

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

FROM WEST OF SR 528 (BEACHLINE EXPRESSWAY)
TO WEST OF SR 435 (KIRKMAN ROAD)
ORANGE COUNTY, FLORIDA

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

PUBLIC HEARING | October 10, 2016





Federal and State Laws and Regulations

This public hearing is being held in accordance with:

- Moving Ahead for Progress in the 21st Century (MAP-21)
- 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.

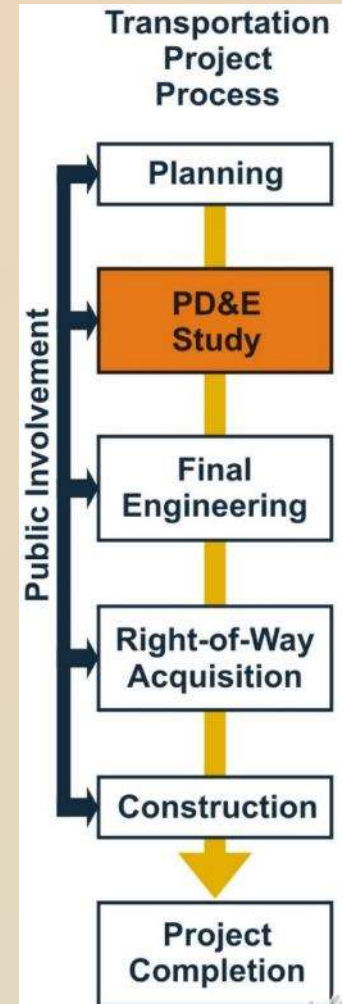




What is a PD&E Study?

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

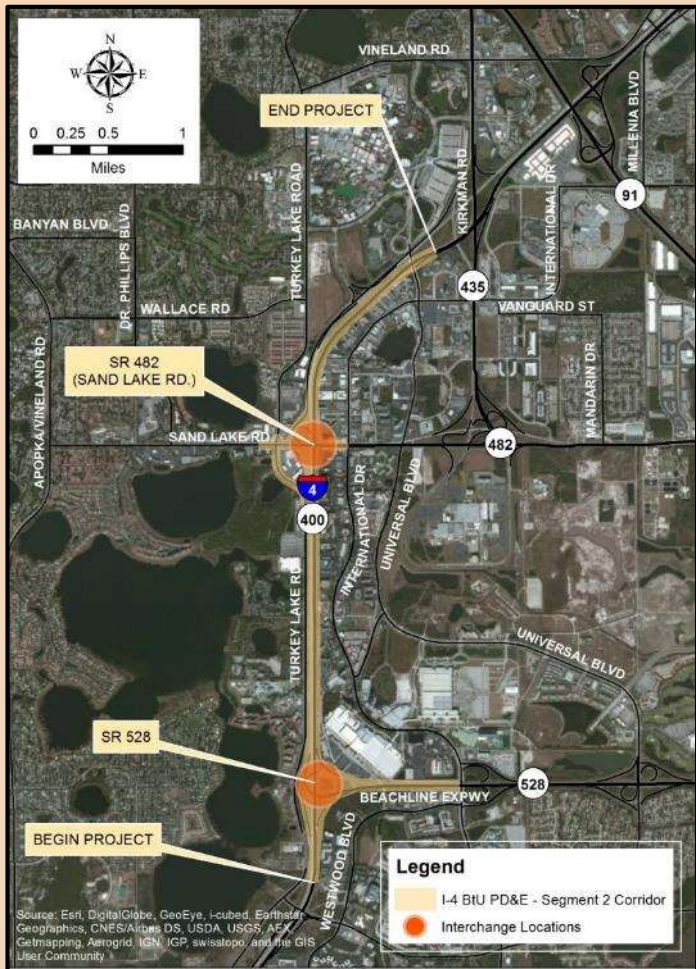
1. Public Involvement
2. Engineering Analysis
3. Environmental and Socio-Economic Analysis





About the Project

SR 400 (Interstate 4),
Segment 2 (W. of SR 528 to W. of SR 435)



- Approximately 4 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
- 2 interchanges; DDI proposed at SR 482 (Sand Lake Road) and a systems interchange at SR 528/Beachline Expressway





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 2 project was ranked No. 1 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

Route/way	From:	To:	Improvement	Phase(s)	Funded by
14	Polk/DeSoto County LRP	SR 418/Edgewood Rd	Ultimate Configuration for General Use & Managed Lanes	D, R, C	2025
14	SR 434	Seminole/Polk Co. LRP	Ultimate Configuration for General Use & Managed Lanes	D, R, C	2025
Wakiva Parkway **	SR 461	I-4	New Expressway	D, R, C	2025
SR 15A/Goodman Expressway	I-4	Florida's Turnpike	Median to 8 Lanes	P, D, R, C	2030

** Transportation Improvement Program (TIP 2015-2020)
 D = Refer to Prioritization Request Log (PRL)
 R = Project Development & Engineering (PD&E), E = Design, B = Right of Way (ROW), C = Construction



TABLE 11-1: RECOMMENDED MOBILITY PROJECTS PROGRAM

MOBILITY PROJECTS OF FUNDAMENTAL DESIGN

PROJECT ID	PROJECT NAME	TYPE	LOCATION	STATUS	START DATE	END DATE	ESTIMATED COST (\$ MIL)
1001	SR 418/Edgewood Rd	Improvement	Polk/DeSoto County	Phase 1	2025	2030	150
1002	SR 434	Improvement	Seminole/Polk Co.	Phase 1	2025	2030	150
1003	Wakiva Parkway	New Expressway	Polk County	Phase 1	2025	2030	150
1004	SR 15A/Goodman Expressway	Median to 8 Lanes	Polk County	Phase 1	2030	2035	150

- 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 City of Orlando Comprehensive Plan Transportation Element, Approved August 12, 1991, Amended March 14, 2016

<http://www.cityoforlando.net/city-planning/comprehensive-plan/>



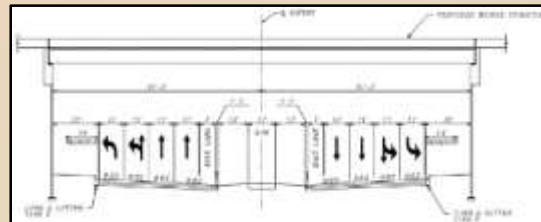


Purpose and Need

- **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 HOV (High Occupancy Vehicle) lanes (one 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



SR 482 Existing Street View



SR 482 Proposed Typical Section
(through DDI)



SR 482 Proposed
Interchange Signage





Traffic Analysis

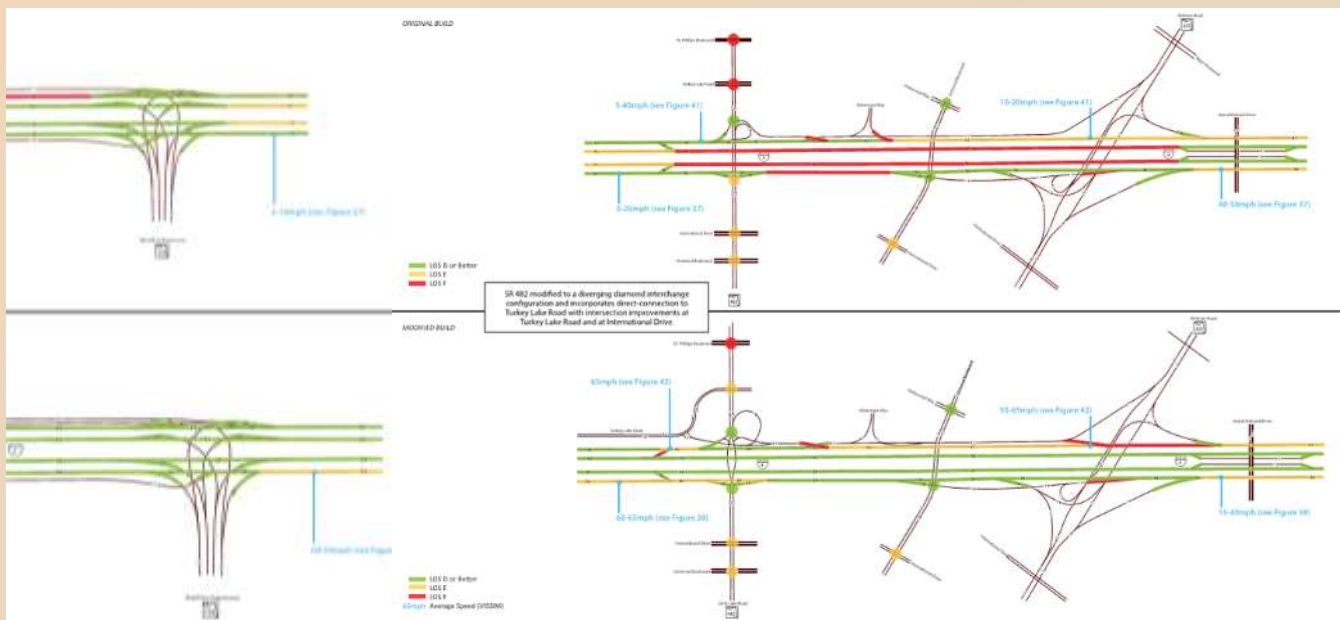
- This study is developing design alternatives that would efficiently accommodate traffic volumes that are projected to occur in year 2040
- Goal is to maintain an acceptable level of service through year 2040
 - Level of service measures to what extent cars are delayed when travelling through a given 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





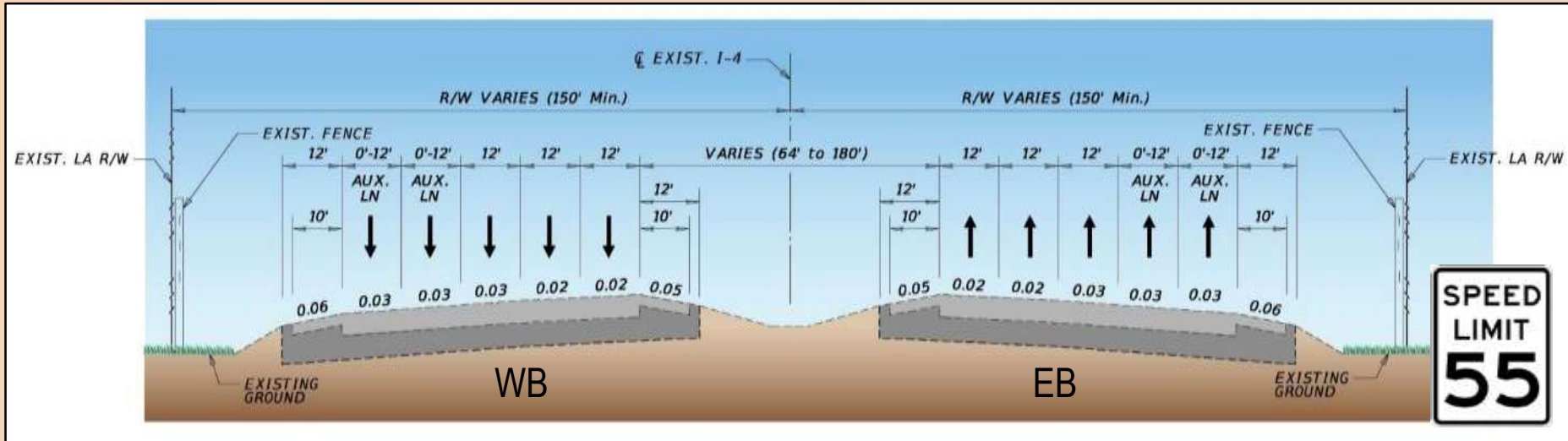
Results of Traffic Analysis

- Drivers will experience level of service **E** and **F** in the “**Original Build**” scenario along the majority of Segment 2 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 2 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 from 300 feet to 330 feet.
- Three 12-foot travel lanes in each direction.
- Outside and inside shoulders are 12 feet wide with 10 feet paved.
- Auxiliary lane in eastbound direction and some portions of the westbound direction.





Local Agency & Other Stakeholder Meetings

- Orange County
- MetroPlan Orlando
- Florida's Turnpike Enterprise
- Utility companies (Florida Gas Transmission and Duke Energy)
- South Florida Water Management District (SFWMD)

*list is not all-inclusive





Public Involvement

- Project website: www.i4express.com
- Alternatives Public Workshop
 - January 30, 2014
 - 20 citizens & 13 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 2016

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 SR 424 (Kirkman Road) and from SR 424 to SR 472, this study is a reevaluation of PD&E studies that were previously completed 12 to 15 years ago. The adjacent I-4 section from SR 424 (Kirkman Road) to SR 424 in Orange and Seminole Counties is referred to as the I-4 Ultimate section and will be reconstructed 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 2013
- Est. Completion Date:** July 2015
- Cost:** \$1.5 Billion
- Lengths and Limits:** Approximately 40 miles of I-4, from US 27 in Polk County to SR 424 in Orange County, and SR 424 in Seminole County to SR 472 in Volusia County
- Contractor:** HNTB Corporation
- FDOT Project Manager:** Beate Stys-Palasz, PE

FLORIDA TRAFFIC INFO
BY PHONE, TEXT, WEBSITE OR MOBILE APP

BUILDING A BETTER I-4

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Additional Contacts
Staff Directory

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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 528 with Express Lane direct connections
 - Diverging diamond interchange at SR 482 (Sand Lake Road)
 - Provide 7-ft buffered bicycle lanes on SR 482 through the DDI
 - Locate potential pond sites





Alternatives Evaluation Matrix

Alternatives Evaluation Matrix

Summary of Impacts ¹	No Build	I-4 Mainline	SR 482 (Sand Lake Road) Interchange Alternative				SR 528 (Beachline Expressway) Interchange Alternative						
			1	2	3	4	1	2	3	4	5	6	7
			Base Parcel w/loop ramp in NW quadrant; some ramp modifications	DDI	SPLUI	DDI w/loop ramp in NW quadrant*	Freeway Terminal Junction w/separate direct connect ramps for ELs & GULs and four-level bridge	Freeway Terminal Junction w/combined direct connect ramps for ELs & GULs	Multi-level Diverging Diamond Interchange	Freeway Terminal Junction w/separate direct connect ramps for ELs & GULs; I-4 alignment shifted west	Freeway Terminal Junction w/combined direct connect ramps for ELs & GULs; I-4 alignment shifted west	Freeway Terminal Junction w/separate direct connect ramps & direct connection to the SR 528 ELs*	Freeway Terminal Junction w/combined ramps & a direct connection to International Drive
Roadway ROW Acquisition (Acres)	0.00	0	0	0	0	1.82	4.51	4.09	4.04	3.44	7.17	7.34	7.98
Pond ROW Acquisition (Acres) ¹	0.0	16.0	n/a	n/a	n/a	0.0	n/a	n/a	n/a	n/a	n/a	0.0	n/a
Impacted Noise Sensitive Sites	0	77	0	0	0	0	0	0	0	0	0	0	0
Wetland (WL & Surface Water (SW) Impacts ² (acres)	0.00	WL- 0.00 SW- 1.8 (low quality)	WL - 0.00 SW- 2.01 (low quality)	WL - 0.00 SW- 2.01 (low quality)	WL - 0.00 SW- 2.01 (low quality)	WL - 0.00 SW- 2.01 (low quality)	WL- 4.43 (low quality) SW- 5.51 (low quality)	WL- 4.43 (low quality) SW- 5.51 (low quality)	WL- 4.43 (low quality) SW- 5.51 (low quality)	WL- 4.43 (low quality) SW- 5.51 (low quality)	WL- 4.43 (low quality) SW- 5.51 (low quality)	WL- 4.43 (low quality) SW- 5.51 (low quality)	WL- 4.43 (low quality) SW- 5.51 (low quality)
Floodplain Impacts (ac-ft.)	0	0	0	0	0	0	0	0	0	0	0	0	0
Section 4(f) Properties	0	0	0	0	0	0	0	0	0	0	0	0	0
Potential Historic Sites ³	0	Two historic structures (NRHP ineligible)	0	0	0	0	0	0	0	0	0	0	0
Potential Contamination (Sites)	0	10 Low Risk 3 Med. Risk ⁴	8 Low 4 Med.	8 Low 4 Med.	8 Low 4 Med.	8 Low 4 Med.	4 Low 1 Low/Med.	4 Low 1 Low/Med.	4 Low 1 Low/Med.	4 Low 1 Low/Med.	4 Low 1 Low/Med.	4 Low 1 Low/Med.	4 Low 1 Low/Med.
Potential Contamination (Ponds) ^{5,6}	0	3 Low (200A, 200B, 208) 4 Med. (205A, 205B, 205C, 205D)	4 Low (206, 206A, 206B, 207)	4 Low (206, 206A, 206B, 207)	4 Low (206, 206A, 206B, 207)	4 Low (206, 206A, 206B, 207)	9 Low (201, 202A, 202B, 202C, 202D, 203A, 203B, 204A, 204B)	9 Low (201, 202A, 202B, 202C, 202D, 203A, 203B, 204A, 204B)	9 Low (201, 202A, 202B, 202C, 202D, 203A, 203B, 204A, 204B)	9 Low (201, 202A, 202B, 202C, 202D, 203A, 203B, 204A, 204B)	9 Low (201, 202A, 202B, 202C, 202D, 203A, 203B, 204A, 204B)	9 Low (201, 202A, 202B, 202C, 202D, 203A, 203B, 204A, 204B)	9 Low (201, 202A, 202B, 202C, 202D, 203A, 203B, 204A, 204B)
Potential to Improve Traffic Operations	Low	High	Low	Low	Low	High	n/a ⁷	n/a ⁷	n/a ⁷	n/a ⁷	Low	High	Medium
Pedestrian Accommodations	Yes	n/a	Yes	Yes	Yes	Yes	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Bicycle Accommodations	No	n/a	Yes	Yes	Yes	Yes	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Parcels Impacted	0	12	0	0	0	11	9	9	8	6	7	7	12
Relocations	0	1	0	0	0	0	1	1	1	1	1	1	1
Constructability	N/A	High	High	High	High	High	High	High	High	High	High	High	High
Bridges (Area, SF)	0	123,083	38,368	51,919	78,280	60,417	233,398	224,750	390,332	346,893	183,627	246,829	245,957
Construction Cost ⁸	\$0	\$127.2M	\$14.9M	\$29.7M	\$31.0M	\$32.4M	\$110.4M	\$106.7M	\$160.9M	\$141.6M	\$100.1M	\$123.3M	\$139.5M

Notes: This document is a working draft; data provided is a work in progress and may be updated or replaced. ¹This table illustrates impacts from the proposed improvements for the I-4 Mainline build alternative and comparatively shows any additional impacts from the various interchange alternative options. *Alternative #** - designates the recommended alternative.

Abbreviations: Parcel-Partial Cloverleaf DDI- Diverging Diamond Interchange, SPLUI- Single-Point Urban Interchange, ROW- Right-of-Way, ac-ft- acre-feet, SSV- Stormwater Storage Vault, SF- square feet.

²Based on preferred pond sites as determined in the Pond Siting Report (August 2016).

³Low Quality, UMAM score between 0 and 0.40.

⁴Historic sites constructed before 1971 within APE (Area of Potential Effect), which includes existing ROW along I-4 and within 330' from proposed ROW and proposed pond footprints plus 100' buffer.

⁵One of these sites is a Ground Water Contamination Plume which contains numerous other sites in addition to ponds 205A, 205B, 205C & 205D.

⁶All pond sites listed are recommended, except Ponds 200A, 205A & 205B which are pond alternatives.

⁷Based on Level 2 CIAR, asbestos debris will require special handling, characterization and disposal provisions at Pond sites 206, 206A & 206B considered high risk based on potential groundwater impacts at the historical 7-Eleven facility located near pond site 206.

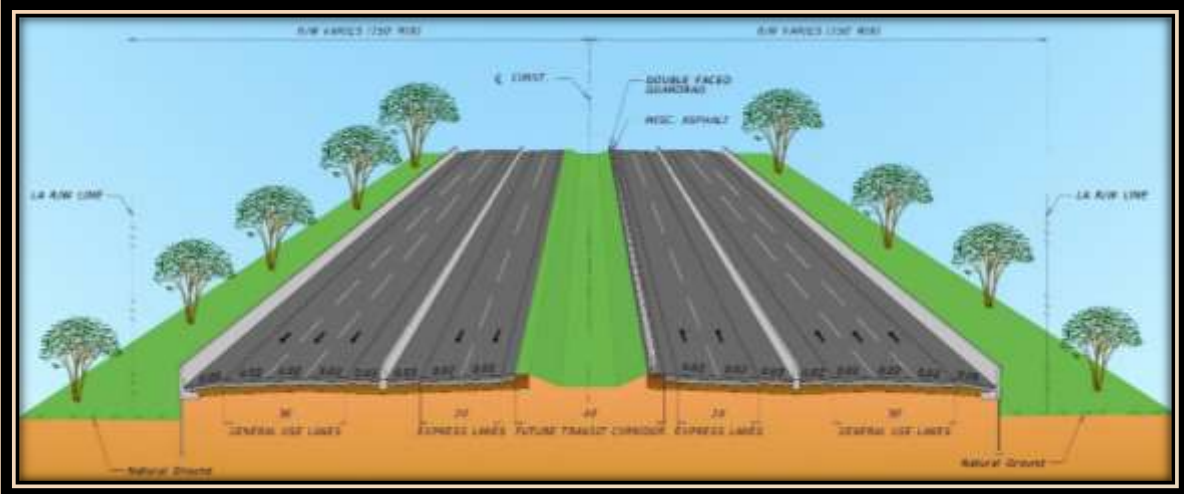
⁸Some alternatives were removed from further consideration due to roadway geometric design constraints, operational deficiencies, inter-agency coordination indicating other preferences and/or being cost-prohibitive, and no further traffic analysis was completed.

⁹Construction costs are preliminary as determined by the Engineer's Estimate included in Appendix C shown in millions of dollars.

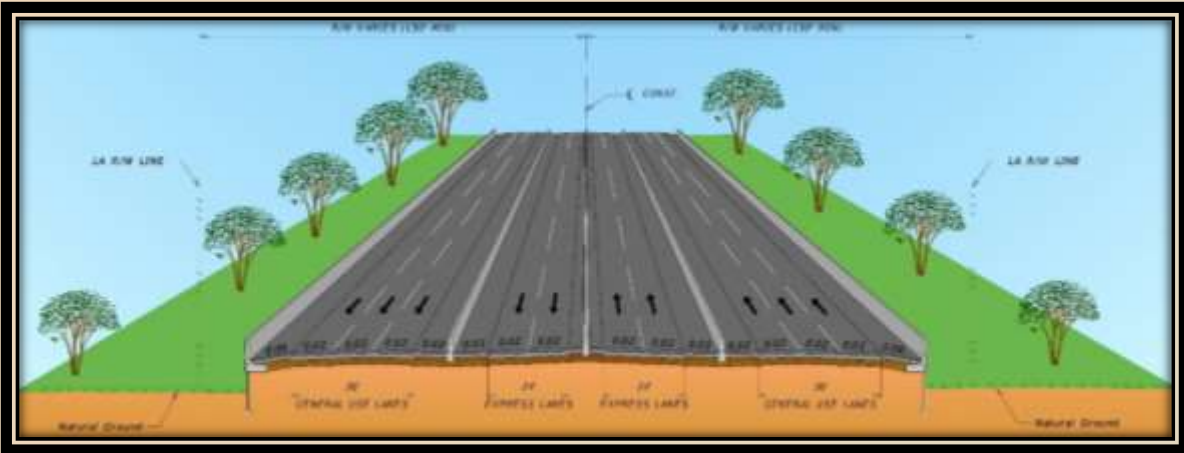




Proposed Roadway Typical Section



East of Central Florida Parkway to SR 528 (Design Speed = 70 MPH)
 6 General Use Lanes + 4 Express Lanes with Rail Corridor



SR 528 to West of SR 435 (Design Speed = 70 MPH)
 6 General Use Lanes + 4 Express Lanes





Recommended Alternative

- I-4 Mainline from W. of SR 528 to W. of SR 435

- 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



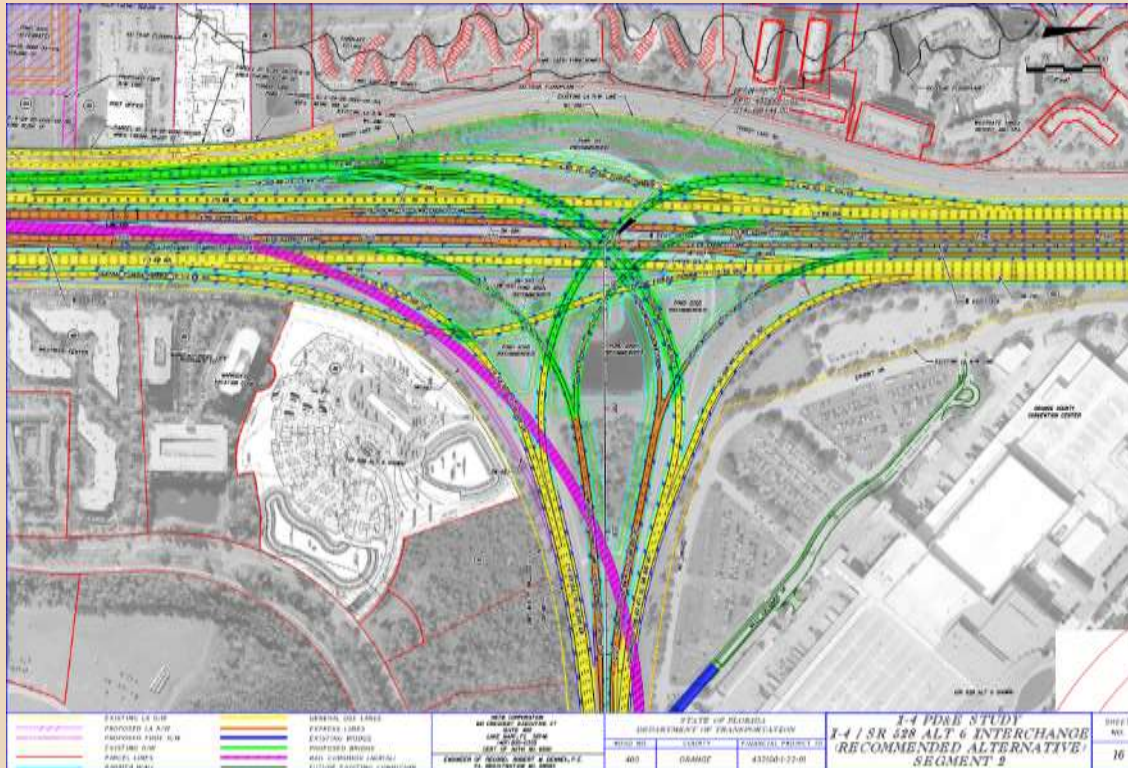


Recommended Alternative

- SR 528 (Beachline Expressway) Interchange

Recommended Alternative:

- Systems Interchange which maintains freeway terminal junction design
- Provides direct connect access between I-4 express lanes and general use lanes and SR 528 express lanes and general use lanes
- Maintains the westbound Collector-Distributor roadway
- Realignment of Turkey Lake Road
- Additional right-of-way is required



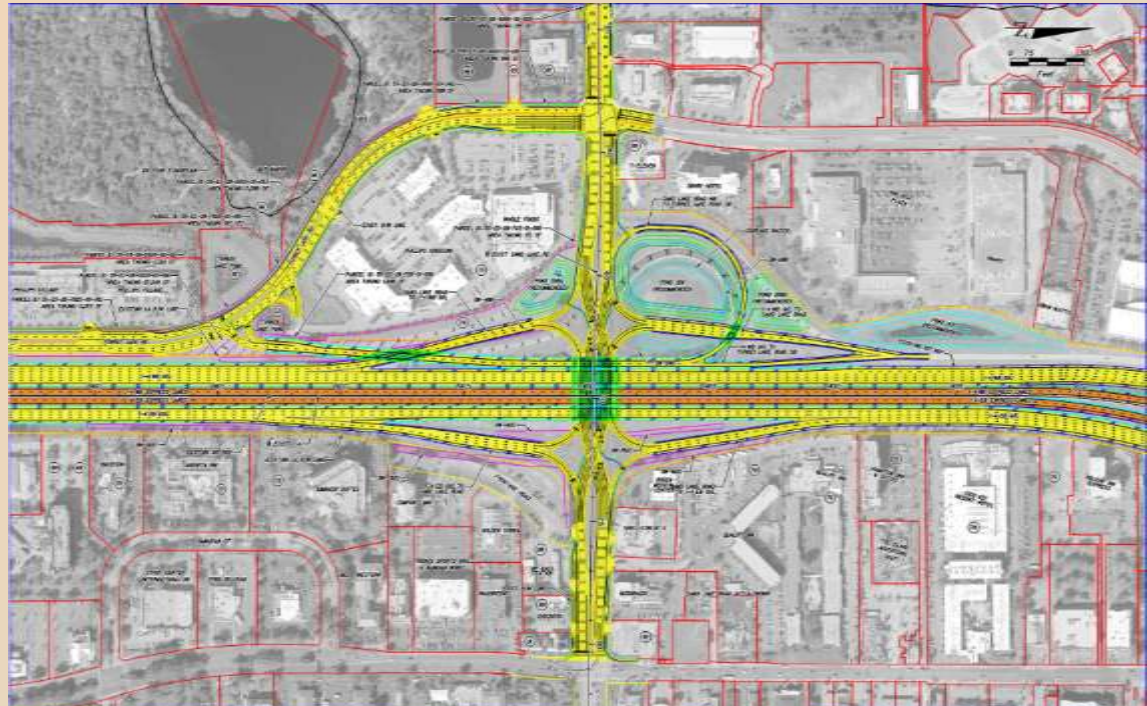
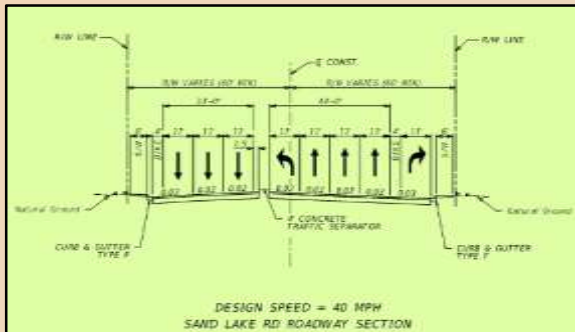
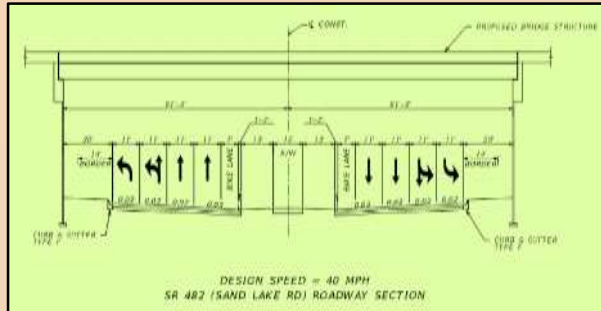


Recommended Alternative

- SR 482 (Sand Lake Road) Interchange

Recommended Alternative:

- Diverging Diamond Interchange (DDI) with loop ramp in northwest quadrant
- A new connection from the I-4 westbound off ramp will intersect Turkey Lake Road, eliminating the need for left turns at the SR 482 & Turkey Lake Road intersection
- Turkey Lake Road will be improved to include three northbound lanes
- Additional right-of-way is required



<p>PROPOSED 40 MPH PROPOSED 35 MPH EXISTING 40 MPH EXISTING 35 MPH PROPERTY LINES EXISTING DRIVE</p>	<p>NEW CONCRETE W/ OVERPASS W/ OVERPASS NEW CONCRETE W/ OVERPASS NEW CONCRETE W/ OVERPASS NEW CONCRETE W/ OVERPASS</p>	<p>TRAFFIC SIGN TRAFFIC SIGN TRAFFIC SIGN TRAFFIC SIGN TRAFFIC SIGN TRAFFIC SIGN TRAFFIC SIGN TRAFFIC SIGN</p>	<p>UTILITY LINES UTILITY LINES UTILITY LINES UTILITY LINES</p>	<p>STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION</p> <p>ROAD NO. 482 COUNTY ORANGE PROJECT NO. 43700-1-01-02</p>	<p>I-4 PM&E STUDY I-4 / SAND LAKE INTERCHANGE (RECOMMENDED ALTERNATIVE) SEGMENT 3</p>	<p>37</p>
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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 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

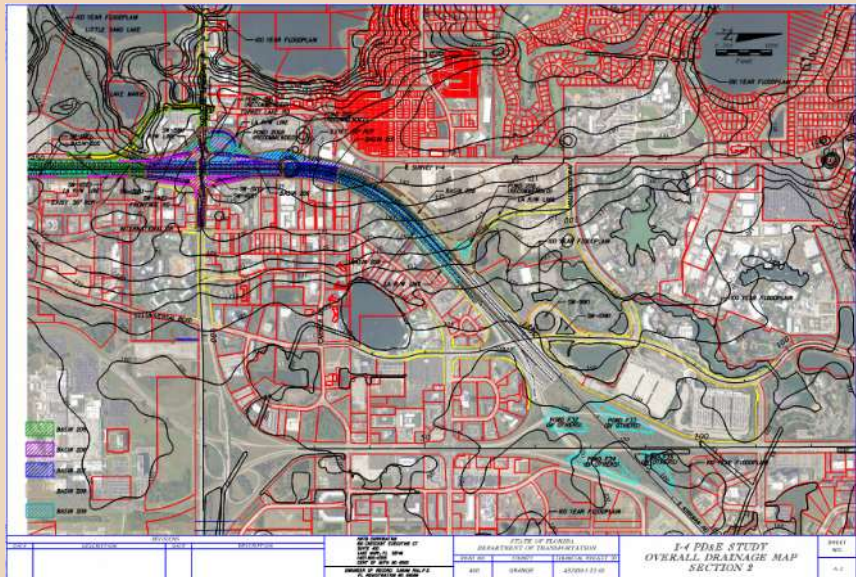
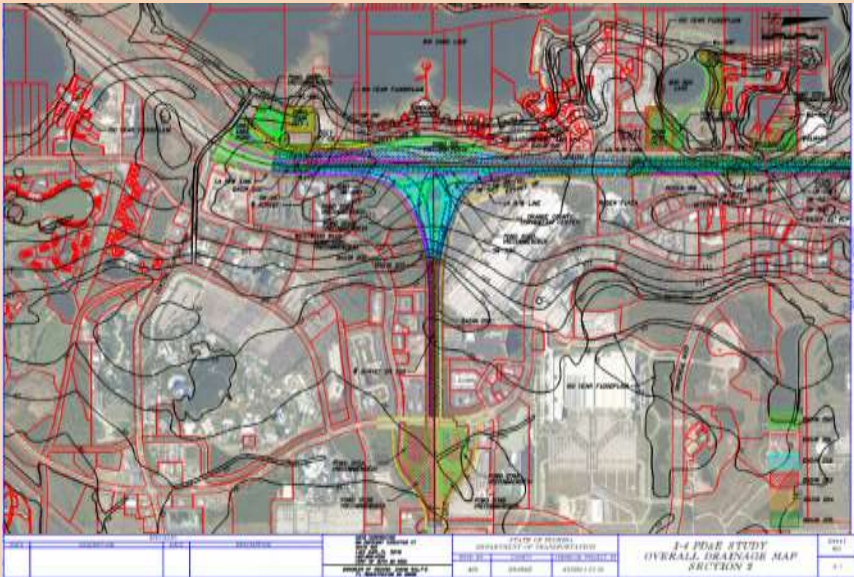
Right-of-Way Acquisition and Cost

Pond Site Design Criteria

- Governed by the rules and criteria set forth by the South Florida Water Management District (SFWMD) and the FDOT.
- Water Quality and Pond Recovery
 - Wet Detention
 - Dry Retention
- Water Quantity
 - Open Basin
 - Closed Basin (with and without outfall)
- Pond Design
 - Minimum horizontal clearance
 - Rounded corner radii
 - Minimum 1-foot of freeboard



Recommended Pond Site Locations



There are a total of ten basins within the project limits which will require 21 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

- An 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 178 shovel tests
- No artifacts were recovered from any of the 135 shovel tests,
- Two archaeological occurrences were identified; neither meet the criteria for significance required for inclusion in the National Register of Historic Places (NRHP)
- Two historic resources constructed before 1971 located within the I-4 Segment 2 APE; neither are recommended eligible for NRHP inclusion
- No adverse effects to any cultural resources are anticipated

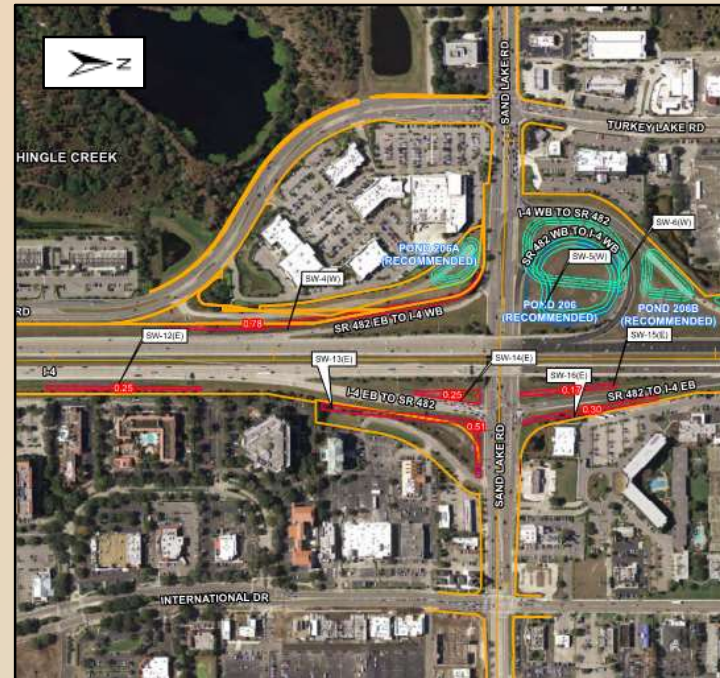
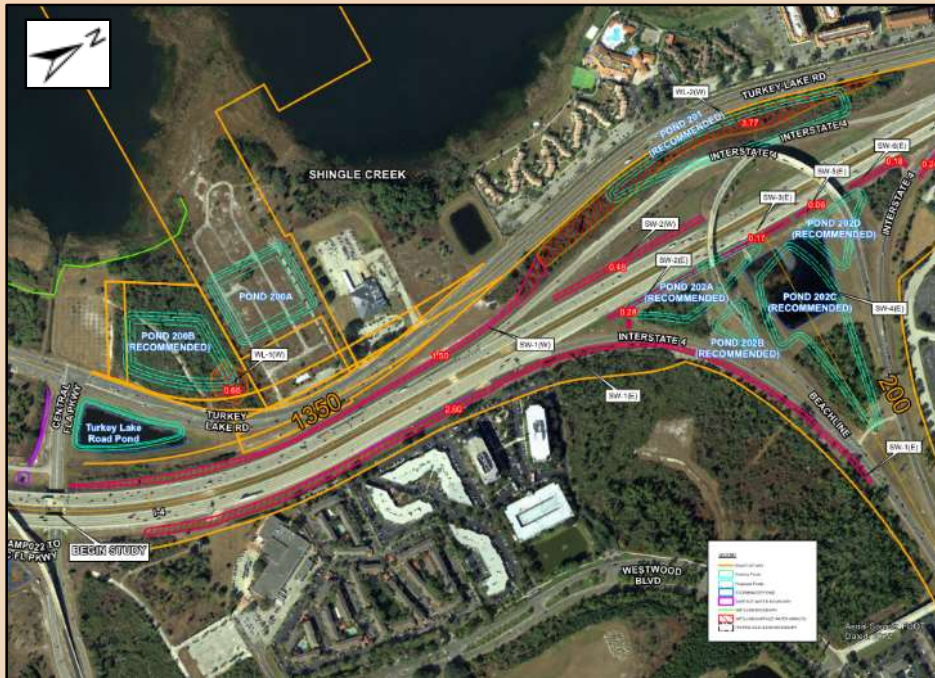


Resource 8OR10249, ca. 1962 Masonry Vernacular Dwelling



Wetlands

- In accordance with Executive Order 11990 “Protection of Wetlands”
 - Estimated 4.43 Acres of Direct Wetland Impacts
 - Estimated 9.32 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 52 animal species and 56 plant species that may potentially occur within Orange County
- Pedestrian and full cover board surveys were performed for the sand skink; no sand skinks were observed in the project survey areas
- The proposed I-4 Segment 2 project either has a “no effect” or “may affect, not likely to adversely affect” designation for federal or state listed species



Water Quality

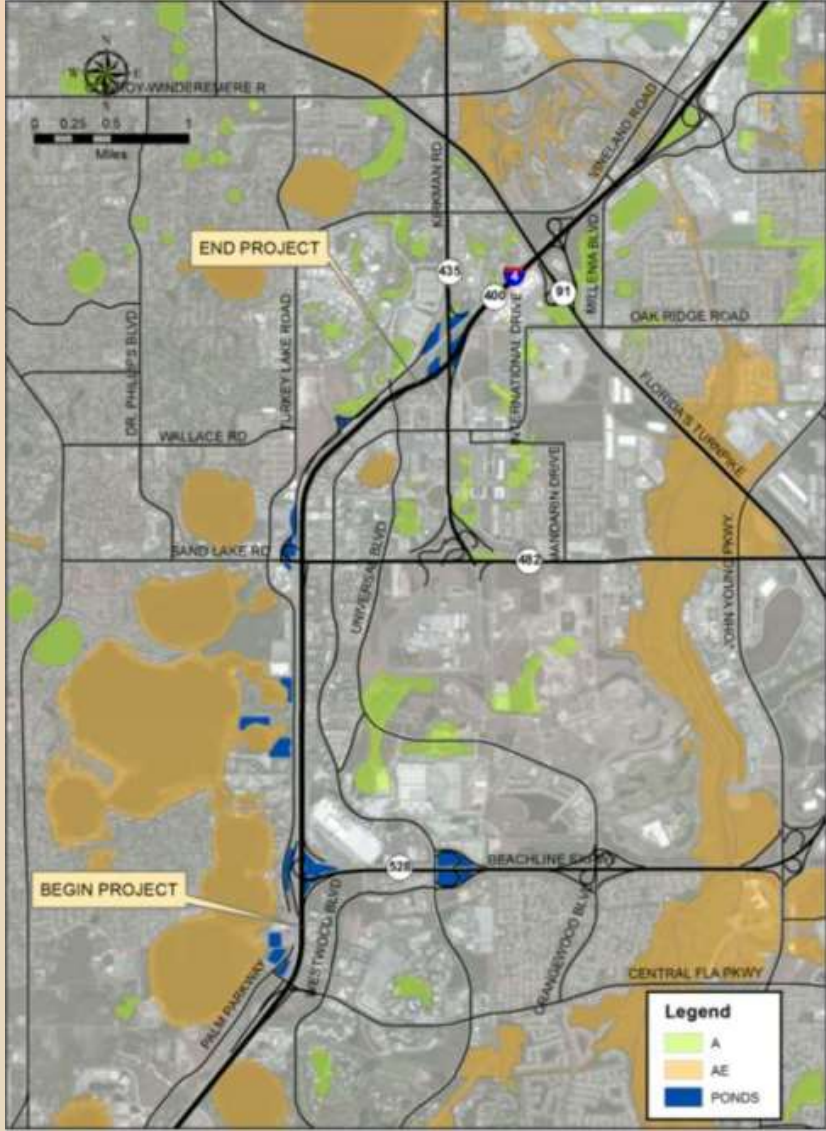
- The proposed stormwater facilities will be designed to meet the current requirements of the South Florida Water Management District
- Stormwater treatment will be provided by wet detention ponds which may be on-site or off-site





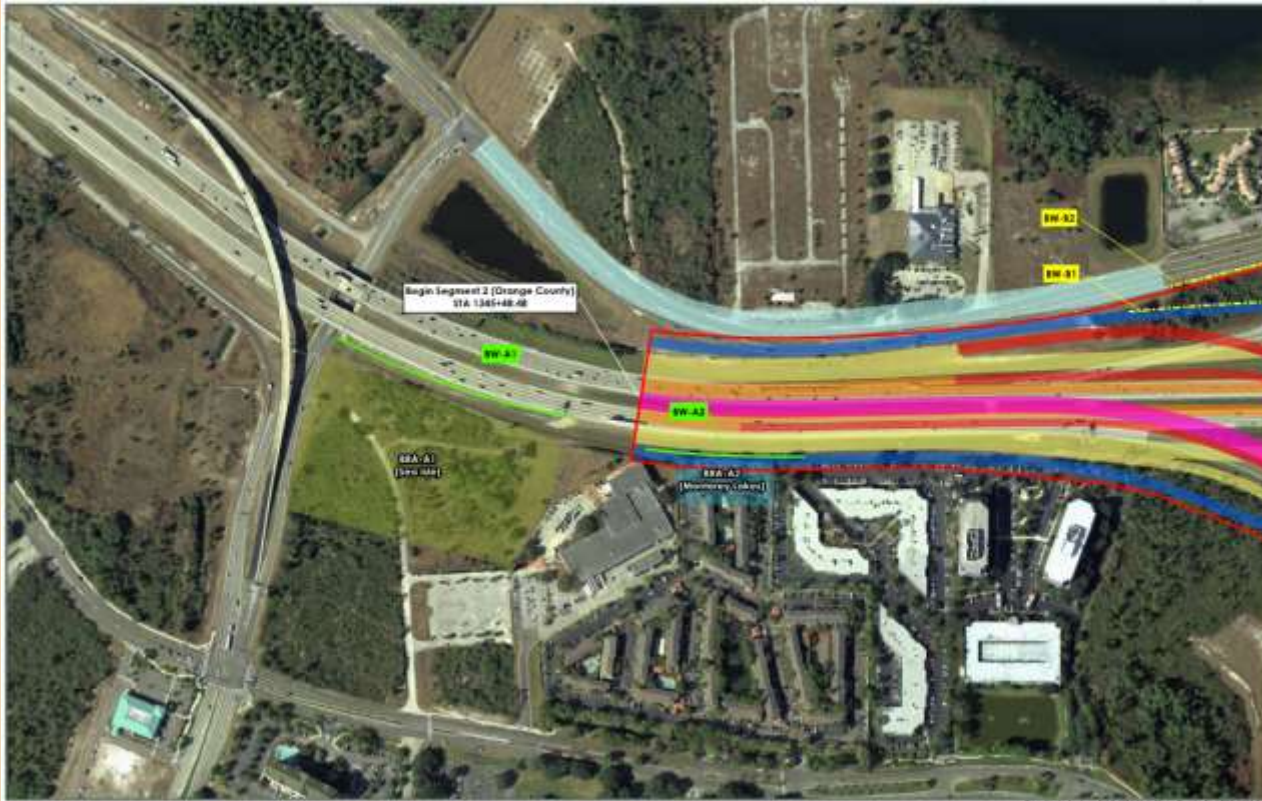
Floodplains

- In accordance with Executive Order 11988 “Floodplain Management”
- No floodplain impacts are anticipated



Noise Analysis

- In accordance with the Code of Federal Regulation Part 772
- A 22-ft tall, 440-ft long ground-mounted noise barrier is reasonable and cost feasible on the east side of I-4, adjacent to the McKinley at Monterey Lakes Apartments.

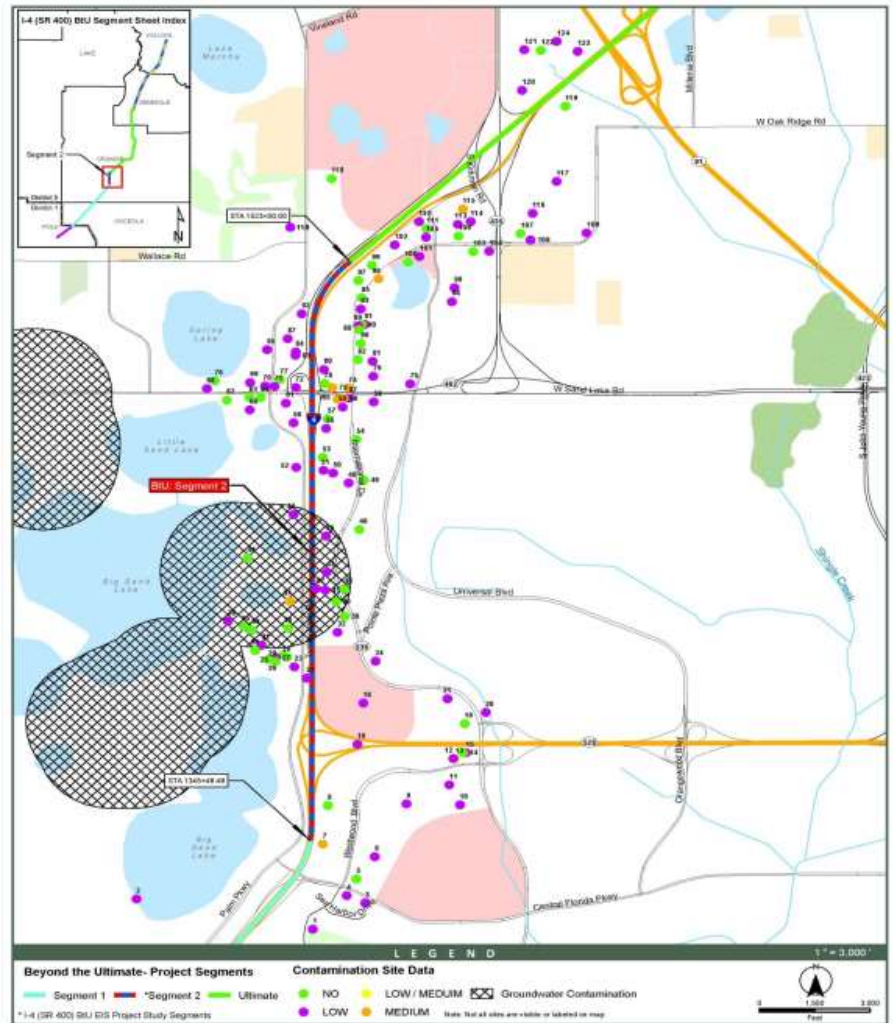




Potential Contamination Sites

- 124 sites identified as potential contamination sites
- None rated high risk, 9 rated medium risk and 115 rated no or low risk
- Out of 20 proposed potential pond sites, four were rated medium risk and none were rated high risk
- 16 pond sites rated as low risk

115 sites are rated as No Risk or Low Risk for potential contamination



- 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



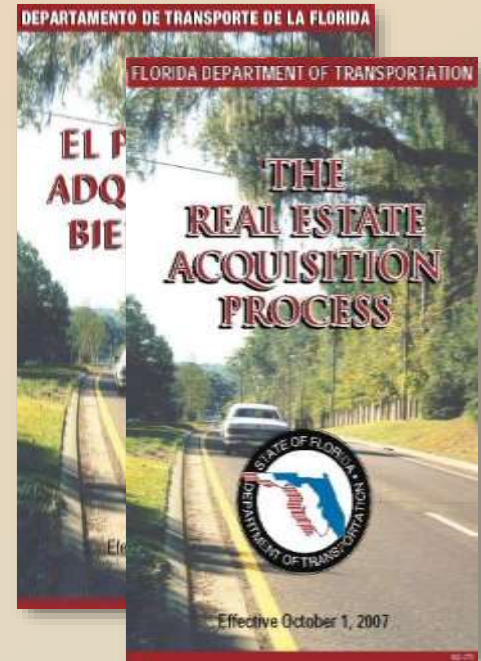


Right-of-Way Requirements

- Approximately nine (9) acres of additional right-of-way is anticipated for roadway improvements
- Approximately 16 acres of additional right-of-way is anticipated for off-site ponds
- 2 potential relocations (1 residential, 1 public facility) are anticipated

Florida Statute 330.09

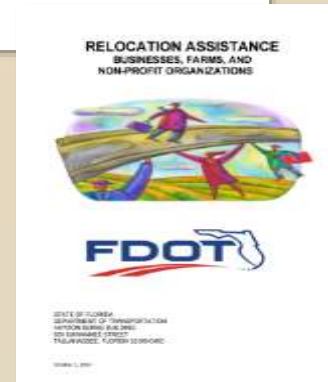
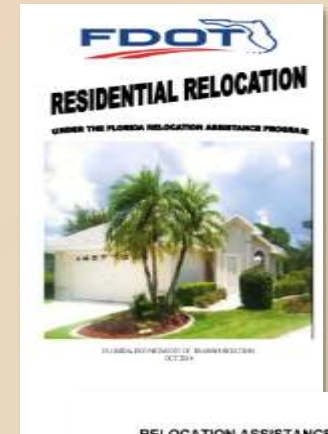
Federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970
(Public law 91-646 as amended by public law 100-17)





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 2	
Item	Cost
LRE	\$217,153,689.33
MOT (10%)	\$21,715,368.93
Mobilization (10%)	\$23,886,905.83
Project Unknowns (15%)	\$39,413,394.61
Project Non-Bid Subtotal	\$150,000.00
Construction Subtotal	\$302,319,358.70
Design (8%)	\$24,185,548.70
CEI (8%)	\$24,185,548.70
ROW	\$43,371,686.00
Utilities	\$6,200,000.00
Permits	\$1,000,000.00
Total	\$401,262,142.10

*Subject to Change



Schedule and Funding

- **Obtain Environmental Impact Statement Update approval; Record of Decision from the FHWA**
 - Anticipated end October 2016
- **Design**
 - Funded FY2016
- **Right-of-Way Purchase**
 - Funded FY2022-FY2026
- **Utilities**
 - Funded FY2025
- **Construction**
 - Funded FY2025
- **Construction Engineering and Inspection (CEI)**
 - Funded FY2025



Draft Study Documents

- Draft documents were available for review starting September 19, 2016 and will remain on display until October 20, 2016 at:
 - Orange County Public Library, Southwest Branch, located at 7255 Della Drive, Orlando, FL 32819
 - 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

SPEAKER REQUEST CARD
To be completed prior to making a recorded statement
PUBLIC HEARING – OCTOBER 10, 2016
I-4 BEYOND THE ULTIMATE FD&E STUDY
FROM WEST OF WEST OF SR 528 (BEACHLINE EXPRESSWAY)
TO WEST OF SR 435 (KIRKMAN ROAD)
FPID 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 3 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.

**Comment Period Ends
on October 20, 2016**

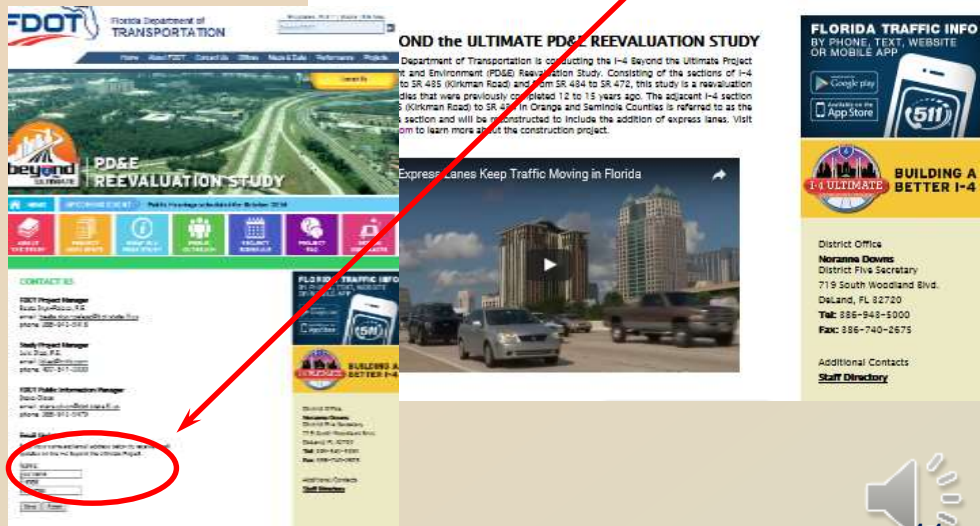
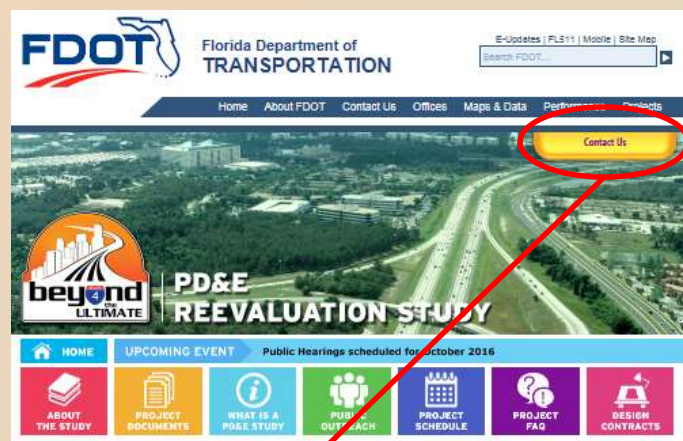




Public Comments

- 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 October 20, 2016





Thank you for attending!

PUBLIC HEARING

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

