

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

FROM EAST OF SR 434 TO EAST OF US 17/92  
SEMINOLE COUNTY, FLORIDA

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

PUBLIC HEARING | November 14, 2016





# Federal and State Laws and Regulations

This public hearing is being held in accordance with:

- Moving Ahead for Progress in the 21<sup>st</sup> 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.

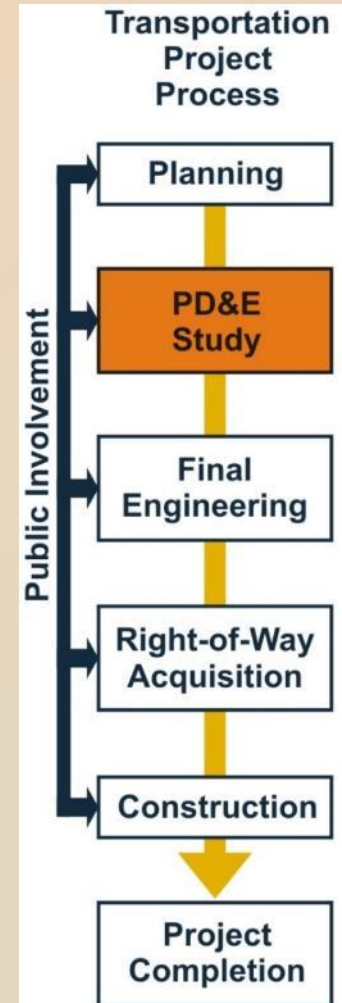




# What is a PD&E Study?

## Project Development & Environment (PD&E) Study

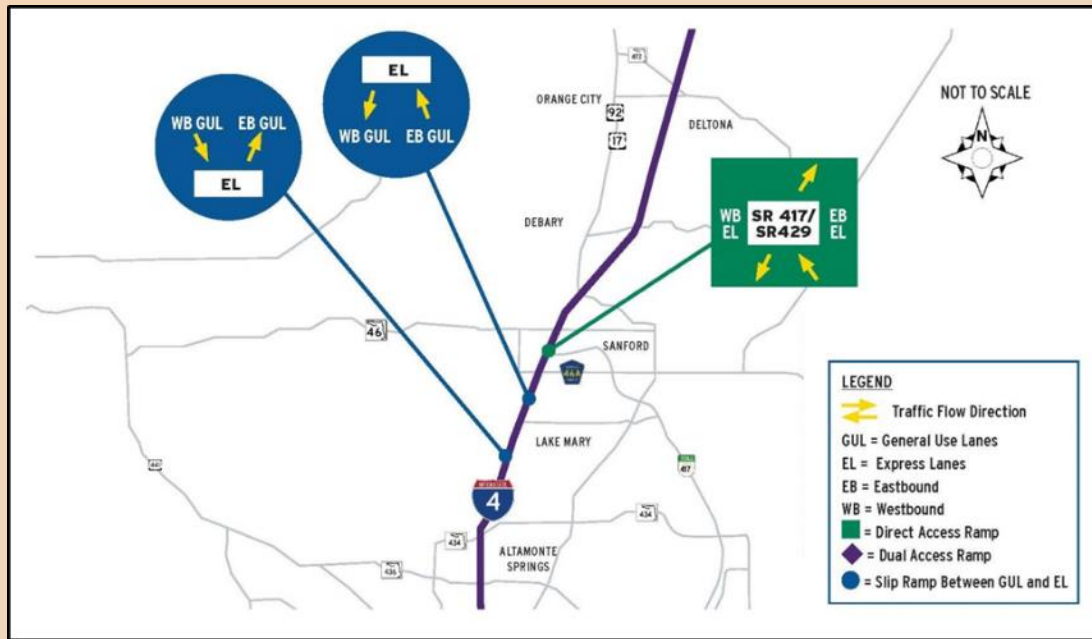
- A process followed by FDOT to evaluate:
  - Social, cultural and economic impacts associated with a planned transportation project
  - Engineering alternatives
- Part of the project development process as mandated by the National Environmental Policy Act (NEPA) of 1969
- Required to secure federal 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 3 (E. of SR 434 to E. of US 17/92)



- Approximately 10 miles in length
- Widen to ten lanes, 6 general use lanes + 4 express lanes
- Bicycle and pedestrian facilities
- Urban Interstate, SIS corridor
- 5 interchanges; DDIs proposed at Lake Mary Blvd. and CR 46A, systems interchange at SR 417/Wekiva Parkway



# 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 3 project was No. 2 on the MetroPlan Orlando National Highway System (NHS) priority list for funding, adopted September 14, 2016





# Planning Consistency

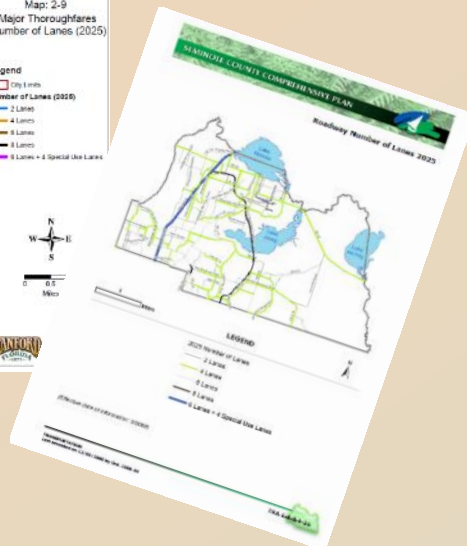
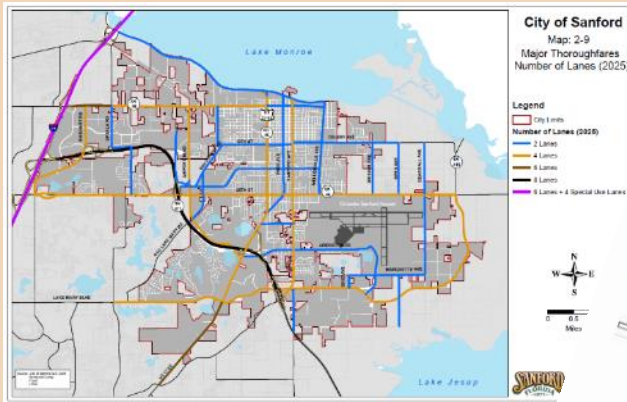
- Identified in the MetroPlan Orlando Metropolitan Planning Organization (MPO) 2040 Long Range Transportation Plan (Adopted January 2016): Plan Development & Cost Feasible Projects

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

- Consistent with the State Transportation Improvement Program (STIP) and the MetroPlan Orlando MPO Transportation Improvement Program (TIP)

[http://www.dot.state.fl.us/OWPB/Federal/STIP/stip\\_dist\\_05.pdf](http://www.dot.state.fl.us/OWPB/Federal/STIP/stip_dist_05.pdf)

[http://www.metroplanorlando.com/files/view/transportation\\_improvement\\_program\\_2017\\_2021\\_adopted\\_7\\_13\\_16.pdf](http://www.metroplanorlando.com/files/view/transportation_improvement_program_2017_2021_adopted_7_13_16.pdf)



- Consistent with the Seminole County Comprehensive Plan Transportation Element, amended September 1, 2015

[http://www.seminolecountyfl.gov/core/fileparse.php/3289/urlt/traelm-2014-amend-for-web-11\\_6\\_15.pdf](http://www.seminolecountyfl.gov/core/fileparse.php/3289/urlt/traelm-2014-amend-for-web-11_6_15.pdf)

- Consistent with the City of Sanford Comprehensive Plan Transportation Element

<http://www.sanfordfl.gov/modules/showdocument.aspx?documentid=447>

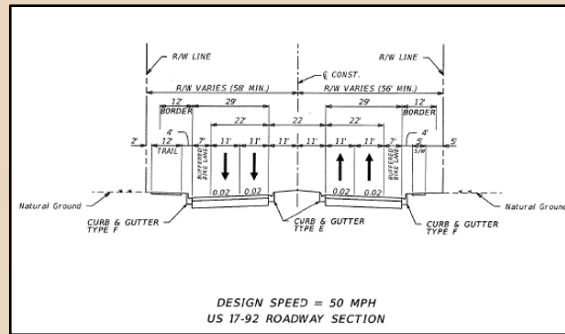


# Purpose and Need

- **Changes proposed in the Modified Build scenario (current Reevaluation study) as compared to the previously approved Original Build scenario(April, 2000)**
  - Proposed change in the project typical sections: switch from HOV (High Occupancy Vehicle) lanes in the median (number of HOV lanes varied from one to two in each direction), to four express lanes, two in each direction
  - Proposed changes to interchange configurations: Several 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 all 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



US 17/92 Existing Street View



US 17/92 Proposed Typical Section



US 17/92 Proposed Interchange Signage



# Traffic Analysis

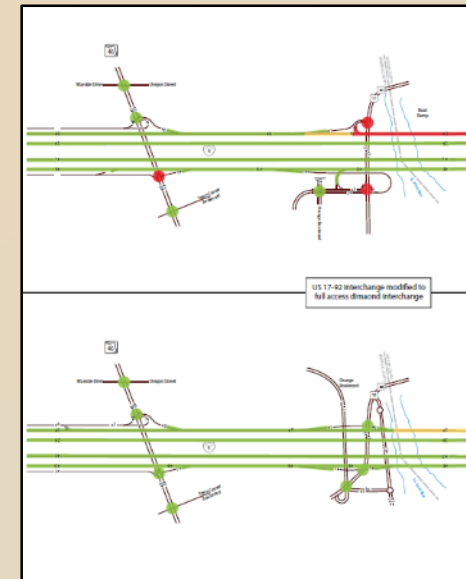
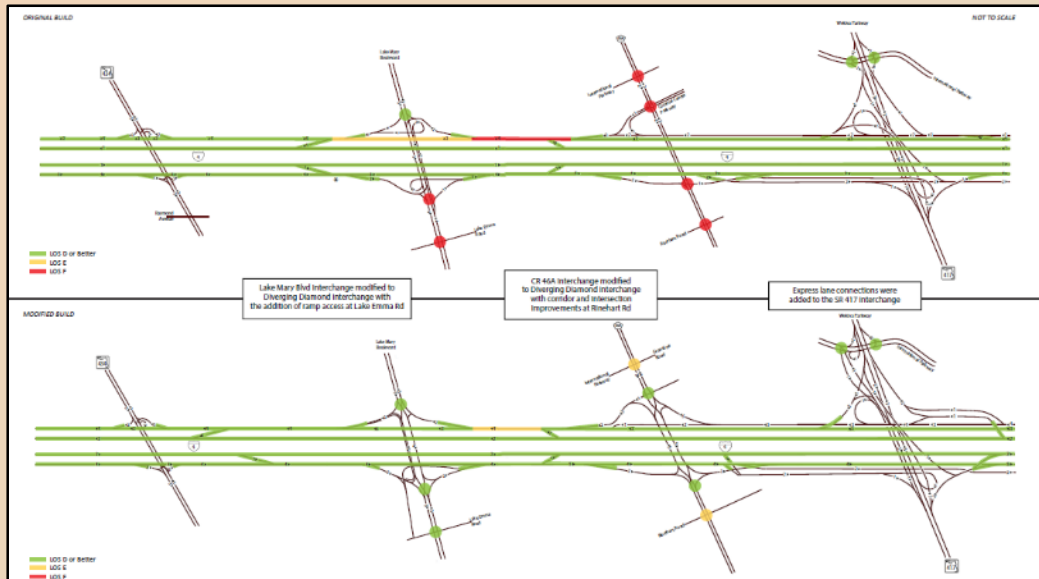
- This study is developing design alternatives that would efficiently accommodate traffic volumes that are projected to occur in year 2040
- Goal is to maintain an acceptable level of service through year 2040
  - Level of service measures to what extent cars are delayed when travelling through a given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





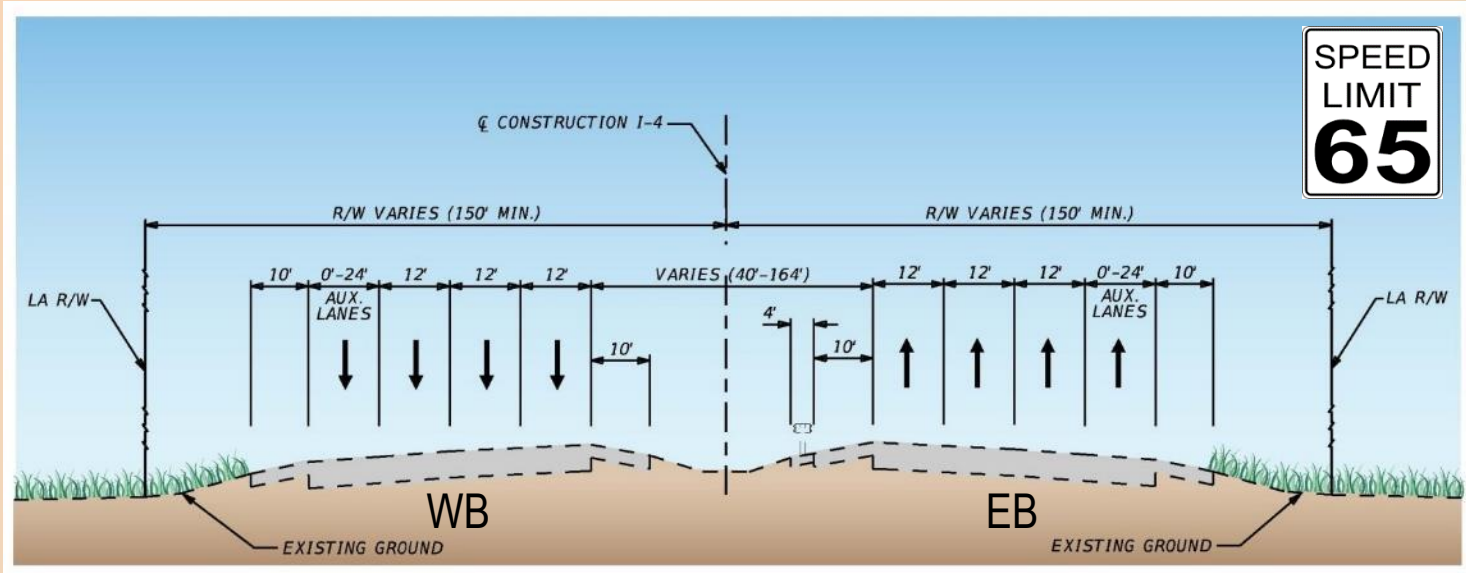
# Results of Traffic Analysis

- Drivers will experience level of service **E** and **F** in the “**Original Build**” scenario along portions of Segment 3 and intersections along the cross streets
- Drivers will experience level of service **D** or better in the “**Modified Build**” scenario along majority of Segment 3 and 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 350 feet.
- Three 12-foot travel lanes in each direction.
- Outside and inside shoulders are 12 feet wide with 10 feet paved
- Guardrail on the inside shoulder of the eastbound lanes.



# Local Agency & Other Stakeholder Meetings

- Cities of Sanford and Lake Mary
- Seminole County
- MetroPlan Orlando
- Florida's Turnpike Enterprise
- Utility companies (Florida Gas Transmission and Duke Energy)
- St. Johns River Water Management District (SJRWMD)
- Markham Woods HOA

\*list is not all-inclusive



# Public Involvement

- Project website: [www.i4express.com](http://www.i4express.com)
- Alternatives Public Workshop
  - March 20, 2014
  - 43 citizens & 15 project team members attended
  - 3 written comments were received



The screenshot shows the FDOT website for the I-4 Beyond the Ultimate PD&E Reevaluation Study. The header includes the FDOT logo and navigation links. A main banner features the project logo and title. Below this is a navigation menu with icons for 'ABOUT THE STUDY', 'PROJECT DOCUMENTS', 'WHAT IS A PD&E STUDY', 'PUBLIC OUTREACH', 'PROJECT SCHEDULE', 'PROJECT FAQ', and 'DESIGN CONTRACTS'. A section titled 'FLORIDA TRAFFIC INFO' promotes mobile apps. A video player shows 'How Express Lanes Keep Traffic Moving in Florida'. A 'STUDY AT-A-GLANCE' section provides key project details:

- District:** Five (Central Florida)
- Start Date:** March 2012
- 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 455 in Orange County, and SR 454 in Seminola County to SR 472 in Volusia County
- Contractor:** HNTB Corporation
- FDOT Project Manager:** Beate Stys-Palasz, PE

A map shows the project route along I-4. The footer contains contact information and social media links.





# Alternatives Considered

- **'No-Build' or 'Do Nothing' Alternative**
  - No corridor/capacity improvements
  - Remains as an alternative throughout the PD&E study
- **'Reversible Lanes' Alternative**
  - 6 GUL + 3 EL (with Reversible “Zipper” Lane) - Six general use lanes and three express lanes (one in each direction with a center reversible “zipper” lane)
  - 6 GUL + 4 EL & 6 GUL + 2 EL (No Reversible Lanes) - Six general use lanes and four express lanes from east of SR 434 (Begin Project Station 2043+71.32) to the slip ramps west of Dirksen Drive (Station 2710+01.89) and six general use lanes and two express lanes from west of Dirksen Drive to east of SR 472 (End Project Station 3118+46.00).
- **'Build' Alternative**
  - Widen road to ten lanes, 5 travel lanes in each direction (3 general use lanes + 2 express lanes)
  - 70 MPH Design Speed
  - Diverging diamond interchange at Lake Mary Boulevard and CR 46
  - Collector-Distributor system between CR 46A and SR 46
  - Tight Urban Diamond Interchange at US 17/92
  - Provide 7-ft buffered bicycle lanes on State roads and 4-ft bicycle lanes on other cross-streets
  - Provisions to accommodate the multi-use trail at the St. Johns River crossing
  - Locate potential pond sites





# Alternatives Evaluation Matrix

## Alternatives Evaluation Matrix

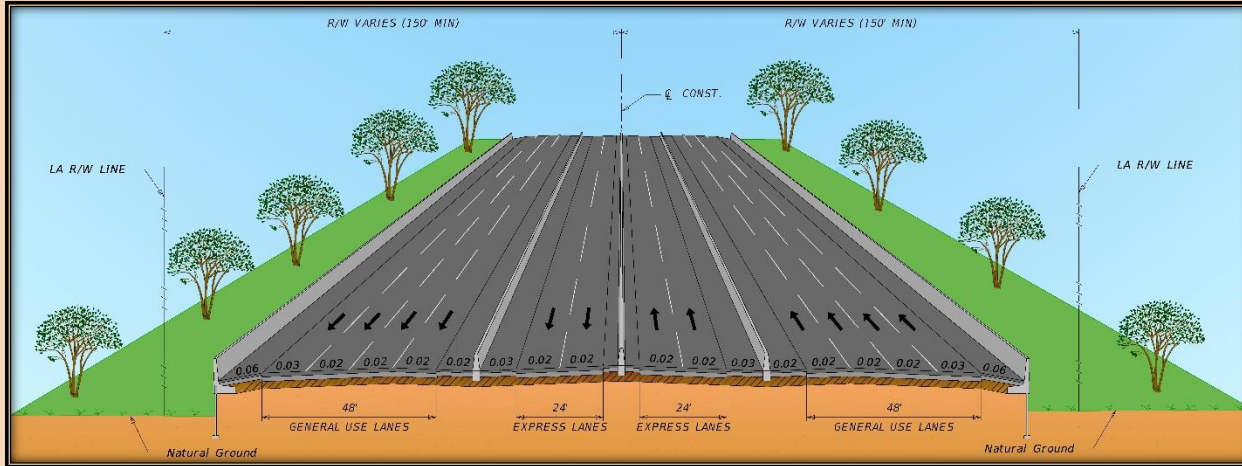
| Summary of Impacts <sup>1</sup>                       | No-Build        | I-4 Mainline  | Lake Mary Boulevard |         |                |                                | CR 46A        |         |         | SR 46             |                                     | US 17/92 |                |                |                |                |                    |          |  |         |         |         |         |
|---|-----------------|---|---------------------|---------|----------------|--------------------------------|---------------|---------|---------|-------------------|-------------------------------------|----------|----------------|----------------|----------------|----------------|--------------------|----------|--|---------|---------|---------|---------|
|   |                 |   | Alt. 1              | Alt. 2  | Alt. 3         | Alt. 4                         | Alt. 1        | Alt. 2  | Alt. 3  | Alt. 1            | Alt. 2                              | Alt. 1   | Alt. 2         | Alt. 3         | Alt. 4         | Alt. 5         | Alt. 6             | Alt. 7   | Alt. 8                                 |         |         |         |         |
|   |                 |   | Base                | SPIU    | GS - DDI       | DDI w/Lake Emma Road Connector | Base Geometry | CFI     | DDI     | Base w/ Left Turn | Ramp Spur from I-4 EB to Roundabout | Base     | Diamond        | SPIU           | Diamond Loop   | SPIU - T       | Partial Cloverleaf | GS - DDI | Elevated TUDI                          |         |         |         |         |
| Roadway ROW Area to be acquired (Acres)               | 0               | 2   | 0                   | 0       | 0              | 4.2                            | 0             | 2       | 4.2     | 0                 | 0                                   | 0        | 9.8            | 9.8            | 9.8            | 4.7            | 13.4               | 8.4      | 7.8                                    |         |         |         |         |
| Pond ROW Area to be acquired (Acres) <sup>2</sup>     | 0               | 15.59   | n/a                 | n/a     | n/a            | 0                              | n/a           | n/a     | 0       | 0                 | n/a                                 | n/a      | n/a            | n/a            | n/a            | n/a            | n/a                | n/a      | 7.84                                   |         |         |         |         |
| Wetland Impacts (Acres)                               | 0               | 0.07 - Wetlands<br>6.75 - Surface Waters  | 0                   | 0       | 0              | 0                              | 0             | 0       | 0       | 0                 | 0                                   | 4.47     | 6.17           | 6.28           | 6.25           | 4.05           | 3.59               | 4.60     | 6.60 Wetlands<br>4.46 -Stormwater Pond |         |         |         |         |
| Floodplain Impacts                                    | 0               | 6.43 ac-ft.   | n/a                 | n/a     | n/a            | 0                              | n/a           | 0       | 0       | 0                 | n/a                                 | n/a      | n/a            | n/a            | n/a            | n/a            | n/a                | n/a      | 0                                      |         |         |         |         |
| Impacted Noise Sensitive Sites                        | 0               | 140 Noise Sensitive Sites   | 0                   | 0       | 0              | 0                              | 0             | 0       | 0       | 0                 | 0                                   | 0        | 0              | 0              | 0              | 0              | 0                  | 0        | 0                                      |         |         |         |         |
| Section 4(f) Properties                               | 0               | One park, two trails and 4 historic resources (3 NRHP eligible)                                       | 0                   | 0       | 0              | 0                              | 0             | 0       | 0       | 0                 | 0                                   | 0        | 0              | 0              | 0              | 0              | 0                  | 0        | 0                                      |         |         |         |         |
| Potential Historic Sites                              | 0               | 30 historic structures constructed before 1971 within APE <sup>3</sup> , of which 3 are NRHP eligible | 0                   | 0       | 0              | 0                              | 0             | 0       | 0       | 0                 | 0                                   | 0        | 0              | 0              | 0              | 0              | 0                  | 0        | 0                                      |         |         |         |         |
| Number of Potential Contamination Sites & Risk Rating | 0               | 19 - Low  | 2 - Low             | 2 - Low | 2 - Low        | 4 - Low                        | 2 - Low       | 2 - Low | 2 - Low | 4 - Low           | 4 - Low                             | 1 - Low  | 1 - Low        | 1 - Low        | 1 - Low        |                |                    |          |  | 2 - Low | 6 - Low | 4 - Low | 3 - Low |
|   |                 | 2 - Med   | 3 - Med             | 3 - Med | 3 - Med        | 7 - Med                        |               |         |         | 7 - Med           | 1 - Med                             |          |                |                |                |                |                    |          |  | 2 - Med | 2 - Med | 1 - Med |         |
|   |                 | 1 - High  |                     |         |                | 1 - High                       |               |         |         | 1 - High          |                                     |          |                |                |                |                |                    |          |  |         |         |         |         |
|   |                 | Pond 300 <sup>4</sup> , FPC 300-A <sup>4</sup> , FPC 300-B <sup>4</sup> & Swale 313A - Med            |                     |         |                |                                |               |         |         |                   |                                     |          |                |                |                |                |                    |          |  |         |         |         |         |
|   |                 | Pond 307 <sup>5</sup> , 308 <sup>5</sup> - High   |                     |         |                |                                |               |         |         |                   |                                     |          |                |                |                |                |                    |          |  |         |         |         |         |
| Potential to Improve Traffic Operations <sup>4</sup>  | Low             | High  | Low                 | Medium  | - <sup>6</sup> | High                           | Low           | High    | High    | High              | High                                | Low      | - <sup>6</sup> | - <sup>6</sup> | - <sup>6</sup> | - <sup>6</sup> | High               | High     | High                                   |         |         |         |         |
| Pedestrian Accommodations                             | Some Areas      | No  | Yes                 | Yes     | Yes            | Yes                            | Yes           | Yes     | Yes     | Yes               | Yes                                 | Yes      | Yes            | Yes            | Yes            | Yes            | Yes                | Yes      | Yes                                    |         |         |         |         |
| Bicycle Accommodations                                | No <sup>7</sup> | No  | Yes                 | Yes     | Yes            | Yes                            | Yes           | Yes     | Yes     | Yes               | Yes                                 | Yes      | Yes            | Yes            | Yes            | Yes            | Yes                | Yes      | Yes                                    |         |         |         |         |
| Parcels Impacted                                      | 0               | 23  | 0                   | 0       | 0              | 4                              | 0             | 13      | 16      | 0                 | 0                                   | 0        | 7              | 7              | 7              | 7              | 19                 | 11       | 10                                     |         |         |         |         |
| Relocations   | 0               | 1   | 0                   | 0       | 0              | 1                              | 0             | 0       | 0       | 0                 | 0                                   | 0        | 0              | 0              | 0              | 0              | 4                  | 2        | 2                                      |         |         |         |         |
| Constructability                                      |                 | High  | High                | High    | Low            | High                           | High          | High    | High    | High              | High                                | High     | High           | High           | High           | High           | High               | Low      | High                                   |         |         |         |         |
| Bridges Area (SF)                                     | 0               | 113,013   | 86,471              | 52,000  | 71,273         | 67,340                         | 47,084        | 133,116 | 135,990 | 17,818            | 17,818                              | 65,039   | 97,930         | 169,106        | 149,458        | 176,641        | 340,059            | 548,164  | 367,330                                |         |         |         |         |
| Construction Cost <sup>8</sup>                        | None            | \$229 M   | \$31 M              | \$26 M  | \$35 M         | \$47 M                         | \$26 M        | \$59 M  | \$59 M  | \$10 M            | \$11 M                              | \$23 M   | \$42 M         | \$63 M         | \$59 M         | \$67 M         | \$125 M            | \$183 M  | \$131 M                                |         |         |         |         |

Notes:  
 Data provided is a work in progress and may be updated or replaced.  
 Abbreviations: CFI - Continuous Flow Intersection, DDI - Diverging Diamond Interchange, GS DDI - Grade Separated Diverging Diamond Interchange, SPIU - Single Point Urban Interchange, TUDI - Tight Urban Diamond Interchange, APE - Area of Potential Effect, NRHP - National Register of Historic Places.  
 Alt. # - Designates the recommended alternative.  
<sup>1</sup>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.  
<sup>2</sup>Recommended pond sites as determined in the Pond Siting Report, August 2016.  
<sup>3</sup>APE includes area within existing ROW along I-4, within 300' from proposed ROW and proposed pond footprints plus 100' buffer.  
<sup>4</sup>Within or near Ground Water Contamination Plume.  
<sup>5</sup>Proximity to known Contamination Site #155 which involves heavy metals.  
<sup>6</sup>Traffic operational analyses were not completed for alternatives that were dismissed from further consideration due to geometric/design constraints, operational deficiencies, inter-agency coordination indicating other preferences and/or being cost-prohibitive.  
<sup>7</sup>Existing conditions provide paved shoulders/unmarked bicycle lanes in some locations.  
<sup>8</sup>Construction costs are preliminary as determined by the Engineer's Estimate included in Appendix C, shown in millions of dollars.

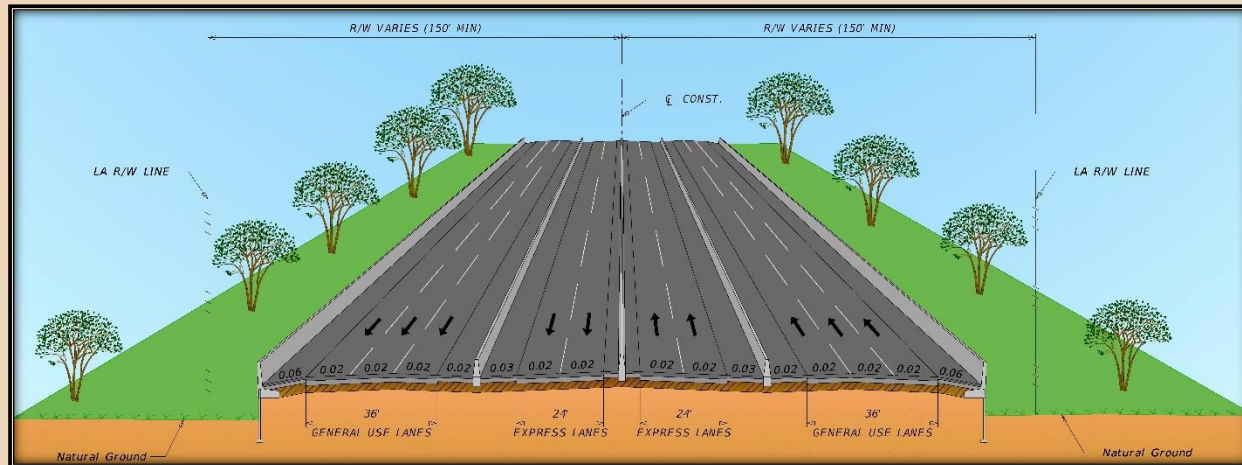


# Proposed Roadway Typical Section

## - From E. of SR 434 to E. of US 17/92



East of SR 434 to West of Lake Mary Boulevard (Design Speed = 70 MPH)  
8 General Use Lanes + 4 Express Lanes



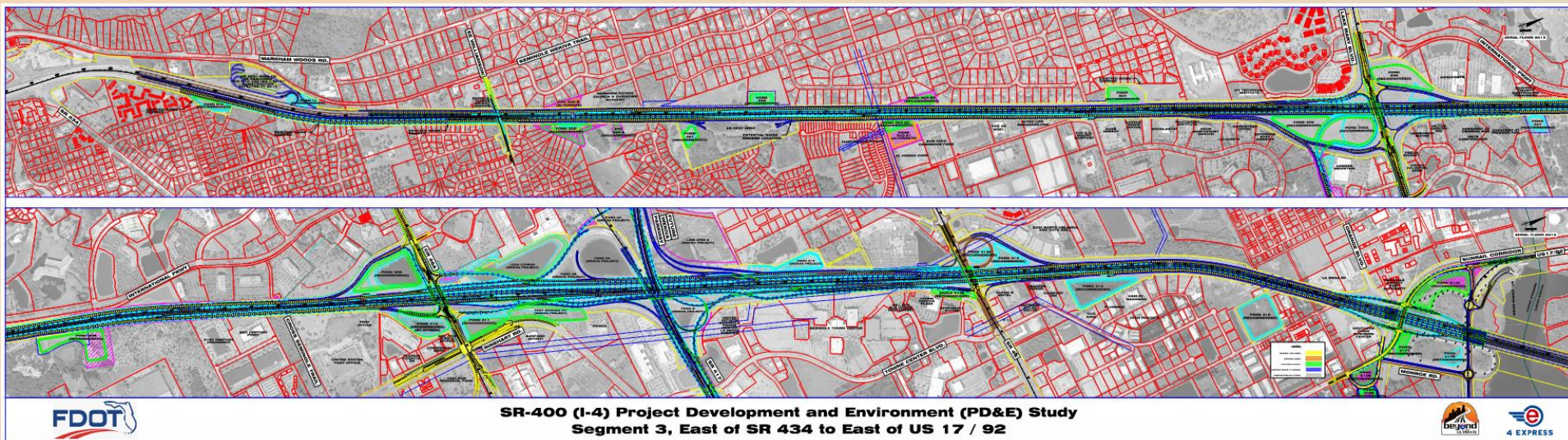
West of Lake Mary Boulevard to East of US 17/92 (Design Speed = 70 MPH)  
6 General Use Lanes + 4 Express Lanes



# Recommended Alternative

- I-4 Mainline from E. of SR 434 to E. of US 17/92

- 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





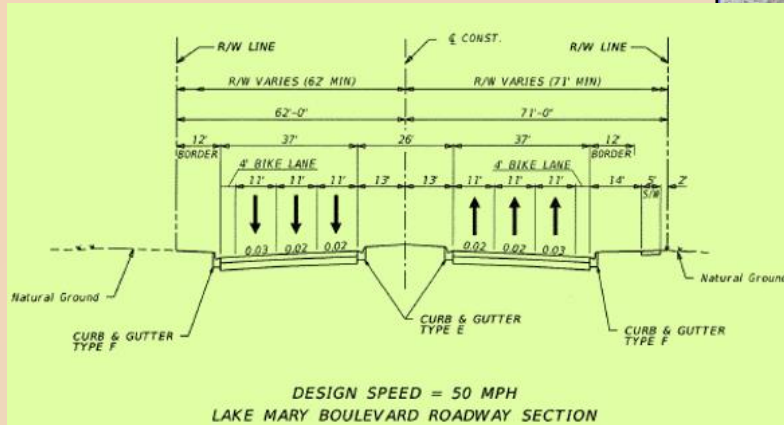


# Recommended Alternative

## - Lake Mary Blvd. Interchange

### Recommended Alternative:

- Diverging Diamond Interchange (DDI)
- Includes a new two-way, east-west connector roadway approximately 1/4 mile south of Lake Mary Boulevard.
- The eastbound connector road will spur off the I-4 eastbound off-ramp and terminate at a new signalized intersection at Lake Emma Road.
- Additional right-of-way is required

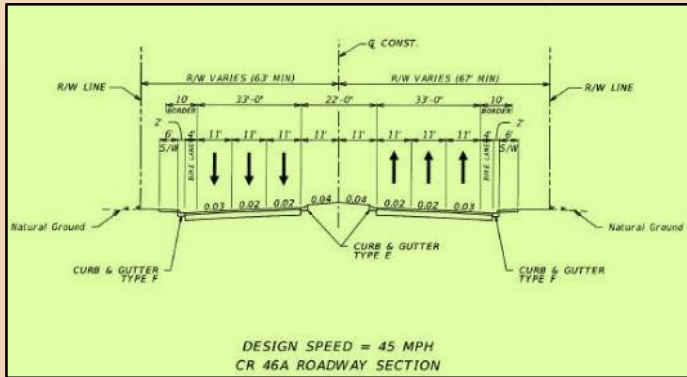




# Recommended Alternative - CR 46A Interchange

## Recommended Alternative:

- CR 46A widened to three through lanes in each direction between International Parkway and east of Rinehart Road.
- Bike lanes provided along CR 46A through the interchange
- DDI design changes signal operations at the eastbound ramp terminal from a three-phase to two-phase cycle, as the left turn movements from the crossroad to the on ramp are now free flow movements
- Eliminates eastbound and westbound left turn lanes at the intersection of CR 46A and Rinehart Road; U-turns at median openings on Rinehart Road north and south of CR 46A
- Additional right-of-way is required

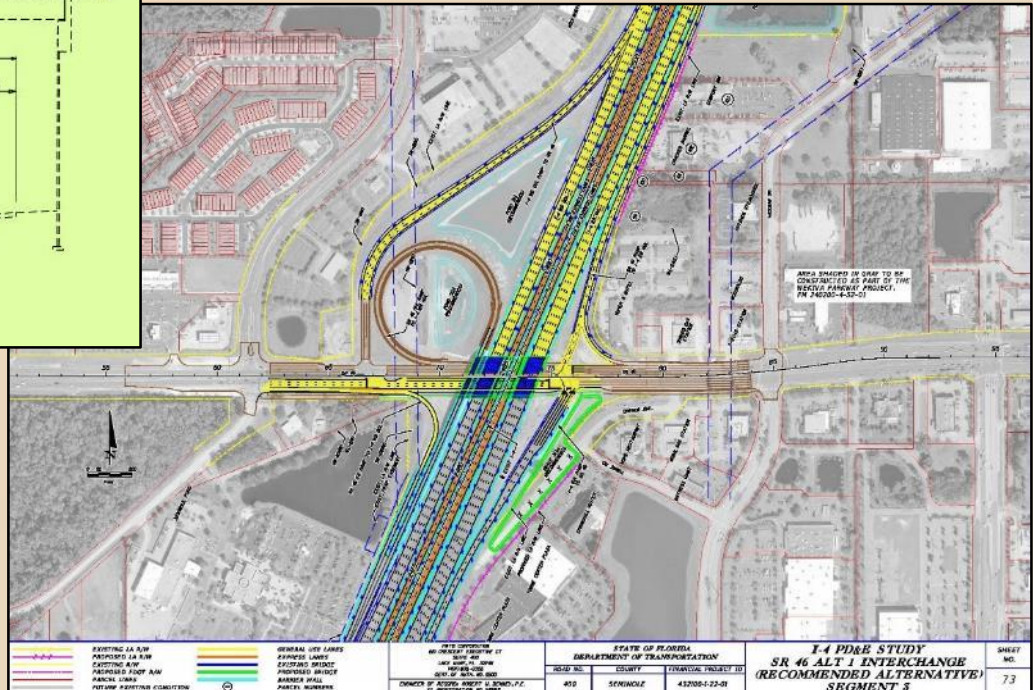
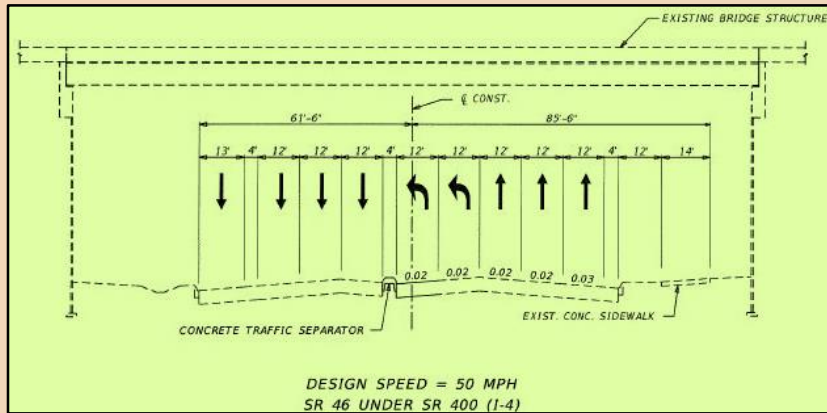




# Recommended Alternative - SR 46 Interchange

## Recommended Alternative:

- Widening of eastbound SR 46 for an additional left turn lane from eastbound SR 46 to eastbound I-4
- Existing 2-lane eastbound ramp between CR 46A, SR 417 and SR 46 will be modified
- No additional right-of-way is required



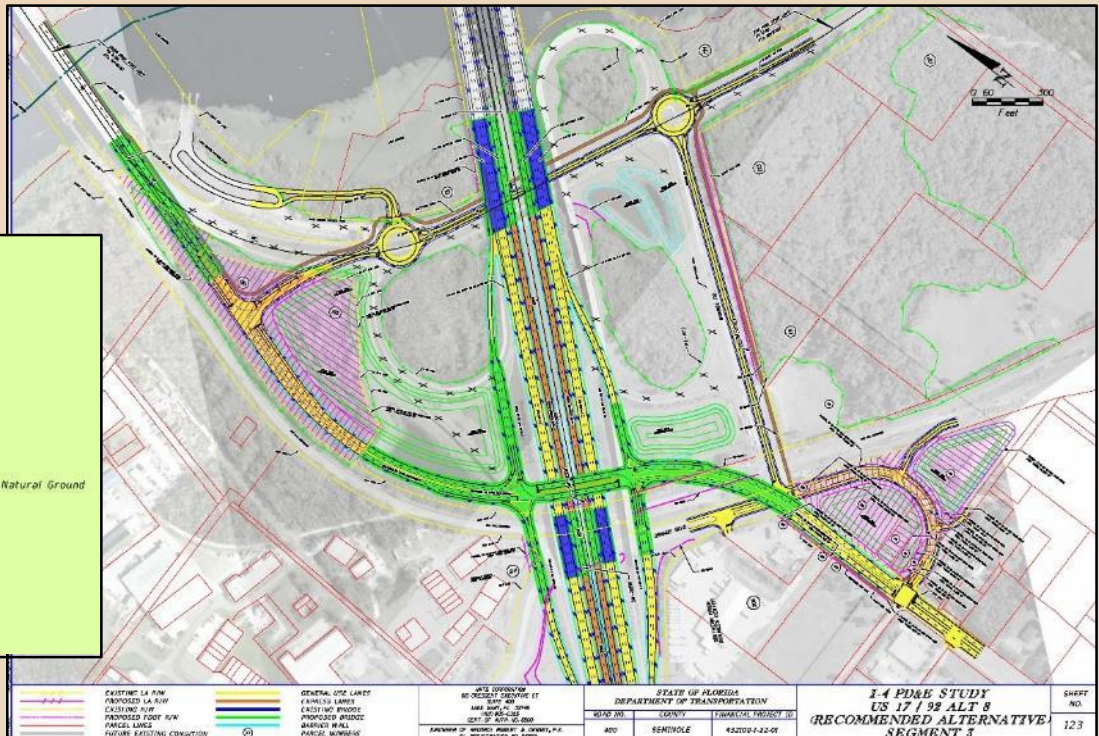
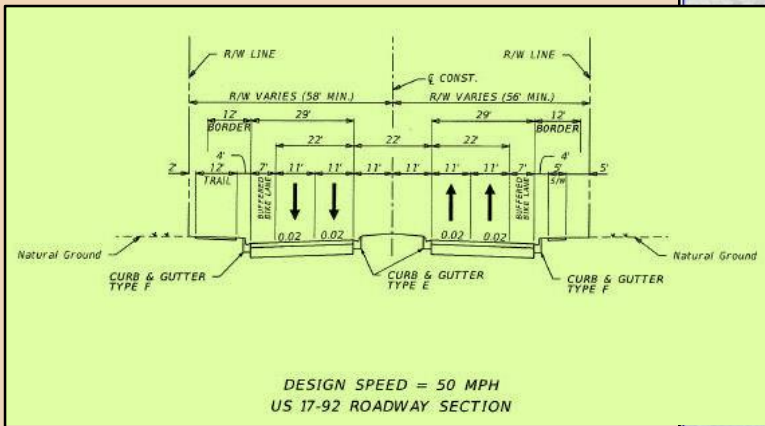


# Recommended Alternative

## - US 17/92 Interchange

### Recommended Alternative:

- Tight Urban Diamond Interchange (TUDI) that realigns US 17/92 to directly align with Monroe Road
- Two single-lane roundabouts are proposed, one each at the locations of the existing US 17/92 ramp terminals east and west of I-4.
- Existing at grade crossing of Monroe Road and SunRail will remain; however Monroe Road will be a two-lane roadway north of Orange Boulevard instead of the current four-lane section, reducing the rail crossing width
- Additional right-of-way is required







# Drainage Analysis

- The existing drainage systems will be enhanced to accommodate stormwater runoff from roadway improvements
  - Upgrading roadside ditches (within FDOT right-of-way)
  - Constructing offsite ponds
  - Enhanced Water Quality (Treatment)
  - Enhanced Water Quantity (Attenuation)
- Modify several existing SJRWMD 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

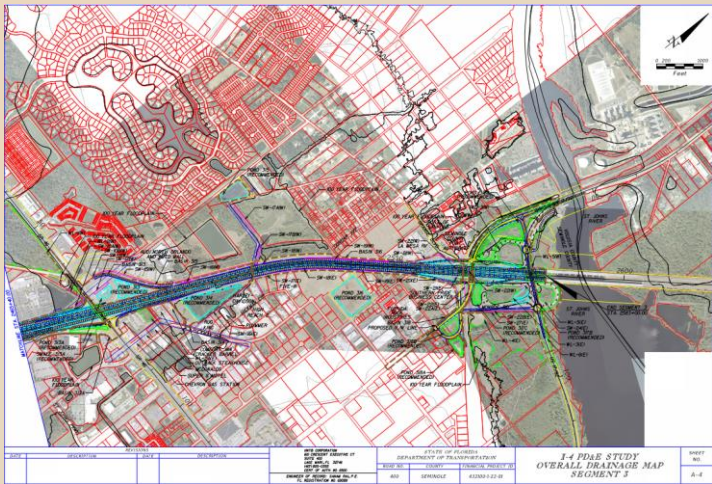
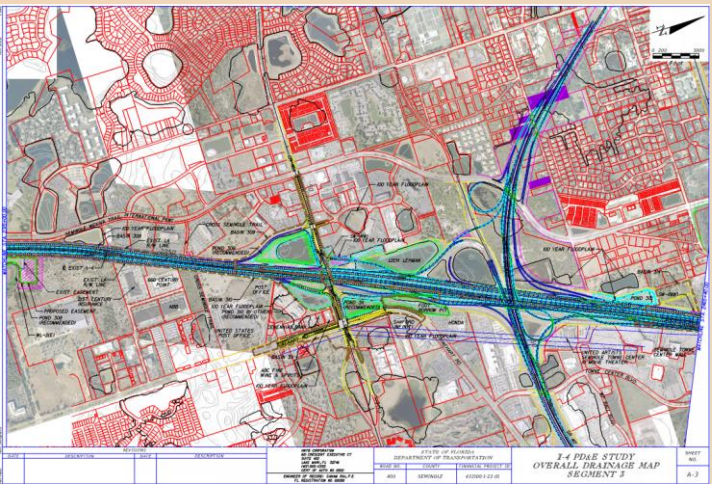
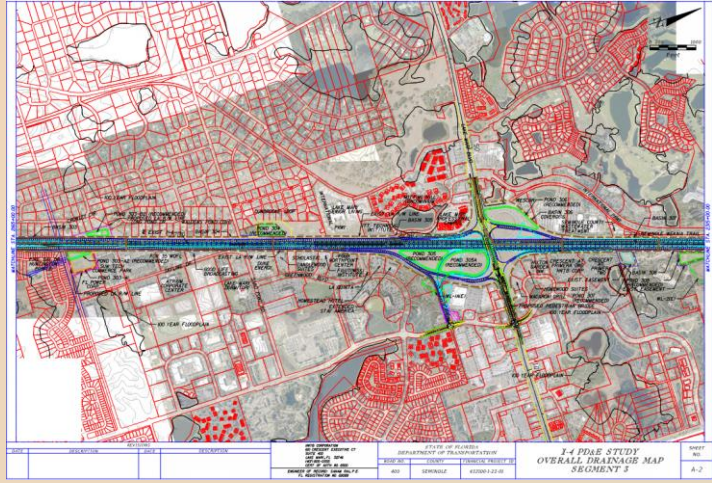
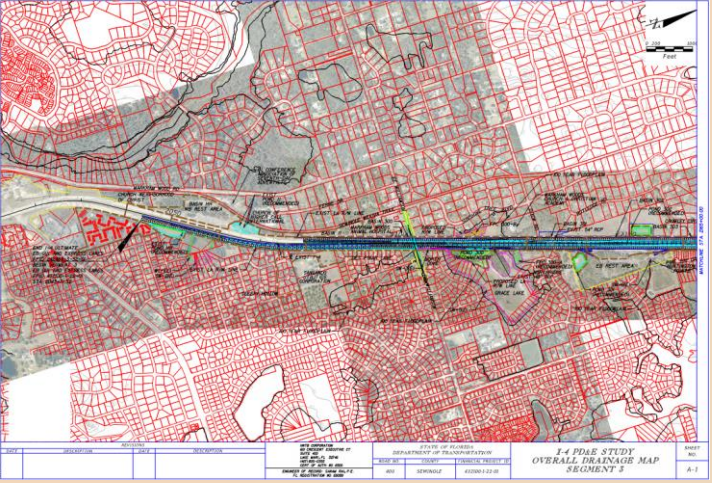
Right-of-Way Acquisition and Cost

## Pond Site Design Criteria

- Governed by the rules and criteria set forth by the St. Johns River Water Management District (SJRWMD) and the FDOT.
- Water Quality and Pond Recovery
  - Wet/Dry Retention
  - Wekiva Recharge Area
  - Wekiva River Hydrologic Basin
- 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





# 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 135 shovel tests
- No artifacts were recovered from any of the 135 shovel tests,
- No archaeological sites or occurrences were identified
- 30 historic resources constructed before 1971 located within the I-4 Segment 3 APE
- 3 historic resources are recommended eligible for National Register of Historic Places (NRHP) inclusion
- No adverse effects to any cultural resources are anticipated

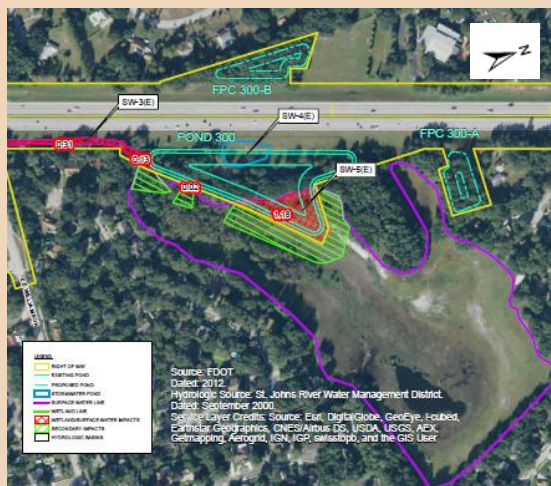
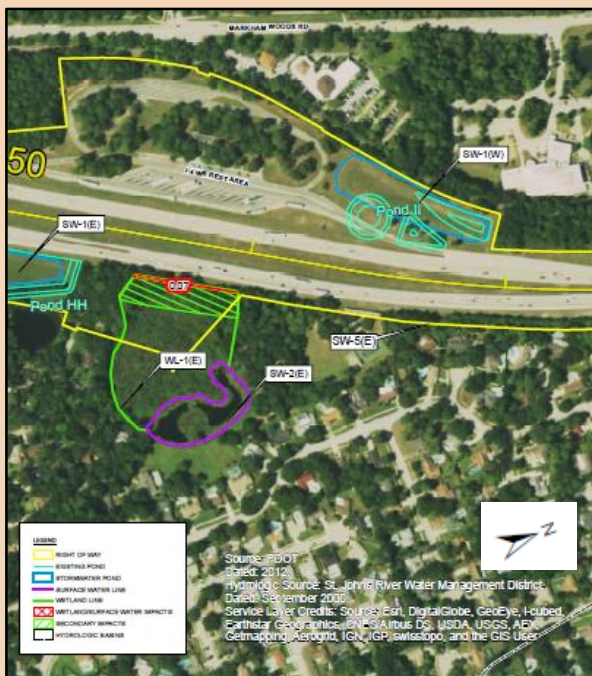


Resource 8SE02823, ACL Railroad Bridge over St. Johns River.



# Wetlands

- In accordance with Executive Order 11990 "Protection of Wetlands"
  - Estimated 11.86 Acres of Direct Wetland Impacts
  - Estimated 6.75 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
- The proposed I-4 segment 3 project has either a “No effect” or “May Affect but Not Likely to Adversely Affect” determination for all federally or state listed species that may be impacted by the project.







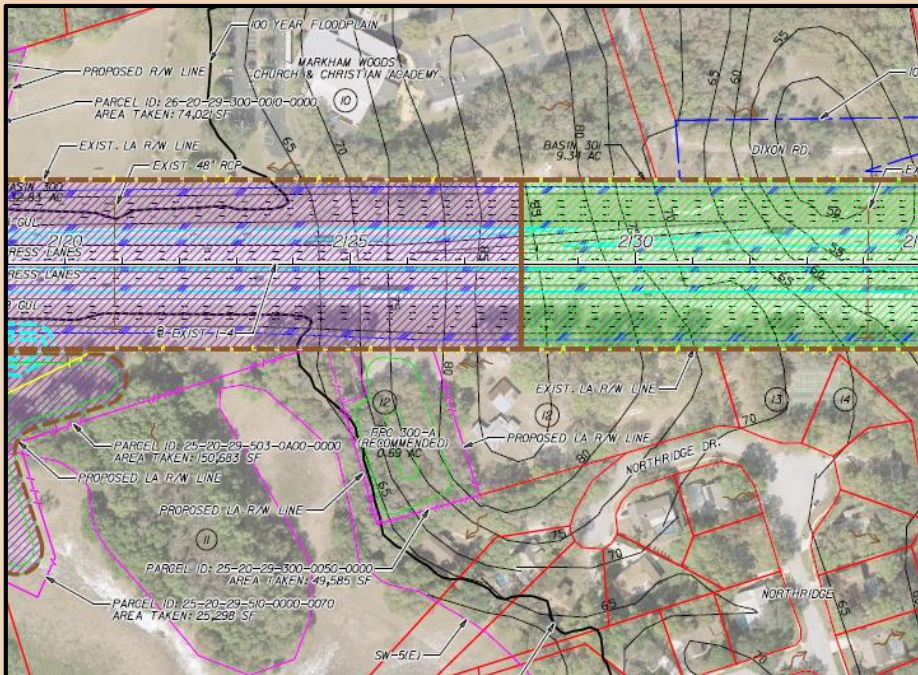
## Water Quality

- The proposed stormwater facilities will be designed to meet the current requirements of the St. Johns River Water Management District
- Stormwater treatment will be provided by a combination of dry swales, wet ponds and dry ponds which may be on-site or off-site



# Floodplains

- In accordance with Executive Order 11988 “Floodplain Management”
- 6.43 Ac-ft. floodplain impacts are anticipated





# Noise Analysis

- In accordance with the Code of Federal Regulation Part 772
- A 10-ft tall, 1,746-ft long barrier-mounted or a 12-ft high, 1,802-ft long ground-mounted noise barrier is reasonable and cost feasible on the east side of I-4, from the rest area to Emma Oaks Drive (adjacent to the Pine Bay Drive Subdivision)

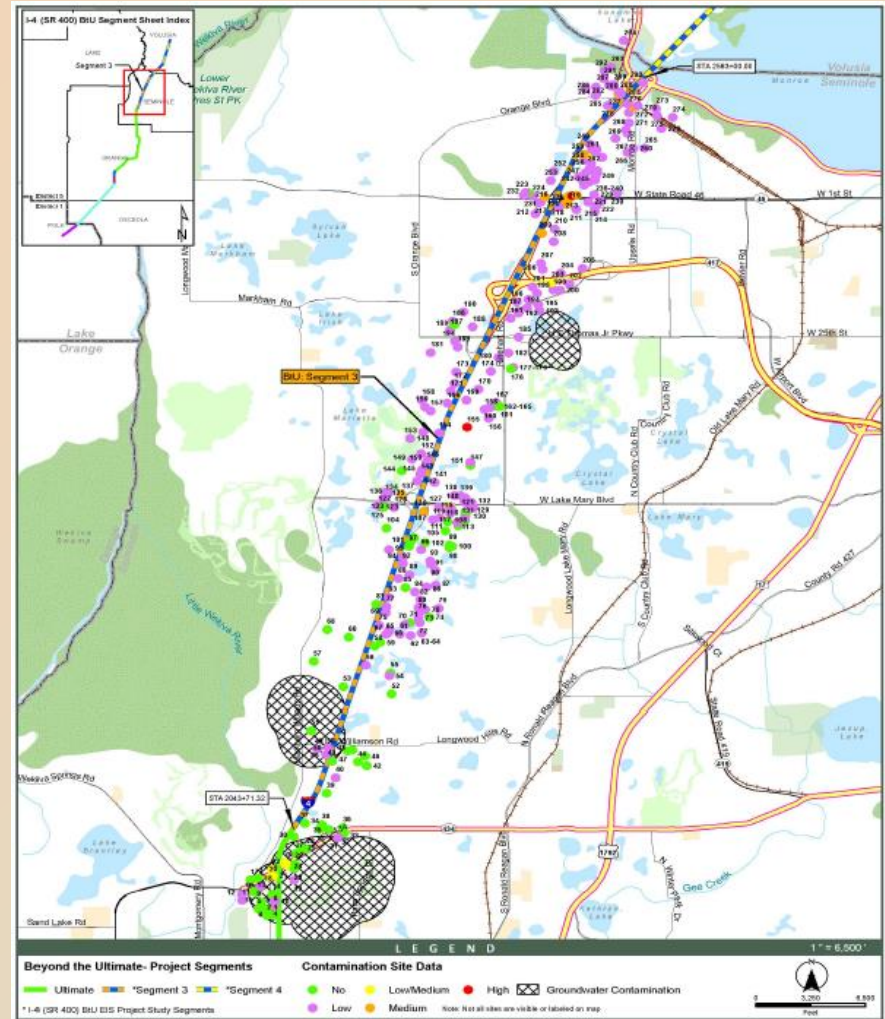




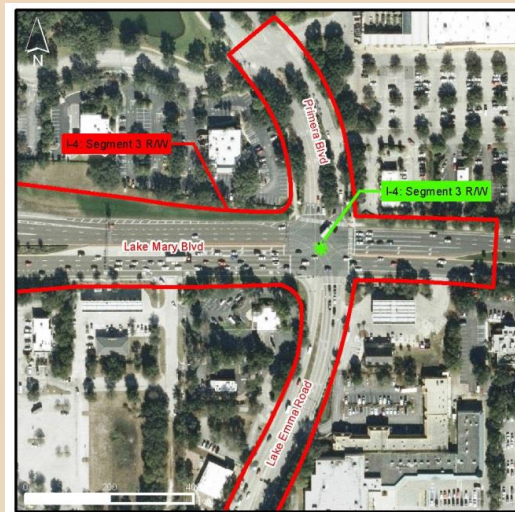
# Potential Contamination Sites

- 294 sites identified as potential contamination sites
- 2 rated high risk, 14 rated medium risk and 2 rated low/medium risk
- Out of 22 proposed pond sites, six were rated medium risk and two were rated high risk
- 25 pond sites rated as low risk

**276 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



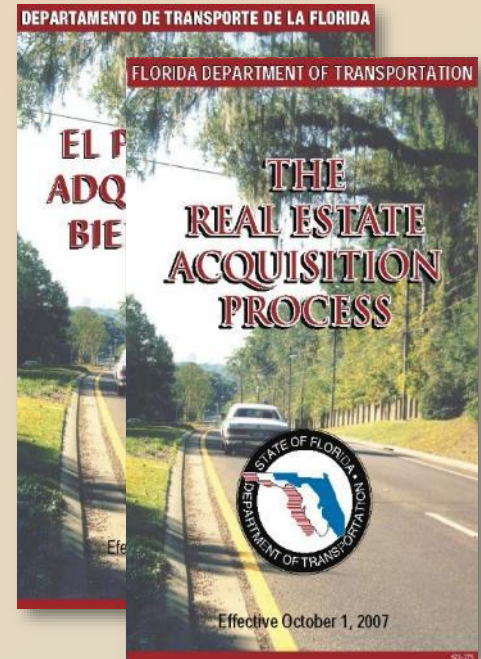


# Right-of-Way Requirements

- Approximately 18 acres of additional right-of-way is anticipated for roadway improvements
- Approximately 23 acres of additional right-of-way is anticipated for off-site ponds
- 4 potential relocations (3 residential, 1 business) are anticipated

## Florida Statute 330.09

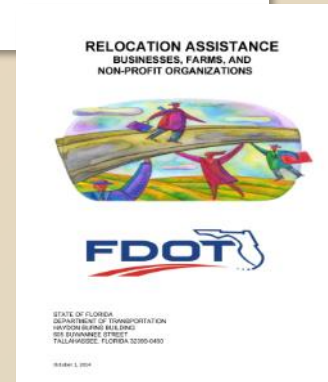
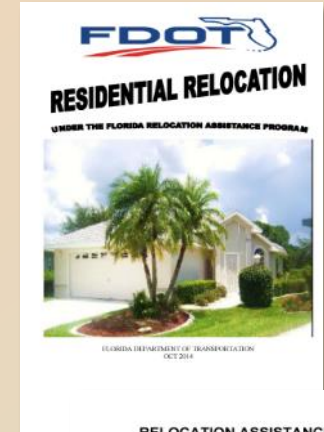
Federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970  
(Public law 91-646 as amended by public law 100-17)





# 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 3 |                          |
|---|--------------------------|
| Item                                      | Cost                     |
| LRE                                       | \$288,746,044.44         |
| MOT (10%)                                 | \$28,874,604.44          |
| Mobilization (10%)                        | \$31,762,064.89          |
| Project Unknowns (15%)                    | \$52,407,407.07          |
| Project Non-Bid Subtotal                  | \$150,000.00             |
| Construction Subtotal                     | \$401,940,120.84         |
| Design (8%)                               | \$32,155,209.67          |
| CEI (8%)                                  | \$32,155,209.67          |
| ROW                                       | \$35,179,000.00          |
| Utilities                                 | \$2,800,000.00           |
| Permits                                   | \$165,900.00             |
| <b>Total</b>                              | <b>\$504,395,440.18*</b> |





# Schedule and Funding

- **Obtain Environmental Impact Statement Update approval; Record of Decision from the FHWA**
  - Anticipated end November 2016
- **Design**
  - Funded FY2016
  - Potential for Design-Build
- **Permits**
  - Currently not funded
- **Right-of-Way Purchase**
  - Funded FY2022-FY2025
- **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 September 14, 2016 and will remain on display until November 25, 2016 at:
  - Seminole County Public Library Northwest Branch  
580 Greenway Boulevard  
Lake Mary, FL 32746



- Project website: [www.i4express.com](http://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 5, 2016**  
**I-4 BEYOND THE ULTIMATE PD&E STUDY**  
**FROM EAST OF SR 434 TO EAST OF US 17/92**  
 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.

**FDOT** **"BEYOND I-4 ULTIMATE" PD&E REEVALUATION STUDY** **FDOT**  
 FROM EAST OF SR 434 TO EAST OF US 17/92  
 FPID: 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 "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 October 5, 2016.

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**PLEASE RETURN COMMENTS TO:**  
 Beata Stys-Palasz, P.E., Project Manager  
 Florida Department of Transportation - District Five  
 Florida Department of Transportation  
 719 S. Woodland Boulevard  
 Deland, Florida 32720

(Fax) (941) 244-8448  
 Toll Free: 1-800-769-7102  
 Beata.Stys-Palasz@DOT-STATE.FL.GOV  
 www.flhosp.com

Name: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 Phone Number: \_\_\_\_\_  
 Email: \_\_\_\_\_

**PUBLIC HEARING** **OCTOBER 5, 2016**

**Comment Period Ends  
on November 25, 2016**

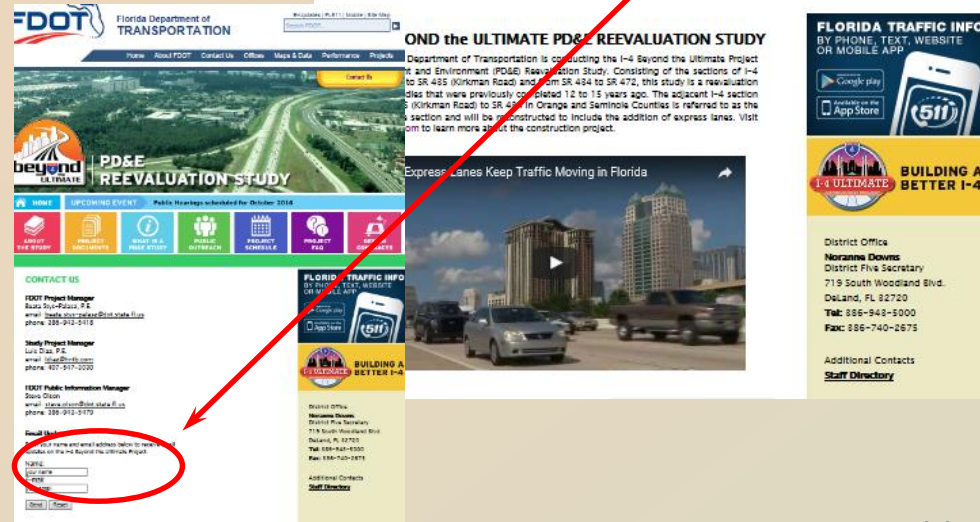
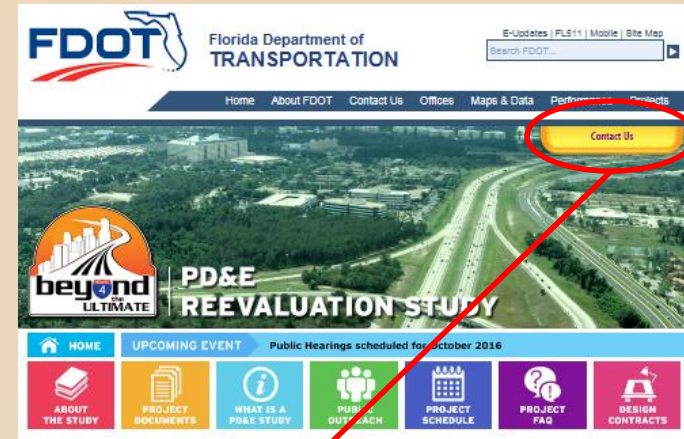




# Public Comments

- Email or call
  - (386) 943-5418 or [beata.stys-palasz@dot.state.fl.us](mailto:beata.stys-palasz@dot.state.fl.us)
- Visit [www.i4express.com](http://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 15, 2016





**Thank you for attending!**

**PUBLIC HEARING**

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

