

Project Documents Available for Review

You may review project documents from April 18, 2017 through May 19, 2017. Documents will be posted on the project website (www.i4express.com) and available at the following location:

Cagan Crossing Community Library

16729 Cagan Oaks Clermont, Florida

Monday-Thursday: 10:00 a.m. to 7:30 p.m.

Friday and Saturday: 10:00 a.m. to 2:00 p.m.

Sunday: closed



What Happens After the Public Hearing?

FDOT will continue to finalize the analysis and will seek FHWA approval of the documents and improvements presented at the public hearing, by the end of this year. The study is anticipated to be completed in May 2017. Following approval, FDOT will continue with the design, which is fully funded for this segment of I-4. Currently, there is no funding available for the right-of-way acquisition or construction phases for this segment.

Local Agency Partners

In addition to receiving public input, we are coordinating with the following local agencies throughout the study.



How can you get involved?

Public comments and questions are welcome at any time throughout the study. If you would like to learn more about the study, please contact one of the following individuals.

FDOT Project Manager

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Florida Department of Transportation

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Public participation is solicited 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 Jennifer Smith, FDOT District 5 Title VI Coordinator, by email at jennifer.smith2@dot.state.fl.us, or by phone at 386-943-5367.



I-4 Beyond the Ultimate PD&E Reevaluation Study

Segment 5: From West of U.S. 27 to West of C.R. 532
FDOT Project Number: 201210-2-22-01

May 2017

Welcome

Welcome to the public hearing for the Interstate 4 (I-4) Beyond the Ultimate Project Development and Environment (PD&E) study. This study focuses on the concept of adding Express Lanes on I-4, from west of U.S. 27 to west of Kirkman Road/State Road (S.R.) 435 to the west, and from east of S.R. 434 to east of S.R. 472 to the east; a distance of approximately 40 miles. Tonight's hearing focuses on presenting the recommended design alternative for adding Express Lanes on the segment of I-4 from **West of U.S. 27 to West of County Road (C.R.) 532** in Polk County.

This hearing is being conducted to give interested persons an opportunity to express their views concerning the location, conceptual design, and social, economic, and environmental effects of the proposed improvements

Tonight begins as an open house at 5:30 p.m. with a formal presentation at 6:00 p.m., followed by a public comment period. Speaker cards are available for those who wish to provide a verbal comment. Persons wishing to submit written statements, in place of or in addition to oral statements, may do so at the hearing or by sending them to the project contacts on the back page. All statements postmarked no later than May 19, 2017 will become a part of the public hearing record.

All information presented at the public hearing is available on the study website, at:



For more information, visit
www.i4express.com



Design Alternatives

Two design alternatives will be presented at the public hearing:

1. The 'No-Build' or 'Do-Nothing' Alternative
2. The Recommended 'Build' Alternative

"No Build" Alternative

The 'No-Build' or 'Do-Nothing' Alternative consists of making no improvements to Interstate 4 (or the interchanges and sidestreets). In a 'No-Build' scenario, no additional right-of-way for roadway improvements or pond sites would be required. The 'No-Build' Alternative remains a viable alternative throughout the entire PD&E study.

Advantages of the 'No-Build' Alternative include:

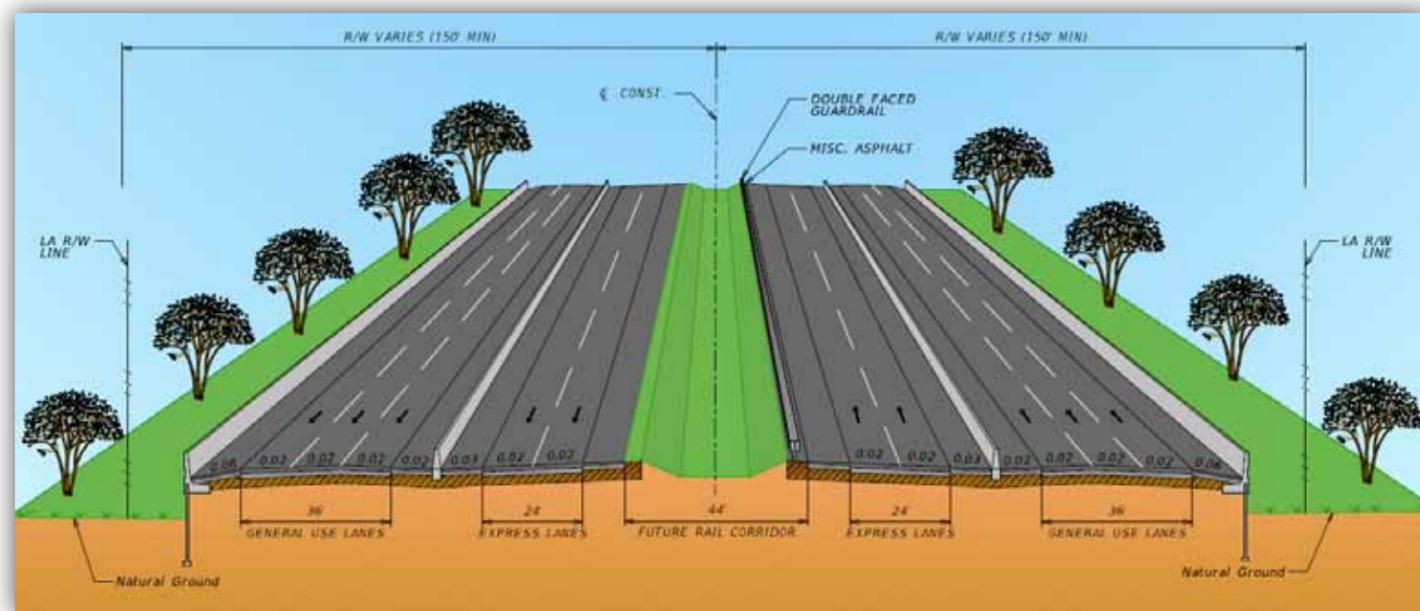
- No inconvenience to the public during construction
- No right-of-way acquisition or relocations
- No costs for design, right-of-way, or construction

Disadvantages of the 'No-Build' Alternative include:

- Increased traffic congestion and travel delays
- Increased roadway maintenance and user costs
- Increased emergency response time
- Potential increase in crashes due to increased traffic congestion

Recommended 'Build' Alternative

The recommended alternative includes six general use lanes and four Express Lanes along I-4. The Build Alternative also includes improvements to interchanges and planned sidestreet reconfigurations. The recommended typical section is shown below:



From West of U.S. 27 to West of C.R. 532 (Design Speed = 70 MPH)
6 General Use Lanes + 4 Express Lanes (with Rail Corridor)

Noise Abatement

Florida Department of Transportation (FDOT) has conducted multiple noise studies along the study segment to determine locations where a noise barrier could help reduce sound between the interstate and adjacent neighborhoods. Noise barriers are solid obstructions built between the highway and homes along a highway. They do not *completely* block all noise. They only reduce overall noise levels. Noise barriers are not built to block views of traffic from homes.

Based upon the completed noise studies, two locations are eligible for a noise barrier. They are located in two areas within the Festival Orlando Resort (Phases I and II), adjacent to the I-4 westbound lanes and west of C.R. 54. More analysis will be done during the design phase.

When is a Noise Study Needed?

A noise study is typically required when:

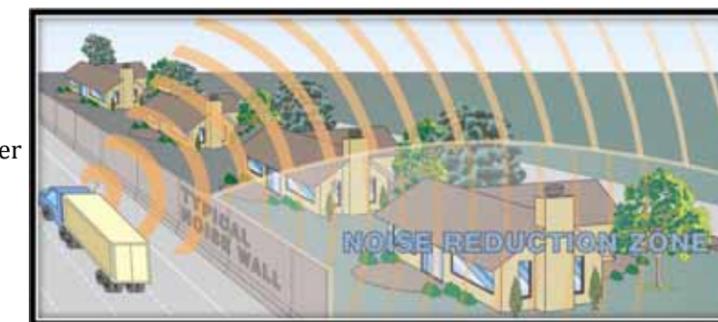
1. A new highway alignment is built.
2. The number of through traffic lanes is increased.

I-4 Beyond the Ultimate will add new Express Lanes and rebuild the existing general use lanes. The noise studies used the Federal Highway Administration's (FHWA) traffic noise model to predict future traffic noise increases with the expansion of I-4. Areas predicted to experience future noise levels of 66 decibels (dB) or more have been evaluated for feasibility and cost reasonableness.

What Will a Noise Barrier Do?

The area adjacent to the noise barrier is referred to as the "noise reduction zone". The goal of the barrier is to reduce noise by at least five decibels. The amount of noise reduction depends on:

- Distance of the property from the barrier
- Distance of the noise source from the barrier
- Length and height of a barrier
- Elevation differences among the road, barrier and residences



Advantages

- Can provide an audible reduction in highway traffic noise to areas directly behind the barrier
- Can be designed to be aesthetically pleasing from both the highway and property owner sides of the barrier

Disadvantages

- Can block the view of commercial or landmark signs
- Can adversely affect existing ornamental vegetation in proximity to the barrier
- Trees within FDOT Right-of-Way may be removed in order to construct barriers
- Can create nighttime shadow areas
- Noise barriers can obstruct breezes and sunlight
- Noise barriers may attract graffiti
- Noise barriers may reduce, but not eliminate, traffic noise

Who Gets a Noise Barrier?

Both FHWA and FDOT require that a sound barrier reduce traffic noise by at least five decibels at two or more sites and by 7 dB at one site to be considered feasible. Another FDOT requirement is that the cost to build a sound barrier is \$42,000 or less per site. Meeting this requirement makes it cost reasonable. If a sound barrier is determined to be both feasible and cost reasonable, the site owners that would benefit from the barrier are asked to provide input on the proposed barrier.

