



A Regional Transportation Solution

Section 5 Pre-Construction
Public Information Meeting – Open House
May 23, 2017



We'd like to thank you for attending this public meeting to review the construction plans and schedules for Section 5, which will begin construction on June 5.

The Florida Department of Transportation is hosting this informal open house to allow you to view exhibits and to ask questions of project staff.

We'd like to provide some general information about the Wekiva Parkway, and then give you more specifics about Section 5.



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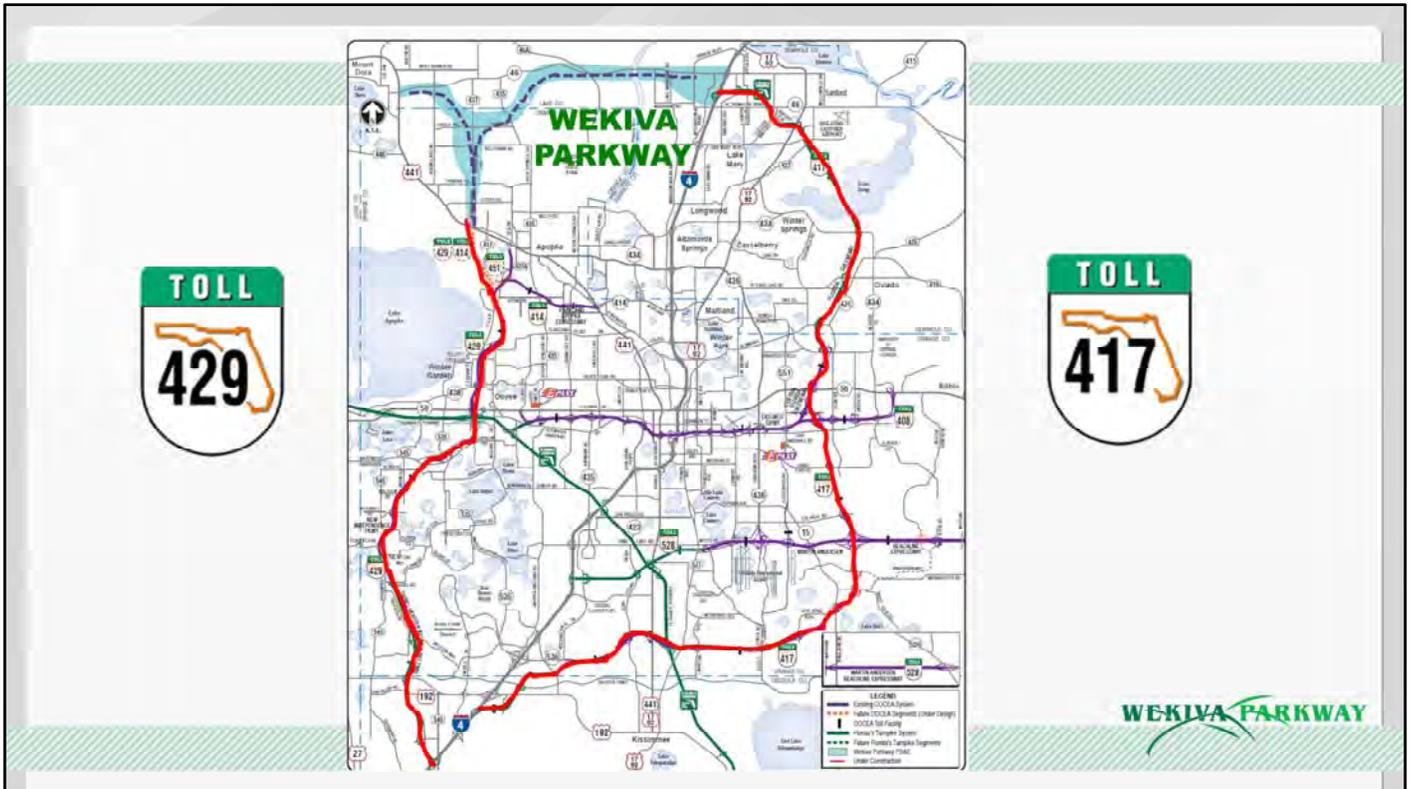
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All inquiries or complaints will be handled according to FDOT procedure and in a prompt and courteous manner.



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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 – is being built by the Florida Department of Transportation and the Central Florida Expressway Authority. The Florida's Turnpike Enterprise collects the tolls on the Department's expressway sections.

The Wekiva Parkway includes 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



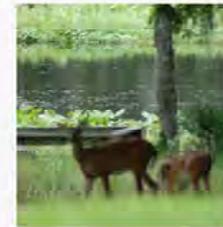
The Wekiva Parkway is the first expressway in Central Florida to feature All Electronic Tolling. There will be no toll plazas – motorists will pay their tolls at safe, highway speeds at toll gantries.

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 by the 2004 Wekiva Parkway and Protection Act**
 - **Setting Aside More than 3,400 Acres for Conservation**
 - **Largely Elevated to Reduce Accidents Between Vehicles & Wildlife**
 - **Several Wildlife Bridges**
 - **Realigning CR 46A out of Seminole State Forest**
 - **Limited Interchanges (Curb Development)**



WEKIVA PARKWAY

The Wekiva Parkway represents a unique transportation solution that also helps to protect wildlife and other natural resources in the Wekiva River Basin.

The agencies have diligently adhered to the Wekiva Parkway and Protection Act, ... including setting aside 3,400 acres for conservation and planning three substantial wildlife bridges. The project also includes realigning a small portion of CR 46A out of the Seminole State Forest to reduce collisions between wildlife and vehicles. We will be discussing this section more during this presentation.

The parkway will have a minimal number of interchanges. The idea is to reduce the amount of related development in this environmentally sensitive area.

Wekiva Parkway Trail

10 Miles

Concurrent Design: Sections 5, 6 & 7A
✓ 2017-2021

Separate Design: Sections 4A & 4B

Connections:

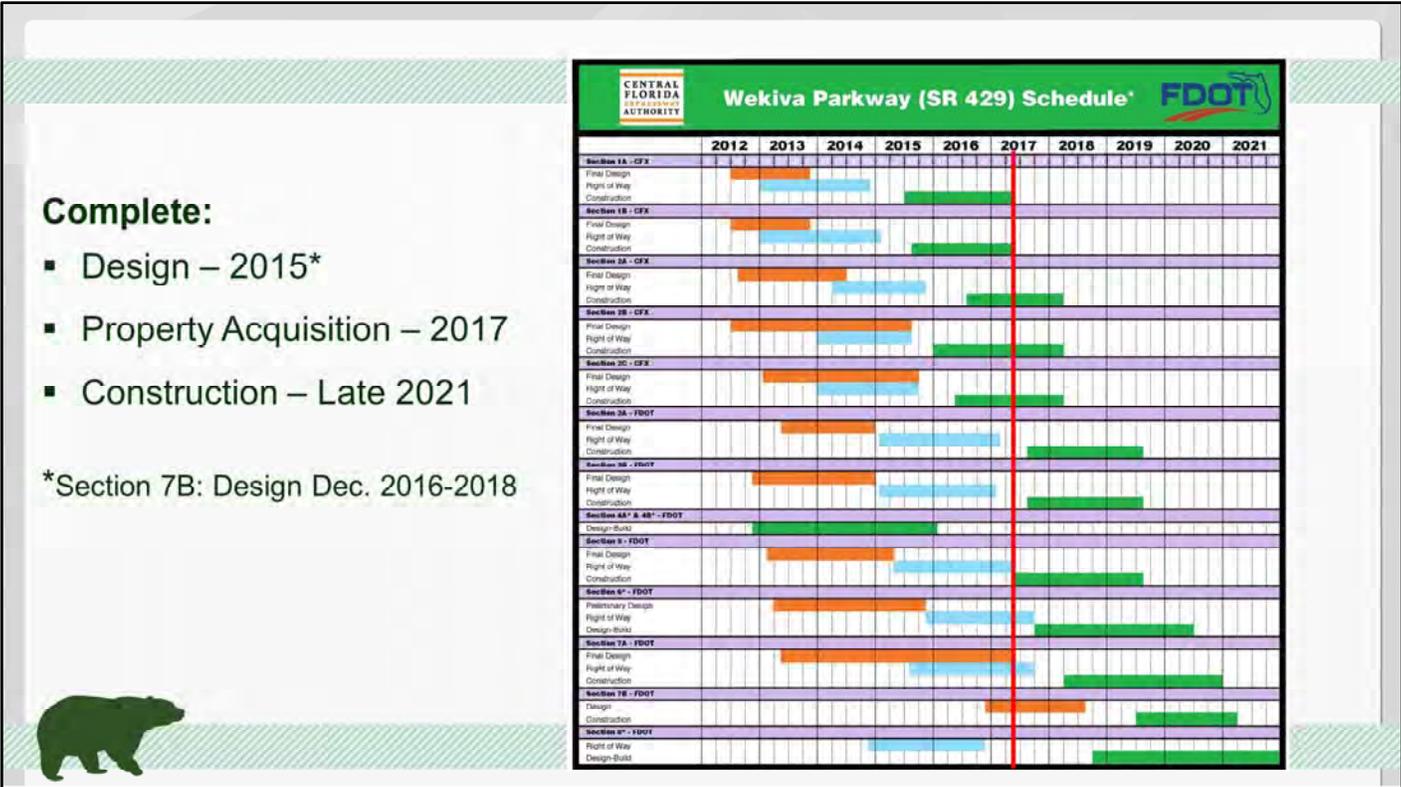
- ✓ West Orange Trail Extension
- ✓ Lake-Wekiva Trail (New - Planned)
- ✓ Seminole-Wekiva Trail Extension



WEKIVA PARKWAY

The Florida Department of Transportation 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 is nearly finished design on a trail that will roughly parallel Sections 4A and 4B, which opened in January of 2016.

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.

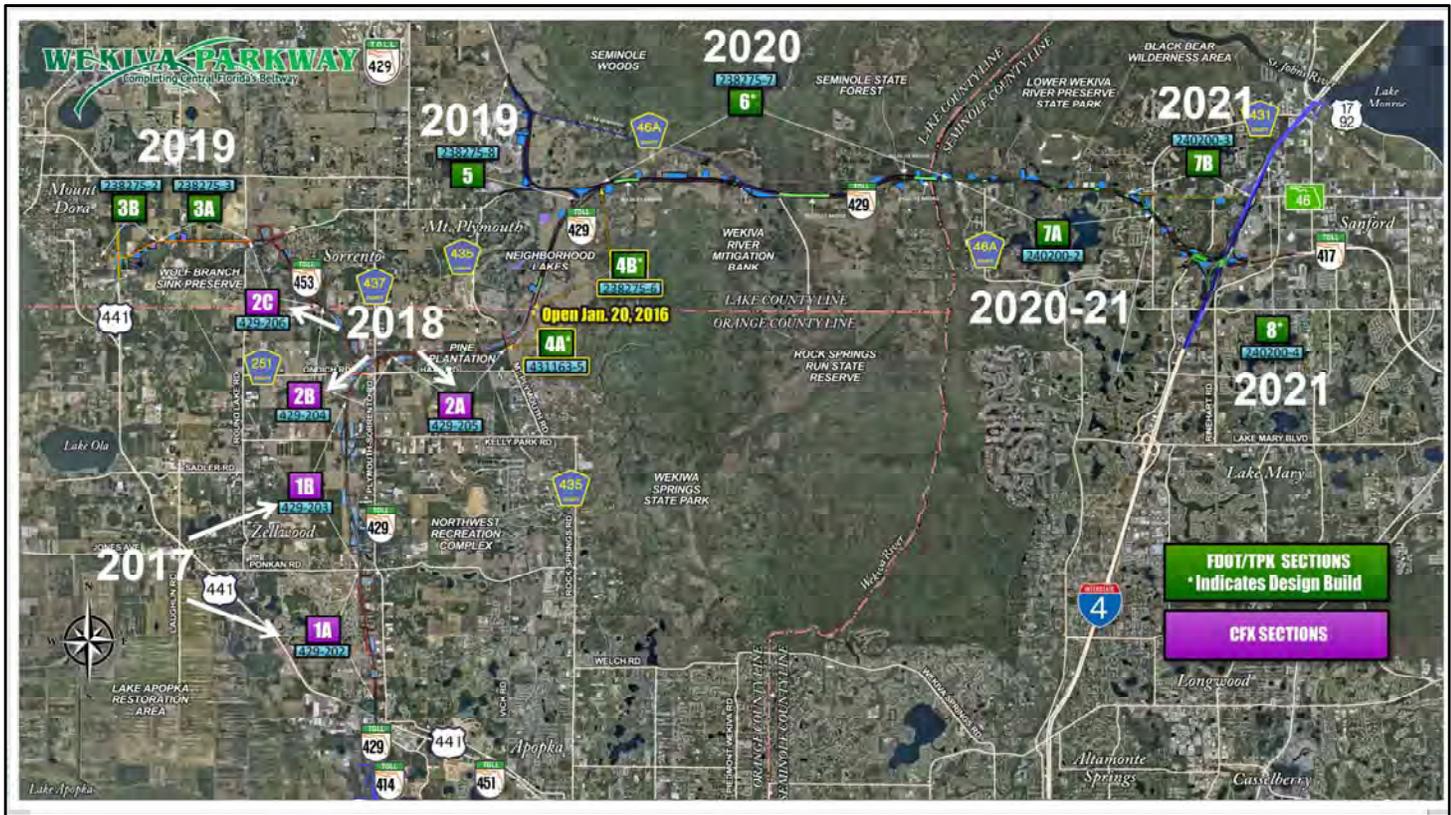


Here you can see the overall schedule for the Wekiva Parkway. The left column shows the various parkway sections. The red vertical line shows where we are currently in the schedule.

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 5 Construction Project



The focus of tonight's meeting is to review the construction plans and schedules for Wekiva Parkway Section 5.

Section 5 – Project Information

Construction Start: June 5, 2017

Construction Completion: Spring 2019

Construction Cost: \$9.88 million

Project Length: 2.5 miles

Project Team:

Florida Department of Transportation

Contractor: Halifax Paving

Design Firm: CDM Smith



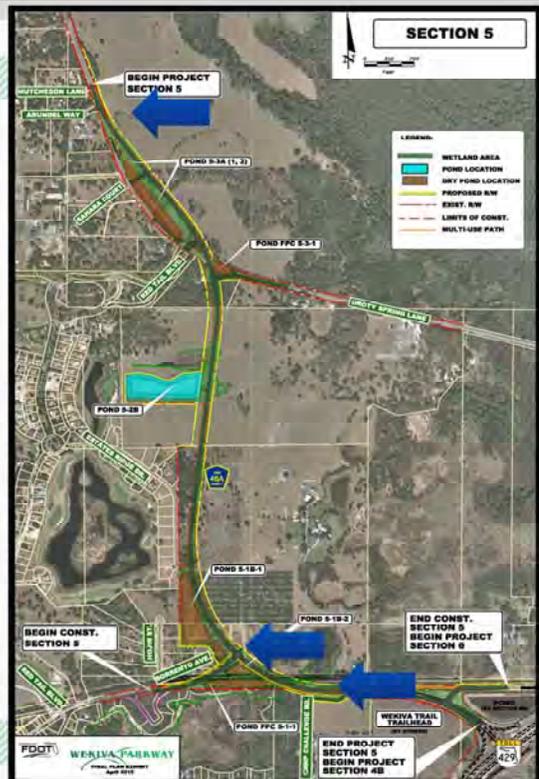
Construction on this 2.5-mile project is scheduled to begin June 5. The project is scheduled to finish in approximately two years.

The project construction cost is \$9.88 million.

For the Project Team, the Florida Department of Transportation, which will be overseeing the construction engineering and inspection, has selected Halifax Paving to do the work. The design firm for this project is CDM Smith.

Section 5 Description

- Non-tolled Road Improvement
- 2004 Wekiva Parkway & Protection Act
 - Realign CR 46A out of Seminole State Forest
- Project Limits: CR 46A from Arundel Way to SR 46 near Camp Challenge Road & SR 429
- Two Lane Roadway (Ultimate Four Lanes)
- Signalized T-intersection: CR 46A & SR 46



This section is one of the non-tolled road improvements being built as part of the parkway.

Section 5 involves the realignment of part of CR 46A out of the Seminole State Forest as required by the 2004 Wekiva Parkway & Protection Act.

The project involves realigning CR 46A beginning at Arundel Way on the north end, and making a new connection to SR 46 near Camp Challenge Road. Section 5 will connect to State Road 429 at the Section 4B interchange already in operation.

Section 5 consists of initially building a two-lane roadway; the right of way has been acquired to widen the road to four lanes when necessitated by future traffic demands. This is not projected to occur for many years.

Work will include making a new signalized T-intersection between the realigned CR 46A and SR 46. Lake County has approved renaming this area of SR 46 as “Sorrento Avenue” once this project is completed.

Section 5 Description

- Completion: Lake County to Operate & Maintain Roadway
- Multi-use Trail along SR 46
 - Connect to Lake-Wekiva Trail
 - Trailhead by others
- Landscaping: Future Project
- Retention Ponds: Wet & “Dry”



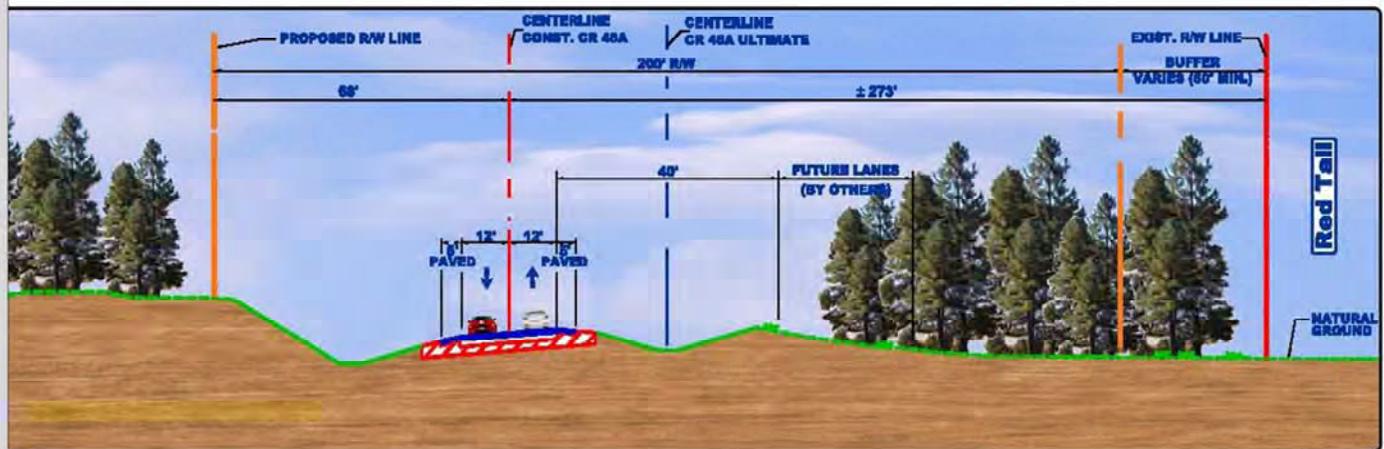
Once this non-tolled project is complete, FDOT will turn the roadway over to Lake County, for operations and maintenance.

This section includes building a multi-use trail, shown in orange, along the SR 46 end of this project. You can also see a trailhead planned by others. The parkway trail will connect to the west with the Lake-Wekiva trail also being planned by others.

Once the major construction is done, FDOT will undertake a separate project to landscape this section.

The light blue areas are planned wet retention ponds. The brown areas represent dry retention ponds, those which will be dry except after a heavy and / or extended rainfall.

Section 5 – Typical Section Arundel Way to Sorrento Ave (SR 46)



TYPICAL SECTION
From Arundel Way to Sorrento Avenue

This typical section shows the realignment of CR 46A will initially be a two-lane, connector road. Current traffic projections show the ultimate widening to four lanes will not be needed for many years.

Where the new road comes closest to the Red Tail community, it will be depressed or lowered, to reduce visibility and noise. A vegetative buffer of at least 50 feet – shown between the red and orange lines on the right of this image - will be maintained along the outside of the community's property line.

The first lanes to be built will be the farthest from the neighborhood.

The speed limit on CR 46A on the north end will be 55 mph, what it is today

Section 5 Description – Red Tail North Entrance

- Extend Driveway (North Entrance)
- No Impacts: Community Wall or Gate



The realignment of CR 46A – shown here in light gray in the background – will require extending the driveway at the north Red Tail entrance by about 200 feet to connect with the new roadway.

The community wall and gate are on private property and will not be affected. You can also see nearby the cul de sac that will be on this portion of old CR 46A, allowing continued property access.

Construction Impacts

Construction Start: June 5, 2017

Affected Side Streets:

CR 46A	SR 46
Arundel Way	Hojin St.
Red Tail Blvd.	Camp Challenge Rd.



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



FDOT wants you to be aware of some of the construction impacts to local travelways – and the surrounding area - that will occur during this project. Motorists can expect lane closures as well as other construction impacts, shown here.

The Department posts news about lane and road closures on wekivaparkway.com. And on the project Facebook and Twitter pages.

Motorists should always obey the posted speed limits, safety signs and devices in the work zone. Drivers should be mindful of construction vehicles entering and leaving the roadway.

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.

Construction Activity Schedule

PHASE I	PHASE II
12-14 Months	Tying in to CR 46A & SR 46
Work Zone Setup & Signs	Night Work
Gopher Tortoise Relocation (Approx. 30 Days)	- Temporary Detour Construction for CR 46A & SR 46
Erosion Protection Devices	- Begins Spring – Summer 2018
Clearing:	Sheet Pile Wall Work on SR 46
- Pond 2B & Surcharge Area (Sta. 410-420)	
- Move North Toward CR 46A	
- SR 46	
Red Tail Entrance Work (End Phase I)	<i>*Construction Schedules Subject to Change</i>

Here are some of the key activities that will take place in the first phases of the project. Please understand that construction schedules are subject to change due to a host of variables.

During phase One, expected to last 12-14 months, the contractor will set up the work zone.

Halifax Paving will search for and relocate gopher tortoises - a protected keystone species in Florida – to a state licensed recipient site. This process should take about a month.

Clearing vegetation and debris on the project corridor will begin at the future site of the wet pond, 2B, near the middle of the project. The clearing will then progress north toward CR 46A. Once that area is done, clearing will begin in the area of SR 46.

Work at the Red Tail entrance is slated to begin toward the end of Phase One.

Phase II will include both temporary detour construction and the actual work to tie in the new roadway to CR 46A and SR 46. This will require some night work, expected to begin in approximately spring or summer of 2018.

This will include sheet pile work at SR 46.



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 pre-construction public information workshop. 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.