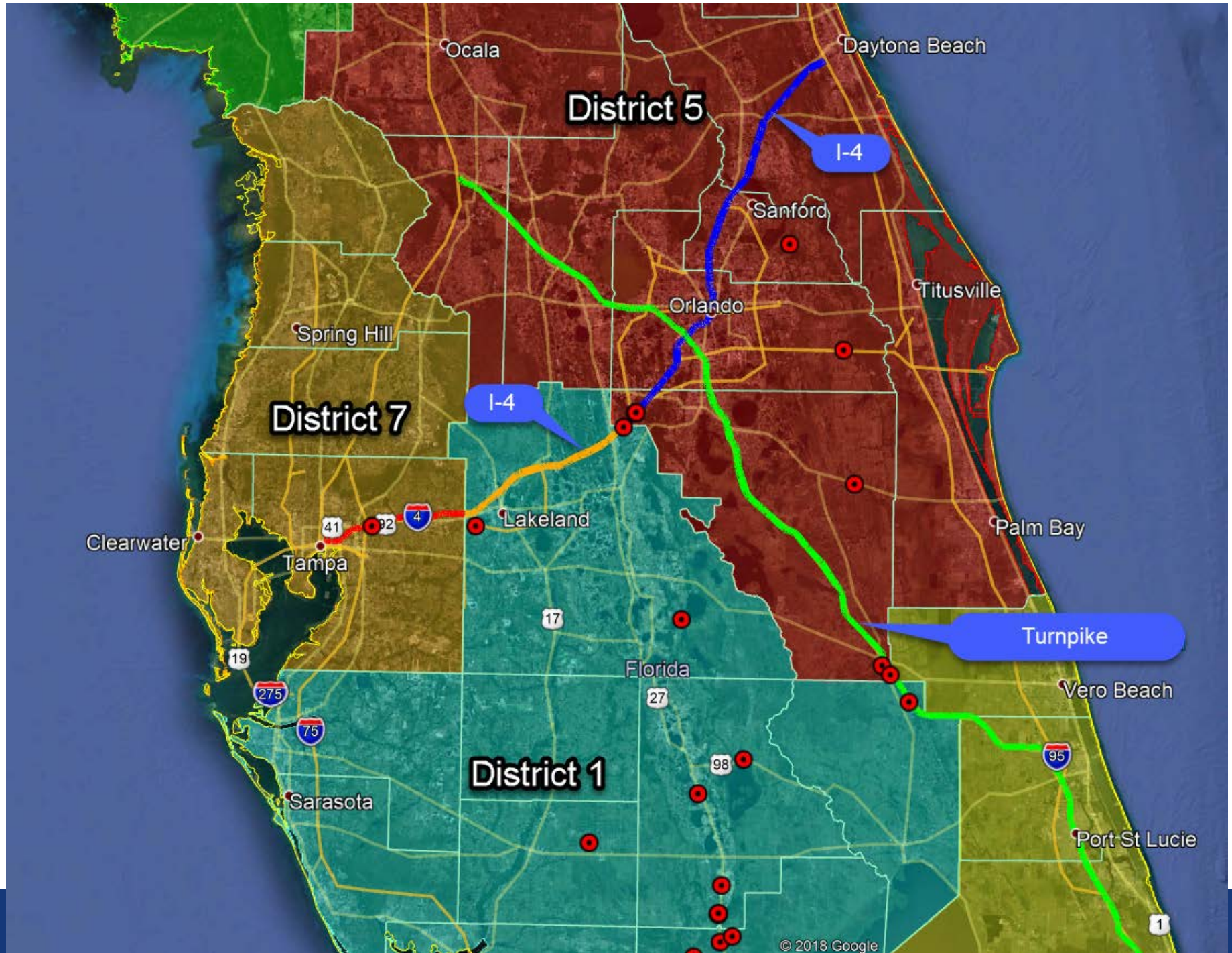
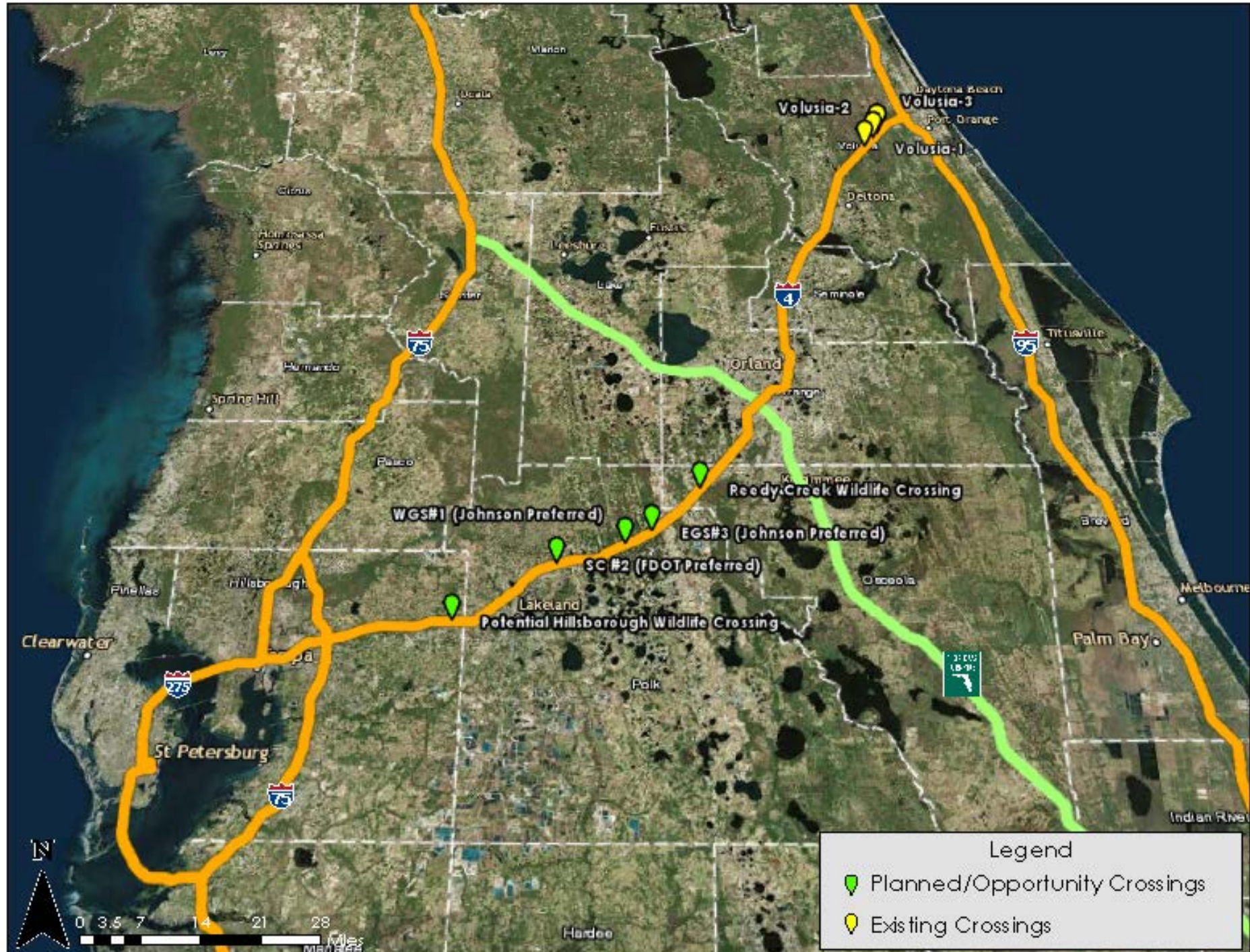




I-4 Wildlife Permeability

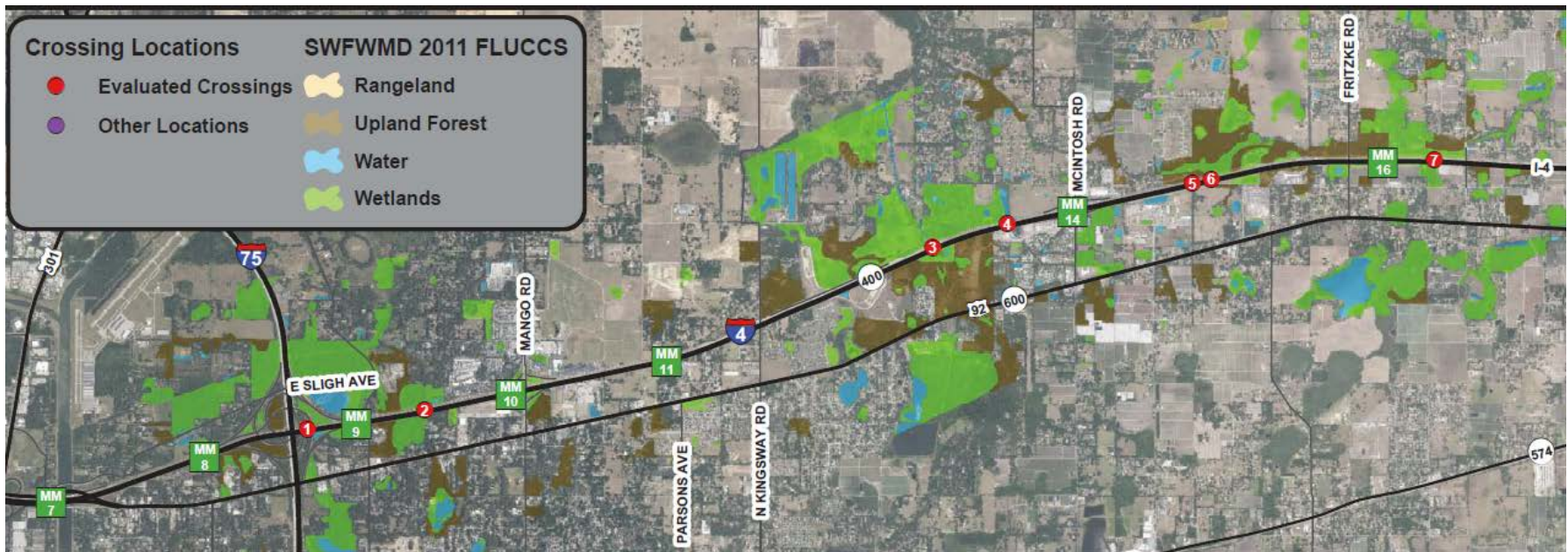
**Presented by PRIT Transportation Subteam
Brent Setchell, P.E.
FDOT District 1 Drainage Design Engineer**



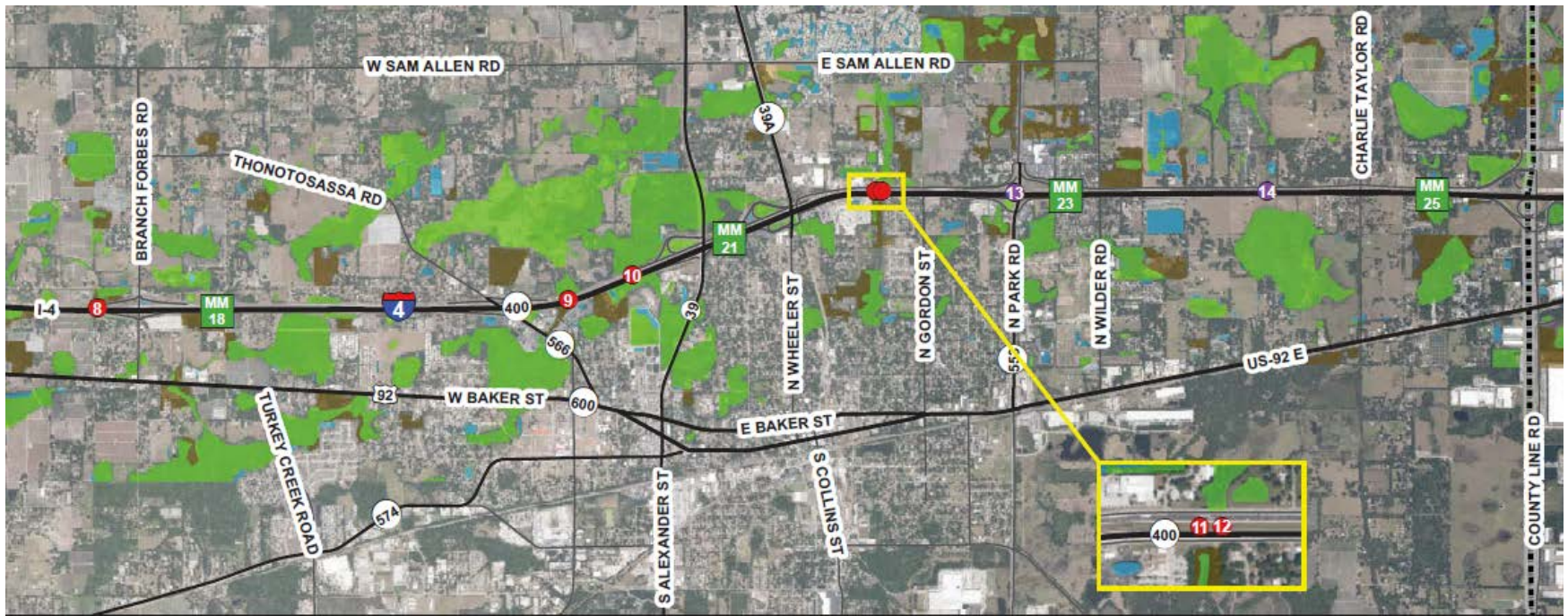


District 7 – from I-75 to the Polk County Line

Wildlife camera study of existing structures – kicking off



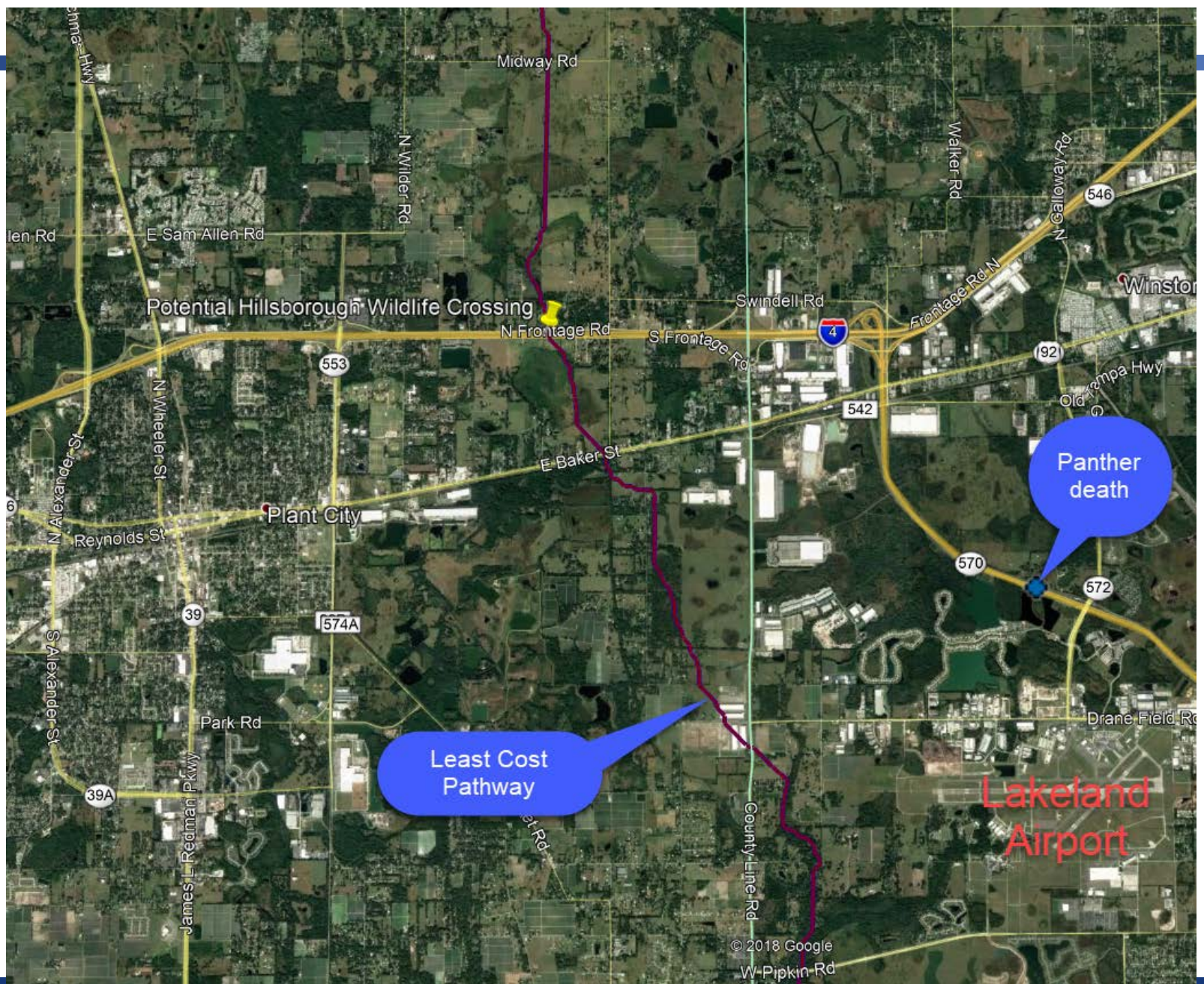
District 7 – from I-75 to the Polk County Line



District 7 – from I-75 to the Polk County Line

Table 2 - Monitoring Recommendations

Crossing ID	Monitor?	Direction	Timing/Season		Priority (Low/High)
			Dry	Wet	
1	No (utilization unlikely)	N/A			
2	Yes	Eastbound	Yes	Depends on water levels	Low
3	Yes	Either	Yes	Depends on water levels	High
4	No (poor habitat connectivity)	N/A			
5	No (small structure, offsite impediments)	N/A			
6	Yes	Westbound	Yes	Yes	Low
7	Yes	Either	Yes	Yes	High
8	Yes	Eastbound	Yes	Yes	Low
9	Yes	Eastbound	Yes	Yes	Low
10	No (water levels too high)	N/A			
11	Yes	Westbound	Yes	Depends on water levels	High
12	Yes	Eastbound	Yes	Depends on water levels	High



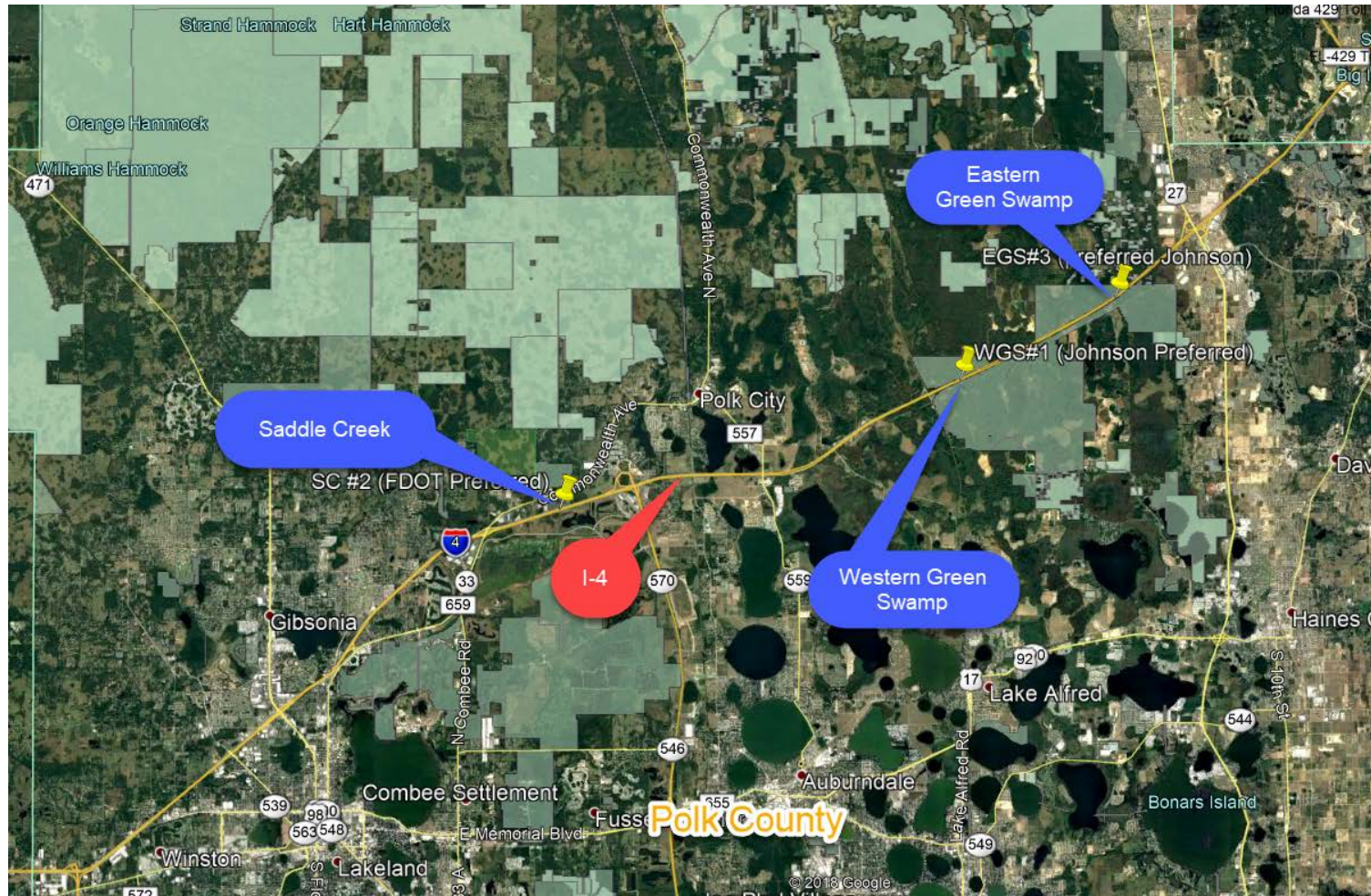
District 7 – from I-75 to the Polk County Line

- **No FEGN critical linkages along the Hillsborough section of I-4**
- **Limited conservation lands on either side of I-4**
- **Poor habitat on either side of I-4**
- **US 92 south of I-4 is also a 4-lane barrier**

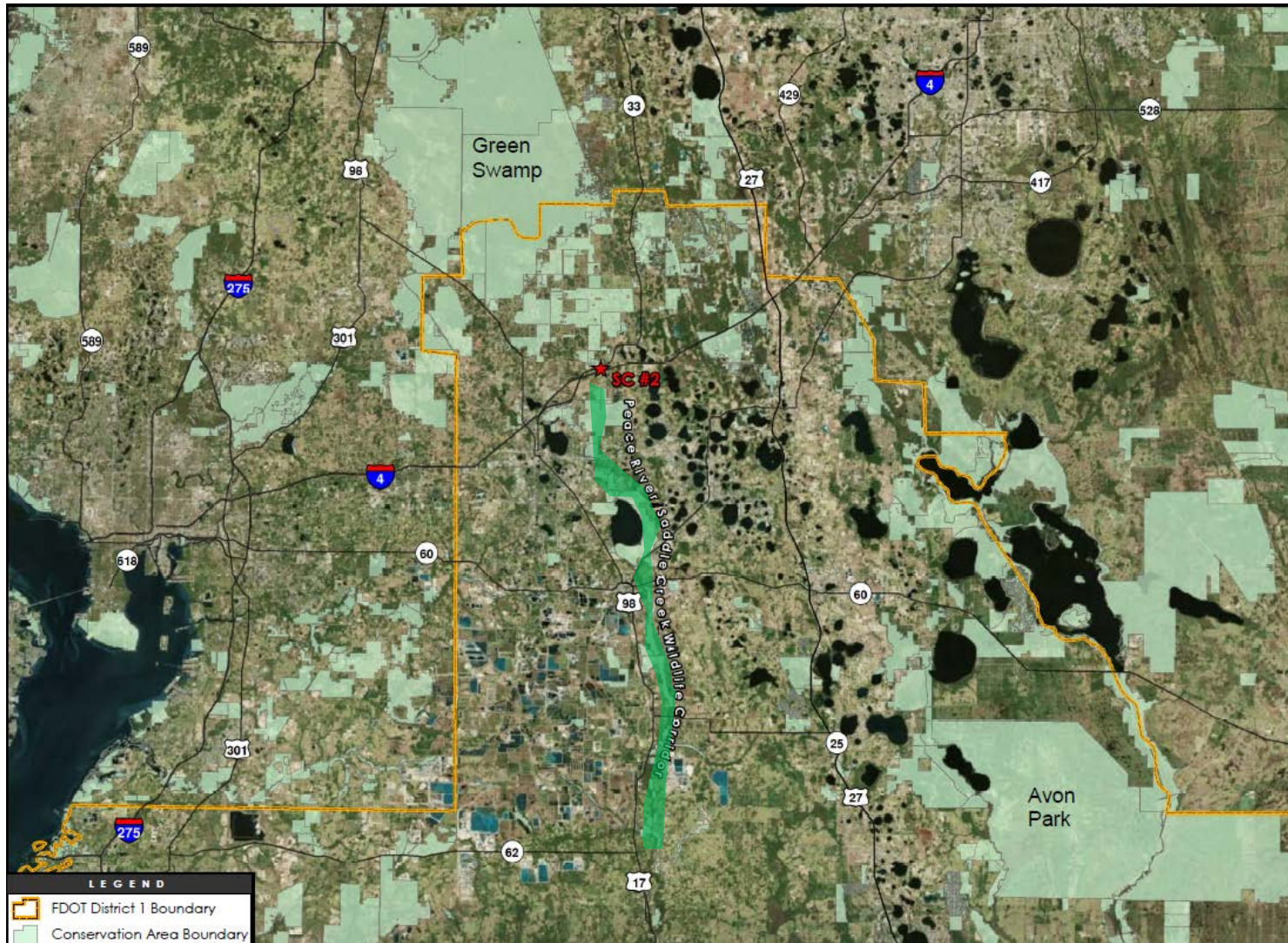
District 1 – Polk County

- Per the 1998 EA FONSI for I-4 FDOT committed to:
 2. **Wildlife and Habitat** - The FDOT is committed to provide the opportunity for wildlife corridor enhancement by constructing low-level bridges at three locations in Polk County. The locations are shown on the Concept Plans. These structures will be designed in accordance with the criteria established through coordination with the USFWS and the FGFWFC to allow for their use as **wildlife undercrossings**. The locations of these structures were determined through a cooperative effort of regulatory and advisory agencies, local environmental interest groups, private consultants, local, state and regional government and the FDOT.
- Over the years several modifications to the crossing locations and design criteria have been proposed.
- In November 2016 FDOT published a reevaluation of the I-4 Wildlife Crossings
- On January 6, 2017 FDOT hosted a stakeholder meeting wherein new locations and design criteria for the three Polk County wildlife crossings were established and agreed to by both FWC and USFWS.

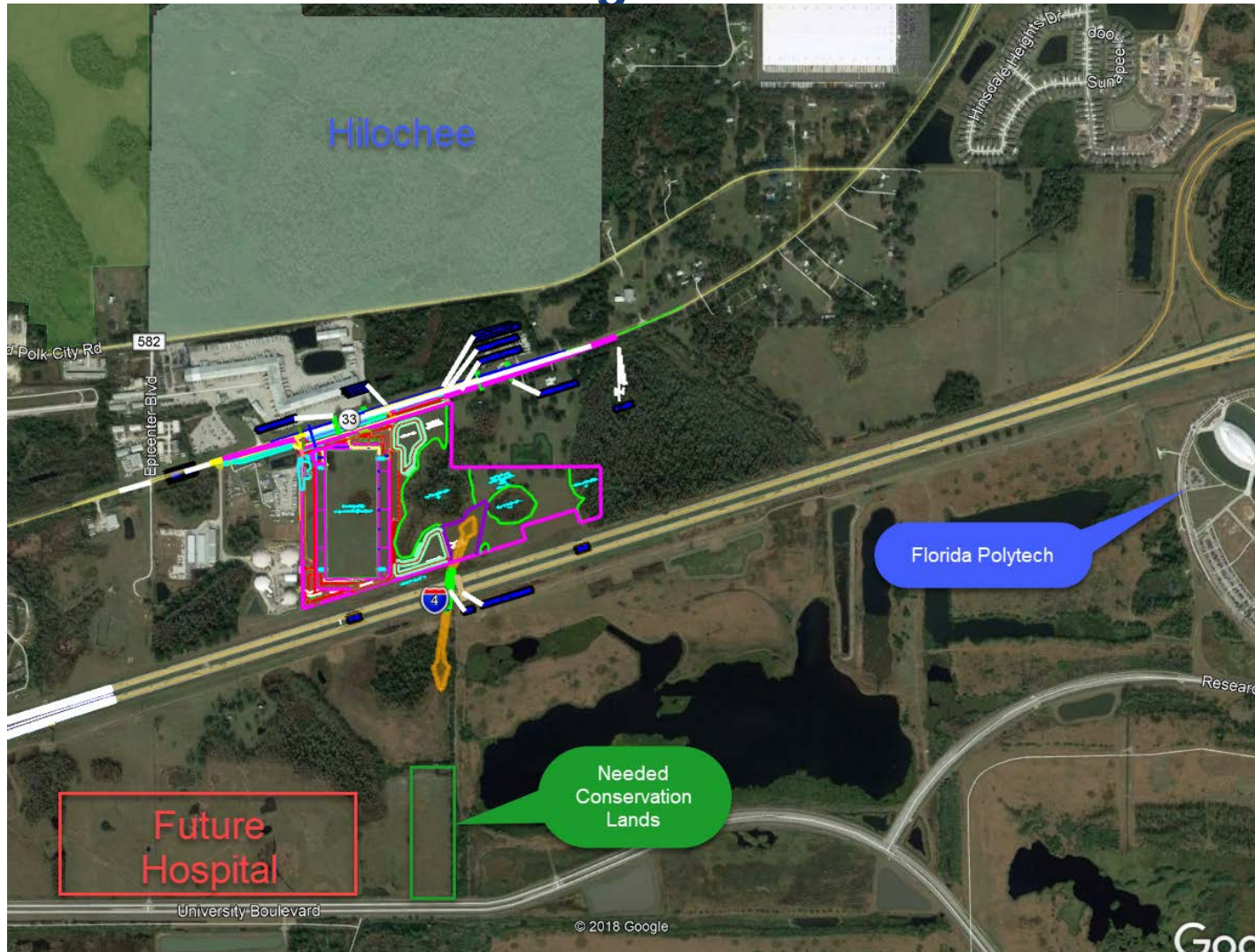
District 1 – Polk County



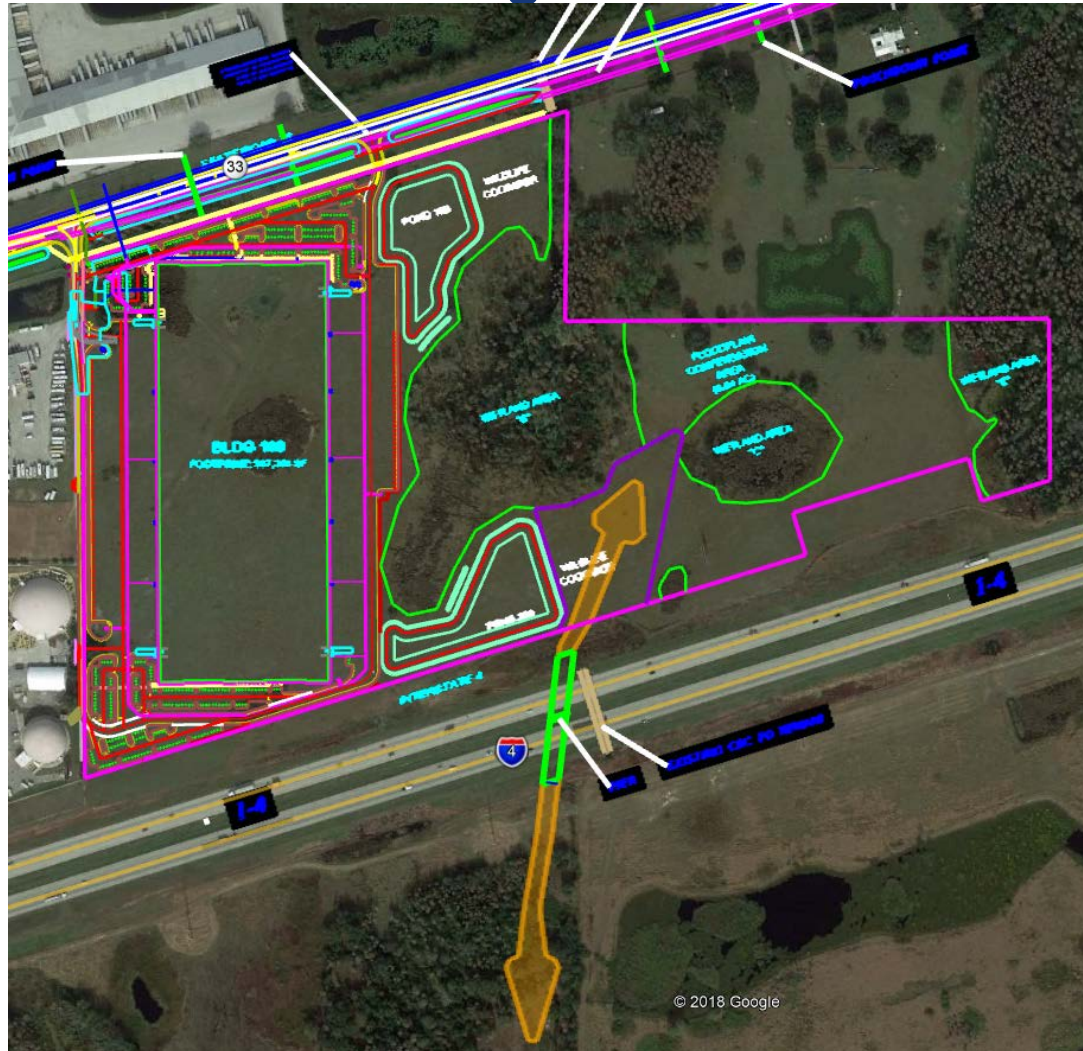
I-4 Saddle Creek Crossing



I-4 Saddle Creek Crossing

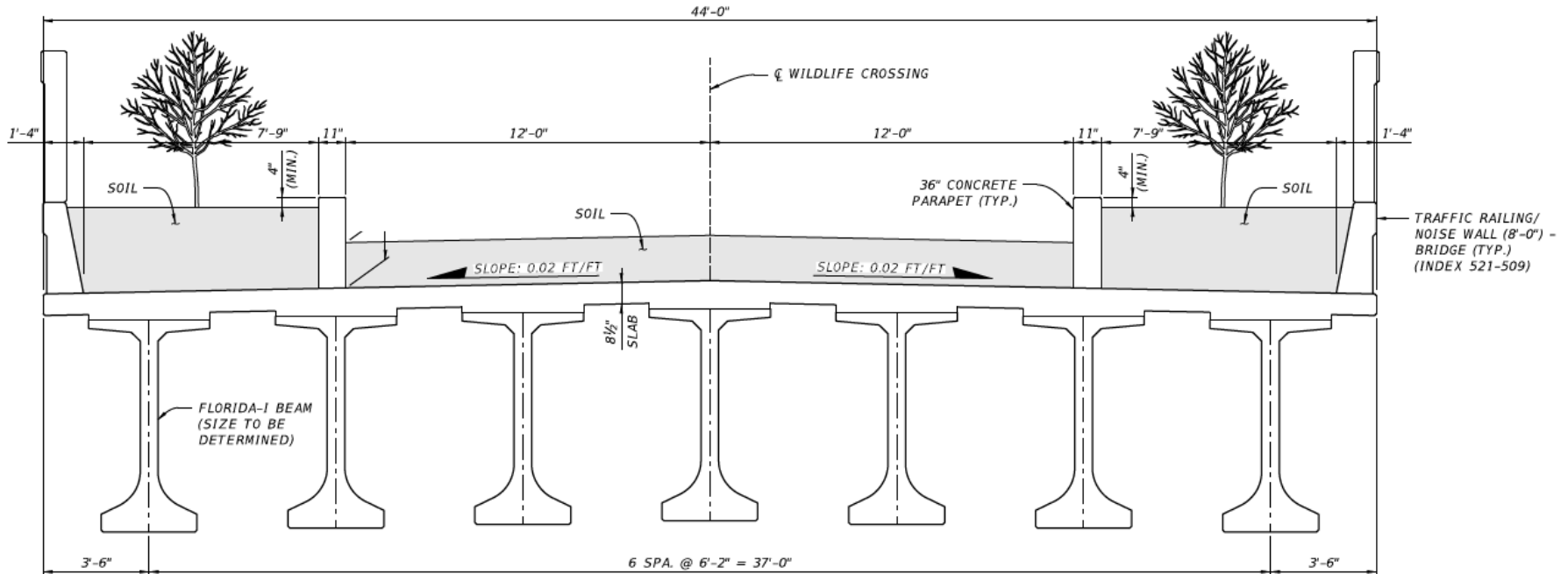


I-4 Saddle Creek Crossing



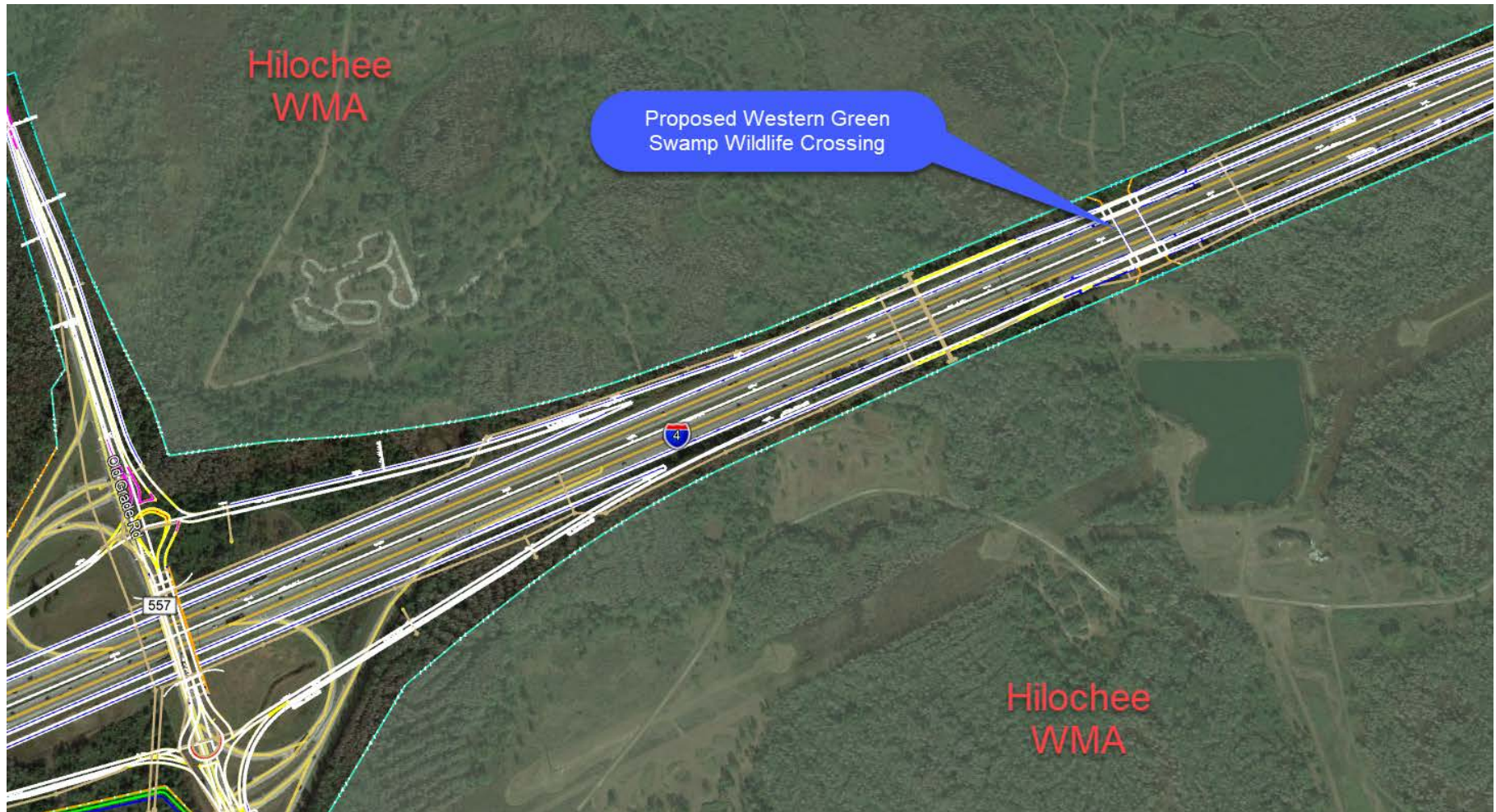
I-4 Saddle Creek Crossing

Not currently funded in FDOT's 5-year Work Program

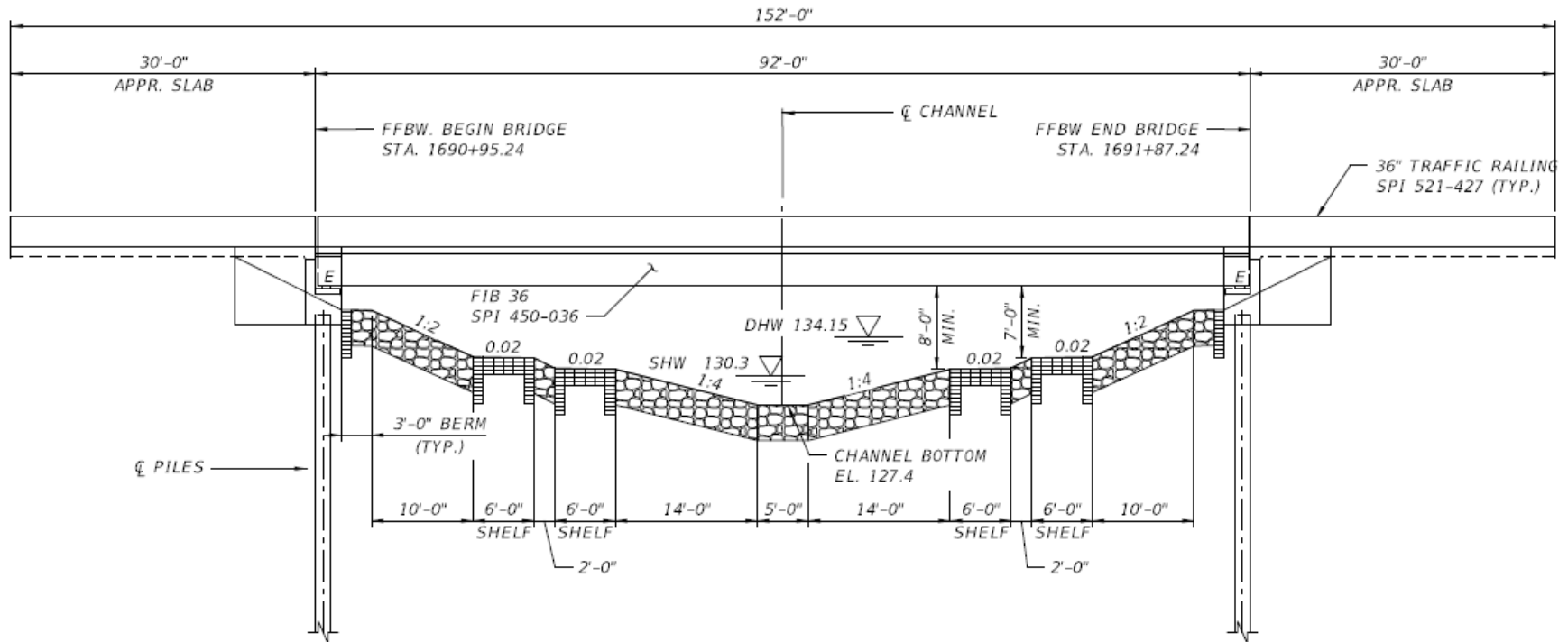


BRIDGE SECTION (2-SPAN PRESTRESSED CONCRETE ALTERNATIVE)

I-4 Western Green Swamp near SR 557

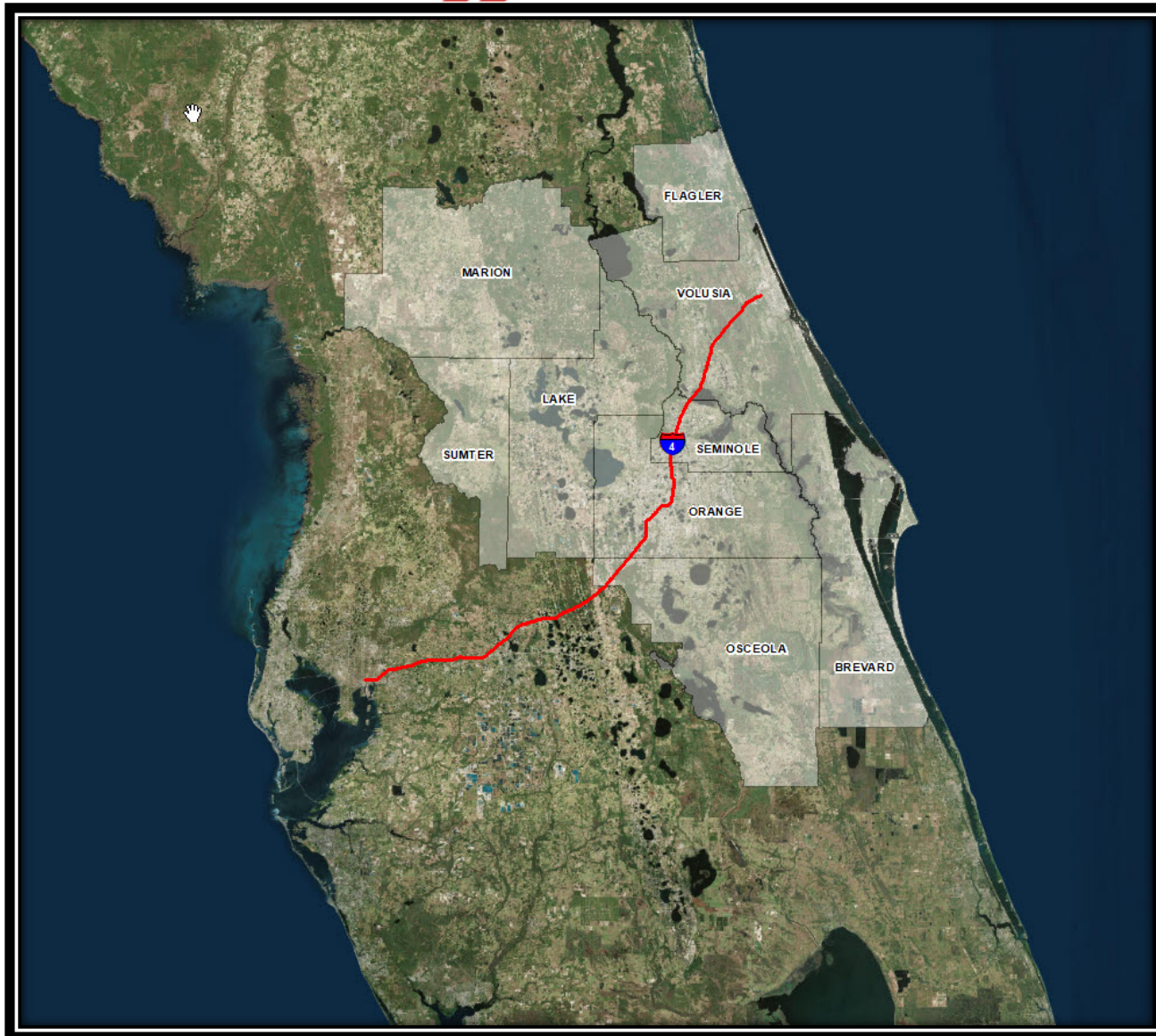


I-4 Western Green Swamp near SR 557



Lets to Design-Build in 5/2020, construction to begin in 2021

District 5



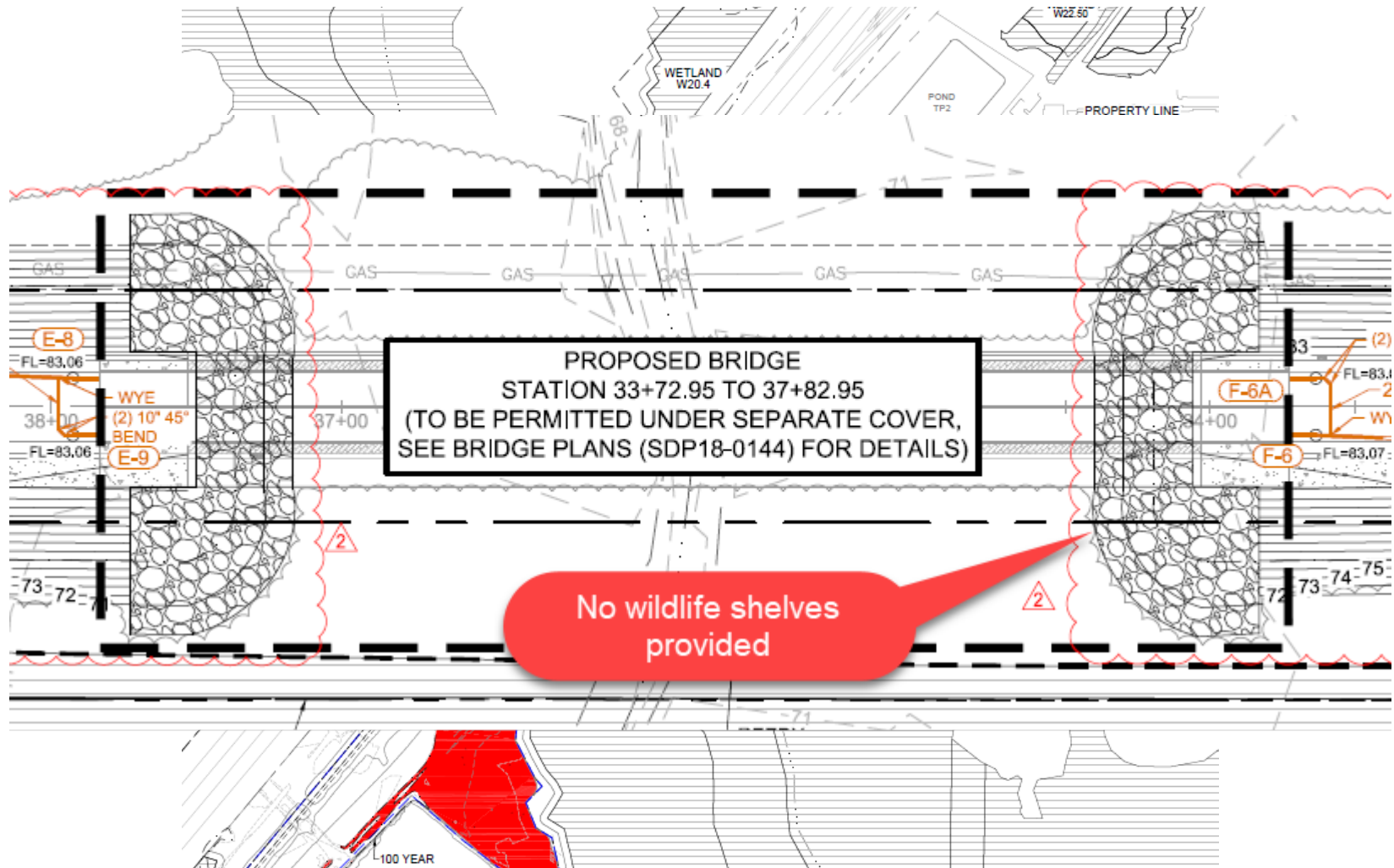
Construction
is not funded
at this time



Construction
is not
currently
funded



I-4 at Reedy Creek



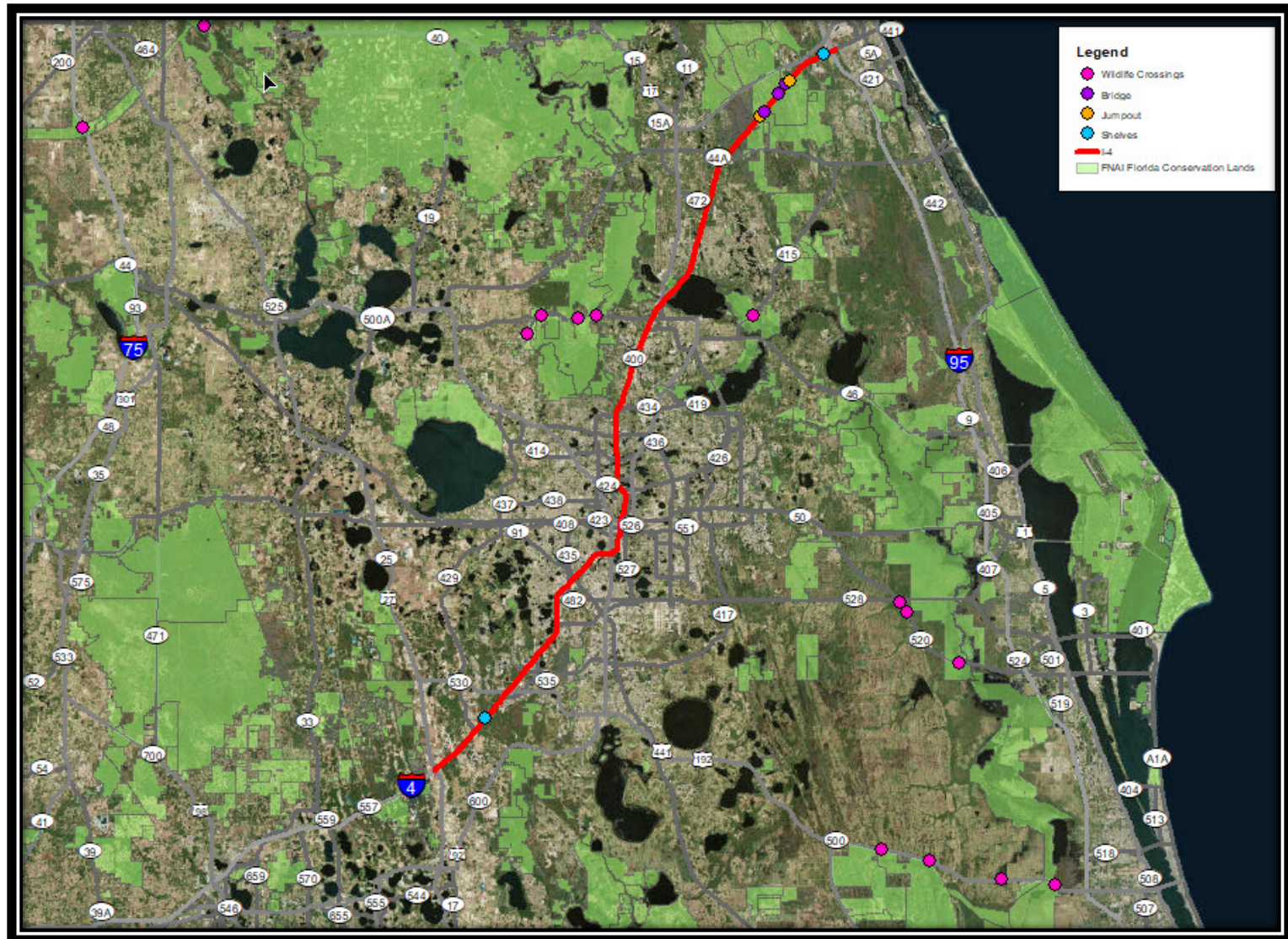
Legend

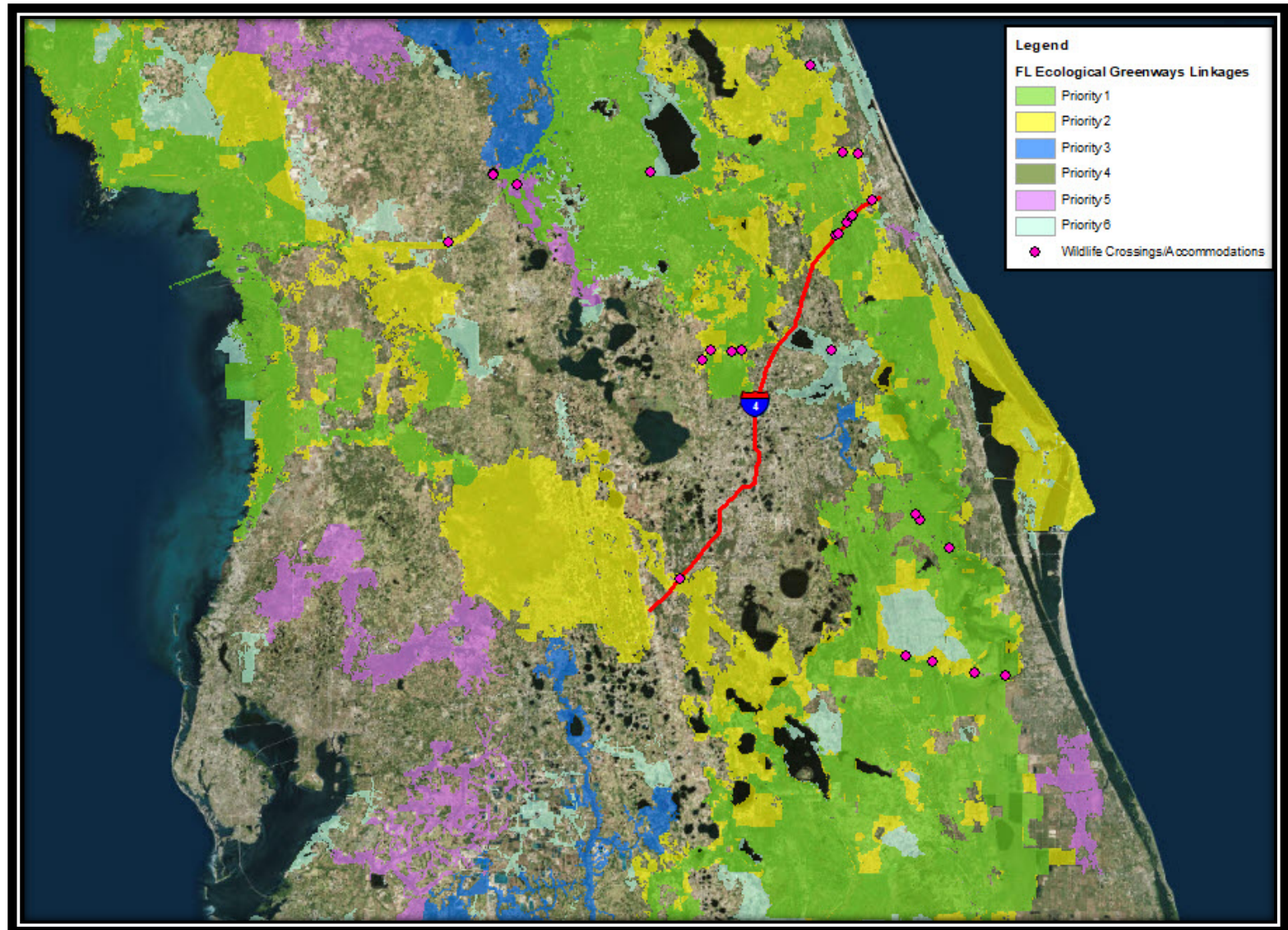
- Bridge
- Culvert
- Jumpout
- Shelves
- I-4 from SR 44 to I-95
- FNAI Florida Conservation Lands

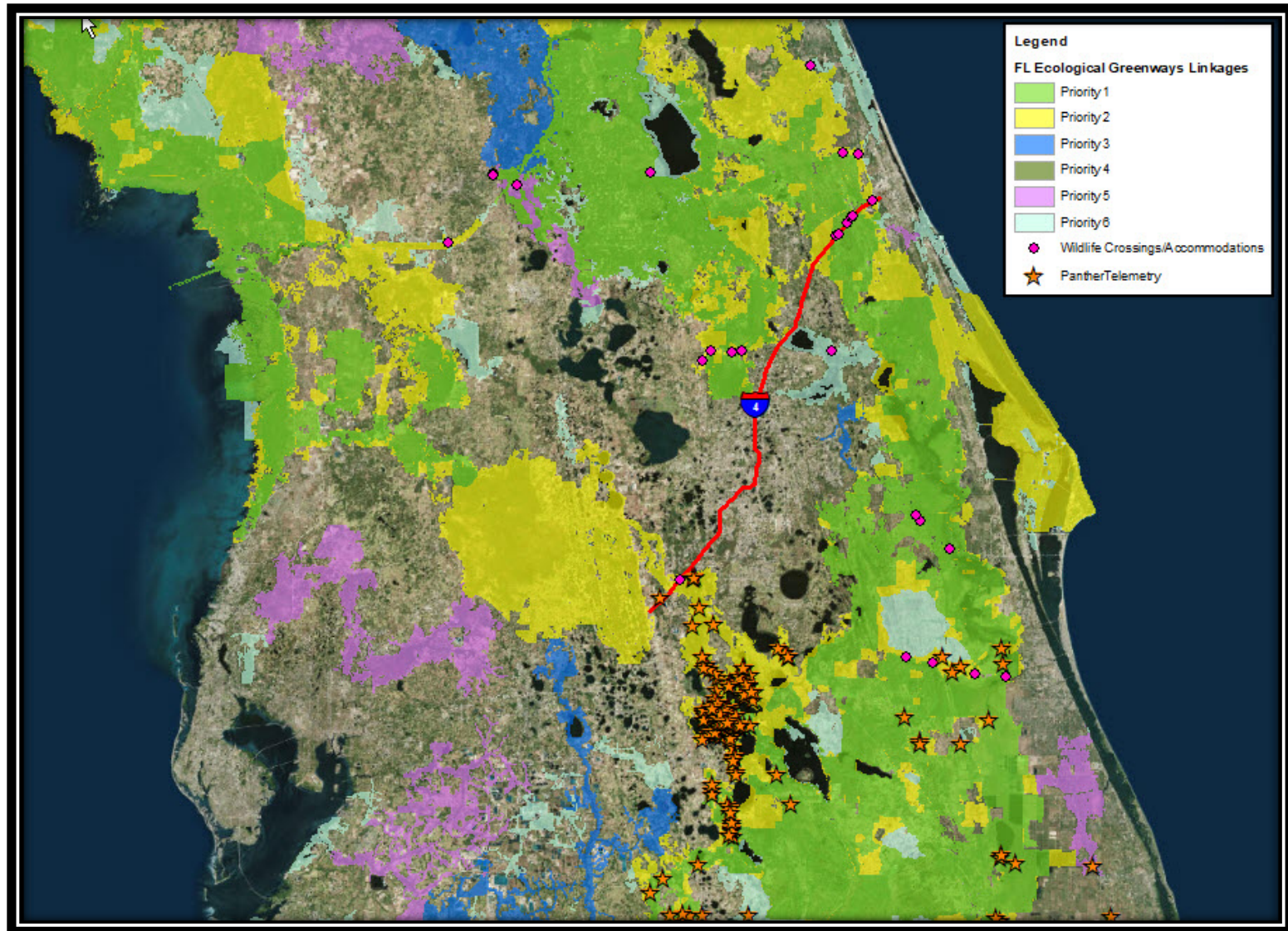
Construction Completed
5/2017











Conclusions

- **FDOT is actively pursuing improvements for wildlife permeability along I-4.**
- **Wildlife corridors need to be preserved to ensure viability of proposed crossings.**
 - **Need to build partnerships with both permitting agencies, local governments and NGOs.**
- **Roadways (both State and Local) adjacent to I-4 need to be considered for wildlife crossings**
- **Better awareness of the FEGN at the local planning/permitting level is needed.**

Any Questions ?

