

Federal Highway Administration Region Four

ADMINISTRATIVE ACTION FINDING OF NO SIGNIFICANT IMPACT

U.S. Department of Transportation

Federal Highway Administration

and

Florida Department of Transportation

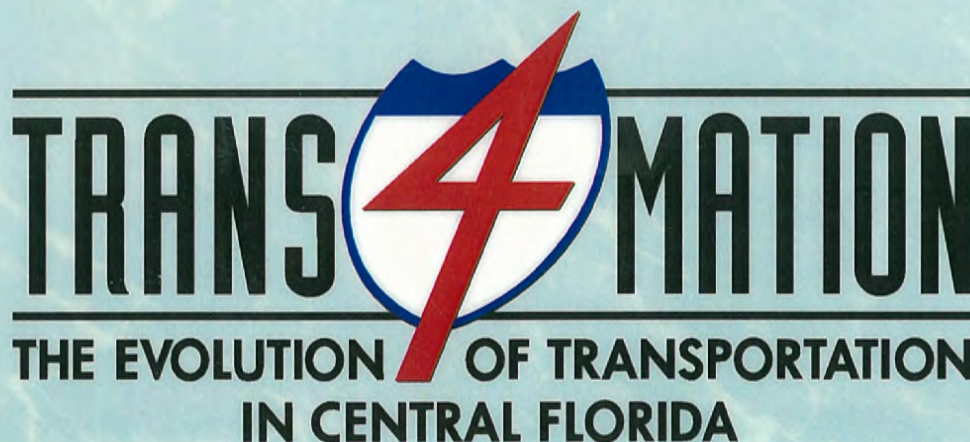
Financial Project Numbers: 242526 & 242483

State Project Numbers: 92130-1425 & 75280-1479

Federal Aid Project Numbers: N/A & NH-4-2(169)65

Work Program Item Numbers: 5147330 & 5147254

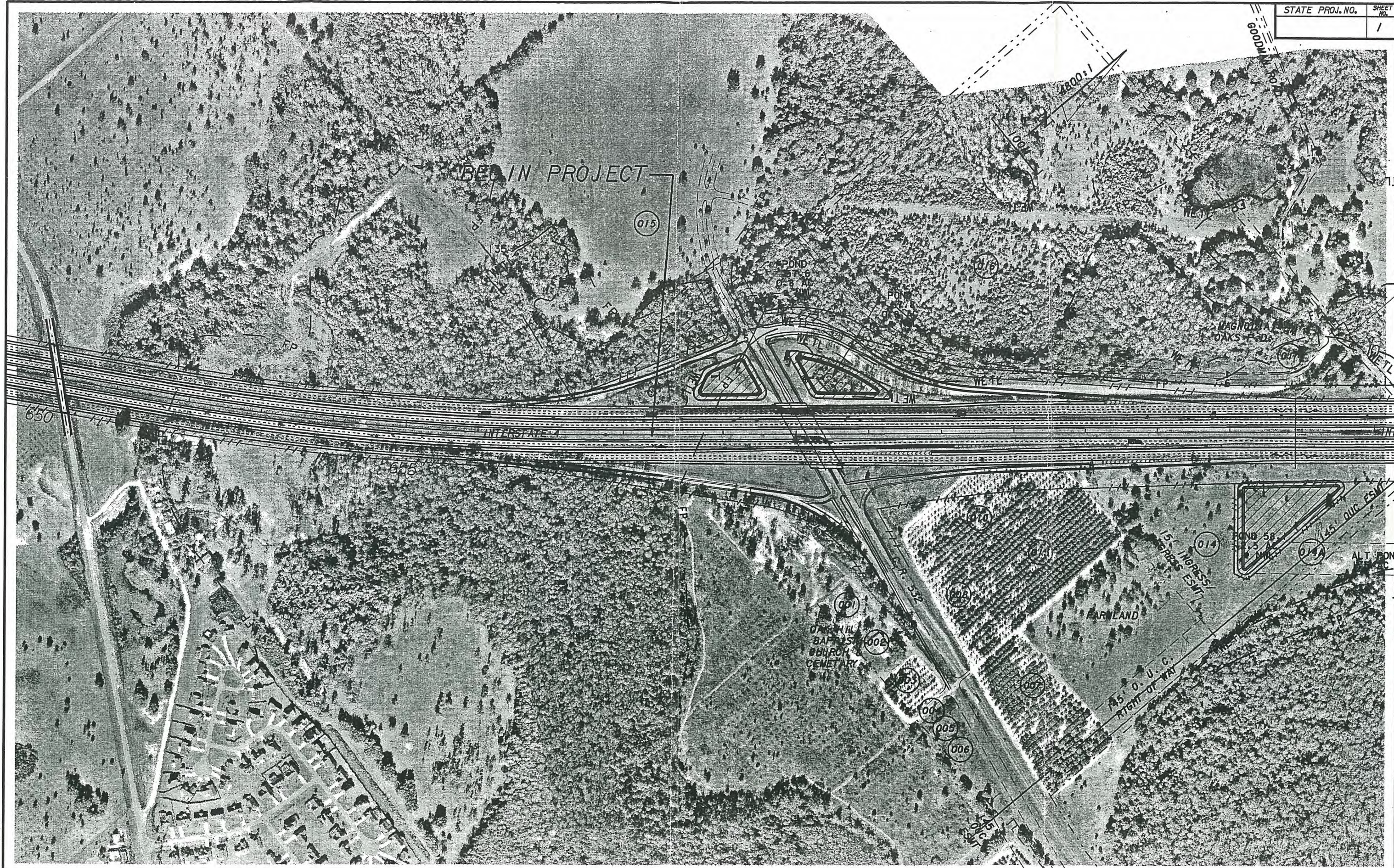
This project includes widening I-4 from four to six general use lanes plus high occupancy vehicle lanes along a 22.0 km (13.7 mile) stretch from C.R. 532 (Osceola-Polk County Line) to S.R. 528 (BeeLine Expressway) in Osceola and Orange Counties, Florida.



Submitted pursuant to 42 U.S.C. 4332 (2)(c).

VOLUME II
APPENDICES

Appendix A
Conceptual Plans and Profiles



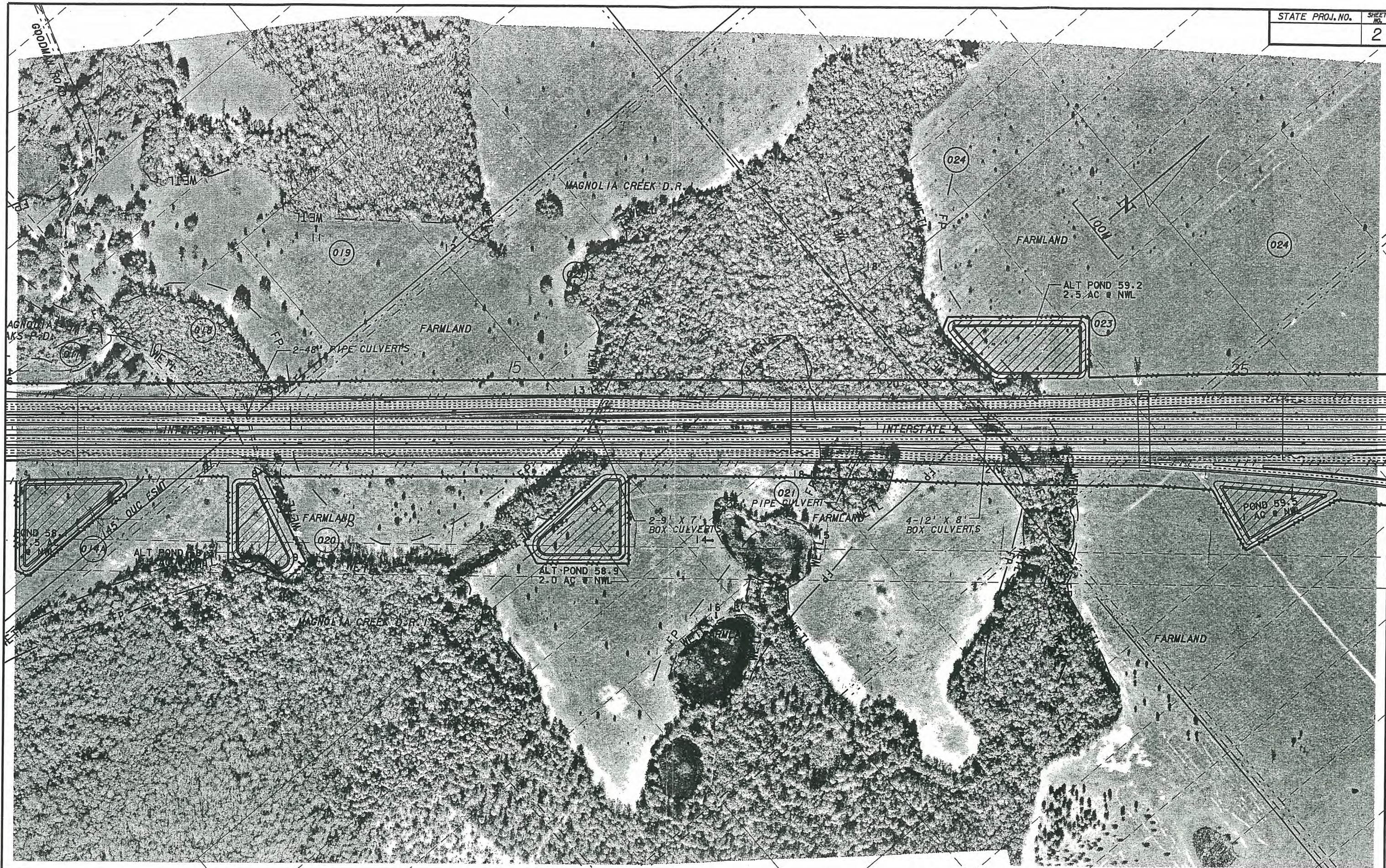
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HNTB ARCHITECTS
ENGINEERS
PLANNERS

FLORIDA DEPARTMENT OF
TRANSPORTATION

STA 0+00 TO STA 10+00

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REVISIONS

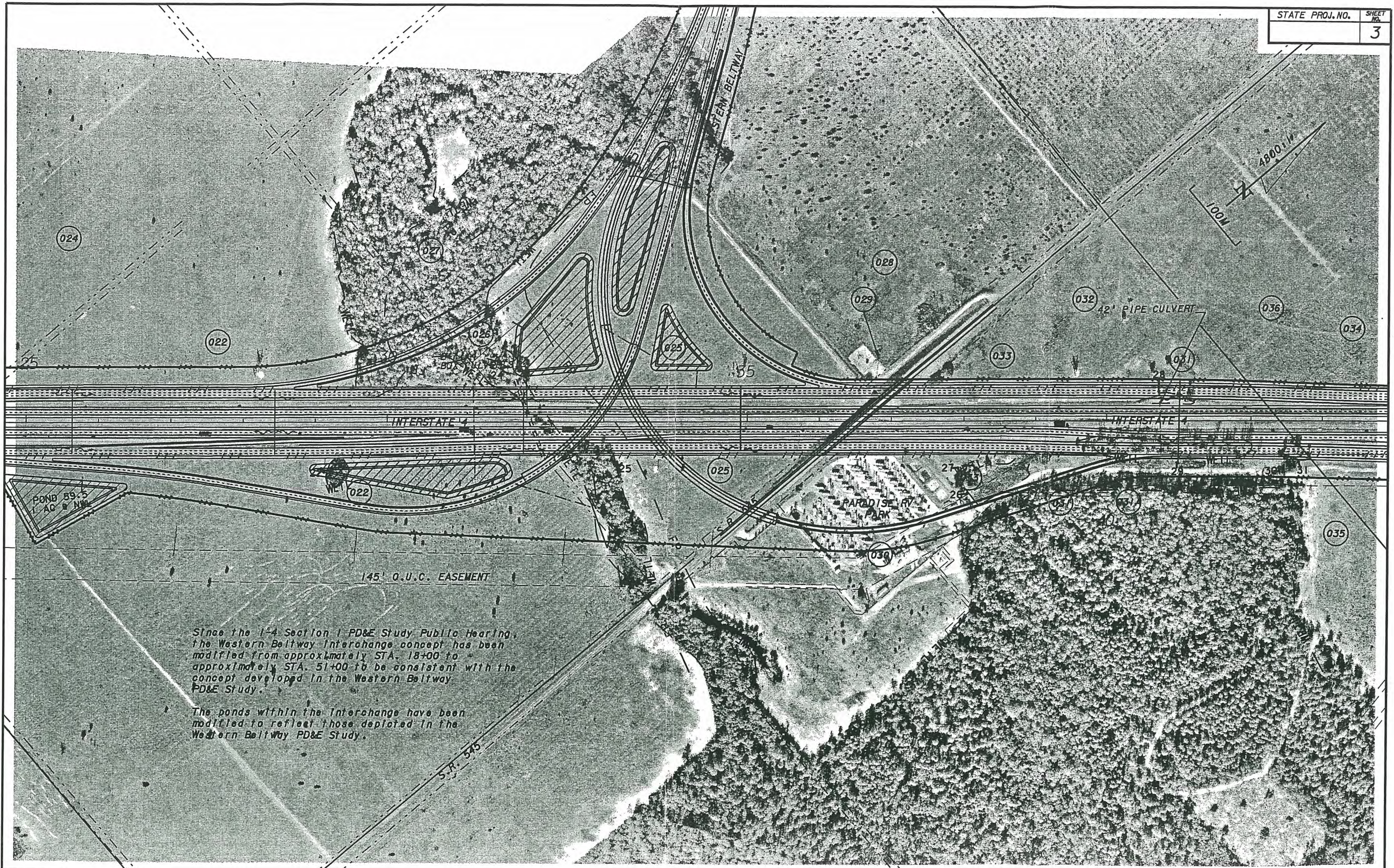
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FLORIDA DEPARTMENT OF TRANSPORTATION

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Since the I-4 Section 1 PD&E Study Public Hearing, the Western Beltway Interchange concept has been modified from approximately STA. 18+00 to approximately STA. 51+00 to be consistent with the concept developed in the Western Beltway PD&E Study.

The ponds within the interchange have been modified to reflect those depicted in the Western Beltway PD&E Study.

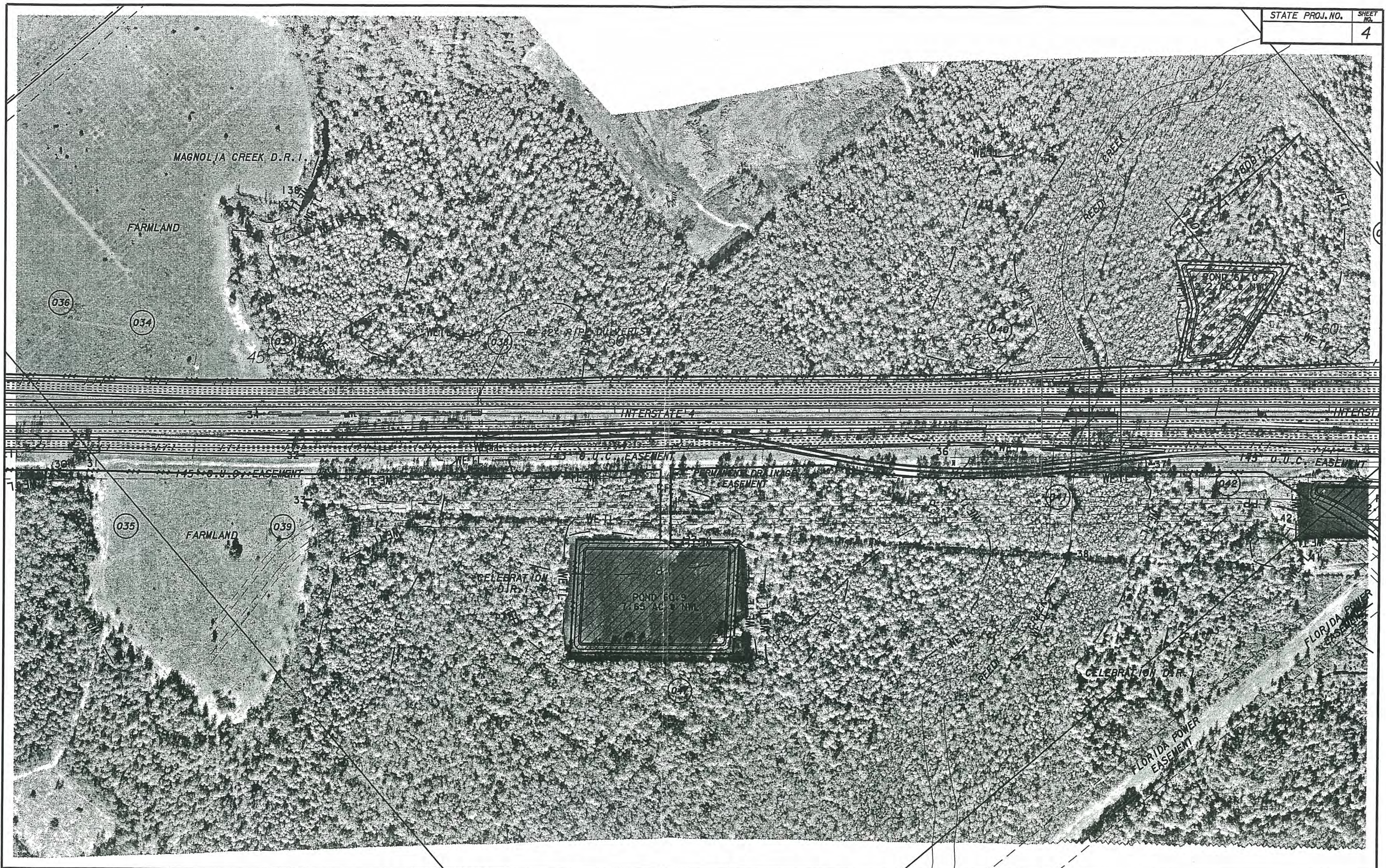
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PLANNERS

FLORIDA DEPARTMENT OF
TRANSPORTATION

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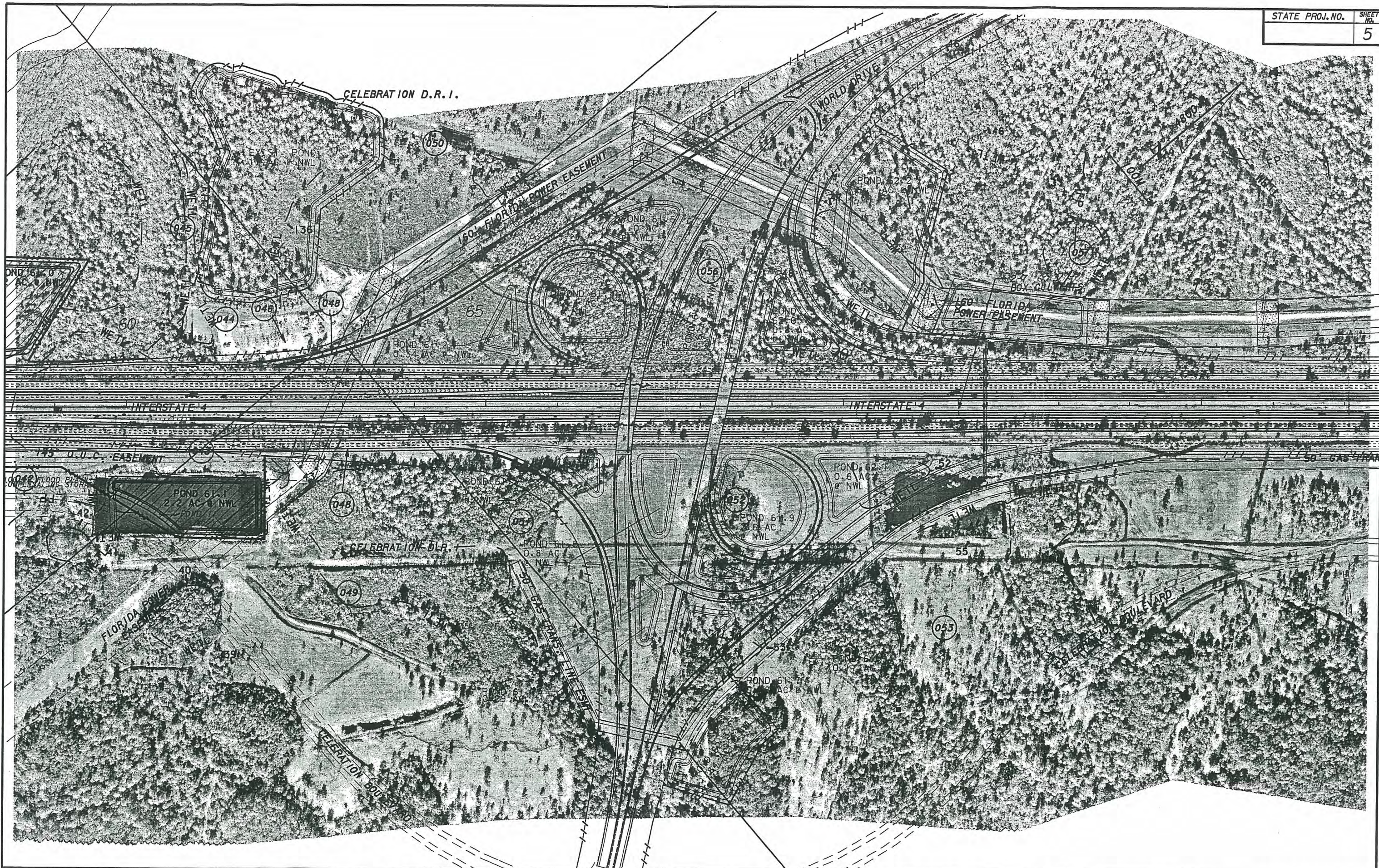
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PLANNERS

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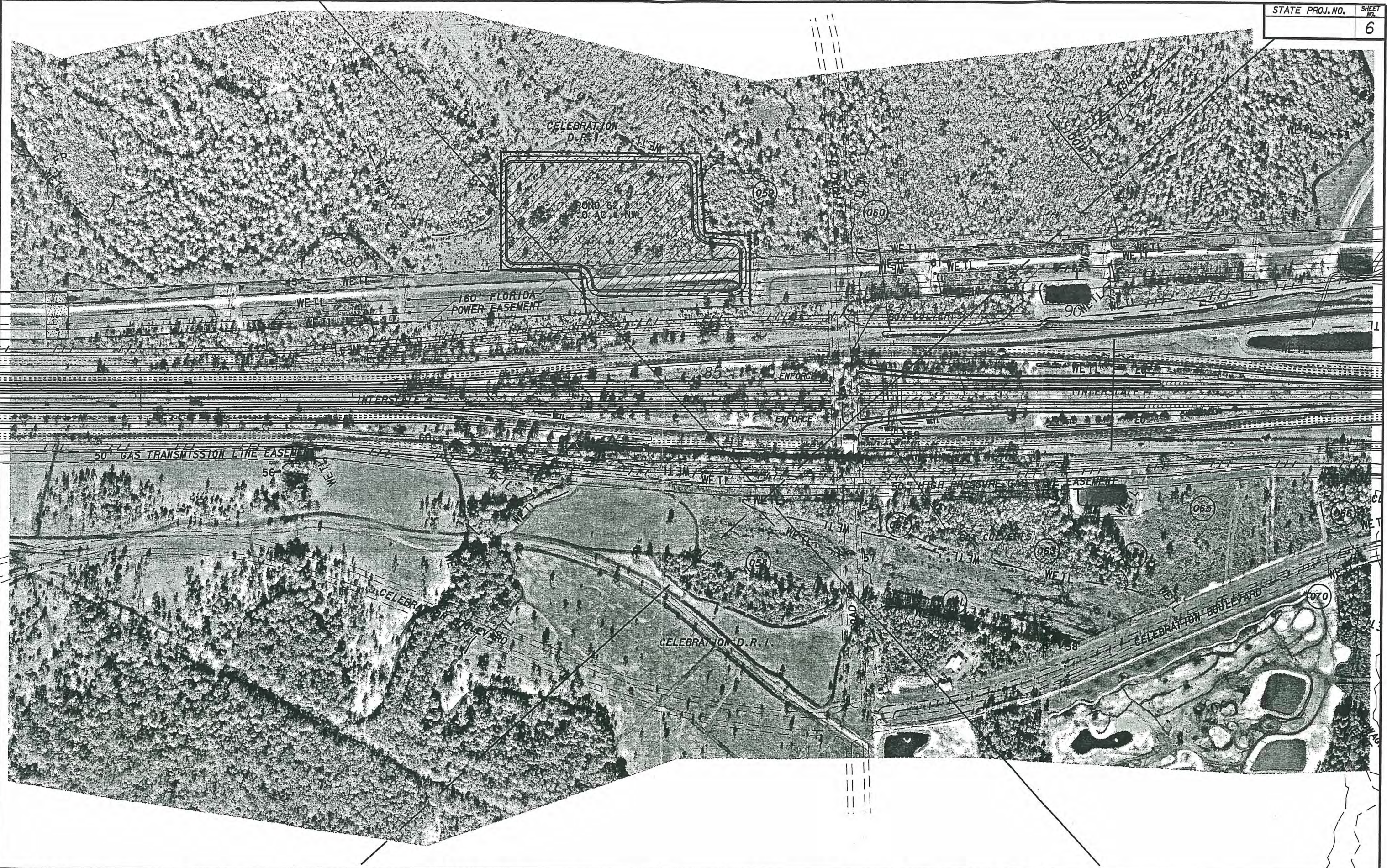
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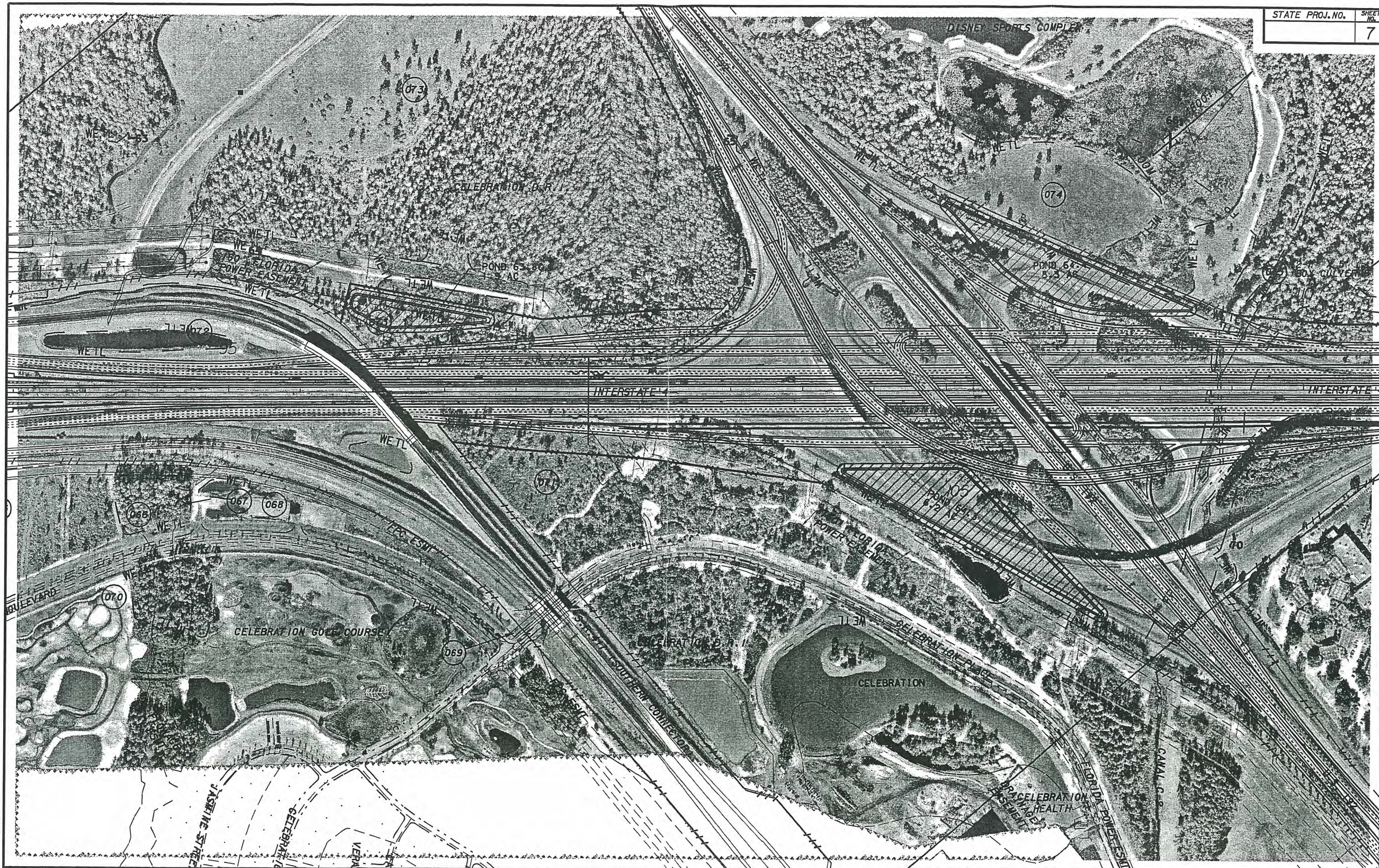
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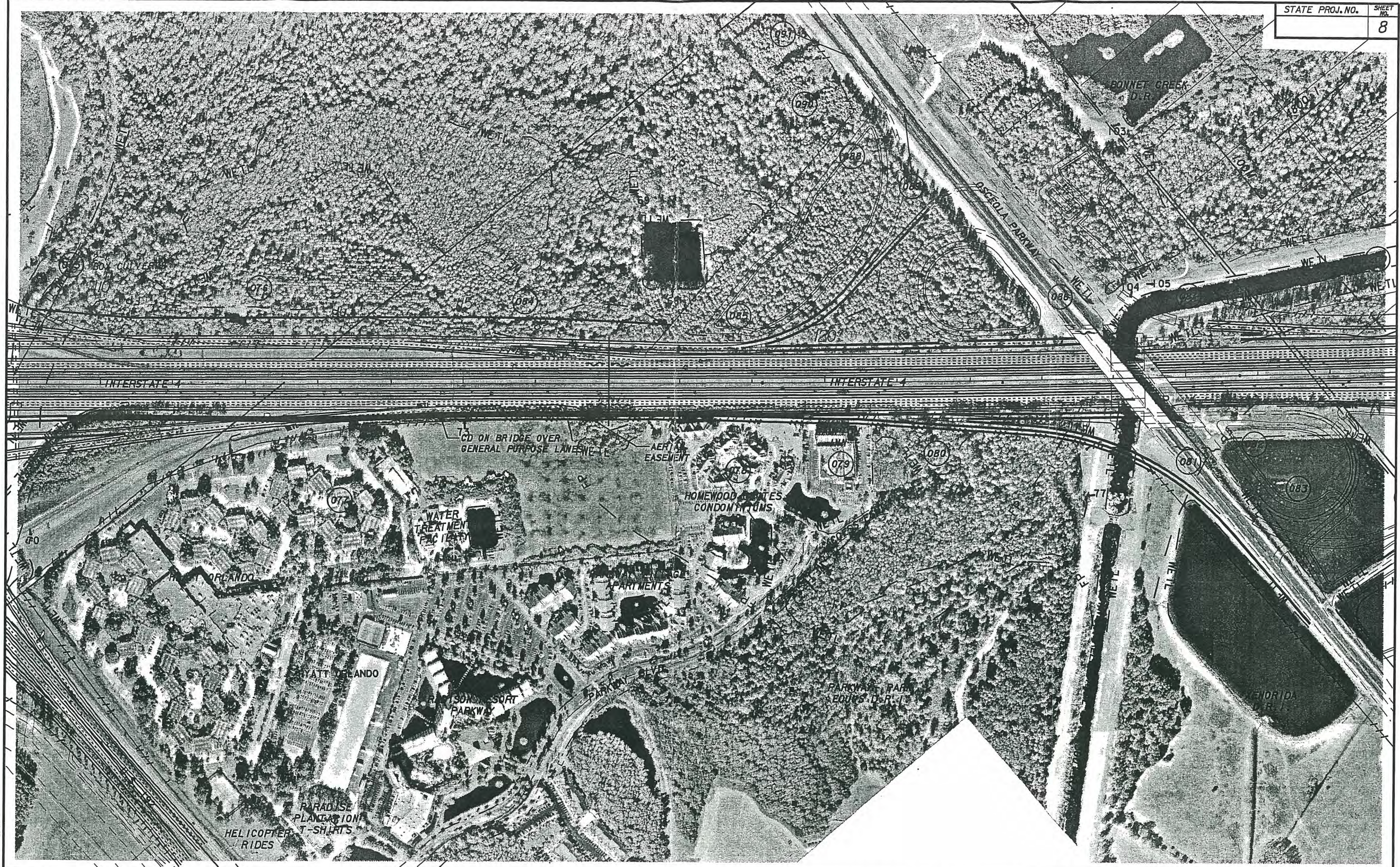
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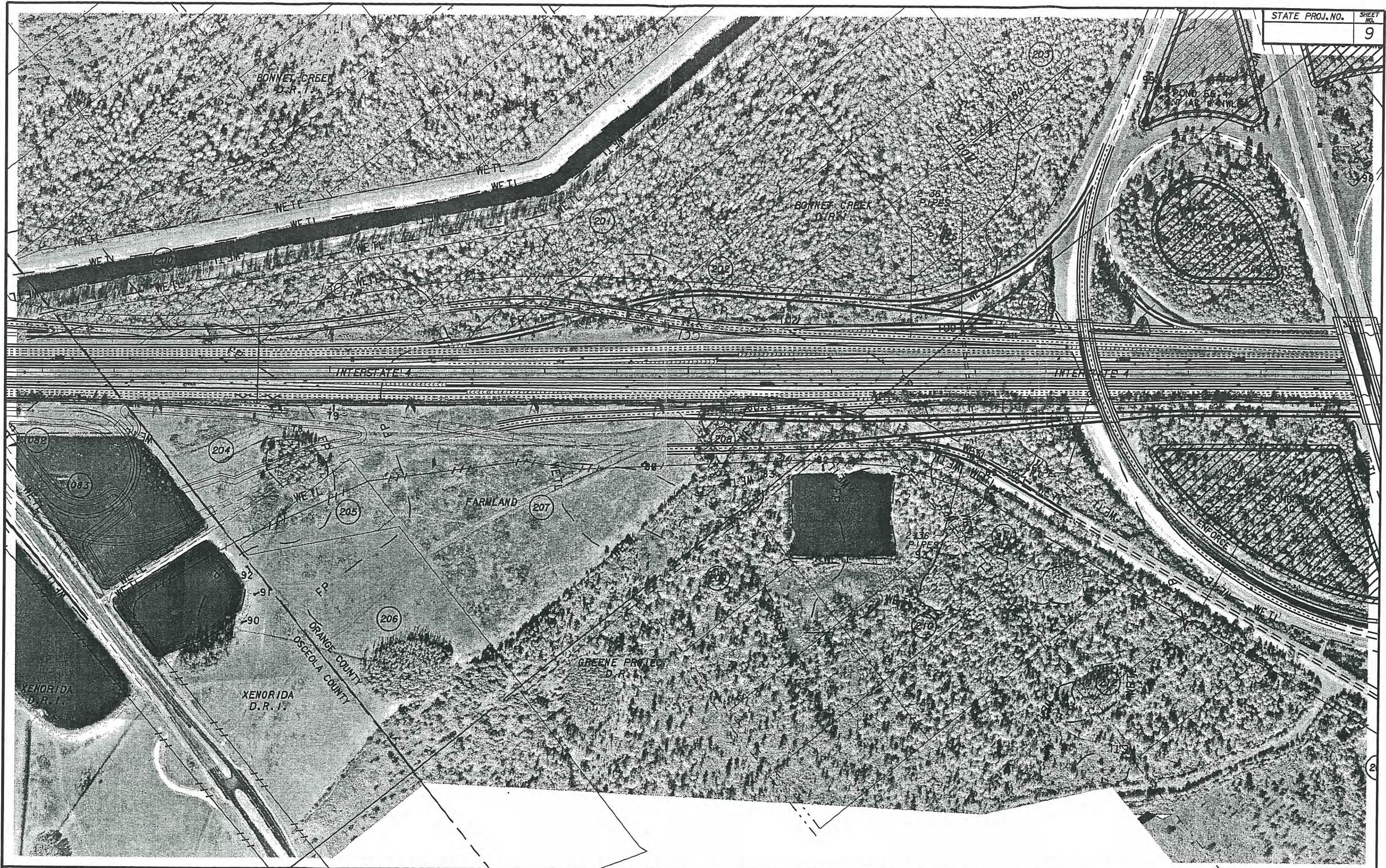
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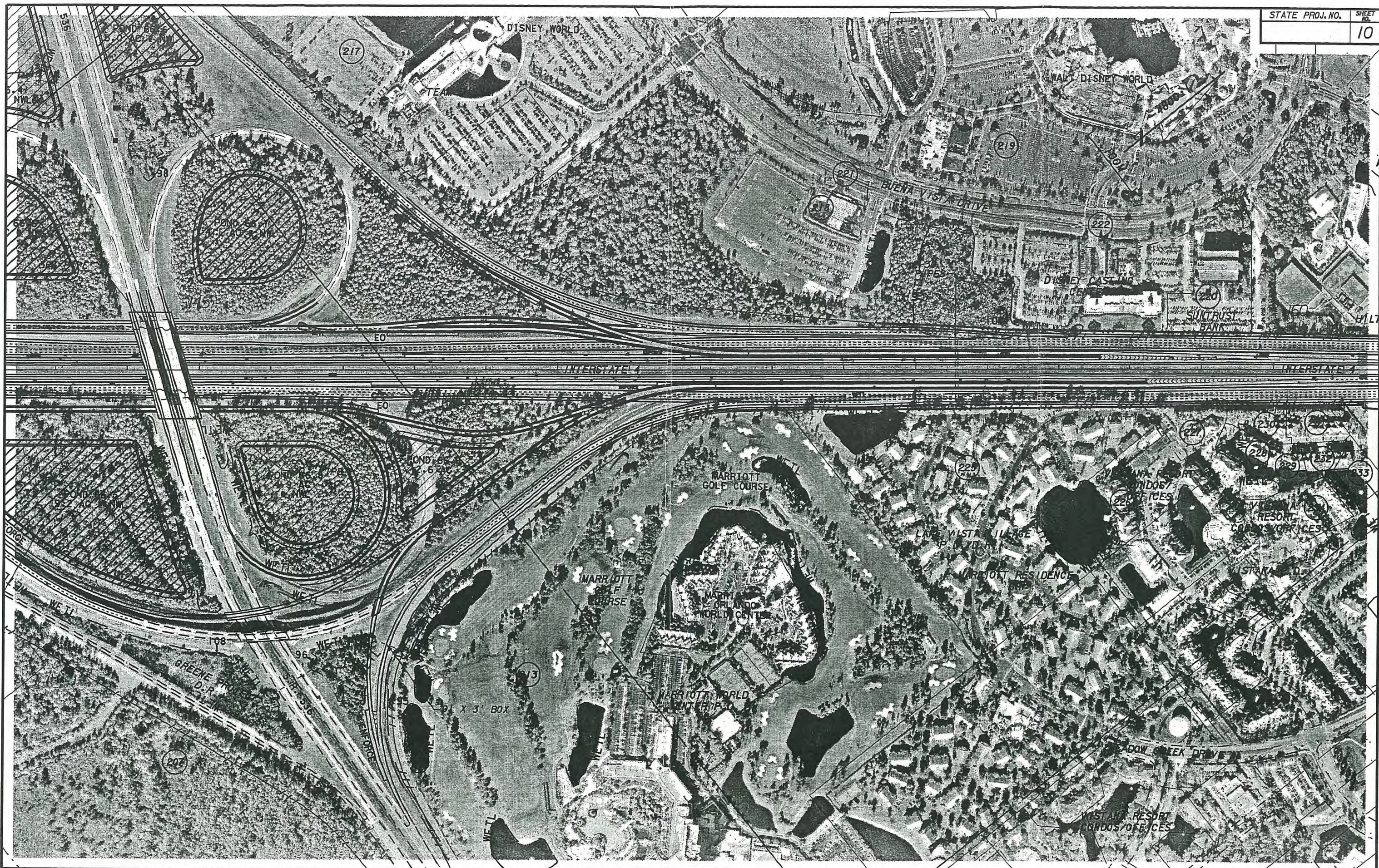
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 PLANNERS

FLORIDA DEPARTMENT OF
 TRANSPORTATION

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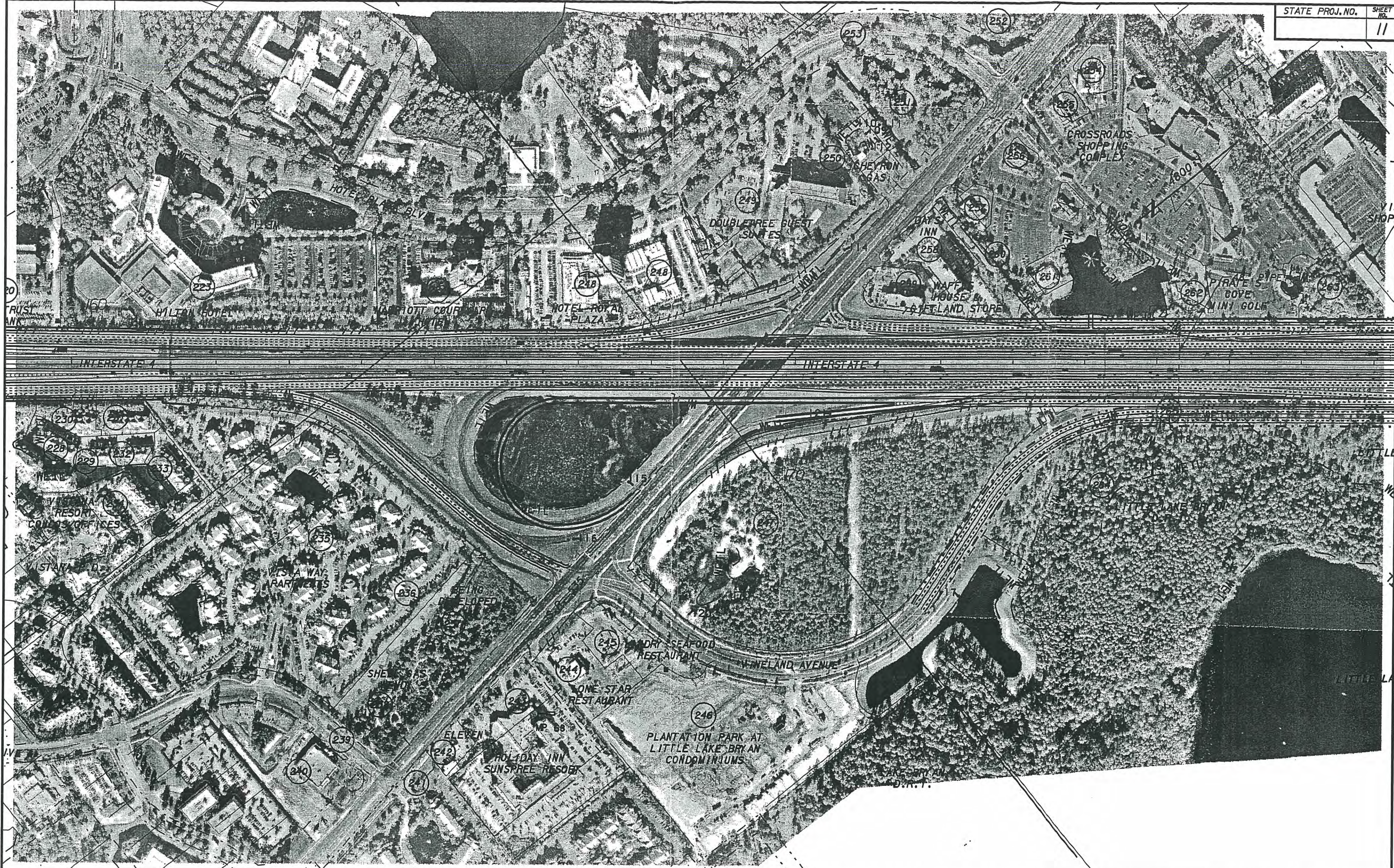
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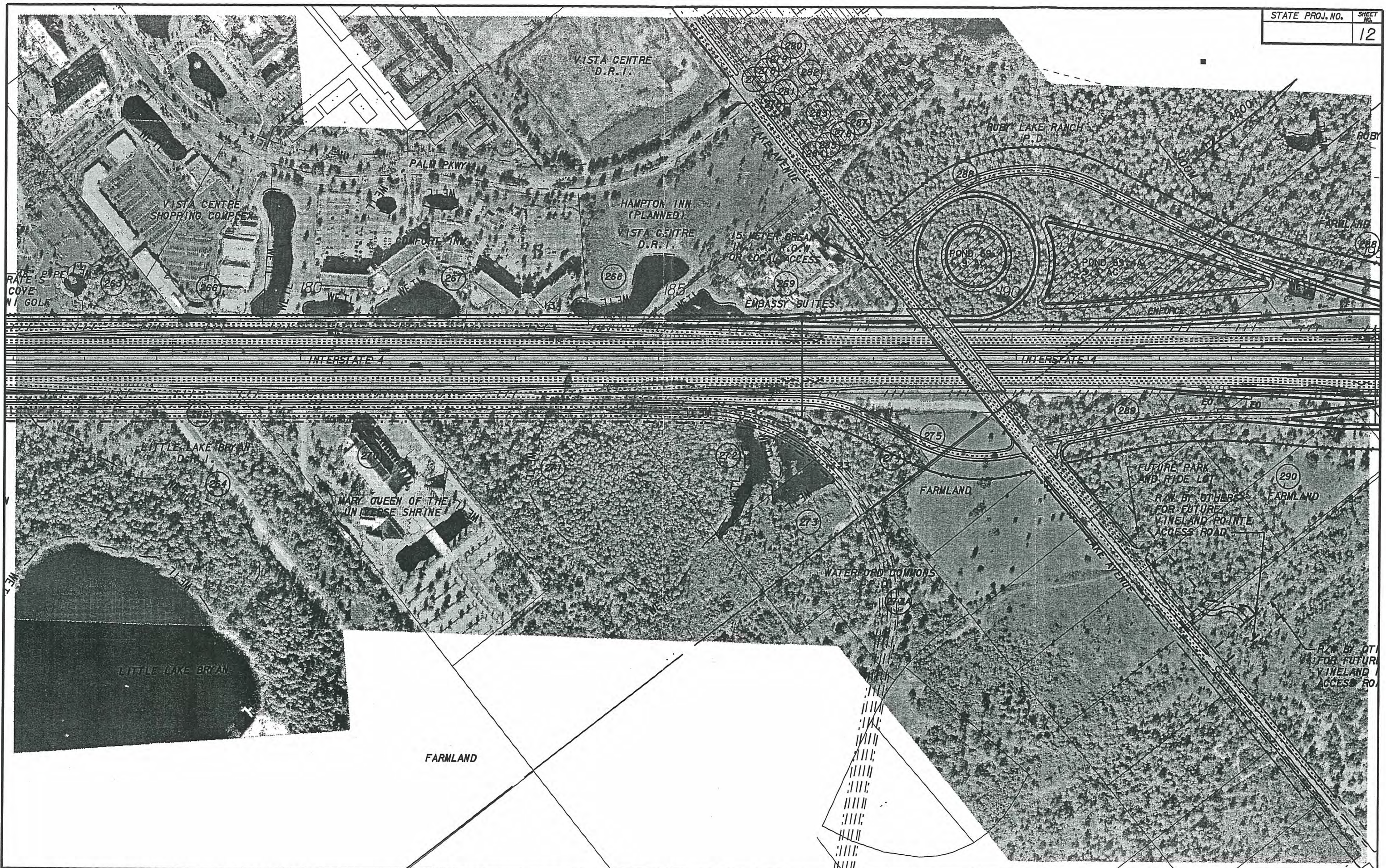
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HNTB ARCHITECTS
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PLANNERS

FLORIDA DEPARTMENT OF
TRANSPORTATION

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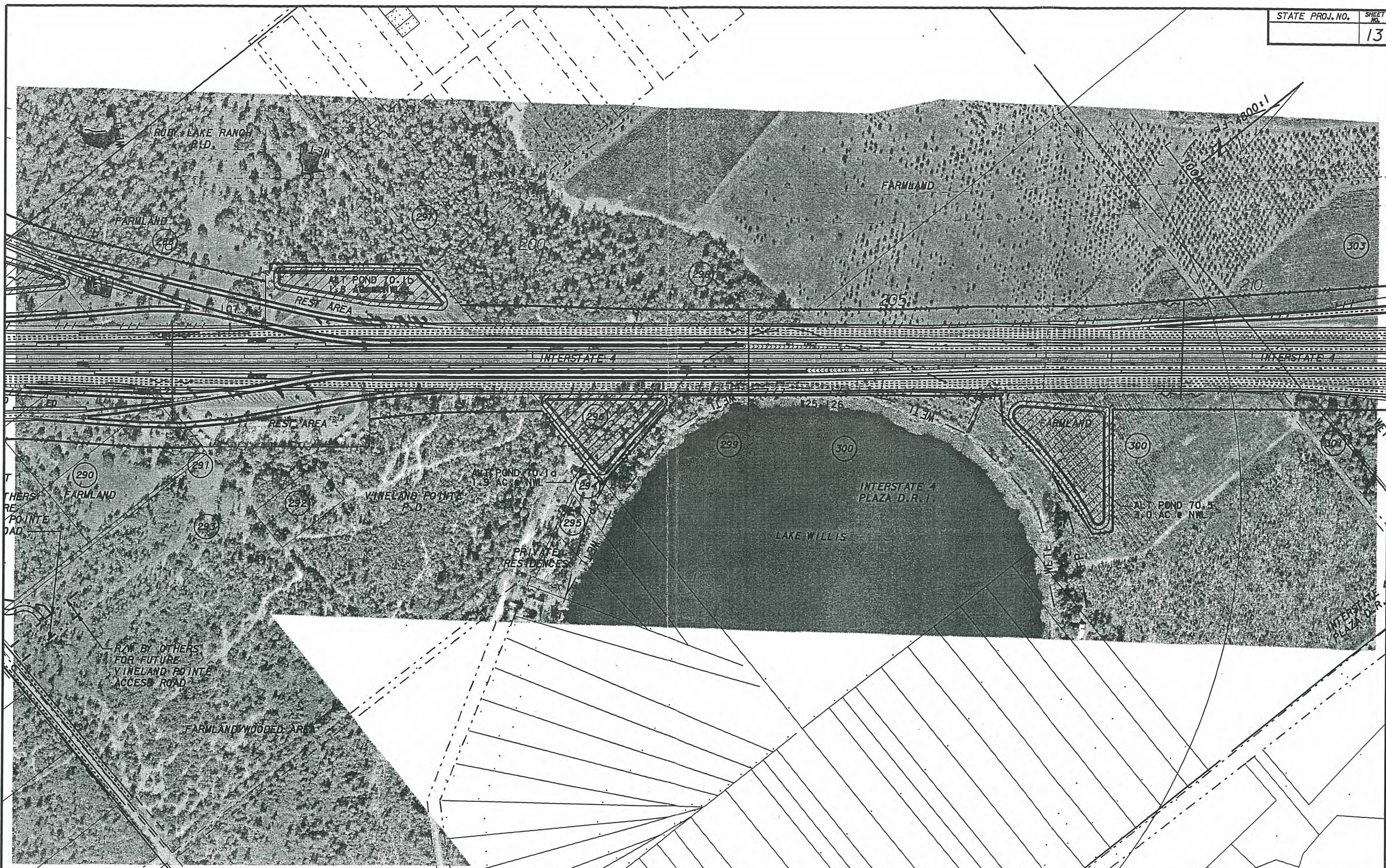
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PLANNERS

FLORIDA DEPARTMENT OF
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REVISIONS

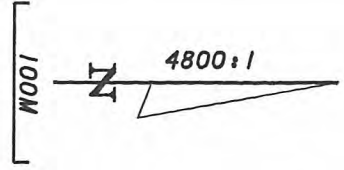
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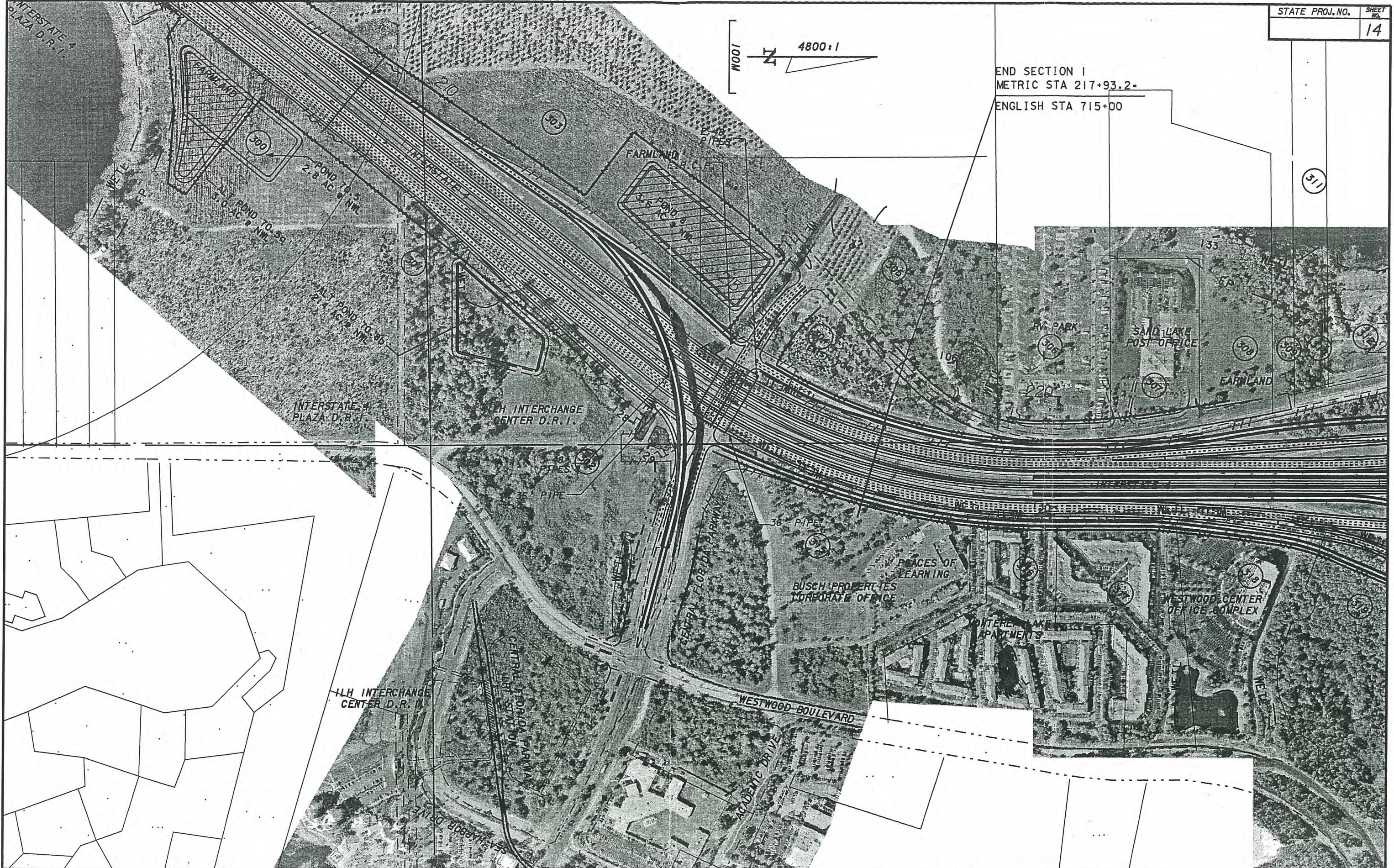
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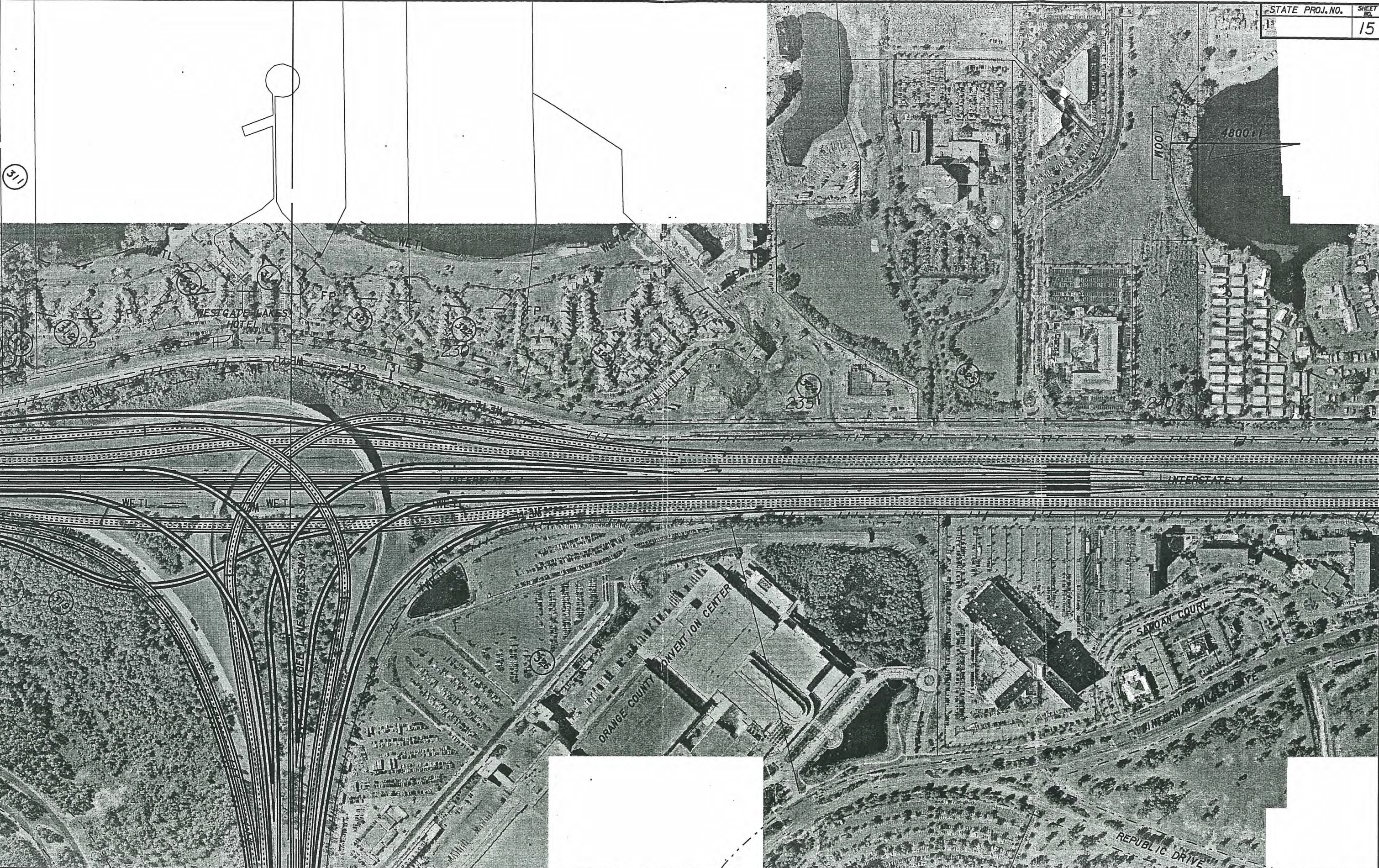
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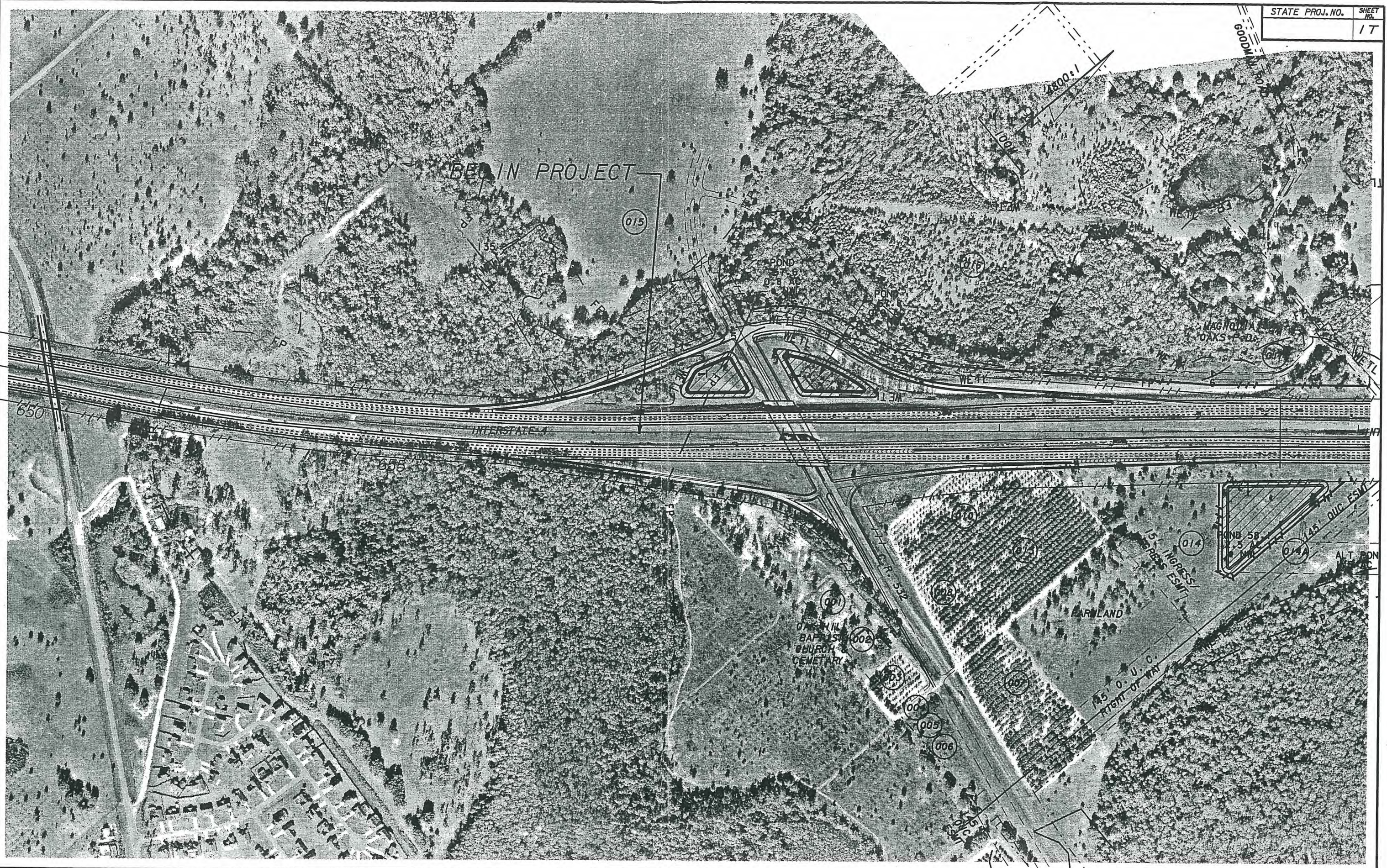
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ENGINEERS
PLANNERS

FLORIDA DEPARTMENT OF
TRANSPORTATION

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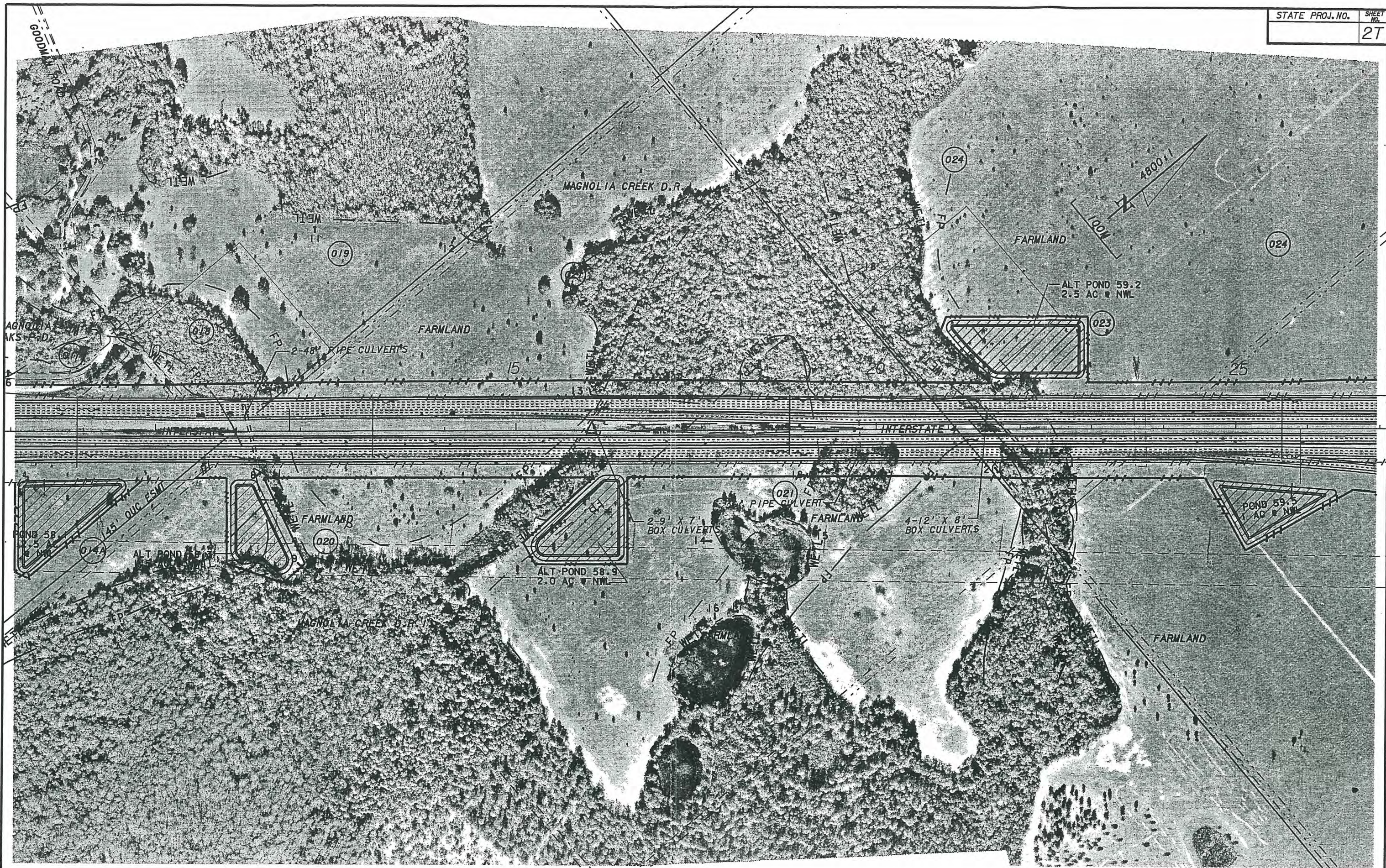
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ENGINEERS
PLANNERS

FLORIDA DEPARTMENT OF
TRANSPORTATION

TRANSITION DETAIL
STA 0+00 TO STA 10+00



REVISIONS

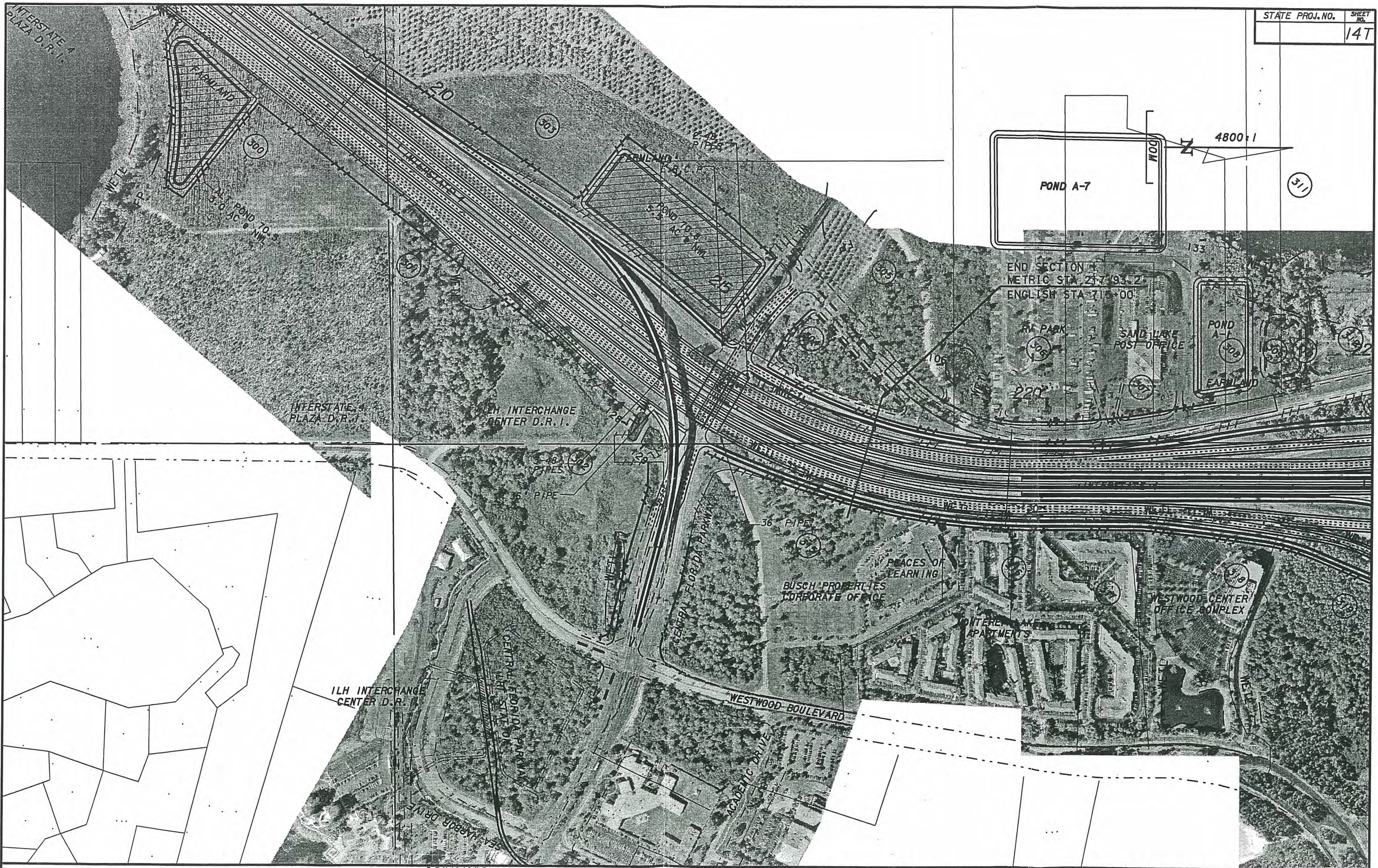
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HNTB ARCHITECTS
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 TRANSPORTATION

TRANSITION DETAIL
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HNTB ARCHITECTS
ENGINEERS
PLANNERS

FLORIDA DEPARTMENT OF
TRANSPORTATION

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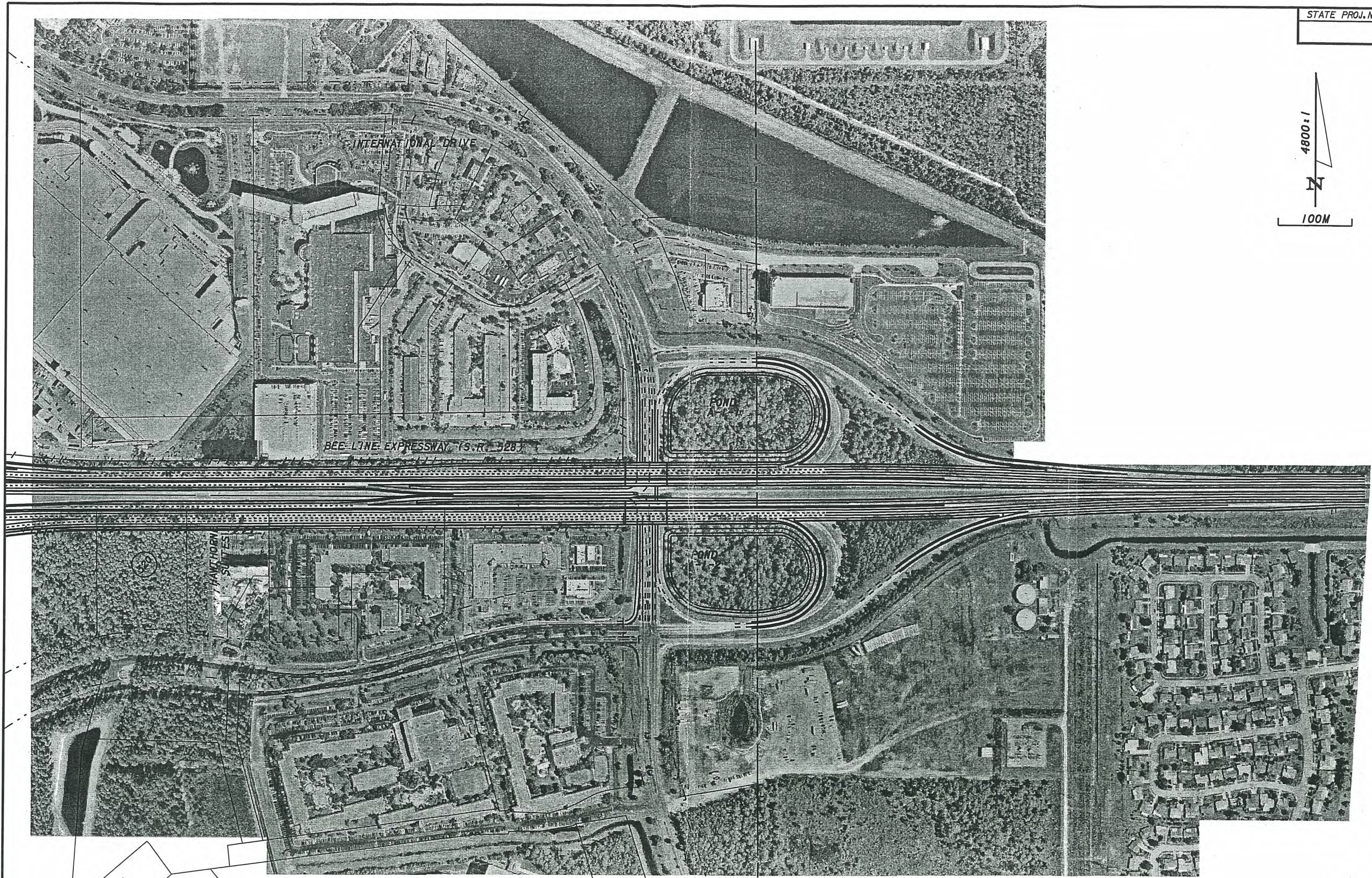
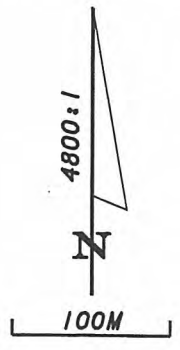
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HNTB ARCHITECTS
ENGINEERS
PLANNERS

FLORIDA DEPARTMENT OF
TRANSPORTATION

TRANSITION DETAIL
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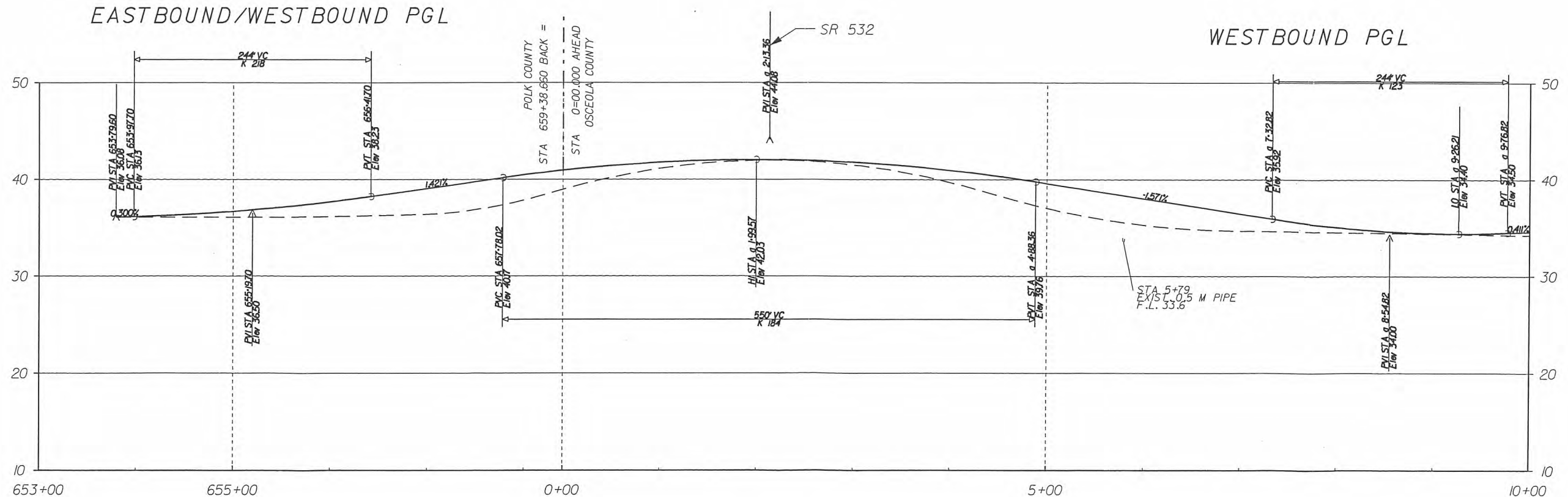
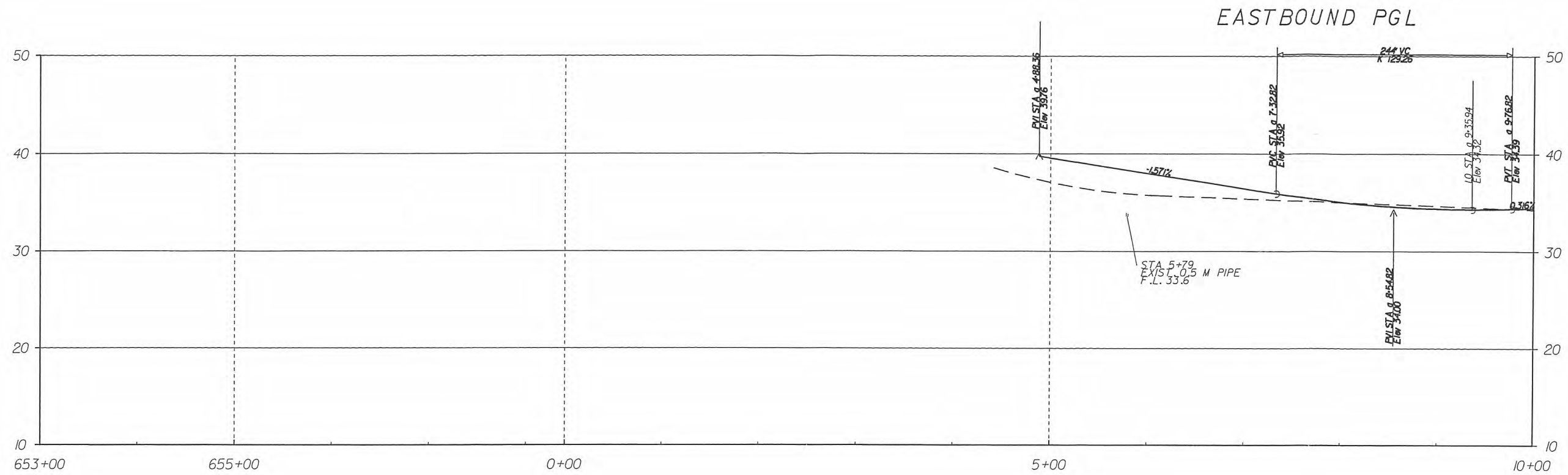
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ENGINEERS
PLANNERS

FLORIDA DEPARTMENT OF
TRANSPORTATION

TRANSITION DETAIL
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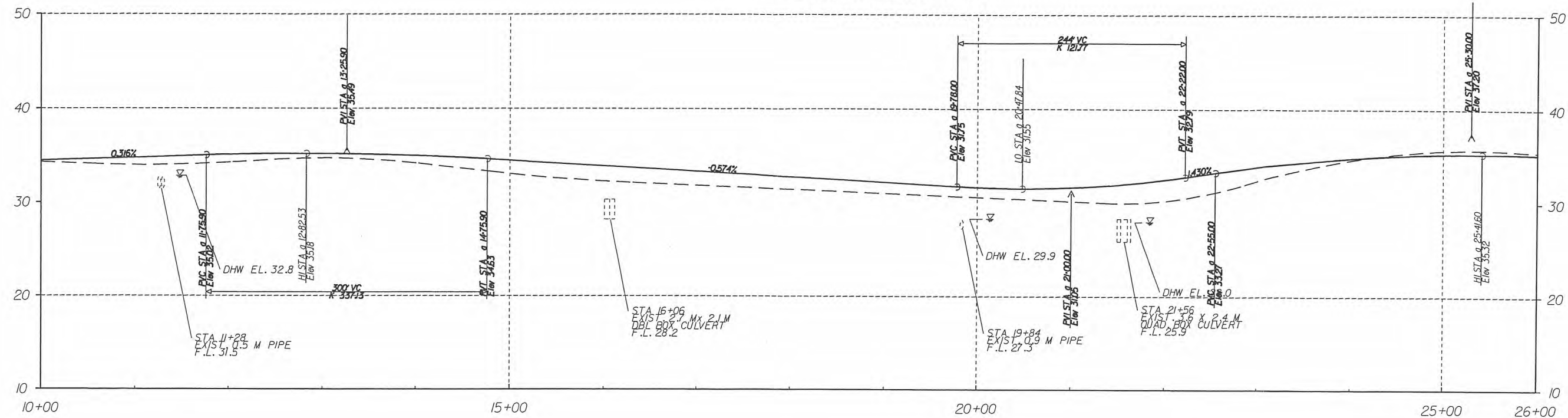
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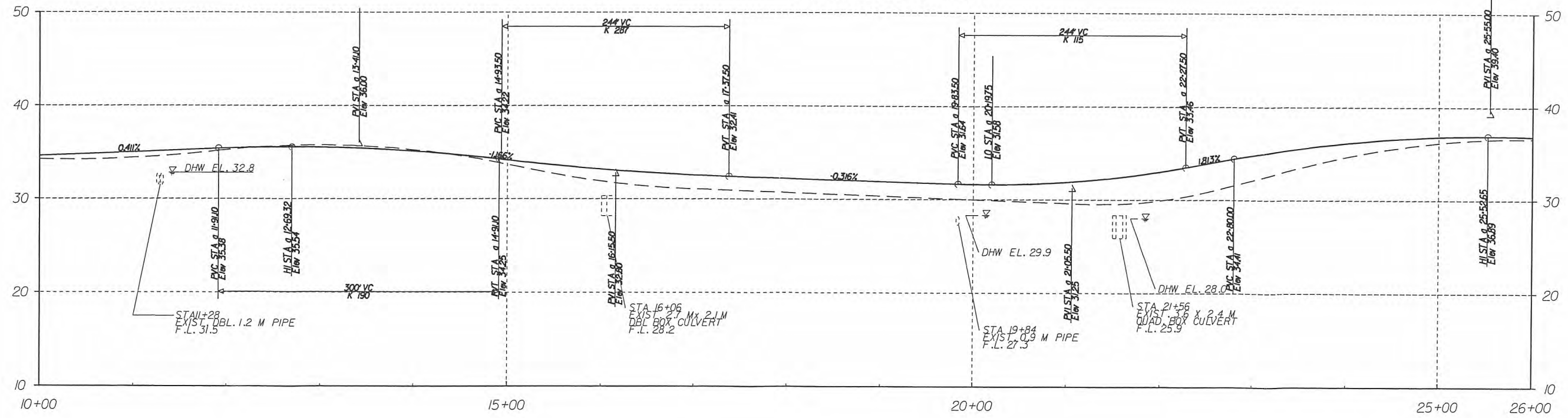
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 TRANSPORTATION

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REVISIONS

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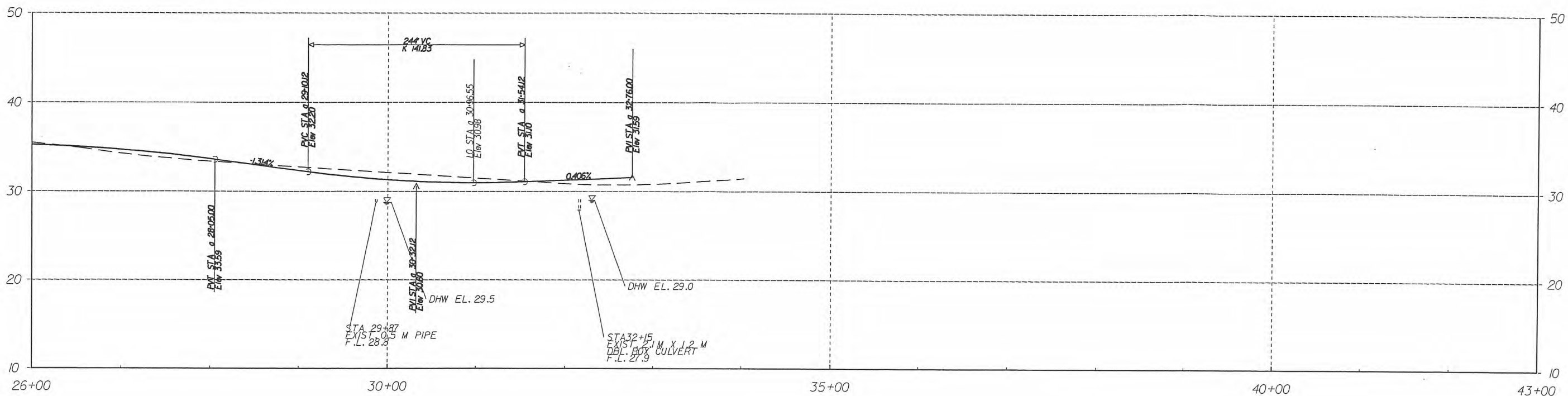
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FLORIDA DEPARTMENT OF TRANSPORTATION

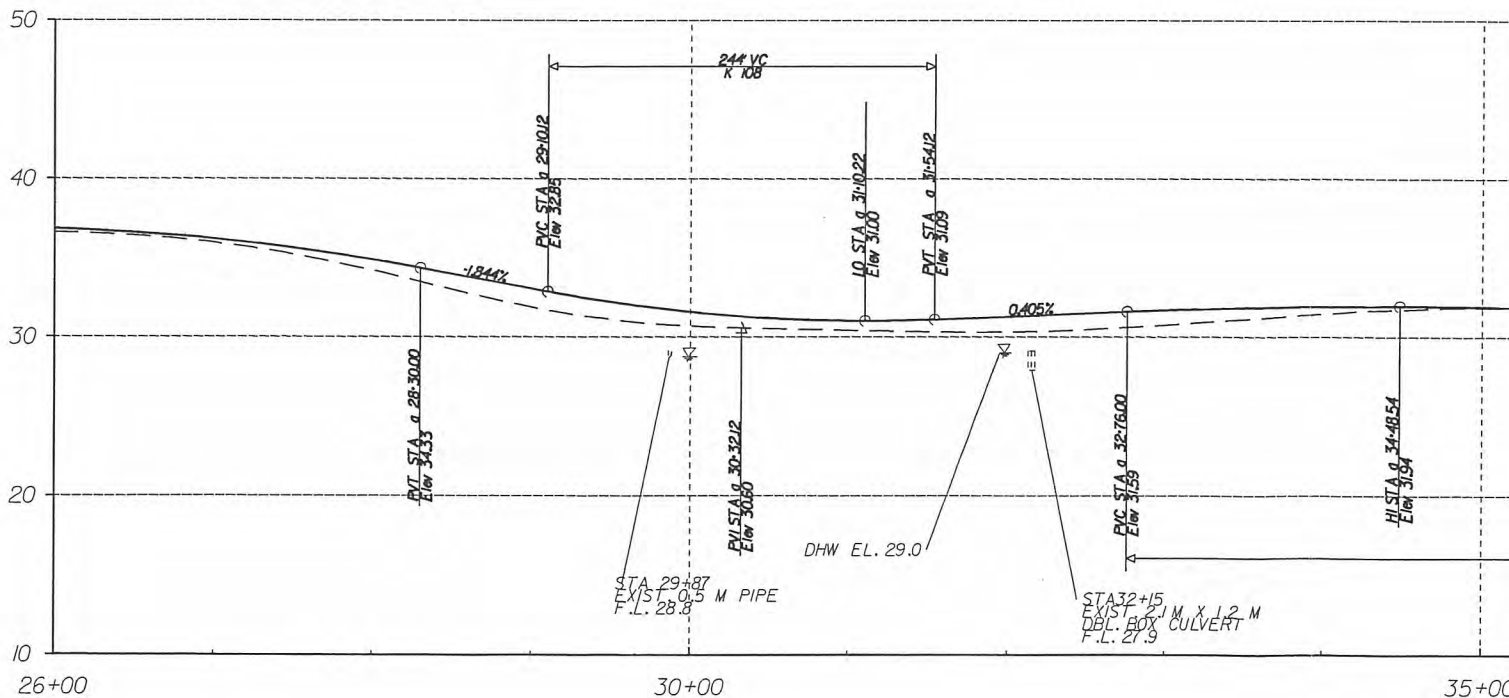
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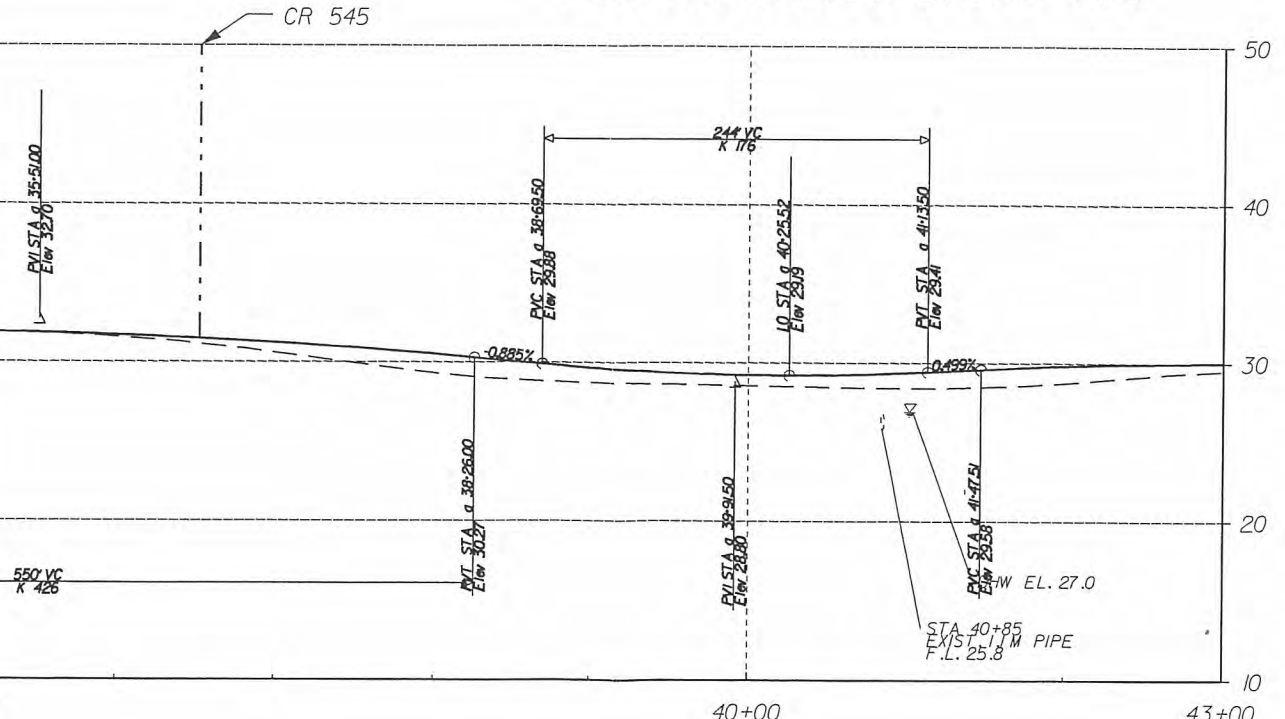
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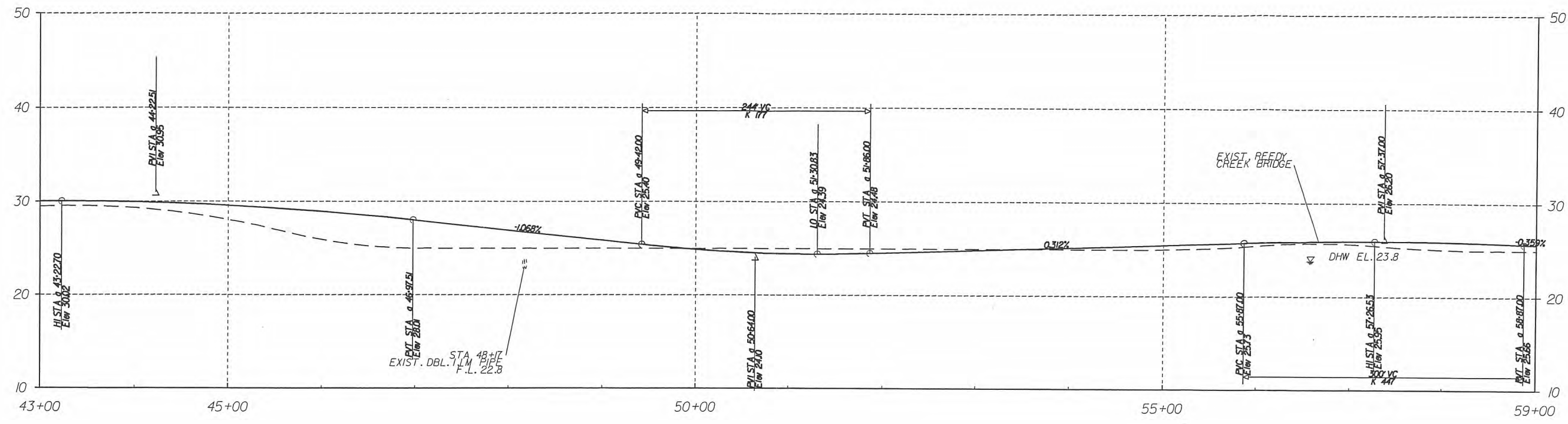
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FLORIDA DEPARTMENT OF TRANSPORTATION

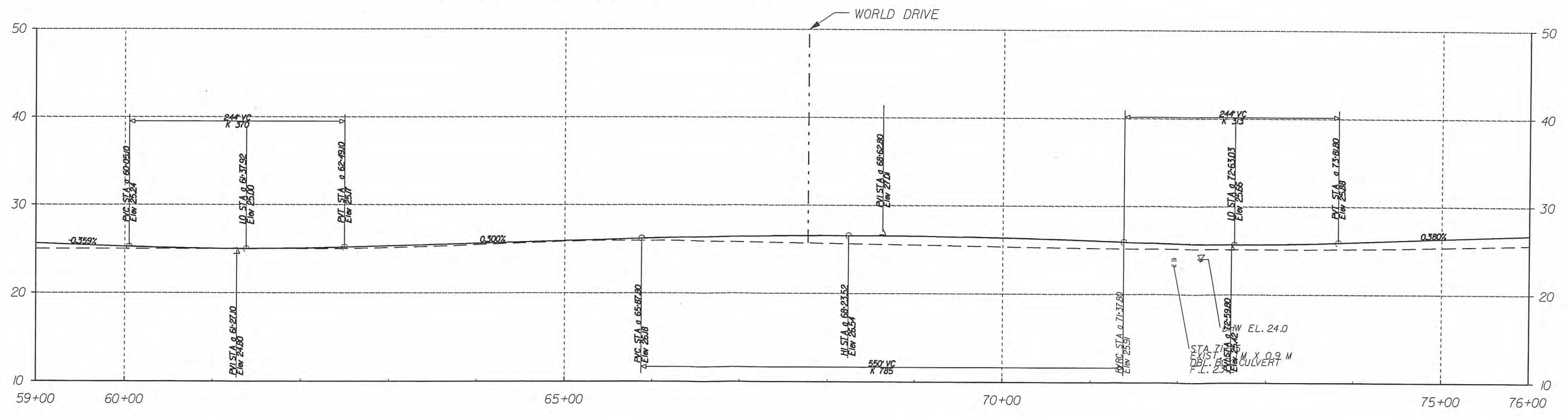
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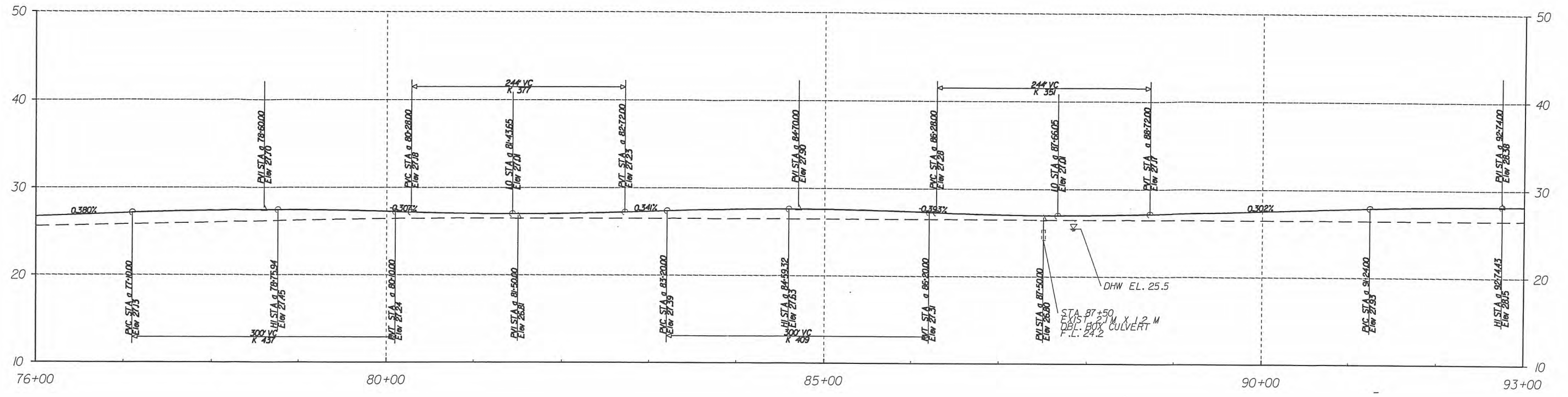
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FLORIDA DEPARTMENT OF TRANSPORTATION

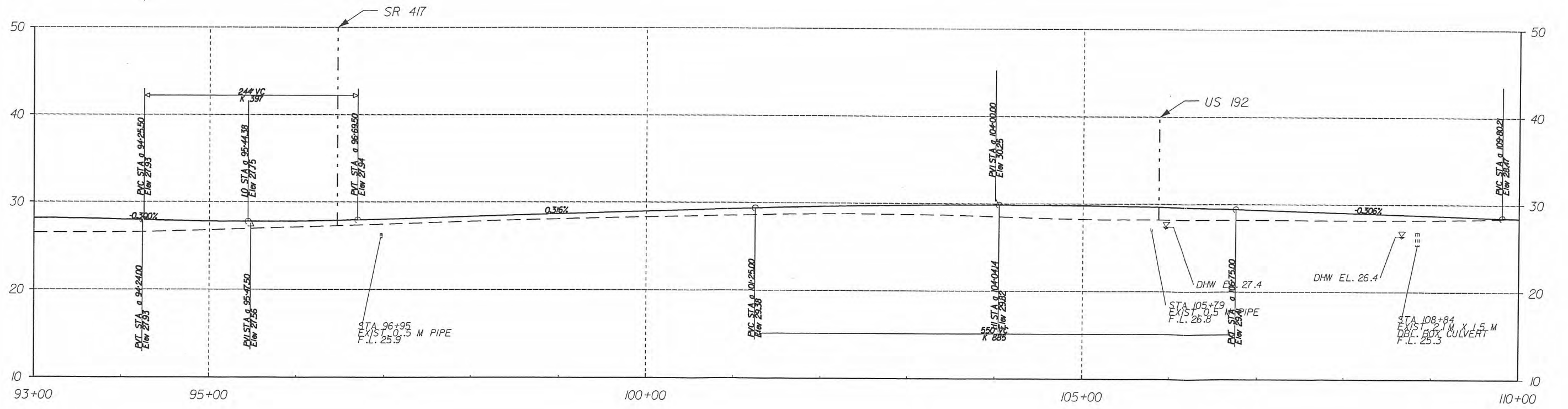
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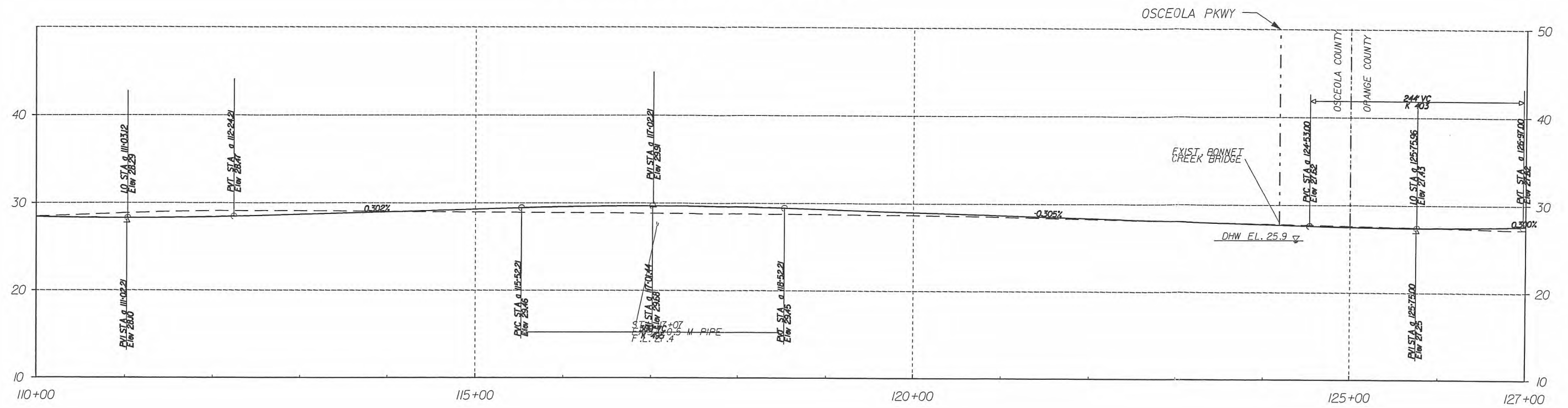
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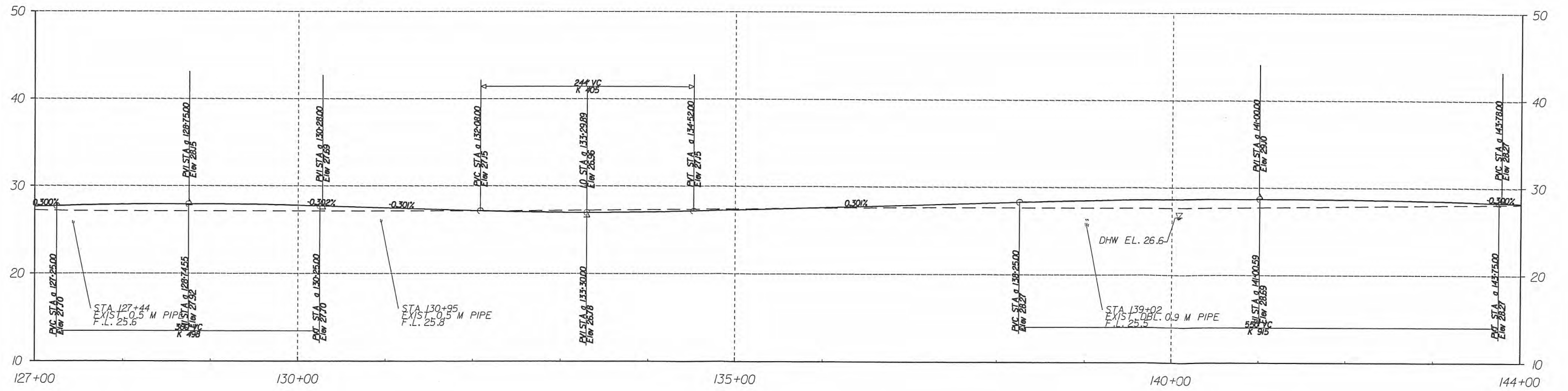
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EASTBOUND/WESTBOUND PGL



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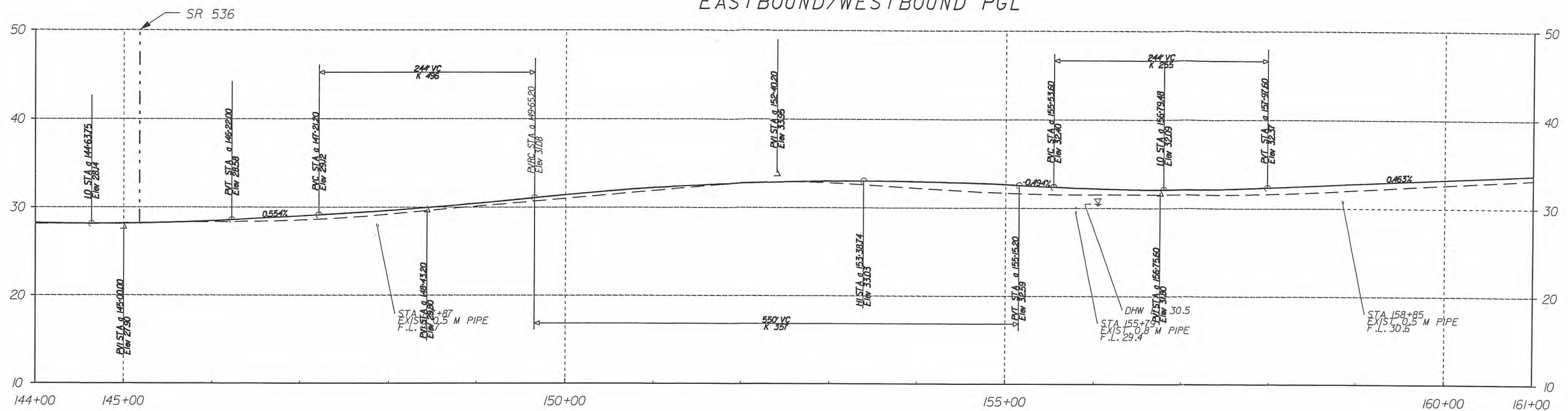
ARCHITECTS
ENGINEERS
PLANNERS

FLORIDA DEPARTMENT OF
TRANSPORTATION

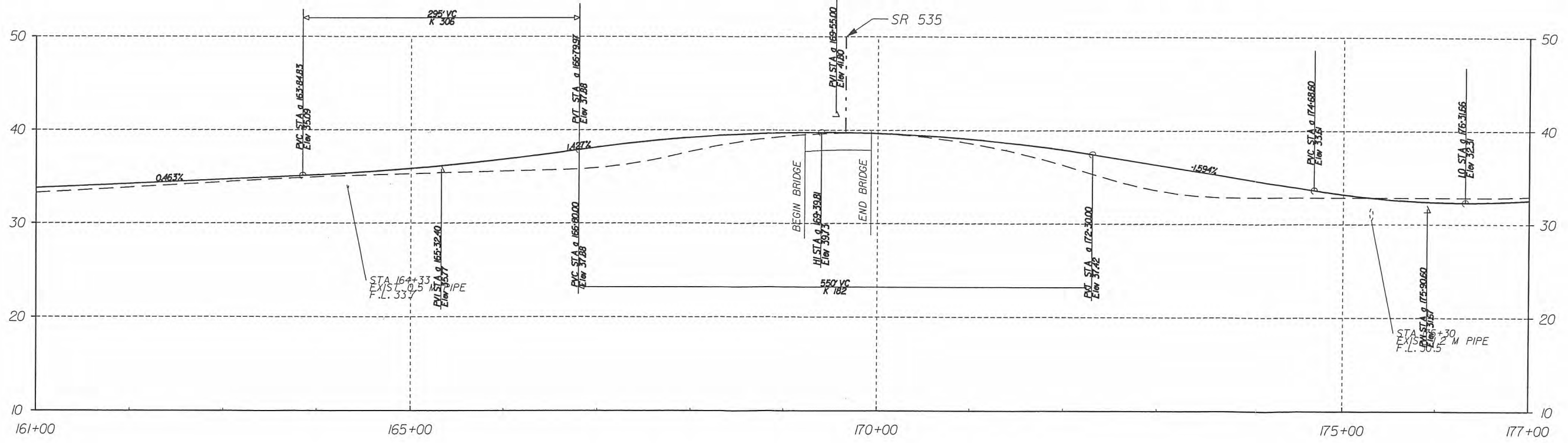
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EASTBOUND/WESTBOUND PGL



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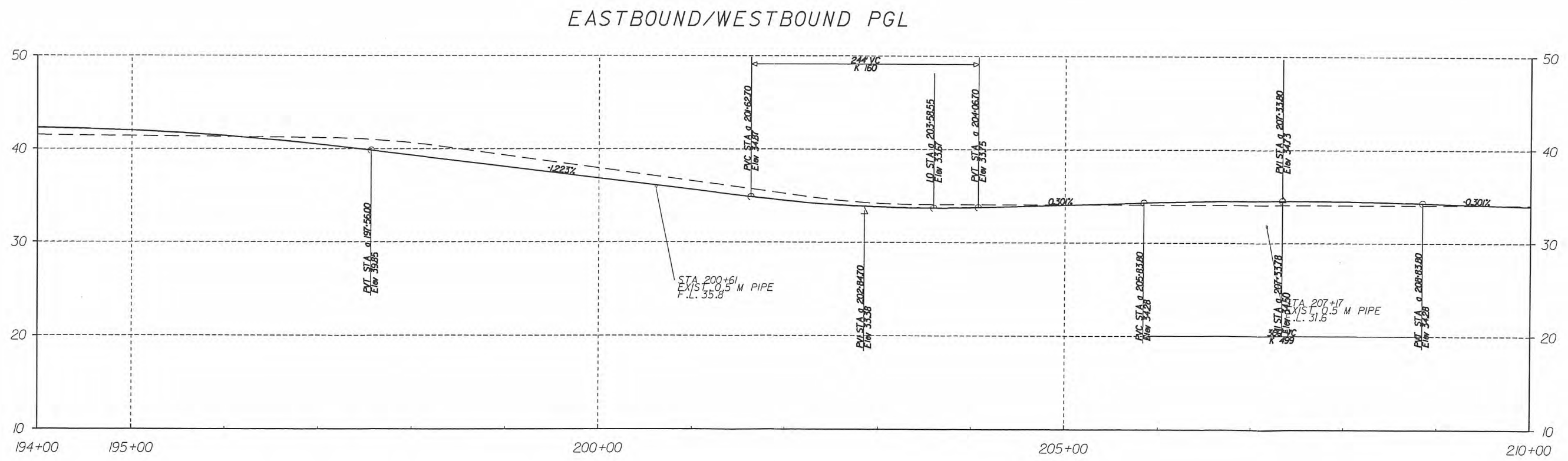
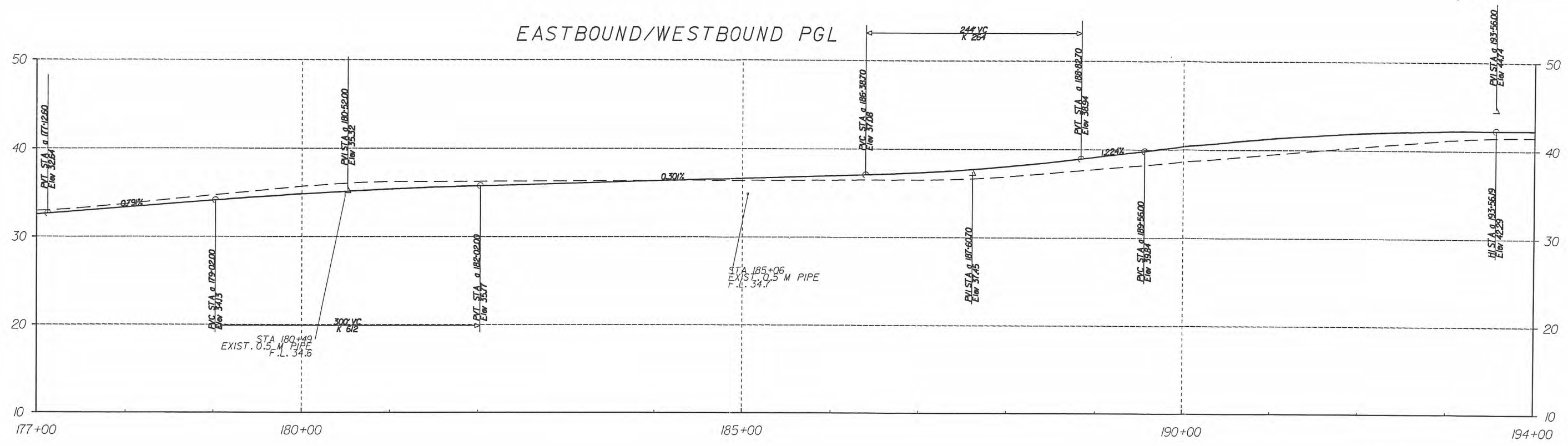
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HNTB ARCHITECTS ENGINEERS PLANNERS

FLORIDA DEPARTMENT OF TRANSPORTATION

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R E V I S I O N S

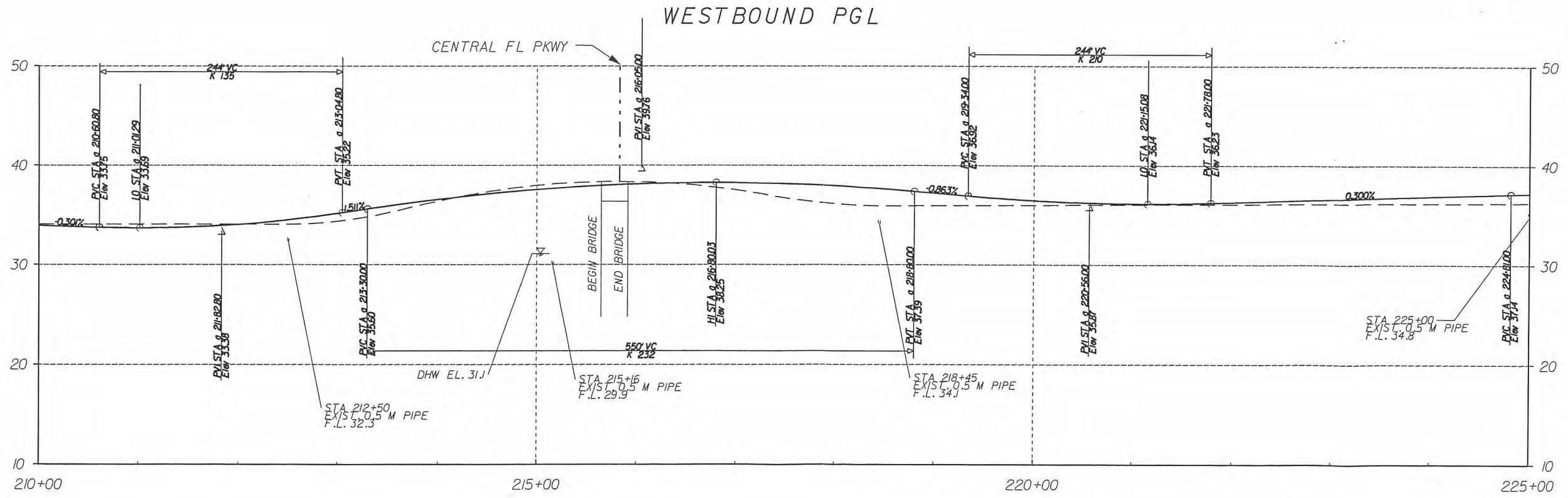
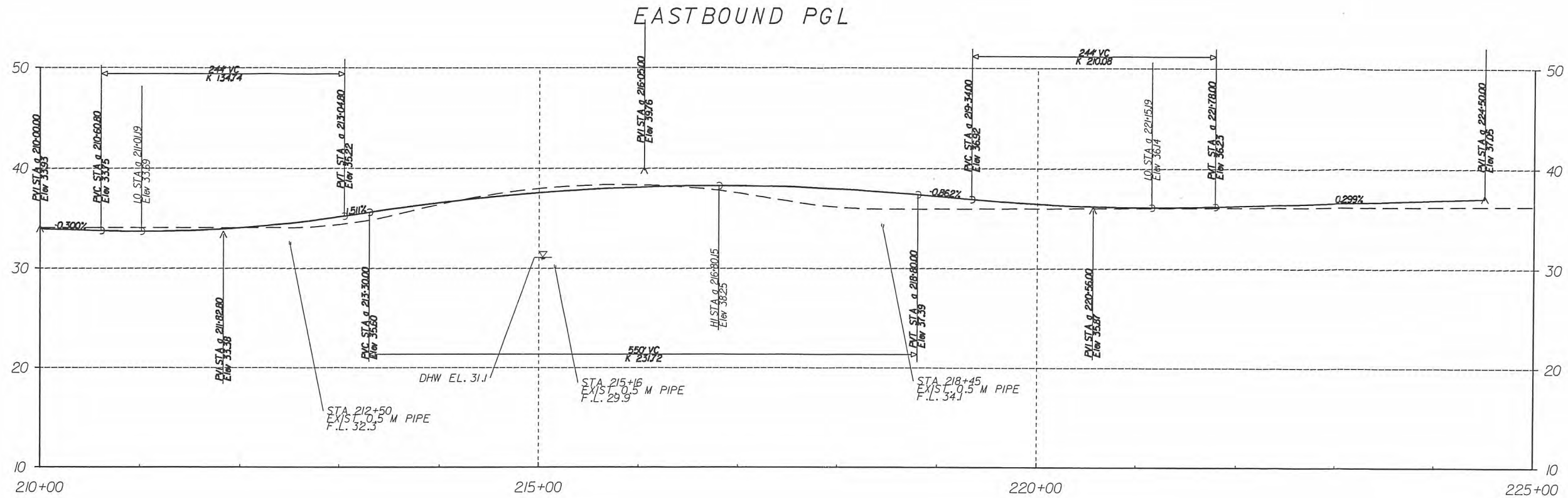
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HNTB ARCHITECTS
ENGINEERS
PLANNERS

FLORIDA DEPARTMENT OF
TRANSPORTATION

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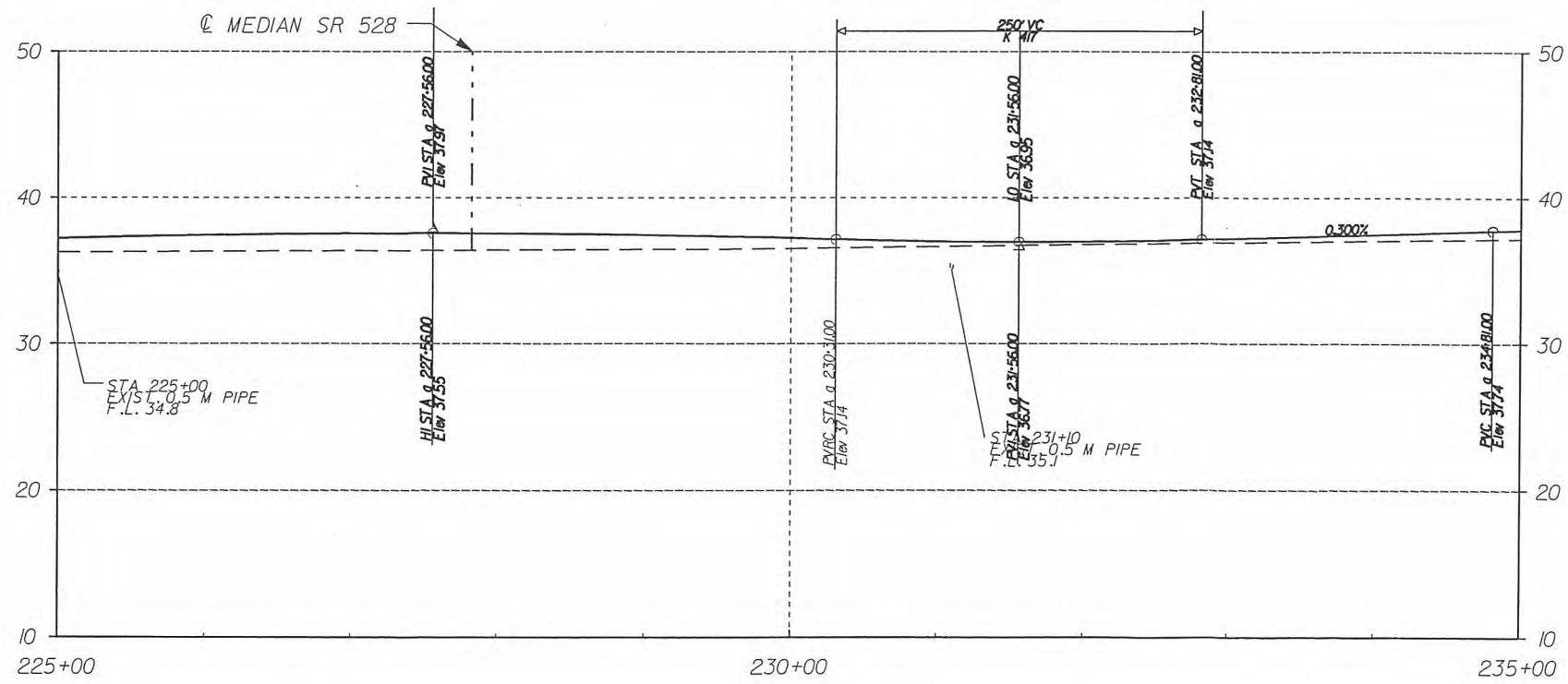
HNTB ARCHITECTS
ENGINEERS
PLANNERS

FLORIDA DEPARTMENT OF
TRANSPORTATION

1-4 PD&E
MAINLINE PROFILE
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EASTBOUND/WESTBOUND PGL



REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION



ARCHITECTS
ENGINEERS
PLANNERS

FLORIDA DEPARTMENT OF
TRANSPORTATION

1-4 PD&E
MAINLINE PROFILE
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APPENDIX B
Advance Notification Correspondence

Appendix B

Advance Notification Correspondence



Environmental Management Office MS 3-501
719 South Woodland Boulevard
DeLand, Florida 32720

May 30, 1996

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

Dear Ms. Akers:

Subject: State Project Numbers: 92130-1425; 75280-1479
Work Program Numbers: 5147330; 5147254
Federal Aid Project Number: NH-4-2(169)65
I-4 widening from 4-lane to 6-lane plus two HOV lanes
from 4.5 km south of Polk County line to just west of SR 528 in Orange County
Polk, Osceola and Orange Counties, Florida

The attached Advance Notification package is forwarded to your office for processing through appropriate State agencies in accordance with Executive Order 93-194. Distribution to local and federal agencies is being made as noted.

Although more specific comments will be solicited during the permit coordination process, we request that permitting and permit reviewing agencies review the attached information and furnish us with whatever general comments they consider pertinent at this time.

This is a federal-aid action and the Florida Department of Transportation, in consultation with the Federal Highway Administration, will determine what degree of environmental documentation will be necessary. The determination will be based upon in-house environmental evaluations and comments received through coordination with other agencies. Please provide a consistency review for this project in accordance with the State's Coastal Zone Management Program. In addition, please review this improvement's consistency, to the maximum extent feasible, with the approved Comprehensive Plan of the local government jurisdiction pursuant to Chapter 163, Florida Statutes.

We are looking forward to receiving your comments on the project within 45 days. Should additional review time be required, a written request for an extension of time must be submitted to our office within the initial 45 day comment period.

Ms. Keri Akers, Director
May 30, 1996
Page Two

Your Comments should be addressed to:

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

Your expeditious handling of this notice will be appreciated.

Sincerely,



Frederick R. Birnie, P.E.
District Environmental Management Engineer
District Five

FRB/gbg

Attachments: Location Map, Advance Notification Fact Sheet, Mailing List
Federal Aid Requests

cc: Mr. J. R. Skinner, Federal Highway Administration, w/ mailing list
Mr. Charles Faircloth, Federal-Aid Program Coordinator (M.S. 35), w/ mailing list
Environmental Management Office (M.S. 37), w/ mailing list

a:\I-4polk.gb

Ms. Keri Akers, Director
May 30, 1996
Page Two

Your Comments should be addressed to:

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

Your expeditious handling of this notice will be appreciated.

Sincerely,



Frederick R. Birnie, P.E.
District Environmental Management Engineer
District Five

FRB/gbg

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Mr. Charles Faircloth, Federal-Aid Program Coordinator (M.S. 35), w/ mailing list
Environmental Management Office (M.S. 37), w/ mailing list

a:\I-4polk.gb

MAILING LIST

Federal Highway Administration, Division Administrator (Federal-aid projects only)
Federal Emergency Management Agency - National Hazards Branch, Chief
Federal Railroad Administration - Office of Economic Analysis, Director
U.S. Department of Interior - Bureau of Land Management, Eastern States Office
U.S. Department of Housing and Urban Development, Regional Environmental Officer
U.S. Department of Interior - U.S. Geological Survey Chief
U.S. Environmental Protection Agency - Region IV, Regional Administrator
U.S. Department of Interior - Fish and Wildlife Service, Field Supervisor (Vero Beach & Jacksonville Offices)

U.S. Army Corps of Engineers - Regulatory Branch - District Engineer
U.S. Dept. of Commerce - Nat'l. Marine Fisheries Service - Habitat Conservation Division
U.S. Department of Interior - National Park Service - Southeast Regional Office
U.S. Department of Commerce - National Oceanic and Atmospheric Administration
Federal Aviation Administration - Airports District Office
U.S. Dept. of Health & Human Services - Center for Environ'l. Health and Injury Control
U.S. Coast Guard - Commander (oan) - Seventh Coast Guard District
Florida Department of Environmental Protection - Marine Fisheries Commission
Central Florida Regional Planning Council
South Florida Water Management District
Southwest Florida Water Management District
Florida Department of Environmental Regulation - District Office
Florida Game & Fresh Water Fish Commission
Honorable Bob Graham
Honorable Connie Mack
Honorable John Mica
Honorable Bill McCollum
Honorable Corrine Brown
Honorable Dave Weldon
State Senators - Districts 9, 10, 12, 14, 17, 18, 21
State Representatives - Districts 32, 38, 39, 40, 41, 44, 63, 64, 65, 66, 79
Orlando Urban Area Metropolitan Planning Organization
Orlando Urban Area Technical Committee
City of Orlando Officials
City of Kissimmee Officials
City of Lake Buena Vista Officials
Polk County Officials
Osceola County Officials
Orange County Officials
1000 Friends of Florida
League of Environmental Organizations
The Nature Conservancy
Florida Audubon Society
Sierra Club, Central Florida Group

SPN: 92130-1425 75280-1479
WPN: 5147330 5147254
FAP: NH-4-2(169)65
Polk, Osceola and Orange Counties

**STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
ADVANCE NOTIFICATION FACT SHEET**

1. **Need for Project:** The proposed project area is adjacent to major tourist attractions including Disney World, Epcot and Sea World. This section of I-4 carries a high proportion of the tourist traffic traveling to and from the theme parks. Also, employee trips for the tourist attractions are significant contributors to traffic within the project area.

The need for improvements is recognized by local and regional plans. The project is consistent with the I-4 Major Investment Study, which has been approved by the Orlando Urban Area Metropolitan Planning Organization (MPO) and the Polk County MPO. The project is also included in the Orlando Urbanized Area and Polk County Year 2020 Long Range Transportation Plans. Local government comprehensive plans support mobility enhancements to I-4.

2. **Description of the Project:** The project limits are from 4.5 kilometers (2.8 miles) south of Polk County line to just west of SR 528 in Orange County, a distance of approximately 21.6 kilometers (13.5 miles). The project limits are shown on the attached location map. The FDOT is proposing to widen the segment of I-4 from four to six general use lanes plus two high occupancy vehicle lanes. A 3.2 kilometer (2 mile) segment from Lake Ave. to SR 528 (Bee Line Expwy) will be widened from four to six general use lanes plus four high occupancy vehicle lanes. In addition, the study will evaluate the need for interchange modifications.

FDOT is initiating several other related projects on I-4 which are a part of the I-4 Multimodal Master Plan. Interstate 4 is proposed for widening to six general use lanes plus two high occupancy vehicle lanes from just west of the SR 528 (Beeline Expwy) Interchange in Orange County to just east of the SR 472 Interchange in Volusia County. On the north end, I-4 is proposed for widening from four to six lanes from SR 472 to I-95. Another related project is a proposal for a light rail line within or adjacent to I-4, beginning 6.4 km (4miles) south of US 192 (SR 530) to the Sanford Area. Each of these projects is a separate Project Development and Environment Study.

3. **Environmental Information:**

- a. **Land use:** Land use within the I-4 study corridor varies widely. The south section of the study corridor, through Polk and Osceola Counties, is primarily rural with large tracts of open space and agricultural land uses. In southern Orange County land use transitions to a predominance of commercial uses with large hotel complexes. This

section of the corridor accommodates many commuters employed at major employment sites such as Martin Lockheed, Universal Studios, Sea World, and Walt Disney World. There is also substantial development just outside the immediate I-4 corridor.

The project corridor faces extensive future development plans. At present, the following approved developments include: Magnolia Creek, Hexagon center, Osceola Pointe, Melia Orlando and Celebration.

- b. **Wetlands:** There are over 100 distinct wetland communities within 152.4m (500 ft.) of the I-4 corridor. These wetland communities consist of both isolated and contiguous wetland systems, which are under the jurisdiction of federal, state and local wetland regulations.

The two contiguous wetland systems that traverse the I-4 corridor are Reedy Creek Swamp and Davenport Creek Swamp. Large areas of Reedy Creek Swamp are currently proposed for acquisition by the South Florida Water Management District. The Disney Wilderness Preserve 8,500 acre mitigation preserve lies downstream of the I-4 crossing of Reedy Creek. The Davenport Creek Swamp is the last remaining linkage between the Green Swamp and Reedy Creek/Kissimmee River. Lakes Bryan, Ruby, Willis and Big Sand are located along the I-4 corridor in southern Orange County.

All potential impacts to wetlands will be evaluated during the study. The amount and type of mitigation required for wetland impacts will be based on further analysis of the affected wetland's functions and values during subsequent project development phases and the permitting process.

- c. **Floodplains:** According to the Flood Insurance Rate Maps, the proposed project will involve work in areas of the 100-year floodplain. The proposed project will also involve the regulated floodways of Reedy and Davenport Creeks. All potential floodplain and floodway encroachments will be evaluated in the study.
- d. **Wildlife and Habitat:** A wildlife and habitat assessment will be conducted to evaluate the potential for any adverse impacts to listed species. This assessment will include measures necessary to mitigate for any impacts to listed species. No Critical Habitat exists in the study corridor. The FDOT will coordinate with the U.S. Fish and Wildlife Service and the Florida Game and Fresh Water Fish Commission during the I-4 corridor study. The following species, listed by the U.S. Fish and Wildlife Service as endangered (E) or threatened (T) and believed to potentially inhabit or migrate through portions of Orange, Osceola and Polk Counties, were identified by the Florida Department Of Transportation's computer program SPECIES:

SCIENTIFIC NAME	COMMON NAME	STATUS
<i>Aphelocoma coerulescens coerulescens</i>	Florida Scrub Jay	T
<i>Ammodramus savannarum floridanus</i>	Florida Grasshopper Sparrow	E
<i>Falco peregrinus tundrius</i>	Arctic Peregrine Falcon	T
<i>Haliaeetus leucocephalus</i>	Bald Eagle	E
<i>Mycteria americana</i>	Wood Stork	E
<i>Picoides boealis</i>	Red-Cockaded Woodpecker	E
<i>Polyborus plancus audubonii</i>	Audubon's Crested Caracara	T
<i>Vermivora bachmanii</i>	Bachman's Warbler	E
<i>Drymarchon corais couperi</i>	Eastern Indigo Snake	T
<i>Eumeces egregius lividus</i>	Blue-Tailed Mole Skink	T
<i>Neoseps reynoldsi</i>	Sand Skink	T
<i>Bonamia gandiflora</i>	Florida Bonamia	T
<i>Chionanthus pygmaeus</i>	Pigmy Fringe Tree	E
<i>Deeringothammus pulchellus</i>	White Squirrel-Banana	E
<i>Dicerandra frutescens</i>	Scrub Balm; Lloyd's Mint	E
<i>Eryngium cuneifolium</i>	Wedge-Leaved Button Snakeroot	E
<i>Hypericum cumulicola</i>	Highlands Scrub St. John's-Wort	E
<i>Liatris ohlingerae</i>	Florida Gayfeather	E
<i>Lupinus aridorium</i>	Scrub Lupine	E
<i>Paronychia chartacea</i>	Paper-Like Nailwort	T
<i>Polygonella ciliata var. basiramia</i>	Hairy Jointweed	E

e. **Outstanding Florida Waters:** None

f. **Aquatic Preserves:** None

g. **Coastal Zone Consistency Determination:** Yes

h. **Cultural Resources:** There are no known sites listed or eligible for listing on The National Register Of Historic Places within the vicinity of the proposed project. In addition, no archaeological remains are known to be within the vicinity of the proposed project. A Cultural Resource Survey will be performed to assess the potential impacts this project would have on cultural resources in the project area.

I. **Coastal Barrier Resources:** None

j. **Contamination:** A preliminary survey of the project corridor to identify all possible types of potential contaminants was conducted. The following Hazardous Material Generators and/or potentially contaminated properties within the vicinity of the project are:

TYPE OF ACTIVITY	LOCATION
Gasoline Service Station (2)	I-4 and SR 535 (Buena Vista)
Gasoline Service Station	I-4 and SR 536

A Contamination Screening Evaluation Report (CSER) will be conducted for the project. The CSER will rank each site with regard to the risk of contamination per the methodology identified in Chapter 22 of the Florida Department of Transportation Project Development and Environment Manual.

- k. **Other Comments:** The proposed project corridor is located within the recharge area of the Biscayne Aquifer which is a sole source of potable water for several south Florida counties.

With regards to air quality, the proposed project is in an attainment area. An air quality evaluation will be conducted during the project study.

- 4. **Navigable Water Way Crossing:** None

- 5. **Permits Required:**

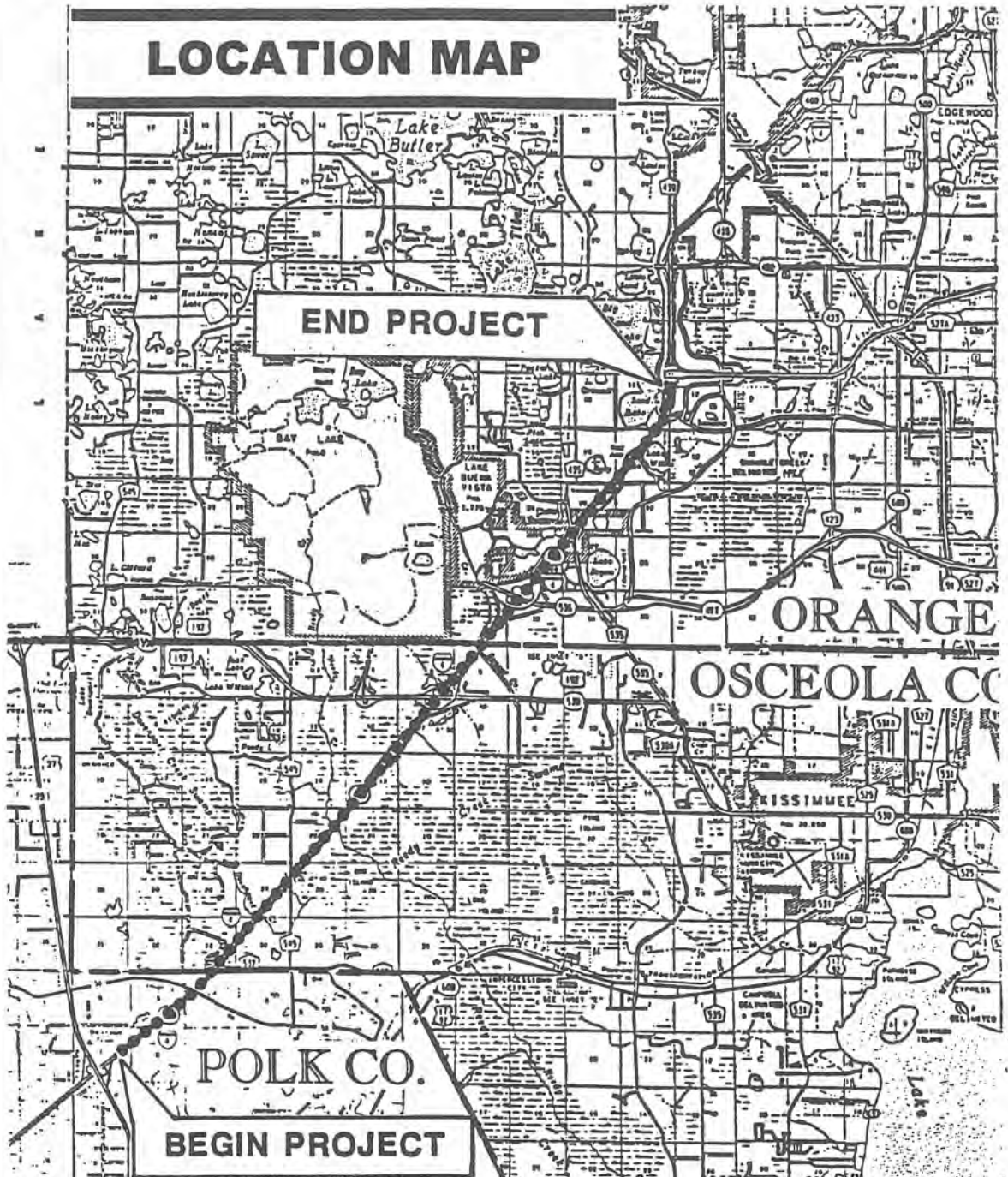
Southwest Florida Water Management District and
South Florida Water Management District
Environmental Resource Permit

Environmental Protection Agency
NPDES Permit

U.S. Army Corps of Engineers
Wetland Dredge and Fill Permit

Reedy Creek Improvement District

LOCATION MAP



*I-4 Begins 2.8 Miles S of Polk Co.
Line to W. of S.R. 528 Orange Co.*

STATE PROJECT NO. 92130-1425/75280-1479
WORK PROGRAM NO. 5147330/5147254

Division Administrator
Federal Highway Administration
227 North Bronough Street, Room 2015
Tallahassee, Florida 32301

Chief, Natural Hazards Branch
Federal Emergency Management Agency
1371 Peachtree Street, N.E., Suite 700
Atlanta, Georgia 30309

Director, Office of Economic Analysis (RRP-32)
Federal Railroad Administration
400 Seventh Street, S.W.
Washington, D.C. 20590-0001

Director, Eastern States Office
Bureau of Land Management
U.S. Department of Interior
411 Briarwood Drive Suite 404
Jackson, Mississippi 39206

Regional Environmental Officer
U.S. Department of Housing and Urban Development
Richard B. Russell Federal Building
75 Spring Street, S.W.
Atlanta, Georgia 30303-3309

Chief, Review Unit
Environmental Affairs Program, M.S. 423
U.S. Geological Survey Chief
U.S. Department of Interior, Room, 2D318
12201 Sunrise Valley Drive
Reston, Virginia 22092-9998

Regional Administrator, Region IV
U.S. Environmental Protection Agency
345 Courtland Street, N.E.
Atlanta, Georgia 30365-2401

Field Supervisor
Fish & Wildlife Service
U.S. Department of Interior
6620 Southpoint Drive, S., Suite 310
Jacksonville, Florida 32216-0912

Field Supervisor
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1360 U. S. 1, South
Vero Beach, Florida 32961-2676

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Post Office Box 4970
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Mr. David Dale
National Marine Fisheries Service
Habitat Conservation Division
9721 Executive Center Drive
St. Petersburg, Florida 33702-2432

Airports District Office
Federal Aviation Administration
9677 Tradeport Drive, Suite 130
Orlando, Florida 32827-5397

Center for Environmental Health & Injury Control
Centers for Disease Control
U.S. Dept. of Health & Human Services
Special Programs Group, Mail Stop F-29
1600 Clifton Road
Atlanta, Georgia 30333

Commander (oan) Seventh District
U.S. Coast Guard
Brickell Plaza
909 S.E. First Avenue
Miami, Florida 33131-3050

Director
Office of Environmental Services
Florida Game & Fresh Water Fish Commission
620 South Meridian Street
Tallahassee, Florida 32399-1600

East Central Florida Regional Planning Council
1011 Wymore Road, Suite 105
Winter Park, Florida 32789

South Florida Water Management District
Post Office Box 24680
West Palm Beach, Florida 33416-4680

Southwest Florida Water Management District
2379 Broad Street
Brooksville, Florida 34609-6899

Florida Department of Environmental Protection
3319 Maguire Boulevard, Suite 232
Orlando, Florida 32803-3767

Florida Department of Environmental Protection
Marine Fisheries Commission
2540 Executive Center Circle, West
Tallahassee, Florida 32301

Florida Department of Environmental Protection
Office of Lane Use Planning & Biological Services
3900 Commonwealth Boulevard
Tallahassee, Florida 32300-3000

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600 North Westshore Boulevard, Suite 602
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House of Representatives
1211 Semoran Boulevard, Suite 117
Casselberry, Florida 32707

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House of Representatives
605 East Robinson Street, Suite 650
Orlando, Florida 32801-2046

Honorable Corrine Brown
House of Representatives
75 Ivanhoe Boulevard
Orlando, Florida 32809

Honorable Dave Weldon
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2725 St. Johns Street, Building C
P.O. Box 410007
Melbourne, Florida 32941-0007

Honorable Toni Jennings
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1032 Wilfred Drive
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20 North Main Street, Room 200
Brooksville, Florida 34601

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State Senator, District 14
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Indian Harbour, Florida 32937

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1802 South Fiske Boulevard, Suite 103
Rockledge, Florida 32955

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4652 South Orange Blossom Trail
Orlando, Florida 32839-4099

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Orlando, Florida 32809

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Honorable James Hargrett
State Senator, District 21
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409 South Park Avenue
Apopka, Florida 32703

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2901 Curry Ford Road, Suite 208
Orlando, Florida 32806-3359

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7497 Forest Oaks Boulevard
Spring Hill, Florida 34606

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Post Office Box 64
Lakeland, Florida 33802

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State Representative, District 65
201 South Main Street
Auburndale, Florida 33823

Honorable John Laurent
State Representative, District 66
250 North Clark Avenue
Bartow, Florida 33830

Honorable Irlo Bronson
State Representative, District 79
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Kissimmee, Florida 34742-2469

Honorable Charles Canady
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124 South Tennessee Avenue
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Honorable Ralph L. Fletcher
Mayor, City of Lakeland
225 South Massachusetts Avenue
Lakeland, Florida 33801

Honorable Ken Richardson
Polk County Commission
Post Office Box 60
Bartow, Florida 33830-0060

Honorable Neil Combee
Polk County Commission
Post Office Box 60
Bartow, Florida 33830

Mr. Robert Green, Chairman
Metropolitan Planning Organization
Technical Advisory Committee
Post Office Box 186
Auburndale, Florida 33823-0186

Mr. Douglas Leonard, Executive Director
Central Florida Regional Planning Council
490 East Davidson Street
Bartow, Florida 33830

Honorable Charles Owen
Osceola County Commission
17 South Vernon Avenue
Kissimmee, Florida 34741

Honorable John Pate
Osceola County Commission
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Kissimmee, Florida 34741

Mr. Scott Thornton, Chairman
Metropolitan Planning Organization Advisory Committee
Post Office Box 1969
Bartow, Florida 33830-1969

Honorable Mary Jane Arrington
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Kissimmee, Florida 34741

Honorable Larry Whaley
Osceola County Commission
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Kissimmee, Florida 34741

Honorable Chuck Dunnick, Chairman
Osceola County Commission
17 South Vernon Avenue
Kissimmee, Florida 34741

Mr. William Goaziou
Administrator, Osceola County
17 South Vernon Avenue
Kissimmee, Florida 34741

Mr. Larry O'Dell
Public Works Director
Osceola County
17 South Vernon Avenue
Kissimmee, Florida 34741

Mr. Howard Russell, P.E.
Osceola County Engineer
17 South Vernon Avenue
Kissimmee, Florida 34741

Mr. Miro Posse
Traffic Engineer, Osceola County
17 South Vernon Avenue
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Mr. John Ryan
League of Environmental Organizations
Post Office Box 773
Winter Haven, Florida 33882-0773

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Casselberry, Florida 32707

Mr. Kay Yevell, Chairman
Sierra Club - Central Florida Group
1381 College Point
Winter Park, Florida 32789

Honorable Bob Freeman
Orange County Commission
Post Office Box 1393
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Honorable Tom Staley
Orange County Commission
Post Office Box 1393
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Honorable Mary Johnson
Orange County Commission
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Orlando, Florida 32802

Honorable Clarence Hoenstine
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Honorable Bill Donegan
Orange County Commission
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Honorable Mable Butler
Orange County Commission
Post Office Box 1393
Orlando, Florida 32802

Honorable Linda Chapin, Chairwoman
Orange County Commission
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Orlando, Florida 32802

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4200 South John Young Parkway
Orlando, Florida 32839-9205

Mr. Bill Baxter, P.E.
Engineer, Orange County
4200 South John Young Parkway
Orlando, Florida 32839-9205

Mr. Steve Wilmarth, P.E.
Traffic Engineer, Orange County
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Orlando, Florida 32839-9205

Honorable Joe Hemphill
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Kissimmee, Florida 34741

Mr. A. Wayne Rich, Chairman
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Ms. Doli Debarred
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Honorable John Pollet
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Kissimmee, Florida 34741

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Kissimmee, Florida 34741

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Kissimmee, Florida 34741

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Kissimmee, Florida 34741

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Lake Buena Vista, Florida 32830

Honorable Maurice Bone
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Lake Buena Vista, Florida 32830

Honorable Chester Wise
Lake Buena Vista City Commission
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Lake Buena Vista, Florida 32830

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Manager, City of Lake Buena Vista
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Lake Buena Vista, Florida 32830

Mr. Bob Duncan
Engineer, City of Lake Buena Vista
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Lake Buena Vista, Florida 32830

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Mr. Rick Astleford
Public Works Director
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Lake Buena Vista, Florida 32830

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Orlando, Florida 32801

Honorable Dom Ammerman
Orlando City Commission
400 South Orange Avenue
Orlando, Florida 32801

Honorable Betty T. Wyman
Orlando City Commission
400 South Orange Avenue
Orlando, Florida 32801

Honorable C. Bruce Gordy
Orlando City Commission
400 South Orange Avenue
Orlando, Florida 32801

Honorable Bill Bagley
Orlando City Commission
400 South Orange Avenue
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Honorable Nap Ford
Orlando City Commission
400 South Orange Avenue
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Honorable Ernest Page
Orlando City Commission
400 South Orange Avenue
Orlando, Florida 32801

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Manager, City of Orlando
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Orlando, Florida 32801

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400 South Orange Avenue
Orlando, Florida 32801

Mr. Harry Campbell, P.E.
Transportation Engineer, City of Orlando
400 South Orange Avenue
Orlando, Florida 32801

Mr. Richard C. Bernhardt
Planner, City of Orlando
400 South Orange Avenue
Orlando, Florida 32801

Ms. Julie A. Magee, Transportation Planning Director
1000 Friends of Florida
Post Office Box 5948
Tallahassee, Florida 32314-5948



RECEIVED

STATE OF FLORIDA
DEPARTMENT OF COMMUNITY AFFAIRS

JUL 22 1996

EMERGENCY MANAGEMENT • HOUSING AND COMMUNITY DEVELOPMENT • RESOURCE PLANNING AND MANAGEMENT
P.O. & E.

LAWTON CHILES
Governor

JAMES F. MURLEY
Secretary

July 18, 1996

Mr. Frederick R. Bernie
District Environmental Management Office
Florida Department of Transportation
719 South Woodland Boulevard
DeLand, Florida 32720

RE: Federal Highway Administration - Advance Notification
- Widening of I-4 from 4-Lane to 6-Lane with 2 HOV
Lanes - Orange, Polk, and Osceola Counties, Florida
SAI: FL9606050423C

Dear Mr. Bernie:

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) offers several comments regarding issues such as National Environmental Policy Act (NEPA) requirements, rail and bus linkages, the Davenport-Reedy Creek Swamps Basin, and wetland mitigation. These comments should be incorporated into the environmental review, planning, and design of the proposed project. Please refer to the enclosed DEP comments and attachment.

The Department of State (DOS) notes that a cultural resource survey will be performed for this project. Therefore, provided that such a survey is completed and the Department of Transportation appropriately avoids impacts to any identified significant archaeological or historic site, the proposed project will have no effect on listed historic properties. Please refer to the enclosed DOS comments.

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. Bernie
July 18, 1996
Page 2

The Southwest Florida Water Management District (SWFWMD) indicates that all practicable methods, such as steeper side slopes or retaining walls, should be used to minimize wetland impacts. Reducing median widths would also lessen the amount of fill necessary in adjacent wetlands. The SWFWMD recommends that curb-and-gutter construction, or placement of stormwater treatment systems on the side of the road opposite existing wetlands, should be considered instead of filling wetlands to accommodate ditches or swales. Please refer to the enclosed SWFWMD comments.

The South Florida Water Management District (SFWMD) and the St. Johns River Water Management District (SJRWMD) note that the proposed roadway improvements will require Environmental Resource Permits (ERP) for the surface water management system, and for any proposed wetland impacts or dredge-and-fill activities. If any of the proposed projects involve work within or over sovereign submerged lands, a proprietary authorization will be needed. A title determination must be made by the Title and Lands Record section of DEP. An ERP cannot be issued without the sovereign lands authorization. The improvements must also meet the applicable water quality and water quantity requirements. Any proposed surface water management systems that discharge directly to waterbodies classified as Class I, II, or Outstanding Florida Waters, will be required to meet additional water quality treatment standards. If wetland impacts are unavoidable, mitigation proposals must be included with the permit application.

The applicant should contact the DEP's Regulation Department, Water Use Division, to schedule a pre-application conference regarding permits for dewatering activities. If the improvements will include dewatering activities within contamination areas or could induce movement of the contamination plume, the pre-application conference should include appropriate staff from the DEP to discuss management of dewatering effluent and appropriate containment and treatment methods. Please refer to the enclosed SFWMD and SJRWMD comments.

Based on the information contained in the notification of intent and the applicant's satisfactory compliance with all conditions stipulated by our reviewing agencies, as enclosed, the State has determined that, at this stage, the allocation of federal funds for the above-referenced project is consistent with the Florida Coastal Management Program. Subsequent revisions must

Mr. Frederick R. Bernie
July 18, 1996
Page 3

be submitted to the Clearinghouse for a determination of continued consistency with the Florida Coastal Management Program.

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

Sincerely,

A handwritten signature in black ink, appearing to read "R. Cantral". The signature is stylized and cursive.

Ralph Cantral, Executive Director
Florida Coastal Management Program

RC/ka

Enclosures

cc: Jim Wood, Department of Environmental Protection
Margaret Spontak, St. Johns River Water Management District



Department of Environmental Protection

Lawton Chiles
Governor

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

Virginia B. Wetherell
Secretary

July 17, 1996

RECEIVED
JUL 18 1996

State of Florida Clearinghouse

Keri Akers
Department of Community Affairs
2555 Shumard Boulevard
Tallahassee, Florida 32399-2100

Re: SAI # FL9606050423C - Advance Notification for Interstate 4 Widening from 2.8 miles South of the Polk County Line to just West of State Road 528 through Polk, Osceola and Orange Counties.

Dear Ms. Akers:

The Department has reviewed the proposed advance notification for the widening of Interstate 4 from 2.8 miles south of the Polk county line to west of State Road 528 through Polk, Osceola and Orange Counties. 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 approximately \$ 155,110,000 from the Federal Highway Administration (FHWA) for a project to widen the segment of I-4 from four to six general use lanes plus two additional high occupancy lanes (HOV). 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 since its construction 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. For example, FDOT District Five currently has the following request for funds from FHWA:

- * \$ 81 million request to the FHWA for the adjoining less urbanized Volusia Counties segment;
- * \$ 47 million request for the Osceola County segment;
- * \$ 25 million for Seminole County (I-4, four to six lanes);

Page 1 of 4

* \$ 1.2 billion for the planned and related Light Rail system through Osceola, Seminole and Orange Counties; and,

* \$ 900 million request for funds 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 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/transfer locations with the 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 assessments (EAs) there should be some coordination between them, including a recognition of the cumulative and secondary impacts of the projects as a whole. We recommend that DOT consult with the Department in the preparation of the Draft EA for the segment described in this Advance Notification. The draft EA should be submitted for coordinated interagency review before DOT makes its finding of significance.

Comments

A. Rail & Bus Linkages

As noted above, the expansion of I-4 is part of a larger multimodal plan for central Florida. In the design and construction of an expanded I-4, emphasis should be placed on integrating the various alternative modes of transportation with design of this road. Given the tremendous number of tourist in the area and the expanding local population, the re-design of I-4 should ensure that rail alternatives such as the Florida High Speed Rail and the more local commuter oriented light rail system be 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 intersection point(s). 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.

B. DAVENPORT CREEK/REEDY CREEK SWAMPS BASIN

Davenport/Reedy Creek Systems (Orange/Osceola Counties). These are two important natural creek and wetland systems that pass across the I-4 corridor in Osceola County.

The area adjacent to I-4 along this segment faces extensive development plans. At present, the following approved developments include:

Magnolia Creek
Hexigon Center
Osceola Pointe
Melia Orlando
Celebration

In addition, the following road projects that are developing in the area:

- * Intersection of Western Beltway with I-4 in the more upland area between Davenport and Reedy Creek;
- * World Drive extension across I-4 [mile markers 61.1 to 62.3] with associated roads (such as the road identified as "D-2" that snakes along the south side of I-4 directly through Reedy Creek Swamp); and,
- * Road "B-2" , the Southern Connector Extension, the existing S.R. 192 and the Osceola Parkway intersections with I-4 between Reedy Creek and the Bonnet Creek Canal.

Nevertheless, planning and re-design of I-4 through this area should work to support the north-to-south natural corridor connections that have been identified and included within the existing Development Orders of the affected DRI's.

Design considerations for I-4 should strive to meet multiple-use objectives for this area, which include:

- * Allow sufficient hydrologic connection;
- * Facilitate limited wildlife connection within and adjacent to the principle channels of these two natural systems; and
- * Facilitate pedestrian and trail/greenway connection under/over I-4.

Project design should work to accommodate the multiple objects noted above. Such design modification will support the planning objectives of this rapidly developing area from both a local and regional perspective. Enhancement of natural system connections under I-4 will support the linkage that Davenport and Reedy creeks provide between the Green Swamp to the northwest and the main body of the Reedy Creek/Lake Marion Creek system to the southeast of the interstate. Planning and

design of a widened I-4 should not block, but should instead, support hydrologic and greenway functions that Davenport and Reedy Creek corridors provide through this rapidly developing area.

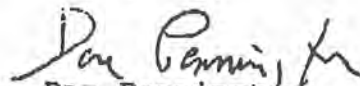
C. Wetland Mitigation

Specific mitigation of wetland impacts within this segment of the I-4 expansion project should be coordinated with the ongoing efforts in this basin. The principle efforts are lead by The Nature Conservancy (located at the Disney Wilderness Preserve [(407) 935-9203]) and the South and Southwest Florida water management districts.

Specific efforts to identify areas for mitigation of impacts to wetlands within this watershed are being developed by The Nature Conservancy through its ongoing Reedy Creek/Lake Marion Creek Watershed Conservation Project. The project involves extensive data gathering, format modification and analysis of regional hydrology, water quality, ecological communities, wildlife populations, recreational and educational potential, land uses and other features of the watershed. Study results will allow The Nature Conservancy to prioritize core sites within this basin for protection and recommended specific actions, such as acquisition and/or restoration.

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 Environmental Assessment as it is prepared. Attached for your use are records of known occurrences of threatened and endangered plants, animals and natural communities recorded in the Florida Natural Area Inventory (FNAI) data base. Barbara Lenczewski, Ph.D., at the FNAI [(904) 224-8207] can assist you with any specific questions in regards to the occurrence records. If you have any other questions please call me at (904) 487-2231.

Cordially,



Dan Pennington
Office of Intergovernmental
Programs

DP

attachement

cc: Barbara Lenczewski, Ph.D., FNAI
Ruth McLemore, DEP Orlando
Bob Gleason, FDOT, Deland
Margaret Spontak, SJRWMD
Doug Coward, 1000 Friends of Florida
Alan Malatesta, Four Corner Coalition
Jody Rosier, Florida Audubon Society

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 4

Date: 24 June 1996

Re: Lake Jessamine, Windermere, Intercession City, and Gum Lake 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 enclosed list represents the special elements that occur on or within 1 mile of the project site. In addition, the Green Swamp Conservation and Recreation Lands (CARL) Project, managed by the Florida Department of Environmental Protection/Division of State Lands, is located on site.

Several of the species and natural communities tracked by Florida Natural Areas Inventory are considered data sensitive. Occurrence records for these elements contain information which we consider sensitive due to collection pressures, extreme rarity, or at the request of the source of the information. The Element Occurrence Record has been identified as "Data Sensitive" on the attached report. We request that you please not publish or release specific locational data about these taxa or communities without written permission from FNAI. If you have any questions concerning this please do not hesitate to call.

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.

cc: D. Pennington/DEP.OIP

at: polk.pen

FLORIDA NATURAL AREAS INVENTORY
 1018 THOMASVILLE RD., SUITE 200-C, TALLAHASSEE, FLORIDA 32303

Species name	Common name	Quadrats	Transect	Section	FMI Global rank	State rank	Federal rank	State rank
Plants								
PARONYCHIA CHARTACEA	PAPER-LIKE MAILLORT	WINDERMERE	024S028E	27	03T3	S3	LT	LE
SSP CHARTACEA		INTERCESSION CITY						
PARONYCHIA CHARTACEA	PAPER-LIKE MAILLORT	LAKE JESSAMINE	024S028E	10	03T3	S3	LT	LE
SSP CHARTACEA								
PARONYCHIA CHARTACEA	PAPER-LIKE MAILLORT	LAKE JESSAMINE	024S028E	11	03T3	S3	LT	LE
SSP CHARTACEA								
PARONYCHIA CHARTACEA	PAPER-LIKE MAILLORT	LAKE JESSAMINE	024S028E	13	03T3	S3	LT	LE
SSP CHARTACEA								
PARONYCHIA CHARTACEA	PAPER-LIKE MAILLORT	WINDERMERE	023S028E	22	03T3	S3	LT	LE
SSP CHARTACEA		LAKE JESSAMINE						
PARONYCHIA CHARTACEA	PAPER-LIKE MAILLORT	WINDERMERE	024S028E	09	03T3	S3	LT	LE
SSP CHARTACEA		LAKE JESSAMINE						
LECHEA CERNUA	WOODING PINNACED	WINDERMERE	024S028E	27	03	S3	3C	LE
LECHEA CERNUA	WOODING PINNACED	INTERCESSION CITY						
LECHEA CERNUA	WOODING PINNACED	LAKE JESSAMINE	024S028E	10	03	S3	3C	LE
LECHEA CERNUA	WOODING PINNACED	LAKE JESSAMINE	024S028E	01	03	S3	3C	LE
LECHEA CERNUA	WOODING PINNACED	LAKE JESSAMINE	024S028E	11	03	S3	3C	LE
LECHEA CERNUA	WOODING PINNACED	LAKE JESSAMINE	024S028E	13	03	S3	3C	LE
LECHEA CERNUA	WOODING PINNACED	LAKE JESSAMINE	024S028E	23	03	S3	3C	LE
LECHEA CERNUA	WOODING PINNACED	WINDERMERE	024S028E	09	03	S3	3C	LE
LECHEA CERNUA	WOODING PINNACED	LAKE JESSAMINE	024S028E	15	03	S3	3C	LE
LECHEA CERNUA	WOODING PINNACED	WINDERMERE	023S028E	15	02G3	S283	LE	LE
PRUNUS GEBULATA	SCRUB PLUM	LAKE JESSAMINE						
BOUAMIA GRANDIFLORA	FLORIDA BOUAMIA	WINDERMERE	024S028E	11	03	S3	LT	LE
BOUAMIA GRANDIFLORA	FLORIDA BOUAMIA	LAKE JESSAMINE	024S028E	10	03	S3	LT	LE
BOUAMIA GRANDIFLORA	FLORIDA BOUAMIA	INTERCESSION CITY	025S027E	34	03	S3	LT	LE
BOUAMIA GRANDIFLORA	FLORIDA BOUAMIA	INTERCESSION CITY	025S027E	26	03	S3	LT	LE
LUPINUS VESTIANUS VAR	SCRUB LUPINE	WINDERMERE	024S028E	27	02T1	S1	LE	LE
ARTICORUM		INTERCESSION CITY						
LUPINUS VESTIANUS VAR	SCRUB LUPINE	LAKE JESSAMINE	024S028E	22	02T1	S1	LE	LE
ARTICORUM								
LUPINUS VESTIANUS VAR	SCRUB LUPINE	LAKE JESSAMINE	024S028E	13	02T1	S1	LE	LE
ARTICORUM								
LUPINUS VESTIANUS VAR	SCRUB LUPINE	LAKE JESSAMINE	024S028E	22	02T1	S1	LE	LE
ARTICORUM								
LUPINUS VESTIANUS VAR	SCRUB LUPINE	LAKE JESSAMINE	024S028E	10	02T1	S1	LE	LE
ARTICORUM								

data sensitive

FLORIDA NATURAL AREAS INVENTORY
1018 THOMASVILLE RD., SUITE 200-C, TALLAHASSEE, FLORIDA 32303

Species Name	Common Name	Substratum	Town Range	Section	FBIJ Global rank	State rank	Federal rank	State rank
LUPINUS NESTIARUS VAR ARIDORUM	SCRUB LUPINE	LAKE JESSAMINE	024-S028E	01	6271	S1	LE	LE
LUPINUS NESTIARUS VAR ARIDORUM	SCRUB LUPINE	LAKE JESSAMINE	024-S028E	13	6271	S1	LE	LE
PERSEA HUMILIS	SCRUB BAY	LAKE JESSAMINE	024-S028E	10	63	S3	3C	N
PERSEA HUMILIS	SCRUB BAY	LAKE JESSAMINE	024-S028E	11	63	S3	3C	N
PERSEA HUMILIS	SCRUB BAY	LAKE JESSAMINE	024-S028E	13	63	S3	3C	N
PERSEA HUMILIS	SCRUB BAY	LAKE JESSAMINE	024-S028E	23	63	S3	3C	N
PERSEA HUMILIS	SCRUB BAY	VIDEBORE	023-S028E	22	63	S3	3C	N
PERSEA HUMILIS	SCRUB BAY	VIDEBORE	024-S028E	15	63	S3	3C	N
PERSEA HUMILIS	SCRUB BAY	LAKE JESSAMINE	023-S028E	11	63	S3	3C	N
PERSEA HUMILIS	SCRUB BAY	LAKE JESSAMINE	025-S027E	26	63	S3	3C	N
PERSEA HUMILIS	SCRUB BAY	INTERCESSION CITY	024-S028E	27	63	S3	3C	N
POLYCALLA LENTONII	LENTON'S POLYCALLA	INTERCESSION CITY	024-S028E	22	62	S2	LE	LE
POLYGNONELLA MYRIONELLA	SMALL'S JOINTWEED	LAKE JESSAMINE	024-S028E	10	63	S3	LE	N
NOLINA BRITTONIANA	BRITTON'S BEARGRASS	LAKE JESSAMINE	024-S028E	10	62	S2	LE	LE
NOLINA BRITTONIANA	BRITTON'S BEARGRASS	LAKE JESSAMINE	024-S028E	13	62	S2	LE	LE
NOLINA BRITTONIANA	BRITTON'S BEARGRASS	INTERCESSION CITY	025-S027E	26	62	S2	LE	LE
CHONANTHUS PYGMAEUS	PYGMY FRINGE TREE	INTERCESSION CITY	025-S027E	35	63	S3	LE	LE
CHONANTHUS PYGMAEUS	PYGMY FRINGE TREE	INTERCESSION CITY	025-S027E	26	63	S3	LE	LE
Vertebrates								
GOPHEUS POLYPIREUS	COPPER TORTOISE	LAKE JESSAMINE	024-S028E	10	63	S3	C2	LS
GOPHEUS POLYPIREUS	COPPER TORTOISE	LAKE JESSAMINE	024-S028E	11	63	S3	C2	LS
GOPHEUS POLYPIREUS	COPPER TORTOISE	WINDERMERE	024-S028E	09	63	S3	C2	LS
GOPHEUS POLYPIREUS	COPPER TORTOISE	WINDERMERE	024-S028E	15	63	S3	C2	LS
GOPHEUS POLYPIREUS	COPPER TORTOISE	LAKE JESSAMINE	025-S027E	26	63	S3	C2	LS
GOPHEUS POLYPIREUS	COPPER TORTOISE	INTERCESSION CITY	025-S027E	34	63	S3	C2	LS
GOPHEUS POLYPIREUS	COPPER TORTOISE	INTERCESSION CITY	025-S027E	34	63	S3	C2	LS
ESCHERIA TILCOLOR	TRICOLOR HERON	INTERCESSION CITY	025-S027E	34	65	S4	N	LS
FALCO SPANVENSIS	SOUTHEASTERN AMERICAN KESTREL	INTERCESSION CITY	025-S027E	34	651314	S31	C2	LT
POLOMONS FLORIDANUS	FLORIDA HOUSE WREN	INTERCESSION CITY	025-S027E	34	63	S3	C2	LS
SCOTOPHAGA LINGUA	FLORIDA SCORPION LIZARD	INTERCESSION CITY	025-S027E	26	63	S3	C2	N

Page 2

FLORIDA NATURAL AREAS INVENTORY
1018 THOMASVILLE RD., SUITE 200-C, TALLAHASSEE, FLORIDA 32303

TOTAL P. 05

Species name	Common name	Local name	Town Range	Section	FBI Global rank	State rank	Federal rank	State rank
SCeloporus woodi	FLORIDA SCORP LIZARD		025027E	34	03	S3	C2	N
MEGALOPUS REYNOLDSI	SAND SKINK	INTERSECTION CITY	025027E	34	02	S2	L1	L1
DETMARCONIA CURAISI COOPERI	EASTERN INDIAN SWALE	INTERSECTION CITY	0245028E	27	0413	S3	L1	L1
Natural Communities								
SCUB	WINDERMERE		0245028E	22	02	S2	N	N
SCUB	INTERSECTION CITY							
SCUB	LAKE JESSAMINE		0246028E	10	02	S2	N	N
SCUB	LAKE JESSAMINE		0245028E	01	02	S2	N	N
SCUB	LAKE JESSAMINE		0245028E	12	02	S2	N	N
SCUB	LAKE JESSAMINE		0246028E	13	02	S2	N	N
SCUB	LAKE JESSAMINE		0245028E	23	02	S2	N	N
SCUB	LAKE JESSAMINE		0238028E	11, 10	02	S2	N	N
SCUB	ORLANDO WEST							
SCUB	LAKE JESSAMINE		0238028E	15	02	S2	N	N
SCUB	WINDERMERE							
SCUB	WINDERMERE		0245028E	10	02	S2	N	N
SCUB	LAKE JESSAMINE							
SCUB	WINDERMERE		0245028E	15	02	S2	N	N
SCUB	LAKE JESSAMINE							
SCUB	INTERSECTION CITY		025027E	24	02	S2	N	N
SCUB	INTERSECTION CITY		025027E	34	02	S2	N	N

Page 3



KLS

JUL 02 1996

FLORIDA DEPARTMENT OF STATE

Jim Smith
Secretary of State

DIVISION OF HISTORICAL RESOURCES

R.A. Gray Building
500 South Bronough
Tallahassee, Florida 32399-0250

Director's Office Telecopier Number (FAX)
(904) 488-1480 (904) 488-3353

State of Florida Clearinghouse

June 27, 1996

Ms. Keri Akers
State Clearinghouse
Department of Community Affairs
2555 Shumard Oak Boulevard
Tallahassee, Florida 32399-2100

In Reply Refer To:
Frank J. Keel
Historic Preservation Planner
(904) 487-2333
Project File No. 962233

RE: SAI# FL9606050423C
Florida Department of Transportation
Advance Notification
I-4 Widening from South Polk County Line to West of SR 528 in Orange County
SPN: 92130-1425; 75280-1479
WPN: 5147330; 5147254
FPN: NH-4-2(169)65
Polk, Orange and Osceola 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 Early Coordination 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 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.

COUNTY: State

DATE: 06/05/96

COMMENTS DUE-2 WKS: 06/19/96

CLEARANCE DUE DATE: 07/19/96

Message:

SAI#: FL9606050423

STATE AGENCIES

WATER MANAGEMENT DISTRICTS

OPB POLICY UNITS

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

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 Florida Coastal
 Management Program

South Florida WMD
 Southwest Florida WMD
 St. Johns River WMD

Environmental Policy/C & ED

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:

Department of Transportation - Fiscal Year 1996 thru 1998 - I-4 Widening From 4-Lane to 6-Lane plus 2 HOV Lanes from 4.5 km south of Polk County line to west of State Road 528 in Orange County - Work Program Numbers: 5147330; 5147254 - State Project Numbers: 92130-1425; 75280-1479 - Polk, Osceola, and Orange Counties, Florida

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

- No Comment
- Comments Attached
- Not Applicable

Federal Consistency

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

From: DCA

Division/Bureau: RPM, CMP

Reviewer:

Date: 3 Jul 96 AS

Mes

NA
Jul 6/20/96

DATE: 06/05/96
COMMENTS DUE-2 WKS: 06/19/96
CLEARANCE DUE DATE: 07/19/96
SAI#: FL9606050423C

STATE AGENCIES

WATER MANAGEMENT DISTRICTS

OPB POLICY UNITS

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

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State of Florida Clearinghouse

South Florida WMD
Southwest Florida WMD
St. Johns River WMD

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OFFICE OF ENVIRONMENTAL SERVICES

Environmental Policy/C & ED

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OFFICE OF ENVIRONMENTAL SERVICES

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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: CES - New Bend - GFC
Reviewer: Stephen Lan
Date: Jun 20, 1996

COUNTY: State

DATE: 06/05/96

COMMENT: JUNE-2 WKS: 06/19/96

CLEARANCE DUE DATE: 07/19/96

Message:

SAI#: FL960605042:

STATE AGENCIES

WATER MANAGEMENT DISTRICTS

OPB POLICY UNITS

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

- South Florida WMD
- Southwest Florida WMD
- St. Johns River WMD

Environmental Policy/C & ED

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State of Florida Clearinghouse

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 Department of Community Affairs
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 Tallahassee, FL 32399-2100
 (904) 922-5438 (SC 292-5438)
 (904) 487-2899 (FAX)

EO. 12372/NEPA

- No Comment
- Comments Attached
- Not Applicable

Federal Consistency

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

From: Florida Department of Commerce
 Division/Bureau: Division of Economic Development
 BUREAU of Economic Analysis

Reviewer: *[Signature]*

Date: 6-21-96

COUNTY: State

DATE: 06/05/96

COMMENTS DUE-2 WKS: 06/19/96

CLEARANCE DUE DATE: 07/19/96

SAI#: FL9606050423C

Message:

STATE AGENCIES

WATER MANAGEMENT DISTRICTS

OPB POLICY UNITS

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

South Florida WMD
Southwest Florida WMD
X St. Johns River WMD

Environmental Policy/C & ED

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JUN 25 1996

State of Florida Clearinghouse

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:

Department of Transportation - Fiscal Year 1996 thru 1998 - I-4 Widening From 4-Lane to 6-Lane plus 2 HOV Lanes from 4.5 km south of Polk County line to west of State Road 528 in Orange County - Work Program Numbers: 5147330; 5147254 - State Project Numbers: 92130-1425; 75280-1479 - Polk, Osceola, and Orange Counties, Florida

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: Division of Policy and Planning

Reviewer: Margaret H. Spontak *MHS*

Date: June 20, 1996



**WATER
MANAGEMENT
DISTRICT**

Henry Dean, Executive Director
John R. Wehle, Assistant Executive Director
Charles T. Myers III, Deputy Assistant Executive Director

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
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June 19, 1996

Ms. Keri Akers
Florida State Clearinghouse
Department of Community Affairs
2555 Shumard Oak Boulevard
Tallahassee, FL 32399-2100

Re: SAI #: FL9606050423C

Name of Project: Dept. of Transportation - FY 1996 - 1998 - I-4 Widening from 4-Lane to 6-Lane Plus 2 HOV Lanes From 4.5 km South of Polk County Line to West of SR 528 in Orange County - Work Nos.; 5147330; 5147254 - State Proj. Nos.: 92130-1425; 75280-1479 - Polk, Osceola and Orange Counties, Florida

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 located within SJRWMD, unless exempted by rule, will require an Environmental Resource Permit (ERP) from SJRWMD. The ERP review process requires that the project be designed to avoid wetland encroachments where possible and minimize those impacts 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 may be located within the Green Swamp Basin, which is listed by the state as an Area of Critical State Concern.

Any proposed surface water management systems that discharge directly to waterbodies that are classified as Class I, II, or Outstanding Florida Waters, as defined in Chapter 62-3, *F.A.C.*, will be required to meet the additional water quality treatment, as specified in Chapter 40C-42, *F.A.C.*

Please be advised that, as of October, 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 of FDEP in Tallahassee. Please note that an ERP cannot be issued without the sovereign lands authorization.

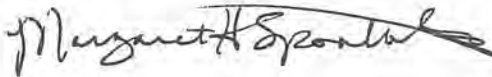
William Segal, CHAIRMAN MITLAND	Dan Roach, VICE CHAIRMAN FERNANDINA BEACH	James T. Swann, TREASURER COCOA	Otis Mason, SECRETARY ST. AUGUSTINE
Kathy Chinoy JACKSONVILLE	Griffin A. Greene VERO BEACH	James H. Williams OCALA	Patricia T. Harden SANFORD
			Reid Hughes DAYTONA BEACH

FDOT should contact SJRWMD's Orlando Service Center at (407) 897-4300, for assistance in determining the specific permits needed for specific projects.

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,

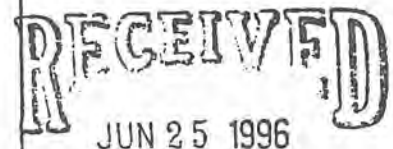


Margaret Spontak, Director
Division of Policy and Planning

MS/EJ/REG/rw

[

COUNTY: State
 Message:
 DATE: 06/05/96
 COMMENTS DUE-2 WKS: 06/19/96
 CLEARANCE DUE DATE: 07/19/96
 SAI#: FL9606050423C

STATE AGENCIES	WATER MANAGEMENT DISTRICTS	OPB POLICY UNITS
Agriculture Commerce Community Affairs Environmental Protection Game and Fresh Water Fish Comm State	X South Florida WMD Southwest Florida WMD St. Johns River WMD	Environmental Policy/C & ED <div style="text-align: center;">  JUN 25 1996 State of Florida Clearinghouse </div>

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 2740 Centerview Drive
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EO. 12372/NEPA
 No Comment
 Comments Attached
 Not Applicable

Federal Consistency
 No Comment/Consistent
 Consistent/Comments Attached
 Inconsistent/Comments Attached
 Not Applicable

From:
 Division/Bureau: REGULATION DEPT.
 Reviewer: JFM GOLDEN
 Date: 6/25/96



South Florida Water Management District

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

Handwritten initials and signature

GOV 04-40

June 26, 1996

RECEIVED

JUN 27 1996

Dept. of Transportation
P.D. & E.

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

**Subject: Interstate 4 Widening in Polk, Osceola, and Orange Counties
Advance Notification [WPI #5147330/5147254] [SAI #9606050423C]**

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 with 2 additional high occupancy vehicle lanes (except for a 2 mile segment from Lake Avenue to the Bee Line Expressway which will have 4 additional high occupancy vehicle lanes). The need for interchange modifications will also be evaluated. The total project length is approximately 13.5 miles. Most of this project is located within the SFWMD, except for the 2.8 mile segment south of the Polk County line which is located within the Southwest Florida Water Management District.

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 SFWMD. 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. Pettis
Nathaniel P. Reed
Miriam Singer

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

Mr. Frederick R. Birnie, P.E.

June 26, 1996

Page 2

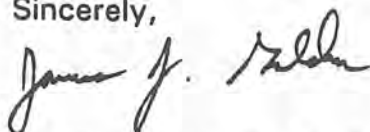
- (3) To the extent possible, wetland impacts due to location, design, and construction techniques should be minimized. Where wetland impacts cannot be prevented, mitigation proposals must be included with the permit application that meet current SFWMD criteria, as contained in Appendix 7 of the Basis of Review for Environmental Resource Permit 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 (561) 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,



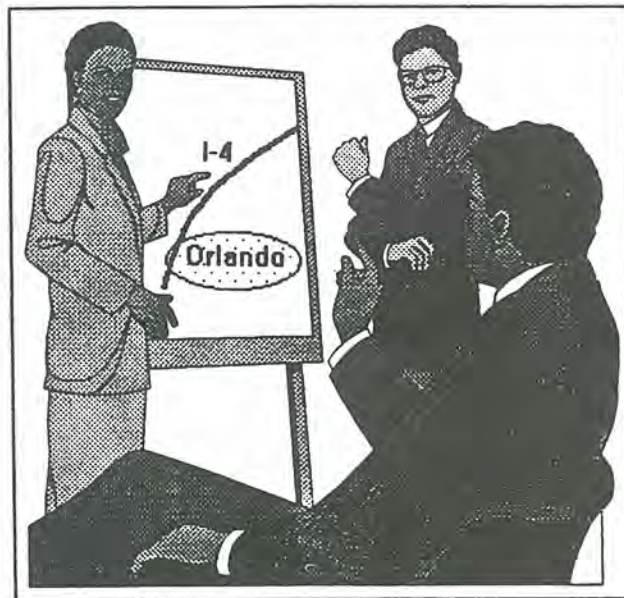
James J. Golden, AICP
Senior Planner
Regulation Department

/jjg

c: Keri Akers, DCA

Appendix C
Pre-hearing Correspondence

ENVIRONMENTAL ADVISORY COMMITTEE (EAC)
COMMUNITY & ENVIRONMENTAL PLANNING REPORT
INTERSTATE 4 - ROAD EXPANSION PROJECT
(Osceola, Orange, Seminole and Volusia Counties)



Co-Sponsored By:

Florida Department of Environmental Protection
Office of Intergovernmental Programs

1000 Friends of Florida

Surdna Foundation

September 1996

Table of Contents

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Executive Summary	1
Section 1: General Overview of Community and Environmental Planning Issues	2
Section 2: Issues and Recommendations for Specific Segments	11
Osceola County	11
Orange County and the City of Orlando	17
Seminole County	25
Volusia County	32
Table 1: Summary of Community and Environmental Planning Issues.....	39
Section 3: Appendix.....	40

Attachment 1:	List of EAC Participants (Source: 1000 Friends of Florida);
Attachment 2:	Aerial Photograph of Central Florida Region (Source: SFWMD);
Attachment 3:	East Central Florida Regional Bicycle Facility Plan (Source: ECRPC);
Attachment 4:	City of Orlando Bicycle Facility Plan and Correspondence;
Attachment 5:	City of Maitland Bicycle Facility Plan;
Attachment 6:	Proposed Underpass Design Modifications;
Attachment 7:	Regional Conservation Lands and Trails (Source: Florida Greenways Comm.);
Attachment 8:	The Central Florida Loop (Source: Florida Audubon Society);
Attachment 9:	Seminole County Greenways, Trails, and Bikeways Conceptual Master Plan;
Attachment 10:	150 Florida Greenways Recognition Program;
Attachment 11:	South Volusia Trail (Source: Volusia County Planning Dept.);
Attachment 12:	Correspondence from DEP's Office of Greenways and Trails (OGT);
Attachment 13:	St. John's River Water Management District, Save Our Rivers sites;
Attachment 14:	South Florida Water Management District, Save Our Rivers sites;
Attachment 15:	Correspondence from the University of Florida, GeoPlan Center;
Attachment 16:	Correspondence from the Four Corners Coalition;
Attachment 17:	Map of Davenport Creek and Reedy Creek Swamps (Source: TNC);
Attachment 18:	Map of Regionally Significant Natural Resources (Source: ECFRPC);
Attachment 19:	Correspondence from the Florida Department of Agriculture;
Attachment 20:	Excerpts from I-4 Multi-Modal Plan/Draft Environmental Assessment;
Attachment 21:	Magnolia Creek DRI Development Order;
Attachment 22:	Correspondence from the City of Orlando's Urban Planner;
Attachment 23:	Correspondence from the Executive Director of Lynx;
Attachment 24:	Correspondence from Seminole County;
Attachment 25:	Correspondence from the SJRWMD;
Attachment 26:	Correspondence from Volusia County;
Attachment 27:	Correspondence from Florida Game and Fish Commission; and,
Attachment 28:	Article regarding Black Bear Mortality (Source: The News-Journal).

Executive Summary

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, grass roots organizations and local governments in Osceola, Orange, Seminole and Volusia Counties (See Attachment 1). The study area is located in east central Florida, extending from Osceola County to the intersection of I-4 and I-95 in Volusia County (See Attachment 2).

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 public input as the Project Development and Environmental (PD & E) studies are initiated throughout the I-4 corridor.

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. The EAC took several months to identify and compile available information from various sources and knowledgeable individuals. 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 three 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, lists and maps. The general recommendations are also summarized in Table 1, at the end of Section 2. Future contacts are also identified throughout the report when further 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 across the I-4 corridor, integrated multi-modal transportation options, natural resource protection, and special enhancements to attain liveable communities and environmental sustainability. These issues are not often considered during the design of a road, yet these are the considerations which often 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 and environmental linkages to improve the quality of life and natural resources 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 (See Attachment 2). **Participants want the general issues and recommendations incorporated into the PD & E studies and the final design for the widening of I-4. More specific information is also provided in Sections 2 and 3.**

A) NEIGHBORHOOD PROTECTION:

The I-4 corridor abuts numerous existing and newly developed 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/bicycle facilities), whereas existing residential areas are more often forced to endure incremental encroachment, such as road r-o-w, noise and air pollution, as well as 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 participants expressed concerns about the potential negative affect on views of downtown areas and waterfronts.

Recommendations:

- Consider noise walls, living walls and landscape enhancements in conjunction with neighborhood protection, aesthetics, views of downtown areas and FDOT funding limitations;
- Close examination of residential developments is needed in the four county study area, with particular emphasis on existing residential developments in the Orlando urban area;
- Work with local governments and neighborhood groups during the early stages of the PD & E studies to identify areas of noise and air pollution and to minimize negative impacts; and,

- Incorporate landscape enhancements in conjunction with residential developments to improve the aesthetics of the roadway, protect surrounding neighborhoods, and reduce air pollution.

B) AESTHETICS:

The EAC recommends maintaining and improving aesthetic values along the I-4 corridor, including both urban and rural portions of the four county study area. Participants identified several concerns relating to the affect of new construction on views of downtown areas and compatibility with adjacent architectural styles, waterfronts, and miscellaneous projects. Views of the City of Orlando's downtown skyline were emphasized as an important community identity feature that should be stringently protected. Similar design and construction materials as well as public art were also recommended throughout urban areas of the corridor, particularly in the City of Orlando, at the Maitland Boulevard interchange, and in the Lake Buena Vista area.

Plant materials were recommended to enhance the aesthetics of the roadway and buffer surrounding communities and bicycle and pedestrian facilities. **Landscape enhancements** will also help reduce air pollution and benefit the health and welfare of local residents. Rural plantings will promote a scenic highway and provide benefits to wildlife - particularly through the use of **native vegetation**. Existing landscape projects should also be maintained or replaced when impacts are unavoidable.

Recommendations:

- Provide landscape enhancements to improve aesthetics along the entire I-4 corridor, particularly adjacent to residential areas, bicycle and pedestrian facilities, and waterfronts;
- Protect views of downtown areas and waterfronts;
- Incorporate compatible design, architectural style, construction materials, and public art with bridges, interchanges, and noise walls; and
- Utilize site appropriate plantings throughout the I-4 corridor, including an emphasis on native plant species that are drought-tolerant, freeze resistant, and low maintenance.

C) BICYCLE FACILITIES:

The majority of the local governments in the four county study area have existing or proposed bicycle facility plans that intersect with numerous underpasses and overpasses along the I-4 corridor. The existing and proposed bicycle lanes need to be incorporated with the road widening project and public transit systems in order to help restore **community linkages** and 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 (See Attachment 3). Local bicycle facility plans are discussed in further detail in Section 2, and maps are available in the Section 3 (See Attachments 4 and 5).

Recommendations:

- Incorporate existing and proposed bicycle facilities through design enhancement of underpasses and overpasses (See Attachment 6) and purposeful integration of the bicycle network across the I-4 corridor;
- Ensure safe and reasonable access across the I-4 corridor by providing landscape buffers and adequate widths for bicycle facilities. Separation of rapidly moving vehicular traffic from bicycle traffic should be emphasized;
- Involve the bicycle coordinator with the Orlando Urban Area MPO, local governments, and bicycle associations to adequately consider these issues, and to assist with the final design of interchanges, underpasses, and overpasses; and,
- Reference the regional bicycle facility network and available local government bicycle facility plans (See Attachments 3, 4 and 5).

D) TRAILS:

All four counties in the study area have existing or planned trails that cross the I-4 corridor and interconnect in the central Florida region (See Attachment 7). The study area includes the Florida National Scenic Trail, the Central Florida Loop, and several other trail and multi-use projects (See Attachments 7-12). Trails and recreational greenways are envisioned to provide access to multi-modal transportation options and to connect with ecological greenways as well as cultural, historic, and natural resources. Trail and greenway development is an integral part of Florida's integrated transportation system which directly supports local community cohesion.

There are several **trail connections** that are important relative to the widening of I-4, including: the **Davenport Creek and Reedy Creek Swamps** in Osceola County; the **Cady Way Trail** in the City of Orlando; the **longwood connector** between the **Seminole-Wekiva Trail** and **Florida National Scenic Trail** in Seminole County; the **Tiger Bay State Forest** in Volusia County; and, the **Central Florida Loop** in Orange, Seminole and Volusia counties. Orange County is also 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** (See Attachments 7-12).

The Florida Department of Environmental Protection's (**FDEP**) **Office of Greenways and Trails (OGT)** and **Office of Intergovernmental Programs** have offered to work with **FDOT** and private sector groups to cooperatively provide a holistic system of interconnecting greenways and trails in the central Florida region (See Attachment 12). The regional trail system would also interconnect with statewide conservation lands and trail facilities (See Attachment 7).

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 I-4 by providing landscape buffers, adequate widths, separation of trail and vehicular traffic, and in some locations, possibly clamp-on structures for trail and pedestrian crossings; and,
- Involve local governments, trail associations and OGT to adequately consider these issues, and to assist with the final design of interchanges, underpasses, and overpasses. Further identification of these contacts is provided in Sections 2 and 3.

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 bicycle 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 South Volusia Trail (aka DeBary-Enterprise greenway) and Volusia Park greenway in Volusia County as part of the 150 Greenways Recognition Program (See Attachment 10). The Central Florida Loop is a 200 mile greenway/trail system that spans over a dozen counties in central Florida and crosses I-4 at three locations in the study area: 1) the Cady Way Trail in Orlando; and 2) the Longwood Connector/E.E. Williamson Rd; and, 3) the Florida National Scenic Trail at SR 46A in Seminole County (See Attachment 8 and 9). The South Volusia Trail provides regional connections and natural resources protection for the St. John's River and Lake Monroe, as well as bike/ trail facilities and recreational greenways that access archeological and historical resources (See Attachment 11).

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 pedestrians; 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 (See Attachment 23). Automobiles, buses, light rail, and potentially high-speed rail converge with pedestrian, bicycle and trail facilities. The latter components include the Central Florida Loop (See Attachment 8), and the City of Orlando's bicycle facility plan (See Attachment 4) 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:

The following lakes are in proximity to the I-4 corridor: 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. Many of these lakes are already experiencing stormwater problems, and the EAC recommends incorporating these areas with future stormwater studies and restoration projects. Additional recommendations about retrofitting stormwater management are provided in Section 1H and Section 3. The I-4 widening project also includes direct physical impacts from the extension of the highway to Lakes Ivanhoe, Concord, Lucien, Monroe, Goose, and Trout. The EAC identified several primary concerns to be addressed in the PD & E studies, including: water resource protection, wildlife habitat protection, recreational opportunities, and, views, vistas and other aesthetic features. 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 (See Attachment 25).

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, hydraulic connections and retrofitting of stormwater systems as primary concerns relating to hydrology, stormwater management and lakes 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 (See Attachments 15-18);**
- Consider stormwater improvement 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, as well as the Tiger Bay State Forest (See Attachments 15 and 17).

I) ARCHEOLOGICAL AND HISTORICAL RESOURCES:

The EAC identified one known archeological site which is located at the western edge of Lake Monroe in Volusia County (Florida Master Site File 8/VO/53, "Lake Monroe Outlet Midden"). Participants also identified the Downtown Historic District in the City of Orlando, which has been nominated to be listed on the National Register of Historic Places, and the I-4 and East-West Expressway interchange, which will impact other historic resources and the Orlando Housing Authority site of Griffen Park (See Attachments 22 and 26).

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 areas 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 Geo-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 connect and overlap with many of these ecological greenways (See Attachments 2, 7-18).

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 (See Attachment 10). Because of the magnitude and pace of development around the I-4 corridor, the surrounding landscape is the critical area for ensuring that a statewide conservation system is feasible.

The options for making ecological connections north and south of I-4 are currently limited to three areas: 1) western Volusia County; 2) Reedy Creek/Davenport Creek Swamps; and, 3) Tenorac to Green Swamp connection (See Attachment 15). The Tenorac to Green Swamp connector is being established as a part of previous agreements in the Polk County segment of I-4.

The St. Johns River Water Management District and the South Florida Water Management District 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 (See Attachments 13-15). The Nature Conservancy is reviewing the Davenport Creek and Reedy Creek Swamp watersheds and identifying mitigation sites to help close the gap between the Green Swamp and Upper Lakes Basin Watershed (See Attachment 17).

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 and construction of the I-4 corridor to provide vital connections between local, regional, state, and federal conservation lands.

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 regionally significant environmentally sensitive areas have been impacted by the I-4 corridor, including: Tiger Bay State Forest; Deep Creek; St. John's River; and, Reedy Creek Swamp. Linkages across the I-4 corridor are important because they provide continuous connection between regional preserves, such as the Ocala National Forest and the Merritt Island National Wildlife Refuge, and the Green Swamp to the Upper Kissimmee system (See Attachments 2, 7, 15-19, and 27). Wildlife corridors serve to provide resource-based recreational opportunities, such as hiking, off-road bicycling, camping, environmental education, and fishing.

The Florida Division of Forestry and the Florida Game and Fresh Water Fish Commission identified underpass locations with wildlife considerations at the Tiger Bay and Deep Creek connections across I-4 (See Attachments 19 and 27). Reedy Creek Swamp was highlighted because it serves as the only remaining viable wildlife linkage between the Green Swamp to the northwest and the Kissimmee River to the southeast (See Attachments 15-18). The St. John's River system, separating Seminole and Volusia Counties, was also identified as an important wildlife corridor (See Attachment 15).

Recommendations:

- **Construct wildlife crossings along the I-4 corridor at Tiger Bay State Forest and Deep Creek in Volusia County and Reedy Creek Swamp in Osceola County;**

- Provide landscape buffering along the St. John's River system between Volusia and Seminole Counties to improve wildlife crossings underneath I-4 (See Attachment 15);
- Provide sufficient height and width of wildlife crossings to support wildlife connections and to serve as greenway/trail connections under the highway; and,
- It is important to note that not all wildlife enhancements have to be of major proportions. Small animal connections may be achieved via incorporation of 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 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 -(See Attachments 20);
- Consult Development Orders and Environmental Assessments associated with Developments of Regional Impact (DRI) located in proximity to the I-4 corridor (See Attachment 21);
- 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 (See Attachments 2, 7, 15-19, and 27).
- Utilize site appropriate landscaping with an emphasis on native plants.

Section 2 - Issues and Recommendations for Specific Segments:

This section 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 separated into four segments that correspond to each county and their respective municipalities. Where applicable, specific recommendations and contacts are provided for each issue, and correspondence and maps are presented in Section 3 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). The EAC **emphasized the environmental sensitivity of Davenport Creek and Reedy Creek Swamps**, and recommends that FDOT address both past and proposed road-related impacts that have fragmented these creek and wetland systems. Additional transportation projects are also proposed to interconnect with I-4 in this portion of the corridor, including Part C of the Western Beltway, light rail, and possibly high speed rail. Hydrologic restoration, wildlife corridors and greenway/trail connections across the I-4 corridor at Davenport Creek and Reedy Creek Swamps are considered priorities in the 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 considered 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 adjacent to residential developments to improve the aesthetics of the roadway, protect surrounding neighborhoods, and reduce air pollution;
- Consult the Development Orders for the above listed DRIs (See Attachment 21); 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 in Osceola 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. Landscape enhancements will also help reduce air pollution and benefit the health and welfare of local residents. Rural plantings will promote a scenic highway and 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;
- Consult with Osceola County, the Walt Disney Co., and local residents to identify specific recommendations regarding urban design standards and landscape enhancements; and,
- Utilize site appropriate landscaping throughout urban and rural portions of the I-4 corridor.

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 currently cross the I-4 corridor; however, trail connections are being planned in conjunction with nearby conservation lands and improved hydraulic connections at Davenport Creek and Reedy Creek Swamps (See Attachment 16). The Walt Disney World Co., the Greater Orlando Aviation Authority (GOAA), The Nature Conservancy, and the SFWMD are actively involved with land conservation and wetland mitigation projects in the "Reedy Creek/Marion Creek/Upper Kissimmee River Basin greenway" to the southeast of I-4. The SJRWMD is also involved with the Green Swamp to the northwest of I-4. The water management districts' Save Our Rivers (SOR) program includes provisions for passive recreation, such as trails, and several of the existing conservation lands in this vicinity already have trail systems that should be connected across I-4 (See Attachment 14). The Celebration DRI also includes "miles of trails" which could potentially be incorporated with road improvements to provide better pedestrian access.

Recommendations:

- Incorporate existing and proposed trail systems with improved hydraulic connections and wildlife corridors that cross I-4 at Reedy Creek Swamp; and,
- Consult with the University of Florida's GeoPlan Center, SFWMD, FDEP, the Four Corners Coalition, and The Nature Conservancy regarding greenway/trail systems that cross I-4 at the Davenport Creek and Reedy Creek Swamps (See Attachments 14-17).

E) RECREATIONAL GREENWAYS:

There are no existing recreational greenways along I-4 in Osceola County, however, greenway/trail connections are being planned in conjunction with the wildlife corridor and hydraulic connection at I-4 and Reedy Creek Swamp (See Attachment 16). Improved recreational greenway would provide pedestrian access to conservation lands and trails associated with 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 Reedy Creek Swamp to provide needed connection between regional conservation lands and greenways/trails; and,
- Consult with the University of Florida's GeoPlan Center, the Four Corners Coalition, SFWMD, DEP, and The Nature Conservancy regarding greenway/trail systems that cross I-4 at Reedy Creek Swamp (See Attachments 14-17).

F) ALTERNATIVE MODES OF TRANSPORTATION:

There are several modes of transportation planned for this portion of the I-4 corridor, including numerous roads, pedestrian and bicycle linkages, and both light and high-speed rail projects. It is important that vehicular transportation alternatives be integrated with non-motorized transport to reduce automobile reliance. Redesign and reconstruction of I-4 must also acknowledge and foster the multi-modal alternatives in a "user-friendly" manner.

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. Davenport Creek and Reedy Creek Swamps are the last remaining connections between the Green Swamp (outside of the study area) to the northwest and Kissimmee River to the southeast of 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 sites, gopher tortoise mitigation/relocation sites, and Save Our Rivers (SOR) land acquisitions are present in this area that serve to close remaining gaps between existing conservation lands and greenways (See Attachments 14-17).

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 Authority.

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, and the Upper Lakes Basin watershed. 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 (See Attachment 10).

There is considerable overlap between ecological greenways and the proposed wildlife corridors and hydrologic connections at Reedy Creek and Davenport Creek Swamps. The Davenport Creek Swamp provides a link with the Green Swamp to the northwest and the Upper Lakes Basin Watershed to the southeast (See Attachments 14-18). 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 (See Attachment 21).

Recommendations:

- Improved hydrologic and small animal crossing design modifications (e.g., staggered culverts and inclusion of some riparian edges) should be the focus of the Davenport Creek crossing;
- Re-design structures along the I-4 corridor through the Reedy Creek Swamp to support the north to south natural corridor/greenway connection identified by the EAC and included in existing Development Orders of the affected DRI's in the Development Orders for the Magnolia Creek and Celebration DRIs adjacent to I-4 at this location; and,
- Consult with OGT, SFWMD, The Nature Conservancy, the Four Corners Coalition, and the University of Florida's GeoPlan Center regarding ecological greenways in this vicinity of the corridor (See Attachment 14-18).

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. Road expansion provides FDOT with 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 need to be provided at Davenport Creek and Reedy Creek Swamps in conjunction with hydrologic restoration and greenway/trails (See Attachments 14-18);
- Provide sufficient height and width for wildlife corridors to support wildlife movement;
- 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;
- During the design and construction phase, consult with OGT, SFWMD, FGFWFC, USFWS, the Four Corners Coalition, The Nature Conservancy, the Florida Audubon Society, the League of Environmental Organizations, and the University of Florida, GeoPlan Center.

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. The Davenport Creek and Reedy Creek swamps are also environmentally sensitive wetland and creek systems that need to be stringently protected and restored through improved hydraulics, wildlife crossings, and greenway connections. Numerous listed species have also been recorded in this vicinity of I-4.

Recommendations:

- Consult with USFWS, FGFWFC, FDEP, the FNAI and FDOT's SPECIES database, as well as the I-4 Multi-Modal Master Plan - Draft Environmental Assessment (See Attachment 20);
- 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, wetland systems in Davenport Creek and Reedy Creek swamps, 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 improve animal movement across the corridor (See Attachment 2, 7, 14-18, and 20); and,
- Utilize site appropriate landscaping along urban and rural segments of the I-4 corridor, with an emphasis on native plants that will provide benefits to wildlife species.

ORANGE COUNTY and the City of ORLANDO -

The I-4 corridor traverses approximately 25 miles of western Orange County, including 10 miles in the City of Orlando. The corridor passes through portions of 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 FDOT, the City of Orlando, and several smaller municipalities. The Walt Disney World Co. also owns land in southwestern Orange County, in the Lake Buena Vista area. Neighborhood protection, views of downtown areas, lake protection, community linkages, and integration of transportation alternatives are considered priorities in Orange County. The majority of the issues pertain to the City of Orlando.

A) NEIGHBORHOOD PROTECTION:

The bulk 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 that need further evaluation. Noise and air pollution were identified as major concerns for residential areas, and adequate landscape buffers, noise walls, and living walls need to be considered as possible solutions. In the Orlando urban area, neighborhood protection needs to be closely coordinated with the preservation of downtown views and vistas. Safe and reasonable access is also needed across I-4 to provide connections between residential areas, pedestrian and bicycle facilities and employment opportunities, shopping, lakes, conservation lands, and recreational amenities.

Recommendations: (See Attachment 22).

- 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, views of downtown areas, and FDOT funding limitations;
- Coordinate additional public participation 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 regarding the Parramore Heritage Master Plan;
- Consult with the City of Orlando and local residents regarding the proposed interchange access at Kaley Street. Traffic impacts, especially trucks, would have negative impacts on residents, and alternative sites have been recommended at Michigan Street and Orange Blossom Trail;
- Incorporate landscape enhancements adjacent to residential developments to help improve aesthetics along the roadway, neighborhood protection, and 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 I-4 corridor in Orange County and particularly the City of Orlando. Plant materials will improve the aesthetics of the roadway and buffer surrounding neighborhoods and bicycle and pedestrian facilities. Landscape enhancements will also reduce air pollution and benefit the health and welfare of local residents. Rural plantings will promote a scenic highway and native vegetation will provide benefits to wildlife.

The EAC identified several primary concerns relating to the effect of new construction on aesthetic values, including views of downtown areas as well as the compatibility of the road improvements with adjacent architectural styles, waterfronts, and miscellaneous projects. The EAC specifically emphasized the views of the Orlando downtown skyline from I-4 as an important community identity feature that needs to be stringently protected. Participants also suggested that public art be incorporated into the road design in Orlando, the City of Maitland, and the Lake Buena Vista area.

Recommendations: (See Attachment 22)

- 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;
- Utilize site appropriate landscaping throughout urban and rural portions of the I-4 corridor;
- Protect views of downtown areas, lakes and waterfronts, and reference the Orlando Growth Management Plan Urban Design Element Scenic Identity goal (See Attachment 22);
- Incorporate compatible design features, such as architectural style, construction materials, and public art, with bridge structures, interchanges, and possibly noise walls. Incorporate similar design and construction materials at the Maitland Boulevard interchange (I-4/SR 414) in the City of Maitland;
- Where noise walls conflict with downtown views, the EAC specifically recommends using a mix of trees and shrubs rather than tall barrier walls;
- Landscaped gateways at OBT/I-4 and the new I-4/Republic 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 community initiatives, such as the Green Up" project, should be protected to the greatest extent feasible. Unavoidable impacts to these plantings should be replaced and enhanced;

- Consult with the City of Orlando, Orange County, neighborhood associations, the Orlando Downtown Development Board, and the International Drive Resort Area Chamber of Commerce, regarding the activity center on International Drive; 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's adopted bicycle facility network serves as the core plan in western Orange County. Several ISTEA grants have also been approved, including the Cady Way Trail in Orlando and four projects in the City of 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 Attachment 3).

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 (See Attachment 4). 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 5). The bicycle lane underneath I-4 on Lake Destiny Drive would benefit from landscape enhancements. The regional bicycle facility network connects the City of Maitland with Altamonte Springs, the Seminole-Wekiva Trail, and the Wekiva Geo-Park in Seminole County, and the City of Winter Park, the Cady Way Trail, and the Central Florida Loop in Orange County.

Recommendations:

- Ensure safe and reasonable access across the I-4 corridor by providing landscape buffers and adequate widths for bicycle facilities. Bicycle lanes should be separated from vehicular traffic where such design is feasible (See Attachment 4); and,
- Incorporate existing and proposed bicycle facility plans (See Attachments 4 and 5) with the I-4 corridor through re-design and enhancement of underpasses and overpasses (See Attachment 6).

D) TRAILS:

There are three proposed trail systems in Orange County in proximity to I-4, including: 1) the Central Florida Loop (See Attachment 8); 2) the Cady Way Trail, located several miles east of I-4 at the intersection of SR 50 and SR 436; and, 3) 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 (See Attachment 23), 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).

Recommendations:

- Ensure that the design for I-4 safely 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, physical separation of vehicular traffic from pedestrian facilities (where r-o-w exists), adequate widths and possibly clamp-on, overpass structures for pedestrian crossings;
- Consult with the Orange County Parks and Recreation Department regarding the Greenways and Trails Master Plan and the City of Orlando regarding the Cady Way Trail; and,
- Involve local governments, trail associations and OGT in the PD & E stage to adequately consider these issues during the design phase of the project.

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 (See Attachments 8 and 14). 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 (See Attachment 10), and the Shingle Creek Save Our Rivers (SOR) site is being coordinated with 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, physical lane separation, adequate widths and possibly clamp-on, overpass structures for recreational greenways/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 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, such as buses, and light and high-speed rail systems (See Attachment 23). 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 (See Attachment 22).

Multi-modal access must 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 (See Attachment 23). Automobiles, buses, light rail, and potentially high-speed rail all converge or link with pedestrian, bicycle and trail facilities at this location. The latter components include the Central Florida Loop (See Attachment 8), and the City of Orlando's Bicycle Facility Plan (See Attachment 4) 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. Non-motorized transportation must be integrated with this proposed facility.

Recommendations:

- Integrate non-motorized transportation options with future planning efforts and new infrastructure for automobiles and public transit. Consult with the City of Orlando regarding site specific alternatives for rail projects and the location of stations along the I-4 corridor;
- Provide multiple safe access points for bicyclist and pedestrians across the I-4 corridor;
- Coordinate the I-4 multi-modal improvement plan with Orlando's Downtown Public Transit station and the County Convention Center/International Drive Resort Area Transit Plan; and,
- Consult with the City of Maitland regarding a possible "clamp-on" structure at the Maitland Boulevard interchange to provide pedestrian access over I-4.

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 local development restrictions that have been established to protect Lake Lucien and other waterfronts. 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 via water treatment of highway stormwater runoff;
- Protect and enhance 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;
- Ensure pedestrian and bicycle/trail safety along sidewalks underneath bridged overpasses, and consider the use of vertical retaining walls, lighting, public art, and air flow to improve pedestrian conditions. Particular design enhancements in the Lakes Ivanhoe and Concord area should focus on aesthetics and pedestrian-friendly design; and,
- Design bridge structures as visual amenities that complement the lakes (See Attachment 22).

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 retrofitting stormwater 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 with 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 I-4 in Orange County. There are several historic sites in the City of Orlando, including the Downtown Historic District which has been nominated to be listed on the National Register of Historic Places, 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.

Recommendations: (See Attachment 22)

- 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.

J) ECOLOGICAL GREENWAYS:

There are no ecological greenways along I-4 in Orange County, but the Wekiva greenway in the northern portion of the County and the Shingle Creek SOR site in southern portion are in proximity (See Attachments 14, 16 and 18).

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;
- Consult with Orange and Seminole Counties, the Florida Audubon Society, OGT and Friends of the Wekiva regarding the Wekiva greenway; and,
- Consult with Orange County, OGT and the SFWMD regarding the Shingle Creek SOR site.

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 (See Attachment 14) and reference the Orange County Greenways/Trails Master Plan (still under review) 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, FDEP, the FNAI and FDOT's SPECIES database, as well as the I-4 Multi-Modal Master Plan - Draft Environmental Assessment (See Attachment 20);
- 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 site appropriate landscaping with an emphasis on native plants.

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 corridor crosses the St. John's River between Seminole and Volusia Counties. The regionally significant Wekiva Geo-Park, the Spring Hammock Preserve, and Lake Jesup are also in close proximity to the I-4 corridor (See Attachments 9, 13, and 18). Greenway/trail connections, stormwater management, the St. John's River, Lake Monroe, community linkages, and neighborhood protection are considered priorities in Seminole County.

A) NEIGHBORHOOD PROTECTION:

The interstate has already negatively impacted the City of Altamonte Springs by fragmenting communities and neighborhoods, east and west of the I-4 corridor. Several residential areas in Longwood and Lake Mary may also be impacted by the proposed 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; and,
- Improve community linkages across I-4, particularly in the City of Altamonte Springs.

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. Landscape enhancements will reduce air pollution and benefit the health and welfare of local residents. Rural plantings will promote a scenic highway and native vegetation will provide benefits to wildlife.

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 site appropriate plantings throughout urban and rural portions of the I-4 corridor; and

- Consult with Seminole County, the City of Altamonte Springs, and Longwood and other local residents to determine specific recommendations regarding urban design standards.

C) BICYCLE FACILITIES:

There are few bicycle lanes known to be in proximity to I-4, but citizens and Seminole County are actively developing such facilities. 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 Geo-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 limited access.

Recommendations:

- Incorporate existing and proposed bicycle facility plans with the I-4 corridor through re-design of underpasses and overpasses (See Attachment 3);
- Ensure safe and reasonable access across the I-4 corridor by providing landscape buffers and adequate widths for bicycle facilities; 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 need to be made between the Wekiva Geo-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 Attachment 9). Several connections are needed 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). These potential linkages include: 1) the Longwood Connector/E.E. Williamson Rd.; 2) SR 46A; and 3) the abandoned railroad bed north of SR 46A. These trail systems provide regional connections to: the West Orange Trail; the Wekiva Geo-Park; the St. John's River; Lake Monroe; the Econlockhatchee River and State Forest; the Ocala National Forest; the Cady Way Trail; and, the proposed Sanford river-walk and South Volusia Trail in Volusia County (See Attachments 7-13).

Seminole County contains critical connections that are 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 also overlaps with several greenway/trails in Seminole County (See Attachment 8). Two trailheads are proposed in Altamonte Springs (See Attachment 9).

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, physical separation from vehicular traffic, and adequate widths;
- Involve local governments, the Seminole County Trails and Greenways Task Force, the Cross-Seminole Trails Alliance, the Florida Trails Association, and DEP's Office of Greenways and Trails in the PD & E stage to adequately consider these issues; and,
- Consult Seminole County's Greenway, Trail, and Bikeway Master Plan (See Attachment 9).

E) RECREATIONAL GREENWAYS:

There are four recreational greenways in proximity to the I-4 corridor in Seminole County, including portions of the Florida National Scenic Trail, the Central Florida Loop, the Cross-Seminole Trail, and the Seminole-Wekiva Trail. These trails correspond closely with conservation lands, power-line easements, and abandoned railroad corridors in the County (See Attachment 9). 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 (See Attachments 8 and 10). The Spring Hammock Preserve on the western edge of Lake Jesup was also acquired through the Conservation and Recreational Lands (CARL) program (See Attachments 12 and 18). Conservation lands along south Lake Jesup also connect with the Econlockhatchee River and State Forest to the east and southeast (See Attachment 13).

Recommendations:

- Ensure that the design for I-4 accommodates, not precludes, existing and proposed recreational greenways. Overpass and underpass design and construction are important components of the community infrastructure and must be integrated with the widening of I-4;
- Ensure safe and reasonable access across the I-4 corridor by providing landscape buffers, adequate widths for greenway/trails, and physical separation of pedestrian/bike lanes from vehicular traffic;
- Consult with Seminole County and OGT regarding the County's Greenways, Trails, and Bikeways Conceptual Master Plan (See Attachments 10 and 12);
- Provide the link across I-4 between the regionally significant Wekiva Geo-Park and Lake Jesup/Spring Hammock preserve areas. The E.E. Williamson/Longwood connector may be the last remaining link across I-4 at this location (See Attachment 24); and,

- Involve local governments, the Seminole County Trails and Greenways Task Force, the Cross-Seminole Trails Alliance, the Florida Trails Association, OGT, and the University of Florida, Department of Landscape Architecture, GeoPlan Center 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 incorporate the many existing and proposed pedestrian, trail and bicycle facilities with the I-4 roadway and light rail projects under consideration in the 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 3 and 9);
- Integrate non-motorized transportation options with future planning efforts and new infrastructure for automobiles, buses, and light rail; and,
- Ensure integration of light rail facilities and local bicycle and pedestrian networks in a safe and "pedestrian-friendly" manner.

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 via water treatment of highway stormwater runoff;
- Protect and enhance views and access to lakes (e.g., walking and water skiing);
- Provide landscape enhancements adjacent to lakes and embankments to protect water quality, improve wildlife habitat, buffer recreational amenities and promote pedestrian and trail use;

- Consult with the City of Altamonte Springs regarding Crane's Roost, and the SJRWMD, Volusia County, Seminole County and the City of Sanford regarding Lake Monroe;
- Design bridge structures to be a visual amenity that compliment the lakes; 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 systems in Seminole County affected by I-4 are the Wekiva and St. John's River systems. 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. A portion of the project is located within the Wekiva River Hydrologic Basin, and may be located within special zones (See Attachment 25). 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 also identified by Seminole County's Planning Department as a major concern to the County and residents (See Attachment 24).

Recommendation:

- Ensure stormwater runoff is directed through a "treatment train" prior to its discharge to the Wekiva and St. John's River Systems;
- 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 (See Attachment 15). Landscape enhancements would assist with greenway connections, wildlife corridors, and water quality;
- 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, as well as the SJRWMD regarding stormwater management and environmental permitting requirements (See Attachments 24 and 25).

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 with the State Division of Historical Resources as well as Seminole County and the City of Altamonte Springs; and,
- Consult with Volusia County regarding the South Volusia Trail and the corresponding archeological site (See Attachments 11 and 26); 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 Attachments 7-11, 13, and 18).

Recommendation:

- Incorporate recreational greenways/trails with the expansion of I-4 to provide access to ecological greenways and conservation lands in the region;
- 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 Seminole County's Greenway, Trail, and Bikeway Master Plan (See Attachment 9).

K) WILDLIFE CORRIDORS:

The EAC identified the St. John's River as the only wildlife corridor that crosses I-4 corridor in Seminole County. Landscape enhancements and wetland mitigation are needed to bolster this important wildlife corridor. Conservation lands are also in close proximity to the corridor, including: the Wekiva Geo-Park; the South Volusia Trail; Lakes Monroe and Jesup; Spring Hammock CARL site; Hontoon Island State Park; Blue Springs State Park; and the, Ocala National Forest.

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 (See Attachment 15);
- Due to the limited remaining wildlife corridors and greenway connections in northern Seminole County and the environmental sensitivity of adjacent conservation lands, improved wildlife corridors need to be provided underneath the I-4 bridge structure crossing the St. John's River. Wetland mitigation and landscape enhancements would bolster this corridor;

- 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 DEP, SJRWMD, USFWS, FGFWFC, OGT, the Florida Audubon Society, University of Florida GeoPlan Center, and Seminole and Volusia Counties regarding wildlife corridors along the St. John's River (See Attachments 15, 25 and 26).

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. FDOT's database, known as SPECIES, also identified numerous species as potentially inhabiting or migrating through portions of the study area.

Recommendations:

- Consult with USFWS, FGFWFC, FDEP, the FNAI and FDOT's SPECIES database, as well as the I-4 Multi-Modal Master Plan - Draft Environmental Assessment (See Attachment 20);
- 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 (See Attachment 15);
- 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 (See Attachment 15); and,
- Utilize site appropriate landscaping along urban and rural segments of the I-4 corridor, with an emphasis on native plants that will 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, stormwater management, wildlife corridors, listed species, and greenways/trails are considered priority issues in the 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 (See Attachment 26).

Recommendations:

- 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;
- Incorporate landscape enhancements with residential developments to improve the aesthetics of the roadway, protect surrounding neighborhoods, and reduce air pollution;
- Coordinate further public participation with Volusia County and residents along the I-4 corridor, especially the Lake Helen Community; 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. Landscape enhancements will also reduce air pollution and benefit the health and welfare of local residents. Rural plantings will promote a scenic highway and native vegetation will provide benefits to wildlife.

Recommendations:

- Provide landscape enhancements to improve aesthetics along the entire I-4 corridor, particularly adjacent to residential areas and bicycle and pedestrian facilities;
- Utilize site appropriate 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 South Volusia Trail includes a bicycle trail funded through ISTEIA improvements, and it is the only known bicycle facility intersecting with I-4 in Volusia County.

Recommendations:

- Incorporate the South Volusia Trail and accompanying bicycle facility plan with the I-4 corridor (See Attachment 11);
- 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, adequate widths, and physical separation from rapidly moving vehicles.

D) TRAILS:

The South Volusia Trail 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 Wekiva Geo-Park. Additional connections may be possible through the proposed river-walk in Sanford, the Central Florida Loop (See Attachment 8), and multiple trail facilities in northern Seminole County (See Attachment 9). 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 (See Attachment 19). 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;
- Ensure safe and reasonable access for pedestrians crossing the I-4 corridor by providing landscape buffers, adequate widths, and physical separation from rapidly moving vehicles;
- Incorporate trails associated with the South Volusia Trail, the Port Orange/Daytona Beach connector, and the wildlife crossings at Tiger Bay State Forest and Deep Creek with the re-design of the I-4 corridor in Volusia County (See Attachments 11, 19, and 27); 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 (See Attachment 10), including the South Volusia Trail (See Attachment 11) and Volusia Park. In addition to on-site benefits, the South Volusia Trail connects with trails in northern Seminole County (See Attachment 9), the proposed river-walk in Sanford, and the Central Florida Loop (See Attachment 8). The Ocala National Forest and the Merritt Island National Wildlife Refuge were identified as regional connections to greenway/trails along the I-4 corridor in Volusia County (See Attachments 2, 13, and 18). 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:

- Provide a recreational greenway connection at Tiger Bay across the I-4 corridor;
- 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, 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 the Florida Audubon Society 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 an alternative mode of transportation to residents that commute to the Orlando urban area. Projected future development in the southwest portion of Volusia County should be sufficient to support access to the light rail system. The Volusia County MPO also passed Resolution 96-10, supporting future projects and funding for rail transportation in the County (See Attachment 26).

Recommendations:

- Consider expanding multi-modal infrastructure into western Volusia County to provide alternative modes of transportation to residents that commute to the Orlando urban area;
- Integrate non-motorized transportation options with future planning efforts and new infrastructure for automobiles, buses, and light rail;
- Provide multiple safe access points for bicyclist and pedestrians across the I-4 corridor; 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 4.

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 been impacted by past road-related improvements and are in need of hydrologic studies and restoration (See Attachment 26).

Recommendations:

- Protect and enhance water quality via water treatment of highway stormwater runoff;
- Protect and enhance 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 compliment the lakes;
- Provide enhancements to the east-to-west flow of water from Lake Monroe's western marsh areas. Modest wildlife enhancement can be accomplished with staggered, multi-level culverts and inclusion of riparian edges; and,
- Consult with Volusia County regarding Lake Monroe and the Town of Lake Helen regarding Lake Macy.

H) HYDROLOGY AND STORMWATER MANAGEMENT:

The St. John's River, Tiger Bay and Deep Creek are considered regionally significant resources that have already been fragmented by I-4 and which will be directly impacted by the proposed road expansion project. Stormwater management studies and improved hydrologic connections are needed.

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 Tiger Bay and Deep Creek would benefit forest growth and health, wildlife corridors, access for forest management and fire protection, and restoration of environmentally sensitive ecosystems (See Attachments 15, 19, 26 and 27).

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, and include wildlife crossing enhancements with hydrologic improvements. Consider mitigation sites adjacent to Tiger Bay State Forest (See Attachments 15, 19, and 27);
- Complete a stormwater management study along the I-4 corridor with an emphasis on southwestern Volusia County, and the improved linkage of Lake Monroe's western edge and the main body of the Lake (See Attachment 26); and,
- Restore hydrology associated with the I-4/Orange Camp Road 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 (See Attachment 26). This site also corresponds to the South Volusia Trail (See Attachment 11), and possibly the Central Florida Loop (See Attachment 8) and proposed river-walk in Sanford.

Recommendations:

- Consult with the State Division of Historical Resources as well as Volusia County regarding the Woodruff pasture archeological site and 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 (See

Attachments 2, 7, 13, 15 and 18). There is considerable overlap between ecological greenways, recreational greenways, and the proposed wildlife corridors and hydrologic connections proposed at the St. John's River, 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 (See Attachments 2, 7 and 13).

The only feasible route for linking the upper St. John's River basin to areas further north is through the still vast, though rapidly shrinking, pineland and forested wetland landscape primarily in western Volusia County (See Attachments 2 and 15).

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 (See Attachment 15);
- Provide improved greenway connections across I-4 along the St. John's River and the Tiger Bay Swamp (See Attachments 15, 19, and 27);
- Incorporate recreational greenways/trails with the expansion of I-4 to provide access to ecological greenways and conservation lands (See Attachments 7, 13 and 18); and,
- Consult with Volusia County, the SJRWMD, the Florida Division of Forestry, FDEP, the University of Florida, GeoPlan Center and the Florida Audubon Society regarding the St. John's River greenway, the South Volusia Trail, the Central Florida Loop, and the Volusia Park greenway (See Attachments 8, 11, 13 and 19).

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. Existing wildlife impacts, such as documented bear kills, would be amplified by the I-4 improvements (See Attachments 19, 27, and 28). Wildlife crossing would provide regional linkages to the Ocala National Forest and the Merritt Island National Wildlife Refuge as well as community recreational opportunities, such as hiking, biking, 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 crossing/enhancements at the intersections of I-4 and the Tiger Bay State Forest, Deep Creek, and St. John's River (See Attachments 15, 19, and 27);
- 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;
- Provide sufficient height and width of wildlife corridors to support wildlife movement and to serve as a greenway/trail crossings under the highway; and,
- Consult with FDEP, SJRWMD, FGFWFC, USFWS, OGT, the Florida Division of Forestry, and the Florida Audubon Society 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 since 1988, and two confirmed black bear deaths (See Attachments 19, 27, and 28). Portions of the study area 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).

Recommendations:

- Consult with USFWS, FGFWFC, DEP, Florida Division of Forestry, University of Florida, GeoPlan Center, and FNAI and FDOT's SPECIES database and I-4 Multi-Modal Master Plan - Draft Environmental Assessment (See Attachment 20);
- 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, endangered species habitat, and strategic habitat conservation areas; and,
- Utilize site appropriate landscaping and native vegetation to provide benefits to wildlife.

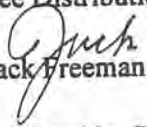
Table 1: Summary of Community and Environmental Planning Issues:

This table summarizes the relative level of concern for the identified issues along individual segments of the I-4 corridor. Major concerns are issues of highest priority to the EAC, and the fact that one issue is listed as a minor or moderate concern does not mean it should be ignored for a major concern.

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	*	***	*	***
Ecological Greenways	***	**	***	***
Wildlife Corridors	***	n/a	**	***
Rare Habitat and Listed Species	***	**	**	***

(n/a) Not Applicable * Minor Concern ** Moderate Concern ***Major Concern

MEMORANDUM OF MEETING

TO: See Distribution
FROM:  Jack Freeman
SUBJECT: I-4 Corridor PD&E Study, Segment 1
State Project Nos. 92130-1425 and 75280-1479
Work Program Item Nos. 5147330 and 5147254
Federal Aid Project Nos. N/A and NH-4-2(169)65
Public Involvement Consultant Kick-Off Meeting

DATE OF
MEETING: October 8, 1996

On October 8, 1996, the kick-off meeting for the I-4 Public Involvement Consultant (PIC) was conducted at the FDOT District 5 offices in DeLand. The Keith & Schnars Team includes Carter-Burgess of Orlando and David Fierro. The PIC contract is a 36 month contract, with a completion date of October 7, 1999.

The PIC is responsible to oversee the roadway and rail Public Involvement Program. Each of the four section consultants were encouraged to work very closely with the PIC. The PIC Project Manager is Vickie Smith. Harold Webb, FDOT Project Manager, stressed that attitude is a key item for him. Working together as a team to present a uniform team product is important. One of the principal reasons why the Department elected to use a PIC is to present this coordinated program. Graphics used throughout the I-4 projects should be uniform and an I-4 logo will be established. The prime consultants for each of the four study sections will still be the source for all technical answers.

In letters that come from the public or local and governmental officials asking information on the I-4 project, the response should be drafted by the Prime Consultant, and sent to the PIC. The PIC will review and edit the letter and forward any changes back to the prime. The PIC will then forward the letter to FDOT for signature and distribution. There was some discussion about the possibility of using a project logo and having such letters sent out on stationary having a project logo; this is a matter of further discussion. It was stressed that for all correspondence, the FDOT number system (shown above) should be used on all correspondence. The name of the letter's originator should be placed at the bottom of the letter.

The PIC will establish a mobile Public Involvement van. This will be a customized RV, which will be used to take out to various sites of public gathering with information on the project.

With regards to enhancing communication, it was stated that both LYNX and the PIC will have a WEB page to provide information to the public on the I-4 and rail projects. To enhance internal team communication, a list was passed around for E-Mail addresses so that key members of the team can communicate by E-Mail.

One of the first activities of the PIC will be to set up introductory presentations to the Orlando Area MPO. This will cover work activities of Segment 1, Segment 2 and the Light Rail Study. The following presentations have been established:

October 23, 1996 - Citizens Advisory Committee
October 25, 1996 - Transportation Technical Committee
November 13, 1996 - Metropolitan Planning Organization

Vickie Smith requested a copy of Segment 1 project schedule. In informed her that we were still developing this schedule, however, would have it at our Team Kick-Off Meeting on Thursday, October 10th. She has been invited to attend this meeting and she plans to do so.

Following the Kick-Off Meeting, a separate meeting was conducted with Mike Snyder discussing principally the Public Involvement Program. Mr. Snyder stated that the project is almost two months behind schedule due to the length of time it has taken to get the Notice to Proceed approved. He emphasized the need for the PIC to get up and running in an expeditious manner. He said that the next set of rail workshops are scheduled on October 17th in Osceola County and late November for the alternatives. He wants to be more proactive for this set of meetings in informing the public of the meeting locations and seeing if we can get higher attendance. Some of the points he emphasized were as follows:

- Get PI vehicle operational ASAP
- Publicize "800" number and WEB page
- Do billboard on program
- Paint LYNX buses, advertise "800" number and WEB page
- Provide flyers in buses
- Encourage more media involvement such as:
 - communications with Orlando Sentinel (it was noted that a one page article is upcoming in the Sentinel)
 - Public service announcements
 - interviews on local TV stations (it was noted that three TV stations have requested interviews with FDOT personnel)
- Provide notification of the starting of the PD&E Studies.

Mike Snyder commended the boards that the Rail Team has been using, especially the color boards that were presented at the September Public Meetings. He stated that this or better should be the standard for the Team.

We discussed where to hold public meetings. While it was generally felt that a formal public workshop should be in a formal atmosphere, we should do whatever is necessary to attend public gatherings to get the information out. Potential locations include regional shopping malls, fairs, other types of public gatherings such as art festivals, football games, etc.

Mike Snyder requested that the PIC provide a schedule to the Department, talking about the PI vehicle logo and key items that they are initially starting. The schedule should be available to him by

I-4 PD&E Study

October 8, 1996

Page 3

the end of the this week so that he can brief District Secretary Nancy Houston, upon her return next week.

Mike Snyder stated that there will be annual updates of the Staging and Financing Plan that has been prepared as part of the I-4 Multi-Modal Master Plan. Ray Ellis, of Peat Marwick & Mitchell will stay involved with these annual updates.

Some of the issues which have arisen on which the project team needs to have a uniform answer include:

- Issue of Logical Termini - We need to establish the basis on how these termini were established. FDOT and FHWA correspondence needs to be obtained and reviewed. Harold Webb was directed to put a group together to study these issues so that we can have available good information for this response.
- Phil Smelley of Parsons Brinckerhoff stated that the rail has not had a formal Class of Action Determination which formalizes that an EIS is the document. This issues needs to be addressed.

Mark Callahan of CH2M Hill stated that he has been contacted by Doug Cowart who headed the Environmental Advisory Group (EAG) under the I-4 Multi-Modal Master Plan. This group is trying to identify their role in the I-4 PD&E process. There has been a meeting set up for November 7, from 1:00 to 4:00 PM, to discuss some of the considerations that the EAG has brought forth in their report. Another purpose of this meeting is to bring this group back into the I-4 process. The Project Advisory Group (PAG) that has been established as part of the rail team will become the PAG for the entire I-4 project.

JRF/jag

Copies to:

Dan Fanning - HNTB

Bill Woolery - HNTB

Wendy Geisey - Dames & Moore

T.J. Martin - Michael Baker

Roger Neiswender - TCG

File 24434-PL-001-001-T021

**MINUTES OF STATUS / COORDINATION MEETING****I-4 AND CENTRAL FLORIDA LIGHT RAIL TRANSIT PD&E STUDIES****OCTOBER 31, 1996****9:00 AM**LOCATION

Florida Department of Transportation, District V
719 South Woodland Boulevard
DeLand, Florida 32720

Lake Conference Room

ATTENDEES

See attached sign-in sheet

Attached are minutes of the Status / Coordination Meeting held for the following contracts:

LIGHT RAIL TRANSIT: I-4 AND CSX RAIL CORRIDOR from south of US 192 (CELEBRATION AREA) to SANFORD AREA
STATE PROJECT NO. 99005-1402 & 99005-1403
WORK PROGRAM ITEM NO. 5140031
FEDERAL AID PROJECT NO. N/A
Consultant: Parsons Brinckerhoff Quade & Douglas, Inc.

SEGMENT 1: I-4 from SR 532 to SR 528 (Bee Line Expressway)
STATE PROJECT NO. 92130-1425 & 75280-1479
WORK PROGRAM NO. 5147330 & 5147254
FEDERAL AID PROJECT NO. N/A & NH-4-2(169)65
Consultant: HNTB CORPORATION

SEGMENT 2: I-4 from SR 528 (Bee Line Expressway) to SR 472
STATE PROJECT NO. 75280-1488, 77160-1439, & 79110-1403
WORK PROGRAM ITEM NO. 5147257, 5148838, & 5149520
FEDERAL AID PROJECT NO. NH-4-2(174)79, N/A, &
NH-4-2(176)132
Consultant: URS Greiner, Inc.

Status/Coordination Meeting Minutes

Page Two

SEGMENT 3: I-4 from SR 472 to West of I-95
STATE PROJECT NO. 79110-1407
WORK PROGRAM NO. 5149546
FEDERAL AID PROJECT NO. NH-4-2(183)113
Consultant: POST, BUCKLEY, SCHUH & JERNIGAN, INC.

PUBLIC I-4 AND LIGHT RAIL TRANSIT PD&E STUDIES PUBLIC
INVOLVEMENT: INVOLVEMENT PROGRAM
STATE PROJECT NO. 99905-1404
WORK PROGRAM ITEM NO. 5140030
FEDERAL AID PROJECT NO. NH-9999-(150)
Consultant: KEITH and SCHNARS, P.A.

PLEASE SIGN IN

I-4 & LRT STATUS/COORDINATION MEETING

October 31, 1996

NAME	FIRM
1 Harold Webb	FDOT Ireland
2 John Wahl	FDOT DeLand
3 -KEN BONE	SCT
4 Jack Freeman	HNTB CORPORATION
5 Alice Gilman	FDOT - Planning
6 Susan Sadighi	" "
7 RENZO NASTASI	" "
8 Vic Poter	PBS&T
9 John Adams	"
10 MEL KOHN	PB&D
11 RICH BIONDA	PB&D
12 VICKI SMITH	Keith and Schnars
13 Jan Everett	Greiner
14 Mark Callahan	CH2M HILL
15 FRED FERRELL	FOOT

PLEASE SIGN IN

I-4 & LRT STATUS/COORDINATION MEETING

October 31, 1996

NAME	FIRM
16 <u>MIKE SNOPE</u>	<u>FDOT</u>
17 _____	_____
18 _____	_____
19 _____	_____
20 _____	_____
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28 _____	_____
29 _____	_____
30 _____	_____



CENTRAL FLORIDA LIGHT RAIL TRANSIT SYSTEM MEETING MINUTES

MEETING DATE: October 31, 1996

TIME: 9:00 AM

PLACE: Lake County Conference Room,
FDOT District 5 Office, DeLand, Florida

ATTENDEES:

Mike Snyder, FDOT	Jack Freeman, HNTB
Harold Webb, FDOT	Mark Callahan, CH2MHill
Alice Gilmartin, FDOT	Jan Everett, URS Greiner
Renzo Nastasi, FDOT	Vic Poteat, PBS&J
Susan Sadighi, FDOT	John Adams, PBS&J
Rich Bionda, PBQ&D	Vicki Smith, Keith and Schnars
Mel Kohn, PBQ&D	

SUBJECT: **I-4 and LRT Status/Coordination Meeting**
State Project No's. 99005-1402 and 99005-1403
Federal Aid Project No. ACDH-999(147)
Work Program Item No. 5140031
Contract No. 6038

PREPARED BY: Richard A. Bionda

DATE: November 7, 1996

LRT STATUS DISCUSSION:

Copies of the LRT agenda and attached summary schedule, draft conceptual definition of alternatives map, meeting list, and newsletter were distributed. The following agenda items were then discussed.

TASK GROUP 1.0 GENERAL TASK

Task 1.1 - Project Management Plan

An annotated outline of the Project Management Plan has been prepared for discussion with LYNX.



Task 1.3 - Project Coordination

A draft 3(j) write-up has been transmitted to LYNX.

Received Federal Transit Administration (FTA) approval to initiate Preliminary Engineering (PE) and to prepare a draft and final Environmental Impact Statement (EIS) on the Locally Preferred Alternative (LPA) on October 29, 1996.

A file piece on local termini/project limits is being prepared.

Task 1.8 - Public Involvement

As of October 30, 1996, have held 48 public involvement (PI) meetings, which completes one cycle. 280 people attended the four public workshops held in Osceola, Orange and Seminole Counties.

Mailing list continues to be updated - now includes over 8,000 agencies, organizations and individuals.

Three Project Advisory Group (PAG) meetings have been held. PB is to handle the PAG meetings through December. After that, future PAG meetings will be scheduled by Keith and Schnars for the second Wednesday of each month. Volusia County representatives will be added to the PAG.

Community Involvement Office was established on September 1, 1996. It has received approximately 60 phone calls and hosted approximately 10 visitors to date.

Newsletter No. 2 (copy attached) is at the printer and will be issued November 4 or 5, 1996. 10,000 copies will be printed.

Final draft of Public Involvement Program Methodology Report will be issued after completion of public comment from the Scoping Meeting and next round of Public Workshops.

Formal Scoping Meeting is scheduled for November 6, 1996. Rich Bionda advised Harold Webb that a draft copy of the Scoping Information Booklet was overnighted to him on October 30th for review and comment.

Letters to 200 elected officials will be mailed out November 1, 1996.

Local media package will be mailed out November 1, 1996.

Posters announcing November public workshops will be posted in approximately 15 city halls, 15 libraries and 20 community centers and YMCA's during November. Mike Snyder suggested that we also place posters in shopping malls.



The web site has been up and running since September 30, 1996. The internet address was given as <http://www.i4transit.com>. In response to a question about the number of Web site "hits" the site has received, Rich Bionda said we will know how many hits were received after the first bill is received in the next few days.

Mike Snyder complimented the graphics used in the public meetings. He said FDOT expects the same quality for the graphics prepared by the other consultants.

Harold Webb advised of a 40 minute long call to FTA from a Mr. Kosuta of International Transit, Inc. Apparently, Mr. Kosuta complained to the FTA about not having an opportunity to participate in the process. Harold Webb has talked to Glatting Jackson about this and a response is being prepared.

Mike Snyder requested that we complete preparation of minutes for all the public involvement meetings held to date. Vicki Smith will be responsible for distributing the minutes to the I-4 PD&E firms.

The first Environmental Advisory Committee (EAC) meeting is scheduled for November 7, 1996. Future EAC meetings will be scheduled quarterly.

Task 1.9 - Financial Planning

Financial Analysis Methodology Draft is on schedule for issuance the week of November 4, 1996.

Run time, operations and maintenance (O&M) cost, and financial data is being generated for use in evaluation of "Final Four" Alternatives; ready October 31, 1996.

Task 1.10 - Patronage Forecasting

The Draft Patronage Forecasting Methodology Report is scheduled to be issued the week of November 4, 1996.

Updated patronage data is being generated for evaluation of Final Four; ready October 31, 1996.

TASK GROUP 2.0 PRE-DESIGN ACTIVITIES

Task 2.1 - Technical Data Collection

Harold Webb agreed that the Preliminary Geotechnical Evaluation can be started after the DEIS segment is identified.

Task 2.2 - Basis of Design

The Draft Technology Assessment and Draft Functional Design Criteria reports are scheduled to be issued the week of November 4, 1996.



TASK GROUP 3.0 DESIGN CONCEPT RESOLUTION

The status of the design concept resolution work and "Final Four" alignments were reviewed. Rich Bionda stated that the design concept resolution task will be completed on schedule by the end of the year. If there is no MPO/TTC meeting in December, a decision on the preferred alignment will be delayed until the February MPO meeting. It was stated that this would not adversely impact the I-4 PD&E schedules.

Mark Callahan said they are assuming a 44' right-of-way reservation for LRT in the median of I-4. At Kirkman Road, Mark stated that the proposed interchange may contain as many as four levels and that the further north the LRT alignment is, the better the crossing will be. It was agreed that continued coordination is required.

Harold Webb asked if the preferred LRT alignment may change (in I-4 vs. out of I-4) after completion of the design concept resolution phase. Rich Bionda stated that since the MPO will be asked to adopt only a 20 to 25 mile Locally Preferred Alternative (LPA) at the completion of the DEIS phase, it is conceivable that alignment changes may occur when DEIS(s) are prepared on subsequent phases of the LRT system.

Alice Gilmartin stated the I-4 MMMP phasing and staging financing plan documents will be available in mid-November. Alice also stated that the phasing and staging plans were all prepared assuming that the highway improvements would be completed prior to the LRT construction so that the median would be available for maintenance of traffic during construction.

Jack Freeman expressed concern about walking distance to LRT stations in the median of I-4. It was agreed to schedule a separate meeting to discuss the issue.

Renzo Nastasi said he will try again to get an MPO/TTC meeting scheduled in December, but he is not optimistic for even a special meeting.

The reason for showing the future LRT connection to Kissimmee on the draft conceptual definition of alternatives map was questioned.

Task Group 4.0 Preliminary Engineering Step 1/DEIS Support

Preliminary Engineering and preparation of the DEIS for the Locally Preferred Alternative is scheduled to start January 1997 and be completed in December 1997.

The start of this task may be delayed from January to February if there is no MPO/TTC meeting in December.

Task Group 5.0 Environmental Data Collection Analysis and Documentation

Completed a draft COA on October 18, 1996. Harold stated that the COA has been mailed.



Social, Economic, Environmental Impact Assessment Methodology Draft Report will be issued the week of November 4, 1996.

TASKS TO BE COMPLETED PRIOR TO NEXT MEETING

Scoping Information Booklet/Scoping Meeting on November 6, 1996.

Distribution of:

- Functional Design Criteria
- Technology Assessment
- Five Methodology reports

PAG meeting on November 13, 1996.

SCHEDULED COORDINATION MEETINGS BETWEEN CONSULTANTS

Coordination among all consultants was discussed. It was agreed to schedule a meeting the week of November 4, 1996 to discuss coordination of the LRT and highway designs in areas where the LRT alignment will be in the I-4 corridor.

OTHER MEETINGS

The attached meeting list was distributed.

ANTICIPATED PROBLEM AREAS

Mike Snyder suggested that the Altamonte Springs branch issue be added to the list of anticipated problem areas.

UNRESOLVED ISSUES

None

cc: Phil Smelley
Rich Bionda
Mike Gillam
Marc Graham
Mel Kohn
Roger Menendez
Tim Jackson
Walter Kulash
file 25440.5.1.3.3

Harold Webb, FDOT
Vicki Smith, Keith and Schnars

RECEIVED
NOV 8 1996MEMORANDUM OF MEETING

TO: Vicki Smith
Keith & Schnars

FROM: *Jack*
Jack Freeman

DATE OF
MEETING: October 31, 1996

SUBJECT: I-4 Corridor PD&E Study, Segment 1
State Project Nos. 92130-1425 & 75280-1479
WPI Nos. 5147330 & 5147254
Federal Aid Project Nos.: N/A & NH-4-2(169)65
Minutes of Coordination Meeting - Segment 1

The purpose of this memorandum is to summarize activities discussed during the October 31, 1996 Coordination Meeting for the I-4 PD&E/LRT projects. This memorandum will only address those comments relative to Segment 1 and are in addition or supplement the items provided with the agenda provided at the meeting.

- Mailing List preparation - HNTB had planned on using Microsoft Access as the database for the mailing preparation. Other section consultants indicate they were using dBase IV. HNTB will verify the availability of dBase IV or the compatibility of translation between Microsoft Access to dBase IV. It was confirmed that all properties within 300 feet of center line or adjacent to proposed retention ponds (NOTE: Later changed on 11/1/96 to be 300 ft. from I-4 MMMP proposed ROW line) and adjacent to interchange areas should be included on the mailing list and receive a property number. The numbering system will be as follows:

1-999 - - HNTB
1,000-9,999 - - Greiner
10,000+ - - PBS&J

Greiner did state that for their segment where a partial block has been impacted by the right-of-way take, they will pick up names and addresses for the entire block. NOTE: This should not effect parcels in Segment 1.

- I-4 Baseline/Property Maps - It was noted that HNTB has obtained copies of the GIS property lines from Orange and Osceola Counties. We are undertaking the process of matching the aerials to the property lines. We will also, using existing plans, enter in the I-4 baseline to fit along the existing roadway. It was noted that a coordination meeting needs to be held with Greiner to facilitate the transition from Segment 1 to

MEMO OF MEETING: I-4 PD&E Study

October 31, 1996

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Segment 2 and the location of that transition (**ACTION ITEM**). Mike Snyder stated that Anzee Cleveland, with District Survey, had recently completed a survey as part of the I-4 widening project, which establishes survey control between US 27 and US 192.

- **Design Criteria** - HNTB stated that we were utilizing the design criteria established in the conceptual engineering report and modify it accordingly. Greiner noted that they are continuing to work with their design criteria and would provide HNTB a copy.
- **CADD Leveling System** - It was discussed that to provide uniformity between the work being done by the various segment engineers that a system for CADD layering needs to be developed. In some cases with PD&E work, notations for particular items or locations of concern do not have symbology provided within the FDOT CADD standards. HNTB will take the lead on developing a CADD layering system, and provide information regarding various symbology for use by the entire team (**ACTION ITEM**). Greiner will provide information on the method that they are presently using for integration into this layering system.
- **Minutes of Meetings** - It was discussed that for joint team meetings such as this coordination meeting that the Public Involvement Consultant will be responsible for the preparation of consolidated meeting minutes. Each Consultant will be responsible for providing input to the PI consultant for consolidation. Further, minutes of meetings such as Project Advisory Groups will be the responsibility of the PI consultant. Minutes for technical meetings conducted by the segment consultants will be the responsibility of that consultant.
- **Cost Estimating** - It was discussed to provide uniformity in cost estimating that a uniform format and unit prices should be developed. PBS&J provided information regarding the format for cost estimates done in the Multi-Modal Master Plan (MMMP). It was suggested that we look over this format to see if it might be acceptable for use as we advance into the PD&E stage. It was noted that the HNTB Team will be initiating cost estimates in the month of December as part of the HOV barrier/buffer analysis.
- **HOV 2+ or HOV 3+** - It was discussed that upon opening, it is quite likely that the entire portion of the I-4 Master Plan may be opened as an HOV 2+ facility. However, it was stated that it is the intention of FDOT to have this as a managed facility, using ITS technology. At such time, the HOV 2+ lanes start to become a problem from a travel time aspect, then the HOV 3+ will be instituted. It was noted that a key in doing this the up front marketing plan and that it should always be clearly stated to the public that it is the Department's intention to change the numbers of vehicle occupants to HOV 3+, once the HOV lane starts to incur significant delays. On this basis, it was felt that the traffic is done in the Master Plan and the concepts are adequate.

MEMO OF MEETING: I-4 PD&E Study

October 31, 1996

Page 3

- HOV Buffer/Barrier Analysis - It was noted that TTI on behalf of HNTB has already initiated the HOV Barrier/Buffer Analysis. It was felt important that since Segment 2 will be doing a similar type analysis for the downtown segment, the methodology for doing the analysis be uniform between the two segments. It was suggested that Katie Turnbull with TTI will be coming to Florida in November and that a coordination meeting be done with Greiner to facilitate this common methodology. Greiner concurred this was a good idea but noted that they were not going to begin their HOV Barrier/Buffer Analysis until mid-December. Jack Freeman will schedule the meeting date once confirmation of Katie Turnbull's trip is received (ACTION ITEM).
- Rail Stations Within the I-4 Median - Concern was expressed by both HNTB and Greiner regarding the access and grades for the rail stations and rail line when located within the I-4 median. It was noted that it will be incumbent upon the light rail system to modify its grades to fit within the I-4 geometry. It was suggested that a coordination meeting between Parsons Brinckerhoff, HNTB and Greiner be held to discuss the issues of the rail interface within the I-4 median. The date for this meeting is the morning of November 8, 1996.
- FDOT District One Coordination - It was noted by Alice Gilmartin that Marshall Dougherty of FDOT District 1 has served as the I-4 Coordinator and HNTB should make contact with him regarding the HOV transitions from the 6+4 section in District 1 to the 6+2 section in District 5.
- US 192 Interchange - It was noted by Mike Snyder that during the concept development stage of the US 192 Interchange that HNTB needs to develop options which do not take any right-of-way from the Hyatt Hotel located in the northeast quadrant of the interchange. This is because of the high cost of right-of-way within this quadrant.

JRF/jag

Copies to:

Harold Webb - FDOT

File 24434-PL-001-001-T021

I-4 PD&E STATUS REPORT NO. 1

Post, Buckley, Schuh & Jernigan
Project Manager: John Adams/Vic Poteat
Report Period: 09/23/96 to 10/31/96

State Project No. 79110-1407
Work Program Item No. 5149546
Federal Aid Project No.: NH-4-2(183)113

1. Project Status: 9/23/96 to 10/31/96

A. General

1. Attended kickoff meetings for other PD&E consultants and PIC.
2. Attended NEPA process discussion.
3. Meeting with PIC to discuss potential public issues/problems.

B. Engineering

1. Preliminary data collection effort: existing highway characteristics, accident data, utilities, etc.
2. Began property owner/right-of-way investigation. *{PIC to provide database format for property owner list. Property owners to be obtained 300' from existing right-of-way line. List will be appended to as pond sites are selected. Greiner asked that PBS&J begin property owner numbering at 10,000}*

C. Environmental

1. Social and Economic
 - Initiated land use surveys.
2. Cultural and Historic Resources
 - Completed review of Florida Site File and National Register of Historic Places.
 - Completed visual reconnaissance.
 - Analyzed known archaeological sites in area.
 - Potential zones of archaeological probability were identified for systematic, subsurface shovel testing.
 - Draft Cultural Resource Methodology Report prepared. *{Draft has been internally reviewed. Final will be submitted to Harold Webb}*
3. Natural
 - Reviewed existing data including the Community and Environmental Planning Report prepared by EAG.
 - Initiated Fall Scrub Jay surveys along corridor.
 - Reviewed soils/plants along corridor.

2. Tasks to be Completed within Next Reporting Period: 10/31/96 to 11/14/96

A. General

1. I-4 EAG meeting (11/7/96) *{This group to be referenced as the Environmental Advisory Committee, EAC}*

- B. Engineering
 - 1. Complete preliminary data collection and documentation.
 - 2. Establish preliminary alignment.

- C. Environmental
 - 1. Social and Economic
 - Complete land use survey.
 - 2. Cultural and Historic Resources
 - none
 - 3. Natural
 - Begin wetlands field monitoring.
 - Obtain Florida Game and Fresh Water Fish Commission GIS database on listed species.

3. Problems/Issues

- A. Waiting for recent aerial photography. {Aerials given to PBS&J at meeting by Harold Webb}
- B. Coordination with SR 44 Projects. {Have contacted Jackie Tuttle, FDOT Project Manager of the SR 44 Projects. The NTP for SR 44 is scheduled for March 1, 1997. Ms. Tuttle is anticipating I-4 PD&E to set SR 44 alignment for interchange. Expressed some concern about interchange geometry. She will provide written comments. PBS&J will coordinate effort with the SR 44 projects. }

4. Consultant Coordination

- A. Coordinate common begin/end point with Segment 2. {Greiner and PBS&J to coordinate}

{Greiner/HNTB to establish CADD layer standards for PD&E projects. FDOT to approve. PBS&J will adopt approved standards. }

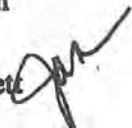
{Meeting to be set between Greiner, HNTB, and PBS&J the week of 11/4 to discuss cost estimate standards. }

5. Scheduled Meetings

- A. 11/07/96 I-4 Environmental Advisory Group (1:30 pm, Orlando Library)
- B. 11/19/96 Volusia County TTC (1:00pm), CAC (3:00pm)
- C. 11/26/96 Volusia County MPO (9:00am)

MEMORANDUM

To: Vicki Smith

From: M. J. Everett 

Date: November 4, 1996

Subject: *I-4 PD&E Study - Segment 2*
WPI Nos. 5147257, 5148838, 5149520
State Project Nos. 75280-1488, 77160-1439, 79110-1403
FAP Nos. NH-4-2(174)79, NH-4-2(176)132
Project Status Review Meeting - October 31, 1996

This memorandum summarizes the information presented at the October 31, 1996 project status review meeting for the Section 2 portion of the above study.

Project Status Overview**Public Involvement**

The class of action has been submitted to FHWA for approval. Once this is approved, the Notice of Intent can be finalized and published. The current schedule indicates that the Scoping meeting will be held in early January to provide sufficient time for publishing the Notice of Intent in the Federal Register.

Kick-off meetings are in progress with the Orlando MPO and are scheduled with the Volusia MPO.

The mailing lists is being prepared. Properties in Section 2 will begin numbering at 1001 and will end prior to 9999. The Section 3 properties can begin numbering at 10,001.

Data Collection

Data collection is on-going and nearly complete for most elements of the project. Some of the existing plans are still being obtained from the Department.

MEMORANDUM

November 4, 1996

Page 2

Engineering Analysis

The concept design analysis has been initiated. The preliminary constructibility review of the I-4 MMMP has been presented to the Department. A clarification that the I-4 MMMP includes complete reconstruction of the existing facility from John Young Parkway to Lee Road was received. The I-4 MMMP assumed the reconstruction is to provide a 50 mph design speed (based on FDOT criteria).

The 50 mph vs 60 mph design speed evaluation is being conducted along with the identification of design variances and exceptions.

HOV/Park and Ride information is being collected from LYNX. They are initiating a park and ride study and this will be incorporated into the EIS.

The urban design guidelines are being initiated.

The existing drainage conditions are nearly completed and the preliminary pond sites have been identified. The drainage evaluations are being initiated.

Environmental Analysis

As part of the socio-economic impacts, it is necessary that the improvements in the EIS are consistent with local land use plans, etc. We requested that the Department consider obtaining letters from the local jurisdictions that the improvements in the I-4 MMMP and the EIS are consistent with their adopted local comprehensive plans. This will be considered by the Planning Office staff.

The wetland data collection is on-going and is on schedule to be completed in early November. The cultural resource assessment study methodology was submitted to the Department and approved.

Environmental Documents

Preliminary responses are being prepared for the Advance Notification comments received to date. Agreed to transmit preliminary responses to the agencies in the near future to initiate communications.

MEMORANDUM

November 4, 1996

Page 3

Activities within the Next Month

Over the next month, the work effort will focus on continuing the data collection activities, conducting the 50 mph vs 60 mph analysis, initiating the noise video, and continuing the urban design guidelines.

Action Plan Items

The following items were identified during the meeting as action items to be completed by the Section 2 team.

1. Meet with PBQD to review the LRT crossings of the Interstate in the vicinity of the Kirkman Road/Republic Drive interchange area.
2. Meet with HNTB to review the unit costs to be used for cost estimating and the CADD file formats for the concepts.
3. Obtain the database format for the property owners mailing list.
4. Provide a copy of the design criteria from Section 2 to HNTB.
5. Obtain information from the Department on the Longwood proposal to add a ½ diamond interchange at Lake Emma Trail. Keep Steve Homan apprized of any activities regarding this area.
6. Coordinate with the District Planning staff on the approach to be used for the Park and Ride analysis as well as local Comprehensive Plan consistency.

xc: Harold Webb, Mark Callahan, Howard Newman



KEITH and SCHNARS, P.A.
ENGINEERS - PLANNERS - SURVEYORS

MINUTES OF STATUS / COORDINATION MEETING

OCTOBER 31, 1996
9:00 AM

I-4 AND LRT PUBLIC INVOLVEMENT PROGRAM
STATE PROJECT NO. 99905-1404
WORK PROGRAM NO. 5140030
FEDERAL AID PROJECT NO. NH-9999(150)
K&S PROJECT NO. 15453

LOCATION

Florida Department of Transportation, District V
719 South Woodland Boulevard
DeLand, Florida 32720

ATTENDEES

See attached sign-in sheet

PUBLIC INVOLVEMENT - Keith and Schnars

Minutes of the bi-weekly coordination meeting to be taken by each of the consultants for their section. A copy of these minutes will be sent to Keith and Schnars to prepare a record set of minutes of the meeting. Copies will be sent to each consultant and to the FDOT. A set of minutes to all meetings shall be sent to Carol for distribution to the FDOT Planning Office.

Graphics quality as established by LRT shall become the standard and be utilized during the project.

K&S to receive the mailing list of property owners from HNTB by the next meeting. K&S to distribute to each consultant the standard data fields to be utilized in dBase.

Washington State FDOT has a HOV Department. Contact Alice Gilmartin for further information on how to contact them.

Segment 2 Scoping Meeting has been postponed until January, 1997.

Status/Coordination Meeting Minutes

Page Two

Property owners within 300' of the proposed ROW as shown in the Master Plan will be identified and notified for public hearing purposes. All properties will be numbered within that area. The following range of numbers has been assigned to each segment.

- Segment 1 1-1000
- Segment 2 1001-10,000
- Segment 3 10,000-up

A meeting to discuss the noise video preparation will be scheduled within the next two weeks by Greiner.

In the Griffin Park area there is a movement to preserve the area. Vicki Smith to review information from Harold Webb and forward to Jan Everett.

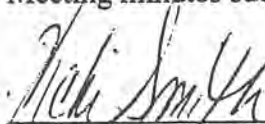
HOV access in the Lake Mary area is an issue. Nancy Houston received a letter from a group in the area requesting a half interchange at Lake Emma Trail and I-4. The letter and response to be given to Greiner and K&S. K&S to coordinate a meeting with Seminole County Staff, Greiner, FDOT, and K&S to review the issue.

The next PAG meeting will be expanded to include Segments 1,2 and 3. A brief presentation will be given to introduce the team members. Parsons will continue to host and schedule the meetings through the beginning of next year. After that time, the PAG meetings will be hosted by K&S. The meetings will be scheduled on a monthly basis on the second Wednesday at the PBS&J conference room.

The first EAC meeting will be held November 7, 1996. The meeting will include a review by Doug Coward to review the results of their coordination during the Master Plan Study. K&S will provide introductions of the team members and give a brief overview of the projects. Each consultant will have the opportunity to review the issues associated with their section of the corridor.

The ideas for the program logo and theme will be presented to the FDOT today. The logo will appear on all graphics and boards. Stationery will be prepared. The Mobile Office will be ready by January 1997. Ideas for locations to take the office was requested.

Meeting minutes submitted by




Vicki L. Smith, PE

Project Manager

MEMORANDUM OF MEETING

TO: HNTB I-4 Project Team

FROM: Jack Freeman 

DATE OF MEETING: October 31, 1996

SUBJECT: I-4 Corridor PD&E Study, Segment 1
State Project Nos. 92130-1425 & 75280-1479
WPI Nos. 5147330 & 5147254
Federal Aid Project Nos.: N/A & NH-4-2(169)65
Minutes of Coordination Meeting - Segment 1

The purpose of this memorandum is to summarize activities discussed during the October 31, 1996 Coordination Meeting for the I-4 PD&E/LRT projects. This memorandum will only address those comments relative to Segment 1 and are in addition or supplement the items provided with the agenda provided at the meeting.

- Mailing List preparation - HNTB had planned on using Microsoft Access as the database for the mailing preparation. Other section consultants indicate they were using dBase IV. HNTB will verify the availability of dBase IV or the compatibility of translation between Microsoft Access to dBase IV. It was confirmed that all properties within 300 feet of center line or adjacent to proposed retention ponds (NOTE: Later changed on 11/1/96 to be 300 ft. from I-4 MMMP proposed ROW line) and adjacent to interchange areas should be included on the mailing list and receive a property number. The numbering system will be as follows:

1-999 - - HNTB
1,000-9,999 - - Greiner
10,000+ - - PBS&J

Greiner did state that for their segment where a partial block has been impacted by the right-of-way take, they will pick up names and addresses for the entire block. NOTE: This should not effect parcels in Segment 1.

- I-4 Baseline/Property Maps - It was noted that HNTB has obtained copies of the GIS property lines from Orange and Osceola Counties. We are undertaking the process of matching the aerials to the property lines. We will also, using existing plans, enter in the I-4 baseline to fit along the existing roadway. It was noted that a coordination meeting needs to be held with Greiner to facilitate the transition from Segment 1 to

Segment 2 and the location of that transition (**ACTION ITEM**). Mike Snyder stated that Anzee Cleveland, with District Survey, had recently completed a survey as part of the I-4 widening project, which establishes survey control between US 27 and US 192.

- Design Criteria - HNTB stated that we were utilizing the design criteria established in the conceptual engineering report and modify it accordingly. Greiner noted that they are continuing to work with their design criteria and would provide HNTB a copy.
- CADD Leveling System - It was discussed that to provide uniformity between the work being done by the various segment engineers that a system for CADD layering needs to be developed. In some cases with PD&E work, notations for particular items or locations of concern do not have symbology provided within the FDOT CADD standards. HNTB will take the lead on developing a CADD layering system, and provider information regarding various symbology for use by the entire team (**ACTION ITEM**). Greiner will provide information on the method that they are presently using for integration into this layering system.
- Minutes of Meetings - It was discussed that for joint team meetings such as this coordination meeting that the Public Involvement Consultant will be responsible for the preparation of consolidated meeting minutes. Each Consultant will be responsible for providing input to the PI consultant for consolidation. Further, minutes of meetings such as Project Advisory Groups will be the responsibility of the PI consultant. Minutes for technical meetings conducted by the segment consultants will be the responsibility of that consultant.
- Cost Estimating - It was discussed to provide uniformity in cost estimating that a uniform format and unit prices should be developed. PBS&J provided information regarding the format for cost estimates done in the Multi-Modal Master Plan (MMMP). It was suggested that we look over this format to see if it might be acceptable for use as we advance into the PD&E stage. It was noted that the HNTB Team will be initiating cost estimates in the month of December as part of the HOV barrier/buffer analysis.
- HOV 2+ or HOV 3+ - It was discussed that upon opening, it is quite likely that the entire portion of the I-4 Master Plan may be opened as an HOV 2+ facility. However, it was stated that it is the intention of FDOT to have this as a managed facility, using ITS technology. At such time, the HOV 2+ lanes start to become a problem from a travel time aspect, then the HOV 3+ will be instituted. It was noted that a key in doing this the up front marketing plan and that it should always be clearly stated to the public that it is the Department's intention to change the numbers of vehicle occupants to HOV 3+, once the HOV lane starts to incur significant delays. On this basis, it was felt that the traffic is done in the Master Plan and the concepts are adequate.

- **HOV Buffer/Barrier Analysis** - It was noted that TTI on behalf of HNTB has already initiated the HOV Barrier/Buffer Analysis. It was felt important that since Segment 2 will be doing a similar type analysis for the downtown segment, the methodology for doing the analysis be uniform between the two segments. It was suggested that Katie Turnbull with TTI will be coming to Florida in November and that a coordination meeting be done with Greiner to facilitate this common methodology. Greiner concurred this was a good idea but noted that they were not going to begin their HOV Barrier/Buffer Analysis until mid-December. Jack Freeman will schedule the meeting date once confirmation of Katie Turnbull's trip is received (ACTION ITEM).
- **Rail Stations Within the I-4 Median** - Concern was expressed by both HNTB and Greiner regarding the access and grades for the rail stations and rail line when located within the I-4 median. It was noted that it will be incumbent upon the light rail system to modify its grades to fit within the I-4 geometry. It was suggested that a coordination meeting between Parsons Brinckerhoff, HNTB and Greiner be held to discuss the issues of the rail interface within the I-4 median. The date for this meeting is the morning of November 8, 1996.
- **FDOT District One Coordination** - It was noted by Alice Gilmartin that Marshall Dougherty of FDOT District 1 has served as the I-4 Coordinator and HNTB should make contact with him regarding the HOV transitions from the 6+4 section in District 1 to the 6+2 section in District 5.
- **US 192 Interchange** - It was noted by Mike Snyder that during the concept development stage of the US 192 Interchange that HNTB needs to develop options which do not take any right-of-way from the Hyatt Hotel located in the northeast quadrant of the interchange. This is because of the high cost of right-of-way within this quadrant.

Listed below are some pertinent comments which were received in discussions by the other section consultants. Greater amplification of these will be provided in the Minutes of Meeting to be prepared by the Public Involvement Consultant.

LRT STUDY

Parsons Brinckerhoff gave an overview of their activities to date. It was noted that as a result of the Rail Project Advisory Group Meeting of October 23, 1996, that the final four alignment alternatives have been reached for the rail. Within the southern corridor stretching from the Beeline Expressway south, the alternative shown goes from International Drive to I-4, south of Central Florida Parkway, and stays within the I-4 median to south of the interchange with SR 536, then jumping to the east side of I-4 and terminating into the Disney/Celebration project. It was noted that there was not uniform agreement at the PAG Meeting, that this was

the best alignment, but it was that which was stated by Dori Deboard of Osceola County. As result of the discussions stated above, concerns over stations in the median of I-4 south of the Beeline and a station in the Kirkman Road area, it was agreed that a Coordination Meeting will need to be conducted. Other LRT items of note are as follows:

- It was also noted that as part of some of the Staging and Financing Plan, it has been shown that rail will enter the I-4 corridor prior to completion of the roadway improvements. It was stated by Mike Snyder that this needs to be re-visited because the median of I-4 needs to be made available for Maintenance of Traffic to avoid costly right-of-way taking for the Maintenance of Traffic. The Draft Staging and Financing Plan is due out in December, however, coordination will be made prior to the issuance of document to minimize these occurrences.
- Parsons Brinckerhoff stated that they are on schedule for recommending a conceptual rail alignment in early January. It was noted, however, that due to the holidays the MPO will not have all of its meetings during the month of December. Therefore, the ability to meet with the Transportation Technical Committee toward the end of December and then the full MPO in January may not be possible. On this basis, it appears that the schedule may need to slip for one month for the rail to be presented in February 1997. The question was asked of whether this would impact the schedule within Segments 1 and 2. I noted that for Segment 1, we are scheduled to begin the Interchange Concept Development immediately after approval of the HOV Barrier/Buffer concept recommendation. Should we end up with stations within the I-4 Median, this could effect our schedule.

SEGMENT 2 - GREINER

Some of the activities that Greiner stated they have underway are as follows:

- Maps have sent to the utility companies for receiving feedback on major utilities.
- The design criteria has been developed and Greiner is looking into design variances/exceptions along their segment.
- Greiner has already started to look at park-and-ride locations within their corridor. Coordination has been made with LYNX and it was noted that LYNX is doing a park-and-ride study within their service area. It was suggested that we (Segments 1 and 2) should coordinate with Karen Adamson the Cheryl Harrison-Lee of the FDOT Planning Office for the Park-and-Ride Analysis.
- Greiner has initiated the Design Aesthetics Analysis.
- Greiner has initiated drainage analysis, with particular looking upon the potential pond locations of the I-4 Master Plan and has started geotechnical work in some areas.
- Greiner stated that they have met with most of the cities and counties affected within their study area. They discussed the need to obtain letters from these jurisdictions which state

MEMO OF MEETING: I-4 PD&E Study

October 31, 1996

Page 5

that the I-4 Multi-Modal Master Plan is consistent with that jurisdiction's Comprehensive Plan. There was extensive discussion about whether a resolution to this effect, adopted by City Council/County Commission or a staff letter would be acceptable. FDOT planning is to look into this issue and provide guidance back.

- Greiner has already started the evaluation of the existing bridges to ascertain their suitability for widening and future use.
- Greiner has initiated work of identifying wetlands and wildlife within the corridor and has already started that mapping process.
- Greiner's sub, ACI, has prepared a Cultural Resource Methodology Report for Segment 2.

SEGMENT 3 - PBS&I

Copy of the Post Buckley written report is provided. No further explanation is necessary.

PUBLIC INVOLVEMENT - KEITH & SCHNARS

Keith & Schnars has just initiated work, having gotten the last Notice to Proceed on October 8, 1996. Some items to noted within their discussion are as follows:

- The Project Advisory Group (PAG) will have its role expanded to incorporate both the PD&E Studies and the Light Rail Study. The next meeting, scheduled for November 13, will only introduce the PD&E Studies and provide the bulk of it's time for the rail discussion. It was felt by the group that the PAG should meet on a monthly basis to facilitate project coordination. In expanding the Project Advisory Group, Volusia County will now be incorporated.
- It was decided that the Environmental Advisory Committee (EAC) is an important part of the process but its meeting should be done on a quarterly basis.
- It was noted that Keith and Schnars is developing a logo for the I-4 Team and ideas for this logo are being presented to FDOT in a meeting later on the afternoon.
- It was stated that the mobile office will be fully operational on January 1, 1997. It is intended that this office will have a calendar of activities, with a focus on visiting every community, up and down the I-4 corridor, over the first five to six months of operation. The focus will be for the mobile office to be out every day and weekends included. In addition to visiting communities, it will be scheduled to attend major activities which will draw people such as fairs, etc.
- The formal pubic involvement program will be provided in early December 1996.

JRF/jag

MEMO OF MEETING: I-4 PD&E Study

October 31, 1996

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Copies to:

George Huffman - HNTB

Bill Woolery - HNTB

Carl Tum Suden - HNTB

Dave Hill - HNTB

Peter Sucher - HNTB

John Jaeckel - HNTB

T.J. Martin - Michael Baker Jr., Inc.

Wendy Geisy - Dames & Moore

Roger Neiswender - TCG

Katie Turnbull - TTI

Marion Almy - ACI

Robbin Ossi - ETP

Bryant Marshall - GEC

File 24434-PL-001-001-T021

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Carl Feiss, *Emeritus*

Patricia S. McKay
Executive Director

November 5, 1996

Harold Webb, Project Manager
Florida Department of Transportation - District V
719 S. Woodland Blvd.
DeLand, Fl 32720

Copy to
Wendy Biesig - O&M
Roger Neiswander - TCG

Re: Light Rail Transit - Project Advisory Group (PAG)

Dear Mr. Webb:

I want to begin by thanking FDOT, LYNX and others involved with the LRT Project Advisory Group (PAG) for providing the opportunity for 1000 Friends of Florida to participate in the planning efforts for the light rail transit system in east central Florida. The following comments are limited to the PAG's current discussion about the proposed location of the 52 mile rail corridor and station locations. It is apparent that local governments and citizens are best suited to help determine the preferred alignment for the LRT system; however, there are several regional issues that should also be considered at this time. Not only is intermodal transportation feasible with automobiles, buses, and light and high speed rail, but there is also the potential to link and coordinate the location and design of the rail corridor and stations with the abundant recreational greenways, trails, and bicycle facility networks that exist or are being planned in the east central Florida region.

The most ambitious of these regional systems is the "Central Florida Loop" that incorporates many of the recreational greenways, trails, and bicycle facilities in this vicinity (see attachment 1). The Central Florida Loop was conceived by the Florida Audubon Society and has since been recognized by Governor Lawton Chiles as a part of the Florida Greenways Recognition Program (see attachment 2). There are two (2) specific locations where the potential rail alignments under consideration in the I-4 and CSX corridors overlap directly with proposed multi-modal access points envisioned through the Central Florida Loop. These access points include: 1) the City of Sanford along the CSX corridor; and, 2) the Dinky Line Trail, which connects bicycle facilities, the Cady Way Trail and I-4 corridor in the City of Orlando. We recommend linking rail lines and station locations with these access points.

The regional bicycle facility network should also be considered in conjunction with on-going decisions about where to locate the light rail transit corridor and stations. This recommendation was also noted by citizens in the September LRT public workshops. As a starting point, we would recommend contacting Mighk Wilson, the Bicycle Coordinator for the Orlando Urban Area Metropolitan Planning Organization, for further information and mapping in this regard. Several municipalities in the region have also planned and/or begun to implement their local bicycle facility networks, such as the cities

Harold Webb
November 5, 1996
Page Two

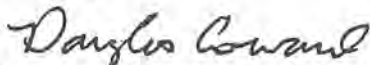
of Orlando and Maitland. Local and regional bicycle facilities should be closely coordinated with the LRT proposal to integrate transportation alternatives and to foster community linkages across the potential rail corridors.

There appear to be several locations where special provisions will be needed to accommodate non-motorized transportation alternatives with and across the rail corridor, including: 1) the "E.E. Williamson Rd./Longwood Connector" between the "Seminole-Wekiva Trail" and the "Cross-Seminole Trail"; 2) the Florida National Scenic Trail, especially in the Lake Mary area; and 3) the Dinky Line Trail in the City of Orlando (see attachments 1 and 3). These 3 locations in the east central Florida region are critical connections needed to accommodate linkages with statewide greenway and trail systems.

1000 Friends supports the light rail transit proposal due to the beneficial effect on sustainable development patterns in east central Florida and because it provides transportation alternatives to residents, tourists, and commuters in the Orlando urban area. We also encourage integration of various transportation programs, including: I-4 road expansion; the LRT proposal; and, local, regional, and statewide plans for non-motorized transportation alternatives, such as recreational greenways, trails, and bike/pedestrian networks.

Thank you for your consideration of these recommendations. If I can provide additional information, maps, or contacts, please feel free to call me at (561) 465-1450.

Sincerely,



Douglas Coward
Community Planner


cc: Patricia S. McKay, Executive Director



ARCHITECTS ENGINEERS PLANNERS

MEMORANDUM OF MEETING

TO: Vicki Smith
Keith & Schnars

FROM: 
Jack Freeman

DATE OF MEETING: November 14, 1996

SUBJECT: I-4 Corridor PD&E Study - Section 1
State Project No. 92130-1425 & 75280-1479
WPI Nos. 5147330 & 5147254
Federal Aid Project No. N/A & NH-4-2(169)65
Minutes of Coordination Meeting No. 2-Section 1

The purpose of this memorandum is to summarize activities discussed during the November 14, 1996, Coordination Meeting for the I-4 PD&E Study/LRT project. This memorandum will only address those comments relative to Section 1 and are in addition or supplement the items referred to in the agenda provided at the meeting.

- Mailing List Preparation - It was explained that this activity has been delayed until after the task of matching the I-4 MMMP to the new aerials and property lines has been completed. Once this information is available, then the identification of properties 300 feet outside the proposed MMMP property lines will be done and requests from Osceola and Orange County Property Appraisers Office for identification of these property owners will be undertaken. It is anticipated that completion of this task will be mid-December. The only activity that this will delay is the sending of letters to property owners adjacent to proposed drainage retention sites for access of archaeological and geotechnical field investigations.
- Matching I-4 MMMP to new aerials/property lines - This task is under way and is scheduled for completion November 22, 1996. (NOTE: May be delayed due to missing aerial coverage at southern end of Project)

CADD Leveling System - A draft copy of the leveling system was distributed at the meeting for review. A meeting was scheduled for 1:30 PM on November 21, 1996, at the offices of CH2MHill to discuss review comments and resolve any differences.

- Transportation Plan - It was stated that the transportation elements of the comprehensive plan for Orange County, Osceola County, and the Reedy Creek Improvement District have been obtained. Further information from LYNX regarding future transportation plans in the Section 1 area has been received. Follow-up coordination/data collection meetings with Osceola County, Orange County, Reedy Creek Improvement District and Walt Disney World Imagineering have been scheduled and will be conducted prior to the next meeting.

- HOV Barrier/Buffer Analysis - It was stated that Texas Transportation Institute (TTI) is under way with their investigations. They are scheduled to be in Central Florida on November 22, 1996. A meeting with FDOT District 1 has been scheduled in Bartow for 9 AM to coordinate the transition from the 6+4 in District 1 to the 6+2 in District 5. Further a meeting has been scheduled with CH2MHill and URS/Greiner to coordinate the methodology for the preparation of the barrier/buffer analysis. This meeting will be conducted the afternoon of November 22nd.
- Develop Drainage Criteria - It was discussed that coordination needs to be done in developing a common drainage criteria which is submitted to the Water Management Districts. Mark Callahan stated that Section 2 has already developed their drainage criteria and submitted it to the Department for review. To facilitate having this common criteria, he will provide this to Sections 1 and 3. It was agreed that it is best for the drainage engineers for each of the sections to sit down to work out a common criteria that is then submitted to the Water Management Districts for their review and approval. No date for this meeting was set; however, it was discussed in order to keep projects on schedule, it needs to be completed prior to the next meeting on December 5, 1996. **(ACTION ITEM)**
- Environmental Analysis - It was noted that Cultural Resource Assessment Methodology has been provided to the Department for review and comment. (NOTE: Received verbal approval of methodology on Nov. 15, 1996) Further, it is noted that the field investigations of wetlands and biological assessment were initiated earlier this week.
- Cost Estimating - To continue coordination in this area, a meeting was scheduled at the offices of CH2MHill on November 21, 1996, following the CADD Leveling Coordination Meeting. The purpose of this meeting is to discuss with Post Buckley the format and methodology plus back-up information on unit costs that were developed as part of the Multi-Modal Master Plan. It is the goal of this coordination meeting to establish a uniform cost estimating format and unit prices to be utilized with each of the three PD&E sections.
- A follow-up request was made of Mark Callahan to check with URS/Greiner regarding plans of the I-4/Osceola Parkway overpass and the I-4 Southern Connector Extension Interchange. Further, it was requested that they see if they have plans of the I-4/Beeline Expressway Interchange and can provide us a copy of those.

Some other discussions that occurred by other section consultants in talking about their particular projects that are relevant to Section 1 are as follows:

- It was confirmed that there are no rail alternatives that are presently being considered that would occupy the I-4 median south of the Beeline Expressway.
- Keith & Schnars is preparing the letter for geotechnical and archaeological investigations of anticipated pond sites. The section consultant needs to provide them the names and addresses of property owners, plus an aerial that will accompany the letter, showing the proposed pond site.
- For the upcoming Project Advisory Group Meeting to be conducted on December 4, 1996, it was decided that John Adams of PBS&J would provide an overview of transitioning from the Master Plan to the PD&E Studies. Further, each PD&E section consultant would then provide a brief discussion of some of the issues that are to be addressed within their Section PD&E effort. Any graphics support for these discussions need to be to Vicki Smith by November 22nd.
- It was discussed that coordination with environmental agencies such as the Water Management Districts, Corps of Engineers and EPA need to be done through a central point of contact within those agencies. FDOT will discuss with these agencies the need for establishing this single point of contact and try to get a name. It was also discussed that this contact needs to attend the Environmental Advisory Committee (EAC) and possibly the Project Advisory Group (PAG) meetings. It was also noted to be important that as meetings are conducted with these environmental groups that the entire I-4 Team that has activities within the jurisdiction needs to be represented at these meetings.
- In preparing the Purpose and Needs section of the environmental document, it was suggested by Mark Callahan that this section needs to support the logical termini for the project. It is important that this section emphasize the "independent utility" of the particular section of the project.

Copies to:

Harold Webb - FDOT
Bill Woolery - HNTB
Lynn Kendrick - HNTB
George Huffman - HNTB
Carl Tum Suden - HNTB
T.J. Martin - Baker

Wendy Giesy - Dames & Moore
Roger Neiswender - TCG
Marion Almy - ACI
Bryant Marshall - GEC
Robbin Ossi - ETP
File 24434-PL-001-001-T021



ONE NORTH DALE MABRY HIGHWAY, SUITE 700, TAMPA, FLORIDA 33609
(813) 875-1115 FAX: (813) 874-7424

November 15, 1996

Mr. John Wrublik
Office of Environmental Services
Florida Game and Fresh Water Fish Commission
110 43rd Avenue SW
Vero Beach, Florida 32968

**RE: Wildlife and Protected Species Inquiry
Project Development and Environment Study
Interstate 4, Osceola County line to SR 528/Bee Line Expressway
State Project Nos: 92130-1425, 75280-1479
Work Program Item Nos: 5147330, 5147254**

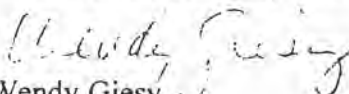
Dear Mr. Wrublik:

The Florida Department of Transportation (FDOT) is currently funding a PD&E Study along Interstate 4 (I-4) to consider and evaluate alternatives for the future expansion and improvement of I-4 between Polk County and Interstate 95. This corridor has been divided into three segments, with each segment being studied simultaneously. Dames & Moore is assisting FDOT with the southernmost segment (Segment 1), which begins at the Polk/Osceola County line and ends west of SR 528/Bee Line Expressway, in the vicinity of Big Sand Lake. Segment 1 (approximately 13 miles in length when viewed as a whole) actually consists of two contiguous projects, each with its own State Project Number. The location and limits of these projects are shown on the attached Location Maps. An Advance Notification was sent to FGFWFC headquarters in Tallahassee on May 30, 1996, requesting general comments on the proposed project. No information has been received to date.

We are currently in the data collection phase prior to initiating actual field studies. Florida Natural Areas Inventory data has provided some species records and important habitat locations. These include wading bird rookery and eagle nest data as well as significant scrub habitats within one mile on either side of the existing alignment. We would appreciate any information your office may be able to offer regarding these species and/or other important species along our project corridor, especially concerning listed species. Thank you for your interest in this project. Please do not hesitate to call me at (813) 875-1115 if you need any additional information or assistance.

Sincerely,

DAMES & MOORE, INC.


Wendy Giesy
Associate

attachments

cc: Bob Gleason (FDOT)
Jack Freeman (HNTB)



FLORIDA GAME AND FRESH WATER FISH COMMISSION



JULIE K. MORRIS
Sarasota

QUINTON L. HEDGEPEETH, DDS
Miami

MRS. GILBERT W. HUMPHREY
Miccosukee

THOMAS B. KIBLER
Lakeland

JOE BRUNER
Destin

ALLAN L. EGBERT, Ph.D., Executive Director
VICTOR J. HELLER, Assistant Executive Director

110 43rd Ave., S.W.
Vero Beach, FL 32968
November 25, 1996

Ms. Wendy Giesy
Dames and Moore
One North Dale Mabry Highway
Suite 700
Tampa, FL 33609

RE: Presence of Listed Species in the I-4 Corridor (Polk
County Line to SR 528), Osceola and Orange Counties

Dear Ms. Giesy:

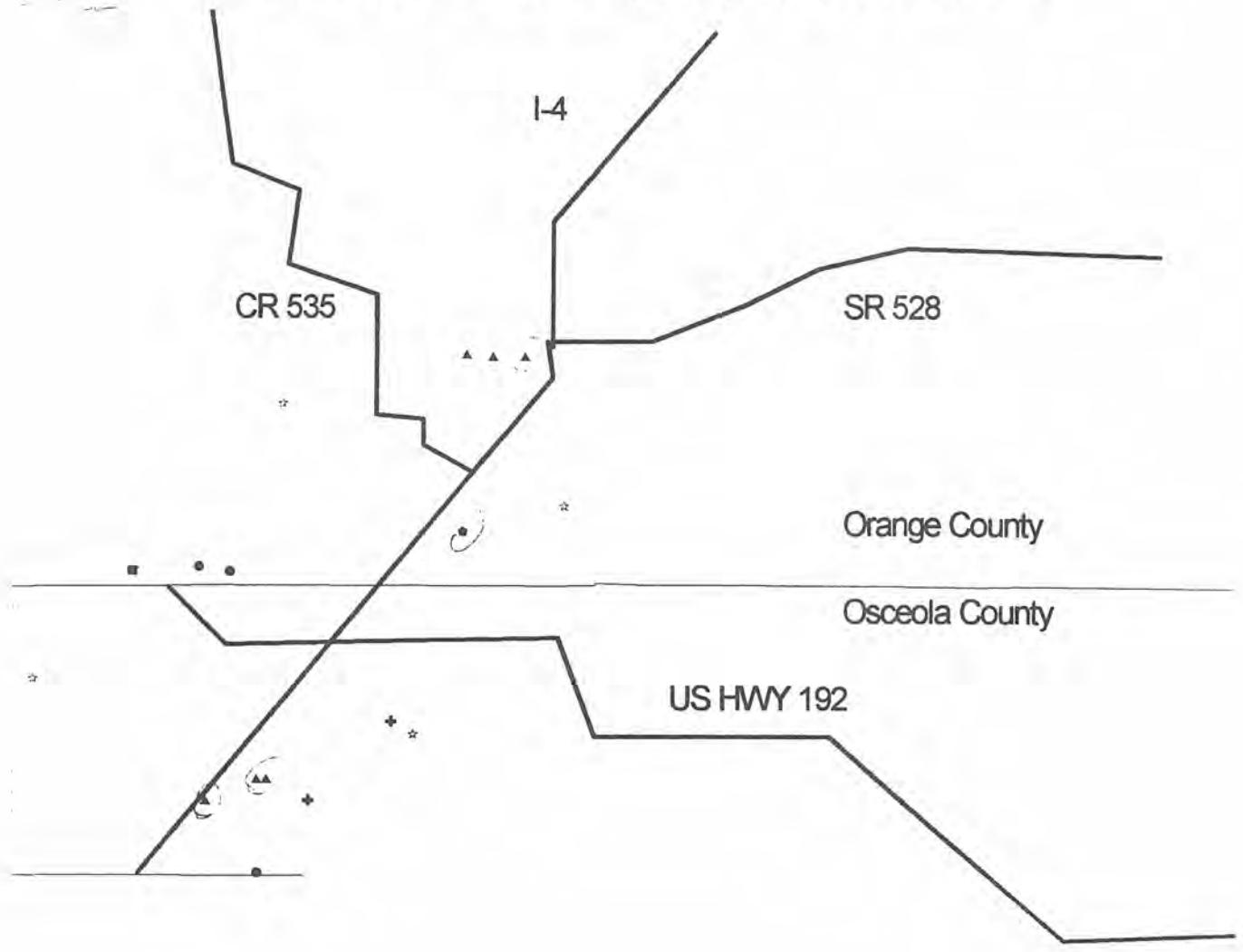
The Office of Environmental Services has reviewed your request for information relating to the occurrence of state listed species in the corridor referenced above. We have queried our database and found records of the Florida scrub jay, red-cockaded woodpecker, Eastern indigo snake (all threatened), gopher tortoise, and gopher frog (both species of special concern) occurring in or near the project corridor (see attached map). We also found records of bald eagle nests and wading bird rookeries occurring in the corridor (see attached map). Our database contains no other records of state listed species occurring in or near the immediate project area. However, our records are incomplete and the proposed project site lies within the potential range of several state listed animal species. Accordingly, if suitable habitat exists, appropriate surveys should be conducted to verify that no state listed species occur in the project corridor.

Sincerely

John M. Wrublik
Wildlife Biologist

SRL/JMW/rs
ENV 1-10-2
Attached
dmreq.i4

State Listed Species Records along I-4 Corridor,
Polk County Line to SR 528, Orange and Osceola Counties



● = Florida Scrub Jay

☆ = Bald Eagle Nest

▲ = Gopher Tortoise

× = Red Cockaded Woodpecker

■ = Gopher Frog

◆ = Eastern Indigo Snake

⊕ = Wading Bird Colony



ONE NORTH DALE MABRY HIGHWAY, SUITE 700, TAMPA, FLORIDA 33609
(813) 875-1115 FAX: (813) 874-7424

Ms. Diane Bowen
U. S. Department of the Interior
U. S. Fish and Wildlife Service
P. O. Box 2676
Vero Beach, Florida 32961-2676

November 15, 1996

**RE: Wildlife and Protected Species Inquiry
Project Development and Environment Study
Interstate 4, Osceola County line to SR 528/Bee Line Expressway
State Project Nos: 92130-1425, 75280-1479
Work Program Item Nos: 5147330, 5147254
Lat.: 28° 21' 30" W Long.: 81° 32' 30" W**

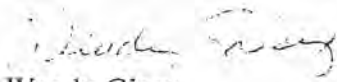
Dear Ms. Bowen:

The Florida Department of Transportation (FDOT) is currently funding a PD&E Study along Interstate 4 (I-4) to consider and evaluate alternatives for the future expansion and improvement of I-4 between Polk County and Interstate 95. This corridor has been divided into three segments, with each segment being studied simultaneously. Dames & Moore is assisting FDOT with the southernmost segment (Segment 1), which begins at the Polk/Osceola County line and ends west of SR 528/Bee Line Expressway, in the vicinity of Big Sand Lake. Segment 1 (approximately 13 miles in length when viewed as a whole) actually consists of two contiguous projects, each with its own State Project Number. The location and limits of these projects are shown on the attached Location Maps. An Advance Notification was sent to FGFWFC headquarters in Tallahassee on May 30, 1996, requesting general comments on the proposed project. No information has been received to date.

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Sincerely,

DAMES & MOORE, INC.


Wendy Giesy
Associate

attachments

cc: Bob Gleason (FDOT)
Jack Freeman (HNTB)



United States Department of the Interior

FISH AND WILDLIFE SERVICE
6620 Southpoint Drive South
Suite 310
Jacksonville, Florida 32216-0912

December 2, 1996

Ms. Wendy Giesy
Dames & Moore
One North Mabry Highway
Suite 700
Tampa, Florida 33609

RE: FWS Log No.: 97-205D
Project: FHWA I-4, Osceola County Line to SR 528/Bee Line Expressway

Dear Ms. Giesy:

Per your request, we have provided below the federally listed threatened and endangered species that are known to be found in Orange County, the site of your proposed action. The responsibility of determining presence or absence of these species on your specific project site rests with the applicant. The Fish and Wildlife Service does not have the funds or manpower to conduct an endangered species survey.

Bear, Florida Black	<i>Ursus americanus floridanus</i>	Candidate
Bear-grass, Britton's	<i>Nolina brittoniana</i>	E
Bonamia, Florida	<i>Bonamia grandiflora</i>	T
Caracara, Audubon's Crested	<i>Polyborus plancus audubonii</i>	T
Eagle, Bald	<i>Haliaeetus leucocephalus</i>	T
Jay, Florida Scrub	<i>Aphelocoma coerulescens</i>	T
Kite, Everglade Snail	<i>Rostrhamus sociabilis plumbeus</i>	E

Lupine, Scrub	<i>Lupinus aridorum</i>	E
Pawpaw, Beautiful	<i>Deeringothamnus pulchellus</i>	E
Sandlace	<i>Polygonella myriophylla</i>	E
Skink, Sand	<i>Neoseps reynoldsi</i>	T
Snake, Eastern Indigo	<i>Drymarchon corais couperi</i>	T
Stork, Wood	<i>Mycteria americana</i>	E
Whitlow-wort, Papery	<i>Paronychia chartacea</i> = <i>Nyachia pulvinata</i>	T
Wild Buckwheat, Scrub	<i>Eriogonum longifolium</i> var. <i>g.</i> = <i>Eriogonum floridanum</i>	T
Woodpecker, Red-cockaded	<i>Picoides borealis</i>	E

Should further correspondence be necessary on this issue, please reference the above FWS Log Number. Thank you for your interest in threatened and endangered species.

Sincerely,



Michael M. Bentzien
Assistant Field Supervisor



United States Department of the Interior

FISH AND WILDLIFE SERVICE

P.O. BOX 2676

VERO BEACH, FLORIDA 32961-2676

November 25, 1996

Ms. Wendy Giesy
Dames & Moore
One North Dale Mabry Highway
Suite 700
Tampa, Florida 33609

Dear Ms. Giesy:

Thank you for your November 15, 1996, letter to the U.S. Fish and Wildlife Service (FWS) requesting information on federally listed species and critical habitat potentially present along the corridor of Interstate 4 (I-4) between the Polk/Osceola County line and the State Road 528/Bee Line Expressway in Orange County, Florida (State Project Nos. 92130-1425, 75280-1479; Work Program Item Nos. 5147330, 5147254) for the future expansion and improvement of this roadway. This office is responding on issues in Osceola County only. Our Jacksonville Office, which has responsibility for Orange County, will respond on issues in that county under a separate cover. The FWS will designate a lead between our two offices at a later date. We understand you are assisting the Florida Department of Transportation (FDOT) in conducting a Project Development and Environment Study (PD&E) for this project.

Information available to us indicates the presence of two federally threatened bald eagle (*Haliaeetus leucocephalus*) nests adjacent to the project site. One bald eagle nest, OS092, is located approximately one and a half miles southeast of I-4 near Reedy Creek Swamp, and the other bald eagle nest, OS104, is located approximately four and a half miles northwest of the project area near Lake Davenport. As guidance, we use the "*Habitat Management Guidelines for the Bald Eagle in the Southeast Region*," which are recommendations developed by the FWS and the Florida Game and Fresh Water Fish Commission (GFC) to help plan development in a way that minimizes disturbance to nesting bald eagles (FWS, 1987). Primary and secondary protection zones are established around bald eagle nests in order to determine what types of activities would not adversely affect bald eagles, especially during the nesting season. The primary zone encompasses an area 750 feet to 1,500 feet outward from the nest. The secondary zone extends 1,500 feet to one mile from the primary zone boundary. The specific size of the zones depends upon such factors as the surrounding habitat and feeding behaviors. The corridor of I-4 does not fall into the primary or secondary zones for either of these nests.

Several federally listed plants may occur along the project corridor, particularly to the south of I-4. These include the federally threatened Florida bonamia (*Bonamia grandiflora*), the federally endangered Britton's bearglass (*Nolina brittoniana*), and the federally endangered sandlace

(*Polygonella myriophylla*). The federally threatened scrub buckwheat (*Eriogonum longifolium* var. *gnaphalifolium*) could occur north of I-4. We recommend you conduct surveys to determine if these plant species are within the corridor.

You should also be aware that there are two wading bird rookeries located south of the project area. The first, OSCE001001, is a little over one mile southeast of the project at the Big Island area of Reedy Creek. The other, OSCE001011, is approximately 2 miles southeast of I-4.

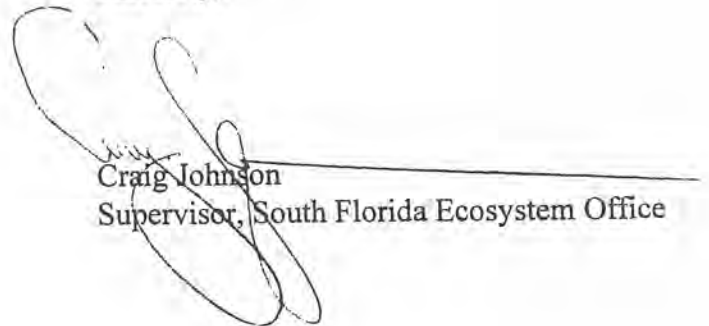
Although the above determinations have not been verified by a site inspection, all of these species should be taken into consideration during the preparation of the PD&E. There is no designated critical habitat in the vicinity of the project site.

We have provided for your consideration a list of species that are protected as either threatened or endangered under the U.S. Endangered Species Act of 1973, as amended (16 U.S.C. 1531 *et seq.*) as well as candidates for listing which may be present in Osceola County. Since this list does not include State-listed species, the GFC be contacted to identify those species potentially present in the vicinity.

In addition, we are providing you with a list of species that we would consider during our review of any proposal associated with this project. This list represents species that the FWS is required to protect and conserve under other authorities, such as the Fish and Wildlife Coordination Act (16 U.S.C. 661 *et seq.*) and the Migratory Bird Treaty Act (16 U.S.C. 701 *et seq.*). We are providing this list as technical assistance only. If you would like to discuss means and methods to conserve these species, please contact this office.

Thank you for the opportunity to comment on your proposed action. If you have any questions, please contact Diane Bowen at (561)562-3909.

Sincerely,



Craig Johnson
Supervisor, South Florida Ecosystem Office

cc:
Don Palmer, FWS, Jacksonville
GFC, Vero Beach

LITERATURE CITED

U.S. Fish and Wildlife Service. 1987. *Habitat Management Guidelines for the Bald Eagle in the Southeast Region*. 9 pp.

FEDERALLY LISTED THREATENED AND ENDANGERED SPECIES
AND CANDIDATES FOR FEDERAL LISTING
IN OSCEOLA COUNTY

Scientific Name	Common Name	Status
Amphibians and Reptiles		
<i>Alligator mississippiensis</i>	American alligator	T(S/A)
<i>Drymarchon corais couperi</i>	Eastern indigo snake	T
Birds		
<i>Ammodramus savannarum floridanus</i>	Florida grasshopper sparrow	E
<i>Aphelocoma coerulescens coerulescens</i>	Florida scrub jay	T
<i>Campephilus principalis principalis</i>	Ivory-billed woodpecker (probably extinct in south Florida)	E
<i>Haliaeetus leucocephalus</i>	Bald eagle	T
<i>Mycteria americana</i>	Wood stork	E
<i>Picoides borealis</i>	Red-cockaded woodpecker	E
<i>Polyborus (=Caracara) plancus audubonii</i>	Audubon's crested caracara	T
<i>Vermivora bachmanii</i>	Bachman's warbler	E
Mammals		
<i>Ursus americanus floridanus</i>	Florida black bear	C
Plants		
Family Agavaceae		
<i>Nolina brittoniana</i>	Scrub beargrass	E
Family Convolvulaceae		
<i>Bonamia grandiflora</i>	Florida bonamia	T
Family Fabaceae		
<i>Clitoria fragrans</i>	Pigeon wing	T
Family Oleaceae		
<i>Chionanthus pygmaeus</i>	Pygmy fringetree	E
Family Polygalaceae		
<i>Polygala lewtonii</i>	Lewton's polygala	E

Scientific Name	Common Name	Status
Family Polygonaceae		
<i>Eriogonum longifolium</i> var. <i>gnaphalifolium</i>	Scrub buckwheat	T
<i>Polygonella myriophylla</i>	Sandlace	E

MIGRATORY BIRDS OCCURRING IN SOUTH FLORIDA

ORDER GAVIIFORMES

FAMILY GAVIIDAE

Gavia stellata, Red-throated Loon
Gavia immer, Common Loon
Gavia pacifica, Pacific Loon

ORDER PODICIPEDIFORMES

FAMILY PODICIPEDIDAE

Tachybaptus dominicus, Least Grebe
Podilymbus podiceps, Pied-billed Grebe
Podiceps auritus, Horned Grebe
Podiceps nigricollis, Eared Grebe

ORDER PROCELLARIIFORMES

FAMILY PROCELLARIIDAE

Calonectris diomedea, Cory's Shearwater
Puffinus gravis, Greater Shearwater
Puffinus griseus, Sooty Shearwater
Puffinus puffinus, Manx Shearwater
Puffinus lherminieri, Audubon's Shearwater

FAMILY HYDROBATIDAE

Oceanites oceanicus, Wilson's Storm-Petrel
Oceanodroma leucorhoa, Leach's Storm-Petrel
Oceanodroma castro, Band-rumped Storm-Petrel

ORDER PELECANIFORMES

FAMILY PHAETHONTIDAE

Phaethon lepturus, White-tailed Tropicbird
Phaethon aethereus, Red-billed Tropicbird

FAMILY SULIDAE

Sula dactylatra, Masked Booby
Sula leucogaster, Brown Booby
Sula sula, Red-footed Booby
Sula bassanus, Northern Gannet

FAMILY PELECANIDAE

Pelecanus erythrorhynchos, American White Pelican
Pelecanus occidentalis, Brown Pelican

FAMILY PHALACROCORACIDAE

Phalacrocorax carbo, Great Cormorant
Phalacrocorax auritus, Double-crested Cormorant

FAMILY ANHINGIDAE

Anhinga anhinga, Anhinga

FAMILY FREGATIDAE

Fregata magnificens, Magnificent Frigatebird

ORDER CICONIIFORMES

FAMILY ARDEIDAE

Botaurus lentiginosus, American Bittern
Ixobrychus exilis, Least Bittern
Ardea herodias, Great Blue Heron
Casmerodius albus, Great Egret
Egretta thula, Snowy Egret
Egretta caerulea, Little Blue Heron
Egretta tricolor, Tricolored Heron
Egretta rufescens, Reddish Egret
Bubulcus ibis, Cattle Egret
Butorides striatus, Green-backed Heron
Nycticorax nycticorax, Black-crowned Night Heron
Nycticorax violaceus, Yellow-crowned Night Heron

FAMILY THRESKIORNITHIDAE

Eudocimus albus, White Ibis
Eudocimus ruber, Scarlet Ibis
Plegadis falcinellus, Glossy Ibis
Plegadis chihi, White-faced Ibis
Ajaia ajaja, Roseate Spoonbill

FAMILY CICONIIDAE

Mycteria americana, Wood Stork

ORDER PHOENICOPTERIFORMES

FAMILY PHOENICOPTERIDAE

Phoenicopterus ruber, Greater Flamingo

ORDER ANSERIFORMES

FAMILY ANATIDAE

Dendrocygna bicolor, Fulvous Whistling-Duck
Dendrocygna autumnalis, Black-bellied Whistling-Duck
Anser albifrons, Greater White-fronted Goose
Chen caerulescens, Snow Goose
Branta bernicla, Brant
Branta canadensis, Canada Goose
Aix sponsa, Wood Duck
Anas crecca, Green-winged Teal
Anas rubripes, American Black Duck
Anas fulvigula, Mottled Duck
Anas platyrhynchos, Mallard
Anas bahamensis, White-cheeked Pintail
Anas acuta, Northern Pintail
Anas discors, Blue-winged Teal
Anas cyanoptera, Cinnamon Teal
Anas clypeata, Northern Shoveler
Anas strepera, Gadwall
Anas penelope, Eurasian Wigeon
Anas americana, American Wigeon
Aythya valisineria, Canvasback
Aythya americana, Redhead
Aythya collaris, Ring-necked Duck
Aythya marila, Greater Scaup
Aythya affinis, Lesser Scaup
Somateria mollissima, Common Eider
Somateria spectabilis, King Eider
Histrionicus histrionicus, Harlequin Duck
Clangula hyemalis, Oldsquaw
Melanitta nigra, Black Scoter
Melanitta perspicillata, Surf Scoter
Melanitta fusca, White-winged Scoter
Bucephala clangula, Common Goldeneye
Bucephala albeola, Bufflehead
Lophodytes cucullatus, Hooded Merganser
Mergus merganser, Common Merganser
Mergus serrator, Red-breasted Merganser
Oxyura jamaicensis, Ruddy Duck
Oxyura dominica, Masked Duck

ORDER FALCONIFORMES

FAMILY CATHARTIDAE

Coragyps atratus, Black Vulture
Cathartes aura, Turkey Vulture

FAMILY ACCIPITRIDAE

Pandion haliaetus, Osprey
Elanoides forficatus, American Swallow-tailed Kite
Elanus caeruleus, Black-shouldered Kite
Rhostrhamus sociabilis, Snail Kite
Ictinia mississippiensis, Mississippi Kite
Haliaeetus leucocephalus, Bald Eagle
Circus cyaneus, Northern Harrier
Accipiter striatus, Sharp-shinned Hawk
Accipiter cooperii, Cooper's Hawk
Buteo lineatus, Red-shouldered Hawk
Buteo platypterus, Broad-winged Hawk
Buteo brachyurus, Short-tailed Hawk
Buteo swainsoni, Swainson's Hawk
Buteo jamaicensis, Red-tailed Hawk

FAMILY FALCONIDAE

Polyborus plancus, Crested Caracara
Falco sparverius, American Kestrel
Falco columbarius, Merlin
Falco peregrinus, Peregrine Falcon

ORDER GRUIFORMES

FAMILY RALLIDAE

Coturnicops noveboracensis, Yellow Rail
Laterallus jamaicensis, Black Rail
Rallus longirostris, Clapper Rail
Rallus elegans, King Rail
Rallus limicola, Virginia Rail
Porzana carolina, Sora
Porphyryula martinica, Purple Gallinule
Gallinula chloropus, Common Moorhen
Fulica americana, American Coot

FAMILY ARAMIDAE

Aramus guarauna, Limpkin

FAMILY GRUIDAE

Grus canadensis, Sandhill Crane

ORDER CHARADRIIFORMES

FAMILY CHARADRIIDAE

Pluvialis squatarola, Black-bellied Plover
Pluvialis dominica, Lesser Golden-Plover

Charadrius alexandrinus, Snowy Plover
Charadrius wilsonia, Wilson's Plover
Charadrius semipalmatus, Semipalmated Plover
Charadrius melodus, Piping Plover
Charadrius vociferus, Killdeer
Charadrius montanus, Mountain Plover

FAMILY HAEMATOPODIDAE

Haematopus palliatus, American Oystercatcher

FAMILY RECURVIROSTRIDAE

Himantopus mexicanus, Black-necked Stilt
Recurvirostra americana, American Avocet

FAMILY SCOLOPACIIDAE

Tringa melanoleuca, Greater Yellowlegs
Tringa flavipes, Lesser Yellowlegs
Tringa solitaria, Solitary Sandpiper
Catoptrophorus semipalmatus, Willet
Actitis macularia, Spotted Sandpiper
Bartramia longicauda, Upland Sandpiper
Numenius phaeopus, Whimbrel
Numenius americanus, Long-billed Curlew
Limosa limosa, Black-tailed Godwit
Limosa haemastica, Hudsonian Godwit
Limosa fedoa, Marbled Godwit
Arenaria interpres, Ruddy Turnstone
Aphriza virgata, Surfbird
Calidris canutus, Red Knot
Calidris alba, Sanderling
Calidris pusilla, Semipalmated Sandpiper
Calidris mauri, Western Sandpiper
Calidris minutilla, Least Sandpiper
Calidris fuscicollis, White-rumped Sandpiper
Calidris bairdii, Baird's Sandpiper
Calidris melanotos, Pectoral Sandpiper
Calidris acuminata, Sharp-tailed Sandpiper
Calidris maritima, Purple Sandpiper
Calidris alpina, Dunlin
Calidris ferruginea, Curlew Sandpiper
Calidris himantopus, Stilt Sandpiper
Tryngites subruficollis, Buff-breasted Sandpiper
Philomachus pugnax, Ruff
Limnodromus griseus, Short-billed Dowitcher
Limnodromus scolopaceus, Long-billed Dowitcher
Gallinago gallinago, Common Snipe
Scolopax minor, American Woodcock
Phalaropus tricolor, Wilson's Phalarope
Phalaropus lobatus, Red-necked Phalarope

Phalaropus fulicaria, Red Phalarope

FAMILY LARIDAE

Stercorarius pomarinus, Pomarine Jaeger
Stercorarius parasiticus, Parasitic Jaeger
Stercorarius longicaudus, Long-tailed Jaeger
Larus atricilla, Laughing Gull
Larus pipixcan, Franklin's Gull
Larus minutus, Little Gull
Larus ridibundus, Common Black-headed Gull
Larus philadelphia, Bonaparte's Gull
Larus delawarensis, Ring-billed Gull
Larus argentatus, Herring Gull
Larus thayeri, Thayer's Gull
Larus fuscus, Lesser Black-backed Gull
Larus hyperboreus, Glaucous Gull
Larus marinus, Great Black-backed Gull
Rissa tridactyla, Black-legged Kittiwake
Xema sabini, Sabine's Gull
Sterna nilotica, Gull-billed Tern
Sterna caspia, Caspian Tern
Sterna maxima, Royal Tern
Sterna sandvicensis, Sandwich Tern
Sterna dougallii, Roseate Tern
Sterna hirundo, Common Tern
Sterna paradisaea, Arctic Tern
Sterna forsteri, Forster's Tern
Sterna antillarum, Least Tern
Sterna anaethetus, Bridled Tern
Sterna fuscata, Sooty Tern
Chlidonias niger, Black Tern
Anous stolidus, Brown Noddy
Anous minutus, Black Noddy
Rynchops niger, Black Skimmer

FAMILY ALCIDAE

Alle alle, Dovekie
Alca torda, Razorbill

ORDER COLUMBIFORMES

FAMILY COLUMBIDAE

Columba squamosa, Scaly-naped Pigeon
Columba leucocephala, White-crowned Pigeon
Columba fasciata, Band-tailed Pigeon
Zenaida asiatica, White-winged Dove
Zenaida aurita, Zenaida Dove
Zenaida macroura, Mourning Dove
Columbina passerina, Common Ground-Dove

Geotrygon chrysis, Key West Quail-Dove
Geotrygon montana, Ruddy Quail-Dove

ORDER CUCULIFORMES

FAMILY CUCULIDAE

Coccyzus erythrophthalmus, Black-billed Cuckoo
Coccyzus americanus, Yellow-billed Cuckoo
Coccyzus minor, Mangrove Cuckoo
Crotophaga ani, Smooth-billed Ani
Crotophaga sulcirostris, Groove-billed Ani

ORDER STRIGIFORMES

FAMILY TYTONIDAE

Tyto alba, Common Barn-Owl

FAMILY STRIGIDAE

Otus asio, Eastern Screech-Owl
Bubo virginianus, Great Horned Owl
Athene cunicularia, Burrowing Owl
Strix varia, Barred Owl
Asio otus, Long-eared Owl
Asio flammeus, Short-eared Owl
Aegolius acadicus, Northern Saw-whet Owl

ORDER CAPRIMULGIFORMES

FAMILY CAPRIMULGIDAE

Chordeiles acutipennis, Lesser Nighthawk
Chordeiles minor, Common Nighthawk
Chordeiles gunlacchii, Antillean Nighthawk
Caprimulgus carolinensis, Chuck-will's-widow
Caprimulgus vociferus, Whip-poor-will

ORDER APODIFORMES

FAMILY APODIDAE

Chaetura pelagica, Chimney Swift
Tachornis phoenicobia, Antillean Palm Swift

FAMILY TROCHILIDAE

Amazilia yucatanensis, Buff-bellied Hummingbird
Calliphlox evelynae, Bahama Woodstar
Archilochus colubris, Ruby-throated Hummingbird
Archilochus alexandri, Black-chinned Hummingbird

Selasphorus rufus, Rufous Hummingbird

ORDER CORACIIFORMES

FAMILY ALCEDINIDAE

Ceryle alcyon, Belted Kingfisher

ORDER PICIFORMES

FAMILY PICIDAE

Melanerpes erythrocephalus, Red-headed Woodpecker
Melanerpes carolinus, Red-bellied Woodpecker
Sphyrapicus varius, Yellow-bellied Sapsucker
Picoides pubescens, Downy woodpecker
Picoides villosus, Hairy woodpecker
Picoides borealis, Red-cockaded woodpecker
Colaptes auratus, Northern Flicker
Dryocopus pileatus, Pileated Woodpecker
Campephilus principalis, Ivory-billed Woodpecker

ORDER PASSERIFORMES

FAMILY TYRANNIDAE

Contopus borealis, Olive-sided flycatcher
Contopus virens, Eastern Wood-Pewee
Empidonax flaviventris, Yellow-bellied Flycatcher
Empidonax virens, Acadian Flycatcher
Empidonax alnorum, Alder Flycatcher
Empidonax traillii, Willow Flycatcher
Empidonax minimus, Least Flycatcher
Sayornis nigricans, Black Phoebe
Sayornis phoebe, Eastern Phoebe
Sayornis saya, Say's Phoebe
Pyrocephalus rubinus, Vermilion Flycatcher
Myiarchus cinerascens, Ash-throated Flycatcher
Myiarchus crinitus, Great Crested Flycatcher
Myiarchus tyrannulus, Brown-crested Flycatcher
Tyrannus vociferans, Cassin's Kingbird
Tyrannus verticalis, Western Kingbird
Tyrannus tyrannus, Eastern Kingbird
Tyrannus dominicensis, Gray Kingbird
Tyrannus caudifasciatus, Loggerhead Kingbird
Tyrannus forficatus, Scissor-tailed Flycatcher
Tyrannus savana, Fork-tailed Flycatcher

FAMILY ALAUDIDAE

Eremophila alpestris, Horned Lark

FAMILY HIRUNDINIDAE

Progne subis, Purple Martin
Tachycineta bicolor, Tree Swallow
Tachycineta cyaneoviridis, Bahama Swallow
Stelgidopteryx serripennis, Northern Rough-winged Swallow
Riparia riparia, Bank Swallow
Hirundo pyrrhonota, Cliff Swallow
Hirundo fulva, Cave Swallow
Hirundo rustica, Barn Swallow

FAMILY CORVIDAE

Cyanocitta cristata, Blue Jay
Aphelocoma coerulescens, Scrub Jay
Corvus brachyrhynchos, American Crow
Corvus ossifragus, Fish Crow

FAMILY PARIDAE

Parus carolinensis, Carolina Chickadee
Parus bicolor, Tufted Titmouse

FAMILY SITTIDAE

Sitta canadensis, Red-breasted Nuthatch
Sitta pusilla, Brown-headed Nuthatch

FAMILY CERTHIIDAE

Certhia americana, Brown creeper

FAMILY TROGLODYTIDAE

Thryothorus ludovicianus, Carolina Wren
Troglodytes aedon, House Wren
Troglodytes troglodytes, Winter Wren
Cistothorus platensis, Sedge Wren
Cistothorus palustris, Marsh Wren

FAMILY MUSCICAPIDAE

SUBFAMILY SYLVIINAE

Regulus satrapa, Golden-crowned Kinglet
Regulus calendula, Ruby-crowned Kinglet
Poliophtila caerulea, Blue-gray Gnatcatcher

SUBFAMILY TURDINAE

Oenanthe oenanthe, Northern Wheatear

Sialis sialis, Eastern Bluebird
Catharus fuscescens, Veery
Catharus minimus, Gray-cheeked Thrush
Catharus ustulatus, Swainson's Thrush
Catharus guttatus, Hermit Thrush
Hylocichla mustelina, Wood Thrush
Turdus migratorius, American Robin
Ixoreus naevius, Varied Thrush

FAMILY MIMIDAE

Dumetella carolinensis, Gray Catbird
Mimus polyglottos, Northern Mockingbird
Toxostoma rufum, Brown Thrasher

FAMILY MOTACILLIDAE

Anthus spragueii, Sprague's Pipit

FAMILY BOMBYCILLIDAE

Bombycilla cedrorum, Cedar Waxwing

FAMILY LANIIDAE

Lanius ludovicianus, Loggerhead Shrike

FAMILY VIREONIDAE

Vireo griseus, White-eyed Vireo
Vireo bellii, Bells' Vireo
Vireo solitarius, Solitary Vireo
Vireo flavifrons, Yellow-throated Vireo
Vireo gilvus, Warbling Vireo
Vireo philadelphicus, Philadelphia Vireo
Vireo olivaceus, Red-eyed Vireo
Vireo altiloquus, Black-whiskered Vireo

FAMILY EMBERIZIDAE

SUBFAMILY PARULINAE

Vermivora bachmanii, Bachman's Warbler
Vermivora pinus, Blue-winged Warbler
Vermivora chrysoptera, Golden-winged Warbler
Vermivora peregrina, Tennessee Warbler
Vermivora celata, Orange-crowned Warbler
Vermivora ruficapilla, Nashville Warbler
Parula americana, Northern Parula
Dendroica petechia, Yellow Warbler
Dendroica pensylvanica, Chestnut-sided Warbler
Dendroica magnolia, Magnolia Warbler

Dendroica tigrina, Cape May Warbler
Dendroica caerulescens, Black-throated Blue Warbler
Dendroica coronata, Yellow-rumped Warbler
Dendroica nigrescens, Black-throated Gray Warbler
Dendroica townsendi, Townsend's Warbler
Dendroica virens, Black-throated Green Warbler
Dendroica fusca, Blackburnian Warbler
Dendroica dominica, Yellow-throated Warbler
Dendroica pinus, Pine Warbler
Dendroica kirtlandii, Kirtland's Warbler
Dendroica discolor, Prairie Warbler
Dendroica palmarum, Palm Warbler
Dendroica castanea, Bay-breasted Warbler
Dendroica striata, Blackpoll Warbler
Dendroica cerulea, Cerulean Warbler
Mniotilta varia, Black-and-White Warbler
Setophaga ruticilla, American Redstart
Protonotaria citrea, Prothonotary Warbler
Helmitheros vermivorus, Worm-eating Warbler
Limnothlypis swainsonii, Swainson's Warbler
Seiurus aurocapillus, Ovenbird
Seiurus noveboracensis, Northern Waterthrush
Seiurus motacilla, Louisiana Waterthrush
Oporornis formosus, Kentucky Warbler
Oporornis agilis, Connecticut Warbler
Oporornis philadelphia, Mourning Warbler
Geothlypis trichas, Common Yellowthroat
Wilsonia citrina, Hooded Warbler
Wilsonia pusilla, Wilson's Warbler
Wilsonia canadensis, Canada Warbler
Icteria virens, Yellow-breasted Chat

SUBFAMILY THRAUPINAE

Spindalis zena, Stripe-headed Tanager
Piranga rubra, Summer Tanager
Piranga olivacea, Scarlet Tanager
Piranga ludoviciana, Western Tanager

SUBFAMILY CARDINALINAE

Cardinalis cardinalis, Northern Cardinal
Pheucticus ludovicianus, Rose-breasted Grosbeak
Pheucticus melanocephalus, Black-headed Grosbeak
Guiraca caerulea, Blue Grosbeak
Passerina amoena, Lazuli Bunting
Passerina cyanea, Indigo Bunting
Passerina ciris, Painted Bunting
Spiza americana, Dickcissel

SUBFAMILY EMBERIZINAE

Pipilo erythrophthalmus, Rufous-sided Towhee
Tiaris bicolor, Black-faced Grassquit
Aimophila aestivalis, Bachman's Sparrow
Spizella passerina, Chipping Sparrow
Spizella pallida, Clay-colored Sparrow
Spizella pusilla, Field Sparrow
Pooecetes gramineus, Vesper Sparrow
Chondestes grammacus, Lark Sparrow
Calamospiza melanocorys, Lark Bunting
Passerculus sandwichensis, Savannah Sparrow
Ammodramus savannarum, Grasshopper Sparrow
Ammodramus henslowii, Henslow's Sparrow
Ammodramus leconteii, Le Conte's Sparrow
Ammodramus caudacutus, Sharp-tailed Sparrow
Ammodramus maritimus, Seaside Sparrow
Melospiza melodia, Song Sparrow
Melospiza lincolni, Lincoln's Sparrow
Melospiza georgiana, Swamp Sparrow
Zonotrichia albicollis, White-throated Sparrow
Zonotrichia leucophrys, White-crowned Sparrow
Zonotrichia querula, Harris' Sparrow
Junco hyemalis, Dark-eyed Junco
Calcarius lapponicus, Lapland Longspur

SUBFAMILY ICTERINAE

Dolichonyx oryzivorus, Bobolink
Agelaius phoeniceus, Red-winged Blackbird
Sturnella magna, Eastern Meadowlark
Sturnella neglecta, Western Meadowlark
Xanthocephalus xanthocephalus, Yellow-headed Blackbird
Euphagus carolinus, Rusty Blackbird
Euphagus cyanocephalus, Brewer's Blackbird
Quiscalus major, Boat-tailed Grackle
Quiscalus quiscula, Common Grackle
Molothrus bonariensis, Shiny Cowbird
Molothrus aeneus, Bronzed Cowbird
Molothrus ater, Brown-headed Cowbird
Icterus spurius, Orchard Oriole
Icterus galbula, Northern Oriole

FAMILY FRINGILLIDAE

SUBFAMILY CARDUELINAE

Carpodacus purpureus, Purple Finch
Carduelis pinus, Pine Siskin
Carduelis tristis, American Goldfinch



MEMORANDUM OF MEETING

TO: Vicki Smith
Keith & Schnars

FROM: *Jack*
Jack Freeman

DATE OF
MEETING: December 5, 1996

SUBJECT: I-4 Corridor PD&E Study - Section 1
State Project No. 92130-1425 & 75280-1479
WPI Nos. 5147330 & 5147254
Federal Aid Project No. N/A & NH-4-2(169)65
Minutes of Coordination Meeting No. 3-Section 1

The purpose of this memorandum is to summarize activities discussed during the December 5, 1996, Coordination Meeting for the I-4 PD&E Study/LRT project. This memorandum will only address those comments relative to Section 1 and are in addition or supplement the items referred to in the agenda provided at the meeting.

- Design Traffic - The question was asked about the ongoing program to update I-4 traffic counts. It was noted that this will be a quarterly program throughout I-4 study and design work. Since the HNTB team work is scheduled over 18 months, it was felt that the use of 1994 counts presented within the Master Plan would be acceptable.
- Cost Estimating Methodology - Comments in cost estimating are due to PB&J on Tuesday, December 10, 1996.
- HOV Barrier/Buffer Analysis - It was noted that an Issues Paper had been sent to FDOT on December 3, 1996. A meeting to follow-up was requested.
NOTE: This meeting was conducted on December 10, 1996.
- Roadway and Drainage Design Criteria - Sent to FDOT for review on December 3, 1996.
- Coordinated to conduct a joint Section 1 and 2 meeting of the Orlando Area ITS Early Deployment Study.
- Requested meeting regarding future I-4 construction within the Five Year Work Program for Section 1 and how to be presented in the plan sheets.
NOTE: This meeting was conducted on December 10, 1996.

Issues for Other Sections Relevant to Section 1

- Section 2 noted that Orange County Public Schools have cited 1200 school field trips annually using I-4. Section 2 will set-up a joint Section 1 and 2 meeting with Orange County Schools.
- FDOT noted that environmental agency contact people assigned for I-4 are as follows:
SJRWMD: Elizabeth Johnson (407) 897-4318
COE: Charlie Ashton (904) 325-2028
DEP: Richard Lott (407) 893-3312

FDOT stated that the agency contact for SFWMD is still being working on.

- FDOT stated that they are preparing revised pages to the Conceptual Engineering Report to delete the requirement for a 6+4 typical section north and south of Greenway interchanges with I-4.
- It was noted that Section 2 is working with PIC to set-up the Urban Design Liason Group.
- It was agreed that a joint Section 1 and 2 presentation to the Orange County Transportation Planning Group would be set-up. PIC to follow-up.
- FHWA mentioned that they are concerned about the Master Plan costs especially right-of-way (ROW). Expressed that ROW costs could be several \$100M low. It was noted that advanced ROW acquisition of willing sellers may be possible. This is generally done for hardship cases. The property owner must send a letter to the District Secretary making the request for advance acquisition. Bob Cortelyou said that FDOT has \$31 to \$36M earmarked for Advanced ROW with most for I-4. FDOT will contract a surveyor next spring for this purpose. May be best to do a full take and use the excess property for retention ponds, park & ride or aesthetics.
- FDOT commented that the width of the 6+2 barrier typical section was established by using the 6+4 typical. In an attempt to establish a common typical between Districts 1 and 5 the 6+4 width was set and agreed to with Bill Deyo and Billy Hattaway. When reduced to 6+2 the lane was removed but shoulders maintained. Hattaway said OK.

Memorandum of Meeting
December 18, 1996
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Attachment

Copies to:

Harold Webb - FDOT
Bill Woolery - HNTB
Lynn Kendrick - HNTB
George Huffman - HNTB
Carl Tum Suden - HNTB
T.J. Martin - Baker
Wendy Giesy - Dames & Moore
Roger Neiswender - TCG
Marion Almy - ACI
Bryant Marshall - GEC
Robbin Ossi - ETP
File 24434-PL-001-001

**Coordination Meeting Status Report/Agenda
Meeting #3
December 5, 1996**

I-4 Corridor PD&E Study, Section 1
State Project Nos. 92130-1425 and 75280-1479
WPI Nos. 5147330 and 5147254
Federal Aid Project Nos: N/A and NH-4-2(169)65

1. Status of Activities Since Last Meeting
 - Public Involvement
 - Attended Rail Public Meetings, November 20 and 21
 - Attended Project Advisory Group Meeting, December 4
 - Engineering
 - Received remainder of aerial photography, November 21
 - Conducted Transportation Plan Land Use Data Collection meetings with following organizations:
 - Osceola County Planning/Public Works - November 15
 - Reedy Creek Improvement District - November 15
 - Orange County Public Works - November 18
 - Orange County Planning - November 25
 - Walt Disney Imagineering - November 25
 - Continued Review of Design Traffic - Obtained FDOT District 1 I-4 Traffic Technical Memorandum on December 2, 1996
 - HOV Barrier/Buffer Analysis -Conducted coordination visits with FDOT District 1 and Section 2 on November 22 to identify issues for analysis . Sent issues paper to FDOT on December 3, 1996.
 - Continued developed of Base Maps CADD layering system. Meeting conducted November 21. Issued revised system on November 26.
 - Sent Roadway and Drainage Design Criteria to FDOT for review on December 3, 1996.
 - Attended Cost Estimating format and Unit Price Coordination Meeting on November 21. Received expanded information November 26.
 - Environmental Analysis
 - Obtained Development Orders and PD's from Orange County for development south of Beeline Expressway
 - Cultural Resource Assessment Methodology approved by FDOT on November 15, 1996
 - Continued Wetland and Biological Data Collection.

2. Tasks to be Accomplished by December 19 Meeting:

- Public Involvement
 - Continue Preparation of Mailing List
- Engineering
 - Complete Matching Aerials to Property Lines, MMMP Plans and Establish I-4 Baseline by December 11, 1996.
 - Complete Review of Traffic Deficiencies and High Accident Locations.
 - Continue Mathematizing Horizontal Geometrics.
 - Continue HOV Barrier/Buffer Analysis.
 - Respond to Review Comments on Roadway and Drainage Design Criteria.
 - Initiate Collection of Structural Inventory and Appraisal (SI&A) Sheets for Bridges.
 - Conduct Meeting With Section 2 of Orlando Area ITS Early Deployment Study.
 - Initiate Drainage Evaluation South of US 192
 - Conduct Section 1, Project Team Meeting on December 11.
- Environmental Analysis
 - Continue Wetlands/Biological Field Work.
 - Continue Mapping of Existing Land Use.

3. Meetings for Unresolved Issues

- HOV Barrier/Buffer Analysis Issues Paper
- Meeting on Osceola Parkway Phase Construction Program and Collector - Distributor Roadway Systems

4. Anticipated Problem Areas

None

5. Unresolved Issues

None

MEMORANDUM OF MEETING

TO: Vicki Smith - Keith & Schnars

FROM: Jack Freeman

DATE OF MEETING: December 19, 1996

SUBJECT: I-4 Corridor PD&E Study - Section 1
State Project No. 92130-1425 & 75280-1479
WPI Nos. 5147330 & 5147254
Federal Aid Project No. N/A & NH-4-2(169)65
Minutes of Coordination Meeting No. 4 - Section 1

The purpose of this memorandum is to summarize activities discussed during the December 19, 1996 coordination meeting for the I-4 PD&E Study/LRT project. This memorandum will only address those comments relative to Section 1 and are in addition to or supplement the items referred to in the Agenda provided at the meeting.

- Public Involvement - It was noted that HNTB has reinitiated the process of preparation of mailing list. This information is being prepared for submission to the property appraiser's offices of Orange and Osceola County. Our goal is to complete this work by mid-January 1997. (ACTION ITEM - GRH)
- Public Involvement Supplemental Agreement - HNTB is preparing a supplemental agreement to incorporate into our contract the cost for legal ads, meeting space and postage for the public meetings. It was confirmed that the only postage HNTB needs to provide is for meeting notices of the public meeting and public hearing. (ACTION ITEM - GRH)
- Vicki Smith of Public Involvement Consultant (PIC) was requested to set up a meeting for Section 1 and Section 2 with the Orange County Transportation Planning group to present on I-4. She will attempt to set-up the meeting for January 17, 1997. (ACTION ITEM - PIC)
- A copy of an electronic file for the Osceola Parkway Interchange initial phase was requested from Mark Callahan of CH2M Hill. (ACTION ITEM - JRF)
- Regarding the HOV barrier/buffer issues paper, it was stated by FDOT that a meeting was conducted on December 18, 1996. Further issues were discussed and a second meeting will be conducted on December 20, 1996. HNTB will be informed of the results of this meeting next week. (ACTION ITEM - HFW)

Memorandum of Meeting

January 8, 1997

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- It was reported that HNTB is working to validate the proposed retention pond locations shown in the Multi-Modal Master Plan prior to starting geotechnical work. At this time, our schedule is to initiate geotechnical work in January 1997. Vicki Smith (PIC) requested that prior to initiating the geotechnical, property owners list need to be finalized and mail-outs to all property owners and notifying them of this work needs to be completed. (ACTION ITEM - GRH)
- In discussing the review of proposed development within the I-4 corridor, considerable activity around the proposed Lake Avenue Interchange was noted. It was discussed that in earlier discussion with Mike Snyder and Harold Webb that HNTB would do a scope change to delete SR 535 and add Lake Avenue as one of the four interchanges to be studied in detail during the PD&E process. It was suggested that HNTB confirm with Orange County the proposed relocations of Vineland Road thru the Waterford Commons property. (ACTION ITEM - JRF)
- FDOT stated that Roadway Design Criteria review had been completed and review comments could be obtained following the meeting. HNTB will review these comments and re-submit prior to the next meeting. No date was provided for receipt of the drainage design criteria submittal. (ACTION ITEM - CJTS)
- The South Florida Water Management District contact person was provided. That person is Mr. Ed Yaun. Mr. Yaun is located in the Orlando office, (407) 858-6108.
- Aerial Photography - It was discussed by both Section 1 and Section 3 that the quality of aerial photography for some locations that were provided by the Department may not appear to be acceptable. It is stated that HNTB is in the process of purchasing some additional software to enable plotting of the raster image. Post Buckley provided a copy of a plot of the area within their section at 1:2400 scale. This was very fussy with few distinguishable features. When enlarged to 1:1000, the clarity did improve somewhat. Mr. Webb asked that we talk with Teddy Harris of FDOT - Tallahassee, (904) 488-8998, to discuss what could be done to improve the clarity of the raster image aerial photography.
- It was suggested by Alice Gilmartin that we attempt to obtain a copy of the Southwest Orange County Transportation Study as well as the International Drive Activity Study. She noted that the Southwest Orange County Transportation Study was several years old and it is difficult to obtain a copy. It may be better to set up and conduct a meeting with Ruby Rosier to discuss this. (ACTION ITEM - JRF)

Memorandum of Meeting

January 8, 1997

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Other items discussed during the meeting by other sections of interest to Section 1 are as follows:

- The LRT study stated that LYNX has had initial contact with CSX Railroad and they have been receptive to working with LYNX on joint use of the existing track. The study team is in the process of setting up meetings with CSX.
- The rail team stated that they will have another round of public meetings shortly after the first of the year regarding the selection and adoption of the 25 mile study segment. It was decided that three meeting locations being Osceola, City of Orlando and Altamonte, should be conducted.
- LYNX has requested that the rail team accelerate the schedule for producing the preliminary engineering report.
- It was stated by Bob Cortelyou that the interim HOV would have the PD&E initiated very shortly. This work will be a programmatic exclusion to be done in house. Preliminary engineering is scheduled in 1999/2000. It was stated that Section 2 needs to consider the interim HOV as a done part of their base map system.
- Systems Access Plan - URS Greiner stated that they delivered the scope (12/19/92) today for the supplemental agreement on the Systems Access Plan and are in the process of putting together manhours for this scope. Bob Cortelyou said that in a phone conversation with FHWA yesterday, they are questioning the methodology of some of the traffic from the Multi-Modal Master Plan and whether the Systems Access Plan should be done before or after the public hearing. FHWA is presently working on a response to the Department on these issues. He suggested to URS-Greiner that they hold off with estimating manhours until after receipt of this response and further guidance is provided by the Department.
- URS-Greiner requested that a list of talking points which are various issues and a coordinated response regarding the I-4 project be developed. This is a carryover from last meeting. Harold Webb will set-up a meeting to initiate this preparation. (ACTION ITEM - PIC/HFW)
- Section 2 stated that they are reviewing local comprehensive plans to determine consistency with the I-4 Multi-Modal Master Plan. They are doing a write-up for each jurisdiction. A draft of this write-up will be presented to FDOT prior to being shipped to the jurisdiction for their concurrence. It was noted that the write-up for Orange County needs to be a coordinated effort between Section 1 and Section 2.

Memorandum of Meeting

January 8, 1997

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- Mark Callahan noted that Section 2 is preparing responses to advance notification and comments made by the Environmental Advisory Committee review of the Multi-Modal Master Plan.
- Section 2 provided a flow chart of the Urban Design Guidelines process. Assistance was requested from Vicki Smith (PIC) in setting up the agency liaison group. A question was asked of the schedule for this. In response it was said to be ongoing thru the Section 2 public hearing. It was noted at the meeting that this could affect the HNTB schedule if guidelines were not available prior to that time. It was also noted that Section 2 would need to provide the premium cost for the aesthetic treatment. The schedule was provided on when this would be available; however, Harold Webb stated that we would work together in assisting other sections. (ACTION ITEM - HFW)
- It was noted in looking at pond sites that the evaluation of alternative sites needs to be based upon technical information that is available regarding the best sites. In some locations, particularly those in Section 1 where vacant land is being planned for development, there may be opportunities to work closely with local government, such that during site plan review opportunities to advance purchase upon locations or hold out pond locations in the site plan. FDOT will develop an in-house team to assist the I-4 team in working with such opportunities.
- Cost Estimating - PBS&J noted that unit prices had been submitted to the Department for their concurrence. Harold Webb stated that the Department could not provide concurrence but is sending back to them average unit prices for further review. It was noted that these unit prices need to be finalized as quickly as possible, such that cost estimating efforts of various sections have to do can get underway. (ACTION ITEM - PBS&J)
- It was noted by Vicki Smith that a joint meeting of St. John's River Water Management District and the Florida Department of Environmental Protection (FDEP) would be conducted on January 24, 1997. The location of this will be the Water Management District Offices on South Street in Orlando. It is also requested that a joint meeting between South Florida Water Management District and FDEP be set-up, as well as, an independent meeting with Army Corps of Engineers. (ACTION ITEM - PIC)
- The Public Involvement Consultant team stated that the public involvement van should be ready shortly after the first of the year. Ms. Smith requested any opportunities for graphics to be placed in the van be brought to her attention as soon as possible.

Memorandum of Meeting
January 8, 1997
Page 5

The next meeting scheduled for January 2, 1997 has been canceled. The next meeting of the I-4 and Light Rail project team will be on January 16, 1997.

JRF/vm

Copies to:

Harold Webb - FDOT
Bill Woolery - HNTB
Lynn Kendrick - HNTB
George Huffman - HNTB
Carl Tum Suden - HNTB
T.J. Martin - Baker
Wendy Giesy - Dames & Moore
Roger Nieswender - TCG
Katie Turnbull - TTI
Marian Almy - ACI
Bryant Marshall - GEC
Robbin Ossi - ETP
File 24434-PL-001-001



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?



December 24, 1996

Ed Yaun, Senior Supervising Engineer
 South Florida Water Management District
 Orlando Service Center
 7335 Lake Ellenor Drive
 Orlando, FL 32809

Re: I-4 and Central Florida Light Rail Transit PD&E Studies
 I-4 Roadway Section 1
 SPN: 92130-1425 & 75280-1479
 WPI: 514730 & 5147254
 FAN: N/A & NH-4-2(169)65
 I-4 Roadway Section 2
 SPN: 75280-1488, 77160-1439, 79110-1403
 WPI: 5147257, 5148838, 5149520
 FAN: NH-4-2(174)79, NH-4-2(176)132

Dear Mr. Yaun:

The Department is currently conducting Project Development and Environmental (PD&E) studies along Interstate 4 from CR 532 in Osceola County to just west of the I-95 interchange in Volusia County.

A meeting has been scheduled with you and other staff members on **January 17, 1997, at 10 a.m. at your office**. This meeting is to provide an overview of the project and begin to discuss some of the issues within your area.

If you have any questions regarding the meeting or the studies being conducted, please contact our Public Involvement Project Manager, Vicki Smith, at (407) 834-1616.

We look forward to seeing you at this meeting.

Sincerely,
 Florida Department of Transportation

Harold Webb
 Project Manager

cc: Section 1: Jack Freeman, HNTB
 Section 2: Mark Callahan, CH2MHill
 Jan Everett, URS Greiner
 PI Office: Vicki Smith, K&S



December 24, 1996

RECEIVED

DEC 26 1996

Susan Elfers, Staff Environmental Analyst
South Florida Water Management District
Orlando Service Center
7335 Lake Ellenor Drive
Orlando, FL 32809

ORLANDO
H N T B

Re: I-4 and Central Florida Light Rail Transit PD&E Studies
I-4 Roadway Section 1
SPN: 92130-1425 & 75280-1479
WPI: 514730 & 5147254
FAN: N/A & NH-4-2(169)65
I-4 Roadway Section 2
SPN: 75280-1488, 77160-1439, 79110-1403
WPI: 5147257, 5148838, 5149520
FAN: NH-4-2(174)79, NH-4-2(176)132

Dear Ms. Elfers:

The Department is currently conducting Project Development and Environmental (PD&E) studies along Interstate 4 from CR 532 in Osceola County to just west of the I-95 interchange in Volusia County.

A meeting has been scheduled with you on **January 17, 1997, at 10 a.m. at your office.** This meeting is to provide an overview of the project and begin to discuss some of the issues within your area.

If you have any questions regarding the meeting or the studies being conducted, please contact our Public Involvement Project Manager, Vicki Smith, at (407) 834-1616.

We look forward to seeing you at this meeting.

Sincerely,
Florida Department of Transportation


Harold Webb
Project Manager

cc: Section 1: Jack Freeman, HNTB
Section 2: Mark Callahan, CH2MHill
Jan Everett, URS Greiner
PI Office: Vicki Smith, K&S



MEMORANDUM OF MEETING

TO: Vicki Smith - Keith & Schnars

FROM: 
Jack Freeman

DATE OF MEETING: January 16, 1997

SUBJECT: I-4 Corridor PD&E Study - Section 1
State Project No. 92130-1425 & 75280-1479
WPI Nos. 5147330 & 5147254
Federal Aid Project No. N/A & NH-4-2(169)65
Minutes of Coordination Meeting No. 5 - Section 1

The purpose of this memorandum is to summarize activities discussed during the January 16, 1997 coordination meeting for the I-4 PD&E Study/LRT project. This memorandum will only address those comments relative to Section 1 and are in addition to or supplement the items referred to in the Agenda provided at the meeting.

- Public Involvement - HNTB is continuing with the preparation of the mailing list. Data has been received from Osceola County and is being entered into the data base. Request has been made to Orange County for the information, however, this has yet to be received. It is hopeful that this information will be provided to us within the next week so that the mailing list can be completed by the end of the month. This is needed to be able to contact property owners regarding upcoming geotechnical work and to provide the Public Involvement Consultant (PIC) aerial photography showing property lines and the numbering system for parcel ownership (GRH Action Item).
- Public Involvement Supplemental Agreement - It was confirmed that the previously requested supplemental agreement for HNTB to cover the costs of miscellaneous public involvement items has been deleted and is no longer required.
- SI&A Sheets - HNTB has attempted to access the department's computer to obtain SI&A Sheets, however, this access has been denied. We are working with Harold Webb to resolve this issue.
- 1996/1997 I-4 Traffic Counts - It was reported by John Kuhl of FDOT and PBS&J that the traffic counts for Section 1 will be done in February, 1997. PBS&J will be doing the ramp counts, FDOT will be doing the main line counts. John Kuhl will have the responsibility of balancing traffic and providing existing traffic volumes in the same format as was provided in the master plan. This data can be expected in late March or early April. The Level of Service analysis associated with the new existing traffic will be provided by URS Greiner. This will be done as part of the systems

access plan. Subject to receiving a timely Notice-to-Proceed, this information could be done in early summer 1997. It was stated that this information is needed for inclusion in Chapter 6 of the Preliminary Engineering Report. (FDOT ACTION ITEM)

- Review of Transportation Element of Local Comprehensive Plans - It was stated that HNTB is conducting a review of these documents to determine consistency. It was requested that both since both Section 2 and Section 1 would be submitting requests to Orange County, that this effort be coordinated. Section 2 will provide HNTB a copy of the information which they have prepared. (GRH ACTION ITEM)
- HOV Barrier/Buffer Analysis - It was noted that FDOT has sent a letter to HNTB dated January 13, 1997 regarding the previously provided issue paper. HNTB needs to evaluate the information provided within this letter. (JRF ACTION ITEM)
- Base Map Preparation - It was noted that for the 6-lane widening between US 27 and 192, that the alternatives of going either inside or outside are still under evaluation. The Department prefers to go inside, however, this would infringe upon maintaining the requested 44 foot wide rail corridor. By doing the 6-lane widening, the best the Department can maintain is a 40 foot rail corridor. It will be a meeting next week to obtain future insite on the Department's decision on this issue. The public hearing for the 6-lane widening project is scheduled for February 11, 1997 at the Hyatt on US 192. (FDOT ACTION ITEM)
- Preliminary Engineering Report - It was noted that HNTB has initiated work on Chapter 4 of the Preliminary Engineering Report to use this chapter to document the data collection effort of existing conditions. (MEH ACTION ITEM)
- Location Hydraulic Report - It was noted that HNTB has initiated work on this report within which existing drainage conditions will be documented. (CJTS ACTION ITEM)
- Orlando ITS Early Deployment Plan (EDP) - It was stated that a meeting with the FDOT and the Study Team conducting this project was conducted on January 7, 1997. Issues regarding the maintaining of the system during the construction of I-4 are being addressed. Further investigations of the ultimate system and their requirement are also being considered. (JRF ACTION ITEM)

- Environmental Advisory Committee Response - A deadline of January 31, 1997 for providing responses to comments provided by the Environmental Advisory Committee (EAC) in their report was set. These responses should be provided to the PIC. The PIC will be responsible for compiling all comments and publishing one (1) document to be forwarded to the EAC. This document would be provided to them in mid-February, 1997. The next EAC is tentatively set for mid-March, 1997. (DAMES & MOORE ACTION ITEM)

Issues discussed at the meeting that are of interest to Section 1 are as follows:

SHWA - David Unkefer

- Critical Issues List - Identification of critical issues that need to be brought to the attention of FHWA leadership is important to Mr. Unkefer. He plans to conduct monthly briefings with FHWA leadership toward resolution or providing input regarding actions to be taken on this list. It was noted that FDOT will also conduct monthly meetings with the District leadership to discuss the critical issues.
- Schedule - FHWA asked the question of FDOT whether the Department felt the project was moving at the proper pace. Mike Snyder stated that the EIS will likely slow down pending resolution of some of the critical issues. It was noted to Mr. Unkefer that there is a community push to keep the project moving at a fairly rapid pace especially with regards to the south section of the rail to have implemented by the year 2001.
- HOV Operations - FHWA expressed concern regarding the friction that could be created by the speed differential between the HOV lane and the general purpose lanes when the buffer treatment is applied. FHWA noted that this could affect the level of service in the HOV lane.
- Systems Access Plan - FHWA is preparing a letter response to issues/scope provided by the Department in a recent submittal. FHWA stated that they are leaning toward the FDOT recommendations on this plan. FHWA said that they may be able to relax the requirement of having the systems access plan complete prior to conducting public hearings for Section 1 and 3. FHWA stated that they are considering having traffic analysis done for one more interim year. FDOT noted that this will have a serious impact to the project schedule. Follow-up discussion between FHWA and FDOT will be conducted ASAP to resolve this issue.

Memorandum of Meeting

January 24, 1997

Page 4

- **Approved Interchanges** - FHWA stated that projects such as I-4/World Drive Interchange, I-4/Republic Drive Interchange, I-4/Greenway Interchange, I-4/Conroy Road Interchange, etc. all had traffic analysis based upon I-4 being 6 general purpose lanes plus 4 HOV lanes. Each of the aforementioned projects is moving forward. However, FHWA is not aware of additional analysis which have been done for these interchanges based upon a 6+2 configuration which is being recommended in the master plan. The question was posed as to what impact does the reduced HOV lanes have on interchange operation. FDOT wants to have a tele-conference with FHWA to discuss this issue.
- **EIS Class of Action** - FHWA has approved the 508-01 Form for Class of Action of EIS for Section 2. The letter transmitting this approval did have some clarification of some issues. The signed 508-01 form has not yet been received by the Department.

LRT Study - Phil Smelley

- **Public Involvement** - Mr. Smelley stated that he and Mark Hargrove are conducting a videotape interview with TV Channel 55 for their public forum show. This is scheduled to air on January 24th.
- **Transit Model** - A meeting will be held on January 17 to discuss the application of the onboard transit survey to the transit model. This onboard survey was a FTA requirement resulting from the master plan. There will be a comparison made to the highway numbers for the old and the new model. Mr. Smelley stated that it is typical to expect that rail could draw from 5 to 8 percent of the trips off the I-4 corridor.
- **Draft EIS** - The LRT Study has initiated their preparation of the Draft EIS. They are to go before the Lynx Board and the MPO for adoption of the alignment within the next month.
- **Implementation Schedule** - It is stated that the rail is looking at having the southern section from Sea World to downtown built by the year 2001. This section going to the north has a schedule of 2004.
- **Metric** - A question was raised as to why the rail design is being done in metric. While FTA has a requirement for it, most projects that are being implemented in the United States are using English units and the industry is set up for English units. Changes to English units need to be coordinated with Lynx and FTA.

Section 2 - Mark Callahan

- Urban Design Guidelines - A sample booklet showing Urban Design Guidelines that have been developed for Tampa were shown at the meeting. URS Greiner will be working to identify lighting applications, landscaping applications, signing, wall treatments, bridge treatments to include structure types for the entire section from SR 532 to I-95. A phone conference with URS Greiner will be conducted to further clarify their scope and schedule with regards to Section 1. (JRF ACTION ITEM)
- Endangered Species - URS Greiner noted that they are completing the analysis of endangered species. They may need to kick in the biological assessment optional item.
- ITS Scoping - URS Greiner is preparing an ITS Scoping letter to the Department that will identify actions to be taken in the following two areas (1) use of existing system for MOT and (2) Ultimate plan from EDP/Conceptual Engineering Report.
- Talking Points - It was discussed that Harold Webb and the PIC will schedule a meeting to discuss talking points within the next several weeks. This is becoming a critical issue.

Section 3 - John Adams

- ACOE Meeting - It was discussed that during the conduct of this meeting, the integrated NEPA process needs to be discussed.

Public Involvement Consultant - Vicki Smith

- Public Involvement Van - It was requested that any input regarding issues for respective sessions need to be brought to the PIC as soon as possible. Aerials to be displayed in the van were also requested. It was decided that for the PD&E sections, that aerials with property lines and property numbers would be provided to the PI Consultant by early February.

JRF/vm

Copies to:

Harold Webb - FDOT
Bill Woolery - HNTB
Lynn Kendrick - HNTB
George Huffman - HNTB
Carl Tum Suden - HNTB
T.J. Martin - Baker
Wendy Giesy - Dames & Moore
Roger Nieswender - TCG
Katie Turnbull - TTI
Marian Almy - ACI
Bryant Marshall - GEC
Robbin Ossi - ETP
File 24434-PL-001-001

**MINUTES OF MEETING****SOUTH FLORIDA WATER MANAGEMENT DISTRICT
PROJECT REVIEW MEETING****I-4 AND LIGHT RAIL TRANSIT PD&E STUDIES****JANUARY 17, 1997****1:30 PM**

LOCATION: South Florida Water Management District Office - Orlando Service Center
7335 Lake Ellenor Drive
Orlando, Florida

PURPOSE: To introduce I-4 (Sections 1 and 2) and Light Rail Transit PD&E Studies to the Water Management District and to identify the drainage and wetland issues.

ATTENDEES: See attached sign-in sheet

MEETING SUMMARY:

A brief overview of the I-4 and Light Rail Transit (LRT) PD&E studies was provided by the project manager for each of the roadway studies then the discussion focused on the drainage and wetland issues associated with each of the study sections.

Stormwater Management Ponds currently proposed for the I-4 project will be as defined in the MMMP. These sites as well as alternative locations will be further investigated during the PD&E studies. A drainage design criteria report including pond siting information from Section 1 was presented to the Water Management District for review. Susan Elfers of SFWMD indicated that the District would like to review the pond siting criteria so standards regarding potential wetland impacts may be established early on in the project. She also stated that the District will review normal and seasonal high water lines in adjacent wetlands to determine how the proposed pond may effect the wetlands. She encouraged this type of data gathering effort be conducted now to establish the viability of the proposed siting of a drainage pond.

Section 1 has conducted research of historical records through several agencies to obtain data pertaining to Davenport Creek. They requested copies of any information the District might have regarding this drainage area.

Section 2 indicated that their issues are similar to those presented by Section 1. They are currently conducting onsite geotechnical investigations of some of the proposed pond locations. Section 2 indicated that they had forwarded the drainage design criteria methodology to SFWMD for review.

Stormwater management ponds are proposed for the Light Rail Transit improvements. Due to the urban nature of the alignment of Light Rail Transit system, minimal impacts to wetlands are anticipated.

Potential impacts to wetlands along the corridor were discussed. The FDOT indicated that wetland mitigation efforts for this project will probably be handled in accordance with Senate Bill 1986. Susan Elfers indicated that mitigation banking for a project of this magnitude is a good idea, so that the mitigation provided will be one large mitigation area, rather than numerous small ones. She indicated it would be agreeable by the District to establish one or more locations for mitigation areas. Additionally by establishing a cooperative effort between the two Water Management Districts, mitigation for project impacts within the South Florida Water Management District could be located within the jurisdiction of the St Johns River Water Management District. Susan Elfers volunteered to begin the discussion necessary to coordinate this effort.

The District indicated that their jurisdiction over wildlife crossings will be limited to providing crossing for those species that are wetland dependent species (i.e., Florida black bear and Florida panther. Ms. Elfers did not know of any information that indicates the presence of either of these species in Section 1 or 2. Therefore she did not think this would be of concern. SFWMD will be looking closely at the Davenport Creek and Reedy Creek areas. If the existing crossings are adequate in these areas, then the District will not require improvements to the existing structures.

Susan Elfers indicated that secondary and cumulative impacts to wetland areas will be reviewed very closely, including potential secondary impacts on the area created by stormwater management ponds as well as impacts to wildlife. Refer to the South Florida Water Management District manual for details.

The wetland issues in Section 2 and the LRT are similar to those discussed for Section 1. Section 2 discussed the Shingle Creek Save Our Rivers (SOR) property that is located along the I-4 corridor. SFWMD stated that due to the distance of this property from I-4, they did not think that there would be any impact. This issue does not need to be further addressed.

To establish which District has jurisdiction for stormwater at the jurisdictional boundary lines, a review will be conducted to determine which District ultimately receives the drainage discharge.

AGREEMENTS / ACTIONS: To work closely with the District to provide additional information as the study progresses.

PREPARED BY: Vicki Smith, Public Involvement Project Manager, Keith and Schnars

DISTRIBUTION: Section 1, Section 2, LRT, Harold Webb, file

Attachments



I-4 Project Development and Environmental Studies

South Florida Water Management District
Project Review Meeting
January 17, 1997
1:30 p.m.

AGENDA

- I. Meeting Overview
- II. Overview of the I-4 PD&E Studies - Sections 1, 2 and Central Florida Light Rail Transit Project
- III. Drainage and Water Issues
 - Review of Drainage Design Criteria and Pond Siting Methodology
 - Pond Concepts
 - Waterway Crossings
 - * Davenport Creek
 - * Reedy Creek
 - * C-2 Canal
 - * Bonnett Creek
- IV. Wetland Issues
 - Wetland impact mitigation
 - Indirect and cumulative impacts
 - Aquatic and wetland-dependent fish and wildlife species
- V. Agency coordination with SFWMD/SJR WMD
- VI. Other Issues of Concern

Sign In Sheet

South Florida Water Management District

Project Review Meeting

January 17, 1997, 1:30 p.m.

Name	Company/Association Name
VICKI SMITH	KEITH SCHIARS
RICHARD BIONDA	PARSONS BRINCKERHOFF
Tawny Olore	CH2M HILL
STEVE CHONG	CH2M HILL
AMY STEWART	CH2M HILL
Rick GORSIRA	CH2M HILL
Steve Hart	URS Greiner
Wendy Greig	Dones & Moore (HNTB Team)
JACK FREEMAN	HNTB CORPORATION
Harold F. Webb	FDOT Island
SUSAN PATTON	Parsons Brinckerhoff
Jeff Weisner	Parsons Brinckerhoff
CARL TUMSUDEN	HNTB
Carol Barker	URS Greiner

Sign In Sheet

South Florida Water Management District

Project Review Meeting

January 17, 1997, 1:30 p.m.

Name	Company/Association Name
Liz Barker	Environmental Management & Design
KATHY HALE	" " "
Ed YAN	SFWMD orl. S.C.
Susan C Elfers	SFWMD OSC
Howard Newman	URS Greiner
Richard Fowler	FDOT, EMO

I-4 Corridor PD&E Study - Section 1
State Project Nos. 92130-1425 & 75280-1479
Work Program Item Nos. 5147330 & 5147254
Federal Aid Project Nos. N/A & NH-4-2(169)65

DRAINAGE DESIGN CRITERIA

This project lies within Osceola and Orange Counties from S.R. 532 to S.R. 528. The South Florida Water Management District (SFWMD) claims jurisdiction over this entire project. Portions of the project are also within the Reedy Creek Improvement District (RCID). This is a metric project; all computations will be performed in english units and converted to metric units.

The following criteria were collected from the applicable portions of the following manuals and conversations with agency staff:

1. FDOT Drainage Manual Standards (Volumes I - 1992)
 Drainage Manual General Ref. Documents (Vols. 1, 2 & 3-1987)
2. SFWMD Management and Storage of Surface Waters Permit Information
 Manual Volume IV (3/94)

I. CULVERT DESIGN

- A. All cross drains shall be designed to have sufficient hydraulic capacity to convey the 50-year (design frequency) storm. All culverts shall be analyzed for the base flood (100-year) and the Greatest Flood (500-year or over-topping flood).
- B. Backwater shall not significantly change land use values unless flood rights are purchased.
- C. The headwater for design frequency conditions shall be kept at or below the travel lanes in compliance with the FDOT Drainage Manual.
- D. The highest tailwater elevation which can be reasonably expected to occur coincident with the design storm event shall be used.
- E. The minimum culvert size is 18" RCP (450mm).
- F. The design of all cross culverts shall comply with the guidelines set forth in Section 4.12 Design Procedures of the FDOT Drainage Manual.

II STORMWATER MANAGEMENT CRITERIA

This project will be governed under three major regulatory entities (FDOT, SFWMD & RCID). The stormwater management criteria in this section is separated to identify requirements of each agency.

A. FDOT Criteria:

Critical Duration Analysis, which is analyzing the project under various duration storm events (for a given frequency) to determine which duration is the critical (generates the largest peak rate and/or volume). See the Drainage Manual.

Duration	Total Rainfall (inches)					
	Frequency (yr)					
	2	5	10	25	50	100
1	2.42	2.92	3.25	3.73	4.10	4.50
2	2.90	3.55	4.00	4.62	5.10	5.50
4	3.28	4.00	4.68	5.40	6.00	6.60
8	3.84	4.80	5.60	6.40	7.20	8.00
24	4.80	6.24	7.44	8.60	9.84	10.56
72	5.90	7.50	8.70	10.50	12.10	13.90
168	7.60	9.50	11.30	13.30	15.00	16.90
240	8.30	11.00	13.00	15.00	16.80	18.80

B. South Florida Water Management District (SFWMD) Criteria

1. Quantity: Attenuate the difference between the pre and post development discharge for the SFWMD 25yr/3 day storm event (P=11.69 inches)
2. Quality
 - Wet detention shall be provided for the first inch of runoff from the developed project drainage area, or 2.5 inches of runoff over the additional impervious area, whichever is greater.
 - Dry detention volume shall be provided equal to 75 percent of the above amount computed for wet detention.
 - Retention volume shall be provided equal to 50 percent of the above amount computed for wet detention.
 - Existing untreated impervious areas may be treated to compensate for new untreated impervious areas which cannot be treated due to elevation or other constraints. These areas are site specific and must be pre-approved by the SFWMD.

3. All wet detention facilities shall have a minimum area, at the control elevation, equal to 0.5 acres with a minimum width of 100'.
4. The drawdown device in wet detention ponds shall recover no more than 1/2" of the treatment volume in 24 hours. Full pond recovery should occur within 14 days.

C. Reedy Creek Improvement District (RCID)

1. Comply with SFWMD criteria.
2. Perform a pre/post analysis utilizing the 50-year/3-day storm event (P=12.91 inches) with the SFWMD rainfall distribution. If the post discharge rate is greater than 13 CSM then there will be a drainage fee based on the excess runoff and the project area.

D. General Pond Configuration

1. Ponds shall include a 6 meter (min. 4.5 meter) maintenance berm at a maximum of 1:8 slope. The berm shall be sodded.
2. Corners of the ponds shall be rounded to provide a minimum 6 meter turning radius for maintenance vehicles.
3. 0.3 meters (one foot) of freeboard is required above the anticipated maximum water elevation.
4. When pond areas are not accessible directly from the road right-of-way, an access easement shall be provided.
5. Wet detention facilities shall provide all of the above requirements as well as the following:
 - Treatment volume shall be no greater than 18 inches in depth.
 - The side slopes shall be 1:4 or flatter to a point 2 feet below the control elevation then no steeper than 1:2.

III DISPLACED 100-YEAR FLOODPLAIN STORAGE VOLUME

The volume of 100-year floodplain storage displaced by the improvements must be replaced at a compensation ratio of 1:1.

**MINUTES OF MEETING****U.S. ARMY CORPS OF ENGINEERS
PROJECT REVIEW MEETING
I-4 AND LIGHT RAIL TRANSIT PD&E STUDIES****JANUARY 22, 1997****1:00 PM**

LOCATION: FDOT District V Office - Marion County Conference Room
719 South Woodland Boulevard
DeLand, Florida

PURPOSE: To introduce the I-4 and Light Rail Transit PD&E Studies to the U.S. Army Corps of Engineers and to identify the wetland and drainage issues.

ATTENDEES: See attached sign-in sheet

MEETING SUMMARY:

A brief overview of the I-4 and Light Rail Transit (LRT) PD&E studies was provided by the project manager for each of the PD&E studies then the discussion focused on the drainage and wetland issues associated with each of the study sections.

Several water crossings were identified in Section 1 including Reedy Creek, Davenport Creek, C-2 Canal, and Bonnett Creek. Reedy Creek and Davenport Creek are major crossings with wetlands. During the MMMP, the Environmental Advisory Committee (EAC) recommended that the existing structures at these openings be opened up to accommodate increased water flow and wildlife crossings.

Existing wildlife crossing areas in the St Johns River area were identified in Section 2. Threatened and Endangered (T&E) species have also been identified in this area. Coordination with the US Fish and Wildlife Service, the State Historic Preservation Officer and Florida Game and Fresh Water Fish Commission is currently underway. Wetlands delinations have been completed according to the 1987 USACOE Manual.

Mark Evans stated the Section 404 of the Corps of Engineers Guidelines states that reasonable and prudent measures be taken to avoid and minimize impacts to wetlands along the corridor. However, Mark Evans specifically recognized that these avoidance and minimization practices would be best realized by capacity improvements to the existing alignment -- any area of new alignment would introduce considerably greater impacts. His opinion was that the COE would clearly recognize and support proposed improvements to the existing alignment. He recommended that coordination be provided very early in the study process with US Fish and Wildlife Service to conduct a field investigation to identify T&E impacts. Scrub Jay is one of the

species that will cause the most concern in Section 2. Bob Gleason stated that a Scrub Jay mitigation bank has been established in Highlands County and accepted by the US Fish and Wildlife Service.

Mr. Evans volunteered to organize a federal review team for the project which will include the Federal and State wildlife agencies.

Bob Gleason stated that the wetland mitigation activities for this project will be provided as outlined in Senate Bill 1986. Mark Evans stated that there are numerous coordination details that must be worked out before the ACOE will endorse this program. The ACOE wants to see mitigation plans be developed. Mr. Gleason indicated that the FDOT will be working with the Water Management Districts to develop procedural agreements and will prepare a menu of potential mitigation sites. Mitigation banks can be used for linear projects, however the ACOE will not allow mitigation for impacts to wetlands within one service area to be provided outside those service boundaries. Furthermore, aquatic weed control will not be acceptable as a mitigation activity.

As a part of the PD&E process, a Wetlands Evaluation Report will be prepared. This report will provide the results of a WET II analysis conducted along the project corridor. Mark Evans indicated the COE would accept a variety of wetland evaluation techniques and methods (including WET II), provided they were generally accepted and in routine use. Mr. Evans stressed the importance of using COE Wetland Determination Field Data Sheets for assessment points. The field investigation budget for the ACOE has been reduced, therefore as much support documentation as possible will help speed the review process. Photointerpreted wetland boundaries accompanied by well-documented field data sheet should provide the COE sufficient information to evaluate the project's permissibility from a wetland standpoint.

Within Section 3 of the I-4 PD&E studies, extensive areas of wetlands exist along the project corridor. Disbursed within these wetland areas are areas of hydric pines. Section 3 requested early onsite review of these areas with the ACOE to establish acceptable criteria to determine wetland boundaries within these areas.

Additionally due to the extensive contiguous areas of wetlands adjacent to the corridor, it will be very difficult to provide stormwater treatment facilities without impacting the existing wetlands. Mark Evans indicated that stormwater quality and quantity criteria must be met. These stormwater management activities should be designed to avoid or minimize impacts to the adjacent wetlands, however any impacts created will require mitigation. Furthermore, if roadside ditches are claimed as jurisdictional areas, mitigation will be required for those impacts also.

Numerous old borrow pits also exist within this section. The borrow pits are generally 30 years old and have established wetland habitats around the banks of these water bodies. Mark Evans stated that these pits are functioning like regular ponds therefore the wetland impacts will require typical mitigation activities.

The ACOE indicated that reestablishment of hydrologic connections and wildlife corridors would be considered or credited as wetland mitigation.

The Light Rail Transit study section indicated that very few wetland areas exist along the study corridor. Additional information will be presented to the ACOE as areas of potential wetland impacts are identified.

Mark Evans indicated a recent change had occurred with the criteria for an ACOE Nationwide permits. The Nationwide permits are being phased out during the next two years.

AGREEMENTS / ACTIONS: To work closely with the ACOE to provide additional information as the study progresses.

PREPARED BY: Vicki Smith, Public Involvement Project Manager, Keith and Schnars

DISTRIBUTION: Section 2, Section 3, LRT, Harold Webb, file

Attachments



I-4 Project Development and Environmental Studies

**Army Corps of Engineers
Project Review Meeting
January 22, 1997
1 p.m.**

AGENDA

- I. Meeting Overview
- II. Overview of the I-4 PD&E Studies - Sections 1, 2, 3 and Central Florida Light Rail Transit Project
- III. Wetland Issues
 - Wetland impact mitigation
 - Indirect and cumulative impacts
 - Aquatic and wetland-dependent fish and wildlife species
- IV. Drainage and Water Issues
- V. Integrated NEPA Process
- VI. Other Issues of Concern

SIGN IN SHEET

<u>NAME</u>	<u>COMPANY</u>
VICKI SMITH	KEITH AND SCHWARTZ
MARK R. EVANS	U.S. ARMY CORPS OF ENGINEER
Liz Barker	Environmental Management + Design
KATHY HALE	ENVIRONMENTAL MGMT + DESIGN
Richard Darden	Dames & Moore
Jeff Weisner	Parsons Brinckerhoff
Sue Peck	Lotspeich + Associates
Jim Mykytka	Reynolds Smith and Hills
John Adams	Post, Buckley, Schuh & Jernigan
Paul Yeargan	Post, Buckley, Schuh & Jernigan
Jawny Olore	CH2M HILL
Kick Gorsira	CH2M HILL
RICHARD BIONDA	PBA & D
JACK FREEMAN	HNTB CORPORATION
Harold F. Webb	FDOT
Mark Callahan	CH2M HILL
Bob Gleason	FDOT

MEMO

To: Jack Freeman
From: Richard Darden
Subject: Minutes of I-4 Coordination Meeting with COE
Date: February 5, 1997

I have reviewed the minutes prepared by Vicki Smith (Keith and Schnars) for the January 22, 1997, coordination meeting with Mark Evans of the Corps of Engineers (Jacksonville). These minutes provide a good overview of the topics discussed; however, I would like to clarify one or two points which seem a little fuzzy.

Mark Evans described his role as the COE representative for I-4 work. He is the designated contact for all COE roadway work in the St. John's River Water Management District area and has been specifically assigned responsibility for all FDOT District V Interstate 4 work, including parts of I-4 in the SFWMD area.

In the discussion of Section One it was noted that the existing roadway acts as a hydrologic barrier which forces the channeling of water through a few cross drain connections. As noted, these water flow restrictions may be potential mitigation opportunities to be explored as part of the development of this project. Mark Evans indicated this type of improvement would be favorably considered by the COE.

Reference to the US Fish and Wildlife should probably be corrected to read US Fish and Wildlife Service; likewise the Federal Game and Fresh Water Fish Commission should read Florida Game and Fresh Water Fish Commission.

In paragraph four there is reference to Section 404 with respect to avoidance and minimization of wetland impacts. The COE requires that reasonable and prudent measures be taken to avoid and minimize wetland impacts associated with every project. However, Mark Evans specifically recognized that these avoidance and minimization practices would be best realized by capacity improvements to the existing alignment-- any area of new alignment would introduce considerably greater impacts. His opinion was that the COE would clearly recognize and support proposed improvements to the existing.

As part of the PD&E process, Wetland Evaluation Reports will be prepared for each I-4 section being studied. These reports will incorporate the results of WET II analyses being performed for wetland types and categories along each section. Mark Evans indicated the COE would accept a variety of wetland evaluation techniques and methods (including WET II), provided they were generally accepted and in routine use. Mark stressed the importance of using COE Wetland Determination Field Data Sheets for assessment points. These will become more relied upon in immediate future as the COE continues to downsize their staff and streamline their field visits.


Jack Freeman
Page 2
February 5, 1997

Photointerpreted wetland boundaries accompanied by well-documented field data sheets should provide the COE sufficient information to evaluate the project's permissibility from a wetland standpoint. Mark also indicated he would be available to make site visits if needed and might elect to call in a COE wetland specialist to assist with problem areas if they arise.

Discussion of the Nationwide Permit program focused mainly on NW 26. All Nationwide permits expired on January 22, 1997. With the exception of NW 26, all were reissued with only slight modifications on January 23, 1997. NW 26 will be reissued in early February 1997. Instead of allowing 10 acres of impact to isolated wetlands and headwaters, the threshold for this permit will be a 3-acre maximum. Impacts which do not exceed 0.3 acre will not require any pre-discharge notification. As noted, the Nationwide program is scheduled to be phased out completely in 1999.

MEMORANDUM OF MEETING

TO: Vicki Smith - Keith & Schnars

FROM: 
Jack Freeman

DATE OF MEETING: February 13, 1997

SUBJECT: I-4 Corridor PD&E Study - Section 1
State Project No. 92130-1425 & 75280-1479
WPI Nos. 5147330 & 5147254
Federal Aid Project No. N/A & NH-4-2(169)65
Minutes of Coordination Meeting No. 6 - Section 1

The purpose of this memorandum is to summarize activities discussed during the February 13, 1997 coordination meeting for the I-4 PD&E Study/Light Rail project. This memorandum will only address those comments relative to Section 1 and are in addition to or supplement the items referred to in the Agenda provided at the meeting.

- Public Involvement - "Talking Points" - It was noted that a draft of the "Talking Points" for Section 1 which was requested at the January 28, 1997, meeting has been prepared and is being reviewed. This information should be provided to the Public Involvement (PIC) by February 28, 1997. **(JRF Action Item)**
- Bridge Analysis - With receipt of the bridge SI & A sheets, the analysis of vertical and horizontal clearances is underway. Further, an analysis of existing bridge conditions is being conducted. **(MEH Action Item)**
- Geometric Deficiencies - HNTB is presently reviewing the existing vertical geometry for the I-4/Mainline. A number of short vertical curves which do not meet current 70 mph curve length requirements have been noted. A summary of these is being prepared for the Department for consideration of adjustment. **(WHH Action Item)**
- Proposed Improvements on Base Map - In conversation regarding the Osceola Parkway Interchange, Mark Callahan, with CH2MHill stated that the plan for connections to and from the west have been completed by Greiner. They are in final stages of review with the Department. Mr. Callahan suggested that we contact Roger Schmidt with Greiner to obtain an electronic disk of this interchange modification. **(CJTS Action Item)**
- Consistency of Transportation Plans - A copy of the issues identified by Section 2 for Orange County was requested. This is such that we can maintain continuity between the requests made of Orange County. **(GRH Action Item)**

- Rail Envelope - The January 20, 1997, meeting of HNTB with FOX was discussed. It was noted that there is a possibility that FOX would not be utilizing the 44 foot rail envelope through any part of Section 1. It was stated and agreed that Section 1 would continue to hold on final development of the Typical Section until such time as the Department provides further direction regarding the rail envelope. A conference call is scheduled with Mr. Charles Smith of the FDOT High Speed Rail office in Tallahassee to discuss this issue. **(FDOT Action Item)**
- HOV Access Points - It was stated that HNTB is in the process of preparing a technical memorandum regarding any potential changes in HOV access points as a result of the change from buffer separation to barrier separation. **(JRF Action Item)**
- Ramp Metering - It was stated that HNTB is preparing an Issues Paper regarding the placement of ramp metering within Section 1. The Master Plan had recommended ramp metering locations at SR 535, Lake Avenue and Central Florida Parkway. Each of these locations will be addressed within this paper. It is anticipated that this paper will be provided to the Department by the end of the month. **(TTI Action Item)**
- Environmental Advisory Committee (EAC) Comments - It was discussed that HNTB had provided information to the Department previously regarding the provision for pedestrian greenways at the Davenport Creek and Reedy Creek crossings. The Section 2 responses to the EAC comments were received earlier this week and sent to Wendy Giesy at Dames & Moore for her review. We need to resolve as soon as possible, issues regarding response to the EAC on provision for pedestrian greenways. **(Dames & Moore Action Item)**

There were no further substantial issues with regard to Section 1 discussed at this meeting.

JRF/jag

Copies to:

Harold Webb - FDOT

Bill Woolery - HNTB

Lynn Kendrick - HNTB

George Huffman - HNTB

Carl Tum Suden - HNTB

David Wagner - HNTB

T.J. Martin - Baker

Wendy Giesy - Dames & Moore

Roger Nieswender - TCG

Katie Turnbull - TTI

Marion Almy - ACI

Bryant Marshall - GEC

Robbin Ossi - ETP

File 24434-PL-001-001



February 20, 1997

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


Re: I-4 Corridor PD&E Study, Section 1
State Project Nos. 92130-1425 and 75280-1479
WPI Nos. 5147330 and 5147254
Federal Aid Project Nos. N/A and NH-4-2 (169) 65
Draft Responses to EAC Comments

Dear Mr. Webb:

Attached you will find our draft responses to the Environmental Advisory Committee comments that are relative to Section 1. Should you or Vicki Smith have any comments/questions as you merge these responses, either contact Wendy Giesy @ Dames & Moore who prepared the comments or myself.

Very truly yours,

HNTB CORPORATION


John R. Freeman, Jr., P.E.
Project Manager

JRF/jag

Copies to
Vicki Smith - Keith & Schnars
Wendy Giesy - Dames & Moore
Mark Callahan - CH2Mhill
John Adams - PBS&J
T.J. Martin - Baker
Roger Neiswender - TCG
Carl Tum Suden - HNTB
George Huffman - HNTB
File 24434



ARCHITECTS ENGINEERS PLANNERS

I-4 PD&E STUDY, SECTION 1
STATE PROJECT NOS. 92130-1425 AND 75280-1479
WPI NOS. 5147330 AND 5147254
FEDERAL AID PROJECT NOS. N/A AND NH-4-2(169)65

**DRAFT RESPONSES TO ENVIRONMENTAL ADVISORY COMMITTEE (EAC)
COMMUNITY & ENVIRONMENTAL PLANNING REPORT INTERSTATE 4 - ROAD
EXPANSION PROJECT COMMENTS.**

COMMENTS:

G) Lake Protection:

- 1. Comment: Protect and enhance water quality via water treatment of highway stormwater runoff.**

Response: Appropriate stormwater treatment will be provided pursuant to Chapters 40E-4. Preliminary calculations will be used during the Project Development and Environment (PD&E) phase to approximately size and locate proposed water quality treatment facilities. While the ultimate design and permitting of these facilities will not take place until the subsequent final design phase, early coordination with the South Florida Water Management District (SFWMD) regarding stormwater treatment and wetland impacts will be initiated during the PD&E phase.

- 2. Comment: Protect and enhance views and access to lakes (e.g., walking and water skiing).**

Response: Segment 1 of I-4 runs adjacent to Lake Willis in Orange County. Preliminarily, it appears that the proposed upgrading may require filling along the western vegetated shoreline. It will be a goal during development of the conceptual design to minimize wetland encroachment and negative impacts on views of and access to the lake. Impacts anticipated from all viable alignment alternatives will be evaluated. As part of the I-4 study, FDOT District 5 is developing comprehensive Urban Design Guidelines. Based on these guidelines, landscaping will be proposed, where appropriate, to mitigate for visual impacts. Emphasis will be put on the utilization of native plant species.

3. Comment: Provide landscape enhancements adjacent to lakes and embankments to protect water quality, buffer recreational amenities and promote pedestrian and trail use.

Response: The feasibility of utilizing landscaping at various locations for water quality protection and as a buffer to recreational amenities will be evaluated as part of the PD&E phase. FDOT is developing Urban Design Guidelines to insure consistency in landscaping application throughout the I-4 project (i.e., Segments 1, 2, and 3).

4. Comment: Insure pedestrian and bicycle/trail safety along sidewalks underneath bridged overpasses, and consider the use of vertical retaining walls, lighting, public art, and air flow to improve pedestrian conditions. Particular design enhancements in the Lakes Ivanhoe and Concord area should focus on aesthetics and pedestrian-friendly design.

Response: There are no bridge overpasses in urbanized areas in Segment 1 of I-4.

5. Comment: Design bridge structures as visual amenities that complement the lakes (See Attachment 22).

Response: This comment relates predominantly to downtown bridges and lakes. It does not specifically apply to Segment 1.

H) Hydrology and Stormwater Management:

1. Comment: Improve hydraulic connections at Davenport Creek and Reedy Creek Swamps.

Response: While there is no regulatory requirement to improve the hydrologic connection at these locations, the potential to do so will be evaluated during the PD&E phase. Effective options may require the replacement of existing drainage structures under I-4. Order of magnitude cost estimates will be developed to assess the feasibility of the options. Early coordination with the SFWMD and Reedy Creek Improvement District (RCID) regarding these creeks will be initiated during the PD&E phase.

- 2. Comment: Consider wetland mitigation sites in the Reedy Creek/Davenport Watershed which are being analyzed by the Nature Conservancy and the Greater Orlando Aviation Authority.**

Response: Preliminarily, it appears that wetland impacts will be mitigated by payment to the water management districts pursuant to HB 1986. This money can be used for mitigation at the discretion of the water management district, including the development of sites recommended by the Nature Conservancy and the Greater Orlando Aviation Authority.

J) Ecological Greenways:

- 1. Comment: Improved hydrologic and small animal crossing design modifications (e.g., staggered culverts and inclusion of some riparian edges) should be the focus of the Davenport Creek crossing.**

Response: The feasibility of providing for hydrologic improvements and small animal crossings will be evaluated during the PD&E phase. The Florida Game and Fresh Water Fish Commission and U.S. Fish and Wildlife Service will be contacted for more specifics regarding the recommended design of the wildlife crossings. Order of magnitude cost estimates will be developed for conceptual design options.

- 2. Comment: Re-design structures along the I-4 corridor through the Reedy Creek Swamp to support the north to south natural corridor/greenway connection identified by the EAC and included in existing Development Orders of the affected DRI's in the Development Orders for the Magnolia Creek and Celebration DRIs adjacent to I-4 at this location.**

Response: The feasibility of redesign and modification of structures along the I-4 corridor through the Reedy Creek Swamp will be evaluated during the PD&E phase.

- 3. Comment: Consult with OGT, SFWMD, The Nature Conservancy, the Four Corners Coalition, and the University of Florida's GeoPlan Center regarding ecological greenways in this vicinity of the corridor (See Attachment 14-18).**

Response: These organizations will be consulted during the PD&E phase to obtain information and input regarding conceptual design alternatives at Davenport Creek and Reedy Creek.

- 4. Comment: 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.**

Response: The potential alternatives of providing pedestrian access to ecological greenways will be determined through coordination with the agencies identified in Comment 3. above. The feasibility of these alternatives will be evaluated during the PD&E phase. Emphasis will be placed on separating pedestrian and motorized vehicular traffic wherever feasible.

- 5. Comment Consult with Orange County, OGT and the SWFMD regarding the Shingle Creek SOR site.**

Response: The Shingle Creek SOR site is being addressed by the Segment 2 consultant in the EIS for that section.

K) Wildlife Corridors:

- 1. Comment: Due to the limited remaining wildlife corridors/greenway connections and the environmental sensitivity of adjacent conservation lands, wildlife crossings need to be provided at Davenport Creek and Reedy Creek Swamps in conjunction with hydrologic restoration and greenway/trails (See Attachment 14-18).**

Response: The Department understands the importance of the remaining wildlife/greenway connections and adjacent conservation lands. The potential for reversing some of the historical hydrologic alterations in conjunction with wildlife crossings and greenway/trails will be evaluated during the PD&E process.

2. Comment: Provide sufficient height and width for wildlife corridors to support wildlife movement.

Response: The height and width of the existing bridge at Reedy Creek will be evaluated for adequacy as a wildlife corridor to support wildlife movement. The need and feasibility of providing additional height or width at Davenport Creek will be evaluated during the PD&E phase. The Department will coordinate with FGFWFC and USFWS regarding the preferred design and location of wildlife crossings.

3. Comment: 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.

Response: The feasibility of incorporating design modification, such as multi-level culverts and bridges with riparian edges will be evaluated during the PD&E phase.

4. Comment: During the design and construction phase, consult with OGT, SWFMD, FGFWFC, USFWS, the Four Corners Coalition, the Nature Conservancy, the Florida Audubon Society, the League of Environmental Organizations, and the University of Florida, GeoPlan Center.

Response: Coordination with these agencies will be initiated during the PD&E phase and continued, as appropriate, during subsequent design and construction phases.

5. Comment: Consult with the SFWMD and Orange County regarding the Shingle Creek SOR project (See Attachment 14) and reference the Orange County Greenways/Trails Master Plan (still under review) during the PD&E stage.

Response: Coordination regarding the Shingle Creek SOR project will be addressed as part of the Segment 2 study.

L) Rare and Endangered Plants and Animals:

1. **Comment:** Consult with USFWS, FGFWFC, FDEP, the FNAI and FDOT's SPECIES database, as well as the I-4 Multi-Modal Master Plan - Draft Environmental Assessment (See Attachment 20).

Response: Information has been compiled from these resources. This information will be used initially to assess potential impacts on rare and endangered plants and animals associated with proposed alternatives and subsequently to minimize and/or mitigate impacts.

2. **Comment:** 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, wetland systems in Davenport Creek and Reedy Creek swamps, and southern bald eagle and red-cockaded woodpecker habitats recorded as part of DRI approvals in the region.

Response: Areas of potential habitat for the scrub jay, bald eagle and red-cockaded woodpecker have been identified and will be subjected to structured and/or unstructured field surveys. Scrub communities associated with sandy ridges will be surveyed for rare and endangered flora as well as fauna.

3. **Comment:** Improve wildlife crossing underneath I-4 along the Davenport Creek and Reedy Creek Swamps to safeguard listed species and improve animal movement across the corridor (See Attachment 2, 7, 14-18 and 20).


Response: The conceptual design for and feasibility of improving wildlife crossings under I-4 along the Davenport and Reedy Creek swamps will be evaluated during the PD&E phase.

- 4. Comment: Utilize site appropriate landscaping along urban and rural segments of the I-4 corridor, with an emphasis on native plants that will provide benefits to wildlife species.**

Response: As part of the I-4 study, the Department is developing comprehensive Urban Design Guidelines. This will include landscape design criteria and a candidate list of plant species. Emphasis will be on the utilization of native species that will ultimately require little maintenance will provide benefits to native wildlife species.

MEMORANDUM

TO: Vicki Smith - Keith & Schnars

FROM: 
Jack Freeman

DATE: February 25, 1997

RE: I-4 Corridor PD&E Study Section 1
"Talking Points" Information

As requested in our meeting of January 28, 1997, the following summarizes information that we have to date regarding hot spots within Section 1, from an engineering, existing land use and environmental perspective.

Engineering

- Interchange Spacing - Within our 13.5 mile section, there are 10 interchanges many of which interplay with each other. The maintenance of existing general purpose lane access and the provision of new access to both main line I-4 and the HOV lanes will be a major focus of the Section 1 engineering effort. Within Section 1 there are presently two interchanges under construction (1) the addition of east bound entrance and exits ramps at County Road 532 and (2) the new World Drive interchange. There are also two new interchanges being planned at Osceola Parkway and Lake Avenue. The provision of access to both the general purpose lanes and the HOV lanes from these new interchanges and existing interchanges is a key component of the Section 1 study. There are two locations where Collector-Distributor roads (C-D) will be provided. These are between the World Drive and Southern Connector interchanges and between US 192, Osceola Parkway and EPCOT Center Drive/SR 536 interchange. These C-D roads are used to move the weaves created by closely spaced ramps off the mainline roadway.
- High Speed Rail - Preliminary discussions with Florida Overland Express (FOX) indicate that alternative rail alignments within the I-4 corridor are being studied south of US192. While no alternative rail alignments are being considered north of US 192, the rail envelope shown in the Master Plan is being preserved until it can be eliminated as a viable alternative. Should high speed rail be located within the I-4 median, a rail envelope being 44 feet wide horizontally and 27 feet high vertically must be provided. Providing such an envelope will cause substantial reconstruction of existing flyover bridges and interchanges. With the decision that light rail will not utilize the median of I-4 within the limits of Section 1, the decision of FOX on alignment location may offer the opportunity for doing the highway improvements within the existing median which reduces impacts to existing interchanges and right-of-way acquisition.

- HOV Transitions - Section 1 has the unique condition of having two different conditions of HOV lanes within the 13.5 mile section. To the west within Polk County, I-4 will have 6 general purpose lanes plus 4 HOV lanes (6+4) using the barrier separation treatment. Upon entering Osceola County, the I-4 MMMP shows this treatment will be transitioned to 6 general purpose lanes plus 2 HOV lanes (6+2). Investigations are under way as to the transition from the 6+4 condition to the 6+2 condition either at the county line or within an interchange area to the east (north). The second condition of transitioning from the 6+2 treatment to the 6+4 occurs east (north) of the Lake Avenue interchange. Within the area between Lake Avenue and the Bee Line Expressway will be a short section of 6+4. This condition will be dropped within the Bee Line Expressway interchange.
- Interchange Configurations - Within Section 1, four interchanges will have more detailed engineering analysis conducted to evaluate potential improvements of interchange configurations. These interchanges are US 192, Osceola Parkway, Lake Avenue, and Central Florida Parkway. As previously mentioned two of these interchanges are new access. The Osceola Parkway interchange will be a two-phase project. Phase I is scheduled for construction within the next five years and will provide access by having ramps directly terminating to the mainline of I-4. Within the second phase, this will be modified to have access into the aforementioned C-D road system. The other new interchange is at the Lake Avenue/Vineland Road area. This interchange is shown in the master plan as an half diamond interchange providing access only to and from the east (north). Direct connection access will be provided to both the general purpose lanes and HOV lane. Developers in the area have expressed interest in providing concepts to the Department regarding access to and from the west (south). This will be further investigated as part of the preliminary engineering studies.
- Drainage - Due to the increased amount pavement and maximum utilization of existing right-of-way, the need for off site retention ponds will be a requirement for this project. Ground water throughout most of the corridor area is generally at or near ground service, thereby, necessitating the use of wet retention ponds that are large in surface area to provide for adequate storage. Preliminary pond sites have been identified in the master plan. These pond sites will be further developed during the PD & E phase and additional alternative sites will be investigated. The PD & E study will contain a pond siting report to include the technical analysis to substantiate the selection of alternative pond sites.

Memo

February 25, 1997

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- Rest Area - There is presently an existing rest area located on both the eastbound and westbound lanes north of the existing Lake Avenue/Vineland Road overpass. This rest area will be eliminated as a result of these improvements. There is presently a new rest area that is being built along I-4 in Polk County that is intended to replace this rest area.

Existing Land Use

The property along I-4 within the limits of Section 1 is generally held in ownership of larger tracts of land. Much of the property is either Developments of Regional Impact (DRI) size projects or planned development (PD) projects. Working with these property owners will be an integral part of the process as the project progresses. Some of these projects are as follows:

- Magnolia Creek - A DRI sized project located southwest of Disney. In conjunction with this project an overpass crossing of I-4 labeled as Magnolia Creek Road has been shown in the master plan.
- Disney's Celebration Project - Again, a DRI project located from the new I-4/World Drive interchange to the US192 interchange. A new overpass structure of I-4 (Road B) is also planned for the Celebration Project.
- Hyatt Hotel at US192 - Investigations have been done of the proposed master plan crossing of the septic drain field for the hotel located in its northeastern quadrant. As part of the preliminary engineering process we will consider alternatives to avoid or minimize this impact.
- Walt Disney World - In the northwest quadrant of US192/I-4 interchange, Walt Disney World is planning hotel and office development within this quadrant up to the I-4 right of-way. This is in the preliminary planning stages and no definitive site plan is yet available.
- Bonnett Creek DRI - This project located on the west side of I-4 between Osceola Parkway and EPCOT Center Drive (SR 536) is presently undergoing the DRI process. Principal access to the project will via EPCOT Center Drive and a new connection which will be done at the existing intersection with Backstage Lane. In conjunction with providing this new and improved access to the site the owners have deeded to Disney I-4 frontage. This frontage is intended to eventually become I-4 right-of-way but is still being held by Disney.

- Little Lake Brian DRI - This project which is in Phase 1 development is located in the northeast quadrant of I-4/SR 535 interchange.
- Ruby Lake Ranch DRI - This project is adjacent to the west side of I-4 extending from north of Lake Avenue to Central Florida Parkway. In conjunction with this project is the extension of Turkey Lake Road southward from Central Florida Parkway to the Lake Avenue/Palm Parkway intersection. Further the existing intersection of Central Florida Parkway/Turkey Lake Road will be redone. These property owners have expressed interest in the availability of the existing rest area once it is vacated.
- Waterford Commons/Vineland Pointe PD - This project is located on the east side of I-4 south of Vineland Road, having Bob Hope as a principle owner. Some preliminary work is now under way to relocate the existing Vineland Road connection to go across this property and connect into International Drive. Development plans for this PD are still somewhat fuzzy. Discussions have indicated that there is a possibility of working jointly with the Vineland Pointe PD located on the north side of Vineland Road.
- I-4 Plaza DRI - This project has an approved DRI and is located east of I-4 and north of Lake Willis. We are now obtaining information on its development status.

Environmental

The principle focus of environmental hot spots is principally toward the four major waterway crossings which are within Section 1 and their associated impacts. These are described as follows:

- Davenport Creek - This creek is located at the western end of the section and presently crosses I-4 at two locations. The western location is presently accommodated within twin box culverts (9' x 7'). The major flow is at the eastern crossing which is being handled in quad (12' x 8') box culverts. In addition to the maintenance of the hydraulic flows for this crossing, investigations are underway as to the capabilities of the culverts to provide for wildlife corridors. Further, requests have been made to consider pedestrian greenway crossings at this location and these are being investigated.
- Reedy Creek - this crossing which lies on the Disney property and is under control of the Reedy Creek Improvement District (RCID). It has many of the same concerns as

Memo
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Davenport Creek. The additional issue here is dealing with RCID and it's discharge requirements.

- C-2 Canal - This crossing is channelized and conveyed across I-4 thru a box culvert located in the US 192 interchange. Principle concern will be the maintenance of hydraulic flows.
- Bonnett Creek - This is a channelized waterway crossing I-4 at the Osceola Parkway overpass. Principle concerns with this crossing will be the maintenance of hydraulic flows.
- Wetland Impacts - While wetlands are scattered up and down the entire corridor within Section 1, the principle focus will be toward the wetlands associated with the Reedy Creek and Davenport Creek basins. Also associated with these basins will be the maintenance of established floodways and minimization of impact to flood planes.

As the study progresses information provided above will need to be updated as these issues are resolved and new issues arise. Should you have any questions regarding the above please do not hesitate to contact me.

Copies to:

Harold Webb - FDOT
George Huffman - HNTB
Bill Woolery - HNTB
Carl Tum Suden - HNTB
Wendy Giesy - Dames & Moore
T. J. Martin - Baker
Roger Neiswender - TCG
File 24434



MEMORANDUM OF MEETING

TO: Vicki Smith - Keith & Schnars

FROM: *Jack*
Jack Freeman

DATE OF MEETING: March 20, 1997


SUBJECT: I-4 Corridor PD&E Study - Section 1
State Project No. 92130-1425 & 75280-1479
WPI Nos. 5147330 & 5147254
Federal Aid Project No. N/A & NH-4-2(169)65
Minutes of Coordination Meeting No. 7 - Section 1

The purpose of this memorandum is to summarize activities discussed during the March 20, 1997 coordination meeting for the I-4 PD&E Study/Light Rail project. This memorandum will only address those comments relative to Section 1 and are in addition to or supplement the items referred to in the Agenda provided at the meeting.

- Technical Memorandum No. 1 regarding HOV access modifications has been accepted as submitted to the Department. This authorizes HNTB to make contact with FDOT District 1 and Walt Disney Imagineering to coordinate HOV modifications in areas (west) south of US 192.
- Mike Snyder of FDOT provided an update regarding the rail envelope within the median of I-4. He stated that Nancy Houston, District Secretary, is in Tallahassee, March 20 and 21. She is conducting meetings with Secretary Watts, Frank Carlisle and Nick Serriani to discuss the rail envelope issue. It is quite likely that she will be able to provide us guidance upon her return from Tallahassee. It was noted that items such as Conceptual Design Analysis and Local Hydraulics Report are being held up pending the decision regarding the rail envelope.
- It was noted that the Orlando Chamber presentation has been modified to be only for light rail. It is not necessary for Sections 1, 2 or 3 to be in attendance.
- It was discussed by Mike Snyder that he is presently reviewing all comments provided by Section consultants for the EAC response toward formulating an overall uniform response by the Team. Wendy Giesy of Dames and Moore stated that until direction is provided regarding wildlife crossing, hydrologic restoration of areas such as Davenport Creek and Reedy Creek and provision for pedestrian access, recreational greenways and trails, she is holding off further contact with environmental agencies. Mr. Snyder stated that he would make it a priority to review these comments and provide guidance to the

Memorandum of Meeting

TO: Vicki Smith - Keith & Schnars

FROM:  Jack Freeman - HNTB Corporation

SUBJECT OF MEETING: I-4 Corridor PD & E Study, Section 1
State Project Nos. 92130-1425 and 75280-1479
WPI Nos. 5157330 and 5147254
Federal Aid Project Nos. NA and NH-4-2(169)65
I-4 Coordination Meeting

DATE: June 12, 1997

This memorandum summarizes discussions held at the June 12, 1997, I-4 PD&E Coordination meeting in the FDOT DeLand offices. Attached to this memorandum is a copy of the Section 1 agenda which was handed out at the meeting. This agenda contains all information presented by Section 1 at the meeting and there was no discussion or questions resulting from the items presented in this agenda.

Some issues presented by other team members during the course of the meeting which affect Section 1 are as follows:

- The light rail team presented information regarding the coordination with Busch Properties for a station location in the vicinity of Central Florida Parkway. Section 1 needs to coordinate with Parsons Brinckerhoff on the LRT station location and its access to Central Florida Parkway and I-4. It was noted in discussion that Disney will be bringing approximately 150 buses on a daily basis. It was noted in discussion that Disney will be bringing approximately 150 buses on a daily basis to this light rail station. It's access and use of I-4 or International Drive was discussed.

ACTION ITEM: JRF to obtain a station location map from PB as well as the rail alignment from Central Florida Parkway northward.

- Harold Webb noted that he would be on vacation from June 19th until July 1. He asked that all I-4 project reviews be sent to Mike Snyder, with the exception of environmental reviews which should be sent to Bob Gleason.

- Discussion was held on the high speed rail activities and their evaluation of the use of the I-4 median transit envelope. Concern was expressed that they may not achieve the four month delay schedule which has been previously discussed.

ACTION ITEM: JRF to set up a meeting with Claudio Dallavalle regarding high speed rail activities toward making the transit envelope decision.

- Section 2 stated that they met with the developers of Xentury City, who are developing a property in the vicinity of Disney. Mark Callahan is to provide HNTB a copy of these meeting minutes.
- Section 2 said that in their review of the right of way lines shown in the Master Plan, they have noted cases where the property lines provided in right-of-way maps and property maps vary from that of the I-4 Master Plan. It was suggested that Section 1 and Section 3 confirm these right-of-way line locations.
- Section 2 is preparing an auxiliary lane methodology. Per Harold's request of a month ago, Section 1 is to prepare a similar type methodology. **(ACTION ITEM)**
- Section 2 has provided Sections 1 and 3 updated unit costs which they are using. It was stated that any changes in these unit costs should be carried through James Taylor with FDOT. Mark Callahan suggested that in using any unit costs, we should closely look at the assumptions upon which this cost was based.
- Section 3 stated that their public meeting is tentatively scheduled for August 19, 1997, from 4 PM to 9 PM. It is being held at a junior college meeting room along the alignment area.
- Section 3 stated that they are working on the SR 44 interchange alternatives. They expressed some concern regarding the 65 mph design speed along SR 44 through the interchange area and especially in front of the Volusia County fairground. It was stated that with the volume of heavy truck traffic in this area, that lower design speed should be considered. JRF noted that HNTB is doing the design for this section of SR 44 and notice to proceed has been received within the last week. Any coordination issues which Post Buckley may have could be facilitated through JRF.
- Section 2 requested an updated copy of the I-4/Conroy Interchange plans which HNTB is preparing **(JRF ACTION ITEM)**

MEMO: I-4 Coordination Meeting

June 12, 1997

Page 3

- In discussions with Mark Callahan regarding the preparation of preliminary plans for the Osceola Parkway Interchange, Mr. Callahan noted that a draft copy of the Preliminary Engineering Report is under review by FDOT. There will likely be some modifications of the interchange as a result of this review. He suggested that HNTB contact him several weeks prior to our need for the latest concept to obtain this. I stated that this should be in late July.

JRF/jag

Copies to:

Harold Webb - FDOT

Howard Hoffman - HNTB

George Huffman - HNTB

David Wagner - HNTB

Gary Reed - Michael Baker

Richard Darden - Dames & Moore

Roger Neiswender - TCG

Bryant Marshall - GEC

Marion Almy - ACI

Robbin Ossi - ETP

Tim Lomax - TTI

File 24434-PL-001-001-TO21

VOLUSIA COUNTY



Florida Department of Transportation

I-4 Corridor and Central Florida Light Rail Transit Project Development and Environment Study

SEMIOLA COUNTY

SALFORD



Response to Comments Environmental Advisory Committee (EAC) Community & Environmental Planning Report

ORANGE COUNTY

May 1997

ORLANDO BEELINE EXPRESSWAY

ORLANDO INTERNATIONAL AIRPORT

TURNPIKE

TRANSFORMATION THE EVOLUTION OF TRANSPORTATION IN CENTRAL FLORIDA

OSCEOLA COUNTY KISSIMMEE



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PROJECT OVERVIEW

The I-4 Multi Modal Master Plan study was issued by the Florida Department of Transportation District Five in October 1996. This study examined ways to provide multi modal transportation improvements along 73 miles of the I-4 corridor from the Polk / Osceola County line to I-95 in Daytona Beach. This study provided a plan to develop transportation improvements that are responsive to transit initiatives, to promote ride-sharing opportunities, to serve personal and commercial long distance travel, to respond to the comprehensive plan objectives of the region's local governments, and to be incorporated into the transportation plans of the region's Metropolitan Planning Organizations (MPOs).

During the course of this study, the I-4 Environmental Advisory Committee (EAC) was formed to work directly with the Florida Department of Transportation and the technical consultants to address community and environmental planning issues. Participants of the Committee included staff from regional, state and federal agencies, as well as citizens, grass roots organizations and local governments in Osceola, Orange, Seminole and Volusia Counties. This type of public involvement group 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. At the conclusion of this study, the EAC issued the *Community & Environmental Planning Report Interstate 4 - Road Expansion Project*.

As the next step in the I-4 study process, the FDOT began the I-4 and Central Florida Light Rail Transit Project Development and Environment (PD&E) Study in July 1996. The PD&E Studies will further define the engineering aspects of the proposed improvements and reviews the environmental and social impacts associated with these improvements. The PD&E study is being conducted under three study sections along the I-4 corridor, a Light Rail Transit Study and a public involvement contract. Table 1 lists the five consultants currently under contract with the FDOT to conduct the PD&E studies.

Realizing the tremendous contribution of the EAC to the success of the I-4 MMMP, it is the intent of this study to continue the participation of the EAC throughout the PD&E study process. An initial meeting was held with the participants of EAC in November 1996 to introduce the technical consultants and to provide a preliminary review of the PD&E Studies. During the course of this meeting, the Department committed to reviewing the *Community & Environmental Planning Report* and to providing a response to the environmental planning issues and the recommendations set forth in that document. This report provides an initial response to the general comments along the project corridor as well as a review of the specific comments for Osceola, Orange, Seminole, and Volusia Counties. These responses are based on initial data gathering efforts and will be further defined throughout the course of the study.

TABLE 1

I-4 AND CENTRAL FLORIDA LIGHT RAIL TRANSIT SYSTEMS PROJECT DEVELOPMENT & ENVIRONMENTAL STUDIES

I-4 ROADWAY PD&E STUDIES:

- SECTION 1: I-4 from CR 532 to SR 528 (Bee Line Expressway)
STATE PROJECT NO. 92130-1425 & 75280-1479
WORK PROGRAM NO. 5147330 & 5147254
FEDERAL AID PROJECT NO. N/A & NH-4-2(169)65
Consultant: HNTB CORPORATION
Class of Action: Environmental Assessment (EA)
- SECTION 2: I-4 from SR 528 (Bee Line Expressway) to SR 472
STATE PROJECT NO. 75280-1488, 77160-1439, & 79110-1403
WORK PROGRAM ITEM NO. 5147257, 5148838, & 5149520
FEDERAL AID PROJECT NO. NH-4-2(174)79
Consultant: URS Greiner, Inc.
Class of Action: Environmental Impact Statement (EIS)
- SECTION 3: I-4 from SR 472 to West of I-95
STATE PROJECT NO. 79110-1407
WORK PROGRAM NO. 5149546
FEDERAL AID PROJECT NO. NH-4-2(183)113
Consultant: POST, BUCKLEY, SCHUH & JERNIGAN, INC.
Class of Action: Environmental Assessment (EA)

CENTRAL FLORIDA LIGHT RAIL TRANSIT SYSTEMS PD&E STUDY

- LIGHT RAIL TRANSIT: I-4 AND CSX RAIL CORRIDOR from south of US 192
(Celebration Area) to Sanford Area
STATE PROJECT NO. 99005-1402 & 99005-1403
WORK PROGRAM ITEM NO. 5140031
FEDERAL AID PROJECT NO. ACDH-9999(147)
Consultant: Parsons Brinckerhoff Quade & Douglas, Inc.
Class of Action: Environmental Impact Statement (EIS)

TABLE 1 (Cont.)

**I-4 AND CENTRAL FLORIDA LIGHT RAIL TRANSIT SYSTEMS
PROJECT DEVELOPMENT & ENVIRONMENTAL STUDIES**

PUBLIC INVOLVEMENT PROGRAM

I-4 AND LIGHT RAIL TRANSIT PD&E STUDIES PUBLIC INVOLVEMENT PROGRAM

STATE PROJECT NO. 99905-1404

WORK PROGRAM ITEM NO. 5140030

FEDERAL AID PROJECT NO. NH-9999-(150)

Consultant: KEITH and SCHNARS, P.A.

To obtain further information, please contact Vicki Smith at our Public Involvement Office listed below:

I-4 AND LIGHT RAIL TRANSIT PD&E STUDIES PUBLIC

INVOLVEMENT OFFICE

c/o Keith and Schnars, PA

Crane's Roost Office Park

370 Whooping Loop, Suite 1154

Altamonte Springs, FL 32701

(888) 797-1616 (toll free)

(407) 834-1616

SECTION 1: GENERAL COMMENTS FOR ENTIRE PROJECT CORRIDOR

NEIGHBORHOOD PROTECTION

Comment 1. *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, views of downtown areas, and FDOT funding limitations.*

Response 1. The Study Team will coordinate with local governments and residents of older residential neighborhoods along the I-4 corridor to address concerns related to neighborhood impacts which may occur as a result of construction of the corridor. The boundaries of these affected neighborhoods/subdivisions will be determined. Local jurisdiction neighborhood liaisons will be identified where possible and contact made with local neighborhood groups requesting concerns and input. As part of the study, workshops will be held with local groups in preparation of the Urban Design Guidelines. The purpose of these workshops is to gain insight into design preferences and neighborhood concerns for incorporation into the Urban Design Guidelines.

Comment 2. *Incorporate landscape enhancements adjacent to residential developments.*

Response 2. The Study Team will coordinate with local governments and residents along the I-4 corridor to address concerns related to neighborhood impacts which may occur as a result of construction of the corridor. Under Federal and state requirements, impacts associated with air quality, noise and construction are among those items to be addressed. Appropriate mitigation measures will be evaluated and implemented with input from both community groups and regulatory agencies. The Study Team will work with local planning and engineering staff and local neighborhoods, in the development of Urban Design Guidelines. These guidelines will address design elements such as landscape buffers, noise walls, bridge structures and stormwater management areas.

Comment 3. *Utilize "living walls".*

Response 3. The Study Team will work with local planning and engineering staff and local neighborhoods in the development of Urban Design Guidelines. These guidelines will address design elements such as landscape buffers, noise walls, and living walls.

AESTHETICS

Comment 1. *Provide landscape enhancements to improve aesthetics along the I-4 corridor especially along residential areas, bicycle and pedestrian facilities, embankment slopes, etc.*

Response 1. Landscape enhancements will be recommended for incorporation into proposed improvements to buffer residential areas, provide shade for bicycle and pedestrian facilities, and visually enhance and stabilize slopes. FDOT and FHWA safety and setback criteria will be considered in such recommendations.

Comment 2. *Utilize site appropriate landscaping throughout urban and rural portions of the I-4 corridor.*

Response 2. A hierarchy of areas of treatment for landscaping and other urban design elements will be established as part of the Urban Design Guidelines. A candidate list of plant species will be developed in compliance with FDOT State Highway guidelines and applicable local codes.

Comment 3. *Consult with local governments and residents to determine specific recommendations regarding urban design standards.*

Response 3. As a part of the PD&E study, an agency liaison group will be formed. This group will be composed of design-oriented members of various regulatory agencies in the study area. The group will be instrumental in assisting the Study Team to build consensus among the agencies and public citizens in preparation of the Urban Design Guidelines. Additionally, workshops will be held with local groups to gain valuable input into the design theme and preferences for treatment of various urban design elements.

BICYCLE FACILITIES

Comment 1. *Ensure safe and reasonable access across the I-4 corridor by providing landscape buffers and adequate widths for bicycle facilities.*

Response 1. The Study Team will work with local jurisdictions in the provision of landscape buffers and safe and adequate bicycle facilities crossing the I-4 corridor. An inventory of all existing I-4 roadway crossings has been conducted and all existing bicycle/pedestrian facilities in the vicinity of the corridor have been inventoried. This information will be cross-referenced with proposed bicycle facilities and used to provide input to the concept refinement process. □

Comment 2. *Incorporate existing and proposed bicycles facility plans through re-design and enhancement of underpasses and overpasses.*

Response 2. The Study Team will incorporate bicycle/pedestrian cross-linkages into the design of I-4 where feasible, taking into consideration existing and proposed regional and local bicycle and pedestrian facilities. The Study Team will consult with the East Central Florida Planning Council and the MPO Bicycle Coordinator, local jurisdictions' bicycle coordinators, and the appropriate local planning and engineering department representatives to incorporate existing and proposed bicycle and pedestrian facility plans during the redesign and enhancement of underpasses and overpasses.

TRAILS

Comment 1. *Ensure design of I-4 safely accommodates existing and proposed trail crossings.*

Response 1. The Study Team will incorporate existing and proposed trail cross-linkages into the design of I-4 where feasible, taking into consideration existing and proposed state, regional, and local trail crossings. The Study Team will consult with the Office of Greenways and Trails (OGT), the Florida Trail Association, the East Central Florida Planning Council, local jurisdictions' trail coordinators, and the appropriate local planning and engineering department representatives to incorporate existing and proposed trail facilities during the redesign and enhancement of underpasses and overpasses.

Comment 2. *Ensure safe and reasonable access for pedestrians across the I-4 corridor.*

Response 2. The Study Team will accommodate trail crossings, regional greenway plans, and multi-modal cross-linkages with emphasis on the separation of automobile traffic from the pedestrian/bicycle/equestrian traffic where feasible. An inventory of all existing I-4 crossings has been conducted and will be used to identify existing and proposed greenways, trails and multi-modal crossings identified on state, regional and local plans. This information is being compiled from state and regional greenway plans, local jurisdiction greenway and trail plans; and from meetings with state, regional, and local jurisdiction representatives. This information will be used to provide input during the concept refinement process.

Comment 3. *Involve local governments, trail associations, and Office of Greenways and Trails (OGT).*

Response 3. The Study Team will consult with the OGT, the Florida Trail Association, the East Central Florida Planning Council, local jurisdictions' trail coordinators, and the appropriate local planning and engineering department representatives to incorporate existing and proposed trail facilities during the redesign and enhancement of underpasses and overpasses. This process was initiated in the fall of 1996.

RECREATIONAL GREENWAYS

Comment 1. *Ensure design of I-4 safely accommodates existing and proposed recreational greenways.*

Response 1. The Study Team will accommodate regional greenway plans and multi-modal cross-linkages of I-4 with emphasis on the separation of automobile traffic from the pedestrian/bicycle/equestrian traffic where feasible. An inventory of all existing I-4 roadway crossings has been conducted and will be used to identify existing and proposed greenway, trail and multi-modal crossings. This information is being compiled from state, regional and local jurisdiction greenway and trail plans, and from meetings with state, regional and local jurisdiction representatives. This information will be used to provide input during the concept refinement process.

Comment 2. *Ensure safe and reasonable access for pedestrians across the I-4 corridor.*

Response 2. The Study Team will accommodate trail crossings, regional greenway plans and multi-modal cross-linkages with I-4 with emphasis on the separation of automobile traffic from the pedestrian/bicycle/equestrian traffic where feasible.

Comment 3. *Involve local governments, trail associations, and OGT.*

Response 3. The Study Team will consult with the OGT, the Florida Trail Association, the East Central Florida Planning Council, local jurisdictions' trail coordinators, and the appropriate local planning and engineering department representatives to incorporate existing and proposed trail facilities during the redesign and enhancement of underpasses and overpasses.

ALTERNATIVE MODES OF TRANSPORTATION

Comment 1. *Integrate non-motorized transportation options with future planning efforts and new infrastructure for automobiles, buses, and light rail.*

Response 1. The I-4 PD&E Studies are being closely coordinated with the Central Florida Light Rail Transit (LRT) Study and VOTRAN's and Lynx's Plans. Extensive consideration of multi-modal issues, including LRT alignment, LRT stations, bus routes, park n ride lots, pedestrian and bicycle facilities, and HOV access locations. The objective of the study is to integrate multi-modal features to the maximum extent possible.

Comment 2. *Provide multiple safe access points for bicyclist and pedestrians.*

Response 2. The Study Team will work with local jurisdictions in the provision of safe access points for bicyclist and pedestrians relative to I-4 roadway crossings. An inventory of all existing I-4 roadway crossings has been conducted and all existing bicycle/pedestrian facilities in the vicinity of the corridor have been inventoried. The inventory includes existing bicycle/pedestrian facilities located along frontage roads adjacent to I-4. This information, along with proposed bicycle/pedestrian facilities in the vicinity of the corridor, will be used during the alternatives design process in the design/redesign of crossings which enhance bicycle and pedestrian safety where feasible.

LAKE PROTECTION

Comment 1. *Protect and enhance water quality.*

Response 1. Appropriate stormwater treatment will be provided pursuant to ~~Chapters~~ 40E-4. Preliminary calculations will be used during the Project Development and Environment (PD&E) phase to approximately size and locate proposed water quality treatment facilities. While the ultimate design and permitting of these facilities will not take place until the subsequent final design phase, early coordination with the South Florida Water Management District (SFWMD) and the St. Johns River Water Management District (SJRWMD) regarding stormwater treatment and wetland impacts will be initiated during the PD&E phase. Stormwater management facilities will be proposed for this project to meet water quality and quantity requirements of the regulatory agencies involved. Direct discharge of stormwater runoff from the project into lakes will be avoided and minimized to the greatest extent possible. Water quality will therefore be protected and enhanced.

Comment 2. *Protect and enhance views and access to lakes.*

Response 2. Views from the vantage point of the freeway traveler and adjacent land uses will be evaluated, and enhancements to these areas addressed in the Stormwater Management section of the project Urban Design Guidelines.

Comment 3. *Provide landscape enhancements adjacent to lakes and embankments.*

Response 3. As a part of the Urban Design Guidelines, landscape design criteria and a candidate list of plant species will be developed to address enhancements to lakes and embankments.

Comment 4. *Design bridge structures as visual amenities that complement the lakes.*

Response 4. As a part of the study, a hierarchy of level of treatments for bridge aesthetics will be established with higher levels of treatment given to such areas as urban core areas, special design areas, recreation/destination areas, and historic/archaeological resources.

ARCHEOLOGICAL AND HISTORICAL RESOURCES

Comment 1. *Preserve archaeological and historical resources and minimize road-related impacts.*

Response 1. Preservation and minimization of archaeological and historical impacts will be consistent with Section 106 review process of the National Historic Preservation Act. The I-4 PD&E Study will include the preparation of a Cultural Resource Assessment. This assessment will include review and identification of properties listed in the National Register of Historic Places, Florida Master Site Files locations and field review to determine the location and potential for historic and archaeological sites. This inventory will serve as the basis for impact analyses and informal and formal consultations.

The impact analyses will assess impacts to sites in terms of access (pedestrian and vehicular), noise, landscaping, usage of property, right-of-way needs, and visual/aesthetic issues. These assessments will be coordinated with Federal Highway Administration and the State Historic Preservation Office. If the project has an adverse impact on properties listed in the National Register (or properties eligible for listing), all prudent and feasible alternatives to avoid this impact will be examined. It is the objective of the I-4 PD&E Study to avoid impacts to historic and archaeological sites. If such impacts are unavoidable, considerable consultation will be performed to minimize the impacts and mitigate the impacts as appropriate.

Comment 2. *Consult with State Division of Historical Resources and local governments to determine archaeological and historic sites.*

Response 2. Coordination will be performed with local jurisdictions, local and regional special interest groups, and the State Historic Preservation Office on the historic and archaeological resources within the project area.

ECOLOGICAL GREENWAYS

Comment 1. *Incorporate recreational greenways/trails with the expansion of I-4.*

Response 1. The Study Team will accommodate state and regional recreational greenway plans and multi-modal cross-linkages with I-4 where feasible. An inventory of all existing I-4 crossings has been conducted and will be used to identify existing and proposed greenway, trail and multi-modal crossings. Existing and proposed greenway, trail and multi-modal crossing information will be obtained from state, regional and local jurisdiction greenway and trail plans and from meetings with state, regional, and local jurisdiction representatives. This information will be used during the concept refinement process to incorporate facilities designated on these plans, where safe and feasible, into the expansion of I-4.

WILDLIFE CORRIDORS

Comment 1. *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.*

Response 1. The potential for design modifications to drainage structures and bridges to facilitate terrestrial and aquatic species movements will be considered for those structures that need to be replaced or enhanced. If wildlife crossings are determined to be warranted, fencing will be used to direct the animals toward the underpass.

Comment 2. *Provide sufficient height and width of wildlife corridors to support wildlife movement and to serve as a greenway/trail crossing under the highway.*

Response 2. Multi-use of underpasses for wildlife movement and greenway/trail crossings will be considered. However, a multi-use underpass may not be desirable because: 1) the best location for a wildlife crossing may not be appropriate for a greenway/trail crossing; 2) the

effectiveness of a wildlife crossing is likely to be adversely affected if it is also used as a greenway/trail crossing; and 3) the high water conditions in the vicinity of Deep Creek and Tiger Bay State Forest may limit the human use of a greenway/trail crossings in these areas.

RARE AND ENDANGERED PLANTS AND ANIMALS

Comment 1. *Consult with USFWS, FGFWFC, FDEP, FNAI, and FDOT's SPECIES database.*

Response 1. The U.S. Fish and Wildlife Service (USFWS), Florida Game & Fresh Water Fish Commission (FGFWFC), Florida Natural Areas Inventory (FNAI), and Florida Department of Transportation (FDOT) have been contacted to obtain their protected species list for the project area. These lists will be included in the environmental document for the project. Coordination with these agencies will be initiated during the PD&E phase and continued, as appropriate, during subsequent design and construction phases.

Comment 2. *Complete detailed wildlife and habitat assessments.*

Response 2. Detailed wildlife and habitat assessments will be completed in accordance with Chapter 27 of FDOT's PD&E Guidelines and reported in the environmental document for the project.

Comment 3. *Utilize site appropriate landscaping with an emphasis on native plants.*

Response 3. A candidate list of plant species for landscaping will be developed as a part of the Urban Design Guidelines. This list will place emphasis on native, drought tolerant, cold hardy species selected for ease of maintenance.

SECTION 2: OSCEOLA COUNTY COMMENTS

ALTERNATIVE MODES OF TRANSPORTATION

Comment 1. a) Incorporate greenways/trails with improved hydraulic connections at Davenport Creek and Reedy Creek Swamps and with other transportation projects under considerations along the I-4 corridor, including Part C of the Western Beltway and light and high-speed rail projects. b) Ensure safe and reasonable access for non-motorized transportation, and link pedestrians, trail users, and bicyclists with multi-modal access. c) Future road and rail facilities need to maintain and protect proposed greenways/trail connections across I-4 at Davenport Creek and Reedy Creek Swamps.

Response 1. This phase of the Light Rail Transit (LRT) System PD&E Study does not involve crossings at Davenport Creek or Reedy Creek Swamps; however, the study corridor will be closely evaluated for possible connection to existing and future greenways/trails. Improvements to hydraulic connections will be closely studied where wetlands are involved. One of the primary objectives of the LRT System PD&E Study is to evaluate station locations for safe and reasonable access for non-motorized transportation and provide linkages for bicyclists, pedestrians and trail users with multi-modal access the greatest extent possible.

HYDROLOGY AND STORMWATER MANAGEMENT

Comment 1. Improve hydraulic connections at Davenport Creek and Reedy Creek Swamps.

Response 1. While there is no regulatory requirement to improve the hydrologic connection at these locations, the potential to do so will be evaluated during the PD&E phase. Effective options may require the replacement of existing drainage structures under I-4. Order of magnitude cost estimates will be developed to assess the feasibility of the options. Early coordination with the SFWMD and Reedy Creek Improvement District (RCID) regarding these creeks will be initiated during the PD&E phase.

Comment 2. Consider wetland mitigation sites in the Reedy Creek/Davenport Watershed which are being analyzed by the Nature Conservancy and the Greater Orlando Aviation Authority.

Response 2. Preliminarily, it appears that wetland impacts could be mitigated by payment to the water management districts pursuant to HB 1986. This money can be used for mitigation at the discretion of the water management district, including the development of sites recommended by the Nature Conservancy and the Greater Orlando Aviation Authority.

ECOLOGICAL GREENWAYS

Comment 1. *Improved hydrologic and small animal design modifications (e.g., staggered culverts and inclusion of some riparian edges) should be the focus of the Davenport Creek crossing.*

Response 1. The feasibility of providing for hydrologic improvements and small animal crossings will be evaluated during the PD&E phase. The Florida Game and Fresh Water Fish Commission and U.S. Fish and Wildlife Service will be contacted for more specifics regarding the recommended design of the wildlife crossings. Order of magnitude cost estimates will be developed for conceptual design options.

Comment 2. *Re-design structures along the I-4 corridor through the Reedy Creek Swamp to support the north to south natural corridor/greenways connection identified by the EAC and included in existing Development Orders of the affected DRI's in the Development Orders for the Magnolia Creek and Celebration DRIs adjacent to I-4 at this location.*

Response 2. The feasibility of redesign and modification of structures along the I-4 corridor through the Reedy Creek Swamp will be evaluated during the PD&E phase.

Comment 3. *Consult with OGT, SFWMD, The Nature Conservancy, the Four Corners Coalition, and the University of Florida's GeoPlan Center regarding ecological greenways in this vicinity of the corridor.*

Response 3. These organizations will be consulted during the PD&E phase to obtain information and input regarding conceptual design alternatives at Davenport Creek and Reedy Creek.

Comment 4. *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.*

Response 4. The potential alternatives of providing pedestrian access to ecological greenways will be determined through coordination with the agencies identified in Comment 3, above. The feasibility of these alternatives will be evaluated during the PD&E phase. Emphasis will be placed on separating pedestrian and motorized vehicular traffic wherever feasible.

WILDLIFE CORRIDORS

Comment 1. *Due to the limited remaining wildlife corridors/greenways connections and the environmental sensitivity of adjacent conservation lands, wildlife crossings need to be provided at Davenport Creek and Reedy Creek Swamps in conjunction with hydrologic restoration and greenways/trails.*

Response 1. The Department understands the importance of the remaining wildlife/greenways connections and adjacent conservation lands. The potential for reversing some of the historical hydrologic alterations in conjunction with wildlife crossings and greenways/trails will be evaluated during the PD&E process.

Comment 2. *Provide sufficient height and width for wildlife corridors to support wildlife movement.*

Response 2. The height and width of the existing bridge at Reedy Creek will be evaluated for adequacy as a wildlife corridor to support wildlife movement. The need and feasibility of providing additional height or width at Davenport Creek will be evaluated during the PD&E phase. The Department will coordinate with FGFWFC and USFWS regarding the preferred design and location of wildlife crossings.

Comment 3. *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.*

Response 3. The feasibility of incorporating design modification, such as multi-level culverts and bridges with riparian edges will be evaluated during the PD&E phase.

Comment 4. *During the design and construction phase, consult with OGT, SWFMD, FGFWFC, USFWS, the Four Corners Coalition, the Nature Conservancy, the Florida Audubon Society, the League of Environmental Organizations, and the University of Florida, GeoPlan Center.*

Response 4. Coordination with these agencies will be initiated during the PD&E phase and continued, as appropriate, during subsequent design and construction phases.

RARE AND ENDANGERED PLANTS AND ANIMALS

Comment 1. *Consult with USFWS, FGFWFC, FDEP, the FNAI and FDOT's SPECIES database, as well as the I-4 Multi-Modal Master Plan - Draft Environmental Assessment.*

Response 1. This information will be used initially to assess potential impacts on rare and endangered plants and animals associated with proposed alternatives and subsequently to minimize and/or mitigate impacts.

Comment 2. *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, wetland systems in Davenport Creek and Reedy Creek swamps, and southern bald eagle and red-cockaded woodpecker habitats recorded as part of DRI approvals in the region.*

Response 2. Areas of potential habitat for the scrub jay, bald eagle and red-cockaded woodpecker have been identified and will be subjected to structured and/or unstructured field surveys. Scrub communities associated with sandy ridges will be surveyed for rare and endangered flora as well as fauna.

Comment 3. *Improve wildlife crossing underneath I-4 along the Davenport Creek and Reedy Creek Swamps to safeguard listed species and improve animal movement across the corridor.*

Response 3. The conceptual design for and feasibility of improving wildlife crossings under I-4 along the Davenport and Reedy Creek swamps will be evaluated during the PD&E phase.

SECTION 3: ORANGE COUNTY COMMENTS

NEIGHBORHOOD PROTECTION

Comment 1. *Close examination of older residential areas is needed in the City of Orlando.*

Response 1. The Study Team will coordinate with local governments and residents of older residential neighborhoods along the I-4 corridor to address concerns related to neighborhood impacts which may occur as a result of construction of the corridor. The boundaries of these affected neighborhoods/subdivisions will be determined. Local jurisdiction neighborhood liaisons will be identified where possible and contact made with local neighborhood groups to request concerns and input.

Comment 2. *Coordinate additional public participation with the City of Orlando, the Parramore Heritage Foundation, and various neighborhood organizations.*

Response 2. The Department has assigned a Public Involvement Consultant to oversee the public involvement activities for the I-4 PD&E Studies and the Central Florida LRT Study. As a part of the public involvement activities, coordination will be performed with the jurisdictions and community groups, including the Parramore Heritage Foundation.

Comment 3. *Investigate alternative sites for the proposed interchange access at Kaley Street.*

Response 3. As a part of the I-4 PD&E Study - Section 2, concept refinements will be developed for the area incorporating the Kaley Street access. The Team will coordinate with the City of Orlando regarding specific issues on the Kaley Street access.

AESTHETICS

Comment 1. *Protect views of the Orlando downtown skyline, lakes, and waterfronts.*

Response 1. The City of Orlando, in the Urban Design Element of its Growth Management Plan, has identified priorities for visual emphasis in the location of view corridors, vistas and gateways. The project Urban Design Guidelines will incorporate this information in the

context of the entire study area in determining areas of visual emphasis and a hierarchy of treatment levels for the corridor. In addition, City of Orlando representatives will be asked to participate in an agency liaison group as part of the Urban Design Guideline development.

Comment 2. *Incorporate compatible design features at the I-4/SR 414 interchange.*

Response 2. Similar design and construction materials at the Maitland Boulevard interchange (I-4/ SR 414) will be incorporated into other design features of the I-4 corridor. These features may include architectural style, construction materials, opportunities for public art locations, bridge structures, interchanges, and noise walls. Coordination with local jurisdictions will be performed through the agency liaison group.

Comment 3. *Use trees and shrubs rather than tall barrier walls for downtown views.*

Response 3. A noise study will be performed as part of the I-4 PD&E Study. Evaluation will be undertaken to determine the potential need for noise barrier walls. Appropriate mitigation measures will be evaluated and implemented with input from both community groups and regulatory agencies. Such mitigation measures will incorporate trees and shrubs where feasible to enhance downtown views.

Comment 4. *Replace landscaped gateways at OBT/I-4 and the new I-4/Republic Drive.*

Response 4. Recommendations will be made for such replacement of landscaped materials where feasible.

Comment 5. *Protect or replace existing vegetation along I-4.*

Response 5. Criteria for areas of landscape emphasis along the corridor, including the protection and/or replacement of vegetation along I-4, will be addressed in the Urban Design Guidelines.

Comment 6. *Consult with local government regarding activity center on International Drive.*

Response 6. The Study Team will coordinate with the City of Orlando, Orange County and property owners within the International Drive area regarding issues of the International Drive Activity Center. □

Comment 7. *Consider possible design modifications at I-4/Lee Road (review Lee Road charrette).*

Response 7. The PD&E Team has reviewed the Lee Road Corridor Enhancement Plan, November 1996. The Needs and Strategies section of this plan identifies specific issues related to street scape, sidewalks, bus service and bus facilities. The I-4 PD&E Study will incorporate these considerations into the analyses and will accommodate improvement associated with the I-4/Lee Road interchange to the maximum extent practical.

TRAILS

Comment 1. *Consult Orange County regarding Greenways and Trails Master Plan and City of Orlando regarding Cady Way Trail.*

Response 1. An inventory of all existing I-4 crossings is being conducted and will be used to identify existing and proposed greenway, trail and multi-modal crossings in Orange County. Existing and proposed greenway, trail and multi-modal crossing information in Orange County is being obtained from the August 1996 Orange County Bikeways, Trails and Greenways Conceptual Master Plan, the City of Orlando Proposed Bikeway Facility Map, the Draft City of Winter Park Bicycle Circulation Plan, the City of Maitland Alternative Bikeway Study, and from meetings with jurisdictions' bikeway/trail/pedestrian coordinators. Contact will be made with local greenway and trail coordinators and planning department representatives to insure this information is the most recent updated information and to incorporate specific concerns and input from local jurisdictions (Orange County, Orlando, Maitland, Eatonville, and Winter Park), regarding the provision of facilities in relationship to the corridor.

The City of Orlando's Cady Way Trail is considered by the City as the first step in the City's efforts to be "a bicycle/trail friendly city". The construction of I-4 will not impact the trail. The Study Team will accommodate regional and local greenway plans and multi-modal cross-linkages with I-4 with emphasis on the separation of automobile traffic from the pedestrian/bicycle/equestrian traffic where feasible.

ALTERNATIVE MODES OF TRANSPORTATION

Comment 1. *Consult with City of Orlando regarding rail projects.*

Response 1. The Study Team will coordinate with the City of Orlando, LYNX and VOTRAN regarding transit projects, including rail projects.

Comment 2. *Coordinate with the Downtown Pubic Transit station and the County Convention Center/International Drive Resort Area Transit Plan.*

Response 2. The Study Team will coordinate with LYNX and the City of Orlando regarding the Downtown Intermodal Center. The Central Florida LRT study has incorporated the International Drive Transit Plan information into the regional LRT system. The I-4 PD&E Study Team is working closely with the LRT Study Team.

Comment 3. *Consult with the City of Maitland regarding a "clamp-on" structure at the Maitland Boulevard interchange.*

Response 3. The City of Maitland has provided information on the "clamp-on" structure. The Study Team will examine the feasibility of this system for the Maitland Boulevard bridge.

LAKE PROTECTION

Comment 1. *Perform design enhancements in the Lakes Willis, Ivanhoe, and Concord area (aesthetics and pedestrian-friendly design).*

Response 1. Preliminarily, it appears that the proposed upgrading may require filling along the western vegetated shoreline of Lake Willis. It will be a goal during development of the conceptual design to minimize wetland encroachment and negative impacts on views of and access to the lake. Impacts anticipated from all viable alignment alternatives will be evaluated. Generally, design enhancements for all the lakes will be addressed in the Urban Design Guidelines, with locations referenced for special emphasis. The feasibility of utilizing landscaping at various locations for water quality protection and as a buffer to recreational amenities will be evaluated.

HYDROLOGY AND STORMWATER MANAGEMENT

Comment 1. *Include Clear Lake as part of the enhanced stormwater management system. Consult with City of Orlando and Orange County stormwater managers.*

Response 1. Stormwater runoff from the proposed project will be treated and attenuated prior to discharge into the receiving water bodies. The water quality of Clear Lake will be enhanced due to the project's stormwater management system. The City of Orlando and Orange County stormwater managers will be consulted during the planning and design phase.

Comment 2. *Consult with City of Maitland regarding the I-4/SR 414 interchange.*

Response 2. The City of Maitland will be consulted regarding the I-4/SR 414 interchange.

ECOLOGICAL GREENWAYS

Comment 1. *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.*

Response 1. The potential alternatives of providing pedestrian access to ecological greenways will be determined through coordination with the OGT, SFWMD, The Nature Conservancy, the Four Corners Coalition and the University of Florida's GeoPlan Center. The feasibility of these alternatives will be evaluated during the PD&E phase. Emphasis will be placed on separating pedestrian and motorized vehicular traffic wherever feasible.

Comment 2. *Consult with local government and agencies regarding Shingle Creek Save Our Rivers (SOR) site.*

Response 2. Correspondence was received from the South Florida Water Management District (SFWMD) on December 6, 1996 regarding the Shingle Creek Save Our Rivers (SOR) Project. The map enclosed with this correspondence indicates that this proposed SOR site is located approximately 2 miles from the I-4, Section 2 PD&E study area. The status of this SOR project will be periodically checked to ensure proper coordination is maintained with the SFWMD. No effects are anticipated on Shingle Creek SOR from the improvements to I-4.

WILDLIFE CORRIDORS

Comment 1. *Due to the limited remaining wildlife corridors/greenway connections and the environmental sensitivity of adjacent conservation lands, wildlife crossings need to be provided at Davenport Creek and Reedy Creek Swamps in conjunction with hydrologic restoration and greenway/trails.*

Response 1. The Department understands the importance of the remaining wildlife/greenway connections and adjacent conservation lands. The potential for reversing some of the historical hydrologic alterations in conjunction with wildlife crossings and greenway/trails will be evaluated during the PD&E process.

Comment 2. *Provide sufficient height and width for wildlife corridors to support wildlife movement.*

Response 2. The height and width of the existing bridge at Reedy Creek will be evaluated for adequacy as a wildlife corridor to support wildlife movement. The need and feasibility of providing additional height or width at Davenport Creek will be evaluated during the PD&E phase. The Department will coordinate with FGFWFC and USFWS regarding the preferred design and location of wildlife crossings.

Comment 3. *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.*

Response 3. The feasibility of incorporating design modification, such as multi-level culverts and bridges with riparian edges will be evaluated during the PD&E phase.

Comment 4. *During the design and construction phase, consult with OGT, SWFMD, FGFWFC, USFWS, the Four Corners Coalition, the Nature Conservancy, the Florida Audubon Society, the League of Environmental Organizations, and the University of Florida GeoPlan Center.*

Response 4. Coordination with these agencies will be initiated during the PD&E phase and continued, as appropriate, during subsequent design and construction phases.

Comment 5. *Consult with SFWMD and Orange County regarding Shingle Creek SOR project.*

Response 5. The Shingle Creek SOR is proposed approximately 2 miles from the I-4 PD&E study area and is confined to the less urbanized areas of the creek. The portion of Shingle Creek crossing under I-4 is an extremely deep and steep-sided creek within an area proposed for development and currently offers very little habitat value. The side slopes and banks of this creek could serve as a wildlife corridor with proper habitat improvements. The suitability of these improvements will be considered and discussed with the SFWMD and Orange County during the PD&E study.

SECTION 4: SEMINOLE COUNTY COMMENTS

NEIGHBORHOOD PROTECTION

Comment 1. *Improve community linkage in the City of Altamonte Springs.*

Response 1. Through the Urban Design Guidelines, a unified design theme will be established for the corridor. The goal of the guidelines is to ensure a consistent aesthetically pleasing design and to minimize adverse effects in the project area. This includes users of the freeway as well as land uses adjacent to the area. All existing and proposed bicycle/pedestrian facilities in the vicinity of the designated study area are being inventoried and will be evaluated during the study process to promote the components of a multi-modal transportation system and ensure community cohesion and linkage.

BICYCLE FACILITIES

Comment 1. *Provide landscape enhancements and adequate buffers along the Central Parkway overpass.*

Response 1. The Study Team will work with local planning and engineering staff and local neighborhoods in the development of Urban Design Guidelines which will address design elements such as landscape buffer, noise walls and living walls.

TRAILS

Comment 1. *Consult Seminole County's Greenway, Trail, and Bikeway Master Plan.*

Response 1. The Study Team will work with local jurisdictions in the provision of safe access points for trail users, bicycles and pedestrians in relation to I-4 crossings. An inventory of all existing and proposed bicycle/trail/pedestrian crossings of the I-4 corridor has been conducted using information from the July 15, 1996 Seminole County Greenways, Trails and Bikeways Conceptual Master Plan; and, from meetings with local jurisdiction representatives. The inventory also includes existing trail/bicycle/pedestrian facilities located along frontage roads and areas adjacent to I-4 crossings. This information will be used during the concept refinement process in the design of crossings which enhance bicycle and pedestrian safety where necessary and feasible.

Contact has been made with local greenway and trail coordinators and planning department representatives whose jurisdictions are impacted by the corridor (Lake Mary, Longwood, Altamonte Springs, Seminole County, Sanford) to ensure this information is the most recent information and to incorporate specific concerns and input from local jurisdictions regarding existing and proposed facilities.

RECREATIONAL GREENWAYS

Comment 1. *Consult Seminole County's Greenways, Trails, and Bikeways Conceptual Master Plan.*

Response 1. The Study Team will work with local jurisdictions in the provision of safe access points for trail users, bicycles and pedestrians in relation to I-4 crossings. An inventory of all existing and proposed bicycle/trail/pedestrian crossings of the I-4 corridor has been conducted using information from the July 15, 1996 Seminole County Greenways, Trails and Bikeways Conceptual Master Plan; and, from meetings with local jurisdiction representatives. The inventory also includes existing trail/bicycle/pedestrian facilities located along frontage roads and areas adjacent to I-4 crossings. This information will be used during the concept refinement process in the design of crossings which enhance bicycle and pedestrian safety where necessary and feasible.

Contact has been made with local greenway and trail coordinators and planning department representatives whose jurisdictions are impacted by the corridor (Lake Mary, Longwood, Altamonte Springs, Seminole County, Sanford) to insure this information is the most recent information and to incorporate specific concerns and input from local jurisdictions regarding existing and proposed facilities.

Comment 2. *Provide the link across I-4 between the Wekiva Geo-Park and Lake Jesup/Spring Hammock preserve areas.*

Response 2. E.E. Williamson Road is identified in the 1996 Seminole County Greenways, Trails and Bikeways Conceptual Master Plan as a paved multi-use trail (walking, bicycling, skating) linking the Seminole-Wekiva Trail on the west side of I-4 with the Florida National Scenic Trail on the east side of I-4. This is the preferred link across the I-4 corridor between the Seminole-Wekiva Trail on the west side of I-4 and the Florida National Scenic Trail on the east side of I-4. The Study Team will work with local jurisdictions in the provision of safe access points for trail users, bicycles and pedestrians in relation to I-4 crossings. Reasonable efforts will be made to accommodate and not preclude existing and proposed recreational greenways. Proposed improvements will incorporate to the extent feasible the community infrastructure with the proposed roadway improvements of I-4. □

LAKE PROTECTION

Comment 1. *Consult with local government and agencies regarding Crane's Roost and Lake Monroe.*

Response 1. Local government and agencies will be consulted regarding Cranes Roost and Lake Monroe. Specific issues related to environmental impacts, current permit requirements, and stormwater impacts will be investigated.

Comment 2. *Consult with local government regarding proposed riverwalk on the southern shore of Lake Monroe.*

Response 2. The Study Team has consulted with Seminole County, the City of Sanford, and the Office of Greenways and Trails regarding the proposed Lake Monroe Riverwalk to identify locations and requirements for this facility. The Study Team will also work with local government to insure that the design theme for the Urban Design Guidelines is compatible with the City of Sanford's proposed improvements.

HYDROLOGY AND STORMWATER MANAGEMENT

Comment 1. *Treat stormwater runoff prior to discharge to the Wekiva and St. John's River Systems.*

Response 1. Stormwater runoff from the project will be treated prior to discharge to the Wekiva and St. John's River Systems, utilizing specific basin requirements for these areas.

Comment 2. *Protect and buffer the St. John's River.*

Response 2. The Study Team will coordinate with permit agencies and environmental interest groups regarding issues for the crossing of the St. Johns River. A buffer will be identified and incorporated in the bridge concept and consideration for greenway requirements will also be analyzed.

Comment 3. *Include Crane's Roost as part of enhanced stormwater management system.*

Response 3. The stormwater management issues in the vicinity of Cranes Roost and SR 436 are extremely complex given existing permit requirements and limited land availability. FDOT and the Study Team will examine various approaches to deal with the attenuation and

treatment requirements. Coordination with the City, St. Johns River Water Management District, the community and environmental groups will be performed.

Comment 4. *Consult with local government and agencies regarding stormwater treatment and permitting requirements.*

Response 4. Local government and agencies such as the City of Altamonte Springs and the St. Johns River Water Management District will be consulted regarding stormwater treatment and permitting requirements.

ECOLOGICAL GREENWAYS

Comment 1. *Protect and buffer the St. John's River.*

Response 1. The Study Team will coordinate with permit agencies and environmental interest groups regarding issues for the crossing of the St. Johns River. A buffer will be identified and incorporated in the bridge concept and consideration for greenway requirements will also be analyzed.

Comment 2. *Consult Seminole County's Greenway, Trail, and Bikeway Master Plan.*

Response 2. An inventory of all existing I-4 crossings has been conducted and will be used to identify existing and proposed greenway, trail and multi-modal crossings in Seminole County. This information was obtained from the July 15, 1996 Seminole County Greenways, Trails and Bikeways Conceptual Master Plan and from meetings with state, regional and local jurisdiction representatives. This information will be used during the concept refinement process in the design of crossings which enhance recreational greenway, bicycle and pedestrian crossings where safe and feasible.

Contact has been made with local greenway and trail coordinators and planning department representatives whose jurisdictions are impacted by the corridor (Lake Mary, Longwood, Altamonte Springs, Seminole County, Sanford) to ensure this information is the most recent information and to incorporate specific concerns and input from local jurisdictions regarding existing and proposed facilities.

Comment 3. *Consult with agencies, local government, and associations regarding the Wekiva greenway.*

Response 3. The Study Team has contacted state and local agencies regarding the Wekiva greenway.

WILDLIFE CORRIDORS

Comment 1. *Protect and buffer the St. John's River.*

Response 1. The Study Team will coordinate with permit agencies and environmental interest groups regarding issues for the crossing of the St. Johns River. A buffer will be identified and incorporated in the bridge concept and consideration for greenway requirements will also be analyzed.

Comment 2. *Improve wildlife corridor underneath the St. John's River bridge structure. Provide sufficient height and width, riparian edges, and landscape enhancements at bridge structure.*

Response 2. Potential improvements of the wildlife corridor underneath the St. John's River bridge structure will be evaluated and addressed as part of the environmental and preliminary engineering efforts of the study.

Comment 3. *Consult local government, agencies, and environmental associations regarding wildlife corridors along St. John's River.*

Response 3. Coordination with the appropriate environmental agencies and conservation groups have been conducted and will continue throughout the PD&E process. The following agencies and groups have been contacted: Orange County, Seminole County, Volusia County, FDOT, Blue Springs State Park, Friends of the Wekiva River, Habitat for Bears Campaign, FDEP, FGFWFC, and USFWS.

RARE AND ENDANGERED PLANTS AND ANIMALS

Comment 1. *Minimize impacts to wetlands and listed species habitats along the St. John's River system.*

Response 1. Impacts to wetlands will be minimized within the I-4 corridor while considering safety and engineering design criteria. Larger, high quality wetlands will be given priority over disturbed, low quality systems. In addition, flora and fauna impacts, especially for listed species, will be minimized.

Comment 2. *Improve wildlife crossing underneath I-4 along St. John's River.*

Response 2. Potential improvements of the wildlife corridor underneath the St. John's River bridge structure will be evaluated and addressed as part of the environmental and preliminary engineering efforts of the study.

SECTION 5: VOLUSIA COUNTY COMMENTS

NEIGHBORHOOD PROTECTION

Comment 1. *Coordinate further public participation with Volusia County and residents along the I-4 corridor, especially the Lake Helen Community.*

Response 1. An extensive Public Involvement Plan has been developed for this project, and the residents of the Lake Helen community will be encouraged to participate. Meetings will be scheduled with the city officials to provide information about the project and to encourage their input. Property owners in the area will also be contacted about the project and their concerns will be addressed.

BICYCLE FACILITIES AND TRAILS

Comment 1. *Incorporate the South Volusia Trail and accompanying bicycle facility plan.*

Response 1. The South Volusia Trail is designated by Volusia County on Dirkson Drive/DeBary Road (the north side of Lake Monroe). When completed, this bicycle trail/landscape corridor/historical interpretive greenway will connect Gemini Springs on the west side of I-4, two historic sites in the vicinity of the I-4 corridor, and Lake Monroe Park on the east side of I-4. According to Volusia County staff, portions of this project have been funded. The Study Team will work with the local jurisdictions in the provision of safe access points for trail users, bicycles and pedestrians in relation to I-4 crossings. Reasonable efforts will be made to accommodate and not preclude existing and proposed recreational greenways. Proposed improvements will incorporate to the extent feasible the community infrastructure with the proposed roadway improvements of I-4.

Comment 2. *Consult with local governments and the Volusia County Bicycle Coordinator and Planning Department to determine if additional bicycle facility plans exist in this vicinity.*

Ensure safe and reasonable access for bicycle facilities that cross the I-4 corridor by providing landscape buffers, adequate widths and physical separation from rapidly moving vehicles.

Response 2. The Volusia County Growth Management Department has been contacted regarding bicycle paths, particularly within the Lake Helen/Cassadaga Scenic Corridor. Volusia County indicated that 13-ft wide bicycle paths are desired for the Lake.

Helen/Cassadaga Scenic Corridor which begins south of I-4/Summit Avenue and ends at the I-4 overpass at Cassadaga Road. The proposed typical sections for these overpasses will include provisions for bicyclists.

TRAILS

Comment 1. *Incorporate trails associated with the wildlife crossings at Tiger Bay State Forest and Deep Creek with the re-design of the I-4 corridor in Volusia County.*

Coordinate with Volusia County, the Florida Division of Forestry and the Office of Greenways and Trails (OGT) to fully consider these issues during the PD&E study.

Response 1. The feasibility of incorporating trails with wildlife crossings in the vicinity of Tiger Bay State Forest and Deep Creek will be evaluated. Each of the above agencies will be coordinated with during this evaluation.

RECREATIONAL GREENWAYS

Comment 1. *Provide a recreational greenway connection at Tiger Bay across the I-4 corridor.*

Response 1. The feasibility of providing a recreational greenway connection in the Tiger Bay area will be considered. FDOT is aware that Volusia County Growth Management/Planning Center has a long term goal to connect the Tiger Bay State Forest/Port Orange public well field with Lake George into a contiguous greenway.

Comment 2. *Consult with Volusia County and the Florida Audubon Society regarding the Volusia Park greenway.*

Response 2. Volusia County and the Florida Audubon Society will be contacted to determine the current status of the Volusia Park greenway.

ALTERNATIVE MODES OF TRANSPORTATION

Comment 1. *Consider expanding multi-modal infrastructure into western Volusia County.*

Response 1. The I-4 MMMP outlines a light rail transit system from the vicinity of the Celebration development in Osceola County to Sanford in Seminole County. These limits

were based on the recommendation of the *Regional Systems Plan* prepared by LYNX in October of 1994. As part of the I-4 Major Investment Study express bus service was recommended to serve commuters from Volusia County to Orlando. In addition, a rail envelope has been reserved in the median of I-4 to assure that future expansion of the rail system would not be precluded. Volusia County has initiated a Rail Feasibility Study and the County will also be developing a Transit System Plan which will identify the planned transit improvements in the County. The I-4 improvements will accommodate the transit plans in Volusia County to the greatest extent practical.

Comment 2. *Expand park and ride facility at Dirksen Road/DeBary Avenue (Exit 53).*

Response 2. The Study Team will examine opportunities for additional park and ride facilities at Dirksen Road/DeBary Avenue.

Comment 3. *Establish a new park and ride facility at the SR 472 and SR44.*

Response 3. The FDOT is moving forward with implementation of a park and ride lot at Saxon Boulevard. An additional park and ride facility will be examined for the SR 472 area. Additional/improved park and ride facilities at the intersection of I-4 and SR 44 are not being evaluated as part of this PD&E study, but is being reviewed by the District V Planning Office.

LAKE PROTECTION

Comment 1. *Provide enhancements to the east-to-west flow of water from Lake Monroe's western marsh areas.*

Response 1. The Study Team will examine cross flow enhancements in the Lake Monroe marsh area. Consideration of such enhancements will be based on regulatory requirements.

Comment 2. *Consult Volusia County regarding Lake Monroe and the Town of Lake Helen regarding Lake Macy.*

Response 2. Concerns from the City of Lake Helen regarding the impact of I-4 improvements on Lake Macy were received as part of the I-4 PD&E advance notification process. The FDOT is aware that a restoration project is presently underway at Lake Macy with participation from the SJRWMD, County of Volusia, Florida Game and Fresh Water Fish Commission, and the Department of Environmental Protection. Stormwater treatments

in this area will attempt to avoid a direct impact on the water quality of Lake Macy. These treatments will be consistent with design criteria established by the FDOT and SJRWMD. Based on analysis that has been conducted to date, it does not appear that the I-4 improvements will impact Lake Macy. Stormwater runoff from the interstate will be captured and conveyed to stormwater retention ponds. As the drainage analysis within this section continues the County of Volusia and the City of Lake Helen will be consulted on I-4 improvements.

HYDROLOGY AND STORMWATER MANAGEMENT

Comment 1. *Protect and buffer St. John's River System.*

Response 1. The Study Team will coordinate with permit agencies and environmental interest groups regarding issues for the crossing of the St. Johns River. A buffer will be identified and incorporated in the bridge concept and consideration of greenway requirements will also be analyzed.

Comment 2. *Complete a stormwater management study with an emphasis on southwestern Volusia County.*

Response 2. The Study Team will analyze stormwater management issues related to I-4 and basins affected by I-4. It is not intended that a regional stormwater study will be performed by this PD&E study.

Comment 3. *Improve north to south hydrologic connections across I-4 at the Tiger Bay State Forest and Deep Creek areas, and include wildlife crossing enhancements with hydrologic improvements. Consider mitigation sites adjacent to Tiger Bay State Forest.*

Response 3. As part of the preliminary analysis, the need for improved cross drains within these environmentally sensitive areas is being evaluated. The improvement of hydraulic connectivity within the Tiger Bay and Deep Creek areas will be coordinated with any proposed wildlife crossings. Once the need for drainage improvements has been identified, the FDOT will be consulting with the SJRWMD.

Comment 4. *Restore hydrology associated with the I-4/Orange Camp Road interchange - which may alleviate flooding problems in Lake Macy (in the town of Lake Helen).*

Response 4. Concerns from the City of Lake Helen regarding the impact of I-4 improvements on Lake Macy were received as part of the I-4 PD&E advance notification process. The FDOT is aware that a restoration project is presently underway at Lake Macy with participation from the SJRWMD, County of Volusia, Florida Game and Fresh Water Fish Commission, and the Department of Environmental Protection. Stormwater treatments in this area will attempt to avoid a direct impact on the water quality of Lake Macy. These treatments will be consistent with design criteria established by the FDOT and SJRWMD. Based on analysis that has been conducted to date, it does not appear that the I-4 improvements will impact Lake Macy. Stormwater runoff from the interstate will be captured and conveyed to stormwater retention ponds. As the drainage analysis within this section continues the County of Volusia and the City of Lake Helen will be consulted on I-4 improvements.

ARCHEOLOGICAL AND HISTORICAL RESOURCES

Comment 1. *Consult with Volusia regarding the South Volusia Trail.*

Response 1. According to Volusia County staff, two sites in the vicinity of I-4 just north of Lake Monroe have been designated as NRHP sites. DeBary Hall is on the west side of I-4 and the All Saints Episcopal Church is on the east side of I-4. The Study Team will consult with Volusia County and all appropriate agencies regarding any potential impacts to these historical resources. As a part of the I-4 PD&E Study a Cultural Resource Assessment will be prepared and coordinated with the State Historic Preservation Office.

Comment 2. *Consult with the State Division of Historical Resources as well as Volusia County regarding the Woodruff pasture archaeological site and other potential sites.*

Response 2. A cultural resource survey including coordination with the State Division of Historical Resources and Volusia County will be conducted to locate and assess the significance of archaeological sites.

ECOLOGICAL GREENWAYS

Comment 1. *Protect and buffer St. John's River.*

Response 1. The Study Team will coordinate with permit agencies and environmental interest groups regarding issues for the crossing of the St. Johns River. A buffer will be identified and incorporated in the bridge concept and consideration of greenway requirements will also be analyzed.

Comment 2. *Provide improved greenway connections across I-4 along St. John's River.*

Response 2. The South Volusia Trail is designated by Volusia County on Dirkson Drive/DeBary Road (north side of Lake Monroe). When completed, this bicycle trail/landscape corridor/historical interpretive greenway will connect Gemini Springs on the west side of I-4, two historic sites in the vicinity of the I-4 corridor, and Lake Monroe Park on the east. According to Volusia County staff, portions of this project have been funded. The Study Team will work with the local jurisdictions in the promotion and enhancement of any identified greenway connections in relation to I-4 crossings. Reasonable efforts will be made to accommodate and not preclude existing and proposed recreational greenways. Proposed improvements will incorporate to the extent feasible the community infrastructure with the proposed roadway improvements of I-4.

Comment 3. *Consult with local government, agencies, environmental societies regarding St. John's River greenway, South Volusia Trail and the Central Florida Loop.*

Response 3. The South Volusia Trail is designated by Volusia County on Dirkson Drive/DeBary Road (north side of Lake Monroe). When completed, this bicycle trail/landscape corridor/historical interpretive greenway will connect Gemini Springs on the west side of I-4, two historic sites in the vicinity of the I-4 corridor, and Lake Monroe Park on the east. According to Volusia County staff, portions of this project have been funded. The Study Team will work with the local jurisdictions in the promotion and enhancement of any identified greenway connections in relation to I-4 crossings. Reasonable efforts will be made to accommodate and not preclude existing and proposed recreational greenways. Proposed improvements will incorporate to the extent feasible the community infrastructure with the proposed roadway improvements of I-4.

Comment 4. *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.*

Response 4. The feasibility of providing greenway connections in the Tiger Bay State Forest and Deep Creek areas will be considered. FDOT is aware that Volusia County Growth Management/ Planning Center has a long term goal to connect the Tiger Bay State Forest/Port Orange public well field with Lake George into a contiguous greenway.

Comment 5. *Consult with Volusia County, the SJRWMD, the Florida Division of Forestry, FDEP, the University of Florida GeoPlan Center, and the Florida Audubon Society regarding the Volusia Park greenway.*

Response 5. The above agencies will be contacted to determine the current status of the Volusia Park greenway.

WILDLIFE CORRIDORS

Comment 1. *Include wildlife crossing/enhancements at the St. John's River.*

Response 1. Potential improvement of the wildlife corridor underneath the St. John's River bridge structure will be evaluated and addressed as a part of the environmental and preliminary engineering efforts of the study.

Comment 2. *Incorporate design modifications to existing wildlife crossings.*

Response 2. Project design modifications to existing wildlife crossings will be evaluated as part of this study.

Comment 3. *Consult local government, agencies, and environmental associations regarding wildlife corridors along St. John's River.*


Response 3. Coordination with the appropriate environmental agencies and conservation groups have been conducted and will continue throughout the PD&E process. The following agencies and groups have been contacted: Orange County, Seminole County, Volusia County, FDOT, Blue Springs State Park, Friends of the Wekiva River, Habitat for Bears Campaign, FDEP, FGFWFC, USFWS, OGT, SJRWMD, SFWMD, and the Florida Audubon Society.

Comment 4. *Due to the limited remaining wildlife corridors/greenways connections and the environmental sensitivity of adjacent conservation lands, the EAC specifically recommends wildlife crossing/enhancement at the intersection of I-4 and the Tiger Bay State Forest and Deep Creek.*

Response 4. An evaluation will be conducted to determine the feasibility of wildlife crossings at the intersection of I-4 and the Tiger Bay State Forest and Deep Creek.

MEMORANDUM OF MEETING

TO: 24434-PL-001-001

FROM: 
Jack Freeman

SUBJECT: I-4 Corridor PD&E Study
WPI No(s). 5147330 and 5147254
State Project Nos. 92130-1425 and 75280-1479
Federal Aid Project Nos: N/A & NH-4-2(169)65
Meeting with FOX Regarding Project Schedule

DATE OF
MEETING: July 8, 1997

On July 8, 1997, I met with Claudio Dallavalle, Director of Engineering, for Florida Overland Express (FOX). The purpose of my meeting was to obtain an update of the FOX schedule for evaluation of alignment alternatives in the vicinity of Section 1 of the I-4 PD&E Study. Mr. Dallavalle stated that he is presently working on this evaluation. He is starting in the South Florida area, moving northward to Orlando and then from Orlando to Tampa. He stated that along the way he is evaluating several different alignments which is consuming a considerable amount of time. He anticipates that the alignment evaluation process will be completed toward the end of August. In the month of September, he will spend time preparing cost estimates for each of the alignments being evaluated. Upon completion of this cost estimate, he will then be in a position to recommend the best alternatives for further evaluation in the Draft EIS. He would anticipate that he can give us a definitive answer with regards to the use of the I-4 median within Section 1, either the latter part of September or early October.

Mr. Dallavalle stated that there are three alignment alternatives under consideration in our study area. These are as follows:

1. Utility Corridor
2. Right-of-Way Adjacent to I-4 but not within the Median
3. The 44 foot rail corridor within the Median

Mr. Dallavalle stated that with regards to use of the 44 foot rail corridor, he has asked STV to evaluate the minimum vertical requirements to support this rail envelope. Mr. Dallavalle stated that this will vary up and down the alignment based upon the speeds that the train can attain at certain locations – the higher the speed, the greater the vertical clearance. He continued to express concern regarding the impacts that placing the high speed rail within the median will have on existing overpass bridges and interchanges. He felt that this would drive up the cost.

Memo of Meeting
with FOX re: Schedule
July 8, 1997
Page 2

median will have on existing overpass bridges and interchanges. He felt that this would drive up the cost.

Mr. Dallavalle also stated that there are new alternative alignments being considered north of U.S. 192 to the Beeline Expressway. He showed me an alignment alternative that generally parallels the Beeline Expressway to International Drive, allowing for a station with the light rail system in the vicinity of Canadian Court and then turning south along the International Drive alignment. There is also an alignment under consideration that generally does the same thing except in the vicinity of Central Florida Parkway, turns westward to the I-4 Corridor and enters the I-4 Corridor in the vicinity of the new Lake Avenue Interchange. The old alignment, which entered the I-4 area in the vicinity of Lake Bryant, utilizing the utility corridor, is still under consideration. Each of these will be evaluated over the next several months.

Based upon discussions above, it appears that it will be late September 1997 at the earliest before direction regarding rail in or out of the I-4 median can be provided. Direction needs to be provided by FDOT District 5, as to whether we continue to hold on the I-4 PD & E, Section 1, awaiting this decision.

JRF/jag

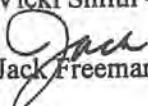
Copies to:

Mike Snyder - FDOT
Harold Webb - FDOT
Claudio Dallavalle - FOX
Dan Fanning - HNTB
Howard Hoffman - HNTB
George Huffman - HNTB
Peter Sucher - HNTB, Fairfield
John Jaeckel - HNTB, Milwaukee
Richard Darden - Dames & Moore
Gary Reed - Michael Baker
Roger Neiswender - TCG
Tim Lomax - TTI
Bryant Marshall - GEC
Marion Almy - ACI
Robbin Ossi - ETP



Memorandum of Meeting

TO: Vicki Smith - Keith & Schnars

FROM:  Jack Freeman - HNTB Corporation

SUBJECT OF MEETING: I-4 Corridor PD & E Study, Section 1
State Project Nos. 92130-1425 and 75280-1479
WPI Nos. 5157330 and 5147254
Federal Aid Project Nos. NA and NH-4-2(169)65
I-4 Coordination Meeting

DATE: July 10, 1997

This memorandum summarizes discussions held at the July 10, 1997, I-4 PD&E Coordination meeting in the FDOT DeLand offices. Attached to this memorandum is a copy of the Section 1 agenda which was handed out at the meeting. This agenda contains all information presented by Section 1 at the meeting and there was no discussion or questions resulting from the items presented in this agenda.

Some issues presented by other team members during the course of the meeting which affect Section 1 are as follows:

- FHWA stated that the Supplemental Agreement for conduct of the Systems Access Report had been signed last week. This will allow URS/Greiner to initiate work with this activity.
- FHWA suggested that the I-4 team look for opportunities to close the median where we can. Particular reference was made to the 44 foot rail envelope. Mike Snyder referenced a letter sent by Nancy Houston to Frank Carlile early in June discussing the use of the rail envelope throughout the I-4 project. The letter made reference to ongoing coordination with High Speed Rail in Section 1 and the fact that clarification had been requested from Central Office regarding the use of the rail envelope within the median. He went on to state that this is not only affecting the I-4 PD&E, but it is also affecting the I-4 six laning from US 27 to US 192 and the US 192 interchange design. It has been anticipated that an answer regarding the rail envelope would be received in late July or early August 1997. Mr. Snyder indicated that ongoing discussions imply that this schedule may not be achievable. He stated that the District will go to District Secretary Nancy Houston if the answer doesn't come then to receive further direction.
- FHWA stated that they hear there may not be as much local sales tax money committed to the I-4 project as was originally discussed and indicated in the financing plan of the I-4 Multi-Modal Master Plan. It was stated by Mr. Skinner, FHWA Division

Administrator, that the EIS will need to have a financially feasible project that can be constructed over a 20 year life span to have the EIS approved and provide a Record of Decision. This project must be an entire project within the logical termini. Should there not be a financial commitment to completing this project within the next 20 years, FHWA cannot approve the EIS.

- FHWA pointed out that there are new Federal guidelines being issued by EPA this month which will have tighter requirements in some specific areas, with regards to ozone and particulates. It was stated that this will likely not make Orlando a non-attainment area, but may have some particular areas which may have more stringent requirements.
- Within the discussion of Section 2, it was noted that the Systems Access Study would meet the requirements for conducting an IJR for the Western Beltway and the Lake Avenue interchanges. In discussion with Department and FHWA regarding the Western Beltway Interchange, it was noted that no alternatives beyond those presented in the Master Plan would be studied as part of Section 1 of the I-4 PD&E Study. The trumpet interchange as presented in the Master Plan would be utilized for the Section 1 PD&E Study.
- Section 2 noted that with Section 1 being on hold, the need for design concepts was beginning to affect some of the considerations they were doing with regards to the BeeLine Interchange. Certain assumptions have been made which may be changed as design concepts for the Central Florida Parkway Interchange are developed.
- The question was asked by FHWA regarding the interim HOV lane which has been discussed between South Street and SR 434. It was noted that this project is in the work program for design in 1999, with completion of the project scheduled for Year 2001. Section 2 has assumed this project to be in place. All maintenance of traffic assumes that the project is there and these interim HOV lanes must be maintained as their project is constructed.
- FHWA requested a schedule from all sections regarding upcoming project deliverables and the review schedule of those deliverables.
- A meeting regarding traffic volumes and the design traffic forecasts has been scheduled for Thursday, August 7, 1997, at 1:30 PM, following the next monthly Coordination Meeting (Note: Actually conducted July 14, 1997).
- Section 3 stated that they have scheduled their Public Workshop. It will be held on August 19, 1997, at the Daytona Beach Community College.
- Section 3 noted that they still have some issues with regards to the design speed of SR 44 through the interchange areas. Mike Snyder stated that they have a desire to keep the design speed in the 45 to 50 mph range, however, a meeting needs to be set up with SR 44 Project Manager, Jackie Tuttle, and District Design Engineer, Mike Hatchell, to discuss this issue.

MEMO: I-4 Coordination Meeting

July 10, 1997

Page 3

- Harold Webb noted that a Central Office Quality Assurance team would be visiting the District the week of July 28, 1997. Presentations on the I-4 project have been requested. Section 1 is tentatively scheduled for Monday, July 28, 1997, from 10:00 AM to 12:00 noon. The discussion should give an overview of the project, the length of the project and a discussion of the improvements that are being proposed. It was also requested that an overview of cost be provided. It was stated to Harold Webb that because our section is on hold, the only information we could provide is what is previously proposed within the Master Plan and use Master Plan costs. Mr. Webb is going to get back to me regarding this meeting.
- Keith & Schnars stated in their project update for public involvement that the Environmental Advisory Committee (EAC) meeting has been scheduled for Monday, July 28, 1997, at 1:30 PM, in the Oak Room at the Downtown Orlando Library. Keith & Schnars will lead this discussion; however each section needs to be prepared to discuss environmental issues found within their section.
- Keith & Schnars stated that they are in the process of setting up additional meetings with law enforcement and emergency response teams regarding HOV lanes and enforcement of such. It was noted that each county has their respective teams and thus far, only meeting with Orange County have been conducted.

JRF/jag

Copies to:

Harold Webb - FDOT

Howard Hoffman - HNTB

George Huffman - HNTB

David Wagner - HNTB

Gary Reed - Michael Baker

Richard Darden - Dames & Moore

Roger Neiswender - TCG

Bryant Marshall - GEC

Marion Almy - ACI

Robbin Ossi - ETP

Tim Lomax - TTI

File 24434-PL-001-001-TO21

**Coordination Meeting Status Report/Agenda
Meeting #10
July 10, 1997**

**I-4 Corridor PD&E Study, Section 1
State Project Nos. 92130-1425 and 75280-1479
WPI Nos. 5157330 and 5147254
Federal Aid Project Nos: N/A and NH-4-2(169)65**

1. Status of Activities Since Last Meeting

- **Public Involvement**
 - Responding to Property Owner inquiries along corridor
- **Engineering**
 - Continued coordination with FDOT District 1 regarding HOV access interface between US 27 and CR 532.
 - Initiated analysis of auxiliary lane treatments shown in I-4 MMMP
 - Attended HOV coordination meeting with local law enforcement
- **Environmental**
 - Social
 - * On-Hold
 - Natural
 - * On-old
 - Physical
 - * On-Hold

2. Tasks to be completed by Next Meeting

- **Public Involvement**
 - None scheduled
- **Engineering**
 - Complete evaluation of auxiliary lane treatments

- Environmental
 - *Social*
 - * On-Hold
 - *Natural*
 - * On-Hold
 - *Physical*
 - * On-Hold
- 3. Meetings for Unresolved Issues
 - None required
- 4. Anticipated Problem Areas
 - None - Subject to receipt of transit envelope decision in early August 1997.
- 5. Unresolved Issues
 - None

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RECEIVED

JUL 26 1996

ORLANDO
H N T B

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.

8/4
cc- Bill Wolley
Wendy Cressy - *James Thomas*

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.

- 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.

(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

(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,

(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.

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	*	***	*	***
Ecological and Riverine Greenways	***	**	***	***
Wildlife Corridors	***	n/a	**	***
Rare Habitat and Listed Species	***	**	**	***

* Minor Concern ** Moderate Concern ***Major Concern (n/a) Not Applicable

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 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 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.

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.

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.

- 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

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

- 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.

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.

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.

- 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;

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

- 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;

- 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;

Creek areas. There have been six reported bear/vehicle collisions on I-4 in Volusia County since 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 rare 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:



I-4 Project Development and Environment Studies and
Central Florida Light Rail Transit Systems
Preliminary Engineering / Draft Environmental Impact Statement

Environmental Advisory Committee Meeting

Agenda

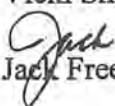
July 28, 1997
1:30 pm

- I. Welcome and Introductions *Vicki Smith*
- II. I-4 and Light Rail Transit Study Overview
- III. Review of Response to Comments to EAC Community & Environmental Planning Report
- IV. Questions and Answers
- V. Review of Project Schedule
- VI. Adjournment



MEMORANDUM OF MEETING

TO: Vicki Smith - Keith & Schnars

FROM:  Jack Freeman - HNTB Corporation

SUBJECT OF MEETING: I-4 Corridor PD & E Study, Section 1
State Project Nos. 92130-1425 and 75280-1479
WPI Nos. 5157330 and 5147254
Federal Aid Project Nos. NA and NH-4-2(169)65
I-4 Coordination Meeting

DATE: August 7, 1997

This memorandum summarizes discussions held at the August 7, 1997, I-4 PD&E Coordination meeting in the FDOT DeLand offices. Attached to this memorandum is a copy of the Section 1 agenda which was handed out at the meeting. Issues discussed during the meeting are as follows:

- Section 1 was notified as of this date (August 7, 1997) to resume work on this project. It was stated that a Supplemental Agreement will be engaged so that preliminary engineering can be done for both the alternative with rail corridor and without rail corridor. A meeting following this coordination meeting would be conducted to discuss the issues associated with this. With this notice to proceed, the items shown under Item 2 of the Agenda, would be altered showing immediate initiation of work activities.
- As a result of the EAC meeting conducted on July 28, 1997, it was decided that it would be more advantageous to have smaller group meetings. The Public Involvement consultant requested that any input, with regards to how these meetings should be conducted would be appreciated. Mike Snyder noted that the District is in the process of conducting approximately 10 meetings with environmental agencies regarding their proposed Five Year Work Program. The purpose of these meetings are to identify potential environmental issues with

MEMO: I-4 Coordination Meeting

August 7, 1997

Page 2

projects as the Department prepares the work program. It was noted by Mr. Snyder that discussions regarding I-4 would not be included in the discussions with the environmental agencies. He did not feel that conducting these discussions with the environmental agencies regarding I-4 would be good to do as a joint meeting; he was simply making the team aware that these meetings would happen, so when contact was being made to establish I-4 meetings it could be stated that they are for two different purposes.

- It was noted that the next Project Advisory Group (PAG) meeting would be conducted in the offices of PBS&J on September 2, 1997, at 1:30 PM. Any agenda items or discussions should be provided to Keith & Schnars by August 27, 1997.

JRF/jag

Copies to:

Harold Webb - FDOT

Howard Hoffman - HNTB

George Huffman - HNTB

David Wagner - HNTB

Gary Reed - Michael Baker

Richard Darden - Dames & Moore

Roger Neiswender - TCG

Bryant Marshall - GEC

Marion Almy - ACI

Robbin Ossi - ETP

Tim Lomax - TTI

File 24434-PL-001-001-TO21



**Coordination Meeting Status Report/Agenda
Meeting #11
August 7, 1997**

**I-4 Corridor PD&E Study, Section 1
State Project Nos. 92130-1425 and 75280-1479
WPI Nos. 5157330 and 5147254
Federal Aid Project Nos: N/A and NH-4-2(169)65**

1. Status of Activities Since Last Meeting

- Public Involvement
 - Responding to Property Owner inquiries along corridor
- Engineering
 - Conducted analysis of traffic data, lane balance and auxiliary lane treatments. Sent letter July 18th.
 - Evaluated ROW requirements @ CR 532 interchange and sent letter on August 1st.
- Environmental
 - *Social*
 - * On-Hold
 - *Natural*
 - * Attended EAC meeting on July 28th
 - *Physical*
 - * On-Hold

2. Tasks to be completed by Next Meeting


- Public Involvement
 - Attend PAG meeting September 3rd
- Engineering
 - Attend Value Engineering Meeting on August 11th
 - No further activities scheduled

- Environmental
 - *Social*
 - * On-Hold
 - *Natural*
 - * On-Hold
 - *Physical*
 - * On-Hold
- 3. Meetings for Unresolved Issues
 - None required
- 4. Anticipated Problem Areas
 - None - Subject to receipt of transit envelope decision in August 1997.
- 5. Unresolved Issues
 - None



MEMORANDUM OF MEETING

TO: Vicki Smith - Keith & Schnars

FROM:  Jack Freeman - HNTB Corporation

SUBJECT OF MEETING: I-4 Corridor PD & E Study, Section 1
State Project Nos. 92130-1425 and 75280-1479
WPI Nos. 5157330 and 5147254
Federal Aid Project Nos. NA and NH-4-2(169)65
I-4 Coordination Meeting

DATE: September 4, 1997

This memorandum summarizes discussions held at the September 4, 1997, I-4 PD&E Coordination meeting in the FDOT DeLand offices. Attached to this memorandum is a copy of the Section 1 agenda which was handed out at the meeting. Issues discussed during the meeting are as follows:

- In discussion of the Supplemental Agreement which is presently being prepared, it was noted to FDOT that to maintain a schedule for project completion by November 1998, that initiation of preparation of the EA must start immediately after the first of the year. In doing so, most engineering efforts will need to be completed and many environmental analyses underway, with documents completed, by mid-January. This necessitates analysis with a separate report for the second alternative. The previously prepared Supplemental Agreement will be revised to incorporate these additional work items. (Note: This Task later deleted by FDOT)
- In discussing the Western Beltway, Final Preliminary Engineering Report provided by OOCEA, it was noted that work done by OOCEA to date had not received Federal approval and has not been coordinated with ACOE. The Department is presently considering various options to meet Federal requirements for approval of the Western Beltway Interchange. It appears that the most likely requirement is that the IJR requirements will be addressed by URS/Greiner within the Systems Access Report and evaluation of all alternatives to meet NEPA requirements will be evaluated as part of the I-4 Section I PD&E

Study. Mr. Snyder will provide us guidance in the next few days regarding whether this work should be included in the aforementioned Supplemental Agreement. (Has been included)

- We discussed the roadway network to be used for traffic assignments and have the air quality and noise analysis in the year 2000 and 2010. It was decided that upon Bob Gleason's return from vacation that a meeting would be conducted with him to discuss this issue and the Department would provide HNTB guidance.
- The issue of how mitigation will be handled for the I-4 projects was discussed. Mike Snyder stated that in a recent project on US 192 there was a letter received from the Water Management District which was then sent to ACOE. A letter concurring with this was received from ACOE. He felt this would likely be the process to be followed for mitigation on this project. He asked Harold Webb to set up a meeting with Bob Gleason and other concerned parties to include all sections to resolve this issue as soon as possible.
- In discussion of I-4 6-laning from US 27 to US 192, it was noted that the decision on this widening would not come until the rail decision is made in January. Mr. Snyder stated that for the purposes of the work that HNTB is doing, we are to assume the widening will be the outside. It was stated by URS/Greiner that no CADD file for this outside widening has been developed. All work to date has been incorporated directly on mylars. Mr. Snyder agreed that for HNTB to put this into CADD, it could be incorporated within our Supplemental Agreement.
- Mr. Snyder passed out the results of the Value Engineering Meeting conducted the week of August 11, 1997. He stated as a result of this meeting there are numerous one week long Value Engineering reviews that will be done in upcoming months. Three of these reviews involve Section 1. There are as follows:
 1. HOV Typical Sections, HOV Treatment, HOV Access Points, Rail Envelopes -- Scheduled for October 1997
 2. Interchanges from west of Central Florida Parkway to east of Bee Line Expressway -- This will involve both Sections 1 and 2 scheduled for November 1997.

3. Section from US 192 to east of SR 536 (Epcot Interchange) -- This has a principle focus on minimizing impacts to the Hyatt Hotel property scheduled for January 1998.

Mr. Snyder stated that activity with each of these meetings need to be incorporated within the Supplemental Agreement. There will be preparation time. We need to plan on having a representative there for the entire 40 hour week and follow-up time after the VE is complete.

- The Public Involvement Consultant is to set up meetings regarding freeway management response teams for Orange County and with the TCSP in Orange and Osceola Counties. Vicki Smith agreed to coordinate this meeting setup.

JRF/vm

Copies to:

Harold Webb - FDOT

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File 24434-PL-001-001-TO21



MEMORANDUM OF MEETING

TO: Vicki Smith - Keith & Schnars

FROM: Jack Freeman - HNTB Corporation

SUBJECT OF MEETING: I-4 Corridor PD & E Study, Section 1
State Project Nos. 92130-1425 and 75280-1479
WPI Nos. 5157330 and 5147254
Federal Aid Project Nos. NA and NH-4-2(169)65
I-4 Coordination Meeting

DATE: October 23, 1997

This memorandum summarizes discussions held at the October 23, 1997, I-4 PD&E Coordination meeting in the FDOT DeLand offices. Attached to this memorandum is a copy of the Section 1 agenda which was handed out at the meeting. Issues discussed during the meeting are as follows:

- FHWA stated that they have ordered a copy of CORSIM and they have started to get familiar with the model. David Unkefer requested that after they have had time to get educated on the model capability, they want to get together with URS/Greiner to discuss some of the analysis to be done as part of the Systems Access Modification Report (SAMR). There was not date set for this meeting, however, it is likely to occur after the first of the year.
- David Unkefer noted the early ITS work being done during the PD&E efforts and stated that he would like to see CORSIM used to help with evaluations such as ramp metering in some of the critical areas. He noted that he had received a copy of the ITS plan which was prepared by DKS & Associates for Section 2 and he applauded this effort. He said that the FHWA division office was doing their homework on some of the national successes around the country on how to bring ITS into the planning process when major projects such as I-4 are being formulated. He said that he would like to talk to URS/Greiner outside this meeting because he did not feel all the potential players had been involved. He made particular note of Disney and what Disney is doing and especially regarding potential transit to Disney. He asked how the light rail system is being integrated into the overall ITS plan for the Orlando area.
- Mr. Unkefer asked for an update on the sales tax referendum and again stated that the EIS must contain components which are financially feasible and can be funded within the 20 year planning horizon.

- Mr. Unkefer asked the question regarding coordination with many of the individual projects that are occurring with the I-4 Corridor. He made particular note of the Greenway (SR 417 north) interchange with I-4. He stated that with typical section adjustments, the 6+2 and variations to 6+4 that all these different typicals could fit underneath bridges that are in the planning and design process. Mike Snyder assured Mr. Unkefer that these coordination efforts were underway.
- In the Section 1 report, some items that were either expanded on in addition to the explanations in the agenda are as follows:
 - It was stated that John Kuhl had been contacted regarding existing traffic data and he will be providing that in the next several weeks.
 - A supplemental agreement is being processed and an advance authorization to cover the value engineering efforts has been mailed to HNTB.
 - The issue of the year traffic and the roadway network for air quality and noise analysis was addressed to Bob Gleason of FDOT. Mr. Gleason stated that he will provide us further information regarding this. This will be a JRF follow-up item.
 - HNTB is approximately two weeks behind schedule in providing a review set to FDOT. This will likely be delivered the latter part of the week of October 27th.
 - Mr. Snyder said that in evaluating the use of existing structures for widening or replacement that we are to provide 16 feet, 6 inches vertical clearance for all new structures.
 - The question was asked as to when concept drawings could be made available for use by the public involvement consultant. It was stated that this would likely be the latter part of January. We are looking at conducting a public meeting in February and with being approximately two weeks behind schedule, this would be the latter part of February.
 - Mike Snyder asked when we could anticipate costs for the various concepts. I stated once we get the concepts to the Department, we would also be sending concepts for evaluation of constructability and MOT. We would start cost estimating in December. Hopefully, costs would be available in late January/early February.
 - In discussing anticipated problem areas, the use of SB 1986 for mitigation or doing conceptual mitigation, Bob Gleason stated that they are in the process of working out that issue. A letter should be send from the Department to FHWA today, which hopefully will finalize this issue.

MEMO: I-4 Coordination Meeting

October 23, 1997

Page 3

- The public involvement consultant requested input on the locations for field visits provided by the EAC. Within Section 1, the only location requested was the Reedy Creek Basin area. Vicky Smith requested that for this field visit the section consultant draft an agenda for the visit and provide this agenda to her by October 29, 1997.
- It was noted by Section 2 that in some locations they have extensive flood plain impacts that could not be mitigated in another manner. The use of structure has been made in many of those locations. It was noted by Mr. Unkefer that early coordination of both floodplain impacts and floodway impacts needs to be done for this project. (Dames and Moore Note)
- Section 2 noted that they have had ongoing coordination with cities and counties within their section regarding drainage basin studies and taking advantage of that information.
- David Unkefer asked if the recent changes by EPA in clean air standards had effected the Orlando area air quality status. There did not seem to be a clear answer on this in the group. He suggested that it be an action item for follow-up. (ETP Note)
- In discussing the upcoming CTSP meetings in November, it was stated that discussions regarding HOV enforcement zones, areas for car pullover zones and the availability of shoulders during construction activities should be discussed.

JRF/jag

Attachment

Copies to:

Harold Webb - FDOT

Howard Hoffman - HNTB

George Huffman - HNTB

David Wagner - HNTB

Gary Reed - Michael Baker

Richard Darden - Dames & Moore

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File 24434-PL-001-001-TO21

MEMORANDUM OF MEETING

TO: Vicki Smith - Keith & Schnars

FROM: Jack Freeman - HNTB Corporation 

SUBJECT OF MEETING: I-4 Corridor PD & E Study, Section 1
State Project Nos. 92130-1425 and 75280-1479
WPI Nos. 5157330 and 5147254
Federal Aid Project Nos. NA and NH-4-2(169)65
I-4 Coordination Meeting #14

DATE: November 13, 1997

This memorandum summarizes discussions held at the November 13, 1997, I-4 PD&E Coordination meeting. Attached to this memorandum is a copy of the Section 1 agenda which was handed out at the meeting. Issues discussed during the meeting are as follows:

- FHWA representative David Unkefer made the following comments:
 - FHWA has added an extra person to the District 5 staff to serve as the area engineer for all projects except I-4. This will allow Mr. Unkefer to devote his time exclusively to I-4.
 - Mr. Unkefer is establishing a “hot issues” list and requested input from each of the I-4 section consultants in compiling this list.
 - Mr. Unkefer stated that he would like to spend most of his time looking at significant issues which may impact the preparation of the environmental documents.
 - Mr. Unkefer stated that he had noted in the schedule that the environmental assessment documents would be done and completed ahead of approval of the Systems Access Modification Report (SAMR). Mr. Unkefer stated that he did not believe location design acceptance would be given to these documents until such time as the SAMR has been approved. Mr. Unkefer stated that this guidance is consistent with that which we have been previously provided.
 - Mr. Unkefer stated that should an evaluation of Western Beltway alternatives be included in the Section 1 environmental documents, a logical termini must be established for the Western Beltway. Mr. Unkefer was told that the supplemental agreement for this investigation only went as far north

to investigate interchange alternatives and terminated where the Western Beltway four lane typical was created. Mr. Unkefer stated that he would provide the Department a letter clarifying what he stated in this meeting. The HNTB Supplemental Agreement for this work would either need to be modified or have an additional supplement extended west to US 192.

- It was noted in the discussion of the light rail project that alternative locations to the rail station in Central Florida Parkway are being considered. Busch Properties of Florida, owner of the property for the proposed rail station questioned the accessibility of the station by buses and, therefore, several other alternative sites are being considered.
- FHWA asked questions regarding the travel forecast modeling that was done as part of the I-4 Multi-Modal Master Plan. The question was whether the design year traffic volumes were based upon the entire 52 mile light rail alignment or the 25 mile initial alignment. It was stated that the 52 miles was used for the Year 2020 volumes. There seems to be a question in FHWA's mind about whether the entire 52 mile length will be built by the year 2020.
- There was considerable discussion regarding the HOV lanes and the meetings that have been on going with the community traffic safety program officials. In the presentation that was done before Seminole County by Section 2, there seemed to be a preference for the buffer-separated HOV. Within the one done in Osceola County by Section 1, there was no discussion of this issue. A suggestion has been made that a meeting with FHP senior leadership be conducted to discuss the enforcement of the HOV lanes. It's also intended to receive feedback from FHP regarding their preference of barrier or buffer separated HOV lanes. It was stated that the two principal factors to be considered in evaluating barrier or buffer treatments should be operation and increased costs. FHWA noted their concern regarding the buffer HOV is because of the poor level of service that the general use lanes would have. There would be no good gaps to gain access to the HOV lanes. Further, the speed differential between the two lanes operating a such close proximity to each other is a concern and the opportunity for someone to slip across the four foot painted stripe to gain access to the HOV lane is a concern. Also at this meeting, a discussion needs to occur regarding enforcement costs and how this would be done. At the aforementioned meetings, there was the issue brought up regarding 24 hour operation of the HOV lanes. Law enforcement was concerned about having to enforce these lanes over a 24 hour period. It was noted that several cities have opened the HOV lanes to all users except for the peak hour periods. FHWA said that they would be negative on having the lanes opened to all users during non-peak hour times.

MEMO: I-4 Coordination Meeting
November 13, 1997
Page 3

- The reports for the two Value Engineering sessions, one conducted October 20-24 and the second conducted November 3rd - 7th, were provided at the meeting. The response date to issues raised in the value engineering review are November 21st for the first Value Engineering Review, and December 2nd for the second Value Engineering Review.
- There were no significant issues brought up with regards to the Section 1 Report, beyond those outlined in the attached agenda.

JRF/jag

Attachment

Copies to:

Harold Webb - FDOT
Howard Hoffman - HNTB
George Huffman - HNTB
David Wagner - HNTB
Gary Reed - Michael Baker
Richard Darden - Dames & Moore
Roger Neiswender - TCG
Bryant Marshall - GEC
Marion Almy - ACI
Robbin Ossi - ETP
Tim Lomax - TTI
File 24434-PL-001-001-TO21



**Coordination Meeting Status Report/Agenda
Meeting #14**

November 13, 1997

I-4 Corridor PD&E Study, Section 1

State Project Nos. 92130-1425 And 75280-1479

WPI Nos. 5147330 And 5147254

Federal Aid Project Nos: N/A And NH-4-2(169)65

1. Status Of Activities Since Last Meeting:

- Public Involvement
 - Responding to Property Owner inquiries along corridor
 - Osceola County CTSP Presentation - November 12

- Engineering
 - Engineering activities
 - * Muck Probes are complete and Geotechnical Report preparation is underway.
 - * Design Traffic revisions have been reviewed and comments supplied. Request made (11/12/97) for revised 2000 and 2010 traffic.
 - * Design Concepts for most project areas have been submitted to FDOT for review.
 - * Continuing coordination with Section 2 on the BeeLine interchange area.
 - * Attended Value Engineering meeting on BeeLine Expressway and Central Florida Parkway on November 3rd.
 - * Attended meeting on HOV Access VE Results on November 6th. Awaiting report.
 - * Initiated Conceptual Design Drainage Analysis - Doing major culvert analysis and pond analysis.
 - * Continued preparation of the Preliminary Engineering Report. Chapters 2, 3, 5 and 7 have initial drafts. Preparing Chapters 4 and 8.
 - * Delivered Design Concepts on November 12, 1997, to initiate constructability and costs analysis. Will conduct Project Team Meeting on November 17, 1997, to discuss analysis.

 - Environmental
 - *Social*
 - * Received Design Concepts 11/12/97. Project Team Meeting scheduled 11/17/97 to initiate analysis.

 - *Natural*
 - * Prepared EAC field review agenda. Tentative schedule for field review is December 17, 1997.
 - * Received Design Concepts 11/12/97. Project Team Meeting scheduled 11/17/97 to initiate analysis.

- *Physical*
 - * Received Design Concepts 11/12/97. Project Team Meeting scheduled 11/17/97 to initiate analysis.

2. Tasks To Be Accomplished By Next Meeting:

- Public Involvement
 - Respond to Property Owner inquiries
 - Conduct Design Concept review with Disney - November 14th
 - Conduct Update Review meeting with FOX - November 14th
 - Conduct Coordination Meeting w/PIC on November 17, 1997.
 - Attend Orange County CTSP meeting - November 18th.
 - Attend Freeway Emergency Management Committee Meeting - December 3rd
- Engineering
 - Coordinate with FDOT and TCG on Design Traffic and LOS analysis.
 - Respond to comments on Design Alternatives.
 - Complete preparation of initial alternatives @ US 192 and the BeeLine Expressway.
 - Deliver Draft review copy of Geotechnical Report.
 - Continue Drainage Analysis. Initiate preparation of Pond Siting Report.
 - Continue preparation of PER and Location Hydraulics Report. Deliver advance review copy of PER (Chapters 2, 3, 4 (partial) 5, 7, and 8 (partial)).
 - Initiate constructability and MOT analysis.
 - Initiate cost estimating.
 - Continue vertical alignment checks. Prepare mainline profile.
- Environmental
 - *Social*
 - * Initiate all activities
 - *Natural*
 - * Initiate all activities
 - * Conduct EAC Field Review - December 17, 1997
 - *Physical*
 - * Initiate all activities

3. Meetings For Unresolved Issues

None required

4. Anticipated Problem Areas

- Will we use SB1986 for mitigation or will conceptual mitigation plans be required?

5. Unresolved Issues

- None

TRANSFORMATION
THE EVOLUTION OF TRANSPORTATION
IN CENTRAL FLORIDA

4-11-97
RECEIVED
12/11/97
HNTB

November 14, 1997

Mr. Jack Freeman
Project Manager HNTB
5850 T.G. Lee Boulevard, Suite 600
Orlando, FL. 32822

Re: I-4 Project Development and Environment Studies and Central Florida Light Rail Transit Preliminary Engineering / Draft Environmental Impact Statement Environmental Advisory Committee

Dear Mr. Freeman,

You are invited to attend a series of meetings / field visits for the I-4 and Central Florida Light Rail Transit Environmental Advisory Committee. These meetings have been organized to visit selected areas along the I-4 corridor to provide to you the opportunity to evaluate the existing field conditions and to discuss any specific environmental concerns you may have with the technical consultants.

Below you will find a list of meeting areas and suggested topics of discussion that have been identified by the consultants. Please review the list and provide comments on the attached form regarding topics of discussion. We want to insure that these meetings address topics that you wish to discuss, so your input is vital to insure that we focus on those issues. These meetings will be a great opportunity to discuss your concerns in detail with the technical consultants.

- 12/10/97@ 9:00am Tiger Bay/ Deep Creek (I-4 Section 3)
Ecological Greenways and Wildlife Corridors
- 12/12/97@ 9:00am Cranes Roost/Little Wekiva River (I-4 Section 2 and LRT)
Trails, Hydrology and Stormwater Management, Lake Protection
- 12/16/97@ 9:00am Historic Resources (LRT)
Review existing features, identify potential impacts
- 12/17/97@ 9:00am Reedy Creek Swamp/ Davenport Creek Crossing (I-4 Section 1)
Ecology, Wildlife Activity, Potential Wildlife Crossings, Existing and Proposed Structures
- 1/9/98@ 9:00am Orlando (I-4 Section 2 and LRT)
Lake Protection, Bicycle Facilities, Neighborhood Protection, and Aesthetics
- 1/16/98@ 9:00am St. Johns River/ Lake Monroe (I-4 Section 2)
Trails, Hydrology and Stormwater Management, Ecology
- 1/23/98@ 9:00am Shingle Creek (I-4 Section 2)
Ecology



I-4 and Light Rail Transit Public Involvement Office c/o Keith and Schnars, PA
Crane's Roost Office Park • 370 Whooping Loop, Suite 1154 • Altamonte Springs, FL 32701
Phone: 407-834-1616, 888-797-1616 • Fax: 407-834-8530
A Florida Department of Transportation project, Lawton Chiles, Governor; Thomas F. Barry, Secretary

November 14, 1997

Page Two

You are invited to attend one or all of these meetings. So that we may coordinate the transportation necessary for these field visits, **we request you to R.S.V.P. by Monday, November 24, 1997, to Vicki Smith at the I-4 and LRT Public Involvement Office by faxing the attached form to (407) 834-8530. Please indicate which meetings you would like to attend and provide suggested topics of discussion.** The meeting locations will be announced at a later date. Casual attire and sturdy shoes are suggested.

We appreciate your continued support of the environmental investigations along the I-4 and Light Rail Transit corridors during the ongoing Project Development and Environment Studies. If you have any additional questions please contact Vicki Smith toll free at (888) 797-1616 or locally at (407) 834-1616.

Sincerely,
Florida Department of Transportation, District V

A handwritten signature in black ink, appearing to read "Harold Webb". The signature is written in a cursive, flowing style.

Harold Webb
Project Manager

attachments

Environmental Advisory Committee Meetings Questionnaire

Subject: I-4 Project Development and Environment Studies and Central Florida Light Rail
Transit Preliminary Engineering / Draft Environmental Impact Statement
Environmental Advisory Committee Meetings

Fax to: Vicki Smith, I-4 and LRT Public Involvement Office

Fax number: (407) 834-8530

Phone No. (407) 834-1616

From: _____

Company / Organization: _____

Phone No. _____ **Fax No.** _____

The following is a list of meeting locations. Please check which meetings you wish to attend and provide your requests for issues of discussion.

_____ Tiger Bay / Deep Creek _____

_____ Cranes Roost/Little Wekiva River _____

_____ Historic Resources _____

_____ Reedy Creek Swamp/
Davenport Creek Crossing _____

_____ Orlando _____

TRANSFORMATION

THE EVOLUTION OF TRANSPORTATION
IN CENTRAL FLORIDA

MEMORANDUM

*Copies to:
Bryan Flynn-Harc
Richard Jordan Dd*

To: Harold Webb, FDOT (fax no. 904-736-5136)
 Jack Freeman, HNTB (fax no. 855-9641)
 Mark Callahan, CH2M Hill (fax no. 839-5901)
 Jan Everett, URS Greiner (fax no. 423-2695)
 John Adams, PBS&J (fax no. 647-3815)
 Phil Smelley, Parsons Brinckerhoff (fax no. 875-1630)
 Laura Turner, Glatting Jackson (fax no. 839-1789)

From: Vicki Smith, Keith and Schnars *Vicki*
Re: Environmental Advisory Group
Date: December 4, 1997

Attached please find the final summary of responses to the scheduled series of EAC meetings. Based on the comments received, draft agendas for each meeting have been prepared for your review and comment. Generally, it appears that these meetings will be best served by providing a meeting location to review the plans and aerial photographs to address the identified issues, then to provide a field visit if necessary. We have currently scheduled to have a 15 passenger van to be provided by Lynx or VOTRAN for each of the meetings. This vehicle, with driver, is being provided at no charge by these agencies, so please review the agenda items to determine 1) if an actual field visit would be necessary for each of the meetings and 2) at what time should the transportation be available.

Also please review the list of meeting locations and provide input on suggestions for potential locations for the Orlando and St. Johns River meetings.

Please try to call with your comments today or tomorrow. We would like to send out confirmation letters with meeting locations and agendas to the responding EAC members on Friday (at least for the meetings that will occur next week).

Thanks for your help!

Attachment (12 Pages)



Environmental Advisory Committee Site Meeting Response Summary

12/4/97

Tiger Bay / Deep Creek (Section 3, 12/10/97)

Cathy Lowenstein	Florida Division of Forestry	Wildlife Corridors, alignment, ecological greenways, hydrology
Russ Bensenhaven Randy Sleister	Volusia Co Environ. Mang	Wildlife corridors, wetlands, stormwater mang.
Ron Paradise	Volusia Co. Growth Mang.	Wetlands, hydrology, wildlife, mitigation
Lee Kissick	SJRWMD	Opportunities for restoring hydrologic / ecologic connections now interrupted by I-4, general wetland impact issues
Doug Coward	1000 Friends of Florida	No additional comments

Cranes Roost / Little Wekiva River (Section 2 and LRT, 12/12/97)

Chris Bowley	Seminole County	Development of the former CSX Rail line for a recreational trail
Glenn Forrest	City of Altamonte Springs	Surface Water Quality, Floodplain Management, aesthetics
Paul Sebert	Orange Co. Envir Protect	Lake protection
Mary Brabham	SJRWMD	Limited or no discharge of stormwater to the Little Wekiva. Compatibility with the Watershed Management plan currently underway, directed by the Fl. Legislature and with erosion control projects funded by the Legislature.
Dan Pennington	1000 Friends of Florida	No additional comments

Environmental Advisory Committee
 Site Meeting Response Summary
 Page Two
 12/4/97

Historic Resources (LRT, 12/16/97)

Chris Bowley	Seminole County	No Comment
Jodi Rubin	City of Orlando	All Impacted historic resources within City
John Flora	City of Maitland	Good Shepherd Church, Quin Strong Park, Waterhouse Museum, Maitland Bike Route System
Doug Coward	1000 Friends of Florida	No additional comments

Reedy Creek Swamp / Davenport Creek Crossing (Section 1, 12/17/97)

Susan Elfers	SFWMD	Evaluating and maintaining historic drainage patterns, gradient criteria
Bryan Gaines	Walt Disney Imagineering	No comment
Alan Malatesta	Four Corners Coalition Kissimmee Valley Audubon	Identifying potential wildlife crossing areas, and currently impacted wetland / upland areas needing improvement
Dan Pennington	1000 Friends of Florida	No additional comments

Orlando (Section 2 and LRT, 1/9/97)

Susan Elfers	SFWMD	Maintaining drainage, treating runoff
Gary Huttman	City of Orlando	Pedestrian, bicycles, historic structures, noise abatement, landscape
Bryan Gaines	Walt Disney Imagineering	No comment
Paul Sebert	Orange Co. Envir Protect	Lake protection
Mary Brabham	SJRWMD	Stormwater (Little Wekiva River - if potentially applicable.)

Environmental Advisory Committee
Site Meeting Response Summary
Page Three
12/4/97

Ruth Hamberg	City of Orlando	Aesthetics and Neighborhood, preservation or creation of amenities that enhance quality of life in the City
Doug Coward	1000 Friends of Florida	No additional comments

St. Johns River / Lake Monroe (Section 2, 1/16/98)

Russ Bensenhaven Randy Sleister	Volusia Co Environ. Mang	Wildlife corridors, wetlands, stormwater mang.
Ron Paradise	Volusia Co. Growth Mang.	Wetlands, hydrology, wildlife, mitigation
Lee Kissick	SJRWMD	General impacts to wetlands, ecology
Mary Brabham	SJRWMD	No special topics
Dan Pennington	1000 Friends of Florida	No additional comments

Shingle Creek (Section 2, 1/23/98)

Susan Eifers	SFWMD	Evaluating and maintaining historic drainage patterns and hydrology, WQ treatment, gradient criteria
Paul Sebert	Orange Co. Envir Protect	Wetlands Crossings / Impacts, stormwater system
Alan Malatesta	Four Corners Coalition Kissimmee Valley Audubon	Identifying potential wildlife crossing areas

**I-4 and LRT
Environmental Advisory Committee**

**Meeting locations
12/4/97**

Tiger Bay / Deep Creek (Section 3)
12/10/97 @ 9:00 am
Volusia Conference Room
Florida Department of Transportation
719 South Woodland Boulevard
DeLand, Florida 32720

Cranes Roost / Little Wekiva River (Section 2 and LRT)
12/12/97 @ 9:00 am
Keith and Schnars I-4 Public Involvement Office
Cranes Roost Office Park
370 Whooping Loop Suite 1154
Altamonte Springs, Florida 32701

Historic Resources (LRT)
12/16/97 @ 9:00 am
Parsons Brinckerhoff Quade & Douglas
901 North Lake Destiny Drive, Suite 390
Maitland, Florida 32751

Reedy Creek Swamp / Davenport Creek Crossing (Section 1)
12/17/97 @ 9:00 am
I-4 Rest area (west bound in vicinity of Milepost 70, just past Central Florida Parkway)
Look for the Trans4mation Station (34' red mobile office)

Orlando (Section 2 and LRT)
1/9/97 @ 9:00 am
**** Meeting location to be identified

Environmental Advisory Committee
Meeting locations
Page 2 of 2

St Johns River / Lake Monroe (Section 2)
1/16/98 @ 9:00 am
****** Meeting location to be identified**

Shingle Creek (Section 2)
1/23/98 @ 9:00 am
Orange County Public Works
4800 South John Young Parkway
Orlando, Florida
***** Meeting location to be confirmed**

RECORD OF TELEPHONE CONVERSATION

DATE: 12/11/97 TIME: 3:30 pm JOB NO.: 26316-010

RECORDED BY: R. Darden OWNER/CLIENT: FDOT Dist. 5

TALKED WITH: Sec'y to John Wrublik OF FGFWFC

NATURE OF CALL: INCOMING OUTGOING PHONE # 561-778-5094

ROUTE TO:	INFORMATION	ACTIONS
_____	_____	_____
_____	_____	_____
_____	_____	_____

MAIN SUBJECT OF CALL: I-4 PDE Study - 12/17/97 Field Visit

ITEMS DISCUSSED: I phoned John to remind him of a scheduled field visit for I-4 Section 7 set for 12-17-97.
John was not in; however, his secretary left a message of reminder.

Richard Darden
12/11/97

RECORD OF TELEPHONE CONVERSATION

DATE: 12/12/97 TIME: 1:15 pm JOB NO.: 26316-010

RECORDED BY: R. Darden OWNER/CLIENT: FDOT Dist. 5

TALKED WITH: John Wroublich OF FGFWFC

NATURE OF CALL: INCOMING OUTGOING PHONE # (561) 778-5694

ROUTE TO:	INFORMATION	ACTIONS
_____	_____	_____
_____	_____	_____
_____	_____	_____

MAIN SUBJECT OF CALL: I-4 PD&E Field visit (12/17/97)

ITEMS DISCUSSED: I called John about the upcoming EAC field visit (for 12/17/97). John indicated he would not attend. We briefly discussed the section 1 project, specifically the lack of significant wildlife concerns along the I-4 roadway - we agreed use of the existing alignment was the clear choice for the absolutely necessary improvements to I-4 in this area - John also indicated the existing openings at Davenport & Reedy Creeks are functioning adequately for the wildlife occurring in those areas - I responded that larger openings would be considered at these locations but that vertical profile and cost would likely dictate design -

Richard Darden
12/12/97

**I-4 Project Development and Environment Study
Environmental Advisory Committee**

**Agenda
Reedy Creek Swamp / Davenport Creek Crossing
December 17, 1997
9:00 am**

- I. Welcome and Introductions
- II. Project Overview
- III. Reedy Creek Swamp
 - A. Existing Structures
 - Vertical Clearance
 - Horizontal Clearance
 - B. Environmental
 - Ecology
 - Wildlife Activity
 - C. Potential Wildlife Crossing
 - Need
 - Applicability
 - Feasibility
 - D. Proposed Structures
 - Vertical Clearance
 - Horizontal Clearance
- IV. Davenport Creek Crossing
 - A. Existing Structures
 - Vertical Clearance
 - Horizontal Clearance
 - B. Environmental
 - Ecology
 - Wildlife Activity
 - C. Potential Wildlife Crossing
 - Need
 - Applicability
 - Feasibility
 - D. Proposed Structures
 - Vertical Clearance
 - Horizontal Clearance
- V. Conclusion

TRANSFORMATION

THE EVOLUTION OF TRANSPORTATION
IN CENTRAL FLORIDA

MINUTES OF MEETING

ENVIRONMENTAL ADVISORY COMMITTEE I-4 PD&E SECTION 1

REEDY CREEK / DAVENPORT CREEK

December 17, 1997

9:00 AM

- LOCATION:** Orange County Public Works Bldg.
4200 John Young Pkwy
Orlando, Florida
- PURPOSE:** These meetings have been organized to visit selected areas along the I-4 corridor to provide the opportunity to evaluate the existing field conditions and to discuss any specific environmental concerns with the technical consultants.
- ATTENDEES:** Dan Pennington, 1000 Friends of Florida
Susan Elfers, SFWMD
Harold Webb, Project Manager, FDOT
Richard Darden, Dames & Moore
Tonya Curtis, Dames & Moore
Jack Freeman, Project Manager, HNTB
Brian Flynn, HNTB
Jeff Tanner, Keith and Schnars, P.A.

PRESENTATION SUMMARY:

A general overview of Section 1 was provided by Project Manager Jack Freeman outlining the proposed improvements. A detailed description of HOV lanes and typical design sections were shared showing both 6+2 and 6+4 alignments. A brief explanation of District 1's use of "special use" lanes was highlighted.

Next, Jack provided a plans review including HOV lanes, CD's, interchanges and all alternatives. A brief explanation of buffer and barrier separated HOV lanes was discussed -- no preference was provided by EAC members.

Richard Darden presented hydrology and storm water management information focusing primarily on the three basin boundaries: Davenport Creek, Reedy Creek and Cypress Creek. Brian Flynn then detailed potential pond locations and necessary ROW -- approximately 18% of Section 1 ROW would be used for ponds.



The group next discussed, at length, the necessity for culvert crossings prompting the age old debate of round vs. box culverts. It was determined that additional discussions were necessary but that FDOT would provide ample weight to the inclusion of culverts in designing the I-4 improvements. Additional concerns were noted including potential drainage problems if existing culverts are simply extended to accommodate additional lanage on I-4.

Dan Pennington stated that 1000 Friends of Florida's primary concern was to maintain connection points between Davenport Creek and Reedy Creek Swamp.

The bridge crossings at both Bonnet Creek and Reedy Creek were discussed with the following technical information shared:

- | | |
|-----------------|---|
| A) Bonnet Creek | 85' maximum height
81' maximum seasonal water level
04' vertical clearance at peak levels |
| B) Reedy Creek | 78' maximum height
74' maximum seasonal water level
04' vertical clearance at peak levels |

The consultant next presented wetlands, citing approximately 50-60 acres of potential impacts in a "worst case" scenario. There are 210 wetlands throughout Section 1. EAC members requested wetland mitigation information and received the following:

- Senate Bill 1986 may be used for this project
- \$75,000 per acre will be provided irrespective of wetland quality
- All funds received will be applied to the DEP

Wildlife impacts were briefly discussed with initial concern surrounding the gopher turtle and potential relocation. All other identified species (see attached) will have minimal impacts.

Dan Pennington requested additional meeting / conference call to discuss pedestrian friendly access over I-4 at US 192.

AGREEMENTS / ACTIONS: To provide continued updates to the EAC members of the study progress.

PREPARED BY: Jeff Tanner, Public Involvement Specialist, Keith and Schnars

DISTRIBUTION: Sections 1, 2, and 3, LRT, Harold Webb
Attachments



ARCHITECTS ENGINEERS PLANNERS

MEMORANDUM OF MEETING

TO: Vicki Smith - Keith & Schnars

FROM: Jack Freeman - HNTB Corporation *QRF/jas*

SUBJECT OF MEETING: I-4 Corridor PD & E Study, Section 1
State Project Nos. 92130-1425 and 75280-1479
WPI Nos. 5157330 and 5147254
Federal Aid Project Nos. NA and NH-4-2(169)65
I-4 Coordination Meeting #15

DATE: December 18, 1997

This memorandum summarizes discussions held at the December 18, 1997, at the I-4 PD&E Coordination meeting. Attached to this memorandum is a copy of the Section 1 agenda which was handed out at the meeting. Issues discussed during the meeting are as follows:

- In discussing setting up meetings with representatives of the Ruby Lake Ranch DRI (Steve Miller) and Vineland Point DRI (Scott Henderson) it was requested by Vicki Smith that she be notified of the meeting to be able to attend. It was also noted that as meetings are set up with Osceola County Department of Public Works and Orange County Department of Public Works to discuss the alternatives, that Vicki Smith be notified of these meetings.
- The next Project Advisory Group Meeting as been scheduled for January 13, 1997, at 1:30 PM. This meeting will focus entirely on the Light Rail project in preparation for the upcoming Light Rail Public Hearing. A follow-up Project Advisory Group Meeting was scheduled for February 18, 1997, to discuss the I-4 alternatives. This meeting was scheduled so that it would be two weeks ahead of the Section 1 Public Meeting scheduled for March 3, 1998, and four weeks ahead of the Section 3 Public Hearing scheduled for later in March. Vicki Smith was advised that in preparation for these meetings that she would be provided CADD files of the Section 1 drawings shortly after the first of the year.
- It was noted in the discussion as a follow-up to the meeting with FHWA on the new Osceola Parkway Interchange and several other interchanges in the Orlando area, HNTB had looked at the consideration of modification in the CD road system. FHWA had suggested that we consider making a CD connection within the EPCOT Center Drive Interchange to the Osceola Parkway I-4 westbound two lane exit ramp. The premise for this suggestion was to eliminate a weave that was shown in the drawings within the EPCOT Center westbound entrance ramp. In consideration of doing the above, it was stated that the EPCOT Center Drive

loop ramp for I-4 westbound entering traffic would be handled in the CD system and continue in the CD system to enter the I-4 mainline west (south) of US 192. To accommodate this additional 780 vph in the CD roads, additional widening of the CD system and the bridge for braiding over the EPCOT Center entrance ramp would be required. Further, the traffic would then have to go through three weave sections rather than one weave section. On this basis, it was felt that proving this connection was not a cost effective or capacity enhancement alternative. Therefore, the recommendation had been made to Mike Snyder that this alternative not be further considered. Mike Snyder concurred with this recommendation. It was therefore stated to CH2MHill, as the designers of the Osceola Parkway Interchange, that they would not have to modify the bridges that are presently under design.

- It was stated that in submittals made by Section 2 to FDOT right-of-way, in addition to acreages they want length and width dimensions of taking to be placed on the drawings. It was said that in our meeting of December 22nd with Rick Johnson, we would discuss the need for this information.
- An overview of some of the discussions during the Environmental Advisory Committee (EAC) meeting was provided. The biggest discussion was regarding the wildlife corridor crossings. It was noted that at Davenport Creek the suggestion that had been made by Dan Pennington to enlarge the Box Culver to provide a shelf for the wildlife crossing. The importance of this was that it did not raise the profile grade of I-4 to accommodate this crossing. Dan Pennington would be checking further as to whether this could be done and incorporated as part of our design.
- A discussion of the rail corridor to accommodate FOX was held. Lauren Krueger of FDOT's Central Office stated that he had received the documents from HNTB noting the need for 51.5 foot wide times approximately 25 feet high rail corridor as compared to the 44 foot wide x 16½ foot corridor being provided in the plans. He asked if this information had been coordinated with the High Speed Rail office. We stated, no, that it had been coordinated with FOX but not with the High Speed Rail office to our knowledge. Mr. Krueger volunteered to initiate this coordination from the Central Office perspective. It was agreed that he should do so.
- The topic of Design Traffic Report was discussed. Mr. Webb stated that no decision has yet been made on the HNTB request of November 21, 1997, to provide a Design Traffic Report (FDOT Action Item).
- The Western Beltway Alternatives Supplemental Agreement is still in the approval process. Mr. Webb stated that he did not know the current status of this

MEMO: I-4 Coordination Meeting

December 18, 1997

Page 3

supplement. In discussing the potential extension of the study to US 192, it was stated that the SEIR prepared by OOCEA was being reviewed by FHWA to see if it could meet federal requirements for approval. Once this review has been completed, then the decision on the study to US 192 would be decided upon.

- In conversations with Mike Snyder prior to the meeting regarding the potential of narrowing the shoulders to 10 feet, Mr. Snyder stated that he wants to keep the 12 foot wide shoulders for now and carry it through the cost estimating process. Should the cost exceed the budget that is provided, this could be one of the cost cutting measures that is taken. Therefore, the direction for HNTB is continue at the 12 foot shoulders at this time.
- It was stated by URS/Greiner that they have received the 1997 traffic for Section 1 of the I-4 study. This is being used for input into the SAMR. They will provide HNTB copies of this data. Additionally, they are presently conducting the Level of Service Analysis for this section and will provide us this information once it has been completed. It was noted in the discussion that they would not be providing us level of service volumes that would be needed for the purposes of noise analysis.

Other topics of discussion that affect Section 1 were in accordance with the meeting agenda attached to this memorandum.

JRF/jag

Attachment

Copies to:

Harold Webb - FDOT

Howard Hoffman - HNTB

George Huffman - HNTB

David Wagner - HNTB

Gary Reed - Michael Baker

Richard Darden - Dames & Moore

Roger Neiswender - TCG

Bryant Marshall - GEC

Marion Almy - ACI

Robbin Ossi - ETP

Tim Lomax - TTI

File 24434-PL-001-001-TO21



**Coordination Meeting Status Report/Agenda
Meeting #15**

December 18, 1997

I-4 Corridor PD&E Study, Section 1

State Project Nos. 92130-1425 And 75280-1479

WPI Nos. 5147330 And 5147254

Federal Aid Project Nos: N/A And NH-4-2(169)65

1. Status Of Activities Since Last Meeting:

- Public Involvement
 - Orange County CTSP Presentation - November 18
 - Tri-County Freeway Emergency Management Comm. Presentation - December 3

- Engineering
 - Engineering Activities
 - * Draft Geotechnical Report delivered December 8
 - * Attended meeting on Design Traffic 11/21/97. Received revised Year 2020 traffic on 12/4/97 and Segment LOS service volumes on 12/10/97. Received Year 2000 volumes on 12/21/97. Requested additional existing year (1997) and volumes/LOS.
 - * Continued revisions of Design Concepts and Typical Section conducted review meetings with FDOT on 12/8/97 and 12/15/97.
 - * Prepared responses to both VE Reports. Awaiting response.
 - * Initial Drainage Pond locations, alternate locations and size have been determined.
 - * Initial ROW lines for alternatives have been established and areas of taking (by parcel) are being computed.
 - * Structures evaluation is underway.
 - * Constructability reviews, MOT concepts and cost estimating has been initiated.
 - * A partial draft of the Preliminary Engineering Report has been submitted to the Department for review. Includes Chapters 2,3,4,5 and 7 complete and Chapter 8 partial.
 - * Initiated work on Pond Siting Report and continued preparation of the Location Hydraulics Report.
 - * Conducted Design Review Meeting with Disney-November 14th.
 - * Conducted Design Review Meeting with FOX - November 14th.
 - * Attended Osceola Parkway Interchange Meeting on December 11th.

- Environmental
 - *Social*
 - * Prepared Land Use section for inclusion in Chapter 4 of Draft PER.
 - * Updated status of DRI projects in area.
 - * Initiated archaeological field work in possible retention pond locations
 - * Awaiting proposed ROW lines and acreage for further analysis.
 - *Natural*
 - * Preparation/Attended EAC Field Review on December 17, 1997.
 - * Prepared wetlands, biological and wetlands portions of Draft PER.
 - * Awaiting proposed ROW lines and acreage for further analysis.
 - *Physical*
 - * Floodplain section of Draft PER prepared.
 - * Awaiting comments on Draft CSER (submitted October 23)
 - * Conducted Noise Monitoring.
 - * Coordinating traffic for Air Quality and Noise Impact Analysis.

2. Tasks To Be Accomplished By Next Meeting:

- Public Involvement
 - Respond to Property Owner inquiries.
 - Conduct meeting with Property Owner Representatives @ Lake Avenue Interchange.
- Engineering
 - Coordinate with FDOT and TCG on Design Traffic and LOS analysis.
 - Respond to comments on Design Alternatives/Continued Refinement.
 - Continue Drainage Analysis. Continue preparation of Pond Siting Report.
 - Deliver ROW acreage estimates to FDOT for ROW cost estimate.
 - Prepare bridge types and span arrangements for all structures.
 - Continue preparation of Location Hydraulics Report.
 - Continue Constructability and MOT analysis.
 - Continue cost estimating.
 - Continue vertical alignment checks. Refine mainline profile based upon design high water information.
- Environmental
 - *Social*
 - * Receive initial ROW taking and parcel acreage on 12/22. Start preparation of EA sections on impacts on land use, cultural and socio-economic.
 - * Complete archaeological field work in proposed retention pond sites. Continue preparing Cultural Resources Report and sections for Draft EA.
 - * Initiate preparation of DOA.

- *Natural*
 - * Prepare Wetlands Evaluation Report.
 - * Prepare Biological Assessment (if needed).
 - * Prepare Wildlife and Habitat section of Draft EA.
- *Physical*
 - * Prepare Air Quality Screening Report.
 - * Prepare Noise Impact Report.
 - * Conduct WQIE.
- *Reports*
 - * Initiate Preparation of Draft EA.

3. Meetings For Unresolved Issues

- Request made November 21, 1997, on whether a Design Traffic Report will be prepared for Section 1.
- FOX requested rail corridor width of 51.5 ft. and 44 ft. is being provided. Guidance is requested.

4. Anticipated Problem Areas


- Need Western Beltway Supplemental Agreement for alternative interchange analysis. Need resolution of project limit to US 192 and type of document issued.
- Need guidance ASAP on potential reduction to 10 ft. shoulders.

5. Unresolved Issues

- See #3 and #4 above.

MEMORANDUM OF MEETING

TO: Vicki Smith
Keith & Schnars

FROM: 
Jack Freeman

SUBJECT: I-4 Corridor PD&E Study - Section 1
State Project No. 92130-1425 & 75280-1479
WPI Nos. 5147330 & 5147254
Federal Aid Project No. N/A & NH-4-2(169)65
I-4 Coordination Meeting #16

DATE OF
MEETING: January 15, 1998

This memorandum summarizes discussions held January 15, 1998, at the I-4 PD&E Coordination meeting. Attached to this memorandum is a copy of the Section I agenda which was handed out at the meeting. Issues discussed during the meeting are as follows:

- Mike Snyder advised Sections 1 and 2 that FDOT would conduct a review of design alternatives w/FHWA in Tallahassee in late February 1998. This meeting is intended to finalize the design alternatives to be evaluated in the Systems Access Modification Report.
- David Unkefer of FHWA emphasized the integrated NEPA/404 process. It was stated to Mr. Unkefer that in Florida with the Water Management Districts (WMD) receiving the ACOE 404 permit with the environmental document approval would not be possible. The WMDs will give a conceptual permit which is valid for 10 years but does not forgo the design permitting process for stormwater and mitigation. Mr. Unkefer said that FHWA is expecting a **HIGH** level of coordination with ACOE. He also asked if the WMD would become a "cooperating" agency. It was noted to Mr. Unkefer that while the WMDs have been active participants in EAC meetings, they will not participate at that level until the permits are done in final design.
- Mike Snyder spoke of the potential change of the typical section between US 27 and World Drive. It was stated that this could be a potential cost savings and the Value Engineering team had noted problems with signing of the proposed design alternative. The process to be followed would be to meet with FDOT District 1 (scheduled for January 22) and then FDOT Central Office to discuss this alternative. Since it would require an exception to the interstate policy, Central Office approval would be required. HNTB is to continue to proceed with the schedule as shown until these meetings have been conducted and further guidance from FDOT is provided.

Memorandum of Meeting

January 19, 1998

Page 2

- FDOT stated that a Design Traffic Report for Section 1 would be prepared. It was noted to Mr. Unkefer that this report was being done because of the change in HOV lanes to Special Use Lanes west of World Drive and the consideration of Lake Avenue as a full interchange. It was also noted that the total mainline volumes as developed in the Master Plan has not changed, simply redistributed.
- The question was asked on the involvement of the PIC in preparation of Chapter 5 (Comments and Coordination) of the EA. It was stated that the PIC will provide the information needed but the section consultant will draft the chapter.
- It was noted that the Public Meeting/Workshop had been rescheduled to March 10th. This meeting is tentative due to the potential typical section change. Should the typical section change, then the meeting will be delayed. This possible delay would also effect the information presented at the next PAG meeting scheduled for February 11th.
- We discussed the treatment around bridge piers located between the HOV lanes and the general use lanes. It was said that narrowing the paved shoulder from 12 ft. to 10 ft. on each side to accommodate the bridge piers would be acceptable.
- The supplemental agreement for the Western Beltway alternatives analysis is with FHWA. David Unkefer asked about whether this should be further processed because the Western Beltway would require additional environmental analysis to be accepted by FHWA. FHWA has recently provided FDOT a letter in this regard. FDOT told Mr. Unkefer to continue processing the Supplemental Agreement and that they would be meeting with District Secretary Nancy Houston to determine the course of action for the remainder of the Western Beltway.
- Lorin Krueger of FDOT Central Office stated that due to the holidays he had not met with the State Rail Office in the wider rail corridor. He asked if FOX had submitted this as a formal change to the rail corridor and it was stated that to our knowledge "no." Mr. Krueger said that he would continue to follow-up on this.
- It was re-confirmed during the meeting that the air quality screening analysis would be done based upon 2020 traffic and the noise impact analysis would be done using the year 2000 and 2020 traffic.
- Mr. Snyder asked when HNTB would be providing cost estimates for Section 1. It was stated that ROW cost estimates are underway by Rick Johnson. Baker has started estimating quantities and would be inputting data into the modified LRE shortly. We anticipate having initial cost estimates in early February.
- Mr. Unkefer asked about a Signing Master Plan. It was stated that Section 1 had such a plan scoped but not in Section 2. This plan would not be done until the alternatives have been further reduced to final study alternatives.

Memorandum of Meeting
January 19, 1998
Page 3

Other topics of discussion that affect Section 1 were in accordance with the Meeting agenda attached to this memorandum.

Copies to:

Harold Webb - FDOT
Howard Hoffman - HNTB
George Huffman - HNTB
David Wagner - HNTB
Gary Reed - Michael Baker
Richard Darden - Dames & Moore
Roger Neiswender - TCG
Bryant Marshall - GEC
Marion Almy - ACI
Robbin Ossi - ETP
Tim Lomax - TTI
File 24434-PL-001-001-TO21



ARCHITECTS ENGINEERS PLANNERS
MEETING AGENDA


I-4 Corridor PD&E Study, Section 1
State Project Nos. 92130-1425 and 75280-1479
WPI Nos. 5147330 and 5147254
Federal Aid Project Nos. N/A and NH-4-2 (169) 65

January 19, 1998 9:00 AM HNTB Orlando Office

- A. Discuss additional impacts associated with constructing Section 1 prior to Section 2.
- (1) Right-of-way needs
 - (2) Right-of-way costs
 - (3) Construction costs
 - (4) Relocations
 - (5) Community Services
 - (6) Archaeological and Historical
 - (7) Recreational and 4F
 - (8) Wetlands
 - (9) Floodplains
 - (10) Wildlife and Habitat
 - (11) Noise
 - (12) Contamination
- B. Transition Detail of Section 2 if Section 2 is constructed first.
- HOV Direct Connect Ramps to and from the West

MEMORANDUM

TO: See Distribution

FROM: 
Jack Freeman

SUBJECT: I-4 Corridor PD&E Study, Section 1
State Project Nos. 92130-1425 and 75280-1479
WPI Nos. 5147330 and 5147254
Federal Aid Project Nos. N/A and NH-4-2(169)65
Name Change for SR 536


DATE: January 21, 1998

On January 20, 1998, when I met with Bill Baxter, Deputy Director of Public Works for Orange County, he told me that Orange County is in the process of making a name change for SR 536, east of I-4. When adopted by County Commission, SR 536 east of I-4, will become World Center Drive. West of I-4 within Lake Buena Vista, it will remain EPCOT Center Drive. Therefore, to eliminate confusion in our document, I would like for us to eliminate any reference to EPCOT Center Drive and refer to this roadway only as SR 536. Any documents that you may have under preparation, please make these changes accordingly.

JRF/jag

Distribution:

Harold Webb - FDOT
David Wagner - HNTB
John Jaeckel - HNTB
Tony Melton - HNTB
George Huffman - HNTB
Roger Neiswender - TCG


Gary Reed - Baker
Marion Almy - ACI
Bryant Marshall - GEC
Robbin Ossi - ETP
File 24434-PL-001-001

\\orfw00\data\exec\jrf\projects\i-4pd&e\name change.doc

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date of Land Evaluation Request <u>January 27, 1998</u>			
Name of Project <u>92130-1425 & 75280-1479</u>		Federal Agency Involved <u>Federal Highway Administration</u>			
Proposed Land Use <u>Commercial (SR 400)</u>		County and State <u>Orange & Osceola Counties, Florida</u>			
PART II (To be completed by SCS)		Date Request Received By SCS <u>1-30-98</u>			
Does the site contain prime, unique, statewide or local important farmland (If no, the FPPA does not apply — do not complete additional parts of this form).		Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Acres Irrigated	Average Farm Size
Major Crop(s)	Farmable Land in Govt. Jurisdiction Acres %	Amount of Farmland as Defined in FPPA Acres %			
Name of Land Evaluation System Used	Name of Local Site Assessment System	Date Land Evaluation Returned by SCS <u>2-2-98</u>			
		Alternative Site Rating			
PART III (To be completed by Federal Agency)		Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly		0			
B. Total Acres To Be Converted Indirectly		0			
C. Total Acres In Site		0			
PART IV (To be completed by SCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland					
B. Total Acres Statewide And Local Important Farmland					
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted					
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value					
PART V (To be completed by SCS) Land Evaluation Criterion					
Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)					
PART VI (To be completed by Federal Agency)		Maximum Points			
Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))					
1. Area In Non-urban Use					
2. Perimeter In Non-urban Use					
3. Percent Of Site Being Farmed					
4. Protection Provided By State And Local Governments					
5. Distance From Urban Builtup Area					
6. Distance To Urban Support Services					
7. Size Of Present Farm Unit Compared To Average					
8. Creation Of Non-farmable Farmland					
9. Availability Of Farm Support Services					
10. On-Farm Investments					
11. Effects Of Conversion On Farm Support Services					
12. Compatibility With Existing Agricultural Use					
TOTAL SITE ASSESSMENT POINTS		160			
PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)		100			
Total Site Assessment (From Part VI above or a local site assessment)		160			
TOTAL POINTS (Total of above 2 lines)		260			
Site Selected :	Date of Selection :	Was A Local Site Assessment Used ? Yes <input type="checkbox"/> No <input type="checkbox"/>			
Reason for Selection :					

(See Instructions on Following Page)

Form AD-1006 (10-83)

FIGURE 28.2 Farmland Conversion Impact Rating Sheet (continued)



Susan C. Elfers
Staff Environmental Analyst
Orlando Service Center
South Florida Water Management District
7335 Lake Ellenor Drive
Orlando, Florida 32809

January 29, 1998

**RE: Interstate 4 PD&E Study, Section 1
State Project Numbers 92130-1425 and 75280-1479
Work Program Items 5147330 and 5147254
Federal Aid Project Numbers N/A and NH-4-2(169)65
Osceola and Orange Counties
Mitigation Plan**

Dear Ms. Elfers:

The Florida Department of Transportation (FDOT) is studying proposed improvements to Interstate 4 throughout FDOT District Five. The project numbers above refer to Section 1 of the overall study corridor. Section 1 begins at the Polk-Osceola County line and extends approximately 22.0 kilometers (13.7 miles) through Osceola County to State Road 528 (BeeLine Expressway) in Orange County. A project location map is attached. This study will ultimately lead to the design and construction of additional general use and high occupancy vehicle lanes, as well as interchange and collector-distributor improvements, to accommodate increased traffic demands and address current roadway deficiencies and safety concerns.

One of the objectives of the PD&E phase of the project is to identify the potential for environmental impacts which may result during and following construction and to identify and coordinate with agencies responsible for issuing environmental permits for unavoidable impacts. A variety of alternative conceptual plans based on the concepts developed during the 1996 Interstate 4 Multi-Modal Master Plan are presently being studied, each of which involves impacts to wetlands under the jurisdiction of the U.S. Army Corps of Engineers and South Florida Water Management District. Depending upon which alternative (with exception of the no build) is recommended, wetland impacts will total between 20 and 26 hectares (50 and 65 acres).

It is the intention of the Department to mitigate for these impacts pursuant to S373.4137 FS in order to satisfy all mitigation requirements of Part VI, Chapter 373, FS and 33 U.S.C. s1344. This legislation allows the Department to monetarily compensate the Water Management District on an impact acre basis for jurisdictional wetland impacts. As this project progresses, a Wetland Evaluation Report and Environmental Assessment will be prepared for review by your office.

Susan C. Elfers
January 29, 1998
Page 2

Evaluation Report and Environmental Assessment will be prepared for review by your office. These documents will identify specific impact locations and acreages along the project. In the meantime, we are requesting a letter from your office acknowledging the Department's intent with respect to wetland mitigation.

If you require additional information or we may be of further assistance regarding this issue please feel free to call me at (904) 943-5390. We look forward to hearing from you at your earliest convenience.

Sincerely,

A handwritten signature in cursive script that reads "Robert Gleason".

Robert Gleason
Environmental Administrator
FDOT District V

cc: Mark Evans, COE Jacksonville
Harold Webb, FDOT
Jack Freeman, HNTB
Richard Darden, Dames & Moore



DAMES & MOORE

A DAMES & MOORE GROUP COMPANY

January 30, 1998

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

One North Dale Mabry Highway
Suite 700
Tampa, Florida 33609
813 875 1115 Tel
813 874 7424 Fax

**RE: Interstate 4 PD&E Study, Section 1
State Project Numbers 92130-1425 and 75280-1479
Work Program Items 5147330 and 5147254
Federal Aid Project Numbers N/A and NH-4-2(169)65
Osceola and Orange Counties, Florida**

Dear Ms. Bonds:

This letter and enclosed Water Quality Impact Evaluation Checklist (WQIE) is a request for review of the Interstate 4 PD&E Study, Section 1. This project will involve federal funds and is located within the streamflow and recharge zone of the Biscayne Aquifer.

Project Description

The Florida Department of Transportation (FDOT) is studying proposed improvements to Interstate 4 throughout FDOT District Five. The project numbers above refer to Section 1 of the overall study corridor. Section 1 begins at the Polk-Osceola County line and extends approximately 22.0 kilometers (13.7 miles) through Osceola County to State Road 528 (BeeLine Expressway) in Orange County. A project location map is attached. This study will ultimately lead to the design and construction of additional general use and high occupancy vehicle lanes, as well as interchange and collector-distributor improvements, to accommodate increased traffic demands and address current roadway deficiencies and safety concerns. A variety of alternative conceptual plans based on the concepts developed during the 1996 Interstate 4 Multi-Modal Master Plan are presently being studied, each of which involves impacts to wetlands under the jurisdiction of the U.S. Army Corps of Engineers and South Florida Water Management District.

Potential Impacts

The proposed improvements will increase the amount of impervious area within the road's right-of-way and will require the acquisition of additional right-of-way, including area to be used for the construction of stormwater treatment facilities. Roadway runoff will be conveyed via ditches and swales to stormwater ponds for treatment and attenuation.

In the event of a hazardous materials spill, the nearest county Hazardous Material Team is

notified. If possible, the responsible party is contacted and requested to mobilize a cleanup effort. If the responsible party is unknown, cannot be contacted, or is unable to mobilize remedial action immediately, the county Hazardous Material Team and the FDOT personnel coordinate an immediate cleanup effort, then pursue reimbursement from the responsible party. The corridor has no industrial development; most of the development in the immediate area is comprised of Walt Disney World and those businesses and developments associated with tourism. However, the spill potential along Section 1 of I-4 is considered medium due to the high Average Daily Traffic (ADT) volume: 20-year design ADT 180,000.

A contamination screening evaluation performed for the project utilized relevant information from regulatory agencies, historic aerial photographs, previous environmental reports and site reconnaissance to identify and evaluate all potential contamination sites within the project corridor. Eleven businesses, sites or areas were identified within the project limits which may pose some risk of contamination impacts for the proposed I-4 improvements. The identified sites are potentially associated with petroleum and/or hazardous materials contamination. Of these 11 sites, seven have a contamination risk potential rating of Low, two have a risk rating of Medium and two have a risk rating of High. A Precautionary Level II Soil and Groundwater Investigation as well as agency coordination are recommended for those sites with High risk ratings.

There are public wellfields permitted in the vicinity of the proposed project. Kissimmee West Wellfield public water supply wells are located approximately 1.25 kilometers (2 miles) northwest of I-4, hydrologically upstream from the proposed project. Additional wellfields are located downstream of the proposed project. These include Camelot West Wellfield and the Vistana Water Treatment Plant. Each of these facilities is labeled on the attached location map.

As indicated on the attached WQIE checklist, project stormwater facilities will be designed and constructed in compliance with state water quality and quantity standards for stormwater. These measures are designed to insure that FDOT construction projects introduce no hazards to water quality and in many cases effect the improvement of surface water runoff through the retrofitting of existing facilities.

I trust this information will be sufficient for your review. If you require further information please contact me at (813) 875-1115.

Sincerely,

DAMES & MOORE, INC.



Richard Darden
Project Biologist

Attachments

WQIE CHECKLIST

Project Name: I-4 (S.R.400) PD&E Study From CR 432 (Osceola -Polk Co. Line) To SR 528 (Beeline Expressway)

State Project Number: 92130-1425 & 75280-1479 WPI Number: 5147330 & 5147524

Short project description (attach additional pages, if needed): This project includes widening I-4 from four to six general use lanes plus two high occupancy vehicle lanes along a 22.0 km (13.7 mile) stretch from C.R. 532 (Osceola-Polk Line Road) to S.R. 528 (BeeLine Expressway) in Osceola and Orange Counties, Florida.

PART I: DETERMINATION OF WQIE SCOPE

Does project increase impermeable surface area: Yes No

Does project alter the drainage system? Yes No

If the answer to both questions is no, complete the WQIE by checking Box A in Part 4.

Otherwise, proceed to Part 2.

PART 2: PROJECT CHARACTERISTICS

20-year design ADT: 180,000 Expected speed limit: 90 km/hr

Drainage area: 240 hectares 74 post 18 pre % Impervious 26 post 72 pre % Pervious

Land Use: 3 % Residential 32 % Commercial 0 % Industrial

15 % Agricultural 2 % Wetlands 48 % Other Natural (Undeveloped)

Accidental spill potential: High Medium Low

Potential large sources of pollution (identify): _____

Groundwater receptor (name of aquifer or N/A): Biscayne Aquifer

Designated well head protection area: Yes No Name: _____

Sole source aquifer: Yes No Name: Biscayne Aquifer

(Note: EPA must be notified if either answer is yes.)

Groundwater recharge mechanism: Infiltration / Percolation

(Notify District Drainage Engineer if karst conditions expected)

Surface water receptor (name or N/A): Reedy Creek Swamp

Classification: I II III IV V

Special designation (check all that apply):

ONRW OFW Aquatic Preserve Wild & Scenic River

Special Water SWIM Area Local Comp Plan MS4 Area

Other (specify): _____

Conceptual storm water conveyances (check all that apply): _____

Swales Curb and Gutter Pipe

Other (specify): Ponds

PART 3: ENVIRONMENTAL REGULATORY REQUIREMENTS

Do environmental regulatory requirements apply? Yes No

If no, proceed to Part 4 and check Box B. If yes, proceed with Part 3.


Regulatory Agency (check all that apply)	Reference citation for regulatory criteria (attach copy of pertinent pages)	Most stringent criteria (check all that apply and describe below)
USEPA <input type="checkbox"/>		<input type="checkbox"/>
FDEP <input type="checkbox"/>		<input type="checkbox"/>
WMD <input checked="" type="checkbox"/> (Specify)	Chapter 40E-4 FAC Chapter 40E-40FAC Chapter 40E-41FAC	<input checked="" type="checkbox"/>
Other <input checked="" type="checkbox"/> (Specify)	FDOT 1486 FAC Drainage Connections	<input type="checkbox"/>
Describe most stringent criteria: Capture and treat first 2.5 inches of stormwater over impervious project area.		

Proceed to Part 4 and check Box C.

PART 4: WQIE DOCUMENTATION

- A. No involvement in water quality issues.
- B. No regulatory requirements apply to water quality issues.
(Document by checking the "none" box for water quality in Section 6.C.3 of Form 508-01 or Section 5.C.3 of Form 508-05.)
- C. Regulatory requirements apply to water quality issues. All water quality issues will be mitigated through compliance with the quantity design requirements placed by South Florida Water Management District, an authorized regulatory agency.
(Document by checking the "none" box for water quality in Section 6.C.3 of Form 508-01 or Section 5.C.3 of Form 508-05.)

Evaluator Name: Richard Darden

Signature: 

Office: Dames & Moore Tampa

Date: 1-30-98



South Florida Water Management District

Orlando Service Center • 7335 Lake Ellenor Drive • Orlando, FL 32809
(407) 858-6100 • Fax (407) 858-6121 • 1-800-250-4250 • Suncom 358-6100

Con 24-08

February 13, 1998

Mr. Robert Gleason
Environmental Administrator
Florida Department Of Transportation District V
Environmental Management Office
719 South Woodland Boulevard
Deland, Florida 32720

RECEIVED

FEB 17 1998

Dept. of Transportation
P.O. & E.

**Subject: Interstate 4 PD&E Study, Section 1
State Project Numbers 92130-1425 and 75280-1479
Work Program Items 5147390 and 5147254
Osceola and Orange Counties
Mitigation Plan**

Dear Mr. Gleason:

This is in response to your letter dated January 29, 1998. The South Florida Water Management District (SFWMD) hereby recognizes that the Interstate 4 PD&E Study, Section 1, will be submitted by the Florida Department Of Transportation (FDOT) to the SFWMD for mitigation pursuant to 373.4137 Florida Statutes. At this time, it is the SFWMD's intention to provide mitigation for the referenced project in accordance with the legislation. If you have any questions regarding our response, please contact me at (407) 858-6100 or Suncom 358-6100.

Sincerely,

Marc S. Ady,
Orlando Service Center

MSA/jr

SEARCHED		INDEXED		SERIALIZED		FILED	
FEB 17 1998				FBI - ORLANDO			
By: <i>J. L. ...</i>		Date: <i>2/17/98</i>		By: <i>M. S. Ady</i>		Date: <i>2/17/98</i>	
Supv.		Spec. Inv.		Supv.		Spec. Inv.	
Fax #		Fax #		Fax #		Fax #	

c: Charles Allen, FDCT, Tallahassee



Richard A. Muchek


Miriam Singer

Regional Director

District Headquarters - 3301 Gun Club Road, P.O. Box 24680, West Palm Beach, FL 33416-0680 • (407) 686-1800, FL WAITS 1-800-432-2045

MEMORANDUM OF MEETING

TO: File 24434

FROM: 
Jack Freeman

SUBJECT: I-4 Corridor PD&E Study - Section 1
State Project No. 92130-1425 & 75280-1479
WPI Nos. 5147330 & 5147254
Federal Aid Project No. N/A & NH-4-2(169)65
Property Owner Meeting

DATE OF
MEETING: February 18, 1998

On February 18, 1998, I met with Mr. Daniel Harper, President of Southhampton Properties (407-370-0093) who represents the Ruby Lake Ranch DRI property. The purpose of the meeting was to discuss the proposed I-4 and Lake Avenue Interchange.

I discussed with Mr. Harper that the Lake Avenue Interchange is a proposal under study. There are two aspects of the study. The first is the Systems Access Modification Report (SAMR) which will provide the approval for the interchange access. This approval will likely not occur until 1999. The second aspect is the study of alternatives being done by HNTB. I showed to Mr. Barr the three concepts under consideration explaining how each impacts the Ruby Lake Ranch property. We discussed the fact that the I-4 Staging and Financing plan shows the construction of this section of I-4 to be after the year 2010. I explained that these alternatives are under review by FDOT and FHWA at this time and are subject to change. I said that the revised alternatives will be shown at the Public Meeting scheduled for April 14, 1998. Mr. Harper requested copies of the alternatives. I requested that he placed the request in writing directed to Harold Webb.

Mr. Harper's principal concerns were the amount of acreage that each alternative would require and the timing for construction. I told Mr. Harper that I could provide the acreages for each alternative. Mr. Harper expressed concern regarding the timing for the construction of the interchange. I explained that many interchanges along the I-4 corridor have been accelerated through private money and right-of-way donations. This would have to be a group of property owners working together and reach agreement with FDOT/FHWA. I explained that most of the new interchanges along I-4 in recent years have been done in this manner. This could not proceed forward until after the SAMR has been approved.


Mr. Harper stated that he would attempt to get the property owner for the Ruby Lake Ranch to attend out Public Meeting on April 14.

Copies to:
Harold Webb - FDOT
Vicki Smith - Keith & Schnars
Roger Neiswender - TCG

~~Richard Darden - Dames & Moore~~

MEMORANDUM OF MEETING

TO: File 24434

FROM: 
Jack Freeman

SUBJECT: I-4 Corridor PD&E Study - Section 1
State Project No. 92130-1425 & 75280-1479
WPI Nos. 5147330 & 5147254
Federal Aid Project No. N/A & NH-4-2(169)65
Property Owners Coordination Meeting

DATE OF
MEETING: February 18, 1998

On February 18, 1998, I met with Mr. James Burr, Vice President with Strategic Hotel Capital Inc. (407-352-5272) who represents Embassy Suites Hotels. The Embassy Suite Hotel discussed is located in the SW quadrant of the proposed I-4/Lake Avenue Interchange.

I discussed with Mr. Burr that the Lake Avenue Interchange is a proposal under study. There are two aspects of the study. The first is the Systems Access Modification Report (SAMR) which will provide the approval for the interchange access. This approval will likely not occur until 1999. The second aspect is the study of alternatives being done by HNTB. I showed to Mr. Burr the three concepts under consideration explaining how each impacts the Embassy Suite property. We discussed the fact that the I-4 Staging and Financing plan shows the construction of this section of I-4 to be after the year 2010. I explained that these alternatives are under review by FDOT and FHWA at this time and are subject to change. I said that the revised alternatives will be shown at the Public Meeting scheduled for April 14, 1998. Mr. Burr requested copies of the alternatives. I requested that he placed the request in writing directed to Harold Webb.

We discussed the issue of access to the Embassy Suite site from the interchange. I informed Mr. Burr that the plans that have been presented to FDOT and FHWA show a median opening to his western-most driveway entrance. I explained that this opening does not meet FDOT access management criteria or the FHWA limited access line criteria. The plan now shows signals at both the ramp terminals and the intersection of Palm Parkway and Lake Avenue. We are now conducting the traffic analysis to see if this median opening will work. I asked Mr. Burr if there is a possibility of developing access thru the hotel sites to the west. He stated that this is now being developed as three economy hotels and access across the site will not be possible.

I invited Mr. Burr to contact me anytime he has a question regarding the project.

JRF/jag

Copies to:
Harold Webb - FDOT
Vicki Smith - Keith & Schnars
Roger Neiswender - TCG





March 6, 1998

Mr. Michael Bentzien
Department of the Interior
U.S. Fish and Wildlife Service
P.O. Box 2676
Vero Beach, Florida 32961-2676

One North Dale Mabry Highway
Suite 700
Tampa, Florida 33609
813 875 1115 Tel
813 874 7424 Fax

**RE: Wildlife and Habitat Assessment
Draft Technical Memorandum
FDOT Project Development and Environment Study
Interstate 4, Osceola County line to SR 528/Bee Line Expressway
State Project Nos: 92130-1425, 75280-1479
Work Program Item Nos: 5147330, 5147254**

Dear Mr. Bentzien:

The Florida Department of Transportation (FDOT) is conducting a PD&E Study along Interstate 4 (I-4) to consider and evaluate alternatives for the future expansion and improvement of I-4 between Polk County and Interstate 95. This corridor has been divided into three segments, each being studied simultaneously. Dames & Moore is assisting FDOT with the southernmost segment (Segment 1), which begins at the Polk/Osceola County line and ends west of SR 528/Bee Line Expressway, in the vicinity of Big Sand Lake.

As part of this study, information was collected to determine the proposed project's potential for effects to wildlife and wildlife habitats. We would appreciate your review of the enclosed Draft Technical Memorandum Wildlife and Habitat Assessment and your concurrence with the determination that this project will have "no effect" on wildlife.

Thank you for your interest in this project. Please do not hesitate to call me at (813) 875-1115 if you need any additional information or assistance.

Sincerely,

DAMES & MOORE, INC.

A handwritten signature in cursive script that reads 'Richard Darden'.

Richard Darden
Biologist

enclosure

cc: Bob Gleason (FDOT)
Jack Freeman (HNTB)



March 6, 1998

Mr. John Wrublik
Office of Environmental Services
Florida Game and Fresh Water Fish Commission
110 43rd Avenue SW
Vero Beach, Florida 32968

One North Dale Mabry Highway
Suite 700
Tampa, Florida 33609
813 875 1115 Tel
813 874 7424 Fax

**RE: Wildlife and Habitat Assessment
Draft Technical Memorandum
FDOT Project Development and Environment Study
Interstate 4, Osceola County line to SR 528/Bee Line Expressway
State Project Nos: 92130-1425, 75280-1479
Work Program Item Nos: 5147330, 5147254**

Dear Mr. Wrublik:

The Florida Department of Transportation (FDOT) is conducting a PD&E Study along Interstate 4 (I-4) to consider and evaluate alternatives for the future expansion and improvement of I-4 between Polk County and Interstate 95. This corridor has been divided into three segments, each being studied simultaneously. Dames & Moore is assisting FDOT with the southernmost segment (Segment 1), which begins at the Polk/Osceola County line and ends west of SR 528/Bee Line Expressway, in the vicinity of Big Sand Lake.

As part of this study, information was collected to determine the proposed project's potential for effects to wildlife and wildlife habitats. Please review the enclosed Draft Technical Memorandum Wildlife and Habitat Assessment and the determination that this project will have "no effect" on wildlife. We would appreciate any comments you may have concerning the project.

Thank you for your interest. Please do not hesitate to call me at (813) 875-1115 if you need any additional information or assistance.

Sincerely,

DAMES & MOORE, INC.

A handwritten signature in cursive script that reads 'Richard Darden'.

Richard Darden
Biologist

enclosure

cc: Bob Gleason (FDOT)
Jack Freeman (HNTB)



Susan C. Elfers
Staff Environmental Analyst
Orlando Service Center
South Florida Water Management District
7335 Lake Ellenor Drive
Orlando, Florida 32809

March 6, 1998

One North Dale Mabry Highway
Suite 700
Tampa, Florida 33609
813 875 1115 Tel
813 874 7424 Fax

**RE: Interstate 4 PD&E Study, Section 1
State Project Numbers 92130-1425 and 75280-1479
Work Program Items 5147330 and 5147254
Federal Aid Project Numbers N/A and NH-4-2(169)65
Osceola and Orange Counties
Draft Wetland Evaluation Report**

Dear Ms. Elfers:

The Florida Department of Transportation (FDOT) is studying proposed improvements to Interstate 4 throughout FDOT District Five. The project numbers above refer to Section 1 of the overall study corridor. Section 1 begins at the Polk-Osceola County line and extends approximately 22.0 kilometers (13.7 miles) through Osceola County to State Road 528 (BeeLine Expressway) in Orange County. This study will ultimately lead to the design and construction of additional general use and high occupancy vehicle lanes, as well as interchange and collector-distributor improvements, to accommodate increased traffic demands and address current roadway deficiencies and safety concerns.

One of the objectives of the PD&E phase of the project is to identify the potential for environmental impacts which may result during and following construction and to identify and coordinate with agencies responsible for issuing environmental permits for unavoidable impacts. The enclosed Wetland Evaluation Report has been prepared as part of this process. We would appreciate your review of this Report and any comments you may have.

If you require additional information or we may be of further assistance please feel free to call me at (813) 875-1115. We look forward to hearing from you.

Sincerely,

DAMES & MOORE, INC.

A handwritten signature in cursive script that reads 'Richard Darden'.

Richard Darden
Biologist

cc: Jack Freeman, HNTB
Bob Gleason, FDOT



Kate Kolbo
Reedy Creek Improvement District
1900 Hotel Plaza Boulevard
Lake Buena Vista, Florida 32830

March 6, 1998

**RE: Interstate 4 PD&E Study, Section 1
State Project Numbers 92130-1425 and 75280-1479
Work Program Items 5147330 and 5147254
Federal Aid Project Numbers N/A and NH-4-2(169)65
Osceola and Orange Counties
Draft Wetland Evaluation Report**

Dear Ms. Kolbo:

The Florida Department of Transportation (FDOT) is studying proposed improvements to Interstate 4 throughout FDOT District Five. The project numbers above refer to Section 1 of the overall study corridor. Section 1 begins at the Polk-Osceola County line and extends approximately 22.0 kilometers (13.7 miles) through Osceola County to State Road 528 (BeeLine Expressway) in Orange County. This study will ultimately lead to the design and construction of additional general use and high occupancy vehicle lanes, as well as interchange and collector-distributor improvements, to accommodate increased traffic demands and address current roadway deficiencies and safety concerns.

One of the objectives of the PD&E phase of the project is to identify the potential for environmental impacts which may result during and following construction and to identify and coordinate with agencies responsible for issuing environmental permits for unavoidable impacts. The enclosed Draft Wetland Evaluation Report has been prepared as part of this process. As you will notice, a portion of this project lies within the Reedy Creek Improvement District (RCID). As it will be necessary for the Department to coordinate many aspects of the project with RCID, we are forwarding this Report to you for your review. We welcome any comments you may have concerning wetlands and proposed impacts in your area.

Please feel free to call me at (813) 875-1115 if you require additional information or I may be of further assistance. Thank you for your review of this Report and your interest in our project.

Sincerely,

DAMES & MOORE, INC.

A handwritten signature in cursive script that reads 'Richard Darden'.

Richard Darden
Biologist

cc: Jack Freeman, HNTB
Bob Gleason, FDOT



March 6, 1998

Mark R. Evans
Project Manager
Regulatory Branch, Atlantic Permits Section
U.S. Army Corps of Engineers
400 West Bay Street, Room 201
Jacksonville, Florida 32202

One North Dale Mabry Highway
Suite 700
Tampa, Florida 33609
813 875 1115 Tel
813 874 7424 Fax

**RE: Interstate 4 PD&E Study, Section 1
State Project Numbers 92130-1425 and 75280-1479
Work Program Items 5147330 and 5147254
Federal Aid Project Numbers N/A and NH-4-2(169)65
Osceola and Orange Counties
Draft Wetland Evaluation Report**

Dear Mr. Evans:

The Florida Department of Transportation (FDOT) is studying proposed improvements to Interstate 4 throughout FDOT District Five. The project numbers above refer to Section 1 of the overall study corridor. Section 1 begins at the Polk-Osceola County line and extends approximately 22.0 kilometers (13.7 miles) through Osceola County to State Road 528 (BeeLine Expressway) in Orange County. This study will ultimately lead to the design and construction of additional general use and high occupancy vehicle lanes, as well as interchange and collector-distributor improvements, to accommodate increased traffic demands and address current roadway deficiencies and safety concerns.

One of the objectives of the PD&E phase of the project is to identify the potential for environmental impacts which may result during and following construction and to identify and coordinate with agencies responsible for issuing environmental permits for unavoidable impacts. The enclosed Draft Wetland Evaluation Report has been prepared as part of this process. We would appreciate your review of this Report and any comments you may have. Each of the proposed alternative alignments involve constructing improvements to the *existing* roadway, thereby minimizing wetland and other environmental impacts. Differences in proposed total impact area among the alternatives are not significant. In particular, we would like to direct your attention to the Department's intention to provide wetland mitigation pursuant to S373.4137 FS to satisfy the requirements of Part VI, Chapter 373, FS and 33 U.S.C. s1344.

Mr. Mark R. Evans
March 6, 1998
Page 2

We would be pleased to meet with you or someone from your staff in the field to allow you to review proposed impact areas firsthand. Our biologists have spent a great deal of time characterizing these areas and would be happy to escort you. Please feel free to call me at (813) 875-1115. Thank you for your review of this Report and your interest in our project.

Sincerely,

DAMES & MOORE, INC.



Richard Darden
Biologist

cc: Jack Freeman, HNTB
Bob Gleason, FDOT



DAMES & MOORE

A DAMES & MOORE GROUP COMPANY

Terry Rierdan
Florida Department of Environmental Protection
3319 McGuire Boulevard
Orlando, Florida 32803

March 11, 1998

One North Dale Mabry Highway
Suite 700
Tampa, Florida 33609
813 875 1115 Tel
813 874 7424 Fax

**RE: Interstate 4 PD&E Study, Section 1
State Project Numbers 92130-1425 and 75280-1479
Work Program Items 5147330 and 5147254
Federal Aid Project Numbers N/A and NH-4-2(169)65
Osceola and Orange Counties
Draft Wetland Evaluation Report**

Dear Mr. Rierdan:

The Florida Department of Transportation (FDOT) is studying proposed improvements to Interstate 4 throughout FDOT District Five. The project numbers above refer to Section 1 of the overall study corridor. Section 1 begins at the Polk-Osceola County line and extends approximately 22.0 kilometers (13.7 miles) through Osceola County to State Road 528 (BeeLine Expressway) in Orange County. This study will ultimately lead to the design and construction of additional general use and high occupancy vehicle lanes, as well as interchange and collector-distributor improvements, to accommodate increased traffic demands and address current roadway deficiencies and safety concerns.

One of the objectives of the PD&E phase of the project is to identify the potential for environmental impacts which may result during and following construction and to identify and coordinate with agencies responsible for issuing environmental permits for unavoidable impacts. The enclosed Wetland Evaluation Report has been prepared as part of this process. We would appreciate your review of this Report and any comments you may have.

If you require additional information or we may be of further assistance please feel free to call me at (813) 875-1115. We look forward to hearing from you.

Sincerely,

DAMES & MOORE, INC.

Richard Darden
Biologist

cc: Jack Freeman, HNTB
Bob Gleason, FDOT

Coordination Meeting Status Report/Agenda

Meeting #18

March 12, 1998

I-4 Corridor PD&E Study, Section 1

State Project Nos. 92130-1425 And 75280-1479

WPI Nos. 5147330 And 5147254

Federal Aid Project Nos: N/A And NH-4-2(169)65

1. Status Of Activities Since Last Meeting:

• **Public Involvement**

- Preparing to conduct Public Meeting on April 14, 1998
- Reviewed Property Owner letter and Newsletter
- Consideration of Transformation Station Locations
- Conducted meetings with property owner representative (2/18)
- Prepared response to Disney letter

• **Engineering**

- **Engineering Activities**

- * Completed revisions on Typical Sections and HOV access point details
- * Received and summarized FDOT ROW estimate for segment alternatives
- * Conducted design review meeting w/FDOT District 5 Core Team on February 25, 1998
- * Attended design review meeting w/FHWA - March 4, 1998
- * Continued horizontal and vertical geometric adjustments of interchange concepts
- * Conducted review of 2020 traffic forecasts and analysis for all segments and provided TCG comments on February 27, 1998
- * Continued Constructability reviews of interchanges
- * Provided initial cost estimates for segment alternatives
- * Addressed internal QC comments on Location Hydraulics Report for submittal in mid-March
- * Finalizing Draft Pond Siting Report using the FDOT ROW estimates - undergoing internal QC review
- * Provided presentation of US 192 to SR 536 design alternatives to VE team (2/17) and attended debriefing
- * Prepared response to FDOT regarding the FHWA comments on I-4/Osceola Parkway interchange documents.

- Environmental
 - *Social*
 - * Continued preparation of DOA. Attempting to resolve conservation easement issue in Reedy Creek.
 - *Natural*
 - * Prepared Draft Wetlands Evaluation Report; received FDOT comments; being sent to ACOE; FDEP and SFWMD
 - * Prepared Technical Memorandum - Wildlife and Habitat Assessment; received FDOT comments; being sent to USF&W for letter of "No Effect"
 - *Physical*
 - * Prepared Draft Air Quality Report; received FDOT comments; Final Report being prepared
 - * Completed Noise Impact Analysis. Report receiving internal QC.
 - * Prepared WQIE Analysis - Sent to EPA on January 30, 1998 - No Further Action
 - *Reports*
 - * Initial sections of a Pre-Draft EA have been delivered to the FDOT for review


2. Tasks To Be Accomplished By Next Meeting:

- Public Involvement
 - Continue process to prepare for April 14th Public Meeting
 - Conduct Osceola County CTSP meeting
 - Conduct meetings with selected property owners on alternatives
 - Conduct meeting with Orange County on March 13th
 - Conduct meeting w/Disney week of March 16th
 - Coordinate scheduling of Transportation Station
 - Provide PIC updated files of alternatives to include Western Beltway interchange alternatives
- Engineering Analysis
 - Continued evaluation and refinement of FDOT ROW Estimates
 - Prepare response to VE comments
 - Prepare Comparative Evaluation Matrix for segment alternatives
 - Refine and finalize geometric alternatives
 - Complete development of Western Beltway interchange alternatives (3/13) and engineering analysis/cost estimates (3/31)
 - Prepare structure plans for Western Beltway alternative
 - Revise plan, elevation and section for structures of preferred alternatives
 - Prepare Typical Section Package
 - Evaluate roadway lighting areas
 - Update Construction Cost Estimates

- Continue preparation of Signing Plan for preferred alternatives
- Continue MOT and Constructability Analysis for preferred alternatives
- Finalize Pond Siting Report
- Finalize Location Hydraulics Report
- Finalize Pre-Draft PER
- Environmental
 - *Social*
 - * Conduct analysis of Western Beltway interchange alternatives
 - * Initiate preparation of Conceptual Stage Relocation Plan w/FDOT
 - * Complete preparation of Draft DOA and submit to FDOT for review
 - *Natural*
 - * Conduct analysis of Western Beltway interchange alternatives *ok*
 - * Coordinate Wetland Evaluation Report w/USACOE, FDEP & SFWMD *ok*
 - * Received letter from SFWMD confirming the use of SB 1986 for wetland mitigation *ok*
 - * Coordinate "No Adverse Impacts" letter from U.S. Fish and Wildlife *ok*
 - *Physical*
 - * Submit Draft Noise Impact Report and complete Noise section of Draft EA. *to do*
 - * Submit Final Air Quality Report
 - *Reports*
 - * Continue Preparation of Draft EA *on-going*
- 3. Meetings For Unresolved Issues
 - None
- 4. Anticipated Problem Areas
 - None
- 5. Unresolved Issues
 - None

MEMORANDUM OF MEETING

TO: Vicki Smith
Keith & Schnars

FROM: 
Jack Freeman

SUBJECT: I-4 Corridor PD&E Study - Section 1
State Project No. 92130-1425 & 75280-1479
WPI Nos. 5147330 & 5147254
Federal Aid Project No. N/A & NH-4-2(169)65
I-4 Coordination Meeting #18

DATE OF
MEETING: March 12, 1998

This memorandum summarizes discussions held at the March 12, 1998 I-4 PD&E Coordination meeting. Attached to this memorandum is a copy of the Section 1 agenda which was handed out at the meeting. Issues discussed during the meeting are as follows:

- David Unkefer of FHWA stated that the FHWA comments on the I-4 Multi-Modal Master Plan Conceptual Engineering Report of May 1996 need to be considered in the development of alternatives in the PD&E process. It was noted that there were responses provided as part of the final Master Plan documents to each of these comments. Mr. Unkefer provided a copy of the comment, however, we need to get out the Master Plan to see the response. Also it was requested that FHWA would prepare a response to the response to note where they concur or don't concur to the Master Plan Responses.
- It was requested by Mr. Unkefer that a set of meeting minutes be prepared for the March 4th coordination meeting with FHWA. Harold Webb requested that each section prepare their own minutes for the comments made of their respective section. Mr. Webb provided a copy of the notes made by Bob Cortelyou during the conduct of the meeting (Tony Melton Action Item)
- FHWA provided to FDOT a copy of some policy issues which need to be addressed as part of the development of I-4 PD&E Studies. Guidance was also given on how to address any variations with the FHWA policies.
- It was noted by Mr. Unkefer and Section 2 that the CORSIM simulation analysis for the I-4 Corridor is starting to run. The issue of only being able to get 15 minutes of simulation has evidently been resolved with the new version of CORSIM as they are

now getting one hour of simulation. URS/Greiner noted that they are now starting to run the existing conditions for the Downtown and John Young Parkway areas. They are still in the validation process of these simulation runs. The issue now appears to how the CORSIM data will be used in the analysis process. FDOT and FHWA seem to have a little different approach on how the evaluation of improvement alternatives needs to be addressed.

- It was noted that for the I-4/John Young Parkway interchange that FHWA has introduced a concept which needs to be addressed. URS/Greiner stated that in addition to their evaluation of the FHWA concept, it has been given to the value engineering team which is also addressing it during the VE review being conducted this week.
- For the 6-lane widening study that is being conducted by FDOT for the section north of Lake Mary Boulevard, FHWA asked the question if widening to the inside (within the existing median) was considered. It was stated by FHWA that the potential rail within this area is many years off. Considering the time value of money, it may be better to go to the inside for whatever period of years that could possibly be available rather than doing the widening to the outside. Mr. Webb stated that they would get with the FDOT Project Manager, Heather Bradshaw to see whether this alternative had been considered and what options are available.
- Mr. Unkefer asked about coordination with community traffic safety program (CTSP) and emergency management services. It was stated that we have previously made several presentations to the County CPSP Teams and are scheduled to have another round in April. We are also scheduling meetings with the Tri-County Emergency Management Group. For areas of Orange and Osceola Counties, coordination seems to be going fairly well. There are still two issues that need to be resolved with regard to this ongoing coordination.
 - (1) The Osceola and Orange County Law Enforcement support the barrier system. In Seminole and Volusia County Law Enforcement is more favorable toward the buffer. This issue needs to be resolved at the Department level.
 - (2) The other issue is regarding funding for support of the enforcement. There needs to be changes in legislation to allow for funding of local law enforcement to assist with the enforcement of the HOV lanes.
- The previous discussion regarding emergency management led into a discussion of HOV issues. FHWA suggested that a white paper on the operation of the HOV needs to be prepared. This white paper needs to address 24-hour operation versus peak hour operation. The issue was raised of how this would fit within the FDOT interchange

policy of November 14, 1991. It was noted by Mr. Unkefer that FHWA's position on this is that they prefer a 24-hour HOV only operation.

- It was noted by FHWA that they want to see a signing plan for Sections 1 and 2. It was stated that Section 1 has the development of a signing plan within his Scope of Services for the preferred alternative only. Some initial work has been done in this with regards to substantial signing issues but no detail plan will be developed until the alternatives narrowed further. Section 2 stated that it is not within their contract to this work. A supplemental agreement for Section 2 was requested to prepare a signing plan.
- With regards to the Section 1 report, several items of discussion were as follows:
 - It was noted to David Unkefer of FHWA that a follow-up conversation to the March 4th meeting would be requested with Mark Barlett. It was stated that Jack Freeman would travel to Tallahassee to meet with Mr. Barlett to discuss some of the outstanding issues from the March 4th meeting.
 - A copy of the Pond Siting Report prepared by PBS&J for Section 3 was requested as it has been noted as a good example to follow.
 - It was noted that the Value Engineering Report for the Section between US 192 and SR 536 should be received by FDOT in the next several days and will be forwarded to HNTB.
 - The question was asked by FHWA as to the level of participation by USACOE. It was stated that they did not attend the EAC small group meeting that was conducted in mid-December. The wetland evaluation report was sent to them and several other environmental agencies late last week. We are awaiting their comments.
 - Section 2 asked when we felt discussions on preferred alternatives would be made. It was stated that for the Public Meeting to be conducted on April 14, 1998, all alternatives will be shown equally and no preferred will be presented. However, it is our desire to sit down with FDOT within the next several weeks to make a recommendation on the preferred alternative. Section 2 noted that this could be an issue affecting the schedule of the Systems Access Modification Report.
 - FHWA asked when they could expect to receive Section 1 Environmental Documents for review. It was stated that this is scheduled for mid-May 1998.
- Section 2 noted that they are starting to prepare information on design exceptions and variations that they have within their section. They noted that this is particularly

Called
M. Evans
on
3/30/98



Memorandum of Meeting

March 12, 1998

Page 4

important for some of their vertical profile issues thru the College Park area. This needs to be undertaken by Section 1 once the preferred alternatives have been selected.

- It was requested that the PIC set up a meeting with Tri-County Emergency Management Committee. Vicki Smith stated that she would schedule this meeting.
- Public Involvement Consultant noted that the web site is now operational. It was requested that each team member take a look at it and offer any suggestions. FHWA requested that perhaps the web site could be enhanced by adding a live shot from various CCTV cameras along the I-4 corridor. Vicki Smith agreed to look into this.
- PIC stated that the talking points memorandum that was prepared months ago will be distributed to all team members in the upcoming weeks.

Other topics of discussion that affect Section 1 were in accordance with the Meeting agenda attached to this memorandum.

JRF/jag

Copies to:

Harold Webb - FDOT

Howard Hoffman - HNTB

Tony Melton - HNTB

George Huffman - HNTB

David Wagner - HNTB

Gary Reed - Michael Baker

Richard Darden - Dames & Moore

Roger Neiswender - TCG

Bryant Marshall - GEC

Marion Almy - ACI

Robbin Ossi - ETP

Tim Lomax - TTI

File 24434-PL-001-001-T021

**Coordination Meeting Status Report/Agenda
Meeting #18
March 12, 1998**

**I-4 Corridor PD&E Study, Section 1
State Project Nos. 92130-1425 And 75280-1479
WPI Nos. 5147330 And 5147254
Federal Aid Project Nos: N/A And NH-4-2(169)65**

I. Status Of Activities Since Last Meeting:

• **Public Involvement**

- Preparing to conduct Public Meeting on April 14, 1998
- Reviewed Property Owner letter and Newsletter
- Consideration of Transformation Station Locations
- Conducted meetings with property owner representative (2/18)
- Prepared response to Disney letter

• **Engineering**

- **Engineering Activities**

- * Completed revisions on Typical Sections and HOV access point details
- * Received and summarized FDOT ROW estimate for segment alternatives
- * Conducted design review meeting w/FDOT District 5 Core Team on February 25, 1998
- * Attended design review meeting w/FHWA - March 4, 1998
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- * Continued Constructability reviews of interchanges
- * Provided initial cost estimates for segment alternatives
- * Addressed internal QC comments on Location Hydraulics Report for submittal in mid-March
- * Finalizing Draft Pond Siting Report using the FDOT ROW estimates - undergoing internal QC review
- * Provided presentation of US 192 to SR 536 design alternatives to VE team (2/17) and attended debriefing
- * Prepared response to FDOT regarding the FHWA comments on I-4/Osceola Parkway interchange documents.

- **Environmental**

- *Social*

- * Continued preparation of DOA. Attempting to resolve conservation easement issue in Reedy Creek.

- *Natural*

- * Prepared Draft Wetlands Evaluation Report; received FDOT comments; sent to USACOE; FDEP; SFWMD and RCID.
 - * Prepared Technical Memorandum - Wildlife and Habitat Assessment; received FDOT comments; sent to USF&W for letter of "No Effect"
 - * Received letter from SFWMD confirming the use of SB 1986 for wetland mitigation

- *Physical*

- * Prepared Draft Air Quality Report; received FDOT comments; Final Report being prepared
 - * Completed Noise Impact Analysis. Report receiving internal QC.
 - * Prepared WQIE Analysis - Sent to EPA on January 30, 1998 - No Further Action

- *Reports*

- * Initial sections of a Pre-Draft EA have been delivered to the FDOT for review

2. Tasks To Be Accomplished By Next Meeting:

- **Public Involvement**

- Continue process to prepare for April 14th Public Meeting
 - Conduct Osceola County CTSP meeting
 - Conduct meetings with selected property owners on alternatives
 - Conduct meeting with Orange County on March 13th
 - Conduct meeting w/Disney week of March 16th
 - Coordinate scheduling of Transportation Station
 - Provide PIC updated files of alternatives to include Western Beltway interchange alternatives

- **Engineering Analysis**

- Continued evaluation and refinement of FDOT ROW Estimates
 - Prepare response to VE comments
 - Prepare Comparative Evaluation Matrix for segment alternatives
 - Refine and finalize geometric alternatives
 - Complete development of Western Beltway interchange alternatives (3/13) and engineering analysis/cost estimates (3/31)
 - Prepare structure plans for Western Beltway alternative
 - Revise plan, elevation and section for structures of preferred alternatives
 - Prepare Typical Section Package

- Evaluate roadway lighting areas
- Update Construction Cost Estimates
- Continue preparation of Signing Plan for preferred alternatives
- Continue MOT and Constructability Analysis for preferred alternatives
- Finalize Pond Siting Report
- Finalize Location Hydraulics Report
- Finalize Pre-Draft PER
- **Environmental**
 - *Social*
 - * Conduct analysis of Western Beltway interchange alternatives
 - * Initiate preparation of Conceptual Stage Relocation Plan w/FDOT
 - * Complete preparation of Draft DOA and submit to FDOT for review
 - *Natural*
 - * Conduct analysis of Western Beltway interchange alternatives
 - * Coordinate Wetland Evaluation Report w/USACOE, FDEP & SFWMD
 - * Coordinate "No Effect" letter from U.S. Fish and Wildlife
 - *Physical*
 - * Submit Draft Noise Impact Report and complete Noise section of Draft EA.
 - * Submit Final Air Quality Report
 - *Reports*
 - * Continue Preparation of Draft EA

3. Meetings For Unresolved Issues

- None

4. Anticipated Problem Areas

- None

5. Unresolved Issues

- None



March 17, 1998

RE: I-4 from CR 532 to SR 528 (Bee Line Expressway)
State Project No: 92130-1425 & 75280-1479
Work Program No: 514730 & 5147254
Federal Aid Project No: NH-4-(169)65
Osceola and Orange Counties, Florida

Dear Neighbor / Interested Party:

The Florida Department of Transportation (FDOT) will hold a Public Information Workshop **Tuesday, April 14, 1998**, for the proposed transportation improvements to I-4 from the Polk/Osceola County line to just east of SR 528 (Bee Line Expressway). The proposed improvements consist of adding Express lanes, intended for long distance travel, and High Occupancy Vehicle (HOV) lanes, also known as car pool lanes. Right of way will be required to add the proposed lanes. There are wetlands that may be impacted by the addition of these lanes. Several existing interchanges and overpasses will be rebuilt to accommodate this proposed widening. The workshop will be held at the **Hyatt Orlando Convention Center, Kissimmee Room, 6375 West Irlo Bronson Memorial Highway (US 192), Kissimmee.** *(See enclosure for more information and meeting location.)*

The conceptual plans, cross sections, and impacts to the community and environment for the alignment alternatives will be available for review from **4:00 p.m. to 7:00 p.m.** in an informal "open house" setting. Also, FDOT representatives will be available to respond to questions and to hold "one-on-one" conversations with you. A brief presentation will be given at **4:30 p.m. and again at 6:00 p.m.** You are encouraged to participate in this meeting to obtain a full understanding of the proposed project alternatives and any potential impacts the project may have to I-4 in your area.

If you would like additional information prior to the meeting, please contact me at (904) 943-5554. Persons requiring special accommodations under the American Disabilities Act of 1990 should contact Ms. Vicki Smith at the I-4 and LRT Public Involvement Office, 370 Whooping Loop, Suite 1154, Altamonte Springs, Florida 32701 or call toll-free 1-888-797-1616. Special accommodation requests should be made at least seven (7) days prior to the workshop.

Sincerely,

Harold Webb
Project Manager



TRANSFORMATION

THE EVOLUTION OF TRANSPORTATION
IN CENTRAL FLORIDA

YOU'RE INVITED!!!

The Florida Department of Transportation wants to let you know what's being planned to improve I-4 in your area, and they want to hear what you have to say! So, a Public Workshop for the I-4 Project Development and Environment (PD&E) Study will be held Tuesday, April 14, 1998, from 4 p.m. to 7 p.m. at the Hyatt in Kissimmee, 6375 West Irlo Bronson Memorial Highway/US 192(see map on other side).

Information about the project, conceptual plans, aerial photographs and cross sections will be on display. Representatives from the Florida Department of Transportation will be available to answer your questions and receive your comments. The workshop will be informal, so please feel free to attend anytime between 4 p.m. and 7 p.m. A brief presentation will be made at 4:30 p.m. and repeated at 6 p.m.

Your input will be considered in the selection of a preferred alternative and the conceptual design for the project. We are particularly interested in your comments regarding the proposed interchanges at Lake Avenue and the Western Beltway.

Please plan to attend this important meeting, examine the proposed alternatives and discuss the project with the study team. Comment forms will be provided. You may submit your comments at the meeting or send your comments to:

Vicki Smith, P.E.
Public Involvement Project Manager
370 Whooping Loop, Suite 1154
Altamonte Springs, FL 32701
Or e-mail: i4info@aol.com

PUBLIC WORKSHOP

Date: Tuesday April 14, 1998
Time: 4 p.m. - 7 p.m.
Location: Hyatt Convention Center
Kissimmee Room
6375 West Irlo Bronson Memorial Highway
Kissimmee, Florida



STUDY OVERVIEW

The I-4 PD&E Study has been underway since the Fall of 1996. The goal of this 27-month study is to determine the best location and conceptual design for improvements to the I-4 corridor from the Polk/Osceola County Line to SR 528 (Bee Line Expressway).

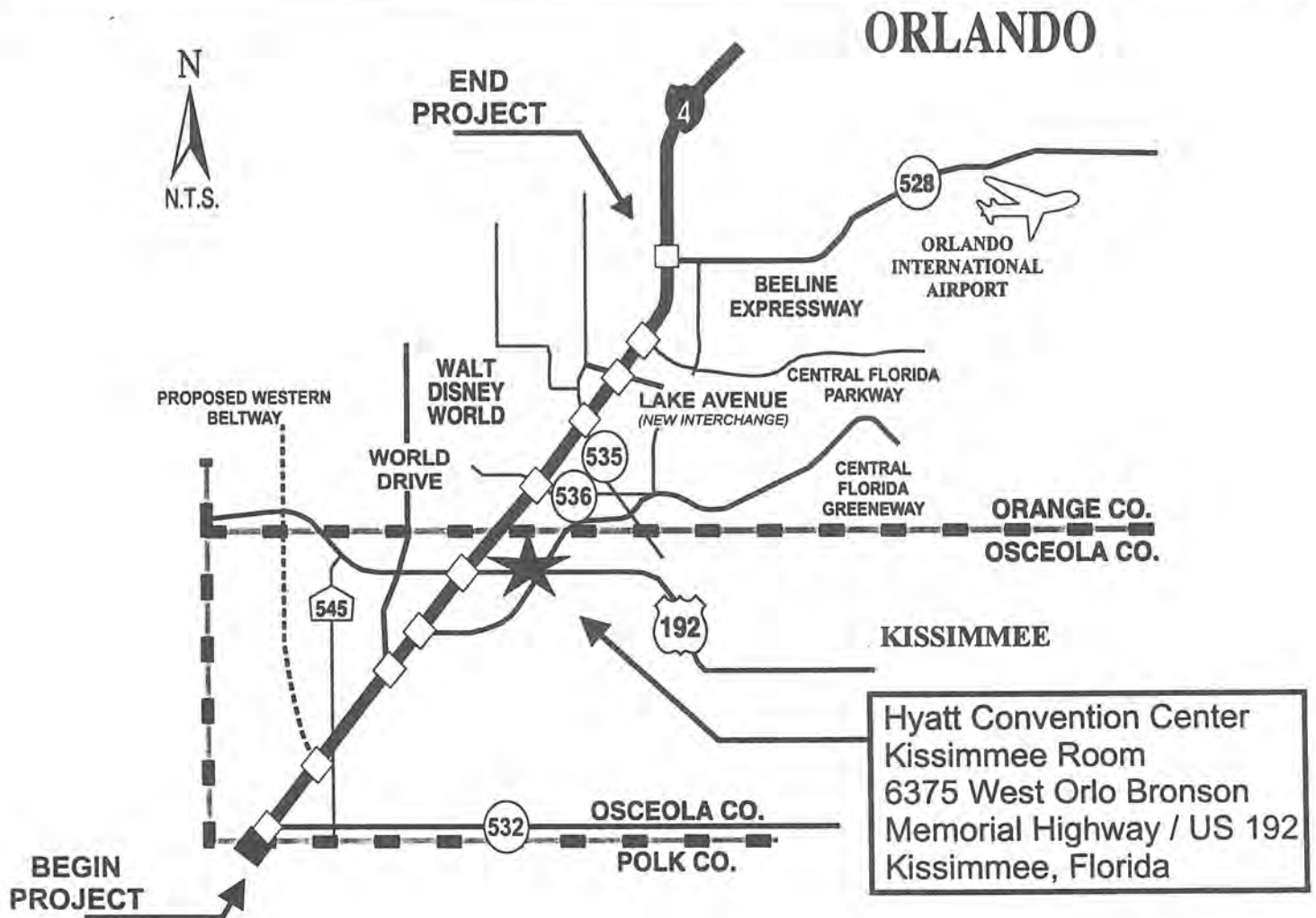
The proposed improvements consist of adding Express lanes, intended for long distance travel, and High Occupancy Vehicle (HOV) lanes, also known as car pool lanes. The Express lanes will be used to transition from Polk County's express lane system to HOV lanes for the Orlando urban area. There are two new interchanges being considered as part of the proposed improvements.

There are several alternatives being considered, including a "no-build". These alternatives will be analyzed in more detail with respect to engineering factors and environmental effects before a preferred alternative is selected.

See other side for project and workshop location map.

I-4 from CR 532 to SR 528 (Bee Line Expressway) State Project No 92130-1425 & 75280-1479 Work Program No: 514730 & 5147254
Federal Aid Project No: NH-4-(169)65

I-4 Project Development and Environment (PD&E) Study Project and Workshop Location Map



PROPOSED IMPROVEMENTS

Polk/Osceola County line to World Drive - 6 General Use Lanes + 4 Express Lanes

- Maintain existing three general use lanes in each direction
- Add two express lanes in each direction
- Provide for transition into and out of Polk County's express lane system
- New interchange for Western Beltway

(As part of a separate project, FDOT will begin construction in the year 2002 on an additional general use travel lane in each direction from the Polk/Osceola County line to US 192 in Osceola County.)

World Drive to north of Lake Avenue - 6 General Use Lanes + 2 High Occupancy Vehicle (HOV) Lanes

- Maintain existing three general use lanes in each direction
- Add one HOV lanes in each direction
- New interchange for Lake Avenue

North of Lake Avenue to the Bee Line Expressway - 6 General Use Lanes + 4 High Occupancy Vehicle (HOV) Lanes

- Maintain existing three general use lanes in each direction
- Add two HOV lanes in each direction

MEMORANDUM OF MEETING

TO: Harold Webb - FDOT

FROM: Jack Freeman - HNTB

RE: I-4 Corridor PD&E Study, Segment 1
State Project Nos. 92130-1425 and 75280-1479
WPI Nos. 5147330 and 5147254
Federal Aid Project Nos. N/A and NH-4-2(169)65
Summary of Meetings with FHWA

DATE OF
MEETINGS: March 4, 1998 and March 24, 1998

The purpose of this memorandum is to summarize conversations which were held with Federal Highway Administration (FHWA) during I-4 Corridor PD&E Study project reviews conducted on March 4 and March 24, 1998. The March 4, 1998, meeting was attended by Tony Melton of HNTB with a number of FDOT and FHWA representatives. A follow-up meeting was conducted on March 24, 1998, in Tallahassee, Florida, where Jack Freeman of HNTB met with Mark Bartlett and David Unkefer, of FHWA. This memorandum summarizes discussions and comments that were received during both meetings. For simplicity in following the comments, they are based upon sheet numbers that were provided in the HNTB plans dated January 28, 1998.

Sheet No. 1

1. In discussion with FHWA regarding the special use lane treatment that is being utilized in FDOT District 1 (Polk County) it was noted that SOVs and HOV 2s would be allowed to utilize this lane within District 1. It was stated that District 1 will allow access and egress to the special use lanes at the Polk Parkway, US 98 and US 27. FHWA expressed some concern that this was really not long distance travel and stated that they would discuss this issue with District 1. We then discussed the transition from the special use lanes to the HOV lanes. We discussed the fact that the Master Plan had the transition location at the County line. As part of the PD&E evaluation process we have extended this treatment up to the World Drive interchange. It was felt to be better at this location because it allowed traffic to disperse in three directions rather than to enter back into I-4. These three directions are Walt Disney World via World Drive, the beltway around Orlando via the Southern Connector C-D road system or re-enter I-4 general use lanes. Further, this location is also the transition from the rural service area to the west into the urban service area to the east. FHWA seemed to generally concur with this approach.
2. We discussed the slip ramp from the general use lanes to the HOV lanes in the eastbound direction shown at the CR 532 interchange and a second slip ramp at the Western Beltway

interchange (Sheet 3). It was stated that the slip ramp at SR 532 was to allow US 27 traffic to enter the special use lanes and allow for better distribution of traffic between the special use lanes and the general use lanes. The slip ramp within the Western Beltway interchange was to accommodate CR 532 traffic entering this system. FHWA stated that they had two concerns with these ramps: 1) They wanted the ramps to be HOV only ramps and not allow any special use traffic to enter for this short distance trip. We discussed that this is likely a signing and enforcement issue should we restrict this entrance to HOV only while still having the long distance trips still within the lanes. 2) Due to the low volumes that are utilizing these ramps, are two ramps really necessary. The ramp located within CR 532 would better serve the US 27 traffic entering the system and give it a longer distance travel within the special use lanes. Having a single ramp located within the Western Beltway allows for picking up traffic in from both US 27 and CR 532. FHWA stated that they would further discuss these issues with the FDOT.

Sheet 2B

1. We discussed the location of the general purpose to HOV access ramp for the westbound lanes located west of the Western Beltway interchange. FHWA had no problem with the location of the ramp with respect to the C-D system coming on to World Drive. They did have some concern with regards to spacing between the Western Beltway interchange and this entrance ramp into the special use lanes. It was stated that the location of this ramp was chose to allow approximately 3000 feet for traffic to weave across the three lanes but still be the exit far enough away from CR 532 exit ramps to minimize any bottleneck effect that this may have.

Sheet No. 3

1. We discussed what Western Beltway interchange Concept A. FHWA expressed concern regarding the design speed of the loop ramp that was shown in this concept. It was noted that this design speed is 30 mph. They expressed concern about trucks tipping as they slow down to go to this type radius.
2. We reviewed Western Beltway interchange Concept B. This three level interchange has a combination of 45 mph and 50 mph design speed curves for the three level interchange. FHWA expressed the desire to try to accomplish 50 mph design speed for all ramps within this systems interchange. It was also noted that for Western Beltway ramps we were providing two lanes off and single lane on in accordance with the Department's overall interstate policy. These laneages should provide level of service D or better at all ramp locations.
3. In reviewing Western Beltway interchange Concept C, we made a change in the location of the I-4 eastbound to Western Beltway northbound ramp. This increased the design speed of the ramp and made it a freer flow interchange.

Sheet No. 4

1. FHWA noted that for the I-4 eastbound direction, direct connect flyover ramp from the special use lanes to the C-D roads, they would like to see a vehicle recovery area at the drop lane ramp. It was discussed that with the 34 foot width being continued thru on the special use lanes, this should be sufficient width for this vehicle recovery area, however, it would be further investigated.
2. It was noted in conversations of the March 4 meeting, FHWA had asked if a continuous C-D between the World Drive C-D system and the Western Beltway had been considered. It was noted to FHWA this was a discussion that occurred between FHWA and Disney at the time of approval of the I-4/World Drive IJR. Upon checking with the I-4 Multi-Modal Master Plan Team, this issue was not addressed during the Multi-Modal Master Plan and has not been addressed as part of this PD&D Study. It was noted, however, in the discussion with FHWA that the C-D no longer appears to be needed with a change of the HOV lanes to the special use and the additional capacity which has been provided. This has resulted in increased traffic in the special use lane which has been taken out of the general use lanes. Therefore, flow from the C-D system at World Drive within the general use lanes to the Western Beltway is much improved. Under the concept of the special use lanes being extended to World Drive, it does not appear that a C-D system is needed.

Sheet No. 5

1. The weaving section in the eastbound C-D road, between the direct connect ramp from the special use lanes and the World Drive exit ramps was discussed. It was noted that the analysis that has been done thus far shows this to be at level of service D. FHWA acknowledged this but expressed concern that if volumes are higher than those shown in the projections this may have some operational problems.
2. We discussed the operation of the eastbound direct connect ramp and the at-grade slip ramp from the HOV lanes to the general use lanes. I explained to FHWA that the direct connect ramp was to service traffic that was transitioning out of the special use lanes and also exiting traffic for World Drive, the Eastern Beltway and going back into the I-4 general use lanes. The at-grade ramp exit located at approximately station 75 would be to service traffic for US 192, Osceola Parkway and SR 536. This exit could also be used for individuals who do not meet the HOV criteria and should have exited but missed the exit. It was noted that the second exit is needed for not only providing the extra point for forgiveness but also to be able to split the volumes exiting the special use lanes so as to not overload the flyover and create a problem within the C-D system.
3. We discussed the two alternatives for creating the special use lanes in the westbound direction. FHWA appeared to be more supportive of the B concept. This was principally because traffic exiting from the general use lanes to enter the special use lanes would tend to go toward a left hand exit, rather than entering a C-D system as proposed in Alternative A. FHWA did not feel

that traffic would exit into the C-D road, appearing they were leaving the system to be able to enter into the HOV lanes. It was noted to FHWA that Alternative B was being preferred by HNTB and FDOT, not only because of its operational issues but because of less impacts on wetlands and less project cost.

Sheet No. 6

1. We discussed the theory of providing for the direct connect ramps within the Road B overpass. It was noted to FHWA that we have received a letter from Disney supporting this HOV access concept and would work with them to provide for the design of the Road B bridge. The reason for the location being here is that the previous exit is located north of SR 536 which handles SR 536, Osceola Parkway and US 192. They did not want to combine this fourth exit at this one location. In looking for an alternative site, this provided the best opportunity at the least cost. FHWA seemed supportive of this concept.
2. FHWA asked about providing a park and ride lot at the Road B location. It was noted to FHWA that in our conversations with Disney and even prior during the Master Plan that Disney has gone on record to being opposed to any park and ride lot in this location. It is generally felt by Disney that they do not need the park and ride lot for Celebration residents or employees. It is generally felt that uses of the park and ride lot in this location would be people coming to and from the west. This would force them to exit at World Drive and utilize the Disney road system to gain access to the park and ride lot and enter the HOV lanes at Road B. Disney has objected to this type of use. FDOT has concurred with the Disney position. The FHWA understood this position.

Sheet 7A

1. In discussing the US 192 interchange Master Plan alternative, FHWA noted that they liked the freeflow aspects of this interchange. They did note that there were several weaves within the interchange that caused them some concern, particularly the back to back loop ramp similar to a cloverleaf design. They also noted that this would have some significant maintenance of traffic concerns in constructing this type of interchange. They also discussed the fact that this interchange requires the greatest amount of right of way acquisition. FHWA was sensitive to this issue.

Sheet 7C

1. We discussed the wide diamond alternative for the US 192 interchange. FHWA generally did not like some of the geometrics for this interchange, especially the left hand exits from US 192 westbound to I-4. They also stated that they would like to see the radius of the right turn maneuvers through the interchange improved to have a higher design speed.

Sheet 7E

1. It was noted in discussing the three level diamond interchange that this alternative has many of the same aspects of the previous wide diamond alternative. However, the alternative is able to avoid the left hand exit concerns stated in the previous alternative. FHWA did note that they would like to see the right turn radii improved, especially for the I-4 exit ramps to US 192 each direction.
2. FHWA did express some concern regarding the capacity of this interchange. They wanted to reduce some of the signals where possible. This resulted in a discussion of whether the availability of being able to make a U-turn type movement within the interchange should be provided. If we eliminated this ability the number of signals could be reduced. FHWA stated that it is their desire to maintain this U-turn capability especially given the tourist area where the interchange would be placed.
3. FHWA asked if a single point interchange had been considered as one of the options. It was stated no it had not because this interchange would have less capacity than either of the two alternatives previously considered. Therefore, it was not one of the alternatives evaluated.

Sheet No. 8

1. We discussed the fact that the HOV traffic which enters I-4 eastbound at US 192 must enter the general purpose lanes, then exit at Osceola Parkway to gain access to the HOV direct connect ramps. It was stated that due to the cost constraint of impacting right of way on the Hyatt Hotel property and some of the vertical geometric constraints providing this connection into the aerial C-D would not be possible. We discussed the fact that signing the HOV maneuver would need to occur on this entrance ramp. Subject to proper signing, FHWA seemed to feel that this concept would work.
2. FHWA stated that they wanted to see the I-4 eastbound to US 192 slip ramp provided for the aerial C-D option. It was stated that the right-of-way, south of Bonnet Creek and adjacent to I-4 would likely be very expensive. This issue is now being studied. Subject to not having a right of way cost constraint, it appears that providing this slip ramp will not be a problem.

Sheet No. 9

1. FHWA noted that the I-4 eastbound exit to SR 536 has a lane balance problem at the location where the ramp splits to serve the HOV lane. It was agreed that we would increase this two lane ramp to be three lanes at the gore point, continuing one lane to the HOV and two lanes to the 536 eastbound.
2. We discussed the weave section between the SR 536 exit to I-4 and the split for HOV traffic continuing to US 192. FHWA spent a good amount of time explaining to HNTB how they envision this concept to work. It is basically to provide an HOV only split between the EPCOT C-D roadway in the vicinity of Station 140 into the I-4 westbound two lane exit ramp servicing

Osceola Parkway. This will require a relocation of this ramp gore area further to the northeast and the potential of having a three lane bridge at the braided ramp flyover. The issue with this is being able to successfully achieve gore to gore spacing. It was stated that HNTB would develop this alternative for further investigation. It was also noted that a comparative alternative was being developed that would continue the C-D road in the westbound direction in the vicinity of Station 140 as a two lane C-D. The weave section between Station 130 and 135 would be developed as a three lane weave and then two lanes would enter into I-4 westbound. These two alternatives would be comparatively evaluated.

Sheet No. 10

1. We discussed the direct connect HOV ramp from I-4 westbound to SR 536 interchange. FHWA suggested that we look at flipping the two ramps which create the westbound C-D roadway for the EPCOT Center interchange. They suggested that this could perhaps improve the weave along this section of the roadway. It was agreed that HNTB would investigate this geometric alternative.
2. The weaving conditions between SR 536 and SR 535 were discussed. It was noted that as one of the very early alternatives, an option known as the long C-D option, which created a C-D within the SR 536 interchange, continuing through to the Lake Avenue interchange was laid out and evaluated. This alternative created some very substantial right of way requirements and impacts to existing development, along both the east and west side of I-4. Specifically, the development on the east side was to the Marriott Vistana development and along the west side to hotels such as the Hilton and the Marriott Courtyard. Based upon discussions with FDOT, this alternative was dropped from further consideration. FHWA acknowledged this but expressed concern regarding the weave conditions between SR 536 and 535 and there are no alternatives which substantially enhance this condition.

Sheet No. 11

1. FHWA generally like the B Alternative for the SR 535 interchange. This is the alternative that creates the short C-D option using the existing loop ramp and slip ramp to create the C-D roadway. They suggested that this alternative also be used for the C option in evaluating the Lake Avenue interchange. It was noted that in doing so would substantially reduce the weave section created along I-4 and would cause a level of service problem. FHWA concurred with this statement. FHWA noted that they like the B Alternative because it has the potential of substantially improving a capacity issue that the existing interchange has.
2. FHWA asked about whether a split diamond interchange using SR 535 C-D system between SR 535 and Lake Avenue and to Lake Avenue had been investigated. It was stated that to do this particular option that the SR 535 eastbound exit would have to handle traffic exiting for both SR 535 and Lake Avenue. By doing so would dramatically increase the exiting volumes and further magnify the weaving problem which was previously discussed between SR 536 and SR 535. The C-D option that is presently under investigation splits the two exiting volumes, thereby improving

the flow in the general use lanes. Based upon this discussion, FHWA dropped further discussion of this alternative.

Sheet No. 12B

1. We discussed for the C-D roads in this option. Based upon recently provided traffic information, a three lane weave on the C-D roadways is required to achieve Level of Service D. It was noted that the plans at presently being revised to reflect this change. We did note that the principal concern with the C-D road alternative is the right of way requirements and especially potential impacts to Mary Queen of the Universe Church.
2. FHWA expressed a general concern regarding the Lake Avenue interchange. It was stated that this interchange is principally to serve local traffic. It was noted that while the interchange would serve a substantial amount of already approved development in the area, it also provides for a much better distribution of traffic entering and exiting I-4. It was noted that with Lake Avenue interchange the amount of traffic entering I-4 at the SR 535 is substantially reduced. It is also noted that much of the traffic that enters the interstate at the Lake Avenue interchange would still have a desire line to use I-4. This traffic would enter at either SR 535 or Central Florida Parkway. This would cause further loading problems at these interchange locations. It was noted that this is an issue that needs to be discussed as part of the Systems Access Modification Report (SAMR).

Sheet No. 14

1. In looking at the two alternatives for the Central Florida Parkway, I-4 Interchange, it was generally agreed that Alternative A was the better alternative. FHWA saw no real issues with the interchange concept. We discussed the HOV direct connect ramps between the Beeline Expressway and the Lake Avenue interchange, noting that while the HOV lanes increase to two lanes in each direction, it is really a ramp to ramp auxiliary lane.
2. We discussed with FHWA the Central Florida Parkway ramps to the north (east). It was stated that during the approval of the Central Florida Parkway IJR that FHWA Washington had dictated that the northern (east) access must be provided as part of the Master Plan development process. Mark Bartlett stated that he did not think that FHWA Washington would allow for a change on this approval and the ramps to the north would need to be provided.
3. We discussed the park and ride lot being provided for the light rail transit. Mr. Bartlett asked the question if additional traffic would be added to the interchange as a result of this park and ride lot. It was stated that there are some changes that are presently underway with the park and ride lot as a result of discussions with Sea World. It was also noted in our discussions that the lot may prove to be an off-site lot for the Convention Center where tourists and local residents can park to catch a short LRT ride to the Convention Center and avoid the parking there. This would defeat the commuter aspects of the lot.

4. FHWA expressed concern that for the Alternative B that the two lane left turn to I-4 westbound would have a cue that could block the ramp movements on the eastbound side. They noted this as a significant concern with the ramp operations of this alternative. It was stated that the NETSIM provided in the traffic reports substantiated this condition.

These minutes constitutes HNTB's understanding of the discussions that were held at both the March 4, 1998 and March 24, 1998 meetings with Federal Highway Administration to discuss alternatives that are being considered for the I-4 PD&E Study, Segment 1. Corrections/adjustments to these minutes should be provided to Jack Freeman of HNTB as soon as possible.

JRF/jag

Copies to: Gary Reed - Michael Baker
Richard Darden - Dames & Moore
Roger Neiswender - TCG
George Huffman - HNTB
Tony Melton - HNTB
David Wagner - HNTB
Tim Lomax - TTI
File 24434-PL-001-001-T021



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 4
ATLANTA FEDERAL CENTER
61 FORSYTH STREET, SW
ATLANTA, GEORGIA 30303-8909

02 April 1998

Mr. Richard Darden
Dames & Moore, Inc.
One North Dale Mabry Highway
Suite 700
Tampa, FL 33609

SUBJ: Interstate 4 PD&E Study, Section 1, SPN 92130-1425/75280-1479, Orange and Osceola Counties

Dear Mr. Darden:

The Environmental Protection Agency (EPA) has received your request to review the above-referenced proposed project, and it has been reviewed pursuant to Section 1424(e) of the Safe Drinking Water Act. 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.

This project is determined to lie within the boundaries of the streamflow and recharge source zone of the Biscayne Aquifer, which has a designated Sole Source Aquifer status, 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 the project.

After review of the information provided in your letter, I conclude that all necessary precautions to prevent contamination of the underlying aquifer will be taken. Language addressing additional stormwater and accidental hazardous spills was very helpful in reaching a conclusion. I trust that all necessary permits with the State DEP, SFWMD, COE and EPA will be properly filed and adhered to.

Regards,

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

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



MEMORANDUM OF MEETING

TO: File 24434-PL-002

FROM: *Jack*
Jack Freeman

RE: I-4 Corridor PD&E Study, Segment 1
State Project Nos. 92130-1425 and 75280-1479
WPI Nos. 5147330 and 5147254
Federal Aid Project Nos. N/A and NH-4-2(169)65
Coordination Meeting with OOCEA regarding Western Beltway Interchange Options

DATE OF
MEETINGS: April 7, 1998

On April 7, 1998, Jack Freeman of HNTB met with Joe Berenis, Deputy Executive Director of the Orlando-Orange County Expressway Authority (OOCEA) and Mike Berma, of Post Buckley Schuh & Jernigan, the Authority's General Consultant. The purpose of the meeting was to discuss with them the three interchange options which are being considered as part of the I-4 Corridor PD&E Study. These options will be presented for public comment at the upcoming public meeting scheduled for April 14, 1998. A draft copy of the comparative evaluation matrix was also provided for discussion during this meeting.

In looking at the concepts that were provided, Mr. Berenis asked about the traffic volumes which were utilized for the design. It was stated that the volumes were from the I-4 Multi-Modal Master Plan and showed a 2020 peak hour of 500 vph to and from Tampa and 830 vph to and from Orlando. Mr. Berenis questioned these volumes stating that were both higher than they had used for their design traffic and the volume headed to Tampa should be higher than that toward Orlando. He stated the low volume that was coming southbound on the Western Beltway, headed to I-4 eastbound, was the premise upon which they used the loop ramp for the design of this movement.

It was noted to Mr. Berenis that in HNTB's conversation with FHWA that they would like to see a minimum of 45 mph design speed and desirable of 50 mph design speed for all movements within the interchange. It was also noted that the FHWA requirement providing LOS "D" or better for all movements. Mr. Berenis asked if it would be acceptable to increase the radius of the loop ramp to meet the 45 mph design speed. It was stated that it was felt that FHWA would accept this; however, HNTB has been reluctant to do so without prior coordination with the Authority. Mr. Berenis stated that he would get with Dyer, Riddle, Mills and Precourt, who did the interchange concept, and discuss any issues of increasing the loop ramp radius with them.

MOM- Harold Webb
March 4 and 24, 1998
Page 2

Mr. Berenis said that he would get back to HNTB with their comments on the loop ramp and the other two interchange alternatives as soon as possible.

Copies to:

Joe Berenis - OOCEA

Harold Webb - FDOT

Tony Melton - HNTB

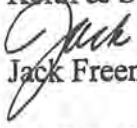
Gary Reed - Baker

Richard Darden - Dames & Moore

Roger Neiswender - TCG

MEMORANDUM OF MEETING

TO: Vicki Smith
Keith & Schnars

FROM: 
Jack Freeman

SUBJECT: I-4 Corridor PD&E Study - Section 1
State Project No. 92130-1425 & 75280-1479
WPI Nos. 5147330 & 5147254
Federal Aid Project No. N/A & NH-4-2(169)65
I-4 Coordination Meeting #19

DATE OF
MEETING: April 9, 1998

This memorandum summarizes discussions held at the April 9, 1998 I-4 PD&E Coordination meeting. Attached to this memorandum is a copy of the Section 1 agenda which was handed out at the meeting. Issues discussed during the meeting are as follows:

- David Unkefer of FHWA discussed the process that is being undertaken for the evaluation of the Western Beltway interchange alternatives. He stated that based upon the FHWA-Washington review of the discussions which were held during the March 4, 1998, meeting, it is their feeling that the FDOT needs to establish the fact that the Western Beltway can operate as a separate project, having independent utility from a point of beginning, say US 192, northward to a point of termini, say US 441 or Florida's Turnpike. Subject to being able to establish this to FHWA's satisfaction, then only the section from I-4, northward to the point of beginning for that would require further evaluation in a NEPA process. It was stated that the HNTB Corporation scope of work was to investigate three interchange alternatives and evaluate those alternatives to determine which is best for inclusion in the recommended design alternatives. The limits of this evaluation would be northward to the point of return to a four lane typical section. There is no evaluation northward to US 192. It was further noted that the process would be to evaluate and document these alternatives within Chapter 8 of the Preliminary Engineering Report and choose the best alternative for inclusion in Chapter 9 of the PER and the Draft Environmental Assessment. Mr. Unkefer stated this process is OK, however, prior to the interchange being constructed, the Department needs to understand that a NEPA process document must be developed from I-4 northward to the southern terminus of the previous analysis. (NOTE: In follow-up conversations between FHWA and FDOT, it was confirmed that the work underway at this time for the Western Beltway

Memorandum of Meeting

April 9, 1998

Page 2

interchange will only gain access approval. Should the interchange proceed to design, the NEPA process must be completed from the interchange to a northern termini to be determined prior to initiation of the design).

- The discussion of issues with regard to Section 1 are summarized as follows:
 - It was noted that the selection of the preferred alternative will likely occur during a meeting with the FDOT on April 28, 1998, at which both Public Hearing Comment and project cost will be discussed. It was stressed that the decision of this is important as it is not only affecting progress on the Draft EA, but it is also affecting progress of Section 2 and their work on the Systems Access Modification Report (SAMR).
 - It was noted that as soon as the selection of the preferred alternative has been made that an evaluation of potential design variances/exceptions needs to be conducted.

Other topics of discussion that affect Section 1 were in accordance with the Meeting agenda attached to this memorandum.

JRF/jag

Copies to:

Harold Webb - FDOT
Howard Hoffman - HNTB
Tony Melton - HNTB
George Huffman - HNTB
David Wagner - HNTB
Gary Reed - Michael Baker
Richard Darden - Dames & Moore
Roger Neiswender - TCG
Bryant Marshall - GEC
Marion Almy - ACI
Robbin Ossi - ETP
Tim Lomax - TTI
File 24434-PL-001-001-T021

RECORD OF TELEPHONE CONVERSATION

DATE: 4-13-98 TIME: 3:15 pm JOB NO.: _____

RECORDED BY: R. Darden OWNER/CLIENT: FDOT/HNTB

TALKED WITH: Bryan Toland OF USFWS Vero Beach

NATURE OF CALL: INCOMING OUTGOING PHONE # 561-562-3909

ROUTE TO:	INFORMATION	ACTIONS
_____	_____	_____
_____	_____	_____
_____	_____	_____

MAIN SUBJECT OF CALL: I-4 PD&E Wildlife & Habitat Assessment

ITEMS DISCUSSED: I called Mr. Toland to provide him a brief discussion of our project to assist him as he begins his review of our document. We discussed the project concepts and I described our wildlife assessment methods and conclusions. I explained the opportunity to increase the upland edge at Ready Creek and at the box culverts at Davenport Creek. I invited him to review our document and if he wanted to review any areas in the field we would be happy to do so with him.

Richard Darden

I-4 PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
SECTION 1
ALTERNATIVE WORKSHOP
APRIL 14, 1998
4:00-7:00 P.M.

LOCATION: Hyatt Convention Center
Kissimmee Room
6375 West Irlo Bronson Memorial Highway (US 192)
Kissimmee, Florida

PURPOSE: To provide residents, business owners, and other interested parties the opportunity to review the current project status for I-4 from the Polk/Osceola County line to the Bee Line Expressway.

ATTENDEES: See attached sign in sheet.

SUMMARY

Approximately 35 people attended this Public Workshop. Most were property or business owners interested in potential impacts to their property. Overall, those attending expressed support for the project without favoring any specific alternative. Several attendees expressed dismay at the time frame for completing the proposed improvements. The general view was that the improvements are needed at this time.

Two oral presentations were given welcoming everyone and reviewing the project. A court reporter was present during the duration of the workshop. Two persons gave written and oral comments to the court reporter. Attached is a transcript of the proceedings, including the question and answer period. Most questions concern access and the HOV lanes.

Those attending the workshop appeared to have an understanding of the project prior to walking through the door. Their attitude was inquisitive, not upset or demanding.

PREPARATION

For two months prior to the workshop, the *Trans4mation Station* was at various locations along the corridor, informing people about the proposed

improvements and promoting the workshop. A summary of these appearances is attached.

Letters of notice were sent out March 17, 1998. A two-page information fact sheet concerning Section 1, the existing conditions and proposed improvements was included with the letters of notice. The fact sheet is attached. These notices were mailed to the following groups and examples are included;

Property Owners	135
Interested Parties	400 ±
Elected Officials	79
Appointed Officials	163
FDOT Personnel	18

Quarter page ads were also placed in the Osceola News-Gazette, Orlando Sentinel, the Orlando Business Journal, La Prensa and the Orlando Times.

DISPLAYS:

A set of five (5) boards outlined the steps of a road improvement project from concept to completion. These boards not only showed the order of phases a project goes through, but also defined the primary objective of each phase.

A set of five (5) boards outlined the important issues addressed during the PD&E phase, including the engineering, environmental, and social impacts that are investigated. These boards were provided to give the public a better understanding of the type of work that is done during this phase. The need for public input during this study phase was stressed.

Other boards at the workshop included a typical section and four matrix boards. The evaluation criteria of these matrixes showed the differences in impacts associated with the different alternatives. A summary of the matrix evaluations is attached.

Roll plots of the proposed improvements and alignments for the 11 miles of this project were provided. Included on these rolls were parcel outlines, major utilities, roadway improvements, existing and proposed right of way, and interchange configurations. Separate rolls were printed for each alternative alignment. Three sets of full size plan sheets were also available for review.

COMMENTS:

The following are some specific comments/questions addressed by the project team.

1. What is the time frame associated with the various steps involved in this section of the project? (ROW acquisition, construction, etc.)
2. At what point will they determine which pond sites will be utilized? When will the land be purchased for the ponds?
3. How soon can an individual negotiate the sale of property to the FDOT?
4. Concern with regard to the elimination of the existing rest area.
 - a. Why must it be eliminated?
 - b. What alternatives have been considered?
 - c. When is the demolition scheduled to take place?
 - d. How much revenue will be lost if the rest area is eliminated?
 - e. What will be the economic impact to the employees who work at the rest area?
5. How much will the improvements cost?
6. Will there be walls along the interstate?
7. What are the plans for the Western Beltway? When will it be built?
8. What is going to happen at Lake Avenue? Will a full or half interchange be built?
9. Utility company representatives attended the workshop and are coordinating with the project team.
10. A Disney representative attended and is coordinating with the project team.
11. A Bush Properties representative attended and is coordinating with the project team.

ATTACHMENTS

The following are attachments listed in the above summary.

- Trans4mation Station Summary of Appearances

- Letters of Notice
- Fact Sheet
- Mailing List
- Quarter Page Ad
- Written Comments Received from the Workshop to Date
- Summary of Evaluation Matrix
- Court Reporter Transcript

ATTACHMENT 1

TRANS4MATION STATION SUMMARY OF APPEARANCES

Trans4mation Station Participation Report

Period: February 14 thru April 14, 1998

DATE: 02/21/98

EVENT: Altamonte Spr Arts & Crafts Festival

LOCATION: Target (SR 436 / SR 434)

SECTION: 2

VISITORS: 98

LOCAL REACTION	AREAS of CONCERN
<p>The Trans4mation Station was stationed alongside the craft vendors and boat / auto displays from 10:00 am to 5:00 pm. There was overwhelming support for both I-4 and LRT proposed improvements from visitors. Attendees were also impressed with FDOT's willingness to provide public outreach via the mobile office.</p>	<ol style="list-style-type: none"> 1. Will LRT ever go west of I-4 along 436 in Altamonte Springs? 2. Will cameras be used to enforce proper HOV lane usage?

DATE: 02/25/98

EVENT: Public Outreach

LOCATION: Lake Mary Village Shopping Center

SECTION: 2

VISITORS: 14

LOCAL REACTION	AREAS of CONCERN
<p>The Trans4mation Station was on-site from 10:00 am to 3:00 pm providing outreach. Seminole County residents concerned about being abandoned by LRT. Very supported of I-4 improvements.</p>	<ol style="list-style-type: none"> 1. Are there plans for construction of an interchange where 46A crosses over I-4 in Lake Mary? 2. Can copies of the I-4 Improvement/LRT videos be made available for use by realtors?

DATE: 03/10/98

EVENT: Public Outreach

LOCATION: Williamsburg Downs Shopping Center, Central Parkway, Orlando

SECTION: 2

VISITORS: 13

LOCAL REACTION	AREAS of CONCERN
<p>The Trans4mation Station was on-site from 10:30 am to 3:00 pm providing outreach. Most visitors were in favor of I-4 improvements. The only opposition for LRT came from a visitor who had received inaccurate information from Maitland area opposers.</p>	<ol style="list-style-type: none"> 1. Will LRT ever reach Central Parkway ? 2. Will LRT cause detrimental effects on the traffic flow at the Maitland and Winter Park railroad crossings?

DATE: 03/12/98
EVENT: Public Outreach

LOCATION: Williamsburg Downs Shopping Center, Central
Parkway, Orlando

SECTION: 2

VISITORS: 13

<i>LOCAL REACTION</i>	<i>AREAS of CONCERN</i>
The Trans4mation Station was on-site from 10:30 am to 3:00 pm providing outreach. There was strong support for I-4 improvements and gratitued was expressed for FDOT's willingness to involve the public in transportation system development.	<ol style="list-style-type: none">1. What effect will frequent LRT stops have on the timeliness for daily commuters who will ride LRT to get to work? (That is, will there be variations in daily transit time?)2. Why not use a monorail or have LRT above grade? (There were 2 strong proponents to these ideas.)

DATE: 03/14/98

EVENT: Historic Longwood Arts & Crafts Festival
SECTION: 2

LOCATION: Church Ave., Longwood
VISITORS: 157

<i>LOCAL REACTION</i>	<i>AREAS of CONCERN</i>
Busy Saturday event; All visitors were in strong support if I-4 improvements. Many applauded the recent expansion of lanes from SR 434 to Lake Mary Blvd..	<ol style="list-style-type: none">1. Why is there a lack of public transportation in Lake Mary currently?2. Will LRT ever go to Lake Mary? Deltona?

DATE: 03/17/98

EVENT: Public Outreach
SECTION: 1

LOCATION: Walmart Super Center, Kissimmee
VISITORS: 3

<i>LOCAL REACTION</i>	<i>AREAS of CONCERN</i>
Busy shopping center was being used mostly by tourists. Local visitors support I-4 improvements.	<ol style="list-style-type: none">1. Is it still possible to vecome an engineering subcontractor for the I-4 improvement project in Section 1?

DATE: 03/18/98

EVENT: Public Outreach
SECTION: 1

LOCATION: Crossroads Shopping Center, Lake Buena Vista
VISITORS: 5

<i>LOCAL REACTION</i>	<i>AREAS of CONCERN</i>
Visitors were employed in the area and in faove of I-4 improvements and LRT. Most shopping center customers appeared to be tourists and did not stop by the mobile office.	<ol style="list-style-type: none">1. Will the LRT go to Disney?2. Will the LRT go to Tampa or near Tampa?

DATE: 03/19/98

EVENT: Public Outreach

SECTION: 1

LOCATION: Walmart Supercenter, Kissimmee

VISITORS: 10

<i>LOCAL REACTION</i>	<i>AREAS of CONCERN</i>
Visitors were in strong support of I-4 improvements. One visitor works at Sea World and would like to schedule the mobile office to do an event there.	<ol style="list-style-type: none"> 1. How far south of Sea World will LRT eventually go? 2. Will there ever be a toll or tax for the funding of the I-4 improvements?

DATE: 03/20/98

EVENT: Public Outreach

SECTION: 1

LOCATION: Crossroads Shopping Center, Kissimmee, Lake Buena Vista

VISITORS: 2

<i>LOCAL REACTION</i>	<i>AREAS of CONCERN</i>
Both visitors were tourists looking for directions to Disney related sites. No visitors were area residents.	1. Visitors elected not to stay for presentation. No concern expressed.

DATE: 03/23/98

EVENT: Orlando City Council Meeting

SECTION: 2

LOCATION: John Jackson Community Center, Orlando

VISITORS: 5

<i>LOCAL REACTION</i>	<i>AREAS of CONCERN</i>
Visitors, which included city council members, expressed strong support for I-4 improvement and LRT.	1. One council member was interested in the trend of responses received from citizens during M.O. events and was concerned about the degree of support among Orlando residents.

DATE: 03/25/98

EVENT: Public Outreach

SECTION: 2

LOCATION: Waterbridge Downs Shopping Center, Orlando

VISITORS: 7

<i>LOCAL REACTION</i>	<i>AREAS of CONCERN</i>
Strong support for and interest in I-4 improvements and LRT.	1. Safety of LRT during severe weather.

DATE: 03/27/98

EVENT: Public Outreach

SECTION: 2

LOCATION: Waterbridge Downs Shopping Center, Orlando

VISITORS: 4

<i>LOCAL REACTION</i>	<i>AREAS of CONCERN</i>
Strong support for and interest in I-4 improvements and LRT. Strong doubt expressed as to the probability of car pool increases to maximize new HOV lane usage.	1. Why not build a toll free Orlando by-pass in order to re-route through traffic traveling from coast to coast in Florida?

DATE: 03/28/98

EVENT: Olde Lake Mary Days Festival

SECTION: 2

LOCATION: Lake Mary City Hall Grounds

VISITORS: 264

<i>LOCAL REACTION</i>	<i>AREAS of CONCERN</i>
<p>Excellent reception from Lake Mary area residents, many of whom commute on I-4 daily. Strong support expressed for I-4 improvements and LRT although a few visitors said they would not ride the LRT to work. Some souge expressed as to whether I-4 improvements can keep up with the growth being experienced in Lake Mary and other areas.</p>	<ol style="list-style-type: none"> 1. Will LRT be extended to Lake Mary? 2. Will there be and interchange at I-4 and 46A in the near future? 3. What are the plans for improving the St. John's River Bridge?

DATE: 03/29/98

EVENT: CPNA Sunday in the Park

SECTION: 2

LOCATION: Dartmouth Park, Orlando

VISITORS:525

<i>LOCAL REACTION</i>	<i>AREAS of CONCERN</i>
<p>This annual event is sponsored by the College Park Neighborhood Association (CPNA). Ther was a great turn-out of College Park area residents.</p>	<ol style="list-style-type: none"> 1. Overall inpacts of I-4 improvements. 2. Retaining wall for I-4 improvements. 3. Impacts on specific properties. 4. Noise walls. 5. Aesthetics, landscaping.

DATE: 03/31/98

EVENT:Public Outreach

SECTION: 1

LOCATION: Ventura Downs Shopping Center, Kissimmee

VISITORS: 3

<i>LOCAL REACTION</i>	<i>AREAS of CONCERN</i>
<p>Moderate support for I-4 improvements and LRT.</p>	<ol style="list-style-type: none"> 1. When will the improvements be finished? 2. Will the M.O. or a speaker be provided for H.O.A. meetings for communitis that are several miles form I-4?

DATE: 04/02/98

EVENT: Public Outreach

SECTION: 1

LOCATION: Ventura Downs Shopping Center, Kissimmee

VISITORS:5

<i>LOCAL REACTION</i>	<i>AREAS of CONCERN</i>
<p>Moderate support for I-4 improvements and LRT with more interest in LRT than in I-4.</p>	<ol style="list-style-type: none"> 1. When will the improvements be finished? 2. Will LRT have plenty of spurs/extensions that will go into residential areas? 3. Will LRT ever go the Orlando International Airport?

DATE: 04/04/98

EVENT: Orlando's Spring Fiesta in the Park

SECTION: 2

LOCATION: Eola Dr. & Robinson St., Downtown Orlando

VISITORS: 425

<i>LOCAL REACTION</i>	<i>AREAS of CONCERN</i>
A great deal of interest was expressed towards I-4 improvements and LRT. Support for the proposed improvements varied as many visitors expressed opinions that involved alternatives to the current plans.	<ol style="list-style-type: none"> 1. When will the improvements be finished? 2. When will I-4 construction begin? 3. Where will the funding for I-4 improvements and LRT come from? 4. What are the plans for the St. John's River Bridge? 5. How much right of way property must be acquired?. How will the land acquisition take place?

DATE: 04/07/98

EVENT: Public Outreach

SECTION: 1

LOCATION: Poinciana Office and Industrial Park, Kissimmee

VISITORS: 28

<i>LOCAL REACTION</i>	<i>AREAS of CONCERN</i>
Very positive reactions to planned improvements. Visitors included representatives from area businesses, a Kissimmee city council member, and an Osceola County law enforcement officer.	<ol style="list-style-type: none"> 1. Will LRT go to Tampa? 2. Will LRT develop into Kissimmee? 3. When will I-4 be improved?

DATE: 04/08/98

EVENT: Public Outreach

SECTION: 1

LOCATION: Vista Centre Shoppes Shopping Center, Orlando

VISITORS: 3

<i>LOCAL REACTION</i>	<i>AREAS of CONCERN</i>
Strong support for I-4 improvements with particular interest in LRT	<ol style="list-style-type: none"> 1. What will be the northern alignment of LRT? 2. Will LRT ever go to Rollins College?

DATE: 04/09/98

EVENT: Public Outreach

SECTION: 1

LOCATION: Poinciana Towne Center, Poinciana

VISITORS: 48

<i>LOCAL REACTION</i>	<i>AREAS of CONCERN</i>
Warm reception; moderate support of I-4 improvements. Several visitors currently often use routes other than I-4 to travel from Poinciana towards Orlando in order to avoid I-4 traffic delays. Several requests were made for alternatives to improve access to I-4 from Poinciana. from Poinciana in order	<ol style="list-style-type: none"> 1. "We need LYNX bus system rides for handicapped/blind people." 2. When will mass transit get to Poinciana? 3. Why not extend LRT to Poinciana? 4. "No more tolls, please". 5. "Jitneys are great for interconnecting major points." 6. "Please add an east entrance to I-4 on 17/92 south where there is a west entrance. This would place an entrance near Celebration."

DATE: 04/14/98

EVENT: Section 1 Public Workshop

SECTION: 1

LOCATION: Hyatt Hotel, Kissimmee

VISITORS: N/A

<i>LOCAL REACTION</i>	<i>AREAS of CONCERN</i>
The mobile office was stationed next to the main entrance of the Hyatt Hotel, the site for the I-4 Section 1 Public Workshop. The mobile office was not opened to visitors but was used only as signage.	<ol style="list-style-type: none">1. When will construction begin?2. How much will construction cost?3. Why must the Lake Buena Vista Rest Area be eliminated?4. When is the Lake Buena Vista Rest Area scheduled for demolition?5. How will improvements be funded?

ATTACHMENT 2

LETTERS OF NOTICE

FLORIDA

LAWTON CHILES
GOVERNOR



DEPARTMENT OF TRANSPORTATION

District Environmental Management Office
719 South Woodland Boulevard
DeLand, Florida 32720

THOMAS F. BARRY, Jr.
SECRETARY

March 17, 1998

FIELD(mr) FIELD(first) FIELD(MI) FIELD(last)
FIELD(POSITION)
FIELD(COMPANY)
FIELD(ADDRESS)
FIELD(CITY), FIELD(STATE) FIELD(ZIPCODE)FIELD(ZIPCODE2)

RE: I-4 from CR 532 to SR 528 (Bee Line Expressway)
State Project Number 92130-1425 & 75280-1479
Work Program Number 514730 & 5147254
Federal Aid Number NH-4-(169)65
Osceola and Orange Counties, Florida

Dear FIELD(mr) FIELD(last):

The Florida Department of Transportation (FDOT) will hold a Public Information Workshop **Tuesday, April 14, 1998**, for the proposed transportation improvements to I-4 from the Polk/Osceola County line to just east of SR 528 (Bee Line Expressway). The proposed improvements consist of adding Express lanes, intended for long distance travel, and High Occupancy Vehicle (HOV) lanes, also known as car pool lanes. Right of way will be required to add the proposed lanes. There are wetlands that may be impacted by the addition of these lanes. Several existing interchanges and overpasses will be rebuilt to accommodate this proposed widening. The workshop will be held at the **Hyatt Orlando Convention Center, Kissimmee Room, 6375 West Irlo Bronson Memorial Highway (US 192), Kissimmee.** *(See enclosure for more information and meeting location.)*

The conceptual plans, cross sections, and impacts to the community and environment for the alignment alternatives will be available for review from **4:00 p.m. to 7:00 p.m.** in an informal "open house" setting. Also, FDOT representatives will be available to respond to questions and to hold "one-on-one" conversations with you. A brief presentation will be given at **4:30 p.m. and again at 6:00 p.m.**

As an elected official, you are encouraged to participate in this meeting to obtain a full understanding of the proposed project alternatives and any potential impacts of the project. We look forward to working with you and your staff as we proceed with this study.

If you would like additional information prior to the meeting, please contact me at (904) 943-5554. Persons requiring special accommodations under the American Disabilities Act of 1990 should contact Ms. Vicki Smith at the I-4 and LRT Public Involvement Office, 370 Whooping Loop, Suite 1154, Altamonte Springs, Florida 32701 or call toll-free 1-888-797-1616. Special accommodation requests should be made at least seven (7) days prior to the workshop.

Sincerely,

Harold Webb
Project Manager



March 17, 1998

RE: I-4 from CR 532 to SR 528 (Bee Line Expressway)
State Project No: 92130-1425 & 75280-1479
Work Program No: 514730 & 5147254
Federal Aid Project No: NH-4-(169)65
Osceola and Orange Counties, Florida

Dear Property Owner:

The Florida Department of Transportation (FDOT) will hold a Public Information Workshop **Tuesday, April 14, 1998**, for the proposed transportation improvements to I-4 from the Polk/Osceola County line to just east of SR 528 (Bee Line Expressway). The proposed improvements consist of adding Express lanes, intended for long distance travel, and High Occupancy Vehicle (HOV) lanes, also known as car pool lanes. Right of way will be required to add the proposed lanes. There are wetlands that may be impacted by the addition of these lanes. Several existing interchanges and overpasses will be rebuilt to accommodate this proposed widening. The workshop will be held at the **Hyatt Orlando Convention Center, Kissimmee Room, 6375 West Irlo Bronson Memorial Highway (US 192), Kissimmee.** *(See enclosure for more information and meeting location.)*

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The Florida Department of Transportation is required by Chapter 339.155, Florida Statutes, to give notice to those whose property lies, in whole or in part, within 300 feet of either side of the centerline of any of the alternative alignments under study (even though they may not be directly affected). For this project, all property owners within 300 feet of the existing right of way line for any alternative are being notified of this public meeting. Current tax records indicate that you are the owner of property located within this 300 feet. Therefore, you are encouraged to participate in this meeting to obtain a full understanding of the proposed improvements and any potential impacts the project may have to your property.

If you would like additional information prior to the meeting, please contact me at (904) 943-5554. Persons requiring special accommodations under the American Disabilities Act of 1990 should contact Ms. Vicki Smith at the I-4 and LRT Public Involvement Office, 370 Whooping Loop, Suite 1154, Altamonte Springs, Florida 32701 or call toll-free 1-888-797-1616. Special accommodation requests should be made at least seven (7) days prior to the workshop.

Sincerely,

Harold Webb
Project Manager

FLORIDA

LAWTON CHILES
GOVERNOR



DEPARTMENT OF TRANSPORTATION

719 South Woodland Boulevard
DeLand, FL 32720

THOMAS F. BARRY, Jr.
SECRETARY

March 17, 1998

RE: I-4 from CR 532 to SR 528 (Bee Line Expressway)
State Project No: 92130-1425 & 75280-1479
Work Program No: 514730 & 5147254
Federal Aid Project No: NH-4-(169)65
Osceola and Orange Counties, Florida

Dear Neighbor / Interested Party:

The Florida Department of Transportation (FDOT) will hold a Public Information Workshop **Tuesday, April 14, 1998**, for the proposed transportation improvements to I-4 from the Polk/Osceola County line to just east of SR 528 (Bee Line Expressway). The proposed improvements consist of adding Express lanes, intended for long distance travel, and High Occupancy Vehicle (HOV) lanes, also known as car pool lanes. Right of way will be required to add the proposed lanes. There are wetlands that may be impacted by the addition of these lanes. Several existing interchanges and overpasses will be rebuilt to accommodate this proposed widening. The workshop will be held at the **Hyatt Orlando Convention Center, Kissimmee Room, 6375 West Irlo Bronson Memorial Highway (US 192), Kissimmee.** *(See enclosure for more information and meeting location.)*

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If you would like additional information prior to the meeting, please contact me at (904) 943-5554. Persons requiring special accommodations under the American Disabilities Act of 1990 should contact Ms. Vicki Smith at the I-4 and LRT Public Involvement Office, 370 Whooping Loop, Suite 1154, Altamonte Springs, Florida 32701 or call toll-free 1-888-797-1616. Special accommodation requests should be made at least seven (7) days prior to the workshop.

Sincerely,

Harold Webb
Project Manager

FLORIDA

LAWTON CHILES
GOVERNOR



DEPARTMENT OF TRANSPORTATION

District Environmental Management Office
719 South Woodland Boulevard
DeLand, Florida 32720

THOMAS F. BARRY, Jr.
SECRETARY

March 17, 1998

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RE: I-4 from CR 532 to SR 528 (Bee Line Expressway)
State Project Number 92130-1425 & 75280-1479
Work Program Number 514730 & 5147254
Federal Aid Number NH-4-(169)65
Osceola and Orange Counties, Florida

Dear Interested Party:

The Florida Department of Transportation (FDOT) will hold a Public Information Workshop **Tuesday, April 14, 1998**, for the proposed transportation improvements to I-4 from the Polk/Osceola County line to just east of SR 528 (Bee Line Expressway). The proposed improvements consist of adding Express lanes, intended for long distance travel, and High Occupancy Vehicle (HOV) lanes, also known as car pool lanes. Right of way will be required to add the proposed lanes. There are wetlands that may be impacted by the addition of these lanes. Several existing interchanges and overpasses will be rebuilt to accommodate this proposed widening. The workshop will be held at the **Hyatt Orlando Convention Center, Kissimmee Room, 6375 West Irlo Bronson Memorial Highway (US 192), Kissimmee.** *(See enclosure for more information and meeting location.)*

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You are encouraged to participate in this meeting to obtain a full understanding of the proposed project alternatives and any potential impacts of the project. We look forward to working with you as we proceed with this study.

If you would like additional information prior to the meeting, please contact me at (904) 943-5554. Persons requiring special accommodations under the American Disabilities Act of 1990 should contact Ms. Vicki Smith at the I-4 and LRT Public Involvement Office, 370 Whooping Loop, Suite 1154, Altamonte Springs, Florida 32701 or call toll-free 1-888-797-1616. Special accommodation requests should be made at least seven (7) days prior to the workshop.

Sincerely,

Harold Webb
Project Manager



TRANSFORMATION

THE EVOLUTION OF TRANSPORTATION
IN CENTRAL FLORIDA

YOU'RE INVITED!!!

The Florida Department of Transportation wants to let you know what's being planned to improve I-4 in your area, and they want to hear what you have to say! So, a Public Workshop for the I-4 Project Development and Environment (PD&E) Study will be held Tuesday, April 14, 1998, from 4 p.m. to 7 p.m. at the Hyatt in Kissimmee, 6375 West Irlo Bronson Memorial Highway/US 192(see map on other side).

Information about the project, conceptual plans, aerial photographs and cross sections will be on display. Representatives from the Florida Department of Transportation will be available to answer your questions and receive your comments. The workshop will be informal, so please feel free to attend anytime between 4 p.m. and 7 p.m. A brief presentation will be made at 4:30 p.m. and repeated at 6 p.m.

Your input will be considered in the selection of a preferred alternative and the conceptual design for the project. We are particularly interested in your comments regarding the proposed interchanges at Lake Avenue and the Western Beltway.

Please plan to attend this important meeting, examine the proposed alternatives and discuss the project with the study team. Comment forms will be provided. You may submit your comments at the meeting or send your comments to:

Vicki Smith, P.E.
Public Involvement Project Manager
370 Whooping Loop, Suite 1154
Altamonte Springs, FL 32701
Or e-mail: i4info@aol.com



STUDY OVERVIEW

The I-4 PD&E Study has been underway since the Fall of 1996. The goal of this 27-month study is to determine the best location and conceptual design for improvements to the I-4 corridor from the Polk/OSCEOLA County Line to SR 528 (Bee Line Expressway).

The proposed improvements consist of adding Express lanes, intended for long distance travel, and High Occupancy Vehicle (HOV) lanes, also known as car pool lanes. The Express lanes will be used to transition from Polk County's express lane system to HOV lanes for the Orlando urban area. There are two new interchanges being considered as part of the proposed improvements.

There are several alternatives being considered, including a "no-build". These alternatives will be analyzed in more detail with respect to engineering factors and environmental effects before a preferred alternative is selected.

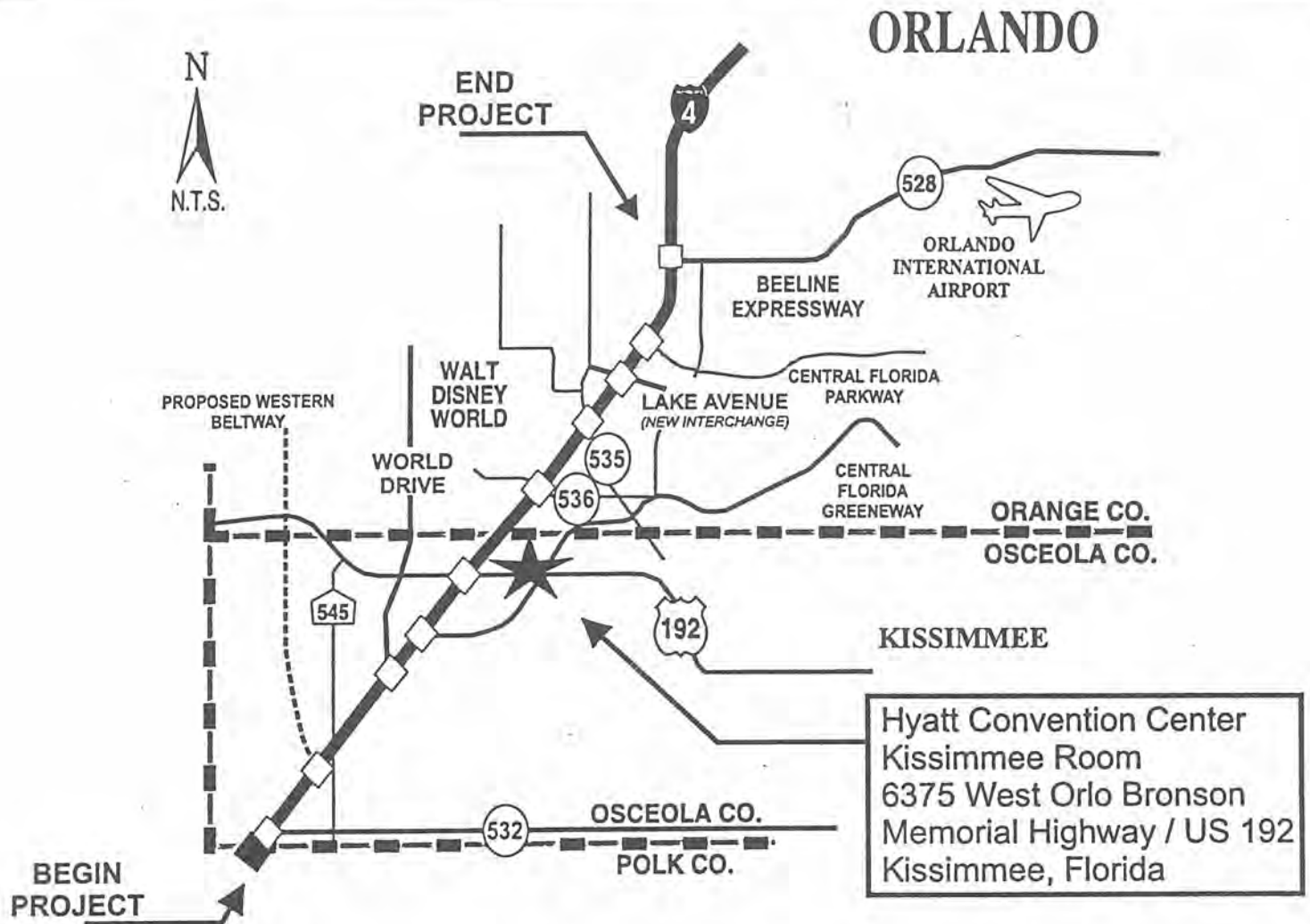
See other side for project and workshop location map.

I-4 from CR 532 to SR 528 (Bee Line Expressway) State Project No: 92130-1425 & 75280-1479 Work Program No: 514730 & 5147254
Federal Aid Project No: NH-4-(169)65

PUBLIC WORKSHOP

Date: Tuesday, April 14, 1998
Time: 4 p.m. - 7 p.m.
Location: Hyatt Convention Center
Kissimmee Room
6375 West Irlo Bronson Memorial Highway
Kissimmee, Florida

I-4 Project Development and Environment (PD&E) Study Project and Workshop Location Map



Hyatt Convention Center
Kissimmee Room
6375 West Orlo Bronson
Memorial Highway / US 192
Kissimmee, Florida

PROPOSED IMPROVEMENTS

Polk/Osceola County line to World Drive - 6 General Use Lanes + 4 Express Lanes

- Maintain existing three general use lanes in each direction
- Add two express lanes in each direction
- Provide for transition into and out of Polk County's express lane system
- New interchange for Western Beltway

(As part of a separate project, FDOT will begin construction in the year 2002 on an additional general use travel lane in each direction from the Polk/Osceola County line to US 192 in Osceola County.)

World Drive to north of Lake Avenue - 6 General Use Lanes + 2 High Occupancy Vehicle (HOV) Lanes

- Maintain existing three general use lanes in each direction
- Add one HOV lanes in each direction
- New interchange for Lake Avenue

North of Lake Avenue to the Bee Line Expressway - 6 General Use Lanes + 4 High Occupancy Vehicle (HOV) Lanes

- Maintain existing three general use lanes in each direction
- Add two HOV lanes in each direction

ATTACHMENT 3

FACT SHEET



TRANSFORMATION

THE EVOLUTION OF TRANSPORTATION
IN CENTRAL FLORIDA

Spring 1998

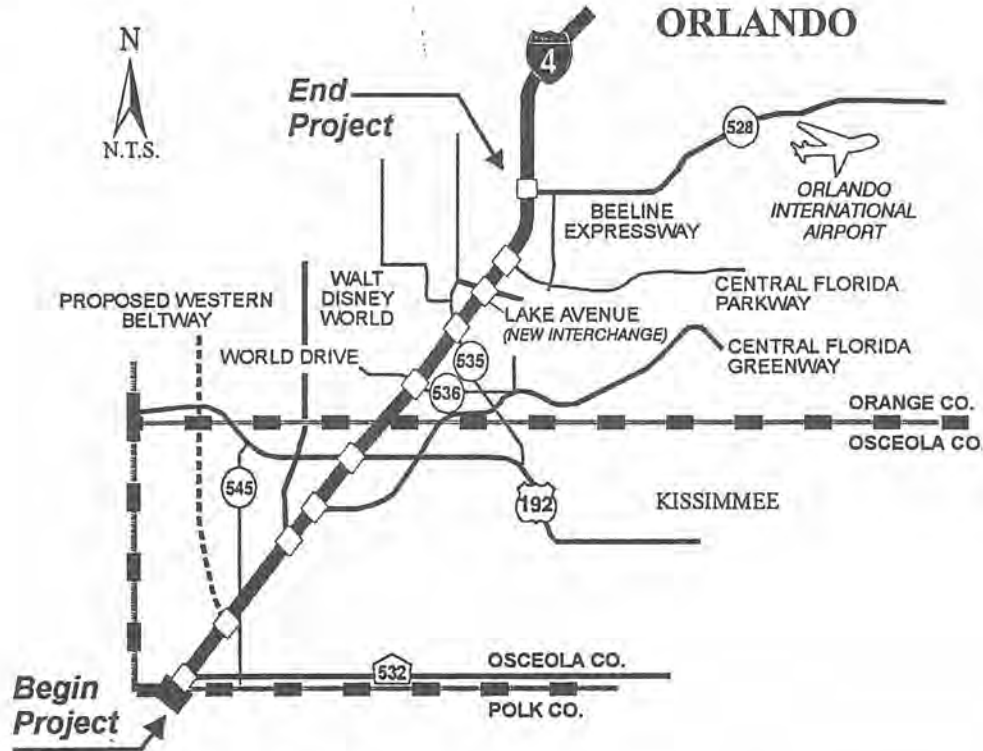
The purpose of this Project Development and Environment study is to evaluate alternative alignments for I-4 from the Polk/Osceola County line to SR 528 (Bee Line Expressway); develop conceptual plans for the roadway and interchanges; and document the impacts of the alignments on the physical and human environment.

State Project No.
92130-1425 & 75280-1479

Work Program No.
514730 & 5147254

Federal Aid No.
N/A & NH-4-2(169)65

Osceola & Orange Counties



STUDY OVERVIEW

The I-4 PD&E Study has been underway since the Fall of 1996. The goal of this study is to determine the best location and conceptual design for improvements to the I-4 corridor from the Polk/Osceola County Line to SR 528 (Bee Line Expressway).

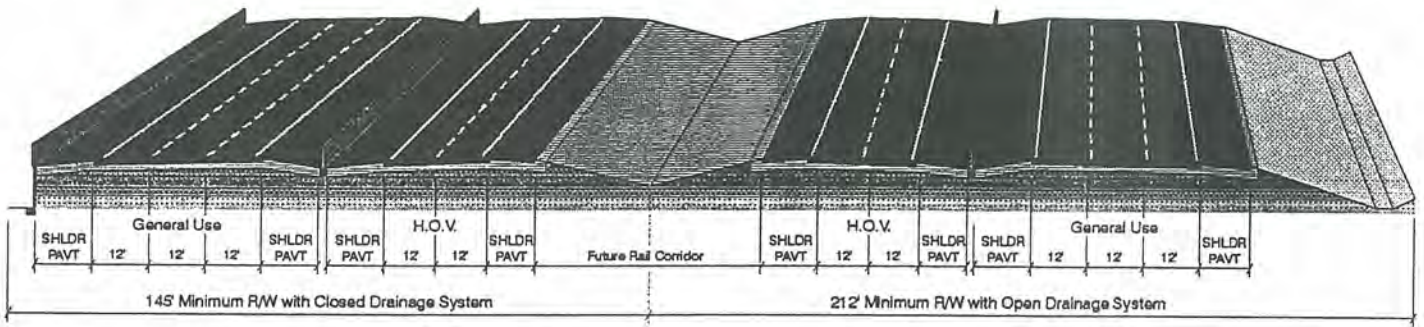
The proposed improvements include the addition of 4 Express lanes from the Polk/Osceola County Line to World Drive. The Express lanes provide transition out of the Express lanes proposed for I-4 in Polk County. An HOV lane in each direction (2 total) is planned from World Drive to Lake Avenue. Two HOV lanes (4 total) are planned from Lake Avenue to SR 528/Bee Line Expressway.

Two new interchanges, the Western Beltway and Lake Avenue, are proposed for this section of I-4. A 44 foot median is being preserved for potential future rail use.

There are several alternatives being considered, including a "no-build". This study will address the impacts the proposed alternatives might have on the community. These alternatives will be analyzed in more detail with respect to engineering factors and environmental effects before a preferred alternative is selected.

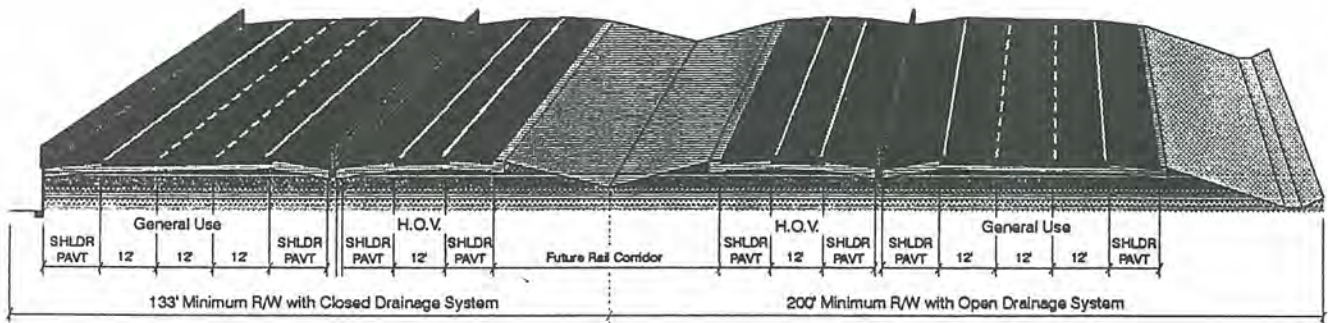
A separate project will widen the interstate from 4 to 6 lanes, from the Polk/Osceola County line to US 192 in Kissimmee, beginning in 2002.

PROPOSED IMPROVEMENTS



**View of Proposed 6 Lane Roadway with 4 H.O.V. Lanes
with 44' Rail Corridor Barrier Separated**
(Polk County Line to West of World Drive and
East of Lake Avenue to SR 528)

NOT TO SCALE



**View of Proposed 6 Lane Roadway with 2 H.O.V. Lanes
with 44' Rail Corridor Barrier Separated**
(West of World Drive to East of Lake Avenue)

NOT TO SCALE

**Stay Informed!
Stay Involved!**

FDOT wants to hear what you think about the proposed improvements to the interchanges and crossroads, local access and I-4 overall. It is during this study phase that your input can help us the most. Your input will help decide what are the best improvements for the community. So it's important that you stay informed and stay involved.

For more information or to schedule a presentation to your group, or for a mobile office appearance in your area contact:

The I-4 Public Involvement Office at Crane's Roost
370 Whooping Loop, Suite 1154
Altamonte Springs, FL 32701

or call toll-free 1-888-797-1616



ATTACHMENT 4

MAILING LIST

ATTACHMENT 5

QUARTER PAGE NEWSPAPER AD

PUBLIC INFORMATION WORKSHOP

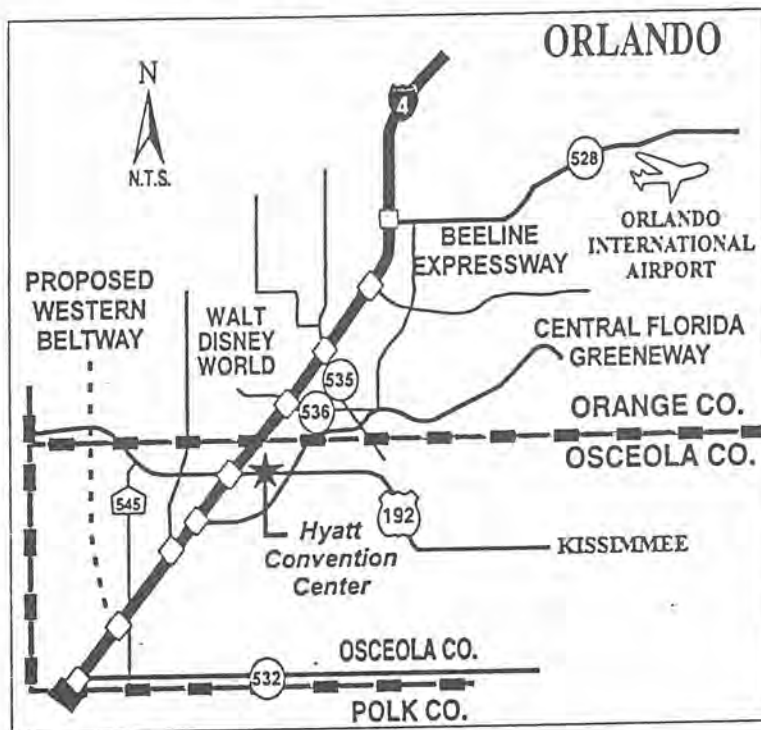
I-4 from CR 532 to SR 528 (Bee Line Expressway)

State Project No: 92130-1425 & 75280-1479

Work Program No: 5147330 & 5147254

Federal Aid No: NH-4-(169)65

Osceola & Orange Counties, Florida



The Florida Department of Transportation will conduct a Public Information Workshop on the proposed improvements to I-4. This workshop will be held Tuesday, April 14, 1998 from 4:00 p.m. to 7:00 p.m. at the Hyatt Orlando Convention Center, 6375 West Irlo Bronson Memorial Highway (US 192), Kissimmee.

The proposed improvements include adding High Occupancy Vehicle (HOV) lanes (also known as carpool lanes); new interchanges at Lake Avenue and the proposed Western Beltway; and safety and capacity improvements to all existing interchanges along the corridor. The improvements also include the transition from the future I-4 Express Lanes, intended for long distance travel, that are being planned for I-4 in Polk County.

This Public Information Workshop is being held in order to receive comments from the general public as well as to inform the public of the project's progress. Aerial maps will be on display and Department representatives will be on hand during the workshop hours to discuss the project and answer questions. The workshop will be an informal open-house, with a brief presentation at 4:30 p.m. and 6:00 p.m. Residents are encouraged to come in and review this transportation improvement proposal. Anyone needing special accommodations or assistance under the Americans with Disabilities Act of 1990 should contact Ms. Vicki Smith, Public Involvement Project



DATE: Tuesday, April 14, 1998
TIME: 4:00 p.m. - 7:00 p.m.
PLACE: Hyatt Orlando Convention Center
Kissimmee Room
6375 West Irlo Bronson Memorial Highway (US 192)
Kissimmee, Florida

Public participation at this meeting is encouraged and solicited without regard to race, color, creed, religion, sex, age, national origin, disability or family status.

ATTACHMENT 6

**WRITTEN COMMENTS RECEIVED FROM WORKSHOP TO
DATE**



I-4 PROJECT DEVELOPMENT AND ENVIRONMENT STUDY PUBLIC INFORMATION WORKSHOP

Section 1 I-4 from CR 532 to SR 528 (Bee Line Expressway)

State Project No. 92130-1425 & 75280-1479

Work Program No. 514730 & 5147254

Federal Aid Project No. N/A & NH-4-2(169)65

April 14, 1998

Comments:

(Please provide your comments as necessary; we strongly encourage you to take this opportunity to share your thoughts and/or ideas regarding this study. All comments will become part of the public record.)

XENTURY CITY DEVELOPMENT, PREVIOUS KNOWN AS XENORIDA, STRONGLY OBJECTS TO THE RETENTION POND LABELED 65.3 9.4 ACRES. THIS IS LOCATED AT THE APPROX. INTERSECTION OF I-4 AND OSCEOLA PARKWAY (S.E. CORNER)

XENTURY CITY, OR XENORIDA, HAS INVESTED HEAVILY IN THIS PROJECT AND HAS AN APPROVED D.R.T. WITH CONSIDERABLE DEVELOPMENT RIGHTS. CURRENTLY, XENTURY HAS ENTERED INTO A JV AGREEMENT WITH ROUSE DEVELOPMENT TO BUILD A 1.2 MILLION SF MALL ON THE SAME PARCEL THAT FDOT IS PLANNING THIS POND.

PLEASE CONTACT STEVEN HINS, XENTURY CITY DEVELOPMENT, @ 407-363-7883 IN ORDER TO FURTHER DISCUSS THIS MATTER. THANK-YOU.



You may leave this form in the box provided or fold and mail to the address on the back.



I-4 PROJECT DEVELOPMENT AND ENVIRONMENT STUDY PUBLIC INFORMATION WORKSHOP

Section 1 I-4 from CR 532 to SR 528 (Bee Line Expressway)
State Project No. 92130-1425 & 75280-1479
Work Program No. 514730 & 5147254
Federal Aid Project No. N/A & NH-4-2(169)65
April 14, 1998

Comments:

(Please provide your comments as necessary; we strongly encourage you to take this opportunity to share your thoughts and/or ideas regarding this study. All comments will become part of the public record.)

Copy of 532 & I-4 Interchange

Please send to

Altamonte Joint Venture
303 E Altamonte Dr
Altamonte Springs, FL 32701

Attn: Yvonne Shoney



You may leave this form in the box provided or fold and mail to the address on the back.



I-4 PROJECT DEVELOPMENT AND ENVIRONMENT STUDY PUBLIC INFORMATION WORKSHOP

Section 1 I-4 from CR 532 to SR 528 (Bee Line Expressway)

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April 14, 1998

Comments:

(Please provide your comments as necessary; we strongly encourage you to take this opportunity to share your thoughts and/or ideas regarding this study. All comments will become part of the public record.)

Based upon discussion w/ Jack Freeman (HNTB),
it is requested that a copy of the following be mailed to
me. I can either pay before or based upon an invoice.

I-4 Segment 4 - Station 206+00 to Station 235

I-4 Segment 3 - Station 160+00 to Station 206+00

Western Beltway + I-4 Segment 1 Station 0+00 to Station 98+

Please mail to:

William Goetzlou
1100 Zachary Ridge Ct
Kissimmee, Fla 34747
Phone # 407-397-4036
Fax # 407-397-4105



You may leave this form in the box provided or fold and mail to the address on the back.



I-4 PROJECT DEVELOPMENT AND ENVIRONMENT STUDY PUBLIC INFORMATION WORKSHOP

Section 1 I-4 from CR 532 to SR 528 (Bee Line Expressway)
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April 14, 1998

Comments:

(Please provide your comments as necessary; we strongly encourage you to take this opportunity to share your thoughts and/or ideas regarding this study. All comments will become part of the public record.)

Central Fl. needs a rail system that runs thru I-4 possibly connecting Tampa and Ocala. Most people (75%) and all tourist will need a car with a Navigation System in it in order to travel on I-4.

Navigation Technology



You may leave this form in the box provided or fold and mail to the address on the back.



I-4 PROJECT DEVELOPMENT AND ENVIRONMENT STUDY PUBLIC INFORMATION WORKSHOP

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April 14, 1998

Comments:

(Please provide your comments as necessary; we strongly encourage you to take this opportunity to share your thoughts and/or ideas regarding this study. All comments will become part of the public record.)

Please send me all the exhibits for every
alternatives from Sta. 0+00 to Sta 206+00.
My address is 200 Celebration Place, Celebration FL 34747,
Bryan Gaines, Project Manager, Walt Disney Imagineering
If you call me a 407-566-4188, I will
pick the exhibits up.



You may leave this form in the box provided or fold and mail to the address on the back.



I-4 PROJECT DEVELOPMENT AND ENVIRONMENT STUDY PUBLIC INFORMATION WORKSHOP

Section 1 I-4 from CR 532 to SR 528 (Bee Line Expressway)
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April 14, 1998

Comments:

(Please provide your comments as necessary; we strongly encourage you to take this opportunity to share your thoughts and/or ideas regarding this study. All comments will become part of the public record.)

Please supply copies of exhibits 12 B
13 A
14 A
15

to

Burch Properties of Florida
6817 Whitwood Blvd
Orlando, FL 32821
attn: James Harris



You may leave this form in the box provided or fold and mail to the address on the back.



I-4 PROJECT DEVELOPMENT AND ENVIRONMENT STUDY PUBLIC INFORMATION WORKSHOP

Section 1 I-4 from CR 532 to SR 528 (Bee Line Expressway)
State Project No. 92130-1425 & 75280-1479
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April 14, 1998

Comments:

(Please provide your comments as necessary; we strongly encourage you to take this opportunity to share your thoughts and/or ideas regarding this study. All comments will become part of the public record.)

The two rest areas at LBV (E+W bound) provide a living for many people: maintenance, security, vending, etc. It would be a great help to have been informed of its potential closing so that other ways to make a living could be explored and set up. Some of these people are disabled and need more notice of pending change in their lives. Even now these people are working day to day wondering WHEN they will no longer have an income. I know of one legally blind vendor who just built & moved into a small house (along with his aged mother) to be very near his place of work (I-4 Eastbound at LBV Rest Area). It is not easy for a disabled person who has to depend on public transportation to up and move and to find other suitable employment. Please tell us WHEN our sole livelihood will come to a screeching halt — 1 week, 1 month, 1 year ??? We need to know, so we know how to plan for the future.

Marilyn R. Kalivoda wife of the
westbound, LBV I-4 rest stop blind vendor



You may leave this form in the box provided or fold and mail to the address on the back.



I-4 PROJECT DEVELOPMENT AND ENVIRONMENT STUDY PUBLIC INFORMATION WORKSHOP

Section 1 I-4 from CR 532 to SR 528 (Bee Line Expressway)

State Project No. 92130-1425 & 75280-1479

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Federal Aid Project No. N/A & NH-4-2(169)65

April 14, 1998

Comments:

(Please provide your comments as necessary; we strongly encourage you to take this opportunity to share your thoughts and/or ideas regarding this study. All comments will become part of the public record.)

The "Attractions Area" (Lake Buena Vista) is a very congested area and congestion will intensify in years to come. The elimination of "road-side" rest area, guided by thinking which presumes local services to be readily accessible, is extremely unrealistic. Traveling public and freight industry vehicles forced to leave the interstate for rest, relief and refreshment will only further intensify traffic congestion in local areas.

Tourism and trucking as well as other transportation media are truly the "lifeline" of central Florida. To consider the cost of providing adequate rest areas to accommodate needs of the I-4 corridor to be excessive is to refuse to buy gasoline for your vacation because it is cost prohibitive.

This is a unique area where 60 mile interval between rest areas is inadequate.

I would appreciate information on traffic count studies done on the rest areas at Lake Buena Vista. Also would like to know scheduled time of closing and ~~demolition~~ demolition.

Thank You

You may leave this form in the box provided or fold and mail to the address on the back.



John S. Kaliyoda
4673 Blue Spruce Ave.
17111 ... Cl. 24706



I-4 PROJECT DEVELOPMENT AND ENVIRONMENT STUDY PUBLIC INFORMATION WORKSHOP

Section 1 I-4 from CR 532 to SR 528 (Bee Line Expressway)
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April 14, 1998

Comments:

(Please provide your comments as necessary; we strongly encourage you to take this opportunity to share your thoughts and/or ideas regarding this study. All comments will become part of the public record.)

Speaking of "Excessive cost"

Relating to the maintenance of
Lake Buena Vista Rest Areas :

1. A "Handicap", "Family" Restroom was added to this facility in July 1997. It was not available to the public until November. Since that time, broken door knobs (poor, poor design for "public" use) have kept these facilities closed 90% of the time.
2. Since this area is to be closed - why have stainless steel shelves been installed in the Womens restroom as recent as Feb 1998.
3. Since this area is to be closed - why was \$10,000.00 spent to install above ground "mainline" water valves in Nov. 1997 and two P.O.T. maintenance workers spent at least four days building a concrete block wall - 3 blocks high to "protect" these valves



You may leave this form in the box provided or fold and mail to the address on the back.



I-4 PROJECT DEVELOPMENT AND ENVIRONMENT STUDY PUBLIC INFORMATION WORKSHOP

Section 1 I-4 from CR 532 to SR 528 (Bee Line Expressway)
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April 14, 1998

Comments:

(Please provide your comments as necessary; we strongly encourage you to take this opportunity to share your thoughts and/or ideas regarding this study. All comments will become part of the public record.)

April 15, 1998

TRANS4MATIONS

I have attended two presentations that you have given. My impression is that you really do not want input, that your minds are already made up as to what you are going to do, and these presentations are just to appease the public.

I will give input but I perceive it will not be given consideration.

- The HOV lanes are not the thing for the future, the general public is not the law-abiding citizens they used to be. There will be an enforcement problem, and I think there is better use for these lanes.
- The Greenway and the proposed Western Beltway should definitely link together. Do not dump the traffic onto I-4.

Sincerely
Winnie Gerken
2712 Greenfield Ave.
Orlando, Florida 32808-3254



You may leave this form in the box provided or fold and mail to the address on the back.

ATTACHMENT 7

SUMMARY OF EVALUATION MATRIX

Table 8-5

COMPARATIVE EVALUATION MATRIX

Criteria	Segment 1 Station 0+00 to Station 98+00			Segment 2 Station 98+00 to 160+00						Segment 3 Station 160+00 to 206+00				Segment 4 Station 206+00 to 221+00			
	No-Build	A	B	No-Build	A	B	C	D	E	F	No-Build	A	B	C	No-Build	A	B
Travel Characteristics																	
Mainline LOS																	
Eastbound	F	E	E	F	E	E	E	E	E	E	F	F	F	F	F	F	F
Westbound	F	E	E	F	E	E	E	E	E	E	F	F	F	F	F	F	F
Mainline Weave																	
U.S. 192 to Osceola Parkway, Eastbound Only																	
				F	D	F	D	F	D	F							
S.R. 535 to Lake Avenue																	
Eastbound											n/a	n/a	D	E			
Westbound											n/a	n/a	D	E			
HOV LOS																	
Eastbound	n/a ¹	C	C	n/a	B	B	B	B	B	B	n/a	C	C	C	n/a	C	C
Westbound	n/a	C	C	n/a	B	B	B	B	B	B	n/a	C	C	C	n/a	C	C
Interchange LOS																	
Western Beltway																	
	F	D	D														
U.S. 192																	
				F	D	D	D	D	D	D							
S.R. 535																	
											F	E	D	E			
Lake Avenue																	
											n/a	C	C	D			
Central Florida Parkway																	
															F	E	E
Cross Street Flow																	
U.S. 192																	
				D	A	A	B	B	B	B							
S.R. 535																	
											F	F	F	F			
Lake Avenue																	
											n/a	C	C	C			
Central Florida Parkway																	
															F	C	E
Project Costs (\$ Millions)																	
Construction ²																	
	\$0	\$67.7	\$64.6	\$0	\$111.7	\$99.5	\$112.2	\$107.2	\$106.6	\$102.9	\$0	\$43.9	\$45.4	\$44.4	\$0	\$17.9	\$13.1
Right-of-Way																	
	\$0	\$29.5	\$29.5	\$0	\$33.2	\$30.8	\$28.8	\$26.4	\$31.6	\$28.5	\$0	\$21.4	\$61.7	\$30.5	\$0	\$9.6	\$9.6
Relocations																	
Residential																	
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Business																	
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Environmental Impacts																	
Archeological Sites																	
	0	2	2	0	1	1	1	1	1	1	0	3	3	3	0	1	1
Contamination Sites																	
(by Risk potential) ³																	
number HIGH risk																	
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
number MEDIUM risk																	
	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0
number LOW risk																	
	0	2	2	0	1	1	1	1	1	1	0	2	2	2	0	1	1
Cultural Sites																	
	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0
Floodplains (acres)																	
	0.0	29.4	28.8	0.0	32.2	31.9	30.1	29.3	30.2	30.2	0.0	3.4	3.4	3.4	0.0	0.0	0.0
Wetlands (acres)																	
	0.0	32.6	32.2	0.0	36.4	36.2	34.4	34.4	32.9	32.7	0.0	4.2	5.5	4.2	0.0	1.1	1.1

¹ n/a = not applicable

² Construction costs include roadway, structures, drainage improvements, traffic engineering, maintenance of traffic, etc.

³ Contamination site risk potential: HIGH = potential exists for contamination based on review of available information / further assessment required to determine actual presence or level of contamination; MEDIUM = available information indicates some contamination, either not requiring remediation, under remediation, and/or requiring further remediation; LOW = hazardous materials are associated with the site use but there is no evidence of contamination.

Table 8-6

COMPARATIVE EVALUATION MATRIX
FOR WESTERN BELTWAY INTERCHANGE

Criteria	Western Beltway Interchange			
	No-Build	Option 1	Option 2	Option 3
Travel Characteristics				
I-4 Mainline LOS				
Eastbound	F	E	E	E
Westbound	F	F	F	F
HOV LOS				
Eastbound	n/a ¹	C	C	C
Westbound	n/a	C	C	C
Interchange LOS				
Western Beltway Ramps				
I-4 EB Exit Ramp	n/a	D	D	D
I-4 EB Entrance Ramp	n/a	C	B	B
I-4 WB Exit Ramp	n/a	F	C	C
I-4 WB Entrance Ramp	n/a	D	D	D
Project Costs (\$ Millions)				
Construction ²	\$0	\$6.6	\$9.4	\$13.3
Right-of-Way ³ (acres)	0	51.24	49.36	45.19
Relocations				
Residential	0	0	0	0
Business	0	0	1	1
Environmental Impacts				
Archeological Sites	0	0	0	0
Contamination Sites (by Risk potential) ⁴				
number HIGH risk	0	0	0	0
number MEDIUM risk	0	0	0	0
number LOW risk	0	1	1	1
Cultural Sites	0	0	0	0
Floodplains (acres)	0.0	1.37	1.15	3.46
Wetlands (acres)	0.0	2.53	4.45	7.90

¹ n/a = not applicable

² Construction costs include roadway, structures, drainage improvements, traffic engineering, maintenance of traffic, etc.

³ The data shown is a comparison of the total acres of right-of-way acquisition required for the interchange alternatives.

⁴ Contamination site risk potential: HIGH = potential exists for contamination based on review of available information / further assessment required to determine actual presence or level of contamination; MEDIUM = available information indicates some contamination, either not requiring remediation, under remediation, and/or requiring further remediation; LOW = hazardous materials are associated with the site use but there is no evidence of contamination.

ATTACHMENT 8

COURT REPORTER TRANSCRIPT

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FLORIDA DEPARTMENT OF TRANSPORTATION
I-4 PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
PUBLIC INFORMATION WORKSHOP

STATE PROJECT NO.:
92130-1425 and 75280-1479

WORK PROGRAM NO.:
514730 and 5147254

FEDERAL AID NO.:
N/A and NH-4-2(169)65

OSCEOLA AND ORANGE COUNTIES

CERTIFIED COPY

Hyatt Convention Center
6375 West Irlo Bronson Memorial Highway
US 192
Kissimmee, Florida

April 14, 1998
4:00 o'clock p.m.

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INDEX

TRANSCRIPT OF PROCEEDINGS

PUBLIC COMMENTS:

Marilyn Kalivoda

3

John Kalivoda

4

PRESENTATION

6

CERTIFICATE OF REPORTER

20

P R O C E E D I N G :

1
2 (WHEREUPON, the proceeding began and the
3 following public comments and presentation took
4 place:)

5 MS. KALIVODA: My name is Marilyn Kalivoda,
6 which is K-A-L-I-V-O-D-A. I am the wife of a
7 westbound Lake Buena Vista I-4 rest stop blind
8 vendor. Our home is in Kissimmee, okay, but this
9 is concerning the rest stop that will be demolished
10 on I-4, both the east and westbound will be
11 demolished. And, this is what I have to say.

12 The two rest areas at Lake Buena Vista, east
13 and westbound, provide a living for many people;
14 maintenance, security, vending, etc. It would be
15 of great help to have been informed of the
16 potential closing so that other ways to make a
17 living could be explored and set up.

18 Some of these people are disabled and need
19 more notice of pending change in their lives. Even
20 , now these people are working day to day wondering
21 when they will no longer have an income.

22 I know of one legally blind vendor who just
23 built and moved into a small house along with his
24 aged mother to be very near his place of work,
25 which is I-4 eastbound at Lake Buena Vista rest

1 area.

2 It is not easy for a disabled person who has
3 to depend upon public transportation to up and move
4 and to find other suitable employment. Please tell
5 us when our sole livelihood will come to a
6 screeching halt -- one week, one month, one year?
7 We need to know so we know how to plan for the
8 future.

9 MR. KALIVODA: John Kalivoda, 4673 Blue Spruce
10 Avenue, in Kissimmee, Florida 34758. My comments
11 read as follows. The attraction area, Lake Buena
12 Vista, is a very congested area and congestion will
13 intensify in years to come. The elimination of
14 road side rest areas guided by thinking which
15 presumes local services to be readily accessible is
16 extremely unrealistic.

17 Traveling public and truck industry vehicles
18 forced to leave the interstate for rest, relief and
19 refreshment will only further intensify an already
20 congested situation. Tourism and trucking, as well
21 as other transportation media, is truly the life-
22 blood of Central Florida.

23 To consider the cost of providing adequate
24 rest areas to accommodate needs of the I-4 corridor
25 to be excessive, is to refuse to buy gasoline for

1 your vacation because it is cost prohibitive.

2 This is a unique area where 60 mile intervals
3 between rest areas is inadequate. I would
4 appreciate information on traffic count studies
5 done on the rest areas at Lake Buena Vista. I
6 would also like to know scheduled time of closing
7 and demolition.

8 Speaking of "excessive cost" relating to the
9 maintenance of Lake Buena Vista rest areas, number
10 one, a handicapped "family" restroom was added to
11 this facility in July 1997. This is a mobile unit
12 that was lifted and placed in this area by a crane
13 to provide special protected restroom facilities
14 for families and handicapped people. It was not
15 available to the public until November 1997. Since
16 that time, broken door handles, which were very
17 poorly designed for public use, have kept these
18 facilities closed 90% of the time.

19 Number two, since this area is to be closed,
20 how can the installation of stainless steel shelves
21 in women's restrooms be justified?

22 Number three, since this rest area is to be
23 closed, why was \$10,000 spent to install above
24 ground main line water valves in November of 1997?
25 And, why were two Department of Transportation

1 maintenance workers spending at least four days
2 building a concrete block wall three blocks high to
3 protect these valves? That's cost prohibitive --
4 my, my.

5 SPEAKER: On behalf of the Florida Department
6 of Transportation, I'd like to welcome you to our
7 public meeting tonight.

8 This is what we call an informal workshop. We
9 have displays up on the wall for you to look at.
10 We would like for you to get with the staff and ask
11 any questions you may have.

12 A couple of simple rules that I have for this
13 -- first of all, there are no dumb questions. This
14 is very complex, what we are showing here. There's
15 a lot of things that are moving very rapidly in
16 this corridor. A lot of DIRs, a lot of new
17 projects going on in the I-4 corridor. Therefore,
18 things may be a little bit more advanced than what
19 you might expect out there that you see in the
20 drawings. Feel free to ask questions.

21 The other rule I have is that we want your
22 input. Write it down. We have a court reporter
23 over here, please give it to the court reporter.
24 Get with us, we need your input and value your
25 input as we go through this process.

1 The overall project that you see here tonight
2 is one part of a major study that's being done at
3 the I-4 corridor. It stretches through four
4 counties starting down here at the Polk/Osceola
5 County line, going through Osceola County, Orange
6 County, Seminole County and Volusia County, some 73
7 miles in length. It is a continuation of the
8 actual Master Plan completed about two years ago.

9 Segment 1, which is the segment we are
10 studying here and presenting tonight, is 13 and a
11 half miles which stretches through Osceola and into
12 Orange County up to the Bee Line Expressway. It's
13 through Osceola, into Orange, stretching up to the
14 Bee Line Expressway, through most of what we
15 commonly refer to as the "tourist corridor."

16 Now the I-4 Master Plan really identified this
17 project to be a multi-modal enhancement of I-4 in
18 looking at how do we enhance the capability of the
19 I-4 corridor. Part of that, in looking at this, is
20 looking at various options and various ways of
21 being able to move people through the corridor.

22 One of the things we are looking at is
23 preserving a rail corridor with the median of I-4.
24 It would be 44 feet wide. We are looking at
25 various options -- working with high speed rail.

1 They've got various options on the drawing board
2 that they are looking at to utilizing this corridor
3 between Orlando and Tampa for the potential of high
4 speed rail.

5 The second part of the multi-modal aspects are
6 the HOV lanes. We are showing two different types
7 of HOV lanes here. They are what we refer to -- an
8 "HOV" is high occupancy vehicle lanes -- is one
9 with two lanes in each direction, for a total of
10 four lanes. The other one is one lane in each
11 direction, for a total of two lanes.

12 So, the HOV lanes will comprise a major
13 portion of what we are looking at to improve the
14 corridor. The other part is the general use lanes.
15 Presently, there are six general use lanes from 192
16 north up to the Bee Line Expressway and on into
17 Orlando. The Department has a project to widen
18 between US 27 and 192 to provide it with six lanes
19 in the next three or so years.

20 So, when we come on with our project, you will
21 have six general use lanes all the way through the
22 project. And, we will look to maintain that, but
23 enhance the access to an accommodation of CD roads,
24 ramp to ramp auxiliaries, and be able to smooth the
25 flow of traffic on and off I-4.

1 I would really like to focus first of all on
2 the HOV lanes. What are we doing with the HOV
3 lanes? Within the area coming to us in Polk County
4 there is a study underway by District 1, FDOT
5 District 1, program for Polk County, that is
6 carrying what's called "special use lanes" into
7 Osceola County. Special use lanes look at a longer
8 distance trip than what we commonly refer to HOV,
9 high occupancy vehicles.

10 It's picking up traffic coming from Tampa
11 carrying you through and allowing this long
12 distance. It could be a single occupant vehicle.
13 It could be HOV 2, two occupancy vehicles, or HOV
14 3, three occupancy vehicles.

15 So, basically we've got a whole variety of
16 people, SOVs and HOVs, coming to us in the special
17 use lanes of Polk County. We are looking at how do
18 we transition from that. These long distance trips
19 are basically coming from Tampa to us and we have
20 to transition them out as we generate the HOV lanes
21 in the western part of our study area.

22 At the World Drive -- just west of the World
23 Drive interchange, we are looking at a transition
24 from a six plus four, which is coming through to
25 Polk County to us, and we will continue that into

1 Osceola County and then we will transition just to
2 the west of the World Drive interchange to a six
3 plus two section.

4 We will have a direct flyover ramp coming out
5 of the HOV lanes, or these special use lanes, that
6 will connect into World Drive. It will allow that
7 person three options, being able to go to the
8 Disney complex using World Drive. Continue on the
9 CD roads going up to the southern connector and
10 enter the beltway going around Orlando. The third
11 option -- I-4 and just traveling the general use
12 lanes.

13 At that point we would transition from the
14 special use lanes to the HOV lanes and those HOV
15 lanes would then continue on through the Orlando
16 area.

17 For the area between World Drive up to a new
18 interchange called Lake Avenue which is in the
19 vicinity of the Embassy Suites Hotel just north of
20 535, we would have six plus two, or two lanes of
21 HOV, in each direction. With the traffic coming on
22 at the Lake Avenue interchange, capacity shows that
23 we need to go to six plus four or have four HOV
24 lanes between Lake Avenue and the Bee Line
25 Expressway.

1 So, we would be handling the traffic in and
2 out of the HOV lanes. The HOV lanes will be
3 barrier separated between -- from it and the
4 general use lanes. We would provide access into
5 and out of the HOV lanes through a series of either
6 direct connect ramps or at grade slope ramps that
7 allow for dedicated movement between the general
8 use lanes and the HOV.

9 I'd like to move on to the improvements that
10 we're doing in the general use lanes. We have
11 presented on the wall four segments that we are
12 presenting to you tonight and the improvements in
13 the four segments. They are divided starting with
14 Segment 1 at County Road 532 moving north and
15 eastward. Segment 1 basically covers the area
16 between County Road 532 to just west of US 192.

17 Segment 2 covers the US 192 interchange, the
18 Osceola Parkway interchange, and the State Road 536
19 interchange. Segment 3 would then cover the
20 interchange with State Road 535 and Lake Avenue.
21 And, in Segment 4, it would cover Central Florida
22 Parkway and the Bee Line Expressway. It's
23 basically divided into the segmentation.

24 We have also provided for you a comparative
25 evaluation matrix that shows various criteria that

1 we are using in evaluating the different
2 alternatives that we have underway. The criteria
3 include travel characteristics, impact to the
4 natural environment, numbers of relocations to
5 business and residential and, of course, project
6 cost -- construction cost and right-of-way costs.
7 So, those are presented for each of the Segments in
8 showing the alternatives.

9 I'd like to briefly just go through what are
10 the alternatives and describe for you in general
11 terms what are the basic differences between the
12 alternatives. In Segment 1, we have two
13 alternatives.

14 Within Alternative 1, you would exit on the
15 east side of World Drive, enter the CD system, and
16 there will be a direct connect flyover ramp that
17 creates the special use lanes.

18 Within Alternative 2, you don't have the
19 direct connect ramp. You will enter from a left
20 hand lane and create the lane into the special use
21 lane. It's the only difference in the two
22 alternatives between A and B.

23 The other things you see -- a couple options
24 up on the wall for the western beltway interchange.
25 We have three different options that we are looking

1 at for that interchange. Any one of those three
2 could be plugged into that location and considered
3 for that location. We have an evaluation matrix
4 that shows the comparison between the three
5 interchange alternatives.

6 As we move to Segment 2, there are six
7 alternatives presented up on the wall. There are
8 two basic differences in these. There are three
9 interchanges that are presented. For Alternative A
10 and B, it's one interchange. Alternative C and D
11 have another interchange, and E and F has another.
12 So, there are three different interchanges
13 presented.

14 The difference between an A and B is how it
15 connects into I-4 in the eastbound direction. For
16 A we have a direct connect CD system between 192
17 and Osceola Parkway. For B we just weave that
18 traffic into the main line of I-4 in the eastbound
19 direction between US 192 and the Osceola Parkway.
20 So, the first Alternative you will see up there is
21 an interchange option. It has a CD system between
22 192 and Osceola Parkway. The second one just has
23 it directly connecting into I-4 and weaving along
24 I-4.

25 In Segment 3, the first option is the half-

1 diamond interchange. It's the interchange that
2 came out of the I-4 Multi-Modal Master Plan and
3 it's being evaluated as an interchange providing
4 both general use and HOV access to and from
5 Orlando. So, it's on the Orlando side at the Lake
6 Avenue interchange.

7 The other -- Option B shows a full interchange
8 at Lake Avenue with a collector-distributor system
9 between State Road 535 and Lake Avenue. In Option
10 C, it's again a full interchange, but no collector-
11 distributor system between the two interchanges at
12 535 and Lake Avenue.

13 In Segment 4, we have two options. There is
14 only one fundamental difference between the two.
15 At Central Florida Parkway, there is -- Option A
16 has a flyover bridge being maintained -- it is
17 being rebuilt, but it would be maintained. The one
18 that's there right now, basically at the Sea World
19 entrance. Option B does not have that and we will
20 provide for just a standard diamond interchange.
21 So, those are the fundamental differences between
22 the options.

23 I'd like to open up to any questions you may
24 have. We do have also aerial views of the
25 improvements on the tables there showing the

1 different types of improvements we have on aerials
2 as well, so you can see that. We have the
3 documentation reports that have been prepared thus
4 far and many of the reports are complete and are
5 available for you to look at. They are over there
6 on the table.

7 Are there any questions?

8 QUESTION: Are semi trucks going to be able to
9 stay in the general purpose lanes?

10 ANSWER: Yes, sir.

11 QUESTION: But, is it possible for a person
12 coming from Tampa and going to Daytona -- do they
13 have to stay in the general purpose lanes?

14 ANSWER: They can stay in the special use lanes
15 until they get to World Drive.

16 QUESTION: Inaudible question.

17 ANSWER: The Master Plan calls for HOV 3, three
18 occupancy lanes. Most likely the system will open
19 as HOV 2. At some time in the near future when
20 capacity starts to be a problem within the system,
21 to be able to handle that capacity issue with an
22 HOV 3 during the peak hour. Mostly likely we will
23 open as an HOV 2.

24 QUESTION: Inaudible question.

25 ANSWER: That's been the standard pretty much

1 across the country.

2 QUESTION: Inaudible question.

3 ANSWER: Right now, all the drawings that you
4 see before you were developed based upon a concrete
5 barrier between HOV and the general use lanes.
6 Typically, we have an area that's coming to us, the
7 six plus four that's coming all the way up to World
8 Drive. There's not an instance in the country
9 right now that's been built -- two HOV lanes and
10 having a buffer separation within a single lane.
11 So, we've got up to World Drive as six plus four.
12 From World Drive up to Lake Avenue is six plus two
13 and then we've got another section of six plus
14 four. So, the only place we could actually look at
15 barriers, you know, in doing the buffer separation,
16 is the World Drive up to Lake Avenue.

17 QUESTION: That's not very far.

18 ANSWER: That's not a very far distance, right.
19 It's probably five or six miles from World Drive.

20 QUESTION: From World Drive, okay.

21 ANSWER: I agree with what you are saying as
22 far as opening to be able to get emergency vehicles
23 in there.

24 QUESTION: If you put yourself in the same --
25 (inaudible).

1 ANSWER: Well, but one of the things that is
2 happening now -- enhanced access. You still are
3 not going to be able to get across the median
4 because you have a rail corridor.

5 QUESTION: Right.

6 ANSWER: Okay. And, there's nothing we can do
7 about that. So, you are going to have to flip
8 around anyway. Once you get into -- up to
9 basically the western beltway, there are a lot of
10 interchange and accesses into the HOV system.

11 QUESTION: Can one person slide them open?

12 ANSWER: Either one person can slide them open.
13 They've even got them now where they can be
14 activated electrically.

15 SPEAKER: Are there any more questions?

16 QUESTION: Is that a 12 foot emergency lane on
17 the outside?

18 ANSWER: Yes, you've got 34 feet from barrier
19 to barrier. The reason why I say "barrier," we are
20 not showing a barrier in here initially, but when
21 the rail comes in -- the light rail is not planned
22 to be within our corridor.

23 QUESTION: The light rail is coming in from
24 Central Florida Parkway?

25 ANSWER: It will, but it will either go down a

1 side of I-4 or down I-Drive. It will not go down
2 the median of I-4 because of the big interchanges
3 we have, creating stations along there.

4 QUESTION: I thought the rail was --

5 ANSWER: It will not be in the median. It can
6 be on either side of I-4, but it will not be in the
7 median of I-4.

8 QUESTION: How far has that gone now?

9 ANSWER: They are evaluating alternatives and
10 they are doing basically the same type of planning
11 effort that we're doing. Right now they are
12 looking at three different alternatives. One
13 crossing I-4 and running it by the Bee Line
14 Expressway, just south of the Bee Line Expressway.
15 One is the vicinity of 536 running just south of
16 the 192 interchange. The two northern ones would
17 use the median of I-4 and they are evaluating
18 whether it would be in the median or outside.

19 QUESTION: What is the earliest date of
20 starting any type of construction?

21 ANSWER: Well, the downtown area is the top
22 priority, particularly down where light rail looks
23 like its going to go up to the I-4 corridor between
24 Republic up to Kirkman Road, in that area, or up to
25 Michigan. So, that's going to be the first part

1 and the downtown area will be the priority.

2 The money -- there is a detailed construction
3 schedule over here on the board. The money for
4 this area, based upon receiving dedicated local
5 funding, could occur as early as the year 2010 and
6 2015, in that window. Without dedicated funding,
7 it's out beyond the year 2015.

8 QUESTION: So, that's the year 2010, you say?

9 ANSWER: Yes, sir.

10 SPEAKER: Are there any other questions. No?
11 Okay, we appreciate your input. We'll all be glad
12 to answer any questions that you have.

13 (WHEREUPON, this concluded the presentation
14 and Question and Answer portions of this
15 proceeding.)

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C E R T I F I C A T E

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STATE OF FLORIDA,)
COUNTY OF ORANGE)

I, CINDY SIMMONS, Court Reporter and Notary Public,
State of Florida at Large,

DO HEREBY CERTIFY, that the foregoing transcript,
numbered pages 1 through 20, inclusive, was ordered
transcribed by me and comprise a true and accurate record
of the proceedings in said cause.

I FURTHER CERTIFY that I am not related to or
employed by any of the parties or their counsel, nor have
I any financial interest in the outcome of this action.

IN WITNESS WHEREOF, I have hereunto subscribed my
name and affixed my seal this 26th day of April, 1998.

Cindy Simmons

CINDY SIMMONS, NOTARY PUBLIC
Notary Public, State of Florida
at Large

My Commission Expires: 09/17/01

TRANSFORMATION

THE EVOLUTION OF TRANSPORTATION
IN CENTRAL FLORIDA

I-4 Section 1 Workshop

April 14, 1998

State Project No. 92130-1425 & 75280-1479

Work Program No. 514730 & 5147254

Federal Aid No. N/A & NH-4-2(169)65

Name	Name	Name
J. E. Bunn	Bob Gleason	Mark Calka
TERRY MULFORD (Congressman WELDON)	John Kucik	STEVE WINS
	Paul Kucik	Robert Beck
Harry Stecker CEI	Todd Petrie	
Bill Graziosi	C. Lenox Starkland	
Buddy Farris	Nancy Neal	
Shauna Plunette	Joanna Shover	
Winnie L. Huber	Tanya Jue	
Alan Malit	Howard Newman	
Mark Prochak	John Kucik	
John S. Kalivoda		
Marilyn R. Kalivoda	James L. Harris	
Ray D.	Ken Perry	
Cindy Murphy	TARA MARTIN	

TRANSFORMATION

THE EVOLUTION OF TRANSPORTATION
IN CENTRAL FLORIDA

I-4 Section 1 Workshop

April 14, 1998

State Project No. 92130-1425 & 75280-1479

Work Program No. 514730 & 5147254

Federal Aid No. N/A & NH-4-2(169)65

Name	Name	Name
<i>Kevin Smith</i>		
<i>HOWARD & CHRIS RUSSELL</i>		
<i>Bob Kingsland</i>		

TRANSFORMATION

THE EVOLUTION OF TRANSPORTATION
IN CENTRAL FLORIDA

I-4 Section 1 Workshop

April 14, 1998

State Project No. 92130-1425 & 75280-1479

Work Program No. 514730 & 5147254

Federal Aid No. N/A & NH-4-2(169)65

Name	Name	Name
Susan Selph		
Jeff Kraker		
C. R. BRACKETT		

DAMES & MOORE
TRANSPORTATION PLANNING & ENGINEERING
RECORD OF TELEPHONE CONVERSATION

DATE: 4-27-98

TIME: 11:00 am

JOB NO.: 26316-010

RECORDED BY: Richard Darden

CLIENT: FDOT

TALKED WITH: Bryan Toland

OF: USFWS

NATURE OF CALL: Outgoing

PHONE NO.: 561 562 3909

ROUTE TO: File

SUBJECT: I-4 PD&E Wildlife Assessment

ITEMS DISCUSSED:

I phoned Bryan to discuss the status of the Draft Wildlife and Habitat Assessment prepared for I-4 Section 1. The document was submitted to USFWS (Vero Beach) on March 6, 1998 for review and comment/concurrence. Bryan informed me that while he has not yet reviewed the document, he has recently given notice of his resignation (last work day to be May 8). He thinks that the project will be assigned to another reviewer and suggested I check with Tom Graille (USFWS Supervisor) to see who that might be.

DAMES & MOORE
TRANSPORTATION PLANNING & ENGINEERING
RECORD OF TELEPHONE CONVERSATION

DATE: 4-29-98

TIME: 10:45 am

JOB NO.: 26316-010

RECORDED BY: Richard Darden

CLIENT: FDOT

TALKED WITH: Mark Evans

OF: Corps of Engineers

NATURE OF CALL: Outgoing

PHONE NO.: 904 232 2028

ROUTE TO: File

SUBJECT: Status of Wetland Report Review for I-4

ITEMS DISCUSSED:

I phoned Mark to inquire on the status of his review of our Draft Wetland Evaluation Report for I-4 Section 1. Mark has not begun his review of our document yet, but says he plans to begin doing so within the next two weeks. I offered to accompany him on a field visit to review all or part of the project once he has had time to get into the report somewhat. He indicated that any field visits may not be possible until June.

I told Mark that our Draft Environmental Assessment was going to be submitted to FDOT on May 11th and that the Corps would not see a copy until after FHWA has had time to review it. We concluded our conversation with the agreement to stay in touch as we have been.

**DAMES & MOORE
TRANSPORTATION PLANNING & ENGINEERING
RECORD OF TELEPHONE CONVERSATION**

DATE: 4-30-98

TIME: 10:30 am

JOB NO.: 26316-010

RECORDED BY: Richard Darden

CLIENT: FDOT

TALKED WITH: Message to Tom Graille

OF: USFWS, Vero Beach

NATURE OF CALL: Outgoing

PHONE NO.: 561 562 3909

ROUTE TO: File


SUBJECT: I-4 PD&E Wildlife Assessment

ITEMS DISCUSSED:

I called Tom Graille to find out who would be assigned to review our I-4 PD&E Draft Wildlife and Habitat Assessment. Bryan Toland (Initial Reviewer) has recently resigned. Tom was not available. I left a detailed message and will call again if I don't hear from Mr. Graille soon.



MEMORANDUM OF MEETING

TO: File 24434
FROM:  Jack Freeman
RE: I-4 Corridor PD&E Study, Segment 1
State Project Nos. 92130-1425 and 75280-1479
WPI Nos. 5147330 and 5147254
Federal Aid Project Nos. N/A and NH-4-2(169)65
Design Coordination Meeting

DATE OF
MEETING: May 8, 1998

On May 8, 1998, a Design Review Coordination Meeting was held with FDOT in DeLand. Those in attendance were as follows:

Bob Cortelyou - FDOT
Mike Snyder - FDOT
Mike Hatchell - FDOT
Noranne Downs - FDOT
Harold Webb - FDOT
Alan Ledgerwood - FDOT
Jack Freeman - HNTB

This meetings was conducted as a follow-up to the April 28, 1997, meeting and contained the following two agenda items.

1. *Design Options for Westbound C-D between Osceola Parkway and SR 536* - Two options for this area were presented to FDOT. The first option is a modification of the Master Plan Alternative, having a three-lane weave section where the HOV traffic crosses two lanes of traffic and then proceeds into a second weave prior to Osceola Parkway Interchange. The second option is that which was suggested by FHWA. This option has the HOV traffic that is bound for US 192 and Osceola Parkway to slip ramp connect into the Osceola Parkway two-lane exit ramp. It was noted in the comparative review of these two options that the FHWA alternative eliminates the weaves of the other option. It does have a slightly higher construction cost as the braided ramp bridge carrying the Osceola Parkway two-lane exit over the SR 536 westbound entrance ramp would require three laning. Following a discussion of the general purpose lanes entrances and exits and the HOV entrances and exits operation between SR 536 and US 192, it was agreed that the FHWA alternative was the preferred alternative.
2. *Western Beltway Interchange Alternatives* - In this discussion, four interchange alternatives were presented. This included the three that were shown at the Public Meeting, plus a modification of the loop ramp alternative to meet 45 mph design speeds. It was discussed that the selected alternative needs to be able to fit within the future six lane section for I-4 and then be modified to fit with the ultimate 6+4 with rail envelope alternative. It was stated that this would be difficult

with all the options, but especially difficult with Option C and the straddle bents that are associated with providing the I-4 eastbound to Western Beltway northbound flyover movement.

Extensive discussion was focused on the 45 mph loop ramp design. It was noted that similar to the 30 mph loop ramp, this is a three center curve, having the most restrictive speed, being 45 mph as traffic approaches the I-4 mainline. It was also noted that the differential in right-of-way taking is almost 35 acres greater than that of the 30 mph loop ramp. It was stated that while right-of-way costs have not been received for this location, the extra right-of-way will likely push the cost to be similar to that or greater than those shown in Option B.

Option B is the typical systems "T" interchange as shown by AASHTO and would require the relocation of the Paradise R-V Park. It was discussed that based upon research done for the Noise Report, we have determined that approximately 30 of the over 100 spaces are utilized on a year round basis by permanent residents of the park. It was stated that we need to see what the business damages are for the acquisition of this site. There seems to be some acceptance of Option B, should this parcel not be too expensive to acquire.

A new option was suggested by Alan Ledgerwood. This option utilized parts of both Options B and C. Mr. Ledgerwood suggested that we consider having the I-4 eastbound to Western Beltway northbound flyover in the same general location as is presented in Option B. He suggested that the Western Beltway southbound to I-4 eastbound entrance ramp be located in a location similar to that of Option C. This particular movement would be the second level of the interchange allowing it to get underneath the SR 545 overpass bridge and minimize the amount of right-of-way acquisition from Paradise R-V Park. It was stated that HNTB would take a look at this particular option.

Decision on the preferred alternative for the Western Beltway Interchange is delayed until the cost of potentially acquiring the Paradise R-V Park is evaluated and the additional interchange concept is completed.

JRF/jag

Copies to:

All Attendees

Nancy Connor - FDOT

Tony Melton - HNTB

David Wagner - HNTB

Gary Reed - Baker

Richard Darden - Dames & Moore

Roger Neiswender - TCG



ARCHITECTS ENGINEERS PLANNERS

5850 T.G. Lee Boulevard
Suite 600
Orlando, Florida 32822
(407) 859-8380
FAX (407) 855-9641

May 13, 1998

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

RE: I-4 Corridor PD&E Study, Section 1
State Project No. 92130-1425 & 75280-1479
WPI Nos. 5147330 & 5147254
Federal Aid Project Nos. N/A & NH-4-2(169)65
Submittal of Cultural Resources Assessment Study

Dear Mr. Webb:

Enclosed you will find five (5) copies of the revised Final Cultural Resources Assessment Survey. These revised copies address FHWA comments provided in the April 13, 1998 Design Inspection Report. The three (3) copies of the Original Florida Site File forms and one (1) copy of the Survey Log Sheet were provided in the previous submittal of April 3, 1998 are unchanged by the comments.

These revised documents are ready for you to send to FHWA for their review and forwarding to SHPO for review. Should you have any questions, please give me a call.

Very truly yours,

HNTB CORPORATION

John R. Freeman, Jr., P.E.
Project Manager

cc: Marion Almy - ACI
Richard Darden - Dames & Moore
File 24434

\\j\p00\data\exec\jrf\projects\i-4pd&e\webb29.doc

OFFICES: ALEXANDRIA, VA; ATLANTA, GA; AUSTIN, TX; BATON ROUGE, LA; BOSTON, MA; CHARLOTTE, NC; CHICAGO, IL; CLEVELAND, OH; DALLAS, TX; DENVER, CO; DETROIT, MI; FAIRFIELD, NJ; FT. WORTH, TX; HARTFORD, CT; HOUSTON, TX; INDIANAPOLIS, IN; IRVINE, CA; KANSAS CITY, MO; LANSING, MI; LAS VEGAS, NV; LOS ANGELES, CA; LOUISVILLE, KY; MIAMI, FL; MILWAUKEE, WI; MINNEAPOLIS, MN; NASHVILLE, TN; NEW YORK, NY; OAKLAND, CA; OKLAHOMA CITY, OK; ORLANDO, FL; OVERLAND PARK, KS; PHOENIX, AZ; RICHMOND, VA; RALEIGH, NC; ROCKLAND COUNTY, NY; SAN ANTONIO, TX; SEATTLE, WA; TAMPA, FL; TULSA, OK; WICHITA, KS



ARCHAEOLOGICAL CONSULTANTS INC.

May 7, 1998

RECEIVED

MAY 11 1998

ORLANDO
H N T B

ARCHAEOLOGICAL
SURVEYS AND
EXCAVATIONS

Jack Freeman
HNTB
5850 T.G. Lee Blvd, Suite 600
Orlando, FL 32822

HISTORIC BUILDING
SURVEYS AND
EVALUATIONS

RE: I-4 Section 1, WPI Nos. 5147330/5147254; SP Nos. 92130-1425/75280-1479;
FAP Nos. N/A and NH-4-2(169)65

ARCHIVAL RESEARCH

Dear Mr. Freeman:

CULTURAL RESOURCE
ASSESSMENTS

Archaeological Consultants, Inc. (ACI) has made changes as requested by David Unkefer, FHWA to the I-4 Section 1 Cultural Resource Assessment Survey Report.

NATIONAL REGISTER
NOMINATIONS

- In Section 1 (Introduction), ACI created subsection 1.2 (Planned Improvements) which includes the project description and two examples of typical sections (Figure 1.2) provided by HNTB.
- Subsection 1.4 (Introduction) defines the Area of Potential Effect (APE). However, no graphic representation of the APE is included due to the small scale of available maps.
- In the Executive Summary and Section 7.2, the verbage was changed as Mr. Unkefer requested. Also, in Section 7.2, future reevaluations are tied to the project's expected build-out date.

INTERPRETIVE
DISPLAYS

Please let me know if you need anything else, and thank you so much for your assistance.

Sincerely,

Marion M. Almy
President

MMA/bec

PRESERVATION
PLANNING

A Full Service
Cultural Resource
Management Company



DAMES & MOORE
TRANSPORTATION PLANNING & ENGINEERING
RECORD OF TELEPHONE CONVERSATION

DATE: May 21, 1998

TIME: 9:30 AM

JOB NO.: 26316-010

RECORDED BY: Richard Darden

CLIENT: HNTB/FDOT

TALKED WITH: Susan Elfers

OF: SFWMD

NATURE OF CALL: Incoming

PHONE NO.:

ROUTE TO: File

SUBJECT: I-4 Wetland Evaluation Report

ITEMS DISCUSSED:

Ms. Elfers called to discuss the Wetland Evaluation Report prepared for I-4 PD&E Section 1. She has reviewed our Report and has no comments on its content. Her only comment was that she did not see a copy of the letter she issued to FDOT addressing the project's use of Senate Bill 1986 for mitigation. I told her that at the time the Report was distributed we did not have the letter. The letter has subsequently been received and is included in the EA which is to be distributed for review soon. Ms. Elfers agreed to send out a letter of concurrence to us regarding her review of the Wetland Evaluation Report.



May 6, 1998

Division Administrator
Federal Highway Administration
227 N. Bronough Street, Room 2015
Tallahassee, Florida 32301-2015

Attention: R. David Unkefer, P.E.
Transportation Engineer

Dear Mr. Unkefer:

Subject: Draft Section 4(f) Evaluation
State Project Numbers: 92130-1425 and 75280-1479
Federal Aid Project Numbers: N/A & NH-4-2(169)65
Work Program Item Number: 5147330 and 5147254
Orange and Osceola Counties, Florida

I am hereby transmitting a technical memorandum addressing the Section 4(f) Evaluation for the subject project as required by the National Environmental Policy Act of 1969 and submitted in compliance with 49 U.S.C. 303.

Due to the minimal Section 4(f) involvement with this project, a technical memorandum was prepared in lieu of a report for Determination of Section 4(f) Applicability. Enclosed for your review and concurrence is a memo stating that Section 4(f) does not apply to this project.

Please advise us of your actions so that we may proceed with the project.

Sincerely,

Frederick R. Birnie, P.E.
District Environmental
Management Engineer

Enclosures

cc: Harold Webb, FDOT
Bob Gleason, FDOT
Jack Freeman, HNTB
Richard Darden, Dames & Moore



TRANSPORTATION CONSULTING GROUP

TECHNICAL MEMORANDUM

TO: Harold Webb, FDOT

FROM: Michelle Gallagher, TCG *mg*

SUBJECT: I-4 Corridor PD&E Study, Section 1
WPI No(s). 5147330 and 5147254
State Project Nos. 92130-1425 and 75280-1479
Federal Aid Project Nos: N/A & NH-4-2(169)65
Determination of Section 4(f) Applicability

DATE: April 30, 1998

RECEIVED

MAY --1 1998

ORLANDO
H N T B

The Florida Department of Transportation (FDOT) is currently in the process of studying the social, economic, and environmental effects of widening Interstate 4 from SR 528 south to the Polk/Osceola county line.

During the initial data collection phase, two areas were evaluated for Section 4(f) applicability under the provisions of the US Transportation Act of 1966. The purpose of this memo is to document these properties in sufficient detail for FHWA determination of Section 4(f) applicability. The two properties are located adjacent to Reedy Creek, which crosses Interstate 4 east of SR 545, and adjacent to Davenport Creek east of Goodman Road.

The essential question that must be addressed is: Do these properties represent Section 4(f) resources? In order to qualify as a section 4(f) resource, a property must fall into one of three principal categories: (a) publicly owned parks, recreation areas, and wildlife and waterfowl refuges, (b) historic and archaeological sites, and (c) properties which represent public multiple-use land holdings.

According to records from the Osceola County Property Appraiser, both of these properties are privately owned. Attachment A includes information for parcels adjacent to Davenport Creek (see #18 through 23). Attachment B includes information for parcels adjacent to Reedy Creek (see #40 through 42). Because these properties are privately owned and do not contain historic or archaeological resources, Section 4(f) does not apply.

Discussions with Bob Gleason of FDOT indicate that this is an appropriate finding and interpretation of the 4(f) requirements. Since there are no other areas along the I-4 corridor that potentially qualify as 4(f) properties, the Section 4(f) requirements do not apply to this project.

MLG

Attachments

1201 SOUTH ORLANDO AVENUE • SUITE 200 • P.O. BOX 2547 • WINTER PARK, FLORIDA 32790

407/628/0875 • FAX 407/628.5773

Parcel No: 2725333160000D0070

016

Address 1: 1601 CHURCH RD

County: Osceola

Address 2: P O BOX D

Owner Name: F& F ASSOCIATES

Address 3:

City: GLENSIDE State: PA Zip: 19038

Parcel No: 272533000001500000

017

Address 1: 921 N PENNSYLVANIA AVE

County: Osceola

Address 2:

Owner Name: DIAL EDITH A TR

Address 3:

City: WINTER PARK State: FL Zip: 32789

Parcel No: 2725333160000A0010

018

Address 1: 1425 S GOODMAN RD

County: Osceola

Address 2:

Owner Name: SHERLOCK JOHN H

Address 3:

City: DAVENPORT State: FL Zip: 33837

Parcel No: 2725333160000A0020

019

Address 1: TRUST REAL ESTATE

County: Osceola

Address 2: ACCOUNT #56544350 P O BOX 3838

Owner Name: SUNTRUST BANK CENTRAL FL N A

Address 3:

City: ORLANDO State: FL Zip: 32802

Parcel No: 272534000000100000

020

Address 1: TRUST REAL ESTATE

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City: ORLANDO State: FL Zip: 32802

Parcel No: 272527000000100000

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Parcel No: 2725273160000A0110

027

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Address 3:

City: ORLANDO State: FL Zip: 32802

Parcel No: 2725273160000A0030

028

Address 1: CHON KICH GEORGE & NANNETTE TR

County: Osceola

Address 2: BAYER CAROLYN M & BAYER ERWIN 100 COTTES

Owner Name: FINGERLE CATHERINE

Address 3:

City: LONGWOOD State: FL Zip: 32779

Parcel No: 2725273160000A0031

029

Address 1: PO B OX 1188

County: Osceola

Address 2:

Owner Name: FLORIDA GAS TRANSMISSION CO

Address 3:

City: HOUSTON State: TX Zip: 77251

Parcel No: **2725233160000C0120**

036

Address 1: TRUST REAL ESTATE

County: Osceola

Address 2: ACCOUNT #56544350 P O BOX 3838

Owner Name: SUNTRUST BANK CENTRAL FL N A

Address 3:

City: ORLANDO State: FL Zip: 32802

Parcel No: **272523000000400000**

037

Address 1: TRUST REAL ESTATE

County: Osceola

Address 2: ACCOUNT #56544350 P O BOX 3838

Owner Name: SUNTRUST BANK CENTRAL FL N A

Address 3:

City: ORLANDO State: FL Zip: 32802

Parcel No: **272523000000300000**

038

Address 1: % LA KEWOOD CAMPGROUND

County: Osceola

Address 2: HWY 17 S

Owner Name: PERRY DONALD E ET AL

Address 3:

City: MYRTLE BEACH State: SC Zip: 29575

Parcel No: **272523000000120000**

039

Address 1: ATTN TAX DEPT

County: Osceola

Address 2: P O BOX 691177

Owner Name: CELEBRATION COMPANY THE

Address 3:

City: ORLANDO State: FL Zip: 32869

Parcel No: **272523000000600000**

040

Address 1: ATTN TAX DEPARTMENT

County: Osceola

Address 2: P O BOX 691177

Owner Name: MADEIRA LAND CO

Address 3:

City: ORLANDO State: FL Zip: 32869

Parcel No: **272523000000100000**

041

Address 1: ATTN TAX DEPARTMENT

County: Osceola

Address 2: P O BOX 691177

Owner Name: CELEBRATION COMPANY THE

Address 3:

City: ORLANDO State: FL Zip: 32869

Parcel No: **272523000000110000**

042

Address 1: ATTN TAX DEPT

County: Osceola

Address 2: P O BOX 691177

Owner Name: CELEBRATION COMPANY THE


Address 3:

City: ORLANDO State: FL Zip: 32869

Attachment B

MEMORANDUM OF MEETING

TO: Vicki Smith
Keith & Schnars

FROM: 
Jack Freeman

SUBJECT: I-4 Corridor PD&E Study - Section 1
State Project No. 92130-1425 & 75280-1479
WPI Nos. 5147330 & 5147254
Federal Aid Project No. N/A & NH-4-2(169)65
I-4 Coordination Meeting #20

DATE OF
MEETING: May 14, 1998

This memorandum summarizes discussions held at the May 14, 1998 I-4 PD&E Coordination meeting. Attached to this memorandum is a copy of the Section 1 agenda which was handed out at the meeting. Issues discussed during the meeting are as follows:

- Mike Snyder discussed some research which James Taylor, FDOT Estimates, has done with regard to MOT percentages for other interstate projects. Mr. Taylor has investigated two of the I-4 projects which are presently under construction in Hillsborough County. He has pulled all the pay items regarding MOT to determine a percentage of total construction costs for MOT. The first project studied has a construction cost of \$39 million. For that project, the MOT percentage was 7.01 percent. The second project has a construction cost of \$74 million and the MOT percentage is 11.37%. On this basis, Mr. Taylor suggested that MOT percentages ranging from 10 to 12 percent be utilized. Mike Snyder has directed that the following percentages be used for the preliminary I-4 construction cost:
 - Section 1 - 12%
 - Section 2 - 10%
 - Section 3 - 10%

ACTION ITEM: Baker needs to reduce MOT percentage to be in accordance with the direction provided above.

- In discussion of the plan, elevation and section for structures, Annette Brennen, FDOT District 5 Structures Engineer, requested information for the US 192 interchange as soon as it is available. It was stated that this is about a week to ten days from being ready.

- In discussion of the Western Beltway interchange options, it was agreed that the three options to be considered in the Preliminary Engineering Report are as follows:
 1. The loop ramp alternative using the 45 mph loop ramp design.
 2. The systems T interchange presented as Option B at the public meeting.
 3. The recently modified interchange alternative which includes a hybrid combination of the previous alternatives B and C, as was suggested by Alan Ledgerwood in the May 8, 1998, Design Review Meeting.
- Harold Webb stated that the FDOT review comments on the Pond Siting Report will be provided by the end of this week.
- In discussion of the potential elimination of the median transit envelope and possible supplemental agreement, it was noted that HNTB needed to re-contact FOX to determine the result of the environmental scoping meeting. It was discussed that based upon this input from FOX, the District would send a letter to Central Office requesting that the median transit envelope be eliminated from SR 536 to the Beeline Expressway. Mike Snyder stated that his concept of this process is that the Preliminary Engineering Report and Environmental Assessment documents, both continue to address the corridor with the median transit envelope. He wants to continue these documents on their present course and not impede their approval. He stated that the supplemental agreement for elimination of the median transit envelope should address the engineering aspects of the typical section modification only. He does not feel that it is necessary to modify the PER or environmental documents since these documents will address a worst case scenario. It was noted to Mr. Snyder that their would be reductions in impacts to wetlands, floodplains, and noise as a result of eliminating this typical section. Mr. Snyder acknowledged this but stated his goal was to be able to provide a design team a set of documents that clearly depict the design which is to be accomplished. By having the engineering documents that are needed, he could accomplish this, provided Central Office concurs with elimination of the transit envelope. It was stated that the Draft Supplemental Agreement which HNTB has provided, would need to be revised based upon this change in scope direction.
- It was requested that Vicki Smith, the public involvement consultant, arrange meetings with Tri-County Emergency Management, and a presentation to the Osceola County Commission. It was also agreed that Ms. Smith would set up the next PAG meeting to be sometime in July 1998.

Memorandum of Meeting

May 14, 1998

Page 3

Other topics of discussion that affect Section 1 were in accordance with the Meeting agenda attached to this memorandum.

Tony Melton - HNTB

George Huffman - HNTB

David Wagner - HNTB

Gary Reed - Michael Baker

Richard Darden - Dames & Moore

Roger Neiswender - TCG

Bryant Marshall - GEC

Marion Almy - ACI

Robbin Ossi - ETP

Tim Lomax - TTI

File 24434-PL-001-001-T021



ARCHITECTS ENGINEERS PLANNERS

**Coordination Meeting Status Report/Agenda
Meeting #20**

May 14, 1998

I-4 Corridor PD&E Study, Section 1

State Project Nos. 92130-1425 And 75280-1479

WPI Nos. 5147330 And 5147254

Federal Aid Project Nos: N/A And NH-4-2(169)65

1. Status Of Activities Since Last Meeting:

• **Public Involvement**

- Conducted Public Meeting on April 14, 1998
- Conducted Project Team Meeting to discuss Public Meeting issues on April 21, 1998
- Assisted PIC with preparation of Public Meeting follow-up materials
- Conducted Project Review with Orange County CTSP on April 22nd

• **Engineering**

- **Engineering Activities**

- * Provided FDOT revised right-of-way requirements and received the estimate update.
- * Completed response to VE recommendations for US 192 interchange.
- * Completed public meeting version of Comparative Evaluation matrix and continuing to revise.
- * Conducted Design Review Workshop with FDOT on April 28th and selected preferred alternatives.
- * Completed Chapters 2 thru 8 of PER.
- * Preparing Chapter 9 of PER for preferred alternative.
- * Preparing plan, elevation and section for structures of preferred alternative.
- * Preparing MOT and constructability plans for preferred alternative.
- * Preparing structure typicals for Typical Section package
- * Submitted information to FDOT for utility assessment report.
- * Revising Western Beltway interchange options based upon May 8th review meeting.
- * Preparing Final Location Hydraulics Report based upon FDOT review comments.
- * Making minor pond revisions - awaiting Pond Siting Report comments.
- * Prepared outline of literature review into HOV operations and enforcement study.

- Environmental
 - *Social*
 - * Determination of Section 4(f) Applicability sent to FHWA for review.
 - * Attended Urban Design Workshop of April 23rd.
 - * Information provided to FDOT for preparation of Conceptual Stage Relocation Plan.
 - *Natural*
 - * Draft Wetlands Evaluation Report under review by ACOE; FDEP; and SFWMD. Verbal feedback has been received but nothing in writing.
 - * Sent Technical Memorandum - Wildlife and Habitat Assessment to USF&W for letter of "No Effect". Initial Reviewer resigned and new Reviewer assigned - Review in progress.
 - *Physical*
 - * Final Air Quality Report provided to FDOT.
 - * Finalizing Noise Impact Analysis. Draft copy to FDOT next week.
 - * WQIE Analysis and Sole Source Aquifer - Letter of concurrence received from EPA.
 - *Reports*
 - * Continued preparation of Chapters 3, 4 and 5 of Pre-Draft EA.
 - * Revised copies of the Final Cultural Resources Assessment Survey provided to be forwarded to FHWA and SHPO.

2. Tasks To Be Accomplished By Next Meeting:

- Public Involvement
 - Presentation to Orange County Transportation Planning Group on I-4 improvements May 15, 1998.
- Engineering Analysis
 - Complete plan, elevation and section for structures of preferred alternatives.
 - Complete preparation of HOV operations and enforcement literature search.
 - Complete Typical Section Package.
 - Continue preparation of Signing Plan for preferred alternative.
 - Complete PER and submit to FDOT for review.
 - Respond to Review Comments on Pond Siting Report and Location Hydraulics Report.
 - Complete MOT and Constructability Analysis for preferred alternative.
- Environmental
 - *Social*
 - * Incorporate results of Conceptual Stage Relocation Plan for preferred alternative.
 - * Respond to any FHWA comments on the Draft Section 4(f) DOA.
 - *Natural*
 - * Continued coordination of Wetland Evaluation Report w/ACOE, FDEP & SFWMD

- *Physical*
 - * Submit Draft Noise Impact Report and complete Noise section of Draft EA.
 - * Submit Final Air Quality Report
 - *Reports*
 - * Continue Preparation of Draft EA and submit draft for FDOT review.
3. Meetings For Unresolved Issues
 - Coordinate with FOX on the High Speed Rail alignment alternatives from Environmental Scoping meeting
 4. Anticipated Problem Areas
 - Anticipated Supplemental Agreement for eliminating median transit envelope will delay submittal of Draft EA to FHWA.
 5. Unresolved Issues
 - Timely FDOT Central Office decision on elimination of median transit envelope between SR 536 and BeeLine Expressway.



ARCHITECTS ENGINEERS PLANNERS

5850 T.G. Lee Boulevard
Suite 600
Orlando, Florida 32822
(407) 859-8380
FAX (407) 855-9641

May 22, 1998

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

Re: I-4 Corridor PD&E Study, Section 1
State Project Nos. 92130-1425 and 75280-1479
WPI Nos. 5147330 and 5147254
Federal Aid Project Nos. N/A and NH-4-2 (169) 65
Progress Report No. 19

Dear Mr. Webb:

Attached you will find a copy of Progress Report No. 19 for the above referenced project. The report consists of a summary of progress made from March 27, 1998 through April 24, 1998.

Activity over the past month has been focused primarily on preparation and conduct of the alternatives public meeting on April 14, 1998. A debriefing of meeting comments was conducted on April 21, 1998. Continued refinement of the engineering alternatives and costs were made. Continued preparation of engineering and environmental support documents occurred.

If you have any questions regarding this information, please do not hesitate to contact me.

Very truly yours,

HNTB CORPORATION

John R. Freeman, Jr., P.E.
Project Manager

Attachments (2)

cc:

George Huffman - HNTB
Tony Melton - HNTB
Peter Sucher - HNTB Fairfield
John Jaeckel - HNTB Milwaukee
Richard Darden - Dames & Moore
Roger Neiswender - TCG
Gary Reed - Michael Baker Jr., Inc

Tim Lomax - TTI
Bryant Marshall - GEC
Marion Almy - ACI
Robbin Ossi, ETP
Vicki Smith - Keith & Schnars
Juan Wolf - HNTB Miami
File 24434-PL-001-001

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The HNTB Companies

OFFICES: ALEXANDRIA, VA; ATLANTA, GA; AUSTIN, TX; BATON ROUGE, LA; BOSTON, MA; CHARLESTON, WV; CHICAGO, IL; CLEVELAND, OH; DALLAS, TX; DENVER, CO; DETROIT, MI; FAIRFIELD, NJ; FT. WORTH, TX; HARTFORD, CT; HOUSTON, TX; INDIANAPOLIS, IN; IRVINE, CA; KANSAS CITY, MO; LANSING, MI; LAS VEGAS, NV; LOS ANGELES, CA; LOUISVILLE, KY; MIAMI, FL; MILWAUKEE, WI; MINNEAPOLIS, MN; NASHVILLE, TN; NEW YORK, NY; OAKLAND, CA; OKLAHOMA CITY, OK; ORLANDO, FL; OVERLAND PARK, KS; PHOENIX, AZ; PLYMOUTH MEETING, PA; PORTLAND, ME; RALEIGH, NC; ROCKLAND COUNTY, NY; SAN ANTONIO, TX; SEATTLE, WA; TAMPA, FL; TULSA, OK; WICHITA, KS

PROGRESS REPORT NO. 19
 FOR
 I-4 Corridor PD&E Study, Section 1
 State Project Nos. 92130-1423 and 75280-1479
 WPI Nos. 5147330 and 5147254
 Federal Aid Project Nos. N/A and NH-4-2 (169) 65

1. **PROJECT SCHEDULE**

The attached milestone schedule reflects the current status of the project. This schedule reflects the revised milestone dates developed since the restart of the project. This schedule has been further revised to reflect the one month delay in the Public Meeting to include Western Beltway alternatives. Completion is scheduled within the present contract time authorized.

2. **PROJECT MILESTONES**

<u>Event</u>	<u>Scheduled</u>	<u>Achieved</u>
Notice to Proceed Meeting	October 3, 1996	October 3, 1996
Obtain FDOT 2020 Design Traffic	October 14, 1996	October 23, 1996
MPO Kick-off Meetings	November 15, 1996	November 13, 1996
Design Criteria	November 15, 1996	December 5, 1996
Existing Highway Characteristics	December 16, 1996	January 24, 1997
HOV Barrier vs Buffer Analysis	January 3, 1997	January 22, 1997
Contamination Screening Evaluation	September 8, 1997	September 12, 1997
Geotech Report (Preliminary)	November 28, 1997	December 8, 1997
Identify Pond Sites	December 5, 1997	December 15, 1997
Complete Concept Development	December 19, 1997	January 29, 1998
Cost Analysis of Alternatives	January 30, 1998	February 25, 1998
Typical Section Package	March 27, 1998	
Pond Siting Report	March 27, 1998	April 7, 1998
1st Draft Preliminary Engr. Report	March 31, 1998	
Wetland Impacts Report	April 3, 1998	February 10, 1998
Air Quality Impact Report	April 3, 1998	April 16, 1998
Location Hydraulic Report	April 10, 1998	April 9, 1998
Comparative Analysis of Alts	April 10, 1998	April 10, 1998
Alternatives Public Information Meeting	April 14, 1998	April 14, 1998
Noise Quality Impact Report	April 27, 1998	
Draft Preliminary Engr. Report	May 11, 1998	
Draft EA	May 11, 1998	
Notice of Availability (Draft EA)	June 19, 1998	
Public Hearing	August 18, 1998	
Final Preliminary Engr. Report	November 2, 1998	
FONSI	November 2, 1998	
Distribute FONSI	December 28, 1998	

3. PROJECT ACTIVITIES/PROGRESS (HNTB/GENERAL)

ACTIVITY A - PUBLIC INVOLVEMENT

1. **NOTICE-TO-PROCEED MEETING** - Completed 10/03/96 in DeLand.
2. **PUBLIC INVOLVEMENT PROGRAM** - The Public Involvement Plan prepared by the PIC has been received and reviewed.
3. **INTRODUCTION/KICK-OFF MEETINGS** - Complete.
4. **PUBLIC MEETING** - Conducted a design review meeting with the PIC on January 30, 1998. Design files were provided to the PIC for their use. The public meeting is scheduled for April 14, 1998. We have worked with the PIC to review drafts of the property owner letter and Section 1 Public Meeting Newsletter. Continued coordination with PIC has occurred with multiple meetings regarding the current design concepts and comparative evaluation matrix. Alternative Public Meeting was conducted at the Hyatt Hotel on April 14, 1998. This meeting had 35 attendees and 10 comments were provided. On April 21, 1998 a Public Meeting debriefing was conducted to discuss all comments and the response to the comments. Technical assistance is being provided to the PIC in preparing the responses.
5. **PUBLIC HEARING**
6. **PUBLIC INVOLVEMENT DATA** - Completed identification of parcel numbers on base maps.
7. **UNSCHEDULED MEETINGS & PRESENTATIONS** - Conducted design coordination meeting with OOCEA to discuss the Western Beltway Interchange alternatives. Presentations were conducted with Osceola County CTSP and Orange County CTSP on April 8, 1998 and April 22, 1998, respectively.
8. **SPECIAL PUBLIC INVOLVEMENT REQUIREMENTS** - Responding to Property Owner inquiries regarding retention pond locations and other miscellaneous items. Provided input on "Talking Points" and attended April 13, 1998 meeting.
9. **PIC MEETINGS** - Attended team meeting on April 9, 1998.

ACTIVITY B - ENGINEERING

ACTIVITY B.1 - Engineering Data Collection

1. **AERIAL PHOTOGRAPHY** - Activity for this task is complete.

2. **EXISTING HIGHWAY CHARACTERISTICS** - Task is complete.
3. **EXISTING TRAFFIC DATA** - FDOT conducted new traffic counts in February 1997. This data will be incorporated by the FDOT into revised Year 2000, 2010 and 2020 assignments. This information was received in mid-December 1997 for the noise analysis. Further LOS analysis is underway for incorporation into the Design Traffic Report. Received existing traffic data report week of March 23, 1998. It is missing the LOS analysis. Letter has been prepared and sent to FDOT to request the report incorporate the LOS analysis.
4. **ACCIDENT DATA** - This task is complete. See Progress Report No. 14.
5. **UTILITIES AND RAILROADS** - Task is complete. See Progress Report No. 14.
6. **TRANSPORTATION PLANS** - Task complete.
7. **SOILS SURVEY AND GEOTECHNICAL WORK** - Retention pond borings are complete and data received. Muck probes are complete. The Draft Geotechnical Report was delivered on December 8, 1997. FDOT comments have been received and the report has been revised and resubmitted.

ACTIVITY B.2 - Engineering Analysis

1. **PROJECT NEED** - The preparation of the project need as included in Chapters 2 and 3 of the Draft PER has been completed. This information is being incorporated into the Draft EA.
2. **DESIGN TRAFFIC** - Reviewed Design Traffic Report from I-4 MMMP. Attended meeting regarding I-4 traffic forecast revisions on July 14, 1997. Prepared letter to FDOT dated July 18, 1997 requesting additional data and clarification of certain traffic data/analysis. Conducted meeting on August 26, 1997 with FDOT and TCG discuss redistribution of traffic between HOV lanes and general purpose lanes for I-4 between CR532 and US192. Revised traffic volumes were received on October 10, 1997. Meeting was conducted with FDOT and TCG on October 14, 1997 to discuss the redistribution. Revised traffic volumes were provided on October 16, 1997. Review comments on the design traffic were provided to FDOT on November 11, 1997. A meeting was conducted on November 21, 1997 to discuss. Letter was sent to FDOT (11/21/97) requesting a Design Traffic Report for Section 1. Revised Year 2020 design traffic information was received on December 11, 1997. Received Year 2000 volumes on December 21, 1997. The initial segment of the improvement alternatives LOS was received in later January 1998. Attended the February 5, 1998 Design Traffic Meeting with FDOT and TCG. Received the segment by segment traffic analysis on February 20, 1998 and provided review comments back to TCG on February 27, 1998.

Received Design Traffic Report on March 18, 1998, and minor review comments were provided.

3. **CONCEPTUAL DESIGN ANALYSIS** - Initiated evaluation of barrier or buffer HOV treatment. Conducted a meeting with FDOT District 1 to discuss coordination of HOV transition at CR 532 interchange. Conducted coordination with Section 2 on HOV issues. Prepared HOV issues paper, delivered 12/5/96. Conducted follow-up HOV issues meeting on 12/10/96. Issue on barrier typical awaiting further direction from FDOT. Submitted Roadway Design Criteria on 12/5/96 and received comments 12/19/96. Conducted meeting on December 10, 1996 with FDOT to agree on presentation of I-4 construction program within Five Year Work Program in preliminary plans. Conducted meeting with FDOT on January 22, 1997 to discuss barrier/buffer HOV lane separation alternatives. During this meeting the barrier alternative was chosen by FDOT. Conducted a meeting with Florida Overland Express (FOX) to discuss high speed rail alignment alternatives using the I-4 median. Identified possibility of no rail use in I-4 median. Awaiting FDOT direction to set mainline typical section. Conducting an analysis of HOV access changes based upon the use of barriers separation treatment. Conducted meeting on HOV Access Methodology with FDOT on February 10, 1997. Executed HOV Optional Item contract option. Drafted Technical Memorandum #1 on HOV Access and received concurrence March 20, 1997. Follow-up meetings set with Walt Disney Imagineering on March 27 and FDOT District 1 on March 31, 1997. Evaluated existing vertical geometry for deficient vertical curves. Sent FDOT Technical Memorandum #2 regarding existing vertical geometry on March 20, 1997. Established HOV, mainline, C-D and ramp stationing methodology. Evaluated I-4 MMMP and Early Deployment Plan ramp metering considerations and set FDOT Technical Memorandums #3 regarding ramp metering treatments. Working on at-grade HOV slip ramps. Continued coordination has occurred with FDOT District 1 regarding HOV access points at the Polk-Osceola County line. The locations of these ramps has been finalized in a June 16, 1997 meeting with District 1. Attended a meeting with Orange County law enforcement regarding HOV enforcement. Conducted an analysis of auxiliary lanes recommended in I-4 MMMP resulting in letter of July 18, 1997, requesting clarification of traffic and lane balance issues. Alternative design files are being established changing the I-4 MMMP HOV buffer treatment to barriers. Exact locations of HOV at-grade slip ramp access are being determined.

With the project restart in early August, design concepts are now being prepared. The transition of the master plan design files to reflect the changes in HOV treatment is complete. Initial locations of HOV at-grade slip ramps have been made. During the week of September 15th, HNTB's interchange expert spent the week in Orlando preparing concepts for CADD input. The input of preliminary alternative concepts was completed on October 3, 1997. A conceptual design review workshop with FDOT was conducted on October 9, 1997. A draft copy of the pre-master plan signing plan has been prepared. Based upon input at this meeting, revisions and further development of these plans has occurred.

Concept revision and the development of additional alternative concepts has continued during November. The first plans package was produced and given to FDOT on November 13, 1997. This initiated additional analysis to include conceptual drainage, existing structure analysis and cost analysis. Concepts were shown to Disney and FOX during review meetings on November 14, 1997. Participated in Value Engineering review of the BeeLine/Central Florida Parkway interchange area. Continued coordination of the design concepts in this area. Initiated preparation of response to the VE recommendations. The responses to both Value Engineering meetings were prepared and submitted in early December. Continued refinement of design concepts. Conducted design review meeting with the Department on December 8 and 15, 1997. Attended FHWA coordination meeting on Osceola Parkway interchange on December 11, 1997. Refined ROW taking areas and initiated preparation of ROW take acreage. Initiated bridge type and pier location analysis. Details of HOV access locations have been prepared for the various at-grade and grade-separated scenarios being considered. Finalized Typical Sections and HOV access details based upon FDOT comments. The initial structural plan and elevation sheets have been provided for Department review. A design review meeting of the concepts was conducted on January 29, 1998. Conducted meeting with FDOT District 1 on 10 lane VE alternative resulting in elimination of alternative. Prepared for Value Engineering of segment from US 192 to SR 536 (Segment 2). Information provided on January 30, 1998. Continued refinement of alternatives. Initial construction costs have been completed. Constructability reviews are underway. Provided information and presentation for US 192 to SR 536 VE Review conducted February 16-20, 1998. Conducted review meeting with FDOT Core Team on February 25, 1998.

Conducted two design review meetings with FHWA on March 4 and 23, 1998. Comments received on the concept alternatives are being addressed. Conducted review of initial construction costs and summarized the right-of-way costs. Profile adjustments were made to accommodate design high water requirements of retention ponds. Plan adjustments were required in several areas to meet the lane requirements from the Design Traffic Report. Western Beltway Interchange options have been developed and are being refined and evaluated. A design review meeting was conducted with FDOT on April 7, 1998, to review design alternatives and preliminary cost estimates. Based upon this input, minor revisions were made to the comparative evaluation matrix for the April 14, 1998, Public Meeting. Following the review of the Public Meeting comments, a meeting is scheduled for April 28, 1998, to select the preferred alternative.

4. **ACCESS MANAGEMENT** Review of local street and property access is being conducted in interchange areas. Meetings have been conducted with some property owners regarding property access. Meeting was conducted with FDOT District Traffic Operations to develop access alternative for Embassy Suite's Hotel at Lake Avenue Interchange.

5. **CONCEPTUAL DRAINAGE ANALYSIS** - The evaluation of drainage retention pond locations and size has been completed. These locations and acreage are shown on the plan sheets. Evaluation of structure clearance for major waterway crossings has been completed and initial vertical profile has been checked. Design High Water elevations have been shown on the plans and profiles adjusted. The drainage section of the Draft PER has been prepared. Revisions of some pond sites are being made. The pond ROW cost estimates were received from FDOT on February 20, 1998. The Pond Siting Report incorporated these estimates. Further analysis of the design high water of the ponds has resulted in some profile revisions. In some areas where pond right-of-way is expensive, design alternatives such as exfiltration trenches have been studied. A review Draft was submitted to FDOT for review on April 7, 1998.
6. **COST ANALYSIS** - Detailed construction cost estimates are underway. Quantity take-offs for the design alternatives is being done. Modification of the FDOT LRE program is being made. The initial construction cost estimates have been completed and are being reviewed and adjusted. The detailed segment by segment costs with back-up were be given to FDOT in mid-March. Continued refinement of the segment alternative costs are underway. The Western Beltway interchange options are undergoing cost analysis. Review of the FDOT unit prices resulting in the Department's March 18th in-house meeting is underway. These unit prices were the subject of discussion during the April 7, 1998, design review meeting. Costs for the design alternatives have been finalized.
7. **COMPARATIVE ANALYSIS OF DESIGN ALTERNATIVES** - The design alternatives comparative evaluation matrix has been prepared. Evaluation criteria has been finalized. The development of data to enter into the segment alternative and Western Beltway Interchange matrices has been completed for presentation at the Public Meeting. Minor revisions are underway for inclusion in the PER.
8. **PREPARE FINAL RECOMMENDATIONS**
9. **TEAM PROGRESS MEETINGS** - HNTB project team meetings were conducted on March 31, 1998 and April 21, 1998.

ACTIVITY B.3 -Engineering Reports

1. **CORRIDOR BASE MAPS** - CADD mapping for land use, wetlands and floodplains has been overlaid on raster imaging. All programmed corridor improvements except the six lane widening from US 27 to US 192 have been entered into CADD. This work has been included in the supplemental agreement.
2. **PRELIMINARY ENGINEERING REPORT** - Preparation of Chapters 2, 3, 4, 5, 6, 7 and 8 of the Report are essentially complete. A partially complete initial draft was distributed to the FDOT and project team members for review and comment on December 18, 1997. Minor comments have been received. Work

has continued on Chapters 6 and 8 (which are approaching completion) and some graphics in Chapter 9.

3. **ALTERNATIVE CONCEPT PLANS** - Alternative concept plans are being prepared for FDOT review. An initial set was sent to FDOT for review on November 13, 1997. An updated, more complete submittal was made on December 8, 1997. Review comments were received on December 15, 1997, and have been incorporated. Revised plans were submitted in mid-January. Complete package to include typical section, HOV access details, design alternatives and vertical profile was provided on January 29, 1998. Only minor revisions were made in February awaiting the February 25 Core Team Meeting and March 4 FHWA Meeting. Following the second FHWA meeting on March 23, alignment refinements have been made for preparation of the Public Meeting. Continued refinements are underway toward the selection of a preferred alternative. Adjustments in the Western Beltway interchange alternatives are being made.
4. **UTILITY AND RAILROAD COORDINATION PACKAGE** - Work has been conducted to provide FDOT the information needed to prepare the Utility Assessment Package. This information was provided to FDOT on April 23, 1998.
5. **LOCATION HYDRAULICS REPORT** - Continued the preparation of this report. Floodplain information has been obtained. The initial draft has been prepared and has undergone internal QC review. The report was being slightly delayed to be timed with the Pond Siting Report. The availability of retention ponds to meet the floodplain compensating storage requirements is caused this delay. The draft report was submitted to FDOT on April 9, 1998.

ACTIVITY C - ENVIRONMENTAL ANALYSIS AND REPORTS

ACTIVITY C.1 - Analysis of Social Impacts

1. **LAND USE INFORMATION** - Preparation of land use documentation for inclusion in Chapter 4 of the Draft PER and EA is complete.
2. **CULTURAL FEATURES** - Identification of cultural features within the study area has been completed and has been mapped. This has been included in Chapter 4 of the Draft PER and EA.
3. **ANALYSIS OF SOCIAL-ECONOMIC IMPACTS** - Development orders for DRI's and approved site plans for PD have been obtained. Updated DRI status information has been obtained and is included in Chapter 4 of the Draft PER and EA. Minor adjustments for the continually changing developments are being made.
4. **RIGHT-OF-WAY ACQUISITION/RELOCATION DATA**

- COLLECTION AND ANALYSIS** - All ROW taking estimates were provided to FDOT by January 5, 1998. ROW cost estimates were received by HNTB on February 20, 1998. This data has been compiled and summarized. A request for additional right-of-way information was provided to the Department on April 15, 1998.
5. **ARCHAEOLOGICAL AND HISTORICAL FEATURES** - The Cultural Resource Assessment Report has been completed and accepted by FDOT. This report was sent to FDOT for submittal to FHWA and SHPO. Review comments were received from FHWA on April 13, 1998 and are being addressed.
 6. **DETERMINATION OF SECTION 4(f) INVOLVEMENT** - Continued preparation of DOA. A draft copy has been submitted to FDOT for review. A request has been made to RCID for written information on the conservation easement in Reedy Creek. The property has been determined to be privately owned and not 4(f). The DOA is being revised.
 7. **VISUAL/AESTHETIC IMPACT ANALYSIS** - Attended Urban Design Guidelines Meeting on April 23, 1998. Incorporating work efforts to date in the PER.
 8. **FARMLANDS IMPACT ANALYSIS** - The Farmland Conversion Impact Rating (Form AD1006) has been sent to the SCS. The sign-off of the form was received on February 2, 1998. Task is complete.

ACTIVITY C.2 - Analysis of Natural Impacts

1. **HYDROLOGIC AND NATURAL FEATURES** - This section has been prepared for inclusion in the inclusion in the Draft EA.
2. **IDENTIFY PERMIT REQUIREMENTS** - Reviewed response to EAC comments. Attended EAC meeting on July 28, 1997. Prepared an agenda for EAC meeting. Conducted EAC small group meeting on December 17, 1997, with SFWMD and FDEP in attendance. Continued coordination with SFWMD and USACOE has occurred.
3. **WETLAND IMPACT ANALYSIS** - Completed mapping of wetland areas. Completed wetland delineation and preparation of WET II analysis. The CADD mapping of wetland areas is complete. Drafted wetland section for Chapter 4 of Draft PER and EA. Initial estimates of wetland impacts have been made. The Wetland Evaluation Report has been prepared and was submitted to FDOT for review on February 10, 1998. FDOT review comments have been received and incorporated. The report has been sent to ACOE, FDEP and SFWMD for review and comment. The ACOE has indicated the desire for a field review.

4. **CONCEPTUAL MITIGATION NARRATIVE** - Determining the applicability of using Senate Bill 1986 for wetland mitigation. Attended meeting on September 15, 1997 with FDOT and other I-4 section consultants to determine approach to the handling of conceptual mitigation. FDOT decided that SB 1986 will be used for this project on November 13, 1997. In EAC meeting of December 17, 1997, SFWMD indicated a willingness to work with us on SB 1986. A letter has been received from SFWMD confirming the use of SB 1986. This letter has been sent to ACOE and its receipt has been verbally acknowledged.
5. **BIOLOGICAL ASSESSMENT DATA** - Collection of biological data is complete. Preparation of the biological section has been included in Chapter 4 of the Draft PER and EA. Preparation of a Technical Memorandum - Wildlife and Habitat Assessment is complete and was submitted to FDOT for review on February 10, 1998. FDOT review comments have been received. The final Technical Memorandum has been prepared. Task is complete.
6. **WILDLIFE AND HABITAT IMPACT ANALYSIS** - Received information from FGFWFC and USFWS for endangered species. Initial field reviews are complete. Wildlife section of has been included in Chapter 4 of the Draft PER and EA. No threatened and endangered species have been identified. Discussion of Wildlife corridors was conducted with SFWMD and FDEP at the EAC small group meeting on December 17, 1997. The Technical Memorandum - Wildlife and Habitat Assessment is complete and was submitted to FDOT for review on February 10, 1998. FDOT review comments have been received and incorporated. The final Technical Memorandum has been sent to USFWS for the letter of "No Effect." Conversations indicate that this letter is forthcoming.
7. **AQUATIC PRESERVE IMPACT ANALYSIS** - N/A
8. **OUTSTANDING FLORIDA WATERS AND WILD AND SCENIC RIVERS IMPACT ANALYSIS** - N/A

ACTIVITY C.3 - Analysis of Physical Impacts

1. **AIR QUALITY DATA COLLECTION AND IMPACT ANALYSIS** - FDOT provided traffic data needed for the air quality screening analysis in December 1997. Agreed to do analysis for Year 2020. Analysis is complete. The Air Quality Report is complete and the draft was submitted to FDOT for review on February 10, 1998. FDOT review comments have been received. The final report has been submitted.
2. **NOISE IMPACT DATA COLLECTION AND ANALYSIS** - The Year 2020 traffic data and LOS information was provided on December 12, 1997. In that discussion with FDOT, HNTB was informed that the interim year (2010) is not required to be analyzed. Year 2000 Build revised volumes have been provided. The 1996/1997 existing volumes have been recorded. The noise monitoring of

sensitive sites has been completed. The analysis of existing conditions and model calibration is complete. The design year analysis is underway. The Draft Noise Report is scheduled to be completed in mid-May 1998.

3. **CONTAMINATION IMPACT ANALYSIS** - Continued identification of contamination sites identification and regulatory file review. Field reviews conducted associated with geotechnical field work. Draft CSER has been internally reviewed and revised. Draft CSER was delivered to the FDOT on September 12, 1997. Revised CSER was delivered to FDOT on October 23, 1997 and has been accepted. The contamination section of the Draft EA has been prepared and incorporated in the report.
4. **WATER QUALITY IMPACT ANALYSIS** - The WQIE checklist has been prepared and was sent to EPA on February 2, 1998. The EPA is concurred that the project will not impact water quality or the sole source aquifer.
5. **FLOODPLAIN IMPACT ANALYSIS** - Floodplain mapping has been received and entered as a CADD layer. The floodplain section of the Draft PER is included in Chapter 4. Initial estimates of floodplain impacts have been made. Floodplain sections for inclusion in the Draft EA, Location Hydraulics Report and Wetland Assessment Report have been prepared. An assessment of floodplain compensating storage is underway. The retention ponds are being analyzed for potential use.
6. **COASTAL BARRIER IMPACT ANALYSIS** - N/A
7. **ENERGY IMPACT ANALYSIS** - N/A
8. **CONSTRUCTION IMPACT ANALYSIS**

ACTIVITY D - Environmental Reports

1. **ADVANCE NOTIFICATION** - N/A
2. **ENVIRONMENTAL ASSESSMENT (EA)** - Preparation of the Draft EA has been initiated. Many parts of Chapters 1, 2 and 4 are underway. A Pre-Draft copy of these parts has been submitted to FDOT for review. With the alternatives analysis approaching completion and conduct of the alternatives public meeting, the preparation of Chapters 3 and 5 of the Draft EA is underway.
3. **FINDING OF NO SIGNIFICANT IMPACT (FONSI)**
4. **CULTURAL RESOURCES DOCUMENTATION** - The Cultural Resource Assessment Report has been prepared and accepted by FDOT. This report has been sent to FDOT for forwarding to FHWA and SHPO. Comments were provided by FHWA on April 13, 1998, and the report is being revised.

5. SECTION 4(f) EVALUATION (N/A) - N/A

6. OTHER ENVIRONMENTAL REPORTS

4. PROJECT ACTIVITIES/PROGRESS (SUBCONSULTANTS)

- A. Baker (MOT, Constructability & Cost Estimating) - Attended project team meeting on March 31, 1998 and April 21, 1998. Continued preparation of construction cost estimates. Met with FDOT on April 7 to discuss details of cost estimating process and unit prices. Attended Public Meeting on April 14, 1998. Prepared cost estimate for Western Beltway Interchange alternatives. Coordinating with HNTB on constructability of alternates and MOT plans.
- B. Dames & Moore (Environmental) - Monitoring review of Wetland Evaluation Report by ACOE, FDEP and SJRWMD. Discussed Technical Memorandum - Wildlife and Habitat assessment with USFWS attempting to obtain the letter of "No Effect." Obtained EPA concurrence of WQIE analysis and sole source aquifer. Continued preparation of Draft EA.. Attended project team meetings on March 31, 1998, and April 21, 1998. Attended the Public Meeting on April 14, 1998.
- C. Transportation Consulting Group (Social) - See Activities C.1.1 & 3. Attended project team meetings on March 31, 1998, and April 21, 1998. Attended the Public Meeting on April 14, 1998.
- D. Texas A&M Research Foundation/TTI (HOV Analysis) - Prepared outline for literature review of HOV operations and enforcement.
- E. Geotechnical and Environmental Consultants, Inc. (Geotech) - Finalized the Geotechnical Report.
- F. Archaeological Consultants, Inc. - Revising the Cultural Resource Assessment Report based upon FHWA review comments.
- G. Environmental Transportation Planning (Air/Noise) - No further activity this month.

5. PROBLEMS/CONCERNS/RECOMMENDED SOLUTIONS

- None

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State Project Nos. 92130-1423 and 75280-1479
WPI Nos. 5147330 and 5147254
Federal Aid Project Nos. N/A and NH-4-2 (169) 65

CHRONOLOGY OF SIGNIFICANT EVENTS

October 3, 1996	Notice to Proceed Meeting
October 8, 1996	PIC Notice to Proceed Meeting
October 10, 1996	Project Team Kick-off Meeting @ HNTB Offices
October 23, 1996	Attended Citizens Advisory Committee Presentation
October 23, 1996	Attended Rail Project Advisory Group Meeting
October 25, 1996	Attended Transportation Technical Committee Presentation
October 31, 1996	Attended Project Team Coordination Meeting #1
November 6, 1996	Attended Rail Scoping Meeting
November 7, 1996	Attended Environmental Advisory Committee Meeting
November 8, 1996	Attended Light Rail/Section 1/Section 2 Coordination Meeting
November 13, 1996	Attended Metropolitan Planning Organization Project Kick-Off Presentation
November 13, 1996	Attended Project Advisory Group Meeting
November 14, 1996	Attended Project Team Coordination Meeting #2
November 15, 1996	Conducted Data Collection Meetings with Reedy Creek Improvement District and Osceola County Public Works & Planning
November 18, 1996	Conducted data collection meeting with Orange County Engineering
November 19, 1996	Conducted HNTB Project Team Meeting
November 22, 1996	Conducted HOV Barrier/Buffer analysis meetings with FDOT Dist. 1 and Section 2
November 25, 1996	Conducted data collection meeting with Orange County Planning
December 4, 1996	Attended Project Advisory Group Meeting
December 5, 1996	Attended Project Team Meeting #3. Delivered Roadway and Drainage Design Criteria and HOV Issues Paper
December 10, 1996	Conducted meeting on HOV Issues Paper
December 12, 1996	Conducted HNTB Project Team coordination meeting
December 18, 1996	Conducted land use data collection meetings for Orange County
December 19, 1996	Attended Project Team Coordination Meeting #4
January 7, 1997	Conducted HNTB Project Team Coordination Meeting
January 16, 1997	Attend meeting - Project Team Coordination Meeting #5
January 17, 1997	Attend SWFWMD Coordination Meeting
January 20, 1997	Meeting with Florida Overland Express (FOX)
January 22, 1997	Attended ACOE Coordination Meeting

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January 22, 1997	Conducted meeting on selection of HOV buffer/barrier treatment
January 28, 1997	Attended "Talking Points" meeting in DeLand
February 4, 1997	Conducted HNTB Project Team Meeting #5
February 10, 1997	Conducted HOV Access Methodology meeting with FDOT
February 11, 1997	Attended I-4 Widening (US 27 to US 192) PD&E Study Public Hearing
February 13, 1997	Attended I-4 PD&E /LRT Coordination Meeting #6
February 20, 1997	Attended I-4 Association Meeting
February 28, 1997	Submitted Technical Memorandum #1 regarding HOV access Methodology
March 5, 1997	Attended PAG Meeting
March 12, 1997	Attended Rail Public Workshop
March 20, 1997	Attend I-4/LRT Coordination Meeting #7, Submitted Technical Memorandums #2 and #3 regarding Existing Vertical Geometry and Ramp Metering Methodology, respectively
March 27, 1997	Conducted meeting with Disney representatives regarding Osceola Parkway Interchange and HOV access in Disney area.
March 31, 1997	Conducted meeting with FDOT District 1 regarding changes in HOV access in Polk and Osceola County
April 15, 1997	Received FDOT response on Technical Memorandum #3, Ramp Metering Methodology
April 15, 1997	Received FDOT response on Technical Memorandum #2, Existing Vertical Geometry
April 22, 1997	Attended Urban Design Guidelines meeting
May 15, 1997	Attended I-4/LRT Coordination Meeting #8
June 11, 1997	Attended I-4 presentation at MPO meeting
June 11, 1997	Participated in preparation of videotape for TV-18 program "Close-Up" on I-4 project
June 12, 1997	Attended I-4/LRT Coordination Meeting #9
June 16, 1997	Conducted Coordination meeting with FDOT District 1 to locate HOV access near Polk/Osceola County line
June 17, 1997	Attended meeting with Orange County Law Enforcement regarding HOV enforcement.
July 10, 1997	Attended I-4/LRT Coordination Meeting #10
July 14, 1997	Attended I-4 Traffic Coordination Meeting and prepared letter requesting additional information
August 7, 1997	Attended I-4/LRT Coordination Meeting #11
August 7, 1997	Received notice from FDOT to resume work.
August 26, 1997	Attend Design Traffic meeting with FDOT and TCG

September 3, 1997	Attended I-4/LRT PAG meeting
September 4, 1997	Attended I-4/LRT Coordination Meeting #12
September 15, 1997	Attended FDOT meeting regarding conceptual mitigation
October 9, 1997	Conducted Conceptual Design Review Workshop with FDOT
October 14, 1997	Attended Design Traffic Meeting with FDOT and TCG
October 20, 1997	Made Presentation to I-4 Value Engineering Team
October 23, 1997	Attended I-4/LRT Coordination Meeting #13
November 3, 1997	VE Presentation for Central Florida Parkway and BeeLine Expressway Interchange areas
November 6, 1997	Meeting w/FDOT on Typical Sections/HOV access VE recommendations
November 12, 1997	Presentation to Osceola County CTSP
November 13, 1997	Attended I-4/LRT Coordination Meeting #14
November 14, 1997	Meeting with Disney regarding alternatives adjacent to property
November 14, 1997	Coordination Meeting w/FOX
November 17, 1997	HNTB Project Team Coordination Meeting
November 18, 1997	Presentation to Orange County CTSP
November 21, 1997	Attended Meeting on I-4 Design Traffic with FDOT, TCG and URS/Greiner
December 3, 1997	Presentation to Tri-County Freeway Management Committee
December 8, 1997	Design Review Meeting w/FDOT
December 9, 1997	HNTB Project Team Coordination Meeting
December 11, 1997	New Interchange Review Meeting w/FHWA and FDOT
December 15, 1997	Design Review Meeting w/FDOT
December 17, 1997	EAC Small Group Meeting
December 18, 1997	Attended I-4/LRT Coordination Meeting #15
December 19, 1997	Attended Core Team Meeting to discuss Value Engineering alternative
December 22, 1997	HNTB Project Team Coordination Meeting
December 23, 1997	Meeting w/FDOT ROW Estimates
January 5, 1998	Provided areas of taking to FDOT for ROW cost estimates
January 13, 1998	Attended PAG Meeting
January 14, 1998	HNTB Project Team Coordination Meeting
January 15, 1998	Attended I-4/LRT Coordination Meeting #16
January 20, 1998	Coordinated meeting with Orange County Public Works and property owner representative
January 21, 1998	Attended LRT Public Hearing @ Omni Rosen Hotel
January 22, 1998	Conducted coordination meeting with FDOT District 1 on VE Alternatives
January 29, 1998	Conducted Design Alternatives Review meeting with FDOT Core Team
February 2, 1998	HNTB Project Team Meeting

February 5, 1998	Attended Design Traffic Coordination Meeting @ TCG
February 9, 1998	Coordination Meeting with Osceola County Director of Public Works
February 11, 1998	Provided Presentation of Design Alternatives @ PAG Meeting
February 12, 1998	Attended I-4/LRT Coordination Meeting #17
February 17, 1998	Provided Presentation to VE Study Team of Alternatives under Construction
February 25, 1998	Attended I-4 Core Team Meeting to discuss Design Alternatives
March 2, 1998	Received Approval of SA #1 for study of Western Beltway interchange alternatives
March 4, 1998	Attended the FHWA Design Review Meeting in Tallahassee
March 10, 1998	HNTB Project Team Meeting
March 12, 1998	Attended I-4/LRT Coordination Meeting #18
March 13, 1998	Conducted meeting with Orange County re: Vineland Road re: Vineland Road relocation and typical section.
March 23, 1998	Attend FHWA Design Review Meeting in Tallahassee
March 31, 1998	HNTB Project Team Meeting
April 6, 1998	Meeting w/PIC to review Alternate Drawings
April 7, 1998	Meeting w/OCEA to present Western Beltway alternatives
April 8, 1998	Presentation to Orange County CTSP
April 9, 1998	Attended I-4 Coordination Meeting #19
April 13, 1998	Attended PIC "Talking Points" Meeting
April 14, 1998	Conducted Alternatives Public Meeting
April 21, 1998	HNTB Project Team Public Meeting debriefing
April 22, 1998	Presentation to Orange County CTSP
April 23, 1998	Attended Urban Design Guidelines Meeting
April 23, 1998	Submitted information to FDOT for preparation of Utility Assessment Package

ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
1	A. PUBLIC INVOLVMENT	583d	10/3/96	12/28/98	A	[Gantt bar from 10/3/96 to 12/28/98]									
2	1. NOTICE TO PROCEED	10d	10/3/96	10/16/96	A	[Gantt bar from 10/3/96 to 10/16/96]									
3	NTP Meeting	1d	10/3/96	10/3/96	A	[Gantt bar from 10/3/96 to 10/3/96]									
4	Meeting Notes	5d	10/4/96	10/10/96	A	[Gantt bar from 10/4/96 to 10/10/96]									
5	Schedule	6d	10/4/96	10/11/96	A	[Gantt bar from 10/4/96 to 10/11/96]									
6	Quality Plan	9d	10/4/96	10/16/96	A	[Gantt bar from 10/4/96 to 10/16/96]									
7	2. PUBLIC INVOLVMENT PROGRAM	203d	10/8/96	7/17/97	A	[Gantt bar from 10/8/96 to 7/17/97]									
8	PIC Starts	1d	10/8/96	10/8/96	A	[Gantt bar from 10/8/96 to 10/8/96]									
9	Review PIP	6d	7/10/97	7/17/97	A	[Gantt bar from 7/10/97 to 7/17/97]									
10	5. PUBLIC MEETINGS	543d	10/23/96	11/20/98		[Gantt bar from 10/23/96 to 11/20/98]									
11	MPO Kickoff Meetings	16d	10/23/96	11/13/96	A	[Gantt bar from 10/23/96 to 11/13/96]									
12	EAG Mtgs.	532d	11/7/96	11/20/98		[Gantt bar from 11/7/96 to 11/20/98]									
13	CAG Mtgs.	536d	11/1/96	11/20/98		[Gantt bar from 11/1/96 to 11/20/98]									
14	PAG Mtgs.	543d	10/23/96	11/20/98		[Gantt bar from 10/23/96 to 11/20/98]									
15	Meeting Preparation	72d	1/5/98	4/14/98		[Gantt bar from 1/5/98 to 4/14/98]									
16	Mailing List to PIC	15d	1/5/98	1/23/98	A	[Gantt bar from 1/5/98 to 1/23/98]									
17	Assist w/Handouts	15d	3/2/98	3/20/98	A	[Gantt bar from 3/2/98 to 3/20/98]									
18	Assist w/Script	15d	3/2/98	3/20/98	A	[Gantt bar from 3/2/98 to 3/20/98]									
19	Coordinate w/PIC	20d	3/18/98	4/14/98	A	[Gantt bar from 3/18/98 to 4/14/98]									
20	Attend Meeting	0d	4/14/98	4/14/98	A	[Gantt bar from 4/14/98 to 4/14/98]									
21	Meeting Debrief	1d	4/15/98	4/15/98	A	[Gantt bar from 4/15/98 to 4/15/98]									
22	Respond to Comments	20d	4/16/98	5/13/98		[Gantt bar from 4/16/98 to 5/13/98]									
23	6. PUBLIC HEARING	75d	6/1/98	9/11/98		[Gantt bar from 6/1/98 to 9/11/98]									
24	Meeting Preparation	57d	6/1/98	8/18/98		[Gantt bar from 6/1/98 to 8/18/98]									

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Date: 5/27/98

Task

Progress

Milestone

Summary

Rolled Up Task

Rolled Up Milestone

Rolled Up Progress

ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98			
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
73	6. Transportation Plans	42d	10/4/96	12/2/96	A													
74	Collect Plans	42d	10/4/96	12/2/96	A													
75	8. Soils and Geotechnical	322d	10/10/96	1/2/98	A													
76	Collect Data	63d	10/10/96	1/6/97	A													
77	Collect Pond Data	55d	2/18/97	5/5/97	A													
78	Collect Muck Data	46d	8/27/97	10/29/97	A													
79	Analysis	43d	9/17/97	11/14/97	A													
80	Report	44d	10/8/97	12/8/97	A													
81	Review	20d	12/8/97	1/2/98	A													
82																		
83	ENGINEERING ANALYSIS	505d	10/21/96	9/25/98														
84	1. Project Need	5d	12/11/96	12/17/96	A													
85	2. Corridor Traffic	40d	7/7/97	8/29/97														
86	Review MMMP Traffic	5d	8/25/97	8/29/97	A													
87	Review Deficiencies	10d	7/7/97	7/18/97	A													
88	4. Conceptual Design Analysis	395d	11/4/96	5/8/98														
89	Buffer vs. Barrier	65d	11/4/96	1/31/97	A													
90	Review HOV Plan	10d	11/4/96	11/15/96	A													
91	Identify Alt. HOV Plans	10d	11/18/96	11/29/96	A													
92	Analysis of Alt. HOV Plans	15d	12/2/96	12/20/96	A													
93	Cost Analysis of Alt. HOV	11d	12/23/96	1/6/97	A													
94	Documentation of Alt. HOV	16d	12/23/96	1/13/97	A													
95	FDOT Review	10d	1/14/97	1/27/97	A													
96	Revise/Recommend	4d	1/28/97	1/31/97	A													

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Task

Progress

Milestone

Summary

Rolled Up Task

Rolled Up Milestone

Rolled Up Progress

ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98												
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
97	Develop Base Maps	50d	8/25/97	10/31/97																							
98	MMMP Horiz.. Geometrics	50d	8/25/97	10/31/97	A																						
99	Vert. Geometric Data Base	50d	8/25/97	10/31/97	A																						
100	Prepare Typical Section Package	103d	11/5/97	3/27/98																							
101	Develop I/C & ML Plans	356d	11/4/96	3/16/98																							
102	Develop Design Criteria	22d	11/4/96	12/3/96	A																						
103	Mainline	15d	8/25/97	9/12/97	A																						
104	Interchange Analysis	99d	9/15/97	1/29/98																							
105	Analyze I/C Concepts	15d	9/15/97	10/3/97	A																						
106	Refine/Revise Concepts	84d	10/6/97	1/29/98	A																						
107	Vertical Geom. Checks	84d	10/6/97	1/29/98	A																						
108	FDOT Review	20d	1/29/98	2/25/98	A																						
109	Revise	14d	2/25/98	3/16/98	A																						
110	Master Signing Plan	15d	4/20/98	5/8/98																							
111	FDOT District 1 Coord.	147d	11/22/96	6/16/97	A																						
112	HOV / Park n Ride	11d	4/20/98	5/4/98																							
113	Bridges	315d	12/2/96	2/13/98																							
114	Eval. Exist, Structures	40d	12/2/96	1/24/97	A																						
115	Rehab/Widen/Replace	30d	10/6/97	11/14/97	A																						
116	Bridge Type Analysis	44d	11/17/97	1/15/98	A																						
117	Documentation	12d	1/15/98	1/30/98	A																						
118	FDOT Review	10d	2/2/98	2/13/98																							
119	Lighting	25d	3/30/98	5/1/98																							
120	Coordinate w/ Locals	15d	3/30/98	4/17/98																							

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Task		Summary		Rolled Up Progress	
Progress		Rolled Up Task			
Milestone		Rolled Up Milestone			

ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98	
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
121	Identify Areas	10d	4/20/98	5/1/98												
122	Maintenance of Traffic	30d	3/2/98	4/10/98												
123	Polk Co. Line to US.192	15d	3/2/98	3/20/98												
124	US.192 to BeeLine	15d	3/23/98	4/10/98												
125	Constructability Review	353d	12/4/96	4/10/98												
126	Design Criteria Review	5d	12/4/96	12/10/96	A											
127	Alignments	108d	11/12/97	4/10/98												
128	Clearances	85d	12/15/97	4/10/98												
129	Typical Sections	10d	12/1/97	12/12/97	A											
130	ITS Integration	340d	1/13/97	5/1/98												
131	Coordinate/Review EDP	15d	1/13/97	1/31/97	A											
132	Eval. SCS For MOT	62d	1/15/98	4/10/98												
133	FDOT Review	15d	4/13/98	5/1/98												
134	5. Conceptual Drainage Analysis	375d	10/21/96	3/27/98												
135	Review Existing Conditions	11d	10/21/96	11/4/96	A											
136	Coordinate with Agencies	10d	11/5/96	11/18/96	A											
137	Develop Criteria	11d	11/19/96	12/3/96	A											
138	Identify Drainage Areas	23d	12/4/96	1/3/97	A											
139	Estimate Treatment Volumes	10d	3/18/97	3/31/97	A											
140	Estimate Volumes	15d	1/6/97	1/24/97	A											
141	Identify Pond Sites	15d	1/28/97	2/17/97	A											
142	Coordinate Geotech	3d	2/18/97	2/20/97	A											
143	Size Ponds	50d	9/29/97	12/5/97	A											
144	Investigate Alternate Treatment	10d	12/8/97	12/19/97	A											

Project: I-4SECT1.MPP
Date: 5/27/98

Task	█	Summary	▾	Rolled Up Progress	█
Progress	▬	Rolled Up Task	█		
Milestone	◆	Rolled Up Milestone	◇		

ID	Task Name	Duration	Start	Finish	Status	S	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98	
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
145	Pond Siting Report	40d	2/2/98	3/27/98	A											
146	6. Cost Analysis	110d	10/27/97	3/27/98												
147	Analyze Unit Costs	31d	10/27/97	12/8/97	A											
148	Coordinate ROW Costs	70d	11/17/97	2/20/98												
149	Mainline & I/C to FDOT	40d	11/17/97	1/9/98	A											
150	Ponds to FDOT	35d	11/24/97	1/9/98	A											
151	FDOT Prepare ROW Costs	45d	12/22/97	2/20/98	A											
152	Prepare Construction Costs	70d	11/17/97	2/20/98	A											
153	FDOT Review	5d	2/23/98	2/27/98	A											
154	Refine/Revise Costs	20d	3/2/98	3/27/98												
155	7. Comparative Analysis of Alts.	100d	11/24/97	4/10/98												
156	Develop Matrix Format	70d	11/24/97	2/27/98	A											
157	Complete Matrix Format	21d	2/27/98	3/27/98	A											
158	Refine / Revise	9d	3/31/98	4/10/98												
159	8. Final Recommendation	20d	8/31/98	9/25/98												
160	Prepare Recom. Memo	10d	8/31/98	9/11/98												
161	Workshop w/FDOT	5d	9/14/98	9/18/98												
162	Refine / Revise	5d	9/21/98	9/25/98												
163																
164	ENGINEERING REPORTS/DOCS	511d	1/13/97	12/28/98												
165	2. Corridor Base Maps	10d	1/13/97	1/24/97	A											
166	3. Preliminary Engineering Rpt.	281d	12/1/97	12/28/98												
167	Prepare Pre-Draft PER	80d	12/1/97	3/20/98												
168	QC/QA	5d	3/23/98	3/27/98												

Project: I-4SECT1.MPP Date: 5/27/98	Task		Summary		Rolled Up Progress	
	Progress		Rolled Up Task			
	Milestone		Rolled Up Milestone			

ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98	
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
169	FDOT Review	9d	3/31/98	4/10/98												
170	Prepare Draft PER	15d	4/13/98	5/1/98												
171	QC/QA	5d	5/4/98	5/8/98												
172	FDOT/FHWA Review	30d	5/11/98	6/19/98												
173	Prepare Final PER	28d	8/19/98	9/25/98												
174	QC/QA	5d	9/28/98	10/2/98												
175	FDOT Review	10d	10/5/98	10/16/98												
176	Revise Final PER	10d	10/19/98	10/30/98												
177	FHWA Review	41d	11/2/98	12/28/98												
178	4. Alternative Concept Plans	146d	8/25/97	3/16/98												
179	Prepare Concept Plan Views	57d	8/25/97	11/11/97	A											
180	QA/QC	9d	11/12/97	11/24/97	A											
181	FDOT Review	6d	11/13/97	11/20/97	A											
182	Prepare Plan Sheets	49d	11/24/97	1/29/98	A											
183	FDOT Review	20d	1/29/98	2/25/98	A											
184	Revise Plans	13d	2/26/98	3/16/98												
185	5. Utility and RR Pkg.	25d	3/16/98	4/17/98												
186	7. Location Hydraulic Rpt.	95d	12/1/97	4/10/98												
187	Perform Analysis	30d	12/1/97	1/9/98	A											
188	Prepare Report	15d	1/12/98	1/30/98	A											
189	QA/QC	30d	2/2/98	3/13/98	A											
190	FDOT Review	10d	3/16/98	3/27/98												
191	Revise	9d	3/31/98	4/10/98												
192	10. Review Design Traf. Memo	129d	10/1/97	3/30/98	A											

Project: I-4SECT1.MPP
Date: 5/27/98

Task

Progress

Milestone

Summary

Rolled Up Task




Rolled Up Milestone

Rolled Up Progress

ID	Task Name	Duration	Start	Finish	Status	6																											
						4Q96			1Q97			2Q97			3Q97			4Q97			1Q98			2Q98			3Q98			4Q98			
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
217	Field Reviews	134d	12/2/96	6/5/97	A																												
218	ID Wetland Significance	155d	2/3/97	9/5/97	A																												
219	Estimate Impacts	25d	11/17/97	12/19/97	A																												
220	WET II	25d	11/17/97	12/19/97	A																												
221	Documentation	37d	12/22/97	2/10/98	A																												
222	5. Biological Assessment Data	322d	11/18/96	2/10/98																													
223	Agency Coordination	20d	11/18/96	12/13/96	A																												
224	Obtain Species Information	20d	12/16/96	1/10/97	A																												
225	Field Review	84d	2/10/97	6/5/97	A																												
226	File Documentation	62d	11/17/97	2/10/98	A																												
227	6. Wildlife Habitat Impact Analysis	262d	2/10/97	2/10/98	A																												
228	ANALYSIS OF PHYSICAL IMPACTS	341d	11/15/96	3/6/98																													
229	1. Air Quality	31d	12/12/97	1/23/98																													
230	Traffic Data / Capacity Analysis	1d	12/12/97	12/12/97	A																												
231	Screening Test	15d	12/15/97	1/2/98	A																												
232	Select Locations	5d	1/5/98	1/9/98	A																												
233	Conduct Impact Analysis	10d	1/12/98	1/23/98	A																												
234	2. Noise	80d	11/17/97	3/6/98																													
235	Traffic Data	1d	12/12/97	12/12/97	A																												
236	ID Sensitive Sites	10d	11/17/97	11/28/97	A																												
237	Noise Monitoring	10d	12/1/97	12/12/97	A																												
238	Develop Model	5d	12/15/97	12/19/97	A																												
239	Model Application	10d	12/22/97	1/2/98	A																												
240	Sum. Impacted Receptors	5d	12/29/97	1/2/98	A																												

Project: I-4SECT1.MPP
Date: 5/27/98

Task 
Progress 
Milestone 

Summary 
Rolled Up Task 
Rolled Up Milestone 

Rolled Up Progress 

ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98	
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
241	Abatement/Barrier Analysis	40d	1/5/98	2/27/98	A							■				
242	Eval. Cost Effectiveness	40d	1/12/98	3/6/98								■				
243	3. Contamination Analysis	280d	11/18/96	12/12/97		■	■	■	■	■	■	■	■	■	■	■
244	Data Collection	45d	11/18/96	1/17/97	A	■										
245	Field Survey	129d	2/18/97	8/15/97	A		■	■	■	■	■	■	■	■	■	■
246	Analysis	20d	11/17/97	12/12/97	A						■					
247	4. Water Quality	50d	11/17/97	1/23/98							■	■	■	■	■	■
248	WQIE Checklist	20d	11/17/97	12/12/97	A						■					
249	Documentation	30d	12/15/97	1/23/98	A						■					
250	5. Floodplain Impact Analysis	286d	11/15/96	12/19/97		■	■	■	■	■	■	■	■	■	■	■
251	Data Collection	66d	11/15/96	2/14/97	A	■										
252	Analyze Impacts	25d	11/17/97	12/19/97	A						■					
253	ENVIRONMENTAL DOCUMENTS	356d	8/18/97	12/28/98							■	■	■	■	■	■
254	3. EA / FONSI	256d	1/5/98	12/28/98							■	■	■	■	■	■
255	Prepare Draft EA	60d	1/5/98	3/27/98							■	■	■	■	■	■
256	QA/QC	4d	3/31/98	4/3/98								■				
257	FDOT Review	10d	4/6/98	4/17/98								■				
258	Revise EA	15d	4/20/98	5/8/98								■				
259	FDOT/FHWA Review	30d	5/11/98	6/19/98								■				
260	Prepare FONSI	28d	8/19/98	9/25/98									■			
261	QA/QC	5d	9/28/98	10/2/98										■		
262	FDOT Review	10d	10/5/98	10/16/98										■		
263	Revise FONSI	10d	10/19/98	10/30/98										■		
264	FHWA Review	41d	11/2/98	12/28/98										■	■	■

Project: I-4SECT1.MPP Date: 5/27/98	Task	■	Summary	▬	Rolled Up Progress	▬
	Progress	▬	Rolled Up Task	▬		
	Milestone	◆	Rolled Up Milestone	◇		

DAMES & MOORE
TRANSPORTATION PLANNING & ENGINEERING
RECORD OF TELEPHONE CONVERSATION

DATE: 5-28-98 **TIME:** 1:00 pm **JOB NO.:** 26316-010
RECORDED BY: Richard Darden **CLIENT:** FDOT
TALKED WITH: Jane Tutton **OF:** USFWS
NATURE OF CALL: Outgoing **PHONE NO.:** 561 562 3909
ROUTE TO: File

SUBJECT: I-4 PD&E Wildlife Assessment

ITEMS DISCUSSED:

I called Jane to provide her a brief discussion of the project to assist her as she was reviewing our document. Jane informed me that she had performed a cursory review and would like to receive some additional information - specifically, she wanted design plans for the project so that she could evaluate the actual proposed impacts. I verified to her that these actually are conceptual plans in the PD&E phase of the project, but we certainly could send her a set. Additionally, she requested specific guidelines for the Eastern Indigo Snake during construction activities. I told her we would mail her the information today and if she had any additional question to please feel free to contact me.



One North Dale Mabry Highway
Suite 700
Tampa, Florida 33609
813 875 1115 Tel
813 874 7424 Fax

Ms. Jane Tutton
U.S. Department of the Interior
U.S. Fish and Wildlife Service
P. O. Box 2676
Vero Beach, Florida 32961-2676

May 28, 1998

RE: Additional Project Information
Project Development & Environment Study
Interstate 4, Osceola County line to SR 528/Bee Line Expressway
State Project Nos: 92130-1425, 75280-1479
Work Program Item Nos: 5147330, 5147254
Lat.: 28°21'30" W Long.: 81°32'30" N

Dear Ms. Tutton:

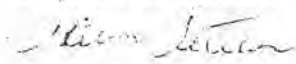
Pursuant to our phone conversation of this morning, we are pleased to provide your office with additional project information to assist you in determining this project's potential for effects to wildlife and protected species. The Draft Technical Memorandum Wildlife and Habitat Assessment was prepared in January 1998 using a 720-meter-wide (2400 feet) corridor centered on the existing roadway. The specific project alternatives which have been developed all lie within the corridor described in the Assessment. A description of the proposed alternatives is attached as well as a set of concept plans for each. A preferred project alternative will be recommended to the Federal Highway Administration (FHWA) for approval following the formal Public Hearing later this year.

Also please find attached a set of specific Protection Provisions for the eastern indigo snake which will be included in the construction contract for this project. If there are other specific measures which should be included please contact me so that they may be incorporated as well.

We trust that this supplementary information, along with the information previously submitted, will be adequate for you to complete your review of the project. If you find that you need any further project-related information, please contact me at (813) 875-1115. After consideration of this additional information, we are seeking your concurrence, based on this project's conceptual design and location, that this project will have "no effect" on threatened or endangered species.

Sincerely,

DAMES & MOORE, INC.


Richard Darden
Senior Biologist



ARCHITECTS ENGINEERS PLANNERS

5850 T.G. Lee Boulevard
Suite 600
Orlando, Florida 32822
(407) 859-8380
FAX (407) 855-9641

June 3, 1998

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

RE: I-4 Corridor PD&E Study, Section 1
State Project No. 92130-1425 & 75280-1479
WPI Nos. 5147330 & 5147254
Federal Aid Project Nos. N/A & NH-4-2(169)65
Draft Preliminary Engineering Report

Dear Mr. Webb:

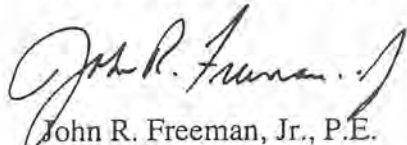
Attached are two copies of the Draft Preliminary Engineering Report for the Department's review. As we have discussed, there are still some items which have not yet been completed that will be incorporated into future editions. These include the following:

- Structures Drawings for four Bridges of the Preferred Alternative
 - Western Beltway (2 bridges)
 - Westbound CD Overpass between Osceola Parkway and SR 536
 - I-4 Overpass @ SR 536 for Ramp entering I-4 EB
- Complete page numbering in Chapter 9

We request the Department to review this document and provide us comments as soon as possible. Should you need further information or clarification, please contact me.

Very truly yours,

HNTB CORPORATION



John R. Freeman, Jr., P.E.

Project Manager

JRF/jag

Copies to:

Richard Darden - Dames & Moore

File 24434

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ARCHITECTS ENGINEERS PLANNERS

**Coordination Meeting Status Report/Agenda
Meeting #21
June 10, 1998**

**I-4 Corridor PD&E Study, Section 1
State Project Nos. 92130-1425 And 75280-1479
WPI Nos. 5147330 And 5147254
Federal Aid Project Nos: N/A And NH-4-2(169)65**

1. Status of Activities Since Last Meeting:

- Public Involvement
 - Conducted Presentation to Orange County Transportation Planning Group on May 15, 1998
- Engineering
 - Engineering Activities
 - * Completed update of right-of-way estimates. Further revisions will be required.
 - * Completed the Comparative Evaluation Matrix for Segment and Western Beltway alternatives.
 - * Completed First Draft PER and delivered to Department on June 3, 1998.
 - * Completed plan, elevation and section for structures of preferred alternative.
 - * Completed MOT and constructability plans for preferred alternative.
 - * Preparing Typical Section package
 - * Finalized Western Beltway interchange options and selected preferred alternative.
 - * Preparing Final Location Hydraulics Report based upon FDOT review comments.
 - * Preparing Final Pond Siting Report based upon FDOT review comments.
 - * Completed literature review of HOV operations and enforcement study.
 - * Supplemental agreement for elimination of median transit envelope between SR 536 and BeeLine Expressway has been submitted, negotiated and resubmitted.
- Environmental
 - *Social*
 - * Coordinated with FDOT for preparation of Conceptual Stage Relocation Plan. Received completed Plan June 5, 1998.
 - *Natural*
 - * Draft Wetlands Evaluation Report under review by ACOE, FDEP, and SFWMD. Received favorable written feedback from SFWMD.
 - * Sent Technical Memorandum - Wildlife and Habitat Assessment to USF&W for letter of "No Effect". Initial Reviewer resigned; second Reviewer assigned and now third Reviewer assigned. - Review in progress.

Coordination Meeting Status Report/Agenda (cont'd.)
Meeting #21
June 10, 1998

- *Physical*
 - * Conducted QC review of Noise Impact Analysis. Revisions underway.
 - *Reports*
 - * Continued preparation of Pre-Draft EA. Conducted QC review of Chapters 4 and 5.
2. Tasks To Be Accomplished By Next Meeting:
- Public Involvement
 - Attend I-4 Association Meeting on June 12th.
 - Engineering Analysis
 - Complete Typical Section Package.
 - Continue preparation of Signing Plan for preferred alternative.
 - Complete responding to review comments on PER and submit to FDOT for forwarding to FHWA.
 - Make final revisions to Pond Siting Report and Location Hydraulics Report.
 - Environmental
 - *Social*
 - * Incorporate results of Conceptual Stage Relocation Plan in Draft EA
 - * Respond to any FHWA comments on the Draft Section 4(f) DOA.
 - *Natural*
 - * Continued coordination of Wetland Evaluation Report w/ACOE, FDEP & SFWMD
 - * Coordinate "No Effect" letter from U.S. Fish and Wildlife
 - *Physical*
 - * Submit Draft Noise Impact Report and complete Noise section of Draft EA.
 - *Reports*
 - * Continue Preparation of Draft EA and submit draft for FDOT review.
3. Meetings For Unresolved Issues
- None
4. Anticipated Problem Areas
- None
5. Unresolved Issues
- None

HNTB ARCHITECTS ENGINEERS PLANNERS

5850 T.G. Lee Boulevard
Suite 600
Orlando, Florida 32822
(407) 859-8380
FAX (407) 855-9641

June 10, 1998

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

Re: I-4 Corridor PD&E Study, Section 1
State Project Nos. 92130-1425 and 75280-1479
WPI Nos. 5147330 and 5147254
Federal Aid Project Nos. N/A and NH-4-2 (169) 65
Progress Report No. 20

Dear Mr. Webb:

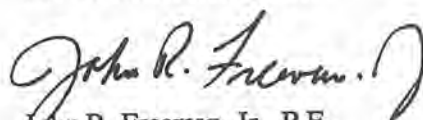
Attached you will find a copy of Progress Report No. 20 for the above referenced project. The report consists of a summary of progress made from April 24, 1998 through May 22, 1998.

Activity over the past month has focused on the selection of the preferred alternative and completion of the first draft Preliminary Engineering Report. A supplemental agreement for engineering services to support deleting the median transit envelope between SR 536 and the BeeLine Expressway was submitted and negotiated.

If you have any questions regarding this information, please do not hesitate to contact me.

Very truly yours,

HNTB CORPORATION


John R. Freeman, Jr., P.E.
Project Manager

Attachments (2)

cc:

George Huffman - HNTB
Tony Melton - HNTB
Peter Sucher - HNTB Fairfield
John Jaeckel - HNTB Milwaukee
Richard Darden - Dames & Moore
Roger Neiswender - TCG
Gary Reed - Michael Baker Jr., Inc

Tim Lomax - TTI
Bryant Marshall - GEC
Marion Almy - ACI
Robbin Ossi, ETP
Vicki Smith - Keith & Schnars
Juan Wolf - HNTB Miami
File 24434-PL-001-001

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The HNTB Companies

OFFICES: ALEXANDRIA, VA; ATLANTA, GA; AUSTIN, TX; BATON ROUGE, LA; BOSTON, MA; CHARLESTON, WV; CHICAGO, IL; CLEVELAND, OH; DALLAS, TX; DENVER, CO; DETROIT, MI; FAIRFIELD, NJ; FT. WORTH, TX; HARTFORD, CT; HOUSTON, TX; INDIANAPOLIS, IN; IRVINE, CA; KANSAS CITY, MO; LANSING, MI; LAS VEGAS, NV; LOS ANGELES, CA; LOUISVILLE, KY; MIAMI, FL; MILWAUKEE, WI; MINNEAPOLIS, MN; NASHVILLE, TN; NEW YORK, NY; OAKLAND, CA; OKLAHOMA CITY, OK; ORLANDO, FL; OVERLAND PARK, KS; PHOENIX, AZ; PLYMOUTH MEETING, PA; PORTLAND, ME; RALEIGH, NC; ROCKLAND COUNTY, NY; SAN ANTONIO, TX; SEATTLE, WA; TAMPA, FL; TULSA, OK; WICHITA, KS.

PROGRESS REPORT NO. 20
FOR
I-4 Corridor PD&E Study, Section 1
State Project Nos. 92130-1423 and 75280-1479
WPI Nos. 5147330 and 5147254
Federal Aid Project Nos. N/A and NH-4-2 (169) 65

1. PROJECT SCHEDULE

The attached milestone schedule reflects the current status of the project. This schedule reflects the revised milestone dates developed since the restart of the project. This schedule has been further revised to reflect the one month delay in the Public Meeting to include Western Beltway alternatives. The project is approximately two months behind schedule and a contract time extension has been requested in the supplemental agreement. Once approval of the contract time extension has been received, the Schedule shown below will be adjusted.

2. PROJECT MILESTONES

<u>Event</u>	<u>Scheduled</u>	<u>Achieved</u>
Notice to Proceed Meeting	October 3, 1996	October 3, 1996
Obtain FDOT 2020 Design Traffic	October 14, 1996	October 23, 1996
MPO Kick-off Meetings	November 15, 1996	November 13, 1996
Design Criteria	November 15, 1996	December 5, 1996
Existing Highway Characteristics	December 16, 1996	January 24, 1997
HOV Barrier vs Buffer Analysis	January 3, 1997	January 22, 1997
Contamination Screening Evaluation	September 8, 1997	September 12, 1997
Geotech Report (Preliminary)	November 28, 1997	December 8, 1997
Identify Pond Sites	December 5, 1997	December 15, 1997
Complete Concept Development	December 19, 1997	January 29, 1998
Cost Analysis of Alternatives	January 30, 1998	February 25, 1998
Typical Section Package	March 27, 1998	
Pond Siting Report	March 27, 1998	April 7, 1998
1st Draft Preliminary Engr. Report	March 31, 1998	
Wetland Impacts Report	April 3, 1998	February 10, 1998
Air Quality Impact Report	April 3, 1998	April 16, 1998
Location Hydraulic Report	April 10, 1998	April 9, 1998
Comparative Analysis of Alts	April 10, 1998	April 10, 1998
Alternatives Public Information Meeting	April 14, 1998	April 14, 1998
Noise Quality Impact Report	April 27, 1998	
Draft Preliminary Engr. Report	May 11, 1998	
Draft EA	May 11, 1998	
Notice of Availability (Draft EA)	June 19, 1998	
Public Hearing	August 18, 1998	
Final Preliminary Engr. Report	November 2, 1998	
FONSI	November 2, 1998	
Distribute FONSI	December 28, 1998	

3. **PROJECT ACTIVITIES/PROGRESS (HNTB/GENERAL)**

ACTIVITY A - PUBLIC INVOLVEMENT

1. **NOTICE-TO-PROCEED MEETING** - Completed 10/03/96 in DeLand.
2. **PUBLIC INVOLVEMENT PROGRAM** - The Public Involvement Plan prepared by the PIC has been received and reviewed. Task is complete.
3. **INTRODUCTION/KICK-OFF MEETINGS** - Complete.
4. **PUBLIC MEETING** - Conducted a design review meeting with the PIC on January 30, 1998. Design files were provided to the PIC for their use. The public meeting is scheduled for April 14, 1998. We have worked with the PIC to review drafts of the property owner letter and Section 1 Public Meeting Newsletter. Continued coordination with PIC has occurred with multiple meetings regarding the current design concepts and comparative evaluation matrix. Alternative Public Meeting was conducted at the Hyatt Hotel on April 14, 1998. This meeting had 35 attendees and 10 comments were provided. On April 21, 1998 a Public Meeting debriefing was conducted to discuss all comments and the response to the comments. Technical assistance has been provided to the PIC in preparing the responses. Task is complete.
5. **PUBLIC HEARING**
6. **PUBLIC INVOLVEMENT DATA** - Completed identification of parcel numbers on base maps.
7. **UNSCHEDULED MEETINGS & PRESENTATIONS** - Conducted design coordination meeting with OOCEA to discuss the Western Beltway Interchange alternatives on May 22, 1998. Made presentation to Orange County Transportation Planning Group of preferred alternative on May 15, 1998.
8. **SPECIAL PUBLIC INVOLVEMENT REQUIREMENTS** - Responding to Property Owner inquiries regarding retention pond locations and other miscellaneous items. Provided input on "Talking Points" and attended April 13, 1998 meeting.
9. **PIC MEETINGS** - Attended team meeting on May 14, 1998.

ACTIVITY B - ENGINEERING

ACTIVITY B.1 - Engineering Data Collection

1. **AERIAL PHOTOGRAPHY** - Activity for this task is complete.

2. **EXISTING HIGHWAY CHARACTERISTICS** - Task is complete.
3. **EXISTING TRAFFIC DATA** - FDOT conducted new traffic counts in February 1997. This data will be incorporated by the FDOT into revised Year 2000, 2010 and 2020 assignments. This information was received in mid-December 1997 for the noise analysis. Further LOS analysis is underway for incorporation into the Design Traffic Report. Received existing traffic data report week of March 23, 1998. It is missing the LOS analysis. Letter has been prepared and sent to FDOT to request the report incorporate the LOS analysis.
4. **ACCIDENT DATA** - This task is complete. See Progress Report No. 14.
5. **UTILITIES AND RAILROADS** - Task is complete. See Progress Report No. 14.
6. **TRANSPORTATION PLANS** - Task complete.
7. **SOILS SURVEY AND GEOTECHNICAL WORK** - Retention pond borings are complete and data received. Muck probes are complete. The Draft Geotechnical Report was delivered on December 8, 1997. FDOT comments have been received and the report has been revised and resubmitted.

ACTIVITY B.2 - Engineering Analysis

1. **PROJECT NEED** - The preparation of the project need as included in Chapters 2 and 3 of the Draft PER has been completed. This information has been incorporated into the Draft EA.
2. **DESIGN TRAFFIC** - Reviewed Design Traffic Report from I-4 MMMP. Attended meeting regarding I-4 traffic forecast revisions on July 14, 1997. Prepared letter to FDOT dated July 18, 1997 requesting additional data and clarification of certain traffic data/analysis. Conducted meeting on August 26, 1997 with FDOT and TCG discuss redistribution of traffic between HOV lanes and general purpose lanes for I-4 between CR532 and US192. Revised traffic volumes were received on October 10, 1997. Meeting was conducted with FDOT and TCG on October 14, 1997 to discuss the redistribution. Revised traffic volumes were provided on October 16, 1997. Review comments on the design traffic were provided to FDOT on November 11, 1997. A meeting was conducted on November 21, 1997 to discuss. Letter was sent to FDOT (11/21/97) requesting a Design Traffic Report for Section 1. Revised Year 2020 design traffic information was received on December 11, 1997. Received Year 2000 volumes on December 21, 1997. The initial segment of the improvement alternatives LOS was received in later January 1998. Attended the February 5, 1998 Design Traffic Meeting with FDOT and TCG. Received the segment by segment traffic analysis on February 20, 1998 and provided review comments back to TCG on February 27, 1998. Received Design Traffic Report on March

18, 1998, and minor review comments were provided. The Final Design Traffic Report has been received. Task is complete.

3. **CONCEPTUAL DESIGN ANALYSIS** - Initiated evaluation of barrier or buffer HOV treatment. Conducted a meeting with FDOT District 1 to discuss coordination of HOV transition at CR 532 interchange. Conducted coordination with Section 2 on HOV issues. Prepared HOV issues paper, delivered 12/5/96. Conducted follow-up HOV issues meeting on 12/10/96. Issue on barrier typical awaiting further direction from FDOT. Submitted Roadway Design Criteria on 12/5/96 and received comments 12/19/96. Conducted meeting on December 10, 1996 with FDOT to agree on presentation of I-4 construction program within Five Year Work Program in preliminary plans. Conducted meeting with FDOT on January 22, 1997 to discuss barrier/buffer HOV lane separation alternatives. During this meeting the barrier alternative was chosen by FDOT. Conducted a meeting with Florida Overland Express (FOX) to discuss high speed rail alignment alternatives using the I-4 median. Identified possibility of no rail use in I-4 median. Awaiting FDOT direction to set mainline typical section. Conducting an analysis of HOV access changes based upon the use of barriers separation treatment. Conducted meeting on HOV Access Methodology with FDOT on February 10, 1997. Executed HOV Optional Item contract option. Drafted Technical Memorandum #1 on HOV Access and received concurrence March 20, 1997. Follow-up meetings set with Walt Disney Imagineering on March 27 and FDOT District 1 on March 31, 1997. Evaluated existing vertical geometry for deficient vertical curves. Sent FDOT Technical Memorandum #2 regarding existing vertical geometry on March 20, 1997. Established HOV, mainline, C-D and ramp stationing methodology. Evaluated I-4 MMMP and Early Deployment Plan ramp metering considerations and set FDOT Technical Memorandums #3 regarding ramp metering treatments. Working on at-grade HOV slip ramps. Continued coordination has occurred with FDOT District 1 regarding HOV access points at the Polk-Osceola County line. The locations of these ramps has been finalized in a June 16, 1997 meeting with District 1. Attended a meeting with Orange County law enforcement regarding HOV enforcement. Conducted an analysis of auxiliary lanes recommended in I-4 MMMP resulting in letter of July 18, 1997, requesting clarification of traffic and lane balance issues. Alternative design files are being established changing the I-4 MMMP HOV buffer treatment to barriers. Exact locations of HOV at-grade slip ramp access are being determined.

With the project restart in early August, design concepts are now being prepared. The transition of the master plan design files to reflect the changes in HOV treatment is complete. Initial locations of HOV at-grade slip ramps have been made. During the week of September 15th, HNTB's interchange expert spent the week in Orlando preparing concepts for CADD input. The input of preliminary alternative concepts was completed on October 3, 1997. A conceptual design review workshop with FDOT was conducted on October 9, 1997. A draft copy of

the pre-master plan signing plan has been prepared. Based upon input at this meeting, revisions and further development of these plans has occurred.

Concept revision and the development of additional alternative concepts has continued during November. The first plans package was produced and given to FDOT on November 13, 1997. This initiated additional analysis to include conceptual drainage, existing structure analysis and cost analysis. Concepts were shown to Disney and FOX during review meetings on November 14, 1997. Participated in Value Engineering review of the BeeLine/Central Florida Parkway interchange area. Continued coordination of the design concepts in this area. Initiated preparation of response to the VE recommendations. The responses to both Value Engineering meetings were prepared and submitted in early December. Continued refinement of design concepts. Conducted design review meeting with the Department on December 8 and 15, 1997. Attended FHWA coordination meeting on Osceola Parkway interchange on December 11, 1997. Refined ROW taking areas and initiated preparation of ROW take acreage. Initiated bridge type and pier location analysis. Details of HOV access locations have been prepared for the various at-grade and grade-separated scenarios being considered. Finalized Typical Sections and HOV access details based upon FDOT comments. The initial structural plan and elevation sheets have been provided for Department review. A design review meeting of the concepts was conducted on January 29, 1998. Conducted meeting with FDOT District 1 on 10 lane VE alternative resulting in elimination of alternative. Prepared for Value Engineering of segment from US 192 to SR 536 (Segment 2). Information provided on January 30, 1998. Continued refinement of alternatives. Initial construction costs have been completed. Constructability reviews are underway. Provided information and presentation for US 192 to SR 536 VE Review conducted February 16-20, 1998. Conducted review meeting with FDOT Core Team on February 25, 1998.

Conducted two design review meetings with FHWA on March 4 and 23, 1998. Comments received on the concept alternatives are being addressed. Conducted review of initial construction costs and summarized the right-of-way costs. Profile adjustments were made to accommodate design high water requirements of retention ponds. Plan adjustments were required in several areas to meet the lane requirements from the Design Traffic Report. Western Beltway Interchange options have been developed and are being refined and evaluated. A design review meeting was conducted with FDOT on April 7, 1998, to review design alternatives and preliminary cost estimates. Based upon this input, minor revisions were made to the comparative evaluation matrix for the April 14, 1998, Public Meeting.

Following the review of the Public Meeting comments, a meeting was conducted on April 28, 1998, to select the preferred alternative. The preferred alternative has been refined based upon input received during the April 28, 1998 meeting. A follow-up meeting was conducted on May 8, 1998, to further review Western Beltway interchange alternatives and a weaving section for the westbound C/D between Osceola Parkway and SR 536. These meetings formed the basis for

preparing plan, elevation and sections for structures, constructability analysis and maintenance of traffic concepts. Work has been conducted on the literature review of HOV operations and enforcement report by TTI. The draft has been received by HNTB and is in QC review. Conducted meeting with OOCEA to discuss revisions to Western Beltway interchange concepts.

4. **ACCESS MANAGEMENT** Review of local street and property access is being conducted in interchange areas. Meetings have been conducted with some property owners regarding property access. Meeting was conducted with FDOT District Traffic Operations to develop access alternative for Embassy Suite's Hotel at Lake Avenue Interchange.
5. **CONCEPTUAL DRAINAGE ANALYSIS** - The evaluation of drainage retention pond locations and size has been completed. These locations and acreage are shown on the plan sheets. Evaluation of structure clearance for major waterway crossings has been completed and initial vertical profile has been checked. Design High Water elevations have been shown on the plans and profiles adjusted. The drainage section of the Draft PER has been prepared. Revisions of some pond sites are being made. The pond ROW cost estimates were received from FDOT on February 20, 1998. The Pond Siting Report incorporated these estimates. Further analysis of the design high water of the ponds has resulted in some profile revisions. In some areas where pond right-of-way is expensive, design alternatives such as exfiltration trenches have been studied. A review Draft was submitted to FDOT for review on April 7, 1998. Minor comments have been received from FDOT on the Pond Siting Report. There have been minor pond revisions based upon the April 28, 1998 design review meeting. Final revisions to the Pond Siting Report are underway.
6. **COST ANALYSIS** - Detailed construction cost estimates are underway. Quantity take-offs for the design alternatives is being done. Modification of the FDOT LRE program is being made. The initial construction cost estimates have been completed and are being reviewed and adjusted. The detailed segment by segment costs with back-up were be given to FDOT in mid-March. Continued refinement of the segment alternative costs are underway. The Western Beltway interchange options are undergoing cost analysis. Review of the FDOT unit prices resulting in the Department's March 18th in-house meeting is underway. These unit prices were the subject of discussion during the April 7, 1998, design review meeting. Costs for the design alternatives have been finalized. Costs for the segment and Western Beltway alternatives are being revised based upon input from the April 28, 1998 meeting.
7. **COMPARATIVE ANALYSIS OF DESIGN ALTERNATIVES** - The design alternatives comparative evaluation matrix has been prepared. Evaluation criteria has been finalized. The development of data to enter into the segment alternative and Western Beltway Interchange matrices has been completed for presentation at the Public Meeting. Minor revisions are underway for inclusion in the PER.

8. **PREPARE FINAL RECOMMENDATIONS**
9. **TEAM PROGRESS MEETINGS** - No HNTB project team meetings were conducted during this reporting period.

ACTIVITY B.3 -Engineering Reports

1. **CORRIDOR BASE MAPS** - CADD mapping for land use, wetlands and floodplains has been overlaid on raster imaging. All programmed corridor improvements have been entered into CADD. This task is complete.
2. **PRELIMINARY ENGINEERING REPORT** - Preparation of Chapters 2, 3, 4, 5, 6, 7 and 8 of the Report are essentially complete. A partially complete initial draft was distributed to the FDOT and project team members for review and comment on December 18, 1997. Minor comments have been received. Work has continued. Chapters 6 and 8 have been completed and QC review conducted. Work on Chapter 9 is continuing.
3. **ALTERNATIVE CONCEPT PLANS** - Alternative concept plans are being prepared for FDOT review. An initial set was sent to FDOT for review on November 13, 1997. An updated, more complete submittal was made on December 8, 1997. Review comments were received on December 15, 1997, and have been incorporated. Revised plans were submitted in mid-January. Complete package to include typical section, HOV access details, design alternatives and vertical profile was provided on January 29, 1998. Only minor revisions were made in February awaiting the February 25 Core Team Meeting and March 4 FHWA Meeting. Following the second FHWA meeting on March 23, alignment refinements have been made for preparation of the Public Meeting. Continued refinements are underway toward the selection of a preferred alternative. Adjustments in the Western Beltway interchange alternatives are being made. The selection, which occurred on April 28, 1998, of the preferred alternative has led to further refinements of this concept. The concept plans are being prepared for inclusion in the PER.
4. **UTILITY AND RAILROAD COORDINATION PACKAGE** - Work has been conducted to provide FDOT the information needed to prepare the Utility Assessment Package. This information was provided to FDOT on April 23, 1998.
5. **LOCATION HYDRAULICS REPORT** - Continued the preparation of this report. Floodplain information has been obtained. The initial draft has been prepared and has undergone internal QC review. The report was being slightly delayed to be timed with the Pond Siting Report. The availability of retention ponds to meet the floodplain compensating storage requirements is caused this delay. The draft report was submitted to FDOT on April 9, 1998. Minor

comments on the Draft LHR have been received. The final revisions of this report are underway.

ACTIVITY C - ENVIRONMENTAL ANALYSIS AND REPORTS

ACTIVITY C.1 - Analysis of Social Impacts

1. **LAND USE INFORMATION** - Preparation of land use documentation for inclusion in Chapter 4 of the Draft PER and EA is complete.
2. **CULTURAL FEATURES** - Identification of cultural features within the study area has been completed and has been mapped. This has been included in Chapter 4 of the Draft PER and EA.
3. **ANALYSIS OF SOCIAL-ECONOMIC IMPACTS** - Development orders for DRI's and approved site plans for PD have been obtained. Updated DRI status information has been obtained and is included in Chapter 4 of the Draft PER and EA. Minor adjustments for the continually changing developments are being made.
4. **RIGHT-OF-WAY ACQUISITION/RELOCATION DATA COLLECTION AND ANALYSIS** - All ROW taking estimates were provided to FDOT by January 5, 1998. ROW cost estimates were received by HNTB on February 20, 1998. This data has been compiled and summarized. A request for additional right-of-way information was provided to the Department on April 15, 1998. This information has been received and is being compiled for use in the PER. Information needed for preparation of the Conceptual Stage Relocation was provided to the Department on May 14, 1998.
5. **ARCHAEOLOGICAL AND HISTORICAL FEATURES** - The Cultural Resource Assessment Report has been completed and accepted by FDOT. This report was sent to FDOT for submittal to FHWA and SHPO. Review comments were received from FHWA on April 13, 1998 and have been addressed. Final copy has been sent to FHWA and SHPO for processing.
6. **DETERMINATION OF SECTION 4(f) INVOLVEMENT** - Continued preparation of DOA. A draft copy has been submitted to FDOT for review. A request has been made to RCID for written information on the conservation easement in Reedy Creek. The property has been determined to be privately owned and not 4(f). The DOA has been finalized and sent to FHWA for review.
7. **VISUAL/AESTHETIC IMPACT ANALYSIS** - Attended Urban Design Guidelines Meeting on April 23, 1998. Incorporating work efforts to date in the PER.

8. **FARMLANDS IMPACT ANALYSIS** - The Farmland Conversion Impact Rating (Form AD1006) has been sent to the SCS. The sign-off of the form was received on February 2, 1998. Task is complete.

ACTIVITY C.2 - Analysis of Natural Impacts

1. **HYDROLOGIC AND NATURAL FEATURES** - This section has been prepared for inclusion in the inclusion in the Draft EA.
2. **IDENTIFY PERMIT REQUIREMENTS** - Reviewed response to EAC comments. Attended EAC meeting on July 28, 1997. Prepared an agenda for EAC meeting. Conducted EAC small group meeting on December 17, 1997, with SFWMD and FDEP in attendance. Continued coordination with SFWMD and USACOE has occurred.
3. **WETLAND IMPACT ANALYSIS** - Completed mapping of wetland areas. Completed wetland delineation and preparation of WET II analysis. The CADD mapping of wetland areas is complete. Drafted wetland section for Chapter 4 of Draft PER and EA. Initial estimates of wetland impacts have been made. The Wetland Evaluation Report has been prepared and was submitted to FDOT for review on February 10, 1998. FDOT review comments have been received and incorporated. The report has been sent to ACOE, FDEP and SFWMD for review and comment. Favorable review comments have been received from SFWMD. Still awaiting ACOE review.
4. **CONCEPTUAL MITIGATION NARRATIVE** - Determining the applicability of using Senate Bill 1986 for wetland mitigation. Attended meeting on September 15, 1997 with FDOT and other I-4 section consultants to determine approach to the handling of conceptual mitigation. FDOT decided that SB 1986 will be used for this project on November 13, 1997. In EAC meeting of December 17, 1997, SFWMD indicated a willingness to work with us on SB 1986. A letter has been received from SFWMD confirming the use of SB 1986. This letter has been sent to ACOE and its receipt has been verbally acknowledged.
5. **BIOLOGICAL ASSESSMENT DATA** - Collection of biological data is complete. Preparation of the biological section has been included in Chapter 4 of the Draft PER and EA. Preparation of a Technical Memorandum - Wildlife and Habitat Assessment is complete and was submitted to FDOT for review on February 10, 1998. FDOT review comments have been received. The final Technical Memorandum has been prepared. Task is complete.
6. **WILDLIFE AND HABITAT IMPACT ANALYSIS** - Received information from FGFWFC and USFWS for endangered species. Initial field reviews are complete. Wildlife section of has been included in Chapter 4 of the Draft PER and EA. No threatened and endangered species have been identified. Discussion of Wildlife corridors was conducted with SFWMD and FDEP at the EAC small

group meeting on December 17, 1997. The Technical Memorandum - Wildlife and Habitat Assessment is complete and was submitted to FDOT for review on February 10, 1998. FDOT review comments have been received and incorporated. The final Technical Memorandum has been sent to USFWS for the letter of "No Effect." Conversations indicate that the initial reviewer has resigned and a new reviewer assigned. The review is continuing.

7. **AQUATIC PRESERVE IMPACT ANALYSIS - N/A**
8. **OUTSTANDING FLORIDA WATERS AND WILD AND SCENIC RIVERS IMPACT ANALYSIS - N/A**

ACTIVITY C.3 - Analysis of Physical Impacts

1. **AIR QUALITY DATA COLLECTION AND IMPACT ANALYSIS -** FDOT provided traffic data needed for the air quality screening analysis in December 1997. Agreed to do analysis for Year 2020. Analysis is complete. The Air Quality Report is complete and the draft was submitted to FDOT for review on February 10, 1998. FDOT review comments have been received. The final report has been submitted.
2. **NOISE IMPACT DATA COLLECTION AND ANALYSIS -** The Year 2020 traffic data and LOS information was provided on December 12, 1997. In that discussion with FDOT, HNTB was informed that the interim year (2010) is not required to be analyzed. Year 2000 Build revised volumes have been provided. The 1996/1997 existing volumes have been recorded. The noise monitoring of sensitive sites has been completed. The analysis of existing conditions and model calibration is complete. The design year analysis is underway. The Draft Noise Report has undergone internal QC review and is in the process of being revised.
3. **CONTAMINATION IMPACT ANALYSIS -** Continued identification of contamination sites identification and regulatory file review. Field reviews conducted associated with geotechnical field work. Draft CSER has been internally reviewed and revised. Draft CSER was delivered to the FDOT on September 12, 1997. Revised CSER was delivered to FDOT on October 23, 1997 and has been accepted. The contamination section of the Draft EA has been prepared and incorporated in the report.
4. **WATER QUALITY IMPACT ANALYSIS --** The WQIE checklist has been prepared and was sent to EPA on February 2, 1998. The EPA is concurred that the project will not impact water quality or the sole source aquifer.
5. **FLOODPLAIN IMPACT ANALYSIS -** Floodplain mapping has been received and entered as a CADD layer. The floodplain section of the Draft PER is included in Chapter 4. Initial estimates of floodplain impacts have been made. Floodplain sections for inclusion in the Draft EA, Location Hydraulics Report and

Wetland Assessment Report have been prepared. An assessment of floodplain compensating storage has been completed. The retention ponds have been analyzed for potential use. The LHR addresses this issue.

6. **COASTAL BARRIER IMPACT ANALYSIS - N/A**
7. **ENERGY IMPACT ANALYSIS - N/A**
8. **CONSTRUCTION IMPACT ANALYSIS**

ACTIVITY D - Environmental Reports

1. **ADVANCE NOTIFICATION - N/A**
2. **ENVIRONMENTAL ASSESSMENT (EA) -** Preparation of the Draft EA has been initiated. Many parts of Chapters 1, 2 and 4 are underway. A Pre-Draft copy of these parts has been submitted to FDOT for review. With the alternatives analysis approaching completion and conduct of the alternatives public meeting, the preparation of Chapters 3 and 5 of the Draft EA is underway. Submittal of the Draft EA to FDOT will be in mid-June.
3. **FINDING OF NO SIGNIFICANT IMPACT (FONSI)**
4. **CULTURAL RESOURCES DOCUMENTATION -** The Cultural Resource Assessment Report has been prepared and accepted by FDOT. This report has been sent to FDOT for forwarding to FHWA and SHPO. Comments were provided by FHWA on April 13, 1998, and the report has been revised. This document has been forwarded to FHWA and SHPO.
5. **SECTION 4(f) EVALUATION (N/A) - N/A**
6. **OTHER ENVIRONMENTAL REPORTS**

4. PROJECT ACTIVITIES/PROGRESS (SUBCONSULTANTS)

- A. Baker (MOT, Constructability & Cost Estimating) - Continued preparation of construction cost estimates. Met with FDOT on April 28 to discuss details of cost estimating process and unit prices. Finalizing cost estimates for Western Beltway Interchange and segment alternatives. Completing constructability of preferred alternate and MOT plans.
- B. Dames & Moore (Environmental) - Monitoring review of Wetland Evaluation Report by ACOE, FDEP and SJRWMD. Discussed Technical Memorandum - Wildlife and Habitat assessment with USFWS attempting to obtain the letter of "No Effect." Continued preparation of Draft EA.

- C. Transportation Consulting Group (Social) - See Activities C.1.1 & 3. No activity this month.
- D. Texas A&M Research Foundation/TTI (HOV Analysis) - Finalized outline for literature review of HOV operations and enforcement. Prepared report and HNTB initiated QC review. Report scheduled for delivery in late May 1998
- E. Geotechnical and Environmental Consultants, Inc. (Geotech) - Finalized the Geotechnical Report. No activity this month.
- F. Archaeological Consultants, Inc. - Completed the Cultural Resource Assessment Report based upon FHWA review comments.
- G. Environmental Transportation Planning (Air/Noise) - No further activity this month.

5. PROBLEMS/CONCERNS/RECOMMENDED SOLUTIONS

- None

I-4 Corridor PD&E Study, Segment 1
State Project Nos. 92130-1423 and 75280-1479
WPI Nos. 5147330 and 5147254
Federal Aid Project Nos. N/A and NH-4-2 (169) 65

CHRONOLOGY OF SIGNIFICANT EVENTS

October 3, 1996	Notice to Proceed Meeting
October 8, 1996	PIC Notice to Proceed Meeting
October 10, 1996	Project Team Kick-off Meeting @ HNTB Offices
October 23, 1996	Attended Citizens Advisory Committee Presentation
October 23, 1996	Attended Rail Project Advisory Group Meeting
October 25, 1996	Attended Transportation Technical Committee Presentation
October 31, 1996	Attended Project Team Coordination Meeting #1
November 6, 1996	Attended Rail Scoping Meeting
November 7, 1996	Attended Environmental Advisory Committee Meeting
November 8, 1996	Attended Light Rail/Section 1/Section 2 Coordination Meeting
November 13, 1996	Attended Metropolitan Planning Organization Project Kick-Off Presentation
November 13, 1996	Attended Project Advisory Group Meeting
November 14, 1996	Attended Project Team Coordination Meeting #2
November 15, 1996	Conducted Data Collection Meetings with Reedy Creek Improvement District and Osceola County Public Works & Planning
November 18, 1996	Conducted data collection meeting with Orange County Engineering
November 19, 1996	Conducted HNTB Project Team Meeting
November 22, 1996	Conducted HOV Barrier/Buffer analysis meetings with FDOT Dist. 1 and Section 2
November 25, 1996	Conducted data collection meeting with Orange County Planning
December 4, 1996	Attended Project Advisory Group Meeting
December 5, 1996	Attended Project Team Meeting #3. Delivered Roadway and Drainage Design Criteria and HOV Issues Paper
December 10, 1996	Conducted meeting on HOV Issues Paper
December 12, 1996	Conducted HNTB Project Team coordination meeting
December 18, 1996	Conducted land use data collection meetings for Orange County
December 19, 1996	Attended Project Team Coordination Meeting #4
January 7, 1997	Conducted HNTB Project Team Coordination Meeting
January 16, 1997	Attend meeting - Project Team Coordination Meeting #5
January 17, 1997	Attend SWFWMD Coordination Meeting
January 20, 1997	Meeting with Florida Overland Express (FOX)
January 22, 1997	Attended ACOE Coordination Meeting

January 22, 1997	Conducted meeting on selection of HOV buffer/barrier treatment
January 28, 1997	Attended "Talking Points" meeting in DeLand
February 4, 1997	Conducted HNTB Project Team Meeting #5
February 10, 1997	Conducted HOV Access Methodology meeting with FDOT
February 11, 1997	Attended I-4 Widening (US 27 to US 192) PD&E Study Public Hearing
February 13, 1997	Attended I-4 PD&E /LRT Coordination Meeting #6
February 20, 1997	Attended I-4 Association Meeting
February 28, 1997	Submitted Technical Memorandum #1 regarding HOV access Methodology
March 5, 1997	Attended PAG Meeting
March 12, 1997	Attended Rail Public Workshop
March 20, 1997	Attend I-4/LRT Coordination Meeting #7, Submitted Technical Memorandums #2 and #3 regarding Existing Vertical Geometry and Ramp Metering Methodology, respectively
March 27, 1997	Conducted meeting with Disney representatives regarding Osceola Parkway Interchange and HOV access in Disney area.
March 31, 1997	Conducted meeting with FDOT District 1 regarding changes in HOV access in Polk and Osceola County
April 15, 1997	Received FDOT response on Technical Memorandum #3, Ramp Metering Methodology
April 15, 1997	Received FDOT response on Technical Memorandum #2, Existing Vertical Geometry
April 22, 1997	Attended Urban Design Guidelines meeting
May 15, 1997	Attended I-4/LRT Coordination Meeting #8
June 11, 1997	Attended I-4 presentation at MPO meeting
June 11, 1997	Participated in preparation of videotape for TV-18 program "Close-Up" on I-4 project
June 12, 1997	Attended I-4/LRT Coordination Meeting #9
June 16, 1997	Conducted Coordination meeting with FDOT District 1 to locate HOV access near Polk/Osceola County line
June 17, 1997	Attended meeting with Orange County Law Enforcement regarding HOV enforcement.
July 10, 1997	Attended I-4/LRT Coordination Meeting #10
July 14, 1997	Attended I-4 Traffic Coordination Meeting and prepared letter requesting additional information
August 7, 1997	Attended I-4/LRT Coordination Meeting #11
August 7, 1997	Received notice from FDOT to resume work.
August 26, 1997	Attend Design Traffic meeting with FDOT and TCG

September 3, 1997	Attended I-4/LRT PAG meeting
September 4, 1997	Attended I-4/LRT Coordination Meeting #12
September 15, 1997	Attended FDOT meeting regarding conceptual mitigation
October 9, 1997	Conducted Conceptual Design Review Workshop with FDOT
October 14, 1997	Attended Design Traffic Meeting with FDOT and TCG
October 20, 1997	Made Presentation to I-4 Value Engineering Team
October 23, 1997	Attended I-4/LRT Coordination Meeting #13
November 3, 1997	VE Presentation for Central Florida Parkway and BeeLine Expressway Interchange areas
November 6, 1997	Meeting w/FDOT on Typical Sections/HOV access VE recommendations
November 12, 1997	Presentation to Osceola County CTSP
November 13, 1997	Attended I-4/LRT Coordination Meeting #14
November 14, 1997	Meeting with Disney regarding alternatives adjacent to property
November 14, 1997	Coordination Meeting w/FOX
November 17, 1997	HNTB Project Team Coordination Meeting
November 18, 1997	Presentation to Orange County CTSP
November 21, 1997	Attended Meeting on I-4 Design Traffic with FDOT, TCG and URS/Greiner
December 3, 1997	Presentation to Tri-County Freeway Management Committee
December 8, 1997	Design Review Meeting w/FDOT
December 9, 1997	HNTB Project Team Coordination Meeting
December 11, 1997	New Interchange Review Meeting w/FHWA and FDOT
December 15, 1997	Design Review Meeting w/FDOT
December 17, 1997	EAC Small Group Meeting
December 18, 1997	Attended I-4/LRT Coordination Meeting #15
December 19, 1997	Attended Core Team Meeting to discuss Value Engineering alternative
December 22, 1997	HNTB Project Team Coordination Meeting
December 23, 1997	Meeting w/FDOT ROW Estimates
January 5, 1998	Provided areas of taking to FDOT for ROW cost estimates
January 13, 1998	Attended PAG Meeting
January 14, 1998	HNTB Project Team Coordination Meeting
January 15, 1998	Attended I-4/LRT Coordination Meeting #16
January 20, 1998	Coordinated meeting with Orange County Public Works and property owner representative
January 21, 1998	Attended LRT Public Hearing @ Omni Rosen Hotel
January 22, 1998	Conducted coordination meeting with FDOT District 1 on VE Alternatives
January 29, 1998	Conducted Design Alternatives Review meeting with FDOT Core Team
February 2, 1998	HNTB Project Team Meeting

February 5, 1998	Attended Design Traffic Coordination Meeting @ TCG
February 9, 1998	Coordination Meeting with Osceola County Director of Public Works
February 11, 1998	Provided Presentation of Design Alternatives @ PAG Meeting
February 12, 1998	Attended I-4/LRT Coordination Meeting #17
February 17, 1998	Provided Presentation to VE Study Team of Alternatives under Construction
February 25, 1998	Attended I-4 Core Team Meeting to discuss Design Alternatives
March 2, 1998	Received Approval of SA #1 for study of Western Beltway interchange alternatives
March 4, 1998	Attended the FHWA Design Review Meeting in Tallahassee
March 10, 1998	HNTB Project Team Meeting
March 12, 1998	Attended I-4/LRT Coordination Meeting #18
March 13, 1998	Conducted meeting with Orange County re: Vineland Road re: Vineland Road relocation and typical section.
March 23, 1998	Attend FHWA Design Review Meeting in Tallahassee
March 31, 1998	HNTB Project Team Meeting
April 6, 1998	Meeting w/PIC to review Alternate Drawings
April 7, 1998	Meeting w/OOCEA to present Western Beltway alternatives
April 8, 1998	Presentation to Orange County CTSP
April 9, 1998	Attended I-4 Coordination Meeting #19
April 13, 1998	Attended PIC "Talking Points" Meeting
April 14, 1998	Conducted Alternatives Public Meeting
April 21, 1998	HNTB Project Team Public Meeting debriefing
April 22, 1998	Presentation to Orange County CTSP
April 23, 1998	Attended Urban Design Guidelines Meeting
April 23, 1998	Submitted information to FDOT for preparation of Utility Assessment Package
April 28, 1998	Design Review Meeting with FDOT to select segment preferred alternatives
May 8, 1998	Design Review Meeting with FDOT on Western Beltway interchange concepts
May 14, 1998	Attended I-4 Coordination Meeting #20
May 15, 1998	Conducted I-4 presentation to Orange County Transportation Planning Group
May 22, 1998	Conducted Western Beltway Interchange design concept review meetings with OOCEA

ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98												
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
1	A. PUBLIC INVOLVMENT	583 days	Thu 10/3/96	Mon 12/28/98	A																						
2	1. NOTICE TO PROCEED	10 days	Thu 10/3/96	Wed 10/16/96	A																						
3	NTP Meeting	1 day	Thu 10/3/96	Thu 10/3/96	A																						
4	Meeting Notes	5 days	Fri 10/4/96	Thu 10/10/96	A																						
5	Schedule	6 days	Fri 10/4/96	Fri 10/11/96	A																						
6	Quality Plan	9 days	Fri 10/4/96	Wed 10/16/96	A																						
7	2. PUBLIC INVOLVMENT PROGRAM	203 days	Tue 10/8/96	Thu 7/17/97	A																						
8	PIC Starts	1 day	Tue 10/8/96	Tue 10/8/96	A																						
9	Review PIP	6 days	Thu 7/10/97	Thu 7/17/97	A																						
10	5. PUBLIC MEETINGS	543 days	Wed 10/23/96	Fri 11/20/98																							
11	MPO Kickoff Meetings	16 days	Wed 10/23/96	Wed 11/13/96	A																						
12	EAG Mtgs.	532 days	Thu 11/7/96	Fri 11/20/98																							
13	CAG Mtgs.	536 days	Fri 11/1/96	Fri 11/20/98																							
14	PAG Mtgs.	543 days	Wed 10/23/96	Fri 11/20/98																							
15	Meeting Preparation	72 days	Mon 1/5/98	Tue 4/14/98																							
16	Mailing List to PIC	15 days	Mon 1/5/98	Fri 1/23/98	A																						
17	Assist w/Handouts	15 days	Mon 3/2/98	Fri 3/20/98	A																						
18	Assist w/Script	15 days	Mon 3/2/98	Fri 3/20/98	A																						
19	Coordinate w/PIC	20 days	Wed 3/18/98	Tue 4/14/98	A																						
20	Attend Meeting	0 days	Tue 4/14/98	Tue 4/14/98	A																						
21	Meeting Debrief	1 day	Wed 4/15/98	Wed 4/15/98	A																						
22	Respond to Comments	20 days	Thu 4/16/98	Wed 5/13/98	A																						
23	6. PUBLIC HEARING	75 days	Mon 6/1/98	Fri 9/11/98																							
24	Meeting Preparation	57 days	Mon 6/1/98	Tue 8/18/98																							

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Task		Rolled Up Task		Project Summary	
Progress		Rolled Up Milestone		Split
Milestone		Rolled Up Progress		Rolled Up Split
Summary		External Tasks			

ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98	
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
25	Mailing List to PIC	5 days	Mon 6/1/98	Fri 6/5/98												
26	Assist w/Handouts	10 days	Mon 7/27/98	Fri 8/7/98												
27	Assist w/Script	10 days	Mon 7/27/98	Fri 8/7/98												
28	Coordinate w/PIC	12 days	Mon 8/3/98	Tue 8/18/98												
29	Attend Meeting	1 day	Tue 8/18/98	Tue 8/18/98												
30	Meeting Debrief	1 day	Wed 8/19/98	Wed 8/19/98												
31	10 Day Comment Period	8 days	Wed 8/19/98	Fri 8/28/98												
32	Respond to Comments	10 days	Mon 8/31/98	Fri 9/11/98												
33	7. PUBLIC INVOLVMENT DATA	582 days	Fri 10/4/96	Mon 12/28/98												
34	Mailing List Data Base	582 days	Fri 10/4/96	Mon 12/28/98												
35	Identify Properties	35 days	Mon 11/18/96	Fri 1/3/97	A											
36	Collect Property Owners Data	32 days	Thu 12/12/96	Fri 1/24/97	A											
37	Number Properties	13 days	Mon 5/19/97	Wed 6/4/97	A											
38	List of Agencies	32 days	Thu 12/12/96	Fri 1/24/97	A											
39	Interested Parties	582 days	Fri 10/4/96	Mon 12/28/98												
40	Develop Data Base	20 days	Mon 1/6/97	Fri 1/31/97	A											
41	Update Data Base	496 days	Mon 2/3/97	Mon 12/28/98												
42	Coordination With PIC	579 days	Wed 10/9/96	Mon 12/28/98												
43	Provide Expertise to PIC	579 days	Wed 10/9/96	Mon 12/28/98												
44	8. Unscheduled Meetings	583 days	Thu 10/3/96	Mon 12/28/98												
45	Meeting Prep	583 days	Thu 10/3/96	Mon 12/28/98												
46	Attend mtgs.	583 days	Thu 10/3/96	Mon 12/28/98												
47	Respond to Comments	583 days	Thu 10/3/96	Mon 12/28/98												
48	Monthly Meetings	583 days	Thu 10/3/96	Mon 12/28/98												

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Task		Rolled Up Task		Project Summary	
Progress		Rolled Up Milestone		Split	
Milestone		Rolled Up Progress		Rolled Up Split	
Summary		External Tasks			

ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98												
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
49																											
50	B. ENGINEERING DATA COLLECTION, ANALYSIS and REPORTS	582 days	Fri 10/4/96	Mon 12/28/98																							
51	DATA COLLECTION	582 days	Fri 10/4/96	Mon 12/28/98																							
52	1. Aerial Photography	582 days	Fri 10/4/96	Mon 12/28/98																							
53	Coordinate Photography	34 days	Fri 10/4/96	Wed 11/20/96	A																						
54	Download Files	29 days	Mon 10/14/96	Thu 11/21/96	A																						
55	Match to MMMP Plan	14 days	Fri 11/22/96	Wed 12/11/96	A																						
56	Maintain Files	533 days	Thu 12/12/96	Mon 12/28/98																							
57	2. Existing Highway Characteristics	91 days	Fri 10/4/96	Fri 2/7/97	A																						
58	Collect Data	74 days	Fri 10/4/96	Wed 1/15/97	A																						
59	Identify Base Map Layers	36 days	Tue 10/8/96	Tue 11/26/96	A																						
60	Mark-up Base Maps	38 days	Wed 11/27/96	Fri 1/17/97	A																						
61	Prepare Base Maps	5 days	Mon 1/20/97	Fri 1/24/97	A																						
62	Review Base Maps	5 days	Mon 1/27/97	Fri 1/31/97	A																						
63	Finalize Base Maps	5 days	Mon 2/3/97	Fri 2/7/97	A																						
64	3. Traffic Data	36 days	Mon 10/14/96	Mon 12/2/96	A																						
65	Obtain from FDOT	36 days	Mon 10/14/96	Mon 12/2/96	A																						
66	4. Accident Data	229 days	Fri 11/1/96	Wed 9/17/97	A																						
67	Compile Data	66 days	Fri 11/1/96	Fri 1/31/97	A																						
68	Prepare Summary	163 days	Mon 2/3/97	Wed 9/17/97	A																						
69	5. Utility and Railroads	72 days	Mon 11/18/96	Tue 2/25/97	A																						
70	Prep Utility Request Pkg.	45 days	Mon 11/18/96	Fri 1/17/97	A																						
71	List Utility Companies	45 days	Mon 11/18/96	Fri 1/17/97	A																						
72	Distribute Pkg.,	21 days	Tue 1/28/97	Tue 2/25/97	A																						

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Task

Progress

Milestone

Summary

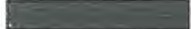
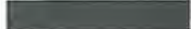


Rolled Up Task

Rolled Up Milestone

Rolled Up Progress

External Tasks



Project Summary

Split

Rolled Up Split



ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98												
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
73	6. Transportation Plans	42 days	Fri 10/4/96	Mon 12/2/96	A																						
74	Collect Plans	42 days	Fri 10/4/96	Mon 12/2/96	A																						
75	8. Soils and Geotechnical	322 days	Thu 10/10/96	Fri 1/2/98	A																						
76	Collect Data	63 days	Thu 10/10/96	Mon 1/6/97	A																						
77	Collect Pond Data	55 days	Tue 2/18/97	Mon 5/5/97	A																						
78	Collect Muck Data	46 days	Wed 8/27/97	Wed 10/29/97	A																						
79	Analysis	43 days	Wed 9/17/97	Fri 11/14/97	A																						
80	Report	44 days	Wed 10/8/97	Mon 12/8/97	A																						
81	Review	20 days	Mon 12/8/97	Fri 1/2/98	A																						
82																											
83	ENGINEERING ANALYSIS	505 days	Mon 10/21/96	Fri 9/25/98																							
84	1. Project Need	5 days	Wed 12/11/96	Tue 12/17/96	A																						
85	2. Corridor Traffic	40 days	Mon 7/7/97	Fri 8/29/97																							
86	Review MMMP Traffic	5 days	Mon 8/25/97	Fri 8/29/97	A																						
87	Review Deficiencies	10 days	Mon 7/7/97	Fri 7/18/97	A																						
88	4. Conceptual Design Analysis	395 days	Mon 11/4/96	Fri 5/8/98																							
89	Buffer vs. Barrier	65 days	Mon 11/4/96	Fri 1/31/97	A																						
90	Review HOV Plan	10 days	Mon 11/4/96	Fri 11/15/96	A																						
91	Identify Alt. HOV Plans	10 days	Mon 11/18/96	Fri 11/29/96	A																						
92	Analysis of Alt. HOV Plans	15 days	Mon 12/2/96	Fri 12/20/96	A																						
93	Cost Analysis of Alt. HOV	11 days	Mon 12/23/96	Mon 1/6/97	A																						
94	Documentation of Alt. HOV	16 days	Mon 12/23/96	Mon 1/13/97	A																						
95	FDOT Review	10 days	Tue 1/14/97	Mon 1/27/97	A																						
96	Revise/Recommend	4 days	Tue 1/28/97	Fri 1/31/97	A																						

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Task		Rolled Up Task		Project Summary	
Progress		Rolled Up Milestone		Split
Milestone		Rolled Up Progress		Rolled Up Split
Summary		External Tasks			

ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98	
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
97	Develop Base Maps	50 days	Mon 8/25/97	Fri 10/31/97												
98	MMMP Horiz.. Geometrics	50 days	Mon 8/25/97	Fri 10/31/97	A											
99	Vert. Geometric Data Base	50 days	Mon 8/25/97	Fri 10/31/97	A											
100	Prepare Typical Section Package	103 days	Wed 11/5/97	Fri 3/27/98												
101	Develop I/C & ML Plans	356 days	Mon 11/4/96	Mon 3/16/98												
102	Develop Design Criteria	22 days	Mon 11/4/96	Tue 12/3/96	A											
103	Mainline	15 days	Mon 8/25/97	Fri 9/12/97	A											
104	Interchange Analysis	99 days	Mon 9/15/97	Thu 1/29/98												
105	Analyze I/C Concepts	15 days	Mon 9/15/97	Fri 10/3/97	A											
106	Refine/Revise Concepts	84 days	Mon 10/6/97	Thu 1/29/98	A											
107	Vertical Geom. Checks	84 days	Mon 10/6/97	Thu 1/29/98	A											
108	FDOT Review	20 days	Thu 1/29/98	Wed 2/25/98	A											
109	Revise	14 days	Wed 2/25/98	Mon 3/16/98	A											
110	Master Signing Plan	15 days	Mon 4/20/98	Fri 5/8/98												
111	FDOT District 1 Coord.	147 days	Fri 11/22/96	Mon 6/16/97	A											
112	HOV / Park n Ride	11 days	Mon 4/20/98	Mon 5/4/98												
113	Bridges	315 days	Mon 12/2/96	Fri 2/13/98												
114	Eval. Exist, Structures	40 days	Mon 12/2/96	Fri 1/24/97	A											
115	Rehab/Widen/Replace	30 days	Mon 10/6/97	Fri 11/14/97	A											
116	Bridge Type Analysis	44 days	Mon 11/17/97	Thu 1/15/98	A											
117	Documentation	12 days	Thu 1/15/98	Fri 1/30/98	A											
118	FDOT Review	10 days	Mon 2/2/98	Fri 2/13/98												
119	Lighting	25 days	Mon 3/30/98	Fri 5/1/98												
120	Coordinate w/ Locals	15 days	Mon 3/30/98	Fri 4/17/98	A											

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	Progress		Rolled Up Milestone		Split	
	Milestone		Rolled Up Progress		Rolled Up Split	
	Summary		External Tasks			

ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98	
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
121	Identify Areas	10 days	Mon 4/20/98	Fri 5/1/98	A											
122	Maintenance of Traffic	30 days	Mon 3/2/98	Fri 4/10/98												
123	Polk Co. Line to US.192	15 days	Mon 3/2/98	Fri 3/20/98	A											
124	US.192 to BeeLine	15 days	Mon 3/23/98	Fri 4/10/98	A											
125	Constructability Review	353 days	Wed 12/4/96	Fri 4/10/98												
126	Design Criteria Review	5 days	Wed 12/4/96	Tue 12/10/96	A											
127	Alignments	108 days	Wed 11/12/97	Fri 4/10/98	A											
128	Clearances	85 days	Mon 12/15/97	Fri 4/10/98	A											
129	Typical Sections	10 days	Mon 12/1/97	Fri 12/12/97	A											
130	ITS Integration	340 days	Mon 1/13/97	Fri 5/1/98												
131	Coordinate/Review EDP	15 days	Mon 1/13/97	Fri 1/31/97	A											
132	Eval. SCS For MOT	62 days	Thu 1/15/98	Fri 4/10/98												
133	FDOT Review	15 days	Mon 4/13/98	Fri 5/1/98												
134	5. Conceptual Drainage Analysis	375 days	Mon 10/21/96	Fri 3/27/98												
135	Review Existing Conditions	11 days	Mon 10/21/96	Mon 11/4/96	A											
136	Coordinate with Agencies	10 days	Tue 11/5/96	Mon 11/18/96	A											
137	Develop Criteria	11 days	Tue 11/19/96	Tue 12/3/96	A											
138	Identify Drainage Areas	23 days	Wed 12/4/96	Fri 1/3/97	A											
139	Estimate Treatment Volumes	10 days	Tue 3/18/97	Mon 3/31/97	A											
140	Estimate Volumes	15 days	Mon 1/6/97	Fri 1/24/97	A											
141	Identify Pond Sites	15 days	Tue 1/28/97	Mon 2/17/97	A											
142	Coordinate Geotech	3 days	Tue 2/18/97	Thu 2/20/97	A											
143	Size Ponds	50 days	Mon 9/29/97	Fri 12/5/97	A											
144	Investigate Alternate Treatment	10 days	Mon 12/8/97	Fri 12/19/97	A											

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Task		Rolled Up Task		Project Summary	
Progress		Rolled Up Milestone		Split	
Milestone		Rolled Up Progress		Rolled Up Split	
Summary		External Tasks			

ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98	
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
169	FDOT Review	9 days	Tue 3/31/98	Fri 4/10/98												
170	Prepare Draft PER	15 days	Mon 4/13/98	Fri 5/1/98												
171	QC/QA	5 days	Mon 5/4/98	Fri 5/8/98												
172	FDOT/FHWA Review	30 days	Mon 5/11/98	Fri 6/19/98												
173	Prepare Final PER	28 days	Wed 8/19/98	Fri 9/25/98												
174	QC/QA	5 days	Mon 9/28/98	Fri 10/2/98												
175	FDOT Review	10 days	Mon 10/5/98	Fri 10/16/98												
176	Revise Final PER	10 days	Mon 10/19/98	Fri 10/30/98												
177	FHWA Review	41 days	Mon 11/2/98	Mon 12/28/98												
178	4. Alternative Concept Plans	146 days	Mon 8/25/97	Mon 3/16/98												
179	Prepare Concept Plan Views	57 days	Mon 8/25/97	Tue 11/11/97	A											
180	QA/QC	9 days	Wed 11/12/97	Mon 11/24/97	A											
181	FDOT Review	6 days	Thu 11/13/97	Thu 11/20/97	A											
182	Prepare Plan Sheets	49 days	Mon 11/24/97	Thu 1/29/98	A											
183	FDOT Review	20 days	Thu 1/29/98	Wed 2/25/98	A											
184	Revise Plans	13 days	Thu 2/26/98	Mon 3/16/98												
185	5. Utility and RR Pkg.	25 days	Mon 3/16/98	Fri 4/17/98												
186	7. Location Hydraulic Rpt.	95 days	Mon 12/1/97	Fri 4/10/98												
187	Perform Analysis	30 days	Mon 12/1/97	Fri 1/9/98	A											
188	Prepare Report	15 days	Mon 1/12/98	Fri 1/30/98	A											
189	QA/QC	30 days	Mon 2/2/98	Fri 3/13/98	A											
190	FDOT Review	10 days	Mon 3/16/98	Fri 3/27/98	A											
191	Revise	9 days	Tue 3/31/98	Fri 4/10/98												
192	10. Review Design Traf. Memo	129 days	Wed 10/1/97	Mon 3/30/98	A											

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	Progress		Rolled Up Milestone		Split	
	Milestone		Rolled Up Progress		Rolled Up Split	
	Summary		External Tasks			

ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
193															
194	C. ENVIRONMENTAL ANALYSIS AND RPTS	552 days	Fri 11/15/96	Mon 12/28/98											
195	ANALYSIS OF SOCIAL IMPACTS	350 days	Mon 11/18/96	Fri 3/20/98											
196	1. Land Use Information	310 days	Mon 11/18/96	Fri 1/23/98	A										
197	2. Cultural Features	310 days	Mon 11/18/96	Fri 1/23/98	A										
198	3. Anal. S - E Impacts	50 days	Mon 11/17/97	Fri 1/23/98	A										
199	5. Archaeological/Historic	342 days	Mon 11/18/96	Tue 3/10/98											
200	Research Design	20 days	Mon 11/18/96	Fri 12/13/96	A										
201	Field Survey	194 days	Tue 3/25/97	Fri 12/19/97	A										
202	Assessment	21 days	Mon 12/22/97	Mon 1/19/98	A										
203	Prepare Report	5 days	Mon 1/19/98	Fri 1/23/98	A										
204	QA/QC	10 days	Mon 1/26/98	Fri 2/6/98	A										
205	FDOT Review	11 days	Mon 2/9/98	Mon 2/23/98	A										
206	Revise	11 days	Tue 2/24/98	Tue 3/10/98	A										
207	6. Section 4(f) DOA	90 days	Mon 11/17/97	Fri 3/20/98											
208	8. Farmlands	50 days	Mon 11/17/97	Fri 1/23/98											
209	Exclusion Determination	35 days	Mon 11/17/97	Fri 1/2/98	A										
210	Evaluation Completion	10 days	Mon 1/5/98	Fri 1/16/98	A										
211	Form AD 1006	5 days	Mon 1/19/98	Fri 1/23/98	A										
212	ANALYSIS OF NATURAL IMPACTS	322 days	Mon 11/18/96	Tue 2/10/98											
213	1. Hyd. and Natural Features	310 days	Mon 11/18/96	Fri 1/23/98	A										
214	2. Ident. Permit Conditions	310 days	Mon 11/18/96	Fri 1/23/98	A										
215	3. Wetland Impact Analysis	322 days	Mon 11/18/96	Tue 2/10/98											
216	ID Wetland Sites	10 days	Mon 11/18/96	Fri 11/29/96	A										

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Task



Rolled Up Task



Project Summary



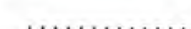
Progress



Rolled Up Milestone



Split



Milestone



Rolled Up Progress



Rolled Up Split



Summary



External Tasks



ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98	
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
217	Field Reviews	134 days	Mon 12/2/96	Thu 6/5/97	A											
218	ID Wetland Significance	155 days	Mon 2/3/97	Fri 9/5/97	A											
219	Estimate Impacts	25 days	Mon 11/17/97	Fri 12/19/97	A											
220	WET II	25 days	Mon 11/17/97	Fri 12/19/97	A											
221	Documentation	37 days	Mon 12/22/97	Tue 2/10/98	A											
222	5. Biological Assessment Data	322 days	Mon 11/18/96	Tue 2/10/98												
223	Agency Coordination	20 days	Mon 11/18/96	Fri 12/13/96	A											
224	Obtain Species Information	20 days	Mon 12/16/96	Fri 1/10/97	A											
225	Field Review	84 days	Mon 2/10/97	Thu 6/5/97	A											
226	File Documentation	62 days	Mon 11/17/97	Tue 2/10/98	A											
227	6. Wildlife Habitat Impact Analysis	262 days	Mon 2/10/97	Tue 2/10/98	A											
228	ANALYSIS OF PHYSICAL IMPACTS	341 days	Fri 11/15/96	Fri 3/6/98												
229	1. Air Quality	31 days	Fri 12/12/97	Fri 1/23/98												
230	Traffic Data / Capacity Analysis	1 day	Fri 12/12/97	Fri 12/12/97	A											
231	Screening Test	15 days	Mon 12/15/97	Fri 1/2/98	A											
232	Select Locations	5 days	Mon 1/5/98	Fri 1/9/98	A											
233	Conduct Impact Analysis	10 days	Mon 1/12/98	Fri 1/23/98	A											
234	2. Noise	80 days	Mon 11/17/97	Fri 3/6/98												
235	Traffic Data	1 day	Fri 12/12/97	Fri 12/12/97	A											
236	ID Sensitive Sites	10 days	Mon 11/17/97	Fri 11/28/97	A											
237	Noise Monitoring	10 days	Mon 12/1/97	Fri 12/12/97	A											
238	Develop Model	5 days	Mon 12/15/97	Fri 12/19/97	A											
239	Model Application	10 days	Mon 12/22/97	Fri 1/2/98	A											
240	Sum. Impacted Receptors	5 days	Mon 12/29/97	Fri 1/2/98	A											

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Milestone		Rolled Up Progress		Rolled Up Split	
Summary		External Tasks			

ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98	
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
241	Abatement/Barrier Analysis	40 days	Mon 1/5/98	Fri 2/27/98	A											
242	Eval. Cost Effectiveness	40 days	Mon 1/12/98	Fri 3/6/98	A											
243	3. Contamination Analysis	280 days	Mon 11/18/96	Fri 12/12/97												
244	Data Collection	45 days	Mon 11/18/96	Fri 1/17/97	A											
245	Field Survey	129 days	Tue 2/18/97	Fri 8/15/97	A											
246	Analysis	20 days	Mon 11/17/97	Fri 12/12/97	A											
247	4. Water Quality	50 days	Mon 11/17/97	Fri 1/23/98												
248	WQIE Checklist	20 days	Mon 11/17/97	Fri 12/12/97	A											
249	Documentation	30 days	Mon 12/15/97	Fri 1/23/98	A											
250	5. Floodplain Impact Analysis	286 days	Fri 11/15/96	Fri 12/19/97												
251	Data Collection	66 days	Fri 11/15/96	Fri 2/14/97	A											
252	Analyze Impacts	25 days	Mon 11/17/97	Fri 12/19/97	A											
253	ENVIRONMENTAL DOCUMENTS	356 days	Mon 8/18/97	Mon 12/28/98												
254	3. EA / FONSI	256 days	Mon 1/5/98	Mon 12/28/98												
255	Prepare Draft EA	60 days	Mon 1/5/98	Fri 3/27/98												
256	QA/QC	4 days	Tue 3/31/98	Fri 4/3/98												
257	FDOT Review	10 days	Mon 4/6/98	Fri 4/17/98												
258	Revise EA	15 days	Mon 4/20/98	Fri 5/8/98												
259	FDOT/FHWA Review	30 days	Mon 5/11/98	Fri 6/19/98												
260	Prepare FONSI	28 days	Wed 8/19/98	Fri 9/25/98												
261	QA/QC	5 days	Mon 9/28/98	Fri 10/2/98												
262	FDOT Review	10 days	Mon 10/5/98	Fri 10/16/98												
263	Revise FONSI	10 days	Mon 10/19/98	Fri 10/30/98												
264	FHWA Review	41 days	Mon 11/2/98	Mon 12/28/98												

Project: I-4SECT1.MPP
Date: Wed 6/10/98

Task		Rolled Up Task		Project Summary	
Progress		Rolled Up Milestone		Split	.....
Milestone		Rolled Up Progress		Rolled Up Split	.....
Summary		External Tasks			

ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98												
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
265	Location Design Approval	1 day	Mon 12/28/98	Mon 12/28/98																							
266	6. Cultural Resource Documentation	37 days	Mon 1/19/98	Tue 3/10/98	A																						
267	8. Other Reports	181 days	Mon 8/18/97	Mon 4/27/98																							
268	Air Quality	60 days	Mon 1/12/98	Fri 4/3/98																							
269	Prepare Report	22 days	Mon 1/12/98	Tue 2/10/98	A																						
270	FDOT Review	15 days	Mon 3/2/98	Fri 3/20/98	A																						
271	Revise Report	10 days	Mon 3/23/98	Fri 4/3/98	A																						
272	Noise	76 days	Mon 1/12/98	Mon 4/27/98																							
273	Prepare Report	50 days	Mon 1/12/98	Fri 3/20/98																							
274	FDOT Review	16 days	Fri 3/20/98	Fri 4/10/98																							
275	Revise Report	11 days	Mon 4/13/98	Mon 4/27/98																							
276	Wetland	75 days	Mon 12/22/97	Fri 4/3/98																							
277	Prepare Report	37 days	Mon 12/22/97	Tue 2/10/98	A																						
278	FDOT Review	15 days	Mon 3/2/98	Fri 3/20/98	A																						
279	Revise Report	10 days	Mon 3/23/98	Fri 4/3/98	A																						
280	CSER	40 days	Mon 8/18/97	Fri 10/10/97																							
281	Prepare Report	15 days	Mon 8/18/97	Fri 9/5/97	A																						
282	FDOT Review	15 days	Mon 9/8/97	Fri 9/26/97	A																						
283	Revise Report	10 days	Mon 9/29/97	Fri 10/10/97	A																						

Project: I-4SECT1.MPP
Date: Wed 6/10/98

Task		Rolled Up Task		Project Summary	
Progress		Rolled Up Milestone		Split	
Milestone		Rolled Up Progress		Rolled Up Split	
Summary		External Tasks			



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

JUN 15 1998

REPLY TO
ATTENTION OF
Regulatory Division
Atlantic Permits Branch

Mr. Richard Darden
Dames & Moore Group
One North Dale Malbry Highway
Suite 700
Tampa, Florida 33609

Dear Mr. Darden:

Thank you for the opportunity to review the *Draft Wetland Evaluation Report* (DWER) for the proposed expansion of Interstate 4, Section 1, between County Road 532 and State Route 528.


The U.S. Army Corps of Engineers (Corps) noted that the DWER examined a 720-meter-wide project corridor. Although a cursory examination of such a wide corridor facilitates an analysis of alternatives to avoid wetland impacts, the Corps does not foresee a need to fully delineate Federal jurisdictional wetlands within this entire corridor. Therefore, as the potential construction zone is narrowed and the extent of wetland impacts is quantified, please submit a request for a jurisdictional determination verification. When you submit the request, please include wetland data sheets, drawings, and other supportive information.

The U.S. Army Corps of Engineers (Corps) noted that the DWER contained a Wetland Evaluation Technique, Version 2.1 (WET II), analysis as the assessment methodology. Please be advised that certain mitigation alternatives such as mitigation banks may require the compilation of wetland functional value analyses utilizing other methodologies such as the Wetland Rapid Assessment Procedure (WRAP) or the Modified WRAP.

Following the review of the DWER and a preliminary review of the FDOT measures to avoid and minimize impacts to wetlands, the Corps concurs with your initial conclusion that the proposed alternative incorporates all practicable measures to minimize wetland impacts.

If you have any questions regarding information presented in this letter please contact Mark R. Evans in writing at the letterhead address, by telephone at 904-232-2028, or by electronic mail at Mark.R.Evans@usace.army.mil.

Sincerely,


for Bertil A. Heimer
Chief, Atlantic Permits Branch



United States Department of the Interior

FISH AND WILDLIFE SERVICE

South Florida Ecosystem Office

P.O. Box 2676

Vero Beach, Florida 32961-2676

June 24, 1998

Richard Darden
Dames & Moore
One North Dale Mabry Highway, Suite 700
Tampa, Florida 33609

FWS Log No.: 4-1-98-I-499
State Project No.: 92130-1425, 75280-1479
Work Program Item No.: 5147330, 5147254
Project: I-4 from Osceola County line to S.R.
528
County: Osceola

Dear Mr. Darden:

Thank you for your letters to Michael Bentzien and Jane Tutton dated March 6, 1998, and May 28, 1998, respectively, concerning wildlife and listed species present in the corridor for improvements to I-4 in Osceola County, Florida. Your letter briefly described the proposed road work and concluded that the proposed project would have "no effect" on wildlife.

Your "Wildlife and Habitat Assessment" included a detailed description of the survey methods and results; however, it did not include a detailed description of the proposed project. The description provided stated that it would include six general-use plus high occupancy vehicle lanes, interchange, and collector distributor improvements. No information was presented on the current conditions; likewise, design drawings and site plans were not provided. A location map with listed species locations was provided.

The limited information presented limits our ability to concur with your determination of "no effect." While many of the species identified occur at quite a distance from the roadway, the type of construction and precautions established to protect wildlife would dictate whether the U.S. Fish and Wildlife Service (FWS) could concur with your determination.

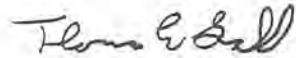
While your second letter included detailed drawings of the proposed project, the standard PD&E format was not used, and we can only assume that each drawing labeled with an "A" is the preferred alternative. Likewise, mention was made of additional road improvements associated with this project; however, they are not described as a component of the proposed project, and


will not be addressed by the FWS at this time. It appears an intersection with the Western Beltway that is dependent on the interchange with I-4 should be considered as interrelated and interdependent during the permitting process. Similarly, the status of the World Drive Extension is not identified or described. This roadway may also be interrelated and interdependent.

Your reports identify wildlife survey methodology and do not concentrate on an analysis of the effects of the proposed action on the listed species identified. This information should be included in any application for a Department of the Army permit. The FWS will provide additional comments on the effects of the proposed action on listed species at that time.

Thank you for the opportunity to comment, and we look forward to working with you in the future. If you have any questions, please contact Jane Tutton at (561) 562-3909, extension 235.

Sincerely,



 James J. Slack
Project Leader
South Florida Field Office

cc:
GFC, Vero Beach, FL

DAMES & MOORE
TRANSPORTATION PLANNING & ENGINEERING
RECORD OF TELEPHONE CONVERSATION

DATE: 7-1-98 **TIME:** 2:30 pm **JOB NO.:** 26316-010
RECORDED BY: Tanya Peterson **CLIENT:** FDOT
TALKED WITH: Jane Tutton **OF:** USFWS
NATURE OF CALL: Outgoing **PHONE NO.:** 561 562 3909
ROUTE TO: File

SUBJECT: I-4 PD&E Wildlife Assessment

ITEMS DISCUSSED:

I called Jane after receiving her letter (dated June 24, 1998) requesting additional information. The purpose of the call was to determine what information she needed, as apparently there was some confusion regarding her telephone request (May 28, 1998). Jane stated that there was not enough information in the report for a new comer to understand what was going on with the project, adding that she is not familiar with Orlando or I-4. I told her that we would be happy to forward her a brief history of the project with a more detailed description. Jane was also a little confused as to the format of the report and did not think it was in the standard PD&E format. We identified later in the conversation that she previously has only seen the final FDOT/FHWA environmental document. I clarified for her that this was only the PD&E (not the design) phase and that our project has just recently submitted the draft PER to FDOT for review, which is why we have not identified to her a recommended alternative. I suggested that it might be helpful to her if I also send her a brief status summary for the project. She had a few questions about related projects, so we briefly discussed the interchanges associated with I-4 and their status. Her final comment was a request for supplementary information regarding the potential effects of construction on wildlife in the area. Additionally, I offered that Richard and I could provide her with either a field and/or office review of the project if that would make her feel more comfortable. She decline for now, but may take us up on the offer later if necessary.



JUL 8 1998

ORLANDO
H N T B

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

FILE
NH 4-2 (169) 65

OPTIONAL FORM 99 (7-90)

FAX TRANSMITTAL # of pages = 2

To BOB GLEASON	From DAVID UNKEFER
Dept./Agency	Phone # 904 942 9612
Fax # 904 736 5059	Fax # 904 942 9691

NGN 7540-01-317-7308 5099-101 GENERAL SERVICES ADMINISTRATION

July 7, 1998

Mr. J. R. Skinner
Division of Administration
Federal Highway Administration
U.S. Department of Transportation
227 N. Bronough Street, Room 2015
Tallahassee, Florida 32301

In Reply Refer To:
Frank J. Keel
Historic Preservation Planner
Project File No. 983921

RE: Cultural Resource Assessment Review Request
I-4 (SR 400) Project Development and Environmental Study From CR 532 (Osceola-Polk
Line Road) to SR 528 (Beeline Expressway) in Osceola and Orange Counties, Florida.
By Archaeological Consultants, Inc. January 1998. Revised May 1998.
SPN: 92130-1425 and 75280-1479
WPN: 5147330 and 5147254
FPN: NH-4-2(169)65

Dear Mr. Skinner:

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* and Chapter 1A-46, *Florida Administrative Code*, we have reviewed the results of the field survey of the referenced project performed by Archaeological Consultants, Inc. and find them to be complete and sufficient.

We note that two previously unrecorded archaeological sites (8OS1792 and 8OR8152) and two previously recorded archaeological sites (8OS1785 and 8OR2225) were located during the course of this survey. Based on the results of the survey, the archaeological sites were determined to be ineligible for listing in the *National Register of Historic Places*, or otherwise of historic or archaeological value. We concur with these determinations. Therefore, it is the opinion of this office that the proposed undertaking will have no effect on historic properties listed or eligible for listing in the *National Register of Historic Places*, or otherwise of historic or archaeological value.

DIRECTOR'S OFFICE

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) 488-3353 • FAX: 414-2007

HISTORIC PRESERVATION
(850) 488-3333 • FAX: 979-0496

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

Mr. Skinner
July 7, 1998
Page 2

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

Sincerely,

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

GWP/Kfk
xc: C. L. Irwin, FDOT
Fred Birnie, FDOT, District 5



DAMES & MOORE

A DAMES & MOORE GROUP COMPANY

One North Dale Mabry Highway
Suite 700
Tampa, Florida 33609
813 875 1115 Tel
813 874 7424 Fax

Ms. Jane Tutton
U.S. Department of the Interior
U.S. Fish and Wildlife Service
P. O. Box 2676
Vero Beach, Florida 32961-2676

July 8, 1998

RE: Additional Project Information
Project Development & Environment Study
Interstate 4, Osceola County line to SR 528/Bee Line Expressway
State Project Nos: 92130-1425, 75280-1479
Work Program Item Nos: 5147330, 5147254
Lat.: 28°21'30" W Long.: 81°32'30" N

Dear Ms. Tutton:

Pursuant to our recent phone conversation, we are pleased to provide your office with the following additional project information to assist you in determining this project's potential for effects to wildlife and protected species. We apologize for the confusion regarding the history and current status of our project; an up-to-date summary is included below.

An Interstate 4 (I-4) Multi-Modal Master Plan (MMMP) study was issued by FDOT District V in October 1995 to examine methods for providing multi-modal transportation improvements along the I-4 corridor. During the course of this study, an I-4 Environmental Advisory Committee (EAC) was formed to work directly with FDOT and the technical consultants to address community and environmental planning issues. Participants of the EAC included staff from regional, state and federal agencies as well as citizens, grass roots organizations and local governments in Osceola, Orange, Seminole and Volusia counties (a participant list is included as an attachment). This type of public involvement group fostered comprehensive regional planning initiatives due to the diversity and scope of participants and provided the opportunity to collectively review and discuss linkages between transportation, community and environmental planning issues. At the onset of the PD&E phase of the I-4 project (July 1996), it was determined based on the significant contribution of the EAC to the MMMP that the participation of the EAC would continue throughout the PD&E process as well. An initial meeting was held with the EAC participants in November 1996 to introduce the technical consultants and provide a preliminary overview of the PD&E study process. In addition to the interactive meetings, FDOT has also solicited and responded to written comments from the EAC.

I-4 is an east-west freeway which lies entirely within the state of Florida and connects Tampa on the west coast to Daytona Beach on the east coast via Orlando in Central Florida. I-4 roughly parallels U.S. 92 across the state, providing a bypass route around smaller cities such as Lakeland, Winter Haven and Kissimmee. Within the Orlando metropolitan area, I-4 connects to several major activity centers including resort areas and downtown Orlando. The Florida Department of Transportation (FDOT) is proposing improvements to a 120-kilometer (75 miles) segment of I-4 in central Florida.



The project extends from County Road 532 (C.R. 532) in Polk County to Interstate 95 in Volusia County and is divided into four sections, including three roadway projects and one high speed rail assignment, each with unique project numbers. Our project section incorporates the area for the southernmost section of the project (Section 1), from C.R. 532 at the Polk-Osceola County Line to State Road 528 (S.R. 528, BeeLine Expressway) in Orange County, a distance of 22.0 kilometers (13.7 miles). State Project Number 92130-1425 has been assigned to the project area within Osceola County and Number 75280-1479 for the portion occurring in Orange County. The improvements along this section of the project corridor generally include six general use plus high occupancy vehicle lanes, as well as interchange and collector-distributor (CD) system improvements, to accommodate increased traffic demands and address current roadway deficiencies and safety concerns. As noted on the previously sent design plans, several alternatives have been evaluated throughout the project limits. A description for each of the proposed alternatives is attached. Also, please note that the recently completed (1996) I-4 MMMP serves as the blueprint for improvements to I-4 throughout District Five. Several planned and programmed improvements to the study corridor will be in-place prior to the implementation of any activities recommended by this project. These include:

- Widening the I-4 mainline from four to six lanes from U.S. 27 in Polk County to U.S. 192 (S.R. 530) in Osceola County,
- Modification of the Osceola C.R. 532 interchange to provide additional I-4 on-ramp and off-ramp access from the northeast (construction complete),
- Construction of the World Drive Extension/I-4 interchange (construction complete),
- Connecting the new World Drive Extension interchange to the Southern Connector Extension via CD roadways (construction complete)
- Construction of the Western Beltway interchange with I-4 (alternatives for this interchange are being considered concurrently with, but independent of, the current I-4 project) and
- Construction of the Osceola Parkway interchange.

The Draft Technical Memorandum Wildlife and Habitat Assessment for the current project was prepared in January 1998 using a 720-meter-wide (2400 feet) corridor centered on the existing roadway. All of the specific project alternatives which have been developed for this project lie well within the corridor described in the Assessment. We have included a copy of the project aerials showing the existing roadway, wetland boundaries, scrub areas and study corridor limits to aid in your assessment of the habitat. Although critical habitat for listed species has not been designated in the vicinity of the current project, it is apparent that scrub habitats important to several listed species are numerous along the corridor. The proposed improvements to the I-4 corridor through Osceola and Orange Counties will involve impacts to wetlands and encroachment into fragmented scrub areas along the immediate corridor. However, improvement of the existing alignment and strategic stormwater facility placement have been incorporated into the proposed project concept, thereby avoiding and minimizing effects to both wildlife and habitat. Based on these precautions as well as the minimal occurrence of protected species localities within the corridor, we have determined that this project will not adversely affect threatened or endangered species.

Coordination with FGFWFC regarding gopher tortoises will be required prior to the onset of construction activities; any active burrows will need to be excavated at that time to relocate tortoises as well as any other protected burrow commensal species (i.e., eastern indigo snake, gopher frog).



DAMES & MOORE

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Additionally, the specific Protection Provisions developed by FDOT for the eastern indigo snake will be included in the construction contract for this project (attached). No construction design plans have been produced to date for this project. However, at a minimum they will specify such protective measures as staked silt fencing along the entire alignment and clearing and grubbing prior to equipment staging and stockpiling. These measures provide benefits during construction to both wildlife and habitat as they reduce offsite sedimentation and impacts as well as restrict wildlife access to the site, through physical barriers and the absence of desirable refugia. As the design phase of this project is not scheduled prior to 2010, specific construction activities and associated wildlife protection measures will need to be finalized at that time.

The Draft Preliminary Engineering Report for this project has just recently (June 15, 1998) been submitted to FDOT for review and approval. A preferred project alternative will be recommended to the Federal Highway Administration (FHWA) for approval via an Environmental Assessment (EA) following the formal Public Hearing later this year. We would be pleased to forward a copy of the EA to your office following FHWA approval of the document; however, the opinion of USFWS regarding the level of impact to threatened and endangered species for the proposed project corridor must be included in the EA prior to submittal to FHWA. We trust that this supplementary information, along with the information previously submitted, will be adequate for you to complete your review of the project. If you find that you need any further project-related information and/or you would like to schedule a field or office review of the project, please contact us at (813) 875-1115. After consideration of this additional information, we are seeking your concurrence, based on this project's conceptual design and location, that this project is anticipated to have "no adverse effect" on threatened or endangered species.

Sincerely,

DAMES & MOORE, INC.

Richard Darden
Senior Biologist

Tanya Peterson
Biologist

attachments



ARCHITECTS ENGINEERS PLANNERS

MEMORANDUM OF MEETING

TO: Vicki Smith
Keith & Schnars

FROM: *Jack*
Jack Freeman

SUBJECT: I-4 Corridor PD&E Study - Section 1
State Project No. 92130-1425 & 75280-1479
WPI Nos. 5147330 & 5147254
Federal Aid Project No. N/A & NH-4-2(169)65
I-4 Coordination Meeting #22

DATE OF
MEETING: July 9, 1998

This memorandum summarizes discussions held at the July 9, 1998 I-4 PD&E Coordination meeting. Attached to this memorandum is a copy of the Section 1 agenda which was handed out at the meeting. Issues discussed during the meeting are as follows:

- David Unkefer requested a schedule for the SAMR from Mark Callahan. Mr. Callahan said that the schedule is currently being updated.
- David Unkefer mentioned that FHWA will have an additional reviewer, Mr. St. John. He is expected to start in mid-August.
- Mark Callahan mentioned that the I-Drive light rail study is moving forward. A monorail option is being considered.
- In discussion of the signing plan for I-4 Section 1, David Unkefer asked if the plan was going to show all signs, not just the additional signs needed beyond existing signs. It was stated yes that all signs will be shown.
- Harold Webb said that Section 1 needs to move ahead with the Public Hearing and that SAMR will not hold this up.

Memorandum of Meeting
May 14, 1998
Page 2

Other topics of discussion that affect Section 1 were in accordance with the Meeting agenda attached to this memorandum.

Tony Melton - HNTB
George Huffman - HNTB
David Wagner - HNTB
Gary Reed - Michael Baker
Richard Darden - Dames & Moore
Roger Neiswender - TCG
Bryant Marshall - GEC
Marion Almy - ACI
Robbin Ossi - ETP
Tim Lomax - TTI
File 24434-PL-001-001-T021



Coordination Meeting Status Report/Agenda

Meeting #22

July 9, 1998

I-4 Corridor PD&E Study, Section 1

State Project Nos. 92130-1425 And 75280-1479

WPI Nos. 5147330 And 5147254

Federal Aid Project Nos: N/A And NH-4-2(169)65

1. Status of Activities Since Last Meeting:

- **Public Involvement**
 - Attended I-4 Association Meeting on June 12, 1998
 - Conducted Presentation to Tri-County Emergency Management on July 1, 1998
- **Engineering**
 - **Engineering Activities**
 - * Received comments on First Draft PER and revisions are underway
 - * Preparing Typical Section package
 - * Preparing Final Location Hydraulics Report based upon FDOT review comments.
 - * Preparing Final Pond Siting Report based upon FDOT review comments.
 - * Received comments on the literature review of HOV operations and enforcement study and revisions are underway
 - * Preparing Draft Signing Plan for internal QA/QC on July 13 and 14, 1998
- **Environmental**
 - *Social*
 - * Incorporated Conceptual Stage Relocation Plan into the Pre-Draft EA
 - *Natural*
 - * Draft Wetlands Evaluation Report reviewed by ACOE and letter accepting has been received.
 - * Sent Technical Memorandum - Wildlife and Habitat Assessment to USF&W for letter of "No Effect". Initial Reviewer resigned; second Reviewer assigned and now third Reviewer assigned. - Review in progress.
 - *Physical*
 - * Noise Impact Analysis Report has been reviewed by FDOT and revisions are underway.
 - *Reports*
 - * Delivered Pre-Draft EA to FDOT for review on June 22, 1998.

Coordination Meeting Status Report/Agenda (cont'd.)
Meeting #22
July 9, 1998

2. Tasks To Be Accomplished By Next Meeting:

- Public Involvement
 - No Activity Scheduled.
- Engineering Analysis
 - Complete Typical Section Package.
 - Complete preparation of Signing Plan for preferred alternative.
 - Complete responding to review comments on PER and submit to FDOT for forwarding to FHWA.
 - Make final revisions to Pond Siting Report and Location Hydraulics Report.
 - Complete responding to comments on literature review of HOV operations and enforcement.
- Environmental
 - *Social*
 - * Respond to any FHWA comments on the Draft Section 4(f) DOA.
 - *Natural*
 - * Coordinate "No Effect" letter from U.S. Fish and Wildlife
 - *Physical*
 - * Submit revised Noise Impact Analysis Report
 - *Reports*
 - * Complete responding to FDOT review comments on Draft EA and submit to FDOT for forwarding to FHWA.

3. Meetings For Unresolved Issues

- None

4. Anticipated Problem Areas

- None

5. Unresolved Issues

- None

DAMES & MOORE
TRANSPORTATION PLANNING & ENGINEERING
RECORD OF TELEPHONE CONVERSATION

DATE: 7-16-98 **TIME:** 3:00 pm **JOB NO.:** 26316-010

RECORDED BY: Tanya Peterson **CLIENT:** FDOT

TALKED WITH: Jane Tutton **OF:** USFWS

NATURE OF CALL: Outgoing **PHONE NO.:** 561 562 3909

ROUTE TO: File

SUBJECT: I-4 PD&E Wildlife Assessment

ITEMS DISCUSSED:

I called Jane to verify that she received the supplementary information that we sent out last week, as well as answer any questions that she might have. She did receive the package and, preliminarily, she felt as though the information looked fine and did not have any additional questions. She anticipates that the final review for the project will be completed next week. I told her that if she came across any questions to feel free to call and I would be back in contact with her next week.



ARCHITECTS ENGINEERS PLANNERS

5850 T.G. Lee Boulevard
Suite 600
Orlando, Florida 32822
(407) 859-8380
FAX (407) 855-9611

July 21, 1998

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

Re: I-4 Corridor PD&E Study, Section 1
State Project Nos. 92130-1425 and 75280-1479
WPI Nos. 5147330 and 5147254
Federal Aid Project Nos. N/A and NH-4-2 (169) 65
Progress Report No. 21

Dear Mr. Webb:

Attached you will find a copy of Progress Report No. 21 for the above referenced project. The report consists of a summary of progress made from May 22, 1998 through June 26, 1998.

Activity over the past month has focused on the completion of the first draft Preliminary Engineering Report. This document was submitted to FDOT on June 3, 1998. Initial comments have been received. We have also completed the first draft of the Environmental Assessment. This document was submitted to FDOT for review on June 22, 1998. The draft Noise Impact Report preceded this submittal.

If you have any questions regarding this information, please do not hesitate to contact me.

Very truly yours,

HNTB CORPORATION

John R. Freeman, Jr., P.E.
Project Manager

Attachments (2)

cc:

George Huffman - HNTB
Tony Melton - HNTB
Peter Sucher - HNTB Fairfield
John Jaeckel - HNTB Milwaukee
Richard Darden - Dames & Moore
Roger Neiswender - TCG
Gary Reed - Michael Baker Jr., Inc

Tim Lomax - TTI
Bryant Marshall - GEC
Marion Almy - ACI
Robbin Ossi, ETP
Vicki Smith - Keith & Schnars
Juan Wolf - HNTB Miami
File 24434-PL-001-001

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The HNTB Companies

OFFICES: ALEXANDRIA, VA. ATLANTA, GA. AUSTIN, TX. BATON ROUGE, LA. BOSTON, MA. CHARLESTON, WV. CHICAGO, IL. CLEVELAND, OH. DALLAS, TX. DENVER, CO. DETROIT, MI.
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MILWAUKEE, WI. MINNEAPOLIS, MN. NASHVILLE, TN. NEW YORK, NY. OAKLAND, CA. ORLANDO, FL. OVERLAND PARK, KS. PHOENIX, AZ. PLYMOUTH MEETING, PA.
PORTLAND, ME. RALEIGH, NC. SALT LAKE CITY, UT. SAN ANTONIO, TX. SEATTLE, WA. TAMPA, FL. TULSA, OK.

PROGRESS REPORT NO. 21
 FOR
 I-4 Corridor PD&E Study, Section 1
 State Project Nos. 92130-1423 and 75280-1479
 WPI Nos. 5147330 and 5147254
 Federal Aid Project Nos. N/A and NH-4-2 (169) 65

1. PROJECT SCHEDULE

The attached milestone schedule reflects the current status of the project. This schedule reflects the revised milestone dates developed since the restart of the project. This schedule has been further revised to reflect the one month delay in the Public Meeting to include Western Beltway alternatives. The project is approximately two months behind schedule and a contract time extension has been requested in the supplemental agreement. Once approval of the contract time extension has been received, the Schedule shown below will be adjusted.

2. PROJECT MILESTONES

<u>Event</u>	<u>Scheduled</u>	<u>Achieved</u>
Notice to Proceed Meeting	October 3, 1996	October 3, 1996
Obtain FDOT 2020 Design Traffic	October 14, 1996	October 23, 1996
MPO Kick-off Meetings	November 15, 1996	November 13, 1996
Design Criteria	November 15, 1996	December 5, 1996
Existing Highway Characteristics	December 16, 1996	January 24, 1997
HOV Barrier vs Buffer Analysis	January 3, 1997	January 22, 1997
Contamination Screening Evaluation	September 8, 1997	September 12, 1997
Geotech Report (Preliminary)	November 28, 1997	December 8, 1997
Identify Pond Sites	December 5, 1997	December 15, 1997
Complete Concept Development	December 19, 1997	January 29, 1998
Cost Analysis of Alternatives	January 30, 1998	February 25, 1998
Typical Section Package	March 27, 1998	
Pond Siting Report	March 27, 1998	April 7, 1998
1st Draft Preliminary Engr. Report	March 31, 1998	June 3, 1998
Wetland Impacts Report	April 3, 1998	February 10, 1998
Air Quality Impact Report	April 3, 1998	April 16, 1998
Location Hydraulic Report	April 10, 1998	April 9, 1998
Comparative Analysis of Alts	April 10, 1998	April 10, 1998
Alternatives Public Information Meeting	April 14, 1998	April 14, 1998
Noise Quality Impact Report	April 27, 1998	June 11, 1998
Draft Preliminary Engr. Report	May 11, 1998	
Draft EA	May 11, 1998	
Notice of Availability (Draft EA)	June 19, 1998	
Public Hearing	August 18, 1998	
Final Preliminary Engr. Report	November 2, 1998	
FONSI	November 2, 1998	
Distribute FONSI	December 28, 1998	

3. PROJECT ACTIVITIES/PROGRESS (HNTB/GENERAL)

ACTIVITY A - PUBLIC INVOLVEMENT

1. **NOTICE-TO-PROCEED MEETING** - Completed 10/03/96 in DeLand.
2. **PUBLIC INVOLVEMENT PROGRAM** - The Public Involvement Plan prepared by the PIC has been received and reviewed. Task is complete.
3. **INTRODUCTION/KICK-OFF MEETINGS** - Complete.
4. **PUBLIC MEETING** - Task is complete.
5. **PUBLIC HEARING**
6. **PUBLIC INVOLVEMENT DATA** - Completed identification of parcel numbers on base maps.
7. **UNSCHEDULED MEETINGS & PRESENTATIONS** - Attended the I-4 Association meeting on July 1, 1998.
8. **SPECIAL PUBLIC INVOLVEMENT REQUIREMENTS** - Responding to Property Owner inquiries regarding retention pond locations and other miscellaneous items. Provided input on "Talking Points" and attended April 13, 1998 meeting.
9. **PIC MEETINGS** - Attended team meeting on June 10, 1998.

ACTIVITY B - ENGINEERING

ACTIVITY B.1 - Engineering Data Collection

1. **AERIAL PHOTOGRAPHY** - Activity for this task is complete.
2. **EXISTING HIGHWAY CHARACTERISTICS** - Task is complete.
3. **EXISTING TRAFFIC DATA** - FDOT conducted new traffic counts in February 1997. This data will be incorporated by the FDOT into revised Year 2000, 2010 and 2020 assignments. This information was received in mid-December 1997 for the noise analysis. Further LOS analysis is underway for incorporation into the Design Traffic Report. Received existing traffic data report week of March 23, 1998. It is missing the LOS analysis. Letter has been prepared and sent to FDOT to request the report incorporate the LOS analysis. The report has been finalized. Task is complete.
4. **ACCIDENT DATA** - This task is complete. See Progress Report No. 14.

5. **UTILITIES AND RAILROADS** - Task is complete. See Progress Report No. 14.
6. **TRANSPORTATION PLANS** - Task complete.
7. **SOILS SURVEY AND GEOTECHNICAL WORK** - Retention pond borings are complete and data received. Muck probes are complete. The Draft Geotechnical Report was delivered on December 8, 1997. FDOT comments have been received and the report has been revised and resubmitted. Task is complete.

ACTIVITY B.2 - Engineering Analysis

1. **PROJECT NEED** - The preparation of the project need as included in Chapters 2 and 3 of the Draft PER has been completed. This information has been incorporated into the Draft EA. Task is complete.
2. **DESIGN TRAFFIC** - Task is complete.
3. **CONCEPTUAL DESIGN ANALYSIS** - Initiated evaluation of barrier or buffer HOV treatment. Conducted a meeting with FDOT District 1 to discuss coordination of HOV transition at CR 532 interchange. Conducted coordination with Section 2 on HOV issues. Prepared HOV issues paper, delivered 12/5/96. Conducted follow-up HOV issues meeting on 12/10/96. Issue on barrier typical awaiting further direction from FDOT. Submitted Roadway Design Criteria on 12/5/96 and received comments 12/19/96. Conducted meeting on December 10, 1996 with FDOT to agree on presentation of I-4 construction program within Five Year Work Program in preliminary plans. Conducted meeting with FDOT on January 22, 1997 to discuss barrier/buffer HOV lane separation alternatives. During this meeting the barrier alternative was chosen by FDOT. Conducted a meeting with Florida Overland Express (FOX) to discuss high speed rail alignment alternatives using the I-4 median. Identified possibility of no rail use in I-4 median. Awaiting FDOT direction to set mainline typical section. Conducting an analysis of HOV access changes based upon the use of barriers separation treatment. Conducted meeting on HOV Access Methodology with FDOT on February 10, 1997. Executed HOV Optional Item contract option. Drafted Technical Memorandum #1 on HOV Access and received concurrence March 20, 1997. Follow-up meetings set with Walt Disney Imagineering on March 27 and FDOT District 1 on March 31, 1997. Evaluated existing vertical geometry for deficient vertical curves. Sent FDOT Technical Memorandum #2 regarding existing vertical geometry on March 20, 1997. Established HOV, mainline, C-D and ramp stationing methodology. Evaluated I-4 MMMP and Early Deployment Plan ramp metering considerations and set FDOT Technical Memorandums #3 regarding ramp metering treatments. Working on at-grade HOV slip ramps. Continued coordination has occurred with FDOT District 1 regarding HOV access points at the Polk-Osceola County line. The locations of these ramps has been finalized in a

June 16, 1997 meeting with District 1. Attended a meeting with Orange County law enforcement regarding HOV enforcement. Conducted an analysis of auxiliary lanes recommended in I-4 MMMP resulting in letter of July 18, 1997, requesting clarification of traffic and lane balance issues. Alternative design files are being established changing the I-4 MMMP HOV buffer treatment to barriers. Exact locations of HOV at-grade slip ramp access are being determined.

With the project restart in early August, design concepts are now being prepared. The transition of the master plan design files to reflect the changes in HOV treatment is complete. Initial locations of HOV at-grade slip ramps have been made. During the week of September 15th, HNTB's interchange expert spent the week in Orlando preparing concepts for CADD input. The input of preliminary alternative concepts was completed on October 3, 1997. A conceptual design review workshop with FDOT was conducted on October 9, 1997. A draft copy of the pre-master plan signing plan has been prepared. Based upon input at this meeting, revisions and further development of these plans has occurred.

Concept revision and the development of additional alternative concepts has continued during November. The first plans package was produced and given to FDOT on November 13, 1997. This initiated additional analysis to include conceptual drainage, existing structure analysis and cost analysis. Concepts were shown to Disney and FOX during review meetings on November 14, 1997. Participated in Value Engineering review of the BeeLine/Central Florida Parkway interchange area. Continued coordination of the design concepts in this area. Initiated preparation of response to the VE recommendations. The responses to both Value Engineering meetings were prepared and submitted in early December. Continued refinement of design concepts. Conducted design review meeting with the Department on December 8 and 15, 1997. Attended FHWA coordination meeting on Osceola Parkway interchange on December 11, 1997. Refined ROW taking areas and initiated preparation of ROW take acreage. Initiated bridge type and pier location analysis. Details of HOV access locations have been prepared for the various at-grade and grade-separated scenarios being considered. Finalized Typical Sections and HOV access details based upon FDOT comments. The initial structural plan and elevation sheets have been provided for Department review. A design review meeting of the concepts was conducted on January 29, 1998. Conducted meeting with FDOT District 1 on 10 lane VE alternative resulting in elimination of alternative. Prepared for Value Engineering of segment from US 192 to SR 536 (Segment 2). Information provided on January 30, 1998. Continued refinement of alternatives. Initial construction costs have been completed. Constructability reviews are underway. Provided information and presentation for US 192 to SR 536 VE Review conducted February 16-20, 1998. Conducted review meeting with FDOT Core Team on February 25, 1998.

Conducted two design review meetings with FHWA on March 4 and 23, 1998. Comments received on the concept alternatives are being addressed. Conducted review of initial construction costs and summarized the right-of-way costs. Profile

adjustments were made to accommodate design high water requirements of retention ponds. Plan adjustments were required in several areas to meet the lane requirements from the Design Traffic Report. Western Beltway Interchange options have been developed and are being refined and evaluated. A design review meeting was conducted with FDOT on April 7, 1998, to review design alternatives and preliminary cost estimates. Based upon this input, minor revisions were made to the comparative evaluation matrix for the April 14, 1998, Public Meeting.

Following the review of the Public Meeting comments, a meeting was conducted on April 28, 1998, to select the preferred alternative. The preferred alternative has been refined based upon input received during the April 28, 1998 meeting. A follow-up meeting was conducted on May 8, 1998, to further review Western Beltway interchange alternatives and a weaving section for the westbound C/D between Osceola Parkway and SR 536. These meetings formed the basis for preparing plan, elevation and sections for structures, constructability analysis and maintenance of traffic concepts. Work has been conducted on the literature review of HOV operations and enforcement report by TTI. The draft has been received by HNTB and is in QC review. Conducted meeting with OOCEA to discuss revisions to Western Beltway interchange concepts. Minor revisions in concepts, right-of-way requirements and typical sections are being made for PER and EA.

4. **ACCESS MANAGEMENT** Review of local street and property access is being conducted in interchange areas. Meetings have been conducted with some property owners regarding property access. Meeting was conducted with FDOT District Traffic Operations to develop access alternative for Embassy Suite's Hotel at Lake Avenue Interchange.
5. **CONCEPTUAL DRAINAGE ANALYSIS** - The evaluation of drainage retention pond locations and size has been completed. These locations and acreage are shown on the plan sheets. Evaluation of structure clearance for major waterway crossings has been completed and initial vertical profile has been checked. Design High Water elevations have been shown on the plans and profiles adjusted. The drainage section of the Draft PER has been prepared. Revisions of some pond sites are being made. The pond ROW cost estimates were received from FDOT on February 20, 1998. The Pond Siting Report incorporated these estimates. Further analysis of the design high water of the ponds has resulted in some profile revisions. In some areas where pond right-of-way is expensive, design alternatives such as exfiltration trenches have been studied. A review Draft was submitted to FDOT for review on April 7, 1998. Minor comments have been received from FDOT on the Pond Siting Report. There have been minor pond revisions based upon the April 28, 1998 design review meeting. Final revisions to the Pond Siting Report are underway.
6. **COST ANALYSIS** - Detailed construction cost estimates are underway. Quantity take-offs for the design alternatives is being done. Modification of the FDOT LRE program is being made. The initial construction cost estimates have been

completed and are being reviewed and adjusted. The detailed segment by segment costs with back-up were be given to FDOT in mid-March. Continued refinement of the segment alternative costs are underway. The Western Beltway interchange options are undergoing cost analysis. Review of the FDOT unit prices resulting in the Department's March 18th in-house meeting is underway. These unit prices were the subject of discussion during the April 7, 1998, design review meeting. Costs for the design alternatives have been finalized. Costs for the segment and Western Beltway alternatives have been revised based upon input from the April 28, 1998 meeting.

7. **COMPARATIVE ANALYSIS OF DESIGN ALTERNATIVES** - The design alternatives comparative evaluation matrix has been prepared. Evaluation criteria has been finalized. The development of data to enter into the segment alternative and Western Beltway Interchange matrices has been completed for presentation at the Public Meeting. Minor revisions have been made for inclusion in the PER.
8. **PREPARE FINAL RECOMMENDATIONS**
9. **TEAM PROGRESS MEETINGS** - No HNTB project team meetings were conducted during this reporting period.

ACTIVITY B.3 -Engineering Reports

1. **CORRIDOR BASE MAPS** - This task is complete.
2. **PRELIMINARY ENGINEERING REPORT** - Preparation of Chapters 2, 3, 4, 5, 6, 7 and 8 of the Report are essentially complete. A partially complete initial draft was distributed to the FDOT and project team members for review and comment on December 18, 1997. Minor comments have been received. Work has continued. Chapters 6 and 8 have been completed and QC review conducted. The 1st Draft Preliminary Engineering Report was submitted to FDOT on June 3, 1998. Some FDOT review comments have been received.
3. **ALTERNATIVE CONCEPT PLANS** - Alternative concept plans are being prepared for FDOT review. An initial set was sent to FDOT for review on November 13, 1997. An updated, more complete submittal was made on December 8, 1997. Review comments were received on December 15, 1997, and have been incorporated. Revised plans were submitted in mid-January. Complete package to include typical section, HOV access details, design alternatives and vertical profile was provided on January 29, 1998. Only minor revisions were made in February awaiting the February 25 Core Team Meeting and March 4 FHWA Meeting. Following the second FHWA meeting on March 23, alignment refinements have been made for preparation of the Public Meeting. Continued refinements are underway toward the selection of a preferred alternative. Adjustments in the Western Beltway interchange alternatives are being made. The selection, which occurred on April 28, 1998, of the preferred alternative has lead to

further refinements of this concept. The concept plans have been prepared for inclusion in the PER and EA. Work is continuing on the Typical Section Package and Signing Plan. A literature review of HOV operations and enforcement has been conducted and submitted to FDOT for review. Comments have been received and revisions are underway.

4. **UTILITY AND RAILROAD COORDINATION PACKAGE** - Work has been conducted to provide FDOT the information needed to prepare the Utility Assessment Package. This information was provided to FDOT on April 23, 1998.
5. **LOCATION HYDRAULICS REPORT** - Continued the preparation of this report. Floodplain information has been obtained. The initial draft has been prepared and has undergone internal QC review. The report was being slightly delayed to be timed with the Pond Siting Report. The availability of retention ponds to meet the floodplain compensating storage requirements is caused this delay. The draft report was submitted to FDOT on April 9, 1998. Minor comments on the Draft LHR have been received. The final revisions of this report are underway.

ACTIVITY C - ENVIRONMENTAL ANALYSIS AND REPORTS

ACTIVITY C.1 - Analysis of Social Impacts

1. **LAND USE INFORMATION** - Preparation of land use documentation for inclusion in Chapter 4 of the Draft PER and EA is complete.
2. **CULTURAL FEATURES** - Identification of cultural features within the study area has been completed and has been mapped. This has been included in Chapter 4 of the Draft PER and EA.
3. **ANALYSIS OF SOCIAL-ECONOMIC IMPACTS** - Development orders for DRI's and approved site plans for PD have been obtained. Updated DRI status information has been obtained and is included in Chapter 4 of the Draft PER and EA. Minor adjustments for the continually changing developments are being made.
4. **RIGHT-OF-WAY ACQUISITION/RELOCATION DATA COLLECTION AND ANALYSIS** - All ROW taking estimates were provided to FDOT by January 5, 1998. ROW cost estimates were received by HNTB on February 20, 1998. This data has been compiled and summarized. A request for additional right-of-way information was provided to the Department on April 15, 1998. This information has been received and is being compiled for use in the PER. Information needed for preparation of the Conceptual Stage Relocation was provided to the Department on May 14, 1998. This report has been received and incorporated into the Draft EA submitted on June 27, 1998.

5. **ARCHAEOLOGICAL AND HISTORICAL FEATURES** - The Cultural Resource Assessment Report has been completed and accepted by FDOT. This report was sent to FDOT for submittal to FHWA and SHPO. Review comments were received from FHWA on April 13, 1998 and have been addressed. Final copy has been sent to FHWA and SHPO for processing.
6. **DETERMINATION OF SECTION 4(f) INVOLVEMENT** - Continued preparation of DOA. A draft copy has been submitted to FDOT for review. A request has been made to RCID for written information on the conservation easement in Reedy Creek. The property has been determined to be privately owned and not 4(f). The DOA has been finalized and sent to FHWA for review.
7. **VISUAL/AESTHETIC IMPACT ANALYSIS** - Attended Urban Design Guidelines Meeting on April 23, 1998. Incorporating work efforts to date in the PER.
8. **FARMLANDS IMPACT ANALYSIS** - The Farmland Conversion Impact Rating (Form AD1006) has been sent to the SCS. The sign-off of the form was received on February 2, 1998. Task is complete.

ACTIVITY C.2 -Analysis of Natural Impacts

1. **HYDROLOGIC AND NATURAL FEATURES** - This section has been prepared for inclusion in the Draft EA.
2. **IDENTIFY PERMIT REQUIREMENTS** - Reviewed response to EAC comments. Attended EAC meeting on July 28, 1997. Prepared an agenda for EAC meeting. Conducted EAC small group meeting on December 17, 1997, with SFWMD and FDEP in attendance. Continued coordination with SFWMD and USACOE has occurred.
3. **WETLAND IMPACT ANALYSIS** - Completed mapping of wetland areas. Completed wetland delineation and preparation of WET II analysis. The CADD mapping of wetland areas is complete. Drafted wetland section for Chapter 4 of Draft PER and EA. Initial estimates of wetland impacts have been made. The Wetland Evaluation Report has been prepared and was submitted to FDOT for review on February 10, 1998. FDOT review comments have been received and incorporated. The report has been sent to ACOE, FDEP and SFWMD for review and comment. Favorable review comments have been received from SFWMD and ACOE.
4. **CONCEPTUAL MITIGATION NARRATIVE** - Determining the applicability of using Senate Bill 1986 for wetland mitigation. Attended meeting on September 15, 1997 with FDOT and other I-4 section consultants to determine approach to the handling of conceptual mitigation. FDOT decided that SB 1986 will be used for this project on November 13, 1997. In EAC meeting of December 17, 1997,

SFWMD indicated a willingness to work with us on SB 1986. A letter has been received from SFWMD confirming the use of SB 1986. This letter has been sent to ACOE and its receipt has been verbally acknowledged.

5. **BIOLOGICAL ASSESSMENT DATA** - Collection of biological data is complete. Preparation of the biological section has been included in Chapter 4 of the Draft PER and EA. Preparation of a Technical Memorandum - Wildlife and Habitat Assessment is complete and was submitted to FDOT for review on February 10, 1998. FDOT review comments have been received. The final Technical Memorandum has been prepared. Task is complete. -
6. **WILDLIFE AND HABITAT IMPACT ANALYSIS** - Received information from FGFWFC and USFWS for endangered species. Initial field reviews are complete. Wildlife section of has been included in Chapter 4 of the Draft PER and EA. No threatened and endangered species have been identified. Discussion of Wildlife corridors was conducted with SFWMD and FDEP at the EAC small group meeting on December 17, 1997. The Technical Memorandum - Wildlife and Habitat Assessment is complete and was submitted to FDOT for review on February 10, 1998. FDOT review comments have been received and incorporated. The final Technical Memorandum has been sent to USFWS for the letter of "No Effect." Conversations indicate that the initial reviewer has resigned and a new reviewer assigned. Further conversation has indicated that the review has been assigned to a third reviewer. Additional information has been requested by USFWS and was provided. The review is continuing.
7. **AQUATIC PRESERVE IMPACT ANALYSIS** - N/A
8. **OUTSTANDING FLORIDA WATERS AND WILD AND SCENIC RIVERS IMPACT ANALYSIS** - N/A

ACTIVITY C.3 - Analysis of Physical Impacts

1. **AIR QUALITY DATA COLLECTION AND IMPACT ANALYSIS** - FDOT provided traffic data needed for the air quality screening analysis in December 1997. Agreed to do analysis for Year 2020. Analysis is complete. The Air Quality Report is complete and the draft was submitted to FDOT for review on February 10, 1998. FDOT review comments have been received. The final report has been submitted.
2. **NOISE IMPACT DATA COLLECTION AND ANALYSIS** - The Year 2020 traffic data and LOS information was provided on December 12, 1997. In that discussion with FDOT, HNTB was informed that the interim year (2010) is not required to be analyzed. Year 2000 Build revised volumes have been provided. The 1996/1997 existing volumes have been recorded. The noise monitoring of sensitive sites has been completed. The analysis of existing conditions and model calibration is complete. The design year analysis is underway. The Draft Noise

Report has undergone internal QC review and was submitted for review on June 10, 1998.

3. **CONTAMINATION IMPACT ANALYSIS** - Continued identification of contamination sites identification and regulatory file review. Field reviews conducted associated with geotechnical field work. Draft CSER has been internally reviewed and revised. Draft CSER was delivered to the FDOT on September 12, 1997. Revised CSER was delivered to FDOT on October 23, 1997 and has been accepted. The contamination section of the Draft EA has been prepared and incorporated in the report.
4. **WATER QUALITY IMPACT ANALYSIS** - The WQIE checklist has been prepared and was sent to EPA on February 2, 1998. The EPA is concurred that the project will not impact water quality or the sole source aquifer.
5. **FLOODPLAIN IMPACT ANALYSIS** - Floodplain mapping has been received and entered as a CADD layer. The floodplain section of the Draft PER is included in Chapter 4. Initial estimates of floodplain impacts have been made. Floodplain sections for inclusion in the Draft EA, Location Hydraulics Report and Wetland Assessment Report have been prepared. An assessment of floodplain compensating storage has been completed. The retention ponds have been analyzed for potential use. The LHR addresses this issue.
6. **COASTAL BARRIER IMPACT ANALYSIS** - N/A
7. **ENERGY IMPACT ANALYSIS** - N/A
8. **CONSTRUCTION IMPACT ANALYSIS**

ACTIVITY D - Environmental Reports

1. **ADVANCE NOTIFICATION** - N/A
2. **ENVIRONMENTAL ASSESSMENT (EA)** - Preparation of the Draft EA has been initiated. Many parts of Chapters 1, 2 and 4 are underway. A Pre-Draft copy of these parts has been submitted to FDOT for review. With the alternatives analysis approaching completion and conduct of the alternatives public meeting, the preparation of Chapters 3 and 5 of the Draft EA has been completed. Submittal of the Draft EA to FDOT was made on June 22, 1998.
3. **FINDING OF NO SIGNIFICANT IMPACT (FONSI)**
4. **CULTURAL RESOURCES DOCUMENTATION** - The Cultural Resource Assessment Report has been prepared and accepted by FDOT. This report has been sent to FDOT for forwarding to FHWA and SHPO. Comments were

provided by FHWA on April 13, 1998, and the report has been revised. This document has been forwarded to FHWA and SHPO.

5. SECTION 4(f) EVALUATION (N/A) - N/A

6. OTHER ENVIRONMENTAL REPORTS

4. — PROJECT ACTIVITIES/PROGRESS (SUBCONSULTANTS)

- A. Baker (MOT, Constructability & Cost Estimating) - Continued preparation of construction cost estimates. Completed constructability of preferred alternate and MOT plans.
- B. Dames & Moore (Environmental) - Discussed Technical Memorandum - Wildlife and Habitat assessment with USFWS attempting to obtain the letter of "No Effect." Completed preparation of Draft EA.
- C. Transportation Consulting Group (Social) - See Activities C.1.1 & 3. No activity this month.
- D. Texas A&M Research Foundation/TTI (HOV Analysis) - Completed report for literature review of HOV operations and enforcement. Report delivered in late May 1998. Responding to review comments.
- E. Geotechnical and Environmental Consultants, Inc. (Geotech) - No activity this month.
- F. Archaeological Consultants, Inc. - No activity this month.
- G. Environmental Transportation Planning (Air/Noise) - No activity this month.

5. PROBLEMS/CONCERNS/RECOMMENDED SOLUTIONS

- None

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CHRONOLOGY OF SIGNIFICANT EVENTS

October 3, 1996	Notice to Proceed Meeting
October 8, 1996	PIC Notice to Proceed Meeting
October 10, 1996	Project Team Kick-off Meeting @ HNTB Offices
October 23, 1996	Attended Citizens Advisory Committee Presentation
October 23, 1996	Attended Rail Project Advisory Group Meeting
October 25, 1996	Attended Transportation Technical Committee Presentation
October 31, 1996	Attended Project Team Coordination Meeting #1
November 6, 1996	Attended Rail Scoping Meeting
November 7, 1996	Attended Environmental Advisory Committee Meeting
November 8, 1996	Attended Light Rail/Section 1/Section 2 Coordination Meeting
November 13, 1996	Attended Metropolitan Planning Organization Project Kick-Off Presentation
November 13, 1996	Attended Project Advisory Group Meeting
November 14, 1996	Attended Project Team Coordination Meeting #2
November 15, 1996	Conducted Data Collection Meetings with Reedy Creek Improvement District and Osceola County Public Works & Planning
November 18, 1996	Conducted data collection meeting with Orange County Engineering
November 19, 1996	Conducted HNTB Project Team Meeting
November 22, 1996	Conducted HOV Barrier/Buffer analysis meetings with FDOT Dist. 1 and Section 2
November 25, 1996	Conducted data collection meeting with Orange County Planning
December 4, 1996	Attended Project Advisory Group Meeting
December 5, 1996	Attended Project Team Meeting #3. Delivered Roadway and Drainage Design Criteria and HOV Issues Paper
December 10, 1996	Conducted meeting on HOV Issues Paper
December 12, 1996	Conducted HNTB Project Team coordination meeting
December 18, 1996	Conducted land use data collection meetings for Orange County
December 19, 1996	Attended Project Team Coordination Meeting #4
January 7, 1997	Conducted HNTB Project Team Coordination Meeting
January 16, 1997	Attend meeting - Project Team Coordination Meeting #5
January 17, 1997	Attend SWFWMD Coordination Meeting
January 20, 1997	Meeting with Florida Overland Express (FOX)
January 22, 1997	Attended ACOE Coordination Meeting

January 22, 1997 January 28, 1997	Conducted meeting on selection of HOV buffer/barrier treatment Attended "Talking Points" meeting in DeLand
February 4, 1997 February 10, 1997 February 11, 1997	Conducted HNTB Project Team Meeting #5 Conducted HOV Access Methodology meeting with FDOT Attended I-4 Widening (US 27 to US 192) PD&E Study Public Hearing
February 13, 1997 February 20, 1997 February 28, 1997	Attended I-4 PD&E /LRT Coordination Meeting #6 Attended I-4 Association Meeting Submitted Technical Memorandum #1 regarding HOV access Methodology
March 5, 1997 March 12, 1997 March 20, 1997	Attended PAG Meeting Attended Rail Public Workshop Attend I-4/LRT Coordination Meeting #7, Submitted Technical Memorandums #2 and #3 regarding Existing Vertical Geometry and Ramp Metering Methodology, respectively
March 27, 1997	Conducted meeting with Disney representatives regarding Osceola Parkway Interchange and HOV access in Disney area.
March 31, 1997	Conducted meeting with FDOT District 1 regarding changes in HOV access in Polk and Osceola County
April 15, 1997	Received FDOT response on Technical Memorandum #3, Ramp Metering Methodology
April 15, 1997	Received FDOT response on Technical Memorandum #2, Existing Vertical Geometry
April 22, 1997	Attended Urban Design Guidelines meeting
May 15, 1997	Attended I-4/LRT Coordination Meeting #8
June 11, 1997 June 11, 1997	Attended I-4 presentation at MPO meeting Participated in preparation of videotape for TV-18 program "Close-Up" on I-4 project
June 12, 1997 June 16, 1997	Attended I-4/LRT Coordination Meeting #9 Conducted Coordination meeting with FDOT District 1 to locate HOV access near Polk/Osceola County line
June 17, 1997	Attended meeting with Orange County Law Enforcement regarding HOV enforcement.
July 10, 1997 July 14, 1997	Attended I-4/LRT Coordination Meeting #10 Attended I-4 Traffic Coordination Meeting and prepared letter requesting additional information
August 7, 1997 August 7, 1997 August 26, 1997	Attended I-4/LRT Coordination Meeting #11 Received notice from FDOT to resume work. Attend Design Traffic meeting with FDOT and TCG

September 3, 1997	Attended I-4/LRT PAG meeting
September 4, 1997	Attended I-4/LRT Coordination Meeting #12
September 15, 1997	Attended FDOT meeting regarding conceptual mitigation
October 9, 1997	Conducted Conceptual Design Review Workshop with FDOT
October 14, 1997	Attended Design Traffic Meeting with FDOT and TCG
October 20, 1997	Made Presentation to I-4 Value Engineering Team
October 23, 1997	Attended I-4/LRT Coordination Meeting #13
November 3, 1997	VE Presentation for Central Florida Parkway and BeeLine Expressway Interchange areas
November 6, 1997	Meeting w/FDOT on Typical Sections/HOV access VE recommendations
November 12, 1997	Presentation to Osceola County CTSP
November 13, 1997	Attended I-4/LRT Coordination Meeting #14
November 14, 1997	Meeting with Disney regarding alternatives adjacent to property
November 14, 1997	Coordination Meeting w/FOX
November 17, 1997	HNTB Project Team Coordination Meeting
November 18, 1997	Presentation to Orange County CTSP
November 21, 1997	Attended Meeting on I-4 Design Traffic with FDOT, TCG and URS/Greiner
December 3, 1997	Presentation to Tri-County Freeway Management Committee
December 8, 1997	Design Review Meeting w/FDOT
December 9, 1997	HNTB Project Team Coordination Meeting
December 11, 1997	New Interchange Review Meeting w/FHWA and FDOT
December 15, 1997	Design Review Meeting w/FDOT
December 17, 1997	EAC Small Group Meeting
December 18, 1997	Attended I-4/LRT Coordination Meeting #15
December 19, 1997	Attended Core Team Meeting to discuss Value Engineering alternative
December 22, 1997	HNTB Project Team Coordination Meeting
December 23, 1997	Meeting w/FDOT ROW Estimates
January 5, 1998	Provided areas of taking to FDOT for ROW cost estimates
January 13, 1998	Attended PAG Meeting
January 14, 1998	HNTB Project Team Coordination Meeting
January 15, 1998	Attended I-4/LRT Coordination Meeting #16
January 20, 1998	Coordinated meeting with Orange County Public Works and property owner representative
January 21, 1998	Attended LRT Public Hearing @ Omni Rosen Hotel
January 22, 1998	Conducted coordination meeting with FDOT District 1 on VE Alternatives
January 29, 1998	Conducted Design Alternatives Review meeting with FDOT Core Team

February 2, 1998	HNTB Project Team Meeting
February 5, 1998	Attended Design Traffic Coordination Meeting @ TCG
February 9, 1998	Coordination Meeting with Osceola County Director of Public Works
February 11, 1998	Provided Presentation of Design Alternatives @ PAG Meeting
February 12, 1998	Attended I-4/LRT Coordination Meeting #17
February 17, 1998	Provided Presentation to VE Study Team of Alternatives under Construction
February 25, 1998	Attended I-4 Core Team Meeting to discuss Design Alternatives
March 2, 1998	Received Approval of SA #1 for study of Western Beltway interchange alternatives
March 4, 1998	Attended the FHWA Design Review Meeting in Tallahassee
March 10, 1998	HNTB Project Team Meeting
March 12, 1998	Attended I-4/LRT Coordination Meeting #18
March 13, 1998	Conducted meeting with Orange County re: Vineland Road re: Vineland Road relocation and typical section.
March 23, 1998	Attend FHWA Design Review Meeting in Tallahassee
March 31, 1998	HNTB Project Team Meeting
April 6, 1998	Meeting w/PIC to review Alternate Drawings
April 7, 1998	Meeting w/OOCEA to present Western Beltway alternatives
April 8, 1998	Presentation to Orange County CTSP
April 9, 1998	Attended I-4 Coordination Meeting #19
April 13, 1998	Attended PIC "Talking Points" Meeting
April 14, 1998	Conducted Alternatives Public Meeting
April 21, 1998	HNTB Project Team Public Meeting debriefing
April 22, 1998	Presentation to Orange County CTSP
April 23, 1998	Attended Urban Design Guidelines Meeting
April 23, 1998	Submitted information to FDOT for preparation of Utility Assessment Package
April 28, 1998	Design Review Meeting with FDOT to select segment preferred alternatives
May 8, 1998	Design Review Meeting with FDOT on Western Beltway interchange concepts
May 14, 1998	Attended I-4 Coordination Meeting #20
May 15, 1998	Conducted I-4 presentation to Orange County Transportation Planning Group
May 22, 1998	Conducted Western Beltway Interchange design concept review meetings with OOCEA
May 29, 1998	Delivered Draft Literature Review of HOV Operations and Enforcement for review
June 3, 1998	Delivered Draft Preliminary Engineering Report for review
June 10, 1998	Attended I-4 Coordination Meeting #21 and delivered Draft Noise Impact Report for review.

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June 12, 1998
June 22, 1998

Attended I-4 Association Meeting
Delivered First Draft Environmental Assessment for review

ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98	
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
1	A. PUBLIC INVOLVMENT	583 days	Thu 10/3/96	Mon 12/28/98	A											
2	1. NOTICE TO PROCEED	10 days	Thu 10/3/96	Wed 10/16/96	A											
3	NTP Meeting	1 day	Thu 10/3/96	Thu 10/3/96	A											
4	Meeting Notes	5 days	Fri 10/4/96	Thu 10/10/96	A											
5	Schedule	6 days	Fri 10/4/96	Fri 10/11/96	A											
6	Quality Plan	9 days	Fri 10/4/96	Wed 10/16/96	A											
7	2. PUBLIC INVOLVMENT PROGRAM	203 days	Tue 10/8/96	Thu 7/17/97	A											
8	PIC Starts	1 day	Tue 10/8/96	Tue 10/8/96	A											
9	Review PIP	6 days	Thu 7/10/97	Thu 7/17/97	A											
10	5. PUBLIC MEETINGS	543 days	Wed 10/23/96	Fri 11/20/98												
11	MPO Kickoff Meetings	16 days	Wed 10/23/96	Wed 11/13/96	A											
12	EAG Mtgs.	532 days	Thu 11/7/96	Fri 11/20/98												
13	CAG Mtgs.	536 days	Fri 11/1/96	Fri 11/20/98												
14	PAG Mtgs.	543 days	Wed 10/23/96	Fri 11/20/98												
15	Meeting Preparation	72 days	Mon 1/5/98	Tue 4/14/98												
16	Mailing List to PIC	15 days	Mon 1/5/98	Fri 1/23/98	A											
17	Assist w/Handouts	15 days	Mon 3/2/98	Fri 3/20/98	A											
18	Assist w/Script	15 days	Mon 3/2/98	Fri 3/20/98	A											
19	Coordinate w/PIC	20 days	Wed 3/18/98	Tue 4/14/98	A											
20	Attend Meeting	0 days	Tue 4/14/98	Tue 4/14/98	A											
21	Meeting Debrief	1 day	Wed 4/15/98	Wed 4/15/98	A											
22	Respond to Comments	20 days	Thu 4/16/98	Wed 5/13/98	A											
23	6. PUBLIC HEARING	75 days	Mon 6/1/98	Fri 9/11/98												
24	Meeting Preparation	57 days	Mon 6/1/98	Tue 8/18/98												

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	Progress		Rolled Up Milestone		Split	
	Milestone		Rolled Up Progress		Rolled Up Split	
	Summary		External Tasks			

ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98	
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
25	Mailing List to PIC	5 days	Mon 6/1/98	Fri 6/5/98												
26	Assist w/Handouts	10 days	Mon 7/27/98	Fri 8/7/98												
27	Assist w/Script	10 days	Mon 7/27/98	Fri 8/7/98												
28	Coordinate w/PIC	12 days	Mon 8/3/98	Tue 8/18/98												
29	Attend Meeting	1 day	Tue 8/18/98	Tue 8/18/98												
30	Meeting Debrief	1 day	Wed 8/19/98	Wed 8/19/98												
31	10 Day Comment Period	8 days	Wed 8/19/98	Fri 8/28/98												
32	Respond to Comments	10 days	Mon 8/31/98	Fri 9/11/98												
33	7. PUBLIC INVOLVMENT DATA	582 days	Fri 10/4/96	Mon 12/28/98												
34	Mailing List Data Base	582 days	Fri 10/4/96	Mon 12/28/98												
35	Identify Properties	35 days	Mon 11/18/96	Fri 1/3/97	A											
36	Collect Property Owners Data	32 days	Thu 12/12/96	Fri 1/24/97	A											
37	Number Properties	13 days	Mon 5/19/97	Wed 6/4/97	A											
38	List of Agencies	32 days	Thu 12/12/96	Fri 1/24/97	A											
39	Interested Parties	582 days	Fri 10/4/96	Mon 12/28/98												
40	Develop Data Base	20 days	Mon 1/6/97	Fri 1/31/97	A											
41	Update Data Base	496 days	Mon 2/3/97	Mon 12/28/98												
42	Coordination With PIC	579 days	Wed 10/9/96	Mon 12/28/98												
43	Provide Expertise to PIC	579 days	Wed 10/9/96	Mon 12/28/98												
44	8. Unscheduled Meetings	583 days	Thu 10/3/96	Mon 12/28/98												
45	Meeting Prep	583 days	Thu 10/3/96	Mon 12/28/98												
46	Attend mtgs.	583 days	Thu 10/3/96	Mon 12/28/98												
47	Respond to Comments	583 days	Thu 10/3/96	Mon 12/28/98												
48	Monthly Meetings	583 days	Thu 10/3/96	Mon 12/28/98												

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Task		Rolled Up Task		Project Summary	
Progress		Rolled Up Milestone		Split	
Milestone		Rolled Up Progress		Rolled Up Split	
Summary		External Tasks			

ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98												
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
49																											
50	B. ENGINEERING DATA COLLECTION, ANALYSIS and REPORT	582 days	Fri 10/4/96	Mon 12/28/98																							
51	DATA COLLECTION	582 days	Fri 10/4/96	Mon 12/28/98																							
52	1. Aerial Photography	582 days	Fri 10/4/96	Mon 12/28/98																							
53	Coordinate Photography	34 days	Fri 10/4/96	Wed 11/20/96	A																						
54	Download Files	29 days	Mon 10/14/96	Thu 11/21/96	A																						
55	Match to MMMP Plan	14 days	Fri 11/22/96	Wed 12/11/96	A																						
56	Maintain Files	533 days	Thu 12/12/96	Mon 12/28/98																							
57	2. Existing Highway Characteristics	91 days	Fri 10/4/96	Fri 2/7/97	A																						
58	Collect Data	74 days	Fri 10/4/96	Wed 1/15/97	A																						
59	Identify Base Map Layers	36 days	Tue 10/8/96	Tue 11/26/96	A																						
60	Mark-up Base Maps	38 days	Wed 11/27/96	Fri 1/17/97	A																						
61	Prepare Base Maps	5 days	Mon 1/20/97	Fri 1/24/97	A																						
62	Review Base Maps	5 days	Mon 1/27/97	Fri 1/31/97	A																						
63	Finalize Base Maps	5 days	Mon 2/3/97	Fri 2/7/97	A																						
64	3. Traffic Data	36 days	Mon 10/14/96	Mon 12/2/96	A																						
65	Obtain from FDOT	36 days	Mon 10/14/96	Mon 12/2/96	A																						
66	4. Accident Data	229 days	Fri 11/1/96	Wed 9/17/97	A																						
67	Compile Data	66 days	Fri 11/1/96	Fri 1/31/97	A																						
68	Prepare Summary	163 days	Mon 2/3/97	Wed 9/17/97	A																						
69	5. Utility and Railroads	72 days	Mon 11/18/96	Tue 2/25/97	A																						
70	Prep Utility Request Pkg.	45 days	Mon 11/18/96	Fri 1/17/97	A																						
71	List Utility Companies	45 days	Mon 11/18/96	Fri 1/17/97	A																						
72	Distribute Pkg.,	21 days	Tue 1/28/97	Tue 2/25/97	A																						

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	Progress		Rolled Up Milestone		Split	
	Milestone		Rolled Up Progress		Rolled Up Split	
	Summary		External Tasks			

ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98												
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
73	6. Transportation Plans	42 days	Fri 10/4/96	Mon 12/2/96	A																						
74	Collect Plans	42 days	Fri 10/4/96	Mon 12/2/96	A																						
75	8. Soils and Geotechnical	322 days	Thu 10/10/96	Fri 1/2/98	A																						
76	Collect Data	63 days	Thu 10/10/96	Mon 1/6/97	A																						
77	Collect Pond Data	55 days	Tue 2/18/97	Mon 5/5/97	A																						
78	Collect Muck Data	46 days	Wed 8/27/97	Wed 10/29/97	A																						
79	Analysis	43 days	Wed 9/17/97	Fri 11/14/97	A																						
80	Report	44 days	Wed 10/8/97	Mon 12/8/97	A																						
81	Review	20 days	Mon 12/8/97	Fri 1/2/98	A																						
82																											
83	ENGINEERING ANALYSIS	505 days	Mon 10/21/96	Fri 9/25/98																							
84	1. Project Need	5 days	Wed 12/11/96	Tue 12/17/96	A																						
85	2. Corridor Traffic	40 days	Mon 7/7/97	Fri 8/29/97	A																						
86	Review MMMP Traffic	5 days	Mon 8/25/97	Fri 8/29/97	A																						
87	Review Deficiencies	10 days	Mon 7/7/97	Fri 7/18/97	A																						
88	4. Conceptual Design Analysis	395 days	Mon 11/4/96	Fri 5/8/98																							
89	Buffer vs. Barrier	65 days	Mon 11/4/96	Fri 1/31/97	A																						
90	Review HOV Plan	10 days	Mon 11/4/96	Fri 11/15/96	A																						
91	Identify Alt. HOV Plans	10 days	Mon 11/18/96	Fri 11/29/96	A																						
92	Analysis of Alt. HOV Plans	15 days	Mon 12/2/96	Fri 12/20/96	A																						
93	Cost Analysis of Alt. HOV	11 days	Mon 12/23/96	Mon 1/6/97	A																						
94	Documentation of Alt. HOV	16 days	Mon 12/23/96	Mon 1/13/97	A																						
95	FDOT Review	10 days	Tue 1/14/97	Mon 1/27/97	A																						
96	Revise/Recommend	4 days	Tue 1/28/97	Fri 1/31/97	A																						

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Task



Rolled Up Task



Project Summary



Progress



Rolled Up Milestone



Split



Milestone



Rolled Up Progress



Rolled Up Split



Summary



External Tasks



ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98	
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
97	Develop Base Maps	50 days	Mon 8/25/97	Fri 10/31/97												
98	MMMP Horiz.. Geometrics	50 days	Mon 8/25/97	Fri 10/31/97	A											
99	Vert. Geometric Data Base	50 days	Mon 8/25/97	Fri 10/31/97	A											
100	Prepare Typical Section Package	103 days	Wed 11/5/97	Fri 3/27/98												
101	Develop I/C & ML Plans	356 days	Mon 11/4/96	Mon 3/16/98												
102	Develop Design Criteria	22 days	Mon 11/4/96	Tue 12/3/96	A											
103	Mainline	15 days	Mon 8/25/97	Fri 9/12/97	A											
104	Interchange Analysis	99 days	Mon 9/15/97	Thu 1/29/98	A											
105	Analyze I/C Concepts	15 days	Mon 9/15/97	Fri 10/3/97	A											
106	Refine/Revise Concepts	84 days	Mon 10/6/97	Thu 1/29/98	A											
107	Vertical Geom. Checks	84 days	Mon 10/6/97	Thu 1/29/98	A											
108	FDOT Review	20 days	Thu 1/29/98	Wed 2/25/98	A											
109	Revise	14 days	Wed 2/25/98	Mon 3/16/98	A											
110	Master Signing Plan	15 days	Mon 4/20/98	Fri 5/8/98												
111	FDOT District 1 Coord.	147 days	Fri 11/22/96	Mon 6/16/97	A											
112	HOV / Park n Ride	11 days	Mon 4/20/98	Mon 5/4/98	A											
113	Bridges	315 days	Mon 12/2/96	Fri 2/13/98												
114	Eval. Exist, Structures	40 days	Mon 12/2/96	Fri 1/24/97	A											
115	Rehab/Widen/Replace	30 days	Mon 10/6/97	Fri 11/14/97	A											
116	Bridge Type Analysis	44 days	Mon 11/17/97	Thu 1/15/98	A											
117	Documentation	12 days	Thu 1/15/98	Fri 1/30/98	A											
118	FDOT Review	10 days	Mon 2/2/98	Fri 2/13/98	A											
119	Lighting	25 days	Mon 3/30/98	Fri 5/1/98	A											
120	Coordinate w/ Locals	15 days	Mon 3/30/98	Fri 4/17/98	A											

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Task		Rolled Up Task		Project Summary	
Progress		Rolled Up Milestone		Split	
Milestone		Rolled Up Progress		Rolled Up Split	
Summary		External Tasks			

ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98	
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
121	Identify Areas	10 days	Mon 4/20/98	Fri 5/1/98	A											
122	Maintenance of Traffic	30 days	Mon 3/2/98	Fri 4/10/98	A											
123	Polk Co. Line to US.192	15 days	Mon 3/2/98	Fri 3/20/98	A											
124	US.192 to BeeLine	15 days	Mon 3/23/98	Fri 4/10/98	A											
125	Constructability Review	353 days	Wed 12/4/96	Fri 4/10/98	A											
126	Design Criteria Review	5 days	Wed 12/4/96	Tue 12/10/96	A											
127	Alignments	108 days	Wed 11/12/97	Fri 4/10/98	A											
128	Clearances	85 days	Mon 12/15/97	Fri 4/10/98	A											
129	Typical Sections	10 days	Mon 12/1/97	Fri 12/12/97	A											
130	ITS Integration	340 days	Mon 1/13/97	Fri 5/1/98												
131	Coordinate/Review EDP	15 days	Mon 1/13/97	Fri 1/31/97	A											
132	Eval. SCS For MOT	62 days	Thu 1/15/98	Fri 4/10/98												
133	FDOT Review	15 days	Mon 4/13/98	Fri 5/1/98												
134	5. Conceptual Drainage Analysis	375 days	Mon 10/21/96	Fri 3/27/98	A											
135	Review Existing Conditions	11 days	Mon 10/21/96	Mon 11/4/96	A											
136	Coordinate with Agencies	10 days	Tue 11/5/96	Mon 11/18/96	A											
137	Develop Criteria	11 days	Tue 11/19/96	Tue 12/3/96	A											
138	Identify Drainage Areas	23 days	Wed 12/4/96	Fri 1/3/97	A											
139	Estimate Treatment Volumes	10 days	Tue 3/18/97	Mon 3/31/97	A											
140	Estimate Volumes	15 days	Mon 1/6/97	Fri 1/24/97	A											
141	Identify Pond Sites	15 days	Tue 1/28/97	Mon 2/17/97	A											
142	Coordinate Geotech	3 days	Tue 2/18/97	Thu 2/20/97	A											
143	Size Ponds	50 days	Mon 9/29/97	Fri 12/5/97	A											
144	Investigate Alternate Treatment	10 days	Mon 12/8/97	Fri 12/19/97	A											

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Task		Rolled Up Task		Project Summary	
Progress		Rolled Up Milestone		Split
Milestone		Rolled Up Progress		Rolled Up Split
Summary		External Tasks			

ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98												
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
145	Pond Siting Report	40 days	Mon 2/2/98	Fri 3/27/98	A																						
146	6. Cost Analysis	110 days	Mon 10/27/97	Fri 3/27/98	A																						
147	Analyze Unit Costs	31 days	Mon 10/27/97	Mon 12/8/97	A																						
148	Coordinate ROW Costs	70 days	Mon 11/17/97	Fri 2/20/98	A																						
149	Mainline & I/C to FDOT	40 days	Mon 11/17/97	Fri 1/9/98	A																						
150	Ponds to FDOT	35 days	Mon 11/24/97	Fri 1/9/98	A																						
151	FDOT Prepare ROW Costs	45 days	Mon 12/22/97	Fri 2/20/98	A																						
152	Prepare Construction Costs	70 days	Mon 11/17/97	Fri 2/20/98	A																						
153	FDOT Review	5 days	Mon 2/23/98	Fri 2/27/98	A																						
154	Refine/Revise Costs	20 days	Mon 3/2/98	Fri 3/27/98	A																						
155	7. Comparative Analysis of Alts.	100 days	Mon 11/24/97	Fri 4/10/98	A																						
156	Develop Matrix Format	70 days	Mon 11/24/97	Fri 2/27/98	A																						
157	Complete Matrix Format	21 days	Fri 2/27/98	Fri 3/27/98	A																						
158	Refine / Revise	9 days	Tue 3/31/98	Fri 4/10/98	A																						
159	8. Final Recommendation	20 days	Mon 8/31/98	Fri 9/25/98																							
160	Prepare Recom. Memo	10 days	Mon 8/31/98	Fri 9/11/98																							
161	Workshop w/FDOT	5 days	Mon 9/14/98	Fri 9/18/98																							
162	Refine / Revise	5 days	Mon 9/21/98	Fri 9/25/98																							
163																											
164	ENGINEERING REPORTS/DOCS	511 days	Mon 1/13/97	Mon 12/28/98																							
165	2. Corridor Base Maps	10 days	Mon 1/13/97	Fri 1/24/97	A																						
166	3. Preliminary Engineering Rpt.	281 days	Mon 12/1/97	Mon 12/28/98																							
167	Prepare Pre-Draft PER	80 days	Mon 12/1/97	Fri 3/20/98	A																						
168	QC/QA	5 days	Mon 3/23/98	Fri 3/27/98	A																						

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Task		Rolled Up Task		Project Summary	
Progress		Rolled Up Milestone		Split	
Milestone		Rolled Up Progress		Rolled Up Split	
Summary		External Tasks			

ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98	
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
169	FDOT Review	9 days	Tue 3/31/98	Fri 4/10/98	A											
170	Prepare Draft PER	15 days	Mon 4/13/98	Fri 5/1/98												
171	QC/QA	5 days	Mon 5/4/98	Fri 5/8/98												
172	FDOT/FHWA Review	30 days	Mon 5/11/98	Fri 6/19/98												
173	Prepare Final PER	28 days	Wed 8/19/98	Fri 9/25/98												
174	QC/QA	5 days	Mon 9/28/98	Fri 10/2/98												
175	FDOT Review	10 days	Mon 10/5/98	Fri 10/16/98												
176	Revise Final PER	10 days	Mon 10/19/98	Fri 10/30/98												
177	FHWA Review	41 days	Mon 11/2/98	Mon 12/28/98												
178	4. Alternative Concept Plans	146 days	Mon 8/25/97	Mon 3/16/98												
179	Prepare Concept Plan Views	57 days	Mon 8/25/97	Tue 11/11/97	A											
180	QA/QC	9 days	Wed 11/12/97	Mon 11/24/97	A											
181	FDOT Review	6 days	Thu 11/13/97	Thu 11/20/97	A											
182	Prepare Plan Sheets	49 days	Mon 11/24/97	Thu 1/29/98	A											
183	FDOT Review	20 days	Thu 1/29/98	Wed 2/25/98	A											
184	Revise Plans	13 days	Thu 2/26/98	Mon 3/16/98	A											
185	5. Utility and RR Pkg.	25 days	Mon 3/16/98	Fri 4/17/98	A											
186	7. Location Hydraulic Rpt.	95 days	Mon 12/1/97	Fri 4/10/98												
187	Perform Analysis	30 days	Mon 12/1/97	Fri 1/9/98	A											
188	Prepare Report	15 days	Mon 1/12/98	Fri 1/30/98	A											
189	QA/QC	30 days	Mon 2/2/98	Fri 3/13/98	A											
190	FDOT Review	10 days	Mon 3/16/98	Fri 3/27/98	A											
191	Revise	9 days	Tue 3/31/98	Fri 4/10/98												
192	10. Review Design Traf. Memo	129 days	Wed 10/1/97	Mon 3/30/98	A											

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Task		Rolled Up Task		Project Summary	
Progress		Rolled Up Milestone		Split	
Milestone		Rolled Up Progress		Rolled Up Split	
Summary		External Tasks			

ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98												
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
193																											
194	C. ENVIRONMENTAL ANALYSIS AND RPTS	552 days	Fri 11/15/96	Mon 12/28/98																							
195	ANALYSIS OF SOCIAL IMPACTS	350 days	Mon 11/18/96	Fri 3/20/98	A																						
196	1. Land Use Information	310 days	Mon 11/18/96	Fri 1/23/98	A																						
197	2. Cultural Features	310 days	Mon 11/18/96	Fri 1/23/98	A																						
198	3. Anal. S - E Impacts	50 days	Mon 11/17/97	Fri 1/23/98	A																						
199	5. Archaeological/Historic	342 days	Mon 11/18/96	Tue 3/10/98	A																						
200	Research Design	20 days	Mon 11/18/96	Fri 12/13/96	A																						
201	Field Survey	194 days	Tue 3/25/97	Fri 12/19/97	A																						
202	Assessment	21 days	Mon 12/22/97	Mon 1/19/98	A																						
203	Prepare Report	5 days	Mon 1/19/98	Fri 1/23/98	A																						
204	QA/QC	10 days	Mon 1/26/98	Fri 2/6/98	A																						
205	FDOT Review	11 days	Mon 2/9/98	Mon 2/23/98	A																						
206	Revise	11 days	Tue 2/24/98	Tue 3/10/98	A																						
207	6. Section 4(f) DOA	90 days	Mon 11/17/97	Fri 3/20/98	A																						
208	8. Farmlands	50 days	Mon 11/17/97	Fri 1/23/98	A																						
209	Exclusion Determination	35 days	Mon 11/17/97	Fri 1/2/98	A																						
210	Evaluation Completion	10 days	Mon 1/5/98	Fri 1/16/98	A																						
211	Form AD 1006	5 days	Mon 1/19/98	Fri 1/23/98	A																						
212	ANALYSIS OF NATURAL IMPACTS	322 days	Mon 11/18/96	Tue 2/10/98	A																						
213	1. Hyd. and Natural Features	310 days	Mon 11/18/96	Fri 1/23/98	A																						
214	2. Ident. Permit Conditions	310 days	Mon 11/18/96	Fri 1/23/98	A																						
215	3. Wetland Impact Analysis	322 days	Mon 11/18/96	Tue 2/10/98	A																						
216	ID Wetland Sites	10 days	Mon 11/18/96	Fri 11/29/96	A																						

Project: I-4SECT1.MPP
Date: Tue 7/21/98

Task		Rolled Up Task		Project Summary	
Progress		Rolled Up Milestone		Split	
Milestone		Rolled Up Progress		Rolled Up Split	
Summary		External Tasks			

ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
217	Field Reviews	134 days	Mon 12/2/96	Thu 6/5/97	A										
218	ID Wetland Significance	155 days	Mon 2/3/97	Fri 9/5/97	A										
219	Estimate Impacts	25 days	Mon 11/17/97	Fri 12/19/97	A										
220	WET II	25 days	Mon 11/17/97	Fri 12/19/97	A										
221	Documentation	37 days	Mon 12/22/97	Tue 2/10/98	A										
222	5. Biological Assessment Data	322 days	Mon 11/18/96	Tue 2/10/98	A										
223	Agency Coordination	20 days	Mon 11/18/96	Fri 12/13/96	A										
224	Obtain Species Information	20 days	Mon 12/16/96	Fri 1/10/97	A										
225	Field Review	84 days	Mon 2/10/97	Thu 6/5/97	A										
226	File Documentation	62 days	Mon 11/17/97	Tue 2/10/98	A										
227	6. Wildlife Habitat Impact Analysis	262 days	Mon 2/10/97	Tue 2/10/98	A										
228	ANALYSIS OF PHYSICAL IMPACTS	341 days	Fri 11/15/96	Fri 3/6/98	A										
229	1. Air Quality	31 days	Fri 12/12/97	Fri 1/23/98	A										
230	Traffic Data / Capacity Analysis	1 day	Fri 12/12/97	Fri 12/12/97	A										
231	Screening Test	15 days	Mon 12/15/97	Fri 1/2/98	A										
232	Select Locations	5 days	Mon 1/5/98	Fri 1/9/98	A										
233	Conduct Impact Analysis	10 days	Mon 1/12/98	Fri 1/23/98	A										
234	2. Noise	80 days	Mon 11/17/97	Fri 3/6/98	A										
235	Traffic Data	1 day	Fri 12/12/97	Fri 12/12/97	A										
236	ID Sensitive Sites	10 days	Mon 11/17/97	Fri 11/28/97	A										
237	Noise Monitoring	10 days	Mon 12/1/97	Fri 12/12/97	A										
238	Develop Model	5 days	Mon 12/15/97	Fri 12/19/97	A										
239	Model Application	10 days	Mon 12/22/97	Fri 1/2/98	A										
240	Sum. Impacted Receptors	5 days	Mon 12/29/97	Fri 1/2/98	A										

Project: I-4SECT1.MPP Date: Tue 7/21/98	Task		Rolled Up Task		Project Summary	
	Progress		Rolled Up Milestone		Split	
	Milestone		Rolled Up Progress		Rolled Up Split	
	Summary		External Tasks			

ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98	
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
241	Abatement/Barrier Analysis	40 days	Mon 1/5/98	Fri 2/27/98	A											
242	Eval. Cost Effectiveness	40 days	Mon 1/12/98	Fri 3/6/98	A											
243	3. Contamination Analysis	280 days	Mon 11/18/96	Fri 12/12/97	A											
244	Data Collection	45 days	Mon 11/18/96	Fri 1/17/97	A											
245	Field Survey	129 days	Tue 2/18/97	Fri 8/15/97	A											
246	Analysis	20 days	Mon 11/17/97	Fri 12/12/97	A											
247	4. Water Quality	50 days	Mon 11/17/97	Fri 1/23/98	A											
248	WQIE Checklist	20 days	Mon 11/17/97	Fri 12/12/97	A											
249	Documentation	30 days	Mon 12/15/97	Fri 1/23/98	A											
250	5. Floodplain Impact Analysis	286 days	Fri 11/15/96	Fri 12/19/97	A											
251	Data Collection	66 days	Fri 11/15/96	Fri 2/14/97	A											
252	Analyze Impacts	25 days	Mon 11/17/97	Fri 12/19/97	A											
253	ENVIRONMENTAL DOCUMENTS	356 days	Mon 8/18/97	Mon 12/28/98												
254	3. EA / FONSI	256 days	Mon 1/5/98	Mon 12/28/98												
255	Prepare Draft EA	60 days	Mon 1/5/98	Fri 3/27/98	A											
256	QA/QC	4 days	Tue 3/31/98	Fri 4/3/98	A											
257	FDOT Review	10 days	Mon 4/6/98	Fri 4/17/98												
258	Revise EA	15 days	Mon 4/20/98	Fri 5/8/98												
259	FDOT/FHWA Review	30 days	Mon 5/11/98	Fri 6/19/98												
260	Prepare FONSI	28 days	Wed 8/19/98	Fri 9/25/98												
261	QA/QC	5 days	Mon 9/28/98	Fri 10/2/98												
262	FDOT Review	10 days	Mon 10/5/98	Fri 10/16/98												
263	Revise FONSI	10 days	Mon 10/19/98	Fri 10/30/98												
264	FHWA Review	41 days	Mon 11/2/98	Mon 12/28/98												

Project: I-4SECT1.MPP Date: Tue 7/21/98	Task		Rolled Up Task		Project Summary	
	Progress		Rolled Up Milestone		Split	
	Milestone		Rolled Up Progress		Rolled Up Split	
	Summary		External Tasks			

ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98	
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
265	Location Design Approval	1 day	Mon 12/28/98	Mon 12/28/98												
266	6. Cultural Resource Documentation	37 days	Mon 1/19/98	Tue 3/10/98	A											
267	8. Other Reports	181 days	Mon 8/18/97	Mon 4/27/98												
268	Air Quality	60 days	Mon 1/12/98	Fri 4/3/98	A											
269	Prepare Report	22 days	Mon 1/12/98	Tue 2/10/98	A											
270	FDOT Review	15 days	Mon 3/2/98	Fri 3/20/98	A											
271	Revise Report	10 days	Mon 3/23/98	Fri 4/3/98	A											
272	Noise	76 days	Mon 1/12/98	Mon 4/27/98												
273	Prepare Report	50 days	Mon 1/12/98	Fri 3/20/98	A											
274	FDOT Review	16 days	Fri 3/20/98	Fri 4/10/98												
275	Revise Report	11 days	Mon 4/13/98	Mon 4/27/98												
276	Wetland	75 days	Mon 12/22/97	Fri 4/3/98												
277	Prepare Report	37 days	Mon 12/22/97	Tue 2/10/98	A											
278	FDOT Review	15 days	Mon 3/2/98	Fri 3/20/98	A											
279	Revise Report	10 days	Mon 3/23/98	Fri 4/3/98	A											
280	CSER	40 days	Mon 8/18/97	Fri 10/10/97												
281	Prepare Report	15 days	Mon 8/18/97	Fri 9/5/97	A											
282	FDOT Review	15 days	Mon 9/8/97	Fri 9/26/97	A											
283	Revise Report	10 days	Mon 9/29/97	Fri 10/10/97	A											

Project: I-4SECT1.MPP
Date: Tue 7/21/98

Task		Rolled Up Task		Project Summary	
Progress		Rolled Up Milestone		Split	
Milestone		Rolled Up Progress		Rolled Up Split	
Summary		External Tasks			

DAMES & MOORE

ONE NORTH DALE MABRY
SUITE 700
TAMPA, FLORIDA 33609

TAMPA (813) 875-1115 * FAX (813) 874-7424

TO: Ms. Jane Tutton
US Fish and Wildlife Service
P.O. Box 2676
Vero Beach, FL 32961-2676

LETTER OF TRANSMITTAL

DATE: July 30, 1998	JOB NO. 26316-010
ATTN: Jane Tutton	
RE: I-4 Section 1 Improvements	
Wildlife and Habitat Assessment	

WE ARE SENDING YOU Attached Under separate cover
via _____ the following items:

- Shop drawings Prints Plans Samples Specifications
 Copy of letter Change order Other _____

COPIES	DATE	NO.	DESCRIPTION
1	7-30-98		Wildlife and Habitat Assessment (duplicate)

THESE ARE TRANSMITTED as checked below:

- For approval Approved as submitted Resubmit _____ copies for approval
 For your use Approved as noted Submit _____ copies for distribution
 As requested Returned for corrections Return _____ corrected prints
 For review and comment Other _____
 FOR BIDS DUE _____ 19 _____ PRINTS RETURNED AFTER LOAN TO US

REMARKS:

Jane - please call if you need anything else

COPY TO: File _____

SIGNED: *Tanya Peterson*
Tanya Peterson

DAMES & MOORE
TRANSPORTATION PLANNING & ENGINEERING
RECORD OF TELEPHONE CONVERSATION

DATE: 8-11-98 **TIME:** 9:00 am **JOB NO.:** 26316-010
RECORDED BY: Tanya Peterson **CLIENT:** FDOT
TALKED WITH: Jane Tutton **OF:** USFWS
NATURE OF CALL: Outgoing **PHONE NO.:** 561 562 3909
ROUTE TO: File

SUBJECT: I-4 PD&E Wildlife Assessment

ITEMS DISCUSSED:

I called Jane to verify that she received the duplicate copy of the Wildlife and Habitat Assessment that we sent out July 30, 1998, as well as answer any questions that she might have. She did receive the copy of the report; however has not yet had a chance to complete the review. She anticipates that her review for the project will be completed this next week. I told her that if she came across any questions to feel free to call.

DAMES & MOORE
TRANSPORTATION PLANNING & ENGINEERING
RECORD OF TELEPHONE CONVERSATION

DATE: 8-18-98

TIME: 3:20 pm

JOB NO.: 26316-010

RECORDED BY: Tanya Peterson

CLIENT: FDOT

TALKED WITH: Jane Tutton

OF: USFWS

NATURE OF CALL: Incoming

PHONE NO.: 561 562 3909

ROUTE TO: File

SUBJECT: I-4 PD&E Wildlife Assessment

ITEMS DISCUSSED:

Jane returned my phone call this morning to provide an update on our project's review. She informed me that the review was completed and her letter was written. She indicated that there were no concerns on the project, just the standard letter. She forwarded the letter for signature this morning, estimating arrival at our office by Friday (August 21, 1998).



United States Department of the Interior

FISH AND WILDLIFE SERVICE

South Florida Ecosystem Office

P.O. Box 2676

Vero Beach, Florida 32961-2676

August 19, 1998

Richard Darden
Dames & Moore
One North Dale Mabry Highway, Suite 700
Tampa, Florida 33609

FWS Log No.: 4-1-98-I-499
State Project No.: 92130-1425, 75280-1479
Work Program Item No.: 5147330, 5147254
Project: I-4 from Osceola County line to S.R.
528
County: Osceola

Dear Mr. Darden:

Thank you for your letter to Jane Tutton dated July 8, 1998, responding to our request for additional information on the improvements to I-4 in Osceola County, Florida. Your letter described the proposed road work in detail and included additional information on the protection measures to be implemented to protect the eastern indigo snake (*Drymarchon corais couperi*). The measures outlined are similar to those normally required by the U.S. Fish and Wildlife Service (FWS) on other projects.

Eastern indigo snake protection during construction activities was the focus of our last letter concerning this project. The protection measures outlined in your letter should minimize effects to that species. The FWS would be pleased to provide comments on any educational brochures or posters you may assemble for the project. At this time, the FWS concurs that the proposed improvements to I-4 are not likely to adversely affect the eastern indigo snake.

Thank you for the opportunity to comment, and we look forward to working with you in the future. If you have any questions, please contact Jane Tutton at (561) 562-3909, extension 235.

Sincerely,

James J. Slack
Project Leader
South Florida Field Office

Enclosure

cc: GFC, Vero Beach, FL

PROGRESS REPORT NO. 22
 FOR
 I-4 Corridor PD&E Study, Section 1
 State Project Nos. 92130-1423 and 75280-1479
 WPI Nos. 5147330 and 5147254
 Federal Aid Project Nos. N/A and NH-4-2 (169) 65

1. **PROJECT SCHEDULE**

The attached milestone schedule reflects the current status of the project. This schedule reflects the revised milestone dates developed since the restart of the project. The project schedule has been adjusted to reflect the time extension provided in Supplemental Agreement #2.

2. **PROJECT MILESTONES**

<u>Event</u>	<u>Scheduled</u>	<u>Achieved</u>
Notice to Proceed Meeting	October 3, 1996	October 3, 1996
Obtain FDOT 2020 Design Traffic	October 14, 1996	October 23, 1996
MPO Kick-off Meetings	November 15, 1996	November 13, 1996
Design Criteria	November 15, 1996	December 5, 1996
Existing Highway Characteristics	December 16, 1996	January 24, 1997
HOV Barrier vs Buffer Analysis	January 3, 1997	January 22, 1997
Contamination Screening Evaluation	September 8, 1997	September 12, 1997
Geotech Report (Preliminary)	November 28, 1997	December 8, 1997
Identify Pond Sites	December 5, 1997	December 15, 1997
Complete Concept Development	December 19, 1997	January 29, 1998
Cost Analysis of Alternatives	January 30, 1998	February 25, 1998
Typical Section Package	March 27, 1998	
Pond Siting Report	March 27, 1998	April 7, 1998
1st Draft Preliminary Engr. Report	March 31, 1998	June 3, 1998
Wetland Impacts Report	April 3, 1998	February 10, 1998
Air Quality Impact Report	April 3, 1998	April 16, 1998
Location Hydraulic Report	April 10, 1998	April 9, 1998
Comparative Analysis of Alts	April 10, 1998	April 10, 1998
Alternatives Public Information Meeting	April 14, 1998	April 14, 1998
Noise Quality Impact Report	April 27, 1998	June 11, 1998
Draft Preliminary Engr. Report	August 13, 1998	
Draft EA	August 13, 1998	
Notice of Availability (Draft EA)	October 1, 1998	
Public Hearing	November 17, 1998	
Final Preliminary Engr. Report	January 18, 1999	
FONSI	January 18, 1999	
Distribute FONSI	February 26, 1999	

3. **PROJECT ACTIVITIES/PROGRESS (HNTB/GENERAL)**

ACTIVITY A - PUBLIC INVOLVEMENT

1. **NOTICE-TO-PROCEED MEETING** - Completed 10/03/96 in DeLand.
2. **PUBLIC INVOLVEMENT PROGRAM** - Task is complete.
3. **INTRODUCTION/KICK-OFF MEETINGS** - Complete.
4. **PUBLIC MEETING** - Task is complete.
5. **PUBLIC HEARING**
6. **PUBLIC INVOLVEMENT DATA** - Completed identification of parcel numbers on base maps.
7. **UNSCHEDULED MEETINGS & PRESENTATIONS** - Attended the Tri-County Emergency Management Meeting on July 1, 1998.
8. **SPECIAL PUBLIC INVOLVEMENT REQUIREMENTS** - Responding to Property Owner inquiries regarding retention pond locations and other miscellaneous items.
9. **PIC MEETINGS** - Attended team meeting on July 9, 1998.

ACTIVITY B - ENGINEERING

ACTIVITY B.1 - Engineering Data Collection

1. **AERIAL PHOTOGRAPHY** - Activity for this task is complete.
2. **EXISTING HIGHWAY CHARACTERISTICS** - Task is complete.
3. **EXISTING TRAFFIC DATA** - Task is complete. See Progress Report No. 21.
4. **ACCIDENT DATA** - This task is complete. See Progress Report No. 14.
5. **UTILITIES AND RAILROADS** - Task is complete. See Progress Report No. 14.
6. **TRANSPORTATION PLANS** - Task complete.
7. **SOILS SURVEY AND GEOTECHNICAL WORK** - Task is complete. See Progress Report No. 21.

ACTIVITY B.2 - Engineering Analysis

1. **PROJECT NEED** - Task is complete. See Progress Report No. 21.
2. **DESIGN TRAFFIC** - Task is complete.
3. **CONCEPTUAL DESIGN ANALYSIS** - Initiated evaluation of barrier or buffer HOV treatment. Conducted a meeting with FDOT District 1 to discuss coordination of HOV transition at CR 532 interchange. Conducted coordination with Section 2 on HOV issues. Prepared HOV issues paper, delivered 12/5/96. Conducted follow-up HOV issues meeting on 12/10/96. Issue on barrier typical awaiting further direction from FDOT. Submitted Roadway Design Criteria on 12/5/96 and received comments 12/19/96. Conducted meeting on December 10, 1996 with FDOT to agree on presentation of I-4 construction program within Five Year Work Program in preliminary plans. Conducted meeting with FDOT on January 22, 1997 to discuss barrier/buffer HOV lane separation alternatives. During this meeting the barrier alternative was chosen by FDOT. Conducted a meeting with Florida Overland Express (FOX) to discuss high speed rail alignment alternatives using the I-4 median. Identified possibility of no rail use in I-4 median. Awaiting FDOT direction to set mainline typical section. Conducting an analysis of HOV access changes based upon the use of barriers separation treatment. Conducted meeting on HOV Access Methodology with FDOT on February 10, 1997. Executed HOV Optional Item contract option. Drafted Technical Memorandum #1 on HOV Access and received concurrence March 20, 1997. Follow-up meetings set with Walt Disney Imagineering on March 27 and FDOT District 1 on March 31, 1997. Evaluated existing vertical geometry for deficient vertical curves. Sent FDOT Technical Memorandum #2 regarding existing vertical geometry on March 20, 1997. Established HOV, mainline, C-D and ramp stationing methodology. Evaluated I-4 MMMP and Early Deployment Plan ramp metering considerations and set FDOT Technical Memorandums #3 regarding ramp metering treatments. Working on at-grade HOV slip ramps. Continued coordination has occurred with FDOT District 1 regarding HOV access points at the Polk-Osceola County line. The locations of these ramps has been finalized in a June 16, 1997 meeting with District 1. Attended a meeting with Orange County law enforcement regarding HOV enforcement. Conducted an analysis of auxiliary lanes recommended in I-4 MMMP resulting in letter of July 18, 1997, requesting clarification of traffic and lane balance issues. Alternative design files are being established changing the I-4 MMMP HOV buffer treatment to barriers. Exact locations of HOV at-grade slip ramp access are being determined.

With the project restart in early August, design concepts are now being prepared. The transition of the master plan design files to reflect the changes in HOV treatment is complete. Initial locations of HOV at-grade slip ramps have been made. During the week of September 15th, HNTB's interchange expert spent the week in Orlando preparing concepts for CADD input. The input of preliminary alternative concepts was completed on October 3, 1997. A conceptual design

review workshop with FDOT was conducted on October 9, 1997. A draft copy of the pre-master plan signing plan has been prepared. Based upon input at this meeting, revisions and further development of these plans has occurred.

Concept revision and the development of additional alternative concepts has continued during November. The first plans package was produced and given to FDOT on November 13, 1997. This initiated additional analysis to include conceptual drainage, existing structure analysis and cost analysis. Concepts were shown to Disney and FOX during review meetings on November 14, 1997. Participated in Value Engineering review of the BeeLine/Central Florida Parkway interchange area. Continued coordination of the design concepts in this area. Initiated preparation of response to the VE recommendations. The responses to both Value Engineering meetings were prepared and submitted in early December. Continued refinement of design concepts. Conducted design review meeting with the Department on December 8 and 15, 1997. Attended FHWA coordination meeting on Osceola Parkway interchange on December 11, 1997. Refined ROW taking areas and initiated preparation of ROW take acreage. Initiated bridge type and pier location analysis. Details of HOV access locations have been prepared for the various at-grade and grade-separated scenarios being considered. Finalized Typical Sections and HOV access details based upon FDOT comments. The initial structural plan and elevation sheets have been provided for Department review. A design review meeting of the concepts was conducted on January 29, 1998. Conducted meeting with FDOT District 1 on 10 lane VE alternative resulting in elimination of alternative. Prepared for Value Engineering of segment from US 192 to SR 536 (Segment 2). Information provided on January 30, 1998. Continued refinement of alternatives. Initial construction costs have been completed. Constructability reviews are underway. Provided information and presentation for US 192 to SR 536 VE Review conducted February 16-20, 1998. Conducted review meeting with FDOT Core Team on February 25, 1998.

Conducted two design review meetings with FHWA on March 4 and 23, 1998. Comments received on the concept alternatives are being addressed. Conducted review of initial construction costs and summarized the right-of-way costs. Profile adjustments were made to accommodate design high water requirements of retention ponds. Plan adjustments were required in several areas to meet the lane requirements from the Design Traffic Report. Western Beltway Interchange options have been developed and are being refined and evaluated. A design review meeting was conducted with FDOT on April 7, 1998, to review design alternatives and preliminary cost estimates. Based upon this input, minor revisions were made to the comparative evaluation matrix for the April 14, 1998, Public Meeting.

Following the review of the Public Meeting comments, a meeting was conducted on April 28, 1998, to select the preferred alternative. The preferred alternative has been refined based upon input received during the April 28, 1998 meeting. A follow-up meeting was conducted on May 8, 1998, to further review Western Beltway interchange alternatives and a weaving section for the westbound C/D between Osceola Parkway and SR 536. These meetings formed the basis for

preparing plan, elevation and sections for structures, constructability analysis and maintenance of traffic concepts. Work has been conducted on the literature review of HOV operations and enforcement report by TTL. The draft has been received by HNTB and is in QC review. Conducted meeting with OOCEA to discuss revisions to Western Beltway interchange concepts. Minor revisions in concepts, right-of-way requirements and typical sections are being made for PER and EA.

4. **ACCESS MANAGEMENT** Review of local street and property access is being conducted in interchange areas. Meetings have been conducted with some property owners regarding property access. Meeting was conducted with FDOT District Traffic Operations to develop access alternative for Embassy Suite's Hotel at Lake Avenue Interchange.
5. **CONCEPTUAL DRAINAGE ANALYSIS** - The evaluation of drainage retention pond locations and size has been completed. These locations and acreage are shown on the plan sheets. Evaluation of structure clearance for major waterway crossings has been completed and initial vertical profile has been checked. Design High Water elevations have been shown on the plans and profiles adjusted. The drainage section of the Draft PER has been prepared. Revisions of some pond sites are being made. The pond ROW cost estimates were received from FDOT on February 20, 1998. The Pond Siting Report incorporated these estimates. Further analysis of the design high water of the ponds has resulted in some profile revisions. In some areas where pond right-of-way is expensive, design alternatives such as exfiltration trenches have been studied. A review Draft was submitted to FDOT for review on April 7, 1998. Minor comments have been received from FDOT on the Pond Siting Report. There have been minor pond revisions based upon the April 28, 1998 design review meeting. Final revisions to the Pond Siting Report are underway.
6. **COST ANALYSIS** - Detailed construction cost estimates are underway. Quantity take-offs for the design alternatives is being done. Modification of the FDOT LRE program is being made. The initial construction cost estimates have been completed and are being reviewed and adjusted. The detailed segment by segment costs with back-up were be given to FDOT in mid-March. Continued refinement of the segment alternative costs are underway. The Western Beltway interchange options are undergoing cost analysis. Review of the FDOT unit prices resulting in the Department's March 18th in-house meeting is underway. These unit prices were the subject of discussion during the April 7, 1998, design review meeting. Costs for the design alternatives have been finalized. Costs for the segment and Western Beltway alternatives have been revised based upon input from the April 28, 1998 meeting. Further cost analysis has been provided in the PER.
7. **COMPARATIVE ANALYSIS OF DESIGN ALTERNATIVES** - The design alternatives comparative evaluation matrix has been prepared. Evaluation criteria has been finalized. The development of data to enter into the segment alternative

and Western Beltway Interchange matrices has been completed for presentation at the Public Meeting. Minor revisions have been made for inclusion in the PER.

8. **PREPARE FINAL RECOMMENDATIONS**
9. **TEAM PROGRESS MEETINGS** - No HNTB project team meetings were conducted during this reporting period.

ACTIVITY B.3 -Engineering Reports

1. **CORRIDOR BASE MAPS** - This task is complete.
2. **PRELIMINARY ENGINEERING REPORT** - Preparation of Chapters 2, 3, 4, 5, 6, 7 and 8 of the Report are essentially complete. A partially complete initial draft was distributed to the FDOT and project team members for review and comment on December 18, 1997. Minor comments have been received. Work has continued. Chapters 6 and 8 have been completed and QC review conducted. The 1st Draft Preliminary Engineering Report was submitted to FDOT on June 3, 1998. Some FDOT review comments have been received. Revision of the document is nearing completion for submittal in August 1998.
3. **ALTERNATIVE CONCEPT PLANS** - Alternative concept plans are being prepared for FDOT review. An initial set was sent to FDOT for review on November 13, 1997. An updated, more complete submittal was made on December 8, 1997. Review comments were received on December 15, 1997, and have been incorporated. Revised plans were submitted in mid-January. Complete package to include typical section, HOV access details, design alternatives and vertical profile was provided on January 29, 1998. Only minor revisions were made in February awaiting the February 25 Core Team Meeting and March 4 FHWA Meeting. Following the second FHWA meeting on March 23, alignment refinements have been made for preparation of the Public Meeting. Continued refinements are underway toward the selection of a preferred alternative. Adjustments in the Western Beltway interchange alternatives are being made. The selection, which occurred on April 28, 1998, of the preferred alternative has lead to further refinements of this concept. The concept plans have been prepared for inclusion in the PER and EA. Work is continuing on the Typical Section Package and Signing Plan. The draft Typical Section package is to be submitted to FDOT in late July 1998 for review. The signing Master Plan received an internal QA/QC and is being revised for submittal in August. A literature review of HOV operations and enforcement has been conducted and submitted to FDOT for review. Comments have been received and revisions are underway.
4. **UTILITY AND RAILROAD COORDINATION PACKAGE** - Work has been conducted to provide FDOT the information needed to prepare the Utility Assessment Package. This information was provided to FDOT on April 23, 1998.

5. **LOCATION HYDRAULICS REPORT** - Continued the preparation of this report. Floodplain information has been obtained. The initial draft has been prepared and has undergone internal QC review. The report was being slightly delayed to be timed with the Pond Siting Report. The availability of retention ponds to meet the floodplain compensating storage requirements is caused this delay. The draft report was submitted to FDOT on April 9, 1998. Minor comments on the Draft LHR have been received. The final revisions of this report are underway.

ACTIVITY C - ENVIRONMENTAL ANALYSIS AND REPORTS

ACTIVITY C.1 - Analysis of Social Impacts

1. **LAND USE INFORMATION** - Preparation of land use documentation for inclusion in Chapter 4 of the Draft PER and EA is complete.
2. **CULTURAL FEATURES** - Identification of cultural features within the study area has been completed and has been mapped. This has been included in Chapter 4 of the Draft PER and EA.
3. **ANALYSIS OF SOCIAL-ECONOMIC IMPACTS** - Development orders for DRI's and approved site plans for PD have been obtained. Updated DRI status information has been obtained and is included in Chapter 4 of the Draft PER and EA. Minor adjustments for the continually changing developments are being made.
4. **RIGHT-OF-WAY ACQUISITION/RELOCATION DATA COLLECTION AND ANALYSIS** - All ROW taking estimates were provided to FDOT by January 5, 1998. ROW cost estimates were received by HNTB on February 20, 1998. This data has been compiled and summarized. A request for additional right-of-way information was provided to the Department on April 15, 1998. This information has been received and is being compiled for use in the PER. Information needed for preparation of the Conceptual Stage Relocation was provided to the Department on May 14, 1998. This report has been received and incorporated into the Draft EA submitted on June 27, 1998.
5. **ARCHAEOLOGICAL AND HISTORICAL FEATURES** - The Cultural Resource Assessment Report has been completed and accepted by FDOT. This report was sent to FDOT for submittal to FHWA and SHPO. Review comments were received from FHWA on April 13, 1998 and have been addressed. Final copy has been sent to FHWA and SHPO for processing. SHPO concurrence has been received in a letter dated July 7, 1998.
6. **DETERMINATION OF SECTION 4(f) INVOLVEMENT** - Continued preparation of DOA. A draft copy has been submitted to FDOT for review. A request has been made to RCID for written information on the conservation

easement in Reedy Creek. The property has been determined to be privately owned and not 4(f). The DOA has been finalized and sent to FHWA for review.

7. **VISUAL/AESTHETIC IMPACT ANALYSIS** - Attended Urban Design Guidelines Meeting on April 23, 1998. Incorporating work efforts to date in the PER.
8. **FARMLANDS IMPACT ANALYSIS** - The Farmland Conversion Impact Rating (Form AD1006) has been sent to the SCS. The sign-off of the form was received on February 2, 1998. Task is complete.

ACTIVITY C.2 - Analysis of Natural Impacts

1. **HYDROLOGIC AND NATURAL FEATURES** - This section has been prepared for inclusion in the Draft EA.
2. **IDENTIFY PERMIT REQUIREMENTS** - Reviewed response to EAC comments. Attended EAC meeting on July 28, 1997. Prepared an agenda for EAC meeting. Conducted EAC small group meeting on December 17, 1997, with SFWMD and FDEP in attendance. Continued coordination with SFWMD and USACOE has occurred.
3. **WETLAND IMPACT ANALYSIS** - Completed mapping of wetland areas. Completed wetland delineation and preparation of WET II analysis. The CADD mapping of wetland areas is complete. Drafted wetland section for Chapter 4 of Draft PER and EA. Initial estimates of wetland impacts have been made. The Wetland Evaluation Report has been prepared and was submitted to FDOT for review on February 10, 1998. FDOT review comments have been received and incorporated. The report has been sent to ACOE, FDEP and SFWMD for review and comment. Favorable review comments have been received from SFWMD in a May 21, 1998, telephone conversation. The ACOE provided a letter dated June 15, 1998, regarding their concurrence.
4. **CONCEPTUAL MITIGATION NARRATIVE** - Determining the applicability of using Senate Bill 1986 for wetland mitigation. Attended meeting on September 15, 1997 with FDOT and other I-4 section consultants to determine approach to the handling of conceptual mitigation. FDOT decided that SB 1986 will be used for this project on November 13, 1997. In EAC meeting of December 17, 1997; SFWMD indicated a willingness to work with us on SB 1986. A letter has been received from SFWMD confirming the use of SB 1986. This letter has been sent to ACOE and its receipt has been verbally acknowledged.
5. **BIOLOGICAL ASSESSMENT DATA** - Collection of biological data is complete. Preparation of the biological section has been included in Chapter 4 of the Draft PER and EA. Preparation of a Technical Memorandum - Wildlife and Habitat Assessment is complete and was submitted to FDOT for review on

February 10, 1998. FDOT review comments have been received. The final Technical Memorandum has been prepared. Task is complete.

6. **WILDLIFE AND HABITAT IMPACT ANALYSIS** - Received information from FGFWFC and USFWS for endangered species. Initial field reviews are complete. Wildlife section of has been included in Chapter 4 of the Draft PER and EA. No threatened and endangered species have been identified. Discussion of Wildlife corridors was conducted with SFWMD and FDEP at the EAC small group meeting on December 17, 1997. The Technical Memorandum - Wildlife and Habitat Assessment is complete and was submitted to FDOT for review on February 10, 1998. FDOT review comments have been received and incorporated. The final Technical Memorandum has been sent to USFWS for the letter of "No Effect." Conversations indicate that the initial reviewer has resigned and a new reviewer assigned. Further conversation has indicated that the review has been assigned to a third reviewer. Additional information has been requested by USFWS and was provided. The review is continuing.
7. **AQUATIC PRESERVE IMPACT ANALYSIS** - N/A
8. **OUTSTANDING FLORIDA WATERS AND WILD AND SCENIC RIVERS IMPACT ANALYSIS** - N/A

ACTIVITY C.3 - Analysis of Physical Impacts

1. **AIR QUALITY DATA COLLECTION AND IMPACT ANALYSIS** - FDOT provided traffic data needed for the air quality screening analysis in December 1997. Agreed to do analysis for Year 2020. Analysis is complete. The Air Quality Report is complete and the draft was submitted to FDOT for review on February 10, 1998. FDOT review comments have been received. The final report has been submitted.
2. **NOISE IMPACT DATA COLLECTION AND ANALYSIS** - The Year 2020 traffic data and LOS information was provided on December 12, 1997. In that discussion with FDOT, HNTB was informed that the interim year (2010) is not required to be analyzed. Year 2000 Build revised volumes have been provided. The 1996/1997 existing volumes have been recorded. The noise monitoring of sensitive sites has been completed. The analysis of existing conditions and model calibration is complete. The design year analysis is underway. The Draft Noise Report has undergone internal QC review and was submitted for review on June 10, 1998. Comments have been received and the final report is being prepared.
3. **CONTAMINATION IMPACT ANALYSIS** - Continued identification of contamination sites identification and regulatory file review. Field reviews conducted associated with geotechnical field work. Draft CSER has been internally reviewed and revised. Draft CSER was delivered to the FDOT on September 12, 1997. Revised CSER was delivered to FDOT on October 23, 1997

and has been accepted. The contamination section of the Draft EA has been prepared and incorporated in the report.

4. **WATER QUALITY IMPACT ANALYSIS** - The WQIE checklist has been prepared and was sent to EPA on February 2, 1998. The EPA is concurred that the project will not impact water quality or the sole source aquifer.
5. **FLOODPLAIN IMPACT ANALYSIS** - Floodplain mapping has been received and entered as a CADD layer. The floodplain section of the Draft PER is included in Chapter 4. Initial estimates of floodplain impacts have been made. Floodplain sections for inclusion in the Draft EA, Location Hydraulics Report and Wetland Assessment Report have been prepared. An assessment of floodplain compensating storage has been completed. The retention ponds have been analyzed for potential use. The LHR addresses this issue.
6. **COASTAL BARRIER IMPACT ANALYSIS** - N/A
7. **ENERGY IMPACT ANALYSIS** - N/A
8. **CONSTRUCTION IMPACT ANALYSIS**

ACTIVITY D - Environmental Reports

1. **ADVANCE NOTIFICATION** - N/A
2. **ENVIRONMENTAL ASSESSMENT (EA)** - Preparation of the Draft EA has been initiated. Many parts of Chapters 1, 2 and 4 are underway. A Pre-Draft copy of these parts has been submitted to FDOT for review. With the alternatives analysis approaching completion and conduct of the alternatives public meeting, the preparation of Chapters 3 and 5 of the Draft EA has been completed. Submittal of the Draft EA to FDOT was made on June 22, 1998. FDOT review comments have been received and are being addressed.
3. **FINDING OF NO SIGNIFICANT IMPACT (FONSI)**
4. **CULTURAL RESOURCES DOCUMENTATION** - The Cultural Resource Assessment Report has been prepared and accepted by FDOT. This report has been sent to FDOT for forwarding to FHWA and SHPO. Comments were provided by FHWA on April 13, 1998, and the report has been revised. This document has been forwarded to FHWA and SHPO. The SHPO letter has been received.
5. **SECTION 4(f) EVALUATION (N/A)** - N/A
6. **OTHER ENVIRONMENTAL REPORTS**

4. PROJECT ACTIVITIES/PROGRESS (SUBCONSULTANTS)

- A. Baker (MOT, Constructability & Cost Estimating) - Continued preparation of construction cost estimates.. Revised constructability of preferred alternate and MOT plans based upon FDOT review comments.
- B. Dames & Moore (Environmental) - Discussed Technical Memorandum - Wildlife and Habitat assessment with USFWS attempting to obtain the letter of "No Effect." Revising the Draft EA to address FDOT review comments.
- C. Transportation Consulting Group (Social) - See Activities C.1.1 & 3. No activity this month.
- D. Texas A&M Research Foundation/TTI (HOV Analysis) - Responding to FDOT review comments on the literature review of HOV operations and enforcement. Assisted HNTB in the internal QA/QC of the master signing plan.
- E. Geotechnical and Environmental Consultants, Inc. (Geotech) - No activity this month.
- F. Archaeological Consultants, Inc. - No activity this month.
- G. Environmental Transportation Planning (Air/Noise) - No activity this month.

5. PROBLEMS/CONCERNS/RECOMMENDED SOLUTIONS

- None

I-4 Corridor PD&E Study, Segment 1
State Project Nos. 92130-1423 and 75280-1479
WPI Nos. 5147330 and 5147254
Federal Aid Project Nos. N/A and NH-4-2 (169) 65

CHRONOLOGY OF SIGNIFICANT EVENTS

October 3, 1996	Notice to Proceed Meeting
October 8, 1996	PIC Notice to Proceed Meeting
October 10, 1996	Project Team Kick-off Meeting @ HNTB Offices
October 23, 1996	Attended Citizens Advisory Committee Presentation
October 23, 1996	Attended Rail Project Advisory Group Meeting
October 25, 1996	Attended Transportation Technical Committee Presentation
October 31, 1996	Attended Project Team Coordination Meeting #1
November 6, 1996	Attended Rail Scoping Meeting
November 7, 1996	Attended Environmental Advisory Committee Meeting
November 8, 1996	Attended Light Rail/Section 1/Section 2 Coordination Meeting
November 13, 1996	Attended Metropolitan Planning Organization Project Kick-Off Presentation
November 13, 1996	Attended Project Advisory Group Meeting
November 14, 1996	Attended Project Team Coordination Meeting #2
November 15, 1996	Conducted Data Collection Meetings with Reedy Creek Improvement District and Osceola County Public Works & Planning
November 18, 1996	Conducted data collection meeting with Orange County Engineering
November 19, 1996	Conducted HNTB Project Team Meeting
November 22, 1996	Conducted HOV Barrier/Buffer analysis meetings with FDOT Dist. 1 and Section 2
November 25, 1996	Conducted data collection meeting with Orange County Planning
December 4, 1996	Attended Project Advisory Group Meeting
December 5, 1996	Attended Project Team Meeting #3. Delivered Roadway and Drainage Design Criteria and HOV Issues Paper
December 10, 1996	Conducted meeting on HOV Issues Paper
December 12, 1996	Conducted HNTB Project Team coordination meeting
December 18, 1996	Conducted land use data collection meetings for Orange County
December 19, 1996	Attended Project Team Coordination Meeting #4
January 7, 1997	Conducted HNTB Project Team Coordination Meeting
January 16, 1997	Attend meeting - Project Team Coordination Meeting #5
January 17, 1997	Attend SWFWMD Coordination Meeting
January 20, 1997	Meeting with Florida Overland Express (FOX)
January 22, 1997	Attended ACOE Coordination Meeting
January 22, 1997	Conducted meeting on selection of HOV buffer/barrier treatment

January 28, 1997	Attended "Talking Points" meeting in DeLand
February 4, 1997	Conducted HNTB Project Team Meeting #5
February 10, 1997	Conducted HOV Access Methodology meeting with FDOT
February 11, 1997	Attended I-4 Widening (US 27 to US 192) PD&E Study Public Hearing
February 13, 1997	Attended I-4 PD&E /LRT Coordination Meeting #6
February 20, 1997	Attended I-4 Association Meeting
February 28, 1997	Submitted Technical Memorandum #1 regarding HOV access Methodology
March 5, 1997	Attended PAG Meeting
March 12, 1997	Attended Rail Public Workshop
March 20, 1997	Attend I-4/LRT Coordination Meeting #7, Submitted Technical Memorandums #2 and #3 regarding Existing Vertical Geometry and Ramp Metering Methodology, respectively
March 27, 1997	Conducted meeting with Disney representatives regarding Osceola Parkway Interchange and HOV access in Disney area.
March 31, 1997	Conducted meeting with FDOT District 1 regarding changes in HOV access in Polk and Osceola County
April 15, 1997	Received FDOT response on Technical Memorandum #3, Ramp Metering Methodology
April 15, 1997	Received FDOT response on Technical Memorandum #2, Existing Vertical Geometry
April 22, 1997	Attended Urban Design Guidelines meeting
May 15, 1997	Attended I-4/LRT Coordination Meeting #8
June 11, 1997	Attended I-4 presentation at MPO meeting
June 11, 1997	Participated in preparation of videotape for TV-18 program "Close-Up" on I-4 project
June 12, 1997	Attended I-4/LRT Coordination Meeting #9
June 16, 1997	Conducted Coordination meeting with FDOT District 1 to locate HOV access near Polk/Osceola County line
June 17, 1997	Attended meeting with Orange County Law Enforcement regarding HOV enforcement.
July 10, 1997	Attended I-4/LRT Coordination Meeting #10
July 14, 1997	Attended I-4 Traffic Coordination Meeting and prepared letter requesting additional information
August 7, 1997	Attended I-4/LRT Coordination Meeting #11
August 7, 1997	Received notice from FDOT to resume work.
August 26, 1997	Attend Design Traffic meeting with FDOT and TCG
September 3, 1997	Attended I-4/LRT PAG meeting

September 4, 1997	Attended I-4/LRT Coordination Meeting #12
September 15, 1997	Attended FDOT meeting regarding conceptual mitigation
October 9, 1997	Conducted Conceptual Design Review Workshop with FDOT
October 14, 1997	Attended Design Traffic Meeting with FDOT and TCG
October 20, 1997	Made Presentation to I-4 Value Engineering Team
October 23, 1997	Attended I-4/LRT Coordination Meeting #13
November 3, 1997	VE Presentation for Central Florida Parkway and BeeLine Expressway Interchange areas
November 6, 1997	Meeting w/FDOT on Typical Sections/HOV access VE recommendations
November 12, 1997	Presentation to Osceola County CTSP
November 13, 1997	Attended I-4/LRT Coordination Meeting #14
November 14, 1997	Meeting with Disney regarding alternatives adjacent to property
November 14, 1997	Coordination Meeting w/FOX
November 17, 1997	HNTB Project Team Coordination Meeting
November 18, 1997	Presentation to Orange County CTSP
November 21, 1997	Attended Meeting on I-4 Design Traffic with FDOT, TCG and URS/Greiner
December 3, 1997	Presentation to Tri-County Freeway Management Committee
December 8, 1997	Design Review Meeting w/FDOT
December 9, 1997	HNTB Project Team Coordination Meeting
December 11, 1997	New Interchange Review Meeting w/FHWA and FDOT
December 15, 1997	Design Review Meeting w/FDOT
December 17, 1997	EAC Small Group Meeting
December 18, 1997	Attended I-4/LRT Coordination Meeting #15
December 19, 1997	Attended Core Team Meeting to discuss Value Engineering alternative
December 22, 1997	HNTB Project Team Coordination Meeting
December 23, 1997	Meeting w/FDOT ROW Estimates
January 5, 1998	Provided areas of taking to FDOT for ROW cost estimates
January 13, 1998	Attended PAG Meeting
January 14, 1998	HNTB Project Team Coordination Meeting
January 15, 1998	Attended I-4/LRT Coordination Meeting #16
January 20, 1998	Coordinated meeting with Orange County Public Works and property owner representative
January 21, 1998	Attended LRT Public Hearing @ Omni Rosen Hotel
January 22, 1998	Conducted coordination meeting with FDOT District 1 on VE Alternatives
January 29, 1998	Conducted Design Alternatives Review meeting with FDOT Core Team
February 2, 1998	HNTB Project Team Meeting
February 5, 1998	Attended Design Traffic Coordination Meeting @ TCG
February 9, 1998	Coordination Meeting with Osceola County Director of Public Works

February 11, 1998	Provided Presentation of Design Alternatives @ PAG Meeting
February 12, 1998	Attended I-4/LRT Coordination Meeting #17
February 17, 1998	Provided Presentation to VE Study Team of Alternatives under Construction
February 25, 1998	Attended I-4 Core Team Meeting to discuss Design Alternatives
March 2, 1998	Received Approval of SA #1 for study of Western Beltway interchange alternatives
March 4, 1998	Attended the FHWA Design Review Meeting in Tallahassee
March 10, 1998	HNTB Project Team Meeting
March 12, 1998	Attended I-4/LRT Coordination Meeting #18
March 13, 1998	Conducted meeting with Orange County re: Vineland Road re: Vineland Road relocation and typical section.
March 23, 1998	Attend FHWA Design Review Meeting in Tallahassee
March 31, 1998	HNTB Project Team Meeting
April 6, 1998	Meeting w/PIC to review Alternate Drawings
April 7, 1998	Meeting w/OCEA to present Western Beltway alternatives
April 8, 1998	Presentation to Orange County CTSP
April 9, 1998	Attended I-4 Coordination Meeting #19
April 13, 1998	Attended PIC "Talking Points" Meeting
April 14, 1998	Conducted Alternatives Public Meeting
April 21, 1998	HNTB Project Team Public Meeting debriefing
April 22, 1998	Presentation to Orange County CTSP
April 23, 1998	Attended Urban Design Guidelines Meeting
April 23, 1998	Submitted information to FDOT for preparation of Utility Assessment Package
April 28, 1998	Design Review Meeting with FDOT to select segment preferred alternatives
May 8, 1998	Design Review Meeting with FDOT on Western Beltway interchange concepts
May 14, 1998	Attended I-4 Coordination Meeting #20
May 15, 1998	Conducted I-4 presentation to Orange County Transportation Planning Group
May 22, 1998	Conducted Western Beltway Interchange design concept review meetings with OCEA
May 29, 1998	Delivered Draft Literature Review of HOV Operations and Enforcement for review
June 3, 1998	Delivered Draft Preliminary Engineering Report for review
June 10, 1998	Attended I-4 Coordination Meeting #21 and delivered Draft Noise Impact Report for review.
June 12, 1998	Attended I-4 Association Meeting
June 22, 1998	Delivered First Draft Environmental Assessment for review

Progress Report No. 22
I-4 PD&E, Segment 1
August 1998
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July 1, 1998
July 9, 1998

Attended Tri-County Emergency Management Meeting
Attended I-4 Coordination Meeting #22

ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98	1Q	
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F
1	A. PUBLIC INVOLVMENT	627 days	10/3/96	2/26/99	A												
2	1. NOTICE TO PROCEED	10 days	10/3/96	10/16/96	A												
3	NTP Meeting	1 day	10/3/96	10/3/96	A												
4	Meeting Notes	5 days	10/4/96	10/10/96	A												
5	Schedule	6 days	10/4/96	10/11/96	A												
6	Quality Plan	9 days	10/4/96	10/16/96	A												
7	2. PUBLIC INVOLVMENT PROGRAM	203 days	10/8/96	7/17/97	A												
8	PIC Starts	1 day	10/8/96	10/8/96	A												
9	Review PIP	6 days	7/10/97	7/17/97	A												
10	5. PUBLIC MEETINGS	613 days	10/23/96	2/26/99													
11	MPO Kickoff Meetings	16 days	10/23/96	11/13/96	A												
12	EAG Mtgs.	602 days	11/7/96	2/26/99													
13	CAG Mtgs.	606 days	11/1/96	2/26/99													
14	PAG Mtgs.	613 days	10/23/96	2/26/99													
15	Meeting Preparation	72 days	1/5/98	4/14/98	A												
16	Mailing List to PIC	15 days	1/5/98	1/23/98	A												
17	Assist w/Handouts	15 days	3/2/98	3/20/98	A												
18	Assist w/Script	15 days	3/2/98	3/20/98	A												
19	Coordinate w/PIC	20 days	3/18/98	4/14/98	A												
20	Attend Meeting	0 days	4/14/98	4/14/98	A												
21	Meeting Debrief	1 day	4/15/98	4/15/98	A												
22	Respond to Comments	20 days	4/16/98	5/13/98	A												
23	6. PUBLIC HEARING	70 days	9/14/98	12/18/98													
24	Meeting Preparation	47 days	9/14/98	11/17/98													

Project: I-4SECT1.MPP
Date: 9/2/98

Task		Rolled Up Task		Project Summary	
Progress		Rolled Up Milestone		Split	
Milestone		Rolled Up Progress		Rolled Up Split	
Summary		External Tasks			

ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98	1Q				
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F
25	Mailing List to PIC	5 days	9/14/98	9/18/98																
26	Assist w/Handouts	10 days	10/26/98	11/6/98																
27	Assist w/Script	10 days	10/26/98	11/6/98																
28	Coordinate w/PIC	12 days	11/2/98	11/17/98																
29	Attend Meeting	1 day	11/17/98	11/17/98																
30	Meeting Debrief	1 day	11/18/98	11/18/98																
31	10 Day Comment Period	12 days	11/19/98	12/4/98																
32	Respond to Comments	10 days	12/7/98	12/18/98																
33	7. PUBLIC INVOLVMENT DATA	626 days	10/4/96	2/26/99																
34	Mailing List Data Base	626 days	10/4/96	2/26/99																
35	Identify Properties	35 days	11/18/96	1/3/97	A															
36	Collect Property Owners Data	32 days	12/12/96	1/24/97	A															
37	Number Properties	13 days	5/19/97	6/4/97	A															
38	List of Agencies	32 days	12/12/96	1/24/97	A															
39	Interested Parties	626 days	10/4/96	2/26/99																
40	Develop Data Base	20 days	1/6/97	1/31/97	A															
41	Update Data Base	540 days	2/3/97	2/26/99																
42	Coordination With PIC	623 days	10/9/96	2/26/99																
43	Provide Expertise to PIC	623 days	10/9/96	2/26/99																
44	8. Unscheduled Meetings	627 days	10/3/96	2/26/99																
45	Meeting Prep	627 days	10/3/96	2/26/99																
46	Attend mtgs.	627 days	10/3/96	2/26/99																
47	Respond to Comments	627 days	10/3/96	2/26/99																
48	Monthly Meetings	627 days	10/3/96	2/26/99																

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Task		Rolled Up Task		Project Summary	
Progress		Rolled Up Milestone		Split	
Milestone		Rolled Up Progress		Rolled Up Split	
Summary		External Tasks			

ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98	1Q				
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F
49																				
50	B. ENGINEERING DATA COLLECTION, ANALYSIS and REPORTS	626 days	10/4/96	2/26/99																
51	DATA COLLECTION	365 days	10/4/96	2/26/98																
52	1. Aerial Photography	365 days	10/4/96	2/26/98																
53	Coordinate Photography	34 days	10/4/96	11/20/96	A															
54	Download Files	29 days	10/14/96	11/21/96	A															
55	Match to MMMP Plan	14 days	11/22/96	12/11/96	A															
56	Maintain Files	316 days	12/12/96	2/26/98																
57	2. Existing Highway Characteristics	91 days	10/4/96	2/7/97	A															
58	Collect Data	74 days	10/4/96	1/15/97	A															
59	Identify Base Map Layers	36 days	10/8/96	11/26/96	A															
60	Mark-up Base Maps	38 days	11/27/96	1/17/97	A															
61	Prepare Base Maps	5 days	1/20/97	1/24/97	A															
62	Review Base Maps	5 days	1/27/97	1/31/97	A															
63	Finalize Base Maps	5 days	2/3/97	2/7/97	A															
64	3. Traffic Data	36 days	10/14/96	12/2/96	A															
65	Obtain from FDOT	36 days	10/14/96	12/2/96	A															
66	4. Accident Data	229 days	11/1/96	9/17/97	A															
67	Compile Data	66 days	11/1/96	1/31/97	A															
68	Prepare Summary	163 days	2/3/97	9/17/97	A															
69	5. Utility and Railroads	72 days	11/18/96	2/25/97	A															
70	Prep Utility Request Pkg.	45 days	11/18/96	1/17/97	A															
71	List Utility Companies	45 days	11/18/96	1/17/97	A															
72	Distribute Pkg.,	21 days	1/28/97	2/25/97	A															

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Task		Rolled Up Task		Project Summary	
Progress		Rolled Up Milestone		Split	
Milestone		Rolled Up Progress		Rolled Up Split	
Summary		External Tasks			

ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98	1Q				
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F
97	Develop Base Maps	50 days	8/25/97	10/31/97	A															
98	MMMP Horiz.. Geometrics	50 days	8/25/97	10/31/97	A															
99	Vert. Geometric Data Base	50 days	8/25/97	10/31/97	A															
100	Prepare Typical Section Package	208 days	11/5/97	8/21/98																
101	Develop I/C & ML Plans	356 days	11/4/96	3/16/98																
102	Develop Design Criteria	22 days	11/4/96	12/3/96	A															
103	Mainline	15 days	8/25/97	9/12/97	A															
104	Interchange Analysis	99 days	9/15/97	1/29/98	A															
105	Analyze I/C Concepts	15 days	9/15/97	10/3/97	A															
106	Refine/Revise Concepts	84 days	10/6/97	1/29/98	A															
107	Vertical Geom. Checks	84 days	10/6/97	1/29/98	A															
108	FDOT Review	20 days	1/29/98	2/25/98	A															
109	Revise	14 days	2/25/98	3/16/98	A															
110	Master Signing Plan	110 days	4/20/98	9/18/98																
111	FDOT District 1 Coord.	147 days	11/22/96	6/16/97	A															
112	HOV / Park n Ride	11 days	4/20/98	5/4/98	A															
113	Bridges	315 days	12/2/96	2/13/98	A															
114	Eval. Exist, Structures	40 days	12/2/96	1/24/97	A															
115	Rehab/Widen/Replace	30 days	10/6/97	11/14/97	A															
116	Bridge Type Analysis	44 days	11/17/97	1/15/98	A															
117	Documentation	12 days	1/15/98	1/30/98	A															
118	FDOT Review	10 days	2/2/98	2/13/98	A															
119	Lighting	25 days	3/30/98	5/1/98	A															
120	Coordinate w/ Locals	15 days	3/30/98	4/17/98	A															

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Task		Rolled Up Task		Project Summary	
Progress		Rolled Up Milestone		Split	
Milestone		Rolled Up Progress		Rolled Up Split	
Summary		External Tasks			

ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98	1Q				
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F
169	FDOT Review	9 days	3/31/98	4/10/98	A															
170	Prepare Draft PER	84 days	4/13/98	8/6/98																
171	QC/QA	5 days	8/7/98	8/13/98																
172	FDOT/FHWA Review	34 days	8/14/98	9/30/98																
173	Prepare Final PER	21 days	11/18/98	12/16/98																
174	QC/QA	5 days	12/17/98	12/23/98																
175	FDOT Review	10 days	12/28/98	1/8/99																
176	Revise Final PER	5 days	1/11/99	1/15/99																
177	FHWA Review	30 days	1/18/99	2/26/99																
178	4. Alternative Concept Plans	146 days	8/25/97	3/16/98	A															
179	Prepare Concept Plan Views	57 days	8/25/97	11/11/97	A															
180	QA/QC	9 days	11/12/97	11/24/97	A															
181	FDOT Review	6 days	11/13/97	11/20/97	A															
182	Prepare Plan Sheets	49 days	11/24/97	1/29/98	A															
183	FDOT Review	20 days	1/29/98	2/25/98	A															
184	Revise Plans	13 days	2/26/98	3/16/98	A															
185	5. Utility and RR Pkg.	25 days	3/16/98	4/17/98	A															
186	7. Location Hydraulic Rpt.	184 days	12/1/97	8/13/98																
187	Perform Analysis	30 days	12/1/97	1/9/98	A															
188	Prepare Report	15 days	1/12/98	1/30/98	A															
189	QA/QC	30 days	2/2/98	3/13/98	A															
190	FDOT Review	10 days	3/16/98	3/27/98	A															
191	Revise	98 days	3/31/98	8/13/98																
192	10. Review Design Traf. Memo	129 days	10/1/97	3/30/98	A															

Project: I-4SECT1.MPP
Date: 9/2/98

Task		Rolled Up Task		Project Summary	
Progress		Rolled Up Milestone		Split	
Milestone		Rolled Up Progress		Rolled Up Split	
Summary		External Tasks			

ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98	1Q				
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F
193																				
194	C. ENVIRONMENTAL ANALYSIS AND RPTS	596 days	11/15/96	2/26/99																
195	ANALYSIS OF SOCIAL IMPACTS	350 days	11/18/96	3/20/98	A															
196	1. Land Use Information	310 days	11/18/96	1/23/98	A															
197	2. Cultural Features	310 days	11/18/96	1/23/98	A															
198	3. Anal. S - E Impacts	50 days	11/17/97	1/23/98	A															
199	5. Archaeological/Historic	342 days	11/18/96	3/10/98	A															
200	Research Design	20 days	11/18/96	12/13/96	A															
201	Field Survey	194 days	3/25/97	12/19/97	A															
202	Assessment	21 days	12/22/97	1/19/98	A															
203	Prepare Report	5 days	1/19/98	1/23/98	A															
204	QA/QC	10 days	1/26/98	2/6/98	A															
205	FDOT Review	11 days	2/9/98	2/23/98	A															
206	Revise	11 days	2/24/98	3/10/98	A															
207	6. Section 4(f) DOA	90 days	11/17/97	3/20/98	A															
208	8. Farmlands	50 days	11/17/97	1/23/98	A															
209	Exclusion Determination	35 days	11/17/97	1/2/98	A															
210	Evaluation Completion	10 days	1/5/98	1/16/98	A															
211	Form AD 1006	5 days	1/19/98	1/23/98	A															
212	ANALYSIS OF NATURAL IMPACTS	322 days	11/18/96	2/10/98	A															
213	1. Hyd. and Natural Features	310 days	11/18/96	1/23/98	A															
214	2. Ident. Permit Conditions	310 days	11/18/96	1/23/98	A															
215	3. Wetland Impact Analysis	322 days	11/18/96	2/10/98	A															
216	ID Wetland Sites	10 days	11/18/96	11/29/96	A															

Project: I-4SECT1.MPP
Date: 9/2/98

Task		Rolled Up Task		Project Summary	
Progress		Rolled Up Milestone		Split	
Milestone		Rolled Up Progress		Rolled Up Split	
Summary		External Tasks			

ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98	1Q			
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F
217	Field Reviews	134 days	12/2/96	6/5/97	A														
218	ID Wetland Significance	155 days	2/3/97	9/5/97	A														
219	Estimate Impacts	25 days	11/17/97	12/19/97	A														
220	WET II	25 days	11/17/97	12/19/97	A														
221	Documentation	37 days	12/22/97	2/10/98	A														
222	5. Biological Assessment Data	322 days	11/18/96	2/10/98	A														
223	Agency Coordination	20 days	11/18/96	12/13/96	A														
224	Obtain Species Information	20 days	12/16/96	1/10/97	A														
225	Field Review	84 days	2/10/97	6/5/97	A														
226	File Documentation	62 days	11/17/97	2/10/98	A														
227	6. Wildlife Habitat Impact Analysis	262 days	2/10/97	2/10/98	A														
228	ANALYSIS OF PHYSICAL IMPACTS	341 days	11/15/96	3/6/98	A														
229	1. Air Quality	31 days	12/12/97	1/23/98	A														
230	Traffic Data / Capacity Analysis	1 day	12/12/97	12/12/97	A														
231	Screening Test	15 days	12/15/97	1/2/98	A														
232	Select Locations	5 days	1/5/98	1/9/98	A														
233	Conduct Impact Analysis	10 days	1/12/98	1/23/98	A														
234	2. Noise	80 days	11/17/97	3/6/98	A														
235	Traffic Data	1 day	12/12/97	12/12/97	A														
236	ID Sensitive Sites	10 days	11/17/97	11/28/97	A														
237	Noise Monitoring	10 days	12/1/97	12/12/97	A														
238	Develop Model	5 days	12/15/97	12/19/97	A														
239	Model Application	10 days	12/22/97	1/2/98	A														
240	Sum. Impacted Receptors	5 days	12/29/97	1/2/98	A														

Project: I-4SECT1.MPP
Date: 9/2/98

Task

Progress

Milestone

Summary



Rolled Up Task

Rolled Up Milestone

Rolled Up Progress

External Tasks



Project Summary

Split

Rolled Up Split



ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98	1Q	
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F
241	Abatement/Barrier Analysis	40 days	1/5/98	2/27/98	A							■					
242	Eval. Cost Effectiveness	40 days	1/12/98	3/6/98	A							■					
243	3. Contamination Analysis	280 days	11/18/96	12/12/97	A		■	■	■	■	■	■	■	■	■	■	
244	Data Collection	45 days	11/18/96	1/17/97	A		■										
245	Field Survey	129 days	2/18/97	8/15/97	A			■	■	■	■	■	■	■	■	■	
246	Analysis	20 days	11/17/97	12/12/97	A						■						
247	4. Water Quality	50 days	11/17/97	1/23/98	A						■	■					
248	WQIE Checklist	20 days	11/17/97	12/12/97	A						■						
249	Documentation	30 days	12/15/97	1/23/98	A						■						
250	5. Floodplain Impact Analysis	286 days	11/15/96	12/19/97	A		■	■	■	■	■	■	■	■	■	■	
251	Data Collection	66 days	11/15/96	2/14/97	A		■										
252	Analyze Impacts	25 days	11/17/97	12/19/97	A						■						
253	ENVIRONMENTAL DOCUMENTS	400 days	8/18/97	2/26/99							■	■	■	■	■	■	
254	3. EA / FONSI	300 days	1/5/98	2/26/99							■	■	■	■	■	■	
255	Prepare Draft EA	110 days	1/5/98	6/5/98	A						■	■	■	■	■	■	
256	QA/QC	11 days	6/8/98	6/22/98	A							■					
257	FDOT Review	14 days	6/23/98	7/10/98	A								■				
258	Revise EA	24 days	7/13/98	8/13/98										■			
259	FDOT/FHWA Review	34 days	8/14/98	9/30/98											■		
260	Prepare FONSI	21 days	11/18/98	12/16/98												■	
261	QA/QC	5 days	12/17/98	12/23/98												■	
262	FDOT Review	10 days	12/28/98	1/8/99												■	
263	Revise FONSI	5 days	1/11/99	1/15/99												■	
264	FHWA Review	30 days	1/18/99	2/26/99												■	

Project: I-4SECT1.MPP Date: 9/2/98	Task	■	Rolled Up Task	■	Project Summary	▾
	Progress	▬	Rolled Up Milestone	◇	Split	.....
	Milestone	◆	Rolled Up Progress	▬	Rolled Up Split	.....
	Summary	▾	External Tasks	■		

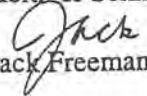
ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98	1Q				
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F
265	Location Design Approval	1 day	2/26/99	2/26/99																
266	6. Cultural Resource Documentation	37 days	1/19/98	3/10/98	A															
267	8. Other Reports	259 days	8/18/97	8/13/98																
268	Air Quality	60 days	1/12/98	4/3/98	A															
269	Prepare Report	22 days	1/12/98	2/10/98	A															
270	FDOT Review	15 days	3/2/98	3/20/98	A															
271	Revise Report	10 days	3/23/98	4/3/98	A															
272	Noise	154 days	1/12/98	8/13/98																
273	Prepare Report	129 days	1/12/98	7/9/98	A															
274	FDOT Review	6 days	7/10/98	7/17/98	A															
275	Revise Report	19 days	7/20/98	8/13/98																
276	Wetland	75 days	12/22/97	4/3/98	A															
277	Prepare Report	37 days	12/22/97	2/10/98	A															
278	FDOT Review	15 days	3/2/98	3/20/98	A															
279	Revise Report	10 days	3/23/98	4/3/98	A															
280	CSER	40 days	8/18/97	10/10/97	A															
281	Prepare Report	15 days	8/18/97	9/5/97	A															
282	FDOT Review	15 days	9/8/97	9/26/97	A															
283	Revise Report	10 days	9/29/97	10/10/97	A															

Project: I-4SECT1.MPP
Date: 9/2/98

Task		Rolled Up Task		Project Summary	
Progress		Rolled Up Milestone		Split	
Milestone		Rolled Up Progress		Rolled Up Split	
Summary		External Tasks			

MEMORANDUM OF MEETING

TO: Vicki Smith
Keith & Schnars

FROM: 
Jack Freeman

SUBJECT: I-4 Corridor PD&E Study - Section 1
State Project Nos. 92130-1425 & 75280-1479
WPI Nos. 5147330 & 5147254
Federal Aid Project Nos. N/A & NH-4-2(169)65
I-4 Coordination Meeting #24

DATE OF
MEETING: September 10, 1998

This memorandum summarizes discussions held at the September 10, 1998, I-4 PD&E Coordination meeting. Attached to this memorandum is a copy of the Section 1 agenda which was handed out at the meeting. Issues discussed during the meeting are as follows:

- An update of the Section 1 activities per the agenda was provided. Several items of note were as follows:
 - FHWA representative David Unkefer discussed the Signing Master Plan being prepared for Sections 1 and 2. He noted in this discussion that FHWA would pay particular attention to sign spacing and the geometric modifications which may be needed as a result of inadequate spacing between signs. It was noted to Mr. Unkefer that the geometrics that are being provided have generally been maximized to fit the right-of-way available in the most efficient manner and, in most cases, modifications to meet full signing requirements may not be cost effective.
 - Greiner requested that Section 1 provide them copies of the interim improvement at US 192 for their input into the SAMR (ACTION ITEM).
 - The Public Involvement Consultant reported that in checking with the Hyatt Orlando at US 192 regarding available dates for conducting the public hearing, the best date appears to be December 15, 1998. A tentative hold has been placed on meeting space for this date. It was noted that a meeting between HNTB and Keith and Schnars would be conducted in the upcoming weeks to initiate coordination of graphics and activities which need to be accomplished for the public hearing.
- Mike Snyder of FDOT stated that the total costs for the highway improvements, which include right-of-way and construction are approximately \$2.7 billion. This includes the I-4/East/West interchange at approximately \$430 million. FDOT is looking for opportunities to reduce costs down to the range of \$2.1 to \$2.2 billion. Mr. Snyder stated that the Department is looking at the revised project costs based upon the PD&E evaluations to be approximately \$150 million higher than those of the Master Plan when using comparable unit costs.

- In discussing the SAMR (Systems Access Modification Report) David Unkefer stated that FHWA Tallahassee will be able to approve all aspects of the SAMR except freeway to freeway movements and new interchanges. FHWA Washington must approve these locations. He requested that URS/Greiner create the document in a manner that these particular locations can be separated from the remainder of the interchanges. Mark Callahan stated that it was their intention to do so. He further stated that the present schedule for SAMR is as follows:
 - Complete existing analysis - 3 to 4 weeks
 - Complete Highway Capacity Software Analysis Future Conditions - December 1998
 - Complete simulation runs - Late January/Early February 1999

This will place a submittal of the documents in a February/March timeframe. It was also noted by Mr. Unkefer that the location design approval for Sections 1 and 3 cannot be provided until after the SAMR has been approved.

Other topics of discussion that affect Section 1 were in accordance with the Meeting agenda attached to this memorandum.

Tony Melton - HNTB
George Huffman - HNTB
David Wagner - HNTB
Gary Reed - Michael Baker
Richard Darden - Dames & Moore
Roger Neiswender - TCG
Bryant Marshall - GEC
Marion Almy - ACI
Robbin Ossi - ETP
Tim Lomax - TTI
File 24434-PL-001-001-T021



ARCHITECTS ENGINEERS PLANNERS

5850 T.G. Lee Boulevard
Suite 600
Orlando, Florida 32822
(407) 859-8380
FAX (407) 855-9641

October 1, 1998

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

Re: I-4 Corridor PD&E Study, Section 1
State Project Nos. 92130-1425 and 75280-1479
WPI Nos. 5147330 and 5147254
Federal Aid Project Nos. N/A and NH-4-2 (169) 65
Progress Report No. 23

Dear Mr. Webb:

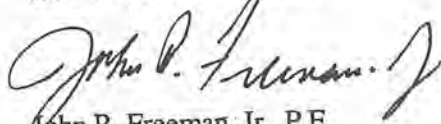
Attached you will find a copy of Progress Report No. 23 for the above referenced project. The report consists of a summary of progress made from July 25, 1998 through August 28, 1998.

Activity over this reporting period has focused on revisions of the Draft Preliminary Engineering Report, Draft Environmental Assessment and support documents for a submittal of these documents to FHWA. The complete package of all documents was forwarded to FHWA for their internal review the week of August 17, 1998. The revised typical section package was submitted for review. The master signing plan was submitted to FDOT for review with these submittals, FDOT has conducted reviews of all documents required for this project.

If you have any questions regarding this information, please do not hesitate to contact me.

Very truly yours,

HNTB CORPORATION


John R. Freeman, Jr., P.E.
Project Manager

Attachments (2)

cc:

George Huffman - HNTB
Norman Bryant - HNTB
Tony Melton - HNTB
Peter Sucher - HNTB Fairfield
John Jaeckel - HNTB Milwaukee
Richard Darden - Dames & Moore
Roger Neiswender - TCG
Gary Reed - Michael Baker Jr., Inc

Tim Lomax - TTI
Bryant Marshall - GEC
Marion Almy - ACI
Robbin Ossi, ETP
Vicki Smith - Keith & Schnars
Juan Wolf - HNTB Miami
File 24434-PL-001-001

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PROGRESS REPORT NO. 23
 FOR
 I-4 Corridor PD&E Study, Section 1
 State Project Nos. 92130-1423 and 75280-1479
 WPI Nos. 5147330 and 5147254
 Federal Aid Project Nos. N/A and NH-4-2 (169) 65

1. PROJECT SCHEDULE

The attached milestone schedule reflects the current status of the project. This schedule reflects the revised milestone dates developed since the restart of the project. The project schedule has been adjusted to reflect the time extension provided in Supplemental Agreement #2.

2. PROJECT MILESTONES

<u>Event</u>	<u>Scheduled</u>	<u>Achieved</u>
Notice to Proceed Meeting	October 3, 1996	October 3, 1996
Obtain FDOT 2020 Design Traffic	October 14, 1996	October 23, 1996
MPO Kick-off Meetings	November 15, 1996	November 13, 1996
Design Criteria	November 15, 1996	December 5, 1996
Existing Highway Characteristics	December 16, 1996	January 24, 1997
HOV Barrier vs Buffer Analysis	January 3, 1997	January 22, 1997
Contamination Screening Evaluation	September 8, 1997	September 12, 1997
Geotech Report (Preliminary)	November 28, 1997	December 8, 1997
Identify Pond Sites	December 5, 1997	December 15, 1997
Complete Concept Development	December 19, 1997	January 29, 1998
Cost Analysis of Alternatives	January 30, 1998	February 25, 1998
Typical Section Package	March 27, 1998	August 13, 1998
Pond Siting Report	March 27, 1998	April 7, 1998
1st Draft Preliminary Engr. Report	March 31, 1998	June 3, 1998
Wetland Impacts Report	April 3, 1998	February 10, 1998
Air Quality Impact Report	April 3, 1998	April 16, 1998
Location Hydraulic Report	April 10, 1998	April 9, 1998
Comparative Analysis of Alts	April 10, 1998	April 10, 1998
Alternatives Public Information Meeting	April 14, 1998	April 14, 1998
Noise Quality Impact Report	April 27, 1998	June 11, 1998
Draft Preliminary Engr. Report	August 13, 1998	August 13, 1998
Draft EA	August 13, 1998	August 13, 1998
Notice of Availability (Draft EA)	October 1, 1998	
Public Hearing	November 17, 1998	
Final Preliminary Engr. Report	January 18, 1999	
FONSI	January 18, 1999	
Distribute FONSI	February 26, 1999	

3. **PROJECT ACTIVITIES/PROGRESS (HNTB/GENERAL)**

ACTIVITY A - PUBLIC INVOLVEMENT

1. **NOTICE-TO-PROCEED MEETING** - Completed 10/03/96 in DeLand.
2. **PUBLIC INVOLVEMENT PROGRAM** - Task is complete.
3. **INTRODUCTION/KICK-OFF MEETINGS** - Complete.
4. **PUBLIC MEETING** - Task is complete.
5. **PUBLIC HEARING** - Tentatively scheduled November 17, 1998, subject to EA approval.
6. **PUBLIC INVOLVEMENT DATA** - Completed identification of parcel numbers on base maps.
7. **UNSCHEDULED MEETINGS & PRESENTATIONS** - Attended the I-4 Project Advisory Group meeting on July 28, 1998.
8. **SPECIAL PUBLIC INVOLVEMENT REQUIREMENTS** - Responding to Property Owner inquiries regarding retention pond locations and other miscellaneous items.
9. **PIC MEETINGS** - Attended team meeting on August 13, 1998.

ACTIVITY B - ENGINEERING

ACTIVITY B.1 - Engineering Data Collection

1. **AERIAL PHOTOGRAPHY** - Activity for this task is complete.
2. **EXISTING HIGHWAY CHARACTERISTICS** - Task is complete.
3. **EXISTING TRAFFIC DATA** - Task is complete. See Progress Report No. 21.
4. **ACCIDENT DATA** - This task is complete. See Progress Report No. 14.
5. **UTILITIES AND RAILROADS** - Task is complete. See Progress Report No. 14.
6. **TRANSPORTATION PLANS** - Task complete.
7. **SOILS SURVEY AND GEOTECHNICAL WORK** - Task is complete. See Progress Report No. 21.

ACTIVITY B.2 - Engineering Analysis

1. **PROJECT NEED** - Task is complete. See Progress Report No. 21.
2. **DESIGN TRAFFIC** - Task is complete.
3. **CONCEPTUAL DESIGN ANALYSIS** - Initiated evaluation of barrier or buffer HOV treatment. Conducted a meeting with FDOT District 1 to discuss coordination of HOV transition at CR 532 interchange. Conducted coordination with Section 2 on HOV issues. Prepared HOV issues paper, delivered 12/5/96. Conducted follow-up HOV issues meeting on 12/10/96. Issue on barrier typical awaiting further direction from FDOT. Submitted Roadway Design Criteria on 12/5/96 and received comments 12/19/96. Conducted meeting on December 10, 1996 with FDOT to agree on presentation of I-4 construction program within Five Year Work Program in preliminary plans. Conducted meeting with FDOT on January 22, 1997 to discuss barrier/buffer HOV lane separation alternatives. During this meeting the barrier alternative was chosen by FDOT. Conducted a meeting with Florida Overland Express (FOX) to discuss high speed rail alignment alternatives using the I-4 median. Identified possibility of no rail use in I-4 median. Awaiting FDOT direction to set mainline typical section. Conducting an analysis of HOV access changes based upon the use of barriers separation treatment. Conducted meeting on HOV Access Methodology with FDOT on February 10, 1997. Executed HOV Optional Item contract option. Drafted Technical Memorandum #1 on HOV Access and received concurrence March 20, 1997. Follow-up meetings set with Walt Disney Imagineering on March 27 and FDOT District 1 on March 31, 1997. Evaluated existing vertical geometry for deficient vertical curves. Sent FDOT Technical Memorandum #2 regarding existing vertical geometry on March 20, 1997. Established HOV, mainline, C-D and ramp stationing methodology. Evaluated I-4 MMMP and Early Deployment Plan ramp metering considerations and set FDOT Technical Memorandums #3 regarding ramp metering treatments. Working on at-grade HOV slip ramps. Continued coordination has occurred with FDOT District 1 regarding HOV access points at the Polk-Osceola County line. The locations of these ramps has been finalized in a June 16, 1997 meeting with District 1. Attended a meeting with Orange County law enforcement regarding HOV enforcement. Conducted an analysis of auxiliary lanes recommended in I-4 MMMP resulting in letter of July 18, 1997, requesting clarification of traffic and lane balance issues. Alternative design files are being established changing the I-4 MMMP HOV buffer treatment to barriers. Exact locations of HOV at-grade slip ramp access are being determined.

With the project restart in early August, design concepts are now being prepared. The transition of the master plan design files to reflect the changes in HOV treatment is complete. Initial locations of HOV at-grade slip ramps have been made. During the week of September 15th, HNTB's interchange expert spent the week in Orlando preparing concepts for CADD input. The input of preliminary alternative concepts was completed on October 3, 1997. A conceptual design

review workshop with FDOT was conducted on October 9, 1997. A draft copy of the pre-master plan signing plan has been prepared. Based upon input at this meeting, revisions and further development of these plans has occurred.

Concept revision and the development of additional alternative concepts has continued during November. The first plans package was produced and given to FDOT on November 13, 1997. This initiated additional analysis to include conceptual drainage, existing structure analysis and cost analysis. Concepts were shown to Disney and FOX during review meetings on November 14, 1997. Participated in Value Engineering review of the BeeLine/Central Florida Parkway interchange area. Continued coordination of the design concepts in this area. Initiated preparation of response to the VE recommendations. The responses to both Value Engineering meetings were prepared and submitted in early December. Continued refinement of design concepts. Conducted design review meeting with the Department on December 8 and 15, 1997. Attended FHWA coordination meeting on Osceola Parkway interchange on December 11, 1997. Refined ROW taking areas and initiated preparation of ROW take acreage. Initiated bridge type and pier location analysis. Details of HOV access locations have been prepared for the various at-grade and grade-separated scenarios being considered. Finalized Typical Sections and HOV access details based upon FDOT comments. The initial structural plan and elevation sheets have been provided for Department review. A design review meeting of the concepts was conducted on January 29, 1998. Conducted meeting with FDOT District 1 on 10 lane VE alternative resulting in elimination of alternative. Prepared for Value Engineering of segment from US 192 to SR 536 (Segment 2). Information provided on January 30, 1998. Continued refinement of alternatives. Initial construction costs have been completed. Constructability reviews are underway. Provided information and presentation for US 192 to SR 536 VE Review conducted February 16-20, 1998. Conducted review meeting with FDOT Core Team on February 25, 1998.

Conducted two design review meetings with FHWA on March 4 and 23, 1998. Comments received on the concept alternatives are being addressed. Conducted review of initial construction costs and summarized the right-of-way costs. Profile adjustments were made to accommodate design high water requirements of retention ponds. Plan adjustments were required in several areas to meet the lane requirements from the Design Traffic Report. Western Beltway Interchange options have been developed and are being refined and evaluated. A design review meeting was conducted with FDOT on April 7, 1998, to review design alternatives and preliminary cost estimates. Based upon this input, minor revisions were made to the comparative evaluation matrix for the April 14, 1998, Public Meeting.

Following the review of the Public Meeting comments, a meeting was conducted on April 28, 1998, to select the preferred alternative. The preferred alternative has been refined based upon input received during the April 28, 1998 meeting. A follow-up meeting was conducted on May 8, 1998, to further review Western Beltway interchange alternatives and a weaving section for the westbound C/D between Osceola Parkway and SR 536. These meetings formed the basis for

preparing plan, elevation and sections for structures, constructability analysis and maintenance of traffic concepts. Work has been conducted on the literature review of HOV operations and enforcement report by TTI. The draft has been reviewed by FDOT, revisions have been made and the final document submitted to FDOT. Conducted meeting with OOCEA to discuss revisions to Western Beltway interchange concepts. Minor revisions in concepts, right-of-way requirements and typical sections have been made for PER and EA. Alternative evaluations for staging of the US 192 interchange have been conducted. These concepts have been discussed with FDOT representatives. The Supplemental Agreement for removing the transit envelope between SR 536 and the Bee Line Expressway has been received and work is underway.

4. **ACCESS MANAGEMENT** Review of local street and property access is being conducted in interchange areas. Meetings have been conducted with some property owners regarding property access. Meeting was conducted with FDOT District Traffic Operations to develop access alternative for Embassy Suite's Hotel at Lake Avenue Interchange.
5. **CONCEPTUAL DRAINAGE ANALYSIS** - The evaluation of drainage retention pond locations and size has been completed. These locations and acreage are shown on the plan sheets. Evaluation of structure clearance for major waterway crossings has been completed and initial vertical profile has been checked. Design High Water elevations have been shown on the plans and profiles adjusted. The drainage section of the Draft PER has been prepared. Revisions of some pond sites are being made. The pond ROW cost estimates were received from FDOT on February 20, 1998. The Pond Siting Report incorporated these estimates. Further analysis of the design high water of the ponds has resulted in some profile revisions. In some areas where pond right-of-way is expensive, design alternatives such as exfiltration trenches have been studied. A review Draft was submitted to FDOT for review on April 7, 1998. Minor comments have been received from FDOT on the Pond Siting Report. There have been minor pond revisions based upon the April 28, 1998 design review meeting. Final revisions to the Pond Siting Report have been made and were resubmitted August 13, 1998. A meeting has been scheduled with FDOT and URS/Greiner to discuss retention pond modifications between CR 532 and US 192 resulting from evaluation in the six lane widening project.
6. **COST ANALYSIS** - Detailed construction cost estimates are underway. Quantity take-offs for the design alternatives is being done. Modification of the FDOT LRE program is being made. The initial construction cost estimates have been completed and are being reviewed and adjusted. The detailed segment by segment costs with back-up were be given to FDOT in mid-March. Continued refinement of the segment alternative costs are underway. The Western Beltway interchange options are undergoing cost analysis. Review of the FDOT unit prices resulting in the Department's March 18th in-house meeting is underway. These unit prices were the subject of discussion during the April 7, 1998, design review meeting. Costs for the design alternatives have been finalized. Costs for the

segment and Western Beltway alternatives have been revised based upon input from the April 28, 1998 meeting. Further cost analysis has been provided in the PER.

7. **COMPARATIVE ANALYSIS OF DESIGN ALTERNATIVES** - The design alternatives comparative evaluation matrix has been prepared. Evaluation criteria has been finalized. The development of data to enter into the segment alternative and Western Beltway Interchange matrices has been completed for presentation at the Public Meeting. Minor revisions have been made for inclusion in the PER.
8. **PREPARE FINAL RECOMMENDATIONS**
9. **TEAM PROGRESS MEETINGS** - No HNTB project team meetings were conducted during this reporting period.

ACTIVITY B.3 -Engineering Reports

1. **CORRIDOR BASE MAPS** - This task is complete.
2. **PRELIMINARY ENGINEERING REPORT** - Preparation of Chapters 2, 3, 4, 5, 6, 7 and 8 of the Report are essentially complete. A partially complete initial draft was distributed to the FDOT and project team members for review and comment on December 18, 1997. Minor comments have been received. Work has continued. Chapters 6 and 8 have been completed and QC review conducted. The 1st Draft Preliminary Engineering Report was submitted to FDOT on June 3, 1998. Some FDOT review comments have been received. The revised document was resubmitted to FDOT and FHWA on August 13, 1998.
3. **ALTERNATIVE CONCEPT PLANS** - Alternative concept plans are being prepared for FDOT review. An initial set was sent to FDOT for review on November 13, 1997. An updated, more complete submittal was made on December 8, 1997. Review comments were received on December 15, 1997, and have been incorporated. Revised plans were submitted in mid-January. Complete package to include typical section, HOV access details, design alternatives and vertical profile was provided on January 29, 1998. Only minor revisions were made in February awaiting the February 25 Core Team Meeting and March 4 FHWA Meeting. Following the second FHWA meeting on March 23, alignment refinements have been made for preparation of the Public Meeting. Continued refinements are underway toward the selection of a preferred alternative. Adjustments in the Western Beltway interchange alternatives are being made. The selection, which occurred on April 28, 1998, of the preferred alternative has lead to further refinements of this concept. The concept plans have been prepared for inclusion in the PER and EA. Work is continuing on the Typical Section Package and Signing Plan. The draft Typical Section package was submitted to FDOT in late July 1998 for review. Comments have been received and the revised typical section package was resubmitted August 21, 1998. The draft master signing plan has been completed and was submitted August 21, 1998 for initial review. A

literature review of HOV operations and enforcement has been conducted and submitted to FDOT for review. Comments have been received the document revised and resubmitted as final to FDOT.

4. **UTILITY AND RAILROAD COORDINATION PACKAGE** - Work has been conducted to provide FDOT the information needed to prepare the Utility Assessment Package. This information was provided to FDOT on April 23, 1998.
5. **LOCATION HYDRAULICS REPORT** - Continued the preparation of this report. Floodplain information has been obtained. The initial draft has been prepared and has undergone internal QC review. The report was being slightly delayed to be timed with the Pond Siting Report. The availability of retention ponds to meet the floodplain compensating storage requirements is caused this delay. The draft report was submitted to FDOT on April 9, 1998. Minor comments on the Draft LHR have been received. The final revisions of this report have been completed and final documents were submitted on August 13, 1998.

ACTIVITY C - ENVIRONMENTAL ANALYSIS AND REPORTS

ACTIVITY C.1 - Analysis of Social Impacts

1. **LAND USE INFORMATION** - Preparation of land use documentation for inclusion in Chapter 4 of the Draft PER and EA is complete.
2. **CULTURAL FEATURES** - Identification of cultural features within the study area has been completed and has been mapped. This has been included in Chapter 4 of the Draft PER and EA.
3. **ANALYSIS OF SOCIAL-ECONOMIC IMPACTS** - Development orders for DRI's and approved site plans for PD have been obtained. Updated DRI status information has been obtained and is included in Chapter 4 of the Draft PER and EA. Minor adjustments for the continually changing developments are being made.
4. **RIGHT-OF-WAY ACQUISITION/RELOCATION DATA COLLECTION AND ANALYSIS** - All ROW taking estimates were provided to FDOT by January 5, 1998. ROW cost estimates were received by HNTB on February 20, 1998. This data has been compiled and summarized. A request for additional right-of-way information was provided to the Department on April 15, 1998. This information has been received and is being compiled for use in the PER. Information needed for preparation of the Conceptual Stage Relocation was provided to the Department on May 14, 1998. This report has been received and incorporated into the Draft EA submitted on June 27, 1998.
5. **ARCHAEOLOGICAL AND HISTORICAL FEATURES** - The Cultural Resource Assessment Report has been completed and accepted by FDOT. This report was sent to FDOT for submittal to FHWA and SHPO. Review comments

were received from FHWA on April 13, 1998 and have been addressed. Final copy has been sent to FHWA and SHPO for processing. SHPO concurrence has been received in a letter dated July 7, 1998.

6. **DETERMINATION OF SECTION 4(f) INVOLVEMENT** - Continued preparation of DOA. A draft copy has been submitted to FDOT for review. A request has been made to RCID for written information on the conservation easement in Reedy Creek. The property has been determined to be privately owned and not 4(f). The DOA has been finalized and sent to FHWA for review.
7. **VISUAL/AESTHETIC IMPACT ANALYSIS** - Attended Urban Design Guidelines Meeting on April 23, 1998. Incorporating work efforts to date in the PER.
8. **FARMLANDS IMPACT ANALYSIS** - The Farmland Conversion Impact Rating (Form AD1006) has been sent to the SCS. The sign-off of the form was received on February 2, 1998. Task is complete.

ACTIVITY C.2 - Analysis of Natural Impacts

1. **HYDROLOGIC AND NATURAL FEATURES** - This section has been prepared for inclusion in the Draft EA.
2. **IDENTIFY PERMIT REQUIREMENTS** - Reviewed response to EAC comments. Attended EAC meeting on July 28, 1997. Prepared an agenda for EAC meeting. Conducted EAC small group meeting on December 17, 1997, with SFWMD and FDEP in attendance. Continued coordination with SFWMD and USACOE has occurred.
3. **WETLAND IMPACT ANALYSIS** - Completed mapping of wetland areas. Completed wetland delineation and preparation of WET II analysis. The CADD mapping of wetland areas is complete. Drafted wetland section for Chapter 4 of Draft PER and EA. Initial estimates of wetland impacts have been made. The Wetland Evaluation Report has been prepared and was submitted to FDOT for review on February 10, 1998. FDOT review comments have been received and incorporated. The report has been sent to ACOE, FDEP and SFWMD for review and comment. Favorable review comments have been received from SFWMD in a May 21, 1998, telephone conversation. The ACOE provided a letter dated June 15, 1998, regarding their concurrence.
4. **CONCEPTUAL MITIGATION NARRATIVE** - Determining the applicability of using Senate Bill 1986 for wetland mitigation. Attended meeting on September 15, 1997 with FDOT and other I-4 section consultants to determine approach to the handling of conceptual mitigation. FDOT decided that SB 1986 will be used for this project on November 13, 1997. In EAC meeting of December 17, 1997, SFWMD indicated a willingness to work with us on SB 1986. A letter has been

received from SFWMD confirming the use of SB 1986. This letter has been sent to ACOE and its receipt has been verbally acknowledged.

5. **BIOLOGICAL ASSESSMENT DATA** - Collection of biological data is complete. Preparation of the biological section has been included in Chapter 4 of the Draft PER and EA. Preparation of a Technical Memorandum - Wildlife and Habitat Assessment is complete and was submitted to FDOT for review on February 10, 1998. FDOT review comments have been received. The final Technical Memorandum has been prepared. Task is complete.
6. **WILDLIFE AND HABITAT IMPACT ANALYSIS** - Received information from FGFWFC and USFWS for endangered species. Initial field reviews are complete. Wildlife section of has been included in Chapter 4 of the Draft PER and EA. No threatened and endangered species have been identified. Discussion of Wildlife corridors was conducted with SFWMD and FDEP at the EAC small group meeting on December 17, 1997. The Technical Memorandum - Wildlife and Habitat Assessment is complete and was submitted to FDOT for review on February 10, 1998. FDOT review comments have been received and incorporated. The final Technical Memorandum has been sent to USFWS for the letter of "No Effect." Conversations indicate that the initial reviewer has resigned and a new reviewer assigned. Further conversation has indicated that the review has been assigned to a third reviewer. Additional information has been requested by USFWS and was provided. The letter of "No Effect" has been received from USFWS.
7. **AQUATIC PRESERVE IMPACT ANALYSIS** - N/A
8. **OUTSTANDING FLORIDA WATERS AND WILD AND SCENIC RIVERS IMPACT ANALYSIS** - N/A

ACTIVITY C.3 - Analysis of Physical Impacts

1. **AIR QUALITY DATA COLLECTION AND IMPACT ANALYSIS** - FDOT provided traffic data needed for the air quality screening analysis in December 1997. Agreed to do analysis for Year 2020. Analysis is complete. The Air Quality Report is complete and the draft was submitted to FDOT for review on February 10, 1998. FDOT review comments have been received. The final report has been submitted.
2. **NOISE IMPACT DATA COLLECTION AND ANALYSIS** - The Year 2020 traffic data and LOS information was provided on December 12, 1997. In that discussion with FDOT, HNTB was informed that the interim year (2010) is not required to be analyzed. Year 2000 Build revised volumes have been provided. The 1996/1997 existing volumes have been recorded. The noise monitoring of sensitive sites has been completed. The analysis of existing conditions and model calibration is complete. The design year analysis is underway. The Draft Noise Report has undergone internal QC review and was submitted for review on

June 10, 1998. Comments have been received and the final report has been prepared and resubmitted.

3. **CONTAMINATION IMPACT ANALYSIS** - Continued identification of contamination sites identification and regulatory file review. Field reviews conducted associated with geotechnical field work. Draft CSER has been internally reviewed and revised. Draft CSER was delivered to the FDOT on September 12, 1997. Revised CSER was delivered to FDOT on October 23, 1997 and has been accepted. The contamination section of the Draft EA has been prepared and incorporated in the report.
4. **WATER QUALITY IMPACT ANALYSIS** - The WQIE checklist has been prepared and was sent to EPA on February 2, 1998. The EPA is concurred that the project will not impact water quality or the sole source aquifer.
5. **FLOODPLAIN IMPACT ANALYSIS** - Floodplain mapping has been received and entered as a CADD layer. The floodplain section of the Draft PER is included in Chapter 4. Initial estimates of floodplain impacts have been made. Floodplain sections for inclusion in the Draft EA, Location Hydraulics Report and Wetland Assessment Report have been prepared. An assessment of floodplain compensating storage has been completed. The retention ponds have been analyzed for potential use. The LHR addresses this issue.
6. **COASTAL BARRIER IMPACT ANALYSIS** - N/A
7. **ENERGY IMPACT ANALYSIS** - N/A
8. **CONSTRUCTION IMPACT ANALYSIS**

ACTIVITY D - Environmental Reports

1. **ADVANCE NOTIFICATION** - N/A
2. **ENVIRONMENTAL ASSESSMENT (EA)** - Preparation of the Draft EA has been initiated. Many parts of Chapters 1, 2 and 4 are underway. A Pre-Draft copy of these parts has been submitted to FDOT for review. With the alternatives analysis approaching completion and conduct of the alternatives public meeting, the preparation of Chapters 3 and 5 of the Draft EA has been completed. Submittal of the Draft EA to FDOT was made on June 22, 1998. FDOT review comments have been received. The Draft EA has been revised and resubmitted to FDOT on August 13, 1998. This document was forwarded to FHWA for initial review the week of August 17, 1998.
3. **FINDING OF NO SIGNIFICANT IMPACT (FONSI)**
4. **CULTURAL RESOURCES DOCUMENTATION** - The Cultural Resource Assessment Report has been prepared and accepted by FDOT. This report has

been sent to FDOT for forwarding to FHWA and SHPO. Comments were provided by FHWA on April 13, 1998, and the report has been revised. This document has been forwarded to FHWA and SHPO. The SHPO letter has been received.

5. SECTION 4(f) EVALUATION (N/A) - N/A
6. OTHER ENVIRONMENTAL REPORTS

4. **PROJECT ACTIVITIES/PROGRESS (SUBCONSULTANTS)**

- A. Baker (MOT, Constructability & Cost Estimating) - Completed preparation of construction cost estimates.. Revised constructability of preferred alternate and MOT plans based upon FDOT review comments.
- B. Dames & Moore (Environmental) - Discussed Technical Memorandum - Wildlife and Habitat assessment with USFWS to obtain the letter of "No Effect." Revised the Draft EA to address FDOT review comments and published revised version.
- C. Transportation Consulting Group (Social) - See Activities C.1.1 & 3. No activity this month.
- D. Texas A&M Research Foundation/TTI (HOV Analysis) - Responded to FDOT review comments on the literature review of HOV operations and enforcement.
- E. Geotechnical and Environmental Consultants, Inc. (Geotech) - No activity this month.
- F. Archaeological Consultants, Inc. - No activity this month.
- G. Environmental Transportation Planning (Air/Noise) - No activity this month.

5. **PROBLEMS/CONCERNS/RECOMMENDED SOLUTIONS**

- None

I-4 Corridor PD&E Study, Segment 1
State Project Nos. 92130-1423 and 75280-1479
WPI Nos. 5147330 and 5147254
Federal Aid Project Nos. N/A and NH-4-2 (169) 65

CHRONOLOGY OF SIGNIFICANT EVENTS

October 3, 1996	Notice to Proceed Meeting
October 8, 1996	PIC Notice to Proceed Meeting
October 10, 1996	Project Team Kick-off Meeting @ HNTB Offices
October 23, 1996	Attended Citizens Advisory Committee Presentation
October 23, 1996	Attended Rail Project Advisory Group Meeting
October 25, 1996	Attended Transportation Technical Committee Presentation
October 31, 1996	Attended Project Team Coordination Meeting #1
November 6, 1996	Attended Rail Scoping Meeting
November 7, 1996	Attended Environmental Advisory Committee Meeting
November 8, 1996	Attended Light Rail/Section 1/Section 2 Coordination Meeting
November 13, 1996	Attended Metropolitan Planning Organization Project Kick-Off Presentation
November 13, 1996	Attended Project Advisory Group Meeting
November 14, 1996	Attended Project Team Coordination Meeting #2
November 15, 1996	Conducted Data Collection Meetings with Reedy Creek Improvement District and Osceola County Public Works & Planning
November 18, 1996	Conducted data collection meeting with Orange County Engineering
November 19, 1996	Conducted HNTB Project Team Meeting
November 22, 1996	Conducted HOV Barrier/Buffer analysis meetings with FDOT Dist. 1 and Section 2
November 25, 1996	Conducted data collection meeting with Orange County Planning
December 4, 1996	Attended Project Advisory Group Meeting
December 5, 1996	Attended Project Team Meeting #3. Delivered Roadway and Drainage Design Criteria and HOV Issues Paper
December 10, 1996	Conducted meeting on HOV Issues Paper
December 12, 1996	Conducted HNTB Project Team coordination meeting
December 18, 1996	Conducted land use data collection meetings for Orange County
December 19, 1996	Attended Project Team Coordination Meeting #4
January 7, 1997	Conducted HNTB Project Team Coordination Meeting
January 16, 1997	Attend meeting - Project Team Coordination Meeting #5
January 17, 1997	Attend SWFWMD Coordination Meeting
January 20, 1997	Meeting with Florida Overland Express (FOX)
January 22, 1997	Attended ACOE Coordination Meeting
January 22, 1997	Conducted meeting on selection of HOV buffer/barrier treatment

January 28, 1997	Attended "Talking Points" meeting in DeLand
February 4, 1997	Conducted HNTB Project Team Meeting #5
February 10, 1997	Conducted HOV Access Methodology meeting with FDOT
February 11, 1997	Attended I-4 Widening (US 27 to US 192) PD&E Study Public Hearing
February 13, 1997	Attended I-4 PD&E /LRT Coordination Meeting #6
February 20, 1997	Attended I-4 Association Meeting
February 28, 1997	Submitted Technical Memorandum #1 regarding HOV access Methodology
March 5, 1997	Attended PAG Meeting
March 12, 1997	Attended Rail Public Workshop
March 20, 1997	Attend I-4/LRT Coordination Meeting #7, Submitted Technical Memorandums #2 and #3 regarding Existing Vertical Geometry and Ramp Metering Methodology, respectively
March 27, 1997	Conducted meeting with Disney representatives regarding Osceola Parkway Interchange and HOV access in Disney area.
March 31, 1997	Conducted meeting with FDOT District 1 regarding changes in HOV access in Polk and Osceola County
April 15, 1997	Received FDOT response on Technical Memorandum #3, Ramp Metering Methodology
April 15, 1997	Received FDOT response on Technical Memorandum #2, Existing Vertical Geometry
April 22, 1997	Attended Urban Design Guidelines meeting
May 15, 1997	Attended I-4/LRT Coordination Meeting #8
June 11, 1997	Attended I-4 presentation at MPO meeting
June 11, 1997	Participated in preparation of videotape for TV-18 program "Close-Up" on I-4 project
June 12, 1997	Attended I-4/LRT Coordination Meeting #9
June 16, 1997	Conducted Coordination meeting with FDOT District 1 to locate HOV access near Polk/Osceola County line
June 17, 1997	Attended meeting with Orange County Law Enforcement regarding HOV enforcement.
July 10, 1997	Attended I-4/LRT Coordination Meeting #10
July 14, 1997	Attended I-4 Traffic Coordination Meeting and prepared letter requesting additional information
August 7, 1997	Attended I-4/LRT Coordination Meeting #11
August 7, 1997	Received notice from FDOT to resume work.
August 26, 1997	Attend Design Traffic meeting with FDOT and TCG
September 3, 1997	Attended I-4/LRT PAG meeting

September 4, 1997	Attended I-4/LRT Coordination Meeting #12
September 15, 1997	Attended FDOT meeting regarding conceptual mitigation
October 9, 1997	Conducted Conceptual Design Review Workshop with FDOT
October 14, 1997	Attended Design Traffic Meeting with FDOT and TCG
October 20, 1997	Made Presentation to I-4 Value Engineering Team
October 23, 1997	Attended I-4/LRT Coordination Meeting #13
November 3, 1997	VE Presentation for Central Florida Parkway and BeeLine Expressway Interchange areas
November 6, 1997	Meeting w/FDOT on Typical Sections/HOV access VE recommendations
November 12, 1997	Presentation to Osceola County CTSP
November 13, 1997	Attended I-4/LRT Coordination Meeting #14
November 14, 1997	Meeting with Disney regarding alternatives adjacent to property
November 14, 1997	Coordination Meeting w/FOX
November 17, 1997	HNTB Project Team Coordination Meeting
November 18, 1997	Presentation to Orange County CTSP
November 21, 1997	Attended Meeting on I-4 Design Traffic with FDOT, TCG and URS/Greiner
December 3, 1997	Presentation to Tri-County Freeway Management Committee
December 8, 1997	Design Review Meeting w/FDOT
December 9, 1997	HNTB Project Team Coordination Meeting
December 11, 1997	New Interchange Review Meeting w/FHWA and FDOT
December 15, 1997	Design Review Meeting w/FDOT
December 17, 1997	EAC Small Group Meeting
December 18, 1997	Attended I-4/LRT Coordination Meeting #15
December 19, 1997	Attended Core Team Meeting to discuss Value Engineering alternative
December 22, 1997	HNTB Project Team Coordination Meeting
December 23, 1997	Meeting w/FDOT ROW Estimates
January 5, 1998	Provided areas of taking to FDOT for ROW cost estimates
January 13, 1998	Attended PAG Meeting
January 14, 1998	HNTB Project Team Coordination Meeting
January 15, 1998	Attended I-4/LRT Coordination Meeting #16
January 20, 1998	Coordinated meeting with Orange County Public Works and property owner representative
January 21, 1998	Attended LRT Public Hearing @ Omni Rosen Hotel
January 22, 1998	Conducted coordination meeting with FDOT District 1 on VE Alternatives
January 29, 1998	Conducted Design Alternatives Review meeting with FDOT Core Team
February 2, 1998	HNTB Project Team Meeting
February 5, 1998	Attended Design Traffic Coordination Meeting @ TCG
February 9, 1998	Coordination Meeting with Osceola County Director of Public Works

February 11, 1998	Provided Presentation of Design Alternatives @ PAG Meeting
February 12, 1998	Attended I-4/LRT Coordination Meeting #17
February 17, 1998	Provided Presentation to VE Study Team of Alternatives under Construction
February 25, 1998	Attended I-4 Core Team Meeting to discuss Design Alternatives
March 2, 1998	Received Approval of SA #1 for study of Western Beltway interchange alternatives
March 4, 1998	Attended the FHWA Design Review Meeting in Tallahassee
March 10, 1998	HNTB Project Team Meeting
March 12, 1998	Attended I-4/LRT Coordination Meeting #18
March 13, 1998	Conducted meeting with Orange County re: Vineland Road re: Vineland Road relocation and typical section.
March 23, 1998	Attend FHWA Design Review Meeting in Tallahassee
March 31, 1998	HNTB Project Team Meeting
April 6, 1998	Meeting w/PIC to review Alternate Drawings
April 7, 1998	Meeting w/OOCEA to present Western Beltway alternatives
April 8, 1998	Presentation to Orange County CTSP
April 9, 1998	Attended I-4 Coordination Meeting #19
April 13, 1998	Attended PIC "Talking Points" Meeting
April 14, 1998	Conducted Alternatives Public Meeting
April 21, 1998	HNTB Project Team Public Meeting debriefing
April 22, 1998	Presentation to Orange County CTSP
April 23, 1998	Attended Urban Design Guidelines Meeting
April 23, 1998	Submitted information to FDOT for preparation of Utility Assessment Package
April 28, 1998	Design Review Meeting with FDOT to select segment preferred alternatives
May 8, 1998	Design Review Meeting with FDOT on Western Beltway interchange concepts
May 14, 1998	Attended I-4 Coordination Meeting #20
May 15, 1998	Conducted I-4 presentation to Orange County Transportation Planning Group
May 22, 1998	Conducted Western Beltway Interchange design concept review meetings with OOCEA
May 29, 1998	Delivered Draft Literature Review of HOV Operations and Enforcement for review
June 3, 1998	Delivered Draft Preliminary Engineering Report for review
June 10, 1998	Attended I-4 Coordination Meeting #21 and delivered Draft Noise Impact Report for review.
June 12, 1998	Attended I-4 Association Meeting
June 22, 1998	Delivered First Draft Environmental Assessment for review

July 1, 1998	Attended Tri-County Emergency Management Meeting
July 9, 1998	Attended I-4 Coordination Meeting #22
July 28, 1998	Attended I-4 Project Advisory Group Meeting
August 13, 1998	Attended I-4 Coordination Meeting #23
August 17, 1998	Draft EA and supporting Documentation submitted by FDOT to FHWA for review
August 25, 1998	Attended I-4 Traffic Modeling meeting.

ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98	1Q	
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F
1	A. PUBLIC INVOLVMENT	627 days	10/3/96	2/26/99	A												
2	1. NOTICE TO PROCEED	10 days	10/3/96	10/16/96	A												
3	NTP Meeting	1 day	10/3/96	10/3/96	A												
4	Meeting Notes	5 days	10/4/96	10/10/96	A												
5	Schedule	6 days	10/4/96	10/11/96	A												
6	Quality Plan	9 days	10/4/96	10/16/96	A												
7	2. PUBLIC INVOLVMENT PROGRAM	203 days	10/8/96	7/17/97	A												
8	PIC Starts	1 day	10/8/96	10/8/96	A												
9	Review PIP	6 days	7/10/97	7/17/97	A												
10	5. PUBLIC MEETINGS	613 days	10/23/96	2/26/99													
11	MPO Kickoff Meetings	16 days	10/23/96	11/13/96	A												
12	EAG Mtgs.	602 days	11/7/96	2/26/99													
13	CAG Mtgs.	606 days	11/1/96	2/26/99													
14	PAG Mtgs.	613 days	10/23/96	2/26/99													
15	Meeting Preparation	72 days	1/5/98	4/14/98	A												
16	Mailing List to PIC	15 days	1/5/98	1/23/98	A												
17	Assist w/Handouts	15 days	3/2/98	3/20/98	A												
18	Assist w/Script	15 days	3/2/98	3/20/98	A												
19	Coordinate w/PIC	20 days	3/18/98	4/14/98	A												
20	Attend Meeting	0 days	4/14/98	4/14/98	A												
21	Meeting Debrief	1 day	4/15/98	4/15/98	A												
22	Respond to Comments	20 days	4/16/98	5/13/98	A												
23	6. PUBLIC HEARING	70 days	9/14/98	12/18/98													
24	Meeting Preparation	47 days	9/14/98	11/17/98													

Project: I-4SECT1.MPP
Date: 9/25/98

Task		Rolled Up Task		Project Summary	
Progress		Rolled Up Milestone		Split	.....
Milestone		Rolled Up Progress		Rolled Up Split	.....
Summary		External Tasks			

ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98	1Q				
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F
49																				
50	B. ENGINEERING DATA COLLECTION, ANALYSIS and REPORTS	626 days	10/4/96	2/26/99																
51	DATA COLLECTION	365 days	10/4/96	2/26/98																
52	1. Aerial Photography	365 days	10/4/96	2/26/98																
53	Coordinate Photography	34 days	10/4/96	11/20/96	A															
54	Download Files	29 days	10/14/96	11/21/96	A															
55	Match to MMMP Plan	14 days	11/22/96	12/11/96	A															
56	Maintain Files	316 days	12/12/96	2/26/98																
57	2. Existing Highway Characteristics	91 days	10/4/96	2/7/97	A															
58	Collect Data	74 days	10/4/96	1/15/97	A															
59	Identify Base Map Layers	36 days	10/8/96	11/26/96	A															
60	Mark-up Base Maps	38 days	11/27/96	1/17/97	A															
61	Prepare Base Maps	5 days	1/20/97	1/24/97	A															
62	Review Base Maps	5 days	1/27/97	1/31/97	A															
63	Finalize Base Maps	5 days	2/3/97	2/7/97	A															
64	3. Traffic Data	36 days	10/14/96	12/2/96	A															
65	Obtain from FDOT	36 days	10/14/96	12/2/96	A															
66	4. Accident Data	229 days	11/1/96	9/17/97	A															
67	Compile Data	66 days	11/1/96	1/31/97	A															
68	Prepare Summary	163 days	2/3/97	9/17/97	A															
69	5. Utility and Railroads	72 days	11/18/96	2/25/97	A															
70	Prep Utility Request Pkg.	45 days	11/18/96	1/17/97	A															
71	List Utility Companies	45 days	11/18/96	1/17/97	A															
72	Distribute Pkg.,	21 days	1/28/97	2/25/97	A															

Project: I-4SECT1.MPP
Date: 9/25/98

Task

Progress

Milestone

Summary



Rolled Up Task

Rolled Up Milestone

Rolled Up Progress

External Tasks



Project Summary

Split

Rolled Up Split



ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98	1Q				
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F
97	Develop Base Maps	50 days	8/25/97	10/31/97	A															
98	MMMP Horiz.. Geometrics	50 days	8/25/97	10/31/97	A															
99	Vert. Geometric Data Base	50 days	8/25/97	10/31/97	A															
100	Prepare Typical Section Package	208 days	11/5/97	8/21/98	A															
101	Develop I/C & ML Plans	356 days	11/4/96	3/16/98	A															
102	Develop Design Criteria	22 days	11/4/96	12/3/96	A															
103	Mainline	15 days	8/25/97	9/12/97	A															
104	Interchange Analysis	99 days	9/15/97	1/29/98	A															
105	Analyze I/C Concepts	15 days	9/15/97	10/3/97	A															
106	Refine/Revise Concepts	84 days	10/6/97	1/29/98	A															
107	Vertical Geom. Checks	84 days	10/6/97	1/29/98	A															
108	FDOT Review	20 days	1/29/98	2/25/98	A															
109	Revise	14 days	2/25/98	3/16/98	A															
110	Master Signing Plan	110 days	4/20/98	9/18/98																
111	FDOT District 1 Coord.	147 days	11/22/96	6/16/97	A															
112	HOV / Park n Ride	11 days	4/20/98	5/4/98	A															
113	Bridges	315 days	12/2/96	2/13/98	A															
114	Eval. Exist, Structures	40 days	12/2/96	1/24/97	A															
115	Rehab/Widen/Replace	30 days	10/6/97	11/14/97	A															
116	Bridge Type Analysis	44 days	11/17/97	1/15/98	A															
117	Documentation	12 days	1/15/98	1/30/98	A															
118	FDOT Review	10 days	2/2/98	2/13/98	A															
119	Lighting	25 days	3/30/98	5/1/98	A															
120	Coordinate w/ Locals	15 days	3/30/98	4/17/98	A															

Project: I-4SECT1.MPP
Date: 9/25/98

Task

Progress

Milestone

Summary

Rolled Up Task

Rolled Up Milestone

Rolled Up Progress

External Tasks

Project Summary

Split

Rolled Up Split

ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98	1Q				
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F
121	Identify Areas	10 days	4/20/98	5/1/98	A															
122	Maintenance of Traffic	30 days	3/2/98	4/10/98	A															
123	Polk Co. Line to US.192	15 days	3/2/98	3/20/98	A															
124	US.192 to BeeLine	15 days	3/23/98	4/10/98	A															
125	Constructability Review	353 days	12/4/96	4/10/98	A															
126	Design Criteria Review	5 days	12/4/96	12/10/96	A															
127	Alignments	108 days	11/12/97	4/10/98	A															
128	Clearances	85 days	12/15/97	4/10/98	A															
129	Typical Sections	10 days	12/1/97	12/12/97	A															
130	ITS Integration	340 days	1/13/97	5/1/98																
131	Coordinate/Review EDP	15 days	1/13/97	1/31/97	A															
132	Eval. SCS For MOT	62 days	1/15/98	4/10/98																
133	FDOT Review	15 days	4/13/98	5/1/98																
134	5. Conceptual Drainage Analysis	375 days	10/21/96	3/27/98	A															
135	Review Existing Conditions	11 days	10/21/96	11/4/96	A															
136	Coordinate with Agencies	10 days	11/5/96	11/18/96	A															
137	Develop Criteria	11 days	11/19/96	12/3/96	A															
138	Identify Drainage Areas	23 days	12/4/96	1/3/97	A															
139	Estimate Treatment Volumes	10 days	3/18/97	3/31/97	A															
140	Estimate Volumes	15 days	1/6/97	1/24/97	A															
141	Identify Pond Sites	15 days	1/28/97	2/17/97	A															
142	Coordinate Geotech	3 days	2/18/97	2/20/97	A															
143	Size Ponds	50 days	9/29/97	12/5/97	A															
144	Investigate Alternate Treatment	10 days	12/8/97	12/19/97	A															

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Task

Progress

Milestone

Summary

Rolled Up Task

Rolled Up Milestone

Rolled Up Progress

External Tasks

Project Summary

Split

Rolled Up Split

ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98	1Q99				
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F
145	Pond Siting Report	40 days	2/2/98	3/27/98	A															
146	6. Cost Analysis	110 days	10/27/97	3/27/98	A															
147	Analyze Unit Costs	31 days	10/27/97	12/8/97	A															
148	Coordinate ROW Costs	70 days	11/17/97	2/20/98	A															
149	Mainline & I/C to FDOT	40 days	11/17/97	1/9/98	A															
150	Ponds to FDOT	35 days	11/24/97	1/9/98	A															
151	FDOT Prepare ROW Costs	45 days	12/22/97	2/20/98	A															
152	Prepare Construction Costs	70 days	11/17/97	2/20/98	A															
153	FDOT Review	5 days	2/23/98	2/27/98	A															
154	Refine/Revise Costs	20 days	3/2/98	3/27/98	A															
155	7. Comparative Analysis of Alts.	100 days	11/24/97	4/10/98	A															
156	Develop Matrix Format	70 days	11/24/97	2/27/98	A															
157	Complete Matrix Format	21 days	2/27/98	3/27/98	A															
158	Refine / Revise	9 days	3/31/98	4/10/98	A															
159	8. Final Recommendation	20 days	8/31/98	9/25/98																
160	Prepare Recom. Memo	10 days	8/31/98	9/11/98																
161	Workshop w/FDOT	5 days	9/14/98	9/18/98																
162	Refine / Revise	5 days	9/21/98	9/25/98																
163																				
164	ENGINEERING REPORTS/DOCS	555 days	1/13/97	2/26/99																
165	2. Corridor Base Maps	10 days	1/13/97	1/24/97	A															
166	3. Preliminary Engineering Rpt.	325 days	12/1/97	2/26/99																
167	Prepare Pre-Draft PER	80 days	12/1/97	3/20/98	A															
168	QC/QA	5 days	3/23/98	3/27/98	A															

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Task		Rolled Up Task		Project Summary	
Progress		Rolled Up Milestone		Split
Milestone		Rolled Up Progress		Rolled Up Split
Summary		External Tasks			

ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98	1Q				
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F
169	FDOT Review	9 days	3/31/98	4/10/98	A															
170	Prepare Draft PER	84 days	4/13/98	8/6/98	A															
171	QC/QA	5 days	8/7/98	8/13/98	A															
172	FDOT/FHWA Review	34 days	8/14/98	9/30/98																
173	Prepare Final PER	21 days	11/18/98	12/16/98																
174	QC/QA	5 days	12/17/98	12/23/98																
175	FDOT Review	10 days	12/28/98	1/8/99																
176	Revise Final PER	5 days	1/11/99	1/15/99																
177	FHWA Review	30 days	1/18/99	2/26/99																
178	4. Alternative Concept Plans	146 days	8/25/97	3/16/98	A															
179	Prepare Concept Plan Views	57 days	8/25/97	11/11/97	A															
180	QA/QC	9 days	11/12/97	11/24/97	A															
181	FDOT Review	6 days	11/13/97	11/20/97	A															
182	Prepare Plan Sheets	49 days	11/24/97	1/29/98	A															
183	FDOT Review	20 days	1/29/98	2/25/98	A															
184	Revise Plans	13 days	2/26/98	3/16/98	A															
185	5. Utility and RR Pkg.	25 days	3/16/98	4/17/98	A															
186	7. Location Hydraulic Rpt.	184 days	12/1/97	8/13/98																
187	Perform Analysis	30 days	12/1/97	1/9/98	A															
188	Prepare Report	15 days	1/12/98	1/30/98	A															
189	QA/QC	30 days	2/2/98	3/13/98	A															
190	FDOT Review	10 days	3/16/98	3/27/98	A															
191	Revise	98 days	3/31/98	8/13/98	A															
192	10. Review Design Traf. Memo	129 days	10/1/97	3/30/98	A															

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Task

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Rolled Up Task

Rolled Up Milestone

Rolled Up Progress

External Tasks

Project Summary

Split

Rolled Up Split

ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98	1Q	
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F
193																	
194	C. ENVIRONMENTAL ANALYSIS AND RPTS	596 days	11/15/96	2/26/99													
195	ANALYSIS OF SOCIAL IMPACTS	350 days	11/18/96	3/20/98	A												
196	1. Land Use Information	310 days	11/18/96	1/23/98	A												
197	2. Cultural Features	310 days	11/18/96	1/23/98	A												
198	3. Anal. S - E Impacts	50 days	11/17/97	1/23/98	A												
199	5. Archaeological/Historic	342 days	11/18/96	3/10/98	A												
200	Research Design	20 days	11/18/96	12/13/96	A												
201	Field Survey	194 days	3/25/97	12/19/97	A												
202	Assessment	21 days	12/22/97	1/19/98	A												
203	Prepare Report	5 days	1/19/98	1/23/98	A												
204	QA/QC	10 days	1/26/98	2/6/98	A												
205	FDOT Review	11 days	2/9/98	2/23/98	A												
206	Revise	11 days	2/24/98	3/10/98	A												
207	6. Section 4(f) DOA	90 days	11/17/97	3/20/98	A												
208	8. Farmlands	50 days	11/17/97	1/23/98	A												
209	Exclusion Determination	35 days	11/17/97	1/2/98	A												
210	Evaluation Completion	10 days	1/5/98	1/16/98	A												
211	Form AD 1006	5 days	1/19/98	1/23/98	A												
212	ANALYSIS OF NATURAL IMPACTS	322 days	11/18/96	2/10/98	A												
213	1. Hyd. and Natural Features	310 days	11/18/96	1/23/98	A												
214	2. Ident. Permit Conditions	310 days	11/18/96	1/23/98	A												
215	3. Wetland Impact Analysis	322 days	11/18/96	2/10/98	A												
216	ID Wetland Sites	10 days	11/18/96	11/29/96	A												

Project: I-4SECT1.MPP Date: 9/25/98	Task		Rolled Up Task		Project Summary	
	Progress		Rolled Up Milestone		Split	
	Milestone		Rolled Up Progress		Rolled Up Split	
	Summary		External Tasks			

ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98	1Q				
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F
217	Field Reviews	134 days	12/2/96	6/5/97	A															
218	ID Wetland Significance	155 days	2/3/97	9/5/97	A															
219	Estimate Impacts	25 days	11/17/97	12/19/97	A															
220	WET II	25 days	11/17/97	12/19/97	A															
221	Documentation	37 days	12/22/97	2/10/98	A															
222	5. Biological Assessment Data	322 days	11/18/96	2/10/98	A															
223	Agency Coordination	20 days	11/18/96	12/13/96	A															
224	Obtain Species Information	20 days	12/16/96	1/10/97	A															
225	Field Review	84 days	2/10/97	6/5/97	A															
226	File Documentation	62 days	11/17/97	2/10/98	A															
227	6. Wildlife Habitat Impact Analysis	262 days	2/10/97	2/10/98	A															
228	ANALYSIS OF PHYSICAL IMPACTS	341 days	11/15/96	3/6/98	A															
229	1. Air Quality	31 days	12/12/97	1/23/98	A															
230	Traffic Data / Capacity Analysis	1 day	12/12/97	12/12/97	A															
231	Screening Test	15 days	12/15/97	1/2/98	A															
232	Select Locations	5 days	1/5/98	1/9/98	A															
233	Conduct Impact Analysis	10 days	1/12/98	1/23/98	A															
234	2. Noise	80 days	11/17/97	3/6/98	A															
235	Traffic Data	1 day	12/12/97	12/12/97	A															
236	ID Sensitive Sites	10 days	11/17/97	11/28/97	A															
237	Noise Monitoring	10 days	12/1/97	12/12/97	A															
238	Develop Model	5 days	12/15/97	12/19/97	A															
239	Model Application	10 days	12/22/97	1/2/98	A															
240	Sum. Impacted Receptors	5 days	12/29/97	1/2/98	A															

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Task		Rolled Up Task		Project Summary	
Progress		Rolled Up Milestone		Split
Milestone		Rolled Up Progress		Rolled Up Split
Summary		External Tasks			

ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98	1Q				
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F
241	Abatement/Barrier Analysis	40 days	1/5/98	2/27/98	A															
242	Eval. Cost Effectiveness	40 days	1/12/98	3/6/98	A															
243	3. Contamination Analysis	280 days	11/18/96	12/12/97	A															
244	Data Collection	45 days	11/18/96	1/17/97	A															
245	Field Survey	129 days	2/18/97	8/15/97	A															
246	Analysis	20 days	11/17/97	12/12/97	A															
247	4. Water Quality	50 days	11/17/97	1/23/98	A															
248	WQIE Checklist	20 days	11/17/97	12/12/97	A															
249	Documentation	30 days	12/15/97	1/23/98	A															
250	5. Floodplain Impact Analysis	286 days	11/15/96	12/19/97	A															
251	Data Collection	66 days	11/15/96	2/14/97	A															
252	Analyze Impacts	25 days	11/17/97	12/19/97	A															
253	ENVIRONMENTAL DOCUMENTS	400 days	8/18/97	2/26/99																
254	3. EA / FONSI	300 days	1/5/98	2/26/99																
255	Prepare Draft EA	110 days	1/5/98	6/5/98	A															
256	QA/QC	11 days	6/8/98	6/22/98	A															
257	FDOT Review	14 days	6/23/98	7/10/98	A															
258	Revise EA	24 days	7/13/98	8/13/98	A															
259	FDOT/FHWA Review	34 days	8/14/98	9/30/98																
260	Prepare FONSI	21 days	11/18/98	12/16/98																
261	QA/QC	5 days	12/17/98	12/23/98																
262	FDOT Review	10 days	12/28/98	1/8/99																
263	Revise FONSI	5 days	1/11/99	1/15/99																
264	FHWA Review	30 days	1/18/99	2/26/99																

Project: I-4SECT1.MPP
Date: 9/25/98

Task		Rolled Up Task		Project Summary	
Progress		Rolled Up Milestone		Split	
Milestone		Rolled Up Progress		Rolled Up Split	
Summary		External Tasks			

ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98	1Q				
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F
265	Location Design Approval	1 day	2/26/99	2/26/99																
266	6. Cultural Resource Documentation	37 days	1/19/98	3/10/98	A															
267	8. Other Reports	259 days	8/18/97	8/13/98	A															
268	Air Quality	60 days	1/12/98	4/3/98	A															
269	Prepare Report	22 days	1/12/98	2/10/98	A															
270	FDOT Review	15 days	3/2/98	3/20/98	A															
271	Revise Report	10 days	3/23/98	4/3/98	A															
272	Noise	154 days	1/12/98	8/13/98	A															
273	Prepare Report	129 days	1/12/98	7/9/98	A															
274	FDOT Review	6 days	7/10/98	7/17/98	A															
275	Revise Report	19 days	7/20/98	8/13/98																
276	Wetland	75 days	12/22/97	4/3/98	A															
277	Prepare Report	37 days	12/22/97	2/10/98	A															
278	FDOT Review	15 days	3/2/98	3/20/98	A															
279	Revise Report	10 days	3/23/98	4/3/98	A															
280	CSER	40 days	8/18/97	10/10/97	A															
281	Prepare Report	15 days	8/18/97	9/5/97	A															
282	FDOT Review	15 days	9/8/97	9/26/97	A															
283	Revise Report	10 days	9/29/97	10/10/97	A															

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Task		Rolled Up Task		Project Summary	
Progress		Rolled Up Milestone		Split	
Milestone		Rolled Up Progress		Rolled Up Split	
Summary		External Tasks			

DAMES & MOORE
TRANSPORTATION PLANNING & ENGINEERING
RECORD OF TELEPHONE CONVERSATION

DATE: 10-5-98 **TIME:** 3:50 pm **JOB NO.:** 26316-010

RECORDED BY: Tanya Peterson **CLIENT:** FDOT

TALKED WITH: Susan Elfers **OF:** SFWMD

NATURE OF CALL: Outgoing **PHONE NO.:**407-858-6100

ROUTE TO: File

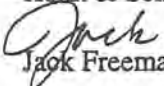
SUBJECT: Status of Wetland Report Concurrence Letter for I-4

ITEMS DISCUSSED:

I spoke with Susan to discuss the status of the concurrence letter regarding our Draft Wetland Evaluation Report (see telephone record 5-21-98). She indicated that she would not be able to issue a written response to our Wetland Report as it is not defined by their agency as an "Action Item"; therefore, she is not able to issue a concurrence or response letter for the report. I clarified with her that she still did not have any technical comments or questions regarding the project's need, design or wetland issues. She agreed.

MEMORANDUM OF MEETING

TO: Vicki Smith
Keith & Schnars

FROM: 
Jack Freeman

SUBJECT: I-4 Corridor PD&E Study - Section 1
State Project Nos. 92130-1425 & 75280-1479
WPI Nos. 5147330 & 5147254
Federal Aid Project Nos. N/A & NH-4-2(169)65
I-4 Coordination Meeting #25

DATE OF
MEETING: October 8, 1998

This memorandum summarizes discussions held at the October 8, 1998, I-4 PD&E Coordination Meeting. Attached to this memorandum is a copy of the Section 1 agenda which was handed out at the meeting. Issues discussed during the meeting are as follows:

- FHWA representative David Unkefer discussed the following topics:
 - The need to get into the advanced right-of-way acquisition particularly for some of the pond locations found in Sections 1 and 2. Mr. Unkefer noted that FDOT may be able to get FHWA credit. It was stated by Mike Snyder that FDOT has been able to make some deals with property owners regarding advanced acquisition. It was also stated that TEA-21 will allow some increased funding for advanced right-of-way acquisition.
 - FHWA requested a meeting with FDOT Section 2 consultants and Wilbur Smith and Associates regarding the design of the interim HOV going north out of the Orlando downtown area.
 - Mr. Unkefer pointed out to everyone that there is a new FDOT policy on secondary and cumulative impacts. This effects both the natural environment and the social environment.
 - Mr. Unkefer addressed the question with regard to grandfathering of access. Mr. Unkefer stated it was OK if no change is being made at the interchange. If there is a change in access being made at the interchange, then this needs to be addressed in the SAMR. Particular note was made that the Lake Avenue overpass access break would need to be addressed in the SAMR.
 - It was noted in the discussion with Mr. Unkefer that FDOT has requested a meeting to brief new Division Administrator Jim St. John. This meeting is tentatively scheduled in Tallahassee for October 28, 1998. Each of the section consultants will be represented at this meeting (NOTE: Meeting has been changed to November 30 and December 1 in DeLand).
 - Mr. Unkefer distributed a copy of a letter sent out by the FDOT Rail Office dated June 8, 1998. This letter stated that the width of the rail envelope needs to be 48.23 feet, which is wider than the 44 foot envelope being provided. Mr. Unkefer requested clarification of this confusion.
- It was noted in discussions that the Signing Master Plan needs to include the I-4 Surveillance and Control System Variable Message Sign (VMS) locations. The HNTB Section 1 Signing Plan will need to be modified to reflect this change.

Memorandum of Meeting

October 8, 1998

Page 2

- Section 2 stated that their schedule is to have their Draft EIS to FDOT for review in late January or early February 1999.
- It was noted in the Section 2 that there will be floodplain impacts within the St. Johns River basin. Section 2 consultants are trying to get an agreement and not to have to mitigate these floodplain impacts because of only a 0.01 foot increase. It was stated that FEMA will get involved in this review. It was also stated that Section 2 is working with the U.S. Coast Guard regarding the St. Johns River Bridge. A letter will be sent to the U.S. Coast Guard within the next several weeks.
- Section 2 discussed current status of the SAMR. Section 2 stated that the existing analysis has been submitted to FDOT for review. The simulation is scheduled to be completed in January/February 1999. It is anticipated that the completed SAMR would be submitted to FHWA for review approximately one month later. Section 2 and FDOT are hoping to have the SAMR signed in June 1999. It was discussed that Sections 1 and 3 could not receive location design (LDA) until after the SAMR has been signed. It was stated that with HNTB's contract terminating on February 26, 1999, a time extension needs to be requested (ACTION ITEM).
- It was noted during discussions of Section 2 Noise Report that FDOT has recently changed the cost per noise impacted dwelling unit for the financial feasibility from \$25,000 per dwelling unit to \$30,000 per dwelling unit. They also raised the cost per square foot of noise wall to \$17.61 per square foot. These numbers needs to be verified within the Section 1 Noise Report (ACTION ITEM).
- In the PIC Report, it was stated that the billboard signs are still waiting for free space to be placed in the I-4 corridor. FDOT requested to know how much it would cost to put up a billboard sign. It was also noted that with the upcoming public hearings, having a billboard sign advertising the public hearing might be advantageous.

Other topics of discussion that affect Section 1 were in accordance with the Meeting Agenda attached to this memorandum.

JPA/jag

Jim Anglin - HNTB

Norm Bryant - HNTB

Tony Melton - HNTB

George Huffman - HNTB

Gary Reed - Michael Baker

Richard Darden - Dames & Moore

Roger Neiswender - TCG

Bryant Marshall - GEC

Marion Almy - ACI

Robbin Ossi - ETP

Tim Lomax - TTI

File 24434-PL-001-001-T021



**Coordination Meeting Status Report/Agenda
Meeting #25**

October 8, 1998

I-4 Corridor PD&E Study, Section 1

State Project Nos. 92130-1425 And 75280-1479

WPI Nos. 5147330 And 5147254

Federal Aid Project Nos: N/A And NH-4-2(169)65

I. Status of Activities Since Last Meeting:

- **Public Involvement**
 - Conducted meeting with PIC to initiate preparation of Public Hearing
 - Responded to property owner inquiries
- **Engineering**
 - **Engineering Activities**
 - * Preparing response/revisions to FHWA comments
 - * Submitted revised Draft Typical Section package
 - * Provided letter to URS/Greiner on pond locations for six laning project
 - * Provided additional copies of Signing Master Plan and submitted to FDOT for review
 - * Continued work activities in Supplemental Agreement #2 to delete rail corridor from SR 536 to BeeLine Expressway
- **Environmental**
 - *Social*
 - * Preparing response/revisions to FHWA comments
 - *Natural*
 - * Preparing response/revisions to FHWA comments
 - *Physical*
 - * Preparing response/revisions to FHWA comments
 - *Reports*
 - * Preparing response/revisions to FHWA comments

Coordination Meeting Status Report/Agenda (cont'd.)
Meeting #25
October 8, 1998

2. Tasks To Be Accomplished By Next Meeting:

- Public Involvement
 - Update Mailing List
 - Initiate activities for Public Hearing
- Engineering Analysis
 - Revise PER based upon FHWA and resubmit
- Environmental
 - *Social*
 - * Complete revisions of EA
 - *Natural*
 - * Complete revisions of EA
 - *Physical*
 - * Complete revisions of EA
 - *Reports*
 - * Complete revisions of EA

3. Meetings For Unresolved Issues

- None

4. Anticipated Problem Areas

- None

5. Unresolved Issues

- None

HNTB ARCHITECTS ENGINEERS PLANNERS

5850 T.G. Lee Boulevard
Suite 600
Orlando, Florida 32822
(407) 859-8380
FAX (407) 855-9661

October 20, 1998

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

Re: I-4 Corridor PD&E Study, Section 1
State Project Nos. 92130-1425 and 75280-1479
WPI Nos. 5147330 and 5147254
Federal Aid Project Nos. N/A and NH-4-2 (169) 65
Progress Report No. 24

Dear Mr. Webb:


Attached you will find a copy of Progress Report No. 24 for the above referenced project. The report consists of a summary of progress made from August 29, 1998 through September 25, 1998.

Activity over this reporting period has focused on responding to the FHWA comments in the Draft EA and supporting documents received on September 18, 1998. Further, an initial planning meeting was conducted with the PIC to discuss activities to be done in preparation for the public hearing. Some of these activities have commenced.

If you have any questions regarding this information, please do not hesitate to contact me.

Very truly yours,

HNTB CORPORATION


John R. Freeman, Jr., P.E.
Project Manager

Attachments (2)

cc:

Jim Anglin - HNTB
George Huffman - HNTB
Norman Bryant - HNTB
Tony Melton - HNTB
Peter Sucher - HNTB Fairfield
John Jaeckel - HNTB Milwaukee
Richard Darden - Dames & Moore
Roger Neiswender - TCG

Gary Reed - Michael Baker Jr., Inc
Tim Lomax - TTI
Bryant Marshall - GEC
Marion Almy - ACI
Robbin Ossi, ETP
Vicki Smith - Keith & Schnars
David Sarda - HNTB Miami
File 24434-PL-001-001

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The HNTB Companies

OFFICES: ALEXANDRIA, VA; ATLANTA, GA; AUSTIN, TX; BAYON BOULLE, LA; BOSTON, MA; CHARLESTON, WV; CHICAGO, IL; CLEVELAND, OH; DALLAS, TX; DENVER, CO; DETROIT, MI; FAIRFIELD, IL; FT. WORTH, TX; HARTFORD, CT; HOUSTON, TX; INDIANAPOLIS, IN; IRVINE, CA; KANSAS CITY, MO; LANSING, MI; LOS ANGELES, CA; LOUISVILLE, KY; MIAMI, FL; MILWAUKEE, WI; MINNEAPOLIS, MN; NASHVILLE, TN; NEW YORK, NY; OAKLAND, CA; ORLANDO, FL; OVERLAND PARK, KS; PHOENIX, AZ; PLYMOUTH MEETING, PA; PORTLAND, ME; RALEIGH, NC; SALT LAKE CITY, UT; SAN ANTONIO, TX; SEATTLE, WA; TAMPA, FL; TULSA, OK

PROGRESS REPORT NO. 24
 FOR
 I-4 Corridor PD&E Study, Section 1
 State Project Nos. 92130-1423 and 75280-1479
 WPI Nos. 5147330 and 5147254
 Federal Aid Project Nos. N/A and NH-4-2 (169) 65

1. PROJECT SCHEDULE

The attached milestone schedule reflects the current status of the project. This schedule reflects the revised milestone dates developed since the restart of the project. The project schedule has been adjusted to reflect the time extension provided in Supplemental Agreement #2.

2. PROJECT MILESTONES

<u>Event</u>	<u>Scheduled</u>	<u>Achieved</u>
Notice to Proceed Meeting	October 3, 1996	October 3, 1996
Obtain FDOT 2020 Design Traffic	October 14, 1996	October 23, 1996
MPO Kick-off Meetings	November 15, 1996	November 13, 1996
Design Criteria	November 15, 1996	December 5, 1996
Existing Highway Characteristics	December 16, 1996	January 24, 1997
HOV Barrier vs Buffer Analysis	January 3, 1997	January 22, 1997
Contamination Screening Evaluation	September 8, 1997	September 12, 1997
Geotech Report (Preliminary)	November 28, 1997	December 8, 1997
Identify Pond Sites	December 5, 1997	December 15, 1997
Complete Concept Development	December 19, 1997	January 29, 1998
Cost Analysis of Alternatives	January 30, 1998	February 25, 1998
Typical Section Package	March 27, 1998	August 13, 1998
Pond Siting Report	March 27, 1998	April 7, 1998
1st Draft Preliminary Engr. Report	March 31, 1998	June 3, 1998
Wetland Impacts Report	April 3, 1998	February 10, 1998
Air Quality Impact Report	April 3, 1998	April 16, 1998
Location Hydraulic Report	April 10, 1998	April 9, 1998
Comparative Analysis of Alts	April 10, 1998	April 10, 1998
Alternatives Public Information Meeting	April 14, 1998	April 14, 1998
Noise Quality Impact Report	April 27, 1998	June 11, 1998
Draft Preliminary Engr. Report	August 13, 1998	August 13, 1998
Draft EA	August 13, 1998	August 13, 1998
Notice of Availability (Draft EA)	November 1, 1998	
Public Hearing	December 15, 1998	
Final Preliminary Engr. Report	January 18, 1999	
FONSI	January 18, 1999	
Distribute FONSI	February 26, 1999	

3. **PROJECT ACTIVITIES/PROGRESS (HNTB/GENERAL)**

ACTIVITY A - PUBLIC INVOLVEMENT

1. **NOTICE-TO-PROCEED MEETING** - Completed 10/03/96 in DeLand.
2. **PUBLIC INVOLVEMENT PROGRAM** - Task is complete.
3. **INTRODUCTION/KICK-OFF MEETINGS** - Complete.
4. **PUBLIC MEETING** - Task is complete.
5. **PUBLIC HEARING** - Tentatively scheduled December 15, 1998, subject to EA approval. An initial planning meeting was conducted with the PIC on September 16, 1998, to discuss Public Hearing activities.
6. **PUBLIC INVOLVEMENT DATA** - Completed identification of parcel numbers on base maps. An update of the mailing list for the Public Hearing is underway.
7. **UNSCHEDULED MEETINGS & PRESENTATIONS** - Conducted presentation on I-4 at the FDOT Environmental Management Conference, September 23, 1998.
8. **SPECIAL PUBLIC INVOLVEMENT REQUIREMENTS** - Responding to Property Owner inquiries regarding retention pond locations and other miscellaneous items.
9. **PIC MEETINGS** - Attended team meeting on September 10, 1998.

ACTIVITY B - ENGINEERING

ACTIVITY B.1 - Engineering Data Collection

1. **AERIAL PHOTOGRAPHY** - Activity for this task is complete.
2. **EXISTING HIGHWAY CHARACTERISTICS** - Task is complete.
3. **EXISTING TRAFFIC DATA** - Task is complete. See Progress Report No. 21.
4. **ACCIDENT DATA** - This task is complete. See Progress Report No. 14.
5. **UTILITIES AND RAILROADS** - Task is complete. See Progress Report No. 14.
6. **TRANSPORTATION PLANS** - Task complete.

7. **SOILS SURVEY AND GEOTECHNICAL WORK** - Task is complete. See Progress Report No. 21.

ACTIVITY B.2 - Engineering Analysis

1. **PROJECT NEED** - Task is complete. See Progress Report No. 21.
2. **DESIGN TRAFFIC** - Task is complete.
3. **CONCEPTUAL DESIGN ANALYSIS** - Initiated evaluation of barrier or buffer HOV treatment. Conducted a meeting with FDOT District 1 to discuss coordination of HOV transition at CR 532 interchange. Conducted coordination with Section 2 on HOV issues. Prepared HOV issues paper, delivered 12/5/96. Conducted follow-up HOV issues meeting on 12/10/96. Issue on barrier typical awaiting further direction from FDOT. Submitted Roadway Design Criteria on 12/5/96 and received comments 12/19/96. Conducted meeting on December 10, 1996 with FDOT to agree on presentation of I-4 construction program within Five Year Work Program in preliminary plans. Conducted meeting with FDOT on January 22, 1997 to discuss barrier/buffer HOV lane separation alternatives. During this meeting the barrier alternative was chosen by FDOT. Conducted a meeting with Florida Overland Express (FOX) to discuss high speed rail alignment alternatives using the I-4 median. Identified possibility of no rail use in I-4 median. Awaiting FDOT direction to set mainline typical section. Conducting an analysis of HOV access changes based upon the use of barriers separation treatment. Conducted meeting on HOV Access Methodology with FDOT on February 10, 1997. Executed HOV Optional Item contract option. Drafted Technical Memorandum #1 on HOV Access and received concurrence March 20, 1997. Follow-up meetings set with Walt Disney Imagineering on March 27 and FDOT District 1 on March 31, 1997. Evaluated existing vertical geometry for deficient vertical curves. Sent FDOT Technical Memorandum #2 regarding existing vertical geometry on March 20, 1997. Established HOV, mainline, C-D and ramp stationing methodology. Evaluated I-4 MMMP and Early Deployment Plan ramp metering considerations and set FDOT Technical Memorandums #3 regarding ramp metering treatments. Working on at-grade HOV slip ramps. Continued coordination has occurred with FDOT District 1 regarding HOV access points at the Polk-Osceola County line. The locations of these ramps has been finalized in a June 16, 1997 meeting with District 1. Attended a meeting with Orange County law enforcement regarding HOV enforcement. Conducted an analysis of auxiliary lanes recommended in I-4 MMMP resulting in letter of July 18, 1997, requesting clarification of traffic and lane balance issues. Alternative design files are being established changing the I-4 MMMP HOV buffer treatment to barriers. Exact locations of HOV at-grade slip ramp access are being determined.

With the project restart in early August, design concepts are now being prepared. The transition of the master plan design files to reflect the changes in HOV treatment is complete. Initial locations of HOV at-grade slip ramps have been made. During the week of September 15th, HNTB's interchange expert spent the

week in Orlando preparing concepts for CADD input. The input of preliminary alternative concepts was completed on October 3, 1997. A conceptual design review workshop with FDOT was conducted on October 9, 1997. A draft copy of the pre-master plan signing plan has been prepared. Based upon input at this meeting, revisions and further development of these plans has occurred.

Concept revision and the development of additional alternative concepts has continued during November. The first plans package was produced and given to FDOT on November 13, 1997. This initiated additional analysis to include conceptual drainage, existing structure analysis and cost analysis. Concepts were shown to Disney and FOX during review meetings on November 14, 1997. Participated in Value Engineering review of the BeeLine/Central Florida Parkway interchange area. Continued coordination of the design concepts in this area. Initiated preparation of response to the VE recommendations. The responses to both Value Engineering meetings were prepared and submitted in early December. Continued refinement of design concepts. Conducted design review meeting with the Department on December 8 and 15, 1997. Attended FHWA coordination meeting on Osceola Parkway interchange on December 11, 1997. Refined ROW taking areas and initiated preparation of ROW take acreage. Initiated bridge type and pier location analysis. Details of HOV access locations have been prepared for the various at-grade and grade-separated scenarios being considered. Finalized Typical Sections and HOV access details based upon FDOT comments. The initial structural plan and elevation sheets have been provided for Department review. A design review meeting of the concepts was conducted on January 29, 1998. Conducted meeting with FDOT District 1 on 10 lane VE alternative resulting in elimination of alternative. Prepared for Value Engineering of segment from US 192 to SR 536 (Segment 2). Information provided on January 30, 1998. Continued refinement of alternatives. Initial construction costs have been completed. Constructability reviews are underway. Provided information and presentation for US 192 to SR 536 VE Review conducted February 16-20, 1998. Conducted review meeting with FDOT Core Team on February 25, 1998.

Conducted two design review meetings with FHWA on March 4 and 23, 1998. Comments received on the concept alternatives are being addressed. Conducted review of initial construction costs and summarized the right-of-way costs. Profile adjustments were made to accommodate design high water requirements of retention ponds. Plan adjustments were required in several areas to meet the lane requirements from the Design Traffic Report. Western Beltway Interchange options have been developed and are being refined and evaluated. A design review meeting was conducted with FDOT on April 7, 1998, to review design alternatives and preliminary cost estimates. Based upon this input, minor revisions were made to the comparative evaluation matrix for the April 14, 1998, Public Meeting.

Following the review of the Public Meeting comments, a meeting was conducted on April 28, 1998, to select the preferred alternative. The preferred alternative has been refined based upon input received during the April 28, 1998 meeting. A follow-up meeting was conducted on May 8, 1998, to further review Western

Beltway interchange alternatives and a weaving section for the westbound C/D between Osceola Parkway and SR 536. These meetings formed the basis for preparing plan, elevation and sections for structures, constructability analysis and maintenance of traffic concepts. Work has been conducted on the literature review of HOV operations and enforcement report by TTL. The draft has been reviewed by FDOT, revisions have been made and the final document submitted to FDOT. Conducted meeting with OOCEA to discuss revisions to Western Beltway interchange concepts. Minor revisions in concepts, right-of-way requirements and typical sections have been made for PER and EA. Alternative evaluations for staging of the US 192 interchange have been conducted. These concepts have been discussed with FDOT representatives. The Supplemental Agreement for removing the transit envelope between SR 536 and the Bee Line Expressway has been received and work is underway. Conducted review of FDOT plan modifications with FDOT on September 10, 1998. Further adjustments are underway.

Minor adjustments in the preferred alternative are being made as a result of FHWA comments.

4. **ACCESS MANAGEMENT** - Review of local street and property access is being conducted in interchange areas. Meetings have been conducted with some property owners regarding property access. Meeting was conducted with FDOT District Traffic Operations to develop access alternative for Embassy Suite's Hotel at Lake Avenue Interchange.
5. **CONCEPTUAL DRAINAGE ANALYSIS** - The evaluation of drainage retention pond locations and size has been completed. These locations and acreage are shown on the plan sheets. Evaluation of structure clearance for major waterway crossings has been completed and initial vertical profile has been checked. Design High Water elevations have been shown on the plans and profiles adjusted. The drainage section of the Draft PER has been prepared. Revisions of some pond sites are being made. The pond ROW cost estimates were received from FDOT on February 20, 1998. The Pond Siting Report incorporated these estimates. Further analysis of the design high water of the ponds has resulted in some profile revisions. In some areas where pond right-of-way is expensive, design alternatives such as exfiltration trenches have been studied. A review Draft was submitted to FDOT for review on April 7, 1998. Minor comments have been received from FDOT on the Pond Siting Report. There have been minor pond revisions based upon the April 28, 1998 design review meeting. Final revisions to the Pond Siting Report have been made and were resubmitted August 13, 1998. A meeting was conducted on September 2, 1998 with FDOT and URS/Greiner to discuss retention pond modifications between CR 532 and US 192 resulting from evaluation in the six lane widening project. A letter responding to the issues received in this meeting has been sent to URS/Greiner. Minor adjustments are being made to the recommended pond sites.
6. **COST ANALYSIS** - Detailed construction cost estimates are underway. Quantity take-offs for the design alternatives is being done. Modification of the

FDOT LRE program is being made. The initial construction cost estimates have been completed and are being reviewed and adjusted. The detailed segment by segment costs with back-up were given to FDOT in mid-March. Continued refinement of the segment alternative costs are underway. The Western Beltway interchange options are undergoing cost analysis. Review of the FDOT unit prices resulting in the Department's March 18th in-house meeting is underway. These unit prices were the subject of discussion during the April 7, 1998, design review meeting. Costs for the design alternatives have been finalized. Costs for the segment and Western Beltway alternatives have been revised based upon input from the April 28, 1998 meeting. Further cost analysis has been provided in the PER. Utility adjustment costs have been received from FDOT and are being incorporated into the cost estimate.

7. **COMPARATIVE ANALYSIS OF DESIGN ALTERNATIVES** - The design alternatives comparative evaluation matrix has been prepared. Evaluation criteria has been finalized. The development of data to enter into the segment alternative and Western Beltway Interchange matrices has been completed for presentation at the Public Meeting. Minor revisions have been made for inclusion in the PER.
8. **PREPARE FINAL RECOMMENDATIONS**
9. **TEAM PROGRESS MEETINGS** - An HNTB project team meeting was conducted on September 22, 1998, to review the FHWA comments and make assignments on the responses.

ACTIVITY B.3 -Engineering Reports

1. **CORRIDOR BASE MAPS** - This task is complete.
2. **PRELIMINARY ENGINEERING REPORT** - Preparation of Chapters 2, 3, 4, 5, 6, 7 and 8 of the Report are essentially complete. A partially complete initial draft was distributed to the FDOT and project team members for review and comment on December 18, 1997. Minor comments have been received. Work has continued. Chapters 6 and 8 have been completed and QC review conducted. The 1st Draft Preliminary Engineering Report was submitted to FDOT on June 3, 1998. Some FDOT review comments have been received. The revised document was resubmitted to FDOT and FHWA on August 13, 1998. Very minor comments were received from FHWA on September 18, 1998, and revisions/responses are being prepared.
3. **ALTERNATIVE CONCEPT PLANS** - Alternative concept plans are being prepared for FDOT review. An initial set was sent to FDOT for review on November 13, 1997. An updated, more complete submittal was made on December 8, 1997. Review comments were received on December 15, 1997, and have been incorporated. Revised plans were submitted in mid-January. Complete package to include typical section, HOV access details, design alternatives and vertical profile was provided on January 29, 1998. Only minor revisions were

made in February awaiting the February 25 Core Team Meeting and March 4 FHWA Meeting. Following the second FHWA meeting on March 23, alignment refinements have been made for preparation of the Public Meeting. Continued refinements are underway toward the selection of a preferred alternative. Adjustments in the Western Beltway interchange alternatives are being made. The selection, which occurred on April 28, 1998, of the preferred alternative has led to further refinements of this concept. The concept plans have been prepared for inclusion in the PER and EA. Work is continuing on the Typical Section Package and Signing Plan. The draft Typical Section package was submitted to FDOT in late July 1998 for review. Comments have been received and the revised typical section package was resubmitted August 21, 1998. The draft master signing plan has been completed and was submitted August 21, 1998 for initial review. A literature review of HOV operations and enforcement has been conducted and submitted to FDOT for review. Comments have been received the document revised and resubmitted as final to FDOT.

4. **UTILITY AND RAILROAD COORDINATION PACKAGE** - Work has been conducted to provide FDOT the information needed to prepare the Utility Assessment Package. This information was provided to FDOT on April 23, 1998. Utility adjustment information was received from FDOT in late September 1998. This information is being incorporated into Chapter 4 of the PER, the utility sheets in the PER and the utility adjustment costs in the PER and EA.
5. **LOCATION HYDRAULICS REPORT** - Continued the preparation of this report. Floodplain information has been obtained. The initial draft has been prepared and has undergone internal QC review. The report was being slightly delayed to be timed with the Pond Siting Report. The availability of retention ponds to meet the floodplain compensating storage requirements is caused this delay. The draft report was submitted to FDOT on April 9, 1998. Minor comments on the Draft LHR have been received. The final revisions of this report have been completed and final documents were submitted on August 13, 1998. This task is complete.

ACTIVITY C - ENVIRONMENTAL ANALYSIS AND REPORTS

ACTIVITY C.1 - Analysis of Social Impacts

1. **LAND USE INFORMATION** - Preparation of land use documentation for inclusion in Chapter 4 of the Draft PER and EA is complete.
2. **CULTURAL FEATURES** - Identification of cultural features within the study area has been completed and has been mapped. This has been included in Chapter 4 of the Draft PER and EA.
3. **ANALYSIS OF SOCIAL-ECONOMIC IMPACTS** - Development orders for DRI's and approved site plans for PD have been obtained. Updated DRI status information has been obtained and is included in Chapter 4 of the Draft PER and

EA. Minor adjustments for the continually changing developments are being made.

4. **RIGHT-OF-WAY ACQUISITION/RELOCATION DATA COLLECTION AND ANALYSIS** - All ROW taking estimates were provided to FDOT by January 5, 1998. ROW cost estimates were received by HNTB on February 20, 1998. This data has been compiled and summarized. A request for additional right-of-way information was provided to the Department on April 15, 1998. This information has been received and is being compiled for use in the PER. Information needed for preparation of the Conceptual Stage Relocation was provided to the Department on May 14, 1998. This report has been received and incorporated into the Draft EA submitted on June 27, 1998. A request for additional right-of-way information has been provided to FDOT on September 10, 1998. This reflects minor adjustments made in right-of-way between SR 535 and Lake Avenue.
5. **ARCHAEOLOGICAL AND HISTORICAL FEATURES** - The Cultural Resource Assessment Report has been completed and accepted by FDOT. This report was sent to FDOT for submittal to FHWA and SHPO. Review comments were received from FHWA on April 13, 1998 and have been addressed. Final copy has been sent to FHWA and SHPO for processing. SHPO concurrence has been received in a letter dated July 7, 1998. Task is complete.
6. **DETERMINATION OF SECTION 4(f) INVOLVEMENT** - Continued preparation of DOA. A draft copy has been submitted to FDOT for review. A request has been made to RCID for written information on the conservation easement in Reedy Creek. The property has been determined to be privately owned and not 4(f). The DOA has been finalized and sent to FHWA for review.
7. **VISUAL/AESTHETIC IMPACT ANALYSIS** - Attended Urban Design Guidelines Meeting on April 23, 1998. Incorporating work efforts to date in the PER.
8. **FARMLANDS IMPACT ANALYSIS** - The Farmland Conversion Impact Rating (Form AD1006) has been sent to the SCS. The sign-off of the form was received on February 2, 1998. Task is complete.

ACTIVITY C.2 -Analysis of Natural Impacts

1. **HYDROLOGIC AND NATURAL FEATURES** - This section has been prepared for inclusion in the Draft EA.
2. **IDENTIFY PERMIT REQUIREMENTS** - Reviewed response to EAC comments. Attended EAC meeting on July 28, 1997. Prepared an agenda for EAC meeting. Conducted EAC small group meeting on December 17, 1997, with SFWMD and FDEP in attendance. Continued coordination with SFWMD and USACOE has occurred.

3. **WETLAND IMPACT ANALYSIS** - Completed mapping of wetland areas. Completed wetland delineation and preparation of WET II analysis. The CADD mapping of wetland areas is complete. Drafted wetland section for Chapter 4 of Draft PER and EA. Initial estimates of wetland impacts have been made. The Wetland Evaluation Report has been prepared and was submitted to FDOT for review on February 10, 1998. FDOT review comments have been received and incorporated. The report has been sent to ACOE, FDEP and SFWMD for review and comment. Favorable review comments have been received from SFWMD in a May 21, 1998, telephone conversation. The ACOE provided a letter dated June 15, 1998, regarding their concurrence.
4. **CONCEPTUAL MITIGATION NARRATIVE** - Determining the applicability of using Senate Bill 1986 for wetland mitigation. Attended meeting on September 15, 1997 with FDOT and other I-4 section consultants to determine approach to the handling of conceptual mitigation. FDOT decided that SB 1986 will be used for this project on November 13, 1997. In EAC meeting of December 17, 1997, SFWMD indicated a willingness to work with us on SB 1986. A letter has been received from SFWMD confirming the use of SB 1986. This letter has been sent to ACOE and its receipt has been verbally acknowledged. Task is complete.
5. **BIOLOGICAL ASSESSMENT DATA** - Collection of biological data is complete. Preparation of the biological section has been included in Chapter 4 of the Draft PER and EA. Preparation of a Technical Memorandum - Wildlife and Habitat Assessment is complete and was submitted to FDOT for review on February 10, 1998. FDOT review comments have been received. The final Technical Memorandum has been prepared. Task is complete.
6. **WILDLIFE AND HABITAT IMPACT ANALYSIS** - Received information from FGFWFC and USFWS for endangered species. Initial field reviews are complete. Wildlife section of has been included in Chapter 4 of the Draft PER and EA. No threatened and endangered species have been identified. Discussion of Wildlife corridors was conducted with SFWMD and FDEP at the EAC small group meeting on December 17, 1997. The Technical Memorandum - Wildlife and Habitat Assessment is complete and was submitted to FDOT for review on February 10, 1998. FDOT review comments have been received and incorporated. The final Technical Memorandum has been sent to USFWS for the letter of "No Effect." Conversations indicate that the initial reviewer has resigned and a new reviewer assigned. Further conversation has indicated that the review has been assigned to a third reviewer. Additional information has been requested by USFWS and was provided. The letter of "No Effect" has been received from USFWS. Task is complete.
7. **AQUATIC PRESERVE IMPACT ANALYSIS** - N/A
8. **OUTSTANDING FLORIDA WATERS AND WILD AND SCENIC RIVERS IMPACT ANALYSIS** - N/A

ACTIVITY C.3 - Analysis of Physical Impacts

1. **AIR QUALITY DATA COLLECTION AND IMPACT ANALYSIS - FDOT** provided traffic data needed for the air quality screening analysis in December 1997. Agreed to do analysis for Year 2020. Analysis is complete. The Air Quality Report is complete and the draft was submitted to FDOT for review on February 10, 1998. FDOT review comments have been received. The final report has been submitted. Task is complete.
2. **NOISE IMPACT DATA COLLECTION AND ANALYSIS -** The Year 2020 traffic data and LOS information was provided on December 12, 1997. In that discussion with FDOT, HNTB was informed that the interim year (2010) is not required to be analyzed. Year 2000 Build revised volumes have been provided. The 1996/1997 existing volumes have been recorded. The noise monitoring of sensitive sites has been completed. The analysis of existing conditions and model calibration is complete. The design year analysis is underway. The Draft Noise Report has undergone internal QC review and was submitted for review on June 10, 1998. Comments have been received and the final report has been prepared and resubmitted. Minor comments were received on the noise analysis in the FHWA review and are being addressed.
3. **CONTAMINATION IMPACT ANALYSIS -** Continued identification of contamination sites identification and regulatory file review. Field reviews conducted associated with geotechnical field work. Draft CSER has been internally reviewed and revised. Draft CSER was delivered to the FDOT on September 12, 1997. Revised CSER was delivered to FDOT on October 23, 1997 and has been accepted. The contamination section of the Draft EA has been prepared and incorporated in the report. This task is complete.
4. **WATER QUALITY IMPACT ANALYSIS -** The WQIE checklist has been prepared and was sent to EPA on February 2, 1998. The EPA is concurred that the project will not impact water quality or the sole source aquifer. This task is complete.
5. **FLOODPLAIN IMPACT ANALYSIS -** Floodplain mapping has been received and entered as a CADD layer. The floodplain section of the Draft PER is included in Chapter 4. Initial estimates of floodplain impacts have been made. Floodplain sections for inclusion in the Draft EA, Location Hydraulics Report and Wetland Assessment Report have been prepared. An assessment of floodplain compensating storage has been completed. The retention ponds have been analyzed for potential use. The LHR addresses this issue. Minor comments were received on floodplain impact in the FHWA review and are being addressed.
6. **COASTAL BARRIER IMPACT ANALYSIS - N/A**
7. **ENERGY IMPACT ANALYSIS - N/A**

8. **CONSTRUCTION IMPACT ANALYSIS**

ACTIVITY D - Environmental Reports

1. **ADVANCE NOTIFICATION - N/A**
2. **ENVIRONMENTAL ASSESSMENT (EA)** - Preparation of the Draft EA has been initiated. Many parts of Chapters 1, 2 and 4 are underway. A Pre-Draft copy of these parts has been submitted to FDOT for review. With the alternatives analysis approaching completion and conduct of the alternatives public meeting, the preparation of Chapters 3 and 5 of the Draft EA has been completed. Submittal of the Draft EA to FDOT was made on June 22, 1998. FDOT review comments have been received. The Draft EA has been revised and resubmitted to FDOT on August 13, 1998. This document was forwarded to FHWA for initial review the week of August 17, 1998. FHWA review comments were received on September 18, 1998. Response to comments and revisions are underway.
3. **FINDING OF NO SIGNIFICANT IMPACT (FONSI)**
4. **CULTURAL RESOURCES DOCUMENTATION** - The Cultural Resource Assessment Report has been prepared and accepted by FDOT. This report has been sent to FDOT for forwarding to FHWA and SHPO. Comments were provided by FHWA on April 13, 1998, and the report has been revised. This document has been forwarded to FHWA and SHPO. The SHPO letter has been received. This task is complete.
5. **SECTION 4(f) EVALUATION (N/A) - N/A**
6. **OTHER ENVIRONMENTAL REPORTS** - The status of these reports are discussed in activities C.2.3 (Wetlands), C.2.5 (Biological Assessment), C.3.1 (Air Quality), C.3.2 (Noise), and C.3.3 (CSER).

4. **PROJECT ACTIVITIES/PROGRESS (SUBCONSULTANTS)**

- A. Baker (MOT, Constructability & Cost Estimating) - No activity this month.
- B. Dames & Moore (Environmental) - Discussed Technical Memorandum - Initiated revisions of the Draft EA to address FHWA review comments.
- C. Transportation Consulting Group (Social) - See Activities C.1.1 & 3. No activity this month.
- D. Texas A&M Research Foundation/TTI (HOV Analysis) - Conducted QA/QC review of the master signing plan.
- E. Geotechnical and Environmental Consultants, Inc. (Geotech) - No activity this month.
- F. Archaeological Consultants, Inc. - No activity this month.
- G. Environmental Transportation Planning (Air/Noise) - No activity this month.

5. **PROBLEMS/CONCERNS/RECOMMENDED SOLUTIONS**

- None

I-4 Corridor PD&E Study, Segment 1
State Project Nos. 92130-1423 and 75280-1479
WPI Nos. 5147330 and 5147254
Federal Aid Project Nos. N/A and NH-4-2 (169) 65

CHRONOLOGY OF SIGNIFICANT EVENTS

October 3, 1996	Notice to Proceed Meeting
October 8, 1996	PIC Notice to Proceed Meeting
October 10, 1996	Project Team Kick-off Meeting @ HNTB Offices
October 23, 1996	Attended Citizens Advisory Committee Presentation
October 23, 1996	Attended Rail Project Advisory Group Meeting
October 25, 1996	Attended Transportation Technical Committee Presentation
October 31, 1996	Attended Project Team Coordination Meeting #1
November 6, 1996	Attended Rail Scoping Meeting
November 7, 1996	Attended Environmental Advisory Committee Meeting
November 8, 1996	Attended Light Rail/Section 1/Section 2 Coordination Meeting
November 13, 1996	Attended Metropolitan Planning Organization Project Kick-Off Presentation
November 13, 1996	Attended Project Advisory Group Meeting
November 14, 1996	Attended Project Team Coordination Meeting #2
November 15, 1996	Conducted Data Collection Meetings with Reedy Creek Improvement District and Osceola County Public Works & Planning
November 18, 1996	Conducted data collection meeting with Orange County Engineering
November 19, 1996	Conducted HNTB Project Team Meeting
November 22, 1996	Conducted HOV Barrier/Buffer analysis meetings with FDOT Dist. 1 and Section 2
November 25, 1996	Conducted data collection meeting with Orange County Planning
December 4, 1996	Attended Project Advisory Group Meeting
December 5, 1996	Attended Project Team Meeting #3. Delivered Roadway and Drainage Design Criteria and HOV Issues Paper
December 10, 1996	Conducted meeting on HOV Issues Paper
December 12, 1996	Conducted HNTB Project Team coordination meeting
December 18, 1996	Conducted land use data collection meetings for Orange County
December 19, 1996	Attended Project Team Coordination Meeting #4
January 7, 1997	Conducted HNTB Project Team Coordination Meeting
January 16, 1997	Attend meeting - Project Team Coordination Meeting #5
January 17, 1997	Attend SWFWMD Coordination Meeting
January 20, 1997	Meeting with Florida Overland Express (FOX)
January 22, 1997	Attended ACOE Coordination Meeting
January 22, 1997	Conducted meeting on selection of HOV buffer/barrier treatment

January 28, 1997	Attended "Talking Points" meeting in DeLand
February 4, 1997	Conducted HNTB Project Team Meeting #5
February 10, 1997	Conducted HOV Access Methodology meeting with FDOT
February 11, 1997	Attended I-4 Widening (US 27 to US 192) PD&E Study Public Hearing
February 13, 1997	Attended I-4 PD&E /LRT Coordination Meeting #6
February 20, 1997	Attended I-4 Association Meeting
February 28, 1997	Submitted Technical Memorandum #1 regarding HOV access Methodology
March 5, 1997	Attended PAG Meeting
March 12, 1997	Attended Rail Public Workshop
March 20, 1997	Attend I-4/LRT Coordination Meeting #7, Submitted Technical Memorandums #2 and #3 regarding Existing Vertical Geometry and Ramp Metering Methodology, respectively
March 27, 1997	Conducted meeting with Disney representatives regarding Osceola Parkway Interchange and HOV access in Disney area.
March 31, 1997	Conducted meeting with FDOT District 1 regarding changes in HOV access in Polk and Osceola County
April 15, 1997	Received FDOT response on Technical Memorandum #3, Ramp Metering Methodology
April 15, 1997	Received FDOT response on Technical Memorandum #2, Existing Vertical Geometry
April 22, 1997	Attended Urban Design Guidelines meeting
May 15, 1997	Attended I-4/LRT Coordination Meeting #8
June 11, 1997	Attended I-4 presentation at MPO meeting
June 11, 1997	Participated in preparation of videotape for TV-18 program "Close-Up" on I-4 project
June 12, 1997	Attended I-4/LRT Coordination Meeting #9
June 16, 1997	Conducted Coordination meeting with FDOT District 1 to locate HOV access near Polk/Osceola County line
June 17, 1997	Attended meeting with Orange County Law Enforcement regarding HOV enforcement.
July 10, 1997	Attended I-4/LRT Coordination Meeting #10
July 14, 1997	Attended I-4 Traffic Coordination Meeting and prepared letter requesting additional information
August 7, 1997	Attended I-4/LRT Coordination Meeting #11
August 7, 1997	Received notice from FDOT to resume work.
August 26, 1997	Attend Design Traffic meeting with FDOT and TCG
September 3, 1997	Attended I-4/LRT PAG meeting

September 4, 1997	Attended I-4/LRT Coordination Meeting #12
September 15, 1997	Attended FDOT meeting regarding conceptual mitigation
October 9, 1997	Conducted Conceptual Design Review Workshop with FDOT
October 14, 1997	Attended Design Traffic Meeting with FDOT and TCG
October 20, 1997	Made Presentation to I-4 Value Engineering Team
October 23, 1997	Attended I-4/LRT Coordination Meeting #13
November 3, 1997	VE Presentation for Central Florida Parkway and BeeLine Expressway Interchange areas
November 6, 1997	Meeting w/FDOT on Typical Sections/HOV access VE recommendations
November 12, 1997	Presentation to Osceola County CTSP
November 13, 1997	Attended I-4/LRT Coordination Meeting #14
November 14, 1997	Meeting with Disney regarding alternatives adjacent to property
November 14, 1997	Coordination Meeting w/FOX
November 17, 1997	HNTB Project Team Coordination Meeting
November 18, 1997	Presentation to Orange County CTSP
November 21, 1997	Attended Meeting on I-4 Design Traffic with FDOT, TCG and URS/Greiner
December 3, 1997	Presentation to Tri-County Freeway Management Committee
December 8, 1997	Design Review Meeting w/FDOT
December 9, 1997	HNTB Project Team Coordination Meeting
December 11, 1997	New Interchange Review Meeting w/FHWA and FDOT
December 15, 1997	Design Review Meeting w/FDOT
December 17, 1997	EAC Small Group Meeting
December 18, 1997	Attended I-4/LRT Coordination Meeting #15
December 19, 1997	Attended Core Team Meeting to discuss Value Engineering alternative
December 22, 1997	HNTB Project Team Coordination Meeting
December 23, 1997	Meeting w/FDOT ROW Estimates
January 5, 1998	Provided areas of taking to FDOT for ROW cost estimates
January 13, 1998	Attended PAG Meeting
January 14, 1998	HNTB Project Team Coordination Meeting
January 15, 1998	Attended I-4/LRT Coordination Meeting #16
January 20, 1998	Coordinated meeting with Orange County Public Works and property owner representative
January 21, 1998	Attended LRT Public Hearing @ Omni Rosen Hotel
January 22, 1998	Conducted coordination meeting with FDOT District 1 on VE Alternatives
January 29, 1998	Conducted Design Alternatives Review meeting with FDOT Core Team
February 2, 1998	HNTB Project Team Meeting
February 5, 1998	Attended Design Traffic Coordination Meeting @ TCG
February 9, 1998	Coordination Meeting with Osceola County Director of Public Works

February 11, 1998	Provided Presentation of Design Alternatives @ PAG Meeting
February 12, 1998	Attended I-4/LRT Coordination Meeting #17
February 17, 1998	Provided Presentation to VE Study Team of Alternatives under Construction
February 25, 1998	Attended I-4 Core Team Meeting to discuss Design Alternatives
March 2, 1998	Received Approval of SA #1 for study of Western Beltway interchange alternatives
March 4, 1998	Attended the FHWA Design Review Meeting in Tallahassee
March 10, 1998	HNTB Project Team Meeting
March 12, 1998	Attended I-4/LRT Coordination Meeting #18
March 13, 1998	Conducted meeting with Orange County re: Vineland Road re: Vineland Road relocation and typical section.
March 23, 1998	Attend FHWA Design Review Meeting in Tallahassee
March 31, 1998	HNTB Project Team Meeting
April 6, 1998	Meeting w/PIC to review Alternate Drawings
April 7, 1998	Meeting w/OCEA to present Western Beltway alternatives
April 8, 1998	Presentation to Orange County CTSP
April 9, 1998	Attended I-4 Coordination Meeting #19
April 13, 1998	Attended PIC "Talking Points" Meeting
April 14, 1998	Conducted Alternatives Public Meeting
April 21, 1998	HNTB Project Team Public Meeting debriefing
April 22, 1998	Presentation to Orange County CTSP
April 23, 1998	Attended Urban Design Guidelines Meeting
April 23, 1998	Submitted information to FDOT for preparation of Utility Assessment Package
April 28, 1998	Design Review Meeting with FDOT to select segment preferred alternatives
May 8, 1998	Design Review Meeting with FDOT on Western Beltway interchange concepts
May 14, 1998	Attended I-4 Coordination Meeting #20
May 15, 1998	Conducted I-4 presentation to Orange County Transportation Planning Group
May 22, 1998	Conducted Western Beltway Interchange design concept review meetings with OCEA
May 29, 1998	Delivered Draft Literature Review of HOV Operations and Enforcement for review
June 3, 1998	Delivered Draft Preliminary Engineering Report for review
June 10, 1998	Attended I-4 Coordination Meeting #21 and delivered Draft Noise Impact Report for review.
June 12, 1998	Attended I-4 Association Meeting
June 22, 1998	Delivered First Draft Environmental Assessment for review

July 1, 1998	Attended Tri-County Emergency Management Meeting
July 9, 1998	Attended I-4 Coordination Meeting #22
July 28, 1998	Attended I-4 Project Advisory Group Meeting
August 13, 1998	Attended I-4 Coordination Meeting #23
August 17, 1998	Draft EA and supporting Documentation submitted by FDOT to FHWA for review
August 25, 1998	Attended I-4 Traffic Modeling meeting.
September 2, 1998	Attended meeting with FDOT and URS/Greiner to discuss retention pond locations between CR 532 and US 192
September 10, 1998	Attended I-4 Coordination Meeting #24
September 16, 1998	Conducted Coordination Meeting with PIC to discuss preparation activities for Public Hearing
September 18, 1998	Received FHWA review comments on Draft EA and supporting documents
September 22, 1998	Conducted HNTB Project Team meeting to distribute assignments on FHWA review comments
September 23, 1998	Made I-4 Presentation at the FDOT Environmental Management Conference in West Palm Beach

ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98	1Q	
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F
1	A. PUBLIC INVOLVMENT	627 days	10/3/96	2/26/99	A												
2	1. NOTICE TO PROCEED	10 days	10/3/96	10/16/96	A												
3	NTP Meeting	1 day	10/3/96	10/3/96	A												
4	Meeting Notes	5 days	10/4/96	10/10/96	A												
5	Schedule	6 days	10/4/96	10/11/96	A												
6	Quality Plan	9 days	10/4/96	10/16/96	A												
7	2. PUBLIC INVOLVMENT PROGRAM	203 days	10/8/96	7/17/97	A												
8	PIC Starts	1 day	10/8/96	10/8/96	A												
9	Review PIP	6 days	7/10/97	7/17/97	A												
10	5. PUBLIC MEETINGS	613 days	10/23/96	2/26/99													
11	MPO Kickoff Meetings	16 days	10/23/96	11/13/96	A												
12	EAG Mtgs.	602 days	11/7/96	2/26/99													
13	CAG Mtgs.	606 days	11/1/96	2/26/99													
14	PAG Mtgs.	613 days	10/23/96	2/26/99													
15	Meeting Preparation	72 days	1/5/98	4/14/98	A												
16	Mailing List to PIC	15 days	1/5/98	1/23/98	A												
17	Assist w/Handouts	15 days	3/2/98	3/20/98	A												
18	Assist w/Script	15 days	3/2/98	3/20/98	A												
19	Coordinate w/PIC	20 days	3/18/98	4/14/98	A												
20	Attend Meeting	0 days	4/14/98	4/14/98	A												
21	Meeting Debrief	1 day	4/15/98	4/15/98	A												
22	Respond to Comments	20 days	4/16/98	5/13/98	A												
23	6. PUBLIC HEARING	70 days	9/14/98	12/18/98													
24	Meeting Preparation	47 days	9/14/98	11/17/98													

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Task		Rolled Up Task		Project Summary	
Progress		Rolled Up Milestone		Split	
Milestone		Rolled Up Progress		Rolled Up Split	
Summary		External Tasks			

ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98	1Q				
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F
25	Mailing List to PIC	5 days	9/14/98	9/18/98																
26	Assist w/Handouts	10 days	10/26/98	11/6/98																
27	Assist w/Script	10 days	10/26/98	11/6/98																
28	Coordinate w/PIC	12 days	11/2/98	11/17/98																
29	Attend Meeting	1 day	11/17/98	11/17/98																
30	Meeting Debrief	1 day	11/18/98	11/18/98																
31	10 Day Comment Period	12 days	11/19/98	12/4/98																
32	Respond to Comments	10 days	12/7/98	12/18/98																
33	7. PUBLIC INVOLVMENT DATA	626 days	10/4/96	2/26/99																
34	Mailing List Data Base	626 days	10/4/96	2/26/99																
35	Identify Properties	35 days	11/18/96	1/3/97	A															
36	Collect Property Owners Data	32 days	12/12/96	1/24/97	A															
37	Number Properties	13 days	5/19/97	6/4/97	A															
38	List of Agencies	32 days	12/12/96	1/24/97	A															
39	Interested Parties	626 days	10/4/96	2/26/99																
40	Develop Data Base	20 days	1/6/97	1/31/97	A															
41	Update Data Base	540 days	2/3/97	2/26/99																
42	Coordination With PIC	623 days	10/9/96	2/26/99																
43	Provide Expertise to PIC	623 days	10/9/96	2/26/99																
44	8. Unscheduled Meetings	627 days	10/3/96	2/26/99																
45	Meeting Prep	627 days	10/3/96	2/26/99																
46	Attend mtgs.	627 days	10/3/96	2/26/99																
47	Respond to Comments	627 days	10/3/96	2/26/99																
48	Monthly Meetings	627 days	10/3/96	2/26/99																

Project: I-4SECT1.MPP Date: 10/20/98	Task		Rolled Up Task		Project Summary	
	Progress		Rolled Up Milestone		Split	
	Milestone		Rolled Up Progress		Rolled Up Split	
	Summary		External Tasks			

ID	Task Name	Duration	Start	Finish	Status	S	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98	1Q	
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F
49																	
50	B. ENGINEERING DATA COLLECTION, ANALYSIS and REPORTS	626 days	10/4/96	2/26/99													
51	DATA COLLECTION	365 days	10/4/96	2/26/98													
52	1. Aerial Photography	365 days	10/4/96	2/26/98													
53	Coordinate Photography	34 days	10/4/96	11/20/96	A												
54	Download Files	29 days	10/14/96	11/21/96	A												
55	Match to MMMP Plan	14 days	11/22/96	12/11/96	A												
56	Maintain Files	316 days	12/12/96	2/26/98													
57	2. Existing Highway Characteristics	91 days	10/4/96	2/7/97	A												
58	Collect Data	74 days	10/4/96	1/15/97	A												
59	Identify Base Map Layers	36 days	10/8/96	11/26/96	A												
60	Mark-up Base Maps	38 days	11/27/96	1/17/97	A												
61	Prepare Base Maps	5 days	1/20/97	1/24/97	A												
62	Review Base Maps	5 days	1/27/97	1/31/97	A												
63	Finalize Base Maps	5 days	2/3/97	2/7/97	A												
64	3. Traffic Data	36 days	10/14/96	12/2/96	A												
65	Obtain from FDOT	36 days	10/14/96	12/2/96	A												
66	4. Accident Data	229 days	11/1/96	9/17/97	A												
67	Compile Data	66 days	11/1/96	1/31/97	A												
68	Prepare Summary	163 days	2/3/97	9/17/97	A												
69	5. Utility and Railroads	72 days	11/18/96	2/25/97	A												
70	Prep Utility Request Pkg.	45 days	11/18/96	1/17/97	A												
71	List Utility Companies	45 days	11/18/96	1/17/97	A												
72	Distribute Pkg.,	21 days	1/28/97	2/25/97	A												

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	Progress		Rolled Up Milestone		Split	
	Milestone		Rolled Up Progress		Rolled Up Split	
	Summary		External Tasks			

ID	Task Name	Duration	Start	Finish	Status	Gantt Chart																							
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F
73	6. Transportation Plans	42 days	10/4/96	12/2/96	A																								
74	Collect Plans	42 days	10/4/96	12/2/96	A																								
75	8. Soils and Geotechnical	322 days	10/10/96	1/2/98	A																								
76	Collect Data	63 days	10/10/96	1/6/97	A																								
77	Collect Pond Data	55 days	2/18/97	5/5/97	A																								
78	Collect Muck Data	46 days	8/27/97	10/29/97	A																								
79	Analysis	43 days	9/17/97	11/14/97	A																								
80	Report	44 days	10/8/97	12/8/97	A																								
81	Review	20 days	12/8/97	1/2/98	A																								
82																													
83	ENGINEERING ANALYSIS	505 days	10/21/96	9/25/98																									
84	1. Project Need	5 days	12/11/96	12/17/96	A																								
85	2. Corridor Traffic	40 days	7/7/97	8/29/97	A																								
86	Review MMMP Traffic	5 days	8/25/97	8/29/97	A																								
87	Review Deficiencies	10 days	7/7/97	7/18/97	A																								
88	4. Conceptual Design Analysis	490 days	11/4/96	9/18/98																									
89	Buffer vs. Barrier	65 days	11/4/96	1/31/97	A																								
90	Review HOV Plan	10 days	11/4/96	11/15/96	A																								
91	Identify Alt. HOV Plans	10 days	11/18/96	11/29/96	A																								
92	Analysis of Alt. HOV Plans	15 days	12/2/96	12/20/96	A																								
93	Cost Analysis of Alt. HOV	11 days	12/23/96	1/6/97	A																								
94	Documentation of Alt. HOV	16 days	12/23/96	1/13/97	A																								
95	FDOT Review	10 days	1/14/97	1/27/97	A																								
96	Revise/Recommend	4 days	1/28/97	1/31/97	A																								

Project: I-4SECT1.MPP Date: 10/20/98	Task		Rolled Up Task		Project Summary	
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	Milestone		Rolled Up Progress		Rolled Up Split	
	Summary		External Tasks			

ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98	1Q			
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F
97	Develop Base Maps	50 days	8/25/97	10/31/97	A														
98	MMMP Horiz.. Geometrics	50 days	8/25/97	10/31/97	A														
99	Vert. Geometric Data Base	50 days	8/25/97	10/31/97	A														
100	Prepare Typical Section Package	208 days	11/5/97	8/21/98	A														
101	Develop I/C & ML Plans	356 days	11/4/96	3/16/98	A														
102	Develop Design Criteria	22 days	11/4/96	12/3/96	A														
103	Mainline	15 days	8/25/97	9/12/97	A														
104	Interchange Analysis	99 days	9/15/97	1/29/98	A														
105	Analyze I/C Concepts	15 days	9/15/97	10/3/97	A														
106	Refine/Revise Concepts	84 days	10/6/97	1/29/98	A														
107	Vertical Geom. Checks	84 days	10/6/97	1/29/98	A														
108	FDOT Review	20 days	1/29/98	2/25/98	A														
109	Revise	14 days	2/25/98	3/16/98	A														
110	Master Signing Plan	110 days	4/20/98	9/18/98	A														
111	FDOT District 1 Coord.	147 days	11/22/96	6/16/97	A														
112	HOV / Park n Ride	11 days	4/20/98	5/4/98	A														
113	Bridges	315 days	12/2/96	2/13/98	A														
114	Eval. Exist, Structures	40 days	12/2/96	1/24/97	A														
115	Rehab/Widen/Replace	30 days	10/6/97	11/14/97	A														
116	Bridge Type Analysis	44 days	11/17/97	1/15/98	A														
117	Documentation	12 days	1/15/98	1/30/98	A														
118	FDOT Review	10 days	2/2/98	2/13/98	A														
119	Lighting	25 days	3/30/98	5/1/98	A														
120	Coordinate w/ Locals	15 days	3/30/98	4/17/98	A														

Project: I-4SECT1.MPP Date: 10/20/98	Task		Rolled Up Task		Project Summary	
	Progress		Rolled Up Milestone		Split	.....
	Milestone		Rolled Up Progress		Rolled Up Split	.....
	Summary		External Tasks			

ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98	1Q				
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F
121	Identify Areas	10 days	4/20/98	5/1/98	A															
122	Maintenance of Traffic	30 days	3/2/98	4/10/98	A															
123	Polk Co. Line to US.192	15 days	3/2/98	3/20/98	A															
124	US.192 to BeeLine	15 days	3/23/98	4/10/98	A															
125	Constructability Review	353 days	12/4/96	4/10/98	A															
126	Design Criteria Review	5 days	12/4/96	12/10/96	A															
127	Alignments	108 days	11/12/97	4/10/98	A															
128	Clearances	85 days	12/15/97	4/10/98	A															
129	Typical Sections	10 days	12/1/97	12/12/97	A															
130	ITS Integration	340 days	1/13/97	5/1/98																
131	Coordinate/Review EDP	15 days	1/13/97	1/31/97	A															
132	Eval. SCS For MOT	62 days	1/15/98	4/10/98																
133	FDOT Review	15 days	4/13/98	5/1/98																
134	5. Conceptual Drainage Analysis	375 days	10/21/96	3/27/98	A															
135	Review Existing Conditions	11 days	10/21/96	11/4/96	A															
136	Coordinate with Agencies	10 days	11/5/96	11/18/96	A															
137	Develop Criteria	11 days	11/19/96	12/3/96	A															
138	Identify Drainage Areas	23 days	12/4/96	1/3/97	A															
139	Estimate Treatment Volumes	10 days	3/18/97	3/31/97	A															
140	Estimate Volumes	15 days	1/6/97	1/24/97	A															
141	Identify Pond Sites	15 days	1/28/97	2/17/97	A															
142	Coordinate Geotech	3 days	2/18/97	2/20/97	A															
143	Size Ponds	50 days	9/29/97	12/5/97	A															
144	Investigate Alternate Treatment	10 days	12/8/97	12/19/97	A															

Project: I-4SECT1.MPP Date: 10/20/98	Task		Rolled Up Task		Project Summary	
	Progress		Rolled Up Milestone		Split	
	Milestone		Rolled Up Progress		Rolled Up Split	
	Summary		External Tasks			

ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98	1Q				
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F
145	Pond Siting Report	40 days	2/2/98	3/27/98	A															
146	6. Cost Analysis	110 days	10/27/97	3/27/98	A															
147	Analyze Unit Costs	31 days	10/27/97	12/8/97	A															
148	Coordinate ROW Costs	70 days	11/17/97	2/20/98	A															
149	Mainline & I/C to FDOT	40 days	11/17/97	1/9/98	A															
150	Ponds to FDOT	35 days	11/24/97	1/9/98	A															
151	FDOT Prepare ROW Costs	45 days	12/22/97	2/20/98	A															
152	Prepare Construction Costs	70 days	11/17/97	2/20/98	A															
153	FDOT Review	5 days	2/23/98	2/27/98	A															
154	Refine/Revise Costs	20 days	3/2/98	3/27/98	A															
155	7. Comparative Analysis of Alts.	100 days	11/24/97	4/10/98	A															
156	Develop Matrix Format	70 days	11/24/97	2/27/98	A															
157	Complete Matrix Format	21 days	2/27/98	3/27/98	A															
158	Refine / Revise	9 days	3/31/98	4/10/98	A															
159	8. Final Recommendation	20 days	8/31/98	9/25/98																
160	Prepare Recom. Memo	10 days	8/31/98	9/11/98																
161	Workshop w/FDOT	5 days	9/14/98	9/18/98																
162	Refine / Revise	5 days	9/21/98	9/25/98																
163																				
164	ENGINEERING REPORTS/DOCS	555 days	1/13/97	2/26/99																
165	2. Corridor Base Maps	10 days	1/13/97	1/24/97	A															
166	3. Preliminary Engineering Rpt.	325 days	12/1/97	2/26/99																
167	Prepare Pre-Draft PER	80 days	12/1/97	3/20/98	A															
168	QC/QA	5 days	3/23/98	3/27/98	A															

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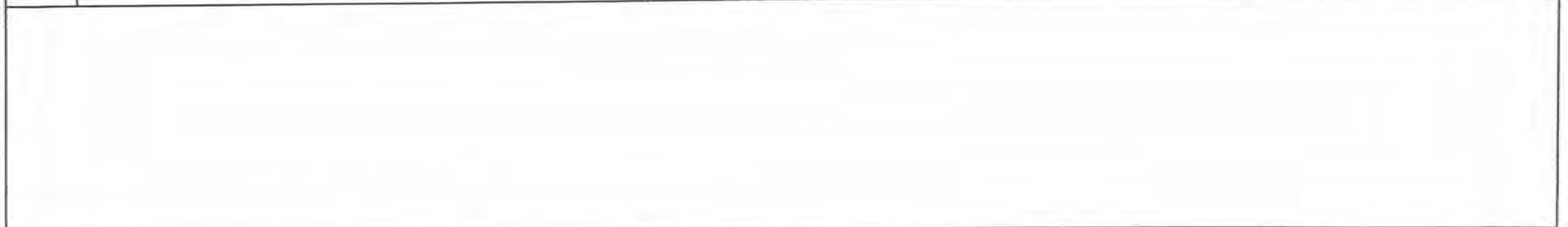
Task		Rolled Up Task		Project Summary	
Progress		Rolled Up Milestone		Split	
Milestone		Rolled Up Progress		Rolled Up Split	
Summary		External Tasks			

ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98	1Q				
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F
217	Field Reviews	134 days	12/2/96	6/5/97	A															
218	ID Wetland Significance	155 days	2/3/97	9/5/97	A															
219	Estimate Impacts	25 days	11/17/97	12/19/97	A															
220	WET II	25 days	11/17/97	12/19/97	A															
221	Documentation	37 days	12/22/97	2/10/98	A															
222	5. Biological Assessment Data	322 days	11/18/96	2/10/98	A															
223	Agency Coordination	20 days	11/18/96	12/13/96	A															
224	Obtain Species Information	20 days	12/16/96	1/10/97	A															
225	Field Review	84 days	2/10/97	6/5/97	A															
226	File Documentation	62 days	11/17/97	2/10/98	A															
227	6. Wildlife Habitat Impact Analysis	262 days	2/10/97	2/10/98	A															
228	ANALYSIS OF PHYSICAL IMPACTS	341 days	11/15/96	3/6/98	A															
229	1. Air Quality	31 days	12/12/97	1/23/98	A															
230	Traffic Data / Capacity Analysis	1 day	12/12/97	12/12/97	A															
231	Screening Test	15 days	12/15/97	1/2/98	A															
232	Select Locations	5 days	1/5/98	1/9/98	A															
233	Conduct Impact Analysis	10 days	1/12/98	1/23/98	A															
234	2. Noise	80 days	11/17/97	3/6/98	A															
235	Traffic Data	1 day	12/12/97	12/12/97	A															
236	ID Sensitive Sites	10 days	11/17/97	11/28/97	A															
237	Noise Monitoring	10 days	12/1/97	12/12/97	A															
238	Develop Model	5 days	12/15/97	12/19/97	A															
239	Model Application	10 days	12/22/97	1/2/98	A															
240	Sum. Impacted Receptors	5 days	12/29/97	1/2/98	A															

Project: I-4SECT1.MPP
Date: 10/20/98

Task		Rolled Up Task		Project Summary	
Progress		Rolled Up Milestone		Split	.....
Milestone		Rolled Up Progress		Rolled Up Split	.....
Summary		External Tasks			

ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98	1Q				
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F
265	Location Design Approval	1 day	2/26/99	2/26/99																
266	6. Cultural Resource Documentation	37 days	1/19/98	3/10/98	A															
267	8. Other Reports	259 days	8/18/97	8/13/98	A															
268	Air Quality	60 days	1/12/98	4/3/98	A															
269	Prepare Report	22 days	1/12/98	2/10/98	A															
270	FDOT Review	15 days	3/2/98	3/20/98	A															
271	Revise Report	10 days	3/23/98	4/3/98	A															
272	Noise	154 days	1/12/98	8/13/98	A															
273	Prepare Report	129 days	1/12/98	7/9/98	A															
274	FDOT Review	6 days	7/10/98	7/17/98	A															
275	Revise Report	19 days	7/20/98	8/13/98	A															
276	Wetland	75 days	12/22/97	4/3/98	A															
277	Prepare Report	37 days	12/22/97	2/10/98	A															
278	FDOT Review	15 days	3/2/98	3/20/98	A															
279	Revise Report	10 days	3/23/98	4/3/98	A															
280	CSER	40 days	8/18/97	10/10/97	A															
281	Prepare Report	15 days	8/18/97	9/5/97	A															
282	FDOT Review	15 days	9/8/97	9/26/97	A															
283	Revise Report	10 days	9/29/97	10/10/97	A															



Project: I-4SECT1.MPP Date: 10/20/98	Task		Rolled Up Task		Project Summary	
	Progress		Rolled Up Milestone		Split	
	Milestone		Rolled Up Progress		Rolled Up Split	
	Summary		External Tasks			

HNTB ARCHITECTS ENGINEERS PLANNERS

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December 28, 1998

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

Re: I-4 Corridor PD&E Study, Section 1
State Project Nos. 92130-1425 and 75280-1479
FPN Nos. 242526 and 242483
WPI Nos. 5147330 and 5147254
Federal Aid Project Nos. N/A and NH-4-2 (169) 65
Progress Report No. 26

Dear Mr. Webb:

Attached you will find a copy of Progress Report No. 26 for the above referenced project. The report consists of a summary of progress made from October 24, 1998 through November 20, 1998.

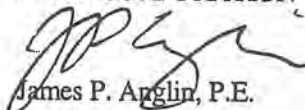
Activity over this reporting period has focused on responding to the FHWA comments in the Draft EA and supporting documents. Meetings were conducted with FDOT to discuss response to the FHWA comments. Key milestones reached during this period were submission of the revised Environmental Assessment and Preliminary Engineering Report to the Department and FHWA. As of this date, these documents are still under review.

A key issue is the schedule, now primarily dependent on FHWA review of our Section 1 EA, as well as FHWA review and approval of the Systems Access Modification Report being prepared by others.

If you have any questions regarding this information, please do not hesitate to contact me.

Very truly yours,

HNTB CORPORATION



James P. Anglin, P.E.
Sr. Vice President

Attachments (2)

cc:

George Huffman - HNTB
Norman Bryant - HNTB
Tony Melton - HNTB
John Jaeckel - HNTB Milwaukee
Jack Freeman - Kittelson
Richard Darden - Dames & Moore
Roger Neiswender - TCG

Gary Reed - Michael Baker Jr., Inc
Tim Lomax - TTI
Bryant Marshall - GEC
Marion Almy - ACI
Robbin Ossi, ETP
Vicki Smith - Keith & Schnars
David Sarda - HNTB Miami
File 24434-PL-001-001

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The HNTB Companies

OFFICES: ALEXANDRIA, VA; ATLANTA, GA; AUSTIN, TX; BATON ROUGE, LA; BOSTON, MA; CHARLESTON, WV; CHICAGO, IL; CLEVELAND, OH; DALLAS, TX; DENVER, CO; DETROIT, MI; FAIRFIELD, NH; FT. WORTH, TX; HARTFORD, CT; HOUSTON, TX; INDIANAPOLIS, IN; IRVINE, CA; KANSAS CITY, MO; LANSING, MI; LOS ANGELES, CA; LOUISVILLE, KY; MIAMI, FL; MILWAUKEE, WI; MINNEAPOLIS, MN; NASHVILLE, TN; NEW YORK, NY; OAKLAND, CA; ORLANDO, FL; OVERLAND PARK, KS; PHOENIX, AZ; PLYMOUTH MEETING, PA; PORTLAND, ME; RALEIGH, NC; SALT LAKE CITY, UT; SAN ANTONIO, TX; SEATTLE, WA; TAMPA, FL; TULSA, OK

PROGRESS REPORT NO. 26
FOR
I-4 Corridor PD&E Study, Section 1
State Project Nos. 92130-1423 and 75280-1479
WPI Nos. 5147330 and 5147254
Federal Aid Project Nos. N/A and NH-4-2 (169) 65

1. **PROJECT SCHEDULE**

The attached milestone schedule reflects the current status of the project. This schedule reflects the revised milestone dates developed since the restart of the project. The project schedule has been adjusted to reflect the time extension provided in Supplemental Agreement #2.

2. **PROJECT MILESTONES**

<u>Event</u>	<u>Scheduled</u>	<u>Achieved</u>
Notice to Proceed Meeting	October 3, 1996	October 3, 1996
Obtain FDOT 2020 Design Traffic	October 14, 1996	October 23, 1996
MPO Kick-off Meetings	November 15, 1996	November 13, 1996
Design Criteria	November 15, 1996	December 5, 1996
Existing Highway Characteristics	December 16, 1996	January 24, 1997
HOV Barrier vs Buffer Analysis	January 3, 1997	January 22, 1997
Contamination Screening Evaluation	September 8, 1997	September 12, 1997
Geotech Report (Preliminary)	November 28, 1997	December 8, 1997
Identify Pond Sites	December 5, 1997	December 15, 1997
Complete Concept Development	December 19, 1997	January 29, 1998
Cost Analysis of Alternatives	January 30, 1998	February 25, 1998
Typical Section Package	March 27, 1998	August 13, 1998
Pond Siting Report	March 27, 1998	April 7, 1998
1st Draft Preliminary Engr. Report	March 31, 1998	June 3, 1998
Wetland Impacts Report	April 3, 1998	February 10, 1998
Air Quality Impact Report	April 3, 1998	April 16, 1998
Location Hydraulic Report	April 10, 1998	April 9, 1998
Comparative Analysis of Alts	April 10, 1998	April 10, 1998
Alternatives Public Information Meeting	April 14, 1998	April 14, 1998
Noise Quality Impact Report	April 27, 1998	June 11, 1998
Draft Preliminary Engr. Report	August 13, 1998	August 13, 1998
Draft EA	August 13, 1998	August 13, 1998
Notice of Availability (Draft EA)	November 26, 1999 ⁽¹⁾	
Public Hearing	April 15, 1999 ⁽¹⁾	
Final Preliminary Engr. Report	May 30, 1999 ⁽¹⁾	
FONSI	June 30, 1999 ⁽¹⁾	
Distribute FONSI	August 15, 1999 ⁽¹⁾	

⁽¹⁾Proposed schedule revision dates based on FHWA review of EA and the FONSI approval.

3. **PROJECT ACTIVITIES/PROGRESS (HNTB/GENERAL)**

ACTIVITY A - PUBLIC INVOLVEMENT

1. **NOTICE-TO-PROCEED MEETING** - Completed 10/03/96 in DeLand.
2. **PUBLIC INVOLVEMENT PROGRAM** - Task is complete.
3. **INTRODUCTION/KICK-OFF MEETINGS** - Complete.
4. **PUBLIC MEETING** - Task is complete.
5. **PUBLIC HEARING** - Tentatively scheduled December 15, 1998, subject to EA approval. However, revisions to the EA and PER are still being made and this approval will not be received in time to conduct the hearing in December. A January/February timeframe is more realistic. An initial planning meeting was conducted with the PIC on September 16, 1998, to discuss Public Hearing activities.
6. **PUBLIC INVOLVEMENT DATA** - Completed identification of parcel numbers on base maps. An update of the mailing list for the Public Hearing is underway.
7. **UNSCHEDULED MEETINGS & PRESENTATIONS** - None over the past month. A series of update briefings to Osceola County, Orange County and the MPO are scheduled in December and January. The Osceola County Commission presentation is scheduled for January 11, 1999, the Metroplan Commission presentation for January 13, 1999 and the Orange County Commission presentation for January 1999.
8. **SPECIAL PUBLIC INVOLVEMENT REQUIREMENTS** - Responding to Property Owner inquiries regarding retention pond locations and other miscellaneous items.
9. **PIC MEETINGS** - Attended team meeting in early October.

ACTIVITY B - ENGINEERING

ACTIVITY B.1 - Engineering Data Collection

1. **AERIAL PHOTOGRAPHY** - Activity for this task is complete.
2. **EXISTING HIGHWAY CHARACTERISTICS** - Task is complete.
3. **EXISTING TRAFFIC DATA** - Task is complete. See Progress Report No. 21.
4. **ACCIDENT DATA** - This task is complete. See Progress Report No. 14.
5. **UTILITIES AND RAILROADS** - Task is complete. See Progress Report No. 14.
6. **TRANSPORTATION PLANS** - Task complete.

7. **SOILS SURVEY AND GEOTECHNICAL WORK** - Task is complete. See Progress Report No. 21.

ACTIVITY B.2 - Engineering Analysis

1. **PROJECT NEED** - Task is complete. See Progress Report No. 21.
2. **DESIGN TRAFFIC** - Task is complete.
3. **CONCEPTUAL DESIGN ANALYSIS** - Initiated evaluation of barrier or buffer HOV treatment. Conducted a meeting with FDOT District 1 to discuss coordination of HOV transition at CR 532 interchange. Conducted coordination with Section 2 on HOV issues. Prepared HOV issues paper, delivered 12/5/96. Conducted follow-up HOV issues meeting on 12/10/96. Issue on barrier typical awaiting further direction from FDOT. Submitted Roadway Design Criteria on 12/5/96 and received comments 12/19/96. Conducted meeting on December 10, 1996 with FDOT to agree on presentation of I-4 construction program within Five Year Work Program in preliminary plans. Conducted meeting with FDOT on January 22, 1997 to discuss barrier/buffer HOV lane separation alternatives. During this meeting the barrier alternative was chosen by FDOT. Conducted a meeting with Florida Overland Express (FOX) to discuss high speed rail alignment alternatives using the I-4 median. Identified possibility of no rail use in I-4 median. Awaiting FDOT direction to set mainline typical section. Conducting an analysis of HOV access changes based upon the use of barriers separation treatment. Conducted meeting on HOV Access Methodology with FDOT on February 10, 1997. Executed HOV Optional Item contract option. Drafted Technical Memorandum #1 on HOV Access and received concurrence March 20, 1997. Follow-up meetings set with Walt Disney Imagineering on March 27 and FDOT District 1 on March 31, 1997. Evaluated existing vertical geometry for deficient vertical curves. Sent FDOT Technical Memorandum #2 regarding existing vertical geometry on March 20, 1997. Established HOV, mainline, C-D and ramp stationing methodology. Evaluated I-4 MMMP and Early Deployment Plan ramp metering considerations and set FDOT Technical Memorandums #3 regarding ramp metering treatments. Working on at-grade HOV slip ramps. Continued coordination has occurred with FDOT District 1 regarding HOV access points at the Polk-Osceola County line. The locations of these ramps has been finalized in a June 16, 1997 meeting with District 1. Attended a meeting with Orange County law enforcement regarding HOV enforcement. Conducted an analysis of auxiliary lanes recommended in I-4 MMMP resulting in letter of July 18, 1997, requesting clarification of traffic and lane balance issues. Alternative design files are being established changing the I-4 MMMP HOV buffer treatment to barriers. Exact locations of HOV at-grade slip ramp access are being determined.

With the project restart in early August, design concepts are now being prepared. The transition of the master plan design files to reflect the changes in HOV treatment is complete. Initial locations of HOV at-grade slip ramps have been made. During the week of September 15th, HNTB's interchange expert spent the week in Orlando preparing concepts for CADD input. The input of preliminary alternative concepts was completed on October 3, 1997. A conceptual design review workshop with FDOT was conducted on October 9, 1997. A draft copy of the pre-master plan signing plan has

been prepared. Based upon input at this meeting, revisions and further development of these plans has occurred.

Concept revision and the development of additional alternative concepts has continued during November. The first plans package was produced and given to FDOT on November 13, 1997. This initiated additional analysis to include conceptual drainage, existing structure analysis and cost analysis. Concepts were shown to Disney and FOX during review meetings on November 14, 1997. Participated in Value Engineering review of the BeeLine/Central Florida Parkway interchange area. Continued coordination of the design concepts in this area. Initiated preparation of response to the VE recommendations. The responses to both Value Engineering meetings were prepared and submitted in early December. Continued refinement of design concepts. Conducted design review meeting with the Department on December 8 and 15, 1997. Attended FHWA coordination meeting on Osceola Parkway interchange on December 11, 1997. Refined ROW taking areas and initiated preparation of ROW take acreage. Initiated bridge type and pier location analysis. Details of HOV access locations have been prepared for the various at-grade and grade-separated scenarios being considered. Finalized Typical Sections and HOV access details based upon FDOT comments. The initial structural plan and elevation sheets have been provided for Department review.. A design review meeting of the concepts was conducted on January 29, 1998. Conducted meeting with FDOT District 1 on 10 lane VE alternative resulting in elimination of alternative. Prepared for Value Engineering of segment from US 192 to SR 536 (Segment 2). Information provided on January 30, 1998. Continued refinement of alternatives. Initial construction costs have been completed. Constructability reviews are underway. Provided information and presentation for US 192 to SR 536 VE Review conducted February 16-20, 1998. Conducted review meeting with FDOT Core Team on February 25, 1998.

Conducted two design review meetings with FHWA on March 4 and 23, 1998. Comments received on the concept alternatives are being addressed. Conducted review of initial construction costs and summarized the right-of-way costs. Profile adjustments were made to accommodate design high water requirements of retention ponds. Plan adjustments were required in several areas to meet the lane requirements from the Design Traffic Report. Western Beltway Interchange options have been developed and are being refined and evaluated. A design review meeting was conducted with FDOT on April 7, 1998, to review design alternatives and preliminary cost estimates. Based upon this input, minor revisions were made to the comparative evaluation matrix for the April 14, 1998, Public Meeting.

Following the review of the Public Meeting comments, a meeting was conducted on April 28, 1998, to select the preferred alternative. The preferred alternative has been refined based upon input received during the April 28, 1998 meeting. A follow-up meeting was conducted on May 8, 1998, to further review Western Beltway interchange alternatives and a weaving section for the westbound C/D between Osceola Parkway and SR 536. These meetings formed the basis for preparing plan, elevation and sections for structures, constructability analysis and maintenance of traffic concepts. Work has been conducted on the literature review of HOV operations and enforcement report by TTI. The draft has been reviewed by FDOT, revisions have been made and the final document submitted to FDOT. Conducted meeting with

OOCEA to discuss revisions to Western Beltway interchange concepts. Minor revisions in concepts, right-of-way requirements and typical sections have been made for PER and EA. Alternative evaluations for staging of the US 192 interchange have been conducted. These concepts have been discussed with FDOT representatives. The Supplemental Agreement for removing the transit envelope between SR 536 and the Bee Line Expressway has been received and work is underway. Conducted review of FDOT plan modifications with FDOT on September 10, 1998. Further adjustments are underway.

Minor adjustments in the preferred alternative are being made as a result of FHWA comments. A meeting was conducted with FDOT District 5 leadership on September 29, 1998, to discuss FHWA comments regarding the design concepts. Plan adjustments are being made based upon the direction received. An additional meeting is scheduled with the FDOT core team on October 27, 1998, to discuss the preferred alternative and pond sites.

4. **ACCESS MANAGEMENT** - Review of local street and property access is being conducted in interchange areas. Meetings have been conducted with some property owners regarding property access. Meeting was conducted with FDOT District Traffic Operations to develop access alternative for Embassy Suite's Hotel at Lake Avenue Interchange. Further analysis of this access is being conducted based upon FHWA review comments.
5. **CONCEPTUAL DRAINAGE ANALYSIS** - The evaluation of drainage retention pond locations and size has been completed. These locations and acreage are shown on the plan sheets. Evaluation of structure clearance for major waterway crossings has been completed and initial vertical profile has been checked. Design High Water elevations have been shown on the plans and profiles adjusted. The drainage section of the Draft PER has been prepared. Revisions of some pond sites are being made. The pond ROW cost estimates were received from FDOT on February 20, 1998. The Pond Siting Report incorporated these estimates. Further analysis of the design high water of the ponds has resulted in some profile revisions. In some areas where pond right-of-way is expensive, design alternatives such as exfiltration trenches have been studied. A review Draft was submitted to FDOT for review on April 7, 1998. Minor comments have been received from FDOT on the Pond Siting Report. There have been minor pond revisions based upon the April 28, 1998 design review meeting. Final revisions to the Pond Siting Report have been made and were resubmitted August 13, 1998. A meeting was conducted on September 2, 1998 with FDOT and URS/Greiner to discuss retention pond modifications between CR 532 and US 192 resulting from evaluation in the six lane widening project. A letter responding to the issues received in this meeting has been sent to URS/Greiner. Minor adjustments are being made to the recommended pond sites. Modifications to the pond sites have been made in the preferred alternative concept drawings. Adjustments in the Pond Siting Report have been sent to FDOT.
6. **COST ANALYSIS** - Detailed construction cost estimates are underway. Quantity take-offs for the design alternatives is being done. Modification of the FDOT LRE program is being made. The initial construction cost estimates have been completed and are being reviewed and adjusted. The detailed segment by segment costs with back-up were be given to FDOT in mid-March. Continued refinement of the segment

alternative costs are underway. The Western Beltway interchange options are undergoing cost analysis. Review of the FDOT unit prices resulting in the Department's March 18th in-house meeting is underway. These unit prices were the subject of discussion during the April 7, 1998, design review meeting. Costs for the design alternatives have been finalized. Costs for the segment and Western Beltway alternatives have been revised based upon input from the April 28, 1998 meeting. Further cost analysis has been provided in the PER. Utility adjustment costs have been received from FDOT and are being incorporated into the cost estimate. Based upon the adjustments being made, an updated construction cost estimate is being prepared.

7. **COMPARATIVE ANALYSIS OF DESIGN ALTERNATIVES** - The design alternatives comparative evaluation matrix has been prepared. Evaluation criteria has been finalized. The development of data to enter into the segment alternative and Western Beltway Interchange matrices has been completed for presentation at the Public Meeting. Minor revisions have been made for inclusion in the PER.
8. **PREPARE FINAL RECOMMENDATIONS**
9. **TEAM PROGRESS MEETINGS** - No HNTB project team meetings were conducted during this time period.

ACTIVITY B.3 -Engineering Reports

1. **CORRIDOR BASE MAPS** - This task is complete.
2. **PRELIMINARY ENGINEERING REPORT** - Preparation of Chapters 2, 3, 4, 5, 6, 7 and 8 of the Report are essentially complete. A partially complete initial draft was distributed to the FDOT and project team members for review and comment on December 18, 1997. Minor comments have been received. Work has continued. Chapters 6 and 8 have been completed and QC review conducted. The 1st Draft Preliminary Engineering Report was submitted to FDOT on June 3, 1998. Some FDOT review comments have been received. The revised document was resubmitted to FDOT and FHWA on August 13, 1998. Very minor comments were received from FHWA on September 18, 1998, and revisions/responses are being prepared.
3. **ALTERNATIVE CONCEPT PLANS** - Alternative concept plans are being prepared for FDOT review. An initial set was sent to FDOT for review on November 13, 1997. An updated, more complete submittal was made on December 8, 1997. Review comments were received on December 15, 1997, and have been incorporated. Revised plans were submitted in mid-January. Complete package to include typical section, HOV access details, design alternatives and vertical profile was provided on January 29, 1998. Only minor revisions were made in February awaiting the February 25 Core Team Meeting and March 4 FHWA Meeting. Following the second FHWA meeting on March 23, alignment refinements have been made for preparation of the Public Meeting. Continued refinements are underway toward the selection of a preferred alternative. Adjustments in the Western Beltway interchange alternatives are being made. The selection, which occurred on April 28, 1998, of the preferred alternative has lead to further refinements of this concept. The concept plans have been prepared for inclusion in the PER and EA. Work is continuing on the Typical Section Package and

Signing Plan. The draft Typical Section package was submitted to FDOT in late July 1998 for review. Comments have been received and the revised typical section package was resubmitted August 21, 1998. The draft master signing plan has been completed and was submitted August 21, 1998 for initial review. A literature review of HOV operations and enforcement has been conducted and submitted to FDOT for review. Comments have been received the document revised and resubmitted as final to FDOT. Revisions to the preferred alternative have been made and the graphics for use in the PER and EA are being printed. The revised Typical Section Package has been resubmitted to FDOT.

4. **UTILITY AND RAILROAD COORDINATION PACKAGE** - Work has been conducted to provide FDOT the information needed to prepare the Utility Assessment Package. This information was provided to FDOT on April 23, 1998. Utility adjustment information was received from FDOT in late September 1998. This information has been incorporated into Chapter 4 of the PER, the utility sheets in the PER and the utility adjustment costs in the PER and EA. This task is complete.
5. **LOCATION HYDRAULICS REPORT** - Continued the preparation of this report. Floodplain information has been obtained. The initial draft has been prepared and has undergone internal QC review. The report was being slightly delayed to be timed with the Pond Siting Report. The availability of retention ponds to meet the floodplain compensating storage requirements is caused this delay. The draft report was submitted to FDOT on April 9, 1998. Minor comments on the Draft LHR have been received. The final revisions of this report have been completed and final documents were submitted on August 13, 1998. This task is complete.

ACTIVITY C - ENVIRONMENTAL ANALYSIS AND REPORTS

ACTIVITY C.1 - Analysis of Social Impacts

1. **LAND USE INFORMATION** - Preparation of land use documentation for inclusion in Chapter 4 of the Draft PER and EA is complete.
2. **CULTURAL FEATURES** - Identification of cultural features within the study area has been completed and has been mapped. This has been included in Chapter 4 of the Draft PER and EA. This task is complete.
3. **ANALYSIS OF SOCIAL-ECONOMIC IMPACTS** - Development orders for DRI's and approved site plans for PD have been obtained. Updated DRI status information has been obtained and is included in Chapter 4 of the Draft PER and EA. Minor adjustments for the continually changing developments have been made. This task is complete.
4. **RIGHT-OF-WAY ACQUISITION/RELOCATION DATA COLLECTION AND ANALYSIS** - All ROW taking estimates were provided to FDOT by January 5, 1998. ROW cost estimates were received by HNTB on February 20, 1998. This data has been compiled and summarized. A request for additional right-of-way information was provided to the Department on April 15, 1998. This information has been received and is being compiled for use in the PER. Information

needed for preparation of the Conceptual Stage Relocation was provided to the Department on May 14, 1998. This report has been received and incorporated into the Draft EA submitted on June 27, 1998. A request for additional right-of-way information has been provided to FDOT on September 10, 1998. This reflects minor adjustments made in right-of-way between SR 535 and Lake Avenue. An additional request for right-of-way cost adjustments is being prepared.

5. **ARCHAEOLOGICAL AND HISTORICAL FEATURES** - The Cultural Resource Assessment Report has been completed and accepted by FDOT. This report was sent to FDOT for submittal to FHWA and SHPO. Review comments were received from FHWA on April 13, 1998 and have been addressed. Final copy has been sent to FHWA and SHPO for processing. SHPO concurrence has been received in a letter dated July 7, 1998. Task is complete.
6. **DETERMINATION OF SECTION 4(f) INVOLVEMENT** - Continued preparation of DOA. A draft copy has been submitted to FDOT for review. A request has been made to RCID for written information on the conservation easement in Reedy Creek. The property has been determined to be privately owned and not 4(f). The DOA has been finalized and sent to FHWA for review.
7. **VISUAL/AESTHETIC IMPACT ANALYSIS** - Attended Urban Design Guidelines Meeting on April 23, 1998. Incorporating work efforts to date in the PER.
8. **FARMLANDS IMPACT ANALYSIS** - The Farmland Conversion Impact Rating (Form AD1006) has been sent to the SCS. The sign-off of the form was received on February 2, 1998. Task is complete.

ACTIVITY C.2 -Analysis of Natural Impacts

1. **HYDROLOGIC AND NATURAL FEATURES** - This section has been prepared for inclusion in the Draft EA. Task is complete.
2. **IDENTIFY PERMIT REQUIREMENTS** - Reviewed response to EAC comments. Attended EAC meeting on July 28, 1997. Prepared an agenda for EAC meeting. Conducted EAC small group meeting on December 17, 1997, with SFWMD and FDEP in attendance. Continued coordination with SFWMD and USACOE has occurred. Task is complete.
3. **WETLAND IMPACT ANALYSIS** - Completed mapping of wetland areas. Completed wetland delineation and preparation of WET II analysis. The CADD mapping of wetland areas is complete. Drafted wetland section for Chapter 4 of Draft PER and EA. Initial estimates of wetland impacts have been made. The Wetland Evaluation Report has been prepared and was submitted to FDOT for review on February 10, 1998. FDOT review comments have been received and incorporated. The report has been sent to ACOE, FDEP and SFWMD for review and comment. Favorable review comments have been received from SFWMD in a May 21, 1998, telephone conversation. The ACOE provided a letter dated June 15, 1998, regarding their concurrence. Task is complete.

4. **CONCEPTUAL MITIGATION NARRATIVE** - Determining the applicability of using Senate Bill 1986 for wetland mitigation. Attended meeting on September 15, 1997 with FDOT and other I-4 section consultants to determine approach to the handling of conceptual mitigation. FDOT decided that SB 1986 will be used for this project on November 13, 1997. In EAC meeting of December 17, 1997, SFWMD indicated a willingness to work with us on SB 1986. A letter has been received from SFWMD confirming the use of SB 1986. This letter has been sent to ACOE and its receipt has been verbally acknowledged. Task is complete.
5. **BIOLOGICAL ASSESSMENT DATA** - Collection of biological data is complete. Preparation of the biological section has been included in Chapter 4 of the Draft PER and EA. Preparation of a Technical Memorandum - Wildlife and Habitat Assessment is complete and was submitted to FDOT for review on February 10, 1998. FDOT review comments have been received. The final Technical Memorandum has been prepared. Task is complete.
6. **WILDLIFE AND HABITAT IMPACT ANALYSIS** - Received information from FGFWFC and USFWS for endangered species. Initial field reviews are complete. Wildlife section of has been included in Chapter 4 of the Draft PER and EA. No threatened and endangered species have been identified. Discussion of Wildlife corridors was conducted with SFWMD and FDEP at the EAC small group meeting on December 17, 1997. The Technical Memorandum - Wildlife and Habitat Assessment is complete and was submitted to FDOT for review on February 10, 1998. FDOT review comments have been received and incorporated. The final Technical Memorandum has been sent to USFWS for the letter of "No Effect." Conversations indicate that the initial reviewer has resigned and a new reviewer assigned. Further conversation has indicated that the review has been assigned to a third reviewer. Additional information has been requested by USFWS and was provided. The letter of "No Effect" has been received from USFWS. Task is complete.
7. **AQUATIC PRESERVE IMPACT ANALYSIS** - N/A
8. **OUTSTANDING FLORIDA WATERS AND WILD AND SCENIC RIVERS IMPACT ANALYSIS** - N/A

ACTIVITY C.3 - Analysis of Physical Impacts

1. **AIR QUALITY DATA COLLECTION AND IMPACT ANALYSIS** - FDOT provided traffic data needed for the air quality screening analysis in December 1997. Agreed to do analysis for Year 2020. Analysis is complete. The Air Quality Report is complete and the draft was submitted to FDOT for review on February 10, 1998. FDOT review comments have been received. The final report has been submitted. Task is complete.
2. **NOISE IMPACT DATA COLLECTION AND ANALYSIS** - The Year 2020 traffic data and LOS information was provided on December 12, 1997. In that discussion with FDOT, HNTB was informed that the interim year (2010) is not required to be analyzed. Year 2000 Build revised volumes have been provided. The 1996/1997 existing volumes have been recorded. The noise monitoring of sensitive sites has been

- completed. The analysis of existing conditions and model calibration is complete. The design year analysis is underway. The Draft Noise Report has undergone internal QC review and was submitted for review on June 10, 1998. Comments have been received and the final report has been prepared and resubmitted. Minor comments were received on the noise analysis in the FHWA review and are being addressed.
3. **CONTAMINATION IMPACT ANALYSIS** - Continued identification of contamination sites identification and regulatory file review. Field reviews conducted associated with geotechnical field work. Draft CSER has been internally reviewed and revised. Draft CSER was delivered to the FDOT on September 12, 1997. Revised CSER was delivered to FDOT on October 23, 1997 and has been accepted. The contamination section of the Draft EA has been prepared and incorporated in the report. This task is complete.
 4. **WATER QUALITY IMPACT ANALYSIS** - The WQIE checklist has been prepared and was sent to EPA on February 2, 1998. The EPA is concurred that the project will not impact water quality or the sole source aquifer. This task is complete.
 5. **FLOODPLAIN IMPACT ANALYSIS** - Floodplain mapping has been received and entered as a CADD layer. The floodplain section of the Draft PER is included in Chapter 4. Initial estimates of floodplain impacts have been made. Floodplain sections for inclusion in the Draft EA, Location Hydraulics Report and Wetland Assessment Report have been prepared. An assessment of floodplain compensating storage has been completed. The retention ponds have been analyzed for potential use. The LHR addresses this issue. Minor comments were received on floodplain impact in the FHWA review and are being addressed.
 6. **COASTAL BARRIER IMPACT ANALYSIS** - N/A
 7. **ENERGY IMPACT ANALYSIS** - N/A
 8. **CONSTRUCTION IMPACT ANALYSIS**

ACTIVITY D - Environmental Reports

1. **ADVANCE NOTIFICATION** - N/A
2. **ENVIRONMENTAL ASSESSMENT (EA)** - Preparation of the Draft EA has been initiated. Many parts of Chapters 1, 2 and 4 are underway. A Pre-Draft copy of these parts has been submitted to FDOT for review. With the alternatives analysis approaching completion and conduct of the alternatives public meeting, the preparation of Chapters 3 and 5 of the Draft EA has been completed. Submittal of the Draft EA to FDOT was made on June 22, 1998. FDOT review comments have been received. The Draft EA has been revised and resubmitted to FDOT on August 13, 1998. This document was forwarded to FHWA for initial review the week of August 17, 1998. FHWA review comments were received on September 18, 1998. Response to comments and revisions are underway.

3. **FINDING OF NO SIGNIFICANT IMPACT (FONSI)**
4. **CULTURAL RESOURCES DOCUMENTATION** - The Cultural Resource Assessment Report has been prepared and accepted by FDOT. This report has been sent to FDOT for forwarding to FHWA and SHPO. Comments were provided by FHWA on April 13, 1998, and the report has been revised. This document has been forwarded to FHWA and SHPO. The SHPO letter has been received. This task is complete.
5. **SECTION 4(f) EVALUATION (N/A) - N/A**
6. **OTHER ENVIRONMENTAL REPORTS** - The status of these reports are discussed in activities C.2.3 (Wetlands), C.2.5 (Biological Assessment), C.3.1 (Air Quality, C.3.2 (Noise), and C.3.3 (CSER).

4. **PROJECT ACTIVITIES/PROGRESS (SUBCONSULTANTS)**

- A. Baker (MOT, Constructability & Cost Estimating) - No activity this month.
- B. Dames & Moore (Environmental) - Discussed Technical Memorandum - Continued revisions of the Draft EA to address FHWA review comments.
- C. Transportation Consulting Group (Social) - See Activities C.1.1 & 3. No activity this month.
- D. Texas A&M Research Foundation/TTI (HOV Analysis) - No activity this month.
- E. Geotechnical and Environmental Consultants, Inc. (Geotech) - No activity this month.
- F. Archaeological Consultants, Inc. - No activity this month.
- G. Environmental Transportation Planning (Air/Noise) - No activity this month.

5. **PROBLEMS/CONCERNS/RECOMMENDED SOLUTIONS**

- Based upon discussions at the October 8, 1998 I-4 Coordination Meeting, the Systems Access Modification Report (SAMR) is now projecting an approval in June 1999. Location and Design Acceptance (LDA) for this project will not be issued by FHWA until the SAMR is approved. This approval is now pacing our schedule for completion. A request for time extension has been prepared and approved by the Department. A proposed revised project schedule is depicted in Section 2.

I-4 Corridor PD&E Study, Segment 1
State Project Nos. 92130-1423 and 75280-1479
WPI Nos. 5147330 and 5147254
Federal Aid Project Nos. N/A and NH-4-2 (169) 65

CHRONOLOGY OF SIGNIFICANT EVENTS

October 3, 1996	Notice to Proceed Meeting
October 8, 1996	PIC Notice to Proceed Meeting
October 10, 1996	Project Team Kick-off Meeting @ HNTB Offices
October 23, 1996	Attended Citizens Advisory Committee Presentation
October 23, 1996	Attended Rail Project Advisory Group Meeting
October 25, 1996	Attended Transportation Technical Committee Presentation
October 31, 1996	Attended Project Team Coordination Meeting #1
November 6, 1996	Attended Rail Scoping Meeting
November 7, 1996	Attended Environmental Advisory Committee Meeting
November 8, 1996	Attended Light Rail/Section 1/Section 2 Coordination Meeting
November 13, 1996	Attended Metropolitan Planning Organization Project Kick-Off Presentation
November 13, 1996	Attended Project Advisory Group Meeting
November 14, 1996	Attended Project Team Coordination Meeting #2
November 15, 1996	Conducted Data Collection Meetings with Reedy Creek Improvement District and Osceola County Public Works & Planning
November 18, 1996	Conducted data collection meeting with Orange County Engineering
November 19, 1996	Conducted HNTB Project Team Meeting
November 22, 1996	Conducted HOV Barrier/Buffer analysis meetings with FDOT Dist. 1 and Section 2
November 25, 1996	Conducted data collection meeting with Orange County Planning
December 4, 1996	Attended Project Advisory Group Meeting
December 5, 1996	Attended Project Team Meeting #3. Delivered Roadway and Drainage Design Criteria and HOV Issues Paper
December 10, 1996	Conducted meeting on HOV Issues Paper
December 12, 1996	Conducted HNTB Project Team coordination meeting
December 18, 1996	Conducted land use data collection meetings for Orange County
December 19, 1996	Attended Project Team Coordination Meeting #4
January 7, 1997	Conducted HNTB Project Team Coordination Meeting
January 16, 1997	Attend meeting - Project Team Coordination Meeting #5
January 17, 1997	Attend SWFWMD Coordination Meeting
January 20, 1997	Meeting with Florida Overland Express (FOX)
January 22, 1997	Attended ACOE Coordination Meeting
January 22, 1997	Conducted meeting on selection of HOV buffer/barrier treatment
January 28, 1997	Attended "Talking Points" meeting in DeLand

February 4, 1997	Conducted HNTB Project Team Meeting #5
February 10, 1997	Conducted HOV Access Methodology meeting with FDOT
February 11, 1997	Attended I-4 Widening (US 27 to US 192) PD&E Study Public Hearing
February 13, 1997	Attended I-4 PD&E /LRT Coordination Meeting #6
February 20, 1997	Attended I-4 Association Meeting
February 28, 1997	Submitted Technical Memorandum #1 regarding HOV access Methodology
March 5, 1997	Attended PAG Meeting
March 12, 1997	Attended Rail Public Workshop
March 20, 1997	Attend I-4/LRT Coordination Meeting #7, Submitted Technical Memorandums #2 and #3 regarding Existing Vertical Geometry and Ramp Metering Methodology, respectively
March 27, 1997	Conducted meeting with Disney representatives regarding Osceola Parkway Interchange and HOV access in Disney area.
March 31, 1997	Conducted meeting with FDOT District 1 regarding changes in HOV access in Polk and Osceola County
April 15, 1997	Received FDOT response on Technical Memorandum #3, Ramp Metering Methodology
April 15, 1997	Received FDOT response on Technical Memorandum #2, Existing Vertical Geometry
April 22, 1997	Attended Urban Design Guidelines meeting
May 15, 1997	Attended I-4/LRT Coordination Meeting #8
June 11, 1997	Attended I-4 presentation at MPO meeting
June 11, 1997	Participated in preparation of videotape for TV-18 program "Close-Up" on I-4 project
June 12, 1997	Attended I-4/LRT Coordination Meeting #9
June 16, 1997	Conducted Coordination meeting with FDOT District 1 to locate HOV access near Polk/Osceola County line
June 17, 1997	Attended meeting with Orange County Law Enforcement regarding HOV enforcement.
July 10, 1997	Attended I-4/LRT Coordination Meeting #10
July 14, 1997	Attended I-4 Traffic Coordination Meeting and prepared letter requesting additional information
August 7, 1997	Attended I-4/LRT Coordination Meeting #11
August 7, 1997	Received notice from FDOT to resume work.
August 26, 1997	Attend Design Traffic meeting with FDOT and TCG

September 3, 1997	Attended I-4/LRT PAG meeting
September 4, 1997	Attended I-4/LRT Coordination Meeting #12
September 15, 1997	Attended FDOT meeting regarding conceptual mitigation
October 9, 1997	Conducted Conceptual Design Review Workshop with FDOT
October 14, 1997	Attended Design Traffic Meeting with FDOT and TCG
October 20, 1997	Made Presentation to I-4 Value Engineering Team
October 23, 1997	Attended I-4/LRT Coordination Meeting #13
November 3, 1997	VE Presentation for Central Florida Parkway and BeeLine Expressway Interchange areas
November 6, 1997	Meeting w/FDOT on Typical Sections/HOV access VE recommendations
November 12, 1997	Presentation to Osceola County CTSP
November 13, 1997	Attended I-4/LRT Coordination Meeting #14
November 14, 1997	Meeting with Disney regarding alternatives adjacent to property
November 14, 1997	Coordination Meeting w/FOX
November 17, 1997	HNTB Project Team Coordination Meeting
November 18, 1997	Presentation to Orange County CTSP
November 21, 1997	Attended Meeting on I-4 Design Traffic with FDOT, TCG and URS/Greiner
December 3, 1997	Presentation to Tri-County Freeway Management Committee
December 8, 1997	Design Review Meeting w/FDOT
December 9, 1997	HNTB Project Team Coordination Meeting
December 11, 1997	New Interchange Review Meeting w/FHWA and FDOT
December 15, 1997	Design Review Meeting w/FDOT
December 17, 1997	EAC Small Group Meeting
December 18, 1997	Attended I-4/LRT Coordination Meeting #15
December 19, 1997	Attended Core Team Meeting to discuss Value Engineering alternative
December 22, 1997	HNTB Project Team Coordination Meeting
December 23, 1997	Meeting w/FDOT ROW Estimates
January 5, 1998	Provided areas of taking to FDOT for ROW cost estimates
January 13, 1998	Attended PAG Meeting
January 14, 1998	HNTB Project Team Coordination Meeting
January 15, 1998	Attended I-4/LRT Coordination Meeting #16
January 20, 1998	Coordinated meeting with Orange County Public Works and property owner representative
January 21, 1998	Attended LRT Public Hearing @ Omni Rosen Hotel
January 22, 1998	Conducted coordination meeting with FDOT District 1 on VE Alternatives
January 29, 1998	Conducted Design Alternatives Review meeting with FDOT Core Team

February 2, 1998	HNTB Project Team Meeting
February 5, 1998	Attended Design Traffic Coordination Meeting @ TCG
February 9, 1998	Coordination Meeting with Osceola County Director of Public Works
February 11, 1998	Provided Presentation of Design Alternatives @ PAG Meeting
February 12, 1998	Attended I-4/LRT Coordination Meeting #17
February 17, 1998	Provided Presentation to VE Study Team of Alternatives under Construction
February 25, 1998	Attended I-4 Core Team Meeting to discuss Design Alternatives
March 2, 1998	Received Approval of SA #1 for study of Western Beltway interchange alternatives
March 4, 1998	Attended the FHWA Design Review Meeting in Tallahassee
March 10, 1998	HNTB Project Team Meeting
March 12, 1998	Attended I-4/LRT Coordination Meeting #18
March 13, 1998	Conducted meeting with Orange County re: Vineland Road re: Vineland Road relocation and typical section.
March 23, 1998	Attend FHWA Design Review Meeting in Tallahassee
March 31, 1998	HNTB Project Team Meeting
April 6, 1998	Meeting w/PIC to review Alternate Drawings
April 7, 1998	Meeting w/OCEA to present Western Beltway alternatives
April 8, 1998	Presentation to Orange County CTSP
April 9, 1998	Attended I-4 Coordination Meeting #19
April 13, 1998	Attended PIC "Talking Points" Meeting
April 14, 1998	Conducted Alternatives Public Meeting
April 21, 1998	HNTB Project Team Public Meeting debriefing
April 22, 1998	Presentation to Orange County CTSP
April 23, 1998	Attended Urban Design Guidelines Meeting
April 23, 1998	Submitted information to FDOT for preparation of Utility Assessment Package
April 28, 1998	Design Review Meeting with FDOT to select segment preferred alternatives
May 8, 1998	Design Review Meeting with FDOT on Western Beltway interchange concepts
May 14, 1998	Attended I-4 Coordination Meeting #20
May 15, 1998	Conducted I-4 presentation to Orange County Transportation Planning Group
May 22, 1998	Conducted Western Beltway Interchange design concept review meetings with OCEA
May 29, 1998	Delivered Draft Literature Review of HOV Operations and Enforcement for review
June 3, 1998	Delivered Draft Preliminary Engineering Report for review
June 10, 1998	Attended I-4 Coordination Meeting #21 and delivered Draft Noise Impact Report for review.
June 12, 1998	Attended I-4 Association Meeting
June 22, 1998	Delivered First Draft Environmental Assessment for review

July 1, 1998	Attended Tri-County Emergency Management Meeting
July 9, 1998	Attended I-4 Coordination Meeting #22
July 28, 1998	Attended I-4 Project Advisory Group Meeting
August 13, 1998	Attended I-4 Coordination Meeting #23
August 17, 1998	Draft EA and supporting Documentation submitted by FDOT to FHWA for review
August 25, 1998	Attended I-4 Traffic Modeling meeting.
September 2, 1998	Attended meeting with FDOT and URS/Greiner to discuss retention pond locations between CR 532 and US 192
September 10, 1998	Attended I-4 Coordination Meeting #24
September 16, 1998	Conducted Coordination Meeting with PIC to discuss preparation activities for Public Hearing
September 18, 1998	Received FHWA review comments on Draft EA and supporting documents
September 22, 1998	Conducted HNTB Project Team meeting to distribute assignments on FHWA review comments
September 23, 1998	Made I-4 Presentation at the FDOT Environmental Management Conference in West Palm Beach
September 29, 1998	Meeting w/FDOT Management to discuss response to FHWA comments.
October 8, 1998	Attended I-4 Coordination Meeting #25
November 12, 1998	Attended I-4 Coordination Meeting #26
November 19, 1998	Meeting w/FDOT District 5 and Section 2 consultant regarding US 192 interchange fly-over bridge
November 20, 1998	Resubmitted PER & EA to FHWA

ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98	1Q99	2Q99	3Q99						
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S
1	A. PUBLIC INVOLVMENT	781 days	10/3/96	9/30/99	A	[Gantt bar for task 1]																		
2	1. NOTICE TO PROCEED	10 days	10/3/96	10/16/96	A	[Gantt bar for task 2]																		
3	NTP Meeting	1 day	10/3/96	10/3/96	A	[Gantt bar for task 3]																		
4	Meeting Notes	5 days	10/4/96	10/10/96	A	[Gantt bar for task 4]																		
5	Schedule	6 days	10/4/96	10/11/96	A	[Gantt bar for task 5]																		
6	Quality Plan	9 days	10/4/96	10/16/96	A	[Gantt bar for task 6]																		
7	2. PUBLIC INVOLVMENT PROGRAM	203 days	10/8/96	7/17/97	A	[Gantt bar for task 7]																		
8	PIC Starts	1 day	10/8/96	10/8/96	A	[Gantt bar for task 8]																		
9	Review PIP	6 days	7/10/97	7/17/97	A	[Gantt bar for task 9]																		
10	5. PUBLIC MEETINGS	613 days	10/23/96	2/26/99		[Gantt bar for task 10]																		
11	MPO Kickoff Meetings	16 days	10/23/96	11/13/96	A	[Gantt bar for task 11]																		
12	EAG Mtgs.	602 days	11/7/96	2/26/99		[Gantt bar for task 12]																		
13	CAG Mtgs.	606 days	11/1/96	2/26/99		[Gantt bar for task 13]																		
14	PAG Mtgs.	613 days	10/23/96	2/26/99		[Gantt bar for task 14]																		
15	Meeting Preparation	72 days	1/5/98	4/14/98	A	[Gantt bar for task 15]																		
16	Mailing List to PIC	15 days	1/5/98	1/23/98	A	[Gantt bar for task 16]																		
17	Assist w/Handouts	15 days	3/2/98	3/20/98	A	[Gantt bar for task 17]																		
18	Assist w/Script	15 days	3/2/98	3/20/98	A	[Gantt bar for task 18]																		
19	Coordinate w/PIC	20 days	3/18/98	4/14/98	A	[Gantt bar for task 19]																		
20	Attend Meeting	0 days	4/14/98	4/14/98	A	[Gantt bar for task 20]																		
21	Meeting Debrief	1 day	4/15/98	4/15/98	A	[Gantt bar for task 21]																		
22	Respond to Comments	20 days	4/16/98	5/13/98	A	[Gantt bar for task 22]																		
23	6. PUBLIC HEARING	219 days	9/14/98	7/15/99		[Gantt bar for task 23]																		
24	Meeting Preparation	47 days	9/14/98	11/17/98		[Gantt bar for task 24]																		

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Task	[Solid Bar]	Rolled Up Task	[Solid Bar]	Project Summary	[Solid Bar]
Progress	[Dashed Bar]	Rolled Up Milestone	[Diamond]	Split	[Dotted Bar]
Milestone	[Diamond]	Rolled Up Progress	[Dashed Bar]	Rolled Up Split	[Dotted Bar]
Summary	[Solid Bar]	External Tasks	[Solid Bar]		

ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98	1Q99	2Q99	3Q99						
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S
25	Mailing List to PIC	5 days	9/14/98	9/18/98																				
26	Assist w/Handouts	10 days	10/26/98	11/6/98																				
27	Assist w/Script	10 days	10/26/98	11/6/98																				
28	Coordinate w/PIC	12 days	11/2/98	11/17/98																				
29	Attend Meeting	1 day	6/15/99	6/15/99																				
30	Meeting Debrief	1 day	6/16/99	6/16/99																				
31	10 Day Comment Period	8 days	6/16/99	6/25/99																				
32	Respond to Comments	14 days	6/28/99	7/15/99																				
33	7. PUBLIC INVOLVMENT DATA	780 days	10/4/96	9/30/99																				
34	Mailing List Data Base	780 days	10/4/96	9/30/99																				
35	Identify Properties	35 days	11/18/96	1/3/97	A																			
36	Collect Property Owners Data	32 days	12/12/96	1/24/97	A																			
37	Number Properties	13 days	5/19/97	6/4/97	A																			
38	List of Agencies	32 days	12/12/96	1/24/97	A																			
39	Interested Parties	780 days	10/4/96	9/30/99																				
40	Develop Data Base	20 days	1/6/97	1/31/97	A																			
41	Update Data Base	694 days	2/3/97	9/30/99																				
42	Coordination With PIC	777 days	10/9/96	9/30/99																				
43	Provide Expertise to PIC	777 days	10/9/96	9/30/99																				
44	8. Unscheduled Meetings	781 days	10/3/96	9/30/99																				
45	Meeting Prep	781 days	10/3/96	9/30/99																				
46	Attend mtgs.	781 days	10/3/96	9/30/99																				
47	Respond to Comments	781 days	10/3/96	9/30/99																				
48	Monthly Meetings	781 days	10/3/96	9/30/99																				

Project: I-4SECT1.MPP Date: 1/6/99	Task		Rolled Up Task		Project Summary	
	Progress		Rolled Up Milestone		Split	
	Milestone		Rolled Up Progress		Rolled Up Split	
	Summary		External Tasks			

ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98	1Q99	2Q99	3Q99						
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S
73	6. Transportation Plans	42 days	10/4/96	12/2/96	A																			
74	Collect Plans	42 days	10/4/96	12/2/96	A																			
75	8. Soils and Geotechnical	322 days	10/10/96	1/2/98	A																			
76	Collect Data	63 days	10/10/96	1/6/97	A																			
77	Collect Pond Data	55 days	2/18/97	5/5/97	A																			
78	Collect Muck Data	46 days	8/27/97	10/29/97	A																			
79	Analysis	43 days	9/17/97	11/14/97	A																			
80	Report	44 days	10/8/97	12/8/97	A																			
81	Review	20 days	12/8/97	1/2/98	A																			
82																								
83	ENGINEERING ANALYSIS	505 days	10/21/96	9/25/98																				
84	1. Project Need	5 days	12/11/96	12/17/96	A																			
85	2. Corridor Traffic	40 days	7/7/97	8/29/97	A																			
86	Review MMMP Traffic	5 days	8/25/97	8/29/97	A																			
87	Review Deficiencies	10 days	7/7/97	7/18/97	A																			
88	4. Conceptual Design Analysis	490 days	11/4/96	9/18/98																				
89	Buffer vs. Barrier	65 days	11/4/96	1/31/97	A																			
90	Review HOV Plan	10 days	11/4/96	11/15/96	A																			
91	Identify Alt. HOV Plans	10 days	11/18/96	11/29/96	A																			
92	Analysis of Alt. HOV Plans	15 days	12/2/96	12/20/96	A																			
93	Cost Analysis of Alt. HOV	11 days	12/23/96	1/6/97	A																			
94	Documentation of Alt. HOV	16 days	12/23/96	1/13/97	A																			
95	FDOT Review	10 days	1/14/97	1/27/97	A																			
96	Revise/Recommend	4 days	1/28/97	1/31/97	A																			

Project: I-4SECT1.MPP Date: 1/6/99	Task		Rolled Up Task		Project Summary	
	Progress		Rolled Up Milestone		Split	
	Milestone		Rolled Up Progress		Rolled Up Split	
	Summary		External Tasks			

ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98	1Q99	2Q99	3Q99						
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S
97	Develop Base Maps	50 days	8/25/97	10/31/97	A																			
98	MMMP Horiz.. Geometrics	50 days	8/25/97	10/31/97	A																			
99	Vert. Geometric Data Base	50 days	8/25/97	10/31/97	A																			
100	Prepare Typical Section Package	208 days	11/5/97	8/21/98	A																			
101	Develop I/C & ML Plans	356 days	11/4/96	3/16/98	A																			
102	Develop Design Criteria	22 days	11/4/96	12/3/96	A																			
103	Mainline	15 days	8/25/97	9/12/97	A																			
104	Interchange Analysis	99 days	9/15/97	1/29/98	A																			
105	Analyze I/C Concepts	15 days	9/15/97	10/3/97	A																			
106	Refine/Revise Concepts	84 days	10/6/97	1/29/98	A																			
107	Vertical Geom. Checks	84 days	10/6/97	1/29/98	A																			
108	FDOT Review	20 days	1/29/98	2/25/98	A																			
109	Revise	14 days	2/25/98	3/16/98	A																			
110	Master Signing Plan	110 days	4/20/98	9/18/98	A																			
111	FDOT District 1 Coord.	147 days	11/22/96	6/16/97	A																			
112	HOV / Park n Ride	11 days	4/20/98	5/4/98	A																			
113	Bridges	315 days	12/2/96	2/13/98	A																			
114	Eval. Exist, Structures	40 days	12/2/96	1/24/97	A																			
115	Rehab/Widen/Replace	30 days	10/6/97	11/14/97	A																			
116	Bridge Type Analysis	44 days	11/17/97	1/15/98	A																			
117	Documentation	12 days	1/15/98	1/30/98	A																			
118	FDOT Review	10 days	2/2/98	2/13/98	A																			
119	Lighting	25 days	3/30/98	5/1/98	A																			
120	Coordinate w/ Locals	15 days	3/30/98	4/17/98	A																			

Project: I-4SECT1.MPP
Date: 1/6/99

Task		Rolled Up Task		Project Summary	
Progress		Rolled Up Milestone		Split	
Milestone		Rolled Up Progress		Rolled Up Split	
Summary		External Tasks			

ID	Task Name	Duration	Start	Finish	Status	6	4Q96	1Q97	2Q97	3Q97	4Q97	1Q98	2Q98	3Q98	4Q98	1Q99	2Q99	3Q99						
						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S
169	FDOT Review	9 days	3/31/98	4/10/98	A																			
170	Prepare Draft PER	84 days	4/13/98	8/6/98	A																			
171	QC/QA	5 days	8/7/98	8/13/98	A																			
172	FDOT/FHWA Review	34 days	8/14/98	9/30/98	A																			
173	Prepare Final PER	3 days	11/18/98	11/20/98																				
174	QC/QA	9 days	11/10/98	11/20/98																				
175	FDOT Review	51 days	11/20/98	1/29/99																				
176	Revise Final PER	43 days	1/29/99	3/30/99																				
177	FHWA Review	24 days	3/30/99	4/30/99																				
178	4. Alternative Concept Plans	146 days	8/25/97	3/16/98	A																			
179	Prepare Concept Plan Views	57 days	8/25/97	11/11/97	A																			
180	QA/QC	9 days	11/12/97	11/24/97	A																			
181	FDOT Review	6 days	11/13/97	11/20/97	A																			
182	Prepare Plan Sheets	49 days	11/24/97	1/29/98	A																			
183	FDOT Review	20 days	1/29/98	2/25/98	A																			
184	Revise Plans	13 days	2/26/98	3/16/98	A																			
185	5. Utility and RR Pkg.	25 days	3/16/98	4/17/98	A																			
186	7. Location Hydraulic Rpt.	184 days	12/1/97	8/13/98	A																			
187	Perform Analysis	30 days	12/1/97	1/9/98	A																			
188	Prepare Report	15 days	1/12/98	1/30/98	A																			
189	QA/QC	30 days	2/2/98	3/13/98	A																			
190	FDOT Review	10 days	3/16/98	3/27/98	A																			
191	Revise	98 days	3/31/98	8/13/98	A																			
192	10. Review Design Traf. Memo	129 days	10/1/97	3/30/98	A																			

Project: I-4SECT1.MPP
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						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M
193																								
194	C. ENVIRONMENTAL ANALYSIS AND RPTS	743 days	11/15/96	9/21/99																				
195	ANALYSIS OF SOCIAL IMPACTS	350 days	11/18/96	3/20/98	A																			
196	1. Land Use Information	310 days	11/18/96	1/23/98	A																			
197	2. Cultural Features	310 days	11/18/96	1/23/98	A																			
198	3. Anal. S - E Impacts	50 days	11/17/97	1/23/98	A																			
199	5. Archaeological/Historic	342 days	11/18/96	3/10/98	A																			
200	Research Design	20 days	11/18/96	12/13/96	A																			
201	Field Survey	194 days	3/25/97	12/19/97	A																			
202	Assessment	21 days	12/22/97	1/19/98	A																			
203	Prepare Report	5 days	1/19/98	1/23/98	A																			
204	QA/QC	10 days	1/26/98	2/6/98	A																			
205	FDOT Review	11 days	2/9/98	2/23/98	A																			
206	Revise	11 days	2/24/98	3/10/98	A																			
207	6. Section 4(f) DOA	90 days	11/17/97	3/20/98	A																			
208	8. Farmlands	50 days	11/17/97	1/23/98	A																			
209	Exclusion Determination	35 days	11/17/97	1/2/98	A																			
210	Evaluation Completion	10 days	1/5/98	1/16/98	A																			
211	Form AD 1006	5 days	1/19/98	1/23/98	A																			
212	ANALYSIS OF NATURAL IMPACTS	322 days	11/18/96	2/10/98	A																			
213	1. Hyd. and Natural Features	310 days	11/18/96	1/23/98	A																			
214	2. Ident. Permit Conditions	310 days	11/18/96	1/23/98	A																			
215	3. Wetland Impact Analysis	322 days	11/18/96	2/10/98	A																			
216	ID Wetland Sites	10 days	11/18/96	11/29/96	A																			

Project: I-4SECT1.MPP
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Task		Rolled Up Task		Project Summary	
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Milestone		Rolled Up Progress		Rolled Up Split
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						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M
217	Field Reviews	134 days	12/2/96	6/5/97	A																			
218	ID Wetland Significance	155 days	2/3/97	9/5/97	A																			
219	Estimate Impacts	25 days	11/17/97	12/19/97	A																			
220	WET II	25 days	11/17/97	12/19/97	A																			
221	Documentation	37 days	12/22/97	2/10/98	A																			
222	5. Biological Assessment Data	322 days	11/18/96	2/10/98	A																			
223	Agency Coordination	20 days	11/18/96	12/13/96	A																			
224	Obtain Species Information	20 days	12/16/96	1/10/97	A																			
225	Field Review	84 days	2/10/97	6/5/97	A																			
226	File Documentation	62 days	11/17/97	2/10/98	A																			
227	6. Wildlife Habitat Impact Analysis	262 days	2/10/97	2/10/98	A																			
228	ANALYSIS OF PHYSICAL IMPACTS	341 days	11/15/96	3/6/98	A																			
229	1. Air Quality	31 days	12/12/97	1/23/98	A																			
230	Traffic Data / Capacity Analysis	1 day	12/12/97	12/12/97	A																			
231	Screening Test	15 days	12/15/97	1/2/98	A																			
232	Select Locations	5 days	1/5/98	1/9/98	A																			
233	Conduct Impact Analysis	10 days	1/12/98	1/23/98	A																			
234	2. Noise	80 days	11/17/97	3/6/98	A																			
235	Traffic Data	1 day	12/12/97	12/12/97	A																			
236	ID Sensitive Sites	10 days	11/17/97	11/28/97	A																			
237	Noise Monitoring	10 days	12/1/97	12/12/97	A																			
238	Develop Model	5 days	12/15/97	12/19/97	A																			
239	Model Application	10 days	12/22/97	1/2/98	A																			
240	Sum. Impacted Receptors	5 days	12/29/97	1/2/98	A																			

Project: I-4SECT1.MPP Date: 1/6/99	Task		Rolled Up Task		Project Summary	
	Progress		Rolled Up Milestone		Split	
	Milestone		Rolled Up Progress		Rolled Up Split	
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						S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M
265	Prepare FONSI	23 days	6/15/99	7/15/99																				
266	QA/QC	12 days	7/15/99	7/30/99																				
267	FDOT Review	10 days	8/2/99	8/13/99																				
268	Revise FONSI	5 days	8/16/99	8/20/99																				
269	FHWA Review	22 days	8/20/99	9/20/99																				
270	Location Design Approval	1 day	9/21/99	9/21/99																				
271	6. Cultural Resource Documentation	37 days	1/19/98	3/10/98	A																			
272	8. Other Reports	259 days	8/18/97	8/13/98	A																			
273	Air Quality	60 days	1/12/98	4/3/98	A																			
274	Prepare Report	22 days	1/12/98	2/10/98	A																			
275	FDOT Review	15 days	3/2/98	3/20/98	A																			
276	Revise Report	10 days	3/23/98	4/3/98	A																			
277	Noise	154 days	1/12/98	8/13/98	A																			
278	Prepare Report	129 days	1/12/98	7/9/98	A																			
279	FDOT Review	6 days	7/10/98	7/17/98	A																			
280	Revise Report	19 days	7/20/98	8/13/98	A																			
281	Wetland	75 days	12/22/97	4/3/98	A																			
282	Prepare Report	37 days	12/22/97	2/10/98	A																			
283	FDOT Review	15 days	3/2/98	3/20/98	A																			
284	Revise Report	10 days	3/23/98	4/3/98	A																			
285	CSER	40 days	8/18/97	10/10/97	A																			
286	Prepare Report	15 days	8/18/97	9/5/97	A																			
287	FDOT Review	15 days	9/8/97	9/26/97	A																			
288	Revise Report	10 days	9/29/97	10/10/97	A																			

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Task		Rolled Up Task		Project Summary	
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MEMORANDUM OF MEETING

TO: Project File 24434

FROM: David E. Wagner

SUBJECT: I-4 Corridor PD&E Study, Section 1
State Project Nos. 92130-1425 and 75280-1479
WPI Nos. 5147330 and 5147254
Federal Aid Project Nos. N/A and NH-4-2 (169) 65

DATE OF MEETING: January 19, 1999

A meeting was conducted to discuss the additional impacts and costs associated with the transition of I-4 Section 1 into the existing I-4 roadway east of the BeeLine Expressway. This information is needed to satisfy independent utility and logical termini for Section 1 should this section be constructed prior to Section 2. This information also is needed to address an FHWA comment and to revise the EA and PER. Those in attendance were as follows:

- Jack Freeman – Kittelson & Associates
- David Wagner – HNTB
- Richard Darden – Dames & Moore
- Mike Snare – URS Greiner
- Mark Callahan – CH2M Hill

The attached agenda provides a list of items discussed at the meeting. Community services along the I-4 corridor, between the BeeLine Expressway and Sand Lake Road, include a post office and a hospital. There are probably no impacts to any archaeological and historical sites within this segment. Greiner suggested that we contact ACI to verify this, since they are doing this work for both Sections 1 and 2. Further, there are not expected to be any floodplain impacts or wildlife and habitant impacts within this segment of the study area, but Greiner will verify. There are no recreational or 4F impacts within this area. There are some wetland impacts, which will be provided. The noise impacts associated with the Monterey Lake Apartments have already been included in Section 1. Other noise impact sites include a low density single family subdivision on the west side of I-4 and hotels, which are to be provided. Also, the Section 2 team will provide the inventory of contamination sites within this section of the corridor.

Greiner will provide an electronic file of the Section 2 design covering the area of the BeeLine Expressway up to the I-4/Sand Lake Road interchange. It is expected that this will be received on January 19 (afternoon). HNTB plans to transition back to existing as quickly as possible, but will consider the location of the parallel acceleration/deceleration lanes which connect to the ramps at the Sand Lake Road interchange. HNTB is also considering to include the ponds required for the Section 2 project that are located within the transition area.

The transition of Section 2 into the existing I-4 roadway was discussed should this section be constructed prior to Section 1. This transition would occur solely between the I-4/Sand Lake Road and I-4/BeeLine Expressway interchanges and would not require portions of the Section 1 project be constructed.

It is expected that HNTB will receive all of the necessary information from the Section 2 team within a week. This will cause the submittal date of the EA to be postponed until February 5, 1999.

Copies to:

All Attendees
Harold Webb, FDOT District Five
Jim Anglin, HNTB
Tony Melton, HNTB

HNTB ARCHITECTS ENGINEERS PLANNERS

5850 T.G. Lee Boulevard
Suite 600
Orlando, Florida 32822
(407) 859-8380
FAX (407) 855-9641

January 20, 1999

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

Re: I-4 Corridor PD&E Study, Section 1
State Project Nos. 92130-1425 and 75280-1479
FPN Nos. 242526 and 242483
WPI Nos. 5147330 and 5147254
Federal Aid Project Nos. N/A and NH-4-2 (169) 65
HNTB No. 24434
Progress Report No. 27

Dear Mr. Webb:

Attached you will find a copy of Progress Report No. 27 for the above referenced project. The report consists of a summary of progress made from November 21, 1998 through December 25, 1998.

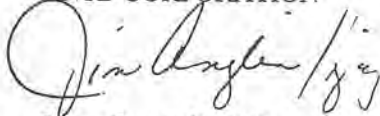
Activity over this reporting period has focused on attending progress meetings as well as making presentations to two Metroplan committees. We received FHWA comments on the revised EA shortly before Christmas and are now addressing them. We also spent time preparing for the presentation at the joint FHWA/FDOT meeting in Tallahassee.

A key issue remains the schedule, now primarily dependent on FHWA approval of our Section 1 EA, as well as FHWA review and approval of the Systems Access Modification Report being prepared by others.

If you have any questions regarding this information, please do not hesitate to contact me.

Very truly yours,

HNTB CORPORATION



James P. Anglin, P.E.

Sr. Vice President

Attachments (2)

cc:

George Huffman - HNTB

Norman Bryant - HNTB

Tony Melton - HNTB

John Jaekel - HNTB Milwaukee

Jack Freeman - Kittelson

Richard Darden - Dames & Moore

Roger Neiswender - TCG

Gary Reed - Michael Baker Jr., Inc

Tim Lomax - TTI

Bryant Marshall - GEC

Marion Almy - ACI

Robbin Ossi, ETP

Vicki Smith - Keith & Schnars

David Sarda - HNTB Miami

File 24434-PL-001-001

The HNTB Companies

OFFICES: ALEXANDRIA, VA; ATLANTA, GA; AUSTIN, TX; BATON ROUGE, LA; BOSTON, MA; CHARLESTON, WV; CHICAGO, IL; CLEVELAND, OH; DALLAS, TX; DENVER, CO; DETROIT, MI; EMERILDE, NJ; FT. WORTH, TX; HARTFORD, CT; HOUSTON, TX; INDIANAPOLIS, IN; IRVING, CA; KANSAS CITY, MO; LANSING, MI; LOS ANGELES, CA; LOUISVILLE, KY; MIAMI, FL; MILWAUKEE, WI; MINNEAPOLIS, MN; NASHVILLE, TN; NEW YORK, NY; OAKLAND, CA; ORLANDO, FL; OVERLAND PARK, KS; PHOENIX, AZ; PLANNETT, CA; PORTLAND, ME; RICHMOND, VA; SALT LAKE CITY, UT; SAN ANTONIO, TX; SEATTLE, WA; TAMPA, FL; TULSA, OK

To File 24434
From James P. Anglin, P.E. *JPA*
Subject I-4 PD&E Study, Section 1
FDOT/FHWA Partnering Workshop

Date March 22, 1999

File 24434

A partnering workshop was held from Tuesday, February 23rd to Friday, February 26, 1999, on the I-4 PD&E Project (all three sections). The primary purpose of the workshop was to cement relationships between FDOT and FHWA staff and leadership, and work out as many remaining issues as possible during the week.

An agenda is attached. The meeting started at 8:00 AM, 2/23/99, with introductions and brief presentations on all three sections, as well as a project overview by Mike Snyder of FDOT, District 5, public involvement by Vicki Smith of K & S, and LRT by Steve Willis of LYNX.

Notes from Day 1:

- Steve Willis notes LYNX is one of 7 rail projects in the President's draft budget, and the only new start among the 7.
- LYNX has recently signed a Letter of Intent with CSX setting forth the parameters to negotiate a ROW settlement by 9/1/99.
- LYNX working closely with City of Orlando and Orange County staffs to resolve their differences (in alignment/segment priority preferences).

Nancy Houston noted:

- Florida in 1991 made a policy decision to limit interstate highways to a maximum of six general purpose lanes (3 each way) and 4 HOV/Express lanes (2 each way).
- Also noted the current EA/EIS studies were preceded by the I-4 Multi-Modal Master Plan and then the Major Investment Study.
- Also noted that FDOT District 1 is accelerating the 6-laning of I-4 from Tampa to the Polk/Osceola County line.

Notes from Day 2 (2/24/99)

JPA Notes:

- Sat in on "NEPA" session in the morning.
- Discussed Segment 3 – No significant issues – hopefully EA/FONSI approval(s) will be routine – need letter.
- On air quality issue, there are some concerns regarding EPA accepting allowance of readings during wild fires.
- Probably will be changes in air quality status in July 2000.
- On Segment 1, clarified that EA can be signed and public hearing held after signing plan/operational comments from FHWA are resolved.
- EXCEPT, Jim St. John of FHWA believes the Lake Avenue/Embassy Suites access issues must be resolved prior to approving EA. The FHWA is currently not prepared to grant this access approval – want to see other alternatives, and analysis. This is contrary to earlier understandings.

Section 2:

- A number of issues.
- FHWA recommended pursuing EPA and others as a cooperating agency. Noted that Coast Guard and Corps of Engineers are already cooperating agencies.

JPA/av

To File 24434
From James P. Anglin, P.E. *JPA*
Subject I-4 PD&E Study, Section 1 Coordination Meeting at
District 5 3/18/99

Date March 23, 1999

A regular status/coordination meeting was held on 3/18/99 at FDOT, District 5.

Attending were:

- Harold Webb, District 5
- Mike Snyder, District 5
- Vicki Smith, Keith & Schnars
- Jan Everett, URS Greiner
- Mike Snare, URS Greiner
- Mark Callahan, CH2M Hill
- Jim Anglin, HNTB

HNTB Report:

- Noted we have identified and clarified the impacts in the transition area with Greiner.
- Harold Webb directed us to send revised EA pages directly to David Unkefer of FHWA.
- Contact for public hearing will be Vicki Smith of K&S and Bob Gleason at District 5 while Harold Webb is out from April 2nd to April 23rd.
- Still hoping to have public hearing on 5/4/99.

Section 2

- SAMR will be submitted to FDOT and FHWA by 4/12/99, with review comments due by 5/5/99.
- Greiner/CH2M Hill negotiating a \$1.2 million supplement for additional work on the EIS/SAMR.
- Hope is now that SAMR will be approved by FHWA by 6/30/99.
- Note that the I-4/St. John's River Design-Build Design Criteria package will be completed around April 2,000. Still some sentiment to advertise for the Design-Build package before the year-end but it may be January or later. The target date for award of the design-build is July 2,000.
- The EA limits are being revised so that one document covers from US 17-92 all the way to I-95, to hopefully expedite the St. John's River Bridge.
- Next PAG Meeting is at 1:30, April 6th at PBS&J.

JPA/av

To File 24434

Date April 23, 1999

From James P. Anglin, P.E.

Subject I-4 PD&E Study
Coordination Meeting
4/15/99 at District 5

Attending: **FDOT District 5** - Mike Snyder, Bob Gleason, Norraine Downs
FHWA - David Unkefer, Grant Zant, Edry
Keith & Schnars - Vicki Smith
PBS&J - John Adams
URS Greiner - Jan Everett
CH2M Hill - Marla Callahan

FHWA - Grant Zant is going to be replacing David Unkefer as the primary I-4 contact for FHWA.

Ok to call others within FHWA but all written correspondence should go through Grant.

Discussed follow-up action plans resulting from the Partnering Workshop. URS Greiner has compiled overall notes from the workshop.

HNTB to submit updated Section 1 schedule to FDOT for use with FHWA.

D. Unkefer clarified that SAMR needs to be approved before funds will be authorized for the John Young Parkway interchange.

FHWA is reviewing FDOT's request that the CORSIM analysis be removed from the SAMR. FHWA is also reviewing the pre-draft of the SAMR report.

David Unkefer noted he had a new FHWA paper on Environmental Justice. Noted that they shy away from using percentages in evaluating minority and economically - disadvantaged impacts.

Section 3 public hearing, which now includes the St. John's River Bridge, is now anticipated for September 1999. Hope for a FONSI and complete location/design clearance by January 2000.

Section 1

Reported on hearing scheduled for 5/4/99.

FDOT asked that we send balance of EA Reports to District 5 (15 + copies).

Section 2

See attached handout from URS Greiner/CH2M Hill. Key items of note:

- City is committed to re-development of Parramore area, including Griffin Park. Two alternatives for the I-4/SR 408 interchange are being carried forward; one of which puts a ramp in a cut-and-cover tunnel. Numerous small-group meetings are being held as part of these evaluations. City of Orlando Housing Authority plans on relocating Griffin Park residents within a 4 to 8 year time frame.
- It appears that the landscaping/aesthetic component will be very important in the design of the I-4/SR 408 interchange.
- Review comments from FDOT and FHWA are due by 5/5/99.
- Re-submittal of SAMR anticipated by 6/1/99.
- I-4 Interim HOV Project is still under discussion as to whether it will go design-build or not.
- URS/Greiner noted that they are re-evaluating the configuration of the US 17-92 interchange on the south side of the St. John's River Bridge. Also refining the concept of what to build in the initial phase of the St. John's River Bridge itself.

Public Involvement

Vicki Smith of K&S passed out several meeting lists and minutes from the 3/8/99 meeting. Noted the I-4 Website has gotten about 3,000 hits to date.

About 1,000 notices have been mailed out for the Section 1 Public Hearing, in addition to the legal notices and advertisements.

JPA/av

Cc: Tony Melton
David Wagner
Adrian Share
Jack Freeman, Kittleson
File 24434

Appendix D

Post-hearing Correspondence



I-4 PROJECT DEVELOPMENT AND ENVIRONMENT STUDY PUBLIC HEARING

Interstate 4 (Section 1) from CR 532 to SR 528 (Bee Line Expressway)
State Project No. 92130-1425 & 75280-1479
Work Program No. 5147330 & 5147254
Federal Aid Project No. N/A & NH-4-2(169)65
May 1999

Comments:

(Please provide your comments as necessary; we strongly encourage you to take this opportunity to share your thoughts and/or ideas regarding this study. All comments will become part of the public record.)

REQUEST SPECIFIC INFO ON NOISE REPORT STATION # 208 AT LAKE WILLIS, POND S/W SHORE

- ① TIME OF DAY & DATES
- ② PLACEMENT OF DECIBEL METER DEVICES EXACT LOCATIONS AROUND LAKE WILLIS

~~③~~ Send background info 5/28

SEND TO: JEAN DEACON
7484 LAKE WILLIS DR.
ORLANDO FL. 32821

OR
FAX # 407396-4450



You may leave this form in the box provided or fold and mail to the address on the back.



Jeffrey & Jean Deacon
7484 Lake Willis Drive
Orlando, FL 32821

May 4, 1999

I-4 Transformation – Public Involvement
Crane's Roost Office Park
370 Whooping Loop Suite 1154
Altamonte Springs, FL 32701

RE: Objection to the proposed retention pond at Lake Willis. (*Station 200*)

Dear I-4 Transformation Representatives:

We learned from your meeting on May 4th that you have four alternate sites selected for the placement of a retention pond along I-4 between 535 and the BeeLine. Two of those proposed alternate sites are situated at either side of where Lake Willis meets I-4. We object to the placement of any retention pond anywhere on Lake Willis and especially next to our home on Lake Willis. We object for the following reasons:

1. It would collect polluted runoff (by design) from I-4 and then allow it to seep into our currently clean spring-fed lake.
2. It would eliminate our existing privacy from I-4. This is because you would need to cut down most of the trees next to our house to build the retention pond.
3. It would increase our exposed noise level from I-4. This is because the trees would be gone.
4. It would devalue our property. This is because of the unsightly view of I-4 and the increased noise level (basically reasons 1 through 3).

According to your plans, you have two other alternate sites that are situated where no one lives. Those sites would be more appropriate since no homes or lakes would be affected. Your response will be greatly appreciated. Thank you.

Sincerely,

Jean Deacon
5/4/99



Jeffrey & Jean Deacon
7484 Lake Willis Dr
Orlando FL 32821-9321



Florida Dept. of Transportation
Attn: Harold Webb
719 S. Woodland Blvd., MS 542
Deland, FL 32720-6800

32720/6800





Florida Department of Transportation

JEB BUSH
GOVERNOR

THOMAS F. BARRY, JR.
SECRETARY

June 21, 1999

Mr. & Mrs. Jeff Deacon
7484 Lake Willis Drive
Orlando, Florida. 32821

Re: I-4 Section 1 from CR 532 to SR 528 (Bee Line Expressway)
FM Number 242526 & 242483
State Project Number 92130-1425 & 75280-1479
Work Program Number 5147330 & 5147254
Federal Aid Project Number N/A & NH-4-2(169)65

Dear Mr. & Mrs. Deacon:

Thank you for your interest in the I-4 Project Development and Environment (PD&E) Study currently being conducted by the Florida Department of Transportation (FDOT). The limits of this study extend along I-4 from the Polk/Osceola County Line to SR 528 (Beeline Expressway) in Orange County, a distance of approximately 13.5 miles. We appreciate you sharing your opinions and concerns with us. Any written comments you submitted, or formal verbal comments you made at the May 4, 1999 Public Hearing, will become part of the official record for the project.

As the planning process continues, the comments and suggestions received during this study phase will be analyzed and may be incorporated into the final design. The goal is to create a system that can be integrated to benefit and support the community as a whole.

The location and preliminary design of retention ponds along the I-4 corridor is required as a part of the PD&E Study. Retention ponds are designed to address both water quality and water quantity issues. The Federal and State agencies require that the quality of stormwater runoff from roads be treated before it is released back onto the natural water source. In order to protect our environment, all of the oil and other contaminants washed off the roadway by rain must be controlled before the water goes back into the aquifer. Additionally, the quantity of stormwater from a site must be controlled, so the rate of discharge to the downstream properties is the same for the area before and after the roadway improvements. This is done to protect the downstream property owners from flooding. It should be noted that the proposed improvements will enhance the water quality in Lake Willis through this process.

Mr. & Mrs. Jeff Deacon
June 21, 1999
Page Two

Potential alternative locations and configurations of retention ponds along the I-4 corridor are currently under evaluation. This includes alternative locations for the retention ponds that were shown in the preliminary plans in the vicinity of Lake Willis. Information regarding potential treatments of the ponds will be available later in the study process, as the project moves into the final design and right-of-way acquisition phase.

The Noise Study Report for this PD&E study was prepared in accordance to FDOT procedures. Noise measurements were taken at three locations within the study area to validate the noise model. No field measurements were taken near Lake Willis. Measured and modeled noise levels for the three locations were within the acceptable 3 decibel range which validates the model. The next step in the modeling process was to estimate future noise levels for the year 2020, which determined six noise sensitive sites. The Lake Willis area is one of those sites, but was not shown to be reasonable and feasible for a noise barrier. Landscaping treatments, such as a cypress tree buffer, may be considered as the project moves into final design.

After completion of the PD&E study, the project will undergo final design. During final design, the retention pond sites identified during the PD&E Study are reviewed and the detailed right-of-way requirements are identified. The acquisition of land for the roadway improvements, including the required retention ponds, generally begins 18 to 24 months prior to actual construction of the roadway improvements.

As stated, the retention pond requirements along the I-4 corridor are continuing to be evaluated. We will provide additional information as it becomes available as the PD&E Study process nears completion.

We appreciate you being a part of our effort to involve the citizens of this community in the proposed I-4 transportation improvements. Thank you again.

Sincerely,



Harold Webb
Project Manager

HW/vm

cc: Jim Anglin, HNTB Corporation
Jack Freeman, Kittelson and Associates
File 1060, Keith and Schnars, P.A.



I-4 PROJECT DEVELOPMENT AND ENVIRONMENT STUDY PUBLIC HEARING

Interstate 4 (Section 1) from CR 532 to SR 528 (Bee Line Expressway)

State Project No. 92130-1425 & 75280-1479

Work Program No. 5147330 & 5147254

Federal Aid Project No. N/A & NH-4-2(169)65

May 1999

Comments:

(Please provide your comments as necessary; we strongly encourage you to take this opportunity to share your thoughts and/or ideas regarding this study. All comments will become part of the public record.)

I have lived on Lake Wilks over 40 years and this has been a clean lake, spring fed.

I am opposed to a retention pond that will eventually run off into our lake.

Basically, this has been privately used by owners on the lake shore and the water is in perfect condition.

We would appreciate any actions that would keep and preserve our lake clean.

yours Truly,

Letoy Shields



You may leave this form in the box provided or fold and mail to the address on the back.



I-4 PROJECT DEVELOPMENT AND ENVIRONMENT STUDY PUBLIC HEARING

Interstate 4 (Section 1) from CR 532 to SR 528 (Bee Line Expressway)
State Project No. 92130-1425 & 75280-1479
Work Program No. 5147330 & 5147254
Federal Aid Project No. N/A & NH-4-2(169)65
May 1999

Comments:

(Please provide your comments as necessary; we strongly encourage you to take this opportunity to share your thoughts and/or ideas regarding this study. All comments will become part of the public record.)

I am a long time resident of Lake Willis. This lake is one of the few clean lakes left in our county and we want to keep it that way. We oppose a retention pond near the lake. Please help us keep a clean lake.

Opal Shields



You may leave this form in the box provided or fold and mail to the address on the back.



Florida Department of Transportation

JEB BUSH
GOVERNOR

THOMAS F. BARRY, JR.
SECRETARY

June 21, 1999

Mr. & Mrs. LeRoy Shields
7444 Lake Willis Drive
Orlando, Florida 32821

Re: I-4 Section 1 from CR 532 to SR 528 (Bee Line Expressway)
FM Number 242526 & 242483
State Project Number 92130-1425 & 75280-1479
Work Program Number 5147330 & 5147254
Federal Aid Project Number N/A & NH-4-2(169)65

Dear Mr. & Mrs. Shields:

Thank you for your interest in the I-4 Project Development and Environment (PD&E) Study currently being conducted by the Florida Department of Transportation. The limits of this study extend along I-4 from the Polk/Osceola County Line to SR 528 (Beeline Expressway) in Orange County, a distance of approximately 13.5 miles. We appreciate you sharing your opinions and concerns with us. Any written comments you submitted, or formal verbal comments you made at the May 4, 1999 Public Hearing, will become part of the official record for the project.

As the planning process continues, the comments and suggestions received during this study phase will be analyzed and may be incorporated into the final design. The goal is to create a system that can be integrated to benefit and support the community as a whole.

The location and preliminary design of retention ponds along the I-4 corridor is required as a part of the PD&E Study. Retention ponds are designed to address both water quality and water quantity issues. The Federal and State agencies require that the quality of stormwater runoff from roads be treated before it is released back onto the natural water source. In order to protect our environment, all of the oil and other contaminants washed off the roadway by rain must be controlled before the water goes back into the aquifer. Additionally, the quantity of stormwater from a site must be controlled, so the rate of discharge to the downstream properties is the same for the area before and after the roadway improvements. This is done to protect the downstream property owners from flooding. It should be noted that the proposed improvements will enhance the water quality in Lake Willis through this process.

Mr. & Mrs. LeRoy Shields
June 21, 1999
Page Two

Potential alternative locations and configurations of retention ponds along the I-4 corridor are currently under evaluation. Additionally, issues regarding the aesthetics of the retention ponds are also a part of this study. Information regarding potential treatments of the ponds will be available later in the study process, as the project moves into the final design and right-of-way acquisition phase.

After completion of the PD&E study, the project will undergo final design. During final design, the retention pond sites identified during the PD&E Study are reviewed and the detailed right-of-way requirements are identified. The acquisition of land for the roadway improvements, including the required retention ponds, generally begins 18 to 24 months prior to actual construction of the roadway improvements.

As stated, the retention pond requirements along the I-4 corridor are continuing to be evaluated. We will provide additional information as it becomes available as the PD&E Study process nears completion.

We appreciate you being a part of our effort to involve the citizens of this community in the proposed I-4 transportation improvements. Thank you again.

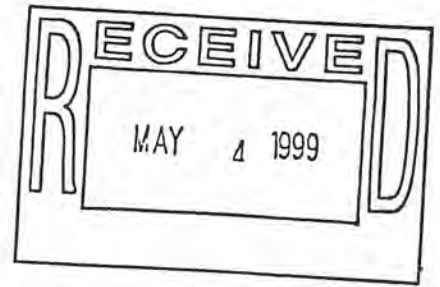
Sincerely,



Harold Webb
Project Manager

HW/vm

cc: Jim Anglin, HNTB Corporation
Jack Freeman, Kittelson and Associates
File 1060, Keith and Schnars, P.A.



I-4 PROJECT DEVELOPMENT AND ENVIRONMENT STUDY PUBLIC HEARING

Interstate 4 (Section 1) from CR 532 to SR 528 (Bee Line Expressway)
State Project No. 92130-1425 & 75280-1479
Work Program No. 5147330 & 5147254
Federal Aid Project No. N/A & NH-4-2(169)65
May 1999

Comments:

(Please provide your comments as necessary; we strongly encourage you to take this opportunity to share your thoughts and/or ideas regarding this study. All comments will become part of the public record.)

Please send me a set of the maps. I'll ~~be~~ happily pay a fee.

I have a lot of design questions that are ~~difficult~~ difficult to ask verbally. would be easier to circle areas on copies and send a type written question for the record. Also need time to study more.

Don Gworek
PO Box 690671
Orlando FL 32869-0671

Please add me to your mailing list. Thanks!



You may leave this form in the box provided or fold and mail to the address on the back.

101
MAY 20 1999

KAI

RECEIVED

MAY 14 1999

FDOT-DISTRICT V
Cons. Project Mgmt.

Don Gworek
PO Box 690671
Orlando FL 32869-0671

May 14, 1999

RECEIVED

MAY 14 1999

FDOT-DISTRICT V
Cons. Project Mgmt.

Florida Dept. of Transportation
Attn.: Harold Webb
719 South Woodland Blvd. MS 542
DeLand FL 32720-6800

Hello!

I attended the I-4 Section 1 public hearing on May 4 at Sea World. I had a few design questions, many of which are difficult to point out to you without drawing on plans to show where the problems are.

I made a written request after the meeting for a set of the aerial maps and photos of the project. I even wrote that I was willing to pay for these maps. Unfortunately, I have not received the plans and must write comments to you in what will be an unclear fashion.

A noise wall is needed at the long aerial section of the Osceola Parkway exit ramp from I-4 eastbound. This aerial section is very, very close to the Homewood Suites complex. There will be noise reverberations under the Osceola Parkway exit from the lanes from US-192 entering eastbound I-4, as well as traffic noise from the Osceola ramp itself directed into the upper floors of the Homewood Suites.

If there is no wall it's pretty much a sure thing that the property owner will sue for one. Put the wall up to begin with.

You should dismiss the efforts to change the proposed Lake Avenue exit to Fenton Road. Fenton Road is too near the Central Florida Parkway exit.

Build the Central Florida Parkway exit from I-4 westbound and entrance to I-4 eastbound now. Make the CFL entrance to I-4 an auxiliary lane to the 528 exit.

I have concerns about the duration of certain auxiliary and collector lanes. Particularly between the length of Section 1 from 192 and Lake Avenue.

When there is a traffic jam what happens is that greedy drivers use the auxiliary lanes and collector lanes in an effort to short cut the jam. All it takes is one person "cheating" and then dozens of people do. This turns three lanes of slow-moving traffic into 4 lanes of stopped traffic, as the 4th lane cheaters try to merge back into the congestion, causing the 3 lanes to merge with each other, causing stopping.

You can see this behavior and problem in downtown Orlando, when people bypass I-4 westbound slowness using the SR 50/Ivanhoe collector lanes, sometimes at the SR 536/Epcot interchange to

bypass I-4 westbound slowness, and very clearly every day at evening rush hour at the SR 535 merge into I-4 eastbound.

I travel a lot and have been on some interesting roadways in other states.

One comment I have about using barriers to separate the HOV lanes from the GUL is that this adds tremendous expense to the project without enough benefit. It's good that the barriers prevent GUL vehicles from sneaking and weaving into HOV at will. But this hasn't been found to be necessary in other areas. Notably the Century Freeway in Los Angeles, which uses a striped median to separate the HOV lanes from the GUL. The HOV lanes are well-enforced. As long as there is enforcement GUL drivers will behave and not sneak into HOV lanes. Considerable expense will be saved by dropping concrete barrier separations between HOV and GUL areas.

Instead of HOV lanes I wish you would consider a toll way in the median, like the Riverside Freeway in Los Angeles. If drivers want to use express lanes they have to pay to use them, with rates that increase for rush hour.

Toronto has a highway that only drivers with toll transponders can use. Make the I-4 express lanes like this, vehicles must have a Sun Pass or E-Pass to use the express lanes. Toronto's highway has technology that notes license plates of non-transponder vehicles, and send the owner of the vehicle a bill for the toll. It would be easy to adapt this system to I-4 express lanes, but instead of sending a bill, automatically report the stray vehicle to the nearest FHP vehicle patrolling the express lanes. Enforcement keeps locals who should know better from cheating into the express lanes, and gently points out tourist and lost vehicles who accidentally got into the express lanes so that the FHP can assist them back to the GUL.

If the proposed HOV lanes are instead toll lanes for anyone the expense of this project pays for itself eventually.

If the HOV lanes are built as planned the cost/benefit ratio isn't very good.

Do retention ponds have to replace the stands of pine trees in the circles of the cloverleaf of the SR 536/Epcot Interchange? It is so nice to see trees along I-4. One section of these trees got hit by lightning last summer and partially burned. It's interesting to see nature's natural repairs to the forest in progress, with all kinds of low ground foliage growing up to replace the trees.

I appreciate the idea behind removing the trees -- the dozens of retention ponds along I-4 aren't needed for drainage so much as they are being excavated for cheap nearby dirt and fill for areas along the project. The areas between the SR 536/Epcot cloverleaf will provide thousands of truck loads of dirt.

The character of I-4 is changing to be too urban. We need to retain Florida forests along the roads, preserve some of the character of Florida along I-4. The trees at the SR 536/Epcot interchange add character to the area.

Sincerely



Don Gworek

TRANSFORMATION

THE EVOLUTION OF TRANSPORTATION
IN CENTRAL FLORIDA

May 19, 1999

Don Gworek
P.O. Box 690671
Orlando, Florida 32869-0671

Re: I-4 Section 1 from CR 532 to SR 528 (Bee Line Expressway)
FM Number 242526 & 242483
State Project Number 92130-1425 & 75280-1479
Work Program Number 5147330 & 5147254
Federal Aid Project Number N/A & NH-4-2(169)65

Dear Mr. Gworek:

Thank you for attending the Public Hearing held on May 4, 1999 for the I-4 Project Development and Environment Study currently being conducted by the Florida Department of Transportation. The limits of this study extend along I-4 from the Polk / Osceola County Line to SR 528 (Beeline Expressway) in Orange County, a distance of approximately 13.5 miles. We appreciate you sharing your opinions and concerns with us. Any written comments you submitted have been forwarded to the technical consultant and will become part of the official record for the project.

We are currently preparing the materials you requested while in attendance at the Public Hearing. However, prior to sending them to you we must receive payment for all materials, to include applicable shipping and handling charges. The pricing is as follows:

QTY	DESCRIPTION	UNIT PRICE	TOTAL
1	Preferred Alternative Plans (PREF01.000 - PREF15.000)	18.00	270.00
1	Shipping & Handling	15.00	15.00
<i>TOTAL:</i>			\$285.00

We appreciate you being a part of our effort to involve the citizens of this community in the proposed I-4 transportation improvements. Thank you again.

Sincerely,

Jeff Tanner
Public Involvement Specialist

c.c. Harold Webb, FDOT
File 1060, Keith and Schnars, P.A.

I-4 Public Involvement Office c/o Keith and Schnars, PA
Crane's Roost Office Park • 370 Whooping Loop, Suite 1154 • Altamonte Springs, FL 32701
Phone: 407-834-1616, 888-797-1616 • Fax: 407-834-8530
A Florida Department of Transportation project, Jeb Bush, Governor; Thomas F. Barry, Jr., Secretary





Florida Department of Transportation

JEB BUSH
GOVERNOR

THOMAS F. BARRY, JR.
SECRETARY

June 21, 1999

Mr. Don Gworek
P.O. Box 690671
Orlando, Florida 32869-0671

Re: I-4 Section 1 from CR 532 to SR 528 (Bee Line Expressway)
FM Number 242526 & 242483
State Project Number 92130-1425 & 75280-1479
Work Program Number 5147330 & 5147254
Federal Aid-Project Number N/A & NH-4-2(169)65

Dear Mr. Gworek:

Thank you for your interest in the I-4 Project Development and Environment (PD&E) Study currently being conducted by the Florida Department of Transportation (FDOT). The limits of this study extend along I-4 from the Polk/Osceola County Line to SR 528 (Beeline Expressway) in Orange County, a distance of approximately 13.5 miles. We appreciate you sharing your opinions and concerns with us. Any written comments you submitted, or formal verbal comments you made at the May 4, 1999 Public Hearing, will become part of the official record for the project.

Jeff Tanner of Keith & Schnars sent a letter to you in response to your written request for a set of Preliminary plans. This letter described the fees associated with procuring a full set of these plans. These plans are still available.

As the planning process continues, the comments and suggestions received during this study phase will be analyzed and may be incorporated into the final design. The goal is to create a system that can be integrated to benefit and support the community as a whole.

According to the Noise Study prepared for this project, a barrier is not needed between US 192 and Osceola Parkway. However, the noise issue may be revisited during the final design process.

The Preferred Alternative includes a full access interchange at Lake Avenue, not at Fenton Road. Your comment about the I-4 westbound exit and eastbound entrance ramps at Central Florida Parkway has been duly noted. The construction of these ramps is not in the current 5 year Work Program. However, FDOT is continually re-evaluating the phased implementation of this project as funding becomes available.

We understand your concerns about the auxiliary lanes and collector-distributor roadways. The purpose of these types of improvements is to reduce the turbulence in the outside through lanes.

Mr. Don Gworek

June 21, 1999

Page Two

The striped area between HOV and general use lanes that you described is a buffer separation. Consideration was given to the buffer versus barrier treatment in the I-4 Multi-Modal Master Plan, which covered the entire I-4 corridor in Central Florida and preceded this PD&E study. The use of barriers is recommended through Section 1 for safety, operational, and enforcement issues. HOV enforcement zones have been incorporated in the plans.

The location and preliminary design of retention ponds along the I-4 corridor is required as a part of the PD&E Study. Retention ponds are designed to address both water quality and water quantity issues. The Federal and State agencies require that the quality of stormwater runoff from roads be treated before it is released back onto the natural water source. In order to protect our environment, all of the oil and other contaminants washed off the roadway by rain must be controlled before the water goes back into the aquifer. Additionally, the quantity of stormwater from a site must be controlled, so the rate of discharge to the downstream properties is the same for the area before and after the roadway improvements. This is done to protect the downstream property owners from flooding. While the pond sites you mentioned may possibly provide some fill for the project, current regulations require roadway projects to treat the runoff before it is released back into a natural water source, as stated above.

After completion of the PD&E study, the project will undergo final design. During final design, the detailed right-of-way requirements are identified. The acquisition of land for the roadway improvements generally begins 18 to 24 months prior to actual construction of the roadway improvements.

We appreciate you being a part of our effort to involve the citizens of this community in the proposed I-4 transportation improvements. Thank you again.

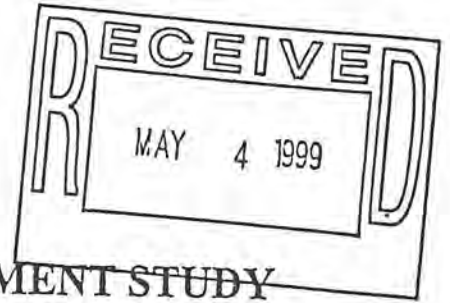
Sincerely,



Harold Webb
Project Manager

HW/vm

cc: Jim Anglin, HNTB Corporation
Jack Freeman, Kittelson and Associates
File 1060, Keith and Schnars, P.A.



I-4 PROJECT DEVELOPMENT AND ENVIRONMENT STUDY PUBLIC HEARING

Interstate 4 (Section 1) from CR 532 to SR 528 (Bee Line Expressway)
State Project No. 92130-1425 & 75280-1479
Work Program No. 5147330 & 5147254
Federal Aid Project No. N/A & NH-4-2(169)65
May 1999

Comments:

(Please provide your comments as necessary; we strongly encourage you to take this opportunity to share your thoughts and/or ideas regarding this study. All comments will become part of the public record.)

If not for Jeanne Deacon sharing notification with fellow homeowners on Lake Willis, I would not be aware this potential harm was about to happen.

Concerns:

- ① Lack of said notification to homeowners impacted by planned changes.
- ② Potential to destroy a clean lake of Florida, thereby affecting the wildlife in and on the lake including Bald Eagles which are protected by law (as I believe is their habitat)
- ③ I do not want my quality of life to suffer when alternatives exist to draining pollutants in to the lake that is on which I live.
- ④ A noise barrier will be necessary to minimize the impact of the anticipated 150,000+ vehicles per day traffic.
- ⑤ Negative impact on property values.

Deborah Shields

7432 LK Willis Dr.

Orlando, FL 32821

You may leave this form in the box provided or fold and mail to the address on the back.



TRANSFORMATION

THE EVOLUTION OF TRANSPORTATION
IN CENTRAL FLORIDA

June 3, 1999

Ms. Deborah Shields
7432 Lake Willis Drive
Orlando, Florida 32821

Re: I-4 Section 1 from CR 532 to SR 528 (Bee Line Expressway)
FM Number 242526 & 242483
State Project Number 92130-1425 & 75280-1479
Work Program Number 5147330 & 5147254
Federal Aid Project Number N/A & NH-4-2(169)65

Dear Ms. Shields:

Thank you for attending the Public Hearing held on May 4, 1999 for the I-4 Project Development and Environment Study currently being conducted by the Florida Department of Transportation. The limits of this study extend along I-4 from the Polk / Osceola County Line to SR 528 (Beeline Expressway) in Orange County, a distance of approximately 13.5 miles. We appreciate you sharing your opinions and concerns with us. Any written comments you submitted have been forwarded to the technical consultant and will become part of the official record for the project.

As the planning process continues, the comments and suggestions received during this study phase will be analyzed and may be incorporated into the final design. The goal is to create a system that can be integrated to benefit and support the community as a whole.

The design and location of retention ponds along the I-4 corridor is required as a part of the PD&E Study. Retention ponds are designed to address both water quality and water quantity issues. The Federal and State agencies require that the quality of stormwater runoff from roads be treated before it is released back into the natural water source. In order to protect our environment, all of the oil and other contaminants washed off the roadway by rain must be controlled before the water goes back into the aquifer. Additionally, the quantity of stormwater from a site must be controlled, so the rate of discharge to the downstream properties is the same for the area before and after the roadway improvements. This is done to protect the downstream property owners from flooding.

Potential alternative locations and configurations of retention ponds along the I-4 corridor are currently under evaluation. Additionally, issues regarding the aesthetics of the retention ponds are also a part of this study. Information regarding potential treatments of the ponds will be available later in the study process.



I-4 Public Involvement Office c/o Keith and Schnars, PA
Crane's Roost Office Park • 370 Whooping Loop, Suite 1154 • Altamonte Springs, FL 32701
Phone: 407-834-1616, 888-797-1616 • Fax: 407-834-8530
A Florida Department of Transportation project, Jeb Bush, Governor; Thomas F. Barry, Jr., Secretary

I-4 Section 1 Public Hearing
Page Two

After completion of the PD&E Study, the project will undergo Final Design. During Final Design, the retention pond sites identified during the PD&E Study are reviewed and the detailed right of way requirements are identified. The acquisition of land for the roadway improvements, including the required retention ponds, generally begins 18 to 24 months prior to actual construction of the roadway improvements.

As stated, the retention pond requirements along the I-4 corridor are continuing to be evaluated. We will provide additional information as it becomes available during the PD&E Study process.

We appreciate you being a part of our effort to involve the citizens of this community in the proposed I-4 transportation improvements. Thank you again.

Sincerely,

Harold Webb
Project Manager

HW/smw

attachments

c.c. Jim Anglin, HNTB; Jack Freeman, Kittelson and Associates
File 1060, Keith and Schnars, P.A.



I-4 PROJECT DEVELOPMENT AND ENVIRONMENT STUDY PUBLIC HEARING

Interstate 4 (Section 1) from CR 532 to SR 528 (Bee Line Expressway)
State Project No. 92130-1425 & 75280-1479
Work Program No. 5147330 & 5147254
Federal Aid Project No. N/A & NH-4-2(169)65
May 1999

Comments:

(Please provide your comments as necessary; we strongly encourage you to take this opportunity to share your thoughts and/or ideas regarding this study. All comments will become part of the public record.)

(1) Why did we not get a notice on this meeting

(2) LK Willis is the high lake in this area. Why put the holding ponds on Lake Willis we can not get any help with the hi water or anything else on the lake. Every one in county & state government don't want to be bothered.

Brady Owen
7304 LK Willis Dr
Orlando Fl. 32821



You may leave this form in the box provided or fold and mail to the address on the back.

TRANSFORMATION

THE EVOLUTION OF TRANSPORTATION
IN CENTRAL FLORIDA

June 3, 1999

Mr. Brady Owen
7306 Lake Willis Drive
Orlando, Florida 32821

Re: I-4 Section 1 from CR 532 to SR 528 (Bee Line Expressway)
FM Number 242526 & 242483
State Project Number 92130-1425 & 75280-1479
Work Program Number 5147330 & 5147254
Federal Aid Project Number N/A & NH-4-2(169)65

Dear Mr. Owen:

Thank you for attending the Public Hearing held on May 4, 1999 for the I-4 Project Development and Environment Study currently being conducted by the Florida Department of Transportation. The limits of this study extend along I-4 from the Polk / Osceola County Line to SR 528 (Beeline Expressway) in Orange County, a distance of approximately 13.5 miles. We appreciate you sharing your opinions and concerns with us. Any written comments you submitted have been forwarded to the technical consultant and will become part of the official record for the project.

As the planning process continues, the comments and suggestions received during this study phase will be analyzed and may be incorporated into the final design. The goal is to create a system that can be integrated to benefit and support the community as a whole.

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Potential alternative locations and configurations of retention ponds along the I-4 corridor are currently under evaluation. Additionally, issues regarding the aesthetics of the retention ponds are also a part of this study. Information regarding potential treatments of the ponds will be available later in the study process.

I-4 Public Involvement Office c/o Keith and Schnars, PA
Crane's Roost Office Park • 370 Whooping Loop, Suite 1154 • Altamonte Springs, FL 32701
Phone: 407-834-1616, 888-797-1616 • Fax: 407-834-8530
A Florida Department of Transportation project, Jeb Bush, Governor; Thomas F. Barry, Jr., Secretary



I-4 Section 1 Public Hearing
Page Two

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As stated, the retention pond requirements along the I-4 corridor are continuing to be evaluated. We will provide additional information as it becomes available during the PD&E Study process.

We appreciate you being a part of our effort to involve the citizens of this community in the proposed I-4 transportation improvements. Thank you again.

Sincerely,

Harold Webb
Project Manager

HW/smw

attachments

c.c. Jim Anglin, HNTB; Jack Freeman, Kittelson and Associates
File 1060, Keith and Schnars, P.A.



**I-4 PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
PUBLIC HEARING**

Interstate 4 (Section 1) from CR 532 to SR 528 (Bee Line Expressway)
State Project No. 92130-1425 & 75280-1479
Work Program No. 5147330 & 5147254
Federal Aid Project No. N/A & NH-4-2(169)65
May 1999

Comments:

(Please provide your comments as necessary; we strongly encourage you to take this opportunity to share your thoughts and/or ideas regarding this study. All comments will become part of the public record.)

- 1) Please send copy of Pg 13 + 14
- 2) One of the drainage problems is; there is a natural drainage from Lake Willis on I-4 side that goes under I-4 and is plugged up + has been for several years. This natural overflow should drain down into Big Sand Lake. If this was unplugged this would resolve some of the problem.
- 3) As a Lake Willis resident I would rather see the retention ponds somewhere other than the ones projected involving Lake Willis. Our lake is a much smaller lake than Big Sand Lake + we are much higher in elevation. Also a couple of years ago when the water tables were so high we were almost flooded out + we can not afford for any water from overflow of retention ponds go into our lake.

Don + Ann Durand
11632 Lake Willis Ct.
Orlando, FL 32821



You may leave this form in the box provided or fold and mail to the address on the back.

TRANSFORMATION
THE EVOLUTION OF TRANSPORTATION
IN CENTRAL FLORIDA

June 3, 1999

Mr. and Mrs. Ann Durand
11632 Lake Willis Drive
Orlando, Florida 32821

Re: I-4 Section 1 from CR 532 to SR 528 (Bee Line Expressway)
FM Number 242526 & 242483
State Project Number 92130-1425 & 75280-1479
Work Program Number 5147330 & 5147254
Federal Aid Project Number N/A & NH-4-2(169)65

Dear Mr. and Mrs. Ann Durand:

Thank you for attending the Public Hearing held on May 4, 1999 for the I-4 Project Development and Environment Study currently being conducted by the Florida Department of Transportation. The limits of this study extend along I-4 from the Polk / Osceola County Line to SR 528 (Beeline Expressway) in Orange County, a distance of approximately 13.5 miles. We appreciate you sharing your opinions and concerns with us. Any written comments you submitted have been forwarded to the technical consultant and will become part of the official record for the project.

As requested, please find attached a draft copy of the following plan sheets of the I-4 corridor. Please note that as we continue through the study process, these plans are subject to revision.

Sheets No. 13 and 14

The comments and suggestions received during this Public Hearing will be analyzed and may be incorporated into the final design. The goal is to create a system that can be integrated to benefit and support the community as a whole.

We appreciate you being a part of our effort to involve the citizens of this community in the proposed I-4 transportation improvements. Thank you again.

Sincerely,

Harold Webb
Project Manager

HW/smw

attachments

c.c. Jim Anglin, HNTB; Jack Freeman, Kittelson and Associates
File 1060, Keith and Schnars, P.A.

I-4 Public Involvement Office c/o Keith and Schnars, PA

Crane's Roost Office Park • 370 Whooping Loop, Suite 1154 • Altamonte Springs, FL 32701

Phone: 407-834-1616, 888-797-1616 • Fax: 407-834-8530

A Florida Department of Transportation project, Jeb Bush, Governor; Thomas F. Barry, Jr., Secretary





Florida Department of Transportation

JEB BUSH
GOVERNOR

THOMAS F. BARRY, JR.
SECRETARY

June 21, 1999

Mr. & Mrs. Don Durand
11632 Lake Willis Drive
Orlando, Florida 32821

Re: I-4 Section 1 from CR 532 to SR 528 (Bee Line Expressway)
FM Number 242526 & 242483
State Project Number 92130-1425 & 75280-1479
Work Program Number 5147330 & 5147254
Federal Aid Project Number N/A & NH-4-2(169)65

Dear Mr. & Mrs. Durand:

Thank you for your interest in the I-4 Project Development and Environment (PD&E) Study currently being conducted by the Florida Department of Transportation. The limits of this study extend along I-4 from the Polk/Osceola County Line to SR 528 (Beeline Expressway) in Orange County, a distance of approximately 13.5 miles. We appreciate you sharing your opinions and concerns with us. Any written comments you submitted, or formal verbal comments you made at the May 4, 1999 Public Hearing, will become part of the official record for the project.

As the planning process continues, the comments and suggestions received during this study phase will be analyzed and may be incorporated into the final design. The goal is to create a system that can be integrated to benefit and support the community as a whole.

The location and preliminary design of retention ponds along the I-4 corridor is required as a part of the PD&E Study. Retention ponds are designed to address both water quality and water quantity issues. The Federal and State agencies require that the quality of stormwater runoff from roads be treated before it is released back onto the natural water source. In order to protect our environment, all of the oil and other contaminants washed off the roadway by rain must be controlled before the water goes back into the aquifer. Additionally, the quantity of stormwater from a site must be controlled, so the rate of discharge to the downstream properties is the same for the area before and after the roadway improvements. This is done to protect the downstream property owners from flooding. It should be noted that the proposed improvements will enhance the water quality in Lake Willis through this process.

Mr. & Mrs. Don Durand
June 21, 1999
Page Two

Potential alternative locations and configurations of retention ponds along the I-4 corridor are currently under evaluation. Additionally, issues regarding the aesthetics of the retention ponds are also a part of this study. Information regarding potential treatments of the ponds will be available later in the study process, as the project moves into the final design and right-of-way acquisition phase.

After completion of the PD&E study, the project will undergo final design. During final design, the retention pond sites identified during the PD&E Study are reviewed and the detailed right-of-way requirements are identified. The acquisition of land for the roadway improvements, including the required retention ponds, generally begins 18 to 24 months prior to actual construction of the roadway improvements.

As stated, the retention pond requirements along the I-4 corridor are continuing to be evaluated. We will provide additional information as it becomes available as the PD&E Study process nears completion.

We appreciate you being a part of our effort to involve the citizens of this community in the proposed I-4 transportation improvements. Thank you again.

Sincerely,



Harold Webb
Project Manager

HW/vm

cc: Jim Anglin, HNTB Corporation
Jack Freeman, Kittelson and Associates
File 1060, Keith and Schnars, P.A.

BRIGHAM MOORE GAYLORD SCHUSTER MERLIN & TOBIN

LAWYERS

A PARTNER OF PROFESSIONAL ASSOCIATIONS
(305) 380-3338

203 SOUTHWEST 13TH STREET
MIAMI, FLORIDA 33130-4218
DADE (305) 858-2400
BROWARD (305) 467-5201
FAX (305) 858-5828

100 WALLACE AVENUE
SARASOTA, FLORIDA 34237-6028
(813) 365-3600
FAX (813) 952-1414

333 NORTH NEW RIVER DRIVE EAST
FORT LAUDERDALE, FLORIDA 33301-2205
BROWARD (305) 323-5508
DADE (305) 956-9289
FAX (305) 763-2604

777 SOUTH HARBOUR ISLAND BOULEVARD
TAMPA, FLORIDA 33602-6701
(813) 229-8611
FAX (813) 222-0359

May 5, 1999

REPLY TO:
Miami

FAX TRANSMISSION

305/858-5828

IMPORTANT NOTICE



The information contained in this transmission is attorney privileged and confidential. It is intended only for the use of the individual or entity named below. If the reader of this message is not the intended recipient you are hereby notified that any dissemination, distribution or copy of this communication is strictly prohibited. If you have received this communication in error, please notify us immediately by telephone collect at 305/858-2400 and return the original message to us at the above address via the U.S. Postal Service. We will reimburse you for postage. Thank you.

DATE: May 5, 1999

FILE NUMBER: IC 0100

TO: Vicky Smith

FAX NUMBER: (407) 834-8530

FROM: Lorraine D. Silva

PAGES: 1 (including cover page)

COMMENTS: *Please provide us with copies of the following:*

1. Preferred alternative plans (enlarged and in color as displayed at the Public Hearing);
2. Property Owner Map (in color as displayed at the Public Hearing);
3. Other Planned Improvements for I-4 (reduced and in color as displayed at the Public Hearing);
4. I-4 Construction Schedule (reduced and in color as displayed at the Public Hearing);
5. Sections 2 (in its entirety), 8.5, 9.2, 9.3, 9.4, 9.5, 9.6 and 9.7 of the Preliminary Engineering Report, as well as a copy of the cover sheet and Index; and
6. Pages 12 through 18 and Figures 3A through F of the Contamination Screening Evaluation Report, as well as a copy of the cover sheet and Index.

Please call me if you have any questions. Today and tomorrow I can be reached at (305) 794-6699. After that I can be reached at (305) 858-2400. Thank you.

TRANSFORMATION
THE EVOLUTION OF TRANSPORTATION
IN CENTRAL FLORIDA

May 27, 1999

Brigham Moore Gaylord Schuster Merlin & Tobin
Ms. Lorraine D. Silva
203 Southwest 13th Street
Miami, Florida 33130-4219

Re: I-4 Section 1 from CR 532 to SR 528 (Bee Line Expressway)
FM Number 242526 & 242483
State Project Number 92130-1425 & 75280-1479
Work Program Number 5147330 & 5147254
Federal Aid Project Number N/A & NH-4-2(169)65

Dear Ms. Silva:

Thank you for attending the Public Hearing held on May 4, 1999 for the I-4 Project Development and Environment Study currently being conducted by the Florida Department of Transportation. The limits of this study extend along I-4 from the Polk / Osceola County Line to SR 528 (Beeline Expressway) in Orange County, a distance of approximately 13.5 miles. We appreciate you sharing your opinions and concerns with us. Any written comments you submitted have been forwarded to the technical consultant and will become part of the official record for the project.

As requested, please find attached a draft copy of the following plan sheets of the I-4 corridor. Please note that as we continue through the study process, these plans are subject to revision. The additional materials you requested are also enclosed within these documents.

Sheets No. PREF01.000 - PREF15.000

The comments and suggestions received during this Public Hearing will be analyzed and may be incorporated into the final design. The goal is to create a system that can be integrated to benefit and support the community as a whole.

We appreciate you being a part of our effort to involve the citizens of this community in the proposed I-4 transportation improvements. Thank you again.

Sincerely,

Harold Webb
Project Manager

HW/smw

attachments

c.c. Jim Anglin, HNTB; Jack Freeman, Kittelson and Associates
File 1060, Keith and Schnars, P.A.
I-4 Public Involvement Office c/o Keith and Schnars, PA
Crane's Roost Office Park • 370 Whooping Loop, Suite 1154 • Altamonte Springs, FL 32701
Phone: 407-834-1616, 888-797-1616 • Fax: 407-834-8530

A Florida Department of Transportation project, Jeb Bush, Governor; Thomas F. Barry, Jr., Secretary



TRANSFORMATION

THE EVOLUTION OF TRANSPORTATION
IN CENTRAL FLORIDA

5/24/99
order 1
KHA

May 19, 1999

Bob Kingsland
284 Park Avenue North, Suite A
Winter Park, Florida 32789

Re: I-4 Section 1 from CR 532 to SR 528 (Bee Line Expressway)
FM Number 242526 & 242483
State Project Number 92130-1425 & 75280-1479
Work Program Number 5147330 & 5147254
Federal Aid Project Number N/A & NH-4-2(169)65

Dear Mr. Kingsland:

Thank you for attending the Public Hearing held on May 4, 1999 for the I-4 Project Development and Environment Study currently being conducted by the Florida Department of Transportation. The limits of this study extend along I-4 from the Polk / Osceola County Line to SR 528 (Beeline Expressway) in Orange County, a distance of approximately 13.5 miles. We appreciate you sharing your opinions and concerns with us. Any written comments you submitted have been forwarded to the technical consultant and will become part of the official record for the project.

We are currently preparing the materials you requested while in attendance at the Public Hearing. However, prior to sending them to you we must receive payment for all materials, to include applicable shipping and handling charges. The pricing is as follows:

QTY	DESCRIPTION	UNIT PRICE	TOTAL
1	Preferred Alternative Plans (PREF012.000)	18.00	18.00
1	Shipping & Handling	2.50	2.50
<i>TOTAL:</i>			\$20.50

Note:
Please forward plans

We appreciate you being a part of our effort to involve the citizens of this community in the proposed I-4 transportation improvements. Thank you again.

Thank,
Sarah

Sincerely,

[Signature]
Jeff Tanner
Public Involvement Specialist

ck payable to them

PAID
5/24/99
KHA
ck# 12126
\$ 20.50

c.c. Harold Webb, EDOT
File 1060, Keith and Schnars, P.A.

RECEIVED
5/24/99

I-4 Public Involvement Office c/o Keith and Schnars, PA
Crane's Roost Office Park • 370 Whooping Loop, Suite 1154 • Altamonte Springs, FL 32701
Phone: 407-834-1616, 888-797-1616 • Fax: 407-834-8530
A Florida Department of Transportation project, Jeb Bush, Governor; Thomas F. Barry, Jr., Secretary



12126

REFERENCE NO.	DESCRIPTION	INVOICE DATE	INVOICE AMOUNT	DISCOUNT TAKEN	AMOUNT PAID
5/24/99	(Trans4mation) Keith & Schnars. P.A. Copies of plans for I-4 Extension from (18 Acres)	FDOT CR532 to	SR 528		\$20.50
CHECK DATE	CHECK NO.	PAYEE		DISCOUNTS TAKEN	CHECK AMOUNT
5/24/99	12126				

12126

KINGSLAND - HENRY & ASSOCIATES, INC.
 284 PARK AVENUE NORTH, SUITE A
 WINTER PARK, FL 32789
 PH# 407-629-0244
 TIN# 59-1172417

COLONIAL BANK
 ORLANDO, FLORIDA 32801
 63-1322-631

CHECK NO. DATE AMOUNT
 12126 5/24/99 \$20.50

PAY TO THE ORDER OF: ***Twenty and 50/100-----
 Keith and Schnars, P.A.

I-4 Extension Plans (FDOT)

Robert S. King MP

⑈012126⑈ ⑆063113222⑆ 0041401053⑈

Security features included. Details on back.

080143 1-94

May 27, 1999

TRANSFORMATION
THE EVOLUTION OF TRANSPORTATION
IN CENTRAL FLORIDA

Mr. Bob Kingsland
284 Park Avenue North, Suite A
Winter Park, Florida 32789

Re: I-4 Section 1 from CR 532 to SR 528 (Bee Line Expressway)
FM Number 242526 & 242483
State Project Number 92130-1425 & 75280-1479
Work Program Number 5147330 & 5147254
Federal Aid Project Number N/A & NH-4-2(169)65

Dear Mr. Kingsland:

Thank you for attending the Public Hearing held on May 4, 1999 for the I-4 Project Development and Environment Study currently being conducted by the Florida Department of Transportation. The limits of this study extend along I-4 from the Polk / Osceola County Line to SR 528 (Beeline Expressway) in Orange County, a distance of approximately 13.5 miles. We appreciate you sharing your opinions and concerns with us. Any written comments you submitted have been forwarded to the technical consultant and will become part of the official record for the project.

As requested, please find attached a draft copy of the following plan sheets of the I-4 corridor. Please note that as we continue through the study process, these plans are subject to revision.

Sheet No. 12

The comments and suggestions received during this Public Hearing will be analyzed and may be incorporated into the final design. The goal is to create a system that can be integrated to benefit and support the community as a whole.

We appreciate you being a part of our effort to involve the citizens of this community in the proposed I-4 transportation improvements. Thank you again.

Sincerely,

Harold Webb
Project Manager

HW/smw

attachments

c.c. Jim Anglin, HNTB; Jack Freeman, Kittelson and Associates

File 1060, Keith and Schnars, P.A. Involvement Office c/o Keith and Schnars, PA

Crane's Roost Office Park • 370 Whooping Loop, Suite 1154 • Altamonte Springs, FL 32701

Phone: 407-834-1616, 888-797-1616 • Fax: 407-834-8530

A Florida Department of Transportation project, Jeb Bush, Governor, Thomas F. Barry, Jr., Secretary





I-4 PROJECT DEVELOPMENT AND ENVIRONMENT STUDY PUBLIC HEARING

Interstate 4 (Section 1) from CR 532 to SR 528 (Bee Line Expressway)
State Project No. 92130-1425 & 75280-1479
Work Program No. 5147330 & 5147254
Federal Aid Project No. N/A & NH-4-2(169)65
May 1999

Comments:

(Please provide your comments as necessary; we strongly encourage you to take this opportunity to share your thoughts and/or ideas regarding this study. All comments will become part of the public record.)

I WOULD LIKE THE OPPORTUNITY TO MORE
CLOSELY REVIEW & SCRUTINIZE PORTIONS OF
VOLUME I DRAFT
"ADMINISTRATIVE ACTION ENVIRONMENTAL
ASSESSMENT"

CAN YOU PLEASE COPY & FORWARD THE FOLLOWING
PAGES TO ME INCLUDING THE FOLD-OUT
CHARTS & MAPS CONTAINED THEREIN

§ 4.3 NATURAL IMPACTS P. 64 THROUGH P. 73

AND

§ 4.4 PHYSICAL IMPACTS P. 73 THROUGH P. 78
AND TABLE 8-

SEND TO:

NORMAN S. MOSS

12771 MONTANA WOODS LANE

ORLANDO FL 32824-9066



You may leave this form in the box provided or fold and mail to the address on the back.



TRANSFORMATION
THE EVOLUTION OF TRANSPORTATION
IN CENTRAL FLORIDA

June 3, 1999

Mr. Norman S. Moss
12771 Montana Woods Lane
Orlando, Florida 32824-9066

Re: I-4 Section 1 from CR 532 to SR 528 (Bee Line Expressway)
FM Number 242526 & 242483
State Project Number 92130-1425 & 75280-1479
Work Program Number 5147330 & 5147254
Federal Aid Project Number N/A & NH-4-2(169)65

Dear Mr. Moss:

Thank you for attending the Public Hearing held on May 4, 1999 for the I-4 Project Development and Environment Study currently being conducted by the Florida Department of Transportation. The limits of this study extend along I-4 from the Polk / Osceola County Line to SR 528 (Beeline Expressway) in Orange County, a distance of approximately 13.5 miles. We appreciate you sharing your opinions and concerns with us. Any written comments you submitted have been forwarded to the technical consultant and will become part of the official record for the project.

As requested, please find enclosed the materials regarding the I-4 corridor as indicated on your *comment form* from the Public Hearing. Please note that as we continue through the study process, this information is subject to revision.

The comments and suggestions received during this Public Hearing will be analyzed and may be incorporated into the final design. The goal is to create a system that can be integrated to benefit and support the community as a whole.

We appreciate you being a part of our effort to involve the citizens of this community in the proposed I-4 transportation improvements. Thank you again.

Sincerely,

Harold Webb
Project Manager

HW/smw

attachments

c.c. Jim Anglin, HNTB; Jack Freeman, Kittelson and Associates
File 1060, Keith and Schnars, P.A.

I-4 Public Involvement Office c/o Keith and Schnars, PA

Crane's Roost Office Park • 370 Whooping Loop, Suite 1154 • Altamonte Springs, FL 32701

Phone: 407-834-1616, 888-797-1616 • Fax: 407-834-8530

A Florida Department of Transportation project, Jeb Bush, Governor; Thomas F. Barry, Jr., Secretary





I-4 PROJECT DEVELOPMENT AND ENVIRONMENT STUDY PUBLIC HEARING

Interstate 4 (Section 1) from CR 532 to SR 528 (Bee Line Expressway)
State Project No. 92130-1425 & 75280-1479
Work Program No. 5147330 & 5147254
Federal Aid Project No. N/A & NH-4-2(169)65
May 1999

Comments:

(Please provide your comments as necessary; we strongly encourage you to take this opportunity to share your thoughts and/or ideas regarding this study. All comments will become part of the public record.)

Please forward a copy of the
aerials #9 & #10 near the S.R. 536
interchange to:

Michelle Stevens
545 Short Pine Circle
Orlando, FL 32807

If you have any information on the widening
of I-4 to 6-lanes under design now, I
would be interested.

Thanks



You may leave this form in the box provided or fold and mail to the address on the back.

TRANSFORMATION

THE EVOLUTION OF TRANSPORTATION
IN CENTRAL FLORIDA

June 3, 1999

Ms. Michelle Stevens
545 Short Oine Circle
Orlando, Florida 32807

Re: I-4 Section 1 from CR 532 to SR 528 (Bee Line Expressway)
FM Number 242526 & 242483
State Project Number 92130-1425 & 75280-1479
Work Program Number 5147330 & 5147254
Federal Aid Project Number N/A & NH-4-2(169)65

Dear Ms. Stevens:

Thank you for attending the Public Hearing held on May 4, 1999 for the I-4 Project Development and Environment Study currently being conducted by the Florida Department of Transportation. The limits of this study extend along I-4 from the Polk / Osceola County Line to SR 528 (Beeline Expressway) in Orange County, a distance of approximately 13.5 miles. We appreciate you sharing your opinions and concerns with us. Any written comments you submitted have been forwarded to the technical consultant and will become part of the official record for the project.

As requested, please find attached a draft copy of the following plan sheets of the I-4 corridor. Please note that as we continue through the study process, these plans are subject to revision.

Sheets No. 9 and 10

The comments and suggestions received during this Public Hearing will be analyzed and may be incorporated into the final design. The goal is to create a system that can be integrated to benefit and support the community as a whole.

We appreciate you being a part of our effort to involve the citizens of this community in the proposed I-4 transportation improvements. Thank you again.

Sincerely,

Harold Webb
Project Manager

HW/smw

attachments

c.c. Jim Anglin, HNTB; Jack Freeman, Kittelson and Associates
File 1060, Keith and Schnars, P.A.



I-4 Public Involvement Office c/o Keith and Schnars, PA
Crane's Roost Office Park • 370 Whooping Loop, Suite 1154 • Altamonte Springs, FL 32701
Phone: 407-834-1616, 888-797-1616 • Fax: 407-834-8530
A Florida Department of Transportation project, Jeb Bush, Governor; Thomas F. Barry, Jr., Secretary



I-4 PROJECT DEVELOPMENT AND ENVIRONMENT STUDY PUBLIC HEARING

Interstate 4 (Section 1) from CR 532 to SR 528 (Bee Line Expressway)
State Project No. 92130-1425 & 75280-1479
Work Program No. 5147330 & 5147254
Federal Aid Project No. N/A & NH-4-2(169)65
May 1999

Comments:

(Please provide your comments as necessary; we strongly encourage you to take this opportunity to share your thoughts and/or ideas regarding this study. All comments will become part of the public record.)

LAMAR THOMAS 717 EXECUTIVE DR WINTER PARK 32786
GROVER VOSS " " " "

Please send us 1 copy of both aerial
& plan alignment sheets.
Pages 1 & 2.



You may leave this form in the box provided or fold and mail to the address on the back.

TRANSFORMATION
THE EVOLUTION OF TRANSPORTATION
IN CENTRAL FLORIDA

June 3, 1999

Mr. Lamar Thomas
717 Executive Drive
Winter Park, Florida 32788

Re: I-4 Section 1 from CR 532 to SR 528 (Bee Line Expressway)
FM Number 242526 & 242483
State Project Number 92130-1425 & 75280-1479
Work Program Number 5147330 & 5147254
Federal Aid Project Number N/A & NH-4-2(169)65

Dear Mr. Thomas:

Thank you for attending the Public Hearing held on May 4, 1999 for the I-4 Project Development and Environment Study currently being conducted by the Florida Department of Transportation. The limits of this study extend along I-4 from the Polk / Osceola County Line to SR 528 (Beeline Expressway) in Orange County, a distance of approximately 13.5 miles. We appreciate you sharing your opinions and concerns with us. Any written comments you submitted have been forwarded to the technical consultant and will become part of the official record for the project.

As requested, please find attached a draft copy of the following plan sheets of the I-4 corridor. Please note that as we continue through the study process, these plans are subject to revision.

Sheets No. 1 and 2

The comments and suggestions received during this Public Hearing will be analyzed and may be incorporated into the final design. The goal is to create a system that can be integrated to benefit and support the community as a whole.

We appreciate you being a part of our effort to involve the citizens of this community in the proposed I-4 transportation improvements. Thank you again.

Sincerely,

Harold Webb
Project Manager

HW/smw

attachments

c.c. Jim Anglin, HNTB; Jack Freeman, Kittelson and Associates
File 1060, Keith and Schnars, P.A.

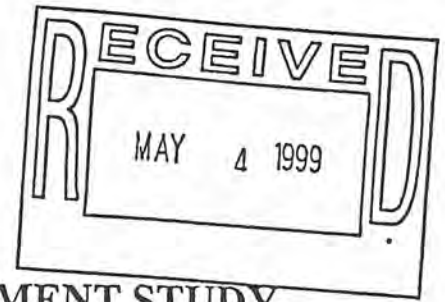
I-4 Public Involvement Office c/o Keith and Schnars, PA

Crane's Roost Office Park • 370 Whooping Loop, Suite 1154 • Altamonte Springs, FL 32701

Phone: 407-834-1616, 888-797-1616 • Fax: 407-834-8530

A Florida Department of Transportation project, Jeb Bush, Governor; Thomas F. Barry, Jr., Secretary





I-4 PROJECT DEVELOPMENT AND ENVIRONMENT STUDY PUBLIC HEARING

Interstate 4 (Section 1) from CR 532 to SR 528 (Bee Line Expressway)

State Project No. 92130-1425 & 75280-1479

Work Program No. 5147330 & 5147254

Federal Aid Project No. N/A & NH-4-2(169)65

May 1999

Comments:

(Please provide your comments as necessary; we strongly encourage you to take this opportunity to share your thoughts and/or ideas regarding this study. All comments will become part of the public record.)

I FOUND THE INFORMATION TO BE VERY HELPFUL AND EDUCATIONAL. I AM VERY INTERESTED IN RECEIVING A COPY OF THE SYR PLAN FOR I-4 EXPANSION. ANY INFO YOU CAN PROVIDE WOULD BE GREATLY APPRECIATED.

RESORT REALTY & DEVELOPMENT, INC
C/O MICHAEL MCDOWELL
251 WINDYBROOK AVE - SUITE 103
AUGUSTA SPRINGS, FL 32701



You may leave this form in the box provided or fold and mail to the address on the back.

TRANSFORMATION

THE EVOLUTION OF TRANSPORTATION
IN CENTRAL FLORIDA

May 20, 1999

Resort Reality & Development, Inc.
c/o Michael McDonell
251 Maitland Avenue, Suite 103
Altamonte Springs, Florida 32701

Re: I-4 Section 1 from CR 532 to SR 528 (Bee Line Expressway)
FM Number 242526 & 242483
State Project Number 92130-1425 & 75280-1479
Work Program Number 5147330 & 5147254
Federal Aid Project Number N/A & NH-4-2(169)65

Dear Mr. McDonell:

Thank you for attending the Public Hearing held on May 4, 1999 for the I-4 Project Development and Environment Study currently being conducted by the Florida Department of Transportation. The limits of this study extend along I-4 from the Polk / Osceola County Line to SR 528 (Beeline Expressway) in Orange County, a distance of approximately 13.5 miles. We appreciate you sharing your opinions and concerns with us. Any written comments you submitted have been forwarded to the technical consultant and will become part of the official record for the project.

As requested, please find enclosed the materials regarding the I-4 corridor as indicated on your *comment form* from the Public Hearing. Please note that as we continue through the study process, this information is subject to revision.

The comments and suggestions received during this Public Hearing will be analyzed and may be incorporated into the final design. The goal is to create a system that can be integrated to benefit and support the community as a whole.

We appreciate you being a part of our effort to involve the citizens of this community in the proposed I-4 transportation improvements. Thank you again.

Sincerely,

Harold Webb
Project Manager

HW/smw

attachments

c.c.

Jim Anglin, HNTB; Jack Freeman, Kittelson and Associates
I-4 Public Involvement Office c/o Keith and Schnars, PA
File 1060, Keith and Schnars, P.A.
Crane's Roost Office Park • 370 Whooping Loop, Suite 1154 • Altamonte Springs, FL 32701
Phone: 407-834-1616, 888-797-1616 • Fax: 407-834-8530

A Florida Department of Transportation project, Jeb Bush, Governor; Thomas F. Barry, Jr., Secretary





I-4 PROJECT DEVELOPMENT AND ENVIRONMENT STUDY PUBLIC HEARING

Interstate 4 (Section 1) from CR 532 to SR 528 (Bee Line Expressway)
State Project No. 92130-1425 & 75280-1479
Work Program No. 5147330 & 5147254
Federal Aid Project No. N/A & NH-4-2(169)65
May 1999

Comments:

(Please provide your comments as necessary; we strongly encourage you to take this opportunity to share your thoughts and/or ideas regarding this study. All comments will become part of the public record.)

PLEASE SEND ME COPIES OF THE 11" x 17"
SET OF THE DRAWINGS OF THE LAKE AVENUE
INTERCHANGE - & A COPY OF THE PROPOSED
SCHEDULE -

PLEASE SEND it to:
JIM DUNPHY
COASTAL DEVELOPMENT
19321 US HWY 19 NORTH
BUILDING C, SUITE 303
CLEARWATER, FL 33764-3141

WE STRONGLY SUPPORT THIS DESIGN & THE
OVERALL PROPOSED PLAN -



You may leave this form in the box provided or fold and mail to the address on the back.

TRANSFORMATION

THE EVOLUTION OF TRANSPORTATION
IN CENTRAL FLORIDA

May 20, 1999

Mr. Jim Dunphy
Coastal Development
19321 US Hwy 19 North
Building C, Suite 303
Clearwater, Florida 33764-3141

Re: I-4 Section 1 from CR 532 to SR 528 (Bee Line Expressway)
FM Number 242526 & 242483
State Project Number 92130-1425 & 75280-1479
Work Program Number 5147330 & 5147254
Federal Aid Project Number N/A & NH-4-2(169)65

Dear Mr. Dunphy:

Thank you for attending the Public Hearing held on May 4, 1999 for the I-4 Project Development and Environment Study currently being conducted by the Florida Department of Transportation. The limits of this study extend along I-4 from the Polk / Osceola County Line to SR 528 (Beeline Expressway) in Orange County, a distance of approximately 13.5 miles. We appreciate you sharing your opinions and concerns with us. Any written comments you submitted have been forwarded to the technical consultant and will become part of the official record for the project.

As requested, please find enclosed the materials regarding the I-4 corridor as indicated on your *comment form* from the Public Hearing. Please note that as we continue through the study process, this information is subject to revision.

The comments and suggestions received during this Public Hearing will be analyzed and may be incorporated into the final design. The goal is to create a system that can be integrated to benefit and support the community as a whole.

We appreciate you being a part of our effort to involve the citizens of this community in the proposed I-4 transportation improvements. Thank you again.

Sincerely,

Harold Webb
Project Manager

HW/smw

attachments

c.c. Jim Anglin, HNTB; Jack Freeman, Kittelson and Associates
I-4 Public Involvement Office c/o Keith and Schnars, PA
File 1060, Keith and Schnars, P.A.
Crane's Roost Office Park • 370 Whooping Loop, Suite 1154 • Altamonte Springs, FL 32701
Phone: 407-834-1616, 888-797-1616 • Fax: 407-834-8530

A Florida Department of Transportation project, Jeb Bush, Governor; Thomas F. Barry, Jr., Secretary



KEITH & SCHWARTZ, P.A.
TELEPHONE CONVERSATION FORM

1000

Date: 5/10/99

Person placing or receiving call: 1311

Person/Agency Called: FRANK HEIDRICH

Address: P.O. Box 161545
ACT SPR, 32716

Telephone Number: # 830-8046 (wk)

Subject: Request for materials

Comments: Pk provide Plan Sheets 1, 2, 3 & 4 (6x per)

Plan sheets \$432.00

\$3.50/ea

BRASS TOWER \$84.00 (\$3.50/ea - 6x per VCS)

* pick-up 5/19/99

Action to be Taken: See above

C:



Florida Department of Transportation

JEB BUSH
GOVERNOR
May 20, 1999

THOMAS F. BARRY, JR.
SECRETARY

Mr. Frank Heidrich
P.O. Box 161545
Altamonte Springs, Florida 32716

Re: I-4 Section 1 from CR 532 to SR 528 (Bee Line Expressway)
FM Number 242526 & 242483
State Project Number 92130-1425 & 75280-1479
Work Program Number 5147330 & 5147254
Federal Aid Project Number N/A & NH-4-2(169)65

Dear Mr. Heidrich:

Thank you for attending the Public Hearing held on May 4, 1999 for the I-4 Project Development and Environment Study currently being conducted by the Florida Department of Transportation. The limits of this study extend along I-4 from the Polk / Osceola County Line to SR 528 (Beeline Expressway) in Orange County, a distance of approximately 13.5 miles. We appreciate you sharing your opinions and concerns with us. Any written comments you submitted have been forwarded to the technical consultant and will become part of the official record for the project.

As requested, please find attached a draft copy of the following plan sheets of the I-4 corridor. Please note that as we continue through the study process, these plans are subject to revision.

Sheets No. 1, 2, 3, 4 (6 each)

The comments and suggestions received during this Public Hearing will be analyzed and may be incorporated into the final design. The goal is to create a system that can be integrated to benefit and support the community as a whole.

We appreciate you being a part of our effort to involve the citizens of this community in the proposed I-4 transportation improvements. Thank you again.

Sincerely,

Harold Webb
Project Manager

HW/smw

attachments

c.c. Jim Anglin, HNTB; Jack Freeman, Kittelson and Associates
File 1060, Keith and Schnars, P.A.

Invoice

Keith and Schnars, P.A.
370 Whooping Loop, Suite 1154
Altamonte Springs, FL 32701
(407)834-1616
Fax: (407)834-8530

Invoice Number:
Date: May 25, 1999

To: Mr. Francis X. Heidrich Jr. PO Box 160995 Altamonte Springs, Florida 32716	Ship to (if different address):
--	--

SALESPERSON	ORDER NO.	DATE SHIPPED	SHIPPED VIA	F.O.B.	TERMS
JT1311	1	TBD	Pick-Up	N/A	COD

QTY.	DESCRIPTION	UNIT PRICE	TOTAL
6	Preferred Alternative Plans (PREF01.000)	3.50	21.00
6	Preferred Alternative Plans (PREF02.000)	3.50	21.00
6	Preferred Alternative Plans (PREF03.000)	3.50	21.00
6	Preferred Alternative Plans (PREF04.000)	3.50	21.00
			0.00
			0.00
			0.00

SUBTOTAL	84.00
SALES TAX RATE %	N/A
SALES TAX	0.00
SHIPPING & HANDLING	N/A
TOTAL DUE	\$84.00

THANK YOU FOR YOUR ORDER!

Project: FDOT I-4 Public Involvement Program
FDOT Contract No: C6160
K&S Project No: 15453

FRANCIS X. HEIDRICH JR.
PO BOX 160995
ALTAMONTE SPRINGS, FL 32716

BARNETT BANK, NATIONAL ASSOCIATION
ALTAMONTE SPRINGS, FL 32701
63-319/631

4173

5/25/99

PAY TO THE
ORDER OF

Keith + Schnars, P.A.

\$ 84.00

Eighty-four + no/100

DOLLARS
Security features
included.
Details on back.

PREMIER ACCOUNT

MEMO

LP aerial maps re I-4

Francis X. Heidrich

⑈004173⑈ ⑆063103193⑆

2834571277⑈

6-1984-1987 INTUIT INC # 127 1-800-433-8610



I-4 PROJECT DEVELOPMENT AND ENVIRONMENT STUDY PUBLIC HEARING

Interstate 4 (Section 1) from CR 532 to SR 528 (Bee Line Expressway)
State Project No. 92130-1425 & 75280-1479
Work Program No. 5147330 & 5147254
Federal Aid Project No. N/A & NH-4-2(169)65
May 1999

Comments:

(Please provide your comments as necessary; we strongly encourage you to take this opportunity to share your thoughts and/or ideas regarding this study. All comments will become part of the public record.)

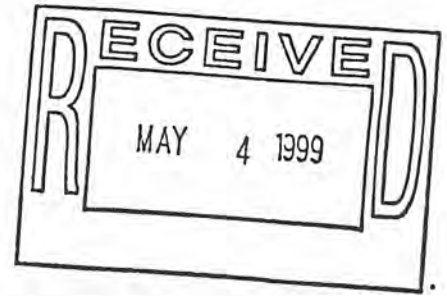
Jim Clark / WFDOT Deland (904) 943-5099

copy (4) of chart titled "I-4 CONSTRUCTION SCHEDULE
(TENTATIVE) NOV 1993"

Thank you



You may leave this form in the box provided or fold and mail to the address on the back.



I-4 PROJECT DEVELOPMENT AND ENVIRONMENT STUDY PUBLIC HEARING

Interstate 4 (Section 1) from CR 532 to SR 528 (Bee Line Expressway)
State Project No. 92130-1425 & 75280-1479
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May 1999

Comments:

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JEAN & JEFF DEACON
c/o 1 CAREY CIRCLE (#311)
REVERE, MA. 02151 UNIT

FAX # ~~(407)~~ 407-396-4450



You may leave this form in the box provided or fold and mail to the address on the back.



I-4 PROJECT DEVELOPMENT AND ENVIRONMENT STUDY PUBLIC HEARING

Interstate 4 (Section 1) from CR 532 to SR 528 (Bee Line Expressway)
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May 1999

Comments:

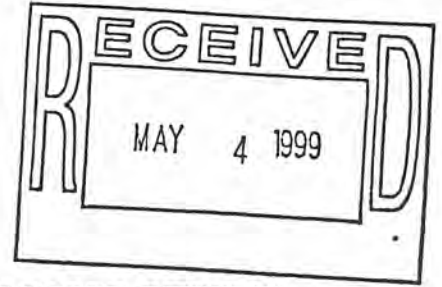
(Please provide your comments as necessary; we strongly encourage you to take this opportunity to share your thoughts and/or ideas regarding this study. All comments will become part of the public record.)

Mailing List:

Kenneth H. Furth
Osceola County Planning Department
17 S. Vernon Ave. Room 246
Kissimmee, FL 34741



You may leave this form in the box provided or fold and mail to the address on the back.



I-4 PROJECT DEVELOPMENT AND ENVIRONMENT STUDY PUBLIC HEARING

Interstate 4 (Section 1) from CR 532 to SR 528 (Bee Line Expressway)
State Project No. 92130-1425 & 75280-1479
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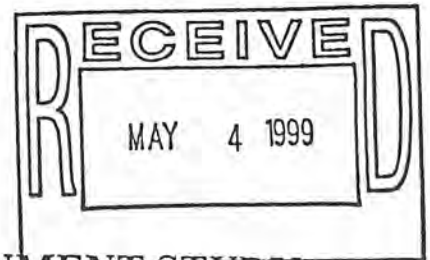
(Please provide your comments as necessary; we strongly encourage you to take this opportunity to share your thoughts and/or ideas regarding this study. All comments will become part of the public record.)

Please add my name to the mailing list.

JANICE GILLIES
243 WEST PARK
WINTER PARK, FL.



You may leave this form in the box provided or fold and mail to the address on the back.



**I-4 PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
PUBLIC HEARING**

Interstate 4 (Section 1) from CR 532 to SR 528 (Bee Line Expressway)
State Project No. 92130-1425 & 75280-1479
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May 1999

Comments:

(Please provide your comments as necessary; we strongly encourage you to take this opportunity to share your thoughts and/or ideas regarding this study. All comments will become part of the public record.)

HOUSTON, TX & MIAMI, FL
SLIP LANE DESIGN SEEMS MUCH MORE EXPENSIVE AND VISUALLY UNAPPEALING. I'VE WIDEN IN CITIES THAT HAVE H.O.V. LANES BOTH WITH & WITHOUT SLIP LANES, AND BOTH SEEM TO FUNCTION EQUALLY. IN FACT, THE NON-SLIP LANE H.O.V. FUNCTIONS BETTER BY NOT SLOWING DOWN ADJACENT TRAFFIC. TRAFFIC IN THE "FAST LANE" ADJACENT TO THE WALL DIVIDING THE H.O.V. LANE TRACKWAY APPEARS SLOWER FOR FEAR OF HITTING THE WALL.

THE I-4 PROJECT
ULTIMATELY, THIS EFFORT SEEMS TEMPORARY. THESE DESIGNS WILL BE COMPLETED AT A TIME WHEN PROTECTED OIL RESERVES SHOULD BE DEPLETING. I AM AMAZED THAT AFTER ALL OF THE TIME, EFFORT, AND MONEY SPENT ON RESEARCHING THE ISSUE, THAT MONEY COULD HAVE BEEN APPLIED TO A MORE SUSTAINABLE APPROACH, SUCH AS LIGHT-RAIL.

To File 24434
From J. Anglin ✓
Subject I-4 PD&E Study, Section 1
Coordination Meetings at FDOT District 5
5-13-99, 9:00 A.M.

Date 5-13-99

A regular coordination meeting was held encompassing all 3 sections was held on 5-13-99. Attending were:

FWHA – Grant Zammit

FDOT – Harold Webb, Bob Cortelyou, Bob Gleason, Bonnie Boylan, Mike Hatchell

URS Greiner / CH2M Hill – Jan Everett, Mark Callahan

FDOT Turnpike – Cecil Powell (PBS&J)

HNTB – Jim Anglin

Kieth & Schnars – Jeff Tanner

See attached agenda for general sequence of events discussed.

FHWA Comments

Discuss interim auxiliary lanes project from Beeline Expressway to SR 535. Bob Gleason noted that this should qualify for programmatic environmental clearance.

Grant Zammit of FHWA concurred that this auxiliary lane project should meet criteria for programmatic clearance. CH2M Hill is investigating pond locations but has not completed this analysis yet.

Identify noise issues by hotels to determine how this was assessed. Some feeling by FDOT that noise walls might be warranted here. JPA to contact John Jaeckel.

Kieths & Schnars

Jeff Tanner passed out minute's from last meeting, and a summary of the public involvement to date.

SAMR Comments

The meeting was joined by Mike Snyder of FDOT District 5 and then focused on the FHWA comments on the SAMR development by URS Greiners (FHWA comments attached).

Bob Cortelyou of FDOT District 5 emphasized that many of FHWA's comments are too late in the process to completely address (such as why the Western Beltway interchange isn't in a different place).

Items of Note from the Discussion

- Discussed potential HOV direct connections at Western Beltway. FHWA noted concurrence that the demand numbers do not justify the connectors, but want to protect the future. URS / CH2M Hill will analyze the traffic further for this.
- Bob Cortelyou emphasized need for a phasing plan to illustrate each construction project will benefit the I-4 system.
- Discussed the HOV median slip ramps and the weaving issues that are of concern. Mike Snyder emphasized that there was extensive analysis of the slip ramp locations, a variety of alternatives investigated, etc. Might need to show FHWA these previous alternatives, at a future meeting (HNTB to pull together previous assessments).
- FDOT agreed that HNTB should re-evaluate the HOV E.B. wishbone exit that merges into the E.B. C-D road just before World Drive.
- Lake Avenue. FDOT noted that at the FHWA Partnering Workshop this design concept was agreed upon. Grant Zammit noted that this was satisfactory if FHWA had endorsed it at the Partnering Workshop. HNTB to provide URS Greiners with out assessment of HOV access as a potential initial phase at Lake Avenue
- Discussed a conditional SAMR approval that would allow the Section 1 FONSI and Location/Design approval to proceed. FWHA will consider this, recognizing there are sill issues to work out at the SR 408 interchange.
- Look at two-lane off ramps to avoid hard splits (at CR 532, and HOV exit flyover in Section 1). (Later decided to keep just one-lane off ramp).
- Lengthen acceleration lane from World Drive to westbound I-4. 700 feet is not enough.

JPA/dmm

Attachments

cc: Jack Freeman, Kittleson



Florida Department of Transportation

JEB BUSH
GOVERNOR

THOMAS F. BARRY, JR.
SECRETARY

June 21, 1999

Mr. Michael Ofcharik
7432 Lake Willis Drive
Orlando, Florida 32821

Re: I-4 Section 1 from CR 532 to SR 528 (Bee Line Expressway)
FM Number 242526 & 242483
State Project Number 92130-1425 & 75280-1479
Work Program Number 5147330 & 5147254
Federal Aid Project Number N/A & NH-4-2(169)65

Dear Mr. Ofcharik:

Thank you for your interest in the I-4 Project Development and Environment (PD&E) Study currently being conducted by the Florida Department of Transportation. The limits of this study extend along I-4 from the Polk/Osceola County Line to SR 528 (Beeline Expressway) in Orange County, a distance of approximately 13.5 miles. We appreciate you sharing your opinions and concerns with us. Any written comments you submitted, or formal verbal comments you made at the May 4, 1999 Public Hearing, will become part of the official record for the project.

As the planning process continues, the comments and suggestions received during this study phase will be analyzed and may be incorporated into the final design. The goal is to create a system that can be integrated to benefit and support the community as a whole.

The location and preliminary design of retention ponds along the I-4 corridor is required as a part of the PD&E Study. Retention ponds are designed to address both water quality and water quantity issues. The Federal and State agencies require that the quality of stormwater runoff from roads be treated before it is released back onto the natural water source. In order to protect our environment, all of the oil and other contaminants washed off the roadway by rain (including any accidental fuel spills) must be controlled before the water goes back into the aquifer. All proposed project facilities will be designed, reviewed, and permitted to comply with the Environmental Protection Agency's (EPA) National Pollutant Discharge Elimination System (NPDES) regulations in order to preserve and protect the quality of surface and ground waters in the vicinity of the project. Additionally, the quantity of stormwater from a site must be controlled, so the rate of discharge to the downstream properties is the same for the area before and after the roadway improvements. This is done to protect the downstream property owners from flooding. It should be noted that the proposed improvements will enhance the water quality

Mr. Michael Ofcharik
June 21, 1999
Page Two

in Lake Willis through this process.

Potential alternative locations and configurations of retention ponds along the I-4 corridor are currently under evaluation. Additionally, issues regarding the aesthetics of the retention ponds are also a part of this study. Information regarding potential treatments of the ponds will be available later in the study process, as the project moves into the final design and right-of-way acquisition phase.

After completion of the PD&E study, the project will undergo final design. During final design, the retention pond sites identified during the PD&E Study are reviewed and the detailed right-of-way requirements are identified. The acquisition of land for the roadway improvements, including the required retention ponds, generally begins 18 to 24 months prior to actual construction of the roadway improvements.

As stated, the retention pond requirements along the I-4 corridor are continuing to be evaluated. We will provide additional information as it becomes available as the PD&E Study process nears completion.

We appreciate you being a part of our effort to involve the citizens of this community in the proposed I-4 transportation improvements. Thank you again.

Sincerely,



Harold Webb
Project Manager

HW/vm

cc: Jim Anglin, HNTB Corporation
Jack Freeman, Kittelson and Associates
File 1060, Keith and Schnars, P.A.



Florida Department of Transportation

JEB BUSH
GOVERNOR

THOMAS F. BARRY, JR.
SECRETARY

June 21, 1999

Mr. Kurt Ardaman
Fishback, Dominick, Bennett, Stepter, Ardaman, Ahlers, & Bonus
170 E. Washington St.
Orlando, Florida 32807

Re: I-4 Section 1 from CR 532 to SR 528 (Bee Line Expressway)
FM Number 242526 & 242483
State Project Number 92130-1425 & 75280-1479
Work Program Number 5147330 & 5147254
Federal Aid Project Number N/A & NH-4-2(169)65

Dear Mr. Ardaman:

Thank you for your interest in the I-4 Project Development and Environment (PD&E) Study currently being conducted by the Florida Department of Transportation. The limits of this study extend along I-4 from the Polk/Osceola County Line to SR 528 (Beeline Expressway) in Orange County, a distance of approximately 13.5 miles. We appreciate you sharing your opinions and concerns with us. Any written comments you submitted, or formal verbal comments you made at the May 4, 1999 Public Hearing, will become part of the official record for the project.

As the planning process continues, the comments and suggestions received during this study phase will be analyzed and may be incorporated into the final design. The goal is to create a system that can be integrated to benefit and support the community as a whole.

The location and preliminary design of retention ponds along the I-4 corridor is required as a part of the PD&E Study. Retention ponds are designed to address both water quality and water quantity issues. The Federal and State agencies require that the quality of stormwater runoff from roads be treated before it is released back onto the natural water source. In order to protect our environment, all of the oil and other contaminants washed off the roadway by rain must be controlled before the water goes back into the aquifer. Additionally, the quantity of stormwater from a site must be controlled, so the rate of discharge to the downstream properties is the same for the area before and after the roadway improvements. This is done to protect the downstream property owners from flooding.

Potential alternative locations and configurations of retention ponds along the I-4 corridor are currently under evaluation. This includes the retention ponds that were shown in the preliminary plans in the vicinity of Lake Willis and at the intersection of Central Florida Parkway and I-4. Information regarding potential treatments of the ponds will be available later in the study

Mr. Kurt Ardaman
June 21, 1999
Page Two

process, as the project moves into the final design and right-of-way acquisition phase.

The right-of-way in the northwest quadrant of the proposed Lake Avenue interchange is needed to accommodate the I-4 westbound exit and entrance movements, for drainage requirements, and to minimize impacts to the Embassy Suites hotel, which is located in the southwest quadrant of the proposed interchange.

After completion of the PD&E study, the project will undergo final design. During final design, the retention pond sites identified during the PD&E Study are reviewed and the detailed right-of-way requirements are identified. The acquisition of land for the roadway improvements, including the required retention ponds, generally begins 18 to 24 months prior to actual construction of the roadway improvements.

We appreciate you being a part of our effort to involve the citizens of this community in the proposed I-4 transportation improvements. Thank you again.

Sincerely,



Harold Webb
Project Manager

HW/vm

cc: Jim Anglin, HNTB Corporation
Jack Freeman, Kittelson and Associates
File 1060, Keith and Schnars, P.A.

RECEIVED

MAY 7 1999

FDOT-DISTRICT V
Cons. Project

LAKE WILLIS RESIDENTS:

Orange County is considering four potential sites for a retention pond along (14 when (14 is widened in the future. Two of the retention pond alternate locations are located at the edge of (14 and Lake Willis. The county has stated that the retention pond will have "no impact" on our lake or its residents. But a retention pond (by design) will capture the polluted runoff from (14 and then allow it to seep into our beautiful lake.

If you agree that the county should not be allowed to place a retention pond at the edge of (14 and Lake Willis, then please sign this petition and let your voice be heard.

NAME:	Lake Willis Drive ADDRESS #	DATE
✓1) JEAN & JEFF DEACON	7484 LAKE WILLIS DR.	5/2/99
✓2) SUN - WALT CHENG	7476 LAKE WILLIS DR	5/2/99
✓3) FR. BARRY DOWD	7465 LK WILLIS DR	5/2/99
✓4) LEE SHERER	74562K WILLOW	5-2-99
✓5) LeRoy Shields	7444 LK Willis	5/2/99
✓6) Deborah Shields	7432 LK Willis Dr. ²³⁸⁻ 1951	5-2-99
✓7) Jerry Aldrich	7408 LK Willis Dr 239-6336	5/2/99
✓8) William Rosner	7342 Lake Willis Dr.	5-2-99
✓9) Ken & Jill Ryals	7240 " " "	5-2-99
✓10) Steve Ponce	7227 Lake Willis Dr.	"
✓11) Robert Sullivan	7024 Lake Willis Dr	5/2/99
✓12) James Long	11722 LK Willis Dr.	5-2-99
✓13) A.N. Murphy	11518 LAKE WILLIS DRIVE	5-2-99
✓14) Ann O'Quinn	11632 Lake Willis Dr.	5-4-99
Ann O'Quinn	" "	"

LAKE WILLIS RESIDENTS:

Orange County is considering four potential sites for a retention pond along ~~14~~ where ~~14~~ is widened in the future. Two of the retention pond alternate locations are located at the edge of ~~14~~ and Lake Willis. The county has stated that the retention pond will have "no impact" on our lake or its residents. But a retention pond (by design) will capture the polluted runoff from ~~14~~ and then allow it to seep into our beautiful lake.

If you agree that the county should not be allowed to place a retention pond at the edge of ~~14~~ and Lake Willis, then please sign this petition and let your voice be heard.

Lake Willis Drive
ADDRESS #

NAME:

DATE

- | NAME: | Lake Willis Drive ADDRESS # | DATE |
|-----------------------------------|--------------------------------------|--------|
| 1) Charles & Helen Holt Schneider | 7330 Lake Willis DR | 5-4-99 |
| 2) Jean Koin | 11530 Lk. Willis DR. | 5/4/99 |
| 3) Karen Conrad | 11530 Lk. Willis Dr. | 5/4/99 |
| 4) Ron Turner | 11424 Westwood Blvd | 5-4- |
| 5) Jessie L Turner | 11424 Westwood Island | 5-4-99 |
| 6) Brady Owen | 7306 Lk Willis Dr. | |
| 7) Rob [unclear] | 7216 Lk WILLIS DR., ORLANDO, FL 328 | |
| 8) Judy [unclear] | 7014 LAKE Willis Dr. Orlando, FL 328 | |
| 9) Daniel Hart | 11600 Lake Willis Dr. Orlando FL 328 | |
| 10) | | |
| 11) | | |
| 12) | | |
| 13) | | |
| 14) | | |



Florida Department of Transportation

JEB BUSH
GOVERNOR

THOMAS F. BARRY, JR.
SECRETARY

June 21, 1999

Mr. Sun-Wah Cheng
7476 Lake Willis Drive
Orlando, Florida 32821

Re: I-4 Section 1 from CR 532 to SR 528 (Bee Line Expressway)
FM Number 242526 & 242483
State Project Number 92130-1425 & 75280-1479
Work Program Number 5147330 & 5147254
Federal Aid Project Number N/A & NH-4-2(169)65

Dear Mr. Cheng:

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Mr. Sun-Wah Cheng
June 21, 1999
Page Two

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As stated, the retention pond requirements along the I-4 corridor are continuing to be evaluated. We will provide additional information as it becomes available as the PD&E Study process nears completion.

We appreciate you being a part of our effort to involve the citizens of this community in the proposed I-4 transportation improvements. Thank you again.

Sincerely,



Harold Webb
Project Manager

HW/vm

cc: Jim Anglin, HNTB Corporation
Jack Freeman, Kittelson and Associates
File 1060, Keith and Schnars, P.A.



Florida Department of Transportation

JEB BUSH
GOVERNOR

THOMAS F. BARRY, JR.
SECRETARY

June 21, 1999

Mr. Barry Dowd
7468 Lake Willis Drive
Orlando, Florida 32821

Re: I-4 Section 1 from CR 532 to SR 528 (Bee Line Expressway)
FM Number 242526 & 242483
State Project Number 92130-1425 & 75280-1479
Work Program Number 5147330 & 5147254
Federal Aid Project Number N/A & NH-4-2(169)65

Dear Mr. Dowd:

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Mr. Barry Dowd
June 21, 1999
Page Two

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Sincerely,



Harold Webb
Project Manager

HW/vm

cc: Jim Anglin, HNTB Corporation
Jack Freeman, Kittelson and Associates
File 1060, Keith and Schnars, P.A.



Florida Department of Transportation

JEB BUSH
GOVERNOR

THOMAS F. BARRY, JR.
SECRETARY

June 21, 1999

Mr. Lee Shields
7456 Lake Willis Drive
Orlando, Florida 32821

Re: I-4 Section 1 from CR 532 to SR 528 (Bee Line Expressway)
FM Number 242526 & 242483
State Project Number 92130-1425 & 75280-1479
Work Program Number 5147330 & 5147254
Federal Aid Project Number N/A & NH-4-2(169)65

Dear Mr. Shields:

Thank you for your interest in the I-4 Project Development and Environment (PD&E) Study currently being conducted by the Florida Department of Transportation. The limits of this study extend along I-4 from the Polk/Osceola County Line to SR 528 (Beeline Expressway) in Orange County, a distance of approximately 13.5 miles. We appreciate you sharing your opinions and concerns with us. Any written comments you submitted, or formal verbal comments you made at the May 4, 1999 Public Hearing, will become part of the official record for the project.

As the planning process continues, the comments and suggestions received during this study phase will be analyzed and may be incorporated into the final design. The goal is to create a system that can be integrated to benefit and support the community as a whole.

The location and preliminary design of retention ponds along the I-4 corridor is required as a part of the PD&E Study. Retention ponds are designed to address both water quality and water quantity issues. The Federal and State agencies require that the quality of stormwater runoff from roads be treated before it is released back onto the natural water source. In order to protect our environment, all of the oil and other contaminants washed off the roadway by rain must be controlled before the water goes back into the aquifer. Additionally, the quantity of stormwater from a site must be controlled, so the rate of discharge to the downstream properties is the same for the area before and after the roadway improvements. This is done to protect the downstream property owners from flooding. It should be noted that the proposed improvements will enhance the water quality in Lake Willis through this process.

Mr. Lee Shields
June 21, 1999
Page Two

Potential alternative locations and configurations of retention ponds along the I-4 corridor are currently under evaluation. Additionally, issues regarding the aesthetics of the retention ponds are also a part of this study. Information regarding potential treatments of the ponds will be available later in the study process, as the project moves into the final design and right-of-way acquisition phase.

After completion of the PD&E study, the project will undergo final design. During final design, the retention pond sites identified during the PD&E Study are reviewed and the detailed right-of-way requirements are identified. The acquisition of land for the roadway improvements, including the required retention ponds, generally begins 18 to 24 months prior to actual construction of the roadway improvements.

As stated, the retention pond requirements along the I-4 corridor are continuing to be evaluated. We will provide additional information as it becomes available as the PD&E Study process nears completion.

We appreciate you being a part of our effort to involve the citizens of this community in the proposed I-4 transportation improvements. Thank you again.

Sincerely,



Harold Webb
Project Manager

HW/vm

cc: Jim Anglin, HNTB Corporation
Jack Freeman, Kittelson and Associates
File 1060, Keith and Schnars, P.A.



Florida Department of Transportation

JEB BUSH
GOVERNOR

THOMAS F. BARRY, JR.
SECRETARY

June 21, 1999

Ms. Deborah Shields
7432 Lake Willis Drive
Orlando, Florida 32821

Re: I-4 Section 1 from CR 532 to SR 528 (Bee Line Expressway)
FM Number 242526 & 242483
State Project Number 92130-1425 & 75280-1479
Work Program Number 5147330 & 5147254
Federal Aid Project Number N/A & NH-4-2(169)65

Dear Ms. Shields:

Thank you for your interest in the I-4 Project Development and Environment (PD&E) Study currently being conducted by the Florida Department of Transportation. The limits of this study extend along I-4 from the Polk/Osceola County Line to SR 528 (Beeline Expressway) in Orange County, a distance of approximately 13.5 miles. We appreciate you sharing your opinions and concerns with us. Any written comments you submitted, or formal verbal comments you made at the May 4, 1999 Public Hearing, will become part of the official record for the project.

As the planning process continues, the comments and suggestions received during this study phase will be analyzed and may be incorporated into the final design. The goal is to create a system that can be integrated to benefit and support the community as a whole.

Bald eagle nests within 3 miles of any portion of the proposed I-4 project were located and verified, including site reviews as well as nest-specific coordination with the Florida Game and Fresh Water Fish Commission (FGFWFC). Known eagle nests were verified in three locations: Sections 24 and 26 of Township 24S, Range 28E and Section 16 of Township 25S, Range 28E. The nearest bald eagle nest to Lake Willis is Nest OR-14, approximately 0.9 miles from the lake's south shore. Although eagles from this and other nests may frequent Lake Willis for perching and foraging, the lake does not lie within the protected management zone of any recorded nest. This project has been reviewed by the FGFWFC and the U.S. Fish and Wildlife Service to evaluate any potential impacts to wildlife as part of the National Environmental Policy Act (NEPA) process. These agencies have concurred with the Florida Department of Transportation/Federal Highway Administration determination that the proposed project will have no effect on wildlife. Also, please note that this issue will be re-evaluated during the future design and permitting phase.

Wetlands, which are under the jurisdiction of the U.S. Army Corps of Engineers and South Florida Water Management District, were identified within and adjacent to the proposed I-4 right-of-way. These wetland areas are shown on the proposed project concept plans. At this time, there have been no environmental agency field delineation reviews and no permits have been issued by the jurisdictional agencies. All potentially affected wetland areas, including Lake Willis, will be delineated, agency reviewed and surveyed during future design phase work. At that time, any proposed retention ponds which would encroach into jurisdictional wetlands will be either reconfigured or relocated to avoid impacts to wetlands.

Ms. Deborah Shields
June 21, 1999
Page Two

The location and preliminary design of retention ponds along the I-4 corridor is required as part of the PD&E Study. Retention ponds are designed to address both water quality and water quantity issues. The Federal and State agencies require that the quality of stormwater runoff from roads be treated before it is released back onto the natural water source. In order to protect our environment, all of the oil and other contaminants washed off the roadway by rain must be controlled before the water goes back into the aquifer. Additionally, the quantity of stormwater from a site must be controlled, so the rate of discharge to the downstream properties is the same for the area before and after the roadway improvements. This is done to protect the downstream property owners from flooding. It should be noted that the proposed improvements will enhance the water quality in Lake Willis through this process.

Potential alternative locations and configurations of retention ponds along the I-4 corridor are currently under evaluation. This includes alternative locations for the retention ponds that were shown in the preliminary plans in the vicinity of Lake Willis. Information regarding potential treatments of the ponds will be available later in the study process, as the project moves into the final design and right-of-way acquisition phase.

A Noise Study Report was prepared for this PD&E study. The Lake Willis area was not shown to be reasonable and feasible for a noise barrier. Landscaping treatments, such as a cypress tree buffer, may be considered as the project moves into final design.

After completion of the PD&E study, the project will undergo final design. During final design, the retention pond sites identified during the PD&E Study are reviewed and the detailed right-of-way requirements are identified. The acquisition of land for the roadway improvements, including the required retention ponds, generally begins 18 to 24 months prior to actual construction of the roadway improvements.

We appreciate you being a part of our effort to involve the citizens of this community in the proposed I-4 transportation improvements. Thank you again.

Sincerely,



Harold Webb
Project Manager

HW/vm

cc: Jim Anglin, HNTB Corporation
Jack Freeman, Kittelson and Associates
File 1060, Keith and Schnars, P.A.



Florida Department of Transportation

JEB BUSH
GOVERNOR

THOMAS F. BARRY, JR.
SECRETARY

June 21, 1999

Mr. Jerry Aldrich
7408 Lake Willis Drive
Orlando, Florida 32821

Re: I-4 Section 1 from CR 532 to SR 528 (Bee Line Expressway)
FM Number 242526 & 242483
State Project Number 92130-1425 & 75280-1479
Work Program Number 5147330 & 5147254
Federal Aid Project Number N/A & NH-4-2(169)65

Dear Mr Aldrich:

Thank you for your interest in the I-4 Project Development and Environment (PD&E) Study currently being conducted by the Florida Department of Transportation. The limits of this study extend along I-4 from the Polk/Osceola County Line to SR 528 (Beeline Expressway) in Orange County, a distance of approximately 13.5 miles. We appreciate you sharing your opinions and concerns with us. Any written comments you submitted, or formal verbal comments you made at the May 4, 1999 Public Hearing, will become part of the official record for the project.

As the planning process continues, the comments and suggestions received during this study phase will be analyzed and may be incorporated into the final design. The goal is to create a system that can be integrated to benefit and support the community as a whole.

The location and preliminary design of retention ponds along the I-4 corridor is required as a part of the PD&E Study. Retention ponds are designed to address both water quality and water quantity issues. The Federal and State agencies require that the quality of stormwater runoff from roads be treated before it is released back onto the natural water source. In order to protect our environment, all of the oil and other contaminants washed off the roadway by rain must be controlled before the water goes back into the aquifer. Additionally, the quantity of stormwater from a site must be controlled, so the rate of discharge to the downstream properties is the same for the area before and after the roadway improvements. This is done to protect the downstream property owners from flooding. It should be noted that the proposed improvements will enhance the water quality in Lake Willis through this process.

Potential alternative locations and configurations of retention ponds along the I-4 corridor are currently under evaluation. This includes alternative locations for the retention ponds that were shown in the preliminary plans in the vicinity of Lake Willis. Information regarding potential treatments of the ponds will be available later in the study process, as the project moves into the final design and right-of-way acquisition phase.

A Noise Study Report was prepared for this PD&E study. The Lake Willis area was not shown to be reasonable and feasible for a noise barrier. Landscaping treatments, such as a cypress tree buffer, may be considered as the project moves into final design.

Mr. Jerry Aldrich

June 21, 1999

Page Two

As discussed at the Public Hearing, there is some concern about the encroachment of I-4 along the west side of Lake Willis. As shown in the preliminary drawings, the roadway would be along the shoreline or slightly into the lake. As this project moves into final design and the permitting process is underway, the design of this encroachment will be firmly established. Through the permitting process, it will have to be demonstrated that the lake will not be significantly degraded or mitigation of impacts will be required. Landscaping barriers will be considered during final design to address the visual and noise concerns. In addition, all roadway stormwater will be contained into a closed drainage system and piped to stormwater retention ponds.

After completion of the PD&E study, the project will undergo final design. During final design, the retention pond sites identified during the PD&E Study are reviewed and the detailed right-of-way requirements are identified. The acquisition of land for the roadway improvements, including the required retention ponds, generally begins 18 to 24 months prior to actual construction of the roadway improvements.

As stated, the retention pond requirements along the I-4 corridor are continuing to be evaluated. We will provide additional information as it becomes available as the PD&E Study process nears completion.

We appreciate you being a part of our effort to involve the citizens of this community in the proposed I-4 transportation improvements. Thank you again.

Sincerely,



Harold Webb
Project Manager

HW/vm

cc: Jim Anglin, HNTB Corporation
Jack Freeman, Kittelson and Associates
File 1060, Keith and Schnars, P.A.



Florida Department of Transportation

JEB BUSH
GOVERNOR

THOMAS F. BARRY, JR.
SECRETARY

June 21, 1999

Mr. William Rosner
7342 Lake Willis Drive
Orlando, Florida 32821

Re: I-4 Section 1 from CR 532 to SR 528 (Bee Line Expressway)
FM Number 242526 & 242483
State Project Number 92130-1425 & 75280-1479
Work Program Number 5147330 & 5147254
Federal Aid Project Number N/A & NH-4-2(169)65

Dear Mr. Rosner:

Thank you for your interest in the I-4 Project Development and Environment (PD&E) Study currently being conducted by the Florida Department of Transportation. The limits of this study extend along I-4 from the Polk/Osceola County Line to SR 528 (Beeline Expressway) in Orange County, a distance of approximately 13.5 miles. We appreciate you sharing your opinions and concerns with us. Any written comments you submitted, or formal verbal comments you made at the May 4, 1999 Public Hearing, will become part of the official record for the project.

As the planning process continues, the comments and suggestions received during this study phase will be analyzed and may be incorporated into the final design. The goal is to create a system that can be integrated to benefit and support the community as a whole.

The location and preliminary design of retention ponds along the I-4 corridor is required as a part of the PD&E Study. Retention ponds are designed to address both water quality and water quantity issues. The Federal and State agencies require that the quality of stormwater runoff from roads be treated before it is released back onto the natural water source. In order to protect our environment, all of the oil and other contaminants washed off the roadway by rain must be controlled before the water goes back into the aquifer. Additionally, the quantity of stormwater from a site must be controlled, so the rate of discharge to the downstream properties is the same for the area before and after the roadway improvements. This is done to protect the downstream property owners from flooding. It should be noted that the proposed improvements will enhance the water quality in Lake Willis through this process.

Mr. William Rosner

June 21, 1999

Page Two

Potential alternative locations and configurations of retention ponds along the I-4 corridor are currently under evaluation. Additionally, issues regarding the aesthetics of the retention ponds are also a part of this study. Information regarding potential treatments of the ponds will be available later in the study process, as the project moves into the final design and right-of-way acquisition phase.

After completion of the PD&E study, the project will undergo final design. During final design, the retention pond sites identified during the PD&E Study are reviewed and the detailed right-of-way requirements are identified. The acquisition of land for the roadway improvements, including the required retention ponds, generally begins 18 to 24 months prior to actual construction of the roadway improvements.

As stated, the retention pond requirements along the I-4 corridor are continuing to be evaluated. We will provide additional information as it becomes available as the PD&E Study process nears completion.

We appreciate you being a part of our effort to involve the citizens of this community in the proposed I-4 transportation improvements. Thank you again.

Sincerely,



Harold Webb
Project Manager

HW/vm

cc: Jim Anglin, HNTB Corporation
Jack Freeman, Kittelson and Associates
File 1060, Keith and Schnars, P.A.



Florida Department of Transportation

JEB BUSH
GOVERNOR

THOMAS F. BARRY, JR.
SECRETARY

June 21, 1999

Reverend Earl Ryals
7240 Lake Willis Drive
Orlando, Florida 32821

Re: I-4 Section 1 from CR 532 to SR 528 (Bee Line Expressway)
FM Number 242526 & 242483
State Project Number 92130-1425 & 75280-1479
Work Program Number 5147330 & 5147254
Federal Aid Project Number N/A & NH-4-2(169)65

Dear Reverend Ryals:

Thank you for your interest in the I-4 Project Development and Environment (PD&E) Study currently being conducted by the Florida Department of Transportation. The limits of this study extend along I-4 from the Polk/Osceola County Line to SR 528 (Beeline Expressway) in Orange County, a distance of approximately 13.5 miles. We appreciate you sharing your opinions and concerns with us. Any written comments you submitted, or formal verbal comments you made at the May 4, 1999 Public Hearing, will become part of the official record for the project.

As the planning process continues, the comments and suggestions received during this study phase will be analyzed and may be incorporated into the final design. The goal is to create a system that can be integrated to benefit and support the community as a whole.

The location and preliminary design of retention ponds along the I-4 corridor is required as a part of the PD&E Study. Retention ponds are designed to address both water quality and water quantity issues. The Federal and State agencies require that the quality of stormwater runoff from roads be treated before it is released back onto the natural water source. In order to protect our environment, all of the oil and other contaminants washed off the roadway by rain must be controlled before the water goes back into the aquifer. Additionally, the quantity of stormwater from a site must be controlled, so the rate of discharge to the downstream properties is the same for the area before and after the roadway improvements. This is done to protect the downstream property owners from flooding. It should be noted that the proposed improvements will enhance the water quality in Lake Willis through this process.

Reverend Earl Ryals
June 21, 1999
Page Two

Potential alternative locations and configurations of retention ponds along the I-4 corridor are currently under evaluation. Additionally, issues regarding the aesthetics of the retention ponds are also a part of this study. Information regarding potential treatments of the ponds will be available later in the study process, as the project moves into the final design and right-of-way acquisition phase.

After completion of the PD&E study, the project will undergo final design. During final design, the retention pond sites identified during the PD&E Study are reviewed and the detailed right-of-way requirements are identified. The acquisition of land for the roadway improvements, including the required retention ponds, generally begins 18 to 24 months prior to actual construction of the roadway improvements.

As stated, the retention pond requirements along the I-4 corridor are continuing to be evaluated. We will provide additional information as it becomes available as the PD&E Study process nears completion.

We appreciate you being a part of our effort to involve the citizens of this community in the proposed I-4 transportation improvements. Thank you again.

Sincerely,



Harold Webb
Project Manager

HW/vm

cc: Jim Anglin, HNTB Corporation
Jack Freeman, Kittelson and Associates
File 1060, Keith and Schnars, P.A.



Florida Department of Transportation

JEB BUSH
GOVERNOR

THOMAS F. BARRY, JR.
SECRETARY

June 21, 1999

Mr. Steve Boney
7216 Lake Willis Drive
Orlando, Florida 32821

Re: I-4 Section 1 from CR 532 to SR 528 (Bee Line Expressway)
FM Number 242526 & 242483
State Project Number 92130-1425 & 75280-1479
Work Program Number 5147330 & 5147254
Federal Aid Project Number N/A & NH-4-2(169)65

Dear Mr. Boney:

Thank you for your interest in the I-4 Project Development and Environment (PD&E) Study currently being conducted by the Florida Department of Transportation. The limits of this study extend along I-4 from the Polk/Osceola County Line to SR 528 (Beeline Expressway) in Orange County, a distance of approximately 13.5 miles. We appreciate you sharing your opinions and concerns with us. Any written comments you submitted, or formal verbal comments you made at the May 4, 1999 Public Hearing, will become part of the official record for the project.

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The location and preliminary design of retention ponds along the I-4 corridor is required as a part of the PD&E Study. Retention ponds are designed to address both water quality and water quantity issues. The Federal and State agencies require that the quality of stormwater runoff from roads be treated before it is released back onto the natural water source. In order to protect our environment, all of the oil and other contaminants washed off the roadway by rain must be controlled before the water goes back into the aquifer. Additionally, the quantity of stormwater from a site must be controlled, so the rate of discharge to the downstream properties is the same for the area before and after the roadway improvements. This is done to protect the downstream property owners from flooding. It should be noted that the proposed improvements will enhance the water quality in Lake Willis through this process.

Mr. Steve Boney
June 21, 1999
Page Two

Potential alternative locations and configurations of retention ponds along the I-4 corridor are currently under evaluation. Additionally, issues regarding the aesthetics of the retention ponds are also a part of this study. Information regarding potential treatments of the ponds will be available later in the study process, as the project moves into the final design and right-of-way acquisition phase.

After completion of the PD&E study, the project will undergo final design. During final design, the retention pond sites identified during the PD&E Study are reviewed and the detailed right-of-way requirements are identified. The acquisition of land for the roadway improvements, including the required retention ponds, generally begins 18 to 24 months prior to actual construction of the roadway improvements.

As stated, the retention pond requirements along the I-4 corridor are continuing to be evaluated. We will provide additional information as it becomes available as the PD&E Study process nears completion.

We appreciate you being a part of our effort to involve the citizens of this community in the proposed I-4 transportation improvements. Thank you again.

Sincerely,



Harold Webb
Project Manager

HW/vm

cc: Jim Anglin, HNTB Corporation
Jack Freeman, Kittelson and Associates
File 1060, Keith and Schnars, P.A.



Florida Department of Transportation

JEB BUSH
GOVERNOR

THOMAS F. BARRY, JR.
SECRETARY

June 21, 1999

Mr. Robert Sullivan
7024 Lake Willis Drive
Orlando, Florida 32821

Re: I-4 Section 1 from CR 532 to SR 528 (Bee Line Expressway)
FM Number 242526 & 242483
State Project Number 92130-1425 & 75280-1479
Work Program Number 5147330 & 5147254
Federal Aid Project Number N/A & NH-4-2(169)65

Dear Mr. Sullivan:

Thank you for your interest in the I-4 Project Development and Environment (PD&E) Study currently being conducted by the Florida Department of Transportation. The limits of this study extend along I-4 from the Polk/Osceola County Line to SR 528 (Beeline Expressway) in Orange County, a distance of approximately 13.5 miles. We appreciate you sharing your opinions and concerns with us. Any written comments you submitted, or formal verbal comments you made at the May 4, 1999 Public Hearing, will become part of the official record for the project.

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The location and preliminary design of retention ponds along the I-4 corridor is required as a part of the PD&E Study. Retention ponds are designed to address both water quality and water quantity issues. The Federal and State agencies require that the quality of stormwater runoff from roads be treated before it is released back onto the natural water source. In order to protect our environment, all of the oil and other contaminants washed off the roadway by rain must be controlled before the water goes back into the aquifer. Additionally, the quantity of stormwater from a site must be controlled, so the rate of discharge to the downstream properties is the same for the area before and after the roadway improvements. This is done to protect the downstream property owners from flooding. It should be noted that the proposed improvements will enhance the water quality in Lake Willis through this process.

Mr. Robert Sullivan
June 21, 1999
Page Two

Potential alternative locations and configurations of retention ponds along the I-4 corridor are currently under evaluation. Additionally, issues regarding the aesthetics of the retention ponds are also a part of this study. Information regarding potential treatments of the ponds will be available later in the study process, as the project moves into the final design and right-of-way acquisition phase.

After completion of the PD&E study, the project will undergo final design. During final design, the retention pond sites identified during the PD&E Study are reviewed and the detailed right-of-way requirements are identified. The acquisition of land for the roadway improvements, including the required retention ponds, generally begins 18 to 24 months prior to actual construction of the roadway improvements.

As stated, the retention pond requirements along the I-4 corridor are continuing to be evaluated. We will provide additional information as it becomes available as the PD&E Study process nears completion.

We appreciate you being a part of our effort to involve the citizens of this community in the proposed I-4 transportation improvements. Thank you again.

Sincerely,



Harold Webb
Project Manager

HW/vm

cc: Jim Anglin, HNTB Corporation
Jack Freeman, Kittelson and Associates
File 1060, Keith and Schnars, P.A.



Florida Department of Transportation

JEB BUSH
GOVERNOR

THOMAS F. BARRY, JR.
SECRETARY

June 21, 1999

Mr. James Horn
11722 Lake Willis Drive
Orlando, Florida 32821

Re: I-4 Section 1 from CR 532 to SR 528 (Bee Line Expressway)
FM Number 242526 & 242483
State Project Number 92130-1425 & 75280-1479
Work Program Number 5147330 & 5147254
Federal Aid Project Number N/A & NH-4-2(169)65

Dear Mr. Horn:

"
Thank you for your interest in the I-4 Project Development and Environment (PD&E) Study currently being conducted by the Florida Department of Transportation. The limits of this study extend along I-4 from the Polk/Osceola County Line to SR 528 (Beeline Expressway) in Orange County, a distance of approximately 13.5 miles. We appreciate you sharing your opinions and concerns with us. Any written comments you submitted, or formal verbal comments you made at the May 4, 1999 Public Hearing, will become part of the official record for the project.

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The location and preliminary design of retention ponds along the I-4 corridor is required as a part of the PD&E Study. Retention ponds are designed to address both water quality and water quantity issues. The Federal and State agencies require that the quality of stormwater runoff from roads be treated before it is released back onto the natural water source. In order to protect our environment, all of the oil and other contaminants washed off the roadway by rain must be controlled before the water goes back into the aquifer. Additionally, the quantity of stormwater from a site must be controlled, so the rate of discharge to the downstream properties is the same for the area before and after the roadway improvements. This is done to protect the downstream property owners from flooding. It should be noted that the proposed improvements will enhance the water quality in Lake Willis through this process.

Mr. James Horn
June 21, 1999
Page Two

Potential alternative locations and configurations of retention ponds along the I-4 corridor are currently under evaluation. Additionally, issues regarding the aesthetics of the retention ponds are also a part of this study. Information regarding potential treatments of the ponds will be available later in the study process, as the project moves into the final design and right-of-way acquisition phase.

After completion of the PD&E study, the project will undergo final design. During final design, the retention pond sites identified during the PD&E Study are reviewed and the detailed right-of-way requirements are identified. The acquisition of land for the roadway improvements, including the required retention ponds, generally begins 18 to 24 months prior to actual construction of the roadway improvements.

As stated, the retention pond requirements along the I-4 corridor are continuing to be evaluated. We will provide additional information as it becomes available as the PD&E Study process nears completion.

We appreciate you being a part of our effort to involve the citizens of this community in the proposed I-4 transportation improvements. Thank you again.

Sincerely,



Harold Webb
Project Manager

HW/vm

cc: Jim Anglin, HNTB Corporation
Jack Freeman, Kittelson and Associates
File 1060, Keith and Schnars, P.A.



Florida Department of Transportation

JEB BUSH
GOVERNOR

THOMAS F. BARRY, JR.
SECRETARY

June 21, 1999

Mr. & Mrs. Albert Morley
11518 Lake Willis Drive
Orlando, Florida . 32821

Re: I-4 Section 1 from CR 532 to SR 528 (Bee Line Expressway)
FM Number 242526 & 242483
State Project Number 92130-1425 & 75280-1479
Work Program Number 5147330 & 5147254
Federal Aid Project Number N/A & NH-4-2(169)65

Dear Mr. & Mrs. Morley:

Thank you for your interest in the I-4 Project Development and Environment (PD&E) Study currently being conducted by the Florida Department of Transportation. The limits of this study extend along I-4 from the Polk/Osceola County Line to SR 528 (Beeline Expressway) in Orange County, a distance of approximately 13.5 miles. We appreciate you sharing your opinions and concerns with us. Any written comments you submitted, or formal verbal comments you made at the May 4, 1999 Public Hearing, will become part of the official record for the project.

As the planning process continues, the comments and suggestions received during this study phase will be analyzed and may be incorporated into the final design. The goal is to create a system that can be integrated to benefit and support the community as a whole.

Bald eagle nests within 3 miles of any portion of the proposed I-4 project were located and verified, including site reviews as well as nest-specific coordination with the Florida Game and Fresh Water Fish Commission (FGFWFC). Known eagle nests were verified in three locations: Sections 24 and 26 of Township 24S, Range 28E and Section 16 of Township 25S, Range 28E. The nearest bald eagle nest to Lake Willis is Nest OR-14, approximately 0.9 miles from the lake's south shore. Although eagles from this and other nests may frequent Lake Willis for perching and foraging, the lake does not lie within the protected management zone of any recorded nest. This project has been reviewed by the FGFWFC and the U.S. Fish and Wildlife Service to evaluate any potential impacts to wildlife as part of the National Environmental Policy Act (NEPA) process. These agencies have concurred with the Florida Department of Transportation/Federal Highway Authority determination that the proposed project will have no effect on wildlife. Also, please note that this project will be re-evaluated during the future design and permitting phase.

Mr. & Mrs. Albert Morley

June 21, 1999

Page Two

The location and preliminary design of retention ponds along the I-4 corridor is required as a part of the PD&E Study. Retention ponds are designed to address both water quality and water quantity issues. The Federal and State agencies require that the quality of stormwater runoff from roads be treated before it is released back onto the natural water source. In order to protect our environment, all of the oil and other contaminants washed off the roadway by rain must be controlled before the water goes back into the aquifer. Additionally, the quantity of stormwater from a site must be controlled, so the rate of discharge to the downstream properties is the same for the area before and after the roadway improvements. This is done to protect the downstream property owners from flooding. It should be noted that the proposed improvements will enhance the water quality in Lake Willis through this process.

Potential alternative locations and configurations of retention ponds along the I-4 corridor are currently under evaluation. Additionally, issues regarding the aesthetics of the retention ponds are also a part of this study. Information regarding potential treatments of the ponds will be available later in the study process, as the project moves into the final design and right-of-way acquisition phase. Landscaping treatments, such as a cypress tree buffer, may provide some noise attenuation and may be considered as part of the final design process.

After completion of the PD&E study, the project will undergo final design. During final design, the retention pond sites identified during the PD&E Study are reviewed and the detailed right-of-way requirements are identified. The acquisition of land for the roadway improvements, including the required retention ponds, generally begins 18 to 24 months prior to actual construction of the roadway improvements.

As stated, the retention pond requirements along the I-4 corridor are continuing to be evaluated. We will provide additional information as it becomes available as the PD&E Study process nears completion.

We appreciate you being a part of our effort to involve the citizens of this community in the proposed I-4 transportation improvements. Thank you again.

Sincerely,

Harold Webb
Project Manager

HW/vm

cc: Jim Anglin, HNTB Corporation
Jack Freeman, Kittelson and Associates
File 1060, Keith and Schnars, P.A.



Florida Department of Transportation

JEB BUSH
GOVERNOR

THOMAS F. BARRY, JR.
SECRETARY

June 21, 1999

Mr. & Mrs. Charles Holtschneider
7330 Lake Willis Drive
Orlando, Florida 32821

Re: I-4 Section 1 from CR 532 to SR 528 (Bee Line Expressway)
FM Number 242526 & 242483
State Project Number 92130-1425 & 75280-1479
Work Program Number 5147330 & 5147254
Federal Aid Project Number N/A & NH-4-2(169)65

Dear Mr. & Mrs. Holtschneider:

Thank you for your interest in the I-4 Project Development and Environment (PD&E) Study currently being conducted by the Florida Department of Transportation. The limits of this study extend along I-4 from the Polk/Osceola County Line to SR 528 (Beeline Expressway) in Orange County, a distance of approximately 13.5 miles. We appreciate you sharing your opinions and concerns with us. Any written comments you submitted, or formal verbal comments you made at the May 4, 1999 Public Hearing, will become part of the official record for the project.

As the planning process continues, the comments and suggestions received during this study phase will be analyzed and may be incorporated into the final design. The goal is to create a system that can be integrated to benefit and support the community as a whole.

We appreciate the information you provided on the water quality at Lake Willis for the period from March 1997 through December 1998. These data indicate that Lake Willis is an oligotrophic lake which periodically receives sufficient nutrient increases to approach a mesotrophic condition. Based on these data reports, Lake Willis is indeed a healthy water body, with a seasonal fluctuation of nutrients, and therefore chlorophyll levels. The parameters reported, phosphorous, nitrogen and chlorophyll, are not normal constituents of roadway runoff and will remain unaffected by improvement to I-4.

The location and preliminary design of retention ponds along the I-4 corridor is required as a part of the PD&E Study. Retention ponds are designed to address both water quality and water quantity issues. The Federal and State agencies require that the quality of stormwater runoff from roads be treated before it is released back onto the natural water source. In order to protect our environment, all of the oil and other contaminants washed off the roadway by rain must be controlled before the water goes back into the aquifer. All proposed project facilities will be designed, reviewed and permitted to comply with the Environmental Protection Agency's (EPA) National Pollutant

Mr. & Mrs. Charles Holtschneider
June 21, 1999
Page Two

Discharge Elimination System (NPDES) regulations in order to preserve and protect the quality of surface and ground waters in the vicinity of the project. Additionally, the quantity of stormwater from a site must be controlled, so the rate of discharge to the downstream properties is the same for the area before and after the roadway improvements. This is done to protect the downstream property owners from flooding. It should be noted that the proposed improvements will enhance the water quality in Lake Willis through this process.

Potential alternative locations and configurations of retention ponds along the I-4 corridor are currently under evaluation. Additionally, issues regarding the aesthetics of the retention ponds are also a part of this study. Information regarding potential treatments of the ponds will be available later in the study process, as the project moves into the final design and right-of-way acquisition phase.

After completion of the PD&E study, the project will undergo final design. During final design, the retention pond sites identified during the PD&E Study are reviewed and the detailed right-of-way requirements are identified. The acquisition of land for the roadway improvements, including the required retention ponds, generally begins 18 to 24 months prior to actual construction of the roadway improvements.

As stated, the retention pond requirements along the I-4 corridor are continuing to be evaluated. We will provide additional information as it becomes available as the PD&E Study process nears completion.

We appreciate you being a part of our effort to involve the citizens of this community in the proposed I-4 transportation improvements. Thank you again.

Sincerely,



Harold Webb
Project Manager

HW/vm

cc: Jim Anglin, HNTB Corporation
Jack Freeman, Kittelson and Associates
File 1060, Keith and Schnars, P.A.



Florida Department of Transportation

JEB BUSH
GOVERNOR

THOMAS F. BARRY, JR.
SECRETARY

June 21, 1999

Ms. Jean Koivu
11530 Lake Willis Drive
Orlando, Florida 32821

Re: I-4 Section 1 from CR 532 to SR 528 (Bee Line Expressway)
FM Number 242526 & 242483
State Project Number 92130-1425 & 75280-1479
Work Program Number 5147330 & 5147254
Federal Aid Project Number N/A & NH-4-2(169)65

Dear Ms. Koivu:

Thank you for your interest in the I-4 Project Development and Environment (PD&E) Study currently being conducted by the Florida Department of Transportation. The limits of this study extend along I-4 from the Polk/Osceola County Line to SR 528 (Beeline Expressway) in Orange County, a distance of approximately 13.5 miles. We appreciate you sharing your opinions and concerns with us. Any written comments you submitted, or formal verbal comments you made at the May 4, 1999 Public Hearing, will become part of the official record for the project.

As the planning process continues, the comments and suggestions received during this study phase will be analyzed and may be incorporated into the final design. The goal is to create a system that can be integrated to benefit and support the community as a whole.

The location and preliminary design of retention ponds along the I-4 corridor is required as a part of the PD&E Study. Retention ponds are designed to address both water quality and water quantity issues. The Federal and State agencies require that the quality of stormwater runoff from roads be treated before it is released back onto the natural water source. In order to protect our environment, all of the oil and other contaminants washed off the roadway by rain must be controlled before the water goes back into the aquifer. Additionally, the quantity of stormwater from a site must be controlled, so the rate of discharge to the downstream properties is the same for the area before and after the roadway improvements. This is done to protect the downstream property owners from flooding. It should be noted that the proposed improvements will enhance the water quality in Lake Willis through this process.

Ms. Jean Koivu
June 21, 1999
Page Two

Potential alternative locations and configurations of retention ponds along the I-4 corridor are currently under evaluation. Additionally, issues regarding the aesthetics of the retention ponds are also a part of this study. Information regarding potential treatments of the ponds will be available later in the study process, as the project moves into the final design and right-of-way acquisition phase.

After completion of the PD&E study, the project will undergo final design. During final design, the retention pond sites identified during the PD&E Study are reviewed and the detailed right-of-way requirements are identified. The acquisition of land for the roadway improvements, including the required retention ponds, generally begins 18 to 24 months prior to actual construction of the roadway improvements.

As stated, the retention pond requirements along the I-4 corridor are continuing to be evaluated. We will provide additional information as it becomes available as the PD&E Study process nears completion.

We appreciate you being a part of our effort to involve the citizens of this community in the proposed I-4 transportation improvements. Thank you again.

Sincerely,



Harold Webb
Project Manager

HW/vm

cc: Jim Anglin, HNTB Corporation
Jack Freeman, Kittelson and Associates
File 1060, Keith and Schnars, P.A.



Florida Department of Transportation

JEB BUSH
GOVERNOR

THOMAS F. BARRY, JR.
SECRETARY

June 21, 1999

Ms. Karen Conrad
11530 Lake Willis Drive
Orlando, Florida 32821

Re: I-4 Section 1 from CR 532 to SR 528 (Bee Line Expressway)
FM Number 242526 & 242483
State Project Number 92130-1425 & 75280-1479
Work Program Number 5147330 & 5147254
Federal Aid Project Number N/A & NH-4-2(169)65

Dear Ms. Conrad:

Thank you for your interest in the I-4 Project Development and Environment (PD&E) Study currently being conducted by the Florida Department of Transportation. The limits of this study extend along I-4 from the Polk/Osceola County Line to SR 528 (Beeline Expressway) in Orange County, a distance of approximately 13.5 miles. We appreciate you sharing your opinions and concerns with us. Any written comments you submitted, or formal verbal comments you made at the May 4, 1999 Public Hearing, will become part of the official record for the project.

As the planning process continues, the comments and suggestions received during this study phase will be analyzed and may be incorporated into the final design. The goal is to create a system that can be integrated to benefit and support the community as a whole.

The location and preliminary design of retention ponds along the I-4 corridor is required as a part of the PD&E Study. Retention ponds are designed to address both water quality and water quantity issues. The Federal and State agencies require that the quality of stormwater runoff from roads be treated before it is released back onto the natural water source. In order to protect our environment, all of the oil and other contaminants washed off the roadway by rain must be controlled before the water goes back into the aquifer. Additionally, the quantity of stormwater from a site must be controlled, so the rate of discharge to the downstream properties is the same for the area before and after the roadway improvements. This is done to protect the downstream property owners from flooding. It should be noted that the proposed improvements will enhance the water quality in Lake Willis through this process.

Ms. Karen Conrad

June 21, 1999

Page Two

Potential alternative locations and configurations of retention ponds along the I-4 corridor are currently under evaluation. Additionally, issues regarding the aesthetics of the retention ponds are also a part of this study. Information regarding potential treatments of the ponds will be available later in the study process, as the project moves into the final design and right-of-way acquisition phase.

After completion of the PD&E study, the project will undergo final design. During final design, the retention pond sites identified during the PD&E Study are reviewed and the detailed right-of-way requirements are identified. The acquisition of land for the roadway improvements, including the required retention ponds, generally begins 18 to 24 months prior to actual construction of the roadway improvements.

As stated, the retention pond requirements along the I-4 corridor are continuing to be evaluated. We will provide additional information as it becomes available as the PD&E Study process nears completion.

We appreciate you being a part of our effort to involve the citizens of this community in the proposed I-4 transportation improvements. Thank you again.

Sincerely,



Harold Webb
Project Manager

HW/vm

cc: Jim Anglin, HNTB Corporation
Jack Freeman, Kittelson and Associates
File 1060, Keith and Schnars, P.A.



Florida Department of Transportation

JEB BUSH
GOVERNOR

THOMAS F. BARRY, JR.
SECRETARY

June 21, 1999

Mr. Ron Turner
11424 Westwood Blvd
Orlando, Florida 32821

Re: I-4 Section 1 from CR 532 to SR 528 (Bee Line Expressway)
FM Number 242526 & 242483
State Project Number 92130-1425 & 75280-1479
Work Program Number 5147330 & 5147254
Federal Aid Project Number N/A & NH-4-2(169)65

Dear Mr. Turner:

Thank you for your interest in the I-4 Project Development and Environment (PD&E) Study currently being conducted by the Florida Department of Transportation. The limits of this study extend along I-4 from the Polk/Osceola County Line to SR 528 (Beeline Expressway) in Orange County, a distance of approximately 13.5 miles. We appreciate you sharing your opinions and concerns with us. Any written comments you submitted, or formal verbal comments you made at the May 4, 1999 Public Hearing, will become part of the official record for the project.

As the planning process continues, the comments and suggestions received during this study phase will be analyzed and may be incorporated into the final design. The goal is to create a system that can be integrated to benefit and support the community as a whole.

The location and preliminary design of retention ponds along the I-4 corridor is required as a part of the PD&E Study. Retention ponds are designed to address both water quality and water quantity issues. The Federal and State agencies require that the quality of stormwater runoff from roads be treated before it is released back onto the natural water source. In order to protect our environment, all of the oil and other contaminants washed off the roadway by rain must be controlled before the water goes back into the aquifer. Additionally, the quantity of stormwater from a site must be controlled, so the rate of discharge to the downstream properties is the same for the area before and after the roadway improvements. This is done to protect the downstream property owners from flooding. It should be noted that the proposed improvements will enhance the water quality in Lake Willis through this process.

Mr. Ron Turner
June 21, 1999
Page Two

Potential alternative locations and configurations of retention ponds along the I-4 corridor are currently under evaluation. Additionally, issues regarding the aesthetics of the retention ponds are also a part of this study. Information regarding potential treatments of the ponds will be available later in the study process, as the project moves into the final design and right-of-way acquisition phase.

After completion of the PD&E study, the project will undergo final design. During final design, the retention pond sites identified during the PD&E Study are reviewed and the detailed right-of-way requirements are identified. The acquisition of land for the roadway improvements, including the required retention ponds, generally begins 18 to 24 months prior to actual construction of the roadway improvements.

As stated, the retention pond requirements along the I-4 corridor are continuing to be evaluated. We will provide additional information as it becomes available as the PD&E Study process nears completion.

We appreciate you being a part of our effort to involve the citizens of this community in the proposed I-4 transportation improvements. Thank you again.

Sincerely,



Harold Webb
Project Manager

HW/vm

cc: Jim Anglin, HNTB Corporation
Jack Freeman, Kittelson and Associates
File 1060, Keith and Schnars, P.A.



Florida Department of Transportation

JEB BUSH
GOVERNOR

THOMAS F. BARRY, JR.
SECRETARY

June 21, 1999

Mr. Brady Owen
7306 Lake Willis Drive
Orlando, Florida 32821

Re: I-4 Section 1 from CR 532 to SR 528 (Bee Line Expressway)
FM Number 242526 & 242483
State Project Number 92130-1425 & 75280-1479
Work Program Number 5147330 & 5147254
Federal Aid Project Number N/A & NH-4-2(169)65

Dear Mr. Owen:

Thank you for your interest in the I-4 Project Development and Environment (PD&E) Study currently being conducted by the Florida Department of Transportation. The limits of this study extend along I-4 from the Polk/Osceola County Line to SR 528 (Beeline Expressway) in Orange County, a distance of approximately 13.5 miles. We appreciate you sharing your opinions and concerns with us. Any written comments you submitted, or formal verbal comments you made at the May 4, 1999 Public Hearing, will become part of the official record for the project.

As the planning process continues, the comments and suggestions received during this study phase will be analyzed and may be incorporated into the final design. The goal is to create a system that can be integrated to benefit and support the community as a whole.

The location and preliminary design of retention ponds along the I-4 corridor is required as a part of the PD&E Study. Retention ponds are designed to address both water quality and water quantity issues. The Federal and State agencies require that the quality of stormwater runoff from roads be treated before it is released back onto the natural water source. In order to protect our environment, all of the oil and other contaminants washed off the roadway by rain must be controlled before the water goes back into the aquifer. Additionally, the quantity of stormwater from a site must be controlled, so the rate of discharge to the downstream properties is the same for the area before and after the roadway improvements. This is done to protect the downstream property owners from flooding. It should be noted that the proposed improvements will enhance the water quality in Lake Willis through this process.

Mr. Brady Owen
June 21, 1999
Page Two

Potential alternative locations and configurations of retention ponds along the I-4 corridor are currently under evaluation. Additionally, issues regarding the aesthetics of the retention ponds are also a part of this study. Information regarding potential treatments of the ponds will be available later in the study process, as the project moves into the final design and right-of-way acquisition phase.

After completion of the PD&E study, the project will undergo final design. During final design, the retention pond sites identified during the PD&E Study are reviewed and the detailed right-of-way requirements are identified. The acquisition of land for the roadway improvements, including the required retention ponds, generally begins 18 to 24 months prior to actual construction of the roadway improvements.

As stated, the retention pond requirements along the I-4 corridor are continuing to be evaluated. We will provide additional information as it becomes available as the PD&E Study process nears completion.

We appreciate you being a part of our effort to involve the citizens of this community in the proposed I-4 transportation improvements. Thank you again.

Sincerely,



Harold Webb
Project Manager

HW/vm

cc: Jim Anglin, HNTB Corporation
Jack Freeman, Kittelson and Associates
File 1060, Keith and Schnars, P.A.



Florida Department of Transportation

JEB BUSH
GOVERNOR

THOMAS F. BARRY, JR.
SECRETARY

June 21, 1999

Mr. Roy Snoeblen
7216 Lake Willis Drive
Orlando, Florida 32821

Re: I-4 Section 1 from CR 532 to SR 528 (Bee Line Expressway)
FM Number 242526 & 242483
State Project Number 92130-1425 & 75280-1479
Work Program Number 5147330 & 5147254
Federal Aid Project Number N/A & NH-4-2(169)65

Dear Mr. Snoeblen:

Thank you for your interest in the I-4 Project Development and Environment (PD&E) Study currently being conducted by the Florida Department of Transportation. The limits of this study extend along I-4 from the Polk/Osceola County Line to SR 528 (Beeline Expressway) in Orange County, a distance of approximately 13.5 miles. We appreciate you sharing your opinions and concerns with us. Any written comments you submitted, or formal verbal comments you made at the May 4, 1999 Public Hearing, will become part of the official record for the project.

As the planning process continues, the comments and suggestions received during this study phase will be analyzed and may be incorporated into the final design. The goal is to create a system that can be integrated to benefit and support the community as a whole.

The location and preliminary design of retention ponds along the I-4 corridor is required as a part of the PD&E Study. Retention ponds are designed to address both water quality and water quantity issues. The Federal and State agencies require that the quality of stormwater runoff from roads be treated before it is released back onto the natural water source. In order to protect our environment, all of the oil and other contaminants washed off the roadway by rain must be controlled before the water goes back into the aquifer. All proposed project facilities will be designed, reviewed, and permitted to comply with the Environmental Protection Agency's (EPA) National Pollutant Discharge Elimination System (NPDES) regulations in order to preserve and protect the quality of surface and ground waters in the vicinity of the project. As explained during the Public Hearing, no permits have been received or applied for at this point. Further, the permitting process will occur prior to construction, which will require that the project will not significantly degrade the lake, or mitigation of impacts will have to be addressed. Additionally, the quantity of stormwater from a site must be controlled, so the rate of discharge to the downstream properties is the same for the area before and after the roadway improvements. This is done to protect the downstream property owners from flooding. It should be noted that the proposed improvements will enhance the water quality in Lake Willis through this process.

Potential alternative locations and configurations of retention ponds along the I-4 corridor are currently under evaluation. Additionally, issues regarding the aesthetics of the retention ponds are also a part of this study. Information regarding potential treatments of the ponds will be available later in the study process, as the project moves into the final design and right-of-way acquisition phase.

Mr. Roy Snoeblen
June 21, 1999
Page Two

The water quality data provided by Mr. Charles Holtschneider indicate that Lake Willis is an oligotrophic lake which periodically receives sufficient nutrient increases to approach a mesotrophic condition. Based on these data reports, Lake Willis is indeed a healthy water body, with a seasonal fluctuation of nutrients, and therefore chlorophyll levels. The parameters reported, phosphorous, nitrogen and chlorophyll, are not normal constituents of roadway runoff and will remain unaffected by improvement to I-4.

A Noise Study Report was prepared for this PD&E study. The Lake Willis area was not shown to be reasonable and feasible for a noise barrier. Landscaping treatments, such as a cypress tree buffer, may be considered as the project moves into final design.

As discussed at the Public Hearing, there is some concern about the encroachment of I-4 along the west side of Lake Willis. As shown in the preliminary drawings, the roadway would be along the shoreline or slightly into the lake. As this project moves into final design and the permitting process is underway, the design of this encroachment will be firmly established. Through the permitting process, it will have to be demonstrated that the lake will not be significantly degraded or mitigation of impacts will be required. Landscaping barriers will be considered during final design to address the visual and noise concerns. In addition, all roadway stormwater will be contained into a closed drainage system and piped to stormwater retention ponds.

After completion of the PD&E study, the project will undergo final design. During final design, the retention pond sites identified during the PD&E Study are reviewed and the detailed right-of-way requirements are identified. The acquisition of land for the roadway improvements, including the required retention ponds, generally begins 18 to 24 months prior to actual construction of the roadway improvements.

We appreciate you being a part of our effort to involve the citizens of this community in the proposed I-4 transportation improvements. Thank you again.

Sincerely,



Harold Webb
Project Manager

HW/vm

cc: Jim Anglin, HNTB Corporation
Jack Freeman, Kittelson and Associates
File 1060, Keith and Schnars, P.A.



Florida Department of Transportation

JEB BUSH
GOVERNOR

THOMAS F. BARRY, JR.
SECRETARY

June 21, 1999

Ms. Judy Huff
7014 Lake Willis Drive
Orlando, Florida 32821

Re: I-4 Section 1 from CR 532 to SR 528 (Bee Line Expressway)
FM Number 242526 & 242483
State Project Number 92130-1425 & 75280-1479
Work Program Number 5147330 & 5147254
Federal Aid Project Number N/A & NH-4-2(169)65

Dear Ms. Huff:

Thank you for your interest in the I-4 Project Development and Environment (PD&E) Study currently being conducted by the Florida Department of Transportation. The limits of this study extend along I-4 from the Polk/Osceola County Line to SR 528 (Beeline Expressway) in Orange County, a distance of approximately 13.5 miles. We appreciate you sharing your opinions and concerns with us. Any written comments you submitted, or formal verbal comments you made at the May 4, 1999 Public Hearing, will become part of the official record for the project.

As the planning process continues, the comments and suggestions received during this study phase will be analyzed and may be incorporated into the final design. The goal is to create a system that can be integrated to benefit and support the community as a whole.

The location and preliminary design of retention ponds along the I-4 corridor is required as a part of the PD&E Study. Retention ponds are designed to address both water quality and water quantity issues. The Federal and State agencies require that the quality of stormwater runoff from roads be treated before it is released back onto the natural water source. In order to protect our environment, all of the oil and other contaminants washed off the roadway by rain must be controlled before the water goes back into the aquifer. Additionally, the quantity of stormwater from a site must be controlled, so the rate of discharge to the downstream properties is the same for the area before and after the roadway improvements. This is done to protect the downstream property owners from flooding. It should be noted that the proposed improvements will enhance the water quality in Lake Willis through this process.

Ms. Judy Huff
June 21, 1999
Page Two

Potential alternative locations and configurations of retention ponds along the I-4 corridor are currently under evaluation. Additionally, issues regarding the aesthetics of the retention ponds are also a part of this study. Information regarding potential treatments of the ponds will be available later in the study process, as the project moves into the final design and right-of-way acquisition phase.

After completion of the PD&E study, the project will undergo final design. During final design, the retention pond sites identified during the PD&E Study are reviewed and the detailed right-of-way requirements are identified. The acquisition of land for the roadway improvements, including the required retention ponds, generally begins 18 to 24 months prior to actual construction of the roadway improvements.

As stated, the retention pond requirements along the I-4 corridor are continuing to be evaluated. We will provide additional information as it becomes available as the PD&E Study process nears completion.

We appreciate you being a part of our effort to involve the citizens of this community in the proposed I-4 transportation improvements. Thank you again.

Sincerely,



Harold Webb
Project Manager

HW/vm

cc: Jim Anglin, HNTB Corporation
Jack Freeman, Kittelson and Associates
File 1060, Keith and Schnars, P.A.



Florida Department of Transportation

JEB BUSH
GOVERNOR

June 21, 1999

THOMAS F. BARRY, JR.
SECRETARY

Mr. Daniel Harf
11600 Lake Willis Drive
Orlando, Florida 32821

Re: I-4 Section 1 from CR 532 to SR 528 (Bee Line Expressway)
FM Number 242526 & 242483
State Project Number 92130-1425 & 75280-1479
Work Program Number 5147330 & 5147254
Federal Aid Project Number N/A & NH-4-2(169)65

Dear Mr. Harf:

Thank you for your interest in the I-4 Project Development and Environment (PD&E) Study currently being conducted by the Florida Department of Transportation. The limits of this study extend along I-4 from the Polk/Osceola County Line to SR 528 (Beeline Expressway) in Orange County, a distance of approximately 13.5 miles. We appreciate you sharing your opinions and concerns with us. Any written comments you submitted, or formal verbal comments you made at the May 4, 1999 Public Hearing, will become part of the official record for the project.

As the planning process continues, the comments and suggestions received during this study phase will be analyzed and may be incorporated into the final design. The goal is to create a system that can be integrated to benefit and support the community as a whole.

Bald eagle nests within 3 miles of any portion of the proposed I-4 project were located and verified, including site reviews as well as nest-specific coordination with the Florida Game and Fresh Water Fish Commission (FGFWFC). Known eagle nests were verified in three locations: Sections 24 and 26 of Township 24S, Range 28E and Section 16 of Township 25S, Range 28E. The nearest bald eagle nest to Lake Willis is Nest OR-14, approximately 0.9 miles from the lake's south shore. Although eagles from this and other nests may frequent Lake Willis for perching and foraging, the lake does not lie within the protected management zone of any recorded nest. This project has been reviewed by the FGFWFC and the U.S. Fish and Wildlife Service to evaluate any potential impacts to wildlife as part of the National Environmental Policy Act (NEPA) process. These agencies have concurred with the Florida Department of Transportation/Federal Highway Administration determination that the proposed project will have no effect on wildlife. Also, please note that this issue will be re-evaluated during the future design and permitting phase.

The location and preliminary design of retention ponds along the I-4 corridor is required as a part of the PD&E Study. Retention ponds are designed to address both water quality and water quantity issues. The Federal and State agencies require that the quality of stormwater runoff from roads be treated before it is released back onto the natural water source. In order to protect our environment, all of the oil and other contaminants washed off the roadway by rain must be controlled before the water goes back into the aquifer. Additionally, the quantity of stormwater from a site must be controlled, so the rate of discharge to the downstream properties is the same for the area before and after the roadway improvements. This is done to protect the downstream property owners from flooding. It should be noted that the proposed improvements will enhance the water quality in Lake Willis through this process.

Mr. Daniel Harf
June 21, 1999
Page Two

Potential alternative locations and configurations of retention ponds along the I-4 corridor are currently under evaluation. Additionally, issues regarding the aesthetics of the retention ponds are also a part of this study. Information regarding potential treatments of the ponds will be available later in the study process, as the project moves into the final design and right-of-way acquisition phase.

The water quality data provided by Mr. Charles Holschneider indicate that Lake Willis is an oligotrophic lake which periodically receives sufficient nutrient increases to approach a mesotrophic condition. Based on these data reports, Lake Willis is indeed a healthy water body, with a seasonal fluctuation of nutrients, and therefore chlorophyll levels. The parameters reported, phosphorous, nitrogen and chlorophyll, are not normal constituents of roadway runoff and will remain unaffected by improvement to I-4.

A Noise Study Report was prepared for this PD&E study. The Lake Willis area was not shown to be reasonable and feasible for a noise barrier. Landscaping treatments, such as a cypress tree buffer, may be considered as the project moves into final design.

As discussed at the Public Hearing, there is some concern about the encroachment of I-4 along the west side of Lake Willis. As shown in the preliminary drawings, the roadway would be along the shoreline or slightly into the lake. As this project moves into final design and the permitting process is underway, the design of this encroachment will be firmly established. Through the permitting process, it will have to be demonstrated that the lake will not be significantly degraded or mitigation of impacts will be required. Landscaping barriers will be considered during final design to address the visual and noise concerns. In addition, all roadway stormwater will be contained into a closed drainage system and piped to stormwater retention ponds.

After completion of the PD&E study, the project will undergo final design. During final design, the retention pond sites identified during the PD&E Study are reviewed and the detailed right-of-way requirements are identified. The acquisition of land for the roadway improvements, including the required retention ponds, generally begins 18 to 24 months prior to actual construction of the roadway improvements.

We appreciate you being a part of our effort to involve the citizens of this community in the proposed I-4 transportation improvements. Thank you again.

Sincerely,



Harold Webb
Project Manager

HW/vm

cc: Jim Anglin, HNTB Corporation
Jack Freeman, Kittelson and Associates
File 1060, Keith and Schnars, P.A.

RECEIVED

MAY 6 1999

FDOT-DISTRICT V
Cons. Project Mgmt.



H/1TB

I-4 PROJECT DEVELOPMENT AND ENVIRONMENT STUDY PUBLIC HEARING

Interstate 4 (Section 1) from CR 532 to SR 528 (Bee Line Expressway)

State Project No. 92130-1425 & 75280-1479

Work Program No. 5147330 & 5147254

Federal Aid Project No. N/A & NH-4-2(169)65

May 1999

Comments:

(Please provide your comments as necessary; we strongly encourage you to take this opportunity to share your thoughts and/or ideas regarding this study. All comments will become part of the public record.)

There is no question that we need some kind of buffer wall for us residents that live ~~near~~ Lake Willits. On some days, when the wind is blowing toward us, the noise is deafening. We should of had one already put up years ago. We may be only a few homes but we have been here for 45 years and I think we deserve some respect, in as much in demanding that we need a noise barrier. Also our water flows toward Sand Lake on the west side of I-4, so it seems really simple that we need to put retention ponds on that side, away from residential property that has been developed for some time and construct these ponds on undeveloped land, thereby minimizing disruption of people's environment and also nature. We do have 2 Bald Eagles on the lake, along with others, osprey, herons, ducks of all kind, and believe it or not 4 pelicans (on fresh water) please help us preserve our lake!! Thank you.



You may leave this form in the box provided or fold and mail to the address on the back.



Florida Department of Transportation

JEB BUSH
GOVERNOR

THOMAS F. BARRY, JR.
SECRETARY

June 21, 1999

Ms. Frances Jensen
11530 Lake Willis Drive
Orlando, Florida 32821

Re: I-4 Section 1 from CR 532 to SR 528 (Bee Line Expressway)
FM Number 242526 & 242483
State Project Number 92130-1425 & 75280-1479
Work Program Number 5147330 & 5147254
Federal Aid Project Number N/A & NH-4-2(169)65

Dear Ms. Jensen:

Thank you for your interest in the I-4 Project Development and Environment (PD&E) Study currently being conducted by the Florida Department of Transportation. The limits of this study extend along I-4 from the Polk/Osceola County Line to SR 528 (Beeline Expressway) in Orange County, a distance of approximately 13.5 miles. We appreciate you sharing your opinions and concerns with us. Any written comments you submitted, or formal verbal comments you made at the May 4, 1999 Public Hearing, will become part of the official record for the project.

As the planning process continues, the comments and suggestions received during this study phase will be analyzed and may be incorporated into the final design. The goal is to create a system that can be integrated to benefit and support the community as a whole.

Bald eagle nests within 3 miles of any portion of the proposed I-4 project were located and verified, including site reviews as well as nest-specific coordination with the Florida Game and Fresh Water Fish Commission (FGFWFC). Known eagle nests were verified in three locations: Sections 24 and 26 of Township 24S, Range 28E and Section 16 of Township 25S, Range 28E. The nearest bald eagle nest to Lake Willis is Nest OR-14, approximately 0.9 miles from the lake's south shore. Although eagles from this and other nests may frequent Lake Willis for perching and foraging, the lake does not lie within the protected management zone of any recorded nest. This project has been reviewed by the FGFWFC and the U.S. Fish and Wildlife Service to evaluate any potential impacts to wildlife as part of the National Environmental Policy Act (NEPA) process. These agencies have concurred with the Florida Department of Transportation/Federal Highway Administration determination that the proposed project will have no effect on wildlife. Also, please note that this issue will be re-evaluated during the future design and permitting phase.

The location and preliminary design of retention ponds along the I-4 corridor is required as a part of the PD&E Study. Retention ponds are designed to address both water quality and water quantity issues. The Federal and State agencies require that the quality of stormwater runoff from roads be treated before it is released back onto the natural water source. In order to protect our environment, all of the oil and other contaminants washed off the roadway by rain must be controlled before the water goes back into the aquifer. Additionally, the quantity of stormwater from a site must be controlled, so the rate of discharge to the downstream properties is the same for the area before and after the roadway improvements. This

Ms. Frances Jensen
June 21, 1999
Page Two

is done to protect the downstream property owners from flooding. It should be noted that the proposed improvements will enhance the water quality in Lake Willis through this process.

Potential alternative locations and configurations of retention ponds along the I-4 corridor are currently under evaluation. This includes alternative locations for the retention ponds that were shown in the preliminary plans in the vicinity of Lake Willis. Information regarding potential treatments of the ponds will be available later in the study process, as the project moves into the final design and right-of-way acquisition phase.

A Noise Study Report was prepared for this PD&E study. The Lake Willis area was not shown to be reasonable and feasible for a noise barrier. Landscaping treatments, such as a cypress tree buffer, may be considered as the project moves into final design.

After completion of the PD&E study, the project will undergo final design. During final design, the retention pond sites identified during the PD&E Study are reviewed and the detailed right-of-way requirements are identified. The acquisition of land for the roadway improvements, including the required retention ponds, generally begins 18 to 24 months prior to actual construction of the roadway improvements.

As stated, the retention pond requirements along the I-4 corridor are continuing to be evaluated. We will provide additional information as it becomes available as the PD&E Study process nears completion.

We appreciate you being a part of our effort to involve the citizens of this community in the proposed I-4 transportation improvements. Thank you again.

Sincerely,



Harold Webb
Project Manager

HW/vm

cc: Jim Anglin, HNTB Corporation
Jack Freeman, Kittelson and Associates
File 1060, Keith and Schnars, P.A.



I-4 PROJECT DEVELOPMENT AND ENVIRONMENT STUDY PUBLIC HEARING

Interstate 4 (Section 1) from CR 532 to SR 528 (Bee Line Expressway)
State Project No. 92130-1425 & 75280-1479
Work Program No. 5147330 & 5147254
Federal Aid Project No. N/A & NH-4-2(169)65
May 1999

Comments:

(Please provide your comments as necessary; we strongly encourage you to take this opportunity to share your thoughts and/or ideas regarding this study. All comments will become part of the public record.)

*Kim Warrick - Hampton Inn + Homewood Suite - please respond to 3100 Parkway Boulevard Kissimmee Florida 34747
I am requesting a copy of sheet 8 STA-110+00 to STA 127+00
Also requesting a copy of the study showing expropriation of land and buildings of these sights. Also requesting a copy of potential right of way alignment at our property lines.
A noise study is requested as this project will be approx. 25 feet high and 12 feet from sleeping rooms if it doesn't end up requiring taking an entire building. Is there plans for a wall ??
PARKING is a concern on both properties loss of parking will put us in violation of code.
A final issue that needs to be addressed is the lighting issue along this area.
These items will significantly affect our business.
You can reach me by phone at 407-396-2229*



You may leave this form in the box provided or fold and mail to the address on the back.



Florida Department of Transportation

JEB BUSH
GOVERNOR

THOMAS F. BARRY, JR.
SECRETARY

June 21, 1999

Ms. Kim Waugh
3100 Parkway Blvd.
Kissimmee, FL 34747

Re: I-4 Section 1 from CR 532 to SR 528 (Bee Line Expressway)
FM Number 242526 & 242483
State Project Number 92130-1425 & 75280-1479
Work Program Number 5147330 & 5147254
Federal Aid Project Number N/A & NH-4-2(169)65

Dear Ms. Waugh:

Thank you for your interest in the I-4 Project Development and Environment (PD&E) Study currently being conducted by the Florida Department of Transportation. The limits of this study extend along I-4 from the Polk/Osceola County Line to SR 528 (Beeline Expressway) in Orange County, a distance of approximately 13.5 miles. We appreciate you sharing your opinions and concerns with us. Any written comments you submitted, or formal verbal comments you made at the May 4, 1999 Public Hearing, will become part of the official record for the project.

As the planning process continues, the comments and suggestions received during this study phase will be analyzed and may be incorporated into the final design. The goal is to create a system that can be integrated to benefit and support the community as a whole.

As requested, enclosed is a draft copy of plan sheet 8 of the Preferred Alternative. The conceptual plans show the existing and proposed right-of-way lines adjacent to the hotels. Please note that as we continue through the study process, the plans are subject to continued review and refinement. These plans will also be refined as the project moves into final design, where more detailed design will be completed and right-of-way needs will be firmly established.

According to the noise study completed for this project, these hotel sites are not eligible for noise walls. Issues regarding noise may be further evaluated during the final design process. The Noise Study Report, which was displayed during the Public Hearing, is available for your review.

Impacts to parking will be further evaluated during final design. At that time, efforts will be made to minimize impacts to parking. As stated in the Preliminary Engineering Report for this study, continuous conventional lighting is recommended in the portion of the study corridor where the hotels are located. The type of lighting and location of light poles will be evaluated in further detail during final design.

Ms. Kim Waugh
June 21, 1999
Page Two

After completion of the PD&E study, the project will undergo final design. During final design, the detailed right-of-way requirements are identified. The acquisition of land for the roadway improvements generally begins 18 to 24 months prior to actual construction of the roadway improvements.

We appreciate you being a part of our effort to involve the citizens of this community in the proposed I-4 transportation improvements. Thank you again.

Sincerely,



Harold Webb
Project Manager

enclosure

HW/vm

cc: Jim Anglin, HNTB Corporation
Jack Freeman, Kittelson and Associates
File 1060, Keith and Schnars, P.A.



KITTELSON & ASSOCIATES, INC.
TRANSPORTATION PLANNING/TRAFFIC ENGINEERING

5850 T. G. LEE BOULEVARD, SUITE 650 • ORLANDO, FL 32822 • (407) 851-3552 • FAX (407) 851-4833

MEMORANDUM OF MEETING

To: Jim Anglin - HNTB
From: *Jack* Jack Freeman - Kittelson & Associates
Date: June 23, 1999
Re: I-4 Corridor PD&E Study, Section 1
State Project Nos.: 92130-1425 and 75280-1479
WPI Nos.: 5147330 and 5147254
Federal Aid Project Nos.: N/A and NH-4-2(169)65
Coordination Meeting for Western Beltway Interchange
Date of Meeting: June 22, 1999

FILED
JUN 25 1999
File 24434-PL-
305

On June 22, 1999 a coordination meeting was conducted between representatives of the Florida's Turnpike and FDOT's District 5 to discuss comments made by FHWA in review of the System's Access Modification Report (SAMR). THE FHWA had requested consideration of direct connect HOV/Express Lane access between I-4 and the Western Beltway. Those in attendance of this meeting were as follows:

Bob Cortelyou - FDOT
Mike Snyder - FDOT
Harold Webb - FDOT
Noranne Downs - FDOT
Bonnie Boylan - FDOT
Cecil Powell - PBS&J-Turnpike
Frank Carlisle - Carter Burgess
Ralph Bove - Carter Burgess
Carlos Asturrizaga - Carter Burgess
Mark Callahan - CH2M Hill
Jan Everett - URS/Greiner
Vicki Smith - Keith & Schnars
Greg Smith - HNTB Corporation
Jack Freeman - Kittelson & Associates

The basic thrust of the meeting was to discuss whether a provision of the direct connect ramps for HOV/Express Lane access from I-4 to the Western Beltway is warranted. It was noted during the discussion that this access would only be to and from the west or to and from Tampa. Mike Snyder stated that it is extremely important to the FDOT District 5 that they not backtrack on getting approval of the SAMR and approval of the Section 1 FONSI. Therefore, he would like to see any changes that need to occur with the interchange to be shown at a Public Hearing for the Turnpike Western Beltway PD&E Study. It was also noted that URS/Greiner, which has the contract to design the I-4/Western Beltway Interchange, is looking at some substantial changes in the ramp from Western Beltway southbound to I-4 eastbound. They apparently have some sight distance concerns with this ramp and have reworked the interchange levels such that this ramp would go over CR-545 and impact more of the Paradise RV park. It was agreed that these changes would be presented by Florida's Turnpike at their Public Hearing for the Western Beltway project.

It was discussed that the volumes for the Western Beltway's access from I-4 to and from the west are shown to be relatively low in the year 2020. Projections range between 500-700 vehicles per hour in the design hour. It was stated that on this basis it can be expected that the volumes for a direct connect ramp between the HOV/Express Lanes to the Western Beltway would be in the range of 100-150 vehicles per hour in the year 2000 design hourly volumes. It was generally concurred that such low volumes do not warrant the expense of a direct connect/HOV/express lane ramp.

It was also noted in our discussion that Florida's Turnpike is currently evaluating access between I-4 and US 192. Mr. Powell stated that there was a meeting conducted the week previous to this meeting involving Secretary Tom Barry, Turnpike Secretary Ely, District 5 Secretary Nancy Houston, Hal Worrell, Executive Director of OOCEA and Bob Mandell, who is a property owner in this area. Various alternatives are being considered to enhance access between I-4 and US 192. Mr. Powell stated that one of the alternatives being considered is having two at-grade intersections along the Western Beltway between I-4 and US 192. It was stated that should this occur then the I-4/Western Beltway Interchange would really not be serving a system to system connection.

On the basis of these comments and others, it was decided that the response to this comment would be that HOV/Express Lanes direct connect ramp would not be warranted. URS/Greiner acknowledged that they now have sufficient information to be able to respond to this comment.

Jim Anglin
June 23, 1999
Page 3

Another issue with the Western Beltway/I-4 Interchange was a SAMR comment regarding the ramp terminals of Western Beltway to I-4. For the Western Beltway southbound to I-4 a split needs to be modified such as the movement toward Tampa will maintain 2 lanes and then taper to one lane on the ramp prior to entering I-4. For the Western Beltway northbound, modifications to this need to be made to eliminate a merge at the Western Beltway gore. This modification will be such that the two lane exit from the west will be tapered to one lane thus only having a single lane at the gore. This will be an HNTB action item to make this modification.

Mike Snyder stated that it is imperative that all responses regarding SAMR comments be received by URS/Greiner by Friday, June 25th. These comments are to be compiled by URS/Greiner and a follow-up meeting is scheduled in DeLand on July 1st at 9:00a.m.

Cc: Harold Webb - FDOT
Greg Smith - HNTB
David Wagner - HNTB
File 3453

To File 24434
From Jim Anglin
Subject I-4 PD& E Study, Section 1
SAMR Review Meeting

Date July 7, 1999
HNTB Job Number

On 7-1-99, we met to discuss the FHWA SAMR comments and the team's review comments. Attending were:

Mike Snyder, Noranne Downs, Harold Webb, FDOT
Jan Everett, URS Greiner
Mark Callahan, CH₂M Hill
Jim Anglin, HNTB
Jack Freeman, Kittleson

The SAMR responses to FHWA's comments on the draft SAMR were discussed at some length. The following are HNTB's actions resulting from the discussions at the meeting.

HNTB Actions:

- Resurrect the Lake Avenue HOV-Only interchange that accommodates future general use full-access interchange at this location.
- Revise E.B. I-4 exit to flyover just east of Lake Avenue to provide a "recovery" lane, per AASHTO Figure X-58C.

To File 24434
From James P. Anglin, P.E.
Subject I-4 PD&E Study - Coordination Meeting at FHWA

Date July 19, 1999
HNTB Job Number

A meeting was held on 7/15/99 to discuss the project status. Attending were:

- FHWA - Grant Zammitt
- FDOT 5 - Harold Webb, Bob Cortelyou, Mike Snyder, Bob Gleason
- URS Greiner - Jan Everett, Mike Snare
- CH2M Hill - Mark Callahan
- Keith & Schnars - Vicki Smith
- PBS&J - Vic Poteet

HNTB Report:

JPA reported that:

- We had submitted the EA/FONSI, District 5 has approved to forward to Tallahassee for approval.
- Completed the revised Preliminary Engineering Report also.
- Also have completed the "No-Rail" alternative analysis and this will be submitted within a few days.
- Coordinated with Greiner on SAMR report and responses - the technical issues will be discussed later in the meeting.

URS Greiner/CH2M Hill Report:

- Submitted SAMR responses to FHWA - will be discussed later in the meeting.
- See attached progress report memo for Section 2 - many meetings held - coordination ongoing on the I-4 Bridge over St. John's River.
- Have meeting set on August 6th to review Urban Design Guidelines for entire I-4 corridor.
- Interim HOV Project - URS Greiner has completed a noise analysis and concept - appears adding noise walls to the interim HOV Project - will cost \$8.3 to \$13 million.
- URS Greiner/CH2M working on PER and traffic report for 6-laning I-4 from US 17-92 to SR 472 (including St. John's River Bridge).

- URS Greiner is also preparing an analysis of MOT/Construction Phasing issues for the interim HOV Project. It has not been submitted to FDOT yet.
- URS Greiner is also working on concepts for the I-4 bridge over St. John's River. FDOT 5 has recommended to FHWA the full-width bridges (including HOV width) should be built initially. If FHWA cannot be sold on this approach, FDOT will go to "Alternative 3A", which builds the entire ultimate foundations but only three (3) lanes of superstructure in each direction initially. This is under discussion between FDOT and FHWA.

Keith & Schnars Report

See attached list of meetings that Vicki Smith of Keith & Schnars put together. Also contains minutes from several earlier meetings.

Setting up a major technical workshop for the I-4/SR 408 interchange - soon.

Noted they are having trouble getting some good participation in the EAC from "Friends of the Wekiva" and other environmental interest groups.

I-4/St. John's River Bridge

More notes on the St. John's River Bridge project (see attached "Fact Sheet" which was used in a recent briefing to FDOT Secretary Tom Barry. Key notes:

- URS Greiner has looked at a variety of alternatives for the design-build construction scope (page 1) of attached.
- FHWA is evaluating how building the ultimate bridge under one EA/FONSI for 6-laning can be justified. This is still under discussion between FDOT and FHWA.
- Also evaluating different options for the 6-laning in Volusia County. This is discussed in the attachments. Leaning toward the interim widening into the median but this is not settled yet.

SAMR Review Comments

- Regarding Western Beltway HOV direct connectors, the Turnpike District is having Greiner develop a concept that accommodates future HOV direct connectors. This requires further coordination with the Turnpike District.
- Agreed to review the HOV slip ramp issue on an overall basis in a workshop setting.

JPA/jag

Cc: D. Wagner
G. Smith

\\orlw00\exec\jpa\projects\i-4 pd&c study\coordination meeting.doc

HNTB Interoffice Correspondence

MEMORANDUM OF MEETING

TO: Project File 24434 - *PL-305*

FROM: David E. Wagner

SUBJECT: I-4 Corridor PD&E Study, Section 1
State Project Nos. 92130-1425 and 75280-1479
WPI Nos. 5147330 and 5147254
Federal Aid Project Nos. N/A and NH-4-2 (169) 65
Financial Project Nos.: 242526 & 242483

DATE OF
MEETING: July 22, 1999

A meeting was conducted to review the Preferred Alternative plan revisions that were developed based on the SAMR comments. Those in attendance were as follows:

- Grant Zammitt – FHWA
- Harold Webb – FDOT District Five
- Bob Cortelyou * – FDOT District Five
- Greg Smith – HNTB
- Jim Anglin * – HNTB
- David Wagner – HNTB

(*Attended only part of the meeting.)

The following plan revisions were discussed and were considered acceptable:

- I-4 Westbound Exit to C.R. 532 – The plans provide a ramp-to-ramp auxiliary lane between the Western Beltway and C.R. 532. The auxiliary lane is dropped at the single-lane exit ramp to C.R. 532, with a recovery lane designed in accordance to AASHTO.
- Western Beltway – The design has been modified to eliminate the inside merge along northbound Western Beltway. The two-lane I-4 eastbound and westbound exit ramps join together to create a short four-lane segment, which tapers down to three lanes. Further north, the three lanes taper further to two lanes. The diverge movements from the Western Beltway to I-4 have been modified. A third southbound lane is developed on the inside in advance of the diverge point which feeds the ramp to eastbound I-4. The outside two lanes feed the ramp to westbound I-4. Downstream of the diverge, the two lanes drop to a single-lane before joining westbound I-4. The comments regarding the location of the Western Beltway interchange had been previously discussed and resolved.
- I-4 Eastbound Flyover Exit Ramp from the Express (Special Use) Lanes to the World Drive CD Road – The slip ramp previously located east of World Drive has been relocated to the west of World Drive, and the ramp now serves as the end of the “Express” lanes, where all SOV traffic must exit, and the first HOV exit. This will divert a significant portion of the

volume previously shown for the flyover ramp, such that only one lane would be needed on the flyover ramp. As a result, this reduces the weaving volume along the CD road thereby eliminating the need for non-HOV traffic to use the CD road to get back to the general use lanes. Two Express lanes are now continued to the slip ramp, which eliminates the hard split at the flyover ramp. The slip ramp serves as a lane drop, but a recovery lane is provided along the HOV lanes. At the end of the slip ramp, a parallel acceleration lane exceeding 2000 feet in length has been provided along the general use lanes.

- I-4 Westbound Entrance Ramp from World Drive – The parallel length of this two-lane ramp has been increased to 1500 feet.
- I-4 Westbound Entrance Ramp from the S.R. 535 – Lake Avenue Westbound CD Road – A parallel two-lane entrance ramp has been provided to eliminate the merge issue. Although not mentioned in the SAMR comments, a recovery lane has also been provided along I-4 eastbound east of the exit to the Lake Avenue HOV direct connect ramps. This has been added to achieve lane balance and provide better operations in the general use lanes east of the S.R. 535 – Lake Avenue eastbound CD road.
- Lake Avenue HOV-only Interchange – This concept has been forwarded for traffic analysis. HNTB is moving forward with the full access interchange concept shown in the plans.
- Lake Avenue Park and Ride lot and Embassy Suites Access Management – The response to the comments relating to these two issues are acceptable.

The most significant discussion item of the meeting is the modification of the Western Beltway interchange to accommodate the concept proposed by the Turnpike's consultant. It was discussed that the Turnpike's consultant was moving forward on this. They expect to have their Public Hearing in September, near the time Section 1 would receive approval from FHWA. Also, the SAMR is expected to be completed in October. Due to the timing of these activities, the approach was for HNTB to incorporate the design concept prepared by the Turnpike's consultant when it is complete as well as incorporating the costs and impacts associated with the interchange. A meeting may be held to discuss various issues when the information is available. There is some concern with regard to the limits used for the Western Beltway interchange in the I-4 Section 1 PD&E Study versus what would be used by the Turnpike. It is necessary to insure that the information from the Turnpike be correlated with the information in I-4 Section 1 to avoid/minimize double counting or omissions. The timing of these aforementioned events creates a concern to have the documents of both I-4 Section 1 and the Western Beltway studies be consistent.

Copies to:

All Attendees
Jack Freeman, Kittelson & Associates

To File 24434
From James P. Anglin, P.E. *JPA*
Subject I-4 PD&E Study - 8/19/99 Progress Meeting

9/10 9/14 9/17
Date September 9, 1999
HNTB Job Number

On 8/19/99 Jim Anglin attended progress meeting on the I-4 project.

Attending were:

- FDOT Harold Webb, Mike Snyder, Bob Cortelyou
- FHWA Grant Zammitt
- URS Greiner Jan Everett, Mike Snare
- CH₂MHill Mark Callahan
- Keith & Schnars Vicki Smith
- FDOT Turnpike Cecil Powell
- Carter-Burgess Ralph Bove

Sept 16th Turnpike Public Hearing on the I-4/Western Beltway Interchange, Doubletree Hotel Office US 192. HNTB attendance is optional.

West Belt Interchange Construction Start Mid - 2003 #8,1.

HNTB is to submit revised "FONSI" 10 page to Harold Webb & Zammitt once impacts are received from Carter-Burgess on the revised interchange design.

- Get RASTER files of photo background and other stuff to Ralph Bove, Carter-Burgess (now already done).
- Need to coordinate limits of impact assessment. (HNTB with Carter-Burgess)

Next I-4 Coordination Meetings:

- 9/16/99 @ 9:00 a.m. at District 5
- 10/14/99 @ 9:00 a.m. at District 5
- 11/18/99 @ 9:00 a.m. at District 5
- 12/16/99 @ 9:00 a.m. at District 5
- 9/16/99 Western Beltway Public Hearing (Turnpike)

Notes:

- Tri-County Freeway Incident Management Team (meets monthly at FDOT Urban Office).

MEMORANDUM OF MEETING

TO: File 24434-PL-700

FROM: David E. Wagner

SUBJECT: I-4 Corridor PD&E Study - Section 1
State Project No. 92130-1425 & 75280-1479
WPI Nos. 5147330 & 5147254
Federal Aid Project Nos. N/A & NH-4-2(169)65
Financial Project Nos.: 242526 & 242483
I-4 Environmental Advisory Committee Meeting

DATE OF
MEETING: September 29, 1999

This memorandum summarizes discussions held at the September 29, 1999 I-4 Environmental Advisory Committee meeting. Attached to this memorandum is a copy of the agenda along with a copy of other handout materials presented at the meeting. Issues discussed during the meeting are as follows:

- Vicki Smith of Keith and Schnars provided an introduction/overview of the meeting and described the limits of the project and the presentation boards located around the room. She briefly discussed the FourCast Interstate 4 Trans4mation Update newsletter. She also introduced the speakers of each Section.
- Jim Anglin presented Section 1. The Description of the Proposed Action and the Commitments and Recommendations Sections of the Environmental Assessment (EA) were handed out. Jim explained where the Section 1 team is today, the Western Beltway interchange situation, and the environmental concerns in a few areas of the project.
- Mark Callahan of CH2M Hill presented Section 2. He explained the current status of the project which includes both the Environmental Impact Statement (EIS) of Section 2 (BeeLine Expressway to US 17/92) and the I-4 six-lane widening EA, which involves improving the section from US 17/92 to I-95 and replacing the St. Johns River Bridge. This EA now incorporates the Section 3 EA. The EIS is awaiting the finalization of alternatives to be evaluated. FDOT is currently reviewing the EA. A public hearing is scheduled on the six-lane project for December 16, 1999.

- Several handouts covering various impacts of Section 2 were passed out. Tables and Figures describe the locations and classifications of wetlands. Mark Callahan discussed the various animal and plant (threatened and endangered) species within the Section 2 corridor, most notably near the SR 472 interchange and the St. Johns River. The Gopher Tortoise, Florida Scrub Jay, Florida Manatee, and Sandhill were specifically discussed. Archaeological sites exist north of the St. Johns River, where fieldwork is going to be conducted during the next few weeks. Several historic structures exist in the Orlando CBD area, College Park, and Eatonville (though not directly affected by the project). Locations eligible for noise barriers are in the downtown area, near the East-West Expressway, Holden Park, College Park, a few locations in Seminole County, and three locations in Volusia County. Air Quality is primarily a concern in intersection areas. Visual improvements were discussed including grass slopes and landscaping especially next to noise walls. The FDOT Urban Design Guidelines were briefly mentioned. The Section 2 project has potential impacts to parks; however, options exist to avoid such impacts. Trailways and pedestrian facilities are being coordinated with local governments, and the Lake Monroe riverwalk is being accommodated. There are between 200 and 400 residential relocations within Section 2 – most of these are apartment units. Most of the community impacts are related to changes in access, community services, and local traffic circulation. There are three wildlife corridors proposed in Volusia County; the locations will be finalized during final design.
- PBS&J briefly discussed Section 3. The three wildlife corridors proposed in Volusia County were briefly discussed. A draft EA was submitted in April 1998. Since that time the proposed median width has been reduced from 64 feet to 44 feet. A \$14 million reduction in cost is expected due to the reduced width. A revised environmental document was submitted in July 1999. The section involves approximately 100 acres of wetland impacts. The Army Corps gave concurrence in February 1998. The St. Johns River Water Management District (SJRWMD) requires that all wetland mitigation occur within their district boundaries.

cc (without attachments):

Jim Anglin - HNTB

Greg Smith - HNTB

Barry Lenz - Dames & Moore

To I-4 - Files
From Jim Anglin
Subject Meeting at District 5
I-4 PD&E Study, Section 1
HNTB #24434

Date October 5, 1999
HNTB Job Number

On 9-23-99, I attended a regular monthly progress meeting for the I-4 project. Also attending were:

- FDOT District 5 - Bob Cortelyou, Mike Snyder, Noranne Downs, Harold Webb, Bob Gleason
- FHWA - Grant Zammitt
- Keith & Schnars - Vicki Smith
- URS Greiner - Mike Snare
- CH₂M Hill - Mark Callahan

Key items to note are as follows:

Section 1

- Rough draft of FONSI submitted for early review
- After public hearing documentation is received, will submit complete revised EA/FONSI

FHWA/Department of Justice Meeting (from Grant Zammitt)

- Decisions made in "planning process" often do not have FHWA involvement or approval
- Need to fully document prior planning activities in EA and EIS documents
- Clarified no need to go back to ground zero with new alternatives -- but document why alternatives were rejected or carry forward.

To File
From J. Anglin, P.E. *[Signature]*
Subject I-4 Section 1 PD&E Study
Coordination Meeting at FDOT District 5

Date October 19, 1999
HNTB Job Number 24434

A meeting was held on 10-19-99 as a regular monthly coordination meeting.

Attending were:

FDOT District 5 – Mike Snyder, Bob Gleason, Mike Mitchell, Bonnie Boyland

FDOT – Tally – Lorin Krueger

FHWA – Grant Zammitt

HNTB – Jim Anglin

URS Greiner – Jan Everett, Mike Snare

Keith & Schnars – Vicki Smith

CH2M Hill – Laurie Phillips

Section 1

- 5 copies of revised EA/FONSI to be submitted by HNTB to FDOT District 5 within two weeks. This includes revised PERS and the Public Hearing package from the Turnpike's Hearing on Western Beltway.
- Confirm that exhibits will not portray explicitly the future HOV direct connectors at Western Beltway, but the revised I-4 and highway direct connector geometry will be shown.

Section 2/3

- URS Greiner submitting EA for St. John's River Bridge project and 6-laning today. They hope to have signed EA by end of November and public hearing in mid-December or January.
- Many issues still being worked on for Section 2. See attached Section 2 progress report.
- Items of note:
 - Seminole County Commission supportive of improvements and of HOV lanes.
 - I-4 / SR 408 interim improvement concept still being addressed by the "Core Team", which also includes reps from OOCEA and City of Orlando.
 - Upcoming meetings include the 10-22-99 meeting on the I-4 / Lake Avenue Interchange.

- Presentations to Volusia County Council on 10-21-99 – focus will be the six-laning and St. John's River bridge project, Thursday, 9:00AM at County Admin Building in DeLand.
- 10-27-99, MPO Alliance Meeting at 1:00PM at Daytona Beach Airport (Volusia and Orlando Metroplan MPO's alliance).

4:00PM Interim HOV public workshop at Sheraton Hotel, Lake Destiny Drive in Maitland today (10-19-99).

Other Notes

Nancy Houston's last day in District 5 is 11-3-99. She is taking a position in Tallahassee as Assistant Secretary under Tom Barry. No new District 5 Secretary named.