

3. Proposed Conditions

3.1 Typical Sections

The proposed project consists of several components as previously described in Section 1.5. The typical sections used for the various components are discussed in the following sections.

3.1.1 Limited Access Rural Expressway

The four-lane, expandable to six-lane, limited access rural expressway typical section is shown in **Exhibit 3-1A**. This typical section is used for the Wekiva Parkway mainline through Orange County, in a portion of Lake County East north of the county line, and for the connection to the SR 417/I-4 Interchange in Seminole County. This typical section is also used for a portion of the realigned section of SR 46 in Lake County West.

The typical section consists of two 12-foot lanes in each direction separated by a 64-foot grassed median within a 300-foot limited access right-of-way. The inside shoulders will be 8 feet wide with 4 feet paved, sloped to the inside. The outside shoulders will be 12 feet wide with 10 feet paved, sloped to the outside. There is a minimum distance of 94 feet from the outside edge of travel to the limited access right-of-way line. This typical section is expandable to six-lanes by widening to the inside.

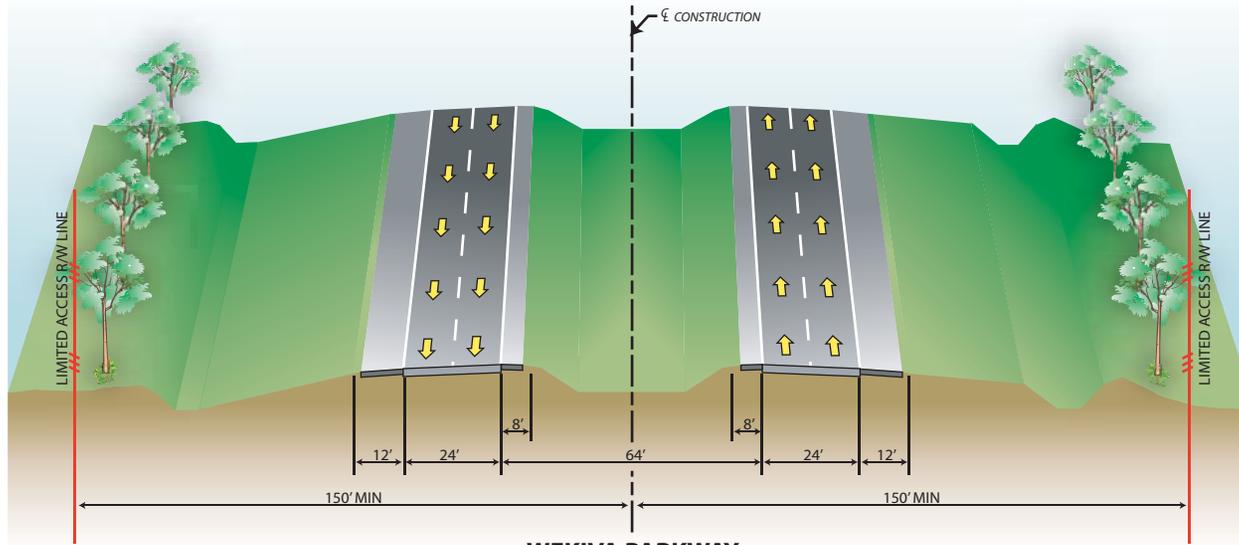
3.1.2 Limited Access Rural Expressway with Service Road

This six-lane limited access rural expressway with service road typical section, shown in **Exhibit 3-1B**, is used for the Wekiva Parkway mainline through most of Lake County East. It generally extends from near Neighborhood Lakes eastward to the Wekiva River.

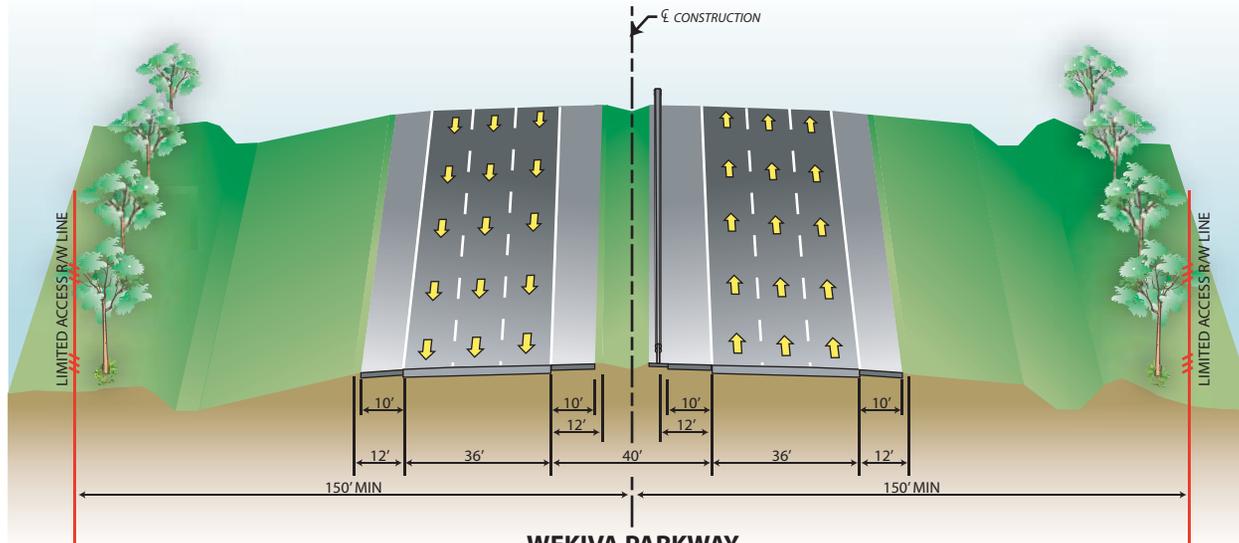
This typical section consists of three 12-foot lanes in each direction separated by a 40-foot grassed median and an undivided two way, two lane service road located on the north side of the expressway. The typical section is within a 300-foot limited access right-of-way. The inside shoulders of the expressway will be 8 feet wide with 4 feet paved, sloped to the inside, while the outside shoulders will be 12 feet wide with 10 feet paved, sloped to the outside. The outside shoulder of the service road will be 10 feet with 5 feet paved and sloped to the outside.

3.1.3 Limited Access Urban Expressway with Frontage Roads

Exhibit 3-2 depicts the typical section for a four-lane, expandable to six-lane, limited access urban expressway with frontage roads. This typical section is used along the SR 46 corridor in Seminole County from the Wekiva River Bridge to east of Orange Avenue, where the Wekiva Parkway turns to the south on a new alignment to the SR 417/I-4 Interchange. The right-of-way width for the limited access urban expressway with frontage roads typical section is 260 feet. The distance from the centerline to the left (north) limited access right-of-way line is 128 feet, and to the right (south) is 132 feet to accommodate the wider sidewalk



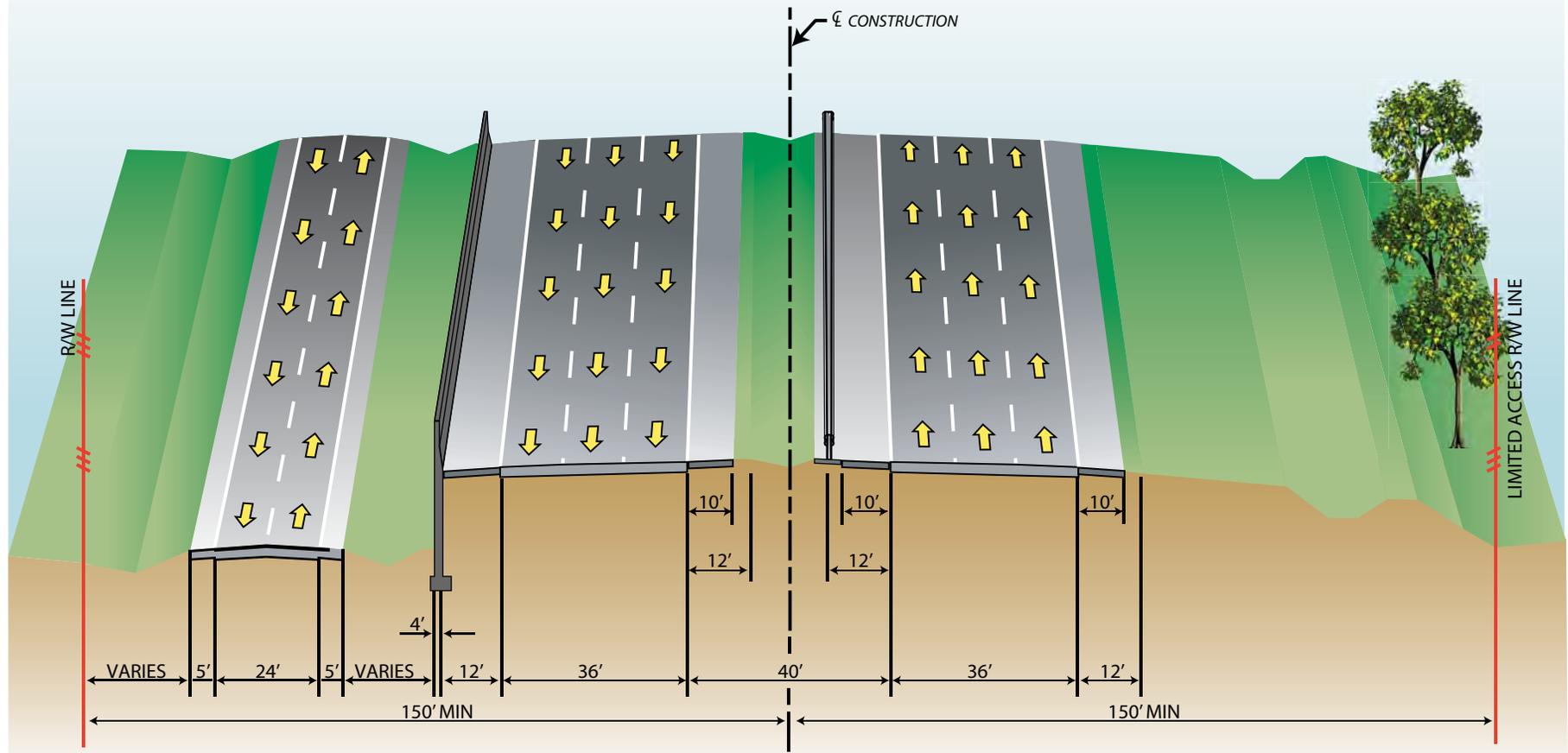
**WEKIVA PARKWAY
4-LANE EXPRESSWAY**



**WEKIVA PARKWAY
ULTIMATE 6-LANE EXPRESSWAY**



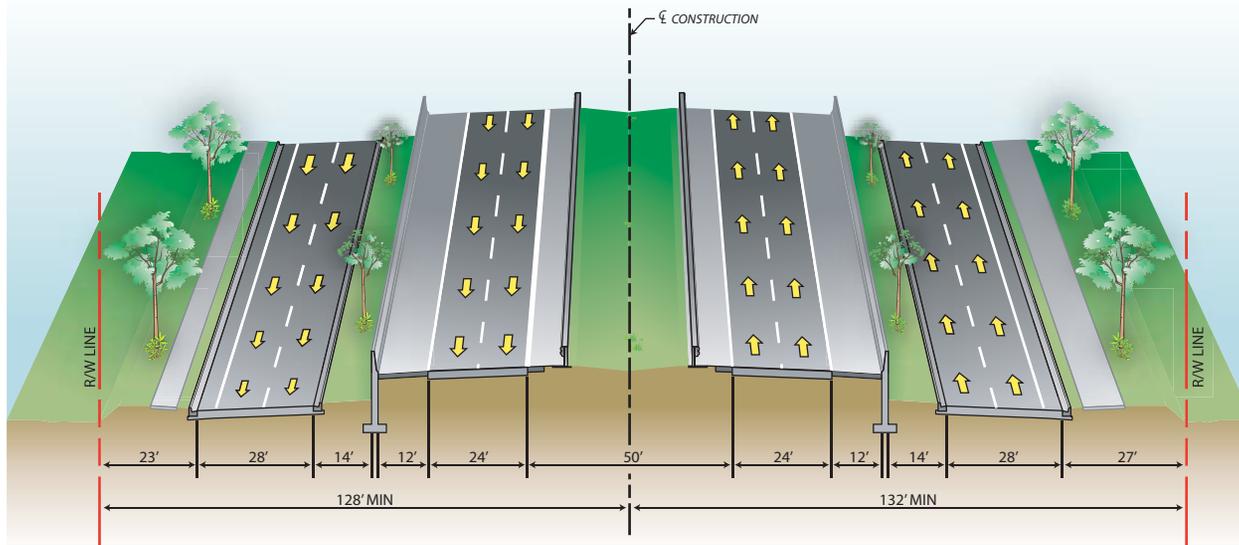
**Exhibit 3-1A
Proposed Typical Sections**



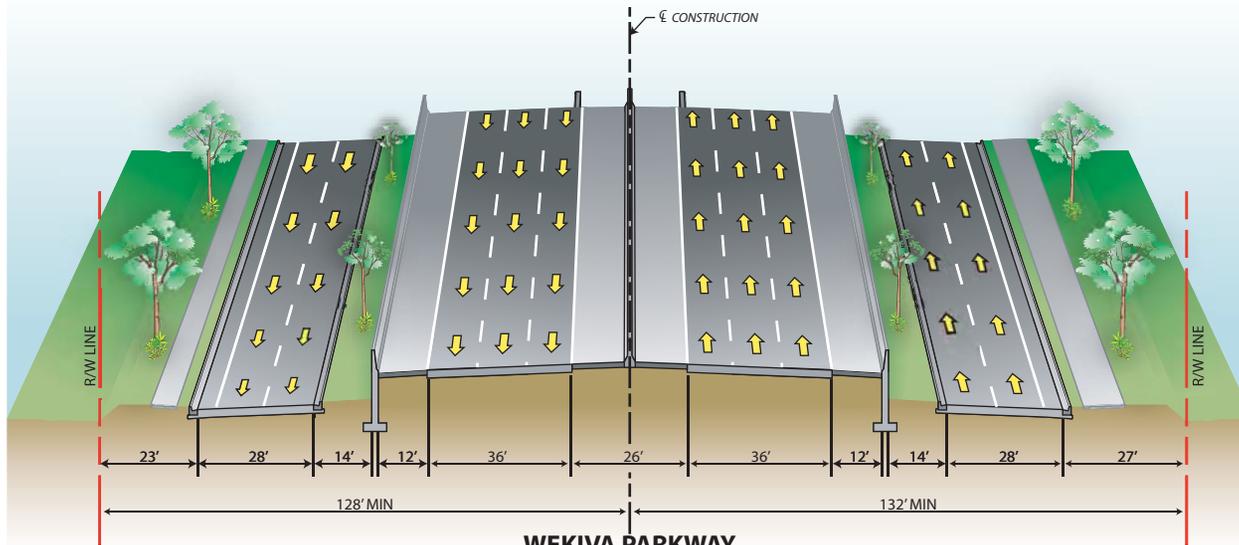
**WEKIVA PARKWAY
ULTIMATE 6-LANE EXPRESSWAY WITH SERVICE ROAD ON NORTH SIDE**



**Exhibit 3-1B
Proposed Typical Sections**



**WEKIVA PARKWAY
4-LANE EXPRESSWAY WITH FRONTAGE ROADS**



**WEKIVA PARKWAY
ULTIMATE 6-LANE EXPRESSWAY WITH FRONTAGE ROADS**



**Exhibit 3-2
Proposed Typical Sections**

requested by Seminole County. The minimum distance from the edge of travel of the frontage roads to the controlled access right-of-way line is 23 feet to the north, and 27 feet to the south.

The elevated mainline portion of the typical section consists of two 12-foot lanes in each direction separated by a 50-foot grassed median. The inside shoulders are eight feet wide, sloped to the inside. The outside shoulders are 12 feet wide, sloped to the outside. The mainline is expandable to six lanes by widening to the inside, with 12-foot inside shoulders separated by median barrier.

The at-grade, controlled access two-lane frontage roads are separated from the elevated mainline by a 14-foot buffer. The frontage road portion of the typical section has two 12-foot wide travel lanes with a four-foot bicycle lane, and curb and gutter. A three-foot sod strip separates the roadway from the sidewalk, which is five feet wide on the north side of the roadway, and 10 feet wide on the south side of the roadway.

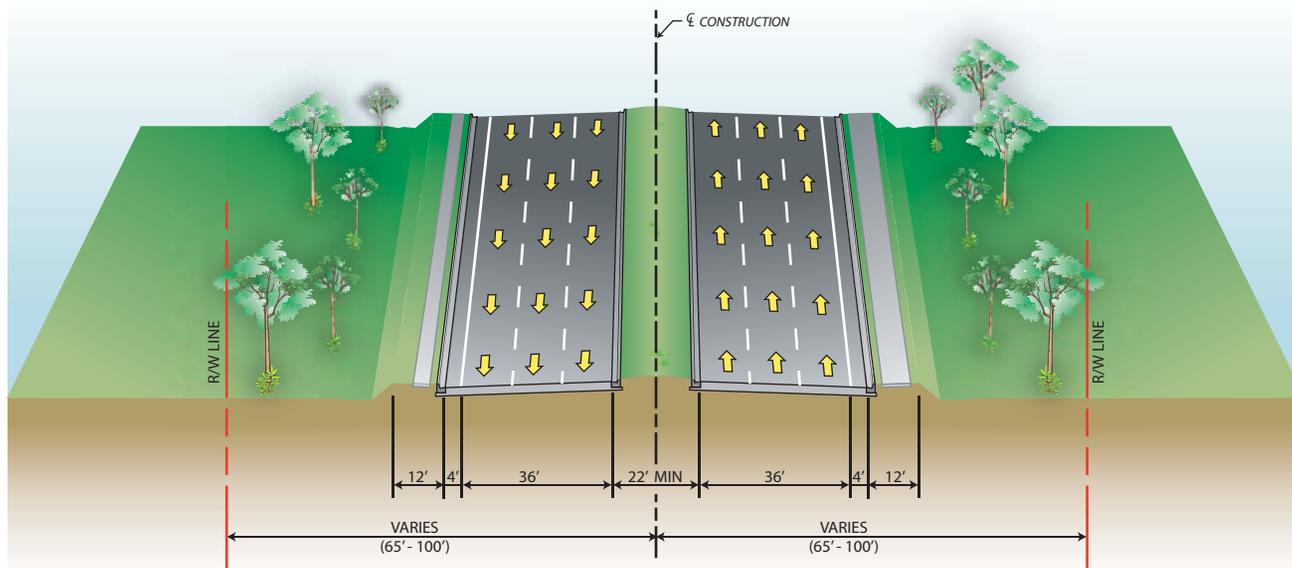
3.1.4 Controlled Access Urban Arterial

Exhibit 3-3 depicts the typical section for the SR 46 corridor improvements in Lake County West from the US 441/SR 46 interchange to east of Round Lake Road, and in Seminole County from east of Orange Avenue to I-4. The proposed right-of-way width for the SR 46 reconstruction in Lake County West is 130 feet. In Seminole County, from east of Orange Avenue to the I-4/SR 46 interchange, the existing four-lane typical section will be widened to six lanes within the existing 200-foot right-of-way.

The urban, curb and gutter typical section consists of three 12-foot travel lanes in each direction separated by a 22-foot raised grassed median. A four-foot bicycle lane is provided in each direction. A three-foot sod strip separates the back of curb from the sidewalk, which is five-feet wide on both sides of the roadway in Lake County West. In Seminole County, the sidewalks continue from the Wekiva Parkway Urban Expressway with Frontage Roads typical section: five feet wide on the north side of the roadway and 10 feet wide on the south side of the roadway. There is a minimum distance of 16 feet from the edge of travel to the right-of-way line.

3.1.5 Controlled Access Rural Arterial

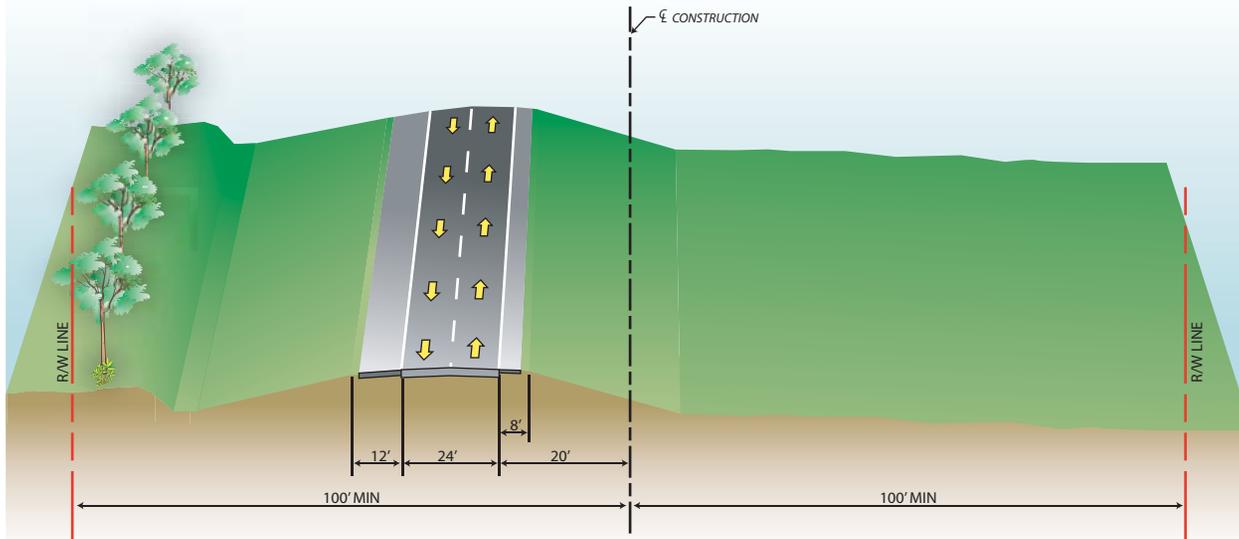
Exhibit 3-4 depicts the typical section for the CR 46A Realignment in Lake County East. The proposed roadway is a two-lane rural section expandable to four lanes. Initially, two 12-foot travel lanes will be built to one side of the 200-foot right-of-way centerline. The shoulders are 12 feet wide with five feet paved. For the four-lane typical section, the travel lanes are separated by a 40-foot grassed median. The inside shoulders are 8 feet wide, unpaved, and the outside shoulders are 12-feet wide with 5 feet paved. There is a minimum distance of 44 feet from the edge of travel to the right-of-way line.



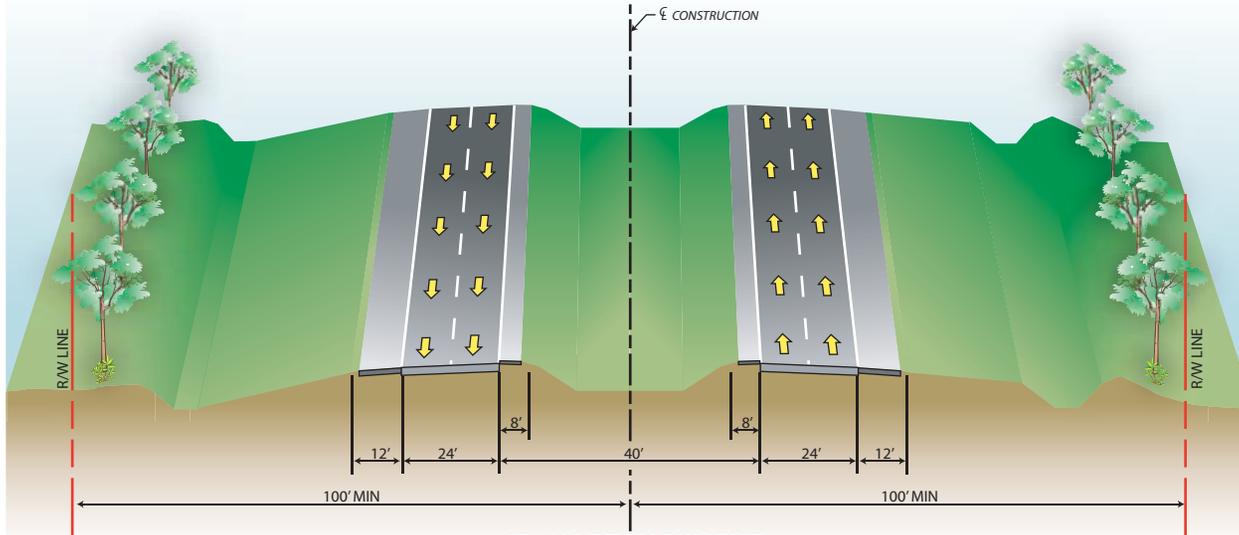
**SR 46 CORRIDOR IMPROVEMENTS
6-LANE DIVIDED URBAN SECTION**



**Exhibit 3-3
Proposed Typical Sections**



**CR 46A REALIGNMENT
2-LANE RURAL SECTION**



**CR 46A REALIGNMENT
4-LANE RURAL SECTION**

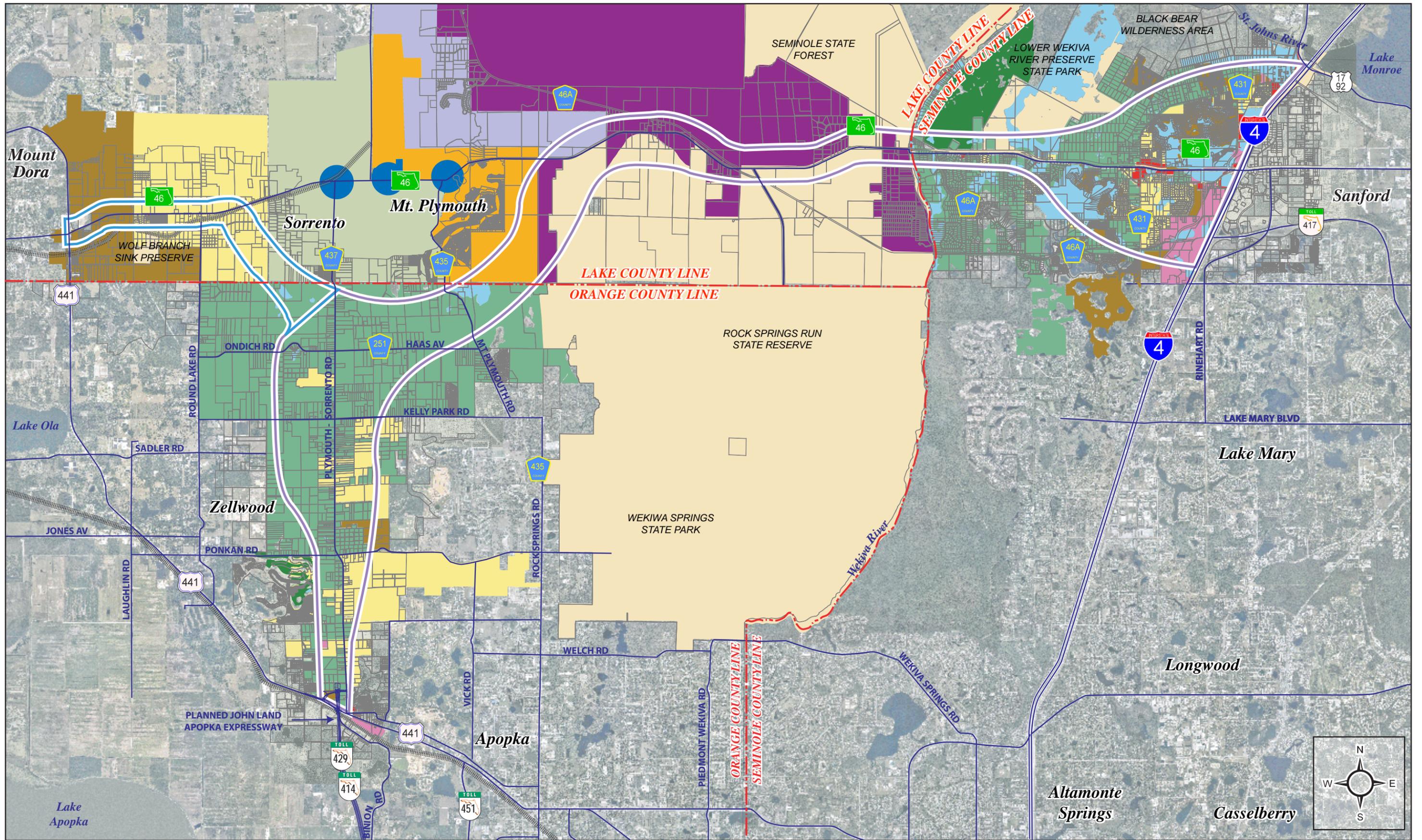


**Exhibit 3-4
Proposed Typical Sections**

3.2 Future Land Use

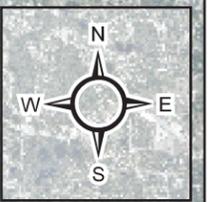
Future land use data were collected from Orange, Lake, and Seminole Counties, the City of Apopka, and the City of Mount Dora. As presented in **Exhibit 3-5**, the study area is projected to be characterized by various patterns, which include conservation, residential, industrial, institutional, commercial, rural, and agricultural land use types.

Future land uses within the Wekiva Parkway study corridor are governed by the legislation of the *Wekiva Parkway and Protection Act*, Chapter 369, Part III, F.S. The act allows for building the Wekiva Parkway while protecting the natural resources of the Wekiva River Basin. Chapter 369.321 (1) legislates that “local governments within which the Wekiva Parkway is planned shall amend their local government comprehensive plan to include the Wekiva Parkway.” In addition, local governments hosting an interchange on the Wekiva Parkway must adopt an interchange land use plan to address appropriate land uses and compatible development. The legislation also directs local governments to amend their comprehensive plans to optimize open space and promote development patterns that protect the Most Effective Recharge Areas, karst features, and sensitive natural habitats.



LEGEND

Wekiva Parkway Study Corridor	Commercial	Mixed Use	Sending Area	Residential	Urban Compact Node (UCN) Non Wekiva
SR 46 Realignment Study Corridor	Conservation	Neighborhood Commercial	Receiving Area	Rural	Urban Compact Node (UCN) Wekiva
	Industrial	Public Resource	Recreational		



**Exhibit 3-5
Future Land Use**