

# WELCOME

## ALTERNATIVES

## PUBLIC

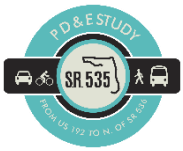
## INFORMATION

## MEETING

State Road (S.R.) 535  
 Project Development &  
 Environment (PD&E)  
 Study



August 11, 2022  
 Financial Project ID Number: 437174-2  
 ETDM No. 14325



# National Environmental Policy Act (NEPA) Assignment

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*The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration and FDOT.*



# Title VI of the Civil Rights Act of 1964

## Title VI Compliance

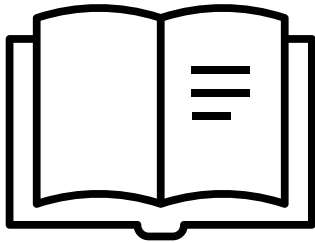
*Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons wishing to express concerns relative to FDOT compliance with Title VI may do so by contacting:*

Jennifer Smith  
**District Five Title VI Coordinator**  
 719 South Woodland Boulevard  
 DeLand, Florida 32720  
 (386) 943-5367  
 Jennifer.Smith2@dot.state.fl.us

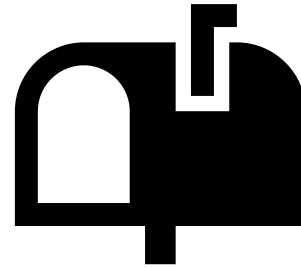
Jacqueline Paramore  
**State Title VI Coordinator**  
 605 Suwannee Street, Mail Station 65  
 Tallahassee, Florida 32399-0450  
 (850) 414-4753  
 Jacqueline.Paramore@dot.state.fl.us

*All inquiries or concerns will be handled according to FDOT procedure and in a prompt and courteous manner.*

# Public Notice



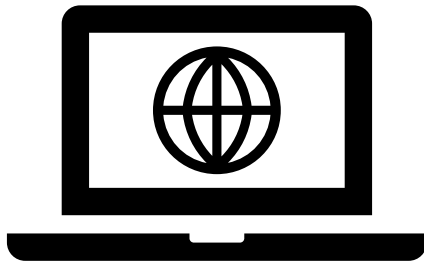
Florida Administrative Register



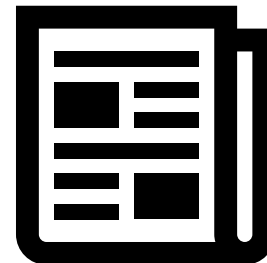
Property owner letters



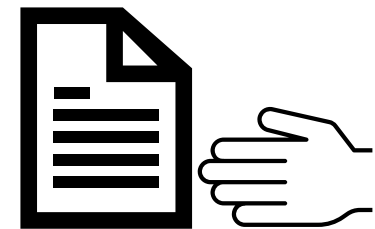
Email to project contacts list



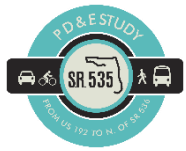
Project webpage and  
FDOT public notices page



Newspapers

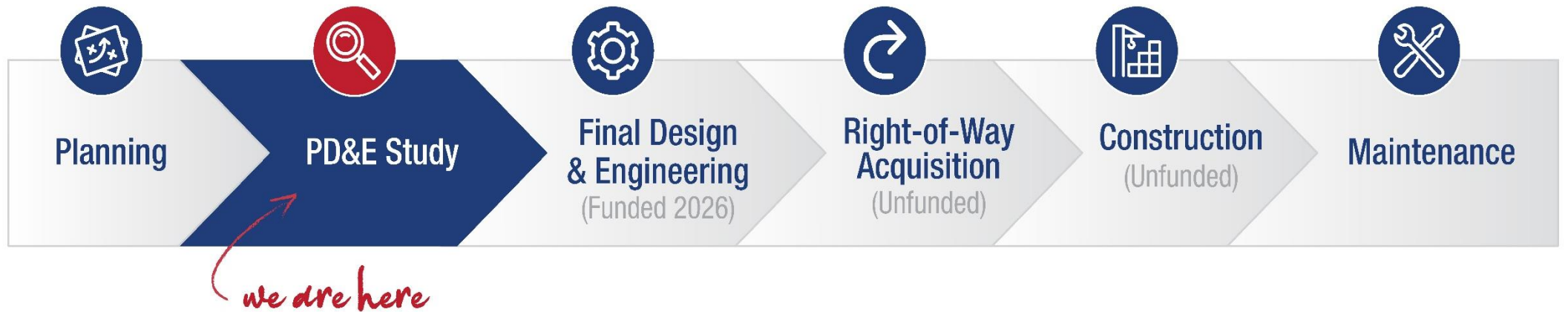


Hand Delivery



# Project Development Steps

A PD&E study is a blending of engineering analysis, environmental assessments, and public involvement activities. The process is used by engineers and planners to determine the location and conceptual design of the preferred roadway improvements.



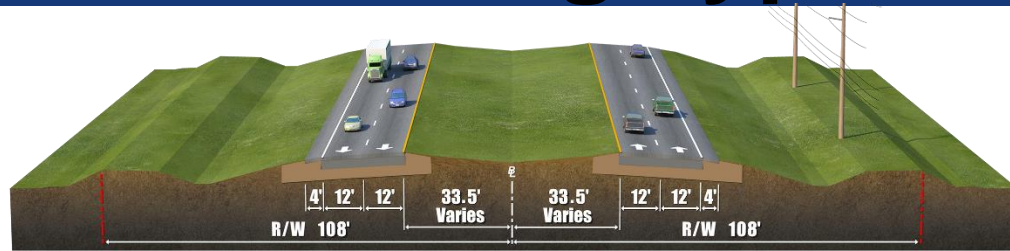


# Project Background

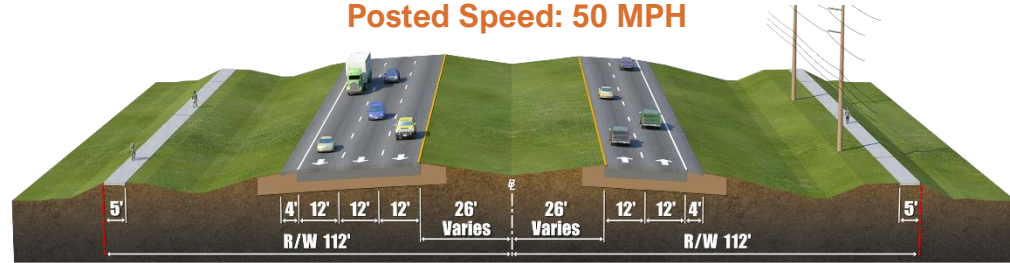




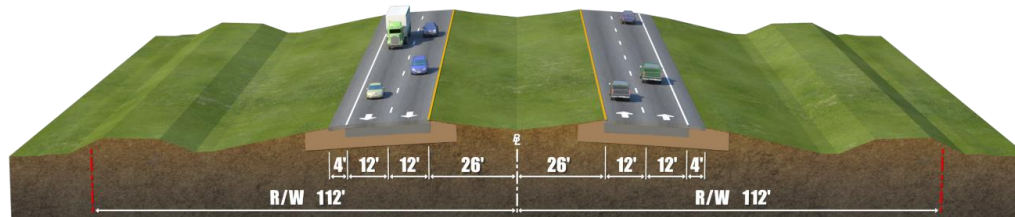
# Existing Typical Sections



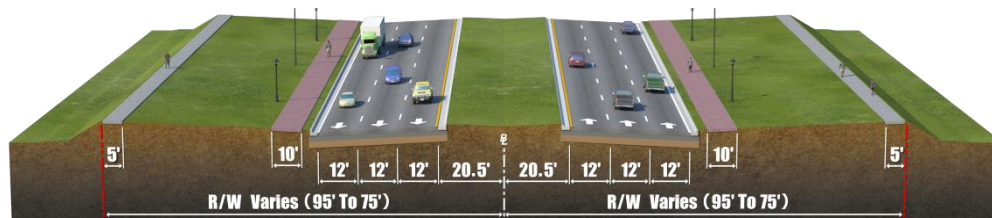
**POLYNESIAN ISLE BOULEVARD TO WORLD CENTER DRIVE**  
Posted Speed: 50 MPH



**CALYPSO CAY WAY TO POLYNESIAN ISLE BOULEVARD**  
Posted Speed: 50 MPH



**KYNGS HEATH ROAD TO CALYPSO CAY WAY**  
Posted Speed: 50 MPH



**US 192 TO KYNGS HEATH ROAD**  
Posted Speed: 45 MPH





# Traffic Analysis

## Existing Traffic Demand:

- 29,500 to 56,000 Vehicles per Day
- Intersections are experiencing delays

## Future Traffic Demand (2045):

- 39,000 to 73,500 Vehicles per Day
- Traffic is anticipated to grow by 30%
  - Increased delays



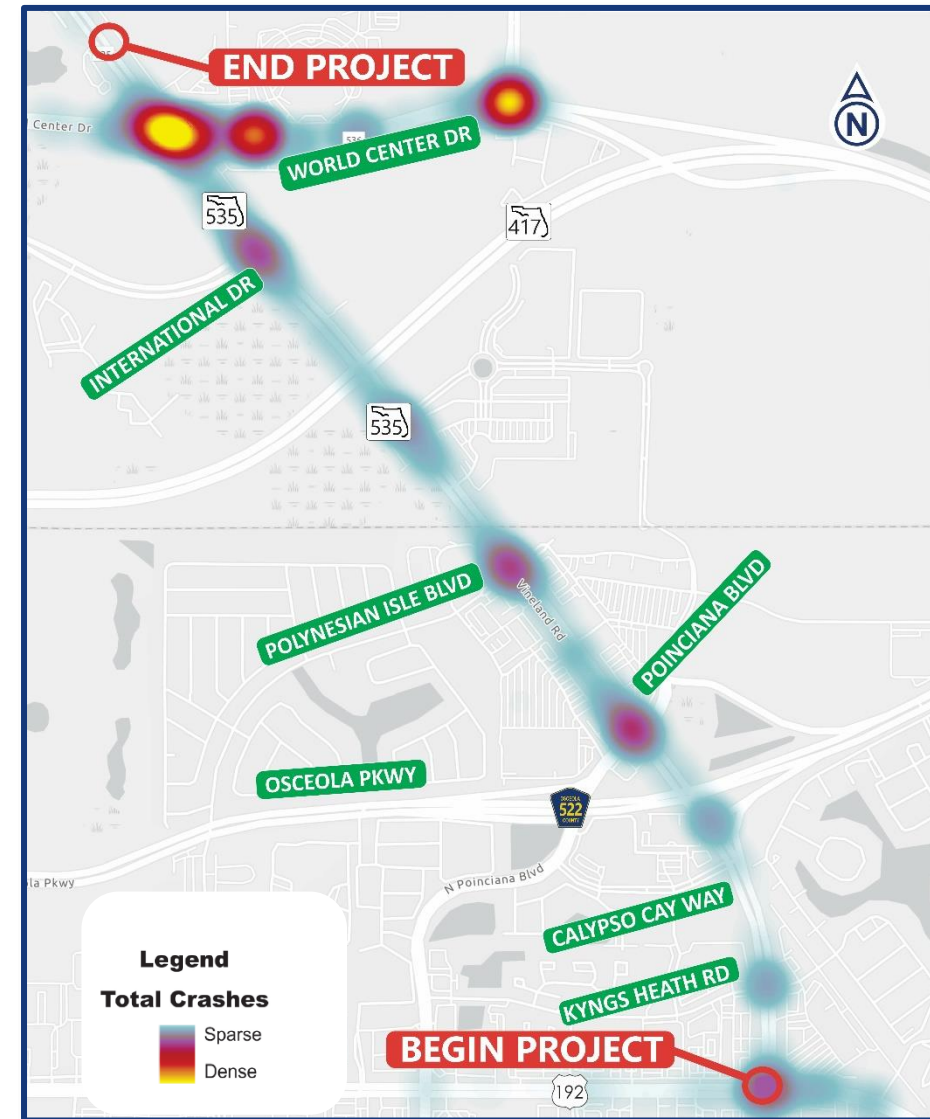


# Crash History

**All S.R. 535 Segments Exceed Statewide Average Crash Rate**

## Intersections on FDOT's High Crash List

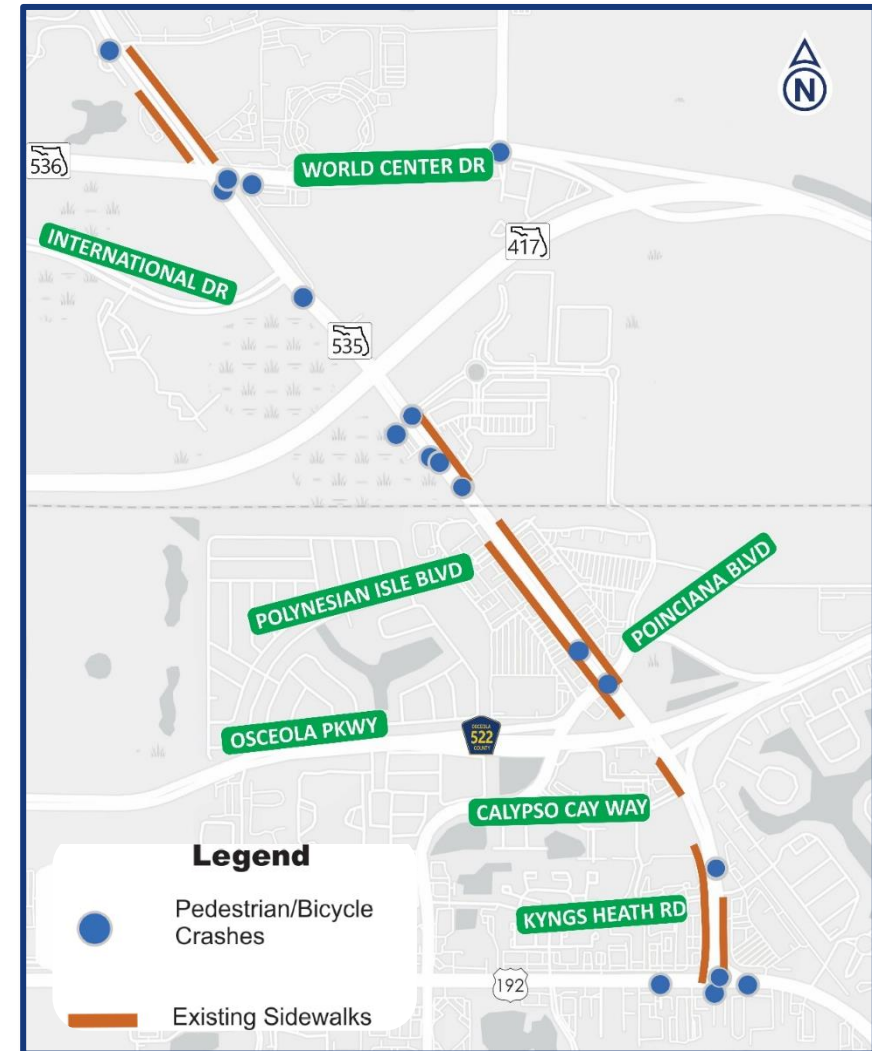
- World Center Drive (S.R. 536)
- International Drive
- LBV Factory Stores Drive
- Polynesian Isle Boulevard
- Poinciana Boulevard
- Osceola Parkway Eastbound On-Ramps
- Calypso Cay Way
- Kyngs Heath Road
- U.S. 192



# Bicycle and Pedestrian Needs

## Sidewalk and Bicycle Lane Gaps

- Numerous pedestrian and bicycle crashes along the corridor within a five-year period





# Purpose and Need

## Why is the project needed?

The project is needed to:

- Improve traffic operations and mobility
- Reduce congestion
- Enhance safety for all travel modes

## What is the purpose of the Study?

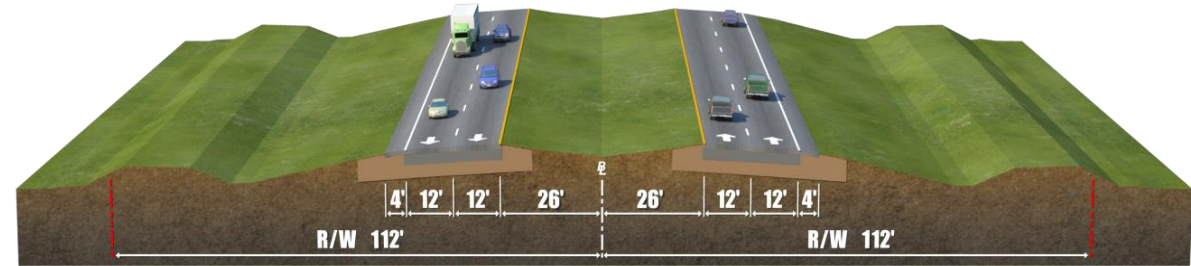
- Accommodate future travel demand
- Improve safety
- Enhance pedestrian connectivity



# Alternatives Considered

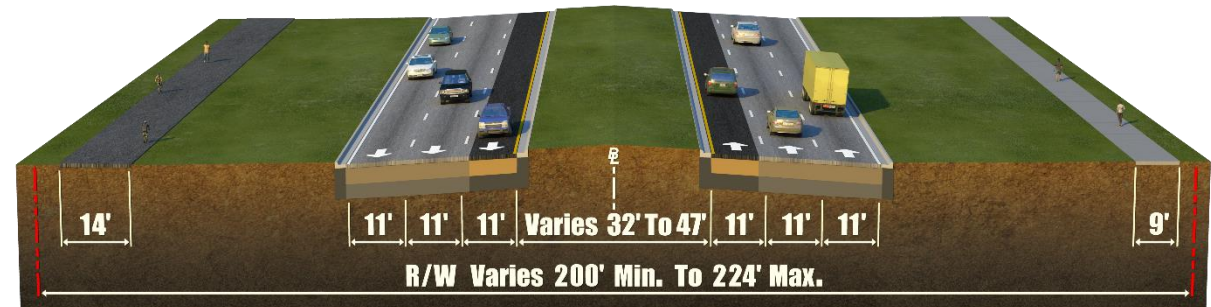
## No Build

- 4 lanes
- Discontinuous pedestrian and bicycle facilities



## Build Alternatives (6 Lanes)

- Inside or outside widening alternatives
- Fully connected pedestrian and bicycle facilities
- Intersection improvements
- 45 mph Design Speed

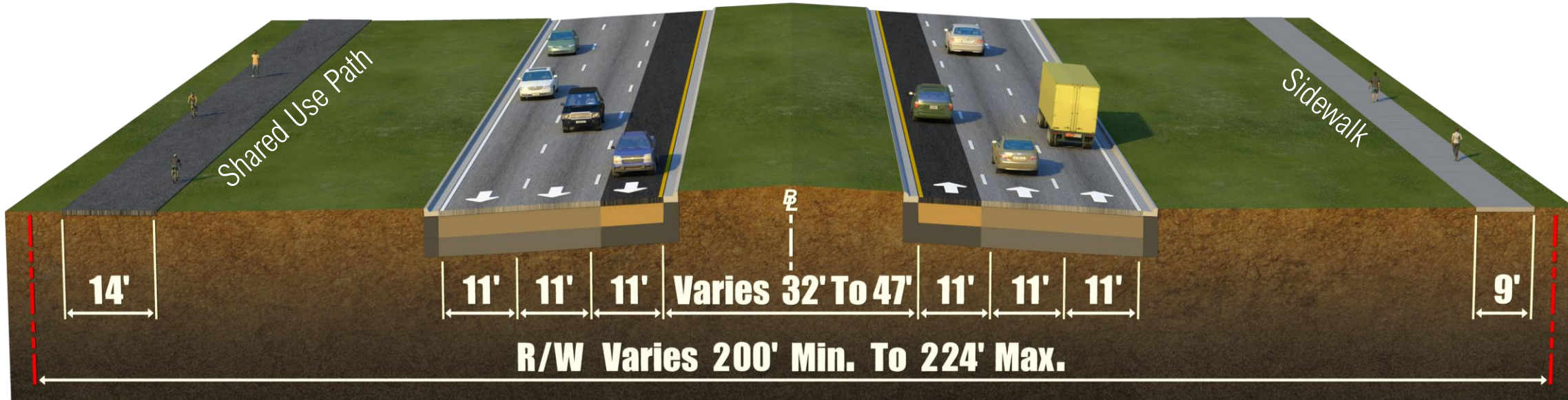




# Alternative 1 – Typical Section

## Inside Widening with Shared Use Path

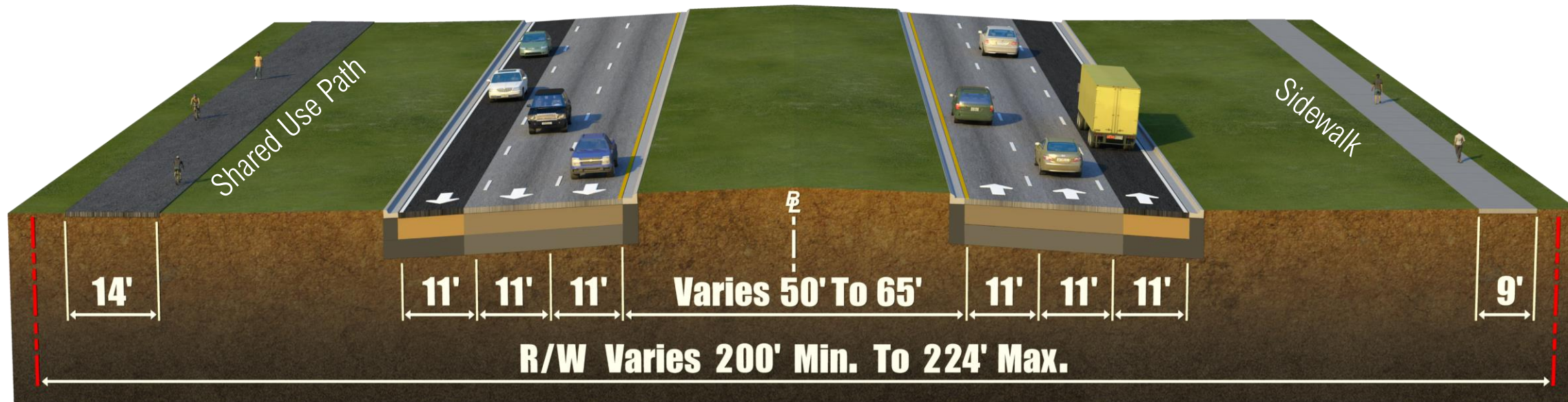
- Inside Widening to 6 lanes
- 14-foot shared use path on west side
- 9-foot sidewalk on east side
- Posted Speed: 45 mph



# Alternative 2 – Typical Section

## Outside Widening with Shared Use Path

- Outside Widening to 6 lanes
- 14-foot shared use path on west side
- 9-foot sidewalk on east side
- Posted Speed: 45 mph

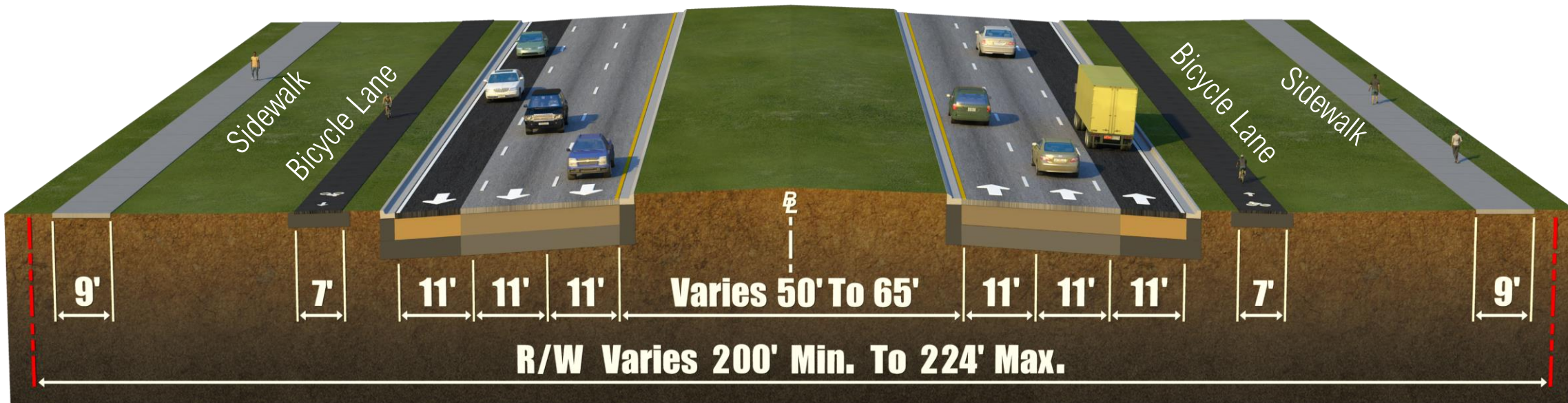




# Alternative 3 – Typical Section

## Outside Widening with Separated Bike Lane

- Outside Widening to 6 lanes
- 7-foot separated bicycle lanes
- 9-foot sidewalk on west and east sides
- Posted Speed: 45 mph



# Intersection Evaluation

## Intersection Options

- Displaced Left Turn
- Quadrant Road
- Median U-Turn
- Loop Road

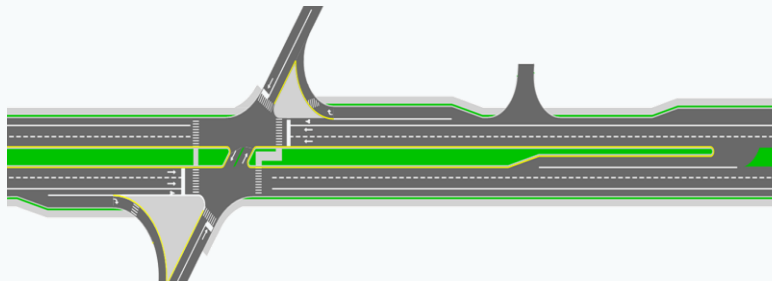
**DISPLACED LEFT TURN (DLT)**



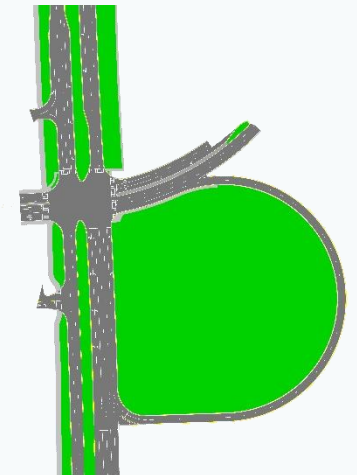
**QUADRANT ROAD**



**MEDIAN U-TURN (MUT)**



**LOOP ROAD**





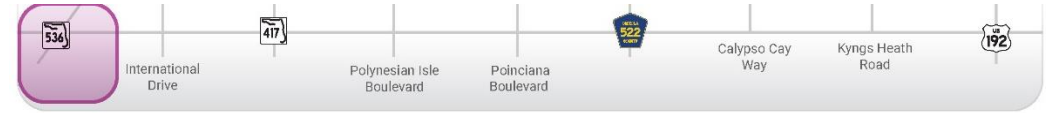
# Intersection Evaluation





# Intersection Evaluation

## World Center Drive (S.R. 536)



**Option A: Displaced Left Intersection**

**No R/W Impacts**

**Minimal Environmental Impacts**

**Construction Cost**      \$\$\$

**Operations**      Reduces Delay Compared to No-Build



**Option B: Quadrant Road**

**R/W Impacts**

Total Impacts - 23 Acres  
Parcels Impacted - 1 Parcel

**Environmental Impacts**

Wetland - 2 Acres  
Floodplain - 23 Acres

**Construction Cost**

\$\$\$\$\$

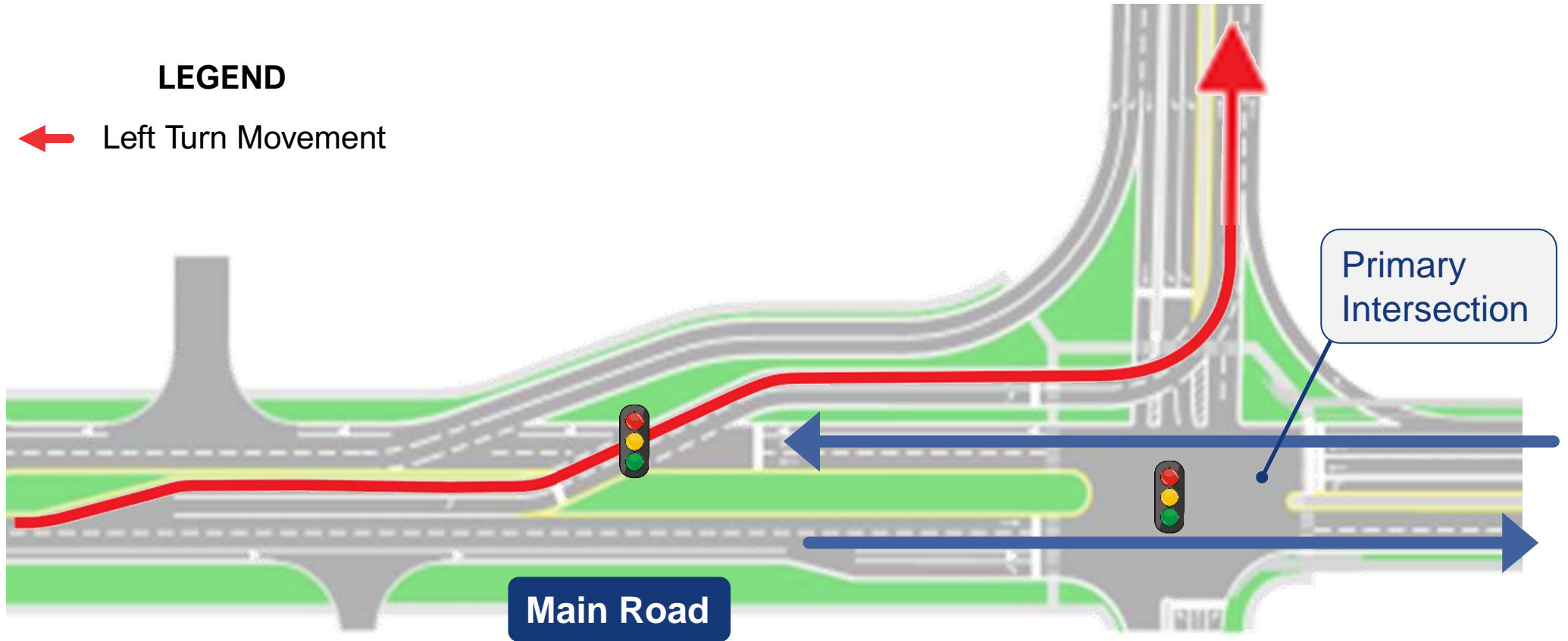
**Operations**

Reduces Delay Compared to No-Build and Option A



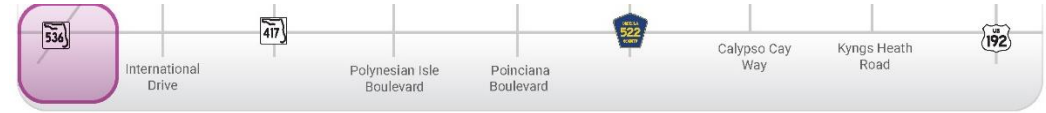
# Intersection Evaluation

## Displaced Left Turn Intersection



# Intersection Evaluation

## World Center Drive (S.R. 536)



**Option A: Displaced Left Intersection**

**No R/W Impacts**

**Minimal Environmental Impacts**

**Construction Cost**      \$\$\$\$

**Operations**      Reduces Delay Compared to No-Build



**Option B: Quadrant Road**

**R/W Impacts**

Total Impacts - 23 Acres  
Parcels Impacted - 1 Parcel

**Environmental Impacts**

Wetland - 2 Acres  
Floodplain - 23 Acres

**Construction Cost**

\$\$\$\$\$

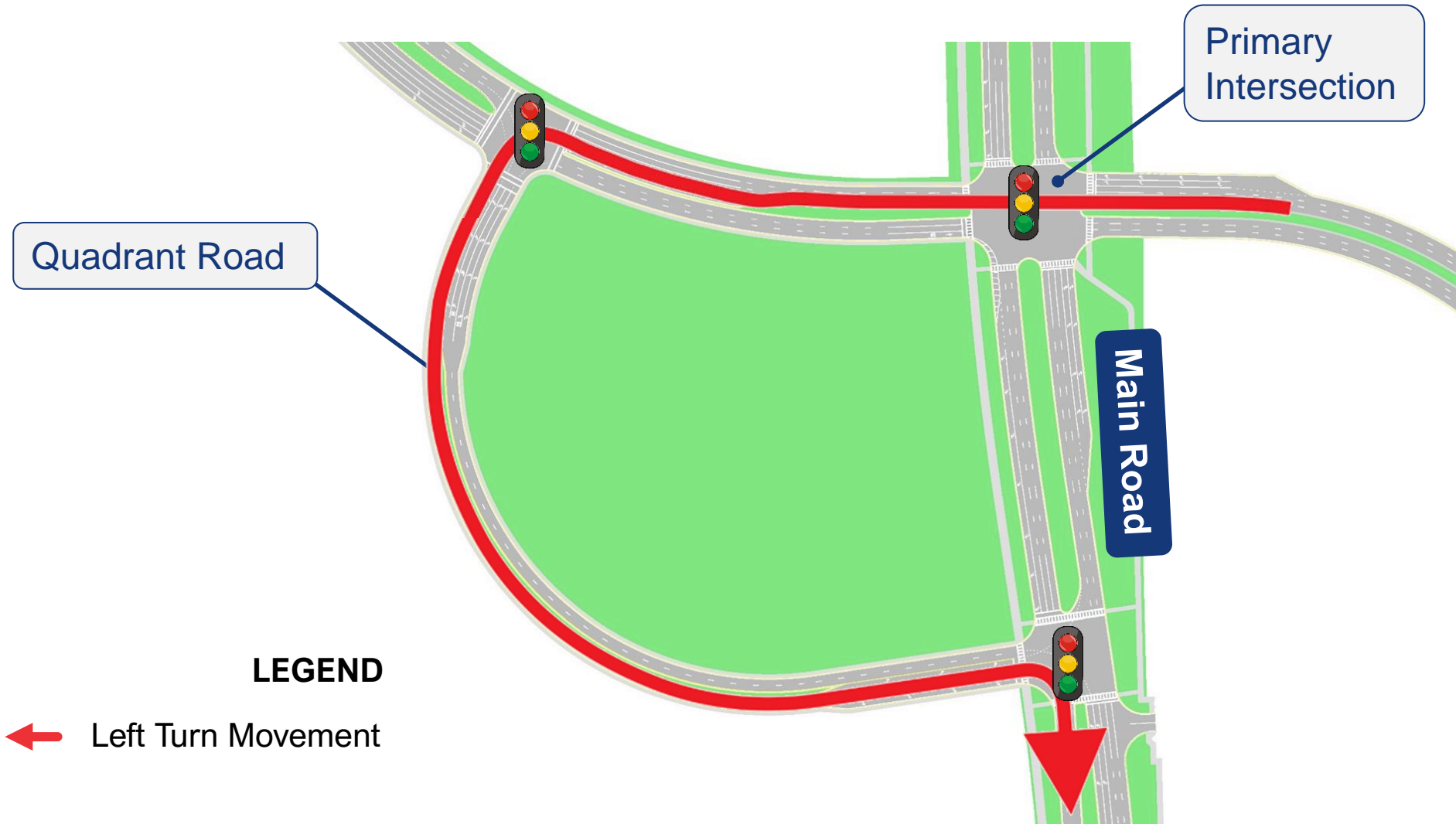
**Operations**

Reduces Delay Compared to No-Build and Option A



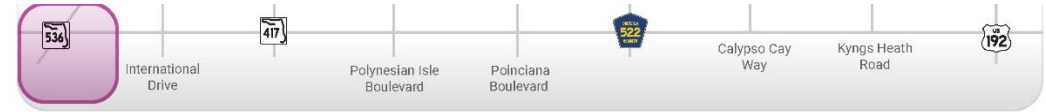
# Intersection Evaluation

## Quadrant Road Intersection



# Intersection Evaluation

## World Center Drive (S.R. 536)



**Option A: Displaced Left Intersection**

**No R/W Impacts**

**Minimal Environmental Impacts**

**Construction Cost**            \$\$\$\$

**Operations**                      Reduces Delay Compared to No-Build



**Option B: Quadrant Road**

**R/W Impacts**                      Total Impacts - 23 Acres  
Parcels Impacted - 1 Parcel

**Environmental Impacts**            Wetland - 2 Acres  
Floodplain - 23 Acres

**Construction Cost**                \$\$\$\$\$

**Operations**                          Reduces Delay Compared to No-Build and Option A



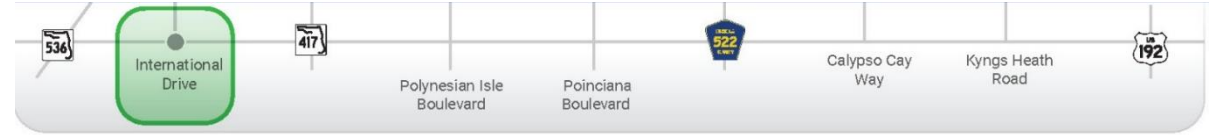
# Intersection Evaluation





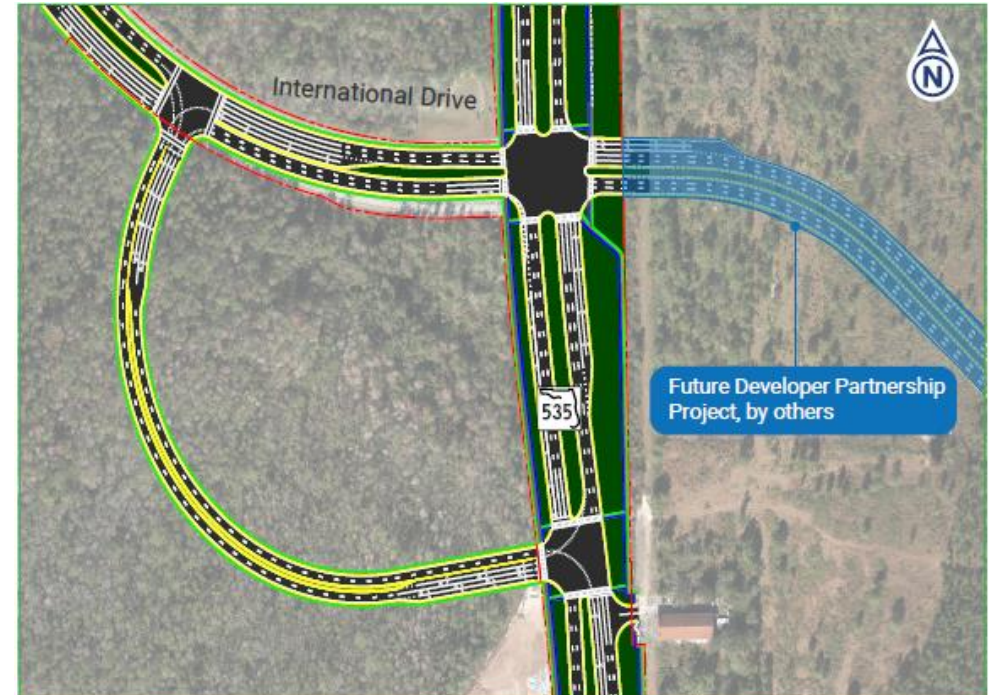
# Intersection Evaluation

## International Drive



**Option A: Displaced Left Intersection**

<b>R/W Impacts</b>	Total Impacts - 1 Acres Parcels Impacted - 1 Parcel
<b>Minimal Environmental Impacts</b>	
<b>Construction Cost</b>	\$\$\$
<b>Operations</b>	Reduces Delay Compared to No-Build



**Option B: Quadrant Road**

<b>R/W Impacts</b>	Total Impacts - 19 Acres Parcels Impacted - 5 Parcels
<b>Environmental Impacts</b>	Wetland - 13 Acres Floodplain - 17 Acres
<b>Construction Cost</b>	\$\$\$\$\$
<b>Operations</b>	Reduces Delay Compared to No-Build and Option A



# Intersection Evaluation





# Intersection Evaluation

## Polynesian Isle Boulevard



**Option A: Median U-Turn**

**No R/W Impacts**

**Minimal Environmental Impacts**

**Construction Cost**      \$\$

**Operations**      Reduces Delay Compared to No-Build



**Option B: Quadrant Road**

**R/W Impacts**      Total Impacts - 2 Acres  
Parcels Impacted - 4 Parcels

**Minimal Environmental Impacts**

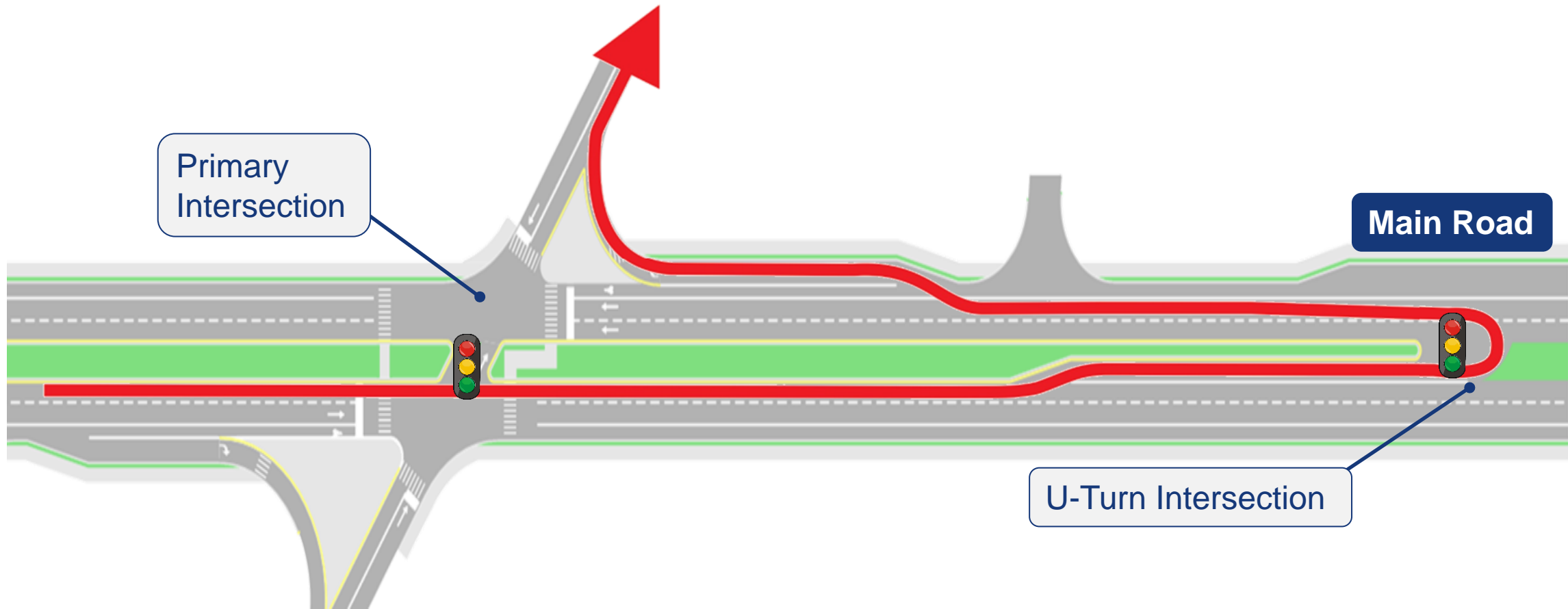
**Construction Cost**      \$\$\$

**Operations**      Reduces Delay Compared to No-Build and Option A



# Intersection Evaluation

## Median U-Turn Intersection



### LEGEND

← Left Turn Movement

# Intersection Evaluation

## Polynesian Isle Boulevard



**Option A: Median U-Turn**

**No R/W Impacts**

**Minimal Environmental Impacts**

**Construction Cost**      \$\$

**Operations**      Reduces Delay Compared to No-Build



**Option B: Quadrant Road**

**R/W Impacts**

Total Impacts - 2 Acres  
Parcels Impacted - 4 Parcels

**Minimal Environmental Impacts**

**Construction Cost**      \$\$\$

**Operations**      Reduces Delay Compared to No-Build and Option A



# Intersection Evaluation





# Intersection Evaluation

## Poinciana Boulevard



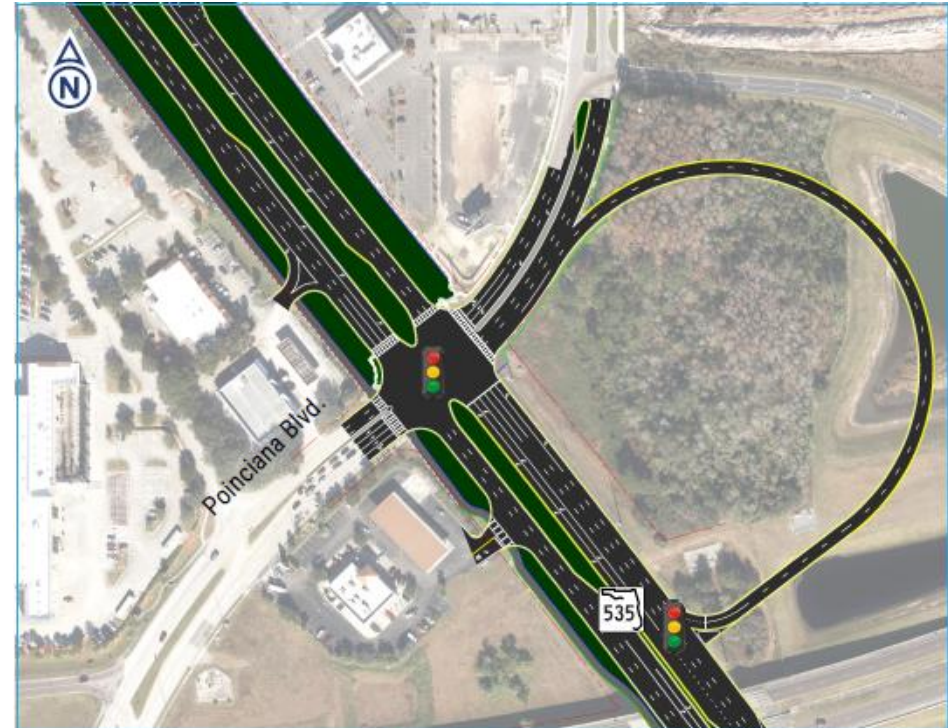
**Option A: Triple Left Turn Signal**

No R/W Impacts

Minimal Environmental Impacts

Construction Cost \$

Operations Reduces Delay Compare to No-Build



**Option B: Loop Road**

R/W Impacts

Total Impacts - 5 Acres  
Parcels Impacted - 1 Parcel

Environmental Impacts

Wetland - 3 Acres

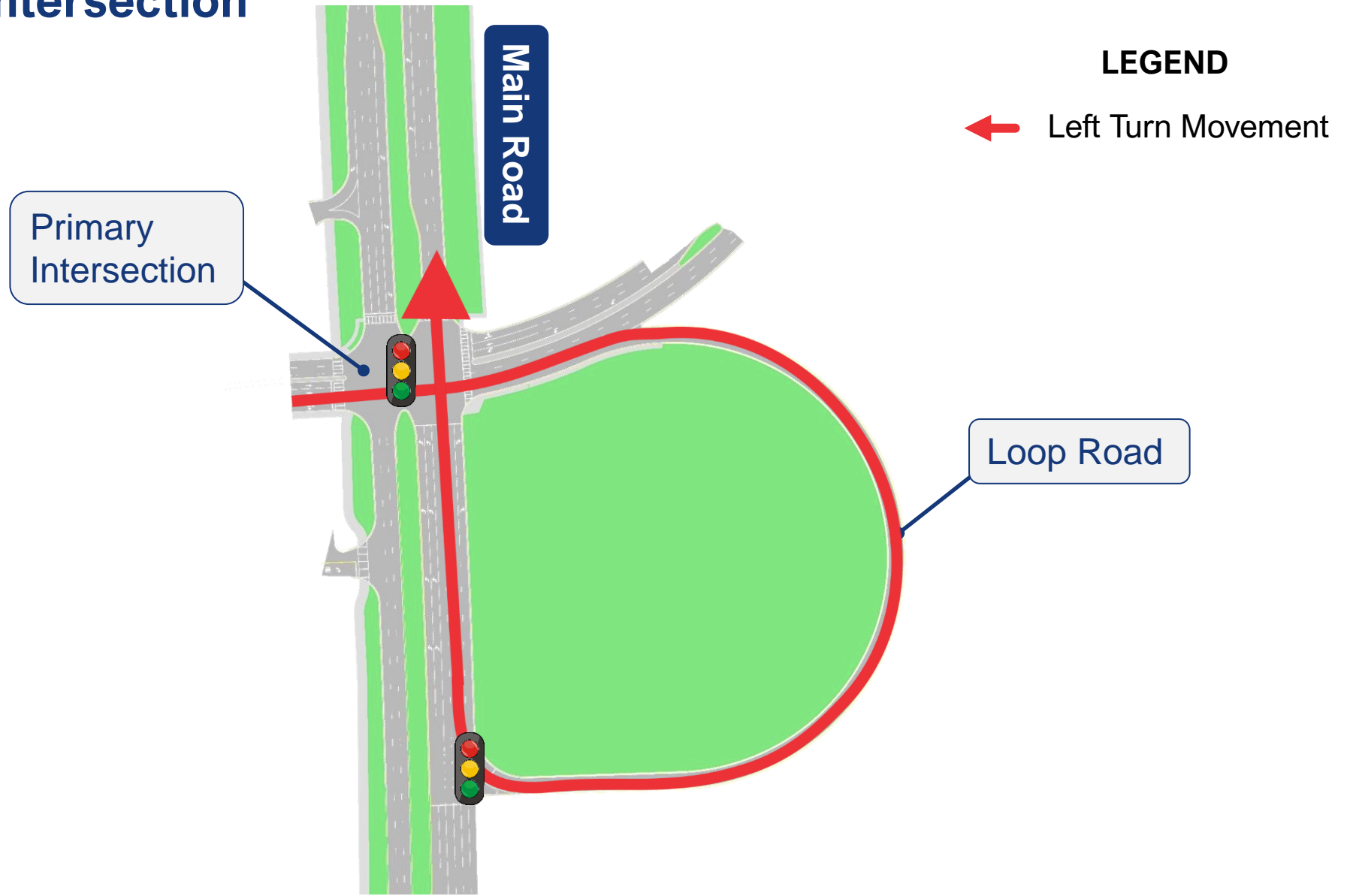
Construction Cost \$\$

Operations Reduces Delay Compared to No-Build and Option A



# Intersection Evaluation

## Loop Road Intersection



# Intersection Evaluation

## Poinciana Boulevard



**Option A: Triple Left Turn Signal**

**No R/W Impacts**

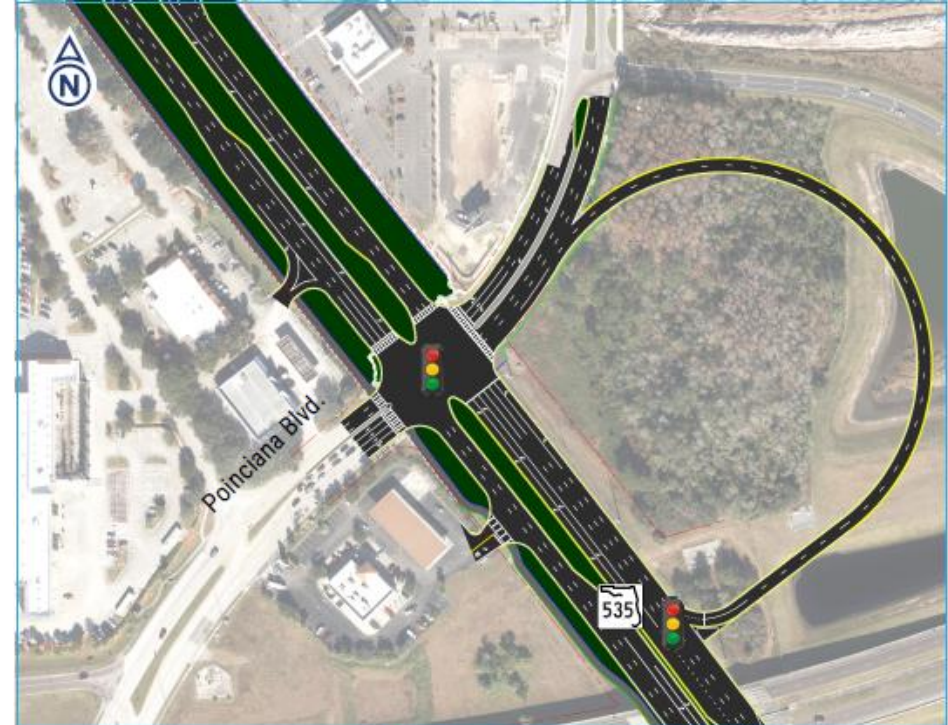
**Minimal Environmental Impacts**

**Construction Cost**

\$

**Operations**

Reduces Delay Compare to No-Build



**Option B: Loop Road**

**R/W Impacts**

Total Impacts - 5 Acres  
Parcels Impacted - 1 Parcel

**Environmental Impacts**

Wetland - 3 Acres

**Construction Cost**

\$\$

**Operations**

Reduces Delay Compared to No-Build and Option A



# Environmental

Potential effects to the social, cultural and physical environment will be analyzed in accordance with state and federal regulations.



## Natural

- Wetlands
- Conservation lands
- Listed species
  - Sand Skink Habitat

## Social and Economic

- Businesses
- Social Effects
- Aesthetic Effects

## Cultural

- Historical Sites
- Archaeological sites

## Physical

- Utilities
  - Florida Gas Transmission
- Contamination
  - FDEP cleanup sites
- Traffic Noise



# Potential Impacts

Evaluation Criteria	No Build	Build*
<b>Purpose and Need</b>		
Meet Traffic Demand	No	Yes
Enhance Multimodal Features	No	Yes
Improve Safety	No	Yes
<b>Social Environmental</b>		
Business Parcels Impacted	No	0 – 2
Residential Parcels Impacted	No	0 – 1
Vacant Land Parcels Impacted	No	2 – 9
<b>Cultural Environmental</b>		
Archaeological Sites Impacted	0	0
Historical Resources Impacted	0	0 – 4
<b>Natural Environment</b>		
Wetland (Acres)	0	0 – 18
Contamination (Sites)	N/A	0 – 1**
Total Pond Size Required (Acres)	0	6 – 10
Floodplain (Acres)	0	0 – 40
Sand Skink Suitable Habitat (Acres)	0	0 – 39
<b>Physical Environment</b>		
Utilities (FGT)	No	Potential Impacts
ROW Acquisition (Acres)	0	1 – 49
Cost***	0	\$59 M – \$64 M

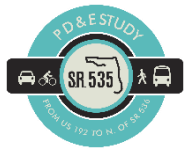
\* Range of Impacts    \*\* Note: One facility, 7-11; Active FDEP cleanup site    \*\*\* Note: Cost includes Design, CEI, and Construction





# Project Schedule





# Public Comments and Questions

**In-person**

**Virtually**

**Mail**

**By phone**





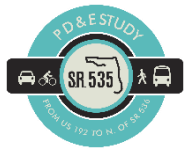


# Public Comments and Questions

- In-person
  - Submit Comment Form
- Virtually
  - GoTo Webinar: Type your comment/question in the **question box**
  - Online at the project website [www.cflroads.com/project/437174-2](http://www.cflroads.com/project/437174-2)
- By email to FDOT Project Manager
- By U.S. mail to FDOT Project Manager
- By phone at 386-943-5392

## Project Manager Contact Information

David Graeber, P.E.  
 FDOT  
 719 S. Woodland Blvd., MS 501  
 DeLand, FL 32720  
[David.Graeber@dot.state.fl.us](mailto:David.Graeber@dot.state.fl.us)  
 (386) 943-5392



# Thank you for participating.

Please submit comments and questions by August 25, 2022

David.Graeber@dot.state.fl.us



719 South Woodland Boulevard, MS 501  
DeLand, FL 32720



(386) 943-5392



[www.cflroads.com/project/437174-2](http://www.cflroads.com/project/437174-2)



# EVERY BICYCLIST & PEDESTRIAN IS IMPORTANT TO SOMEONE.

We're all responsible for keeping each other safe on our roads. Be alert, maintain eye contact with drivers, and cross safely - it could make all the difference. As a driver, remember to pay attention, stay focused, and watch for bicyclists and pedestrians.

**Safety is a two-way street.**

