

**SEMINOLE COUNTY EXPRESSWAY AUTHORITY MEETING**  
Seminole County Services Building - Room 1028  
1101 East First Street  
Sanford, Florida  
May 9, 2006 at 5:00 P.M.

**MINUTES**

**MEMBERS PRESENT:**

Commissioner Bob Dallari, Chairman, Presiding  
Commissioner Carlton Henley  
Commissioner Brenda Carey  
Commissioner Randy Morris  
Commissioner Dick Van Der Weide

**MEMBERS NOT PRESENT**

Commissioner Art Woodruff, Vice Chairman  
Commissioner Gary Brender

**STAFF PRESENT:**

Gary Johnson, Executive Director  
Cindy Coto, County Manager  
Don Fisher, Deputy County Manager  
Sally Sherman, Deputy County Manager  
Bob McMillan, County Attorney / SCEA Counsel  
Jerry McCollum, County Engineer  
Lisa Spriggs, Fiscal Services Director/SCEA Secretary-Treasurer  
Pam Hastings, Administrative Manager  
Tony Matthews, Planning & Development Department  
Linda Newman, Principal Analyst  
Sheralyn Brinson, Recording Secretary

**GUESTS PRESENT:**

Mike Snyder, P.E., Executive Director; Orlando-Orange County Expressway Authority  
Mark Callahan, CH2M HILL, Wekiva Parkway PD&E Study Project Manager  
Dave Lewis, Project Manager; CH2M HILL  
Tom Percival, PD&E Study Project Manager; FDOT-District 5  
Mary Brooks, Public Information Officer, Wekiva Parkway PD&E Study

**ITEM #1:CALL TO ORDER**

Chairman Dallari called the meeting to order at 5:00 P.M. The meeting was scheduled to begin at 4:00 P.M. but was delayed until the Board of County Commissioners concluded their meeting.

**ITEM #2:INVOCATION AND PLEDGE OF ALLEGIANCE**

The invocation was given by Commissioner Henley. The pledge of allegiance was led by Commissioner Van Der Weide.

**ITEM #3: APPROVAL OF MINUTES - December 20, 2005 Meeting**

Motion to approve Minutes of December 20, 2005, Meeting was offered by Commissioner Van Der Weide and seconded by Commissioner Carey. The motion passed unanimously.

**ITEM #4: INFORMATIONAL UPDATES AND DISCUSSION ITEMS****(a) Wekiva Parkway Update Presentation (PowerPoint Presentation)**

Mark Callahan, P.E., CH2M HILL, Wekiva Parkway PD&E Study Project Manager

Dave Lewis, Project Manager; CH2M HILL

Mike Snyder, P.E., Executive Director; Orlando-Orange County Expressway Authority

Tom Percival, PD&E Study Project Manager; FDOT-District 5

Mark Callahan introduced himself as the Consultant Project Manager for the Wekiva Parkway Study representing the consulting firm CH2M HILL.

He stated the following:

Tom Percival from the FDOT is present today; he is the Department's Project Manager. Also present today is Mike Snyder, Executive Director, Orlando-Orange County Expressway Authority (OOCEA), recognizing this as a joint effort between the Expressway Authority and DOT. Also present today is Dave Lewis from my staff.

Our purpose today is to give you a quick update on the Wekiva Parkway -- where we are with our current activities and refinements of the alternatives; the overall alignment concepts; and our next steps and schedule.

Over the last several months we have been refining our conceptual alternatives that we presented in December. We have started preparing our traffic projections and have some information on that. A lot of coordination with stakeholders, environmental groups, local governments, citizens, etc., has taken place and our continued public involvement efforts are moving forward. In terms of alternative refinements, we received some input from you last December. I will review that and then review the traffic projections, the alternatives and some of the concepts we have at I-4, SR-417, and SR-46 alignment options.

Three (3) basic things came up last December that you asked us to look at: first of all you made a motion to eliminate the northern alignment which took off from SR-46 and went up the power line into the Black Bear Preserve area and tied in at 17/92 at I-4. There are a lot of wetland and flood plain impacts and impacts to homes. We have eliminated that alignment from further consideration. Two additional items that we looked at are: (1) there was a request for us to look at the use of 2-way frontage roads along the SR-46 corridor where the Wekiva Parkway would be located; and (2) consideration of an alignment along the International Parkway dipping down into 417.

Two-way frontage roads: We looked at several concepts on that. More R-O-W would be required to get our slip ramps in as opposed to one-way frontage roads. There are significant operational constraints associated with 2-way frontage roads as opposed to one-way and there are increased conflict and safety concerns related to those operations. We are recommending that we move forward with the use of the one-way frontage roads.

The potential alignment on International Parkway running along SR-46 and then dipping down -- this shows a couple of ideas on the east side. There are some issues with these concepts that we would like to review. First, there is a lot of impact along the International Parkway itself in some areas where there has been some development proposed is moving forward and likewise some fairly significant access impacts along International Parkway. More importantly from the standpoint of tying into I-4, there are some geometric constraints in getting a full interchange with full access at I-4, 417 and the Wekiva Parkway. If we can't get all the access resolved, and it appears we would not

be able to and still meet design criteria, this would tend to put more traffic on SR-46 and have a negative impact to SR-46. We are recommending that those considerations be dropped and that we look at the diagonal alignment that we presented previously that comes down near the neighborhoods of Tall Trees behind Wilson Elementary and angles into the 417 alignment.

**Traffic Projections.** This would be where the Wekiva River is and what we are trying to show here is, as we look at the 2032 traffic projections for every hundred vehicles that either cross the river in one direction or the other a day, what we are finding based on our traffic projections and the way the distributions work is that about 37% or 37 out of every 100 cars that cross the river are coming from 417; so we are seeing significant interaction between 417 and the Wekiva Parkway. The next highest number, a fairly significant amount, coming to and from the north on I-4 and using the Wekiva Parkway, 25%; and then from there quite a bit of traffic coming off International Parkway, about 17%. The balance is made up of 46 east of I-4 and then local trips along the 46 corridor are fairly small numbers. I-4 from the south is an additional percent (7%). That distribution is a little different than historically but it is fairly significant and it tells us something as it relates to the interaction between the Wekiva Parkway and 417 and the importance of providing that access. In terms of the numbers also, we are a little surprised with that; as we looked out through the 2032 timeframe, we noted that the Wekiva Parkway appears to need six lanes as we get near the river in that timeframe. It's 25 years from now, but we are approaching the 100,000 vehicles a day number and that is with a connection to 417. The numbers are a little different if we run it along 46 but again a volume that is approaching a 6-lane need in our design years.

Some of the typical sections that we are looking at:

First, the Wekiva Parkway here in the middle is shown as a 4-lane facility, two (2) lanes in each direction, and then the one-way frontage road systems on either side. We have incorporated some landscaping in the median. We would have to guardrail-protect that and as you can imagine when it goes to six lanes, that stuff in the median disappears and we would fill that in with the barrier wall and shoulders in the additional lanage.

This is the typical section we are looking at essentially from the river from any of the alternatives to the east, either dipping down off the corridor near west of Orange or all the way along 46 to I-4. For those areas where the Wekiva Parkway terminates and ties into 46, we would be looking at your normal 6-lane typical section which generally can fit within the existing R-O-W we have out there, about 200 feet. Last but not least, this is our normal typical section for the rest of the Wekiva Parkway, about a 300 feet wide R-O-W, a 4-lane facility expandable to 6 lanes into the median, which appears to be needed as well depending on the specific alignment. We are proposing four (4) basic alternatives to be carried forward in our upcoming meetings which will be in the August timeframe where we will go to the public to get their further input on our viable alternatives and these four (4) alternatives are for Seminole County.

The first option crosses the river taking the Wekiva Parkway with a frontage road system continuing along the 46 corridor and then at this area just west of Orange Boulevard, the Wekiva Parkway would dip and take a diagonal to the southeast and then the frontage roads would tie in and make an improved SR-46, ultimately 6 lanes to I-4; and then as the Wekiva Parkway continues to the southeast, go over Orange Boulevard and then tie into a re-built interchange at 417 and I-4.

The second option would be to take the Wekiva Parkway and the frontage road system all the way to I-4 and incorporate a system connection between the Wekiva Parkway and I-4 as well as providing that service connection between I-4 and the local 46 traffic.

Another suggested option for us to look at would take the Wekiva Parkway and frontage road system to some point just east of Orange and then drop the Wekiva Parkway into an eight (8) or six (6) lane section along 46 to I-4 and allow the existing interchange to utilize that.

The last concept would be to essentially take the Wekiva Parkway near the bridge just west or east of the bridge and tie it into SR-46, six (6) lanes or 8 lanes, whatever would be needed.

These last three alternatives have some issues given the traffic distribution that we are seeing for the study; but each has much less impact along the areas especially south of 46 in the neighborhoods.

Here is a concept that we prepared for a potential interchange at 417 and I-4 and the Wekiva Parkway. We have been able to get quite a bit in our existing R-O-W although we are going to need some additional lands on the west side and some small amounts of property on the east side as well. The other nice thing about this concept is we've been able to provide a connection to and from 417 down to International Parkway which is an increasingly important component and have also complemented that with ramps to and from the west. It appears this interchange will handle the traffic projections in the out years; it will require re-building significant portions of I-4 and will be an expensive construction project .

We have struggled with how we might do the connection with the alignments that go all the way along 46 and tie in, trying to provide that service interchange with a systems interchange in a fairly well developed four quadrants adjacent to the 46/I-4 interchange is a challenge. We have not come up with a solution that is perfect; we are still looking for options there but it doesn't seem we will find something that meets all the traffic needs we have. Remembering that a lot of this traffic coming on the Wekiva Parkway wants to get down to 417; that further complicates our efforts to find that solution; there will be some impacts if this is the chosen alternative in and around this area of 46.

Another option: we've taken a flyover and tried to utilize existing pond area to the north. It has issues as well. We are still trying to figure out how to deal with this; trying to get everything in this one location.

Another important issue that we have looked at is the typical section. With the Wekiva Parkway and the frontage roads, about 260 feet of R-O-W is required. We have 200 feet out there so we will need some additional R-O-W. We have the luxury of a fairly large gas pipe line (approximately 26 inches) on the north side in an easement. We are looking at two alignments here along 46 -- one that would hold the R-O-W on the north and the gas easement on the north and improve to the south; and another option that improves to the north and relocating the gas pipe line, which is a fairly expensive proposition but so is the land on the south side. We have done some initial assessments of that; we would like to do more on that as we are moving forward. If it goes to the south, we clearly impact more parcels and have more impact to residential components whereas to the north we have less of that, but we have more acreage required although the R-O-W is a little bit cheaper. We are estimating at least today \$14-20 million dollars to relocate the pipeline. We are still looking at that issue and probably will carry that to the public for their input as well.

Here is the overall board -- starting in Orange County at 441 near Apopka, the Wekiva Parkway going to the north and then to the east into Lake County across Lake County into Seminole County with the various options in Seminole County and the 46 bypass tying into 441 near Mt. Dora. We have been working with all our stakeholders and believe we have a set of alternatives that people are comfortable with including the environmental interests that had some concerns earlier. We have attempted to address those as best we can.

Next steps: We are looking at stormwater ponds, refining these alternatives. We would seek your input here as well as the Wekiva Commission input which Commissioner Carey sits on; update our Project Advisory Groups and environmental groups; and hold some workshops in August. Thereafter prepare our documents associated with those viable alternatives; towards the end of the year formulate our recommendations and then go to a public hearing as the schedule dictates in February or March 2007.

Commissioner Carey stated:

On the alternative refinements, north versus the south widening, you have an estimated R-O-W cost if you hold the line and widen to the north, at \$16M; even if you add the \$14-20M for the pipeline relocation, it's still less than the \$40M to go to the south. Even though that's a huge undertaking it's still more cost effective and has less impacts.

Mark Callahan: That's what it would appear.

Commissioner Morris asked whether Mr. Callahan was seeking the Board's opinion on the one-way frontage road and Mr. Callahan replied that he was.

Commissioner Morris asked whether there was consensus on the one-way frontage road? He stated that it seems to be the only alternative that works instead of the 2-way which would have been nice if it could have been done.

Commissioner Dallari stated there is consensus to focus on one-way frontage roads.

Commissioner Morris stated:

The traffic projections are extraordinary numbers; you are planning on what the numbers are showing and trying to come up with some realistic 4-lane plan going to a 6-lane plan; and then an 8-lane plan on the portion to the east.

Mark Callahan stated the 8 lanes would be on 46 as an arterial and perhaps we could call it a 6-lane with continuous right turn lanes.

Commissioner Morris stated:

Because the dynamics of the 46 Interchange, the property takings and the constraints there being huge, the DOT-District V and the Federal Government will have to do something regarding that interchange because of the incredible volume of traffic in the Commerce Center that's there; it has to be improved anyway.

Mark Callahan stated:

With you serving on Metroplan, I think you know there are improvements in the pipeline. The Department has those under design and I think there are some R-O-W programs. I'm not sure if construction has quite made it in the five years. With the ultimate master plan improvements which our concept has looked at for both the 46 ideas and the 417 ideas, there would be some further improvements to the I-4 main line that would assist with the 46 Interchange. I personally believe the addition of that loop up there will be a significant help for traffic flow on 46 whereas now people going westbound have to make that left turn now; they would be able to free flow into a loop which will unclog that signal on the west side especially.

**Commissioner Morris stated:**

In reality, the connection to 417 on the east side, the eastern beltway, it is so highly unlikely that there is any practical solution to a 46 connection in local roads that have been built which were substantial, International Parkway; Rinehart Road extension; 46A extension of 46, just can't accommodate this type of merger of too many interchanges with what's there.

**Mark Callahan stated that he did not harbor much hope for being able to do this.**

**Commissioner Morris stated:**

Is there any purpose in trying to really look more to the southern connections or is this a process you must go through? Does this process help sustain the idea of an ultimate improvement to 46 anyway? Something is going to happen to 46 no matter what; regardless of whether the Parkway is ever built.

**Mark Callahan stated:**

I'm not suggesting that we are mandated to look at it. I think that these are alternatives that were proffered through various folks in Seminole County as ideas that we ought to look at. We feel that it is important that we take things to a level of detail to ensure that our first thoughts are in fact consistent with the studies that we would do in more detail. Understanding that this Board has special powers as it relates to this facility being an expressway, we are willing to consider eliminating those now if that is appropriate or whatever you might desire.

**Commissioner Morris stated:**

The issue here is somewhat of an obvious one. The clearest logical way to go is a connection directly from the eastern beltway to the western beltway, down by the parkway.

The 46 really probably can't get done. And if it gets done, it would look bizarre.

**Mike Snyder stated:** It would be very unusual; I don't think it will work.

**Commissioner Morris stated:**

Would there be some point in saving everyone time and grace; I ask two questions that we actually look more to the south as direction or is there purpose served in running this analysis to help the 46 ultimate improvements that will happen anyway to drive DOT in that direction too? There is still a problem with 46 no matter what; that will become critical.

**Mike Snyder stated:**

A lot of it is a matter of timing too. Depending on the funding of the Wekiva Parkway, which may be many years out, the problems on 46 will continue to worsen. Things need to occur on 46 irrelevant of what happens with the 417 and Western Beltway coming in to the Wekiva Parkway. As the Wekiva Parkway comes in and takes a lot of the traffic off that's running in the 417 today, getting off at Rinehart and coming down the 46 corridor and coming through that intersection, that will provide some relief if it were to occur today. But the growth of traffic in looking at the numbers you're going to need both, improvements at 417 direct connect to the Western Beltway and significant improvements at I-4 and 46.

**Commissioner Morris asked whether it would be prudent to move more toward the direction of the south to be correct and honest with the public at large in doing the analysis?**

**Mike Snyder stated:**

That's your decision to make. But I believe when you really look at the numbers and look at where the people are coming from and where they are going to the direct connect between the western and the 417 absolutely needs to be the main direct connect point. But you still see those numbers that are going to be going across 46 heading towards the mall, and heading towards where other activities occur. Improvements along 46 will have to occur so I am not sure I would separate them at this point in time. I think they need to probably continue; go through the workshop to get full consideration and discussion with the public. Ultimately the 417 western connection is the way it has to go.

Commissioner Morris thanked Mr. Snyder for his diligent work with Volusia County who may be altering their position with respect to 417 to 44, which also has an impact on I-4.

**Mike Snyder stated:**

It really is significant. When you look at everything today: the Beachline; I-4; 44; the fires that occur, hopefully not too often, the folks coming out of the New Smyrna Beach area have no alternative. Now they have to go up to I-4 for everything. And the same thing down at the Beachline; people have to get on 50 because the Beachline is closed. You need more alternatives coming in from I-95.

**Gary Johnson stated:**

Just to add to what Mike was saying. I believe these projects are being developed consistent with the need for process to preserve the eligibility for Federal funding. It may be better from the need for perspective to continue the study as discussed until such time as it is a more appropriate time to make that decision.

**Jerry McCollum stated:**

Initially we had two studies going: the Wekiva Parkway and a study on SR-46; that's what Commissioner Morris is referring to. Let's just make the assumption that the southern alignment was picked, we would like to have the PD&E approval on the remaining part of 46 that would not be part of the Wekiva Parkway. I think we all know it will have to be improved one day and I guess our question from a technical viewpoint is would the PD&E report, with the south alignment, address whatever the typical and impacts would be on doing something on SR-46?

**Tom Percival stated:**

We started to address that. What we would like to do is include that project in the same document as the Wekiva Parkway. If for some reason the Wekiva Parkway did not go, then we would continue on with a public hearing as a separate project. Otherwise we just intend to include it as an interim project and include it in with the need for document on the Wekiva Parkway. One other thing regarding the two different alignments, I agree with everything that Mike had to say about 417; it's important that we bring the two alignments to the public, the people that are along the new alignment. When we did public hearings back in the 80's, we brought the finished alignments to the public for the first time they saw it they went ballistic with it. I think you bring it and show the pro's and cons with each one. It sort of lays itself out and I think it would be a good idea to bring both of those to public meeting but we could certainly have a preference after that.

**Commissioner Carey stated:**

I think you are right about it being prudent to take both forward in the public process. Once the alignment is actually set, let's say that the alignment is set here in the next six months, when you finish all the public hearings, will you be able to start any kind of R-O-W reservation or any kind of R-O-W acquisition at that time?

Tom Percival stated:

From the DOT's perspective we cannot do R-O-W reservation; we tried to do that in the late 80s and we did a very good job of it but then we had an awful lot to undo back in those days; so we cannot do that. There is some money, funded in Lake County for about \$45M. I am not sure how that's going to get divided up on the whole project; it is funded in the year 2010-2011 right now; it would be prudent to try to advance acquire some of it if you could.

Commissioner Carey stated:

There is a lot of infill going on in that particular area. If that southern alignment ends up being the ultimate one chosen, we need something right now to take us from 417 to International Parkway. Could that segment of it be built to get people from 417 directly to International Parkway if you knew that was going to be the future alignment and could you go ahead and build that segment?

Tom Percival stated.

We have HDR doing an independent study now but we will try to wrap it in with the document on their project. They have some alignments they have been reviewing. The one alignment that we're looking at now is taking it across Lake Sten which fits in with the ultimate on the 417 approach that we were looking at there. We really need to tie the two of them together as one document. I don't believe we could get need for approval going across Lake Sten if that were going to be the only project; we would have to avoid the wetlands; but as part of a bigger project, if it could be a staged constructed thing where you could build that and that might be part of the ultimate Wekiva Parkway. It could be built first and then the Wekiva Parkway could follow sometime after that. Perhaps some of that R-O-W could be acquired for that initial project in that one area between I-4 and International Parkway.

Commissioner Carey stated:

We have such an issue with funding; I would hate to see us spend money to make a connection now just to tear it up and put it in another location later; we would want to do it right the first time.

Tom Percival stated that is their thinking as well; to try to combine them together in some way.

Commissioner Morris stated:

I am very impressed with this process as DOT has been running it and the consultant team that you put together. Dealing with that objection immediately which was raised by the County, you jumped right on that as a thought; we really appreciate that. The other thing it does is bifurcate the current development of potential property? Under the current alignment we are looking at on that ramp, it does make a lot more sense to go to the north so we really appreciate you being flexible.

**(b) Municipal Representatives' Terms - Informational Update**  
Pam Hastings, Administrative Manager

Pam Hastings:

Commissioners I want to make you aware that both municipal representatives had unavoidable conflicts arise which caused them to not be present today. Both Commissioner Gary Brender, who has just been reappointed to another term on the SCEA, and Commissioner Art Woodruff extend their apologies. You still have a quorum present for your next action. Commissioner Woodruff's term on the Expressway Authority will come up for renewal in January 2007. Therefore, prior to your next meeting, you will be copied on correspondence regarding renewal of his term.

**5. NEW BUSINESS****(a) Approval of Resolution for the Authority's FY 06/07 Annual Budget**

Commissioner Morris asked if this was a public hearing. Mrs. Hastings responded that it is not a public hearing; it is simply official action.

Commissioner Morris made a motion for approval of the Authority's FY 06/07 Annual Budget; the Motion was seconded by Commissioner Henley. The motion passed unanimously.

**6. OTHER BUSINESS****(a) SCEA Member Reports**

Commissioner Henley – No Report.

Commissioner Morris – No Report.

Commissioner Carey – No Report.

Commissioner Van Der Weide – No Report

Gary Johnson stated:

Commissioner Brender called yesterday and asked that I express two issues on his behalf.

(1) He has some concerns over the continuing development in the potential corridors for the Wekiva Parkway. From the schedule we saw today, it looks like there will be time for the BCC to consider that and those implications well in advance of the adoption of the alignment.

Commissioner Morris stated:

I saw that meeting where he raised that objection. I think we need to get Lake Mary informed of the law in this matter. This is not in any 5 year plan; there is no money here beyond initial study; there is no legal authority. It is a taking issue if we try to do it; there used to be a 5 year moratorium issue. This is not even in a plan where you can say it's 5 years. It is very easy to take an easy pot shot and say that we are allowing development that's going to run afoul and cause further costs in R-O-W acquisition. I watched the meeting and it was very disconcerting to me because the attorney didn't speak up; the manager didn't speak up. Mr. Brender has been on this board for a number of years and should have understood. Maybe he needs to be briefed better but the law is such that if this Board chooses to do a moratorium, we are confined to public purpose; that is sustainable in the courts. I think they need to be briefed on this so they understand; they made a pretty big point of this as though there is some action we could take.

Commissioner Carey stated: That's why I asked the question about the alignment. There is no funding which is a huge issue; we are all looking for funding.

Gary Johnson stated it is premature at this point to do anything and we would be happy to make those visits with Lake Mary at the appropriate time.

Commissioner Dallari stated:

Can you also ask them if they do see that it is important; maybe they could allocate some funding for the extension of the parkway.

Commissioner Morris stated:

The reservation of rights was discussed when the eastern beltway was planned.

Jerry McCollum stated:

We dealt with that at the County in 1988; Tom Percival alluded to it, the Supreme Court basically said you could not do that unless you have money and can buy it within 120 days; that was a long time ago.

Commissioner Morris stated:

That's the elimination of that whole rights issue. The key is this realistically is a roadway that may not be built until 2018-2020; it could be as fast as 2014-2015 but I can't even imagine it.

Commissioner Carey stated:

We all know that if its built, the alignment would not be anywhere near where it is now and we'd be crossing the river in a whole different location; so that's like water under the bridge.

Gary Johnson stated:

Commissioner Brender asked whether we could inquire of the Turnpike Enterprise whether they would be interested in reconducting or re-examining the study which took a look at the 75 cent toll rate between Winter Springs and Oviedo.

Commissioner Dallari stated that has been looked at several times and the Expressway Authority has basically reviewed it, put a pilot program in and it did not seem to be any movement on it.

Gary Johnson said he would convey that response and the other response to Commissioner Brender upon his return.

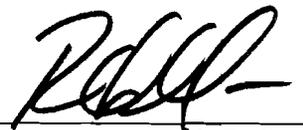
END OF REGULAR BUSINESS AGENDA

7. ADJOURNMENT

There being no further business at this time, the meeting was adjourned at 5:35 P.M.

The Next Regularly Scheduled Meeting Date: November 14, 2006.

  
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W. Gary Johnson  
Executive Director

  
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Bob Dallari  
Chairman

/sb

APPROVED

11/07/06  
SB