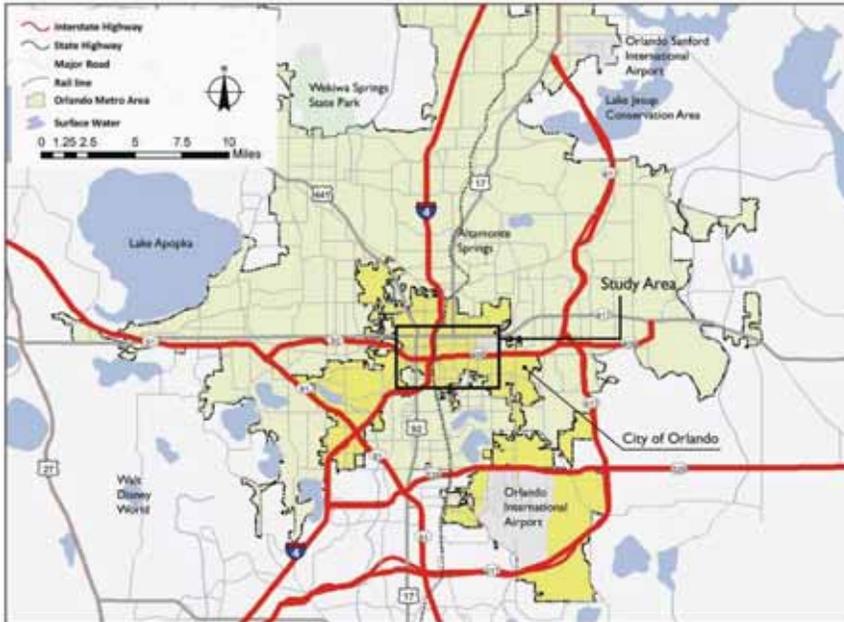


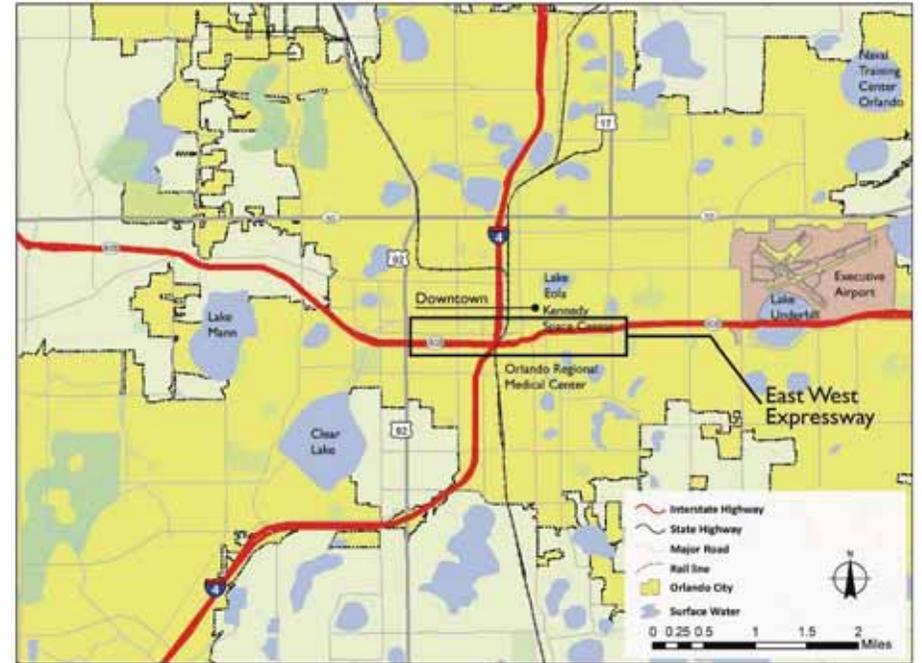
### East West Expressway

	East West Expressway	I-81
<b>Project Type</b>	reconstruction of an elevated highway	existing elevated highway - TBD
<b>Interstate Highway?</b>	no	yes
<b>Through Traffic?</b>	yes	yes
<b>Vehicles /day</b>	140,000	100,000
<b>Project Length</b>	16 miles (to be constructed in 6 phases)	1.4 mi.
<b>Context</b>	downtown	downtown
<b>City</b>	Orlando, FL	Syracuse, NY
<b>Population</b>	213,000	140,658
<b>Timeline</b>	construction 2005 - 2008	unknown
<b>Cost/Cost per mile</b>	\$640 million/\$40 million per mile	unknown

### Regional Context-Orlando



### Project Location



This east-west elevated toll road through downtown Orlando serves very high traffic volumes, and the basic purpose and need for the project was to increase the highway’s capacity. As a result, other alternatives were not considered in the planning and design process. The aesthetics of the expanded highway were of great concern, as were potential noise impacts. The result is that much of the length of highway through downtown was constructed on a terraced embankment, which is heavily landscaped and incorporates sound walls.

The replacement road was constructed on or immediately adjacent to the existing route. The overpass structures were designed with decorative features to increase their visual appeal.

## What was the decision-making process?

Planning and design was conducted jointly by the Florida Department of Transportation and the Orange County Expressway Authority. This project was the focus of an extensive public outreach effort, given its unique context in downtown Orlando. A team of public involvement specialists focused on outreach and consultation with stakeholders, which resulted in unique design details for many of the overpasses, reflecting historical themes of the Orlando area. There was limited public involvement in the alternatives analysis process.



*Photo Simulation (left) and final outcome (right) of embankment design (FDOT)*

## What were the outcomes?

Some segments of the expanded toll road are still under construction, but the elevated portion through downtown Orlando is complete and viewed as an aesthetic improvement over the old elevated highway. It is too early to tell if the improved appearance will spur higher value uses of the land alongside the highway.

## Are there parallels to *The I-81 Challenge*?

The high traffic volumes and downtown location are similar to the I-81 corridor through Syracuse. However, this corridor is in a rapidly growing city, which was a factor that led to the decision to expand the highway. Because this highway is also a toll road, with specific planning, access and financing considerations, the range of alternatives was considerably narrowed.



*Photosimulation of new underpass with decorative features  
(Florida DOT and Orange County Expressway Authority)*

## What can we learn from this project?

**Traffic Circulation and Urban Mobility:** This project sought to improve the appearance and reduce negative noise and aesthetic affects of an elevated highway through downtown Orlando. While concrete construction techniques used in this project are more challenging in a northern climate, the specific design techniques, particularly for noise abatement, are worthy of consideration.

**Economic Development/Urban Design:** The project offers some appealing design ideas for screening embanked, elevated highways with terraced landscaping. This type of treatment is more challenging in a northern climate, where landscaping options are more limited.

**Political/Public Process:** Because this was a toll authority roadway, the range of alternatives was considerably narrow, so there was less public input on the major design concepts that were considered.

## For More Information:

<http://www.expresswayauthority.com/Corporate/oursystem/SR408/Default.aspx>