

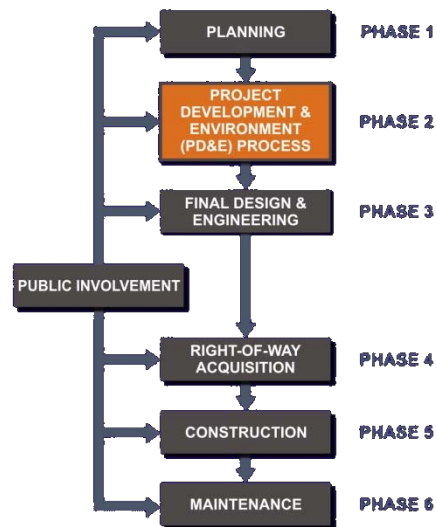
Governor Rick Scott signed Executive Order 13-319 on November 1, 2013 creating the East Central Florida Corridor Task Force with the purpose to evaluate and develop consensus recommendations on future transportation corridors serving established and emerging economic activity centers in portions of Brevard, Orange, and Osceola counties. The final report developed by the Task Force was completed in December 2014 and the recommendations included 21 guiding principles for planning the future of East Central Florida’s transportation corridors, nine transportation corridor alternatives for further study, and a proposed action plan for implementation of the recommendations. One of the recommended corridors is to preserve and enhance the existing State Road 50/State Road 405 corridor from downtown Orlando and the University of Central Florida area to Cape Canaveral, potentially including extensions of planned State Road 50 transit services as well as an extension of the State Road 408/East West Expressway from its current terminus at the Challenger Parkway to the State Road 50/State Road 520 split. In summary, the SR 408 eastern extension is one piece of Florida’s strategic transportation investments to support future growth and create connections between global trade activities from Orlando International Airport and the University of Central Florida to Cape Canaveral.

Additionally, a comprehensive development of the SR 408 facility cannot be completed without consideration for issues related not only to its potential co-location within the SR 50 corridor but also to the Florida Department of Transportation District 5's plans for expansion of SR 50. In 1989 FDOT completed a PD&E Study for the widening of SR 50 and is currently in the process of implementing a series of construction projects to expand the SR 50 corridor from four to six lanes from SR 436 to SR 520, utilizing an urban typical section with curb and gutter sections and a raised 32-ft median within the existing 200-ft right-of-way.

What is a PD&E Study?

A Project Development and Environment (PD&E) Study is the formal process that transportation entities, such as the Expressway Authority and FDOT, use to ensure that consideration is given to engineering design, project costs, environmental and social impacts and public input in the development of major transportation projects.

The basic steps of a PD&E Study include data collection, development and analysis of the alternatives, development of project documents and final approval. Public involvement is a very important part of the PD&E process and there will continue to be several formal opportunities during this study for the public to provide input on the project.



In summary, the PD&E Study phase for planned transportation projects provides the interface between the planning and Design phases to evaluate and document solutions to transportation needs that are compatible with the environment. Simply stated, the PD&E study determines if there is an engineering and environmentally feasible alternative to meet the need determined in the Planning phase.

This process is mandated by the National Environmental Policy Act (NEPA) and the State law. It represents a combined effort by technical professional who analyze information and document the best alternative for a community's transportation needs.

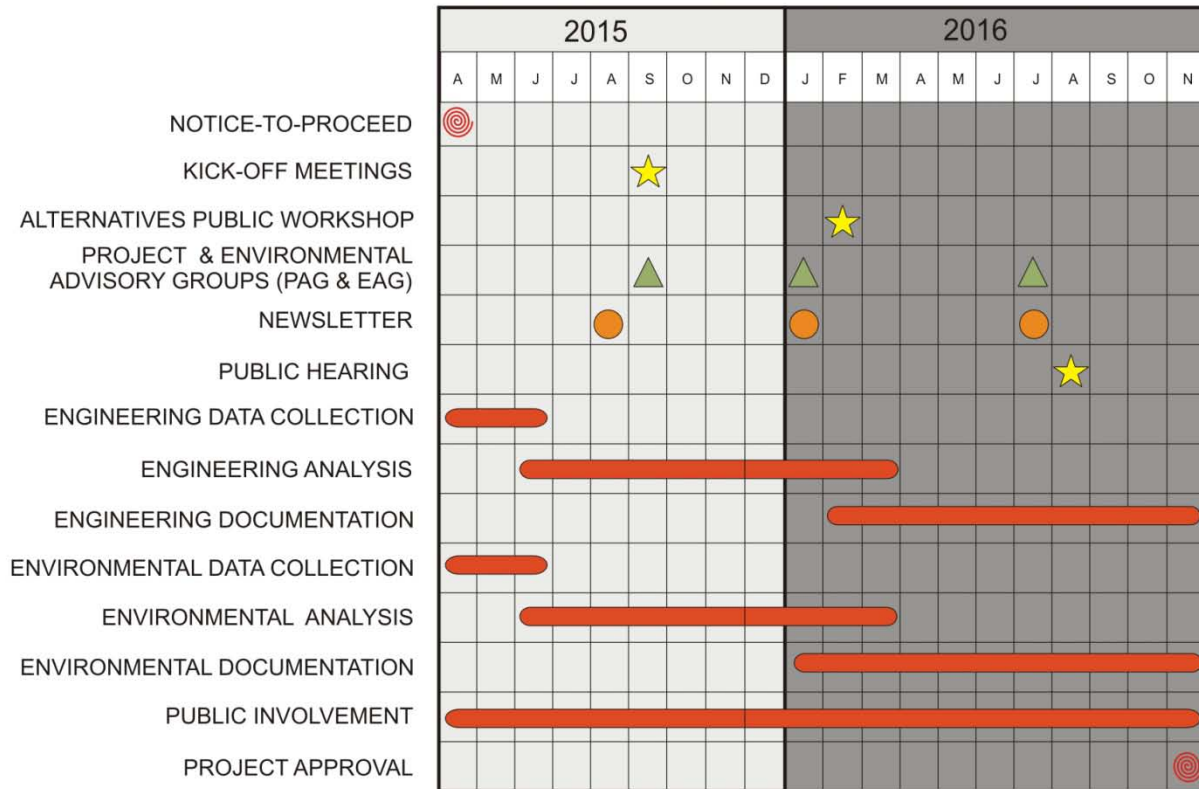
Public Involvement

CFX has embarked on a public involvement program as a part of this PD&E Study. Public involvement began in Summer 2015 and will continue throughout the project. This process is designed to ensure public input in the development of alternatives by actively encouraging and facilitating the participation of the general public, citizen groups, interest groups, elected and appointed officials, environmental resource agencies, and other stakeholders. Opportunities to comment include communication with project staff, attending public meetings and through the project website.

Project Schedule

The SR 408 East Extension PD&E project was initiated in April 2015 and is expected to be completed by November 2016. The figure below illustrates a tentative project schedule including key milestones. After the PD&E phase is completed, the final design phase will follow and then right-of-way acquisition, permitting and construction.

SR 408 East Extension PD&E Study Schedule



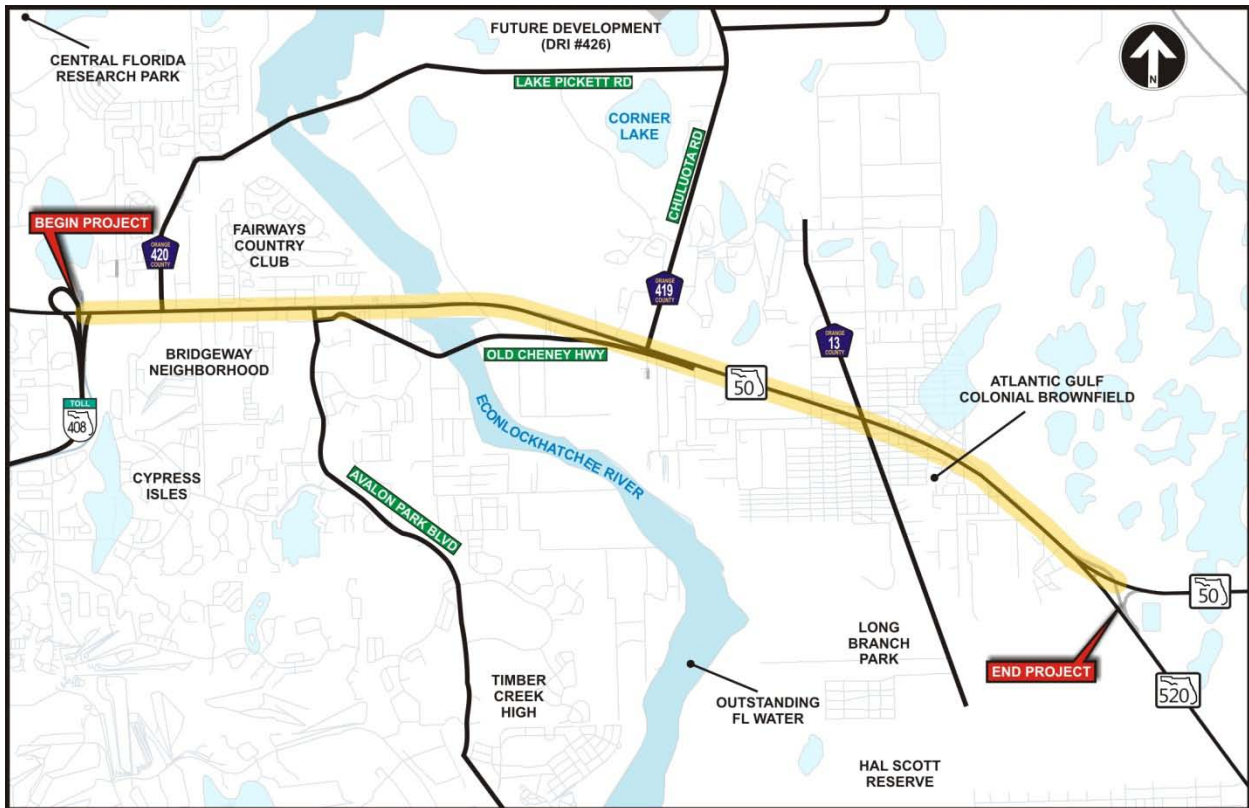
SR 408 East Extension PD&E Study Project Schedule

PROJECT INFORMATION

Purpose and Need

The purpose of this study is to develop a proposed improvement strategy that is technically sound, environmentally sensitive and publicly acceptable. This study will evaluate strategies to enhance mobility in eastern Central Florida with an expansion of SR 408 from its current eastern terminus to SR 520 in northeastern Orange County, FL (see Figure __ below). There are four existing/projected corridor needs that serve as the main justification for the proposed improvements. These needs are: 1) providing additional capacity in the east-west direction to mitigate or eliminate capacity deficiencies; 2) providing additional emergency evacuation service to supplement the limited number of evacuation routes in this area of Central Florida; and 3) providing improved transportation connectivity/linkage induced by the continued population growth and land use development reflected in various local comprehensive plans. 4) providing transit support.

Figure 3. Project Area



The proposed project is expected to satisfy the various needs in several ways:

- Although the Florida Department of Transportation is planning to widen SR 50 within the project limits from four to six lanes, traffic projections show the following: 1) Insufficient east-west capacity in 2025 on the segment from the existing SR 408 terminus to County Road (CR) 420 and in 2035 from CR 420 to Avalon Park Boulevard and 2) By the year 2045 even the segment from Avalon Park Boulevard to Chuluota Road is projected to reach congested conditions. **The proposed 408 eastern extension will provide relief to the existing and future traffic congestion by diverting a significant number of trips away from SR 50, SR 434 and SR 520 facilities, thus improving east-west mobility.**
- The East Central Florida Region has been identified by the National Oceanic and Atmospheric Administration (NOAA) as a high hurricane vulnerable area within the United States and thus requires sufficient and efficient evacuation routes. SR 50 has been designated as a primary evacuation route for the eastern Orange and northern Brevard Counties and together with SR 528 and SR 46 they provide the only east-west evacuation routes for the area.

A recent hurricane evacuation study conducted by the East Central Florida Regional Planning Council estimated that over 220,000 persons would potentially evacuate Brevard County during a Category 3 storm. Any future capacity deficiency along SR 50

(the main evacuation route) could seriously jeopardize the effectiveness of coastal evacuation from north Brevard County.

Another critical issue deals with fire and emergency services. In the recent past the (open) natural lands generally abutting SR 50 east of SR 520 have been subjected to prescribed burns and some accidental fires have occurred necessitating the closure of some key east-west facilities in the area. **The provision of an additional east-west facility would afford the desirable redundancy to accommodate diverted regional traffic due to natural or man-made emergencies.**

- The results of the East Central Florida Corridor Task Force Final Report recommended to preserve and enhance the existing State Road 50/State Road 405 corridor from downtown Orlando and the University of Central Florida area to Cape Canaveral, potentially including extensions of planned State Road 50 transit services as well as an extension of the State Road 408/East West Expressway from its current terminus. The SR 408 eastern extension is one piece of Florida's strategic transportation investments to support future growth and create connections between global trade activities, from Orlando International Airport and the University of Central Florida, to Cape Canaveral.

Within the project vicinity SR 50 is functionally classified as a major arterial facility and provides an important connectivity function between the east Orlando area on the west and I-95 just south of Titusville on the east. As traffic continues to grow within the study corridor due to the rapid development projected within the area it is essential to maintain adequate mobility on this critical roadway link. A new expressway facility would not only improve mobility but significantly reduce the existing potential exposure to at-grade conflict points associated with traffic signals, and local access issues. **In summary, the proposed SR 408 Extension will greatly enhance Central Florida's regional expressway needs and provide the initial phase of an ultimate vision of an expressway connection from east Orlando to I-95 north of SR 528.**

- **A new limited access facility could support inter-agency transit service between Orange and Brevard counties. The benefits of enhanced transit service are frequently lost when the buses must travel on heavily congested roadways. The proposed roadway would support improved regional travel times and provide realistic options for commuters and visitors traveling between the two counties.**