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

FROM WEST OF CR 532 (OSCEOLA/POLK COUNTY LINE) TO WEST OF SR 528 (BEACHLINE EXPRESSWAY) OSCEOLA COUNTY AND ORANGE COUNTY, FLORIDA

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

PUBLIC HEARING | October 25, 2016
This public hearing is being held in accordance with:

- National Environmental Policy Act – 1969, 42 USC, Title 42, Chapter 55, Section 4321
- Fixing America’s Surface Transportation Act (FAST)
- Chapter 23 of the United States Code 128
- Title 40 of the Code of Federal Regulations, parts 1500 through 1508
- Title 23 of the Code of Federal Regulations part 771
- Florida Statute 120.525
- Florida Statute 286.011
- Florida Statute 335.199
- Florida Statute 339.155
- Americans with Disabilities Act of 1990 (ADA)
- Title VI of the Civil Rights Act of 1964, as amended
- 49 CFR Part 24, Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs
- Executive Order 11988, Floodplain Management
- Executive Order 11990, Protection of Wetlands
This hearing is being conducted without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns relative to FDOT compliance with Title VI may do so by contacting:

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Florida Department of Transportation
District Five Title VI Coordinator
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Deland, FL 32720-6834
(386) 943 – 5367
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**Central Office**
Florida Department of Transportation
Statewide Title VI Coordinator
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Tallahassee, FL 32399-0450
(850) 414 – 4753
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All inquiries or complaints will be handled according to FDOT procedure and in a prompt and courteous manner.
Purpose of Hearing

• Share information about the proposed improvements.
• Provide an opportunity for public input.
• All public comments will become part of the project’s public record.
What is a PD&E Study?

Project Development & Environment (PD&E) Study

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

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

SR 400 (Interstate 4), Segment 1 (W. of CR 528 to W. of SR 528)

- Approximately 14 miles in length
- Widen to ten lanes, 6 general use lanes + 4 express lanes
- Provision for a 44-foot rail corridor
- Bicycle and pedestrian facilities
- Urban Interstate, SIS corridor
- 10 interchanges; DDIs proposed at CR 532 and Daryl Carter Parkway and systems interchanges at SR 429 and SR 417/Central Florida Greeneway
MetroPlan Orlando
Metropolitan Planning Organization (MPO)

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

• The I-4 BtU Segment 1 project was ranked No. 2 on the MetroPlan Orlando National Highway System (NHS) Prioritized Project List for funding, adopted September 14, 2016
Planning Consistency


- Consistent with the State Transportation Improvement Program (STIP)
  http://www.dot.state.fl.us/OWPB/Federal/STIP/stip_dist_05.pdf

- Consistent with the Orange County Comprehensive Plan 2010-2030, Amended November 13, 2012
  http://www.orangecountyfl.net/PlanningDevelopment/ComprehensivePlanning.aspx#V_Px42dTGUk

- Consistent with the Osceola County Comprehensive Plan Transportation Element
Purpose and Need

- Changes proposed in the Modified Build scenario (current Reevaluation study) as compared to the previously approved Original Build scenario (SAMR - April, 2000)
  - Proposed change in the project typical sections: switch from two or four special use/HOV (High Occupancy Vehicle) lanes (one or two in each direction) in the median, to four express lanes (two in each direction)
  - Proposed changes to interchange configurations: Interchange configurations have been modified to better accommodate traffic volumes and improve interstate and cross-street operations

- Accommodate future traffic needs based on anticipated population and employment growth
  - Certain roadway segments are nearing capacity
  - Meet capacity needs for design year 2040 project traffic

- Enhance safety and mobility
  - Reduction in congestion is expected to positively impact occurrences of rear end crashes
  - Improvement to the interchanges along the corridor resulting in fewer congestion bottleneck locations
  - Additional Advanced Signage – understanding that many in the corridor are visitors and are unfamiliar with the corridor
  - Gaps exist in sidewalks and bicycle lanes
  - Provide sidewalks and 7-foot buffered bicycle lanes on State crossroads within study limits
This study is developing design alternatives that would efficiently accommodate traffic volumes that are projected to occur in year 2040.

Goal is to maintain an acceptable level of service through year 2040:

- Level of service measures to what extent cars are delayed when travelling through a given area.
- As in grade school, “F” is failing (or highly congested) and “A” is the best (or free flowing).

Results of Traffic Analysis

• Drivers will experience level of service E and F in the “Original Build” scenario along many portions of Segment 1 and intersections along the cross streets.

• Drivers will experience level of service D or better in the “Modified Build” scenario along the majority of Segment 1 with improved average speeds and improved operations at the intersections along the cross streets.

• **4 additional travel lanes and interchange modifications** will be needed to accommodate projected 2040 traffic volumes.
The existing right-of-way varies throughout Segment 1, but is typically 300-feet.

Three 12-foot travel lanes in each direction.

Outside and inside shoulders are 12 feet wide with 10 feet paved.

Up to two auxiliary lanes in both eastbound and westbound directions.

Collector-Distributor lanes in both eastbound and westbound directions along some portions of the corridor.
Local Agency & Other Stakeholder Meetings

- Orange County
- Osceola County
- MetroPlan Orlando
- Florida’s Turnpike Enterprise
- Reedy Creek Improvement District
- Utility companies
- Property Owners and Representatives
- Central Florida Hotel and Lodging Association
- Congressional Leaders
- South Florida Water Management District (SFWMD)

*list is not all-inclusive
Public Involvement

• Project website: www.i4express.com

• Alternatives Public Workshop
  – June 17, 2014
  – 38 citizens & 9 project team members attended
  – No written comments were received
Alternatives Considered

• ‘No-Build’ or ‘Do Nothing’ Alternative
  – No corridor/capacity improvements
  – Remains as an alternative throughout the PD&E study

• ‘Build’ Alternative
  – Widen road to ten lanes, 5 travel lanes in each direction (3 general use lanes + 2 express lanes)
  – 70 MPH Design Speed
  – Systems Interchange at SR 429 and SR 417 with Express Lane direct connections
  – Diverging diamond interchange at CR 532 and Daryl Carter Parkway
  – “Special” sections to accommodate Collector-Distributor roads, braided ramp systems, elevated express lanes and elevated general use lanes
  – Provide 7-ft buffered bicycle lanes on SR 535 and 10-foot sidewalks along Daryl Carter Parkway through the DDI and eastbound Central Florida Parkway
  – Locate potential pond sites
## Alternatives Evaluation Matrix

| Summary of Impacts | No-Build | 14-Mainline | CR 532 | SR 417 (Base PARC modified) | World Drive (Base PARC modified) | SR 417/530 (Base PARC modified) | US 192/530 (Base PARC modified) | US 192/530 (Base PARC modified) | US 192/530 (Base PARC modified) | US 192/530 (Base PARC modified) | US 192/530 (Base PARC modified) | US 192/530 (Base PARC modified) | SR 536 (Base PARC modified) | Central Florida Highway | Daryl Carter Parkway | CR 532
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Notes: This document's working draft data provided is a work in progress and may be updated/improved. **Recommended Alternative**


**This table illustrates impacts for our proposed improvements to I-4 for the selected alternative and comparatively shows any additional impacts from the TIAE alternative for reference.**

**Roadway ROW Area (Acres)**

- Includes ROW increases for management of future expansion.

- Area to be acquired/affected is consistent with the recommended shoulder and centerline for the Board of Engineers.

- **Ponds**

- **Impacts**

- **Historic Sites**

- **Potential Contamination**

- **Ponds**

- **Improving Traffic Operations**

- **Area of bridges (ft)**

- **Pedestrian Accommodations**

- **Bicycle Accommodations**

- **Pedestrian Impacts**

- **Pedestrian Accessibility**

- **Construction Cost**

- **Notes:**

  - Includes ROW increases for management of future expansion.

  - Area to be acquired/affected is consistent with the recommended shoulder and centerline for the Board of Engineers.

  - **Ponds**

  - **Impacts**

  - **Historic Sites**

  - **Potential Contamination**

  - **Ponds**

  - **Improving Traffic Operations**

  - **Area of bridges (ft)**

  - **Pedestrian Accommodations**

  - **Bicycle Accommodations**

  - **Pedestrian Impacts**

  - **Pedestrian Accessibility**

  - **Construction Cost**

  - **Notes:**

  - Includes ROW increases for management of future expansion.

  - Area to be acquired/affected is consistent with the recommended shoulder and centerline for the Board of Engineers.
Proposed Roadway Typical Section

West of CR 532 to West of SR 528
6 General Use Lanes + 4 Express Lanes
(Design Speed = 70 MPH)
SR 400 (I-4) SPECIAL SECTION
I-4 Eastbound elevated EL
Bridge viaduct between SR 429 and World Drive
(Design Speed = 70 MPH)

SR 400 (I-4) SPECIAL SECTION
I-4 Eastbound & Westbound elevated GUL
Bridge Viaduct Between SR 536 and SR 535
(Design Speed = 70 MPH)

SR 400 (I-4) SPECIAL SECTION
I-4 Westbound elevated GUL
Bridge Viaduct Between SR 535 and Daryl Carter Parkway
(Design Speed = 70 MPH)
Recommended Alternative
- I-4 Mainline from W. of CR 532 to W. of SR 528

- The proposed roadway typical section is recommended to follow the existing alignment of the Interstate.

- Additional right-of-way required primarily for recommended stormwater and floodplain compensation pond sites.
Recommended Alternative:

- Diverging Diamond Interchange
- Free-flow movements for the left turns from CR 532 onto the Interstate
- Dual left turn and dual right turn lanes from I-4 Eastbound and I-4 Westbound off ramps onto CR 532
- 4-foot bike lanes and 10-foot sidewalk through the DDI
- Additional right-of-way is required
Recommended Alternative:
- Maintain existing three leg directional interchange configuration
- Provides direct connect to/from I-4 Express Lanes
- Existing SR 429 bridges over I-4 to remain
- SR 429 Southbound to I-4 Eastbound bridges over Old Lake Wilson Road
- New Old Lake Wilson Road bridge overpass
- No additional right-of-way is required
Recommended Alternative: World Drive Interchange

- Maintain existing partial cloverleaf interchange configuration
- Bridge viaduct will carry the eastbound express lanes over the eastbound general use lanes between SR 429 and World Drive
- Slip ramps connections between the express lanes and general use lanes, east of World Drive
- The C-D road and the off ramp to eastbound and westbound World Drive will be shifted further to the southeast
- No additional right-of-way is required
Recommended Alternative:

- Maintain existing partial interchange configuration
- Three new bridge structures over I-4
- Two bridges will provide direct connection from SR 417 southbound to the I-4 westbound express lanes and I-4 westbound C-D Road
- One bridge will provide direct connection from I-4 eastbound express lanes to SR 417 northbound
- No additional right-of-way is required
Recommended Alternative:
- Maintain existing partial cloverleaf interchange configuration
- Maintain loop ramps in the southwest and northeast quadrants
- Four new bridges over I-4, two of which will carry US 192/SR 530 travel lanes over I-4
- The existing ramp connections will be maintained, with minor modifications
- No additional right-of-way is required
Recommended Alternative:  
- Maintain existing partial cloverleaf interchange configuration  
- Maintain loop ramps in the southwest and northeast quadrants  
- Proposes the realignment of Bonnet Creek  
- Numerous new bridge structures including I-4 over Bonnet Creek  
- New I-4 eastbound to Osceola Parkway eastbound ramps (from GUL & EL)  
- Braided ramp system between Osceola Parkway and SR 535 will be maintained  
- Additional right-of-way is required
Recommended Alternative:

- Maintain existing partial cloverleaf interchange configuration
- Maintain loop ramps in the southwest, northeast and northwest quadrants
- New ramp will directly connect eastbound and westbound SR 536 to the eastbound express lanes
- New ramp will directly connect the westbound express lanes to westbound SR 536 and the westbound C-D roadway.
- Other existing ramp connections will be maintained, with modifications
- Additional right-of-way is required
Recommended Alternative:

- Modified diamond interchange configuration
- Grade separation at Hotel Plaza Boulevard: bridge carrying SR 535 northbound lanes over the intersection of SR 535 and Hotel Plaza Boulevard
- Provides a one-way loop road connection to Hotel Plaza Boulevard
- New I-4 westbound off ramp to southbound SR 535 in the northeast quadrant
- Grade separation at Vineland Avenue; bridge carrying SR 535 southbound lanes over Vineland Avenue
- Additional improvements at the SR 535 and Palm Parkway and SR 535 and Meadow Creek Drive intersections
- A new quadrant road near SR 535 and Vinings Way Boulevard
- Additional right-of-way is required
Recommended Alternative:  
- Diverging Diamond Interchange (DDI) configuration  
- Westbound Collector-Distributor road provides access to Daryl Carter Parkway  
- On ramp from Daryl Carter Parkway will connect to the I-4 westbound elevated general use lanes  
- Braided ramps in the eastbound direction to eliminate weaving and conflicts  
- Additional right-of-way is required
Recommended Alternative:

- Diamond interchange configuration with a flyover ramp
- New on-ramp from CFP to I-4 eastbound merging to I-4 near SR 528
- New off-ramp from I-4 westbound to CFP beginning near SR 528 interchange
- Existing westbound CFP flyover ramp will be maintained
- New westbound C-D roadway elevated from SR 528 interchange to west of CFP, and at-grade to SR 535
- Additional right-of-way is required
Drainage Analysis

- The existing drainage systems will be enhanced to accommodate stormwater runoff from roadway improvements
  - Modifying existing ponds
  - Constructing ponds (within FDOT right-of-way)
  - Constructing offsite ponds
  - Enhanced Water Quality (Treatment)
  - Enhanced Water Quantity (Attenuation)
- Modify several existing SWFWMD & SFWMD Permits
Pond Site Design Criteria

- Governed by the rules and criteria set forth by:
  - Southwest Florida Water Management District (SWFWMD)
  - South Florida Water Management District (SFWMD)
  - Reedy Creek Improvement District (RCID)
  - FDOT

- Water Quality and Pond Recovery
  - Wet Detention
  - Dry Retention

- Water Quantity
  - Open Basin
  - Reedy Creek Impact Fee (50-year / 72-hour storm event used)
  - Per SFWMD, treatment is only required for new impervious areas.

- Pond Design
  - Minimum horizontal clearance
  - Rounded corner radii
  - Minimum 1-foot of freeboard
There are a total of thirty-nine (39) basins within the project limits which will require seventy-four (74) existing or proposed ponds to achieve water quality treatment and attenuation of project runoff.
To comply with various Executive Orders and other federal and state requirements, engineering and environmental information was reviewed and evaluated to determine if there were any substantial impacts to **social and economic, cultural, physical, and natural resources** that may result from construction of the proposed improvements.

**Social & Economic Effects:**
- Land use changes
- Economic impacts
- Relocations of residences or businesses

**Cultural Effects:**
- Historic & archaeological sites

**Physical Effects:**
- Noise and air
- Contamination
- Utility Relocations

**Natural Effects:**
- Wetlands
- Threatened and endangered species
- Water quality
- Floodplains
Socio-Economic

- Improves mobility
- Relieves congestion
- Provides regional economic benefits
A Cultural Resource Assessment Survey was performed within the project Area of Potential Effect (APE).

The APE includes the existing ROW along I-4 and was extended to a distance of no more than 100 meters (330 feet) from the proposed ROW and includes the proposed pond footprints plus a 100-foot buffer.

Pedestrian surface inspection and excavation of 120 shovel tests.

One isolated artifact was recovered. This archaeological occurrence was deemed ineligible for inclusion in the National Register of Historic Places (NRHP).

Three historic resources constructed before 1971 located within the I-4 Segment 1 APE; none are recommended eligible for NRHP inclusion.

No adverse effects to any cultural resources are anticipated.
In accordance with Executive Order 11990 “Protection of Wetlands”
- Estimated 112.94 Acres of Direct Wetland Impacts
- Estimated 45.99 Acres of Jurisdictional Other Surface Water Impacts
Threatened and Endangered Species

• In accordance with Title 50 Code of Federal Regulations Part 402 of the Endangered Species Act of 1973, as amended

• Field surveys were conducted to assess 51 animal species and 48 plant species that may potentially occur within Osceola County and Orange County

• The proposed I-4 Segment 1 project either has a “no effect” “not likely to adversely affect” or “may affect, not likely to adversely affect” designation for federal or state listed species, except for the Sand Skink and Scrub Lupine

• A Biological Opinion with conservation measures was issued and is available with the documents on display.
• The proposed stormwater facilities will be designed to meet the current requirements of the Southwest Florida Water Management District, the South Florida Water Management District and the Reedy Creek Improvement District.

• Stormwater treatment will be provided by wet detention ponds and dry retention ponds which may be on-site or off-site.
In accordance with Executive Order 11988 “Floodplain Management”

Approximately 90 ac-ft floodplain impacts are anticipated
Noise Analysis

- In accordance with the Code of Federal Regulation Part 772
- A 22-foot tall, 619-foot long ground-mounted barrier along I-4 westbound, adjacent to the Tuscana Resort Orlando provides the best noise abatement and meets the requirements as reasonable and feasible.
- A 22-foot tall, 489-foot long ground-mounted barrier along I-4 westbound, adjacent to the Integra Cove Apartments provides the best noise abatement and meets the requirements as reasonable and feasible.
- An 18-foot tall, 1,223-foot long ground-mounted barrier along I-4 eastbound, adjacent to the Altis Sand Lake Apartments provides the best noise abatement and meets the requirements as reasonable and feasible.
Potential Contamination Sites

- 86 sites identified as potential contamination sites
- One rated high risk, 7 rated medium risk and 78 rated no or low risk
- Out of 89 proposed potential pond sites, none were rated high risk, eleven were rated medium risk and 78 rated as low risk
- Level II Contamination Impact Assessment Report prepared for four pond sites
An air quality analysis, specifically an analysis of carbon monoxide (CO) concentrations, has been performed on the recommended alternative.

The analysis has been conducted using the established FDOT Air Quality Screening Model.

Air quality impacts are not expected to occur as a result of this project.
• Approximately 53 acres of additional right-of-way is anticipated for roadway improvements
• Approximately 135 acres of additional right-of-way is anticipated for off-site ponds
• Twelve potential relocations (commercial facilities) are anticipated; no residential relocations are anticipated

Florida Statute 330.09
Federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970
/Public law 91-646 as amended by public law 100-17/)
You will be contacted by an appraiser who will inspect your property

Be present and provide information about the value of your property

Eligibility for relocation advisory services and payment benefits

You may appeal relocation determination

If you move before notification is received, benefits may be jeopardized

Relocation specialists will answer any questions
# Project Cost Estimates

## Estimated Project Costs for I-4 Segment 1

<table>
<thead>
<tr>
<th>Item</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>LRE</td>
<td>$1,128,587,874.99</td>
</tr>
<tr>
<td>MOT (10%)</td>
<td>$112,858,787.50</td>
</tr>
<tr>
<td>Mobilization (10%)</td>
<td>$124,144,666.25</td>
</tr>
<tr>
<td>Project Unknowns (15%)</td>
<td>$204,838,699.31</td>
</tr>
<tr>
<td>Project Non-Bid Subtotal</td>
<td>$150,000.00</td>
</tr>
<tr>
<td>Construction Subtotal</td>
<td>$1,570,580,028.05</td>
</tr>
<tr>
<td>Design (5%)</td>
<td>$78,529,001.40</td>
</tr>
<tr>
<td>CEI (8%)</td>
<td>$125,646,402.24</td>
</tr>
<tr>
<td>ROW</td>
<td>$428,119,592.00</td>
</tr>
<tr>
<td>Utilities</td>
<td>$9,900,000.00</td>
</tr>
<tr>
<td>Permits</td>
<td>$17,400,000.00</td>
</tr>
<tr>
<td>Total</td>
<td>$2,230,175,023.69</td>
</tr>
</tbody>
</table>

*Subject to Change*
Obtain EA/FONSI Reevaluation approval from the FHWA
  - Anticipated end November 2016

Design
  - Funded FY2016 Orange County
  - Funded FY2016-FY2017 Osceola County

Right-of-Way Purchase
  - Currently not funded

Utilities
  - Currently not funded

Construction (w/design)
  - Currently not funded

Construction Engineering and Inspection (CEI)
  - Currently not funded
Draft Study Documents

• Draft documents were available for review starting October 4, 2016 and will remain on display until November 4, 2016 at:

- Osceola Public Library, West Branch
  305 Campus Street
  Kissimmee, FL 34747

- Project website: www.i4express.com
Public Comments

• Make an oral statement
  – To the court reporter
  – During the public comment period, after completing a “Speaker Card”

• Submit written comments
  – During the Public Hearing
  – Mail to the FDOT Project Manager:
    Beata Stys-Palasz, P.E.
    Florida Department of Transportation
    719 South Woodland Boulevard
    Deland, FL 32720

Comment Period Ends on November 4, 2016
Public Comments

- Email or call
  - (386) 943-5418 or beata.stys-palasz@dot.state.fl.us

- Visit www.i4express.com
  - Click on the Contact Us link
  - Fill out the form and click submit

- All comments become public record
Thank you for attending!

PUBLIC HEARING

I-4 Beyond the Ultimate PD&E Reevaluation Study

FDOT