



Concept, Feasibility & Mobility Studies

Southport Connector Expressway

Project Advisory Group
Meeting No. 2

February 6, 2018

Concept, Feasibility & Mobility Studies

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

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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
- VIII. Open Discussion
- IX. Next Steps
- X. Action Items

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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.

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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.

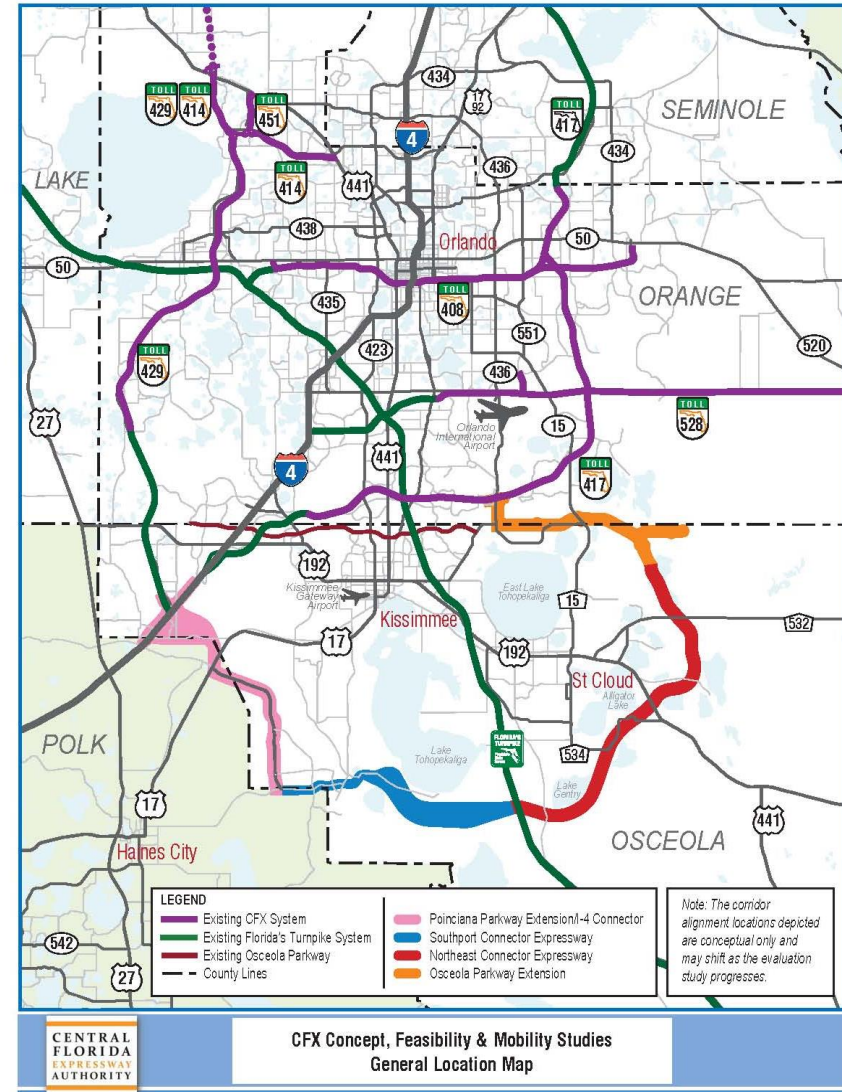
- Poinciana Parkway Extension / I-4 Connector
Alternative Corridor Evaluation Report (ACER) - November 2015
- Southport Connector Expressway
Alternative Corridor Evaluation Report (ACER) – October 2015
- Northeast Connector Expressway
(Southport Connector East, from Canoe Creek Road to SR 528)
Preliminary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

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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



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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.

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Study Methodology

The analysis has incorporated and built upon the previous work and coordination achieved from the preceding studies, while conducting a “fresh-look” 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.

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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/>

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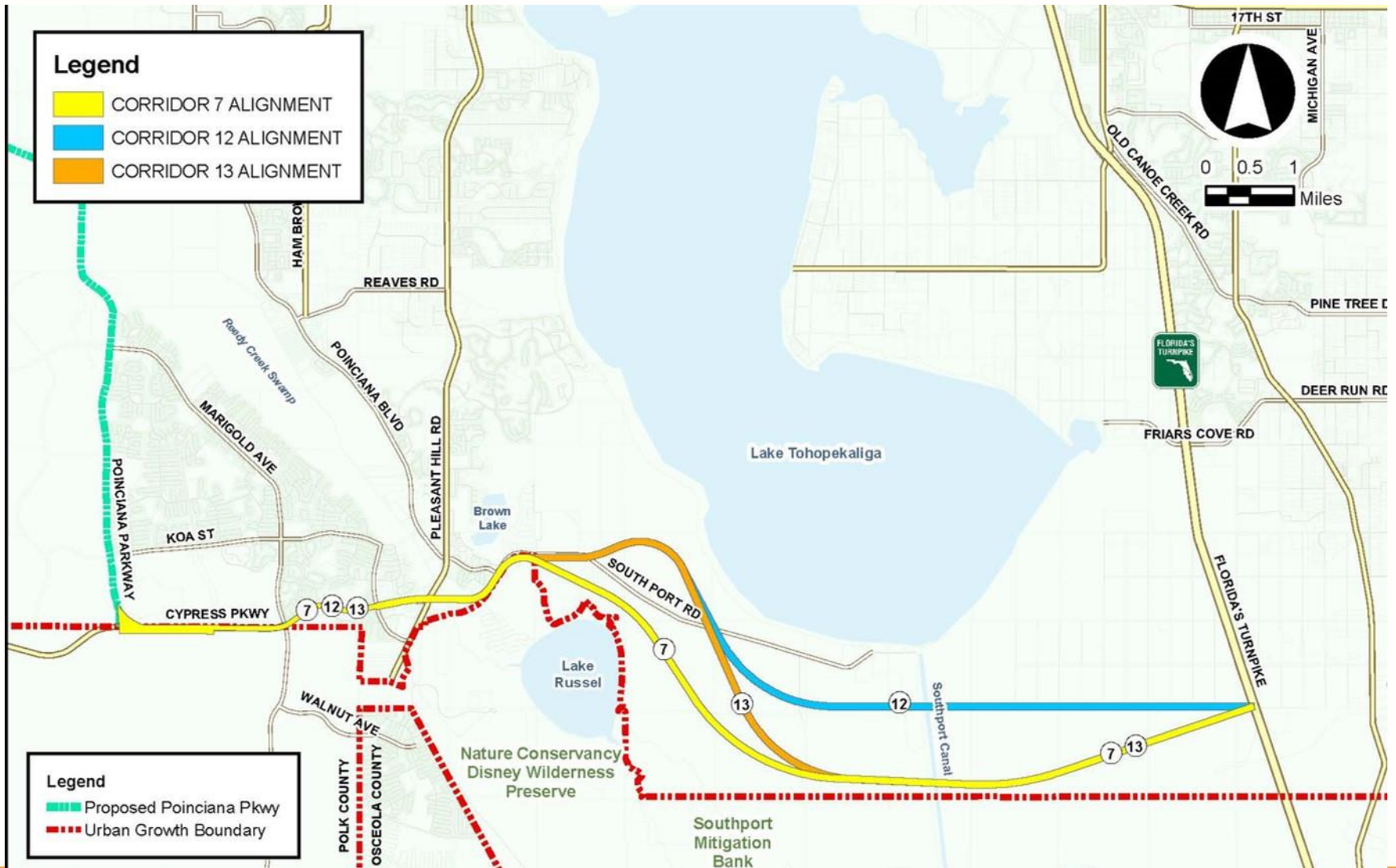
Southport Connector Expressway

Project Background

FDOT Alternative Corridor Evaluation (ACE) Study

- Advanced Notification Package distributed September 2012
- ETDM Programming Screen was initiated September 2013
- Public Kick-off Meetings (2 locations) September 2013
- Corridor Public Workshops (2 locations) January 2015
- Agency Project Advisory Group (APAG): 3 Meetings
- Alternative Corridor Evaluation Report (ACER) October 2015

ACE Recommended Corridors



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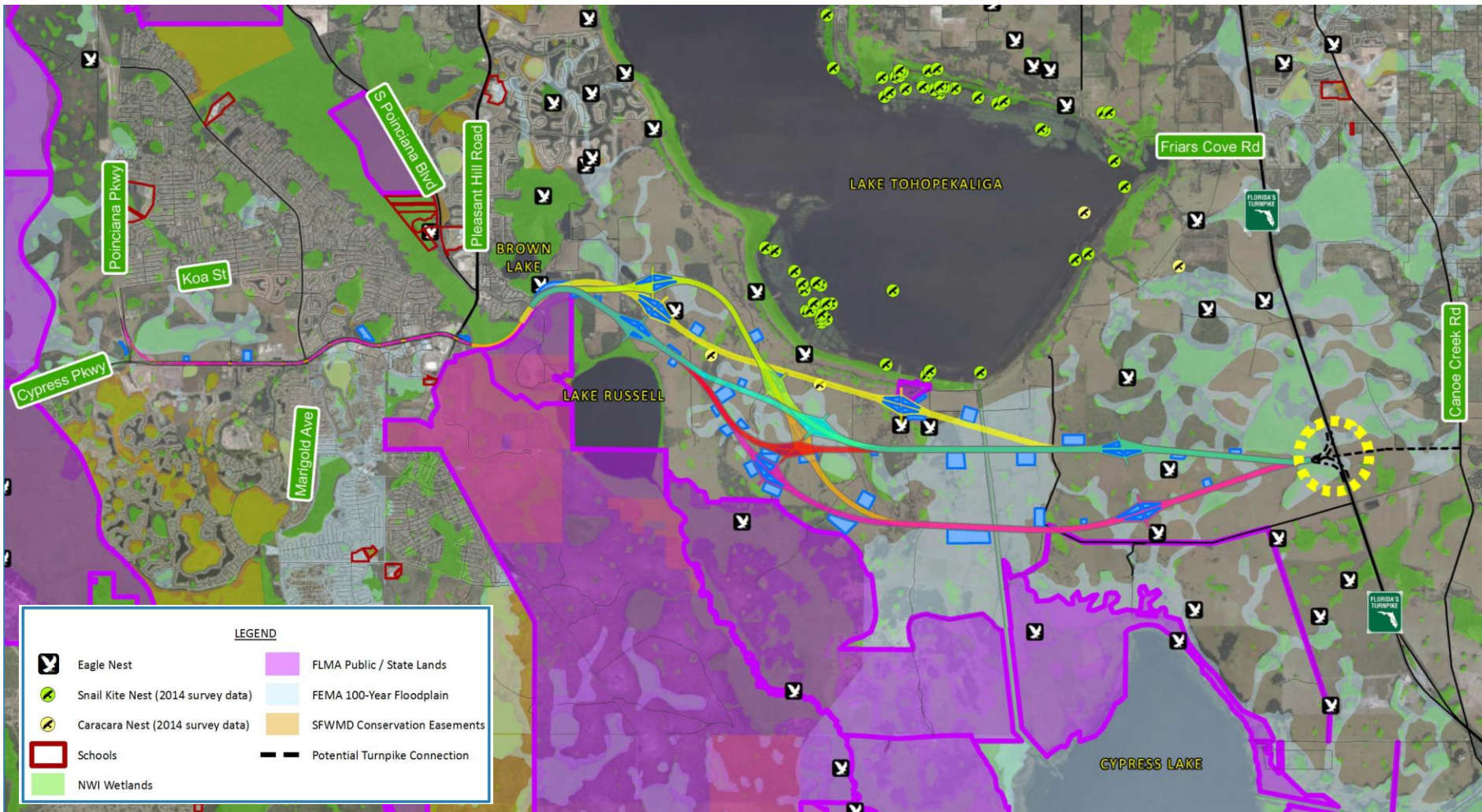
ACER Evaluation Review Technical Memorandum (ACER TECH MEMO)

- 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.....

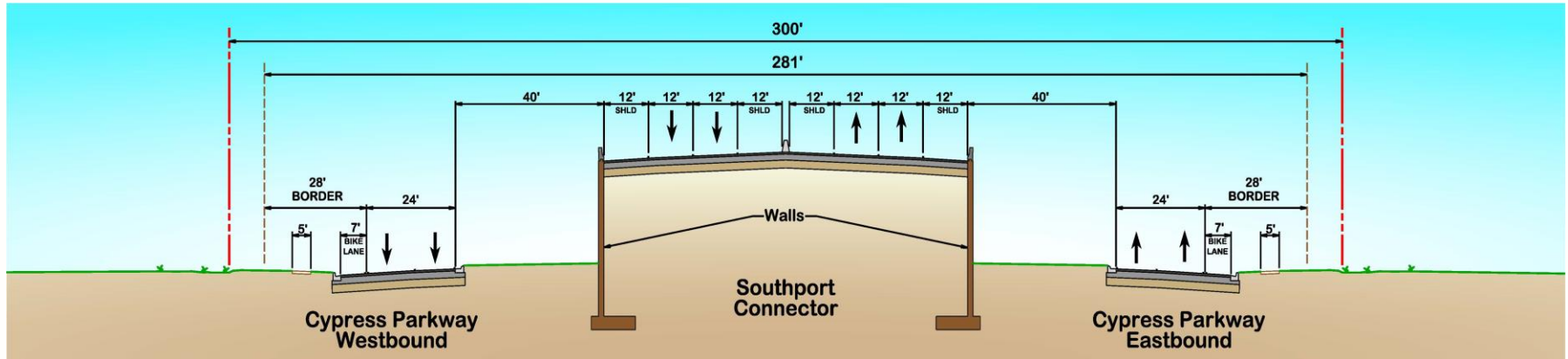
The study team also concurs to co-locate all corridors with the Cypress Parkway between Poinciana Parkway and the Reedy Creek Ecosystem.....”

Southport Connector Expressway Environmental Constraints

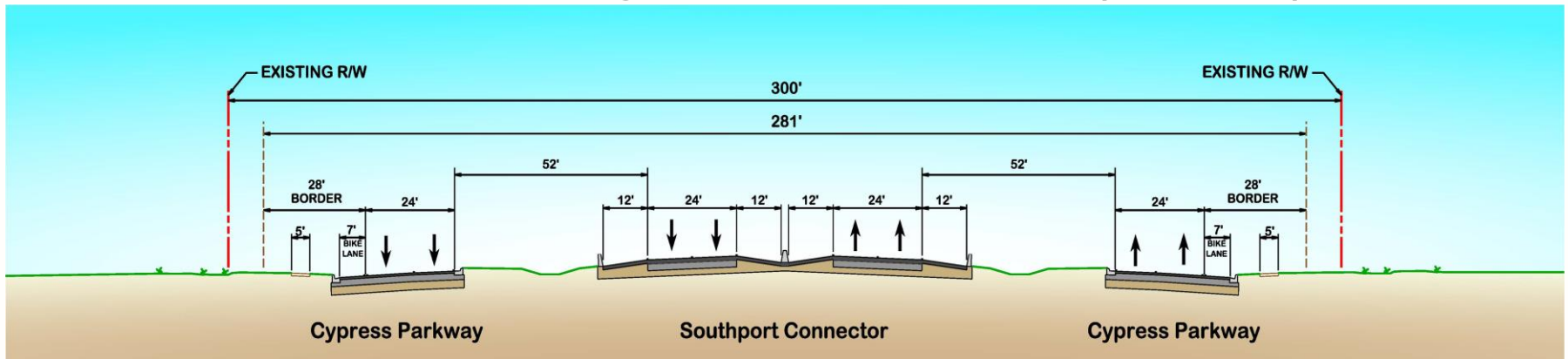


Southport Connector Expressway Cypress Parkway Typical Section

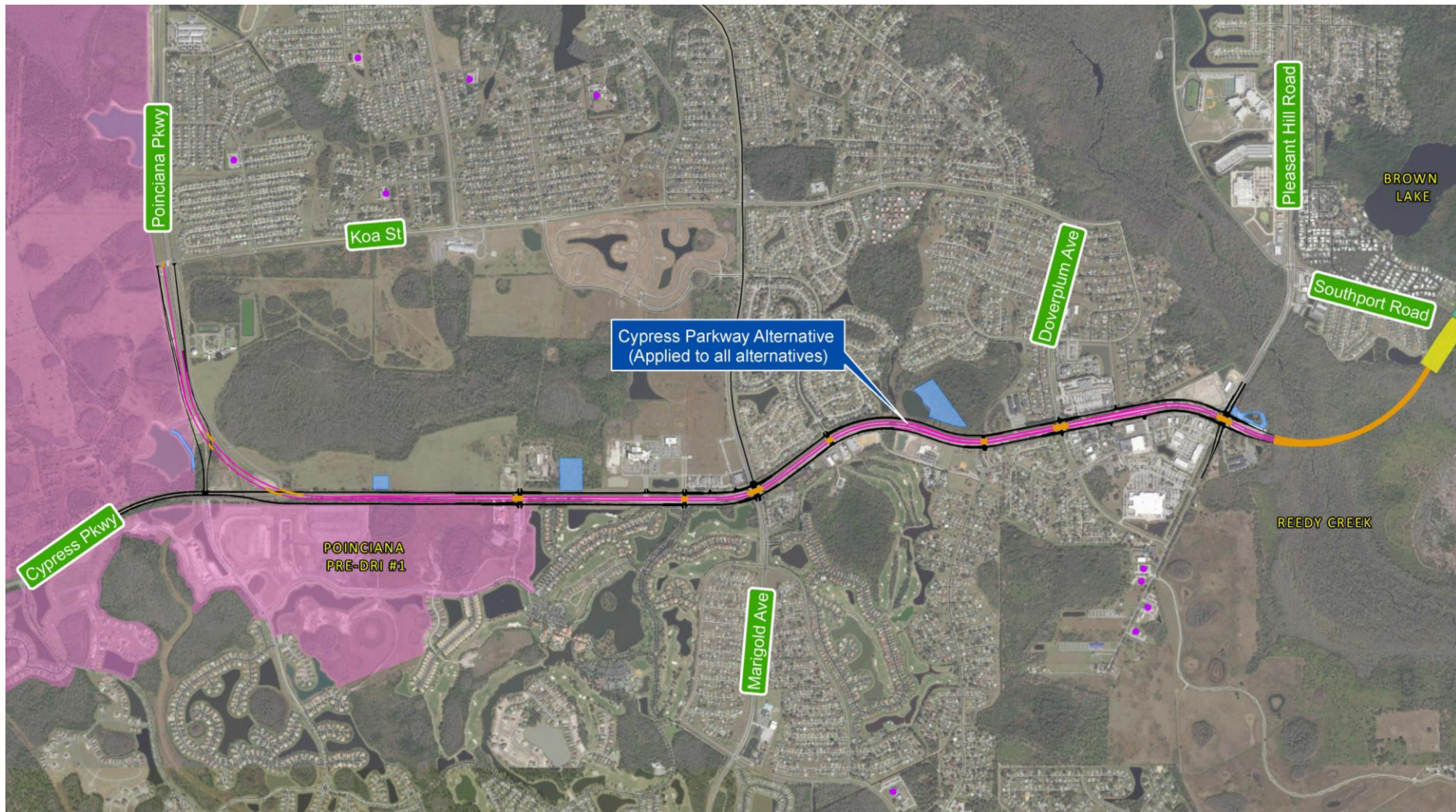
Poinciana Parkway to Pleasant Hill Road (Elevated)



Poinciana Parkway to Pleasant Hill Road (At-Grade)

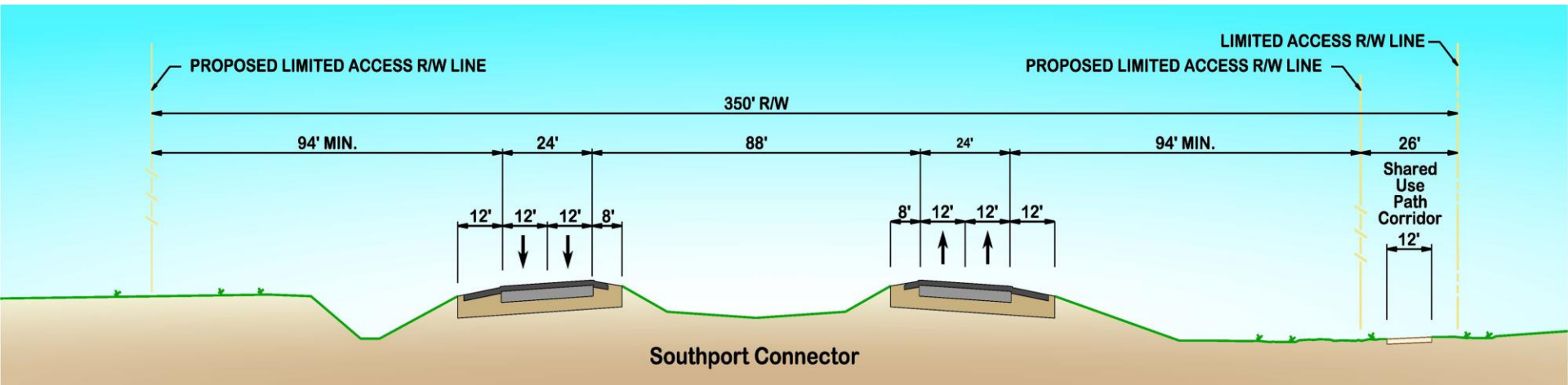


Southport Connector Expressway Cypress Parkway Alignment Alternative

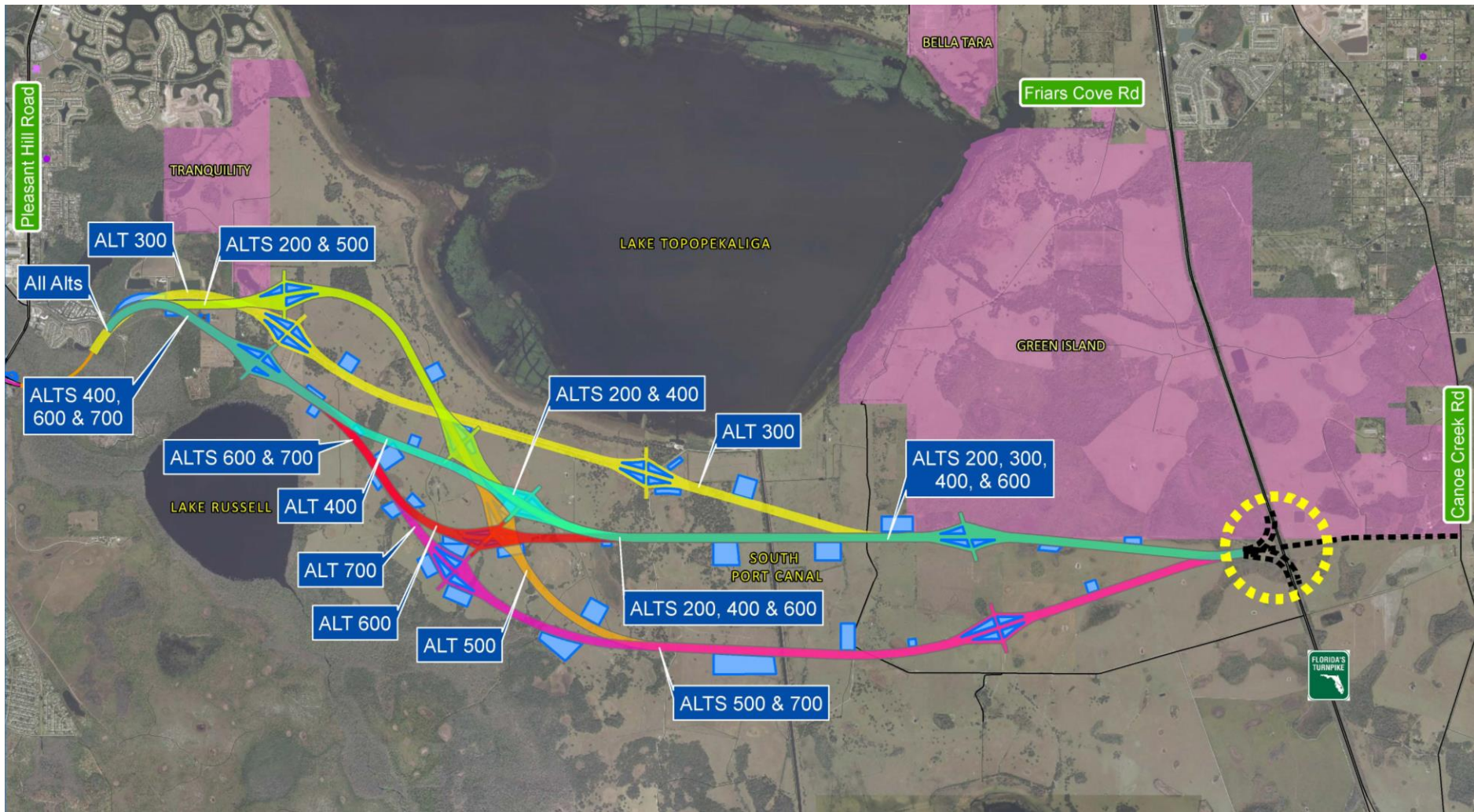


Southport Connector Expressway Lake Toho Area Typical Section

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								
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 (total structures per alternative / total length of all structures)	Structures	12	8	8	8	8	8	8
	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 (total structures per alternative / total length of all structures) – includes connection to Canoe Creek Rd	(as a 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	Y	N	Y	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	Y	Y	Y	Y	Y	Y
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								
Solvita 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

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
Potential Residential Impacts (Includes partially impacted parcels)	Total Parcels		3	5	0	4	0	0
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

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Open Discussion

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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

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Action Items

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For More Information, Contact:

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