur in later stages of design.

Comment: *The direct connector ramp from the East West Expressway WB to I-4 WB has a curve that looks too sharp for a direct connection between two freeways.*

Response: Freeway to freeway connections generally carry direct movements accommodating 50 mph or greater. However, loop ramps at 30 mph in one or more quadrants are not uncommon due to existing constraints. This ramp provides a 400'+/- radius correlating to a design speed of 35 to 40 mph. The movement referenced within this interchange is dictated by existing constraints (constructibility and residential impacts).

Comment: *Sheet 36: The proposed geometric improvements to the I-4/Maitland Boulevard interchange have the potential to create driver confusion resulting in rear-end collisions. We recommend keeping the existing layout.*

Response: With adequate signage and proper vertical design, this concept is workable. The proposed layout provides an opportunity for WB Maitland traffic coming from I-4 (via the flyover) to bypass local congestion on the existing crossroad, thereby

Responses to FHWA Comments
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June 1996

removing a dangerous existing weave condition. The Department recommends that the proposed layout remain, with further evaluation in PD&E.

Comment: *Sheet 46: This is not the approved version of the I-4/GreeneWay interchange. Which version of this interchange was used for traffic analysis?*

Response: Traffic analysis reflects the current interchange proposal of the Seminole County Expressway Authority. In December 1995, the Orlando MPO removed Part B of the Western Beltway from its long range plan. Thus, it is inappropriate to retain the previous interchange concept which accommodates this facility.

Comment: *Sheet 54: Recommend that the Saxon Blvd. Park and Ride have direct access HOV ramps.*

Response: The Saxon Road park-and-ride site is not sufficiently large enough to warrant a HOV direct access. A general "rule of thumb" noted in the *ITE Guidelines for HOV Lanes (1986)* is that the lot size should be in excess of 750 spaces to be served with a direct access ramp. This size defines whether enough transit demand will be generated to justify direct access provisions. An investigation of this site determined that expansion potential is very limited by adjacent development. Another factor in direct access determination is cost. If the cost of the ramp is greater than the investment in the lot, other sites in the same vicinity may offer a better "mix" of providing local access, lot access, and a lower overall cost for the access ramp. This approach is likely to be pursued in the vicinity of Lake Mary Blvd.

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION DESIGN INSPECTION REPORT				3317 District Engr. MBS	
DIVISION: Florida	REPORT NO. 8	INSPECTED: 03/29/86	REPORTED: 06/21/86	PROJECT NO: FH-4-2(169)57	
INSPECTION MADE BY: David Unkefer, Transportation Engineer			AREA 52	STATE NO: 75250-1402	DIST 8
IN COMPANY WITH: Joe Bloise, Mark Dodson, Doug Edwards, Naiser Khalid, Edward Parker, Gary Phillips, Bob Schlicht					
INSPECTION TYPE: Engr Report Office		PHASES INSPECTED: Draft Conceptual Engr. Report			
LOCATION: I-4 from Osceola Co. Exit to I-4/I-95 Interchange				COUNTY: ORANGE/DUN/WOL	
DESCRIPTION: I-4 Multi-Modal Master Plan Update					

General concept/policy comments:

1. Interstate access and quality of flow

Improvements made as part of the Master Plan should not deteriorate the LOS of the general use lanes. Improvements should include features which maintain existing volume to capacity (v/c) ratios. These features could include use of auxiliary lanes, addition of C-D roads, reduction of HOV access points and closure of duplicate general use access points among other things. Some of the general use access points which might be considered for closure are:

- partial general use interchange at Lake Avenue (plans, sheet 16)
- partial interchange at Par Avenue (sheet 33)
- partial interchange at Anderson Street (sheet 29)
- ramps from either Amalia or Colonial to I-4 EB (sheet 31)

Since neither the Western Beltway or the Central Florida Parkway/Wenton road interchanges have approved IJR/IMRs, they should not be included in the no-build.

The number of access points to the proposed HOV facility seems excessive. We recommend that in order to optimize the facility, that the number of accesses be reduced to locations of high demand (Park and Ride, CBD and other major attractor areas. This will also make the facility easier to enforce and to sign.

2. HOV Issues

We believe that the benefits of barrier separated HOV (greater safety, better operations, flexibility to go to 6+4, easier to enforce, poor track record with buffered HOV in Orlando) outweigh those of buffer separated. Therefore, we strongly encourage reconsideration of a barrier separated section. The MIA financially feasible plan included 6+2 with barrier separation. We believe it is more prudent to provide a better long term operating solution in smaller, more

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financially attainable pieces, than to provide something over the entire corridor that may quickly break down. The 3/13/96 version of the interstate policy statement indicates that physical separation of HOV lanes is necessary.

Have operating and maintenance costs for buffer and barrier separated HOV been evaluated (ie. enforcement)?

Does the planning traffic model adequately consider the friction between buffer separated HOV and general lanes?

We discourage the use of the "HOV exit and entrance from general use" slip ramp detail on sheet 5 of appendix W. If this detail must be used, the weave should be increased to 2000 feet minimum.

Discuss the conditions which will create a successful 3+ HOV in Orlando by 2020. We are aware of very few 3+ HOVs which are in highly urbanize areas such as Washington, D.C.

We disagree with the recommendation to use HOV lane capacity to mitigate the impact of non-recurring incident caused congestion. This might happen too often on I-4 and reduce the attractiveness of the HOV lanes.

Recommend that barrier separated sections start and end at the drop down or flyover ramps to eliminate the need for crash cushions close to traffic.

The enforcement/operation of slip ramps is questionable when the painted buffer is easily traversable. If buffer separated sections are retained, we recommend investigating the use of rumble strips or speed bumps to positively separate the lanes with minimal maintenance.

HOV passing lanes will probably not fit given the proposed number of access points and the necessary enforcement areas.

3. Design Exceptions

FHWA and FDOT need to discuss design exceptions which are being contemplated, and consider these along with other issues (barrier versus buffer, 6+6, LRT in or out of the median, etc.) to prioritize improvements.

Several interchanges show proposed alignments with local streets across from ramps. Generally, aligning a local street across from a ramp creates an access control problem and this violates current policy. As an example, at the I-4/Orange Camp interchange we recommend realigning Church street further east past the L/A line so that it does not line up with the I-4 ramps.

4. High Speed Rail/Light Rail Transit

When will we know the right of way needs for the high speed rail? What are the outside limits for HSR in the I-4 corridor? If rail (LRT or HSR) is in the I-4 median, how will riders be moved to and from the trains safely and conveniently?

5. Previously advanced interchanges

The previously approved IJR/IMRs for World Drive at al, Conroy Road and Republic

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Drives were based on the 6+4 typical section/capacity. By providing only 6+3 as now proposed, these analyses may be flawed. If 6+3 is to remain the preferred alternative in these areas, these IJR/IMRS will need to be checked to ensure they are still valid.

5. Interim HOV

The interim HOV proposal should focus on recapturing the existing HOV rather than replacing it with new reversible lanes. The proposed solution will have a significant amount of throwaway. Since one of the interim plan's objectives is to encourage the use of HOV, it may be more appropriate to start by building new enforcement areas for the existing HOV and start with 4+2 rather than 6+0. The six-laning which is already underway would extend the existing HOV facility to cover most of the urban area. Success of this venture would also depend on strong enforcement and a good public information campaign.

7. Signing

The document should include a conceptual signing plan. The design needs to consider drivers unfamiliar with the area since Orlando probably hosts the greatest percentage of visitors in Florida.

8. District 5/District 1 interface

The study needs to address how the through movement vehicles from District 1 will be moved off the HOV lanes as they enter District 5, and how to ensure that the HOV in District 5 will still operate effectively in this area. Need to provide a sketch of District 5 and District 1 interface which has been coordinated and jointly approved by both Districts.

9. Intermodal Connections

The document should address connectivity between the I-4 corridor and the other modal facilities in the area. In particular, this should address access to transit and high speed rail which may be in the I-4 median.

10. ITS

The ITS section needs to be coordinated with the ongoing early deployment study for ITS in Orlando to develop some specific recommendations. This would include adding specific recommendations as to the steps needed for implementing a successful ramp metering program in Orlando.

Comments regarding specific items in the documents (This was not an exhaustive review of the design, but reflects conceptual design concerns):

11. Page 1-15, section 1.4: It does not seem appropriate to preserve 6+4 in rural areas if this cross section will be forced to neck down to 6+2 in the CBD.
12. page 2-32, section 2.3: Reference the final MIS and list here the federal and state agencies which have been coordinated with to this point.
13. Page 2-40: EPA has dropped the draft regulation related to areas above est NAQS.

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- 14. Traffic Report, table 3.5: This table should establish the percent trucks on the interstate to the north instead of showing N.A. This information is important since trucks will not be allowed to use the HOV lanes.
- 15. Table 4.7: Since it is not possible to list the values for all the different conditions, recommend listing only the source where the values can be found.
- 16. Table 7.3: Why are there question marks under "I-4 Program Cost" in this table?
- 17. Page 7-18: quantify the "modest loss" in the interim HOV investment.
- 18. Table 7.1: 6-laning SR 434 to Lake Mary in 1997, not 2008.
- 19. Section 7: A sketch of proposed interim HOV treatment would help to convey the information.
- 20. Page 7-12, 3rd bullet: When will the time savings be enough to generate the modal shifts forecast in the Master Plan? What is the significance of this statement?
- 21. page 7-14, section 7.3.3: It seems too strong to say that an interim HOV is critical to a successful I-4 Master Plan.
- 22. page 7-23: FHWA strongly agrees with early deployment of ITS applications and reiterates the importance of coordination with the ongoing early deployment study for this area.
- 23. Sections 7.4.1 and 7.4.2: recommend sketches to better illustrate the phasing of construction. Also for MOT described in Section 7.5.
- 24. page 7-23: Federally funded design/build projects will need to be approved through the Special Experimental Project No. 14 for Innovative Contracting Practices.
- 25. Page 8-3: revise the sentence "slip ramps for buffer separated HOV ... may be adjusted "or removed" even after implementation".
- 26. Table 8.2 should reference exhibit 2.1
- 27. Sections 3 and 7: Traffic forecast assumptions and staging
What is the probability that the transit will be funded?
Due to the complexity of this project and the staging, IMR/IJR will probably require "staged" traffic data (ie. in five year intervals) to insure the improvements are working together well and not jamming the interstate unnecessarily.
- 28. The 2000, 2010 and 2020 traffic should reference the staging/phasing scenarios in section 7 which in turn reference sketches to clarify this.

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Comments regarding the plans (Appendix N): (Some comments regarding the plans cite specific examples which could be carried to other places).

Appendix N: Add an overlay of the existing typical section and the proposed typical to help evaluate the throwaway we are contemplating for various scenarios.

Sheet 7: Why is the slip ramp from I-4 EB necessary since the HOV lanes have just begun?

Sheet 8: We should look into consolidating some of the ponds into required R/W throughout the project, this being an example.

Sheet 11: Why not provide direct HOV connection to the Southern Connector?

Sheet 12: At the I-4/US 192 interchange, the connector ramp between the western C-D roadway and the US 192 off-ramp creates an unnecessary conflict point. This movement is served best using the local street network.

The weave section on the US 192 direct connector ramp east of I-4 should be eliminated. We recommend that the connection to the mainline here be moved to a point beyond the merge with the EB C-D road. This also eliminates a C-D overpass structure.

Consider combining HOV and general use traffic access to the interstate on C-D roads from World Drive to Osceola Parkway, then split and provide access east of Osceola Parkway.

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The East-West connector and the US 17/92 (Lake Monroe) layouts show ramps branching at structures which creates blunt-end and crash-cushion maintenance problems. For US 17/92, we recommend using the same design in the southeastern quadrant as in the southwestern quadrant.

The direct connector ramp from the East-West Expressway WB to I-4 WB has a curve that looks too sharp for a direct connection between two freeways.

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Sheet 36: The proposed geometric improvements to the I-4/Maitland Boulevard interchange have the potential to create driver confusion resulting in rear-end collisions. We recommend keeping the existing layout.

Sheet 46: This is not the approved version of the I-4/Greenway interchange. Which version of this interchange was used for traffic analysis?

Sheet 54: Recommend that the Saxon Blvd. Park and Ride have direct access HOV ramps.

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DEPARTMENT OF THE ARMY
JACKSONVILLE DISTRICT CORPS OF ENGINEERS
P. O. BOX 4970
JACKSONVILLE, FLORIDA 32232-0019



REPLY TO
ATTENTION OF

JUL 07 1997

Regulatory Division
Atlantic Permits Branch

RECEIVED

JUL 11 1997

FDOL-DISTRICT V
Cons. Project Mgmt.

Mr. Harold Webb
Project Manager
Florida Department of Transportation
719 South Woodland Boulevard
DeLand, FLORIDA 32720

Dear Mr. Webb:

Reference is made to your letter of May 23, 1997, requesting the U.S. Army Corps of Engineers (Corps) participation as a cooperating agency in the preparation of an Environmental Impact Statement (EIS) concerning improvements to Interstate 4 (I-4) in Orange, Seminole, and Volusia Counties, Florida. The project is commonly referred to as the I-4 Project Development and Environmental (PD&E) Study - Section 2.

We look forward to working with your agency and the other agencies participating in the formation of the EIS.

If you have any questions, please feel free to contact Mr. Mark Evans by written correspondence at the letterhead address, by telephone at 904-232-2028, or by electronic correspondence at Mark.R.Evans@usace.army.mil.

Sincerely,

John R. Hall
Chief, Regulatory Division

U.S. Department
of Transportation

United States
Coast Guard



Commander
Seventh Coast Guard District

909 S. E. First Avenue
Miami, Fl 33131
Staff Symbol: (oan)
Phone: (305) 536-5621
FAX: (305) 530-7655

16211/3013
Serial: 747
March 5, 1999

RECEIVED
MAR 03 1999
FDOT-DISTRICT V
Cons. Project Mgmt.

Mr. Harold F. Webb
Project Manager
Florida Department of Transportation
719 South Woodland Boulevard
Deland, Fl 32720-6834

Dear Mr. Webb:

This refers to your letter dated November 20, 1998 regarding the proposed alternatives for the I-4 bridge replacement across the St. John's River, mile 161.1 at Sanford, Seminole and Volusia Counties, Florida.

We have completed our review of the Bridge Project Questionnaire and have concluded that the proposed project will require approval of the proposed location and plan through issuance of a Coast Guard Bridge Permit. Enclosed please find the Bridge Permit Application Guide for your guidance while preparing the application. Also enclosed for you use is a 'Plan Requirements and Checklist'. Please follow this checklist so that the permit plans will not have to be returned for revision.

After review of the two alternatives for pier placement, we have concluded that either alternative will not encroach upon the existing federal navigational channel. However, the bridge crosses at the bend of the waterway. Locating the piers so that they follow the skew of the waterway channel is preferred alternative for navigation.

If you have any questions about this matter, please call Miss Evelyn Smart at (305) 536-6546.

Sincerely,

A handwritten signature in black ink, appearing to read "E. GRAY", written over a printed name.

E. GRAY
Commander U.S. Coast Guard
Chief, Aids to Navigation and
Waterways Management Branch
Seventh Coast Guard District
By direction of the District Commander

Encl: (1) Bridge Permit Application Guide and Plan Checklist



United States Department of the Interior

FISH AND WILDLIFE SERVICE

RECEIVED FHWA

6620 Southpoint Drive South
Suite 310

DEC 30 AM 2:20

Jacksonville, Florida 32216-0912 FLORIDA DIVISION

IN REPLY REFER TO:
FWS/R4/ES-JAFL

December 29, 1999

Mr. James E. St. John
Division Administrator
Federal Highway Administration
227 N. Bronough Street
Suite 2015
Tallahassee, Florida 32301
(ATTN: Grant Zammit)

Dear Mr. St. John:

This correspondence updates our section 7 consultation with the Federal Highway Administration (FHWA) on the Interstate 4 (I-4) Project Development and Environment Study. FHWA requested formal consultation with the U.S. Fish and Wildlife Service on November 30, 1998. The request covered section 3 of the project, which then extended from SR 472 to Interstate 95, Volusia County, Florida. Your request followed our April 23, 1998 response to your agency's Biological Assessment for that section, in which we did not concur with your findings that the proposed project is not likely to adversely affect the Florida scrub-jay (*Aphelocoma coerulescens*) or *Deeringothamnus rugelii* (Rugel's pawpaw). Our follow-up letter dated January 26, 1999, sought clarification on certain project issues we believed must be resolved in order to proceed with the consultation.

At an interagency meeting on July 29, 1999, and in correspondence dated September 21, 1999, your agency informed us of its decision to extend section 3 to include that portion of I-4 south and west of SR 472 to Orange Boulevard, Orange and Seminole Counties. As a result, total roadway improvements within that section now include widening I-4 from a four to a six-lane facility, enhancing US 17/92, SR 472, Orange Camp Road, SR 44, and US 92 interchanges, reconstructing the crossroads at Summit Avenue and Enterprise, Cassadaga, and Orange Camp Roads, realigning Church Street, and reconstructing the bridge over the St. Johns River. Additional work includes drainage improvements and construction of storm water management facilities. The FHWA prepared a second Biological Assessment, dated August 1999, that addressed the section 3 addition. In the assessment, your agency determined that certain project modifications for some species would eliminate potential adverse impacts. As a result, you concluded that the project as currently proposed is not likely to have either direct or indirect, adverse effects on the Florida manatee (*Trichechus manatus latirostris*), bald eagle (*Haliaeetus leucocephalus*), Florida scrub-jay (*Aphelocoma coerulescens*), wood stork (*Mycteria americana*), eastern indigo snake

(*Drymarchon corais couperi*), and *Clitoria fragans* (Pigeon wing). Based on the best available information, we concur with your current assessment of no adverse impacts to federally listed species. Because the effects on listed species now appear to be insignificant, we can conclude this portion of the project consultation informally.

With respect to the scrub-jay, however, we believe that any intended or unintended habitat modifications that attract birds to well-traveled roadways generally are inappropriate because such actions may increase the probability of bird/vehicle collisions. We support other modifications that either discourage birds from crossing or frequenting roadways, or create suitable habitat where such impacts do not exist. Incorporating such modifications into the project plans at this time, however, may be premature because the status of the scrub-jay within and adjacent to the project area can change before 2002, the earliest estimated starting date for project construction. We therefore recommend that your agency follow its standard protocol to reassess the status of this and other listed species during future project phases. The results should indicate whether your currently proposed project modifications are necessary and sufficient, or if additional modifications or measures are needed.

Our concurrence with your "not likely to adversely affect" finding is contingent upon your incorporation and implementation of the following project modifications agreed to for various species.

Florida Manatee

A. FHWA agrees to incorporate the standard manatee construction precautions into plans to replace and widen the span over the St. Johns River, and remove the existing bridge. To further minimize potential impacts, construction of the bridge substructure for the complete build out should occur in one rather than two phases.

B. If blasting is needed for removal of the existing bridge, such activity will occur only during the months of November, December, January, and February. In addition, FHWA agrees to develop and implement a special Manatee Survey/Watch Plan in accordance with the Florida Department of Environmental Protection's Endangered Species Watch Program for Blasting Activities. The U.S. Fish and Wildlife Service will assist FHWA in plan development. The plan will be in place not later than three months prior to the first detonation event.

Florida Scrub-Jay

A. FHWA agrees not to physically disturb known acorn-cache sites within the project area as identified in the current biological assessments and in future assessments.

B. FHWA agrees to improve existing on-site habitat or purchase suitable off-site habitat, with technical assistance from our agency, if future listed species assessments reveal that such

modifications are needed to offset any demonstrated loss of suitable habitat.

Eastern Indigo Snake

FHWA agrees to incorporate the standard protection measures for this species as follows:

1. An eastern indigo snake protection/education plan will be developed by the applicant or requestor for all construction personnel to follow. The plan will be provided to the Service for review and approval at least 30 days prior to any clearing activities. The educational materials for the plan may consist of a combination of posters, videos, pamphlets, and lectures (*e.g.*, an observer trained to identify eastern indigo snakes could use the protection/education plan to instruct construction personnel before any clearing activities occur). Informational signs should be posted throughout the construction site and contain the following information:

- a. a description of the eastern indigo snake, its habits, and protection under Federal Law;
- b. instructions not to injure, harm, harass or kill this species;
- c. directions to cease clearing activities and allow the eastern indigo snake sufficient time to move away from the site on its own before resuming clearing; and,
- d. telephone numbers of pertinent agencies to be contacted if a dead eastern indigo snake is encountered. The dead specimen should be thoroughly soaked in water, then frozen.

2. Only an individual who has been either authorized by a section 10(a)(1)(A) permit issued by the Service, or designated as an agent of the State of Florida by the Florida Fish and Wildlife Conservation Commission for such activities, is permitted to come in contact with or relocate an eastern indigo snake.

3. If necessary, eastern indigo snakes will be held in captivity only long enough to transport them to a release site; at no time shall two snakes be kept in the same container during transportation.

4. An eastern indigo snake monitoring report must be submitted to the appropriate Florida Field Office within 60 days of the conclusion of clearing phases. The report should be submitted whether or not eastern indigo snakes are observed. The report should contain the following information:

- a. any sightings of eastern indigo snakes;
- b. summaries of any relocated snakes if relocation was approved for the project (*e.g.*, locations of where and when they were found and relocated);
- c. other obligations required by the Florida Fish and Wildlife Conservation Commission, as stipulated in the permit.

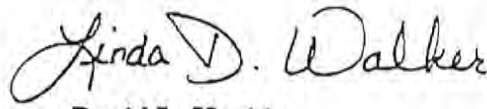
Deeringothamnus rugelii (Rugel's paw paw)
Clitoria fragans (Pigeon wings)

A. FHWA agrees to, prior to construction activities, have a biologist familiar with the species survey all the undeveloped lands within the project footprint, with a focus on appropriate habitat, to determine the presence or absence of these species.

B. If new or existing occupied plants are found, the location of the individual plants will be marked in the field. The FHWA will contact the Service point of contact at the address on this letterhead within three days to consult on the potential removal and relocation of these plants to suitable protected habitat.

Although this does not represent a biological opinion as described in section 7 of the Act, it does fulfill the requirements of the Act and no further action is required. If modifications are made in the project or additional information becomes available on listed species, reinitiation of consultation may be required. If you have any questions regarding this response, please contact Mr. John Milio of my staff at (904) 232-2580, x 112.

Sincerely,


David L. Hankla
for Field Supervisor

cc: DEP, Tallahassee
FNAI, Tallahassee
FDOT, Tallahassee



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 4
ATLANTA FEDERAL CENTER
100 ALABAMA STREET, S.W.
ATLANTA, GEORGIA 30303-3104

02 April 1997

RECEIVED

APR 07 1997

FDOT-DISTRICT V
Cons. Project Mgmt.

Mr. Harold Webb
Project Manager
FL Department of Transportation
Environmental Management Office MS 3-501
719 South Woodland Boulevard
DeLand, FL 32720

**SUBJ: I-4 Widening Through Orange, Seminole and Volusia Counties, SPN 75280-1488,
77160-1439, 79110-1403**

Dear Mr. Webb:

I received your letter dated 06 March, regarding comments on the above-referenced project. I accept DOT's responses to my comments, and look forward to reviewing the draft EIS, specifically in regard to the project's potential impacts to area wetlands. I do have one other concern: how will responses to accidental hazardous materials spills during construction be handled? Other DOT offices send me their contingency plans for such events; a similar response from you will be appreciated. Unfortunately, I will not be able to attend the scoping meeting on 15 - 16 April. However, I trust by the comments from other interested parties, which you attached to your letter, that concerns similar to mine will be represented at the meeting. I will appreciate receiving a summary of the issues discussed at the meeting.

Additionally, I have not received the Advanced Notification for Section 1 of the I-4 PD&E Study. This segment includes I-4 from County Road 532 in Osceola County to the Bee Line Expressway (SR 528). If you would forward that project proposal to me, I will send comments to you as soon as possible.

I appreciate your District's working with me to resolve EPA's concerns with potential environmental impacts of these projects. If you have any questions in regard to this matter, please do not hesitate to contact me at 404/562-9448.

Regards,

A handwritten signature in cursive script that reads "Jackye L. Bonds".

Jackye L. Bonds
Environmental Scientist
Ground Water/Drinking Water Branch



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 4
ATLANTA FEDERAL CENTER
100 ALABAMA STREET, S.W.
ATLANTA, GEORGIA 30303-3104

20 December 1996

Ms. Vicki Smith
c/o Keith and Schnars, PA
Crane's Roost Office Park
370 Whooping Loop, Suite 1154
Altamonte Springs, FL 32701

**RE: I-4 and Light Rail System Through Osceola, Orange, and Seminole
Counties, FL (SPN 99005-1402 and 99005-1403)**

Dear Ms. Smith:

Recently I received correspondence from Harold Webb regarding the above-referenced proposed project. In a 05 December 1995 letter (enclosed), I determined that this project is not located within the boundaries of the sole source aquifer called the Volusia-Floridan Aquifer System. However, I recently altered my review of federally-funded projects to include the recharge zone of another sole source aquifer, the Biscayne Aquifer, and this project does lie within those boundaries (see enclosed map). Therefore, EPA is interested in reviewing this project proposal for any adverse impacts to the ground water quality. EPA has review authority pursuant to Section 1424(e) of the Safe Drinking Water Act to administer the Sole Source Aquifer Program. Regulatory groups within the EPA Region 4 office responsible for administering other programs may, at their own discretion and under separate cover, provide additional comments.

In order that I may complete my review, please provide me with the following information:

- 1) How will adverse impacts caused by accidental spills of hazardous products associated with the project be avoided, and what are the contingency plans in case of such accidents?
- 2) What stormwater management facilities will be put into place?
- 3) What is the proposed method of sewage treatment and drinking water supply to the facilities associated with the rail system?
- 4) What is the total cost and federal share of this project?



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 4

345 COURTLAND STREET, N.E.
ATLANTA, GEORGIA 30365

20 May 1996

Mr. Frederick R. Birnie, P.E.
District Environmental Management Engineer
FDOT Environmental Management Office MS 3-501
719 South Woodland Boulevard
DeLand, FL 32720

SUBJ: I-4 from .25 mi. east of SR 472 to I-95, Volusia County
I-4 from .25 mi. west of SR 528 to .25 mi. east of SR 472,
Orange, Seminole, and Volusia Counties

Dear Mr. Birnie:

The Environmental Protection Agency (EPA) has received your request for environmental review of the above-referenced proposed projects. EPA has review authority pursuant to Section 1424(e) of the Safe Drinking Water Act to administer the Sole Source Aquifer Program. Regulatory groups within the EPA Region 4 office responsible for administering other programs may, at their own discretion and under separate cover, provide additional comments.

These particular projects are determined to lie within the Volusia-Floridan Aquifer, which is an officially designated Sole Source Aquifer, i.e., it is the sole or principal water source for an area which, if contaminated, would create a significant hazard to the public. For this reason, EPA is interested in reviewing these projects.

A concern about both projects is the fact that they run through wetlands, and adverse impacts to wetlands may impact ground water. The Wetlands Evaluation Assessment should address potential impacts to ground water. I would like to have the opportunity to review this assessment when it is available, in order to close out my reviews of these projects.

I also need the total project amounts, and the federal share of those amounts, for both projects. It would be helpful in the future if a copy of the top page of the federal application was included in the Advance Notification. I can take the amounts from that page.

*QUESTIONS AND ANSWERS:
EPA'S SOLE SOURCE AQUIFER PROGRAM*

Q: What is a sole source aquifer?

A: A sole source aquifer (SSA) is an underground water supply designated by the Environmental Protection Agency (EPA) as the "sole or principal source" of drinking water for an area.

Q: What gives EPA the authority to designate these aquifers?

A: The program was established under Section 1424(e) the Safe Drinking Water Act of 1974. Although EPA can designate sole source aquifers on its own, agency policy is to make designations only in response to formal requests or "petitions" that contain sufficient technical information to evaluate whether the aquifer meets EPA's designation criteria.

Q: What EPA designation criteria have to be met?

A: Petitioned aquifers must supply at least 50 percent of the drinking water to persons living over the aquifer; there can be no other feasible sources of drinking water that could replace the aquifer; and there must be clearly-definable aquifer boundaries. EPA guidance allows the designation of entire aquifers, aquifer systems (hydrogeologically connected aquifers), or part of an aquifer, if that part is hydrogeologically separate from the rest of the aquifer.

Q: If aquifers are under the land surface and can't be seen, how can the boundaries be defined?

A: Characterizing ground water resources is often difficult. Aquifer boundaries can be based on various factors such as the extent of aquifer materials, geologic structures, and ground water recharge or discharge areas. Hydrogeologists must rely on the best available data from relevant ground water studies and sound professional judgement when evaluating aquifer boundaries. These studies may include useful computer models based on actual data that can estimate lateral and vertical ground water flow for the aquifer area.

Q: Can the public participate in EPA's designation decision process?

A: Yes, the public can participate by attending EPA public meetings or hearings, or by providing written comments to EPA during a formal comment period. EPA's public comment period provides the opportunity to provide information to EPA on technical

factors related to SSA designation criteria. Prior to the comment period, EPA prepares and makes available to the public a "support document" that outlines the technical basis for a proposed designation.

Q: What happens after an aquifer is designated?

A: According to the Safe Drinking Water Act, projects that are to receive "federal financial assistance" and which have the potential to contaminate the aquifer "so as to create a significant hazard to public health" are subject to EPA review and approval.

Q: What does "federal financial assistance" mean?

A: Federal financial assistance can be any financial benefits provided by the federal government such as a grant, contract, loan guarantee, or even technical assistance provided by an agency to a funding applicant.

Q: Does EPA authority extend to projects funded entirely by state, local, or private entities, or those funded solely with federal funds for federal agencies, for example, projects within military bases or other federal facilities?

A: No, such projects are excluded from the SSA review process. Of course, projects undertaken with other funds would still have to comply with all relevant water quality requirements at the federal, state, or local level.

Q: Aren't existing ground water programs enough to protect an aquifer?

A: In many cases, existing ground water protection regulations, practices, or policies are adequate to protect an aquifer from contamination. If EPA knows that such mechanisms are effectively in place for certain projects and localities, they would not be reviewed by EPA, or they would be reviewed and approved without any additional conditions. In some cases, project approvals are simply granted on the premise that applicants document compliance with existing standards.

Q: Under what circumstances would EPA ask for additional conditions before approving federal funding?

A: EPA would ask for changes to a project only when it would pose a threat to public health. Occasionally, weak ground water protection standards, poor project designs, or site-specific concerns for ground water quality lead to specific EPA recommendations or requirements. However, if EPA decides that a particular project might harm an aquifer, the funding applicant has the opportunity to modify the project. EPA often helps by providing advice or technical assistance to the federal funding agency, project engineer, and funding applicant on just what must be done to make a project safe.

Whenever feasible, EPA coordinates project reviews with various federal, state, and local agencies that have a responsibility for ground water quality protection. This helps everyone involved learn more about the project, local aquifer hydrogeology, and the latest ground water protection tools and pollution prevention techniques available. This coordination ensures that any EPA conditions will complement and support existing ground water protection efforts.

Q: Has EPA ever denied federal funding to a project?

A: Yes, there have been rare cases where federal funding has been denied when an applicant has been either unwilling or unable to modify a project to protect an aquifer.

Q: If EPA refuses to approve federal funding, is that decision final and will the project just be cancelled?

A: Not necessarily. The project proponent can, if financially able, decide to go it alone without the federal funds. Or, the project can be improved to protect the aquifer. Or, EPA's determination can be appealed through judicial review in the U.S. Court of Appeals.

Q: What about projects that have received federal funding prior to the aquifer being designated. Will such projects be reviewed under the SSA program?

A: No. SSA reviews are not retroactive. Any project where the funding was approved prior to a designation is not subject to SSA review. However, if additional federal funds are requested to modify or expand the project, the use of the new funding could be evaluated.

Q: How does EPA find out about projects to review and doesn't the SSA program just add more "red tape" to the federal funding process?

A: EPA can learn of proposed projects through its own investigations, or from notification by various federal, state, local, or private entities. However, EPA relies primarily on Memorandums of Understanding (MOUs) with other federal funding agencies to identify projects for possible review. These MOUs help establish review responsibilities under the SSA program by outlining notification procedures and by listing specific types of projects which should or should not be referred to EPA. MOUs are used to screen out routine projects that would have little or no impact on an aquifer, to outline information needed by EPA to perform a review, and to sometimes describe specific regulations, polices, or practices that must be met and verified before a type of project can be funded. MOUs also obligate EPA to review projects within 30 days of notification which further limits or eliminates any delays in project funding.

Q: Are there any regulations which require federal agencies to notify EPA about projects?

A: With the exception of federal SSA regulations that apply only to the Edwards Aquifer in Texas, there are no requirements that federal agencies notify EPA about projects. However, if EPA learns of projects on its own or from other sources, it has the authority under the Safe Drinking Water Act to review them.

Q: What are some examples of projects that EPA typically reviews and what agencies fund them?

A: EPA has reviewed major highway improvement projects (Federal Highway Administration); new transit centers and park-and-ride lots (Federal Transit Administration); public water supply improvements, wastewater treatment facilities, and projects that involve animal wastes (Farmers Home Administration); and housing subdivisions and other building construction projects that are not served by public water, sewer, and storm water drainage systems (Housing and Urban Development).

Q: Does EPA review federally-assisted home mortgage loans, such as those offered through the VA or FHA?

A: EPA generally would not get involved if a private citizen were to seek such a loan to build a single family dwelling. However, EPA could get involved in reviewing a cluster of homes that were federally-assisted if they would collectively pose a threat to ground water quality. Unfortunately, there is no "magic number" when a collection of homes begins to pose a threat. This must be evaluated on a case-by-case basis and depends on several factors including local soil and geology, depth to ground water, density of the homes, and the type of water, sewage and storm water systems proposed. These factors help to estimate the volume and characteristics of pollutant sources, potential pathways to the aquifer, and thus possible impacts to public health.

Q: To what extent does EPA review agricultural projects?

A: EPA's role regarding agriculture has traditionally been to coordinate with the federal funding agency through the MOU process to ensure that all existing federal, state, and local ground water quality regulations are being followed. EPA may also ask the funding agency ensure that the applicant is aware of, or possibly follows, the most appropriate agricultural management practices which are feasible.

For example, if a federal agricultural agency funds or designs a new crop irrigation system, conditions could be set that such systems include a backflow prevention device in accordance with state and federal requirements, or that nutrients applied through the system are done so at acceptable agronomic rates. Another example is that livestock operations seeking federal loans for herd expansions could be reviewed to ensure that

adequate animal waste management facilities are first in place to handle the additional waste and that any applicable permits or state guidelines are followed. It should be noted that agricultural operations that seek federal funds often do so to "improve" existing practices or facilities, to the benefit of water quality, and should therefore not be significantly impacted by an EPA review.

- Q: Given all these potential restrictions on projects, doesn't a SSA designation give EPA control over local land-use decisions and private property use?
- A: No. Local land-use and private property "takings" are completely outside the scope of the SSA program. EPA becomes involved only when the federal government has already been requested to be involved by providing some kind of financial assistance. The SSA program provides "insurance" for the government and taxpayers by ensuring that federal programs won't fund projects that cause a designated aquifer to become contaminated. Pollution prevention efforts are far more cost-effective than trying to clean up polluted ground water or finding alternate sources of drinking water.
- Q: But won't a sole source aquifer designation lead to increased environmental regulation from state and local governments?
- A: Some states have adopted regulatory provisions that trigger more detailed environmental reviews for projects proposed over EPA-designated SSAs. In addition, sole source aquifers are sometimes identified as examples of areas that should be prioritized or managed for increased ground water protection efforts.

EPA recommends that such efforts take into account the relative vulnerability of the resource, and where necessary the ground water's use and value. For example, it may not be appropriate or feasible to focus intense regulatory or enforcement efforts on EPA-designated aquifers or aquifer systems which cover extremely large areas. As state and local resources are limited, such measures should be focused on smaller areas such as the recharge areas to public wells (wellhead protection areas), or other valuable or highly-vulnerable ground water resource areas.

*FACT SHEET
BISCAYNE AQUIFER
SOLE SOURCE AQUIFER
SOUTH FLORIDA*

General

The petition to designate the Biscayne Aquifer as a Sole Source Aquifer under the authority of the Safe Drinking Water Act, Section 1424(e), was submitted to EPA on 08 May 1978, on behalf of Joseph E. Podgor, Jr.; Nancy Carol Brown; Marjory Stoneman Douglas; Marilyn Reed; Daniel Jackson, PhD; Pamela Pierce and Michael F. Chenoweth.

Notice of receipt of the petition and request for comment was published in the *Federal Register* on 08 September 1978.

Designation of the area as a Sole Source Aquifer was announced 11 October 1979 in the *Federal Register*.

Specific

The Biscayne Aquifer is the "sole source" of drinking water for over 3 million people in southeast Florida, including those in cities and towns, and those using private wells.

The Biscayne Aquifer is highly permeable and vulnerable to contamination through its recharge zone, which permits rapid and direct infiltration of recharge waters and contaminants.

Location

The Biscayne Aquifer lies within an area of south Florida bounded by the Atlantic Ocean and the Gulf of Mexico between Whitewater Bay in Monroe County and Delray Beach in Palm Beach County; and by a line drawn from the mouth of Whitewater Bay northeasterly and northerly to the intersection of the northern boundary of Monroe County and the western boundary of Dade County; and thence northerly and northeasterly to the intersection of the North New River Canal and the boundary line separating Broward and Palm Beach Counties; and finally east-northeasterly to Delray Beach. The enclosed area includes all of Dade County and parts of Broward, Monroe and Palm Beach Counties.

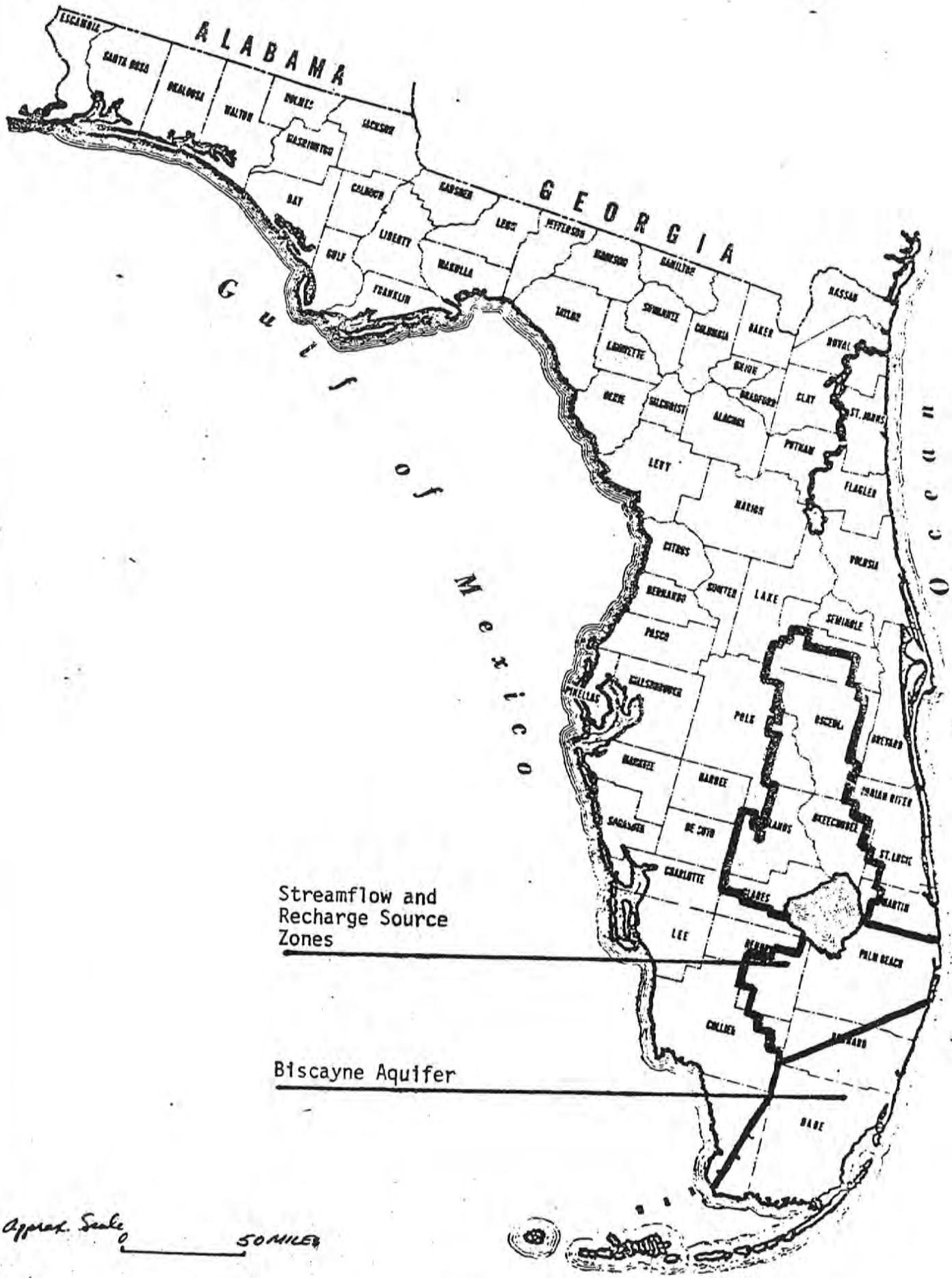
Additionally, the streamflow and recharge source zone of the Biscayne Aquifer was delineated and projects located within this area are subject to review, although not as stringently as projects located within the actual Biscayne Aquifer area. This area includes portions of Collier, Glades, Hendry, Highlands, Lake, Martin, Okeechobee, Orange, Osceola, Polk and St. Lucie Counties.

For Additional Information

To receive additional information, please contact:

Jackye L. Bonds, Environmental Scientist
Ground Water/Drinking Water Branch
US Environmental Protection Agency, Region 4
100 Alabama Street, SW
Atlanta, GA 30303

Phone: 404/562-9448
bonds@jackye.epamail.epa.gov



ALABAMA

GEORGIA

Gulf of Mexico

FLORIDA

Streamflow and
Recharge Source
Zones

Biscayne Aquifer

Approx. Scale 50 MILES

Biscayne Aquifer and Related Areas, Florida 1979

FACT SHEET
VOLUSIA-FLORIDAN AQUIFER
SOLE SOURCE AQUIFER
EAST CENTRAL FLORIDA

General

The petition to designate the Volusia-Floridan as a Sole Source Aquifer under the authority of the Safe Drinking Water Act, Section 1424(e), was submitted to EPA by the Environmental Council of Volusia County on 18 June 1982.

Notice of receipt of the petition and request for comment was published in the *Federal Register* on 08 December 1982.

Designation of the area as a Sole Source Aquifer was announced 18 November 1987 in the *Federal Register*.

Specific

Major cities in the area include Ormond Beach, Daytona Beach, New Smyrna Beach and DeLand.

Over 412,000 people are served by the Volusia-Floridan Aquifer (based on 1990 population estimates). The aquifer provides nearly all of the area's drinking water. Within the area, approximately 150 public water systems withdraw drinking water from the aquifer.

The recharge zones consist of sandy terraces and ridges in Volusia County and are entirely dependent upon local rainfall.

There are no cost-effective alternative drinking water sources for the petitioned area.

Location

The designated area includes all of Volusia County and portions of Flagler and Putnam Counties, Florida, and extends approximately 1,450 square miles. The area is shown on the attached map and may be generally described as follows:

The northern boundary of the designated area begins at the southeast corner of Flagler Beach State Park and curves south and west through the community of Karona at US Highway 1. The boundary continues southwest, west and northwest to the intersection of Haw Creek and Crescent Lake. The boundary then follows the west bank of Crescent Lake to Dunn's Creek and follows the west bank of Dunn's Creek to its intersection with the St. John's River. The border of the designated area then follows the east bank of the St. John's River to Lake George and the east bank of Lake George to its intersection with the boundary of Volusia County. The boundary of the designated areas and the boundary of Volusia County are congruent for the remainder of the area's western and southern boundaries to the Atlantic Ocean. The area's eastern boundary is the Atlantic Ocean.

For Additional Information

To receive additional information, please contact:

Jackye L. Bonds, Environmental Scientist
Ground Water/Drinking Water Branch
US Environmental Protection Agency, Region 4
100 Alabama Street, SW
Atlanta, GA 30303

Phone: 404/562-9448
bonds@jackye.epamail.epa.gov



Figure 1. Boundary map of the Volusia-Floridan Sole Source Aquifer



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 4

345 COURTLAND STREET, N.E.
ATLANTA, GEORGIA 30365

05 December 1995

Mr. Frederick R. Birnie, P.E.
District Environmental Management Engineer
Florida Department of Transportation
719 South Woodland Boulevard
Deland, FL 32720

RE: Light Rail System Through Osceola, Orange, and Seminole
Counties, FL

Dear Mr. Birnie:

The U. S. Environmental Protection Agency (EPA) has received your request for environmental review of the above-referenced proposed project. EPA has review authority pursuant to Section 1424(e) of the Safe Drinking Water Act to administer the Sole Source Aquifer Program. Regulatory groups within the EPA Region 4 office responsible for administering other programs may, at their own discretion and under separate cover, provide additional comments.

The referenced project is not located within the boundaries of the Volusia-Floridan Aquifer System, a designated Sole Source Aquifer area. For this reason, EPA will not need to review this project for impacts to a sole source aquifer system.

However, the proposed rail site is in close proximity to the Volusia County line, the entire county of which is within the Volusia-Floridan Aquifer System. Therefore, extreme care should be taken in all activities related to this project, especially in planning, because of the potential adverse impacts related to, for example, spills along the tracks, etc.

Thank you for allowing me to review this proposal. If you have any questions in regard to this or other matters, please do not hesitate to contact me at 404/347-3866 X6649.

Sincerely,

A handwritten signature in cursive script that reads "Jackye L. Bonds".

Jackye L. Bonds
Environmental Scientist
Ground Water Protection Branch

**FACT SHEET
BISCAYNE AQUIFER
SOLE SOURCE AQUIFER
SOUTH FLORIDA**

GENERAL

- o The petition to designate the Biscayne Aquifer as a Sole Source Aquifer under the authority of the Safe Drinking Water Act, Section 1424(e), was submitted to EPA on 08 May 1978, on behalf of Joseph E. Podgor, Jr.; Nancy Carol Brown; Marjory Stoneman Douglas; Marilyn Reed; Daniel Jackson, PhD; Pamela Pierce and Michael F. Chenoweth.
- o Notice of receipt of the petition and request for comment was published in the *Federal Register* on 08 September 1978.
- o Designation of the area as a sole source aquifer was announced 11 October 1979 in the *Federal Register*.

SPECIFIC

- o The Biscayne Aquifer is the "sole source" of drinking water for over 3 million people in southeast Florida, including those in cities and towns, and those using private wells.
- o The Biscayne Aquifer is highly permeable and vulnerable to contamination through its recharge zone, which permits rapid and direct infiltration of recharge waters and contaminants.
- o The effect of this designation is to allow EPA to review projects funded with Federal financial assistance that are located in the designated area. Privately financed projects are not reviewed under the program. EPA may request additional information from the submitting agency, and if the project presents a threat to ground water quality, EPA may require project modifications. In extreme cases, Federal financial assistance can be denied.

Sole Source Aquifer Program

PROGRAM DESCRIPTION

Major components of the Sole Source Aquifer (SSA) Program were established under Section 1424(e) of the Safe Drinking Water Act. This section authorizes the Environmental Protection Agency (EPA), on the Agency's initiative or upon petition, to determine that an aquifer is the "sole or principal source" of drinking water for a population. The program also authorizes EPA to review federally funded projects planned for a SSA area to determine the potential for contaminating the aquifer and adversely affecting public health. Based on the findings of EPA's view, no commitment of federal assistance may be made for projects which EPA determines may contaminate a sole source aquifer so as to create a significant hazard to public health, although federal funds may be used to modify project to ensure that they will not so contaminate such aquifers. Projects funded by non-federal assistance are not reviewed for this program.

STATUS

As of 01 January 1997, three SSA areas have been designated in Region 4. They are:

Biscayne Aquifer - south Florida

Volusia-Floridan Aquifer - east-central Florida

Southern Hills Regional Aquifer System - western Mississippi/eastern Louisiana
(shared with Region 6)

Briefing materials regarding the designation of each of these aquifers, including maps, are provided in the attached Fact Sheets. No SSA designation petitions are currently under review in Region 4.

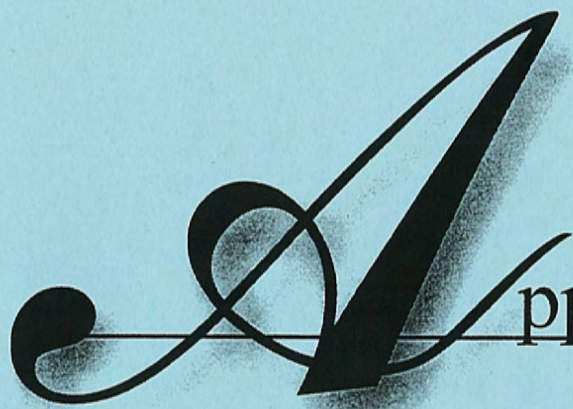


Streamflow and Recharge Source Zones

Biscayne Aquifer

Approx. Scale 50 MILES

Biscayne Aquifer and Related Areas, Florida 1979



ppendix C.2

State Agencies





Department of Environmental Protection

Lawton Chiles
Governor

Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard
Tallahassee, Florida 32399-3000

Virginia B. Wetherell
Secretary

June 27, 1996

Keri Akers
Department of Community Affairs
Suite 305
2740 Centerview Drive
Tallahassee, Florida 32399-2100

Re: SAI # FL9605130335C - Advance Notification for Interstate 4 Widening from 0.25 miles west of State Road 528 to 0.25 miles east of State Road 472 through Orange, Seminole and Volusia Counties.

Dear Ms. Akers:

The Department has reviewed the referenced advance notification. We offer the following comments and recommendations that may be of importance for the environmental review, planning, and design of this project.

Project Description

The Florida Department of Transportation (FDOT) is requesting \$ 906,733 million from the Federal Highway Administration (FHWA) for a project to widen a 43 mile segment of I-4 from four to six general use lanes plus two additional high occupancy lanes. Further, these funds will be used to evaluate the need for interchange modifications.

As the most important east-to-west highway corridor in the central part of the state, I-4 has experienced tremendous increases in vehicle use resulting in substantial traffic congestion. FDOT has initiated a number of related projects along the I-4 corridor from Tampa to Daytona Beach which are all a part of the overall I-4 Multimodal Master Plan. Specifically, FDOT District Five has also requested the following:

- * \$ 81 million for the adjoining, less urbanized Volusia County segment;
- * \$ 47 million for the Osceola County segment;
- * \$ 25 million for Seminole County (four to six lanes);
- * \$1.2 billion for the planned and related Light Rail system

Page 1 of 6

"Protect, Conserve and Manage Florida's Environment and Natural Resources"

Printed on recycled paper.

* \$ 155 million to widen I-4 from four to six lanes and add two addition High Occupancy Vehicle (HOV) lanes through portions of Orange, Osceola and Polk Counties.

These requests are also linked to other ongoing projects such as the Orlando Intermodal Center being proposed by the Central Florida Regional Transportation Authority (LYNX), and the planning for the Florida High Speed Rail which may also use portions of the I-4 corridor and will likely co-locate terminal linkage with light rail and bus transit.

National Environmental Policy Act

Previously, general planning for all these projects was covered under the I-4 Multimodal Master Plan. However, at the present time, each of these projects is being evaluated in separate Project Development and Environmental Study documents. The Department is concerned that a segmented review may not adequately address regional environmental and community issues. It would be preferable for the entire project to be evaluated in a comprehensive NEPA document. If the segments are considered in separate environmental documents there should be some coordination between them, including a recognition of the cumulative and secondary impacts of the projects as a whole. For this segment FDOT has indicated that they plan to prepare an Environmental Impact Statment (personal communication with FDOT, Deland). We concur and recommend that FDOT consult with the Department in the preparation of the Draft EIS for the segment described in this Advance Notification. The draft EIS should be submitted for coordinated interagency review before DOT makes its finding of significance.

A description of some important environmental planning and design concerns is provided below.

General Comments

There are no existing or proposed CARL projects along the portion of Interstate 4 proposed for widening in this notification. There are several managed areas currently owned by the state nearby, but they appear to be located outside the proposed project's impact area. The nearest managed areas are the Wekiva River Buffers, managed by the St. John's River Water Management District, and the Lower Wekiva River State Reserve, which is managed by DEP's Division of State Lands. State-owned lands are associated with several of the lakes that may be impacted by the proposed project. Any impacts to these lands will require a lease from the Board of Trustees of the Internal Improvement Trust Fund.

The FNAI database identified the presence of scrub communities along the southern portion of the proposed project in Orange County. Scrub is a unique community type that occurs almost exclusively in Florida. This ecosystem along with its many endangered and threatened species is being rapidly lost to development (Guide to Natural Communities of Florida, FNAI

1990). Evaluation of these areas should be undertaken prior to construction and impacts to these sensitive areas should be avoided.

In addition to the scrub communities, the FNAI database lists several species which may be impacted by the proposed road widening. In order to avoid impacting these species and communities, an extensive survey of the area should be conducted prior to construction. For your information, a copy of the FNAI database is attached.

Stormwater Impacts

As noted in the Advance Notification package, there are a number of lakes that may be affected by the expansion of I-4 and the development of numerous parking areas adjacent to the corridor for light rail and HOV commuters. These include: Ivanhoe, Concord, Big Sand Lake, Lake Cathrine and Myrtle which are located in the Orlando area; Lake Lucien and Destiny in Maitland and Eatonville; and, Lake Monroe, Cranes Roost, Goose Lake, Grace Lake and Trout Lake in the Seminole/Volusia County portion. Project design must include sufficient stormwater management and water quality protection. Again, an analysis of the inter-relationships and impacts of this particular I-4 project to related projects should be included in the development of the EIS.

For certain lakes such as Ivanhoe, Concord, Lucien and Monroe, Goose and Trout direct physical impacts from the extension of highway/right-of-way footprint will occur (i.e., the highway goes over or directly adjacent to these lakes). Lakes Ivanhoe, Concord, Lucien and Cranes Roost also serve as important recreational and aesthetic features of the existing developed communities (Orlando, Maitland and Altamonte Springs). Protection and possible enhancement of these important community attributes should be addressed in the EIS.

Particular areas of stormwater management concern in Volusia County may exist near Saxon Boulevard, Orange City, Deltona and Lake Macy. The original design of the I-4 corridor in these areas may have disrupted historic drainage patterns. During the proposed expansion project there may be the opportunity to re-establish a more natural drainage flow.

Multimodal Integration

Pedestrian, Bikeway Connections

Orange County, Orlando and Maitland have each implemented bicycle plans as a part of their multimodal approach to transportation. The goal of these plans is to increase bicycle use for local transportation by providing a system of safe, economical and efficient bikeway facilities. The design of I-4 should ensure safe integration of bicycle/pedestrian cross-linkages. In doing so, certain features should be

incorporated into the design of underpasses, overpasses and approaches to these areas which foster safe bicycle and pedestrian traffic (e.g., see attached map showing locations of bicycle route and I-4 intersection node for the City of Orlando). The recent publication entitled, "Pedestrian & Transit Friendly Design" by Reid Ewing (FAU/FIU Joint Center for Environmental & Urban Problems) in cooperation with FDOT, provides some specific design criteria that may be useful.

Throughout the entire project, construction plans should incorporate alternative design features to accommodate community oriented non-motorized modes of transportation. I-4 passes directly through well established communities. Its reconstruction should not create barriers to pedestrian/bicycle connections. The FDOT should work closely with the counties, cities and citizens of the impacted neighborhoods so that functional, community multimodal options are created or enhanced. In this regard, the East Central Florida Regional Planning Council and the MPO have been developing the pedestrian/bicycle plan for the area and should be consulted along with the planning staffs from each of the respective jurisdictions as to the location of proposed crosslinks and their required design specifications (Mighk Wilson of the MPO should be contacted). The Cities of Orlando, Maitland, Eatonville, Altamonte Springs and Orange, Seminole and Volusia Counties have each expressed a desire to improve cross-connectivity through the I-4 corridor for pedestrian and bicycle modes of transportation.

Seminole County Greenway Linkages

Seminole County has been involved in the development of a Greenway Plan which links large publicly owned tracts of land east and west of I-4 (Lake Jessup, Spring Hammock & Big Tree Park to the east and Wekiva River properties to the west.). Accommodation of these linkages across the I-4 corridor should be incorporated into this project. In particular, greenway crossings are planned to occur at: E.E. Williamson Road (new); the existing State Road 46A overpass; the abandoned Seaboard Coast Railroad underpass adjacent to the planned beltway extension (part of the S.R. 46 underpass); and, where U.S. 17-92 crosses under I-4 near Lake Monroe (see attached map). Design of these multimodal cross-linkages should emphasize separation of automobile traffic from the pedestrian/bicycle/equestrian traffic through the construction of functional barriers and/or landscaping.

The E.E. Williamson Road and I-4 crossing has been noted by the Cross-Seminole Trail Alliance as one in need of special design and landscaping modification. This apparently is the link for the Lake Jessup/Spring Hammock to Wekiva Greenway connection. Contacts at Seminole County include, Ben H. Griffith (Seminole County Planning), Jeff Payne of the Cross Seminole Trails Alliance and Grey Wilson of the Seminole County Trails & Greenways Task Force, Wiley Dykes of the Florida Trail Association and Jackie Baker for equestrian concerns.

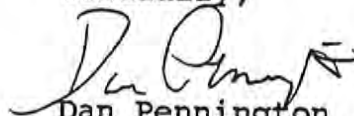
Rail & Bus Linkages

In the design and construction of an expanded I-4, added emphasis should be placed on integrating the various alternative modes of transportation with design of this road. Given the tremendous number of tourists in the area and the expanding local population, the redesign of I-4 should ensure that rail alternatives, such as the Florida High Speed Rail, and the more local commuter-oriented light rail system are integrated into an overall regional transportation network. Park and ride facilities adjacent to the interstate should be co-located at the high speed rail and light rail intersections. Ease of transfer and adequate linkage to the regional bus network (LYNX), the Orlando International Airport, and the local bicycle and pedestrian routes should be important design considerations. Convenience, functionality and aesthetics for commuters that choose the alternative modes should be a major focus of design in the urban metropolitan area. Multimodal planning for I-4 should aim to reduce the number of necessary vehicular trips via functional, safe alternatives that must in places share (or parallel) and crossover the I-4 corridor.

The EIS covering this segment of the I-4 corridor should also address Volusia County's expressed interest in the extension of the proposed light rail to the City of Deltona. There may be a sufficient justification for the light rail alternative transportation to serve the significant numbers of commuters from Deltona to Orlando.

We appreciate the opportunity to comment on this advance notification and would like the opportunity to work with the FDOT in the development and review of the draft EIS as it is prepared. If you have any questions please call me at (904) 487-2231.

Cordially,

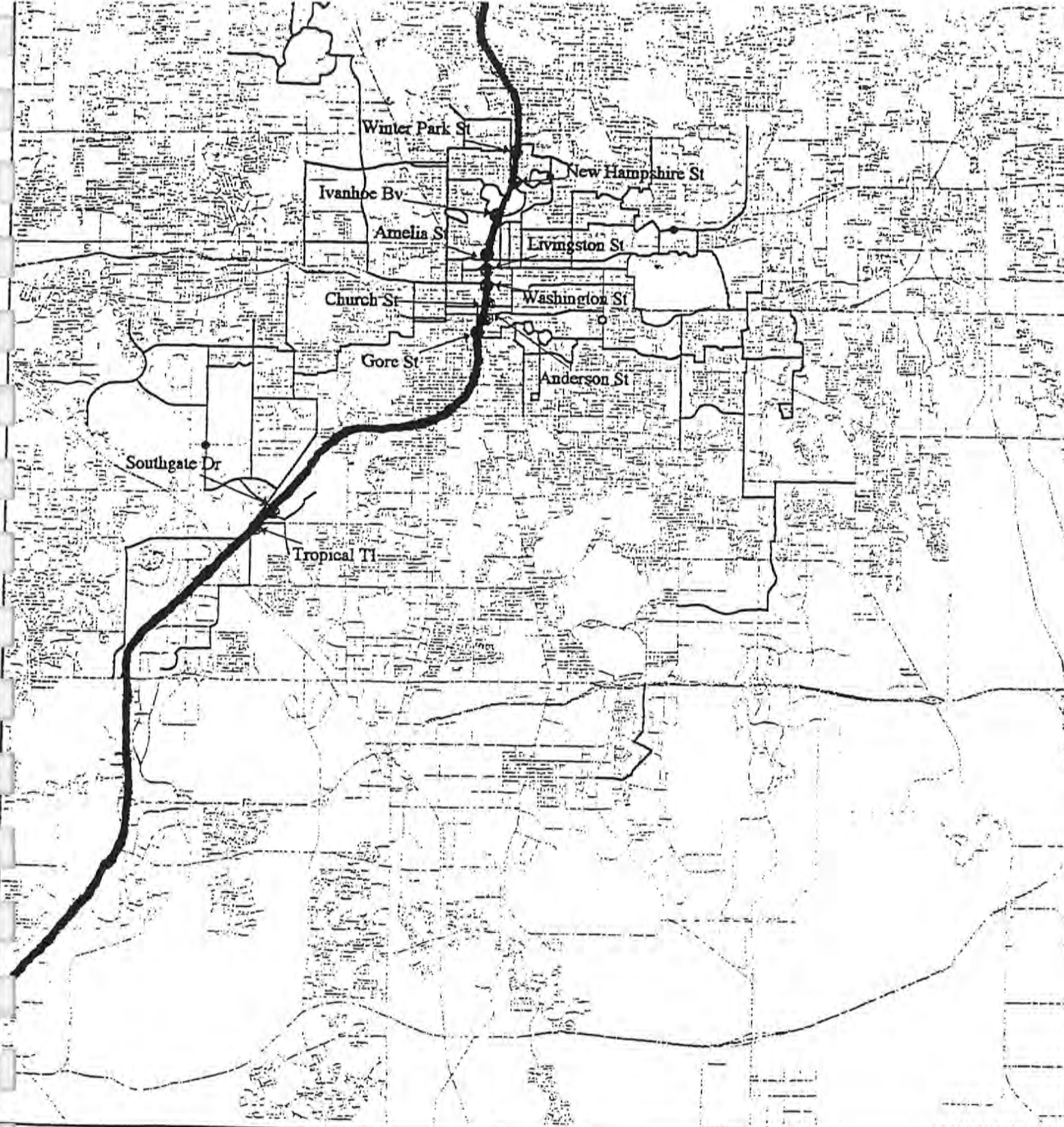


Dan Pennington
Office of Intergovernmental
Programs

DP

cc: Kathleen Greenwood, DEP, Division of State Lands
Ruth McLemore, DEP Orlando
Barbara Bess, Ecosystem Coordinator, DEP Orlando
Bob Gleason, FDOT, Deland
Harold Web, FDOT, Deland
Rick Halvorsen, FDEP Greenways & Trails
Clay Henderson, Florida Audubon Society
Margaret Spontak, SJRWMD
Doug Coward, 1000 Friends of Florida
Ron Paradise, Volusia County
John Flora, City of Maitland

Ben Griffith, Seminole County
Kendell Kieth, Orange County
Bill Thomas, Orange County
Richard Bernhardt, City of Orlando
Ruth Hamburg, City of Orlando
Nhur Klasky, City of Orlando
Val Hubbard, City Of Orlando
Frank Martz, City of Altamonte Springs
Jody Rosier, Florida Audubon Society
Robert King
Wiley Dykes, Florida Trail Association
Jackie Baker
Mighk Wilson, MPO
Tara Bartee, FDOT



**CITY OF ORLANDO
PROPOSED BIKEWAY FACILITY MAP**

-  Residential Street Signage
-  Off-Street Dual Use Facilities
-  Bike Lanes
-  Bikeway Structures
-  Bikeway Plan and I-4 Master Plan intersections



Source: City of Orlando Transportation Planning Bureau

Seminole County Greenways, Trails & Bikeways Conceptual Master Plan

Goals

Provide for greenways, trails and bikeways as a vital element to maintain and improve the quality of future development and community revitalization efforts throughout Seminole County. A coordinated program will result in:

- Increased multi-use recreational facilities
- Linkages between our neighborhoods, schools, parks, and activity centers
- Alternative transportation opportunities
- Enhanced quality of life for residents and business.

Objectives

- Plan for greenways, trails and bikeways as part of the necessary infrastructure of development and community revitalization.
- Provide viable alternatives to move around Seminole County outside of a personal automobile and mass transit.
- Provide increased recreational opportunities for walking, hiking, biking and equestrian users.
- Revitalize or enhance neighborhoods with linkages to nearby parks, schools and activity centers.
- Provide on road bike lanes/routes for commuting and touring cyclists.
- Connect large Natural Lands, parks and activity centers throughout the County and region.
- Protect greenway corridors which will preserve and connect important natural resources.
- Encourage private industry to integrate greenways, trails and bikeways into development planning.

Map Assumptions

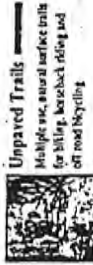
Graphic depicts proposed projects identified by Task Force and public input. Each corridor will require further analysis to determine feasibility. Local links will be determined through Neighborhood Linkage Program.



DESCRIPTIONS



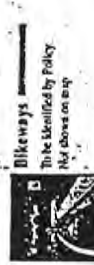
Greenways
Corridors of preserved open space that are managed for recreation and/or recreation.



Unpaved Trails
Multiple use, natural surface paths for hiking, mountain biking and off road bicycling.



Potential Trailhead
Areas along trail corridors which can provide facilities for trail users, such as restrooms, parking, picnic areas, concessions and trails.



Bikeways
To be identified by Policy. Not shown on map.



Paved Trail
Multiple use, asphalt or concrete paths for walking, bicycling and jogging, and may include a adjacent approved trail.

SYMBOLS KEY

Showcase Trails

- Seminole-Walks Trail, multi use
- Cross Seminole Trail, paved
- Old State Road 13 Trail, unpaved

Florida National Scenic Trail

- Powerline Easements
- Railroad Corridors
- Existing Municipal Pedestrian And Bikeway Plans



Activity Centers



Natural Lands Purchase



Public Lands



Public Facilities



Conservation Easements



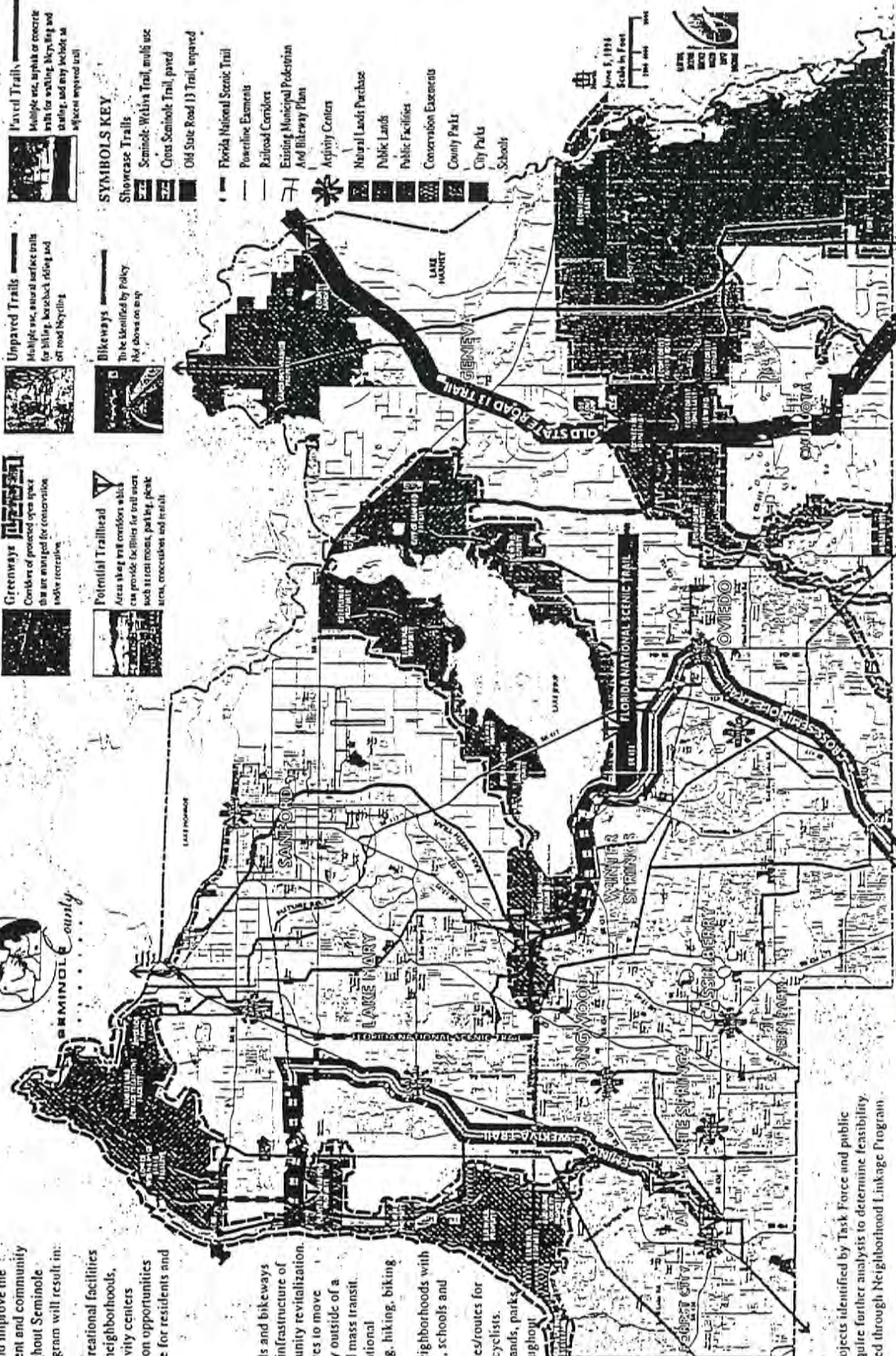
County Parks



City Parks



Schools



June 5, 1998
Scale in Feet
1" = 1/4" Mile

FLORIDA NATURAL AREAS INVENTORY
1018 Thomasville Rd., Suite 200-C
Tallahassee, Florida 32303
(904) 224-8207

MEMORANDUM

To: Dept. Environmental Protection, Division of State Lands
Office of Environmental Services, Mail Station 140
3900 Commonwealth Blvd.
Tallahassee, Florida 32399-3000

ATTENTION: Ms. Kathleen Greenwood

From: Barbara Lenczewski, Ph.D.
Environmental Reviewer

Sender's Phone # (904) 224-8207
Receiving Fax # (904) 922-6233
Pages 18

Date: 23 May 1996

Re: I-4 Widening from SR 528 to SR 472 in Orange, Seminole and Volusia Counties located on the Lake Jessamine, Orlando West, Forest City, Caselberry, Orange City and Sanford 7.5 minute U.S.G.S. quadrangles.

I have reviewed the proposed project in the location described above with respect to known occurrences of threatened/endangered plants, animals and natural communities recorded in the FNAI data base.

The following element occurrences are found within a one mile corridor of the proposed route:

Scientific Name	Common Name	Global Rank	State Rank	Fed. Status	State Status	Notes
<u>Vertebrates:</u>						
<i>Gopherus polyphemus</i>	Gopher Tortoise	G3	S3	C2	LS	4 occurrences - all on or very near site, see records.
<i>Aphelocoma coerulescens coerulescens</i>	Florida Scrub Jay	G5T3	S3	LT	LT	3 occurrences, on or very near site, see records.
<i>Haliaeetus leucocapillus</i>	Bald Eagle	G4	S3	LT	LT	on or very near site, see record.
<u>Natural Communities:</u>						
Scrub		G2	S2	N	N	6 occurrences - 2 on site, see records and also = .2 mi. S, .9 mi. W, .3 and .05 mi. E.
<u>Plants:</u>						
<i>Lachna cernua</i>	Nodding Pinweed	G3	S3	3C	LE	3 occurrences - on or very near site, see records.
<i>Paronychia chartacea ssp. chartacea</i>	Paper-like Nailwort	G3T3	S3	LT	LE	3 occurrences on or very near site - new records, not available.
<i>Persea humilis</i>	Scrub Bay	G3	S3	3C	N	2 occurrences on or very near site, 1 record new, info not available. Also = .9 mi. W, .05 and .3 mi. E.
<i>Lupinus westianus</i>	Gulf Coast Lupine	G2	S2	C2	LT	on and adjacent to site and also = .9 mi. W.
<i>Asclepias curtissii</i>	Curtis' Milkweed	G3	S3	N	LE	= .3 mi. E.

Invertebrates:

Cincinnatia ponderosa
Procambarus ochronis

Ponderosa Spring Snail
Orlando Cave Crayfish

G1	S1	C2	N	~ 4 mi. W.
G1	S1	C2	N	

Others:

Aquatic Cave

G3	S2	N	N	
----	----	---	---	--

The Wekiva River Buffers Conservation Area, managed by the St. John's River Water Management District is located approximately one mile west of the project site. The Lower Wekiva River State Reserve and other State Lands, managed by the FL Dept. of Environmental Protection are on and adjacent to this site. The DeBary Hall Historic Site, managed by Volusia County is located approximately .8 miles west of this project site.

The quantity and quality of data collected by the Florida Natural Areas Inventory are dependent on the research and observations of many individuals and organizations. The FNAI data base represents a compilation of information extracted from published and unpublished literature, museums and herbaria, field surveys, personal communications, and other sources. Records for new occurrences of plants and animals are continuously being added to the database and older occurrence records may change as new information is gathered.

Florida Natural Areas Inventory reports summarize the existing information known to FNAI at the time of the request regarding the biological elements or locations in question. They should never be regarded as final statements on the elements or areas being considered, nor should they be substituted for on-site surveys required for environmental assessments.

Information provided by this data base may not be published without prior written notification to the Florida Natural Areas Inventory, and FNAI must be credited as an information source in these publications. We also request that the above underlined sentence be included in acknowledgements of the data. FNAI data may not be sold for profit.

Please call if you have any questions or if you need further information.

a:multil.grc

scientific name: HALIAEETUS LEUCOCEPHALUS
common name: BALD EAGLE

grank: G4 federal status: LT
srank: S2S3 state status: LT

date last observed: 1994
county name: Orange

quad name: ORLANDO WEST

township and range: 022S029E section: 11 precision: M
town/range comments: NW4

general desc.:

EO data: NEST; 1994: ACTIVE, PRODUCED 0 YOUNG; 1993: ACTIVE, PRODUCED
0 YOUNG; 1992: PRODUCED 1 YOUNG, NEST DOWN; 1991: PRODUCED 1
YOUNG.

managed area name:

owner:

owner comments:

best source: FLORIDA GAME AND FRESH WATER FISH COMMISSION. 1994 BALD
EAGLE PRODUCTION SURVEY SUBMITTED BY J. H. WHITE.

conum.: 611

data sens.:

scientific name: GOPHERUS POLYPHEMUS
common name: GOPHER TORTOISE

grank: G3 federal status: C2
srank: S3 state status: LS

date last observed: 1987-12-16
county name: Orange

quad name: LAKE JESSAMINE

township and range: 024S028E section: 11 precision: M
town/range comments: SE 1/4

general desc.:

EO data:

managed area name:

owner:

owner comments:

best source: CHRISTMAN, S.P. 1988. ENDEMISM AND FLORIDA INTERIOR SAND
PINE SCRUB. REPORT TO FGFWFC.

conum.: 478

data sens.:

scientific name: GOPHERUS POLYPHEMUS
common name: GOPHER TORTOISE

grank: G3 federal status: C2
srnk: S3 state status: LS

date last observed: 1987-12-07
county name: Orange

quad name: LAKE JESSAMINE

township and range: 023S028E section: 27 precision: M
town/range comments: NE 1/2

general desc.:

EO data:

managed area name:

owner:

owner comments:

best source: CHRISTMAN, S.P. 1988. ENDEMISM AND FLORIDA INTERIOR SAND
PINE SCRUB. REPORT TO FGFWFC.

eonum.: 474

data sens.:

05/23/96

scientific name: GOPHERUS POLYPHEMUS
common name: GOPHER TORTOISE

grank: G3 federal status: C2
srank: S3 state status: LS

date last observed:
county name: Orange

quad name: LAKE JESSAMINE

township and range: 023S028E section: 26 precision: M
town/range comments: E 1/2

general desc.: OPEN ROSEMARY/SAND PINE SCRUB/OAK SCRUB.

EO data:

managed area name:

owner:

owner comments:

best source: CHRISTMAN, S.P. 1988. ENDEMISM AND FLORIDA INTERIOR SAND
PINE SCRUB. REPORT TO FGFWFC.

conum.: 466

data sens.:

scientific name: GOPHERUS POLYPHEMUS
common name: GOPHER TORTOISE

grank: G3 federal status: C2
srank: S3 state status: LS

date last observed: 1988-02-15
county name: Orange

quad name: LAKE JESSAMINE

township and range: 024S028E section: 10 precision: M
own/range comments: SE 1/4

general desc.: LAKE CROWELL SOUTH SCRUB AREA (SEE SCRUB .514).

EO data:

managed area name:

owner: HANAN BEN ZEEV

er comments:

best source: CHRISTMAN, S.P. 1988. ENDEMISM AND FLORIDA INTERIOR SAND
PINE SCRUB. REPORT TO FGFWFC.

eonum.: 469

data sens.:

scientific name: SCRUB
common name:

rank: G2 federal status: N
srnk: S2 state status: N

date last observed: 1987-12-16
county name: Orange

quad name: LAKE JESSAMINE

township and range: 024S028E section: 01 precision: S
town/range comments: NW 1/4

general desc.: SAND PINE FOREST/FLATWOODS MOSAIC

EO data:

managed area name:

owner:

owner comments:

best source: CHRISTMAN, S.P. 1988. ENDEMISM AND FLORIDA INTERIOR SAND
PINE SCRUB. REPORT TO FGFWFC.

eonum.: 525

data sens.:

FLORIDA NATURAL AREAS INVENTORY - ELEMENT OCCURRENCE RECORD
05/23/96

scientific name: SCRUB

common name:

grank: G2

federal status: N

srank: S2

state status: N

date last observed: 1987-12-04

county name: Orange

quad name: LAKE JESSAMINE

ownership and range: 023S028E section: 26 precision: S

own/range comments: SE4

general desc.: 2-3 M OAK ^SCRUB^, SOME SAND PINES, MOST NEARBY SCRUB
CLEARED FOR DEVELOPMENTS OR CITRUS GROVES.

EO data: 2-3 M SCRUB OAKS, SOME SAND PINES, MOST NEARBY SCRUB
CLEARED FOR DEVELOPMENTS OR CITRUS GROVES

managed area name:

owner:

other comments:

best source: CHRISTMAN, S.P. 1988. ENDEMISM AND FLORIDA INTERIOR SAND
PINE SCRUB. REPORT TO FGFWFC.

ecnum.: 236

data sens.:

scientific name: APHELOCOMA COERULESCENS COERULESCENS
common name: FLORIDA SCRUB JAY

grank: G5T3 federal status: LT
srank: S3 state status: LT

date last observed: 1981-09-13
county name: Orange

quad name: LAKE JESSAMINE

township and range: 023S028E section: 26 precision: M
town/range comments: SE4

general desc.: 2-3M OAK SCRUB, SOME SAND PINES, MOST NEARBY SCRUB CLEARED
FOR DEVELOPMENTS OR CITRUS GROVES.

EO data: 1981-09-13: 2 ADULT, 2 JUVENILE SCRUB JAYS.

managed area name:

owner:

mer comments:

best source: CHRISTMAN, S.P. 1988. ENDEMISM AND FLORIDA INTERIOR SAND
PINE SCRUB. REPORT TO FGFWFC.

eonum.: 236

data sens.:

FLORIDA NATURAL AREAS INVENTORY - ELEMENT OCCURRENCE RECORD
05/23/96

scientific name: APHELOCOMA COERULESCENS COERULESCENS
common name: FLORIDA SCRUB JAY

rank: G5T3 federal status: LT
srank: S3 state status: LT

date last observed: 1981-08-15
county name: Volusia

quad name: SANFORD

township and range: 019S030E section: 04 precision: M
town/range comments: MIDDLE

general desc.: DISTURBED OAK ^SCRUB^.

EO data: 1981-08-15: 2 SCRUB JAYS.

managed area name:

owner:

other comments:

best source: COX, J.A. 1981. STATUS & DISTRIBUTION OF THE FLORIDA SCRUB
JAY. REPORT TO FLORIDA GAME & FRESH WATER FISH COMMISSION.
92P

ecnum.: 310

data sens.:

scientific name: APHELOCOMA COERULESCENS COERULESCENS
common name: FLORIDA SCRUB JAY

rank: G5T3 federal status: LT
srank: S3 state status: LT

date last observed: 1994-08-31
county name: Volusia

quad name: ORANGE CITY

township and range: 018S030E section: 26 precision: M
town/range comments: NE1/4 NE1/4

general desc.: Early succession sand pine forest above a 50 ft. deep sinkhole-seepage slope. No tree > 15 ft. tall; well drained sands (Paola sand #42); Xeric oaks, Vitis, other upland disturbance spp. comprised mod. thick cover.

EO data: 1994: Kissick observed 2 adults and heard 2 individuals on 24 Aug.; Kissick observed 3 adults on 31 Aug.

managed area name:

owner: JULIAN DEMORA

owner comments: 1850 Lk. Mills Rd., Chuluota, FL 32766. owner not protecting animal.

best source: Kissick, Lee A. (Mr.). St. Johns River Water Mgmt. Dist.
618 East South Street, Orlando, FL 32801. (407) 897-4337.

ecnum.: 461

data sens.:

FLORIDA NATURAL AREAS INVENTORY - ELEMENT OCCURRENCE RECORD
05/23/96

scientific name: LUPINUS WESTIANUS VAR ARIDORUM
common name: SCRUB LUPINE

grank: G2T1 federal status: LE
srank: S1 state status: LE

date last observed: 1987-12-16
county name: Orange

quad name: LAKE JESSAMINE

township and range: 024S028E section: 01 precision: M
wn/range comments: NW 1/4

general desc.:

EO data:

managed area name:

owner:

other comments:

best source: CHRISTMAN, S.P. 1988. ENDEMISM AND FLORIDA INTERIOR SAND-
PINE SCRUB. REPORT TO FGFWFC.

conum.: 025

data sens.: YY

scientific name: LECHEA CERNUA
common name: NODDING PINWEED

grank: G3 federal status: 3C
srank: S3 state status: LE

date last observed: 1987-12-07
county name: Orange

quad name: LAKE JESSAMINE

township and range: 023S028E section: 27 precision: M
town/range comments: NE 1/2

general desc.:

EO data:

managed area name:

owner:

owner comments:

best source: CHRISTMAN, S.P. 1988. ENDEMISM AND FLORIDA INTERIOR SAND
PINE SCRUB. REPORT TO FGFWFC.

iconum.: 068

data sens.:

scientific name: PERSEA HUMILIS
common name: SCRUB BAY

rank: G3 federal status: 3C
rank: S3 state status: N

date last observed:
county name: Orange

quad name: LAKE JESSAMINE

township and range: 023S028E section: 26 precision: M
town/range comments: E 1/2

general desc.: OPEN ROSEMARY SCRUB/SAND PINE SCRUB/OAK SCRUB.

EO data:

managed area name:

owner:

other comments:

best source: CHRISTMAN, S.P. 1988. ENDEMISM AND FLORIDA INTERIOR SAND
PINE SCRUB. REPORT TO FGFWFC.

iconum.: 113

data sens.:

scientific name: PERSEA HUMILIS
common name: SCRUB BAY

grank: G3 federal status: 3C
srank: S3 state status: N

date last observed: 1987-12-07
county name: Orange

quad name: LAKE JESSAMINE

township and range: 023S028E section: 27 precision: M
town/range comments: NE 1/2

general desc.:

EO data:

managed area name:

owner:

other comments:

best source: CHRISTMAN, S.P. 1988. ENDEMISM AND FLORIDA INTERIOR SAND
PINE SCRUB. REPORT TO FGFWFC.

ecnum.: 123

data sens.:

scientific name: NOLINA BRITTONIANA
common name: BRITTON'S BEARGRASS

grank: G2 federal status: LE
srank: S2 state status: LE

date last observed: 1988-02-15
county name: Orange

quad name: LAKE JESSAMINE

township and range: 024S028E section: 10 precision: M
town/range comments: SE 1/4

general desc.: LAKE CROWELL SOUTH SCRUB AREA (SEE SCRUB .514).

EO data: THE LAKE CROWELL SOUTH SCRUB IS 1 OF 2 KNOWN SITES IN ORANGE
COUNTY FOR THIS EO; THIS EO REPRESENTS THE NORTHERNMOST AND
EASTERNMOST LOCALITY FOR THIS PLANT.

managed area name:

owner: HANAN BEN ZEEV

other comments:

best source: CHRISTMAN, S.P. 1988. ENDEMISM AND FLORIDA INTERIOR SAND
PINE SCRUB. REPORT TO FGFWFC.

ecnum.: 061

data sens.:

scientific name: BONAMIA GRANDIFLORA
common name: FLORIDA BONAMIA

grank: G3 federal status: LT
srnk: S3 state status: LE

date last observed: 1987-12-07
county name: Orange

quad name: LAKE JESSAMINE

township and range: 023S028E section: 27 precision: M
own/range comments: NE 1/2

general desc.:

EO data:

managed area name:

owner:

ner comments:

best source: CHRISTMAN, S.P. 1988. ENDEMISM AND FLORIDA INTERIOR SAND
PINE SCRUB. REPORT TO FGFWFC.

eonum.: 044

data sens.:

FLORIDA DEPARTMENT OF STATE
Office of the Secretary
Office of International Relations
Division of Administrative Services
Division of Corporations
Division of Cultural Affairs



MEMBER OF THE FLORIDA CABINET
Division of Library & Information Services
Division of Historical Resources
Ringling Museum of Art
Division of Licensing
Division of Elections

FLORIDA DEPARTMENT OF STATE
Sandra B. Mortham
Secretary of State
DIVISION OF HISTORICAL RESOURCES

APR 30 1998

April 24, 1998

Mr. Bob Gleason
District Environmental Management Office
Florida Department of Transportation
719 South Woodland Boulevard
Deland, Florida 32720

In Reply Refer To:
Frank J. Keel
Historic Preservation Planner
Project File No. 981558

RE: Cultural Resource Assessment Request
1-4 From West of SR 528 to East of SR 472 Corridor Analysis
SPN: 75280-1488, 77160-1439, 79110-1403
WPN: 5147257, 5148838, 5149520
FPN: NII-4-2(174)79
Orange, Osceola and Volusia Counties, Florida

Dear Mr. Gleason:

In accordance with the procedures contained in 36 C.F.R., Part 800 ("Protection of Historic Properties"), as well as the provisions contained in Chapter 267.061, *Florida Statutes*, we have reviewed the above referenced project(s) for possible impact to archaeological and historical sites or properties listed, or eligible for listing, in the *National Register of Historic Places*, or otherwise of historical or architectural value.

We have reviewed the information in the referenced document. It is the opinion of this office that the proposed methodology will sufficiently address that historic preservation concerns of this agency. We look forward to receiving the final report for this project.

If you have any questions concerning our comments, please do not hesitate to contact us. Your interest in protecting Florida's historic properties is appreciated.

Sincerely,

George W. Percy, Director
Division of Historical Resources
and
State Historic Preservation Officer

J. R. Skinner, FHWA

R.A. Gray Building • 500 South Bronough Street • Tallahassee, Florida 32399-0250 • (850) 488-1480
FAX: (850) 488-3353 • WWW Address <http://www.dos.state.fl.us>

ARCHAEOLOGICAL RESEARCH
(850) 487-2799 • FAX: 414-2207

HISTORIC PRESERVATION
(850) 487-2333 • FAX: 922-0496

HISTORICAL MUSEUMS
(850) 488-1484 • FAX: 921-2503



RECEIVED
MAY 28 1996

FLORIDA DEPARTMENT OF STATE
Sandra B. Mortham
Secretary of State

State of Florida Clearinghouse

DIVISION OF HISTORICAL RESOURCES
R.A. Gray Building
500 South Bronough Street
Tallahassee, Florida 32399-0250

Director's Office
(904) 488-1480

Telecopier Number (FAX)
(904) 488-3353

May 23, 1996

Ms. Keri Akers
State Clearinghouse
Department of Community Affairs
2740 Centerview Drive
Tallahassee, Florida 32399-2100

In Reply Refer To:
Robin D. Jackson
Historic Sites Specialist
(904) 487-2333
Project File No. 961752

RE: SAI# FL9605130335C
Florida Department of Transportation
Advance Notification
I-4 Widening from 0.25 Miles West of SR 528 to 0.25 Miles East of SR 472
SPN: 75280-1488, 77160-1439, 79110-1403
WPN: 5147257, 5148838, 5149520
FPN: NH-4-2(174)79, NH-4-2(176)132
Orange, Seminole and Volusia Counties, Florida

Dear Ms. Akers:

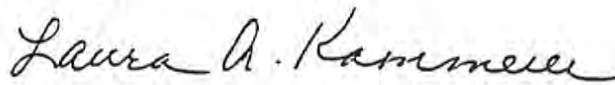
In accordance with the provisions of Florida's Coastal Zone Management Act and Chapter 267, *Florida Statutes*, as well as the procedures contained in 36 C.F.R., Part 800 ("Protection of Historic Properties"), we have reviewed the referenced project(s) for possible impact to historic properties listed, or eligible for listing, in the *National Register of Historic Places*, or otherwise of historic or architectural value.

We have reviewed the Advanced Notification for the Florida Department of Transportation (FDOT) project referenced above. We note that the project will have a cultural resource survey performed. Therefore, conditioned upon the FDOT undertaking a cultural resource survey, and appropriately avoiding, minimizing, or mitigating project impacts to any identified significant archaeological or historic sites, the proposed project will have no adverse effect on historic properties listed, or eligible for listing, in the National Register, or otherwise of historical or architectural value. If these conditions are met the project will also be consistent with the historic preservation aspects of Florida's Coastal Management Program. SR 70 (Okeechobee Road) Reconstruction and Widening of the Existing Two Lane Road

Ms. Akers
May 22, 1996
Page 2

If you have any questions concerning our comments, please do not hesitate to contact us.
Your interest in protecting Florida's historic properties is appreciated.

Sincerely,


for George W. Percy, Director
Division of Historical Resources
and
State Historic Preservation Officer

GWP/Jrj
xc: Jasmin Raffington, FCMP-DCA

COUNTY: State

DATE: 05/13/96
COMMENT DUE DATE: 05/27/96
CLEARANCE DUE DATE: 06/27/96
SAI#: FL9605130335C

STATE AGENCIES

LOCAL/OTHER

OPB POLICY UNITS

Agriculture
 Commerce
 Community Affairs
 Environmental Protection
 Game and Fresh Water Fish Comm
 State

South Florida WMD
 St. Johns River WMD

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 JUN 5 1996
 State of Florida Clearinghouse

Environmental Policy/C & ED

RECEIVED BY GFC
 MAY 15 1996
 RECEIVED BY GFC
 OFFICE OF ENVIRONMENTAL SERVICES
 JUN 03 1996
 OFFICE OF ENVIRONMENTAL SERVICES

The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized as one of the following:

- Federal Assistance to State or Local Government (15 CFR 930, Subpart F). Agencies are required to evaluate the consistency of the activity.
- Direct Federal Activity (15 CFR 930, Subpart C). Federal Agencies are required to furnish a consistency determination for the State's concurrence or objection.
- Outer Continental Shelf Exploration, Development or Production Activities (15 CFR 930, Subpart E). Operators are required to provide a consistency certification for state concurrence/objection.
- Federal Licensing or Permitting Activity (15 CFR 930, Subpart D). Such projects will only be evaluated for consistency when there is not an analogous state license or permit.

Project Description:

Advance Notification for I-4 widening from 0.25 miles west of State Road 528 to 0.25 miles east of State Road 472 - Orange, Seminole and Volusia Counties, Florida. State Project Number: 75280-1483; 77160-1439; 79110-1403 - Work Program Item Number: 5147257; 5148838; 5149520.

RECEIVED MAY 20 1996

To: Florida State Clearinghouse
 Department of Community Affairs
 2740 Centerview Drive
 Tallahassee, FL 32399-2100
 (904) 922-5438 (SC 292-5438)
 (904) 487-2899 (FAX)

EO. 12372/NEPA

Federal Consistency

- No Comment
- Comments Attached
- Not Applicable

- No Comment/Consistent
- Consistent/Comments Attached
- Inconsistent/Comments Attached
- Not Applicable

From:

Division/Bureau: Office of Environmental Services, Game + Fish Comm.
 Reviewer: J. Wambolt
 Date: 5/20/96



RECEIVED

SEP 11 1996

FDOT-DISTRICT 1
Cons. Project Mgmt.

STATE OF FLORIDA
DEPARTMENT OF COMMUNITY AFFAIRS

EMERGENCY MANAGEMENT • HOUSING AND COMMUNITY DEVELOPMENT • RESOURCE PLANNING AND MANAGEMENT

LAWTON CHILES
Governor

July 12, 1996

JAMES F. MURLEY
Secretary

Mr. Frederick R. Birnie, P.E.
Department of Transportation
605 Suwannee Street
Tallahassee, Florida 32399-0450

RE: Advance Notification - I-4 Widening From Four to Six Lanes,
West of SR 528 to East of SR 472 - Orange, Seminole and
Volusia Counties, Florida
SAI: FL9605130335C

Dear Mr. Birnie:

The Florida State Clearinghouse, pursuant to Presidential Executive Order 12372, Gubernatorial Executive Order 95-359, Section 216.212, Florida Statutes, the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended, and the National Environmental Policy Act, 42 U.S.C. §§ 4321, 4331-4335, 4341-4347, as amended, has coordinated a review of the above-referenced project.

The Department of Environmental Protection (DEP) recommends that the environmental impact statement (EIS) for the above-referenced roadway segment address coordination with, and the secondary and cumulative impacts of, the entire I-4 Multimodal roadway project. The project should include specific design features, as detailed in the enclosed comments, which would facilitate the development of bicycle, pedestrian and greenway connections and maintain existing routes. The Department of Transportation (DOT) is advised to coordinate the multimodal and greenway features with each of the local jurisdictions and concerned citizens.

The DEP suggests that a survey be conducted to identify potential impacts to scrub communities, including important habitat and listed species. The EIS should include measures for avoiding impacts to the species identified in the survey. In addition, the project design is

2555 SHUMARD OAK BOULEVARD • TALLAHASSEE, FLORIDA 32399-2100

FLORIDA KEYS AREA OF CRITICAL STATE CONCERN
FIELD OFFICE
2796 Overseas Highway, Suite 212
Marathon, Florida 33050-2227

SOUTH FLORIDA RECOVERY OFFICE
P.O. Box 4022
8600 N.W. 36th Street
Miami, Florida 33159-4022

GREEN SWAMP AREA OF CRITICAL STATE CONCERN
FIELD OFFICE
155 East Summerlin
Bartow, Florida 33830-4641

Mr. Frederick R. Birnie

July 12, 1996

Page Two

required to provide for sufficient stormwater management and water quality protection and could also include measures for improving drainage patterns. A state land lease from the DEP's Division of State Lands will be required for impacts to state lands associated with the lakes which are located within the project area. The DOT is encouraged to consult with the DEP during development of the EIS. Please refer to the enclosed DEP comments for further discussion of the above issues.

The St. Johns River Water Management District (SJRWMD) indicates that permits issued by the SJRWMD will be required prior to the start of construction. Discharges from surface water treatment systems to waterbodies classified as Class I, Class II or Outstanding Florida Waters will be required to meet additional water quality criteria. Mitigation for wetland impacts will be required, and impacts to wetlands and adjacent resources should be avoided or minimized where possible. Early coordination with the SJRWMD may help to eliminate problems in the permitting process. Please refer to the enclosed SJRWMD comments.

The South Florida Water Management District (SFWMD) indicates that permits from the SFWMD may be required prior to the start of construction for a portion of the project located within Orange County. Impacts to wetlands should be avoided or minimized where possible. Discharges from surface water treatment systems are also required to meet specific water quality criteria. Early coordination with the SFWMD may help to eliminate problems in the permitting process. Please refer to the enclosed SFWMD comments.

The Department of State (DOS) indicates that the Department of Transportation (DOT) is required to conduct a cultural resources survey to identify any significant archaeological and/or historic sites which may be located within the project area. The proposed project will have no effect on significant archaeological and/or historic sites if the DOT avoids or mitigates any impacts to sites identified in the survey. Please refer to the enclosed DOS comments.

Based on the enclosed comments provided by our reviewing agencies, funding for the proposed action is consistent with the Florida Coastal Management Program (FCMP) at this advance notification


Mr. Frederick R. Birnie
July 12, 1996
Page Three

stage. All subsequent environmental documents prepared for this project must be submitted to the Florida State Clearinghouse for interagency review to determine the project's continued consistency with the FCMP. Future documents should provide thorough information regarding the location and extent of wetlands dredging and filling, borrow sources, dredging or filling associated with bridge construction, and stormwater management. The state's continued concurrence with the consistency of the project will be based, in part, on the adequate resolution of the issues identified during this and subsequent reviews.

The Department of Community Affairs (Department), pursuant to its role as the state's land planning agency, has also reviewed the referenced project for consistency with the relevant local government comprehensive plans. Based on the information contained in the application, the Department has determined that the project is consistent, to the maximum extent feasible, with the applicable comprehensive plans.

If you have any questions regarding this letter, please contact Ms. Keri Akers, State Clearing House Coordinator, or Ms. Jasmin Raffington, Florida Coastal Management Program, at (904) 922-5438.

Sincerely,


G. Steven Pfeiffer
Assistant Secretary

GSP/rk

Enclosures

cc: Dan Pennington, Department of Environmental Protection
Margaret Spontak, St. Johns River Water management District
James Golden, South Florida Water Management District
George Percy, Department of State
Leroy Irwin, Department of Transportation

COUNTY: State

check WPA's (see 100178)

DATE: 05/13/96
COMMENTS: JOE DATE: 05/27/96
CLEARANCE DUE DATE: 06/27/96
SAI#: FL96051303350

STATE AGENCIES

LOCAL/OTHER

OPB POLICY UNITS

- Agriculture
- Commerce
- Community Affairs
- Environmental Protection
- Game and Fresh Water Fish Comm
- State

- South Florida WMD
- St. Johns River WMD

Environmental Policy/C & ED

RECEIVED
JUN 21 1996

State of Florida Clearinghouse

RECEIVED
MAY 14 1996

OFFICE OF PLANNING
& BUDGETING
POLICY UNIT

The attached document requires Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized as one of the following:

- Federal Assistance to State or Local Government (15 CFR 930, Subpart F). Agencies are required to evaluate the consistency of the activity.
- Direct Federal Activity (15 CFR 930, Subpart C). Federal Agencies are required to furnish a consistency determination for the State's concurrence or objection.
- Outer Continental Shelf Exploration, Development or Production Activities (15 CFR 930, Subpart E). Operators are required to provide a consistency certification for state concurrence/objection.
- Federal Licensing or Permitting Activity (15 CFR 930, Subpart D). Such projects will only be evaluated for consistency when there is not an analogous state license or permit.

Project Description:

Advance Notification for I-4 widening from 0.25 miles west of State Road 528 to 0.25 miles east of State Road 472 - Orange, Seminole and Volusia Counties, Florida. State Project Number: 75280-1488; 77160-1439; 79110-1403 - Work Program Item Number: 5147257; 5148838; 5149520.

The SAI request of \$226.7M does not match the amount programmed by the department in the five year work program

(see attached PS)

Renee Hatten

To: Florida State Clearinghouse
Department of Community Affairs
2740 Centerview Drive
Tallahassee, FL 32399-2100
(904) 922-5438 (SC 292-5438)
(904) 487-2899 (FAX)

EO. 12372/NEPA

Federal Consistency

- No Comment
- Comments Attached
- Not Applicable

- No Comment/Consistent
- Consistent/Comments Attached
- Inconsistent/Comments Attached
- Not Applicable

From: Division/Bureau: OPB/ENV
Reviewer: R. Mat's
Date: 6/19/96

DEPARTMENT OF TRANSPORTATION

WPAB003 WORK PROGRAM ITEM OVERVIEW ADOPTED PLAN PAGE 2
 ITEM NUMBER 5147257 STATUS 005 ADOPTED, NOT BEGUN AS OF 06/30/92 GEODIST 5
 NAME I-4 FROM W OF SR 528 BEE LINE TO SEMINOLE CO LINE
 CONTRACT CLASS 4 PROJ.MGR HFW/ BOXCODE FC LTH 18.873 MAP REF NO 000
 MAJ WRK MIX 9999 P. D. & E. STUDY CNTY 75 ORANGE METRIC M
 COMM 1 XTRA.DESC 1 G/W 5148838 & 5149520, STUDY =EIS

***** P H A S E S *****

PHASE NO.	DESC.	STATUS	ESTIMATED AMOUNT	TOTAL ALLOTMENT	TOTAL EXPENDED	FUND FY CODE	AGC PGM NO
91	IND PL,PDE	AUTHORIZ	1,323,350	0	0	96 DIOH	9900
				75280-1488-010			

TOTAL 4,972,354 3,174,004 0

INQUIRY COMPLETE

PF2:WPATS02A PF3:WPATS06A PF4:WPATS19A PF5:WPATS20A PF10:MENU

DEPARTMENT OF TRANSPORTATION

WPAB003 WORK PROGRAM ITEM OVERVIEW ADOPTED PLAN PAGE 2
 ITEM NUMBER 5148838 STATUS 010 PRE-CONST.UNDERWAY AS OF 01/03/96 GEODIST 5
 NAME I-4 FROM ORANGE CO LINE TO VOLUSIA CO LINE
 CONTRACT CLASS 4 PROJ.MGR HFW/ BOXCODE FC LTH 14.135 MAP REF NO 000
 MAJ WRK MIX 9999 P. D. & E. STUDY CNTY 77 SEMINOLE METRIC M
 COMM 1 XTRA.DESC 1 G/W 5147257 & 5149520, STUDY = EIS, PH:10=99905-1401 DISTRICT
 1 XTRA.DESC 2 WIDE AERIAL = DI = STATE FUNDS.

***** P H A S E S *****

PHASE	ESTIMATED	TOTAL	TOTAL	FUND	AGC
NO. DESC.	AMOUNT	ALLOTMENT	EXPENDED	FY CODE	PGM NO
91 IND PL,PDE	787,862	15,635	15,635	96 DIOH	9900
		77160-1439-010			
		99905-1401-010			

TOTAL 3,749,750 2,977,523 114,257

INQUIRY COMPLETE

PF2:WPATS02A PF3:WPATS06A PF4:WPATS19A PF5:WPATS20A PF10:MENU

DEPARTMENT OF TRANSPORTATION

WPAB003 WORK PROGRAM ITEM OVERVIEW ADOPTED PLAN PAGE 2
 ITEM NUMBER 5149520 STATUS 005 ADOPTED, NOT BEGUN AS OF 06/28/91 GEODIST 5
 NAME I-4 FROM SEMINOLE CO LINE TO 0.25 MI E. OF SR 472
 CONTRACT CLASS 5 PROJ.MGR HFV/ BOXCODE FC LTH 10.000 MAP REF NO 000
 MAJ WRK MIX 9999 P. D. & E. STUDY CNTY 79 VOLUSIA METRIC M
 COMM 1 XTRA.DESC 1 G/W 5147257 & 5148838, STUDY = EIS

***** P H A S E S *****

PHASE	ESTIMATED	TOTAL	TOTAL	FUND	AGC
NO. DESC. STATUS	AMOUNT	ALLOTMENT	EXPENDED	FY CODE	PGM NO
23 P.E. CONS. DELETED	950,000	0	0	98 NH	5001
91 IND PL,PDE AUTHORIZ	452,200	0	0	96 DIOH	9900
92 IND PE DELETED	0	0	0		

79110-1403-010

TOTAL 1,695,178 1,042,978 0

INQUIRY COMPLETE

PF2:WPATS02A PF3:WPATS06A PF4:WPATS19A PF5:WPATS20A PF10:MENU





ppendix C.3

Regional Agencies



**Advisory
Council On
Historic
Preservation**

RECEIVED

MAY 8 2000

FDOT-DISTRICT V
Cons. Project Mgmt.

The Old Post Office Building
1100 Pennsylvania Avenue, NW, #809
Washington, DC 20004

MAY 3 2000

Mr. Harold Webb
Project Manager
Florida Department of Transportation
719 S. Woodland Boulevard, M.S. 542
DeLand, FL 32720


Ref: II-4 Section 2 from SR 528 to SR 472
Orange County, Florida

Dear Mr. Webb: -

On April 26, 2000, the Council received your invitation to participate as a member of the Cultural Resources Committee for the referenced project. While we appreciate your notification and request for our participation in this process, it is not the Council's role, nor do we have the resources to participate at this stage of the project planning. However, we do wish to call to your attention to the requirements of Section 106 of the National Historic Preservation Act and the Council's implementing regulations (36 CFR Part 800). The Council's regulations set forth the steps to be taken in order to identify historic properties and assess effects associated with a proposed Federal undertaking, and we strongly recommend that any environmental document be coordinated with the information necessary to initiate and complete the 106 process. Once it is determined that the project may affect historic properties, the Council should be notified by the lead Federal agency and given the opportunity to participate in further consultation to consider means to avoid or minimize those impacts.

We recommend that you initiate coordination with the Florida State Historic Preservation Officer early in the process and work closely with them to take advantage of their knowledge of cultural resources in the area. Any further request for the Council's involvement regarding this project should be initiated by the sponsoring Federal agency, and accompanied by the requisite supporting documentation specified at 36 CFR § 800.11. Should you have any questions regarding the Section 106 process, you may contact MaryAnn Naber at (202) 606-8534 or by email at mnaber@achp.gov.

Sincerely,


Don L. Klima
Director
Office of Planning and Review



COUNTY

534 SOUTH MAGNOLIA AVENUE, ORLANDO, FLORIDA 32801-4414
TELEPHONE (407) 415-8666 FAX (407) 649-9304

August 8, 1997

Mr. Mike Snyder, P.E.
District Consultant Managing Engineer
Florida Department of Transportation
719 South Woodland Boulevard
DeLand, FL 32720-6800

Re: I-4 PD&E Study-Section 2
SR 408 Interchange

Dear Mr. Snyder:

We appreciate the opportunity to review the SR 408 Interchange Alternatives currently under development in your I-4 PD&E study. We can provide detailed comments on each of the four alternatives; however, at this point in the project, we feel it is more important to go over the basic objectives and requirements that were established as part of our alternatives developed for this interchange Concept Study we conducted in 1992.

The alternatives developed in the 1992 Concept Study had to meet three basic requirements: 1) Two-lane ramps are required for the movements to and from SR 408 East and I-4 West; 2) The interchange design needs to accommodate future widening of SR 408 from 4 to 6 lanes to the West and from 6 to 8 lanes to the East; and 3) Access from SR 408 to the downtown area needs to be maintained at Orange Blossom Trail and the Orange Avenue area.

In addition to these basic requirements, we have attached a brief listing of the guidelines and objectives we discussed in our '92 concept study. Given these requirements and guidelines, we still believe that some refinement of Alternative IV from our '92 concept study provides the best solution for this interchange. While we agree that it would be desirable to have the higher 50 mph design speeds for some of the ramps as shown in your current alternatives, is the community willing to support the additional expense or significantly greater right-of-way impacts required to provide these high speed ramps? The lower design speeds used in our study were a compromise that allowed a more compact 3 level configuration that we feel is more appropriate in this very constrained downtown setting.

It's our hope that we can be an "Active Participant" in the further development of an acceptable solution for this very important interchange. We would like to meet with you and your design team on either the afternoon of the 27th or anytime on the 28th of August in a workshop format to go over these issues.

A. WAYNE BICH
Chairman

WILLIAM A. BECKETT
Vice Chairman

INEE J. LONG
Secretary/Treasurer

LINDA W. CHAPIN
Ex Officio Member
Orange County

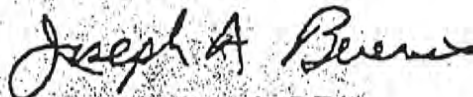
NANCY M. HOUSTON
Ex Officio Member
Florida Department of
Transportation

HAROLD W. WORRAI, P.E.
Executive Director

AUG 08 '97 11:23 FROM: ORLANDO-ORANGE CTY EXPRESSWAY ATY 407-318-3801 T-878 P.02/02 F-251

Please let me know which of these meeting dates will work for you, and we will then set a time for our workshop.

Sincerely,



Joseph A. Berenis, P.E.
Deputy Executive Director

Attachment

cc: A. Wayne Rich, Chairman
Hal Worrall, Executive Director
Mike Bierma, PBS&J

GUIDELINES/OBJECTIVES IN OOCEA STUDY

- Free flow on East-West.
- Balanced LOS throughout system.
- Comply with AASHTO design and operational criteria for a system interchange in an urban area.
- Lengthen weaving sections where possible, but assure, based on traffic forecast, that these all would operate satisfactorily.
- Minimize construction costs.
- Minimize right-of-way requirements.
- Minimize social impacts.
- Minimize levels in the interchange configuration.
- Improve access to/from CBD.
- Simplify signing.
- Meet driver expectations.



South Florida Water Management District

3301 Gun Club Road, West Palm Beach, Florida 33406 • (407) 686-8800 • FL WATS 1-800-432-2045

GOV 04-40

May 29, 1996

Mr. Frederick R. Birnie, P.E.
District Environmental Management Engineer
Florida Department of Transportation
District 5 Office
719 South Woodland Boulevard
DeLand, Florida 32720

Subject: Interstate 4 From S.R. 528 To S.R. 472
Advance Notification [WPI #5147257/5148838/5149520] [SAI #9605130335C]

Dear Mr. Birnie:

In response to your request, South Florida Water Management District (SFWMD) staff have reviewed the Advance Notification Fact Sheet for the above-referenced project which is located in Florida Department of Transportation (FDOT) District 5.

A review of the Fact Sheet indicates that the proposed project involves the widening of the existing roadway from 4 to 6 general use lanes and 2 additional high occupancy vehicle lanes. The need for interchange modifications will also be evaluated. Although the total project length is approximately 43 miles, only a small portion of this project (within Orange County) is located within SFWMD jurisdictional boundaries.

The following comments, relative to the SFWMD's permitting criteria, should be considered in the design, construction, and permitting of this project:

- (1) The proposed roadway improvements will require an Environmental Resource Permit for construction and operation of the proposed surface water management system and for any proposed wetland impacts or dredge and fill activities, pursuant to Rules 40E-1, 40E-4, 40E-40, 40E-41, and 40E-400, F.A.C.
- (2) The proposed roadway improvements must meet the SFWMD's water quality and water quantity criteria as specified in the Basis of Review for Environmental Resource Permit Applications Within the South Florida Water Management District. Since this project involves the widening of the existing roadway, water quality treatment must be provided for the new portions of roadway at a minimum. In order to provide the required water quality treatment, additional right-of-way beyond that currently anticipated may be required.

Governing Board:

Valerie Boyd, Chairman
Frank Williamson, Jr., Vice Chairman
William E. Graham

William Hammond
Betsy Krant
Richard A. Machek

Eugene K. Pertis
Nathaniel P. Reed
Miriam Singer

Samuel E. Poole III, Executive Director
Michael Slayton, Deputy Executive Director

Mailing Address: P.O. Box 24680, West Palm Beach, FL 33416-4680

Mr. Frederick R. Birnie, P.E.

May 29, 1996

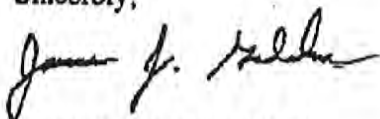
Page 2

- (3) To the extent possible, wetland impacts due to location, design, and construction techniques should be minimized. Where wetland impacts cannot be prevented, mitigation proposals must be included with the permit application that meet current SFWMD criteria, as contained in Appendix 7 of the Basis of Review for Surface Water Management Applications. Please note that information which documents that any proposed wetland impacts are unavoidable will be required at the time of permit application, as well as information on the alternatives considered to reduce the proposed impacts.
- (4) A Water Use Permit may be required for any dewatering activities associated with the proposed roadway improvements, pursuant to Rule 40E-2, F.A.C. Please contact the Water Use Division of our Regulation Department at (407) 687-6926, prior to the initiation of any dewatering activities and subsequent to the completion of the Contamination Screening Evaluation Report, to schedule a pre-application conference to discuss the details of the proposed dewatering activities.

Please note that, if the proposed roadway improvements include dewatering activities within contamination areas or if the dewatering activities have the potential to result in the induced movement of the contamination plume, a pre-application meeting involving SFWMD Water Use staff and the appropriate staff from the Florida Department of Environmental Protection should be scheduled to discuss management of dewatering effluent, including the design of appropriate containment/treatment methods.

Should any of the above require additional clarification, please give me a call at (561) 687-6862.

Sincerely,



James J. Golden, AICP
Senior Planner
Regulation Department

/ijg

c: Keri Akers, DCA



WATER MANAGEMENT DISTRICT

April 29, 1997

CH2M HILL

Henry Dean, Executive Dire
John R. Wehle, Assistant Executive Dire

MAY 02 1997

ORLANDO

POST OFFICE BOX 1429 PALATKA, FLORIDA 32178-1429

TELEPHONE 904-329-4500 SUNCOM 904-860-4500
TDD 904-329-4450 TDD SUNCOM 860-4450

FAX (Executive) 329-4125 (Legal) 329-4485 (Permitting) 329-4315 (Administration/Finance) 329-4

SERVICE CENTERS

618 E. South Street Orlando, Florida 32801 407-897-4300 TDD 407-897-5960	7775 Baymeadows Way Suite 102 Jacksonville, Florida 32256 904-730-6270 TDD 904-448-7900	PERMITTING: 305 East Drive Melbourne, Florida 32904 407-984-4940 TDD 407-722-5368	OPERATIONS: 2133 N. Wickham Road Melbourne, Florida 32935-8 407-752-3100 TDD 407-752-3102
---	---	--	--

Mr. Mark Callahan
 Project Manager for the Greiner Team
 CH2M Hill, Inc.
 225 East Robinson Street, Suite 405
 Orlando Florida 32825

Re: I-4 PD & E Environmental Study - Section 2

Dear Mr. Callahan:

Thank you for inviting the us to the Scoping Meeting for the referenced project on April 15 and 16, 1997. The purpose of the meeting was to go over the general aspects of the proposed improvements to Interstate 4 from just west of State Road 528 (Orange County) to just east of State Road 472 (Volusia County).

We would like to offer the following general comments:

- On Page 7-4, under the heading of Outstanding Florida Water (OFW), the section states that coordination with the Florida Department of Environmental Protection (FDEP) will be proposed as part of the Environmental Impact Statement (EIS). Staff recommends that the EIS also include coordination with the District. As you know, the Wekiva River is considered an OFW.
- On Page 9-1, please be advised that the US Army Corps of Engineers (USACOE) do not issue Environmental Resource Permits (ERP). Issuance of the ERP will also provide the required Water Quality Certification required by the (ACOE). Also, you may wish to include the South Florida Water Management District in your permitting agency list.
- You may also wish to include the Sovereign Submerged Lands (SSL) authorization requirements, which will be processed by the District(s).
- Pursuant to Subsection 12.2.7 (a), AH/ERP, the applicant must demonstrate that the proposed project will not have adverse secondary impacts to the water resource.
- Pursuant to Subsection 12.2.8, AH/ERP, the applicant must demonstrate that the proposed project will not have adverse cumulative impacts to the water resource.

William M. Segal, CHAIRMAN MAITLAND	Dan Roach, VICE CHAIRMAN FERNANDINA BEACH	James T. Swann, TREASURER COCOA	Otis Mason, SECRETARY ST. AUGUSTINE
Kathy Chinoy JACKSONVILLE	Griffin A. Greene VERO BEACH	James H. Williams OCALA	Patricia T. Harden SANFORD
			Reid Hughes DAYTONA BEACH

Mr. Mark Callahan

April 29, 1997

Page 2

- Pursuant to 40C-41.063, please be advised that the requirements of the Wekiva River Hydrologic Basin, where applicable, will apply.
- Pursuant to pending rule adoption, please be advised that the requirements of the Tomoka River and Spruce Creek Hydrologic Basin, where applicable, will apply.

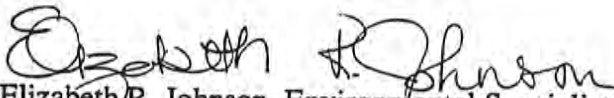
We hope this information is helpful to you during the planning and preliminary design phases of this project. If you have any specific questions, please feel free to contact us at (407) 897-4300.

Sincerely,



Stephanie R. Smith, P.E.


Department of Resource Management



Elizabeth R. Johnson, Environmental Specialist

Department of Resource Management

SRS/ERJ:sa


c: Elizabeth Thomas, Lance Hart, Pat Frost, Mary Brabham, Margie Cook, Lee Kissick

Mr. Frederick Bernie
Florida Department of Transportation
719 South Woodland Boulevard
DeLand Florida 32720



POST OFFICE BOX 1429

PALATKA, FLORIDA 32178-1429

TELEPHONE 904-329-4500

SUNCOM 904-860-4500

TDD 904-329-4450

TDD SUNCOM 860-4450

FAX (EXECUTIVE/LEGAL) 329-4125

(PERMITTING) 329-4315

(ADMINISTRATION/FINANCE) 329-4508

SERVICE CENTERS

618 E. South Street
Orlando, Florida 32801
407-897-4300
TDD 407-897-5960

7775 Baymeadows Way
Suite 102
Jacksonville, Florida 32256
904-730-6270
TDD 904-730-7900

PERMITTING
305 East Drive
Melbourne, Florida 32904
407-984-4940
TDD 407-727-5368

OPERATIONS
2133 N. Wickham Road
Melbourne, Florida 32935-8109
407-254-1762
TDD 407-253-1203

May 29, 1996

Mr. Frederick R. Birnie, P.E.
District Environmental management Engineer
Florida Department of Transportation
719 South Woodland Boulevard
DeLand, FL 32063

Re: Advance Notification for for I-4 Widening from 0.25 Miles West of SR 528 to 0.25 Miles east of SR 472. State Project No.: 75280-1488; 77160-1439; 79110-1403. Federal Aid Project No.: NH-4-2(174)79; NH-4-2(176)132, Orange, Seminole and Volusia Counties, FL

Dear Mr. Birnie:

The staff of the St. Johns River Water Management District (SJRWMD) has already reviewed the above referenced project as part of the State Clearinghouse Process. A copy of our comments are enclosed for your information.

If you have any questions or if I can be of further assistance, please contact me at (904) 329-4374.

Sincerely,

Margaret Spontak, Director
Division of Policy and Planning

MS/REG/rw

Enclosure

RECEIVED

JUN 03 1996

Dept. of Transportation
P.O. Box 1429

William Segal, CHAIRMAN
MAITLAND

Dan Roach, VICE CHAIRMAN
FERNANDINA BEACH

James T. Swann, TREASURER
COCOA

Otis Mason, SECRETARY
ST. AUGUSTINE

Kathy Chinoy
JACKSONVILLE

Griffin A. Greene
VERO BEACH

James H. Williams
OCALA

Patricia T. Harden
SANFORD

Reid Hughes
DAYTONA BEACH



POST OFFICE BOX 1429

PALATKA, FLORIDA 32178-1429

TELEPHONE 904-329-4500

SUNCOM 804-860-4500

TDD 904-329-4450

TDD SUNCOM 860-4450

FAX (EXECUTIVE/LEGAL) 329-4125

(PERMITTING) 329-4315

(ADMINISTRATION/FINANCE) 329-4508

SERVICE CENTERS

 618 E. South Street
 Orlando, Florida 32801
 407-897-4300
 TDD 407-897-5960

 7775 Baymeadows Way
 Suite 102
 Jacksonville, Florida 32256
 904-730-6270
 TDD 904-730-7900

 PERMITTING
 305 East Drive
 Melbourne, Florida 32904
 407-984-4940
 TDD 407-727-5368

 OPERATIONS
 2133 N. Wickham Road
 Melbourne, Florida 32935-8109
 407-254-1762
 TDD 407-253-1203

May 29, 1996

 Ms. Keri Akers
 Florida State Clearinghouse
 Department of Community Affairs
 2740 Centerview Drive
 Tallahassee, FL 32399-2100

 RECEIVED
 JUN 3 1996

Re: SAI #: FL9605130335C

State of Florida Clearinghouse

Name of Project: Advance Notification for I-4 Widening from 0.25 Miles West of SR 528 to 0.25 Miles east of SR 472 - Orange, Seminole and Volusia Counties, FL. State Project No.: 75280-1488; 77160-1439; 79110-1403 - Work Program Item No.: 5147257; 5148838; 5149520.

Dear Ms. Akers:

The staff of the St. Johns River Water Management District (SJRWMD) has reviewed the above referenced project and offers the following comments.

All of the improvements included in the above referenced project, unless exempted by rule, will require an Environmental Resource Permit (ERP) from SJRWMD. The ERP review process requires that the project is designed to avoid wetland encroachments were possible and minimize those that are unavoidable. Also, the applicant must demonstrate that the project will not have any unacceptable adverse secondary and cumulative impacts to wetlands, water quality, and upland habitat for aquatic and wetland dependent fish or wildlife "listed" as endangered, threatened, or of special concern. The project must be consistent with the wetland review criteria in SJRWMD rules.

A portion of the project is located within the Wekiva River Hydrologic Basin, and may be located with the special zones as identified in SJRWMD rules. The requirements of the Surface water Management Basin Criteria rule will be reviewed as part of the ERP.

Any proposed surface water management systems that discharge directly to waterbodies that are classified as Class I, II, or Outstanding Florida Waters will be required to meet additional water quality treatment as specified in the Regulation of Stormwater Management Systems rule.

Please be advised that, as of October 12, 1995, the District was delegated the responsibility for issuance of proprietary authorizations to use Sovereign Submerged Lands under Chapter 253 and 258, *Florida Statutes*. There exists the possibility that some of these projects may involve some work within or over sovereign submerged lands which may need a proprietary authorization. A title determination must be made by the Title and Lands Record Section in Tallahassee. Please note that an ERP cannot be issued without the sovereign lands authorization.

 William Segal, CHAIRMAN
 MAITLAND

 Dan Roach, VICE CHAIRMAN
 FERNANDINA BEACH

 James T. Swann, TREASURER
 COCOA

 Otis Mason, SECRETARY
 ST. AUGUSTINE

 Kathy Chinoy
 JACKSONVILLE

 Griffin A. Greene
 VERO BEACH

 James H. Williams
 OCALA

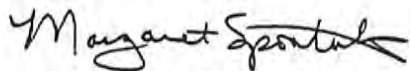
 Patricia T. Harden
 SANFORD

 Reid Hughes
 DAYTONA BEACH

This letter does not constitute or substitute for a permit review. Permit reviews require more specific information.

If you have any questions or if I can be of further assistance, please contact me at (904) 329-4374.

Sincerely,

A handwritten signature in cursive script that reads "Margaret Spontak".

Margaret Spontak, Director
Division of Policy and Planning

MS/EJ/REG/rw





Appendix C.4

Local Government Agencies





ORLANDO HOUSING AUTHORITY

CH2M HILL
APR 17 3 00 PM
ORLANDO

April 17, 2000

Mr. Mark S. Callahan, P.E.
Florida Department of Transportation
225 East Robinson Street, Suite 505
Orlando, FL 32801-4322

Re: Plan for Griffin Park

Dear Mr. Callahan:

This letter documents the Orlando Housing Authority's support for the alternative in the I-4 Expansion Plan that calls for a tunnel on the west side of the Griffin Park housing development. The Housing Authority will notify you in writing of any change from that position. If you have any questions, contact me.

Sincerely,

Vivian Bryant, Esq.
Executive Director

VB/jc

cc: Janet Bridges, Executive Assistant/H.R. Assistant

Note:
As signed copy
of this letter follows.

Letter

To: Florida DOT
Mark S. Callahan, P.E.
225 E. Robinson Street, Suite 505
Orlando, FL 32801 - 4322

Re: Plan for Driffin Park

Dear Mr. Callahan:

This letter documents the Orlando
Housing Authority's support for the
I-4 Expansion
Alternative in the Plan that calls
for a tunnel that ~~will~~ on the
west side of the Driffin Park housing
development. The Housing Authority
will notify you in writing of
any change from that position. If
you have any questions, contact me.

Sincerely,

Kevin Bryant, Esq.
Executive Director.



FACSIMILE TRANSMITTAL

CITY OF ALTAMONTE SPRINGS
GROWTH MANAGEMENT DEPARTMENT

Date 4-1-99 Time 2:50

Fax To Harold Webb Fax Number 904-736-5145

Organization 7207

No. of Pages (Including Coversheet) _____

Original Will Follow 4-5-99 No Original Will Follow

Subject _____

Message _____

• This Fax Transmitted By •
Staff Member Parcella Schambert
Title Admin. Asst
Telephone (407) 830-3865
E-Mail _____@altamonte.org



City of Altamonte Springs Growth Management Department
225 Newburyport Avenue • Altamonte Springs, Florida 32701
☎ Telephone (407) 830-3865 ☎ Facsimile (407) 263-3773
© Florida Suncom Telephone 984-3865

March 26, 1999

Mr. Harold Webb, Project Manager
Florida Dept. of Transportation
719 South Woodland Blvd.
Deland, FL 32720-6834

**RE: I-4 D & E Study-Section 2
Draft Urban Design Guidelines**

Dear Harold:

We have done a preliminary review of the Urban Design Guidelines document. As an overall impression, the City is very supportive of the scope of the design elements that include bridge materials and textures, landscaping, lighting and other design elements. The items listed below are our comments and questions regarding the document content. We would appreciate a written response to our comments and questions at the appropriate time. Often, FDOT has incorporated all other modifications to the Guidelines.

1. The City had previously corresponded to FDOT regarding Cranes Roost Park improvements along the eastern side of the right-of-way of I-4. We can provide another copy of that letter for you records if necessary.
2. The City is in the process of developing gateway features and sign I.D. packages, etc. On page 5-40, you illustrate a Cranes Roost Park sign. Where would this sign be located? We would want to coordinate the specific detail of the sign, especially if the local government would have to pay part of the cost of the sign.
3. The City would want the ability, through this urban design guideline plan, to be able to install a landscaping gateway package at both the rebuilt I-4 interchange and the Central Parkway HOV interchange. The City understands that any landscaping enhancement plan would be subject to FDOT criteria and standards for such insulation.
4. The City would want landscaping and appropriate designed decorative fencing as needed for any retention/detention area on the east side of I-4 near Cranes Roost Park.

Please review this information. Call me at 830-3807 if you have any questions.

Sincerely,

Tim A. Wilson, Director
Growth Management

TAW/AA

Jun-30-98 01:38P

P.01



~Fax Transmittal~
City of Altamonte Springs
Growth Management Department

Date June 30, 1998

Fax To Harold Webb Fax Number 904-736-5153

Organization FDOT

cc: To _____ Fax Number _____

Organization _____

No. of Pages (Including Coversheet) 3

Original Will Follow Via _____ ~~Original~~ No Original Will Follow

Subject FYI - Letter to FHWA

Message Harold... Mayor Bates mailed this letter to FHWA yesterday.

I wanted to give you the heads up on it. I understand from FHWA
that they will consult with you to answer some of the questions posed
in the letter. Please call to discuss if necessary...

Thanks... Frank

• This Fax Transmitted By •

Staff Member FRANK MARTZ

Title _____

Direct Tel (407) 830-3899

E-mail fmartz @ci.altamonte-springs.fl.us

City of Altamonte Springs Growth Management Department
225 Newburyport Avenue • Altamonte Springs, Florida 32701-3697
• Tel (407) 830-3865 • Fax (407) 263-3773



• Visit the Altamonte Springs Web Site at: <http://www.ci.altamonte-springs.fl.us> •



The CITY OF ALTAMONTE SPRINGS

OFFICE OF THE MAYOR

June 26, 1998

J.R. Skinner
 Division Administrator, Florida Division
 Federal Highway Administration
 227 North Bronough Street
 Suite 2015
 Tallahassee, Florida 32301

Dear Mr. Skinner:

I write in my capacity as a member of the Central Florida Regional Transportation Authority Board (Lynx) and of the METROPLAN Orlando Board. As a founding member and four-year chairman of the predecessor transportation agency of Lynx, and most recently chairman of METROPLAN, I am familiar with the issues regarding the light rail project and the I-4 PD&E. However, several important questions remain unanswered.

For your background and information, the City of Altamonte Springs has notified the Florida Department of Community Affairs (DCA) that the Florida Department of Transportation (FDOT) Draft Environmental Impact Statement (DEIS) for the Central Florida Light Rail Transit system is inconsistent with our adopted Comprehensive Land Use Plan. My staff reviewed the DEIS and found it contained flawed, outdated, and inaccurate information and assumptions which did not reflect the City's comprehensive plan or the current conditions along the I-4 corridor.

On February 20, 1998, DCA Secretary James Murley issued a policy statement which failed to find the DEIS consistent with either local or regional comprehensive plans. In fact, Secretary Murley encouraged the "reconsideration of the I-4 corridor alternative between Winter Park and Altamonte Springs." I have attached Secretary Murley's comments hereto, as well as the City's formal objection to the DEIS.

No such reconsideration has occurred and the policy decision by METROPLAN Orlando and FDOT not to do a study at this time has left my City's comprehensive plan vulnerable. The City of Altamonte Springs is considering immediate administrative action to force METROPLAN to amend its Long Range Transportation Plan so that it will become consistent with our currently approved comprehensive plan which recognized rail in the I-4 corridor as far back as 1991.

24MAY98 10:44AM NITTEPFWA Request

225 Newburyport Avenue

• We Are People Who Care About People •
 Altamonte Springs, FL 32701

407 / 830-3804

Letter to J.R. Skinner, cont.
June 26, 1998
Page 2

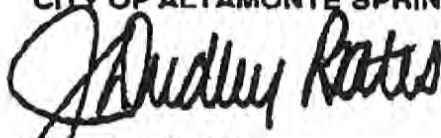
METROPLAN's next meeting is on July 8, 1998. For that meeting, I would like to have the following information, if possible:

1. It is my understanding that the provision for light rail exclusively in the I-4 corridor between Loch Haven/Princeton Street and Lee Road has been removed from the I-4 PD&E. Please confirm this understanding and, if otherwise, please explain how light rail is currently considered between Loch Haven/Princeton Street and Lee Road.
2. From the standpoint of FHWA, what funding or timing impacts to the I-4 PD&E Study would be caused by performing: 1) a Conceptual Definitions of Alternatives; 2) an SEIS; or 3) a DEIS for light rail exclusively in the I-4 corridor outside of the median between Loch Haven/Princeton Street and State Road 436?
3. What impact would the study alternatives outlined in #2 have on the reconstruction schedule for I-4 between Loch Haven/Princeton and State Road 436? As you may be aware, reconstruction of I-4 between Princeton Street and State Road 436 is not scheduled to begin until 2005 with local funding and not until 2013 without local funding.
4. What effect on the I-4 PD&E will occur should the CSX alignment not be available for light rail between Loch Haven/Princeton Street and Sanford?
5. As you may know, the cities of Winter Park and Maitland will file an administrative challenge to METROPLAN Orlando's Long Range Transportation Plan. Should the 2020 Plan be declared invalid, what impact will that ruling have if it comes within the next six to nine months on the I-4 PD&E Study either to funding, timing, or both?

Should you have any questions, please feel free to call me at (407) 830-3802. Thank you in advance of your prompt consideration of this matter.

Sincerely Yours,

CITY OF ALTAMONTE SPRINGS, FLORIDA


J. Dudley Bates
Mayor



U.S. Department
of Transportation
Federal Highway
Administration

Florida Division Office
227 N. Bronough St., Suite 2016
Tallahassee, Florida 32301

July 21, 1988

ATTENTION: HPO-FL

J. Dudley Bates
Mayor, City of Altamonte Springs
225 Newburyport Avenue
Altamonte Springs, Florida 32701

Dear Mr. Bates:

Subject: I-4 Multi-modal Master Plan and Section 2 Environmental Impact Statement
Highway and Light Rail Transit (LRT) Improvements
Fed. No. NH-4-2(174)79

The Federal Highway Administration (FHWA) has reviewed your recent letter regarding the ongoing Environmental Impact Statement (EIS) for I-4 Improvements and its relationship to the recently completed Draft EIS for the proposed Light Rail Transit in your area. We thank you for your letter and your active involvement in the project development and environment (PD&E) process.

Let me begin with an Introduction to the Federal-aid Highway Program and the FHWA's role in the transportation planning and programming processes. The FHWA annually distributes funds to each State for their various transportation planning, construction, and maintenance activities. The Florida Department of Transportation (FDOT) coordinates with local jurisdictions, the Metropolitan Planning Organizations (MPO), other State/local participating agencies, and the general public to identify, prioritize, and program projects based on reasonably available future financial resources. Our role is to ensure that the Federal regulations are adhered to (i.e., Statewide and metropolitan transportation planning processes, National Environmental Policy Act), but the FHWA is not directly involved in the selection, prioritization, scheduling, and funding choices for individual projects.

Regarding Item 1 of your letter, because of the adoption of the CSX alignment (with the potential spurs along the I-4 corridor) by the Project Advisory Group, the LYNX Board

-more-

J. Dudley Bates
July 21, 1988

2.

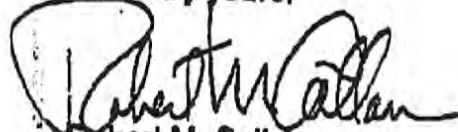
and Orlando MPO in late 1996/early 1997, the PD&E study does not include the envelope for light rail in the Interstate corridor between Loch Haven/Princeton Street and Lee Road.

With respect to Items 2 and 3 in your letter, we refer you to the FDOT since they are acting on our behalf in performing the day to day details for the highway environmental study, including coordinating the interrelationship with the LRT study, and are better able to address your questions. In addition, as noted above, timing and project funding should be discussed with the FDOT as they are in control of these issues. Therefore, we are forwarding a copy of your letter to the FDOT for their consideration as to any such impacts to the I-4 EIS, or future I-4 construction schedules between Loch Haven/Princeton and SR-436, should further studies for LRT alternatives outside the median be done.

In reference to Item 4, the proposed improvements to I-4 and the LRT are being studied separately. Therefore further studies on LRT alternatives that do not utilize the I-4 median should not impact the I-4 study. However, considerable rework will be required should LRT options in the I-4 median be reintroduced into the highway study. As to the impact of this on the LRT study, we refer you to the Federal Transit Authority as the lead agency to address this, as well as other transit-related issues.

With regards to Item 5 and whether the pending administrative ruling could impact the timing and funding of the I-4 PD&E Study, we feel it is premature to evaluate the impacts prior to a definitive ruling. The Administrative Procedure action is based on State Statutes and not Federal rules or regulations. At such time as a State ruling is issued, the FHWA will evaluate impacts of the ruling on the I-4 PD&E Study and other transportation projects in the Orlando/Kissimmee metropolitan area.

Sincerely yours,



Robert M. Callan
Acting Division Administrator

cc: Ms. Susan Schrueth, FTA
Ms. Nancy Houston, District 5 Secretary, FDOT



719 South Woodland Boulevard
Deland, Florida 32720

August 6, 1998

Honorable J. Dudley Bates
Mayor, City of Altamonte Springs
225 Newburyport Avenue
Altamonte Springs, Florida 32701

Dear Mayor Bates:

This letter is to follow up on your letter of June 26, 1998 to Mr. J. R. Skinner of FHWA and the FHWA response to you dated July 21, 1998. The FHWA responded to your questions 1, 4 and 5 and your staff has asked us to respond to your questions 2 and 3.

"# 2 From the standpoint of FHWA, what funding or timing impacts to the I-4 PD&E Study would be caused by performing : 1) a Conceptual Definition of Alternatives; 2) an SEIS; or 3) a DEIS for light rail exclusively in the I-4 corridor outside of the median between Loch Haven/Princeton Street and State Road 436?"

Any of the study options you suggest would delay the I-4 PD&E study now underway. Assuming funding was available today, a project scope was prepared, and the suggested study was in MetroPlan's TIP, it would take approximately five months to hire a consultant to perform the study. Once the consultant began work it would take about eight to eighteen months to complete the suggested study depending on the level of detail and complexity. You would also need to get final rail alignment approval from FTA, which would require approximately another twelve months to complete a Final Environmental Impact Statement (FEIS) and have it approved.

"# 3 What impact would the study alternatives outlined in # 2 have on the reconstruction schedule for I-4 between Loch Haven/Princeton and State Road 436? As you may be aware, reconstruction of I-4 between Princeton Street and State Road 436 is not scheduled to begin until 2005 with local funding and not until 2013 without local funding."

Page 2

Mayor J. Dudley Bates

August 6, 1998

The dates of 2005 and 2013 are taken from the I-4 Master Plan and should not be considered as "scheduled". The Master Plan provided two options for staging and financing which are to be revisited upon completion of the I-4 PD&E study underway.

As noted in item # 2, a delay of thirteen to twenty-three months in the continuation of the I-4 PD&E study would be expected at a minimum. Then the I-4 PD&E study would have to be updated to analyze impacts from the final light rail alignment decision. That analysis would take three to five months. That is in addition to the approximately twelve more months of work for completion of the PD&E study plus about three months for FHWA approval. No other phases of work including design, right of way acquisition or construction can begin on any I-4 projects, with a few exceptions, until after the I-4 PD&E is approved. One such exception is the I-4/John Young Parkway interchange which is being documented for a separate FHWA environmental approval. However, any delay in approval of the PD&E document will impact other regional high priority projects such as the replacement of the I-4/St. John's River Bridge and the I-4/S.R. 408 interchange.

I hope this information adequately responds to your questions. Please contact me at (904)943-5554 if you need further information.

Sincerely,



Harold Webb
Project Manager

HW:lu

cc: Bob Callan, FHWA
Susan Schruth, FTA
Harry Barley, MetroPlan Orlando
Leo Auger, LYNX
Nancy Houston, FDOT



CITY OF ALTAMONTE SPRINGS

225 NEWBURYPORT AVENUE
ALTAMONTE SPRINGS, FLORIDA 32701-3697

March 4, 1998

Mr. Harold Webb
Project Manager
Florida Department of Transportation
719 S. Woodland Boulevard
Deland, FL 32020

RECEIVED
MAR 10 1998
FDOT-DISTRICT V
Cons. Project Engin.

RE: **Statement of Significance**
Cranes Roost Lake Park - Altamonte Springs
I-4 Project Development and Environmental Study - Segment 2
WPI Numbers 5147257, 5148838, 5149520
SP Numbers 75280-1488, 77160-1439, 79110-1403
FAP Numbers NH-4-2(174)79, NH-4-2(176)132

Dear Mr. Webb:

As per your request, the following letter will serve as Altamonte Springs' Statement of Significance for Cranes Roost Lake Park.

The Cranes Roost Lake Park is a designated City recreational property. This property, including the water body, is owned by the City and maintained by the City. Cranes Roost Lake Park is a significant resource in meeting the recreational goals and objectives of Altamonte Springs due to the activities and functions that occur, and the lack of similar available facilities, and therefore, is considered a significant resource to the City, and specifically within our Regional Business Center.

However, the area west of the boardwalk that is 700-800 feet east of the I-4 right-of-way is not considered to be a significant resource based on the current and future use of the portion of the park and lake area between I-4 and the boardwalk.

Since the City's ownership and lake park abuts I-4, we are requesting that a part of the I-4 corridor ~~improvements~~, ~~complementary~~ vegetation and rip rap treatment be installed at least at the ends of the new bridge section at each end of the lake to complement the Cranes Roost aesthetics. Further, the City would require that arbor and site work permits be issued to ensure the installation was in compliance with Cranes Roost features.

If you have any further questions or need more information, please contact my office at (407) 830-3807.

Sincerely,

Tim A. Wilson
Growth Management Director

c:Michael T. Snare, PP, URS Greiner

CHM HILL TELEPHONE CONVERSATION RECORD

CALL TO RH Wilson Engineering 330-5291
Ron Wilson PHONE NO. ~~788-1766~~
CALL FROM Alex. Orl. DATE 5-12-97
MESSAGE TAKEN BY Alex TIME 1 AM PM
SUBJECT Site plan for Plaza North, Altamonte Springs PROJECT NO. _____

~~Message~~
We can pick one up at No Cost.

ext. 52 (17-92)

turn Left

Kastner Place (R)

2nd Driveway on Right.

~~1481~~ 1481 Kastner Place.

101 B

CHM HILL TELEPHONE CONVERSATION RECORD

CALL TO City of Altamonte Springs.

PHONE NO. 830-3890

DATE 5-2-97

CALL FROM Marty / John Sember.

TIME 11:00 AM PM

MESSAGE TAKEN BY Alex.

PROJECT NO. 136852.01.11

SUBJECT Site Plans for Homestead Village + Plaza North.

Homestead Village has moved South to around 436 to a parcel known as North Lake Highland. It has no plans at this time.

Plaza North has plans. Marty has a set ^(blue lines) we can borrow. We would have to pick them up + return them.

- 3:15 - Called Bob + told him we will talk to John Sember on Tuesday.

3/7/97

^{Homestead village}
Homestead - South North Lake. - Abandoned site.

New Proposal - South of Interstate mall + North of Hilton.
No site Plan.

Billboard - No site Plan. - Do have survey of sites.
Already office Park located there.

Plaza North - Approved Site Plan.

RH Wilson - Sanford.

Ron Wilson Jr. + Sr.

900 Fox Valley Dr.

788-1766

Longwood 32779



CITY OF ALTAMONTE SPRINGS

225 NEWBURYPORT AVENUE
ALTAMONTE SPRINGS, FLORIDA 32701-3697

March 31, 1997

Ms. Alice Gilmartin
Florida Department of Transportation
District 5
7195 Woodland Blvd.
Deland, FL 32720

Re: Development in I-4 Corridor

Dear Ms. Gilmartin:

This letter is to inform you, from an I-4 corridor perspective, of development activity on three parcels within the City's Regional Business Center (RBC). These include Homestead Village, a four story multi-family complex proposed at the northeast corner of Central Parkway and I-4. This development was presented at a pre-application conference with our Development Review Committee in February.

A bill board is being presented to our Planning Board in April as a conditional use item. The bill board will be located along the I-4 corridor at North Lake Center (600 S. Northlake Boulevard).

A third project, Plaza North expansion is located on the east side of Douglas Avenue, opposite Lorraine Drive. This existing four story development with below ground parking is planning an extended building complex on a portion of its property adjacent to I-4. The proposed plan calls for below- building parking to preserve the hundred year flood plain volume in Cranes Roost. This project could tentatively begin construction in April.

You may contact Mac Richter of our Public Works Department or John Sember our Planning Coordinator in Growth Management for further information concerning the status of these projects.

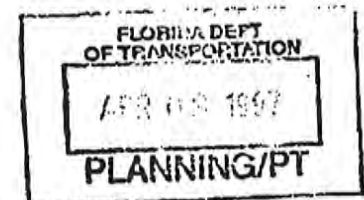
Very truly yours,

Glenn Forrest/JS

Glenn E. Forrest, P.E.
Director of Public Works

GEF/ew

Copy to: Tim Wilson, Director of Growth Management
filez:glenn\Cooridor.wpd



• WE ARE PEOPLE WHO CARE ABOUT PEOPLE •



CITY OF ALTAMONTE SPRINGS

225 NEWBURYPORT AVENUE
ALTAMONTE SPRINGS, FLORIDA 32701-3697

Interstate 4 - PD&E Study (being conducted by CH2MHill)

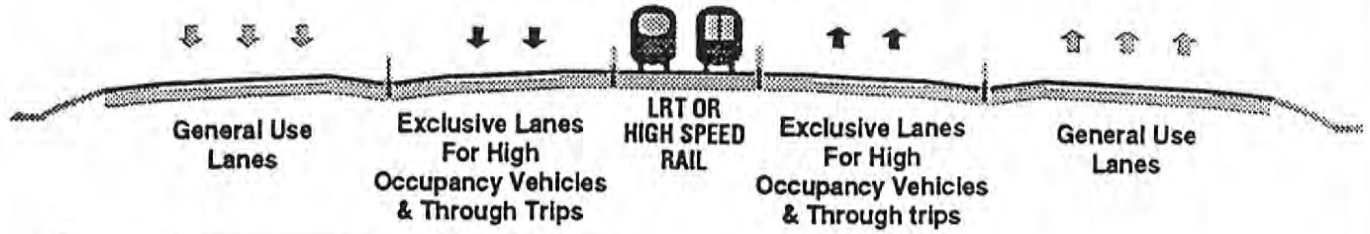
Florida Department of Transportation
Coordination Meeting 12/12/96

Attachments for Discussion:

1. PBS&J CMEA Typical Sections (Exhibit ES - 5)
2. Right of Way Worksheet
3. Cranes Roost Pump Station & Elevated Potable Water Storage Tank on Topographic Drawing

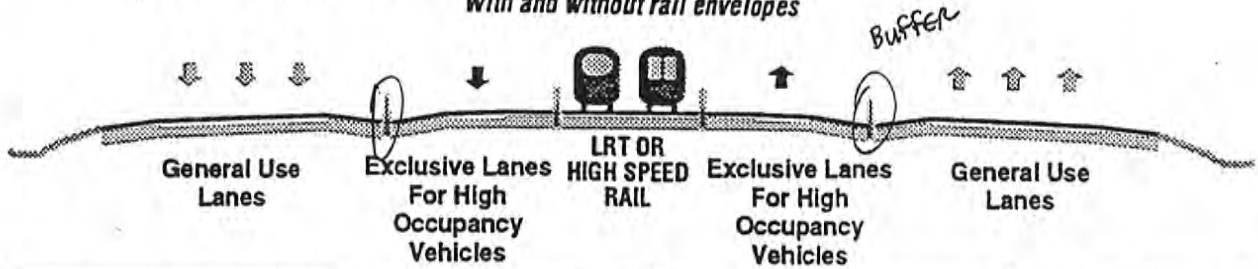
6 GENERAL USE + 4 SPECIAL USE LANES - BARRIER SEPARATED

With and without rail envelopes

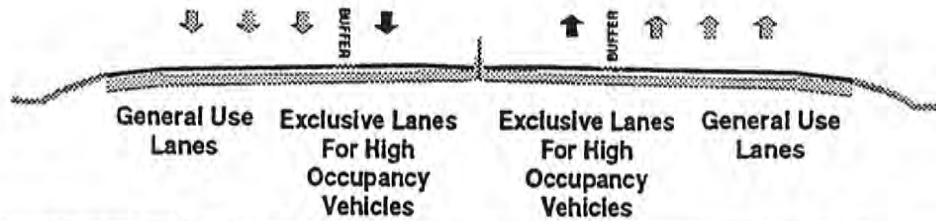


6 GENERAL USE + 2 SPECIAL USE LANES - BARRIER SEPARATED

With and without rail envelopes



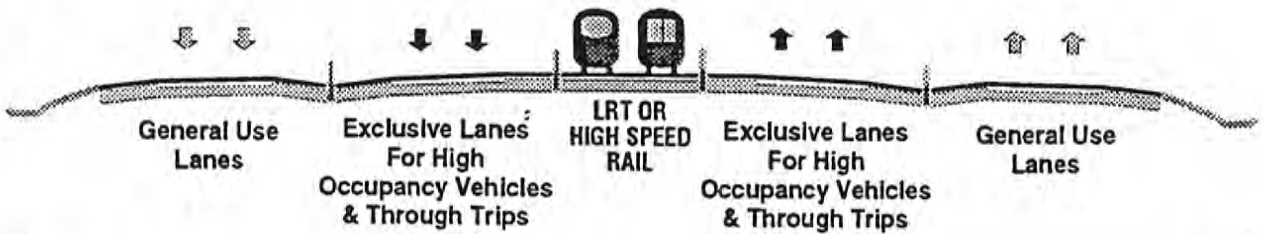
6 GENERAL USE + 2 SPECIAL USE LANES - BUFFER SEPARATED (RETROFIT)



6 GENERAL USE + 0 SPECIAL USE LANES



4 GENERAL USE + 4 SPECIAL USE LANES - BARRIER SEPARATED



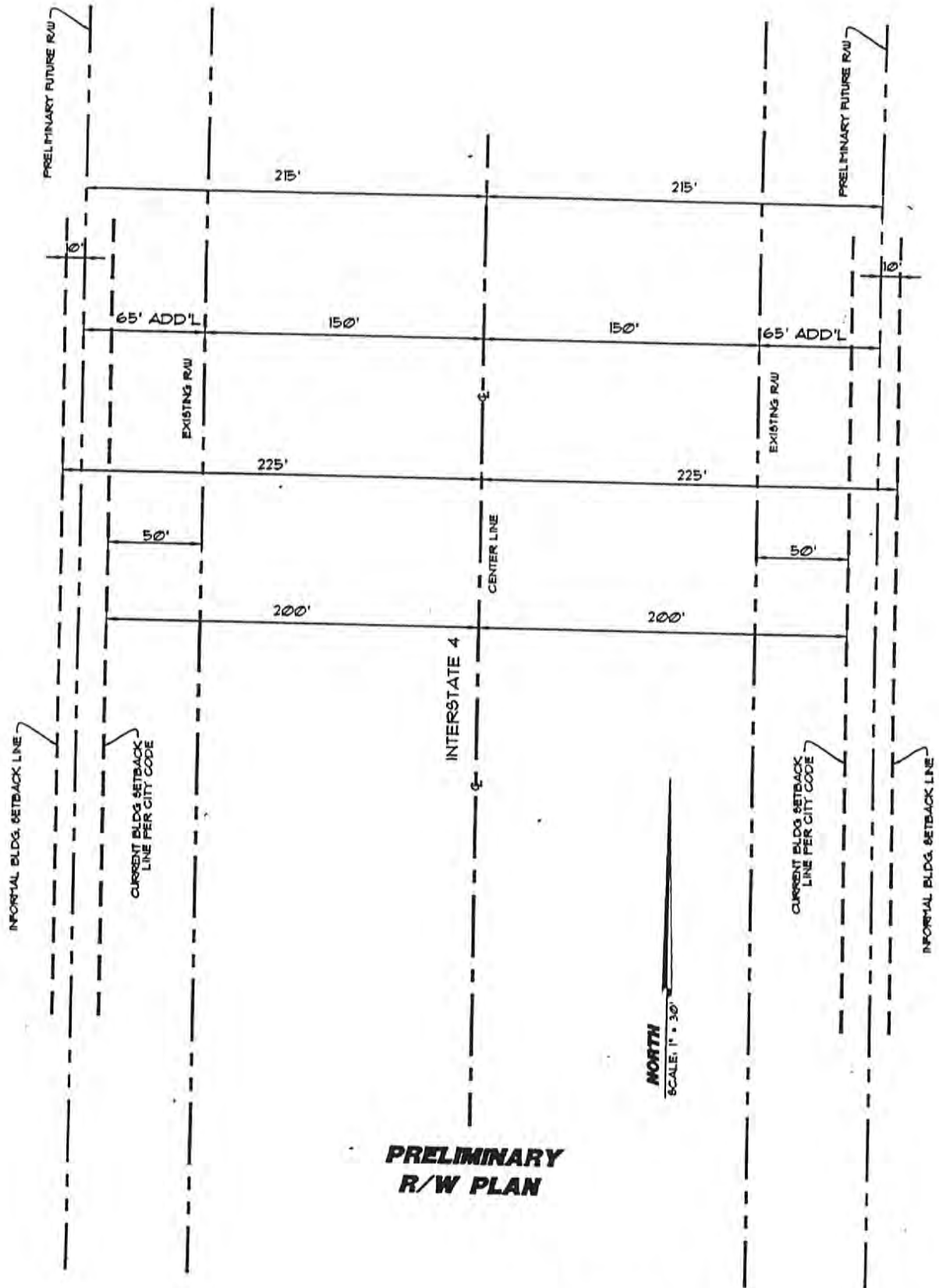
I-4 Multi-Modal Master Plan

FLORIDA DEPARTMENT OF TRANSPORTATION • DISTRICT FIVE

THE PBS&J TEAM

**CMEA TYPICAL
SECTIONS**

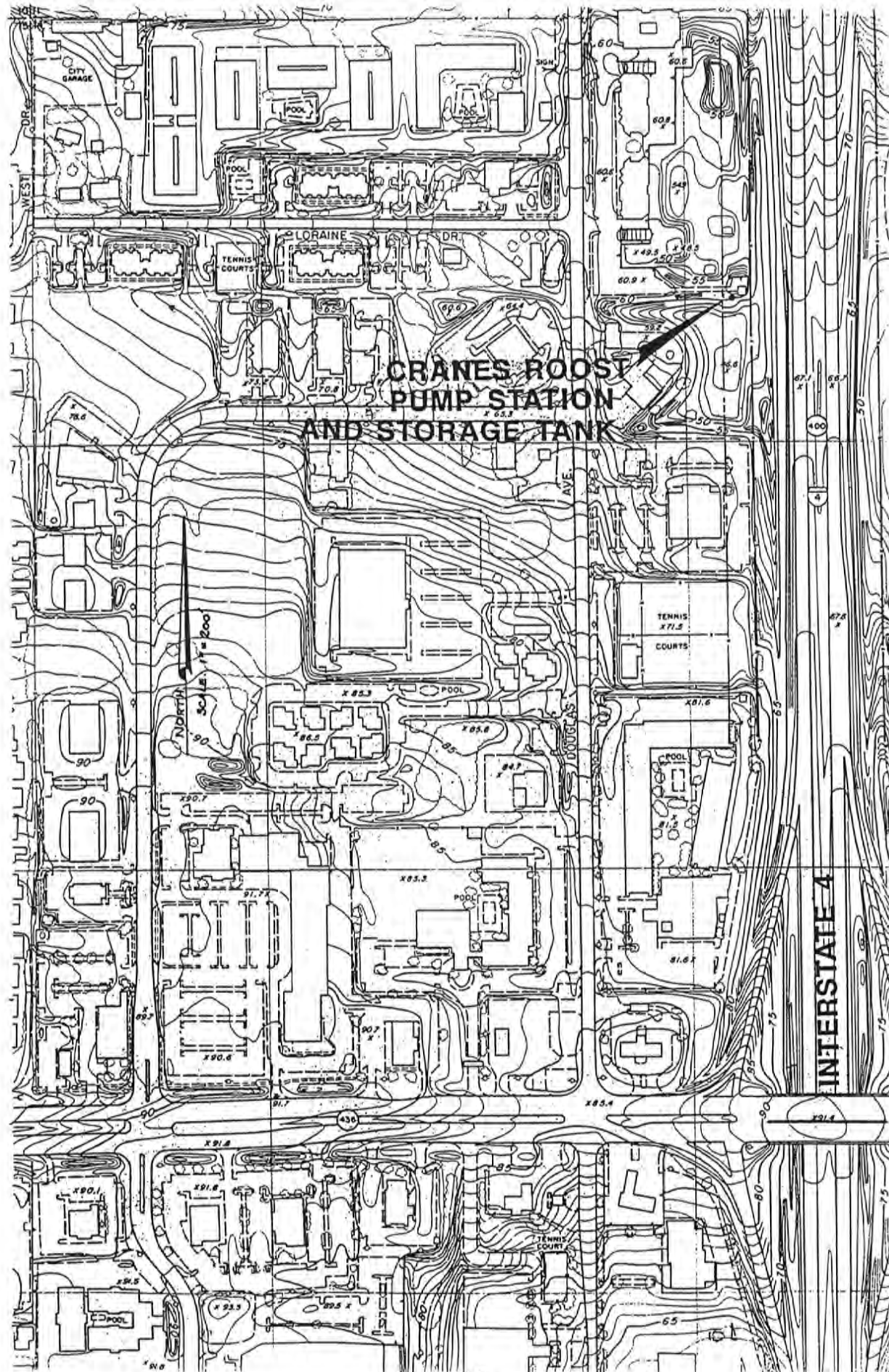
**EXHIBIT
ES-5**



**PRELIMINARY
R/W PLAN**

**I-4 PD & E
PROJECT WORKSHEET** *AG*

**CITY OF ALTAMONTE SPRINGS
PUBLIC WORKS DEPARTMENT**





CITY OF ALTAMONTE SPRINGS

225 NEWBURYPORT AVENUE
ALTAMONTE SPRINGS, FLORIDA 32701-3697

October 23, 1996

Ms. Tawny H. Olore, P.E.
Project Coordinator
CH2MHILL
225 East Robinson Street
Suite 405
Orlando, FL 32801-4322

RE: I-4 Project Development and Environmental Study / Section 2
WPI #: 5147257, 5148838, 5149520
SPN #: 75280-1488, 77160-1439, 79110-1403
FAP #: NH-4-2 (174) 79, NH-4-2 (176) 132

Dear Ms. Olore:

We received your letter dated September 19, with regard to the above project. I have enclosed for your use, per your request, a markup and description of any utilities which may be affected by the proposed widening of I-4 through the Altamonte Springs area. We understand the widening to consist of six general use lanes plus two high occupancy vehicle lanes with a light rail corridor in the median. We also understand that your scope of work will evaluate the need for interchange modifications.

Please note that the plans prepared by Greiner Inc., dated 11-23-94 (State Project No. 77160-3440) for the guardrail improvements along I-4 illustrate City utility crossings fairly accurately and you may want to obtain a set of these drawings for your reference.

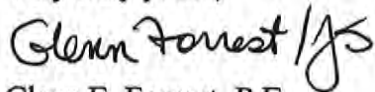
In addition to utility coordination, the City desires to coordinate apparent impacts that the I-4 PD&E Study will evaluate such as bridge impacts, stormwater, and rail issues. There are several items which are of concern to us and, in summary, they include (but are not necessarily limited to) the following:

1. Existing and proposed underground crossings of our utility systems (water and sewer).
2. The effect on our Regional Business Center at Cranes Roost where proposed stormwater retention ponds will conflict with future development.
3. The construction controls that will be needed to control turbidity in the Cranes Roost basin.

4. Modification to the Central Parkway bridge (for HOV access) which will have an impact to local traffic and our nearby existing utilities.
5. Impacts to the Wymore Road stormwater basin where areas are currently prone to flooding.
6. Preservation of our Cranes Roost pump station and the adjacent elevated potable water storage tank (these are major infrastructure facilities).
7. Proposed alignment of new 24" water main across I-4 near Central Parkway and along the west side of I-4, south from Central Parkway to the existing elevated storage tank.
8. In response to your request for an estimate of construction cost excluding legal, design, permitting, and land acquisition costs, I conceptually present the following:
 - ▶ Relocation of utility crossing of I-4 - \$ 150,000 each, depending on pipe size and location
 - ▶ Relocation of Cranes Roost stormwater pump station (the City does not anticipate needing to relocate this facility, therefore, no estimate is provided)
 - ▶ Relocation of elevated potable water storage tank (the City does not anticipate needing to relocate this facility, therefore, no estimate is provided)
 - ▶ Alternate route for 24" potable water transmission main - \$ 400,000.

I noticed segment callouts such as "N-1" and "C-2" on Sheet 37; please clarify what these callouts signify. We are available for any questions or clarifications regarding this letter and look forward to working with you on this major transportation project. Our contact for this project is Victoria L. Bogle at 830-3857.

Very truly yours,



Glenn E. Forrest, P.E.

City Engineer

Encl.

GEF/ew

cc: Donald F. Newnham, P.E., Director of Public Works
Tim Wilson, Director of Growth Management
Victoria L. Bogle, Utility Coordinator- Project Manager

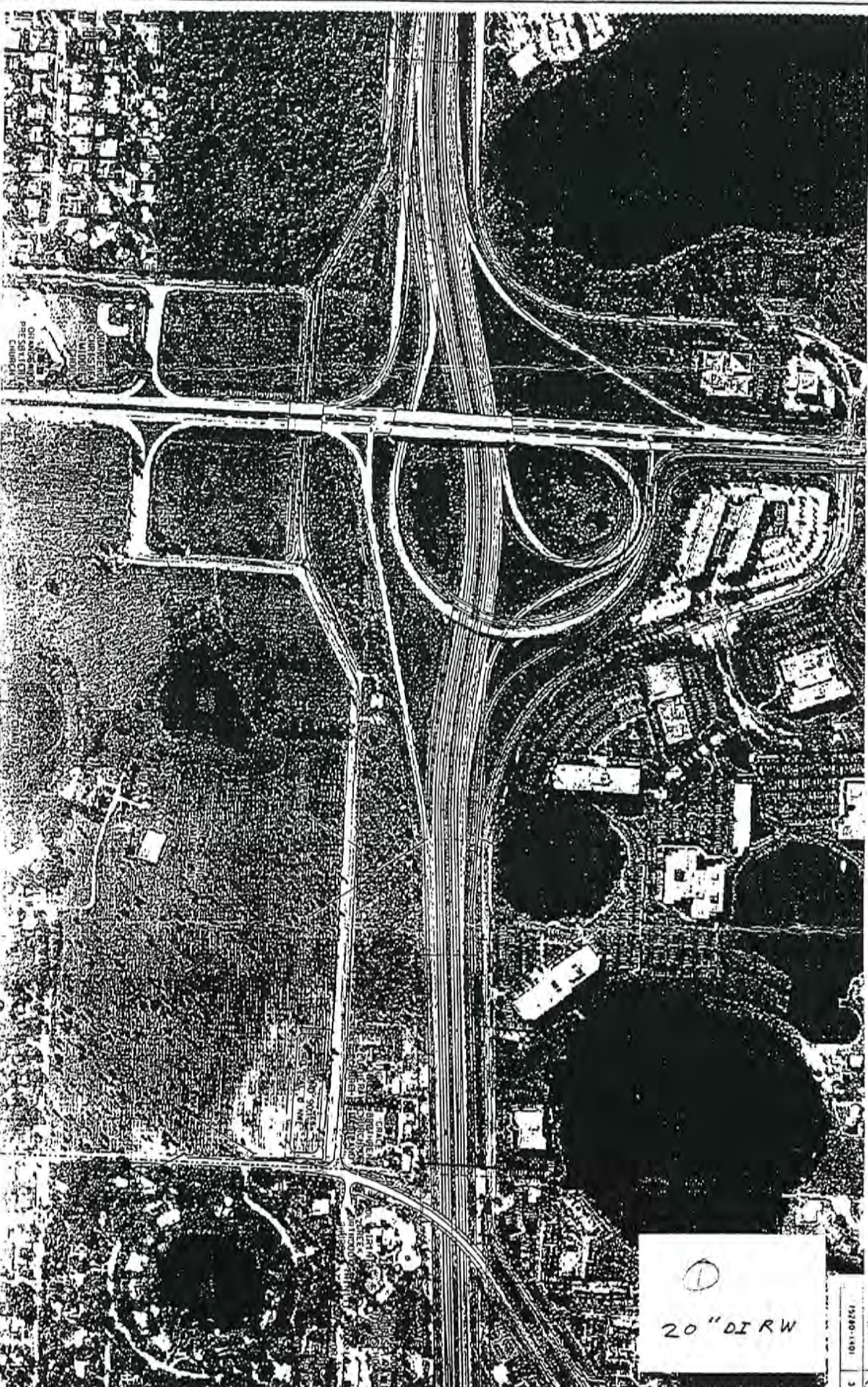
Filez:\olorelet.wpd

STATE ROAD I-4
(From Orange County Line to South of S.R. 434)

No	Size/Type	Description	Draw #
1	30" D.I. Reclaimed Water Main	Main runs north along the east r/w of Lake Destiny Drive from Maitland Center Parkway to 20" D.I. reclaimed water main crossing I-4.	90-018(9)
2	16" D.I. Sanitary Force Main; 172' - 24" Steel Casing	Main runs east from Wymore Road between Pacesetter Apts. and Spring Lake Hills Apts. to North Lake Boulevard.	70-002(9)
3	10" C.A. Potable Water Main; 2 - 46' - 18" Steel Casings under North and South Bound Lanes of I-4	Main runs east from Wymore Road between Pacesetter Apts. and Spring Lake Hills Apts. to North Lake Boulevard.	69-008(1)
4	16" D.I. Potable Water Main; 172' - 30" Steel Casing	Main runs east from Wymore Road between Pacesetter Apts. and Spring Lake Hills Apts. to North Lake Boulevard.	86-004(3)
5	20" D Reclaimed Water Main; 240' - 36" Steel Casing	Main runs east from Wymore Road between La Plaza Apts. and Pacesetter Apts. to the west r/w of I-4; then north along the west r/w of I-4 approximately 80' then east under I-4 to North Lake Boulevard.	92-009(6)
6	10" P.V.C./10" D.I. Storm Main; 290' - 22" Steel Casing	Main runs east from Wymore Road between Days Inn and Spanish Trace Apts. and continues east under I-4; then south along the east r/w of I-4 approximately 60'; then east to North Lake Boulevard.	83-012(6)
7	14" D.I. Sanitary Force Main; 300' - 24" Steel Casing	Force main runs east from Wymore Road between Spanish Trace Apts. and Days Inn and continues east under I-4; the south along the east r/w of I-4 approximately 60'; then east to North Lake Boulevard.	83-012(6)

No	Size/Type	Description	Draw #
8	20" D.I. Sanitary Force Main; 230' - 36" Steel Casing	Force main connects to existing force main located east of I-4 along the northern boundary of Northern Springs Apts. and runs west under I-4; then north along the west r/w of I-4 approximately 280'; then west to Douglas Avenue.	90-013(3)
9	16" D.I. Reclaimed Water Main; 230' - 30" Steel Casing	Main connects to existing main located east of I-4 along the northern boundary of Northern Springs Apts. and runs west under I-4; then north along the west r/w of I-4 approximately 280'; then west to Douglas Avenue.	90-013(3)10
10	12" C.I. Potable Water Main; 220' - ?" Steel Casing	Main runs east from Douglas Avenue along Aldrich Street (vacated); under I-4; then south along the east r/w of I-4 approximately 268'; then east to Cranes Roost Office Park.	74-002 (Missing)
11	12" P.V.C. Potable Water Main; 280' - 24" Steel Casing	Main runs east from Douglas Avenue under I-4 along the north side of North Street (east of I-4).	81-001(1)

7/20/94
(dfile: I4.wp5)



ORANGE
CHRISTIAN
WILSON
CAMPBELL

STAN & ANNE
CAMPBELL

ORANGE
CHRISTIAN
WILSON
CAMPBELL

①
20" DI RW

7570-1-01
38



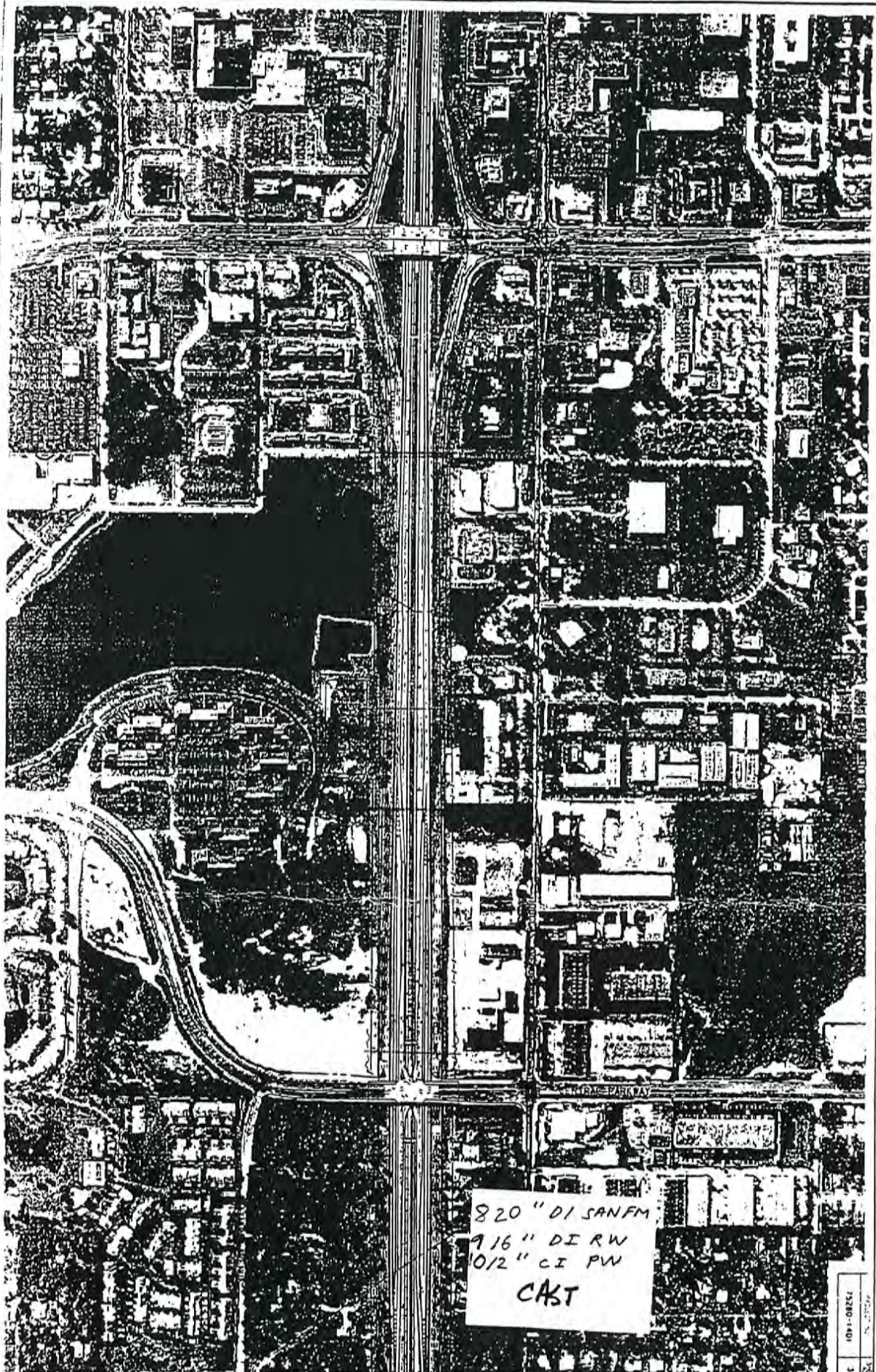
THE PBSI TEAM
1-4 MULTI-MODAL MASTER PLAN

16" DI SAN FM
10" CA PW
16" DI PW

20" DI RW
10" PVC^{STM} FM
14" DI SAN FM

23280-100	100
23280-101	101
23280-102	102
23280-103	103
23280-104	104
23280-105	105
23280-106	106
23280-107	107
23280-108	108
23280-109	109
23280-110	110

4
5
7

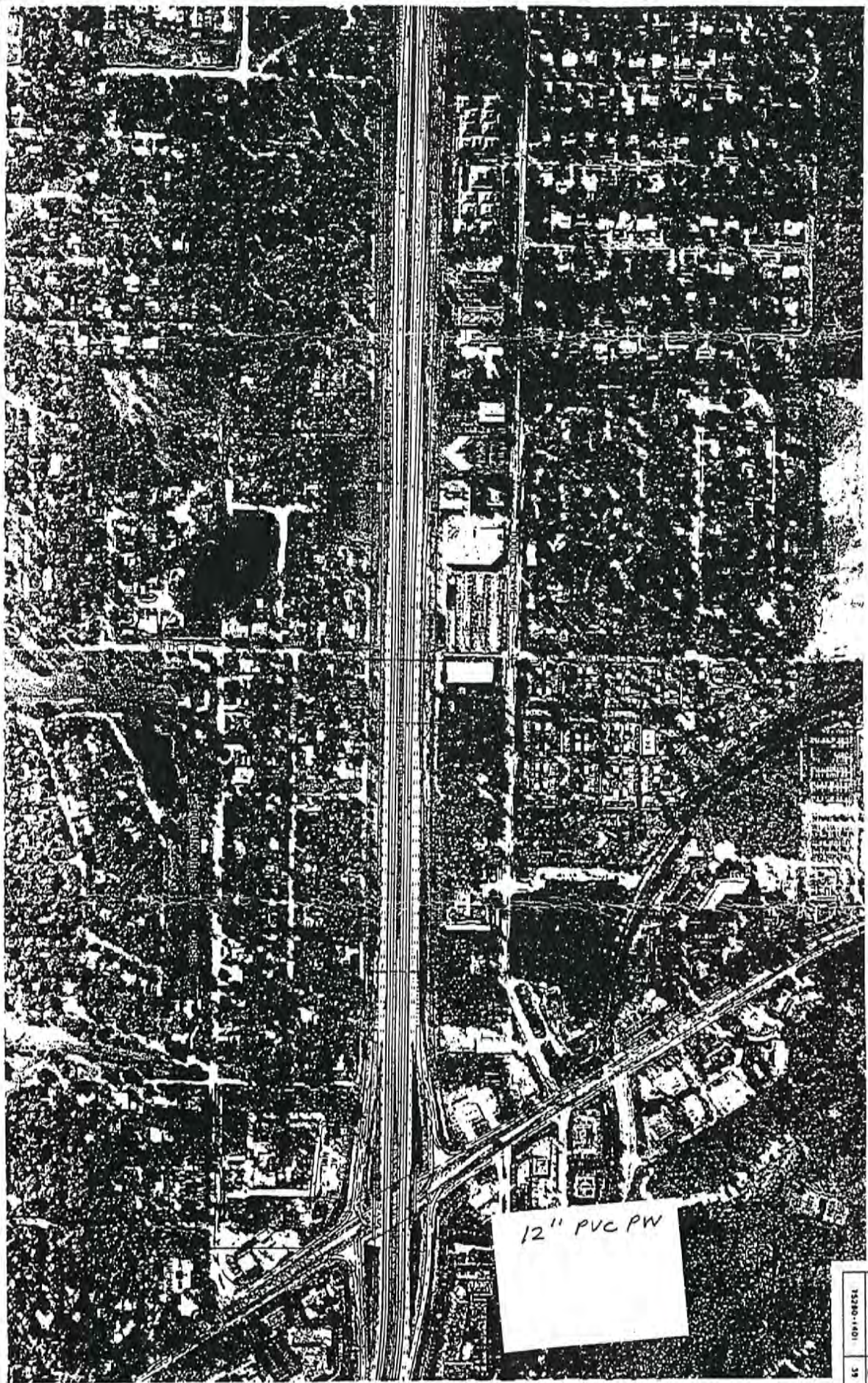


THE
FRS
TEAM

1-4 MIL F - MODAL MASTER PLAN
TIER 3

820" DI SANFM
916" DI RW
1012" CI PW
CAST

100-0025
30



THE **PBS** TEAM

I-4 MULTI-MODAL MASTER PLAN
FIER 3

12" PVC PW

PROJECT NO. 13280-1401
SHEET NO. 38



CITY OF ALTAMONTE SPRINGS

225 NEWBURYPORT AVENUE
ALTAMONTE SPRINGS, FLORIDA 32701-3697

June 21, 1996

Mr. Frederick R. Birnie, P.E.
District Environmental Management Engineers
Florida Department of Transportation
719 South Woodland Boulevard
Deland, Florida 32720

RE: I-4 PD & E Study

Ref. No: 5147257, 5148838, 5249520
State No: 75280-1488, 77160-1439, 79110-1403

Dear Mr. Birnie:

The City of Altamonte Springs would like to provide comments to FDOT with regard to the I-4 corridor improvements.

Our understanding is the next phase of study is the PD and E Phase for the I-4 corridor. Within that effort we understand that the review of interchange modifications and improvements will be further evaluated. As a part of that effort, the City would offer the following comments:

1. If FDOT decides not to rebuild the SR 436 interchange as a policy matter when the interchange would otherwise require same, then the City of Altamonte Springs will not be the responsible party to make such improvements.
2. If a total rebuild of the interchange is not cost feasible, the FDOT should evaluate the necessity to make ramp improvements to accommodate additional traffic exiting I-4 from both directions. This is especially needed on the north side of the interchange exiting westbound off of the interstate to accommodate turning movements onto SR 436 and operations at Wymore Road/Douglas Avenue intersection.
3. The City would be willing to provide any supplemental traffic projections on SR 436 that would be of use to the engineers and consultants in this effort.

The City of Altamonte Springs is in support of the project with the inclusion and protection of the corridor for both HOV access and rail improvements as defined in previous planning studies.

Please call me at (407) 830-3807 if I can be of further assistance.

Sincerely,

Tim A. Wilson
Growth Management Director

c:Glenn Forrest, City Engineer
I-4 File

RECEIVED

JUN 25 1996

Dept. of Trans. & ...
P.D. & ...



CITY OF ALTAMONTE SPRINGS

225 NEWBURYPORT AVENUE
ALTAMONTE SPRINGS, FLORIDA 32701-3697

June 11, 1996

Mr. Frederick R. Birnie, P.E.
District Environmental Management Engineer
Florida Department of Transportation
719 South Woodland Boulevard
Deland, FL 32720

RE: Advance Notification for I-4 from 0.25 miles west of SR 528 to 0.25 east of SR 472
Work Program Item Number: 5147257; 5148838; 5149520
State Project Number: 75280-1488; 77160-1439; 79110-1403
Federal Aid Project Number: NH-4-2(174)79; NH-4-2(176)132
Orange, Seminole and Volusia Counties, Florida

Dear Mr. Birnie:

I have reviewed the advance notification for the referenced subject and do not offer any comments at this time.

If I can be of assistance as this project progresses, feel free to call me at (407) 830-3857.

Sincerely,

Mac Richter
Engineering Technician

cc: Glenn Forrest, City Engineer

[File: Birnie]

RECEIVED

JUN 14 1996

Dist. of Transportation
P.D. & E.

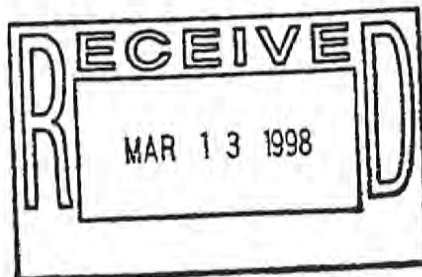
City of Lake Mary

POST OFFICE BOX 950700
LAKE MARY, FLORIDA 32795-0700

PHONE 407-324-3000

FAX 407-324-3098

March 12, 1998



I-4/LRT Public Involvement Office
c/o Keith and Schnars, P.A.
370 Whooping Loop, Suite 1154
Altamonte Springs, FL 32701

To whom it may concern:

Please note that the Lake Mary City Planner is now Juan (John) A. Omana, Jr. All correspondence for the City Planner should now be directed to his attention.

Do not hesitate to call me at (407) 324-3049 if you need further information.

Sincerely,

A handwritten signature in cursive script that reads "Eunice Muir".

Eunice Muir
Community Development Secretary

emm

omana

City of Lake Mary

POST OFFICE BOX 950700
LAKE MARY, FLORIDA 32795-0700

John W. Deamud, P.E.
Community Development Director/
City Engineer
PHONE 407-324-3054
FAX 407-324-3064
FAX 407-324-3098

PHONE 407-324-3000

May 13, 1996

Mr. Frederick R. Birnie, P.E.
District Environmental Management Engineer
Florida Department of Transportation
719 South Woodland Boulevard
DeLand, Florida 32720

Re: Advance Notification for I-4 PD&E
WPI 5147257; 5148838; 5149520
SPN 75280-1488; 77160-1439; 79110-1403
FAP NH-4-2(174)79; NH-4-2(176)132
Orange, Seminole and Volusia Counties, Florida

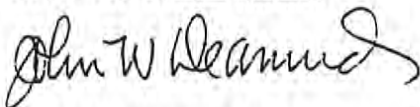
Dear Mr. Birnie:

The recommended alternative of the I-4 Multimodal Master Plan identified a parcel located south of Lake Mary Boulevard on the east side of I-4 as a retention area. The parcel is triangular in shape and is immediately north of the Channel 35 building. This is to advise you that this site has been designed and awaiting approval from the City Commission for development.

Additionally, a Holiday Inn Express has already gained approval to construct in the North Point Park of Commerce development and another hotel chain is evaluating property in the Primera development. Generally, properties along the east side of I-4, within the corporate limits of the City of Lake Mary, are actively being developed or under design for development which will impede widening of I-4 to the east.

Please keep us informed as to the progress of the PD&E studies.

Sincerely,
CITY OF LAKE MARY



John W. Deamud, P.E.
Community Development Director/
City Engineer

I4PD&E96.001

c: City Manager
City Planner

RECEIVED

MAY 16 1996

Dept. of Transportation
P.D. & E.

Mayor
Robert Breaux
Vice Mayor
Raymond A. Link
Council
James P. Panico
Sascha Rizzo
Keith White



City Manager
Dean E. Sprague
City Clerk
Donna L. Williams

May 31, 1996

Mr. Frederick Birnie
Dist. Environ. Mgmt. Engineer
FDOT
719 S. Woodland Blvd.
DeLand, FL 32720

JUN 3 1996

JUN 3 1996

Dept. of Transportation
Tallahassee, FL

SUBJECT: I-4

Dear Mr. Birnie:

This is in response to your letter to Ms. Keri Akers, Director of Community Affairs, Tallahassee, regarding the proposed improvements to I-4 (Bee Line north to Daytona Beach).

The city has three casings under I-4, which are:

- a. One casing located approximately 1800 linear feet north of SR 438A (Kennedy Blvd.) protecting a 14-inch watermain.
- b. Two casings installed by the City of Altamonte Springs at Orange County/Seminole County line (or within 50 feet) protecting a 16-inch watermain and a 30-inch reclaimed water line. Please provide us with drawings for us to mark and return.

If you need additional information or a set of plans, please contact me at 539-6252.

Sincerely,

Fabian Hurtado, PE
City Engineer

c: Utilities Superintendent

C:\WP51\FILES\I-4.DOT

December 1, 1999

V100019.00

Mr. Danny Pleasant
Transportation Planning Bureau Chief
Planning and Development Department
City of Orlando
400 South Orange Avenue
Orlando, Florida 32801-3302

Subject: **I-4 PD&E Study - Section 2**
From BeeLine Expressway to SR 472
WPI No.: 5147257, 5148838, 5149520
SPN: 75280-1488, 77160-1439, 79110-1403
Orange, Seminole and Volusia Counties, Florida
Response to I-4 PD&E Study Review Comments

Dear Mr. Pleasant:

1. I-4/Kirkman Road Interchange

The three ramps identified for speed reduction are actually designed at the same design speed (45 mph) of Kirkman Road. The I-4 westbound to Kirkman Road southbound and the I-4 eastbound to Kirkman Road northbound ramps are left hand entrance ramps onto Kirkman Road and do not have conflicting movements with bicycles or pedestrians. The I-4 eastbound to Kirkman Road southbound ramp is designed to minimize back-up onto the interstate. To introduce a signal at this location would severely impact the operation of the interchange and possibly the intersection of Kirkman Road and International Drive. Since this bridge is at level three (50 feet), we feel there are optional corridors adjacent to Kirkman Road that will provide better pedestrian facilities because of the grade differential, travel patterns and destinations. Universal Boulevard to the west provides a more direct route between International Drive and Universal. The proposed LRT Station at Belz Outlet will provide a pedestrian crosswalk over I-4 east of Kirkman Road. However, we have provided accommodations for shoulders and sidewalks on Kirkman Road to foster bicycle and pedestrian movements should they prefer to cross I-4 at Kirkman Road.

2. I-4/Orange Blossom Trail (OBT) Interchange

I-4 Eastbound to Northbound OBT

Existing conditions that do not meet current design criteria may be maintained if certain safety conditions can be incorporated into the improvement such as providing adequate deceleration space and signing on the ramp. We are able to tie into the existing ramp at OBT because of ramp spacing, I-4 vertical and horizontal alignment, and the ability to provide adequate deceleration space on the approach to the existing ramp. The above conditions do not exist at Ivanhoe Boulevard. Ramp spacing, and I-4 horizontal and vertical alignment are critical at the Ivanhoe Boulevard interchange location. We have a responsibility to the public to provide a safe facility. We cannot recommend a concept at Lake Ivanhoe interchange that is similar to the US 441 ramp. The alternatives that have been prepared and rejected earlier in the PD&E Study are the most viable alternatives operationally, but had significant impacts. We continue to recommend that this access modification remain in the I-4 PD&E Study.

I-4 Westbound to Northbound OBT

As noted in your comment the access this ramp would provide to OBT is equivalent to the access provided from the Michigan Street ramp. In addition, the current concept provides more access to and from the Interstate from the neighborhoods than exists today. The neighborhoods will now have access to and from westbound I-4 at Michigan Street. The additional access at Michigan Street should reduce the concerns at Kaley Avenue. The concern that traffic unable to exit OBT will exit at JYP and utilize L.B. McLeod to get back to OBT in such a circuitous route is a very difficult argument to use to justify a ramp with several property relocations. Therefore, we continue to recommend that the current concept remain in the PD&E Study.

I-4 Kaley Avenue

The traffic modeling prepared for this study has included the surface streets identified in your comment. No significant abnormalities have been identified that require special treatment. Neighborhood impacts, freight and cargo movements, and constrained corridors are an issue throughout Central Florida and the I-4 corridor. Neighborhood and development changes will be ongoing and issues not identified today will need to be addressed in future re-evaluations. Impacts that can be quantified today will be addressed with this PD&E Study such as the HOPE 6 issues.

3. I-4/Gore Street

Throughout the PD&E Study process we have solicited input on the pedestrian overpass at Gore Street. General consensus has been that pedestrian access is required in this location to provide access from the Holden Heights neighborhood to the proposed LRT Station. Alternative access at Gore Street is a viable option and we would welcome future discussion on this alternative.

The location of business driveways and queues across the CSX Railway are a function of the local street network and were not addressed in the PD&E Study. The location of the CSX railway is an existing condition constraint that was identified early in the PD&E Study process and had an effect on development of alternatives. Resolving railroad crossing conflicts is not included in the scope of the PD&E Study.

4. Urban Design Treatments and Amenities

The Department has committed to utilize the Urban Design Guidelines during the final design of Interstate 4. We understand your concerns and have incorporated this procedure to provide the City the opportunity to participate in the urban design process.

Sincerely,

Robert H. Cortelyou
Director of Production
District Five

xc: Mike Snyder
Harold Webb
Noranne Downs
Bonnie Boylan
Mark Callahan
Jan Everett
Mike Snare



CITY OF ORLANDO

October 5, 1999

Mr. Robert Cortelyou, P.E.
Production Director
Florida Department of Transportation
District Five
719 South Woodland Boulevard
DeLand, Florida 32720-6834

Re: **I-4 Master Plan Review: Sand Lake Road to Gore Street**

Dear Mr. Cortelyou:

The following issues were identified by my staff in a field review of the July 1999 I-4 concept plans provided to the City of Orlando. We look forward to the opportunity to discuss solutions to these transportation issues with you and your staff.

1. I-4/Kirkman Road Interchange

The I-4/Kirkman Road interchange includes three high speed ramp connections that intersect with high volume, low speed arterials. As you know, the International Drive area is designated as a Metropolitan Activity Center and is characterized by tourist destination land uses, high pedestrian and transit ridership and is a high volume and low speed street. In fact, City of Orlando research shows that 40% of all trips in the corridor are multimodal in nature. The City of Orlando is concerned by any "I-4 improvement" that would further degenerate the pedestrian crossing experience at Kirkman Road and International Drive. In addition, the intersection of Major Boulevard and Kirkman Road is also characterized by a growing pedestrian presence. Special attention should be given to this intersection to foster pedestrian movements from adjacent hotels, across Kirkman Road, to the Universal Studios area.

The three ramps the City of Orlando has identified for speed reduction and/or other measures to increase compatibility with adjacent land uses are:

- I-4 westbound to Kirkman Road southbound;
- I-4 eastbound to Kirkman Road southbound; and
- I-4 eastbound to Kirkman Road northbound.

Ramp signalization at Kirkman Road appears to be a viable alternative. If this is infeasible for the I-4 westbound movement to Kirkman Road southbound, an alternative solution is elevating Kirkman Road over International Drive. The overpass option will require that particular attention be paid to providing pedestrian features and amenities that foster a quality pedestrian experience. In addition, this option will require that motor vehicle access be provided to return to International Drive via Carrier Road.

Given that the International Drive area is zoned as a Metropolitan Activity Center (the same as downtown), transportation solutions for this interchange should be context-sensitive. The proposed high-speed ramp configuration is not context-sensitive and does not adequately consider the adjacent land uses, pedestrian nature, and the City's continued multi-modal vision for this area.

2. I-4/Orange Blossom Trail (OBT) Interchange

I-4 Eastbound to Northbound OBT

The I-4/Orange Blossom Trail interchange includes features that were reviewed simultaneously with interchanges at Michigan Street, Kaley Avenue and Gore Street. The proposed I-4 Multimodal Master Plan calls for the eastbound I-4 to northbound OBT ramp to remain in its current configuration. This loop ramp is similar in function and size to the Lake Ivanhoe Boulevard interchange loop ramp providing the eastbound I-4 to Ivanhoe Boulevard westbound movement. The City of Orlando places great importance on access to its neighborhoods by the most direct means. The retention of the loop ramp at OBT has caused us to re-examine the opportunity to also retain the loop ramp at the Lake Ivanhoe interchange. Given the importance of the Lake Ivanhoe interchange loop ramp to our neighborhoods, we believe it is worthwhile to diligently examine innovative ways to also retain the Lake Ivanhoe interchange loop ramp.

I-4 Westbound to Northbound OBT

No exit ramp is proposed from westbound I-4 to northbound Orange Blossom Trail. Although this movement does not currently exist, it deserves consideration based on functional classification of US 17/92 (Orange Blossom Trail), a more direct connection to Federal and State routes, and the opportunity to avoid changes to the character of the Holden Heights neighborhood that will certainly result from access to Orange Blossom Trail from Interstate 4 via Kaley Avenue. In a preliminary discussion with Michael Snare (URS), he indicated this concern has been expressed previously. Limited right of way northwest of I-4 at Orange Blossom Trail would allow only a substandard ramp to be constructed, and would affect access to the first block of Orange Blossom Trail. A similar concern has been voiced that traffic unable to exit at Orange Blossom Trail will instead exit at JYP and utilize L.B. McLeod Road to return to Orange Blossom Trail. Mr. Snare indicated travel time to OBT is shorter when using the westbound I-4 Michigan Street exit.

I-4/Kaley Avenue

As part of the I-4 Master Plan, Kaley Avenue will become a primary I-4 access point due to the Gore Avenue ramps to Interstate 4 being eliminated, and due to the elimination of the eastbound I-4 access ramp to N. Orange Blossom Trail. Kaley Avenue is a relatively narrow street (20 ft.) from Parramore Avenue to Rio Grande Avenue. Kaley Avenue currently functions as a residential collector. Its access to neighborhoods east of Interstate 4, its utilization by Grand Avenue Elementary School students as a pedestrian corridor, and access to Kaley Square Park reinforce its residential character.

Local residents and drivers familiar with the surface street system may utilize the Kaley Avenue exit to access Orange Blossom Trail, potentially increasing average daily traffic through Holden Heights. Kaley Square Park, at the corner of Kaley Avenue and Westmoreland Drive, appears to be a popular destination for neighborhood residents. However, increased traffic in this corridor may reduce its popularity, or eliminate it altogether if Kaley Avenue is widened to accommodate the anticipated growth in traffic between I-4 and Orange Blossom Trail. Since both Orange County and the City of Orlando have jurisdictional responsibilities for portions of Kaley Avenue, collaboration is recommended to develop a corridor plan for Kaley Avenue in advance of impacts from I-4 reconstruction.

The elimination of the traditional access ramp at Kaley Avenue to eastbound I-4 is proposed to be replaced by a westbound access ramp to a Texas turnaround to the eastbound auxiliary lane providing access to I-4. This system includes three merge points within short distances that may dissuade slow-moving vehicles or freight carriers from accessing I-4 in this manner. Alternative access along surface streets is possible utilizing Division Avenue and the eastbound Michigan Street ramp. Traffic west of I-4 may utilize Rio Grande Avenue or Orange Blossom Trail to Michigan Street in order to access the eastbound Michigan Street ramp. It is recommended that traffic models be reviewed for the potential surface street impacts identified in #2 and #3. Neighborhood impacts, freight and cargo movements, and constrained corridors should be reviewed.

3. I-4/Gore Street

The I-4 pedestrian overpass west of Gore Street is shown on the plans. However, enhanced pedestrian and bicycle access in the Gore Avenue Corridor may be preferable to reconstruction of the pedestrian overpass. There is the potential for redevelopment along Gore Street as part of the Orlando Housing Authority Hope 6 Project. Corridor enhancements for pedestrians and bicyclists would serve to rejoin neighborhoods physically and socially separated by I-4 and act as a gateway into the Gore Street/Hope 6 redevelopment area. We would like to discuss these pedestrian overpass alternatives with you.

The elimination of Gore Street exit ramps will redistribute traffic to adjacent interchanges, however freight and cargo movements bound for industrial areas along Gore Street and Kaley Avenue are anticipated to use Kaley Avenue exits. The location of industrial business driveways on Division Street and Kaley Avenue east of I-4 results in frequent stopping, creating traffic queues across the CSX Railway corridor parallel to I-4 in this area. The proximity of the CSX railroad crossing on Kaley Avenue to I-4 may create traffic delays during crossing closures. The short queuing distance from the base of I-4 ramps to the crossing on East Kaley Avenue may prevent drivers unfamiliar with the vicinity from redistributing to Gore Street or Michigan Street. Have these issues been considered?

4. Urban Design Treatments and Amenities

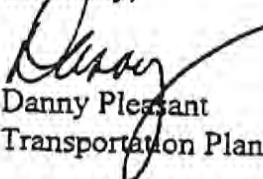
The central city neighborhoods adjacent to I-4 have been affected most by the impacts from I-4. The City of Orlando has invested significantly in landscaping features in the I-4 corridor to make it a more context sensitive roadway. There are opportunities for quality urban design contributions, such as gateway landscaping or other high amenity type improvements at various locations in the I-4 corridor to maintain and enhance the setting, character and values established by the City of Orlando. As stated in the March 15, 1999 letter from Mayor Hood to Secretary Houston:

"I believe a higher level of urban design treatments and amenities is mandatory to mitigate the significant impacts the I-4 corridor has on the Downtown neighborhoods".

The City will continue to identify urban design features for review by the Urban Design Technical Committee and during final design reviews of the I-4 Multi-Modal Master Plan.

These issues are identified for your review and consideration. We look forward to the opportunity to discuss these alternative solutions with you in the near future.

Sincerely,



Danny Pleasant

Transportation Planning Bureau Chief

- c: David L. Metzker, P.E., Director of Public Works
- Dean J. Grandin, Jr., AICP, Planning and Development Director
- Dan Gallagher, AICP, Chief Planner
- Jim Kimbler, AICP, Transportation Planner
- Michael Snare, P.E., URS
- Mark Callahan, P.E., CH2MHill



CITY OF ORLANDO

July 2, 1999

Mr. Michael T. Snare, P.E.
URS GREINER WOODWARD CLYDE, INC.
315 East Robinson Street, Ste. 245
Orlando, Florida 32801-1949

In Re: I-4/Ivanhoe Boulevard Interchange

Dear Mr. Snare:

In regard to your letter of June 4, 1999, concerning the above referenced interchange design, City staff has prepared some comments, which are attached. I suggest that we try to meet to discuss these items so we can reach agreement on the geometric configuration of the interchange. Please contact Debbie Owen at 246-2511 to schedule a meeting.

Sincerely,

David L. Metzker, P.E.
Public Works Director

- C: Danny Pleasant, Transportation Planning Bureau Chief
- Dan Gallagher, Chief Planner
- Jim Kimbler, Transportation Planning



CITY OF ORLANDO

MEMORANDUM

DATE: June 29, 1999

TO: David L. Metzker, P.E., Public Works Director

FROM: Danny Pleasant, Transportation Planning Bureau Chief

SUBJECT: **Review Comments for I-4/Ivanhoe Boulevard Interchange**

I have reviewed the re-evaluation of the I-4/Ivanhoe Boulevard Interchange concept presented in Michael Snare's June 4, 1999 memorandum. The following questions, concerns and clarification issues are identified for our discussion (corresponding numbers are located on the attached concept drawing):

1. As a result of meetings with FHWA, the proposed Ivanhoe Boulevard westbound general use lane off-ramp (Ramp B) is relocated into existing Lake Ivanhoe on the west side of Interstate 4. While this change will avoid impacts to Beth Johnson Park, the lake area encroachment will likely create neighborhood, recreational and environmental concerns. This will likely be a major concern to College Park residents. In addition the shift of ramp A to the west will require a less direct connection to southbound Orange Avenue into the downtown.
2. The proposed intersection of Ivanhoe Boulevard at the westbound general use and HOV off-ramps has traffic operations and signalization requirements that exceed the original concept. The GUL and HOV ramps no longer merge prior to their intersection with Ivanhoe Boulevard.
3. The submitted concept does not reflect a retention pond in area #3. Has the pond been eliminated due to exfiltration opportunities? If yes, there may be several opportunities for this area. One opportunity may be to retain the eastbound Lake Ivanhoe off-ramp. As you know, some College Park residents have expressed a concern over their loss of access to/from I-4 at the Lake Ivanhoe Interchange. Given that westbound I-4 off-ramps have been relocated further west in this concept, it appears that the eastbound off-ramps could possibly be retained. If the eastbound off-ramp cannot be retained, perhaps this area could become a dedicated park area to mitigate the loss of waterfront green space associated with Ramp A.
4. The southwest quadrant of the I-4/Ivanhoe Boulevard where westbound on and off-ramps currently access Ivanhoe Boulevard had previously been identified for a retention pond when those ramps are removed. In the submitted concept the pond is not shown. If the pond has been eliminated as part of the exfiltration concessions, this area could be converted to a park area. This park area would provide a green space connection between Lake Ivanhoe and Lake Concord and help offset the interchange impacts to Lake Ivanhoe.

5. Right of way impacts to westbound Colonial Drive are considerable on both the east and west side of Interstate 4. Permitted development in this corridor recently includes Colonial Bank, Magic FanAttic, and the law firm of Unger, Swartwood et al at 701 W. Colonial Drive. The potential takings seem excessive and could significantly degrade the urban form in this area. The City cannot support this level of impact to the Colonial Drive corridor.
6. The proposed concept (as well as the original concept) appears to reduce Hughey Avenue from three lanes to one lane from Colonial Drive to south of Concord Street. This change assumes that eastbound Colonial Drive traffic bound for the Centroplex and Government Center will avoid Hughey Avenue and utilize auxiliary lanes to a point south of Concord Street where the auxiliary lanes join Hughey Avenue. This concept creates a cut-through scenario in an area where friction factors appear to be high due to existing land uses. What cross section is envisioned for Hughey Avenue?
7. The proposed Light Rail Station at Colonial Drive and Garland Avenue will generate a high level of multi-modal traffic primarily from the south and east. Both northbound and southbound pedestrian activity will be high, therefore pedestrian access should be evaluated and accommodated accordingly in this vicinity.
8. Similarly eastbound and westbound pedestrian access along Colonial Drive should be evaluated. Pedestrian traffic bound for the Centroplex area from the Light Rail Station, as well as vicinity pedestrian traffic, needs to be accommodated appropriately along Colonial Drive.
9. The westward relocation of Garland Avenue between Concord Street and Colonial Drive will create access issues for many adjacent businesses. How will the access issues be handled and what is planned for the excess property associated with the Garland Street relocation?

I hope these comments are helpful to you. I look forward to discussing these issues and concerns with you in the near future.

cc: Dan Gallagher, Chief Planner
Jim Kimbler, Transportation Planner



CITY OF ORLANDO

June 14, 1999

FLORIDA DEPARTMENT OF TRANSPORTATION
Mr. Harold Webb, Project Manager
719 South Woodland Boulevard
Orlando, Florida 32720-6834

RECEIVED
JUN 16 1999
FDOT-DISTRICT V
Cons. Project Mgmt.

In re: I-4 PD & E Study, Section 2

Dear Mr. Webb:

We received and reviewed your letter of June 3, 1999, concerning the height of proposed I-4 improvements relative to the College Park neighborhood. It is apparent the design team has given consideration to the concerns of the citizens in planning the improvements along I-4. We concur with the decision to revise the design criteria to reflect 60-MPH AASHTO criteria for both horizontal and vertical geometry for I-4 through Section 2 of this project.

In your letter you addressed the vertical clearance of four streets in the City of Orlando that pass under I-4. These streets are New Hampshire, Princeton, Winter Park, and Park. We do not object to designing the proposed vertical clearances for these streets at 14.5 feet per the minimum AASHTO criteria.

Thank you for the opportunity to review the design criteria for the I-4 improvements.

Sincerely,

David L. Metzker, P.E.
Public Works Director

- C: Richard L. Levey, CAO
- Richard M. Howard, P.E., City Engineer
- Harry A. Campbell, Transportation Engineer
- Danny C. Pleasant, Bureau Chief of Transportation Planning
- File



CITY OF ORLANDO

March 31, 1999

Mr. Harold Webb
Project Manager
Florida Department of Transportation
719 Woodland Boulevard
DeLand, FL 32720-6834

Re: I-4 PD&E Study - Section 2
Draft Urban Design Guidelines

Dear Mr. Webb:

I have completed a cursory review of the draft Urban Design Guidelines for I-4. These are just my own observations and not those of the City staff as a whole. More detailed comments may be following as additional City staff completes the review and coordination in-house. My general comments are as follows:

- The City has serious concerns about several aspects of the I-4 plan as identified by Mayor Hood in her March 15, 1999 letter to Nancy Houston, District 5 Secretary FDOT (attached). The first issue to be resolved is the 70 m.p.h. design speed. Once the design speed is lowered, many other issues can be discussed and addressed. The next most pressing issue is fairness and parity of impacts to enhancement treatments. Most of I-4 through Orlando should have an enhanced treatment financed and designed by FDOT, not the City, due to the heavy impacts the widening will have on Downtown and the community. The City supports the original Levels of Treatment approach for the Urban Design Guidelines.
- The Draft Urban Design Guidelines are well organized comprehensive, but have an obvious omission. The portion that is missing from the guidelines is the role of Urban Design in the roadway design itself. Urban design should be considered in the geometrics, alignment, elevations, engineering, to best integrate of the expressway into the context of the community. In addition, land use conflicts and impacts are not specifically addressed by the actual roadway design or the Urban Design standards. Using Urban Design techniques as a band-aid to insensitive roadway design is unacceptable and injurious to the long term livability and economic health of Orlando, especially the Downtown area.
- An area to be discussed in more detail and which should be added to the Guidelines in integration of I-4 with the existing and planned urban fabric. The edges, walls, ramps, and other treatments should be coordinated with local governments where the I-4 right-of-way

PLANNING AND DEVELOPMENT DEPARTMENT • CITY PLANNING BUREAU
URBAN DESIGN DIVISION
CITY HALL • 400 SOUTH ORANGE AVENUE • ORLANDO, FLORIDA 32801-3302
PHONE (407) 246-3720 • FAX (407) 246-3888

meets the local roadway system and private property. A good example is Downtown's streetscape program. Materials should be replaced in-kind with specifications approved by the local agencies involved.

- The use of Architects and Landscape Architects seems to be used interchangeably in the Guidelines. These professions complement one another, but are not the same. *Both* design disciplines should be included in leadership roles on the subsequent consultant teams and Technical Review Committee, not just one or the other.
- All efforts should be made to avoid the "Great Wall" effect of the raised portion of the widened I-4 through Orlando. In general, the City prefers other solutions to noise impacts than noise walls. Landscaping with evergreen canopy trees, vines, and shrubs and preservation of mature tree canopy next to the roadway should be emphasized over walls. Terraced retaining walls are preferred over sheer walls. The City cannot support structures which would block the views of the Downtown skyline. Please note that the City has recognized these vistas in the Growth Management Plan.

As stated at the opening of this letter, staff will have more detailed and technical comments which can be discussed in future meetings. We look forward to working with FDOT, the consultant team, and neighboring jurisdictions to produce the best I-4 plan possible: one that is sensitive to and complement the context.

Sincerely,



Ruth Hamberg, RLA, ASLA
Urban Design Planner



CITY OF ORLANDO

CH2M HILL

MAR 20 1999

OFFICE OF
ORLANDO **GLENDA E. HOOD**
MAYOR

March 15, 1999

Nancy Houston, District Secretary
District 5, Florida Department of Transportation
719 S. Woodland Boulevard
Deland, FL 32720

Dear Secretary Houston:

Re: I-4 Widening Project

As a follow up to the recent Interstate 4 (I-4) public meetings, I want to take this opportunity to again raise several concerns regarding the proposed I-4 widening project. As you know, I-4 cuts through the heart of Downtown and several neighborhoods. The proposed expansion, under the current design standards, will damage several of these neighborhoods. For example, the project will remove as many as 148 homes and 14 businesses between Colonial Drive and Fairbanks Avenue. While we have a number of concerns about the project, I want to focus attention on three issues: stormwater retention, design speed and urban design treatments. The City of Orlando will not be able to support the project unless these issues are resolved.

Stormwater Retention

Based on information provided by your consultant, the majority of residential and business impacts will occur due to stormwater retention needs rather than I-4 road construction. Designs for Alternatives C and F show up to 114 homes and 6 businesses to be removed between Colonial Drive and Fairbanks Avenue due to stormwater pond impacts.

A review of the alternative plans using exfiltration systems shows that the stormwater pond impacts can be reduced significantly. I understand that exfiltration systems require higher construction and maintenance cost. However, the costs may be comparable when compared to the cost of buying expensive Downtown right of way, loss of properties from the tax roll and impacts on established Downtown neighborhoods and businesses. I encourage the use of exfiltration systems through the Downtown area roughly between the Par Avenue and Kaley Avenue interchanges.

Design Speed

It is my understanding that the proposed design speed will cause many of the problems that make the design unacceptable to the city and its neighborhoods. My staff tells me that the impact of the project would be less severe if FDOT and the Federal Highway Administration would agree to lower the project's design speed. To achieve the proposed design speed of 70 miles per hour (mph), the curves on I-4 would be straightened and the rolling profile between interchanges would be flattened by raising the entire road roughly to the height of the overpasses. That would be over 20' feet in some areas. Then noise walls would be added making a continuous 32' - 42' wall through Downtown neighborhoods. This is not acceptable. We feel that a 32' - 42' impenetrable I-4 corridor does not reflect the character and values of the city and its Downtown neighborhoods. The I-4 corridor already divides several Orlando neighborhoods. Raising the roadway even further to meet the 70 mph design speed will compound the situation and create an intolerable condition.

The Federal Highway Administration (FHWA) publishes a document entitled "Flexibility in Highway Design". The document encourages highway designers to recognize that every highway project is unique and that the character and values of the community should be strongly considered. The FHWA document states:

Designers need to balance the advantages of a higher vehicle operating speed gained through the use of a higher design speed against the flexibility lost in design. It may be more important to retain the maximum possible flexibility, so that a context-sensitive roadway that is more in tune with the needs of a community is designed using a lower design speed.

At the March 10, 1999, MetroPlan Orlando meeting, I-4 consultants indicated that they have been discussing design speed alternatives and flexibility with FHWA. I was pleased to learn that FHWA apparently has agreed to allow flexibility in the design speed of the roadway. While the consultant was not ready to share the details, I would encourage them to meet with city staff to discuss the FHWA design speed alternatives.

Urban Design Treatments & Amenities

In previous I-4 meetings, FDOT and its consultants proposed three tiers of urban design treatments and amenities. The level of amenities would be dictated by the location of the impact. Downtown Orlando was slated to have the highest level of amenity treatments. This seemed to make sense given the historically disproportionate impacts the construction of I-4 had in the past and will have in the future on the neighborhoods adjacent to the Downtown business district.

I understand that FDOT has made a significant shift in this proposal. As it now stands, all sections of the I-4 improvement will receive the same level of amenity treatment, regardless of the associated impact. FDOT has adopted the position that the level of treatment can be upgraded if local governments participate in the cost. I cannot accept a cookie-cutter approach regarding the urban design treatments and amenities in the Downtown area. Treating I-4 through Downtown and its neighborhoods the same as through the peripheral areas in no way takes into account the setting, character and values of our community as suggested by the FHWA manual. There are obvious differences between highway impacts at suburban locations versus those in urban core areas where the highway bisects the Downtown and adjacent neighborhoods.

The city has spent years and countless dollars landscaping the I-4 corridor in an attempt to heal the scar that I-4 made through this community. Given the significant number of interchanges, overpasses and other structures between Kaley Avenue and Par Avenue, requiring the City of Orlando to fund the mitigation of expanding I-4 places an unreasonable burden on the city. In addition, it unjustly shifts the burden of I-4 impacts to central city minority neighborhoods as compared to suburban areas that have practically no residential concentration adjacent to I-4. In order to provide a context-sensitive transportation project, I believe a higher level of urban design treatments and amenities is mandatory to mitigate the significant impacts the I-4 corridor has on the Downtown neighborhoods. At the very least, FDOT should commit to maintain the same visual quality that we have worked so hard to achieve.

I am confident we can work together to rebuild I-4 so that it meets our transportation needs, while still protecting the character and values of our community. Our partnership is important for the future of our community.

Sincerely,



Glenda E. Hood
Mayor

cc: Mark Callahan, CH2MHill
Vicki Smith, Keith & Schnars
Harry Barley, MetroPlan Orlando Executive Director
Commissioner C. Bruce Gordy, District 3
College Park Neighborhood Association



CH2MHILL

CH2M HILL
225 E. Robinson Street
Suite 505
Orlando, FL
32801-4322
Tel 407.423.0030
Fax 407.839.5901

February 15, 1999

136852.01.05

Mr. Daniel Gallagher, AICP
Chief Planner, Transportation Planning Bureau
City of Orlando
400 South Orange Avenue
Orlando, FL 32801-3302

Subject: I-4 PD&E Study - Section 2
F.I. Numbers: 242486, 242592, 242703
Federal Aid Number: NH-4-2(174)79

Dear Mr. Gallagher:

Pursuant to your letter to Harold Webb dated January 26, 1999, please review the following information in response to your questions and requests. The focus of this response is the portion of the I-4 corridor extending from Ivanhoe Boulevard to Lee Road.

- Has FDOT examined a 50 mph design speed scenario?

Response: FDOT has prepared some preliminary vertical profiles using 50 mph criteria. Vertical clearance issues for the 50 mph profile have not been completely resolved. FDOT has not currently reviewed horizontal alignments using the 50 mph criteria.

- Has the project team compared the impact of a 70 mph vs. a 50 mph design?

Response: No detailed concepts have been developed specifically meeting 50 mph criteria for vertical and horizontal alignments. Consequently, a fair comparison of a 70 mph design and 50 mph design has not been performed.

- If so, has there been a comparison of the number of parcels impacted between the two designs?

Response: No such comparison has been performed. The study team is currently analyzing impacts associated with the 70 mph design for Alternative C and Alternative F'. Enclosed please find preliminary information on the impacts through College Park. This information was developed in July 1998 and therefore it is preliminary and subject to change, however, it should provide some background on the level of impact anticipated.

Mr. Daniel Gallagher, AICP
Page 2
February 15, 1999
136852.01.05

- Have assessed value/property value information been determined for the impacted parcels?

Response: FDOT has prepared preliminary acquisition costs for right-of-way costs. This information is currently being updated and reviewed. The study team is also currently calculating the taxable value of the lands impacted by the proposed right-of-way. The conclusions of these analyses will be included in the Draft Environmental Impact Statement (DEIS).

- Has there been a review of the impacts concerning stormwater treatment and the size, location or need for ponds?

Response: A thorough preliminary evaluation of stormwater treatment requirements has been performed. The location of the ponds were identified based on basic stormwater practices and a basic understanding of the area.


The study team is carrying two stormwater alternatives through College Park for both Alternative C and Alternative F'. These options are the Pond option and the Exfiltration Option. The number of relocations and right-of-way land requirements will be less with the exfiltration option. However, exfiltration will require higher construction cost and maintenance cost as compared to the pond option. We are currently compiling these comparisons (pond vs. exfiltration) for the DEIS.

As we discussed in our recent telephone conversation, we will transmit to your office, full size plan sheets of the proposed improvements through the City. In addition, we will provide information on the proposed profile and noise assessments.

As you review this information, the I-4 Study Team stands ready to meet with you and your staff to discuss these issues further.

Sincerely,

CH2M HILL



Mark S. Callahan
Project Manager

Mr. Daniel Gallagher, AICP
Page 3
February 15, 1999
136852.01.05

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Enclosures
c: Harold Webb
Mike Snare
Vicki Smith



CITY OF ORLANDO

RECEIVED

FEB 1 1999

FDOT-DISTRICT V
Cons. Project Mgmt

January 26, 1999

Harold F. Webb, Project Manager
District 5, Florida Department of Transportation
719 S. Woodland Boulevard
Deland, Florida 32720

Dear Mr. Webb:

Re: I-4 Project Development and Environment Study, Section 2

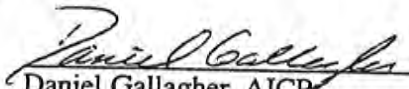
Pursuant to our conversations with Ms. Tara Martyn, this is to request I-4 project information regarding the segment from Fairbanks Avenue to Kaley Street. We are interested in comparing the impacts associated with the proposed 70 mph design speed concept versus a 50 mph design speed concept. Mayor Glenda Hood's letter (attached) to Ms. Nancy Houston, District Secretary, dated July 14, 1998, addressed the City's concerns with the 70 mph design concept.

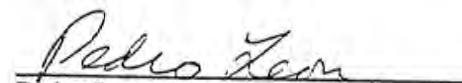
We believe there is an opportunity to examine the impacts of the 70 mph design speed concept versus the 50 mph design speed concept. To that end, we make the following inquiries:

- Has FDOT examined a 50 mph design speed scenario?
- Has the project team compared the impact of a 70 mph vs. a 50 mph design?
- If so, has there been a comparison of the number of parcels impacted between the two design scenarios?
- Have assessed values/property value information been determined for the impacted parcels?
- Has there been a review of the impacts concerning stormwater treatment and the size, location or need for ponds?

We would appreciate working with you to study this matter further and would welcome the transmittal of any information relevant to the above questions. We understand from Ms. Martyn that some parcel information is available or will be so in the near future. Please contact us should you have any questions concerning our request. We look forward to working with you on this regionally significant project.

Sincerely,


Daniel Gallagher, AICP
Chief Planner


Pedro Leon
Transportation Capital Administrator

Attachment

c: Nancy Houston, FDOT District Secretary
Richard Levey, Deputy Chief Administrative Officer
Richard Bernhardt, Planning and Development Department Director
Danny Pleasant, Transportation Planning Bureau Chief
Mark Callahan, P.E., CH2MHill
Tara Martyn, E.I., CH2MHill

File: H. Webb 1-26-99



CITY OF ORLANDO

July 14, 1998

OFFICE OF
GLEND A. HOOD
MAYOR

Nancy Houston, District Secretary
District 5, Florida Department of Transportation
719 S. Woodland Boulevard
Deland, FL 32720

Dear Secretary Houston:

Among our greatest challenges as public leaders is the responsibility to invest the dollars entrusted to us by taxpayers in ways that improve the quality of life in our community. I often ponder how fortunate we are that, decades ago, forward thinking state and community leaders made the decisions to invest in the infrastructure that allowed our community to grow and prosper. The decision to build Interstate 4 -- like no other action in our community's history -- profoundly enabled today's business successes, the community's economic health, and our quality of life.

We now are facing new decisions about the future of I-4. These decisions are of equal weight and will be just as important to maintaining a vibrant economy and sustaining our quality lifestyle. This community has changed dramatically since I-4 first opened. There are demands on our community now that no one could have anticipated thirty years ago. Therefore, we must approach our next investment in I-4 in a way that reflects what this community has become and where it is headed.

Fortunately, we are off to a great start! The Florida Department of Transportation made a practical determination a few years ago that urban interstate highways have limits as to how wide they can become. The Department followed that decision with a new I-4 Multi-Modal Master Plan for central Florida that called for retaining the six general use travel lanes on I-4 while adding two high occupancy vehicle lanes and a parallel light rail line. This is a progressive approach to providing maximum person-carrying capacity within the corridor while limiting the impacts of an enormous highway construction project. I applaud FDOT for its leadership in this area.

While the broader philosophy behind the I-4 Master Plan is sound, the real impacts of the plan are becoming apparent during the design of the actual construction project. Members of my staff briefed me on the alternatives for I-4 that your consultants are preparing. I must say, I was surprised that the designs being considered would have such severe impacts on surrounding neighborhoods within Orlando. I understand that as many as eighty-four homes would be affected physically by the construction and hundreds more would suffer increased visual and noise pollution from the road. Nancy, these impacts on strong established neighborhoods will be difficult to support. It makes me wonder whether the value of two new HOV lanes is worth the potential damage to the community.

My staff tells me that the impact would be less severe if FDOT and the Federal Highway Administration would agree to lower the project's design speed. To achieve the proposed design speed of seventy miles per hour, the curves on I-4 would be straightened and the rolling profile between interchanges would be flattened by raising the road, in some areas, over twenty feet. While straightening the road and making it flatter would be nice, it should not be done at the expense of neighborhoods.

Therefore, I am requesting that the Department use the FHWA design speed of fifty miles per hour for Interstate 4 through the Downtown Orlando vicinity covering the length roughly between the Par Avenue and Kaley Avenue interchanges. This design speed is appropriate since this portion of I-4 passes through the dense urban fabric of Downtown and immediately alongside established neighborhoods. It also makes sense in light of the current dimensions and operation of this segment of I-4. According to your consultants, the current design speed for I-4 along this segment is 43 miles per hour. Yet its 85th percentile speed reaches 63 miles per hour during off-peak times with a favorable accident rate record of 0.3. While I am no engineer, it seems that the theoretical design speed does not reflect the way the road really operates.

I also have a request from a construction sequencing perspective. The portion of I-4 in the Downtown vicinity should be built after construction of light rail north of Downtown. This would ensure an alternative for commuter travel while I-4 is under construction. It also would restrict construction disruption to one major project at a time through the somewhat fragile Downtown area.

I trust that we can work together to achieve a variance on the I-4 design speed through Downtown and that we can build light rail north of Downtown first.

Sincerely,



Glenda E. Hood
Mayor

cc: Mark Callahan, CH2MHill
Vicki Smith, Keith & Schnars



CITY OF ORLANDO

February 24, 1998
Affordable Housing Advisory Committee
Agenda

- I. 8:30 a.m. Call to Order
- II. 8:35 a.m. Approval of Minutes (Chairman):
January 27, 1998
- III. 8:40 a.m. Briefing on Proposed I-4 /408 Interchange Improvements
- IV. 9:10 a.m. City of Orlando's Multi-Family Rehabilitation Needs
- V. 9:20 a.m. Other Comments
 - a. Staff (LA/FDJ)
 - Joint workshop (City of Orlando Affordable Housing Advisory Committee, Orange County Housing Advisory Committee, and the Orange County Housing Finance Authority)
 - b. Committee Members
- VI. 9:30 a.m. Adjournment



CITY OF ORLANDO

OFFICE OF
GLENDA E. HOOD
MAYOR

RECEIVED

FEB 12 1998

FDOT-DISTRICT V
Cons. Project Mgmt.

February 9, 1998

Mr. Bill Jennings
106 East Harvard Street
Orlando, FL 32801

Dear Mr. Jennings:

Thank you for your letter about current planning for I-4. Yes, I am aware of efforts to design upgrades to I-4 and build two new lanes for buses and carpools. This project, however, is not yet funded for construction and I anticipate that it will be several years before construction could begin.

The part of I-4 that runs adjacent to College Park has the most right of way constraints of any section within the urban area. It would be difficult to widen the road in this vicinity without some disruption. I assure you that our staff will work closely with both the Florida Department of Transportation and the College Park neighborhood to minimize the effects of the project. We will investigate the use of noise walls or other techniques to contain some of the intrusion and pay special attention to landscaping. These costs and relocations would be included in the project budget.

As you know, I-4 is critical to the economic well-being of the entire community for access to jobs and for transporting the goods so necessary for everyday living. We also know the importance and value of our neighborhoods in Orlando. This is why we must work hard to balance the need to maintain stable, livable neighborhoods for the residents of our city and the need to put in place the appropriate upgrades for I-4.

I very much appreciate your concern for our community. I pledge to work with you to influence the design of this project so that it is compatible with your neighborhood.

Sincerely,

Glenda E. Hood
Mayor

c: ~~Harold Webb, Florida Department of Transportation;~~
Harold Barley, MetroPlan Orlando

BILL JENNINGS 106 EAST HARVARD STREET ORLANDO FLORIDA 32804

January 27, 1998

Mayor Glenda Hood
City of Orlando
400 S. Orange Ave.
Orlando, FL 32801

Dear Mayor Hood,

At the January meeting of the College Park Neighborhood Association there were representatives from the organization working with the Interstate-4 realignment. This is a firm hired to do studies and work with the community. At the end of the presentation one of the speakers mentioned that in order to add the additional lane on each side of the interstate, one row of houses along each side of Interstate-4 from Fairbanks to Lake Ivanhoe would have to be demolished. One of the visiting police officers who was sitting across from me said they could see my face drop.

I live on west side of Harvard, three doors from Interstate-4. If they take the house next to the interstate I will not only be one house closer, but one house closer to an additional lane of traffic.

I am writing you because I want to make sure you are aware of what is happening. I know your commitment to strong neighborhoods. My count is that approximately eightyone homes, eight apartment buildings, and thirteen business offices will be affected between Fairbanks and Lake Ivanhoe. This did not take into account additional homes needed for retention ponds.

I am not only concerned about my own home, but what is happening to our neighborhood.

I am not asking for any meetings, I am just making sure that you are aware of what is about to happen. If you did not realize the extent of the impact I know you will have the information on your desk shortly, and you will be reviewing this with your staff. If after that you want to meet with any of the neighbors, or even the College Park Neighborhood Association, I am sure that can be arranged. A number of neighbors I have contacted do not want to see this destruction of College Park homes. I will be available to meet with you at any time.

On a sad note - the last part of the presentation the speaker responded to questions and admitted this will probably have very little impact on the overall traffic situation in Orlando. It was an idea proposed to move more cars faster. More cars, yes - faster ?????

Sincerely,


Bill Jennings



CITY OF ORLANDO

CH2M HILL
OCT 17 1997
ORLANDO

October 15, 1997

Mark Callahan, P.E.
Transportation Manager
CH2M HILL
225 E. Robinson Street, Suite 405
Orlando, FL 32801-4322

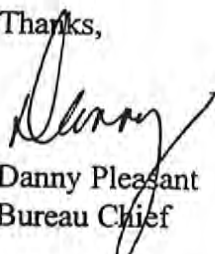
Dear Mark:

I wanted to pass along an idea to you that was given to me by Connie Sherlock, a resident of Orwin Manor.

He suggested looking for a way create a pedestrian connection from the east side of I-4 to west side in the vicinity of E. Hazel Street. Such a connection would provide access to Matthews Park for residents of Orwin Manor and would give College Park residents better access to jobs and services in the emerging Florida Hospital medical complex.

I have not reviewed the plan profiles that you prepared as part of your I-4 work. So I am not sure what potential exists for creating a pedestrian underpass. Could you look into it?

Thanks,


Danny Pleasant
Bureau Chief

cc: Harold Webb, Florida Department of Transportation
Dave Metzker, Public Works Director
Connie Sherlock

City of Sanford, Florida

P.O. Box 1788 • 32772-1788

Telephone (407) 330-5673

Fax (407) 330-5679

Department of Engineering, Planning and Zoning

Michael T. Snare, P.E.
URS Greiner
315 East Robinson Street, Suite 245
Orlando, Florida 32801-1975

June 1, 1998

Subject: **I-4 Urban Design Guidelines - Eastern Regional Gateway**

Dear Sirs,

On behalf of the City of Sanford Commission, the Mayor and the citizens of the City of Sanford, we are requesting consideration of revising the **I-4 Urban Design Guidelines**, specifically in the designation of the location of the **Eastern Regional Gateway**.

We believe this gateway should be located at the SR46 / I-4 to the Central Florida Greenway (SR417) / I-4 intersections. This area is the beginning of the regional I-4 Corridor and the beginning of the urbanized areas. It would be a mistake to locate the Eastern Regional Gateway too far south such that persons coming to this area from the east to shop or travel around the expressway loop would miss this beautiful gateway. The following reasons are supporting reasons why the gateway should be moved north(east) to SR46 and SR417.

Greenway Intersection and the Expressway Loop to the East and West Sides of Central Florida. These are the major routes to the east and in the near future to the west sides of Central Florida including the area's two international airports, the University of Central Florida and many residential and business areas.

Orlando Sanford Airport. The Orlando Sanford Airport served over a million passengers in 1997. The Greenway will soon become the major access for the airport and passengers coming to and from this airport will come through the Greenway / Interstate 4 intersection making this a logical choice for the Gateway.

Downtown Sanford Area. The downtown Sanford area has many amenities which draw people to the area using the I-4 corridor. These amenities include the waterfront and downtown shops, a proposed conference center with motel and beachfront, a Baseball Stadium under renovation and others.

Seminole Towne Center There is a major mall at this location and many people come to this area for shopping, dining and entertainment. The main access for this mall are Interstate 4 at State Road 46 and, soon the Greenway.

RECEIVED

JUN 8 - 1998

GREINER

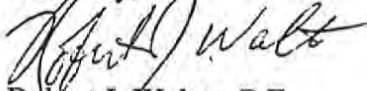
"The Friendly City"

Close Proximity of Intersections/Interchanges. Many opportunities exist to upgrade the plantings and amenities in this area due to the large right of way, several overpasses and many on/off ramps. This entire area could become a beautiful gateway to the I-4 Corridor.

We request the location of the gateways and the I-4 Urban Design Guidelines to show the East Regional Gateway at the SR 46 and Greenway (SR417) intersections. While not suggesting to decrease the proposed landscaping and amenities at the Lake Mary Intersection, all the activity north of the currently proposed gateway location justifies moving the regional gateway to the SR46 /I-4 and Greenway /I-4 intersections. Perhaps, the Lake Mary /I-4 intersection should be a local gateway similar to the proposed Kirkman Road local gateway.

If you have any questions please do not hesitate to call me at 330-5671.

Sincerely,



Robert J. Walter, P.E.
Professional Engineer

cc: Vicki Smith, Trans-4-Mation
Larry Dale, Mayor
Bill Simmons, P.E., City Manager
Jay Marder, AICP - Director of Planning and Development
file

City of Sanford, Florida

P.O. Box 1788 - 32772-1788
Telephone (407) 330-5601
Fax (407) 330-5666

January 2, 1997



Mr. Bruce Behrens
City Manager
City of Orange City
205 East Graves Avenue
Orange City, Florida 32763-5299

**RE: Brainstorming Session for Interstate 4 Highway Bridge Widening
- Greater Sanford Chamber of Commerce Transportation Committee**

Dear Bruce:

This letter is in follow-up to my recent discussion with you, regarding the Greater Sanford Chamber of Commerce Transportation Committee meeting at which we expect to discuss plans of action to expedite the widening of the existing I-4 bridge over the St. Johns River, to provide at least three (3) lanes plus a shoulder for each direction. We feel that the municipalities located in northern Seminole County and southwest Volusia County should share a strong common interest in expediting to the greatest extent possible improvement of this bridge which is progressively constricting the flow of traffic between our population centers and destinations of our residents.

The meeting will be held at 8 AM at the Sanford Chamber of Commerce building, 400 East First Street, and normally lasts no more than one (1) hour. Best access from I-4 would be to take State Road 46 (West First Street) into Sanford and proceed through the business district to the Chamber of Commerce building located at the corner of East First Street and Sanford Avenue.

Please contact me if you have any questions.

Very truly yours,

W. A. Simmons, P.E.
City Manager

WAS/acd



Department of Planning &
Community Development

CITY OF WINTER PARK

WINTER PARK, FLORIDA 32709-4300

February 21, 1997

RECEIVED
FEB 24 1997
FDOT-DISTRICT V
Cons. Project Mgmt.

Mr. Harold Webb
Florida Department of Transportation
719 S. Woodland Boulevard
Deland, Florida 32720

RE: FDOT I-4 PD&E Study
Project's Consistency with the Winter Park Comprehensive Plan

Dear Mr. Webb:

We have reviewed the document (dated Jan. 20, 1997) detailing the I-4 Project's consistency with the Winter Park Comprehensive Plan. We would agree that this project is consistent with our Comprehensive Plan and that there does not appear to be any conflicts or inconsistencies with the I-4 Project and the Winter Park Comprehensive Plan.

The Winter Park City Commission has been in support of this project as it has evolved over the years. Text and policies to that effect are within our Comprehensive Plan. Hopefully, when completed, the I-4 Project will help relieve peak hour travel congestion along U.S. 17-92 through Winter Park.

Please let me know if there is any other response that you require.

Sincerely,

Don Martin
Planning and Community Development Director

c: Mayor Brewer
City Commission
James Williams

401 Park Avenue, South ♦ (407) 623-3290

Date: 12/17/99
From: Jim B. Martin, SC 335-7872 (407-482-7872)
To: Lennon Moore
Karen Anne Pinell
CHERYL HARRISON LEE
Carolyn H. Ismart
AMIR ASGARINIK
Bitts, Noranne T.
Harold Webb
R. H. Cortelyou
MICHAEL SNYDER
Subject: I-4 HOV

PL530MJ - DOT1
PL530LM - DOT1
PL530PK - DOT1
PT529CH - DOT1
PL530CI - DOT1
PM542AA - DOT1
PM542NB - DOT1
PM542HW - DOT1
RD544RC - DOT1
AD503MS - DOT1

At a meeting in Orange County today, Renzo stated that a letter has been sent to the FDOT to request a hold on the reversible HOV. Chairman Martinez beleives that the project is overpriced and that a better use of the funds would be to build the ulitmate with HOT lanes. The revenue from the HOT Lanes would be used to secure the necessary funding via Bonds for the full build-out.

FYI



December 15, 1999

Mr. Amir Asgarinik
Florida Department of Transportation
719 South Woodland Blvd.
DeLand, Florida 32720

RE: I-4 Reversible HOV Lane Project from South Street to north of SR 436
Work Program Item Number: 5147271, 5148830, 5148826
State Project Number: 2424991, 2425871, 2425831
Federal Aid Project Number: FL430001R, OO42193I
Orange and Seminole Counties, Florida

Dear Mr. Asgarinik:

Thank you for the opportunity to comment on the I-4 Reversible Lane Project. The following comments from Orange County are consistent with previous concerns expressed to the Florida Department of Transportation representatives throughout the development of this project.

As you know, Orange County has some serious concerns with designating the reversible lane as an HOV facility. The designation of HOV only (as evidenced by all the documents associated with this project) precludes other uses for this facility – such as High Occupancy Toll (HOT) lanes or other congestion pricing strategies. While we understand that there is a legislative prohibition on tolling interstate facilities, a number of local governments are working to remove that obstacle.

Moreover, the proposed designation of this facility as a “free” HOV lane will present the community with a twofold problem. First, should the tolling prohibition issue become resolved, we may encounter additional legal issues if the project does indeed open as an HOV lane as presently defined. That is, the conversion of an existing and functioning “free” system to a tolled one may pose some very difficult legal challenges. Secondly, the conversion of a “free” HOV lane to a HOT system will without any doubt create a negative reaction from the travelling public.

PLANNING DIVISION

DAVID C. HEATH, AICP, Director

201 South Rosalind Avenue, 2nd Floor • Reply To: Post Office Box 1393 • Orlando, FL 32802-1393
Telephone (407) 836-5600 • FAX (407) 836-5862 • <http://www.citizens-first.co.orange.fl.us>

Mr. Amir Asgarinik

Page 2

As to the merits of the project itself, the escalation of design and construction costs associated with this project are of grave concern. A cursory review of the FDOT Work Program illustrates this point. Less than four years ago, this project was estimated to cost approximately \$15 million, the current Work Program identifies the cost approaching \$50 million. For a project that will serve little more than 5,000 vehicles per day (operating at peak hour only) must at some point meet some acceptable cost/benefit criteria before an investment of considerable magnitude is committed.

Given the difficult challenges associated with the I-4 corridor, Orange County suggests that at the very least the proposed Reversible Lane project be developed with maximum flexibility (i.e., reconsideration of HOV purposes only). Furthermore, should this project prove to further escalate in cost, serious consideration should be given to deleting this project from the Work Program. Funding programmed for the Reversible Lane project could be better utilized to improve existing interchanges that will need to be reconfigured (John Young Parkway and the SR 408 interchanges). Another option is to consider the overall ultimate design features for I-4. As you may know, Orange County has expressed an interest in having the FDOT evaluate a ten-lane I-4 configuration (six general use lanes with four HOT lanes). The proposed \$50 million for the Reversible Lane project could be redirected to the overall I-4 improvement project.

This redirection of funds, should the tolling of the interstate system issue be resolved, could quite possibly be used as additional bonding capacity to fund the contemplated improvements (the ten-lane configuration as proposed by Orange County). In short, in the event the tolling prohibition is abrogated, the funding generated from bonds (anticipated toll revenues), toll revenues, already programmed and anticipated federal and state commitments, coupled with the redirected Reversible Lane funding could in fact greatly accelerate much needed improvements.

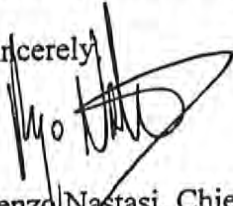
The County realizes that the project and proposed project alternatives are much more complex than as generally described above. However, we believe that there are courses of action that could shorten the I-4 improvement program from a 20-35 year program to a program that can be financed and implemented in a much shorter timeframe.

Mr. Amir Asgarinik
Page 3

Again, thank you for the opportunity to comment on this important project and we hope that you find the comments contained herein useful.

Should you have any questions, please telephone me at 836-8072.

Sincerely,



Renzo Nastasi, Chief Planner
Planning Division-Transportation Section

RN/am

cc: Byron Brooks, AICP, Deputy County Administrator
Bill Baxter, P.E., Director, Public Works Department
Mark V. Massaro, P.E., Deputy Director, Public Works Department
Jim Harrison, P.E., Manager, Public Works Engineering Division
Bruce McClendon, Director, Growth Management and
Environmental Resources Department
David Heath, AICP, Director, Planning Division
Carolyn Hyland-Ismart, Planning Director - FDOT



PUBLIC WORKS DIVISION
WILLIAM P. BAXTER, P.E., Deputy Director
4200 South John Young Parkway • Orlando, Florida 32839-9205
(407) 836-7978 • Fax (407) 836-8008
<http://www.citizens-first.co.orange.fl.us>

RECEIVED
JUN 24 1999
FDOT-DISTRICT V
Cons. Project Mgmt.

June 18, 1999

Mr. Harold Webb, Project Manager
Florida Department of Transportation
719 South Woodland Boulevard
Deland, Florida 32720-6834

Subject: I-4 PD & F. Study - Section 2 - Bridge Clearances

Dear Mr. Webb:

This is concerning your June 3, 1999 letter to Mr. William Baxter regarding proposed bridge clearances from Ivanhoe Boulevard to Kennedy Boulevard.

It appears that AASHTO criteria permits a vertical clearance of 14.5 feet and you have chosen to utilize this criteria on some of your bridges. Please note that Orange County does not have a problem with the bridge clearances as proposed on your attachment.

Please feel free to contact me at 836-7949 if you need any additional information.

Sincerely,

Julie R. Naditz, P. E.
Senior Engineer

JRN:psz

cc: William P. Baxter, P. E., Director, Public Works Department
Mark V. Massaro, P. E., Deputy Director, Public Works Department
James E. Harrison, P. E., Manager, Public Works Engineering Division
Deodat Budhu, P. E., Assistant Manager, Roads & Drainage Department

Orange



County

Planning Department
David C. Heath, AICP, Manager
201 South Rosalind Avenue, 2nd Floor
Reply To: Post Office Box 1393
Orlando, Florida 32802-1393
Telephone (407) 836-5600
FAX (407) 836-5862

March 4, 1997

Mr. Harold Webb, Project Manager
Florida Department of Transportation
719 Woodland Boulevard
Deland, FL 32720

CH2M HILL
MAR 05 1997
ORLANDO

Dear Mr. Webb,

The Orange County Planning Department received your letter dated February 13, 1997, regarding the I-4 PD&E Study's consistency with the Orange County Comprehensive Policy Plan. We have contacted Tawny Olore of CH2M HILL and scheduled a meeting to discuss our review comments regarding the I-4 PD&E study. This meeting is scheduled to take place at the Orange County Public Works Complex, 4200 South John Young Parkway, 3rd Floor on March 24, 1997 at 1:00 p.m.

If there are any questions please call Renzo Nastasi, Transportation Planning Section, Chief Planner, at (407) 836-8072.

Sincerely,

David C. Heath, Manager
Orange County Planning Department

DCH/RN/cr

CC: Renzo Nastasi, Chief Planner, Planning Department
Christine Kefauver, Transit Coordinator, Planning Department
Carol Stricklin, Chief Planner, Planning Department
Mark Callahan, Project Manager, CH2M HILL
Vicki Smith, Public Involvement Coordinator, Keith and Schnars, P.A.
Jan Everett, Quality Control Manager, URS Greiner
Howard Newman, Project Engineer, URS Greiner
Virginia Lane, Project Planner, CH2M HILL
Tawny Olore, Project Engineer, CH2M HILL
John Adams, Project Manager, PBSJ
Jack Freeman, Project Manager, HNTB
Phil Smelly, Project Manager, Parsons Brinckerhoff

Orange



County

Real Estate Management Department
109 East Church Street, Suite 200
Reply To: Post Office Box 1393
Orlando, Florida 32802-1393
Telephone (407) 836-7070
FAX (407) 836-5969

December 18, 1996

RECEIVED

DEC 23 1996

FDOT-DISTRICT V
Cons. Project Mgmt.

Mr. Harold Webb, Project Manager
Department of Transportation
719 S. Woodland Blvd.
Deland, FL 32720

RE: Request for Possible Retention Pond Sites

Dear Mr. Webb:

Thank you for your recent letter inquiring as to County owned property within the limits of your project. I had my staff conduct a search to determine what we owned in this area.

The area depicted in your attachment is primarily located in the Orlando City limits. What little property the County does own is depicted on the attached map prepared by our Property Specialist, Steve Lorman. The area depicted in yellow is fee simple and the green shaded areas are easements.

Should you require access onto any County property for testing please have all contact directed to this office, specifically through Steve Lorman at (407) 836-7065.

Sincerely,

Ann Caswell
Acting Manager

AC/ls
Attachments

c: Virginia G. Williams, Supv., Tech. Support, Real Estate Mgmt. Dept.
Steve Lorman, Property Specialist, Real Estate Mgmt. Dept.

Seminole County Government

Engineering Division 520 W. Lake Mary Blvd Suite 200 Sanford FL 32773 Telephone (407) 323-2500 Ext 5674 FAX 330-9515

April 22, 1997

CH2M HILL

APR 23 1997

ORLANDO

Mr. Harold F. Webb, Project Manager
Florida Department of Transportation
Environmental Management Office MS 3-501
719 South Woodland Boulevard
DeLand, Florida 32720

RE: I-4 Project Development and Environmental Study - Section 2
Scoping Meeting

Dear Mr. Webb:

I enjoyed attending the meeting held April 15, 1997, pertaining to the referenced item. Unfortunately, I had to miss the afternoon session and would like the following comments entered as part of the record of this meeting:

1. Seminole County has and will continue to stress the need to entirely upgrade the Interchange at I-4 and State Road 434. Without being redundant, the interchange is inadequate. Although right-of-way costs would be substantial, when comparing the cost of acquiring right-of-way in this area to the approximate 3 billion dollar I-4 Corridor Improvement, it is really a small increment of the overall cost and would provide a substantial increase in capacity and safety at the interchange.
2. As we have discussed several times, the geometrics at I-4 and Lake Mary Boulevard especially the HOV accesses are not adequate. Safety, as well as the actual signage and useage by motorists, is impaired with the current concept and needs to be substantially improved.
3. At State Road 46 and I-4 there are activities taking place to provide for the realignment of Oregon Avenue. Therefore, the interchange needs to be reconstruction and the concept of moving Oregon Avenue westbound should be incorporated within your plans.


Harold F. Webb, Project Manager
Florida Department of Transportation
I-4 Project Development and Environmental Study - Section 2
Scoping Meeting
April 22, 1997
Page 2

4. The bridge over Lake Monroe is and will continue to be a safety concern. Obviously, the ramps along with the main line features of the interstate at this point cause great concern to the County. We want to emphasize the need to accelerate any activities to secure funding as soon as possible for this improvement.

I trust this information has made clear the County's areas of concern and should you have any questions, I will be more than happy to discuss any of these items.

Sincerely,

SEMINOLE COUNTY



Jerry McCollum, P.E.
County Engineer

JM/dr

cc: Mark S. Callahan, Project Manager
CH2M Hill, 225 East Robinson Street, Suite 405, Orlando, FL 32825
Dick Thomas, Transportation Specialist, Planning & Development Department
John C. Moore, Jr., P.E., Production Manager (Major Projects)



County of Volusia

Growth Management and Environmental Services Center

Growth Management/Planning

123 West Indiana Avenue • DeLand, Florida 32720-4253

Telephone (904) 736-5959

April 22, 1999

Mr. Michael T. Snare, P.E.
Senior Project Manager
URS Greiner Woodward Clyde
315 East Robinson Street, Suite 245
Orlando, FL 32801

Re: Interstate 4 PD&E Study (Section 2) -- Preliminary Concept Plans

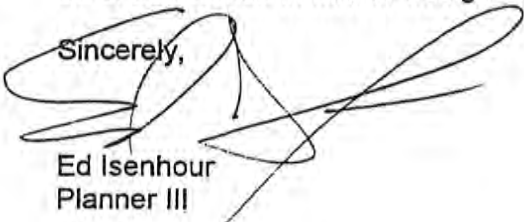
Dear Mr. Snare:

Thank you for meeting with Mr. Dyer and me to discuss our concerns regarding the proposed stormwater ponds, located east of State Road 472, which will be constructed in conjunction with the planned improvements to Interstate 4. As conveyed in prior correspondence, the relationship of these facilities to the area designated as the Southwest Activity Center by the County's Comprehensive Plan is a significant issue. In particular, we have expressed objections to the size and site selected for pond V V-1.

As a result of our recent meeting, it is our understanding that the use of the two smaller ponds (V V-2 and V V-3) will be depicted as the preferred alternative by future work products associated with the planned improvements to Interstate 4 in lieu of pond V V-1. The use of these two ponds, generally located across the Interstate from one another, is a significant improvement over a single pond occupying a large area adjoining the Interstate right-of-way. It is also our understanding that the design standards being developed for the Interstate 4 corridor may include criteria addressing stormwater facilities. Aside from aesthetics, these standards may also include the potential for joint use by adjacent developments.

Again, we appreciated the opportunity to meet with you and Ms. Barker to further explain our concerns and discuss our respective interests. Should you have any questions regarding these comments, or if we can be of assistance in further design efforts, please do not hesitate to contact us.

Sincerely,



Ed Isenhour
Planner III

EI:dl

c: Ed Rinderle, Director, Growth Management & Environmental Services Center
Don Sikorski, Director, Growth Management Services Group
Ben Dyer, Planning Director
Bill Gray, Construction Engineer
Becky Weedo, Planner III
Mr. Harold Webb, Project Manager, FDOT, 719 South Woodland Boulevard, DeLand, FL 32720



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County of Volusia

Growth Management and Environmental Services Center

Growth Management/Planning
123 West Indiana Avenue • DeLand, Florida 32720-4253
Telephone (904) 736-5959

April 8, 1998

Mr. Michael T. Snare, P.E.
URS Greiner, Inc.
315 East Robinson Street, Suite 245
Orlando, Florida 32801

Re: I-4 PD&E Study (Section 2) - Preliminary Concept Plans

Dear Mr. Snare:

Thank you for providing this office with a copy of the above documents. We offer the following comments as to the impact of the proposed improvements upon existing and planned land uses within the unincorporated area and County-maintained infrastructure.

At present, unincorporated properties fronting upon the segment of Interstate 4 encompassed by this project are found adjacent to the intersections with State Road 472 and Saxon Boulevard. With the exception of several single family residences, situated west of the intersection with Saxon Boulevard, these unincorporated properties are generally undeveloped at this time. The County's Comprehensive Plan has assigned urban future land use designations (Urban Low Intensity, Urban Medium Intensity, and Southwest Activity Center) to these properties.

It appears that the proposed improvements will not require the acquisition of substantial lands for right-of-way. Nonetheless, we encourage the Department of Transportation to design and construct this project in a manner which is sensitive to both existing residences and future development within this corridor.

The series of drawings depicting the proposed improvements included identification of preliminary locations for storm water retention ponds. Two of these reservoirs, Ponds UU-2 and VV-1, are situated in the unincorporated area. We are concerned about the proposed location for Pond V V-1. This pond, occupying approximately 20 acres and highly visible from the Interstate, is situated within the aforementioned Southwest Activity Center (SWAC). The SWAC represents an outstanding opportunity for locating projects which promote the economic growth and fiscal well-being of the County and region. In recognition of this, the County has dedicated

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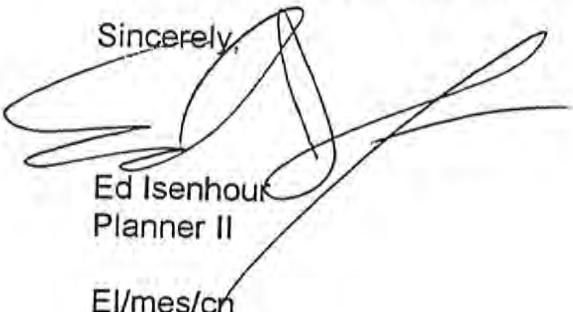
GREINER

significant resources to establish and support/facilitate development of this area. The loss of prime economic development property to a stormwater retention pond would be unacceptable. If this office could be of assistance in identifying an alternative site for this retention pond, please let us know.

County maintained thoroughfares which intersect/bisect the segment of Interstate 4 encompassed by this project are: Dirksen Drive/DeBary Avenue (CR4152), Enterprise Road (CR 4156), Saxon Boulevard (CR 4146) and Graves Avenue/Howland Boulevard (CR4145). Included as part of the County's current five-year road program are projects for : widening of DeBary Avenue (east of Interstate 4), Enterprise Road and Graves Avenue/Howland Boulevard, reconfiguration of the Howland Boulevard / State Road 472 interchange and the construction of a frontage road extending along the northern side of Interstate 4, between State Road 472 and Orange Camp Road. Improvements proposed for Interstate 4 should acknowledge and be compatible with these programmed improvements to the County's thoroughfare system.

Again, we appreciate being afforded the opportunity to review the proposed improvements to Interstate 4 at this early stage of the design process. Should you have any questions or concerns regarding these comments, please do not hesitate to contact this office or that of the County Engineer, as appropriate.

Sincerely,



Ed Isenhour
Planner II

EI/mes/cn
Attachments

- c: Ed Rinderle, Director Growth Mgmt. & Environmental Services
Ben L. Dyer, Planning Director
Mike Holmes, Planner III
Sandy Hulvey, Planner I
Bill Gray, County Engineer
Mr. Harold Webb, Project Manager, Florida Department of Transportation,
719 S. Woodland Boulevard, DeLand, FL 32720



County of Volusia

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AUG 6 1997
FDOT-DISTRICT V
Cons. Project Mgmt.

**PUBLIC WORKS SERVICES CENTER
TRAFFIC ENGINEERING GROUP**
123 WEST INDIANA AVENUE, DELAND, FL 32720
Telephone: (904) 736-5968 - Fax: (904) 822-5736

August 4, 1997

Mr. Harold Webb
Project Manager
Florida Department of Transportation
719 South Woodland Boulevard
Deland, Fl. 32720

RE: I-4 PD&E - Section 2, Segments 2 & 3
SPNs: 75280-1488, 77160-1439, 79110-1403
WPNs: 5147257, 5148838, 5149520
FAPNs: NH-4-2(174)79

Dear Harold:

We have reviewed the URS Greiner, Inc. plans for the proposed I-4 widening and I-4 /SR 472 interchange improvements. We have compiled projected traffic volumes for this interchange from the Volusia County MPO Transportation Model for Year 2020. The URS Greiner interchange addresses most of our concerns about the future operation and capacity of the proposed interchange except for the traffic westbound from SR 472 to southbound I-4 to Orlando.

The proposed Volusia County interchange plan will require the westbound traffic to turn left and merge with the eastbound to southbound traffic on the ramp to get to southbound I-4. The MPO Year 2020 Model predicts 5,060 vehicles per day (vpd) westbound to southbound with 8,955 vpd eastbound to southbound for a total southbound on ramp volume of 14,015 vpd. See Figure 1, attached.

We recommend that a loop ramp be built in the northwest quadrant of the interchange to provide a safer and more efficient ramp for the westbound to southbound I-4 on ramp traffic. Based on the MPO YR. 2020 Model this loop ramp will have a volume of 5,060 vpd. See Figure 2, attached.

We appreciate the opportunity to review these plans and if you have any questions or need any further information please don't hesitate to call us.

Sincerely,

P. Malcolm Smith, Jr.
P. Malcolm Smith, Jr.
Traffic Engineer



County of Volusia

Environmental Management

123 West Indiana Avenue • DeLand, Florida 32720-4621

Telephone: (904) 736-5927 • 254-4612 • 423-3303

Suncom 377-5927 • Fax 822-5727

May 13, 1997

Mark S. Callahan
Project manager for the Greiner Team
CH2M Hill
225 East Robinson Street, Suite 405
Orlando, Florida 32825

CH2M HILL

MAY 15 1997

ORLANDO

RE: I-4 Project Development and Environmental Study - Section 2

Dear Mr. Callahan:

At the April 16 scoping meeting you requested that any additional concerns which were not included in the information booklet or discussed at the meeting be forwarded to you. I am therefore submitting the following additional environmental concerns for the Volusia County section of the proposed I-4 expansion:

1. In addition to the scrub area at the proposed SR 472 interchange there is also scrub habitat at the Saxon interchange where Florida scrub jays are known to exist.
2. Stormwater runoff and dewatering of interstate road projects in the past have caused turbidity problems in the receiving stream. There needs to be complete assurance that construction activity will not cause turbidity in the lakes, river or any of the tributaries.
3. Consideration should be given to reconnecting the large marsh area which was divided when the existing I-4 causeway extending north of the St Johns River along the west side of Lake Monroe was constructed. Sufficient number of properly sized culverts should be provided to accomplish the reconnection.
4. All of the comments and recommendations from the Volusia County section of the Environmental Advisory Committee(EAC) Community & Environmental Planning Report dated September 1996 should be included.

Please take these concerns into consideration when revising the scoping information booklet.

Very truly yours,

Russ Bensenhaver
Environmental Specialist



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Recycled Paper

TO: Harold WEBB via FAX

July 29, 1998

Ms. Nancy Houston, District Secretary
Florida Department of Transportation
719 S. Woodland Blvd.
Deland, FL 32720-6800

Dear Secretary Houston:

In regards to concerns raised by the Federal Highway Administration regarding the 64 foot median width reserved for high speed rail on I-4 in Volusia County, recent events would indicate that continuing to reserve the 64 foot width over the 44 foot width does not justify further delay in the I-4 project.

FOX has not indicated I-4 as an alternative in their plans for the Orlando-Jacksonville extension of the high speed rail system. However, we view that the I-4 corridor is extremely important in central Florida's transportation future for modes other than highway. Preservation of the uniform 44 foot median over the length of I-4 is a priority.

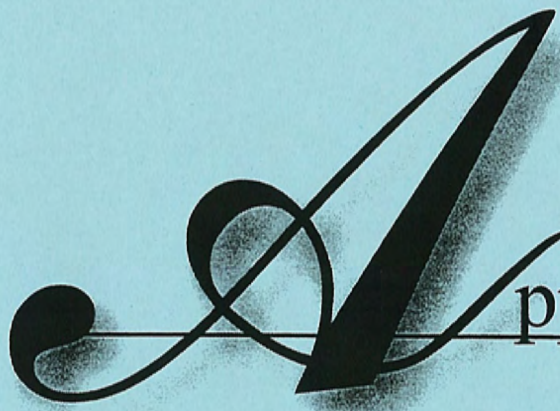
If you require further information on this matter as it relates to the high speed rail alignment, please call Jack Heiss at SC 994-4535.

Sincerely,

Marion Hart, Jr.
State Public Transportation
Administrator

MH/jh

Post-It™ brand fax transmittal memo 7071		# of pages >	1
To	John Adams	From	H. Webb
Co.	Mark Collohan	Co.	
Dept.		Phone #	
Ext #	FYE	Fax #	



ppendix C.5

Environmental and
Special Interest Groups



Aug. 19, 2000

To Marion Almy
Archaeological Consultants, Inc.
and Mark Callahan
CH2MHill:



COLLEGE PARK
NEIGHBORHOOD ASSOCIATION, INC.

CH2M HILL
AUG 22 2000
ORLANDO

We welcomed the recent receipt of the minutes of the I-4 Cultural Resources Committee meeting of June 21, which we were unable to attend. After consulting with CPNA President Tom Jaeger and CPNA I-4 Committee Chair Bill Jennings, we are responding to the following items in the minutes:

"Mr. Hardin suggested a separate workshop for the College Park community so that the residents can be given a definition of eligibility criteria." "Mr. Callahan stated that the proposed improvement to SR50 and Ivanhoe Blvd. might result in a shift in traffic toward using the Princeton St. access." "Marion Almy, ACL, offered to meet with the College Park Community as ACI was responsible for developing the Determination of Eligibility for College Park." "Action Items: Provide College Park with the opportunity to have a separate workshop."

We appreciate the opportunity for a separate meeting. Tom Jaeger suggests Oct. 2, the date of CPNA's regular open board meeting. As a precursor to such a meeting, in hopes of increasing its effectiveness, we would be grateful for written clarification of several points.

1. In the complete text of the National Register application for the College Park Historic District (sent by Tara Jones of CH2MHill at our request), we saw this sentence: "This request for a Determination of Eligibility covers only the area of potential effect which parallels I-4." Until we read the above, we understood that the DOE covered the entire area shown as the potential College Park Historic District, and had developed our thinking accordingly. Thus we ask: Has a formal DOE been issued? If so, what area does it cover?

2. A review in light of the sentence quoted above, plus study of the maps included in the minutes leads us to express definite concerns about the north side of Peachtree Rd. in south College Park. The map in Vol.1 of the Cultural Resource Assessment Survey showing the potential College Park Historic District very clearly includes the north side of Peachtree, with a mostly historic buildings designation. However the maps in the minutes seem to put Peachtree in limbo between segments 2 and 3. As a cultural resource, this is one of the most important streets in College Park, dominated by four large homes of the 1930's, three designed by James Gamble Rogers and one by Richard Boone Rogers. One of these four estates is the only property in College Park that is listed on the National Register. We would like to be assured that the significance of Peachtree Rd. won't be overlooked in planning, even though it is just outside the APE.

As you know, we have been concerned that the APE may be too narrow, and now, with new thoughts about the DOE, we are more concerned. Won't the completed I-4 project present less attractive views to residents of Peachtree Rd., whose back yards border Lake Concord? Won't the project increase their already substantial problems with traffic noise when they try to use their yards? With written answers to these questions, we can be more confident that consideration will be given to a unique block, one we have struggled to preserve.

3. This leads to more general questions about visual impacts. We have heard visual impacts discussed as direct effects, in the framework of views of I-4 from various sites. "If you're 2 blocks away, you won't see any difference, etc." But people next to I-4 will see a difference. We wonder if resident owners then will become landlords and neglect their rentals to the extent that these homes have an adverse visual impact on the rest of the block, leading to a domino effect on the neighborhood. We wonder if the resultant rundown block will lead to a cry for a zoning change to allow apartments, reducing, perhaps disqualifying, the historic district. Can such possible results be considered in determining negative impacts to historic districts?

4. Princeton St. now just qualifies as part of the potential College Park Historic District. If the I-4 project can cause an increase in traffic on Princeton to the extent of reversing the recent trend toward preserving older housing stock there, can this be considered an adverse impact?

We will appreciate a letter containing answers to our questions, and look forward to arranging a meeting.

Sincerely,

Grace Hagedorn (fredhagedorn@prodigy.net) and Jodi Rubin (j Rubin@bellsouth.net), CPNA Historical Com.

College Park Established 1925
P.O. Box 540959 - 32954



COLLEGE PARK
NEIGHBORHOOD ASSOCIATION, INC.

March 27, 2000

Dr. Janet Snyder Matthews
State Historic Preservation Officer
R.A. Gray Building
500 South Bronough Street
Tallahassee, FL 32399-0250

RE: Cultural Resource Assessment Survey of Interstate 4, Section 2, Segment 3 -College Park

Dear Dr. Matthews:

The Historical Committee of the College Park Neighborhood Association has reviewed the College Park section of the above survey at several meetings. The committee is generally very pleased with the survey findings and commends the survey team and your office on an excellent job of identifying the historic resources in our College Park Neighborhood.

To support the team's findings that the Walter Washington Rose House at 226 E. Vanderbilt is eligible for individual listing in the National Register of Historic Places, we submit additional information gathered at and after our Aug. 11, 1999 meeting there. We understand the position of your office regarding alterations to this property, but we hope that more information about the home's historical importance and the probability that the most significant alterations were made by the most important occupant can allow the house to be deemed eligible for individual listing.

Also, the Committee submits history and building permit data on several properties recently researched for our 1999 and 2000 Historic Homes Tours in hopes that the additional information can change the status of these properties from non-contributing to contributing.

First, here is information about Walter W. Rose, who lived at 226 E. Vanderbilt from 1919 to 1957, the most productive years of his long career in real estate. In his Rosemere subdivisions, he initiated the street-naming pattern that led to our community's being called College Park. He named Rosemere streets Princeton, Yale, Cornell and Harvard in 1921 (see plat G-102) and added DePauw, Vanderbilt and New Hampshire with his four Rosemere Additions. When Cooper-Atha-Barr platted extensions of these streets starting in 1925, they added more college streets and named their subdivisions College Park.

Rose had resided in Winter Park, but when he began to develop Rosemere, he decided to live at his new subdivision, on property he had bought in November 1920 from snowbirds Michael and Elizabeth Lehrer. Tax records indicate that the house existed by 1919, but it may have been built much earlier. In his local history published in 1931, W.R. O'Neal (already in business here by 1885) wrote that in the 1880's real estate man John G. Sinclair "built the largest home in South Florida at Formosa (the community centered around what is now the intersection of Princeton and Orange and including Rosemere) where W.W. Rose now lives." And on Jan. 15, 1922 the Orlando Morning Sentinel wrote, "Mr. Rose is planning to remodel La Esperanza and make it his own home." A July 1922 building permit for a \$1000 addition to a two-story frame residence may pertain to this house. October 1925 permits for a garage and shed do pertain.

From 1948 to the late 1950's, there is a gap in the City's building permit records. However, we

know from Rose relatives that he replaced the 1925 garage after the original burned, that a brick wall edging the front lawn no longer exists, and that the southernmost part of the still large property was sold off. Building permit records show new roofs in 1962 and 1982, kitchen remodelling (interior) in 1970, and aluminum siding in 1984. Niece Judy Walker and nephew Mike Smith do not recognize other changes to the exterior of the house. Ms. Walker, the older of the two, would remember as far back as the the late 1930's.

City Directories indicate that Rose and his wife Stella Smith Rose were living at the Vanderbilt house by 1923. The date is confirmed by the recollection of their niece, Judy Walker, that their daughter Harriet ('Babe') Rose Spears, born in 1918, was about 5 when the family moved. The part of Rosemere near the Rose home was the section that attracted the more prominent families, e.g. the Walton Rexes and the William T. Walkers. Salesmen for the Walter Rose Investment Co. built somewhat more modest homes to the west, stimulating lot sales.

While living at Rosemere, Rose also developed nearby Rose Terrace as well as Orwin Manor, part of which is in our College Park community. In Orwin Manor Rose pioneered the completely furnished and decorated model home, advertising that "home life is linked with Christian life and a Sunday visit should not be regarded as mercenary."

Among Rose's non-College Park developments were Rosearden, Eola Rose, Oak Hill, Buena Vista, and Beverly Shores. Not until 1957, when he developed Rose Isle, did he decide to leave the Vanderbilt house. His wife was heartbroken, according to her niece - she insisted that the Vanderbilt floor plan be copied at Rose Isle to the extent possible for a one-story house. In 1958, soon after the move, W.W. Rose died at the age of 70.

Rose's long tenure at the Vanderbilt house also coincided with his presidency of the State Real Estate Commission and his terms as a State Senator. It was a house for entertaining, and all the movers and shakers were wined and dined there. "I was just a kid, but I'll never forget meeting Governor Holland, Archibald Bush and such people," recalls the Roses' nephew, Michael McKenzie (Mike) Smith, III.

Mike's favorite slogan is "Rose Knows Where Money Grows", but more apt for our community is "Deliver the Service and the Dollars Will Take Care of Themselves." W. W. Rose served College Park and Orlando well, and we hope his contributions can be recognized.

We also advocate changing the rating of 111 E. Yale from non-contributing to contributing. Eddie Meiner, Orlando's first caterer and the proprietor of Meiner's Fine Foods, owned this house from 1942 until 1971. Here he and his wife Nellie raised their sons, Charlie and Mack, who are as well-known to today's Orlandoans as Eddie was to the townspeople of his day. Mack, a restaurateur, carried on the family food tradition begun in 1917 when his grandfather Charles opened Meiner's Grocery downtown. Charlie is best known for saving downtown historic buildings (Norment-Parry House, Welborn Apartments, L.W. Phillips House, Dr. Phillips House) and converting them to bed and breakfast/inn use.

The original building permit for 111 E. Yale was issued May 16, 1924 to Grace Woodward, whose husband Fred H. was a sales manager for W.W. Rose. The building permit called for a one story residence and one story frame garage, with composition roofs, to cost \$4000 and \$200.

Mack Meiner recalls that in 1942 the house was much as it is today; the sales price of \$8500 included beautiful chandeliers and oriental rugs. His parents screened in the porch and remodelled the ground floor, which served as the basement. His playmates called 111 "the up-in-the-air house". The Meiners reroofed in 1958, and had electrical work done in 1969. In 1994, the present owners remodelled the ground floor bathroom and laundry room. We find no other work records, and believe the enclosing of the porch is easily reversible.

111 E. Yale is one of the most unusual Mediterranean Revival houses in the city. Its curious enclosed porch, high off the ground, is detailed with arched openings supported by Tuscan columns. Other unusual details include the three-part Palladian window on the left side and the arched windows marching up the right wall, denoting a staircase. The tiled hip roof, stucco walls and arched openings are all typical of the style.

Also on East Yale is #47, which is not included in the APE, although the house directly to the north, 48 E. Harvard, is included. We presume the omission is related to the quality of the house across the street on the south side of Yale. However, we see historical and architectural justification for including 47 E. Yale. It was a boyhood home of record-breaking balloonist and parachutist Joe Kittinger, later inducted into the International Space Hall of Fame, and well-known throughout the Orlando area as a personage at Church Street Station.

The house at #47 has architectural significance because it is a rare example of English Arts and Crafts inspired Craftsman style. The building permit was issued Dec. 21, 1927 to owner and contractor J.S. Dinkel, indicating a two-story frame house and one-story frame garage with composition roofs, to cost \$4000 and \$300 respectively. The home's distinctive English elements include the stucco walls, triangular brackets under the eaves, relatively small porches, tiny diamond windows in the gables, a prominent chimney and unusual casement windows. We have found no later building permits for this house, which has benefitted from some much needed maintenance since the time of the survey.

We are concerned about the house at 117 E. Evans St. This unique Craftsman house remains in the family of the carpenter, Joseph Zapp, who built it as his home about 1925. His son remembers this. As we understand it, since the neighboring homes were not found to constitute a district, the only possible designation for 117 would have to be individually eligible for the National Register. We do not have enough data at this time to argue for such designation, but we hope that if we find more data, it can be considered.

Shortly before the survey, 211 E. Yale was a relatively untouched early bungalow. We have been sad to see the unfortunate changes that led to its deserved classification as noncontributing, as it was the home of Orlando's long-time Parks Superintendent Al T. Coith, who shaped our City's park system and whose planting plans made Orlando truly deserve to be called "The City Beautiful".

We believe that 205 E. Harvard was the home of another important city employee, J.F. Long of the Recreation Department. Yes, the house has been altered somewhat, but the lines of this early bungalow are still there, and we hope it would be possible to consider it contributing. F.L. Cepican took out the permit for this house in 1925. The permit is for a one-story frame residence and garage with composition roofs, costing 4500 and \$500.

We have other recently discovered historical data in our files that may be of interest in the future.

Thank you for your consideration of this submission.

Sincerely,

Grace Hagedorn

Grace Hagedorn

Jodi Rubin

Jodi Rubin

Co-chairs, College Park Neighborhood Association Historical Committee

CC: James E. St. John, Florida Division Office, Federal Highway Administration, USDOT; Fred Birney, C.L. Irwin and Harold Webb, FDOT; Mark Callahan and Tawny Olore, CH2M HILL; Marion Almy and Kim Hinder, Archeological Consultants, Inc.; Ken Hardin, Janus; Vicky Smith, Keith and Schnarrs

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JUL 27 1996

ORLANDO
FLORIDA

MEMORANDUM

RECEIVED
JUL 19 1996
FDOT-DISTRICT V
Cons. Project Mgmt.

TO: I-4 Environmental Advisory Committee (EAC)
FROM: Doug Coward, Community Planner
DATE: July 15, 1996
SUBJECT: I-4 EAC - Second Draft Report

The next meeting of the I-4 EAC will be held on Thursday, August 1, in the main Orange County Library in Downtown Orlando, located on 101 East Central Boulevard. We will be meeting in the Oak Room which is on the third floor of the library. The meeting will be held from 10 am until noon, and from 1:30 pm until 3 pm (for those who cannot attend the morning session). There is a city parking garage on East Central Boulevard across the street from the library.

At this upcoming meeting, we will finalize the second draft of the I-4 EAC report (enclosed), in preparation for submittal to the Florida Department of Transportation prior to August 1, 1996. The second draft includes additional information and recommendations from EAC participants. Please review the second draft and be prepared to make final recommendations for inclusion in the report.

Thank you for your continued interest and participation in the project. We look forward to receiving your input and submitting this report prior to the beginning of the Project Development and Environmental studies for the I-4 expansion project. If I can be of assistance prior to the upcoming meeting, please contact me by telephone at (407) 465-1450, or by E-mail at dcoward@igc.apc.org.



I-4 ENVIRONMENTAL ADVISORY COMMITTEE (EAC)
COMMUNITY AND ENVIRONMENTAL PLANNING REPORT
SECOND DRAFT (JULY 1996)

This report summarizes community and environmental planning issues and recommendations set forth by the I-4 Environmental Advisory Committee (EAC) during their review of the master plan for the widening of Interstate 4. Participants include staff from regional, state and federal agencies, as well as citizens, grassroots organizations and local governments in Osceola, Orange, Seminole and Volusia Counties (see attached list of EAC participants).

The EAC commends the Florida Department of Transportation (FDOT) for meeting directly with participants during the early stages of the transportation planning process. The group benefitted from the community-based meetings that provided the opportunity for citizen input before the design phase of the project and which occurred outside of the formal public hearing process. This type of public involvement fostered comprehensive regional planning initiatives due to the diversity and scope of the participants and because of the opportunity to collectively review and discuss linkages between transportation, community and environmental planning issues. The EAC should remain as a standing committee to provide continued environmental and public input as the Project Development and Environmental (PD & E) studies are initiated.

This report is intended to provide FDOT and project consultants with background information as well as specific issues and recommendations that the EAC wants incorporated into the PD & E studies and final design for I-4. EAC recommendations are based on available information, and additional documents, plans, and maps are expected from several entities in the near future. Other issues are also likely to be raised by the public and the EAC as the PD & E studies proceed for Interstate 4.

During the initial meetings with FDOT, the EAC received a series of maps depicting the proposed right-of-way for the I-4 corridor and the anticipated wetland impacts; however, little additional information was provided. As a result, the EAC took several months to identify and compile available information from various sources and knowledgeable individuals, such as local planning departments, and state and federal agencies, as well as representatives of individual communities and environmental organizations along the corridor. The information gathered as a result of this effort forms the basis for the report and recommendations. It should also be noted that the EAC's focus in this report is primarily on the road improvements in the I-4 corridor due to the fact that little information was provided regarding the light rail component of the corridor plan. The EAC supports the multi-modal considerations included in the I-4 Master Plan, including the light rail concept, and recommends working with FDOT during the rail PD & E stage to ensure that the rail system is integrated into the fabric of the various communities it crosses.

This report includes 3 primary sections: 1) background information and general recommendations; 2) specific issues and recommendations for individual sections of the I-4 corridor; and, 3) an appendix with correspondence and maps. Future contacts are also identified when more information is needed to address particular issues raised by the participants.

Section 1 - General Overview of Issues

During their review of the I-4 master plan, the EAC emphasized the need for improved community and environmental linkages and protection, integrated multi-modal transportation options, liveable communities, and environmental sustainability. These issues often are not adequately considered during the design of a road, yet these are the considerations which determine if a road becomes a barrier or binding thread within human and natural communities. The EAC expressed major concerns about past and proposed road-related impacts that cause fragmentation of communities and natural resources. The I-4 widening project provides FDOT with the opportunity to retrofit existing road-related problems and to incorporate new enhancements, alternative modes of transportation, and community linkages to improve the quality of life in central Florida.

The EAC identified the following as primary community and environmental planning issues that pertain to portions or all of the four county study area. Participants recommend incorporating these issues into the PD & E studies and final design for I-4. More specific information is also provided in Section 2 ("Issues and Recommendations for Specific Segments") and Section 3 ("Appendix with Correspondence and Maps").

(A) Neighborhood Protection:

The I-4 corridor abuts numerous existing and new residential areas that will be affected by the road expansion project. New developments have the distinct advantage of planning their neighborhoods in conjunction with the I-4 corridor (i.e., by providing adequate buffers, greenway connections, and trail and bicycle facilities), whereas existing residential areas are more often forced to endure incremental encroachment (e.g., road r-o-w, noise and air pollution), dead-end streets, and other road-related impacts. The EAC identified noise and air pollution as major concerns for residential areas, and adequate landscape buffers, noise walls, and living walls were all considered as possible solutions. The EAC recognizes that plant materials do *not* adequately address noise pollution, and therefore, noise walls and living walls should also be considered in certain locales. Noise walls reduce noise pollution and provide marginal protection to neighborhoods, but the City of Orlando expressed concerns about the negative affect on the views of the downtown area. Noise walls, living walls and landscape enhancements should be considered in conjunction with neighborhood protection, urban design standards and FDOT funding limitations.

Recommendations:

- Close examination of residential developments is needed in the four county study area, with an emphasis on existing residential developments in the Orlando urban area;
- Work with local governments and neighborhood groups during the PD & E stage to identify potential areas of noise and air pollution and to minimize these negative impacts;

- Incorporate landscape enhancements in conjunction with residential developments to improve the aesthetics of the roadway, protect surrounding neighborhoods, and reduce air pollution.
- Utilize "living walls" as value-added features to provide aesthetically pleasing streetscapes, needed buffering and neighborhood protection, and reductions in air and noise pollution.

(B) Aesthetics (Landscape Enhancements and Urban Design Standards)

The EAC recommends improving aesthetic values along the I-4 corridor, including both urban and rural portions of the four county study area. Plant materials will improve the aesthetics of the roadway and buffer surrounding communities and bicycle and pedestrian facilities while also reducing air pollution and benefitting the health and welfare of local residents. Rural plantings will also promote a scenic highway and, from a cumulative standpoint, provide benefits to wildlife - particularly through the use of native vegetation.

The EAC identified several concerns regarding the affect of new construction (e.g., interchanges and noise walls) on views of downtown areas as well as the compatibility of the road improvements with adjacent architectural styles, waterfronts, and miscellaneous projects. The City of Orlando identified views of the downtown skyline from I-4 as an important community identity feature and also suggested that public art be incorporated into the final design. The City of Maitland also recommended similar design and construction materials at the Maitland Boulevard interchange.

Recommendations:

- Provide landscape enhancements to improve aesthetics along the entire I-4 corridor, particularly adjacent to residential areas, bicycle and pedestrian facilities, and lakes;
- Protect views of downtown areas and waterfronts;
- Incorporate compatible design, architectural style, construction materials, and public art with bridges, interchanges, and possibly noise walls; and
- Utilize native plantings throughout urban and rural portions of the I-4 corridor.

(C) Bike Facilities:

The majority of the local governments in the four county study area have existing or proposed bike facility plans that intersect with numerous underpasses and overpasses along the I-4 corridor. The existing bike lanes and proposed plans need to be further incorporated with the road widening project, bus facilities, and the light rail and possibly high-speed rail systems, to help restore community linkages and to maximize the use of alternative modes of transportation. The bicycle coordinator for the Orlando Urban Area MPO is the primary contact person for cumulative information concerning the local government plans in the east central Florida region.

Recommendations:

- Incorporate existing and proposed bicycle facility plans with the I-4 corridor through re-design and enhancement of underpasses and overpasses;
- Ensure safe and reasonable access across the I-4 corridor by providing landscape buffers and adequate widths and possibly clamp-on structures for bicycle and pedestrian facilities; and,
- Reference the regional bicycle facility network and available local government bicycle facility plans (see maps and correspondence in appendix).

(D) Trails:

All four counties in the study area have existing or planned trails that cross the I-4 corridor and inter-connect in the central Florida region. The study area includes the Florida National Scenic Trail, the Central Florida Loop, and several other trail and multi-use projects. Trails are envisioned to provide access to multi-modal transportation options and to connect with recreational and ecological greenways as well as cultural, historic, and natural resources.

The Florida Department of Environmental Protection's (FDEP) Office of Greenways and Trails (OGT) has offered to work with governmental agencies and private sector groups to cooperatively provide a holistic system of interconnecting greenways and trails in the central Florida region.

Seminole County is trying to establish trail connections between the Wekiva Springs State Park and both Sanford and Lake Jesup; the Cady Way Trail in Orlando is planned to connect with the Central Florida Loop, bicycle facilities and the intermodal center in the downtown development district; the West Orange Trail is being expanded across I-4 to Winter Garden; and, Orange County is investigating possible trail connections at Shingle Creek with the City of Orlando as a part of their Greenways, Trails and Bike Facilities Master Plan Study.

Recommendations:

- Ensure that the design for I-4 accommodates, not precludes, existing and proposed trail crossings via enhancement of overpasses and underpasses along intersections with I-4;
- Ensure safe and reasonable access across the I-4 corridor by providing landscape buffers, adequate widths and possibly clamp-on structures for trail crossings; and,
- Involve local governments, trail associations and OGT in the PD & E stage to adequately consider these issues.

(E) Recreational Greenways:

Recreational greenways exist or are being planned in all four counties in the study area, and these areas correspond to ecological greenways, wildlife crossings, trail and bike facilities, cultural, historic, and natural resources, and multi-modal infrastructure along the I-4 corridor.

Recreational greenways encompass any natural or landscaped course which is protected for linear recreational activities; follow natural land or water features such as ridges and rivers or man-made features such as canals and railroad and utility rights-of-way; and, link parks, nature reserves, cultural, recreational or historic sites and populated areas.

Governor Chiles recognized the Central Florida Loop, the Cady Way Trail in Orlando, and the DeBary-Enterprise greenway and Volusia Park greenway in Volusia County as part of the Florida Greenways Commission's 150 Greenways Recognition Program (see attachment).

The Central Florida Loop is a 200 mile greenway/trail system that spans over a dozen counties in the central Florida region and crosses I-4 at three locations in the study area: 1) the Cady Way Trail in Orlando; 2) the Longwood Connector/E.E. Williamson Rd; and, 3) the Florida National Scenic Trail at SR 46A (see attachment). The DeBary-Enterprise greenway provides regional connections and protection for natural resources, such as the St. John's River and Lake Monroe, and it includes bicycle and trail facilities, as well as recreational greenways that access archeological and historical resources.

Recommendations:

- Ensure that the design for I-4 accommodates, not precludes, existing and proposed recreational greenways via enhancement of overpasses and underpasses;
- Ensure safe and reasonable access across the I-4 corridor by providing landscape buffers and adequate widths and possibly clamp-on structures for greenway/trails; and,
- Involve local governments, trail associations and OGT in the PD & E stage to fully incorporate recreational greenways into the final design of the I-4 corridor.

(F) Alternative Modes of Transportation:

The EAC identified a variety of non-motorized transportation alternatives to be considered in conjunction with FDOT's I-4 widening project and Multimodal Master Plan Study. Participants desire the opportunity to walk or bicycle safely throughout their communities and to be able to enjoy nearby conservation lands and cultural resources via bicycle and trail facilities and recreational greenways. Multi-modal access can be integrated throughout the central Florida region and linked to systems that extend outside of the study area. The EAC specifically identified the intermodal center, proposed in the City of Orlando's downtown development district, as a prime opportunity for interconnecting motorized and non-motorized transportation alternatives. Automobiles, buses, light rail, and

potentially high-speed rail converge with pedestrian, bicycle and trail facilities. The latter components include the Central Florida Loop, and the City of Orlando's Bicycle Facility Plan and Cady Way Trail.

The I-4 corridor is currently considered a barrier between communities and the potential use of alternative modes of transportation. Dead-end streets and limited provisions for bicycle and pedestrian facilities reduce community linkages and increase automobile reliance on the interstate. Expansion of the roadway provides the opportunity to improve community linkages, integrate multi-modal transportation systems, and provide safe and reasonable access for non-motorized transportation.

Recommendations:

- Provide multiple safe access points for bicyclist and pedestrians across the I-4 corridor; and,
- Integrate non-motorized transportation options with future planning efforts and new infrastructure for automobiles, buses, light rail, and possibly high-speed rail.

(G) Lake Protection:

There are a number of lakes in proximity to the I-4 corridor, including: Ivanhoe, Concord, Big Sand, Catherine, and Myrtle in the Orlando area; Lucien and Destiny in Maitland and Eatonville; and, Monroe, Crane's Roost, Goose, Grace, Macy and Trout in the Seminole and Volusia County portions. The EAC identified water resource protection, wildlife habitat, recreational opportunities, views and aesthetic features as important concerns to be addressed in the PD & E studies. Many of the identified lakes are already experiencing stormwater problems, and several lakes have been suggested as primary locations for future restoration efforts.

The I-4 widening project includes direct physical impacts from the extension of the highway to Lakes Ivanhoe, Concord, Lucien, Monroe, Goose, and Trout. Natural resource protection, aesthetics, views and recreational opportunities have been identified as primary concerns to the EAC. State owned lands are also associated with several of the lakes and any impacts to these lands will require a lease from the Board of Trustees of the Internal Improvement Trust Fund.

Recommendations:

- Avoid and minimize road-related impacts to lakes to the greatest extent feasible;
- Provide landscape enhancements to improve water quality, recreational amenities, aesthetic values, and access for pedestrian and bicycle facilities;
- Design bridge structures to improve vistas, recreational amenities and waterfront access; and,
- Ensure pedestrian safety along sidewalks underneath bridged overpasses, and consider the use of vertical retaining walls, lighting, public art, and air flow to improve pedestrian conditions.

(H) Hydrology and Stormwater Management:

The EAC identified flooding, stormwater retrofication and hydraulic connections as primary concerns relating to hydrology and stormwater management along the I-4 corridor. Existing and proposed road-related impacts should be further addressed in the four county study area.

Recommendations:

- Improve negative impacts to hydrology which relate to past road-related development as well as from the proposed widening of I-4;
- Avoid destruction of homes and businesses, possibly through the use of exfiltration and other stormwater management techniques. Where unavoidable, retention and detention areas should be sensitively integrated into surroundings as a visual or recreational amenity;
- Protect and buffer the St. John's River system between Volusia and Seminole Counties;
- Improve hydraulic connections associated with Tiger Bay, Deep Creek and Lake Macy downstream from the I-4/Orange Camp Road interchange in Volusia County, and Davenport Creek and Reedy Creek Swamps in Osceola Counties;
- Include stormwater retrofication projects at Clear Lake in the City of Orlando and Orange County, Crane's Roost in Altamonte Springs, and Lake Macy in Volusia County; and,
- Consider wetland mitigation sites in the Reedy Creek/Davenport Creek watershed, which are being analyzed by The Nature Conservancy and the Greater Orlando Aviation Administration.

(I) Archeological and Historical Resources:

EAC participants identified one known archeological site along the I-4 corridor which is located at the western edge of Lake Monroe in Volusia County (Florida Master Site File 8/VO/53, "Lake Monroe Outlet Midden"). The City of Orlando also identified the Downtown Historic District, which has been nominated to be listed on the National Register of Historic Places (response due in August 1996), and the I-4 and East-West Expressway interchange, which will impact other historic resources and the Orlando Housing Authority site of Griffen Park.

Recommendations:

- Preserve archeological and historical resources and minimize road-related impacts;
- Where appropriate, connect archeological and historic resources with accompanying trail and bicycle facilities, parks, preserves and related recreational opportunities; and,

- Consult further with the State Division of Historical Resources as well as Volusia County and the City of Orlando regarding archeological and historical resources.

(J) Ecological Greenways:

Ecological greenways are natural corridors designed and managed for the protection of native ecosystems and their associated species, and they serve to protect biodiversity and maintain water resources. These areas also overlap with or connect to recreational greenways, trails, bicycle facilities, cultural and historic resources, and multi-modal access in the study area.

There are numerous ecological greenways and conservation lands in the central Florida region and four county study area that exist in or connect with natural systems that pass through the I-4 corridor. These systems include: Deep Creek; Tiger Bay State Forest; Lake George; Lake Woodruff National Wildlife Refuge; Blue Springs State Park; Hontoon Island State Park; the Ocala National Forest; the Merritt Island National Wildlife Refuge; the Wekiva Springs State Park and Lower Wekiva River State Park; the Seminole County greenway; the Little/Big Econ greenway; the St. John's River and Water Management areas; the Green Swamp; Davenport Creek; and, the Upper Lakes Basin Watershed of the Kissimmee River (i.e., Reedy Creek Swamp, Walker Ranch, Shingle Creek, Horse Creek Scrub, and the Kissimmee Chain of Lakes). The Central Florida Loop and its 200 miles of greenways/trails also connect and overlap with many of these ecological greenways (see map and correspondence in appendix).

Several ecological greenways were recognized by Governor Chiles as part of the Florida Greenways Commission's 150 Greenways Recognition Program, including: the Wekiva River greenway and Seminole greenway; the Reedy Creek/Marion Creek/Upper Kissimmee River Basin greenway in Osceola County; and, the Central Florida Loop in Osceola, Orange and Seminole counties.

The St. Johns River Water Management District and the South Florida Water Management District also have several water conservation lands and proposed Save Our Rivers sites in proximity to the I-4 corridor which should be better connected with conservation lands in the region and possibly used as road-related mitigation sites. The Nature Conservancy is reviewing the Davenport Creek and Reedy Creek Swamp watersheds and identifying potential mitigation sites which would help to close the gap between the Green Swamp and the Upper Lakes Basin Watershed.

Recommendations:

- Improve ecological greenway connections and restore hydraulics and native vegetation to safeguard wildlife crossings and promote resource-based recreational opportunities; and,
- Incorporate ecological greenways in the final design of the I-4 corridor to provide vital connections between local, regional, state, and federal conservation lands in the region.

(K) Wildlife Corridors:

Wildlife corridors are necessary to safeguard listed species and to sustain biodiversity in the central Florida region. There is considerable overlap between wildlife crossings, hydraulic connections, and greenway/trails connections. Several primary conservation lands have been impacted by the I-4 corridor, including the Tiger Bay State Forest, Deep Creek, St. John's River, and Davenport Creek and Reedy Creek Swamps, and additional linkages are needed with regional preserves, such as the Ocala National Forest, the Merritt Island National Wildlife Refuge, and the Green Swamp. Wildlife corridors may also serve to provide resource-based recreational opportunities, such as hiking, off-road biking, environmental education, bird-watching and fishing.

The Florida Division of Forestry identified underpass locations with wildlife considerations at the Tiger Bay and Deep Creek connections across I-4. Davenport Creek and Reedy Creek Swamp were highlighted by the EAC because of the linkage between the Green Swamp to the northwest and the Reedy Creek/Kissimmee River to the southeast. The St. John's River system, separating Seminole and Volusia Counties, was also identified as an important wildlife corridor for land animals and possibly the endangered West Indian Manatee.

Recommendations:

- Construct wildlife crossings along the I-4 corridor at Tiger Bay State Forest and Deep Creek in Volusia County and Reedy Creek and Davenport Creek Swamps in Osceola County;
- Protect and buffer the St. John's River system between Volusia and Seminole Counties;
- Provide sufficient height and width of wildlife crossings to support wildlife connections and to serve as greenway/trail connections under the highway; and,
- Incorporate design modifications, such as multi-level culverts and bridges with riparian edges to facilitate terrestrial and aquatic species. Fencing should direct the animals to the underpass.

(L) Rare and Endangered Plants and Animals:

Particular habitats can be associated with a high potential for occurrence of listed species, specifically scrub communities which have been identified throughout portions of the I-4 corridor. There are three major historic sand dunes and several lesser outcroppings which occur in the study corridor, including: the Davenport Creek Swamp area in Osceola County; the Little Lake Bryan, Lake Willis, and Sand Lake areas in Orange County east of Apopka-Vineland Road; and, the Deltona and Lake Helen areas in Volusia County. Numerous occurrences of protected plant and animal species have been recorded in the study area, including red-cockaded woodpeckers, Florida black bears, Florida panthers, Florida scrub jays, and southern bald eagles. Wildlife corridors, greenway connections, hydrologic restoration and native landscape enhancements will also benefit listed species in the region.

Recommendations:

- Complete extensive surveys of environmentally sensitive resources in the project area prior to construction and avoid impacts to rare habitat and listed species;
- Coordinate with the U.S. Fish and Wildlife Service (USFWS), the Florida Game and Fresh Water Fish Commission (FGFWFC), the FNAI and FDOT's SPECIES database, as well as I-4 Multi-Modal Master Plan - Draft Environmental Assessment (May 1993).
- Consult Development Orders and Environmental Assessments associated with Developments of Regional Impact (DRI) located in proximity to the I-4 corridor;
- Reference "Closing the Gaps in Florida's Wildlife Habitat Conservation System" (1994), published by the FGFWFC - 1994;
- Improve wildlife crossing underneath I-4 along the Tiger Bay State Forest, Deep Creek, St. John's River, and Davenport Creek and Reedy Creek Swamps to safeguard listed species and animal movement across the corridor; and,
- Utilize native landscaping along urban and rural segments of the I-4 corridor to provide nominal benefits to wildlife species.

Summary of Community and Environmental Planning Issues:

The following table summarizes the relative level of concern for the identified issues along individual segments of the I-4 corridor. The fact that one issue is listed as a minor or moderate concern does not mean it should be ignored for a major concern. Major concerns are simply impacted more by I-4.

Table 1: Level of Concern for Identified Issues

General Issue:	Osceola County	Orange County	Seminole County	Volusia County
Neighborhood Protection	*	***	**	**
Aesthetics	**	***	**	**
Bicycle Facilities	*	***	**	**
Trails	*	**	***	**
Recreational Greenways	**	**	***	***
Alternative Modes of Transportation	***	***	***	***
Lake Protection	n/a	***	***	***
Hydrology and Stormwater Mgt.	***	***	***	***
Archeological and Historic Resources	*	***	* <i>2. take 1/4 m.p. into Greenway</i>	***
Ecological and Riverine Greenways	***	**	***	***
Wildlife Corridors	***	n/a	**	***
Rare Habitat and Listed Species	***	**	**	***

* Minor Concern ** Moderate Concern ***Major Concern (n/a) Not Applicable

Section 2 - Issues and Recommendations for Specific Segments:

Section 2 provides more detailed information regarding specific community and environmental planning issues identified by the EAC in the four county study area. The following issues and recommendations are intended to be considered in conjunction with those presented in Section 1 and both Sections should be collectively incorporated into the PD & E studies. For ease of understanding, the I-4 corridor has been broken up into four segments corresponding to each county. Where applicable, specific recommendations and future contacts are provided for each issue, and correspondence and maps are presented in Section 3 ("Appendix") for further review.

OSCEOLA COUNTY -

The I-4 corridor passes through approximately 8-10 miles of northwest Osceola County with much of the adjacent lands belonging to the Walt Disney World Co., several new DRIs, and the South Florida Water Management District (SFWMD). Several transportation projects are proposed to interconnect with I-4 in this portion of the corridor, including Part C of the Western Beltway, and light and high-speed rail systems. Davenport Creek and Reedy Creek Swamps are considered environmentally significant creek and wetland systems that have been fragmented by I-4 and which are in need of improved connections through hydrologic restoration, wildlife corridors and greenway/trails. Improved connections across the I-4 corridor at Davenport Creek and Reedy Creek Swamps are considered priorities in Osceola County.

A) Neighborhood Protection:

Several new residential developments exist in proximity to I-4, including: the Celebration DRI; the Magnolia Creek DRI; Hexigon Center; Osceola Pointe; and, Melia Orlando. Noise and air pollution are major concerns for residential areas, and adequate landscape buffers, noise walls and living walls should be considered as possible solutions. Safe and reasonable access is also needed to provide connections between bicycle and pedestrian facilities and new developments, employment opportunities, shopping, attractions, and conservation lands in the area.

Recommendations:

- Incorporate landscape enhancements with residential developments to improve the aesthetics of the roadway, protect surrounding neighborhoods, and reduce air pollution; and,
- Coordinate with local governments and residents along the I-4 corridor to help balance the need for landscape buffers, noise walls and living walls versus considerations for urban design standards and FDOT funding limitations.

B) Aesthetics (Landscape Enhancements and Urban Design Standards):

The EAC emphasized the need to maintain and improve aesthetic values along the entire I-4 corridor in Osceola County, including both urban and rural portions. Plant materials will improve the aesthetic of the roadway and buffer surrounding communities and bicycle and pedestrian facilities while reducing air pollution and benefitting the health and welfare of local residents. Rural plantings also promote a scenic highway and, from a cumulative standpoint, provide benefits to wildlife particularly through the use of native vegetation.

Recommendations:

- Provide landscape enhancements to improve aesthetics along the entire I-4 corridor particularly adjacent to residential areas and bicycle and pedestrian facilities;
- Utilize native plantings throughout urban and rural portions of the I-4 corridor; and
- Consult further with Osceola County, the Walt Disney Co., and local residents to determine if they have specific recommendations regarding urban design standards.

C) Bicycle Facilities:

Based on the limited amount of information available to the EAC, there are no known bicycle facilities in existence or under consideration in this portion of the I-4 corridor.

Recommendations:

- Consult with Osceola County and affected residential developments to identify potential bicycle facilities. Provisions for future facilities may be appropriate at intersections with I-4.

D) Trails:

There are no existing trail facilities in Osceola County that cross the I-4 corridor, however, trail connections may be possible in conjunction with nearby conservation lands and improved hydraulic connections at Davenport Creek and Reedy Creek Swamps. The Celebration DRI also includes "miles of trails" which could potentially be incorporated with road improvements to provide better pedestrian access across I-4 and to nearby residential areas, employment opportunities, attractions, and adjacent natural lands. The "Reedy Creek/Marion Creek/Upper Kissimmee River Basin greenway" exists to the southeast and the Green Swamp is located to the northwest.

Recommendations:

- Incorporate trail systems with improved hydraulic connections across I-4 at Davenport Creek and Reedy Creek Swamps.

E) Recreational Greenways:

There are no existing recreational greenways along I-4 in Osceola County, however, greenway/trail connections are possible with wildlife corridors and hydraulic connections proposed underneath I-4 at Davenport Creek and Reedy Creek Swamps. Recreational greenways would provide pedestrian access to natural preserve lands and trails, such as the Reedy Creek/Lake Marion/Upper Kissimmee River Basin greenway, Davenport Creek Swamp, and the Green Swamp.

Recommendations:

- Incorporate recreational greenway connections across I-4 at Davenport Creek and Reedy Creek Swamps to provide access to regional conservation lands and greenways/trails.

F) Alternative Modes of Transportation:

There are several modes of transportation planned for this portion of the I-4 corridor, including numerous roads, and light and high-speed rail projects. Motorized transportation alternatives need to be integrated with non-motorized transport to reduce automobile reliance.

Recommendations:

- Incorporate greenways/trails with improved hydraulic connections at Davenport Creek and Reedy Creek Swamps and with other transportation projects under consideration along the I-4 corridor, including Part C of the Western Beltway and light and high-speed rail projects;
- Ensure safe and reasonable access for non-motorized transportation, and link pedestrians, trail users, and bicyclist with multi-modal access; and,
- Future road and rail facilities need to maintain and protect proposed greenway/trail connections across I-4 at Davenport Creek and Reedy Creek Swamps.

G) Lake Protection:

Major wetland systems have been identified in this portion of the I-4 corridor, but there are no known lakes in proximity to the I-4 corridor in Osceola County.

H) Hydrology and Stormwater Management:

The Davenport Creek and Reedy Creek Swamps are the two most important wetland systems in this portion of the study area, and these areas have been degraded and fragmented by past road-related impacts from I-4. The Davenport Creek Swamp is the last remaining connection between the Green Swamp (outside of the study area) to the northwest and the Reedy Creek/Kissimmee River to the southeast (across I-4). The Reedy Creek Swamp is part of the SFWMD's Upper Lakes Basin

Watershed Save Our Rivers site, which extends to the southeast along the Kissimmee River. Several wetland mitigation and gopher tortoise mitigation/relocation sites are also present in this area that may serve to close remaining gaps between existing conservation lands and greenways.

Recommendations:

- Improve hydraulic connections at Davenport Creek and Reedy Creek Swamps; and,
- Consider wetland mitigation sites in the Reedy Creek/Davenport Creek watershed, which are being analyzed by the Nature Conservancy and the Greater Orlando Aviation Administration.

I) Archeological and Historical Resources:

Based on the limited amount of information available to the EAC, there are no known archeological or historical sites along the I-4 corridor in Osceola County.

Recommendations:

- Consult further with the State Division of Historical Resources as well as Osceola County regarding archeological and historical resources.

J) Ecological Greenways:

There are several ecological greenways in Osceola County in proximity to I-4, including the Reedy Creek and Davenport Creek Swamps, the Upper Lakes Basin watershed, and the Green Swamp. Governor Chiles identified the Reedy Creek/Marion Creek/Upper Kissimmee River Basin greenway as a part of the Florida Greenways Commission's 150 Florida Greenways Recognition Program. There is considerable overlap between ecological greenways and the proposed wildlife corridors and hydrologic connections at the Reedy Creek and Davenport Creek Swamps. The Davenport Creek Swamp provides a vital link between the Green Swamp to the northwest and the Upper Lakes Basin Watershed to the southeast. The Magnolia Creek DRI is also located to the east of I-4, on the Polk and Osceola County line, and it includes a proposed wildlife corridor/greenway connection that is designed in conjunction with the underpass improvements at CR 545.

Recommendations:

- Re-design structures along the I-4 corridor through the Davenport Creek and Reedy Creek Swamps to support north to south natural corridor/greenway connections identified by the EAC and included in existing Development Orders of the affected DRI's. Further consultation is needed with the Development Orders for the Magnolia Creek and Celebration DRIs.

K) Wildlife Corridors:

There is considerable overlap between wildlife corridors, hydraulic connections, and greenway/trail connections in this vicinity of the I-4 corridor. Several primary conservation lands have been fragmented by I-4, including Reedy Creek and Davenport Creek Swamps, and road expansion provides the opportunity to reconnect and enhance these important wetland and creek systems.

Recommendations:

- Due to the limited remaining wildlife corridors/greenway connections and the environmental sensitivity of adjacent conservation lands, wildlife crossings should be provided at Davenport Creek and Reedy Creek Swamps in conjunction with hydrologic restoration and greenway/trail connections;
- Provide sufficient height and width of wildlife corridors to support wildlife movement and to serve as a greenway/trail crossings under the highway;
- Incorporate design modifications, such as multi-level culverts and bridges with riparian edges to facilitate terrestrial and aquatic species. Fencing should direct animals to the underpass;
- Consult with FDEP, SFWMD, FGFWFC, USFWS, OGT, the Four Corners Coalition, the Nature Conservancy, the League of Environmental Organizations, and Florida Audubon.

L) Rare and Endangered Plants and Animals:

There is an important historic sand dune/scrub habitat community in proximity to the Davenport Creek Swamp area, which may harbor rare and endangered plants and animals. Numerous listed species have also been recorded in this vicinity of I-4.

Recommendations:

- Consult with USFWS, FGFWFC, the FNAI and FDOT's SPECIES database, as well as the I-4 Multi-Modal Master Plan - Draft Environmental Assessment (May 1993);
- Complete more detailed wildlife and habitat assessments to avoid adverse impacts to rare habitat and listed species along the I-4 corridor, particularly scrub communities in the Davenport Creek Swamp area and southern bald eagle and red-cockaded woodpecker habitats recorded as a part of DRI approvals in the region;
- Improve wildlife crossing underneath I-4 along the Davenport Creek and Reedy Creek Swamps to safeguard listed species and animal movement across the corridor; and,
- Utilize native landscaping along urban and particularly rural segments of the I-4.

ORANGE COUNTY -

The I-4 corridor traverses approximately 25 miles of western Orange County, including 10 miles through the City of Orlando and portions in the unincorporated county as well as several smaller municipalities, such as Maitland, Eatonville, and Winter Park. The City of Orlando is the largest metropolitan area in Orange County, and close coordination is needed between several municipalities and FDOT. The Walt Disney World Co. also owns land in southwestern Orange County, in the Lake Buena Vista region. Neighborhood protection, aesthetics, lake protection, community linkages, and integration of transportation alternatives are considered priorities along the I-4 corridor.

A) Neighborhood Protection:

The majority of the road-related impacts to residential areas in Orange County will be incurred by existing neighborhoods in the Orlando urban area. The Maitland Club and Lake Colony residential areas in the City of Maitland were also identified by the EAC as newer developments in proximity to I-4. Noise and air pollution are major concerns for residential areas, and adequate landscape buffers, noise walls, and living walls should be considered as possible solutions. Safe and reasonable access is also needed to provide connections between residential areas, pedestrian and bicycle facilities and employment opportunities, shopping, attractions, lakes, and conservation lands, such as the Wekiva Springs State Park

Recommendations:

- Close examination of older residential areas is needed in the City of Orlando;
- Coordinate with local governments and residents along the I-4 corridor to help balance the need for landscape buffers, noise walls, and living walls, versus considerations for urban design standards and FDOT funding limitations;
- Public participation is specifically recommended with the City of Orlando Planning and Development Department, the Orlando Neighborhood Services Office, the Parramore Heritage Foundation, and the College Park Neighborhood Association;
- Consult further with the City of Orlando and local residents regarding the proposed interchange access at Kaley Street. Traffic impacts, specifically trucks, would have a negative impact on residents, and alternative sites exist at Michigan Street and Orange Blossom Trail;
- Incorporate landscape enhancements with residential developments to improve aesthetics of the roadway, protect surrounding neighborhoods, and reduce air pollution; and,
- Utilize "living walls" as value-added features to provide aesthetically pleasing streetscapes, needed buffering and neighborhood protection, and reductions in air and noise pollution.

B) Aesthetics

The EAC emphasized the need to maintain and improve aesthetic values along the entire I-4 corridor in Orange County, including both urban and rural portions. Plant materials will improve the aesthetics of the roadway and buffer surrounding neighborhoods and bicycle and pedestrian facilities while also reducing air pollution and benefitting the health and welfare of local residents. Rural plantings will also promote a scenic highway and, from a cumulative standpoint, provide benefits to wildlife - particularly through the use of native vegetation.

The EAC identified several specific concerns regarding the effect of new construction (e.g., interchanges and noise walls) on views of downtown areas as well as the compatibility of the road improvements with adjacent architectural styles, waterfronts, and miscellaneous projects. The City of Orlando identified views of the downtown skyline from I-4 as an important community identity feature and also suggested that public art be incorporated into the road design. The City of Maitland also recommended that similar design and construction materials be used at the Maitland Boulevard interchange (I-4/SR 414).

Recommendations:

- Provide landscape enhancements to improve aesthetics along the entire I-4 corridor, particularly adjacent to older residential areas in the City of Orlando, along bicycle and pedestrian facilities, on embankment slopes, adjacent waterfronts, and at-grade segments;
- Protect views of downtown areas, lakes and waterfronts. Reference the Orlando Growth Management Plan Urban Design Element Scenic Identity goal (see attachment);
- Incorporate compatible design features, such as architectural style, construction materials, and public art, with bridge structures, interchanges, and possibly noise walls. (see attachment);
- Where noise wall conflict with downtown views, the City of Orlando specifically recommends using a mix of trees and shrubs rather than tall barrier walls (see attachment);
- Landscaped gateways at OBT/I-4 and the new I-4/Republican Drive should be replaced and enhanced along with the I-4 upgrades;
- The existing vegetation along I-4, which was planted by neighborhood groups as part of the community initiated "Green Up" project, should be replaced and enhanced;
- Utilize native plantings throughout urban and rural portions of the I-4 corridor;
- Consult with local governments, neighborhood associations, the Orlando Downtown Development Board, and the International Drive Resort Area Chamber of Commerce; and,

- Consult with the Orange County Planning Department regarding the recently completed "Lee Road charrette". Consider possible design modifications at the intersection of I-4/Lee Rd. that may conflict with urban design standards and community initiatives identified in the charrette.

C) Bicycle Facilities:

There are few existing bicycle facilities in Orange County, but the majority of the local governments adjacent to I-4 are developing or have adopted long range bicycle facility networks. Due to the size of the Orlando metropolitan area, the City of Orlando's adopted bicycle facility network serves as the core plan in western Orange County. Several ISTEA grants have also been approved in Orange County, including the Cady Way Trail in Orlando and four projects in Maitland. The bicycle coordinator for the Orlando Urban Area MPO has compiled cumulative information about local government plans in the east central Florida region and should be consulted for additional information (see maps in appendix).

In the City of Orlando there are nearly a dozen intersections between the bicycle facility network and I-4 which need further evaluation by FDOT and project consultants. The City's bicycle network connects to downtown amenities, the intermodal center, residential areas, trails and recreational greenways as well as adjacent municipalities and conservation lands. The City of Maitland also identified two areas along I-4 that overlap with their bike route study (see attachment). The bike lane underneath I-4 on Lake Destiny Drive would benefit from landscape enhancements, and the Maitland Boulevard overpass could accommodate a "clamp-on" structure to provide bicycle and pedestrian access over I-4. The "clamp-on" structure, or hanging basket, would be cost effective to FDOT and would provide potential connections north and south of Maitland. The regional bicycle facility network connects the City of Maitland with Altamonte Springs, the Seminole-Wekiva Trail, and the Wekiva Springs State Park in Seminole County, and Winter Park, the Cady Way Trail, the Central Florida Loop in Orange County.

Recommendations:

- Incorporate existing and proposed bicycle facility plans with the I-4 corridor through re-design and enhancement of underpasses and overpasses (see attachments);
- Ensure safe and reasonable access across the I-4 corridor by providing landscape buffers, adequate widths, and possibly clamp-on structures for bicycle facilities; and,
- Reference bicycle facility plans for the region, the City of Orlando, and the City of Maitland (see attachments);

D) Trails:

There are four proposed trail systems in Orange County in proximity to I-4, including: 1) the Central Florida Loop (see attachment); 2) the Cady Way Trail, located several miles east of I-4 at the

intersection of SR 50 and SR 436; 3) the West Orange Trail; and, 4) the Shingle Creek SOR project in the unincorporated county. The Cady Way Trail is planned in conjunction with the bicycle paths in the City of Orlando, the downtown area, the intermodal center in Orlando, and the Central Florida Loop. The Central Florida Loop integrates multiple greenways/trails in the region as well as conservation lands outside of the study area. The Orange County Parks Department is investigating possible connections at Shingle Creek with the City of Orlando as a part of the County's Greenways, Trails, and Bike Facilities Master Plan (incomplete at this time), and Orange County and Winter Garden recently agreed to extend the West Orange Trail across I-4 to downtown Winter Garden.

Recommendations:

- Ensure that the design for I-4 accommodates, not precludes, existing and proposed trail crossings via enhancement of overpasses and underpasses along intersections with I-4;
- Ensure safe and reasonable access across the I-4 corridor by providing landscape buffers, adequate widths and possibly clamp-on structures for trail crossings;
- Involve local governments, trail associations and OGT in the PD & E stage to adequately consider these issues during the design phase of the project; and,
- Consult further with the Orange County Parks and Recreation Department regarding the Bikeways, Greenways and Trails Master Plan (see attachment), the City of Winter Garden regarding the West Orange Trail, and the City of Orlando regarding the Cady Way Trail.

E) Recreational Greenways:

There are three proposed recreational greenways in Orange County that correspond directly to the Central Florida Loop, the Cady Way Trail, and the proposed Shingle Creek trail. The Central Florida Loop and the Cady Way Trail have both been identified by Governor Chiles as part of the Florida Greenways Commission's 150 Florida Greenways Recognition Program, and the Shingle Creek SOR site is being planned and coordinated through Orange County, the City of Orlando, and SFWMD.

Recommendations:

- Ensure that the design for I-4 accommodates, not precludes, existing and proposed recreational greenways via enhancement of overpasses and underpasses;
- Ensure safe and reasonable access across the I-4 corridor by providing landscape buffers, adequate widths and possibly clamp-on structures for greenway/trails; and,
- Involve local governments, trail associations, OGT, and the SFWMD in the PD & E stage to fully incorporate recreational greenways into the final design of the I-4 corridor.

F) Alternative Modes of Transportation:

The EAC emphasized the need to integrate the many pedestrian, trail and bicycle facilities in Orange County with the proposed road expansion, light rail and high-speed rail projects under consideration along the I-4 corridor. Non-motorized transportation alternatives need to be integrated with the intermodal center in downtown Orlando as well as with other existing and future transportation nodes (i.e., buses, and light and high-speed rail stations). Safe and reasonable access should be provided at numerous intersections between the I-4 corridor and bicycle and pedestrian facilities to enhance community linkages and to promote alternative modes of transportation. Better human connections are also suggested in southwest Orange County, near the Parramore and Heritage neighborhoods.

Multi-modal access can be integrated throughout the central Florida region and linked to bicycle, trail, and pedestrian systems that extend outside of the study area. The EAC specifically identified the intermodal center, proposed in the City of Orlando's downtown development district, as a prime opportunity for inter-connecting motorized and non-motorized transportation alternatives. Automobiles, buses, light rail, and potentially high-speed rail all converge with pedestrian, bicycle and trail facilities at this location. The latter components include the Central Florida Loop, and the City of Orlando's Bicycle Facility Plan and Cady Way Trail. The preferred alignment of the high-speed rail project also provides a station location in southern Orange County along the I-4 corridor, and non-motorized transportation should be integrated with this proposed facility.

Recommendations:

- Provide multiple safe access points for bicyclist and pedestrians across the I-4 corridor;
- Integrate non-motorized transportation options with future planning efforts and new infrastructure for automobiles, buses, light rail, and possibly high-speed rail;
- Coordinate the I-4 multi-modal improvement plan with the City of Orlando's plans for a Downtown Public Transit station and the Orange County Convention Center/International Drive Resort Area Transit Plan; and,
- Consult further with the City of Orlando regarding site specific alternatives for the location of light rail and high speed rail projects and stations in the I-4 corridor.

G) Lake Protection

Several lakes were identified in Orange County that are in proximity to the I-4 corridor, including: Lakes Ivanhoe, Concord, Big Sand, Catherine, and Myrtle in the Orlando area, and; Lakes Lucien and Destiny in Maitland and Eatonville. The I-4 project includes direct physical impacts from the extension of the highway to Lakes Ivanhoe, Concord and Lucien. In Orlando, the I-4 improvements will especially effect Lake Ivanhoe (part of the northern gateway to Downtown) and Lake Concord, which will have large shadows cast on the water and edge of the lakes. The City of Maitland also

identified specific codes that have been established to protect Lake Lucien and other waterfronts (see attachment). Clear Lake was identified as a possible stormwater retrofication site by the stormwater management director for Orange County and the City of Orlando.

Recommendations:

- Protect and enhance water quality, views, and access to lakes (e.g., walking and water skiing);
- Provide landscape enhancements adjacent to lakes and embankments to protect water quality, buffer recreational amenities and promote pedestrian and trail use;
- Design bridge structures to be a visual amenity that compliments the lakes; and,
- Ensure pedestrian safety along sidewalks underneath bridged overpasses, and consider the use of vertical retaining walls, lighting, public art, and air flow to improve pedestrian conditions.

H) Hydrology and Stormwater Management:

Clear Lake straddles the border of unincorporated Orange County and the City of Orlando, and both governmental entities are involved with or interested in stormwater retrofication at this location. The City of Maitland also identified several closed drainage systems around lakes at the Maitland boulevard interchange (I-4/SR 414) which render Lakes Lucien and Destiny more susceptible to water quality concerns, such as stormwater run-off and the accompanying pollutants. The City of Maitland's Planning Department also mentioned the high water table around the Maitland Boulevard interchange along the I-4 corridor, which may effect engineering design in this area.

Recommendation:

- Include Clear Lake as part of the enhanced stormwater management system for I-4; and,
- Consult the stormwater managers from Orange County and the City of Orlando regarding Clear Lake and the City of Maitland regarding the I-4/SR 414 interchange.

I) Archeological and Historical Resources:

Based on the limited amount of information available to the EAC, there are no known archeological resources along the I-4 corridor in Orange County; however, there are several historic sites in the City of Orlando.

Recommendations:

- Preserve archeological and historical resources, and minimize road-related impacts; and,

- Consult further with the State Division of Historical Resources as well as the City of Orlando regarding the Downtown Historic District, which has been nominated to be listed on the National Register of Historic Places (response due in August 1996), and the reconfiguration of the I-4 and Expressway interchange, which may affect several historic resources and the Orlando Housing Authority site of Griffen Park.

J) Ecological Greenways:

There are no ecological or riverine greenways along I-4 in Orange County, but the Wekiva greenway in northern Orange County and the Shingle Creek SOR site in southern Orange County are in proximity to the corridor.

Recommendations:

- Incorporate recreational greenways/trails with the expansion of I-4 to provide pedestrian access to ecological greenways and conservation lands outside the Orlando urban area.

K) Wildlife Corridors:

Based on the limited amount of information available to the EAC, there are no wildlife corridors recommended along I-4 in Orange County; however, more information is needed about this issue.

Recommendations:

- Consult with the SFWMD and Orange County regarding the Shingle Creek SOR project and reference the Orange County Greenways/Trails Master Plan during the PD & E stage.

L) Rare and Endangered Plants and Animals:

There is an important historic scrub community in proximity to the Little Lake Bryan, Lake Willis, and Sand Lake areas in Orange County east of Apopka-Vineland Road. Several listed species have also been documented in proximity to the I-4 corridor in Orange County.

Recommendations:

- Consult with USFWS, FGFWFC, the FNAI and FDOT's SPECIES database, as well as the I-4 Multi-Modal Master Plan - Draft Environmental Assessment (May 1993);
- Complete more detailed wildlife and habitat assessments to avoid adverse impacts to rare habitat and listed species along the I-4 corridor, particularly scrub communities; and,
- Utilize native landscaping along urban and rural segments of the I-4 corridor to provide nominal benefits to wildlife species.

SEMINOLE COUNTY-

The I-4 corridor extends through approximately 15 miles of western Seminole County, including unincorporated portions as well as the City of Altamonte Springs, Longwood, Lake Mary and Sanford. The majority of the land adjacent to I-4 exists in the unincorporated portion of the County, and the Wekiva Springs State Park, Lower Wekiva River State Park, Spring Hammock Preserve, and Lake Jesup are in proximity to the corridor. Greenway/trail connections, community linkages, neighborhood protection, and Lake Monroe are considered priorities along I-4 in Seminole County.

A) Neighborhood Protection:

The interstate has already significantly impacted the City of Altamonte Springs by fragmenting communities and neighborhoods, east and west of the entire I-4 corridor. Several residential areas in Longwood and Lake Mary may also be impacted by road expansion plans.

Recommendations:

- Incorporate landscape enhancements with residential developments to improve the aesthetics of the roadway, protect surrounding neighborhoods, and reduce air pollution; and,
- Coordinate with local governments and residents along the I-4 corridor to help balance the need for landscape buffers, noise walls and living walls versus considerations for urban design standards and FDOT funding limitations;

B) Aesthetics:

The EAC emphasized the need to maintain and improve aesthetic values along the entire I-4 corridor, including both urban and rural portions. Plant materials will improve the aesthetics of the roadway and buffer surrounding communities and bicycle and pedestrian facilities while also reducing air pollution and benefitting the health and welfare of local residents. Rural plantings will also promote a scenic highway and, from a cumulative standpoint, provide benefits to wildlife - particularly through the use of native vegetation.

Recommendations:

- Provide landscape enhancements to improve aesthetics along the entire I-4 corridor, particularly adjacent to residential areas, lakes, and bicycle and pedestrian facilities;
- Utilize native plantings throughout urban and rural portions of the I-4 corridor; and
- Consult further with Seminole County, the City of Altamonte Springs, and local residents to determine if they have specific recommendations regarding urban design standards.

C) Bike Facilities:

With the exception of several community-based bicycle facilities, there are few bike lanes known to be in proximity to I-4 in Seminole County. The Central Parkway overpass in Altamonte Springs was specifically identified as an area where enhancements would improve community linkages and facilitate pedestrian and bicycle access to the Wekiva Springs State Park (to the northwest) and the City of Maitland (to the south) in northern Orange County. The Central Parkway overpass is particularly important for community linkages (in Altamonte Springs and between counties) due to the limited number of access points across I-4.

Recommendations:

- Incorporate existing and proposed bicycle facility plans with the I-4 corridor through re-design of underpasses and overpasses (see attachments);
- Ensure safe and reasonable access across the I-4 corridor by providing landscape buffers and adequate widths for bicycle facilities;
- Reference bicycle facility plans for the region, Seminole County's Bikeways plan, and the City of Altamonte Springs Draft Bicycle Facility Plan (see attachments); and,
- Provide landscape enhancements and adequate buffers along the Central Parkway overpass.

D) Trails:

There are four existing and proposed trail systems in Seminole County that are in proximity to the I-4 corridor, including the Florida National Scenic Trail, the Central Florida Loop, the Seminole-Wekiva Trail and the Cross-Seminole Trail. Primary connections should be made between the Wekiva Springs State Park to the west of I-4 and the Spring Hammock Preserve (on the western edge of Lake Jesup), the City of Sanford, and Lake Monroe to the east of I-4 (see map in appendix). Several connections should be provided to link the Florida National Scenic Trail and the Seminole-Wekiva Trail (west of I-4) with the Florida National Scenic Trail and Cross-Seminole Trail (east of I-4), including: 1) the Longwood Connector/E.E. Williamson Rd.; 2) SR 46A; and 3) the abandoned railroad bed north of SR 46A.

These trail systems also provide regional connections to the West Orange Trail, the Wekiva Springs State Park, the St. John's River, Lake Monroe, the Ocala National Forest, the Cady Way Trail in Orange County, and the proposed Sanford river-walk and DeBary-Enterprise greenway in Volusia County. Seminole County contains several critical connections needed to assist the Florida Trails Association in developing 1,300 miles of continuous hiking trails across the state (i.e., from the Keys to Pensacola). The Central Florida Loop overlaps with several greenway/trails in Seminole County. Two trailheads are also proposed in the City of Altamonte Springs.

Recommendations:

- Ensure that the design for I-4 accommodates, not precludes, existing and proposed trail crossings via enhancement of overpasses and underpasses along intersections with I-4;
- Ensure safe and reasonable access for pedestrians across the I-4 corridor by providing landscape buffers and adequate widths;
- Involve local governments, the Seminole County Trails and Greenways Task Force, the Cross-Seminole Trails Association, the Florida Trails Association, and OGT in the PD & E stage to adequately consider these issues; and,
- Consult further with Seminole County regarding the Greenways, Trails, and Bikeways Conceptual Master Plan (see attachment).

E) Recreational Greenways:

There are four recreational greenways in proximity to the I-4 corridor, including portions of the Florida National Scenic Trail, the Central Florida Loop, the Cross-Seminole Trail, and the Seminole-Wekiva Trail. These trail systems correspond closely with conservation lands, power-line easements, and abandoned railroad corridors in Seminole County. The Central Florida Loop and the Seminole Greenway have both been identified by Governor Chiles as part of the Florida Greenways Commission's 150 Florida Greenways Recognition Program, and the Spring Hammock Preserve on the western edge of Lake Jesup is a substantially completed Conservation and Recreational Lands (CARL) project.

Recommendations:

- Ensure that the design for I-4 accommodates, not precludes, existing and proposed recreational greenways via enhancement of overpasses and underpasses;
- Ensure safe and reasonable access across the I-4 corridor by providing landscape buffers and adequate widths for greenway/trails;
- Involve local governments, the Seminole County Trails and Greenways Task Force, the Cross-Seminole Trails Association, the Florida Trails Association, and OGT to fully incorporate recreational greenways into the final design of the I-4 corridor; and,
- Consult further with Seminole County regarding the Greenways, Trails, and Bikeways Conceptual Master Plan (see attachment).

F) Alternative modes of transportation

The EAC emphasized the need to incorporate the many existing and proposed pedestrian, trail and bicycle facilities with the I-4 roadway and light rail projects under consideration in Seminole County. Non-motorized transportation alternatives and trailheads need to be integrated with existing and proposed transportation nodes (i.e., park-n-ride, bus and light rail systems). Safe and reasonable access should be provided for bicycle and pedestrian facilities to enhance community linkages and promote alternative modes of transportation.

Recommendations:

- Provide multiple safe access points for bicyclist and pedestrians across the I-4 corridor (see attachments); and,
- Integrate non-motorized transportation options with future planning efforts and new infrastructure for automobiles, buses, and light rail (see attachment).

G) Lake Protection:

Several lakes were identified in Seminole County that will be affected by the expansion of I-4, including: Lake Monroe, Grace Lake, Trout Lake, Lake Sten and Crane's Roost. The I-4 project includes direct physical impacts from the extension of the highway and related facilities to Lake Monroe, Crane's Roost and Trout Lake. Lake Monroe and Crane's Roost have already been affected by past road-related impacts, and road expansion provides the opportunity to improve water quality, views, access, recreational amenities and stormwater management facilities.

Recommendations:

- Protect and enhance water quality, views, and access to lakes;
- Provide landscape enhancements adjacent to lakes and embankments to protect water quality, buffer recreational amenities and promote pedestrian and trail use;
- Design bridge structures to be a visual amenity that compliment the lakes; and,
- Consult with the City of Altamonte Springs regarding Crane's Roost, and Volusia County, Seminole County and the City of Sanford regarding Lake Monroe; and,
- Consult further with Seminole County and the City of Sanford regarding the proposed river-walk on the southern shore of Lake Monroe.

H) Hydrology and Stormwater Management:

The primary hydrologic system in Seminole County is the St. John's River bordering Seminole and Volusia Counties, which passes through Lake Monroe and continues northwest towards Lake George and the Ocala National Forest. The bridge structure crossing the St. John's River and associated wetlands on the western edge of Lake Monroe will need special consideration to minimize impacts to natural resources and to maximize greenway connections and wildlife corridors. Crane's Roost was identified by the City of Altamonte Springs as a possible stormwater retrofication site due to the degradation of water quality associated with past road-related impacts. Stormwater treatment was identified by Seminole County's Planning Department as a major concern to the County and residents.

Recommendation:

- Protect and buffer the St. John's River to minimize impacts to wetlands and listed species habitat and to maximize greenway connections and wildlife corridors;
- Include Crane's Roost as part of the enhanced stormwater management system for I-4; and,
- Consult with the Seminole County Engineering Department regarding stormwater treatment.

I) Archeological and Historical Resources:

Based on the limited amount of information available to the EAC, there are no known archeological and historical sites along the I-4 corridor in Seminole County; however, the PD & E study should provide more information on this issue.

Recommendations:

- Consult further with the State Division of Historical Resources as well as Seminole County and the City of Altamonte Springs Orlando; and,
- Preserve archeological and historical resources, and minimize potential road-related impacts.

J) Ecological Greenways:

The St. John's River is the only ecological greenway that crosses I-4 in Seminole County; however, the Wekiva River greenway, the Seminole County greenway, and the Central Florida Loop are also in close proximity to the corridor (see attachment).

Recommendation:

- Incorporate recreational greenways/trails with the expansion of I-4 to provide access to ecological greenways and conservation lands in the region (see attachment);

- Protect and buffer the St. John's River to minimize impacts to wetlands and listed species habitat and to maximize greenway connections and wildlife corridors; and.
- Consult further with Seminole County regarding the Greenways, Trails, and Bikeways Conceptual Master Plan (see attachment).

K) Wildlife Corridors:

The EAC identified the St. John's River as the only wildlife corridor that crosses the I-4 corridor

Recommendation:

- Protect and buffer the St. John's River to minimize impacts to wetlands and listed species habitat and to maximize greenway connections and wildlife corridors;
- Due to the limited remaining wildlife corridors/greenway connections in northern Seminole County and the environmental sensitivity of adjacent conservation lands, improved wildlife corridors should be provided underneath the I-4 bridge structure crossing the St. John's River;
- Provide sufficient height and width underneath the I-4 bridge structure along the St. John's River to support wildlife movement and to serve as a greenway/trail crossings under I-4;
- Provide riparian edges and landscape enhancements adjacent to bridge structure to facilitate the movement of terrestrial and aquatic species; and.
- Consult further with FDEP, SJRWMD, USFWS, FGFWFC, OGT, Florida Audubon, and Seminole and Volusia Counties regarding wildlife corridors along the St. John's River.

L) Rare and Endangered Plant and Animal Species:

According to the Florida Natural Areas Inventory (FNAI) database, there are scrub communities throughout portions of the I-4 corridor in Seminole County which harbor many endangered and threatened species. The FNAI database specifically identified Florida scrub jays in proximity to I-4 (see attachment). FDOT's database, known as SPECIES, also identified numerous species as potentially inhabiting or migrating through portions of the study area (see attachment).

Recommendations:

- Consult with USFWS, FGFWFC, the FNAI and FDOT's SPECIES database, as well as the I-4 Multi-Modal Master Plan - Draft Environmental Assessment (May 1993);
- Complete more detailed wildlife and habitat assessments to avoid adverse impacts to rare habitat and listed species along the I-4 corridor, particularly scrub communities;

- Minimize impacts to wetlands and listed species habitat along the St. John's River system to maximize greenway connections and wildlife corridors;
- Improve wildlife crossing underneath I-4 along the St. John's River to safeguard listed habitat and terrestrial and aquatic species movement across the corridor; and,
- Utilize native landscaping along urban and particularly rural segments of the I-4 corridor to provide nominal benefits to wildlife species.

VOLUSIA COUNTY -

The I-4 corridor extends through approximately 25 miles of Volusia County, including unincorporated portions as well as the cities of Daytona, DeBary, Orange City, Deltona, DeLand and Lake Helen. Regionally significant natural resources, hydrologic restoration, wildlife corridors, listed species, and greenways/trails are considered priority issues in Volusia County.

A) Neighborhood Protection:

The I-4 corridor abuts several residential areas in Volusia County, and the Lake Helen community was specifically identified by the Volusia County Planning Department as being concerned with quality of life issues and neighborhood impacts relating to I-4.

Recommendations:

- Coordinate with local governments and all residents along the I-4 corridor to help balance the need for landscape buffers, noise walls, and living walls, versus considerations for urban design standards and FDOT funding limitations;
- Public participation is specifically recommended with Volusia County and the Lake Helen Community;
- Incorporate landscape enhancements with residential developments to improve the aesthetics of the roadway, protect surrounding neighborhoods, and reduce air pollution; and,
- Utilize "living walls" as value-added features to provide aesthetically pleasing streetscapes, needed buffering and neighborhood protection, and reductions in air and noise pollution.

B) Aesthetics:

The EAC emphasized the need to maintain and improve aesthetic values along the entire I-4 corridor in Volusia County, including both urban and rural portions. Plant materials will improve the aesthetics of the roadway and buffer surrounding communities and bicycle and pedestrian facilities while also reducing air pollution and benefitting the health and welfare of local residents. Rural plantings will also promote a scenic highway and, from a cumulative standpoint, provide benefits to wildlife - particularly through the use of native vegetation.

Recommendations:

- Provide landscape enhancements to improve aesthetics along the entire I-4 corridor, particularly adjacent to residential areas and bicycle and pedestrian facilities;
- Utilize native plantings throughout urban and rural portions of the I-4 corridor; and

- Consult further with local governments and residential developments to determine if they have specific recommendations regarding urban design standards.

C) Bicycle Facilities:

The DeBary-Enterprise greenway in southwestern Volusia County (which includes a bicycle trail funded through ISTEA improvements) is the only known bike facility intersecting with I-4.

Recommendations:

- Incorporate the proposed DeBary-Enterprise greenway/bicycle facility plan with the I-4 corridor (see attachments);
- Consult with local governments and the Volusia County Bicycle Coordinator and Planning Department to determine if additional bicycle facility plans exist in this vicinity; and,
- Ensure safe and reasonable access for bicycle facilities that cross the I-4 corridor by providing landscape buffers and adequate widths.

D) Trails:

The DeBary-Enterprise greenway is an extensive greenway/trail system in southwestern Volusia County that includes bicycle facilities, and historical and archeological sites adjacent to Lake Monroe. The greenway also provides connections to conservation lands in the region, such as the St. John's River, Lake Monroe, Lake George, and possibly the Ocala National Forest and Lower Wekiva River State Park. Additional connections may be possible through the proposed river-walk in Sanford, the Central Florida Loop, and multiple trail facilities in northern Seminole County. The Florida Division of Forestry also identified the Port Orange/Daytona Beach connector point as a future recreational corridor between municipal lands, the Tiger Bay State Forest, and the greenways north and south of I-4 (e.g., Lake George and Merritt Island National Wildlife Refuge). Trails may also be developed in conjunction with proposed wildlife crossings at Tiger Bay State Forest and Deep Creek.

Recommendations:

- Ensure that the design for I-4 accommodates, not precludes, existing and proposed trail crossings via enhancement of overpasses and underpasses along intersections with I-4;
- Incorporate trails associated with the DeBary-Enterprise greenway, the Port Orange/Daytona Beach connector, and the proposed wildlife crossings at Tiger Bay State Forest and Deep Creek with the re-design of the I-4 corridor in Volusia County (see attachment);
- Ensure safe and reasonable access for pedestrians across the I-4 corridor by providing landscape buffers and adequate widths; and,

- Coordinate with Volusia and Seminole Counties, the Cities of Sanford and DeBary, the Florida Division of Forestry and OGT to fully consider these issues during the PD & E study.

E) Recreational Greenways:

There are two recreational greenways in Volusia County that have been officially recognized by Governor Chiles as part of the Florida Greenways Commission's 150 Greenways Recognition Program, including the DeBary-Enterprise greenway and Volusia Park. In addition to on-site benefits, the DeBary-Enterprise greenway connects with trails in northern Seminole County, the proposed river-walk in Sanford, and the Central Florida Loop. Lake George, the Ocala National Forest, and the Merritt Island Greenway were identified as regional connections to greenway/trails along the I-4 corridor in Volusia County. Citizens also identified "Volusia Park" during a visioning process, which connects with the Tiger Bay State Forest, the St. John's River greenway, an eco-tourism park, and several other natural lands in the County. Commercial facilities are also planned in conjunction with the Volusia Park concept.

Recommendations:

- Ensure that the design for I-4 accommodates, not precludes, existing and proposed recreational greenways via enhancement of overpasses and underpasses; and,
- Ensure safe and reasonable access across the I-4 corridor by providing landscape buffers and adequate widths for greenway/trails;
- Involve local governments, SJRWMD, the Florida Division of Forestry, and OGT to fully incorporate recreational greenways into the final design of the I-4 corridor; and,
- Consult with Volusia County and Florida Audubon regarding the Volusia Park greenway.

F) Alternative Modes of Transportation:

There are numerous non-motorized transportation facilities planned in Volusia County that should be integrated with I-4 to reduce automobile reliance. Expansion of the light rail system would also provide alternative modes of transportation to residents that commute to the Orlando urban area.

Recommendations:

- Provide multiple safe access points for bicyclist and pedestrians across the I-4 corridor (see attachments);
- Integrate non-motorized transportation options with future planning efforts and new infrastructure for automobiles, buses, and possibly light rail;

- Consider expanding multi-modal infrastructure into western Volusia County to provide alternative modes of transportation to residents that commute to the Orlando urban area; and,
- Expand the park and ride facility at Exit 53 , and establish new park and ride facilities at the intersections of I-4 and SR 472 and SR 44 (see attachment).

G) Lake Protection:

Several lakes were identified in Volusia County that will be directly affected by the expansion of I-4, including: Lakes Monroe, Goose, and Macy (in the Town of Lake Helen). Lakes Monroe and Macy have already been impacted by past road-related improvements and both lakes are in need of hydrologic studies and restoration.

Recommendations:

- Protect and enhance water quality, views, and access to lakes;
- Provide landscape enhancements adjacent to lakes and embankments to protect water quality, buffer recreational amenities and promote pedestrian and trail use;
- Design bridge structures to be a visual amenity that compliment the lakes; and,
- Consult with Volusia County regarding Lake Monroe and the Town of Lake Helen regarding Lake Macy.

H) Hydrology and Stormwater Management:

Tiger Bay and Deep Creek are considered regionally significant wetland systems that will be directly impacted by the road expansion project. The area north of the SR 44 exit and ending just before the I-95 interchange has low population densities and is dominated by expansive cypress and mixed hardwood swamp strands running north and south across I-4. Hydrologic restoration of these areas would also benefit forest growth and health, wildlife corridors, access for forest management and fire protection, and restoration of environmentally sensitive ecosystems.

Recommendation:

- Protect and buffer the St. John's River system to minimize impacts to wetlands and listed species habitat and to maximize greenway connections and wildlife corridors;
- Improve north to south hydrologic connections across I-4 at the Tiger Bay State Forest and Deep Creek areas;

- Complete a stormwater management study along the I-4 corridor with an emphasis on southwestern Volusia County; and,
- Restore hydrology associated with the I-4/Orange Camp Rd interchange - which may alleviate flooding problems in Lake Macy (in the Town of Lake Helen).

I) Archeological and Historical Resources:

The I-4 crossing at the St. John's River/Lake Monroe area runs through a sizeable archeological site, known locally as the Woodruff Pasture. This site is recognized in the Florida Master Site File as 8/VO/53, and it is referred to as the "Lake Monroe Outlet Midden". Preliminary indications suggest that the site may have been a prehistoric village. This site also corresponds to the DeBary-Enterprise greenway, and possibly the Central Florida Loop and proposed river-walk in Sanford.

Recommendations:

- Consult further with the State Division of Historical Resources as well as Volusia County regarding the Woodruff pasture archeological site as well as other potential sites; and,
- Preserve archeological and historical resources, and minimize road-related impacts.

J) Ecological Greenways:

There are several ecological greenways in Volusia County in proximity to I-4, including the Tiger Bay State Forest, Deep Creek, and the St. John's River system, as well as several other significant natural systems, such as Talbot Terrace, Rima Ridge, Palmico Terrace and the Tomoka River. There is considerable overlap between ecological greenways, recreational greenways, and the proposed wildlife corridors and hydrologic connections proposed at the Tiger Bay State Forest and Deep Creek areas. There are also conservation lands that connect to greenways/trails in proximity to I-4, such as: Lake George, Blue Springs State Park, Hontoon Island State Park and the Ocala National Forest to the west, and the Merritt Island National Wildlife Refuge to the southeast.

Recommendations:

- Re-design the I-4 corridor through the Tiger Bay State Forest and Deep Creek areas to support north to south natural corridor/greenway connections;
- Protect and buffer the St. John's River to minimize impacts to wetlands and listed species habitat and to maximize greenway connections and wildlife corridors;
- Provide improved greenway connections across I-4 along the St. John's River, Tiger Bay State Forest, and Deep Creek;

- Incorporate recreational greenways/trails with the expansion of I-4 to provide access to ecological greenways and conservation lands in the region (see attachment); and,
- Consult further with Volusia County, SJRWMD, the Florida Division of Forestry, FDEP, Florida Audubon and OGT regarding the St. John's River greenway, the DeBary-Enterprise greenway, the Central Florida Loop, and Volusia Park greenway (see attachment).

K) Wildlife Corridors:

There is considerable overlap between wildlife corridors, hydraulic connections, and greenway/trail connections in this vicinity of the I-4 corridor. Several primary conservation lands have been fragmented by I-4, including the Tiger Bay State Forest, Deep Creek, and the St. John's River, and road expansion provides the opportunity to reconnect these important riverine and wetland systems. These regionally significant resources are highlighted because of the multiple benefits provided by the ecosystems and due to their connection with larger conservation lands outside of the study area. These ecosystems consist of wetland sloughs and forested areas that are used by endangered and threatened wildlife as movement corridors. The wildlife crossing would also provide regional linkages to the Ocala National Forest and the Merritt Island National Wildlife Refuge. Wildlife corridors may also serve to provide recreational opportunities, such as hiking, biking, bird watching, and fishing.

Recommendations:

- Due to the limited remaining wildlife corridors/greenway connections and the environmental sensitivity of adjacent conservation lands, the EAC specifically recommends wildlife crossings at the intersections of I-4 and the Tiger Bay State Forest, Deep Creek, and St. John's River;
- Provide sufficient height and width of wildlife corridors to support wildlife movement and to serve as a greenway/trail crossings under the highway;
- Incorporate design modifications, such as multi-level culverts and bridges with riparian edges to facilitate terrestrial and aquatic species. Fencing should direct animals to the underpass; and,
- Consult with FDEP, SJRWMD, FGFWFC, USFWS, OGT, the Florida Division of Forestry, and Florida Audubon to fully incorporate these issues into the final design of I-4.

L) Rare and Endangered Plants and Animals:

I-4 extends through several significant natural systems in Volusia County, including: the DeBary Bayou; Deep Creek; Talbot Terrace; Rima Ridge; Palmico Terrace; the Tomoka River; and, an important historic scrub community in proximity to Deltona and the Lake Helen areas. Florida scrub jays have also been documented by FNAI along the I-4 corridor in Volusia County, and the endangered Florida black bear and Florida panther also historically utilized the Tiger Bay and Deep

Creek areas. There have been six reported bear/vehicle collisions on I-4 in Volusia County in 1988, and two confirmed black bear deaths (see attachments). Portions of the study area in Volusia County represent Strategic Habitat Conservation Areas for the Florida black bear, American swallow-tailed kite, wading birds (snowy egret, great egret, wood stork, and little blue heron) and the southern bald eagle - as set-forth by the Florida Game and Fresh Water Fish Commission in the report entitled "Closing the Gaps in Florida's Wildlife Habitat Conservation System" (1994). (see attachments)

Recommendations:

- Consult with USFWS, FGFWFC, the FNAI and FDOT's SPECIES database, as well as the I-4 Multi-Modal Master Plan - Draft Environmental Assessment (May 1993), and the Florida Division of Forestry;
- Complete more detailed wildlife and habitat assessments to avoid adverse impacts to habitat and listed species along the I-4 corridor, particularly scrub communities, endangered species habitat, and strategic habitat conservation areas; and,
- Utilize native landscaping along urban and rural segments of the I-4 corridor to provide nominal benefits to wildlife species.

Section 3 - Appendix with Correspondence and Maps:





CH2MHILL

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July 30, 1998

Mr. Tom Jaeger, President
Mr. Bill Jennings, Chairman
Interstate Four Committee
College Park Neighborhood Association
106 East Harvard Street
Orlando, Florida 32804

Subject: Interstate 4 (I-4) PD&E Study from SR 528 to SR 472
Orange, Seminole, and Volusia Counties
Work Program Item Number: 5147257, 5148838, 5149520
State Project Number: 75280-1488, 77160-1439, 79110-1403
Federal Aid Project Number: NH-4-2(174)79, NH-4-2(176)132

Dear Mr. Jaeger and Mr. Jennings:

Based on your correspondence with Nancy Houston of the Florida Department of Transportation, and my recent discussions with Mr. Jennings, please find enclosed information prepared in response to comments received from the College Park Interstate Four Committee related to proposed improvements for the above referenced project.

Along with the responses, I have also enclosed two copies of the draft preliminary plan sheets from Colonial Drive to Fairbanks Avenue (sheets 17 to 19A, halfsize 1"= 400' scale). Please note all plans are preliminary and subject to change.

I hope you and the members of your committee find this information helpful. Furthermore, I look forward to the opportunity to meet with the College Park Interstate Four Committee on Monday, August 10, 1998, and discuss the issues notable to your community.

Mr. Tom Jaeger
Mr. Bill Jennings
Page 2
July 30, 1998

Thank you for your cooperation during this important phase of our study. If I can be of any further assistance, please do not hesitate to contact me at 423-0030.

Sincerely,

CH2M HILL



Mark Callahan
Project Manager

Enclosure

- c: Nancy M. Houston, District Secretary FDOT
- Harold Webb, Project Manager FDOT
- Mike Snare, URS Greiner
- Vicki Smith, Keith & Schnars

I-4 Project Development and Environment (PD&E) Study – Section 2

From the Beeline (SR 528) to SR 472
Orange, Seminole and Volusia Counties
SPN: 75280-1488, 77160-1439, 79110-1403
WPI: 5147257, 5148838, 5149520
FAN: NH-4-2(174)79, NH-4-2(176)132

The following questions were submitted by the
Interstate Four Committee
of the
College Park Neighborhood Association

Question One – TRAFFIC

a.) What is the source of the traffic counts and projections on which the current plans for the expansion of I-4 are based?

Response: Existing traffic counts were taken along I-4 during 1996. The design traffic forecasts for future year traffic projections were developed in the I-4 Multi Modal Master Plan (I-4 MMMP) completed in October 1996. Using the design traffic from the I-4 MMMP, an updated design traffic memorandum will be developed as part of this study that will include traffic projections and capacity analysis. Traffic projections are based on local government's adopted comprehensive plan forecasts of land use data (ZDATA files) as adopted by Metroplan Orlando and Volusia County Metropolitan Planning Organization.

The highway network for the model is based upon financially feasible improvements documented in the 2020 Orlando Urban Area Transportation Study (OUATS) Plan Update and the 2020 Transportation Plan Update Volusia County, Florida. The modeling efforts were consistent with the Florida Standard Urban Transportation Model Structure (FSUTMS).

Design Traffic: Design Traffic is the future year forecasts of traffic (i.e., the 30th highest hour traffic for a given design year) generated from the design traffic analysis. The design analysis is a usage of capacity analysis procedures to determine the size (number of lanes) required on a given segment of a facility in order to provide a specified level of service. Capacity is the maximum rate of flow at which vehicles or persons can be reasonably expected to traverse a point or uniform segment of roadway during a specified time period under prevailing roadway, traffic, and control conditions, usually expressed as vehicles per hour or persons per hour.

b.) What are the origination and termination points of travel on I-4 that were used in reaching these projections?

Response: The I-4 MMMP study limits extended from Polk-Osceola County line to Interstate 95 in Volusia County. The computer-based regional travel demand model cited above was employed to estimate future year forecasts of traffic on I-4 and the associated interchange ramps. The origination and termination points of these forecast trips on I-4 are located throughout the entire multi-county area (i.e., Osceola, Orange, Seminole and Volusia counties). Specific origins and destinations of individual trips were not evaluated. For this study, the traffic projections were developed for total ramp and mainline volumes on the Interstate.

c.) How far into the future are these projections expected to be valid?

Response: The traffic projections were developed for a "design year" of 2020. The model used for the projections included land use and transportation network improvements expected for the 2020 time frame. The I-4 MMMP is intended to serve as a blueprint for the I-4 improvements for the year 2020 and beyond.

Question Two – HOV

a.) How many additional vehicles will be using I-4 through downtown Orlando if the expansion is completed as planned?

Response: It is anticipated that the total number of daily trips in the Central Florida Region will increase from approximately 3.18 million in 1990 to 6.47 million in the year 2020 (stated in the I-4 MMMP Final Report, Section 2.4.1). The following table shows the approximate two-way daily traffic volumes on I-4 for the existing year 1996, the projected year 2020, and the difference in total traffic between 1996 and 2020. Please note that the study team will be refining traffic data and minor modifications may occur with the numbers presented in the project reports.

Location	Daily Traffic Volumes		
	Year 1996	Year 2020	Total Traffic Increase from 1996 to 2020
<i>From South Street to Church Street</i>	169,600	207,700	38,100
<i>From Ivanhoe Blvd to Princeton Street</i>	172,800	230,400	57,600
<i>From Princeton Street to Par Street</i>	173,700	235,200	61,500

b.) How many of these additional vehicles are projected to be using the HOV lanes through downtown?

Response: Refer to the following table (GUL = General Use Lanes)

	<i>Total Traffic Increase</i>	<i>HOV Traffic Increase</i>	<i>GUL Traffic Increase</i>
<i>From South Street to Church Street</i>	<i>38,100</i>	<i>21,200</i>	<i>16,900</i>
<i>From Ivanhoe Blvd to Princeton Street</i>	<i>57,600</i>	<i>25,600</i>	<i>32,000</i>
<i>From Princeton Street to Par Street</i>	<i>61,500</i>	<i>25,600</i>	<i>35,900</i>

c.) How many of the additional vehicles are projected to be using the existing six lanes of traffic?

Response: Please refer to the table above in response to Question 2.b. Please note that some portions of I-4 that are currently six-lanes will be expanded to incorporate auxiliary lanes between interchanges. This results in a total of eight-lanes on the general use facility in some areas.

Auxiliary lane: An auxiliary lane is an additional lane on an interstate facility adjacent to the general use lanes (the mainline lanes) that allows for the diverging/merging of traffic between interchanges.

d.) Please supply examples, including statistics, of places where single HOV lanes with barriers have successfully and significantly reduced the numbers of cars traveling through a spread-out metropolitan area similar to Orlando?

Response: Please refer to the attachment on page 11 for examples of HOV facilities and sources of information.

Question Three – EFFECT ON COMMUNITY

Please summarize the effects for the proposed I-4 expansion in terms of:

1.) Effect on level of service from Colonial to Fairbanks.

Response: This area is currently operating at level of service of F during peak hours. In year 2020, the general use lanes are projected to maintain a level of service F operations. However, the HOV lanes are projected to operate at a level of service of C west (south) of Ivanhoe Blvd, and a level of service of D from Ivanhoe Blvd to Par Street.

Level of service: Level of service is a qualitative measure describing operational conditions within a traffic stream, generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety.

For definitions of levels of service A through F, please refer to attachment, pages 14-16, for descriptions and figures from the 1994 Highway Capacity Manual.

2.) Effect on traffic circulation in this area.

Response: Interchange modifications are proposed at Colonial Drive (SR 50) and Ivanhoe Blvd. The proposed improvements at the SR 50 interchange involve modifying the existing configuration to provide full general use access with a single point interchange under the I-4 bridge. A frontage road is proposed along the west side of I-4 between SR 50 and Ivanhoe Blvd.

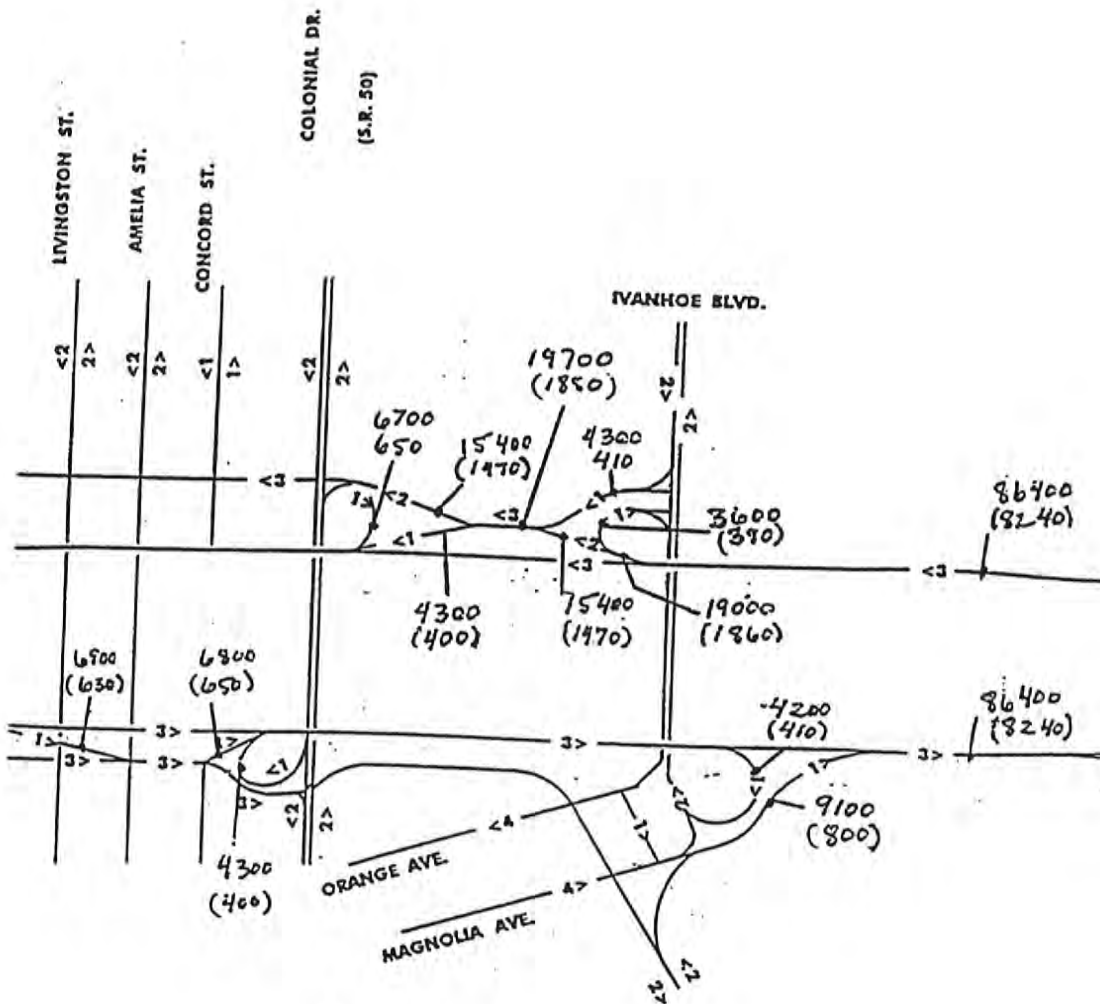
The proposed modifications to the Ivanhoe Blvd/I-4 interchange will only provide access to eastbound I-4 (on-ramps) and from westbound I-4 (off-ramps). The ramp movements proposed will provide on-ramps to eastbound I-4 general use lanes and HOV lanes from Ivanhoe Blvd, and provide off-ramps to Ivanhoe Blvd from westbound I-4 general use lanes and HOV lanes. The existing Ivanhoe Blvd on-ramps to westbound I-4 and off-ramps from eastbound I-4 will be relocated. Traffic from Ivanhoe Blvd will be able to access on-ramps to westbound I-4 at the SR 50 interchange via the proposed frontage road. Traffic exiting from eastbound I-4 will be able to access Ivanhoe Blvd at the SR 50 interchange via realigned Garland Avenue.

The proposed modifications to the Ivanhoe Blvd interchange may be inconvenient to businesses and residences in the immediate area and may promote cut-through traffic in adjacent neighborhoods. These issues will be addressed in the study analysis. Existing (1996) and year 2020 Build traffic counts for the ramp movements of the Ivanhoe Blvd interchange are provided on Exhibits 1 & 2, respectively.

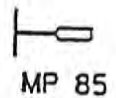
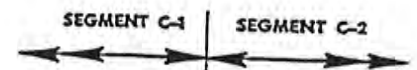
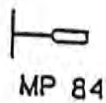
Access at the interchanges of Princeton Street, Par Street and Fairbanks Avenue will remain the same as the existing interchanges. Auxiliary lanes are proposed on I-4, one in each direction, between Ivanhoe Blvd and Fairbanks Avenue.

Please refer to the table below for a list of potential access impacts to secondary roads that may result due to the proposed improvements on I-4 from Colonial Drive (SR 50) to Fairbanks Avenue:

<i>Location</i>	<i>Proposed Access Impact</i>	<i>Stationing (refer to plan set)</i>
Lake Ivanhoe Shores	Access	260+00 right
Cornell Street	Access between Vanderbilt Street and Yale Street	267+00 right
Dade Avenue	Typical Section C only	305+00 – 310+00 right
E. Steele Street, north border of Matthews Park	Typical Section F' only	308+00 left
Cornell Avenue	Typical Section F' only	310+00 – 315+00 left
Pinehurst Avenue/ Calvary Assembly Church	Typical Sections C and F	317+00 – 325+00 right



000 = AADT
 XXX(000)
 AM PM
 PEAK HOURS



DESCRIPTION	DATE	BY	DESCRIPTION	DATE	DATE	DATE	DATE	DATE	DATE
DESIGNED BY			CHECKED BY			DATE			
CHECKED BY			DATE						
SUPERSEDED BY									

FLORIDA DEPARTMENT OF TRANSPORTATION
 APPROVED BY _____
 DATE _____

EXISTING (1996) CONDITIONS

3.) Total amount of right of way acquisition required in this area.

Response: In the area between SR 50 and Fairbanks Avenue, the right-of-way estimates are approximately as follows:

	<i>Proposed Roadway Impacts (acres)</i>	<i>Proposed Stormwater Pond Impacts (acres)</i>	<i>Total Right-of-way Impacts (acres)</i>
<i>Typical Section C</i>	14.5	38.0	52.5
<i>Typical Section F'</i>	15.3	38.0	53.3

4.) Numbers of existing homes or businesses subject to demolition in this area.

Response: The number of impacted residences and businesses for roadway and pond impacts is as follows:

<i>Alternatives</i>	<i>Proposed Roadway Impacts* (no.)</i>		<i>Proposed Stormwater Pond Impacts (no.)</i>		<i>Total Impacts (no.)</i>	
	<i>Residences</i>	<i>Businesses</i>	<i>Residences</i>	<i>Businesses</i>	<i>Residences</i>	<i>Businesses</i>
<i>Typical Section C</i>	38	8	89	6	127	14
<i>Typical Section F'</i>	34	7	114	6	148	13

**Note: Roadway impacts need field verification.*

Question Four – BELTWAY

a.) Please provide projections showing how much completion for the Western Beltway would reduce traffic on I-4. Do the projections in Question 2 reflect completion of the Western Beltway?

Response: Traffic projections showing how much the completion of the Western Beltway would reduce traffic on I-4 were not developed for this project. The traffic projections for I-4 were developed with the assumption that the Western Beltway – Part C (from I-4 to the Florida's Turnpike) and Part A (from the Florida's Turnpike to US 441) are completed before year 2020. Therefore, the traffic projections in Question 2 already reflect completion of the Western Beltway – Parts C and A.

b.) It is widely believed that the ridership on the existing Beltway would increase if the tolls were eliminated. What are the mechanics for testing this belief by eliminating the tolls on the Beltway and Beeline for a limited period?

Response: The Beltway is not currently under the jurisdiction of the Department. This issue requires coordination with the Orlando-Orange County Expressway Authority and the Florida's Turnpike District. There are specific requirements included as part of the bonds sold to construct the Beltway. These requirements would need to be addressed as part of the coordination.

Question Five – ALTERNATIVES

a.) Please summarize what, if any, alternatives to the proposed I-4 expansion have been explored.

Response: The I-4 MMMP was performed using a three tier analysis, in which a broad range of alternatives was evaluated and narrowed. Tier 1 dealt generally with a broad array of potential investment strategies, including roadway investments outside the I-4 corridor. Seven alternatives, one alternative having three scenarios consisting of varying light rail transit alignments, were selected for further analysis in Tier 2.

Tier 2 was conducted as a Major Investment Study (MIS). The recommended design concept and scope was adopted by both the Orlando and Volusia County Metropolitan Planning Organizations (MPOs) and is included in their 2020 Financially Feasible Plans.

Tier 3 refined the basic Tier 2 design concept and scope (6 general use lanes plus two HOV lanes plus Light Rail Transit) into a Master Plan which adheres to the Florida Department of Transportation's (FDOT) Interstate Highway Policy.

Please refer to attachment, pages 17 and 18, for exhibits describing the alternatives of Tier 2. (Exhibits are copies from the I-4 Multi-Modal Master Plan Final Report. Exhibit 3.5 (page 17) summarizes several of the key characteristics common to all Tier 2 alternatives. Exhibit 3.6 (page 18) shows typical sections developed for alternative analysis.) For a more detailed discussion of specific variations between the alternatives in terms of buffer/barrier separation, HOV access, support facilities, and bus services, refer to the document Definitions of Alternatives (PBS&J, August 1993).

b.) Please identify any such studies by title, date, party preparer and agency where copies may be obtained.

Response: The I-4 Multi-Modal Master Plan Final Report (a summary of the I-4 MMMP study) was prepared for FDOT by PBS&J in March 1997. Also, the I-4 Project Development and Environment (PD&E) Study – Section 2 Scoping Summary Report was prepared for FDOT by URS Greiner and CH2M HILL in September 1997. Newsletters for the I-4 PD&E Study were mailed out periodically throughout the study.

All study documents are available for review at the following location: FDOT, 719 S. Woodland Blvd, DeLand, Florida 32720. For copies of study documents, please mail your request to Mr. Harold Webb, Project Manager, FDOT, MS 4-452, 719 S. Woodland Blvd, DeLand, Florida 32720.

Question Six: TIME FRAME

a.) We understand that the plans for the I-4 expansion displayed at the College Park Baptist Church March 2, and on Sunday in the Park March 29 are designated preliminary drafts. When will the next set of plans be available and how will they be designated?

Response: The Draft Preliminary I-4 PD&E Study – Section 2 Plan Set was revised as of June 1998. The preliminary plan set is scheduled for completion in September 1998.

b.) What is the status of the FDOT's analysis of local and regional social impacts, including but not limited to, environmental impacts that would result from the proposed I-4 expansion?

Response: A Draft Preliminary Engineering (PE) Report is scheduled for completion in September 1998. The Draft Environmental Impact Statement (DEIS) that documents environmental and socioeconomic impact analyses is currently being prepared for completion in October 1998. The Draft PE Report and the DEIS will be available for public review prior to the public hearing which is tentatively scheduled for March 1999.

Question Seven – PUBLIC HEARINGS

A.) Please list the currently scheduled dates, times and places of public hearing, workshops and presentation to public and governmental entities.

Response: Public Hearings for the I-4 PD&E Study - Section 2 are tentatively scheduled for March 1999.

The following is a listing of scheduled public workshops for the I-4 PD&E Study - Section 2:

*Orange County
August 18, 1998
Orlando Centroplex (Expo Center) Hall 200
500 West Livingston Street
Orlando, FL 32801
Workshop scheduled: 4:00 PM to 7:00 PM*

*Seminole County
August 19, 1998
Lake Mary Elementary School Assembly Hall
132 S. Country Club Drive
Lake Mary, FL 32746
Workshop scheduled: 4:00 PM to 7:00 PM*

*Volusia County
August 20, 1998
Enterprise Elementary School Cafeteria
211 Main Street
Enterprise, FL 32725
Workshop scheduled: 4:00 PM to 7:00 PM*

The I-4 Trans4mation Mobile Office is scheduled for the following appearances in Orange County:

<i>Church Street Station Church Street, Downtown Orlando August 4 & 6, 1998 From 11 AM to 3 PM</i>	<i>FDOT Environmental Management Workshop PGA Resort and Spa, Palm Beach Gardens September 23 & 24, 1998, at 8:00 AM</i>	<i>Hope Fest '98 3099 Orange Center Blvd Orlando November 7, 1998 From 10:00 AM to 6:00 PM</i>
--	--	--

Presentations to the METROPLAN ORLANDO are tentatively scheduled as follows:

<i>METROPLAN ORLANDO Board</i>	<i>August 12, 1998, at 9:30 AM</i>
<i>Citizen's Advisory Committee</i>	<i>July 22, 1998, at 10:00 AM</i>
<i>Transportation Technical Committee</i>	<i>July 24, 1998, at 10:00 AM</i>

Presentations to the Volusia County Metropolitan Planning Organization are tentatively scheduled as follows:

<i>Citizen's Advisory Committee</i>	<i>August 18, 1998, at 1:00 PM</i>
<i>Technical Advisory Committee</i>	<i>August 18, 1998, at 3:00 PM</i>
<i>MPO Board</i>	<i>August 25, 1998, at 8:30 AM</i>

For more information and updates on public involvement activities, contact the I-4 Public Involvement Office at (407) 834-1616, toll free at (888) 797-1616, or on the Internet at www.trans4mation.org.

Question Eight – FUNDING

a.) What was the total expenditure on this project to date? What is the total budget project, including, but not limited to, engineering, acquisition, consultant fees and construction?

Response: The following federal and state funds were committed for the study of I-4:

	<u>Federal</u>	<u>State</u>
I-4 MMMP	\$3,654,795	\$1,039,911
I-4 PD&E – Section 1	\$1,587,718	\$325,195
I-4 PD&E – Section 2	\$8,216,879	\$912,987
I-4 PD&E – Section 3	\$634,096	\$70,455
Public Involvement	\$1,612,000	\$95,000

The I-4 MMMP study estimated the total capital cost of highway improvements to be approximately 3.18 billion dollars (1995 dollars). This cost estimate was developed in the I-4 MMMP for Alternative 2 which assumes the Light Rail Transit alignment is within the I-4 median from Republic Drive to Michigan Street, within the International Drive Corridor south of Republic Drive, and follows the CSX line north of Michigan Street to Sanford.

b.) What are the proposed funding sources and the respective contributions under each of the proposed alternatives?

Response: Funding is provided by a variety of federal, state and local sources. Primary sources of available funding for the I-4 improvement program include the Florida Intrastate Highway System (FIHS) Program funds, Florida Intermodal/Rail Program funds, Federal Highway Administration Funds, Federal Transit Administration grants, developer contributions, and interagency partnerships. The respective contributions are to be determined.

e.) How much money from each source has been committed?

Response: To be determined.



SEP 18 11 4:59

DOWNTOWN DEVELOPMENT BOARD

MEMORANDUM

TO: Hal Worrall, Executive Director

FROM: Thomas R. Kohler, Executive Director *TRK*

DATE: September 18, 1997

SUBJECT: Abandonment of North Lucerne Circle right-of-way and use easement

As discussed with you a few weeks ago, the City of Orlando has been requested to abandon the right-of-way on that portion of North Lucerne Circle that fronts the Dr. Phillips house and the Courtyard at Lake Lucerne. This will assist in the redevelopment program planned for this area.

As you know, with the abandonment, the adjacent owners are deeded back their half of the right-of-way fronting their property. Attached are two surveys related to this disposition for your review: 1)The survey for the entire length of right-of-way to be abandoned; and 2)A survey of the area being requested from the E/W Expressway Authority joint use easement to allow for relocation of a sidewalk and provide additional fencing. This joint use agreement would be between the Authority, the City, and the owners of the Dr. Phillips property.

We are requesting a conceptual approval of the joint use area from the Authority as soon as possible so that plans can be made for the relocation of the sidewalk and the extension of security fencing. The maintenance of these areas would continue to be the responsibility of the City and Dr. Phillip's owners. Pending your approval, the City would proceed with the abandonment process and prepare the necessary legal documentation for your review and execution.

Please contact me if you have any questions regarding this matter or need additional information.

TRK/mm

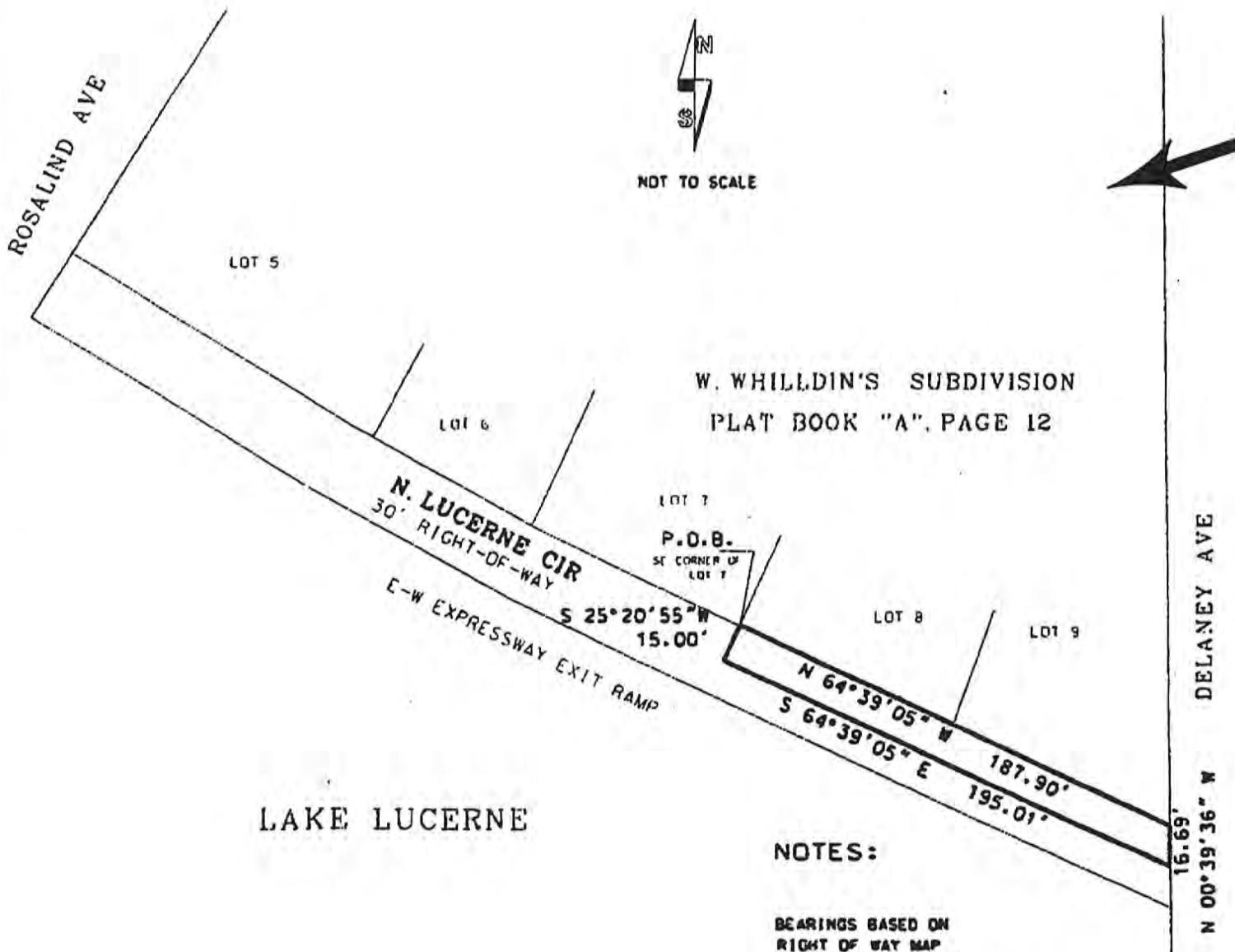
cc: Richard Levey, Deputy CAO
Valerie Hubbard, Planning Bureau Chief
Sam Meiner

DOWNTOWN DEVELOPMENT BOARD
100 SOUTH ORANGE AVENUE, NINTH FLOOR, ORLANDO, FLORIDA 32801
PHONE (407) 246-2555 FAX (407) 246-2848

SKETCH OF DESCRIPTION

FOR USE AGREEMENT

Begin at the Southeast corner of Lot 7, W. Whilldin's Subdivision as recorded in Plat Book "A", Page 12, Public Records of Orange County, Florida; Thence S 25°20'55" W a distance of 15.00 feet; Thence S 64°39'05" E a distance of 195.01 feet; Thence N 00°39'36" W a distance of 16.69 feet; Thence N 64°39'05" W a distance of 187.70 feet to the Point of Beginning, Containing 2,870.196 Square Feet More or Less.



NOT TO SCALE

W. WHILLDIN'S SUBDIVISION
PLAT BOOK "A", PAGE 12

LAKE LUCERNE

NOTES:

BEARINGS BASED ON
RIGHT OF WAY MAP
ROSA LIND AVENUE BY
LOCHRANE ENGINEERING
NO MONUMENTS WERE SET.
P.O.B. = POINT OF BEGINNING
NOT A BOUNDARY SURVEY

I HEREBY CERTIFY THAT THIS SKETCH
HAS BEEN PERFORMED UNDER MY
DIRECTION AND THAT THIS SKETCH
HAS BEEN PREPARED IN ACCORDANCE
WITH THE ADOPTED MINIMUM TECHNICAL
STANDARDS AS REQUIRED BY CHAPTER
61G17-5 F.C.C. PURSUANT TO SECTION
472.027, FLORIDA PUBLIC STATUTES.


JOSEPH M. STOKES, JR. P.S.M.
FLA. REG NO. 5507

PREPARED BY :
CITY OF ORLANDO
SURVEY AND MAPPING SERVICES
400 S. ORANGE AVE.
ORLANDO, FL 32801
(407)246-3319
JOSEPH M. STOKES, JR. P.S.M.
REGISTRATION NUMBER 5507
NOT VALID UNLESS UNDER
EMBOSSED SEAL

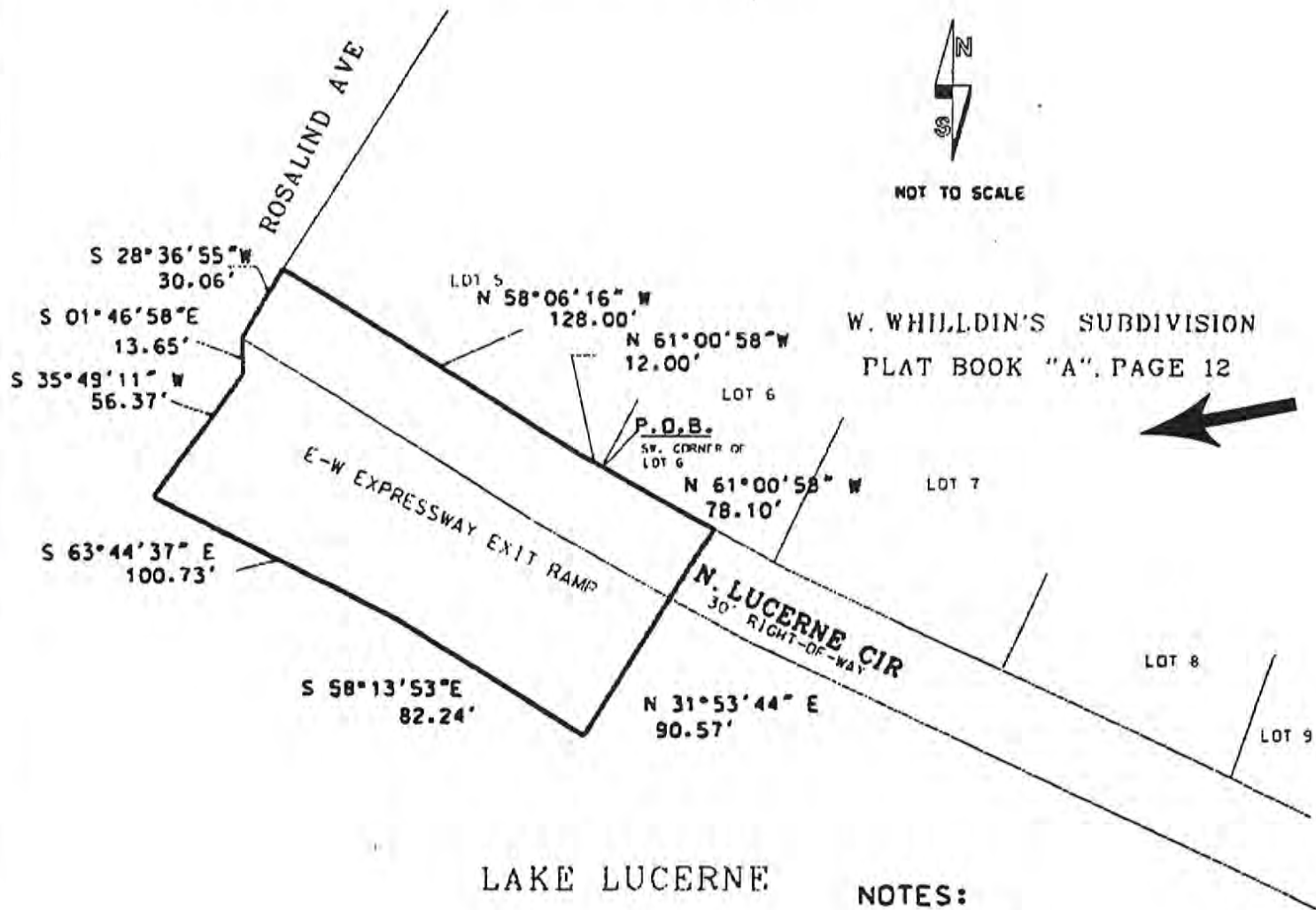
PREPARED FOR :
CITY OF ORLANDO
THOMAS KOHLEI
DATE OF DRAWING : 9/03/97
DRAWN BY : T.O.
CHECKED BY: J.M.S.
FILE : ABANLUC1.DGN

SKETCH OF DESCRIPTION

FOR USE AGREEMENT

Begin at the Southwest corner of Lot 6, W. Whilldin 's Subdivision as recorded in Plat Book "A", Page 12, Public Records of Orange County, Florida; Thence N 61°00'58" W a distance of 12.00 feet; Thence N 58°06'16" W a distance of 128.00 feet; Thence S 28°36'55" W a distance of 30.06 feet; Thence S 01°46'58" E a distance of 13.65 feet; Thence S 35°49'11" W a distance 56.37 feet; Thence S 63°44'37" E a distance of 100.73 feet; Thence S 58°13'53" E a distance of 82.24 feet; Thence N 31°53'44" E a distance of 90.57 feet; Thence N 61°00'58" W a distance of 78.10 feet to the Point of Beginning.

Containing 16,612.737 Square Feet More or Less.



W. WHILLDIN'S SUBDIVISION
PLAT BOOK "A", PAGE 12

LAKE LUCERNE

NOTES:

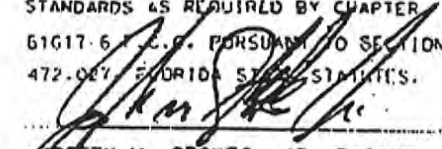
BEARINGS BASED ON
RIGHT OF WAY MAP
ROSALIND AVENUE BY
LOCHRANE ENGINEERING

NO MONUMENTS WERE SET.

P.O.B. = POINT OF BEGINNING

NOT A BOUNDARY SURVEY

I HEREBY CERTIFY THAT THIS SKETCH
HAS BEEN PERFORMED UNDER MY
DIRECTION AND THAT THIS SKETCH
HAS BEEN PREPARED IN ACCORDANCE
WITH THE ADOPTED "MINIMUM TECHNICAL
STANDARDS AS REQUIRED BY CHAPTER
61G17-6 F.C.C. PURSUANT TO SECTION
472.007 FLORIDA STATE STATUTES.


JOSEPH M. STOKES, JR. P.S.M.
FLA. REG NO. 5507

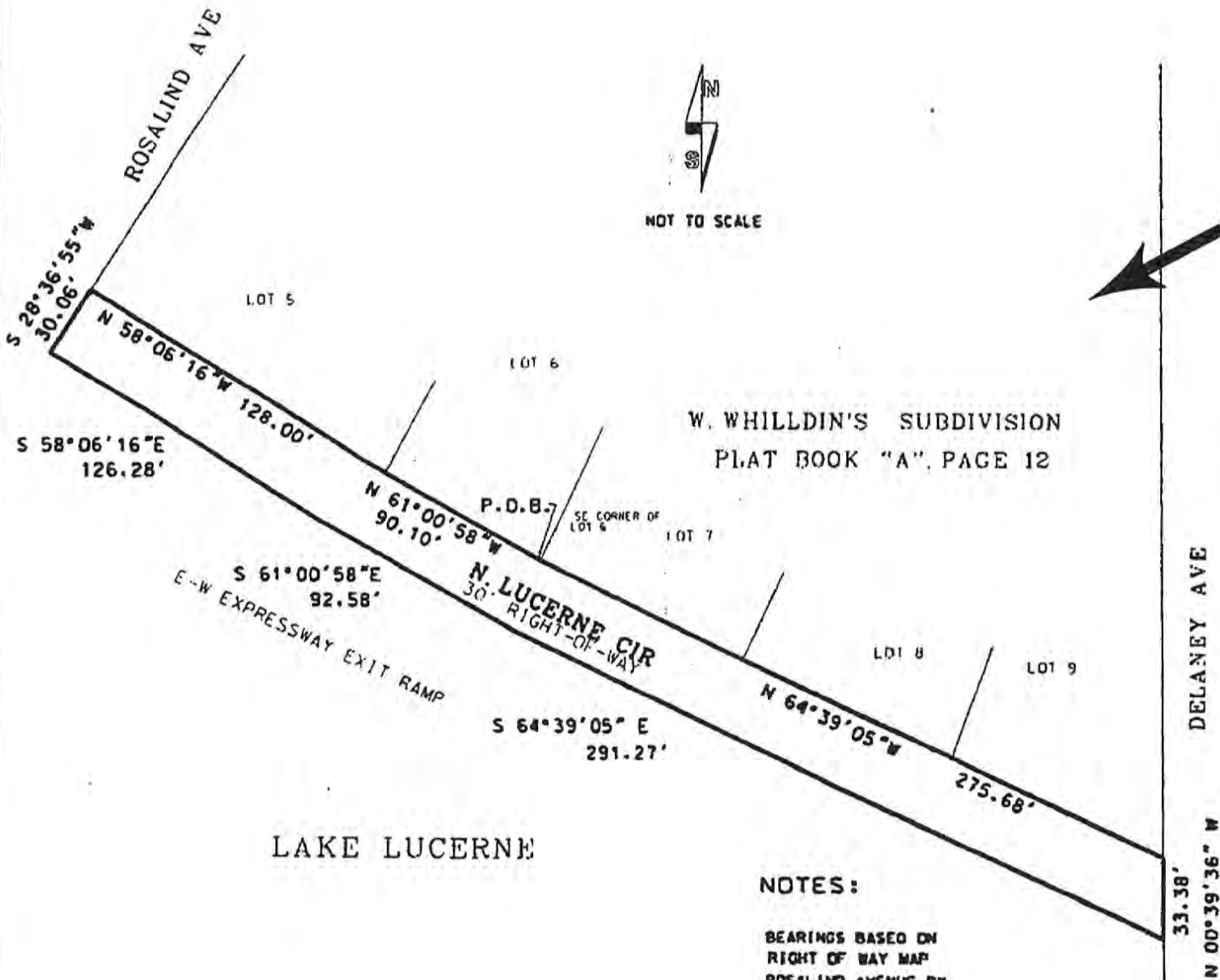
PREPARED BY :
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400 S. ORANGE AVE.
ORLANDO, FL 32801
(407)246-3319
JOSEPH M. STOKES, JR. P.S.M.
REGISTRATION NUMBER 5507
NOT VALID UNLESS UNDER
EMBOSSSED SEAL

PREPARED FOR :
CITY OF ORLANDO
THOMAS KOHLER
DATE OF DRAWING : 9/03/97
DRAWN BY : T.O.
CHECKED BY: J.M.S.
FILE : ABANLUC1.DGN

SKETCH OF DESCRIPTION

RIGHT-OF-WAY ABANDONMENT

Begin at the Southeast corner of Lot 6, W. Whilldin's Subdivision as recorded in Plat Book "A", Page 12, Public Records of Orange County, Florida: Thence N 61°00'58" W a distance of 90.10 feet; Thence N 58°06'16" W a distance of 128.00 feet; Thence S 28°36'55" W a distance of 30.06 feet; Thence S 58°06'16" E a distance of 126.28 feet; Thence S 61°00'58" E a distance of 92.58 feet; Thence S 64°39'05" E a distance of 291.27 feet; Thence N 00°39'36" W a distance of 33.38 feet; Thence N 64°39'05" W a distance of 275.68 feet to the Point of Beginning. Containing 15,048.296 Square Feet More or Less.



NOTES:

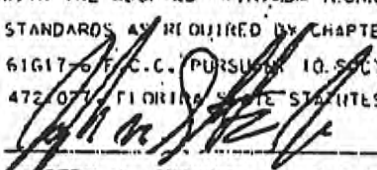
BEARINGS BASED ON
RIGHT OF WAY MAP
ROSALIND AVENUE BY
LOCHRANE ENGINEERING

NO MONUMENTS WERE SET.

P.O.B. - POINT OF BEGINNING

NOT A BOUNDARY SURVEY

I HEREBY CERTIFY THAT THIS SKETCH
HAS BEEN PERFORMED UNDER MY
DIRECTION AND THAT THIS SKETCH
HAS BEEN PREPARED IN ACCORDANCE
WITH THE ADOPTED "MINIMUM TECHNICAL
STANDARDS AS REQUIRED BY CHAPTER
61G17-6 F.C.C. PURSUANT TO SECTION
472.071, FLORIDA STATE STATUTES.


JOSEPH M. STOKES, JR. P.S.M.
FLA. REG NO. 5507

PREPARED BY :
CITY OF ORLANDO
SURVEY AND MAPPING SERVICES
400 S. ORANGE AVE.
ORLANDO, FL 32801
(407)246-3319
JOSEPH M. STOKES, JR. P.S.M.
REGISTRATION NUMBER 5507
NOT VALID UNLESS UNDER
EMBOSSED SEAL

PREPARED FOR :
CITY OF ORLANDO
THOMAS KOHLER
DATE OF DRAWING : 9/03
DRAWN BY : T.O.
CHECKED BY: J.M.S.
FILE : ABANLUC1.DGN



ORANGE COUNTY PUBLIC SCHOOLS

Real Property 6501 Magic Way Orlando, Florida 32809

(407) 317-3716

FAX (407) 317-3750

RECEIVED
DEC 10 1997
FACILITIES DIVISION

December 5, 1997

Harold Webb
Florida Department of Transportation
719 South Woodland Boulevard
DeLand, Florida 32720

Dear Mr. Webb,

The site you are considering for water retention on property owned by the Orange County School Board is surplus property and is planned for commercial development. The location of the pond as shown in your sketch would significantly impact the ability of a purchaser to use the remaining parcel.

We believe there are two better alternatives within property owned by OCPS. First, our engineer's advise us that the existing borrow pit could be expanded. Doing so could make the borrow pit more attractive, provide structures for environmental control and provide a source of fill for the balance of the site. Although OCPS would still be paid for the acreage actually used, FDOT could avoid the problem of severance or damages to the balance of the site. A second alternative is to move the pond to the eastern most boundary of the school board property so as to avoid interference with the use of the frontage.

I encourage you to evaluate these alternatives.

Sincerely,

F. Jon Martin
Sr. Manager
Real Property

c: Principal, Wymore Secondary
Terry Adsit, Associate Superintendent, Facilities
Mike Mekdeci, Associate Superintendent, Governmental Relations
Anthony Grant, Mayor Eatonville

"The Orange County School Board is an equal opportunity agency"



ORANGE COUNTY PUBLIC SCHOOLS

Facilities Services 6501 Magic Way Orlando, Florida 32809
(407) 352-0081 FAX (407) 351-4553

December 10, 1996

- Facilities Services
- Maintenance
- Construction Management
- Facilities Strategic Planning

- Environmental Compliance
- Facilities Financial Information Services
- Facility Support Services
- Purchasing

Mr. Harold Webb
719 S. Woodland Blvd.
DeLand, FL 32720

RECEIVED

DEC 16 1996

FDUI-DISTRICT V
Cons. Project Mgmt.

Re: 1-4 PD&E Study-Segment 2-from SR 528 to SR 472
Work Program No. 5147257, 5148838, & 5148838, & 5149520
State Project No. 75280-1488, 77160-1439, & 79110-1403
Federal Aid Project No. NH-4-2(174)79, N/A & NH-4-2(176)132

Dear Mr. Webb,

The property owned by the School Board of Orange County is being considered for development by a prospect who is actively working with the City of Eatonville and the Economic Development Commission.

As part of the preparation of the site we retained McIntosh and Associates and Pardue, Heid, Church, Smith and Waller, Inc. to evaluate the site. Their evaluation is that we modify the borrow pit to meet water management district requirements for retention/detention. Reconfiguring the shoreline could create additional storage while retaining the uplands area for development.

We may be able to work with CH2MHill to provide retention, at fair market value, and retain flexibility to serve the city's development prospect. If so, the payment would represent additional income to the School Board and allow FDOT to avoid condemnation.

Please let me know if you would like to explore this possibility.

Sincerely,

Jon Martin
Sr. Manager, Real Property

cc: Don Shaw
Ron Blocker
Mike Mekdeck
Jay Andrews

ACTSALE/Eatonville/FDOT

"The Orange County School Board is an equal opportunity agency"