

2021-2022

PUBLIC INFORMATION ANNUAL REPORT



CENTRAL FLORIDA EXPRESSWAY AUTHORITY



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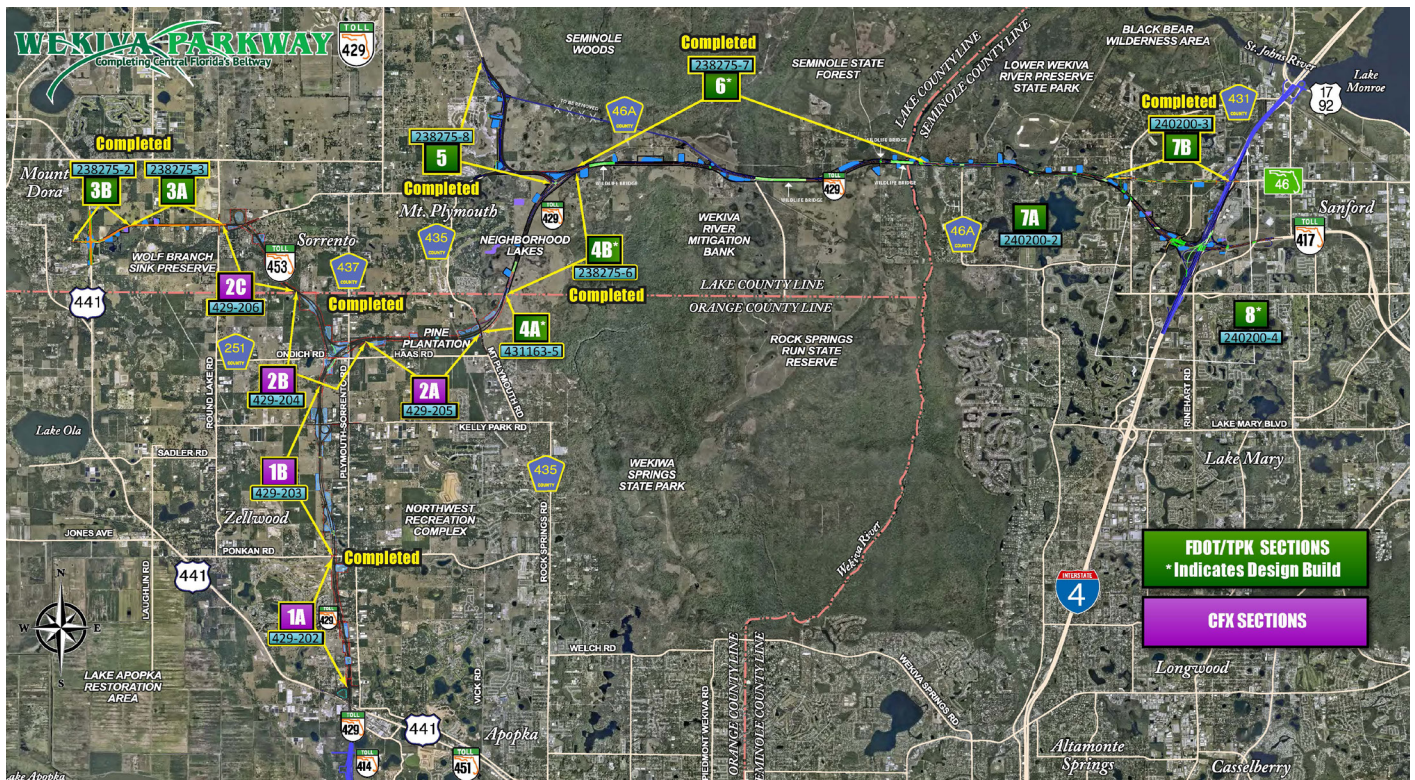
Introduction

The Wekiva Parkway (State Road 429) is a cooperative effort between the Central Florida Expressway Authority (CFX) and the Florida Department of Transportation (FDOT) – District Five. The Florida’s Turnpike Enterprise provided design input and handles toll operations on FDOT sections.

The 25-mile parkway is connecting to State Road (S.R.) 417 and Interstate 4 (I-4), completing the beltway around Central Florida. This \$1.6 billion project has included \$500 million of non-toll road improvements including:

- Widened 7 miles of S.R. 46 in Lake and Seminole counties.
- Rebuilt the U.S. 441 / S.R. 46 interchange in Mount Dora.
- Moved County Road (C.R.) 46A out of the Seminole State Forest so wildlife can move safely between habitats.
- Built parallel, non-tolled service roads for local trips in east Lake and Seminole counties.

Construction on the parkway began in 2013, with the first sections opening in 2016. Since then new sections have come online nearly every year.



Today, the parkway is providing travel alternatives, helping to relieve U.S. 441, S.R. 46 and other area roads of traffic congestion and making it easier to travel between Lake, Orange and Seminole counties. Authorized in 2004 by the Wekiva Parkway and Protection Act, this expressway has been heralded as an example of smart transportation planning through an environmentally sensitive area.



Parkway development has included setting aside more than 3,400 acres of land for conservation, building about 1.5 miles of wildlife bridges and other safeguards for animals. The parkway is largely elevated to reduce collisions between vehicles and wildlife.

The Wekiva Parkway was the first expressway in Central Florida to feature All Electronic Tolling (AET) for the greatest customer convenience and to keep traffic moving. There are no toll plazas – motorists pay their tolls at safe highway and ramp speeds using E-PASS or SunPass. Both FDOT and CFX have license-plate recognition programs for those who do not have a transponder.

By the end of 2022, the agencies had opened more than 23 miles of the Wekiva Parkway to traffic across the three counties. All CFX sections of the parkway have been open since 2018 and have experienced higher than anticipated trips by motorists enjoying the convenience.

The agency set the standard for parkway aesthetics, including a color palette of warm earth tones of brown, green and tan, stone relief with eco-staining on bridge piers and walls, “haunched” or gently arched bridge beams, decorative pedestrian railing and enhanced landscaping.

This report is intended to provide CFX, FDOT and other interested parties with a summary of 2021-2022 Wekiva Parkway project milestones and community awareness activities. Due to the global pandemic and related safety precautions resulting in more limited public events, the 2021 and 2022 activities are being combined in this document.

The Community Outreach Specialist (COS) team coordinates with agency and project staff and plans and implements the community awareness initiatives for both agencies for the 25-mile corridor. Since 2004, the COS team has maintained consistent messaging between the two agencies and across all local government and stakeholder groups. The Wekiva Parkway community outreach team in 2021-2022 included Mary Brooks, Nick Lulli, Ashley Ingham, Susan Miller, Lisa Mark, Peter Vorrias, Chris Ward, Maria Claudia Durango Dickson and other support associates.

CFX and FDOT over the years have remained committed to ensuring that the community has multiple and varied opportunities to provide input into the parkway’s development.

Outreach activities follow the strategies of the Wekiva Parkway Corridor-wide Community Awareness Plan (CAP). Intensive and ongoing public engagement has continued over the years via 32 public meetings and hearings drawing nearly 8,000 attendees, and well over 900 stakeholder and community group meetings and special events.





The long-term, robust communications helped fuel the development of a project that addresses diverse community and environmental needs and concerns, while also creating a transportation facility that has become a source of community pride and an example of regional collaboration.

The agencies have employed grassroots and digital strategies to broaden the public’s access to project information. The project website, www.wekivaparkway.com, finished 2021 with approximately 31,470 visits for the year, and 2022 with nearly 37,010. All told, the site has had more than 422,495 visits (sessions) from its launch in 2012 to the end of 2022. Social media project accounts have a total of nearly 2,500 followers, and many more via subsequent shares.



422,495
Page Visits



2,500
Followers

With the remaining project sections nearing completion, communications staff has responded to thousands of queries via the project hotline, email address, social media, and personal contact. All public interactions were shared with the agencies and project teams and documented in the project database.

Coordination with project design-build and construction teams was critical in 2021-2022 to get important information out to officials, the media and other community members, to answer questions and to help resolve public issues. Following are the key project team member agencies and firms for each section, along with the timeframe the improvements were open to traffic.

| Project Section | Agency | Design Firm | Construction Oversight Firm | Contractor | Open to Traffic |
|------------------------------|--------|----------------|-----------------------------|--|-----------------|
| Section 1A | CFX | HNTB | RK&K | Prince Construction | July 2017 |
| Section 1B | CFX | Dewberry | GAI | Superior Construction | July 2017 |
| Section 2A | CFX | Parsons | KCCS | Superior Construction | March 2018 |
| Section 2B | CFX | Atkins | A ² Group | Southland Construction | March 2018 |
| Section 2C | CFX | DRMP | Jacobs | GLF Construction | March 2018 |
| Section 3A | FDOT | Moffatt Nichol | RK&K | GLF Construction | November 2020 |
| Section 3B | FDOT | Lochner | RK&K | GLF Construction | November 2020 |
| Sections 4A / B Design-Build | FDOT | FDOT | Jacobs | The DeMoya Group (Design Partner: Stantec) | January 2016 |

| Project Section | Agency | Design Firm | Construction Oversight Firm | Contractor | Open to Traffic |
|------------------------|--------|-------------|-----------------------------|--|---------------------|
| Section 5 | FDOT | CDM Smith | FDOT | Halifax Paving | October 2019 |
| Section 6 Design-Build | FDOT | GAI | RS&H | Superior Construction (Design Partners: Arcadis & WGI) | May 2022 |
| Section 7A | FDOT | AECOM | CONSOR | SEMA Construction | August 2022 |
| Section 7B | FDOT | JMT | FDOT | Masci Contractors | July 2022 |
| Section 8 Design-Build | FDOT | Atkins | Metric Engineering | Lane Construction (Design Partner: DRMP) | Estimated Late 2023 |

To ensure the public had ample, advanced warning about lane closures, detours and other construction impacts, the communications team distributed 64 construction alerts in 2021, and 101 in 2022. Alerts were distributed via social media, website posts and e-blasts to officials and the media in addition to the residents and businesses in the project database.

Agency and communications team staff also coordinated with navigational map services in advance of and following the opening of new parkway sections.



2021 Update

Florida Department of Transportation

At the beginning of 2021, FDOT had four roadway project sections under construction: Sections 6, 7A, 7B, and 8. The department also began landscaping on several sections.

Section 3A / B

FDOT installed hundreds of slash pine, live oak, viburnum and other trees and plants on Sections 3A / B in Mount Dora and 4A / B in Sorrento. The project in Mount Dora widened more than 3 miles of S.R. 46 and U.S. 441 to six lanes in anticipation of the increased traffic trying to get to the parkway. Work began in October 2017 and was successfully completed in the fall of 2021.

Preceding the plantings, communications staff met with HOA's and other stakeholders, as well as conducted field meetings to ensure community members were aware of and involved in the plans.



The year 2021 also brought statewide notoriety for Sections 3A / B. The Florida Transportation Builders' Association (FTBA) honored the department's non-tolled, Wekiva Parkway section with a "Best in Construction" award in the "Major Bridge" category.

The project included converting the former U.S. 441 / S.R. 46 interchange into a more modern, signalized intersection with a flyover bridge. Work included installing medians, streetlights and pedestrian and cycling improvements. The opening of the flyover bridge in September 2020 represented one of many safety and mobility milestones for this project in Lake County.

Section 5

Wekiva Parkway Section 5 involved realigning County Road (C.R.) 46A out of the Seminole State Forest.

The original landscaping project was estimated at \$1.1 million. Landscaping plans were available on WekivaParkway.com for many years. The original plans called for a total of 1,788 plant specimens to be installed, in addition to the vegetative buffer that was left in place as part of the project.

The newly realigned C.R. 46A opened in late 2019. In 2020, residents of the nearby Red Tail community began expressing concerns to FDOT's community outreach team about the new road's visibility. They requested additional measures be taken to block the view of the roadway. FDOT commenced a series of HOA and county staff meetings, as well as small group listening sessions (virtual and in-person) to address the concerns. Various FDOT staff and consultants were made available for the meetings, including the Director of Transportation Operations, Operations Center Engineer, Construction Manager, consultant Landscape Architect, consultant Design Project Manager, consultant Community Outreach Specialist, and others.

Following the various meetings, and subsequent community requests, FDOT followed through with six (6) landscaping plan revisions. The final project budget was estimated at \$1.49 million, with the final plans resulting in planting 2,055 specimens. This increase of 267 large trees – at an increased cost of nearly \$391,000 - illustrates the department's commitment to work with the Red Tail community to address their concerns.



\$1.49m
Landscaping
Budget



267
Large
Trees



2,055
Plant
Specimens

The final plan revision included 35 large Graceful Bamboo at Pond 5-1B-1 (the 'dry pond'). While Graceful Bamboo is not included in the general Wekiva Parkway aesthetics plan, it was added in this case to address residents' continuing visibility concerns surrounding the new road.

Other plan revisions resulting from community requests included adding:

- **Live Oaks, Little Gem Magnolias, Crape Myrtles, and Ligustrum around and adjacent to the Red Tail entrance off C.R. 46A**
- **Additional Live Oaks, Little Gem Magnolias, Red Maples, Bald Cypress, and Shumard Oaks around one of the project retention ponds**
- **Dozens of Southern Red Cedars in open areas between the existing tree buffer and Droty Spring Lane**
- **Removal of some specimens between between one of the ponds and Red Tail that would block the desired 'rolling hills' view for some residents**

Following completion of the roadway construction, Red Tail residents were not satisfied with certain aspects of the final product.

The original speed limit on C.R. 46A was 55 mph. The new alignment was signed as 55 mph from Arundel Way to just northwest of Sorrento Avenue, where it dropped to 45 mph as the road passed Camp Challenge and the Wekiva Trail.



Residents requested FDOT investigate and / or perform the following:

- **Reduce the speed limit for safety and noise purposes on C.R. 46A.**
- **Change the pavement type on the new C.R. 46A to reduce tire noise.**
- **Improve the C.R. 46A intersection at Red Tail Boulevard.**

FDOT Traffic Operations subsequently performed a speed study to determine feasible options. The speed study determined that it was feasible to reduce the statutory speed limit to 50 mph from Arundel Way to northwest of Sorrento Avenue. The existing 45 mph section was maintained.

The study also determined that an advisory speed limit of 45 mph could be posted near the C.R. 46A intersections with Red Tail Boulevard and Droty Spring Lane (old C.R. 46A). FDOT directed a 'push button' contractor to swap out the speed limit signs.

Additional improvements identified in the study and subsequently constructed included:

- **Re-striping of the C.R. 46A / Red Tail Boulevard intersection to make it even clearer for motorists turning in and out.**

- **Intersection warning signs to alert motorists on C.R. 46A to the possibility of traffic moving into and out of the neighborhood.**
- **Addition of a “keep right” sign at the nose of the Red Tail Boulevard median island.**



Following completion of the roadway project, residents expressed belief that noise levels exceeded projections determined during the original Project Development and Environmental (PD&E) Study.

Original projections for noise did not show a substantial enough increase to qualify for a noise wall between C.R. 46A and Red Tail. Furthermore, due to the linear distance between the majority of homes and the right-of-way, it was determined a noise wall would not provide a benefit.

Additionally, noise studies during the PD&E process make determinations based on structures that exist at the time of public knowledge of a project. Noise studies do not accommodate homes that are subsequently built or homes that may exist in the future. However, new studies may be possible if a roadway were subsequently improved (widened, substantially altered, etc.).

Nevertheless, FDOT agreed to conduct noise measurements to ensure the levels were within projections. The measurements showed that noise levels were within an acceptable range and that the locations did not meet the federal criteria for a noise wall.

Section 6

Section 6 saw dramatic progress in 2021. This parkway stretch features extensive wildlife protections that pass between state parks and across the Wekiva River. This \$232.4 million design-build project involves more than 6 miles of limited access toll road that will be largely elevated along the existing S.R. 46 corridor. The project extends from the S.R. 429 interchange, east of Camp Challenge Road in Sorrento, to near Longwood-Markham Road in Sanford.

The parkway on this section will be paralleled by a non-tolled, service road for local travel, and a multi-use trail. The trail is expected to enhance access to the adjacent state conservation lands.



One of the parkway’s signature features is being built along Section 6 – a new, much higher Wekiva River crossing with enhanced aesthetics. The three, 60-foot-tall bridges put the deck in the tree canopy to visually buffer it from surrounding communities. The higher crossings will open the river for an enhanced user experience by kayakers and canoeists. Animals will be able to pass safely underneath along the riversides, as opposed to having to cross S.R. 46.

Two bridges – one each for eastbound and westbound parkway traffic – were under construction, each designed to span the river channel, with piers only on the riversides. The non-tolled, service road bridge was completed in 2020. To protect the river, which is also designated as a Florida Outstanding Waterway, crews used “top-down construction.” No activity or construction equipment is working within the river channel. The bulk of the span work was being done from the top of the columns or piers.

The former S.R. 46 bridge had eight piers in the river. That bridge was removed in 2020. Removing the former bridge was expected to improve the river’s hydrology or flow.

Extensive coordination with local, state and national environmental agencies, environmental advocates and other stakeholders went into the concept for the Wekiva River bridges. Extreme care was taken to minimize the impacts of the bridge design, and to try to ensure that it complemented the “outstandingly remarkable values” of this National Wild and Scenic River.

Along with the river bridges, additional Section 6 structures include three wildlife bridges that will allow animals to pass safely between the Seminole State Forest, Rock Springs Run State Reserve and Lower Wekiva River Preserve.

The wildlife bridges are located near the previous wildlife tunnels in the area of Rock Springs Run State Reserve. The two previous tunnels had about 80 feet of clearance for animals to pass under S.R. 46.



The new wildlife bridges total nearly 7,700 feet in length, providing nearly 100 times the safe passageway for animals as the previous tunnels. All told, Section 6 involved driving approximately 1,900 concrete bridge foundation piles. This section also will feature wildlife fencing to discourage animals from entering the corridor. The fencing is 10 feet high, with two feet underground to discourage animals from burrowing into the right of way.

Throughout the work in this natural and protected area, FDOT and project staff has been coordinating closely with environmental agencies and advocacy groups. That includes close communications with the National Park Service, Florida Department of Environmental Protection’s Lower Wekiva River Aquatic Preserve, the Florida Forest Service, Wekiva River Basin State Parks, Wekiva River System Advisory Management Committee (WRSAMC), the Florida Fish and Wildlife Conservation Commission, and the Wekiva River Basin Commission (WRBC).

The project team has been highly vigilant about erosion control and water quality, frequently adding or adjusting turbidity barriers and other measures and conducting site visits for FDEP and other agency staff. Agency and COS staff also provided regular updates to the WRBC and the WRSAMC.

In early 2021, Section 6 saw a major alignment shift. Crews moved traffic off of more than two miles of old S.R. 46 and onto the newly constructed S.R. 46 service road between Fairglade Dairy Road and Old McDonald Road.

Portions of old S.R. 46 were permanently closed to through traffic and renamed under local headings. While this alignment is permanent, additional traffic shifts will be necessary in the future, including to separate local traffic from tolled travel and after completion of an additional wildlife crossing bridge.



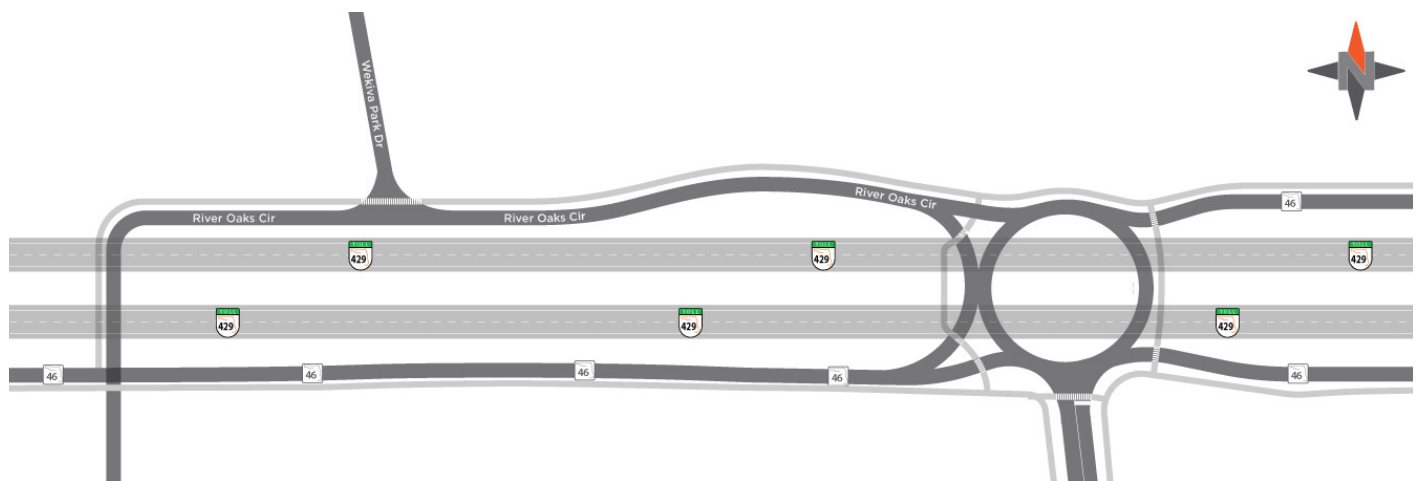
As part of the grassroots community engagement efforts, the public information team visited residents and business owners to explain the changes and answer questions. In February 2021, Lake County traffic was shifted to a portion of the realigned S.R. 46 / S.R. 429 corridor. This shift involved not only a new route for commuter traffic, but also new access and road names. The door-to-door outreach made sure the community was informed and concerns logged and addressed.

In June 2021, Section 6 reached a major conservation milestone – keeping a promise that the Department made to champion environmental protection. About a mile of Old C.R. 46A through the Seminole State Forest was closed to through traffic and the pavement was removed. Through traffic was directed to the newly aligned C.R. 46A and S.R. 46 service road configuration.

The remaining roadway segments, renamed to Drotty Spring Lane and Sleepy Bear Lane, lead to newly constructed cul-de-sacs for large vehicles, such as emergency services, to turn around if needed.

The intention was for the old road bed to return to a natural state. The closure was a major safety improvement, as it allowed animals to travel through the forested area unimpeded by traffic, preventing vehicle collisions with wildlife.

As further indication that the section was entering its final configuration, FDOT opened the permanent River Oaks Circle and Osprey Hammock Trail roundabout in July of 2021. Motorists wishing to remain on S.R. 46 west were directed to take the second exit on the Osprey Hammock Trail roundabout to continue across the river into Lake County.

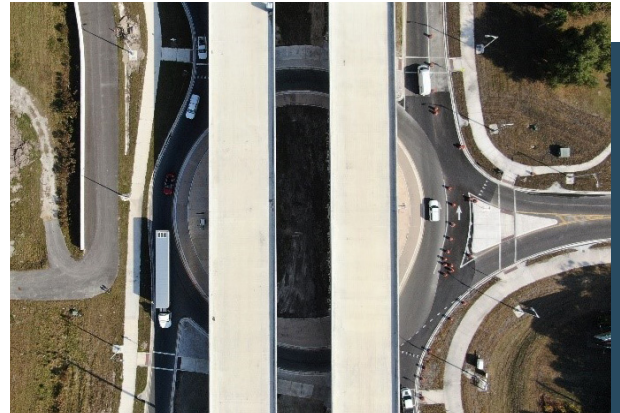


Section 7A

Work began on the adjacent parkway stretch, Section 7A, on April 1, 2018, along the S.R. 46 corridor from Longwood-Markham Road to Orange Boulevard in Sanford. The \$108.3 million project is building about 3 miles of limited access toll road, slip ramps to enter and exit the Wekiva Parkway and 12 bridges over side streets. A non-tolled, service road will parallel the parkway for local trips.

Roundabouts were built as safety enhancements at the intersections under the parkway. Lighting was planned under the bridges and on frontage road approaches to the roundabouts. Roundabouts began to take shape in 2020 with construction accelerating in 2021.

Work includes building a 10-foot-wide sidewalk along the eastbound service road, bike lanes, utilities and other roadway features. Construction is scheduled to finish in 2022.



Section 7A kicked off the year with paving tie-in connections to the future westbound service road.

Throughout 2021, traffic shifts occurred that began to use the future S.R. 46 frontage roads paralleling the parkway. Beginning in July 2021, new roundabouts and portions of the S.R. 46 frontage roads opened along the corridor in Seminole County. The milestone meant the Wekiva Parkway corridor was closer to its final footprint and configuration. These traffic shifts improved safety and mobility. Once the project is complete, long distance, through travel will be able to bypass the local traffic via the elevated parkway.

The new roundabouts opened at Longwood Markham Road, Yankee Lake Road, Lake Markham Road, and Glade View Drive.



Outreach highlights in 2021 included HOA, stakeholder and field meetings. The most notable meeting was the Roundabout Aesthetics Community Meeting.

On October 21, 2021, FDOT led a hybrid (virtual and in-person) community meeting to discuss roundabout aesthetics for Sections 6 and 7A in Seminole County.

The meeting culminated an exhaustive community engagement process on this topic that included 16 listening sessions with nearly 50 key stakeholders and community

partners including elected officials, state and county agencies, environmental groups, homeowners' associations, and other interested individuals.

The project team used these sessions to discuss the pros and cons of aesthetic options and potential wildlife impacts. Input from these sessions helped guide the decisions on the hardscape and landscape in the roundabout areas. Groups involved in these listening sessions included the Friends of the Wekiva River, the Florida Native Plant Society, the St. Johns Riverkeepers, Florida Fish and Wildlife Conservation Commission, Seminole County Natural Lands and Public Works and the area communities.

The department was committed to listening to public concerns and the community's vision for the area. The in-person forum was very lively with 38 participants: 26 attendees in person and 12 attendees on the GoToWebinar / phone simulcast. There were also 13 staff members in attendance. We received seven in-person comment forms and three virtual questions. There were 332 poll participants and we received 20 emails on this topic.

Section 7B

Section 7B is widening S.R. 46 to six lanes from Orange Boulevard to Wayside Drive-Oregon Street. The work involves 1.3 miles of improvements, including medians, sidewalk, bike lanes, traffic signal upgrades, drainage, and other roadway features. A 10-foot-wide sidewalk was being built along the south side of S.R. 46 as part of this project.

Work for Section 7B began in 2019 and is scheduled to finish in 2022. Community outreach staff helped many of the communities, churches and businesses on this commercial corridor work through their questions and concerns about the project.

Late in 2020, traffic was shifted to new lanes so that the contractor could begin widening the north side of the roadway for the future westbound travel lanes. Extensive coordination took place with citizens and local stakeholders to prepare for these traffic shifts.

In 2021, Section 7B moved another step closer to its final configuration. In September traffic shifted onto the newly constructed westbound lanes on S.R. 46 from Wayside Drive / Oregon Street to Orange Boulevard. The opening of these new lanes improved access to neighborhoods and businesses on the north side of S.R. 46.



Section 8



A \$263.3 million design-build project, Section 8 involves building the parkway and interchange with I-4, S.R. 429 and S.R. 417 in Sanford. This section also includes building the general use lanes for the future I-4 Beyond the Ultimate project – from south of S.R. 417 to south of S.R. 46.

The 2.63-mile project includes aesthetic walls and other features. A toll gantry will be built on this section. Work includes drainage, lighting under bridges and at the interchange, utilities and other roadway features.

With nearly two dozen bridges to build on this section, work was spread from Wilson Road, to International Parkway, and adjacent to I-4.

Extensive bridge work occurred at the I-4 / S.R. 417 / future S.R. 429 interchange. Section 8 was very active in 2021 with traffic moving onto a new I-4 ramp and two new bridges. The communications team issued more than 45 construction alerts for the year on this section alone.

Communications and project staff worked through a litany of public questions and concerns from those impacted by construction. In October 2021, the community outreach specialist provided an update on potential landscaping locations and plants to Tall Trees residents.

In the virtual meeting, residents shared their suggestions and preferences for plantings. Overall they preferred larger trees with a lot of foliage, including Live Oak and Mahogany with year-round foliage. Bald Cypress was recommended for the area between the berm and pond. The community liked all the smaller plants shown, as well as the concept of different levels of foliage. On top of the parkway – a high-impact area – Cape Myrtle, Magnolias, and Live Oaks were preferred by all. The group expressed that any plantings that would help buffer them from the parkway would be appreciated.





Central Florida Expressway Authority

The Central Florida Expressway Authority built, operates, and maintains about 10 miles of the parkway between U.S. 441 at Connector Road in Orange County, S.R. 46 near Round Lake Road in Lake County, and C.R. 435 in Orange County.

CFX opened their first five miles of the expressway in 2017, and the remainder in 2018. Traffic volumes since then show how the Wekiva Parkway has become a vital, safe, and convenient way for Central Floridians to travel through this fast-growing area of northwest Orange and east Lake counties.

The agency has continued its commitment to making the Wekiva Parkway a source of community pride and an iconic thoroughfare for the region. In addition to a field stone monument sign that marks the gateway to the parkway in Apopka, CFX has installed more than 24,000 native and Florida friendly plantings along their section.



The agency's Five-Year Work Plan includes future in-fill and other parkway landscaping, including at the Kelly Park Road interchange.

2022 Update

Florida Department of Transportation

The Florida Department of Transportation (FDOT) in 2022 had four project sections under construction: Sections 6, 7A, 7B, and 8. Landscaping and other coordination also continued on Section 5.

Section 5

The robust coordination efforts for improvements to landscaping and traffic operations along Section 5 continued in 2022. The newly realigned C.R. 46A moved the former road out of the Seminole State Forest as required by the 2004 Wekiva Parkway and Protection Act.

The realigned C.R. 46A opened in late 2019. After extensive coordination in 2020 and 2021 with Lake County and the Red Tail community, an additional noise assessment study was conducted in 2021 at the residents' request; the findings confirmed the assessment from the PD&E study that the community did not meet the federal criteria for noise abatement.



Even with the enhanced landscaping and revisiting the noise assessment, the Red Tail community in 2022 requested traffic counts and an additional noise assessment be done once Section 6 opened. After that parkway stretch opened on May 16, 2022, FDOT Traffic Operations took noise readings on May 25 and June 5 at the Red Tail community.

Due to the distance of the homes from the roadway and existing traffic volumes, all locations sampled were far from approaching or exceeding the Noise Abatement Criterion of 66 dB, the level requiring consideration of noise abatement. Communications staff shared the additional noise assessment and Section 6 traffic data with the community representatives, as well as with Lake County Commissioner Leslie Campione and public works staff.

Section 6

In December of 2021, Section 6 of the Wekiva Parkway moved another step closer to completion as traffic shifted to the new S.R. 46 alignment in Lake County. The S.R. 46 frontage road shifted to the north side of the Wekiva Parkway footprint from C.R. 46A to Wekiva River Road.

The year 2022 was a watershed one for Section 6, marking both conservation and operational milestones. This parkway stretch features extensive wildlife protections that pass between state parks and across the Wekiva River.

This \$232.4 million design-build project involved more than 6 miles of limited access toll road that is largely elevated along the existing S.R. 46 corridor. The project extended from the S.R. 429 interchange, east of Camp Challenge Road in Sorrento, to near Longwood-Markham Road in Sanford.



On March 7, 2022, the FDOT held a Conservation Milestone Event to celebrate the completion of the last of several wildlife bridges enabling animals to cross safely between habitats under the parkway travel lanes. This major wildlife protection achievement was an important project milestone in protecting animals moving between the Rock Springs Run State Reserve, Seminole State Forest and Lower Wekiva River Preserve.

Some of the wildlife bridges were built near the former wildlife tunnel locations in the area of Rock Springs State Reserve. The two previous tunnels had about 80 feet of clearance for animals to pass under S.R. 46. All the new wildlife bridges total nearly 7,700 feet – or about 1.5 miles – in length, providing nearly 100 times the safe passageway for animals as the previous tunnels.

The wildlife crossing bridges are designed for the safety of both the road users and the animals in the Wekiva River Basin. Various rare or threatened species live in the basin including Florida black bears, bald eagles, burrowing owls, sandhill cranes, gopher tortoises, Florida scrub jays and eastern indigo snakes.

The conservation milestone event took place in Sorrento where then-FDOT District Five Secretary Jared Perdue, Wekiva River Basin Commission Chairman Lee Constantine, St. Johns River Water Management District Executive Director Michael Register and Lake County Commissioner Leslie Campione announced the completion of the bridges, highlighting the history of this project and the importance of protecting our natural resources.



Wekiva River Basin State Parks Manager Robert Brooks also shared key insights at the event. CFX Executive Director Laura Kelley was in attendance to help celebrate the long-sought-after achievement. The event was widely and positively covered by the media.

At 3,900 feet in length, the Wekiva Parkway wildlife crossing at Rock Springs Run Reserve is the second longest span designated specifically for the safe passage of animals in the state. (The longest wildlife crossing spans 4,751 feet over the Yellow River along S.R. 87 in northwest Florida.) All together, the Wekiva Parkway's multiple wildlife crossing bridges are the longest series of structures (7,710 feet) built along the same roadway section to accommodate wildlife.

Wekiva Parkway Trail

The parkway on this section is paralleled by a non-tolled, service road for local travel, and a multi-use trail. The 10-mile trail is expected to enhance access to the adjacent state conservation lands. The Wekiva Parkway trail provides a critical connection between the Lake-Wekiva Trail, Seminole Wekiva Trail and West Orange Trail.



The parkway service road bridge provides a crucial crossing of the Wekiva River for area trails. The parkway trail also runs concurrently with part of the renown Florida National Scenic Trail.

The parkway's signature feature was completed in 2022 – the new, much higher Wekiva River crossing with enhanced aesthetics. The three, 60-foot-tall bridges provide an enhanced experience for kayakers and canoeists on the river. Animals can pass safely under the bridges along the river's edge.

The bridges span the channel of the river, designated as a National Wild and Scenic River and Florida Outstanding Waterway. Crews used “top-down construction” with no activity or construction equipment within the river channel.

As Section 6 approached completion in the spring of 2022, the department communicated extensively with community members about lane closures and other operations to conduct final paving and other work.



Crews continued to move various locations along the project corridor into the permanent configuration, including the Wekiva River Road intersection.

The department and project staff on April 14 conducted a preview tour of the section for Lake and Seminole County emergency responders, dispatchers and other staff.

FDOT and project communications staff did a significant media push in anticipation of Section 6 opening on May 16, 2022. The opening of the parkway's longest section received extensive media coverage,

with motorists taking advantage of the newest stretch of the parkway immediately. Final or punch list work continued through the summer until the project section was completed on August 31, 2022.

This milestone marked a dramatic leap forward in completing Central Florida’s beltway, while helping to protect the resources surrounding the Wekiva River. The four-laned parkway has brought convenience to area residents, making travel easier and reducing commute times between Sanford and Mount Dora, among other destinations. As many as 14,000 vehicles per day on average were using this section of the parkway by the fall of 2022.

This section also features special wildlife fencing to discourage animals from entering the corridor. The fencing is 10 feet high, with two feet underground to discourage animals from burrowing into the right of way.

FDOT project and communications staff continued working through project-related concerns with various citizens in 2022, including after the section opening. FDOT conducted extensive local official and resident collaboration in addressing concerns following the permanent reconfiguration of River Oaks Circle and nearby roundabouts in July of 2021. Motorists wishing to remain on S.R. 46 west were directed to take the second exit on the Osprey Hammock Trail roundabout to continue across the river into Lake County.



After this reconfiguration of access to the Wekiva River Oaks and Wekiva Park Drive neighborhoods, residents noticed errant vehicles driving into their communities. FDOT staff communicated that

once the parkway was open, it was believed most drivers would opt to use S.R. 429 and that errant traffic should diminish.

Yet after the openings of Section 6 in May, Section 7A in August and the I-4 westbound ramp to S.R. 429 southbound / westbound in October, residents continued to experience errant traffic in Wekiva River Oaks and on Wekiva Park Drive. After taking the first exit at the previous roundabouts to the east, drivers were overlooking the various signs directing them to take the second exit on the Osprey Hammock Trail roundabout to stay on S.R. 46 west.

Tractor trailers and vehicles towing large RVs were entering and turning around in Wekiva River Oaks and Wekiva Park Drive. Residents shared their pedestrian, school bus safety, and property damage concerns due to this errant traffic.



As a result of numerous calls, emails and field meetings with residents, the Seminole County commissioner and county staff, the department added many signs, electronic message boards and flashing beacons to try to redirect drivers to S.R. 46 west.

FDOT leadership, Traffic Operations and other staff were heavily involved in addressing the concerns. Project staff also conducted outreach at the roundabout to further educate hundreds of motorists to take the second exit to remain on S.R. 46 west. For a more long-term solution, the department developed a concept to prevent motorists from errantly taking River Oaks Circle when trying to get to S.R. 46 west. The new proposed design includes several components, as well as short-term and more longer-term construction.

By the time motorists get to the Osprey Hammock Trail roundabout they are used to going straight to remain on S.R. 46 west. The proposed concept will channel those continuing straight to get onto S.R. 46 west or proceed further around the roundabout.

A bypass road was proposed for River Oaks Circle on the north side of the roundabout. Motorists would have to make a conscious decision to move into a new lane to access this residential road.



About 500 feet east of the roundabout drivers will be required to make a distinct movement to enter the bypass for River Oaks Circle and Wekiva Park Drive. Overhead signs will make it clear to continue straight to remain on S.R. 46 west. The new bypass lane will be signed for the local road access.

A concrete traffic separator would be placed between the through lane and bypass lane. Drivers who disregard signage and remain in the primary travel lane will not be able to directly access River Oaks Circle.

As errant tractor trailers cause residents the greatest concerns, an emergency truck turnaround and three-way stop is being planned at Wekiva Park Drive.

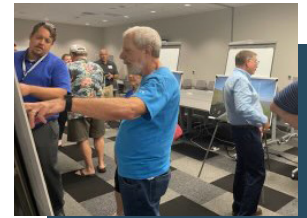
FDOT presented the concepts to neighborhood residents at a hybrid community meeting on November 1, 2022. There were 30 public attendees and 15 staff members at the meeting. Attendees submitted 14 comments. FDOT worked with the designer and contractor to further refine the concept including consideration of public input.

Crews on November 4, 2022 began the initial construction, creating a temporary bulb out at the River Oaks Circle exit of the roundabout. The temporary work zone configuration will allow crews the room to build the bypass in that area and creates a more deliberate turn to get to the side street.

As part of the vision for parkway aesthetics, the agencies made a commitment for bold landscaping. In October crews began installing trees and other plants on the Lake County portion of Section 6 of the parkway. Completion of the landscaping was scheduled for the spring of 2023.



In November, Section 6 received accolades from the American Council of Engineering Companies (ACEC) of Florida. The parkway section was among 11 engineering projects to be honored with the ACEC Florida Engineering Excellence Award. Section 6 was among four projects garnering Grand Awards and is eligible for the ACEC Florida Grand Conceptor Award. The award banquet was scheduled for February 17, 2023. Section 6 also will have the opportunity to enter the national ACEC Engineering Excellence Awards.



Section 7A

In 2022 FDOT fulfilled the promise to provide a largely elevated, parkway option to S.R. 46 in the Wekiva River Protection Area. Section 7A crews conducted numerous lane closures, road closures and detours as they worked toward opening the final stretch of the parkway along the S.R. 46 corridor. This section built both the elevated parkway and parallel, S.R. 46 frontage roads from Longwood-Markham Road to Orange Boulevard in Sanford.

The \$108.3 million project, which began in April of 2018, involved 3 miles of limited access toll road, slip ramps to and from the Wekiva Parkway, roundabouts at intersections and 12 bridges over side streets.

Work included building a 10-foot-wide sidewalk along the eastbound service road, bike lanes and other roadway features.

Project and community outreach staff worked together to address concerns from stakeholders including the Rock Church, the communities of Sylva Glade, Bella Foresta and Capri Cove, nurseries and individual property owners.

In preparation for the pending opening, FDOT conducted a parkway preview of this section on July 25, 2022 for emergency responders and other county staff.



The department on August 1, 2022 opened the northbound / eastbound lanes of the parkway from Longwood Markham Road to near Orange Boulevard. The southbound / westbound lanes along this stretch opened on August 15, 2022.

The newly opened Wekiva Parkway is expected to enhance safety by separating through traffic from local traffic, while also making travel easier and reducing commute times. The elevated parkway also was expected to help reduce vehicle conflicts with wildlife.

Public interest in the Section 7A opening was evident on the project website, as the number of visitors increased from an average of 250 per day to nearly 1,000.



Given the project's landmark environmental protections, close coordination with wildlife and natural resource advocates has continued during construction of the parkway. FDOT and project staff throughout the year coordinated with the Friends of the Wekiva River (FOWR) on plans for signs to educate drivers that they are entering or leaving the Wekiva River Protection Area (WRPA). The signs were placed in late November of 2022 on S.R. 46 near the parkway entrance just west of Orange Boulevard in Sanford.

Also in 2022 coordination on refining the landscaping plans continued with the county and community members along the Seminole County portions of Section 6, 7A and 7B, which will be implemented as one project.

A component of the landscaping that was a key focus for the community is the vegetation planned for the roundabouts. While there were many desires for the landscaping, such as using native plants and those that flowered or provided color, one overriding design was that the landscaping and other materials not impede the travel of wildlife that might use the roundabout to cross under the parkway.



Section 7B

The last of the non-tolled road improvements that were part of developing the parkway – Section 7B – also was completed in 2022. This section widened S.R. 46 to six lanes from Orange Boulevard to Wayside Drive-Oregon Street near I-4. The work involved 1.3 miles of improvements, including significant safety upgrades for pedestrians and cyclists.



Crews installed medians, sidewalk, bike lanes, traffic signal upgrades, drainage and other roadway features. A new 10-foot-wide sidewalk was installed along the south side of S.R. 46 as part of this project. Streetlights were installed in this more developed area for enhanced safety of all roadway users.

In preparation for the completion, traffic in April of 2022 shifted toward the median from Orange Boulevard to Wayside Drive / Oregon

Street to allow final paving and signal work on the outside lanes. FDOT and project outreach staff communicated the various lane closures and other construction impacts to community members.

The community outreach team also continued to work through public concerns such as drainage, landscaping and entrance visibility from the Lake Forest HOA. Staff conducted several on-site field and virtual meetings with HOA members – including with Lake Forest and Terracina at Via Pontina – to provide project updates and to hear and address community concerns.

All the newly widened roadway was opened on July 1, 2022. Punch list and other final refinements finished in August. Work for Section 7B construction had begun in July of 2019.

Section 8

Drivers along Interstate 4 saw dramatic progress along Section 8 in 2022. This \$263.3 million design-build project is building the parkway from Orange Boulevard to east of Rinehart Road, as well as the interchange with I-4 and S.R. 417 in Sanford.



This section also includes building the general use lanes for the future I-4 Beyond the Ultimate project – from south of S.R. 417 to south of S.R. 46.

Many of this project’s aesthetic walls and other features became more prominent this year. That includes progress on many of this section’s nearly two dozen bridges.

The high-profile Wekiva Parkway over the years has drawn great interest from transportation industry members. The highly visible interchange construction for Section 8 was no exception.



FDOT and the project team worked with the Central Florida Chapter of the American Society of Civil Engineers (ASCE) to give area engineers a look at the Section 8 transportation improvements under construction on May 26, 2022.

The project team worked with ASCE Chapter leaders to organize a luncheon, presentation, and tour of the Wekiva Parkway’s largest and most crucial section – the interchange that will make the final connection for Central Florida’s beltway.



Project staff gave a project overview at the luncheon. Contractor and construction engineering and inspection (CEI) staff led the group to select onsite locations of interest including the steel bridge and toll gantry work in process.

Community coordination at this major interchange has been extensive. FDOT worked closely on noise, drainage, landscaping, erosion, construction visibility and other concerns with stakeholders including the Ligonier Ministries, the Tall Trees and Shadow Lake Woods communities, Ballantrae Apartments and individual property owners southwest of the parkway and Wilson Road. Communications with the residents included in-person field, as well as virtual, meetings.

With the heavy construction activity underway, the FDOT project and communications staff worked diligently to make sure community members and motorists were aware of the robust schedule of highway closures and detours. More than 60 construction alerts were provided in 2022 to the public, showing them how to get around construction closures and detours on I-4, S.R. 417 and International Parkway.

The final Wekiva Parkway highlight of 2022 occurred on Section 8. FDOT and the project team worked diligently to open the westbound Interstate 4 ramp to S.R. 429 southbound / westbound.



The department conducted an emergency responder tour in anticipation of the opening. A media briefing and drive-through was conducted on October 20, resulting in heavy news coverage of the pending opening.



On October 21, 2022, the new westbound I-4 ramp connection to southbound / westbound S.R. 429 opened to traffic. The new ramp allows those driving westbound on I-4 to take S.R. 429 toward Mount Dora, Apopka, the theme parks, or even I-4 heading toward Tampa. The opening of this first Wekiva Parkway ramp at the interchange of I-4 and S.R. 417 signaled the project was entering the final stages of completing Central Florida's beltway.

This milestone also included 1.75 miles of the southbound / westbound parkway from westbound I-4 to S.R. 46 near Orange Boulevard. Section 8 also is expanding two miles of I-4; building, replacing, or widening of more than 20 bridges; and creating a new urban interchange to provide access to and from International Parkway.

This latest parkway section will mean added convenience for area residents, businesses, and visitors. This connection is expected to improve commute times and will also provide an alternative route should incidents occur on I-4.

Work continues to progress on this section, with additional ramps to open during the year until all of the interchange travel lanes are available to drivers by the end of 2023.



Central Florida Expressway Authority

The year 2022 marked a milestone of five years that Central Floridians have been able to take advantage of the convenience of CFX's first parkway sections.

The five-mile stretch of the parkway from U.S. 441 to the Kelly Park Road interchange in Apopka opened in 2017. As a testament to the importance of this expressway, motorists have logged more than 30 million transactions while passing through the Ponkan toll gantry on this stretch.

The agency's remaining five miles of the parkway in 2023 also will have helped make travel easier for five years. This portion of the parkway is made up of the interchange near Plymouth Sorrento

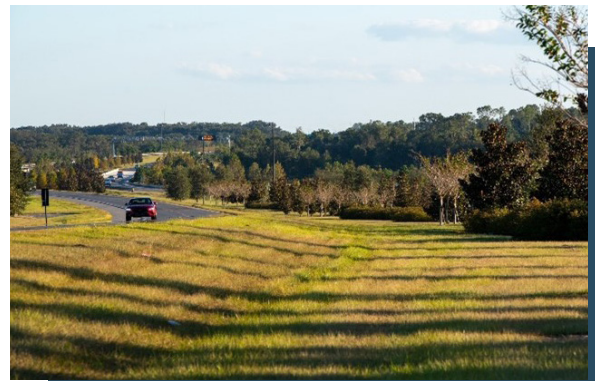


Road and Haas-Ondich Road, S.R. 453 from the interchange northwest through the Coronado toll gantry to S.R. 46 near Round Lake Road, and S.R. 429 from the interchange to the east through the Mt. Plymouth toll gantry to C.R. 435.

Since opening in March of 2018, drivers have logged more than 8 million transactions at the Mount Plymouth toll gantry and more than 15 million transactions at the Coronado toll gantry.

In 2022 alone, drivers registered nearly 2.5 million transactions at the Mount Plymouth gantry, more than 7.8 million at the Ponkan toll gantry and more than 4.6 million at the Coronado toll gantry.

Landscaping along the CFX sections has matured to create a popular and scenic parkway experience. The agency has future plans to further landscape the interchanges at Kelly Park Road and at the systems interchange near Plymouth Sorrento Road and Haas-Ondich Road, as well as to install buffer plantings along S.R. 453.



Community Presentations and Events

While many community events and larger interactions were scaled back due to the pandemic, agency and outreach staff continued to communicate with organizations and neighborhoods through presentations at HOA and other meetings. The agencies continued to get positive feedback during such interactions, which make accurate, up-to-date information directly available to community members.

Community presentations also allow folks to get their questions answered and concerns addressed, further building trust in the agencies and support of the project. The department also provided project updates at industry events, and conducted several media events to promote parkway section openings and other milestones. Following is a sampling of these presentations and events:

2021

- January 5, 2021 – FDOT Legislative Update
- June 15, 2021 – Seminole County Rotary Club
- June 20, 2021 – Tall Trees HOA
- September 9, 2021 – CFX Board Update

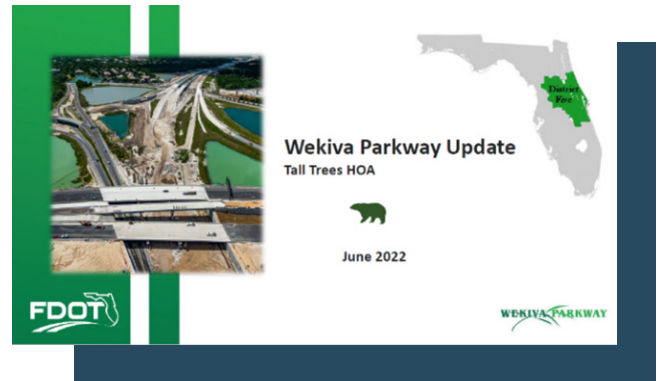


Roundabout Aesthetics Listening Sessions:

- August 25, 2021 – Sustainability Leaders Initiative
- August 25, 2021 – Friends of the Wekiva River
- August 25, 2021 – Wekiva River Oaks HOA
- August 26, 2021 – St. Johns Riverkeepers
- August 26, 2021 – Bear Warriors
- August 27, 2021 – Florida Fish and Wildlife Conservation Commission
- August 27, 2021 – Seminole County Public Works
- August 30, 2021 – Florida Native Plants Society, Cuplet Fern Chapter
- September 8, 2021 - University of Florida / IFAS Extension Service, Florida Friendly Landscaping (Seminole County & State Office)
- September 8, 2021 – Estates of Wekiva Park HOA
- September 10, 2021 – Seminole County Commissioner Andria Herr, District 5
- September 13, 2021 – Wekiva River Basin State Parks
- September 15, 2021 – Markham Forest HOA
- September 16, 2021 – Florida Trail Association
- September 24, 2021 – Seminole County Greenways and Natural Lands Division, Leisure Services
- October 7, 2021 – Wekiva River Basin Commission
- October 21, 2021 – Roundabout Aesthetics Community Meeting
- November 12, 2021 – Wekiva River Basin Commission

2022

- March 7, 2022 – Conservation Milestone - Wildlife Crossing Completion Event
- April 1, 2022 – Leadership Seminole
- April 14, 2022 – Section 6 Lake & Seminole County Emergency Services Tour
- April 18, 2022 – Wekiva River Basin Commission
- May 4, 2022 – FDOT RTMC Traffic Incident Management Meeting
- May 16, 2022 – Section 6 Opening
- May 26, 2022 – Section 8 ASCE TD&I Luncheon and Field Visit
- June 22, 2022: Tall Trees HOA
- July 25, 2022 – Section 7A Emergency Services Tour
- August 1 & 15, 2022 – Section 7A Partial Opening
- August 4, 2022 - FDOT RTMC Traffic Incident Management Meeting
- October 18, 2022 – Florida Transportation Commission
- October 20, 2022 – Section 8, I-4 Westbound / S.R. 429 Southbound Ramp Media Event
- October 21, 2022 – Section 8, I-4 Westbound / S.R. 429 Southbound Ramp Opening
- November 1, 2022 – River Oaks Circle Community Meeting



- November 2, 2022 – FDOT RTMC Traffic Incident Management Meeting
- November 21, 2022 – Wekiva River Basin Commission

2023 – Pending

- January 18, 2023 – Ligonier Ministries - Landscaping
- January 18, 2023 – Tall Trees HOA - Landscaping
- January 19, 2023 – TEAMFL Conference - Project Presentation



Media Relations

The communications team has worked diligently with the agencies over the years to build positive, trusting, and constructive relationships with area media outlets. The agencies have worked in transparency over the long-term in providing parkway information to the media; their overwhelmingly positive coverage of the project reflects their understanding and trust in key messages.

The department has continued to provide updates to the media to get the word out about traffic pattern changes and milestone events along the parkway.

The project also has drawn interest from the non-traditional media. In 2022, FDOT and project communications staff worked with the Discover Florida Channel for an environmental video package they were producing on the project's wildlife protections. Communications staff provided numerous project visuals and background information for the production. Staff also worked with the FDEP Wekiva River Basin State Parks to get a permit to conduct an on-camera interview in the Rock Springs Run State Reserve at the new wildlife crossing bridges. The video package is slated to be broadcast in the summer of 2023.



Other coverage touched on how the parkway was contributing to the economic development and healthy growth of adjacent communities. Sample coverage of major project milestones and other activities is noted as follows:

2021

Local projects win 2021 Best in Construction awards from Florida Transportation Builders' Association - July 14, 2021

- <https://www.bizjournals.com/orlando/news/2021/07/14/2021-best-in-construction-awards-florida.html>

Lake County opens new trail, trailhead - September 1, 2021

- <https://www.wftv.com/news/local/lake-county/lake-county-hosting-ribbon-cutting-new-trail-trailhead/MWAV5Z7IPBE3DCCPOQPZBZJFJU/>



FDOT targets end date for Wekiva Parkway Construction - September 9, 2021

- <https://www.bizjournals.com/orlando/news/2021/09/09/fdot-targets-end-date-for-wekiva-parkway-construct.html>

Completion date set for ongoing Wekiva Parkway Construction by FDOT - September 16, 2021

- <https://www.mynews13.com/fl/orlando/news/2022/12/28/2023--fdot-to-complete-central-florida-s-beltway>

2022

Wild and scenic: The importance of the Wekiva River - January 6, 2022

- <https://www.theapopkavoiced.com/stories/wild-and-scenic-the-importance-of-the-wekiva-river,12824>

New Wekiva River bridges: sculptural, storied, ready to open - February 21, 2022

- <https://www.orlandosentinel.com/news/environment/os-ne-wekiva-bridge-finished-wonders-20220221-l3zokv4lezhoxb25sv3xgkdtfy-story.html>

Wildlife crossings complete at Wekiva Parkway - March 7, 2022

- <https://www.wesh.com/article/wildlife-crossings-complete-at-wekiva-parkway/39360686>

FDOT celebrates completion of Wekiva Parkway wildlife crossing - March 7, 2022

- <https://www.wftv.com/news/local/fdot-celebrates-completion-wekiva-parkway-wildlife-crossing/7A2W6ID3RJEJFO7IZ55TSABQ2U/>

Wekiva conservation milestone event recap (short teaser) - March 7, 2022

- <https://vimeo.com/qcausa/review/685627191/80eba2651c>

Infamous 'bear killing machine' now has wildlife underpass - March 7, 2022

- <https://www.orlandosentinel.com/news/environment/os-ne-wekiva-parkway-ceremony-20220307-u4gdqgbq43bc7josk5xzyunlva-story.html>

Mount Dora businesses take off with more people, new bars and shops - March 9, 2022

- <https://www.orlandosentinel.com/business/os-bz-downtown-mount-dora-growth-20220309-z4g5g2ubtfa2lo35w36ww7sgly-story.html>

In focus: The future of Florida's transportation options - April 3, 2022

- <https://www.nyl.com/nyc/brooklyn/in-focus-shows/2022/04/01/in-focus>

A new Lake Nona in Mount Dora? Long-planned Innovation district could kick off soon - April 23, 2022

- <https://www.orlandosentinel.com/news/lake/os-lk-mount-dora-innovation-district-whats-new-20220423-h4kp73z6bzaebkyzgrafh5fly-story.html>

Longest section of Wekiva Parkway to open - May 16, 2022

- <https://www.wesh.com/article/wekiva-parkway/40008375>



New Wekiva Parkway section opens in Lake County - May 16, 2022

- <https://www.fox35orlando.com/news/new-wekiva-parkway-section-opens-monday-in-lake-county>

Largest section of Wekiva Parkway opens - May 16, 2022

- <https://www.clickorlando.com/news/local/2022/05/14/largest-section-of-wekiva-parkway-to-open-monday/>

Longest stretch of Wekiva Parkway opens Monday - May 16, 2022

- <https://www.wftv.com/news/local/longest-stretch-wekiva-parkway-opens-monday/S4CWKB7ZEJHRZFPNSASKR2T3BA/>

New Wekiva Parkway section opens - May 16, 2022

- <https://www.mynews13.com/fl/orlando/news/2022/05/15/new-wekiva-parkway-section-set-to-open-monday>

Largest section of Wekiva Parkway opens - May 16, 2022

- <https://www.youtube.com/watch?v=iQtQbEvSfvQ>

New Wekiva Parkway section opens between Lake, Seminole counties - May 15, 2022

- <https://www.fox35orlando.com/news/new-wekiva-parkway-section-opens-monday-in-lake-county>

New Wekiva Parkway section opens with wildlife protections - May 18, 2022

- <https://spotonflorida.com/central-florida/3789273/new-wekiva-parkway-section-opens-with.html>

New section of Wekiva Parkway set to open Monday - July 31, 2022

- <https://www.wftv.com/news/local/seminole-county/new-section-wekiva-parkway-set-open-monday/2UUBN24T2BDGTIA5LMP7XCP37E/>

Wekiva Parkway is poised to offer express travel around Orlando - August 11, 2022

- <https://www.orlandosentinel.com › news › transportation>

Wekiva Parkway project set to open new road for drivers - August 14, 2022

- <https://www.wesh.com/article/wekiva-parkway-project-road/40891848>

Another section of new Wekiva Parkway opens in Seminole County - August 15, 2022

- <https://www.clickorlando.com/traffic/2022/08/15/another-section-of-new-wekiva-parkway-opens-in-seminole-county>

New section of Wekiva Parkway opens Monday in Seminole County - August 14, 2022

- <https://www.mynews13.com/fl/orlando/news/2022/08/14/new-section-of-wekiva-pkwy-opens-in-seminole-co->

Technology advancements leading to toll machine changes, removal - August 17, 2022

- <https://www.wesh.com/article/technology-toll-machine-changes/40923330>

Get ready to say goodbye to exact change toll machines in Central Florida - August 16, 2022

- <https://www.orlandosentinel.com/news/transportation/os-ne-exact-change-toll-machines-20220816-6acpnpxfujao5g2evdd6oei7i4-story.html>

New Wekiva Parkway ramp at I-4 signals milestone in completing Orlando beltway - October 20, 2022

- <https://www.fox35orlando.com/news/new-wekiva-parkway-ramp-at-i-4-is-major-leap-forward-in-completing-beltway>

Connection from I-4 to Wekiva Parkway opens - October 21, 2022

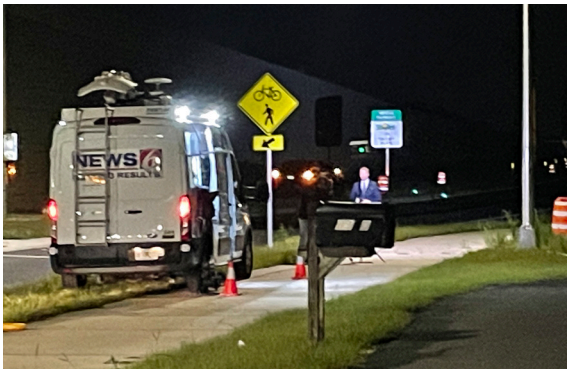
- <https://www.clickorlando.com/traffic/2022/10/20/state-readies-to-open-1st-connection-from-i-4-to-the-wekiva-parkway/#:~:text=Entire%20%241.6B%20Wekiva%20Parkway%20expected%20to%20be%20complete%20in%20early%202023&text=The%20Florida%20Department%20of%20Transportation,to%20I%2D4%20through%20Orlando.&text=SEMINOLE%20COUNTY%2C%20Fla.>

Toll reduction fast-tracked through Florida Senate; smaller fees include First Coast Expressway - December 14, 2022

- <https://www.claytodayonline.com/stories/toll-reduction-fast-tracked-through-florida-senate.47401?>

DeSantis signs toll-relief credit program, aimed to help commuters save hundreds of dollars - December 15, 2022

- <https://www.orlandosentinel.com/news/transportation/fl-ne-toll-legislation-signed-desantis-20221215-5scqv7c3oberlfcqzafxjvhqg4-story.html>



Documenting the Wekiva Parkway Legacy

As this landmark project that has been decades in the making nears completion, work is underway to document this incredible feat of regional collaboration, enhanced mobility and environmental stewardship.

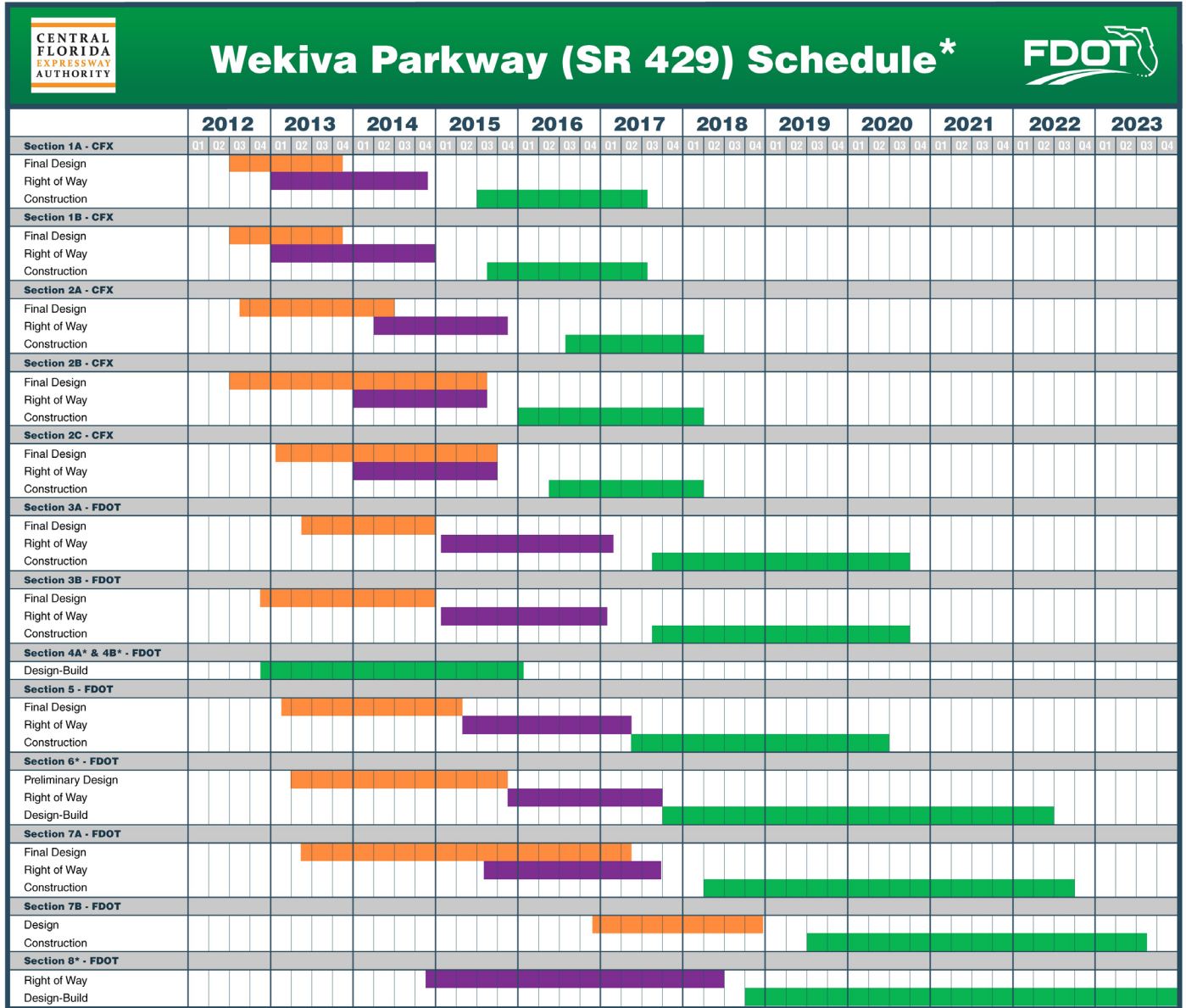
FDOT has a video project in store. The department also spearheaded the development of project challenge coins. The vivid concepts will serve as mementos of the parkway’s success in completing Central Florida’s beltway, while providing an alternative that helps keep people and wildlife safe while traveling through the Wekiva River Basin.

Coin Concepts: Front / Rear





Project Schedule



*Schedule Subject to Change
 *For more information, visit www.wekivaparkway.com

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