

ORANGE



COUNTY
F L O R I D A

Chuluota Road (CR 419)

Colonial Drive to Lake Pickett Road

Project Development and Environment (PD&E) Study

Board of County Commissioners
Public Hearing

June 2, 2026

Title VI Compliance

Orange County will not exclude from participation in, deny the benefits of, or subject to discrimination any person on the grounds of race, color, national origin, sex, age, disability, religion, income, or family status.

For questions or concerns, you may contact:

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County Title VI/Nondiscrimination Coordinator

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Agenda

- Project Background
- Alternatives Analysis
- Preferred Alternative
- Public Involvement
- Schedule
- Summary
- Comprehensive Plan Consistency
- Action Requested



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Project Background

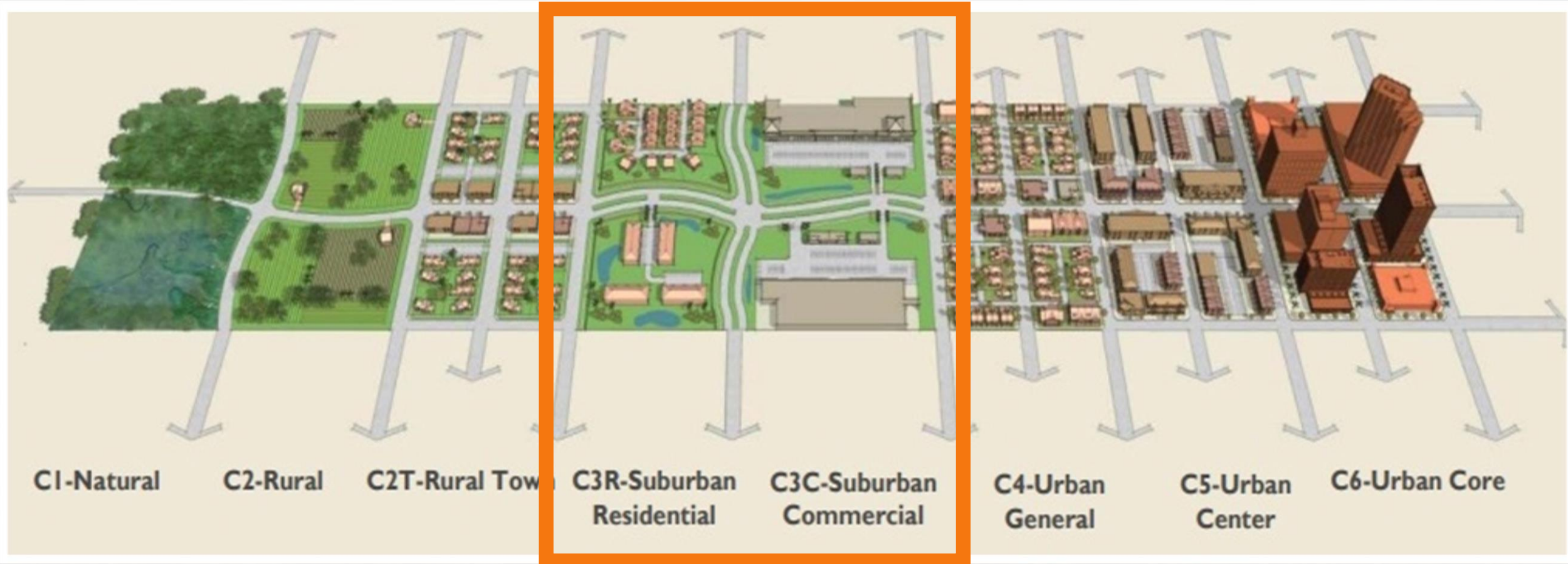
Area Characteristics

- Public ROW since 1970s
- Within the Corner Lake Rural Settlement
- Future East Orange Trail along corridor
- Included in the County's Long Range Transportation Plan
- Steady increase in traffic

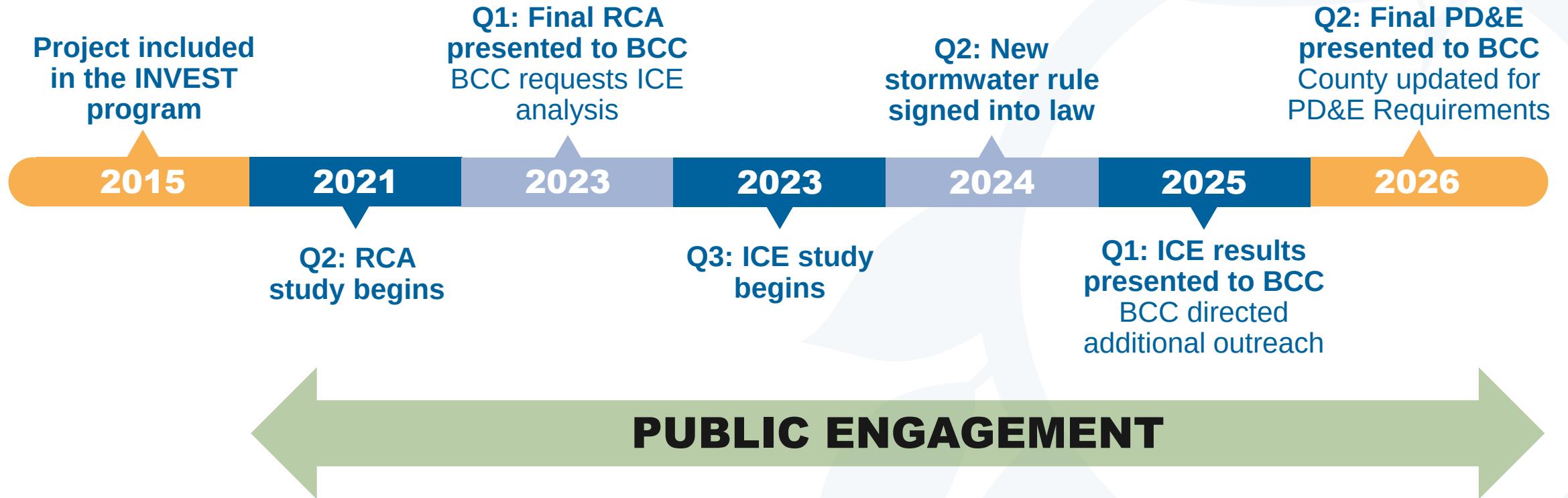


Project Background

Context Classification



Project Background



Project Background

Legislative update timeline

Legislation

- June 2020 – Clean Waterways Act signed
- March 2023 – Rules adopted
- June 2024 – Rule ratified & signed into law

Grandfathering Criteria

- Public transportation project
- Completed PD&E study prior to effective date (June 28, 2026)

Chuluota Road RCA

- 2025 WMD coordination on design projects noted the RCAs can be updated
- RCA timeline accommodated the change

Current Evaluation

- RCA utilizes most PD&E requirements
- Update from RCA desktop to PD&E field analysis
- New and updated analysis performed

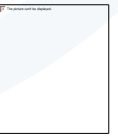
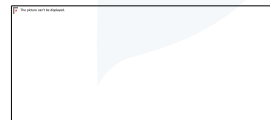
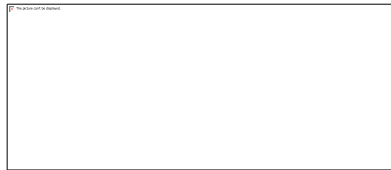
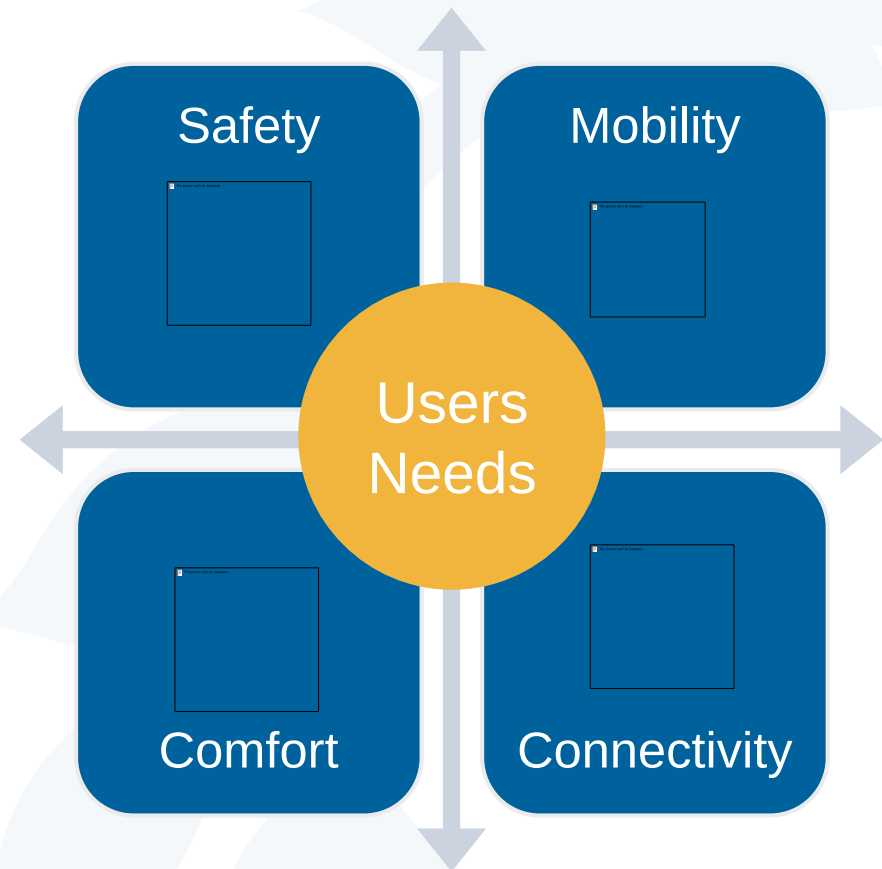
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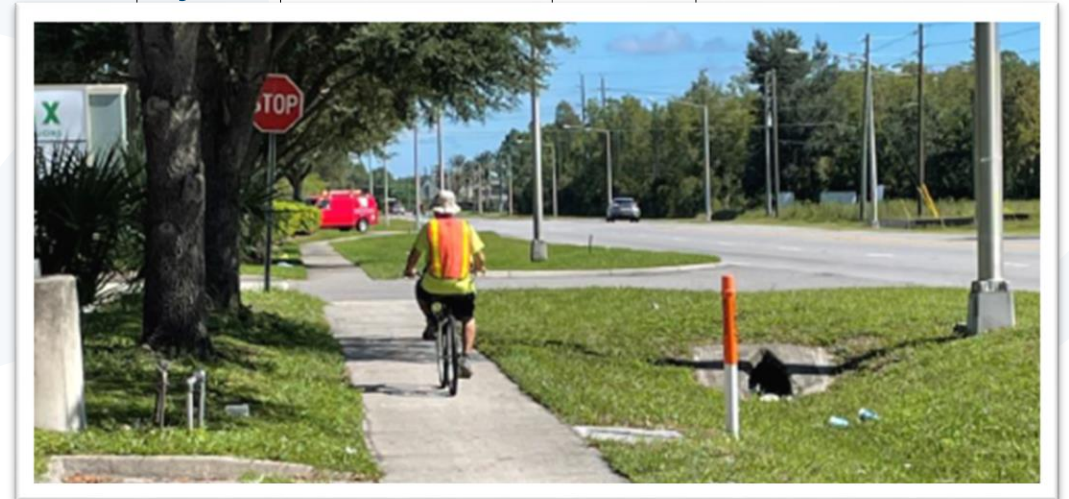
Alternatives Analysis

- **Project Purpose and Need:**
 - Study assessed and recommended improvements to improve safety and traffic efficiency
 - Balance needs of all users for safety, mobility, comfort, and connectivity

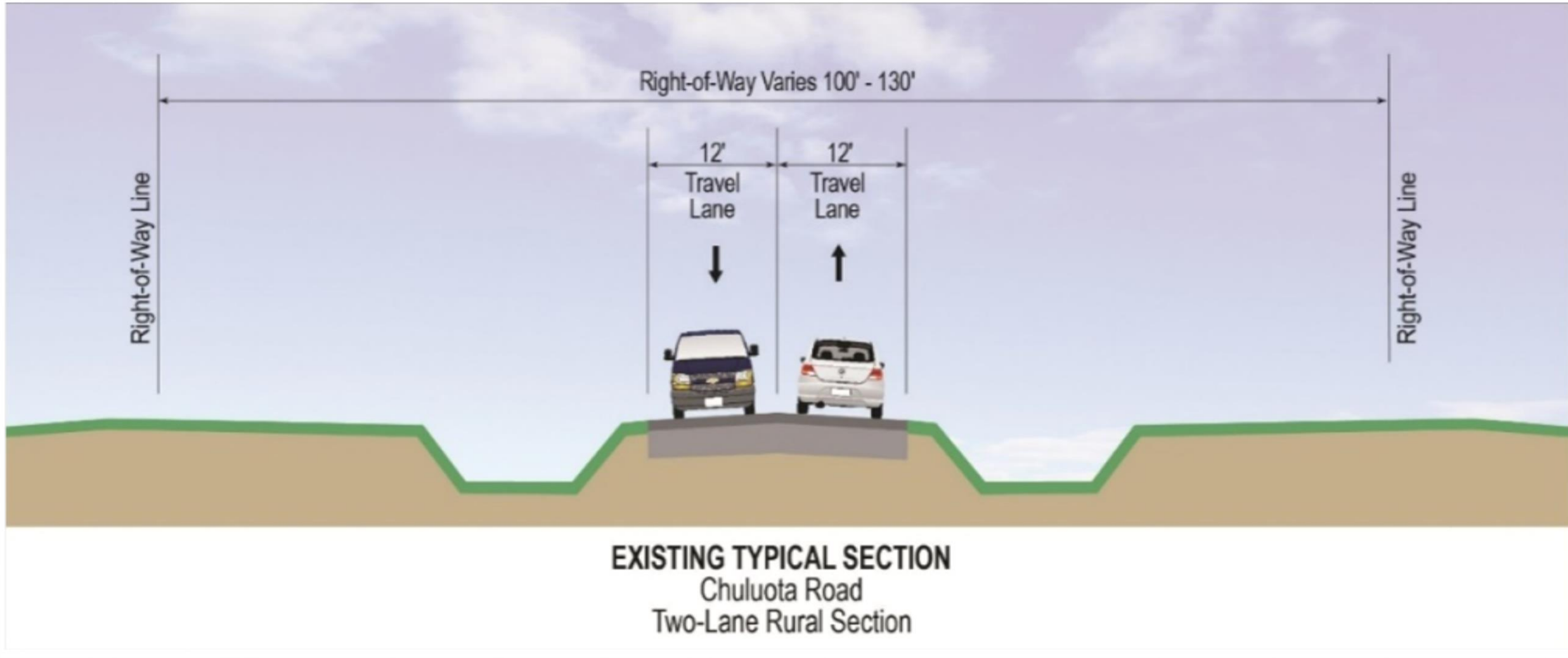


Alternatives Analysis

- Existing Conditions:
 - 12' Two-Lane undivided urban minor arterial roadway
 - 50 MPH speed limit
 - No median
 - Shoulders with drainage ditches
 - 5' Sidewalk from SR 50 to north end of Country Lake Estates subdivision.
 - Limited bicycle facilities
 - Signals at:
 - East Colonial Drive (SR 50)
 - Cypress Lake Glen Boulevard
 - Lake Pickett Road



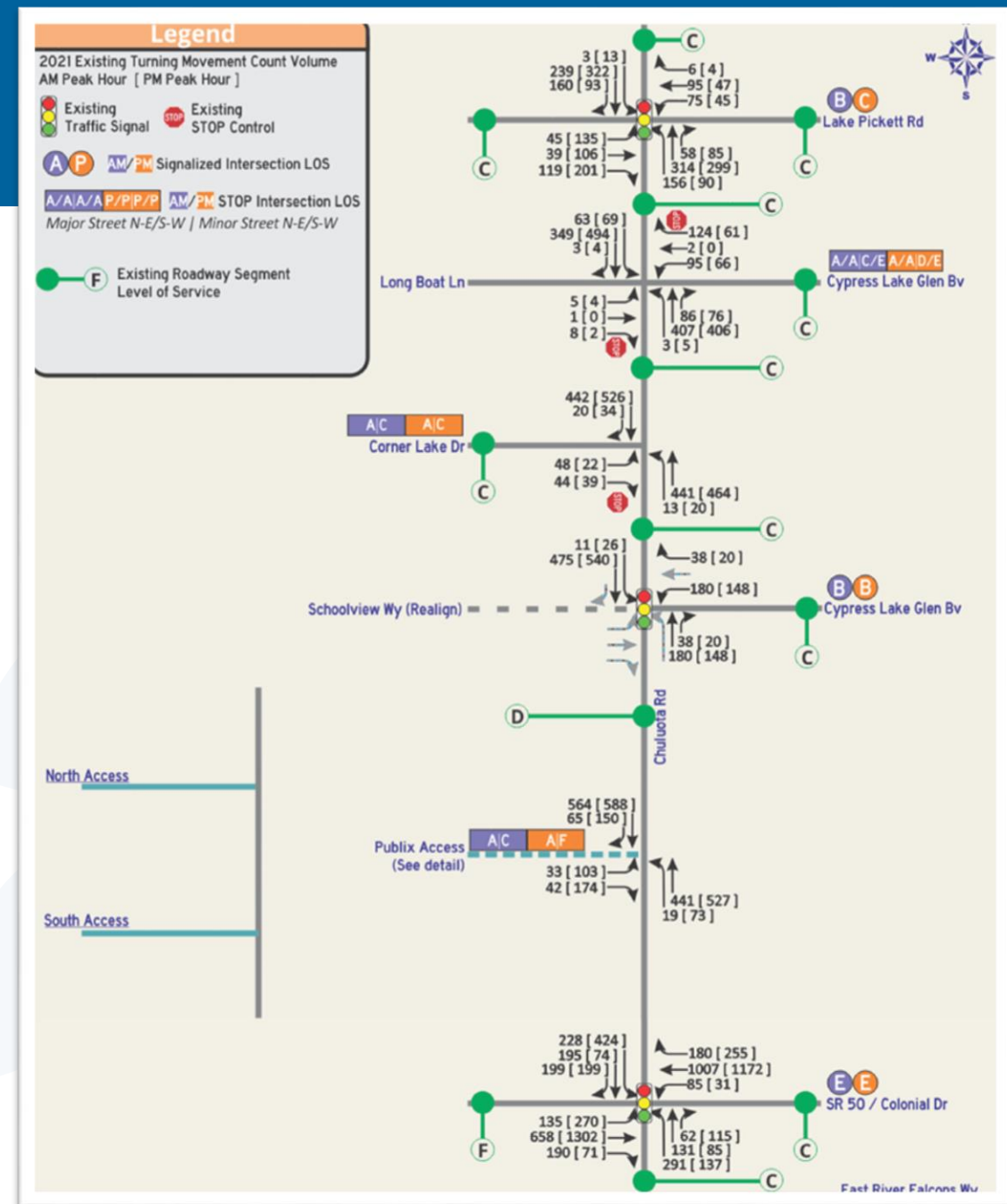
Alternatives Analysis



Alternatives Analysis

Existing Traffic (2021)

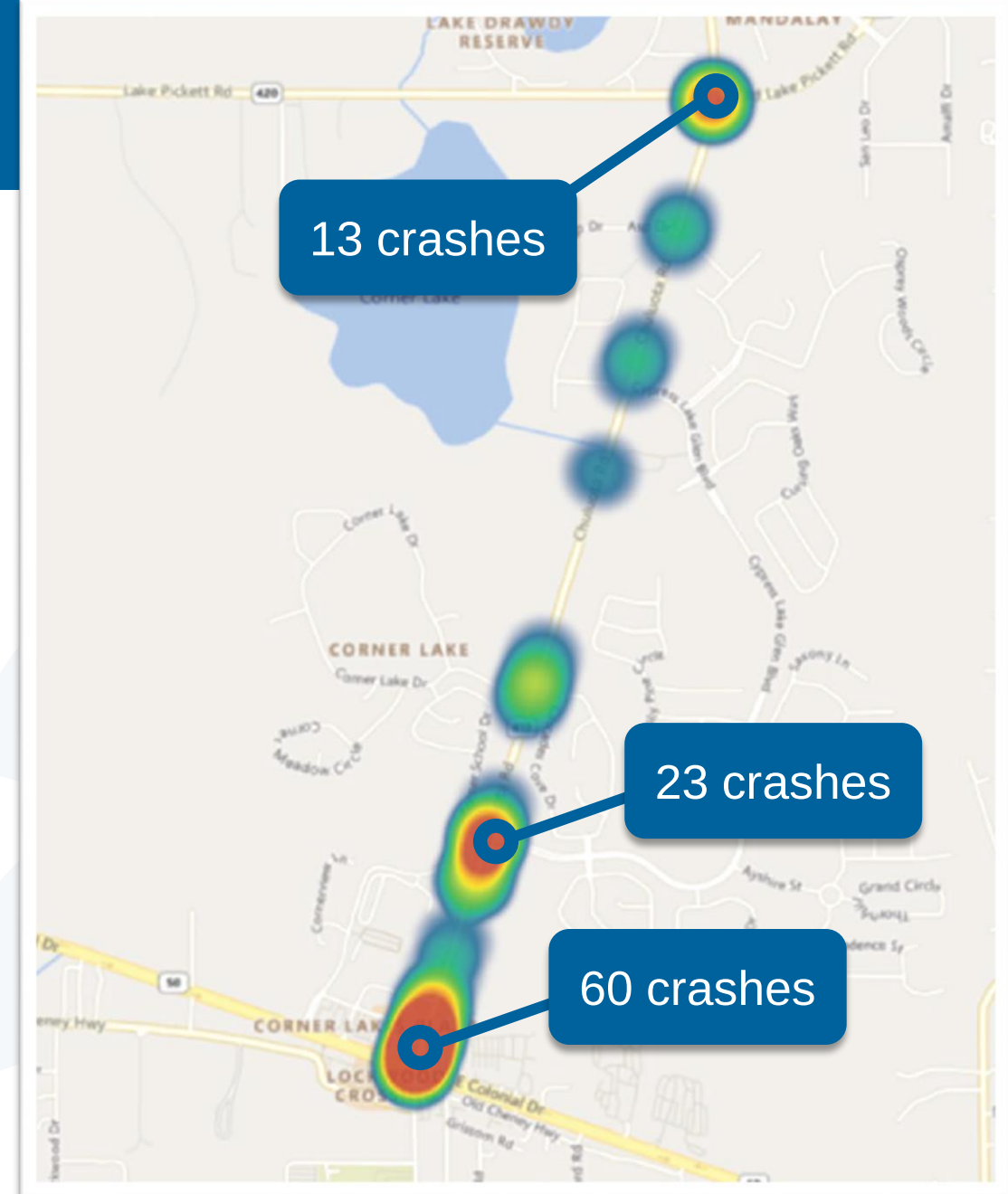
- Traffic volumes range from 11,500 to 15,400 vehicles per day
- LOS at or approaching capacity



Alternatives Analysis

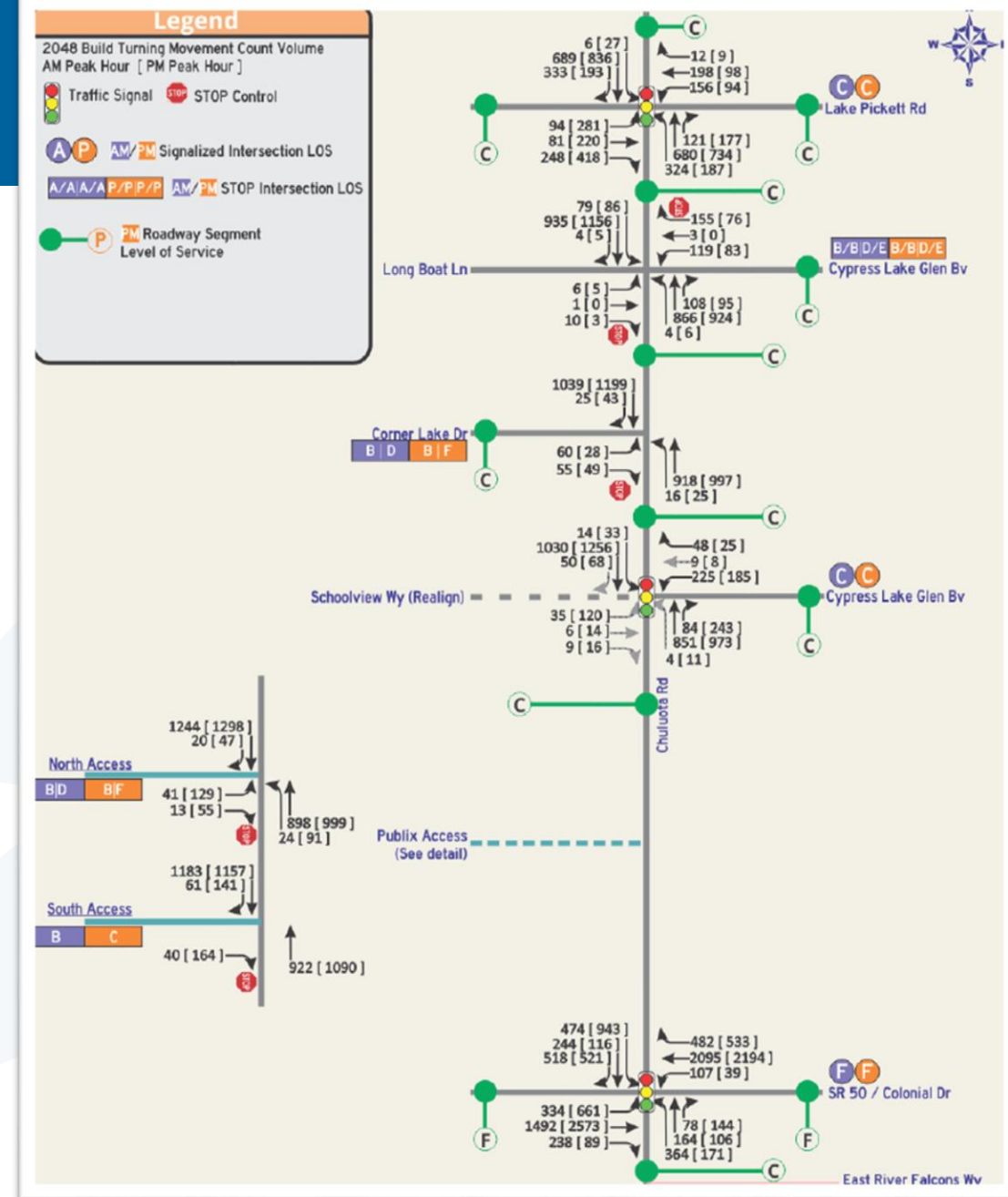
Crash History (2016-2020)

- 113 Total Crashes
- 36 Injury Crashes
- One Pedestrian Crash
- Three Bicycle Crashes
- No Fatalities

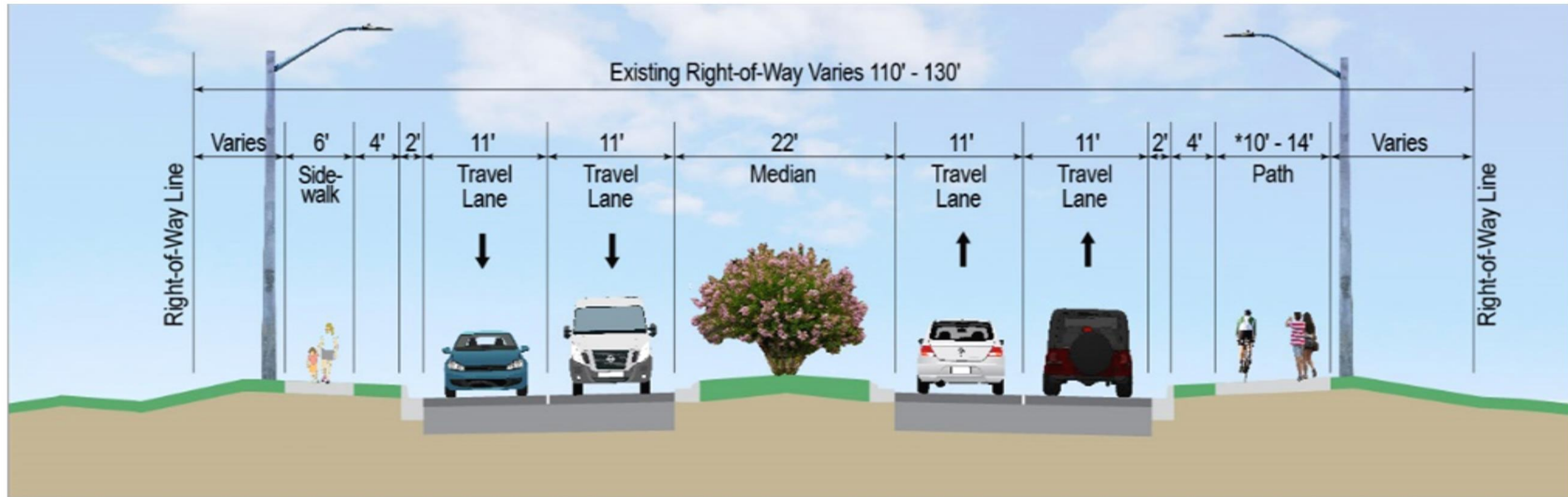


Alternatives Analysis

- Traffic Analysis (No Build)
 - Opening (2028) AADT: 17,500 / **LOS F**
 - Mid (2038) AADT: 20,500 / **LOS F**
 - Design (2048) AADT: 23,500 / **LOS F**
- Traffic Analysis (Build Alternative)
 - Opening (2028) AADT: 19,700 / **LOS C**
 - Mid (2038) AADT: 25,800 / **LOS C**
 - Design (2048) AADT: 32,000 / **LOS C**



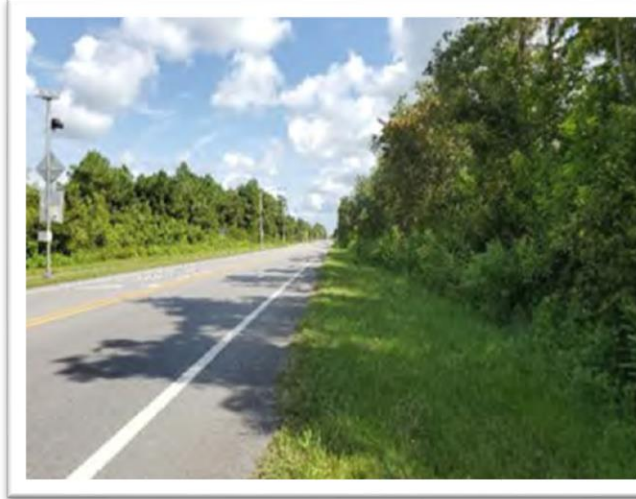
Alternatives Analysis



TYPICAL SECTION
Chuluota Road
Four-Lane Divided Section

Alternatives Analysis

- No Build Alternative
- East Alignment
 - Impacts 1 previously contaminated site (former Circle K gas station)
- West Alignment
 - Avoids previously contaminated site
 - Uses existing ROW to fullest extent
 - Requires ROW from 10 parcels

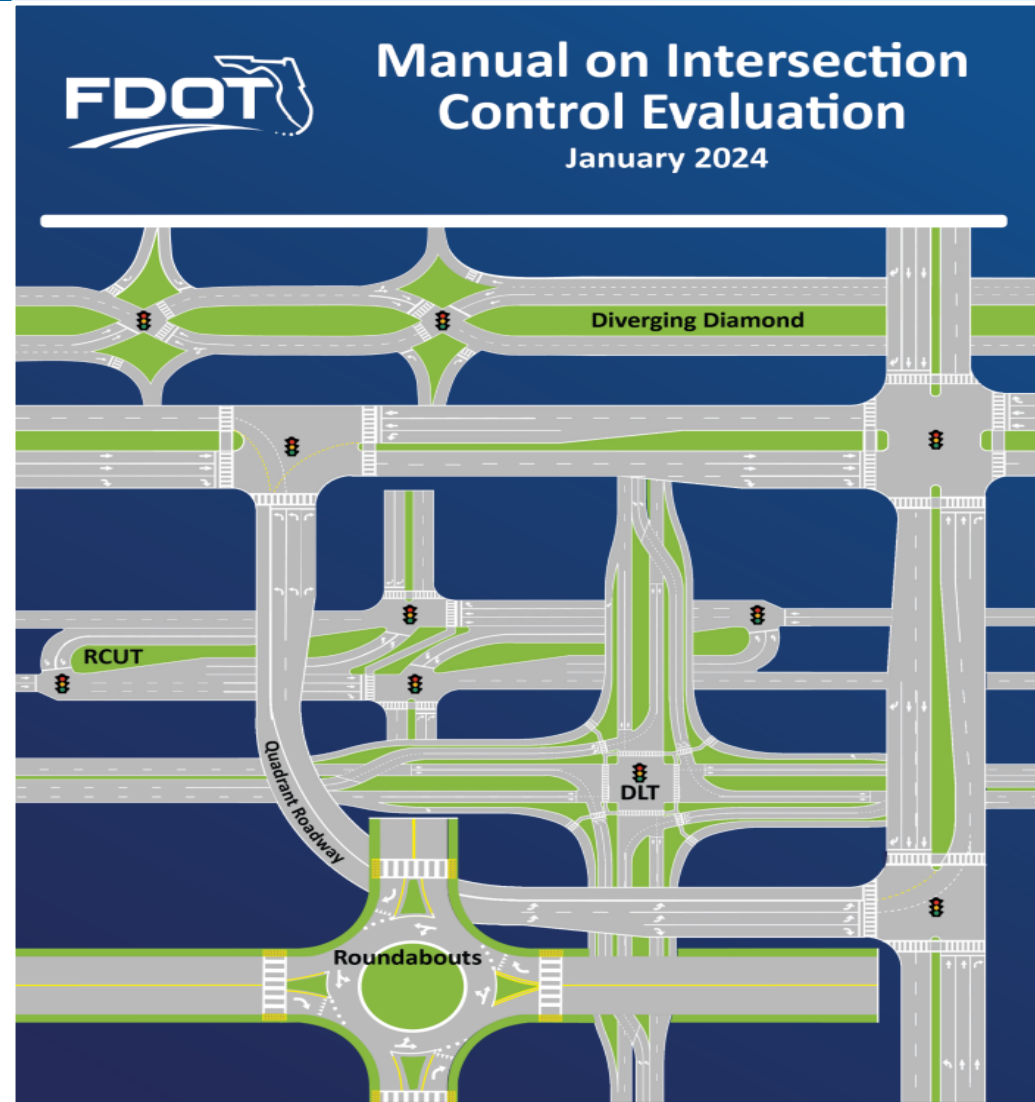


Alternatives Analysis

ICE Study Scope

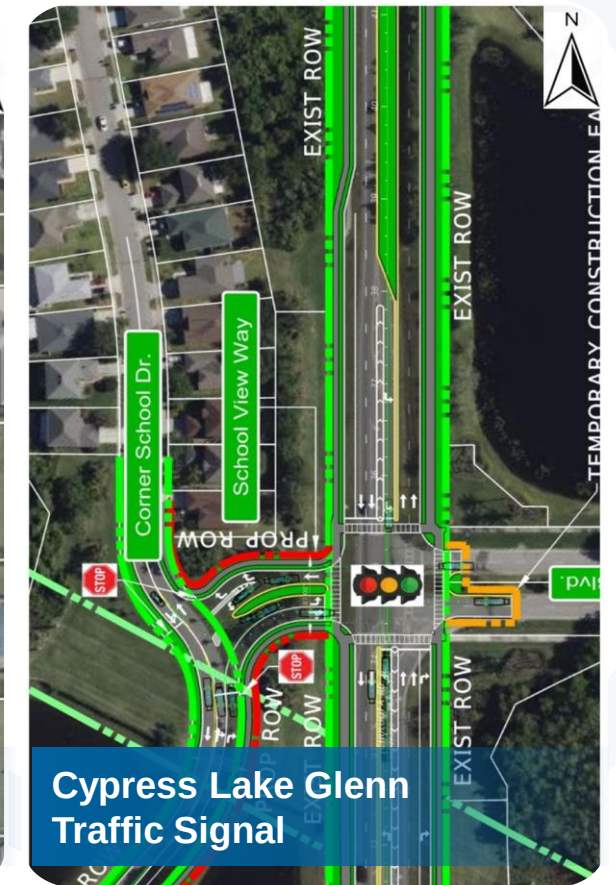
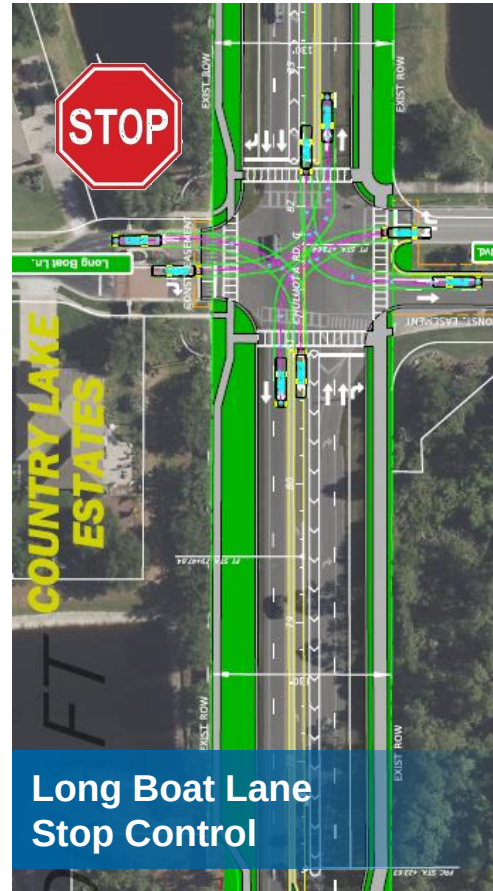
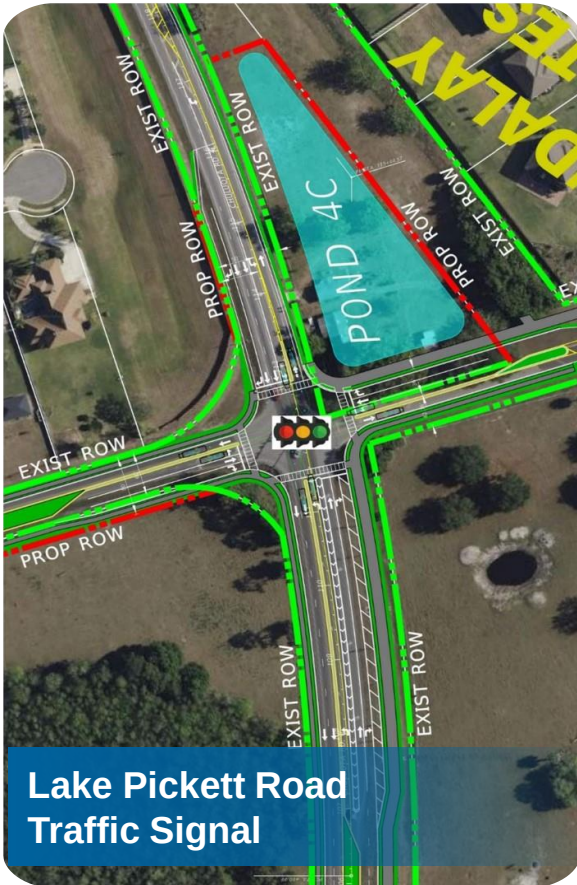
Intersection Control Evaluation (ICE)

- Data-driven framework used to select the best intersection control strategy for a project
- Find the most cost-effective, safe, and balanced solution for the intersection's location and roadway classification.
- Federal platform adopted by Florida DOT
- Required for intersections along State highways or any State intersection project that will utilize Federal or State funds



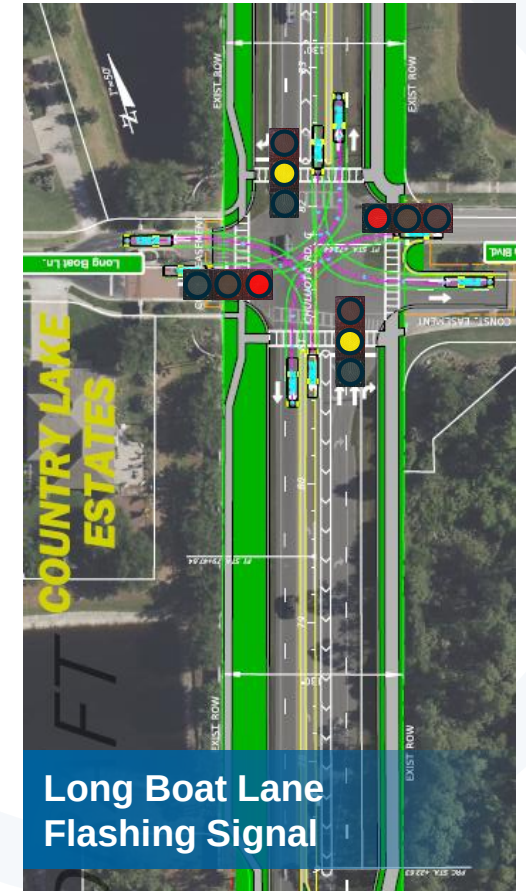
Alternatives Analysis

ICE Recommendations



Alternatives Analysis

- Board directed staff to conduct additional public engagement
- Country Lane Estates HOA and The Grand Preserve at Cypress Lakes HOA requested a roundabout
- Roundabout scored high in ICE evaluation
- Staff also considering flashing signal for design option



Alternatives Analysis

CHULUOTA ROAD INTERSECTION CONTROL EVALUATION (ICE) STUDY RESULTS FROM ICE STAGE 3 ANALYSIS

EXISTING 2-LANE SECTION WITH ALTERNATIVE INTERSECTION CONCEPTS									
CORRIDOR TRAVEL DIRECTION	CORRIDOR TRAFFIC CONTROL TYPE	EXISTING TRAFFIC CONTROLS (ETC)		ROUNDBABOUTS AT ALL INTERSECTIONS		ETC & ROUNDBABOUTS MIXTURE (1)		ETC & ROUNDBABOUT AT LONG BOAT LANE (2)	
	MEASURE OF EFFECTIVENESS (MOE)	DELAY (S/VEH)	ARTERIAL SPEED (LOS)	DELAY (S/VEH)	ARTERIAL SPEED (LOS)	DELAY (S/VEH)	ARTERIAL SPEED (LOS)	DELAY (S/VEH)	ARTERIAL SPEED (LOS)
CORRIDOR TRAVEL DIRECTION	NORTHBOUND	66.3	34 (C)	167.9	21 (E)	98.4	27 (D)	76.5	31 (C)
	SOUTHBOUND	239.1	19 (E)	343.8	15 (F)	268.1	16 (F)	248.3	18 (E)

Two Lane Fails

Two lane options ceases to function resulting in significant failure approaching 2032

4-LANE ICE ANALYSIS RESULTS

INTERSECTION	STOP CONTROL	SIGNAL	ROUNDBABOUT	BOWTIE
Corner Lake – Cypress Lake Glenn		X		
Corner Lake Drive	X			
Long Boat Lane – Cypress Lake Glenn	*		*	
Lake Pickett Road		X		

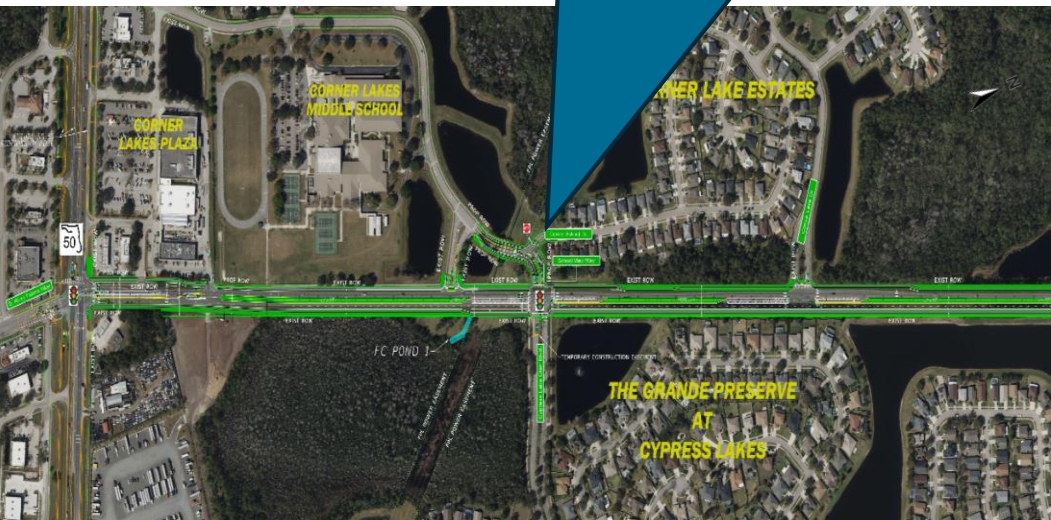
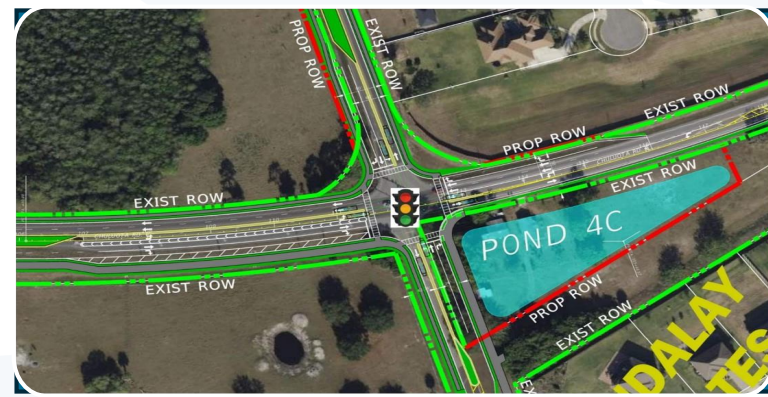
Recommend ICE analysis intersection controls – *Plus flashing signal analysis at Long Boat Lane

Alternatives Analysis

Proposed Schoolview Way intersection Re-Alignment



Proposed Lake Picket Intersection



Preferred Alternative



Preferred Alternative

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Preferred Alternative

Social & Economic

- Social
- Economic
- Land Use Changes
- **Mobility**
- Aesthetic Effects
- **Relocations**

Cultural

- Historic Sites or Districts
- Archeological Sites
- Recreational Areas or Protected Lands

Natural

- **Wetlands**
- Other Surface Waters
- Aquatic Preserves & Outstanding Florida Waters
- Water Resources
- Wild/Scenic Rivers
- **Floodplains**
- Protected Species & Habitat
- Essential Fish Habitat

Physical

- Highway Traffic Noise
- Air Quality
- Contamination
- **Utilities**
- Railroads
- **Construction**
- **Bicycles and Pedestrians**
- Navigation

Preferred Alternative

Social and Economic

- Enhanced mobility
- Right of way for Preferred Alternative
 - 22 parcels
 - 1 residential parcel acquisition (relocation)
 - No business parcel acquisitions



Preferred Alternative

Cultural

- No listed or eligible historic resources
- No archeological sites
- No recreation areas or protected lands

Preferred Alternative

Natural

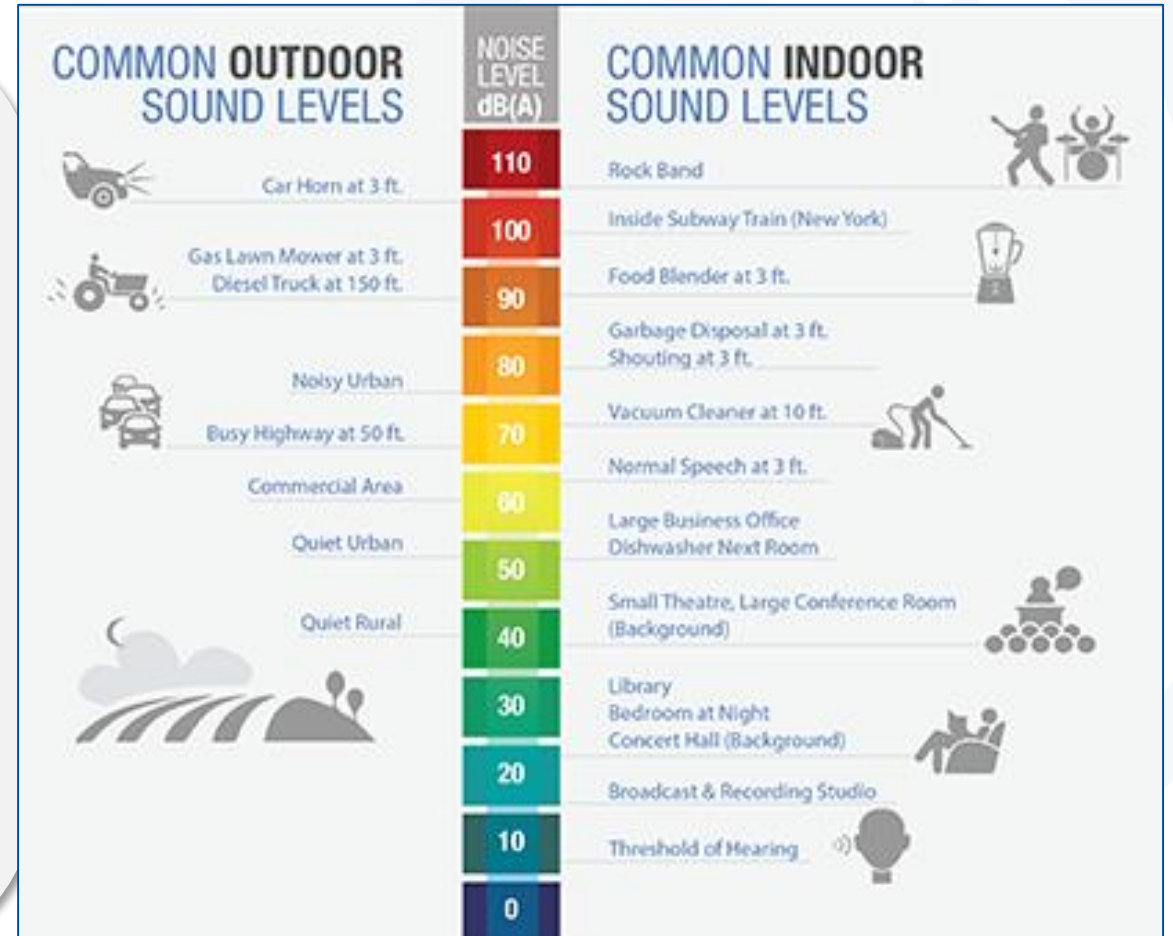
- Wetlands
 - Direct: 0.49 acres
 - Indirect: 1.41 acres
- Floodplains
 - Direct: 0.80 acres
 - Indirect: 0.00 acres
- Protected species
 - Federal/state protected species evaluated – ***no adverse effects***



Preferred Alternative

Physical

- Noise
 - Potential impacts at 5 sites
 - Abatement not feasible
- Air quality
 - Project in attainment
 - Potential reduction in harmful emissions
- Contamination
 - No impacts



Preferred Alternative

Physical

- Utilities
 - Anticipate relocations
 - Special consideration for Florida Power & Light
- Construction
 - Short-term
- Bicycle and Pedestrian
 - Enhanced



Preferred Alternative



EVALUATION CRITERIA	No Build Alternative (No Improvements)	Recommended Four-Lane Widening with Roundabout at Long Boat Lane, ETC at Other Intersections	Recommended Phase 1	Recommended Phase 2
RELOCATIONS				
Number of Residential Acquisitions	None	1	1	0
Number of Business Acquisitions	None	None	None	None
Number of Parcels Impacted	None	22	10	12
Social, Natural and Physical Impacts				
Social and Neighborhood	None	Low	Low	Low
Archeological/Historic Sites	None	None	None	None
Threatened and Endangered Species	None	No Adverse Impacts	No Adverse Impacts	No Adverse Impacts
Wetland Impacts (Acres)	None	Low	Low	Low
RHPZ Uplands Impacts (Acres)	None	Low	Low	Low
Floodplain Impacts (Acre-Feet)	None	2.16	0.06	2.1
Potential High or Medium Ranked Contamination Sites	None	None	None	None
Estimated Costs (Present Day)				
Estimated Construction Costs	No Cost	\$ 48,512,398	\$ 13,343,354	\$ 35,169,044
Estimated Design/Adm Costs (12%)	No Cost	\$ 5,821,488	\$ 1,601,202	\$ 4,220,285
Preliminary Estimated CEI Costs (15%)	No Cost	\$ 7,276,860	\$ 2,001,503	\$ 5,275,357
Preliminary Estimated Right-of-Way Impacts	No Cost	12,453	5,393	7,060
Preliminary Estimated Right-of-Way Costs	No Cost	\$ 2,305,449	\$ 998,343	\$ 1,307,106
Mitigation/RHPZ	No Cost	\$ 103,000	\$ 30,000	\$ 73,000
Subtotal		\$ 64,019,195	\$ 17,974,403	\$ 46,044,792
Contingency (20%)		\$ 12,803,839	\$ 3,594,881	\$ 9,208,958
TOTAL PRELIMINARY ESTIMATED PROJECT COSTS	-	\$ 76,823,034	\$ 21,569,283	\$ 55,253,751

Cost estimates are based on 2024 costs

Preferred Alternative

Commitments



1



PHASE PROJECT

Phase project for final design



2



LANDSCAPING

Final design phase to consider trees along sidewalks where ROW is available



3



INTERSECTIONS

Reassess recommended intersection controls prior to or within the final design phase



4

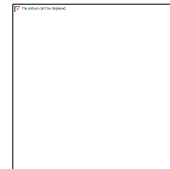


FLOODPLAIN

Floodplain impacts to be reevaluated in final design phase



5



SPECIES

Reassess potential for wildlife crossing south of Cypress Lake Glen Blvd in final design phase

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Public Involvement

- Study website: <https://chuluotarca.com/>
- Twenty-eight (28) stakeholder meetings
- Five (5) community meetings
- On-line surveys
- Six (6) newsletters
- Call/email
- LPA & BCC Hearings

“The southbound turn lane at Corner Lakes Estate is really needed.”

“Children’s safety is top priority.”

“Transportation Planning has done a wonderful job. Thank heaven for the team. They are truly heroes. What a wonderful project.”



Chuluota Road (CR 419)
Roadway Conceptual Analysis (RCA)
SR 50 to Lake Pickett Road

Public Comment Form

Name: _____ Phone: _____
Address: _____
City: _____ State: _____ Zip Code: _____
☐ Check here to be added to the project mailing list.
Comments: _____

Chuluota Road RCA Study
From Colonial Drive (SR 50) to Lake Pickett Road

Home Study Process Study

Study Process

The Study process involves significant data collection including current traffic volumes, current and future land use along the corridor, and right of way needs. The study also will involve thorough environmental analysis to ensure the project does not negatively impact protected and endangered species, wetlands, or other natural resources. Alternative roadway alignments will be considered to develop and propose a recommended alignment that best addresses the needs of the community and region.

The public will be invited to learn about the project and provide public comment during the RCA study. Two public meetings are anticipated, as well as public hearings and project newsletters, to help keep the community informed.

CHULUOTA ROAD/CR 419
INTERSECTION CONTROL EVALUATION (ICE)
FROM SR 50 TO LAKE PICKETT ROAD

Issue #2 - November 2024

INTERSECTION CONTROL EVALUATION
RECOMMENDATIONS MEETING (NEW DATE)

Orange County is moving forward with the Intersection Control Evaluation (ICE) Study for the Chuluota Road Roadway Conceptual Analysis (RCA). This study examined various methods to improve safety and operations at intersections along the project limits from north of Colonial Drive (State Road 50) to Lake Pickett Road. The project analyzed stop signs, traffic signals, roundabouts, and other options to determine the best alternatives to promote mobility along the corridor. The alternatives were presented to the community in September. After considering public feedback, the County is proposing improvements to the corridor.

The intersections evaluated during the study are Lake Pickett Road, Long Boat Lane/Cypress Lake Glen Boulevard (North), Schoolview Way, and Cypress Lake Glen Boulevard (South), and Build scenario (existing two-lane configuration) and a Build scenario (future four-lane configuration).

Orange County welcomes public input and invites the community to the Recommendations Meeting on Wednesday, November 20, 2024, at East River High School's Media Center, 600 East River Falls Way, Ocoee, FL 32676. The meeting will begin with an open house at 5:30 p.m. A presentation by County staff will start at 6 p.m., followed by a question-and-answer period during which the community will have the opportunity to give feedback. The final recommendations will be presented to the Orange County Board of County Commissioners for consideration and approval.

OPPORTUNITIES TO PARTICIPATE IN THE CHULUOTA ICE STUDY

When: November 20, 2024
Where: East River High School's Media Center, 600 East River Falls Way, Ocoee, FL 32676

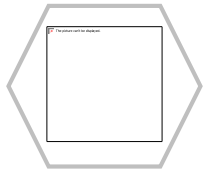
Meeting Begins: 5:30 p.m.
Presentation: 6 p.m.

Public participation is a key element of the transportation planning process. Public input is needed to ensure that the project meets the needs of the community. Public input can be provided in many ways, including attending public meetings, submitting comments, or participating in surveys. Public input is needed to ensure that the project meets the needs of the community. Public input can be provided in many ways, including attending public meetings, submitting comments, or participating in surveys.

Learn more at the project website: www.chuluotarca.com or www.ocfl.net

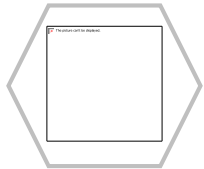
Public Involvement

Scope of Public Comments



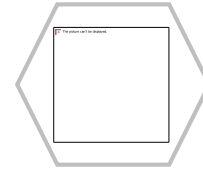
Questions & Concerns

Regarding potential right-of-way and property impacts near Lake Pickett Rd



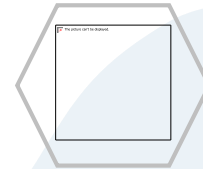
Drainage & Flood

Issues, especially near SR 50



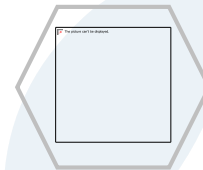
Public Support

To improve traffic flow



Bicycle & Pedestrian

Requested sidewalks and shared-use path connected to East Orange Trail



Schedule

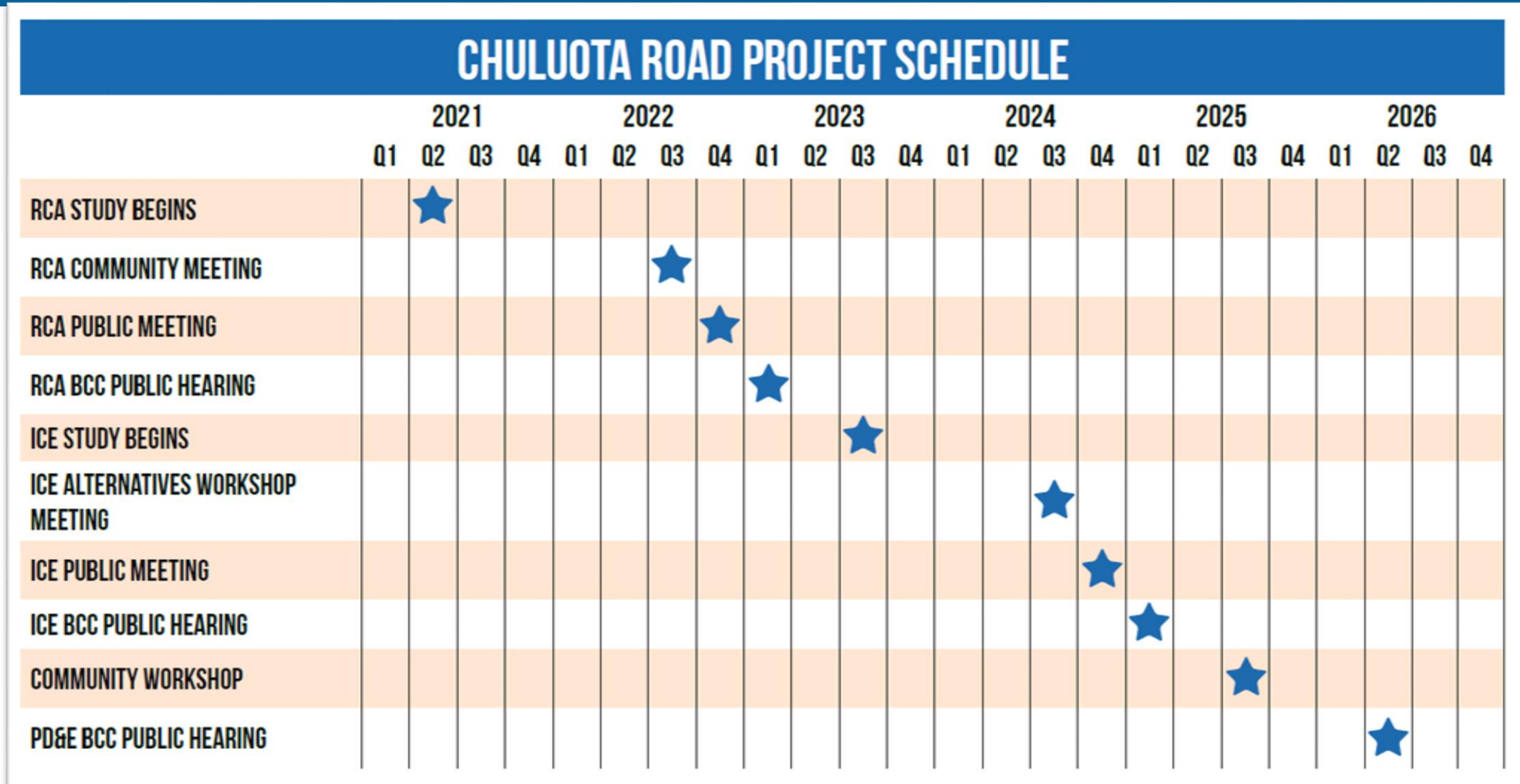
Feedback that project should start sooner due to growth and congestion

Agenda

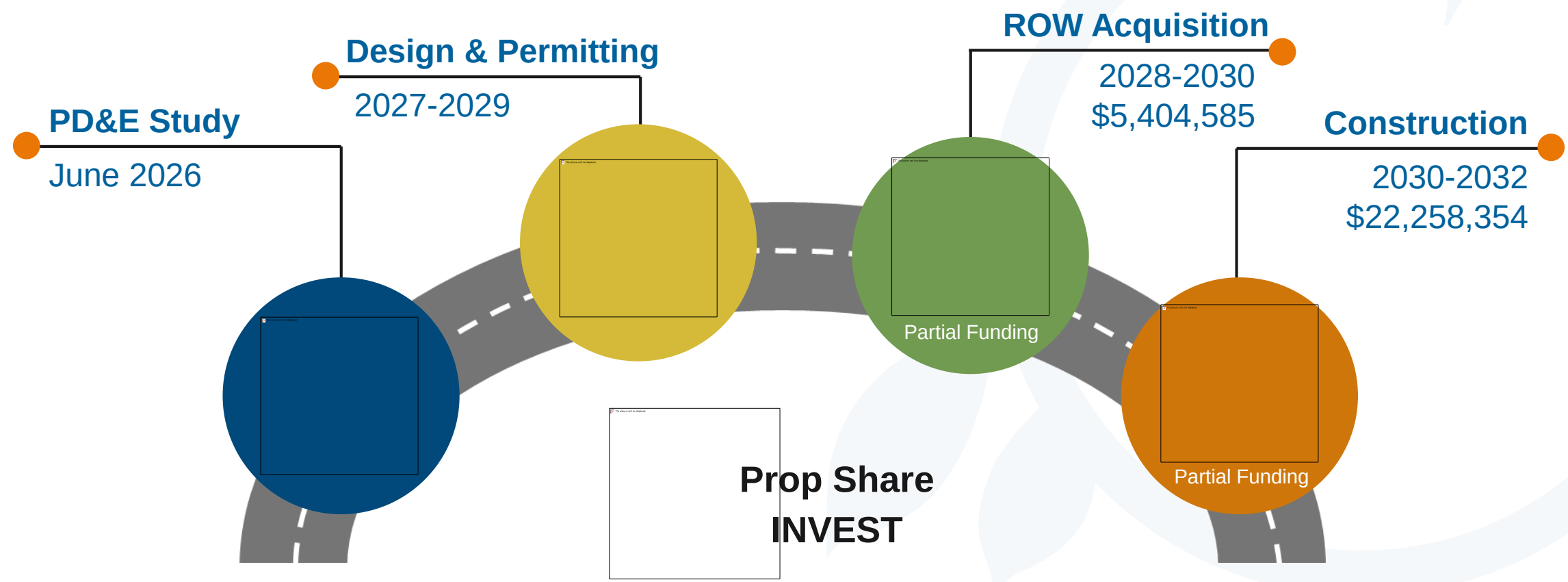
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Schedule



Schedule



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Summary

- Presented to LPA and approved
- ICE Analysis was added at the Board's direction
- PD&E level study provides additional elements to meet grandfather provisions
- Preferred alternative attempts to avoid or minimize impacts
 - Staff recommends phased approach
- Documented commitments ensure Board direction and community input is part of design

Summary

- Consequences of No-Build decision:
 - Inconsistent with Comprehensive Plan
 - Traffic conditions will continue to worsen, level of service will degrade, and travel time delays will result in decreased personal productivity and have negative effects on the environment due to approved area growth
 - 2-lane road cannot accommodate the traffic growth and does not support need to improve transportation safety and traffic efficiency
 - Crashes and injuries will continue to occur
 - Green House Gas (GHG) emissions will increase
 - New stormwater requirements expected to require additional ROW and greater wetland impacts
 - Secured funding will be reallocated, and project costs will increase
 - Obtaining ROW will be costlier

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Comprehensive Plan Consistency

- Consistency with the Comprehensive Plan
 - Implement Long Range Transportation Plan (Obj. T1.1)
 - Implement financially-feasible multimodal transportation system (Obj. T1.3)
 - Ensure LOS standards are met on County roads within unincorporated Orange County (Obj. T1.3)
 - Support strategies which promote convenient & efficient mobility system for all modes (Obj. T3.1)
 - Build street, pedestrian and bicycle networks that provide interconnectivity and access to multimodal transportation facilities (Obj. T3.2)
 - Mitigation for traffic impacts is included in the long-term capital improvement schedule (Obj. T2.4)



ORANGE COUNTY FLORIDA

COMPREHENSIVE PLAN 2010 - 2030 GOALS, OBJECTIVES & POLICIES

ADOPTED: MAY 19, 2009

AMENDED: MAY 10, 2022
THROUGH ORDINANCE 2022-18

EFFECTIVE: JULY 1, 2022

PREPARED BY:
ORANGE COUNTY PLANNING, ENVIRONMENTAL
AND DEVELOPMENT SERVICES DEPARTMENT

ORANGE COUNTY PLANNING DIVISION

Comprehensive Plan Consistency

- T2.2.1 The County shall review the impacts of development in conjunction with the issuance of all development permits to ensure the following:
 - C. The County shall not delete from the Capital Improvements Program any road project for which building permits were issued dependent upon the capacity of the road with the project.



ORANGE COUNTY FLORIDA

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Actions Requested

1. Make a finding of consistency with the Comprehensive Plan and approve the Chuluota Road Project Development and Environment (PD&E) Study;
2. Authorize staff to implement Phase 1, including design, right-of-way acquisition, and construction, consistent with the approved PD&E Study;
3. Direct staff to seek subsequent Board authorization prior to commencing any Phase 2 activities, including design, right-of-way acquisition, and construction.