

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

FROM EAST OF SR 15-600/US 17-92 TO EAST OF SR 472
VOLUSIA COUNTY, FLORIDA

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

PUBLIC HEARING | November 16, 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
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719 South Woodland Boulevard
Deland, FL 32720-6834
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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.

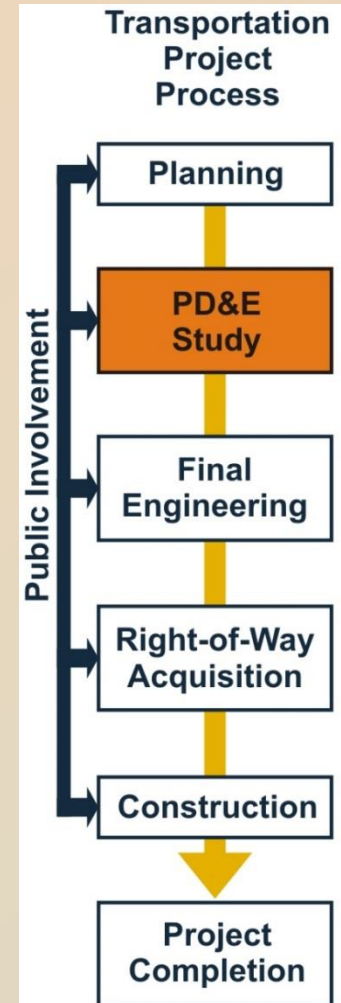




What is a PD&E Study?

Project Development & Environment (PD&E) Study

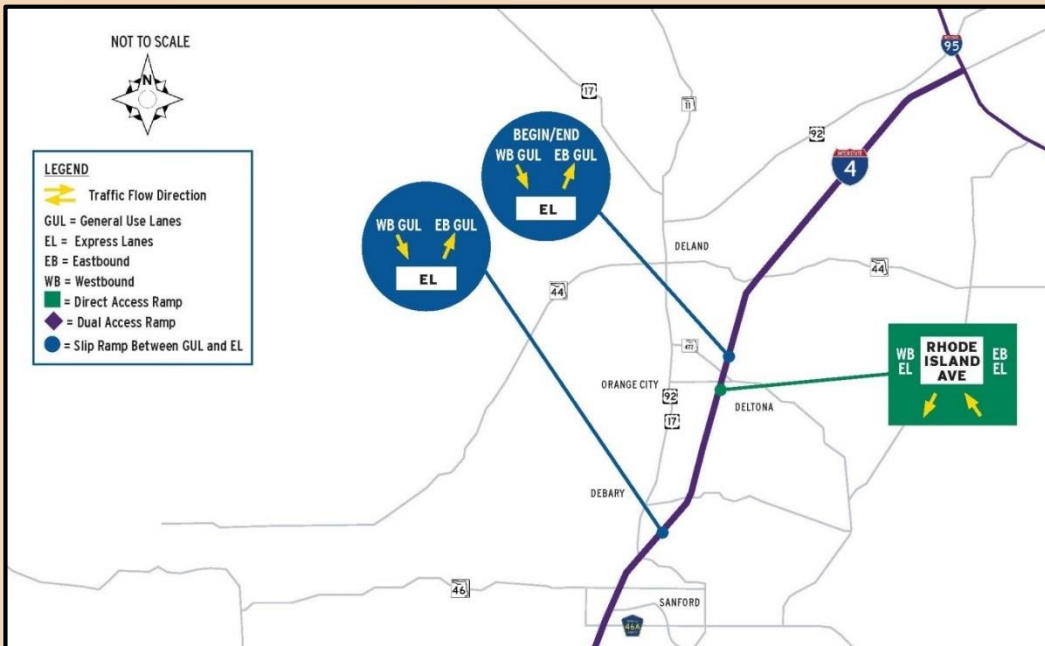
- A process followed by FDOT to evaluate:
 - Social, cultural and economic impacts associated with a planned transportation project
 - Engineering alternatives
- Part of the project development process as mandated by the National Environmental Policy Act (NEPA) of 1969
- Required to secure federal approval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





Key PD&E Study Elements

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



PD&E STUDY ... 10 STEP PROCESS

The PD&E Study process used in the development of a project is made up of several components. The intent of the process is to study each valid alternative to the level of detail necessary to accurately assess any potential impacts associated with the proposed improvements and to make a recommendation of the preferred alternative(s).

- 1 Define the Purpose & Need
- 2 Collect Data
- 3 Develop Alternative
- 4 Analyze Environment
- 5 Conduct Public
- 6 Refine A
- 7 Select Pr
- 8 Con
- 9 Re
- 10

PROJECT DEVELOPMENT & ENVIRONMENT STUDY

"...this process satisfies the National Environmental Protection Act (NEPA) of 1969 which requires federal agencies to integrate environmental values into their decision making processes."

FDOT logo and 'PD&E STUDY' text are also visible.



About the Project

SR 400 (Interstate 4),
Segment 4 (E. of SR 15-600/US 17-92 to E. of SR 472)



- Approximately 10 miles in length
- Widen Interstate to ten lanes, 6 general use lanes + 4 express lanes
- Urban Interstate, SIS corridor
- 4 interchanges (3 existing, 1 new proposed); DDI proposed at SR 472)
- Rhode Island Avenue Extension and partial direct-connect to Express Lanes
- Saxon Boulevard widening to six lanes



Local Planning Organization



River to Sea Transportation Planning Organization (R2C TPO)

- The TPO works with the Florida Department of Transportation and local governments to fund and implement projects identified through various plans developed by the TPO

Central Florida Metropolitan Planning Organization (MPO) Alliance

- The I-4 BtU Segment 4 project is identified in the Central Florida Metropolitan Planning Organization (MPO) Alliance FY 2016-2017 SIS Highway Projects for Prioritization



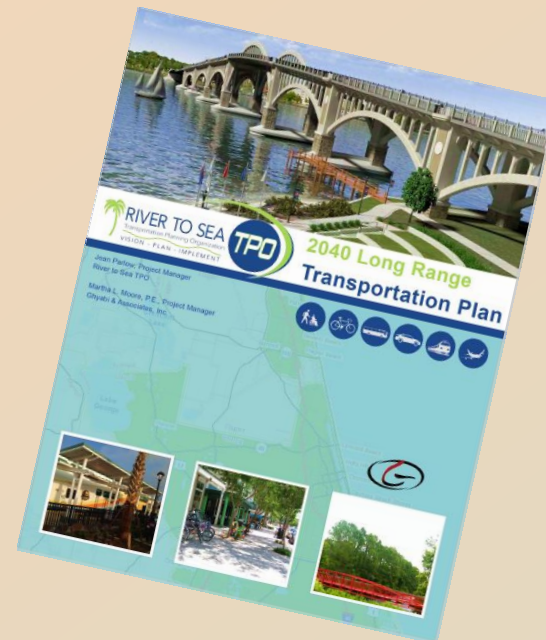
Planning Consistency

- The I-4 BtU Segment 4 project is identified in the R2C TPO 2040 Long Range Transportation Plan SIS Cost Feasible Projects list (As modified April 8, 2016)

<http://www.r2cmobility2040.com/zupload/user/R2CTPO-2040-LRTP-Documentation-as-approved--January-27--2016-FINAL---modified-4-8-162.pdf>

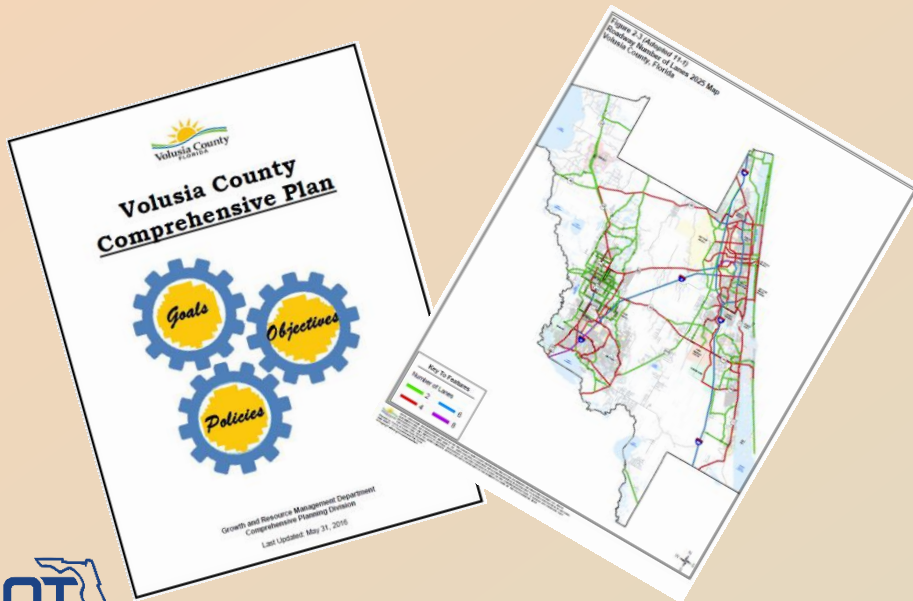
- Consistent with the State Transportation Improvement Program (STIP)

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



- Consistent with the Volusia County Comprehensive Plan Transportation Element, updated May 31, 2016

<http://www.volusia.org/core/fileparse.php/6102/ur/E.-Appendix-1-Maps-and-Figure-complete.pdf>



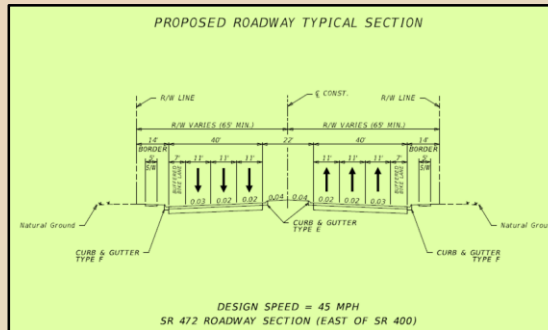


Purpose and Need

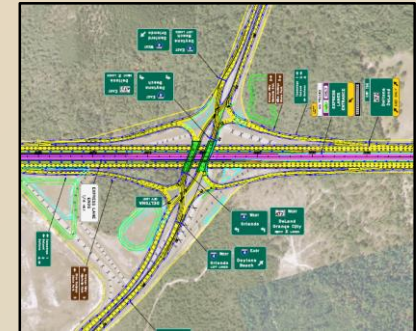
- **Changes proposed in the Modified Build scenario (current Reevaluation study) as compared to the previously approved Original Build scenario (April, 2000)**
 - Proposed change in the project typical sections: switch from HOV (High Occupancy Vehicle) lanes in the median (number of HOV lanes varied from one to two in each direction), to four express lanes, two in each direction for majority of Segment 4
 - 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 all interchanges along the corridor resulting in fewer congestion bottleneck locations
 - Additional Advanced Signage – guidance for drivers 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 472 Existing Street View



SR 472 Proposed Typical Section



SR 472 Proposed Interchange Signage



Traffic Analysis

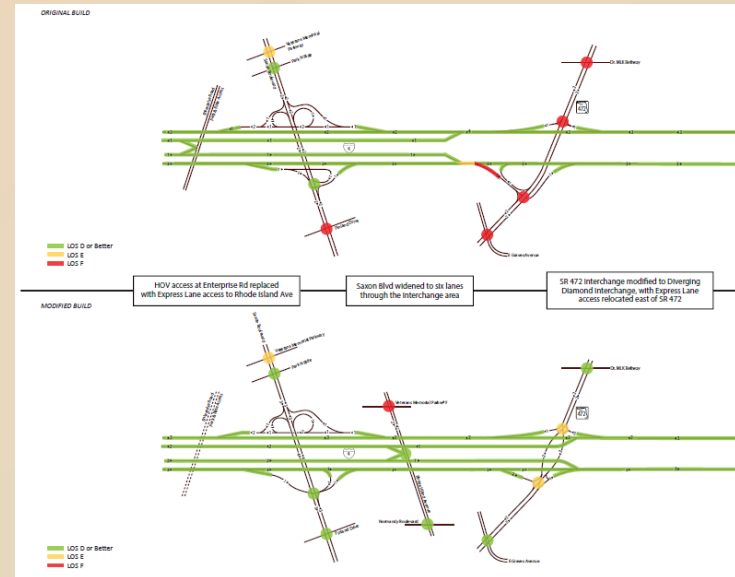
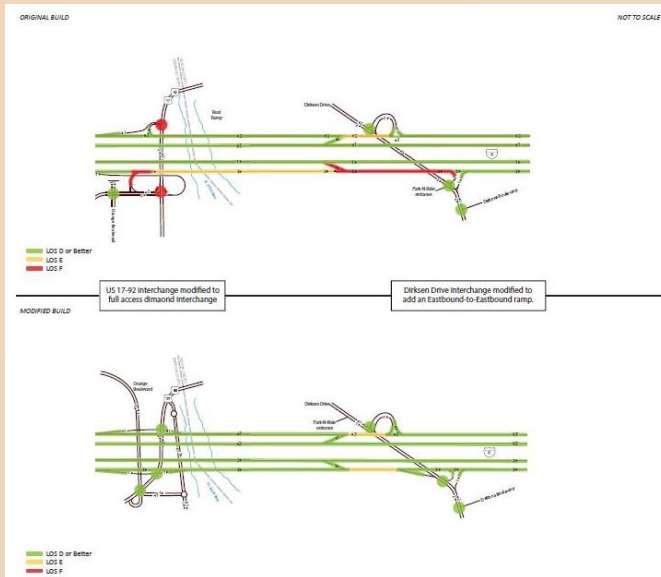
- This study is developing design alternatives that would efficiently accommodate traffic volumes that are projected to occur in year 2040
- Goal is to maintain an acceptable level of service through year 2040
 - Level of service measures to what extent cars are delayed when travelling through a given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





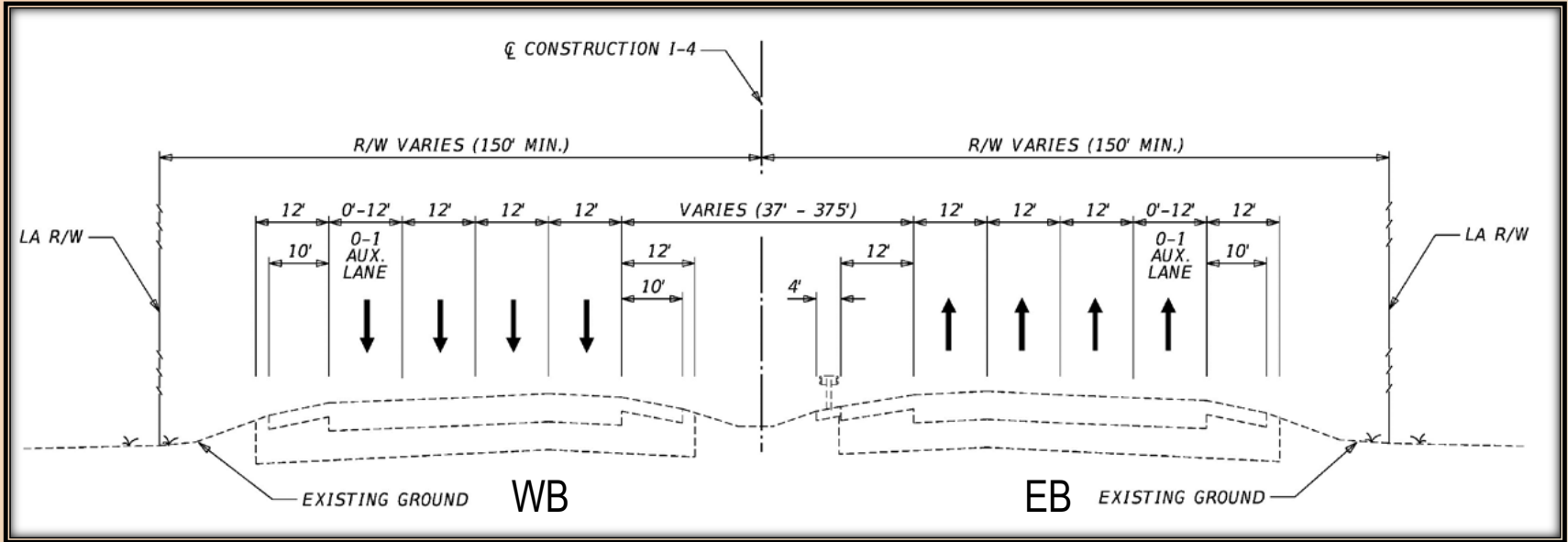
Results of Traffic Analysis

- Drivers will experience level of service **E** and **F** in the “**Original Build**” scenario along portions of Segment 4 and most intersections along the cross streets
- Drivers will experience level of service **D** or better in the “**Modified Build**” scenario along majority of Segment 4 and most 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 630 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 and westbound lanes in varying locations
- The posted speed limit for Segment 4 is 65 mph to the west of Saxon Boulevard and 70 mph to the east of Saxon Boulevard.



Local Agency & Other Stakeholder Meetings

- River to Sea Transportation Planning Organization
- Volusia County
- City of DeBary
- City of Deltona
- St. Johns River Water Management District (SJRWMD)

*list is not all-inclusive



Public Involvement

- Project website: www.i4express.com
- Alternatives Public Workshop
 - April 24, 2014
 - 52 citizens & 17 project team members attended
 - 4 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

ABOUT THE STUDY PROJECT DOCUMENTS WHAT IS A PD&E STUDY PUBLIC OUTREACH PROJECT SCHEDULE PROJECT FAQ DESIGN CONTRACTS

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 422 (Wekiva 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 422 (Wekiva 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.

How Express Lanes Keep Traffic Moving in Florida

STUDY AT-A-GLANCE

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 425 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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 Deland, FL 32720
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 Fax: 386-740-2875

Additional Contacts
 Staff Directory

Contact Us Employment MyFlorida.com Performance Statement of Agency Web Policies & Notices

Florida Department of Transportation
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Alternatives Considered

- **‘No-Build’ or ‘Do Nothing’ Alternative**
 - No corridor/capacity improvements
 - Discontinuous sidewalks and designated bicycle lanes
 - 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
 - 44-foot transit corridor within median
 - I-4 EB to Dirksen Drive EB Free-flow right turn lane
 - Widening of Saxon Boulevard to provide 6-lane section
 - Extension of Rhode Island Avenue from ex
 - Diverging diamond interchange at SR 472
 - Provide 7-ft buffered bicycle lanes on State Road 472
 - 8-ft trail along Dirksen Drive
 - Locate potential pond sites



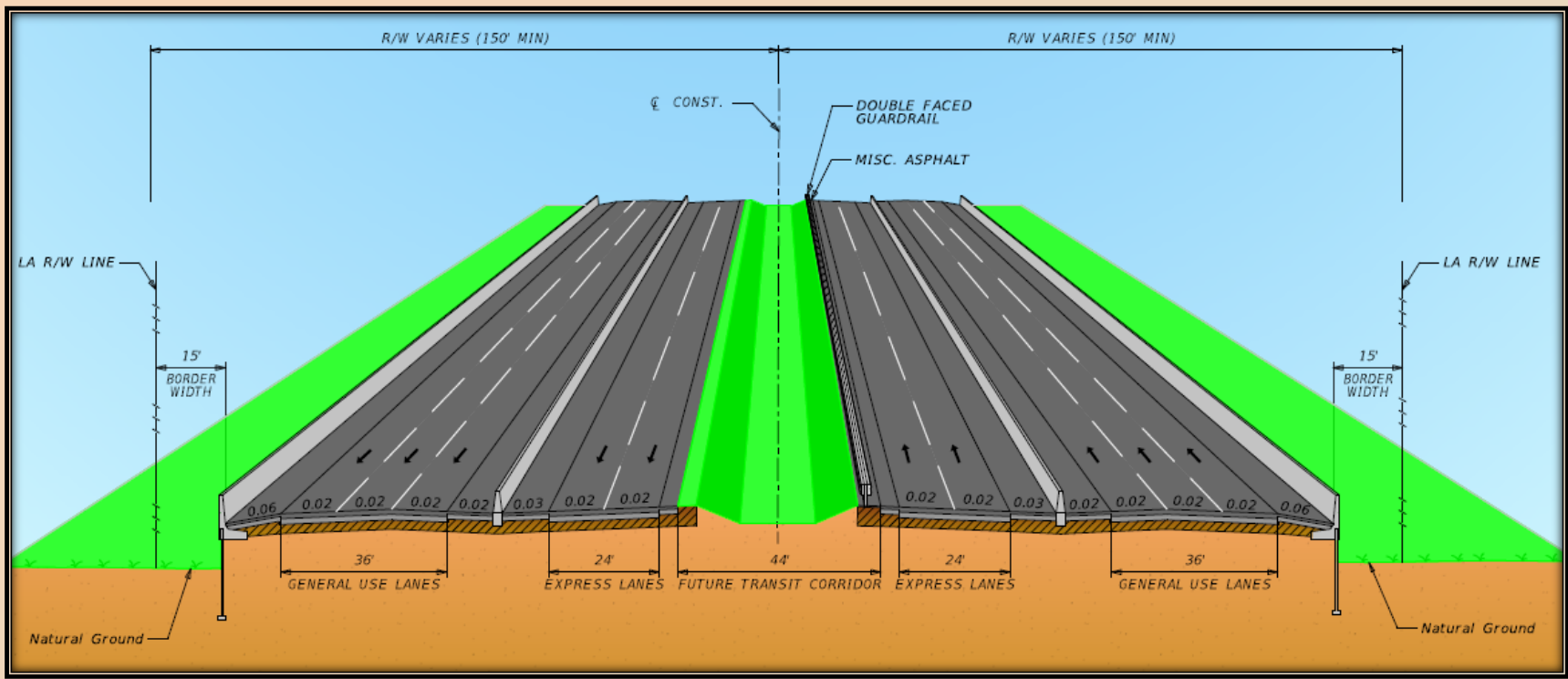
Alternatives Evaluation Matrix

Summary of Impacts ¹	No-Build	I-4 Mainline	Dirksen Drive		Saxon Boulevard						Rhode Island Avenue	SR 472				
			Alt. 1 Base Interchange	Alt. 2 EB Free-flow Right Turn Lane	Alt. 1 Base Interchange	Alt. 2 SPDI	Alt. 3 6-lane Widening (Left alignment)	Alt. 4 6-lane Widening (Center alignment)	Alt. 5 6-lane Widening (Right alignment)	Alt. 6 6-lane Widening (Right alignment w/14 EB off-ramps to Saxon Blvd. aligned)	Alt. 1 Base Interchange	Alt. 1 Loop Ramp	Alt. 2 SPDI	Alt. 3 WB Double Left Turn Lanes	Alt. 4 SPDI with U-Turns	Alt. 5 Diverging Diamond Interchange (DDI)
Roadway ROW Area to be acquired (Acres)	0	3.82	0.00	2.23	0.07	0.55	1.76	1.75	2.07	9.73	11.70	27.85	2.92	0.35	2.92	3.78
Pond ROW Area to be acquired (Acres) ²	0	18.37	N/A	3.12	N/A	N/A	11.64	11.64	11.64	0.91	6.25	N/A	N/A	N/A	N/A	11.0
Impacted Noise Sensitive Sites	0	399	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wetland Impacts (Acres)	0	54.51 (low and moderate quality wetlands)	12.80	12.80	0	0	0	0	0	0	1.30	0	0	0	0	0
Floodplain Impacts (ac-ft)	0	58.16	0	0	0	0	0	0	0	6.85	5.99		0	0	0	0
Potential Contamination Sites ⁴	0	Sites: 6-No Risk 17-Low risk 5-Medium risk Ponds: 36-Low risk 6-Medium risk: 408, 408 (Alt), 408B, SSV, 408D1 and 417	Sites: 3-Low	Sites: 3-Low	Sites: 5-Low 2-Medium	Sites: 5-Low 2-Medium	Sites: 5-Low 2-Medium	Sites: 5-Low 2-Medium	Sites: 5-Low 2-Medium	Sites: 5-Low 2-Medium	Sites: 1-Medium Ponds: 6-Low: A, B, B1, C, D and 409B1	Sites: 3-Low	Sites: 3-Low	Sites: 3-Low	Sites: 3-Low	Sites: 3-Low
Section 4(f)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Potential Historic Sites ⁵	0	23; None are NRHP eligible	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Potential to Improve Traffic Operations	Low	High	Low	High	Low	Medium	High	High	High	High	High ⁶	Low	Medium	Low	Medium	High
Pedestrian Accommodations	Yes	n/a	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Bicycle Accommodations	No	n/a	Yes	Yes	No	No	No	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes
Parcels Impacted	0	49	1	7	3	7	63	63	50	34	8	9	11	8	11	21
Potential Relocations	0	12	0	1	0	1	37	37	45	28	0	0	0	0	0	0
Constructability	n/a	High	High	High	High	Medium	High	High	High	High	High	High	Medium	High	Medium	Medium
Bridges (Area, SF)	0	285,558	0	1,088	44,998	47,398	45,227	45,227	44,565	44,565	39,860	31,182	61,392	38,231	61,392	39,732
Construction Cost ⁶	None	\$275.0M	\$0.35M	\$2.9M	\$23.9M	\$25.5M	\$24.1M	\$24.3M	\$25.7M	\$26.3M	\$72.5M	\$12.9M	\$28.1M	\$14.9M	\$34.0M	\$28.8M

Notes: This document is a working draft; data provided is a work in progress and may be updated or replaced.
 Abbreviations: Alt.- Alternative, EB- eastbound, SPDI- Single-Point Diamond Interchange, DDI- Diverging Diamond Interchange, ROW- Right-of-Way, ac-ft- acre-feet, SSV- Stormwater Storage Vault, SF- square feet.
 Shaded alternative columns designate the recommended alternative for each interchange.
¹Table illustrates impacts from the proposed Improvements to I-4 mainline for the build alternative and comparatively shows any additional impacts from the various interchange alternative options.
²Based on recommended pond sites as determined in the *Pond Siting Report, Segment 4 (August 2016)*.
³Historic resources constructed during or before 1970 within the APE (Area of Potential Effect) which includes areas 330' from proposed ROW and pond footprints plus 100' buffer.
⁴Within 1/2 mile of Roadway ROW
⁵New proposed interchange will provide greater connectivity within the local region.
⁶Construction costs are preliminary as determined by the Engineer's Estimate included in Appendix D; shown in millions of dollars.



Proposed Roadway Typical Section



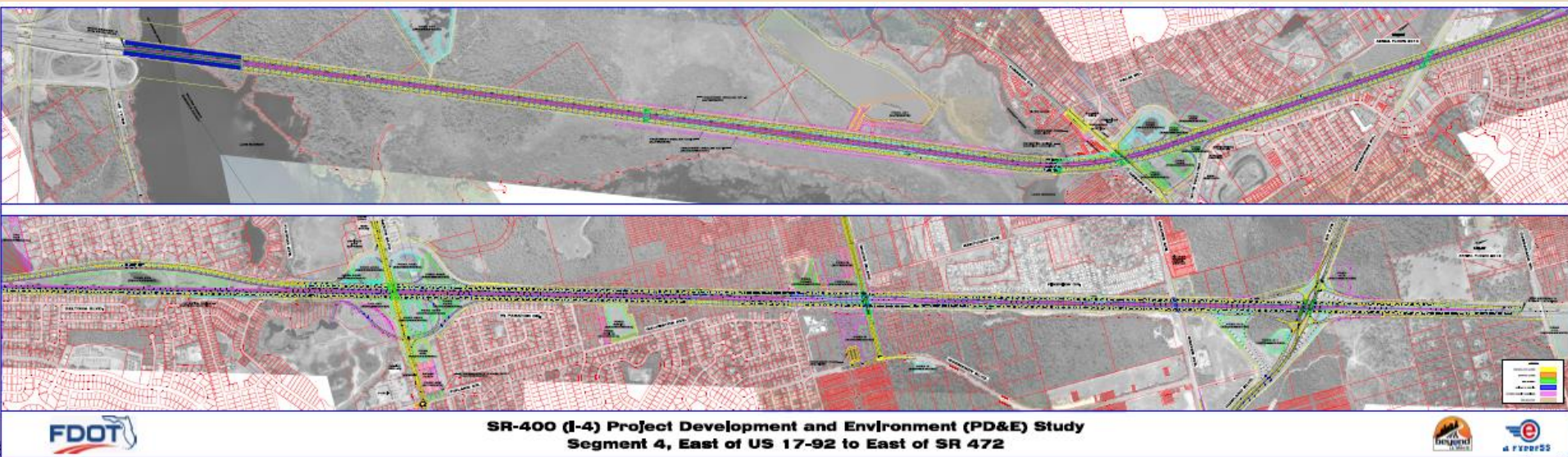
East of US 17/92 to East of SR 472 (Design Speed = 70 MPH)
 6 General Use Lanes + 4 Express Lanes (with Transit Corridor)



Recommended Alternative

- I-4 Mainline from E. of US 17-92 to E. of SR 472

- 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



SR-400 (I-4) Project Development and Environment (PD&E) Study
Segment 4, East of US 17-92 to East of SR 472

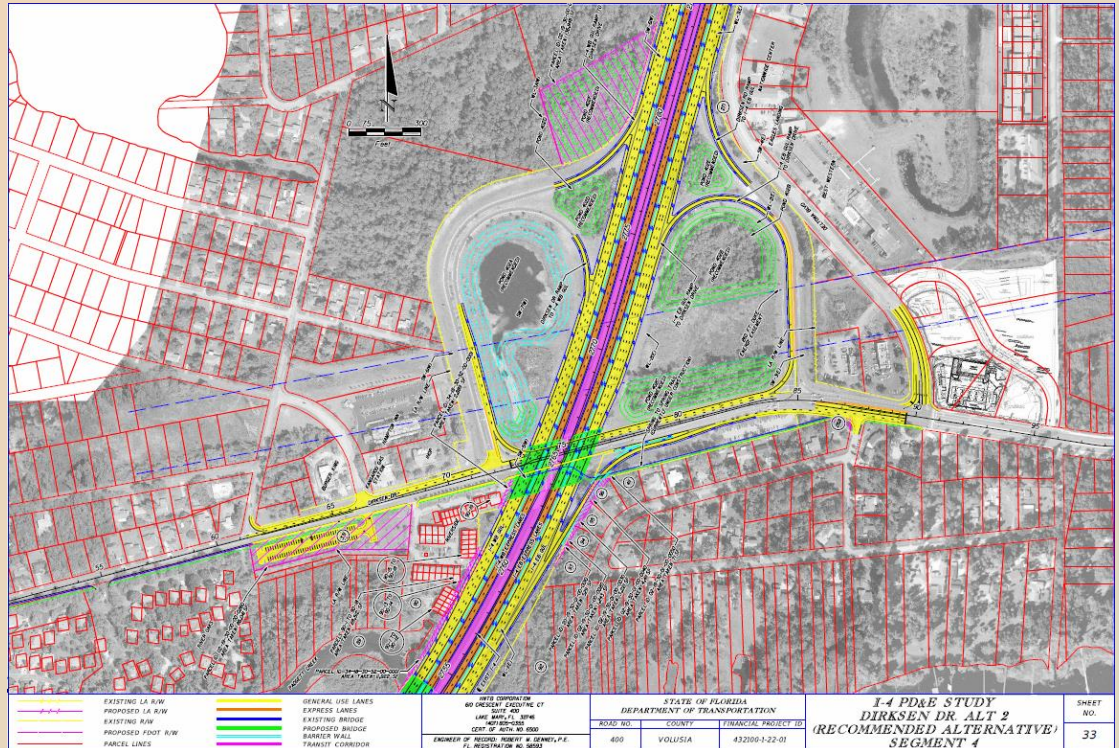
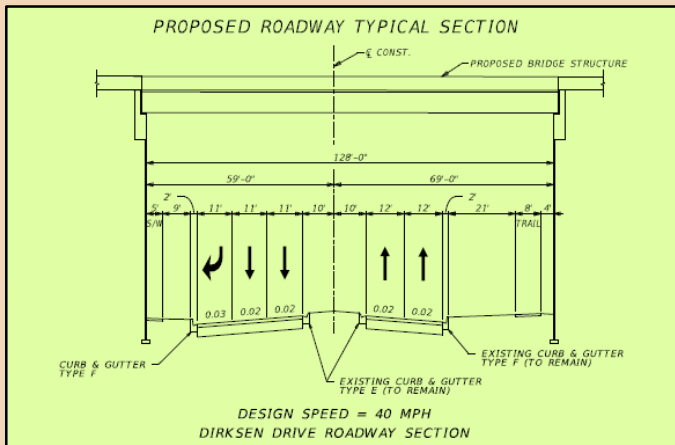




Recommended Alternative - Dirksen Drive Interchange

Recommended Alternative:

- A new I-4 EB free-flow right turn ramp provides access to eastbound Dirksen Drive.
- A new park and ride lot is proposed on the west side of the interchange.
- Provides two 12-foot travel lanes in each direction with 5-foot sidewalk on the north side and 8-foot trail on the south side south side of Dirksen Drive.
- Additional right-of-way is required

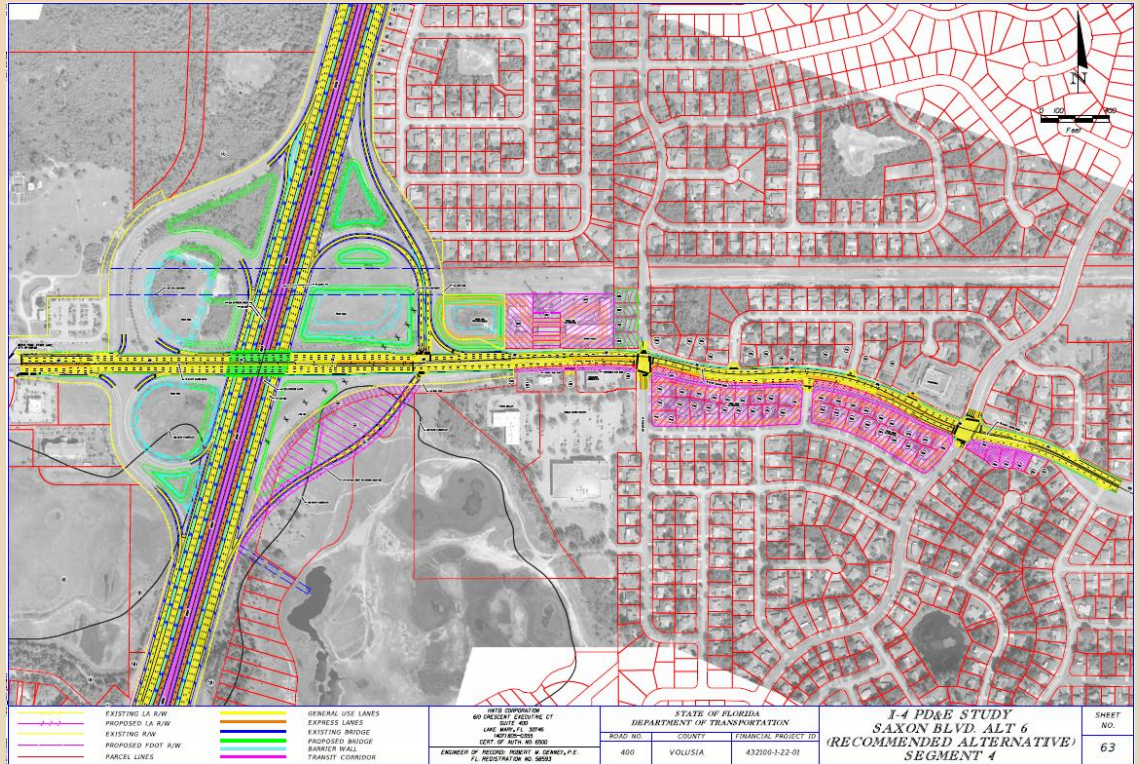
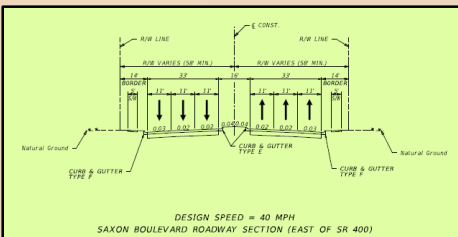
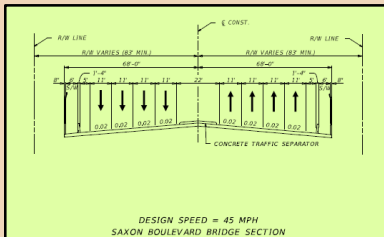
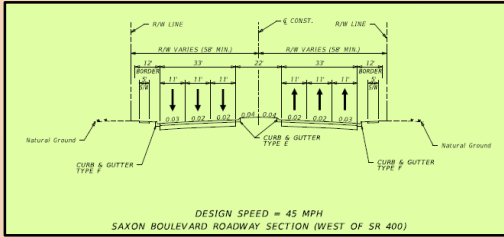




Recommended Alternative - Saxon Boulevard Interchange

Recommended Alternative:

- New I-4 Eastbound off ramp in the Southeast quadrant will align with the modified I-4 Eastbound loop off ramp in the Northeast quadrant.
- Saxon Boulevard will be widened to six lanes.
- Additional right-of-way is required



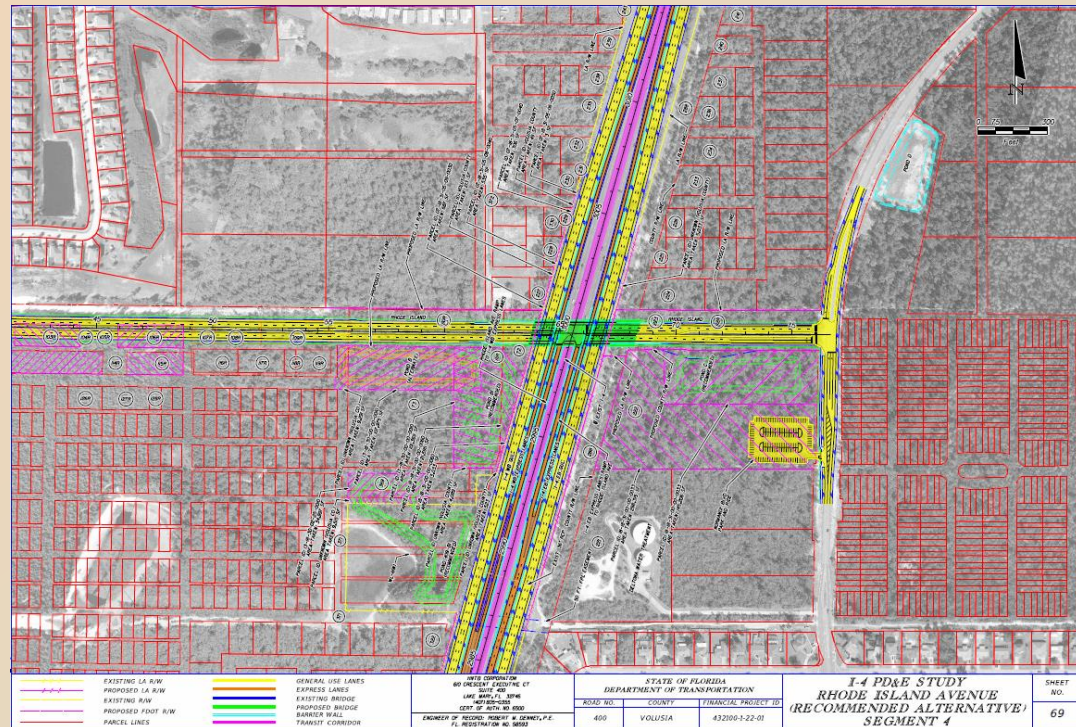
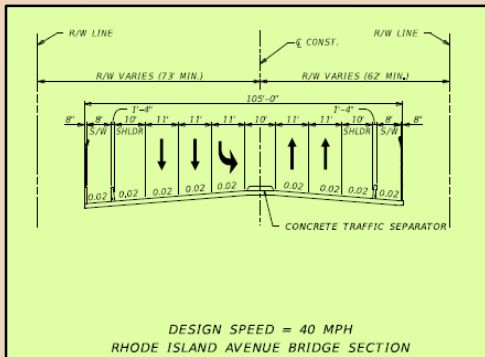
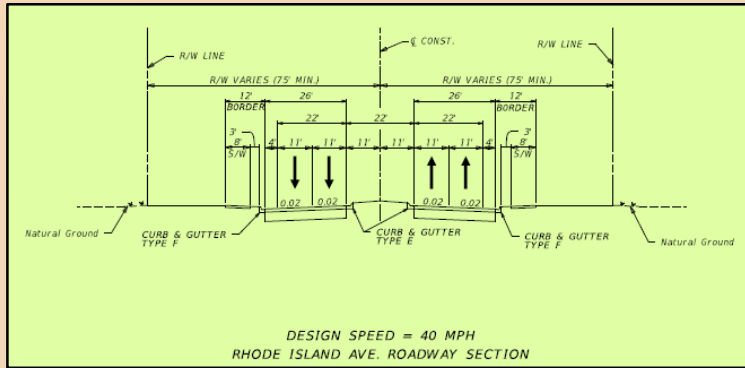


Recommended Alternative

- Rhode Island Avenue Interchange

Recommended Alternative:

- New direct access interchange providing entry to I-4 WB and exit from I-4 EB express lanes
- Extension of Rhode Island Avenue to provide a connection between Veterans Memorial Parkway and Normandy Boulevard
- Two 11-foot travel lanes with 8-foot sidewalks in each direction
- A new park and ride lot along Normandy Boulevard, south of Rhode Island Avenue
- Additional right-of-way is required

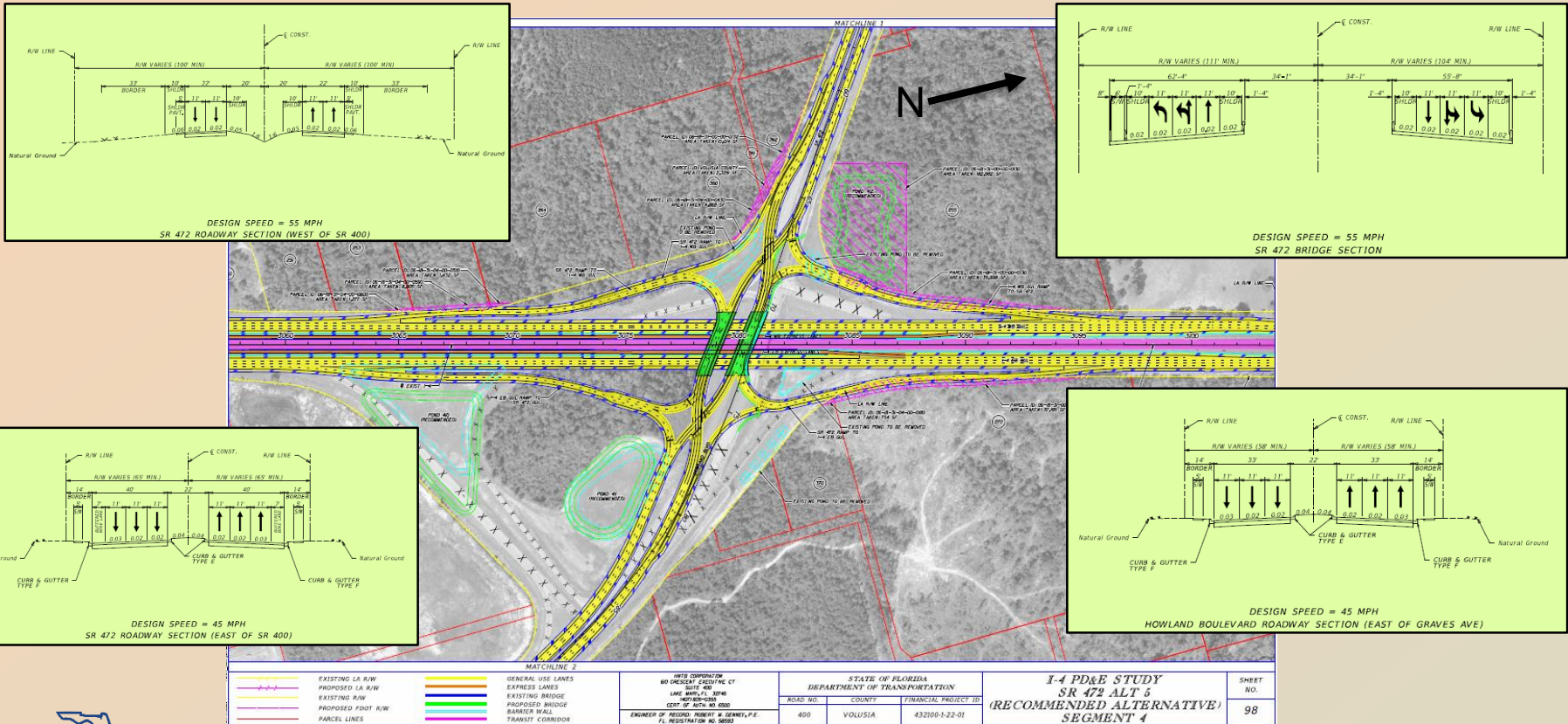




Recommended Alternative - SR 472 Interchange

Recommended Alternative:

- A new Diverging Diamond Interchange
- Additional turn lanes at the SR 472 intersections with Kentucky Avenue and Graves Avenue
- Bicycle lanes provided through the interchange and 6-foot sidewalk on the north side of SR 472
- Additional right-of-way is required along I-4, SR 472, Kentucky Avenue and Graves Avenue





Drainage Analysis

- The existing drainage systems will be enhanced to accommodate stormwater runoff from roadway improvements
 - Upgrading roadside swales
 - 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

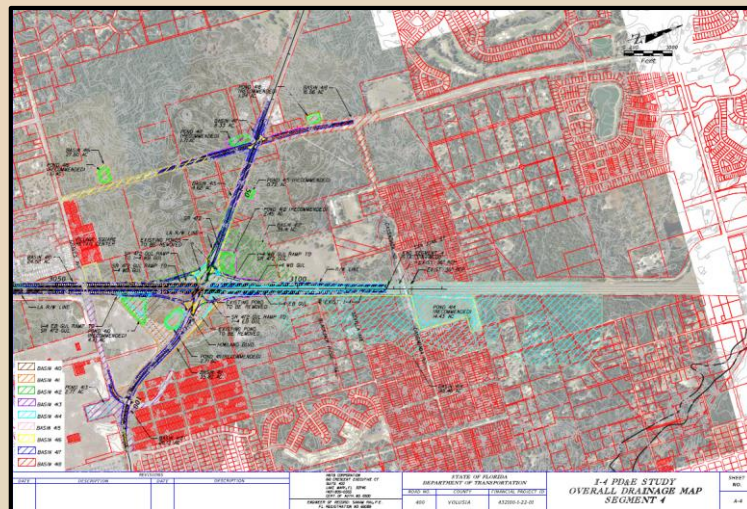
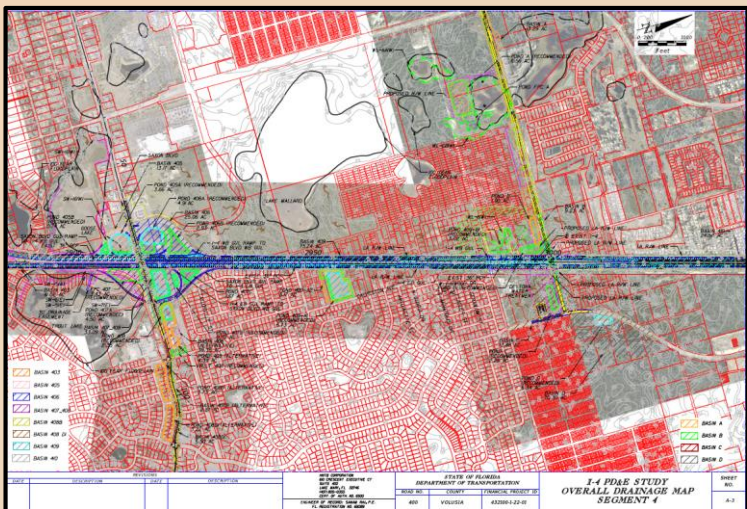
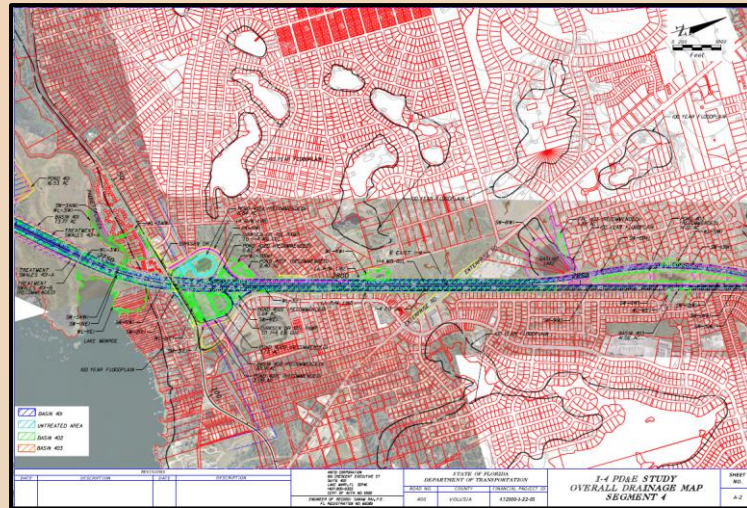
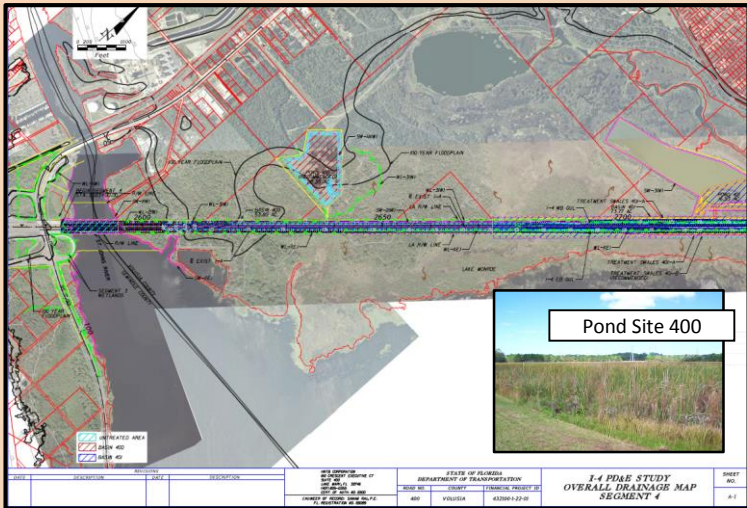
Right-of-Way Acquisition and Cost

Pond Site Design Criteria

- Governed by the rules and criteria set forth by the St. Johns River Water Management District (SJRWMD), Florida Department of Environmental Protection (FDEP), Volusia County and the FDOT.
- Water Quality and Pond Recovery
 - Wet Detention
 - Dry Retention
 - Outstanding Florida Water (OFW)
 - Nutrient Impaired Water
- 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 120 shovel tests within proposed ponds and 46 shovel tests along Rhode Island Avenue Extension
- No artifacts were recovered from any of the shovel tests
- No archaeological sites or occurrences were identified
- 23 historic resources constructed before 1970 located within the I-4 Segment 4 APE
- No historic resources are eligible for inclusion in the National Register of Historic Places (NRHP)
- No adverse effects to any cultural resources are anticipated

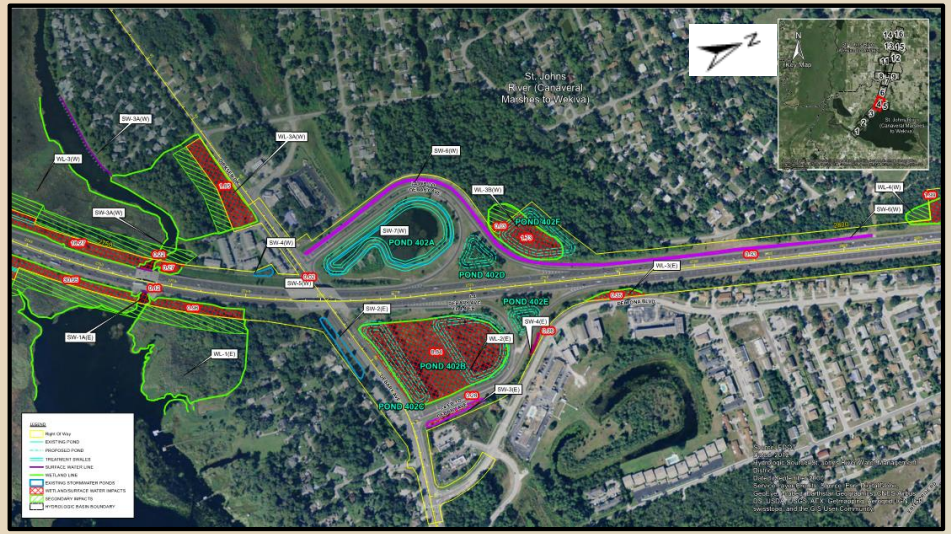
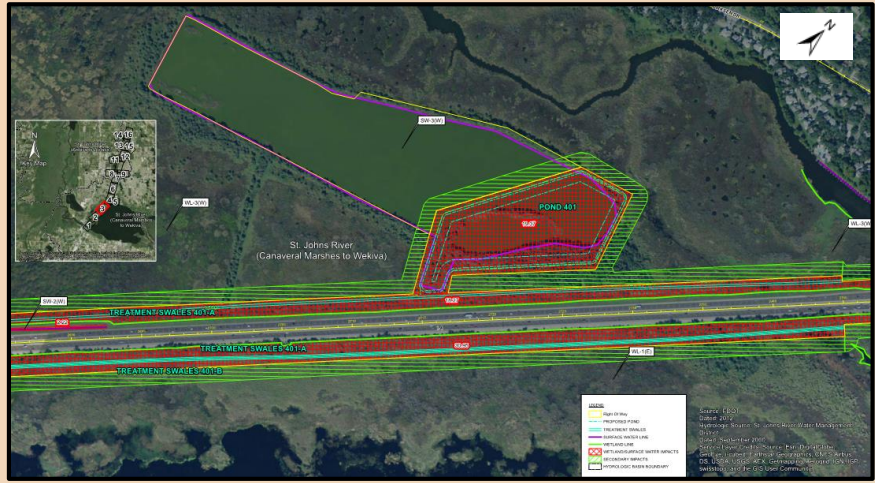


Resource 8VO08914, Atlantic Coast, St. Johns & Indian River (ACSJ & IR) Railway



Wetlands

- In accordance with Executive Order 11990 "Protection of Wetlands"
 - Estimated 68.61 Acres of Direct Wetland Impacts
 - Estimated 45.24 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 4 project “may affect and likely adversely affect” one federal listed species, the Florida Scrub-jay
- Compensatory mitigation to offset impacts to occupied scrub-jay habitat in Segment 4 at a ratio of 2:1 to the Nature Conservancy Umbrella Plan mitigation fund will be provided
- US Fish and Wildlife Service (USFWS) issued a Biological Opinion addressing impacts, and is available for review



Essential Fish Habitat

- The project will impact approximately 33.36 acres of herbaceous wetlands and 5.03 acres of forested wetlands associated with Lake Monroe and the St. Johns River, and additional non-Essential Fish Habitat (EFH) wetlands in other areas of Segment 4
- Mitigation to offset EFH impacts will be provided via a 100-foot long bridge section in each direction of I-4, as approved by the National Marine Fisheries Service (NMFS)





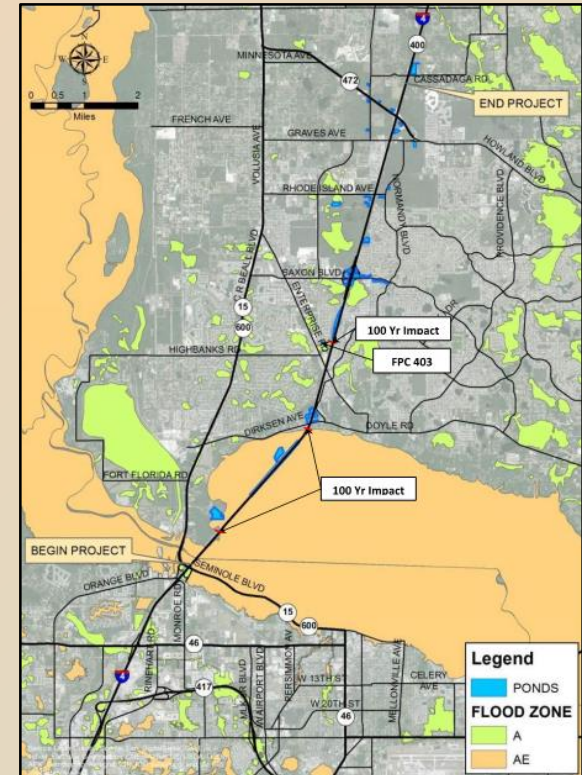
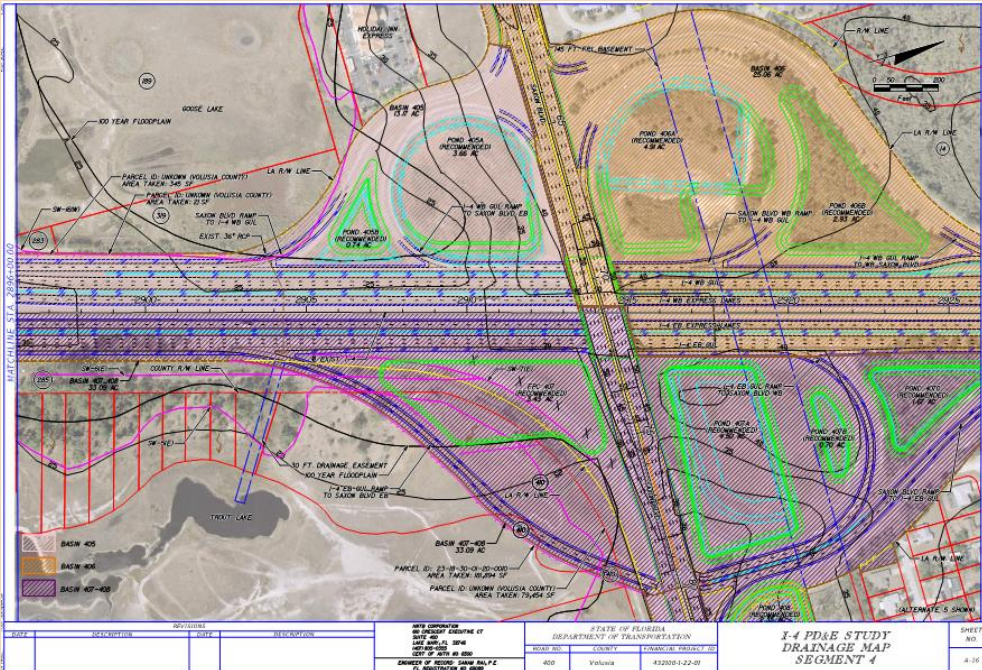
Water Quality

- 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, dry ponds and a stormwater vault which may be on-site or off-site



Floodplains

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





Noise Analysis

- In accordance with the Code of Federal Regulation Part 772
- A 14-foot tall, 898-foot long shoulder-mounted barrier is reasonable and feasible on the west side of I-4, north and south of Dirksen Drive
- A 16-foot tall, 1,266 foot-long ground-mounted barrier is reasonable and feasible on the east side of I-4 between Enterprise Road and north of Haversham Road



Map Key	
SR 400 (I-4) PD&E Limits	
	SR 400 (I-4) Beyond the Ultimate Segment 4 Study Area
	Wade Lane Ave (Interchange)
	I-4 Beyond the Ultimate Segment 4 R/W (12/1/13)
	Proposed Profile (12/1/13)
Barrier Walls	
	Existing Walls
	Proposed Walls (Cost Recommended)
	Modeled Walls (Not Cost Recommended)
Noise Sensitive Areas (NSA)	
	NSA-A
	NSA-B
	NSA-C
	NSA-E
	NSA-F
	NSA-G
	NSA-H
	Revised Receiver Area



Potential Contamination Sites

- 133 sites identified as potential contamination sites
- None rated high risk and 8 sites rated medium risk
- Out of 43 potential pond sites (including pond alternatives), six were rated medium risk and none were rated high risk
- 37 pond sites rated as low risk

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



Air Quality

- 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



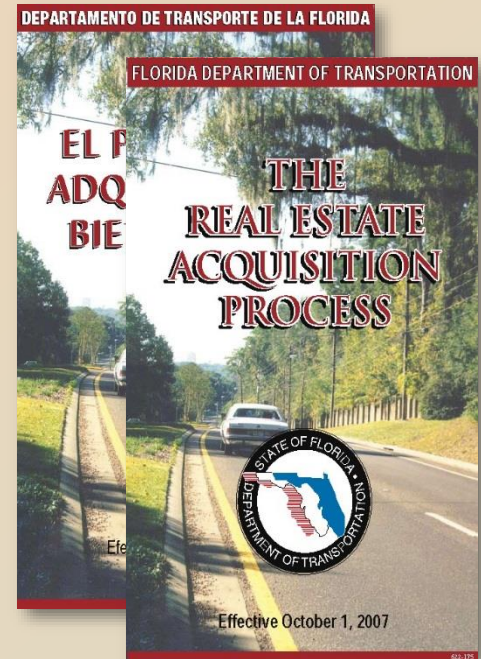


Right-of-Way Requirements

- Approximately 33 acres of additional right-of-way is anticipated for roadway improvements
- Approximately 40 acres of additional right-of-way is anticipated for off-site ponds
- 41 potential relocations (40 residential, 1 business) are anticipated

Florida Statute 330.09

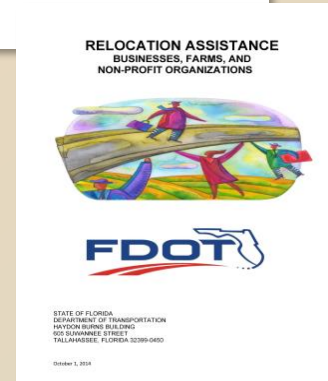
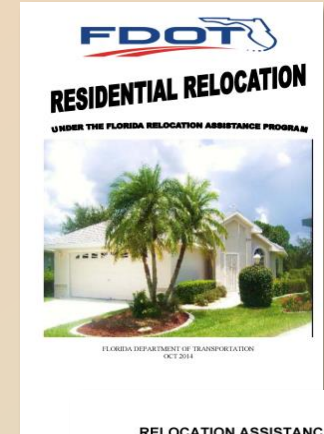
Federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970
(Public law 91-646 as amended by public law 100-17)





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 4	
Cost Component	Estimated Cost (LRE)
LRE	\$294,288,820.56
MOT (10%)	\$29,428,882.06
Mobilization (10%)	\$32,371,770.26
Project Unknowns (15%)	\$53,413,420.93
Project Non-Bid Subtotal	\$150,000.00
Construction Subtotal	\$409,652,893.81
Design (8%)	\$32,772,231.50
CEI (8%)	\$32,772,231.50
ROW	\$28,900,000.00
Utilities	\$3,400,000.00
Permits	\$200,000.00
Total Estimated Project Cost	\$507,697,356.82*



Schedule and Funding

- **Obtain Environmental Impact Statement Update approval; Record of Decision from the FHWA**
 - Anticipated end November 2016
- **Design**
 - Funded FY2017
 - Potential for Design-Build
- **Permit**
 - Funded FY2018
- **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 September 15, 2016 and will remain on display until November 26, 2016 at:
 - Deltona Regional Library
2150 Eustace Avenue
Deltona, FL 32725



- 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

**Comment Period Ends
on November 26, 2016**

FDOT **SPEAKER REQUEST CARD**
To be completed prior to making a recorded statement
PUBLIC HEARING – OCTOBER 6, 2016
I-4 BEYOND THE ULTIMATE PD&E STUDY
FROM EAST US 17/92 TO EAST OF SR 472
 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

FDOT **"BEYOND I-4 ULTIMATE" PD&E REEVALUATION STUDY**
 FROM EAST OF US 17/92 TO EAST OF SR 472
 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 15, 2016.

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

(386) 943-5418
 Toll Free: 1-800-763-7122

Beata.StysPalasz@dot.state.fl.us
 www.Hespress.com

Name: _____
 Address: _____
 Phone Number: _____
 Email: _____

PUBLIC HEARING **OCTOBER 6, 2016**

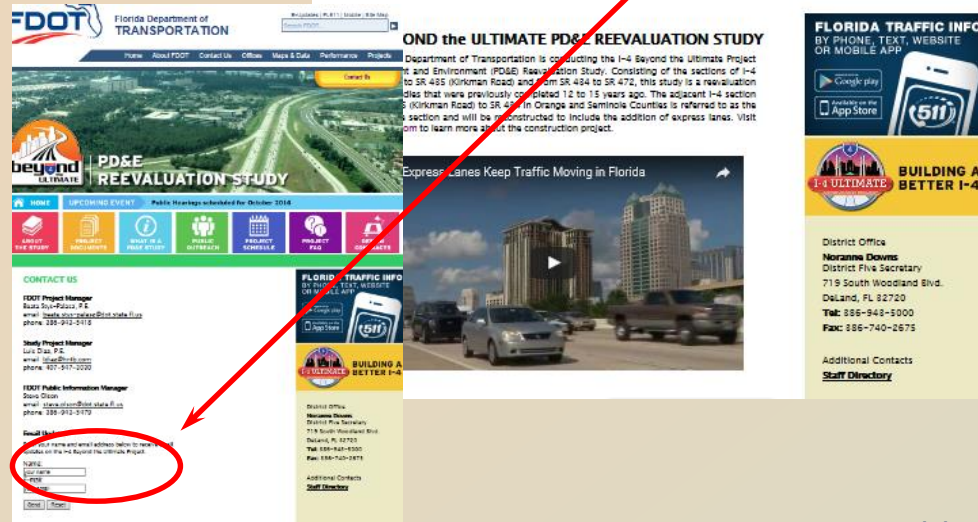
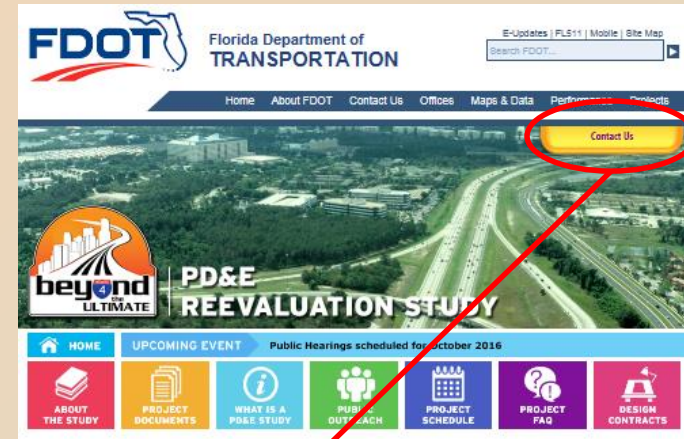




Public Comments

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

Comment Period Ends on November 26, 2016





Thank you for attending!

PUBLIC HEARING

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

