

## 3.4 Multi-Modal Alternatives

Multi-modal alternatives that address the need without building additional capacity may include bus, rail, and/or transit. The potential for a multi-modal alternative to become the preferred alternative is evaluated early in the planning stages to determine if the project should follow the Federal Transit Administration (FTA) process. FTA follows the NEPA process; however, the process and funding are different than that of FHWA.

Within the Wekiva Parkway (SR 429)/SR 46 Realignment PD&E Study area, there are no multimodal options, either motorized or non-motorized, that would meet the project purpose and need; specifically to provide regional connectivity and to meet the increased travel demand within the project study area while protecting the fragile ecosystem of the Wekiva River Basin and preserving the rural character of the area. The majority of the project is on a new alignment, with the exception of portions of SR 46 utilized to minimize impacts to the extent possible.

The Wekiva Parkway is itself part of a multi-modal system and is listed on the FDOT SIS Multi-Modal Unfunded Needs Plan (May 2006) for SIS Eligible Multi-Modal Unfunded Highway Capacity Improvements Needed by 2030.

Non-motorized modes of travel would not meet the purpose and need of the project within the 30-mile corridor. Recreational trails and pedestrian sidewalks are not permitted within the limited-access expressway right-of-way; however, in areas of the project where the typical section permits, sidewalks and/or bicycle lanes may be provided. Connection points for county multi-use recreational trails are provided at defined areas within the project study area.

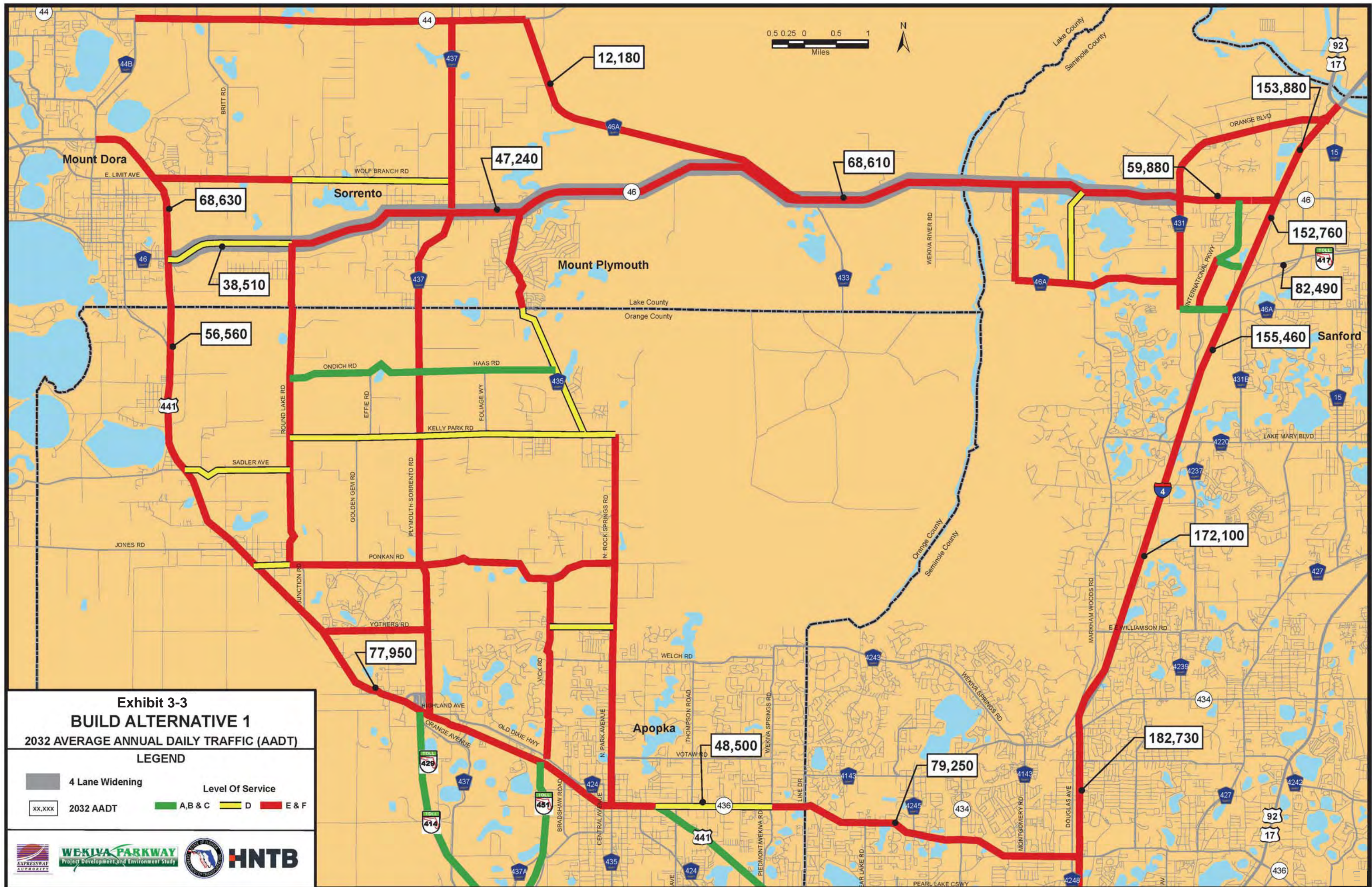
## 3.5 Build Alternatives

The Build Alternatives for Orange, Lake and Seminole Counties that were developed, analyzed and refined in the PD&E Study are summarized in this section.

### 3.5.1 SR 46 Widening Only

The first Build Alternative to be analyzed was the least cost, least impact option – that is, widening the existing two-lane SR 46 to four-lanes from US 441 in Lake County to Orange Boulevard just west of I-4 in Seminole County (a distance of about 17 miles); included in this alternative were those projects for which funding was committed (at the time of the traffic analysis) in the Expressway Authority's 2030 Expressway Master Plan, METROPLAN ORLANDO's 2025 Long Range Transportation Plan Update, and the Lake-Sumter MPO 2025 Long Range Transportation Plan. However, after analysis of this concept the updated final *SR 429–Wekiva Parkway/SR 46 Realignment PD&E Study Traffic Report* (HNTB, March 2010) states “this Build Alternative does not meet the transportation needs within the study area. Any additional capacity along the SR 46 corridor added with the widening of SR 46 is consumed by the latent demand for east-west travel within the corridor. Thus, even with the widening, SR 46 would continue to operate at level of service F. This alternative also does not relieve congestion along US 441.” The projected 2032 (design year) conditions for study area roadways under Build Alternative 1 (SR 46 Widening to Four-Lanes) are depicted in **Exhibit 3-3**.







After the traffic analysis of Build Alternative 1 for the four-laning of SR 46 indicated it would not meet the transportation needs of the study area, a six-lane widening scenario for SR 46 was analyzed. In the traffic analysis, that alternative also demonstrated the inability to meet future transportation needs as the additional capacity provided by six-lanes was consumed by the latent demand for east-west travel within the SR 46 corridor. Even with widening to six-lanes, SR 46 would continue to operate at level of service F. This alternative also had potential for greater impacts within the environmentally sensitive Wekiva River Basin, as well as in the Mount Plymouth and Sorrento communities.

In order to identify concepts which would be more effective in meeting travel demand than merely widening SR 46, Initial Alternatives were developed for four general areas within the study area:

- Orange County from the planned John Land Apopka Expressway/US 441 interchange north to the Lake County line;
- Lake County from US 441 to the Orange County line (referred to as Lake County West);
- Lake County from the Orange County line to the Seminole County line (referred to as Lake County East); and
- Seminole County from the Lake County line to Interstate 4 (I-4).

The sub-areas described above are shown in **Exhibit 3-4**.

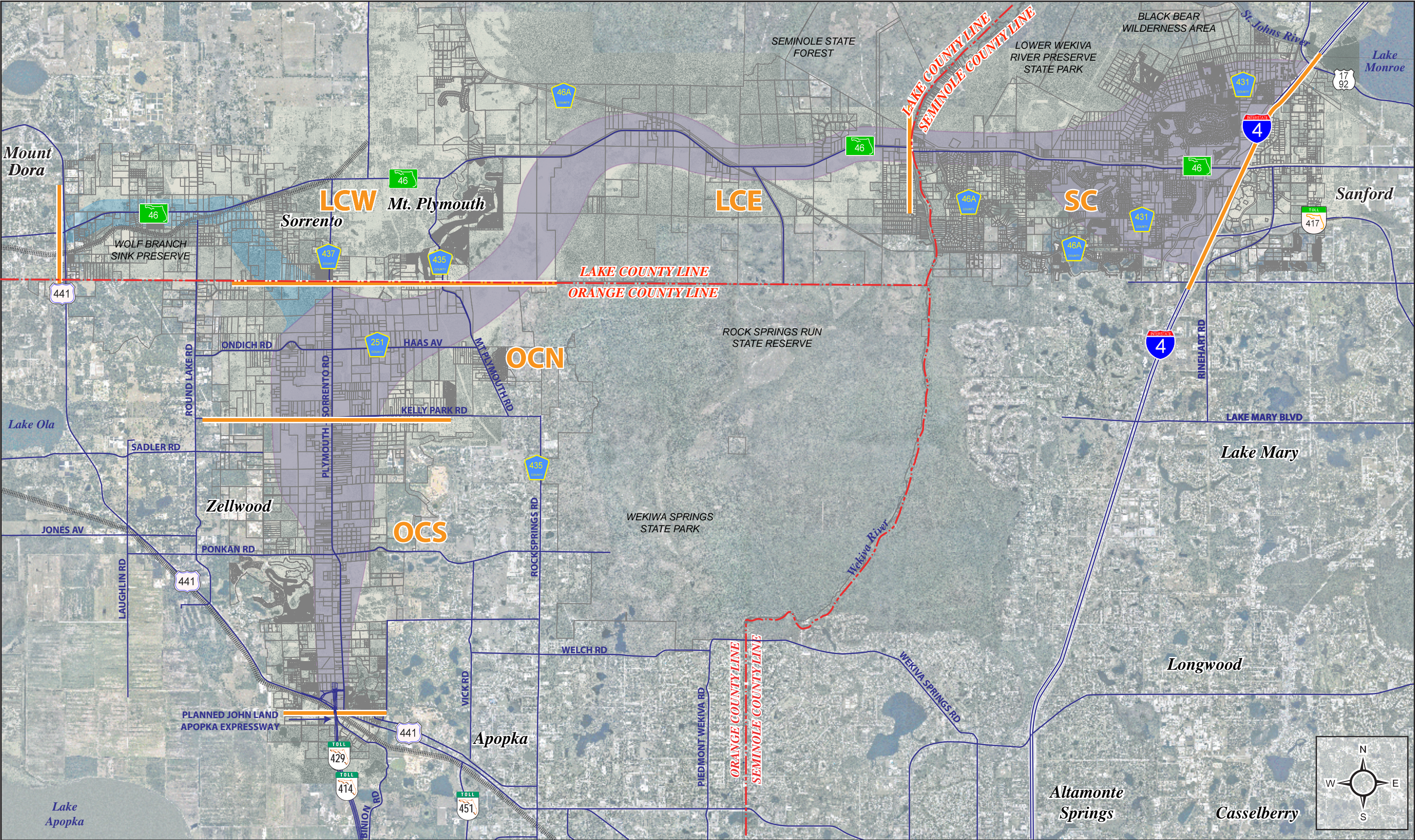
### 3.5.2 Initial Alternatives

As depicted in **Exhibit 3-4**, Orange County was separated into two sub-areas from US 441 north to Kelly Park Road (Orange County South or OCS) and from Kelly Park Road north to the Lake County line (Orange County North or OCN); Lake County was also separated into two sub-areas from the Orange County line west to US 441 (Lake County West or LCW) and from the Orange County line east to the Seminole County line (Lake County East or LCE); Seminole County was evaluated as one area from the Lake County line east to I-4 (Seminole County or SC).

Numerous initial alignments were developed in each county and were identified by using the area or sub-area prefixes shown above (i.e., OCS, OCN, LCW, LCE, and SC). The alignments were initially composed of segments which could be common to several alternatives. The alignment segments were identified by sequential numbers which followed the area/sub-area prefix (e.g., OCN-6, LCE-3).

Exhibits showing the alignment concepts initially developed within the study area, along with the corresponding impact analysis spreadsheets, are provided in **Appendix A**. Exhibits and impact analysis spreadsheets for the initial alignments presented at the first Public Workshops in November 2005 are provided in **Appendix B**. **Exhibit B-1** in **Appendix B** shows an overall view of the initial alignments within the study area as presented at the November 2005 Public Workshops. A document prepared for this study entitled *Technical Memorandum – Development and Analysis of Initial Alternatives* (CH2M HILL, December 2006) provides additional details.





**LEGEND**

- Wekiva Parkway Study Corridor
- SR 46 Realignment Study Corridor

**Exhibit 3-4**  
**Study Area Sub-Areas**



### 3.5.2.1 Orange County Initial Alternatives

The section of the proposed project located within Orange County is within unincorporated Orange County and the City of Apopka. The area has experienced tremendous growth in recent years as the Orlando metropolitan area spreads outward. Annexations into the City of Apopka have grown substantially since the onset of the Wekiva Parkway (SR 429)/SR 46 Realignment PD&E Study. Several new subdivisions have been built and planned developments approved since early 2005, primarily east of Plymouth Sorrento Road.

The SR 429 Northwest Extension PD&E Study had previously determined that alignment alternatives in the vicinity of Plymouth Sorrento Road would provide the most relief to local roads. For this reason, the recommended study area from US 441 north to the proposed systems interchange location is generally centered on Plymouth Sorrento Road.

The alignment concepts initially developed within the Orange County section of the proposed project were divided into two sections: alignments east of Plymouth Sorrento Road and alignments west of Plymouth Sorrento Road, as shown in **Exhibits A-1, A-2, and A-3** located in **Appendix A**. For the purpose of the naming convention, the segments comprising the alignments were further separated into sub-areas south of Kelly Park Road (OCS) and north of Kelly Park Road (OCN), as shown in the previously referenced **Exhibit 3-4**. In all, there were 52 initial segments (i.e., OCS 1-12 and OCN 1-40). Those segments could be combined into 42 possible alignment alternatives from the southern limits of the project study area in Orange County to Lake County East in the Neighborhood Lakes area. The connection to Lake County West would be accomplished by a systems interchange in northern Orange County linking the Wekiva Parkway alignment alternatives to the SR 46 Realignment concepts.

From the planned SR 429/SR 414 John Land Apopka Expressway/US 441 interchange at the southern limits of the project north to Ponkan Road, three initial alignment alternatives were developed that generally ran through the western, central, and eastern portions of the study area. In addition to minimizing impacts to developed parcels within the study area, constraints considered within this section included meeting the geometric criteria for tying into the planned interchange, avoiding impacts to the Zellwood Station senior community, and avoiding conflicts with Plymouth Sorrento Road (CR 437), the main north-south arterial through the area.

North of Ponkan Road the alignment segments further branch out to produce many potential alignments and systems interchange locations. Based on the initial data collection effort, constraints identified within this area of Apopka and unincorporated Orange County include relic sinkholes, numerous foliage nurseries, a historic cemetery, and several potentially historic structures identified in the Florida Master Site File database.

The areas known as Pine Plantation and Neighborhood Lakes are located adjacent to Mount Plymouth Road (CR 435). These parcels were identified for acquisition in the *Wekiva Parkway and Protection Act* to be used as right-of-way for Wekiva Parkway and as buffer/conservation lands to protect the Wekiva River Basin. Maximizing the use of these undeveloped areas while minimizing impacts to developed parcels was considered in the selection of alignment alternatives between the general area in which the systems interchange would be located and Lake County East. As the study progressed, more



detailed information was obtained regarding constraints within the study area and the alignments were refined or removed from consideration based on the updated information.

Since 1912, ferns and tropical plants have been the industry of the City of Apopka, which is known as “Indoor Foliage Capital of the World”. There are over 40 foliage nurseries in the vicinity of the study area north of US 441. The majority of these foliage nurseries are located along and east of Plymouth Sorrento Road, with the highest concentration in the area of Kelly Park Road and Foliage Way, east of Plymouth Sorrento Road. The foliage nurseries collectively define the unique character and identity of the City of Apopka. Avoiding impacts to the foliage nurseries, to the extent practical, was an important consideration in the development of alignment alternatives.

Impacts to residential, foliage nursery, and commercial properties, public lands, floodplains, wetlands, wildlife species and habitat were assessed for the initial alternatives. The results of the impact assessment were analyzed by the project team and discussed with representatives of Orange County and the City of Apopka. The alignments were modified or eliminated based in part on these discussions as described in the following paragraphs.

Prior to the November 2005 Public Workshops, all conceptual alignments east of Plymouth Sorrento Road were removed from consideration due to the results of the initial impact analysis. Development is considerably denser east of Plymouth Sorrento Road, and the results of the impact analysis of the initial alternatives east of Plymouth Sorrento Road showed that there were higher social impacts for those alignments, as was previously concluded in an earlier analysis done by the SR 429 Northwest Extension Working Group. In addition to impacting more parcels and requiring more residential and foliage nursery relocations, an expressway alignment east of Plymouth Sorrento Road could be considered a barrier and potentially impact community cohesion, as it would physically separate neighborhoods from the Northwest Recreational Complex, the Apopka Little League facility, and other recreational areas such as Kelly Park. Alignments east of Plymouth Sorrento Road also impacted one or more planned developments within unincorporated Orange County (Palmetto Ridge) and the City of Apopka (Wekiva Run, Arbor Ridge, and Oak Ridge). These alignments were inconsistent with the City of Apopka Land Use Plan. The eliminated alignments east of Plymouth Sorrento Road are shown in the previously referenced **Exhibit A-1**.

The segments of the blue alignment west of Plymouth Sorrento Road and north of Ponkan Road were also eliminated prior to the November 2005 Public Workshops after evaluation of parcel impacts. The number of parcels impacted by the blue alignment, and the resulting access issues, were determined to be greater than those of the gold alignment just to the west of the blue alignment. It was further determined that it would be preferable to acquire right-of-way for an alignment further west of Plymouth Sorrento Road. At a meeting with Orange County Public Works/Transportation staff on September 30, 2005, they concurred with removal of the blue alignment. Subsequent to the removal of the blue alignment, the gold alignment was modified to connect with the remaining segments leading into Lake County East. The blue and gold alignments are shown in the previously referenced **Exhibits A-2 and A-3**.

Following the elimination and modification of the alignment segments discussed above, the north and south designators (N and S) in the prefix were dropped and the remaining segments in Orange County were renamed and numbered as OC 1-28. Those remaining



segments resulted in 16 potential alignment options from the planned John Land Apopka Expressway/US 441 interchange to Lake County East. The initial alignment alternatives presented at the November 2005 Public Workshops are shown in **Exhibit B-2**, located in **Appendix B**.

### 3.5.2.2 Lake County West Initial Alternatives

The Lake County West concepts are generally within the area identified in the previously referenced **Exhibit 3-4** as the SR 46 Realignment Study Area. This portion of the proposed project runs from northwest of the Wekiva Parkway systems interchange location in Orange County into Lake County and then west along the existing SR 46 alignment to the SR 46/US 441 interchange near Mount Dora. The alignment concepts initially developed for the Lake County West (LCW) portion of the study area are shown in **Exhibits A-4 and A-5**, located in **Appendix A**.

It was recognized early in the study that the existing two-lane rural SR 46 east of US 441 could not be reconstructed as a limited access facility, nor could any parallel alternative alignment connecting to US 441 within the identified project study area be limited access. Based on existing and future land use plans and access issues along SR 46, a controlled access four or six-lane divided facility would be needed to accommodate projected traffic demand. It was also recognized that the existing SR 46/US 441 interchange would require modification and reconstruction to meet current criteria and increased traffic demand consistent with the SR 46 reconstruction. Concepts for the SR 46/US 441 interchange modification would be developed later as part of the Viable Alternatives phase of the PD&E Study.

The initial concepts developed for the reconstruction of existing SR 46 from US 441 to east of Round Lake Road were alternatives to widen to the north (green) or to the south (red). The majority of development along the existing alignment, both residential and commercial, is concentrated on the south side of the roadway. The project study area presents many challenges to widening the facility while maintaining existing access points. Also, constraints identified during the data collection phase of the study include substantial grade changes, wetlands and floodplains through the Wolf Branch and Sunset Pond areas, existing drainage issues from US 441 to Round Lake Road, and an existing CSX railroad line. The railroad line runs south of SR 46 from US 441 and then turns north, intersecting existing SR 46 east of Round Lake Road. The railroad line has limited operations by Florida Central Railroad. In addition to these constraints, the City of Mount Dora has identified an area north of the existing SR 46 alignment as an industrial center on the Future Land Use Map in the city's Comprehensive Plan.

The existing railroad line presented a considerable geometric challenge for a grade separated crossing in close proximity to SR 46, and partially for this reason, an alternative alignment (yellow) outside of the study area was developed. That concept took the SR 46 Realignment section through the Wolf Branch Sink Preserve, a 150-acre tract surrounding a sinkhole that provides direct recharge to the aquifer. Also, the rural area south and east of the Preserve is sparsely populated with few residential or commercial structures.

The portion of the study area east of Round Lake Road between SR 46 and the Orange County line is characterized by large, sparsely developed rural parcels. Constraints within the area include the Sorrento Cemetery, wetlands, floodplains, and potential scrub jay and



gopher tortoise habitat within an upland scrub oak region identified for inclusion in the Wekiva-Ocala Greenway Florida Forever project boundary.

The previously referenced **Exhibits A-4 and A-5** show the initial alignment and systems interchange connection concepts for the SR 46 Reconstruction and Realignment alternatives developed early in the study. Six segments, numbered LCW-1 through LCW-6, provided two alternatives to realign SR 46 and connect at a common point with one of three initial systems interchange concepts. An assessment was completed to compare the impacts of the two alternative routes. The assessment indicated that an alignment through the Wolf Branch Sink Preserve would require approximately 20 acres less right-of-way than the alignment east of Round Lake Road, incur fewer residential and commercial impacts, and provide for a better rail crossing grade separation option; however, this alignment would require ten acres of public land within the Wolf Branch Sink Preserve. The alignment was determined to warrant further consideration. These early concepts were then expanded upon and refined prior to the November 2005 Public Workshops. **Exhibit B-3**, located in **Appendix B**, shows the initial alignment alternatives presented at those Public Workshops along with the corresponding impact analysis spreadsheets.

As shown in **Exhibit B-3**, prior to the Public Workshops an additional alternative was developed east of Round Lake Road and several segments were added to the previously developed concepts to provide 12 alternatives for connection from SR 46 to one of three possible termination points. Those termination points represented the location where the SR 46 Realignment would connect with the systems interchange ramps. The approach used in developing the potential alignments was to minimize impacts to developed parcels and avoid as much as possible other previously described constraints while providing several alternatives routes. An impact assessment was then completed for each segment combination to determine which alignments warranted further consideration.

At the time of the initial alternatives analysis, further development of the SR 46 Realignment concepts was awaiting results of field reviews of the scrub oak parcels that straddle the border of Orange and Lake Counties, as well as the locations/layouts of various systems interchange concepts with which the potential alignments would connect.

### 3.5.2.3 Lake County East Initial Alternatives

Alternatives for the Lake County East portion of the study area, from the Orange County line in Neighborhood Lakes eastward to the Seminole County line at the Wekiva River, include the Wekiva Parkway alignment concepts with local access interchange locations and the CR 46A Realignment concepts. The local access interchange alternatives would be developed later as part of the Viable Alternatives phase of the PD&E Study.

This section of the study area traverses the environmentally and ecologically sensitive Wekiva River Protection Area and is within the boundaries of the Wekiva-Ocala Greenway Florida Forever project. The study area encompasses portions of Neighborhood Lakes, Rock Springs Run State Reserve, Seminole State Forest, and the Wekiva River Mitigation Bank property (formerly New Garden Coal). Both Neighborhood Lakes and the Wekiva River Mitigation Bank properties were identified for acquisition as part of the Wekiva-Ocala Greenway Florida Forever project. The *Wekiva Parkway and Protection Act* states that the properties are required in order to provide right-of-way for the Wekiva Parkway, to protect



the surface water and groundwater resources within the Wekiva Study Area, and to alleviate pressure on these resources due to growth and development.

The alignments initially developed for Lake County East focused on minimizing impacts to residences adjacent to existing SR 46, while also minimizing environmental impacts and utilizing portions of the parcels identified for acquisition. The initial alignment alternatives for Lake County East (LCE) are shown in **Exhibit A-6**, located in **Appendix A**. Two alignments through Neighborhood Lakes were developed to connect with either of two alignments through the Wekiva River Mitigation Bank property. The results of the impact assessment for these alternatives showed that the westernmost alignment through Neighborhood Lakes required more total right-of-way as it was a longer route; however, the easternmost alignment required more land for right-of-way within Rock Springs Run State Reserve. The two alignment alternatives through the Wekiva River Mitigation Bank property merge east of the existing SR 46/CR 46A intersection. For these segments, the southern (blue) alternative impacted three residential properties while the northern (red) impacted a foliage nursery.

Prior to the November 2005 Public Workshops, a meeting was held with the PD&E Study Environmental Advisory Committee (EAC) on October 14, 2005. Several members of the EAC objected to the eastern alignment through Neighborhood Lakes and the southern (blue) alignment through the Wekiva River Mitigation Bank property due to their impacts on Rock Springs Run State Reserve. As a result of that meeting, a new alignment alternative (beige) that more closely followed the existing SR 46 alignment was developed prior to the Public Workshops, as shown in **Exhibit B-4** of **Appendix B**.

One potential concept for the proposed CR 46A Realignment was developed as shown in **Exhibit B-4**. Other realignment alternatives for CR 46A, as well as the location of the interchange providing access to Wekiva Parkway and attendant improvements to SR 46, were awaiting further development of the Wekiva Parkway alignment and local access interchange alternatives in the Viable Alternatives phase of the study.

#### 3.5.2.4 Seminole County Initial Alternatives

Six initial alignment alternatives with three potential connection points to I-4 were developed for Seminole County (SC) as shown in **Exhibit A-7**, located in **Appendix A**. Three alternatives (magenta, green, and yellow) would connect with I-4 south of the St. Johns River Bridge, two concepts (blue/orange) closely followed the existing SR 46 alignment to the SR 46/I-4 interchange, and one (red) would connect at the SR 417/I-4 interchange.

Three typical sections were utilized in Seminole County: a rural expressway section, a bantam expressway section (later changed to a limited access with frontage roads section) and a six-lane urban section within the existing SR 46 right-of-way. In the naming convention used to identify the alternatives in the graphics and impact assessment spreadsheets, the suffix indicates the typical section of the segment (e.g., SC-3EX is an expressway section, SC-2BE and SC-2LAFR refer to a bantam expressway/limited access with frontage roads section, and SC-7SL is a six-lane urban section).

The magenta alignment alternative remained an expressway typical section from the Wekiva River eastward to I-4. The red, green, and yellow alignments transitioned from a bantam expressway/limited access with frontage roads typical section to an expressway



typical section when they departed from the existing SR 46 corridor and continued on north or south of SR 46 toward I-4.

The blue/orange alternatives that followed the existing SR 46 corridor consisted of a bantam expressway/limited access with frontage roads typical section from the Wekiva River eastward that transitioned to a six-lane urban typical section for the connection to I-4. The variation in those two alternatives was in the location of that transition: one alternative would transition to a six-lane urban section east of Lake Markham Road and the other alternative would transition east of Orange Boulevard.

During a meeting on September 23, 2005, the magenta alignment (segment SC-3EX) was removed from consideration at the request of the Seminole County Engineer due to potential alignment impacts to the Seminole County Northwest Water Reclamation Facility property, the proposed Yankee Lake Elementary School site, and the Black Bear Wilderness Area, as well as wetland impacts and the need to bridge Yankee Lake.

At the EAC meeting held on October 14, 2005, several members of the EAC asked that the green alignment (segments SC-5EX and SC-13EX) be removed from consideration due to potential significant impacts to wetlands, floodplains, public lands/conservation area, and the Black Bear Wilderness Area. Subsequently, this matter was discussed at a meeting of the PD&E Study Project Advisory Group (PAG) also held on October 14, 2005. The members of the PAG, particularly the Seminole County Engineer, concurred that the green alignment should be removed from consideration. Therefore, the green alignment was removed from all plots prior to the first Public Workshops in November of 2005.

Subsequent to removing the magenta and green alignment alternatives, the remaining alignment segments were renamed and the bantam expressway (BE) suffix was changed to limited access with frontage roads (LAFR). Those remaining alternatives were presented at the November 2005 Public Workshops as shown in **Exhibit B-5**, located in **Appendix B**.

### 3.5.2.5 Coordination with Stakeholders and Initial Alternatives Public Workshops

During the process of developing the initial alternatives, extensive project coordination was undertaken with local and state government agencies, advisory groups, and other entities. Those meetings and/or presentations provided study updates, specific information, and opportunities for feedback on the initial alternatives. After development of the initial alternatives and refinement of them based on the feedback received at many of those meetings, three workshops were held to present the initial alternatives to the public for review and comment. Those Public Workshops were on the dates and at the locations shown below:

- November 9, 2005 – Orange County Public Workshop at Apopka High School
- November 10, 2005 – Lake County Public Workshop at Lake Receptions in Mount Dora
- November 14, 2005 – Seminole County Public Workshop at the Sanford Civic Center

A total of 1,147 attendees signed in at the three workshops and 285 comment forms were submitted after the workshops. All public comments were reviewed and responded to in writing. Many of the comments expressed opinions in favor of or against specific alignment alternatives or interchange concepts. The public comments on the initial alternatives were analyzed by county and utilized by the project team in the evaluation and assessment of alternatives. A complete summary and analysis of the public comments received after the



workshops can be found in a separate document entitled *Wekiva Parkway PD&E Study Initial Alternatives, Summary of Public Meetings, November 2005* (QCA and CH2MHILL).

Some meetings and presentations after November of 2005, particularly those with decision makers, were to provide information on the public feedback received at and after the initial alternatives workshops. That also provided opportunities for those decision makers to give their comments on the alternatives. Thereafter, the project team began the process of alternatives refinement and identification of viable alternatives. A second document on the development and assessment of Wekiva Parkway and SR 46 Realignment alternatives entitled *Technical Memorandum – Identification and Evaluation of Viable Alternatives* (CH2M HILL, December 2006) details the refinement process and related activities.

### 3.5.3 Viable Alternatives

After the first Public Workshops and meetings with local and state governmental agencies and other stakeholders on the initial alternatives, the project team began the process of alternatives evaluation and refinement. The concepts and impact assessments developed in the initial alternatives phase of the study served as the basis for commencing the identification of potential viable alternatives. The initial alternatives presented at the Public Workshops in November of 2005 were analyzed and evaluated in greater detail, their impacts were assessed more thoroughly, and they were scrutinized for negative aspects. This resulted in the elimination or modification of some alternatives and the further evaluation of others as potential viable alternatives. The work plan which was utilized for identifying viable alternatives is shown below. It outlines the sequential steps that were followed in the process.

#### **Work Plan for Identifying Viable Alternatives**

1) *Evaluate the initial alternatives based on:*

- *Adherence to the “Guiding Principles” recommended by the Task Force, endorsed by the Coordinating Committee, and required by the Wekiva Parkway and Protection Act.*
- *Impacts to the natural environment (e.g., wetlands, floodplains, wildlife species and habitat, springs, seepage areas, recharge, karst features).*
- *Impacts to public land, especially conservation lands (with particular focus on minimizing fragmentation of the wildlife corridor).*
- *Impacts to the human environment (e.g., homes, businesses, community facilities, plant nurseries, property access, cultural resources, community cohesion).*
- *Total number of parcels impacted, total estimated right-of-way needed, and generalized (conceptual) construction cost delta based on alignment length and location.*
- *Estimated mitigation and compensation requirements based on wetland, floodplain, and wildlife impacts.*
- *Comments/suggestions/preferences expressed by the public and other stakeholders.*
- *Preferences/recommendations received from the various local governments.*
- *Feedback received from the Project Advisory Group (PAG) and the Environmental Advisory Committee (EAC).*
- *Sound engineering judgment and practice (e.g., design criteria, geometrics, best transportation solution, safety, long term traffic concerns vs. facility adequacy, constructability issues, cost).*

- 2) *Compare the initial alternatives based on the data and information that results from the above evaluation process and identify those alternatives which have the most negative aspects and the greatest impacts.*
- 3) *Select those initial alternatives which, based on analysis of available data and information, appear to have the characteristics of “viable” alternatives.*
- 4) *Prepare a brief summary of the above process, supported by a spreadsheet with the impact categories and information for each alternative, which identifies the proposed viable alternatives.*
- 5) *Present the proposed viable alternatives, with supporting documentation, to the PAG and to the EAC.*
- 6) *Make any reasonable revisions requested by the PAG and/or EAC.*
- 7) *Meet with elected officials and staff from affected local governments to review the selected viable alternatives.*
- 8) *Utilizing all input received, prepare the selected viable alternatives for public presentation.*
- 9) *Display and discuss the selected viable alternatives at Public Workshops and solicit public comments.*

Utilizing the work plan outlined above, viable alternatives were identified for four general areas:

- Orange County from the planned John Land Apopka Expressway/US 441 interchange north to the Lake County line;
- Lake County from US 441 to the Orange County line (referred to as Lake County West);
- Lake County from the Orange County line to the Seminole County line (referred to as Lake County East); and
- Seminole County from the Lake County line to Interstate 4 (I-4).

As with the previously developed initial alternatives, the naming convention for the various alignments in each of the four areas noted above was based upon area or sub-area prefixes (i.e., OC for Orange County, LCW for Lake County West, LCE for Lake County East, and SC for Seminole County). The alignments were composed of segments, some of which were utilized in more than one alternative. The segments were numbered sequentially (e.g., OC-2, LCE-4). Prior to the Viable Alternatives Public Workshops held in late July and early August of 2006, the segment names were deleted and replaced with descriptive alignment names or alternative numbers (e.g., Systems Interchange Alternative 3 or Neighborhood Lakes Alternative 2) to assist public understanding and allow easier reference.

The overall layout of the viable alternative concepts in Orange County, Lake County West, Lake County East, and Seminole County as presented at the July/August 2006 Public Workshops is shown in **Exhibit 3-5**. **Appendix C** contains exhibits of the viable alternatives in each of the four general areas presented at those public workshops and the corresponding impact/cost analysis spreadsheets.



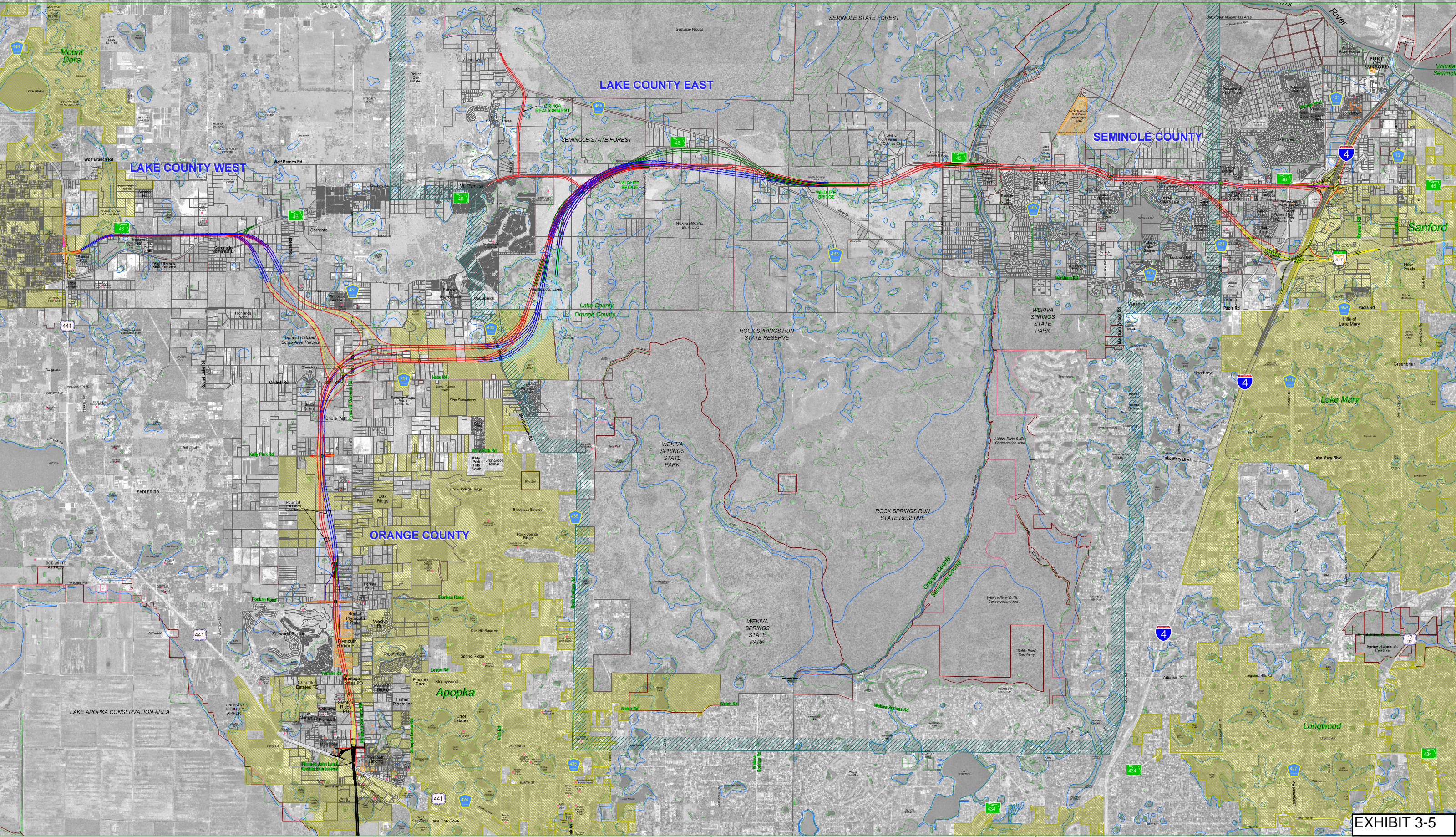


EXHIBIT 3-5

**LEGEND**

PROPOSED LIMITED ACCESS	POTENTIAL PUBLIC LAND ACQUISITION
PROPOSED RIGHT-OF-WAY	WEKIVA RIVER PROTECTION AREA
EXISTING PARCEL/RIGHT-OF-WAY	COMMUNITY FACILITY SITE
FLOODPLAIN BOUNDARY	HISTORICAL SITE
WETLAND LINE	POTENTIAL CONTAMINATION SITE
CITY BOUNDARY	PROPOSED BRIDGE
PUBLIC LAND	

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**WEKIVA PARKWAY**  
Project Development and Environment Study  
Orange, Lake & Seminole Counties

**Overall Project Layout  
Viable Alternatives**

JULY 25, 2006 1"= 2000'