

Environmental Advisory Group Meeting No. 2

January 31, 2018



This meeting, project, or study is being conducted without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns relative to compliance by the Central Florida Expressway Authority (CFX) with Title VI may do so by contacting:

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CFX General Counsel
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Orlando, FL 32807
407-690-5000
Joe.Passiatore@CFXWay.com

All inquiries or complaints will be handled according to CFX procedure and in a prompt and courteous manner.



AGENDA

I. Introductions

II. Study History

III. Study Corridor Overview

IV. Project Goals

V. Study Methodology & Schedule

VI. Public Involvement

VII. Study Corridor Updates & Evaluation Matrices – Part I

VIII. Break – 10 minutes

IX. Study Corridor Updates & Evaluation Matrices – Part II

X. Break - 10 minutes

XI. Open Discussion

XII. Next Steps

XIII. Action Items



Concept, Feasibility & Mobility Studies Study History

December 19, 2005: Osceola County Comprehensive Plan adopted, proposed several new corridors to meet the county's anticipated growth.

2012: Osceola County Expressway Authority (OCX) began creating its first long-range expressway plan.

August 13, 2013: OCX Master Plan 2040 finalized, defining the county's expressway needs and providing for a program of projects to implement the plan.

September 8, 2016: CFX Board approved an interlocal agreement with Osceola County and OCX to transfer the lead for developing the remainder of the OCX 2040 Master Plan to CFX. CFX incorporated the OCX master plan segments into the CFX master plan.

March 9, 2017: CFX Board approved consultant contracts to conduct the Concept, Feasibility and Mobility studies.

April 2017: CFX commenced four concept, feasibility, and mobility studies to determine if any of the corridors are viable and fundable in accordance with CFX policies and procedures.



Each of the four corridor segments has been previously studied to varying degrees of detail. Our consultant teams have reviewed and evaluated the previous studies for each corridor segment.

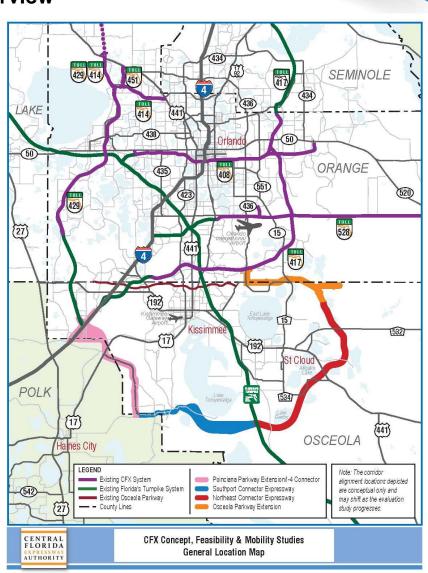
- Poinciana Parkway Extension / I-4 Connector
 Alternative Corridor Evaluation Report (ACER) November 2015
- Southport Connector Expressway
 Alternative Corridor Evaluation Report (ACER) October 2015
- Northeast Connector Expressway
 (Southport Connector East, from Canoe Creek Road to SR 528)
 Preliminary Alignment Evaluation June 2010
- Osceola Parkway Extension
 Project Development & Environment (PD&E) Study May 2017



Concept, Feasibility & Mobility Studies Study Corridor Overview

The four corridors lie within Osceola, Polk, and Orange Counties and encompass approximately 60 miles of primarily new-location highway.

- Poinciana Parkway Extension / I-4 Connector
 Approximately 13 miles
- Southport Connector Expressway
 Approximately 13 miles
- Northeast Connector Expressway
 Approximately 25 miles
- Osceola Parkway Extension Approximately 9 miles





Overall Goals of the Project Corridors

- Improve roadway connections from I-4/SR 429 to Florida's Turnpike, to US 192 and SR 417;
- Promote regional connectivity and enhance mobility of the area's growing population and economy via a high-speed expressway;
- Provide additional traffic capacity within the study area;
- Reduce congestion and delays on local roads by providing a new limited-access transportation option;
- Provide for the incorporation of transit options.

Input from both the EAG and PAG contributed to the development of the Purpose & Need for each corridor segment.



Study Methodology

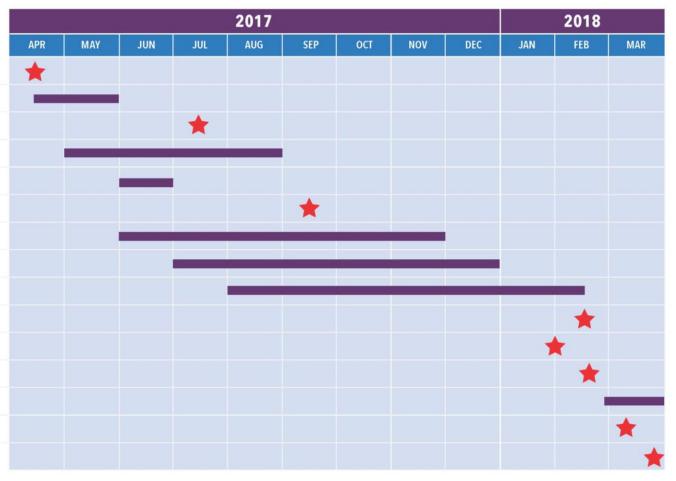
The analysis has incorporated and built upon the previous work and coordination achieved from the preceding studies, while conducting a "freshlook" at the proposed corridor segments and researching recent information that could influence the current decision-making.

- Documentation of the physical, natural, social and cultural environment, and assessment of potential impacts.
- Transportation demands have been determined and a range of transportation mobility options and programs are being developed and evaluated.
- If corridor(s) are found to be feasible, would proceed to a Project Development and Environment (PD&E) Study.



Proposed Schedule Concept, Feasibility & Mobility Studies

Notice to Proceed **Review of Previous Studies Reports** EAG & PAG Project Kickoff Meeting Collection of Additional Data Review and Define Purpose & Need **Public Informational Kickoff Meetings Corridor Analysis** Concept, Traffic & Design Analysis Concept, Feasibility & Mobility Study Report Concept, Feasibility & Mobility Study Draft EAG & PAG Pre-Public Workshop Meeting **Public Informational Meetings** Revise Concept, Feasibility & Mobility Report **CFX Board Review** Concept, Feasibility & Mobility Study Final





Public Involvement

Public involvement and stakeholder coordination are an integral part of the study and multiple opportunities for participation are being provided.

- Environmental Advisory Group & Project Advisory Group (July, January & February)
- Public Meetings
 - Kick-off: Sept. 19 & 26, Oct. 5, 2017 (400+ attendees, 284 comments received)
 - Draft Concept Report: Feb. 13, 15 & 21
- Board Presentations:
 - Polk County Board of Commissioners: Aug. 8
 - Osceola County Expressway Authority: Oct. 10
 - Central Florida Expressway Authority: Oct. 12
- Additional Stakeholder Meetings Ongoing
- CFX Study Webpage:



https://www.cfxway.com/agency-information/plans-studies/project-studies/public-involvement/

Study Facebook Page - https://www.facebook.com/pg/CFXConceptStudies/about/



Study Corridor Updates - Presentations

- Poinciana Parkway Extension / I-4 Connector Kimley Horn
- Southport Connector Expressway RS&H
- Northeast Connector Expressway Inwood
- Osceola Parkway Extension CH2M

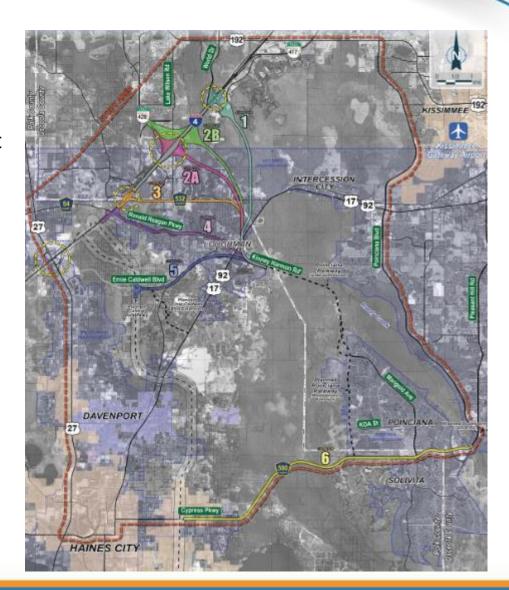


Poinciana Parkway Extension / I-4 Connector



Project Background

- 2013 Florida Department of Transportation District 5 initiated Project Development and Environment study of the I-4 Poinciana Parkway Connector
 - Agency Project Advisory Group Meetings
 - October 2013
 - February 2014
 - March 2015
- 2015 Public Meeting held in June
- 2015 Alternative Corridor Evaluation Report completed in November



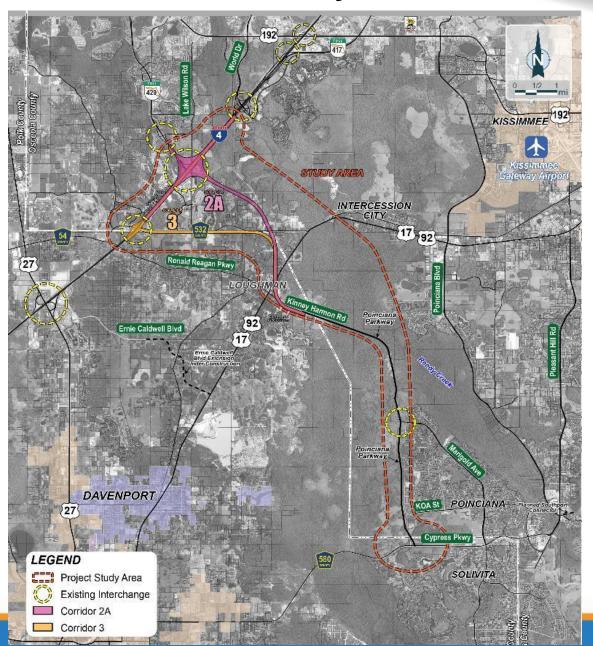


Review of Previous Study

- The current Concept, Feasibility and Mobility Study is in agreement with the previous study's general findings that Corridor 2A and Corridor 3 should be evaluated further.
- Based on the impacts associated with these corridors, further refinements and shifts in these alignments have been evaluated in an effort to improve the viability of the alignments.
- Refinements also have been explored to address the connections to Poinciana Parkway and I-4, as well as the construction of the expressway along parallel roads, including Kinney Harmon Road and CR 532.

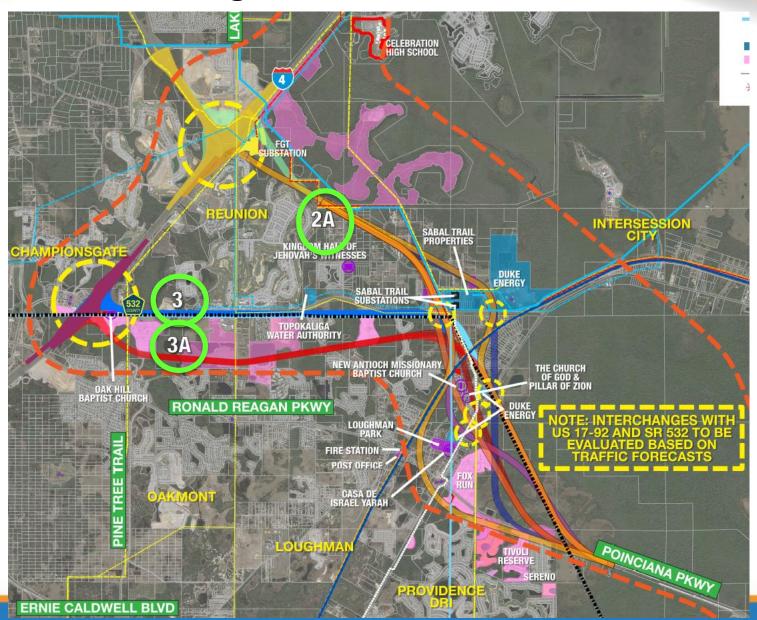


Current Study Area



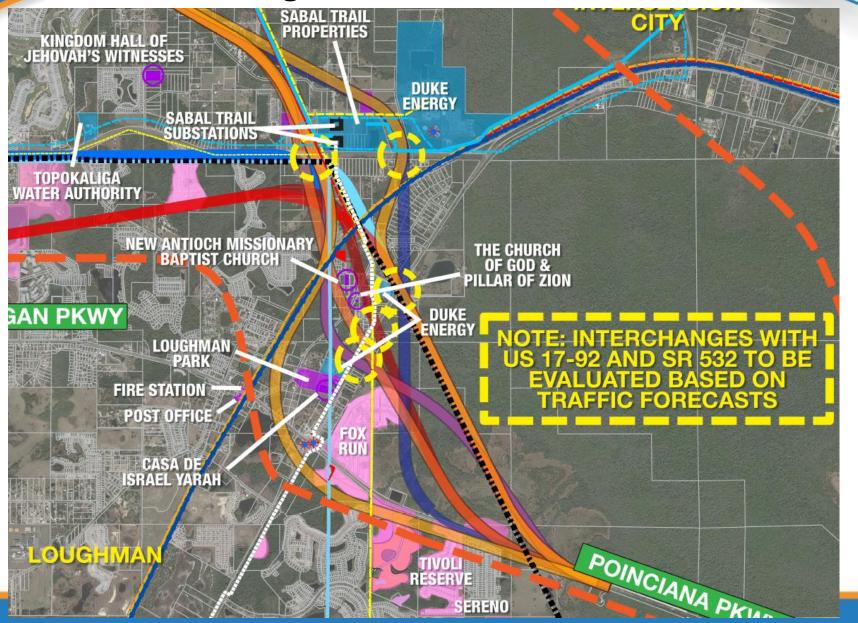


Initial Alignments to be Evaluated



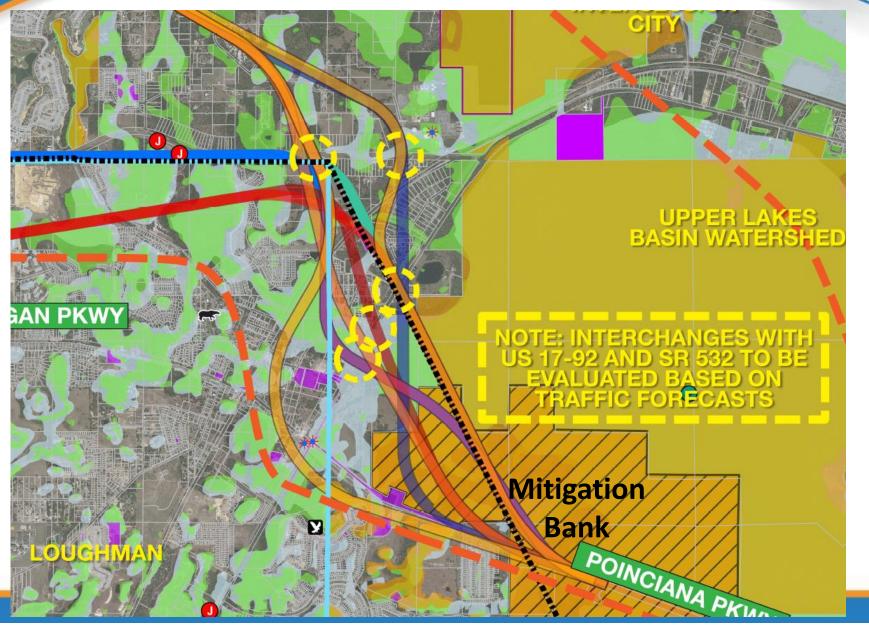


Initial Alignments to be Evaluated



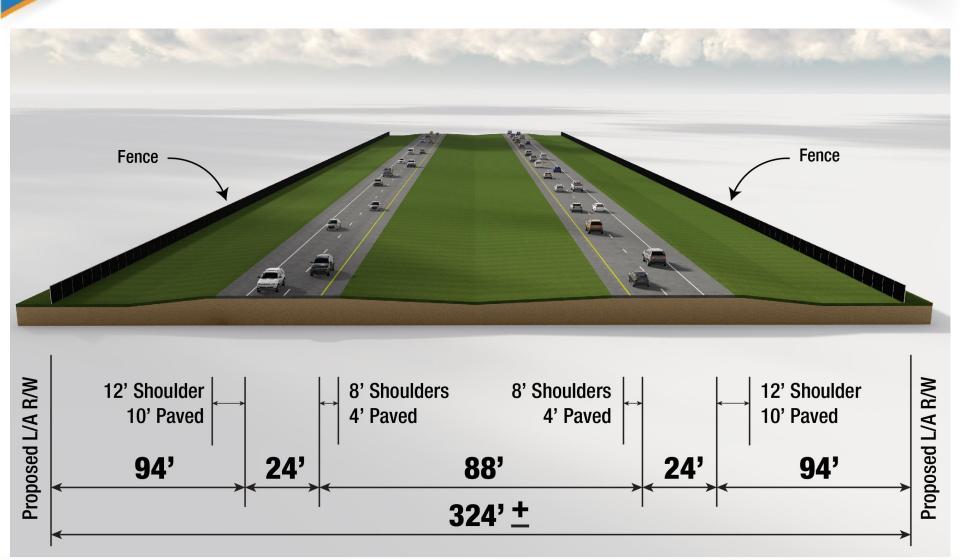


Initial Alignments to be Evaluated



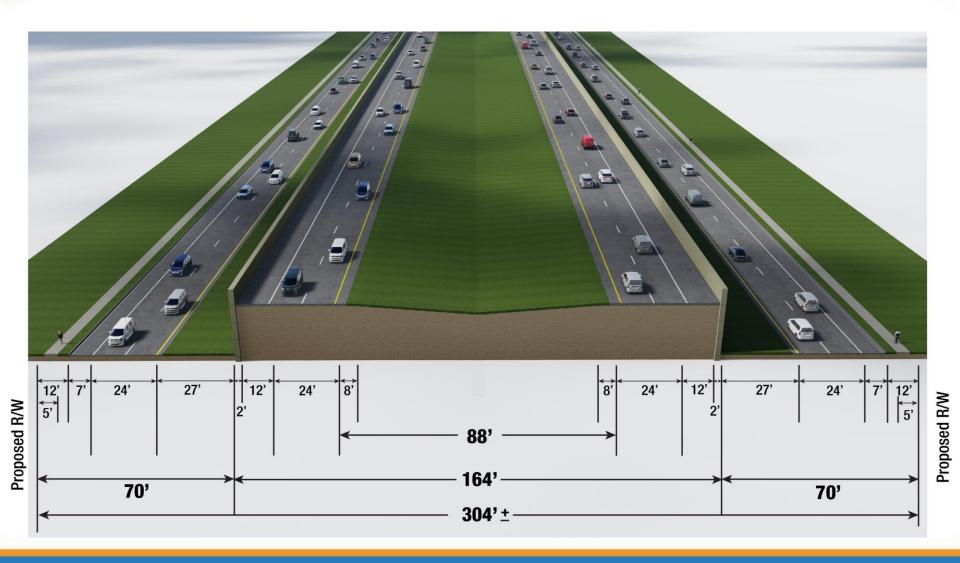


Typical Section on New Alignment



CENTRAL FLORIDA EXPRESSWAY AUTHORITY

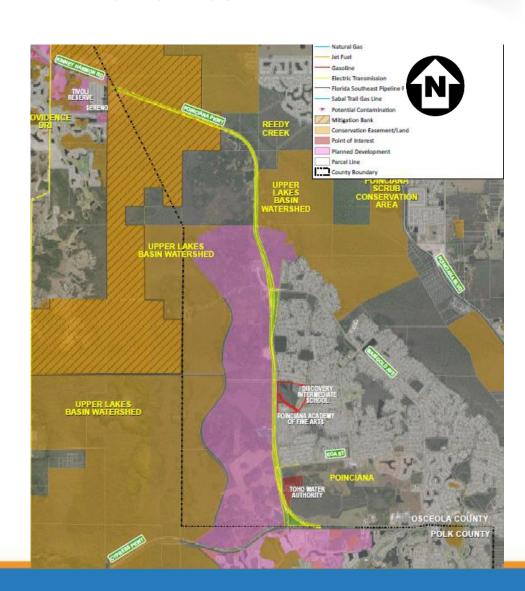
Typical Section Elevated Expressway Along CR 532





Poinciana Parkway Common to All Alternatives

- Widening existing Poinciana Parkway to 4-lanes
- Complete interchanges at Marigold Ave. and KOA St.
- Maintain interchange with Cypress Pkwy.
- Expand existing ponds if needed
- No additional right-of-way anticipated



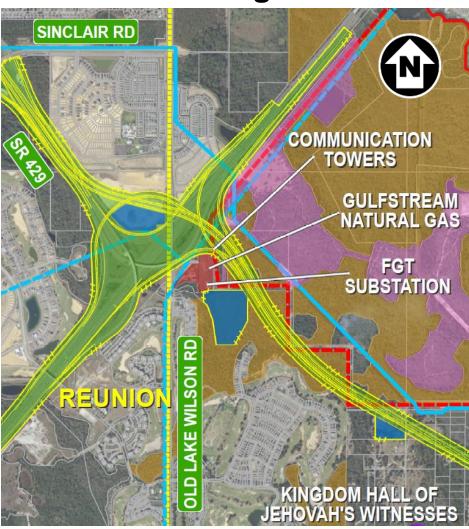
2A: I-4 Interchange Options



Center Alignment

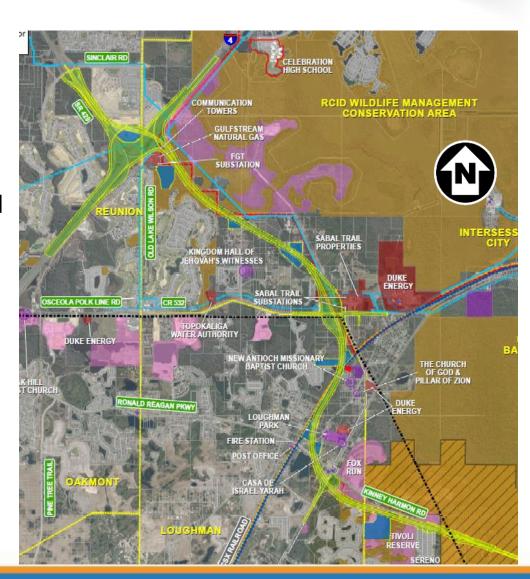
SINCLAIR RD (N) COMMUNICATION **TOWERS** GULFSTREAM NATURAL GAS FGT SUBSTATION **WILSON RD** KINGDOM HALL OF JEHOVAH'S WITNESSES

North Alignment



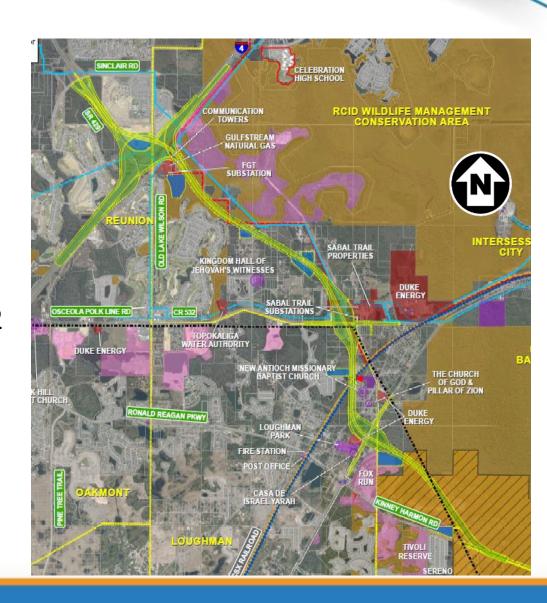


- New 4-lane alignment northwest of existing Poinciana Parkway bridge
- Travels south of Kinney Harmon Rd.
 - Impacts existing and planned development
 - Impacts Loughman
- Interchange with US 17-92
 - Utilizes Kinney Harmon Rd. for some movements
- Interchange with CR 532
- Two options for I-4 interchange at SR 429
 - Northern Alignment
 - Center Alignment



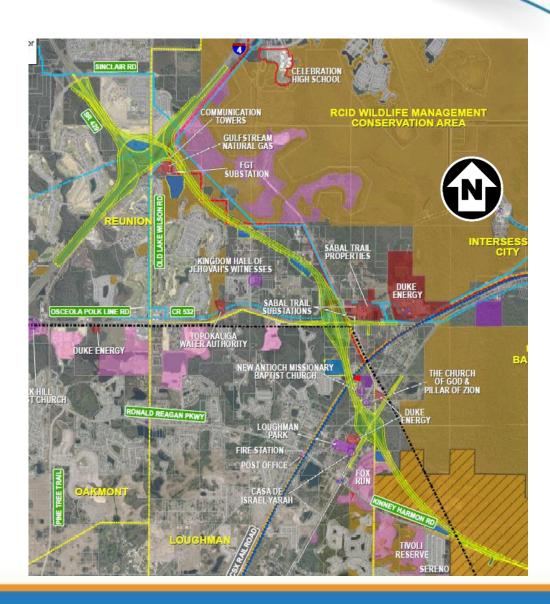


- New 4-lane alignment northwest of existing Poinciana Parkway bridge
- Travels north of Kinney Harmon Rd.
 - Impacts Reedy CreekMitigation Bank
 - Impacts Loughman Area
- Interchange with US 17-92
- Interchange with CR 532
- Two options for I-4 interchange at SR 429
 - Northern Alignment
 - Center Alignment



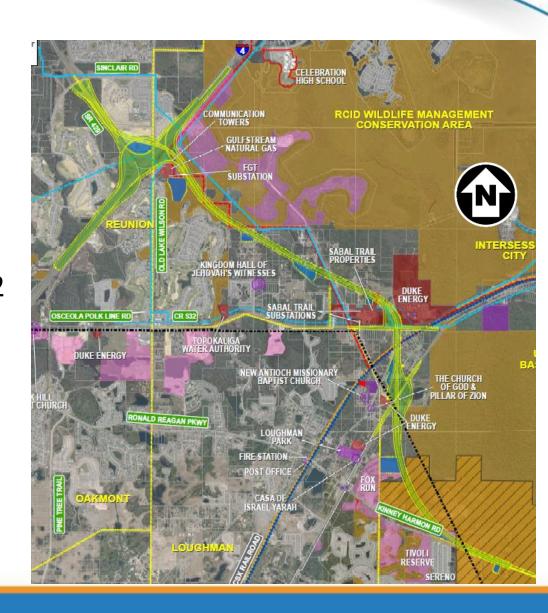


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- Two options for I-4 interchange at SR 429
 - Northern Alignment
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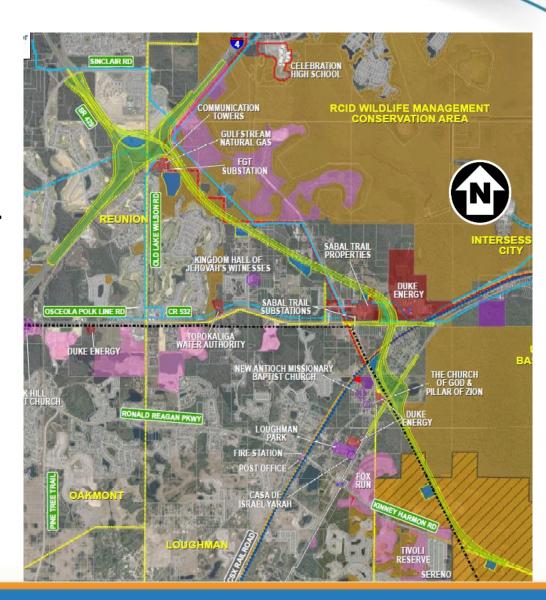


- New 4-lane alignment northwest of existing Poinciana Parkway bridge
- Travels north of Kinney Harmon Rd.
 - Avoids Loughman Area
- Interchange with US 17-92
- Interchange with CR 532
- Two options for I-4 interchange at SR 429
 - Northern Alignment
 - Center Alignment





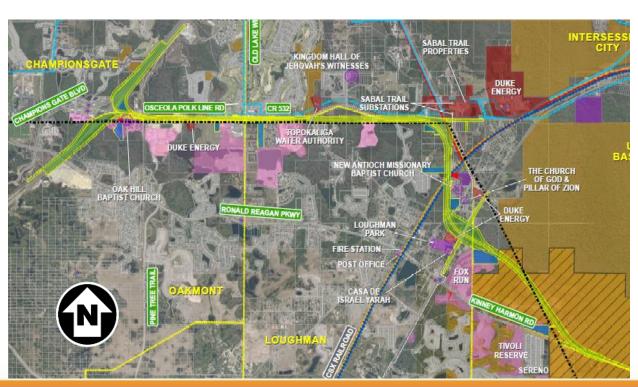
- New 4-lane alignment northwest of existing Poinciana Parkway bridge
- Travels north of Kinney Harmon Rd. in Osceola Co.
 - Avoids Loughman Area
- Interchange with US 17-92
- Interchange with CR 532
- Two options for I-4 interchange at SR 429
 - Northern Alignment
 - Center Alignment





Alternative 3-2

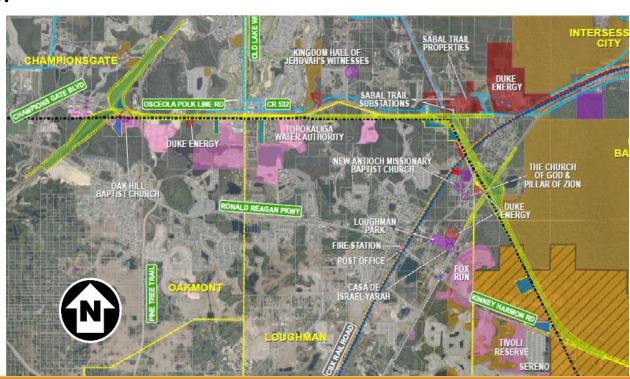
- New 4-lane alignment northwest of existing Poinciana Parkway bridge to CR 532
- Travels north of Kinney Harmon Rd.
 - Impacts Loughman Area
- CR 532 Frontage Rd.
- Interchanges
 - US 17-92
 - CR 532
 - Slip ramps
- Two options
 - Widen CR 532 N
 - Shown
 - Widen CR 532 S





Alternative 3-5

- New 4-lane alignment northwest of existing Poinciana Parkway bridge to CR 532
- Travels north of Kinney Harmon Rd. in Osceola County
 - Avoids Loughman Area
- CR 532 Frontage Rd.
- Interchanges
 - US 17-92
 - CR 532
 - Slip ramps
- Two options
 - Widen CR 532 N
 - Widen CR 532 S
 - Shown



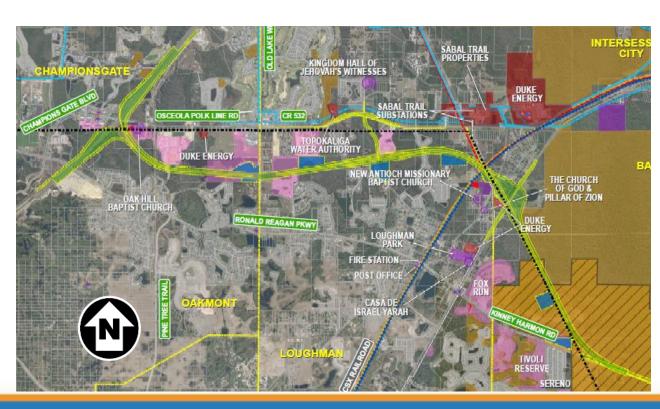


- New 4-lane alignment northwest of existing Poinciana Parkway bridge to CR 532
- Travels north of Kinney Harmon Rd.
 - Impacts Loughman Area
- South of CR 532
- Interchanges
 - US 17-92
 - CR 532





- New 4-lane alignment northwest of existing Poinciana Parkway bridge to CR 532
- Travels north of Kinney Harmon Rd. in Osceola County
 - Avoids Loughman Area
- South of CR 532
- Interchanges
 - US 17-92
 - CR 532



Evaluation Matrix

Evaluation Criteria	Unit of Measure	2A-1	2A-2	2A-3	2A-4	2A-5	3-2N	3-25	3-5N	3-5S	3A-3	3A-5
Design												
Alternative Length (approximate)	Miles	13.3	12.7	12.7	13.0	12.9	13.3	13.3	13.2	13.2	13.4	13.3
Proposed Right-of-Way Width	feet	324	324	324	324	324	324 & 304	324 & 304	324 & 304	324 & 304	324	324
(general and varies at interchanges)	Teet	324	324	324	324	324	324 & 304	324 & 304	324 & 304	324 & 304	324	324
Proposed Bridges	Structures	29	19	19	12	16	22	22	21	21	23	23
(total structures per alternative / total length of all structures)	feet	4,255	2,198	1,929	2,254	2,880	3,663	3,707	3,535	3,611	3,696	3,242
Proposed Interchanges	Number	5	5	5	5	5	6	6	6	6	5	5
Projected 2045 Annual Average Daily Traffic (AADT) Volume		46,600	44.400	44.400	41,900	44.000	20.000	20.000	20.000	20.000	24 700	24 702
(as a tolled facility)	vehicles	46,600	44,400	44,400	41,900	41,900	30,800	30,800	30,800	30,800	31,700	31,700
Physical												
Major Utility Conflicts - Existing	No. of Conflicts	27	27	27	26	28	15	13	14	13	8	8
Major Utility Conflicts - Planned	No. of Conflicts	2	2	2	3	3	1	1	2	1	1	1
Contamination Sites & Facilities	No. of Conflicts	2	3	3	3	3	4	2	6	3	1	2
Railroad Involvement	No. of Conflicts	1	1	1	1	1	1	1	1	1	1	1
Cultural Environment Effects		_								_		
Public Lands (Public Recreation Lands, Wildlife Refuges, etc.)	acres	0	0	0	0	0	0	0	0	0	0	0
Section 4(f) Coordination Required	Y/N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Potential Historic Resources	No. of Conflicts	2	1	1	2	2	1	1	2	2	1	3
Potential Historic Linear Resources (Canals/Highways/Railroads)	No. of Resources	1	1	1	2	2	1	1	3	3	1	3
Potential Archaelogical Resources	No. of Resources	4	4	4	4	4	2	2	2	2	1	1
Natural Environment	.vo. or nesources	4	4	4	-	-	-	ž.	2	ž.	1	
Water Features		Г		1	1	Г	Г	Г	Ι	Ι	Γ	
Ponds / Lakes	20100	1	0	0	1	1	0	0	1	1	9	10
	acres	6	6	6	_	9	0	0	1	1	1	10
Canals/Regulated Floodways Flood Hazard Areas - 100 Year Floodplain	No. of Conflicts	176	222	203	8 149	130	204	211	128	136	247	
	acres			162								220
Wetlands (non-forested and forested)	acres	171	185		165	165	105 406	108 411	84 396	84	155 463	169 461
Potential Habitat - Federal Listed Species	acres	555	576	564	511	506				375		102
Potential Habitat - State Listed Species	acres	298	297	296	254	258	294	301	245	247	387	363
Potential Bald Eagle Nest	Y/N	N	N	N	N	N	N	N	N	N	N	N
Potential Species Impacts (composite rating)	Rating	HIGH	HIGH	HIGH	HIGH	HIGH	HIGH	HIGH	HIGH	HIGH	HIGH	HIGH
Mitigation Banks												
Reedy Creek Mitigation Bank	acres	11	52	41	36	46	52	52	48	48	33	48
Conservation Easements												
Upper Lakes Basin Watershed	acres	0	0	0	1	21	0	0	21	21	0	22
Reedy Creek Improvement District	acres	11	11	11	11	11	0	0	0	0	0	0
SFWMD Conservation Lands	acres	57	35	35	35	35	0	0	2	2	2	2
Social												
Right-of-Way Area (including proposed ponds)	acres	560	541	532	502	492	341	346	312	309	455	454
Potential Residential Impacts (includes partially impacted parcels)	Total Parcels	174	141	213	190	154	87	107	85	104	156	130
Existing	Parcels	76	40	81	73	54	58	63	52	61	58	41
Planned	Parcels	98	101	132	117	100	29	44	33	43	98	89
Potential Non-Residential Impacts (includes partially impacted parcels)	Total Parcels	98	100	89	66	57	111	91	102	97	76	72
Existing	Parcels	47	48	46	42	41	57	42	52	46	31	32
Planned	Parcels	51	52	43	24	16	54	49	50	51	45	40
Community Facilities	No. of Conflicts	1	1	1	0	0	3	3	2	2	1	0
Parks and Recreational Facilities (public and private)	No. of Conflicts	0	0	0	0	0	0	0	0	0	0	0
Trails	No. of Conflicts	1	1	1	1	1	1	1	1	1	1	1
Community Cohesion Effects	Ranking	HIGH	HIGH	HIGH	LOW	LOW	HIGH	HIGH	MEDIUM	MEDIUM	HIGH	LOW
Socioeconomic Impacts to Special Populations	Ranking	HIGH	HIGH	HIGH	LOW	LOW	HIGH	HIGH	LOW	LOW	HIGH	LOW
Proposed Development (PD) /	acres	256	166	175	176	176	95	63	95	63	37	37
Development of Regional Impact (DRI)	acres	230	100	1/3	1/6	1/6	95	03	95	03	3/	37
Estimated Costs												
Roadway Construction		\$211,200,000	\$207,700,000	\$200,200,000	\$201,800,000	\$201,600,000	\$324,100,000	\$331,500,000	\$312,400,000	\$319,800,000	\$205,500,000	\$214,100,000
Bridges Construction		\$122,100,000	\$89,400,000	\$88,600,000	\$86,000,000	\$90,900,000	\$118,600,000	\$112,700,000	\$122,800,000	\$111,400,000	\$107,900,000	\$102,100,000
Interchanges Construction		\$664,200,000	\$687,400,000	\$699,100,000	\$676,000,000	\$690,900,000	\$318,000,000	\$297,200,000	\$319,100,000	\$302,300,000	\$271,600,000	\$279,100,000
Toll Collection Equipment		\$2,600,000	\$2,600,000	\$2,600,000	\$2,600,000	\$2,600,000	\$2,600,000	\$1,300,000	\$2,600,000	\$1,300,000	\$2,600,000	\$2,600,000
Right-of-Way Areas (including proposed ponds)		\$398,300,000	\$323,000,000	\$338,400,000	\$291,300,000	\$297,400,000	\$301,800,000	\$208,400,000	\$295,000,000	\$212,400,000	\$127,100,000	\$121,500,000
Mitigation, Wetlands, & Wildlife		\$35,100,000	\$41,000,000	\$36,900,000	\$35,900,000	\$40,400,000	\$24,900,000	\$25,100,000	\$24,300,000	\$24,400,000	\$28,800,000	\$35,700,000
Total Estimated Alternative Costs		\$1,433,500,000	\$1,351,100,000	\$1,365,800,000	\$1,293,600,000	\$1,323,800,000	\$1,090,000,000	\$976,200,000	\$1,076,200,000	\$971,600,000	\$743,500,000	\$755,100,000
Projected Traffic Revenue (2045)		TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD



Southport Connector Expressway



Project Background

FDOT Alternative Corridor Evaluation (ACE) Study

•	Advanced	Notification	Pack	cage (distributed	
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- ETDM Programming Screen was initiated
- Public Kick-off Meetings (2 locations)
- Corridor Public Workshops (2 locations)
- Agency Project Advisory Group (APAG):
- Alternative Corridor Evaluation Report (ACER)

September 2012

September 2013

September 2013

January 2015

3 Meetings

October 2015



ACE Recommended Corridors





Southport Connector Expressway

ACER Evaluation Review Technical Memorandum (ACER TECH MEMO)

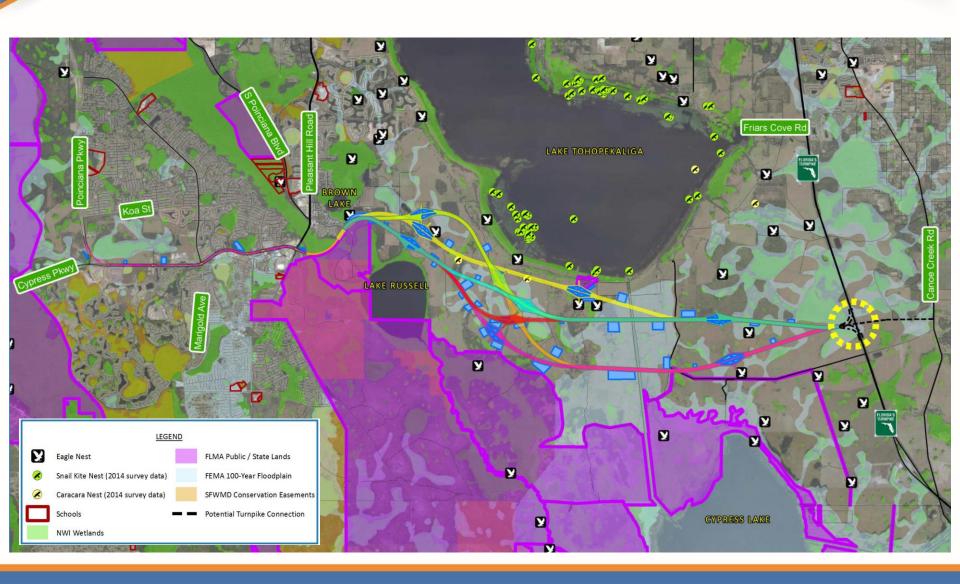
- Review all ACE documents
- Identify any changed conditions
- In-depth evaluation of the ACE findings, recommendations and commitments

"The study team concurs with the ACE decision to drop all corridors crossing Lake Toho.....

The study team also concurs to co-locate all corridors with the Cypress Parkway between Poinciana Parkway and the Reedy Creek Ecosystem....."



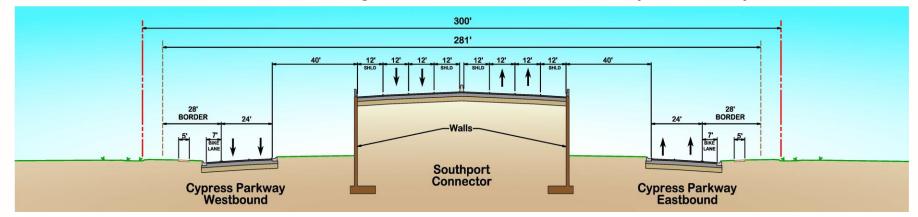
Southport Connector Expressway Environmental Constraints



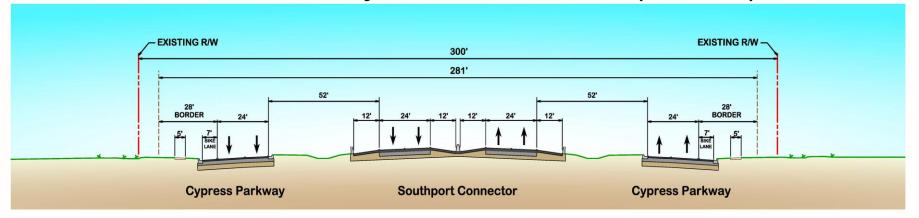


Southport Connector Expressway Cypress Parkway Typical Section

Poinciana Parkway to Pleasant Hill Road (Elevated)

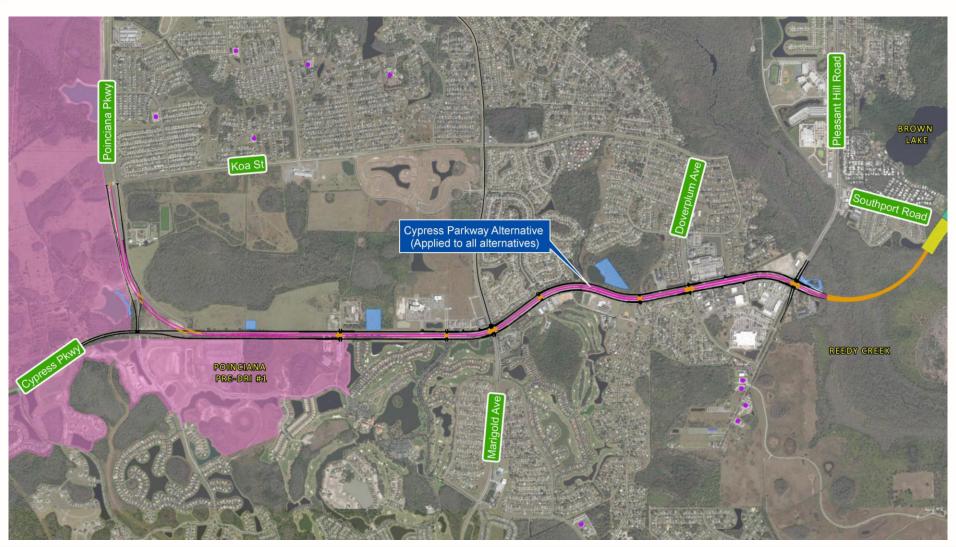


Poinciana Parkway to Pleasant Hill Road (At-Grade)





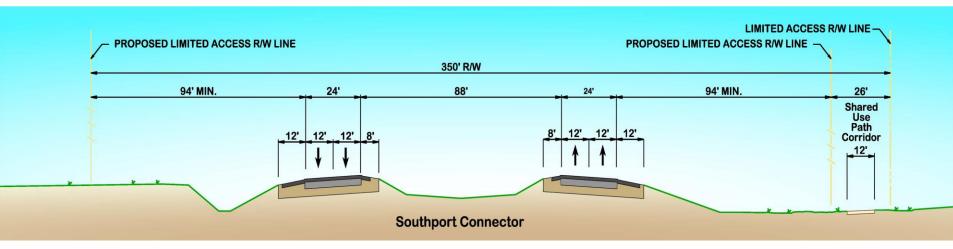
Southport Connector Expressway Cypress Parkway Alignment Alternative





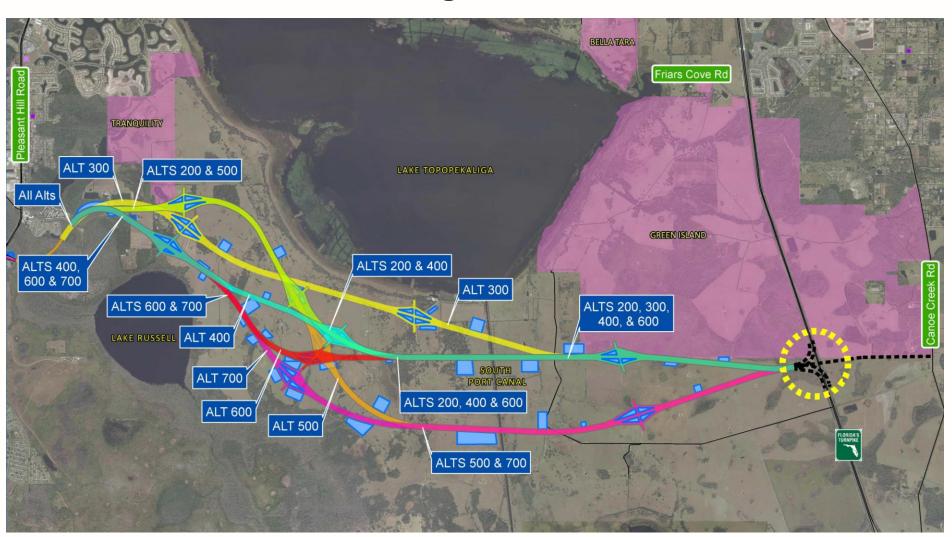
Southport Connector Expressway Lake Toho Area Typical Section

Pleasant Hill Road to Turnpike (At-Grade)





Southport Connector Expressway Lake Toho Area Alignment Alternatives



Evaluation Matrix



Evaluation Criteria	Unit of Measure	Cypress Pkwy	200	300	400	500	600	700	
Design	sign								
Alternative Length (approximate)	Miles	5.0	9.6	9.1	9.2	10.2	9.4	9.8	
Proposed Right-of-Way Width (general and varies at interchanges)	feet	300	350	350	350	350	350	350	
Proposed Bridges	Structures	12	8	8	8	8	8	8	
(total structures per alternative / total length of all structures)	feet	5,667	752	782	756	751	801	747	
Proposed Interchanges	Number	5	3	3	3	3	3	3	
Projected 2045 Annual Average Daily Traffic (AADT) Volume (as a tolled facility) – includes connection to Canoe Creek Rd	vehicles	-	32,000	33,800	32,000	31,100	32,000	31,100	
Physical									
Major Utility Conflicts - Existing	No. of Conflicts	14	5	6	1	4	1	0	
Major Utility Conflicts - Planned	No. of Conflicts	0	0	0	0	0	0	0	
Contamination Sites & Facilities	No. of Conflicts	0	1	4	0	1	0	0	
Railroad Involvement	No. of Conflicts	0	0	0	0	0	0	0	
Cultural Environment Effects									
Public Lands	acres	0	12	22	13	13	13	14	
Section 4(f) Coordination Required (Public Recreation Lands, Wildlife Refuges, etc.)	Y/N	Υ	N	Υ	N	N	N	N	
Potential Historic Resources	No. of Conflicts	0	0	4	0	0	0	0	
Potential Historic Linear Resources (Canals)	No. of Resources	0	1	1	1	1	1	1	
Potential Archaeological Resources	No. of Resources	0	1	1	1	1	1	1	
Natural Environment									
Water Features									
Ponds / Lakes	acres	1	2	0	0	2	0	0	
Canals / Regulated Floodways	No. of Conflicts	2	1	1	1	1	1	1	
Flood Hazard Areas - 100 Year Floodplain	acres	52	183	108	158	181	175	212	
Wetlands (non-forested and forested)	acres	42	46	35	36	34	49	38	
Potential Habitat - Federal Listed Species	acres	53	378	351	379	448	369	443	
Potential Habitat - State Listed Species	acres	7	59	67	66	24	68	33	
Potential Bald Eagle Nest	Y/N	N	Υ	Υ	Y	Υ	Y	Υ	
Potential Species Impacts (composite rating)	Rating	Low	Medium	Medium	Medium	Medium	Medium	Medium	
Mitigation Banks									
None	acres	0	0	0	0	0	0	0	
Conservation Easement									
Solivita HOA	acres	0	0	0	0	0	0	0	
Upper Lakes Basin Watershed	acres	0	12	12	13	12	13	13	
Southport Regional Park	acres	0	0	10	0	0	0	0	
Kissimmee Chain of Lakes	acres	0	0	0	0	1	0	1	



Evaluation Matrix

	1		1	1				
Evaluation Criteria	Unit of Measure	Cypress Pkwy	200	300	400	500	600	700
Social								
Right-of-Way Area (including proposed ponds)	acres	25	565	514	549	593	552	585
	Total Parcels		3	5	0	4	0	0
Potential Residential Impacts (Includes partially impacted parcels)	Total Tarceis		3		Ů	7		· ·
Existing	Parcels		3	5	0	4	0	0
Planned	Parcels	0	0	0	0	0	0	0
Potential Non-Residential Impacts (Includes partially impacted parcels)	Total Parcels	5	35	37	26	27	27	20
Existing	Parcels	5	35	37	26	27	27	20
Planned	Parcels	0	0	0	0	0	0	0
Community Facilities	No. of Conflicts	0	1	1	1	1	1	1
Parks and Recreational Facilities (public and private)	No. of Conflicts	0	0	1	0	0	0	0
Trails	No. of Conflicts	0	0	0	0	0	0	0
Community Cohesion Effects	Ranking	Med	High	High	Med	High	Med	Med
Socioeconomic Impacts to Special Populations	Ranking	Med	Med	Med	Med	Med	Med	Med
Proposed Development (PD) / Development of Regional Impact (DRI)	acres	0	50	42	39	0	39	0
Estimated Costs								
Roadway Construction	\$	\$221,500,000	\$248,700,000	\$242,500,000	\$240,500,000	\$260,000,000	\$252,400,000	\$270,400,000
Bridges Construction	\$	\$120,500,000	\$21,300,000	\$21,800,000	\$21,400,000	\$21,300,000	\$22,100,000	\$21,200,000
Interchanges Construction	\$	\$32,800,000	\$25,200,000	\$25,200,000	\$25,200,000	\$25,200,000	\$25,200,000	\$25,200,000
Toll Collection Equipment	\$	\$6,300,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000
Half Interchange at Florida's Turnpike	\$	\$0	\$216,500,000	\$216,500,000	\$216,500,000	\$216,500,000	\$216,500,000	\$216,500,000
Right-of-Way Areas (including proposed ponds)	\$	\$0	\$168,400,000	\$207,800,000	\$187,900,000	\$178,000,000	\$180,100,000	\$176,300,000
Mitigation, Wetlands, & Wildlife	\$	\$5,000,000	\$5,700,000	\$4,600,000	\$4,700,000	\$4,500,000	\$6,000,000	\$4,900,000
Total Estimated Alternative Costs		\$386,100,000	\$690,800,000	\$723,400,000	\$701,200,000	\$710,500,000	\$707,300,000	\$719,500,000
Grand Total Estimated Alternative Costs (Includes Cypress Pkwy)			\$1,076,900,000	\$1,109,500,000	\$1,087,300,000	\$1,096,600,000	\$1,093,400,000	\$1,105,600,000
Projected Traffic Revenue (2045)			TBD	TBD	TBD	TBD	TBD	TBD



Break – 10 minutes



-



Northeast Connector Expressway



Northeast Connector Expressway Previous Studies / History

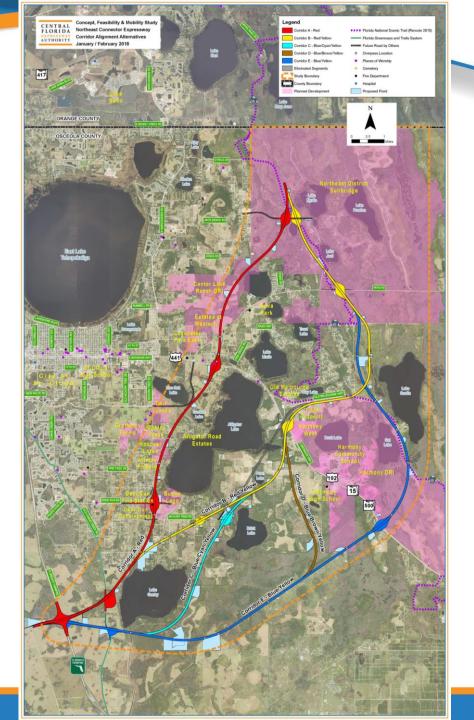
- SR 417 Southern Extension Concept Development and Evaluation Study, Wilbur Smith Associates, Inc. (WSA), May 2008
- Preliminary Alignment Evaluation for Southport Connector East from Canoe Creek Road to SR 528, Kimley-Horn and Associates, Inc. (KHA), June 2010
- Northeast Connector Expressway Preliminary Alignment Feasibility Study Tier 1 Corridor Analysis Memorandum, Vanasse Hangen Brustlin, Inc. (VHB), February 2016



Previous Studies' Evaluation and Recommendations

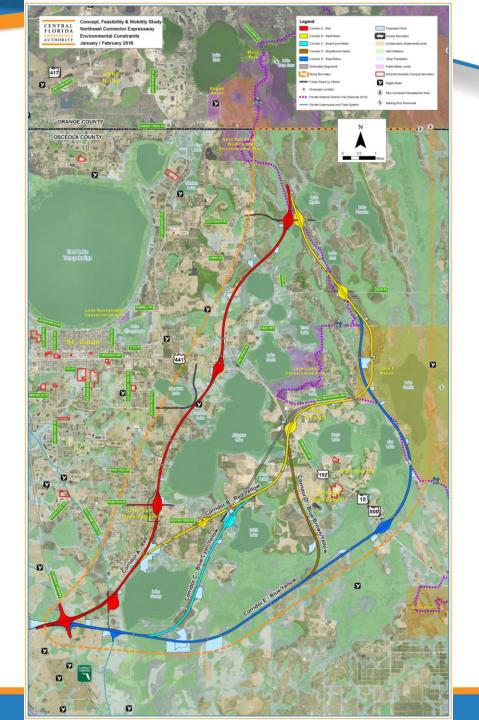
- Both alignments identified in the KHA report should be carried forward – with further refinements and shifts.
- Alternative alignments should be developed within and outside of – the OCX Master Plan Northeast Connector Corridor.

Alternative Corridors





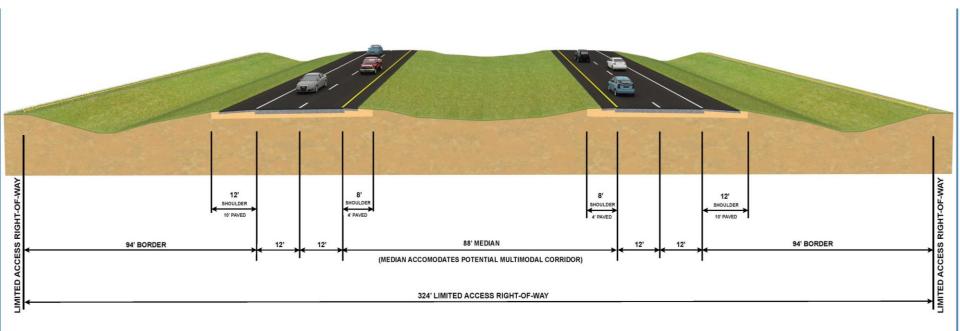
Environmental Constraints







Typical Section



CENTRAL FLORIDA EXPRESSWAY AUTHORITY

Evaluation Matrix

Miles 16	Evaluation Crite	eria	Unit of Measure	Corridor A-Red	Corridor B-Red/Yellow	Corridor C-Blue/Cyan/Yellow	Corridor D-Blue/Brown/Yellow	Corridor E-Blue/Yello
Peec 324	esign					, , , , , , , , , , , , , , , , , , , ,		
International products at Interchanges 1544	Iternative Length (approximate)		Miles	16	19	21	23	23
infer a favor size of entirectural pool in the favor size of entirectural pool in property of the favor size of entirectural pool in property of the favor size of entirectural pool in property of the favor size of entirectural pool in property of entirectural pool	roposed Right-of-Way Width		F	224	224	224	224	224
March Marc	eneral and varies at interchanges)		reet	324	324	324	324	324
Property	oposed Bridges	total structures per alternative	Structures	24	34	30	28	32
Section Sect		total length of all structures	Feet	2,006	3,355	2,723	2,626	4,209
Variety Vari	roposed Interchanges							
Vendes		(AADT) Volume					*********	
Section Proceedings No. of Conflicts S. S. S. S. S. S. S. S			Vehicles	25,600	16,900	16,900	13,700	13,900
Page Utility Conflicts Society	The state of the s							1
Page Utility Conflicts - Flamed No of Conflicts No of Recourses No of Recour			No. of Conflicts	5	5	3	3	2
Acres								
Acres 1								1
Acres 1 0 0 0 0 0 0 0 0 0				0				0
Description	AND THE COURT OF T			7. 2 7	-	-	-	
Visit		refuges etc.)	Acres	1	0	0	0	0
Internation		- Beal etel						
Settled Historic Linear Resources (canaly/roads)								
No. of Resources No. of Resources No. of Resources O. O. O. O. O. O. O. O		pads)						
State Stat		ew well						
Proposity Lakes Provided Waterways No. of Conflicts 1 3 3 3 2 2 2 2 2 2 2			140. Of Resources				Ü	
Acres								
Carabi p Paguiated Waterway No. of Conflicts 1 3 3 2 2 2 2 2 2 2 2	A CONTRACT OF THE PROPERTY OF		Acros	11	13	16	9	6
Flood Hazard Areas 100 Year Floodplain Acres 551								
Acres 1.40 2.20 2.31 32.4 357					100			
Acres								
Vin								
Rating (high, medium, low) High Medium Medium Low								
Needlum, low	otentiai Baid Eagle Nest			Ψ.	N	N	N	N
				High	High	Medium	Medium	Low
Lake X Ranch Mitigation Bank			medium, low)					
Acres 0 0 0 0 0 0 0 0 0								
Acres 1,349 1,447 1,581 1,707 1,758								
Acres 1,349 1,447 1,581 1,707 1,758			Acres	0	0	0	0	0
Total Parcels Total Parcels S67 74 22 28 3								The second secon
Parcels 181 55 3 9 3				100000000000000000000000000000000000000				
Parcels 186 19 19 19 19 0 0		ally impacted parcels)						
Total Parcels Total Parcels Total Parcels Parcel								
Parcels Parc								
Planned		partially impacted parcels)						
No. of Conflicts No. of Conflicts No. of Conflicts O								
Arks and Recreational Facilities (public and private) No. of Conflicts No. of Conflicts Rating (high, medium, low) Rating (high, medium, low) Proposed Development (PD) / Revelopment of Regional Impact (DRI) Acres Revelopment of Regional Impact (DRI) Acres Revelopment of Regional Impact (DRI) Revelopment of Regional Impact (No. of the Control of							
Pails No. of Conflicts Rating (high, medium, low) Rating (high, medium, low				- 64				
Rating (high, medium, low) Medium Low Lo		private)						0
Rating (high, medium, low) Medium Low Lo	ails			2	5	5	5	7
New	ommunity Cohesion Effects			Medium	Medium	Low	Low	Low
Acres 6.22 761 806 890 887 **Exelopment of Regional Impact (DRI) **Exelopment of Sag, 200,000 **Exelop	ocioeconomic Impacts to Special Population	ns		Medium	Low	Low	Low	Low
Acres 6.22 761 806 890 887 ***Extinated Costs ^[3] **Substitution of Regional Impact (DRI) **Acres 6.22 761 806 890 887 ***Extinated Costs ^[3] **Substitution of Regional Impact (DRI) **Substitution of Substitution of								
Sage	Development of Regional Impact (DRI)		Acres	622	761	806	890	887
padway Construction \$339,400,000 \$372,000,000 \$393,200,000 \$488,500,000 \$500,600,000 ridge Construction \$67,600,000 \$92,500,000 \$79,900,000 \$73,200,000 \$98,200,000 terchange Construction \$457,800,000 \$475,200,000 \$519,800,000 \$483,200,000 \$493,400,000 ght-of-Way Areas (including proposed ponds) \$5,100,000 \$5,100,000 \$5,100,000 \$5,100,000 \$210,600,000 \$210,600,000 \$210,600,000 \$210,600,000 \$210,600,000 \$80,100,000 \$83,900,000 \$210,600,000 \$80,100,000 \$83,900,000 \$83,900,000 \$84,200,000 \$80,100,000 \$83,900,000					•			
idge Construction \$67,600,000 \$92,500,000 \$79,900,000 \$73,200,000 \$98,200,000 terchange Construction \$457,800,000 \$475,200,000 \$519,800,000 \$483,200,000 \$493,400,000 ght-of-Way Areas (including proposed ponds) \$5,100,000 \$5,100,000 \$5,100,000 \$510,000	Manager and the control of the contr			\$339,400,000	\$372,000,000	\$393,200,000	\$488,500,000	\$500,600,000
S457,800,000 S475,200,000 S519,800,000 S483,200,000 S493,400,000 S493,400,000 S493,400,000 S5,100,000 S5,100,000 S5,100,000 S5,100,000 S5,100,000 S5,100,000 S5,100,000 S5,100,000 S298,900,000 S242,600,000 S210,600,000 S210,								
Collection Equipment \$5,100,000 \$5,100								
Sept-of-Way Areas (including proposed ponds) \$298,900,000 \$242,600,000 \$210,600,000 \$2		-						
itigation (wetlands & wildlife) \$26,900,000 \$64,800,000 \$84,200,000 \$80,100,000 \$83,900,000 \$64,800,000 \$1,252,200,000 \$1,292,800,000 \$1,331,700,000 \$1,392,000,000		de)						
stal Estimated Alternative Costs \$1,195,700,000 \$1,252,200,000 \$1,292,800,000 \$1,331,700,000 \$1,392,000,000		usj						
				V/				
						ACCUSED ON POST (1999)		





Osceola Parkway Extension Project Background

- March 2012: Osceola County's Osceola Parkway Extension
 Preliminary Feasibility Study
- June 2012: ETDM Programming Screen Summary Report published (ETDM No. 13789)
- September 2012: OCX & Florida's Turnpike initiated PD&E Study
- January 2017: PD&E Study Public Hearing held
- May 12, 2017: OCX approved PD&E Preliminary Environmental Impact Report (PEIR)



Osceola Parkway Extension Project Update

- 1. Where were we last time we met?
- 2. What's happened since then?
- 3. What have we done with your input?
- 4. What are our current alternatives?
- 5. What's next?

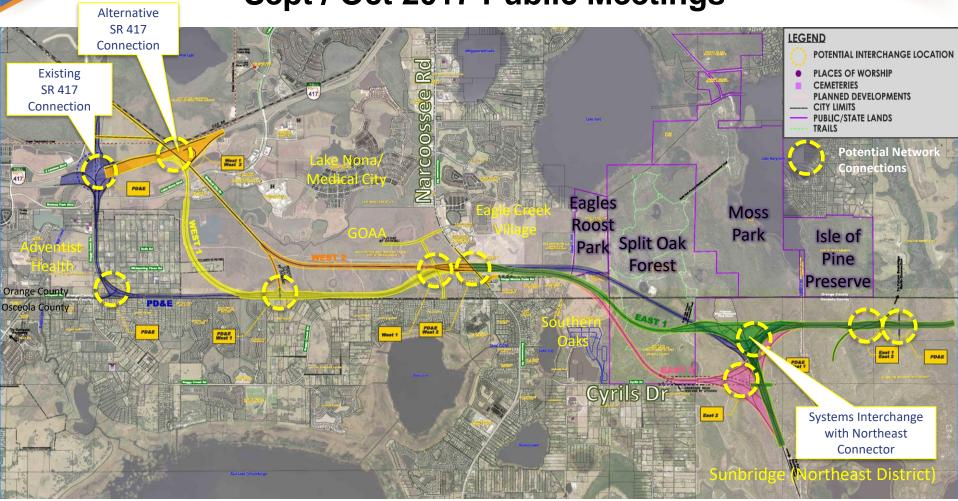


Osceola Parkway Extension Project Update

- 1. Where were we last time we met?
- EAG / PAG Meetings July 2017
- Public Meetings September / October 2017
- Initial Corridors Shown



Initial Corridors Sept / Oct 2017 Public Meetings



Connects to existing SR 417 interchange at Boggy Creek Rd:

Dark Blue - PD&E Recommended Alternative

Alternative SR 417 Connection:

- Orange West 1
- Yellow West 2

Alternative Northeast Connections:

- Green East 1
- Pink East 2



Public & Agency Input – What we heard...

- Minimize impacts to Split Oak Forest
- Provide noise barriers and landscape buffers near residences
- Provide for Florida National Trail connectivity across Osceola Parkway Extension
- Minimize impacts to existing residences



Osceola Parkway Extension Project Update

2. What's happened since then?

- Public comments
- Stakeholder meetings
- Agency coordination
- Corridor refinements
- Reduction of impacts



Osceola Parkway Extension Project Update

3. What have we done with your input?

- Six potential alignments (2 west, 4 east)
- Construction cost and right-of-way estimates
- Desktop environmental analysis
- Alternatives evaluation matrix
- Traffic projections



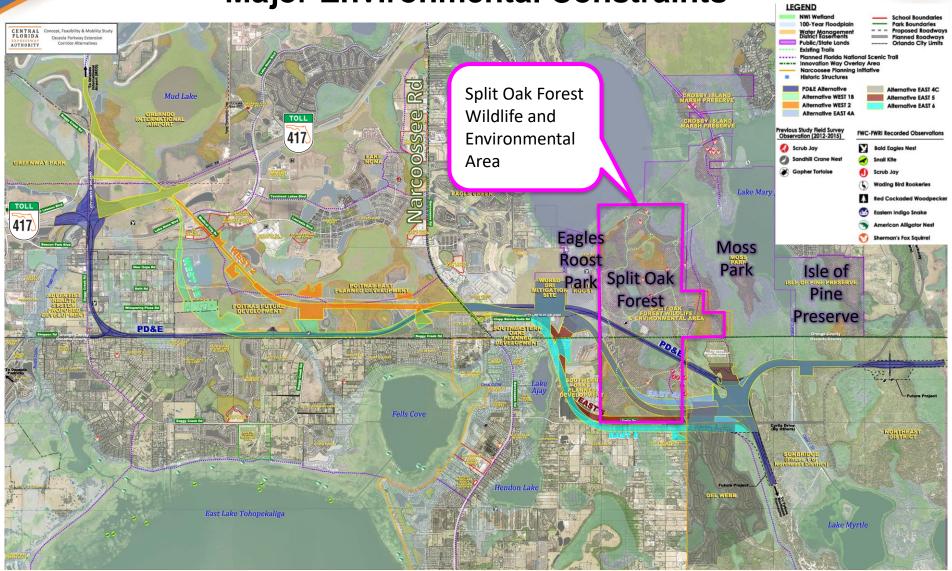
Osceola Parkway Extension
Current Alternatives





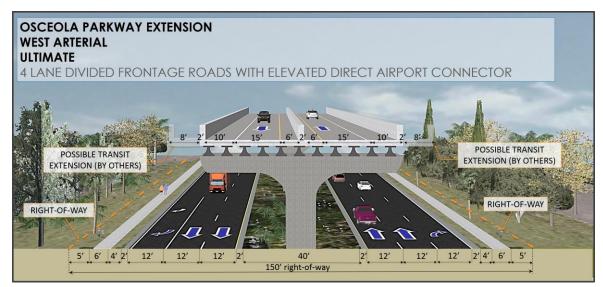
Osceola Parkway Extension

Major Environmental Constraints

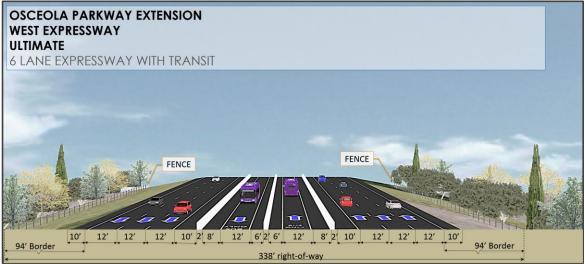




Osceola Parkway Extension West Ultimate Typical Sections

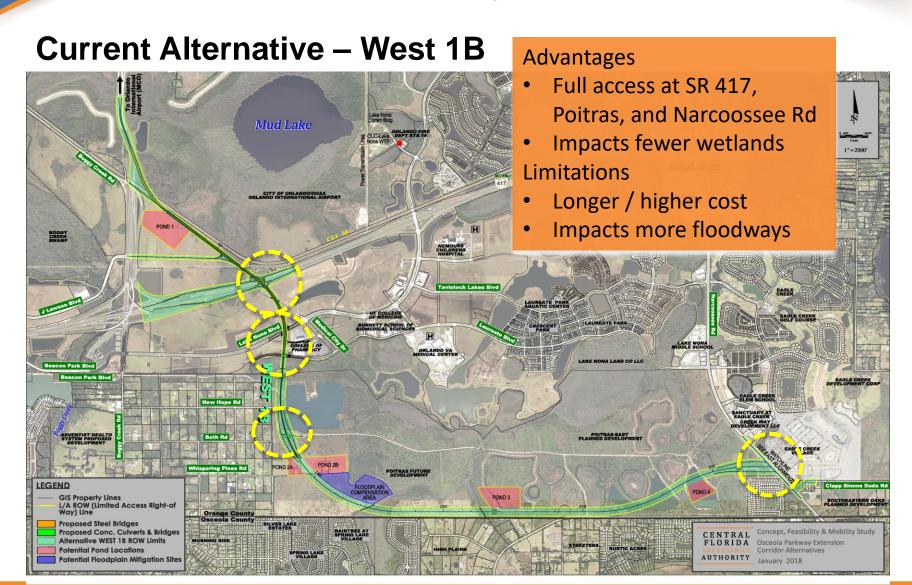


Limits:
Jeff Fuqua Boulevard to
Laureate Boulevard



Limits:
Laureate Boulevard to
Narcoossee Road



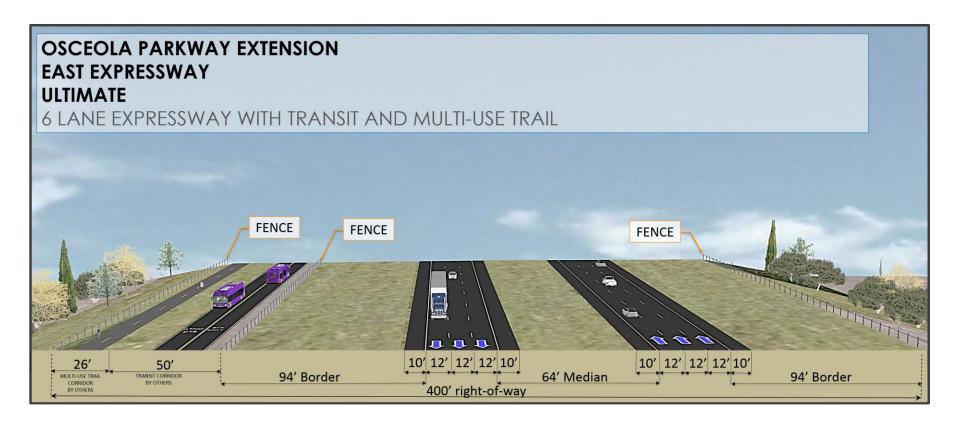




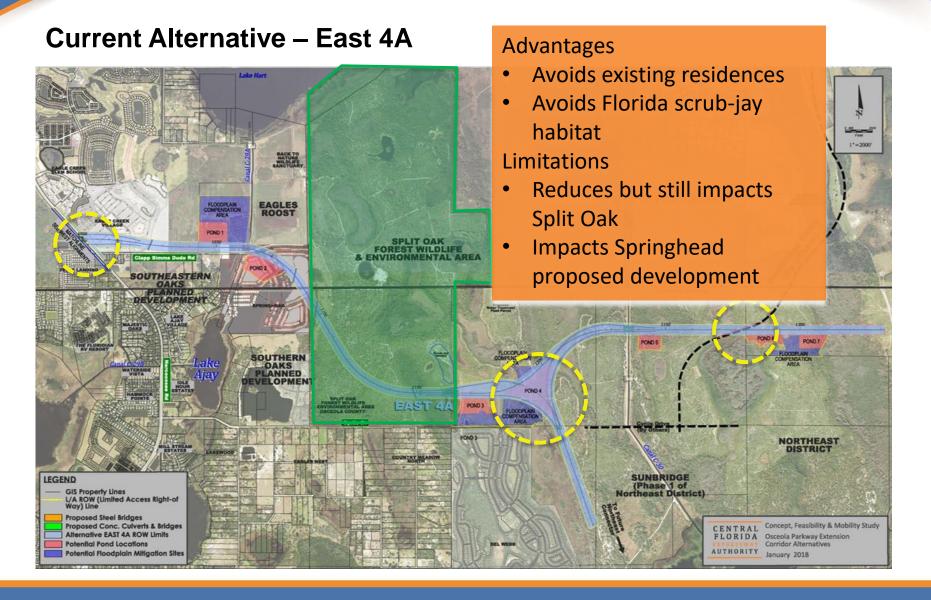
Current Alternative – West 2 Advantages Full access at SR 417, Poitras, and Narcoossee Rd Mud Lake Shorter/Lower cost Limitations Impacts more wetlands Impacts higher value parcels LAUREATE PAI GIS Property Lines L/A ROW (Limited Access Right-of Way) Line Proposed Conc. Culverts & Bridge **Alternative WEST 2 ROW Limits** Osceola Parkway Extension FLORIDA **Potential Pond Locations** Corridor Alternatives AUTHORITY **Potential Floodplain Mitigation Site**



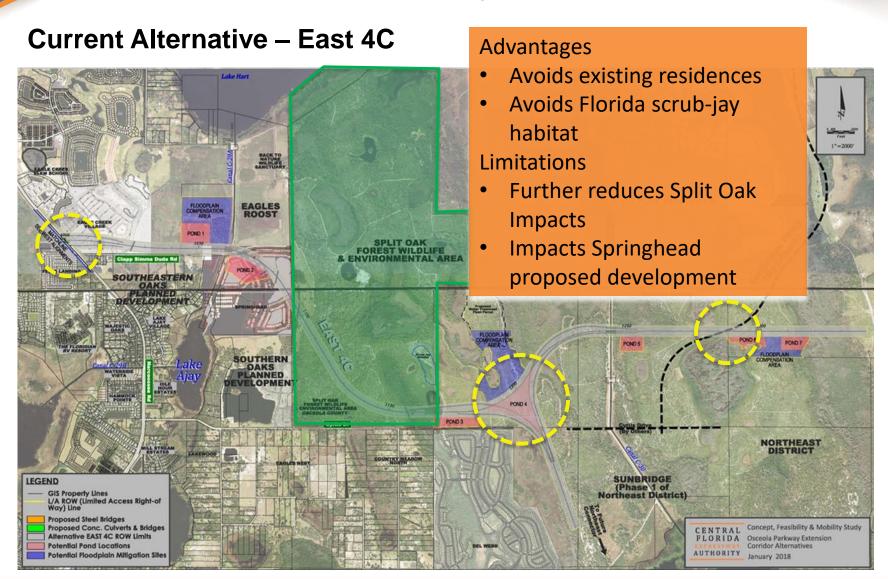
Osceola Parkway Extension East Expressway Ultimate Typical Section



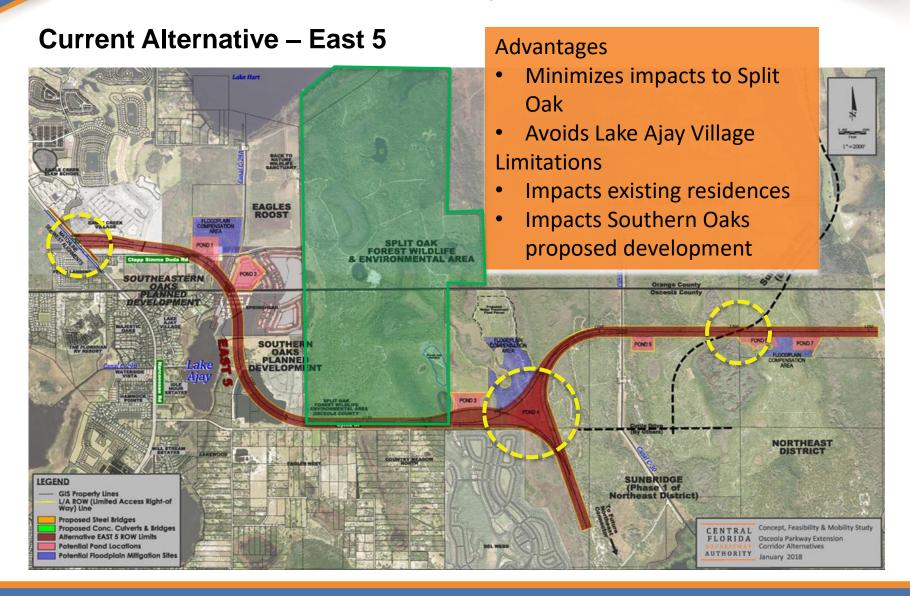






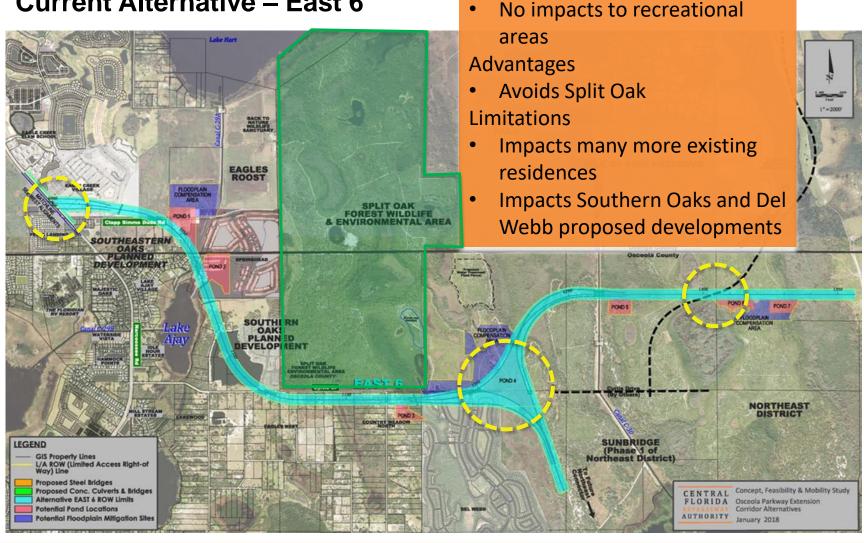








Current Alternative – East 6



CENTRAL FLORIDA EXPRESSWAY AUTHORITY

Evaluation Matrix

		West 1B	West 2		West 1B	West 2						
							-				;	
Evaluation Criteria	Unit of Measure			PD&E Recommended								
Evaluation Circina	Offic of Measure	(w/o Direct Airport Connector)	(w/o Direct Airport Connector)	Alternative	(w/o Direct Airport							
					Connector) + East 4A	Connector) + East 4A	Connector) + East 4C	Connector) + East 4C	Connector) + East 5	Connector) + East 5	Connector) + East 6	Connector) + East 6
Design												
Alternative Length (Approximate)	Miles	7.53	7.38	12.1	12.8	12.6	12.9	12.8	13.2	13.0	13.3	13.1
Proposed Right-of-Way Width (Width Varies;	Feet	150 / 338	150 / 338	260 / 400	338 / 400	338 / 400	338 / 400	338 / 400	338 / 400	338 / 400	338 / 400	338 / 400
Minimum / Maximum)			2007 000			,						333, 133
Proposed Bridges (Total Number of Structures per Alternative)	Structures	2	2	37	21	21	22	22	22	22	24	24
							.					
Proposed Bridges (Total Length of all Structures per Alternative)	Feet	265	360	20,848	12,332	12,427	12,197	12,292	11,680	11,775	6,000	6,095
Proposed Interchanges	Number	3	3	5	5	5	5	5	5	5	5	5
	Number	,	,	,		,	,	,	,	,	- '- 	,
Projected 2045 Annual Average Daily Traffic (AADT) Volume (As Tolled Facility)	Vehicles	16,700		42,100	33,700	27,700	33,700	27,700	33,700	27,700	33,700	27,700
Physical												
Major Utility Conflicts - Existing	No. of Conflicts	2	2	2	4	4	4	4	4	4	4	4
Major Utility Conflicts - Planned	No. of Conflicts	0	0	0	0	0	1	1	1	1	0	0
Contamination Sites & Facilities	No. of Conflicts	0	0	2	2	2	2	2	1	1	1	1
Railroad Involvement	No. of Conflicts	1	1	0	1	1	1	1	1	1	1	1
Cultural Environment Effects		•										
Public Lands	Acres	0	0	56	162	162	166	166	112	112	56	56
Section 4(f) Coordination Required (Public Recreation	V/**											
Lands, Wildlife Refuges, etc.)	Y/N	N	N	Y	Y	Υ	Υ	Y	Y	Y	N	N
Potential Historic Resources	No. of Conflicts	1	0	2	2	1	2	1	1	0	1	0
Potential Historic Linear Resources (Canals)	No. of Resources	3	2	2	5	4	5	4	5	4	5	4
Potential Archaeological Resources	No. of Resources	1	1	1	1	1	1	1	1	1	2	2
Natural Environment												
Water Features												
Ponds / Lakes	Acres	0	0	0	0	0	0	0	0	0	1	1
Canals/Regulated Floodways	No. of Conflicts	0	0	2	2	2	2	2	2	2	2	2
Flood Hazard Areas - 100 Year Floodplain	Acres	39	26	194	169	157	186	173	177	165	181	169
Wetlands (Non-Forested and Forested)	Acres	61	93	110	403	435	401	433	368	400	371	403
Potential Habitat - Federal Listed Species	Acres	191	168	-	464	441	474	451	485	462	470	447
Potential Habitat - State Listed Species	Acres	163	143	-	489	469	501	481	496	476	487	467
Potential Bald Eagle Nest	Y/N	N	N	Y	Υ	Y	Y	Υ	Y	Y	Y	Y
Potential Species Impacts (Composite Rating)	Rating	2.53	2.72		Medium	Medium	High	High	High	Medium	Medium	Low
Conservation Easements		351	252	****	200	000	054	ore	770	7704	501	505
Eagle Creek, World Gateway DRI, Eagles Roost, Split Oak Split Oak - Total Impact (ROW + Remainder)	Acres	0	353 0	1114 675	990	992 275	954 229	956 229	729 49	731 49	604	606
Social	Acres	U	U	6/3	275	2/5	229	229	49	49		2
Right-of-Way Area (including proposed ponds)	Acres	312	246	546	812	746	813	747	837	771	854	787
Potential Residential Impacts (Includes Partial Impacts)	Total Parcels	24	22	291	410	408	374	372	370	368	451	449
Existing	Parcels	5	3	33	6	4	6	4	7	5	31	29
Planned	Parcels	19	19	258	404	404	368	368	363	363	420	420
Potential Non-Residential Impacts (Includes Partial Impacts)	Total Parcels	16	12	16	28	24	26	22	28	24	27	23
Existing	Parcels	16	12	16	21	17	21	17	21	17	18	14
Planned	Parcels	0	0	0	7	7	5	5	7	7	9	9
Community Facilities	No. of Conflicts	1	1	2	2	2	2	2	2	2	2	2
Parks and Recreational Facilities (Public and Private)	No. of Conflicts	0	0	0	0	0	0	0	0	0	0	0
Trails	No. of Conflicts	3	3	5	6	9	6	6	4	4	5	5
Existing	No. of Conflicts	0	0	1	1	1	1	1	0	0	0	0
Planned	No. of Conflicts	3	3	4	5	5	5	5	4	4	5	5
Community Cohesion Effects	Ranking	Low	Low	Moderate	Low							
Socioeconomic Impacts to Special Populations	Ranking	High	High	-	High	Medium	High	Medium	Medium	Medium	Low	Low
Proposed Development (PD)/Development of Regional Impact (DRI)	Acres	427	166	416	757	496	763	502	836	575	826	565
Estimated Costs					*******	40	A	A	422	40		4077
Roadway Construction		\$115,200,000	\$101,000,000	\$327,900,000	\$312,700,000	\$298,500,000	\$309,100,000	\$294,900,000	\$301,300,000	\$287,100,000	\$291,400,000	\$277,200,000
Bridge Construction		\$14,300,000 \$87,400,000	\$15,200,000	\$179,000,000	\$43,900,000	\$44,800,000	\$42,100,000	\$43,000,000	\$38,400,000	\$39,300,000	\$87,700,000	\$88,600,000
Interchange Construction		■ S87.400.000	\$71,700,000	\$326,800,000	\$184,800,000	\$169,100,000 \$4,600,000	\$194,300,000 \$4,600,000	\$178,600,000 \$4,600,000	\$212,400,000 \$4,600,000	\$196,700,000 \$4,600,000	\$201,700,000 \$4,600,000	\$186,000,000 \$4,600,000
Toll Collection Equipment			63.400.000									
Right of Way Corte (including proposed panel)		\$2,100,000	\$2,100,000	\$4,600,000	\$4,600,000							
Right-of-Way Costs (including proposed ponds)		\$2,100,000 \$159,700,000	\$220,400,000	\$355,000,000	\$403,100,000	\$463,800,000	\$400,700,000	\$461,400,000	\$494,000,000	\$554,700,000	\$497,600,000	\$558,300,000
Mitigation, Wetlands, & Wildlife		\$2,100,000 \$159,700,000 \$16,300,000	\$220,400,000 \$19,000,000	\$355,000,000 \$34,400,000	\$403,100,000 \$68,100,000	\$463,800,000 \$70,800,000	\$400,700,000 \$67,800,000	\$461,400,000 \$70,500,000	\$494,000,000 \$61,900,000	\$554,700,000 \$64,600,000	\$497,600,000 \$60,100,000	\$558,300,000 \$62,800,000
		\$2,100,000 \$159,700,000	\$220,400,000	\$355,000,000	\$403,100,000	\$463,800,000	\$400,700,000	\$461,400,000	\$494,000,000	\$554,700,000	\$497,600,000	\$558,300,000



Osceola Parkway Extension Project Update

5. What's next?

- Incorporate all EAG / PAG / Public Input
- Refine corridors reflecting that input
- Complete summary report
- Present to CFX Board on March 8, 2018



Break – 10 minutes



-



Open Discussion



Next Steps

- PAG Meetings Feb. 6 & 8
- Public Meetings Feb. 13, 15 & 21
- Consultants Update Draft Concept Report
- Board Presentations TBD
- CFX Board Concept Draft Report Review & Discussion –
 March 8
- Consultants Finalize Concept Report



Action Items



For More Information, Contact:

Mary Brooks

Public Involvement Coordinator

Email: <u>ConceptStudies@cfxway.com</u>

Hotline: 407-802-3210

Web Address:

https://www.cfxway.com/agency-information/plans-studies/project-studies/public-involvement/

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