



# **Wekiva Parkway Community Coalition**

**Talking Points**

**Kick off meeting – 01/10/2008**

## Today's Agenda

- Why Are We Here
- Wekiva Parkway – Background
- Wekiva Parkway – Environmental considerations
- Projected Costs – Seminole County Segment
- Projected Schedule
- CH2M Hill's Recommended Preferred Alternative Alignment
  - Segment 1 – “The Straight Run”
  - Segment 2 – “The Bend”
- Parkway Commission Communication Process
- Reality Check
- What We Propose To Do
- Decision Makers Identified
- What Else Is Needed

## Why Are We Here

- As a group affected by the Wekiva Parkway, we are proposing a coalition to address a set of concerns to our elected representatives
- These concerns should be based on majority view, and backed by a critical mass of the affected parties.
- While we recognize the need for some level of traffic relief in the out years, the route selected appears to place an undue burden on a set of established and developing communities, growing religious and educational institutions, and businesses in the affected corridor.
- The desired outcomes in order of preference outcome of our campaign would be:
  1. Reroute the Wekiva Parkway to avoid affecting the SR 46 corridor in Seminole County
  2. Reroute the Parkway “bend” where it crosses Orange Blvd. and Wayside (in proximity to the Lakeside Fellowship and Academy of Learning)
  3. Provide strong community support for minimally acceptable noise and appearance standards

## Wekiva Parkway - Background

- Completes the western “missing” link to the I-4 - SR 417 interchange
- Models used to addresses traffic patterns and flows through 2035
- Addresses known safety issues (fatal traffic accidents) with SR 46 (primarily in Lake County, but to an extent in Seminole as well)
- Remove, via good design planning, the potential for SR 46 to become another SR 436.

## Wekiva Parkway – Environmental Considerations

- Route selections are gated by the Wekiva basin, protected land areas and waterways
- Wildlife migration considerations exist
- Issues with crossing the Wekiva with more than one bridge
- A number of retention ponds are planned to control water run off and avoid having containments leach into existing lakes
- Noise intrusion has been assessed via sensor recording at various locations.
  - Noise remediation is governed by a set of guidelines, based on existing ambient noise, extrapolations for peak times, number of cars, and speeds.
  - Model in use has been continually updated based on actual finding; the Parkway engineers have a high confidence in the results.
- Ascetics, per plan, will be considered, but at this time, there are no defined solutions
- Any noise and / or ascetics remediation would be dependent on availability of funding.
  - No specific details have been provided.
  - Federal funding contribution for noise remediation is dependent on exceeding EPA dBA standards.

## Projected Costs – Seminole County Segment

- Estimated at \$700M 2007 dollars
- I-4 Interchange will consume the bulk of this amount, and is estimated at \$500M.
- Total project (Orange, Lake and Seminole) is thought to be in the \$1.8B to \$2B range
- Funding is NOT secured.
- Funding options are
  - Federal
  - State
  - Local (bonds)
  - Public/Private partnership (this was raised at the 11/13/07 SCEA meeting as a possible means to break the funding dilemma. The commissioners appeared very interested in seriously progressing this option.
- Decision on toll status is still an open question.

## Projected Schedule

- Since project is unfunded, any schedule is very soft at this time, and subject to change
  - Public Pathway Approval                      June/July 2008
  - Design work                                      2008 to 2012
  - Right of Way acquisition                      2012 to 2016
  - Construction                                      2016 to 2026
- Constructions will be various phases, and locations
- Project will be re-evaluated every 2 years.
- Do not be lulled into a false sense of complacency by this time line, decisions are being made NOW that will set in motion a series of events that will be difficult to change at a later date.
- Timeline could as easily be **advanced** based on any number of factors, e.g., funding, land acquisition, etc.
- **The time to act is NOW.**

## CH2M Hill's Recommended Preferred Alternative Alignment

- Note: The usage of the term “*alternative*” in the study is in the sense of “*option*”, rather than “*substitute*”.
- Routing falls within the previously published corridor study area (“the funnel”)
- A proposal exists for a “*Alternative Alignment*” parkway routing from the SR 46 Wekiva bridge to the I-4 – SR 417 interchange
- There are 2 key segments (“Straight Run” and “Bend”) of this proposal
  1. A “Straight Run” from the Wekiva Bridge to approximately the Rock Church / Designing Women Landscaping and Nursery location.
    - At the Rock Church / Designing Women Landscaping and Nursery location SR 46 continues on to I-4 generally following the same current road bed, with required expansion and right of way acquisition occurring to the north
  2. At the Rock Church / Designing Women Landscaping and Nursery location the Parkway makes a “Bend” and generally follows the path of Wayside passing in front of Capri Cove, and crossing Orange Blvd and on to the new I-4 Interchange.
- Eminent domain issues will exist

## Segment 1 – “The Straight Run”

- The proposed Parkway and new SR 46 will roughly parallel the existing SR 46 from the Wekiva bridge to the area of the Rock Church / Designing Women Landscaping and Nursery.
- This “Straight Run” creates a 6 lanes, (3 east, 3 west) Parkway road base (elevated for most of the length) with a new SR 46 roadbed on either side the Parkway. There will be 2 eastbound SR 46 lanes on the south side of the Parkway, and 2 westbound lanes on the north side of the Parkway.
- Community bi-directional (east/west) access to SR 46 will be limited to a fixed number of overpasses, requiring some amount of additional driving to gain access to an overpass opening for east/west SR 46 access.
- Community access to the Parkway will be limited to a fixed number of ramps, requiring driving to a proposed ramp location (one at the Wekiva bridge and one on International Parkway)
- Roadbed width for the 10 lanes (6 Parkway lanes and 4 SR 46 lanes) will be approximately 260 ft.
- The Parkway will be of varying heights from ground level to top of Parkway roadbed, and is anticipated to be 26 to 30 feet at its highest location.

## Segment 2 – “The Bend”

- At the Rock Church / Designing Women Landscaping and Nursery location the Parkway makes a “Bend” and generally follows the path of Wayside passing in front of Capri Cove, and crossing Orange Blvd and on to the new I-4 Interchange.
- This routing affects home and business in the Wayside location, as well as causing significant property impact to the Lakeside Methodist Church and to a lesser extent to Academy of Learning.
- The ball field under construction will be Parkway roadbed
- Pool Company under construction will be Parkway roadbed
- The “Bend” continues skirting Tall Trees, and crossing Wilson Rd and International Parkway to terminate at the proposed new I-4, SR 417, Wekiva Parkway interchange.
- There are community concerns with pedestrian safety.
  - A special concern exists for school aged children walking to Wilson Elementary school that will have to walk under the Orange Blvd. overpass.

## Parkway Commission Communication Process

- The engineering firm engaged by the Parkway Commission, CH2M Hill, and a public relations firm for transportation, QCA (Quest Corporation of America) have been active in chairing public awareness meetings.
- These meetings tend to be on a community by community basis
- Results of these meetings are entered into a Parkway log, and a summary is reviewed with the Parkway Commission.
- A review of this log, and high level summary by the Sylvan Lake Reserve Parkway Committee (SLRPC) is troubling, in that while issues are raised, these tend to be singular events, and not the voice of many.
- **If change is to be made**, the voice of a coalition, with a critical mass, needs to be developed and decision makers need to be contacted.

## Reality Check

- At a meeting with CH2M Hill and QCA reps and the SLRPC held on December 4, 2007, the following was revealed.
  - Options to route the Parkway outside of the “funnel”, from Lake to Volusia had been rejected
    - Issues cited were costs, impact to communities, and that such a routing was non compliant with the overall strategy of tying the West and East connector at I-4 and SR 417.
- Options to route the Parkway generally on the same roadbed as SR 46 and make a turn at International Parkway and SR 46, generally following International Parkway to a Parkway, I-4, SR 417 interchange were rejected.
  - Issues cited were cost, and that the “geometry” of the parkway following this path to an I-4 interchange did not work.
  - Also, of note, there is a planned high technology corridor in the International Parkway area. This would translate in a higher tax base, and the county could offer a strong road net to spur growth. The acquisition of right of way for these properties would also significantly increase the cost of the Seminole county portion of the project.

## Reality Check (cont.)

- At this point, the CH2M Hill rep (Mark Callahan, VP and director of the CH2M Hill Orlando Office with profit center responsibilities for Central Florida, engineer in charge of the PD&E study team, and the person presenting the study results to all involved government bodies in the tri-county area) was asked what would be the route alternative if the Parkway Commission rejected the CH2M Hill's Recommended Preferred Alternative Alignment.
  - The rep had no answer. There is no other recommended alternative.
- The implication is that the CH2M Hill's Recommended Preferred Alternative Alignment is the selected route

## Reality Check (cont.)

- There is a good chance property sales valuations may be impacted as sellers begin to disclose the proposed highway routing. Valuation impacts will be seen well in advance of the first shovel in the ground.
- On 11/11/08, an attorney with the Florida Real Estate Commission (FREC) advised a real estate agent who is one of our SLR homeowners that FL case law is unclear as to liability of sellers and their agents if the proposed highway routing is not disclosed during the sales process. While there is no regulatory or legal requirement per se to disclose, if not disclosed there is litigation risk to the seller, agent, and broker if a buyer is not informed before purchase and later decides to pursue legal action.

## What We Propose To Do

- Reach out to affected communities
  - This is underway
- Develop of Coalition approach to get our concerns to decision makers
  - Initial Coalition meeting was held on Jan. 03, 2008
- Build a Coalition Website for information sharing
  - To be decided at initial coalition meeting
  - Temporary page has been established on the Sylvan Lake Reserve community web site
  - [http://www.sylvanlakereserve.com/WekivaParkway/Library/SCWP\\_Ref\\_Library.htm](http://www.sylvanlakereserve.com/WekivaParkway/Library/SCWP_Ref_Library.htm)
- Extend open invitation to affected communities for a Coalition Meeting
  - This is planned for Jan. 10, 2008
  - Follow on meetings as required

## Decision Makers Identified

- Brenda Carey
  - District 5 rep (our district). Also member of SCEA and Chair of Board of County Commissioners
  
- John Mica, US Congressman for our district
  - Since Federal funding is assumed for selected project costs, engaging at the federal level is warranted
  - Initial contact made with Representative Mica's office
  - <http://www.house.gov/mica/>
  
- Gary Brender
  - SECA Board member and Lake Mary City Commissioner

## What Else Is Needed

- Based on coalition agreement
  - Identify and request community subject matter experts assistance
  - Fill gaps with for fee experts
  - Funding for professional assistance
    - Eminent domain attorney – Stumpy Harris
    - Advisor
    - Media Management
    - Local News
    - Home value assessment impact
      - Local real estate agents
        - Susie Wilson
        - Michelle Algin
      - Option: consult with a property appraiser professional

## Back Up Slides

# What is Noise

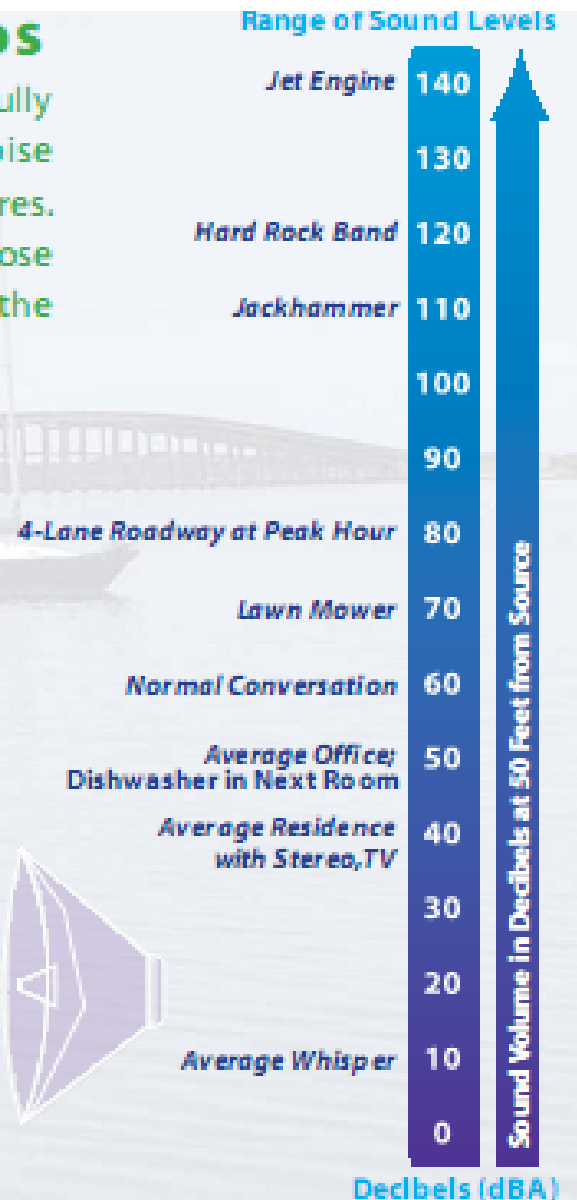
## Noise Study Steps

Several steps are needed to fully assess potential traffic noise impacts and abatement measures. The information here shows those steps and how they fit into the overall study.

## Sound vs. Noise

Sound is created when an object moves. The movement causes vibrations, which reach our ears as sound. Noise is unwanted sound and is perceived differently by each person. Sound and noise are quantified in units called decibels (dB).

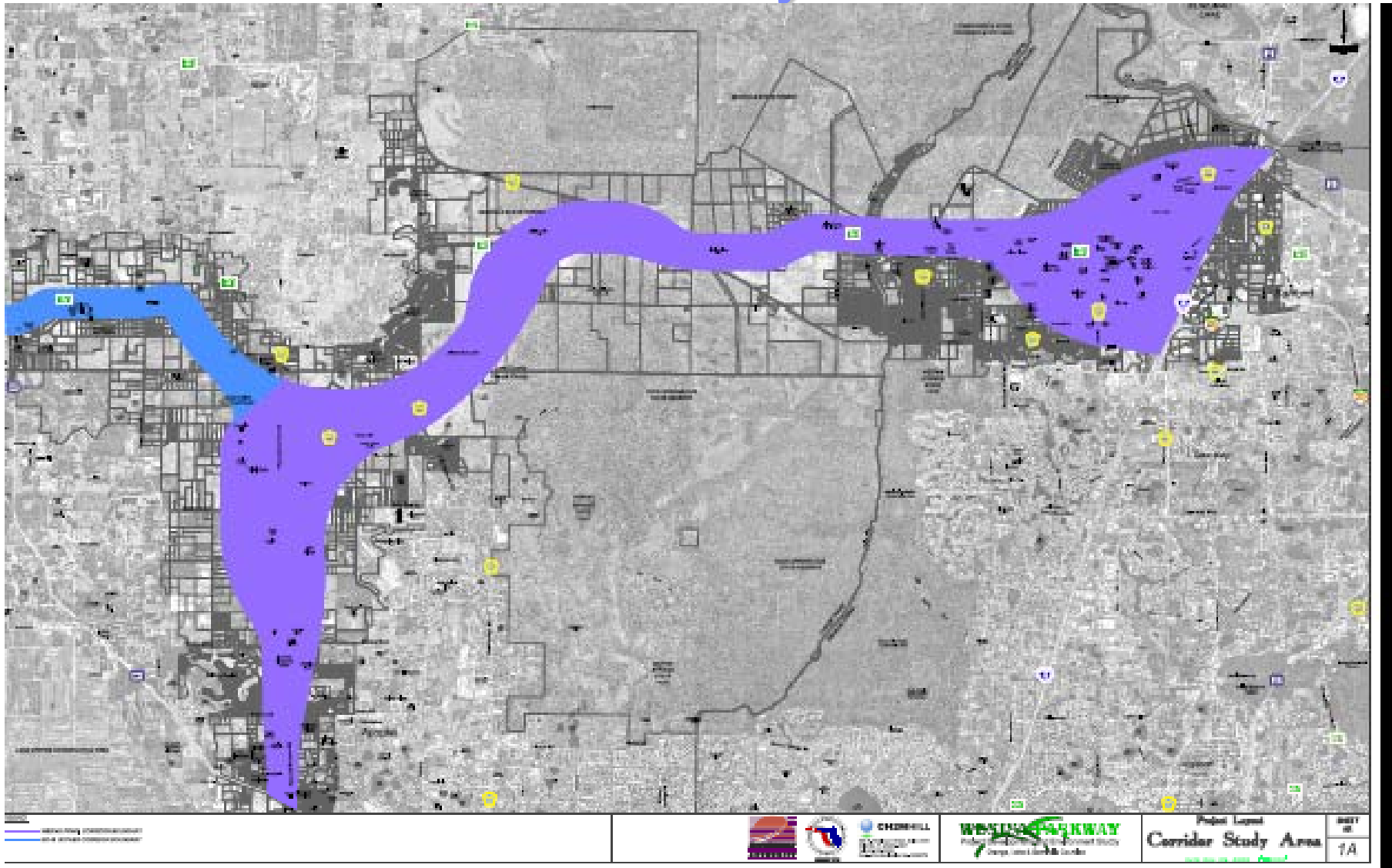
For highway traffic noise, an adjustment is made of the high and low pitched sounds to approximate the way an average person hears sound. This adjustment is known as the A-weighted scale (dBA). The graphic to the right provides a range of those sounds found in our everyday lives.



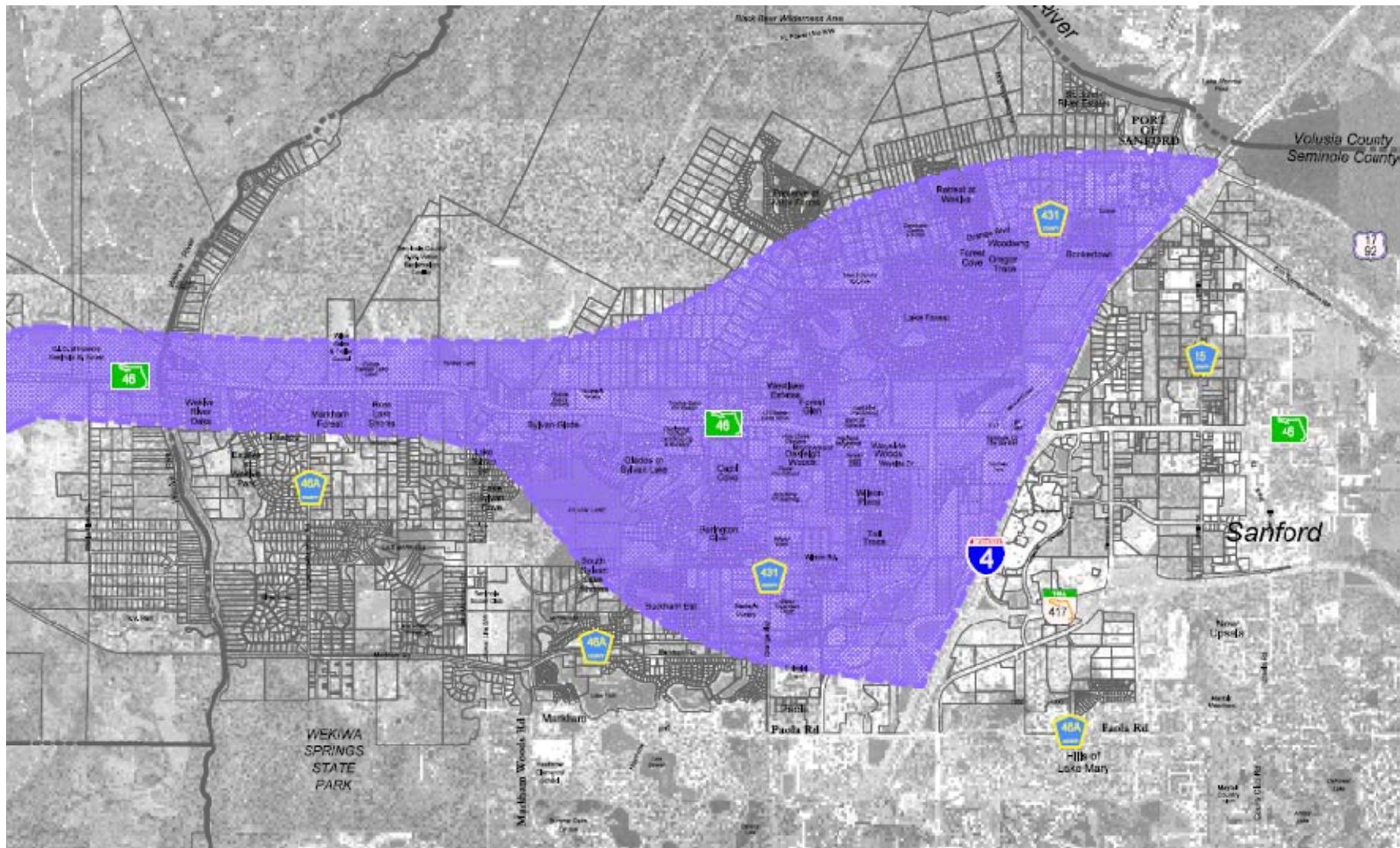
# Noise Sensors – Impact Areas



# Corridor Study Area

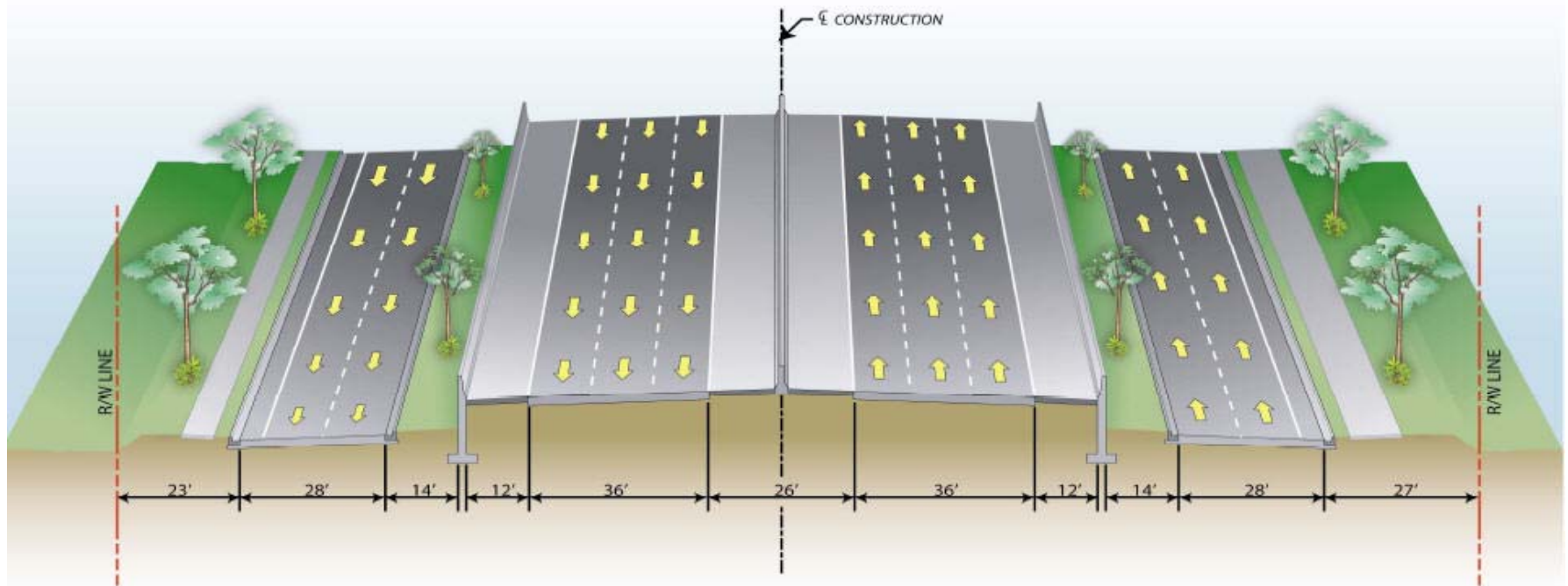


# Corridor Study Area – Wekiva River to I-4 Funnel



# Proposed Roadway Configuration

## Typical Section



## Wekiva Parkway (6L) w/ Frontage Roads





# Representative Pictures - 1



## Representative Pictures - 2



## Representative Pictures - 3

