

# WELCOME

**“BEYOND I-4 ULTIMATE”  
PD&E REEVALUATION STUDY  
FROM THE SR 528 (BEACHLINE EXPRESSWAY)  
TO SR 435 (KIRKMAN ROAD)**

**ALTERNATIVES PUBLIC MEETING  
JANUARY 30, 2014**



FPID: 432100-1



**“BEYOND I-4 ULTIMATE” PD&E REEVALUATION STUDY**  
**FROM THE BEACHLINE EXPRESSWAY TO KIRKMAN ROAD**  
FPID: 432100-1-22-01

**PROVIDE COMMENTS**

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**FDOT** "BEYOND I-4 ULTIMATE" PD&E REEVALUATION STUDY FROM THE BEACHLINE EXPRESSWAY TO KIRKMAN ROAD FPID: 432100-1-22-01 INTERSTATE 4 ULTIMATE & BEYOND

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, or send to the address below. Comments are also acceptable through the project website. Written comments, exhibits and/or statements must be postmarked or e-mailed no later than February 13, 2014.

PLEASE RETURN COMMENTS TO:  
Beata Styś-Pałasz, P.E., Project Manager  
Florida Department of Transportation - District Five

✉ Florida Department of Transportation  
719 S. Woodland Boulevard  
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Name \_\_\_\_\_  
Address \_\_\_\_\_  
Phone Number \_\_\_\_\_  
Email \_\_\_\_\_

ALTERNATIVES PUBLIC MEETING JANUARY 30, 2014

Written comments can be left tonight or mailed in by February 13, 2014



# PROJECT SCHEDULE

Segment 2	2013			2014				2015
	Spring	Summer	Fall	Winter	Spring	Summer	Fall	Winter
Public Involvement Activities	Spring	Summer	Fall	Winter	Spring	Summer	Fall	Winter
Public Involvement Plan	●							
Website	■							
SECTION 2 (SR 528 to Kirkman Rd)								
Alternatives Public Meeting				★				
Public Hearing						★		
LDCA							○	

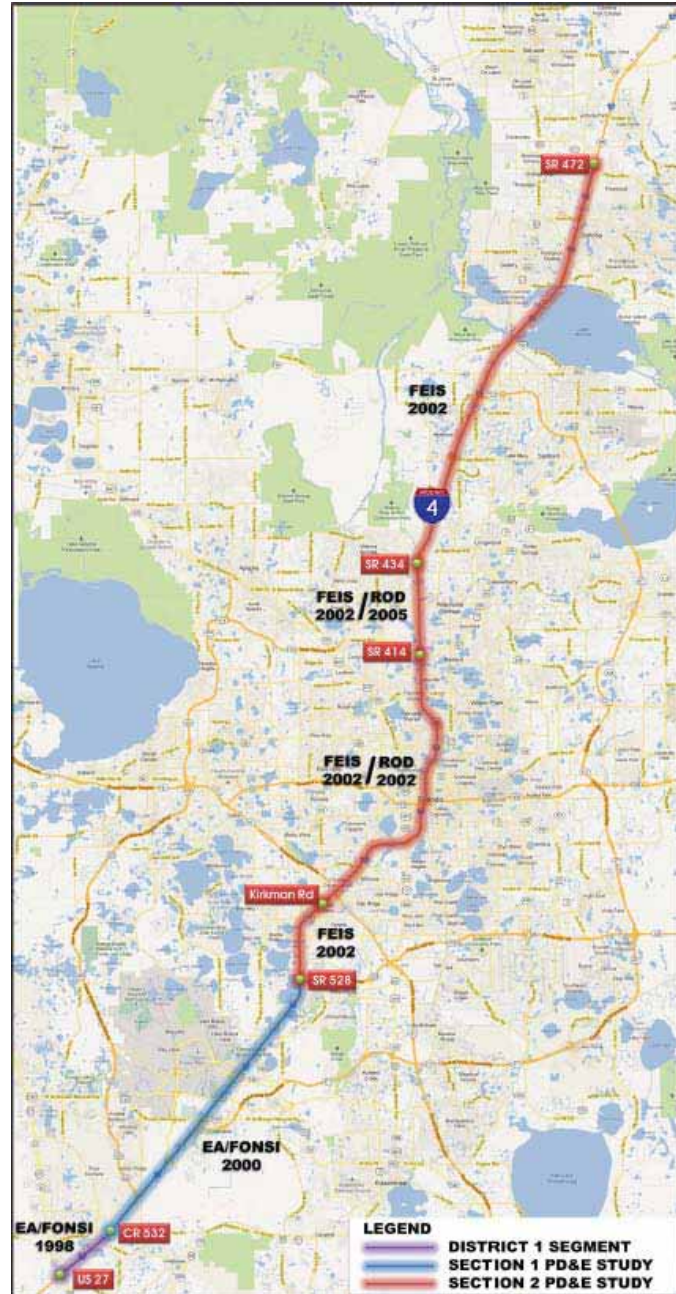




# “BEYOND I-4 ULTIMATE” PD&E REEVALUATION STUDY

FPID: 432100-1-22-01

# DOCUMENTATION



Reevaluation Segment	EA	FONSI	FEIS	ROD	Pending ROD
A = US 27 to CR 532	X	X			
B = CR 532 to SR 528	X	X			
C = SR 528 to SR 435 (Kirkman Rd)			X		X
D = SR 435 (Kirkman Rd) to SR 434			X	X	
E = SR 434 to SR 417/SR 429			X		X
F = SR 417/429 to SR 472			X		X

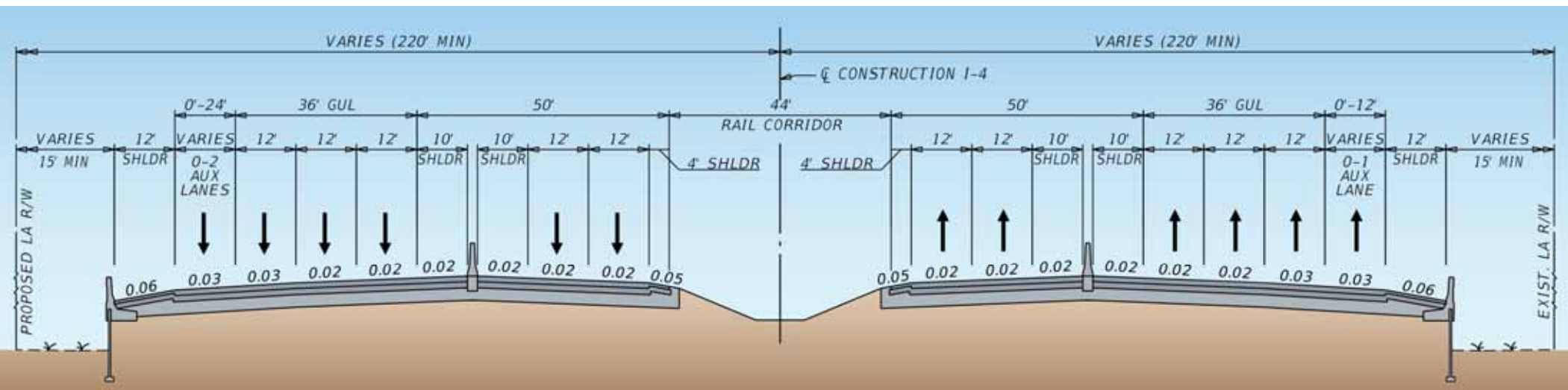
## Summary of National Environmental Protection Act (NEPA) Documentation

- Environmental Assessment (EA) - Document that is prepared to determine the significance of impacts of a transportation project. If there are no significant impacts, a FONSI is prepared. If there are significant impacts, an EIS is prepared.
- Finding Of No Significant Impact (FONSI) - A FONSI is issued when the environmental analysis and interagency review during the EA process find a project to have no significant impacts on the quality of the environment.
- Final Environmental Impact Statement (FEIS) - NEPA requires Federal agencies to prepare EIS's for major Federal actions that significantly affect the quality of the human environment. An EIS is a full disclosure document that details the process through which a transportation project was developed, includes consideration of a range of reasonable alternatives, analyzes the potential impacts resulting from the alternatives, and demonstrates compliance with other applicable environmental laws and executive orders.
- Record of Decision (ROD) - The ROD is the final step in the EIS process and identifies the selected alternative, presents the basis for the decision, identifies all the alternatives considered, specifies the "environmentally preferable alternative," and provides information on the adopted means to avoid, minimize and compensate for environmental impacts.

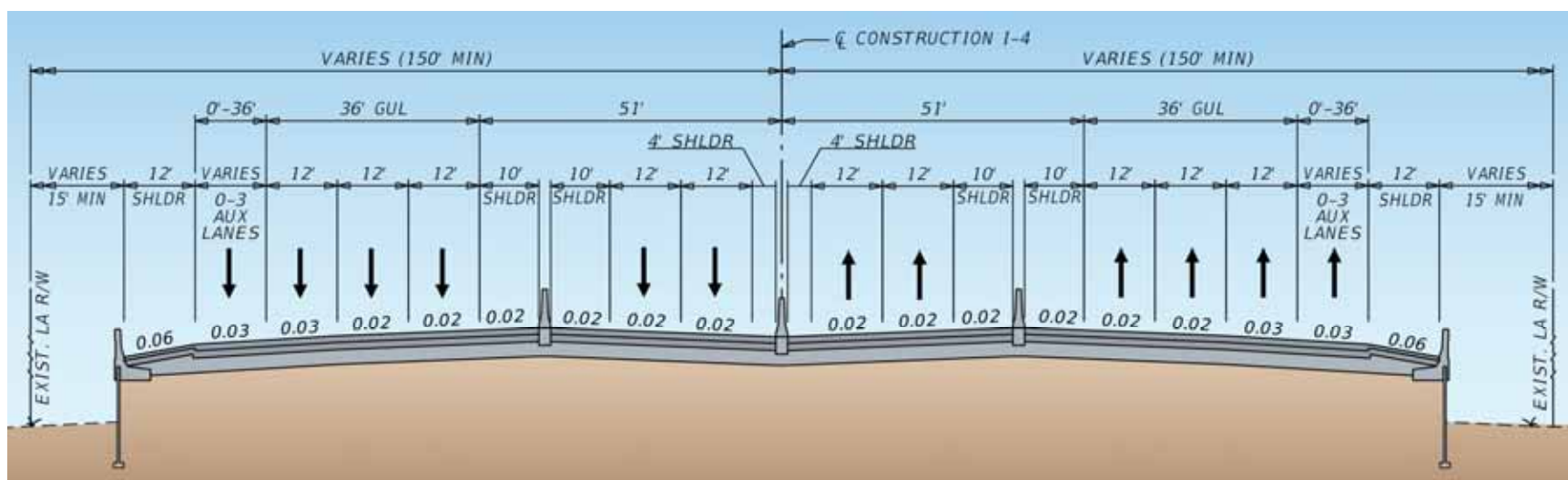


# TYPICAL SECTIONS

From West of the Beachline Expressway to the Beachline Expressway  
(with rail envelope)



From the Beachline Expressway to Kirkman Road  
(without rail envelope)





# EVALUATION OF ALTERNATIVES

Summary of Impacts†	I-4 Mainline	SR 482 (Sand Lake Road) Interchange		SR 528 (Beachline Expressway) Interchange			
		Alternative 1	Alternative 2	Alternative 1	Alternative 2	Alternative 3	Alternative 4
<b>Roadway R/W Area to be acquired</b>	None	None	None	4.51 Acres	4.09 Acres	4.04 Acres	3.44 Acres
<b>Pond R/W Area to be acquired</b>	60.83 Acres	No additional R/W required	No additional R/W required	No additional R/W required	No additional R/W required	No additional R/W required	No additional R/W required
<b>Impacted Noise Sensitive sites</b>	Noise Report Pending	Noise Report Pending	Noise Report Pending	Noise Report Pending	Noise Report Pending	Noise Report Pending	Noise Report Pending
<b>Wetland Impacts</b>	None	None	None	Total Area within R/W: 5.72 Acres Proposed Impacts: 4.27 Acres	Total Area within R/W: 5.72 Acres Proposed Impacts: 4.27 Acres	Total Area within R/W: 5.72 Acres Proposed Impacts: 4.27 Acres	Total Area within R/W: 5.72 Acres Proposed Impacts: 4.27 Acres
<b>Floodplain Impacts</b>	None	None	None	None	None	None	None
<b>Section 4(f)</b>	N/A – No Section 4(f) properties impacted	0	0	0	0	0	0
<b>Potential Historic Sites</b>	No historic structures constructed before 1969 within APE.*	0	0	0	0	0	0
<b>Potential Contamination Sites</b>	1 Low Risk Site in Roadway R/W Ponds Outside of R/W: 200-A/B – Low Risk 205-A/B – Medium Risk	1 Low Risk Site w/in Roadway R/W	1 Low Risk Site w/in Roadway R/W	2 Low Risk Sites w/in Roadway R/W	2 Low Risk Sites w/in Roadway R/W	2 Low Risk Sites w/in Roadway R/W	2 Low Risk Sites w/in Roadway R/W
<b>Length of Bridges</b>	185 ft.	176 ft.	252 ft.	7,397 ft.	4,893 ft.	4,480 ft.	6,832 ft.
<b>Construction Cost**</b>	\$61,250,000	\$41,200,000	\$50,600,000	\$210,000,000	\$190,000,000	\$275,000,000	\$210,000,000

\*APE – Area of Potential Effect includes 330' from proposed R/W and pond footprints plus 100' buffer.

†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.

\*\*Construction costs are preliminary.

