Evaluation and Assessment of the I-4 Ultimate and Beyond the Ultimate 2002 FEIS and RODs (2002 and 2005)

APPENDIX

Orange County (75280), Seminole County (77160), Volusia County (79110), Florida
August 2017
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   3A – Segment 2 Public Hearing Transcript
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   3C – Segment 4 Public Hearing Transcript

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   4B – Segment 3 Plans
   4C – Segment 4 Plans
PART 1

Project Documents
The project documents to support this study can be found on FDOT’s I-4 website for this project. Separate reports and memorandum were prepared for each of the three segments and can be accessed at the following website addresses:

http://www.i4express.com/project_documents_segment_2.shtm

http://www.i4express.com/project_documents_segment_3.shtm

http://www.i4express.com/project_documents_segment_4.shtm

The reports that were prepared were:

- Air Quality Report (AQA)
- Conceptual Stage Relocation Plan (CSRP)
- Contamination Screening Evaluation Report (CSER)
- Cultural Resource Assessment Survey (CRAS)
- Endangered Species Biological Assessment (ESBA)
- Location Hydraulic Report (LHR)
- Noise Study Report (NSR)
- Pavement Type Selection Report (PTSR)
- Pavement Survey and Evaluation Reports (PSE)
- Preliminary Geotechnical Engineering Investigation for Ponds (GEOTECH)
- Value Engineering Study Draft Report
- Wetland Evaluation Report (WER)
- Pond Siting Report (PSR)
- Utility Impact Report (UIR)
- Preliminary Engineering Report (PER)

Additional technical reports prepared for the entire project area include:

- Concept of Operations Report
- Lighting Justification Report (LJR)
- Reversible Express Lanes Evaluation Report
- Systems Access Modification Report

Reports or Technical Memorandum that were prepared for individual areas of the project or specific project segments included:

- Essential Fish Habitat Technical Memorandum (Segment 4)
- Florida Sand Skink Survey Technical Memorandum (Segment 2)
- Florida Scrub-jay Survey Technical Memorandum (Segment 4)
- St. Johns River Multiuse Bridge Concept Report (Segments 3 and 4)
- Structural Evaluation Study for I-4 over US 17/92 and the St. Johns River (Segments 3 and 4)
PART 2

PLANNING CONSISTENCY DOCUMENTS
PART 2A

SEGMENT 2 PLANNING DOCUMENTS
### Planning Requirements for Environmental Document Approvals

**Document Information:**
- **Date:** 7/13/2017
- **Document Type:** EIS/EA/CE II
- **Document Status:** Draft/Final
- **Project Name:** SR 400 (I-4)
- **FM #:** 242484-7
- **Project Limits:** West of SR 528 Beachline To West of SR 435 Kirkman Road
- **ETDM #:**
- **Are the limits consistent with the plans?** YES (LRTP Has Polk/Osceola County Line to SR 435/Kirkman which are within the project limits.)
- **Identify MPO(s) (if applicable):** MetroPlan Orlando Metropolitan Planning Organization
- **Original PD&E FAP#:** 0041-227-I

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#### PHASE

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**Project Segmented:** Y

**FDOT Preparer’s Name:**

**Date:**

**Phone #:**

**Preparer’s Signature:**

**Email:**

*Attach: LRTP, TIP, STIP pages*
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**MetroPlan Orlando**

**Transportation Improvement Program**

**Interstate Improvement Projects**

**Orange County**

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**NOTICE TO Bidders**

April 2017
### Approve STIP

**Florida Department of Transportation**  
**Effective Date:** 09/01/2016  
**Run:** 07/28/2017 14.02.24

**Item Segment:** 242484 7

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**District:** 05 | **County:** ORANGE | **Type of Work:** ADD LANES & RECONSTRUCT | **Project Length:** 4.877

**PRELIMINARY ENGINEERING / MANAGED BY FDOT**

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**Item Number:** 242484 | **Project Description:** I-4 FROM N OF KENNEDY BLVD TO SEMINOLE CO LINE *SIS*
**District:** 05 | **County:** ORANGE | **Type of Work:** ADD LANES & RECONSTRUCT | **Project Length:** 2.462

**PRELIMINARY ENGINEERING / MANAGED BY FDOT**

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<th>Item</th>
<th>Description</th>
<th>DIH - STATE IN-</th>
<th>DS - STATE</th>
<th>LF - LOCAL</th>
<th>NH - PRINCIPAL</th>
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<td>Project Length</td>
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<th>Type of Work</th>
<th>Project Length</th>
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<td>SR 400 (I-4) W OF SR 528 BEACHLINE TO W OF SR 435 <em>SIS</em></td>
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<td>ORANGE</td>
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### Preliminary Engineering / Managed by FDOT

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<th>ACSA - ADVANCE CONSTRUCTION (SA)</th>
<th>DDR - DISTRICT DEDICATED REVENUE</th>
<th>DIH - STATE IN-HOUSE PRODUCT SUPPORT</th>
<th>PKYI - TURNPIKE IMPROVEMENT</th>
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<td>8302017</td>
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### Environmental / Managed by FDOT

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<td>2017</td>
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<tr>
<td>2020</td>
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<tr>
<td>2021</td>
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### Design Build / Managed by FDOT

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<tbody>
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<td>138827</td>
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<tr>
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<td>2021</td>
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| Item 242484 9 | Project Description: | I-4 INTERCHANGE EROSION RECONSTRUCTION TROPICAL *SIS* |
|---------------|----------------------|
| District:     | County:              |
| 05            | ORANGE               |
| Type of Work: | EMERGENCY OPERATIONS |
| Project Length: | .700 |

**CONSTRUCTION / MANAGED BY FDOT**

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**MISCELLANEOUS / MANAGED BY FDOT**

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**Project Total:**

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**Grand Total:**

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<th>District 05 Totals:</th>
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<td>335,156,632</td>
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## MetroPlan Orlando

**YEAR 2040 LONG-TERM TRANSPORTATION PLAN**

**Priority Project Costs by Plan Year ($000’s) by Plan Year**

<table>
<thead>
<tr>
<th>Improvement</th>
<th>Code</th>
<th>2015</th>
<th>2015 Total</th>
<th>2020 (TIP)</th>
<th>2020 Cost vs Revenues</th>
<th>2025</th>
<th>2025 Total</th>
<th>2030</th>
<th>2030 Total</th>
<th>2040</th>
<th>2040 Total</th>
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<td>Multi-Order Co., Ltd</td>
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<td>31,763</td>
<td>31,763</td>
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<tr>
<td></td>
<td>80-6720</td>
<td>McCall Rd</td>
<td>2015</td>
<td>27,513</td>
<td>50,000</td>
<td>50,000</td>
<td>31,763</td>
<td>31,763</td>
<td>31,763</td>
<td>31,763</td>
<td></td>
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<tr>
<td></td>
<td>80-6720</td>
<td>McCall Rd</td>
<td>2015</td>
<td>27,513</td>
<td>50,000</td>
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<td>31,763</td>
<td>31,763</td>
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<td>80-6720</td>
<td>McCall Rd</td>
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<td>50,000</td>
<td>31,763</td>
<td>31,763</td>
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<td>2015</td>
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<td>50,000</td>
<td>50,000</td>
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<td>80-6720</td>
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<td>31,763</td>
<td>31,763</td>
<td>31,763</td>
<td>31,763</td>
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**Inflation Rates**

- **1.21**  
- **1.35**  
- **1.59**  
- **2.03**

**Budget Allocation by Year ($000’s)**

- **Total Cost of Completion in 2040:** $5,196,649.37
- **Total Project Cost in YOE:** $3,301,311.32
- **Remaining Revenues:** $154,588.68

**Budget Breakdown for 55 Highway**

- **Florida/Department of Transportation**
  - Federal/State 1: $478,689
  - Federal/State 2: $363,889
  - Federal/State 3: $277,778
  - Federal/State 4: $231,491
  - Federal/State 5: $197,611

**Capacity Program Estimates (Table 1)**

<table>
<thead>
<tr>
<th>Category</th>
<th>2015</th>
<th>2015 Total</th>
<th>2020 Total</th>
<th>2030 Total</th>
<th>2040 Total</th>
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<tbody>
<tr>
<td>Federal/State 1</td>
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<td>$478,689</td>
<td>$478,689</td>
<td>$478,689</td>
<td>$478,689</td>
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<td>Federal/State 2</td>
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<td>$363,889</td>
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<td>$363,889</td>
<td>$363,889</td>
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<td>Federal/State 5</td>
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<td>$197,611</td>
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**Investment Notes**

- **Year of Expenditure (YOE) Total Cost:** $1,336,086
- **Total State/Federal Funds for Priority Highway Projects:** $3,455,900

**Remaining Budget**

- **Federal/State 1:** $478,689
- **Federal/State 2:** $363,889
- **Federal/State 3:** $277,778
- **Federal/State 4:** $231,491
- **Federal/State 5:** $197,611

**Total State/Federal Funds for Priority Highway Projects:** $5,196,649.37

47
### TABLE 7: STRATEGIC INTERMODAL SYSTEM (SIS) PROJECTS

<table>
<thead>
<tr>
<th>Roadway</th>
<th>From</th>
<th>To</th>
<th>Improvement</th>
<th>Phase(s)</th>
<th>Funded by</th>
<th>Year</th>
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</thead>
<tbody>
<tr>
<td>I-4</td>
<td>Polk/Osceola County Line</td>
<td>SR 435/Kirkman Rd</td>
<td>Ultimate Configuration for General Use &amp; Managed Lanes</td>
<td>D,R,C</td>
<td>2025</td>
<td></td>
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<tr>
<td>I-4</td>
<td>SR 434</td>
<td>Seminole/Volusia Co. Line</td>
<td>Ultimate Configuration for General Use &amp; Managed Lanes</td>
<td>D,R,C</td>
<td>2025</td>
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<tr>
<td>Wekiva Parkway</td>
<td>US 441</td>
<td>I-4</td>
<td>New Expressway</td>
<td>D,R,C</td>
<td>2025</td>
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</tr>
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* Transportation Improvement Program (TIP 2016-2026)
** Refer to Prioritized Project List (PPL)
P = Project Development & Engineering (PD&E), D = Design, R = Right of Way (ROW), C = Construction
All facilities owned by Florida's Turnpike Enterprise (FTE) are part of the SIS. However, for consistency, FTE projects in the Cost Feasible Plan are reported in Table 12: Toll Facilities

### TABLE 8: FEDERAL & STATE FUNDED COST FEASIBLE PROJECTS

<table>
<thead>
<tr>
<th>Roadway</th>
<th>From</th>
<th>To</th>
<th>Improvement</th>
<th>Phase(s) to be funded</th>
<th>Funded by</th>
<th>Year</th>
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<td>SR 426/CR 419</td>
<td>Pine Ave</td>
<td>Avenue B</td>
<td>Widen to 4 Lanes - Phase 2</td>
<td>R,C</td>
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<tr>
<td>CR 419</td>
<td>Avenue B</td>
<td>W of Lockwood Blvd</td>
<td>Widen to 4 Lanes - Phase 3</td>
<td>R,C</td>
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<td>SR 50</td>
<td>E Old Cheney Hwy</td>
<td>SR 520</td>
<td>Widen to 6 Lanes</td>
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<td>Innovation Way North / Dowden Rd Ext</td>
<td>SR 417</td>
<td>SR 528 / Beachline Exwy</td>
<td>New 4 Lane Roadway</td>
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<td>SR 46</td>
<td>SR 415</td>
<td>CR 426</td>
<td>Safety Improvements - Phase 1</td>
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<td>SR 436</td>
<td>Newburyport Ave</td>
<td>CR 427 / Ronald Reagan Blvd</td>
<td>Intersection Improvements</td>
<td>P,D,R,C</td>
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<td>SR 15/Conway Rd</td>
<td>at Gatlin Ave</td>
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<td>Add Turn Lanes</td>
<td>P,D,R,C</td>
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<td>SR 500/US 441</td>
<td>at Piedmont Wekiva Rd</td>
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<td>Add Turn Lanes</td>
<td>P,D,R,C</td>
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<tr>
<td>SR 424/Edgewater Dr</td>
<td>at SR 423/Leer Rd</td>
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<td>Add Turn Lanes</td>
<td>P,D,R,C</td>
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<td></td>
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<tr>
<td>SR 500/US 441</td>
<td>at Plymouth Sorrento Rd</td>
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<td>P,D,R,C</td>
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<td>SR 527/Orange Ave</td>
<td>SR 482 / Send Lake Rd</td>
<td>SR 15 / Hoffner Ave</td>
<td>Multimodal Context/Sensitive Improvements</td>
<td>P,D,C</td>
<td>2025</td>
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<tr>
<td>SR 434/Alafaya Tr</td>
<td>SR 50</td>
<td>McCulloch Rd</td>
<td>Multimodal Context/Sensitive Improvements</td>
<td>P,D,C</td>
<td>2025</td>
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<tr>
<td>SR 424/Edgewater Dr</td>
<td>at SR 426/ Fairbanks Ave</td>
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<td>SR 436</td>
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<td>P,D,C</td>
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<tr>
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<td>at I-4</td>
<td>Hughey Ave</td>
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<td>P,D,C</td>
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<td>Osceola Pkwy</td>
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<td>SR 500/US 441</td>
<td>US 192</td>
<td>Osceola Pkwy</td>
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<tr>
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<td>Pineloch Ave</td>
<td>Anderson St</td>
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<td>P,D,C</td>
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<td>US 17/92</td>
<td>SR 50</td>
<td>Princeton St</td>
<td>Multimodal Context/Sensitive Improvements</td>
<td>P,D,C</td>
<td>2025</td>
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<td>SR 15/600/US 17/92 &amp; Lee Rd Ext</td>
<td>Norfolk Ave</td>
<td>Monroe St / Denning Dr</td>
<td>Constr medians/Improve Intersection/Extend Road</td>
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<td>SR 46</td>
<td>SR 415</td>
<td>CR 426</td>
<td>Widen to 4 Lanes - Phase 2</td>
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<td>John Young Pkwy</td>
<td>Pleasant Hill Rd</td>
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<td>SR 535</td>
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PART 2B

SEGMENT 3 PLANNING DOCUMENTS
This project is being done as a Design Build project. Initial Plans Review was on 06/01/2017. The TIP and STIP information used is from the TPO's adopted TIP Fiscal Years 2016/2017 through 2020/2021. The STIP does not currently reflect what is on the MPO's TIP because there were cost updates that were done on the project but the cost updates did not meet the threshold ($2 Million and 20%) requirements for having to process a TIP Amendment. There were also funding swaps to the project which has taken the ACNP funding showing on the STIP off the project. The STIP will be updated on October 1, 2017 to include the Right of Way that is currently not showing on the TIP. The additional funds were needed to relocate ponds.

This project is being done as a Design Build project. The Right of Way (ROW) Phase is currently showing in the outer years of the TIP and STIP (>2020) for $40,222,753. The MPO's new TIP was adopted 07-12-2017 and has $11,487,000 (the MPO arounds their numbers) in Fiscal Year 2022 which matches the STIP period for the New TIP which is effective October 1, 2017. There is ROW that is programmed out in the outer years of the work program from Fiscal Years 2023 through 2025 as well. The estimated ROW Certification date is July 2023.

This project is being done as a Design Build project. The Construction (CST) Phase is currently not showing in the MPO's TIP or in the STIP. The Tentative Work Program currently shows funding in Fiscal Year 2027 for the amount of $500,585,187 for the Construction Phase. The STIP will be updated with the TIP in October 2017 out to Fiscal year 2021. Letting is estimated for August 2026.
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<tr>
<th>Project Name or Designation</th>
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<th>Project Status and Cost ($000s)</th>
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## Approved STIP

### View Approved STIP Phase Grouping

**Crosswalk**

**Item Segment:** 242592 4

### Fund

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### HIGHWAYS

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| Project Length: | 8.992 |

#### PRELIMINARY ENGINEERING / MANAGED BY FDOT

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#### RIGHT OF WAY / MANAGED BY FDOT

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#### District 05 Totals:

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## Priority Project Costs by Plan Year (in millions)

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### Budget Allocation by Year (in millions)

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### Inflation Rates

- 1.21
- 1.35
- 1.59
- 2.03

### Federal/State 1

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### Inflation Notes

- Year of Expenditure (YOE) Total Cost
- Total Project Cost in YOE
- Remaining Budget

### MetroPlan Orlando

#### Priority Project Costs by Plan Year (in millions)

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### Budget Allocation by Year (in millions)

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</tr>
<tr>
<td>Remaining Revenue</td>
<td>$1,145,661,520</td>
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### Inflation Notes

- Year of Expenditure (YOE) Total Cost
- Total Project Cost in YOE
- Remaining Budget

### Federal/State 1

<table>
<thead>
<tr>
<th>Year</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
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<tbody>
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<tr>
<td>Total Project Cost to Date</td>
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<tr>
<td>Remaining Revenue</td>
<td>$1,145,661,520</td>
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### Inflation Rates

- 1.21
- 1.35
- 1.59
- 2.03

### Federal/State 1

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<th>2023</th>
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<tr>
<td>Total Project Cost to Date</td>
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<tr>
<td>Remaining Revenue</td>
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### TABLE 7: STRATEGIC INTERMODAL SYSTEM (SIS) PROJECTS

<table>
<thead>
<tr>
<th>Roadway</th>
<th>From</th>
<th>To</th>
<th>Improvement</th>
<th>Phase(s)</th>
<th>Funded by</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-4</td>
<td>Polk/Osceola County Line</td>
<td>SR 435/Kirkman Rd</td>
<td>Ultimate Configuration for General Use &amp; Managed Lanes</td>
<td>D,R,C</td>
<td>2025</td>
</tr>
<tr>
<td>I-4</td>
<td>SR 434</td>
<td>Seminole/Volusia Co. Line</td>
<td>Ultimate Configuration for General Use &amp; Managed Lanes</td>
<td>D,R,C</td>
<td>2025</td>
</tr>
<tr>
<td>Wekiva Parkway **</td>
<td>US 441</td>
<td>I-4</td>
<td>New Expressway</td>
<td>D,R,C</td>
<td>2025</td>
</tr>
</tbody>
</table>

* Transportation Improvement Program (TIP 2016-2020)
* ** Refer to Prioritized Project List (PPL)

P = Project Development & Engineering (PD&e), D = Design, R = Right of Way (ROW), C = Construction

All facilities owned by Florida’s Turnpike Enterprise (FTE) are part of the SIS. However for consistency, FTE projects in the Cost Feasible Plan are reported in Table 12: Toll Facilities

### TABLE 8: FEDERAL & STATE FUNDED COST FEASIBLE PROJECTS

<table>
<thead>
<tr>
<th>Roadway</th>
<th>From</th>
<th>To</th>
<th>Improvement</th>
<th>Phase(s) to be funded</th>
<th>Funded by</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR 426/Cr 419</td>
<td>Pine Ave</td>
<td>Avenue B</td>
<td>Widen to 4 Lanes - Phase 2</td>
<td>R,C,</td>
<td>2025</td>
</tr>
<tr>
<td>Cr 419</td>
<td>Avenue B</td>
<td>W of Lockwood Blvd</td>
<td>Widen to 4 Lanes - Phase 3</td>
<td>R,C,</td>
<td>2025</td>
</tr>
<tr>
<td>SR 50</td>
<td>E Old Cheney Hwy</td>
<td>SR 520</td>
<td>Widen to 6 Lanes</td>
<td>R,C,</td>
<td>2025</td>
</tr>
<tr>
<td>Innovation Way North / Dowden Rd Ext</td>
<td>SR 417</td>
<td>SR 528 / Beachline Exwy</td>
<td>New 4 Lane Roadway</td>
<td>C,</td>
<td>2025</td>
</tr>
<tr>
<td>SR 46</td>
<td>SR 415</td>
<td>CR 426</td>
<td>Safety Improvements - Phase 1</td>
<td>P,D,R,C,</td>
<td>2025</td>
</tr>
<tr>
<td>SR 15/Conway Rd</td>
<td>at Gatlin Ave</td>
<td></td>
<td>Add Turn Lanes</td>
<td>P,D,R,C,</td>
<td>2025</td>
</tr>
<tr>
<td>SR 500/US 441</td>
<td>at Piedmont Wekiva Rd</td>
<td>0</td>
<td>Add Turn Lanes</td>
<td>P,D,R,C,</td>
<td>2025</td>
</tr>
<tr>
<td>SR 424/Edgewater Dr</td>
<td>at SR 423/lee Rd</td>
<td>0</td>
<td>Add Turn Lanes</td>
<td>P,D,R,C,</td>
<td>2025</td>
</tr>
<tr>
<td>SR 500/US 441</td>
<td>at Plymouth Sorrento Rd</td>
<td>0</td>
<td>Add Turn Lanes</td>
<td>P,D,R,C,</td>
<td>2025</td>
</tr>
<tr>
<td>SR 527/Orange Ave</td>
<td>SR 482/Sand Lake Rd</td>
<td>SR 15/Hoffner Ave</td>
<td>Multimodal Context/Sensitive Improvements</td>
<td>P,D,C,</td>
<td>2025</td>
</tr>
<tr>
<td>SR 434/Alafaya Tr</td>
<td>SR 50</td>
<td>McCulloch Rd</td>
<td>Multimodal Context/Sensitive Improvements</td>
<td>P,D,C,</td>
<td>2025</td>
</tr>
<tr>
<td>SR 424/Edgewater Dr</td>
<td>at SR 426/Fairbanks Ave</td>
<td>0</td>
<td>Add Turn Lanes</td>
<td>P,D,R,C,</td>
<td>2025</td>
</tr>
<tr>
<td>SR 426/Aloma Ave</td>
<td>SR 436</td>
<td>Orange/Seminole Co. Line</td>
<td>Multimodal Context/Sensitive Improvements</td>
<td>P,D,C,</td>
<td>2025</td>
</tr>
<tr>
<td>SR 423/Lee Rd</td>
<td>at I-4</td>
<td>0</td>
<td>Add Turn Lanes</td>
<td>P,D,R,C,</td>
<td>2025</td>
</tr>
<tr>
<td>SR 50</td>
<td>N Tampa Ave</td>
<td>Hughey Ave</td>
<td>Multimodal Context/Sensitive Improvements</td>
<td>P,D,C,</td>
<td>2025</td>
</tr>
<tr>
<td>SR 527/Orange Ave</td>
<td>Pineloch Ave</td>
<td>Anderson St</td>
<td>Multimodal Context/Sensitive Improvements</td>
<td>P,D,C,</td>
<td>2025</td>
</tr>
<tr>
<td>SR 527/Orange Ave</td>
<td>SR 50</td>
<td>Princeton St</td>
<td>Multimodal Context/Sensitive Improvements</td>
<td>P,D,C,</td>
<td>2025</td>
</tr>
<tr>
<td>SR 15/600/US 17/92 &amp;Lee Rd Ext</td>
<td>Norfolk Ave</td>
<td>Monroe St/Denning Dr</td>
<td>Constr medians/improve Intersection/Extend Road</td>
<td>P,D,R,C,</td>
<td>2030</td>
</tr>
<tr>
<td>SR 46</td>
<td>SR 415</td>
<td>CR 426</td>
<td>Widen to 4 Lanes - Phase 2</td>
<td>P,D,R,C,</td>
<td>2030</td>
</tr>
<tr>
<td>John Young Pkwy</td>
<td>Pleasant Hill Rd</td>
<td>Portage St</td>
<td>Widen to 6 Lanes</td>
<td>P,D,R,C,</td>
<td>2030</td>
</tr>
<tr>
<td>SR 535</td>
<td>Orange/Osceola Co. Line</td>
<td>I-4</td>
<td>Widen to 6 Lanes (2 miles)</td>
<td>P,D,R,C,</td>
<td>2030</td>
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</table>
PART 2C

SEGMENT 4 PLANNING DOCUMENTS
Planning Requirements for Environmental Document Approvals

<table>
<thead>
<tr>
<th>Phase</th>
<th>Currently Approved TIP</th>
<th>Currently Approved STIP</th>
<th>TIP/STIP $/FUNDING TYPE FY</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE</td>
<td>YES</td>
<td>YES</td>
<td>$742,572 - State $150,270 - State FY2016/2017 FY2017/2018</td>
<td>This project is being done as a Design Build project. The TIP and STIP information use is from the TPO's adopted TIP Fiscal Years 2016/2017 through 2020/2021. Line and Grade plus a portion of the Design Phase was done in earlier years (Fiscal Year 2015 through 2017). The TIP and the STIP are consistent to-date except on the STIP it shows an additional $485,662 of State Funding (DDR) which did not meet the threshold (of $2 Million and 20%) for having to amendment the TIP. The additional state funding was added after the TPO adopted this currently TIP. The River to Sea TPO just adopted their New 2017/2018 through 2021/2022 TIP on June 28, 2017. The New TIP which goes into effect October 1, 2017 only shows the Environmental Phase because there is nothing programmed for Design after Fiscal Year 2018.</td>
</tr>
<tr>
<td>R/W</td>
<td>NO</td>
<td>NO</td>
<td>$0.00</td>
<td>This project is being done as a Design Build project. No Right of Way (ROW) Phase is currently programmed but the Department is looking to advance if additional funds become available. This project is priority number 1 on the River to Sea TPO List of Prioritized Strategic Intermodal System Projects.</td>
</tr>
<tr>
<td>Construction</td>
<td>NO</td>
<td>NO</td>
<td>$0.00</td>
<td>This project is being done as a Design Build project. No Construction (CST) Phase is currently programmed but the Department is looking to advance if additional funds become available. This project is priority number 1 on the River to Sea TPO List of Prioritized Strategic Intermodal System Projects.</td>
</tr>
</tbody>
</table>

*Attach: LRTP, TIP, STIP pages
I-4 (SR 400) Managed-Use Lanes

**Work Summary:** PRELIM ENG FOR FUTURE CAPACITY

**From:** east of SR 15/600 (US 17/92)

**To:** 1/2 mile east of SR 472

**Lead Agency:** Florida Department of Transportation

**Length:** 9.83 mi

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<tbody>
<tr>
<td>PE</td>
<td>DIH</td>
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<td>0</td>
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<td>0</td>
<td>742,572</td>
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<tr>
<td>ENV</td>
<td>DDR</td>
<td>0</td>
<td>150,270</td>
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<td>150,270</td>
<td>0</td>
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<td>892,842</td>
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**Prior Cost < 2016/17:** 7,871,587

**Future Cost > 2020/21:** 0

**Total Project Cost:** 8,764,429

**Project Description:** I-4 widening to ten (10) lanes from east of SR 15/600 (US 17/92) (Seminole County) to 1/2 mile east of SR 472 to accommodate four (4) managed-use (variable toll) lanes. Preliminary engineering was funded from FY 2011/12 through FY 2015/16. The anticipated time-frame for construction is 2021-2025. The estimated total project cost is $8,021,857 (year of expenditure). Approximately $7,871,587 had been expended in prior years. The project is anticipated to be funded through a public-private partnership. Project length: 9.83 miles. (Reference 2040 Long Range Transportation Plan, table 28, pg. 68.)
<table>
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<tr>
<th>Fund</th>
<th>&lt;2017</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>&gt;2020</th>
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<td><strong>HIGHWAYS</strong></td>
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<tr>
<td>Item Number: 408464 2</td>
<td>Project Description: SR 400 (I-4) E OF SR 15/600 (US 17/92) TO 1/2 MILE E OF SR 472</td>
<td>Type of Work: ADD LANES &amp; RECONSTRUCT</td>
<td>Project Length: 10,000</td>
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<td>District: 05 County: VOLUSIA</td>
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<td>ACNP -ADVANCE CONSTRUCTION NHPP</td>
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<td>486,662</td>
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<td>DIH -STATE IN-HOUSE PRODUCT SUPPORT</td>
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<td>Item 408464 2 Totals:</td>
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<td>1,228,234</td>
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<td>9,257,518</td>
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<td>Project Total:</td>
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<td>1,228,234</td>
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<td>9,257,518</td>
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<tr>
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<td>7,879,014</td>
<td>1,228,234</td>
<td>150,270</td>
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<td>9,257,518</td>
</tr>
<tr>
<td>Grand Total</td>
<td>7,879,014</td>
<td>1,228,234</td>
<td>150,270</td>
<td>0</td>
<td>0</td>
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<td>9,257,518</td>
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</table>
### Table 28 – 2040 LRTP SIS Cost Feasible Projects List (State/Federal Funding)

<table>
<thead>
<tr>
<th>Map No.</th>
<th>Facility</th>
<th>From</th>
<th>To</th>
<th>Source</th>
<th>ROW Cost²</th>
<th>CST Cost²</th>
<th>Project Cost²</th>
<th>2019-2020³</th>
<th>2021-2025⁴</th>
<th>2026-2030⁵</th>
<th>2031-2040⁶</th>
<th>Y.O.E. Project Cost Total⁷</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>I-4 widen to 10 Lanes (I-4 Beyond the Ultimate)³</td>
<td>Seminole County</td>
<td>SR 472</td>
<td>SIS</td>
<td>$46.36</td>
<td>$372.07</td>
<td>$418.43</td>
<td>$71.39</td>
<td>$572.99</td>
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<td>$644.38</td>
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<tr>
<td>2</td>
<td>SR 472 widen from 4 to 6 lanes³</td>
<td>Graves Ave</td>
<td>Kentucky/MLK Blvd</td>
<td>SIS</td>
<td>$40.48⁴</td>
<td>$40.48</td>
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<td>$62.34</td>
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<td>$62.34</td>
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<tr>
<td>3</td>
<td>Saxon Blvd Ramp/Roadway³</td>
<td>i-4</td>
<td>Normandy Blvd</td>
<td>SIS</td>
<td>$35.38⁴</td>
<td>$35.38</td>
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<td>$54.49</td>
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<td>$54.49</td>
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</tr>
<tr>
<td>4</td>
<td>Rhode Island Extension³</td>
<td>Veterans Memorial</td>
<td>Normandy Blvd</td>
<td>SIS</td>
<td>$34.87⁴</td>
<td>$34.87</td>
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<td>$53.70</td>
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<td>$53.70</td>
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</tr>
<tr>
<td>5</td>
<td>SR 15 (US 17) widen to 4 lanes</td>
<td>Ponce De Leon Blvd</td>
<td>SR 40</td>
<td>SIS</td>
<td>$39.40</td>
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<td></td>
<td>$77.62</td>
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<td>$77.62</td>
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<tr>
<td>6</td>
<td>SR 40 - widen to 6 lanes</td>
<td>Williamson Blvd</td>
<td>Breakaway Trails</td>
<td>SIS</td>
<td>$7.43</td>
<td>$22.99</td>
<td>$30.42</td>
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<td>$45.29</td>
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<td>$59.95</td>
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</tr>
<tr>
<td>7</td>
<td>SR 40 - widen to 4 lanes</td>
<td>Cone Rd</td>
<td>SR 11</td>
<td>SIS</td>
<td>$2.30</td>
<td>$41.50</td>
<td>$43.80</td>
<td>$4.39</td>
<td>$79.27</td>
<td></td>
<td>$83.66</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>SR 40 - widen to 4 lanes</td>
<td>SR 11</td>
<td>SR 15 (US 17)</td>
<td>SIS</td>
<td>$7.50</td>
<td>$30.40</td>
<td>$37.90</td>
<td>$14.33</td>
<td>$58.06</td>
<td></td>
<td>$72.39</td>
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</tr>
<tr>
<td>9</td>
<td>SR 100 - widen to 6 lanes</td>
<td>Old Kings Rd</td>
<td>Belle Terre Parkway</td>
<td>SIS</td>
<td>$3.17</td>
<td>$31.70</td>
<td>$34.87</td>
<td>$6.05</td>
<td>$60.55</td>
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<td>$66.60</td>
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<tr>
<td>10</td>
<td>I-95 Interchange (Farmiton Interchange)³</td>
<td>At Maytown Rd</td>
<td></td>
<td>SIS</td>
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**Notes:**
1. In millions, shown in present day costs (PDC)/"constant" 2013, 2014 or 2015 dollars
2. In millions; inflated to year of expenditure (YOE) dollars per Revenue Forecast Handbook
3. Part of the I-4 Beyond the Ultimate Project
4. Cost estimates were sourced from the FDOT SR 400 (I-4) P&E Study, Preliminary Engineering Report for I-4 Beyond the Ultimate, Segment 4 (December 2014)
5. Developer Funded - $12.9 million (informational purposes)
PART 3

PUBLIC HEARING TRANSCRIPTS
PART 3A

SEGMENT 2 PUBLIC HEARING TRANSCRIPT
I-4 BEYOND THE ULTIMATE
PD&E REEVALUATION STUDY
SEGMENT 2: FROM WEST OF STATE ROAD 528 TO WEST OF STATE ROAD 435
FDOT PROJECT NUMBER: 432100-1-22-01

PUBLIC HEARING
DATE: OCTOBER 10, 2016
REPORTER: KAYLYN REINHOLD
PLACE: WYNDHAM RESORT INTERNATIONAL DRIVE
8001 INTERNATIONAL DRIVE
ORLANDO, FLORIDA 32819
APPEARANCES

BEATA STYS-PALASZ, P.E.
FLORIDA DEPARTMENT OF TRANSPORTATION

DAN LANGLEY, ESQUIRE
ATTORNEY FOR SMITH DYMMEK, LLC

ROBERT NOWELL

COLLEEN JARRELL
HNTB CORPORATION
STIPULATION

THE PUBLIC HEARING HELD AT WYNDHAM RESORT INTERNATIONAL DRIVE, 8001 INTERNATIONAL DRIVE, ORLANDO, FLORIDA 32819 ON MONDAY, THE 10TH DAY OF OCTOBER, 2016 AT APPROXIMATELY 5:57 P.M., SAID PUBLIC HEARING WAS TAKEN PURSUANT TO THE FLORIDA RULES OF CIVIL PROCEDURE.
PROCEEDINGS

MS. STYS-PALASZ: And good evening, everybody.

The Florida Department of Transportation would like to welcome you to a public hearing for the PD&E study for I-4 Beyond the Ultimate. My name is Beata Stys-Palasz and I am the design project manager for the PD&E section and also overlooking the design of I-4 BTU. This public hearing is relative to Financial Management Project Number 432100-1-22-01 and Federal Aid Project Number 0041-227-I. The proposed improvements involves widening Interstate 4 to ten lanes with three general-use lanes and two express lanes in each direction. This PD&E really extends from Polk County from west of US 27 all the way to Kirkman Road where we are meeting right now. I-4 Ultimate, this hearing is only for one section of this project, what is from west of State Road 528 to west of Kirkman. Here with me tonight is the design -- the PD&E consultant project manager, Luis Diaz, and all other representatives of the FDOT and consultant project design team. If you have any question about future purchases of right-of-way, our right-of-way staff is -- has its table at the back. I did not recognize any familiar faces, but I would like to recognize any federal, state, county, or
city official who may be present tonight. Anybody?
Okay. I was right. Now, we will start our
presentation. Thank you.

(WHEREUPON, A SLIDE SHOW WAS PLAYED)

NARRATOR: The State of Florida Department of
Transportation, also known as FDOT, would like to
welcome you to the public hearing for the Interstate
4 Beyond the Ultimate Project Development and
Environment Study. This public hearing is being
held relative to FDOT Financial Project ID Number
432100-1-22-01 and Federal Aid Project Number 0041-
227-I. This public hearing was advertised
consistent with federal and state requirements and
is being conducted consistent with the Americans
with Disabilities Act of 1990. Advertisements for
this public hearing included letters to elected and
agency officials, letters to the property owners,
newspaper ads, notifying local media, and
advertising in the Florida Administrative Register.
The Florida Department of Transportation is required
to comply with various nondiscrimination laws and
regulations, including Title VI of the Civil Rights
Act of 1964. This hearing is being held to give all
interested persons the right to understand the
project and comment on their concerns to the
department. Public participation at this hearing is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons wishing to express their concerns about Title VI may do so by contacting the individuals listed on this slide, which is also provided in the project newsletter and on a board displayed at this hearing. The proposed improvement involves adding express lanes on I-4 from US 27 to Kirkman Road to the west and from State Road 434 to State Road 472 to the east. The purpose of this public hearing is to share information with the general public about the alternatives under consideration, the proposed improvements, and their potential environmental impacts. This public hearing also serves as an official forum providing an opportunity to the public to express their opinions and concerns regarding the location, conceptual design, and potential social, economic, and environmental effects of the proposed improvement on the community. There is a court reporter present at this hearing and tonight's proceedings are being recorded. An official transcript of the hearing will be produced. Following this presentation, the floor will be open.
for public comments. All written material received at this public hearing and at the Florida Department of Transportation office postmarked no later than October 15, 2016 or through the project website will become a part of the public record for this hearing. The Project Development and Environment Study, or PD&E, is the second step of the project development process that the Florida Department of Transportation follows to evaluate social, cultural, economic, and environmental impacts associated with a planned transportation improvement project. The PD&E process was established by the FDOT as the state's procedure for complying with the National Environmental Policy Act, or NEPA, of 1969 and Florida statutes. NEPA is a United States environmental law that requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions. This phase involves the preparation of all preliminary engineering and environmental documentation required for study approval and subsequent funding. During a PD&E study, several alternatives are developed to meet the purpose and need for the project. These alternatives are developed with input from the public, local government, and environmental agencies
throughout the study process. Keeping the public involved and informed throughout the study is paramount to the success of a PD&E study. This study is a reevaluation of PD&E studies that were previously done 14 to 17 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 are currently under construction to include the addition of express lanes. The study limits are along Interstate 4, from west of State Road 528 to west of State Road 435. This study proposes to widen the interstate from four to ten lanes; this includes six general-use lanes and four express lanes. The study corridor is approximately four miles in length and is located in Orange County. The MetroPlan Orlando Metropolitan Planning Organization works with the Florida Department of Transportation and local governments to fund and implement projects identified through various plans developed by the MPO. It should be noted that the I-4 Beyond the Ultimate Segment 2 was ranked number one on the MetroPlan Orlando priority list adopted September 14, 2016. This project segment is identified in the MetroPlan Orlando 2040 Long-Range Transportation
Plan. The project is consistent with the State Transportation Improvement Program and the transportation element of the Orange County and City of Orlando comprehensive plans. The purpose of this study is to accommodate future traffic needs based on anticipated population and employment growth, and enhance safety and mobility along the study corridor. The original PD&E study included high-occupancy vehicle, or HOV lanes, in the median. This re-evaluation includes six general-use lanes, three in each direction; and four express lanes, two in each direction. The widening of I-4 is proposed to meet the design year 2040 projected traffic volumes. The goal of the project is to maintain acceptable levels of service along the corridor for the design year 2040. Levels of service are measured on an A through F grading scale with A being the best and F failing. Drivers will experience levels of service E and F under the original build condition in the design year 2040 along some portions of the corridor. Levels of service can be improved to D or better with the express lanes' widening improvements of the recommended build alternative. Typical sections are detailed cross-section depictions of a roadway's
principal elements that are standard between certain segment limits and show typical conditions only. The existing typical section consists of three 12-foot travel lanes in each direction with 12-foot inside and outside shoulders. The existing right-of-way varies from 300 to 330 feet. The following is a summary of coordination, meetings, and presentations held with local agencies and stakeholders to discuss the study, which includes Orange County, MetroPlan Orlando, Florida's Turnpike Enterprise, utility companies, and South Florida Water Management District. A project website, www.i4express.com, was developed to allow the public to communicate with the study team and provide comments. An alternatives public meeting was held on January 30, 2014. 33 members of the public attended this meeting. No written comments were received. Public input from these meetings has factored into the study decision-making process. Today's hearing will provide the public with another opportunity to comment on the proposed improvements under consideration. A no-build and build alternative are being considered as part of this PD&E study. The no-build alternative maintains the existing facility as-is. No improvements are made
and there is no congestion relief along the corridor.

The no-build alternative is also evaluated as a baseline for comparison with the build alternative. We will now discuss the recommended build alternative, which proposes to widen Interstate 4 to ten lanes with five lanes in each direction: three general-use lanes and two express lanes. An evaluation matrix comparing the no-build alternative with the recommended roadway build alternative is on display here tonight. The proposed typical section consists of two 12-foot wide express lanes with 4-foot inside and 10-foot outside shoulders, and three 12-foot wide general-use lanes with 10-foot inside and 12-foot outside shoulders in each direction. A 2-foot wide barrier wall separates the general-use from the express lanes. The minimum right-of-way width required to accommodate this typical section is 300 feet. A 44-foot rail corridor is preserved within the median from east of Central Florida Parkway to State Road 528. The proposed horizontal alignment of I-4 Segment 2 closely follows the existing I-4 alignment. Right-of-way will be required for the roadway mainline improvements, stormwater management facilities, and floodplain compensation sites. The total anticipated right-of-way impacts involve full or
partial acquisition of 29 parcels for a total of approximately 25 acres. The recommended alternative for the State Road 528 interchange proposes a systems interchange, which maintains a freeway terminal junction design. The proposed design provides direct-connect access between the I-4 express lanes and general-use lanes and the State Road 528 express lanes and general-use lanes. Turkey Lake Road will be realigned with the recommended alternative. The recommended alternative for Sand Lake Road proposes modifying the existing partial cloverleaf interchange to a diverging diamond interchange, also known as a DDI. A DDI is designed so that each direction of traffic is split and crosses over itself. The traffic will temporarily drive on the opposite side of the roadway and cross back over on the other side of the interchange. In order to avoid wrong way movements through this type of interchange, the opposite directions of the roadway are intersected at an angle that is large enough to appear to the driver as if they are making a through movement and that the other side of the roadway is an intersecting street. A new ramp connection will be provided between I-4 westbound and Turkey Lake Road, eliminating the need for the westbound left turns at the Sand Lake Road and Turkey Lake Road intersection. The existing drainage systems
will be enhanced to accommodate stormwater runoff from
the proposed roadway improvements. The stormwater
management systems, proposed by this study, have been
designed to meet the current requirements of the South
Florida Water Management District and the Florida
Department of Transportation. Stormwater treatment will
be provided in wet detention ponds, located on- or off-
site. The treatment facilities and locations are on
exhibit here this evening, as well as in the documents
on display. In accordance with current FDOT standards
for road and bridge construction, all best management
practices for erosion control and water quality
considerations will be adhered to during the
construction phase of the project. Pond siting
evaluation criteria were developed to screen the various
potential pond sites. Each of the criteria are
evaluated for impacts, which are then used for
comparison in order to identify overall suitability and
select recommended ponds. Design criteria, as set forth
by the South Florida Water Management District and FDOT,
was used to determine pond sizing. The recommended pond
sites for this study are labeled and illustrated on the
design concept boards on display. 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. 
The project improvements will have positive socioeconomic impacts on the study area as it improves mobility and relieves congestion. An archaeological survey was performed within the existing and proposed right-of-way. The results indicate that there are two archaeological occurrences within the study limits; neither are eligible for inclusion in the National Register of Historic Places. There are two historic resources constructed before 1971 within the study area; neither of these historic resources are recommended eligible for the National Register of Historic Places. No adverse effects to cultural resources are anticipated. The project was evaluated in accordance with Executive Order 11990 entitled "Protection of Wetlands." There are approximately 4.43 acres of direct wetland impacts and 9.32 acres of jurisdictional other surface water impacts associated with the recommended alternative. This project was evaluated for impacts to wildlife and habitat resources, including protected species, in accordance with Title 50, Code of Federal Regulations, Part 402 of the Endangered Species Act of
1973, as amended. It was determined that the project has either a "no effect" or "may affect," but is "not likely to adversely affect" any federal- or state-listed species. To avoid and/or minimize impacts to wildlife, FDOT will continue to coordinate with the US Fish and Wildlife Service and the Florida Fish and Wildlife Conservation Commission. FDOT will also conduct monitoring and assessment for specific species during the permitting phase. The proposed stormwater facilities will be designed to meet the current requirements of the South Florida Water Management District. Stormwater treatment will be provided by wet detention ponds, located on- or off-site. The pond locations are on exhibit here this evening, as well as in the documents on display. In accordance with Executive Order 11988 entitled "Floodplain Management," a floodplain analysis was performed. It was determined that no floodplain impacts are anticipated. Traffic noise impacts were evaluated in accordance with the Code of Federal Regulations, Part 772. Based on the results of a noise barrier evaluation, a noise barrier appears to be a reasonable and cost-feasible noise abatement method for the east side of I-4 adjacent to the McKinley at Monterey Lakes and the Sea Isle Luxury Apartments. Potentially contaminated sites in the vicinity of the
1 project corridor were identified and evaluated to
determine if impacts would occur as a result of the
proposed improvements. 124 potential contamination
sites have been identified. None of the sites are rated
as high risk, 19 are medium risk, and 115 are rated no
risk or low risk of potential contamination.
Additionally, of the 20 potential pond sites, none were
rated as high risk, four were rated as medium risk, and
16 were rated as low risk. An air quality analysis was
performed on the project. The analysis was 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 acquisition is
anticipated for the recommended alternative for roadway
and drainage improvements. Approximately nine acres of
additional right-of-way is anticipated for roadway
improvements, and approximately 16 acres of additional
right-of-way is anticipated for off-site ponds. In
addition, there is a potential for two relocations.
These anticipated relocations are displayed on the
aerials available at tonight's hearing. All right-of-
way acquisition will be conducted in accordance with the
Federal Uniform Relocation Assistance and Real Property
Acquisition Act of 1970 and FDOT Real Estate Acquisition
Process. Right-of-way requirements for the project are
on display here tonight. One of the unavoidable consequences on a project such as this is the necessary relocation of families or businesses. On this project, we anticipate the relocation of three families and one business. All right-of-way acquisition will be conducted in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, commonly known as the Uniform Act. If you are required to make any type of move as a result of a Department of Transportation project, you can expect to be treated in a fair and helpful manner and in compliance with the Uniform Relocation Assistance Act. If a move is required, you will be contacted by an appraiser who will inspect your property. We encourage you to be present during the inspection and provide information about the value of your property. You may also be eligible for relocation advisory services and payment benefits. If you are being moved and you are unsatisfied with the department's determination of your eligibility for payment or the amount of that payment, you may appeal that determination. You will be promptly furnished necessary forms and notified of the procedures to be followed in making that appeal. A special word of caution -- if you move before you receive notification of the relocation benefits that you might be entitled
to, your benefits may be jeopardized. The relocation specialists who are supervising this program are here tonight. They will be happy to answer your questions and will also furnish you with copies of relocation assistance brochures. The estimated total cost for the recommended alternative will be approximately $401.3 million. This includes $308.5 million for construction and utility relocations, $43.4 million for right-of-way acquisition for roadway and pond improvements, and $48.4 million for final design and construction engineering and inspection. Over the next several months, FDOT will continue to finalize the analysis and will seek to approve the documents and improvements presented here at tonight’s public hearing. Following approval, FDOT will continue with the design, right-of-way acquisition, and construction phases. Currently, there is no funding available for the construction phases. The study is anticipated to be completed in October 2016. Design is fully funded for this segment of I-4. Draft documents for this public hearing were available for review starting September 19, 2016 and will remain on display until October 20, 2016 at the Seminole County Public Library, Northwest Branch, and also on the study website www.i4express.com. These documents are also on display here tonight. No final decisions will be made until
after we review your comments. You may provide your
comments in several ways. You may provide an oral
statement to the court reporter present here tonight.
Complete a speaker card and make an oral statement at
the microphone during the public comment period.
Complete a comment form and drop it in the comment box
provided here at the hearing or mail your comments to
the FDOT project manager at the address shown on the
comment form. You may e-mail your comments to the FDOT
at the address shown on the comment form or visit the
project website and submit comments electronically.
There is a dedicated page on the website for comments.
All written material received at this public hearing and
at the Florida Department of Transportation office,
postmarked no later than ten days following the date of
this public hearing, or through the project website,
will become a part of the public record for this
hearing. This concludes our presentation. Thank you.

(END OF SLIDE SHOW)

MS. STYS-PALASZ: I would like to add it that
we have a small discrepancy in our script. The
project is funded right now for construction in 2025
and also we are working to bring that -- maybe this
date closer, but right now it's funded for
construction in 2025.
MR. NOWELL: Can I ask you a question?

MS. STYS-PALASZ: That -- all that --

MR. NOWELL: Would you please repeat that? I --

the funding of 2025 blas, blasor something --

MS. STYS-PALASZ: The --

MR. NOWELL: Your --

MS. STYS-PALASZ: -- construction fund --

MR. NOWELL: The relation --

MS. STYS-PALASZ: -- the project construction

is funded in 2025.

MR. NOWELL: Oh. That's -- I guess --

MS. STYS-PALASZ: And also, we are really

impacting only one house. We understand we do not

know how many people lives in the house. That was

all. Thank you.

MS. JARRELL: So I have one public speaker

card. If there's anybody else that wants to make a

public statement?

MR. NOWELL: You need this thing to get a

speaker card?

MS. JARRELL: No. Here, I'll give you a

speaker card right here, sir. This --

MR. NOWELL: You need to translate. I didn't

catch a lot of what she's said anyway. I don't know

that I could hear his question on that -- set that
down there.

    MS. JARRELL: Is there anybody else that would
like a speaker card?

    MR. NOWELL: Yes.

    MS. JARRELL: We can go ahead and start with
Dan Langley.

    MR. LANGLEY: Is there a mic I'm supposed to
speak in?

    MS. JARRELL: Yeah, there is.

    MR. NOWELL: If anybody else wants to --

    MR. LANGLEY: Yes, sir.

    MS. JARRELL: Do you think you can speak loud?

    MR. LANGLEY: Yeah, I can speak loud. My name
is Dan Langley. I -- I'm with Fishback Dominick law
firm. I represent Se'Belle Smith Dymmek and Smith
Dymmek, LLC for a property owner. Her clients are
property owners. They own property located on Palm
Parkway near Big Sand Lake, adjacent to that lake.
This property has been in my client's family for
generations. One of the great citrus grower families
in central Florida. And they're slated for a -- one
or two ponds. It's unclear from the documentation
that we've gotten from DOT -- some differing
information throughout the years, either slated for
two ponds or one pond, which they're calling a 199B
or a 200B. My clients are strongly opposed to do any taking of their property. This is their homestead generational property. They have no interest in DOT taking any portion of their property for a pond and they would request that DOT find another location for any pond associated with this project. The last information we have, I guess on those boards, shows that it's 200B. So we would like that removed and we would like you to consider another location that's not on my client's property. Again, we're also unclear with the information that we've received from DOT, what segment this pond is being proposed. We've gotten different information, one being in Segment 1, one being in Segment 2, two different parcel numbers, multiple financial project numbers, every -- just about every correspondence that has been received from DOT has had different information. So I'm not sure why the financial project numbers have changed. I'm not sure why the pond numbers have changed. I'm not sure if there's more than one pond proposed on my client's property, whether there's a pond proposed in one phase and then another pond proposed in another phase. There's been information about whether part of the property in the north segment would be taken versus
the south portion, so my client's very unclear what
you're proposing, but essentially what you're
proposing will completely destroy any use of their
property and they just don't want any part of it.
Thank you.

MS. JARRELL: Okay. Thank you. All right. Mr.
Nowell, do you have any?

MR. NOWELL: Yeah. Sure. I'm going -- I'm
going to be brief and short. I'm not against
progress, but I'll tell you this. I don't know how
many -- how old are you-all? 63 or older? Anybody
older than I am? 63 years? I was here when Disney
was a swamp. They built a little trench around it
to drain the water off of it. And then there was a
deal -- a sweetheart deal made for I-4. That's how
Disney came here. Disney said, "You give us tax-
free and I-4 from coast-to-coast, we'll come here."
Why aren't they paying the tax on this? Why are the
taxpayers responsible? This imminent domain that
you were just talking about, how many people did
they rape for their properties that came through I-4
and Disney? Come on now. Who really reaps the
benefit of this expansion project? Universal
Studios, Disney, and SeaWorld. Will we really
hardly see anything? Maybe to get home on time. We
don't make that money like they make. We need to
rethink this and re-look at it. Who -- follow the
dollar. You'll find out all these guys over here,
big money. And then a nice video, nice video
talking about numbers and this and that and another.
Follow the money trail and you'll find out where the
stink's at. I'm an old country boy and I don't shit
in my back -- well, I didn't know somebody had a cow
in their backyard and then I went back there and
found out. But I'm going to tell you, you're going
to find out there's a cow in the backyard because
that's where the stink is. Follow the money trail
and you will find out. I had a couple other
questions, too. Where is everybody today? What,
this didn't get on the news or something? I just
happened to be walking by. And I just finished a
divorce in Alabama and I'm back in Orlando where I
was born 63 years ago. And I -- I was a -- you
know, I'm a grassroots Navy kid. I don't know how
many of you-all are implants, but I'm going to tell
you what. I kind of like the hunting range that we
used to have down here. Sand Lake used to be a dirt
road. 192 was a clay road where they drove cattle up
here. You-all just don't remember that, but I do.
And then is see this and, all of a sudden, somebody
got to dig in their pocket to pay for this. Well, who's digging in their pocket to pay for this? The old taxpayer. I'm a Vietnam veteran and I -- I worked at NASA. And I worked construction all my life. I pay big taxes because I was single all my life until I was 58 and got married like a damn fool and was divorced at 61. But anyway, she had a better lawyer than I had. I should have gotten you. But anyway, I'm just telling you, follow the money trail, starting to make sense out of this thing. Because sometimes, some things that are proposals and slick presentations don't always mean it's right. I'm done.

**MS. JARRELL:** Thank you. Is there anyone else that wanted to make a public statement? No? Hearing none, then this closes the public hearing portion of the evening. If you have other questions -- I know you have other questions. There's a lot of team members around to answer them. If you want to talk drainage, we've got drainage staff here, too, to talk about that pond. Okay. Thank you.

(HEARING CONCLUDED AT 6:32 P.M.)
CERTIFICATE

STATE OF FLORIDA)

COUNTY OF ORANGE)

I, KAYLYN REINHOLD, Court Reporter and Notary Public for the State of Florida at Large, do hereby certify that I was authorized to and did report the foregoing proceeding, and that said transcript is a true record of the testimony given by the witness.

I FURTHER CERTIFY that I am not of counsel for, related to, or employed by any of the parties or attorneys involved herein, nor am I financially interested in said action.

Submitted on: October 19, 2016

______________________________
KAYLYN REINHOLD

Court Reporter, Notary Public
PART 3B

SEGMENT 3 PUBLIC HEARING TRANSCRIPT
1 I-4 BEYOND THE ULTIMATE
2 PD&E REEVALUATION STUDY
3 SEGMENT 3: FROM EAST OF SR 434 TO EAST OF US 17/92
4 FDOT PROJECT NUMBER: 432100-1-22-01
5
6 PUBLIC HEARING
7 DATE: NOVEMBER 14, 2016
8 REPORTER: KAYLYN REINHOLD
9 PLACE: LAKE MARY CITY HALL
10 100 NORTH COUNTRY CLUB ROAD
11 LAKE MARY, FLORIDA 32746
APPEARANCES

BEATA STYS-PALASZ, P.E.,
FLORIDA DEPARTMENT OF TRANSPORTATION

COLLEEN JARRELL,
HNTB CORPORATION

HARRY JAEGGER

HUGO GUMBS

BRENDA CAREY,
SEMINOLE COUNTY COMMISSIONER

BOB DALLARI,
SEMINOLE COUNTY COMMISSIONER
STIPULATION

THE PUBLIC HEARING HELD AT LAKE MARY CITY HALL, 100 NORTH COUNTRY CLUB ROAD, LAKE MARY, FLORIDA 32746 ON MONDAY THE 14TH DAY OF NOVEMBER, 2016 AT APPROXIMATELY 6:03 P.M., WAS TAKEN PURSUANT TO THE FLORIDA RULES OF CIVIL PROCEDURE.
PROCEEDINGS

MS. STYS-PALASZ: Good evening. The Florida Department of Transportation would like to welcome you to the public hearing for the Interstate 4, Beyond the Ultimate Project Development and Environment Study. My name is Beata Stys-Palasz, and I am the project manager for the Department of Transportation for the Beyond the Ultimate, BTU, Project. This project -- this public hearing is relative to Financial Project Number 432100-1-22-01 and Federal Aid Project Number 0041-227-I. The proposed improvement involves widening I-4 from the existing six lanes to ten lanes. It would be three general use lanes and two express lanes in each direction. This public hearing is, specifically, for the section in Seminole County that is east of State Road 434, what is the end of the project I-4 Ultimate, being constructed right now; two, is of US 17/92, particularly, to Lake Monroe Bridge. Here with me tonight is Luis Diaz, the consultant project manager behind you. We have, also, representative of the design field, who is under design. The project manager is Abhay Thorat. We also have a representative from FHWA, Marvin -- thank you. At this time, of course, I have a representative from
FDOT, me, Beata Stys-Palasz. We have the design project manager, Catalina Chacon. We have a representative from Right-of-Way who can (coughs) -- I'm sorry -- who can help you if you have any question with relocation or right-of-way acquisition. And at this time, I would like to recognize any state, county or city official -- elected appointed official tonight. Could you please stand up to be recognized? Thank you.

MR. DALLARI: My name is Bob Dallari. Nice to meet you, Seminole County Commissioner.

MS. STYS-PALASZ: Now, we would like to begin the official presentation. Thank you.

(VIDEO)

RECORDING: The State of Florida Department of Transportation, also known as FDOT, would like to welcome you to the public hearing for the Interstate 4, Beyond the Ultimate Project Development and Environment Study. This public hearing is being held relative to FDOT Financial Project ID Number 432100-1-22-01 and Federal Aid Project Number 0041-227-I. This public hearing was advertised consistent with federal and state requirements, and is being conducted consistent with the Americans with Disabilities Act of 1990. Advertisements for
this public hearing included letters to elected and
agency officials, letters to property owners,
newspaper ads, notifying local media, and
advertising in the Florida Administrative Register.
The Florida Department of Transportation is required
to comply with various nondiscrimination laws and
regulations, including Title VI of the Civil Rights
Act of 1964. This hearing is being held to give all
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department. Public participation at this hearing is
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individuals listed on the slide which is also
provided in the project newsletter and on a board
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involves adding express lanes on I-4, from US 27 to
Kirkman Road to the west and from State Road 434 to
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opinions and concerns regarding the location,
conceptual design, and potential social, economic,
and environmental effects of the proposed
improvement on the community. There is a court
reporter present at this hearing and tonight's
proceedings are being recorded. An official
transcript of the hearing will be produced.
Following this presentation, the floor will be open
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with the Florida Department of Transportation and local governments to fund and implement projects identified through various plans developed by the MPO. It should be noted that the I-4 Beyond the Ultimate segment three, was number two on the MetroPlan Orlando priority list, adopted September 14, 2016. This project segment is identified on the MetroPlan Orlando, 2040 Long Range Transportation Plan. The project is consistent with the MetroPlan Orlando Transportation Improvement Program and the Transportation Element of the Seminole County and City of Stanford Comprehensive Plans. The purpose of this study is to accommodate future traffic needs based on anticipated population and employment growth, and enhance safety and mobility along the study corridor. The original PD&E study included high occupancy vehicle, or HOV, lanes in the median. This reevaluation includes six general use lanes, three in each direction; and four express lanes, two in each direction. The widening of I-4 is proposed to meet the design year 2040 projected traffic volumes. The goal of the project is to maintain acceptable levels of service along the corridor for the design year 2040. Levels of service are measured on an "A" through "F" grading scale with
"A" being the best and "F" failing. Drivers will experience levels of service "E" and "F" under the "Original Build" condition in the design year 2040 along some portions of the corridor. Levels of service can be improved to "D" or better with the express lanes widening improvements of the recommended "build" alternative. Typical sections are detailed cross section depictions of a roadway's principal elements that are standard between certain segment limits and show typical conditions only. The existing typical section consists of three 12-foot travel lanes in each direction with 12-foot inside and outside shoulders. Guardrail is provided on the inside shoulder of the eastbound lanes. The existing right-of-way varies from 300 to 350 feet. The following is a summary of meetings and presentations held with local agencies and stakeholders to discuss the study which includes the cities of Sanford and Lake Mary, Seminole County, MetroPlan Orlando, Florida's Turnpike Enterprise, utility companies, St. Johns River Water Management District, and Markham Woods Homeowners Association. A website, www.I4express.com, was developed to allow the public to communicate with the study team and provide comments. An alternative public meeting was
held on March 20, 2014. 58 members of the public attended this meeting and three written comments were received. Public input from these meetings has factored into the study decision-making process. Today's hearing will provide the public with another opportunity to comment on the proposed improvements under consideration. A "No Build" and "Build" alternative, are being considered as part of this PD&E study. The "No Build" alternative maintains the existing facility, as-is. No improvements are made and there is no congestion relief along the corridor. The "No Build" alternative is also evaluated as a baseline for comparison with the "Build" alternative. We will now discuss the recommended "Build" alternative which proposes to widen Interstate 4 to ten lanes with five lanes in each direction, three general use lanes, and two express lanes. An evaluation matrix comparing the "No Build" alternative with the recommended roadway "Build" alternative is on display here tonight. The proposed typical section consist of two 12-foot wide express lanes with 4-foot inside and 10-foot outside shoulders, and three 12-foot wide general use lanes with 10-foot inside, and 12-foot outside shoulders in each direction. A 2-foot wide barrier wall
separates the general use from the express lanes. The minimum right-of-way width required to accommodate this typical section is 300 feet. The proposed horizontal alignment of I-4 segment three closely follows the existing I-4 alignment. Right-of-way will be required for the roadway mainline improvements, stormwater management facilities, and floodplain compensation sites. The total anticipated right-of-way impacts involved full or partial acquisition of 49 parcels for a total of, approximately, 43 acres. The recommended alternative for the EE Williamson Road overpass proposes a new, single bridge that will carry both vehicular and pedestrian traffic. The proposed bridge will accommodate one 11-foot travel lane in each direction with a 14-foot two-way left turn lane. In addition, 6-foot and 10-foot wide sidewalks are proposed on the south and north side of the road, respectively. The recommended alternative for Lake Mary Boulevard proposes modifying the existing partial cloverleaf interchange to a diverging diamond interchange, also known as a DDI. A DDI is designed so that each direction of traffic is split and crosses over itself. The traffic will temporarily drive on the
opposite side of the roadway and cross back over on
the other side of the interchange. In order to
avoid wrong-way movements through this type of
interchange, the opposite directions of the roadway
are intersected at an angle that is large enough to
appear to the driver as if they are making a through
movement and that the other side of the roadway is
an intersecting street. A new ramp connection will
be provided between I-4 Eastbound and Lake Emma
Road. This will provide relief to the congestion
intersection of Lake Mary Boulevard and Lake Emma
Road. The recommended alternative for County Road
46A proposes a DDI, similar to Lake Mary Boulevard.
County Road 46A will also be widened to three
through lanes in each direction from International
Parkway to the east of Rinehart Road. The
recommended alternative for State Road 46 proposes
to leave the existing interchange as it is with
widening an eastbound State Road 46 for an
additional left turn lane from eastbound State Road
46 to eastbound I-4. The existing two-lane
eastbound ramp between County Road 46A, State Road
417, and State Road 46 will be modified through the
new Wekiva Parkway interchange. The recommended
alternative for 17/92, proposes a tight urban
diamond interchange that realigns US 17/92 directly
with Monroe Road. The existing US 17/92 roadway
that travels to downtown Sanford will be renamed and
will "T" into the new US 17/92 alignment, west of I-
4. Two single-lane roundabouts are proposed with
this alternative, east and west of I-4. The new
alignment of US 17/92 will provide grade separation
between US 17/92 and SunRail. The existing at-grade
crossing of Monroe Road and SunRail will remain in
this alternative; 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. A new road will be added to connect
Orange Boulevard and School Street to the east of
new US 17/92 and existing Monroe Road alignments.
The existing drainage systems will be enhanced to
accommodate stormwater runoff from the proposed
roadway improvements. The stormwater management
systems, proposed by this study, have been designed
to meet the current requirements of the St. Johns
River Water Management District and the Florida
Department of Transportation. Stormwater treatment
will be provided in dry swales, wet or dry retention
ponds, and wet detention ponds located on or off-
site. The treatment facilities and locations are on
exhibit here this evening, as well as in the documents on display. In accordance with the current FDOT standards for road and bridge construction, all best management practices for erosion control and water quality considerations will be adhered to during the construction phase of the project. Pond siting evaluation criteria were developed to screen the various potential pond sites. Each of the criteria are evaluated for impacts which are then used for comparison, in order to identify overall suitability and select recommended ponds. Design criteria as set forth by the St. Johns River Water Management District and FDOT was used to determine pond sizing. The recommended pond sites for this study are labeled and illustrated on the design concept boards on display. 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. The project improvements will have positive socioeconomic impacts on the study area as
it improves mobility and relieves congestion. An archaeological survey was performed within the existing and proposed right-of-way. The results indicate that there are no archaeological sites or artifact occurrences within the study limits. There are 30 historic resources constructed before 1971 within the study area. Three historic resources are recommended eligible for the national register of historic places. No adverse effects to cultural resources are anticipated. The project was evaluated in accordance with the Executive Order 11990, entitled "Protection of Wetlands." There are, approximately, 11.86 and 6.75 acres of direct and secondary wetland impacts, respectively, associated with the recommended alternative. This project was evaluated for impacts to wildlife and habitat resources, including protected species, in accordance with Title 50 Code of Federal Regulation, Part 402, of the Endangered Species Act of 1973, as amended. It was determined that the 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. To avoid and/or minimize impacts to wildlife, FDOT will continue to coordinate with the
U.S. Fish and Wildlife Service and the Florida Fish and Wildlife Conservation Commission. FDOT will also conduct monitoring and assessment for specific species during the design and the construction phases. 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 or dry retention ponds, and wet detention ponds located on or off-site. The pond locations are on exhibit here this evening, as well is in the document that is on display. In accordance with Executive Order 11988, entitled "Floodplain Management," a floodplain analysis was performed. It was determined that, approximately, 6.43 acre feet of floodplain impacts are anticipated. Traffic noise impacts were evaluated in accordance with the Code of Federal Regulation, Part 772. Based on the results of a noise barrier evaluation, a noise barrier appears to be a reasonable and cost feasible noise abatement method for the east side of I-4, adjacent to the Pine Bay Drive Subdivision. Potentially contaminated sites in the vicinity of the project corridor were identified and evaluated to determine if impacts would occur as a result of
the proposed improvements. 294 potential contamination sites have been identified. Two sites are ranked as high risk, 14 as medium risk, two as low/medium risk, and 276 as no risk or low risk of potential contamination. And air quality analysis was performed on the project. The analysis was 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 acquisition is anticipated for the recommended alternative for roadway and drainage improvements. Approximately, 18 acres of additional right-of-way is anticipated for roadway improvements and, approximately, 23 acres of additional right-of-way is anticipated for off-site ponds. In addition, there is a potential for four residential and/or business relocations. These anticipated relocations are displayed on the aerials available at tonight's hearing. All right-of-way acquisition will be conducted in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970 and FDOT Real Estate Acquisition Process. Right-of-way requirements for the project are on display here tonight. One of the unavoidable consequences on a project, such as this, is the
necessary relocation of families or businesses. On this project, we anticipate the relocation of three families and one business. All right-of-way acquisition will be conducted in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, commonly known as the Uniform Act. If you are required to make any type of move as a result of the Department of Transportation project, you can expect to be treated in a fair and helpful manner, and in compliance with the Uniform Relocation Assistance Act. If a move is required, you will be contacted by an appraiser who will inspect your property. We encourage you to be present during the inspection and provide information about the value of your property. You may also be eligible for relocation advisory services and payment benefits. If you are being moved and you are unsatisfied with the departments determination of your eligibility for payment or the amount of that payment, you may appeal that determination. A special word of caution -- if you move before you receive notification of the relocation benefits that you might be entitled to, your benefits may be jeopardized. The relocation specialists who are
supervising this program are here tonight. They
will be happy to answer your questions and will also
furnish you with copies of relocation assistant
brochures. The estimated total cost for the
recommended alternative will be, approximately,
$504.4 million. This includes $405 million for
construction and utility relocations, $35.2 million
for right-of-way acquisition for roadway and pond
improvements, and $64.2 million for final design and
construction engineering and inspection. Over the
next several months, FDOT will continue to finalize
the analysis and will seek to approve the documents
and improvements presented here at tonight's public
hearing. Following approval, FDOT will continue
with the design, right-of-way acquisition, and
construction phases. Currently, there is no funding
available for the construction phases. The study is
anticipated to be completed in November 2016.
Design is fully funded for this segment of I-4.
Draft documents for this public hearing were
available for review starting September 14, 2016,
and will remain on display until November 25, 2016,
at the Seminole County Public Library, Northwest
Branch, and also on the study website,
www.I4express.com. These documents are also on
display here tonight. No final decisions will be made until after we review your comments. You may provide your comments in several ways. You may provide an oral statement to the court reporter present here tonight. Complete a speaker card and make an oral statement at the microphone during the public comment period. Complete a common form and drop it in the comment box provided here at the hearing or mail your comments to the FDOT project manager at the address shown on the comment form. You may e-mail your comments to the FDOT at the address shown on the comment form or visit the project website and submit comments electronically. There is a dedicated page on the website for comments. All written material received at this public hearing and at the Florida Department of Transportation office, postmarked no later than ten days following the date of this public hearing or through the project website, will become a part of the public record for this hearing. This concludes our presentation. Thank you.

MS. JARRELL: Okay. So as the presentation indicated, there are several ways for you to make comments tonight. You can do it with your comment form and leave it with us. You can e-mail or mail
that comment form in. You can give a verbal statement up here at the microphone. I need you to fill out a speaker card if you want to do that. Or you could speak directly to the court reporter on the side. So I'll give a few minutes. If anybody wants a speaker card, I have one. If anybody else wants to come up and give a public statement, you're welcome to do so. Just let me know, and I'll give you a speaker card. All right. We'll go ahead and get started. The first card I have is from Mr. Jaeger. Do you want to come up to the microphone and you can --

MR. JAEGER: Do I speak to the --

MS. JARRELL: You can come to this one, if you would like.

MR. JAEGER: Okay. My name is Harry Jaeger and I live at North Ridge Subdivision in Longwood. And we --

UNIDENTIFIED SPEAKER: We can't hear you. We can't hear you back here. I'm sorry.

MR. JAEGER: I live in Northridge Subdivision in Longwood. And we're unfortunate enough to share about 200 or 300 yards of fence line with the interstate. And the reason I'm speaking is because there's apparently a plan for FDOT to purchase land
that is part of the lake that we have as part of our subdivision, and turn that piece of land into a retention pond, and I'm -- it really upsets us. And I'd like to just say that about 20 years ago, when the last widening took place, we worked with FDOT to minimize the amount of green buffer area that was taken down, and they put in some long narrow ponds. And about now, about 20 years later, we finally have these nice trees to keep us from staring at the road bed. And according to what shown as one of the alternative plans for a new retention pond, right in the lake itself, is the acquisition of land in that lake and to turn it into a retention pond, which I'm sure would mean the destruction of whatever greenbelt we have there now. And I strongly urge FDOT to look for alternatives so that they can find other places to put the stormwater, other than building up part of our lake and destroying what we have; what little we have left, really, to keep us from having the roadway rights in our faces. Thank you.

**MS. JARRELL:** Thank you, Mr. Jaeger. The next person I have is Mr. Gumbs.

**MR. GUMBS:** Good evening. Thank you for the opportunity. My name is Hugo Gumbs and I reside in
Huntington Point Subdivision. And I have three of my -- three or four of my neighbors here with me. We live in a very nice subdivision area and we are concerned now. The two questions I have is, as indicated on the presentation, that there will be three homes that are going to be affected. And I would like to know, certain of you, that the three homes -- are they going to be on Pine Bay? Is it our subdivision that is going to be affected by these three homes? And also, the 12-foot wall -- if someone could address the concerns of how that wall is going to be. Is that going to be parallel to -- to the I-4 at this current time? And how far into the -- the present home's alignment, the barrier -- will that barrier be? Thank you.

**MS. JARRELL:** Thank you. And then we have Commissioner Carey.

**MS. CAREY:** Thank you. I'm County Commissioner Brenda Carey; 1011 East 1st Street, Sanford, Florida. You know, we've been talking about this for a while. And I know we've made a lot of changes, and DOT has worked hard to try to deal with some of the more complicated areas of this, particularly, the 46A interchange and Rinehart Road. We are still a little concerned about what's being
proposed. And my first question is: Other than the PD&E that's going on right now, where are you at in the funding for this? Because with the changes that are happening right now, I'm not sure this will ever be funded. And then, you know, how is this going to, again, the impact some of our residents? And particularly at the intersections, we've got a number of businesses that are going to be completely impacted by their legal access -- that the Board County Commission has granted them as their legal access. And so, just got -- still got some concerns. And I would still like to have some further discussion from DOT with the County regarding this before you get too far into the plans. I know I asked some of the technicians to look at lights with flashing left turns lanes. Does that clear the intersections? Does that help us put this off for awhile so we can maybe wait and see how the expansion goes before we jump in to doing all the side roads and the access? I know that the City of Lake Mary has asked you to look at taking the 46A and Rinehart Road project forward quicker. And again, I have some serious concerns about those Texas U-turns. Thank you.

MS. JARRELL: Thank you, Commissioner. We have Commissioner Bob Dallari.

MR. DALLARI: Thank you. For the record, my
name is Bob Dallari, County Commissioner in Seminole County. My office is in Sanford. For the past year-and-a-half, almost two years, both in MetroPlan and Board of County Commissioners meeting, I've asked the same basic questions I'm asking here tonight. I'd like to better understand cross access when it comes to pedestrians crossing I-4 on existing roads. I've not yet heard anything. I'd also like to better understand that with bicyclist. I've not heard anything yet. I'd also like to understand how emergency management vehicles access I-4, as well as the limited access through lanes. These are the same questions I've been asking the past year-and-a-half to two years. You-all know where my office is. I'm available for meetings. I'd just like to better understand this. I'd also like to understand because you also have segments -- what is it? Hold on a minute. Two, one, and five -- two, one, and five. I believe, two, one, and five is going to be scheduled first before the northern section. I'd like to know how all of this is going to be scheduled. And look forward to hearing your comments. And I'll be addressing it again tomorrow on the Board of County Commissioners meeting.

**MS. JARRELL:** Thank you. Do we have anyone
else who wants to make a public statement for the
record, here tonight? Okay. Seeing none, we'll
close this portion of the public hearing. We've got
plenty of project teams, both from the PD&E side and
the design team. If anybody has additional
questions to take up at the display boards, we'll be
here for awhile to address any questions. Thank
you.

(PUBLIC HEARING CONCLUDED AT 6:40 P.M.)
CERTIFICATE

STATE OF FLORIDA)
COUNTY OF ORANGE)

I, KAYLYN REINHOLD, Court Reporter and Notary Public for the State of Florida at Large, do hereby certify that I was authorized to and did report the foregoing proceeding, and that said transcript is a true record of the testimony given by the witness.

I FURTHER CERTIFY that I am not of counsel for, related to, or employed by any of the parties or attorneys involved herein, nor am I financially interested in said action.

Submitted on: November 14, 2016

______________________________
KAYLYN REINHOLD
Court Reporter, Notary Public
PART 3C

SEGMENT 4 PUBLIC HEARING TRANSCRIPT
INTERSTATE 4 - BEYOND THE ULTIMATE PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

FINANCIAL MANAGEMENT PROJECT NO. 432100-1-22-01

FEDERAL AID PROJECT NO. 0041-227-I

EAST OF US 17/92 TO EAST OF SR 472

I-4 BtU, SEGMENT 4 PD&E STUDY

DATE: NOVEMBER 16, 2016

REPORTER: CLARISSA RIVERA

PLACE: DELTONA CITY HALL

2345 PROVIDENCE BOULEVARD

DELTONA, FLORIDA
APPEARANCES

1. BEATA STYS-PALASZ - PROJECT MANAGER
2. COLLEEN T. JARRELL - ASSISTANT DEPARTMENT MANAGER
3. LUIS DIAZ - CONSULTANT PROJECT MANAGER

4. LANCE DOUGLAS
   99 DODDARD DRIVE
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5. BEVERLY MEROWCHEK
   518 BROKENSHERE DRIVE
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6. SCOT PITTMAN
   1509 B GREGG STREET
   PHILADELPHIA, PENNSYLVANIA 19115

7. ROBERTO RIVERA
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8. JOE SUMMERALL
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   DEBAY, FLORIDA 32713
Beata Stys-Patasz: We would like to welcome you to the public hearing for the Interstate 4, Beyond the Ultimate Project Development and Environmental Study. My name is Beata Stys-Patasz. I am the Project Manager for the Department of Transportation. The public hearing is relative to Financial Management Project Number 432100-1-22-01 and Federal Aid Project Number 0041-227-I. The proposed improvements involves widening Interstate 4 from the existing six lanes to 10 lanes. Three lanes, general use lanes, plus two express lanes in each direction. And the project is from the US 27 in Polk County to 472. This public hearing is concerning only the part in Volusia County, it is from East of US 17/92 that's practically in between Seminole and Volusia County from the bridge to East of State Road 472. This hearing is being heard to provide you with the opportunity to comment on this project and we really welcome any comments that you have provided. Here with me tonight is: Luis Diaz, the Consultant Project Manager. Right behind, over there on the right. And we have other representatives from FDOT and Consultants Design Team. You can see us with nametags. At this time,
we would like to recognize any Federal, State, County, or City officials who may be present today. And I can see a couple of familiar faces. I would like to ask them maybe to stand up. Thank you very much, I appreciate that. We will now begin the presentation. Thank you.

AUDIO PLAYBACK: The State of Florida Department of Transportation, also known as FDOT, would like to welcome you to the public hearing for the Interstate 4, Beyond the Ultimate Project Development and Environment Study. This public hearing is being held relative to FDOT Financial Project ID Number 432100-1-22-01 and Federal Aid Project Number 0041-227-I. This public hearing was advertised consistent with federal and state requirements and is being conducted consistent with the Americans with Disability Act of 1990. Advertisements for this public hearing included letters to elected and agency officials, letters to property owners, newspaper ads, notifying local media, and advertising in the Florida Administrative Register. The Florida Department of Transportation is required to comply with various nondiscrimination laws and regulations, including title VI of the Civil Rights Act of 1964. This hearing is being
held to give all interested persons the right to understand the project and comment on their concerns to the department. Public participation at this hearing is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons wishing to express their concerns about Title VI may do so by contacting the individuals listed on this slide, which is also provided in the project newsletter and on the board displayed at this hearing. The proposed improvements involves adding express lanes on I-4 from US 27 to Kirkman Road to the West and from State Road 434 to State Road 472 to the East. The purpose of this public hearing is to share information with the general public about the alternatives under consideration, the proposed improvements, and their potential environmental impacts. This public hearing also serves as an official forum providing an opportunity to the public to express their opinions and concerns regarding the location, conceptual design, and potential social, economic, and environmental effects of the proposed improvement on the community. There is a court reporter present at this hearing and tonight's proceedings are being
recorded. An official transcript of the hearing will be produced. Following this presentation, the floor will be open for public comments. All written material received at this public hearing and at the Florida Department of Transportation office, postmarked no later than November 26, 2016, or through the project website, will become part of the public record for this hearing. The Project Development and Environment Study or PD&E is the second step of the project development process that the Florida Department of Transportation follows to evaluate social, cultural, economic, and environmental impacts associated with a planned transportation improvement project. The PD&E process was established by the FDOT as the State's procedure for complying with the National Environmental Policy Act or NEPA of 1969 and Florida Statutes. NEPA is a United States Environmental Law that requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions. This phase involves the preparation of all preliminary engineering and environmental documentation required for study approval and subsequent funding. During a PD&E's study, several alternatives are developed to meet
the purpose and need for the project. These alternatives are developed with input from the public, local government, and environmental agencies throughout the study process. Keeping the public involved and informed throughout the study is paramount to the success of a PD&E study. This study is a re-evaluation of PD&E studies that were previously done 14 to 17 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 is currently under construction to include the addition of express lanes. The study limits are along Interstate 4 from East of US 17/92 to East of State Road 472. This study proposes to widen Interstate 4 to 10 lanes. This includes six general use lanes and for express lanes. This study corridor is, approximately, 10 miles in length, and is located in Volusia County. The River to Sea Transportation Planning Organization and the Central Florida of Metropolitan Planning Organization Alliance works with the Florida Department of Transportation and local governments to fund, and implement projects identified through various plans developed by the TPO and MPO. It should be noted that the I-4 Beyond
the Ultimate, Segment 4 is identified in the Central Florida Metropolitan Planning Organization, MPO, Alliance Fiscal Year 2016 through 2017 SIS Highway Projects for prioritization. This project segment is identified on the River to Sea TPO 2040 Long Range Transportation Plan. The project is consistent with the State Transportation Improvement Program and the Transportation Element of the Volusia County Comprehensive Plan. The purpose of this study is to accommodate future traffic needs based on anticipated population and employment growth, and enhance safety, and mobility along the studied corridor. The original PD&E study included high occupancy vehicles, or HOV, lanes in the median. This re-evaluation includes six general use lanes, three in each direction, and four express lanes, two in each direction, for the majority of the segment for corridor. The widening of I-4 is proposed to meet the design year 2040 projected travel volumes. The goal of the project is to maintain accessible levels of service along the corridor for the design year 2040. Levels of service are measured on an "A" through "F" grading scale with "A" being the best and "F" failing. Drivers will experience levels of service "E" and
"F" under the "Original Build" condition in the design year 2040 along some portions of the corridor. Levels of service can be improved to "D" or better with the Express Lanes widening improvements of the recommended "Build" alternative.

Typical sections are detailed cross-section depictions of a roadway's principal elements that are standard between certain segment limits and show typical conditions only. The existing typical section consists of three 12-foot travel lanes in each direction with 12-foot inside and outside shoulders. Guard rail is provided on the inside shoulder of the eastbound and westbound lanes in varying locations. The existing right-of-way varies from 300 to 630 feet. Meetings and presentations with local agencies and other stakeholders were held to discuss the study with the River to Sea TPO, Volusia County, City of Debary, City of Deltona, and the St. John River's Water Management District. A project website, www.I4express.com, was developed to allow the public to communicate with the study team and provide comments. And Alternatives Public Meeting was held on April 24, 2014. 52 members of the public and 17 project team members attended this meeting and four written comments were received.
Public input from these meetings has factored into the study decision making process. Today's hearing will provide the public with another opportunity to comment on the proposed improvements under consideration. A "No-Build" and "Build" alternative, are being considered as part of this PD&E study. The study also includes a Reversible Lanes Alternative where the traffic flow in the lanes is switched in the peak direction of traffic to add additional capacity, and decrease congestion. The "No Build" alternative maintains the existing facility as is. No improvements are made and there is no congestion relief along the corridor. The "No Build" alternative is also evaluated as a baseline for comparison with the "Build" alternative. We will now discuss the recommended "Build" alternative, which proposes to widen Interstate 4 to 10 lanes with five lanes in each direction, three general use lanes and two express lanes. An evaluation matrix comparing the "No Build" alternative with the recommended roadway "Build" alternative is on display here tonight. The proposed typical section consists of two 12-foot wide express lanes with 4-foot inside and 10-foot outside shoulders, and three 12-foot wide general
use lanes with 10-foot inside, and 12-foot outside shoulders, in each direction. A 2-foot wide barrier wall separates the general use from the express lanes. A 44-foot transit corridor is reversed in the median of I-4. The minimum right-of-way width required to accommodate this typical section is 300-feet. The proposed horizontal alignment of I-4 segment for closely follows the existing I-4 alignment. Right-of-way will be required for the roadway mainline improvements, storm water management facilities, and floodplain compensation sites. The total anticipated right-of-way impacts involved full or partial acquisition of 119 parcels for a total of, approximately, 73 acres. The recommended alternative for the Dirksen Drive interchange proposes a new I-4 eastbound free flow right turn ramp that provides access to eastbound Dirksen drive. A new park and ride lot is proposed on the west side of the interchange. In addition, two 12-foot travel lanes in each direction with a 5-foot sidewalk on the north side and an 8-foot trail on the south side, south side of Dirksen drive our proposed. The recommended alternatives for Saxon Boulevard proposes a new I-4 eastbound off-ramp in the southeast quadrant that will aligned with the
modified I-4 eastbound Loop off-ramp in the northeast quadrant. Additionally, Saxon Boulevard will be widened to six lanes. The recommended alternative for Rhode Island Avenue proposes a new direct access interchange providing entry to I-4 westbound and exit from the I-4 eastbound express lanes. This alternative also includes the extension of Rhode Island Avenue, which will provide a connection between Veterans Memorial Parkway and Normandy Boulevard. The Rhode Island Avenue typical section will have two 11-foot travel lanes with 8-foot sidewalks in each direction. Additionally, a new park and ride lot is proposed along Normandy Boulevard south of Rhode Island Avenue. The recommended alternative for State Road 472 proposes modifying the existing interchange to a diverging diamond interchange, also known as DDI. A DDI is designed so that each direction of traffic is split and crosses over itself. The traffic will temporarily drive on the opposite side of the roadway and crossed back over on the other side of the interchange. In order to avoid wrong way movements through this type of interchange the opposite directions of the roadway are intersected at an angle that is large enough to appear to the
driver as if they are making a through movement and
that the other side of the roadway is an
intersecting street. Improvements proposed also
include additional turn lanes at the State Road 472
intersections with Kentucky Avenue and Graves
Avenue. The existing drainage systems will be
enhanced to accommodate storm water runoff from the
proposed roadway improvements. The storm water
management systems proposed by this study, have been
designed to meet the current requirements of the St.
John's River Water Management District and the
Florida Department of Transportation. Storm water
treatment will be provided in dry swales, wet or dry
retention, and/or detention ponds, and a storm water
vault located on or off-site. The treatment
facilities and locations are on exhibit here this
evening, as well as in the documents on display. In
accordance with current FDOT standards for road and
bridge construction, all best management practices
for erosion control and water quality
considerations, will be adhered to soaring
construction phase of the project. Pond, citing
evaluation criteria were developed to screen the
various potential pond sites. Each of the criteria
are evaluated for impacts which are then used for
comparison, in order to identify overall suitability and select recommended ponds. Design criteria as set forth by the St. John's River Water Management District, Florida Department of Environmental Protection, Volusia County, and FDOT was used to determine pond sizing. Pond, citing evaluation criteria were developed to screen the various potential pond sites. Each of the criteria are evaluated for impacts, which are then used for comparison, in order to identify overall suitability and select recommended ponds. Design criteria as set forth by the St. John's River Water Management District, and FDOT was used to determine pond sizing. The recommended pond sites for this study are labeled and illustrated on the design concept boards on display. 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. An archaeological survey was performed within the existing and proposed right-of-way. The results indicated that there are no
archaeological sites or artifact occurrences within
the study limits. There are 23 historic resources
constructed before 1970 within the study area. None
of the historic resources are recommended eligible
for the National Register of Historical Places. No
adverse effects to cultural resources are
anticipated. The project was evaluated in
accordance with the Executive Order 11990, entitled
Protection of Wetlands. There are, approximately,
68.61 acres of direct wetland impacts and 45.24
acres of other surface water impacts associated with
the recommended alternative. This project was
evaluated for impacts to wildlife and habitat
resources, including protected species in accordance
with title 50 Code of Federal Regulations Part 402
It is determined that the project has a "May affect"
and likely "Adversely affect" on 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 two to one to the
Natural Conservancy Umbrella Plan Mitigation Fund
will be provided. To avoid and/or minimize impacts
to wildlife, FDOT will continue to coordinate with
the U.S. Fish and Wildlife Service, and the Florida
Fish and Wildlife Conservation Commission during the permitting phase of the project. This project was evaluated for impacts to essential fish habitat wetlands associated with Lake Monroe and the St. John's River. It is anticipated that the project will impact, approximately, 38 acres of wetlands in areas of Segment 4. Mitigation to offset essential fish habitat 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. The proposed storm water facilities will be designed to meet the current requirements of the St. John's River Water Management District. Storm water treatment will be provided by a combination of dry swales, wet or dry retention, or detention ponds, and a storm water vault located on or off-site. The following locations are on exhibit here this evening, as well as in the documents on display. In accordance with the Executive Order 11988, entitled "Floodplain Management" a floodplain analysis was performed. It was determined that, approximately, 65.01 acre feet of floodplain impacts are anticipated. Traffic noise impacts were evaluated in accordance with the Code of Federal Regulation part 772. Based on the results of the noise barrier
evaluation, a noise barrier appears to be a reasonable and cost feasible noise abatement method for two locations within Segment 4. The west side of I-4 near Dirksen Drive and on the east side of I-4 north of Enterprise Road. Potentially contaminated sites in the vicinity of the project corridor were identified and evaluated to determine if impacts would occur as a result of the proposed improvements. 133 potential contamination sites have been identified. None are ranked as high risk, eight as medium risk, and 125 as no risk, or low risk of potential contamination. An Air Quality Analysis was performed on the project. The analysis was 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 acquisition is anticipated for the recommended alternative for roadway and drainage improvements. Approximately, 33 acres of additional right-of-way is anticipated for roadway improvements and, approximately, 40 acres of additional right-of-way is anticipated for off-site ponds. In addition, there is a potential for 40 residential and one business relocation. These anticipated relocations are displayed on the aerials available at tonight's
hearing. All right-of-way acquisition will be conducted in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970, and FDOT Real Estate Acquisition Process. Right-of-way requirements for the project are on display here tonight. One of the unavoidable consequences on a project such as this is the necessary relocation of families for businesses. On this project, we anticipate the relocation of three families and one business. All right-of-way acquisition will be conducted in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, commonly known as the Uniform Act. If you are required to make any type of move, as a result of a Department of Transportation project, you can expect to be treated in a fair and helpful manner, and in compliance with the Uniform Relocation Assistance Act. If a move is required, you will be contacted by an appraiser who will inspect your property. We encourage you to be present during the inspection, and provide information about the value of your property. You may also be eligible for relocation advisory services and payment benefits. If you are being moved and you are unsatisfied with the
department's determination of your eligibility for payments, or the amount of that payment, you may appeal that determination. A special word of caution. If you move before your receipt notification of the relocation benefits that you might be entitled to, your benefits may be jeopardized. The relocation specialist who are supervising this program are here tonight. They will be happy to answer your questions and will also furnish you with copies of relocation assistant brochures. The estimated total cost for the recommended alternative will be, approximately, $507.7 million. This includes $413 million for construction and utility relocations, $28.9 million for right-of-way acquisition for roadway and pond improvements, and $65.5 million for final design and construction, engineering, and inspection. Over the next several months, FDOT will continue to finalize the analysis and will seek to approve the documents, and improvements presented here at tonight's public hearing. Following approval, FDOT will continue with the design, right-of-way acquisition, and construction phases. Currently, there is no funding available for the right-of-way or construction phases. The study is anticipated to be completed in
November 2016. Design is fully funded for this segment of I-4. Draft documents for this public hearing were available for review starting September 15, 2016 and will remain on display until November 26, 2016 at the Deltona Regional Library, and also on the study website www.I4express.com. These documents are also on display here tonight. No final decisions will be made until after we review your comments. You may provide your comments in several ways. You may provide an oral statement to the court reporter present here tonight. Complete a speaker card and make an oral statement at the microphone during the public comment period. Complete a comment form and drop it in the comment box provided here at the hearing or mail your comments to the FDOT project manager at the address shown on the comment form. You may e-mail your comments to the FDOT at the address shown on the comment form or visit the project website and submit comments electronically. There is a dedicated page on the website for comments. All written material received at this public hearing and at the Florida Department of Transportation Office, postmarked no later than 10 days following the date of this public hearing or through the project website, will become
a part of the public record for this hearing. This concludes our presentation. Thank you.

COLLEEN JARRELL: Okay. So the next portion of the public hearing is for public statements and we could take a few minutes to break. And if anybody wants to take a public comment at the podium, you need to fill out a card and handed to us, and we'll have the opportunity to come up. As it said in the presentation, you've got a variety of ways to provide your comments, either, you know, verbally here at the podium or you can speak to the court reporter on the side. You can fill out a comment form and leave it here tonight, or you can e-mail it to Beata or myself within the next 10 days, and it'll be included in the public record. And just so you know, the presentation that's been given tonight will be on the project website tomorrow, so if anybody wanting to look at that later, you could look at that, as well. And all the displays boards are all ready on the website. So can I ask if anybody would like to make public statement? No?

AUDIENCE SPEAKER 1: How about the specifics of our property?

MS. JARRELL: And that's why we have the project team, we're here until, you know, every
question is answered. We can discuss with you as
your project is specific at the boards. We've got a
lot of project team members here tonight.

AUDIENCE SPEAKER 1: Is there going to be a
future meeting about the design phase like this one?

MS. JARRELL: In the design phase, they will
have another public meeting in the design phase.
This is the final meeting for the PD&E phase or the
study phase.

AUDIENCE SPEAKER 1: Okay.

MS. JARRELL: Okay. No --

MS. STYS-PATASZ: We have two.

MS. JARRELL: We do? Okay, great.

AUDIENCE SPEAKER 2: I just want to know when
this is going to take place? When is this other
meeting going to take place?

MS. JARRELL: All right. Lance Douglas?

LANCE DOUGLAS: Thank you.

MS. JARRELL: You're welcome.

MR. DOUGLAS: Hello, my name is Lance Douglas,
I live at 99 Daughter Drive in Debary, which is just
on the north side of I-4 between Enterprise and
Saxon and we're in the Summer Haven community that's
over there. The property we purchased back in
December of last year, so we weren't around when the
2014 meetings were held, so unfortunately, I didn't get involved with this until recently.

Unfortunately, my property is one that backs up to the I-4 buffer, so my comment was just to express kind of the disappointment that when I went and did some review of some of the studies, in particular, the noise study. That we qualified as far as the noise level goes for a noise reduction barrier, but it was determined that it was cost prohibitive.

Now, I can understand the cost has to be a factor in determining this, but what I kept going back to, and what was frustrating, is that the cost was very close. You can see from the board here, DOT allots for $42,000 per barrier and that's per number of receptors as they define it; I've also heard it called rooftops. And in our neighborhood, they determined that to be 64 receptors, which would put the cost around $49,000. So again, it's over the $42,000, but it was relatively close, within about 15, 16 percent. In addition to that, in reading through the noise study reports, I noticed that they only include homes or receptors that are within 200-feet of the wall as saying that they would get the benefit necessary to justify the cost. And just my inaccurate measurements from using Google because I
don't know exactly what point I can measure from, we
fall very close to having the whole second set row
of houses that would hit that 200 mark. I see it
somewhere around 218, 220-feet, so again, it's
relatively close and I don't know if any of the
plans have changed may be or the noise study has
been reviewed after the latest plans were submitted
to take into account that maybe some of those houses
do now fall in that 200-foot range. So those are
just some of my comments. I didn't know if DOT had
a person that would work or speak with the
Homeowner's Association which has said they are in
favor of the wall because not only does it affect
the 64 receptors, it will negatively affect the 347
total homeowners in the neighborhood because of the
property value. The 64 receptors will definitely
lose property value with the addition of the lanes
coming even closer to the houses. And as anyone
knows, any appraiser's going to go and do comps
based on the neighborhood. So those 64 houses are
going to take a hit and the appraisers are going to
have to take into consideration for future sales.
Thank you very much.

MS. JARRELL: Thank you. The next speaker we
have is Beverly -- is it Merowchek?
BEVERLY MEROWCHEK: Yes. Hi, my name is Beverly Merowchek. I live at 518 Brokenshire Drive, also in the Summer Haven section. I will not repeat everything that Lance told you because basically, we are of one mind. My concern, again, is with the noise barriers. My property does boarder on route 4 and again, I also bought my property in 2015 and was not aware of this going on before hand. With regard to the noise study, when you read the noise study, it was conducted in July 23rd -- July 25th, I believe. And it states the locations where they had setup their decibel meters, I guess, it's very, very technical and I'm not that technical of a person. But it did say that they took the study at 15 minute intervals between the hours of 10:00 and 11:30 in the morning and 1:00 and 3:00 in the afternoon. These are non-peak travel times. This is not when we get most of the noise. You have to try 9:00 at night or even during the day. So it is -- it is really, really troubling to me, that hour, you know, we're talking about fish and wildlife up there, as far as being protected. What about human life? I mean, it is affecting our ability to entertain and live comfortably in our own homes. So that is basically my statement on that.
MS. JARRELL: Thank you very much. Do we have any more public statements? Scott Pitman, if you want to come up.

SCOT PITTMAN: Yeah. My name is Scott Pitman, I just had one point to make on the presentation. It said that there was three families involved under a relocation, but actually, it's more like 15 because our buildings -- the whole buildings gone and it's 12 units. That's all I got.

MS. JARRELL: Thank you, Mr. Pittman. Any other public statements?

ROBERTO RIVERA: I will, ma'am.

MS. JARRELL: One moment.

MR. RIVERA: Well, I don't know. I just want to make sure.

MS. JARRELL: If you're going to make a statement, I need to say your name.

MR. RIVERA: Hey, my name -- my name is Roberto Rivera. And my concern is: how sure are they that they are not going to buy those houses in the future. Like, if I make a construction of my house, are they going to make -- are they going to pay for that or I will lose that money if they repossess that house in the future. So my concern is, how sure are we that they are not going to buy these
houses in the future, so I want to make sure that
they answer the question. And that's it.

**MS. JARRELL:** Thank you. And then, we have Joe
Summerall.

**JOE SUMMERALL:** Good evening, everyone. My
name is Joseph Summerall. I am co-owner of a condo
at Blue Side Condo's. Our primary concern is the
value of remaining property, looking at the proposal
with the condos. Spoke briefly, with one person who
believes that the condos can, for lack of a better
term, to be salvaged. The intention is to take one
condo, tear it in half. Take another condo, take
the corner condo's. While I understand that with
engineering techniques these buildings can be saved,
the presumption is that with the loss of these
residents, there may also be a loss of an entire
community because you're losing, approximately, 20
percent of the income to that Homeowner's
Association. You're, basically, asking the
Homeowner's Association to continue to function at
an 80 percent level of dues paying income, that --
that is our concern. Also, the concern is, with a
wall, practically, in the back door of some of these
condos, not only aesthetics, the noise is also right
there. I do not have an opportunity to study noise
abatement in our particular area, but obviously, with a highway literally out your back door, this is also concern as well. My hope is the planning and progress of this project continues that these factors will be looked that. Thank you.

**MS. JARRELL:** Thank you. Any other public statements? Okay. Seeing none. We will close this portion of the hearing. Again, we've got plenty of project team members here that we can answer your questions directly at the display boards. I know a lot of you have specific property questions, so those are best answered with a project team member at the board. Thank you.

(PUBLIC MEETING CONCLUDED AT 7:21 P.M.)
CERTIFICATE

STATE OF FLORIDA)
COUNTY OF ORANGE)

I, CLARISSA RIVERA, Court Reporter and Notary Public for the State of Florida at Large, do hereby certify that I was authorized to and did report the foregoing proceeding, and that said transcript is a true record of the testimony given by the witness.

I FURTHER CERTIFY that I am not of counsel for, related to, or employed by any of the parties or attorneys involved herein, nor am I financially interested in said action.

Submitted on: December 1, 2016

______________________________
CLARISSA RIVERA
Court Reporter, Notary Public
PART 4

CONCEPT PLANS
PART 4A

SEGMENT 2 PLANS
SLIP RAMP DETAIL EGRESS FROM EXPRESS LANES

SLIP RAMP DETAIL EGRESS FROM EXPRESS LANES

NOT TO SCALE

NOT TO SCALE
SLIP RAMP DETAIL INGRESS TO EXPRESS LANES

10' SHOULDER
SHOULDER PAVEMENT
4' SHOULDER
GUARDRAIL
END MEDIAN BARRIER WALL
GORE STRIPING PER INDEX 17345

10' SHOULDER
MEDIUM BARRIER WALL
6' SHOULDER
GORE STRIPING PER INDEX 17345

40' BARRIER WALL OVERLAP
ATTENUATOR PER INDEX 17345

NOT TO SCALE

SLIP RAMP DETAIL INGRESS TO EXPRESS LANES

10' SHOULDER
MEDIUM BARRIER WALL
6' SHOULDER
GUARDRAIL
PHASE ENTRANCE
EXPRESS LANES
NO TRUCKS

DIRECTION OF TRAVEL
MEDIAN BARRIER
GUARDRAIL
ATTENUATOR PER INDEX 430
MEDIUM BARRIER WALL
SHOULDER PAVEMENT
PER INDEX 17345
GORE STRIPING PER INDEX 17345

18" WHITE AT 60' C/C
PER INDEX 17345
GORE STRIPING
WESTBOUND INVESTIGATION/ENFORCEMENT AREA DETAILS

EASTBOUND INVESTIGATION/ENFORCEMENT AREA DETAILS

INVESTIGATION/ENFORCEMENT AREA TYPICAL SECTION
TYPICAL EMERGENCY ACCESS GATE DETAILS

GENERAL USE LANES

EXPRESS LANES

CONCRETE PAD 121'-0" X 4'-3"
(THICKNESS VARIES)

STEEL BULKHEAD ASSEMBLY

BARRIER WALL OPENING 120'-0"

WALL ASSEMBLY

GATE ASSEMBLY

42'-0" GATE OPENING
(WHEN OPEN)

WALL ASSEMBLY

STEEL BULKHEAD ASSEMBLY

BARRIER WALL OPENING 120'-0"

GENERAL USE LANES
EXISTING LA/R/W LINE
EXISTING BRIDGE
RAIL CORRIDOR (AERIAL)
FUTURE EXISTING CONDITION

MATCHLINE STA. 182+00.00

EXISTING LA/R/W
PROPOSED LA/R/W
EXISTING R/W
PARCEL LINES
BARRIER WALL

GENERAL USE LANE
EXPRESS LANES
EXISTING BRIDGE
PROPOSED BRIDGE
RAIL CORRIDOR (AERIAL)
FUTURE EXISTING CONDITION

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

1-4 PD&E STUDY
SR 528 ALT 5 (4 OF 5)
SEGMENT 2

ROAD NO. COUNTY FINANCIAL PROJECT ID
400 ORANGE 43300-01-22-03
IN THEATION AL DR
EXISTING LA R/W LINE
CIVIC CENTER DAYS INN
EXISTING LA R/W LINE
TOWN DISCOUNT INTERNATIONAL
EXISTING LA R/W LINE
SR 528 WB TO INTERNATIONAL DR
INTERNATIONAL DR TO SR 528 EB
EXISTING LA R/W LINE
SR 528 EB
200 Feet
0 50
STA 233+56.03 FPID 406090-5-52-01 BEGIN TURNPIKE WIDENING FPID 432100-1-22-01 END I-4/BEACHLINE INTERCHANGE CONNECTION LOCATION TOLLING SIGN PRELIMINARY SIGN LOCATION PRELIMINARY TOLLING TO SR 528 WB INTERNATIONAL DR SR 528 EB TO 230 235 240 245 250 255 11/1/2016 mbacal
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PART 4B

SEGMENT 3 PLANS
SLIP RAMP DETAIL EGRESS FROM EXPRESS LANES

SLIP RAMP DETAIL EGRESS FROM EXPRESS LANES

NOT TO SCALE

GORE STRIPING PER INDEX 17345
ATTENUATOR PER INDEX 430
18" WHITE AT 60" C/C
SHOULDER PAVEMENT

INDEX 430
ATTENUATOR PER INDEX 430
18" WHITE AT 60" C/C
SHOULDER PAVEMENT

INDEX 430
ATTENUATOR PER INDEX 430
18" WHITE AT 60" C/C
SHOULDER PAVEMENT

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SHOULDER PAVEMENT

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INDEX 430
ATTENUATOR PER INDEX 430
18" WHITE AT 60" C/C
SHOULDER PAVEMENT

INDEX 430
ATTENUATOR PER INDEX 430
18" WHITE AT 60" C/C
SHOULDER PAVEMENT
SLIP RAMP DETAIL INGRESS TO EXPRESS LANES

03°00'00"
PARALLEL
1230'
TAPER
300'

00°45'00"
PARALLEL
490'
TAPER
200'

00°45'00"
NOT TO SCALE

SLIP RAMP DETAIL INGRESS TO EXPRESS LANES

03°00'00"
PARALLEL
1230'
TAPER
300'

00°45'00"
PARALLEL
490'
TAPER
200'

00°45'00"
NOT TO SCALE

SLIP RAMP DETAIL INGRESS TO EXPRESS LANES
WESTBOUND INVESTIGATION/ ENFORCEMENT AREA DETAILS

EASTBOUND INVESTIGATION/ ENFORCEMENT AREA DETAILS

INVESTIGATION/ ENFORCEMENT AREA TYPICAL SECTION
TYPICAL TOLL EQUIPMENT SITE BETWEEN ROADWAYS

GENERAL USE LANES
TOLL EQUIPMENT BUILDING
TANK
DIESEL FUEL
GENERATOR
TRANSFORMER
PAD MOUNTED
CURB STOP
DRYWELL
ITS PULL BOX
ITS POWER
TOLL EQUIPMENT BUILDING
TOLL GANTRY
LOOP PULL BOXES
LIMITS OF TOLLING PAVEMENT
LIMITS OF TOLLING PAVEMENT
EXPRESS LANES
50'
50'
GENERAL USE LANES
BARRIER WALL
BARRIER WALL
EDGE OF SHOULDER
108'
2:1 MINIMUM TAPER
LIMITS OF TOLLING PAVEMENT
LIMITS OF TOLLING PAVEMENT
TOLL GANTRY
LOOP PULL BOXES
EDGE OF SHOULDER
108'
TYPICAL TOLL EQUIPMENT SITE
ON OUTSIDE OF ROADWAY
(ISOLATED GANTRY)
LIMITS OF TOLLING PAVEMENT
LIMITS OF TOLLING PAVEMENT
TOLL GANTRY
LOOP PULL BOXES
EDGE OF SHOULDER
108'
TYPICAL TOLL EQUIPMENT SITE
ON OUTSIDE OF ROADWAY
(ISOLATED GANTRY)
TYPICAL EMERGENCY ACCESS GATE DETAILS

- EXPRESS LANES
- BARRIER WALL OPENING 120'-0"
- STEEL BULKHEAD ASSEMBLY
- 42'-0" GATE OPENING (WHEN OPEN)
- GENERAL USE LANES

- CONCRETE PAD 121'-0" X 4'-3" (THICKNESS VARIES)
- WALL ASSEMBLY
- GATE ASSEMBLY
- BARRIER WALL OPENING 120'-0"
- WALL ASSEMBLY

- STEEL BULKHEAD ASSEMBLY
EXISTEE WILLIAMSON RD.

SIDEWALK
6-FT CONCRETE
MATCH TO EXISTING
STA. 105+00.00

MULTI-USE TRAIL
10 FT CONCRETE
PROPOSED

MATCH EXISTING
6-FT CONCRETE SIDEWALK

11/2/2016
EXISTING L/R/W
PROPOSED L/R/W
EXISTING R/W
PROPOSED R/W
PARCEL LINES
FUTURE EXISTING CONDITION

GENERAL USE LANES
EXPRESS LANES
EXISTING BRIDGE
PROPOSED BRIDGE
BARRIER WALL
PARCEL NUMBERS

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

HNTB CORPORATION
FL. REGISTRATION NO. 58593
ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.

1-4 PD&E STUDY
CR 46A ALT 3 (5 OF 6)
(RECOMMENDED ALTERNATIVE)
SEGMENT 3

MATCHLINE A SEE SHEET 4
EXISTING L/R/W
PROPOSED L/R/W
PARCEL LINES
FUTURE EXISTING CONDITION

GENERAL USE LANE
EXPRESSION LANE
EXISTING BRIDGE
PROPOSED BRIDGE
BARRIER WALL
PARCEL NUMBERS

MATCHLINE STA 97+00.00

PROPOSED CENTRAL FLORIDA ZOO ENTRANCE

TAKING 944 SF.
PARCEL ID: 16-19-5AC-0000-0030

TAKING 63,280 SF.
PARCEL ID: 16-19-5AC-0000-0020

TAKING 21,534 SF.
PARCEL ID: 16-19-5AC-0000-0010

LAKE MONEOE
EXISTING R/W LINE
EXISTING US 17/92

PROPOSED US 17/92 ALIGNMENT

PROPOSED CENTRAL FLORIDA ZOO ENTRANCE

120
EXISTING R/W     PROPOSED FDOT R/W
PARCEL LINES     GENERAL USE LANES
FUTURE EXISTING
CONDITION

PARCEL NO. 10-17-30-5 A C -0000-0030
AREA TAKEN: 20,134 SF.
PARCEL ID: 16-19-30-5 A C -0000-0030

ROAD NO. FINANCIAL PROJECT ID
COUNTY STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
CERT. OF AUTH. NO. 6500 (407) 805-0355
400 SEMINOLE 432000-1-22-00

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.

MATCHLINE STA. 974+00

EXISTING LA R/W  PROPOSED LA R/W
EXISTING R/W  PROPOSED FOOT R/W
PARCEL LINES
FUTURE EXISTING CONDITION

MODEL: SHEET SIZE: PLOT SCALE: PEN TABLE: PRINT DRIVER:
1:100 16.5 x 10.6 (in.) US 17-92-04
11/17/2015
HNTB CORPORATION
FL. REGISTRATION NO. 58593
LAKE MARY, FL 32746
SUITE 400
610 CRESCENT EXECUTIVE CT

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
I-4 PD&E STUDY
US 17 / 92 ALT 5 (4 OF 4)
SEGMENT 3

400 SEMINOLE
432000-1-22-00
ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.
EXISTING LA R/W
EXISTING R/W
PROPOSED L/A R/W
PROPOSED R/W
PARCEL LINES
FUTURE EXISTING CONDITION

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.
FINANCIAL PROJECT ID
COUNTY
NO.
SHEET

REMARKS:

COUNTY OF SEMINOLE, ROBERT D. SMITH, P.E.
FLORIDA REGISTRATION NO. 58593
ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.

1:100
16.5 x 10.6 (in.)
US 17-92-01
MODEL:
SHEET SIZE:
PLOT SCALE:
PEN TABLE:
PRINT DRIVER:

11/2/2016
LOURAID
5:06:00 PM
\LKMw00\pmwork3\Jobs\59219 - I4 SAMR\TECHPROD\43210012201\Segment 3\roadway\planrd306-GS-DDI-ALT-7.dgn

EXISTING R/W
PROPOSED FDOT R/W
PARCEL LINES
GENERAL USE LANES
EXPRESSION LANES
EXISTING BRIDGE
PROPOSED BRIDGE
BARRIER WALL
PARCEL NUMBERS

AREA TAKEN: 219,712 SF
PARCEL ID: 16-19-30-300-002A-0000

EXISTING LA R/W
PROPOSED LA R/W
EXISTING R/W
PROPOSED R/W
PARCEL LINES
FUTURE EXISTING CONDITION

MATCHLINE SHEET 2 OF 6
PART 4C

SEGMENT 4 PLANS
WESTBOUND INVESTIGATION/ ENFORCEMENT AREA DETAILS

EASTBOUND INVESTIGATION/ ENFORCEMENT AREA DETAILS

INVESTIGATION/ ENFORCEMENT AREA TYPICAL SECTION
TYPICAL EMERGENCY ACCESS GATE DETAILS

GENERAL USE LANES

EXPRESS LANES

BARRIER WALL OPENING 120'-0"

STEEL BULKHEAD ASSEMBLY

42'-0" GATE OPENING (WHEN OPEN)

WALL ASSEMBLY

CONCRETE PAD 121'-0" X 4'-3"
(THICKNESS VARIES)

WALL ASSEMBLY

GATE ASSEMBLY

BARRIER WALL OPENING 120'-0"

WALL ASSEMBLY

BARRIER WALL OPENING 120'-0"

WALL ASSEMBLY

GENERAL USE LANES
EXISTING LA R/W
PROPOSED LA R/W
EXISTING R/W
PROPOSED FOOT R/W
PARCEL LINES

GENERAL USE LANES
EXPRESS LANES
EXISTING BRIDGE
PROPOSED BRIDGE
BARRIER WALL
TRANSIT CORRIDOR

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD #  COUNTY      FINANCIAL PROJECT #
400     VOLUSIA   432100-022-03

DEPARTMENT OF TRANSPORTATION

CERT. OF AUTH. NO. 6500
(407) 805-0355
LAKE MARY, FL  32746
SUITE 400
610 CRESCENT EXECUTIVE CT
HNTB CORPORATION
FL. REGISTRATION NO. 58593
ENGINEER OF RECORD:  ROBERT M. DENNEY, P.E.
EXIST SAXON BLVD.

PARCEL ID: 30-18-31-03-25-0440
AREA TAKEN: 9,140 SF

PARCEL ID: 30-18-31-03-25-0420
AREA TAKEN: 9,758 SF

PARCEL ID: 30-18-31-03-25-0410
AREA TAKEN: 8,516 SF

PARCEL ID: 30-18-31-03-25-0450
AREA TAKEN: 532 SF

PARCEL ID: 30-18-31-03-25-0460
AREA TAKEN: 33 SF

PARCEL ID: 30-18-31-03-37-0170
AREA TAKEN: 10,605 SF

PARCEL ID: 30-18-31-03-25-0430
AREA TAKEN: 9,592 SF
RHODE ISLAND AVENUE (1 OF 8) (RECOMMENDED ALTERNATIVE)
SEGMENT 4

EXISTING LA W/ PROPOSED LA W/ EXISTING R/W PROPOSED R/W PARCEL LINES

GENERAL USE LANES EXPRESS LANES EXISTING BRIDGE PROPOSED BRIDGE BARRIER WALL TRANSIT CORRIDOR

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

I-4 PD&E STUDY RHODE ISLAND AVENUE (1 OF 8) (RECOMMENDED ALTERNATIVE) SEGMENT 4

ROAD NO. COUNTY FINANCIAL PROJECT NO.
400 VOLUSIA 433000-1-22-00

CERT. OF AUTH. NO. 6500 (407) 805-0355
LAKE MARY, FL 32746 SUITE 400
610 CRESCENT EXECUTIVE CT
HNTB CORPORATION FL. REGISTRATION NO. 58593
ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.

1 :100 16.5x10.6 (in.) PLOT SCALE:
PEN TABLE:
PRINT DRIVER:

EXISTING R/W LA W/ PROPOSED R/W PARCEL LINES GENERAL USE LANES EXPRESS LANES EXISTING BRIDGE PROPOSED BRIDGE BARRIER WALL TRANSIT CORRIDOR

EXISTING LA W/ PROPOSED LA W/ EXISTING R/W PROPOSED R/W PARCEL LINES

GENERAL USE LANES EXPRESS LANES EXISTING BRIDGE PROPOSED BRIDGE BARRIER WALL TRANSIT CORRIDOR

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

I-4 PD&E STUDY RHODE ISLAND AVENUE (1 OF 8) (RECOMMENDED ALTERNATIVE) SEGMENT 4

ROAD NO. COUNTY FINANCIAL PROJECT NO.
400 VOLUSIA 433000-1-22-00

CERT. OF AUTH. NO. 6500 (407) 805-0355
LAKE MARY, FL 32746 SUITE 400
610 CRESCENT EXECUTIVE CT
HNTB CORPORATION FL. REGISTRATION NO. 58593
ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.

1 :100 16.5x10.6 (in.) PLOT SCALE:
PEN TABLE:
PRINT DRIVER:

EXISTING R/W LA W/ PROPOSED R/W PARCEL LINES GENERAL USE LANES EXPRESS LANES EXISTING BRIDGE PROPOSED BRIDGE BARRIER WALL TRANSIT CORRIDOR

EXISTING LA W/ PROPOSED LA W/ EXISTING R/W PROPOSED R/W PARCEL LINES

GENERAL USE LANES EXPRESS LANES EXISTING BRIDGE PROPOSED BRIDGE BARRIER WALL TRANSIT CORRIDOR

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

I-4 PD&E STUDY RHODE ISLAND AVENUE (1 OF 8) (RECOMMENDED ALTERNATIVE) SEGMENT 4

ROAD NO. COUNTY FINANCIAL PROJECT NO.
400 VOLUSIA 433000-1-22-00

CERT. OF AUTH. NO. 6500 (407) 805-0355
LAKE MARY, FL 32746 SUITE 400
610 CRESCENT EXECUTIVE CT
HNTB CORPORATION FL. REGISTRATION NO. 58593
ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.

1 :100 16.5x10.6 (in.) PLOT SCALE:
PEN TABLE:
PRINT DRIVER:

EXISTING R/W LA W/ PROPOSED R/W PARCEL LINES GENERAL USE LANES EXPRESS LANES EXISTING BRIDGE PROPOSED BRIDGE BARRIER WALL TRANSIT CORRIDOR

EXISTING LA W/ PROPOSED LA W/ EXISTING R/W PROPOSED R/W PARCEL LINES

GENERAL USE LANES EXPRESS LANES EXISTING BRIDGE PROPOSED BRIDGE BARRIER WALL TRANSIT CORRIDOR

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

I-4 PD&E STUDY RHODE ISLAND AVENUE (1 OF 8) (RECOMMENDED ALTERNATIVE) SEGMENT 4

ROAD NO. COUNTY FINANCIAL PROJECT NO.
400 VOLUSIA 433000-1-22-00

CERT. OF AUTH. NO. 6500 (407) 805-0355
LAKE MARY, FL 32746 SUITE 400
610 CRESCENT EXECUTIVE CT
HNTB CORPORATION FL. REGISTRATION NO. 58593
ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.

1 :100 16.5x10.6 (in.) PLOT SCALE:
PEN TABLE:
PRINT DRIVER:
PROPOSED COUNTY R/W LINE
BY VOLUSIA COUNTY
PARCELS NOT ACQUIRED
WL-6B(W)
101R
AREA TAKEN: 91,607 SF
PARCEL ID: 13-18-30-02-01-0100
PROPOSED ACCESS TO POND A
11/8/2016
EXISTING LA R/W
PROPOSED LA R/W
EXPRESSION LANE
EXISTING BRIDGE
PROPOSED BRIDGE
BARRIER WALL
TRANSIT CORRIDOR

GENERAL USE LANES
EXPRESS LANES
EXISTING R/W
PROPOSED R/W
PARCEL LINES

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO. COUNTY FINANCIAL PROJECT NO.
400 VOLUSIA 433200-1.22-05

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.

HNTB CORPORATION
FL. REGISTRATION NO. 58593
LAKE MARY, FL 32746
SUITE 400
610 CRESCENT EXECUTIVE CT
(407) 805-0355
CERT. OF AUTH. NO. 6500

MOTIVATE STA MILE 0.00

EXISTING SR 472
SEGMENT 4
SR 472 ALT. 1 (1 OF 3)
I-4 PD&E STUDY

1:100
16.5 x 10.6 (in.)

MODEL:
SHEET SIZE:
PLOT SCALE:
PEN TABLE:
PRINT DRIVER:

Color_FDOT_PDF.pltcfg
FDOT_text-glow.tbl
AREA TAKEN: 284 SF  
PARCEL ID: 01-18-30-02-09-0210

AREA TAKEN: 164 SF  
PARCEL ID: 01-18-30-02-09-0240

AREA TAKEN: 904 SF  
PARCEL ID: 01-18-30-02-10-0200

AREA TAKEN: 2,933 SF  
PARCEL ID: 01-18-30-02-07-0160

AREA TAKEN: 10,605 SF  
PARCEL ID: 01-18-30-02-08-0160

AREA TAKEN: 1,233 SF  
PARCEL ID: 01-18-30-02-10-0180

AREA TAKEN: 2,563 SF  
PARCEL ID: 01-18-30-02-10-0180

AREA TAKEN: 2,763 SF  
PARCEL ID: 01-18-30-02-10-0200

AREA TAKEN: 1,401 SF  
PARCEL ID: 01-18-30-02-10-0130

AREA TAKEN: 31,110 SF  
PARCEL ID: 01-18-30-02-10-0130

AREA TAKEN: 58,068 SF  
PARCEL ID: 01-18-30-00-00-0250

AREA TAKEN: 36,275 SF  
PARCEL ID: 01-18-30-00-00-0250

AREA TAKEN: 69,223 SF  
PARCEL ID: 06-18-31-04-00-0170

(RECOMMENDED)
POND 417

(Recommended)
POND 415

MATCHLINE STA 30+00.00
PROPOSED R/W
AREA TAKEN: 133,786 SF
PARCEL ID: 01-18-30-00-00-0030

11/8/2016

EXISTING LA R/W
EXISTING R/W
EXISTING FOOT R/W
PARCEL LINES

GENERAL USE LANES
EXPRESS LANES
EXISTING BRIDGE
PROPOSED BRIDGE
BARRIER WALL
TRANSIT CORRIDOR

HNTB CORPORATION
FL. REGISTRATION NO. 58593

ENGINEER OF RECORD: ROBERT M. DENNEY, P.E.

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
CERT. OF AUTH. NO. 6500
(407) 805-0355
LAKE MARY, FL  32746
SUITE 400
610 CRESCENT EXECUTIVE CT

1 :100 16.5 x 10.6 (in.)
MODEL:
SHEET SIZE:
PLOT SCALE:
PEN TABLE:
PRINT DRIVER:

COLOR FDOT PDF.pltcfg
FDOT TEXT-GLOW.tbl

\LKMw00\pmwork3\Jobs\59219 I4 SAMR\TECHPROD\43210012201\Segment 4\roadway\planrd404-DDI.dgn

EXISTING LA R/W
PROPOSED LA R/W
PROPOSED R/W
PARCEL LINES

MATCHLINE KENTUCKY 2
N. KENTUCKY AVE.