



NORTHEAST CONNECTOR EXPRESSWAY PROJECT ADVISORY GROUP (PAG)

MEETING SUMMARY

DATE/TIME: Tuesday, February 6, 2018, 2 p.m. – 3 p.m.

LOCATION: Narcoossee Community Center, 5354 Rambling Road, St. Cloud

ATTENDEES: There were 12 attendees and seven staff members. See sign-in sheets attached.

I. Notifications

Notifications were emailed to 52 members of the PAG on January 16, 2018.

II. Welcome

Mary Brooks, Public Involvement Coordinator, Quest Corporation of America (QCA), called the meeting to order and welcomed everyone. Attendees introduced themselves and the organization they represent. Mary gave a brief introduction about the meeting and provided safety, housekeeping and Title VI information.



III. Study History

The purpose of this PAG meeting was to review the project and present an update on the status of potential impacts. The corridors are under re-evaluation by CFX after previous studies reached various levels of approvals.

In 2005, Osceola County adopted a Comprehensive Plan that proposed several new corridors to meet the county's anticipated growth. The Osceola County Expressway Authority (OCX) Master

Plan 2040 was finalized in 2013, defining the county’s expressway needs and providing a program of projects to implement the plan.

In September 2016, an inter-local agreement was approved, transferring the lead for developing the remainder of the OCX 2040 Master Plan to CFX. CFX then incorporated the OCX Master Plan segments into its Master Plan.



In March 2017, the CFX Board approved consultant contracts to conduct Concept, Feasibility and Mobility Studies, which commenced in April 2017.

IV. Study Corridor Overview

The four corridors under study include:

- Poinciana Parkway Extension / I-4 Connector (13 miles);
- Southport Connector Expressway (13 miles);
- Northeast Connector Expressway (25 miles); and
- Osceola Parkway Extension (9 miles)

The corridors are primarily in Osceola County, but there are small portions that extend into Orange and Polk counties. The studies encompass approximately 60 total miles of roadway (mileage broken down above).

V. Project Goals

The overall goals of the study corridor are to improve roadway connections, promote regional connectivity, provide additional traffic capacity, reduce congestion, and incorporate transit options.

Input from both the Environmental Advisory Group (EAG) and Project Advisory Group (PAG) fed into development of purpose and need.

VI. Study Methodology & Schedule

The study looked at previous work with a “fresh look” and prepared an assessment of potential impacts. Traffic study information is now available to share with you. If the corridor is found to be feasible, the next step would be the Project Development and Environment (PD&E) stage.

As shown on the schedule, the blue line represents where we are today. This is the advisory group stage. In a couple of weeks, we will have public meetings.

VII. Public Involvement

A series of public meetings were held last fall and are coming up again on February 13, 15, and 21. Presentations, to the Polk County Board of Commissioners, Osceola County Expressway Authority, and the Central Florida Expressway Authority were held in 2017 and additional presentations will be scheduled in the future. Summaries from these meetings are available on the following website:

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

Mary Brooks, Quest, concluded her portion of the presentation and turned it over to Alex Hull, Inwood Project Manager.

VIII. Project Background

Alex Hull of Inwood reviewed the project background. The study team reviewed several previous studies. Wilbur, Smith and Associates (WSA) in 2008 looked at a major beltway around Osceola County, which became the launch pad for the OCX master plan. The Lake Gentry area was concerned about the north side corridors gaining preference. So the study developed an alignment south of Lake Gentry and east of Alligator Lake.



Kimley-Horn & Associates (KHA) studied those alignments; both were deemed viable. Vanasse, Hagen, Brustlin (VHB) did an additional study centered around the Harmony west development. Findings from

these studies were used as a beginning point for the current evaluations.

IX. Current Study Area

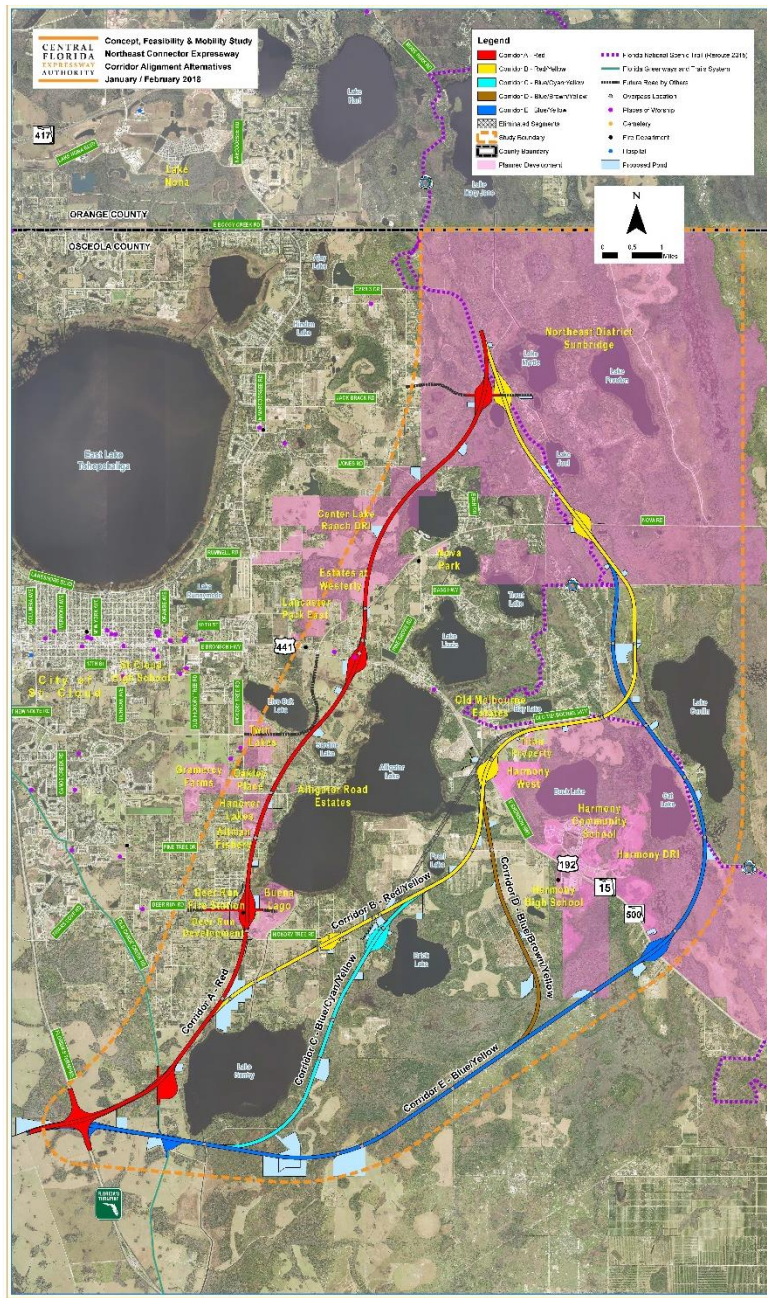
OCX narrowed the corridor and looked outside of the master plan corridor as well.

X. Corridor Alternatives

Alex Hull noted when they began the study, they performed a GIS analysis. This looked at areas where there were fewer impacts as a way to weave the golden thread through the terrain. They started drawing lines through the areas that made most sense.

The red alternative is a tweaking of the original study done in 2008. The cyan/yellow alternative is sort of what the KHA and Lake Gentry folks came up with.

The blue/brown corridor was derived from meetings with stakeholders and was an alternative to alignments that had more impacts to land use development and residents.



The various alternatives and community feedback were discussed. Alex Hull noted the Harmony community wanted it moved far away. Alligator Lake asked to move any alternatives far away as well.

XI. Environmental Constraints

The environmental impacts were evaluated for each alignment, including impacts to wetland areas and endangered / protected species.

The western alignments have a higher social impact and highest traffic projections. The blue alignment has the lowest social impacts on the community. However, it has higher costs because it's a longer alignment and impacts more environmentally sensitive areas. The blue alignment also has the lowest traffic projections. There are pros and cons with all the alternatives.

XII. Typical Sections

The roadway is going to look like SR 417. It would be a four-lane roadway within about a 300-

plus foot envelope. The interchanges would be at key locations: Florida's Turnpike, Canoe Creek Road, Deer Run, US 441, Jack Brack Road, Hickory Tree Road, US 192 and Nova Road.

XIII. Evaluation Matrix

A summary matrix was on display. The matrix included impacts associated with each alignment alternative. The different criteria are color-coded relative to each other. In terms of potential impacts, red means higher, yellow is medium, and green would be lower. Determining viability includes looking at traffic projections and projected toll revenues.



This concluded Mr. Hull's presentation.

XIV. Questions & Discussion

Mary Brooks of Quest opened the meeting up for questions and comments.

Deb Johnson, Alligator Lake Chain Homeowners Alliance:

- Asked if they would get copies of PowerPoint presentation.
- Mary Brooks, Quest: The presentation will be sent to all attendees and posted on the study webpage.

Alex Hull, Inwood:

- Asked which alignment the group liked best?

Nick Shoopman, Sun Terra/Harmony:

- Stated not the yellow alignment. He thought the blue made the most sense.

Deb Johnson, Alligator Lake Chain Homeowners Alliance:

- What are the next steps in the process?
- Alex Hull, Inwood: Stated the next steps were:
 - Public meetings in February
 - Finalizing the reports
 - Presenting to the CFX Board on March 8, 2018
 - He noted no recommendation was being made regarding any of the alternatives
 - The study results will be presented and the Board will make a decision on all of the studies, whether they move forward or not to a PD&E study
 - The question now is, are there alternatives that are viable in these studies that can move forward to the next study? You have to consider cost and tolls. If it goes to a PD&E study, then you would take a more detailed look. Alternatives would be refined and tweaked. Then you'd see what can be moved to the design phase.
 - Some may go forward, some may not. The Board decides.

Mary Brooks, Quest:

- Even if a corridor moves forward, you're looking at six to eight years before construction starts.

Deb Johnson, Alligator Lake Chain Homeowners Alliance:

- There is an Issue doing other business during this long process.
- Alex Hull, Inwood: It is a long process. We have to look at alternatives and we cannot predispose or jump to conclusions. We have to follow the process.



Patricia Loy, Titan Properties:

- What's the timeline?
- Alex Hull, Inwood: The feasibility study is wrapping up this spring. You'd be looking at another two years to do the PD&E study. The design phase is two to three years, and the acquisition phase is another two to three years. Then construction would start.
- Loy: So the final alignment is three to four years away?
- Alex Hull, Inwood: Some alignments may be eliminated by the CFX board. Viable alignments

may move forward into a PD&E study if recommended by the CFX Board.

Brian Stanger, FDOT District 5:

- The red line is more attractive for tolling. Is a study being done?
- Alex Hull, Inwood: CDM Smith is doing the study on traffic and tolls.

Kurt Garber, Fishback Law Firm representing the Dymmek Family:

- Do all segments go before the Board on March 8 or just the Northeast Connector?
- Alex Hull, Inwood: All four.

Mary Brooks, Quest:

- Other thoughts?

Don Whyte, Deseret Ranches:

- Polk County Expressway started and is being done by phasing. Is that an option for this project?
- Jonathan Williamson, CFX/Dewberry: There is internal discussion within CFX on how to move forward with large-scale projects. We may do two lanes to generate toll money, and then see if traffic increases and then widen to six lanes.
- The benefits from these facilities, I would imagine there would be impacts on local roads. Will these roads help congestion on Narcoossee?

- Jonathan Williamson, CFX/Dewberry: These projects don't affect Narcoossee.

Nick Lepp, MetroPlan Orlando:

- We'll have to study that.

Alex Hull, Inwood:

- The subconsultant produced a study on what the local road impacts would be.

Deb Johnson, Alligator Lake Chain Homeowners Alliance:

- Is the board meeting public?
- Alex Hull, Inwood: Yes.

XV. Next Steps:

Mary Brooks noted any comments would be reviewed and incorporated into the concepts for further study. Everyone will receive a copy of the presentation and the exhibits, which will be posted on the study webpage.

The next Public Meeting will be February 13, 2018 in St. Cloud.

The meeting adjourned at approximately 3 p.m.



END OF SUMMARY

This meeting summary was prepared by Mary Brooks, Public Involvement Coordinator at QCA. It is not verbatim, but is a summary of the meeting activities and overall discussion. If you feel something should be added or revised, please contact Mary Brooks by email at mary.brooks@gcausa.com or by telephone 407-694-5505 within (5) days of receipt of this summary.