

1987-2002 KEY POLICY ACTIONS
Chronological Summary for
Western Beltway/State Road 46 from the Lake County Line East to 1-4

WHO	WHEN	WHAT
Seminole County Expressway Authority	10/28/1987	Motion made and passed to concur with the Florida Department of Transportation's recommendation of alignment [6-8] for the Western Beltway in Seminole County (along old railroad corridor south of State Road 46).
Florida Legislature	1988	Established Wekiva River Protection Area under the Wekiva River Protection Act (Part II Chapter 369, Florida Statutes).
Seminole County Expressway Authority	1/25/1989 5/24/1989	Updates on proposed right-of-way reservation maps, public hearing process, and Northwest Beltway (PD&E) study received from Florida Department of Transportation.
Seminole County	1990	Voters pass Natural Lands Referendum; numerous acquisitions follow, including in Northwest Seminole County, often in partnership with State agencies/programs.
Florida Supreme Court	4/26/1990	Ruled that the State statute under which right-of-way reservation maps were being filed was unconstitutional.
Seminole County Expressway Authority	5/8/1990	Receives report on State Supreme ruling and that the Florida Department of Transportation has initiated the process of removing its reservation maps.
Seminole County	1995	Northwest High Intensity Planned Development Area Master Plan approved by Board Of county Commissioners without reflection of Western Beltway.
MetroPlan Orlando Board	1995	Northwest Arterial and State Road 46 widening added for the 2020 Long Range Plan update to replace Western Beltway Part B.
Seminole County Expressway Authority	5/31/1995 7/26/1995	GreeneWay/I-4 interchange revised design concept approved to exclude provisions for a future Western Beltway tying in, due to a number of regional factors including: * the Economic Development Commission published a transportation plan for the year 2015 in which it recommended that the Northwest Beltway from 1-4 into Lake County down to US 441 not be built primarily because of environmental concerns and be replaced with an extension of Maitland Boulevard; • in doing traffic modeling for the 1-4 Master Plan, the Florida Department of Transportation made the decision not to include the segment from 1-4 to US 441 (Northwest Beltway/aka Western Beltway Part B); • based on environmental concerns, Orlando Orange County Expressway Authority has decided not to contribute financially to the Western Beltway segment between US 441 and 1-4; and, • while the Technical Committee and Board of the MetroPlan Orlando Board were still considering the issue as to whether the Western Beltway should remain on the Long Range Plan to be finished in December 1995, the MetroPlan Technical Committee and Orlando Board supported a position of designing the GreeneWay interchange with 1-4 without the Western Beltway tying in.
Seminole County	3/9/1998	Design of Wekiva Trail West (along old railroad corridor, south of State Road 46) initiated under Local Agency Program funding agreement between Florida Department of Transportation and Seminole County Board of County Commissioners.

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Seminole County	1999	Board of County Commissioners enters into Wekiva Global Compliance Settlement Agreement with Department of Community Affairs; numerous specific provisions subsequently adopted into the Seminole County Comprehensive Plan and Land Development Code.
Florida Department of Transportation	1999	Northwest Arterial study initiated to assess mobility needs and project feasibility for a new 2 lane arterial, extending from US 441 to State Road 46, along with widening of State Road 46; Florida Department of Transportation has subsequently identified from the study that the new arterial would not adequately serve travel demand.
East Central Florida Regional Planning Council	1999	Initiates development of "Wekiva Model: A Design and Decision-Support Tool for Guiding Ecological Change" on behalf of Seminole County under the Global Compliance Agreement.
Seminole County Expressway Authority	11/9/1999	Following a presentation by Orlando Orange County Expressway Authority, motion was made and passed unanimously that State Road 46 was not to be an Expressway facility; however, State Road 46 was not restricted to its current 2 lanes. Further, as part of MetroPlan's 2025 Plan update, evaluation of an additional Western Beltway alignment extending north from Lake County into Volusia County is recommended, subject to Lake County and Volusia County interests.
MetroPlan Orlando Board	11/10/1999	Commissioner Van Der Weide related the Seminole County Expressway Authority's action.
MetroPlan Orlando Board	12/13/2000	Long Range Plan adopted unanimously, including State Road 46 as 4 lanes.
Representative Keller	2001	Transportation Summit identifies continuing transportation concerns/needs for a Northwestern Beltway extension/completion.
Federal Highway Administration	2002	Provided grant to begin Project Development and Engineering study for State Road 46 widening work programmed to begin in 2005 by Florida Department of Transportation.
Governor	9/26/2002	Executive Order 02-259 creating the Wekiva Basin Area Task Force issued.
Wekiva Basin Area Task Force	11/25/2002 11/26/2002	Preliminary recommendations for a highway route that connects expressway State Road 429 (from US 441) to 1-4 include: use of the State Road 46 crossing of the Wekiva River; the facility through Seminole County is to be limited access (i.e., Expressway); and the route and point of the connection to 1-4 between the St. John's River Bridge and the GreeneWay/I-4 interchange to be left open for future Seminole County determinations.