





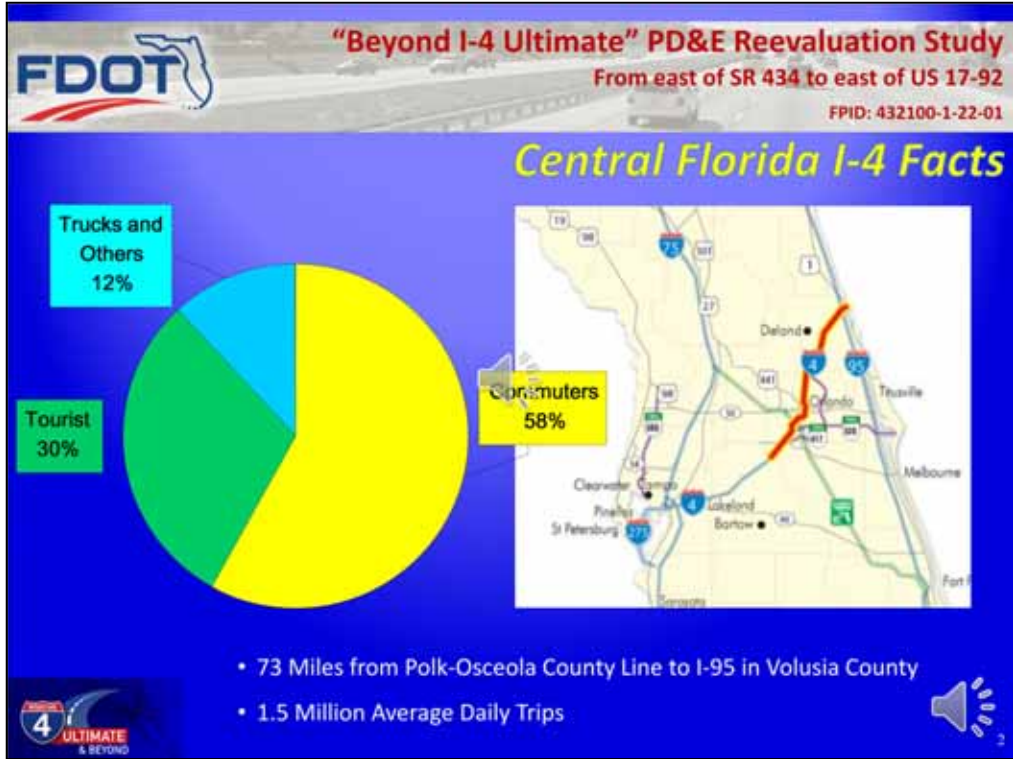
**ALTERNATIVES PUBLIC MEETING**  
**March 20, 2014**



**“BEYOND I-4 ULTIMATE”  
PD&E REEVALUATION STUDY**  
From east of SR 434 to east of US 17-92  
Seminole County  
FPID: 432100-1-22-01




The Florida Department of Transportation welcomes you to the Alternatives Public Meeting for the “Beyond I-4 Ultimate” project development and environment reevaluation study (or PD&E study).





Interstate 4 extends across the state of Florida from Tampa to Daytona Beach. The Central Florida portion from the Polk/Osceola County Line to Interstate 95 in Volusia County is approximately 73 miles in length. There's an average of 1.5 million daily trips on I-4, with 58% of those trips being commuters.

**FDOT** **"Beyond I-4 Ultimate" PD&E Reevaluation Study**  
From east of SR 434 to east of US 17-92  
FPID: 432100-1-22-01

### Study Background



- Studies from US 27 to SR 472 previously completed
- SR 435 (Kirkman Road) to SR 434
  - Received Federal Highway approval
  - I-4 Ultimate Section



This study is a reevaluation of PD&E studies that were previously done 12 to 15 years ago. The section from State Road 435 (Kirkman Road) to State Road 434 in Orange and Seminole Counties received approval from the Federal Highway Administration and construction will begin later this year. This segment is referred to as the I-4 Ultimate Section and will be reconstructed to include the addition of express lanes.

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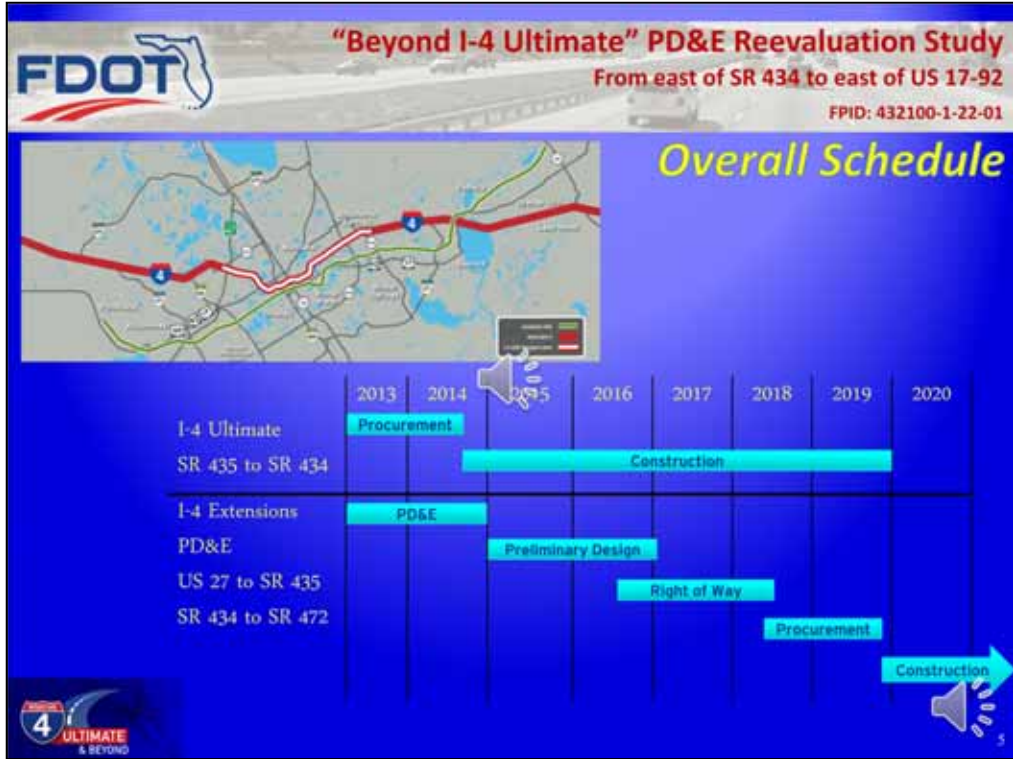
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**Study Background**

- Segment 1
  - CR 532 (Polk/Osceola County Line to SR 528 (Beachline Expressway)
- Segment 2
  - SR 528 (Beachline Expressway) to SR 435 (Kirkman Road)
- **Segment 3**
  - **SR 434 to US 17-92**
- Segment 4
  - US 17-92 to SR 472
- Segment 5
  - US 27 to CR 532 (Polk/Osceola County Line )

**4 ULTIMATE & BEYOND**

FDOT is updating the previously approved documents to extend the express lanes beyond the I-4 Ultimate section, from US 27 in Polk County to State Road 435 (Kirkman Road) in Orange County and from State Road 434 in Seminole County to State Road 472 in Volusia County. These 40 miles of I-4 have been further broken down into 5 segments shown here. Tonight we are focusing on Segment 3, from east of SR 434 to east of US 17-92 in Seminole County.



The I-4 Ultimate section will be under construction this year and is expected to be completed by the end of two thousand nineteen. The PD&E reevaluation studies of the extensions will be completed and Federal Highway approval is expected by the end of this year. The extensions will move into design, following approval of the environmental documents.

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## *Purpose and Need*

- Match the I-4 Ultimate section
  - Previous studies evaluated two HOV lanes
  - Environmental aspects need to be reevaluated
  - New pond locations
  - Noise Walls




**4 ULTIMATE & BEYOND**

FDOT is doing this reevaluation in order to match the I-4 Ultimate section. The previous evaluation and documents assumed two high occupancy vehicle lanes in addition to the general use lanes. The current concept considers four express lanes. Many of the environmental regulations have changed and we'll look at environmental aspects to make sure current guidelines are still met. Many of the pond locations that were previously vacant land, have been developed. New pond locations will be evaluated. The need for noise walls along the corridor will also be evaluated.

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## Purpose and Need

- The PD&E Reevaluation will address
  - Express Lanes
  - Access Modifications
  - Environmental
  - Engineering
  - Public Involvement
  - R/W Evaluation



The PD&E reevaluation will address the addition of express lanes, access modifications, environmental and engineering aspects, public involvement and right-of-way evaluations.

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## Environmental

- Physical Environment
  - Noise
  - Contamination
  - Cultural Resources
  - Natural Environment
  - Wetlands
  - Threatened and Endangered Species
- Social Issues







There are no specific environmental concerns along the I-4 corridor at this time. A noise analysis is being performed to assess the impact associated with potential improvements. Any areas not meeting federal noise standards will need to be mitigated for. Impacts to wetlands and floodplains will also be minimized.



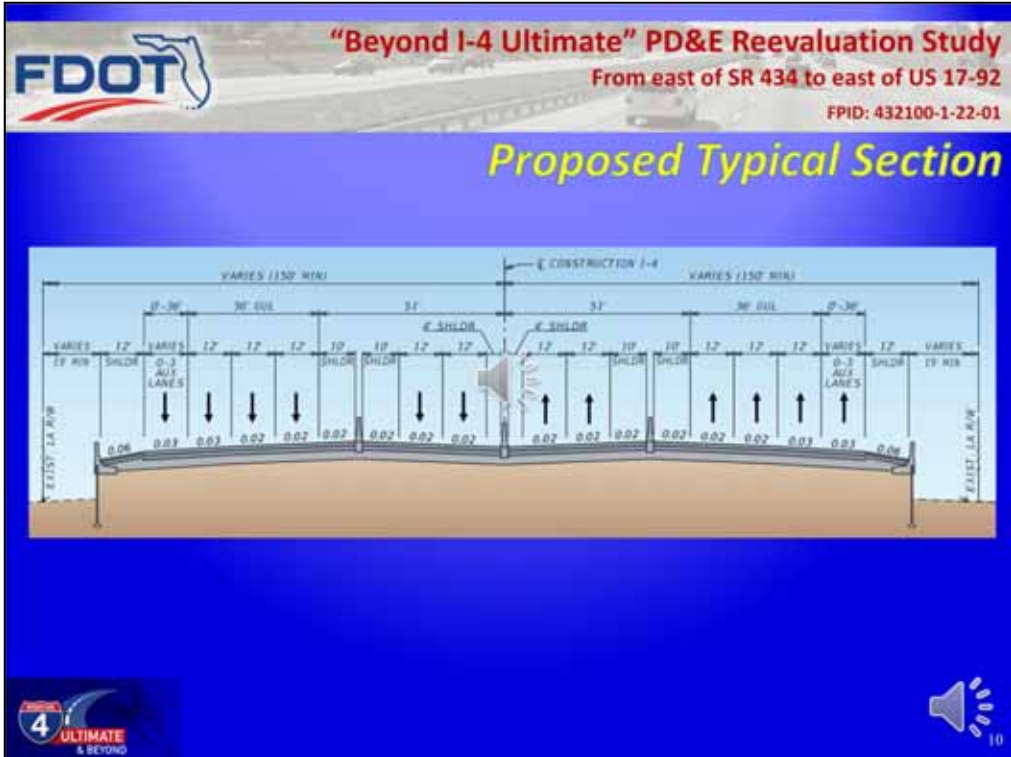
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**Engineering**


- Traffic
- Geometry
- Structures
- Drainage
- Constructability



Several engineering aspects will be evaluated, including traffic, roadway geometry, structures, drainage and constructability.





The proposed typical section for the I-4 improvements is shown here. The typical section consists of four express lanes in the middle, three general use lanes on either side and one auxiliary lane between interchanges where needed.



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### Overview of Express Lanes

- Express Lanes are an innovative solution to manage traffic congestion and provide choices for travelers
- Variable toll pricing based on the level of congestion in the adjacent non-tolled general purpose lanes
  - Means the toll goes up or down depending on the traffic volume
  - The toll will be higher during peak periods when demand is greater and lower during non-peak periods when the demand is less
  - Congestion pricing helps maintain traffic flowing freely by monitoring the number of vehicles using the express lanes
- Provides more reliable travel options for motorists.



What are Express lanes? Express lanes are an innovative solution to manage traffic congestion and provide choices to drivers. The express lanes will include variable toll pricing based on the level of congestion in the general use lane. This means the tolls goes up or down depending on the traffic volumes. The toll would be higher during peak periods when demand is greater and lower during non-peak periods when the demand is less. This helps maintain traffic flowing freely by monitoring the volume of traffic using the express lanes. Express lanes can provide more reliable travel options for motorists.

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## Development of Alternatives

- Practical design solutions
- Traffic operations
- Minimize right of way impacts
- Consistent with core section
- Ponds
- Addresses environmental impacts
- Business rule variables for express lanes
  - Interchanges direct access
  - Slip ramps
  - Conceptual signing plan

**4 ULTIMATE & BEYOND**

In the development of alternatives, practical design solutions were used to maximize traffic operations, minimize right of way impacts, maintain consistency with the I-4 Ultimate section, evaluated pond impacts and address potential environmental impacts. All alternatives followed the business rule variables for express lanes by maintaining direct access at interchanges with toll facilities, providing slip ramps for access and evaluating the conceptual signing plan that would be needed for the improvements.

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## Development of Alternatives

BR-400 (I-4) Segment 3  
 US 17 / 92 ALTERNATIVE 3 (INTERSECTION IMPROVEMENTS)

BR-400 (I-4) Segment 3  
 US 17 / 92 ALTERNATIVE 4 (SPUR-Y-INTERSECTION)








**I-4 ULTIMATE & BEYOND**

Several alternative interchange concepts were developed for the US 17/92 interchange. A few are shown here. These and other concepts are also shown in more detail on boards throughout the room tonight.


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### Preliminary Drainage Analysis

- Multiple Ponds per Drainage Basin
- Pond Location Evaluation Measures
  - Constructability
  - Maintainability
  - Environmental
  - Cultural
  - Contamination
  - Right-of-Way Costs
  - Utility
- No Preferred Sites Selected
- Early agency coordination avoids surprises





A preliminary drainage analysis is being performed to determine the best viable pond locations. At this time, alternative pond sites have been identified, however no preferred sites have been selected yet.



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## Alternatives Evaluation

Summary of Impacts	Mainline	Lake Mary Boulevard Interchange			US 17-92 Interchange				
		Alt. 1	Alt. 2	Alt. 3	Alt. 1	Alt. 2	Alt. 3	Alt. 4	Alt. 5
Roadway R/W Area	0.12 acres	0.00 acres	0.00 acres	0.00 acres	9.82 acres	9.82 acres	9.82 acres	9.82 acres	5.14 acres
Pond R/W Area	18.8 acres	No Add'l ROW	No Add'l ROW	No Add'l ROW	No Add'l ROW	No Add'l ROW	No Add'l ROW	No Add'l ROW	No Add'l ROW
Wetland Impacts	0.21 acres	None	None	None	0.1 acres	6.3 Acres	6.4 Acres	6.5 Acres	4.1 acres
Bridges (Area)	557,813 sq ft	57,339 sq ft	86,988 sq ft	66,022 sq ft	45,028 sq ft	89,530 sq ft	113,795 sq ft	98,470 sq ft	123,500 sq ft
Construction Costs	\$491M	\$32M	\$37M	\$48M	\$102M	\$130M	\$141M	\$132M	\$138M

Alternative design concepts for the Lake Mary Boulevard and US 17/92 Interchanges were evaluated and a summary of the evaluation is shown here. Display boards are provide here tonight for a closer review of the results of the analyses.

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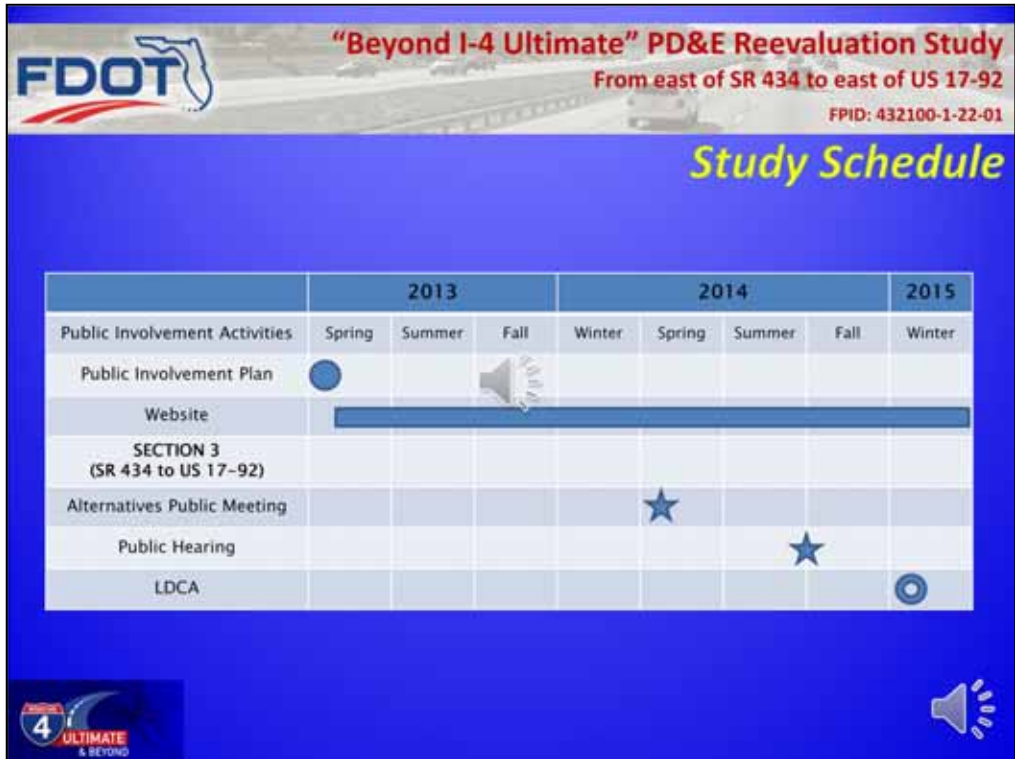
**Public Involvement-Provide Your Input**

- Fill out comment form at tonight's meeting
- Go to the study website – [www.i4express.com](http://www.i4express.com)
- Email your comments: [Beata.stys-palasz@dot.state.fl.us](mailto:Beata.stys-palasz@dot.state.fl.us)
- Mail your comments
- We are also available for small group meetings

**4 ULTIMATE & BEYOND**

Public involvement is a very important part of the PD&E process. The I-4 PD&E study provides many ways for you to be involved and provide your input. The easiest way is to fill out a comment form at tonight's meeting. You can also visit the study website at [www.i4express.com](http://www.i4express.com). Here you will find contact information for the study team as well as information about the study. You can also send us your comments via email or traditional mail. The email address for Beata Stys-Palasz the FDOT project manager is included on the comment forms here tonight. We're also available to meet with your group or organization.





We began this PD&E reevaluation study for Segment 3 in the Spring of 2013 and we expect it to be completed in the fall of 2014. The public hearing is scheduled to be held in the summer/fall of 2014. We expect to receive federal approval by the end of 2014.


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**Next Steps**

- Further refine and evaluate alternatives based on input received
- Public Hearing
- Complete environmental and engineering documents
- Location design concept approval (LDCA) from Federal Highway

**4 ULTIMATE & BEYOND**



The next activities are the public hearing, where we will present the recommended alternatives and receive final input from stakeholders final documentation and approval of the recommended alternatives from the federal highway administration.

**FDOT** **ALTERNATIVES PUBLIC MEETING**  
**March 20, 2014**

**THANK YOU FOR ATTENDING!**

**For additional information, please contact:**

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 [www.i4express.com](http://www.i4express.com) 

If you would like to contact FDOT or the study team regarding the i-4 PD&E study you can contact the FDOT project manager or consultant project information liaison. Their contact information is provided here. We appreciate your interest in this important project. FDOT and consultant representatives are available to discuss the project with you and answer any questions you may have. Thank you for attending the I-4 PD&E study alternatives public meeting