

Transportation Planning Division



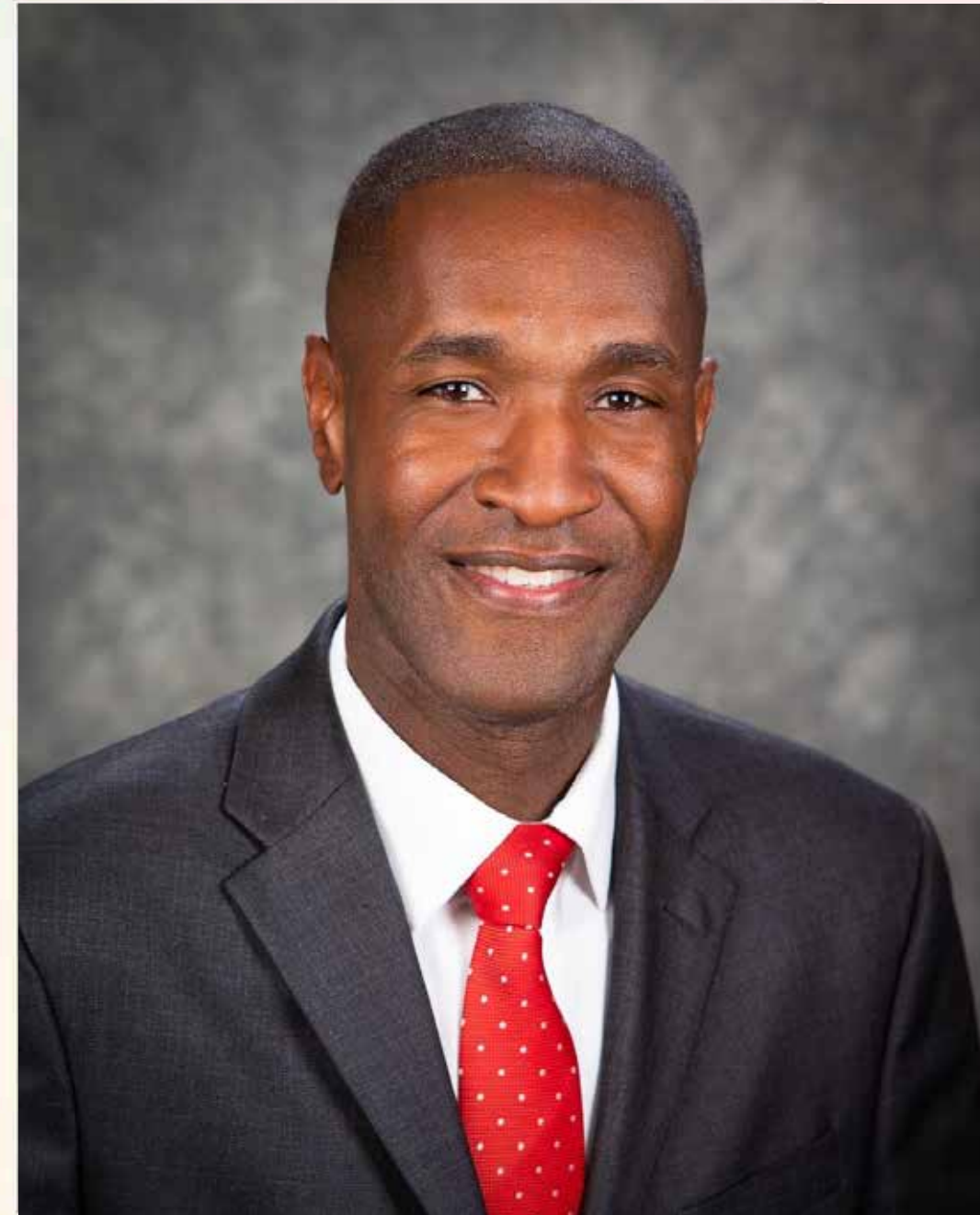
International Drive Pedestrian Overpass
Analysis and Overpass Conceptual Design Study

Public Meeting #2





Jerry L. Demings
Orange County Mayor



Michael "Mike" Scott
District 6 Commissioner



Ways to Provide Feedback

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ORANGE COUNTY GOVERNMENT

International Drive Pedestrian Overpass
Analysis and Conceptual Design Study

Public Comment Form

Name _____ Phone _____

Address _____

City _____ State _____ Zip Code _____

Check here to be added to the project mailing list.

Please use this comment form to express your opinions regarding the pedestrian overpass at the intersection of International Drive and Sand Lake Road. You can leave your completed form in the comment box at this meeting, with a member of the project team today or mail it, postmarked Wednesday, March 8, 2023, to the address below. All comments are part of the project record and are available for viewing by the public and media.

Comments: _____



Call or Email (website,
www.idriveoverpass.com
newsletter and this presentation)



Date: 8/2/2023 Number:

To be completed prior to making a recorded statement

COMMUNITY MEETING

August 2, 2023

International Drive Pedestrian Overpass Analysis & Conceptual Design Study
Sand Lake Road at International Drive
Orange County, Florida

Please print:

Name: Last _____ First _____ Middle Initial _____

Address: Street _____

City _____ State _____ Zip Code _____

Telephone: (____) _____ Area Code _____

Representing: Self _____ Firm _____
Government Agency _____
Civic Organization _____
Homeowners Association _____
Other _____

Public Alternatives Meeting
Wednesday, February 22, 2023
Open House - 5:30 p.m.
Presentation - 6:00 p.m.
Lake Buena Vista High School Cafeteria
11305 Daryl Carter Pkwy, Orlando, FL 32836



Public Meeting #2

Project Advisory Group Meeting Objectives

Meeting Number One

Introduction of Participants
General Overview of Project
Initial Comments from Group Members

Meeting Number Two

Presentation on Findings of Existing Conditions
Discussion of General Bridge Features; Ramps, Stairs
Elevators, etc.
Discussion of Right-of-Way and Access impacts
Discussion of Utility Impacts
Comments from Group Members

Meeting Number Three

Presentation of Preliminary Bridge Concepts
Comparison of Aesthetics for Each Concept
Comments from Group Members

Meeting Number Four

Presentation of Two Preferred Bridge Concepts
Discussion of Refined Aesthetics
Final Comments from Group Members
Discuss Rankings and Determination of Preferred
Alternative

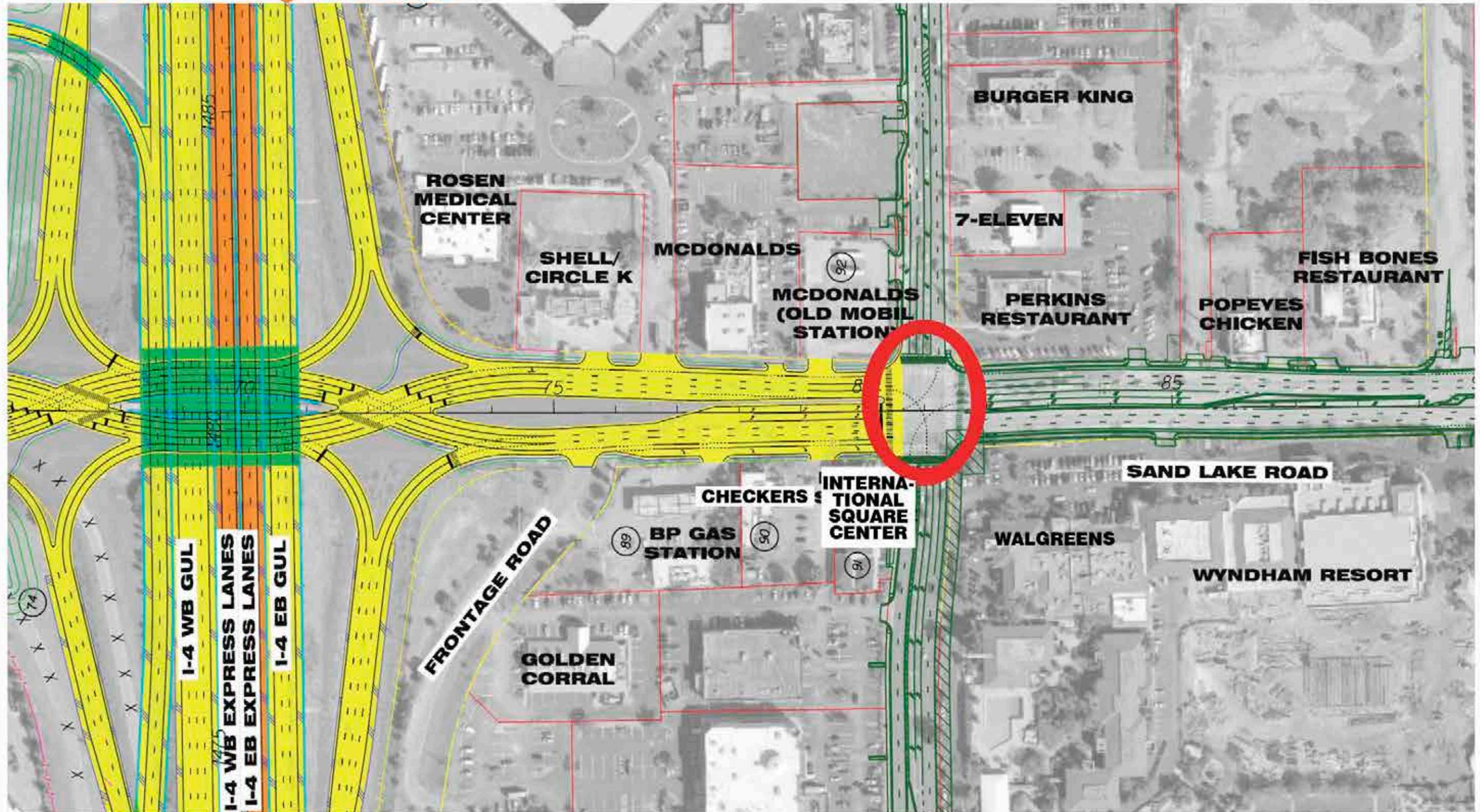


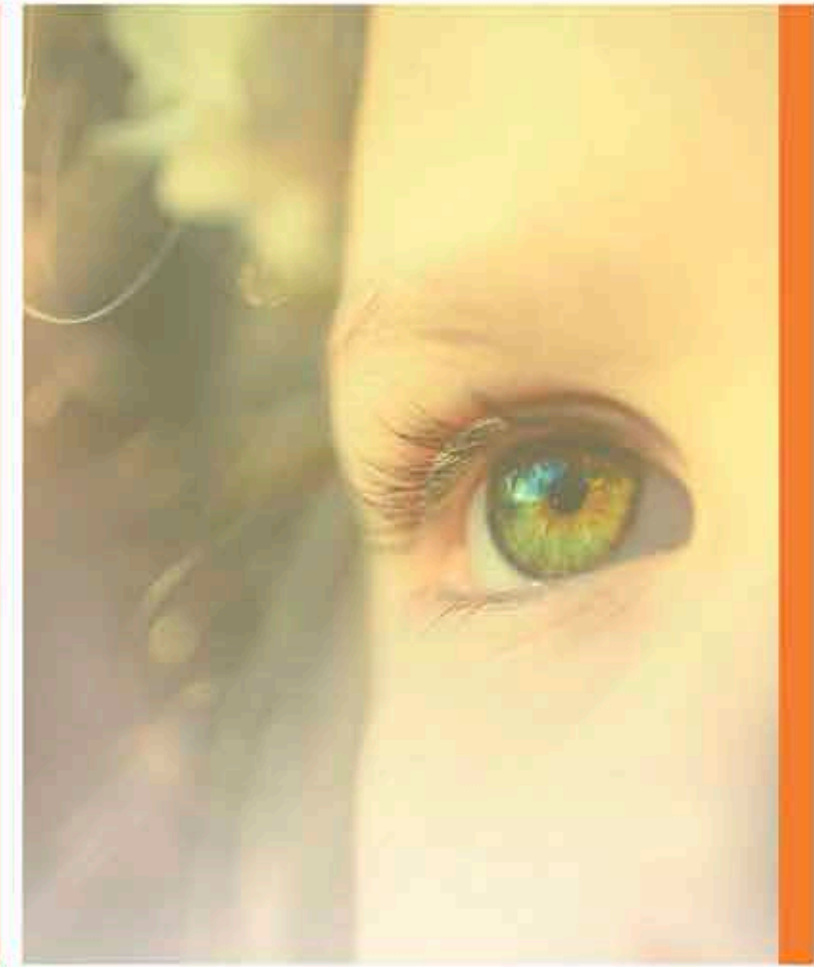
Results of PAG meeting 1, 2, 3 & 4

1. Include barrier at intersections to prevent on grade crossing.
2. Utilize Stair and Elevator at each intersection (best option for each corner)
3. Minimize impact on existing utilities and on adjacent property owners.
4. Create an Iconic Gateway to the Convention and Entertainment District
5. Consider potential bridge connections to adjacent properties (both elevated and on grade).
6. Consider experience of those traveling under the bridge as well as those experiencing the bridge by crossing it.
7. Bridge design should consider pedestrians, strollers, and bicycles.
8. ADA accessibility is critical at all intersections.
9. Consider the Intersecting “C” option and the “X” option as the highest ranking and preferred schemes
10. PAG identifies the “Drone” scheme as the preferred option.



Pedestrian Bridge Location





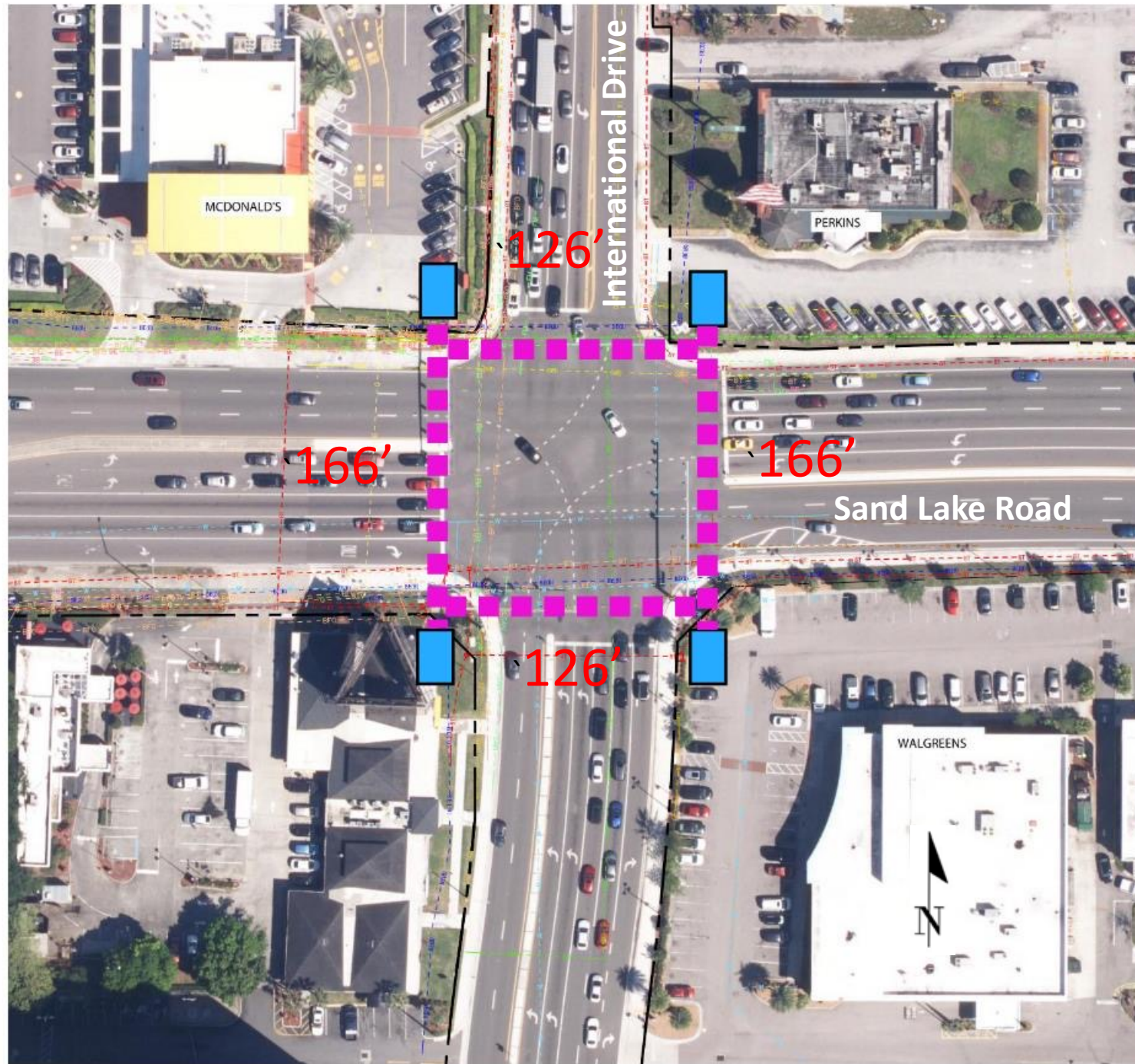
Public Meeting Two

Bridge Configurations Considered



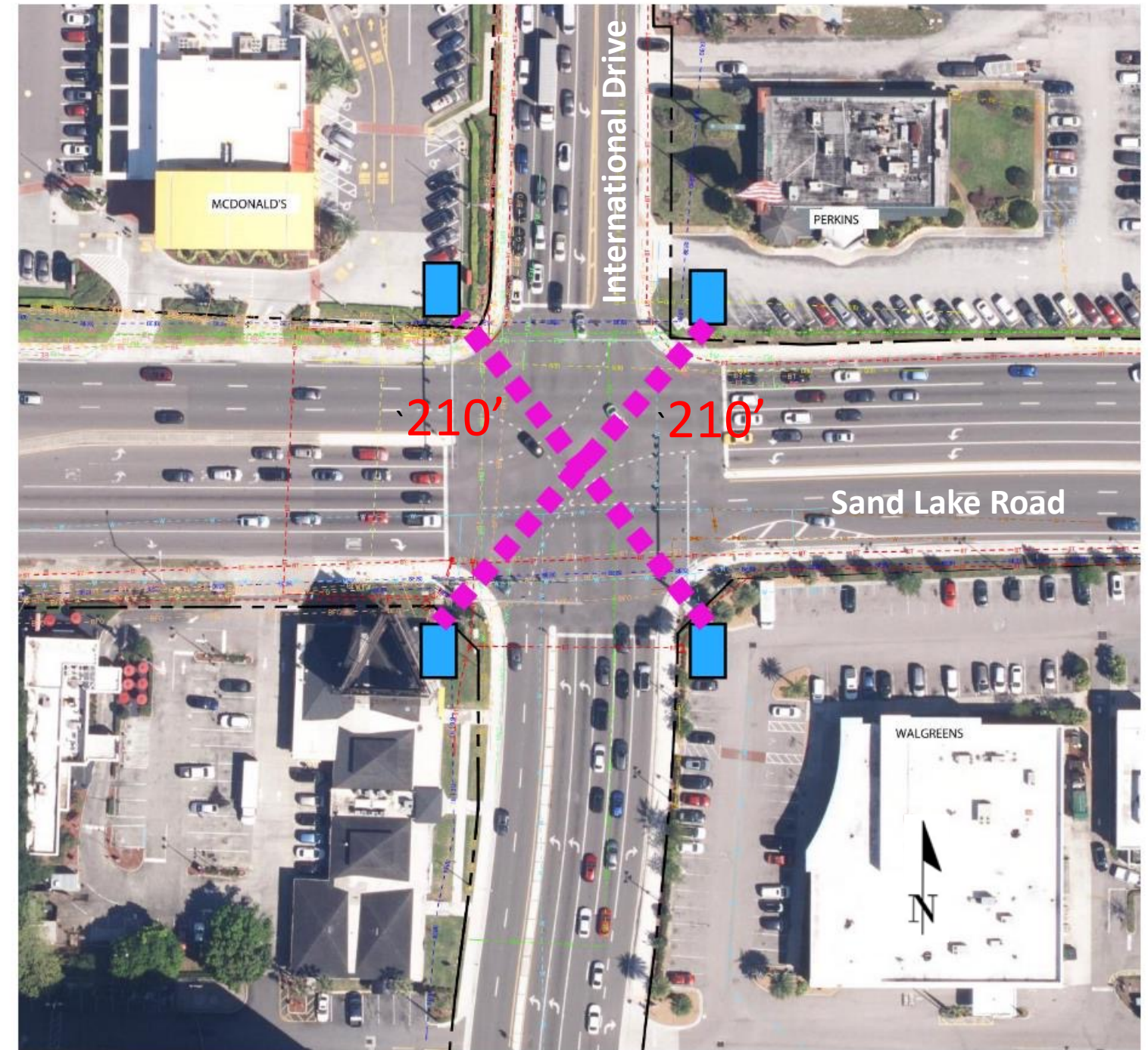
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Bridge Configurations



Option 1 Square Configuration

Simple configuration utilizes straight prefabricated bridge sections. Users must travel either right or left to the final destination. If the destination is diagonal, you will have to travel two segments of the bridge.



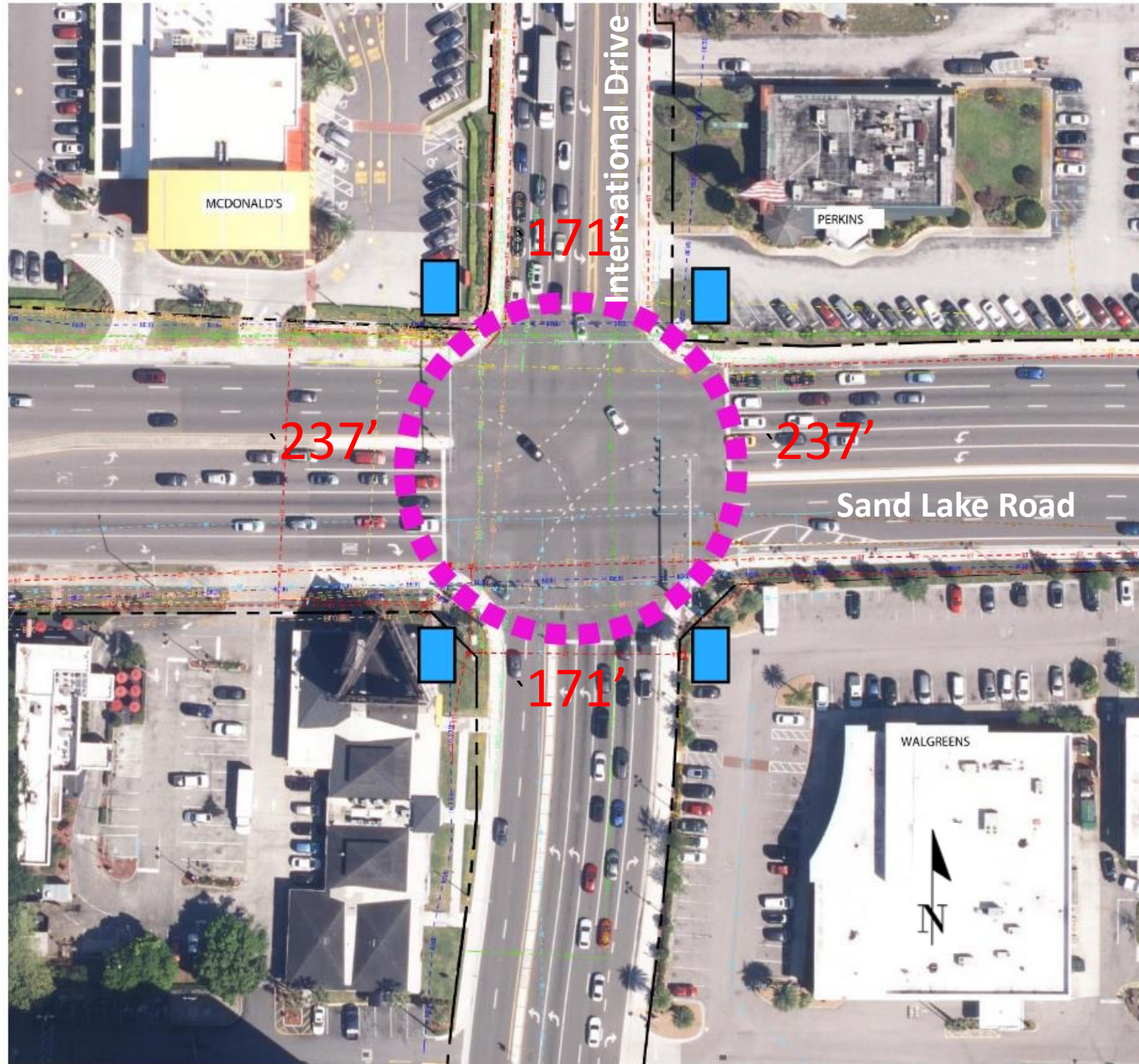
Option 2 "X" Configuration

The "X" configuration utilizes prefabricated bridge sections and includes a shorter total bridge length than Option 1. Users travel approximately the same distance to any destination. That distance is slightly longer than a single span in Option 1.

- Vertical Circulation Tower
- Elevated Bridge

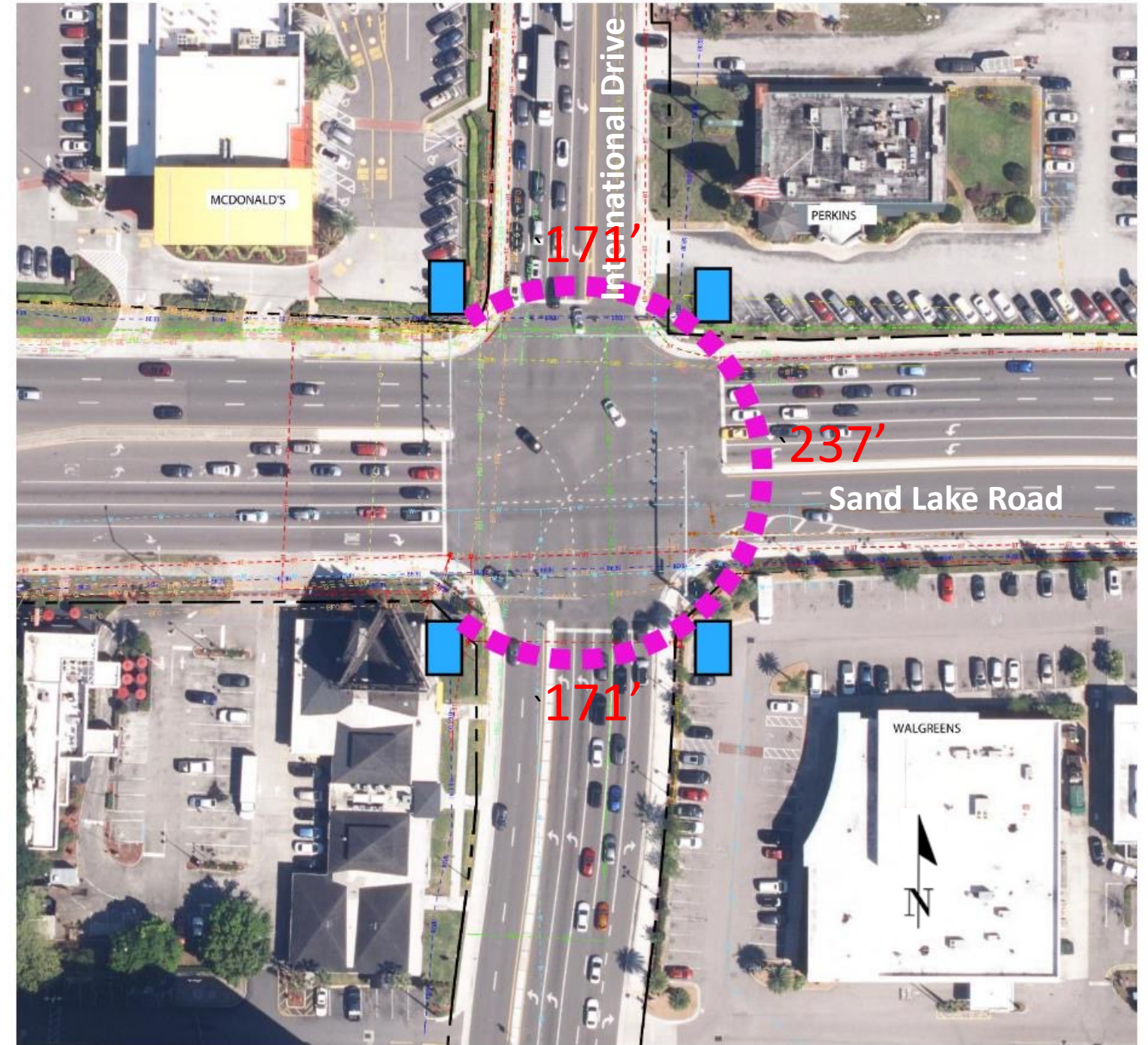


Bridge Configurations



Option 3 Circular Configuration

Operationally similar to the Square configuration, the Circular bridge eliminates 90 degree intersections and allows smooth flow around bridge in either direction. By walking in a continuous curve the appearance of the distance to the destination is reduced. This configuration can be assembled from Pre-fabricated bridge sections.



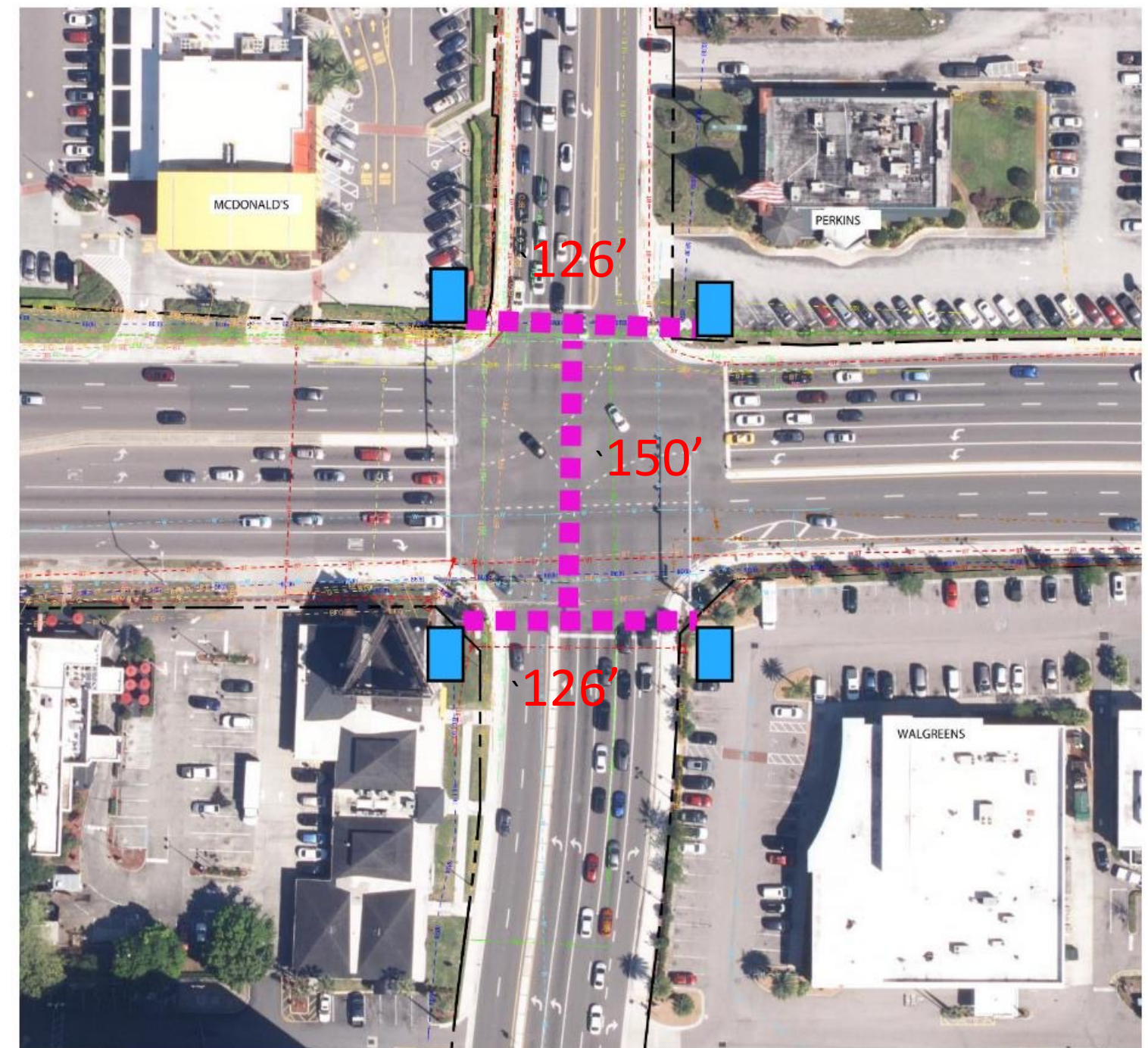
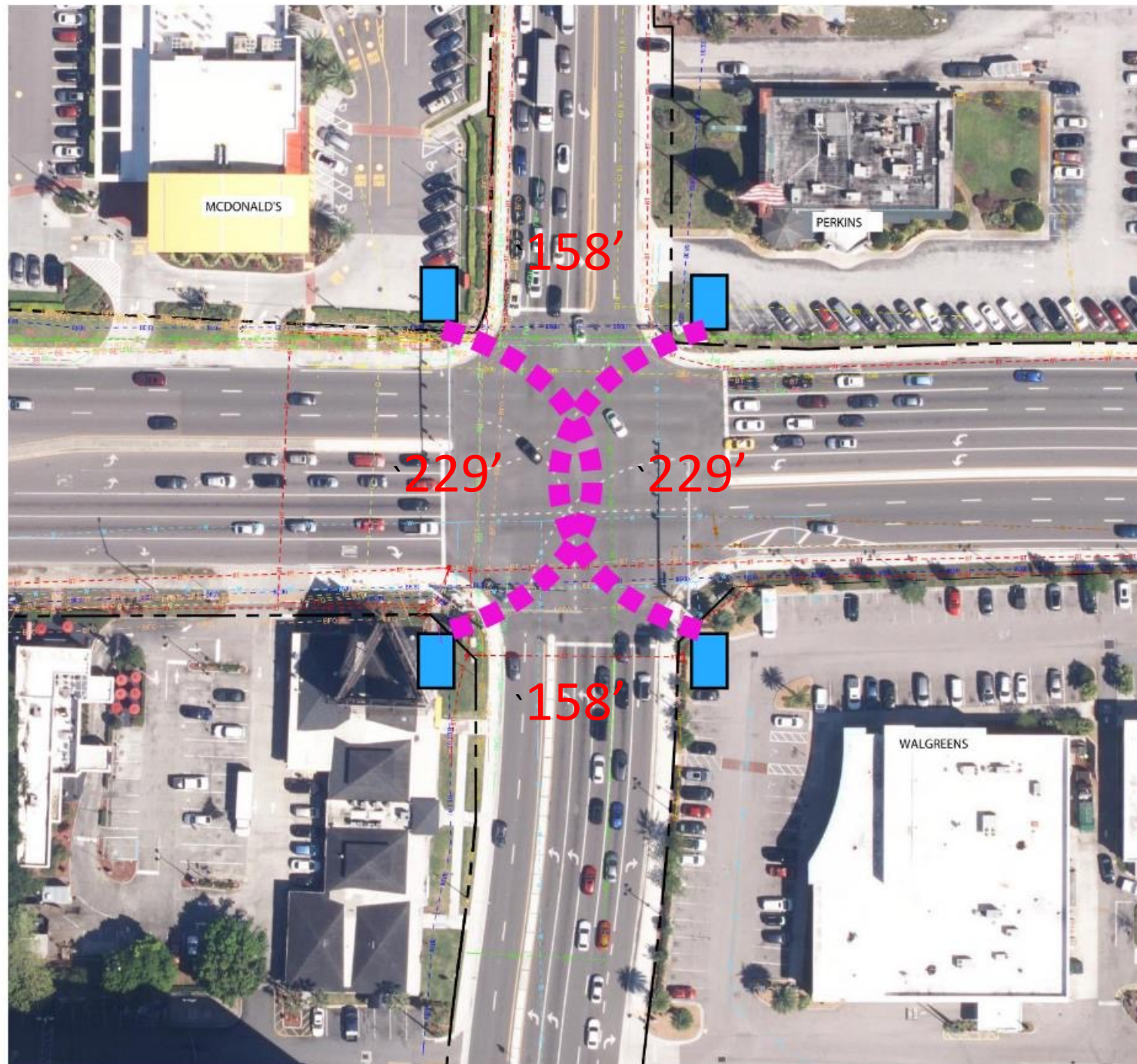
Option 4 "C" Configuration

The "C" configuration utilizes prefabricated bridge sections and includes a shorter total bridge length than Option 3. This configuration only increases the travel distance between the NW and SW corners. This configuration creates a unique gateway for automobiles coming from the I-4 interchange.

 Vertical Circulation Tower

 Elevated Bridge





Option 5
Chanel Logo Configuration



Operationally similar to the "X" configuration, this bridge consists of two curved bridge sections that touch and connect in the middle. More dynamic than the "X" configuration, this configuration eliminates long straight views and can accommodate a transition area in the center of the intersection. This configuration can be assembled from Pre-fabricated bridge sections.

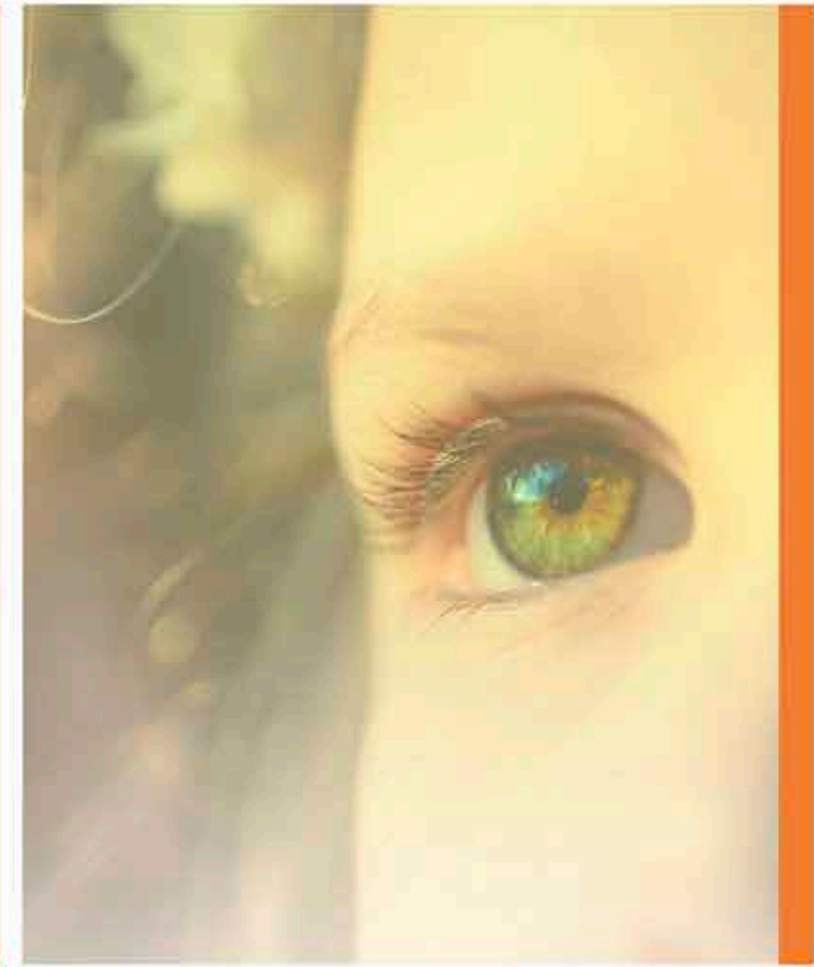
Option 6
"I" Configuration

The "I" configuration utilizes prefabricated bridge sections and includes a shorter total bridge length than Option 3. This configuration is made up of simple straight bridge sections and creates a unique gateway for automobiles coming from the I-4 interchange. Similar to Option 5, this configuration provides shorter travel distances crossing east and west.

 Vertical Circulation Tower

 Elevated Bridge





Public Meeting Two

Selected Bridge Tower Configuration



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Bridge Tower Option 2

Description

A very inviting stair traversing 24'-0" in height. Each stair run is 6' rise. The treads are 12" and the risers are 6" for easy climbing.

The Elevator is 3500# capacity and is stretcher compliant

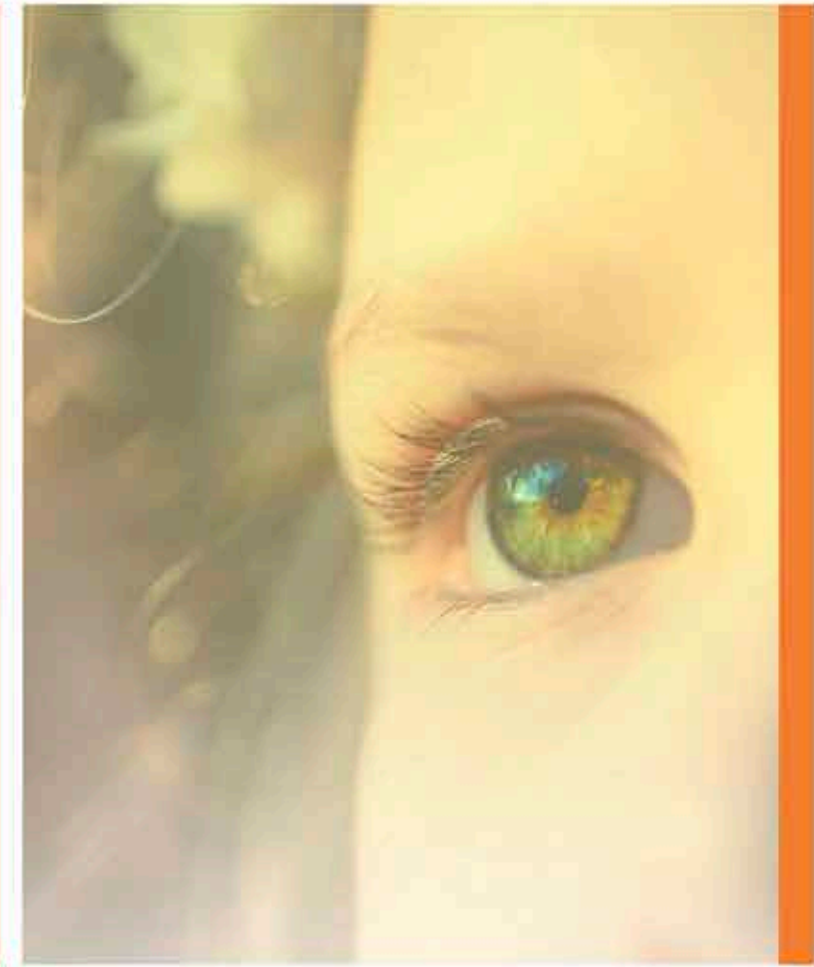
The overall site area required for this configuration is 35' x 40'

Crosswalks have been removed.

Summary

Ground Floor Platform	221sf
Stair Width	6' Wide
Elevator Shaft	10' x 8'-4"
Elevator Cab Size	6'-8" x 5'-5"
Total Ground Level Footprint	531sf
Bridge Width	10'-0"



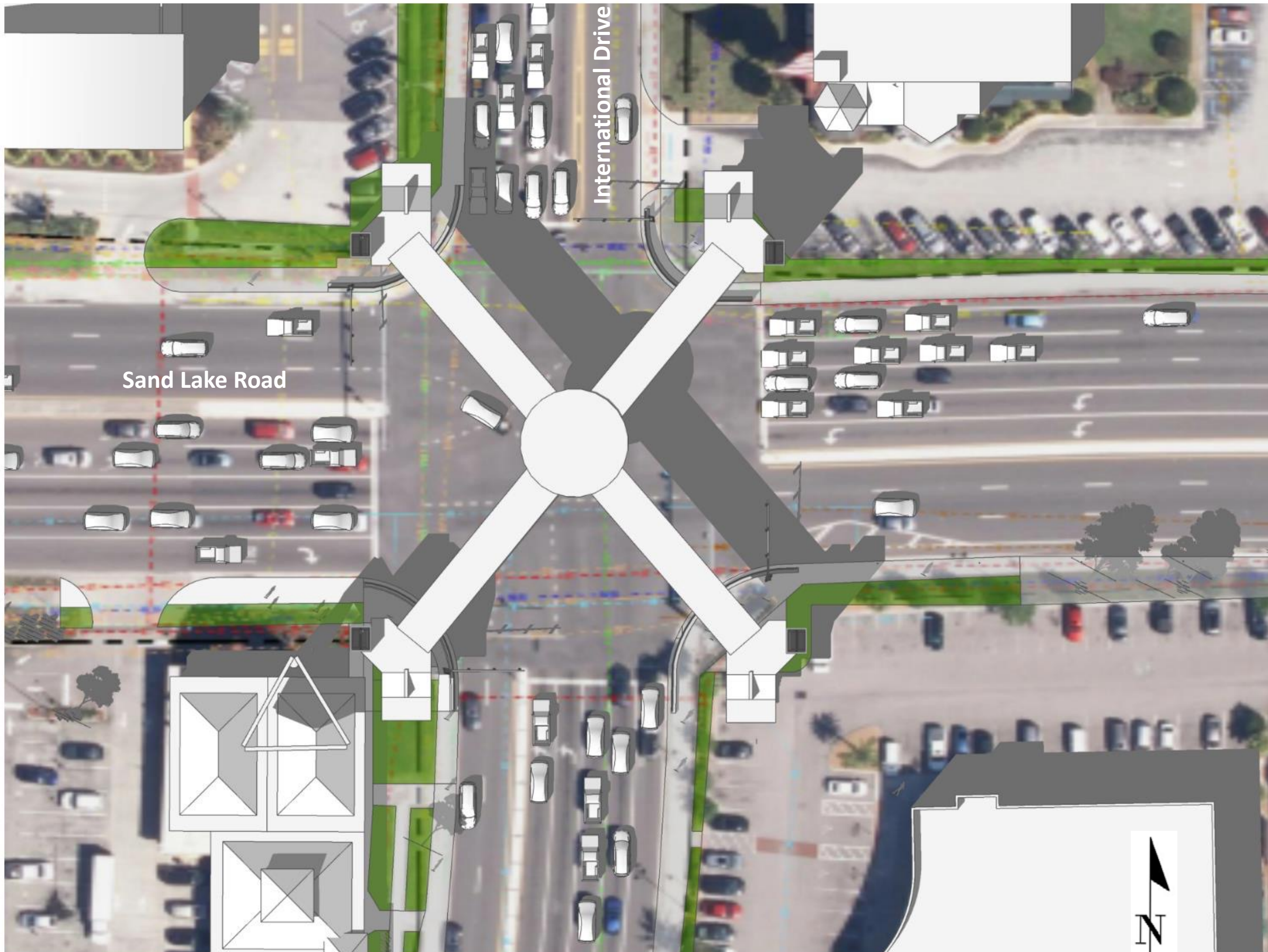


Meeting Number Three

Preliminary Bridge Configuration Concepts



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Bridge Configuration "X" Option

Description

The "X" configuration consists of two straight bridge runs intersecting in the middle of the intersection.

The overall length of the bridge in the "X" configuration is the third shortest of all options at 420' of length and has the third shortest average travel distances of the options considered.

One benefit of this configuration is that the travel distance to every other intersection is exactly the same. The negative of this configuration is that the shorter distances across International drive are actually longer in this design.

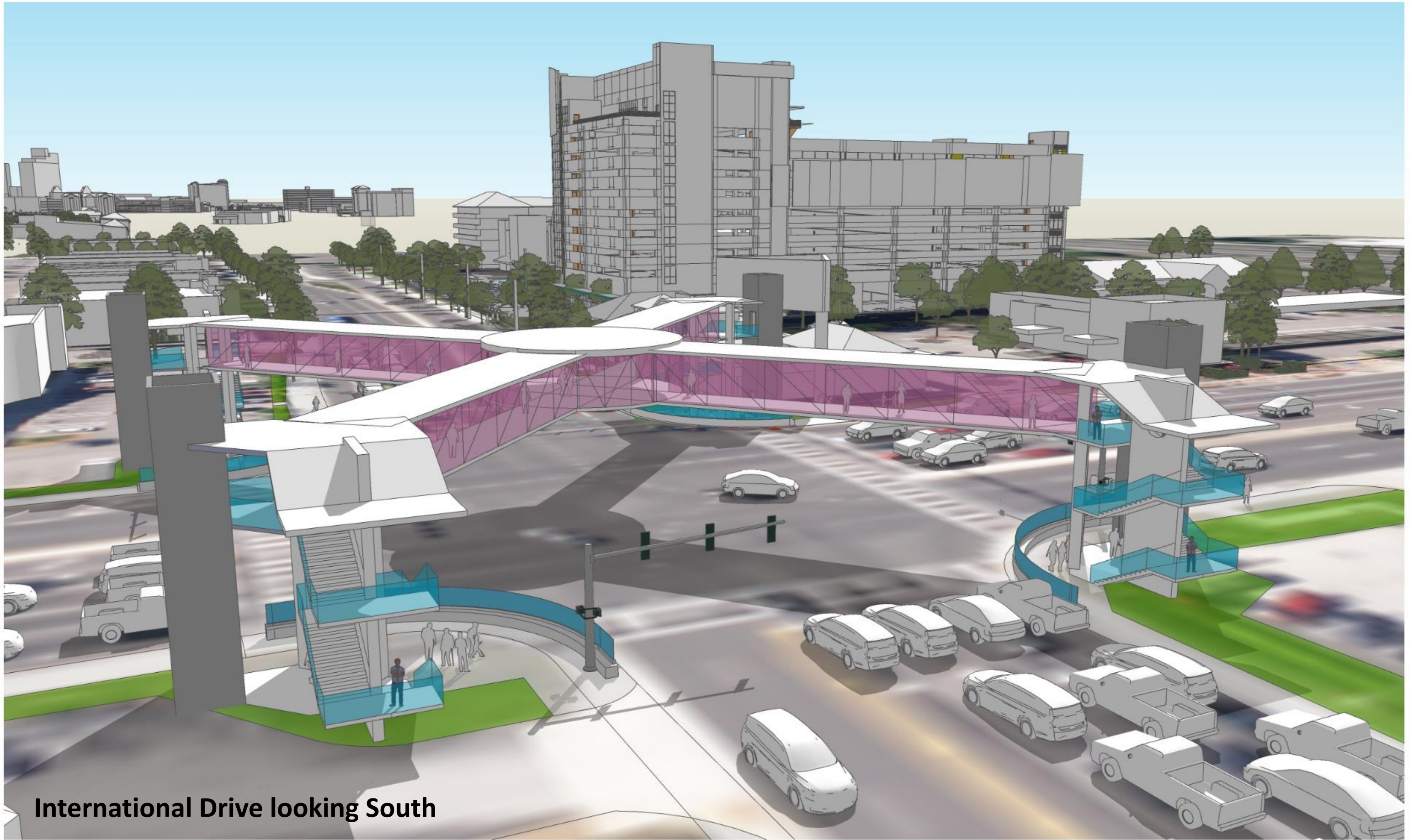
There is an opportunity for a unique feature at the crossing point of the bridge which all users will experience.

The straight bridge sections create a less desirable experience and users have to make a turn at the center section unless they are traveling diagonally across the intersection.

Summary

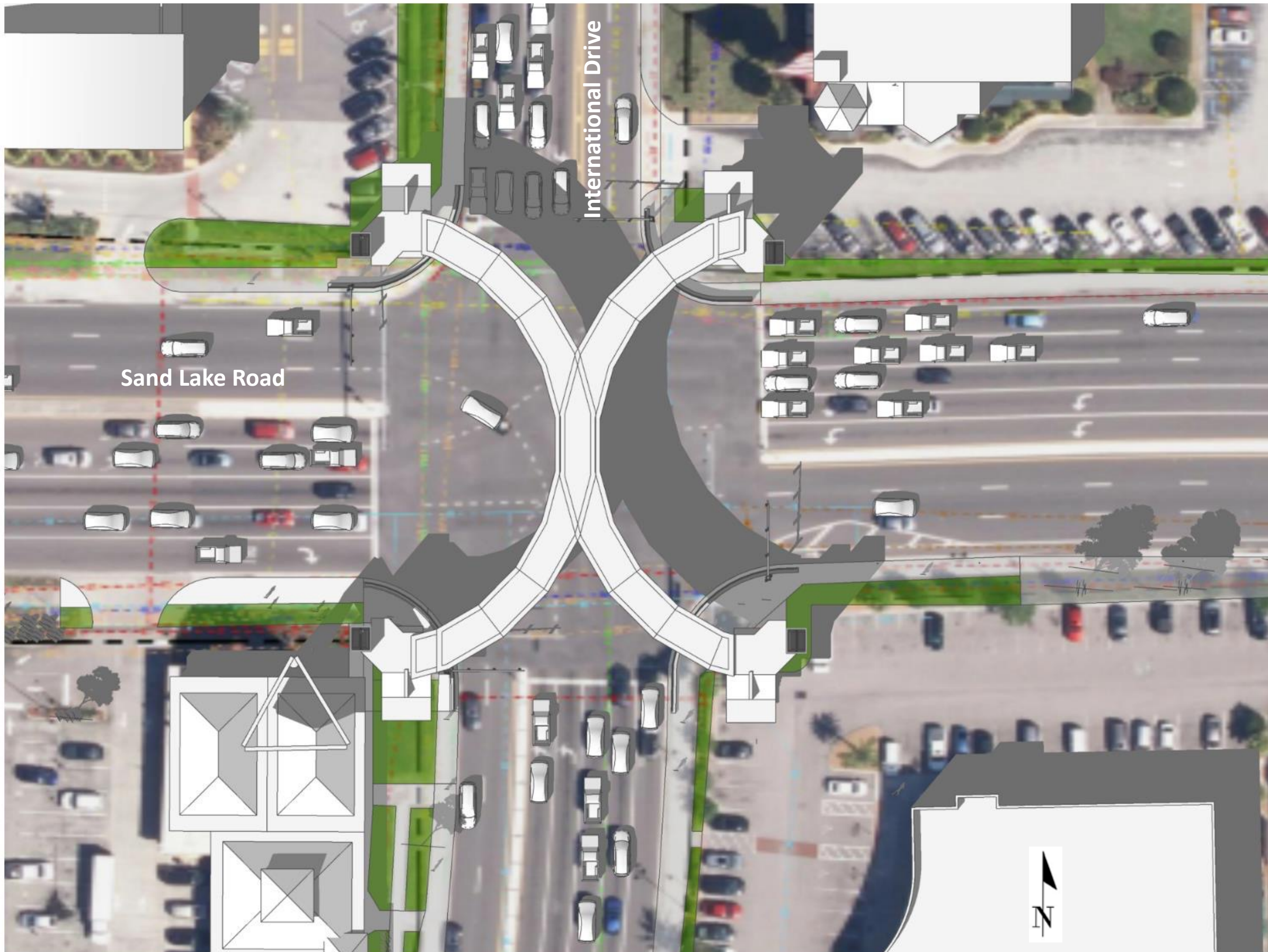
Average Travel Distance	210'
Bridge Length	420'
Bridge Width	12'-0"





International Drive looking South





Bridge Configuration Intersecting "C" Option

Description

The interlocking "C" Shaped bridge configuration evolved from the "I" configuration. This bridge configuration provides a similar travel distance to all intersections served.

The overall length of the bridge in the Interlocking "C" configuration is the shortest of all options at 395' of length and has one of the shortest average travel distances of the options considered.

In addition the curved sections add to the crossing experience by limiting the long view across the bridge and maximizing the views to surrounding businesses while the users traverse the bridge.

There is an opportunity for a unique feature at the crossing point of the bridge which all users will experience.

This configuration creates a unique gateway for automobiles from all directions. The effect is different for vehicles on International Drive and Sand Lake Rd.

Summary

Average Travel Distance	205'
Bridge Length	395'
Bridge Width	12'-0"

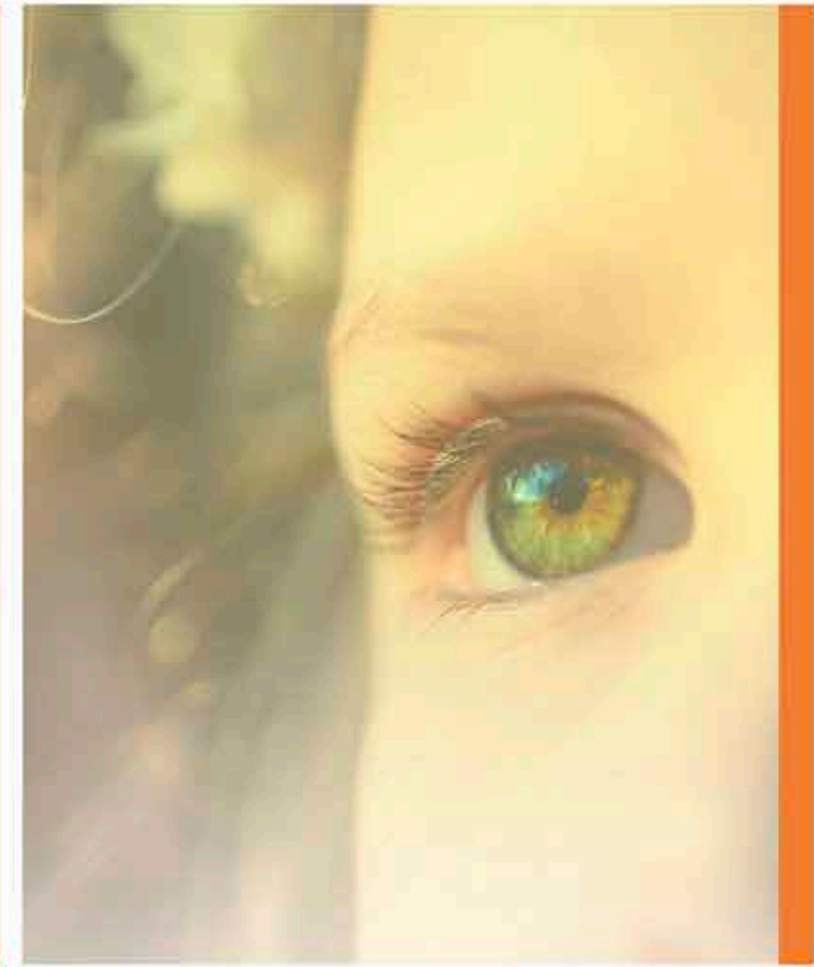




Sand Lake Road looking East







Meeting Number Three

Summary of Findings



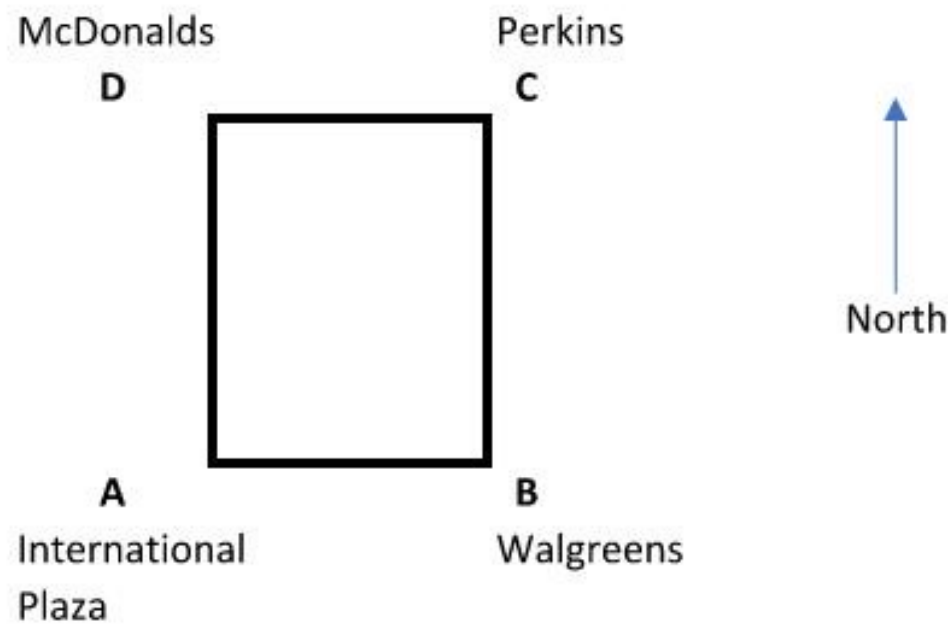
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Bridge Configuration Evaluation Matrix

(lower score is higher ranking)

	Travel Dist. Int. A-B		Travel Dist. Int. A-C		Travel Dist. Int. A-D		Avg. Walk Dist.	Rank	Bridge Length	Rank	Total Score	Rank
Square Configuration	126	292	166		195	1	584	5	6	2		
"X" Configuration	210	210	210		210	3	420	3	6	2		
Circular Configuration	171	408	272		284	5	816	7	12	5		
"C" Configuration	171	408	579		386	6	579	4	10	4		
"I" Configuration	126	276	276		226	4	402	2	6	2		
Modified "I" Configuration	126	229	229		195	1	686	6	7	3		
Intersecting "C" Configuration	158	229	229		205	2	395	1	3	1		

Exist. Crosswalk Distance	
A-B	96'
A-C	259'
A-D	132'
Avg.	162'



Note:
Distance from A-C is the same as B-D

The lowest scoring option is the Intersecting "C" configuration.



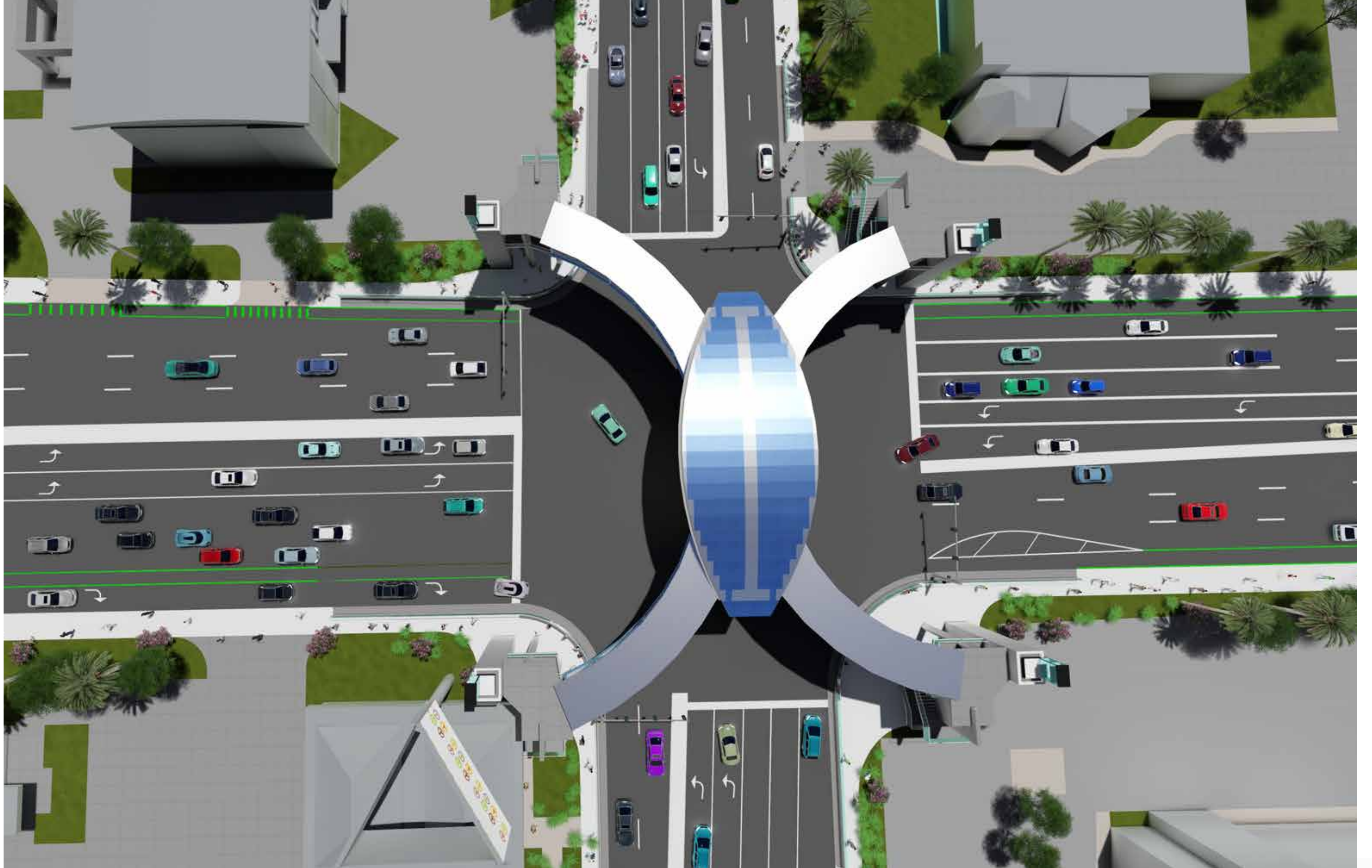
Summary

- Curved bridge configurations create a more dynamic visual and a better experience for bridge users.
- Elimination of the crosswalks will increase pedestrian safety and reduce traffic congestion.
- Corner wrapping seat wall/barriers will be required to prevent people from attempting to cross the intersection on grade.
- Bridge configuration has little impact on space required at intersection corners.
- Bridge Configuration Evaluation Matrix shows the “Intersecting C” configuration to be the highest rated option (lowest score).
- We are seeking input from the PAG on the preferred configuration to meet the operational, aesthetic, budget, and iconic gateway criteria.



The Drone Concept

















Public Meeting #2 | “The Drone” Concept – Looking West on Sand Lake Rd

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Summary

- Based on Project Advisory Group input we focused on schemes related to the “X” and “Intersecting C” configurations. Both concepts share similar advantages.
- Both schemes share the same vertical circulation elements as determined by analysis of the PAG.
- The resulting designs are both Iconic as they have a unique configuration in plan and unique expressions of form and structure.
- The Drone Scheme was identified as the approved direction to meet the operational, aesthetic, budget, and iconic gateway criteria.



Next Steps

- Finalize negotiations with impacted property owners
- Enter into agreements with adjacent property owners.
- Coordination with FDOT on items impacting bridge
- Complete International Drive Pedestrian Overpass Analysis and Overpass Conceptual Design Study
- Present Bridge Concept to Orange County Board of County Commissioners for approval.

