

*Orange County Public Works Department*

# **International Drive Pedestrian Overpass Intersection Analysis and Overpass Conceptual Design Study Public Hearing**

**June 17, 2025**



# Presentation Outline

2

- Inspiration
- Collaboration / Configurations
- Recommendation
- Public Involvement
- Project Funding and Schedule
- Summary
- Board Direction





# Presentation Outline

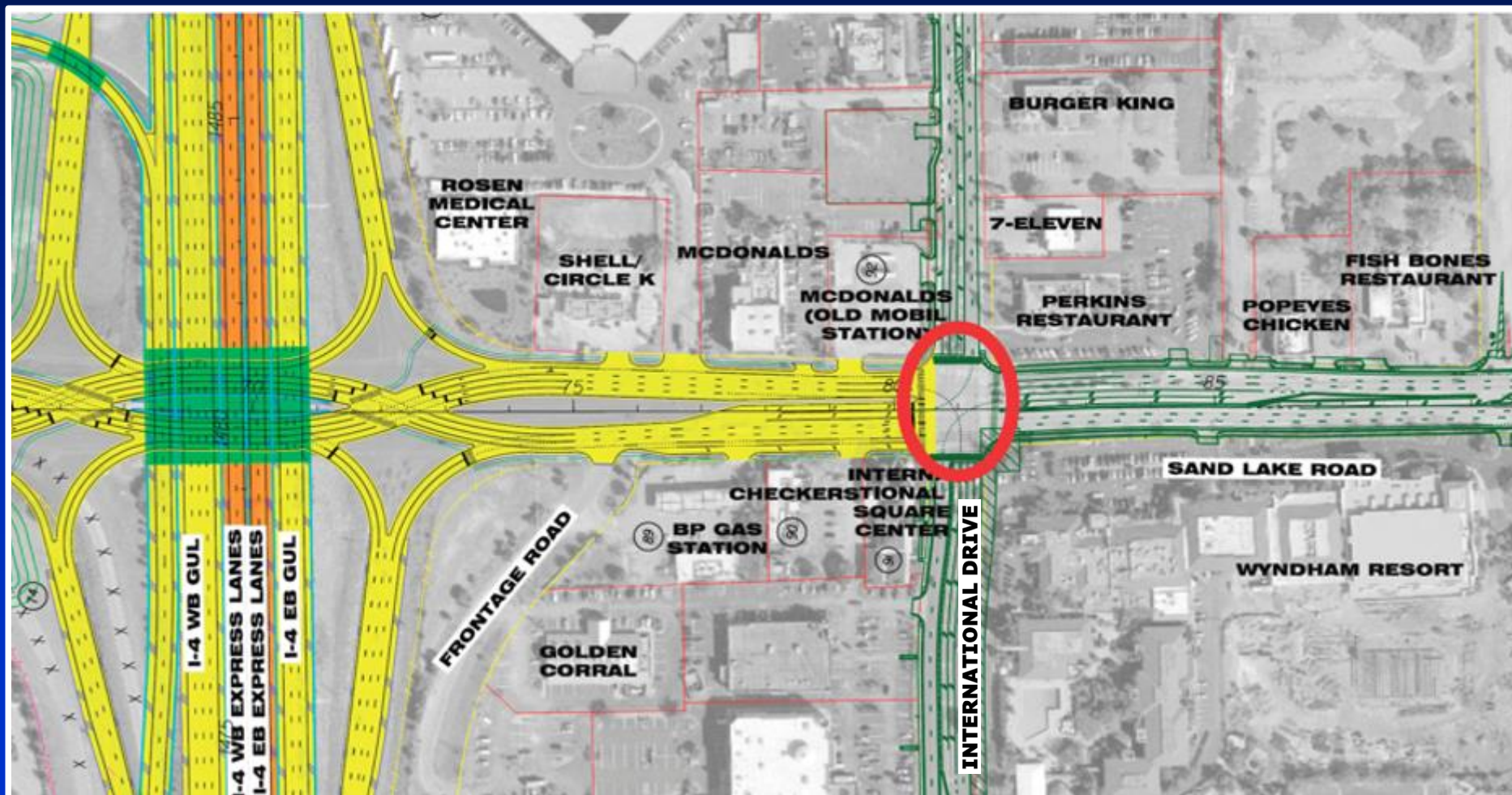
3

- Inspiration
- Collaboration / Configurations
- Recommendation
- Public Involvement
- Project Funding and Schedule
- Summary
- Board Direction





## ■ Project Location



# Inspiration

5

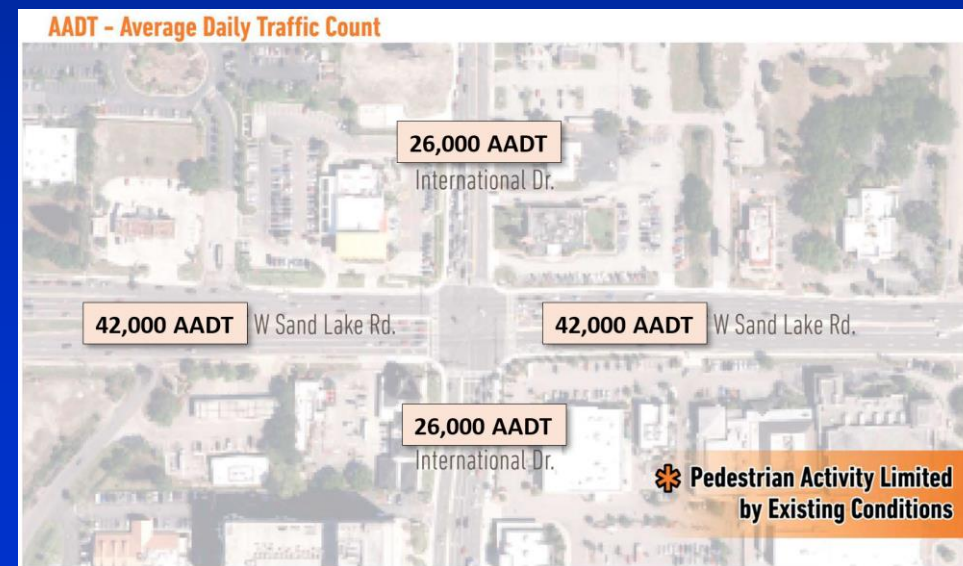
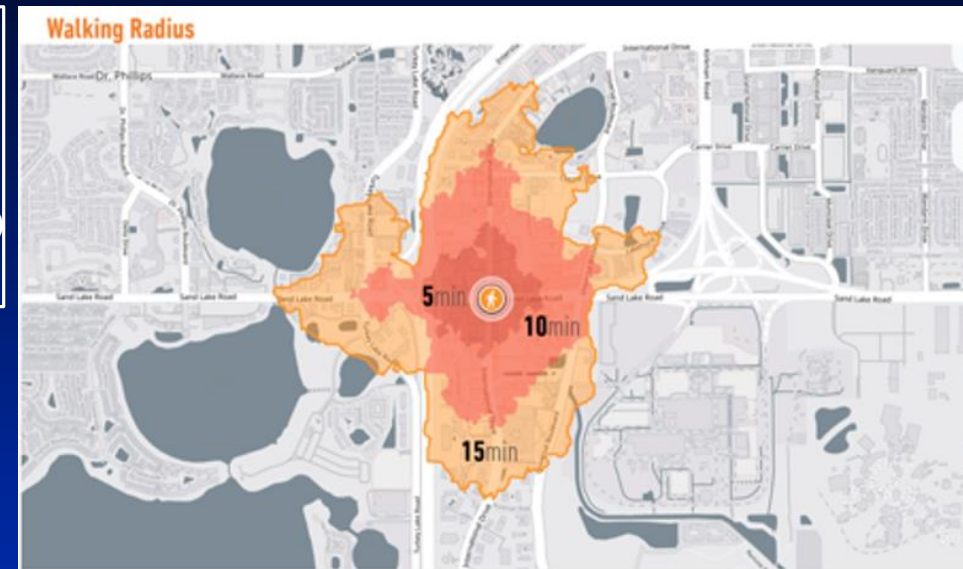
- I-Drive Vision 2040 District Stakeholder Objectives
  - **Connected:** Celebrate walkability, offer multiple options
  - **Complete:** Accommodate a diversity of uses
  - **Authentic:** Reinforce community identity
  - **Prosperous:** Foster economic development
  - **Sustainable:** Efficient use of natural resources, green building practices





## Project Goals

- Safe pedestrian crossing
  - Provide ADA accessibility
  - Provide pedestrian and wheeled access
  - Facilitate emergency response
  - Minimize opportunity for crime
- Minimize public, property, and utility impacts
  - On grade and elevated connections to corner properties
- Iconic Gateway I-Drive Districts
  - Create positive, Instagram-able experience



## ■ Vehicle interactions within one hour







# Presentation Outline

8

- Inspiration
- **Collaboration / Configuration**
- Recommendation
- Public Involvement
- Project Funding and Schedule
- Summary
- Board Direction







# Collaboration / Configuration

9

- Collaboration between County and the Project Advisory Group (PAG)
- Four PAG Meetings:
  - Introduction and overview
  - Existing conditions, structure, ROW, utilities
  - Preliminary concept alternatives
  - Preferred alternative selection



## Project Advisory Group

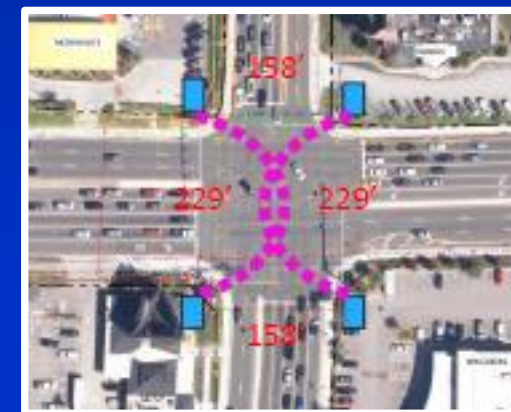
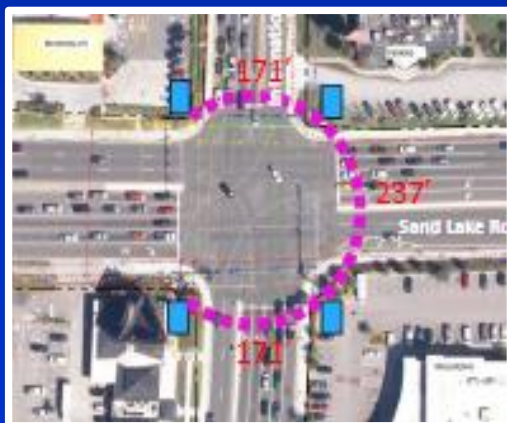
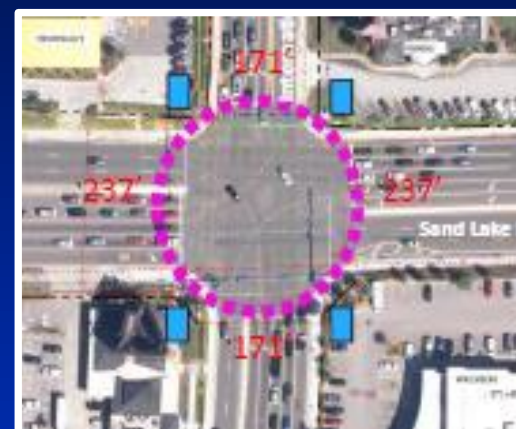
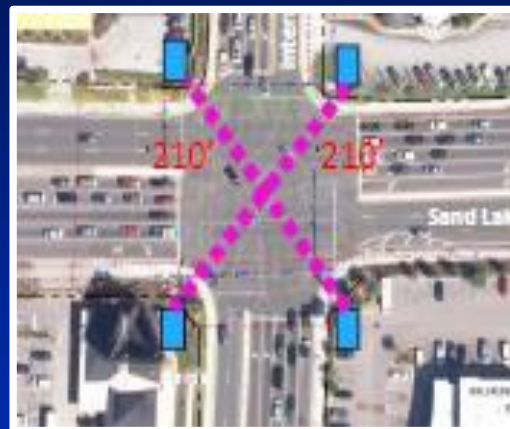
- I-Drive Businesses and Attractions
- I-Drive Business District
- I-Drive Chamber of Commerce
- Orange County Convention Center
- Florida Department of Transportation
- Orange County Sheriff and Emergency Services
- Orange County Planning Division



# Collaboration / Configuration

10

- Six configurations considered:



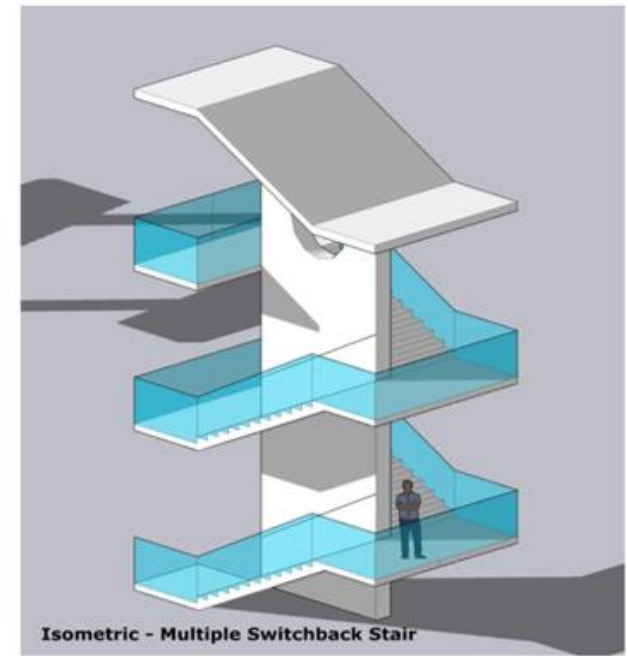
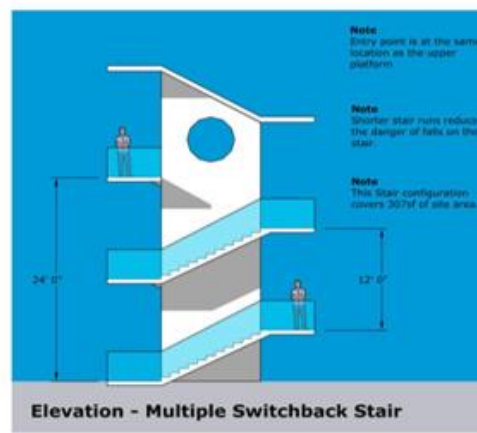
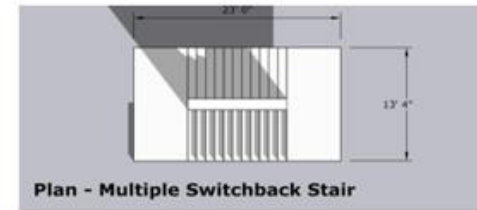
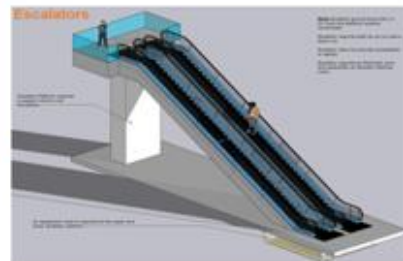
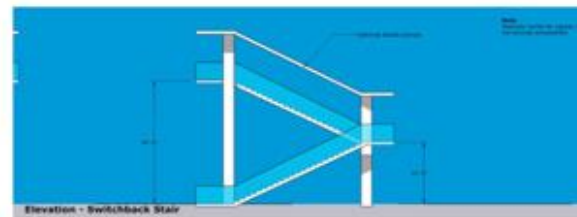
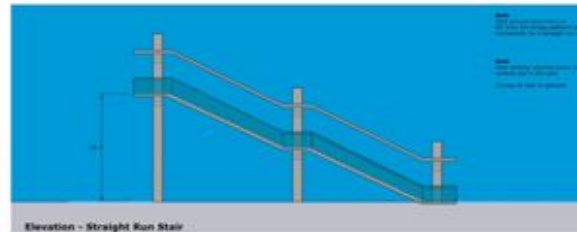
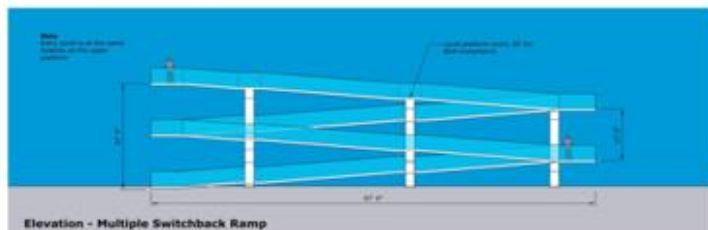
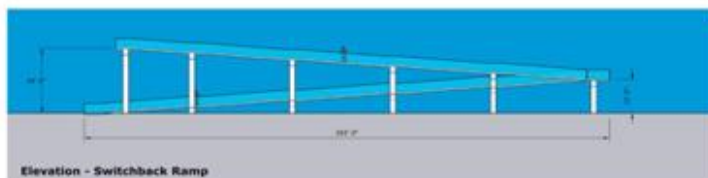
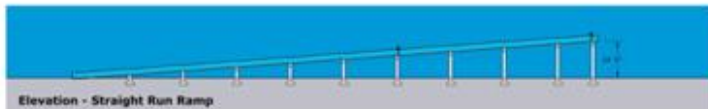


# Collaboration / Configuration

11

## Initial access options considered

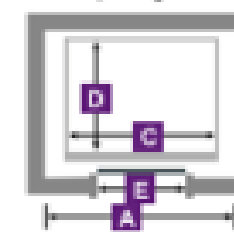
### Bridge Configurations Access



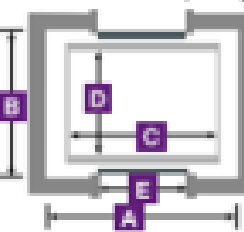
### Elevator

#### One-speed center opening doors

Top view:  
Front opening



Top view:  
Front and rear opening



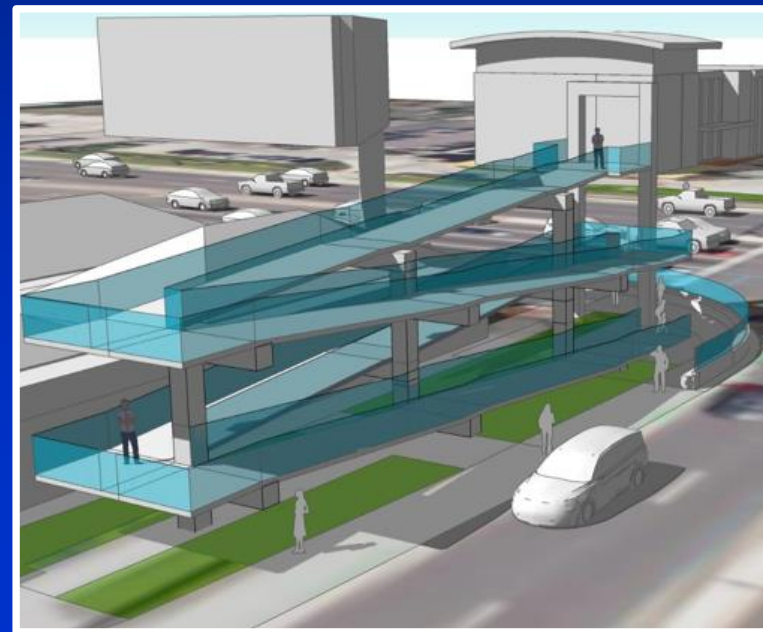
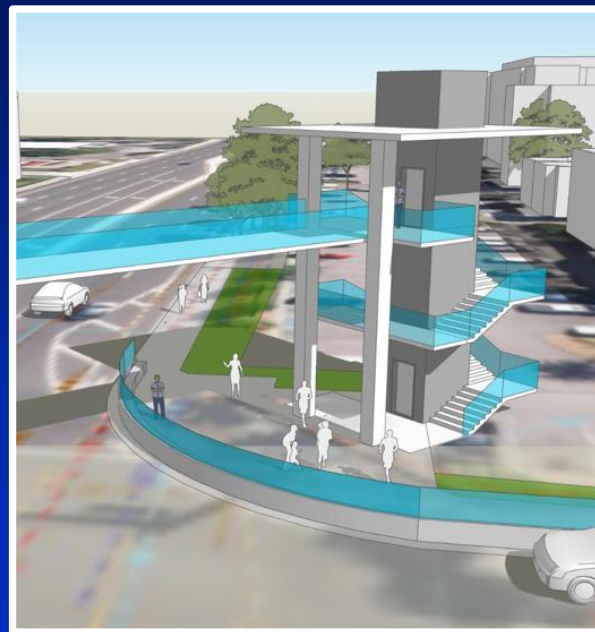
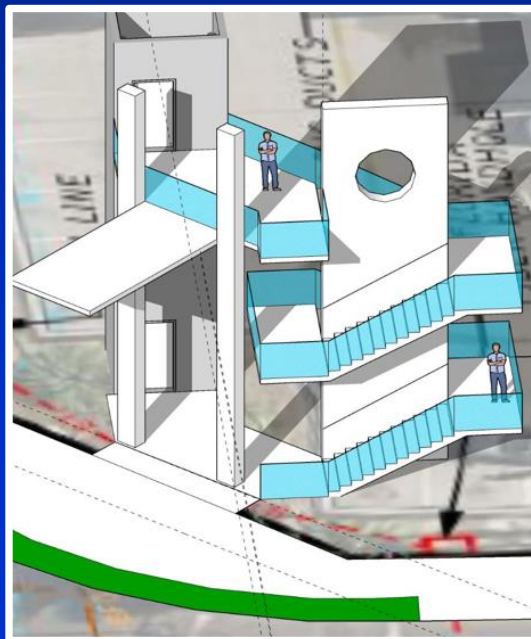
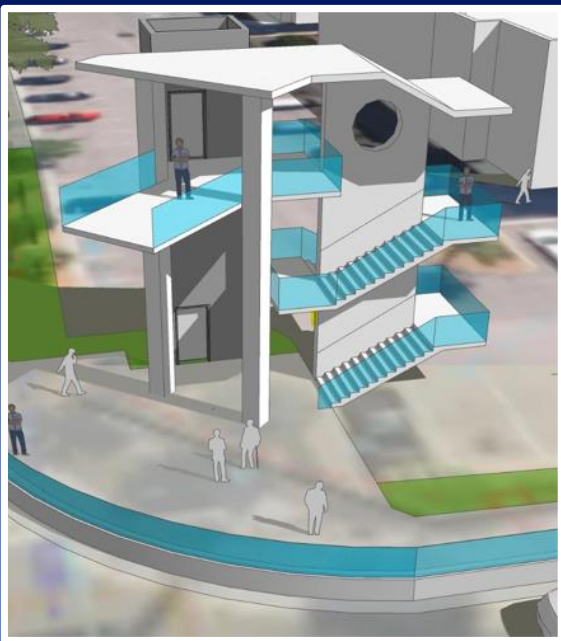




# Collaboration / Configuration

12

## ■ Four hybrid alternatives:





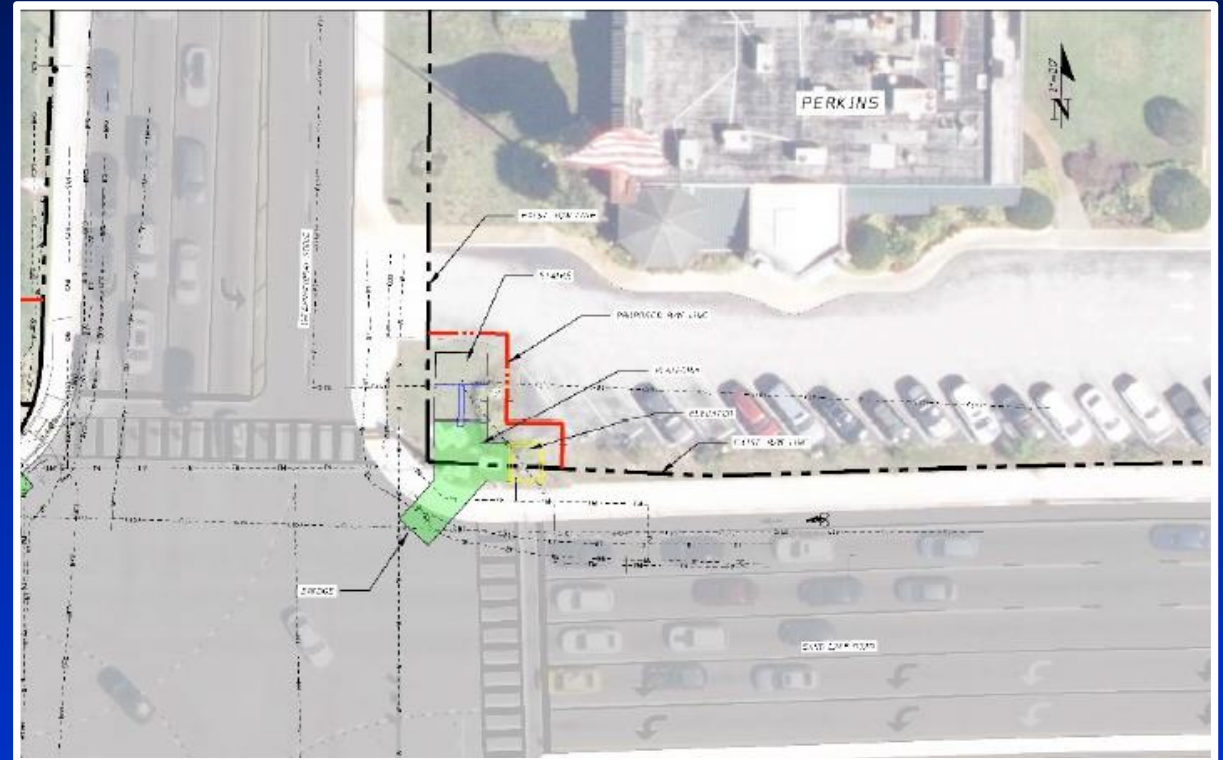
# Collaboration / Configuration

13

## ■ Right of Way and Easements



Northwest corner - McDonalds



Northeast corner – Perkins – Skyplex

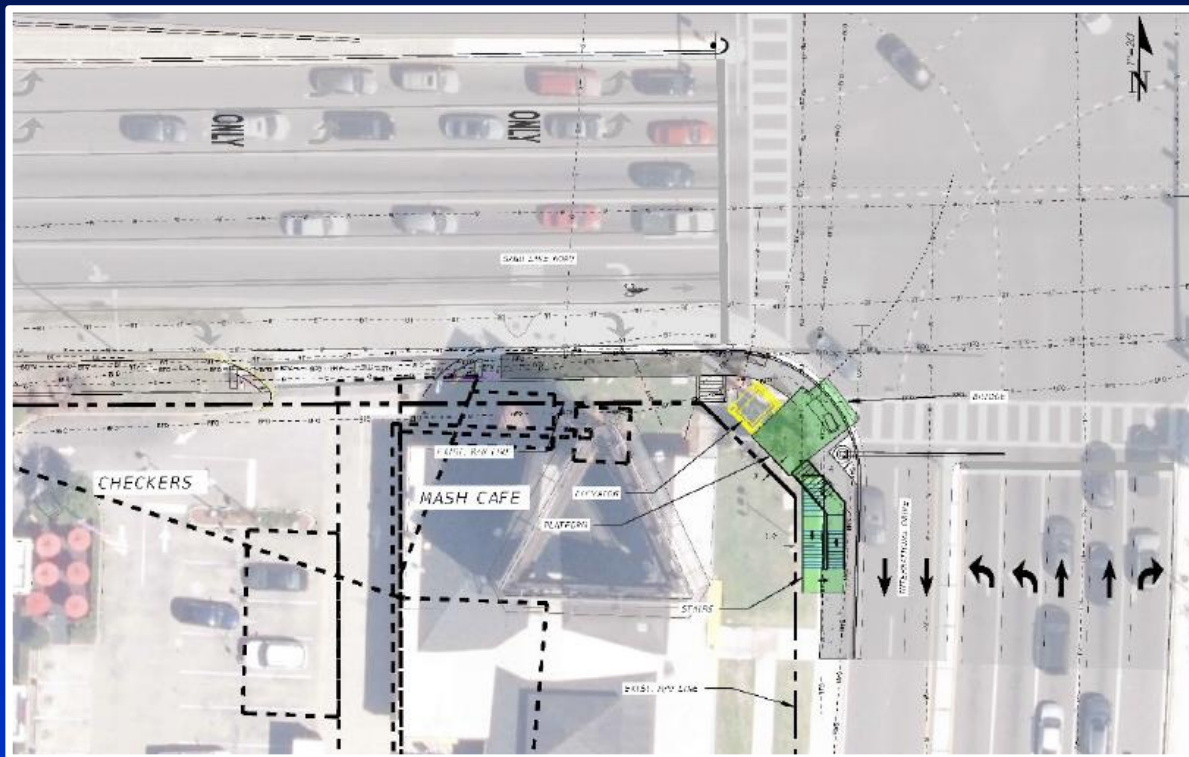




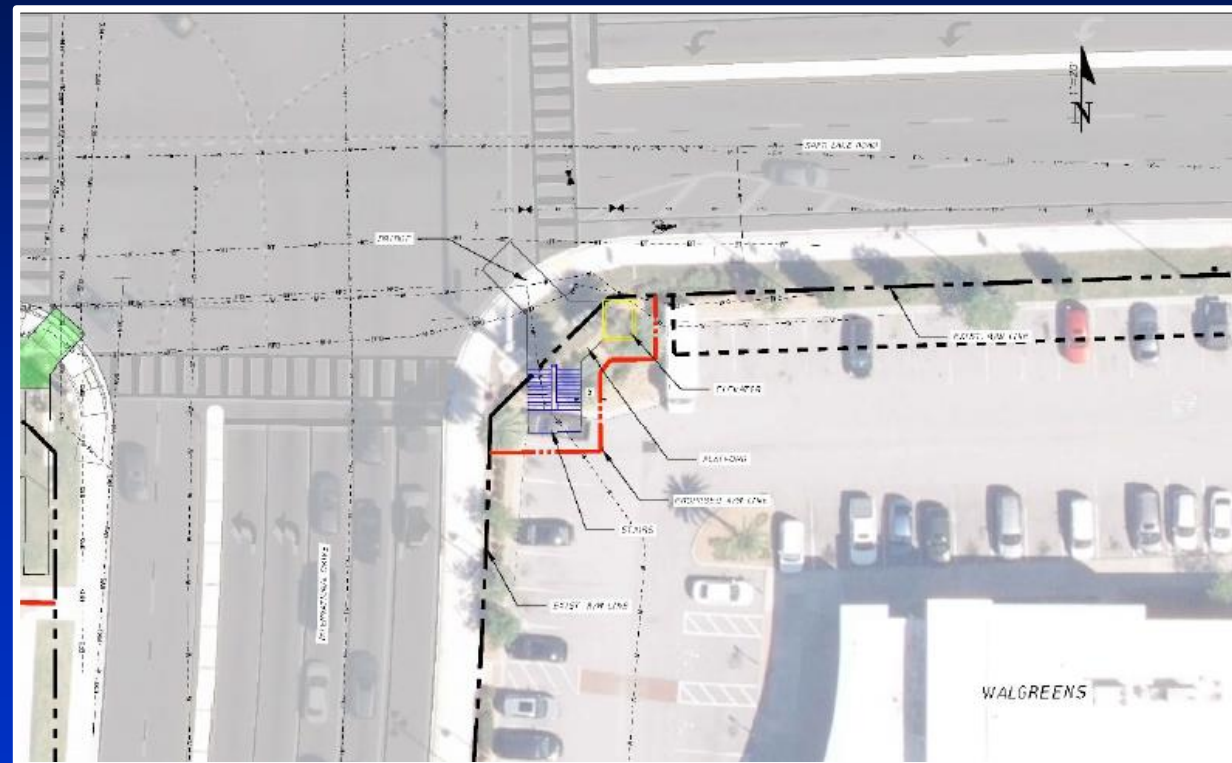
# Collaboration / Configuration

14

## ▪ Right of Way and Easements



Southwest corner I-Drive / Gift Shops



Southeast corner – Walgreens – Wyndam





# Collaboration / Configuration

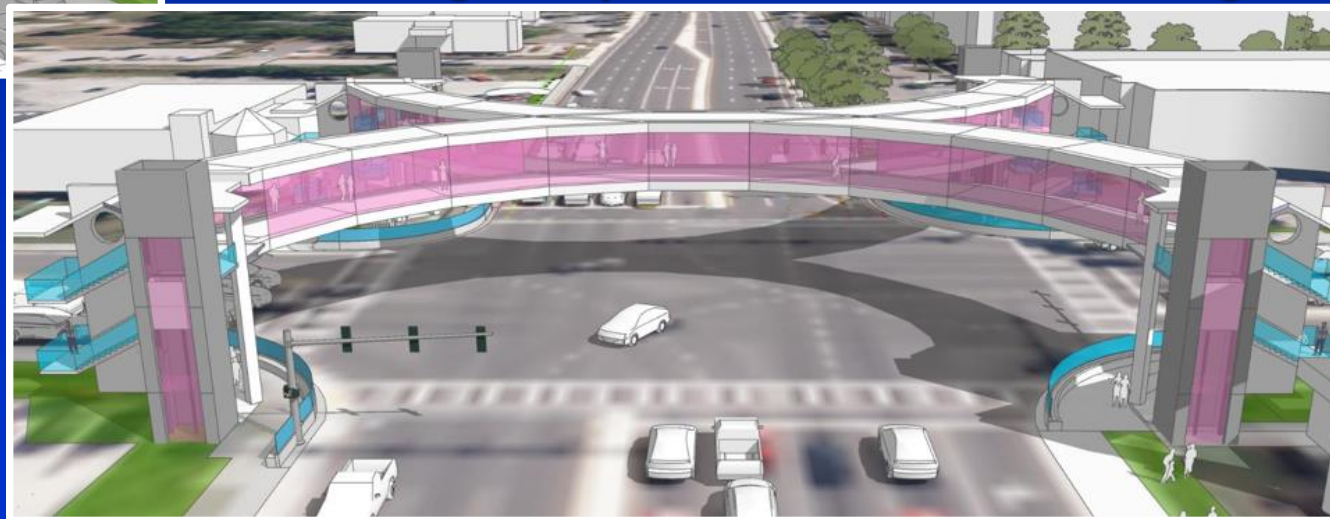
15

- Two final candidate configurations considered:



**"X" Option – International Drive looking North**

**Interlocking "C" Option – Sand Lake Road looking East**



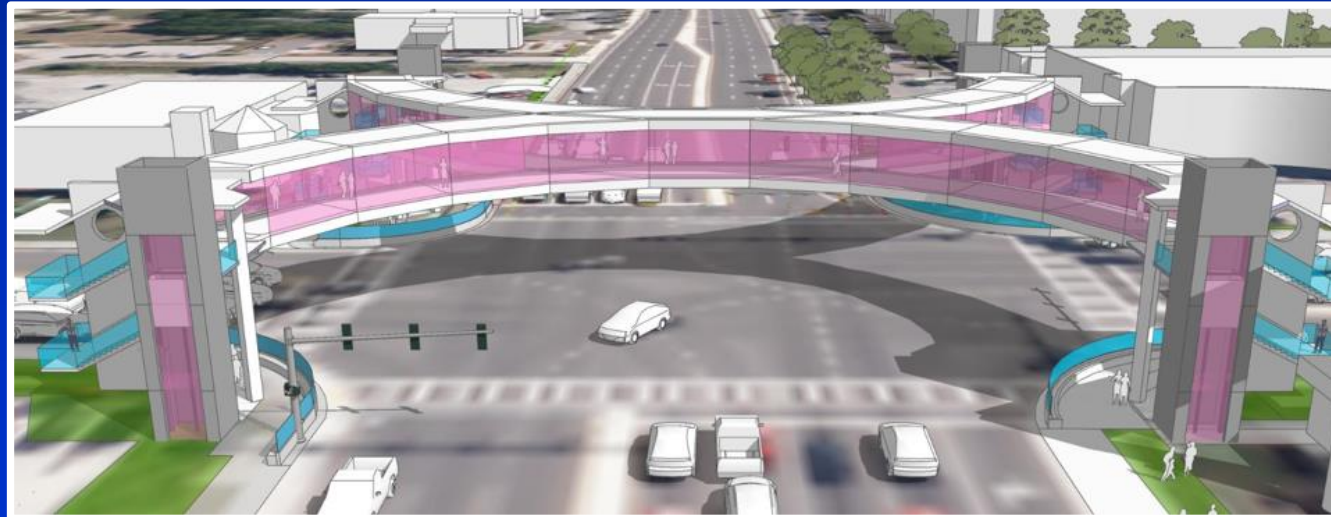


# Collaboration / Configuration

16

## ■ Results:

- Interlocking “C” highest rated option
- Curved configuration visually dynamic - better user experience
- Configuration has little impact on intersection corners
- Photovoltaic cells meet sustainability goal





# Presentation Outline

17

- Inspiration
- Collaboration / Configurations
- Recommendation
- Public Involvement
- Project Funding and Schedule
- Summary
- Board Direction



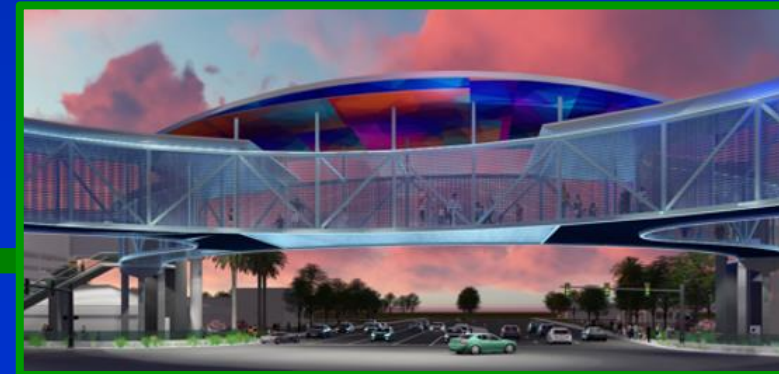




# Recommendation

18

- Study Framework
  - Safety analysis and operations
  - Rendering of selected concepts
  - Recommendations





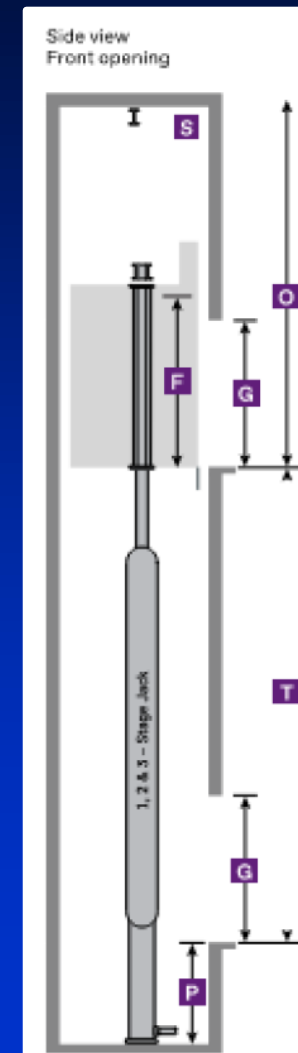
# Recommendation

19

- Safety and Operations
- Elevators
  - Accommodate fully equipped ERT
  - Site-specific response plan
    - Unlock door at top
    - Use assistance tools to go down the stairs
    - Quick response contract to bring car down
  - Roof Emergency access included in design
  - Stand by generator
  - Crosswalks north and at signals south and east



Cross Walks



Elevator Detail



# Recommendation

20

## ■ Concept Alternative One: The Wave



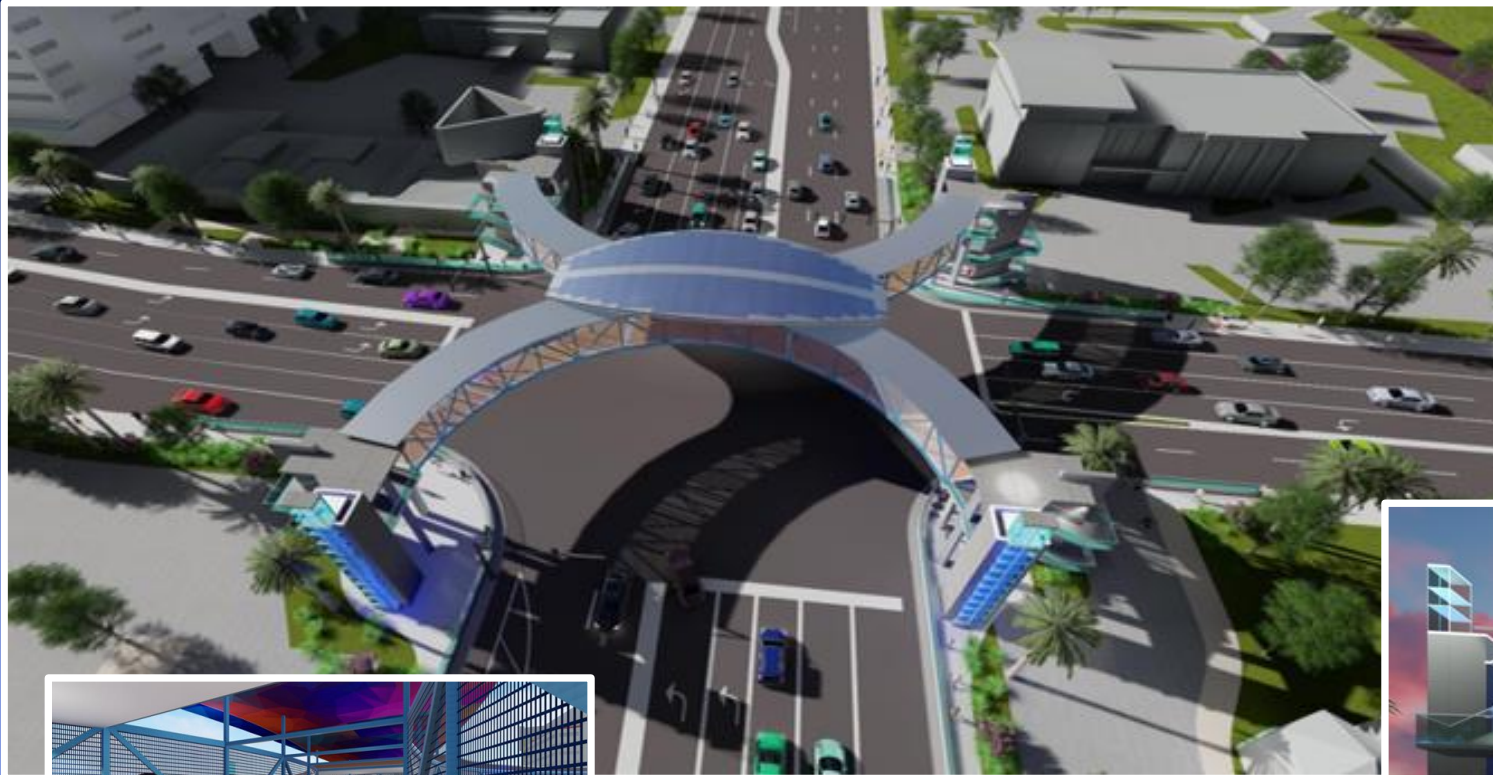


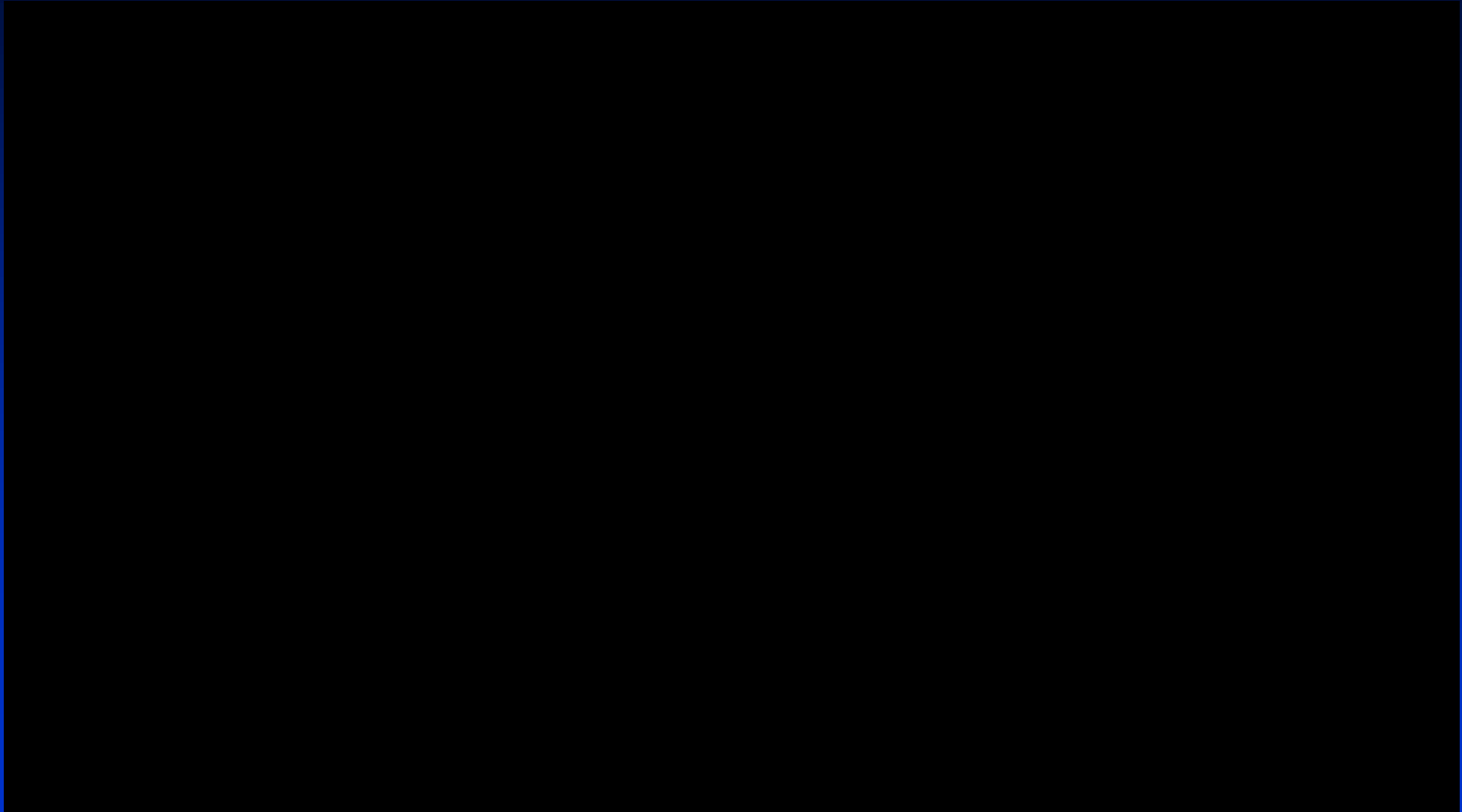


# Recommendation

21

## ■ Concept Alternative Two: The Drone (Recommended)







# Presentation Outline

23

- Inspiration
- Collaboration / Configurations
- Recommendation
- **Public Involvement**
- Project Funding and Schedule
- Summary
- Board Direction







# Public Involvement

24

- **Project Advisory Group**

- PAG #1 August 2022 - Overview
- PAG #2 September 2022 – Existing conditions / ROW
- PAG #3 October 2022 – Preliminary concepts
- PAG #4 June 2023 – Preferred alternative

- **Public Meetings**

- Public Meeting #1 February 2023 - Existing conditions / concepts
- Public Meeting #2 August 2023 - Recommended alternative



**PROJECT WEB PAGE: <https://www.idriveoverpass.com/>**



- **Results of Public Meetings, LPA, and BCC Work Sessions**
  - Create an Emergency Response Plan
  - Elevate barriers to prevent pedestrians from accessing roadway
  - Ensure bridge mesh walls prohibit objects from being thrown from the bridge
  - Assessed alternative bridge location
  - Prioritize walking and biking over cars



# Public involvement

26

- **BCC Work Session on Sept. 16, 2023**
- **Next Steps:**
  - Finalize negotiations with impacted property owners
  - Enter into property agreements
  - Coordinate with FDOT
  - Complete Conceptual Design Study
  - Present to the BCC







# Presentation Outline

27

- Inspiration
- Collaboration / Configurations
- Recommendation
- Public Involvement
- Project Funding and Schedule
- Summary
- Board Direction





# Project Funding and Schedule

28

INTERNATIONAL DRIVE PEDESTRIAN OVERPASS			
INTERSECTION ANALYSIS AND CONCEPTUAL DESIGN			
ALTERNATIVES MATRIX DRONE AND WAVE			
CRITERIA	NO-BUILD	THE DRONE (PREFERRED)	THE WAVE
ADJACENT PROPERTY IMPACTS			
Easements Required	None	4	4
Physical Impacts	None	6 Parking Spaces	6 Parking Spaces
Agreements	None	3 Property / One Air Rights	3 Property / One Air Rights
SOCIAL, NATURAL, AND PHYSICAL IMPACTS			
Social and Neighborhood	None	Improved Connectivity	Improved Connectivity
Encroachment	None	Improved Air Quality	Improved Air Quality
Stormwater / Floodplain	None	None	None
Contaminated Sites	None	None	None
Physical	None	Improved Safety	Improved Safety
ESTIMATED COST (PRESENT DAY)			
Design	None	\$4,180,000	\$4,300,000
Mitigation	None	None	None
Right-of-Way	None	Donations	Donations
Construction	None	\$27,900,000	\$28,623,000
Utility Relocation	None	\$200,000	\$200,000
CEI	None	\$3,348,000	\$3,434,760
TOTAL	\$0	\$35,628,000	\$36,557,760

\* Note: Design and Construction will be funded by the CRA



# Project Funding and Schedule

29

## ■ Tentative Projected Schedule

INTERNATIONAL DRIVE PEDESTRIAN OVERPASS																
2025			2026			2027			2028			2029			2030	
			Procurement and Design*													
											Procurement and Construction*					

\* Or other delivery method such a Design-Build or Construction Manager at Risk (CMAR)





# Presentation Outline

30

- Inspiration
- Collaboration / Configurations
- Recommendation
- Public Involvement
- Project Funding and Schedule
- **Summary**
- Board Direction



- Congestion at the I-Drive and Sand Lake Road intersection creates a challenging safety environment
- The Interlocking “C” - Drone Scheme was identified as the recommended alternative to meet operational, aesthetic, budget, and iconic gateway criteria
- The conceptual design is Iconic and has a unique configuration



# Presentation Outline

32

- Inspiration
- Collaboration / Configurations
- Recommendation
- Public Involvement
- Project Funding and Schedule
- Summary
- Board Direction





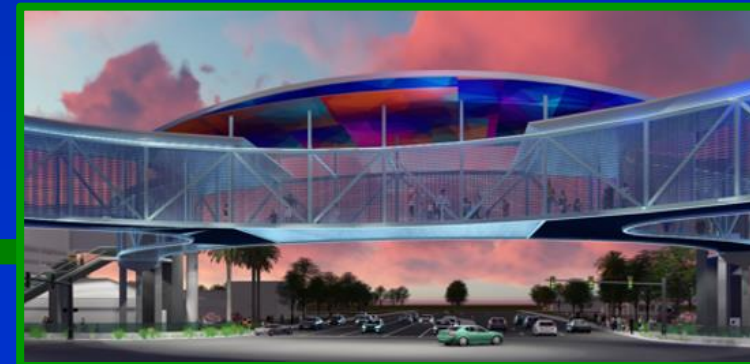


# Board Direction

33

## ■ Comprehensive Plan

- Implement Long Range Transportation Plan (Obj. T1.1)
- Implement financially-feasible multimodal transportation system (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)





# Board Direction

34

- Find the I-Drive Pedestrian Overpass Intersection Analysis and Overpass Conceptual Design Study consistent with the Comprehensive Plan
- Approve of the study and direct staff to move forward with design, right-of-way acquisition, and construction

