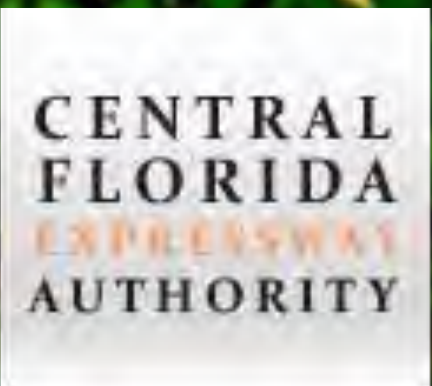


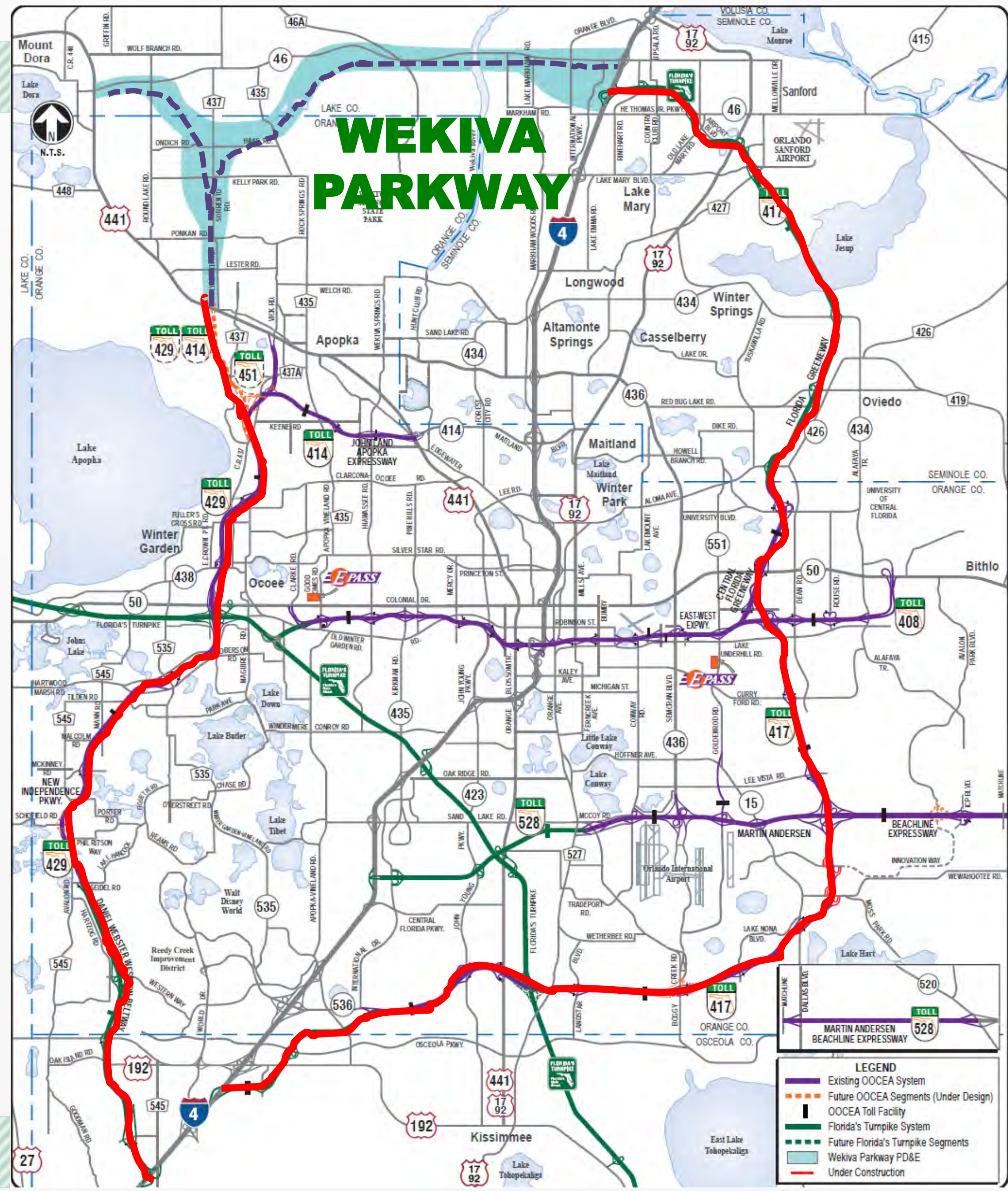


A Regional Transportation Solution

Mount Dora City Council
January 5, 2016



WEKIVA PARKWAY



WEKIVA PARKWAY

Project Description

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

CENTRAL
FLORIDA
EXPRESSWAY
AUTHORITY



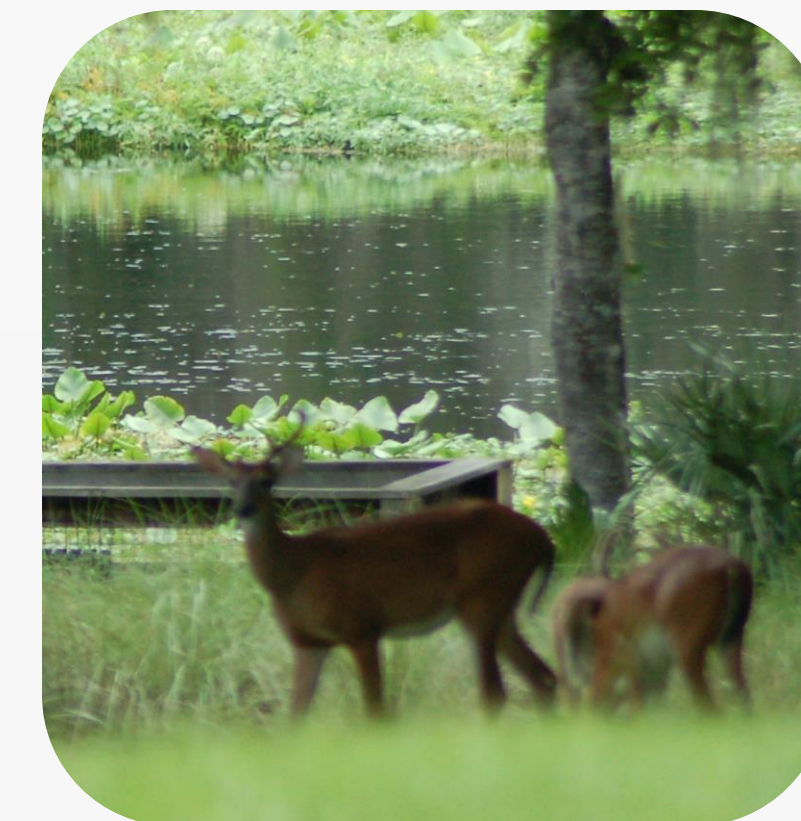
All Electronic Tolling (AET)

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



Protecting Nature

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



Protecting Nature – Sections 4A & 4B



Wekiva Parkway Trail

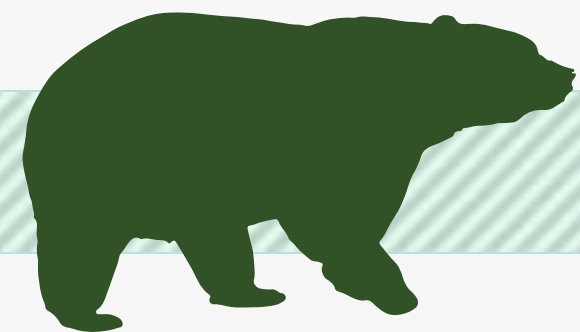
10 Miles

Construction: 2017-2021

Wekiva River Bridge Crossing

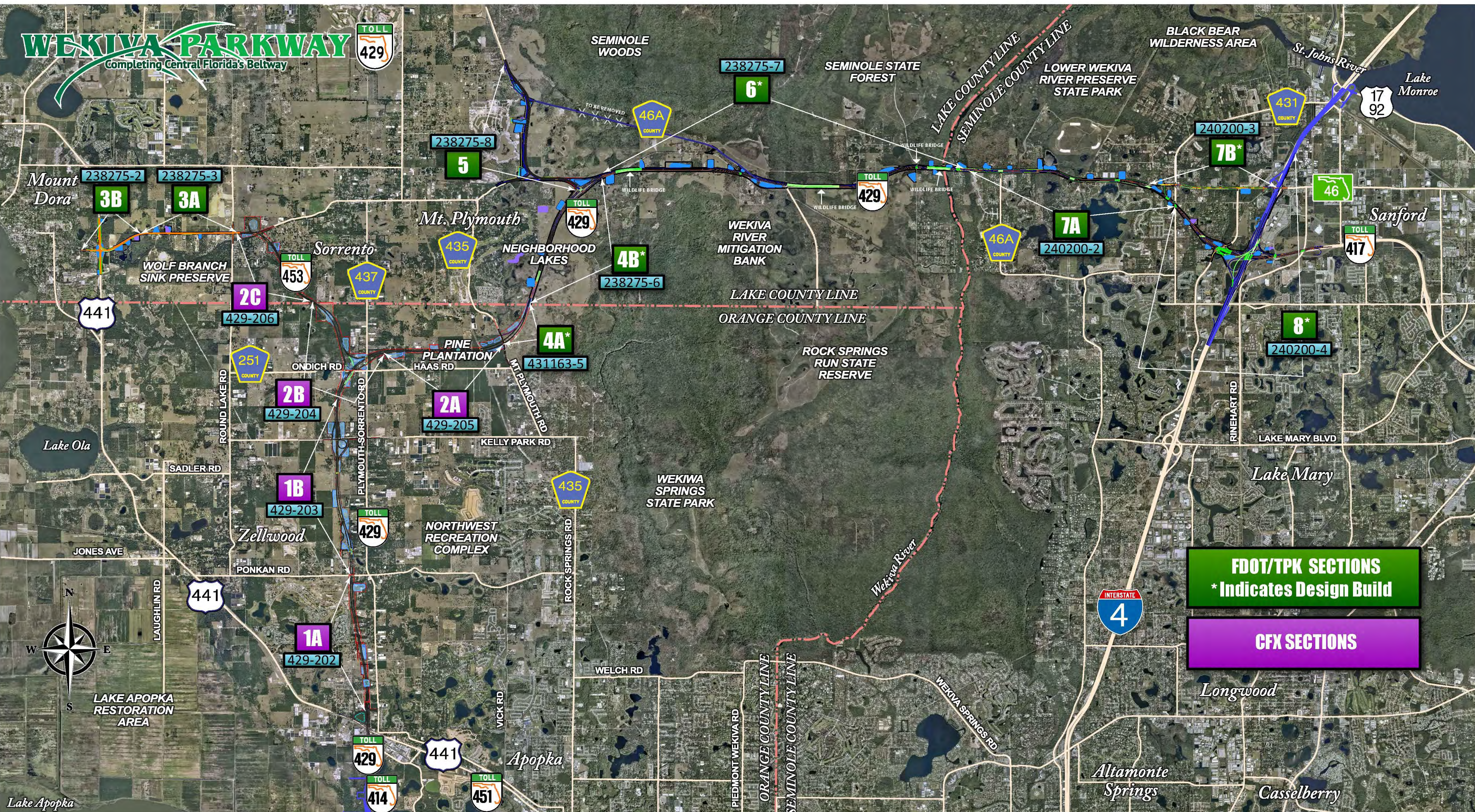
Connections:

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



WEKIVA PARKWAY

Completing Central Florida's Beltway



FDOT/TPK SECTIONS
* Indicates Design Build

CFX SECTIONS

LAKE APOPKA RESTORATION AREA

Lake Apopka

Lake Monroe

Lake Mary

Longwood

Altamonte Springs

Casselberry

Mount Dora

Mt. Plymouth

Sorrento

Zellwood

Apopka

Sanford

SEMINOLE WOODS

SEMINOLE STATE FOREST

BLACK BEAR WILDERNESS AREA

LOWER WEKIVA RIVER PRESERVE STATE PARK

WEKIVA RIVER MITIGATION BANK

ROCK SPRINGS RUN STATE RESERVE

WEKIVA SPRINGS STATE PARK

NEIGHBORHOOD LAKES

WOLF BRANCH SINK PRESERVE

NORTHWEST RECREATION COMPLEX

Lake Ola

LAKE MARY BLVD

JONES AVE

SADLER RD

PONKAN RD

KELLY PARK RD

WELCH RD

VICK RD

WEKIVA SPRINGS RD

RINEHART RD

ROUND LAKE RD

PLYMOUTH-SORRENTO RD

ROCK SPRINGS RD

PIEDMONT WEKIVA RD

ORANGE COUNTY LINE

SEMINOLE COUNTY LINE

LAKE COUNTY LINE
SEMINOLE COUNTY LINE

LAKE COUNTY LINE
ORANGE COUNTY LINE

238275-8

238275-7

240200-3

238275-2

238275-3

429-206

429-204

429-203

429-202

435

437

251

431163-5

435

431163-5

431163-5

46A

431

46

417

17 92

441

441

429

441

414

451

INTERSTATE 4

LAKE APOPKA RESTORATION AREA

Lake Apopka

Lake Monroe

Lake Mary

Longwood

Altamonte Springs

Casselberry

Mount Dora

Mt. Plymouth

Sorrento

Zellwood

Apopka

Sanford

SEMINOLE WOODS

SEMINOLE STATE FOREST

BLACK BEAR WILDERNESS AREA

LOWER WEKIVA RIVER PRESERVE STATE PARK

WEKIVA RIVER MITIGATION BANK

ROCK SPRINGS RUN STATE RESERVE

WEKIVA SPRINGS STATE PARK

NEIGHBORHOOD LAKES

WOLF BRANCH SINK PRESERVE

NORTHWEST RECREATION COMPLEX

Lake Ola

LAKE MARY BLVD

JONES AVE

SADLER RD

PONKAN RD

KELLY PARK RD

WELCH RD

VICK RD

WEKIVA SPRINGS RD

RINEHART RD

ROUND LAKE RD

PLYMOUTH-SORRENTO RD

ROCK SPRINGS RD

PIEDMONT WEKIVA RD

ORANGE COUNTY LINE

SEMINOLE COUNTY LINE

LAKE COUNTY LINE
SEMINOLE COUNTY LINE

LAKE COUNTY LINE
ORANGE COUNTY LINE

238275-8

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46A

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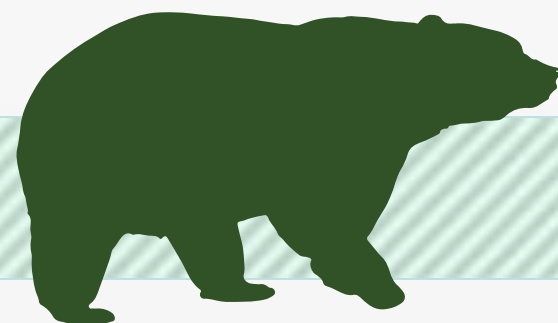
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414

451

INTERSTATE 4

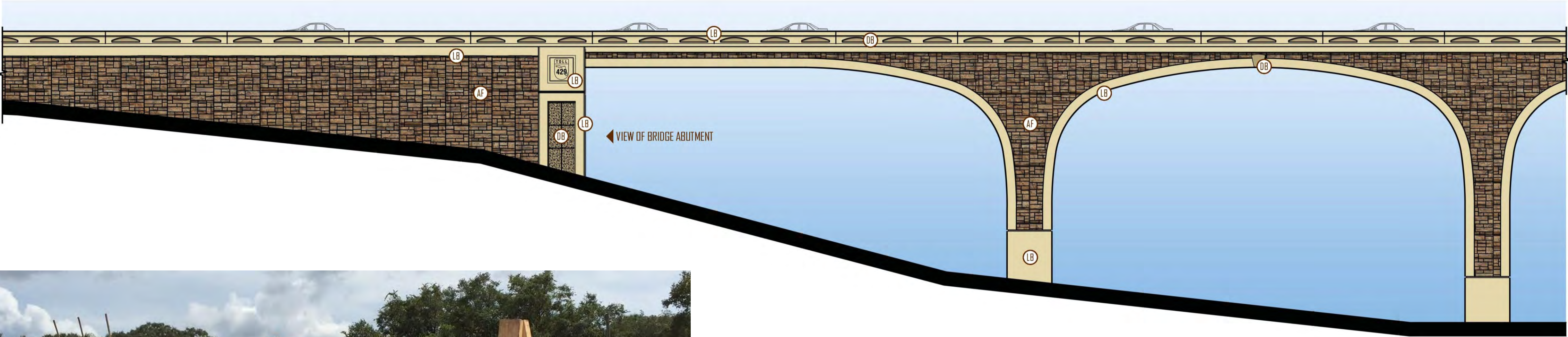
	2012				2013				2014				2015				2016				2017				2018				2019				2020				2021			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Section 1A - CFX																																								
Final Design																																								
Right of Way																																								
Construction																																								
Section 1B - CFX																																								
Final Design																																								
Right of Way																																								
Construction																																								
Section 2A - CFX																																								
Final Design																																								
Right of Way																																								
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Section 2B - CFX																																								
Final Design																																								
Right of Way																																								
Construction																																								
Section 2C - CFX																																								
Final Design																																								
Right of Way																																								
Construction																																								
Section 3A - FDOT																																								
Final Design																																								
Right of Way																																								
Construction																																								
Section 3B - FDOT																																								
Final Design																																								
Right of Way																																								
Construction																																								
Section 4A* & 4B* - FDOT																																								
Design-Build																																								
Section 5 - FDOT																																								
Final Design																																								
Right of Way																																								
Construction																																								
Section 6* - FDOT																																								
Preliminary Design																																								
Right of Way																																								
Design-Build																																								
Section 7A - FDOT																																								
Final Design																																								
Right of Way																																								
Construction																																								
Section 7B - FDOT																																								
Design																																								
Construction																																								
Section 8* - FDOT																																								
Right of Way																																								
Design-Build																																								



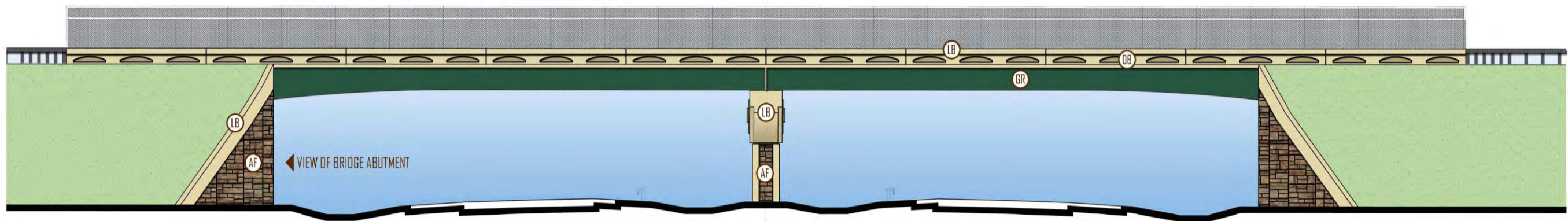
Central Florida Expressway Authority Sections



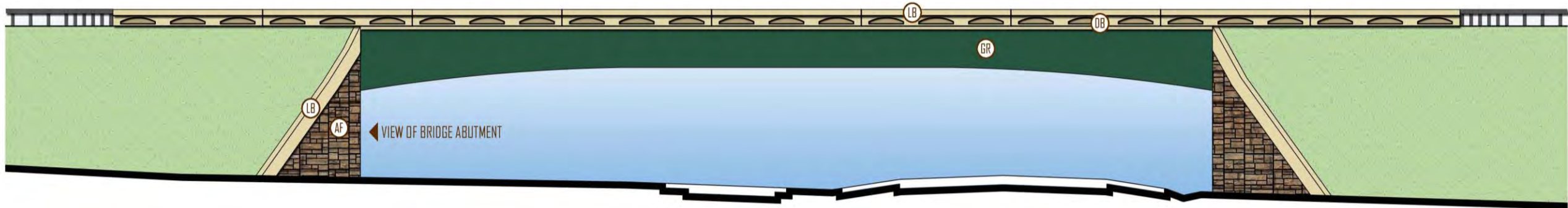
Aesthetics Plans



FENCE TYPE: FOOT INDEX 811 FENCE (CURVED TOP)
 FINISH: VINYL COATED
 COLOR: DARK BROWN (SUBMIT SAMPLE FOR OWNER REVIEW AND APPROVAL)



YOTHERS ROAD BRIDGE NOT TO SCALE



KELLY PARK ROAD BRIDGE NOT TO SCALE

CFX Sections 1A & 1B Update

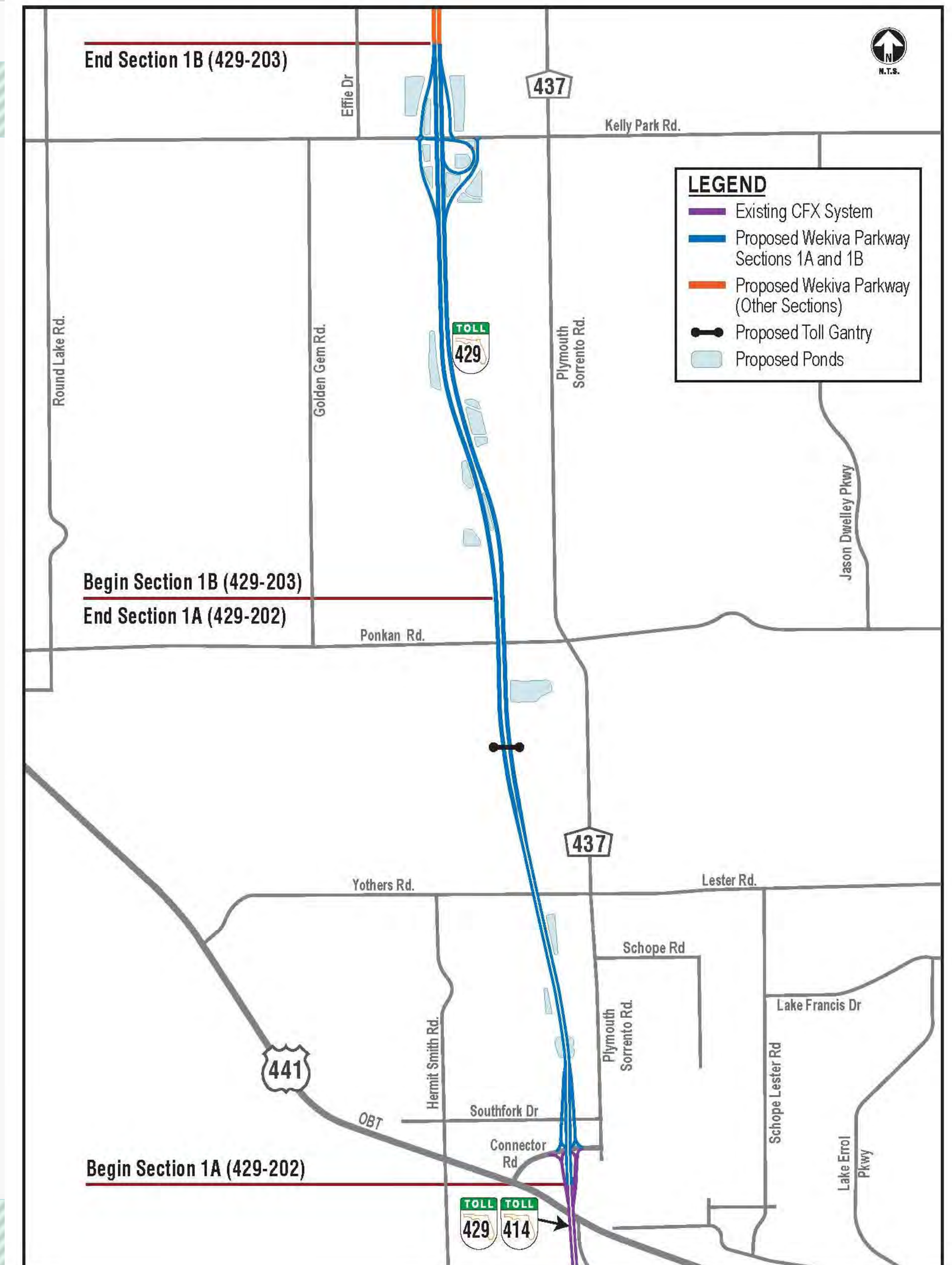
Section 1A

- Construction Start: June 8, 2015
- US 441 / Connector Rd. to Ponkan Rd.
- Contractor: Prince; CEI: RK&K

Section 1B

- Construction Start: Aug. 3, 2015
- Ponkan Rd. to Kelly Park Rd. Interchange
- Contractor: Superior Construction; CEI: GAI

Completion: Spring 2017



Section 1A



Section 1B



CFX Sections 2A, 2B & 2C Update

✓ Section 2C

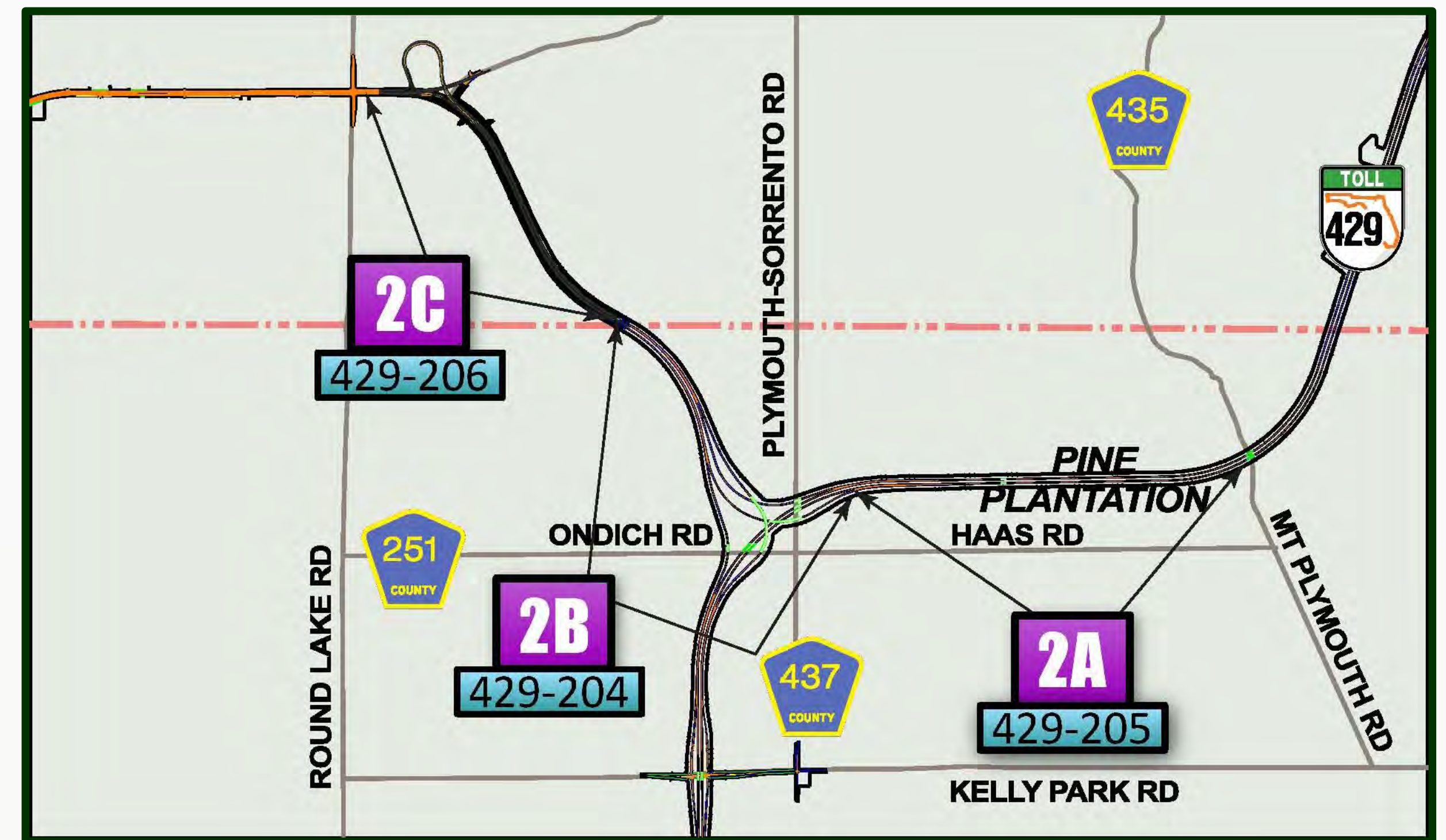
- ✓ CEI Procurement: AECOM
- ✓ Contractor Ad: Jan. 2016
- ✓ Construction Start: Apr. 2016

✓ Section 2B Systems Interchange:

- ✓ CEI: A Squared
- ✓ Contractor: Southland Constr.
- ✓ Construction Start: Jan. 4, 2016

✓ Section 2A

- ✓ CEI Procurement: Ongoing
- ✓ Contractor Ad: Feb. 2016
- ✓ Construction Start: May 2016

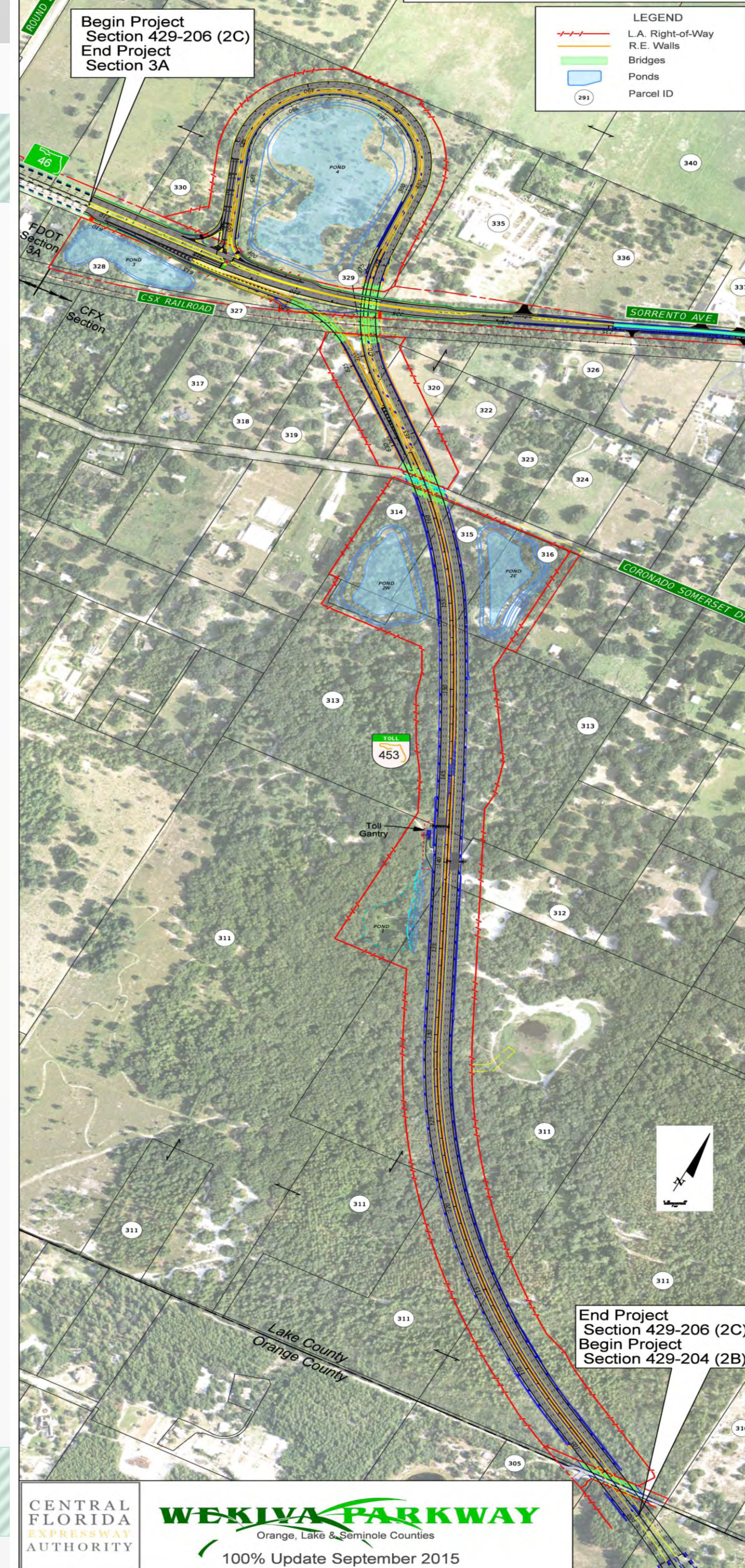


✓ Section 2 Completion: January 2018

CFX Section 2C



Construction: April 2016 – Jan. 2018



How We Got Here?

Project History



How We Got Here...

Project Development & Environment (PD&E) Study: 2005 – 2012

- Evaluation of Hundreds of Alternatives
- Extensive Environmental Coordination
- 30,000+ Property Owners in PD&E Study Area
- 400+ Community & Agency Stakeholder Meetings
- 9 Public Meetings & Hearings Drawing 3,600 People
- **FHWA Approved PD&E Study (FONSI / Recommended Alignment): May 2012**
- **Memorandum of Understanding between FDOT and OOCEA (CFX): May 2012**

How We Got Here...

Section 3 Design: 2012 – 2016

Mount Dora City Council

- May 1, 2012
- March 5, 2013
- March 12, 2014 (Mayor Cathy Hoechst)
- June 3, 2014
- January 5, 2015 (Councilman Carl Rolfson)

Lake County Board of County Commissioners

- March 13, 2012
- March 25, 2014
- Aug. 12, 2014
- Oct. 28, 2014

Lake-Sumter MPO - April 4, 2013, Aug. 13, 2014 (Committees),
Aug. 27, 2014

East Lake – NW Orange Co. Elected Officials Committee

– March 22 & Sept. 6, 2013; Jan. 10, July 11, Oct. 24, 2014; Jan.
30 & July 23, 2015



How We Got Here...

Section 3 Design: 2012 – Ongoing

Public Meetings

- July 11, 2013
- June 24, 2014

Stakeholder Briefings

- Southernaire Mobile Home Park: June 21, 2012, Dec. 17, 2012, Aug. 14, 2013
- Sunset Pond HOA: Feb. 25, 2013
- Summerbrooke of Mount Dora: Sept. 4, 2013 (Prop. Mgr.)
- Round Lake Road Neighborhood Watch – Sept. 23, 2014
- Sullivan Ranch HOA – Nov. 17, 2015



Recap: Section 3B Interchange - Previously Considered Alternatives

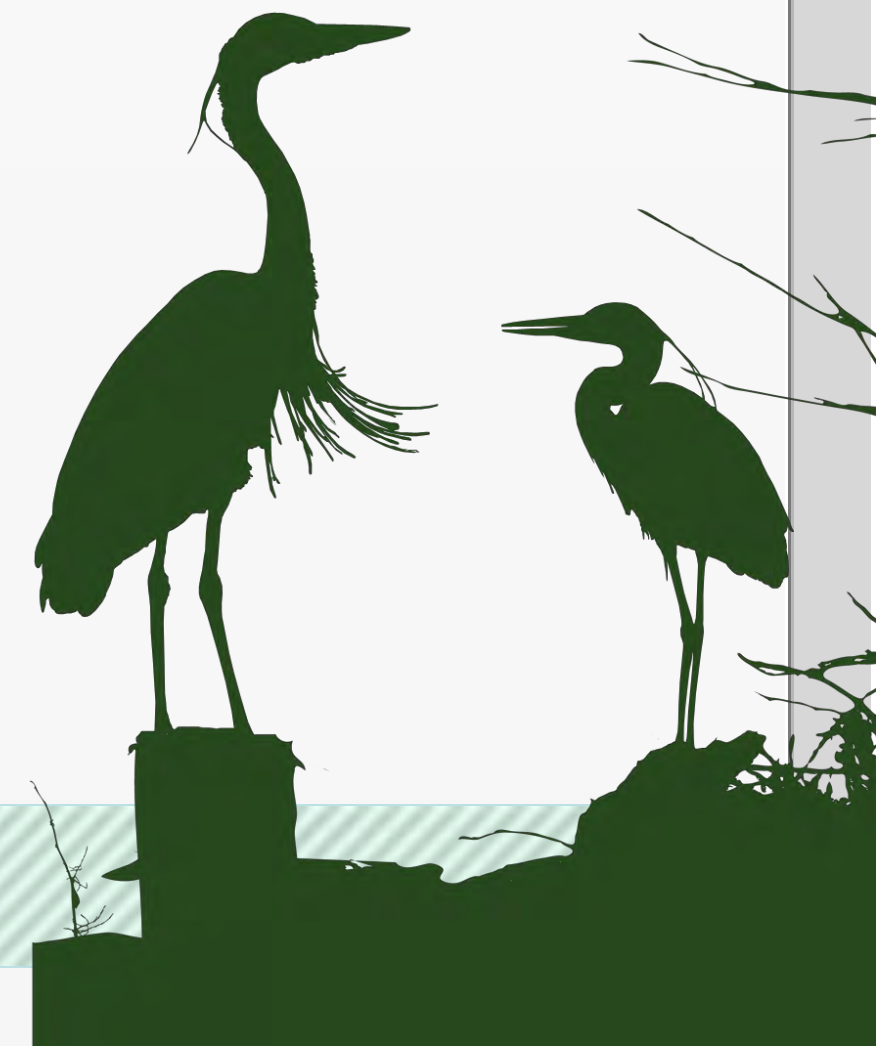
3-Level Interchange:
SR 46 under US 441
Diamond Interchange
Flyover Ramp
Two Traffic Signals
(PD&E Study / 15% Line
& Grade)



Recap: Section 3B Interchange

- Initially Considered Alternatives

- May 1, 2012 Mount Dora Council Meeting
- 3-Level Interchange (US 441 under SR 46)
- 2-Level Interchange (US 441 lowered to intersect SR 46)
- No Build



Recap: Section 3B Interchange - Previously Considered Alternatives

3-Level Interchange:

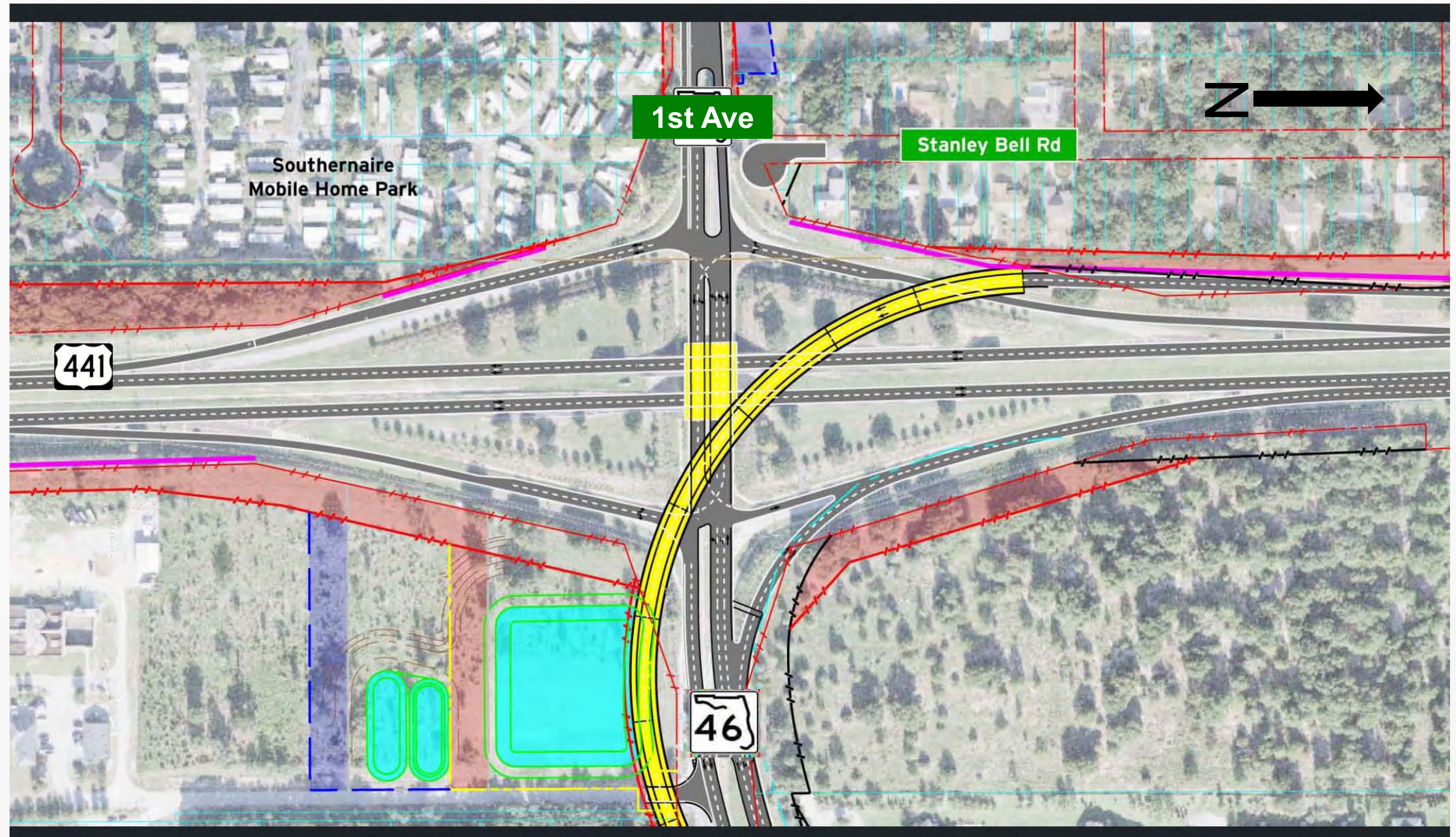
US 441 Under SR 46

Diamond Interchange

Flyover Ramp

Ramp Traffic Signals

(PD&E Study / 15%
Line & Grade)



Recap: Section 3B Interchange – Selected Alternative

2-Level Interchange:

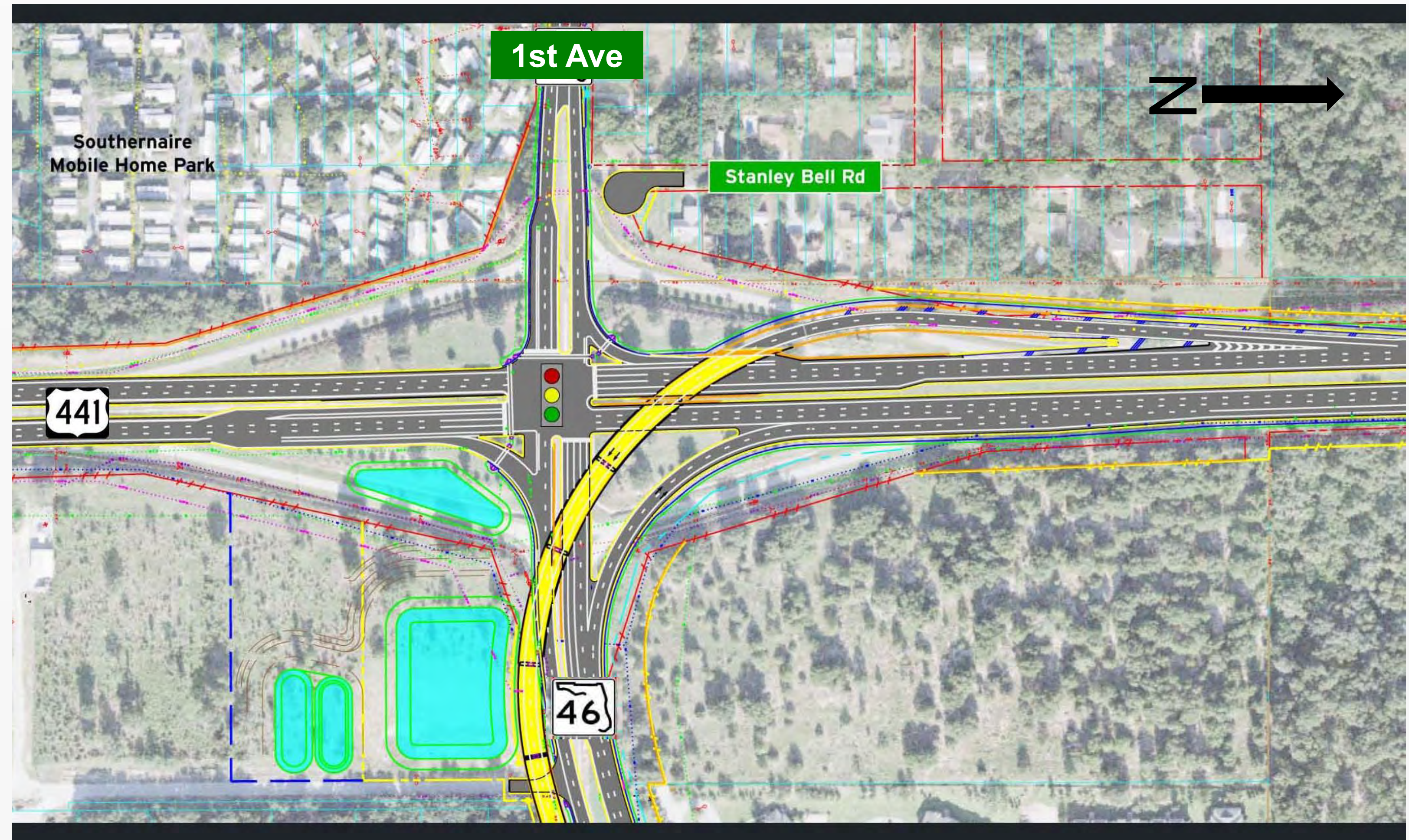
US 441 Lowered to SR 46 Level

Signalized Intersection

Flyover Ramp

(PD&E Study /

15% Line & Grade)



Recap: Initially Considered Alternatives - Comparison

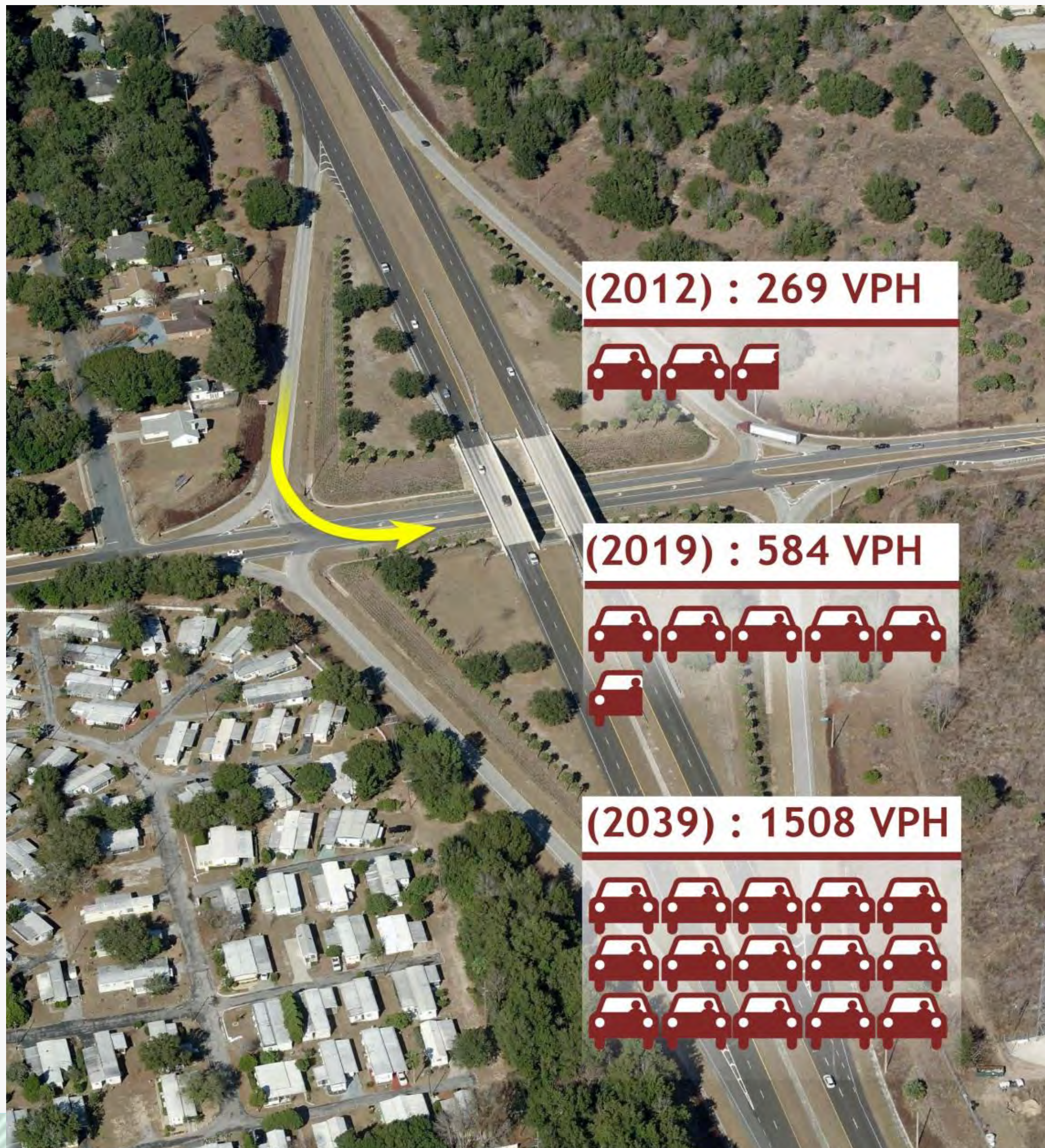
	PD&E PREFERRED 2 LEVEL INTERCHANGE (US 441 lowered to intersect SR 46)	3-LEVEL INTERCHANGE (Depressed US 441 under SR 46)	3-LEVEL INTERCHANGE (SR 46 Depressed under lowered US 441)
	1	2	3
CONSTRUCTABILITY	Long duration due to lowering US 441 profile	Long construction duration, Interchange closures (detours) Extensive temp walls to maintain US 441 & ramps	Longest construction duration, Interchange closures (detours) Possible closure of SR 46
	1	3	2
COST	\$47 MILLION	\$70+ MILLION Longer flyover bridge, Additional Retaining Walls, Additional Embankment	\$70+ MILLION Longer flyover bridge, Additional Retaining Walls, Additional Embankment
	1	2	3
ACCESS MANAGEMENT	Veranda Apartments U-turn provided at SR 46/US 441 intersection.	Veranda Apartments u-turn moved to SB ramps intersection.	Veranda Apartments u-turn moved to SB ramps intersection. Impacts to residential properties on SR 46, west of US 441
	3	1	1
TRAFFIC LEVEL OF SERVICE	LOS C	LOS B	LOS B
	2	3	3
VISIBILITY BY HEIGHT (MAXIMUM FLYOVER RAMP HEIGHT ABOVE EXISTING US 441 BRIDGE)	5 feet	10 feet	20 feet
	1	3	3
DRAINAGE IMPACTS		New pond required in SE Quadrant	New pond required in SE Quadrant
	2	3	3
UTILITY IMPACTS		Requires Relocation of Power Transmission Lines	Requires Relocation of Power Transmission Lines
	2	2	3
NOISE IMPACT	Soundwall required in SW Quadrant	Higher potential for additional noise due to height of flyover ramp. Lowered US 441 may reduce some noise.	Higher potential for additional noise due to height of flyover ramp
	2	2	3
R/W IMPACTS	Minimal sliver takes beyond PD&E	Additional Parcel Impacts along US 441 in all 4 quadrants	Additional Parcel Impacts along US 441 in all 4 quadrants, plus residential property impacts along SR 46 west of US 441
TOTAL (unweighted)	11	21	24

Recap: Section 3B Interchange Alternatives

- March 5, 2013 Mount Dora Council Meeting
- Existing Condition - Baseline
- Grade Separated Intersection with Dual Left Turns
- Flipped Grade Separated Intersection with Triple Left Turns
- Single Point Urban Interchange
- At Grade Intersection with Fly-Over Bridge



Recap: Existing Condition



PROS

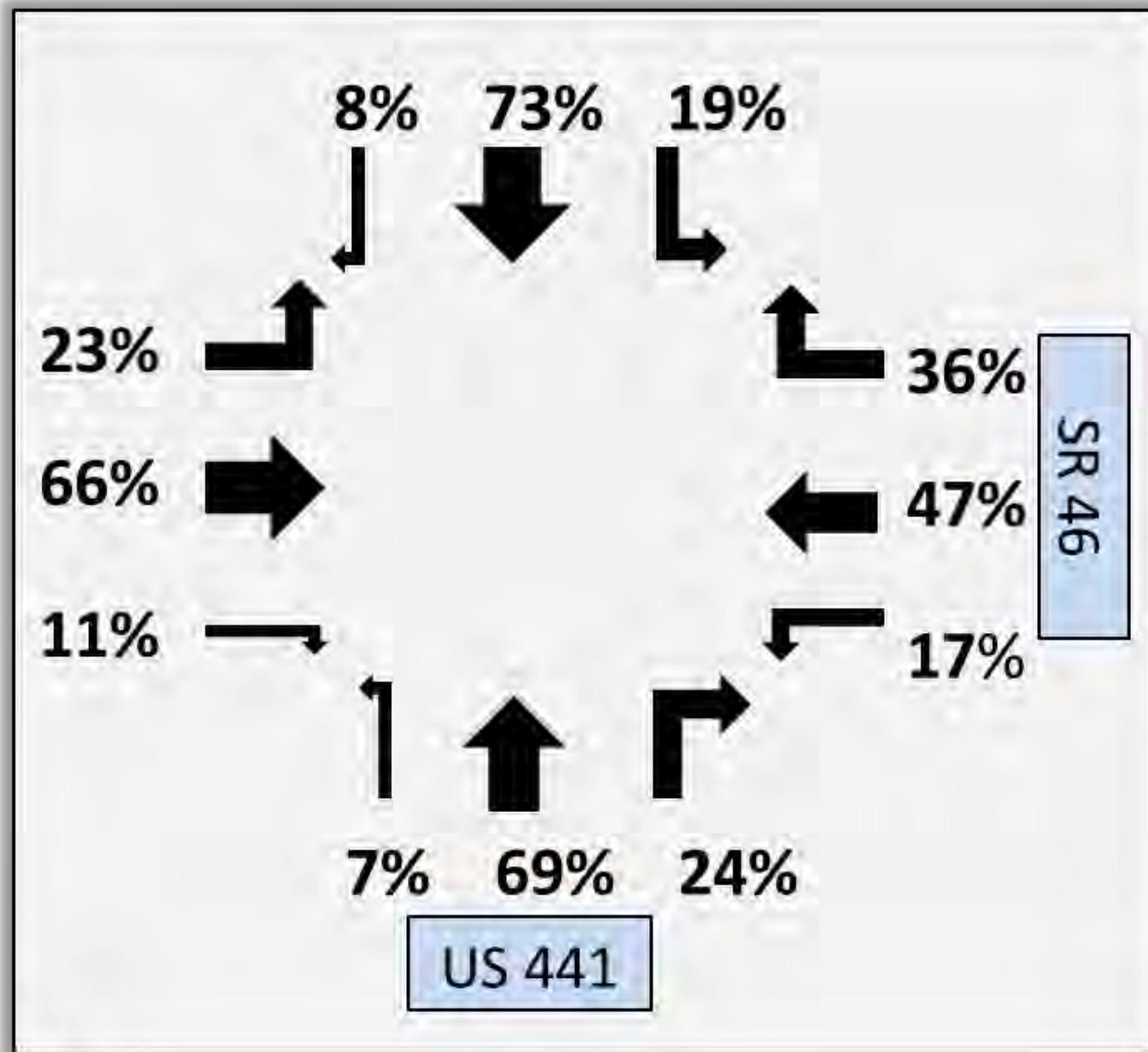
- No costs
- No impacts

CONS

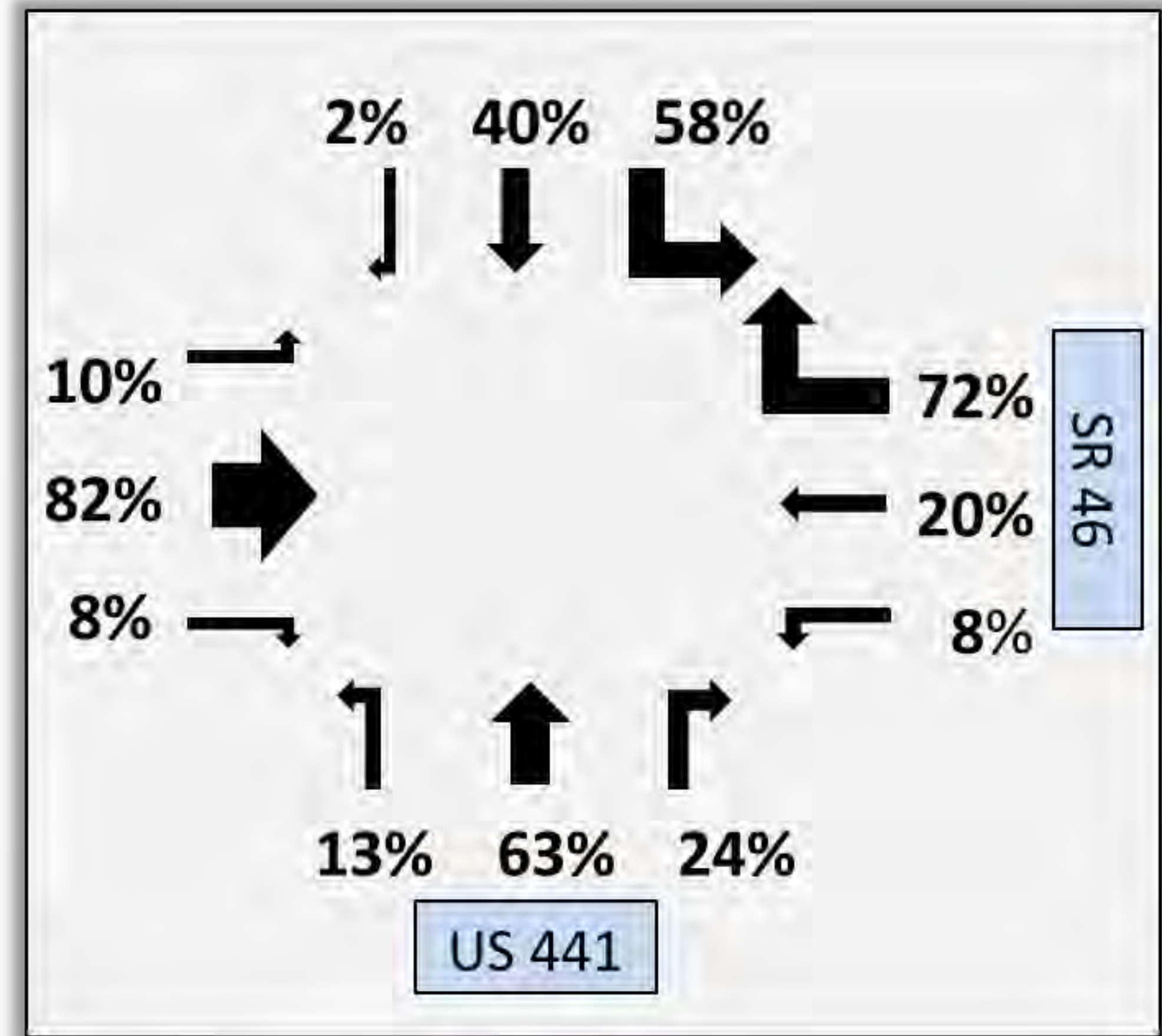
- Traffic fails in opening year (2019)
- Traffic fails in design year (2039)

Without improvement to the existing configuration, the intersection would exceed capacity in 2019, causing severe traffic congestion

Recap: Existing Traffic vs. Future US 441 / SR 46 Interchange



Existing Traffic Movements



Future Traffic Movements

Grade-Separated Intersection – Dual Left Turns



PROS	CONS
<ul style="list-style-type: none">• Addresses major traffic movement• Minor wetland impacts	<ul style="list-style-type: none">• High construction cost• Large R/W impacts• Requires relocation of 6 residences• Traffic fails in design year (2039)

Traffic Signals at Ramp Ends

Flipped Grade-Separated Intersection – Triple Left Turns



PROS	CONS
<ul style="list-style-type: none">• Addresses major traffic movement• Minor wetland impacts	<ul style="list-style-type: none">• High construction cost• Traffic fails in design year (2039)• Non-typical interchange design unfamiliar to drivers• Requires relocation of 6 residences

Traffic Signals at Ramp Ends

Single-Point Urban Interchange



PROS	CONS
<ul style="list-style-type: none">• Addresses major traffic movement• Lowest construction cost• Avoids wetland impacts	<ul style="list-style-type: none">• Constrains future improvements• Poor pedestrian / bike access• Local traffic conflicts with major traffic movements• Requires relocation of 6 residences

Traffic Signals at Ramp Ends

At Grade Intersection – Flyover Bridge



PROS

- Addresses major traffic movement and separates it from major traffic
- Low construction cost
- Minimum R/W impacts
- Only option not requiring residential relocations
- Best traffic capacity for design year (2039)

CONS

- Higher wetland impacts

Evaluation Matrix

 	Existing Diamond Interchange	Grade Separated Intersection with Dual Left Turns	Flipped Grade Separated Intersection with Triple Left Turns	Single Point Urban Interchange	At Grade Intersection With Fly-Over Bridge	PD&E Study 3-Level Interchange (US 441 under SR 46)	PD&E Study 3-Level Interchange (SR 46 under US 441)
Right-of-Way Impacts (Acres)	0	27.7	28.6	24.2	23.3	28	28
Right-of-Way Impacts (\$ millions) <i>(R/W cost estimate is for west of Pond Road only)</i>	0	\$10.3	\$9.1	\$7.8	\$6.0	\$6 (2006 \$)	\$6 (2006 \$)
Right-of-Way Impact (Acres) to the Mount Dora Water Treatment Plant	0	5.4	7.9	4.8	3.6		
Construction Cost (\$ millions)	0	\$46.0	\$41.8	\$35.1	\$36.5	\$70+	\$70+
Estimated Total Cost (\$ millions)	0	\$56.3	\$50.9	\$42.9	\$42.5	\$76+	\$76+
Wetland Impacts (Acres)	0	0.26	0.3	0	1.5	1.5	1.5
Residential Relocations (# of Residents)	0	6	6	6	0	6	6+
Utility Impacts (# of owners)	0	7	7	7	7	7	7
Opening Year (2019) Traffic Level of Service	F	B	B	B	B	B	B
Opening Year (2019) Intersection Delay (seconds)	83.3	11.6	11.6	17.3	13.5		
Design Year (2039) Traffic Level of Service	F	F	F	C	B	B	B
Design Year (2039) Intersection Delay (seconds)	302.8	113.4	127.2	23.2	17.3		
Bicycle and Pedestrian Compatibility	no facilities	minimum conflicts	NB conflicts	EB / WB conflicts	minimum conflicts	minimum conflicts	minimum conflicts
Max Bridge Elevation (over existing SR 46)	21.5'	25'	26.5'	27'	27'	55'+	55'+
Constructability Issues	n/a	complex	complex	average	average	complex	complex

Traffic Level of Service Key: A: Free flow

B: Reasonably free flow

C: Stable flow

D: Approaching unstable flow

E: Unstable flow

F: Forced or breakdown flow

Current: FDOT

Section 3 – 100% Plans



Sections 3A & 3B - Status

Design:

- 100% Plans Update Submittal – April 2016

Right of Way Acquisition:

- Began Summer 2015
- 41 Parcels Total
- 5 Parcels Acquired

Construction (Concurrent):

- Letting - June 2017
- Start - Fall 2017

Completion 2019

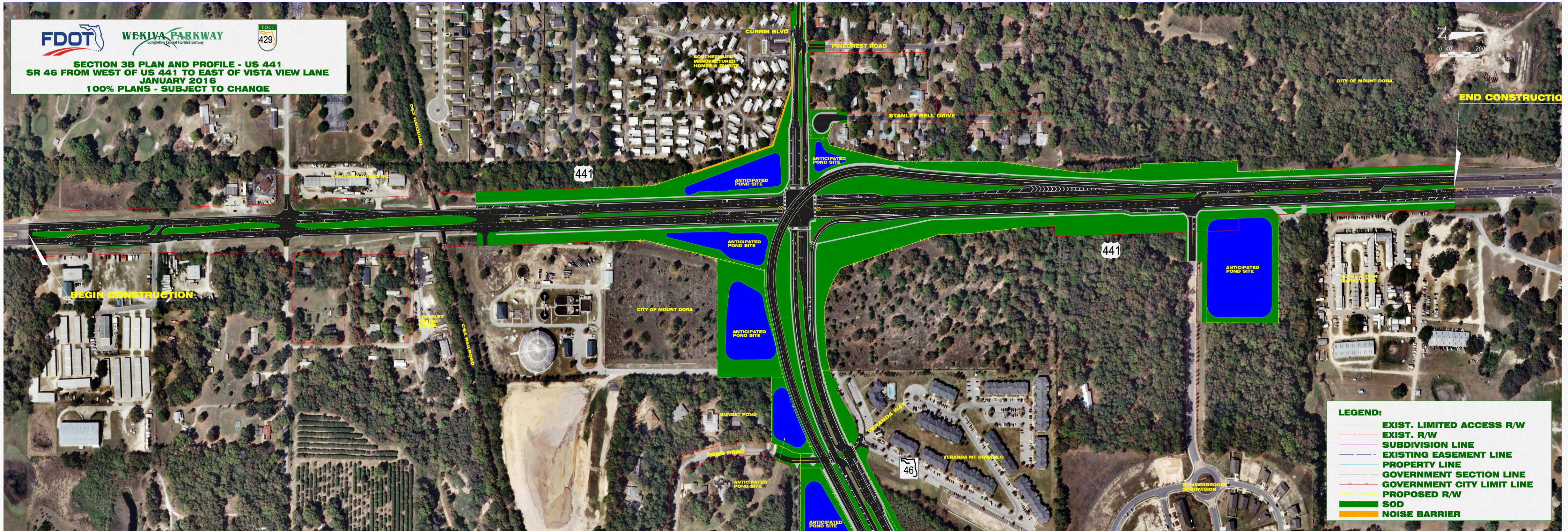


Section 3 – Project Details



Non-Tolled Improvements: Widening, Sidewalks, Bike Lanes, Drainage & Safety Medians

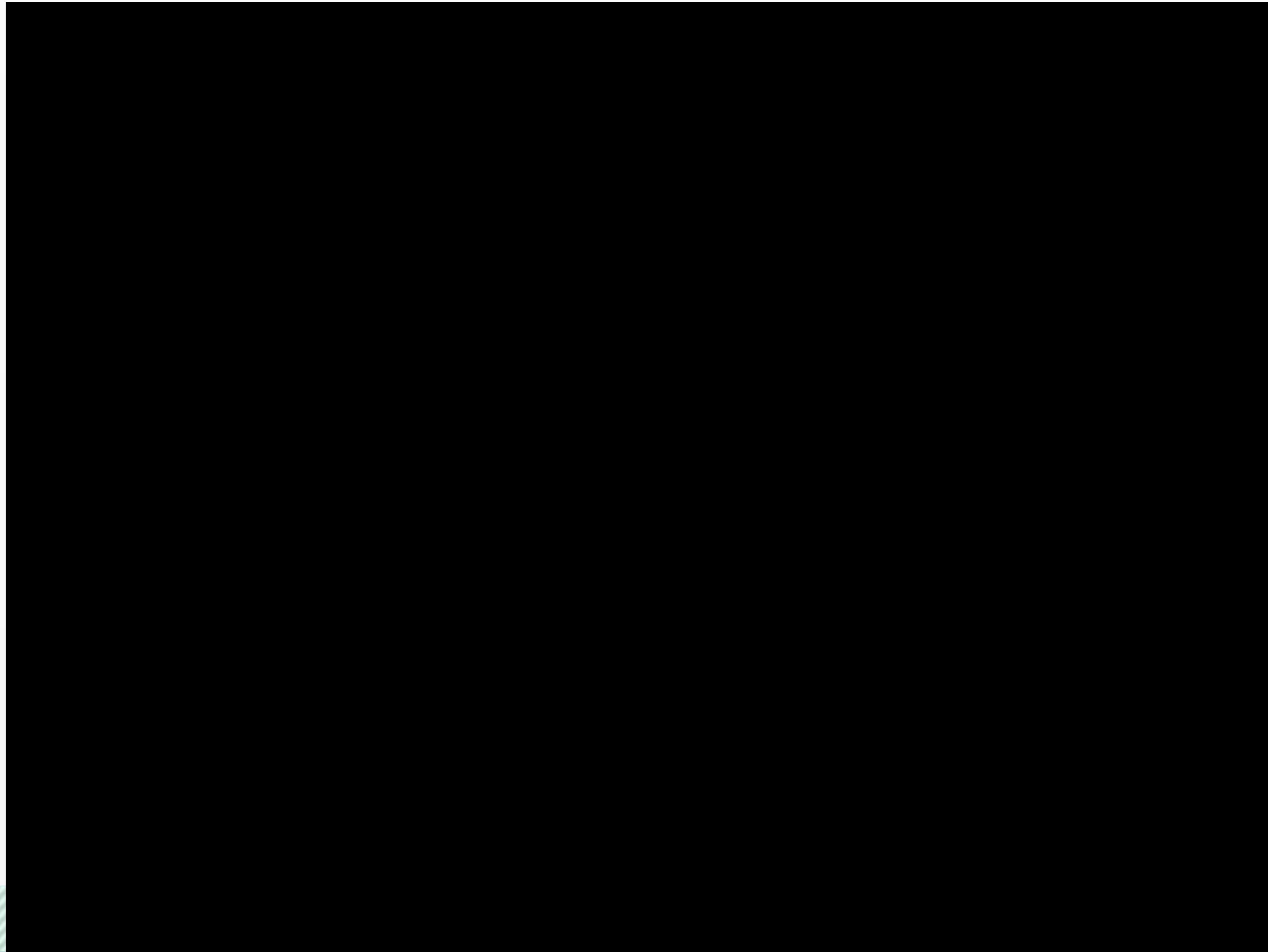
Section 3B – US 441



Section 3B – SR 46



Section 3B - Animation



Section 3A

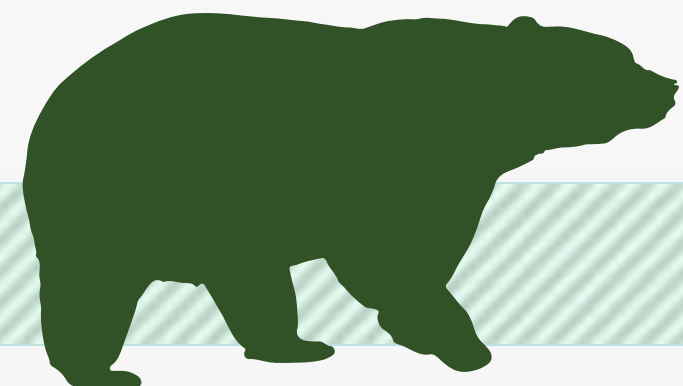


What's Next?

2016:

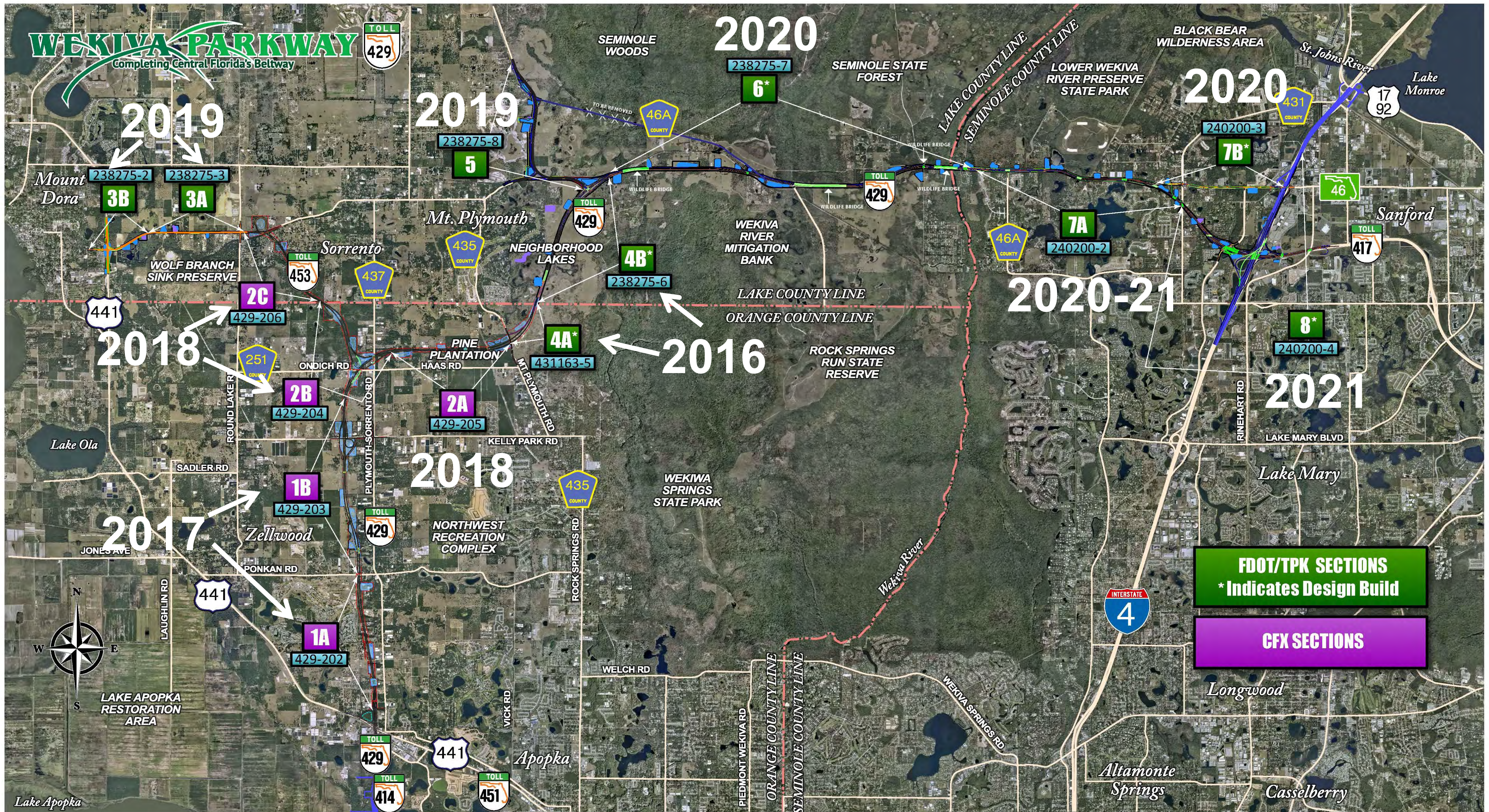
- CFX Section 2B Construction Start – Jan. 4
- FDOT Industry Forum – Jan. 26
- FDOT Section 4A/4B Opens – Late Jan.
- FDOT Section 8 Public Workshop – March
- CFX Section 2C Construction Start – April
- CFX Section 2A Construction Start – May
- FDOT Section 6 Bid Advertisement – May

2017: FDOT Sections 3A / 3B Construction Start



WEKIWA PARKWAY

Completing Central Florida's Beltway



FDOT/TPK SECTIONS
* Indicates Design Build

CFX SECTIONS



LAKE APOPKA RESTORATION AREA

Lake Apopka

For More Information:

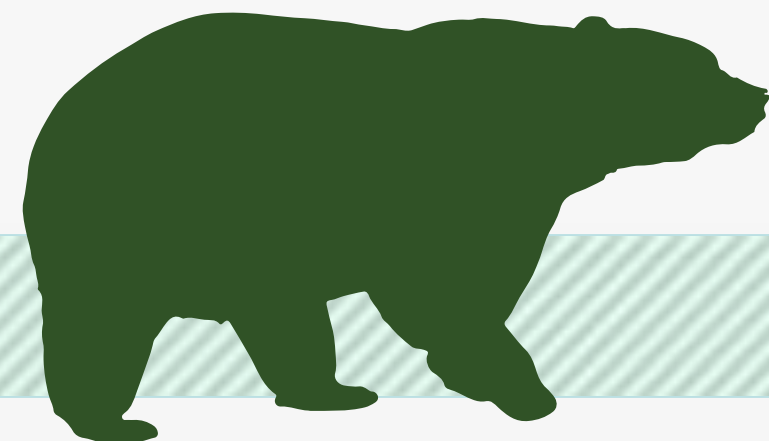
Mary Brooks

Public Information Officer

C: 407-694-5505

E: Info@wekivaparkway.com

W: www.wekivaparkway.com




WEKIVA PARKWAY
Completing Central Florida's Beltway

HOME SECTIONS PROJECT HISTORY ALL ELECTRONIC TOLLING **CONSTRUCTION UPDATES** FAQ CONTACT US

CONSTRUCTION UPDATES

Welcome to your construction information source for the Wekiva Parkway, the 25-mile toll road that will complete Central Florida's beltway. Here you can find out about construction schedules, lane and road closures, and detours. You can also view the latest community presentations, or request an update for your group. Just click on the appropriate button below.

Construction on the Wekiva Parkway is being done in sections by the Central Florida Expressway Authority (CFE) and the Florida Department of Transportation (FDOT). FDOT began work on the first sections - 4A and 4B - on Feb. 15, 2013. These two design-build sections extend from Mount Plymouth Road (County Road 425) north of Hessa Road in Orange County, to State Road 40 east of Perry Challenge Road in Lake County. Work on this section is scheduled to finish in early 2016.

CFE on June 5, 2015 began construction Section 1A, and is slated to start work on Section 1B on August 3, 2015. Work on this portion from near US-441 and Plymouth Somersio Road to near Parkway Road is scheduled to finish in spring of 2017.

SCHEDULE

Check out the latest construction schedule for the Wekiva Parkway

ALERTS

Prepare for your travel by finding out the latest news on lane and road closures and more

COMMUNITY PRESENTATIONS

Schedule a project update for your community or group. Check out the latest presentations on the Wekiva Parkway

VISUAL GALLERY

Want to see the latest photos and video on how the Wekiva Parkway is taking shape? [CLICK HERE!](#)

ALERTS

Click on link for details

- September 2015
CFE Section 1A, SR 425 Connector Road Lane Closing
- August 2015
CFE Section 1A, SR 425 Connector Road Lane Closing
- August 2015
CFE Section 1A, Nighttime SR 425 Ramp Closure to Westbound Connector Road
- August 2015
CFE Section 1B (aka C) with Gopher Tortoise Relocation
- August 2015
New Photos of FDOT Sections 4A & 4B
- August 2015
Bridge Pile Driving to Begin on CFE Section 1A
- August 2015
CFE Section 1A, Be Alert for Intermittent Lane Closures on SR 425 Connector Road
- July 2015
CFE Section 1A, Be Alert for Turn Lane Closure on SR 425 Connector Road
- July 2015
Construction Will Underway on CFE Section 1A
- June 2015
CFE Begins Building Section 1A on June 5
- June 2015
Intermittent Flagging Operations For Section 4 on SR 425

CONTACT US

Mary Brooks
Public Information Officer
Info@wekivaparkway.com
407-694-5505





A Regional Transportation Solution

Questions?

