

I-4 Beyond the Ultimate Project Development & Environment (PD&E) Reevaluation Study

**FROM WEST OF CR 532 (OSCEOLA/POLK COUNTY LINE)
TO WEST OF SR 528 (BEACHLINE EXPRESSWAY)
OSCEOLA COUNTY AND ORANGE COUNTY, FLORIDA**

Financial Project ID No: 432100-1-22-01 | Federal Aid Project No: 0041-227-1

PUBLIC HEARING | October 25, 2016





Federal and State Laws and Regulations

This public hearing is being held in accordance with:

- National Environmental Policy Act – 1969, 42 USC, Title 42, Chapter 55, Section 4321
- Fixing America's Surface Transportation Act (FAST)
- Chapter 23 of the United States Code 128
- Title 40 of the Code of Federal Regulations, parts 1500 through 1508
- Title 23 of the Code of Federal Regulations part 771
- Florida Statute 120.525
- Florida Statute 286.011
- Florida Statute 335.199
- Florida Statute 339.155
- Americans with Disabilities Act of 1990 (ADA)
- Title VI of the Civil Rights Act of 1964, as amended
- 49 CFR Part 24, Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs
- Executive Order 11988, Floodplain Management
- Executive Order 11990, Protection of Wetlands



Title VI Compliance

This hearing is being conducted without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns relative to FDOT compliance with Title VI may do so by contacting:

District Five

Florida Department of Transportation
District Five Title VI Coordinator
Jennifer Smith
719 South Woodland Boulevard
Deland, FL 32720-6834
(386) 943 – 5367
Jennifer.Smith2@dot.state.fl.us

Central Office

Florida Department of Transportation
Statewide Title VI Coordinator
Jacqueline Paramore
605 Suwannee Street, MS 65
Tallahassee, FL 32399-0450
(850) 414 – 4753
Jacqueline.Paramore@dot.state.fl.us

All inquiries or complaints will be handled according to FDOT procedure and in a prompt and courteous manner



Purpose of Hearing

- Share information about the proposed improvements.
- Provide an opportunity for public input.
- All public comments will become part of the project's public record.

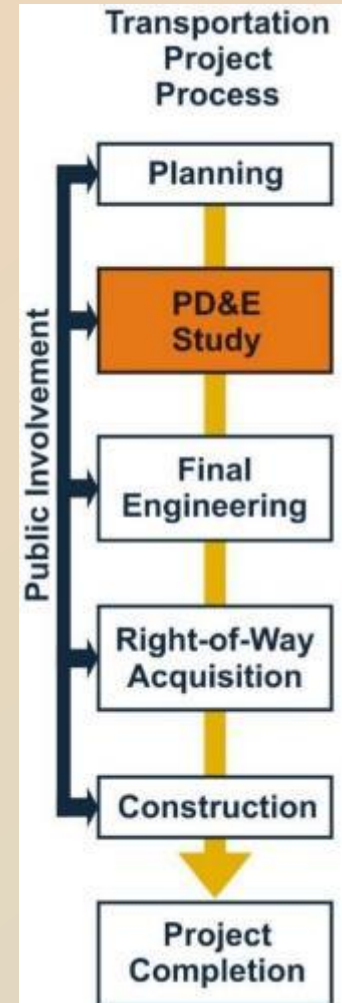




What is a PD&E Study?

Project Development & Environment (PD&E) Study

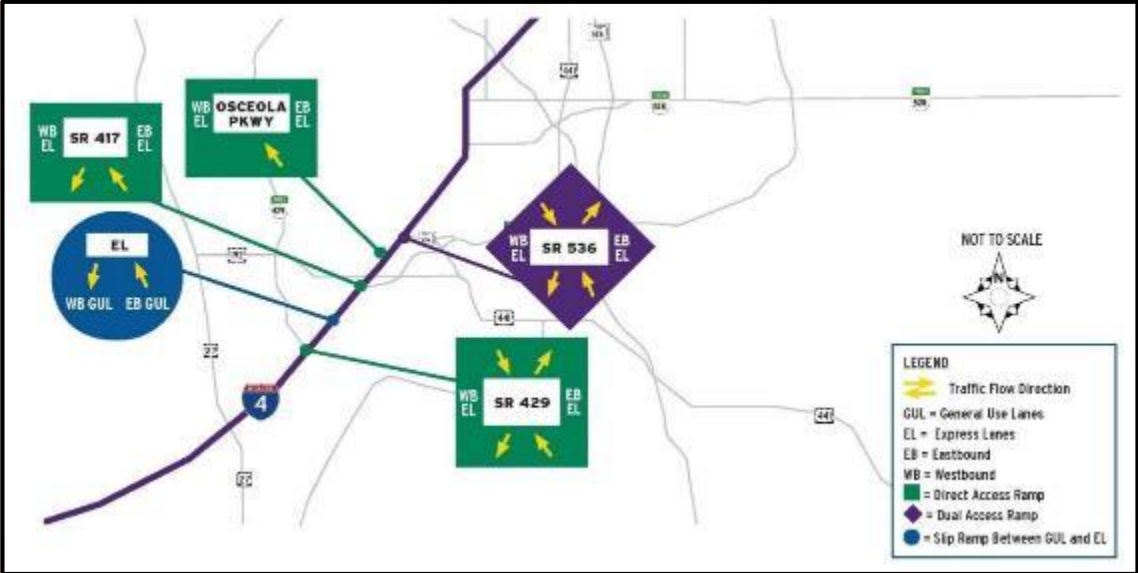
- A process followed by FDOT to evaluate:
 - Social, cultural and economic impacts associated with a planned transportation project
 - Engineering alternatives
- Part of the project development process as mandated by the National Environmental Policy Act (NEPA) of 1969
- Required to secure federal approval and funding





Key PD&E Study Elements

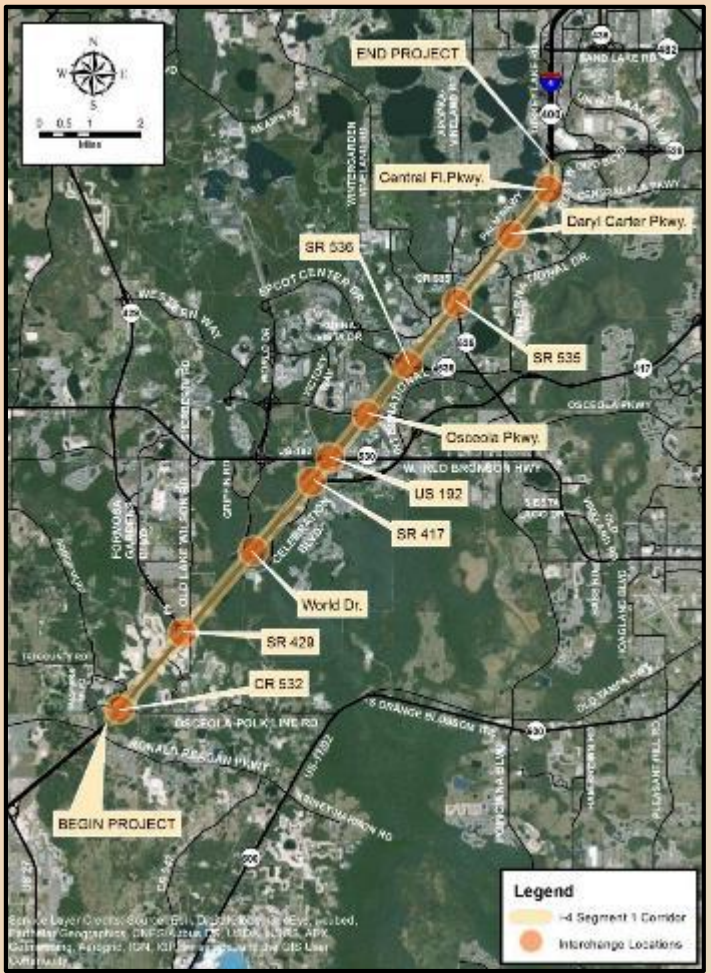
- 1. Public Involvement
- 2. Engineering Analysis
- 3. Environmental and Socio-Economic Analysis





About the Project

SR 400 (Interstate 4),
Segment 1 (W. of CR 528 to W. of SR 528)



- Approximately 14 miles in length
- Widen to ten lanes, 6 general use lanes + 4 express lanes
- Provision for a 44-foot rail corridor
- Bicycle and pedestrian facilities
- Urban Interstate, SIS corridor
- 10 interchanges; DDIs proposed at CR 532 and Daryl Carter Parkway and systems interchanges at SR 429 and SR 417/Central Florida Greenway



Local Planning Organization



metroplan orlando

A REGIONAL TRANSPORTATION PARTNERSHIP

MetroPlan Orlando Metropolitan Planning Organization (MPO)

- The MPO works with the Florida Department of Transportation and local governments to fund and implement projects identified through various plans developed by the MPO
 - The I-4 BtU Segment 1 project was ranked No. 2 on the MetroPlan Orlando National Highway System (NHS) Prioritized Project List for funding, adopted September 14, 2016



Planning Consistency

- Identified in the MetroPlan Orlando Metropolitan Planning Organization (MPO) 2040 Long Range Transportation Plan (Adopted January 2016): Plan Development & Cost Feasible Projects

<http://www.metroplanorlando.com/files/view/2040-lrtp-plan-development-cost-feasible-projects.pdf>

- Consistent with the State Transportation Improvement Program (STIP)

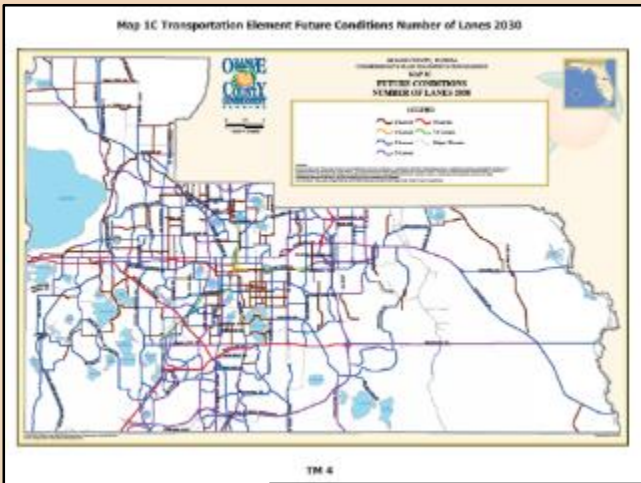
http://www.dot.state.fl.us/OWPB/Federal/STIP/stip_dist_05.pdf



TABLE 7: STRATEGIC INTERMODAL SYSTEM (SIS) PROJECTS

Roadway	From	To	Improvement	Phase(s)	Funded by
I-4	Polk/Orange County Line	SR 425/Winter Rd	Ultimate Configuration for General Use & Managed Lanes	D, R, C	2025
I-4	SR 434	Seminola/Volusia Co. Line	Ultimate Configuration for General Use & Managed Lanes	D, R, C	2025
Worlds Parkway **	15 481	I-4	New Expressway	D, R, C	2025
SR 528/Beachline Expressway	I-4	Florida Turnpike	Widen to 8 Lanes	P, D, R, C	2030

** Transportation Improvement Program (TIP) 2016-2024
 = Refer to Interstate Project List (IPL)
 P = Project Development & Engineering (PDE), D = Design, R = Right of Way (ROW), C = Construction



T3.4.13 Orange County shall continue to support the planning and construction of Interstate 4 improvements, including the "I-4 Ultimate" configuration through metro Orlando and the development of "Beyond the Ultimate" I-4 improvements with six (6) General Use Lanes and four (4) Managed Express Lanes from US 27 in Polk County to SR 472 in Volusia County. (Added 06/15, Ord. 2015-07)

- Consistent with the Orange County Comprehensive Plan 2010-2030, Amended November 13, 2012
http://www.orangecountyfl.net/PlanningDevelopment/ComprehensivePlanning.aspx#_V_Px42dTGUK
- Consistent with the Osceola County Comprehensive Plan Transportation Element
<http://www.osceola.org/agencies-departments/community-development/offices/planning-office/comprehensive-plan/comprehensive-plan-documents/data-and-analysis.stml>



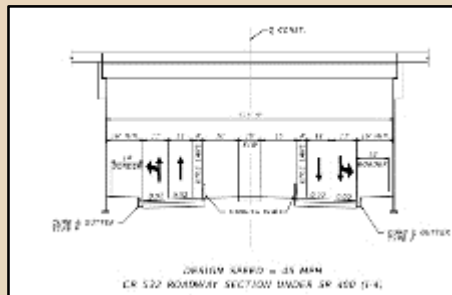


Purpose and Need

- **Changes proposed in the Modified Build scenario (current Reevaluation study) as compared to the previously approved Original Build scenario (SAMR - April, 2000)**
 - Proposed change in the project typical sections: switch from two or four special use/HOV (High Occupancy Vehicle) lanes (one or two in each direction) in the median, to four express lanes (two in each direction)
 - Proposed changes to interchange configurations: Interchange configurations have been modified to better accommodate traffic volumes and improve interstate and cross-street operations
- **Accommodate future traffic needs based on anticipated population and employment growth**
 - Certain roadway segments are nearing capacity
 - Meet capacity needs for design year 2040 project traffic
- **Enhance safety and mobility**
 - Reduction in congestion is expected to positively impact occurrences of rear end crashes
 - Improvement to the interchanges along the corridor resulting in fewer congestion bottleneck locations
 - Additional Advanced Signage – understanding that many in the corridor are visitors and are unfamiliar with the corridor
 - Gaps exist in sidewalks and bicycle lanes
 - Provide sidewalks and 7-foot buffered bicycle lanes on State crossroads within study limits



CR 532 Existing Street View



CR 532 Proposed Typical Section (through DDI)



CR 532 Proposed Interchange Signage



Traffic Analysis

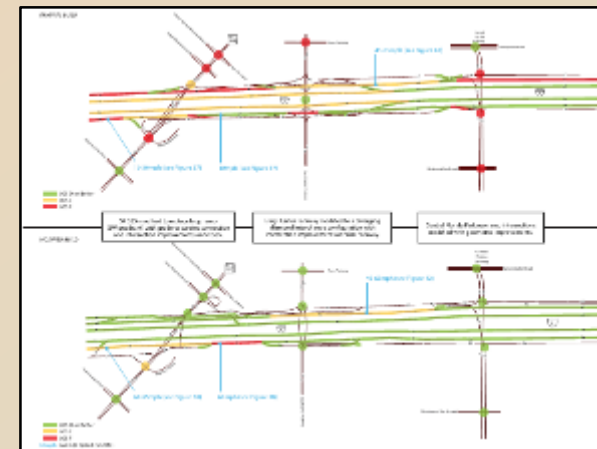
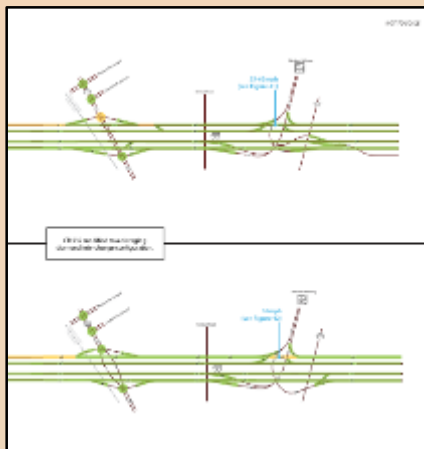
- This study is developing design alternatives that would efficiently accommodate traffic volumes that are projected to occur in year 2040
- Goal is to maintain an acceptable level of service through year 2040
 - Level of service measures to what extent cars are delayed when travelling through a given area
 - As in grade school, “**F**” is failing (or **highly congested**) and “**A**” is the best (or **free flowing**)
- Traffic analysis is documented in the I-4 Beyond the Ultimate Systems Access Modification Report (SAMR) Re-Evaluation





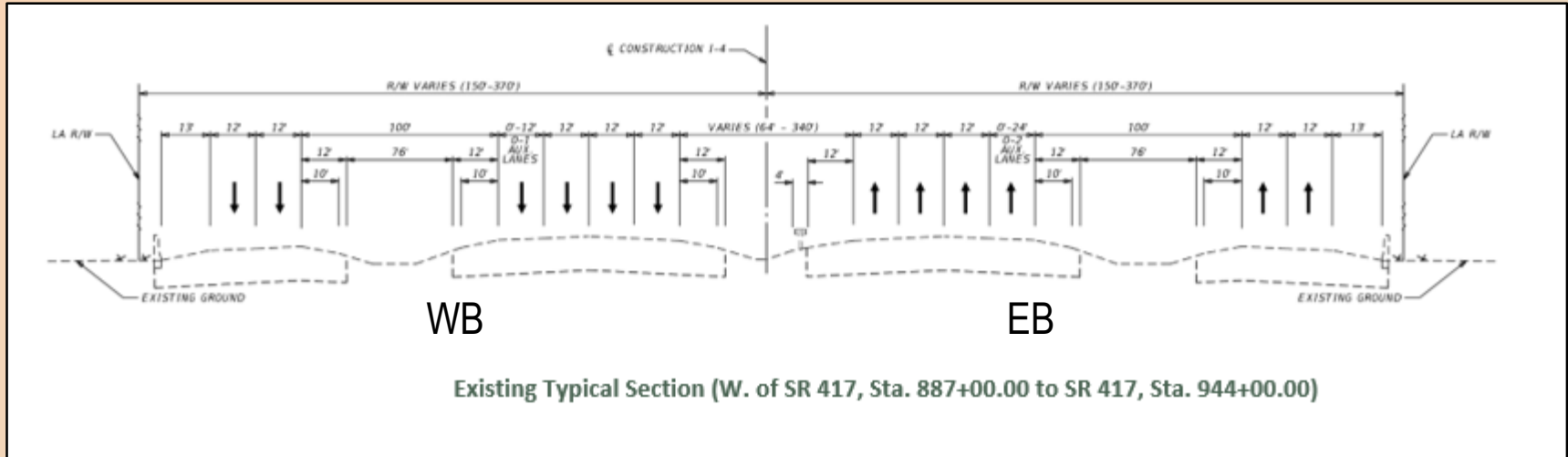
Results of Traffic Analysis

- Drivers will experience level of service **E** and **F** in the “**Original Build**” scenario along many portions of Segment 1 and intersections along the cross streets
- Drivers will experience level of service **D** or better in the “**Modified Build**” scenario along the majority of Segment 1 with improved average speeds and improved operations at the intersections along the cross streets
- **4 additional travel lanes and interchange modifications** will be needed to accommodate projected 2040 traffic volumes





Existing Roadway Typical Section



- The existing right-of-way varies throughout Segment 1, but is typically 300-feet.
- Three 12-foot travel lanes in each direction.
- Outside and inside shoulders are 12 feet wide with 10 feet paved.
- Up to two auxiliary lanes in both eastbound and westbound directions.
- Collector-Distributor lanes in both eastbound and westbound directions along some portions of the corridor.



Local Agency & Other Stakeholder Meetings

- Orange County
- Osceola County
- MetroPlan Orlando
- Florida's Turnpike Enterprise
- Reedy Creek Improvement District
- Utility companies
- Property Owners and Representatives
- Central Florida Hotel and Lodging Association
- Congressional Leaders
- South Florida Water Management District (SFWMD)

*list is not all-inclusive



Public Involvement

- Project website: www.i4express.com
- Alternatives Public Workshop
 - June 17, 2014
 - 38 citizens & 9 project team members attended
 - No written comments were received



FDOT Florida Department of TRANSPORTATION

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PD&E REEVALUATION STUDY

UPCOMING EVENT: Public Hearings scheduled for October 2014

FLORIDA TRAFFIC INFO
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I-4 BEYOND the ULTIMATE PD&E REEVALUATION STUDY
 The Florida Department of Transportation is conducting the I-4 beyond the ultimate project development and environment (PD&E) Reevaluation Study. Consisting of the sections of I-4 from US 27 to US 101 (Orange Road) and from US 101 to US 472, this study is a reevaluation of PD&E studies that were previously completed 10 to 18 years ago. The alignment number from SR 422 (Seminole Road) to SR 404 in Orange and Seminole Counties is referred to as the I-4 Ultimate section and will be reevaluated to include the addition of express lanes. Visit i4ultimate.com to learn more about the construction project.

Study at a Glance

- District:** FIVE (Central Florida)
- Start Date:** March 2012
- Est. Completion Date:** July 2015
- Cost:** \$1.5 Billion
- Length and Limits:** Approximately 40 miles of I-4, from US 27 in Polk County to SR 425 in Orange County, and SR 424 in Seminole County to SR 472 in Volusia County
- Contractor:** HNTB Corporation
- FDOT Project Manager:** Teala Stein-Peluso, PE

CONTACT US: info@fdot.com | www.fdot.com | www.fdot.com/participation | STATEMENTS OF AGENCY | www.fdot.com/saa | www.fdot.com/policies | www.fdot.com/voices

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Alternatives Considered

- **‘No-Build’ or ‘Do Nothing’ Alternative**
 - No corridor/capacity improvements
 - Remains as an alternative throughout the PD&E study
- **‘Build’ Alternative**
 - Widen road to ten lanes, 5 travel lanes in each direction (3 general use lanes + 2 express lanes)
 - 70 MPH Design Speed
 - Systems Interchange at SR 429 and SR 417 with Express Lane direct connections
 - Diverging diamond interchange at CR 532 and Daryl Carter Parkway
 - “Special” sections to accommodate Collector-Distributor roads, braided ramp systems, elevated express lanes and elevated general use lanes
 - Provide 7-ft buffered bicycle lanes on SR 535 and 10-foot sidewalks along Daryl Carter Parkway through the DDI and eastbound Central Florida Parkway
 - Locate potential pond sites



Alternatives Evaluation Matrix

Summary of Impacts ¹	No-Build	I-4 Mainline	CR 532		SR 429 (Base 3-leg directional with direct connect ramps)*	World Drive (Base Parclo modified)*	SR 417 (Base Partial Y modified)*	US 192/SR 530 (Base Parclo modified)*	Osceola Parkway			SR 536 (Base Parclo modified)*	SR 535				Daryl Carter Parkway			Central Florida Parkway (Diamond w/Fllover ramp from CHP WB to I-4 WB C/D Road)*
			Alt. 1 (Base Diamond modified)	Alt. 2 (UDI)*					Alt. 1 (Base Parclo w/I-4 EB to Osc. Pkwy EB off ramps for GUL & EL)	Alt. 2 (Base Parclo w/I-4 WB elevated C-D Road)	Alt. 3 (Modified Diamond w/Hotel Plaza Blvd. Connector Roads)		Alt. 4 (Modified Diamond)*	Alt. 1 (TUDI)	Alt. 2 (TUDI w/I-4 WB elevated C-D Road)	Alt. 3 (UDI)*				
Roadway ROW Area (Acres)	0	2.64	0	0.31	0	0	0	0	0.83	2.56	8.35 ²	0	3.64	3.57	7.73	20.42	29.88	26.45	20.56	3.32
Pond or Floodplain Compensation ROW Area (Acres) ⁴	0	Pond: 13.76	N/A	FPC: 4.56	Pond: 0.10	7.4	0	0	N/A	N/A	12.82	9.11	N/A	N/A	N/A	Pond:	N/A	N/A	4.69	10.03
	0	FPC: 33.44			FPC: 16.10											FPC: 2.87				
Floodplain Impacts (Ac. Ft.)	0	46.02	N/A	2.3	29.42	0	0	0	N/A	N/A	0	8.89	N/A	N/A	N/A	2.75	N/A	N/A	0	0
Wetland Impacts (Acres) ⁴	0	112.94	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Impacted Noise Sensitive Sites	0	102	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Section 4(f) Properties Impacted	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Potential Historic Sites ^{5,6}	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Potential Contamination ⁷																				
Sites	0	48 Low, 3 Med, 1 High	4 Low	4 Low	2 Low	4 Low	3 Low	5 Low	0	0	0	5 Low	4 Low	4 Low	4 Low	4 Low	1 Low	1 Low	1 Low	2 Low
Ponds	0	13 Low, 4 Med.	7 Low	7 Low	6 Low	14 Low	9 Low	9 Low	6 Low	6 Low	6 Low	8 Low	1 Med, 4 Low	1 Med, 4 Low	1 Med, 4 Low	1 Med, 4 Low	3 Low	3 Low	3 Low	1 Med.
Potential to Improve Traffic Operations	Low	High	Low	High	High	High	High	High	High	High	High	High	Low	Low	Medium	High	Medium	Medium	High	High
Area of Bridges (SF)	0	2,718,141	0	0	179,632	52,846	76,538	87,831	92,342	126,828	451,075	181,529	0	292,033	49,027	75,256	37,775	37,775	20,405	76,142
Pedestrian Accommodations	Some Areas ⁸	No	Yes	Yes	No	No	No	No	No	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Bicycle Accommodations	No ⁹	No	No	Yes	No	No	No	No	No	No	No	No	No	No	Yes	Yes	No	No	Yes	Yes ¹⁰
Parcels Impacted	0	47	0	3	2	3	0	0	6	6	9	1	11	10	16	64	14	11	12	8
Relocations	0	0	0	0	0	0	0	0	0	0	0	0	5	0	2	12	0	0	0	0
Constructability	N/A	Medium	High	High	Medium	High	Medium	High	Medium	Medium	Medium	Medium	High	Low	Low	Medium	Medium	High	High	Medium
Construction Cost ¹¹	0	\$1.1B	\$853K	\$5M	\$64M	\$28M	\$26M	\$33M	\$34M	\$48M	\$142M	\$82M	\$12M	\$103M	\$39M	\$63M	\$19M	\$20M	\$15M	\$30M

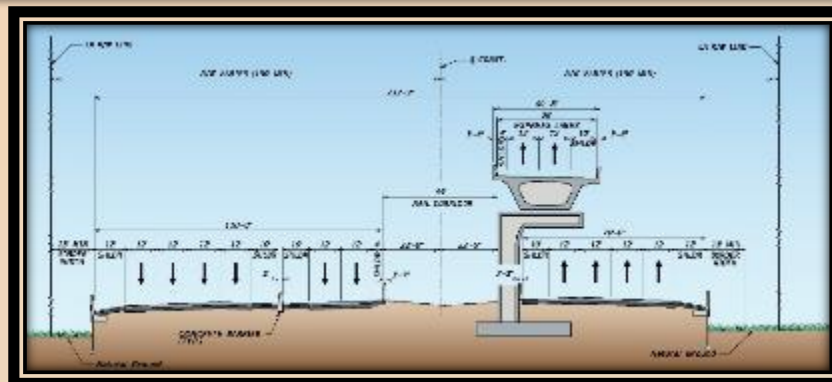
Notes: This document is a working draft; data provided is a working process and may be updated or corrected. *Recommended Alternative
 Abbreviations: UDI - Diverging Diamond Interchange, Parclo - Partial Diamond Interchange, TUDI - Tight Urban Diamond Interchange, C-D - Collector-Distributor, APE - Area of Potential Effect, NHP - National Register of Historic Places.
¹ This table illustrates impacts from the proposed improvements to I-4 for the build alternative and comparatively shows any additional impacts from the various interchange alternative options.
² Includes ROW area for realignment of Bonnet Creek. ³ Area to be acquired based on the recommended pond sites as determined in the Pond Siting Report (September 2016). ⁴ Impact area cage assumes impacts to entire wetland within the limits of the ROW and to communities within pond/PPC sites located outside of the existing ROW, therefore impacts are assumed to be equal for all interchange alternatives. ⁵ Constructed before 1973 within APE; APE - Area of Potential Effect, includes 330' from proposed ROW and pond footprint plus 100' buffer. ⁶ None of the historic resources are NHP eligible. ⁷ Potential contamination within the roadway right-of-way; potential may be outside the right-of-way. ⁸ Pedestrian accommodations are currently present along CR 532, SR 535, Daryl Carter Parkway and Central Florida Parkway. ⁹ No designated bicycle lanes on the cross streets within the study limits. ¹⁰ Multi-use trail path. ¹¹ Construction costs are based on the Engineer's estimates and are preliminary.



Proposed Roadway "Special" Sections

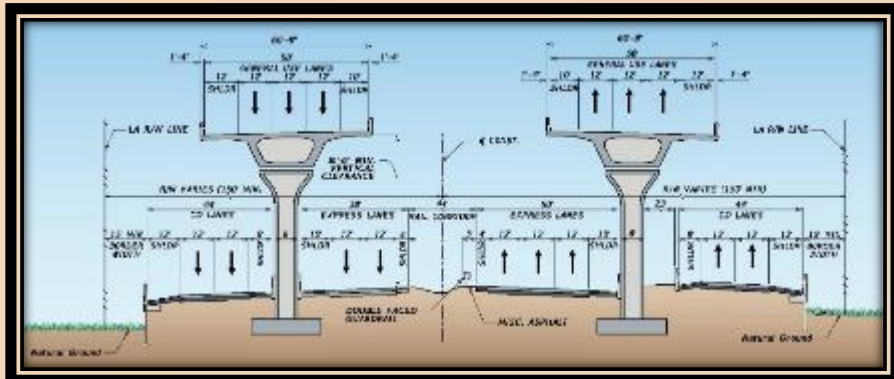
SR 400 (I-4) SPECIAL SECTION

I-4 Eastbound elevated EL
 Bridge viaduct between SR 429 and World Drive
 (Design Speed = 70 MPH)



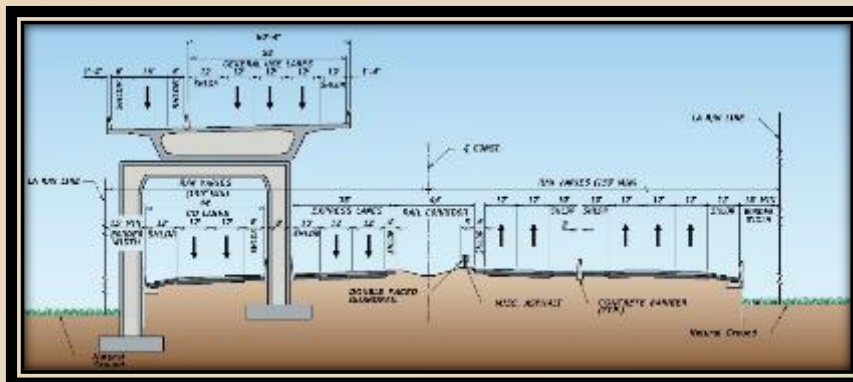
SR 400 (I-4) SPECIAL SECTION

I-4 Eastbound & Westbound elevated GUL
 Bridge Viaduct Between SR 536 and SR 535
 (Design Speed = 70 MPH)



SR 400 (I-4) SPECIAL SECTION

I-4 Westbound elevated GUL
 Bridge Viaduct Between SR 535 and Daryl Carter Parkway
 (Design Speed = 70 MPH)

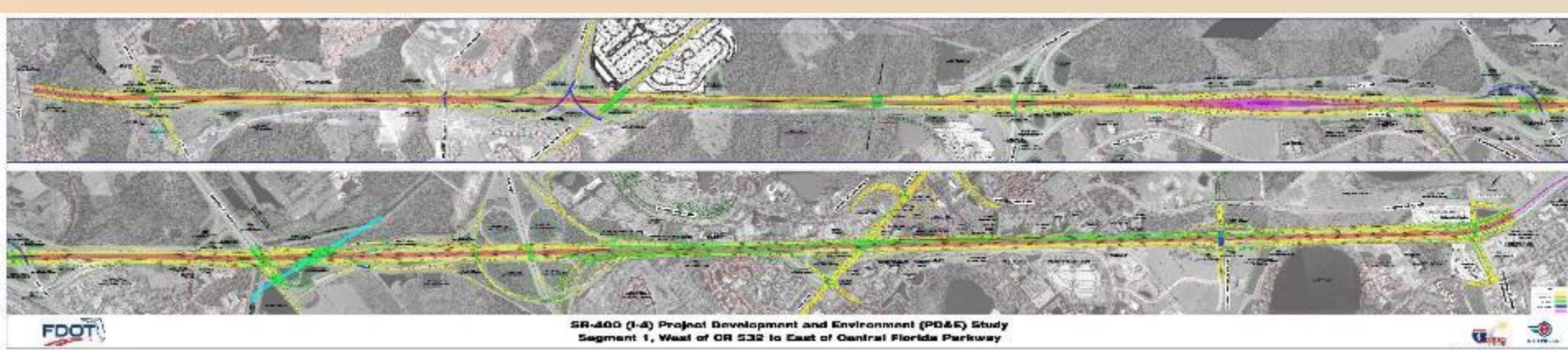




Recommended Alternative

- I-4 Mainline from W. of CR 532 to W. of SR 528

- The proposed roadway typical section is recommended to follow the existing alignment of the Interstate
- Additional right-of-way required primarily for recommended stormwater and floodplain compensation pond sites



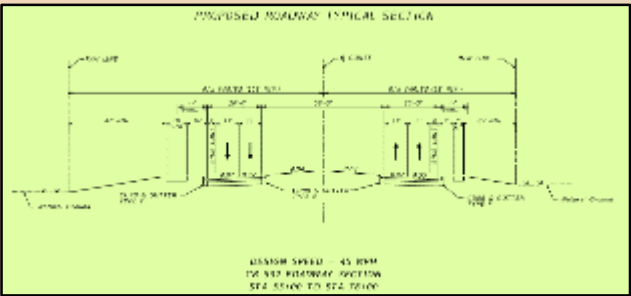
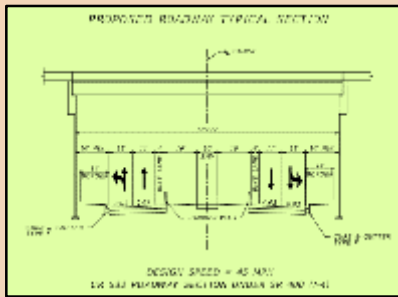


Recommended Alternative

- CR 532 (Osceola-Polk Line Road) Interchange

Recommended Alternative:

- Diverging Diamond Interchange
- Free-flow movements for the left turns from CR 532 onto the Interstate
- Dual left turn and dual right turn lanes from I-4 Eastbound and I-4 Westbound off ramps onto CR 532
- 4-foot bike lanes and 10-foot sidewalk through the DDI
- Additional right-of-way is required



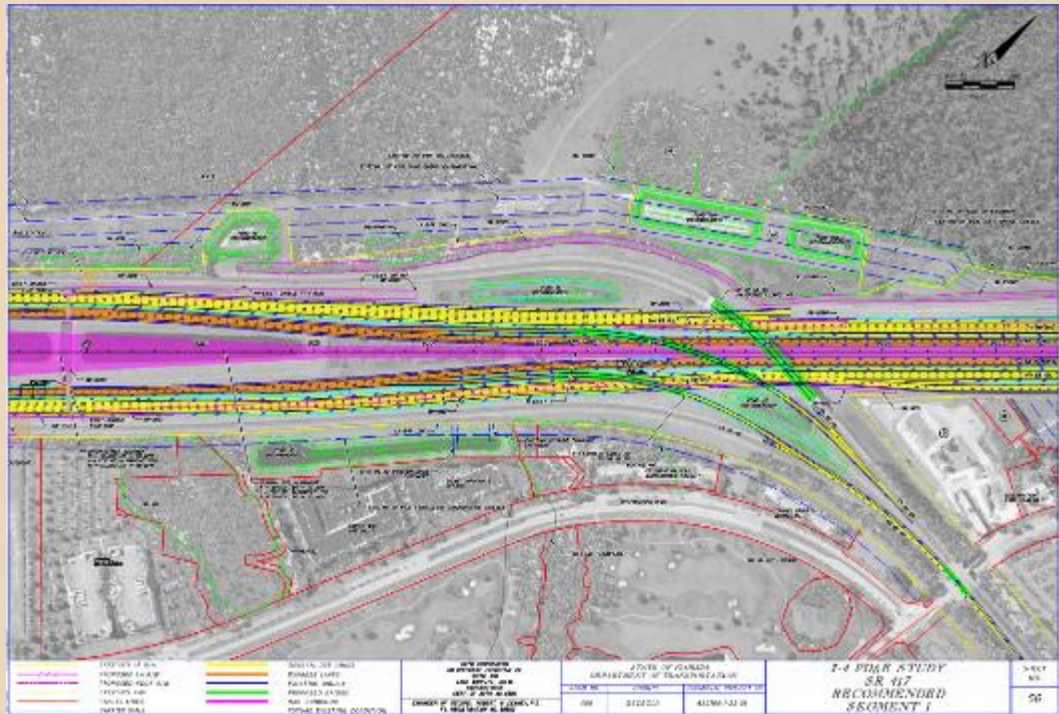
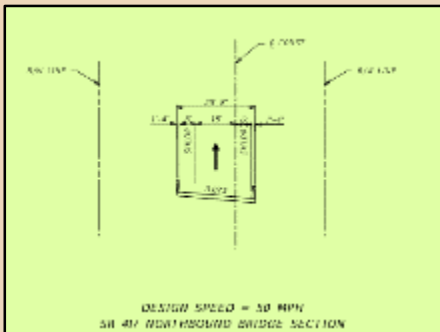
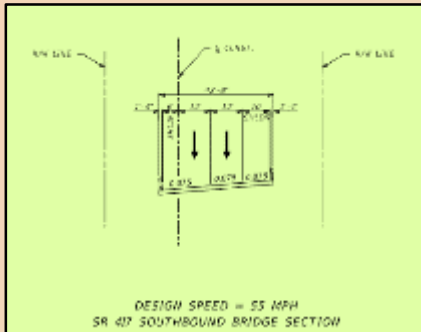


Recommended Alternative

- SR 417 (Central Florida GreeneWay) Interchange

Recommended Alternative:

- Maintain existing partial interchange configuration
- Three new bridge structures over I-4
- Two bridges will provide direct connection from SR 417 southbound to the I-4 westbound express lanes and I-4 westbound C-D Road
- One bridge will provide direct connection from I-4 eastbound express lanes to SR 417 northbound
- No additional right-of-way is required



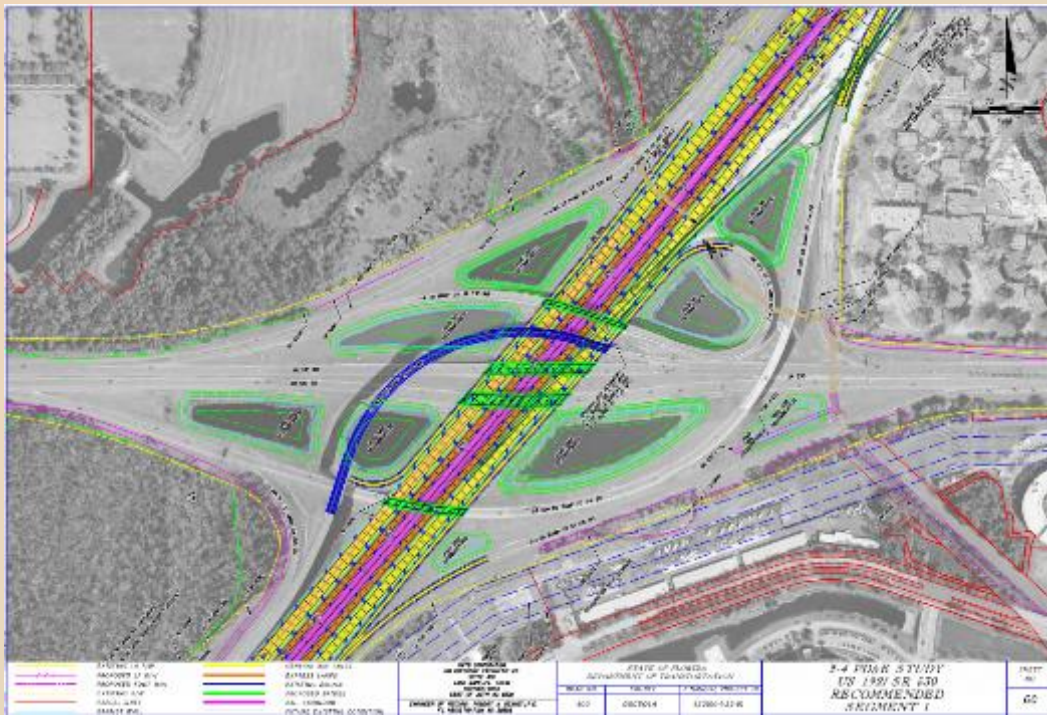
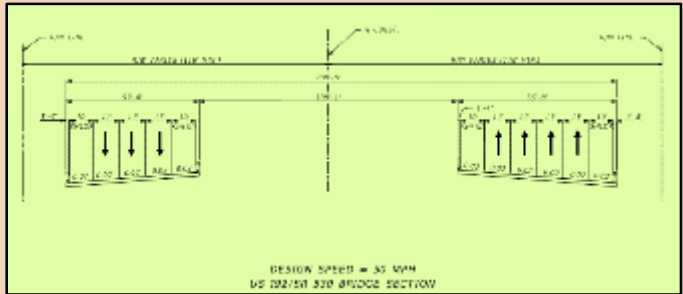
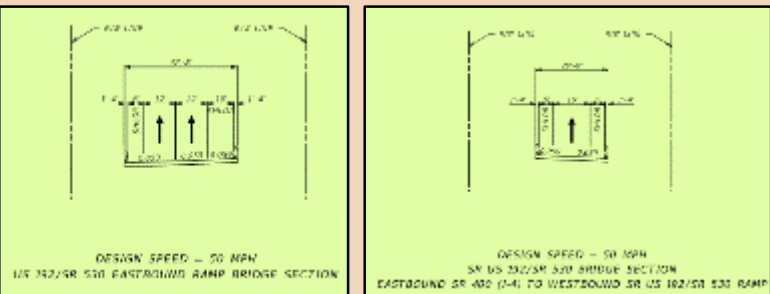


Recommended Alternative

- US 192/SR 530 Interchange

Recommended Alternative:

- Maintain existing partial cloverleaf interchange configuration
- Maintain loop ramps in the southwest and northeast quadrants
- Four new bridges over I-4, two of which will carry US 192/SR 530 travel lanes over I-4
- The existing ramp connections will be maintained, with minor modifications
- No additional right-of-way is required



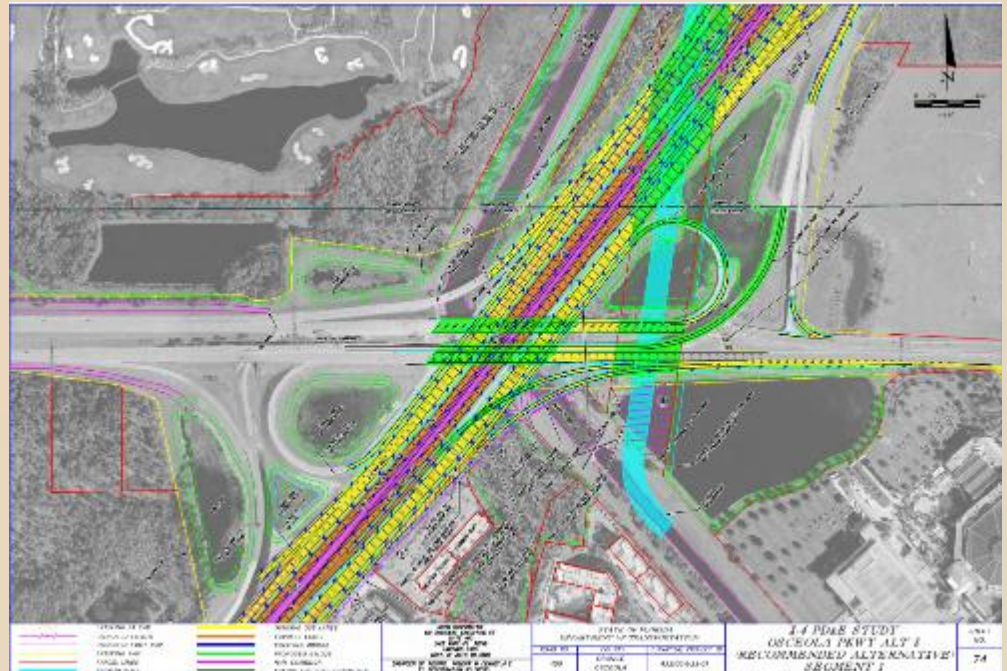
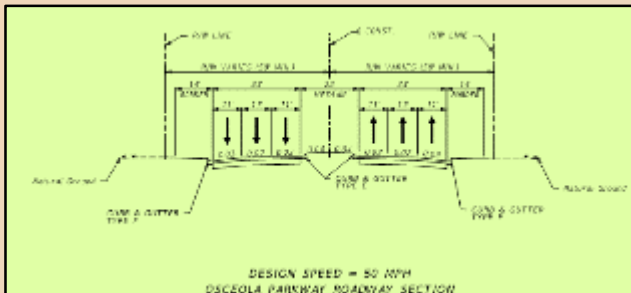
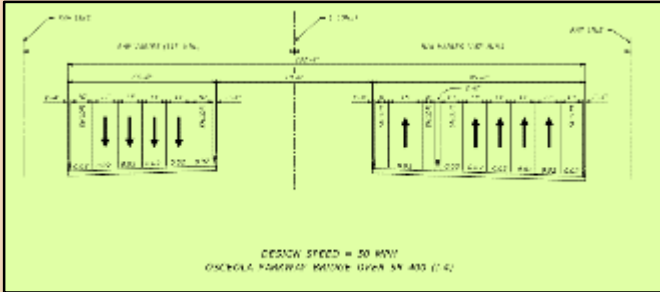


Recommended Alternative

- Osceola Parkway Interchange

Recommended Alternative:

- Maintain existing partial cloverleaf interchange configuration
- Maintain loop ramps in the southwest and northeast quadrants
- Proposes the realignment of Bonnet Creek
- Numerous new bridge structures including I-4 over Bonnet Creek
- New I-4 eastbound to Osceola Parkway eastbound ramps (from GUL & EL)
- Braided ramp system between Osceola Parkway and SR 535 will be maintained
- Additional right-of-way is required



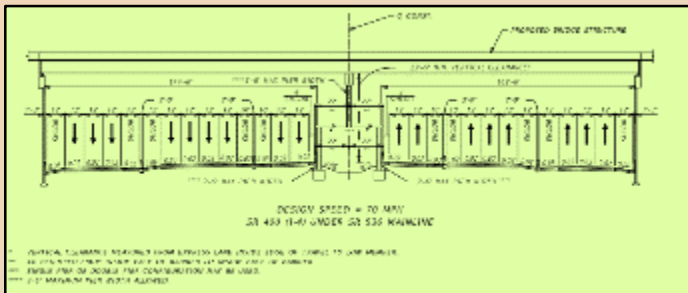
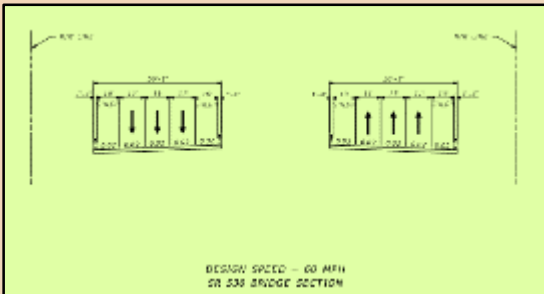


Recommended Alternative

- SR 536 Interchange

Recommended Alternative:

- Maintain existing partial cloverleaf interchange configuration
- Maintain loop ramps in the southwest, northeast and northwest quadrants
- New ramp will directly connect eastbound and westbound SR 536 to the eastbound express lanes
- New ramp will directly connect the westbound express lanes to westbound SR 536 and the westbound C-D roadway.
- Other existing ramp connections will be maintained, with modifications
- Additional right-of-way is required

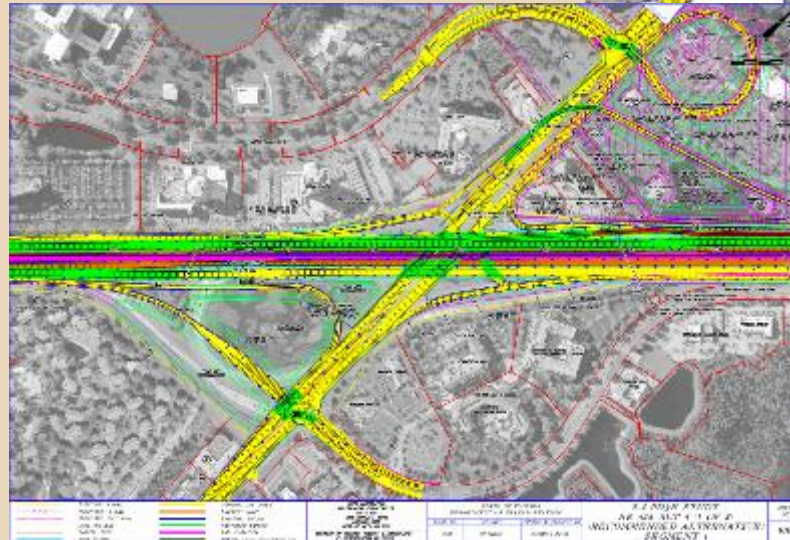
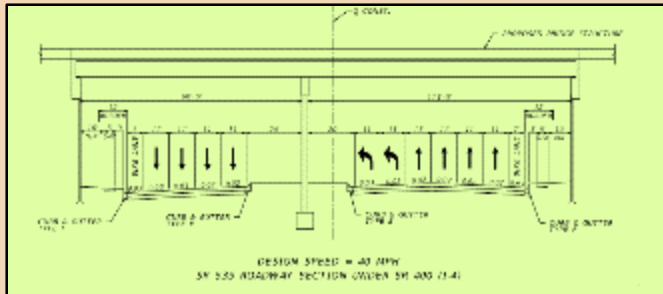




Recommended Alternative - SR 535 Interchange

Recommended Alternative:

- Modified diamond interchange configuration
- Grade separation at Hotel Plaza Boulevard; bridge carrying SR 535 northbound lanes over the intersection of SR 535 and Hotel Plaza Boulevard
- Provides a one-way loop road connection to Hotel Plaza Boulevard
- New I-4 westbound off ramp to southbound SR 535 in the northeast quadrant
- Grade separation at Vineland Avenue; bridge carrying SR 535 southbound lanes over Vineland Avenue
- Additional improvements at the SR 535 and Palm Parkway and SR 535 and Meadow Creek Drive intersections
- A new quadrant road near SR 535 and Vinings Way Boulevard
- Additional right-of-way is required



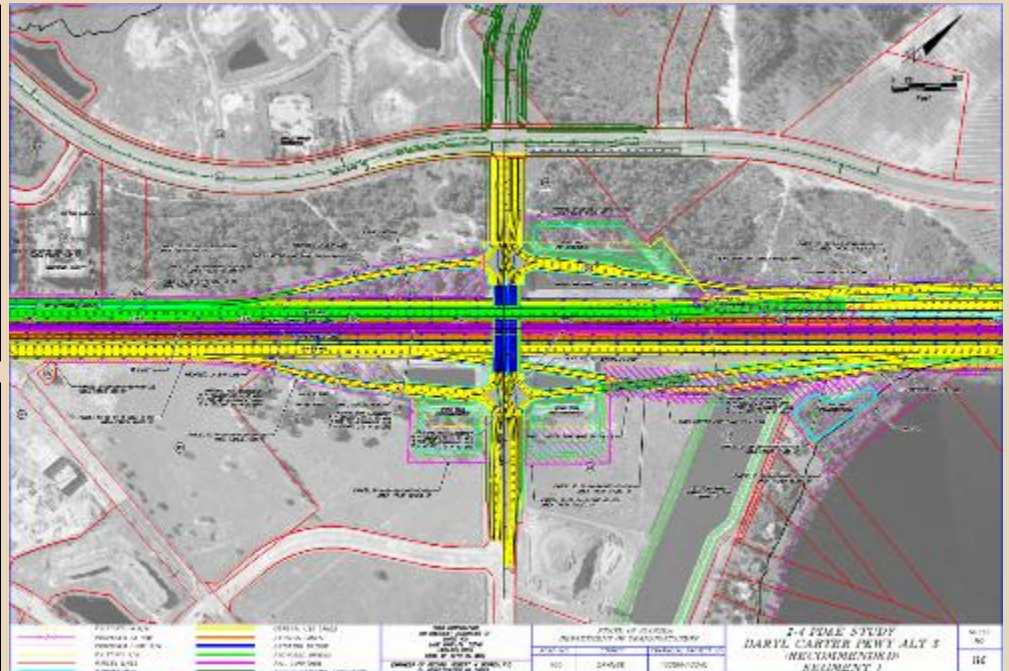
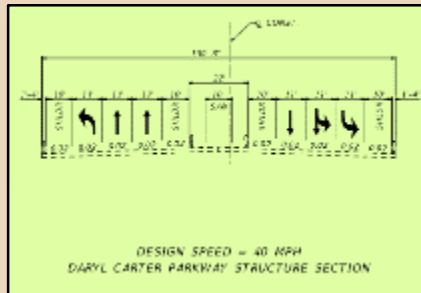
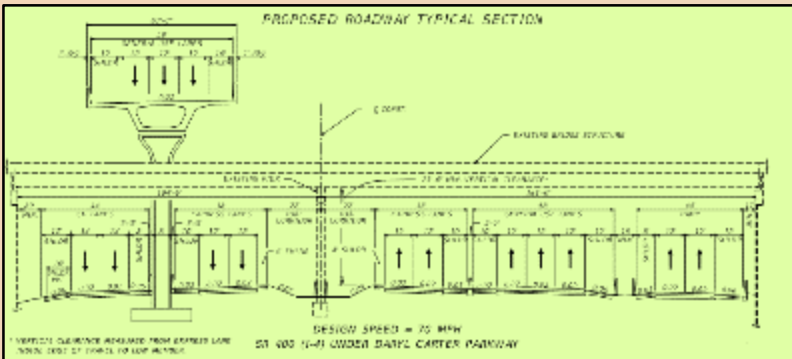


Recommended Alternative

- Daryl Carter Parkway Interchange

Recommended Alternative:

- Diverging Diamond Interchange (DDI) configuration
- Westbound Collector-Distributor road provides access to Daryl Carter Parkway
- On ramp from Daryl Carter Parkway will connect to the I-4 westbound elevated general use lanes
- Braided ramps in the eastbound direction to eliminate weaving and conflicts
- Additional right-of-way is required





Drainage Analysis

- The existing drainage systems will be enhanced to accommodate stormwater runoff from roadway improvements
 - Modifying existing ponds
 - Constructing ponds (within FDOT right-of-way)
 - Constructing offsite ponds
 - Enhanced Water Quality (Treatment)
 - Enhanced Water Quantity (Attenuation)
- Modify several existing SWFWMD & SFWMD Permits





Pond Siting Evaluation & Design Criteria

Pond Site Evaluation Criteria

Residential, business, and unimproved properties

Community Facilities

Section 4(f) / Public Lands

Historic / Archaeological

Wetlands

Upland Areas

Aquatic Preserves / Outstanding Florida Waters

Wild and Scenic Rivers

Floodplains

Threatened and Endangered Species

Farmlands

Noise

Contamination

Utilities

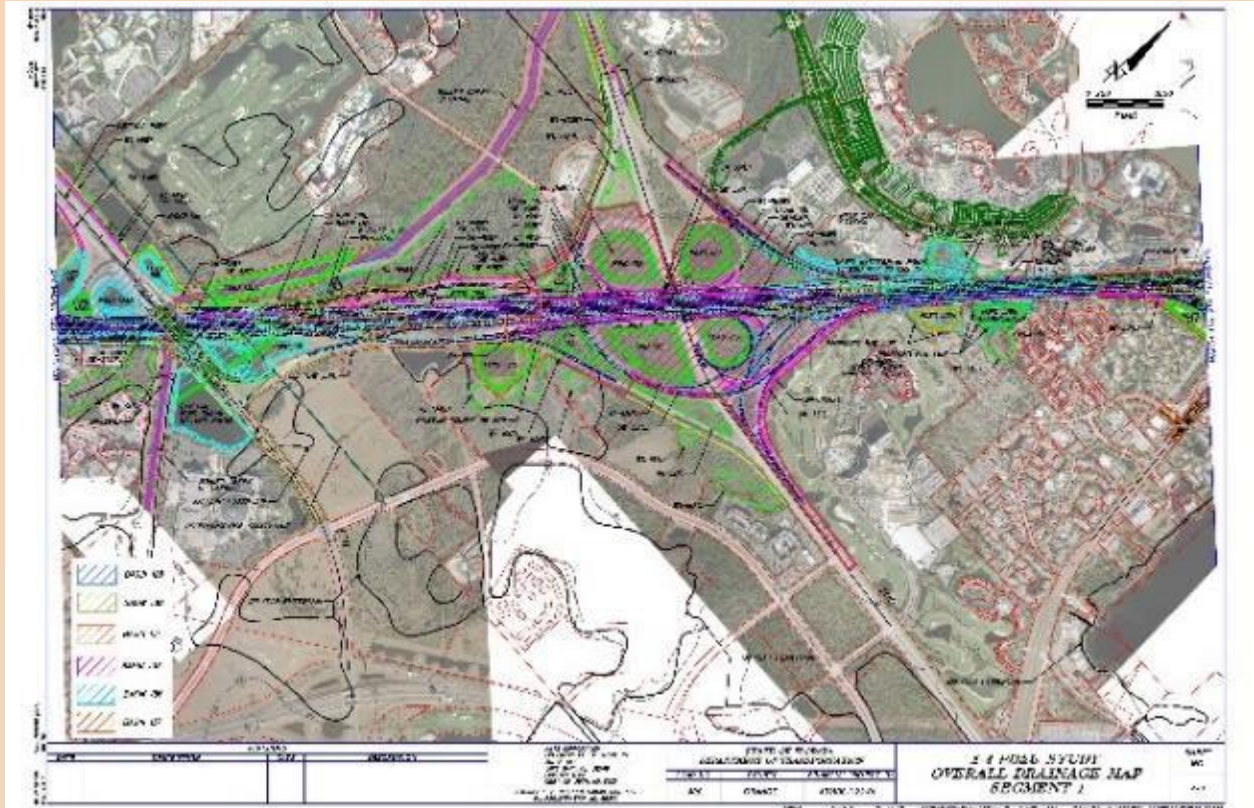
Right-of-Way Acquisition and Cost

Pond Site Design Criteria

- Governed by the rules and criteria set forth by:
 - Southwest Florida Water Management District (SWFWMD)
 - South Florida Water Management District (SFWMDC)
 - Reedy Creek Improvement District (RCID)
 - FDOT
- Water Quality and Pond Recovery
 - Wet Detention
 - Dry Retention
- Water Quantity
 - Open Basin
 - Reedy Creek Impact Fee (50-year / 72-hour storm event used)
 - Per SFWMDC, treatment is only required for new impervious areas.
- Pond Design
 - Minimum horizontal clearance
 - Rounded corner radii
 - Minimum 1-foot of freeboard



Recommended Pond Site Locations



There are a total of thirty-nine (39) basins within the project limits which will require seventy-four (74) existing or proposed ponds to achieve water quality treatment and attenuation of project runoff.



Executive Orders & Federal Requirements

To comply with various Executive Orders and other federal and state requirements, engineering and environmental information was reviewed and evaluated to determine if there were any substantial impacts to **social and economic, cultural, physical, and natural resources** that may result from construction of the proposed improvements.

Social & Economic Effects:

- Land use changes
- Economic impacts
- Relocations of residences or businesses

Cultural Effects:

- Historic & archaeological sites

Physical Effects:

- Noise and air
- Contamination
- Utility Relocations

Natural Effects:

- Wetlands
- Threatened and endangered species
- Water quality
- Floodplains



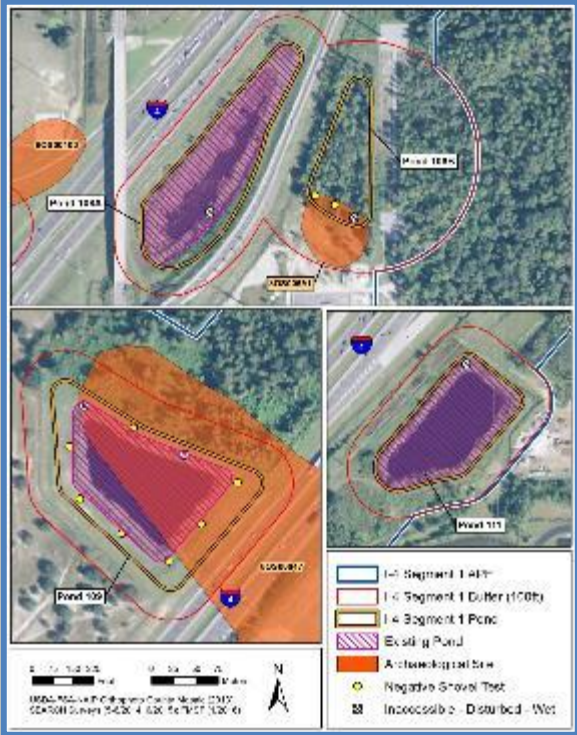
Socio-Economic

- Improves mobility
- Relieves congestion
- Provides regional economic benefits



Cultural and Historic Resources

- A Cultural Resource Assessment Survey was performed within the within the project Area of Potential Effect (APE).
- The APE includes the existing ROW along I-4 and was extended to a distance of no more than 100 meters (330 feet) from the proposed ROW and includes the proposed pond footprints plus a 100-foot buffer
- Pedestrian surface inspection and excavation of 120 shovel tests
- One isolated artifact was recovered. This archaeological occurrence was deemed ineligible for inclusion in the National Register of Historic Places (NRHP)
- Three historic resources constructed before 1971 located within the I-4 Segment 1 APE; none are recommended eligible for NRHP inclusion
- No adverse effects to any cultural resources are anticipated

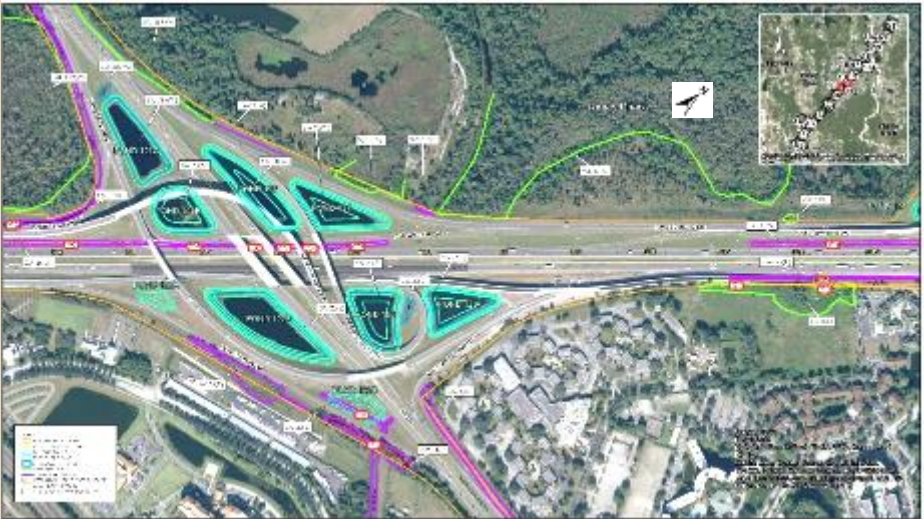


Resource 80S01925, Oak Hill Baptist Church Cemetery



Wetlands

- In accordance with Executive Order 11990 “Protection of Wetlands”
 - Estimated 112.94 Acres of Direct Wetland Impacts
 - Estimated 45.99 Acres of Jurisdictional Other Surface Water Impacts





Threatened and Endangered Species

- In accordance with Title 50 Code of Federal Regulations Part 402 of the Endangered Species Act of 1973, as amended
- Field surveys were conducted to assess 51 animal species and 48 plant species that may potentially occur within Osceola County and Orange County
- The proposed I-4 Segment 1 project either has a “no effect” “not likely to adversely affect” or “may affect, not likely to adversely affect” designation for federal or state listed species, except for the Sand Skink and Scrub Lupine
- A Biological Opinion with conservation measures was issued and is available with the documents on display.





Water Quality

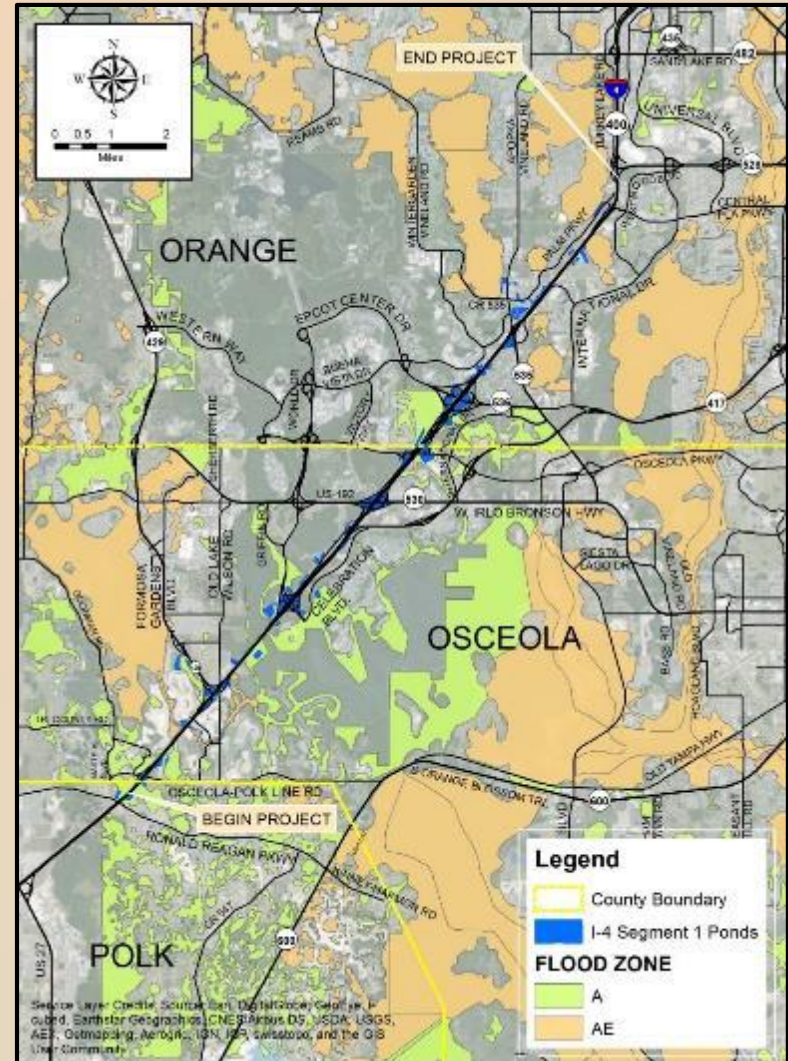
- The proposed stormwater facilities will be designed to meet the current requirements of the Southwest Florida Water Management District, the South Florida Water Management District and the Reedy Creek Improvement District
- Stormwater treatment will be provided by wet detention ponds and dry retention ponds which may be on-site or off-site





Floodplains

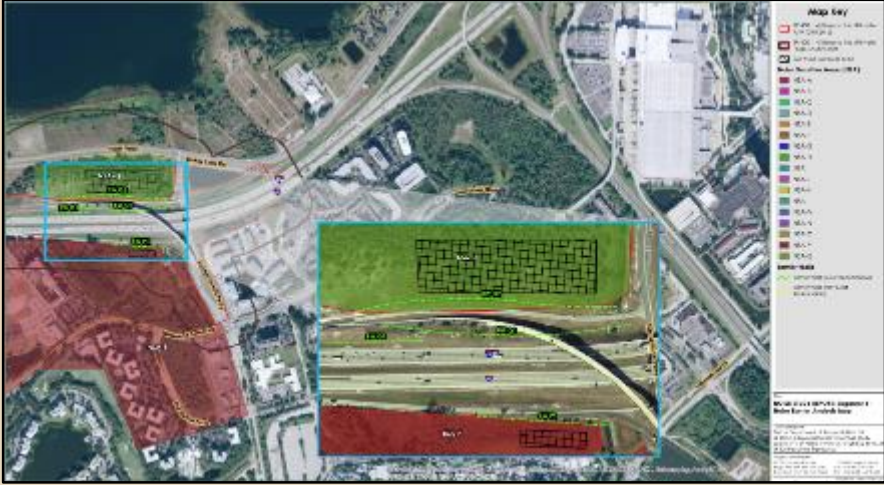
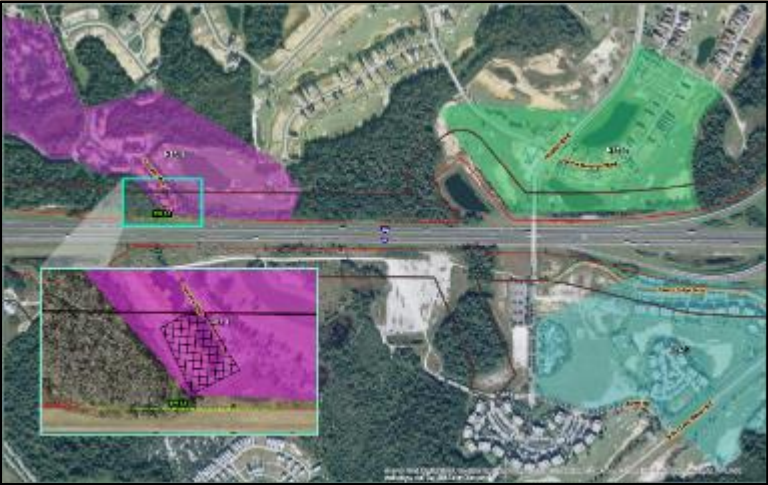
- In accordance with Executive Order 11988 “Floodplain Management”
- Approximately 90 ac-ft floodplain impacts are anticipated





Noise Analysis

- In accordance with the Code of Federal Regulation Part 772
- A 22-foot tall, 619-foot long ground-mounted barrier along I-4 westbound, adjacent to the Tuscana Resort Orlando provides the best noise abatement and meets the requirements as reasonable and feasible.
- A 22-foot tall, 489-foot long ground-mounted barrier along I-4 westbound, adjacent to the Integra Cove Apartments provides the best noise abatement and meets the requirements as reasonable and feasible
- An 18-foot tall, 1,223-foot long ground-mounted barrier along I-4 eastbound, adjacent to the Altis Sand Lake Apartments provides the best noise abatement and meets the requirements as reasonable and feasible



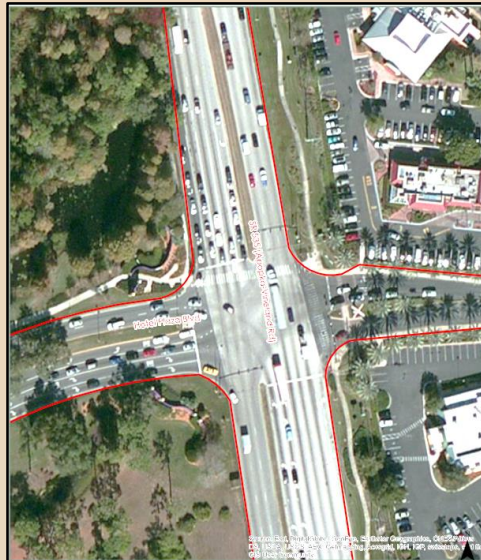


Potential Contamination Sites

- 86 sites identified as potential contamination sites
- One rated high risk, 7 rated medium risk and 78 rated no or low risk
- Out of 89 proposed potential pond sites, none were rated high risk, eleven were rated medium risk and 78 rated as low risk
- Level II Contamination Impact Assessment Report prepared for four pond sites



- An air quality analysis, specifically an analysis of carbon monoxide (CO) concentrations, has been performed on the recommended alternative
- The analysis has been conducted using the established FDOT Air Quality Screening Model
- Air quality impacts are not expected to occur as a result of this project



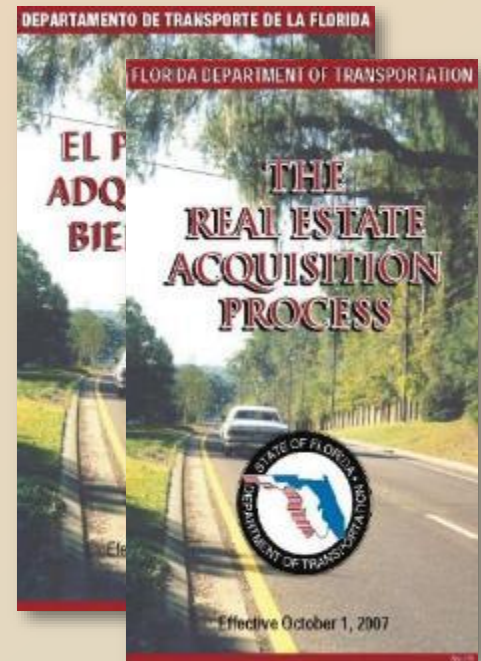


Right-of-Way Requirements

- Approximately 53 acres of additional right-of-way is anticipated for roadway improvements
- Approximately 135 acres of additional right-of-way is anticipated for off-site ponds
- Twelve potential relocations (commercial facilities) are anticipated; no residential relocations are anticipated

Florida Statute 330.09

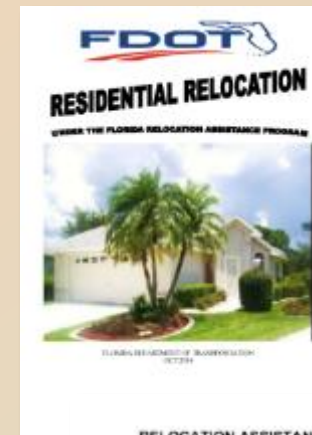
Federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970
(Public law 91-646 as amended by public law 100-17)





Right-of-Way and Relocations

- You will be contacted by an appraiser who will inspect your property
- Be present and provide information about the value of your property
- Eligibility for relocation advisory services and payment benefits
- You may appeal relocation determination
- If you move before notification is received, benefits may be jeopardized
- Relocation specialists will answer any questions





Project Cost Estimates

Estimated Project Costs for I-4 Segment 1	
Item	Cost
LRE	\$1,128,587,874.99
MOT (10%)	\$112,858,787.50
Mobilization (10%)	\$124,144,666.25
Project Unknowns (15%)	\$204,838,699.31
Project Non-Bid Subtotal	\$150,000.00
Construction Subtotal	\$1,570,580,028.05
Design (5%)	\$78,529,001.40
CEI (8%)	\$125,646,402.24
ROW	\$428,119,592.00
Utilities	\$9,900,000.00
Permits	\$17,400,000.00
Total	\$2,230,175,023.69



*Subject to Change



Schedule and Funding

- **Obtain EA/FONSI Reevaluation approval from the FHWA**
 - Anticipated end November 2016
- **Design**
 - Funded FY2016 Orange County
 - Funded FY2016-FY2017 Osceola County
- **Right-of-Way Purchase**
 - Currently not funded
- **Utilities**
 - Currently not funded
- **Construction (w/design)**
 - Currently not funded
- **Construction Engineering and Inspection (CEI)**
 - Currently not funded



Draft Study Documents

- Draft documents were available for review starting October 4, 2016 and will remain on display until November 4, 2016 at:
 - Osceola Public Library, West Branch
305 Campus Street
Kissimmee, FL 34747
 - Project website: www.i4express.com





Public Comments

- Make an oral statement
 - To the court reporter
 - During the public comment period, after completing a “Speaker Card”
- Submit written comments
 - During the Public Hearing
 - Mail to the FDOT Project Manager:
Beata Stys-Palasz, P.E.
 - Florida Department of Transportation
719 South Woodland Boulevard
Deland, FL 32720

FDOT **SPEAKER REQUEST CARD** 

To be completed prior to making a recorded statement
PUBLIC HEARING – OCTOBER 25, 2016
 I-4 BEYOND THE ULTIMATE P&E STUDY
 FROM WEST OF CR 532 TO WEST OF SR 528
 FPD NO: 432100-1-22-01

PLEASE PRINT

Name: _____
 Address: _____
 City State Zip _____
 Affiliation: _____

Note: In order to allow all persons the opportunity to speak, please limit your comments to 5 minutes. Public Participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. All verbal or written comments provided become part of the study's project file. This information may be provided to other individuals who make a public records request.

FDOT **REVISION TO THE P&E STUDY** 

REVISION TO THE P&E STUDY
 I-4 BEYOND THE ULTIMATE P&E STUDY
 FPD NO: 432100-1-22-01

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comments Box" provided at the hearing, or mail to the address below. Comments are due acceptable through the project website. Written comments, including all attachments, must be postmarked or emailed no later than November 4, 2016.

PLEASE RETURN COMMENTS TO:
 Beata Stys-Palasz, P.E., Project Manager
 Florida Department of Transportation • Deland, FL
 Florida Department of Transportation
 719 South Woodland Boulevard
 Deland, Florida 32720

OR
 JUNE GUY-COUL
 101 West Woodland Blvd
 Deland, Florida 32720
 www.FDOT.com

Name: _____
 Address: _____
 City/State/Zip: _____

PUBLIC HEARING **OCTOBER 25, 2016**

**Comment Period Ends
on November 4, 2016**

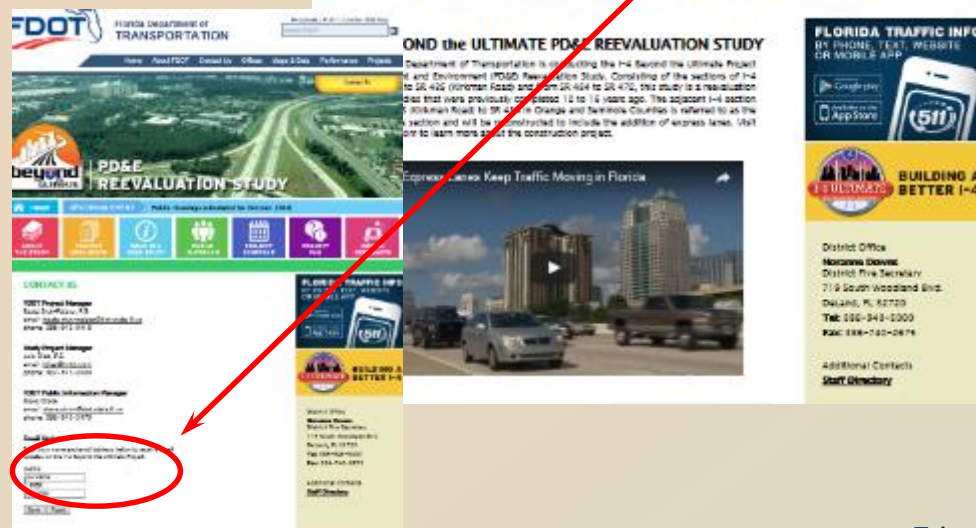
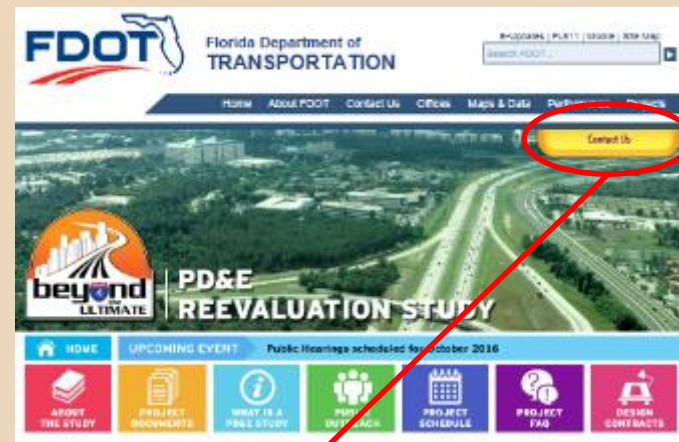




Public Comments

- Email or call
 - (386) 943-5418 or beata.stys-palasz@dot.state.fl.us
- Visit www.i4express.com
 - Click on the Contact Us link
 - Fill out the form and click submit
- All comments become public record

Comment Period Ends on November 4, 2016





Thank you for attending!

PUBLIC HEARING

**I-4 Beyond the Ultimate
PD&E Reevaluation Study**

