

SEMINOLE COUNTY EXPRESSWAY AUTHORITY MEETING
Seminole County Services Building
Room 1028, 1101 East First Street
Sanford, Florida
December 20, 2005 at 4:00 P.M.

MINUTES

MEMBERS PRESENT:

Commissioner Gary Brender, Chairman, Presiding
Commissioner Art Woodruff, Vice Chairman
Commissioner Carlton Henley
Commissioner Brenda Carey
Commissioner Bob Dallari
Commissioner Randy Morris
Commissioner Dick Van Der Weide

STAFF PRESENT:

Gary Johnson, Executive Director
Bob McMillan, SCEA Counsel
Jerry McCollum, County Engineer
Pam Hastings, Administrative Manager
Lisa Spriggs, Secretary-Treasurer
Linda Newman, Principal Analyst, Public Works-Administration
Sheralyn Brinson, SCEA Recording Secretary
Antoine Khoury, P.E., Public Works-Engineering Division
Lenor Bromberg, P.E., Public Works-Engineering Division
Tony Matthews, Planning & Development Department

GUESTS PRESENT:

Mike Snyder, Executive Director, Orlando-Orange County Expressway Authority (OOCEA)
Mark Callahan, P.E., CH2M HILL, Wekiva Parkway Project Manager
Brian Manwaring, CH2M HILL
Alison Stettner, Regional Planner, Florida Turnpike Enterprise
Mary Brooks; QCA, Inc., Wekiva Parkway Public Information Officer

ITEM #1: CALL TO ORDER

Chairman Brender called the meeting to order at 4:05 P.M.

ITEM #2: INVOCATION AND PLEDGE OF ALLEGIANCE

Chairman Brender called for a moment of silence. The pledge was led by Mark Callahan.

ITEM #3: APPROVAL OF MINUTES - May 10, 2005 Meeting

A Motion was made by Commissioner Dallari to approve the Minutes of the May 10, 2005, Meeting; the Motion was seconded by Commissioner Woodruff. The Minutes were approved unanimously.

Commissioner Brender advised that anyone wishing to address the Board should complete a comment form and turn in same to one of the Clerks.

ITEM #4: REORGANIZATION OF THE AUTHORITY FOR 2005-2006: ELECTION OF OFFICERS

- (a) Gavel passed to the Executive Director
- (b) Election of Chairman and Vice Chairman
- (c) Gavel passed to the Elected Chair
- (d) Election of Secretary-Treasurer
(Lisa Spriggs, Seminole County Fiscal Services Director, is the incumbent and has indicated her willingness to continue serving in this office.)

Commissioner Brender passed the gavel to Gary Johnson, Executive Director, for election of the Chairman and Vice Chairman.

Gary Johnson opened the floor for nominations for the office of Chairman of the Authority.

Commissioner Morris nominated Commissioner Dallari for the office of Chairman.

Mr. Johnson asked if there were other nominations; there were none. He called for a motion to close the nominations. Commissioner Carey moved to close the nominations. The motion was seconded by Commissioner Woodruff. Mr. Johnson asked if there were any "no" votes to Commissioner Dallari being named Chairman; there were none. Commissioner Dallari was named Chairman.

Mr. Johnson opened the floor for nominations for Vice Chairman.

Commissioner Morris nominated Commissioner Woodruff.

Mr. Johnson asked if there other nominations; there were none. Commissioner Henley moved that the nominations be closed; the Motion was seconded by Commissioner Carey. Mr. Johnson asked if there were any "no" votes to Commissioner Woodruff being named Vice Chairman; there were none. Commissioner Woodruff was named Vice Chairman.

Commissioner Brender passed the gavel to Chairman-elect Dallari.

Chairman Dallari expressed appreciation for the vote of confidence. He called for election of Secretary-Treasurer. Commissioner Morris asked whether Ms. Spriggs, the incumbent, was willing to continue serving and Mr. Johnson responded that the incumbent has indicated her willingness to continue in that service.

Commissioner Carey moved to close the nominations on the one name, Lisa Spriggs. The Motion was seconded by Commissioner Woodruff. The Motion carried. Ms. Spriggs was re-elected Secretary-Treasurer.

ITEM #5: EXECUTIVE DIRECTOR'S REPORT - Gary Johnson, Executive Director

(a) Update on the Wekiva River Basin Commissioner – Gary Johnson, Executive Director

Mr. Johnson stated:

The most recent meeting of the Wekiva Basin Commission involved mostly debate on the science, research and rule-making relative to septic tanks. In the Consent Agenda this morning, the BCC approved a grant project in which the County will be partnering with the University of Central Florida (UCF) and Dr. Wanalista at the Stormwater Management Institute in research on the practicality of using waste tires as a medium in septic tanks and in stormwater applications. With that grant approval by the BCC this morning, we will be conducting research that might have the possibility of reducing some of those costs in the area of the septic tank replacements that may be required under the Department of Health's rules. We will keep the Board posted on progress as that research proceeds during the year.

(b) Wekiva Parkway Presentation (PowerPoint) - Mark Callahan, P.E., CH2M HILL Wekiva Parkway PD&E Study Project Manager (Final Presentation and Handout Attached)

Mr. Callahan stated:

I will be presenting an update on the Wekiva Parkway PD&E Study -- background on the project; review current activities relative to the initial alignments; review the public meetings held in November and focus more specifically on some of the input received in Seminole County on the alignments and impacts there, and then review next steps.

The Wekiva Parkway Project Development and Environmental (PD&E) Study is being co-managed by the Department of Transportation and the Orlando-Orange County Expressway Authority (OOCEA). The DOT's focus is the Seminole and Lake Counties portions of the project and the OOCEA's focus is Orange County. We are performing the study to the standards of the National Environmental Policy Act which preserves our right to seek Federal funds for R-O-W and construction of the project.

Study Effort: We are looking at what's called an environmental assessment, with a finding of "no significant impact" at the end; and we are looking at about a 2-year schedule on that which I will review a little later.

There are several components in the study corridor that we are looking at. First of all there is the Wekiva Parkway that will start where the John Land Apopka Expressway ends on US-441 west of Apopka, which is the yellow area on the slide. The Wekiva Parkway begins there; continues to the north through Orange County; turns to the east crossing into Lake County; getting up to the SR-46 corridor and running adjacent or along the 46 corridor across the river into Seminole County; once into Seminole County, the corridor expands as you head to the east from the St. Johns River down to the existing SR-417 interchange.

An additional component to the project is looking at the potential relocation of SR-46, which is shown in the light blue to the left of the slide. We would take existing 46 and actually drop it down and tie it into the Wekiva Parkway. This component was added to address some concerns of the communities of Sorrento and Mt. Plymouth as it relates to the potential before 4-laning 46 through their communities. Also, we have a realignment of CR-46A in Lake County -- shown in the green -- along the 46 corridor, to minimize some impacts into some of the State-owned lands and critical habitat areas. Last but not least, we also have some access improvements that will be required with the project along the 46 corridor in Lake and Seminole Counties. Those are the basic components of the project that we are looking at. We've completed most of our initial data collection efforts; gone through some constraint analyses; developed some conceptual alternatives; done fairly extensive coordination with our local governments, the three counties and several cities involved in the project; met with our Project Advisory Committees and our Environmental Advisory Committee; and done quite a bit of outreach to the public; public meetings were held in November.

The initial alignments that we presented at those meetings are shown here. Display boards are available in the lobby for those who might want to look at them a little closer; it incorporates all three counties. They were presented at the public workshops in November. We held a session in each of the counties -- Orange, Lake and Seminole. The meeting in Seminole County was held on November 14, at the Sanford Civic Center. We had 480 attendees at the Seminole County meeting. Attendance at all three meetings was more than 1,100, which was a great response. Clearly folks are very interested in the project. Approximately 300 comment forms have been submitted. We are still getting comments in and we are analyzing the comments as they relate to the alternatives that were presented.

Summary from the input that we received: We were very pleased that the vast majority of the folks knew about the Wekiva Parkway and understood the basic rationale for the project. There is wide support for the project given the growing traffic pressures on 46 as well as several roadways in Orange and Lake Counties. Clearly, there are concerns about specific property impacts -- not only direct impacts as to where the road might go through -- but also concerns about the noise and other things associated with a road of this magnitude. A large percentage of the concerns expressed in Seminole County was about some of the indirect access that the project might cause. That really is associated with the improvements along SR-46 where we are looking at a controlled access frontage road with the Wekiva Parkway in the middle. Some of the folks would have to go around and make some u-turns and there would be some level of circuitous access. Concerns were raised about that aspect. We were also a little surprised that a lot of people like that idea because it limited how much traffic was going to be on the local road right next to their neighborhoods, etc., especially as you move to the west towards the river in Seminole County. In addition, we had a lot of input on where the connection to I-4 should go. In all three of the workshops we had a lot of folks saying let's get on with this project; let's make the decisions and move forward and get it built. In some cases people are tired of talking about it and would like to get moving.

The Seminole County Alternatives. Essentially all the alternatives come across into Seminole County along the SR-46 corridor or right where the existing bridge is and would run along the SR-46 corridor with the frontage road concept. We have three alternatives that remain on the SR-46 corridor – the first would be the frontage roads with the Wekiva Parkway in the middle to a point east of Lake Markham Road at which point the Wekiva Parkway would end and tie into those frontage roads. Then we would be looking at an improved 46 to the east of Lake Markham. Similarly, an additional alternative carries the Wekiva Parkway through the Orange Boulevard intersection at which point it combines with the frontage roads and the rest of the improvement would involve the improved SR-46. Last but not least, an alternative that would go all the way to I-4 with a ramp connection to I-4 directly from the Wekiva Parkway as well as connections to the frontage roads for those people wanting to get on or off the Wekiva Parkway as it approaches the I-4 area. In addition, we have an alternative that runs with the frontage road system. Then the Wekiva Parkway itself would turn to the north and the frontage roads would tie into existing 46 and perhaps an improved 46 to the east. This alignment would continue to the north around west and north of Orange Boulevard through the Port of Sanford area and tie into I-4 near 17/92 at the St. Johns River. This has some complications as it relates to the river and tying that in and the interchange. The last alternative for Seminole County, the frontage roads system continuing on SR-46 and then east of Lake Markham Road, the Wekiva Parkway would go up and over and the frontage roads would tie into existing 46; then the Parkway would continue to the south and east and tie in with a reconstructed 417/Wekiva Parkway/I-4 Interchange. Those are the basic alternatives that we've presented to the public at our meetings and had quite a bit of discussion on.

Based on some of the meetings we've had with some of the representatives in Seminole County, we have put together numbers of a preliminary evaluation. These do not include any impacts associated with the stormwater treatment ponds. We expect some amount of adjustments here and there throughout the alignment. From a comparative sense, this gives you a pretty good idea of what we would expect for the various alternatives. For those alternatives that run along 46 -- the three at the top -- the one that stops east of Lake Markham has the least impact and the one that goes to Orange Boulevard has a little bit more impact across the board. As you go down all the way to I-4, and again that does not necessarily include all the I-4 area that we would need in terms of R-O-W, so I would expect that number to go up quite a bit, you would see more impact. As you look at the alignment (the yellow alignment) that goes up to the north and ties in near 17/92 into I-4, that clearly has the most impact across the board with the exception of nurseries as it relates to number of parcels affected, residential displacements in terms of homes. Also you can see the R-O-W; because it's longer we expect the R-O-W impacts to be much greater in terms of area -- public lands (the investment that this County has made with the black bear wilderness preserve primarily), and quite a bit of flood plain and wetlands. Last, you can see in the orange, the 417 alternative which is in between the 46 alignment and the 17/92 alignment in terms of impact; but significantly less wetlands, flood plains and public lands than the 17/92 option.

Our next steps will be to look at refining the alternatives given the input we've received; eliminate those that seem to have some significant problems that would not be deemed viable; and perhaps add some alignments based on the input we received. We are in the process of compiling and doing that now. As we move into the end of the first quarter, we will be identifying the viable alternatives and performing more detailed evaluations. We would like input from this Board as we move forward with those evaluations and then we would update the Wekiva Commission as well as this Board as a part of that process. Our schedule pretty much mirrors that. We would like to be presenting our viable alternatives to the public in June-July in the 3-county format. We would proceed with whatever suggestions you have. After this summer, we would do further refinements, identify a preferred alternative and look to have a public hearing on the preferred alternative as well as a "no-build" alternative probably in January '07.

In response to Mr. Callahan's call for questions:

Commissioner Carey stated:

I've served on transportation committees for a long time so I have a clear understanding of timelines but the one thing people are asking is how this would really work? Regarding alternative #1 where the parkway would actually end at Lake Markham Road, if that was the design you went with, how would it work for the people who live along 46 and the people traveling along 46 between I-4 and that point?

Mr. Callahan stated:

As it relates to that portion of 46, it would remain as 46 or perhaps a widened 46. I believe you would need to anticipate similar problems that we have out there today in the 4-lane section near I-4. Those would continue to move towards the west and intuitively what you would come to is with a Wekiva Parkway picking up traffic in Lake County and portions of Orange County, you would actually be dumping additional traffic on SR-46 and we believe that 46 even as a 6-lane and even possibly an 8-lane would be at or close to capacity in a design year 20/20-25. So it has some fairly significant operational issues.

Commissioner Carey asked how would it work in the real world if it went all the way to I-4?

Mr. Callahan stated:

You would still have similar issues but with a direct connection to I-4, that allows the traffic that's destined for I-4 to not ever have to get onto that controlled access portion of 46; and so we are able to remove that. If you imagine those people today driving from Orange or Lake County that want to go to Volusia County-New Smyrna Beach or wherever, they could stay on the Wekiva Parkway and never get down on that portion of 46. There would be some benefits to SR-46 and the local traffic specifically with that alternative as opposed to the other two that drop the Wekiva Parkway into the frontage system.

As you run the traffic projections on this type of project, you have to go through quite a bit of work to get it set up. Our team has done quite a bit of work on it; we're not to the point where we are comfortable presenting traffic volumes but what we are seeing are some vast differences in trip distributions as compared to what historically, the last 20 years, we've all been thinking and talking about. Back in the 80's and 90's when I was working on this project, we all wondered whether this traffic was coming down Volusia County, more or less, and then going west either to Lake County, 441, the Turnpike, Disney, whatever. What we are really seeing, and probably not a surprise to a lot of you here, with the newer traffic is there is a lot of east-west movement now, specifically between 417 and the Wekiva Parkway. The amount of the volume is a little bit new to us and we're still looking at it and trying to understand it. The complications with the connection at 17/92 or directly at 46 is it appears we have this fairly significant amount of traffic. We are still working on it and by the time we meet with you again, we will have some firm numbers of traffic that would want to go from 417 to the Wekiva Parkway. If they connect together, that's easy; but if not, it becomes problematic and would put additional pressures on I-4 and probably the local road system. That's something we need to look at and drill into as it relates to the traffic. Based on what I have seen on Rinehart Road with the existing conditions, we shouldn't be surprised with that.

Commissioner Carey asked: In addition to the alternates that you have here, one of the plans is to for lack of a better word punch the 417 connection through to International Parkway. Did you look at continuing on along International Parkway and then at some point picking up, because of the amount of development that would be impacted if you went the orange route that you have shown here?

Mr. Callahan stated:

The DOT is currently looking at providing some ramps that would allow you to get from 417 to International Parkway in this vicinity (pointing to map) So the thought being to channel that traffic to the north and perhaps have a flyover or something in this vicinity that would tie directly into the Wekiva Parkway? Commissioner Carey responded "yes". Mr. Callahan stated: That's not an alternative that we've looked at currently but we certainly could look at that. Obviously the pressures on International Parkway which enjoys a pretty good level of service today would increase.

Commissioner Morris stated:

Traffic studies will go a long way towards determining the connectivity necessary with 417. In other words, the number of trips that actually go from the east side of I-4 to the west side of I-4 and want to get on the Wekiva Parkway, would drive that decision? Mr. Callahan responded they are developing those numbers.

Commissioner Morris stated: You have the thru traffic issue. The real issue is how much traffic is really going from I-4 and the west 46 corridor over to Lake County or ultimately to the toll road to the south?

Another question would be how many people would want to use a looping beltway system from the east side of Seminole County to the west side or further west?

The key presentation that was made three years ago to the Wekiva Committee was the Wekiva Parkway as a controlled access road. You used the term "controlled access". We had to explain at that time what controlled access was to the committee. I still think there is some confusion with the public at large about restricted access, controlled access, etc.

One of the things you just showed on your presentation was the two neighborhood frontage roads; you showed them not to be bi-directional; you showed them to be one direction. Why would you not do a bi-directional two lane road with the number of traffic counts coming off those so that you don't have the reverse movement of someone going the wrong direction to get turned around? They could go up either east or west to the quickest connection point with the direction they want to go.

Mr. Callahan stated.

As we look at a frontage road system, first of all we're proposing one-way frontage road systems on either side. With 2-way frontage road systems a couple of things happen. Where we have slip ramps that allow you to get on and off from SR-46 to the Parkway or vice versa, if you have a two-way frontage road, those have become extremely complicated and will require significant additional R-O-W to get the connections in properly. We're using all the 200 feet of R-O-W for the basic typical section now but you could braid ramps and tighten up, braid frontage roads and do different things. If you can imagine on SR-408, East-West Expressway in Orlando, as you're coming east and get off at 436, that's where you're tied into a two-way frontage road. We would have to do something of that type on both sides to make that work. That's one issue and not insurmountable; there are things we can do that just cost money.

Commissioner Morris stated: You're talking about 4 primary lanes on the parkway; then you're talking about 4 additional lanes on the frontage road – two on the north and two on the south. How do you use up 200 feet?

Mark Callahan stated that he could show that and a typical section.

Commissioner Morris asked if a determination has been made whether their recommendation is going to be for a one-way?

Mr. Callahan stated:

There is one other issue with the two-way. As you know we're bridging over Longwood Markham/Lake Markham and Orange. If you have 2 two-way roads on either side of the road -- and you would need them on both sides -- those two intersections would be very closely placed and the capacity of that intersection would be very limited in terms of traffic getting on and off and across.

Commissioner Morris stated that a large volume of traffic won't be using those frontage roads in the first place.

Mr. Callahan stated:

There probably would be significant volume at Orange Boulevard. It won't be huge, but there will be an operational issue certainly at Orange.

Commissioner Morris stated there may need to be signalization on each one of the overpasses and that would control your movements and Mr. Callahan stated they would anticipate having signals with one-way or two-way.

Commissioner Morris stated:

If you signalize it properly as I've seen in other places, i.e., George Washington Parkway in Alexandria, VA, you can put traffic signals even on your slip lane so you have a quick movement to make the left and jump on just as you would if you had a one-directional. Then you also could put traffic signals at each underpass so you could make your turn movement such as Orange Avenue. I'm looking at a concept of more flexibility and less imposition on the local residents as I've seen in other places.

Mr. Callahan stated that it would not have the capacity that the one-way frontage road would have.

Commissioner Morris stated there would not be a capacity issue unless we were to turn the whole area into apartments.

Mr. Callahan stated that as you move further west, the issues becomes less of a problem.

Commissioner Morris asked what roads will the overpasses (or whatever they are going to be) be on?

Mr. Callahan stated that currently it is proposed at Longwood Markham, Lake Markham, Orange, and if it goes to I-4 we would include International Parkway.

Commissioner Morris stated that the backups are horrendous at International Parkway and 46 and Mr. Callahan agreed.

Commissioner Morris stated: We already have a deliverable problem there. I don't know what the level of service is in that particular section but at certain times a year, with traffic and weather, it's a disaster. It seems to me that that improvement should not even be considered an option. You have to make the improvements even if you never were to build a Wekiva Parkway to the south -- a toll road -- the 46 improvement along I-4 going westbound past International Parkway must be made regardless. If you did that, you would then look at four (4) overpasses of some type.

Mr. Callahan stated there is some question about the Glades at Sylvan Lake given the number of homes there, an overpass might be warranted there. That issue has come up.

Commissioner Morris stated:

Whatever we do, we want to build this right and don't want to come back and have to do more work later. The other question is the trail issue which we've discussed. The Cross Seminole Trail, which is the Cross Florida Trail, which will run all the way from Miami or wherever to the Panhandle - it goes across this route and picks up the Wekiva Trail by the International Parkway, and then ultimately the only connection point to Lake County to take it into Ocala and the Ocala National Forest on its route is this road and this bridge across the Wekiva River. Have you been able to give that some thought and can you enlighten us on that? This is a major facility so this would be a 10 feet minimum?

Mr. Callahan stated:

14 feet. We've done some thinking on this. We don't have any decisions; but the County has invested in a trailhead in this vicinity and depending on the County's wishes as it relates to the trail to get up to 46, which I would assume would either be Lake Markham or Longwood Markham, we would then look at how the trail would interface with the Wekiva Parkway which would be outside those frontage roads with a 10-14 foot trail, depending on R-O-W availability and costs, etc., and then we'd bridge over the river; that would be attached to the river bridge, the roadway bridge, the parkway bridge and then have the trail touch down into Lake County, perhaps use some of the existing 46, etc. We are also going to look at interfaces for that trail; we don't have decisions made on that at this point, so that a trail could punch down and get down to Kelly Park and the West Orange Trail, tie into that and then get over to US-441 which Lake County has a trail planned to do that and make sure we don't prohibit the opportunity for that full trail connection to occur. That will be incorporated as a part of our study as we look at each of these alternatives.

Commissioner Morris asked when that would be presented and Mr. Callahan stated in the next phase.

Commissioner Brender asked for detail about the environmental plan to get the bridge over the Wekiva River. I'm hearing a lot of concerns that if we just simply make this a concrete bridge and restrict movements along the river edge of animals and that sort of thing that we'll be doing more environmental damage than we would like to. Have you given any thought to just how large this span is going to be? Are you looking at going for instance from the top of the river area to the top on the other side or what?

Mark Callahan stated:

One thing we can say for sure is that today as you drive to the river, it's very clear that the river crossing is very low; you actually have to go down to get there. That type of profile is not something that we would propose for the Wekiva Parkway given the type of facility. The bridge is going to be much higher over the river -- 5, 10 feet; I don't have exact numbers. In terms of the concept of the bridge and how far it would span, I believe that it will span further on both sides. In other words it will be open over more land than it is today. We don't have any final decisions on that; some of that will be cost analysis. Our bridge engineer looked at the existing bridge and determined 80 foot spans is what we need because that is generally cheaper in terms of the number of spans and that may also be an issue. We will look at all of those things as a part of the study. It is a little early for us in terms of drilling in those details but we will be looking at that and taking in the concerns first of all the river impact of the river during construction and wildlife movements afterwards. We have to keep two lanes open while we are building; so those will be things that we have to look at.

Commissioner Brender stated:

I wanted to comment on the east-west component that you mentioned. I remember at a previous meeting with Mike Snyder some years ago having discussions about the eastern component getting onto the Greenway from the International Parkway area, had significant increases over what was even previously, as late as five years ago, do you have some preliminary traffic estimations? We know there is an east-west component. I sat for five lights at the intersection southbound of Rinehart Road and 46-A with a large amount of traffic trying to make a right turn to go over the bridge and go west. When do you think you will have some of these numbers nailed down because that east-west component makes some of the southern route a lot more sensible?

Mr. Callahan stated:

I would hope in the next couple of months we will have some numbers. As different ideas in terms of where we put slip ramps or access on from the frontage roads, etc., are worked out, obviously it will change a little bit here and there, but we are seeing quite a bit more traffic on the Wekiva Parkway and within the 46 corridor with this facility than any of us had anticipated a year and a half ago. Some of that really is Lake County's land use. They have revisited it; it's gone up fairly significantly and we're seeing a lot of interaction between Lake and Seminole Counties. That growth is projected to continue very strongly.

Commissioner Brender stated:

On the idea of mixing the parkway directly into 46 and then bringing all of it directly into the highway, you had mentioned that at I-4 there would obviously be a flyover for eastbound, do you have any sense for how many traffic lights there would be from the end of what would be called the beltway -- i.e., the limited access highway type construction going down to a ground level 4-lane or 6-lane Wekiva Parkway? I assume there would be light requirements at Orange or would they be overpasses?

Mr. Callahan stated that for that alternative, presumably at this point it would be a direct connection to I-4; there would be no signal control on the Wekiva Parkway portion tying into I-4.

Commissioner Brender asked whether there would be some kind of lighted access when you get to I-4 and then to the local roadways?

Mr. Callahan stated: No; with that alternative it goes all the way to I-4 along 46, we would have flyovers that the Wekiva Parkway tied directly into. We would have to rebuild some of the ramps on 46 and so forth to get that to work but I think it's certainly feasible from an engineering standpoint.

Commissioner Brender stated:

In your presentation you mentioned that you would like to see some thinning out of some of these alignment ideas. Do you see any reason to maintain this northern route based on the impacts between public lands, the flood plains, the residential takings, etc.?

Mr. Callahan stated:

We are not requesting a specific action or making a specific recommendation today. The issues that we presented as it relates to flood plain, wetland, public land impacts for that northern alignment will be much greater than any other alternative. If this Board chose to direct us to eliminate that one, that would be fine with us. I talked to George Gilhooley from the DOT about it this morning and briefed him on them. He understands the issues and he said if that's what the Expressway Authority wants to do, he is fine with it. I don't see any objection from our standpoint. To cull one alternative down allows us to focus on the others.

Commissioner Carey stated: In looking at your impact analysis, it's pretty clear that with the northern alignment the impacts are so much greater than the other four alternatives that you are proposing. I'm not sure that it's worth spending any more time looking at it. I would support abandoning that route. Going back to Commissioner Brender's comment about the right turn lane movement on southbound Rinehart Road onto 46, about three months ago I asked Jerry to look at that because it doesn't matter what time of the day you are out there, whether its peak traffic hours or if it's 2 o'clock in the afternoon, there is a huge problem. I believe Jerry is looking at doing some temporary improvements there if nothing else.

Jerry McCollum stated:

We are looking at what's in our budget that was approved in the Fall; we are making a preliminary assessment of the project. We have the money to construct the right turn lane. It looks like we do have enough right-of-way. I remember going out and talking with all those people and getting the R-O-W 15 years ago. I never imagined there would be so many cars on that road. It's pretty hectic out there.

Commissioner Henley made a Motion that the northern route be eliminated; the Motion was seconded by Commissioner Morris. The motion was approved unanimously.

Mr. Callahan stated:

To clarify the input I heard: we are going to go back and look at the possibility of taking the connection into International Parkway and providing a connection to the Wekiva Parkway directly from International Parkway. Also look at the two-way frontage road system and how that would work and we can lay it out. Some of the operational stuff might be a month or so out but we can start looking at that.

Commissioner Morris stated:

Do you think you can get a real handle on the usage rate -- a good traffic number -- to go on the eastern beltway from the Wekiva Parkway at 46? There's a lot of assumptive thinking that goes with that. Because that's what really drives a financial decision -- to have direct connectivity versus an alternative as Commissioner Carey is saying of somebody hitting a secondary road to connect over.

Commissioner Carey stated:

If you did traffic counts along 46 getting onto I-4 and then getting off, it's hard to tell without seeing it. It is so messed up, you'd almost have to videotape it to see which cars were going to get that. But it's clear the traffic coming into Seminole County on 46 is getting heavier. If you go out Longwood-Markham Road and turn left onto 46, you take your life in your hands because there's no light there; it's really difficult. The other issue is International Parkway at peak traffic hours; there are only two ways out of Heathrow on International Parkway with all the development we have there and all that's coming along from 46-A to 46 in that corridor. We have to look at that and how we are going to keep moving that traffic into the scenario as well and maybe it ends up -- looking at the International Parkway connection -- with some type of flyover that takes it out of that intersection at 46 and International Parkway and flies it over an area and takes it on down to 46 at that point. It's clear we already have problems there; we need to not compound that situation.

Commissioner Brender asked whether origin destination traffic studies will be done?

Mr. Callahan stated the Expressway Authority did some origin destination work on 441 in Orange County; it's not in our current scope; that's not to say it wouldn't be of value.

Commissioner Brender stated:

If you bring some kind of controlled access up Heathrow International Boulevard and then up to 46-A, I presume there would be no way that they would meet a standard turning radius for limited access highways or anything like that.

Mr. Callahan stated:

We would want something that's safe; safety is very important to DOT. We'll look at it; if it's too much, we'll look at what it would take to get it less.

Commissioner Carey asked how soon would a decision be made regarding taking the 46 over to International parkway?

Mr. Callahan stated that a workshop is scheduled for February 9 at the Sanford Civic Center. Everything is green light on that as far as I am hearing.

Commissioner Carey stated:

The reason for my question is that if that were in, it would certainly be easier to determine how much traffic is coming from 46 and getting on the 417 Greenway. They would just come down International Parkway and get on there.

Jerry McCollum stated:

The consultants are working on traffic numbers on that also. We met with them approximately 30 days ago and they presented the concepts. They are looking at three or four alternatives as to how to get that ramp over there. They have told me by the end of January they will probably have some numbers and probably a little more refinements on the concepts. They are working on the traffic too because it's a similar type deal. It did appear though from what they've done on a preliminary basis with computer models (considering a very strong east-west demand and some of the traffic volumes) they are looking at for example on International Parkway as you're coming south to get onto that ramp you have a one or two-lane left turn and everything is saying, put a 2-lane in; so that again is showing that higher east-west demand.

ITEM #6: NEW BUSINESS

There was no new business.

ITEM #7: OTHER BUSINESS

(a) SCEA Member Reports

There were no member reports.

Chairman Dallari acknowledged the Speaker Request Form from Mr. Tom Vellanti and yielded the floor to Mr. Vellanti for comments.

Mr. Vellanti stated:

I am the owner of 12 Oaks RV Resort on 46 – 6300 SR-46 West. In the lists of properties that were impacted by all these various routes, they considered my property as apparently one commercial property; but there are 250 residents that live there; so 250 needs to be added to those figures. I don't know how this will end up but if some of this alignment was moved slightly -- for example across the street from me is a plant nursery -- if the orange alignment was moved slightly down 100-150 feet, it would probably not impact me very much. The way it is now will peel off about 100 feet of frontage of my property and create a big problem for my tenants. I would appreciate any consideration you have in that regard. It looks like the orange alignment is the one that will prevail here.

In response to inquiry from Commissioner Brender, Mr. Vellanti pointed out his property on the map. He said it is located on the north side of 46. He stated there is a nursery on the other side and if the orange route were moved slightly to the south, it would eliminate a tremendous problem.

Commissioner Morris asked Mr. Vellanti if he had spoken with him in the past and he said he had. Commissioner Morris said that issue is being looked at because of the impact it would have -- it would take out at least two rows of some of the park and the entrance would be all messed up.

Mr. Vellanti said his entrance is to the west and it would destroy the entrance; it would create a major problem.

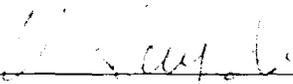
Commissioner Morris stated Mr. Vellanti would probably go with an economic impact on the whole operation of the park.

Mr. Vellanti stated the northern route, the yellow road, went right thru the middle of the park and would actually displace the entire park. He said he would hate to bring 250 people to the next meeting so he would appreciate any consideration.

Chairman Dallari called for additional comments; there were none. The Chairman closed the Public Comment session was closed.

ITEM #8: ADJOURNMENT

There being no further business at this time, the meeting was adjourned at 5:00 P.M.
The Next Regularly Scheduled Meeting Date: May 9, 2006



W. Gary Johnson
Executive Director



Bob Dallari
Chairman

/sb

Attachments: Final PowerPoint Presentation and Handout
Speaker Request Form for Mr. Tom Vellanti

APPROVED

5/9/06