



Wekiva River Basin Commission

IMPLEMENTATION PROGRESS REPORT

2015



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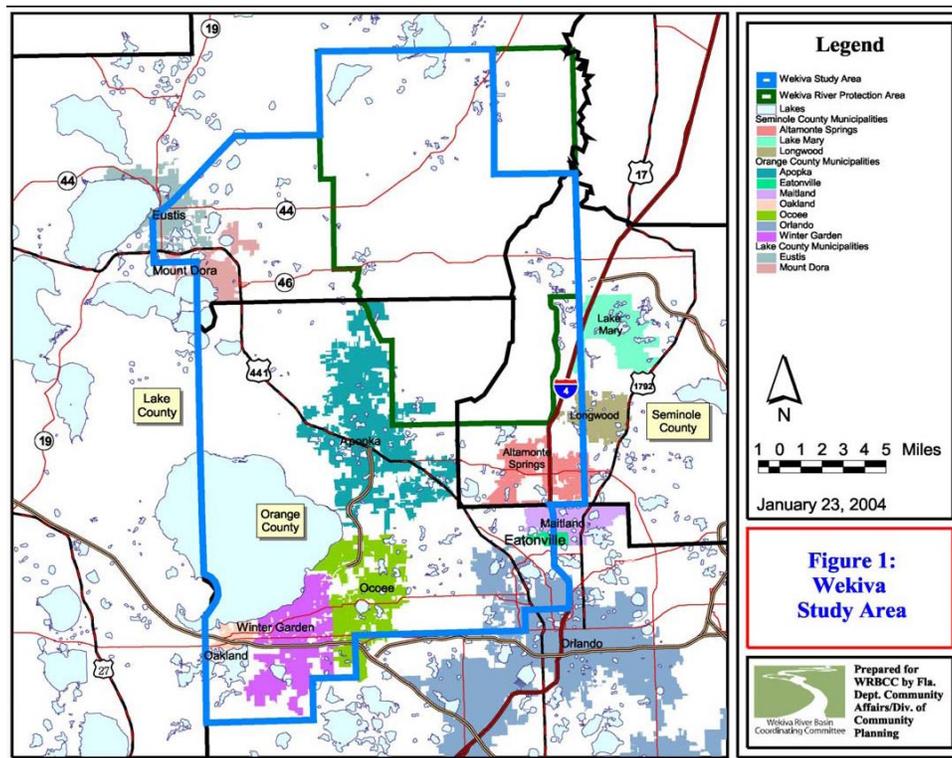
INTRODUCTION

BACKGROUND

Governor Bush signed the Wekiva Parkway and Protection Act (Chapter 2004-384, Laws of Florida) into law on Tuesday, June 29, 2004, at Wekiwa Springs State Park in Apopka. The law implements the recommendations of the Wekiva River Basin Coordinating Committee and authorizes designing and building the Wekiva Parkway, completing the beltway around Orlando while ensuring the protection of the Wekiva River system.

Over a six-month period, the Wekiva River Basin Coordinating Committee discussed the best way to protect the fragile spring-fed Wekiva River Basin while ensuring regional transportation, growth management and water resource needs are met. The Committee used a regional collaborative approach to produce consensus recommendations that focus and coordinate agency and local government activities to bring a higher level of planning and springs protection to the Wekiva River Basin. This regional and collaborative method for growth management planning has become a model that is being implemented in other areas of the State. The Committee was also responsible for delineating the Wekiva Study Area.

Figure 1 – Wekiva Study Area



An appropriate portion of land area that contributes surface and groundwater to the Wekiva River system was the criteria used to create the Wekiva Study Area. There are 15 local governments included in the Wekiva Study Area: Orange County and the municipalities of Maitland, Eatonville, Orlando, Ocoee, Winter Garden, Oakland and Apopka; Seminole County and the municipalities of Lake Mary, Longwood, and Altamonte Springs; and Lake County and the municipalities of Eustis and Mount Dora.

The Wekiva Parkway and Protection Act authorized the Central Florida Expressway Authority (CFX, formerly Orlando-Orange County Expressway Authority, OOCEA) to act as a third party acquisition agent on behalf of the Trustees of the Internal Improvement Trust Fund and the St. Johns River Water Management District (SJRWMD) to acquire three parcels of land identified by the Committee to provide buffer areas along the Parkway corridor. Acquisition of these parcels was to begin no later than December 21, 2004, and be completed no later than December 31, 2010. The CFX was authorized to construct and finance the Wekiva Parkway and an associated connector road.

Required studies and regulatory measures designed to protect the natural resources of the Wekiva Study Area include:

- The *Florida Department of Environmental Protection* (FDEP) requirement to prepare a study on Water Quality and Wastewater Standards by December 1, 2004. Based on the results of the study, the Department was to initiate rulemaking by March 1, 2005, or recommend additional statutory authority to achieve nitrogen reductions protective of the surface and groundwater quality of the Wekiva Study Area; and establish Total Maximum Daily Loads by December 1, 2006.
- The *Florida Department of Health* (FDOH) requirement to prepare a study on On-site Disposal Systems Treatments Standards and Implementation of Septic Tank Maintenance and Inspection Program by December 1, 2004. Based on the results of the study, and if deemed necessary, the Department was to initiate rulemaking by March 1, 2005, or recommend additional statutory authority to address nitrogen reduction through appropriate on-site disposal standards.
- The *St. Johns River Water Management District* (SJRWMD) requirement to initiate rulemaking for pre- and post-development standards for stormwater and consumptive use thresholds by March 1, 2005; establish Pollution Load Reduction Goals for the Wekiva Study Area by December 1, 2005; and update minimum flows and levels for Rock Springs and Wekiwa Springs by December 1, 2007.

- The *Florida Department of Community Affairs* (FDCA), now Florida Department of Economic Opportunity (FDEO) and the SJRWMD were to coordinate and ensure the adoption of comprehensive plan amendments by January 1, 2006, and land development regulations by January 1, 2007, which address stormwater, wastewater and land use issues as they relate to the Wekiva Study Area.
- The creation of a 19-member *Wekiva River Basin Commission* appointed by the Governor, to monitor and ensure implementation of the recommendations of the Wekiva River Basin Coordinating Committee. The East Central Florida Regional Planning Council is charged with providing staff support.

2015 IMPLEMENTATION ACTIVITIES

The Wekiva River Basin Commission continued its work through 2015 to complete the remaining recommendations of the Wekiva River Basin Coordinating Committee. Some highlights:

1. The Florida Department of Transportation (FDOT) prepared to open the first sections of the Wekiva Parkway and CFX began construction on its first five mile stretch.
2. The Nitrogen Reduction Study was completed and a draft report was developed by FDOH.
3. FDEP Secretary adopted the Wekiva River, Rock Springs Run, and Little Wekiva Canal BMAP on October 27, 2015.

REPORT FORMAT

This report describes the progress made by the Wekiva River Basin Commission during 2015 in ensuring the implementation of the recommendations of the Wekiva River Basin Coordinating Committee. The Committee's Final Report outlines seventeen (17) recommendations related to construction of the Wekiva Parkway and protection of the Wekiva River Basin's natural resources. This document reports the progress made on each recommendation during the year. The corresponding portion of the Wekiva Parkway and Protection Act is noted for those recommendations with an associated statutory requirement.

PROGRESS TOWARD MEETING RECOMMENDATIONS OF THE WEKIVA RIVER BASIN COORDINATING COMMITTEE

RECOMMENDATION 1 – WEKIVA PARKWAY PLANNING AND DESIGN

Section 369.317 (1-5) of the *Wekiva Parkway and Protection Act (Wekiva Act)* provides for construction of the Wekiva Parkway consistent with proposed corridor and design guidelines identified in Recommendation 1 of the *Wekiva River Basin Coordinating Committee Final Report*. This effort is co-managed by CFX and FDOT.

CFX initiated the Project Development and Environmental (PD&E) study for the Parkway in January 2005, collecting data and performing background studies necessary for examining suitable alignments and potential community and environmental impacts. Federal standards for conducting the study are being followed, which will preserve the right to use federal funds for right-of-way (ROW) acquisition and construction. In 2007, the PD&E Study presented the recommended alignments, and then moved into a succession of public meetings to possibly refine the alignments to address community concerns in Orange, Lake, and Seminole Counties.

Coordination with the Federal Highway Administration and the State Historic Preservation Office continued throughout 2008, 2009 and most of 2010 in order to address the historic resources in the project corridor. In 2009, a feasibility study was undertaken by FDOT to determine the feasibility of a trail to be located in conjunction with the Parkway. The study was finalized in 2010.

During 2009 and 2010, the FDOT and Expressway Authority continued to work with cities and counties to address specific concerns with the parkway interchanges and other engineering issues, as well as discussions on parkway funding options between FDOT and the Expressway Authority. On December 17, 2009 a public meeting was held in Sorrento to discuss a service road concept for East Lake County. In early 2010, after further coordination with stakeholders, the service road was incorporated into the preliminary design concept.

The Florida Department of Environmental Protection, Department of Agriculture and Consumer Services Division of Forestry provided FDOT and CFX signed Section 4(f) concurrence letters for the Wekiva Parkway and the Programmatic Section 4(f) Evaluation for Public Lands was accepted by FHWA. The Draft Section 106 Case Study for two historic resources was sent to the State Historic Preservation Office for review and comment. In October 2011, Section 106 was approved by the State Historic Preservation Office and accepted by the FHWA.

In August 2010, FHWA approved the Environmental Assessment document for public availability, allowing public hearings to be scheduled by FDOT and CFX. Public hearings were held on October 26 in Apopka, October 27 in Mount Dora, and October 28 in Sanford. The public comment period, after the public hearing, closed on November 8, 2010. Some key points noted during the hearings included:

- Number of alignments considered (52 in Orange County, 10 in Lake County, and 6 in Seminole County)
- Final Recommended Alignments
- Cross sections of roadway
- Next steps

In August 2010, Seminole County Board of County Commissioners, the Seminole County Expressway Authority, and the Lake County Board of County Commissioners approved inter-local agreements with CFX enabling the Expressway Authority to build, operate and maintain the Wekiva Parkway. On June 20, 2014, Governor Rick Scott signed SB 230. The Central Florida Expressway Authority took over the Orlando-Orange County Authority, including E-PASS and incorporates representation from Lake, Osceola, and Seminole counties into a larger, regional tolling authority.

On May 29, 2012 FDOT signed a Memorandum of Understanding (MOU) formalizing the agreement with CFX to build the Wekiva Parkway. The MOU outlined the general understanding of the agencies concerning the financing, production, acquisition, design, construction, ownership operation, management and maintenance of the Wekiva Parkway. The signing of the MOU marked the last major hurdle toward making the long-sought vision of completing the beltway around metropolitan Orlando a reality. The MOU was approved by the boards of CFX, MetroPlan Orlando, and Lake Sumter MPO.

The following steps required for finalization of all alignments for the Parkway were accomplished by end of 2012:

- Received approval from CFX (formerly Orlando-Orange County Expressway Authority) Board;
- Gained Federal Highway Administration (FHWA) approval;
- FDOT and FHWA approval of SR 417/I-4 Interchange Modification Report;
- Gained State Historic Preservation Office approval;
- Completed the Engineering and Environmental Documents; and
- Scheduled and held public hearings.

Updates for these Requirements for full authorization of the Parkway are below:

SECTION 106 AND SECTION 4(F) FOR HISTORIC RESOURCES

- **Memorandum of Agreement (MOA)**

CFX and FDOT prepared the Memorandum of Agreement (MOA) in June 2011 to address mitigation of impacts to two Section 106 historic resources. After review and concurrence, FHWA and the State Historic Preservation Officer (SHPO) executed the MOA in July 2011.

- **Section 106 Case Study**

After the MOA was executed, CFX and FDOT prepared the final Section 106 Case Study of the two historic resources for review by the SHPO and FHWA. The SHPO signed the sufficiency and concurrence form on October 18th, 2011. The revised final Section 106 Case Study was submitted to FHWA on November 17th, 2011 and approved.

- **Individual Section 4(f) Evaluation**

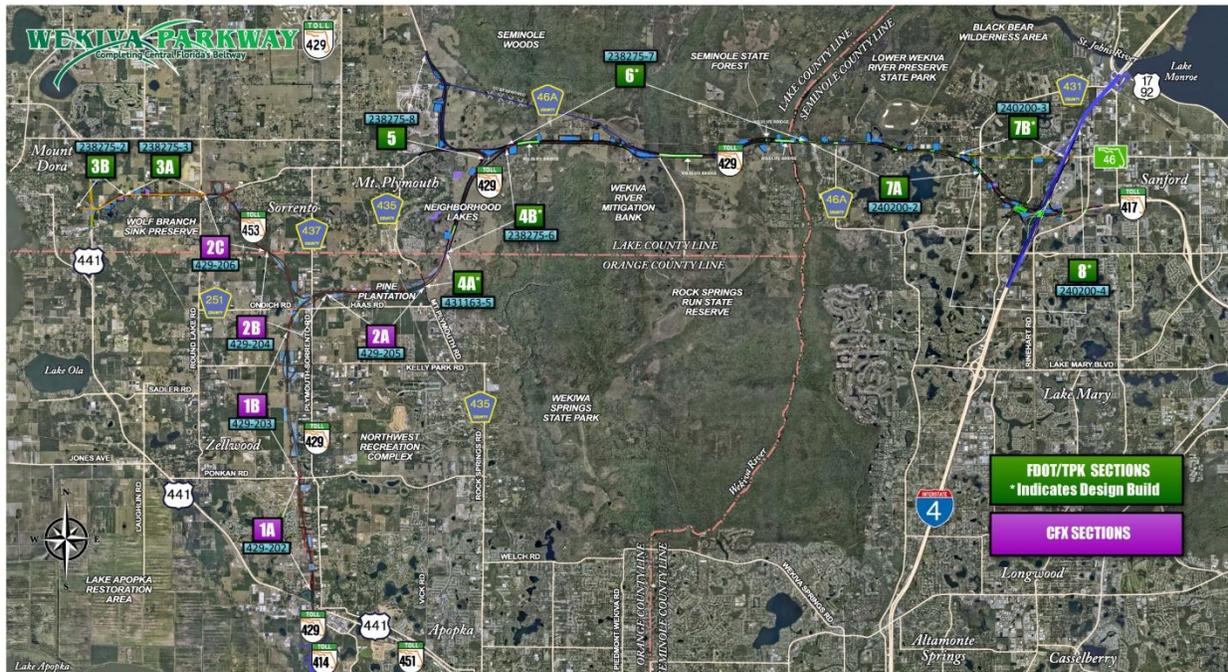
After receipt of SHPO concurrence, CFX and FDOT completed the final draft Individual Section 4(f) Evaluation for the two historic resources. The final draft document was submitted to FHWA on November 29, 2011. The final Individual Section 4 (f) was delivered in March 2012 and was approved and signed on May 11, 2012.

ENVIRONMENTAL ASSESSMENT (EA)

- **EA and Finding of No Significant Impact (FONSI)**

CFX and FDOT revised the noise study information in the EA to meet new Federal requirements and preparing the draft FONSI. The EA and the FONSI was submitted to FHWA and approved in May 2012.

DESIGN AND BUILD UPDATES



2012 Update:

In 2012, FDOT and CFX launched a joint Community Awareness Program that included creation of the www.WekivaParkway.com website to serve as a critical information resource. The program included proactive coordination with elected and appointed officials, presentations to community groups and events to update the media on the project.

FDOT began the process of design and build. By the end of 2012, segments of the parkway were in different stages of the process. As of the last Commission Meeting in October 2012: Sections 4A and 4B should have construction permits in December with the following permit activity: Army Corps of Engineering permit obtained; DEP issued a draft permit with the intent to issue; Gopher Tortoise and Burrowing Owl Permits in process. FDOT began final design of Section 3B in November 2012, and procurement was underway for Sections 3A and 5. Design firms were selected for Sections 6 and Section 7A. The connection interchange with I-4 will be the last section to move forward.

By the end of 2012, CFX's four segments were under design, with a design firm having been selected for the remaining section. Parkway design of each section was anticipated to take approximately 18-24 months.

2013 Update:



In January 2013, FDOT relocated more than 100 gopher tortoises per permit on Sections 4A and 4B. FDOT began construction on those design-build sections on Feb. 18, 2013. Project activities included proactive coordination with state parks and wildlife officials regarding debris burning, wildlife monitoring and other environmental considerations.

For the other parkway sections, work continued on design and to secure contractors for each segment; obtain the various permits including the Gopher Tortoise and Burrowing Owl Permits; continuing final design; and obtain ROW acquisitions (such as Kelly Park Crossing) for the various segments. In addition, the alignment near Red Tail subdivision was successfully readdressed via extensive coordination with community members and Lake County officials.

As part of the proactive Community Awareness Plan being implemented by both agencies, five public meetings covering nine project sections were conducted in 2013. The public workshops updated nearly 1,000 community members on the latest design plans.

To make sure the public was clear that the project was moving forward, a high-profile Wekiva Parkway Kick-off Event was held on July 10, 2013. The event also highlighted the intense environmental care with which the parkway has been planned through the Wekiva River Basin. To this end, the event included a tree planting ceremony by Governor Rick Scott, U.S. Congressman Daniel Webster and other state and local officials.



During design, FDOT continued the extensive coordination with the Wekiva River System Advisory Committee, made up of environmental agency and advocacy groups and area officials. This included engaging them in the design of the Wekiva Parkway Section 6 bridge over the Wekiva River during a stakeholder workshop on June 18, 2013, and Bridge Charrette No. 1 on Dec. 11, 2013.

Participants gave input on the shapes, colors and textures of the new Wekiva River Bridge planned as part of the Wekiva Parkway. They also discussed concerns about surrounding trees and wildlife, the health and use of the river and other potential project impacts.

2014 Update:

FDOT conducted the final bridge charrette on January 28, 2014, during which the Wekiva River System Advisory Committee's ideas helped refine the Section 6 bridge design. The bridge design was featured at a public meeting open house on April 29, 2014 conducted by the FDOT to review the latest preliminary design plans for Wekiva Parkway Sections 5 & 6 in Lake County and a small portion of Seminole County. More than 220 people attended the meeting, with many providing positive comments about the bridge concept.

All told, three public meetings for six project sections in Lake, Orange and Seminole counties were held in 2014, drawing more than 460 attendees.

Construction on FDOT Sections 4A and 4B reached about 66% completion, including having paved the south end and driven pile for bridges at the floodplain and near SR 46. Work on these sections was expected to finish in late spring of 2015.



FDOT continued the permitting and design for its sections. FDOT in the summer of 2014 also began design for a multi-use trail to parallel Sections 4A and 4B in Orange and east Lake counties. The trail, which is funded for construction in 2017, would connect with a planned extension of the West Orange Trail, the planned Lake-Wekiva Trail and the trail planned along the non-tolled service road on Wekiva Parkway Section 6.

CFX finished permitting and design on three of its five parkway sections in 2014; the remaining sections were to complete design by spring of 2015. The agency continued acquiring the necessary property for the project. CFX, in coordination with FDOT and the FHWA, also submitted an application for Transportation Infrastructure Finance and Innovation Act (TIFIA) funding to accelerate Section 2 of the parkway. CFX in the summer of 2014 began the procurement process to select firms to oversee and build Sections 1A and 1B, scheduled to begin construction in 2015.

2015 Update:

In an action-packed year, FDOT prepared to open the first sections of the Wekiva Parkway, and the Central Florida Expressway Authority began construction on its first five-mile stretch.

FDOT progressed toward finishing design on most of its sections, with public meetings held to share the latest plans on Sections 7A in Seminole County, and Sections 5 and 6 in east Lake County. The meetings drew nearly 370 people. The Department began the plans update process for the sections having reached 100 percent design: 3A and 3B, 5 and 7A. FDOT also formally got underway with right of way acquisition for these sections.



Construction of FDOT Sections 4A and 4B was nearly complete, with crews having built the toll gantry and adjacent building, posted signs and laid the final layer of pavement. Wildlife already has been spotted using the floodplain bridge to safely pass under the road during

dry periods. Section 4 is built on the former Neighborhood Lakes parcel purchased for conservation. The environmental protections and aesthetics work is done, with crews having installed wildlife fencing, wildlife jump-outs, bat houses and placed landscaping.



The 3.14-mile segment from County Road 435 (Mount Plymouth Road) to SR 46 was on track to open in late January 2016. This section will introduce Central Floridians to the



parkway's all electronic tolling feature, which will provide the greatest customer convenience and traffic flow efficiency. Both agencies also have programs for those without transponders.

The Florida's Turnpike Enterprise this year held Toll Rate Rule Development Public Workshops, which the public could attend online or on site. The public workshops were held to present the proposed costs to drive the Wekiva Parkway and to receive input.

The Department began drafting the Request for Proposal for the Section 6 design-build project, which includes the project's signature Wekiva River Bridge. Preparations and promotions also kicked off for the FDOT Industry Forum to be held on January 26, 2016

at the Sanborn Activity and Event Center in Deland. The Department is slated to advertise for bids from design-build teams for Section 6 in early May 2016.

After an extended and intensive application process, CFX on March 12, 2015 received a federal loan under the Transportation Infrastructure Finance and Innovation Act (TIFIA) Program for its portion of the parkway. The additional funding allowed CFX to move up the schedule to finish building its five sections from 2019, to January of 2018. The federal loan could potentially save more than \$260 million in bond interest payments.

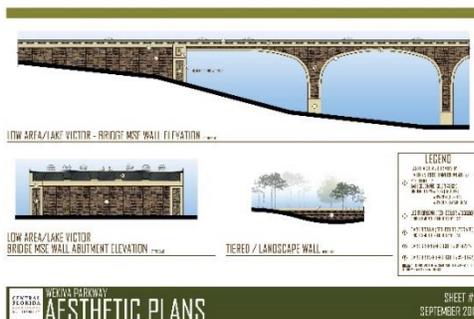


CFX in June and August began building Sections 1A and 1B, respectively, from US 441 near Plymouth Sorrento Road to the planned interchange at Kelly Park Road. Prince Construction is building the \$56.1 million Section 1A and Superior Construction is building the \$46.6 million Section 1B.

The scale of the construction is impressive. Section 1A, for example, is in the process of installing 700 concrete bridge piers and more than 1 million cubic yards of embankment.



Work on this stretch is scheduled to finish in spring of 2017. The parkway will provide an alternative to commuters currently taking Plymouth Sorrento Road, Round Lake Round, CR 435 and US 441.



CFX this year finished design on Section 2, a five-mile stretch that includes the systems interchange northwest of Plymouth Sorrento Road and Ondich Road. CFX held a pre-construction Community Open House for Sections 2A, 2B and 2C on Sept. 24, 2015, which was attended by nearly 160 people.

Community members viewing the latest project maps and aesthetics exhibits learned that construction would begin on this estimated \$218 million segment in 2016.

Working with FDOT, CFX was able to clear the right of way for Sections 1 and 2 this year. CFX also began procuring firms to oversee and build Section 2. That includes awarding the contract to build the Section 2B systems interchange to Southland Construction, with a winning bid of \$79.6 million.

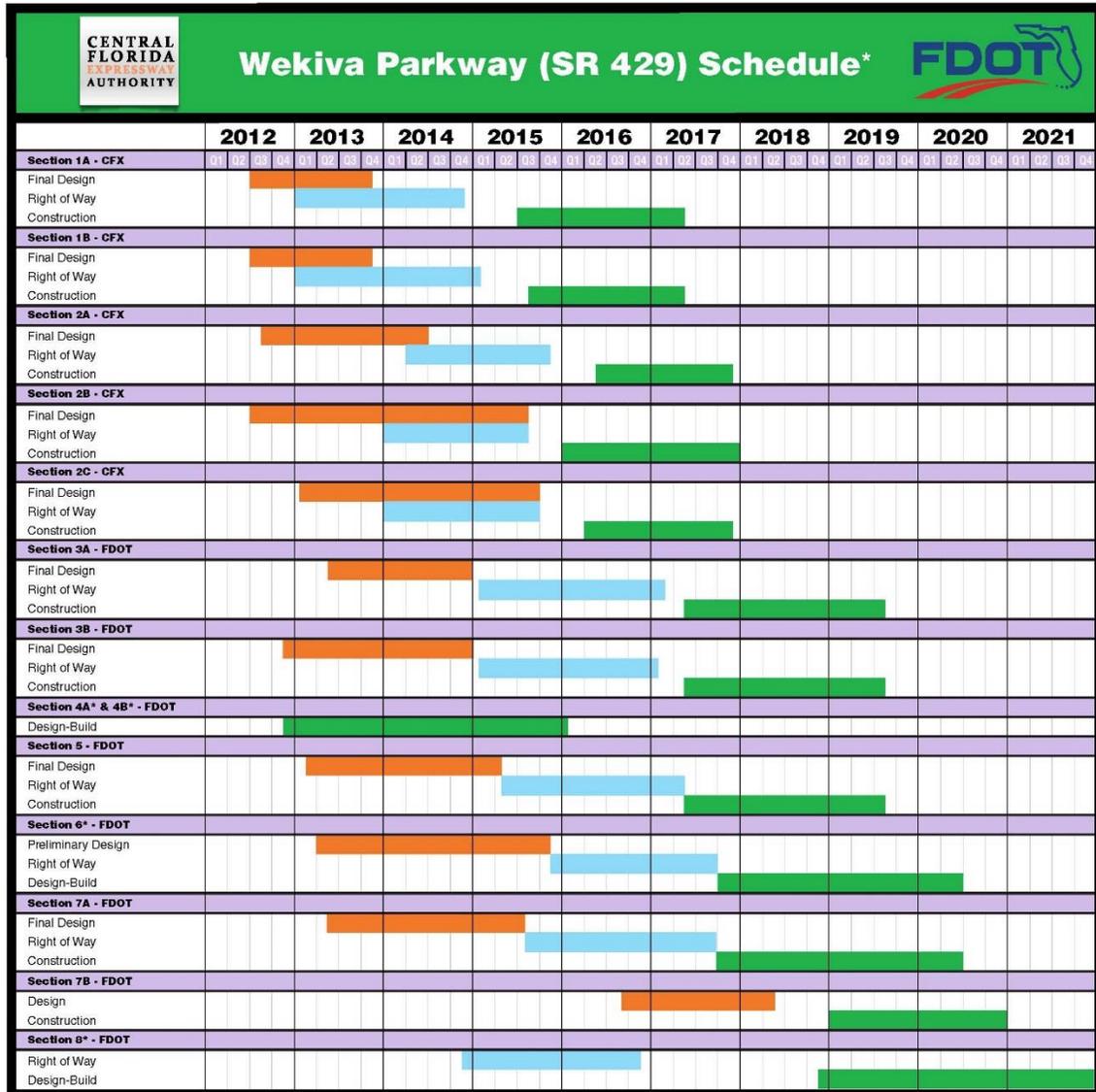


Environmental coordination continued in 2015, with project staff providing updates to the Wekiva River Basin Commission and the Wekiva River System Management Advisory Committee, as well as working closely with state and national environmental agencies and advocates. A major highlight: FDOT successfully secured National Park Service Concurrence in nine months for the Section 6 Wekiva River bridge design.

Throughout the year, both agencies continued to coordinate closely with local, state and federal officials, as well as engaged community members via a joint community awareness program. Community outreach including neighborhood and civic group presentations, youth groups, special events, and public meetings reached more than 5,300 officials and community members. The agencies also continued to expand the heavily used www.wekivaparkway.com website, adding construction update and FDOT Industry Forum pages. This crucial community resource, launched in June of 2012, had received nearly 100,000 visits from nearly 75,000 visitors through the end of 2015.

Below is the schedule table for each segment.

Table 1. Wekiva Parkway Schedule



*Schedule Subject to Change
 *For more information, visit www.wekivaparkway.com

RECOMMENDATION 2 – INTERCHANGE LAND USE PLANS

Section 369.321(1) F.S. of the *Wekiva Parkway and Protection Act* implements Recommendation 2 by requiring those local governments hosting an interchange to adopt an interchange land use plan within their comprehensive plans. The interchange plans would address appropriate land use and compatible development, secondary road access, access management, right-of-way protection, vegetation protection and water conserving landscaping, and height and appearance of structures and signage. As noted in the final report of the Wekiva River Basin Coordinating Committee, the primary objectives of the interchange land use plans are to allow for development that is appropriate, compatible and protective of the area’s natural resources.

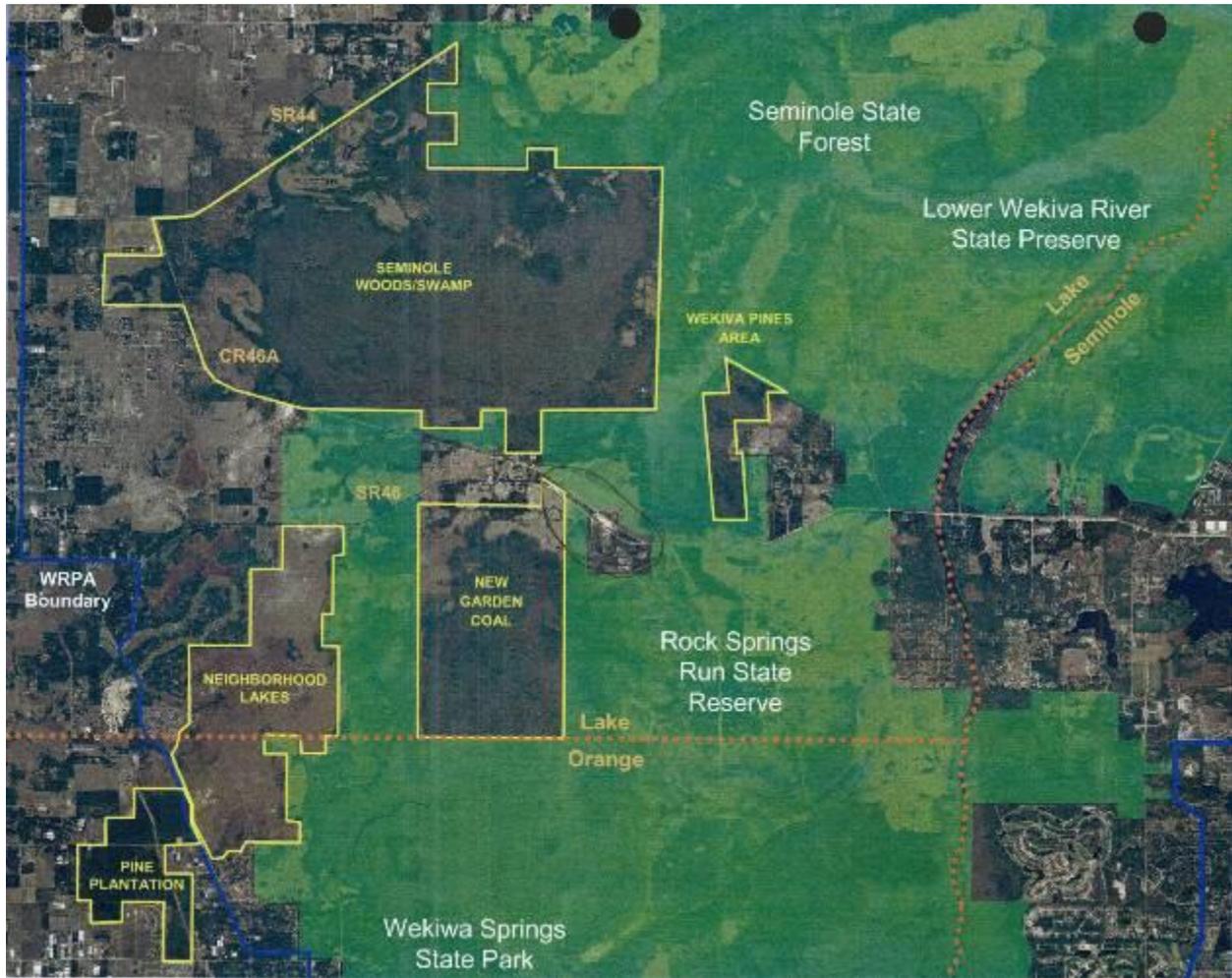
This requirement was amended by the Wekiva “glitch” bill to provide for a time certain. The time was changed to reflect the sequence of events in the design of the Parkway so that the interchange plans are due one (1) year after those locations have been finalized and approved.

In 2011, the City of Apopka worked with the Department of Economic Opportunity to resolve their “Out of Compliance” amendment in regard to their interchange plan. Due to the new bill, there was some text in the agreement which needed revisions.

In 2015, jurisdictions proposed/adopted land use changes in the Wekiva River Study Area; however, there have been no updates specific to the Interchange Land Use Plan.

RECOMMENDATION 3 – LAND ACQUISITION

Figure 2 – Properties for Acquisition



Section 369.317 (6) F.S. of the *Wekiva Parkway and Protection Act* grants authority to the CFX until December 31, 2010 to act as a third-party acquisition agent in the purchase of the following properties shown in Figure 15:

- *Neighborhood Lakes*
- *New Garden Coal*
- *Pine Plantation I & II*
- *Seminole Woods*

In 2005, an agreement was reached with the Wekiva River Mitigation Bank LLC to protect land within the New Garden Coal parcel. In 2007, Neighborhood Lakes was acquired through cooperation between the CFX, the SJRWMD, FDEP, and Orange and

Lake County. Pine Plantation I was acquired in 2008 with Florida Forever, FDOT, and CFX funds.

On December 28, 2012, CFX closed on the purchase of 143 of the remaining 243 acres of Pine Planation II. Approximately forty acres will be used for the construction of the parkway and the remaining acres will be conservation land. This satisfies the obligations of CFX and FDOT under the Wekiva Parkway Act.

RECOMMENDATION 4 – RECHARGE CRITERIA (ALSO INCLUDES MFLS CUP THRESHOLDS, AND ERP/CUP (CUPCON))

RECHARGE CRITERIA: SJRWMD amended the Wekiva Recharge criteria in 2006 to apply to Type “A” soil recharge lands within the Wekiva Study Area (now called the Wekiva Recharge Protection Basin). Recharge criteria result in post-development recharge volume conditions approximating pre-development.

MFLS: SJRWMD completed an assessment to update Rock and Wekiwa Springs MFLs in September 2007, and determined that the hydrologic conditions defined by the adopted MFLs are protective of the water resource values and existing minimum flows at SR 46 are being achieved. The District has initiated a re-evaluation of the Wekiva River at SR 46 MFLs for rulemaking in 2018.

CUP THRESHOLDS: In 2009, SJRWMD completed rulemaking regarding water uses below the 100,000 gpd CUP thresholds. The rule amendments apply not only to the Wekiva study area, but also District-wide. The rule amendments implement more water conserving measures for these small water uses. The amendments became effective in 2009, and are within the lawn and landscape irrigation part of rule 40C-2.042, F.A.C.

ERP/CUP (CUPCON): In 2004, the SJRWMD published a Notice of Rule Development (NRD) to amend its rules to create a consolidated permit (ER/CUP) for projects that require both an ERP and CUP and involve the irrigation of landscape, golf course, or recreational areas. In fall 2010, the District held rule workshops in Sanford, Jacksonville, and Palatka for the consolidated rule. This rulemaking was placed on hold for over a year for the DEP and WMDs (including SJRWMD) to complete the statewide ERP (“SWERP”) rules and the CUP (CUPcon”) rules. The new statewide rules went into effect in 2014.

RECOMMENDATION 5 – AGRICULTURAL NONPOINT POLLUTION

Section 369.318 (9), F.S., of the *Wekiva Parkway and Protection Act* appoints the Florida Department of Agriculture and Consumer Services (FDACS) as the lead agency to coordinate the reduction of agricultural nonpoint pollution sources and continuously enroll growers in the Best Management Practices (BMP) Program. FDACS has completed and adopted numerous BMP rules and manuals. Adopted BMPs that potentially pertain to the Wekiva are statewide manuals for citrus, nurseries, vegetable and agronomic crops, equine, silviculture, sod, cow/calf, and specialty fruits & nuts.

In 2015, the OAWP revised and adopted the Vegetable and Agronomic Crop Manual, to be more user-friendly and adhere to the new BMP manual format. Discussions have begun to revise the Cow/Calf Manual, adopted in 2008. Although dairies and poultry operations do not currently exist in the Wekiva area, FDACS is working on manuals for both of those commodities. The 2015 Dairy Manual is expected to be adopted by the end of 2015, and the Poultry Manual is expected to be adopted in 2016. In 2015, the FDACS Florida Forest Service has adopted a Wildlife BMP Manual for forestry operations. The OAWP also adopted a wildlife BMP manual for non-forestry operations, which closely resembles the forestry version.

FDACS renewed its contract with Mobile Irrigation Labs (MILs) in the Wekiva area; SJRWMD also has a contract for MILs to conduct and audit agricultural irrigation systems.

In 2015, FDACS again received funds from the springs protection allocation to assist with implementation of BMPs and agricultural water quality and conservation improvement projects within springs areas, which includes the Wekiva area.

Table 2 provides the status of FDACS rules/manuals applicable to the Wekiva area.

Table 2. Status of FDACS Best Management Practice (BMP) Programs

OAWP BMP Programs	Rule	Area(s) of Application	Development/Revision Status
<i>Vegetable/ Agronomic Crops</i>	5M-8	Statewide applicability	<i>In effect - revised and adopted 2015</i>
<i>Sod Farms</i>	5M-9	Statewide applicability	<i>In effect</i>
<i>Cow/Calf Operations</i>	5M-11	Statewide applicability	<i>In effect</i>
<i>Equine/Horse Farms</i>	TBD	Statewide - commercial equine operations	<i>Adopted 2012</i>
<i>Specialty Fruit and Nut</i>	5M-13	Statewide applicability - (e.g., blueberries, pecans, tropical fruit)	<i>Adopted 2011</i>
<i>Conservation Plans</i>	5M-12	Statewide applicability to rule-specified operations	<i>In effect</i>
<i>Wildlife</i>	5M-18	Statewide applicability for non-forestry operations	<i>Adopted 2015</i>
<i>Comprehensive Nursery</i>	5M-6	Statewide applicability	<i>Adopted 2014</i>
Other FDACS BMPs	Rule	Area(s) of Application	Lead Entity
<i>Silviculture</i>	5I-6	Statewide applicability	<i>In effect - adopted/implemented by Florida Forest Service</i>
<i>Aquaculture</i>	5L-3	Statewide applicability	<i>In effect - adopted/implemented by Division of Aquaculture</i>

RECOMMENDATION 6 – POLLUTION LOAD REDUCTION GOALS

Section 369.318(8) F.S of the *Wekiva Parkway and Protection Act* requires the St. Johns River Water Management District (SJRWMD) to establish Pollution Load Reduction Goals (PLRGs) for the Wekiva Study Area and to assist the FDEP in adopting total maximum daily loads (TMDL) for impaired water within the Study Area. The PLRG process undertaken by the SJRWMD involved the following steps:

- Analyze new and existing data and identify pollutants that impair the springs
- Develop water quality targets for those pollutants (e.g., nutrient concentrations, coliform levels)
- Evaluate the relationship between current pollutant loadings and acceptable pollutant concentrations
- Determine reductions in load needed to meet specified water quality targets

In 2006, the SJRWMD presented the PLRG studies to FDEP.

In 2007, the TMDL document had been developed and reviews were completed. The first public meeting was held in November 2007, opening the public commenting period. The TMDLs were adopted in 2008. In 2011, all domestic wastewater surface water discharge permits were revised to reflect the new wasteload allocations from the TMDLs.

In 2009, the Florida Department of Environmental Protection (FDEP) initiated the process to develop a Basin Management Action Plan to implement the new TMDL nutrient reductions, with technical support from the SJRWMD. On October 27, 2015, the Wekiva River, Rock Springs Run and Little Wekiva Canal BMAP was adopted.

The formal adoption of the Wekiva River, Rock Springs Run, and Little Wekiva Canal BMAP was postponed by the FDEP as staff continued to work together with the SJRWMD and local governments to develop projects to address the nutrient loading from Onsite Treatment and Disposal Systems (OSTDS or septic tank/drainfield systems) such as connection to regional wastewater collection systems. An outcome of this effort is a ground water monitoring project for an area with OSTDS located near the Wekiwa Spring system that will more clearly determine OSTDS contributions of Nitrogen to the Wekiwa Spring system. After updating and refining the draft BMAP, FDEP staff from the Division of Environmental Assessment and Restoration (DEAR) held a public meeting to present the final draft BMAP to stakeholders for comment at a public meeting held on September 2, 2015. FDEP accepted comments on the Draft BMAP until September 16, 2015. Subsequently, FDEP Secretary Jonathon P. Steverson adopted the Basin Management Action Plan by Final Order on October 27, 2015. A presentation on the final adopted BMAP is scheduled for the next meeting of the Commission,

tentatively to be held in February 2016. At this time, a separate formal BMAP for the Lakes TMDL waterbodies in the Wekiva Study Area is not planned for development.

RECOMMENDATION 7 – MASTER STORMWATER MANAGEMENT PLAN

Section 369.319 of the Wekiva Act requires each of the local governments in the Wekiva Study Area to develop a Master Stormwater Management Plan (MSMP) for their portion of the Wekiva Study Area. The MSMP is required to:

- Assess existing problems and deficiencies in the community
- Identify projects to meet long-range needs
- Establish priorities to address existing deficiencies
- Establish measures to address redevelopment
- Establish a schedule to complete needed improvements
- Evaluate the feasibility of stormwater reuse
- Include requirements for inspection and maintenance of facilities
- Identify funding sources

In order to assist local governments in applying the information and strategies to their jurisdictions, the SJRWMD conducted a series of workshops with local governments. Jurisdictions were scheduled to submit Stormwater Amendments by the end of 2007. During 2010, Ocoee and Eustis worked with the Department to become “in compliance” while Eatonville worked to respond to the Objections Recommendations Comments (ORC) Report. As of 2012, Orlando has been classified as “Incomplete” as their Capital Improvements Element is not yet revised. In 2012, the Town of Eatonville continued to work with the Department of Economic Development to come into compliance. By 2013 all jurisdictions have been found to be in compliance.

RECOMMENDATION 8 – WASTEWATER TREATMENT STANDARDS

Section 369.318(1) F.S. of the *Wekiva Parkway and Protection Act* requires the Florida Department of Environmental Protection (FDEP) to study the efficiency and applicability of water quality and wastewater treatment standards needed to achieve nitrogen reductions protective of surface and groundwater quality within the Wekiva Study Area. The Department completed its report entitled *A Strategy for Water Quality Protection: Wastewater Treatment in the Wekiva Study Area* in December 2004. In October 2005, the Department initiated rulemaking and a public hearing was held on November 1, 2005 in the City of Apopka. The public hearing was well attended and positive. A briefing on the rule before the Environmental Regulatory Commission was held in January 2006. The rule was adopted in February 2006 and effective of April 2006.

Phase I Nitrate Sourcing Study for the Wekiva Basin, funded by FDEP, was completed during 2008-2009. For the purpose of the study, the Basin was defined as the

combination of the watershed and the springshed, which is not the same as the Wekiva Study Area, an administrative boundary. A companion study by DOH focused on septic systems, while FDEP's study focused on residential fertilizer impacts on the basin. The final 2010 report updated Phase I with local data and the report used 2004 as base year calculations. The results are available on the DEP website. Existing domestic wastewater facilities were given five years to meet new limits for total nitrogen and these new limits have been incorporated into each facility permit. Through 2013, local jurisdictions continued to work toward meeting the new standards. It is planned to address this issue in detail at the summer 2014 WRBC meeting.

A presentation on the status of wastewater treatment facility (WWTF) compliance with new nitrogen limits in Rule 62-600.550, F.A.C. was provided to the Wekiva Commission on June 12, 2014 by Christianne Ferraro, P.E. At this time, of the 50 facilities affected, there are ten that have connected to regional wastewater collection systems and all but six facilities are in compliance with the Wekiva Study Area nitrogen limits. Enforcement action has been taken with the owners of these six facilities to ensure compliance. In addition, eleven WWTFs that are located in the secondary protection zone have ten years (April 2016) to meet these new limits. Outreach and follow up action is underway to ensure that those eleven WWTFs are in compliance by April 2016.

An update to the 2014 presentation on wastewater treatment facility compliance with the new Total Nitrogen (TN) limits was provided by Christianne Ferraro, P.E. to the Commission on October 19, 2015. As of December 2015, just four facilities have not achieved compliance with the new TN limit and are under enforcement to complete the required upgrades. In addition, the FDEP Central District staff continues to work proactively with the eleven smaller facilities required to meet the deadline by next April, 2016.

RECOMMENDATION 9 – ON-SITE DISPOSAL SYSTEMS

Section 369.318 (2) F.S. charges the Florida Department of Health (FDOH) with addressing nitrogen reductions through appropriate on-site sewage disposal standards. The Department studied the efficacy and applicability of modifying disposal standards as a way of protecting the Study Area's groundwater quality. FDOH determined that it was possible to provide higher level treatment and protection through improved technology, and, in March 2005, the Department initiated rulemaking.

However, in August 2005, major concerns were voiced at four (4) public meetings held to review the proposed rule. The primary issue regarded the cost of system replacements for homeowners. As a result, a decision was made that further studies, including field work, were needed before moving forward with finalizing any rule changes.

In 2006, the Legislature appropriated \$250,000 to FDOH and \$25,000 to the Department of Environmental Protection to conduct further studies on nitrogen loading in the Wekiva area. FDOH's Research Review and Advisory Committee (RRAC) provided objectives. This was determined to be a collaborative effort with involvement from various agencies and the public.

In 2007, these nitrogen studies were completed and rule-making activities recommenced. The consideration of possible recommendations began. Considerations included policies for new developments and more stringent regulations in the area of septic tank maintenance and inspection, recommending the legislature institute a nitrogen discharge fee and implement an onsite wastewater management program. That program would require maintenance and inspection every five years beginning July 1, 2008, or when property ownership changes. All new systems would be performance based treatment systems providing pretreatment. The proposed rule language for the Wekiva Study Area called for a 70 percent reduction in nitrogen and the creation of an inventory of all onsite systems in the Wekiva Study Area. The language also addressed existing systems in need of repair and land application restrictions specific to the Wekiva Study Area.

This continued to be a contentious topic due to the concern regarding funding for the repair and replacement of existing onsite systems. In 2008, the Legislature directed DOH to initiate a multi-year, multi-million dollar study to develop passive nitrogen reduction strategies.

The contract, executed in January, 2009, was developed for a five-year term due to the complexity and magnitude of work necessary to get meaningful results. During each fiscal year since then, the Department authorized the provider to work on tasks for which there was sufficient budget and spending authority provided by the legislature, causing some delay in project completion. In December 2013 the contractor requested a one-year, no-cost extension of the contract due to delays caused by incremental funding, unanticipated time spent providing complex deliverable productions and several resulting contract amendments, and unseasonably wet weather that hindered field installations. The RRAC recommended unanimously to grant a no-cost schedule extension through January 16, 2016 to complete the project as outlined. Specific Appropriation 470 of chapter 2015-232, Laws of Florida directed the Department "to conclude the nitrogen reduction study authorized in Specific Appropriation 1682 of chapter 2008-152, Laws of Florida, by August 31, 2015..." and "submit a final report by December 31, 2015." The contractor presented to the RRAC on July 28, 2015. Comments were submitted to the contractor and the contractor's final report on technology development was submitted to the Department by the legislative deadline of August 31,

2015. The Department built on the project reports in developing a final report. A draft final report was discussed by the RRAC during a meeting on December 10, 2015.

The project had two main areas of focus: development of passive nitrogen reduction technologies; and evaluation and prediction of the fate and transport of nitrogen from OSTDS. Objectives included:

- Development of cost-effective, passive strategies for nitrogen reduction from onsite sewage systems
- Characterization of nitrogen removal in the soil and shallow groundwater
- Development of simple models to determine fate and transport of nitrogen from onsite systems in soil and groundwater

As part of the project, seven passive nitrogen treatment systems were installed and monitored at six home sites, three of which were in the Wekiva Study Area in Seminole County. Onsite systems at four homes were monitored to characterize nitrogen transport in soil and groundwater, one of which was in the Wekiva Study Area in Seminole County. Project reports are posted on the Department's webpage (<http://www.floridahealth.gov/environmental-health/onsite-sewage/research/nitrogen-reduction.html>).

The Department of Environmental Protection, local governments, and stakeholders develop specific basin management action plans (BMAP) to address water quality problems. For these plans, it will become important to have a range of available options for nitrogen load reductions from onsite systems. The Department of Health is using the results of the nitrogen study to develop such strategies to promote nitrogen reduction in onsite systems. The selection and implementation of particular strategies will be a function of the locally-derived BMAPs. These strategies will provide planning-level tools to state agencies, local governments, stakeholders, and other interested entities to enhance their ability to assess nitrogen loading from onsite systems, select enhanced designs for onsite systems which provide a range of options for nitrogen removal, and facilitate education and training for industry professionals and the public. This will enhance the abilities of local governments and stakeholders to make informed and scientifically appropriate decisions on the most effective strategies to limit nitrogen inputs from onsite systems.

The 2008 language directing the FDOH to undertake the study also prohibited any rulemaking until completion of the study. House Bill 1263 passed by the 2012 Legislature prohibits any government entity from requiring the use of a performance based treatment system prior to completion of the study (381.0065(4)(x), F.S.). House Bill 1263 also deleted the 2010 onsite sewage treatment and disposal system evaluation program which had not been implemented. In its place, it created an evaluation

program from which local governments could opt-in or opt-out. Counties and cities with first magnitude springs were required to make a decision by January 2013. All first magnitude counties and cities have opted out of the evaluation program.

RECOMMENDATION 10 – COORDINATED STRATEGIES FOR PRESCRIBED BURNING

This recommendation relates to the issue of prescribed burning and the need to continue this practice as a way of mirroring the natural process required for many of the plant communities in the Study Area. While there is no specific statutory requirement, the *Wekiva River Basin Coordinating Committee Final Report* identified the Florida’s Division of Forestry as the appropriate agency for leading a coordinated effort on this issue. The Division of Forestry continues working through the Central Florida Prescribed Fire Council (which includes the major agencies and entities identified in the recommendation) to promote education and understanding of the issue.

RECOMMENDATION 11 – COORDINATED PLANNING FOR APOPKA/ORANGE COUNTY

This recommendation addresses the need for coordinated planning and joint agreement on annexation in Northwest Orange County. In response, the City of Apopka and Orange County have developed and adopted (October, 2004) a joint planning agreement (JPA) that provides future areas of annexation, land uses and associated densities and intensities of use. This agreement currently is being used by both parties in addressing the comprehensive planning requirements of the *Wekiva Parkway and Protection Act* and review of individual development proposals.

RECOMMENDATION 12 – AVAILABILITY OF CUP CAPACITY

This recommendation is addressed through s369.322 (1) of the *Wekiva Parkway and Protection Act*. It requires the FDCA and the SJRWMD to ensure that local comprehensive plan amendments proposing to increase development in the Study Area demonstrate that adequate consumptive use permit (CUP) capacity exists. This requirement currently is being applied in the review of plan amendments by both agencies.

SJRWMD reviews comprehensive plan amendments in the Study Area to ensure that the amendments proposing to increase development in the Study Area demonstrate that adequate consumptive use permit (CUP) capacity is available. SJRWMD has determined there were no consumptive use permit capacity issues associated with any of the amendments thus far.

On November 10, 2015, the SJRWMD Governing Board approved the amended Regional Water Supply Plan and the draft 2035 Water Resources Protection and Water Supply Strategies Plan for five counties in central Florida. This region includes the Wekiva River and associated springs system and the plans will directly support water resources and water use in the Wekiva River region. The plans are the result of a collaborative effort for the Central Florida Water Initiative (CFWI) that includes three water management districts, FDEP, FDACS, central Florida utilities and stakeholders representing agricultural interests, the business community, local governments, and the environmental community. The plans call for more aggressive water conservation programs, expanded and more efficient water reuse projects, and a comprehensive menu of alternative water-supply project options to ensure adequate water supplies for the region through 2035.

RECOMMENDATION 13 – WASTEWATER FACILITY PLANS

This recommendation is implemented through Section 369.320 F.S. of the *Wekiva Parkway and Protection Act*. It requires local governments within the Wekiva Study Area to develop a Wastewater Facility Supply Plan for joint planning areas and utility service areas. An important component of this planning is the requirement to update the plans if the TMDLs require reductions in point source pollutants for a basin or is required by legislation for enhanced treatment standards. All local governments have fulfilled the requirements as of 2012.

RECOMMENDATION 14 – LAND USE STRATEGIES

Section 369.321 (3) F.S. of the *Wekiva Act* addresses this recommendation by requiring local governments to establish land use strategies that optimize open space and promote a pattern of development that protects the most effective recharge areas, karst features, and sensitive natural habitats. In March 2005 the former Florida Department of Community Affairs (FDCA), now Florida Department of Economic Opportunity (FDEO) prepared a technical assistance manual for local governments entitled *Guidelines for Preparing Comprehensive Plan Amendments for the Wekiva Study Area*. This manual outlined the requirements, information sources and suggested approaches for meeting the requirements of the Act. In addition, the East Central Florida Regional Planning Council hosted three (3) technical assistance meetings with local governments to discuss the requirements and coordinate development of the amendments among the fifteen (15) jurisdictions. In 2010, Orange County, Ocoee and Eustis came into compliance. Eatonville worked with the Florida Department of Economic Opportunity (FDEO) through 2011 to come into compliance. By 2013, all jurisdictions have been found to be in compliance.

RECOMMENDATION 15 – BALANCING RESOURCE PROTECTION AND ECONOMIC DEVELOPMENT

Section 369.322 (3) F.S. of the *Wekiva Parkway and Protection Act* encourages development initiatives that ensure protection of surface and groundwater resources while promoting compact, ecologically and economically sustainable growth. In response to this recommendation, the Florida Department of Community Affairs (FDCA), now the Florida Department of Economic Opportunity (FDEO) produced the guidelines noted above, which suggest a variety of techniques and tools for guiding balanced growth that can be used by local governments.

RECOMMENDATION 16 – BEST MANAGEMENT PRACTICES

This recommendation is being addressed by the FDACS through their rulemaking activities required by Section 369.318 (9) F.S. of the *Wekiva Parkway and Protection Act* and development of their BMP Manuals referenced in Recommendation 5.

RECOMMENDATION 17 – PUBLIC EDUCATION

This is an ongoing activity of the SJRWMD through their water conservation planning activities as well as through groups such as the Friends of the Wekiva. This activity includes Florida Yards and Neighbors, SJRWMD Water Conservation Initiative, and landscaping BMPs. In September 2015, the District launched the “Challenge” educational program to assist educators in sharing information about water conservation, water quality protection and other water resource topics to all grade levels.

Evaluating Movement and Behavior of Florida Black Bears in the Urbanized Perimeter Areas adjacent to the Wekiva National Wild and Scenic River System of Central Florida.

This bear research began with the Wekiva River System Advisory Management Committee and Friends of the Wekiva River, Inc. Additional partners grew to include DisneyNature, National Park Foundation, University of Central Florida, Florida Fish and Wildlife Conservation Commission, Wekiva River Aquatic Preserve, Wekiva River Basin State Parks, Wekiva Wilderness Trust and Felburn Foundation. This study addresses goals in the Wekiva Wild and Scenic River System Management Plan including wildlife and habitat conservation and community education. Movement of bears captured through video camera GPS collars and motion activated camera traps will be utilized in videos promoting bear awareness and safety strategies for residents, resulting in less human-bear conflicts and more protection for Florida black bears. This video will be placed on the Wekiva Wild and Scenic River website and other partnering websites.

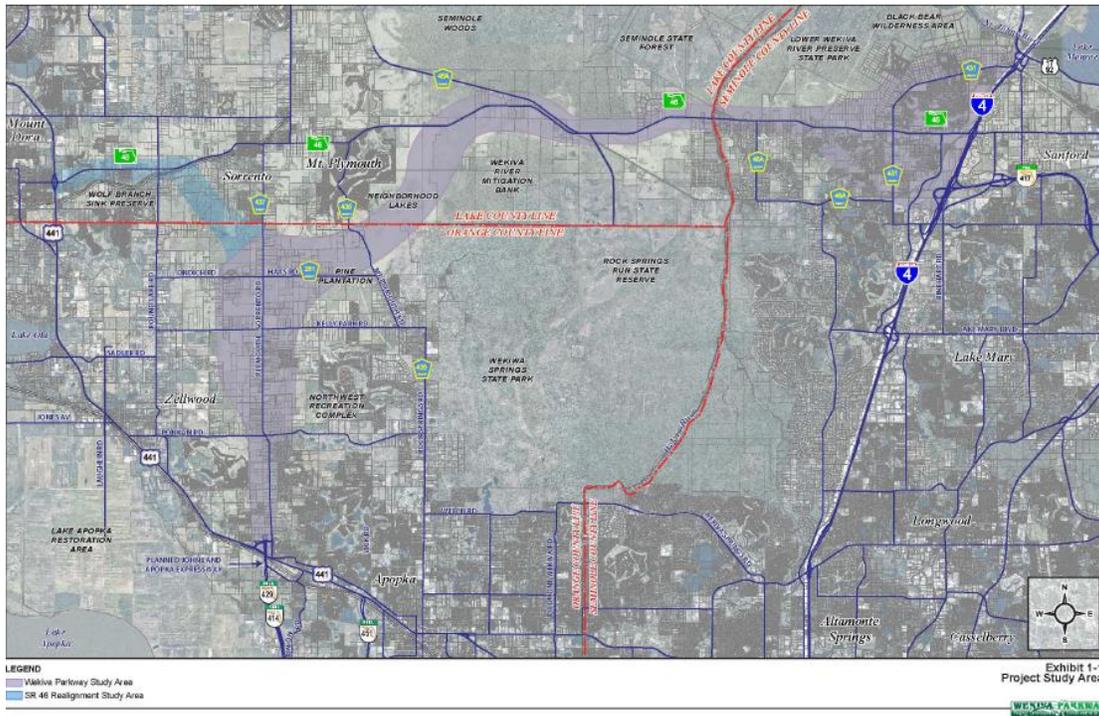
Additionally, Seminole County, in consultation with the Florida Fish and Wildlife Conservation Commission (FWC), developed regulations intended to reduce human-bear conflicts within Seminole County. The regulations use nationally recognized best management techniques for eliminating the most significant contributors within designated Urban Bear Management Areas including securing refuse until the designated collection day. Seminole County is the first county in the state to adopt such an ordinance.

ADDENDUM

HISTORICAL PERSPECTIVE

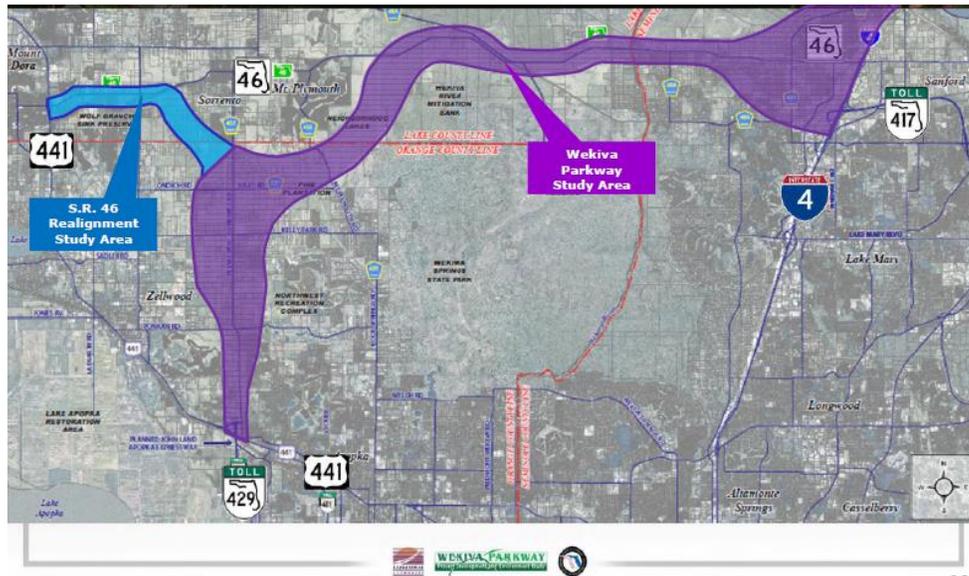
The following pages include a historical perspective of the recommendations made during the planning process for various segments of the Wekiva Parkway. Specifics may not be representative of the final engineered design.

Figure 3 – Project Location Map



CFX and FDOT

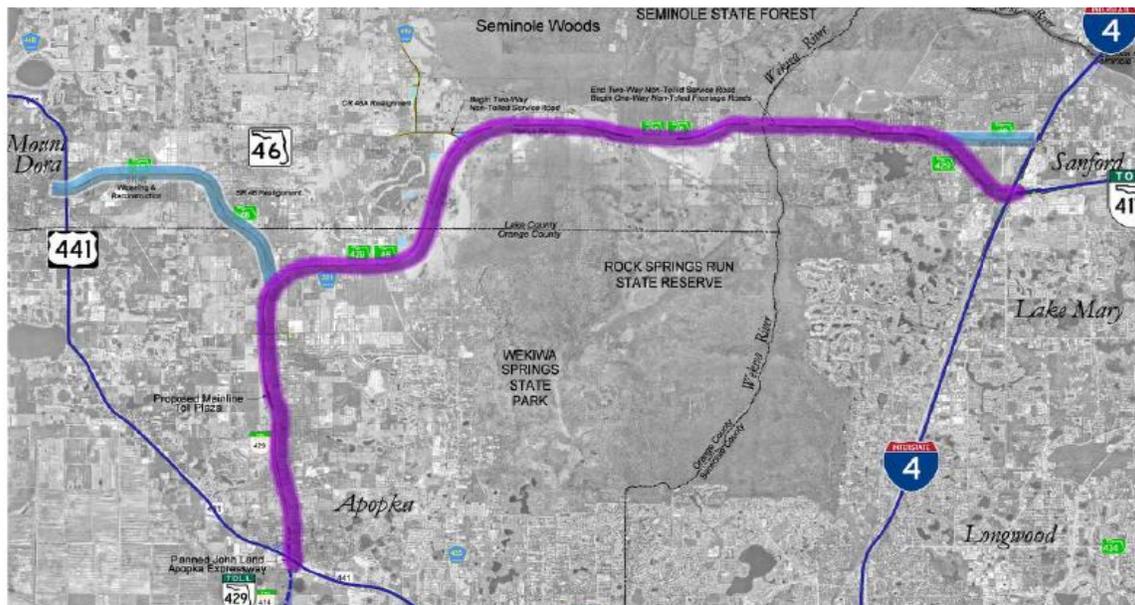
Figure 4 – Project Study Area



CFX and FDOT

Figure 5, below, depicts the **proposed** build alternative developed as a result of the studies and input from stakeholders. The figures that follow are more detailed representations of various segments of the parkway project.

Figure 5 – Proposed Build Alternative (2010)



CFX and FDOT

The project begins in Orange County at the SR 429 and US 441.

Figure 6 – U.S. 441 Interchange in Apopka

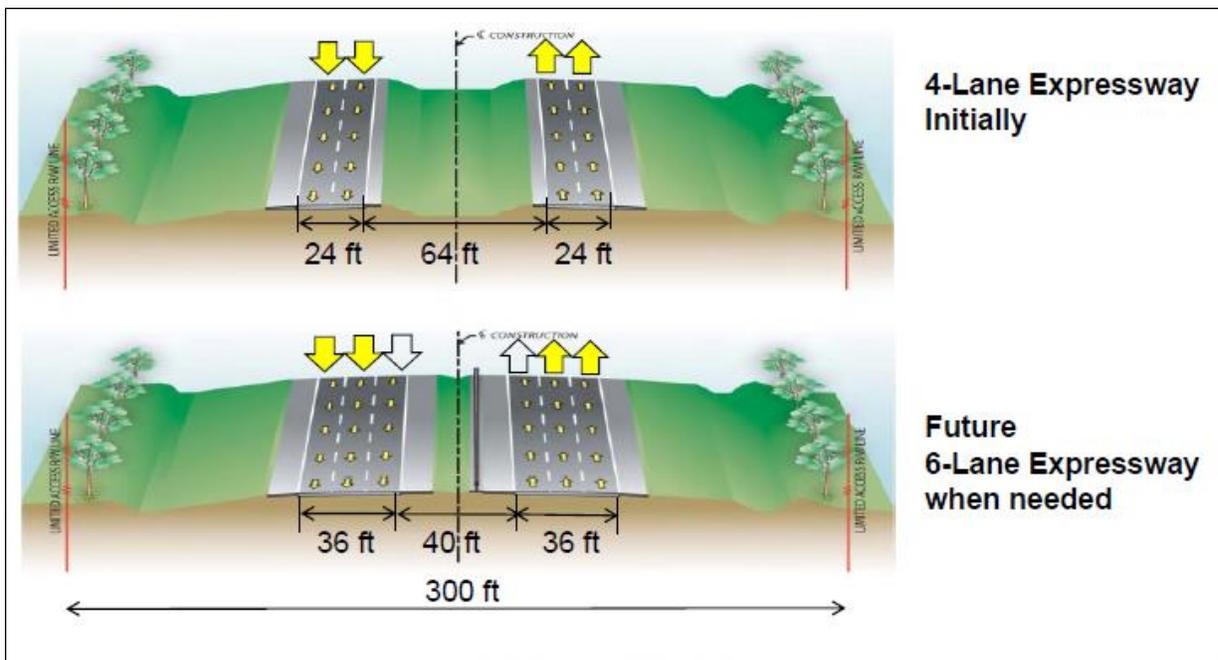


CFX and FDOT

Figure 7 illustrates an **example** rendering of the initial 4 lane expressway from U.S. 441 north to Lake County with the future expansion to a 6 lane expressway when needed.

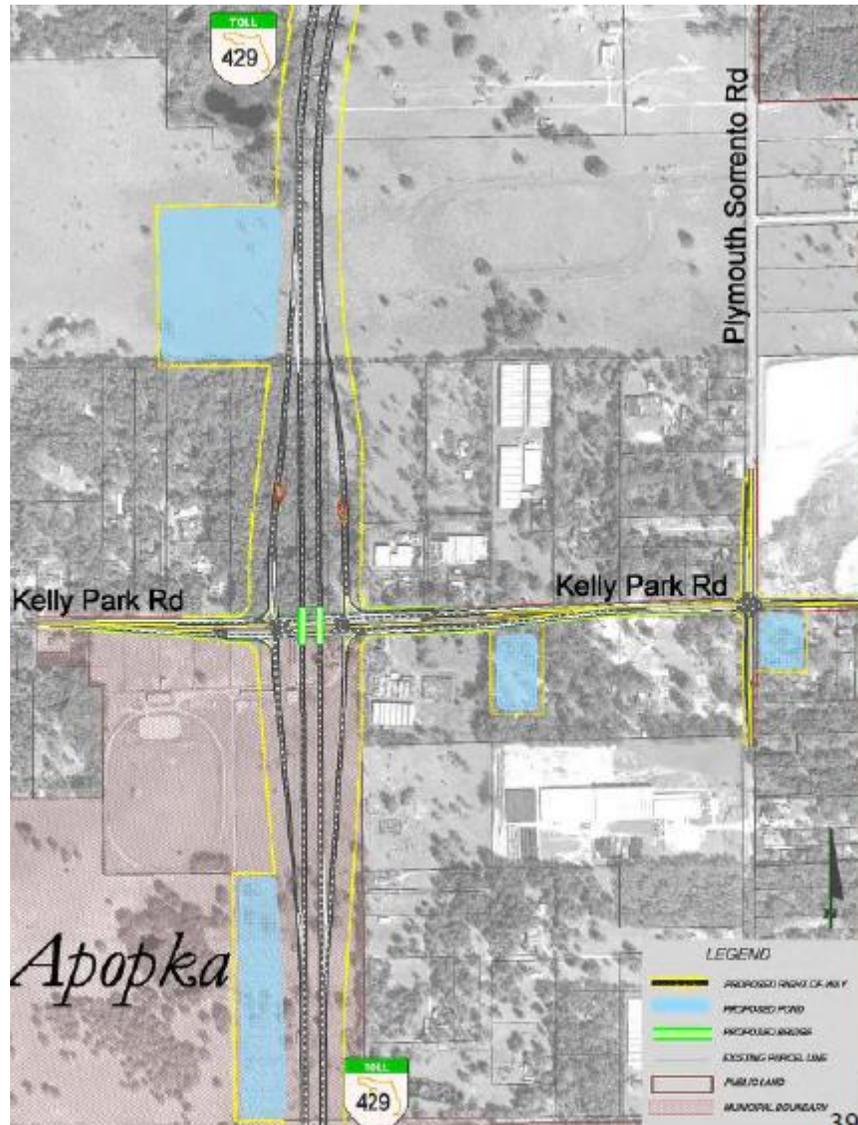
Figure 7 – Parkway Cross-section from U.S. 441 north to Lake County

CFX and FDOT



Kelly Park road was the recommended placement for an interchange. This recommendation was supported by the City of Apopka.

Figure 8 – Orange County, Kelly Park Interchange



CFX and FDOT

The Systems Interchange is located in the proximity of Plymouth Sorrento Road and Ondich Road as shown below in Figure 9. At this location, SR 429 (Wekiva Parkway) will continue to the east toward Seminole County.

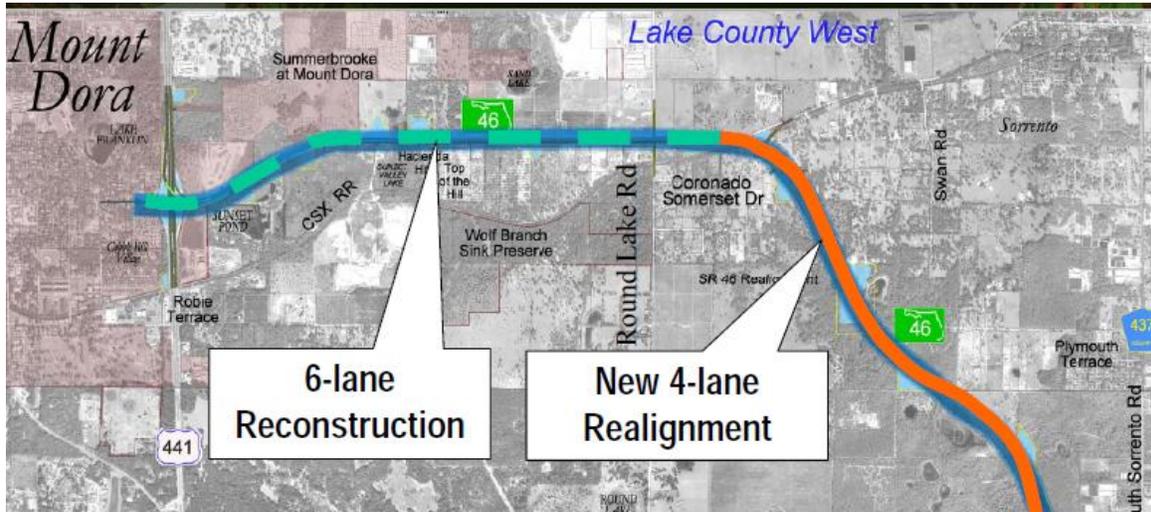
Figure 9 – Orange County, Systems Interchange



CFX and FDOT

In west Lake County, SR 46 was recommended to be widened to six lanes divided from US 441 to east of Round Lake Road with a new 4 lane realignment from east of Round Lake Road to the systems interchange.

Figure 10 – Lake County West, Recommended Preferred Alternative



CFX and FDOT

The interchange between SR 46 and U.S. 441 will be redesigned.

Figure 11 – Lake County West, U.S. 441/S.R. 46 Interchange in Mount Dora



CFX and FDOT

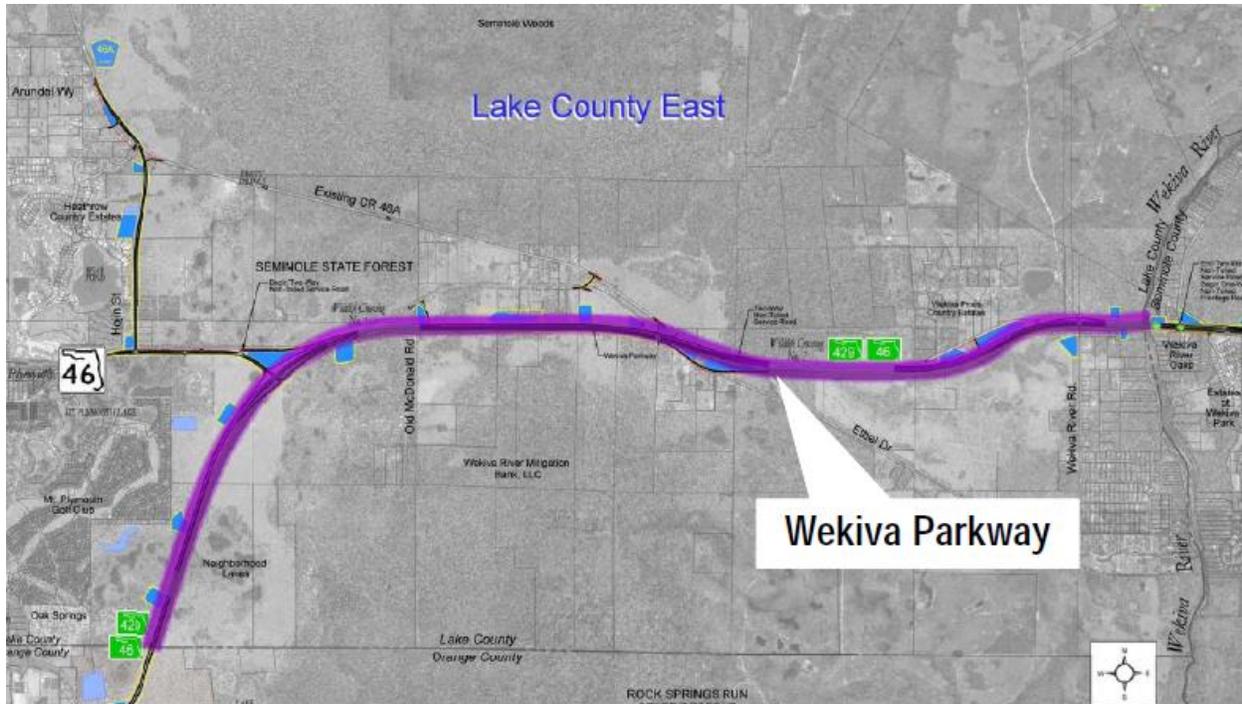
Figure 12 – Lake County West, S.R. 46 Transitions East of Round Lake Road



CFX and FDOT

In the eastern portion of Lake County, the recommended preferred alignment is depicted below in Figure 13. From Orange County to the Neighborhood Lakes Interchange, the Parkway will be a four lane expressway, expandable to 6 lanes when needed. From Neighborhood Lakes interchange to east of the Wekiva River, the parkway will also be four lanes, expandable to 6, however, a service road will be located in conjunction with this segment (Figure 13).

Figure 13 – Lake County East, Recommended Preferred Alternative



CFX and FDOT

Four bridges are associated with the Wekiva Parkway:

- Two wildlife bridges
- Floodplain Bridge
- Wekiva River Bridge

Figures 14 – Wekiva Parkway Bridge Crossings



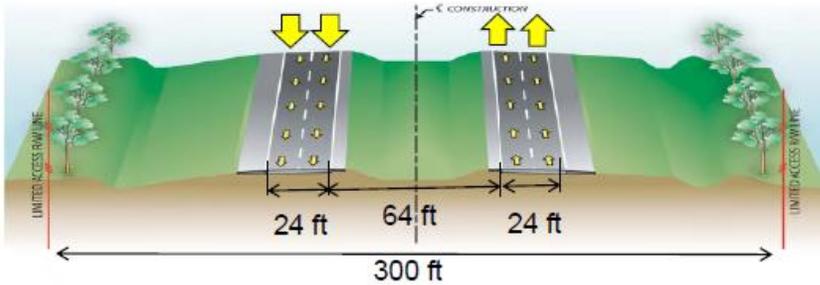
CFX and FDOT

In March, April and July 2011, CFX and FDOT conducted three conceptual bridge design charrettes with the National Park Service (NPS), the Wekiva River System Advisory Management Committee, the Federal Highway Administration (FHWA) and other stakeholders. This charrette process was necessary in order to obtain NPS Section 4(f) concurrence for the Wekiva River bridges. On October 7th, NPS provided full Section 4(f) concurrence subject to an ultimate Section 7(a) determination (under the Wild & Scenic Rivers Act) during final design.

After receipt of NPS Section 4(f) concurrence, CFX and FDOT completed the final draft Programmatic Section 4(f) Evaluation for the Wekiva Wild & Scenic River and submitted the document to FHWA on November 8th.

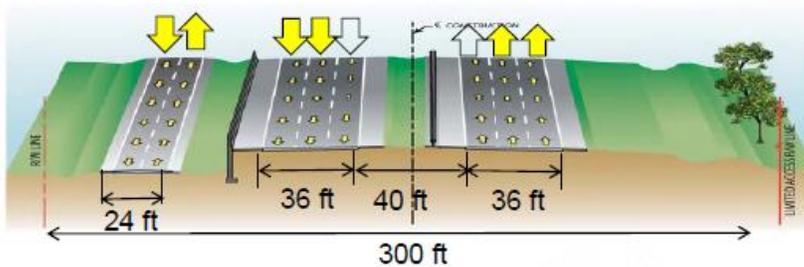
Figures 15 – Wekiva Parkway Cross-Sections

CFX and FDOT



**4-Lane Expressway Initially
(Expandable to 6-Lanes when needed)**

From Neighborhood Lakes Interchange to east of Wekiva River

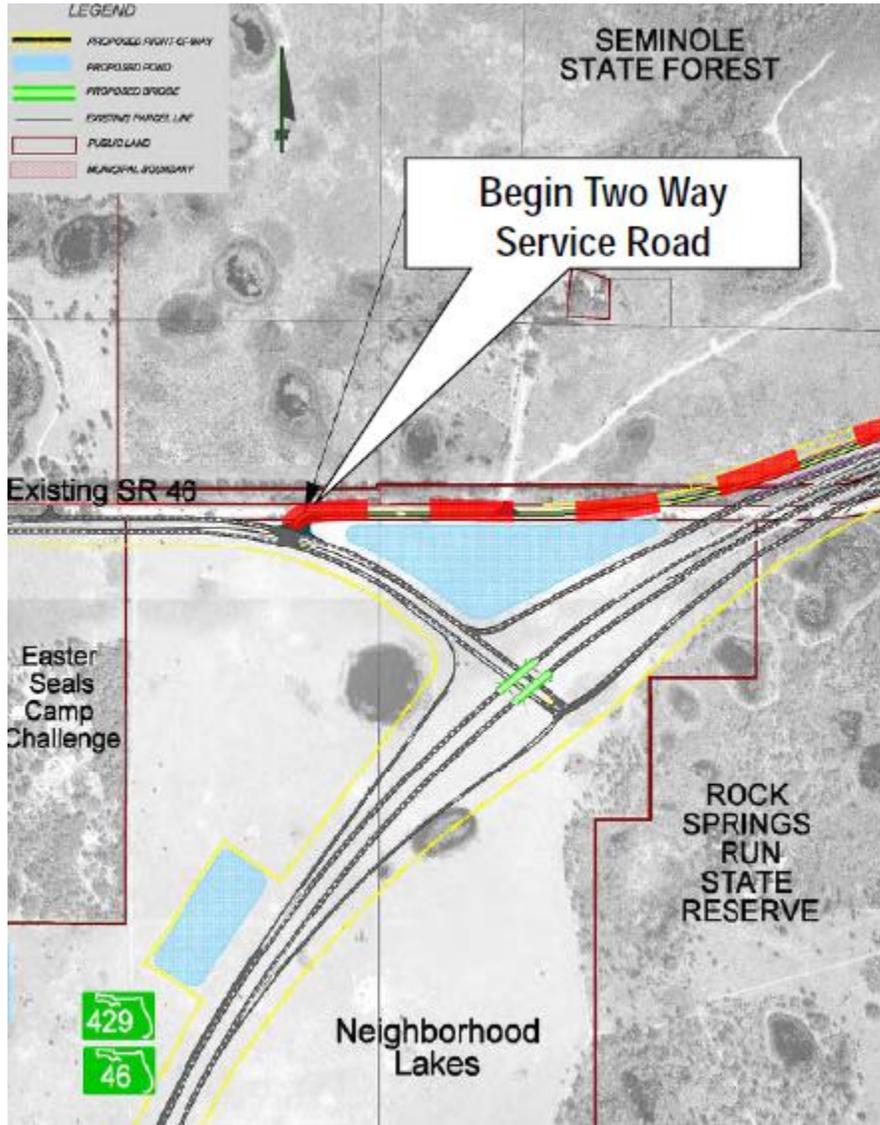


**4-Lane Expressway with Service Road
(Expandable to 6-Lanes)**

The service road will begin at the Neighborhood Lakes Interchange and follow on the north side of the Wekiva Parkway into Seminole County to Wekiva Park Drive. At this location, the two-way, non-tolled service road ends and the one-way, non-tolled frontage roads begin and head east through Seminole County until the Wekiva Parkway turns southeast towards S.R 417.

Figures 15 illustrates an **example** what a cross-section of the parkway may look like.

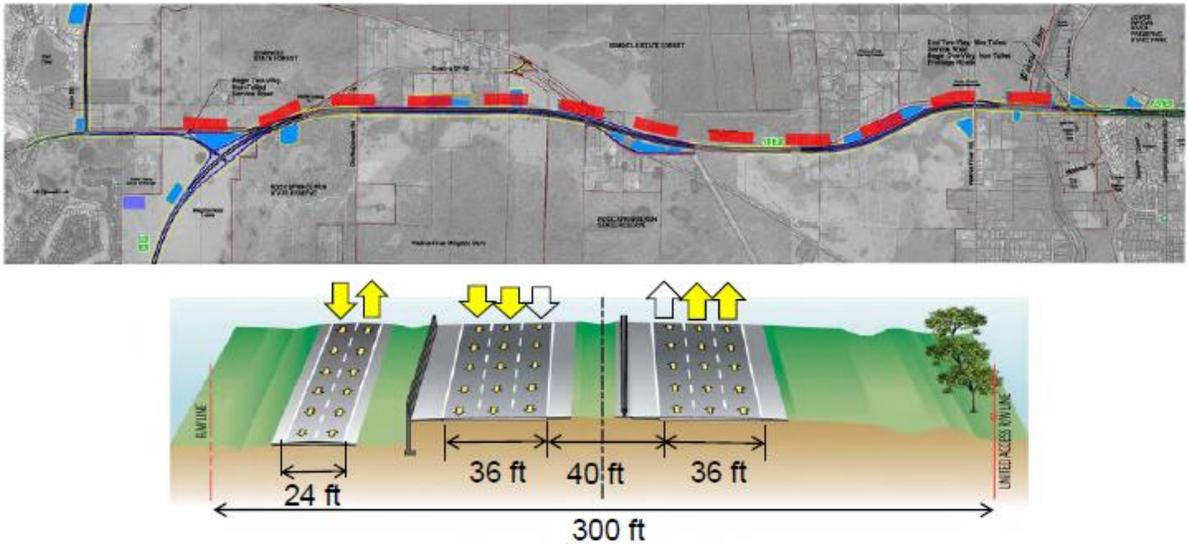
Figures 16a – Wekiva Parkway Service Road Concept



CFX and FDOT

Figures 16b – Wekiva Parkway Service Road Concept and Cross Section

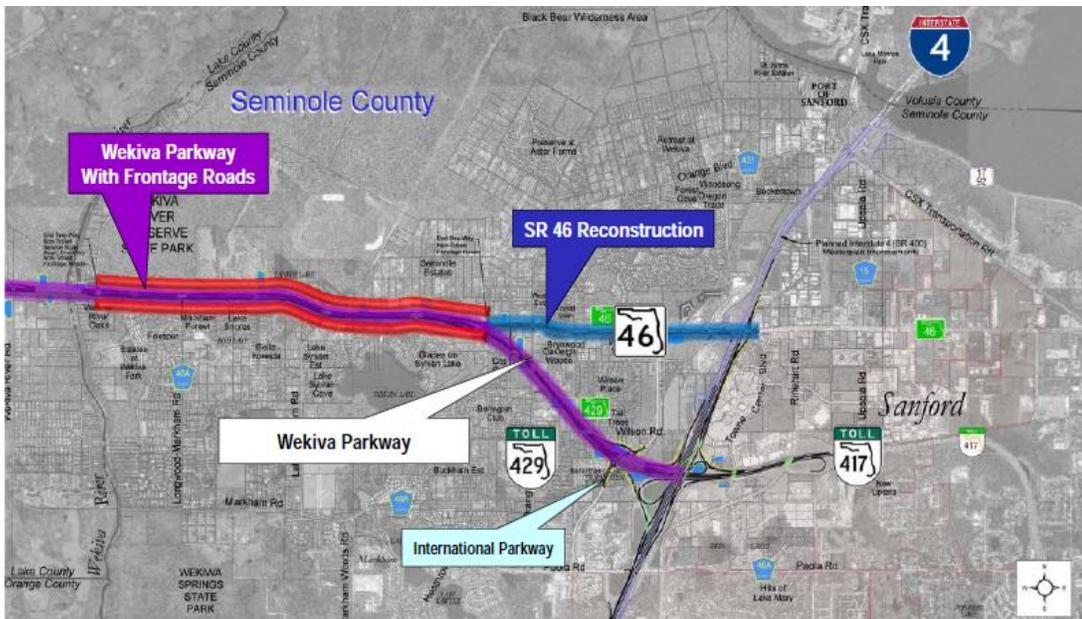
Along North Side of Wekiva Parkway



CFX and FDOT

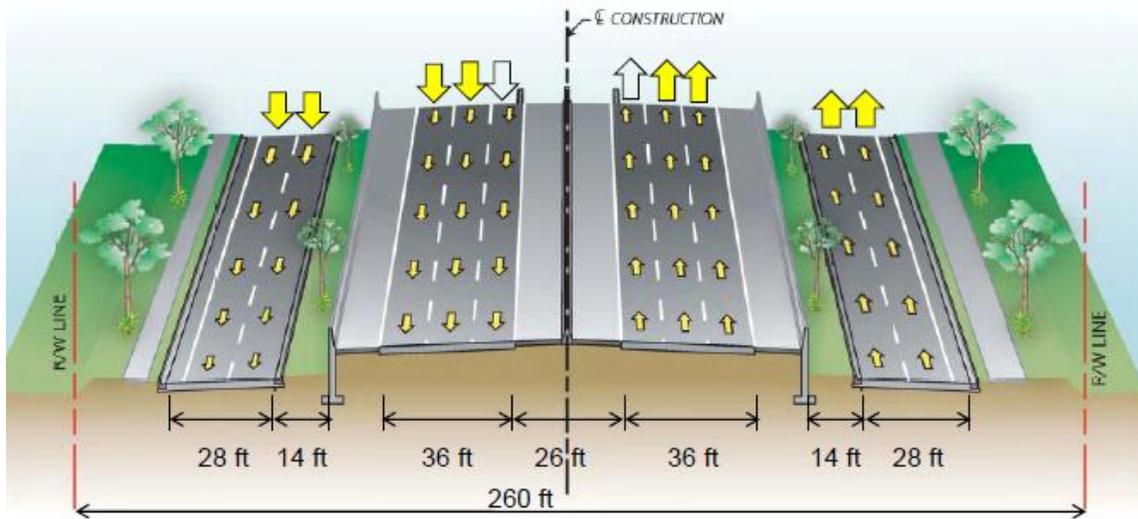
As shown in Figures 17a and 17b, the frontage roads associated with the parkway are one way 4 lane roadways located on the north and south sides of the parkway. The roadways are expandable to 6 lanes if needed. S.R 46 will be reconstructed from West of Orange Blvd. to I-4 as part of this project.

Figures 17a – Seminole County, Recommended Alignment with Frontage Roads



CFX and FDOT

Figures 17b – Seminole County, Recommended Alignment Cross Section Example



**4-Lane Expressway with Frontage Roads
(Expandable to 6-Lanes)**

CFX and FDOT

In Seminole County, the recommendation for SR 46 was to widen the road to the north, minimizing the impact to Lower Wekiva River Preserve State Park. Numerous alternatives were explored including the request of the Seminole County Expressway Authority (SCEA) Board that FDOT conducted Traffic, Impact and Cost Assessment of the Wekiva Parkway Community Coalition Alignment Alternative in 2008. From October 13-21, 2008, CFX met with the SCEA Board members to review the assessment results and on October 27th, a meeting was held with WPCC representatives. A presentation was made to the SCEA board on November 18, 2008. Agencies continued to work together to resolve concerns for this alignment throughout 2009.

Figure 18 depicts Map G “Seminole County/Bevier Rd Alternative” as proposed by the WPCC.

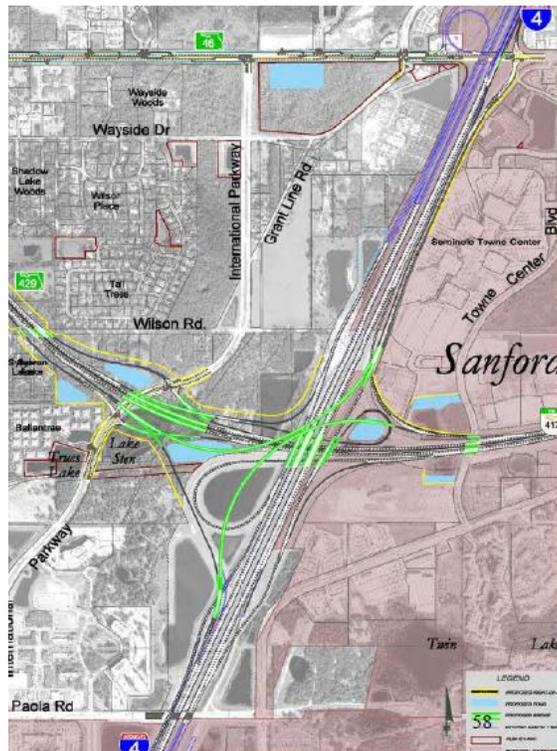
Figure 18 – Map G “ Seminole County/Bevier Rd Alternative”



CFX and FDOT

After numerous additional alignments were explored for the SR 417/I-4 Interchanges, the alignment illustrated below in Figure 19 was determined to be the final recommendation, which will reduce the impact on two neighborhoods.

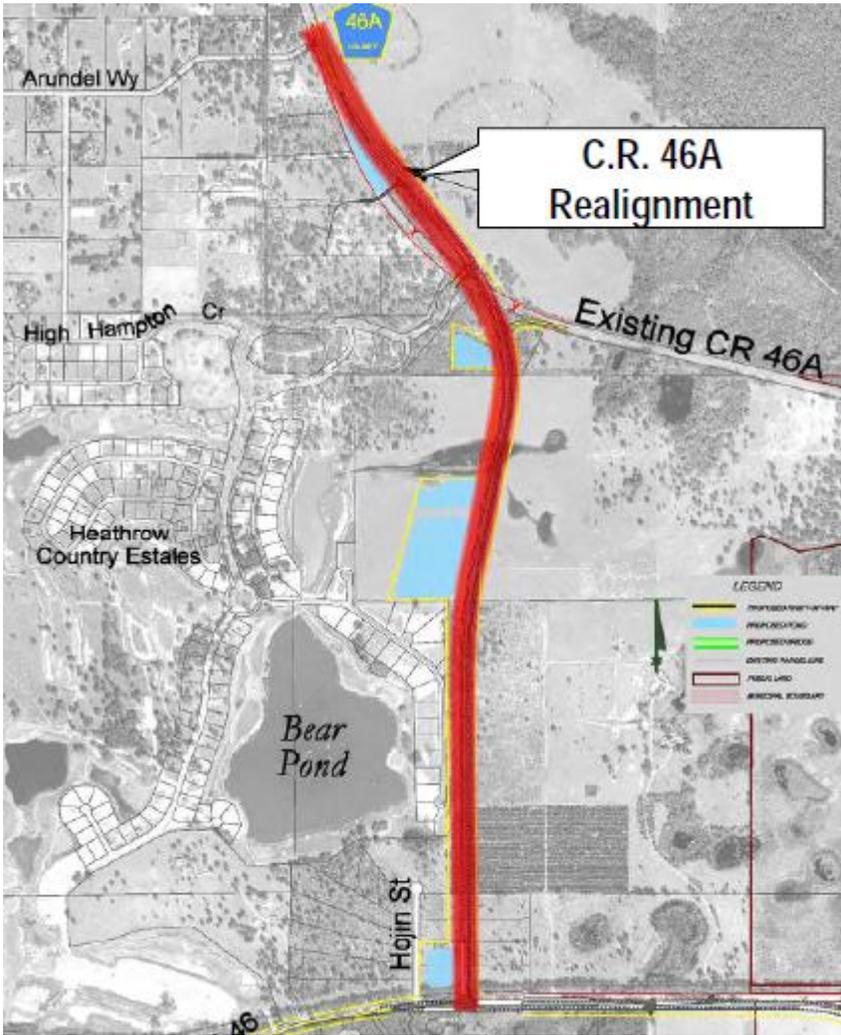
Figure 19 – Seminole County, Recommended Interchange with S.R. 417 and I-4



CFX and FDOT

The realignment of SR 46A has been most controversial. The recommended road alignment keeps SR 46A out of the Seminole State Forest and Heathrow Country Estates.

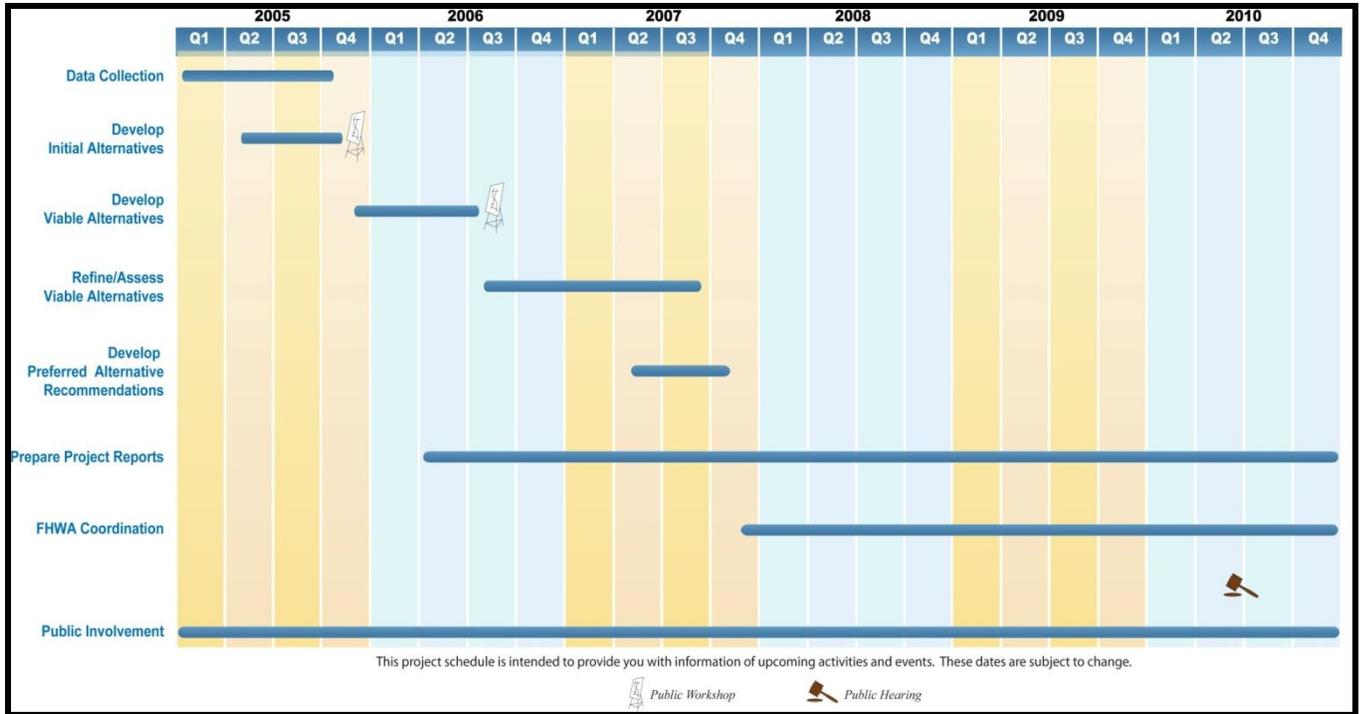
Figure 20 – S.R. 46A Realignment



CFX and FDOT

Figure 21 shows the timeline utilized for the Wekiva Parkway PD&E study.

Figure 21 – Study Schedule



CFX and FDOT



East Central Florida Regional Planning Council
309 Cranes Roost Blvd. Suite 2000
Altamonte Springs, FL 32701

Phone: 407-262-7772
Fax: 407-262-7788
E-mail: tara@ecrpc.org