



A Regional Transportation Solution

**Section 7B Preliminary
Design Update**

May 16, 2017



We'd like to thank you for attending this Wekiva Parkway Section 7B Preliminary Design Update hosted by the Florida Department of Transportation. We will provide you information on the overall project and schedules, and then focus on Section 7B, a non-tolled road improvement project along State Road 46 west of I-4 in Seminole County.



Florida Department of Transportation

This meeting and project are being conducted without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns relative to FDOT compliance with Title VI may do so by contacting:

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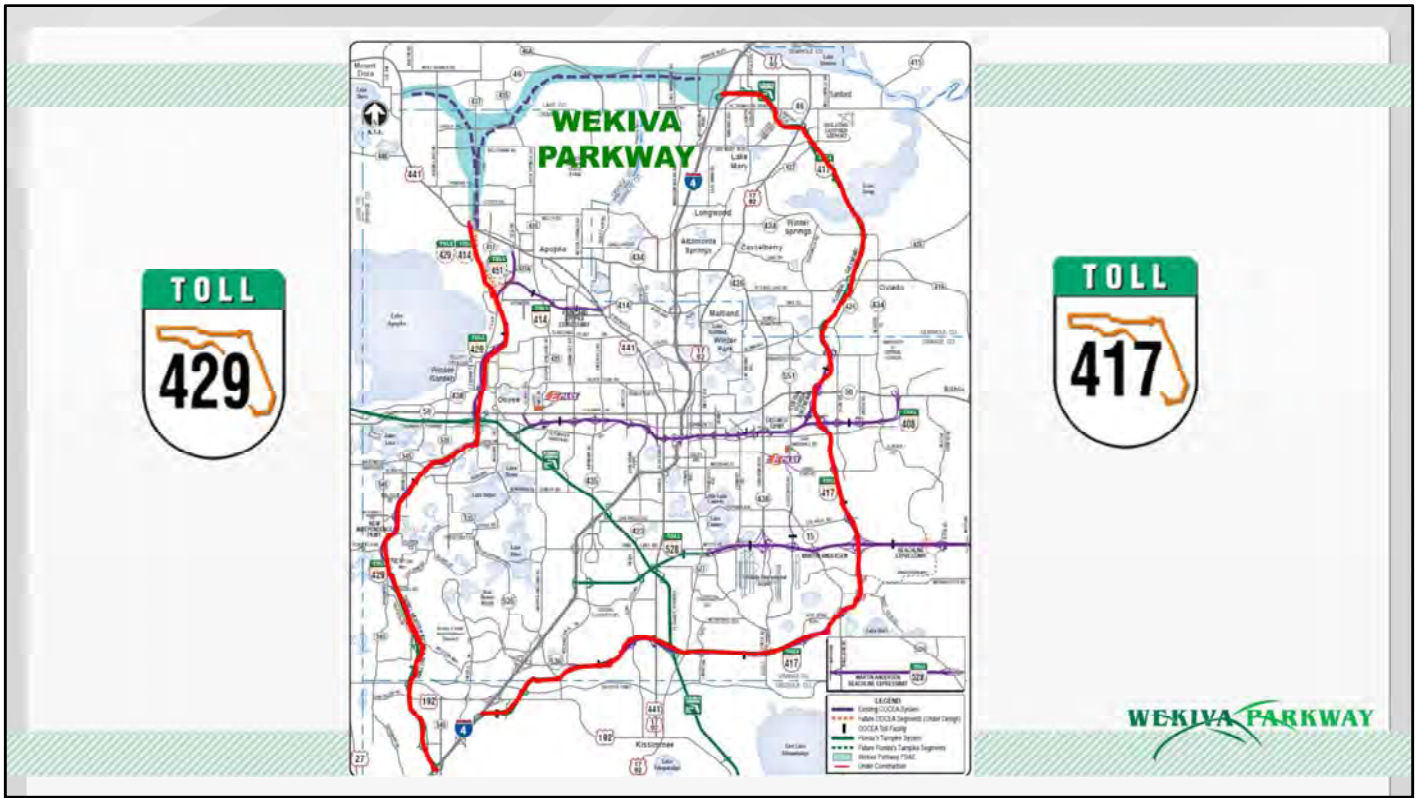
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All inquiries or complaints will be handled according to FDOT procedure and in a prompt and courteous manner.



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Here you can see how the 25-mile Wekiva Parkway will fill in the beltway's "missing link." The parkway will also enhance safety and relieve congestion from local roads in Lake, Orange and Seminole counties.

Project Description

- **\$1.6 Billion Completion of Central Florida's Beltway**
- **25-mile Toll Road**
- **Non-Toll Road Improvements:**
 - **Improving SR 46 in Lake & Seminole Counties**
 - **Rebuilding the US 441/SR 46 Interchange**
 - **Parallel Service Roads in East Lake & Seminole Counties**
- **Multi-use Trail (Parts of East Lake & Seminole Counties)**
- **Nearly 36,000 Jobs (FHWA Formula: Direct & Indirect)**

CENTRAL
FLORIDA
EXPRESSWAY
AUTHORITY



WEKIVA PARKWAY

The \$1.6 Billion Wekiva Parkway – a new 25-mile toll road -- will include a number of non-toll road improvements:

- Widening about 7 miles of SR 46
- Rebuilding the US 441/SR 46 interchange in Mount Dora
- And building parallel service roads for local travel

The Department also will be including a multi-use trail along much of its portion of the parkway.

The parkway is expected to help spur significant economic development, including creating nearly 36,000 jobs – both directly and indirectly.

All Electronic Tolling (AET)

- First in Central Florida
- No Toll Plazas – No Cash
- Enhances Safety
- Maximizes Convenience
- AET Info on Website
- Reduces Noise & Pollution
- Improves Mobility
- Saves Money



WEKIVA PARKWAY

The Wekiva Parkway is the first expressway in Central Florida to feature All Electronic Tolling. There will be no toll plazas – motorists will pay their tolls at safe, highway speeds at toll gantries.

The Florida's Turnpike Enterprise will administer the Toll by Plate program on the Department's sections for those who do not have E-PASS or SunPass. In addition to the slightly higher toll for using this program, there is an administrative fee of \$2.50/month to process Toll by Plate.

The Central Florida Expressway Authority offers the pay by plate program for those who do not have a transponder. Pay by plate users will pay a slightly higher toll. CFX does NOT charge any administrative fee.

Protecting Nature

- **Wekiva River: Outstanding Florida Water & National Wild & Scenic River**
- **Authorized: 2004 Wekiva Parkway & Protection Act**
 - **Setting Aside More than 3,400 Acres for Conservation**
 - **Largely Elevated to Reduce Accidents Between Vehicles & Wildlife**
 - **Several Wildlife Bridges**
 - **Moving CR 46A Out of Seminole State Forest**
 - **Limited Interchanges (Curb New Development)**



WEKIVA PARKWAY

The Wekiva Parkway features unique environmental considerations to help protect wildlife and other natural resources in the Wekiva River Basin. The river is a National Wild and Scenic River, an Outstanding Florida Water and passes through habitat for dozens of species.

The agencies have diligently adhered to the 2004 Wekiva Parkway and Protection Act, ... including setting aside 3,400 acres for conservation ... planning several substantial wildlife bridges ... and moving part of CR 46A out of the Seminole State Forest so wildlife can move more safely between habitats.

The parkway also will have a minimal number of interchanges - to limit the amount of related development in this environmentally sensitive area.

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Q&A Notes:

Wekiva Mitigation Bank (formerly New Garden Coal) -- 1,553 acres – Dec. 2005

Neighborhood Lakes – 1,580 acres – Dec. 2006

Pine Plantation – 380 acres – Oct. 2008

Protecting Nature – Sections 4A & 4B



Some of the environmental protections can be seen here on the first sections of the parkway – Sections 4A and 4B. On the right is a wildlife jump-out that will allow animals who may wander onto the corridor to safely exit.

On the left, bat houses will provide shelter to as many as 1,200 animals each. The floodplain bridge in the middle of this section during the dry season will allow animals to pass under the parkway safely.

Wildlife fencing is 10 feet tall, with two feet underground to discourage animals from digging into the corridor.

This section opened on Jan. 20, 2016. It was built on one of several large parcels that were purchased for conservation as required by the 2004 Wekiva Parkway and Protection Act.

Lighting will be installed only in limited locations along the project to preserve the natural “look” and “dark skies” initiative for this environmentally sensitive area.

Wekiva Parkway Trail

10 Miles

Construction: 2017-2021

**Local Coordination:
Lake, Orange & Seminole Counties**

Connections:

- ✓ **West Orange Trail Extension**
- ✓ **Lake-Wekiva Trail (Planned)**
- ✓ **Seminole-Wekiva Trail Extension**

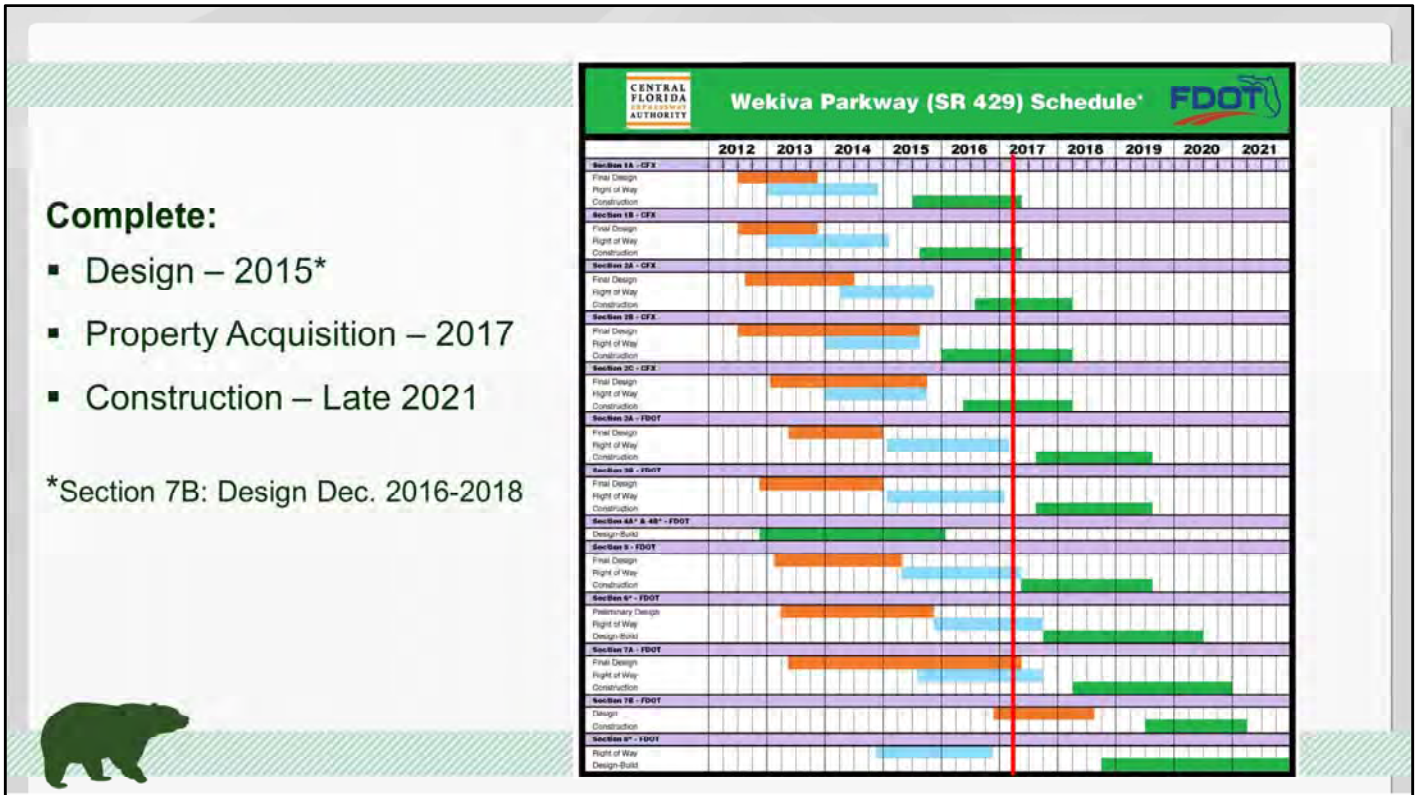


WEKIVA PARKWAY

FDOT is developing a trail that will parallel about 10 miles of the Wekiva Parkway. The trail is being designed concurrently with the parkway on sections 5, 6 and 7A. The Department in 2014 began design on a trail to roughly parallel Sections 4A and 4B.

The Section 4A and 4B trail is scheduled for construction in 2019. Other sections of the trail will be built concurrently with the parkway.

Once complete the parkway trail will connect to future extensions of the West Orange and Seminole Wekiva trails, as well as to the new Lake-Wekiva trail planned by Lake County.

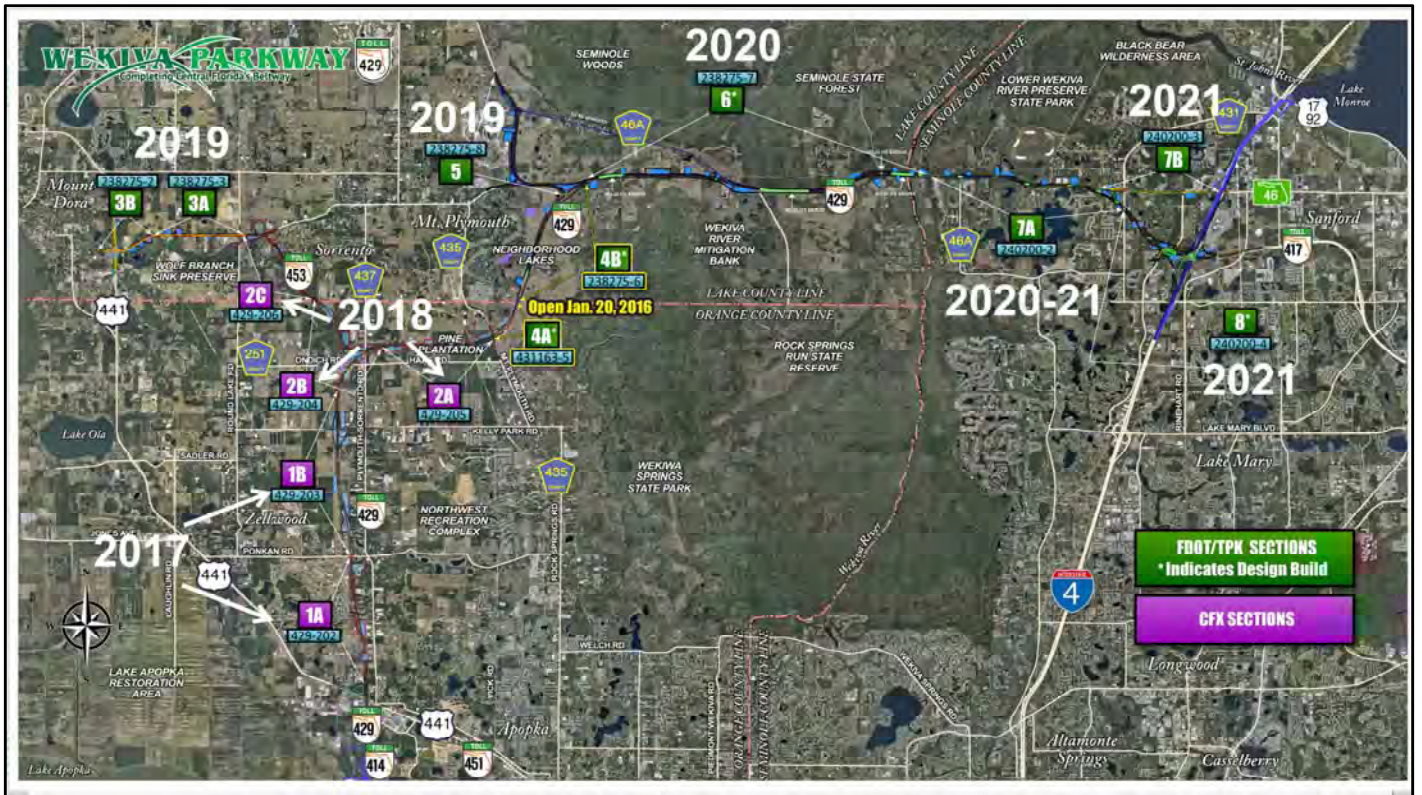


Here you can see the overall schedule for the Wekiva Parkway. The left column shows the various parkway sections. The red vertical line shows where we are currently in the schedule.

Design – represented by the orange bars is largely complete.

Right of way acquisition, or the purchase of property needed for the project – is represented by the light blue bars. Right of way acquisition is expected to finish by the end of 2017.

Construction – shown in green – should finish by the end of 2021, with all of the parkway then being open to traffic.



Here's a snapshot of when the various Wekiva Parkway sections are expected to open to traffic. Section 4 opened in January of 2016. Basically the plan is to have a new section open every year or two. The next sections to open will be Sections 1A and 1B in Orange County this summer.

All of the project is anticipated to be open to traffic by the end of 2021.

Section 7B Design Project



Tonight's focus is on the last non-tolled road improvement that is part of the parkway, Section 7B. ...

Section 7B

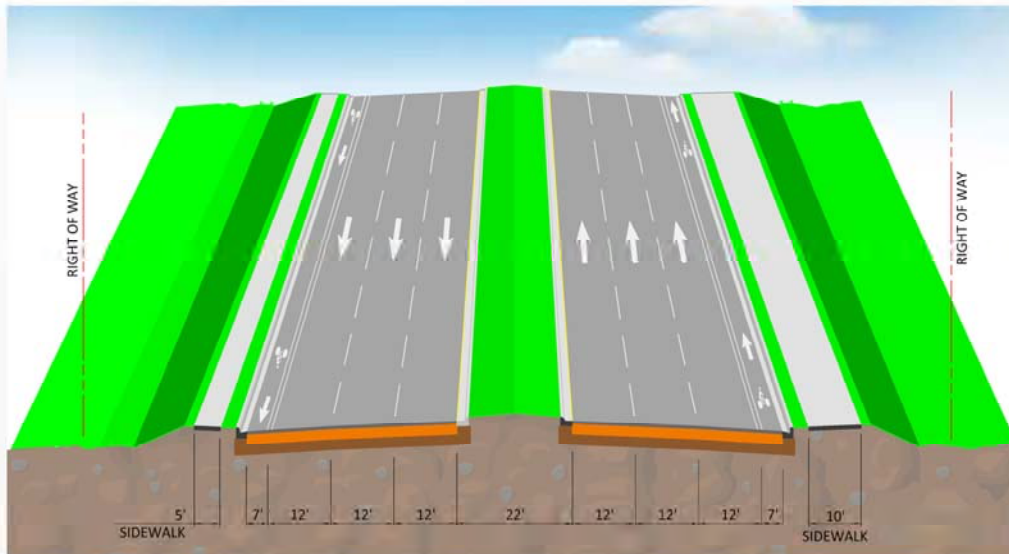


- SR 46 Non-tolled Road Improvements
- Orange Blvd. to Oregon St./Wayside Dr.
- Improvements within Existing ROW
- Estimated Cost: \$20.1 million

Section 7B involves non-tolled improvements to State Road 46 from Orange Boulevard to Oregon Street and Wayside Drive. This project will continue the six lane widening along this stretch. All of the improvements will be made within the existing State Road 46 right of way.

On the bottom right of this image, you can see a new retention pond that will be built as part of this project just east of International Parkway. The estimated construction cost for this project is \$20.1 million.

Section 7B – Typical Section



- SR 46 Widening: Six (6) Lanes
- Sidewalk: North Side – 5 Feet Wide
- South Side – 10 Feet Wide
- Right Turn Lanes → Shared Right / Thru Lanes
- Median Openings
- Bike Lanes - 7 Feet Wide

Here is the typical section for this project. In addition to widening State Road 46 to six lanes, we are designing sidewalks along the north side that will be 5-6 feet wide. Sidewalk on the south side of SR 46 will be 10 feet wide.

With the additional lane in each direction, current right turn lanes will become shared right turn-through lanes.

This project includes work on medians and adding 7 feet wide bike lanes.

Section 7B – Lighting & Signals

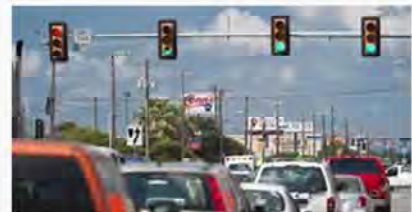
LIGHTING

- Lighting Justification Report
- Crosswalks & Intersections Will be Lighted
- Other Locations Still Under Review



SIGNALS

- Signal Upgrades
- SR 46 Eastbound & Lake Forest Blvd. – Protected Left Turn



A lighting justification study was conducted and the report is being reviewed as part of this design project. So far it has been determined that crosswalks and intersections will be lighted. Other locations for lighting are still under review.

This project includes designing upgrades to traffic signals. That will include adding a protected left turn arrow for the SR 46 eastbound signal at Lake Forest Boulevard.

Section 7B – Landscaping

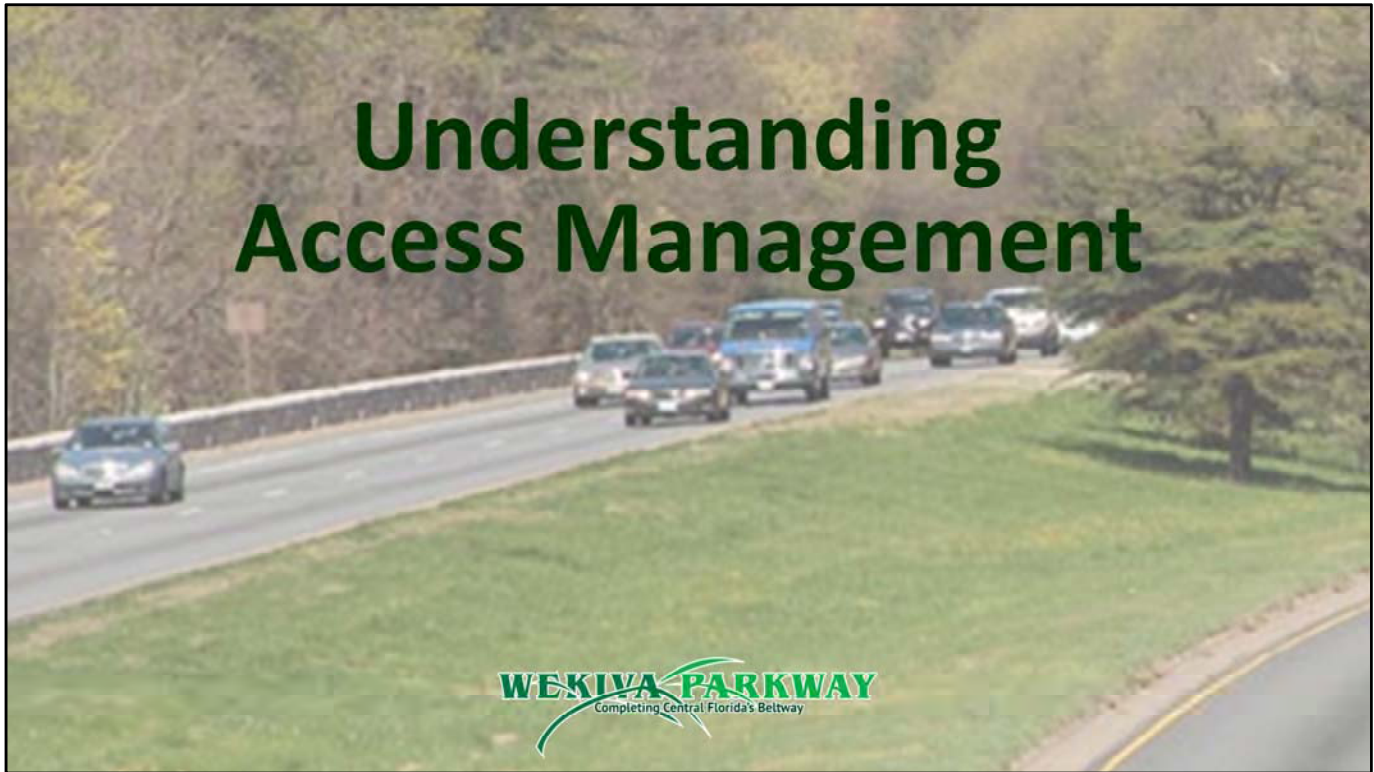
- SR 46 Landscaping: Follow Wekiva Parkway Aesthetics Master Guidelines
- Continue unified “parkway” theme along entire corridor
- Provide a “BOLD” Landscape Design – Medjool Palms and Accent Trees
- Planting medians & pockets along the right-of-way
- Soften retention pond edges with Cypress and Red Maple
- Re-Landscape existing plantings and irrigation impacted from roadway construction
- Coordinate with local communities on landscape improvements



Landscaping is being designed as part of Section 7B. Landscaping for this project must follow the Wekiva Parkway Aesthetics Master Guidelines. This is to ensure a unified theme for the entire corridor.

Landscaping will be planned for certain locations in medians and along the right of way. We will continue to coordinate with local communities on landscaping improvements.

Understanding Access Management



MARY:

We want to take a few moments to explain what access management is, and how it affects your travel along state roads and to adjacent properties.

What is Access Management?

- ✓ Planning & Control: Location, Spacing, Design & Operation
 - Driveways
 - Median Openings
 - Street Connections to a Roadway
- ✓ Designates Where & How Vehicles Enter & Exit Roadway
- ✓ Helps Protect Public Investment in Roadways & Improves Public Safety
 - Preserves Mobility
 - Reduces Delay
 - Minimizes Crashes



WEKIVA PARKWAY



MARY:

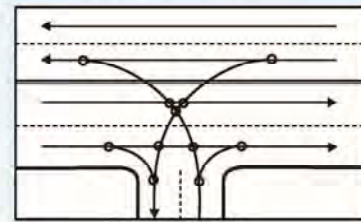
Access Management is the planning and control of the location, spacing, design and operation of driveways, median openings and street connections to a roadway.

Access Management designates where and how vehicles enter and exit a roadway, helps protect public investment in roadways and improves public safety by preserving mobility, reducing delays and minimizing crashes.

The Principles of Access Management

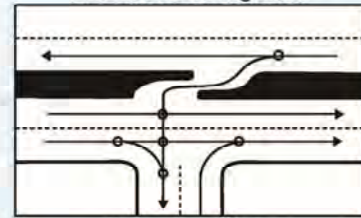
- Limit the Number of Conflict Points
- Separate Conflict Points
- Reduce Turning Volumes from Through Movements
- Remove Excessive Vehicle Stacking from Through Movements
- Improve Safety
- Improve Roadway Capacity

Before Access Management



More Conflicts

After Access Management



Less Conflicts

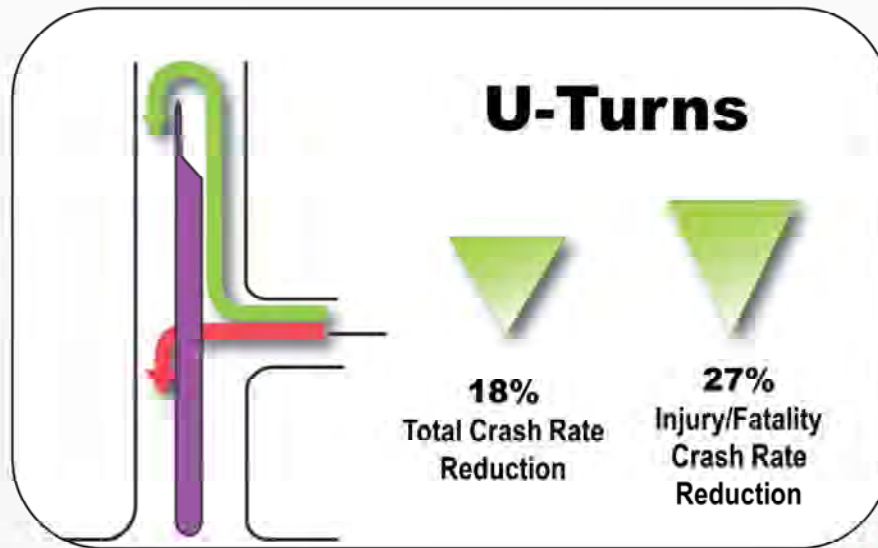


MARY:

By following access management principles we can:

- Limit the number of conflict points on a roadway,
- Separate the conflict points,
- Reduce or remove the number of vehicles that turn or cross the lanes of traffic,
- Remove excessive vehicle stacking from the lanes of traffic,
- Improve safety, and
- Improve roadway capacity.

Median Openings & U-Turns



WEKIVA PARKWAY

MARY:

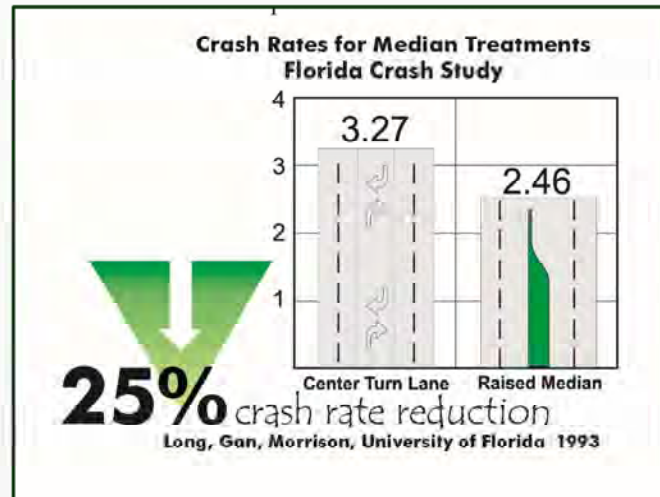
The location of median openings, and the type of opening, are based on roadway classifications and minimum separation or spacing standards. The standards used by the Florida Department of Transportation provide the optimal balance between access and mobility. This graphic shows the allowed movement in green ... and the prohibited movement in red.

U-turns are often much safer than direct left turns, especially on high volume, high speed, or congested roadways. They have also been shown to reduce the potential for accidents.

Research on the safety of U-turns indicates that **crashes causing injuries or fatalities are reduced by 27%** and **total crash rates are reduced by 18%** through encouraging right turns followed by U-turns, compared to direct left turns.

Benefits of Access Management Changes

- ✓ Improve Safety
- ✓ Reduce the Number of Conflicts
 - Reduce the Number of Crashes
 - Reduce the Number of Injuries
- ✓ Improve Traffic Flow
- ✓ Shorten Travel Times



MARY:

The Department's Access Management standards are intended to provide the optimal balance between access and mobility. By improving access management, this will likely have a positive impact on **safety** by reducing the number of conflict points.

This reduces the number of crashes and injuries, ... helps to improve traffic flow, ... and ultimately shortens travel times within the project corridor.

Section 7B Access Management

Orange Blvd. to
Henderson Ln.



Here you can see the types of median openings along State Road 46 from Orange Boulevard to Henderson Lane.

The purple D's represent directional median openings. The green F's represent full median openings or actual intersections.

There will be two directional median openings east of Orange Boulevard, including at Henderson Lane.

Section 7B Access Management

Henderson Ln.
to Terracina Dr.
/ International
Pkwy.



On this stretch east of Henderson Lane, there will be a directional median opening, followed by full openings at the intersections of Lake Forest Boulevard and Terracina Drive / International Parkway.

Section 7B Access Management

International Pkwy. /
Terracina Dr. to
Oregon St. /
Wayside Dr.



There will remain a directional median opening at Hawkstone Drive and a full opening at the Oregon Street and Wayside Drive intersection.

Future Construction Schedule & Impacts

Construction Start: Summer 2019

Affected Side Streets / Intersections:

Orange Blvd.	International Parkway
Wayside Dr.	Oregon St.
Hawkstone Dr.	



Construction Vehicles	Road & Lane Closures
Detours	Utility Work
Pile Driving	Dust
Noise	Vibration
Night Work	



Section 7B is scheduled for construction to begin in the summer of 2019.

FDOT wants community members to be aware of some of the construction impacts to travelways that will occur during this project. Motorists can expect lane closures as well as other construction impacts, shown here.

Noise, dust and vibration are unavoidable byproducts of construction. We will do what we can to try to minimize these impacts. We also will provide the community with advance notification of lane and road closures, detours and night work, whenever possible.

The Department posts news about lane and road closures on the project website, wekivaparkway.com, as well as on the parkway Facebook and Twitter pages.

Section 7B Design Schedule

Design Start:	December 2016
Design Status:	30 Percent
Design Completion:	Late 2018
Right-of-Way Acquisition:	None
Advertise for Bids:	Early 2019
Construction Start:	Summer 2019
Open to Traffic:	2021



The Department will continue to coordinate with the community and government agencies on the design of Section 7B. The remaining schedule for this section is as follows:

Design began in December and is about 30 percent complete. Design should finish in late 2018.

There is no Right of way acquisition on this section, as all of the work is being done within the existing right of way.

FDOT will advertise for bids from contractors to build this section in early 2019.

Construction is slated to begin in summer of 2019, with the project expected to finish in 2021.



THANK YOU FOR ATTENDING!

✓ **Comment Forms**

✓ **Surveys**

**This presentation will begin again in
a few moments.**



We'd like to thank everyone for attending this preliminary design update for Section 7B. We hope you have found this information helpful.

Project team members are here to address your questions. You also may submit questions or comments on the comment forms you received when you signed in. You can also submit questions and comments to the project email address at info@wekivaparkway.com

We'd like to know how helpful you felt the meeting was tonight. There are surveys available for you to let us know how we're doing in terms of communicating with the public. We appreciate your feedback!

Once again the presentation and all of the materials should be posted on the wekivaparkway.com website within seven business days. This presentation will begin again in a few moments.