



# MEETING MINUTES

Wekiva Parkway Section 6  
FPID: 238275-7-32-02



**Meeting Date:** October 24, 2013 (1:30 PM)

**Project:** Wekiva Parkway Section 6 (West of Old McDonald Rd to East of River Oaks Cr)  
FPID: 238275-7-32-02

**Subject:** **Recap of June 18<sup>th</sup> 2013 Workshop, Stakeholder comments, and Schedule for Federal Permitting and Formal Consultation**  
FDOT District Five  
719 S. Woodland Blvd.  
DeLand, FL 32720  
Indian River Conference Room (Teleconference / Go-To-Meeting)

In attendance:

Name	Title/Role	Representing	Email
Dr. Jeffrey Duncan	Section 7(a) Reviewer	National Parks Service	<a href="mailto:jeff_duncan@nps.gov">jeff_duncan@nps.gov</a>
Andrew Phillips	Permitting	USACE	<a href="mailto:andrew.w.phillips@usace.army.mil">andrew.w.phillips@usace.army.mil</a>
Alan Hyman	Director of Transportation Operations	FDOT (District Five)	<a href="mailto:alan.hyman@dot.state.fl.us">alan.hyman@dot.state.fl.us</a>
Hannah Hernandez	Permitting	FDOT (District Five)	<a href="mailto:hannah.hernandez@dot.state.fl.us">hannah.hernandez@dot.state.fl.us</a>
Kevin Moss	Project Manager	FDOT (District Five)	<a href="mailto:kevin.moss@dot.state.fl.us">kevin.moss@dot.state.fl.us</a>
Ashraf Elmaghraby	Project Management	FDOT (District Five)	<a href="mailto:ashraf.elmaghraby@dot.state.fl.us">ashraf.elmaghraby@dot.state.fl.us</a>
Suzanne Phillips	District Consultant Project Management Engineer	FDOT (District Five)	<a href="mailto:suzanne.phillips@dot.state.fl.us">suzanne.phillips@dot.state.fl.us</a>
Jeff Cicerello	Design	FDOT (District Five)	<a href="mailto:jeffrey.cicerello@dot.state.fl.us">jeffrey.cicerello@dot.state.fl.us</a>
Robert Robertson	Structures Design Engineer	FDOT (Central Office)	<a href="mailto:robert.robertson@dot.state.fl.us">robert.robertson@dot.state.fl.us</a>
Steve Boylan	Consultant Project Manager	GAI Consultants	<a href="mailto:s.boylan@gaiconsultants.com">s.boylan@gaiconsultants.com</a>

The following items were discussed:

**June 18<sup>th</sup> Workshop – Summary/Recap.**

Ms. Hernandez gave an overview of the previously held workshop in June 2013 where input was solicited from the project’s stakeholders.

- a. Bridge span enhancement : Removing the pier from within the waterway was viewed favorably
- b. Profile alternatives: Lowered profile received support



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- c. Avian Species: FDOT has completed additional research and feels that avian species impacts as a result of an adjusted bridge profile will not adversely affect migration patterns surrounding this project. A summary memorandum has been prepared and was sent to Dr. Duncan on 10/24 for review and comment.

### ***Federal Permitting.***

Mr. Boylan summarized the status of the design, stating that all efforts are moving forward in anticipation of the upcoming charette in December. The Draft Bridge Development Report is in review, with further progression of the river crossing design being tied directly to the results of the charette process.

Ms. Hernandez discussed the intent to submit a permitting package to USACE in November to enter into formal consultation on the project. This package will be submitted in advance of the first charette.

### ***Bridge Design Approach.***

The Department noted that this project is planned to be design-build, and as such, a degree of minor flexibility in the design may be necessary to allow for innovation tailored to a particular contractor's experience, means and methods. Additionally, the Department emphasized that the minor flexibility may be crucial to ensure that the permitted design is constructible. The Department stated that aesthetics cannot be compromised within any flexibility provided to the contractor, and that the purpose of this meeting was to discuss what level of minor flexibility would be acceptable to the NPS to achieve a Section 7(a) determination within the Design-Build process.

Mr. Robertson referred the group to Figures 1-5 which illustrated through 3D modeling how "extremes" of the design envelope would look within the view shed. All agreed that the changes were fairly minute, and that they were essentially aesthetically equivalent. Dr. Duncan expressed that these minor differences should be presented during the first charette to demonstrate to the stakeholders that some level of flexibility may be necessary.

The conversation developed into how the Section 7(a) determination process could work within a typical Design-Build process. The following options were discussed:

- USACE/NPS could provide an opinion during the RFP development process, and not issue a formal determination until design is provided by the design-builder. This could have significant scheduling consequences.
- USACE/NPS could be involved in the selection process for the design builder as part of the option above (reviewing the final design during short-listed phase of the selection process), and be better prepared to issue a determination immediately after the procurement process.
- A list of agreed-to allowable deviations should be provided within the RFP as a requirement for the Design-Builder. Receipt of a formal determination is still unlikely, however, until 90% plans can be provided for USACE/NPS review.
- USACE was clear that no permit would be issued for the project without a formal Section 7(a) determination.
- The Department can extend their procurement process to obtain the Section 7(a) determination prior to commencing construction to accommodate any of the options above.

Through the discussion, it was agreed that themes/shapes/colors/etc that are evaluated and agreed to as part of the charette process will remain a requirement in the Design-Build contract, and will not be subject to change.

A discussion was also held regarding the approach spans to the river crossing. Dr. Duncan stated that while this portion of the bridge is not physically spanning the river, it would still be assessed during the determination, to



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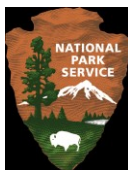
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ensure all of the the ORVs are accomplished for the entire structure. He agreed that the aesthetic requirements would not, however, carry the same significance as they do within the visible envelope at the river crossing. Dr. Duncan recommended that the Department begin preparing documentation that the existing structure is far less aesthetically pleasing and does not accomplish the ORV's of the Wekiva River.

It was decided that additional information should be provided by the Department describing parameters that they desire be flexible and that the group reconvene to discuss further. Draft RFP language will also be prepared during the interim time period to illustrate how restrictions may be placed on the Design-Builder to aid in achieving a Section 7(a) determination. This RFP language can be submitted to NPS for review and comment. Finally, Dr. Duncan recommended a schedule be prepared so that all team members are on the same timeframe and everyone understands when the goals of permit issuance are desired by the Department.

The Department committed to begin working on tasks recommended and the teleconference concluded.

***END OF MINUTES***



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**Meeting Date:** January 24, 2014 (1:30 PM)

**Project:** Wekiva Parkway Section 6 (West of Old McDonald Rd to East of River Oaks Cr)  
FPID: 238275-7-32-02

**Subject:** **Recap of Charette #1 / Preparation for Charette #2**  
FDOT District Five  
719 S. Woodland Blvd.,  
DeLand, FL 32720  
Lake County Conference Room (Teleconference / Go-To-Meeting)

Name	Title/Role	Representing	Email
Dr. Jeffrey Duncan	Section 7(a) Reviewer	National Parks Service	<a href="mailto:jeff_duncan@nps.gov">jeff_duncan@nps.gov</a>
Alan Hyman	Director of Transportation Operations	FDOT (District Five)	<a href="mailto:alan.hyman@dot.state.fl.us">alan.hyman@dot.state.fl.us</a>
Hannah Hernandez	Permitting	FDOT (District Five)	<a href="mailto:hannah.hernandez@dot.state.fl.us">hannah.hernandez@dot.state.fl.us</a>
Jeff Cicerello	Design	FDOT (District Five)	<a href="mailto:jeffrey.cicerello@dot.state.fl.us">jeffrey.cicerello@dot.state.fl.us</a>
Robert Robertson	Structures Design Engineer	FDOT (Central Office)	<a href="mailto:robert.robertson@dot.state.fl.us">robert.robertson@dot.state.fl.us</a>
Steve Boylan	Consultant Project Manager	GAI Consultants	<a href="mailto:s.boylan@gaiconsultants.com">s.boylan@gaiconsultants.com</a>
Linda Figg	Bridge Aesthetics Director	FIGG Engineering	<a href="mailto:lfigg@figgbridge.com">lfigg@figgbridge.com</a>
Daniel Mundie	Bridge Engineer	FIGG Engineering	<a href="mailto:dmundie@figgbridge.com">dmundie@figgbridge.com</a>

The following items were discussed:

**1. Issues reviewed subsequent to Charette #1**

**a. Extension of Bridge to Eliminate MSE Wall Plug.**

All parties agreed that this was the best approach to move forward with.

**b. Feasibility Study of Two Bridge Option.**

Mr. Boylan described the safety and operational needs for a two bridge alternative, stating that it would require a barrier-wall separated section to add the service road movements onto the mainline bridges. This resulted in a wider bridge section (nearly 209' compared to a 203' three bridge section) as illustrated in typical section drawings provided. Mr. Boylan also noted that this approach would reduce the amount of light underneath the bridge by eliminating a light "portal", and also require additional property and wetland impacts to accomplish.

Dr. Duncan agreed to these points, and recommended that they be discussed in the upcoming charette.



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### c. **Wekiva River Island Light Study.**

A detailed analysis was presented by the Department showing the limited overall tree impacts when compared to the island remainder, a 3D light model analysis, and a fly-through showing the remainder trees and the island based upon actual surveyed data. Dr. Duncan acknowledged the extensive attention and work completed by the Department on this issue, and recommended that it be presented similarly as part of the design charette.

Mr. Roberts presented data on the approximately 55 feet of the southern tip of the forested island in the middle of the Wekiva River that will be shaded by the bridge structure. The area affected is approximately 0.03 acre of the 1.48 acre island or approximately 2.03% of the island. There are 28 trees located within that 0.03 acre area of effect: 15 cabbage palms, 5 laurel oaks, 4 red maples, 2 dahoon hollies, 1 sweetgum and 1 elm. All of these species are shade tolerant. Of the 28 trees, 4 will be trimmed and 24 can remain in place with no alteration or 14.2 % will be shaded. It is estimated that 1400 trees cover the 1.48 acre island and based on this number the bridge project would only directly affect 0.29% of those trees.

Dr. Duncan said that the issue of height of the new bridge should be addressed again at the charette in order to conclude this issue, including why this is better within the tree canopy in order to minimize contrast.

### d. **Removal/Cutting of Existing Bridge Piles.**

Mr. Boylan discussed the analysis and research done regarding pile cutoff vs. removal, stating that cutting off the piles was determined to be of least impact to the environment. He also noted that concerns raised regarding future exposure of the piles to above grade are not warranted, as the scour within this slow moving waterway is unlikely to expose piles cutoff below grade.

Dr. Duncan requested that a formal written memorandum to this effect be prepared; Mr. Boylan agreed to work with his geotechnical subconsultant to provide.

## 2. **Preparation for Charette #2**

### a. **Bridge Color Tone and Pier options**

Dr. Duncan agreed that the tone and pier options were acceptable to him to move forward into Charette #2.

### b. **Minor dimensional range options for Design/Build Projects**

Dr. Duncan noted that the small degree of flexibility sought by the Department in the design of the bridge structure appears to be workable, and that further discussion on details would occur in the near future. These dimensional ranges will not be discussed at the charette and details addressed once a pier concept is chosen.

### c. **Charette presentation.**

Dr. Duncan recommended that there be an explanation provided at the end of the charette there to discuss next steps and where things go from here so the group understands their role and participation in the process going forward.

The Department thanked Dr. Duncan and his continued efforts to collaborate towards a successful project.

**END OF MINUTES**