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## Lake Underhill Road Roadway Conceptual Analysis Informational Public Meeting Summary

August 9, 2007

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On August 9, 2007, an Informational Public Meeting for the Lake Underhill Road RCA was held at the Legacy Middle School. Orange County and project team attendees included:

- Commissioner Mildred Fernandez, Orange County
- Renzo Nastassi, Orange County
- Brian Sanders, Orange County
- Ian Phyers, Orange County
- Ghulam Qadir, Orange County
- John Klimovitch, Orange County
- Frank Yokiell, Orange County
- Kevin Miller, Orange County
- Greg Smith, DRMP
- Greg Moore, DRMP
- Vasu Persaud, DRMP
- Nick D Devito, DRMP
- Claire Rubin, DRMP
- Margaret Rembert, DRMP

The meeting was conducted in an open house format from 6:00 p.m. to 7:00 p.m. followed by a formal presentation by Brian Sanders. Mr. Sanders welcomed all attendees to the meeting and introduced the formal PowerPoint presentation consisting of:

- Discussion about the RCA process and the project needs.
- Discussion on potential improvements.
- Presentation of the overall project schedule including discussion on Orange County's Legacy program which calls for an acceleration in the construction of the section from Dean Road to Rouse Road .
- Reiteration of the methods through which the public can participate in the project.

The presentation was followed by an informal question and answer period. Throughout the meeting, representatives from Orange County and the project team were available to talk one-on-one with the public. The meeting adjourned at 9:00 p.m.

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- Charlotte, North Carolina
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- Ft. Myers, Florida
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- Tampa, Florida

### Presentation Materials

Project information was displayed on presentation boards for public review. Presentation boards consisted of a Project Aerial outlining the preliminary concept alignment which consists of divided four-lane urban typical section.

### Attendance

Fifty-nine residents attended the public meeting. Also in attendance were nine Orange County representatives and six consultants from DRMP.

## **Question/Answer Session**

Comments made during the question and answer portion of the meeting are summarized below.

- ***How did this project get started?***

Orange County's Transportation Planning Division regularly conducts traffic analyses to identify problem areas on the county road system. In addition, regional planning studies undertaken by the Metroplan Orlando also identifies streets and roads where capacity improvements would prove beneficial. Both organizations indicate Lake Underhill Road has capacity deficiencies due to the presence of heavy traffic volumes. This project is intended as a step in reducing those deficiencies.

- ***Why not make it easier to get to SR 408 instead?***

The County will be reconstructing the Goldenrod Road intersection in the near future which will enhance connections to the nearby SR 408 interchange. In addition, as part of the County's Legacy program, reconstruction of Lake Underhill Road will be accelerated from Dean Road to Rouse Road which will also facilitate access to nearby SR 408 interchanges at both of these locations..

- ***Would it be cheaper to build more ramps to SR 408?***

Additional ramps alone would not meet the project traffic volumes.

- ***Florida Hospital is located between Goldenrod Road and Chickasaw Trail. Why not speed up the improvement so that it is easier to get to the hospital?***

Improvements between Dean Road and Rouse Road will be accelerated as part of the Legacy program. The County is also investigating reconstructing Lake Underhill Road between Goldenrod Road and Chickasaw Trail in the near future which would enhance access to Florida Hospital.

- ***Will the proposed improvements overrun the existing ongoing improvements at Chickasaw Trail?***

The proposed project will be consistent with the current work at Chickasaw Trail. To the maximum extent possible, future construction will be designed to minimize impacts to these improvements which are now underway.

- ***Why not put center turn lanes instead of a median so as to allow more turning movements?***

A raised median provides a physical and safety advantage by separating opposing traffic lanes. The median also provides some potential for aesthetically pleasing landscaping. Also, it has been shown that a raised median is safer than an open center turn lane.

- ***Why do we need bicycle lanes?***

The Board of County Commissioners has made a policy decision to include bike lanes on new projects to address the needs of the overall community.

- ***One potential pond site is needed in the area of the Fieldstream developments. Where will this go?***

Lake Underhill Road has several drainage basins, the lengths of which determine the size of the storm water retention ponds required. Some engineering work still has to be done to determine the potential pond site locations. These preliminary sites will be presented at the next public meeting.

- ***Sidewalks are needed between Econ Trail and Dean Road?***

Kevin Miller is present tonight and is Orange County's representative who serves as liaison with the Student District Safety Committee. He can work with you to address your concerns.

- ***On an interim basis, why not build a sidewalk between Econ Trail and Dean Road?***

The construction of sidewalk through this section is very difficult and expensive since it would require that a temporary bridge be built over the Econ River.

- ***As part of this project, can we request that Progress Energy place the power lines in an underground duct bank?***

Potentially, Progress Energy will have to relocate some of their utilities. However, placing utilities in underground ducts would be very expensive and Progress Energy will have to be convinced of that this expenditure is in the best interests of their ratepayers and state regulatory agencies.

- ***Can the utilities be placed in the median?***

To determine if utilities can be placed in the median would require extensive utility location surveys. This effort is outside the scope of this project.

- ***Would it be difficult to secure an environmental permit to fill the canal located on the south side of Lake Underhill Road?***

The study will examine the engineering and permitting options needed to enclose the canal with some type of drainage structure.

- ***How is the storm water going to be handled?***

Storm water runoff will be collected via a curb and gutter system. This water flows into inlets and will be conveyed via stormsewer pipes to nearby retention ponds. These retention ponds treat the stormwater before releasing the water back to natural waterways.

- ***Are there any plans to construct privacy walls along the project?***

Orange County does not normally construct privacy walls as part of their projects.

- ***There is a need for better signal coordination along Lake Underhill Road. Will this project provide this?***  
Yes, this project will evaluate all the traffic signals and provide interconnection to improve coordination.
- ***Will this project help to reduce the congestion caused by the Little River School located in the vicinity of Palermo Avenue?***  
This project will be expected to reduce congestion to some extent by increasing turn storage along Lake Underhill Road.
- ***How will the designated flood zone area be affected?***  
The project may likely encroach into the 100-year flood plain. These impacts will be compensated by creation of additional flood plan storage.
- ***Why is the Legacy section going to proceed before the western section?***  
The funding for the Legacy section is available as well as the needed right-of-way. Also, it is estimated that construction can be completed in a five-year period. Construction in the other areas along the project is more complicated.

### **Public Comments Received**

Seven (7) written comments were received at the meeting. The majority of these comments concerned the need for a traffic signal at Fieldstream North Boulevard. The comments and responses are listed below:

***Comment*** – An additional traffic light is needed at Lake Underhill Road and Fieldstream Boulevard?

***Response*** –As part of the RCA process, traffic volumes, side street delay, crash history, adherence to current design standards, and overall engineering judgment are currently being evaluated to determine if new traffic signals are warranted. If these warrant analyses are not initially met during the RCA process, there will be other opportunities to re-evaluate the warrants and need for signals during the design process.

***Comment*** – There is a private property lift station installed on the C-3 church site which pumps sewer water to the sewers. If this pump breaks down, the raw sewage will spill over to my property that is adjacent to the church. Will this project address these problems?

***Response*** – If the lift station is on private property, this matter falls outside the scope of this project.