CITY OF ORLANDO
Orlando City Hall
Construction Project Management
400 South Orange Avenue
Orlando, Florida 32801

CITY OF ORLANDO

NOTICE OF PUBLIC MEETING

Don Ammerman, Commissioner District 1

South Conway Road Improvement

Thursday, May 31, 2001

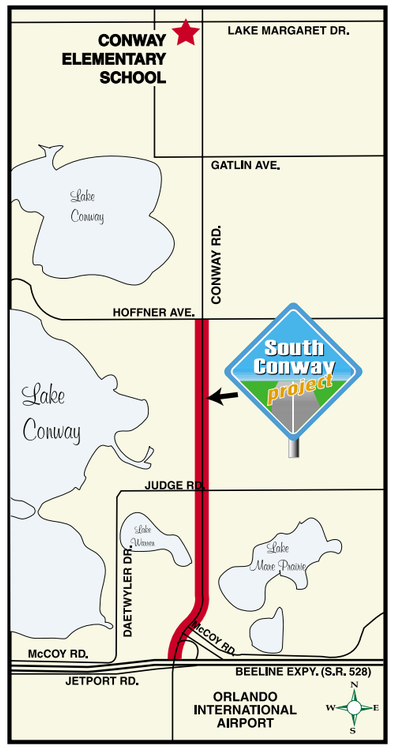
The City of Orlando will hold a public meeting to receive public input for the South Conway Road Improvement between Hoffner Avenue and the Beeline Expressway (SR 528).

6:30 pm - Open House
7:00 pm - Formal Presentation

Conway Elementary School Auditorum
4100 Lake Margaret Drive
Orlando, Florida 32812

We encourage your attendance and welcome any comments you may have. For additional information please contact

Charles A. Ramdatt
Project Manager at 407-246-3186



South Conway project Newsletter

Informing the public of progress in the South Conway Road Improvement Corridor.

CITY OF ORLANDO

Glenda E. Hood, Mayor
Don Ammerman, Commissioner, District 1

Issue 2 **Summer 2001**

Recommended Improvements to be Presented at Workshop on May 31, 2001

Workshop #3 will present a comprehensive summary of the Conway Road Improvements based on public input at Workshop #1 and #2. Based on comments at the first two workshops, several design elements will be discussed in more detail at the meeting. These include:

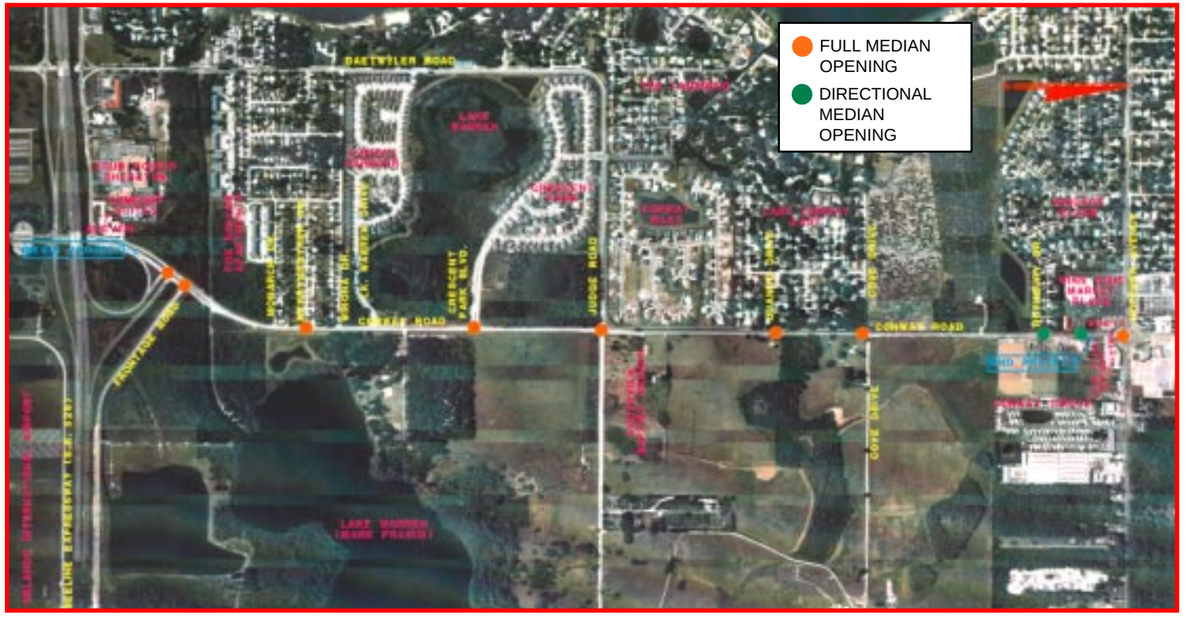
Neighborhood access points
Roadway alignment
Pond locations
Aesthetics, including landscaping and neighborhood buffering

Questions about other project elements are welcome at any time. See the Feedback Section to contact us before or after the Workshop, or bring your question to the May 31, 2001. Public Workshop.

Feedback

The City of Orlando recognizes that South Conway Road residents are most familiar with problems and opportunities associated with the project. We want to hear your ideas or concerns. Contact Charles Ramdatt, Project Manager, at (407) 246-3186 or by e-mail at

Charles.Ramdatt@ci.orlando.fl.us.



Access Management Plan

What is Access Management?

Access management is balancing access to developed and developable land while ensuring movement of traffic in a safe and efficient manner.

Different roads serve different purposes, such as neighborhood streets, local roads, arterials and expressways. Access Classifications are assigned to all roadways using a numerical scale (1-8) that corresponds to the roadway function. Conway Road has been classified as Access Classification 5; this class is used where the probability of major land use change is not high.

Existing or planned restrictive medians are features of this classification. As an example, the minimum median opening spacing for a directional access opening is 660 feet, however a full access opening requires a minimum of one quarter mile. In this access classification, signals are placed no closer than one quarter mile, if warranted by traffic volumes and conditions.

What is the Access Management Plan for Conway Road?

The corridor map on page one reflects the full and partial access points recommended as part of this project. Traffic volumes, neighborhood access, and safety criteria were evaluated in the development of this plan.

How are access points determined?

Minimum connection and median opening spacing are determined by adopted standards. The standards are applied to the proposed roadway design after a traffic volumes study has been conducted to forecast traffic conditions 20 years after construction.

Construction on Other Roads in the Area

The four-laning of ***Conway Road from Curry Ford Road to Hoffner Avenue*** will be complete in August, 2001. For updates, you can contact FDOT at 407-482-7800. ***SR 436 from Curry Ford Road to the Beeline Expressway*** will be reconstructed as six-lane highway. Right of Way acquisition will begin in July 2001, and construction is scheduled to begin in May 2003 and be completed approximately 2 years later.

Heintzelman Boulevard from Goldenrod Road to Boggy Creek Road is being constructed by the Greater Orlando Aviation Authority. Construction is expected to be completed by the end of 2001.

SR 551 (Goldenrod Road) will be extended to the Beeline Expressway from SR 15 by January, 2003. This is a joint project of the City of Orlando, Orange County and OOCEA.

Lee Vista Boulevard (Judge Road) from Conway Road to the current terminus of Lee Vista Boulevard will be constructed by the City of Orlando as a two-lane roadway (expandable to a four-lane roadway) along its current unpaved path, from the east side of the intersection with Conway Road to Lee Vista Boulevard. The project will be advertised for bids in August 2001 and is expected to be under construction by early 2002.

SR 15 (Hoffner Avenue) between Kempston Drive and Mauna Loa Lane will be reconstructed to add a two-way left turn lane (continuous center turn lane). FDOT advises this construction will occur between July 2003 and June 2004. A study to determine the ultimate improvements necessary for this SR 15 (Hoffner Avenue) between Conway Road and the Beeline Expressway is in progress, with a public hearing expected to be scheduled by FDOT this summer.

SR 528 (Beeline Expressway) eight-laning from Boggy Creek Road to the Greenway is included in the 2025 Master Plan of the Orlando-Orange County Expressway Authority. However no construction is currently included in the OOCEA Five Year Work Program.

Public Comments, Questions and Answers from the Public Involvement Meeting No. 2 On April 19, 2001

1. **Q.** Additional property will be needed for the roadway. How does the acquisition process work?
   A. The City will have a licensed appraiser review the properties and develop the fair market value. The City will present offers and attempt to negotiate agreeable prices. The owners will be compensated for the properties and any damages. The City is also required to pay for the property owners' costs during the acquisition process. The City will review whether to acquire the properties wholly or partially.

2. **Q.** How will opening Judge Road alleviate increased traffic?
   A. Judge Road will provide another east-west connection between SR 436 and Conway Road. It should alleviate congestion at the Frontage Road/Conway Road/Beeline Expressway ramp intersection.

3. **Q.** Won't the Judge Road connection to Conway Road create congestion at the intersection? How will traffic be discouraged from utilizing Daetwyler Drive as a cut-through?
   A. During the design phase, this intersection will be analyzed and strategies will be implemented to channelize and distribute traffic.

4. **Q.** How do the existing underground water and reuse mains located along the corridor affect the roadway widening?
   A. A large reuse water line is located along the east side of the roadway. This line may be located under the new pavement and will only have minor impacts on the proposed alignment. Reuse water may be used for landscape irrigation.

5. **Q.** Will there be billboards and other advertisements that may go up on the east side of the road?
   A: City ordinance prohibits construction of new billboards within the city limits. Since this portion of Conway Road is not designated as a state highway, no billboards should be permitted within the city portion.

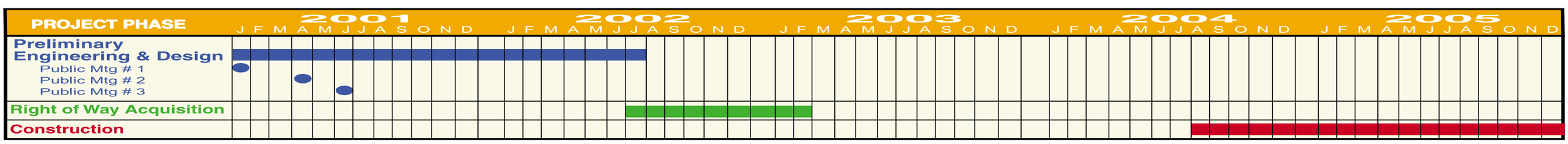
Impacts Analysis Table

CONWAY ROAD
(Beeline Expressway to Hoffner Avenue)

Typical Section	FOUR-LANE DIVIDED ROADWAY ALIGNMENT ALTERNATIVES			
Evaluation Factor	**CENTER**	**EAST**	**WEST**	**PREFERRED ALIGNMENT**
Wetlands Affected (Acres)	3.64	3.91	4.76	3.91
Flood Plain Impacts	0	0	0	0
Threatened & Endangered Species Impacts	*	*	*	*
Noise Sensitive Site Impacts	0	0	0	0
Archaeological and Historic Feature Impacts	0	0	0	0
Potential Contamination Sites	0	0	0	0
Number of Parcels				
Total	49	14	35	14
With Improvements	25	4	20	4
Number of Relocations				
Businesses	2	1	1	1
Residences	9	0	14	0
Agricultural Property Impacted (Acres)	0.60	0.00	1.28	0.00
Subdivision Buffer Walls (Linear Feet)	2470	0	2519	0
Public Facilities	0	0	0	0
Parking Loss (private)	5	3	8	2
Intersections with Signals				
Existing Signals	3	3	3	3
Proposed Signals	0	0	0	0
Signal Modifications	3	3	3	3
Church Property Impacted (Acres)	0.15	0.30	0.00	0.28
Right-of-Way Acquisition				
Roadway (Acres)	8.00	8.58	8.65	8.42
Retention Sites (Acres)	4.80	4.80	4.80	4.80
Right-of-Way Costs ($ Millions)				
Roadway	8.752	4.603	9.680	4.530
Retention Sites	1.045	1.045	1.045	1.045
Construction Costs ($ Millions)	5.363	5.141	5.367	5.141
Total Cost-Construction & R/W ($ Mil)	15.161	10.790	16.093	10.716

* Potential for Low-Moderate Occurrence of Gopher Tortoise

Federal and State laws require roadway projects be evaluated for physical, social, and environmental impacts. The table above lists evaluation factors, then compares corridor impacts based on improvements to the east, west, or center of the existing roadway. The preferred alignment is selected based on least overal impacts in the corridor. The preferred alignment of Conway Road improvements is generally to the east of the existing roadway. The preferred alignment will be graphically displayed at Workshop #3.



Note: The schedule is based on programmed funding. Construction may be advanced if funds become available and other construction projects in the vi nity are complete.