



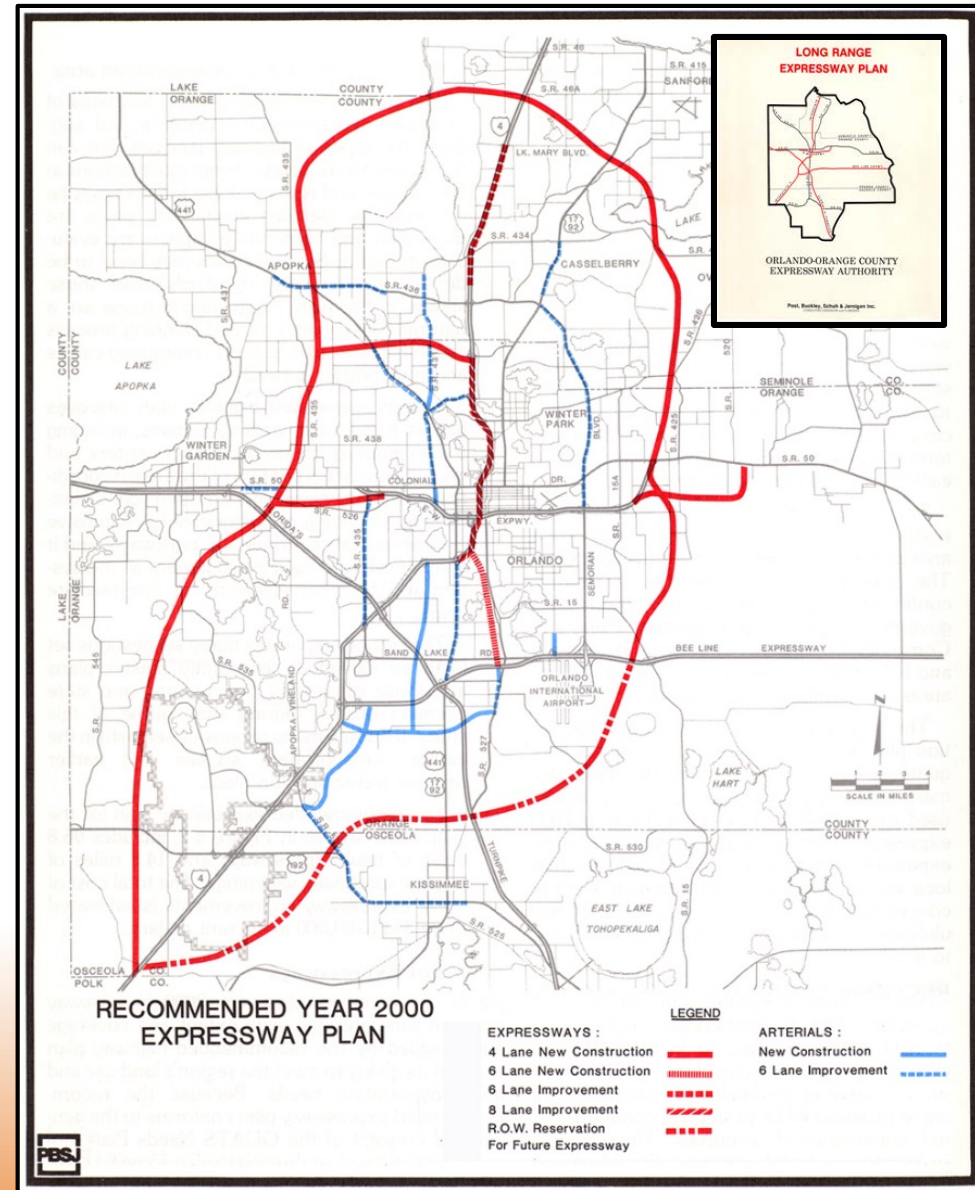
# CENTRAL FLORIDA EXPRESSWAY AUTHORITY

## Expressway System Overview and History

April 14, 2016

# History

- “Outer Belt Route” first proposed in 1950’s
- Orlando Urban Area Transportation Plan first adopted in 1969
- OOECA Long Range Expressway Plan adopted in 1983

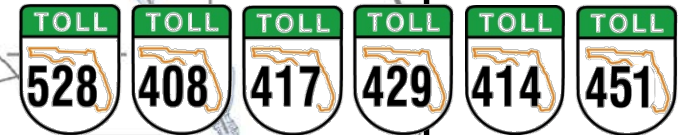
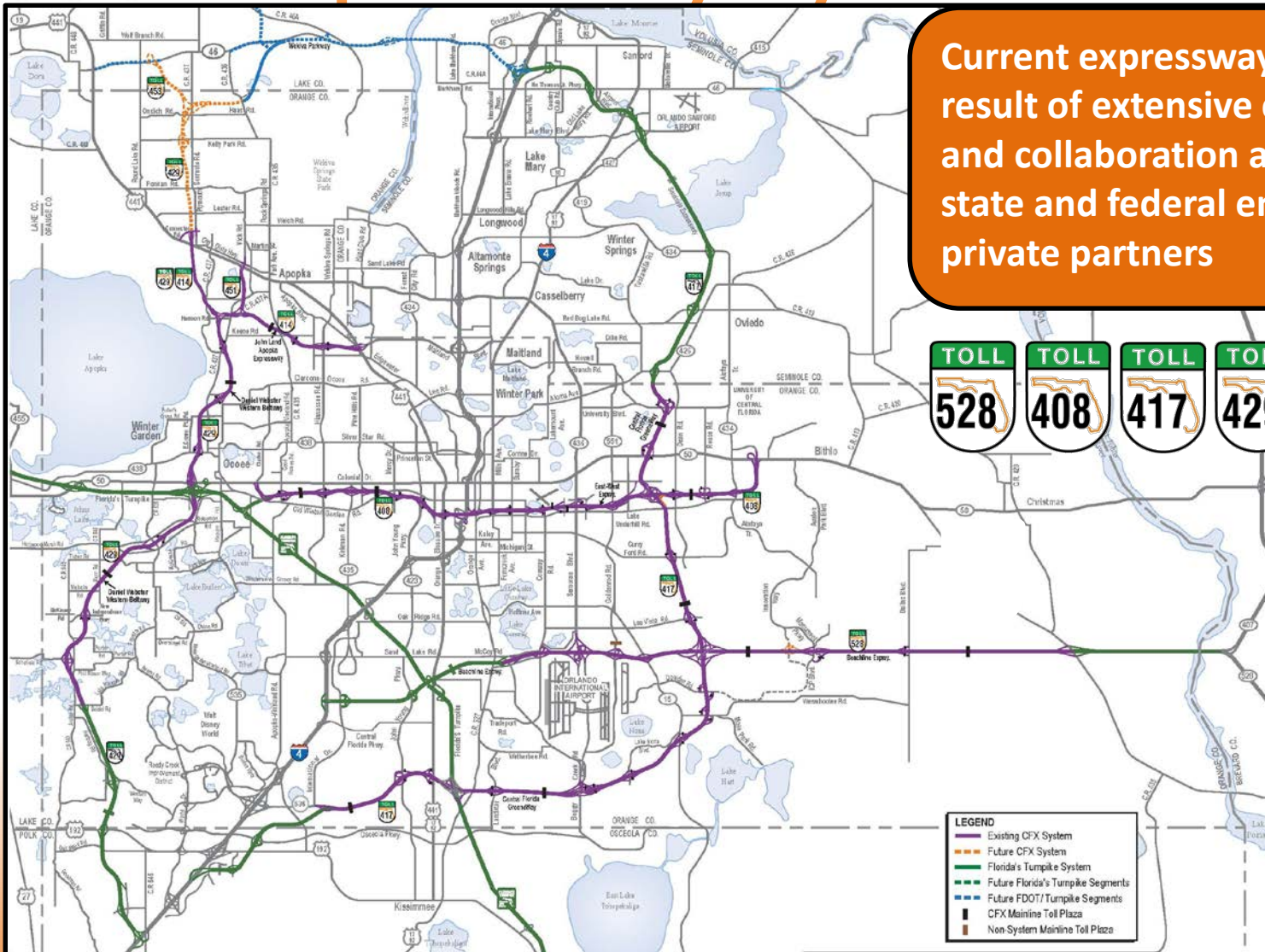






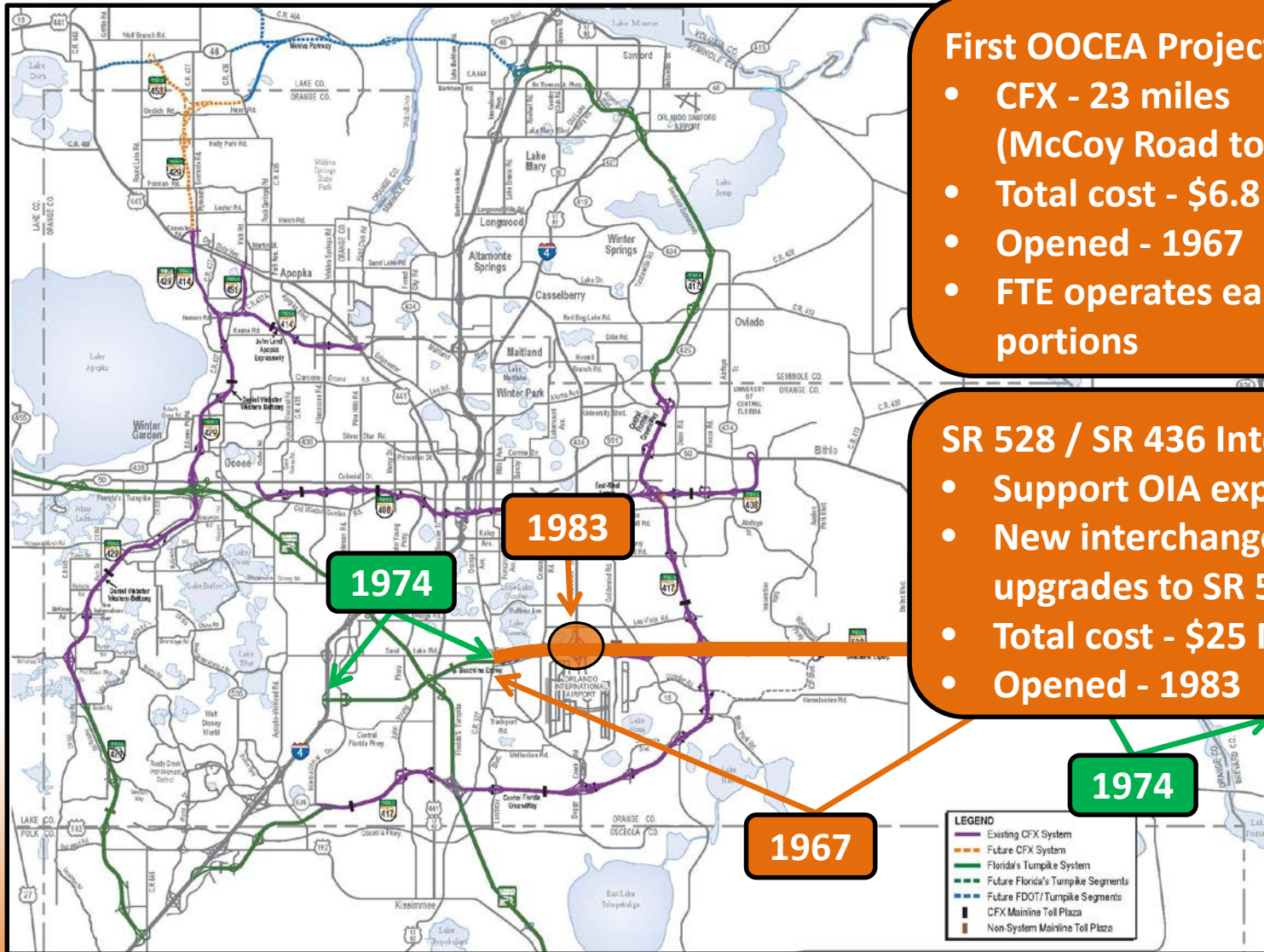
# Expressway System Overview

Current expressway system result of extensive coordination and collaboration among local, state and federal entities and private partners





# SR 528



## First OOCEA Project

- CFX - 23 miles (McCoy Road to SR 520)
- Total cost - \$6.8 M
- Opened - 1967
- FTE operates east and west portions

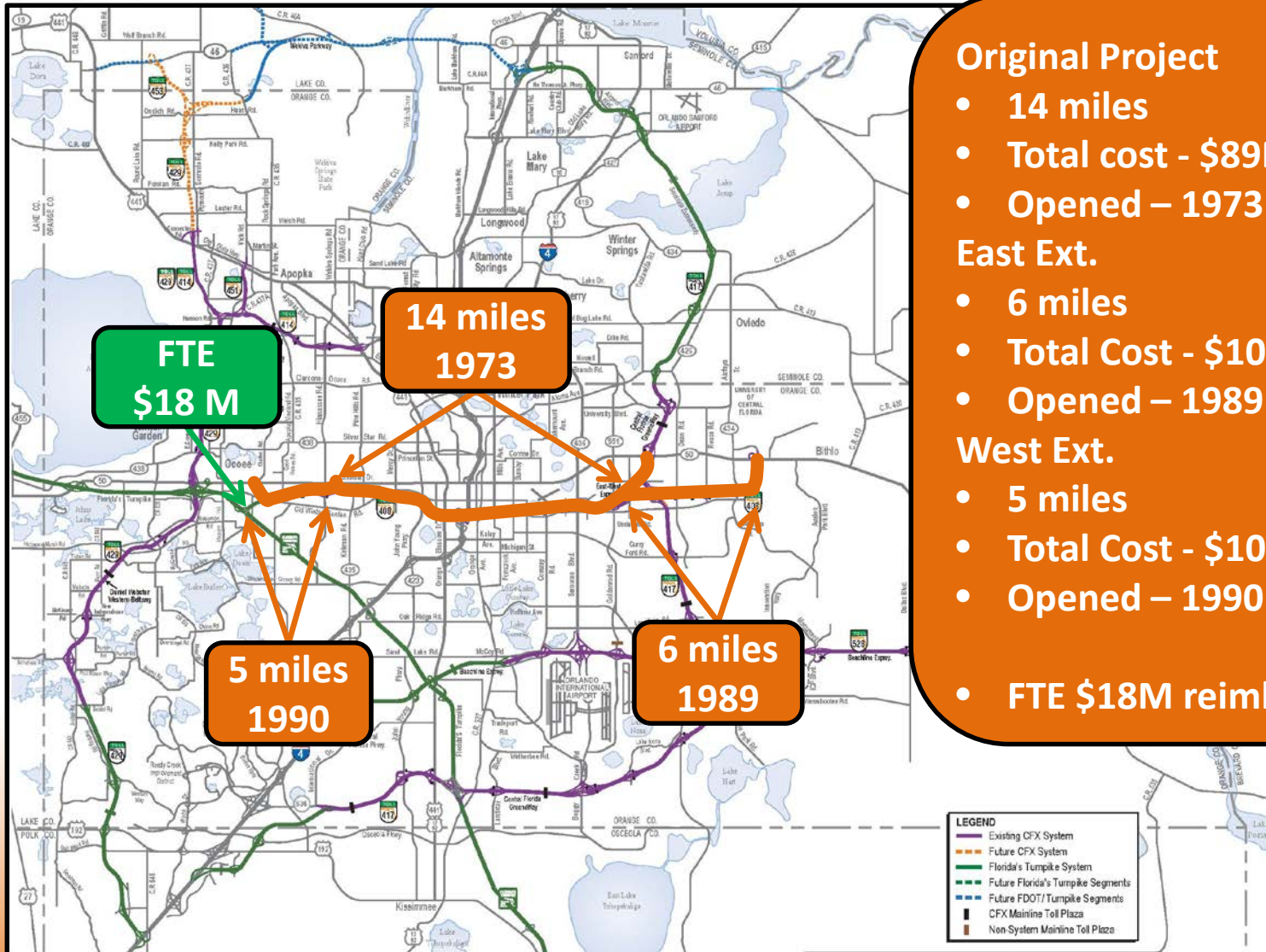
## SR 528 / SR 436 Interchange

- Support OIA expansion
- New interchange and upgrades to SR 528
- Total cost - \$25 M
- Opened - 1983





# SR 408



## Original Project

- 14 miles
- Total cost - \$89M
- Opened – 1973

## East Ext.

- 6 miles
- Total Cost - \$105M
- Opened – 1989

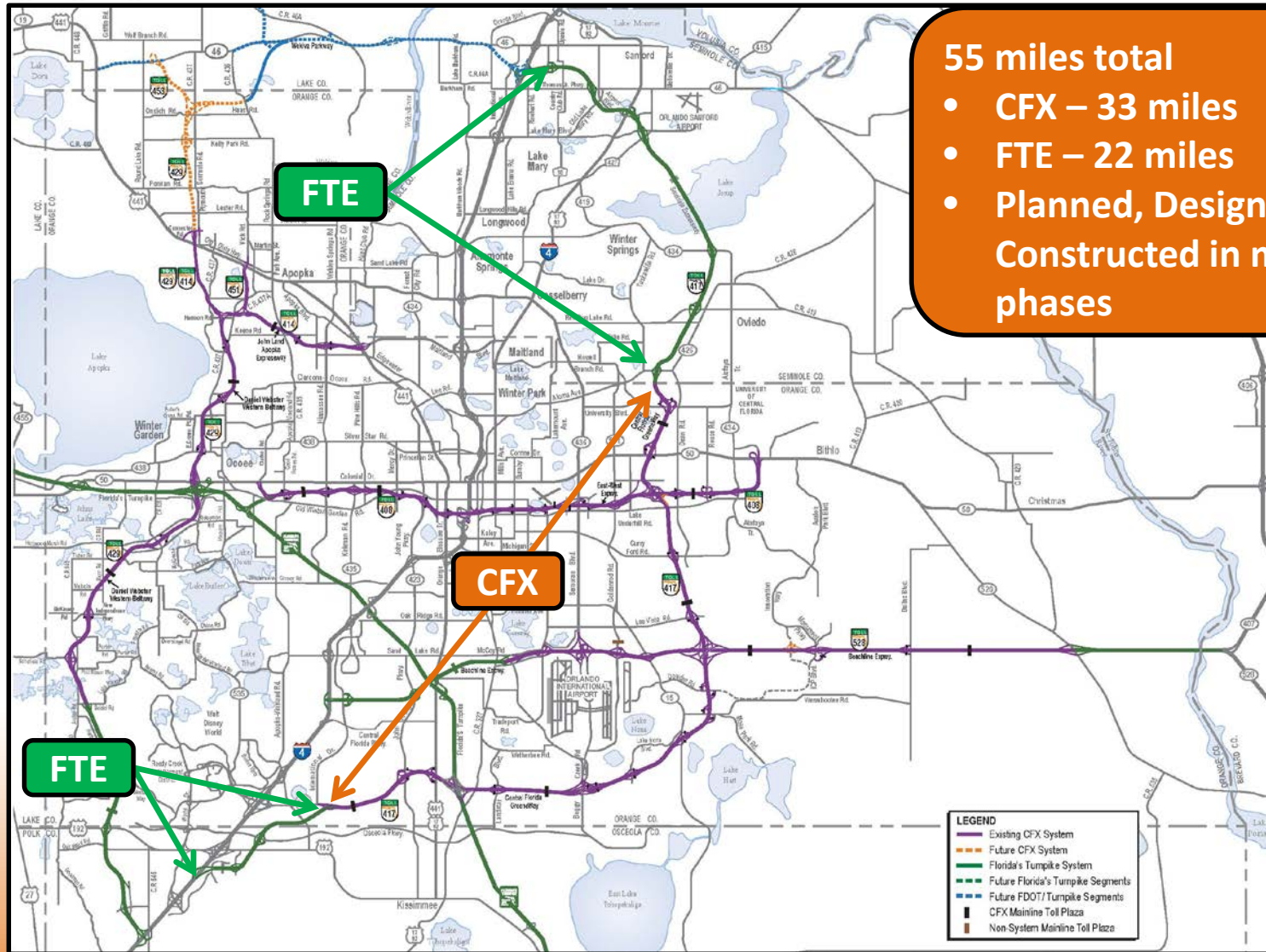
## West Ext.

- 5 miles
- Total Cost - \$102M
- Opened – 1990

- FTE \$18M reimbursement



# SR 417 - Overview

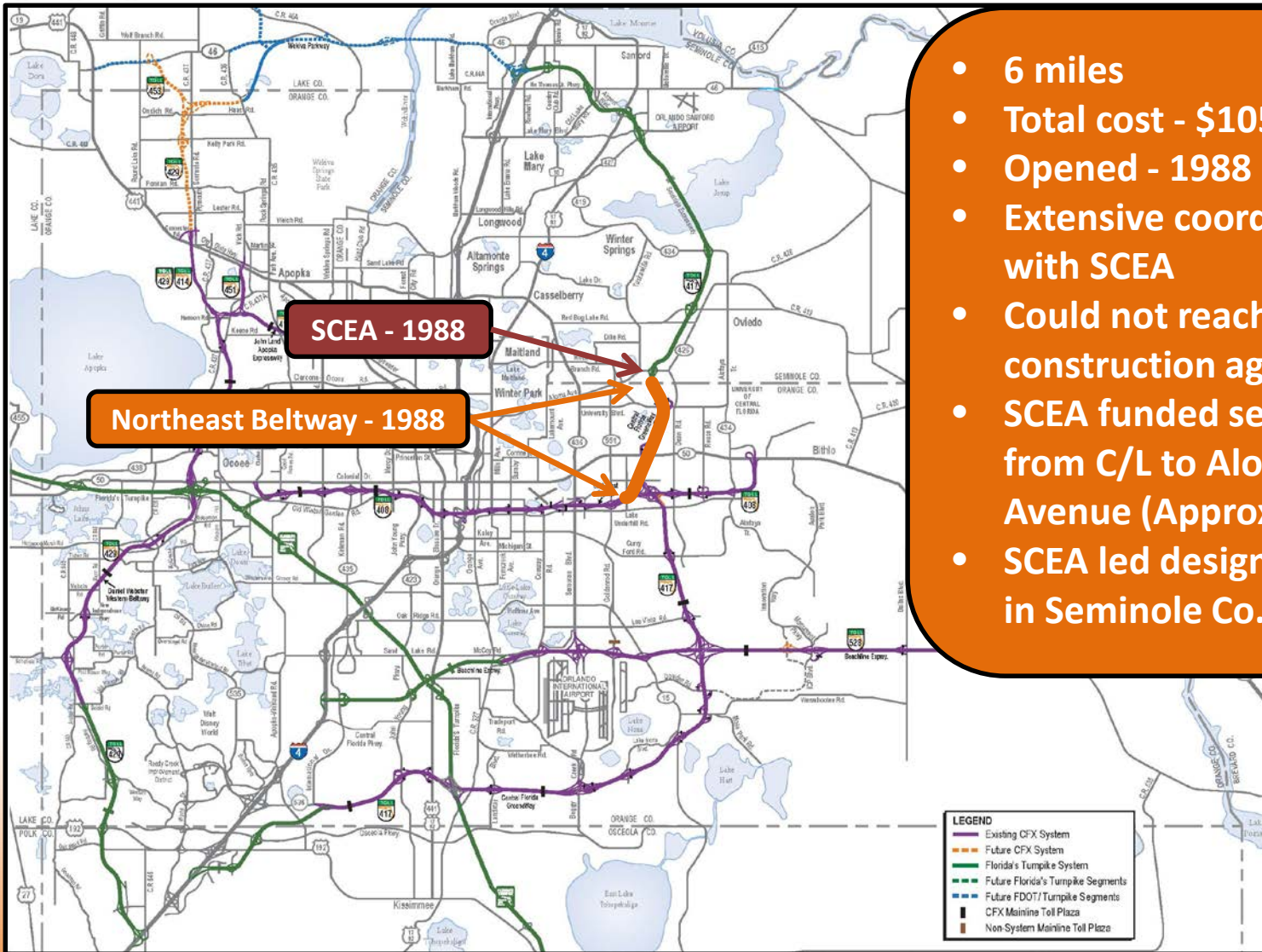


55 miles total

- CFX – 33 miles
- FTE – 22 miles
- Planned, Designed and Constructed in multiple phases



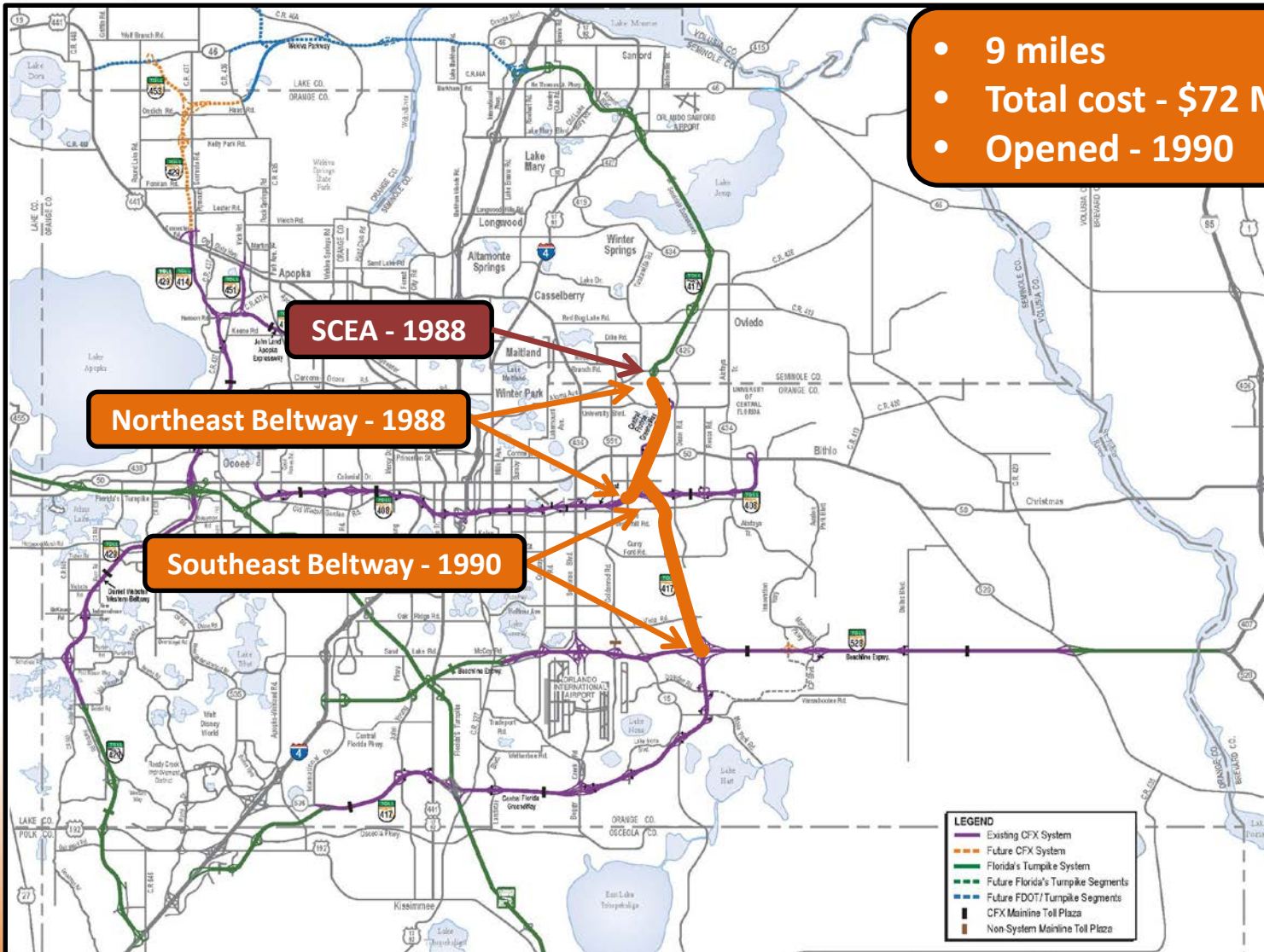
# SR 417- Northeast Beltway



- 6 miles
- Total cost - \$105 M
- Opened - 1988
- Extensive coordination with SCEA
- Could not reach construction agreement
- SCEA funded segment from C/L to Aloma Avenue (Approx. \$5M)
- SCEA led design of SR 417 in Seminole Co.

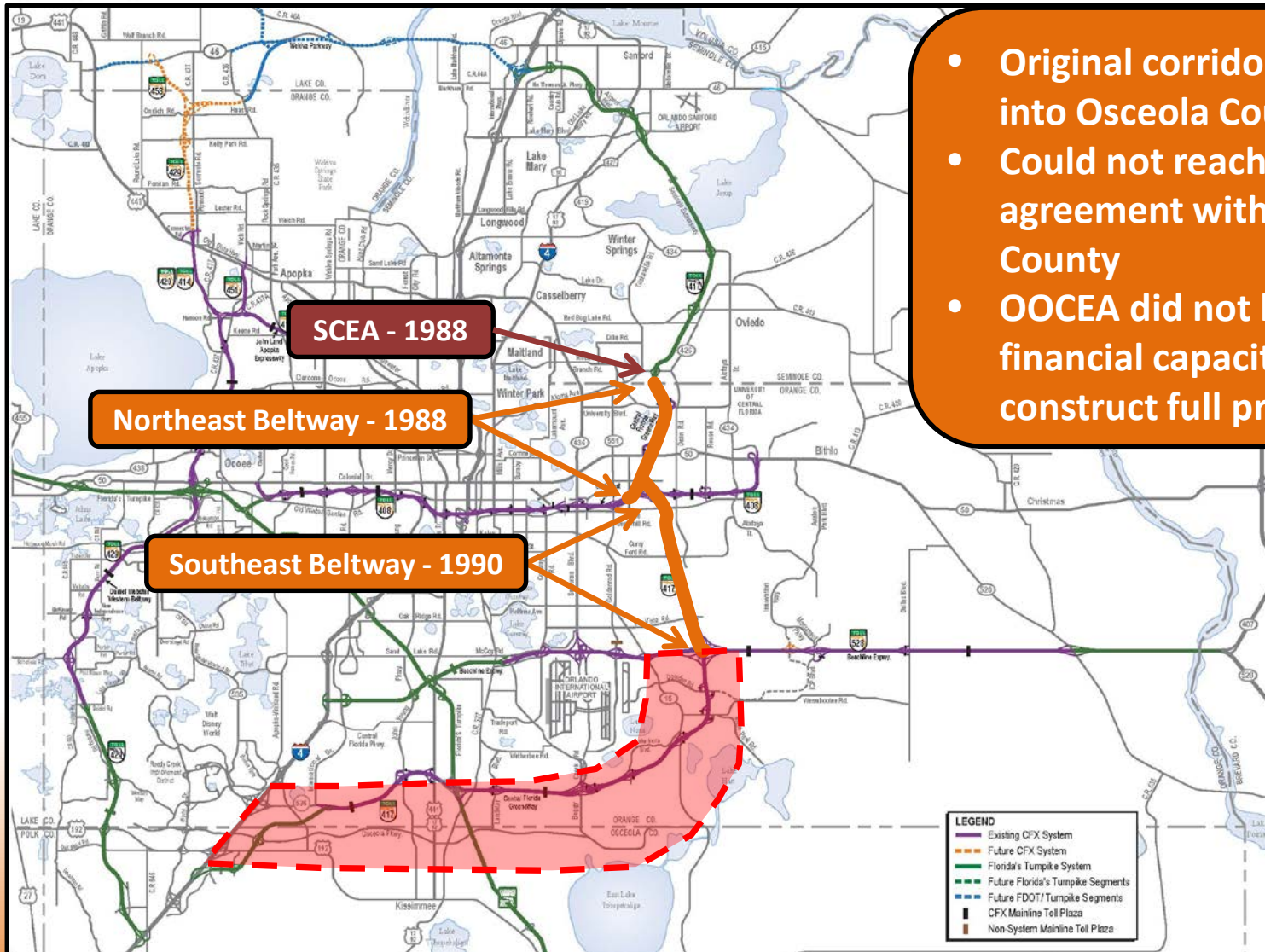
# SR 417 - Southeast Beltway

- 9 miles
- Total cost - \$72 M
- Opened - 1990





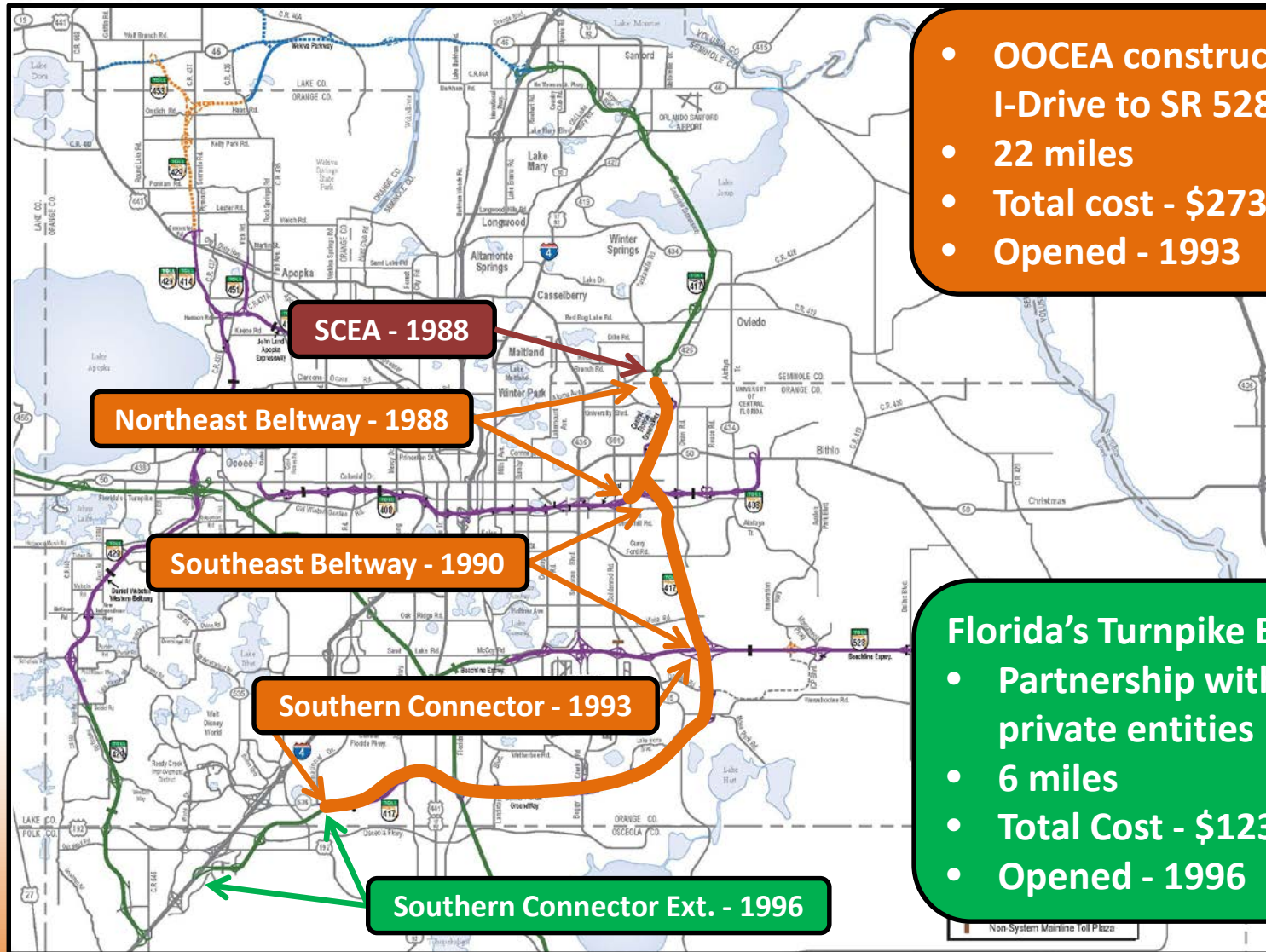
# SR 417 - Southern Connector



- Original corridor extended into Osceola County
- Could not reach agreement with Osceola County
- OCEA did not have financial capacity to construct full project



# SR 417- Southern Connector

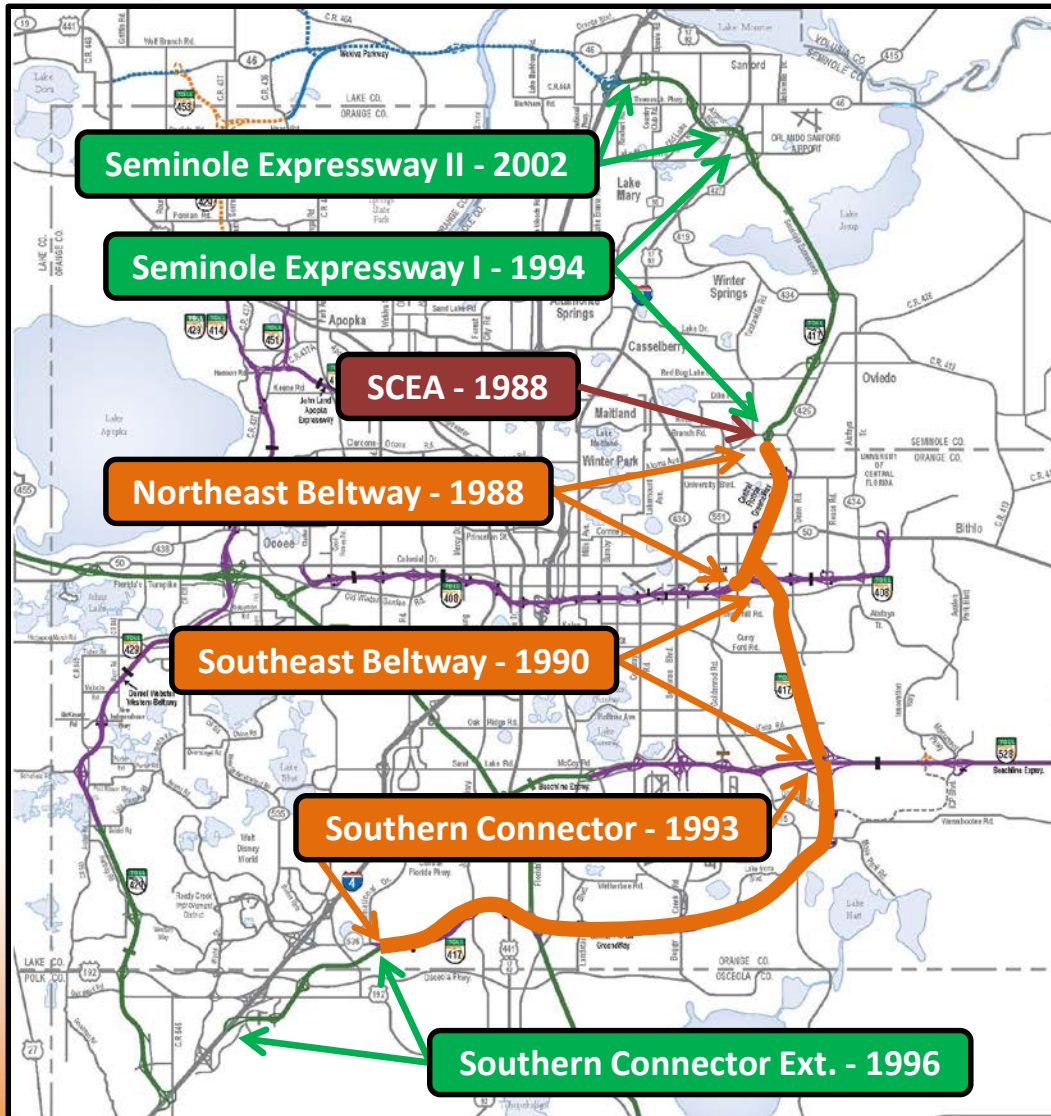


- OOCEA constructed from I-Drive to SR 528
- 22 miles
- Total cost - \$273 M
- Opened - 1993

- Florida's Turnpike Enterprise
- Partnership with four private entities
- 6 miles
- Total Cost - \$123 M
- Opened - 1996



# SR 417- Seminole Expressway

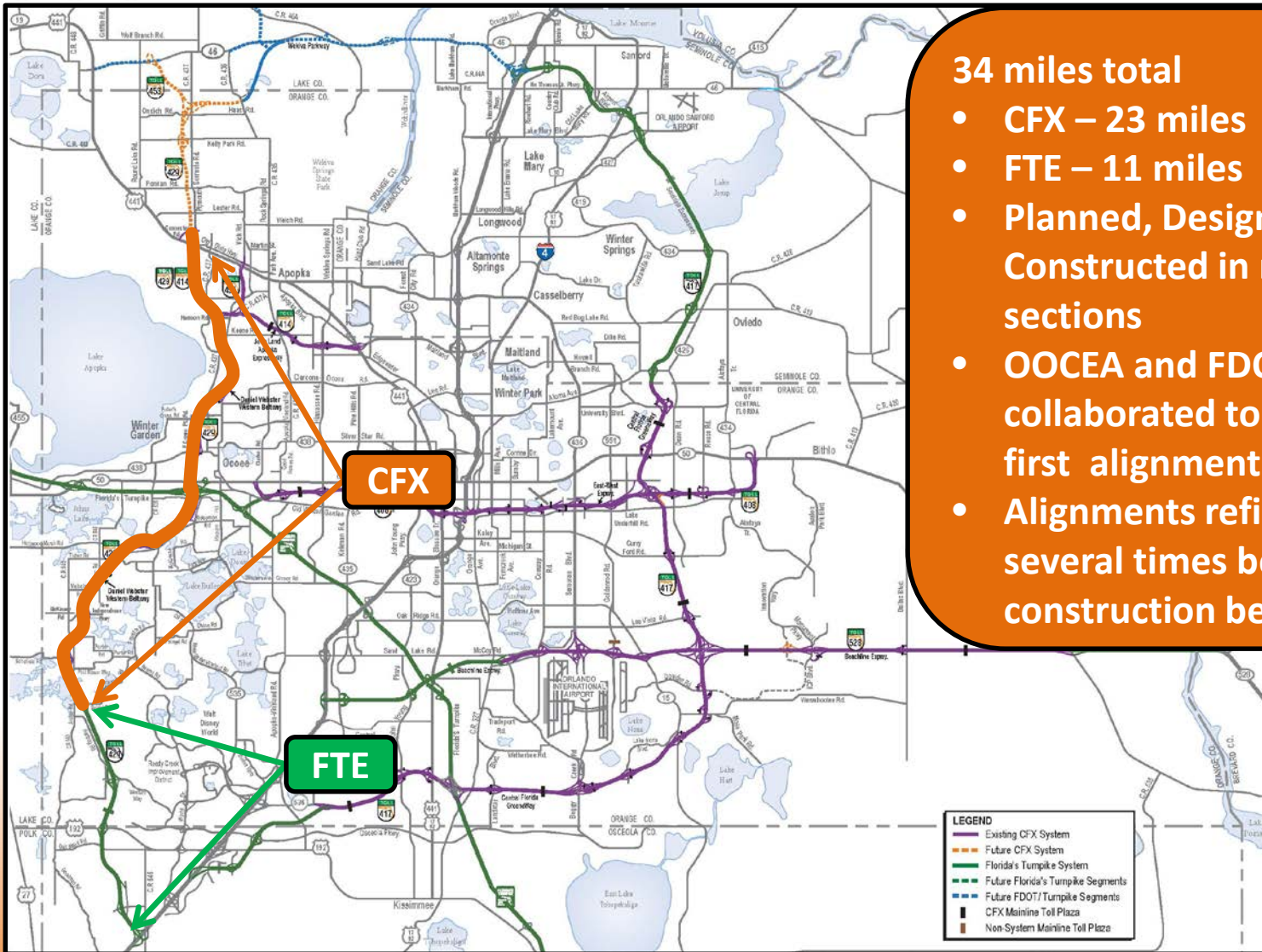


## Florida's Turnpike Enterprise

- SCEA could not fund expressway
- Senate Bill 1316 authorized FTE expansion
- FTE acquired segment to Aloma Avenue in 1990
- Seminole Expressway I
  - 12 miles
  - Opened - 1994
- Seminole Expressway II
  - 6 miles
  - Opened - 2002
  - FDOT contributed funds for I-4 interchange
- Total cost - \$265M



# SR 429 Overview

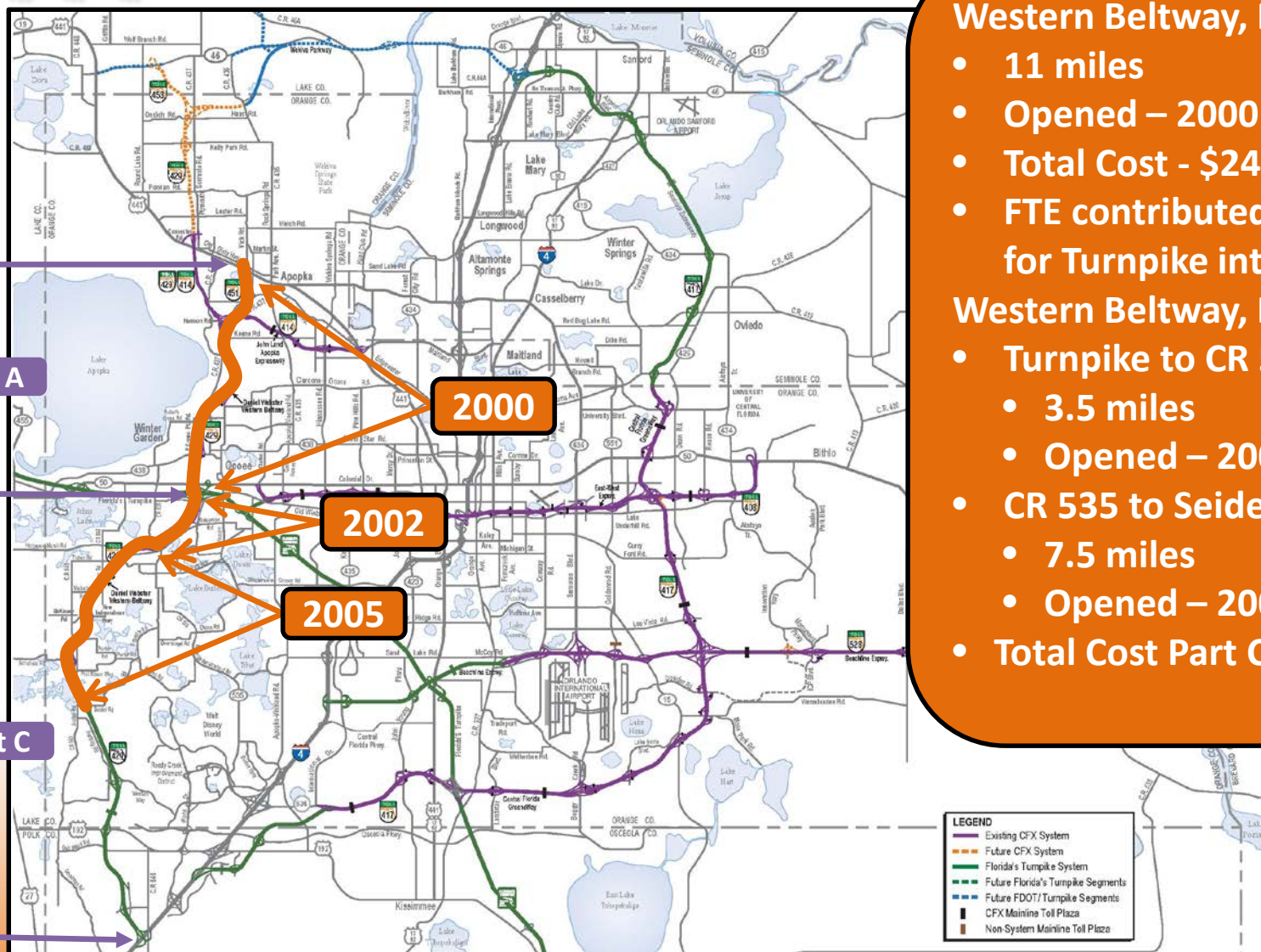


**34 miles total**

- CFX – 23 miles
- FTE – 11 miles
- Planned, Designed and Constructed in multiple sections
- OOCEA and FDOT collaborated to define first alignments in 1988
- Alignments refined several times before construction began



# SR 429



## Western Beltway, Part A

- 11 miles
- Opened – 2000
- Total Cost - \$248 M
- FTE contributed \$38.3 M for Turnpike interchange

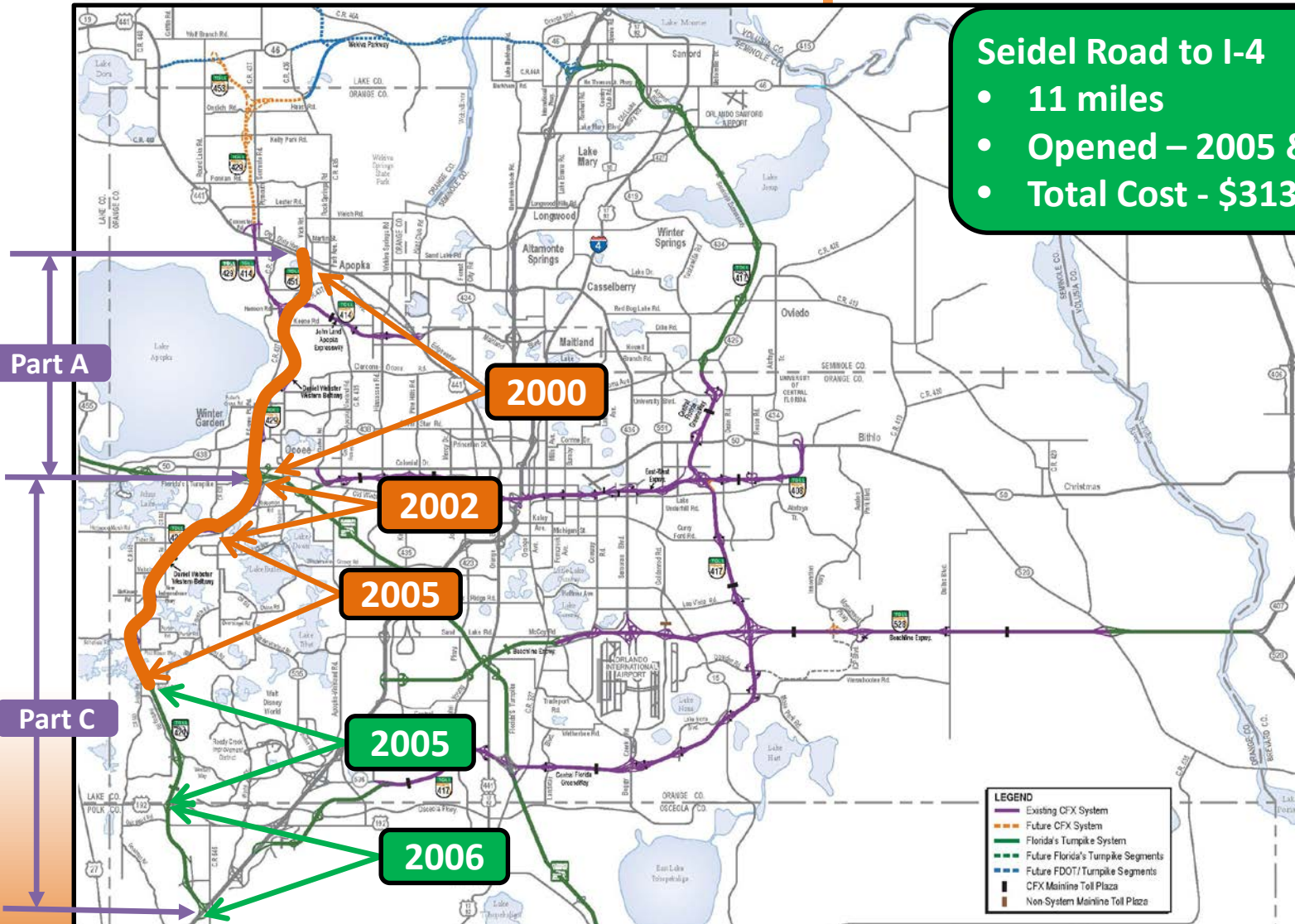
## Western Beltway, Part C

- Turnpike to CR 535
- 3.5 miles
- Opened – 2002
- CR 535 to Seidel Road
- 7.5 miles
- Opened – 2005
- Total Cost Part C - \$205M

# SR 429 - Turnpike

## Seidel Road to I-4

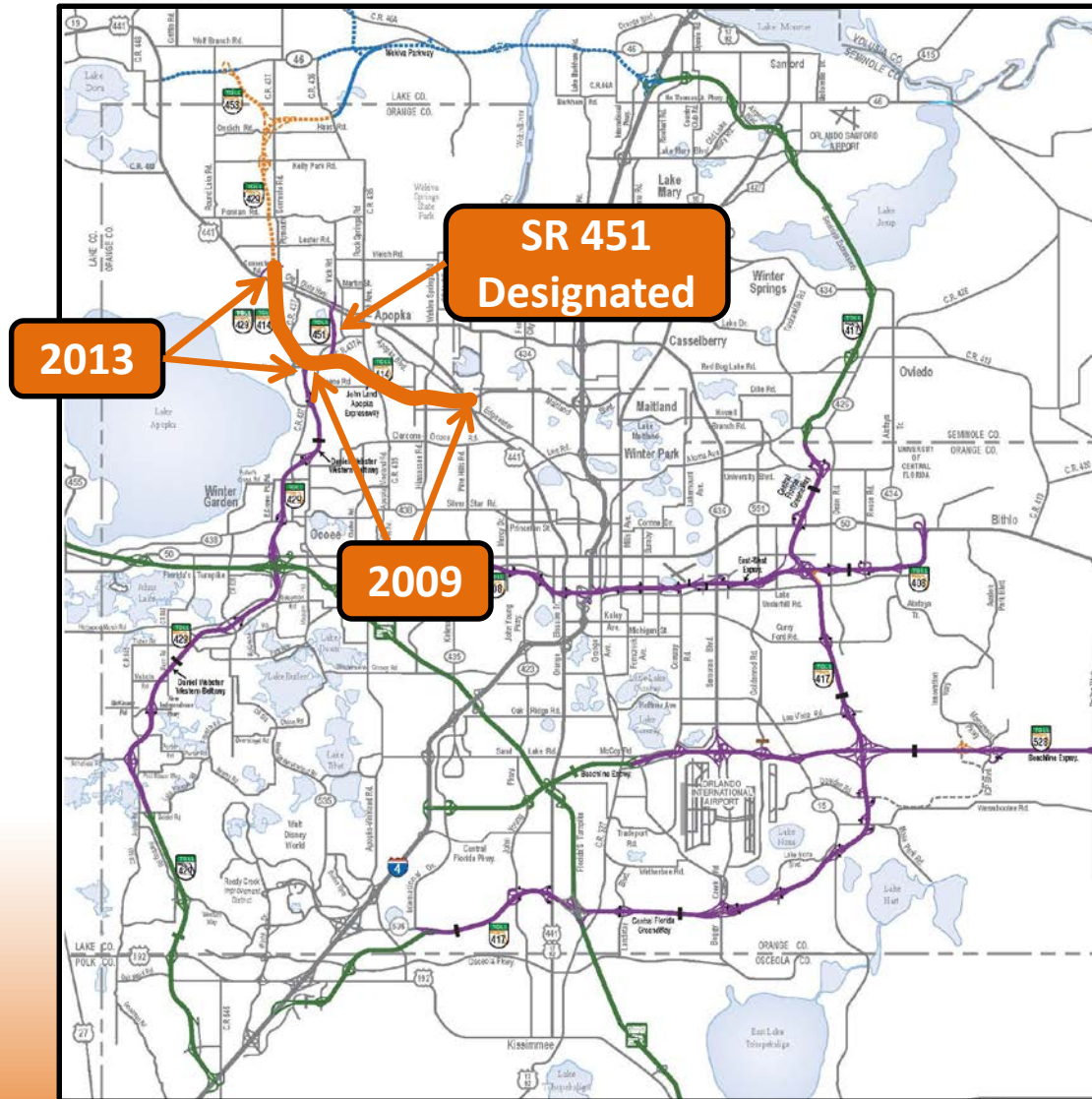
- 11 miles
- Opened – 2005 & 2006
- Total Cost - \$313M







# SR 414

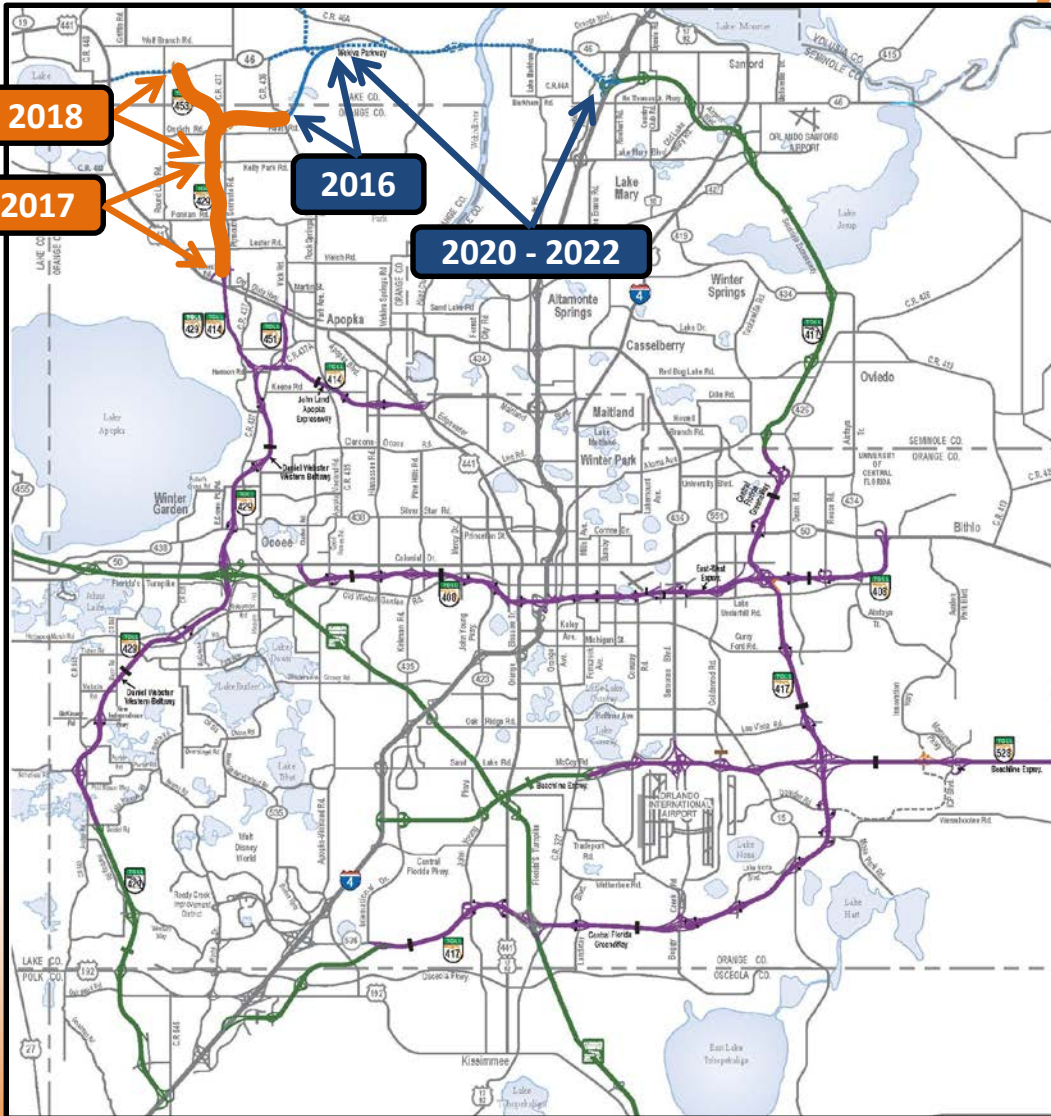


## SR 414

Constructed in two phases

- Phase I - SR 429 to US 441 (east)
  - 6 miles
  - Opened – 2009
  - Total cost - \$377M
- Phase II US 441(west) to SR 429
  - 3 miles
  - Opened – 2013
  - Total cost - \$195M
  - Created SR 451 & 3 mile dual route for SR 414 / SR 429





## CFX Segments

- Design complete
- ROW acquired
- Five construction projects
- Approx. 10 miles
- Open to Kelley Park Road  
– Spring 2017
- Project Complete – 2018
- Total Cost – TBD > \$450M

## FDOT Segments

- **First segment opened – Jan. 2016**
- **Multiple projects to open between 2020 - 2022**
- **Approx. 15 miles**
- **Total Cost - TBD > \$1B**





# Questions

