



WEKIVA PARKWAY...

A Regional Transportation Solution

**Kiwanis Club of Mount Dora
September 13, 2012**

WEKIVA PARKWAY...

A Regional Transportation Solution



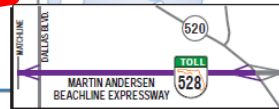
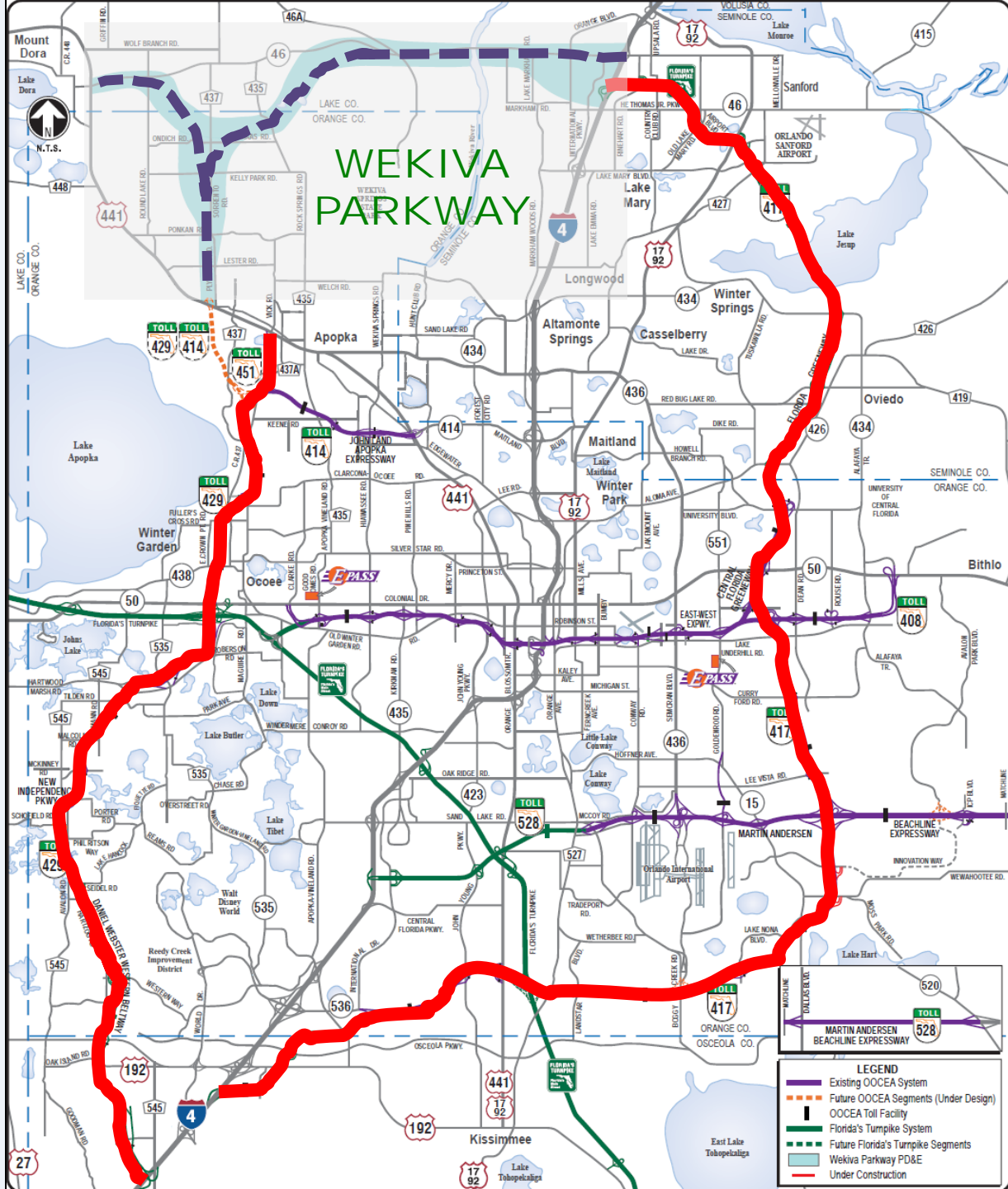
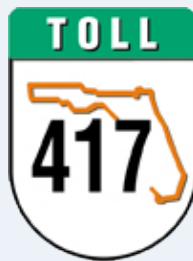
- **Completing The Beltway Around Northwest Metropolitan Orlando**
- **Improves Travel between Orange, Seminole And Lake Counties**
- **Improves Safety: Reduces Vehicle Crash Fatalities & Vehicle vs. Wildlife Conflicts**
- **Minimizes Impacts To The Wekiva Basin Area**
- **Improves Wildlife Habitat Connectivity**

PROJECT DESCRIPTION



- **Authorized in 2004 by the Wekiva Parkway and Protection Act (Chapter 369, Part III, F.S.)**
- **Constructs 25 Miles of New Toll Expressway**
- **Total Estimated Cost: \$1.7 Billion**
 - Includes \$500 million of non-toll road improvements
- **Provides Connectivity to SR 417 and I-4**

WEKIVA PARKWAY



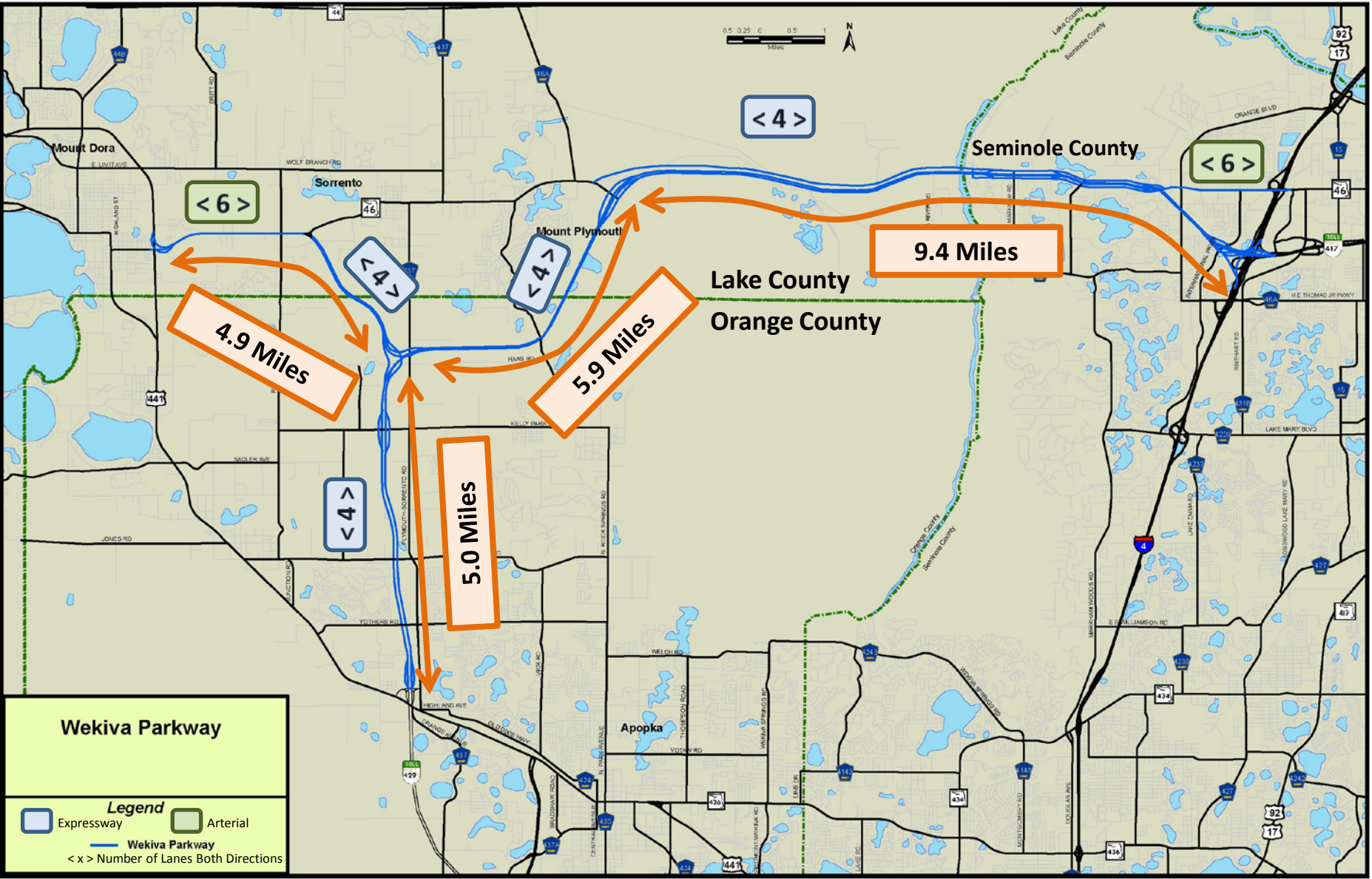
- LEGEND**
- Existing OCEEA System
 - Future OCEEA Segments (Under Design)
 - OCEEA Toll Facility
 - Florida's Turnpike System
 - Future Florida's Turnpike Segments
 - Wekiva Parkway PD&E
 - Under Construction

PROJECT HIGHLIGHTS

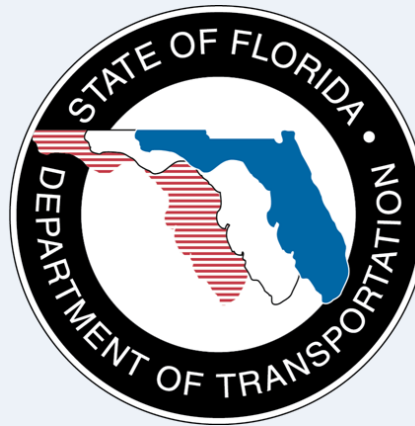


- **30+ Years in the Making**
- **PD&E Study: More than 400 Meetings Held**
- **Setting Aside More than 3,400 Acres for Conservation**
- **Largely Elevated to Reduce Accidents Between Vehicles & Wildlife**
- **Numerous Wildlife Bridges**

WEKIVA PARKWAY



FUNDING PARTNERS

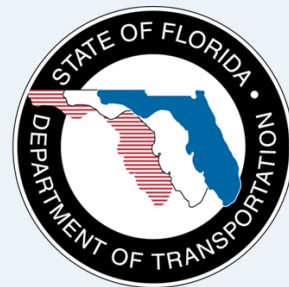


OOCEA/FDOT AGREEMENT

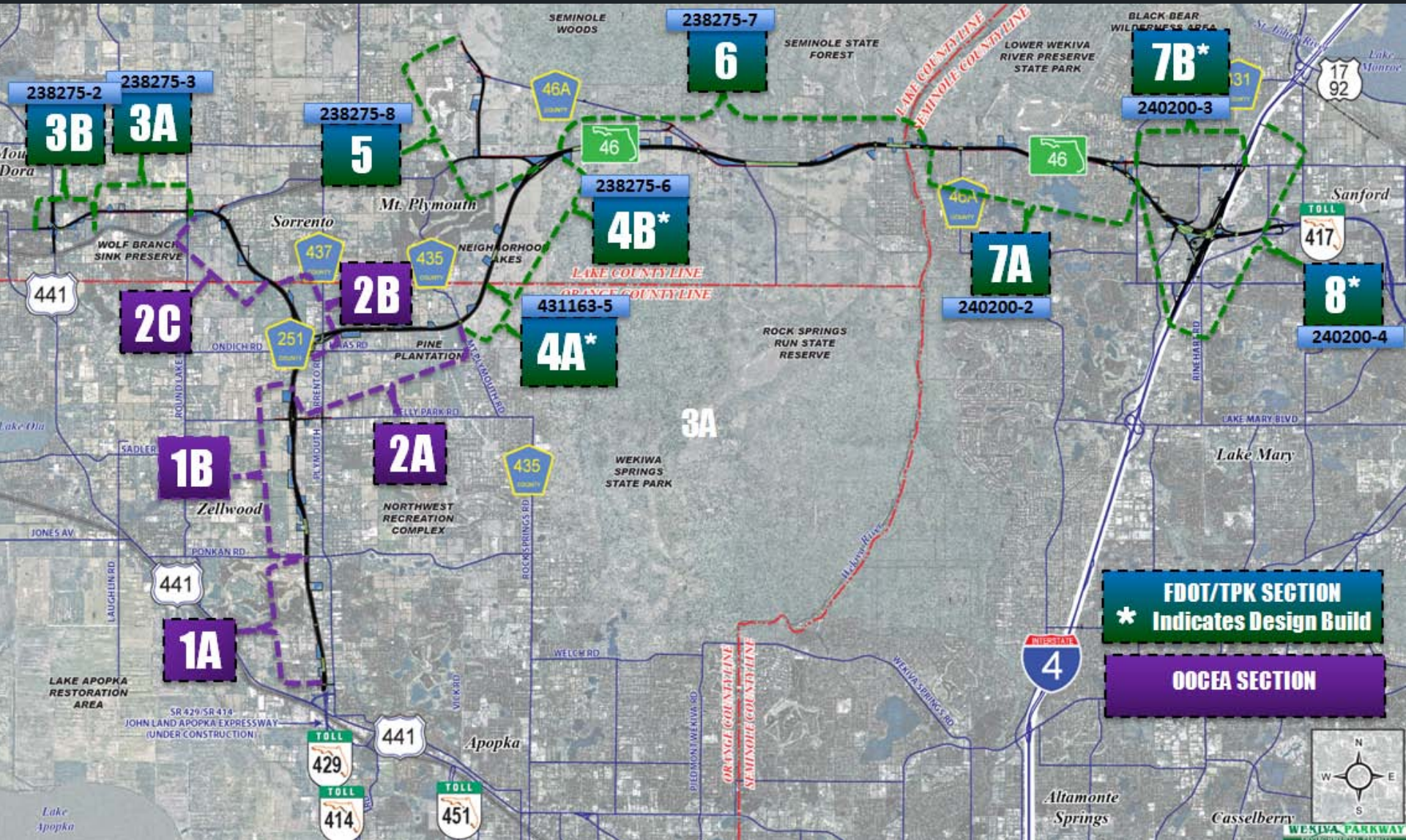


For Each Agency's Respective Sections They Will:

- Perform Final Design
- Construct
- Finance
- Operate
- Maintain
- Collect Tolls
- Keep All Toll Revenue



Project Construction Sections



FDOT/TPK SECTION
* Indicates Design Build

OOCEA SECTION



Project Status



- **Final Design**

- OOCEA Sections 1A, 1B & 2B began this summer
- OOCEA Section 2A firm selected; Section 2C selection pending
- * FDOT Section 3B to begin Oct.-Nov.
- * FDOT Section 3A design ad Oct.
- FDOT Section 4A & *4B Design-Build selection Oct.
- * FDOT Section 5 under procurement
- * FDOT Section 6 under procurement
- FDOT Section 7A design ad Dec.

* *Lake County Sections*

Project Status



- **Construction**

- Construction anticipated Late 2012-2013
Sections 4A & 4B
- *Wekiva Parkway Complete 2021
 - *Schedules Highly Subject to Change*

Design Section	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
4A & 4B	[Orange bar spanning 2012, 2013, and 2014]									
1A & 1B				[Orange bar spanning 2015, 2016, and 2017]						
2A, 2B, 2C				[Orange bar spanning 2015, 2016, and 2017]						
3A & 3B					[Orange bar spanning 2016, 2017, 2018, 2019, and 2020]					
5 & 6					[Orange bar spanning 2016, 2017, 2018, 2019, 2020, and 2021]					
7A						[Orange bar spanning 2017, 2018, 2019, 2020, and 2021]				
7B					[Orange bar spanning 2016, 2017, and 2018]					
8							[Orange bar spanning 2018, 2019, 2020, and 2021]			



US 441/SR 46 INTERCHANGE EVALUATION

US 441/SR 46 Interchange Studies



Evaluated two alternative design concepts

- **3-Level Interchange**

- US 441 depressed under SR 46
- Diamond interchange with flyover ramp

- **2-Level Interchange**

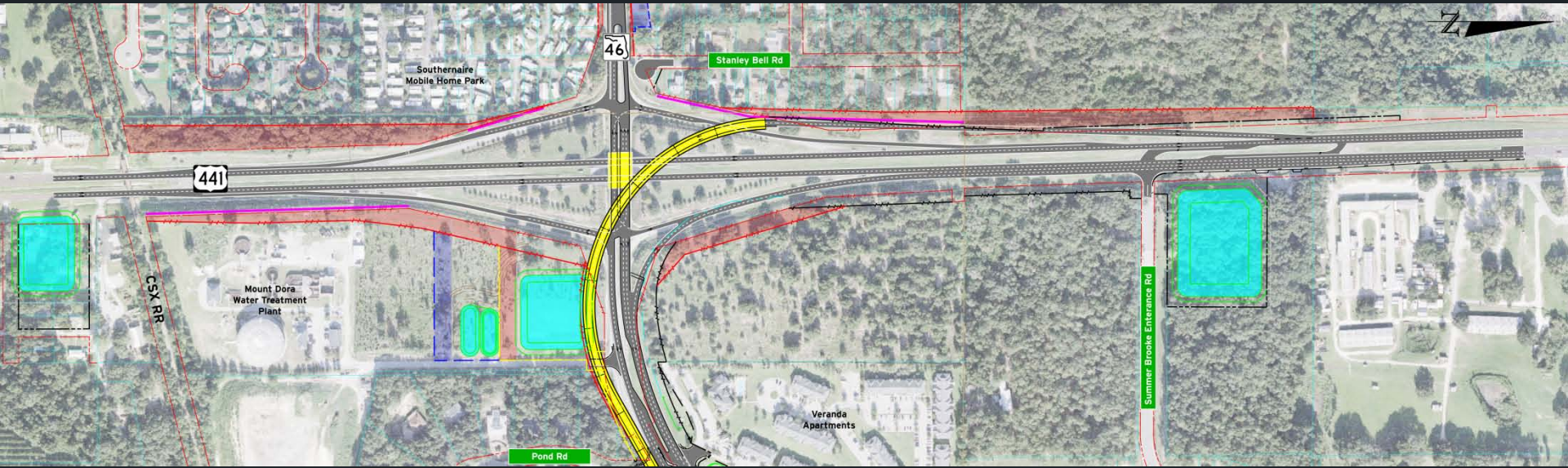
- US 441 at-grade signalized intersection at SR 46
- Flyover ramp

3-LEVEL INTERCHANGE

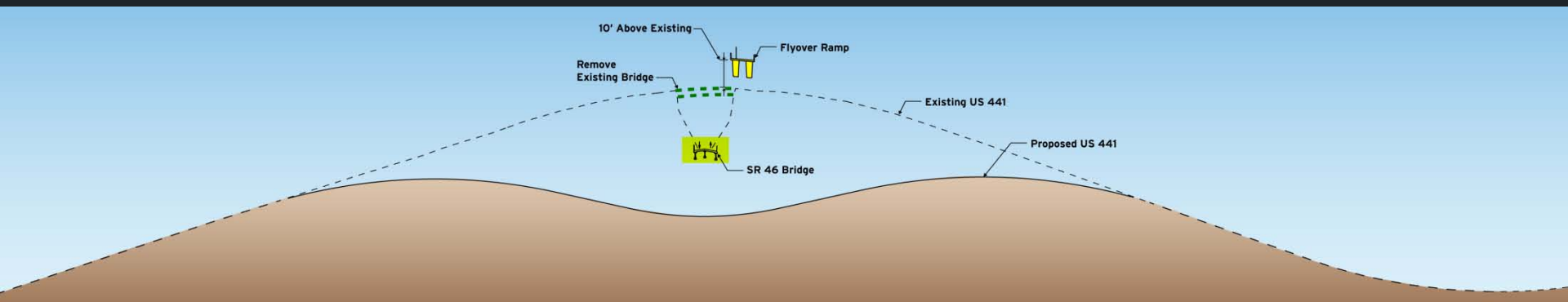
US 441 DEPRESSED UNDER SR 46

DIAMOND INTERCHANGE WITH FLYOVER RAMP

Plan View



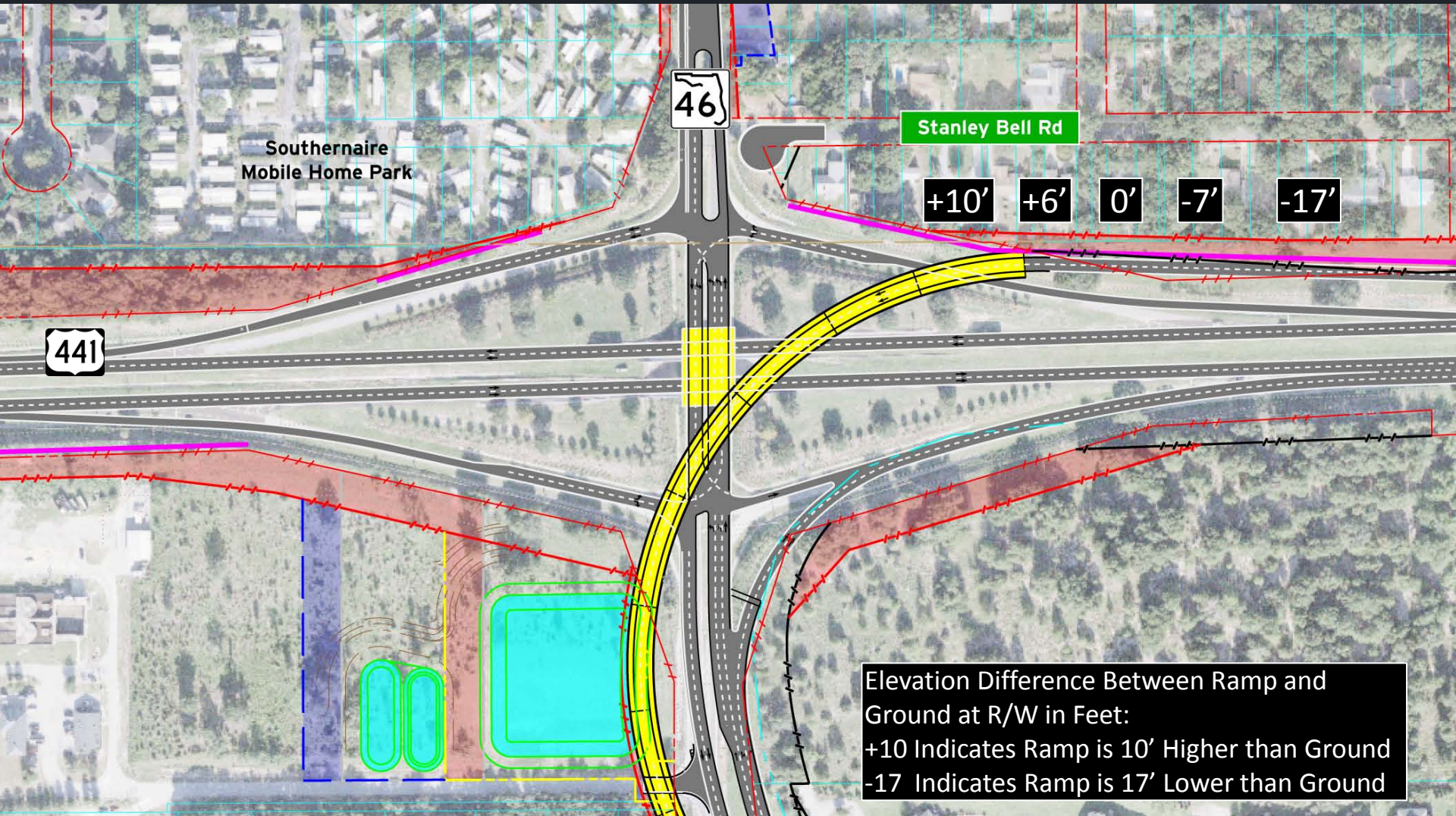
Profile View



3-LEVEL INTERCHANGE

US 441 DEPRESSED UNDER SR 46

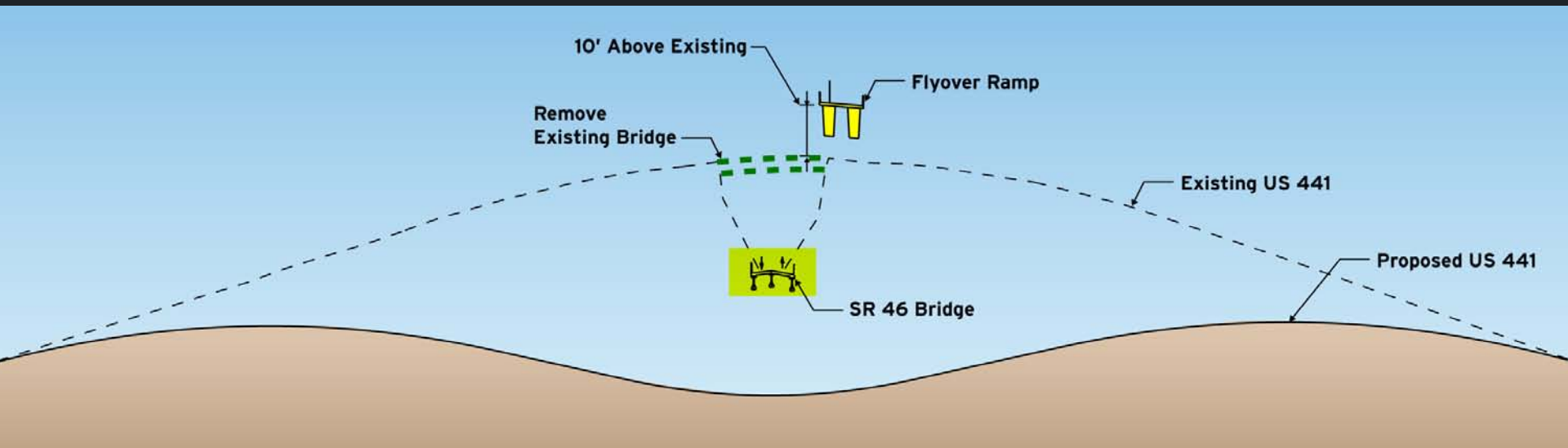
DIAMOND INTERCHANGE WITH FLYOVER RAMP



3-LEVEL INTERCHANGE

US 441 DEPRESSED UNDER SR 46

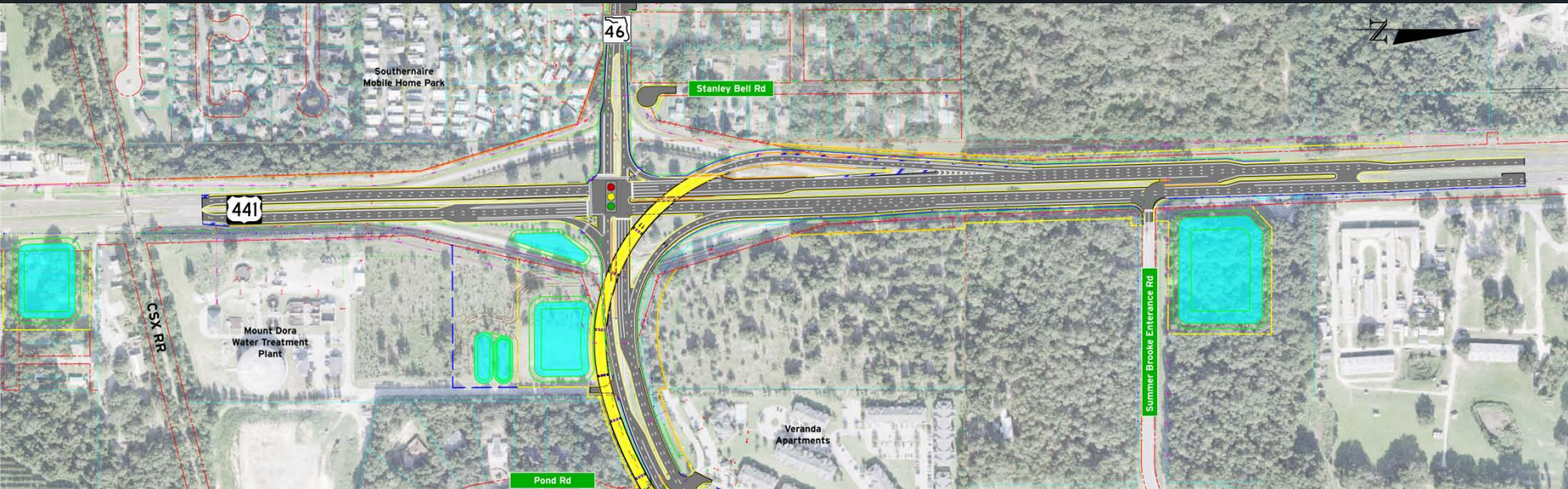
DIAMOND INTERCHANGE WITH FLYOVER RAMP



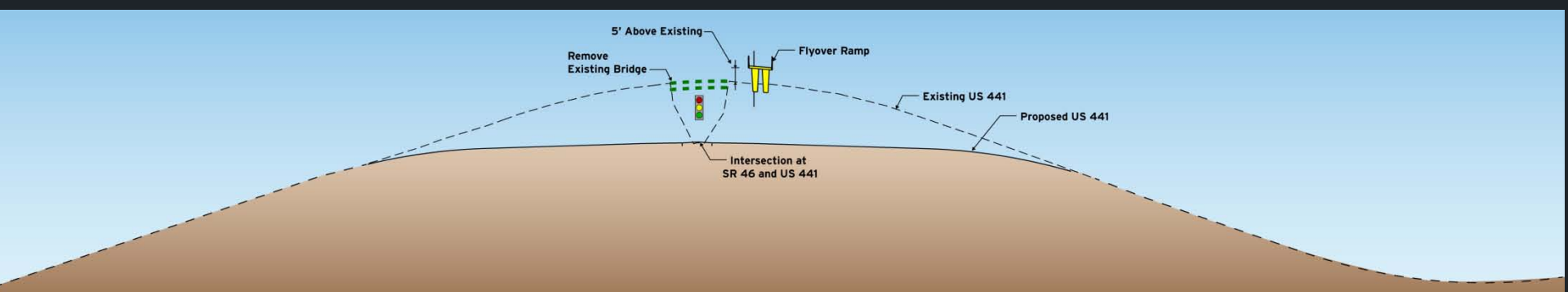
2-LEVEL INTERCHANGE

US 441 AT-GRADE SIGNALIZED INTERSECTION AT SR 46 FLYOVER RAMP

Plan View

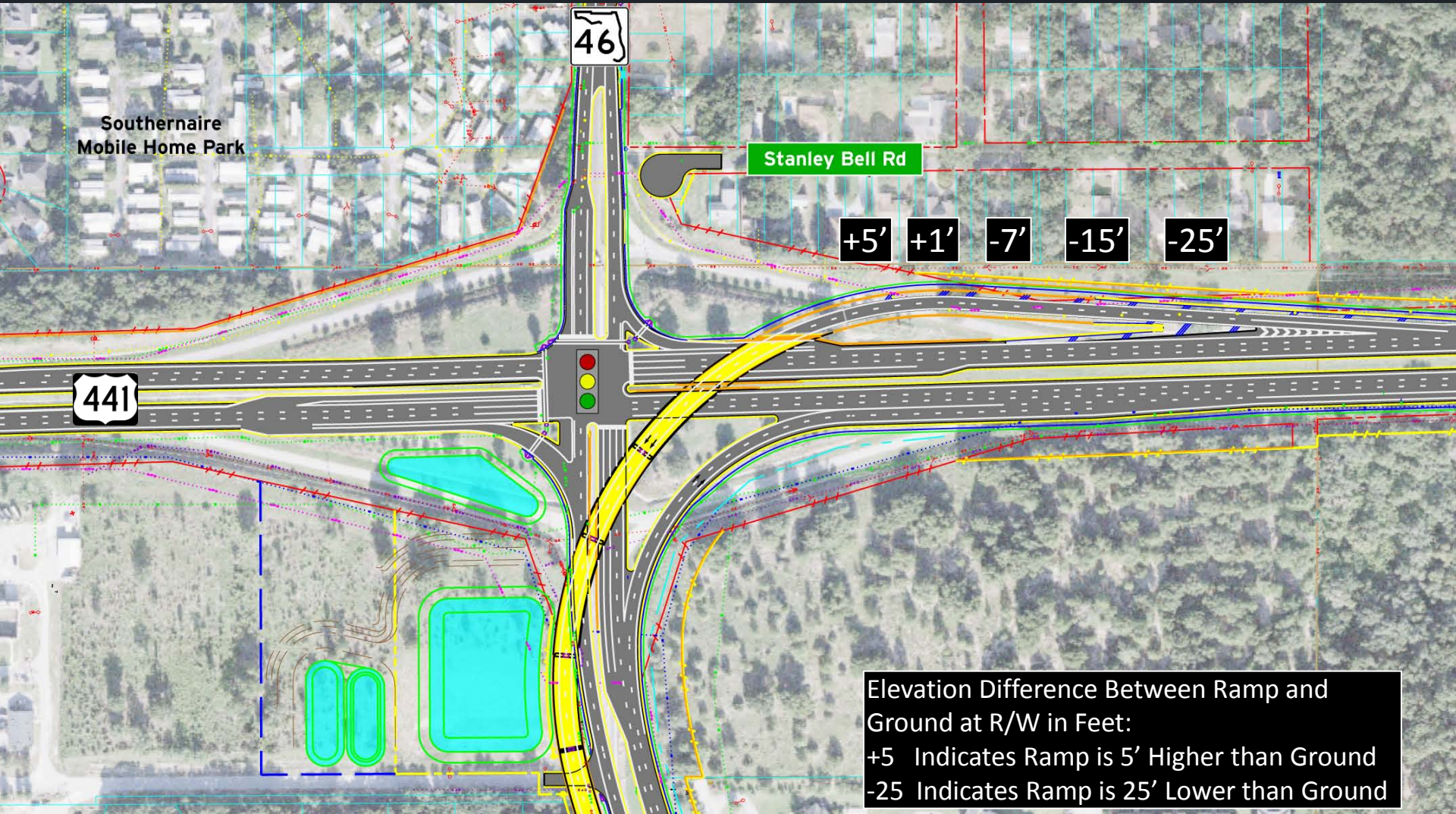


Profile View



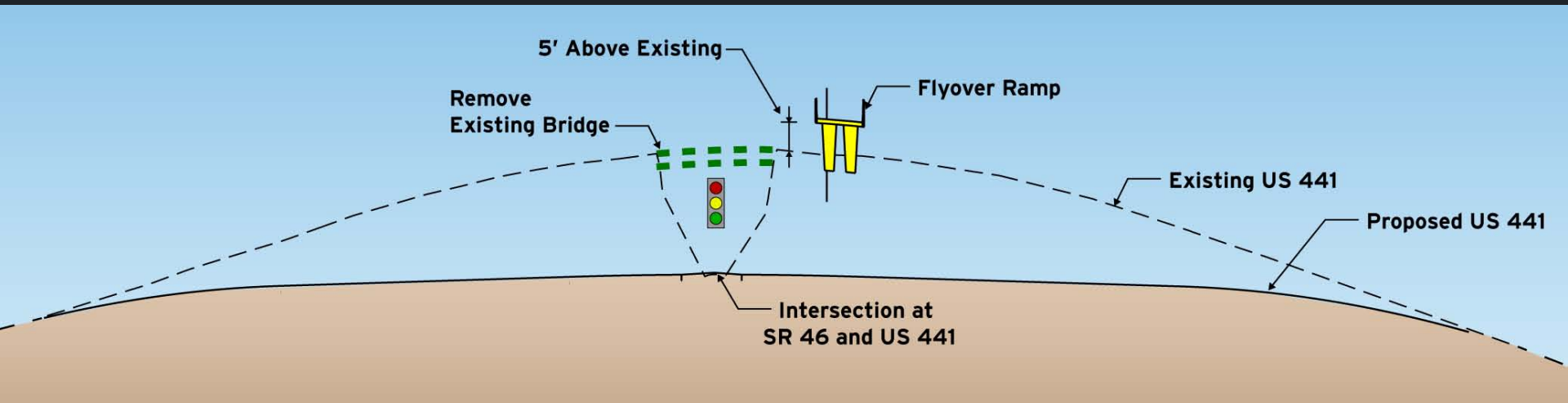
2-LEVEL INTERCHANGE

US 441 AT-GRADE SIGNALIZED INTERSECTION AT SR 46
FLYOVER RAMP

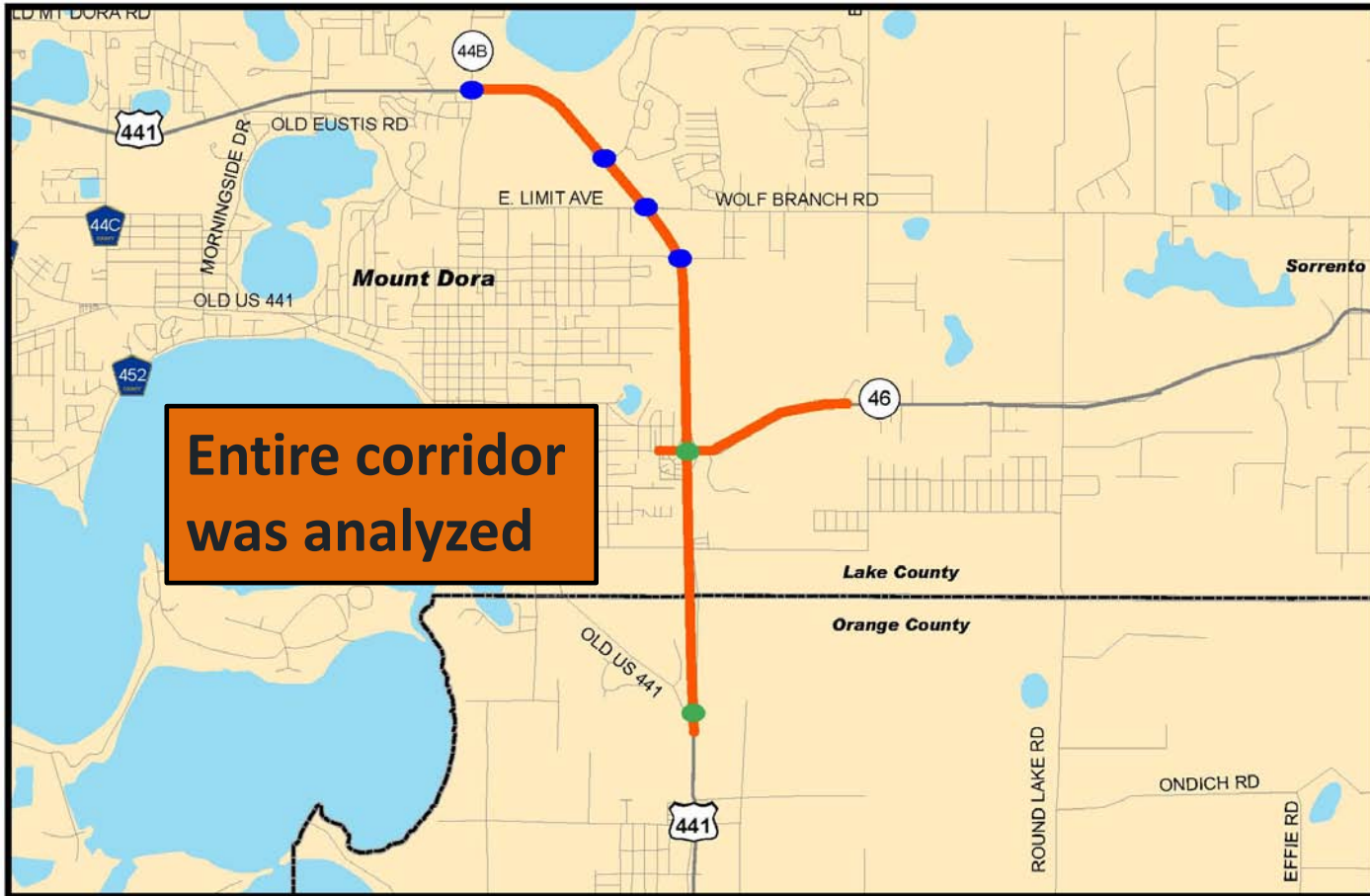


2-LEVEL INTERCHANGE

US 441 AT-GRADE SIGNALIZED INTERSECTION AT SR 46
FLYOVER RAMP



Traffic Study Area



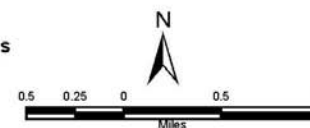
Entire corridor
was analyzed

HNTB

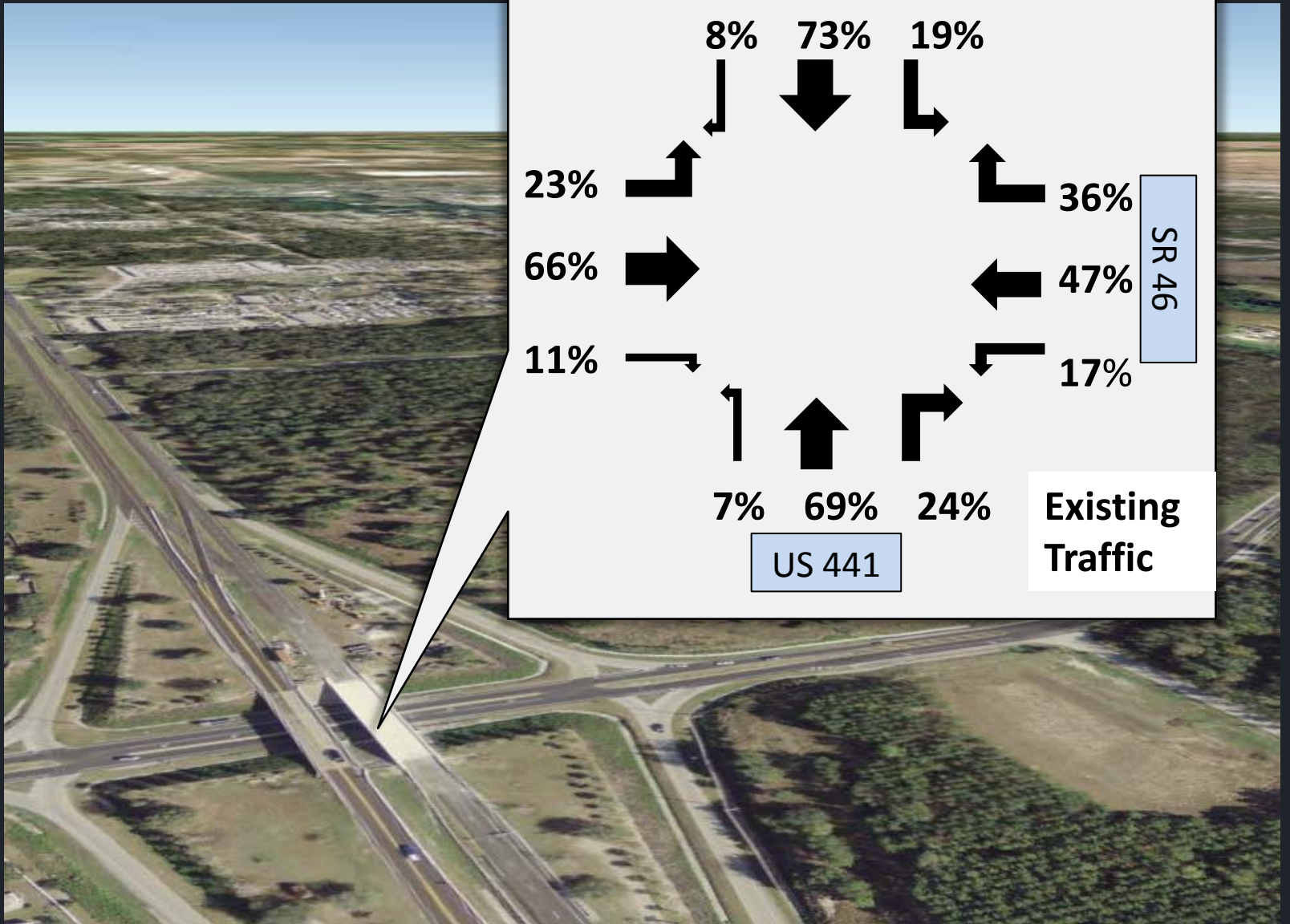
1/27/09

Figure 1
Wekiva Parkway PD&E Study
Mount Dora Area Roadway Network
Operational Analysis Study Area

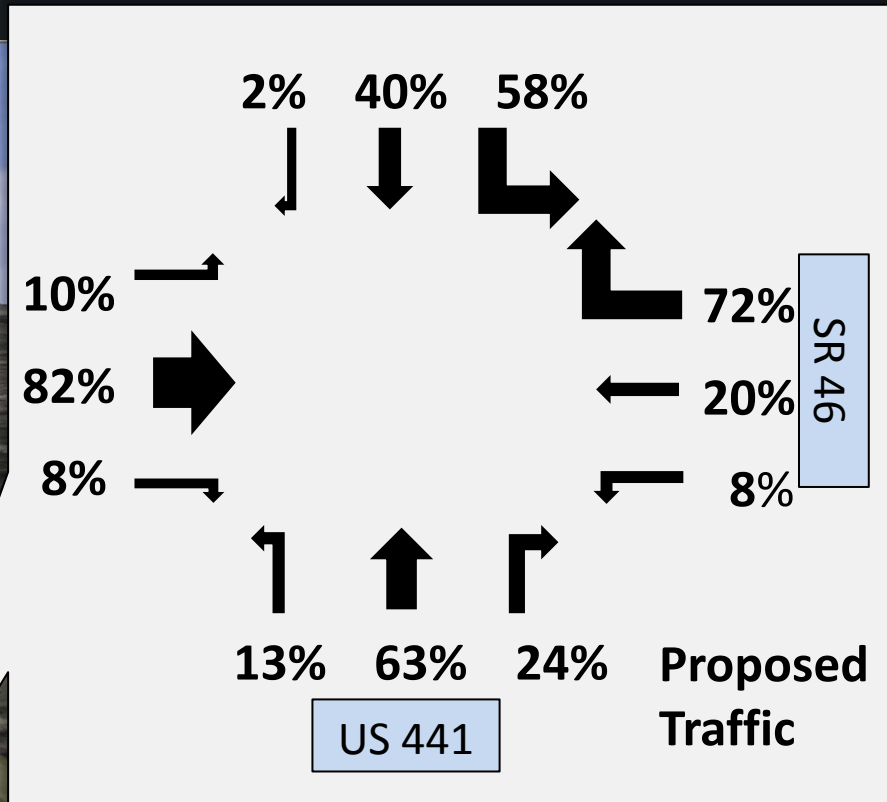
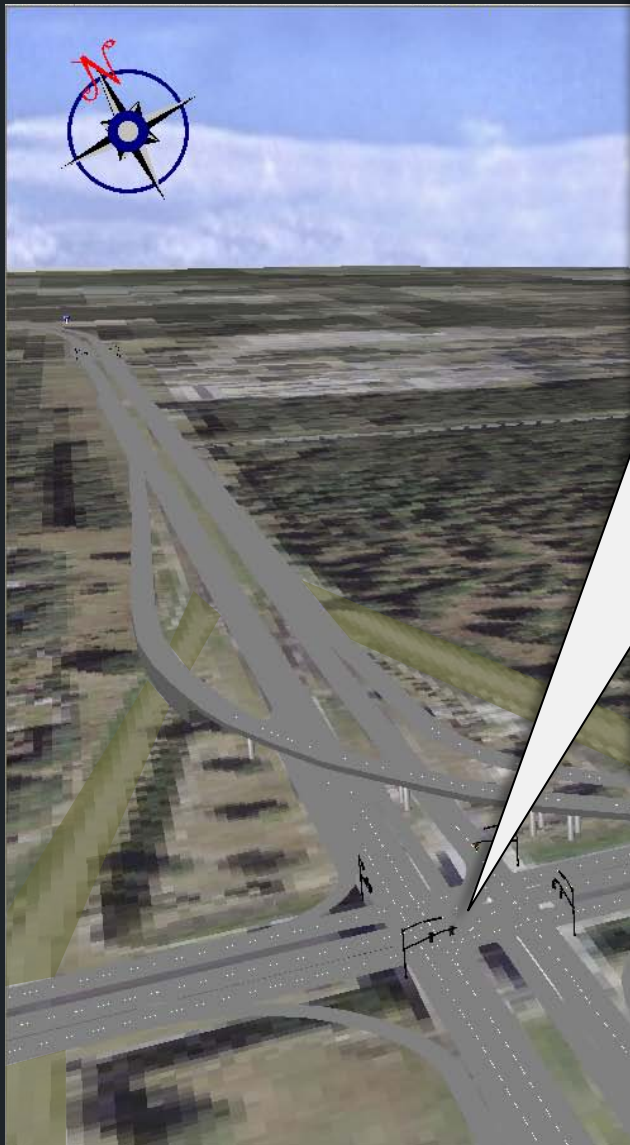
- Limits of Operational Analysis
- Existing Signalized Intersections
- Future Signalized Intersections



Existing Traffic Turning Movements



2032 Traffic Turning Movements



Recommendation



The 2-Level Interchange is recommended:

- Meets the future traffic needs of the community
- Significantly reduces property owner impacts
- Reduces utility impacts and relocations
- Best use of taxpayer dollars (cost savings of over \$25M)
- Reduces traffic impacts during construction
- Shortens construction time
- Lowers height of flyover ramp

Visual Rendering 2-Level Interchange Along SR 46 Looking East



Visual Rendering 2-Level Interchange Along SR 46 West



Visual Rendering 2-Level Interchange Along US 441 Looking South



Next Steps



- **Final Design Begins**
- **Continued evaluation & community coordination on interchange concepts**
- **Opportunities for Community Input**
 - First Public Meeting: Spring – Summer 2013
 - Community Presentations
 - Updates & Comments via Website:
www.wekivaparkway.com



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QUESTIONS?