

Transportation Planning Division



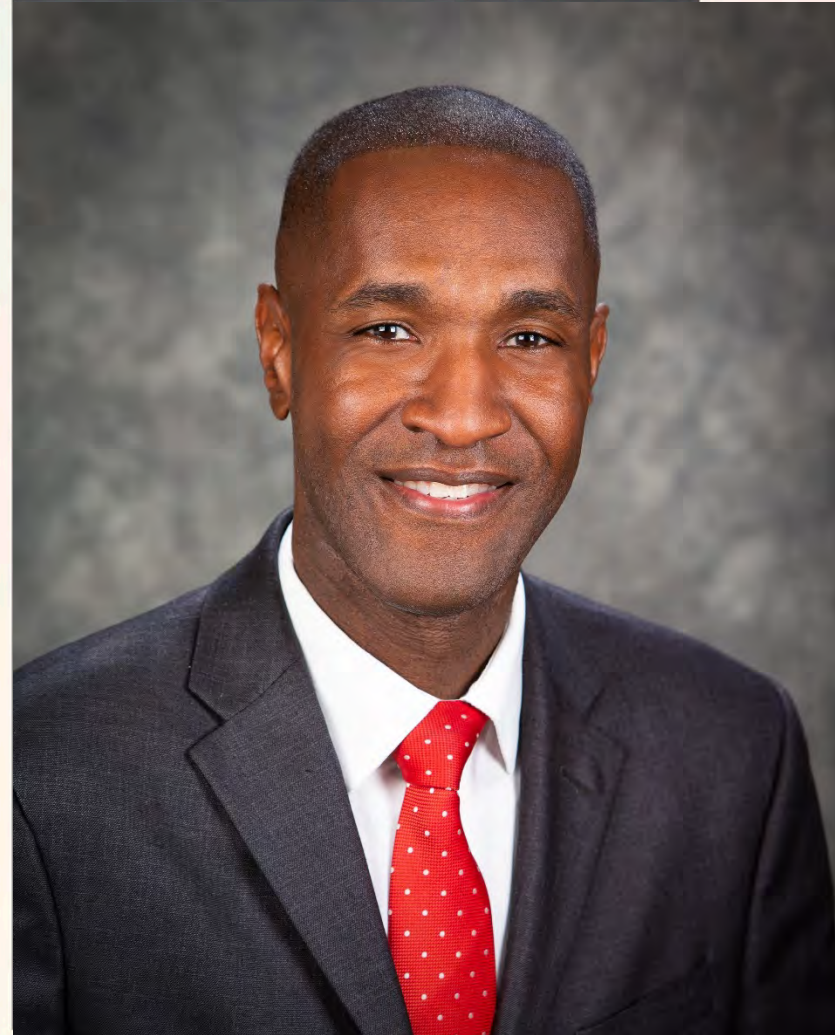
International Drive Pedestrian Overpass  
Analysis and Overpass Conceptual Design Study

Public Meeting #1





**Jerry L. Demings**  
Orange County Mayor



**Michael "Mike" Scott**  
District 6 Commissioner






# Ways to Provide Feedback

Orange County Project Contact:  
Blanche Hardy P.G., ARM  
Project Manager  
Community, Environmental and  
Development Services  
Transportation Planning Division  
4200 John Young Parkway  
Orlando, FL 32839  
Email: [blanche.hardy@ocfl.net](mailto:blanche.hardy@ocfl.net)  
Phone: (407) 836-0267  
Fax: (407) 836-8079

Consultant Project Contact:  
Rick Baldocchi, PE  
AVCON  
5555 E. Michigan Street, Suite 200  
Orlando, FL 32822  
Email: [RVB@avconinc.com](mailto:RVB@avconinc.com)  
Phone: (407)-599-1122



Call or Email (website,  
[www.idriveoverpass.com](http://www.idriveoverpass.com)  
newsletter and this presentation)







# Project Advisory Group Meeting Objectives

## Meeting Number One

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

### 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 Refined Bridge Concepts  
Discussion of Refined Aesthetics  
Further Discussion of Right-of-Way and Access Impacts  
Further Discussion of Utility Impacts  
Final Comments from Group Members

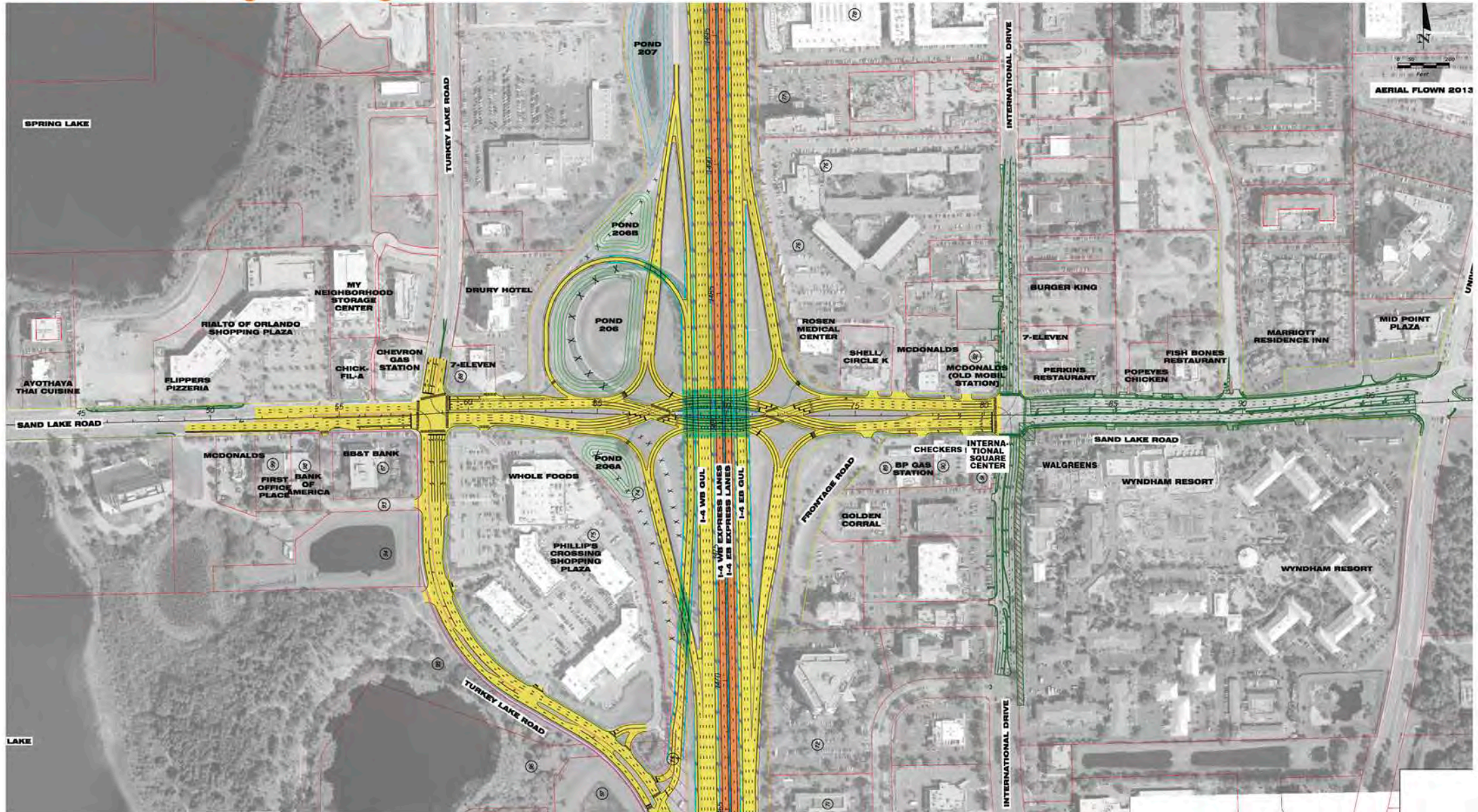
### Meeting Number Five

Presentation of Final Concept Plans for 3 Alternatives  
Presentation on Evaluation Method and Rankings  
Discuss Rankings and Determination of Preferred Alternative



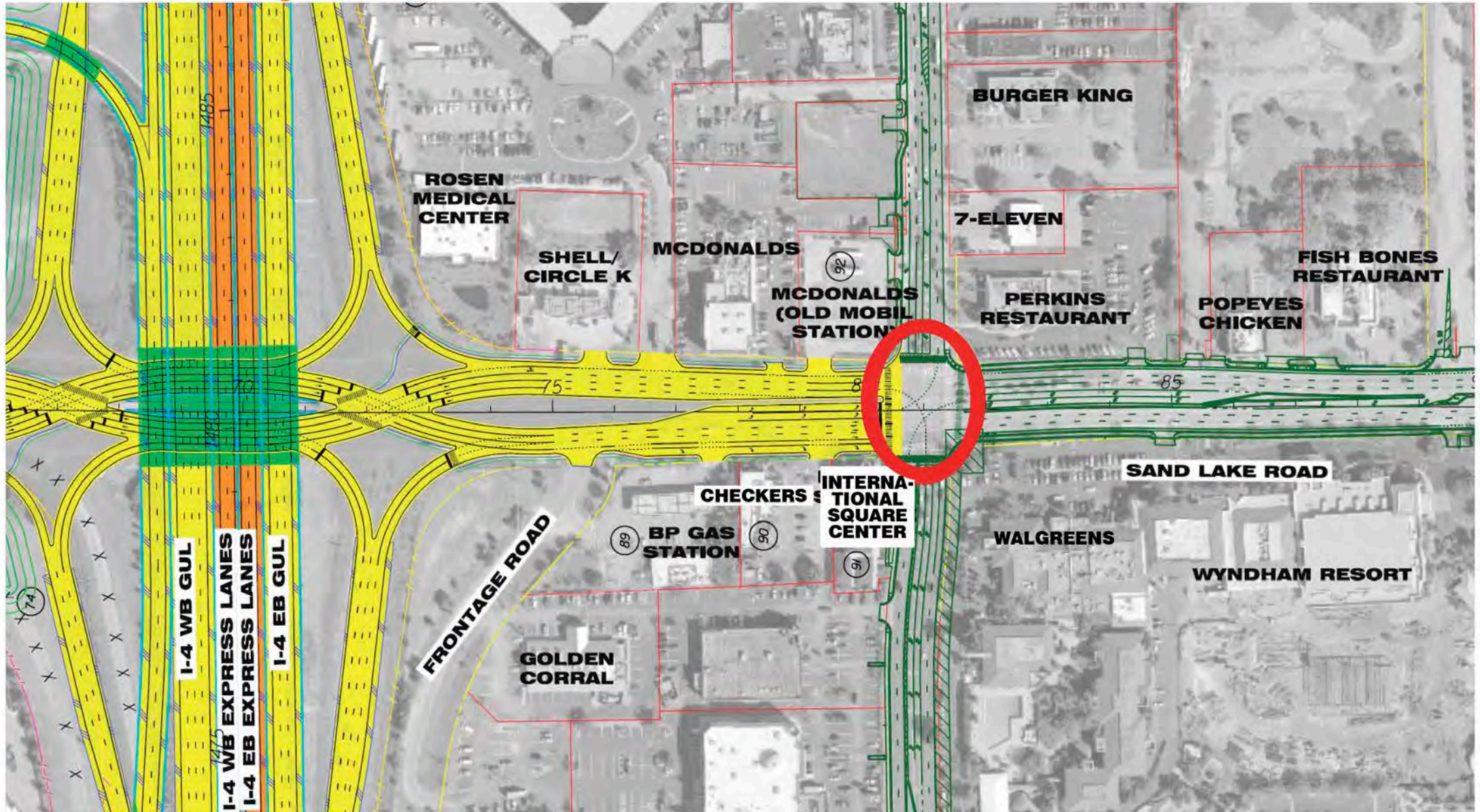


# I-4 Interchange – Design Build 2023





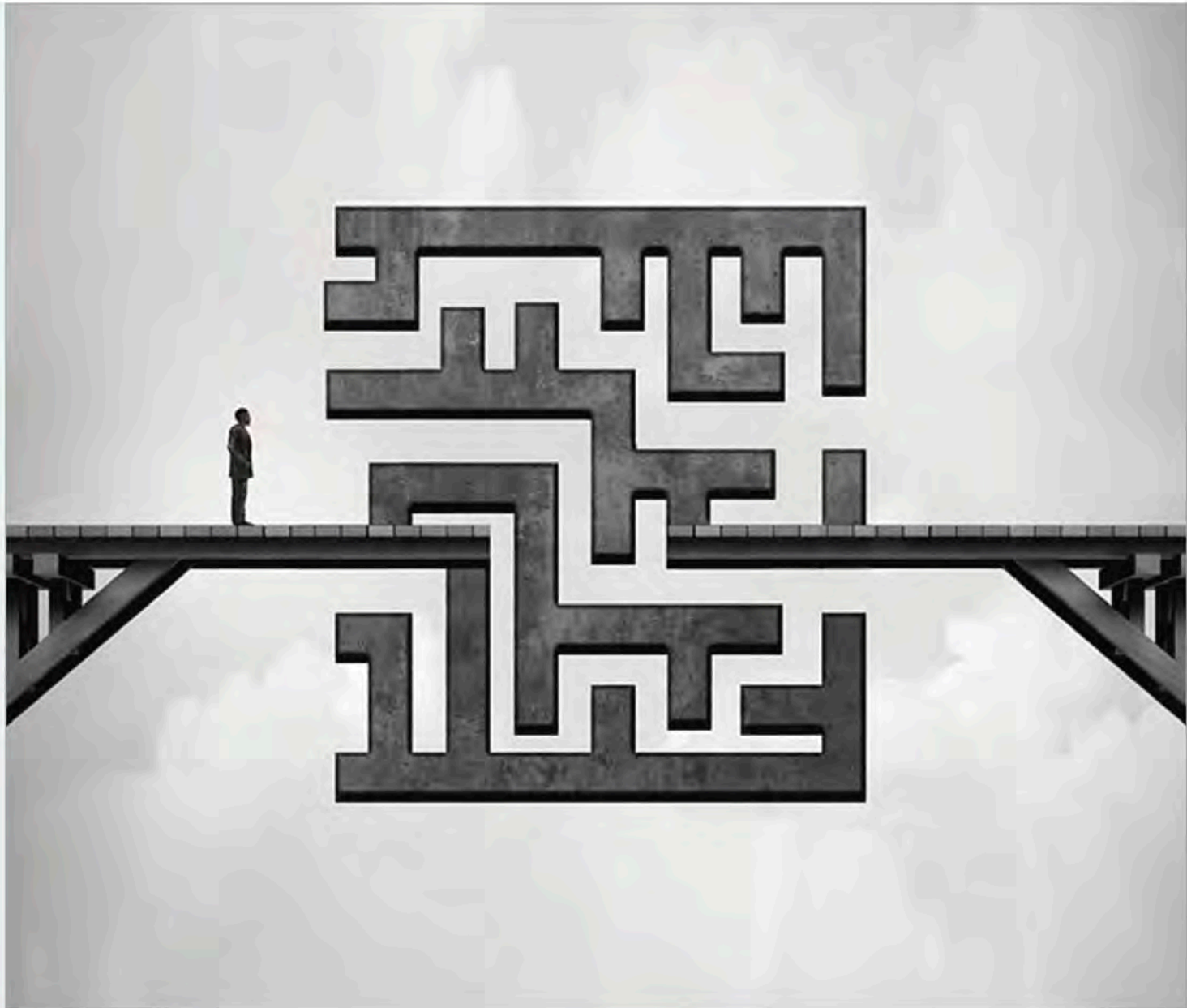
# Pedestrian Bridge Location



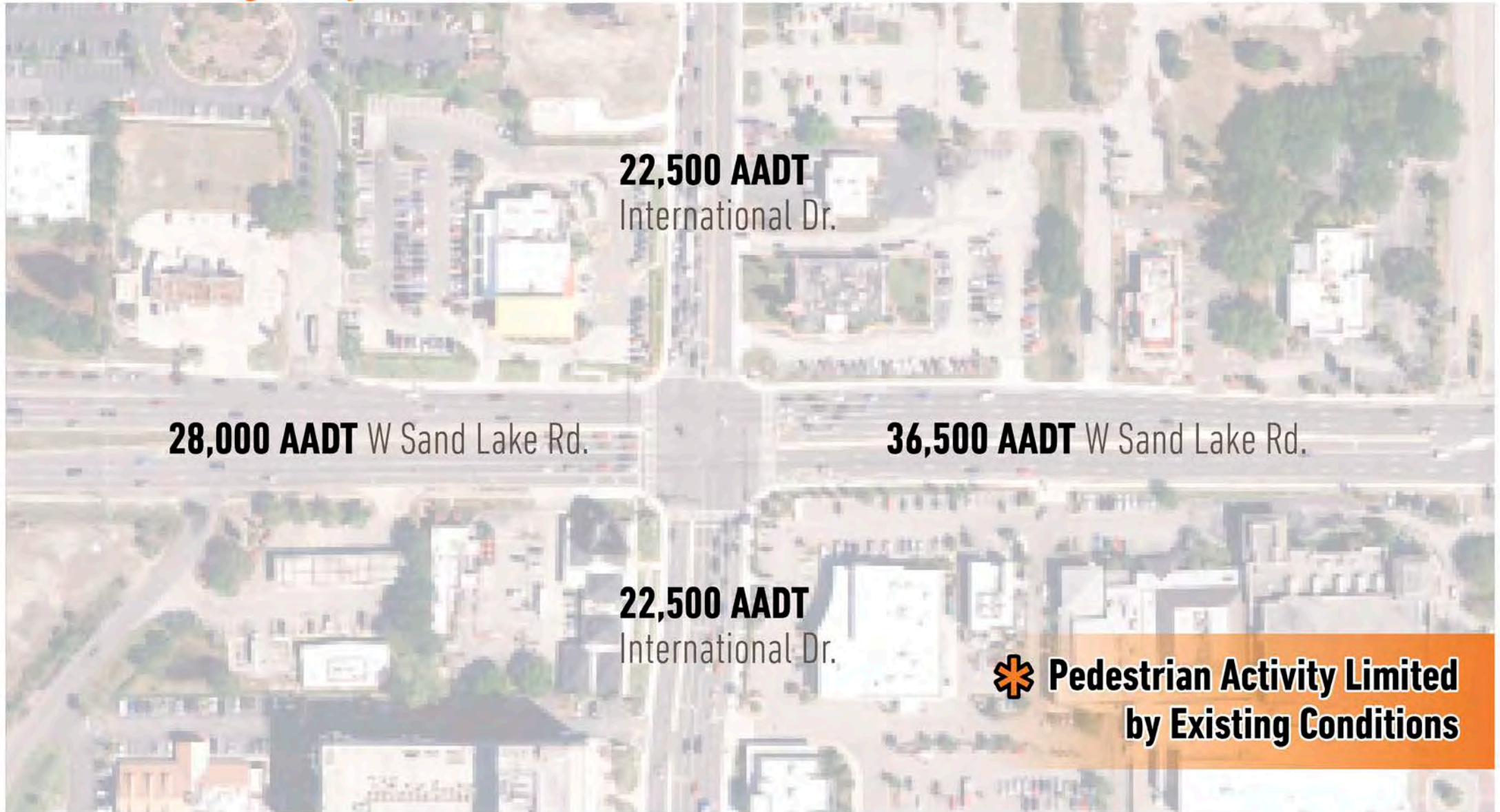


## Challenges

1. Utility Impacts
2. Right-of-Way Impacts
3. Access Impacts
4. Visibility Impacts
5. Traffic Speed Impacts
6. ADA Accessibility
7. Fire/Rescue Access
8. Fire/Rescue Parking
9. Pedestrian Use - Extra Walking Distance
10. Security

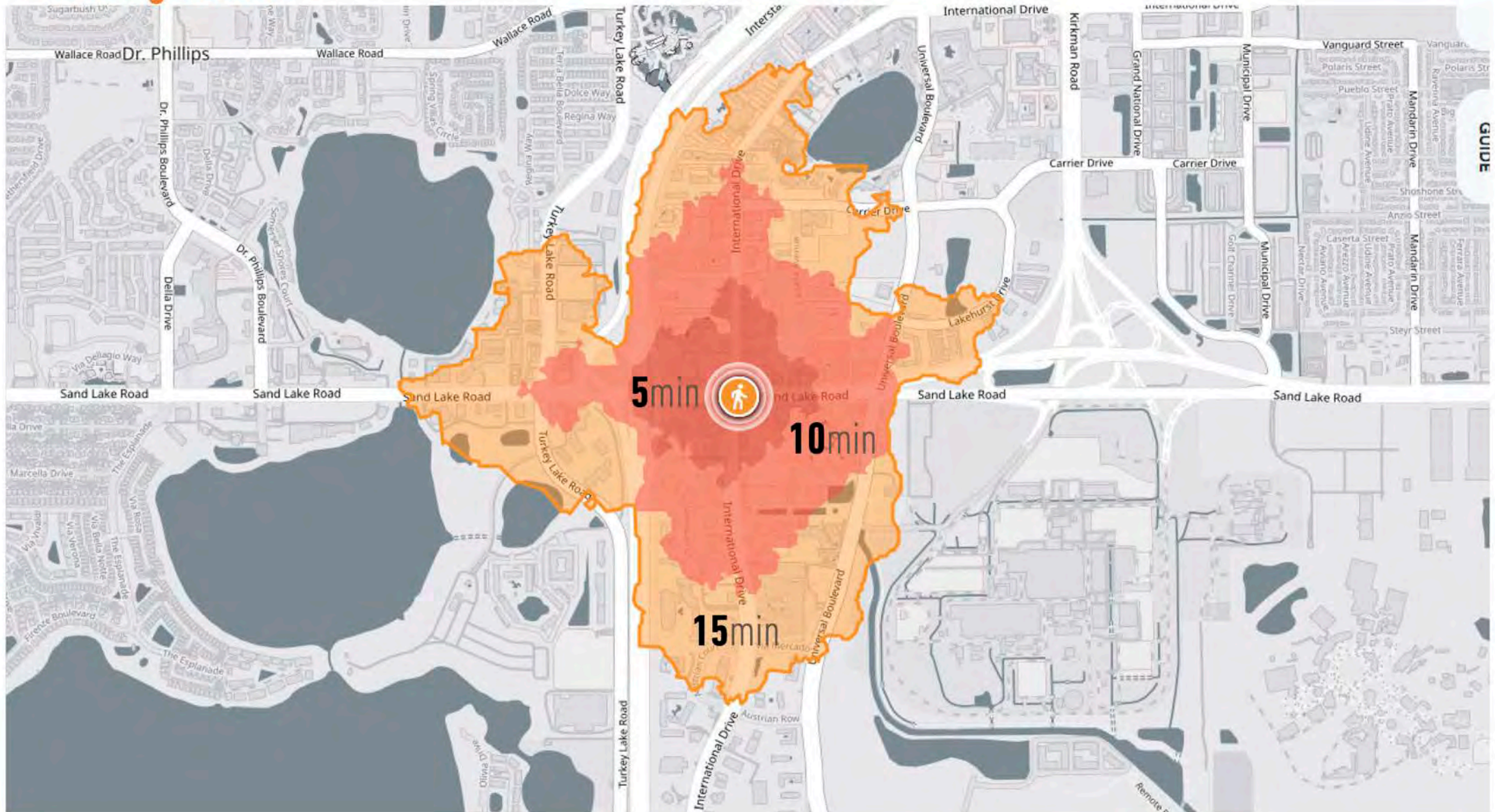


# AADT - Average Daily Traffic Count





# Walking Radius



Public Meeting #1

| WALKING RADIUS

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A JOINT VENTURE



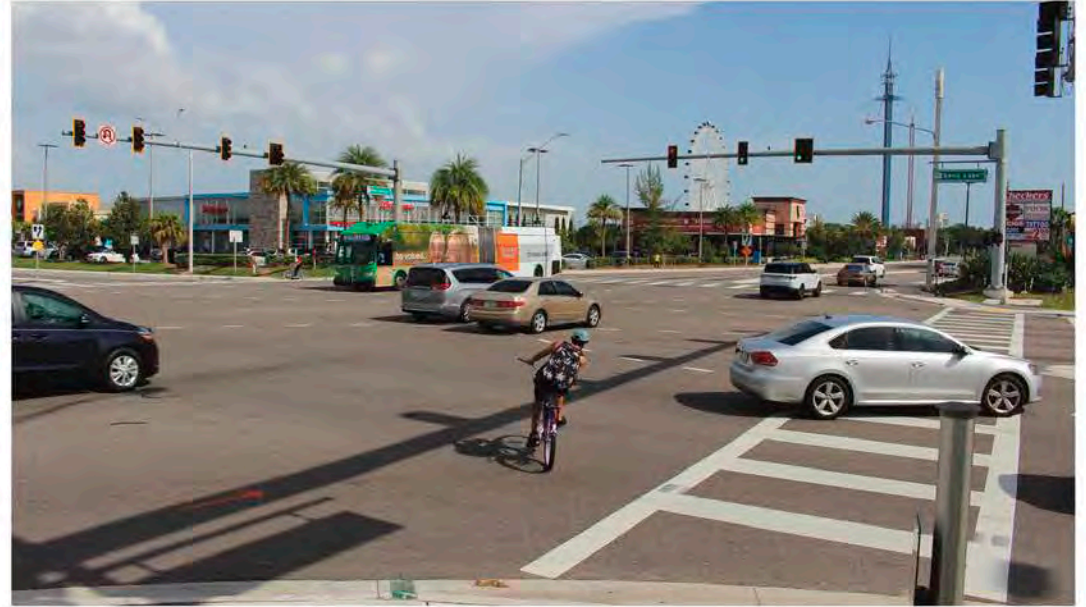
## Project Goals

1. Provide pedestrians **safe** crossing to all four intersection corners
2. **Iconic** Gateway to I-Drive Entertainment and Convention Center District
3. Improve Vehicular capacity at the intersection
4. Minimize impact on adjacent property owners
5. Minimize need to relocate existing utilities
6. Enhance **pedestrian** nature of the district
7. Provide ADA **accessibility** at bridge connections
8. Make the **experience** of using the bridge a positive, memorable, and Instagram-able
9. Utilize **lighting** to enhance the experience and safety of the bridge at night





BICYCLE CROSSING WITH CROSSWALK



Public Meeting #1

| DANGEROUS INTERACTIONS - COURSE OF 1 HOUR ON JULY 27, 2022

ORANGE COUNTY FLORIDA | INTERNATIONAL DRIVE PEDESTRIAN OVERPASS ANALYSIS AND OVERPASS CONCEPTUAL DESIGN STUDY | #Y20-803-CH

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FEELING COMPELLED TO RUN WITH CROSSWALK



Public Meeting #1

| DANGEROUS INTERACTIONS - COURSE OF 1 HOUR ON JULY 27, 2022

ORANGE COUNTY FLORIDA | INTERNATIONAL DRIVE PEDESTRIAN OVERPASS ANALYSIS AND OVERPASS CONCEPTUAL DESIGN STUDY | #Y20-803-CH

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WEAVING THROUGH TRAFFIC IN CROSSWALK



Public Meeting #1

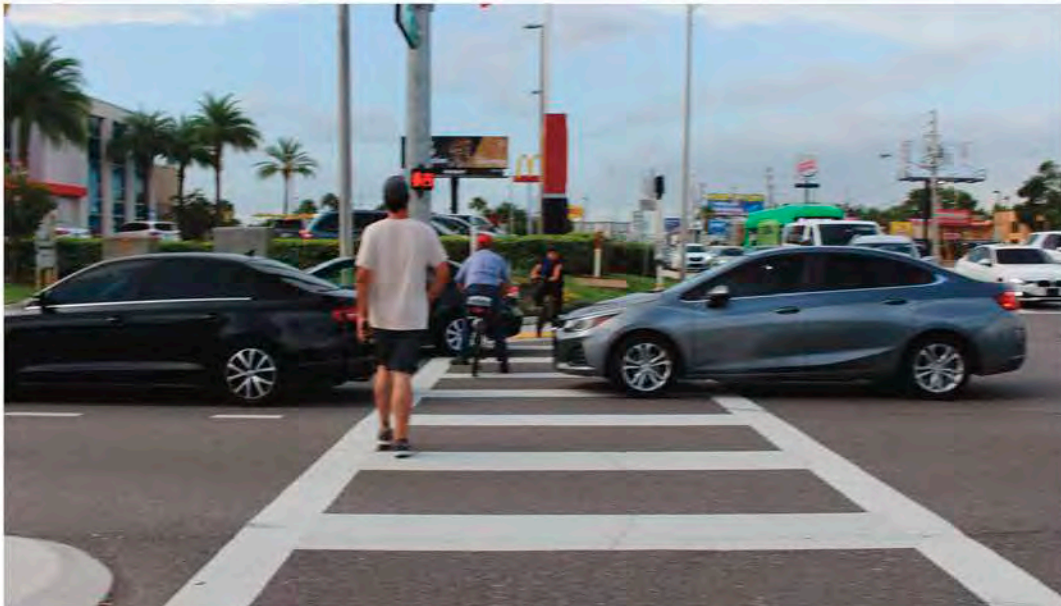
| DANGEROUS INTERACTIONS - COURSE OF 1 HOUR ON JULY 27, 2022

ORANGE COUNTY FLORIDA | INTERNATIONAL DRIVE PEDESTRIAN OVERPASS ANALYSIS AND OVERPASS CONCEPTUAL DESIGN STUDY | #Y20-803-CH

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TRAFFIC INTERACTIONS



Public Meeting #1

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UNSIDHTED DOUBLE TURN



Public Meeting #1

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ORANGE COUNTY FLORIDA | INTERNATIONAL DRIVE PEDESTRIAN OVERPASS ANALYSIS AND OVERPASS CONCEPTUAL DESIGN STUDY | #Y20-803-CH

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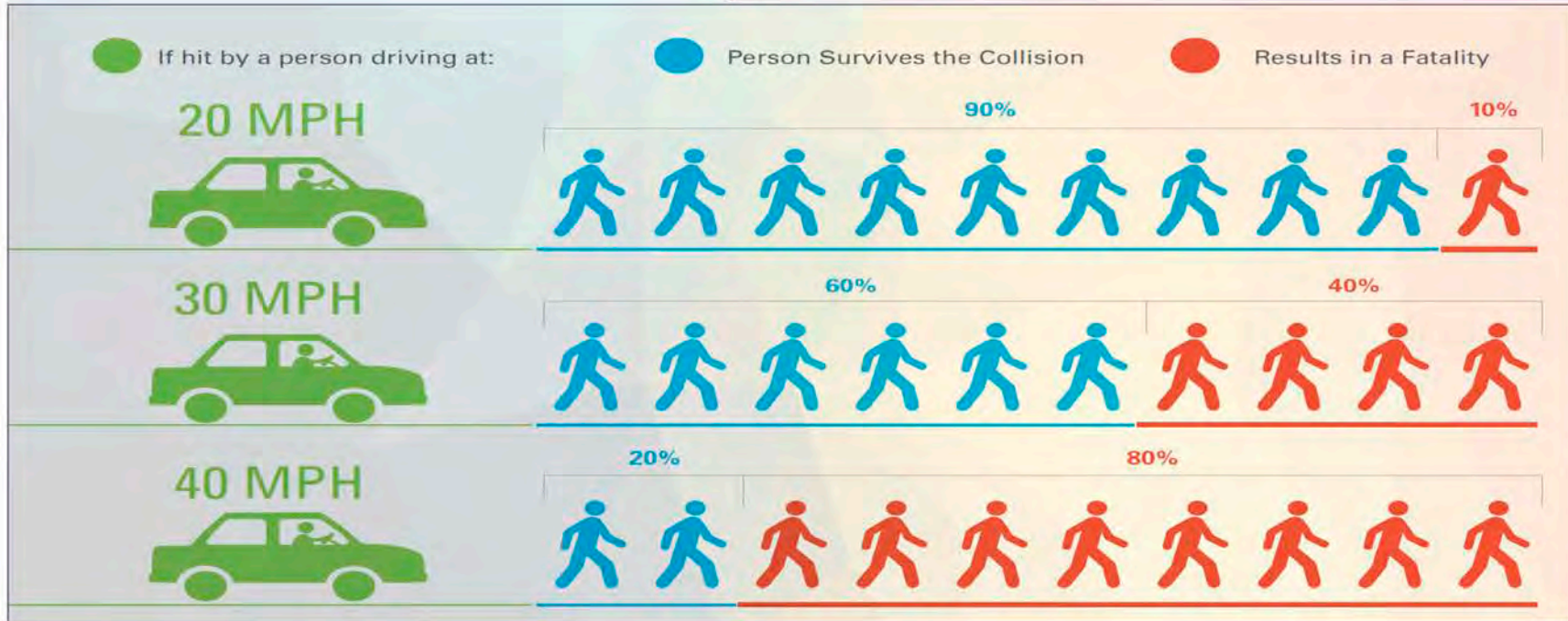
## Why Do We Need to Provide Safety for Pedestrians?

ONE LIFE LOST IS **TOO MANY**

**8** FATALITIES

**49** SERIOUS INJURIES

ON FLORIDA'S ROADS **EACH DAY**



**60+**

↑

**SENIORS ARE MORE VULNERABLE AT ANY GIVEN SPEED**





## Safety

### 1. Diverging Diamond – Sand Lake Road & I-4 Interchange

### 2. Design Speed

- A principal design control that regulates the selection of many of the project standards and criteria used to design a roadway project.

### 3. Posted Speed

- Maximum speed allowed in a speed zone as designated by a sign within the zone.



Sand Lake Road Interchange Improvements

### 4. Target Speed

- Highest speed at which vehicles should operate on a thoroughfare in a specific context, consistent with the level of multi modal activity generated by adjacent land uses, to provide both mobility for motor vehicles and a supportive environment for pedestrians, bicyclists, and public transit users.





# Why Do We Want an Iconic Gateway?







Public Meeting #1

| REFERENCE IMAGE - ALTERNATIVE STRUCTURAL SYSTEMS

ORANGE COUNTY FLORIDA | INTERNATIONAL DRIVE PEDESTRIAN OVERPASS ANALYSIS AND OVERPASS CONCEPTUAL DESIGN STUDY | #Y20-803-CH

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## Meeting Number Two

### Vertical Circulation



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# Vertical Circulation

## Options

1. Ramps
2. Stairs
3. Elevators
4. Escalators





# Ramps

## Advantages

1. Provide both Accessibility and Egress
2. Meets all required functions in a single circulation element
3. No power required and no maintenance
4. Accommodates bicycles

## Disadvantages

1. To get to elevation +24' requires user to climb or descend 343 linear feet of ramp
2. Requires a larger site area than stairs or elevators
3. Creates a visual obstacle to properties at the corner.
4. Additional travel distance may discourage use.
5. May require a roof for shade.

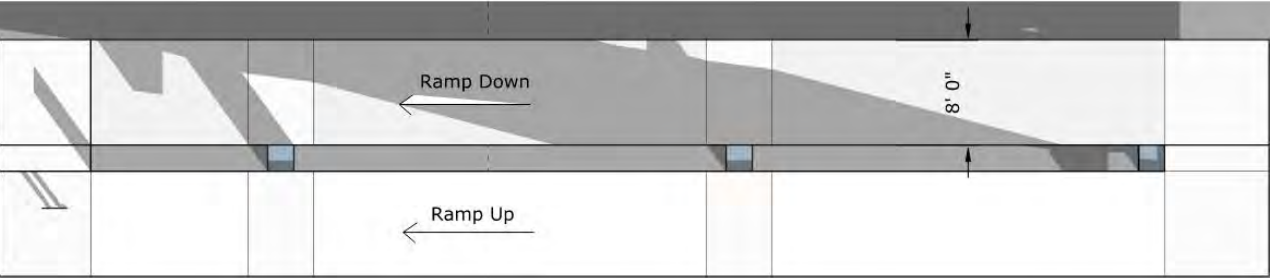




# Ramps

**Note**  
You must walk 368' on the ramp to get to the upper platform at El. 24'-0"

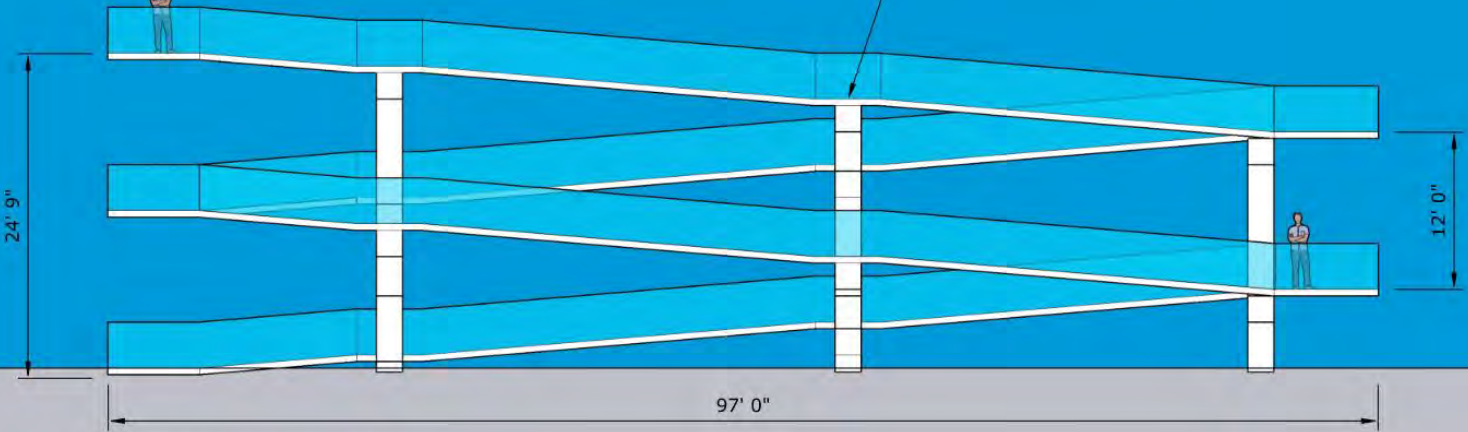
**Note**  
This Ramp configuration covers 1728sf of site area.



**Plan - Multiple Switchback Ramp**

**Note**  
Entry point is at the same location as the upper platform

Level platform every 30' for ADA Compliance



**Elevation - Multiple Switchback Ramp**





# Stairs

## Advantages

1. Provide Egress
2. Small Footprint
3. No power required and no maintenance
4. No waiting
5. High capacity

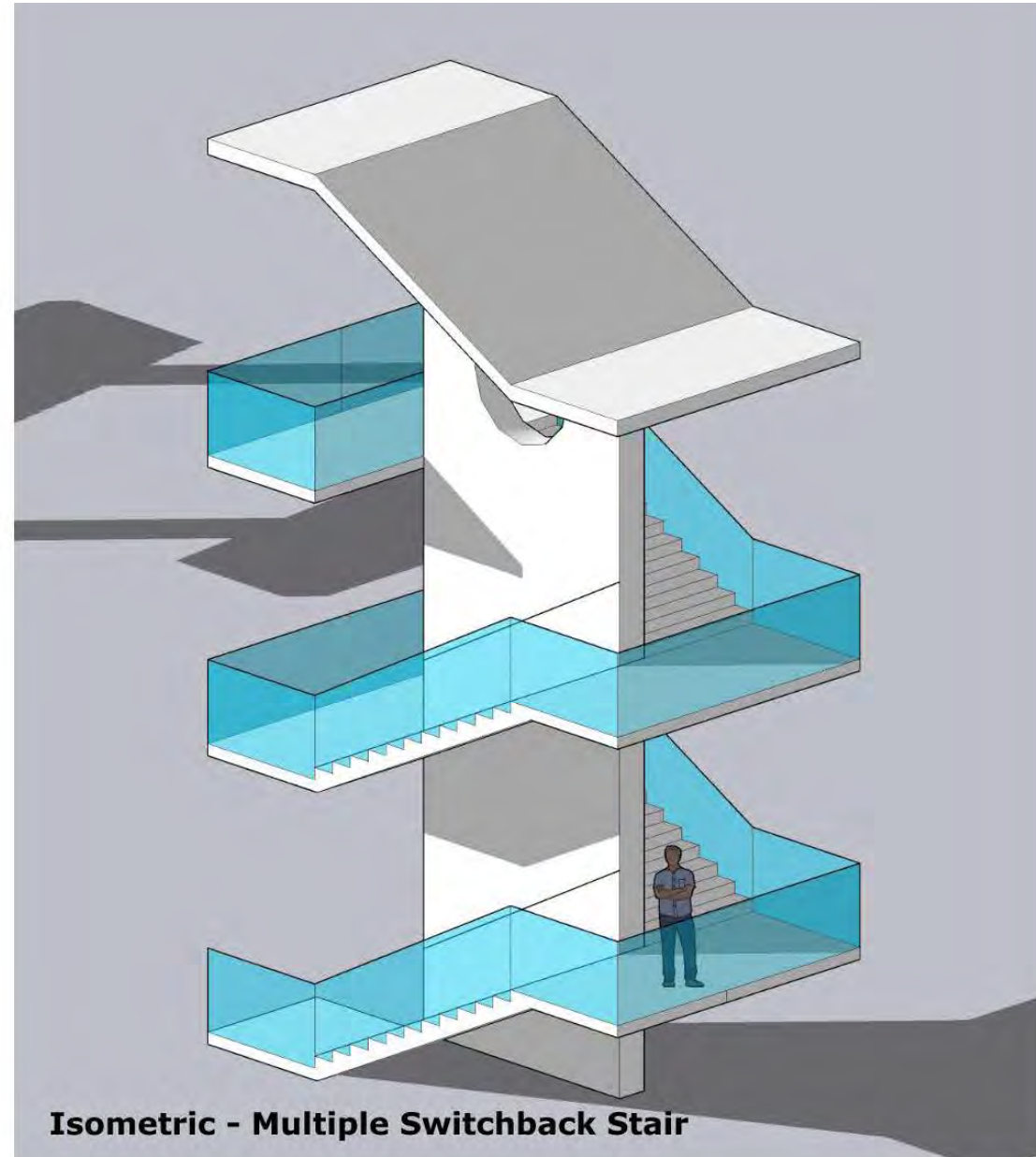
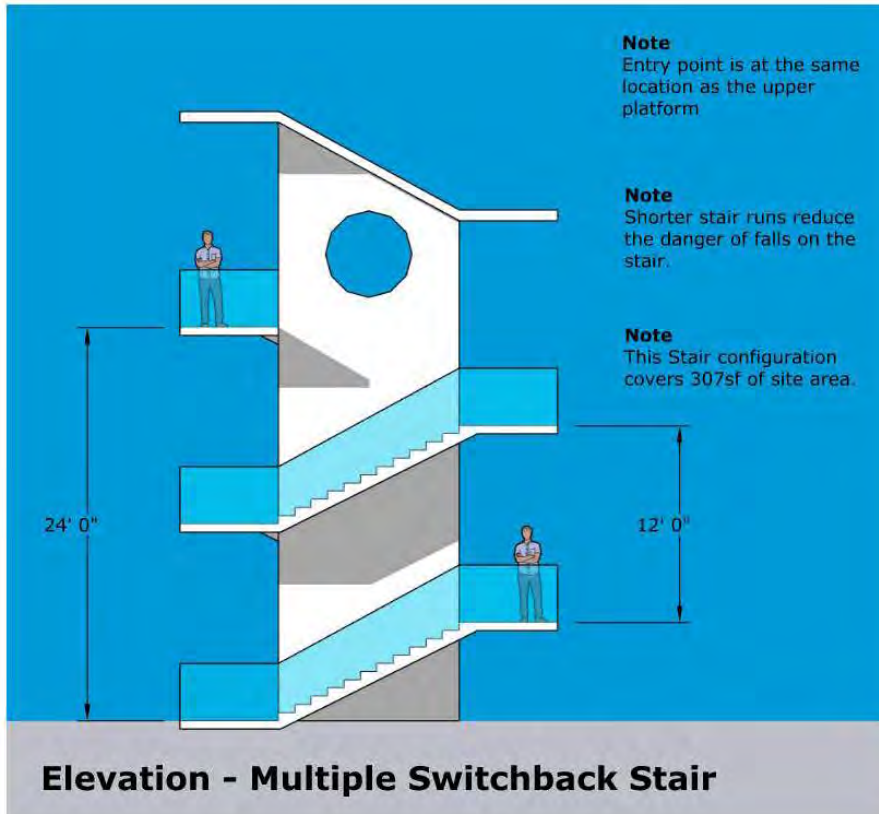
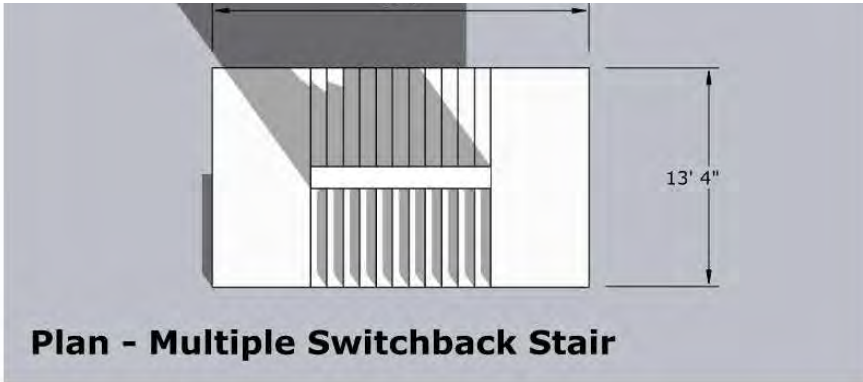
## Disadvantages

1. Not Accessible
2. Does not work for bicycles, strollers, or wheelchairs
3. Climbing stairs 24' vertically is not physically possible for all.





# Stairs





# Elevators

## Advantages

1. Provides Accessibility
2. Small Footprint
3. Can accommodate bicycles, strollers, or wheelchairs
4. Minimal waiting (Only two stops)
5. Reduces walking or climbing

## Disadvantages

1. Not a Means of Egress
2. Requires power and maintenance
3. Security must be addressed

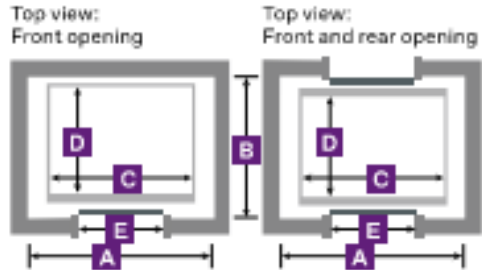




# Elevators

- A** Hoistway width
- B** Hoistway depth
- C** Inside clear width
- D** Inside clear depth
- E** Door clear width
- F** Inside clear height
- G** Door clear height
- O** Minimum overhead
- P** Minimum pit depth
- S** Safety beam
- T** Travel

## One-speed center opening doors



### Passenger elevator

Capacity (lbs)	1-and 2-Stage Hoistway <sup>2,3</sup> A x B	3-stage Hoistway <sup>4</sup> A x B	Front / rear	Inside clear C x D	Door type	Door width E
2100 <sup>1</sup>	7'-4" x 5'-9"	7'-8" x 5'-9"	F	5'-8" x 4'-3"	One-speed	3'-0"
2100 <sup>1</sup>	7'-4" x 6'-8 1/4"	7'-8" x 6'-8 1/4"	F/R	5'-8" x 4'-3 1/2"	One-speed	3'-0"
2500	8'-4" x 5'-9"	8'-8" x 5'-9"	F	6'-8" x 4'-3"	One-speed	3'-6"

**Must be 3500# or larger to be Stretcher Compliant**

3000 <sup>4</sup>	8'-4" x 7'-2 1/4"	8'-8" x 7'-2 1/4"	F/R	6'-8" x 4'-9 1/2"	One-speed	3'-6"
3500 <sup>4</sup>	8'-4" x 6'-11"	8'-8" x 6'-11"	F	6'-8" x 5'-5"	One-speed	3'-6"
3500 <sup>4</sup>	8'-4" x 7'-10 1/4"	8'-8" x 7'-10 1/4"	F/R	6'-8" x 5'-5 1/2"	One-speed	3'-6"
4000 <sup>4</sup>	9'-4" x 6'-11"	9'-8" x 6'-11"	F	7'-8" x 5'-5"	One-speed	3'-6" / 4'-0"
4000 <sup>4</sup>	9'-4" x 7'-10 1/4"	9'-8" x 7'-10 1/4"	F/R	7'-8" x 5'-5 1/2"	One-speed	3'-6" / 4'-0"



Side view  
Front opening



Minimum Elevator shaft outside dimension is 9'-8" x 8'-6 1/2". The assumed foundation size for this elevator shaft is 2'-6" larger that the shaft in all directions. With this size the foundation size is 14'-8" x 13'-6 1/2". Note that the top of the foundation is a minimum 48" below grade and is 2'-0" thick.

- F** Inside clear height: 7'-4"<sup>5</sup>
- G** Door clear height: 7'-0"
- O** Minimum overhead:  
Up to 100 fpm: 1-Stage - 12'-2" 2-Stage - 12'-8" 3-Stage - 12'-11"  
Over 100 fpm: 1-Stage - 12'-5" 2-Stage - 12'-8" 3-Stage - 12'-11"
- P** Minimum pit depth: 4'-0"<sup>6</sup>
- T** Max travel possible:<sup>1</sup>  
1-Stage: Up to 100 fpm - 18'-11" Over 100 fpm - 18'-8"  
2-Stage: 28'-6"  
3-Stage: 48'-3 1/2"
- S** Safety beam required per OSHA 1926.502<sup>7</sup>





# Escalators

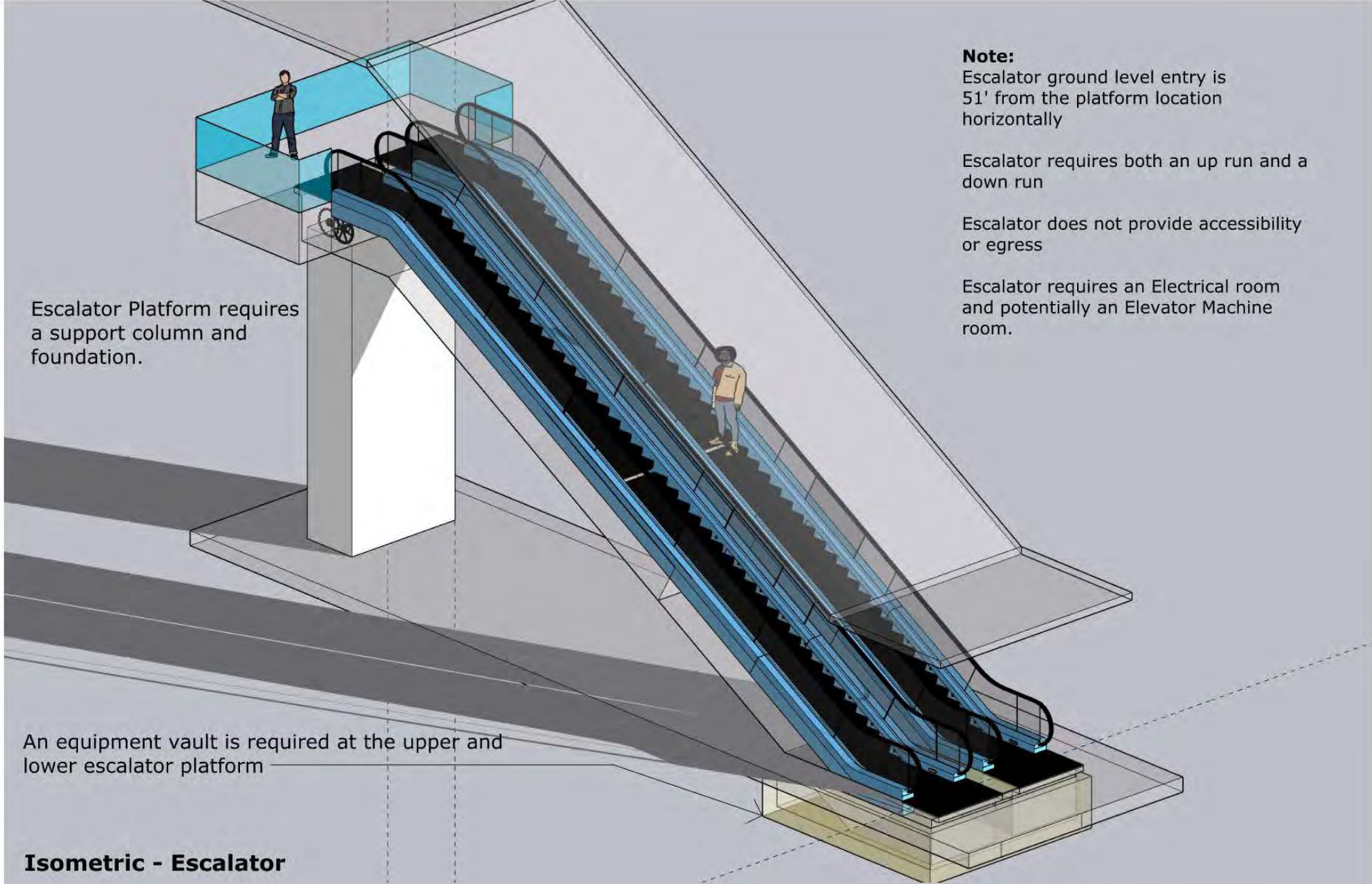
## Advantages

1. High Capacity
2. No waiting
3. Reduces walking or climbing

## Disadvantages

1. Not Accessible or a Means of Egress
2. Requires both an Up and Down Escalator (2)
3. Requires power and maintenance
4. Cannot handle bicycles, strollers or wheelchairs
5. Requires a canopy
6. Larger footprint and only works in linear configuration
7. Most expensive of the options





Escalator Platform requires a support column and foundation.

An equipment vault is required at the upper and lower escalator platform

**Note:**

Escalator ground level entry is 51' from the platform location horizontally

Escalator requires both an up run and a down run

Escalator does not provide accessibility or egress

Escalator requires an Electrical room and potentially an Elevator Machine room.

**Isometric - Escalator**





## VERTICAL CIRCULATION COMPARISON MATRIX

(Lower score is better)

AREA REQUIRED		FOUNDATION SIZE	MEANS OF EGRESS	ACCESSIBLE	COST	OPERATING COST	POWER REQ.	HORIZONTAL TRAVEL DISTANCE	SCORE					
	Largest Area =4 Smallest Area=1		Yes=0 No=1	Yes=0 No=1	1=Lowest 4=Highest	Yes=1 No=0	Yes=1 No=0	1=Lowest 4=Highest						
<b>RAMP</b>	8' X 343' 18' X 96'	2744 sf 1728 sf	4	(3) 12' X 12'	YES 0	YES 0	2	NO 0	NO 0	NO 0	0	343'	3	9
<b>STAIR</b>	6' X 63' 13'-4" X 27' 13'4" X 23'	378 sf 360sf 307sf	2	12' X 17'	YES 0	NO 1	1	NO 0	NO 0	NO 0	0	52'	2	6
<b>ELEVATOR</b>	11'-4" X 11'-4"	128 sf	1	16' X 16' X 2'	NO 1	YES 0	3	YES 1	YES 1	YES 1	1	0'	1	7
<b>ESCALATOR (pair)</b>	11' X 60'	660 sf	3	15' X 64'	NO 1	NO 1	4	YES 1	YES 1	YES 1	1	0'	1	11

### NOTES

- 1 Must include one Accessible means of access at each intersection.
- 2 Must include at least two means of egress on the bridge. (preferably one at each corner of the intersection.
- 3 A ramp will meet both the need for Egress as well as the need for Accessibility.
- 4 An escalator does not meet the need for Accessibility or Egress

The highest scoring options are either the Ramp at all four corners, which meets all requirements, or the combination of a stair and an elevator which also meets all project requirements.

(Lower score = Highest Ranking)





## Meeting Number Two

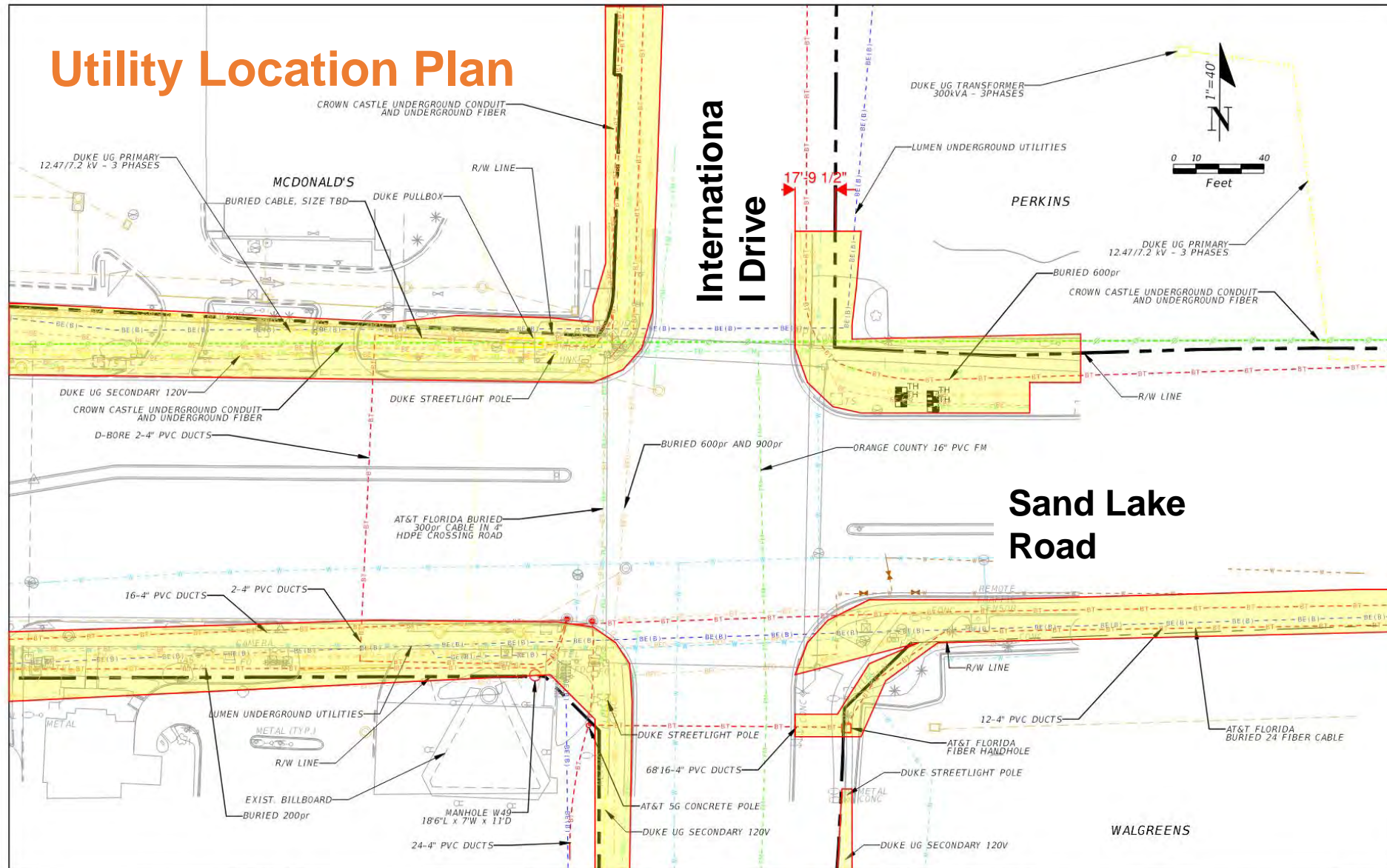
### Site Considerations



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# Utility Location Plan



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

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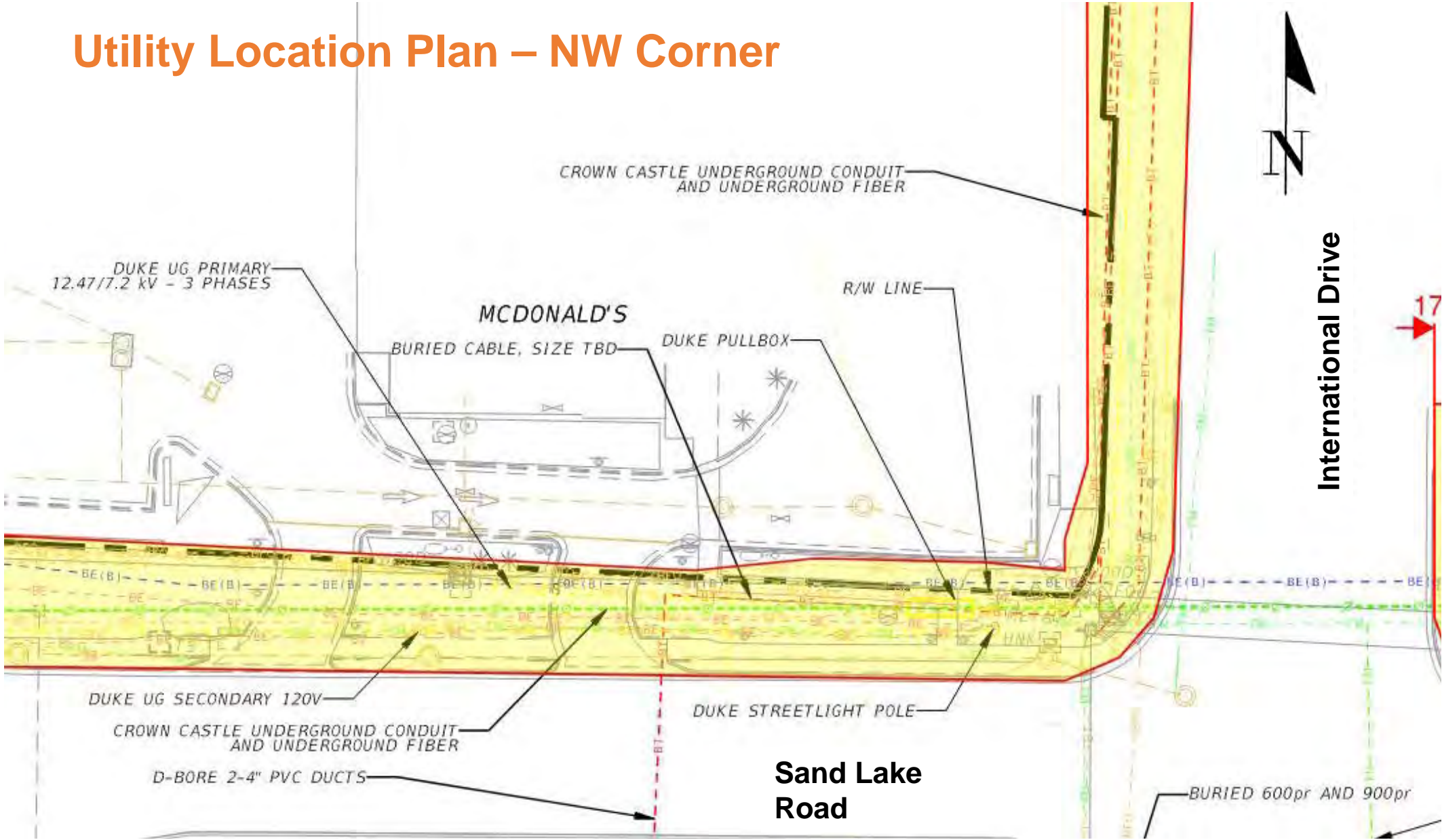


I-DRIVE PEDESTRIAN BRIDGE  
UTILITIES EXHIBIT

SHEET NO.

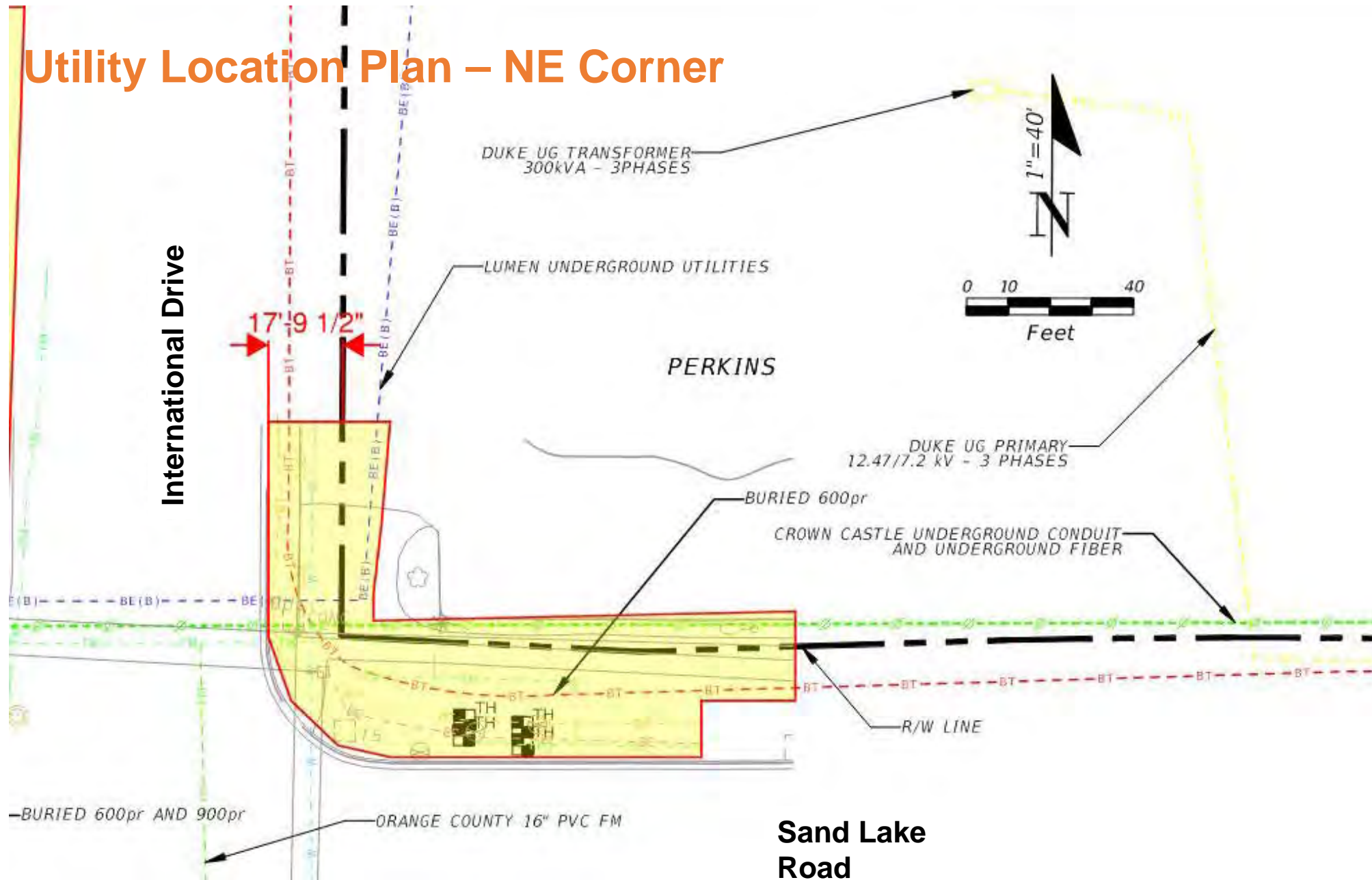


# Utility Location Plan – NW Corner





# Utility Location Plan – NE Corner



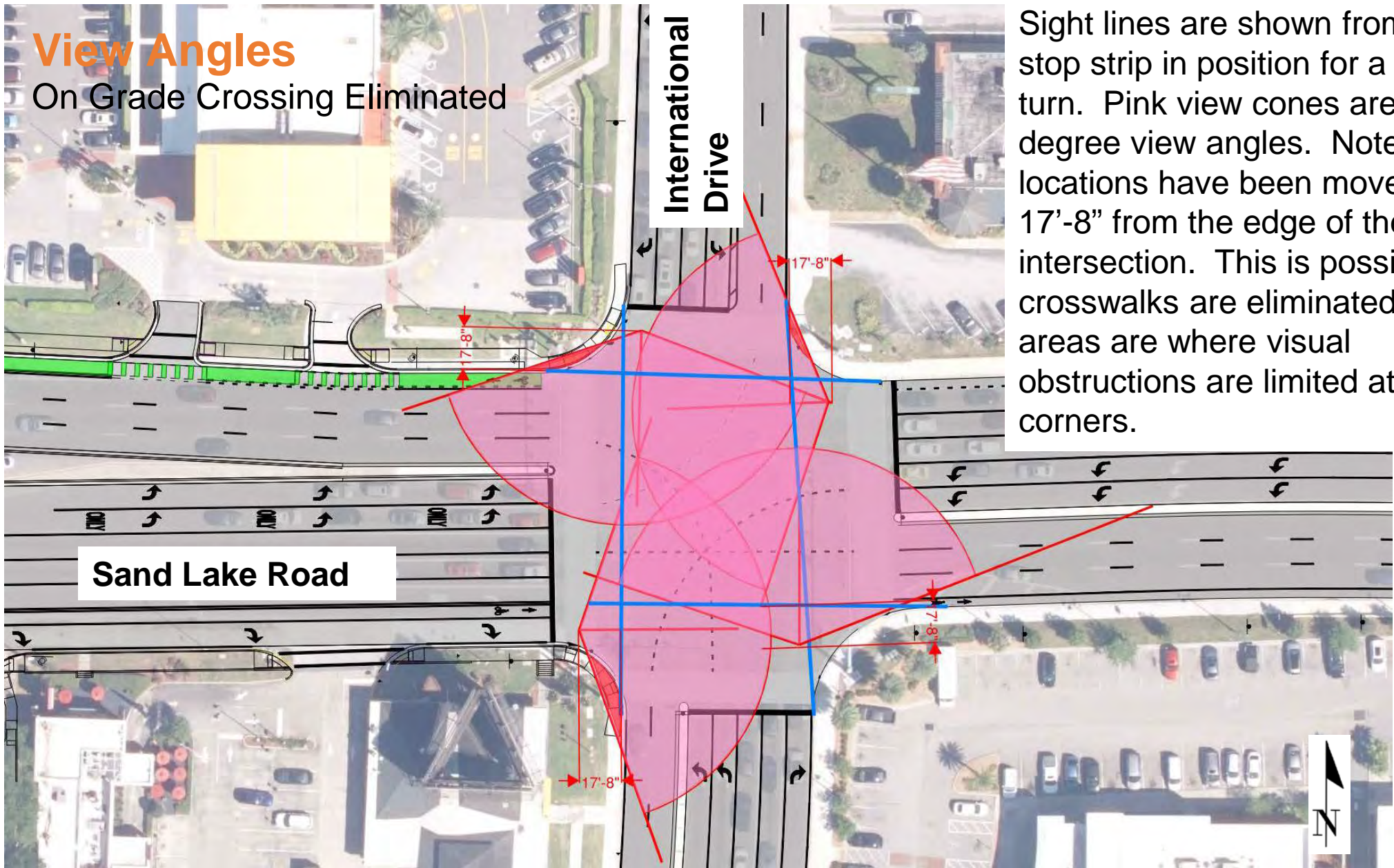






# View Angles

On Grade Crossing Eliminated



Sight lines are shown from cars at stop strip in position for a right turn. Pink view cones are 140-degree view angles. Note View locations have been moved to 17'-8" from the edge of the intersection. This is possible if crosswalks are eliminated. Red areas are where visual obstructions are limited at the corners.







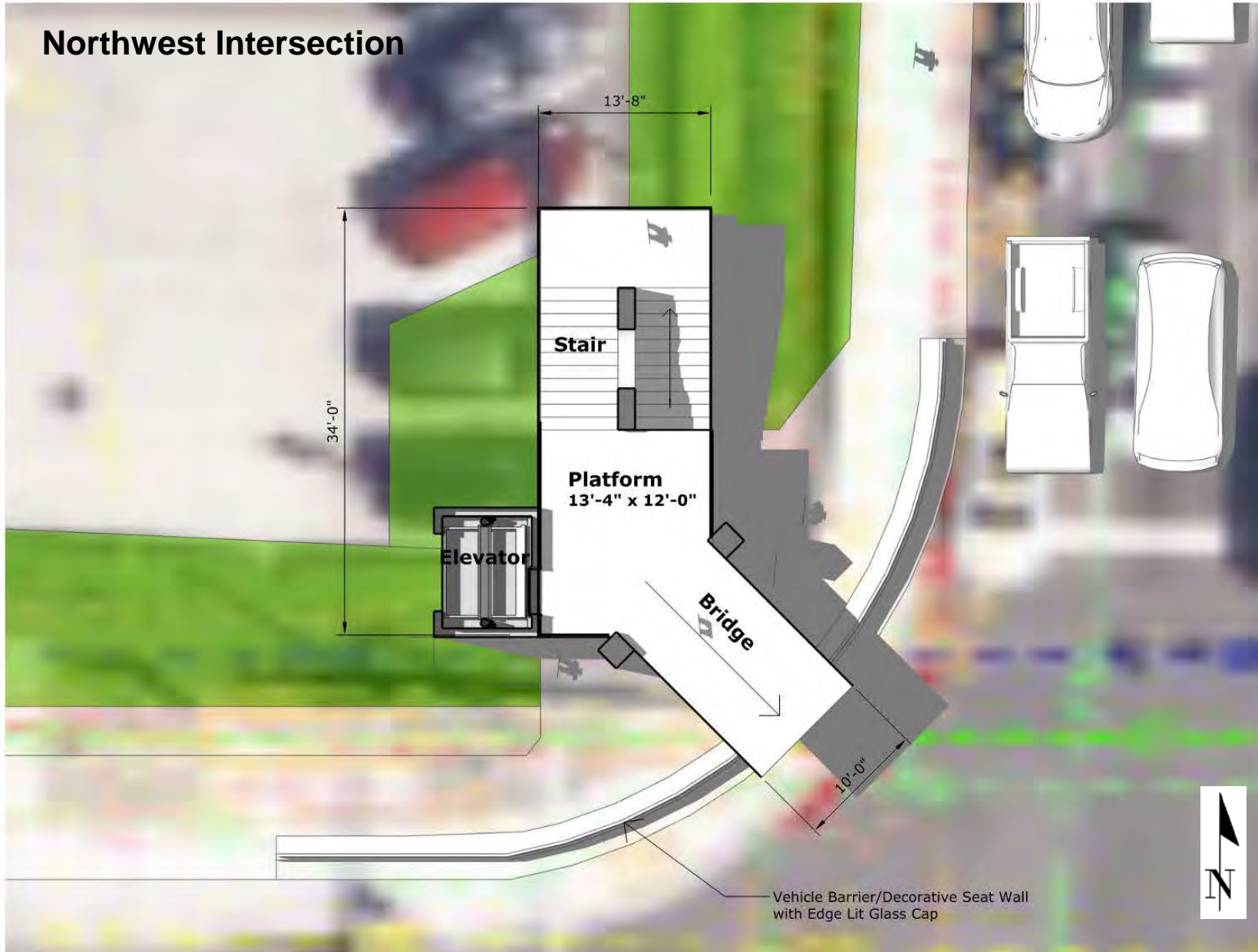
## Meeting Number Two

# Bridge Tower Configurations



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# Northwest Intersection



## Bridge Tower Option 1

### Description

A very inviting stair traversing 24'-0" in height. Each stair run is 4' 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 22' x 24'

Glass Back Elevator provides additional Safety and creates a visual feature

Seat bench barrier and protective screen wall protects pedestrians and prevents on grade crossing.

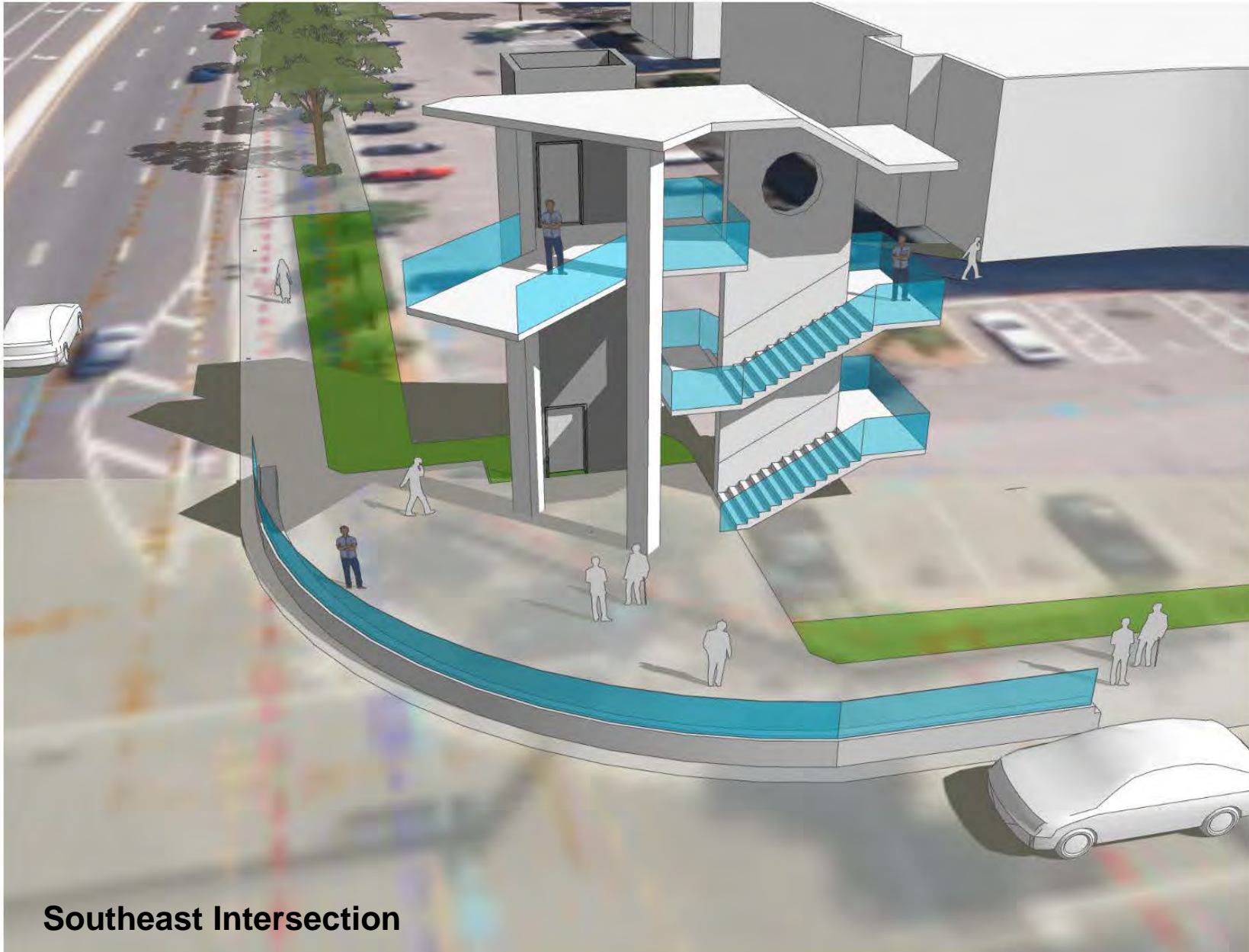
Crosswalks have been removed.

### Summary

Ground Floor Platform	192sf
Stair Width	6' Wide
Elevator Shaft	10' x 8'-4"
Elevator Cab Size	6'-8" x 5'-5"
Total Ground Level Footprint	506sf
Bridge Width	10'-0"







**Southeast Intersection**

## Bridge Tower Option 1

### 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

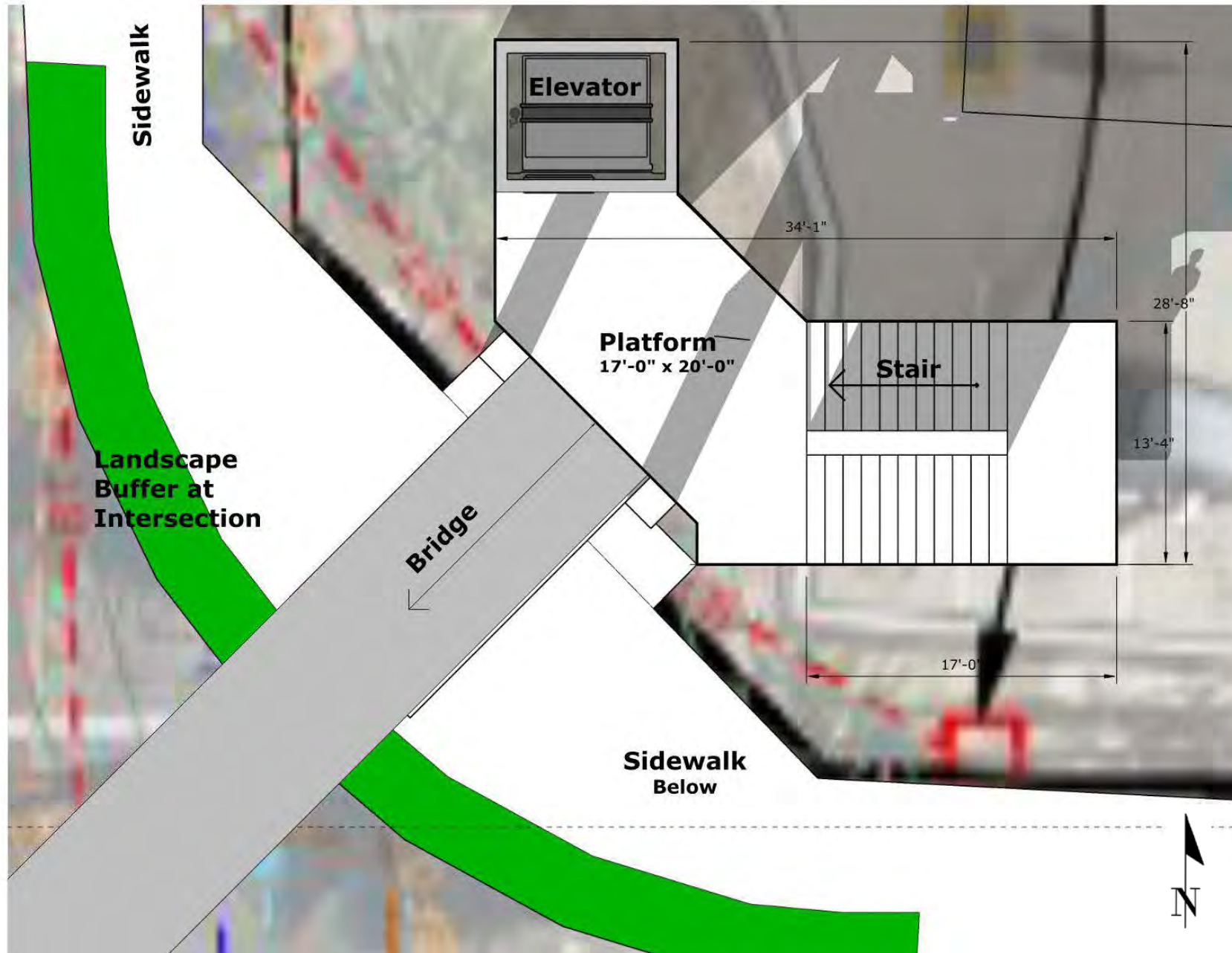
The overall site area required for this configuration is 35' x 28'

Crosswalks have been removed.

### Summary

Ground Floor Platform	160sf
Stair Width	6' Wide
Elevator Shaft	10' x 8'-4"
Elevator Cab Size	6'-8" x 5'-5"
Total Ground Level Footprint	470sf





## 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'

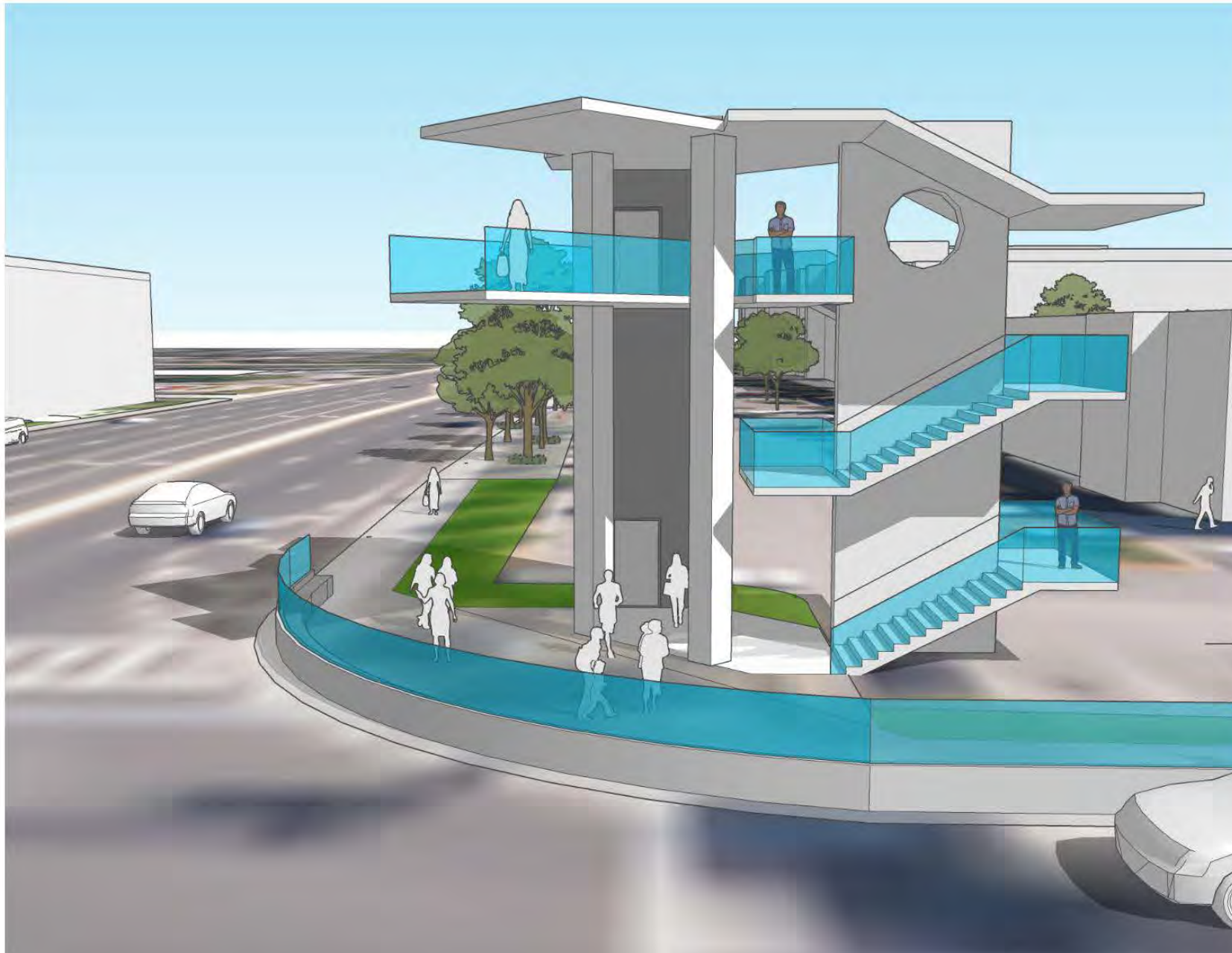
Crosswalks have been removed.

### 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"







## 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"



## Bridge Tower Option 3

### Description

A very inviting stair traversing 24'-0" in height. Each stair run is 4' 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 22' x 24'

Glass Back Elevator provides additional Safety and creates a visual feature

Seat bench barrier and protective screen wall protects pedestrians and prevents on grade crossing.

Crosswalks have been removed.



### Summary

Ground Floor Platform	192sf
Stair Width	6' Wide
Elevator Shaft	10' x 8'-4"
Elevator Cab Size	6'-8" x 5'-5"
Total Ground Level Footprint	506sf
Bridge Width	10'-0"







## Bridge Tower Option 3

### Description

A very inviting stair traversing 24'-0" in height. Each stair run is 4' 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 22' x 24'

Glass Back Elevator provides additional Safety and creates a view of businesses at the associated corner.

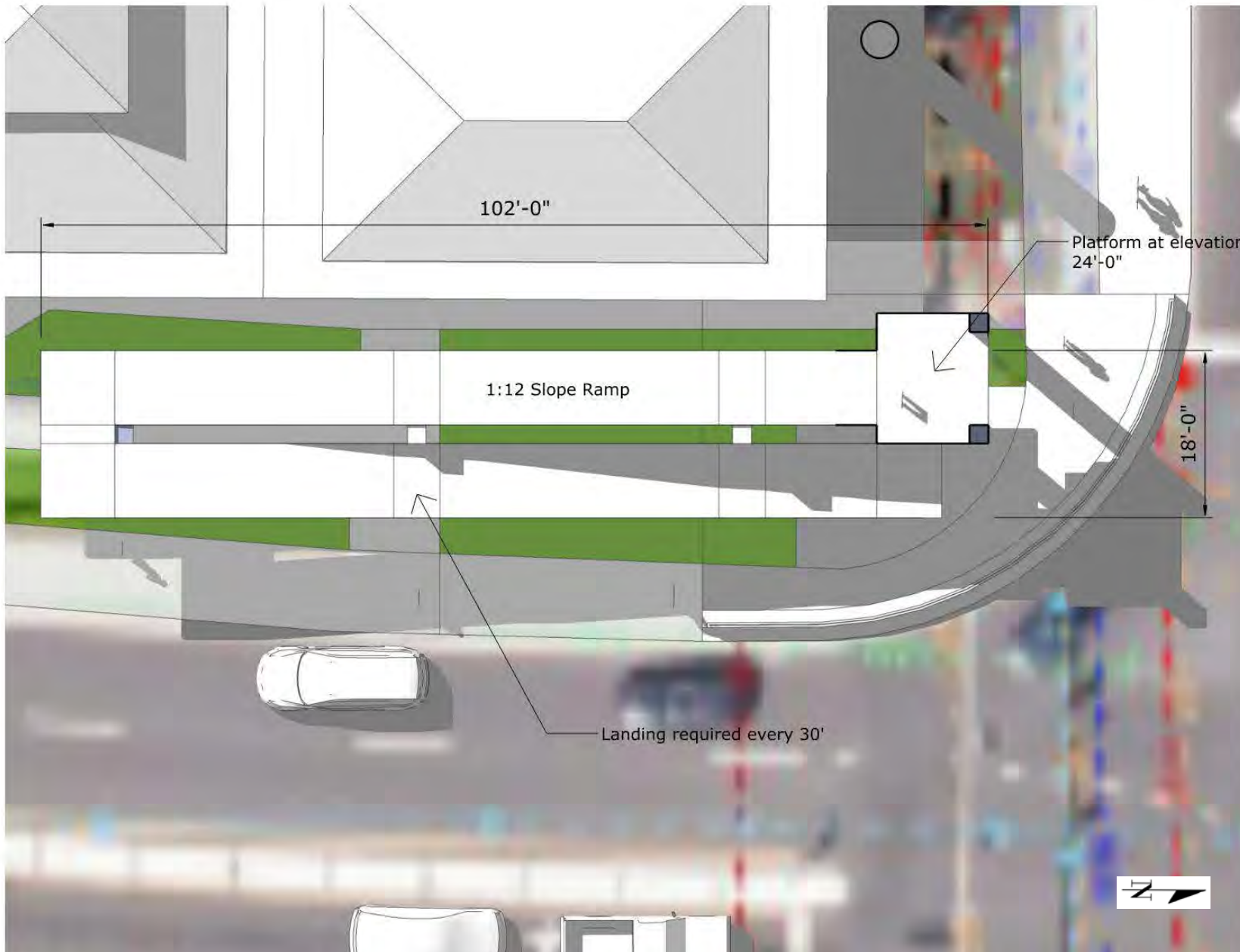
Seat bench barrier and protective screen wall protects pedestrians and prevents on grade crossing.

Crosswalks have been removed.

### Summary

Ground Floor Platform	192sf
Stair Width	6' Wide
Elevator Shaft	10' x 8'-4"
Elevator Cab Size	6'-8" x 5'-5"
Total Ground Level Footprint	506sf
Bridge Width	10'-0"





## Ramp Option 4

### Description

The Ramp option meets the needs of egress and accessibility in a single ramp component. The disadvantage to the ramp configuration is that users must climb or descend a ramp that is almost 350' long. The ramp is useable by strollers and bicycles. This option requires very little maintenance and has no power requirements or moving parts.

The biggest drawback to the ramp is its footprint size and its visual obstruction of the businesses on the 4 corners of the intersection.

The ramps are located along International Drive based on the availability or right of way and unencumbered property along this roadway.

The Ramp is stretcher compliant and accessible by first responders.

The area required for this option is 18' x 100'.

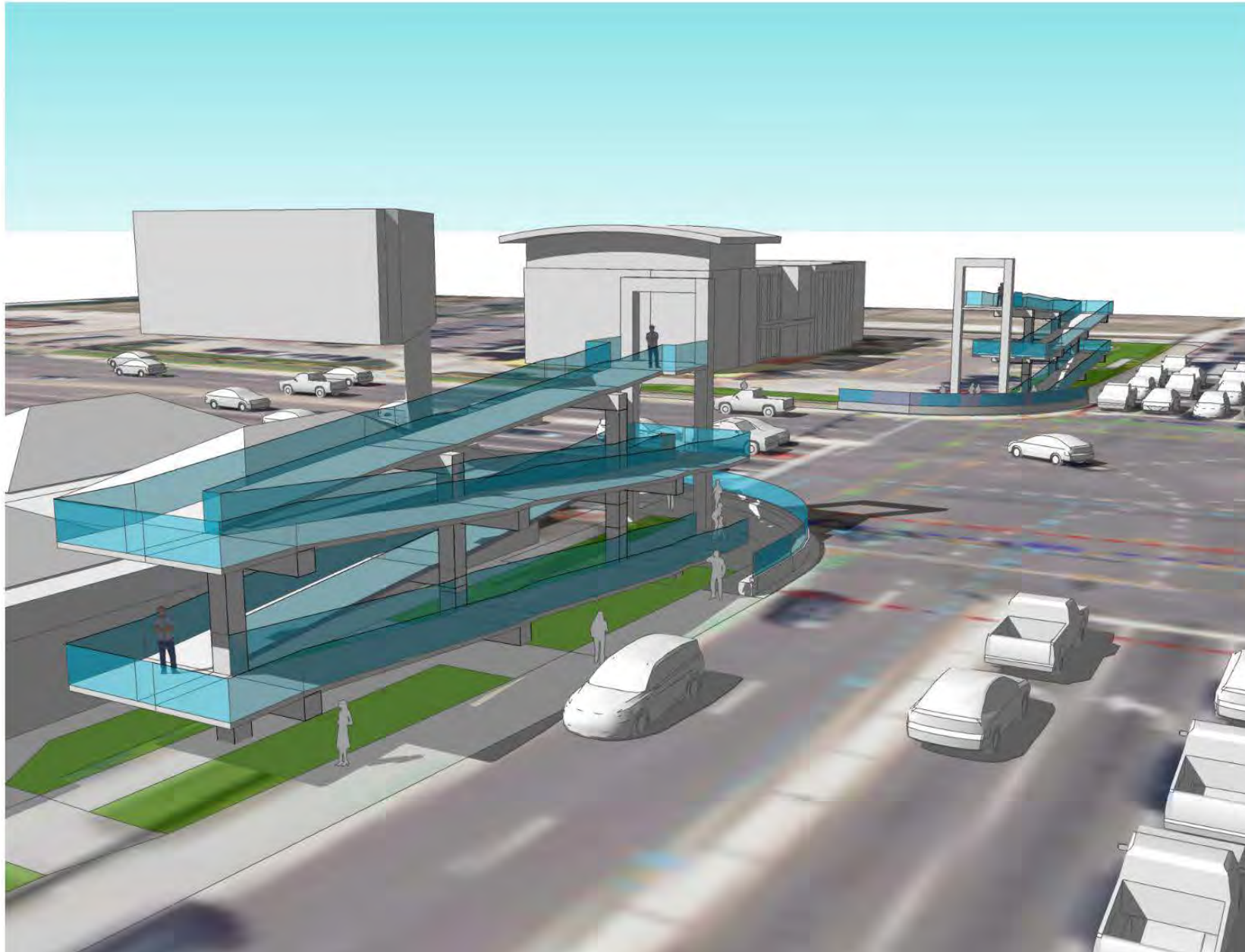
Crosswalks have been removed.

### Summary

Ground Floor Platform	192sf
Ramp Width	8' Wide
Total Ground Level Footprint	1728sf
Bridge Width	10'-0"







## Ramp Option 4

### Description

The Ramp option meets the needs of egress and accessibility in a single ramp component. The disadvantage to the ramp configuration is that users must climb or descend a ramp that is almost 350' long. The ramp is useable by strollers and bicycles. This option requires very little maintenance and has no power requirements or moving parts.

The biggest drawback to the ramp is its footprint size and its visual obstruction of the businesses on the 4 corners of the intersection.

The ramps are located along International Drive based on the availability or right of way and unencumbered property along this roadway.

The Ramp is stretcher compliant and accessible by first responders.

The area required for this option is 18' x 96'.

Crosswalks have been removed.

### Summary

Ground Floor Platform	192sf
Ramp Width	8' Wide
Total Ground Level Footprint	1728sf
Bridge Width	10'-0"





# Meeting Number Three

## Preliminary Bridge Concepts



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## Results of PAG meeting 1 & 2

1. Include barrier at intersections to prevent on grade crossing.
2. Utilize Stair and Elevator or Ramp 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.





## Bridge Configuration Square Option

### Description

The square bridge configuration is the most pragmatic of the options reviewed.

The square bridge has the simplest structural configuration with four simple bridge spans.

The most challenging part of this configuration is its simplistic form, and lack of dynamic quality. This option suffers from its lack of positive user experience with the focus of crossing being straight ahead with people walking with you and against you. Also the requirement to make 90 degree turns at the intersections make this the least favorable user experience.

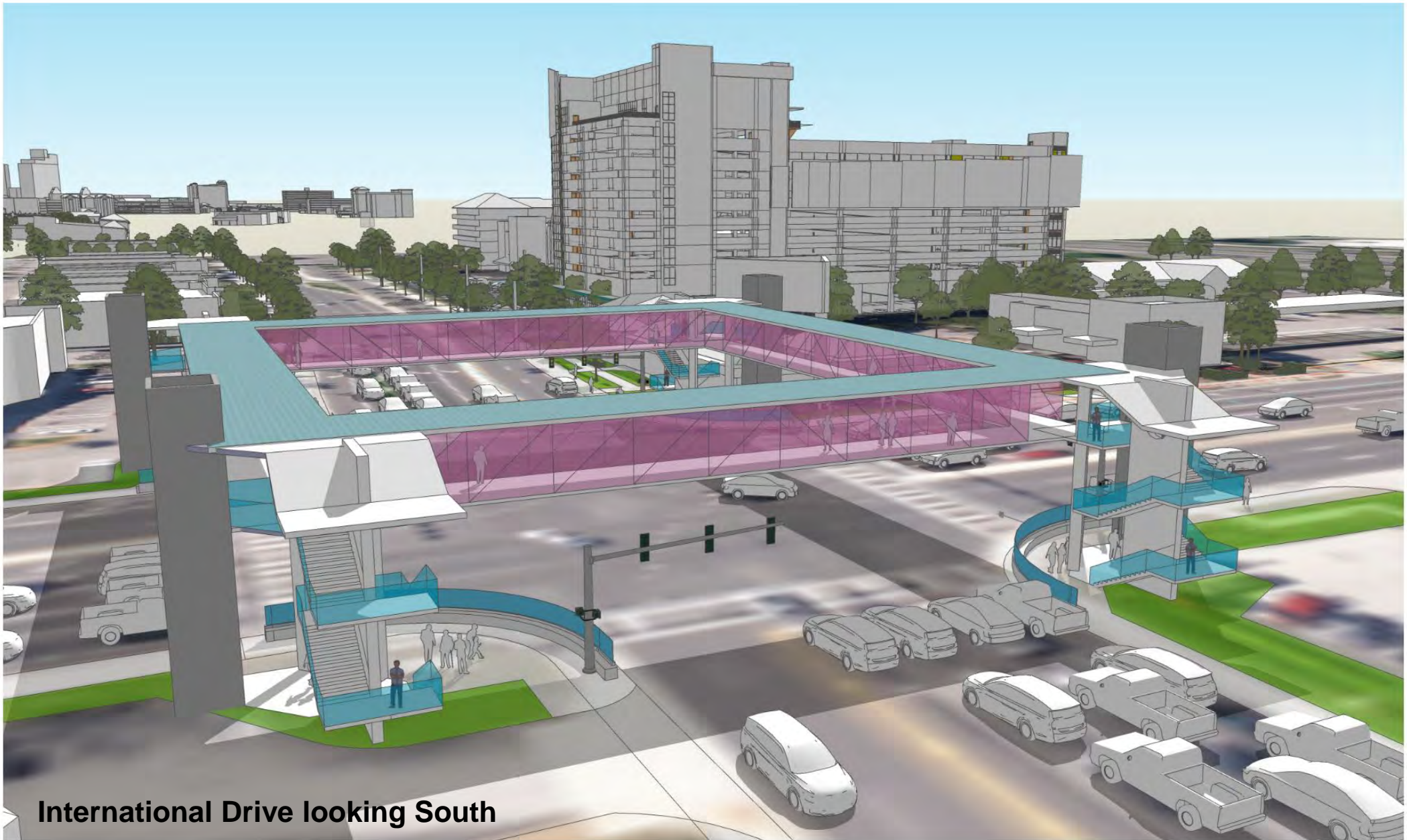
The overall length of the bridge in the square configuration is the third longest of all options at 584' of length.

### Summary

Average Travel Distance	279'
Bridge Length	584'
Bridge Width	12'-0"



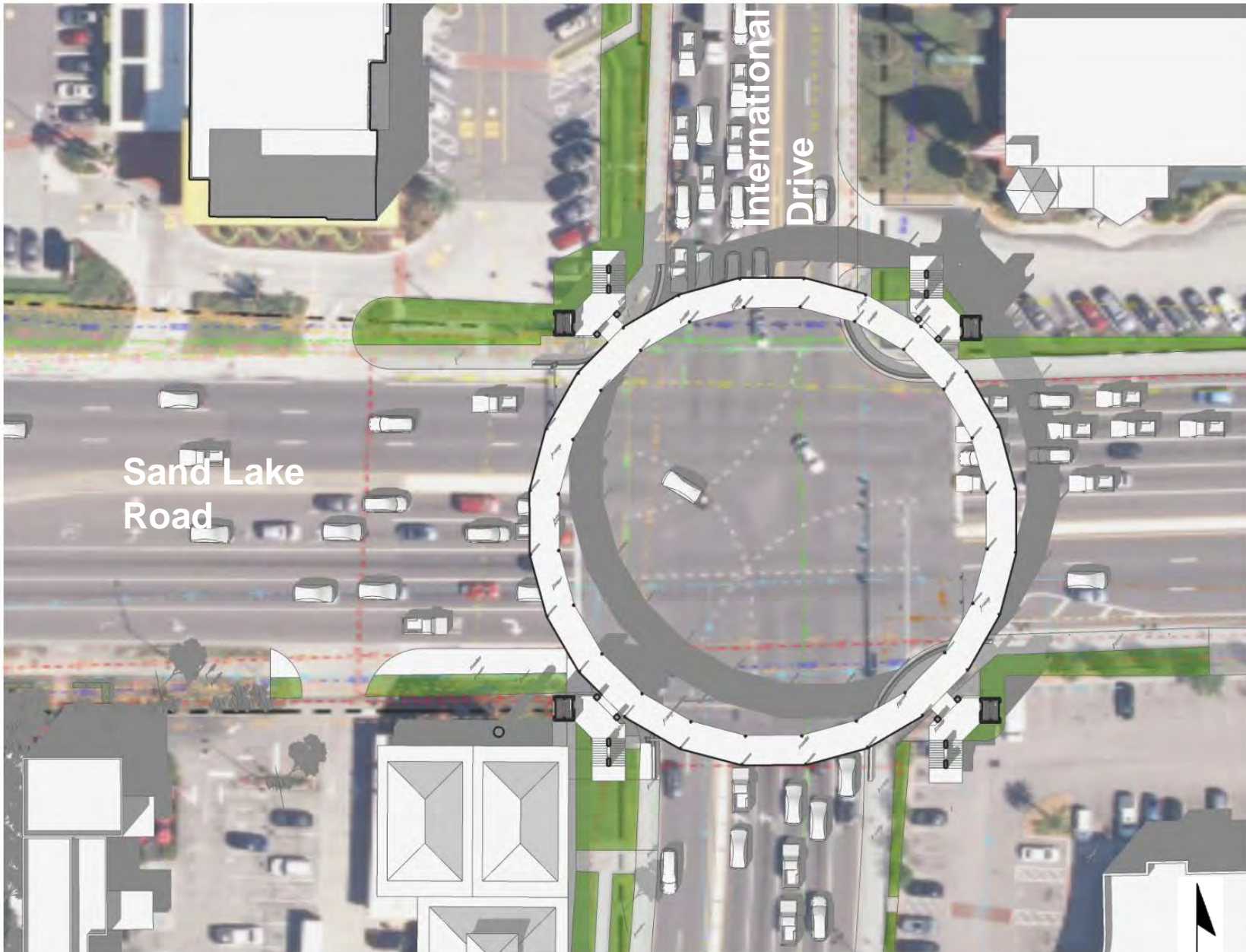




**International Drive looking South**







## Bridge Configuration Circular Option

### Description

The I -Drive 2040 Vision Plan identified the importance of the I-Drive / Sand Lake Rd. intersection as a key gateway opportunity for the Convention and Entertainment District.

Not only does this intersection have the opportunity to create a unique gateway for visitors coming from I-4 and the International Airport, but it also can improve pedestrian safety at one of the busiest intersections in Central Florida.

The steering group looked at multiple examples of gateways around the world and the circular option was represented in the 2040 Visioning Book.

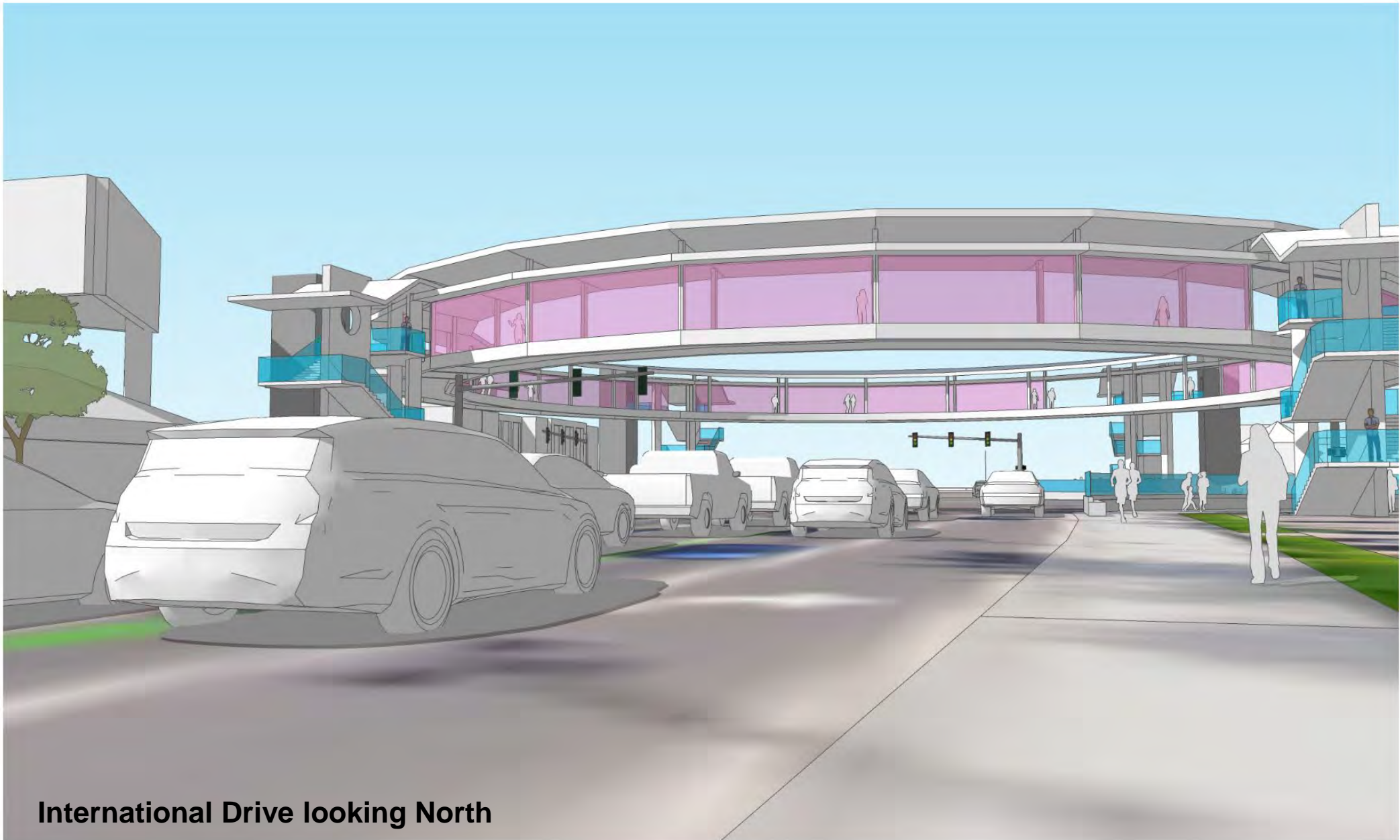
The overall length of the bridge in the Circular configuration is the longest of all options at 816' of bridge length.

### Summary

Average Travel Distance	284'
Bridge Length	816'
Bridge Width	12'-0"

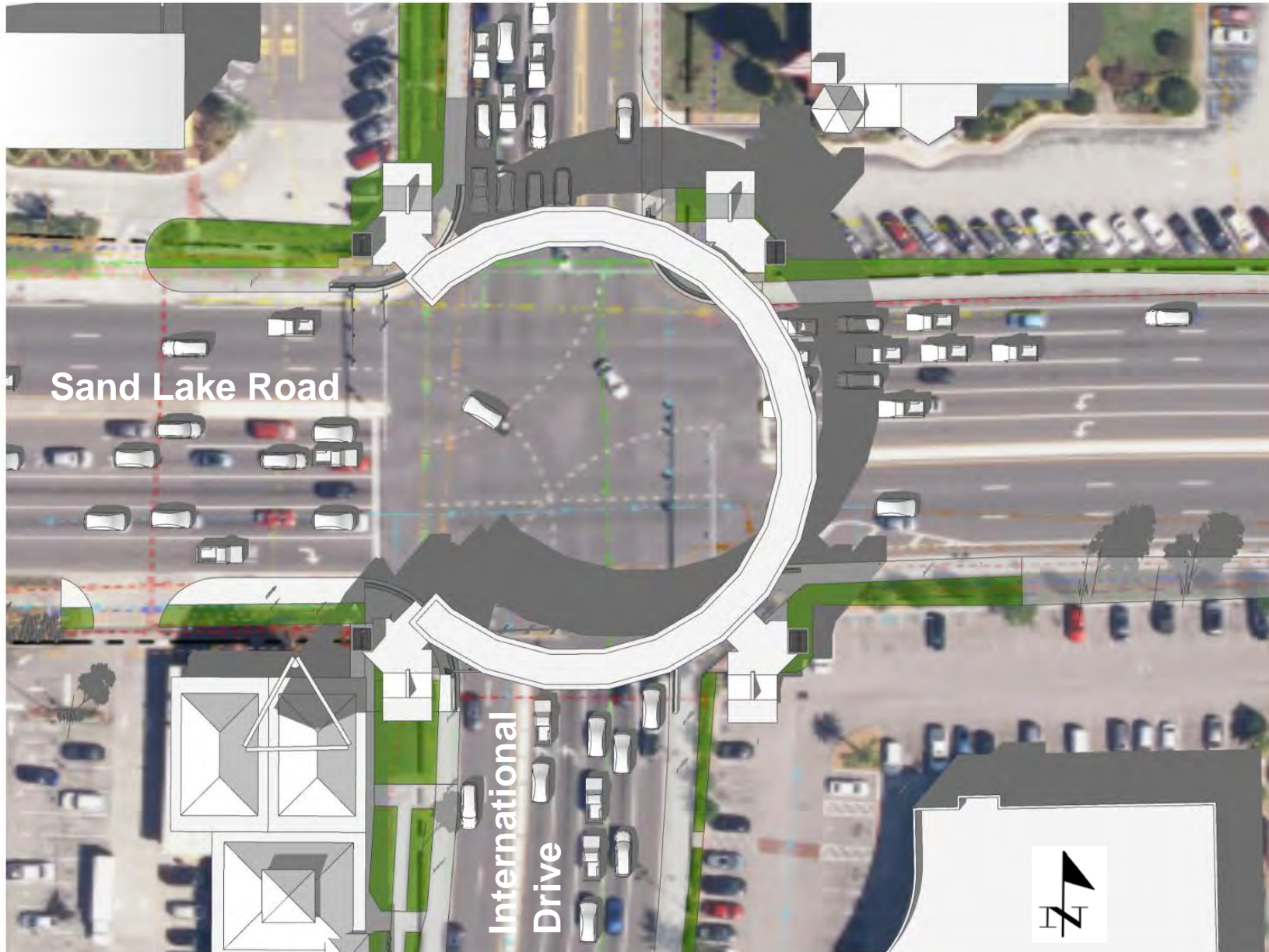






**International Drive looking North**





## Bridge Configuration "C" Option

### Description

The "C" Shaped bridge configuration provides most of the benefits of the Circular bridge configuration, but reduces the overall bridge length by 237'.

The overall length of the bridge in the Circular configuration is the longest of all options at 579' of bridge length making it the fourth most efficient configuration of the bridges analyzed.

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.

The open leg of the bridge creates a unique gateway for cars coming from I-4 traveling in any direction.

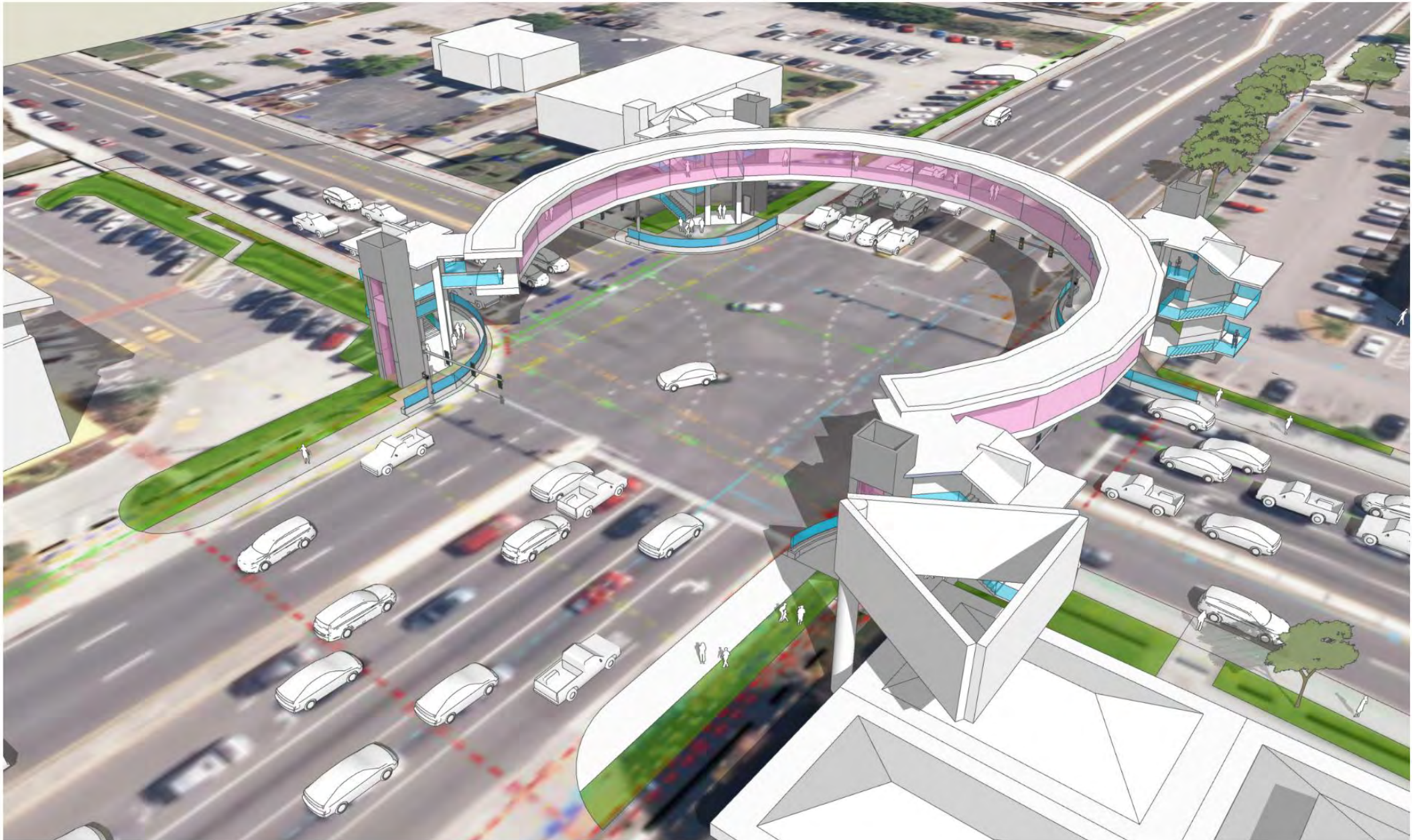
The biggest negative of this configuration is the increase in travel distance when traveling between the SW and NW intersections.

### Summary

Average Travel Distance	386'
Bridge Length	579'
Bridge Width	12'-0"











## Bridge Configuration "I" Option

### Description

In PAG meeting #2 there was interest expressed for the "I" configuration with an obvious connection to International Drive.

We originally looked at the "I" configuration and were concerned over the 90 degree turns in the bridge and straight runs of bridge section with 2-way traffic. First thought was to start to round the intersections of the "I" to create serifs.

With the new curved serif's on the "I" it no longer seemed necessary to have the straight connector sections crossing International Drive.

This thought process led to the evolution of the "I" configuration into the Interlocking "C" configuration.

The overall length of the bridge in the "I" configuration is the second shortest of all options at 402' of length.

### Summary

Average Travel Distance	226'
Bridge Length	402'
Bridge Width	12'-0"



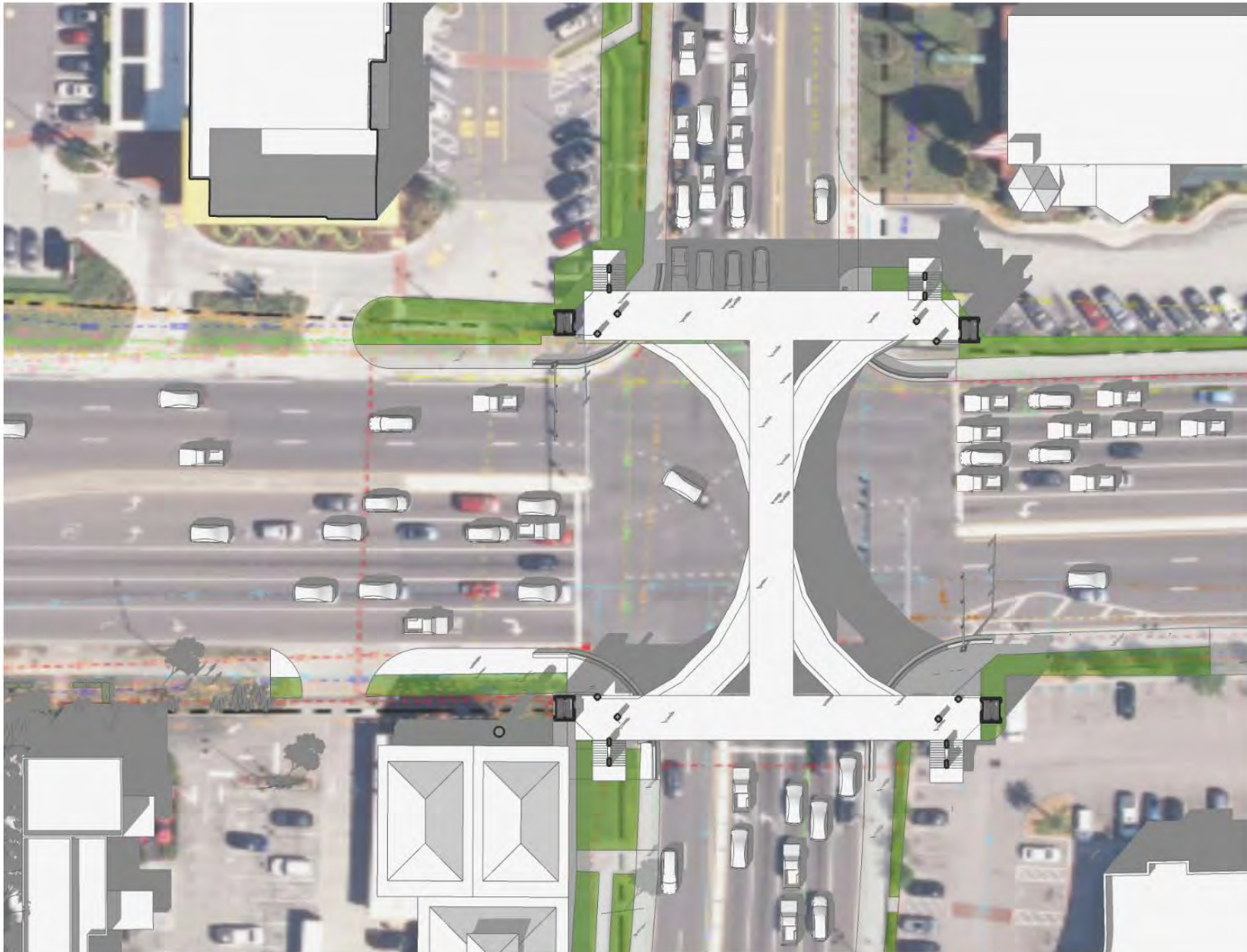




Sand Lake Road looking East







## Bridge Configuration "I" Option - Modified

### Description

In PAG meeting #2 there was interest expressed for the "I" configuration with an obvious connection to International Drive.

We originally looked at the "I" configuration and were concerned over the 90 degree turns in the bridge and straight runs of bridge section with 2-way traffic. First thought was to start to round the intersections of the "I" to create serif's.

These new connectors make the bridge pedestrian experience better but create multiple paths and greatly increase the length of the bridge.

The overall length of the bridge in the modified "I" configuration becomes much longer than the "I" option at 686' of length.

### Summary

Average Travel Distance	195'
Bridge Length	686'
Bridge Width	12'-0"



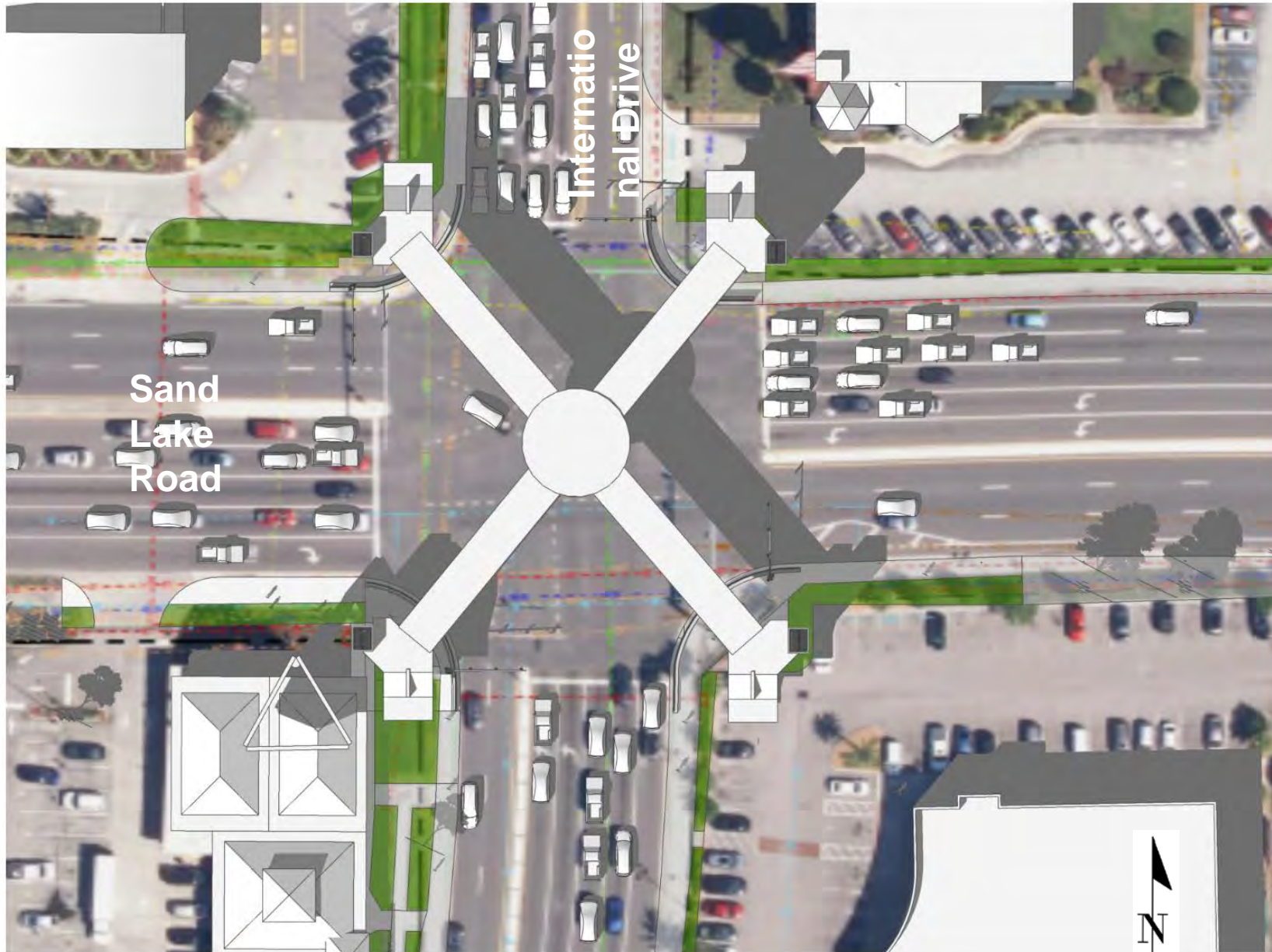




**Sand Lake Road looking East**







## 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.

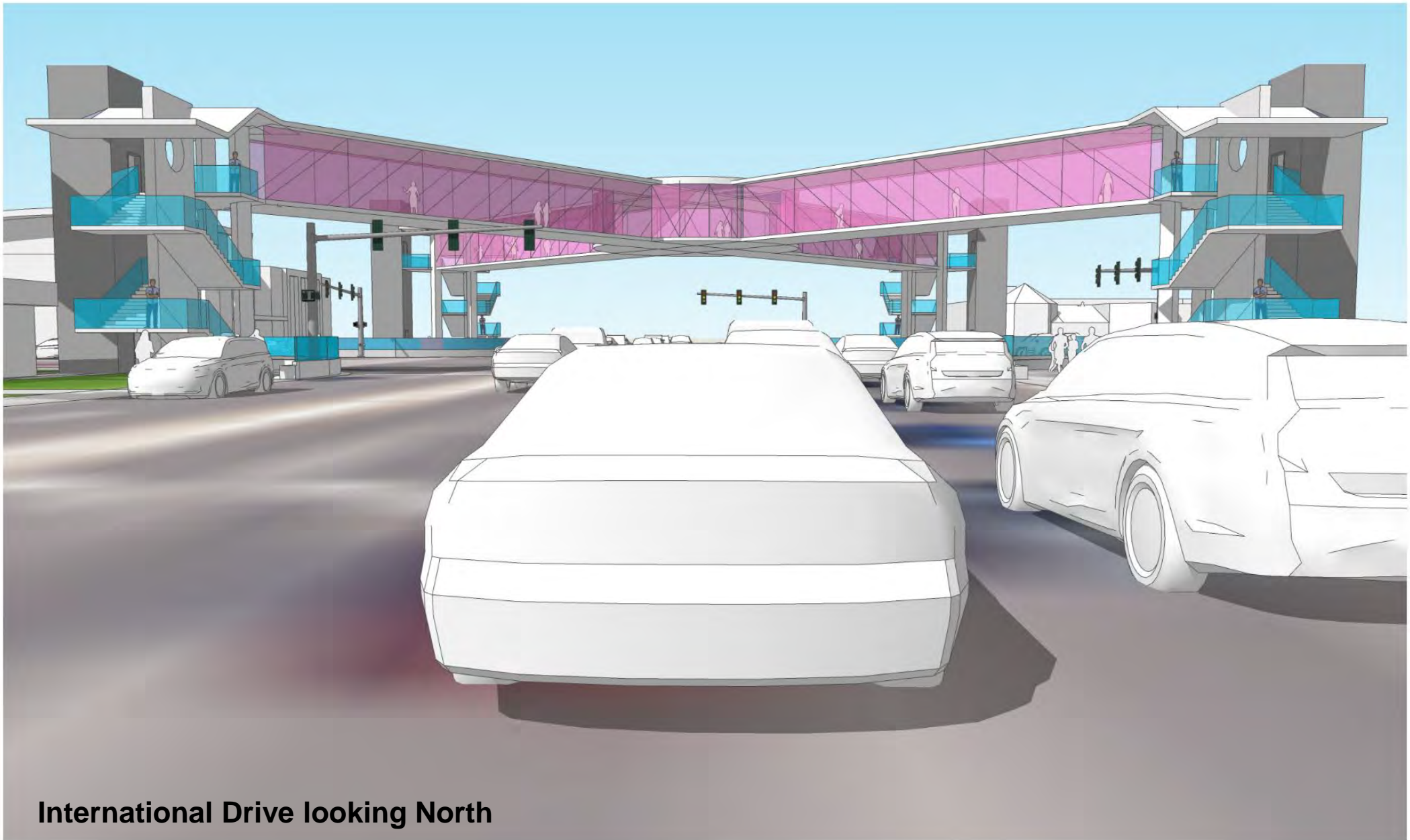
The straight bridge sections create a less desirable experience and users have to make a turn at the center section unless they are traveling diagonally across the intersection.

### Summary

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







**International Drive looking North**



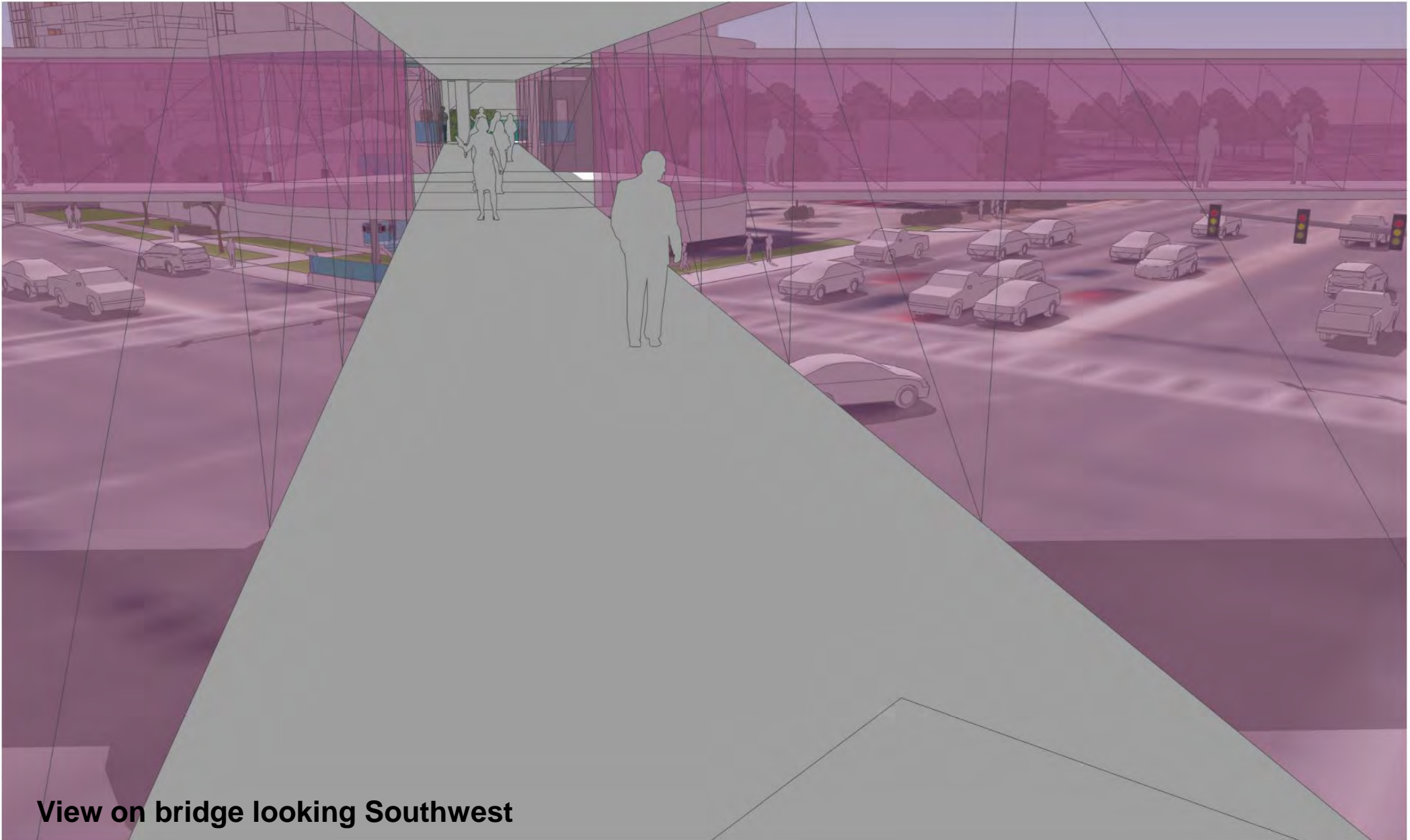




**International Drive looking South**







**View on bridge looking Southwest**



## 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.

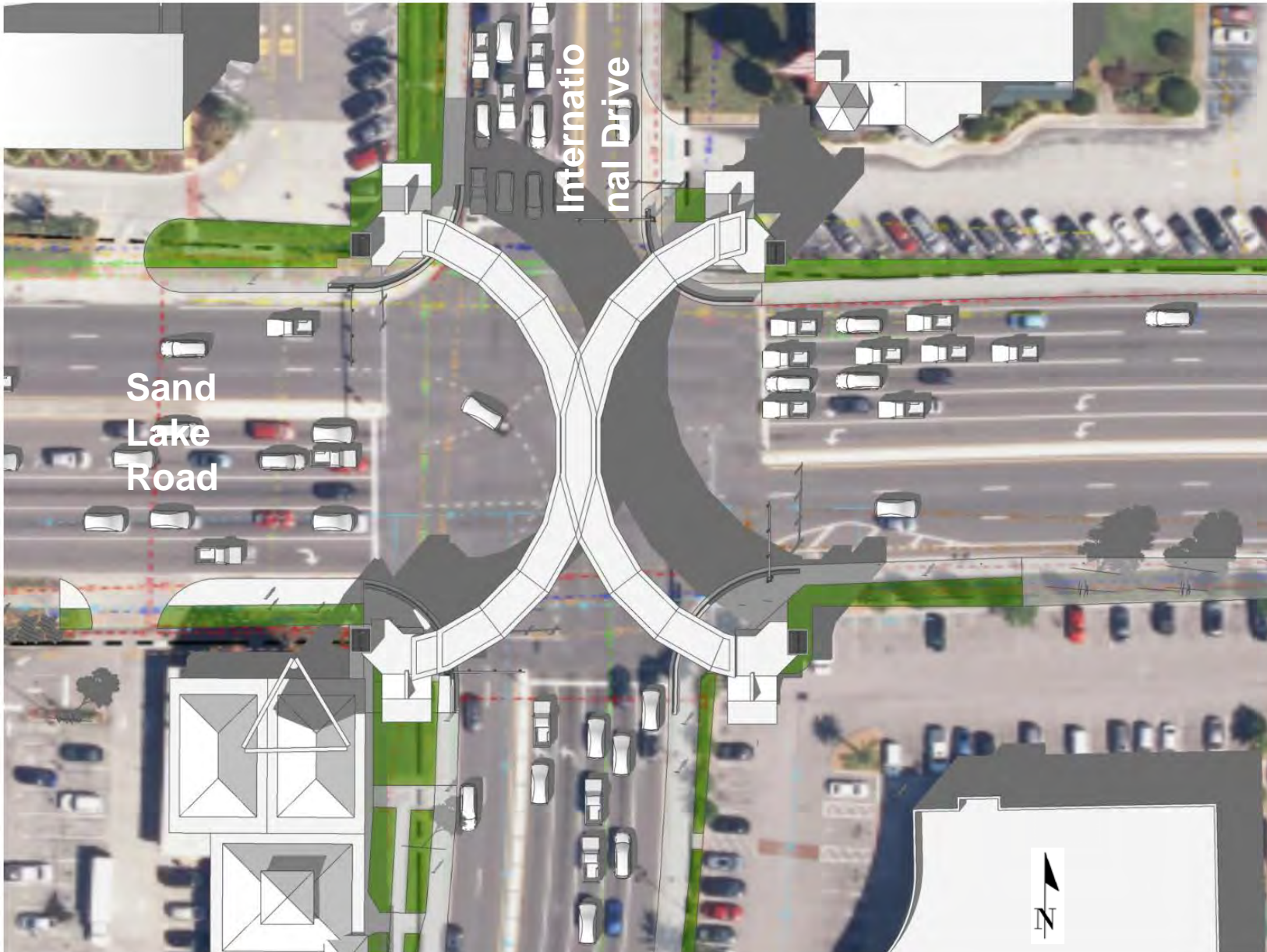
In addition the curved sections add to the crossing experience by limiting the long view across the bridge and maximizing the views to surrounding businesses while the users traverse the bridge.

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**



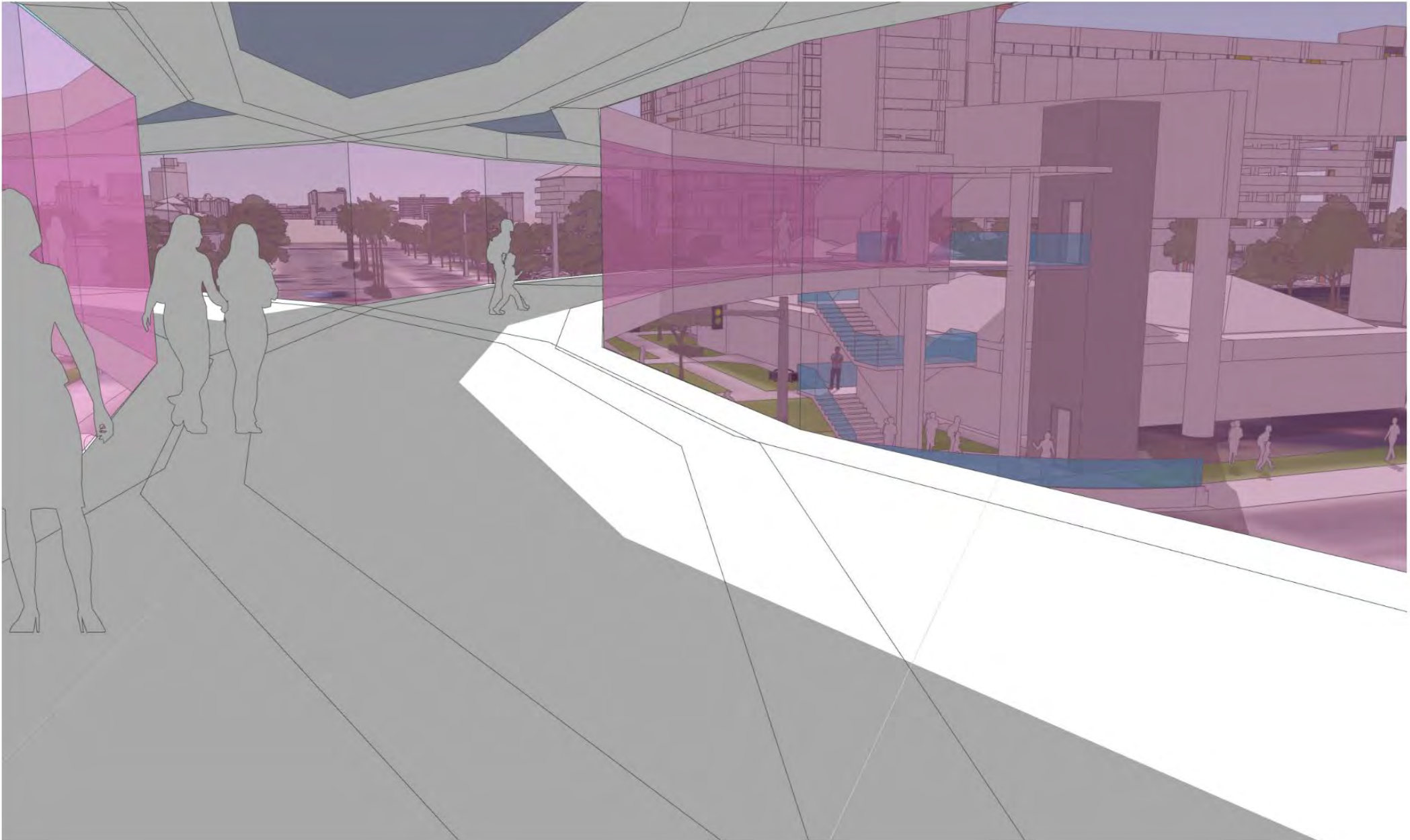






**International Drive looking North**





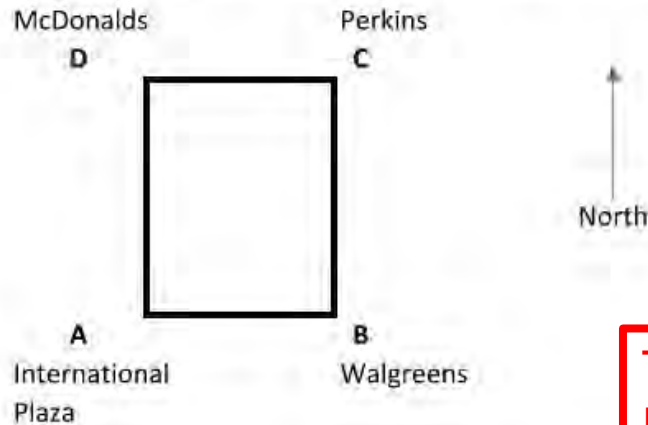


### Bridge Configuration Evaluation Matrix

(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 highest-ranking option is the Intersecting "C" configuration.  
(lowest score = highest ranking)



## Results of PAG meeting 3

1. Highest Ranked (preferred) Concepts included the Intersecting “C” Concept and The “X” Concept.
2. Utilize Stair and Elevator or Ramp 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. Further develop preferred alternatives. (“X” and Intersecting “C” Options)





# 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 on the preferred configuration to meet the operational, aesthetic, budget, and iconic gateway criteria.





## Public Meeting #1

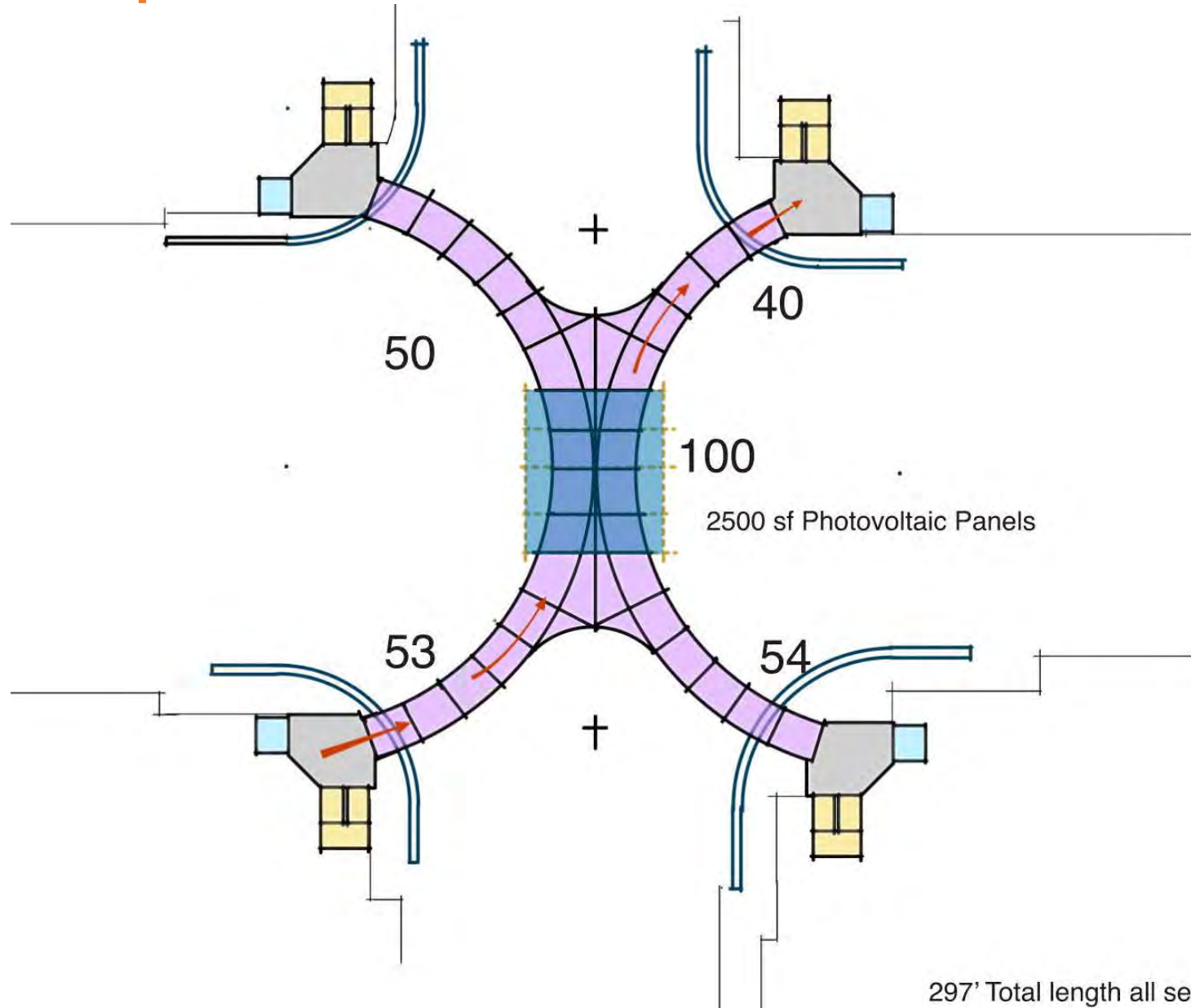
# Preferred Schemes Under Development



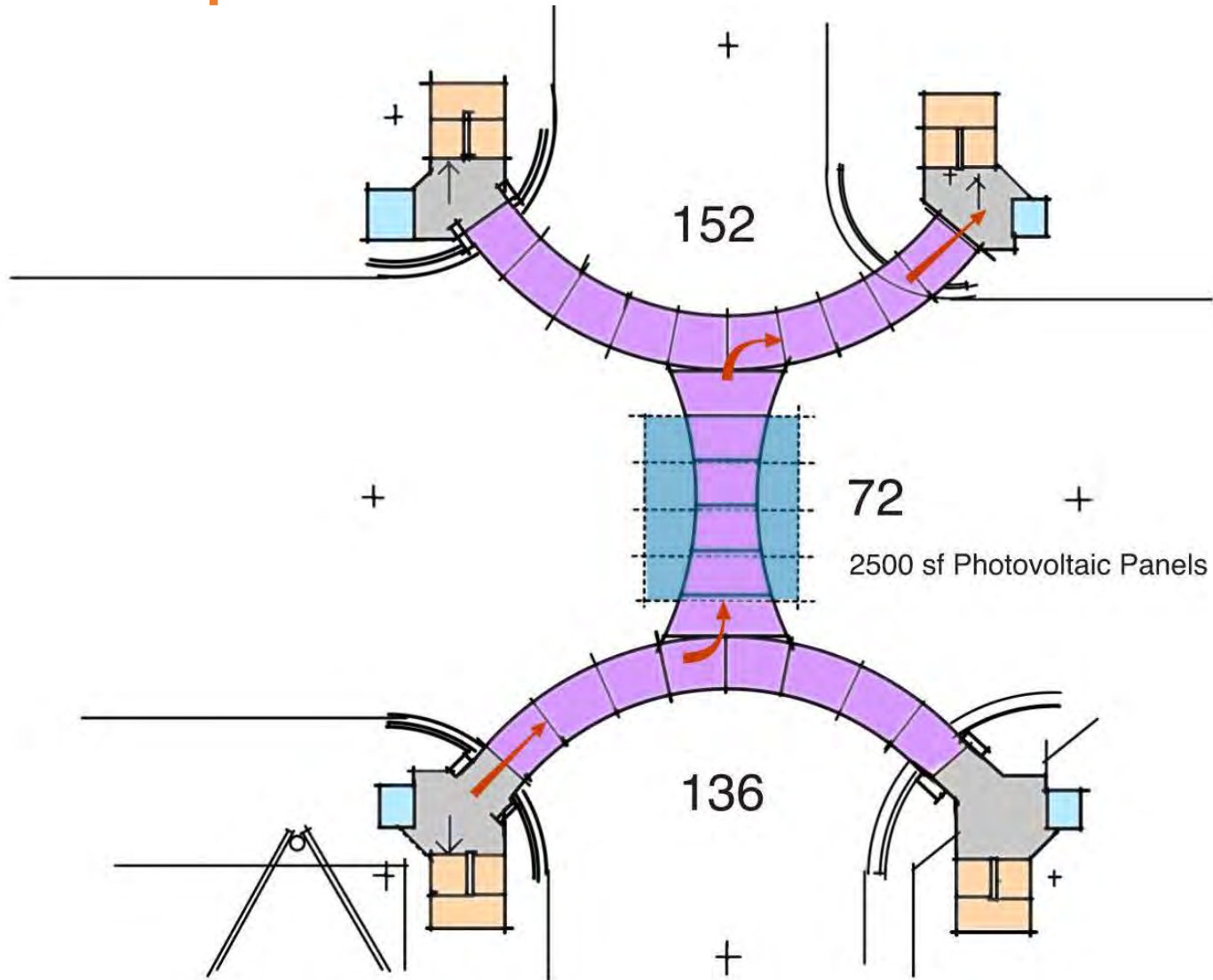
**HHCP&AVCON**  
A JOINT VENTURE



# Preferred Option 1



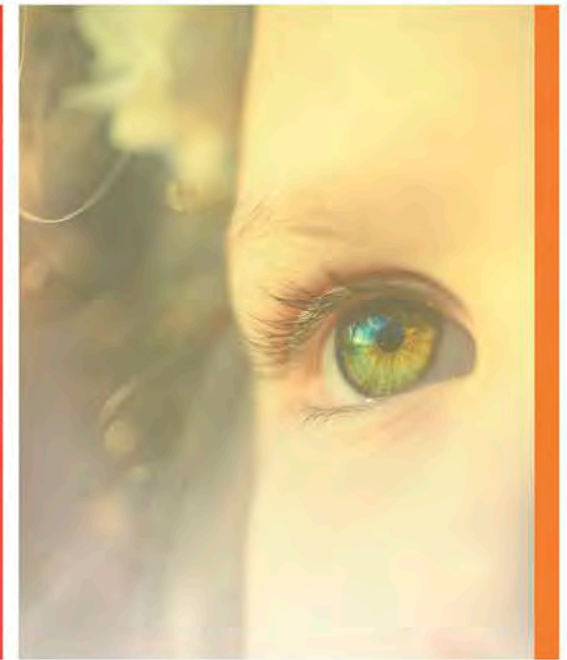
# Preferred Option 1



360' Total length all segments







Transportation Planning Division



International Drive Pedestrian Overpass  
Analysis and Overpass Conceptual Design Study

Public Meeting #1

