



2019

PUBLIC INFORMATION ANNUAL REPORT



**CENTRAL
FLORIDA
EXPRESSWAY
AUTHORITY**

2019 Public Information Annual Report

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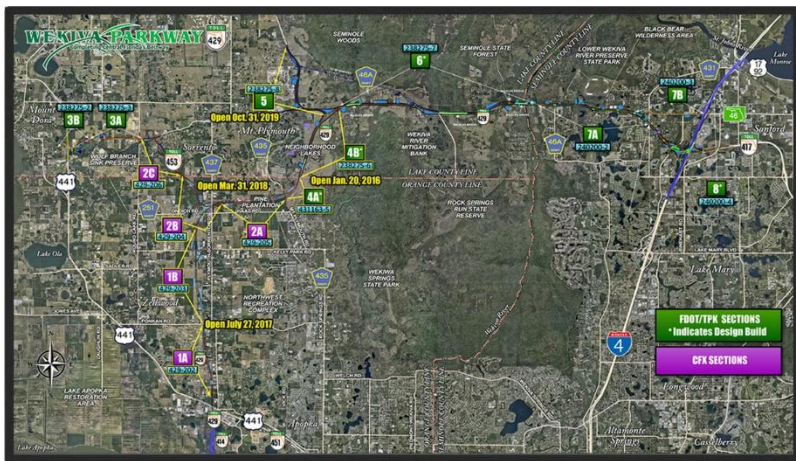


I. Introduction

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 will connect to State Road (S.R.) 417 and Interstate 4 (I-4), completing the beltway around the Orlando metropolitan area. This estimated \$1.6 billion project includes \$500 million of non-toll road improvements including:

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



Ultimately, the parkway will provide travel alternatives, relieve U.S. 441, S.R. 46 and other area roads of traffic congestion and make 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 will be 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.

In 2019, the agencies had opened 13 miles of the Wekiva Parkway to traffic in Orange and Lake counties. All CFX sections of the parkway are open and experiencing 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.

FDOT, by the end of 2019, had seven project sections – 3A, 3B, 5, 6, 7A, 7B and 8 – under construction, including about 13 miles along the S.R. 46 corridor. That included starting work on Section 7B, the widening of S.R. 46 from Orange Boulevard to Wayside Drive/Oregon Street (just west of I-4).

This report is intended to provide CFX, FDOT and other interested parties with a summary of 2019 Wekiva Parkway project milestones and community awareness activities. 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 team in 2019 included Mary Brooks, Nick Lulli, Ashley Beck, Chris Ward, Kathy Putnam, Shari Croteau 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 on 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 via 32 public meetings and hearings, well over 800 stakeholder and community group meetings and dozens of 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 innovative and digital strategies to broaden the public’s access to project information. The project website, www.wekivaparkway.com, finished the year with nearly 300,000 visits since its inception in 2012. Social media has been a crucial engagement tool, with the project accounts reaching more than 2,000 followers. The increased use of drone video footage also has helped elevate interest in the project.

With an increasing number of project sections under construction, communications staff have 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 and construction teams was critical in 2019 to get important information out to officials, the media and other community members, to answer questions and to help resolve public issues. COS staff coordinated extensively with the agencies and following project partners as the parkway continued to move through construction:

Project Section	Agency	Design Firm	Construction Oversight Firm	Contractor
Section 2A	CFX	Parsons	KCCS	Superior Construction
Section 2B	CFX	Atkins	A ² Group	Southland Construction
Section 2C	CFX	DRMP	Jacobs	GLF Construction
Section 3A	FDOT	Moffatt Nichol	RK&K	GLF Construction
Section 3B	FDOT	Lochner	RK&K	GLF Construction
Section 5	FDOT	CDM Smith	(FDOT)	Halifax Paving
Section 6 Design Build	FDOT	GAI Consultants	RS&H	Superior Construction (Design Partners: Arcadis & WGI)
Section 7A	FDOT	AECOM	CONSOR	SEMA Construction
Section 7B	FDOT	JMT	(FDOT)	Masci Contractors
Section 8 Design Build	FDOT	Atkins	Metric Engineering	Lane Construction (Design Partner: DRMP)

To ensure the public had ample, advanced warning about lane closures, detours and other construction impacts, the communications team distributed **82 construction alerts** in 2019. Alerts are posted on the project website, social media pages and distributed via e-blast to

officials, the media and those in the project database. In some cases, fliers were also distributed door to door. The increased outreach is expected to continue in 2020 as construction continues to progress.

Outreach highlights in 2019 included hosting a pre-construction public meeting for Section 7B and coordinating numerous stakeholder meetings.

a. Project Update – Florida Department of Transportation

FDOT had seven project sections under construction in 2019: Sections 3A/3B, 5, 6, 7A, 7B, and 8.

Sections 3A & 3B

Sections 3A & 3B are being built as one \$33 million project along State Road (S.R.) 46 from west of U.S. 441 to Round Lake Road and along U.S. 441 from north of Natoma Boulevard to the Lake-Orange County Line in Mount Dora. These non-tolled road improvements – including six-laning more than 3 miles of S.R. 46 and U.S. 441 – are being made in anticipation of the increased traffic trying to get to the parkway.

Work includes converting the U.S. 441 / S.R. 46 interchange into an at-grade, signalized intersection with a flyover ramp, as well as utility work, installing medians, pedestrian improvements, drainage and other roadway features.



Work continued to build the new flyover bridge columns and retaining walls. The structures feature the characteristic parkway stone relief and will be painted in warm browns and tans to give a more natural, rustic appearance. Flyover bridge beams will be painted deep green to help blend into the surroundings.

Installation of large, U-shaped beams for the flyover bridge was completed in 2019. The beams ranged from 120 feet long on each end by the abutment walls, to 231 feet long spanning over S.R. 46.

The operations required notifying the community each week about the latest schedule for the nighttime S.R. 46 road closures and detours needed to place and secure the beams.



The first half of 2019 saw widening come to a completion of the S.R. 46 corridor to the north throughout the project limits. Paving operations in the spring allowed crews to shift all S.R. 46 traffic to the future westbound lanes so that similar widening could be performed on the south side of the corridor. Work on the south side included earthwork, drainage and paving.

Ahead of the traffic shift, Residents and businesses were notified that their driveways would be extended to reach the new lanes.

Frequent communications to the public were also needed as lane closures were required to allow pipe crews to cross S.R. 46, side streets and driveways. The same was true when crews continued installing road base, curb and asphalt.

Side streets such as Natoma Boulevard were closed and then reopened to construct the new tie-in to U.S. 441. The extended detour required the Summerbrooke community to use the S.R. 46 entrance only. Staff coordinated with the neighborhood HOA to trim trees and other vegetation to allow paving crews in to reopen Natoma.

Installation of the highly-anticipated sound wall at the Southernaire community began in earnest. The sound wall will reduce noise for the high-density community.

All told, in 2019 staff distributed more than 20 construction alerts to the public for activities on this section. Work began on Sections 3A and 3B on October 30, 2017, and is scheduled to finish in summer of 2020.

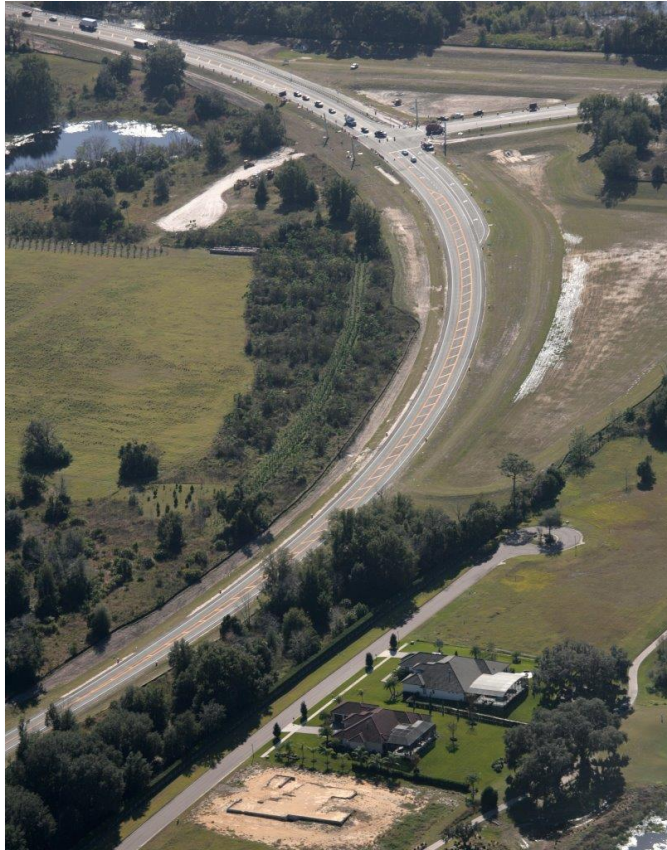
Section 5

Section 5 is a \$9.88 million, non-tolled road improvement to relocate about a mile of C.R. 46A out of the Seminole State Forest. The change was among environmental protections mandated by the 2004 Wekiva Parkway and Protection Act to improve habitat connectivity and reduce the risk of conflicts between vehicles and wildlife.

Crews, since June 5, 2017, had been building the new C.R. 46A alignment for 2.5 miles from north of Arundel Way to connect to S.R. 429, east of Camp Challenge Road, in east Lake County. Part

of the new, two-lane roadway is “depressed,” or built below ground, and a vegetative buffer will be included to minimize noise and visibility impacts to the adjacent community.

Traffic on S.R. 46 was placed onto the new alignment through the project in mid-2019 following installation of a new traffic signal to handle new ramps coming off S.R. 429. Shortly thereafter, on October 31, 2019, the realignment of C.R. 46A opened to traffic. Activation of the previously



installed signal at the T-intersection was completed. Crews finished out 2019 with punch-list items and other activities such as drainage.

Extensive coordination continued with local stakeholders, including the Red Tail community. A new entrance was constructed for the community’s C.R. 46A access. Communication with the public included efforts to inform them about temporary access via Sahara Court while the permanent extension to the new C.R. 46A was completed.

A separate landscaping project for this section will be opened for bids in May 2020, pending any unforeseen circumstances. Landscaping will include drought-tolerant and Florida-friendly plants.

Section 6

Section 6 continued with immense progress in 2019. This parkway stretch features extensive wildlife protections that will pass between state parks and across the Wekiva River. This \$232.4 million 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.

Roadway and bridge construction accelerated in 2019.

One of the parkway's signature features is being built along Section 6 – a new, much higher Wekiva River crossing with enhanced aesthetics. The 60-foot tall bridge puts the deck in the tree canopy to visually buffer it from surrounding communities. The higher crossing 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 now having to cross S.R. 46.

Three bridges – one for the service road and one each for eastbound and westbound parkway traffic – were under construction, each designed to span the river channel, with piers only on the riversides.

By the end of 2019, the non-tolled service road bridge was nearly complete. To protect the river, which is also designated as a Florida Outstanding Waterway, crews are using “top down construction.” This means that no activity or construction equipment is working within the river channel. The bulk of the span work is being done from the top of the columns or piers.

Outreach to inform the public about the imminent traffic shift onto the service road bridge began in December. Communities such as Wekiva River Oaks, Wekiva Park Drive and Wekiva Pines Estates were advised of significant access changes. Wekiva Pines and neighboring homes on existing S.R. 46 would have their own access road on the existing S.R. 46 pavement (to be renamed Bear Pond Drive.)

Officials in both Seminole and Lake counties were notified to prepare for school bus impacts, garbage collection pattern changes, and the homes that required address changes.

The existing S.R. 46 bridge has eight piers in the river. This bridge will be removed in early 2020. Removing the existing bridge is expected to improve the river's 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 at the current wildlife tunnels in the area of Rock Springs Run State Reserve. The two current tunnels have about 80 feet of clearance for animals to pass under S.R. 46.

The new wildlife bridges will total nearly 7,700 feet in length, providing nearly 100 times the safe passageway for animals as the current tunnels. All told, Section 6 involves driving approximately 1,900 concrete bridge foundation piles.

2019 saw a big leap forward when S.R. 46 traffic was shifted to the completed service road wildlife crossing east of C.R. 46A. This series of bridges between natural areas required traffic to be shifted north. A portion of old S.R. 46 remains for local property access in this area, renamed Deerwood Farms Road. Public outreach in preparation for this shift was also robust, with flyer distributions and communications about address changes a top priority.

This section also will feature wildlife fencing to discourage animals from entering the corridor. The fencing is 10 feet high, with 2 feet underground to discourage animals from burrowing into the right of way.

As required in the 2004 Wekiva Parkway and Protection Act, about a mile of C.R. 46A will be abandoned in the Seminole State Forest to reduce conflicts between vehicles and wildlife as part of this project.

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 Scenic River Management Advisory Committee (WRSRMAC) and the Wekiva River Basin Commission (WRBC).

The project team has been highly vigilant about controlling erosion and maintaining water quality, frequently adding or adjusting turbidity barriers and other measures; employing digital water quality monitoring equipment; providing frequent data and reports; and conducting site visits for FDEP and other agency staff. Agency and COS staff also provided regular updates to the WRBC and the WRSRMAC.

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 are planned as safety enhancements at the intersections under the parkway. Lighting is planned under the bridges and on frontage road approaches to the roundabouts for added safety. The project overall has endeavored to adhere to the dark skies initiative, an effort to reduce the impacts of light pollution, in this environmentally sensitive area.

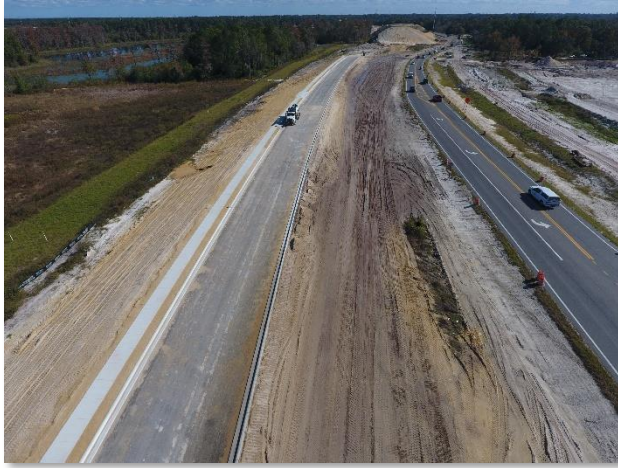
Work includes building a 10-foot-wide sidewalk along the eastbound service road, bike lanes, utilities and other roadway features. Construction is scheduled to finish in 2022.

Section 7A began the year in earnest with pile driving and other activities requiring vibration and settlement monitoring of homes in Walden Cove.

FDOT announced in April that the contractor responsible for building Section 7A, Astaldi Construction Corporation, had voluntarily defaulted on four projects throughout the state, including this section of the Wekiva Parkway.

A new contractor to finish construction of Section 7A was selected in May. SEMA Construction, Inc. was the general contractor selected to complete the work. Crews resumed activities on June 3 following a brief lull.

Work on this section is scheduled to finish in 2022. The completion timeframe for this segment of the parkway remains unchanged.



Following the selection of SEMA, activities resumed and accelerated. Several access changes occurred on the east end of the project. South Orange Avenue and Wayside Drive access from S.R. 46 was permanently closed as planned to facilitate construction of additional elevated parkway sections. As bridge work progressed, Capri Cove and South Orange Avenue residents were provided a temporary access road to Center Road. Ahead of this change, a community meeting was held

to ensure school bus routes and trash pickup would be coordinated with county leaders. Staff coordinated closely with Google Maps and GPS services to alter navigation maps to aid in access.

Preparations also began in December for an early 2020 shift of S.R. 46 traffic to a portion of the new westbound service road. Staff coordinated closely with a local church and business for temporary access down the old S.R. 46 roadway.

Section 7B

2019 was a big year for Section 7B, as construction kicked off over the summer. Masci General Contractors, Inc. is the lead on the \$17.8 million project, which is expected to be completed in 2021.



FDOT's pre-construction public meeting for this project on July 9, 2019, drew 84 attendees. This meeting was the last of 32 public meetings and hearings for the Wekiva Parkway project.

Section 7B is widening State Road 46 (S.R.) to six lanes from Orange Boulevard to Wayside Drive-Oregon Street. The work involves 1.3 miles of improvements, including medians, sidewalks, bike lanes, traffic signal upgrades, drainage, sign and pavement markings, utilities, and other roadway features. There will be a 10-foot-wide sidewalk installed along the south side of S.R. 46 as part of this project.

Initial construction efforts included clearing vegetation between International Parkway, S.R. 46, and Wayside Drive for a planned retention pond. Traffic safety devices were also set up. Work then began to clear the median area in preparation for the first traffic shift.

In August, eastbound traffic on S.R. 46 shifted north onto temporary pavement in the median area so crews could begin widening the south side of the roadway. A robust effort to relocate utilities was underway by the end of 2019.

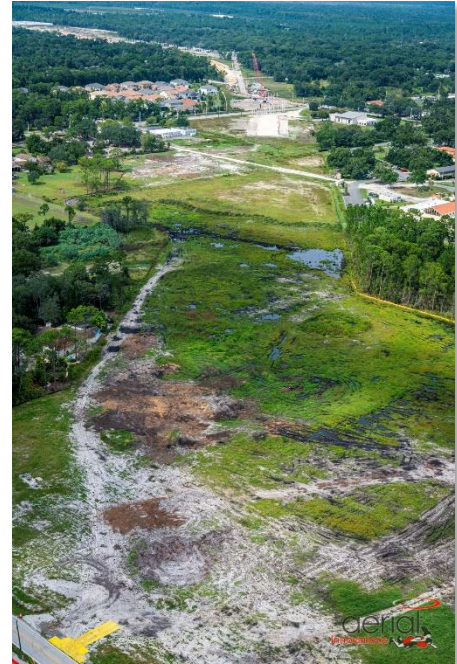
Section 8

A \$253.3 million design-build project, **Section 8** involves building the parkway and interchange from Orange Boulevard to east of Rinehart Road in Sanford. This section also includes building the general use lanes for the I-4 Beyond the Ultimate project – from south of S.R. 417 to south of S.R. 46. The 2.63-mile project will include aesthetic walls and other features. A toll gantry will be built on this section. Work will include drainage, lighting under bridges and at the interchange, utilities and other roadway features.

Work continued on clearing and grubbing in preparation for earthwork and bridge work. In preparation for pile driving and other work efforts, pre-construction surveys were conducted at residences in the Tall Trees community and Ballantrae Apartments. Dozens of homes and units were documented for existing conditions as part of the project record.

Pile driving began across all areas of the project in late 2019. With nearly two dozen bridges to build on this section, work was spread out from Wilson Road, to International Parkway, and adjacent to I-4.

Staff kept in close contact with nearby Wilson Elementary School and held a briefing for school leadership to discuss student testing and pedestrian safety through the work zone along Wilson Road.



b. Project Update – Central Florida Expressway Authority



Having completed the last of their sections in 2018, the Central Florida Expressway Authority (CFX) spent 2019 finishing up landscaping and otherwise operating their sections.

CFX's parkway sections have been a game-changer for many in Central Florida. From Orlando to Mount Dora, and from Sanford to

the attractions, those using the parkway praise its ease and convenience. Some drivers report shaving 10-15 minutes from their commutes.

In 2019, CFX installed landscaping on Section 2A of Wekiva Parkway. Countless native cabbage palms were installed to match the existing pattern growing wild outside of the right-of-way.

Traffic on CFX's sections has exceeded original projections. At the Ponkan toll gantry alone, millions of trips have been registered since opening in 2017.

CFX's sections have alleviated morning tie-ups, for example, on Plymouth Sorrento Road. Backups used to stretch a mile or more north of the Connector Road interchange to S.R. 429.

II. Awards and Recognition

The project and agencies were honored in July 2019 when the International Bridge, Tunnel and Turnpike Association (IBTTA) announced that CFX, FDOT, and Florida’s Turnpike Enterprise (FTE) were jointly awarded the 2019 Toll Excellence Award for Social Responsibility for their work helping to protect the wildlife and other natural resources surrounding the Wekiva River during development of the parkway.



The 2019 Toll Excellence Awards were formally presented during IBTTA's 87th Annual Meeting and Exhibition, September 15-17, 2019 in Halifax, Nova Scotia, Canada.

“Central Florida Expressway Authority, Florida Department of Transportation – District Five and Florida’s Turnpike Enterprise have been selected for their work together on the development and construction of the \$1.6 billion Wekiva Parkway, helping to alleviate congestion, handle increased traffic volumes – while protecting the area’s wildlife and natural resources,” said Patrick Jones, Executive Director and CEO of IBTTA. “Each award winner has taken on a tough transportation challenge and worked

with partners to find a practical solution. We’re incredibly proud of the work they’ve done to represent our industry. On behalf of the transportation community, we congratulate these three Florida transportation agencies on this well-deserved recognition.”

Staff were on hand to accept the award and speak on behalf of the endeavor. A project video also was presented during the ceremony.



III. Joint Agency Public Involvement Coordination

Since 2012, the agencies have worked in tandem to provide consistent project messaging to the public throughout the 25-mile corridor. An important element of that has been regular Joint Agency Public Involvement Coordination meetings, of which **47 meetings** were held through January 2018. The meetings concluded with the opening of the final CFX parkway sections.



Organized by the COS team, the meetings were attended by agency and engineering directors, construction engineers, communications and project management staff for both agencies, as well as the corridor consultant, CH2M/Jacobs.

During the meetings, agency staff members shared information about progress on their respective sections, discussed milestones and major project activities, reached consensus on key messaging, jointly planned media and special events, and discussed all facets of community outreach and other coordination for the parkway.



The joint meetings were also used to discuss the development and updating of project resources such as the www.wekivaparkway.com website, collaterals including the project fact sheet, FAQs and talking points. The meetings facilitated further development and strengthening of the corridor-wide branding for the parkway. This uniform branding throughout the corridor made the project – and related information resources – easily recognizable to the public.

Key project participants in the joint agency meetings over the years have included:

Alan Hyman, FDOT Director of Transportation Operations
Glenn Pressimone, CFX Director of Engineering
Michelle Maikisch, CFX Chief of Staff & Public Affairs Officer
Ben Dreiling, CFX Director of Construction
Don Budnovich, former CFX Resident Engineer (now Director of Maintenance)
Brian Hutchings, CFX Senior Communications Coordinator
Steve Olson, former FDOT District Five Public Information Manager
Ashraf Elmaghraby, FDOT Constructability & Design Services
Kevin Moss, FDOT Design Project Manager
Matt Hassan, former FDOT Design Project Manager
Hatem Aguib, FDOT Design Project Manager
Scott Bear, Corridor Consultant, CH2M/Jacobs
Mary Brooks, Consultant Public Involvement Coordinator, Quest

IV. Elected & Agency Officials' Coordination

The agencies in 2019 continued to proactively communicate with and involve area officials as the project moved through various phases of construction. The goal continues to be to keep state and local leaders informed of the progress made on the various sections, to address any questions or concerns, and to also make them aware of community outreach and concerns from their constituents.

Elected and agency officials' coordination over the years has been accomplished through strategies including: Commissioners' Briefing Reports, one-on-one meetings, and presentations to city and county councils and at officials' town hall meetings. Additionally, COS staff in 2019 addressed extensive officials' emails and calls regarding the project sections and related constituent concerns.

Extensive efforts were undertaken on Section 6 to coordinate local road and address changes with Lake County officials. Communication was also key with Seminole County Commission Chairwoman Brenda Carey's office.



Briefings were given to the MetroPlan Orlando Citizens Advisory Committee and the Technical Advisory Committee.

V. Media Relations



In 2019, the Wekiva Parkway project continued to receive positive media coverage. The announcement of the M-CORES program highlighted the parkway as a project that meets the mobility and economic needs of the region, while balancing environmental stewardship.

The communications team has worked diligently 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 coverage reflects their understanding and trust in key project messages.

The COS staff was able to continue to maximize earned media, a cost-effective method of communicating with the public, to get the word out about construction starts, traffic pattern changes and milestone events on other parts of the parkway.

One of the over-arching goals in using the media to publicize project news has been to show the agencies were honoring the commitments to improve regional mobility, while trying to minimize community impacts, help protect surrounding wildlife and create a facility that has an iconic “parkway feel.”



Parkway coverage continues to be overwhelmingly positive, with a number of the stories dealing with new project section starts and the important role the expressway will play in local municipalities’ economic development and jobs creation plans.

Through the agencies’ proactive media strategies, transparent operations and positive, constructive relationships with media members, the project has largely been successful in getting the media to disseminate accurate key messaging – and positive coverage – to the public.

In close coordination with the agencies, COS staff including Mary Brooks and Nick Lulli provided extensive information, project visuals and on-camera interviews for local media looking for an official perspective on the project.

VI. Public Meetings

FDOT in 2019 held a **public meeting** for Section 7B in Seminole County that drew more than **80 attendees**. All state and other requirements were met with regard to noticing the meeting, including the Florida Administrative Register (FAR) and legal advertisements and the notices mailed to property owners, officials' notifications, media releases and the like.



Meeting notification fliers were also distributed to businesses and others on the S.R. 46 corridor in Sanford. Feedback at the meeting was largely positive, with questions increasingly related to when the parkway would be open and public access points.

Meetings over the years were attended by state and local officials, property owners, environmentalists, realtors, developers, attorneys and other interested parties.



Attendees at the meeting at Lakeside United Methodist Church, 121 N. Henderson Lane, were able to view a multi-media presentation and large exhibits, and to speak directly with staff to get their questions answered and to express their concerns. Among the communities represented were: Lake Forest, Forest Glen, Capri Cove and Wekiva River Oaks.

Questions and comment topics included: Landscaping, requests for "No U-Turn" signage at the median of S.R. 46 at North Henderson Lane, concerns about loss of right-turn-lanes into and out of the Publix Plaza, and drivers speeding up behind drivers trying to turn. Attendees commented that the project looked good and were appreciative that there would be minimal impacts to traffic during construction.

Among the officials attending were: Jean Jreij and Matt Hassan, Seminole County Public Works; William Morris and others with the Seminole County Sheriff's Office; and Dennis Miller with Seminole County Fire Rescue.

VII. Environmental Coordination

Coordination continued in 2019 with state and federal environmental agencies, local governments and advisory committees. Communications included close coordination on gopher tortoise relocation, prescribed park fires, water quality monitoring and construction activities, as well as addressing questions from agency personnel.



FDOT also communicated with environmental advocates while attending the Wekiva River Scenic River Management Advisory Committee meetings.

CFX and FDOT continued to adhere to the Parkway and Protection Act requirements to brief the roughly 30 members and staff on the Wekiva River Basin Commission (WRBC) periodically on project progress and other matters. Those presentations in 2019 occurred on February 22 and September 12.

Attendance at the meetings was in addition to communications that also occurred throughout the year with individual WRBC members as questions or other matters arose.

Section 8 crews continued to safely remove protected gopher tortoises from the work zone in Sanford in 2019. A keystone species, many different animals depend on gopher tortoise burrows for shelter and protection from heat, predators and fire. More than 800 of the reptiles have been removed from the overall parkway corridor and relocated to state licensed recipient sites.

Bear safety talks were also held with Section 7B project team members as construction kicked off.



VIII. Community Presentations

Project communications staff continued to seek out – as well as accommodate requests for – community presentations in 2019. The agencies continued to get positive feedback during such

engagements, which make accurate, up-to-date information directly available to community members.

The consultant COS and other project staff in 2019 presented project updates to **14** homeowners associations, business groups, cultural, civic and fraternal organizations and trade associations, directly educating and engaging more than **370 community members**.



The presentations also serve as an excellent opportunity to reinforce the availability of project information resources, including the website, where a number of the presentations have been posted, and the project Facebook and Twitter pages. The following is a sampling of meetings we participated in for 2019:

Neighborhoods, HOAs & Businesses

- Walden Cove HOA – February 13
- Rock Springs Ridge HOA – April 8
- Tall Trees HOA – April 20
- Red Tail HOA – April 26
- Wekiva Park Drive HOA – May 14
- Wekiva River Oaks HOA – May 16
- Wekiva River Road & Wekiva River Acres HOA – July 26
- Capri Cove HOA – July 29

Civic/Community Group Presentations

- Premier Sotheby's International Realty – May 14
- Mount Plymouth Community Redevelopment Agency – May 23
- Women's Council of REALTORS of North Lake – June 21
- South Seminole Rotary Club – September 30
- Men's Presbyterian Club of Mount Dora – October 12
- Rotary Club of Apopka – October 17

IX. Youth Education Program

The Wekiva Parkway Youth Outreach and Education Program continues to achieve its goals to:

- Educate youngsters on the environmental protections encompassed in the project;
- Encourage students to view transportation as a career opportunity;
- Enlist youngsters to become project advocates and share information with their parents and other adults; and,
- Motivate students to encourage their families to stay safe in work zones.



Youth outreach has included agency or community youth programs with a conservation or environmental mission, schools on or near the corridor, as well as those with engineering magnet programs.

The community outreach team always seeks the advice of youth program leaders in developing talking points and multimedia presentations for the students. Staff also asks students at the end of each event how we could improve the materials and presentations; a number of the students' suggestions have been incorporated or helped refine program strategies.



This year, agency, project and communications staff participated in class presentations, field trips and project tours, and in large-scale, back-to-school events. All told, the project team interacted with nearly **1,000 teachers, students and their families** using this strategy.

In August 2019, more than 870 people visited the CFX-sponsored E-PASS and Wekiva Parkway booth at the Back to School Expo at the Seminole Towne Center. Phone stands and kids' hard hats were a big hit. Parents loved getting their questions answered about the parkway and E-PASS.

Then in November, nearly 100 third graders at Zellwood Elementary School learned about the Wekiva Parkway during the Annual “Teach-In” event in Orange County. Students were eager to learn about parkway protections for wildlife and possible careers in road construction.

Many volunteered to be "Safety Ambassadors" to help spread the word about the importance of safe driving habits through work zones. They also loved the wildlife coloring sheets and designated texter T-shirt. Teachers repeatedly praised the opportunity to get their project questions answered, and how the presentations fully engaged the students.



X. Special Events

The Wekiva Parkway booth has become a fixture over the years at various community special events. The events provide opportunities to raise awareness of the Wekiva Parkway amongst a broader audience and help to build positive relationships with the communities hosting the events, as well as with individual members of the public.

Many event-goers thanked staff for making parkway information readily available, and allowing them to get their questions answered about E-PASS and SunPass. The communications team staffed the following special events in 2019, all together interacting with **2,200+ event goers**:



In February 2019, nearly 2,000 people came by the CFX-sponsored booth at the Mount Dora Arts Festival. Lots of folks got their questions answered about E-PASS Xtra (covering EZ-Pass states) and the Wekiva Parkway. The "hard hat" stress balls and UCF, UF and FSU phone wallets also were a big hit.

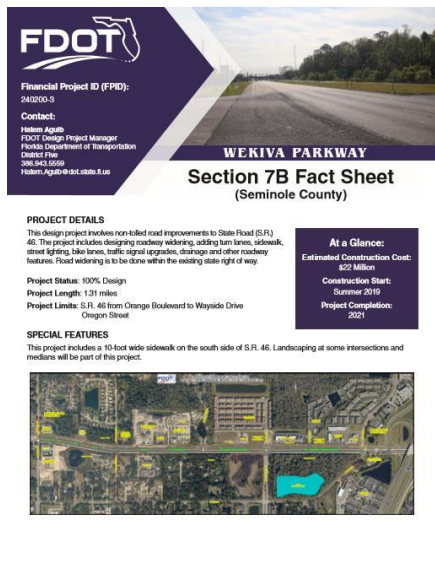
Then in March, nearly 90 people stopped by the Wekiva Parkway booth at the East Lake Heritage Festival at the East Lake County Library. Attendees were happy to be able to view project exhibits up close and to get updates on the various sections under construction.

In April, COS staff went back to the East Lake County Library for the Spring Fling where a couple dozen citizens received project updates.



In October 50 people visited the project booth at the National Night Out Event in Mount Dora. The safety and crime prevention event was organized by the Mount Dora Police Department. People were able to learn the latest about the project and to get their questions answered.

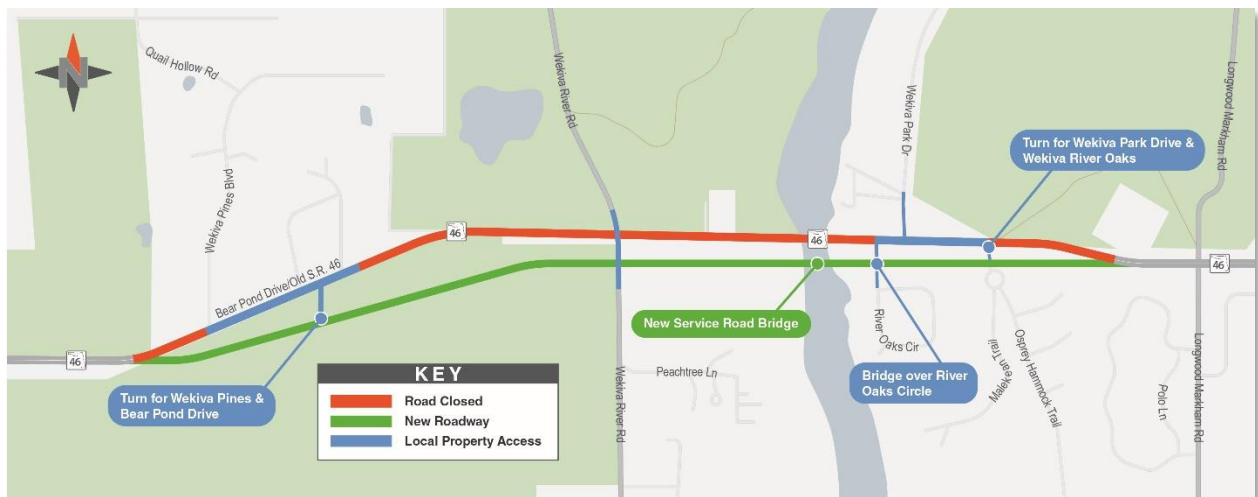
XI. Project Materials



With all remaining FDOT sections under construction in 2019, project materials focused on providing updates on the latest work activities and traffic impacts. Section fact sheets for Sections 3 A/B, 5, 6, 7A, 7B, and 8 were revamped to reflect the new FDOT design standard.

Communications and creative staff crafted dozens of traffic impact maps for various construction operations on the sections underway. The COS team consistently updated multimedia presentations, and other materials to highlight project progress, benefits and traffic volumes on the open sections. The overall corridor map and project fact sheet were updated to reflect the opening of Section 5's C.R. 46A

realignment, and as other schedule details became available.

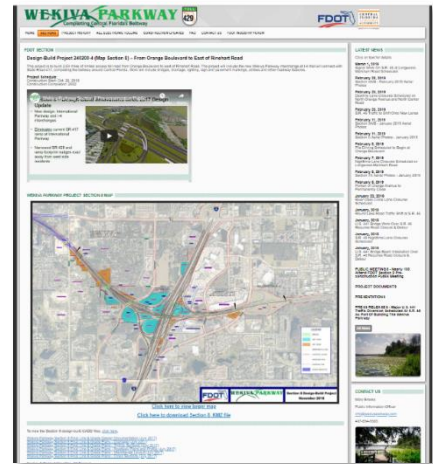


Project materials were provided at the Section 7B public meeting, community presentations and special events, as well as were posted on the project website and social media pages.

XII. Website

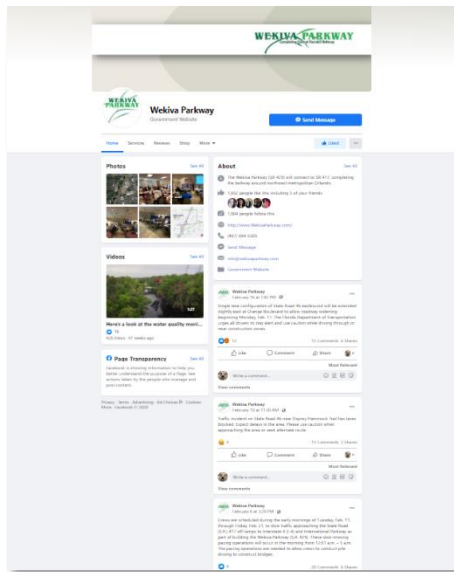
The project website www.wekivaparkway.com in 2019 received 22,542 visits from 15,587 unique visitors. Since it launched on June 15, 2012, the site has received **295,620 visits** from **223,030 visitors**. The site continues to be an invaluable resource for community members interested in the details, benefits and progress of the project.

In the last year even more videos, animations and exhibits were added to the site. Updated plans, aerial exhibits and other documents continued to be posted. Monthly web traffic reports continued to be compiled and provided as requested.



Continued cross promotion of the website by including webpage links in social media posts and email blasts also contributed to increased use of the site as an information resource in 2019.

XIII. Social Media



The Wekiva Parkway social media accounts continued to draw followers in 2019, a testament to the relevance and current nature of the postings. The parkway Facebook page had **1,767 followers** and the Twitter page had **540 followers** by the end of 2019.

Videos, animations, photos, public meeting notices, construction alerts, burn notices, community meeting and event recaps all worked to continually engage community members in project activities. Most posts are shared extensively by followers, further expanding the reach of project information.

XIV. Outreach Totals

The following table provides a snapshot of the minimum number of people reached using each communications strategy. The numbers do not reflect the number of times an individual might have visited the website, the number of shares for various social media posts, the number of people who forwarded to others the information received about the project, nor the voluminous number of project calls and emails received:

2019 Communications Strategies	Min. No. of People Engaged
Community Presentations	370
Public Meetings	84
Construction Alert E-blasts (82 alerts)	53,000
Youth Outreach	1,000
Community Special Events	2,200
Website Visitors	15,587
Social Media Followers (Facebook & Twitter)	2,307
TOTAL	74,548

For more information contact:
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