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REFERENCE COPY

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- B Osceola County Letter Dated April 7, 2017 to Back To Nature Wildlife, Inc.
- C Kimley-Horn Letters Dated September 20, 2016 to Orange County

Acronyms and Abbreviations

APE	areas of potential effect
ARC	Acquisition and Restoration Council
BAR	Bridge Analysis Report
CFX	Central Florida Expressway Authority
CR	County Road
CRAS	cultural resource assessment survey
DEO	Department of Economic Opportunity
DEP	Department of Environmental Protection
DRI	Developments of Regional Impact
DSL	Division of State Lands
EAG	Environmental Advisory Group
EAR	Engineering Analysis Report
EPA	U.S. Environmental Protection Agency
ETAT	Environmental Technical Advisory Team
ETC	Environmental Technical Compendium
ETDM	Efficient Transportation Decision Making
FCT	Florida Communities Trust
FDOT	Florida Department of Transportation
FHWA	U.S. Federal Highway Administration
FTE	Florida's Turnpike Enterprise
FWC	Florida Fish and Wildlife Conservation Commission
GIS	geographic information system
GOAA	Greater Orlando Aviation Authority
LOS	level of service
L RTP	long-range transportation plan
mph	miles per hour
NRHP	National Register of Historic Places
OCX	Osceola County Expressway Authority
OOCEA	Orlando Orange County Expressway Authority
OIA	Orlando International Airport
OPE	Osceola Parkway Extension
PD&E	project development and environment
PEIR	Project Environmental Impact Report

PPM	FDOT Plans Preparation Manual
PUD	Planned Unit Development
ROW	right-of-way
SFWMD	South Florida Water Management District
SHPO	State Historic Preservation Officer
SOFWEA	Split Oak Forest Wildlife and Environmental Area
SR	State Road
STOF	Seminole Tribe of Florida
USACE	U.S. Army Corps of Engineers
TPPPH	Turnpike Plans Preparation and Practice Handbook
USGS	U.S. Geologic Survey
USFWS	U.S. Fish and Wildlife Service
Ward Road PD	Ward Road Planned Development

REFERENCE COPY

Introduction

Central Florida Expressway Authority (CFX) is conducting a Concept, Feasibility, and Mobility study of four transportation corridors to determine if they are viable and fundable in accordance with CFX policies and procedures. The corridors are in Osceola, Orange, and Polk counties. As part of an interlocal agreement, CFX has incorporated portions of the Osceola County Expressway Authority (OCX) *Master Plan 2040* into CFX's *Visioning + 2040 Master Plan* (CFX, 2016). CFX began the concept studies in March 2017. All projects are listed in MetroPlan Orlando's 2040 long-range transportation plan (LRTP) as four-lane facilities. CFX's Visioning + 2040 Master Plan Map is shown on the General Location Map (Exhibit 1-1).

Each of the four corridor segments has been previously studied to varying degrees of detail. The four corridor projects adopted into CFX's *Visioning + 2040 Master Plan* (CFX, 2016) are listed below along with their respective preceding study.

- Osceola Parkway Extension (OPE) – 9 miles
OCX (Project Development and Environment) PD&E Study – May 2017
- Northeast Connector Expressway – 25 miles
Southport Connector East from Canoe Creek Road to SR 528 Preliminary Alignment Evaluation – June 2010 (Osceola County and OCX Smart Growth Office)
- Southport Connector Expressway – 13 miles
Alternative Corridor Evaluation Report – November 2015 (FDOT)
- Poinciana Parkway Extension/I-4 Connector – 10 miles
Alternative Corridor Evaluation Report – November 2015 (FDOT)

The overall goals of the corridor projects are to:

- Promote regional connectivity
- Enhance mobility of the area's growing population and economy
- Relieve congestion on local roads by providing a new limited-access transportation option
- Provide incorporation of transit options.

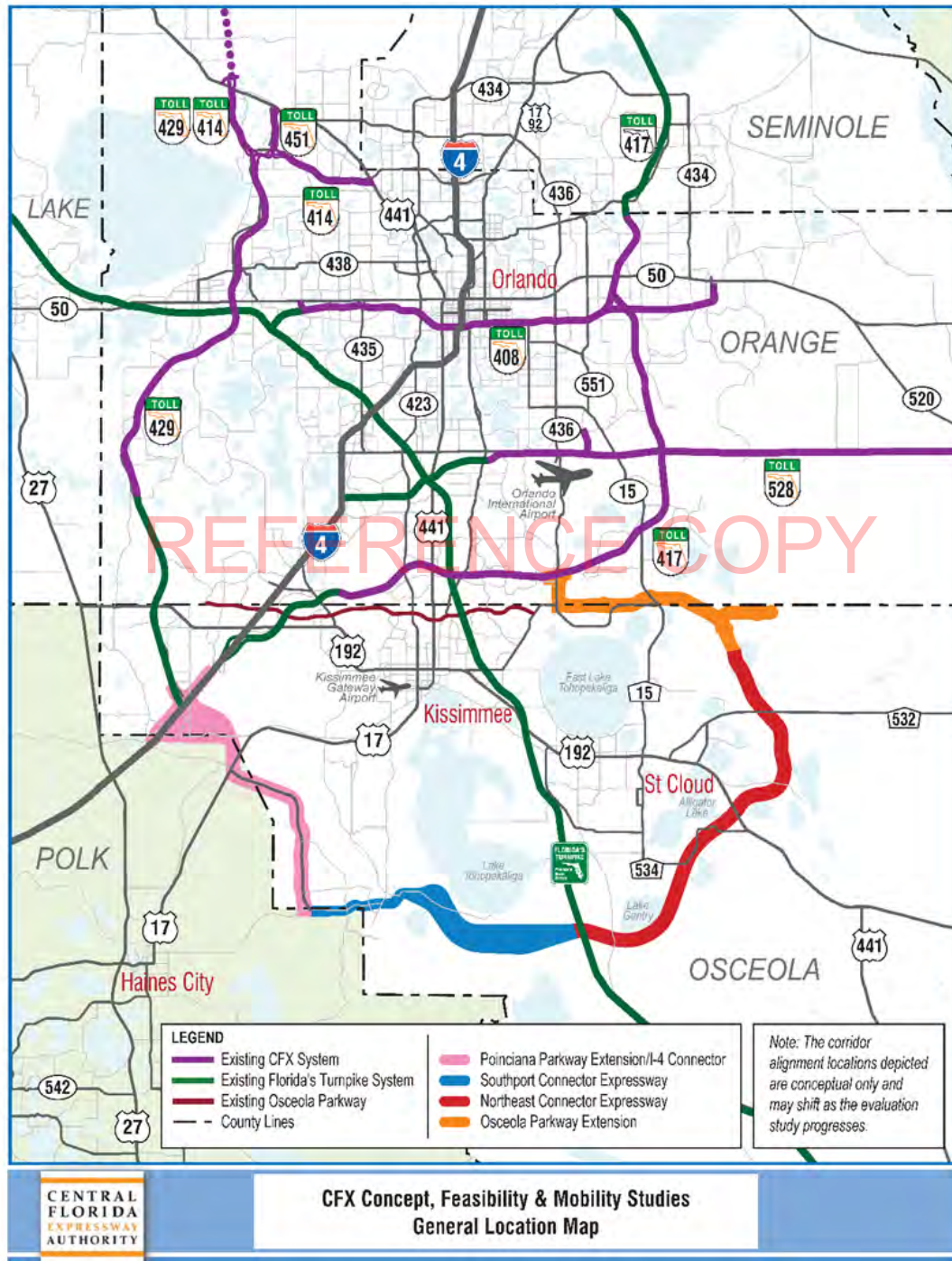
The analyses for the concept studies will consist of incorporating and building upon previous work and coordination achieved from preceding studies, while conducting a “fresh-look” at proposed corridor segments and researching recent information that could influence current decision-making. The concept study methodology includes:

- Documentation of the physical, natural, social and cultural environment, and assessment of potential impacts.
- Evaluation of transportation demands.
- Development and evaluation of a range of mobility options.
- Analysis of feasible corridors that would proceed to a PD&E study.

The analyses also address economic and engineering feasibility, mobility, capacity, levels of service, conceptual geometry and structures, and potential interchanges and intersection improvements. Public involvement and interagency and stakeholder coordination are an integral part of the assessment process. An Environmental Advisory Group (EAG) has been developed as a special resource to CFX and the consultant teams. The EAG will give input on important components of the natural environment

analysis, provide impact input in the evaluation of the feasibility of project corridors, and inform the project teams of local issues and concerns within the study limits regarding environmental impacts. Additionally, a Project Advisory Group has been established to advise CFX and the consultant teams on decision-making and to provide technical feedback on findings of the studies.

Exhibit 1-1. CFX Concept, Feasibility, and Mobility General Location Map



1.1 Project Description

This technical memorandum focuses on the OPE project. The OPE is a new expressway which would extend the existing Osceola Parkway that begins in the Disney World Resort property and ends approximately 20 miles east at the intersection of Boggy Creek Road and Simpson Road. The proposed OPE would extend the Osceola Parkway 9 miles east. Proposed improvements may include upgrades to existing roadways and alternatives on a new alignment.

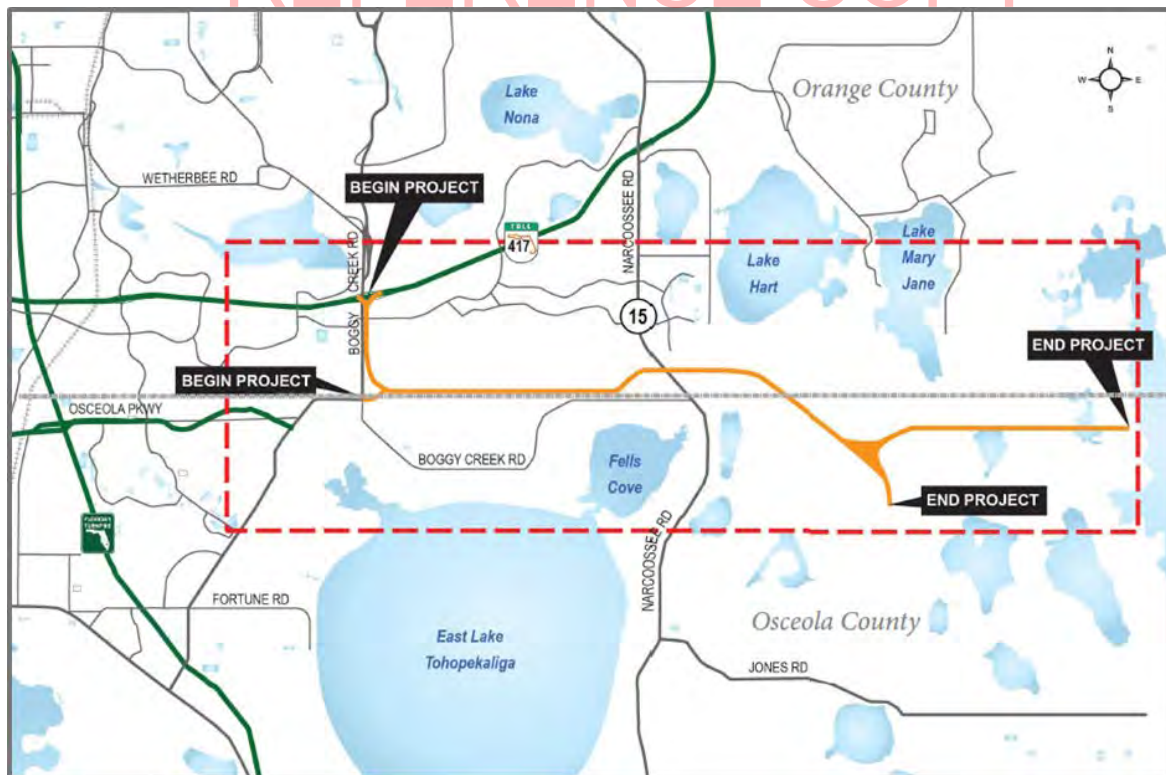
The purpose of this PD&E Evaluation Technical Memorandum is to summarize the findings of the recently completed OPE PD&E study, which was completed in May 2017 by the OCX in coordination with the Florida's Turnpike Enterprise (FTE) (2017 OCX PD&E study). This technical memorandum summarizes:

- Findings and results of the PD&E study.
- PD&E recommendations and commitments.
- Significantly changed conditions within the study area.
- Recommendations to be incorporated into CFX's OPE Concept, Feasibility, and Mobility Study.

1.2 Project Location

The proposed OPE begins approximately one mile west of the Boggy Creek Road and Simpson Road intersection, extending eastward to the proposed Northeast Connector Expressway. The project also includes a potential north/south segment linking to SR 417 in the general vicinity of the Boggy Creek Road interchange. Exhibit 1-2 presents the Project Location Map.

Exhibit 1-2. Project Location Map



1.3 Project Background

In 2012, Osceola County completed a Preliminary Feasibility Study to evaluate an easterly extension of Osceola Parkway from west of Boggy Creek Road to east of the proposed Northeast Connector Expressway. This 9-mile facility would traverse northern Osceola County near the Orange County line and would act as a major east-west corridor. It was intended to relieve congestion on local roads as well as on US 192/Irlo Bronson Memorial Highway to the south and State Road (SR) 417/Central Florida Greenway to the north. The *Preliminary Feasibility Study* (Osceola County, 2012) referenced the *SR 417 Southern Extension Concept Development and Evaluation Study* completed in 2008 (Orlando Orange County Expressway Authority [OOCEA] [predecessor to CFX], 2008).

Following the *Preliminary Feasibility Study* (Osceola County, 2012), OCX in coordination with FTE initiated a 2017 OCX PD&E study to further evaluate alternatives, develop preliminary estimates of project impacts and cost, and solicit public and agency input. A public hearing was held on January 24, 2017 and the Final Preliminary Environmental Impact Report (PEIR) was approved by OCX in May 2017.

1.4 Methodology of Evaluation

The purpose of this technical memorandum is to:

- Obtain and review documents prepared for the 2017 OCX PD&E study
- Identify any changed conditions and verify adherence to CFX design criteria
- Perform an in-depth evaluation of the PD&E findings, recommendations and commitments.
- Provide recommendations to be incorporated into the CFX study.

The following methodology was used to assess the processes and conclusions contained in the 2017 PD&E study:

- PD&E documents and related material (provided by CFX, Kimley-Horn, and OCX) were collected.
- Pertinent sources of environmental data (geographic information system [GIS] database files) were identified.
- Alternative corridor alignments were proposed to reduce specific impacts.
- The data were assembled into comprehensive GIS and MicroStation base maps. The analysis contained in this technical memorandum focused on verifying the content and credibility of environmentally-oriented GIS shape files, and the rationale for dropping or carrying forward corridors.
- Corridor alignment geometry, typical sections, right-of-way (ROW) widths, and other associated engineering details were evaluated with respect to CFX design criteria.
- Aerial photography was updated and compared against the PD&E Recommended Alternative.
- Public involvement material from the PD&E was reviewed in detail.
- Analysis included an evaluation of the Florida Department of Transportation (FDOT) Efficient Transportation Decision Making (ETDM) Summary Report and prior public outreach meetings.
- Additional meetings were conducted with major project stakeholders.

Evaluation of Existing Conditions

Data collection is necessary to identify and evaluate the alternative mobility programs previously considered. The data collection effort will make maximum use of existing information available from state, regional, and local resources, along with information developed by the most recent studies. These studies and related agency actions that have been considered in preparation of this technical memorandum include:

- 2008 – *SR 417 Southern Extension Concept Development and Evaluation Study* (OOCEA, 2008)
- 2012 – *OCX Master Plan 2040* (published: OCX, 2013)
- March 2012 – *OPE Preliminary Feasibility Study* (Osceola County, 2012)
- April 6, 2012 – Advance Notification Package distributed
- June 4, 2012 – *ETDM Summary Report* published (FTE, 2012)
- September 2012 – OPE PD&E study initiated (OCX, 2017)
- Early 2013 – MetroPlan Orlando adopted OCX Master Plan into LRTP
- Fall 2016 – Interlocal Agreement reached among OCX, Osceola County and CFX
- October 2016 – *Draft PEIR* (OCX, 2017a) published for public hearing availability
- October 2016 – *Draft Engineering Analysis Report* (EAR) (OCX, 2017b) published for public hearing availability
- January 2017 – FTE held public hearing for the OPE PD&E study
- May 2017 – Final OPE PD&E signed by OCX

While not exhaustive, this list demonstrates that considerable effort by multiple agencies has advanced the project to this point. Public input, agency input, changing demographics, changing development patterns, environmental and social impacts, as well as technical criteria, have all shaped the project to date.

2.1 Preliminary Feasibility Study (2012)

The 2012 Preliminary Feasibility Study took a broad look at potential east-west corridors that address projected travel demands between US 192/Irlo Bronson Memorial Highway and SR 417. The study identified three primary corridors from north to south with west, central, and east segments and multiple options within each segment. Each corridor began at existing Osceola Parkway west of Simpson Road and continued easterly to east of Split Oak Forest Wildlife and Environmental Area (SOFWEA) into the proposed Northeast District development.

The alternatives analysis started with a corridor selection process that first defined the corridor evaluation area. Like a land suitability analysis, a GIS-based constraints map was developed to identify sensitive natural, physical, and socio-cultural features to screen an initial set of corridors that could potentially meet the purpose and need for the project while minimizing impacts to the areas identified as sensitive. Input from stakeholders was considered. Expressway limited access design criteria (with a 65 mile per hour [mph] design speed) and high-speed urban roadway (controlled access with design speed of 50 mph) criteria were applied.

The corridor selection process methodology is like a land suitability analysis, which is a recognized process in the transportation field. The methodology is consistent with FDOT practices for consistent, predictable, and repeatable planning analysis for identifying corridor alternatives that minimize and/or avoid impacts to the natural, social, cultural, and physical environment. Exhibits 2-1 through 2-3 are excerpts from the 2012 Preliminary Feasibility Study (Osceola County, 2012). Exhibit 2-1 shows the corridor constraints mapping and initial corridor alternatives considered during the Preliminary Feasibility Study (Corridors 1, 2 and 3 which were later named Corridors A, B and C, respectively). Exhibit 2-2 shows the corridors alternatives considered for further evaluation in the Preliminary Feasibility Study. Exhibit 2-3 shows the corridors recommended for further evaluation in a subsequent PD&E study.

As explained in the 2012 Preliminary Feasibility Study (Osceola County, 2012), *“Within the corridor evaluation area, a GIS-based constraints map was developed to identify sensitive natural, physical and socio-cultural features. In this process, a range of GIS data layers were assigned a sensitivity rating reflecting the level of potential impacts to the natural, physical and socio-cultural features that might be generally expected if an alternative were to be constructed within the corridor. The sensitivity rating was from 1 to 3, with 3 representing the highest level of sensitivity of impacts and 1 representing the lowest level of sensitivity of impacts. By assigning each sensitivity level a shade of gray from light gray to black and then overlaying them with each other on the map, a graphical depiction of the severity of impacts can be visually discerned. Areas on the map that are darkest represent the most sensitive areas and were avoided or minimized. This constraints map, together with input from stakeholders, was used to develop an initial set of corridors that could potentially meet the purpose and need for the project while minimizing impacts to the most sensitive areas.”*

Table 2-1 is excerpted from Table 6-1 in the *Preliminary Feasibility Study* (Osceola County, 2012) and summarizes the various GIS layers and sources.

In addition to consideration of the constraint mapping criteria, alternatives were developed based on guiding principles including:

- Avoidance of wetlands
- Avoidance of threatened and endangered species habitat
- Avoidance of preservation or conservation lands
- Avoidance of bisecting neighborhoods and operating businesses
- Placement of alignments adjacent to existing linear facilities, including canals, power transmission easements, and roadways
- Placement of alignments adjacent to or within large parcels to minimize impacts to smaller parcels.

Exhibit 2-1. Constraints Mapping/Corridor Alternatives

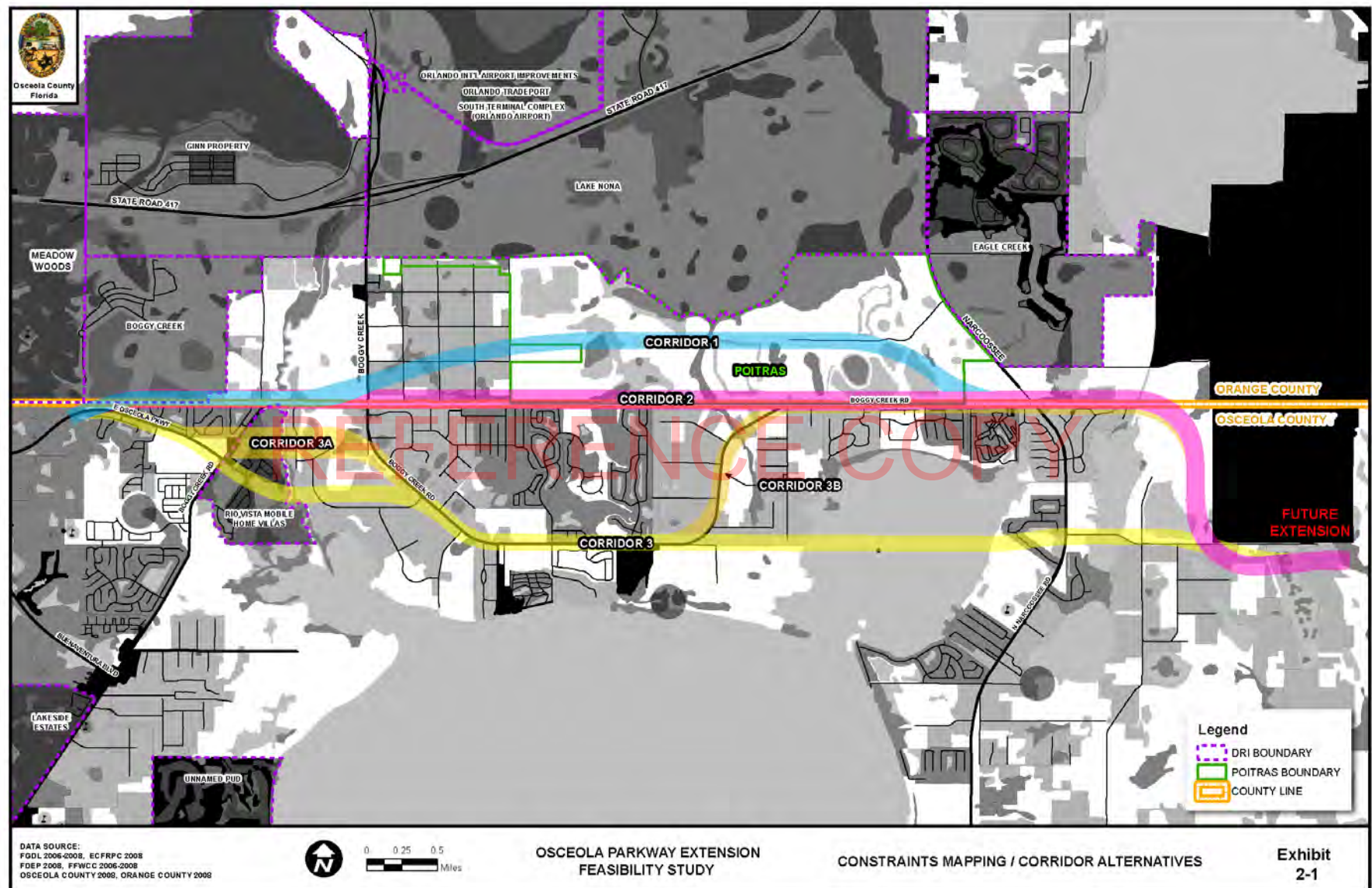


Exhibit 2-2. Alternatives Considered

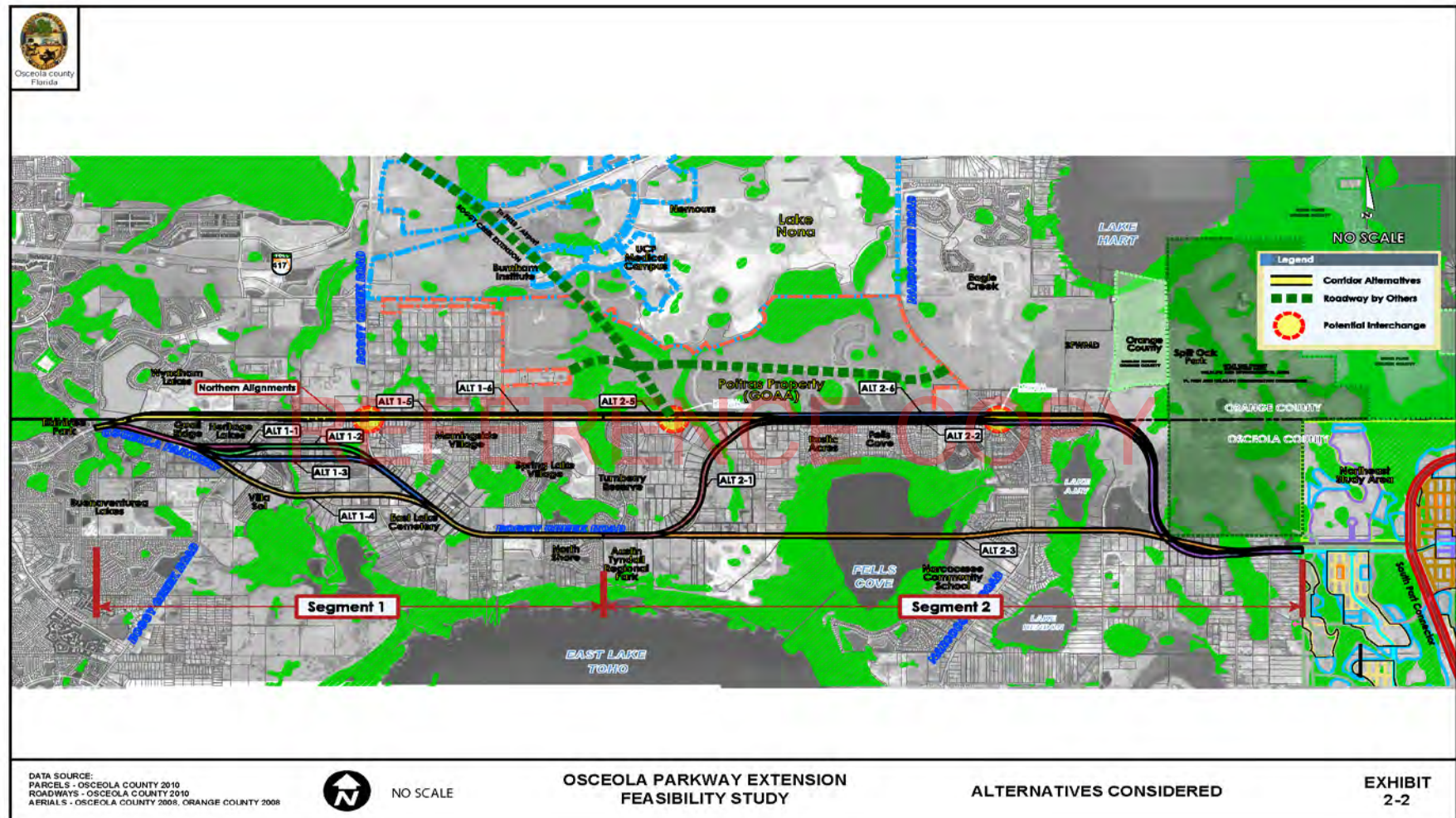


Exhibit 2-3. Feasible Alternatives

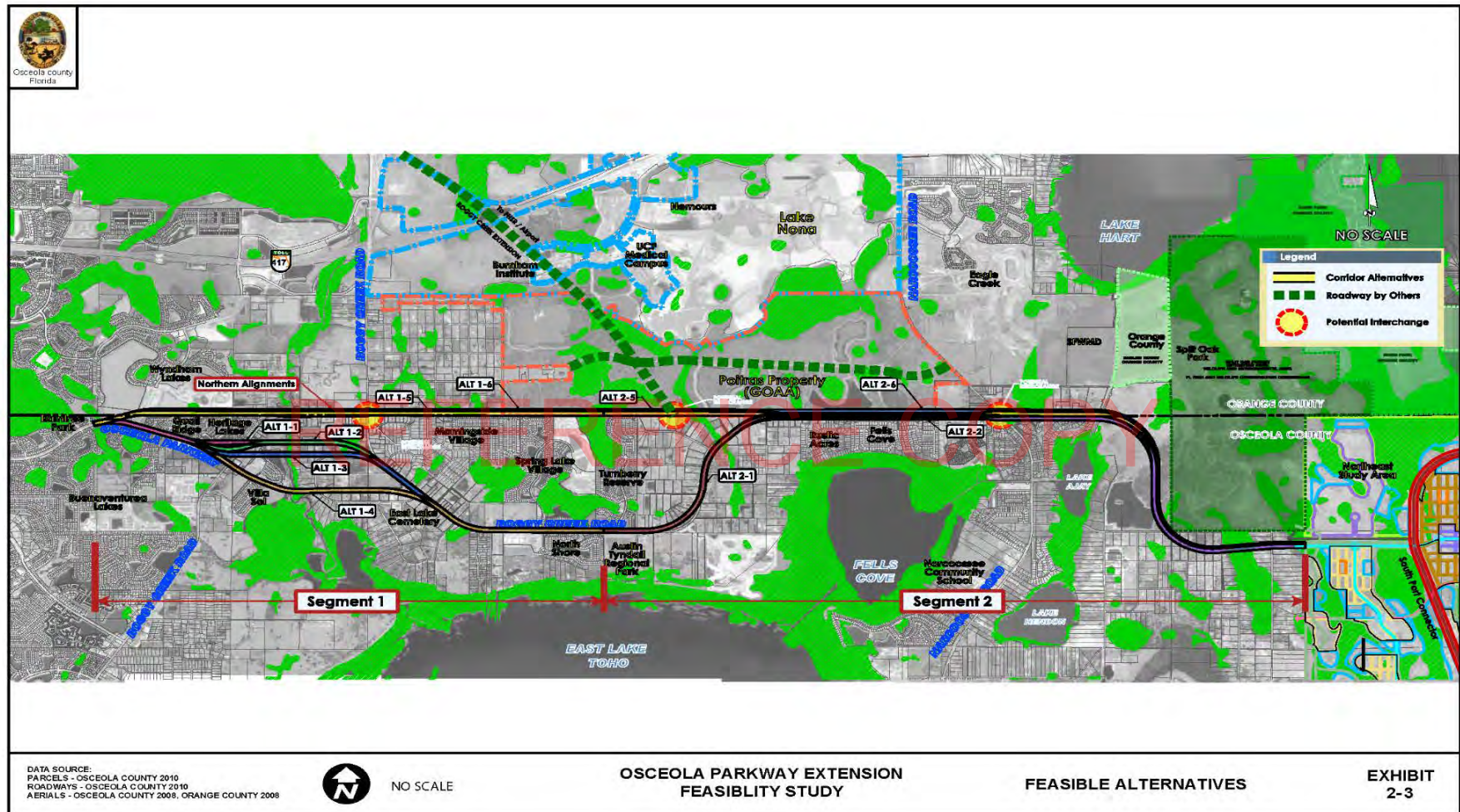


Table 2-1. GIS Data (extracted from the 2012 OPE Feasibility Study)

GIS Layer	Weight	Present	Source
Social Layers			
Schools (250' Buffer)	3	Y	FGDL
Churches	2	Y	FGDL
Statewide Hospital Points	3	N	FGDL
Health care facility	2	N	FGDL
Low Density Residential (100-119)	1	Y	SFWMD LU
Medium Density Residential (120-129)	2	Y	SFWMD LU
High Density Residential (130-139)	2	Y	SFWMD LU
Commercial and Services (Land use 1400-1490)	2	Y	SFWMD
Cemetery Parcels	3	N	SFWMD LU
Planned Unit Development/Development of Regional Impact	2	Y	FGDL
Airports	3	Y	FGDL
Cultural Layers			
State and Federal Parks	3	N	FGDL
Local Parks	3	Y	Osceola County
Managed Lands (not in parks)	3	Y	FNAI
Archeological Sites	3	Y	SHPO
Cemeteries, State Historic Preservation Office (SHPO) Listed	3	N	FGDL
Bridges, SHPO Listed	3	N	FGDL
Structures, SHPO Listed	3	Y	FGDL
Indian Reservations	3	N	FGDL
Indian Owned Parcels	3	N	FGDL
Natural Environment Layers			
Wetlands (LU Code 6410-6460)	2	Y	SFWMD
Floodways (Federal Emergency Management Agency [FEMA] Flood Zone)	2	Y	FGDL
Outstanding Florida Waters	2	N	FGDL
Water Features (Land Use Codes 500-599)	2	Y	SFWMD
Eagle Nests (660' Buffer)	2	N	FFWCC
Forested Wetlands (LU Code 611-630)	2	Y	SFWMD
Scrub Jay Observations	2	Y	FFWCC
Caracara Observations	2	N	FFWCC
Snail Kite Observations	2	Y	FFWCC
Red-cockaded Woodpecker Observations	2	N	FFWCC
Rookeries (250' Buffer)	3	N	FFWCC
Class 1 Waters (Florida Department of Environmental Protection [FDEP] – 500' Buffer)	3	N	FGDL
Panther Habitat	2	N	FFWCC
Wading Bird Rookeries	3	Y	FFWCC
Aquatic Preserves	2	N	FGDL
FDEP Mitigation Banks	3	Y	FGDL
Physical Environment Layers			
Environmental Protection Agency (EPA) Air Pollutants – Factories, etc.	1	N	FGDL
EPA Resource Conservation and Recovery Act Pollutants – Hazardous	1	N	FGDL
Hazardous Material Sites	1	N	FGDL
Petroleum Contaminated Facilities	1	Y	FGDL
Tanks	1	Y	FGDL
Solid Waste (250' Buffer)	3	N	FGDL
EPA Toxic Release Inventory	1	N	FGDL
Brownfields (EPA) (FDEP)	2	N	FGDL
Sinkholes	3	N	FGDL
Superfund Sites (500' Buffer)	3	N	FGDL
Water Treatment Plants	3	N	FGDL
Sewer Treatment Plants	3	N	FGDL
Utilities	3	N	FGDL

2.2 PD&E Study Corridor Alternatives (March 2013)

A Public Kickoff Meeting was held during the 2017 OCX PD&E study in March 2013 to present the three corridors evaluated during the 2012 OPE *Preliminary Feasibility Study* (Osceola County, 2012), as shown on Exhibit 2-4. Included below is a summary of the PD&E team's analysis of the three alternative corridors and the logic used to select Corridor Alternative B (formerly named Corridor Alternative 2 in the Preliminary Feasibility Study) as the recommended corridor.

Exhibit 2-4. Public Kickoff Meeting Corridor Alternatives A, B, and C

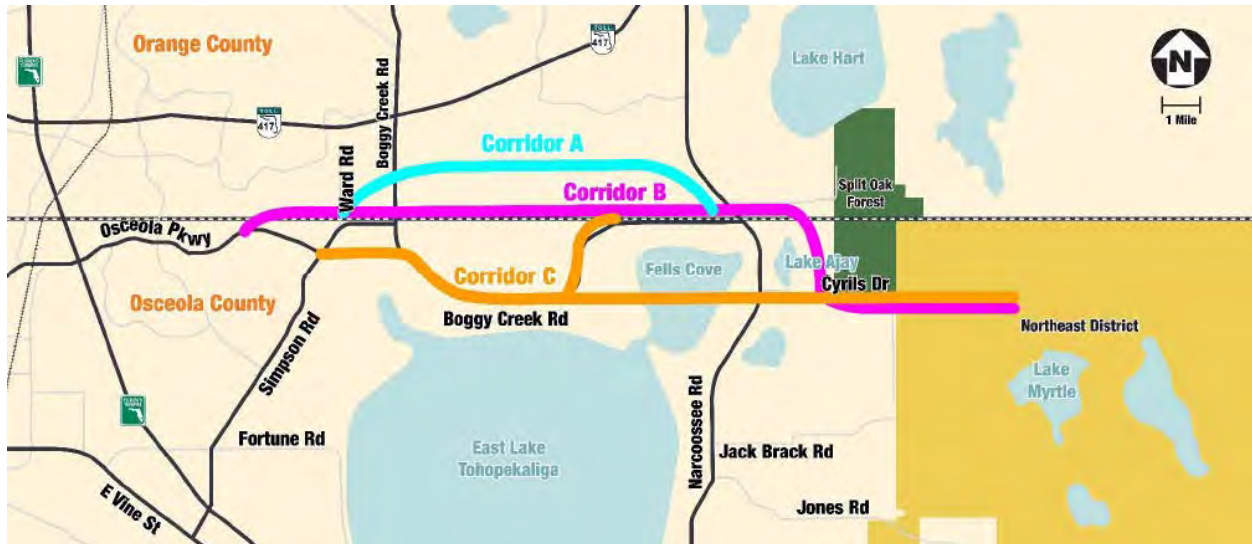


Table 2-2 was the evaluation matrix for the corridors used to assist in selecting the recommended corridor. All corridors had the potential to satisfy the purpose and need of the project.

- Corridor B (on the Orange County side of the county line) was the recommended corridor. It was the only corridor that was consistent with the Poitras Master Plan (Municipal Planning Board, 2010) and its reserved ROW. Discussions with Greater Orlando Aviation Authority (GOAA) (former owner of the “Poitras Property”) confirmed that placing OPE within this reserved ROW was acceptable and compatible with their proposed development.
- Corridor A was very similar to Corridor B but it was not preferred because it traversed the center of the Poitras Property. A limited-access tolled freeway would split the development and could not be used as an east/west local access parkway, which is necessary for the best use of the site. GOAA was not in favor of a limited access freeway passing through the center of this development.
- Corridor C as well as minor variations C-1, and C-2 were eliminated from consideration because a substantial portion of each corridor is located within existing Boggy Creek Road, which has many side streets and driveways. OPE must be a toll road to generate user fees to fund the project and the portion coinciding with Boggy Creek could not be a tolled freeway.

Table 2-2. Evaluation Matrix Corridors – Osceola Parkway Extension

Evaluation Factors	2012 Feasibility Study Corridors					
	A	B (1)	B (2)	C	C1	C2
Meets Purpose and Need of the project	Yes	Yes	Yes	Yes	Yes	Yes
Provides a transportation system for future development	Yes	Yes	Yes	Yes	Yes	Yes
Consistent with OCX Master Plan	Yes	Yes	Yes	No	No	No
Ability to utilize toll revenues for funding	Yes	Yes	Yes	No	No	No
Directly impacts homes, requiring relocations	Yes	Yes	Yes	Yes	Yes	Yes
Number of potential relocations						
Range	80-90	70-80	510-530	220-240	210-230	315-335
Minimum Range (3)	15-25 (3)	5-15 (3)	n/a	n/a	n/a	n/a
Environmental Impacts						
Community Cohesion impacts	High	Moderate	Moderate	High	High	High
Wetland impacts	Moderate	High	Moderate	High	High	Moderate
Consistent with the Poiras Master Plan	No	Yes	No	No	No	No
Interchange intersection spacing provided along Narcoossee Road	Poor (4)	Poor (4)	Poor	Good	Good	Poor
Desirable geometric alignment	Poor (5)	Poor (5)	Poor (5)	Good	Good	Poor
Relative construction/engineering cost	Base	Base	Base	High	High	High
Relative right of way cost	Base	Base	High	High	High	High

Notes:

- 1 - If constructed on Orange County side of county line
- 2 - If constructed on Osceola County side of county line
- 3 - Impacts can be reduced by revising alignment around Fells Landing and Wyndham Lakes.
- 4 - Can become "Good" with realignment north of Fells Landing.
- 5 - Can become "Good" with straightening of curves on east end of alignment.

2.3 2017 OCX PD&E Study Evaluation

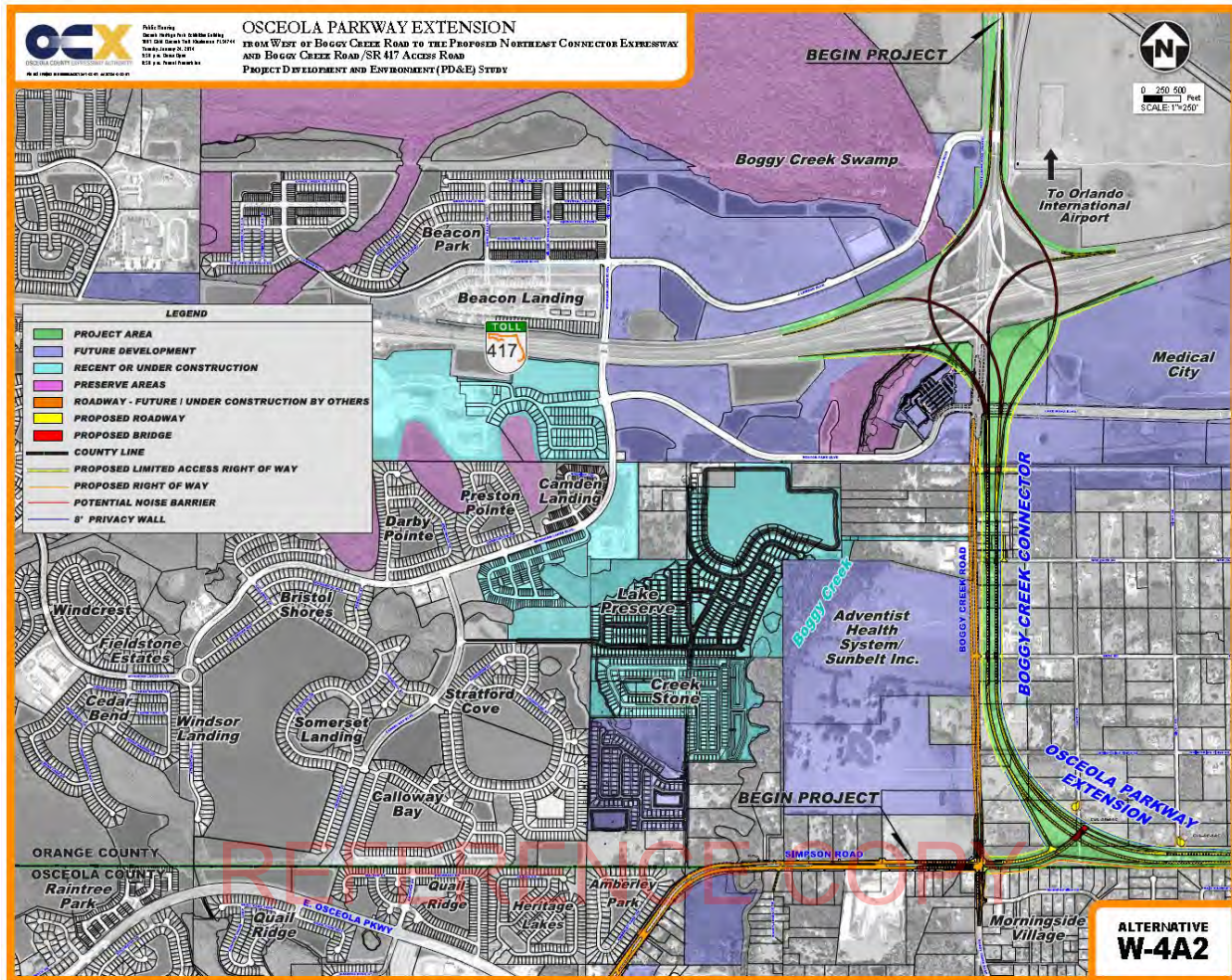
In the 2017 OCX PD&E study, the OPE study area was divided into three segments – Western, Central, and Eastern. Based on the recommendation of Corridor B for further evaluation, several alternatives for each segment of Corridor B were developed and evaluated. The alternative segments were presented at the Alternatives Public Meeting held July 10, 2014. The PD&E EAR documents the alternatives analysis which is summarized below.

The 2017 OCX PD&E study Recommended Alternative comprised segments W-4A2, C-1, and E-5A2B, respectively. These are shown on Exhibits 2-5, 2-6 and 2-7, respectively. This combination would provide a 4-lane limited access facility originating at SR 417 and the Orlando International Airport (OIA) South Access Road, follow Boggy Creek Road southerly to near the county line and then turn easterly, through SOFWEA, connect to the proposed Northeast Connector and extend 2 miles further easterly.

- **Western Alternatives: From existing Osceola Parkway to east of Boggy Creek Road**

The Western Segment initially began at Osceola Parkway and extended to approximately 3,500 feet east of Boggy Creek Road. Five initial alternatives were evaluated (Alternatives W-1 through W-5). Two viable alternatives were identified (Alternatives W-4 and W-5) based on traffic operations and impacts to the Wyndham Lakes subdivision. Through further refinement, Alternative W-4A2 was developed in coordination with CFX and GOAA. The recommended W-4A2 had the expressway beginning at SR 417, with ramps connecting to SR 417 as well as to the OIA South Access Road, and extending south along the east side of Boggy Creek Road before traveling east along the north side of the Orange and Osceola County line. Interchanges were provided at SR 417 and Simpson Road at Boggy Creek Road (ramps to/from the expressway form the east leg of this intersection) (EAR [OCX, 2017b]). The OPE PD&E Recommended Alternative W-4A2 is shown on Exhibit 2-5.

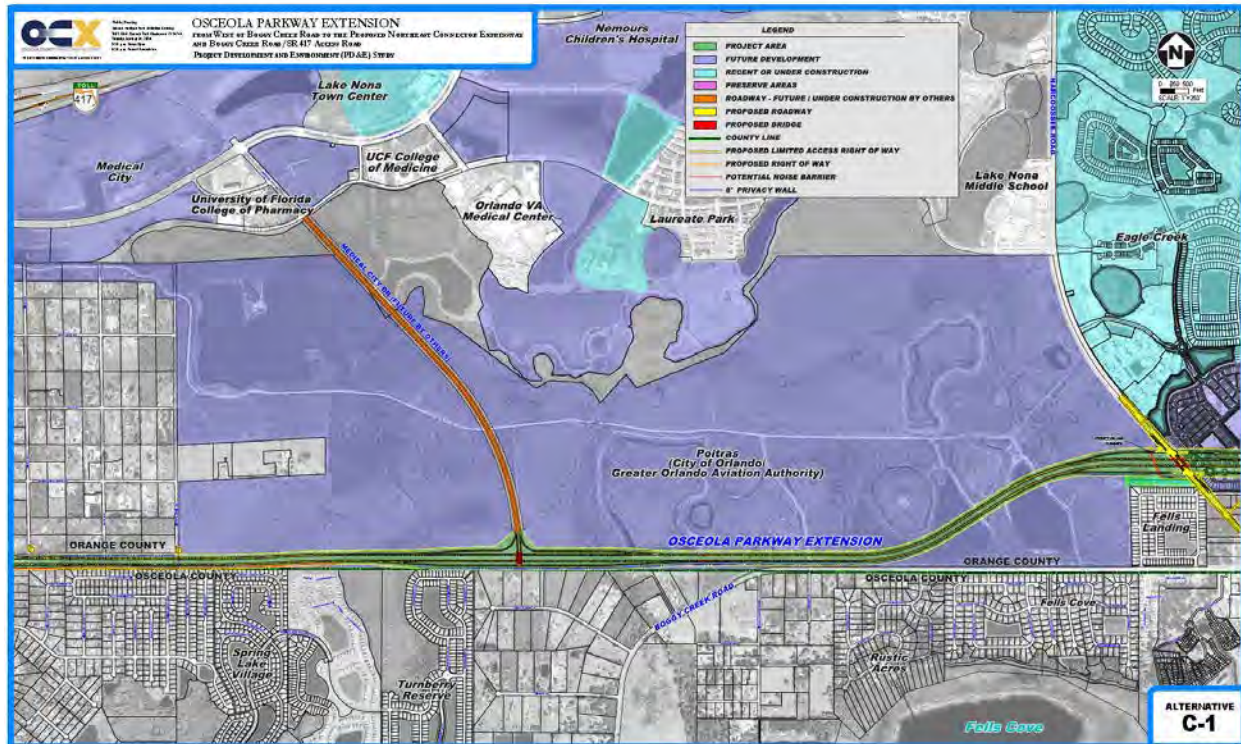
Exhibit 2-5. Alternative W-4A2 from PD&E study (OCX, 2017b)



- Central: From east of Boggy Creek Road to Narcoossee Road**

The Central Segment began approximately 3,500 feet east of Boggy Creek Road and extended to Narcoossee Road. Only one initial alternative, C-1, was developed through the property owned by GOAA (identified as the Poitras Property). The master plan for the Poitras Property included a 250-foot-wide area along the Orange County and Osceola County line wholly inside of Orange County that could be used for the OPE ROW. Subsequently, GOAA developed conceptual alignments for OPE, which were evaluated as Alternative C-1A. However, the interchange with Medical City Drive was shifted east approximately 0.5-mile and, after coordination with GOAA, it was determined that the previously developed Alternative C-1 would be their preference. Therefore, Alternative C-1A was not considered further (PEIR [OCX, 2017a]). Recommended Alternative C-1 extended east along the north side of the Orange County and Osceola County line before shifting north to provide sufficient separation of the OPE interchange with Narcoossee Road from the existing intersection of Narcoossee Road with Boggy Creek Road, and to avoid the Fells Landing subdivision. Interchanges were provided at the planned Medical City Drive and at Narcoossee Road. An underpass was proposed to allow access to/from Boggy Creek Road through property owned by GOAA in Osceola County (approximately two miles west of Narcoossee Road). In addition, in response to concerns raised by the public, a pedestrian tunnel was proposed that would connect sidewalks on the west side of Narcoossee Road to allow pedestrians to travel under the OPE expressway and avoid crossing at the expressway ramps. The OPE PD&E Recommended Alternative C-1 is shown on Exhibit 2-6.

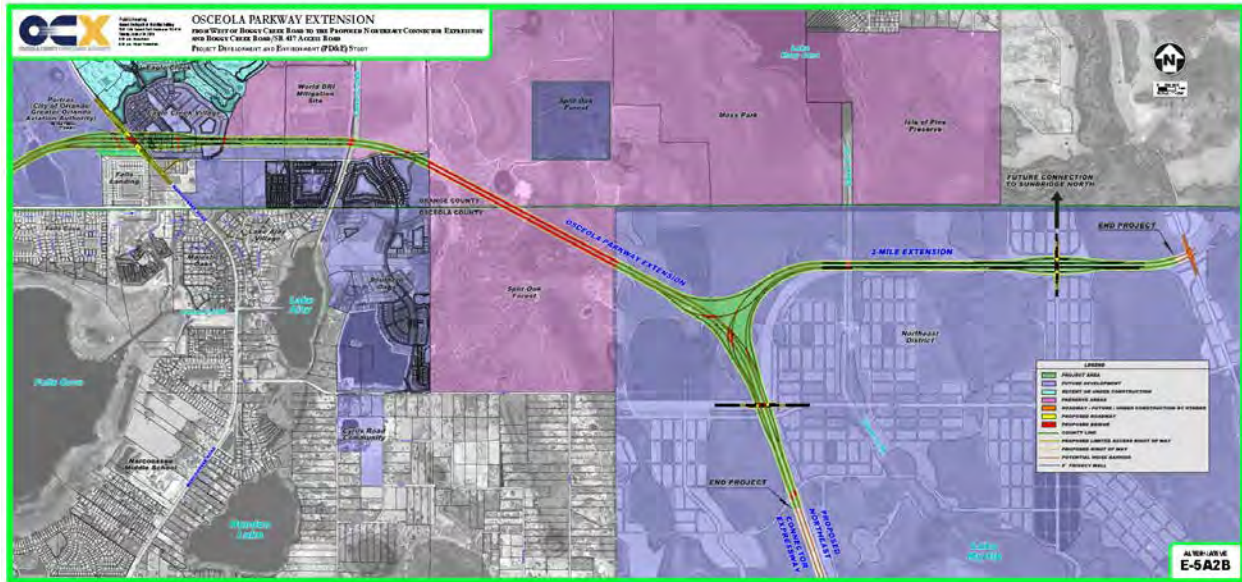
Exhibit 2-6. Alternative C-1 from PD&E study (OCX, 2017b)



- **Eastern: From Narcoossee Road to the proposed Northeast Connector and the 2-mile extension**

The Eastern Segment began at Narcoossee Road and extended to the proposed Northeast Connector Expressway and the 2-mile extension. Five initial alternatives (E-1 through E-5) were evaluated without the 2-mile extension. In 2014, the Florida Legislature passed Senate Bill 230, which created the CFX and changed the operation of the OCX. Section 20, paragraph (5)(b) of this bill added a 2-mile extension of the OPE to the east of its intersection with the Northeast Connector Expressway. Following implementation of this bill, the 2017 OCX PD&E study was amended to include the 2-mile extension, east of the interchange with the Northeast Connector Expressway. The 2-mile extension was added following the PD&E Alternatives Public Meeting held July 10, 2014. Subsequent refinements identified three viable alternatives to minimize/avoid impacts to planned developments near Lake Ajay and SOFWEA. Alternative E-5A2 extended east from Narcoossee Road, avoided planned developments north and east of Lake Ajay, entered SOFWEA, then traveled southeast just south of a large pond in Orange County, and continued east to the 2-mile extension. A system-to-system interchange was proposed to connect OPE with the 2-mile extension and the Northeast Connector Expressway. Alternative E-5A2 straightened out reverse curves and improved the alignment between OPE and the Northeast Connector Expressway. In addition, the system-to-system interchange footprint was reduced as compared to other alternatives. Following the November 3, 2015 Community Meeting, Alternative E-5A2 was further refined to provide a local interchange serving the Northeast District at Cyrils Drive, which is consistent with the Northeast District Master Plan (Municipal Planning Board, 2010). This alternative became E-5A2B and it was incorporated into the Recommended Alternative (Exhibit 2-7).

Exhibit 2-7. Alternative E-5A2B from PD&E study (OCX, 2017b)



2.4 Verification of Existing Conditions

The Preliminary Feasibility Study was completed in 2012 and the PD&E study utilized data collected primarily from the years 2013-2017. GIS data was retrieved as recently as April 2017 and supplemented with data collected from local sources, specifically regarding planned development. The 2017 OCX PD&E study made preliminary estimates of impacts if the Recommended Alternative were to be constructed. These impacts were explained in detail in the PEIR (OCX, 2017a) dated May 2017.

2.4.1 Social and Cultural

As part of the 2017 OCX PD&E study, a sociocultural effects evaluation was prepared. The primary impacts for the Recommended Alternative documented in the PEIR (OCX, 2017a) were as follows:

- 2 business relocations
- 9 residential relocations
- 153 residential planned relocations (not yet constructed)
- 460.7 acres of ROW impacts
- Effected sociocultural features including:
 - Asamblea De Iglesias Cristiana (potential relocation required)
 - Greenway Park Developments of Regional Impact (DRI) Planned Unit Developments (PUDs) (impacts to proposed future development not existing facilities)
 - Single Family Homes/Ranchettes along Boggy Creek Road (potential relocation required)
 - Poitras Property (ROW set aside in current Master Plan for most of the proposed OPE. Poitras Master Plan (Municipal Planning Board, 2010) is currently being revised. No direct impacts to existing development. Impacts to conservation easements).
 - Eagle Creek Village (Impacts to planned lots. No impact to existing development)
 - World Development DRI Mitigation Site

- Eagles Roost
- Split Oak Forest Wildlife Enhancement Area Preserve (SOFWEA) (conservation lands)
- Groups of people protected by non-discrimination laws will not be impacted by the proposed project (PEIR 2.A.6 [OCX, 2017a])

With the 2017 OCX PD&E study having eliminated Western Segment Options W-1, W-2, and W-3, the Wyndham Lakes development (particularly the Calloway Bay sector) will not be affected by this project. This was according to a Kimley Horn September 16, 2014 letter sent to the Wyndham Lakes Estates Homeowners Association. (See Appendix A.) The 2017 OCX PD&E noise study determined that a sound wall along the southerly side of the corridor between Boggy Creek Road and Turnberry Reserve is both feasible and reasonable (PEIR 2.D.1 [OCX, 2017a]).

2.4.2 Cultural Resources

As part of the 2017 OCX PD&E study, a cultural resource assessment survey (CRAS) was prepared in accordance with the procedures contained in 36 Code of Federal Regulations, Part 800. An initial cultural resource desktop overview of all 2017 OCX PD&E study alternatives was undertaken. The Florida Master Site File database (updated January 2017) was reviewed for any previous surveys or previously recorded resources. In addition, U.S. Geologic Survey (USGS) quadrangle maps and property appraiser data were reviewed for potentially unrecorded historic resources. The findings and effects documented in the PEIR (OCX, 2017a) were as follows:

- Previous Surveys: There have been 20 previous surveys that intersect the current study area but do not cover it completely. Once final roadway corridors have been selected, previous surveys will be used to help determine where archaeological and architectural history survey should be conducted.
- Archaeological Sites: There were seven previously recorded prehistoric archaeological sites within the study area. All have been evaluated by the Florida State Historic Preservation Officer (SHPO) as ineligible for the National Register of Historic Places (NRHP).
- Resource Groups: The previously recorded CR-29A Canal connects Lake Hart to Ajay Lake and has been evaluated by the Florida SHPO as ineligible for the NRHP.
- Historic Structures: There were 13 previously recorded historic structures within the study area. Twelve have been evaluated by the Florida SHPO as ineligible for the NRHP and one has not been evaluated by SHPO. There is a gaging station near Ajay Lake shown on a 1970 USGS quadrangle map within the study area. In addition, the Osceola County Property Appraiser's GIS database indicates that there are 10 parcels with historic age (pre-1973) structures within the study area. In Orange County, the Property Appraiser indicates there are 13 parcels with historic age (pre-1973) structures.
- Bridges: There were 12 bridges within the study area but initial review indicates only one may be of historic age.
- Cemeteries: There were no previously recorded cemeteries within the study area.
- Nine (9) previously-recorded historical resources were identified within the corridor and are not NRHP eligible (PEIR 2.B.1 [OCX, 2017a]). Three of the nine buildings have been demolished, five are buildings still in existence, and one is a canal.
- No previously-recorded archaeological sites were identified within the project area and only one (8OR8216) was located within 25 meters of the project corridor; however, shovel tests during a previous survey were negative (PEIR 2.B.2 [OCX, 2017a]).

PD&E Commitments

SHPO Letter dated August 17, 2016 concurred with determination of historic resources and noted that further archaeological testing is required for potential effects regarding SOFWEA.

Recommendations for CFX Concept Study

Once final roadway corridors have been selected, a cultural resource assessment including archaeological and architectural history survey should be conducted. Unrecorded historic resources should be recorded and assessed. The areas of potential effect (APE) also should be subjected to subsurface testing at intervals relative to the probability of identifying archaeological material. Any identified historic structures and archaeological sites should be assessed for their potential eligibility for listing in the NRHP within a CRAS report.

2.4.3 Contamination

As part of the 2017 OCX PD&E study, a Contamination Screening Evaluation Report was prepared in accordance with FDOT's *PD&E Manual*, Part 2, Chapter 22 (January 2008 version). The methodologies used to perform the evaluation included a search of online government resources, supplemental research of specific sites, a review of historical aerial photographs and city directories, a site reconnaissance (conducted in February 2014), and the assignment of risk rankings. The risk rankings were assigned to sites with potential contamination concerns in accordance with the FDOT's rating system that expresses the degree of potential contamination involvement. The four categories of risk are No, Low, Medium, and High. The evaluation was completed for the study area and an approximate ¼-mile buffer extending beyond the study area. A total of 49 sites with potential contamination problems were identified.

PD&E Commitments

No specific commitments relative to contamination or potentially contaminated sites have been made to date other than to follow all applicable federal, state, and local regulations. The prior work was sufficiently complete.

Recommendations for CFX Concept Study

Specific contamination-related recommendations would include the completion of an update to the Contamination Screening Evaluation Report. This recommendation is made based on the age of the initial report (2014) as contamination reports can become outdated due to changes in regulatory status (recently reported discharges or closure of sites after remedial efforts), changes to property usage, changes to the project alignment, and other factors. Generally, contamination reports older than 1 year should be updated. The update should be performed in accordance with the 2017 version of FDOT's *PD&E Manual*, Part 2, Chapter 22.

2.4.4 Wetlands and Wildlife

Impacts to Wetlands and Other Surface Waters

Based on the wetland evaluation performed during the PD&E study and documented in both the PEIR and Environmental Technical Compendium (ETC) (OCX, 2017f), the Recommended Alternative Segment E-5A2B will directly impact 30 wetlands totaling 144.29 acres, and 13 surface waters totaling 18.95 acres. The PEIR also noted that Alternative E-5A2B will also impact several conservation easements totaling 103.40 acres and 19.66 acres of secondary impacts to the conservation easements.

The ETC noted that the eastern portion of Alternative E-5A2B, contributed most to the overall impacts with 112.9 acres. The ETC stated that South Florida Water Management District (SFWMD) and (U.S. Army Corps of Engineers) USACE evaluate secondary wetland impacts on a case by case base with 25

feet being a recognized standard as the minimal area for consideration of secondary impacts. Secondary impacts were evaluated with both a 25-foot and 50-foot buffer. The secondary impact buffer may extend up to a larger area in some cases and should be coordinated with the regulatory agencies as the mitigation concept is finalized for the Recommended Alternative and during design and permitting. The secondary impacts of the Eastern segment of the Recommended Alternative are estimated at 18.82 acres (documented in Table 17 of the ETC) using a 25-foot buffer. Wetland and surface water impacts for future pond siting were not estimated.

Impacts to Protected Species and Habitat

The PEIR indicated that there will be substantial impacts to protected species and habitat. The PEIR did not include estimates of ROW impacts to existing conservation easements and managed lands. These were found in Table 21 of the ETC, which indicated 44.7 acres of impact while section 2.B.3 of the PEIR indicated 26.1 acres. The difference may be attributable to conservation easements within SOFWEA that would occur under Table 21 of the ETC. According to the PEIR, conservation easement impacts will require a release of easement from either SFWMD or Orange County. Table 2 for Listed Species of the PEIR indicated a high likelihood of occurrence of 14 species of mammals, reptiles, birds, and amphibians. Some of these species have a documented presence within the study area. SOFWEA has been a recipient site for gopher tortoises as noted in the ETC. Not noted in prior studies was the fact that World Gateway DRI is another recipient site for tortoises for two sections of that development.

PD&E Commitments

Many of the commitments resulted from concerns regarding conservation lands, listed species and other wildlife.

- An elevated bridge through SOFWEA was incorporated into the Recommended Alternative and the typical section was reduced from 400 feet to 264 feet within SOFWEA. Additionally, to ensure that management activities at SOFWEA continue, a specific commitment was made to construct fire breaks in continued maintenance of the preserve through coordination with Osceola and Orange Counties, Florida Fish and Wildlife Conservation Commission (FWC), and SFWMD.
- No surface waters or wetlands within SOFWEA (or Eagles Roost) should be utilized for stormwater management.
- During design, non-intrusive roadway and bridge lighting will be evaluated adjacent to natural areas.
- Outside of these designated conservation areas, a commitment was added to evaluate low impact development stormwater treatment designs that provide habitat for wildlife during the design process. The design would include provisions for wildlife connectivity across or under roadways that traverse wetland systems and associated buffers. Final location, number and design, of crossings would be determined during design based upon site specific conditions and in coordination with Osceola and Orange counties, FWC, and SFWMD. Phased clearing would be considered during the design phase to minimize the effects on wildlife. Fencing or other barriers would be considered to avoid accidental encroachment by wildlife into the completed ROW.
- Surveys will be updated for gopher tortoise, Florida sandhill crane nesting, Southeastern American kestrel, Sherman's fox squirrel, bald eagles, Everglade snail kite, and Florida scrub-jay during the design process. Various degrees of avoidance are indicated for Sherman's fox squirrel (50 feet) and eagle nests (660 feet) and avoidance or relocation of tortoise whose burrows would be impacted by construction. There was also a commitment to consider minor shifts in alignments where practical to avoid listed plants.

Recommendations for CFX Concept Study

Management activities of SOFWEA should be considered. The recently updated Split Oak Forest Wildlife Management Plan 2017-2027 (FWC, 2016), includes goals that should be part of future commitments. The use of prescribed fire as a management practice has potential conflict with construction and operation of an expressway near SOFWEA, while conversely, modification or exclusion of fire will result in changes to fire-dependent habitats and the rare species that such habitats support. Fire frequency requirements vary per the plant community type and local composition and abiotic factors. The current plan indicates a short-term prescribed burn goal of 400 acres per year of fire adapted communities within two years and a long-term goal of 1,683 acres within 10 years or 95 percent of the property overall. The management plan indicated that development and implementation of a prescribed burn plan is a short-term goal. A related commitment has been made in the PEIR to construct fire breaks to facilitate fire as a management method.

Additional occurrence data on gopher tortoise at SOFWEA is necessary as FWC staff may have conducted recent population surveys; further, if restocking of tortoises is planned, information would be necessary about the locations of those introductions. If current FWC data is unavailable, field verification of suitable habitat within SOFWEA and surrounding areas of the current study area is recommended.

Occurrence data and refined potentials for occurrence of listed plant species is needed. The Draft ETC stated that during FWC discussions, the Florida Natural Areas Inventory was planning to conduct a botanical survey and that the new inventory should be referenced prior to design permitting. However, plant observations can be dependent upon plant life cycles tied to seasonality and disturbances such as prescribed fire. Therefore, it is recommended that surveys of plants that are part of planned prescribed fires, be coordinated with land managers. Further, it is recommended that prior to field investigations, the Atlas of Florida Plants from University of South Florida Institute for Systematic Botany be referenced to determine potential species and habitat that may be present within the study area. Likewise, the U.S. Fish and Wildlife Service (USFWS) Consultation area for Lake Wales Ridge Plants should also be consulted for potential listed species and habitat in the study area.

Reconciliation of wetland maps should be performed for wetlands that are part of conservation easements. For example, the east side of WL-43 that occurs within SOFWEA is not depicted on the wetland map, while SW-53 is shown on conservation easement and wetland maps. The associated tables should also be checked for these same occurrences.

Further mitigation plan development will require coordination with Osceola and Orange counties, FWC, and SFWMD. Mitigation discussions could include adjacent property owners. Mitigation will be required for impacted wetlands, surface waters, established conservation easements, and quite possibly for relocation of gopher tortoises.

SOFWEA

SOFWEA was acquired with funds received through the FWC's Mitigation Park Program. FWC manages the site through an interlocal agreement with Osceola and Orange counties, and the counties granted a conservation easement to the agency. The management goal of the area is to restore and maintain the habitats critical to the long-term benefit of state and federally listed upland species, particularly the gopher tortoise. Prescribed burns are one of the chief management tools used on this area. While the property is not titled to the state's Board of Trustees, the management plan is submitted to the Acquisition and Restoration Council (ARC) and Board of Trustees, in addition to the counties, for review and approval. Coordination with the Division of State Lands (DSL) and ARC will be necessary should the new mobility concept developed during the CFX Concept Study, impact SOFWEA.

2.4.5 Floodplains and Drainage

As part of the 2017 OCX PD&E study, a *Location Hydraulics Report* (OCX, 2017c) and *Pond Sizing Report* (OCX, 2017d) were prepared. The Location Hydraulics Report indicated that the Recommended Alternative would impact 239.75 acre-ft. of floodplains between the seasonal high-water table elevation and the 100-year floodplain. Additional ROW would be required to mitigate these impacts. There were no significant findings in the Location Hydraulics Report or Pond Sizing Report. Pond size requirements were identified based on local agency criteria only enough to roughly estimate required ROW acreages. The Pond Sizing Report indicated that the project is in the Kissimmee River watershed, and the Lake Toho Basin. The report verified with the Department of Environmental Protection (DEP), that Waterbody IDs 3172A (Jim Branch), 3172C (East Lake Tohopekaliga Drain), 3171E (Hart Branch), 3168B (Boggy Creek) and 3174F (Lake Center Outlet) are not impaired for nutrients; however, there is a Nutrient Reduction Plan for Lake Tohopekaliga. Due to the Lake Tohopekaliga Nutrient Reduction Plan, a pollutant loading analysis is required. Significant impacts to water quality are not anticipated (PEIR 2.C.3 [OCX, 2017a]). The Pond Sizing Report also indicated that there is a history of flooding along Boggy Creek Road, and Boggy Creek basin per discussions with the SFWMD.

PD&E Commitments

The project corridor crosses multiple drainage basins, a regulatory floodway, and numerous wetland areas and small creeks. Boggy Creek is a regulatory floodway and a no-rise certification will be provided (PEIR 2.C.5 [OCX, 2017a]). Stormwater management facilities (ponds) will be constructed outside the limits of SOFWEA and the Eagles Roost property (PEIR 6. Commitments, Listed Species and Other Wildlife [OCX, 2017a]). The PEIR noted that Jim Branch is a “Non-Navigable Water of the United States” and, therefore, no Coast Guard Bridge permit will be required. However, Jim Branch is currently navigable by canoe and kayaks and the current navigability standards must be maintained. The prior work was sufficient as far as it went but did not address floodplain compensation or actual pond locations.

Recommendations for CFX Concept Study

In advancing the project, a complete Pond Siting Report should be prepared. The 2017 OCX PD&E study provided a Pond Sizing Report but did not determine likely or recommended locations. To reduce required pond sizes and number of ponds, joint-use ponds should be pursued with adjacent developers as part of ROW acquisition activities. Any specific pond locations identified, either stand-alone or joint-use, should be evaluated for potential environmental impacts.

Additionally, a more thorough investigation of flooding areas in the study area should be conducted. Floodplain impact compensation should also be identified and estimated. Special basin and discharge criteria with SFWMD should be verified and applied to the siting process. Potential linear pond options within the proposed ROW also should be evaluated.

2.4.6 Structures

As part of the 2017 OCX PD&E study, a *Bridge Analysis Report* (BAR) (OCX, 2017e) was prepared. The proposed bridges presented in the BAR were consistent with the proposed bridges presented in the October 2016 EAR figures, with one exception. The EAR figures indicated a pedestrian tunnel west of Narcoossee Road. This pedestrian tunnel was not presented in the BAR. For each proposed bridge, the BAR provided conceptual level information. This included: a brief descriptive narrative; conceptual plan, elevation and section figures; probable bridge length and width; possible construction type; and cost estimates, based upon per square foot unit costs. Wall cost estimates were conceptual and based upon cost per linear foot.

The October 2016 ETC (OCX, 2017f) did not address bridge technical issues. Bridge-related items within the ETC comprised: (1) statements regarding bridging of SOFWEA; (2) requests to bridge the entire Boggy Creek floodplain; and (3) a bridge over Clapp Simms Duda Road.

PD&E Commitments

There has been one firm commitment and one verbal commitment specifically related to structures. The OPE through SOFWEA will be on a bridge structure to minimize its impact footprint. This was a firm commitment restated during the January 2017 Public Hearing (PEIR. 6. Commitments, Listed Species and Other Wildlife [OCX, 2017a]). During one of numerous community meetings, a pedestrian underpass was proposed under OPE on the westerly side of Narcoossee Road (PEIR 2.D.6 [OCX, 2017a]). This goal or commitment should be carefully considered for feasibility and cost before it is carried forward.

Recommendations for CFX Concept Study

The October 2016 EAR (OCX, 2017b) figures indicated proposed bridge locations. The EAR did not provide any bridge narrative or descriptions. Cost estimates in the EAR gave different values that were attributed to bridges from those in the BAR (OCX, 2017e). Portions of the criteria cite the Turnpike Plans Preparation and Practice Handbook (TPPPH). We recommend confirmation that TPPPH criteria remain applicable to the project under CFX's direction.

While the structural investigation to date has been relatively limited, the design criteria listed at-length in the EAR (OCX, 2017b) should be reviewed and reverified for conformance to CFX design criteria. The BAR should be reviewed, evaluated, and refined for project changes, standards changes, recommendation re-evaluations, and cost estimate updates. Also, the pedestrian tunnel should be added to either the BAR or current project documentation.

2.4.7 Roadway and Traffic

The 2017 OCX PD&E study documented that the Recommended Alternative meets projected travel demands in the 2040 design year. It also documented that no adverse air quality impacts were anticipated (PEIR 2.D.2 [OCX, 2017a]) and that no locations should require temporary roads or bridges during construction (PEIR 2.D.5 [OCX, 2017a]).

PD&E Commitments

After the Alternatives Public Meeting on July 10, 2014 where Alternative W-4A was presented, two additional westerly corridors were developed by GOAA (W-4B and W-6). These were presented at an April 28, 2015 Community Meeting. Alternative W-4B is like Alternative W-4A, except that ramps between OPE and the OIA South Access Road were added and the OPE access road to Simpson Road was extended east into the Poitras Property. Alternative W-6, a new alignment began at S.R. 417 and extended southeast around existing residential development toward the Poitras Property and provided interchanges at S.R. 417 and Simpson Road at Boggy Creek Road (ramps to/from the expressway form the east leg of this existing intersection). Based on projected traffic volumes associated with Alternative W-6, CFX and GOAA determined that Alternative W-6 was not viable and it did not warrant further consideration. After further coordination with GOAA, it was determined that the previously developed Alternative W-4A with ramps serving the OIA would be preferred by both agencies

Alternative C-1 was presented at the July 10, 2014 Alternatives Public Meeting for the Central segment. GOAA developed conceptual alignments for the OPE which were evaluated to determine if they were superior to Alternative C-1. Both alternatives presented by GOAA proposed the same revisions to the C-1 Alternative (referred to as C-1A); however, the interchange with Medical City Drive was shifted east approximately ½ mile to the location of the C-1 underpass to Boggy Creek Road. After coordination with GOAA, it was determined that the previously developed Alternative C-1 would be preferred (EAR 6.1.3.2 [OCX, 2017b]).

Following addition of the two-mile extension to the PD&E study, three alignments (E-2A, E-5A1, and E-5A2) were developed which were refinements of the initial Eastern segment alternatives. These alternatives were presented at the November 3, 2015 Community Meeting. Following the Community Meeting, Alternative E-5A2 was further refined to provide a local interchange serving Cyrils Drive, for consistency with the Northeast District Master Plan (Municipal Planning Board, 2010). This alternative became E-5A2B and implies a commitment to the Northeast District developer to provide this local access interchange (EAR 6.1.3.3 [OCX, 2017b]).

The 2017 OCX PD&E study Recommended Alternative includes segments W-4A2, C-1, and E-5A2B from the feasibility study. This combination would provide a four-lane limited access facility originating at SR 417 and the south OIA access road, following Boggy Creek Road southerly to near the county line and then turning easterly through SOFWEA, connecting to the proposed Northeast Connector and extending two miles further easterly. The PD&E also extensively catalogued the applicable roadway design criteria – primarily FDOT with some references to TPPPH. However, it is unclear if enough alignment coordination took place between the study team and the Poitras Property and Eagle Creek property owners/developers to determine if the Recommended Alternative is consistent with their development plans. Otherwise, the prior roadway and traffic analyses is complete.

Recommendations for CFX Concept Study

Regarding roadway and traffic modeling the following recommendations are presented to advance the project:

- Update projected travel demand forecasts; the most recent forecast was completed in July 2014 by FTE; particularly, verify findings that no improvements are required between Florida's Turnpike and the Simpson Road/Boggy Creek Road intersection
- Verify feasibility of routing all water within SOFWEA to ponds located outside the preserve to meet the commitment of no ponds in the preserve
- Coordinate further with the owners of the Poitras Property and Eagle Creek properties regarding implementation of a proposed corridor and ponds into their development plans; note that since the 2017 OCX PD&E study, the Poitras Property has changed ownership from GOAA to Tavistock
- Verify the feasibility of a pedestrian underpass along the west side of Narcoossee Road as committed to the Fells Cove neighborhood; consider the ground water table and required cover over the structure
- Verify the US Army Corps' prior stated position in the 2012 ETDM 13789 Summary Report that extending the corridor easterly of Narcoossee Road (CR 15)-will result in dispute resolution being requested by the Corps

Analysis of Engineering Considerations

3.1 Analysis of Purpose and Need

The purpose and need statement was made available for review through FDOT's ETDM Programming Screen, as a non-federally funded project. The updated purpose and need was provided in Attachment 1 of the PEIR (OCX, 2017a). It was noted in the *ETDM Summary Report* (FTE, 2012) that FTE offered further clarification on the need to extend the project east of Narcoossee Rd (CR 15):

"To clarify, the eastern terminus of the project would extend to a proposed connection with a planned north-south roadway referred to as the Southport Connector (now called the Northeast Connector). This corridor is being developed by Osceola County and is a revised concept of a previous study originally evaluated by the Orlando Orange County Expressway Authority (OOCEA). Moreover, the Northeast District, a large scale mixed-use development, is also in the planning stages and would account for much of the planned developed in the currently rural, eastern portion of the study area. I realize this is hard to discern from the current aerial photography and mapping tools in the EST; however, master plans associated with this project have been developed and approved by the Osceola County Board of County Commissioners. The Turnpike is also aware of the proximity of the of the Split Oak Mitigation Bank / Park and will utilize best practices to avoid impacts to these environmental sensitive lands."

The purpose and need will be re-evaluated for this CFX Concept Study pending completion of updated traffic analysis and presented in a separate technical memorandum. A defined purpose and need is vital to evaluating the alternatives considered for any proposed project.

After the purpose and need for the proposed action is established, alternatives are developed to meet them. An alternative that does not satisfy the project's purpose and need should be eliminated from further consideration.

3.1.1 System Linkage and Network Connectivity

The OPE PD&E EAR (OCX, 2017b) states the following: *"One of the primary needs for the project is to provide additional east-west capacity within the study area and maintain an acceptable level of service (LOS) on the surrounding roadway network (Boggy Creek Road, State Road 417 [Central Florida Greenway] and US 192.)"*

The network used to analyze the traffic projections and operations for the PD&E included the following conditions:

- Boggy Creek Road is the only east-west route between Osceola Parkway and Narcoossee Road in the study area.
- Simpson Road and Boggy Creek Road (north of the Orange County line) were assumed to be four-lane facilities.
- The developer-funded roadways in the Medical City area were included in the projection of future conditions.

3.1.2 Transportation Demand

The PD&E EAR (OCX, 2017b) documents the following deficiencies in traffic operations: *"The evaluation of traffic during the Osceola Parkway Preliminary Feasibility Study included projecting and comparing 2035 traffic volumes on the existing roadway network with and without the proposed extension of the*

parkway. Under a no-build scenario, all sections of Boggy Creek Road within the study area are projected to operate at level of service (LOS) "F" in the 2035 design year. The primary traffic movement from Osceola Parkway to Boggy Creek Road (north) will continue to create excessive delays for motorists. Moreover, an additional east-west connection would provide relief to parallel facilities including State Road 417 (Central Florida Greenway) to the north and US 192 to the south."

For the PD&E, the *OPE and SR 417 Connector Traffic Technical Memorandum* (OCX, 2017g) was prepared. It used the VISSIM microsimulation software (Version 5.40-12) to test design year operations for the future No-Build and Build conditions for 2040.

3.1.3 Consistency with Long Range Plans

The OPE project is documented in and consistent with the following transportation plans:

- *CFX Visioning + 2040 Master Plan* (CFX, 2016)
- *CFX Five-Year Work Plan FY 2018 - FY 2022* (CFX, 2017) for the OPE Feasibility Study; Project No. 599-2210
- *OCX Master Plan 2040* (OCX, 2013)
- *Osceola County Comprehensive Plan 2025*, Transportation Element (effective August 19, 2013)
- MetroPlan Orlando's 2040 LRTP (MetroPlan Orlando, 2017) as a new 4-lane facility (OCX - Funded Projects by 2025)
- MetroPlan Orlando's Transportation Improvement Program (FY 2016/17 - 2020/21) (TIP; MetroPlan Orlando, 2017). The following is noted: *"The \$33 million for the Osceola Parkway Extension project was added to FDOT's FY 2016/17-2020/21 Tentative Five Year Work Program as a legislative allocation. This project includes the segment of the Osceola Parkway Extension from the end of the existing Osceola Parkway to the proposed Northeast Connector Expressway and the connection to SR 417, which is included in MetroPlan Orlando's 2040 LRTP. The Osceola County Expressway Authority will be requesting an amendment to the 2040 LRTP to include an additional extension of the Osceola Parkway 2 miles further east, and this additional extension will also be included in this project once the LRTP amendment has been approved."*

3.1.4 Social and Economic Needs

Several planned DRI/PUDs and Mixed Use Developments are located within the study area. These developments include: Northeast District, Greenway Park DRI/PUD, Poitras Property – Tavistock (formerly GOAA), Lake Nona/Medical City, Eagle Creek Village, and Southern Oaks. These development projects account for several thousand acres of residential, commercial, and mixed use development. The extension of Osceola Parkway should be made compatible with these planning efforts.

Osceola County has several Master Planned areas. Including Sunbridge (within the Northeast District) at the eastern portion of the study area. These plans must be considered regarding the future population, transportation, and infrastructure needs of this rapidly growing area. Sunbridge, a large-scale mixed-use development, is in the planning stages and would account for much of the planned developed in the currently rural, eastern portion of the study area. Master plans associated with this project have been developed and approved by the Osceola County Board of County Commissioners. Orange County and the City of Orlando also have approved several developments in and adjacent to the study area. These developments are in various stages of development/construction.

The EAR also documents the need to *"provide access to transit/multimodal facilities including the Orlando International Airport (and) the Sunrail station."* The OPE typical section should include a

dedicated transit corridor that will provide access to transit / multi-modal facilities including the OIA, the Sunrail station (commuter rail) at OIA, as well as other key facilities planned for Central Florida.

3.2 Analysis of Multimodal and Pedestrian Safety Needs

The OCX 2040 Master Plan included a multimodal (future transit) corridor. The PEIR notes that the only portion of the project study area currently served by public transit is the Medical City area via FastLinks, which accesses Medical City using SR 417. To minimize impact footprints, two of the three OCX 2017 PD&E recommended typical sections were modified to exclude a multimodal corridor. The PEIR documented the following recommendations:

- Western Segment: The OCX will coordinate with adjacent land owners in an effort to accommodate transit and a multiuse trail outside the expressway ROW within the Western Section.
- Central Segment: OCX will coordinate with adjacent land owners in an effort to accommodate transit and a multiuse trail outside the expressway ROW within the Central Section.
- Eastern Segment: OCX will coordinate with adjacent land owners to accommodate a multiuse trail outside the expressway ROW within SOFWEA. (Beyond SOFWEA, the recommended Eastern typical section provided full multi-use and transit corridors.)

PD&E Commitments

Regarding pedestrian and bicycle accommodations, the following commitments are documented in the PEIR:

- OCX will coordinate with adjacent property owners (who may be planning or already provide pedestrian and bicycle accommodations) to accommodate bicycle and pedestrian facilities, in order to minimize impacts; considering this is a new alignment, there are no existing facilities that would be affected by this project.
- In response to public and Fells Cove residents' concerns associated with impacts to sidewalks within the proposed interchange at Narcoossee Road, a pedestrian tunnel was proposed to provide pedestrian access on the west side of Narcoossee Road; allowing pedestrians to travel under OPE and thus avoid crossing at the expressway ramps.
- Recently improved portions of Narcoossee Road, Osceola Parkway and Simpson Road include pedestrian and bicycle facilities. The unimproved two-lane sections of Simpson Road and Boggy Creek Road (in Orange County) do not include pedestrian or bicycle facilities. However, planned improvements to these roadways (by others) will include pedestrian and bicycle facilities.
- Structures for pedestrian and equestrian trails or wildlife crossings should accommodate mowers and other equipment used in management of conservation areas.
- Proposed corridors in SOFWEA will be bridged.

Recommendations for CFX Concept Study

As other mobility alternatives are developed for the CFX Concept Study, multimodal and pedestrian mobility needs should be evaluated.

3.3 Analysis of Alternatives Development

The PD&E EAR documents the alternatives analysis. As stated previously, the alternative alignments developed from Alternative B of the feasibility study, were presented at the Alternatives Public Meeting held July 10, 2014. The PD&E study area was divided into three sections – Western, Central, and Eastern.

This section analyzes the alternatives considered. A summary of the analysis is provided in Table 3-1 and is discussed below as it relates to the evaluation criteria identified in the PD&E study.

REFERENCE COPY

Table 3-1. PD&E Alternatives Considered



	Comments	Conclusions
Western Alternatives		
	<ul style="list-style-type: none"> Alternative goes through the Wyndham Lakes subdivision and required the relocation of 51 homes North/south expressway connection along the east side of Ward Road Interchanges are provided at SR 417, Simpson Road and Boggy Creek Road (to and from the east only). Provides direct access to the airport 	<ul style="list-style-type: none"> Concur with avoidance of Wyndham Lakes Concur with elimination of alignments along Ward Road Agree with elimination of alignments to avoid/minimize direct impacts the Boggy Creek Enclave and Ward Road Planned Development (PD) and homes on Ward Road Agree with alignments to avoid/minimize direct impacts developed areas along the east side of Boggy Creek Road Agree with alignments to avoid/minimize direct community Impacts Agree with elimination of W-1; revisit need to provide direct access to the OIA from the SR 417 Connector
	<ul style="list-style-type: none"> Alternative W-2 is like W-1 but uses direct access ramps which were determined to not be necessary based on the traffic forecasts. Provides direct access to the airport 	<ul style="list-style-type: none"> Concur with elimination of alignments along Ward Road Agree with elimination of alignments to avoid/minimize direct impacts the Boggy Creek Enclave and Ward Road PD and homes on Ward Road Agree with alignments to avoid/minimize direct impacts developed areas along the east side of Boggy Creek Road Agree with alignments to avoid/minimize direct community Impacts Agree with elimination of W-2; Revisit need to provide direct access to the OIA from the SR 417 Connector

Table 3-1. PD&E Alternatives Considered




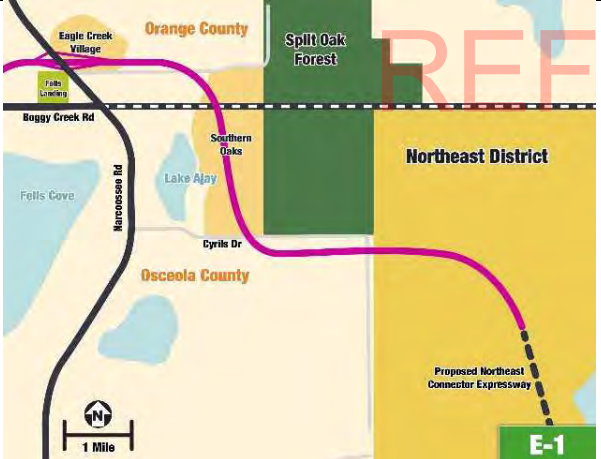
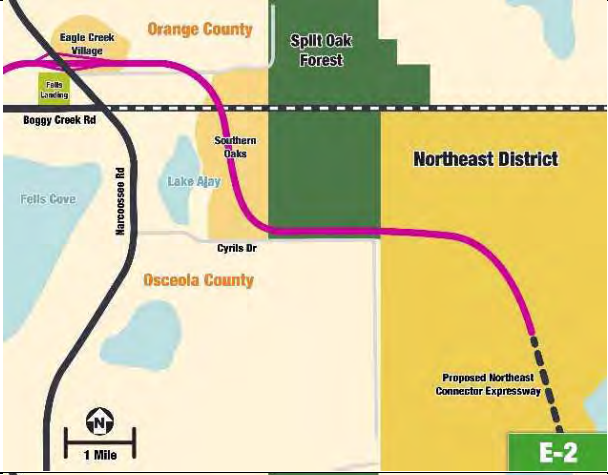
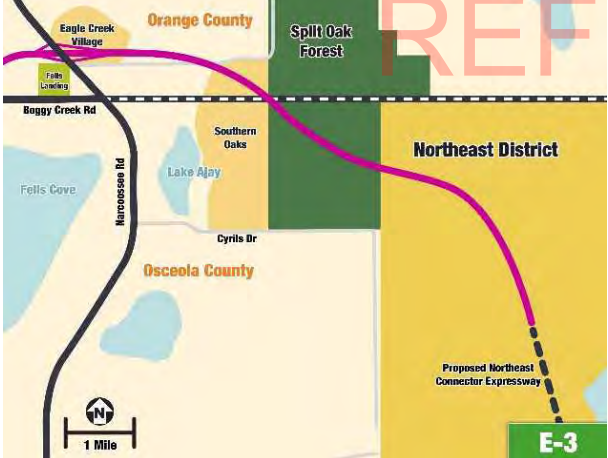
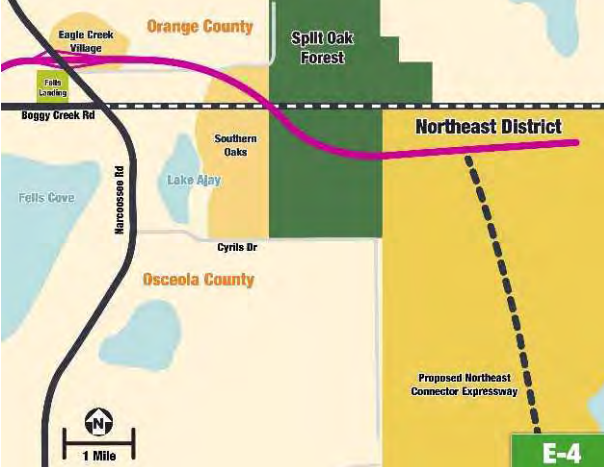
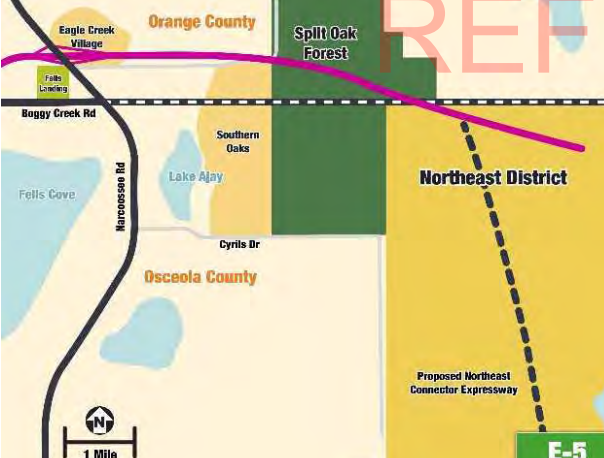
	Comments	Conclusions
Western Alternatives		
	<ul style="list-style-type: none"> Alternative W-3 goes through the Wyndham Lakes subdivision and required the relocation of 53 homes It was determined that constructing OPE in the center of Boggy Creek Road introduced inefficiencies in the travel patterns 	<ul style="list-style-type: none"> Concur with avoidance of Wyndham Lakes Agree with alignments to avoid/minimize direct community Impacts Agree with elimination of W-3; revisit the traffic operations related to the service road on both sides of OPE/SR 417 Connector to provide property access
	<ul style="list-style-type: none"> To improve the traffic operations associated with W-4, OPE was moved to the east side of Boggy Creek Road and its alignment was revised to be like W-5. Provides direct access to the airport Further traffic analysis showed that Alternative W-4 determined that it would not process all the 2040 peak period (AM and PM) traffic volumes It was determined that constructing OPE in the center of Boggy Creek Road introduced inefficiencies in the travel patterns Through further refinement, Alternative W-4A2 was then developed for improved traffic operations in coordination with CFX and GOAA. 	<ul style="list-style-type: none"> Agree with alignments to avoid/minimize direct community Impacts Agree with alignments to avoid/minimize direct impacts developed areas along the east side of Boggy Creek Road Agree with elimination of W-4; revisit the traffic operations related to the service road on both sides of OPE/SR 417 Connector to provide property access

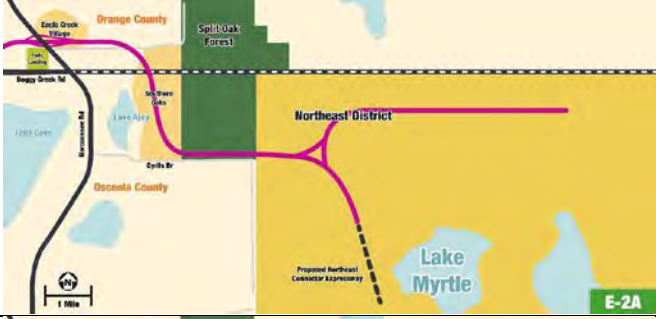
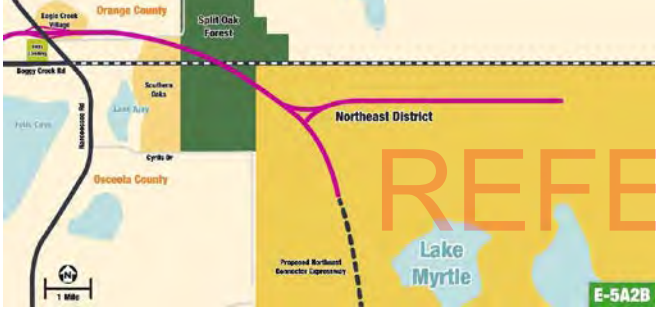
Table 3-1. PD&E Alternatives Considered

	Comments	Conclusions
Western Alternatives		
	<ul style="list-style-type: none"> Alternatives W-5 was retained for consideration as the Build Alternative. Provides direct access to the airport It includes an improved intersection between Osceola Parkway and Simpson Road and improvements to Simpson Road to provide sufficient capacity to serve the projected travel demands while avoiding constructing the project through the Wyndham Lakes subdivision W-5 directly impacts the Boggy Creek Enclave and Ward Road PD (under construction) and homes on Ward Road W-5 was later eliminated due to high costs and impacts compared to W-4A 	<ul style="list-style-type: none"> Agree with elimination of alignments to avoid/minimize direct impacts the Boggy Creek Enclave and Ward Road PD and homes on Ward Road Agree with alignments to avoid/minimize direct impacts developed areas along the east side of Boggy Creek Road Agree with alignments to avoid/minimize direct community Impacts Agree with elimination of W-5; revisit need to provide direct access to the OIA from the SR 417 Connector
	<p>Alternative W-4A2 was recommended for the following reasons:</p> <ul style="list-style-type: none"> It served higher traffic volumes (resulting in lower traffic volumes on the surrounding roadway network) Higher traffic volumes improve its financial feasibility as a toll road Lower costs Provided direct access to the OIA Fewer number of potential relocations 	<ul style="list-style-type: none"> Agree with alignments to avoid/minimize direct impacts developed areas along the east side of Boggy Creek Road Revisit purpose and need Revisit need to provide direct access to the OIA from the SR 417 Connector Revisit the traffic operations related to the service road on both sides of OPE/SR 417 Connector to provide property access

	Comments	Conclusions
<p style="text-align: center;">Central Alternatives</p> 	<ul style="list-style-type: none"> Interchanges are provided at the planned Medical City Drive and at Narcoossee Road. An underpass is provided to allow access to/from Boggy Creek Road through property owned by GOAA. A pedestrian tunnel is proposed that connects to sidewalks on the west side of Narcoossee Road to allow pedestrians to travel under the OPE expressway to avoid crossing at the expressway ramps. 	<ul style="list-style-type: none"> Revisit purpose and need Agree with recommendation to provide an interchange with Medical City Drive Revisit available ROW within the Poitras Property owned by GOAA Agree with alignments to avoid/minimize Florida scrub-jay habitat impacts Agree with alignments to avoid/minimize conservation easement impacts
<p style="text-align: center;">Eastern Alternatives</p> 	<ul style="list-style-type: none"> Avoids directly impacting SOFWEA Travels through several planned developments including Eagle Creek and others which are north and east of Lake Ajay Includes multiple reverse curves, which result in less safe travel compared to straighter alignments. 	<ul style="list-style-type: none"> Agree with need for geometric alignment that meets design criteria Desire still exists to avoid/minimize impacts to SOFWEA while also minimizing impacts to PDs

	Comments	Conclusions
<p align="center">Central Alternatives</p>		
 <p>The map shows the proposed Northeast Connector Expressway (E-2) route in orange. It starts near Eagle Creek Village, travels south through Boggy Creek Rd, and then turns east, passing south of Lake Ajay and the Split Oak Forest. The route continues east through the Northeast District. Key features include Orange County, Osceola County, Split Oak Forest, Lake Ajay, and the Northeast District. A scale bar indicates 1 mile.</p>	<ul style="list-style-type: none"> • Attempts to minimize the impacts to SOFWEA • Travels through several planned developments including Eagle Creek and others which are north and east of Lake Ajay • Includes multiple reverse curves which result in less safe travel compared to straighter alignments 	<ul style="list-style-type: none"> • Agree with need for geometric alignment that meets design criteria • Desire still exists to avoid/minimize impacts to SOFWEA while also minimizing impacts to PDs
 <p>The map shows the proposed Northeast Connector Expressway (E-3) route in orange. It starts near Eagle Creek Village, travels south through Boggy Creek Rd, and then turns east, entering the Osceola County portion of SOFWEA. The route continues east through the Northeast District. Key features include Orange County, Osceola County, Split Oak Forest, Lake Ajay, and the Northeast District. A scale bar indicates 1 mile.</p>	<ul style="list-style-type: none"> • Enters the Osceola County portion of SOFWEA then connects to Northeast Connector • Reduces the impacts to planned developments north and east of Lake Ajay; however, the impacts to the development are still significant. • Roadway curves are not as sharp as E-1 or E-2 which will improve safety. 	<ul style="list-style-type: none"> • Agree with need for geometric alignment that meets design criteria • Agree with avoidance of Orange County portion of SOFWEA • Agree with elimination of E-3 assuming that the purpose and need supports connection to 2-mile eastern connection

	Comments	Conclusions
<p align="center">Central Alternatives</p>		
 <p>The map shows the proposed Northeast Connector Expressway (E-4) route. It starts in the Northeast District, crosses the county line between Orange and Osceola Counties, and then turns south to connect to the 2-mile extension. The route avoids the Orange County portion of SOFWA. Key features include Eagle Creek Village, Boggy Creek Rd, Narcoossee Rd, Fells Cove, Lake Ajay, Southern Oaks, and Split Oak Forest. A scale bar indicates 1 mile.</p>	<ul style="list-style-type: none"> • Enters the Osceola County portion of SOFWEA then connects to the 2-mile extension • Northeast Connector Expressway would need to be extended to connect to the OPE. • Reduces impacts to planned developments north and east of Lake Ajay; however, the impacts to the development are still significant. 	<ul style="list-style-type: none"> • Agree with avoidance of Orange County portion of SOFWEA • Agree with elimination of E-4 assuming that the purpose and need supports connection to Northeast Connector
 <p>The map shows the proposed Northeast Connector Expressway (E-5) route. It starts in the Northeast District, crosses the county line between Orange and Osceola Counties, and then turns south to connect to the 2-mile extension. The route impacts the Orange County portion of SOFWEA. Key features include Eagle Creek Village, Boggy Creek Rd, Narcoossee Rd, Fells Cove, Lake Ajay, Southern Oaks, and Split Oak Forest. A scale bar indicates 1 mile.</p>	<ul style="list-style-type: none"> • Impacts the Orange County portion of SOFWEA then connects to the 2-mile extension • Northeast Connector Expressway would need to be extended to connect to the OPE • Avoids significant impacts to planned developments north and east of Lake Ajay; however, it does impact planned development in Eagle Creek. 	<ul style="list-style-type: none"> • Agree with elimination of E-5 assuming that the purpose and need support connection to Northeast Connector.

	Comments	Conclusions
Central Alternatives		
 <p>E-2A</p>	<ul style="list-style-type: none"> • East side of Lake Ajay, enters SOFWEA then turns east along the southern boundary of SOFWEA before connecting to the Northeast Connector Expressway and the 2-mile extension (which travels north then east) • Attempts to further minimize the impacts to planned developments east of Lake Ajay (as compared to Alternative E-2); however, impacts remain significant 	<ul style="list-style-type: none"> • Agree with minimization of impacts to SOFWEA • Agree with need for connection to Northeast Connector and 2-mile extension • Revisit purpose and need • Revisit PDs
 <p>E-5A2B</p>	<p>Alternative E-5A2B was recommended for the following reasons:</p> <ul style="list-style-type: none"> • More desirable geometric alignment, which is safer than more curved alignment alternatives. • Better compatibility with the Northeast District Master Plan (Municipal Planning Board, 2010) and fewer number of potential relocations • Provides a good connection to the Northeast Connector • Tied with Alternatives E-5A1 and E-5A2 for fewest potential relocations 	<ul style="list-style-type: none"> • Agree with minimization of impacts to SOFWEA • Agree with need for connection to Northeast Connector and 2-mile extension • Revisit purpose and need • Revisit PDs site plans

3.4 Analysis of Roadway Typical Sections

The typical sections evaluated in the 2017 OCX PD&E study vary based on the project segment. The *OCX Master Plan 2040* included a typical section with 400 feet of ROW that includes an area dedicated for transit. The 2017 OCX PD&E study modified the typical section for each of the project segments described above to minimize and/or avoid impacts. The typical section widths varied from 250 feet+/- to 400 feet, and are shown in Exhibits 3-1, 3-2, and 3-3, respectively.

Exhibit 3-1. Western Arterial Typical Section (OCX, 2017b)

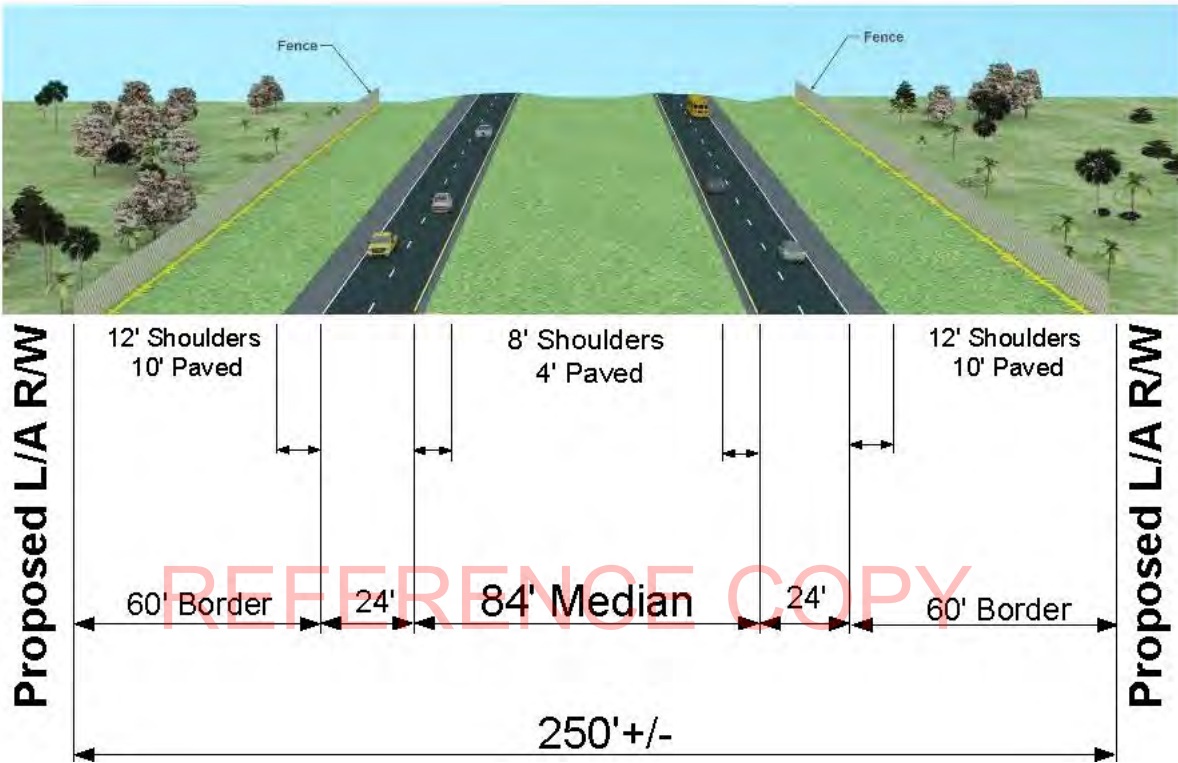


Exhibit 3-2. Central Expressway Typical Section (OCX, 2017b)

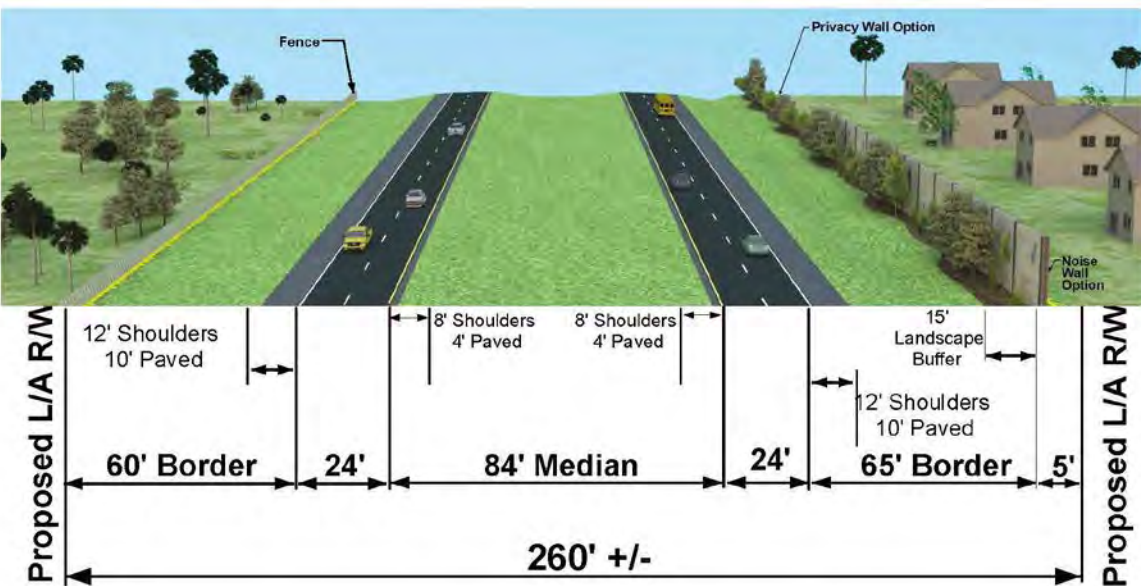
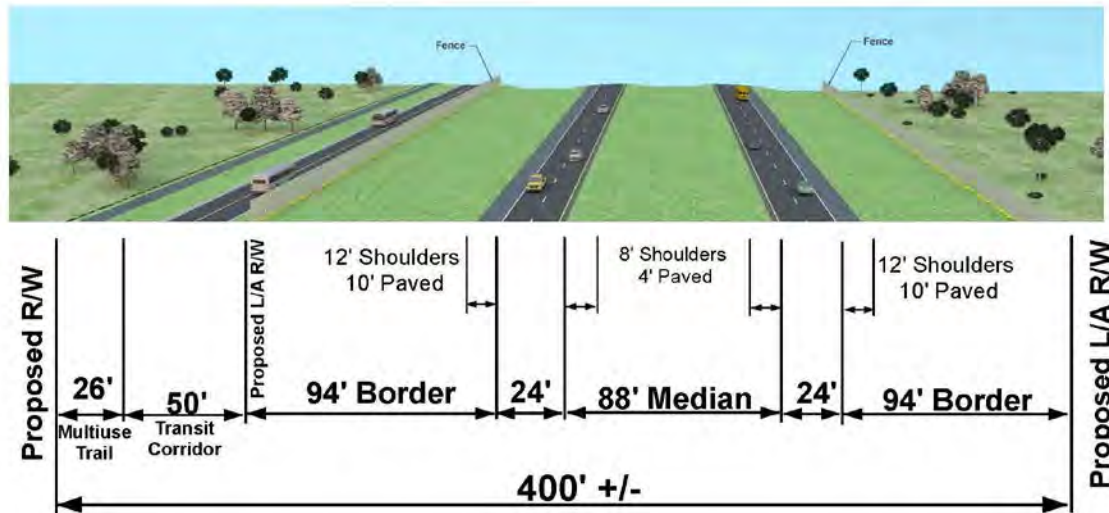


Exhibit 3-3. Eastern Expressway Typical Section (OCX, 2017b)



The EAR (OCX, 2017b) also included cross sectional criteria ranging from lane and shoulder widths to cross slopes and horizontal clearance. The values selected for these criteria were reasonable and in compliance with applicable FDOT standards. The exception to this compliance was border width. While acknowledging a 94-foot border with requirement for limited access freeways and ramps (Table 2.5.3 of the *Plans Preparation Manual* [PPM] [FDOT, 2017]), both the Western and Central segments of the Recommended Alternative only provide 60-foot and 60/65-foot border widths, respectively (Exhibits 6-8 and 6-14 of the 2017 OCX PD&E EAR). For the Eastern segment, full 94-foot borders were provided.

It is unclear why the Western and Central segments do not include required border width. There is discussion of a previously-reserved 250-foot ROW through the Poitras Property (then owned by GOAA). The reduced 60 and 65-foot border widths in the Western and Central segments appear to be an effort to approximate the 250-foot width. However, both segments specifically exclude provisions for multi-use or pedestrian paths. Given the existing and planned residential and institutional development in both segments, not accommodating these non-auto modes seems a significant compromise for a brand-new corridor.

The Eastern segment included a proposed 6,000-foot plus crossing of the SOFWEA conservation area. A narrowed typical section was proposed for crossing this area to minimize the impact footprint (see Exhibit 6-22 of the PD&E EAR [OCX, 2017b]). Using reduced 60-foot border widths, placing a proposed 44-foot transit corridor in the median (as opposed to on one side or the other), and not providing specific pedestrian or multimodal corridors, the 264-foot typical section reduced the impact footprint by approximately one third. While reducing environmental impacts, the text implies that pedestrian and multi-use access could be accommodated outside the roadway ROW by incorporating these uses into a planned non-motorized trail system within SOFWEA. While not shown in their Exhibit 6-22, elsewhere in the record the SOFWEA crossing is proposed to fully bridged.

PD&E Commitments

Regarding pedestrian and bicycle accommodations, the EAR (OCX, 2017b) states for both the Western and Central segments that “The Osceola County Expressway Authority (OCX) will coordinate with adjacent land owners in an effort to accommodate transit and a multiuse trail *outside the expressway right-of-way* (emphasis added) within the western (central) section.” It also proposed a reduced 264-foot typical section through SOFWEA to limit impact footprints.

Recommendations for CFX Concept Study

The commitment to “coordinate with adjacent land owners” regarding pedestrian and bicycle accommodations should be more formalized and incorporated into ROW acquisition agreements. The

narrowed typical section through SOFWEA is an innovative approach to minimizing impacts. It might be improved upon by narrowing the border widths further, insisting that all signage be bridge-mounted and carefully considering construction staging during the planning phase.

3.5 Roadway Horizontal Geometry

The 2017 OCX Recommended Alternative was developed adhering to a combination of FDOT and FTE (TPPPH) criteria as detailed in Section 4.0 of the EAR (OCX, 2017b). An extensive list of these criteria is provided in Table 4-1 of the EAR. Except for the few items below, the criteria gleaned from the multiple sources cited were accurate and applicable at the time of publication.

PD&E Commitments

Roadway horizontal and vertical geometry will adhere to FDOT and FTE (TPPPH) design criteria.

Recommendations for CFX Concept Study

The significant geometric criteria that should be reconsidered or amended are as follows:

- Minimum stopping sight distance for 70 mph should be 730 feet for non-interstate facilities such as OPE as opposed the 820 feet interstate criteria shown (PPM Table 2.7.1 [FDOT, 2017])
- Minimum K value for crest vertical curve for 70 mph should be 401 feet for non-interstate facilities such as OPE as opposed the 506 feet interstate criteria shown (PPM Table 2.8.5 [FDOT, 2017])
- Minimum K value for sag vertical curve for 70 mph should be 181 feet for non-interstate facilities such as OPE as opposed the 206 feet interstate criteria shown (PPM Table 2.8.6 [FDOT, 2017])
- Minimum vertical clearance to overhead signs should be 17 feet -6 inches (PPM Table 2.10.2 [FDOT, 2017]) rather than the 18 feet -0 inches shown from the TPPPH
- Design vehicle should be the WB-62FL per PPM Section 1.12 rather than the WB-109D shown
- Deletion of criteria referencing FTE TPPPH as these are not applicable to the current study

3.6 Adherence to Design Criteria

Using the criteria in Table 4-1 of the EAR (OCX, 2017b), the Recommended Alternative's horizontal alignment was developed. Using MicroStation files of that alignment (no GeoPak files or printed alignment data were provided), we attempted to verify compliance of the Recommended Alternative with the design criteria. For mainline segments a 70-mph design speed was assumed. For ramps, a 55-mph design speed was assumed. Both values were taken from Table 4-1 of the EAR (OCX, 2017b).

In general, the mainline roadway geometry adhered to the design criteria selected. While strictly compliant with criteria for superelevation, radii used for the southbound to eastbound mainline curve at Boggy Creek and Simpson Road as well as those approaching Narcoossee Road would require superelevations of 8.5 percent (radius = 2292 feet) and 7.2 percent (radius = 2799 feet), respectively.

East of SOFWEA within the Northeast District, roadway radii varied from 1,622 feet to 2,292 feet. If these were considered main line roadways the corresponding superelevations would vary from 10 percent to 8.5 percent. If they were considered ramps, they would be at 7.5 percent to 5.8 percent superelevation.

PD&E Commitments

Roadway horizontal and vertical geometry will adhere to FDOT and FTE (TPPPH) design criteria.

Recommendations for CFX Concept Study

The proposed superelevation rates on OPE mainlines west of Narcoossee Road range from 8.5 to 7.2 percent should be no less than 7.0 percent. In the area of the Northeast Connector interchange, mainline curves also seem overly sharp. The proposed steep rates seem unnecessarily aggressive for this “green field” design location. Similarly ramp superelevation rates should be reduced from the 10 to 8.3 percent range to less aggressive designs under 7.0 percent.

At the Northeast Connector, the definition of mainline versus ramp is blurred as traffic data have not yet been developed to define the primary and secondary movements. If these are defined as main line lanes by subsequent traffic analysis, the proposed radii seem overly sharp and should be flattened.

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Analysis of Public Involvement

The 2017 OCX PD&E study deployed a comprehensive public involvement plan. This included coordination with local, regional, state and federal agencies using the FDOT ETDM process with the incorporation of an Environmental Technical Advisory Team (ETAT) and various meetings with the stakeholders that included governments, special interest groups and members of the public.

4.1 ETDM Programming Screen

The FTE initiated the ETDM Programming Screen (Project Number 13789 - OPE from west of Boggy Creek Road to the proposed Southport Connector (now known as the Northeast Connector) and Boggy Creek Road/SR 417 Access Road). The corridor alternatives (shown previously in Exhibit 2-4) were screened. An Advanced Notification package was distributed in April 2012. The ETDM Programming Screen was conducted to provide an opportunity for early agency input into the identification of environmental resources and the alternatives to be evaluated. The Programming Screen Summary Report was published in June 2012. The comments provided by the ETAT were considered when developing and evaluating preliminary corridors. Most ETAT agency input is relevant to the technical studies that were conducted during the 2017 OCX PD&E study. The evaluation of direct effects is provided below in Exhibit 4-1. Although the ETDM summary report recorded no dispute actions, several agencies made comments recommending that the terminus for the proposed road be moved to an existing highway, such as County Road (CR) 15 (Narcoossee Road), and the USACE made the following statement: "It should be noted that if FDOT continues to propose an alternative which extends east of CR 15 the Corps will request dispute resolution."

Exhibit 4-1. ETDM Summary Report Direct Effects (2012)

		Evaluation of Direct Effects																				
		Natural										Cultural		Community								
Legend		Air Quality	Coastal and Marine	Contaminated Sites	Farmlands	Floodplains	Infrastructure	Navigation	Special Designations	Water Quality and Quantity	Wetlands	Wildlife and Habitat	Historic and Archaeological Sites	Recreation Areas	Section 4(f) Potential	Aesthetics	Economic	Land Use	Mobility	Relocation	Social	Secondary and Cumulative Effects
N/A	N/A / No Involvement																					
0	None (after 12/5/2005)																					
1	Enhanced																					
2	Minimal (after 12/5/2005)																					
3	Moderate																					
4	Substantial																					
5	Dispute Resolution (Programming)																					
ETAT Review Period: 04/09/2012 - 05/24/2012. Published: 06/04/2012																						
Alternative #1 From West of Boggy Creek Road to Southport Connector		2	2	2	3	3	N/A	2	4	3	4	4	4	4	N/A	3	1	3	1	4	4	3
Alternative #2 From West of Boggy Creek Road to Southport Connector		2	2	3	3	3	N/A	2	4	3	4	4	4	4	N/A	4	N/A	4	N/A	4	4	3
Alternative #3 From West of Boggy Creek Road to Southport Connector		2	2	3	3	3	N/A	2	4	3	4	4	4	3	N/A	4	N/A	4	N/A	4	4	3

A summary of ETAT Comments is provided below in Table 4-1.

Table 4-1. Summary of ETAT Comments (2012)

Issue	Degree of Effect	Organization	Summary of ETAT Comments (FDOT responses were not consistently recorded in ETDM Summary Report)
Air Quality	Minimal	U.S. Environmental Protection Agency (EPA)	The proposed project is expected to have minimal impact on air quality. The project is located in an attainment area; therefore, an Air Quality Screening Analysis will likely not be necessary.
Coastal and Marine	Minimal	National Marine Fisheries Service	This project will not require an Essential Fish Habitat Assessment.
Contamination	Minimal to Moderate	U.S. Federal Highway Administration (FHWA), EPA	A Contamination Screening Evaluation should be conducted during the environmental review (PD&E) phase of the project.
Farmlands	Moderate	Natural Resources Conservation Service	Environmental assessments must be prepared for actions which may adversely affect such unique geographic characteristics as prime farmlands.
Floodplains	Moderate	EPA, SFWMD SFWMD, FHWA	The PD&E phase of this project should include an evaluation of floodplain impacts. FDOT should consider alternatives to avoid adverse effects and incompatible development in the floodplains.
Navigation	Minimal	USACE	The proposed project will cross Boggy Creek and Jim Branch. Boggy Creek and Jim Branch are considered as Non-Navigable Waters of the United States for purposes of Coast Guard Bridge Permitting jurisdiction. No Coast Guard Bridge Permits will be required for the proposed projects crossing Boggy Creek and Jim Branch.
Special Designations	Substantial	USFWS, FDEP	The Department is interested in preserving the area's natural communities, wildlife corridor functions, natural flood control, stormwater runoff filtering capabilities, aquifer recharge potential, contributions to regional spring complexes, and recreational trail opportunities. The FDEP's Florida Communities Trust (FCT) provided a grant award for acquisition of this land to Osceola County and placed restrictions on the use of the property. If the proposed parkway impacts any portion of the property, the FCT would have to review and approve such a request. The FCT would recommend denial of a request to use park property for road ROW if reasonable alternatives exist. Additionally, the location of a major road of this nature would greatly limit the ability of the land managers to conduct the necessary prescribed burns that the area requires to maintain its natural communities. The Department recommends that the terminus for the proposed road be moved to an existing highway, such as CR 15.

Table 4-1. Summary of ETAT Comments (2012)

Issue	Degree of Effect	Organization	Summary of ETAT Comments (FDOT responses were not consistently recorded in ETDM Summary Report)
Water Quality and Quantity	Moderate	SFWMD, FDEP	Water quantity criteria must be met. All impacts to previously-permitted surface water management facilities resulting from this project will require a concurrent permit modification to those existing permits and will be a completeness item for permit issuance for the proposed project.
Wetlands	Substantial	SFWMD, USACE, USFWS, National Marine Fisheries Service, FDEP, FWC	Given the amount of foreseeable impacts to regulated resources and their level of importance a degree of effect of Substantial was selected. The Corps concurs with the USFWS recommendation to reduce the project's effects to wetlands and redesigning all alternatives to terminate at CR 15 (Narcoossee Road). It should be noted that if FDOT continues to propose an alternative which extends east of CR 15 the Corps will request dispute resolution.
Wildlife and Habitat	Substantial	USFWS, FWC	Based on the project information provided, we believe that the direct and indirect effects of this project could be substantial. Most of the adverse impacts to fish and wildlife resources are associated with the segment of highway proposed to extend east of Narcoossee Road to the proposed Southport Connector.
Historic and Archaeological Sites	Substantial	SHPO, Seminole Tribe of Florida (STOF)	CRAS should be completed for the project alternatives. Survey of the area west of CR 15/SR 500 will be able to utilize previous CRAS reports which cover portions of the APE. The area east of CR 15/SR 500 will need to be surveyed for archaeological sites and historic properties. The previously recorded archaeological site 8OR2185 was based on an informant report only and has not been ground-truthed. The structural APE for the CRAS should be built wide enough to consider larger rural properties. The STOF-THPO would like to review the results of the CRAS before commenting on possible effects to archaeological sites in the project area.
Recreation Areas	Moderate to Substantial	National Park Service, FDEP	Split Oak Mitigation Park and the Split Oak Forest Mitigation Park Wildlife and Environmental Area, a Florida Managed Area and FWC Management Area, is located within close proximity of the proposed project alignments. The PD&E phase of the project should include a survey of the area to identify if there are any additional recreation areas within proximity of all the proposed roadway alignments. Any impact to these resources should be avoided or minimized to the best extent practicable.
Aesthetics	Moderate to Substantial	FTE	Alternatives include new alignments throughout a largely residential area along the western portion of the study area and a largely rural, undeveloped area in the eastern portion of the study area. Even with the utilization of the existing Boggy Creek Road, these alternatives will significantly impact the existing view shed, community focal points and general make-up of the community. There are several noise sensitive sites/receivers that will be evaluated for abatement measures during the PD&E study. In the event noise levels exceed abatement criteria and noise walls are deemed reasonable and feasible, best practices will be used to implement an aesthetically pleasing design to the extent possible. The Aesthetics category will receive a Substantial Degree of Effect due to the proximity of noise sensitive sites and the potential for abatement measures.

Table 4-1. Summary of ETAT Comments (2012)

Issue	Degree of Effect	Organization	Summary of ETAT Comments (FDOT responses were not consistently recorded in ETDM Summary Report)
Economic	Enhanced	FTE	No comments.
Land Use Changes	Moderate to Substantial	FTE, Department of Economic Opportunity (DEO)	The category will receive a Substantial rating for the Degree of Effect due to the impacts to the character of the area and the existing natural and physical environments. The project is compatible with the development goals of the local governments.
Mobility	Enhanced	FTE	No comments.
Relocation	Substantial	FTE	Due to the likely probability for residential impacts, the Relocation category will receive a Substantial Degree of Effect.
Social	Substantial	FTE, DEO	This category will receive a Substantial Degree of Effect due to the potential for social and community impacts associated with extending the Osceola Parkway.
Secondary and Cumulative	Moderate	SFWMD	A functional assessment of wetland impacts will be required. Project limits lie within the East Lake Tohopekaliga and Lake Myrtle Drainage Basins - per District criteria, cumulative impacts need to be addressed in addition to the mitigation required to address any direct and secondary impacts to wetlands. Reduce or eliminate wetland impacts or provide appropriate mitigation to offset functional loss and cumulative impacts. Mitigation provided within the same basin will prevent cumulative impacts.

4.2 Public Meetings

As part of the project's development, several public meetings were held to capture public feedback on project milestones and alternatives.

4.2.1 Kickoff Public Meeting – March 21, 2013

A public kickoff meeting was held on March 21, 2013, at the Osceola Heritage Park Exhibition Building in Kissimmee, Florida. The meeting started at 5:30 PM in an open-house format followed by a formal presentation at 6:00 PM. The meeting was held to inform the public of the study and give them the opportunity to express their views regarding the proposed improvements. Members of the OCX, FTE staff and engineering consultants attended the meeting to answer questions. Two hundred and twenty-two individuals registered as having attended the meeting, including staff and engineering consultants. The majority of the public agreed with Corridor B and strongly opposed Corridor C. There was great concern with the new extension going through the gated community of Villa Sol. Comments included items dealing with increased noise pollution, decrease in property value, relief from traffic and semi-trucks, and requests for copies of meeting materials.

4.2.2 Alternatives Public Meeting – July 10, 2014

An alternatives public meeting was held on July 10, 2014, starting at 5:30 PM, at the Osceola Heritage Park Exhibition Building in Kissimmee, Florida. This meeting was held to inform the public of the progress of the study and give the public opportunity to express their views regarding specific location, design, socioeconomic effects, noise, and environmental impacts associated with the proposed improvements. Members of the OCX, FTE staff, and engineering consultants attended the Open House to answer questions. Two hundred and thirty individuals registered as having attended the meeting,

including staff and engineering consultants. The meeting was advertised through direct mailers to elected and appointed officials as well as in Orlando Sentinel (June 18, 2014, June 30, 2014), El Sentinel (June 21, 2014, June 28, 2014) and Florida Administrative Register (July 1, 2014). A total of 27 written questions or comments were received. The comments included concerns about the economic impact of the project, the effect on property values, noise, eminent domain, impact on the environment and quality of life in their communities. Two comments indicated a preference of one or two of the presented alternatives and one included a no-build position. One comment was in favor of the project. Five comments included a request for additional information.

4.2.3 Public Workshop - West and Central Segments – April 28, 2015

A Community Meeting was held on April 28, 2015, starting at 6:00 PM, at the Osceola County Administrative Building in Kissimmee, Florida. This meeting was held to provide an opportunity for public input on the alternative alignments identified for the Western and Central segments of the OPE. Members of the OCX, FTE staff and engineering consultants attended the Open House to answer questions. Ninety-six individuals registered as having attended the meeting, including staff and engineering consultant representatives. The meeting was advertised through direct mailers to property owners, interested parties, elected and appointed officials, as well as in the Florida Administrative Register (April 20, 2015). Three written questions or comments were received that included concerns about the economic impact of the project and the effect on property values, noise, eminent domain, impact on the environment and quality of life in their communities.

4.2.4 Public Workshop - Eastern Segment – November 3, 2015

A Community Meeting was held on November 3, 2015, starting at 6:00 PM, at the Osceola County Administrative Building in Kissimmee, Florida. This meeting was held to provide an opportunity for public input on the alternative alignments identified for the Eastern segment of the OPE. Members of the OCX, FTE staff, and engineering consultants attended the Open House to answer questions. Sixty-five individuals registered as having attended the meeting, including staff and engineering consultants. The meeting was advertised through direct mailers to property owners, interested parties, elected and appointed officials, as well as in El Sentinel (October 24, 2015), Orlando Sentinel (October 26, 2015), and Florida Administrative Register (October 26, 2015). Two written questions and comments were received. One comment included a question regarding property value. One comment was in favor of Alternative E-5A-2.

4.3 Public Hearing – January 24, 2017

A public hearing was held on January 24, 2017, starting at 5:30 PM, at the Osceola Heritage Park Exhibition Building in Kissimmee, Florida. This hearing was conducted to give interested parties an opportunity to express their views concerning the location, conceptual design, and social, economic, and environmental effects of the proposed improvements. Members of the OCX, FTE staff, and engineering consultants attended the open house to answer questions. One-hundred and sixty-five individuals registered as having attended the hearing, including staff and engineering consultants. The meeting was advertised through direct mailers to elected and appointed officials, as well as in Orlando Sentinel (January 3, 2017, January 17, 2017), El Sentinel (January 7, 2017, January 14, 2017) and Florida Administrative Register (January 17, 2017). A total of 77 written questions or comments were received including concerns about the economic impact of the project, the effect on property values, noise, eminent domain, the impact on the environment, and quality of life in their communities. Public hearing comments are summarized in Table 4-2.

Table 4-2. Summary of Public Hearing Comments (2017)

Comments from Public Hearing	Number of Comments Received
Asked for the impacts to Split Oak Forest (SOFWEA) be avoided/reconsidered	59
Opposed to the east section alternative	26
Asked clarifying questions	26
Expressed concerns (noise, traffic, drainage)	18
Opposed to the project	3
Supported for the project	2
Asked for the alignment along Boggy Creek Road to be reconsidered	2
Opposed central section alternative	1
Supported bridging Split Oak Forest (SOFWEA)	1

4.4 Agency Coordination

4.4.1 Preliminary Feasibility Study (2010 – 2011)

The Table 4-3 reflects the coordination efforts and meetings held with public agencies during the Preliminary Feasibility Study (Osceola County, 2012). These events included the following meetings:

Table 4-3. Summary of Coordination Meetings (2010 - 2012)

Item/Meeting	Stakeholder(s)	Subject	Date
City of Orlando	City of Orlando	Project Overview, Corridor Alignments, Lake Nona Coordination, Transit Opportunities	2/23/2010
GOAA	GOAA, Court Street Partners, HDR	Project Overview, Poitras Project, Boggy Creek Road Extension, Corridor Alignments	3/4/2010
City of Kissimmee	City of Kissimmee	Project Overview, Corridor Alignments. Stakeholder: City of Kissimmee	3/18/2010
City of St. Cloud	City of St. Cloud	Project Overview, Corridor Alignments, Traffic Planning Efforts, Boggy Creek Road Extension, Project Status, Potential Funding Sources, Regional Utilities Planning	4/21/2010
Large Group Stakeholder Meeting	Renaissance Planning Group, Reich Properties, Inc., GOAA, City of Kissimmee, City of Orlando, FDOT	Project Need, Potential Facility Types, Alternative Corridors, Project Constraints. Stakeholders	5/4/2010
Deseret Ranch	Farmland Reserve, Inc., McIntosh Associates, Broad and Cassel, Renaissance Planning Group	Project Overview, Corridor Alternatives, Short-Term and Long-Term Planning, Developments in the Region, Potential Roadway Types	6/3/2010
Large Group Stakeholder Meeting	Renaissance Planning Group, Orange County, GOAA, RS&H, FDOT	Assumptions Used within Traffic Model to Develop 2015, 2025 and 2035 Projections	6/3/2010
Stakeholder Meeting	FDOT, East Coast Florida Regional Planning Council, City of Orlando, City of Kissimmee, Orange County, GOAA, Lake Nona, Reich Properties,	Study Progress, Traffic Projections, Draft Alternatives, Preliminary Evaluation of Impacts, Stakeholder/Public Involvement	7/1/2010

Renaissance Planning Group, HDR,
Broad and Cassel, McIntosh
Associates

4.4.2 PD&E Study (2013-2017)

The list below reflects coordination efforts and meetings held with the public and agencies during the 2017 OCX PD&E study as recorded in the Orange County Board of County Commissioners presentation (March 2017).

- 3/21/13 Public Kickoff Meeting
- 5/7/13 Agency Meeting
- 9/4/13 OCEA Meeting
- 11/6/13 Agency Coordination Meeting
- 11/21/13 Lake Ajay Homeowner Association Meeting
- 1/23/14 GOAA Meeting
- 1/27/14 OCEA Meeting
- 1/29/14 Agency Coordination Meeting
- 2/26/14 Lake Ajay Homeowner Association Meeting
- 2/27/14 City of Orlando/Orange County
- 3/4/14 Eagle Creek Meeting
- 4/17/14 City of Orlando Meeting
- 4/24/14 Florida Hospital Meeting
- April-May 2014 Neighbourhood Meetings (6)
- 5/12/14 Agency Coordination Meeting
- 5/29/14 Orange County Residents Meeting
- 6/10/14 Board of Orange County Commissioners
- 7/10/14 Alternatives Public Meeting
- 8/14/14 Neighbourhood Meeting
- 8/19/14 Wyndham Lakes Meeting
- 9/8/14 Eagle Creek Meeting
- 9/9/14 OCX Board Meeting
- 9/17/14 Osceola Co. Split Oak Meeting
- 10/10/14 Meritage & KB Home Meeting
- 10/13/14 South FL Water Management District
- 10/20/14 Orange County Meeting
- 10/29/14 FL Fish and Wildlife Conservation Commission
- 11/5/14 Boggy Creek Property Owners
- 11/20/14 Lake Ajay Homeowner Association Meeting
- 11/24/14 Agency Coordination Meeting
- 11/25/14 Orange County Environmental
- 12/5/14 East of Narcoossee Property Owners
- 12/10/14 Boggy Creek Property Owners
- 12/10/14 Northeast District
- 12/11/14 KB Home
- 12/16/14 East of Narcoossee Property Owners
- 2/2/15 Orange County
- 3/17/15 Western Segment Property Owners
- 4/1/15 ROW Coordination Meeting
- 4/16/15 Property Representative Meeting
- 4/10/15 Orange County Meeting
- 4/14/15 OCX Board Meeting
- 4/28/15 Public Workshop (Community Meeting)
- 4/30/15 Northeast District
- 5/8/15 Osceola County Environmental
- 5/12/15 OCX Board
- 5/28/15 Broad & Cassell Meeting
- 6/9/15 OCX Board
- 6/17/15 Orange County
- 6/24/15 Stan Pac Meeting
- 8/7/15 GOAA Meeting
- 8/12/15 Technical Group Meeting
- 8/18/15 Orange County EPD Meeting
- 10/21/15 Southern Oaks Meeting
- 11/3/15 Public Workshop (Community Meeting)
- 11/10/15 OCX Board
- 11/19/15 Lake Ajay Meeting
- 11/30/15 GOAA Meeting
- 1/12/16 OCX Board Meeting
- 1/28/16 Florida's Community Trust
- 2/11/16 GOAA
- 3/3/16 FL Fish & Wildlife Conservation Commission
- 3/8/16 OCX Board
- 4/14/16 GOAA Meeting
- 4/27/16 CFX Meeting
- 6/14/16 OCX Board
- 7/14/16 Boggy Creek Property Owners
- 7/24/16 Back To Nature Meeting
- 8/9/16 Technical Group Meeting
- 9/15/16 Orange County
- 10/3/16 CFX Meeting
- 1/24/17 Public Hearing
- 2/14/17 OCX Board
- 3/7/17 Orange County Board of County Commissioners

4.5 Stakeholder Outreach

The prior sections identified numerous stakeholder agencies and special interest groups that have either a regulatory obligation with respect to the project's development or are an advocate for a specific topic of concern. The general citizenry of the area was also provided opportunities to learn about the project need, the overall context of issues that must be considered, the decision-making process, and the manner with which they can provide input and receive project information. In addition, individual stakeholder involvement was promoted through direct mailings to residents and businesses that could potentially be affected by the project. Individuals were encouraged to meet and correspond with the project team, identify their concerns, provide local knowledge, discuss community values, and share their opinions regarding the project with their elected and appointed officials. Individual stakeholder outreach included direct mailers to property owners, website access throughout the project duration, one-on-one meetings (when requested), and responses to any comments received by traditional mail, e-mail and website comments. Approximately 50 direct mail correspondences occurred with individuals that had interest in the project.

4.6 Public Outreach Summary

A review of individual components of the public outreach program indicates that all comments received from elected officials, agencies, special interest groups, and individuals were taken into consideration and evaluated consistent with accepted industry standards. While there were specific concerns raised with respect to each corridor, from a public involvement perspective, this study's public involvement process yielded valuable public feedback and should be followed again with some flexibility for innovative approaches. The PD&E's entire public outreach effort is fully documented in the 2017 OCX Public Involvement Summary Report (OCX, 2017h).

PD&E Commitments

In response to January 2017 Public Hearing comments from Ms. Debbie Kleinberg of Back to Nature Wildlife, Inc., an April 7, 2017 OCX letter from Tawny Olore (See Appendix B) made the following commitments:

- During design, non-intrusive roadway and bridge lighting will be evaluated adjacent to natural and residential areas. Measures to minimize illumination outside of the R/W will include the use of shielded light fixtures, mounting height or aiming adjustments, and using reduce wattage light fixtures.
- With regards to access to the (SOFWEA) refuge, access will be maintained through construction.
- As previously mentioned, the portion of OPE through SOFWEA is proposed to be bridged. Also, as described in the environmental documentation prepared for this study, wildlife crossings will be considered and will be coordinated further during the design phase as to location, size etc.
- Fencing or other barriers will be considered to avoid accidental encroachment by wildlife into the R/W.
- Wildlife crossings will be implemented and sized to allow for movement of both large and small mammals. Final location, number and design of crossings would be determined during design based on site specific conditions and in coordination with Osceola and Orange counties, FWC, and SFWMD.

Recommendations for CFX Concept Study

To enforce these commitments, we recommend that they be more tightly defined and then specifically written into future design scopes of service or design-build criteria packages.

Conclusions

5.1 Concurrence with Eliminated Alternatives

The study team mostly concurs with the PD&E decisions to eliminate alternatives evaluated during the PD&E as summarized in Table 3-1 and below:

- Agree with elimination of corridors along east / west segments of Boggy Creek Road in Osceola County
- Agree with elimination of W-1, W-2, and W-5 due to high cost and community impacts and alignments along Ward Road.
- Agree with elimination of W-3 and W-4 due to high cost and community impacts
- Agree with elimination of E-1 through E-5 pending updated purpose and need
- Disagree with elimination of E-2A that avoids SOFWEA; there is still a desire to avoid/minimize impacts to SOFWEA.

5.2 Improvements to the Recommended Alternative

The study team recommends these considerations for additional investigation for the CFX concept study. Although these items may have been addressed in prior studies or reports, more in-depth or current information should be acquired or developed:

- **Revisit purpose and need** – The purpose and need evaluation criteria should be examined further for the CFX concept study to consider alternative mobility needs in coordination with Orange and Osceola counties.
- **Revisit traffic demand** – The study should re-evaluate the need to provide direct access to the OIA from the SR 417 Connector.
- **Revisit the traffic operations** – The study should re-evaluate traffic operations related to a potential service road on both sides of an OPE/SR 417 connector to provide property access.
- **Update estimated construction cost** – The cost estimates should be updated during the study. A significant portion of the costs are the proposed structures.
- **Optimize Alignment for ROW** – The typical sections and alignment should be optimized to meet CFX design criteria and reduce ROW impacts.
- **Evaluate Structure Types** – Assumptions for structure types and costs should be updated.
- **Evaluate Barrier Types** – Assumptions for barrier types and costs should be updated.
- **Evaluate Interchanges** – Pending updated traffic analysis, interchanges should be optimized and evaluated. In particular, clarification of the “primary movement(s)” at the Northeast Connector Interchange may significantly affect its geometry.
- **Evaluate SOFWEA Alternatives** – Alternative alignments through or around SOFWEA should be optimized to avoid/minimize impacts and bridge options should be revisited.
- **Evaluate Logical Termini** – Pending updated traffic analysis, logical termini should be re-evaluated.

- **Evaluate Drainage Concepts** – Analysis for stormwater management should be added.
- **Coordinate with Tavistock** – Verify their development plans for the Poitras Property, current alignment of Medical City Drive and opportunities for joint-use ponds.
- **Acquire the latest development plans for Eagle Creek Village** – On-going construction in the immediate vicinity of the Recommended Alternative may have added additional constraints.
- **Acquire the latest development plans for Southern Oaks** – Their recent pre-application meeting(s) indicate that development of their property is imminent.
- **Acquire the latest development plans for the Northeast District** – Continuing changes to their plans could materially affect the Eastern segment, proposed Cyrils Drive interchange and eastern extension beyond the Northeast Connector.

5.3 Future Coordination

Throughout the earlier feasibility study and the 2017 OCX PD&E study process, extensive coordination with the public, cooperating agencies, adjacent property owners and other stakeholders took place. This took the form of the ETAT Screening, ETDM Program Screening, public workshops and agency meetings culminating in a formal Public Hearing in January 2017. Given the current direction to re-verify earlier findings and possible alternative corridors, additional coordination should be undertaken with Orange County, Osceola County, OCX, stakeholders and other newly-effected entities. Specific coordination should include:

- **Orange County** – Two letters (Appendix C) list several concerns with the PD&E Recommended Alternative that need to be addressed.
- **SFWMD** – Special basin criteria and discharge criteria were cited in the Pond Sizing Report but were not accounted for in the calculations. Coordination with the SFWMD is recommended to verify if the project will be held to the special criteria. Regional and joint-use pond alternatives should be evaluated. In such instances, coordination with cooperating stakeholders would be required.
- **SHPO** – SHPO Letter dated August 17, 2016 concurred with determination of historic resources and noted that further archaeological testing is required for the effects finding regarding SOFWEA.
- **FWC** – An updated management plan for SOFWEA for the period from 2017-2027 has been completed by the FWC since the 2017 OCX PD&E study. This plan should be considered in the current study. FWC meeting notes for October 29, 2014 reference a management plan being developed by Osceola County for the portion of SOFWEA in that county. During the current feasibility study, this management plan should be implemented wherever feasible.
- **ARC** – Portions of SOFWEA are owned by Orange and Osceola counties, and managed by FWC. Although the property is not titled to the state's Board of Trustees, the management plan must be submitted to the ARC and Board of Trustees in addition to the counties for review and approval. When needed, amendments to the management plan will be presented to the DSL and ARC for review and consideration.
- **Mitigation credit records should be obtained for gopher tortoise relocations to SOFWEA.** – Some of these records were missing during the PD&E development period as were current population estimates based upon the number of potentially occupied burrows (if that information exists). If these data do not exist, CFX should encourage SOFWEA stakeholders to perform gopher tortoise surveys within the corridor study area and perform an overall survey of potential gopher habitat. These data would allow capacity estimates per community type and

opportunity for enhancements in areas that are further removed from the corridor and thus more easily managed.

- **Prescribed burn plan** – Encourage SOFWEA stakeholders to complete a prescribed burn plan that considers the presence of a future expressway ROW.
- **Further mitigation plan development** – Further development will require coordination with Osceola and Orange counties, FWC, and SFWMD. Mitigation discussions could include adjacent property owners. Mitigation will be required for impacted wetlands, surface waters, established conservation easements, and quite possibly for relocation of gopher tortoises.

REFERENCE COPY

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REFERENCE COPY

Appendix A
Kimley-Horn Letter to
Wyndham Lakes HOA



September 16, 2014

Mr. Carlos de la Ossa
Wyndham Lakes Estates Homeowners Association, Inc.
811 Mabbette Street
Kissimmee, FL 34741

Dear Mr. de la Ossa:

An Osceola County Expressway Authority (OCX) Board meeting was held on September 9, 2014 where the western alternatives W-1, W-2, W-3, W-4, W-5 as presented at the July 10, 2014 Alternatives Public Meeting (attached to this letter) were presented. We informed the OCX Board that alternatives W-1, W-2 and W-3 have been eliminated from further consideration. The OCX Board was happy that this will result in the elimination of alternatives that had the potential to directly impact Wyndham Lakes. W-4 and W-5 are the only alternatives being considered for the western side of the project at this time. This letter has been posted to the project website.

Sincerely,

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KIMLEY-HORN AND ASSOCIATES, INC.

A handwritten signature in blue ink, appearing to read "P. Cherry".

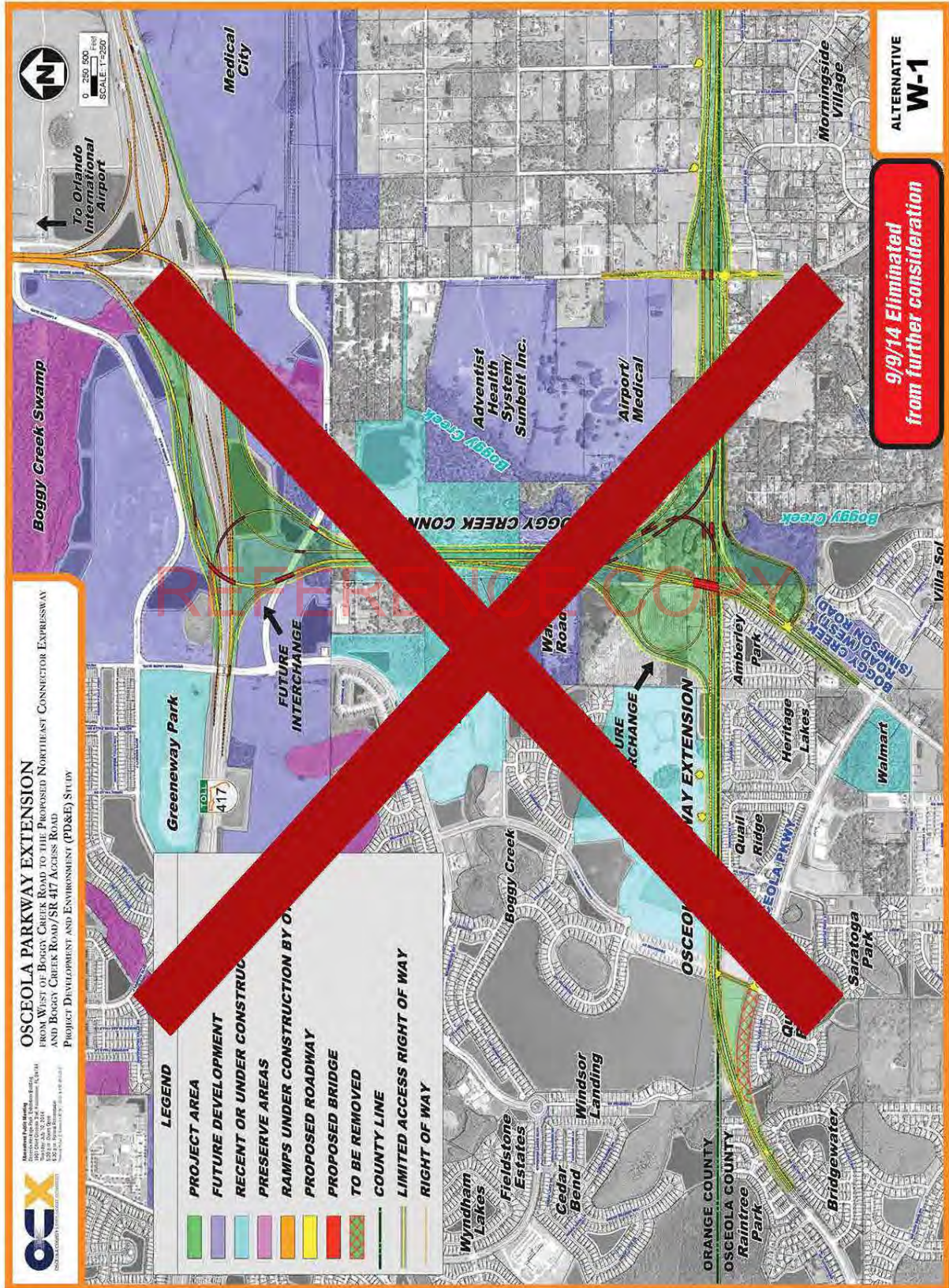
Paul L. Cherry, P.E.
Project Manager

Attachments:

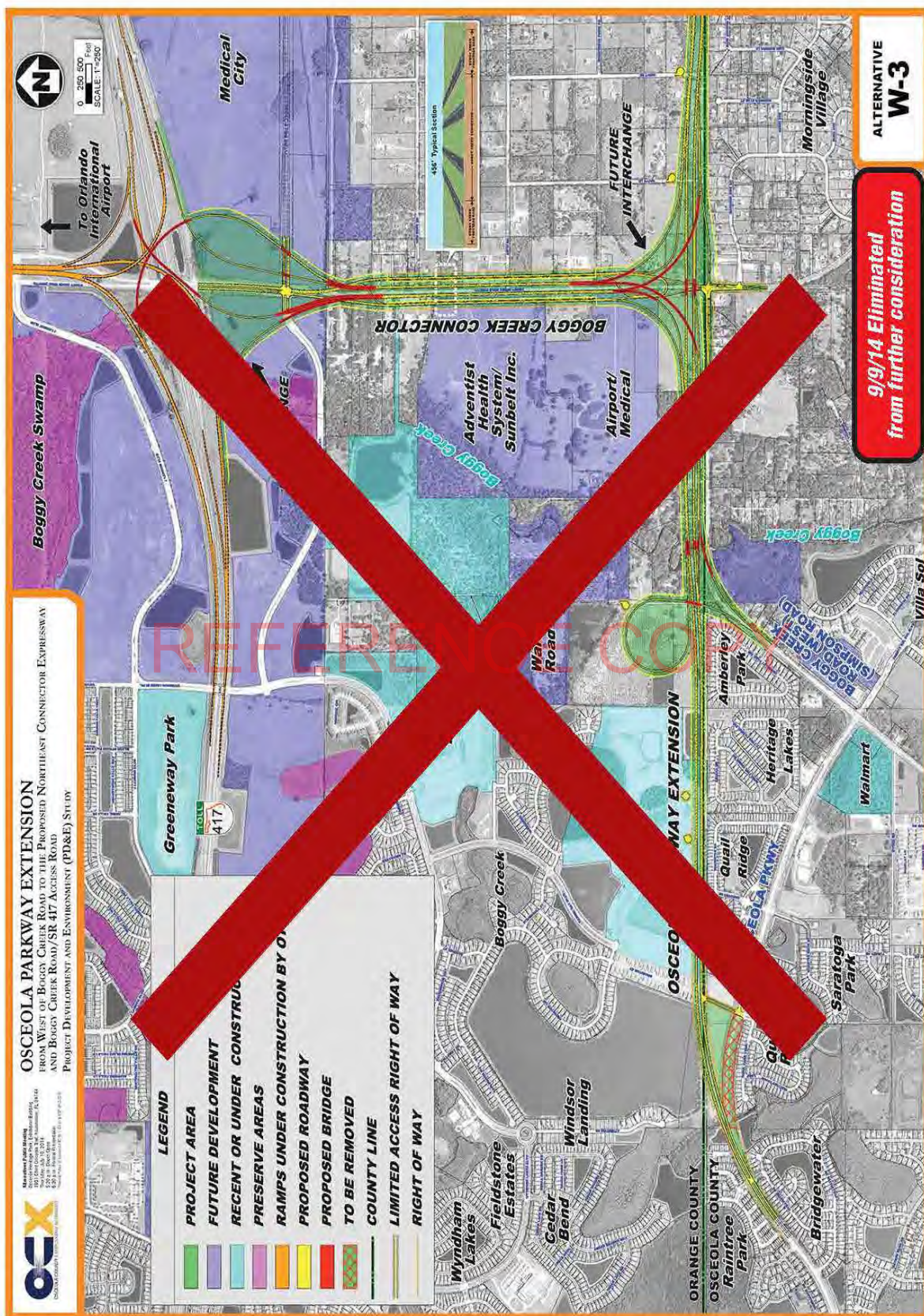
Alternatives W-1, W-2, W-3, W-4, W-5 as presented at the July 10, 2014 Alternatives Public Meeting

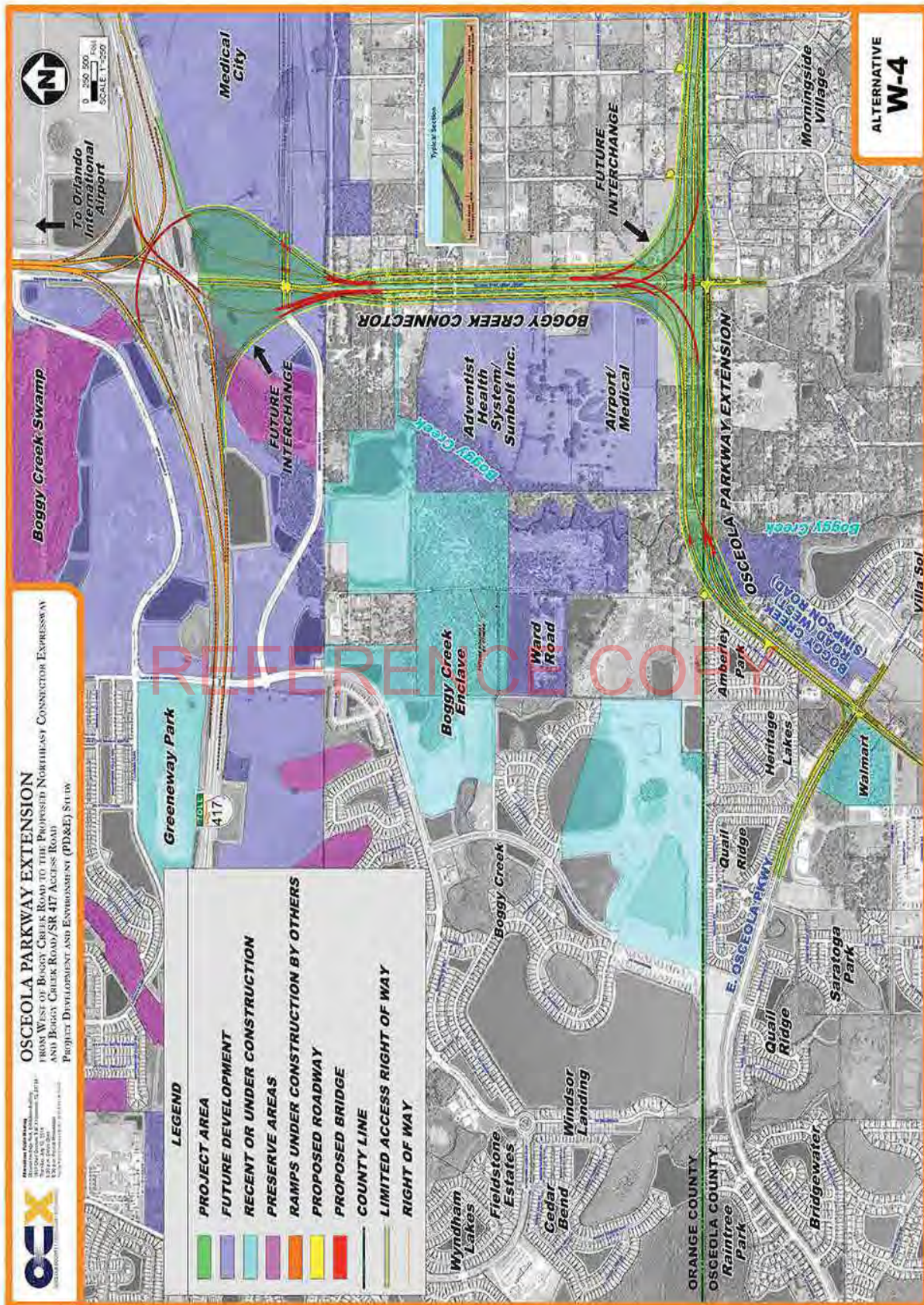
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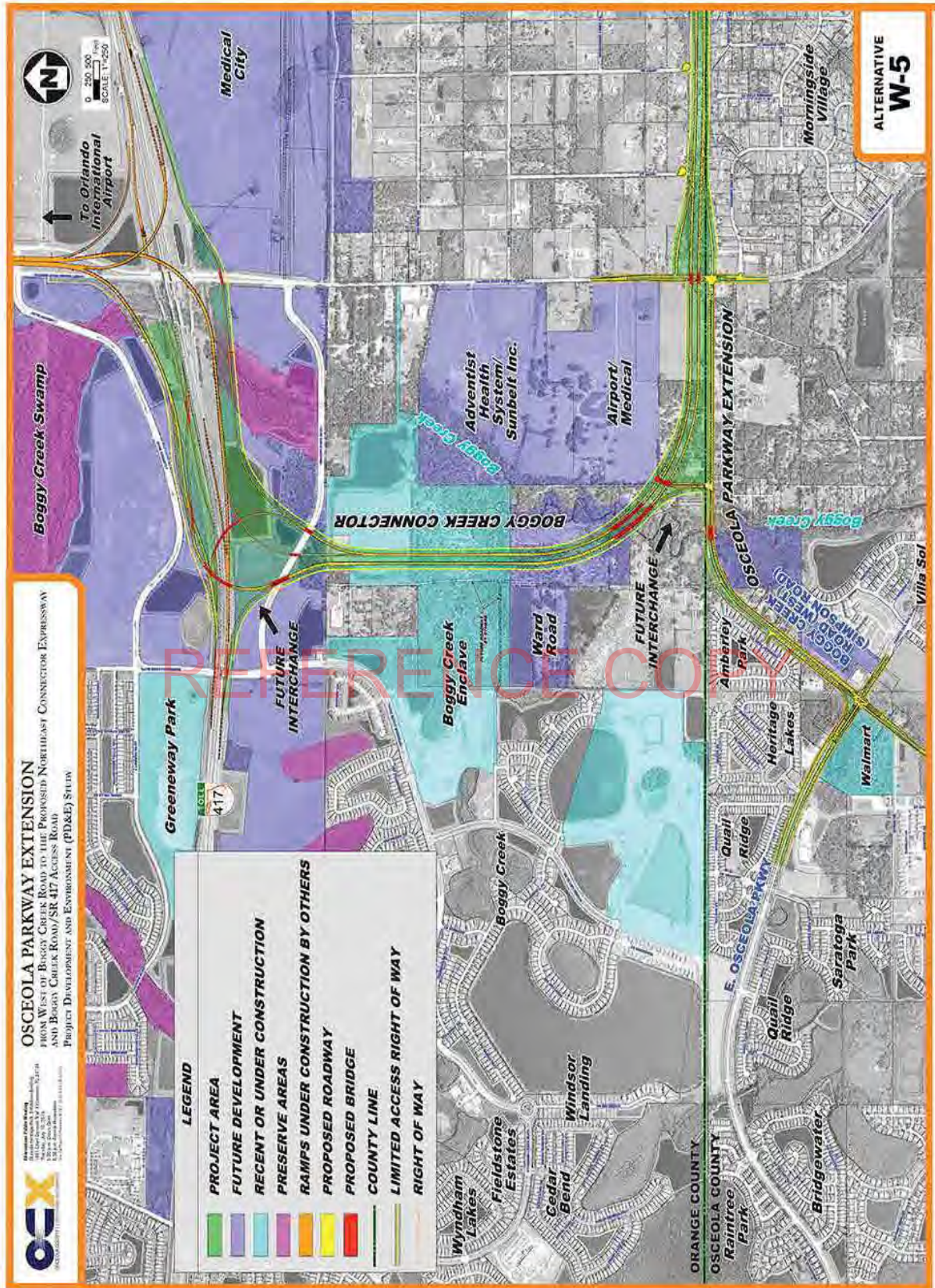
Jeff Jones, OCX
Henry Pinzon, FTE











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Appendix B
Osceola County Letter to
Back to Nature Wildlife, Inc.



April 7, 2017

Ms. Debbie Kleinberg
Back to Nature Wildlife, Inc.
10525 Clapp Simms Duda Rd.
Orlando, FL 32832

Atlee Mercer
Chairman

Bob Healy
Board Member

William Folsom
Vice-Chairman

Thomas White
Secretary

Arturo Otero
Board Member

Steve Martin
FDOT District 5

Tawny Olore
Executive Director

Re: Public Hearing Comment Response
Osceola Parkway Extension from West of Boggy Creek Road to the Proposed
Northeast Connector Expressway, and Boggy Creek Road/SR 417 Access Road
Project Development and Environment (PD&E) Study
Financial Project ID Numbers: 432134-1-22-01 & 432134-2-22-01
Osceola County, Florida

Dear Ms. Kleinberg:

Thank you for your letter dated January 30, 2017 with comments on the Osceola Parkway Extension (OPE) E-5A2B alignment (Preferred Build Alternative for the Eastern Section). We acknowledge your preference for the No Build Alternative and your concerns and requests regarding the preferred Build Alternative should it move forward.

There were several comments or requests provided in your letter and they are discussed below.

- It is correct that this alternative runs parallel to Clapp Simms Duda Road. OPE would be elevated over Clapp Simms Duda Road to maintain connectivity of this road to the Back to Nature Facility and Orange County's Eagle Roost Property. As shown during the public hearing, the OPE will also be elevated over Split Oak Forest Wildlife and Environmental Area (SOFWEA), but there are currently no plans to elevate the road over Eagles Roost Property or further along Clapps Simms Duda Road. As discussed in the documentation prepared for this study, landscape buffers or privacy walls will be considered in design and could potentially be considered in this location as well.
- With regards to sound walls, a noise study was conducted for the project. Split Oak Forest Trailhead Area was one of the noise sensitive receptors evaluated in the study. Based on the evaluation, the noise levels at this location were not expected to approach or exceed the Noise Abatement Criteria NAC or increase 15dB(A) or more with the proposed project. Thus, based on current FDOT criteria noise abatement was not evaluated. The Noise Study is available on-line for review.
- With regards to the "dark sky lighting", the following commitment was included in the environmental documentation for this project and can be evaluated further in design:
 - During design, non-intrusive roadway and bridge lighting will be evaluated adjacent to natural and residential areas. Measures to

OCX

3 Courthouse Square
2nd Floor Suite 215
Kissimmee, FL 34741
PH: (407) 742-2395
Fax: (407) 742-4202
www.osceolaparkway.org


minimize illumination outside of the R/W will include the use of shielded light fixtures, mounting height or aiming adjustments, and using reduced wattage light fixtures.

- With regards to access to the refuge, access will be maintained throughout construction.
- Bridging: As previously mentioned, the portion of OPE through SOFWEA is proposed to be bridged. Also, as described in the environmental documentation prepared for this study, wildlife crossings will be considered and will be coordinated further during the design phase as to location, size etc.
- With regards to the potential for an increase in animal injuries and thus increased numbers of animals potentially being brought to your facility, this is a possibility with any new highway in undeveloped natural areas. However, predicting whether this would occur or to what extent would be difficult. Also, as discussed in the environmental documentation prepared for this project, the following commitments have been included to minimize wildlife and vehicle conflicts:
 - Fencing or other barriers will be considered to avoid accidental encroachment by wildlife into the R/W.
 - Wildlife crossings will be implemented and sized to allow for movement of both large and small mammals. Final location, number and design of crossings would be determined during design based on site specific conditions and in coordination with Osceola and Orange counties, FWC, and SFWMD.

It is anticipated that these commitments will help minimize effects to local wildlife. The opportunity to include financial reimbursements or increasing capacity of the facility is beyond the scope of what can be considered in the PD&E study.

- Thank you for your comments regarding the gopher tortoise relocation in SOWEA. As required by FWC regulations, if burrows are impacted a permit to relocate the tortoises will be acquired and the gopher tortoises will be relocated. The bridging of SOWEA will help minimize effects to gopher tortoises.

Sincerely,



Tawny H. Olore, P.E.
Executive Director

Enclosures: Comment Letter

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Appendix C
Kimley Horn Letters
to Orange County

September 20, 2016

Lori Cunniff, CEP, CHMM, Deputy Director
Environmental Protection Division
Community, Environmental and Development Services Department
3165 McCrory Place, Suite 200
Orlando, FL 32803-3727

RE: Osceola Parkway Extension, E-5A2B Alignment

Dear Ms. Cunniff:

Thank you for your comments dated August 24, 2016 regarding the Osceola Parkway Extension Project Development and Environment (PD&E) study. We have greatly appreciated Orange County's involvement and input into this study. Our responses to the comments are provided below.

1. Split Oak Wildlife Environmental Area (SOWEA) is a parcel of land that was jointly acquired by Orange and Osceola Counties. SOWEA is not only preserved public lands but has also been used for both wetland and protected species mitigation by numerous development projects in Orange County. Mitigation will be required for any impact to wetlands on the SOWEA property that have been previously assigned mitigation value. This will be in addition to any mitigation requirements associated with Eastern Alternative E - 5A2B.

Response: Understood. This is consistent with previous conversations with the Environmental Protection Division (EPD), South Florida Water Management District (SFWMD), Osceola County and Florida Fish and Wildlife Conservation Commission (FWC).

2. SOWEA has also been used as a gopher tortoise relocation site for many years. Additionally, monetary contributions have been made to the property as mitigation for the loss of tortoises due to development projects. Upland habitat compensation will be required for any natural lands removed as a result of the proposed alignment.

Response: Understood.

3. Do not locate any of the required stormwater treatment areas on SOWEA or Eagles Roost.

Response: Pond siting will be evaluated further during design and your comments are noted.

4. Stormwater systems should be designed to provide treatment of runoff which exceeds South Florida Water Management District (SFWMD) standards.

Response: The stormwater systems will be designed to meet all requirements. Please see response to comment 6 below.

5. Incorporate low impact development stormwater treatment designs that provide habitat for wildlife such as constructed wetland systems.

Response: Low impact development stormwater treatment designs can be considered during design. A commitment will be added to the PD&E study to evaluate these types of design features.

6. This project is located in the Okeechobee Basin Management Action Plan region. Nutrient runoff from any newly created impervious surface or change in land use shall be mitigated using best management practices.

Response: Agree. The study evaluates and proposes stormwater management ponds to meet state water quality standards, including meeting Outstanding Florida Water (OFW) criteria (50% additional treatment volume) as well as evaluating pre vs. post nutrient loading analysis in the stormwater ponds due to the implementation of the Lake Toho Nutrient Reduction Plan in this area.

7. No surface waters or wetlands should be utilized for the treatment of stormwater runoff on SOWEA or Eagles Roost.

Response: Agree. A commitment will be added to the PD&E.

8. Wetland impacts associated with roadway construction should be avoided and or minimized to the greatest extent possible.

Response: Agreed. And this is a requirement of the SFWMD and the US Army Corps of Engineers as part of their permitting processes. Several avoidance and minimization strategies for the project as a whole have been considered. In addition, based on input from Orange County and other stakeholders, OCX has agreed to bridge SOWEA if the Recommended Build Alternative is selected.

9. Mitigation for wetland/surface water impacts that occur within Orange County should be located in Orange County, in the same hydrologic basin as the impacts. Please coordinate with the Orange County Environmental Protection Division for potential mitigation options.

Response: Understood. Mitigation meetings will be scheduled to discuss the impacts and potential mitigation options in the near future.

10. The entire portion of the Osceola Parkway Extension through SOWEA should be elevated. The elevated portion should be designed to blend into the surroundings to avoid or minimize impacts to the aesthetic value of the surroundings.

Response: OCX has determined that if the Recommended Build Alternative moves forward as the preferred alternative, the OPE will be elevated through SOWEA. A commitment will be added to the PD&E to coordinate with Orange County on the aesthetics of the bridge portion in Orange County and to design this portion of the roadway consistent with best practices for this type of application.

11. Accommodations should be provided for the future Florida National Scenic Trail that is planned to traverse SOWEA and Orange County's Moss Park.

Response: There is a commitment in the PD&E environmental documentation to evaluate trail crossings and accommodate existing and proposed future trails including Florida National Scenic Trail. This would be evaluated further during design.

12. Demonstrate that the ongoing and future planned land management activities required to be performed by Orange County and Florida Fish and Wildlife Conservation Commission on SOWEA and Eagles Roost will not be impeded by the proposed alignment.

Response: There will be some impact to future management activities within any build alternative that directly impacts SOWEA and this has been documented in the PD&E reports. But as discussed with FWC and Orange County, accommodations will be considered to ensure that management activities can continue. This would be defined further with the agencies responsible for SOWEA during design and permitting. A commitment has been included in the PD&E to this effect.

13. Lighting and noise impacts associated with the proposed roadway should be minimized by incorporating dark sky lighting and noise abatement measures to reduce adverse impacts to the wildlife that utilize SOWEA and Eagles Roost.

Response: During design, non-intrusive roadway and bridge lighting may be evaluated adjacent to natural and residential areas. Measures to minimize illumination outside of the R/W within SOWEA may include the use of shielded light fixtures, mounting height or aiming adjustments, and using reduced wattage light fixtures. Noise abatement methodology will be in accordance with FDOT procedures.

14. The design shall include provisions for wildlife connectivity across or under roadways that traverse wetland systems and associated buffers. Fragmentation of any wildlife corridors should be minimized and designed to allow for unimpeded passage of wildlife and maintain hydrology. Additionally, field fencing to prevent the movement of wildlife across the roadway should be installed.

Response: Understood. Commitments have been included in the PD&E documentation to address wildlife passage and the maintenance of hydrology. By virtue of this being a new road habitat fragmentation would occur with any build alternative. But mitigation will be provided for the direct and secondary effects of the proposed build alternative. With the proposed bridging through SOWEA, the wildlife passage will be enhanced. Structures are also considered in other areas to maintain flow and hydrology.

15. GCB Associates property (Parcel ID 33-24-31-0000-00-014) is a wetland restoration and upland enhancement project that was permitted in the mid to late 1990s through the SFWMD, US Army Corps of Engineers and Orange County as mitigation to offset wetland impacts for the World Gateway Development. This has been improperly labeled as "future development" on the plans. Please revise.

Response: This will be corrected on the alternative exhibits.

We hope these responses adequately address the County's comments. If you have additional questions or comments, feel free to contact me.

Sincerely,

KIMLEY-HORN



Paul L. Cherry, P.E.
Project Manager

Copy: Jon V. Weiss, P.E., Director, Community, Environmental and Development Services
Department
Renzo Nastasi, AICP, Manager, Transportation Planning Division
Liz Johnson, Environmental Programs Administrator, Environmental Protection Division
Beth Jackson, Environmental Programs Supervisor, Environmental Protection Division
Jeff Jones, AICP, Osceola County Expressway Authority
Henry Pinzon, P.E., Florida's Turnpike Enterprise

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Parkway\Correspondence\Comments_responses_Orange_County_Environmental_Protection_092016.docx

REFERENCE COPY

September 20, 2016

Renzo Nastasi, AICP, Manager
Transportation Planning Division
Community, Environmental and Development Services Department
4200 S. John Young Parkway
Orlando, FL 32839-9205

RE: Osceola Parkway Extension

Dear Mr. Nastasi:

Thank you for your comments dated August 30, 2016 regarding the Osceola Parkway Extension Project Development and Environment (PD&E) study. We have greatly appreciated Orange County's involvement and input into this study. Our responses to the comments are provided below.

1. The traffic Technical Memorandum dated August 2016 relies on traffic data collected during the economic downturn of 2008-2010 and therefore does not accurately reflect existing conditions.

Response: Since Osceola Parkway Extension is a new facility, the "existing" traffic volumes do not affect the projected volumes used in the analysis. The projected volumes rely on the model results for 2040, not a growth rate applied to existing traffic volumes. Therefore, identifying more current existing conditions would not affect the results of the analysis.

2. Please consider comparing the 2015/16 traffic on Boggy Creek Road, Osceola Parkway and Narcoossee Road to the 2010 study data and update the volumes accordingly – along with growth rates.

Response: The table below summarizes Florida Department of Transportation (FDOT) count data for 2010 and 2015. The 2015 annual average daily traffic (AADT) volume on Boggy Creek Road, north of Simpson Road, is similar to the 2010 AADT (21,000 in 2010 and 20,200 in 2015). Other roadways show an increase between 2010 and 2015. As noted in the previous response, growth rates were not used to develop future traffic volumes based on existing conditions.

Roadway Count Location	2010 AADT	2015 AADT
Boggy Creek Road, north of Simpson Road	21,000	20,200
Boggy Creek Road, west of Narcoossee Road	6,400	8,500
Simpson Road, west of Boggy Creek Road	11,100	14,800
Osceola Parkway, west of Simpson Road	13,600	24,000
Narcoossee Road, north of Tavistock Lakes Blvd.	n/a	30,000
Narcoossee Road, south of Boggy Creek Road	14,500	17,200

3. The proposed continuous flow intersection at Boggy Creek Road will restrict access to the parcel located on the northwest corner.

Response: This is correct. As noted in the Alternative 4A-2 Analysis Summary, dated August 10, 2016, a displaced left turn (DLT) at the Simpson Road and Boggy Creek Road intersection operates better than a traditional intersection (with three eastbound left turn lanes); however, overall network performance is similar to conditions with a traditional intersection. Based on our follow up with you, we will remove the DLT at this intersection and replace it with dual left turn lanes, as you requested.

4. Orange County has fully funded the widening of Boggy Creek Road (4 lanes) - however, it appears that the OPE adversely affects capacity on Boggy Creek triggering the need for additional capacity.

Response: Based on our analysis, the No Build Osceola Parkway Extension alternative results in a 2040 AADT on Boggy Creek Road (north of Simpson Road) of 54,400. The recommended build alternative for Osceola Parkway Extension results in a 2040 AADT on Boggy Creek Road of 36,800. Based on the traffic analysis undertaken by Florida's Turnpike Enterprise (FTE) the construction of Osceola Parkway Extension is expected to reduce the demand on Boggy Creek Road.

5. When will the traffic and revenue study be undertaken? What entity will conduct the study?

Response: A traffic and revenue study is not part of the Project Development and Environment (PD&E) study. We have been told by OCX that it will be undertaken if a decision is made to proceed with the Build Alternative following the Public Hearing.

6. Has the CFX agreed on the SR 417 interchange configuration as proposed by OCX?

Response: We have coordinated with the Central Florida Expressway Authority (CFX) to develop a design which is acceptable to them. However, an Interchange Modification Report (IMR) will need to be approved by CFX. An IMR is not part of the PD&E study; therefore, it will need to be completed in the future.

7. We recommend that results/recommendations of the PD&E be presented to both the Orange County Board and the CFX Board.

Response: We are available to present the results/recommendations if invited. It may be preferable to present following the Public Hearing (which is scheduled for November 17, 2016) so we can report on the public comments received at the public hearing. Please advise on the desired date for a presentation to the Orange County Board.

We hope these responses adequately address the County's comments. If you have additional questions or comments, feel free to contact me.

Note that responses to additional comments from Orange County Environmental Protection Division are attached.

Sincerely,

KIMLEY-HORN



Paul L. Cherry, P.E.
Project Manager

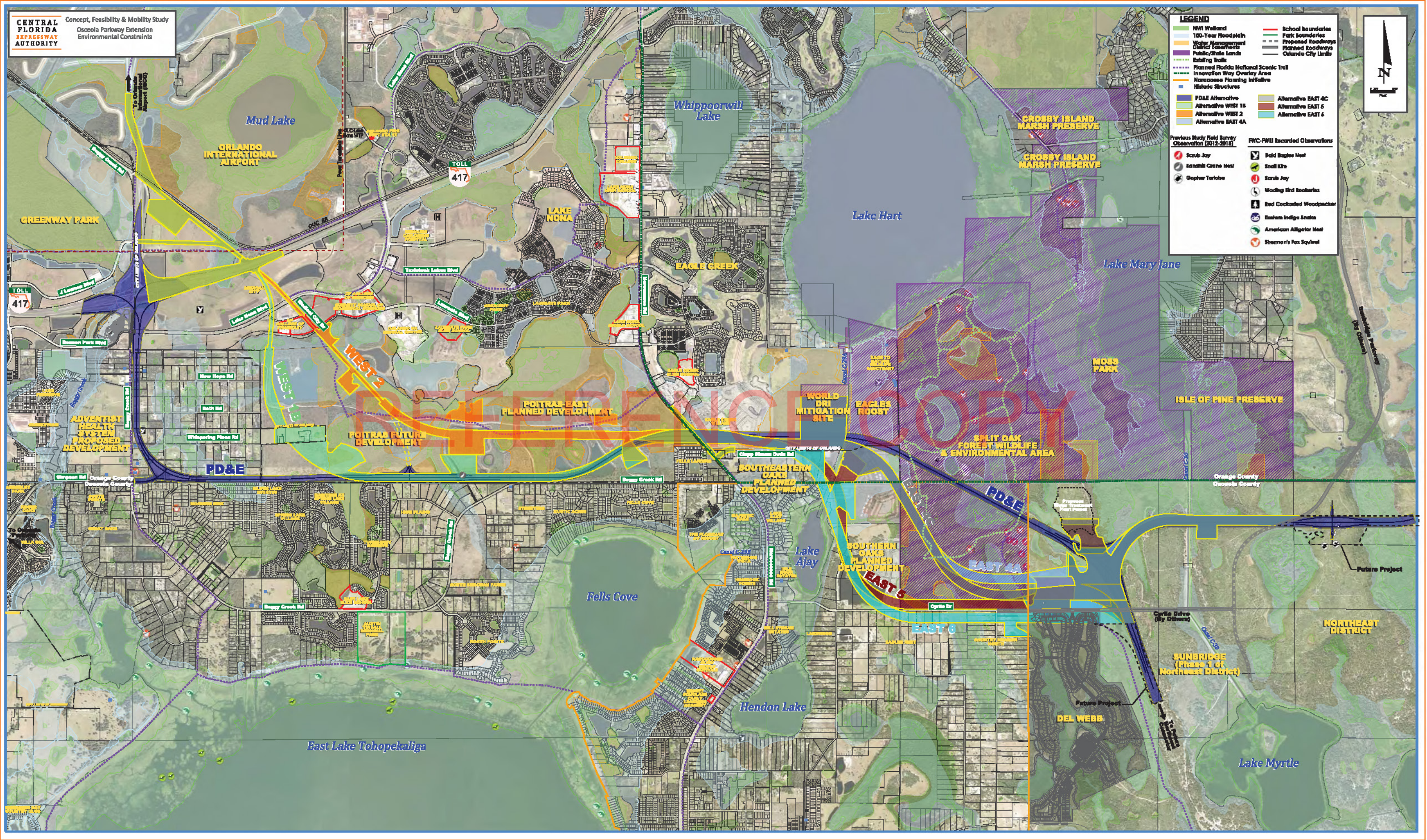
Copy: James E. Harrison, Esq., P.E., Assistant County Administrator
Jon V. Weiss, P.E., Director, Community, Environmental and Development Services
Department
Lori Cuniff, Deputy Director, CEP, CHMM, Community, Environmental and
Development Services Department
Mark V. Massaro, P.E., Director, Public Works Department
Jeff Jones, AICP, Osceola County Expressway Authority
Henry Pinzon, P.E., Florida's Turnpike Enterprise

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Parkway\Correspondence\Comments_responses_Orange_County_092016.docx

REFERENCE COPY

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Attachment F-2
Constraints Board



CENTRAL FLORIDA EXPRESSWAY AUTHORITY

Concept, Feasibility & Mobility Study
Osceola Parkway Extension
Environmental Constraints

LEGEND

<ul style="list-style-type: none">NW1 Wetland100-Year FloodplainWater ManagementPublic/State LandsExisting TrailsPlanned Florida National Scenic TrailInnovation Way Overlay AreaNorcoose Planning InitiativeHistoric Structures	<ul style="list-style-type: none">School boundariesPark boundariesProposed RoadwaysPlanned RoadwaysOsceola City Limits
<ul style="list-style-type: none">PD&E AlternativeAlternative WEST 1BAlternative WEST 2Alternative WEST 4A	<ul style="list-style-type: none">Alternative EAST 4CAlternative EAST 5Alternative EAST 6

Previous Study Field Survey Observation (2012-2015)

- Scrub Jay
- Sandhill Crane Nest
- Greater Turtledove

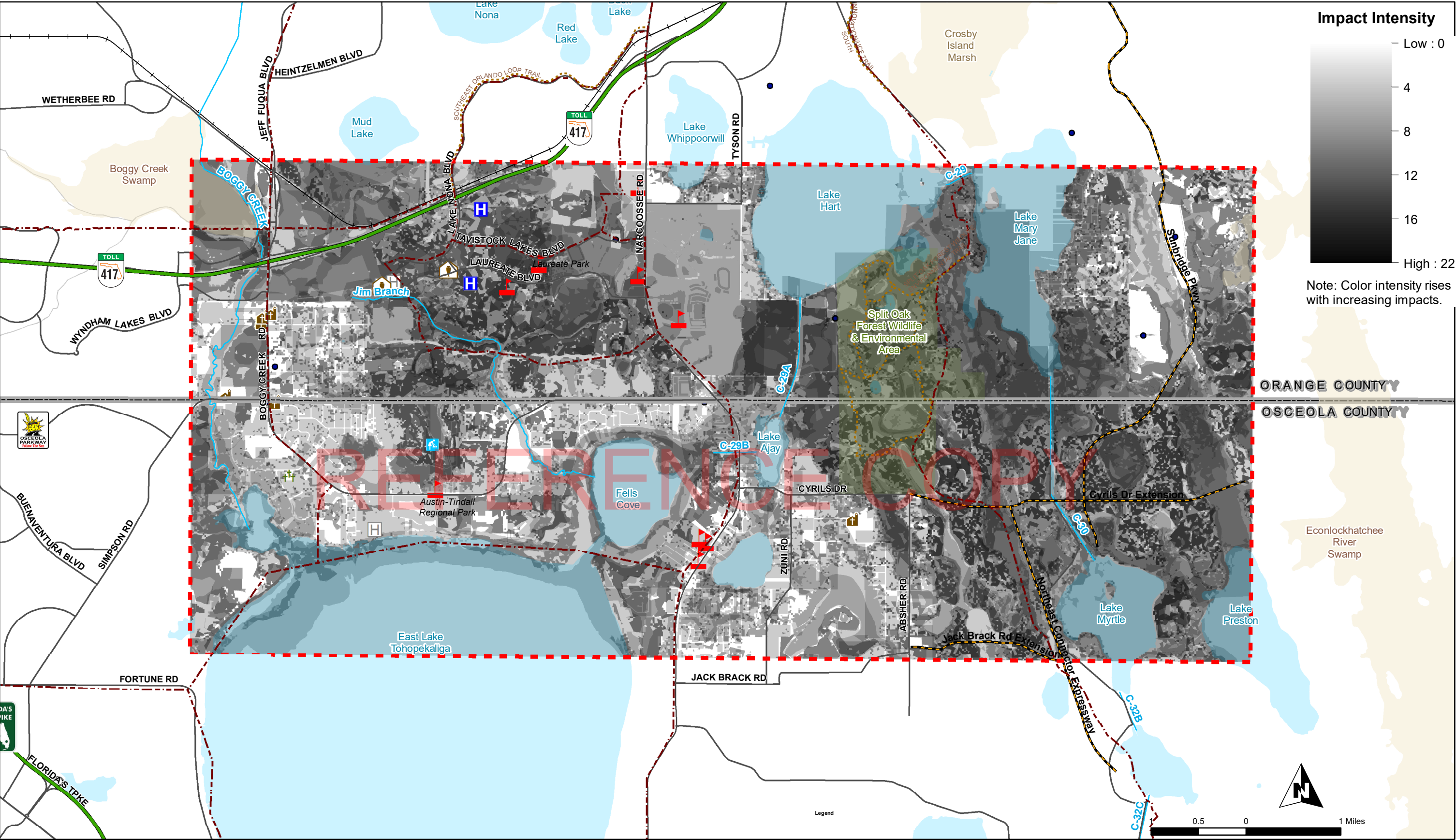
RWC-FWRI Recorded Observations

- Bald Eagle Nest
- Scrub Jay
- Wading Bird Roosts
- Red Cockaded Woodpecker
- Eastern Indigo Bunting
- American Alligator Nest
- Storment's Fox Squirrel

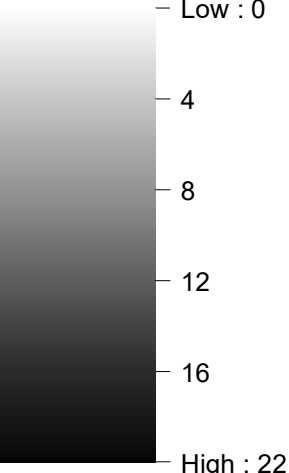


REFERENCE COPY

Attachment F-3
LSM (Natural, Social, Cultural,
Physical)



Impact Intensity



Note: Color intensity rises with increasing impacts.

Legend

- | | | | |
|--|------------------------------------|--|------------------------|
| | Study Area | | Hospitals |
| | County Boundary | | Daycares |
| | RailRoad | | Schools |
| | Existing Trails | | Religious Locations |
| | Orlando City Limits | | Health Care Facilities |
| | Planned Florida Greenways & Trails | | Cemetery |
| | Planned Roads | | |
| | University | | |
| | Health Care Facilities | | |

Impact Factors:

Matrix Species Potential Habitat, Desktop Analysis Wetlands, Flood Hazards, Planned Developments, DRIs, Estimated Locations of Archaeological Resources, Historic Resource Groups, Public Lands, Residential, Utilities, School Boundaries, Golf Course Boundaries, Park Boundaries, Retail / Office

Land Suitability Map
Natural, Social, Cultural, and Physical

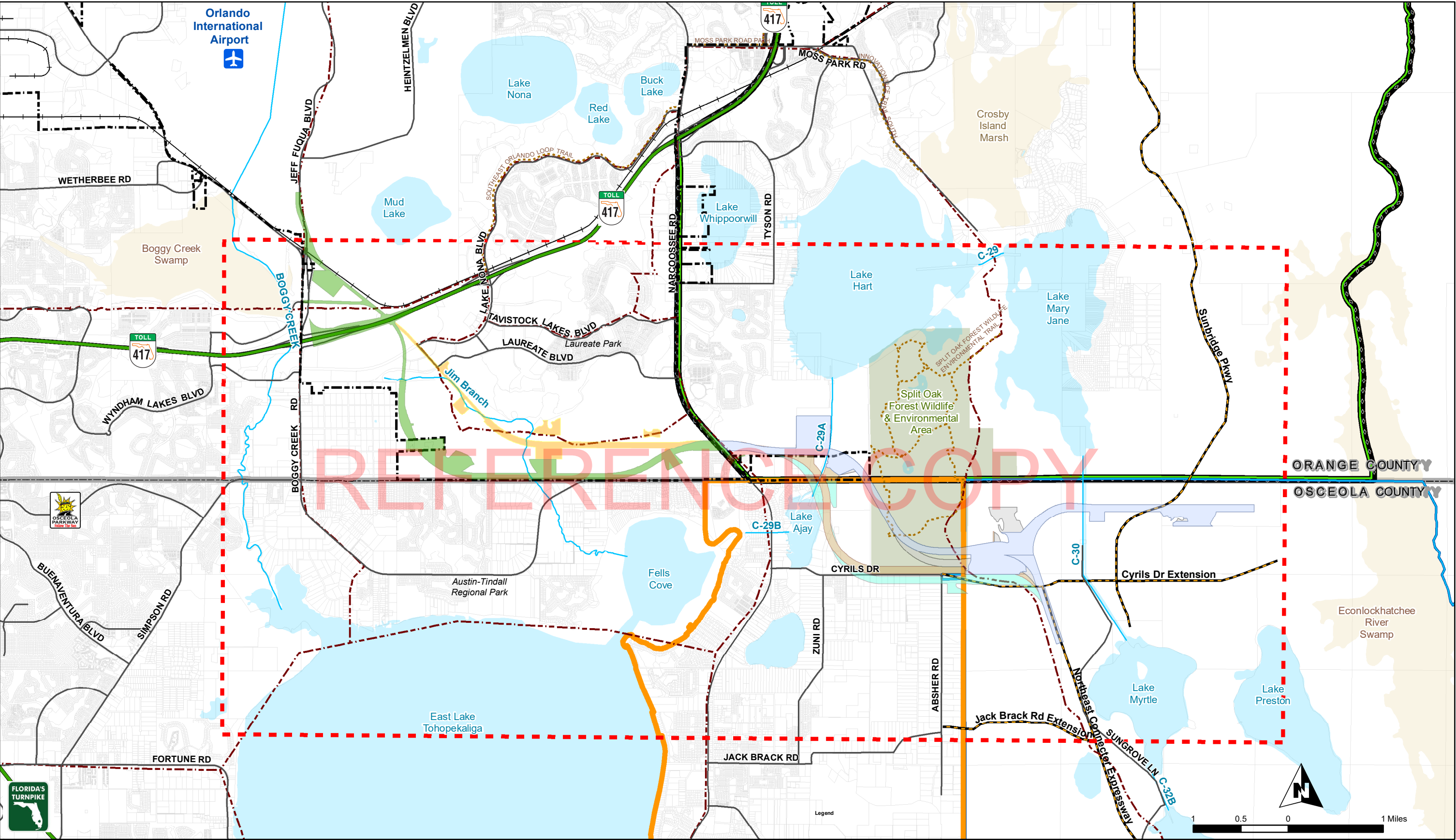
Osceola Parkway Extension Study for CFX
in Orange and Osceola Counties

REFERENCE COPY

Attachment G
Anticipated Effects

REFERENCE COPY

Attachment G-1
Viable Corridors



Legend

- Study Area
- County Boundary
- Orlando City Limits
- RailRoad
- Existing Trails
- Planned Florida Greenways & Trails
- Planned Roads
- Narcoossee Community Plan Boundary
- NE District Conceptual Master Planning Area
- Innovation Way Overlay Area_2017-08-01
- West 1B
- West 2
- East 4A
- East 4C
- East 5
- East 6

Viable Corridors Map

Osceola Parkway Extension Study for CFX
in Orange and Osceola Counties

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Attachment G-2
Jan. 28, 2016, FDEP/FCT Meeting-
SOFWEA

Split Oak Forest
Meeting with Florida Communities Trust
 Osceola Parkway Extension, FPID: 432134-1-22-01
 And Boggy Creek Road/SR 417 Access Road, FPID: 432134-2-22-01
 PD&E Study

On January 28, 2016, a meeting was held in the Florida Department of Environmental Protection – Florida’s Community Trust. The purpose of the meeting was to provide a brief overview of the PD&E Study, the potential impacts to Split Oak forest, the alternatives evaluated, a summary of the meetings held to date and to discuss the overall process and issues associated with impacts to Split Oak. The following were in attendance:

Name	Organization	Phone #	E-mail
Linda Reeves	FDEP, Land and Recreation Grants Program Section Manager	850-245-2702	Linda.reeves@dep.state.fl.us
Jerry Taber	FDEP, Planner	850-245-2683	Jerry.taber@dep.state.fl.us
Kacee Johnson	FDEP	850-245-2254	Kacee.l.johnson@dep.state.fl.us
Jeff Jones	Osceola Expressway Authority (OCX)	407-742-2395	Jjon3@osceola.org
Henry Pinzon*	FDOT - Florida’s Turnpike Enterprise (FTE)	407-264-3802	Henry.pinzon@dot.state.fl.us
Martin Horwitz*	FDOT - FTE	407-264-3022	Martin.horwitz@dot.state.fl.us
John Post*	FDOT - FTE	407-264-3409	John.post@dot.state.fl.us
Jo Thacker*	Broad and Cassel Attorneys at Law	407-839-4230	jthacker@broadandcassel.com
Lynn Kiefer	Kimley-Horn and Associates, Inc.	772-794-4075	Lynn.kiefer@kimley-horn.com
Clif Tate	Kimley-Horn	407-427-1628	Clif.Tate@kimley-horn.com

*Joined meeting by phone.

The following is a brief summary of the discussion. Prior to the meeting a series of handouts were provided to the attendees (copy attached).

- Following introductions, Lynn Kiefer and Clif Tate gave an overview of the PD&E Study including the purpose and need, overview of the OCX Master Plan and how this project fits in the overall master plan, the history of the OPE from the Feasibility Study to the current study and an overview of the East Central Florida Corridor Task Force Recommendations and how this project fits into the overall region transportation recommendations from the Task Force.
- There have been numerous meetings conducted for this project including meetings with Osceola County, Orange County, South Florida Water Management District (SFWMD) and Florida Fish and Wildlife Conservation Commission (FWC) as it relates to Split Oak.
- And overview of the study area was presented which included the existing and proposed developments as well as preserve areas.
- The typical section, the reduced typical section and the alternatives for the Western, Central and East segments along with the two-mile extension were discussed. The Eastern Section alternatives (Alternatives E-2A, E-5A1 and E-5A-2) were presented in more detail.
- The draft direct impacts of each of the eastern alternatives was discussed by habitat type.
- It was discussed that a mitigation plan would be developed for the preferred alternative. From discussions with Orange and Osceola Counties, FWC and SFWMD, it is anticipated that the mitigation plan would include direct and secondary impact evaluation and that “a like for like” habitat replacement would be needed. The mitigation plan would need to be regional in approach and would need to mitigate for not only the lost direct and secondary impacts, but also for the impacts to existing mitigation and conservation areas.
- Ideas discussed with the stakeholders included a combination of mitigation bank credit purchase,

purchase/restoration of lands in Osceola and Orange County identified in their environmental endangered lands programs including lands adjacent to Split Oak and/or restoration/enhancement in Split Oak and other County lands.

- FDEP indicated that the mitigation would need to be greater than a 1:1 replacement, but would be negotiated when the impacts are finalized.
- The process for addressing the Grant Award Agreement between FCT, Orange and Osceola Counties was discussed. FCT provided a copy of Chapter 62-818 Florida Administrative Code (F.A.C.) that describes the options for addressing the impacts to lands purchased with Florida Forever Funds. There are two options if the preferred alternative impacts Split Oak: Land Exchange and the Linear Facilities Rule.
- The Linear Facilities Rule would result in the land being purchased as an easement and the area removed from the existing Grant Award Agreement. This does not require FCT Board approval unless there is controversy.
- The Land Exchange option would require purchase of contiguous lands to Split Oak or the overall preservation areas around Split Oak at a negotiated amount of land exchange. This does require FCT Board approval. Appraisals of the land at the time it was purchased would be required. The other requirements are included in the code. The exchange value would be to the benefit of FCT.
- FCT asked about other right-of-way needed (e.g. stormwater ponds). The drainage requirements are being evaluated now and would provide a drainage area needed, though not the exact locations of ponds.
- Orange and Osceola Counties will have to agree with the proposed impacts and mitigation. An interlocal agreement may be needed between the FCT and the Counties.
- FCT indicated that they do not need to approve the concept/alternative during the PD&E stage. It was suggested that once the final impacts of the preferred alternatives including drainage area and mitigation concepts are developed, a follow-up meeting be scheduled with FCT.
- FCT indicated they would work with OCX in moving forward with the project and determining the mitigation required and process for addressing the Grant Award Agreement.

This summary serves to document this meeting. If anyone wishes to modify or append to this account, please contact Lynn Kiefer either by phone at 772-794-4075 or by email at lynn.kiefer@kimley-horn.com.

Submitted by:


Lynn Kiefer, Sr. Environmental Scientist

cc: Attendees
Paul Cherry, P.E. Kimley-Horn and Associates, Inc.

REFERENCE COPY

Attachment H
Stakeholder Involvement

REFERENCE COPY

Attachment H-1
Environmental Advisory Group
Sign In Sheet

SIGN IN

CFX Concept, Feasibility & Mobility Studies
ENVIRONMENTAL ADVISORY GROUP MEETING - MEETING NO. 2
CFX Project Nos.: 599-221, 599-222, 599-223, 599-224

Osceola Heritage Park Exhibition Hall, 1875 Silver Spur Lane, Kissimmee, FL 34744

January 31, 2018

Name	Organization	Address	City/State/Zip	Email Address	Initials
Thomas Hawkins	1000 Friends of Florida	P.O. Box 5948	Tallahassee, FL 32314-5948	friends@1000fof.org	
Charles Lee	Audubon Society – Central Florida	4500 Biscayne Boulevard; Suite 205	Miami, FL 33137	Chlee2@earthlink.net	
Phyllis Hall	Audubon Society – Orange	P.O. Box 941142	Maitland, FL 32794		
Sandy Webb	Audubon Society – Kissimmee Valley	P.O. Box 420115	Kissimmee, FL 34742	slwebbzeit@gmail.com	
Larry Rosen	Audubon Society – Kissimmee Valley			LarryRosen@CFL.RR.com	
Patricia Steed	Central Florida Regional Planning Council	535 E. Church Street	Bartow, FL 33830	psteed@cfrpc.org	
Traci Deen	Conservation Trust for Florida	1731 NW 6 th Street; Suite D	Gainesville, FL 32609	traci@conserveflorida.org	
Laurie Ann MacDonald	Defenders of Wildlife - Florida	1 Rankin Avenue; Second Floor	Asheville, NC 28801	Laurie.macdonald@defenders.org	
Don Whyte	Deseret Ranches			dwhyte@deseretranches.com	
Hugh Harling	East Central Florida Regional Planning Council	455 N. Garland Avenue; Fourth Floor	Orlando, FL 32801	hharling@ecfrpc.org	
Fred Milch	East Central Florida Regional Planning Council	455 N. Garland Avenue; Fourth Floor	Orlando, FL 32801	fmilch@ecfrpc.org	
Eleanor Foerste	Eleanor Foerste Adventures			ellie.f@embarqmail.com	

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CFX Concept, Feasibility & Mobility Studies
ENVIRONMENTAL ADVISORY GROUP MEETING - MEETING NO. 2
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Osceola Heritage Park Exhibition Hall, 1875 Silver Spur Lane, Kissimmee, FL 34744

January 31, 2018

Name	Organization	Address	City/State/Zip	Email Address	Initials
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Lanny Rice	Florida Department of Agriculture – Florida Forest Service	8431 S. Orange Blossom Trail	Orlando, FL 32809	Lanny.rice@freshfromflorida.com	
Joseph Sullivan	Federal Highway Administration (FHWA)	400 W. Washington Street; Suite 4200	Orlando, FL 32801	Joseph.sullivan@dot.gov	
Nahir DeTizio	Federal Highway Administration (FHWA)	400 W. Washington Street; Suite 4200	Orlando, FL 32801	Nahir.detizio@dot.gov	
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Will Kitchings	Florida Department of Agriculture – Fresh from Florida	8431 S. Orange Blossom Trail	Orlando, FL 32809	Will.kitchings@freshfromflorida.com	
Sean Gallagher	Florida Department of Agriculture – Fresh from Florida	8431 S. Orange Blossom Trail	Orlando, FL 32809	Sean.gallagher@freshfromflorida.com	
Michael Facente	Florida Department of Agriculture – Fresh from Florida			Michael.Facente@FreshFromFlorida.com	

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ENVIRONMENTAL ADVISORY GROUP MEETING - MEETING NO. 2
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Osceola Heritage Park Exhibition Hall, 1875 Silver Spur Lane, Kissimmee, FL 34744

January 31, 2018

Name	Organization	Address	City/State/Zip	Email Address	Initials
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Vivianne Cross	Florida Department of Transportation – District 1	801 N. Broadway	Bartow, FL 33830-3809	Vivianne.cross@dot.state.fl.us	
Marlon Bizerra	Florida Department of Transportation – District 1	801 N. Broadway	Bartow, FL 33830-3809	Marlon.bizerra@dot.state.fl.us	
Gwen Pipkin	Florida Department of Transportation – District 1	801 N. Broadway	Bartow, FL 33830-3809	Gwen.pipkin@dot.state.fl.us	

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ENVIRONMENTAL ADVISORY GROUP MEETING - MEETING NO. 2
CFX Project Nos.: 599-221, 599-222, 599-223, 599-224

Osceola Heritage Park Exhibition Hall, 1875 Silver Spur Lane, Kissimmee, FL 34744

January 31, 2018

Name	Organization	Address	City/State/Zip	Email Address	Initials
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Bill Walsh	Florida Department of Transportation – District 5	719 S. Woodland Blvd.	DeLand, FL 32720	William.walsh@dot.state.fl.us	
Irene Cabral	Florida Department of Transportation – Office of Emergency Management	605 Suwannee Street	Tallahassee, FL 32399-0450	Irene.cabral@dot.state.fl.us	
Katasha Cornwell	Florida Department of Transportation – Office of Env. Management	605 Suwannee Street	Tallahassee, FL 32399	katasha.cornwell@dot.state.fl.us	

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CFX Concept, Feasibility & Mobility Studies
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CFX Project Nos.: 599-221, 599-222, 599-223, 599-224

Osceola Heritage Park Exhibition Hall, 1875 Silver Spur Lane, Kissimmee, FL 34744

January 31, 2018

Name	Organization	Address	City/State/Zip	Email Address	Initials
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Laura DiGruttolo	Florida Fish and Wildlife Conservation Commission	620 S. Meridian Street	Tallahassee, FL 32399-1600	Laura.digruttolo@myfwc.com	
Jason Hight	Florida Fish and Wildlife Conservation Commission	620 S. Meridian Street	Tallahassee, FL 32399-1600	Jason.hight@myfwc.com	
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Tom Shupe	Florida Fish and Wildlife Conservation Commission	620 S. Meridian Street	Tallahassee, FL 32399-1600	Tom.shupe@myfwc.com	
David Turner	Florida Fish and Wildlife Conservation Commission	620 S. Meridian Street	Tallahassee, FL 32399-1600	David.turner@myfwc.com	
Dale Allen		P.O. Box 4142	Tallahassee, FL 32315	Wm.dale.allen@gmail.com	

SIGN IN

CFX Concept, Feasibility & Mobility Studies

ENVIRONMENTAL ADVISORY GROUP MEETING - MEETING NO. 2

CFX Project Nos.: 599-221, 599-222, 599-223, 599-224

Osceola Heritage Park Exhibition Hall, 1875 Silver Spur Lane, Kissimmee, FL 34744

January 31, 2018

Name	Organization	Address	City/State/Zip	Email Address	Initials
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Juliet Becker		P.O. Box 278	Melbourne, FL 32902		
Sandra Webb	Florida Native Plant Society – Pine Lily Chapter			slwebbzeit@gmail.com	
Peter Dunkleberg	Florida Native Plant Society – Tarflower Chapter			petedunkpi@gmail.com	
	Florida Trail Association	5415 SW 13 th Street	Gainesville, FL 32609		
Bill Turman	Florida Trail Association – Central Florida Chapter	415 Lakepointe Drive #104	Altamonte Springs, FL 32701	hokiebill@bellsouth.net	
Martin Horwitz	Florida's Turnpike Enterprise	Turkey Lake Service Plaza, Milepost 263	Ocoee, FL 34761	Martin.horowitz@dot.state.fl.us	
Henry Pinzon	Florida's Turnpike Enterprise	Turkey Lake Service Plaza, Milepost 263	Ocoee, FL 34761	Henry.pinzon@dot.state.fl.us	
Paul Sebert	Florida's Turnpike Enterprise	Turkey Lake Service Plaza, Milepost 263	Ocoee, FL 34761	Paul.sebert@dot.state.fl.us	
Rax Jung	Florida's Turnpike Enterprise	Turkey Lake Service Plaza, Milepost 263	Ocoee, FL 34761	Rax.jung@dot.state.fl.us	
Kristee Booth	Florida's Turnpike Enterprise	Turkey Lake Service Plaza, Milepost 263	Ocoee, FL 34761	kristee.booth@dot.state.fl.us	

SIGN IN

CFX Concept, Feasibility & Mobility Studies
ENVIRONMENTAL ADVISORY GROUP MEETING - MEETING NO. 2
CFX Project Nos.: 599-221, 599-222, 599-223, 599-224

Osceola Heritage Park Exhibition Hall, 1875 Silver Spur Lane, Kissimmee, FL 34744

January 31, 2018

Name	Organization	Address	City/State/Zip	Email Address	Initials
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Sharon Robbins	Lake Mary Jane Alliance			robbins.sharon1@gmail.com	
Jim Erwin	League of Women Voters of Orange County			jimerwin9@gmail.com	
Marty Sullivan	League of Women Voters of Orange County			martysullivan.league@gmail.com	
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Anthony Cotter	Orange County – Planning Division	P.O. Box 1393	Orlando, FL 32802	Anthony.cotter@ocfl.net	
Renzo Nastasi	Orange County – Planning Division	P.O. Box 1393	Orlando, FL 32802	Renzo.nastasi@ocfl.net	
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CFX Concept, Feasibility & Mobility Studies
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January 31, 2018

Name	Organization	Address	City/State/Zip	Email Address	Initials
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Bob Mindick	Osceola County Environmental Lands Conservation Program	1 Courthouse Square; Suite 1400	Kissimmee, FL 34741	Robert.mindick@osceola.org	
Atlee Mercer	Osceola County Expressway Authority	3 Courthouse Square; Second Floor	Kissimmee, FL 34741	Atlee.mercer@osceolaxway.com	
Keith Laytham	Poinciana Residents for Smart Change (PRFSC)	484 Indian Wells Avenue	Poinciana, FL 34759	k.laytham@att.net	
Ginnie Maminski	Poinciana Residents for Smart Change (PRFSC)	484 Indian Wells Avenue	Poinciana, FL 34759	GinM99@msn.com	

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January 31, 2018

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Jeff Holland	Reedy Creek Improvement District (RCID)	P.O. Box 10170	Lake Buena Vista, FL 32830	jholland@rcid.org	
Lee Pulham	Reedy Creek Improvement District (RCID)	P.O. Box 10170	Lake Buena Vista, FL 32830		
Bill Warren	Reedy Creek Improvement District (RCID)	P.O. Box 10170	Lake Buena Vista, FL 32830	wsiskron@rcid.org	
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Marian Ryan	Sierra Club – Florida Regional Office	1900 Central Avenue	St. Petersburg, FL 33712	marianryan@gmail.com	
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Osceola Heritage Park Exhibition Hall, 1875 Silver Spur Lane, Kissimmee, FL 34744

January 31, 2018

Name	Organization	Address	City/State/Zip	Email Address	Initials
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Marc Ady	South Florida Water Management District	1707 Orlando Central Parkway; Suite 200	Orlando, FL 32809	mady@sfwmd.gov	
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JD Humphreys	Suburban Land Reserve			jdh@slreserve.com	
	St. Johns River Water Management District	601 S. Lake Destiny Road; Suite 200	Maitland, FL 32751		
Clint Beaty	Tavistock			cbeaty@tavistock.com	
Richard Levey	Tavistock			rlevey@tavistock.com	
Jim Zboril	Tavistock			jzboril@tavistock.com	
George Eversole	Toho Water Authority	951 Martin Luther King Jr. Boulevard	Kissimmee, FL 34741	Geversole@tohowater.com	
Brian Wheeler	Toho Water Authority	951 Martin Luther King Jr. Boulevard	Kissimmee, FL 34741	bwheeler@tohowater.com	



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CFX Concept, Feasibility & Mobility Studies
 ENVIRONMENTAL ADVISORY GROUP MEETING - MEETING NO. 2
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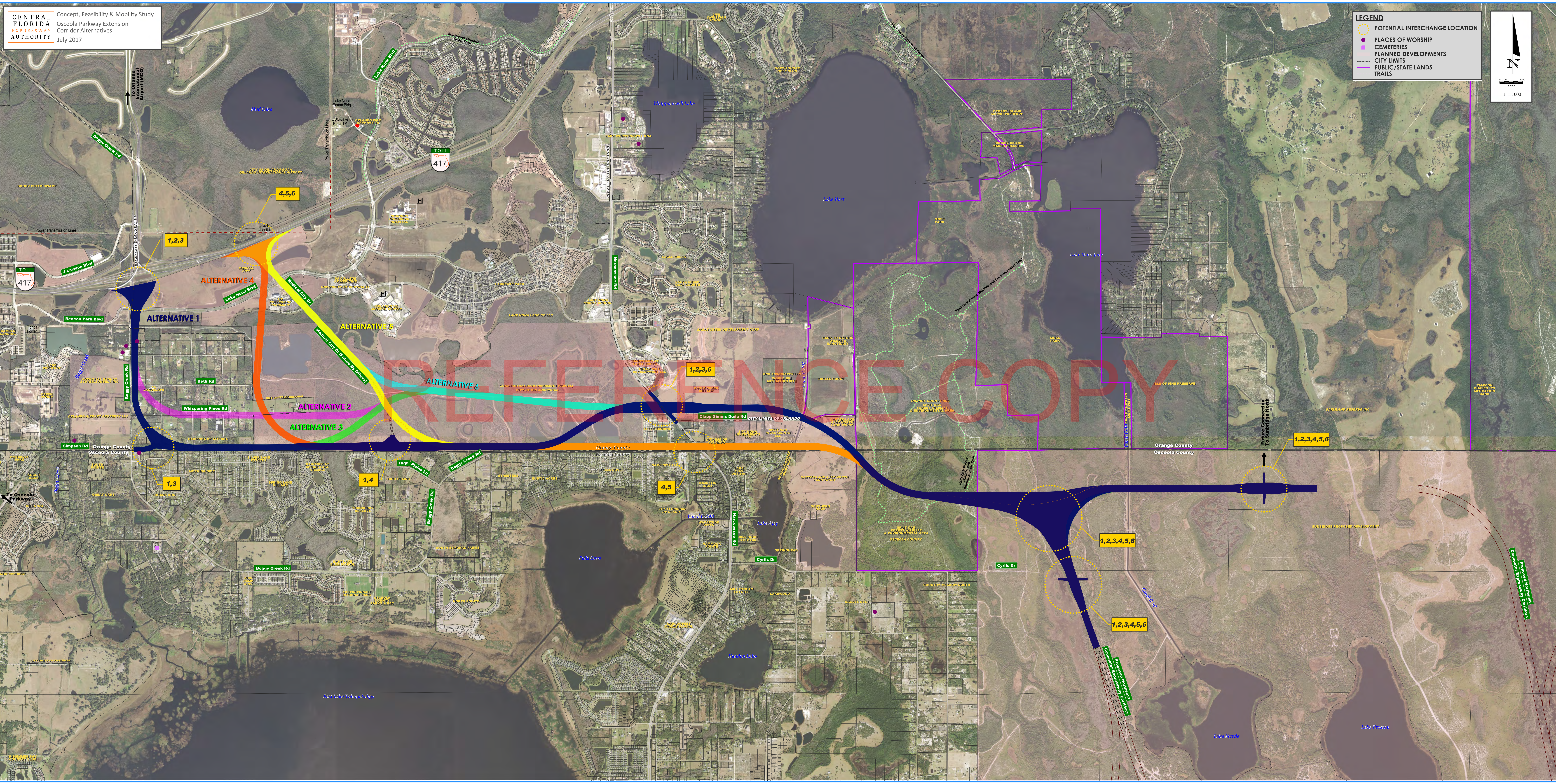
Osceola Heritage Park Exhibition Hall, 1875 Silver Spur Lane, Kissimmee, FL 34744

January 31, 2018

Name	Organization	Address	City/State/Zip	Email Address	Initials
Andrew Phillips	US Army Corps of Engineers – Jacksonville District	P.O. Box 4970	Jacksonville, FL 32232	Andrew.w.phillips@usace.army.mil	
Jeffrey Collins	US Army Corps of Engineers – Jacksonville District	P.O. Box 4970	Jacksonville, FL 32232	Jeffrey.s.collins@usace.army.mil	
Randy Turner	US Army Corps of Engineers – Jacksonville District	P.O. Box 4970	Jacksonville, FL 32232	Randy.l.turner@usace.army.mil	
	US EPA – Region 4	Sam Nunn Atlanta Federal Center; 61 Forsyth SW	Atlanta, GA 30303-8960		
John Wrublik	US Fish and Wildlife Service (USFWS)	1339 20 th Street	Vero Beach, FL 32960-3559	John.wrublik@fws.gov	
Zakia Williams	US Fish and Wildlife Service (USFWS)			zakia_williams@fws.gov	
Darren Vierday	US Rep. Darren Soto's Office (FL 9 th Dist.)			Darren.Vierday@mail.house.gov	
Stephanie Murray	Disney Imagineering	1365 Avenue of the Stars	Orlando, FL 32836	Stephanie.n.murray@disney.com	
Todd Rimmer	Disney Imagineering	1365 Avenue of the Stars	Orlando, FL 32836	Todd.rimmer@disney.com	
Jim Yawn	Disney Imagineering	1365 Avenue of the Stars	Orlando, FL 32836	John.yawn@disney.com	

REFERENCE COPY

Attachment H-2
Alignment Alternatives



LEGEND

- POTENTIAL INTERCHANGE LOCATION
- PLACES OF WORSHIP
- CEMETERIES
- PLANNED DEVELOPMENTS
- CITY LIMITS
- PUBLIC/STATE LANDS
- TRAILS

North Arrow

1"=1000'

REFERENCE COPY

Attachment H-3
Meeting Minutes

Tavistock Development Company (TDC)

Osceola Parkway Extension
Concept, Feasibility and Mobility
Study

PROJECT: Osceola Parkway Extension Concept, Feasibility and Mobility Study
Orange and Osceola County, Florida
Contract No. 001248; Project Identification No. 599-221

MEETING DATE: April 28, 2017

MEETING TIME: 10:00 am

ATTENDEES: Mark Callahan/CH2M
Michael Snyder/CH2M
Richard Levey/TDC

A coordination meeting was held to discuss the Osceola Parkway Extension project.

Mr. Levey serves as a consultant for the Tavistock Development Company, a real estate firm owned by Tavistock Group. Mr. Levey was pleased that CFX has reached out on this important project.

We discussed potential challenges for the implementation of the improvements including: potential impacts to the Eagle Creek subdivision, the proposed Cyrils Road Interchange, and issues on the east side of Narcoossee Road.

Mr. Levey noted that there may be opportunities to work together with potential mitigation and that Tavistock is very interested in working with CFX on these important projects. The TDC is looking at development in five year increments over the next thirty years. The overall acreage for the Northeast District is 19,000 acres. The first phase is a little under 3,000 acres and about 4,700 dwelling units.

Both parties agree on the importance of developing solutions to minimize impacts to Eagle Creek and to the sensitive environmental areas in the study area.

Action Items:

A meeting is tentatively scheduled for May 12th with Jim Zboril, President of TDC.

Contact Information:

RICHARD L. LEVEY, Ph.D., AICP
Tavistock Development Company
6900 Tavistock Lakes Blvd, Suite #200
Orlando, FL 32827
(407) 408-4442
www.tavistockdevelopment.com

2017-05-16

Meeting with Orange County Planning Staff

No meeting minutes taken.

REFERENCE COPY

Osceola County Planning Meeting

PROJECT: Osceola Parkway Extension
Orange and Osceola County, Florida
Contract No. 001248; Project Identification No. 599-221

MEETING DATE: May 31, 2017

Osceola County Planning Meeting: to familiarize each other with the projects on either end.

- Joshua Devries talked to Southern Oaks
 - The PD includes the land itself and part of Cyril's Dr.
 - There is discussion about getting rid of the PD in favor of straight zoning from south of the county line.
- Tara stated that the study team had discussed an alignment through that area to avoid Split Oak Forest
 - Phase I of Southern Oaks is approved, but they are not moving forward with the approved plans
 - The alignment through Southern Oaks may still be an option, but not as feasible as previously thought. It could be possible to avoid going through Orange County.
- CH2M was given a copy of the approved rezoning.
- The PD was approved before the current land use policies were in place. There are transportation uses in some parcels that the County does not control.
- Sunbridge is going through the concept review process.
- Cyril's Rd will provide access to Sunbridge(?) as well as the OPE.
- The Northeast Quadrant concept plan is different than what is approved
- Since Deseret Ranch still owns the land, it is advisable to meet with owners. Don White?
- Osceola proposed alterations to?
- Northeast Quadrant concept plan is at staff-level review. If changes need to be made, it would be to the comp plan, which is by the commission. (Changes to the concept plan would take 3 months to review; Changes to the comp plan would take up to 6 months.)
 - Cyril's Dr is supposed to line up with the development
- No improvements for Boggy Creek in 5-year CIP
- CH2M will be doing new aerials/basemaps
- Callahan asked where the logical termini should be.

MEETING MINUTES

- Tawny replied that they haven't really discussed it.
 - Depending on how far east the road is to go, there is a possibility to overlay the north part of the ranch
- Early iterations of the PD&E had a transit element beyond the corridor.
- Eagle Creek is critical path.
- The comp plan includes a trails master plan and transit master plan is also included in comp plan
 - Did Josh include the comp plan elements in the word doc?
- Tawny to find out what the 2-mile extension is based on.
- Headwaters Parkway (headwaters of Everglades)

Progress Meeting

- Recap of PI
 - CH submitted comments on EAG/PAG. Why is there an overlap in attendees?
 - That's by design. They can decide whether to go to both
 - No dates are confirmed - Mary is talking with CFX first, and moving out from there
 - Week of 7/11 or 7/18
 - Pushing public KO to end of July or early Aug
 - Mailing list is still in development, since Mary just asked Tara for I4PPC mailing lists
 - Agency/Elected letter went out electronically (5/29)
 - Media release went out 5/24
- CH has had meeting with Orange; two with Tavistock; Osceola
 - Next meeting is GOAA, but there is direction (from CFX) to not go to them
 - Are we looking to get anything from them in writing?
 - Meeting with Deseret?
 - Tawny--Don is concerned with Cyril's and the schedule of this proj
 - Jonathan said that Don wants Nova Rd (corr F) to be the one to be widened
- We really need the traffic before moving further
- Tawny is meeting with Bill Hattaway and Dyer regarding the projects
- Callahan to Jonathan -- we are looking to avoid the Split Oak in Orange.
- We will probably need to bring in sub

MEETING MINUTES

- Josh -- parks meeting;
 - People using equestrian down in the more southern portion;
- Tawny -- agreements?
 - Who's going to acquire?
 - OCX? CFX?
- Possibly schedule a meeting to review concepts;

REFERENCE COPY



ENVIRONMENTAL ADVISORY GROUP (EAG) MEETING SUMMARY

Date/Time: Tuesday, July 11, 2017, 9 a.m. to 11 a.m.

Location: Osceola Heritage Park, Exhibition Hall, 1875 Silver Spur Lane, Kissimmee, FL 34744

Attendees: There were 25 attendees and 21 staff members – See sign-in sheets attached

I. Notifications

Invitation letters were emailed to 94 members of the EAG on June 22, 2017. An ad was placed in the *Florida Administrative Register* on June 26, 2017, Vol.43/123. Reminder invites were emailed to EAG members on July 10, 2017.

II. Welcome

Nicole Gough, Senior Environmental Scientist with Dewberry, called the meeting to order and welcomed everyone. She gave a brief introduction about the meeting and provided safety, housekeeping and Title VI information. Then, everyone introduced themselves.

The purpose of this EAG meeting was to review the study corridors, to present an update on the status of potential impacts and to inform the study teams of local needs, issues and concerns within the study limits with regards to environmental impacts.



It was noted that 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 interlocal 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 of 2017, the CFX Board approved consultant contracts to conduct Concept, Feasibility and Mobility Studies, which commenced in April. The four corridors under study are:



- Poinciana Parkway Extension / I-4 Connector Expressway (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, with small portions in Orange and Polk counties. The study corridors encompass approximately 60 total miles of possible roadway.

It was noted the overall goals of the corridor studies are to:

- 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; and
- Provide for the incorporation of transit options.

Ms. Gough indicated the studies underway are taking a "fresh look" at the proposed corridor segments including researching recent information that could influence the current decision-making. The study methodology was reviewed. It was noted that corridors found to be feasible would proceed to the Project Development and Environment (PD&E) Study phase.



The 12-month study schedule was reviewed, including public involvement and other milestones.

An overview of past, current and ongoing public involvement and stakeholder opportunities for participation was discussed. CFX anticipates holding several public meetings throughout the corridors during the studies, as well as other community engagement.

- Environmental Advisory Group & Project Advisory Group – PAG meetings will be held next week on each of the individual corridors.



- Public Meetings
 - Kick-off – August 2017
 - Draft Concept Report – January / February 2018
- Board Presentations – Osceola, Orange and Polk Board of County Commissioners
- Meetings with additional stakeholders
 - *(landowners, business owners, community groups, etc.)*
- CFX Study Webpage
<https://www.cfxway.com/agency-information/plans-studies/project-studies/concept-studies/>
- Study Facebook Page
<https://www.facebook.com/pg/CFXConceptStudies/about/>

[Editor's Note: Public Kickoff Meetings are now scheduled for September.]

The EAG roles were defined as:

- A critical component of the study process;
- Providing environmental impact input into the feasibility evaluation; and
- Providing local knowledge and experience for these areas.

Comments and discussion at this point:

Bob Mindick, Osceola County Environmental Lands Program: Can you go back to the goals and objectives? How old are the goals? When were they developed?

Response: Goals and objectives were started with the original master planning under OCX.

Bob Mindick: I'm concerned about how the goals were developed and if the public was involved.

Response: Goals were developed during the original planning.

Bob Mindick: I'm concerned about public involvement including local business owners.

Response: Past public involvement was done, and public involvement is currently underway including stakeholder discussions.





Charles Lee, Audubon Society: I'm concerned about documented traffic movements to the Turnpike.

Response: That would be best posed to the specific consultant group.

Charles Lee: Are these goals going to be re-evaluated?

Response: Yes.

Charles Lee: Audubon wants a "new look" at the goals.

Response: Re-evaluation will occur during these studies.

Charles Lee: I'm concerned about confinement to just tweaking the alternatives previously presented.

Response: We are not confined.



III. Break to view display boards

IV. Consultant Team Presentations:

- Clif Tate from Kimley-Horn presented information on the **Poinciana Parkway Extension/I-4 Connector** including the following:
 - a. Project background
 - b. Dates of previous stakeholder and public meetings
 - c. Discussed the Alternative Corridor Evaluation Report (ACER)
 - i. Constraints included cemeteries and a school.
 - ii. ACER recommended to proceed with further study of corridors 2A and 3.
 - iii. Recommendations: The current concept study team agreed with the findings, noting further refinements were needed to improve the viability of the alignments. Refinements also will be needed 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.
 - d. Defined and explained the current study area
 - i. Cypress Parkway and Poinciana Parkway (which includes completing the third and fourth lanes and extending to I-4)

- e. Initial alignments evaluation – five (5) alignments
 - i. Sabal Trail gas line is new and there are lots of utilities.
 - ii. Interchanges with US 17-92 and CR 532 to be evaluated based on traffic forecasts.
 - f. Discussed interchange concept at SR 429
 - i. Includes an I-4 Beyond the Ultimate (BtU) concept.
 - ii. Acknowledged concerns about the Reedy Creek conservation area. The team will coordinate.
 - iii. Concept 2 at SR 429: we would have to reconstruct the ramp. There is a potential impact to five residences in Reunion and to the FGT substation.
 - g. Discussed interchange concept at CR 532
 - i. Discussed the benefits of a Diverging Diamond, which is a relatively new pattern for Florida drivers.
 - ii. I-4 BtU considerations.
 - iii. We could tie in to the existing interchange. Collector distributor roads would be possible.
- REFERENCE COPY
- Dan Kristoff from RS&H presented information on the **Southport Connector Expressway** including the following:
 - a. Project background and a breakdown of the FDOT Alternative Corridor Evaluation (ACE) Study
 - i. ACE corridors included 13 alternatives; three recommended to move forward south of Lake Toho.
 - ii. Evaluation process was explained.
 - b. ACE Study Area defined.
 - c. ACER recommended to proceed with the further study of corridors 7, 12 and 13.
 - d. ACER Evaluation Review Technical Memorandum (ACER TECH MEMO)
 - i. Review all ACE documents
 - ii. Identify any changed conditions
 - iii. In-depth evaluation of the ACE findings, recommendations and commitments
 - e. Recommendations: The concept 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.

- f. Corridor Characteristics
 - i. Poinciana Parkway to Reedy Creek (Cypress Parkway Segment) – urban
 - ii. Reedy Creek to Turnpike – rural
 - iii. Corridor includes significant drainage ditch / canal system.
 - g. South Lake Toho Master Plan discussed.
 - h. Adopted, mixed-use and special industry areas were noted, as was the Green Island DRI on the east end.
 - i. Environmental Constraints discussed.
 - i. All corridors come together at Cypress Parkway. The 300 feet of right of way extends across Reedy Creek, minimizes impacts and provides connectivity to residents and businesses.
- Alex Hull with Inwood presented information on the **Northeast Connector Expressway** including the following:
 - a. Discussed the project study history including:
 - i. Wilbur Smith & Associates (WSA) Report
 - ii. Kimley-Horn & Associates (KHA) Report
 - iii. Vanasse Hangen Brustlin (VHB) Report
 - b. Conclusions
 - i. Carry forward alignments identified in the KHA report with refinements and shifts for new developments.
 - ii. Alternative alignments should be developed within and outside of the OCX Master Plan Northeast Connector Corridor.
 - c. Land Suitability map was discussed.
 - d. Previous alignments and environmental constraints also were discussed.
 - Mark Callahan with CH2M presented information on the **Osceola Parkway Extension** including the following:
 - a. Project study background



- b. In 2012, Osceola County completed the Preliminary Feasibility Study to evaluate an easterly extension of Osceola Parkway from west of Boggy Creek Road to east of the proposed Northeast Connector Expressway.
- c. Previous study area discussed.
- d. During the PD&E Study in March 2013 a public kickoff meeting was held to present the three corridors evaluated during the preliminary feasibility study. Corridor B (on the Orange County side of the county line) was recommended to move forward for further study.
- e. The PD&E Study recommended alternative identified five potential interchanges. The Recommended Alternative provides a four-lane limited access facility originating at SR 417 and the south Orlando International Airport access road, following Boggy Creek Road southerly to near the county line and then turning east through Split Oak Forest connecting to the proposed Northeast Connector and extending two miles farther east.
- f. PD&E Evaluation Review and Recommendations: Based on the impacts associated with the Recommended PD&E Alternative, further refinements to the typical section and alignments will be evaluated to improve the viability of the alternatives.



- g. Current study area: Evaluates the extension of Osceola Parkway from approximately one-quarter mile west of Boggy Creek Road to a connection with the proposed Northeast Connector, and considers alternatives for a north-south system-to-system connection from the Osceola Parkway Extension to SR 417 at Boggy Creek Road. Study area includes sections of Orange County, the City of Orlando and Osceola County.

- h. Land use changes: Discussion of the high-growth area with several Developments of Regional Impact (DRI), Planned Developments (PD) and Mixed Use Developments including:
 - i. Sunbridge (Northeast District Conceptual Master Plan)
 - 1. 29,000 households at build-out (Source: PEIR 2017)
 - ii. Formerly Poitras - Greater Orlando Aviation Authority (GOAA)
 - iii. Greenway Park DRI/PUD
 - iv. Lake Nona / Medical City
 - v. Eagle Creek Village
 - vi. Southern Oaks
 - vii. Adventist Health System/Sunbelt Inc.
- i. The team will work with Orange and Osceola counties to minimize impacts to planned developments.
- j. Split Oak Forest minimization alternative
 - i. We will endeavor to avoid splitting the conservation area. We have a possible solution to minimize impacts and avoid the mitigation bank in Orange County; we are still studying the Osceola County portion.
- k. Corridor Alternatives
 - i. Six potential corridors:
 - 1. Corridors 1-3 connect to the existing SR 417 interchange with Boggy Creek Road.
 - 2. Corridors 4-6 connect with SR 417 one mile east of the existing interchange.
- l. Environmental Constraints
 - i. Major Resources at east segment: Moss Park, Eagles Roost Park, Split Oak Forest Wildlife and Environmental Area, Isle of Pine Preserve
 - ii. Coordination with Orange and Osceola counties, Florida Fish and Wildlife Conservation Commission (FFWCC), and South Florida Water Management District (SFWMD) will continue to identify specific conceptual mitigation requirements for the project.
 - iii. Mitigation banks noted: Twin Oaks Mitigation Bank (Osceola County), Florida Mitigation Bank and Southport Ranch.

V. Open discussion session (10:05 a.m.):





Charles Lee:

- Stated he saw several environmental challenges with the alternatives:
 - Affects some important lands and conservation areas in a number of locations.
 - Expects CFX to regard the magnitude of those cumulative environment effects on the same scale as they did with the Wekiva Parkway.
 - Concerned about environmental challenges to the Kirchman Foundation property.
 - Suggested a partnership between CFX and Kirchman Foundation to resolve the ultimate placement of that 10,500-acre property under a conservation easement.
 - Recommended that CFX look at the Lake Conlin property as a possible mitigation scenario for this route.



Tom Shupe and David Turner, Florida Fish & Wildlife Conservation Commission:

- Disturbed by the switch of engineering firms and that we're discussing issues that have been discussed before.
- There seems to be no large scale look at the ecosystems, hydrology point. It would be nice to see how this fits. Crossing perpendicular may be more favorable.
- One problem, there isn't a large scale walking path.
- Second, is we need to make sure there is Florida National Scenic Trail access underneath these roads for folks that are going through for their safety.
- There needs to be coordination with those folks from the national level. The US Forest Service is the coordinator for the state of Florida.
- The mitigating of previously mitigated areas seem to be something that we are making more of a habit of what we're doing through here. Sometimes it's necessary for public safety or whatever, but when that's done there is a high cost that comes with that.
- Using a portion of Split Oak will affect the gopher tortoise mitigation and will make it dysfunctional from a management standpoint.
 - There's going to be an additional cost on the management side of it. You've now made it very, very difficult for those managing Split Oak to use the most important tool they have, which is fire. When you have populations on all sides and a major highway, you've now blocked their ability to use smoke and to use fire. And so now you're looking at mechanical. The cost is exorbitant for doing that.
- Elevated sections: There are areas that are going to need to be elevated. Not only for management to get back and forth, but for the Florida National Scenic Trail, wildlife corridors and so on.



- From north to south there are a couple of major species that have been identified: black bear and panther. So, wherever we put these corridors, let's not put the animals next to where we're looking at developing for people. That's a bad combination.
- Last one is that on the Northeast Connector expressway, we seemed to have moved out of the urban growth boundary and are moving the roadway south to create another development corridor that is through a major wetland section of this region. The cost is prohibitive when you look at how much more of a road and stuff that is going on in the corridor.
- Looking at that middle corridor that was proposed makes a lot of sense economically, ecologically and so on.

John Ryan, Sierra Club:

- Some questions were left unanswered after the last meetings.
- There is a reasonable expectation of transportation where you have vested rights for development.
- Much of the southern corridor contains development areas that are DRIs, none of which on the southern portion, have any vested rights. Because they have no vested rights, because they haven't gotten that far yet, there is no expectation that it will ever be developed.
- CFX is proposing a transportation analysis on those DRIs on the southern portion where there is no reasonable expectation of development and you're calculating trip rates that doesn't exist.
- Charles (Lee) made a proposal some time ago looking at the cost at going to southern/north route. The cost was roughly equivalent to Charles' original proposal.
- Sierra Club is supporting Charles' original proposal.

Dan Kristoff, RS&H:

- The team has met with Osceola County and the DRIs to discuss development rights and their rights to develop according to the Master Plan.

John Ryan:

- Vested rights requires a financial improvement on that particular development and the last I looked, no one from that DRI has spent any money to vest those rights. You're telling me they have now?





Dan Kristoff:

- What we have is that they have met their legal obligations with respect to being able to develop that property.
- The County is agreeing that they do have it in county ordinances and resolutions.

John Ryan:

- But it's not vested.
- They have development rights. But these development rights are not vested in that property. They can be taken away by the county at any time until they are vested.

Nicole Gough: We are at the feasibility level right now. Those factors are going to be a part of what helps sort out all of the alternatives and those kinds of things. We will dig deeper into those as we start to refine them.

John Ryan:

- The southern section is what I'm most concerned about.
- Once you get legal vesting, of course there's an opportunity for the expressway to get those trips.

Nicole Gough: We've definitely noted that that is something we need to explore a little further.

Charles Lee:

- To continue the theme about the Southport Connector Expressway, we would also argue that the most damaging regional environmental impacts are associated with that route.
- The most fundamental concern we have about everything that's proposed in that blue spot south of Lake Toho is that virtually no matter how you cut it you are going to impact, severely, the capability of conservation land managers such as Disney Wilderness Preserve and the Nature Conservancy, to continue the fire regimen they've had on that property. And without fire management, Disney Wilderness Preserve rapidly degrades into something that is far less ecologically valuable than it is today.
- I'm concerned that the people from Poinciana work minimum wage jobs and will not pay \$10-\$12 a day in toll costs.
- Suggests CFX engage in a robust origin and destination study to determine just how many people in Poinciana are actually going to get in their car, drive southeast to the Florida's Turnpike in order to drive, ultimately, to the north and pay a \$10-\$12 toll in the process.
- Snail kite is an issue, but the benefit of crossing Lake Toho will outweigh the crossing south of the lake.



- The final point I'll make in regard to the Southport Connector is that the land-use study and you might want to put that back up on the map.

Nicole Gough: Is there a particular one?

Charles Lee:

- Southport Ranch would like to maintain their current ranching status with conservation easements or mitigation added as economic factor in regard to the management of those lands.
- Green Island may or may not be in play. Typical to these DRIs that were approved, the likelihood that before that is built it will undergo a major redesign is very high.
- The final point that I'll make is that yes, there is 300 feet of right of way in there along Cypress Parkway and Poinciana, but if you've ever seen communities divided by expressways, you know what the effect of that is on the cohesiveness of the community. There are ways to mitigate that. Elevating it and providing for a lot of cross streets is helpful, but it's never the same.
- You're basically running this regional expressway, or an attempt at a regional expressway, through the center of what is the emerging commercial area in Poinciana. An area that has not had a commercial area until recently. It's finally getting a center and you're about ready to drive a stake through the center of that community developing a town center.

Nicole Gough: Recapped Mr. Lee's comments.

John Ryan:

- The Disney Wilderness Preserve, the Orlando Airport Authority and a number of other activities have occurred, a large-scale mitigation has occurred in this area. There's an opportunity for economies of scale by adding to the Southside on mitigation. The greater benefit environmentally speaking and there are plenty of opportunities for adding to the existing properties which would improve management of those properties.

Nicole Gough:

- You spoke about the actual need based on traffic. I would remind you that there are several factors to it and we are looking at traffic studies to see whether it is feasible or needed but safety connectivity is important.

Charles Lee:

- I agree, but safety connectivity would be better served by a route across Lake Toho.



Nicole Gough:

- These corridors have been in study for a great deal of time and this area as it deals with land management.
- The stakeholders involved in that area had many conversations with previous study teams on smokesheds and how some type of development would impact it and their management of the land. Those studies and conversations will be ongoing.

Bob Mindick:

- I'm concerned with the talk about corridors.
- Split Oak needs a corridor or a smokeshed for the smoke to escape. Primarily, we're focusing on growing season and burning at Split Oak. Mainly, that's trying to mimic what happens in nature.
- Split Oak would be limited in a lot of instances to using solely mechanical (means). As a manager, we use that as a tool to help promote prescribed fire, but essentially using mechanical alone, you're creating a bed of mulch for an animal that forages on grass. That's kind of counter-productive. If you can't burn it the understory grows too tall and the animal struggles to survive. Mechanical alone could actually do a detriment.

Mark Callahan, CH2M:

- We're obviously very interested in what we can do to minimize impacts there.
- We definitely want to continue discussions and work with our folks internally to identify some approaches with minimal impacts and coordinate with agencies.

Nicole Gough: Okay. So, it seems it is a priority to try and find ways to avoid Split Oak.

Bob Mindick:

- I understand that and it's been said at every meeting I've attended, but I just wanted to make it clear that when you bisect it, you're taking away a corridor.

Mike Facente, Florida Forestry Service:

- Osceola County is number 8 for prescribed burns.
- Since January 1, we've authorized just under 60,000 acres for prescribed burns. I just wanted to let you all know how much prescribed burning is done here in Osceola County. It is a huge factor when it comes time to fighting wildfires.
- These highways are going to impact that naturally. In the event of wildfire, we'd have to shut the highway down anyway.
- In Osceola County, we ran day and night serving everybody in the areas that these highways are predominantly in.



Nicole Gough: Yes, sir.

Stan Maminski, Poinciana Residents for Smart Change:

- Disagrees with Mr. Lee's comments, as a resident of Poinciana.
- The residents in Poinciana now have a nationally recognized, longest commute for anybody in the country. We have been 1, 2 and 3 with national recognition.
- Mr. Lee originally opposed what he is now saying is the major corridor, which is to get to I-4. Poinciana Parkway was built with a lot of positive aspects being made. It is dead-ended now. Even when it gets to I-4, that traffic on I-4 going north into Orlando at any time in the morning and coming back at night is backed up past Disney almost to where 429 is. So, once you hit I-4 you're now at a 35 mph coast to get up through Disney which is the 535 interchange and up past that is where you then hit everything from the 408, etc., with the normal backups.
- Many residents would be willing to pay the price to get from Poinciana and into Orlando in a matter of a half-hour instead of an hour and a half, which is the morning traffic.
- The other concern I have is that we're still looking at a 532 interchange to get to I-4. If you look at that, you're basically putting traffic on I-4 between 528 or 429 rather, and the current interchange on 532 which is going to almost demand that road is going to need to have one or more lanes added to it.
- Right now Poinciana Parkway is inadequate as it is, and doing double what it was projected to do. As a citizen of Poinciana, yes, we need traffic studies. I certainly don't want to take bad routes south, but I am strongly suggesting we need a route south.



Nicole Gough: Osceola County. Comments?

Brenda Ryan, Osceola County:

- As of today, the master plans remain active.
- We have not seen any reason to change the master plan.
- A large portion of these roadways lie within our mixed-use future land use. These have been vetted with the county to establish the mixed-use corridors.
- These corridors are within future development areas.

Nicole Gough: Ok. Thank you. Polk County, have any comments?



Jay Jarvis, Polk County:

- FDOT is evaluating I-4 Ultimate past US 27.
- In regards to Polk County, currently we have planned in our projects, four-laning of Lake Wilson Road which runs between Ronald Reagan Parkway and 532. So, therefore the 532 interchange is going to potentially be upgraded.
- Cypress Parkway from Poinciana Parkway back to past the hospital will go from two to four lanes.
- We have some environmental concerns with the historic area that was looked at when you come into the Loughlin community.

Nicole Gough: Orange County?

Beth Jackson, Orange County Environmental Protection Division:

- We just encourage you to continue to look at refinements to all alternatives, especially the Osceola Parkway Extension. Those routes can be refined to minimize impacts to those areas.

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Henry Pinzon, Florida's Turnpike Enterprise:

- We are doing a PD&E study for a scenic parkway interchange, which is going to evaluate new ramps.
- Spacing will be important for any new interchange with the Turnpike.

Nicole Gough: District Five?

Jesse Blouin, Florida Department of Transportation – District Five:

- Just a question. So far, we haven't really heard anything about the Kissimmee corridor, the regional corridor task force.



Jonathan Williamson, Dewberry (GEC):

- We have advertised for a feasibility study and are in the process of hiring a firm for a study called the Northeast Connector Expressway Extension. That study starts soon as well.

Jesse Blouin:

- What about Central Florida...how are you guys coordinating?



Nicole to Bob Mindick:

- We had a conversation outside about just continuing to look at our goals and objectives. Correct?

Bob Mindick:

- Yes.

Audience:

- Sunrail is going to be taking short trips and will be a great alternative for Poinciana residents.

Nicole Gough:

- That would be up to District Five to coordinate with Sunrail. The Poinciana station doesn't exactly go down to that area and I'm not aware of any farther south that Sunrail is projected to go.

Charles Lee:

- Regarding Henry Pinzon, adding the PD&E study would be adding a new interchange?

Henry Pinzon:

- Explained the interchange.

Charles Lee:

- That has a fundamental impact on Southport. The endpoint is up in the air.

Henry Pinzon:

- That information was passed out at previous meetings.

Nicole Gough:

- Any of the teams have anything you want to say before moving into action items?

VI. Next Steps:

Comments will be reviewed and incorporated into the concepts for further study.





VII. Action Items

Everyone will receive a copy of the presentation and exhibits, and they will be posted on the project webpage. An EAG meeting summary also will be provided.

The next public meeting is in August and the next EAG is forecast for the beginning of 2018.

[Editor's Note: The public meetings are now scheduled for September. The EAG meeting materials were posted on the web page on July 14, 2017. The presentation and exhibits were sent to members on July 25, 2017.]

The meeting adjourned just after 11 a.m.

END OF MEETING SUMMARY

This meeting summary was prepared by Mary Brooks, Public Information Officer 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@qcausa.com or by telephone 407-694-5505 within five (5) days of receipt of this summary.

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July 11, 2017

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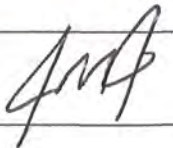


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CFX Concept, Feasibility & Mobility Studies
ENVIRONMENTAL ADVISORY GROUP MEETING - MEETING NO. 1
CFX Project Nos.: 599-221, 599-222, 599-223, 599-224

Osceola Heritage Park Exhibition Hall, 1875 Silver Spur Lane, Kissimmee, FL 34744

July 11, 2017

Name	Organization	Address	City/State/Zip	Email Address	Initials
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CFX Concept, Feasibility & Mobility Studies

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July 11, 2017

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CFX Concept, Feasibility & Mobility Studies

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Osceola Heritage Park Exhibition Hall, 1875 Silver Spur Lane, Kissimmee, FL 34744

July 11, 2017

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Mike Facente	Florida Forest Service	Michael. Facente @ fresh from florida .com	MF
Mark Callahan	CH		



OSCEOLA PARKWAY EXTENSION PROJECT ADVISORY GROUP (PAG)

MEETING SUMMARY

Date/Time: Thursday, July 20, 2017, 9:00 a.m. to 10:30 a.m.

Location: Osceola Heritage Park, Exhibition Hall, 1875 Silver Spur Lane, Kissimmee, FL 34744

Attendees: There were six attendees and six staff members – See sign-in sheets attached.

I. Notifications

Invitation letters were emailed to 44 members of the PAG on June 23, 2017. Reminder invites were emailed to PAG members on July 18, 2017.

II. Welcome

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



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 the Central Florida Expressway Authority (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 interlocal 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. The four corridors under study are:

- 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, with small portions in Orange and Polk counties. The studies encompass 60 total miles of roadway (mileage breakdown above).

The overall goals of the project corridor studies are to:

- 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; and
- Provide for the incorporation of transit options.

The studies underway provide a "fresh look" at the proposed corridor segments including researching recent information that could influence the current decision-making. Data is collected continuously with public involvement ongoing. The proposed schedule of the Concept, Feasibility and Mobility Studies was discussed.

An overview of past, current and ongoing public involvement and stakeholder opportunities for participation was discussed. CFX anticipates holding several public meetings throughout the corridors during the studies, as well as other community engagement opportunities.

- Environmental Advisory Group & Project Advisory Group – EAG met July 11 and the PAG's are meeting July 19 and 20.
- Public Meetings
 - Kick-off – September 2017
 - Draft Concept Report – January / February 2018
- Board Presentations – Osceola, Orange and Polk Board of County Commissioners
- Meetings with additional stakeholders
 - *(Land owners, business owners, community groups, etc.)*
- CFX Study Webpage
<https://www.cfxway.com/agency-information/plans-studies/project-studies/concept-studies/>
- Study Facebook Page
<https://www.facebook.com/pg/CFXConceptStudies/about/>

The Advisory Group roles were defined:



- Environmental Advisory Group
 - Important component of the natural environment analysis;
 - Special advisory resource to CFX and the consultant teams;
 - Assists in providing environmental impact input in the evaluation of the feasibility of the project corridors;
 - Informs the project team of local knowledge, issues and concerns within the study limits regarding environmental impacts.
- Project Advisory Group
 - Important component of the mobility analysis;
 - Special advisory resource to CFX and the consultant teams;
 - Assists in providing input in the evaluation of the feasibility of the project corridors;
 - Informs the project team of local knowledge, issues and concerns within the study limits.

III. Osceola Parkway Extension Presentation:

- Mark Callahan from CH2M presented the following information:
 - a. Study background
 - b. In 2012, Osceola County completed the Preliminary Feasibility Study to evaluate an easterly extension of Osceola Parkway from west of Boggy Creek Road to east of the proposed Northeast Connector Expressway.
 - c. Previous study area discussed.
 - d. During the PD&E Study in March 2013 a public kickoff meeting was held to present the three corridors evaluated during the preliminary feasibility study. Corridor B (on the Orange County side of the county line) was recommended to move forward for further study. That study concluded in May 2017.

Don Whyte, Deseret Ranches:

- The graphic does not include connections to the airport. In previous discussions we discussed how critical it was to have those connections to SR 417.
- Previous graphics showed connections to SR 417.

Mark Callahan:

- Obviously, the airport is an important component.

Don Whyte, Deseret Ranches:

- It is a misleading graphic.



Mary Brooks, Quest Corporation of America (QCA):

- If you have comments, please state your name and affiliation for the benefit of the note takers.

Don Whyte, Deseret Ranches:

- Yes, Don Whyte with Deseret Ranch. I sat in all those meetings and I saw all the exhibits.
- There was big public dialogue about Boggy Creek Road and other alignments west of SR 417.
- Those graphics do not do justice to that public process.

Mark Callahan:

- This is the information we have from the study. We are also looking at a four-lane limited access, south of the airport, with connections to the airport, following Boggy Creek Road and turning east towards the Split Oak area.
- Based on what we have heard here today, we are going to make refinements to the graphic which might include: new alignments near Split Oak, connections to SR 417, Boggy Creek Road, Osceola Parkway, Narcoossee Road, Medical City Drive, systems interchange proposed for the Northeast Connector, and the Cyrils Drive Extension.

Richard Levey, Tavistock:

- The connection to the airport is important.

Mark Callahan:

- It is on the next slide. Yes, we need to focus on that a bit better.

Don Whyte, Deseret Ranches:

- Concerned with possible connection to Cyrils Drive. The connection is more like the connection to Boggy Creek Road. If Boggy Creek has a system-to-system connection, it is only fair that Cyrils has one as well.

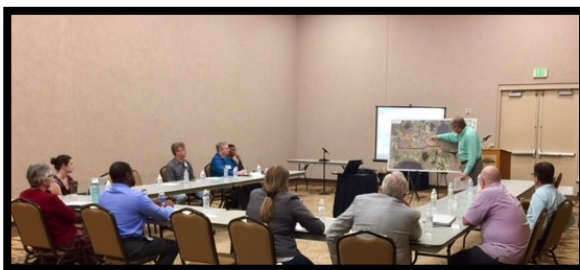
Mark Callahan:

- Okay. That is fair.

Mr. Callahan continued the presentation:



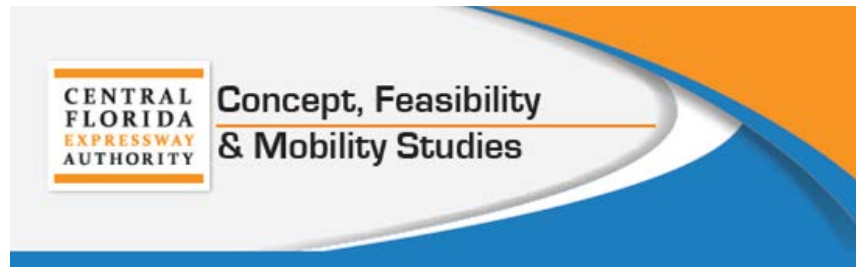
- e. The PD&E Study Recommended Alternative identified five potential interchanges. The Recommended Alternative provides a four-lane limited access facility originating at SR 417 and the south Orlando International Airport access road, following Boggy Creek Road southerly to near the county line and then turning east through Split Oak Forest connecting to the proposed Northeast Connector and extending two miles farther east.
- f. PD&E Evaluation Review and Recommendations: Based on the impacts associated with the PD&E Recommended Alternative, further refinements to the typical section and alignments will be evaluated to improve the viability of the alternatives.
- g. Current study area: Evaluates the extension of Osceola Parkway from approximately one-quarter mile west of Boggy Creek Road to a connection with the proposed Northeast Connector, and considers alternatives for a north-south system-to-system connection from the Osceola Parkway Extension to SR 417 at Boggy Creek Road. Study area includes sections of Orange County, the City of Orlando and Osceola County.
- h. Land use changes: Discussion of the high-growth area with several Developments of Regional Impact (DRI), Planned Developments (PD) and Mixed-Use Developments including:
 - i. Sunbridge (Northeast District Conceptual Master Plan)
 - 1. 29,000 households at build-out (Source: PEIR 2017)
 - ii. Formerly Poitras - Greater Orlando Aviation Authority (GOAA)
 - iii. Greenway Park DRI/PUD
 - iv. Lake Nona / Medical City
 - v. Eagle Creek Village
 - vi. Southern Oaks
 - vii. Adventist Health System/Sunbelt Inc.
- i. The team will work with Orange and Osceola counties to minimize impacts to planned developments.



j. Split Oak Forest minimization alternative

- i. We will endeavor to avoid splitting the conservation area. We have a possible solution to minimize impacts and avoid the mitigation bank in Orange County; we are still studying the Osceola County portion.

J.D. Humphreys, Suburban Land (SL) Reserve:



- Who are the entities with Split Oak who can approve the alignment?

Mark Callahan:

- There has been a lot of discussion. We are working with the environmental community and having discussions with them about potential impacts and what we might need to do.
- One option is to look for an alignment to the south. This is still in the works. As these things come up, we will discuss further.

J.D. Humphreys, SL Reserve:

- So, you have contacted the outside environmental community? And the public at large? Then you also have the agencies that control that property.

Mary Brooks:

- The manager for that property was present at the EAG meeting.

Beth Jackson, Orange County Environmental Protection Division:

- The agencies who need to be contacted are the Florida Fish & Wildlife Conservation Commission, Osceola County is the land owner, Florida Communities Trust, both Orange and Osceola County.

Mark Callahan:

- They have been engaged.

J.D. Humphreys, SL Reserve:

- Have they weighed in at all?



Mark Callahan:

- To be candid, at the EAG meeting it was largely the same information. Nothing new was presented.
- There is a little frustration with them, but they are still engaged.

J.D. Humphreys, SL Reserve:

- So, they have not said “no way Jose”? This is not going to happen.

Mark Callahan:

- It was not said at the meeting.
- We need to take a hard look and see if anything can be done.
- We are looking at bridging or the idea of bridges. No decisions have been made.



Richard Levey, Tavistock:

- On another note, your graphics show Cyrils Drive at a more southerly location than what was planned.
- Kimley Horn failed to show the location. They tried to make up for it on a previous report.
- We spent a lot of time and money designing access to Cyrils.

Mark Callahan:

- I appreciate you brought that up specifically.
- With Cyrils Drive, we have to have room for where the interchange is, for the interchange to operate.
- This is something we'll have to tackle and come up with a solution.

Richard Levey, Tavistock:

- They received county approval for the location of the road yesterday. The location you have marked is incorrect.
- It has not shifted; it is where it's always been.

Scott Carter, CH2M:

- Please send me the CADD files so we know exactly where it goes.
- I am doing the geometry and I'll see how to make it work.

Richard Levey, Tavistock:

- We paid a lot of money to design this.

Mr. Callahan continued the presentation. He noted they are still waiting for the traffic report from CFX.

J.D. Humphreys, SL Reserve:

- Do you have a sense of what your target traffic has to be for this to be feasible?

Mark Callahan:

- That is part of the task that CDM Smith is performing. It is part of the model.

J.D. Humphreys, SL Reserve:

- You have some unknown about the cost. But from a traffic/modeling standpoint...?



Mark Callahan:

- I would say there are several projects here that will move forward. Not all of them will be feasible.
- I want to believe this one will move forward.

J.D. Humphreys, SL Reserve:

- Fingers crossed.
- Is there a caution or concern given the results?

Mark Callahan:

- We are going to do the model and see where the traffic is going, and then see if the cost is too high. We will start moving things around to make it work.
- All the stuff we are showing here is big marker stuff.
- It all comes down to the feasibility test that CFX will perform.

J.D. Humphreys, SL Reserve:

- When will we know?

Mark Callahan:

- As soon as we get the traffic report.
- This is the meat of it.

Mary Moskowitz, Osceola County:

- You mentioned new studies?

Mark Callahan:

- The ones we are discussing now. Not new studies.

Jerald Marks, Orange County Planning:

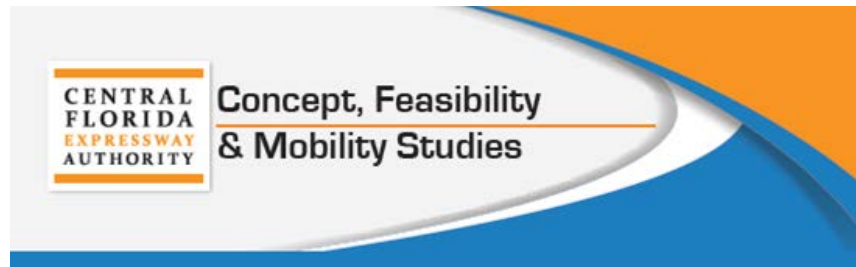
- We are interested in seeing the traffic study.

Mark Callahan:

- We hear all of your comments requesting traffic.
- Orange County provided comments and we will be looking at those and share them with the folks here.

J.D. Humphreys, SL Reserve:

- Do they have any comments about your new proposed alignment?



- It missed the Split Oak portion in Orange County.

Jerald Marks, Orange County Planning:

- It's more about the configuration, will it be elevated? Whether it is in your county or ours.

Mark Callahan:

- It is county focused. We have managed to avoid any impacts to Split Oak in Orange County.
- We are now looking how to do the same in Osceola County.

Beth Jackson, Orange County Environmental Protection Division:

- Any corridor going through Split Oak will affect all of the property and its management.
- Even though it has been moved out of Orange County, it will still impact the overall system.
- They will not be able to use prescribed fires to manage the property.

J.D. Humphreys, SL Reserve:

- They use prescribed fire on the Beachline all the time.

Beth Jackson, Orange County Environmental Protection Division:

- It just makes it more difficult.

J.D. Humphreys, SL Reserve:

- Yes, difficult but not impossible.

Mark Callahan:

- This is going to be a continuing discussion.

J.D. Humphreys, SL Reserve:

- I agree. Fire is absolutely important.

Scott Carter of CH2M took over and continued the presentation:

k. Corridor Alternatives

i. Six potential corridors:

1. Corridors 1-3 connect to the existing SR 417 interchange with Boggy Creek Road.
2. Corridors 4-6 connect with SR 417 one mile east of the existing interchange.



This concluded the presentation.

IV. Open discussion:

Richard Levey, Tavistock:

- If you are in the dark blue (PD&E Recommended Alternative), I think the prior study showed ramps that would go into the airport. The airport and SR 417 access were a consideration.
- For the interchange, we have done considerable work on extending over the SR 417 along ramps into the airport and we see it as an extension of Boggy Creek Road. We have determined it could work.
- If you are looking at this scale of improvements and the value in terms of traffic forecasts.
- That solves the problem of modeling.



J.D. Humphreys, SL Reserve:

- The most expensive of these alignments deal with the connection to the airport. It has the most challenges.

Scott Carter:

- That is why we did these alternatives (4-6).

J.D. Humphreys, SL Reserve:

- There isn't really any way to avoid Split Oak.
- It does not appear that there is any good solution east of Narcoossee at this point.

Scott Carter:

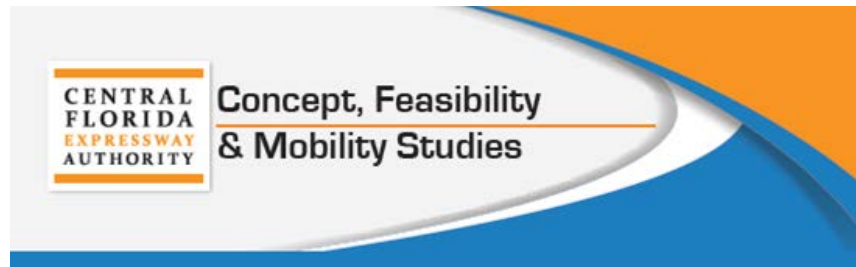
- That is the challenge. We are trying to avoid this area.
- The challenge is to make the geometry work. Maybe traffic and tolls will justify a different alignment.

J.D. Humphreys, SL Reserve:

- It just doesn't show any other alternative at this time to the northeast.

Scott Carter:

- We are working on it right now.



- I received an email from a member of our team this morning with a new layout.

J.D. Humphreys, SL Reserve:

- So from an alternatives' standpoint, we have not seen all the alternatives.

Mark Callahan:

- We have not received traffic counts yet. No one has seen all the alternatives yet.

J.D. Humphreys, SL Reserve:

- When we will see all the alternatives?
- We meet again in January.
- I assumed that because there are no new colors to the east no other alternatives would be considered to the east.

Mark Callahan:

- We need traffic. Until then, all these corridors are guesses.

Scott Carter:

- Traffic determines a lot of this. If it doesn't generate enough revenue, we will avoid it.

J.D. Humphreys, SL Reserve:

- Yes. Got it.

Richard Levey, Tavistock:

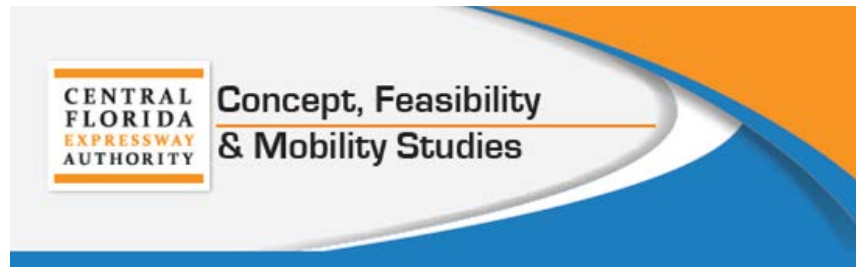
- There was a great deal of effort and a lot of public process, including the Governor's Task Force, that looked to preserve land from here to the coast. They all pretty much required this connection for any of that to work. That is all outside of the scope of this study. Wouldn't it be prudent to bear in mind that there is a lot of public sentiment on how these roads connect further to other things?

Mark Callahan:

- We can't be blind to that issue. It is something you guys have invested a lot of time and energy into.

Richard Levey, Tavistock:

- There was a consensus reached for potential corridors that could be saved. If those corridors all go to a place where you have no ability for a road to go beyond, all of that work is of no value.



- My concern is that you can reach a conclusion where you say this road is not needed today therefore we do not need to preserve this right of way.
- Unless you are moving forward you cannot preserve this right of way. This right of way has tremendous impact on all of the other work the state is doing from a transportation perspective.

Mark Callahan:

- We have to trust that we will work it out together.

Richard Levey, Tavistock:

- I am raising concerns. It was not in any of the documents discussed.
- In a historical context, consensus is where we got this. It has an impact on the critical need for this alignment so the right of way and corridor can be preserved. Otherwise there will be houses dumped there. There are houses in the way now too.
- It will make this alignment less possible and more expensive over time.

J.D. Humphreys, SL Reserve:

- The Governor's Task Force and those corridor alignments, but you also have the north segments.
- I'm concerned about the timing of the model and whether or not it needs to address the traffic coming from the north.

Mark Callahan:

- The traffic report will be for 2025.

J.D. Humphreys, SL Reserve:

- I'm concerned with the model impacts from the plan.
- Requested the team considers the other connections to the east.

Scott Carter:

- CFX has a study that was initiated yesterday. It goes up to SR 408.

Mark Callahan wrapped up the presentation. He stated there is homework to do based on the discussions here. The team will reach out to the members as more information becomes available.

Mary Brooks:



- Anyone have anything you want to say before moving into action items?

Don Whyte, Deseret Ranches:

- Economic feasibility could be impacted by the phasing plan.
- Would like their right of way to be preserved.
- Will phasing be part of the consideration?

Mark Callahan:

- Yes. We will take it into account.

Mary Moskowitz, Osceola County:

- Osceola County is discussing the alignments to the east and several studies in the Narcoossee area including Cyrils Drive.
- Requests the team take into consideration when proposing new alignments after traffic is received.

V. Next Steps:

Comments will be reviewed and incorporated into the concepts for further study.

VI. Action Items

All attendees will receive a copy of the presentation and the exhibits, which also will be posted on the study webpage.

The Public Meeting is in September and the next PAG is anticipated for January of 2018.

The meeting adjourned just after 10:30 a.m.

END OF MEETING 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@qcausa.com or by telephone 407-694-5505 within five (5) days of receipt of this summary.

SIGN IN

CFX Concept, Feasibility & Mobility Studies
PROJECT ADVISORY GROUP MEETING
CFX Project No.: 599-221
Osceola Parkway Extension
July 20, 2017, Osceola Heritage Park

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GERALD MARKS ORANGE CO. PLANNING

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CFX Concept, Feasibility & Mobility Studies
PROJECT ADVISORY GROUP MEETING
CFX Project No.: 599-221
Osceola Parkway Extension
July 20, 2017, Osceola Heritage Park

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Don Whyte	Deseret Ranches			DWhyte@deseretranches.com	207 ✓
	FAA	5950 Hazeltine National Drive Suite 400	Orlando, FL 32822-5024		
Joseph Sullivan	Federal Highway Administration (FHWA)	400 W. Washington Street Suite 4200	Orlando, FL 32801	Joseph.Sullivan@dot.gov	
Nahir DeTizio	Federal Highway Administration (FHWA)	400 W. Washington Street Suite 4200	Orlando, FL 32801	Nahir.Detizio@dot.gov	
Ginny Jones	Florida Department of State – Division of Historical Resources	RA Gray Building 500 S. Bronough Street	Tallahassee, FL 32399-0250	Ginny.Jones@dos.myflorida.com	
Timothy Parsons	Florida Department of State – Division of Historical Resources	RA Gray Building 500 S. Bronough Street	Tallahassee, FL 32399-0250	Timothy.Parsons@dos.myflorida.com	
Luis Ruiz	Florida Department of Transportation	605 Suwannee Street	Tallahassee, FL 32399-0450	Luis.Ruiz@dot.state.fl.us	

SIGN IN

CFX Concept, Feasibility & Mobility Studies
PROJECT ADVISORY GROUP MEETING
CFX Project No.: 599-221
Osceola Parkway Extension
July 20, 2017, Osceola Heritage Park

Name	Organization	Address	City/State/Zip	Email Address	Initials
Casey Lyon	Florida Department of Transportation – District 5	719 S. Woodland Boulevard	DeLand, FL 32720	Casey.Lyon@dot.state.fl.us	
Steve Martin	Florida Department of Transportation – District 5	719 S. Woodland Boulevard	DeLand, FL 32720	Steve.Martin@dot.state.fl.us	
Cathy Owen	Florida Department of Transportation – District 5	719 S. Woodland Boulevard	DeLand, FL 32720	Catherine.Owen@dot.state.fl.us	
Amy Sirmans	Florida Department of Transportation – District 5	719 S. Woodland Boulevard	DeLand, FL 32720	Amy.Sirmans@dot.state.fl.us	
Brian Stanger	Florida Department of Transportation – District 5	719 S. Woodland Boulevard	DeLand, FL 32720	Brian.Stanger@dot.state.fl.us	
Bill Walsh	Florida Department of Transportation – District 5	719 S. Woodland Boulevard	DeLand, FL 32720	William.Walsh@dot.state.fl.us	
Irene Cabral	Florida Department of Transportation – Emergency Management Office	605 Suwanee Street	Tallahassee, FL 32399-0450	Irene.Cabral@dot.state.fl.us	
Xavier Pagan	Florida Department of Transportation – Office of Environmental Management	605 Suwanee Street	Tallahassee, FL 32399-0450	Xavier.Pagan@dot.state.fl.us	

SIGN IN

CFX Concept, Feasibility & Mobility Studies
PROJECT ADVISORY GROUP MEETING
CFX Project No.: 599-221
Osceola Parkway Extension
July 20, 2017, Osceola Heritage Park

Name	Organization	Address	City/State/Zip	Email Address	Initials
	Orange County Economic Development	201 S. Rosalind Avenue 5 th Floor	Orlando, FL 32801		
Lori Cuniff	Orange County Environmental Protection	3165 McCrory Place Suite 200	Orlando, FL 32803	Lori.Cuniff@ocfl.net	
Beth Jackson	Orange County Environmental Protection	3165 McCrory Place Suite 200	Orlando, FL 32803	Beth.Jackson@ocfl.net	BJ
Robert Goff	Orange County Parks & Recreation	4801 W. Colonial Drive	Orlando, FL 32808	Robert.Goff@ocfl.net	
Gail Piazza	Orange County Parks & Recreation	4801 W. Colonial Drive	Orlando, FL 32808	Gail.Piazza@ocfl.net	
	Orange County Schools - Transportation	6721 Hanging Moss Road	Orlando, FL 32807		
Phil Brown	OIA / GOAA	One Jeff Fuqua Boulevard	Orlando, FL 32827-4392	PBrown@GOAA.org	
	City of Orlando	P.O. Box 4990	Orlando, FL 32802-4990		
	Orlando VA Medical Center	13800 Veterans Way	Orlando, FL 32827		
Josh Devries	Osceola County	1 Courthouse Square	Kissimmee, FL 34741	Joshua.Devries@osceola.org	
Kerry Godwin Cari Carpenter	Osceola County	1 Courthouse Square	Kissimmee, FL 34741	KGod@osceola.org CNC1	CC

SIGN IN

CFX Concept, Feasibility & Mobility Studies
PROJECT ADVISORY GROUP MEETING
CFX Project No.: 599-221
Osceola Parkway Extension
July 20, 2017, Osceola Heritage Park

Name	Organization	Address	City/State/Zip	Email Address	Initials
Mary Moskowitz	Osceola County	1 Courthouse Square	Kissimmee, FL 34741	Mary.Moskowitz@osceola.org	<i>MM</i>
Joedel Zaballero	Osceola County	1 Courthouse Square	Kissimmee, FL 34741	Joedel.Zaballero@osceola.org	
Bill Martin	Greater Osceola Partnership for Economic Prosperity	1 Courthouse Square Suite 4500	Kissimmee, FL 34741	BMartin@greaterosceola.com	
Susan Caswell	Osceola County Community Resources	1 Courthouse Square Suite 1100	Kissimmee, FL 34741	Susan.Caswell@osceola.org	
Shawn Tucker	Osceola County Schools Transportation	401 Simpson Road	Kissimmee, FL 34744	TuckerS@osceola.k12.fl.us	
JD Humpherys	SL Reserve			jdh@slreserve.com	<i>JD</i>
Steve Boyette	Southern Oaks			Steve.Boyette@calati.com	
Veronica Miller	St. Cloud	1300 9th Street City Hall 1st Floor	St. Cloud, FL 34769	VMiller@stcloud.org	
Richard Levey	Tavistock	6900 Tavistock Lakes Boulevard	Orlando, FL 32827	RLevey@tavistock.com	<i>RL</i>
Clint Beaty	Tavistock	6900 Tavistock Lakes Boulevard	Orlando, FL 32827	CBeaty@tavistock.com	
	UCF College of Medicine	6850 Lake Nona Boulevard	Orlando, FL 32827		
	University of Florida College of Pharmacy	6550 Sanger Road	Orlando, FL 32827		

STAFF SIGN IN SHEET

CFX Concept, Feasibility & Mobility Studies – Osceola Parkway Extension

PROJECT ADVISORY GROUP MEETING

CFX Project No.: 599-221

Osceola Heritage Park – Exhibition Hall; 1875 Silver Spur Lane, Kissimmee, FL 34744

July 20, 2017

Name	Organization	Email Address	Initials
Joseph Berenis	Central Florida Expressway Authority	Joseph.Berenis@CFXWay.com	
Brian Hutchings	Central Florida Expressway Authority	Brian.Hutchings@CFXWay.com	
Angela Melton	Central Florida Expressway Authority	Angela.Melton@CFXWay.com	
Glenn Pressimone	Central Florida Expressway Authority	Glenn.Pressimone@CFXWay.com	
Mark Callahan	CH2M	Mark.Callahan@CH2M.com	mc
Tara Jones	CH2M	Tara.Jones@CH2M.com	
Bryon Russell	CH2M	Bryon.Russell@CH2M.com	
Nicole Gough	Dewberry	NGough@Dewberry.com	
Jonathan Williamson	Dewberry	JWilliamson@Dewberry.com	JW
Joshua Devries	Osceola County	Joshua.Devries@Osceola.org	
Atlee Mercer	Osceola County Expressway Authority	Atlee.Mercer@Osceola.org	
Tawny Olore	Osceola County Expressway Authority	Tawny.Olore@Osceola.org	
Mary Brooks	Quest Corporation of America	Mary.Brooks@QCAusa.com	MB
Clifford Davy	Quest Corporation of America	Clifford.Davy@QCAusa.com	CD



STAFF SIGN IN SHEET

CFX Concept, Feasibility & Mobility Studies – Osceola Parkway Extension

PROJECT ADVISORY GROUP MEETING

CFX Project No.: 599-221

Osceola Heritage Park – Exhibition Hall; 1875 Silver Spur Lane, Kissimmee, FL 34744

July 20, 2017

[illegible]

Alternatives Meeting

Concept, Feasibility and Mobility Study

PROJECT: Osceola Parkway Extension Concept, Feasibility and Mobility Study
Orange County and Osceola County, Florida
Contract No. 001248; Project Identification No. 599-221

MEETING DATE: Thu 8/28/2017

MEETING TIME: 2:00 PM to 3:30 PM

LOCATION: CFX - 4974 ORL Tower Road, Orlando, Florida 32807
Sandpiper Conference Room - 3rd Floor

CONFERENCE
CALL NUMBER: 1-866-203-7023

ACCESS CODE: 4346590295

ATTENDEES:

<u>Name</u>	<u>Organization</u>	<u>Email</u>
Clint Beaty	Tavistock Development Company	cbeaty@tavistock.com
Joe Berenis	CFX	joseph.berenis@cfxway.com
Mark Callahan	CH2M	mark.callahan@ch2m.com
Scott Carter	CH2M	scott.carter1@ch2m.com
Joshua DeVries	Osceola County Transportation and Transit	joshua.devries@osceola.org
J.D. Humphreys	Southern Land Reserve	jd@slreserve.com
Ralph Ireland	Tavistock Development Company	reland@tavistock.com
Heather Issacs	Tavistock Development Company	hisaacs@tavistock.com
Keith Jackson	Dewberry	kjackson@dewberry.com
Laura Kelly	CFX	laura.kelly@cfxway.com
Richard Levey	Tavistock Development Company	rlevey@leveyconsulting.com
Glenn Pressimone	CFX	glenn.pressimone@cfxway.com
Mike Snyder	CH2M	michael.snyder@ch2m.com
Don Whyte	Deseret Ranch	dwhyte@deseretranches.com

1. Background Information

The 2017 OCX PD&E proposed a Recommended Alternative comprising an alignment beginning at the existing SR 417 and Boggy Creek Road interchange. The corridor then tracked south along Boggy Creek Road to the county line, turned east just north of the county line and proceeded easterly to Narcoossee Road. From there it continued southeasterly, crossing Split Oak Forest Wildlife Enhancement Area (SOFWEA) and interchanged with the proposed Northeast Connector. A two-mile easterly extension beyond that interchange was also included. As a part of the current CFX-sponsored study, CH2M was asked to develop additional alternatives that might lessen environmental impacts, reduce construction costs, reduce right-of-way costs and better coordinate with on-going development in the project area.

2. Prior Meeting

MEETING SUMMARY

Prior to today's meeting, CH2M had conceptually developed 6 complete new corridors and then 3 additional partial corridors that could be optionally added in various combinations. Together, these were designated as "Alternatives 1 through 9". A color graphic (attached) and baselines of each alternative over aerial coverage were presented during a July 20 meeting with CFX. During that meeting, four alternatives were eliminated and others combined to yield three surviving alternatives as shown in the second attached graphic. This second graphic was the focus of today's meeting with adjacent property owners.

3. Discussion

Mike Snyder briefly described the three remaining alternatives. The PD&E Recommended Alternative (shown in blue) is being retained as a baseline against which other alternatives are being compared. The other two alternatives are divided into east and west at Narcoossee Road such that either west alternative may be paired with either east alternative to make a complete corridor.

The discussion focused on these primary issues:

- How should the westerly alternative traverse the Poitras Property and connect to its local street network?
- How should the westerly alternative interchange with State Road 417?
- Where should the limited access freeway terminate within the Poitras Property and convert to a controlled access roadway?
- Where and how should the corridor interchange with Narcoossee Road?
- Where should the corridor cross SOFWEA while minimizing impacts to it?
- How will the corridor integrate with Osceola County's planned expansion of Cyrils Drive?
- How will Cyrils Drive extension connect with the corridor and Northeast Connector?
- What type interchange will Osceola Parkway Extension have with the Northeast Connector and where should it be located?
- Where can the corridor and interchange(s) be located within the Northeast District to limit impacts to their proposed water treatment plant and adjacent developments?
- How can the corridor and proposed interchanges be optimized to ensure a cost-feasible project?

4. Next Steps

a) CH2M (Scott) will revise the graphic as follows:

- Bring back "Alternative 4" (on the west side of the square pond) from the prior graphic instead of Alternative 2 West (yellow in the second attached graphic).
- Shift the East 2 (pink) Alternative northerly just inside the southerly limits of SOFWEA. Provide an impact acreage comparison among the PD&E Recommended Alternative (blue), East 1 Alternative (green) and shifted East 2 (purple) Alternative.
- Shift the East 1 (green) Alternative northerly as much as possible but leave at least 40 acres untouched within the proposed water treatment plan parcel.
- Shift the East 1 (green) and East 2 (purple) alternatives southerly toward Clapp Sims Duda Road as much as possible as they cross Narcoossee Road.

MEETING SUMMARY

- Modify the West 2 (yellow) connection between Narcoossee Road and Boggy Creek Road to “T” into the proposed east / west corridor within the Poitras Property instead of it connecting directly to Narcoossee Road.
 - Verify the locations of the “North / South Connector”, Cyrils Drive and the proposed water treatment plant.
 - Ask Orange County Planning (John Smoger or Alberto Vargas) for the latest CADD files for Eagle Creek Village’s planned expansion southerly along the east side of Narcoossee Road. Use this information to estimate the number of Eagle Creek Village lots that could be impacted by the corridor.
- b) CH2M (Mike) will set a follow-up meeting with Tavistock and CFX to review the surviving alternatives. This should be about two to three weeks out.
- c) Tavistock (Heather) will provide to CH2M (Scott) Tavistock’s CADD files for the water treatment plant parcel, location of Cyrils Drive, location of the “North / South Connector” and location of westerly parcel lines for the Poitras Property.

REFERENCE COPY



**KICKOFF PUBLIC MEETING SUMMARY
ASSOCIATION OF POINCIANA VILLAGES COMMUNITY CENTER
TUESDAY, SEPTEMBER 19, 2017**

A Kickoff Public Meeting for the Central Florida Expressway Authority's (CFX) Concept, Feasibility and Mobility Studies was conducted on Tuesday, September 19, 2017, from 5:30 p.m. to 7:30 p.m., at the Association of Poinciana Villages Community Center. The meeting was originally scheduled on Tuesday, September 14, 2017; it was subsequently rescheduled due to Hurricane Irma. This meeting was the first of three Kickoff Public meetings scheduled to take place throughout the 60-mile corridor.

Study Background

As part of an interlocal agreement, CFX has incorporated portions of the Osceola County Expressway Authority (OCX) 2040 Master Plan into the CFX 2040 Master Plan. CFX is taking a fresh look at four previously studied transportation corridors in Osceola and Polk Counties to determine if any of them are fundable and feasible according to agency policies and procedures.

The four corridors are: the Poinciana Parkway Extension / I-4 Connector, the Southport Connector Expressway, the Northeast Connector Expressway and the Osceola Parkway Extension. CFX began the concept studies in April 2017 and is scheduled to complete them in 12 months.



The overall goals of these study corridors are to: improve roadway connections from I-4/SR 429 to Florida's Turnpike, to US 192, and to SR 417; provide additional traffic capacity within the study area; enhance mobility of the area's growing population and economy; reduce congestion and delays on local roads by providing a new limited-access transportation option; provide for the incorporation of transit options; and promote regional connectivity.

Study Methodology

The work includes the evaluation and documentation of the physical, natural, social and cultural environment within the corridors and the potential impacts associated with the various mobility alternatives. Transportation demands for each corridor will be determined and a range of transportation mobility options will be developed to adequately meet the future demands.

Public involvement and interagency coordination are an integral part of the assessment process, and multiple opportunities for participation are being provided. The Kickoff Public Meetings are an important



part of the study process and necessary to obtain public input on the four corridors under evaluation. After the public meetings, comments received from stakeholders, local agencies, officials and other interested persons will be considered; then the alignment alternatives will undergo more detailed comparative analyses and evaluations.

Public Notification

Public meeting invitation letters were sent on Thursday, August 23, 2017 by email to 61 elected officials and their aides, 50 appointed officials, 30 regional agency contacts, and 33 federal and state agency contacts. An additional 12,295 meeting invitation letters were mailed to property owners within the four corridors.



Media Notification

The Kickoff Public Meeting was advertised in advance with display ads in the *Lakeland Ledger* on Friday, September 1, 2017; in the *Osceola News Gazette* on Thursday, September 7, 2017 and Saturday, September 9, 2017; in *El Sentinel* on Saturday, September 9, 2017; and the *Orlando Sentinel* on Sunday, September 10, 2017. An ad was printed in the *Florida Administrative Register* (FAR) on Thursday, September 7, 2017, and a press release was distributed to major media outlets on Friday, September 1, 2017.

The original media release and updates were posted on Orange and Osceola County municipal websites. Informational fliers were left at the Poinciana Branch Library, Hart Memorial Central Library, West Osceola Branch Library and Buena Ventura Lakes Branch Library.



Due to Hurricane Irma, the Kickoff Public Meeting date was rescheduled to September 19, 2017. New notifications were posted in the *Lakeland Ledger* on Thursday, September 14, 2017; in the *Osceola News Gazette* on Saturday, September 16, 2017; and in the *Orlando Sentinel* on Sunday, September 17, 2017. A press release with rescheduled meeting information was distributed to the media outlets and officials on Tuesday, September 12, 2017; and Tuesday, September 19, 2017. Notification emails also were sent to those in the study database.



Public Meeting Agenda

The meeting was an informal open house and participants were welcome to come at any time between 5:30 p.m. and 7:30 p.m. The same information on all four corridors was presented at each Kickoff Meeting. Display maps illustrating the project study area, the four individual corridors, the project schedule, and other information was available for public review and comment. A looping audiovisual presentation was available throughout the meeting that provided an overview of the study process, history and details. Project representatives were available to discuss the studies, receive input and answer questions.

Parking was available to accommodate all the attendees, including those who were differently abled. Signs were placed along the roadway and on the community center property directing attendees to the meeting room.

The following display boards were available for public review and comment:

- Study Area Map
- Project Schedule
- Title VI Board
- Poinciana Parkway Extension / I-4 Connector Corridor Alternatives Board
- Poinciana Parkway Extension / I-4 Connector Environmental Constraints Board
- Southport Connector Corridor Alternatives Board
- Southport Connector Environmental Constraints Board
- Northeast Connector Corridor Alternatives Board
- Northeast Connector Environmental Constraints Board
- Osceola Parkway Extension Corridor Alternatives Board
- Osceola Parkway Extension Environmental Constraints Board



Meeting Attendance

Fifty-four (54) attendees signed in, including Tawny Olore, Osceola County Department of Transportation and Transit; Joshua Devries, Osceola County Department of Transportation and Transit; Leigh Ann Wachter, City of St. Cloud; Christopher Mills, City of St. Cloud; Renzo Nastasi, Orange County Transportation Planning and Beth Jackson, Orange County Department of Environmental Protection.



Meeting Handouts

The Corridor-wide Fact Sheet (Fall 2017 edition), individual corridor fact sheets and comment forms were distributed to the attendees. Participants were encouraged to discuss their thoughts and concerns regarding the study with project team members, and to submit written comments.

Public Comments

Seven comment forms were received at the meeting. Please see the comment matrix and actual comment forms received attached.



Publicizing Public Meeting Materials

Display materials, the presentation and handouts were posted on the Concept Studies webpage on Friday, September 29, 2017. Public meeting photos and links to the meeting documents were posted on Facebook on Sunday, October 1, 2017 and Monday, October 9, 2017.

END OF MEETING SUMMARY

This meeting summary was prepared by Mary Brooks, Public Information Officer 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@qcausa.com or by telephone 407-694-5505 within five (5) days of receipt of this summary.

Comments Matrix for Kickoff Public Meeting #1 – September 19, 2017

Total Attendees: 54

Total Comments Received: 12

Comment Categories	Traffic Concerns	Environmental Impact Concerns	Property Impacts / Quality of Life	Cost Concerns	Indicated Alignment Preference	Requested More Information	Public Trust / Public Funds for Conservation Land	Supports Project	Opposes Project
Osceola Parkway Extension (599-221)	1	2					3		3
Northeast Connector Expressway (599-222)			1		1				
Southport Connector Expressway (599-223)	3	1			3			3	
Poinciana Parkway Extension / I-4 Connector (599-224)		1			1		1	1	
General / Multiple / Unspecified						6			

Most Common Specific Concerns:

Osceola Parkway Extension:

- Strongly opposed to road going through Split Oak
- Concerned about traffic feeding south onto Boggy Creek Road
- Concerned about wildlife vs. driver conflicts
- Indicated other roads where capacity could be expanded to handle volume
- Would only support route through Southern Oaks via Cyrils Road

Northeast Connector Expressway:

- Blue alternative preferred; would impact fewer homes
- Oppose intersection at Old Hickory Tree Road

Southport Connector Expressway:

- Don't build until Poinciana Parkway Extension / I-4 Connector is finished
- Glad road is going south of Lake Toho
- Wants construction to begin soon
- Connection at Cypress Parkway could make a bad traffic situation worse

Poinciana Parkway Extension / I-4 Connector

- Concerned about traffic jams during construction
- Using Champions Gate (CR 532 interchange) would be confusing
- Horrible to add more traffic at Champions Gate; suggests connecting to train stop
- Important to directly connect to I-4 – not at US 17/92 because of traffic. Prefers connection at I-4 and SR 429

COMMENT FORM

Kickoff Public Meeting
Concept, Feasibility & Mobility Studies
Nos. 599-221, 599-222, 599-223, 599-224

Association of Poinciana Villages Community Center
445 Marigold Avenue
Poinciana, Florida 34759
Tuesday, September 19, 2017

(Northeast connector)

- sending out mailer with correct dates!
 - The Blue line route furthest east would impact the less amount of houses, May not affect any?
 - I've Built and lived in my home since 1993 and want not to hear anything especially a highway outside.
 - The Blue route to the east makes the most since, Also having Intersections on canoe creek and at 192.
 - There is absolutely no need to have an intersection on hickory tree ^{road} ~~road~~. This area is 5 acre + 2 1/2" acre homes, we can drive couple miles to the city we don't need it in
- (Please continue comments on the back of this page if more space is needed. Thank you.)

Name:

Greg DePorter

Address:

3954 Chaplain Road

Saint cloud Fla 34772

Email:

Gluckyranch@aol.com

Phone:

407-455-4254

- the yellow & green routes I feel are for a

We welcome your comments. You may also mail your comments to Mary Brooks, Public Involvement Coordinator, Quest Corporation of America, 2431 Aloma Avenue, Suite 231, Winter Park, Florida 32792. You may also email comments to ConceptStudies@CFXway.com. Thank you!

special Interested party Henry Yates!

COMMENT FORM

Kickoff Public Meeting
Concept, Feasibility & Mobility Studies
Nos. 599-221, 599-222, 599-223, 599-224
Association of Poinciana Villages Community Center
445 Marigold Avenue
Poinciana, Florida 34759
Tuesday, September 19, 2017

Please place the video upon your website
or send me a copy

Thanks

norm7007@gmail.com

REFERENCE COPY

(Please continue comments on the back of this page if more space is needed. Thank you.)

Name: NORMAN Gundel
Address: 419 Fountain Valley Ln
Kissimmee FL 34759
Email: norm7007@gmail.com
Phone: 407-279-3974

We welcome your comments. You may also mail your comments to Mary Brooks, Public Involvement Coordinator, Quest Corporation of America, 2431 Aloma Avenue, Suite 231, Winter Park, Florida 32792. You may also email comments to ConceptStudies@CFXway.com. Thank you!

COMMENT FORM

Kickoff Public Meeting
Concept, Feasibility & Mobility Studies
Nos. 599-221, 599-222, 599-223, 599-224
Association of Poinciana Villages Community Center
445 Marigold Avenue
Poinciana, Florida 34759
Tuesday, September 19, 2017

Excellent public workshop!

Concerned about the Osceola Parkway
Extension Alternative West I.
Specifically the traffic feeding
south onto Boggy Creek Rd.

REFERENCE COPY

(Please continue comments on the back of this page if more space is needed. Thank you.)

Name:

Leigh Anne Wachter

Address:

4014 Eternity Circle
St. Cloud, FL 34769

Email:

leighanne.wachter@stcloud.org

Phone:

407-957-7275

We welcome your comments. You may also mail your comments to Mary Brooks, Public Involvement Coordinator, Quest Corporation of America, 2431 Aloma Avenue, Suite 231, Winter Park, Florida 32792. You may also email comments to ConceptStudies@CFXway.com. Thank you!

COMMENT FORM

Kickoff Public Meeting
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Poinciana, Florida 34759
Tuesday, September 19, 2017

"PAVE PARADISE AND PUT UP A PARKING LOT" OOPS!
MORE ROADS!!

I DON'T KNOW MUCH ABOUT NK CONNECTOR OR OSEOLA
PKY EXT.

I CAME TO A MEETING (2 YEARS AGO?) ABOUT PLANNING
I AM HAPPY POINCIANA PKY IS OPEN. I OFTEN USE IT
TO AVOID PLEASANT HILL RD & POINCIANA BLVD. AT
LEAST ONCE A MONTH MAJOR WRECKS ON PLEASANT HILL
BACKUP OVER 1 HOUR SOMETIMES. TRAFFIC 1 HOUR OR
MORE FROM POINCIANA TO KISSIMMEE DURING RUSH
HOURS. I HOPE SOME OF YOU DRIVE THESE ROADS
DURING BOTH RUSH HOURS AND THIS SOUTHEAST
CORRIDOR ALONG CYPRESS PKY / PLEASANT HILL RD - AND

(Please continue comments on the back of this page if more space is needed. Thank you.)

Name: MARY ANN NUTTER
Address: 520 CASHANOVA CT
KISSIMMEE FL 34759
Email: mnutter1@cfle.com
Phone: 863 438 2124

THE CONSTRUCTION WILL CREATE MORE MESS AND
CREATE PROBLEMS FOR ACCESS TO BUSINESSES! I'M
GLAD THE CORRIDOR WILL NOT CROSS LAKE TUNO.
IT WOULD MAKE SENSE TO DO THE CONNECTIONS FROM
I-4 TO POINCIANA PKY BEFORE BUILDING SOUTHPORT
PKY. I ALSO THINK IT WOULD MAKE SENSE TO
EXTEND 429 TO POINCIANA PKY. TRAFFIC ON I4
IS OFTEN JAMMED ESPECIALLY ON FRIDAYS. USING
CHAMPIONS GATE AS AN EXIT TO POINCIANA PKY
WILL CREATE CONFUSION & MORE CONGESTION ON I4 -
PEOPLE UNFAMILIAR WITH THE 429 TO I4 TO CHAMPIONS
GATE WILL BE CONFUSED.

REFERENCE COPY

COMMENT FORM

Kickoff Public Meeting
Concept, Feasibility & Mobility Studies
Nos. 599-221, 599-222, 599-223, 599-224
Association of Poinciana Villages Community Center
445 Marigold Avenue
Poinciana, Florida 34759
Tuesday, September 19, 2017

Please start before
I am no longer here.
Been doing this study since
2010 ~~when~~ before Poinciana
Parkway was started in 2011.
I am Annette Brown-Best Lady
who was instrumental in getting
Poinciana Hospital.
What is expectation of starting
to actually building Southport
Connector Impact during construction
is extremely important.

(Please continue comments on the back of this page if more space is needed. Thank you.)

Name: Annette Brown-Best
Address: 401 Martignes Drive
Poinciana FL 34759
Email: abrownabbrown@yahoo.com
Phone: 407-931-1257

COMMENT FORM

Kickoff Public Meeting
Concept, Feasibility & Mobility Studies
Nos. 599-221, 599-222, 599-223, 599-224
Association of Poinciana Villages Community Center
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Poinciana, Florida 34759
Tuesday, September 19, 2017

1. I-4 through 535 and West is backed up traffic in morning and in afternoon (5-7pm). It would be horrible to extend ~~the~~ more traffic on I-4 at Champions gate to get to 428.
2. Best to connect possibility of connection to train stop at this highway and park to extend North into Orlando.
3. Unsure how one can get on highway from Poinciana town center. This was not expressed.

REFERENCE COPY

(Please continue comments on the back of this page if more space is needed. Thank you.)

Name: Leslie Griffith
Address: 309 Corsica Court, Kissimmee, FL 34758
Email: lfedde@gmail.com
Phone: 407-489-3247

We welcome your comments. You may also mail your comments to Mary Brooks, Public Involvement Coordinator, Quest Corporation of America, 2431 Aloma Avenue, Suite 231, Winter Park, Florida 32792. You may also email comments to ConceptStudies@CFXway.com. Thank you!

COMMENT FORM

Kickoff Public Meeting
Concept, Feasibility & Mobility Studies
Nos. 599-221, 599-222, 599-223, 599-224
Association of Poinciana Villages Community Center
445 Marigold Avenue
Poinciana, Florida 34759
Tuesday, September 19, 2017

Greg DePorter

3954 chaplain Road

saint cloud Fla 34772

Gluckyranch@aol.com

Send detail of alignment
in his area NEC

& Give commit to Alex Hull to
address Asst

REFERENCE COPY

(Please continue comments on the back of this page if more space is needed. Thank you.)

Name: _____

Address: _____

Email: _____

Phone: _____

We welcome your comments. You may also mail your comments to Mary Brooks, Public Involvement Coordinator, Quest Corporation of America, 2431 Aloma Avenue, Suite 231, Winter Park, Florida 32792. You may also email comments to ConceptStudies@CFXway.com. Thank you!



**KICKOFF PUBLIC MEETING SUMMARY
THE FIRST BAPTIST CHURCH OF ST CLOUD
TUESDAY, SEPTEMBER 26, 2017**

A Kickoff Public Meeting for the Central Florida Expressway Authority (CFX) Concept, Feasibility and Mobility Studies was conducted on Tuesday, September 26, 2017, from 5:30 p.m. to 7:30 p.m., at The First Baptist Church of St. Cloud. The meeting was originally scheduled on Tuesday, September 19, 2017; it was subsequently rescheduled due to Hurricane Irma. This meeting was the second of three Kickoff Public meetings scheduled to take place throughout the 60-mile corridor.

Study Background

As part of an interlocal agreement, CFX has incorporated portions of the Osceola County Expressway Authority (OCX) 2040 Master Plan into the CFX 2040 Master Plan. CFX is taking a fresh look at four previously studied transportation corridors in Osceola, Orange and Polk Counties to determine if any of them are fundable and feasible according to CFX's policies and procedures.

The four corridors are: the Poinciana Parkway Extension / I-4 Connector, the Southport Connector Expressway, the Northeast Connector Expressway and the Osceola Parkway Extension. CFX began the concept studies in April 2017 and is scheduled to complete them in 12 months.



The overall goals of these study corridors are to: improve roadway connections from I-4/SR 429 to Florida's Turnpike, to US 192, and to SR 417; provide additional traffic capacity within the study area; enhance mobility of the area's growing population and economy; reduce congestion and delays on local roads by providing a new limited-access transportation option; provide for the incorporation of transit options; and promote regional connectivity.

Study Methodology

The work includes evaluation and documentation of the physical, natural, social and cultural environment within the corridors and the potential impacts associated with the various mobility alternatives. Transportation demands for each corridor will be determined and a range of transportation mobility options will be developed to adequately meet future demands.



Public involvement and interagency coordination are an integral part of the assessment process, and multiple opportunities for participation are being provided. The Kickoff Public Meetings are an important part of the study process and necessary to obtain public input on the four corridors under evaluation. After the public meetings, comments received from stakeholders, local agencies, officials and other interested people will be considered; then the alignment alternatives will undergo more detailed comparative analyses and evaluations.

Public Notification

Public meeting invitation letters were sent on Thursday, August 23, 2017 by email to 61 elected officials and their aides, 50 appointed officials, 30 regional agency contacts, and 33 federal and state agency contacts. An additional 12,295 meeting invitation letters were mailed to property owners along the four corridors.

Media Notification

The Kickoff Public Meeting was advertised in advance with display ads in the *Lakeland Ledger* on Friday, September 1, 2017; in the *Osceola News Gazette* on Thursday, September 7, 2017 and Saturday, September 9, 2017; in *El Sentinel* on Saturday, September 9, 2017; and the *Orlando Sentinel* on Sunday, September 10, 2017. An ad was printed in the Florida Administrative Register (FAR) on Thursday, September 7, 2017, and a press release was distributed to major media outlets on Friday, September 1, 2017.



The original media release and updates were posted on Orange and Osceola County websites. Informational fliers were left at the Poinciana Branch Library, Hart Memorial Central Library, West Osceola Branch Library and Buena Ventura Lakes Branch Library.

Due to Hurricane Irma, the Kickoff Public Meeting date was rescheduled to September 26, 2017. New notifications were posted in the *Lakeland Ledger* on Thursday, September 14, 2017; in the *Osceola News Gazette* on Saturday, September 16, 2017; and in the *Orlando Sentinel* on Sunday, September 17, 2017. A press release with rescheduled meeting information was distributed to the media outlets and officials on Tuesday, September 12, 2017; and Tuesday, September 19, 2017. Notification emails also were sent to those in the study database.

Public Meeting Agenda

The meeting was an informal open house and participants were welcome to come at any time between 5:30 p.m. and 7:30 p.m. The same information on all four corridors was presented at each Kickoff Meeting.



Display maps illustrating the project study area, the four individual corridors, the project schedule, and other information was available for public review and comment. A looping audiovisual presentation was available throughout the meeting that provided an overview of the study process, history and details. Project representatives were available to discuss the studies, receive input and answer questions.

Parking was available to accommodate attendees, including those who were differently abled. Signs were placed along the roadway and on the community center property directing attendees to the meeting room.

The following display boards were available for public review and comment:

- Study Area Map
- Project Schedule
- Title VI Board
- Poinciana Parkway Extension / I-4 Connector Corridor Alternatives Board
- Poinciana Parkway Extension / I-4 Connector Environmental Constraints Board
- Southport Connector Corridor Alternatives Board
- Southport Connector Environmental Constraints Board
- Northeast Connector Corridor Alternatives Board
- Northeast Connector Environmental Constraints Board
- Osceola Parkway Extension Corridor Alternatives Board
- Osceola Parkway Extension Environmental Constraints Board



Meeting Attendance

One hundred thirty-seven (137) attendees signed in, including Fred Hawkins, Osceola County Commission; Tawny Olore, Osceola County Department of Transportation and Transit; Joshua Devries, Osceola County Department of Transportation and Transit; Josiah Banet, Florida's Turnpike Enterprise; Leigh Ann Wachter, City of St. Cloud; and Chris Mills, City of St. Cloud.

Meeting Handouts

The Corridor-wide Fact Sheet (Fall 2017 edition), individual corridor fact sheets and comment forms were distributed to the attendees. Participants were encouraged to discuss their thoughts and concerns regarding the study with project team members, and to submit written comments.

Public Comments

Thirty-five comment forms were received at the meeting . Please see the comment matrix and actual comment forms received attached.



REFERENCE COPY

END OF MEETING SUMMARY

This meeting summary was prepared by Mary Brooks, Public Information Officer 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@qcausa.com or by telephone 407-694-5505 within five (5) days of receipt of this summary.

Concept, Feasibility & Mobility Studies

Comments matrix for Kickoff Public Meeting #2 – September 26, 2017

Total Attendees: 137

Total Comments Received: 48

Comment Categories	Traffic Concerns	Environmental Impact Concerns	Property Impacts / Quality of Life	Cost Concerns	Indicated Alignment Preference	Requested More Information	Public Trust / Public Funds for Conservation Land	Supports Project	Opposes Project
Osceola Parkway Extension (599-221)	1	4	2		1				4
Northeast Connector Expressway (599-222)	2	7	13		20			3	9
Southport Connector Expressway (599-223)					1				1
Poinciana Parkway Extension / I-4 Connector (599-224)									
General / Multiple / Unspecified						7			

Most Common Specific Concerns:

Osceola Parkway Extension:

- Do not use Pink East 2 – too close to homes and agricultural land. Use East 1 or PD&E alternative.
- No road through Split Oak; go south

Northeast Connector Expressway:

- Prefer the blue alignment
- Has letter that the Lake X – Old Mercury property would be protected; where can he send copy of letter
- Request for a more structured meeting with formal presentation and Q&A period
- Opposition to any road over Alligator Lake or Lake Pearl
- Opposition to any road coming near Old Melbourne Highway

Southport Connector Expressway:

- Should be placed as far south as possible, outside Lake Gentry; put all Turnpike interchanges before the public

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OSCEOLA Parkway Extension alternative
map -

Do NOT use the PINK EAST 2
Alternative. Too close to
Neighborhoods - Agriculture Area -
NOT Right to put so close to
~~Ag~~ Ag-neighborhood use EAST 1
OR. PBI E ALTERNATIVE.

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NORTH EAST Connector EXPRESSway
USE yellow Line more connectivity
Blue too far out Red Through
housing too much TRAFFIC From neighborhoods

(Please continue comments on the back of this page if more space is needed. Thank you.)

Name: Lynne Gowan

Address: 6000 martha's Ln

St. Cloud, FL

Email: lgowan3499@gmail.com

Phone: 407 892-0575

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Re: No road through Split Oak Forest

We love our parks of Moss Park and Split Oak.

We take visitors to see split oak and hike.

A road would ruin it.

Please create or change the routes to
go south of the parks or at worst just
the tip Southwest corner affected.

The noise from this road would negatively
affect the park ^{experience} and the scrub jays and
other wildlife.

(Please continue comments on the back of this page if more space is needed. Thank you.)

Name: Bob and Arlene Olson
Address: 2625 Cane Creek Rd.
St. Cloud, FL 34772
Email: Olson 1939 @ AOL.COM
Phone: 407-892-4925

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Northeast Connector Expressway

move the Nova Rd Interchange - further East
would save the homes on the West side
of the Canal. Rockwood Dr & Oaktree Lane.

REFERENCE COPY

(Please continue comments on the back of this page if more space is needed. Thank you.)

Name:

Frank & Arlene Guido

Address:

1290 Rockwood Dr.
St. Cloud, FL 34771

Email:

Phone:

407 892 5834

We welcome your comments. You may also mail your comments to Mary Brooks, Public Involvement Coordinator, Quest Corporation of America, 2431 Aloma Avenue, Suite 231, Winter Park, Florida 32792. You may also email comments to ConceptStudies@CFXway.com. Thank you!

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North East Connector
we favor the Blue!

REFERENCE COPY

(Please continue comments on the back of this page if more space is needed. Thank you.)

Name: Fred & Dorothy Ponce
Address: 6100 Hickory Tree Rd.
St. Cloud, FL 34772
Email: beanypearl2000@aol.com
Phone: 407-969-6283

We welcome your comments. You may also mail your comments to Mary Brooks, Public Involvement Coordinator, Quest Corporation of America, 2431 Aloma Avenue, Suite 231, Winter Park, Florida 32792. You may also email comments to ConceptStudies@CFXway.com. Thank you!

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RE: Northeast Corridor Expressway

- For - Red Line Route
- Against - Yellow + Blue Line Routes
- Received letter from State of Fla
3 weeks ago after last meeting
in 2015 stating the LAKELAND -
Old - Mercury property that butts
up to Old Melbourne Hwy would
never have a road through it.
It would stay protected - where
can I send you a copy of the
letter.

(Please continue comments on the back of this page if more space is needed. Thank you.)

Name:

Ila & Lawson Farnsworth

Address:

2275 Eldorado Ct
St Cloud, FL 34771

Email:

farnsworthila@gmail.com

Phone:

407-973-0331 - Cell
407-957-4686 - Home

We welcome your comments. You may also mail your comments to Mary Brooks, Public Involvement Coordinator, Quest Corporation of America, 2431 Aloma Avenue, Suite 231, Winter Park, Florida 32792. You may also email comments to ConceptStudies@CFXway.com. Thank you!

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Northeast ~~Connector~~ Connector

If it has to be, the red line is preferred.

Next prefer the blue to purple to yellow.

The blue off Old Melbourne Hwy is too close to homes.

Next meeting should be a more structured, formal presentation - where there are presenters, with up to date maps and a time for Q&A from the audience - so we can all hear the proposed ideas as well as alternatives.

REFERENCE COPY

The website needs to be more user friendly. I had a very time finding out that the meeting was rescheduled, from 9/19 to 9/26.

(Please continue comments on the back of this page if more space is needed. Thank you.)

Name: Sandi Quiles

Address: 7170 Six Gun Ct.

St. Cloud, FL 34771

Email: sandiquiles@mindspring.com

Phone: 321-432-3432

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Build K-8-Schools in
the new communities -
So the students can walk
to school.

Will not need as many
Buses - will cut out some
of the traffic.

REFERENCE COPY

(Please continue comments on the back of this page if more space is needed. Thank you.)

Name:

Vicky Chisholm

Address:

1201 Absher Ln.

St. Cloud, FL 34771

Email:

VickyJd@comcast.net

Phone:

We welcome your comments. You may also mail your comments to Mary Brooks, Public Involvement Coordinator, Quest Corporation of America, 2431 Aloma Avenue, Suite 231, Winter Park, Florida 32792. You may also email comments to ConceptStudies@CFXway.com. Thank you!

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Northeast Connector Expressway

I would prefer the red or blue corridors. My first preference is the red corridor because it is the shortest route and very accessible. However, it remains to be seen how residents in that area respond. I believe it will have the longest environmental impact. My second preference, the blue corridor, is much longer and would affect fewer residents. I'm not sure of the environmental impact of this corridor. I am opposed to the greenish corridor that goes over Alligator Lake and

(Please continue comments on the back of this page if more space is needed. Thank you.)

Name:

Sylvana Vester

Address:

8080 Hickory Tree Rd

St Cloud FL 34772

Email:

sylvanavester@gmail.com

Phone:

407-779-9436

Lake Pearl, as I live on Lake
Pearl. It took me 4 years to find
this lovely property, and I had
hoped to pass away there many
years from now. I do believe
there would be significant environmental
impact going over Lake (Alligator).
My second best choice is the yellow
corridor.

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Thank You for this meeting. Please keep us informed. Neither suggested route goes over my house but does go over my barn & backside of property. I am concerned about my business and livelihood for the future. I am also concerned about water run off into my property. ~~How~~ How will I know to continue to invest money into my property? Will my property be taken from me? If it matters please use the BLUE route to follow the Urban growth boundary.

(Please continue comments on the back of this page if more space is needed. Thank you.)

Name:

Michelle Brooks

Address:

~~6570~~ 6570 Old Melbourne Hwy.
St. Cloud, FL 34771

Email:

flacowgirl320@gmail.com

Phone:

407-891-9201

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Using the "blue" route on the Northeast
Connector will be too damaging to
wildlife (eagles, endangered sparrows, gopher
turtles - panthers). Plus, it will
further encourage urban sprawl.

REFERENCE COPY

(Please continue comments on the back of this page if more space is needed. Thank you.)

Name:

Tammy Ervin

Address:

4780 Cypress Creek Ranch Rd.
St. Cloud, FL 34771

Email:

ctrpte1@gmail.com

Phone:

407-709-8728 or 407-742-2480

We welcome your comments. You may also mail your comments to Mary Brooks, Public Involvement Coordinator, Quest Corporation of America, 2431 Aloma Avenue, Suite 231, Winter Park, Florida 32792. You may also email comments to ConceptStudies@CFXway.com. Thank you!

N.E. CONNECTOR

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YELLOW ROUTE - NE CONNECTOR ⇒

HICKORY TREE ROAD IS VERY NARROW AND A BIKE
ROUTE FOR THE BICYCLE CLUBS. THIS IS A
VERY DANGEROUS ROAD AND TRAFFIC IS
ALREADY TOO THICK FOR THE CONSTRUCTION
CONSTRAINTS OF THE ROAD. IF THE YELLOW
ROUTE IS SELECTED, WIDENING WOULD BE NECESSARY
FOR SAFETY

REFERENCE COPY

(Please continue comments on the back of this page if more space is needed. Thank you.)

Name: JOE RADON
Address: 4614 HICKORY TREE LANE
ST CLOUD, FL 34772
Email: joe.radon@hotmail.com
Phone:

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The Oseola Forkway Extension should not be allowed to go through Split Oak. This property was originally donated as mitigation property and should be kept as such.

I live a couple hundred yards from Split Oak, it is one of the LAST place for wild life to go. Since all of the development has begun in our area we have been invaded by coyotes, bobcats and opossums. The deer have gotten skinner than I have ever seen them. The habitat over

(Please continue comments on the back of this page if more space is needed. Thank you.)

Name:

Ellen E Clayton

Address:

5871 Leon Tyson Rd
St Cloud FL 34771

Email:

missellenshouse@gmail.com

Phone:

407 319 8685

that has supported all of the wildlife
has slowly disappeared. - Starving
animals mean that our livestock
and pets are becoming food!

The deer could be possibly
be suffering from chronic
wasting. Incredibly sad
times for Oseola County

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Please put our names on the list to be sent
out for information on this project.

Mrs & Mrs Roger Charitto

5620-2 Lake Lizzie DR

St. Cloud FL 34771

Don't like the red line close to 192.

REFERENCE COPY

(Please continue comments on the back of this page if more space is needed. Thank you.)

Name: Judy + Roger Charitto

Address:

Email: jcharettesharp@gmail.com

Phone:

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The routes running between Alligator Lake and Brick Lake should not be chosen. They have too great an impact on the Alligator Lake chain, and residents living near or on those lakes. A route around Brick Lake would be less destructive environmentally and impact fewer existing residents.

(Please continue comments on the back of this page if more space is needed. Thank you.)

Name:

Bill Gest

Address:

3085 Vest Rd.

St. Cloud, FL 34772

Email:

Wgest1@gmail.com

Phone:

407 892 3215

We welcome your comments. You may also mail your comments to Mary Brooks, Public Involvement Coordinator, Quest Corporation of America, 2431 Aloma Avenue, Suite 231, Winter Park, Florida 32792. You may also email comments to ConceptStudies@CFXway.com. Thank you!

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I Like

Northeast Connector "Blue"

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(Please continue comments on the back of this page if more space is needed. Thank you.)

Name:

David Vornbrock

Address:

3441 Robert Lee Rd

St Cloud

Email:

Phone:

407 709 2048

We welcome your comments. You may also mail your comments to Mary Brooks, Public Involvement Coordinator, Quest Corporation of America, 2431 Aloma Avenue, Suite 231, Winter Park, Florida 32792. You may also email comments to ConceptStudies@CFXway.com. Thank you!

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NE Plan -

1st Choice - blue

2nd Choice - red

If there have been changes to
proposed routes - additions/deletions
etc - Please update maps immediately
on website.

- Need to reduce choices

- This should have been held in a
much larger venue where people could
actually hear the professionals + each other
talk

- There should have been more NE Plans
posted

(Please continue comments on the back of this page if more space is needed. Thank you.)

Name:

Karen Toothe

Address:

2175 James Drive

Email:

Kltoothe@gmail.com

Phone:

407-729-7053

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Hello,

I'd like to register my preferences for the Northeast Connector Expressway.

My vote (first choice) is for the blue option because it is the least disruption to current residents and because it would encourage development in what is currently an economic desert.

My second choice would be the red line b/c it is the shortest and the least environmentally disruptive because that area is already developed.

I would strongly oppose the green line between LK Pearl & Alligator Lake because of its massive environmental toll and because I live there.

(Please continue comments on the back of this page if more space is needed. Thank you.)

Name:

Courtney Brackmann

Address:

6080 Hickory Tree Rd
Saint Cloud FL 34772

Email:

brackmac@osceola.k12.fl.us

Phone:

904-537-6055

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Carol & Richard Fortner
5355 Marilyn Lane, St-Cloud FL 34742
I live on the SW side of Alligator
Lake. I take ^{New} Hickory Tree road to Lakeview
Acres Road then turn West on Marilyn Lane.
We like the Blue Northwest Connector
as it would not affect our property.
We could get home without any problems.
Thank you.
Carol & Richard

(Please continue comments on the back of this page if more space is needed. Thank you.)

Name: _____

Address: _____

Email: _____

Phone: _____

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Good presentations

Northeast Connector.

Our 1st choice Blue corridor

2nd " Yellow "

Good luck

REFERENCE COPY

(Please continue comments on the back of this page if more space is needed. Thank you.)

Name: Norm & Betty McKeown

Address: 1416 Gar St.

St Cloud 34771

Email: _____

Phone: _____

We welcome your comments. You may also mail your comments to Mary Brooks, Public Involvement Coordinator, Quest Corporation of America, 2431 Aloma Avenue, Suite 231, Winter Park, Florida 32792. You may also email comments to ConceptStudies@CFXway.com. Thank you!

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take the road down canoe creek
down New York street across east
lake tie in to 417 there
st cloud already split in 2 with
6 lane highway going to ruin this
town

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(Please continue comments on the back of this page if more space is needed. Thank you.)

Name: _____

Address: _____

Email: _____

Phone: _____

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Northeast Connector-

Blue Route - least residential impact.

Red Route - Best financially for the city

Yellow Route - Makes zero sense

The blue route should be considered most. CFEA could
build responsibly through wetland. ~~the~~ Yellow route
will be horrible for everyone except Harmony.

REFERENCE COPY

(Please continue comments on the back of this page if more space is needed. Thank you.)

Name: Mark Mattson

Address: 1670 Sundance DR.

St. Cloud FL 34771

Email: markmattson100@gmail.com

Phone: _____

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Move your road east of the map
you have for the Northeast connector

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(Please continue comments on the back of this page if more space is needed. Thank you.)

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Address: _____

Email: _____

Phone: _____

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opose fix existing roads
widen turnpike to 16 lanes and
take off red lights on osceola
parkway

REFERENCE COPY

(Please continue comments on the back of this page if more space is needed. Thank you.)

Name: _____

Address: _____

Email: _____

Phone: _____

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The yellow line comes directly across our only access to our 23 1/2 ac's. We have cows and horses. We also have 14 ft tall Eriqra Coach. We would have to have a overpass tall enough for us to safely pass with our animals or our coach. I feel the Blue line provides less disturbance of current homes and property.

REFERENCE COPY

(Please continue comments on the back of this page if more space is needed. Thank you.)

Name:

Brenda and Antonio Ramirez

Address:

6854 Old Melbourne Hwy

St. Cloud, FL 34771

Email:

Brenda_Ramirez023@yahoo.com

Phone:

321-624-2646 cell

We welcome your comments. You may also mail your comments to Mary Brooks, Public Involvement Coordinator, Quest Corporation of America, 2431 Aloma Avenue, Suite 231, Winter Park, Florida 32792. You may also email comments to ConceptStudies@CFXway.com. Thank you!

COMMENT FORM

Kickoff Public Meeting
Concept, Feasibility & Mobility Studies
Nos. 599-221, 599-222, 599-223, 599-224
The First Baptist Church of St. Cloud
1717 13th Street
St. Cloud, Florida 34769
Tuesday, September 26, 2017

Maps could be much better so homeowners
could figure out where their homes are
located. - Map roads are marked
incorrectly

Southport expressway needs to be placed
as far south as possible
and then roads need to go outside
Lake George.

It was proven by Stan Touchstone by
going outside (to the right) of Lake George
that millions could be saved.

All turnpike interchanges should be put before
the public

(Please continue comments on the back of this page if more space is needed. Thank you.)

Name:

Marjorie Fitton

Address:

4565 Carve Creek Rd
St. Cloud 34772

Email:

fitton350a@gmail.com

Phone:

407.376.2900

Thank you the
for letting have
public have
a small
voice.

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North East Connector -

1st Choice Red

2nd Choice Blue → Purple → Yellow

Yellow is a disaster

REFERENCE COPY

Next meetings needs to be more user friendly -
allowing for a more formal presentation with dialogue &
question & answer.

(Please continue comments on the back of this page if more space is needed. Thank you.)

Name: LAURA WATERS
Address: 7160 SIX GUN COURT
St Cloud Fl. 34771
Email: lcatwaters@gmail.com
Phone: 407 892-4250

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Property Description - Lots 23 thru 26 of UNREC
Survey Dec AS Beg 1820.75 of NE Corner of Sec Cont S
514.97 FT W 1320.75 N 507.42 FT E 1320.75 S 26.00 AC

Beg 1490 Feet S of NW Corner of Sec 2 runs 660 FT E
330 FT N 660 FT W 330 FT TO PB 75 AC.

Asking for more detail information -

REFERENCE COPY

(Please continue comments on the back of this page if more space is needed. Thank you.)

Name:

Mr & Mrs FRANK Bartlett

Address:

6840-OSCEOLA-POIK Line Rd.

Davenport, Fla. 33896

Email:

LBartlett67@yahoo.com

Phone:

407-279-2539 or 407-229-7748

COMMENT FORM

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Tuesday, September 26, 2017

N.E. Connector - Red Line makes the most sense

REFERENCE COPY

(Please continue comments on the back of this page if more space is needed. Thank you.)

Name:

Nancy Brown

Address:

6365 Whip O Will Lane
St. Cloud 34771

Email:

nancy lee 1940 @ yahoo com

Phone:

407-957-1700

We welcome your comments. You may also mail your comments to Mary Brooks, Public Involvement Coordinator, Quest Corporation of America, 2431 Aloma Avenue, Suite 231, Winter Park, Florida 32792. You may also email comments to ConceptStudies@CFXway.com. Thank you!

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Northeast Connector- prefer the yellow
route.

REFERENCE COPY

(Please continue comments on the back of this page if more space is needed. Thank you.)

Name:

Sabrina + Daniel Laeding

Address:

6717 Nova Rd

6716 Nova Rd

34771

Email:

Phone:

407-908-8716

We welcome your comments. You may also mail your comments to Mary Brooks, Public Involvement Coordinator, Quest Corporation of America, 2431 Aloma Avenue, Suite 231, Winter Park, Florida 32792. You may also email comments to ConceptStudies@CFXway.com. Thank you!

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— North east connector - the red line connector makes the most sense to divert traffic off of Hwy 192 = This could connect to Nolte Rd to go directly to the FL Turnpike.

REFERENCE COPY

(Please continue comments on the back of this page if more space is needed. Thank you.)

Name:

Amanda L. Kraft

Address:

6345 Whip-O-Will Lane

St. Cloud, FL 34771

Email:

Mandy6345@embarcmail.com

Phone:

407-892-5947

We welcome your comments. You may also mail your comments to Mary Brooks, Public Involvement Coordinator, Quest Corporation of America, 2431 Aloma Avenue, Suite 231, Winter Park, Florida 32792. You may also email comments to ConceptStudies@CFXway.com. Thank you!

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North Exit 8 RECD
RECD ONE

REFERENCE COPY

(Please continue comments on the back of this page if more space is needed. Thank you.)

Name: THOMAS R HARRIS
Address: 2030 ALADDIN CT
ST CLOUD FLA 34771
Email: TOMHARRIS1955@AOL.COM
Phone: 407 791 0837

TOMHARRIS 1955@AOL

We welcome your comments. You may also mail your comments to Mary Brooks, Public Involvement Coordinator, Quest Corporation of America, 2431 Aloma Avenue, Suite 231, Winter Park, Florida 32792. You may also email comments to ConceptStudies@CFXway.com. Thank you!

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Re: NE Connector Expressway

THESE VARIOUS CONCEPTIONS ARE TOTALLY
UNACCEPTABLE - THIS AREA WAS NOT
MEANT FOR YOUR CONCEPTS. THE POPULATION
IS READY TO EXPLODE AND ^{EXISTING} ROADS ARE
NOT GOING TO HANDLE ANY OF IT. ROADS
SHOULD COME FIRST & THEN HOMES.

ASS BACKWARDS AND DESTROY OUR
TRANQUILITY.

THANKS

(Please continue comments on the back of this page if more space is needed. Thank you.)

Name:

MARTHA WALEGA

Address:

3940 LAKE VIEW ACRES Rd
ST CLOUD FL 34772

Email:

Phone:

407 957 3309

CENTRAL
FLORIDA
EXPRESSWAY
AUTHORITY

COMMENT FORM

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Northeast Cor. Yellow Perfor

REFERENCE COPY

(Please continue comments on the back of this page if more space is needed. Thank you.)

Name:

Teresa Reddy

Address:

1141 Fort Hill Rd

Email:

Phone:

407-910-9177

We welcome your comments. You may also mail your comments to Mary Brooks, Public Involvement Coordinator, Quest Corporation of America, 2431 Aloma Avenue, Suite 231, Winter Park, Florida 32792. You may also email comments to ConceptStudies@CFXway.com. Thank you!

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Yes Red Line

Best Route to all Routes

Close to Towns Close to main Roads

REFERENCE COPY

(Please continue comments on the back of this page if more space is needed. Thank you.)

Name: *THOMAS R HARRIS*

Address: *2030 ALADDIN CT*

ST CLOUD FLA 34771

Email: *TOMHARRIS1955@AOL.COM*

Phone: *407-791-0837*

We welcome your comments. You may also mail your comments to Mary Brooks, Public Involvement Coordinator, Quest Corporation of America, 2431 Aloma Avenue, Suite 231, Winter Park, Florida 32792. You may also email comments to ConceptStudies@CFXway.com. Thank you!

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Northeast Connection Expressway

Area of Concern - OLD Melbourne Highway (my home)

I am completely opposed to having a major highway come through my backyard, Bay Lake Ranch. 3 years ago, I moved to this community because of the land and tranquility. We are a special community that wishes to keep true Old Florida as it was with nature and away from noise, pollution & traffic. It is my recommendation that no major highway should come through this precious land, including the Kenneth Kirchman property. I see no reason why this major road cannot go a few miles down the road closer to Helopaw. Please take into consideration our community, the beauty of the place & quiet we call home!

(Please continue comments on the back of this page if more space is needed. Thank you.)

Name:

Susan Hathcock

Address:

2075 Mustang Ct.

St. Cloud FL 34771

Email:

171 SUSANH @ gmail. com.

Phone:

407-340-2174

COMMENT FORM

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PICK THE ROUTE THAT HAS THE LEAST
AFFECT ON THE CURRENT RESIDENTS. DON'T
UPROOT PEOPLE FROM THEIR HOMES.

THE RED ROUTE IS LEAST ACCEPTABLE.
THE FARTHER EAST YOU GO THE BETTER.

REFERENCE COPY

(Please continue comments on the back of this page if more space is needed. Thank you.)

Name:

TIM DILTS

Address:

3371 WESTSHORE DR
ST CLOUD FL 34772

Email:

TIMDILTS@aol.com

Phone:

321-229-8633

We welcome your comments. You may also mail your comments to Mary Brooks, Public Involvement Coordinator, Quest Corporation of America, 2431 Aloma Avenue, Suite 231, Winter Park, Florida 32792. You may also email comments to ConceptStudies@CFXway.com. Thank you!

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To Whom IT MAY Concern:

My wife Sally & I have owned our land for 20⁺ years and constructed our home on Bay Lake in 2001. We subsequently purchased the 10 acres on the Southside of Old Melbourne Hwy to pursue our passion for raising and training horses. After years of improving the land we have enjoyed the training and selling of horses. The proposed Old Melbourne Hwy Alignment would confiscate all of our land, BARN, training facilities and our dreams in order to construct a six lane toll road. In addition to the taking of our land and business the Proposed Hwy will devalue our lake front home and property and limit our ability to sell; if that be our only option

(Please continue comments on the back of this page if more space is needed. Thank you.)

Name: LES & Sally Murdock
Address: 6801 Old Melbourne Hwy
ST. Cloud, FL. 34771
Email: LMurdock42@yahoo.com
Phone: (407) 908-1618

We are of the opinion that the easterly Proposed route (blue) would negatively impact the least number of establish households and should be considered



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Want Name of side roads off History
tree Rd effected by NE connector
express way. I was told when SAHOS
regional Mr. John's Zoo across the traffic
would go across Alligator lake edge what
roads would this effect History tree Lane
Lakeview Acres Chaplain, Mayhew Lane? How
does this Traffic get to the new express way
And gates regional 500 acres from Chaplain
Rd toward Harmony Hills does traffic
get to the new express way? Your
map shows not enough information
I have been in my home since '83

(Please continue comments on the back of this page if more space is needed. Thank you.)

Name:

Margaret Clickner

Address:

3925 Lakeview Acres Rd
St. Cloud, FL 34772

Email:

m/clickner@yahoo.com

Phone:

407-891-0324

Call please

We welcome your comments. You may also mail your comments to Mary Brooks, Public Involvement Coordinator, Quest Corporation of America, 2431 Aloma Avenue, Suite 231, Winter Park, Florida 32792. You may also email comments to ConceptStudies@CFXway.com. Thank you!

Osceola County Coordination Meeting

Concept, Feasibility and Mobility Study

PROJECT: Osceola Parkway Extension Concept, Feasibility and Mobility Study
Orange and Osceola County, Florida
Contract No. 001248; Project Identification No. 599-221

MEETING DATE: Thu 10-04-2017

MEETING TIME: 3:00 PM to 5:00 PM

LOCATION: Osceola County – 1 Courthouse Square, Kissimmee, Florida 34741
Conference Room 3121- 3rd Floor

Attendees:

Corey Carpenter	Osceola County Long Range Planning
Scott Carter	CH2M, CFX OPE Study Consultant
Joshua DeVries	Osceola County Transportation Planning
Melissa Dunklin	Osceola County Long Range Planning
Jose Gomez	Osceola County Development Review
Marc Ispass	CH2M, CFX OPE Study Consultant
Mary Moskowitz	Osceola County Transportation Planning
Jonathan Williamson	Dewberry, CFX GEC

Josh and Scott briefly reviewed the project to inform the Osceola County staff who may not be familiar with the current status of the project.

- Josh stated that additional Northeast Connector corridors have preliminarily been discussed, with the westernmost option continuing to be the most likely to be included, if any. There is an upcoming meeting between Tawny Olore and Osceola County Manager, Don Fisher, to see what the options are, and to discuss Osceola County's official position related to the potential draft alternatives.
- Scott Carter replied that the study team was told to keep the eastern terminus of OPE where the Northeast Connector is currently.
- Jonathan Williamson stated that Volkert is looking at a connection further to the northeast so that the alignment would line up with Deseret (North Ranch sector plan). The study for Corridor I travels east of the Northeast District.
 - The current plan for the SR 408 extension may involve designing the proposed future alternative to continue easterly, which would enable Corridor I to tie in as well.

MEETING MINUTES

- From development applications submitted thus far to Osceola County, Southern Oaks appears to not be moving ahead exactly as approved. Earlier in the year, a new developer proposed a smaller development through the pre-application process, but has not moved forward for approval of such proposed development program.
 - Per County staff, currently, there is an approved Planned Development (PD13-00014) as well as a smaller phase of this overall PD approved as a Site Development Plan (SDP14-0092). Since the Pre-Application proposal submitted earlier this year has not moved forward, the CFX aerials should be revised to indicate the approved PD with the approved SDP overlaid, even though SDP14-0092 will be expiring March 18, 2018.
- Mary Moskowitz asked about Cyrils Drive with regards to access to Tavistock
 - Scott replied that the OPE ROW is 400' and can fit Cyrils. Tavistock would lose developable land because they want higher design speed to provide freeway connection to the south and to east.
- Melissa Dunklin and Corey Carpenter stated that the East 2 (pink) alternative would interfere with the planned Sunbridge Town Center.
- Scott – At an earlier stage of the study, there were a total of 9 alternatives. Alternative 9 was the one that avoided Split Oak completely. It ended up interchanging with the Northeast Connector and Cyrils Drive. Through discussions between CFX and Tavistock it morphed into Alternative “East 2”.
- Corey asked about how Cyrils Drive would function if the OPE is built on it. She is concerned about bike and pedestrian connectivity and safety. Jose added that there is a multiuse trail planned for the area around Cyrils.
 - Scott explained that Cyrils would be turned into frontage roads on either side of the OPE.
- Josh and Mary asked about the mitigation for Split Oak Forest (SOFWEA).
 - Scott replied that the study team has been anticipating bridging the whole length. He hopes to meet with Osceola County’s Director of Parks, Bob Mindick, at the public meeting on Thursday to discuss the potential impacts to and mitigation for Split Oak.
- Josh said he had concerns with having an interchange just west of Narcoossee Road and connecting to Boggy Creek Road rather than directly to Narcoossee, as there is currently no plan or funds to widen Boggy Creek Road in that area beyond the existing rural 2-lanes. Josh indicated that the traffic model would need to show a need for that interchange alternative over other options, what improvements to Boggy Creek Roadway would be necessary, and would be interested to understand where this funding would come from regarding such improvements. Josh asked if CFX would be able to pay for Boggy Creek to be widened if this interchange option was to move forward.

MEETING MINUTES

- Scott replied that it will be examined.
 - Josh would like to see traffic numbers for this possible Boggy Creek intersection west of Narcoossee Road.
- Jodelle Zaballero is the traffic engineer at Osceola County to contact for traffic questions.
- Melissa and Corey say that they believe the S-interchange at Sunbridge is not temporary and will feed their employment center. Mary and Scott stated that they understood that it is temporary.
 - Clarification is needed from the developer.
- CFX wants to know if there are specific ideas from Osceola County regarding the west side of the project. For example, should CFX connect the Boggy Creek Road / Simpson Road intersection to Alternative West 1?
 - Josh requested traffic numbers for the OPE, Simpson Road, and Boggy Creek Road area west of Medical City Drive. The intent would be to see if a future phase connecting West 1 through to Simpson Road could be an option for future funding partners to discuss.
- Mary asked if there could be an Alternative East 3 that dead ends (for now) at Cyrils Drive.
 - Jonathan replied that the traffic numbers for segments of the NE Connector right now aren't especially viable, which would make potentially stopping the East alternatives at Cyril's Drive more logical for now, but will be analyzed further in a PD&E Study.
- When asked why "OPE" doesn't connect to existing Osceola Parkway, Scott stated that a letter was written to Wyndham Lakes by Kimley-Horn wherein they said that alternatives west of Boggy Creek Road at Simpson Road had been eliminated from further study. The current study team is treating this as a commitment.
- Scott asked if there is anything unusual about canals in the area.
 - Jose and Mary replied that there is not anything that they are aware of, but that he should to talk to Bill Graff at SFWMD for information.

The meeting concluded at approximately 5:00 PM.



**KICKOFF PUBLIC MEETING SUMMARY
LAKE NONA HIGH SCHOOL CAFETERIA
THURSDAY, OCTOBER 5, 2017**

A Kickoff Public Meeting for the Central Florida Expressway Authority (CFX) Concept, Feasibility and Mobility Studies was conducted on Thursday, October 5, 2017, from 5:30 p.m. to 7:30 p.m., at the Lake Nona High School Cafeteria. The meeting was originally scheduled on Tuesday, September 26, 2017; it was subsequently rescheduled due to Hurricane Irma. This meeting was the last of three Kickoff Public meetings scheduled to take place throughout the 60-mile corridor.

Study Background

As part of an interlocal agreement, CFX has incorporated portions of the Osceola County Expressway Authority (OCX) 2040 Master Plan into the CFX 2040 Master Plan. CFX is taking a fresh look at four previously studied transportation corridors in Osceola, Orange and Polk Counties to determine if any of them are fundable and feasible according to CFX policies and procedures.



The four corridors are: the Poinciana Parkway Extension / I-4 Connector, the Southport Connector Expressway, the Northeast Connector Expressway and the Osceola Parkway Extension. CFX began the concept studies in April 2017 and is scheduled to complete them in 12 months.

The overall goals of these study corridors are to: improve roadway connections from I-4/SR 429 to Florida's Turnpike, to US 192, and to SR 417; provide additional traffic capacity within the study area; enhance mobility of the area's growing population and economy; reduce congestion and delays on local roads by providing a new limited-access transportation option; provide for the incorporation of transit options; and promote regional connectivity.

Study Methodology

The work includes the evaluation and documentation of the physical, natural, social and cultural environment within the corridors and the potential impacts associated with the various mobility alternatives. Transportation demands for each corridor will be determined and a range of transportation mobility options will be developed to adequately meet future demands.



Public involvement and interagency coordination are an integral part of the assessment process, and multiple opportunities for participation are being provided. The Kickoff Public Meetings are an important part of the study process and necessary to obtain public input on the four corridors under evaluation. After the public meetings, comments received from stakeholders, local agencies, officials and other interested people will be considered; then the alignment alternatives will undergo more detailed comparative analyses and evaluations.



Public Notification

Public meeting invitation letters were sent on Thursday, August 23, 2017 by email to 61 elected officials and their aides, 50 appointed officials, 30 regional agency contacts, and 33 federal and state agency contacts. An additional 12,295 meeting invitation letters were mailed to property owners along the four corridors.

Media Notification

The Kickoff Public Meeting was advertised in advance with display ads in the *Lakeland Ledger* on Friday, September 1, 2017; in the *Osceola News Gazette* on Thursday, September 7, 2017 and Saturday, September 9, 2017; in *El Sentinel* on Saturday, September 9, 2017; and the *Orlando Sentinel* on Sunday, September 10, 2017. An ad was printed in the *Florida Administrative Register* (FAR) on Thursday, September 7, 2017, and a press release was distributed to major media outlets on Friday, September 1, 2017.

The original media release and updates were posted on Orange and Osceola County websites. Informational fliers were left at the Poinciana Branch Library, Hart Memorial Central Library, West Osceola Branch Library and Buena Ventura Lakes Branch Library.

Due to Hurricane Irma, the Kickoff Public Meeting date was rescheduled to October 5, 2017. New notifications were posted in the *Lakeland Ledger* on Thursday, September 14, 2017; in the *Osceola News Gazette* on Saturday, September 16, 2017; and in the *Orlando Sentinel* on Sunday, September 17, 2017. A press release with rescheduled meeting information was distributed to the media outlets and officials on Tuesday, September 12, 2017; Tuesday, September 19, 2017; and Tuesday, October 3, 2017. Notification emails also were sent to those in the study database.

Public Meeting Agenda

The meeting was an informal open house and participants were welcome to come at any time between 5:30 p.m. and 7:30 p.m. The same information on all four corridors was presented at each Kickoff Meeting.



Display maps illustrating the project study area, the four individual corridors, the project schedule, and other information was available for public review and comment. A looping audiovisual presentation was available throughout the meeting that provided an overview of the study process, history and details. Project representatives were available to discuss the studies, receive input and answer questions.

Parking was available to accommodate all attendees, including those who were differently abled. Signs were placed along the roadway and on the community center property directing attendees to the meeting room.

The following display boards were available for public review and comment:

- Study Area Map
- Project Schedule
- Title VI Board
- Poinciana Parkway Extension / I-4 Connector Corridor Alternatives Board
- Poinciana Parkway Extension / I-4 Connector Environmental Constraints Board
- Southport Connector Corridor Alternatives Board
- Southport Connector Environmental Constraints Board
- Northeast Connector Corridor Alternatives Board
- Northeast Connector Environmental Constraints Board
- Osceola Parkway Extension Corridor Alternatives Board
- Osceola Parkway Extension Environmental Constraints Board



Meeting Attendance

Two hundred nineteen (219) attendees signed in, including Orange County Commissioner Jennifer Thompson and her aide Jason Russo, City of Orlando Commissioner Jim Gray, as well as Cedric Moffett, Orange County Planning, Josh DeVries of Osceola County Transportation Planning and Tawny Olore, Osceola County Executive Director for Transportation and Transit.

Meeting Handouts

The Corridor-wide Fact Sheet (Fall 2017 edition), individual corridor fact sheets and comment forms were distributed to the attendees. Participants were encouraged to discuss their thoughts and concerns regarding the study with project team members, and to submit written comments.



Public Comments

One hundred eight (108) comment forms were received at the meeting and seventy (70) comments were received by email after the meeting. The comments included a petition from Amy Stiling of Eagle Creek with more than 300 signatures. Please see the attached comments received.



Publicizing Public Meeting Materials

Display materials, the presentation and handouts were posted on the Concept Studies webpage on Friday, September 29, 2017. Public meeting photos and links to the meeting documents were posted on Facebook on Sunday, October 1, 2017 and Monday, October 9, 2017.

REFERENCE COPY

END OF MEETING SUMMARY

This meeting summary was prepared by Mary Brooks, Public Information Officer 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@qcausa.com or by telephone 407-694-5505 within five (5) days of receipt of this summary.

Alternatives Meeting

Concept, Feasibility and Mobility Study

PROJECT: Osceola Parkway Extension Concept, Feasibility and Mobility Study
Orange County and Osceola County, Florida
Contract No. 001248; Project Identification No. 599-221

MEETING DATE: Thu 10/12/2017

MEETING TIME: 3:00 PM to 4:30 PM

LOCATION: CFX - 4974 ORL Tower Road, Orlando, Florida 32807
Sandpiper Conference Room - 3rd Floor

CONFERENCE
CALL NUMBER: 1-866-203-7023

ACCESS CODE: 4346590295

ATTENDEES:

<u>Name</u>	<u>Organization</u>	<u>Email</u>
Adam Burghdoff	Kittleson and Associates	aburghdoff@kittleson.com
Scott Carter	CH2M	scott.carter1@ch2m.com
Ralph Ireland	Tavistock Development Company	rireland@tavistock.com
Matt Lamb	CH2M	matt.lamb@ch2m.com
Richard Levey	Tavistock Development Company	rlevey@leveyconsulting.com
Glenn Pressimone	CFX	glenn.pressimone@cfxway.com
Mike Snyder	CH2M	michael.snyder@ch2m.com
Don Whyte	Deseret Ranch	dwhyte@deseretranches.com

1. Background Information

The 2017 OCX PD&E proposed a Recommended Alternative comprising an alignment beginning at the existing SR 417 and Boggy Creek Road interchange. The corridor then tracked south along Boggy Creek Road to the county line, turned east just north of the county line and proceeded easterly to Narcoossee Road. From there it continued southeasterly, crossing Split Oak Forest Wildlife Enhancement Area (SOFWEA) and interchanged with the proposed Northeast Connector. A two-mile easterly extension beyond that interchange was also included. As a part of the current CFX-sponsored study, CH2M was asked to develop additional alternatives that might lessen environmental impacts, reduce construction costs, reduce right-of-way costs and better coordinate with on-going development in the project area.

2. Prior Meeting

Prior to today's meeting, CH2M had conceptually developed multiple alternatives through a series of stakeholder meetings with CFX and Tavistock. The current alternatives are combinations of West 1, West 2, East 1, East 2 and East 3.

3. Discussion

Glenn Pressimone summarized his presentation at a recent CFX board meeting. During that presentation, he said that staff intends to bring to the board at their December meeting costs and traffic data for the Osceola Parkway Extension project. They are likely to request board authorization to begin a PD&E study of the viable

MEETING SUMMARY

alternatives coming from this feasibility study and to seek authorization to begin final design – concurrently with the PD&E. This tentative schedule is tied to encumbering some of the \$70 million in funding pledged by FDOT and cooperating entities prior to their June 30, 2018 deadline.

The current alternatives (West 1, West 2, East 1, East 2 and East 3) were then discussed as well as the public input received at the prior week's Public Kick-off Meeting held on October 5, 2017 at Lake Nona High School. The public's primary concern was to avoid or at least minimize any impacts to the Split Oak Forest Wildlife and Environmental Area.

East of Narcoossee Road, the primary concerns (other than Split Oak Forest) were to have a configuration that would avoid impacts to the Del Webb residential parcel and the Northeast District commercial center. The Del Webb parcel is immediately south of Cyrils Drive (extension) and a small area north of Cyrils. The Northeast District commercial center is east of the Northeast Connector and south of the Eastern Extension of OPE. Actual construction on the Del Webb parcel and the nearby water treatment plant is expected within 12 months. Given the public concern over Split Oak Forest and particularly the Florida Scrub Jay habitat in the easterly section, a new alternative ("East 4") was developed during the meeting. Its constraints will be:

- Avoid impacts to the Florida Scrub Jay habitat as identified by Inwood Consulting in 2014. Their report is Appendix H of the OCX 2017 PD&E's Environmental Technical Compendium.
- Add the designated Scrub Jay habitat to future graphics based upon the PD&E information.
- Avoid impacts to the Del Webb residential parcel south of Cyrils Drive. This parcel has already been sold and is no longer in Tavistock's control.
- Avoid impacts to the Northeast District's commercial center.
- Maintain 70 MPH design speed on the (east-west) mainline and 60 MPH design speed on all ramps.
- It was agreed that no access to Cyrils Drive would be a part of Alternative East 4.

West of Narcoossee, Tavistock expressed a preference for Alternative West 1 with the interchange at Narcoossee Road rather than west of it. They also requested access to West 1 at Lake Nona Blvd. as a priority over Laureate Blvd. The Medical City Drive "stub" (for future connection of Medical City Drive to West 1) should be eliminated from Alternative West 1. An additional diamond interchange should be provided at West 1 and a future east-west arterial just south of the large "Lego" lake. This would be in lieu of the Medical City Drive interchange.

It was agreed that these modifications will be made by CH2M and a follow-up meeting would then occur.

4. Next Steps

a) CH2M (Scott) will revise the graphic as follows:

- Create Alternative "East 4" as described above. Note any encroachments on the Florida Scrub Jay habitat (none will be allowed), Northeast District commercial center or Del Webb residential parcel.
- Revise Alternative West 1 as described above.
- Revise Alternative West 1 to incorporate the "Express Lanes Concept". This would carry one lane of NB and one lane of SB traffic from OPE over Laureate Blvd., Lake Nona Blvd., SR 417 and J. Lawson Blvd. with no access to these roadways. The Express Lanes would continue northwesterly adjacent to the railroad and then merge into the Orlando International Airport south access road north of Boggy Creek Road.

b) CH2M (Mike) will set a follow-up meeting with Tavistock and CFX to review the surviving alternatives. This should be about two to three weeks out.

c) Tavistock (Richard) will provide to CH2M (Scott) Tavistock's CADD files for the Northeast District commercial center and Del Webb residential parcel to use as constraints for East 4.

Alternatives Meeting

Concept, Feasibility and Mobility Study

PROJECT: Osceola Parkway Extension Concept, Feasibility and Mobility Study
Orange County and Osceola County, Florida
Contract No. 001248; Project Identification No. 599-221

MEETING DATE: Thu 10/26/2017

MEETING TIME: 3:30 PM to 5:00 PM

LOCATION: CFX - 4974 ORL Tower Road, Orlando, Florida 32807
Sandpiper Conference Room - 3rd Floor

CONFERENCE
CALL NUMBER: 1-866-203-7023

ACCESS CODE: 4346590295

ATTENDEES:

<u>Name</u>	<u>Organization</u>	<u>Email</u>
Joe Berenis	CFX	Joseph.berenis@cfxway.com
Adam Burghdoff	Kittleson and Associates	aburghdoff@kittleson.com
Scott Carter	CH2M	scott.carter1@ch2m.com
JD Humphries	Southern Land Reserve	jdh@slreserve.com
Heather Isaacs	Tavistock Development Company	Hisaacs@tavistock.com
Matt Lamb	CH2M	matt.lamb@ch2m.com
Richard Levey	Tavistock Development Company	rlevey@leveyconsulting.com
Glenn Pressimone	CFX	glenn.pressimone@cfxway.com
Mike Snyder	CH2M	michael.snyder@ch2m.com

1. Background Information

The 2017 OCX PD&E proposed a Recommended Alternative comprising an alignment beginning at the existing SR 417 and Boggy Creek Road interchange. The corridor then tracked south along Boggy Creek Road to the county line, turned east just north of the county line and proceeded easterly to Narcoossee Road. From there it continued southeasterly, crossing Split Oak Forest Wildlife Enhancement Area (SOFWEA) and interchanged with the proposed Northeast Connector. A two-mile easterly extension beyond that interchange was also included.

2. Prior Meetings

Prior to today's meeting, CH2M had conceptually developed multiple alternatives through a series of stakeholder meetings with CFX and Tavistock. The current alternatives are combinations of West 1, West 2, East 1, East 2, East 3 and East 4.

3. Discussion

The current alternatives (West 1, West 2, East 1, East 2, East 3 and East 4) were discussed. The latest, East 4, was developed during the 10-12-17 alternatives meeting between CFX and Tavistock. It avoids

MEETING SUMMARY

impacts to the Del Webb residential parcel and the Northeast District commercial center while still minimizing impacts to Split Oak Forest and specifically avoiding the Florida Scrub Jay habitat.

To further reduce impacts to Split Oak Forest, Alternative East 5 was developed. It includes:

- Moving the corridor to the southerly limit of Split Oak Forest but not impacting the existing electric transmission line or Cyrils Drive just outside Split Oak Forest
- As much as possible, moving the corridors curves outside Split Oak Forest
- Continuing to avoid impacts to the NED commercial center and Del Webb parcels
- Limiting as much as possible impacts to existing residences west of Split Oak Forest

An Alternative East 6 was also developed. It would take the prior East 2 alternative and reverse the “mainline” / “ramp” logic making the mainline (70 MPH) route east / west and the ramp (60 MPH) route north / south. This allows an “apples to apples” comparison among the eastern alternatives and better represents the network traffic results coming from CFX’s traffic consultant, CDM Smith.

4. Next Steps

- a) CH2M (Scott) will revise the graphic as follows:
 - Move Alternative East 4 further south to avoid any encroachments on the Florida Scrub Jay habitat while still avoiding the Northeast District commercial center and Del Webb residential parcel.
 - Add the Florida Scrub Jay habitat line (from GIS sources).
 - Add Alternative East 5 as described above.
 - Add Alternative East 6 as described above.
 - Add approximate pond sites using 15% of right-of-way area to size pond parcels and locate them near reasonable outfalls; one pond parcel per basin
- b) Tavistock (Richard) will provide to CH2M (Scott) Tavistock’s CADD files for the Northeast District commercial center and Del Webb residential parcel to be used as backdrop for the eastern alternatives.
- c) CH2M (Scott) send current roll plot PDF to Kittleson (Adam).
- d) These modifications will be made by CH2M and a follow-up meeting will be held on Monday, November 13, 2017 at 9:00 AM at CFX.

Coordination Meeting

Concept, Feasibility and Mobility Study

PROJECT: Osceola Parkway Extension Concept, Feasibility and Mobility Study
Orange County and Osceola County, Florida
Contract No. 001248; Project Identification No. 599-221

MEETING DATE: Thu 10/26/2017

MEETING TIME: 10:30 AM to 12:00 PM

LOCATION: One Jeff Fuqua Boulevard
Orlando, FL

ATTENDEES:

<u>Name</u>	<u>Organization</u>	<u>Email</u>
Phillip Brown	GOAA	pbrown@goaa.org
Scott Carter	CH2M	scott.carter1@ch2m.com
Brad Freil	GOAA	bfreil@goaa.org
Matt Lamb	CH2M	matt.lamb@ch2m.com
Glenn Pressimone	CFX	glenn.pressimone@cfxway.com
Dayci Burnette-Snyder	GOAA	dsnyder@goaa.com
Mike Snyder	CH2M	michael.snyder@ch2m.com

1. Background Information

The 2017 OCX PD&E proposed a Recommended Alternative comprising an alignment beginning at the existing SR 417 and Boggy Creek Road interchange. The corridor then tracked south along Boggy Creek Road to the county line, turned east just north of the county line and proceeded easterly to Narcoossee Road. From there it continued southeasterly, crossing Split Oak Forest Wildlife Enhancement Area (SOFWEA) and interchanged with the proposed Northeast Connector. A two-mile easterly extension beyond that interchange was also included.

2. Prior Meetings

Prior to today's meeting, CH2M had conceptually developed multiple alternatives through a series of stakeholder meetings with CFX and Tavistock. The current alternatives are combinations of West 1, West 2, East 1, East 2, East 3, East 4, East 5 and East 6.

3. Discussion

GOAA's primary interest is in the westerly half of the project – west of Narcoossee Road. They are about to close (January 2018) on the sale of the Poitras Property east of Jim Branch Creek to Tavistock. This purchase includes the conservation easement tract along Jim Branch Creek. In addition, Tavistock has an unrestricted 4-year option to buy the westerly half of the Poitras Property.

- GOAA is very interested in additional westerly access from the Poitras Property to Boggy Creek Road (maybe along the county line)
- Brad said that Jim Branch Creek is subject to WMD and Corps permitting requirements

MEETING SUMMARY

- Their sale to Tavistock is requiring an FAA release; this would also be required if the westerly purchase option is exercised and takes approximately 6 months.
- For GOAA to sell the westerly parcel would require a NEPA reevaluation of their existing Categorical Exclusion obtained for the Poitras Property. It was obtained less than 2 years ago.
- GOAA has a commitment to Tavistock to provide access from J. Lawson Boulevard across the railroad track to the currently GOAA-owned “Mud Lake” parcel northeast of the railroad.
- Glenn reviewed our current schedule
 - Feasibility studies to finish in April 2018
 - \$70 million in FDOT and matching funds must be tapped for OPE by June 2018
 - Likely to make a presentation to CFX board in January with possible PD&E update / final design request
- Alternatives West 1 and West 2’s connection to Jeff Fuqua Boulevard over the railroad would impact an existing conservation easement on the Mud Lake parcel; this easement has been modified before.
- Currently, GOAA experiences approximately 25% cut through traffic in the PM peak.

4. Conclusion

The meeting concluded at approximately noon.

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Alternatives Meeting

Concept, Feasibility and Mobility Study

PROJECT: Osceola Parkway Extension Concept, Feasibility and Mobility Study
Orange County and Osceola County, Florida
Contract No. 001248; Project Identification No. 599-221

MEETING DATE: Thu 11/13/2017

MEETING TIME: 9:00 AM to 10:30 AM

LOCATION: CFX - 4974 ORL Tower Road, Orlando, Florida 32807
Sandpiper Conference Room - 3rd Floor

CONFERENCE
CALL NUMBER: 1-866-203-7023

ACCESS CODE: 4346590295

ATTENDEES:

<u>Name</u>	<u>Organization</u>	<u>Email</u>
Adam Burghdoff	Kittelson and Associates	aburghdoff@kittelson.com
Scott Carter	CH2M	scott.carter1@ch2m.com
Josh DeVries	Osceola County	Joshua.devries@osceola.org
JD Humphries	Suburban Land Reserve	jdh@slreserve.com
Heather Isaacs	Tavistock Development Company	Hisaacs@tavistock.com
Matt Lamb	CH2M	matt.lamb@ch2m.com
Richard Levey	Tavistock Development Company	rlevey@leveyconsulting.com
Glenn Pressimone	CFX	glenn.pressimone@cfxway.com
Mike Snyder	CH2M	michael.snyder@ch2m.com
Daniel Torre	Kittelson and Associates	dtorre@kittelson.com
Don Whyte	Deseret Ranches	dwhyte@deseretranches.com

1. Background Information

The 2017 OCX PD&E proposed a Recommended Alternative comprising an alignment beginning at the existing SR 417 and Boggy Creek Road interchange. The corridor then tracked south along Boggy Creek Road to the county line, turned east just north of the county line and proceeded easterly to Narcoossee Road. From there it continued southeasterly, crossing Split Oak Forest Wildlife Enhancement Area (SOFWEA) and interchanged with the proposed Northeast Connector. A two-mile easterly extension beyond that interchange was also included.

2. Prior Meetings

Prior to today's meeting, CH2M had conceptually developed multiple alternatives through a series of stakeholder meetings with CFX and Tavistock. The current alternatives are combinations of West 1, West 2, East 1, East 2, East 3 and East 4. At the most recent prior meeting held on October 26th, alternatives East 5 and East 6 were developed.

3. Discussion

MEETING SUMMARY

The newest alternatives (East 5 and East 6) were discussed. East 5 hugs the southerly boundary of Split Oak Forest thus minimizing impacts to the greatest extent. It does, however, impact residential properties along the south side of Clapp Simms Duda Road. East 6 is a rework of Alternative East 2 placing the “through” movement east / west instead of east to south (onto the Northeast Connector) as Alternative East 2 had it.

Kittelson on behalf of Tavistock presented a new alternative. For discussion, it was named “East 4B”. This alternative crosses Split Oak Forest south of Alternative East 4 but north of Alternatives East 2, 5 and 6 each of which hugs the southerly boundary of Split Oak Forest to some extent. They showed a preliminary graphic that estimates Alternative East 4B would impact 54 +/- acres of Split Oak Forest and leave a “remainder” parcel of approximately 124 acres between East 4B and the southerly boundary of Split Oak. Alternative East 4B may be a compromise location that will be discussed further with stakeholders.

Glenn explained that CFX needs to move ahead with land acquisition prior to a June 2018 deadline attached to project funding. He stressed that the exact property to be acquired did not yet need to be defined, but that development of a framework agreement between CFX and the appropriate property owner needs to begin very soon. Glenn also noted that he will be making a presentation regarding Osceola Parkway Extension to the CFX board at their December 2017 meeting.

Don Whyte stressed his desire that OPE connect to SR 417 with a system (directional) interchange rather than the currently-shown single-point-urban-interchange (SPUI). He is concerned that a SPUI would not handle long-term traffic demands from and to OPE at SR 417. Josh seconded this opinion.

During discussion of Alternative West 1’s approach SR 417, it was agreed that access at Laureate Boulevard to OPE is not critical and could be eliminated to allow better traffic flows to SR 417.

Heather noted that the PD&E Recommended Alternative interchange at SR 417 likely encroaches on a Publix shopping center currently under construction in the southwest corner of Boggy Creek Road and SR 417. She is concerned that ramps for the PD&E Recommended Alternative will encroach on the shopping center parcel.

4. Next Steps

- a) CH2M (Scott) will revise the graphic as follows:
 - Add alternative East 4B to the graphic.
 - Add likely pond sites for Alternatives West 1 and East 4B to the graphic.
 - Remove frontage road access from OPE to Laureate Blvd. from Alternative West 1.
 - Remove the “hour glass” ramps from the PD&E Recommended Alternative that provide direct access to and from Boggy Creek Road to Jeff Fuqua Boulevard.
 - Provide a separate exhibit that shows a system interchange at Alternative West 1 and SR 417 to depict the approximate right-of-way impacts.
- b) Tavistock (Heather) will provide to CH2M (Scott) Tavistock’s CADD files for the Publix shopping center currently under construction in the southwest corner of Boggy Creek Road and SR 417.
- c) These modifications will be made by CH2M and a follow-up meeting between CFX and Tavistock will be held on Friday, November 17, 2017 at CFX.

2017-11-17

Meeting with Tavistock Development and Audubon Society

No meeting minutes were taken.

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**SPLIT OAK FOREST WILDLIFE AND ENVIRONMENTAL AREA (SOFWEA)
KEY STAKEHOLDER MEETING SUMMARY
THURSDAY, NOVEMBER 30, 2017
1:30 p.m. – 3 p.m.**

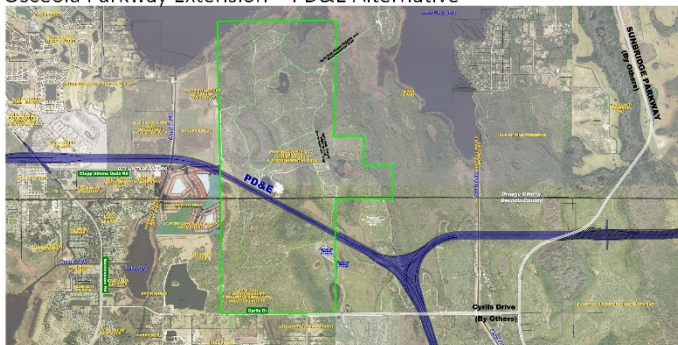
The Central Florida Expressway Authority (CFX) hosted a gathering of environmental advocates and agency representatives, municipal staff and large landholders on November 30, 2017. The meeting was to discuss concerns and possible solutions surrounding potential impacts to the Split Oak Forest Wildlife and Environmental AREA (SOFWEA) from proposed alternatives for the Osceola Parkway Extension. The extension is one of four, previously studied transportation corridors that CFX is taking a fresh look at in Osceola, Orange and Polk Counties to determine if any of them are fundable and feasible according to agency policies and procedures.

About 40 key stakeholders attended the meeting (two via conference line). Sign-in sheets are attached to this summary.

CFX Executive Director Laura Kelley made an opening statement noting CFX has been heavily engaged with the environmental community as part of the four Concept, Feasibility and Mobility studies. Attendees introduced themselves.

CFX Director of Engineering Glenn Pressimone provided a presentation giving the history of the Osceola Parkway Extension. He noted the alignment in the Project Development and Environment (PD&E) Study done by the Osceola County Expressway Authority (OCX) was chosen for the roadway geometry (fewer reverse curves, which is attractive on high speed networks), and also due to the minimization of impacts to planned development in the area.

Osceola Parkway Extension – PD&E Alternative



Mr. Pressimone noted through community engagement on the current study that protecting and minimizing impacts to Split Oak quickly became a focus. The study team was tasked with:

- Keeping the alignment out of Orange County
- Restricting impacts to the scrub jay habitat along the southeast line of the parcel
- Minimizing remainders

Mr. Pressimone noted CFX understood the concern that a remainder to the south of an alternative essentially loses its environmental potential through loss of management through controlled burns.

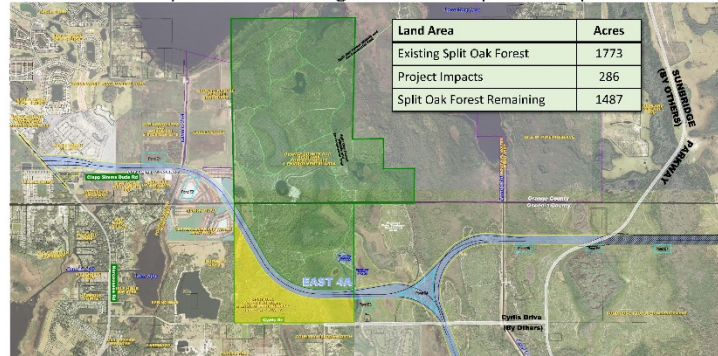
He noted Alignment East 4A has less pronounced, reverse curves, misses the Orange County portion of Split Oak and the scrub jay area, and cuts the remainder to the south to less than half of the other alternative.

He noted the breakdown of Split Oak today in relation to the alternative:

- Current land area: 1,773 acres
- Project impacts: 286 acres
- Parcel minus impact: 1,487 acres

Of the 286 acres impacted, 65 acres would be for the alignment. Mr. Pressimone noted that SOFWEA was not the only conservation concern in this area. Eagles Roost, Moss Park and Isle of Pine Reserve also are nearby. The total conservation area currently is 4,016 acres.

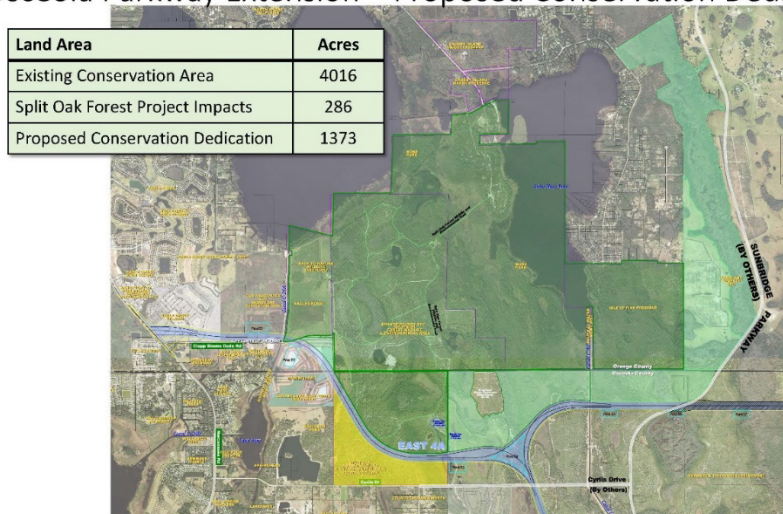
Osceola Parkway Extension – Alignment 4A Impacts to Split Oak



He noted the proposal for discussion today was to bring into conservation an additional 1,373 acres (light green area on the map) in exchange for taking anything impacted by the project out of conservation (yellow area on map).

The proposed 5,103 acres of continuous conservation area would provide a 4.9:1 ratio of project impacts compared to the proposed increase in conservation lands.

Osceola Parkway Extension – Proposed Conservation Dedication



Charles Lee, of the Florida Audubon Society, asked if the lands would come into conservation in fee simple title? Mr. Pressimone stated that was his understanding. Mr. Lee had questions about the 56-acre water and sewer facility currently under permitting. At Mr. Lee's request, Mr. Pressimone said he would provide information on the facility plans to the meeting attendees.



There was discussion led by Mr. Lee about the nature of the proposed property to be brought into conservation. He noted the remainder affected by the project is very high quality, well-managed long leaf pine and some wetlands. He also questioned why one area in the northeast quadrant around Lake Mary Jane Road wasn't included since it was valuable habitat.

There was discussion of the following:

1. Quality of title to the transaction
2. Opportunity for management and restoration
3. Disposition of the piece east of Lake Mary Jane Road and west of the light green area
4. Believes opportunity still exists for alignment to be moved farther south to lessen loss of good habitat and get it farther from the scrub jay area.

There was discussion that attendees should tour the property proposed for conservation. Ms. Kelley agreed and said the agency would look at any possible further shifting of the alignment to the south. Mr. Pressimone agreed, but noted the farther south the alignment is pushed, the more significant the reverse curves become.

Suzanne Arnold, of the Lake Mary Jane Alliance, asked why a pink alternative shown at the public workshop that was farther south was not being used. Mr. Pressimone noted that alternative moves the systems interchange to the south and impacts an approved development scheduled to begin construction in early 2018. He noted that alternative was no longer cost feasible once we learned about the Del Webb development south of Cyrils Road moving forward.

Ms. Arnold stated the extra land was a great benefit. She noted the road would serve as a buffer, but asked what other kinds of buffers there would be. She also asked whether there would be any compensation for any other kind of land. She also wanted to know whether how this area connects to other wildlife corridors had been considered.

Mr. Lee raised the question of wildlife crossings. Mr. Pressimone noted the next step in considering the corridor would be to refresh or re-evaluate the PD&E Study, which is when those sorts of commitments would be worked through.

Sandra Webb, of the Pine Lily Chapter of the Florida Native Plants Society, emphasized it was important to save the scrub land as well as the wetlands.

Marty Sullivan, League of Women Voters, noted biodiversity was an important part of the preserve area. He asked the environmental group's approach to assessing value or the placement of wildlife corridors. Mr. Pressimone stated that discussion had not yet come up with the Environmental Advisory Group (EAG); we will go back to them with this at the next meeting in late January.



Mr. Lee noted that a good analysis was done of wildlife corridors in the North Ranch Sector Plan. He stated there were definitely wildlife corridors between these lands in the west and east indicated in the plan, and in the peer review report of the plan.

There was further discussion about previous alternatives farther to the south. Mr. Lee noted the study by OCX was “exceedingly preliminary” and they didn’t have the benefit of a lot of the information that is available today.

There was discussion about the Governor’s Task Force showing an east extension, and the east-west movement becoming the primary movement. The task force showed the east-west corridor contiguous with the Osceola Parkway Extension; their corridor goes out to Nova Road, I-95 and Pineda Causeway into Brevard County. There was brief discussion about the challenges of a new St. Johns River Crossing.

Peter Dunkelberg, of the Florida Citizens for Science and Florida Native Plants Society, said they really need to see the land proposed. If restoration is needed it won’t be cheap and Orange County will incur the expense.



Bob Mindick, Osceola County Environmental Lands Conservation Program, reiterated concerns about the nature of the property being offered in exchange for the Split Oak impacted parcel. He asked what would happen to the yellow area (impacted parcel). Mr. Pressimone reiterated that it would be taken out of conservation.

Mr. Mindick said creating a passive recreation area or community park there would help provide some buffer, and benefit those living to the south. He noted

the Florida Scenic Trail runs through the corridor to get to Moss Park; we need to make sure there is still access to the trail. “The Ranch has done an excellent job of establishing some corridors,” he said. It’s much better to have one big piece than a bunch of little straggling pieces. ... This would provide functionality and tie into a much bigger area.”

Mr. Lee stated there is a lot of value to having the light green area become managed conservation land rather than rooftops.

There was continued discussion of what may happen to the impacted parcel (yellow area). Regarding restoration of the orange grove, Mr. Lee said that should be done by the developers as part of the mitigation.



Marge Holt, of the Sierra Club, stated that the connected wetland system needs to be managed also. She said she supported compensation funding for Orange County and Osceola County. She stated what made the whole site unique was the “mosaic of wetlands and uplands, and that makes it more valuable.”

Valerie Anderson, of the Friends of Split Oak, stated concerns that the proposed impacts were largely in Osceola County while the offered land is mostly in Orange County. As an Osceola County resident, she noted how Split Oak is used by horse back riders and others who live there. She wants to be sure the property would be held by a reputable land trust. She wants another layer of protection.

Mr. Lee noted it wouldn’t be an easement, but held in fee title. He suggested government entities that could oversee the property. Ms. Anderson stated the offer should not diminish what Tavistock and Deseret Ranch have to put into mitigation.

Beth Jackson, of the Orange County Environmental Protection Division, stated the county would change the future land use to preservation, which adds another layer of protection and reduces the amount of development that could ever occur on it. If future development or a road comes in, that land use would have to be changed, she added.

There was discussion that Alternative 4A currently would be on a bridge structure. Consideration would have to be given to what is going to happen to the yellow area, and whether a bridge or at grade with some buffering configuration would be more appropriate.

Noting that bridging was expensive, Mr. Lee stated from the standpoint of overall management of 5,000 acres of conservation land, would it be better to spend money on bridging, or on something that improves the environmental performance of the whole package.

There was brief discussion about the various wildlife species that do, or do not, benefit from controlled burning. With the yellow area no longer being in conservation nor managed, gopher tortoises would not thrive there, but brown headed nuthatch, red headed woodpecker and black bear would likely still utilize it. There was also discussion about the mitigation credits that were sold on the parcel for gopher tortoise habitat, and that matching acreage should be provided for that. There was brief discussion of the possibility of being able to burn up to the highway.

Deborah Green, Orange Audubon Society, expressed concerns about the public money that had been spent to purchase SOFWEA, including \$5 million from Orange County. “We are interested in seeing the actual land – thanks for bringing it to our attention. But skirting something that’s public land should be your first choice,” she stated.





In response to a question, Mr. Pressimone noted the gopher tortoises on the impacted parcel would be relocated. There was additional discussion about the gopher tortoises. Mr. Pressimone noted that bridging, slope or sloping to a wall were options, as well as fence treatment for burrowing animals.

Ms. Holt requested CFX to reassess the use of fertilizers and pesticides, and to use Florida friendly native plants along its roadways. Mr. Pressimone noted the agency uses a native plant palette – zero scape – and does not irrigate. He and Ms. Kelley said they could discuss the chemical applications with the maintenance staff.

There was discussion that what will happen to the yellow area – development, passive recreation or a combination thereof – has yet to be determined.

Noting that the Lake Mary Jane Alliance has been working with Tavistock on the Sunbridge Parkway development, Ms. Arnold asked what standards CFX follows for stormwater treatment. Mr. Pressimone noted we permit stormwater through the Water Management District. Mr. Lee noted that one drawback to that is significantly large ponds that could eat up habitat.

Eleanor Foerste, of Eleanor Foerste Adventures and emeritus faculty for the University of Florida's Institute of Food and Agricultural Sciences (IFAS) Extension, requested maps of the proposed conservation lands showing topography, flow ways, watersheds and impacts. "I would like to see on a map what is entitled and why some areas are untouchable. ... Utilities are sacred; mitigation or preserved publicly funded land is not sacred; that is a concern," she said.

Ms. Foerste also stated she'd like to see CFX take the lead in providing community education on how development can happen in coordination with ecosystems.

The next steps were stated as:

- CFX will send the presentation to all of those invited to the meeting.
- CFX will schedule a site visit.
- Key stakeholders will reconvene in January.
- CFX will try to shift the alignment further south.

There was brief discussion about some of the Sunbridge Parkway and other developments surrounding Split Oak and how shifting the systems interchange becomes cost prohibitive due to impacts. Mr. Pressimone noted the needed connection of the extension to the Northeast Connector also creates constraints.

Ms. Webb stated the importance of conservation lands for recharging the aquifer, and of plants that clean the water, provide habitat and food. While she lamented the loss of conservation land – particularly come the next hurricane – she added that it's more important to have a large conservation area "rather than little pocket parks."



Ms. Kelley closed the meeting by thanking everyone for their patience, attendance and input. She reiterated the above action items and said we would get back together for further discussion in early January. Mr. Dunkelberg requested that any updated alternatives maps be provided prior to the next meeting. In response to a question, Mr. Pressimone noted there will not be an exit from the expressway near the utility plant. It was noted an easement for the utility pipes also would have to be considered, as the plant will be servicing the master plan that has been approved in that area.

There being no further comments, the meeting ended at 3 p.m.



Study Background

As part of an interlocal agreement, CFX has incorporated portions of the Osceola County Expressway Authority (OCX) 2040 Master Plan into the CFX 2040 Master Plan.

The four corridors are: the Poinciana Parkway Extension / I-4 Connector, the Southport Connector Expressway, the Northeast Connector Expressway and the Osceola Parkway Extension. CFX began the concept studies in April 2017 and is scheduled to

complete them in 12 months.

The overall goals of these study corridors are to: improve roadway connections from I-4/SR 429 to Florida's Turnpike, to US 192, and to SR 417; provide additional traffic capacity within the study area; enhance mobility of the area's growing population and economy; reduce congestion and delays on local roads by providing a new limited-access transportation option; provide for the incorporation of transit options; and promote regional connectivity.

Study Methodology

The work includes the evaluation and documentation of the physical, natural, social and cultural environment within the corridors and the potential impacts associated with the various mobility alternatives. Transportation demands for each corridor will be determined and a range of transportation mobility options will be developed to adequately meet future demands.

Public involvement and interagency coordination are an integral part of the assessment process, and multiple opportunities for participation are being provided. The Kickoff Public Meetings are an important part of the study process and necessary to obtain public input on the four corridors under evaluation. After the public meetings, comments received from stakeholders, local agencies, officials and other



interested people will be considered; then the alignment alternatives will undergo more detailed comparative analyses and evaluations.

END OF MEETING SUMMARY

This meeting summary was prepared by Mary Brooks, Public Information Officer 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@qcausa.com or by telephone 407-694-5505 within five (5) days of receipt of this summary.

REFERENCE COPY

Transportation Project Coordination

PROJECT: Osceola Parkway Extension
Orange and Osceola County, Florida
Contract No. 001248; Project Identification No. 599-221

MEETING DATE: November 30, 2017 and December 15, 2017

Notes on meetings with environmental stakeholders 11/30/2017 and 12/15/2017

The information below is taken from Laura Kelley's Executive Director's report from the Jan. 11 CFX Board meeting:

On November 30, 2017 CFX hosted a meeting of environmental advocates to discuss a proposal that was presented to CFX during Osceola Parkway Extension stakeholder meetings. The land compensation proposal would put additional land in preservation in exchange for the Osceola Parkway Extension Alternative 4A impacts to Split Oak Preserve. On December 15th, staff joined environmental advocates for a tour of the land being proposed for preservation. A drone video to showcase land that could not be accessed by vehicle was requested and provided to the group on January 5, 2018. A follow up meeting was held on January 9, 2018 to review elements of the proposal.

Meeting with Lake Ajay Homeowners' Association

PROJECT: Osceola Parkway Extension
 Orange and Osceola County, Florida
 Contract No. 001248; Project Identification No. 599-221
MEETING DATE: January 22, 2018

About 50 members of the Lake Ajay HOA got an update and to ask questions about the latest alternatives being considered during the concept study for the Osceola Parkway Extension. Residents understood concerns about possible roadway impacts to the Split Oak Forest, but preferred that to routes that would affect longtime property owners. Residents thought a proposal to expand conservation lands in exchange for impacting a small portion of the forest was a reasonable compromise.

REFERENCE COPY



ENVIRONMENTAL ADVISORY GROUP (EAG)

MEETING SUMMARY

Date/Time: Wednesday, January 31, 2018, 9 a.m. – 11 a.m.

Location: Osceola Heritage Park Exhibition Hall, 1875 Silver Spur Lane, Kissimmee, FL 34744

Attendees: There were 30 attendees and 24 staff members. See sign-in sheets attached.

I. Notifications

Notifications were emailed to 107 members of the Environmental Advisory Group (EAG) on January 13, 2018.

II. Welcome

Nicole Gough of Dewberry called the meeting to order and welcomed everyone. She gave a brief introduction about the meeting and provided safety, housekeeping and Title VI information. Attendees introduced themselves. Gough requested that attendees state their name and organization for the record when asking questions or commenting.

III. Study History

The meeting agenda and study history were reviewed. In 2005, Osceola County adopted a Comprehensive Plan that proposed several new corridors to meet the county's anticipated growth. In 2013, the Osceola County Expressway Authority (OCX) finalized the 2040 Master Plan. In 2016, the Central Florida Expressway (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. In April of 2017, CFX kicked off the studies.

IV. Study Corridor Overview

The studies include four projects in a 60-mile corridor:

- Poinciana Parkway Extension / I-4 Connector
- Southport Connector Expressway
- Northeast Connector Expressway
- Osceola Parkway Extension



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 evaluate 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 begin 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. Board 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 website:

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

Gough concluded her portion of the presentation.

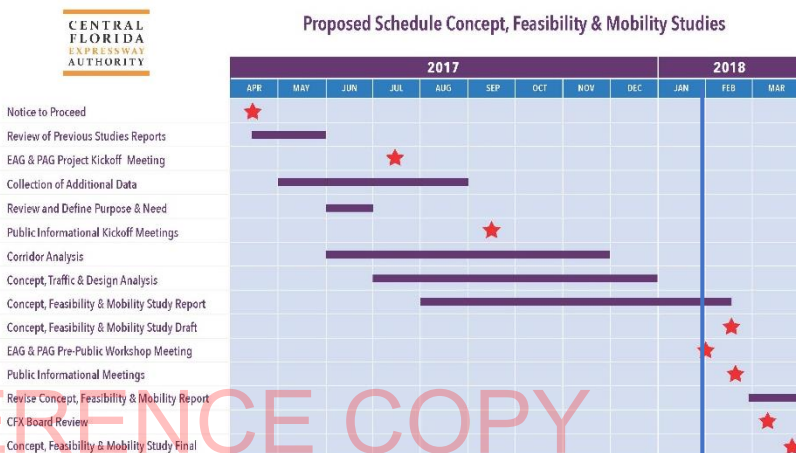
VIII. Consultant Team Presentations

Clif Tate, Kimley-Horn Project Manager for the **Poinciana Parkway Extension/I-4 Connector Study**, presented the following information:



A. Project Background

In 2013, FDOT initiated a Project Development and Environment (PD&E) Study for the I-4 / Poinciana Parkway Connector. The limits were from the end of the existing Poinciana Parkway bridge to I-4. In 2015, a public hearing was held. In November 2015, the first step of an Alternative Corridor Evaluation (ACE) was completed and the FDOT PD&E was put on hold.



B. Previous Study

The previous study was reviewed, and we concur with the recommendation of the two corridors for further analysis (Corridor 2A and Corridor 3), but we need further clarity about how the frontage roads could work.

C. Current Study Area

The current study area was narrowed down from before and extended down to Cypress Parkway.

D. Initial Alignments Evaluated

A third corridor (Corridor 3A) was added on the south side. Some of the alignments in the Loughman area were refined because of cemeteries, parks, and churches. Environmental impacts include the mitigation bank and upper lakes basin watershed.



The typical section is 324 feet wide and the expressway is elevated along County Road 532.

Poinciana Parkway – Common to All Alternatives:

- Widen existing Poinciana Parkway to 4-lanes.
- Completing the interchanges at Marigold Ave. and Koa St.
- No additional right of way anticipated.

Alternative 2A: I-4 Interchange Options:

- Center Alignment
 - Comes in from the south.
 - Traditional type interchange.
 - The down side is that it would impact the Reunion development and a Florida Gas Transmission substation.
- North Alignment
 - Developed in response to those constraints.
 - No residential and commercial impacts.
 - A communication tower is impacted.
- Both interchanges are compatible with FDOT I-4 Beyond the Ultimate.

Alternative 2A-1:

- Only alternative that travels south of Kinney Harmon Road.
- Impacts the Providence DRI and residential lots.
- From the south, it is east of the railroad before crossing the tracks.
- As it goes further north, there is an interchange at CR 532 and proceeds north to I-4.

Alternative 2A-2:

- It veers northwest at the end of the bridge.
- Crosses the mitigation bank
- Interchanges with US 17/92 and CR 532.

Alternative 2A-3:

- Crosses the mitigation bank.
- Interchanges with US 17/92 and CR 532.

Alternative 2A-4:

- Moves north to avoid the Loughman area.
- Impacts more of the mitigation bank.
- Interchanges with US 17/92 and CR 532.

Alternative 2A-5:

- Completely within Osceola County.
- Avoids the Loughman area.
- Impacts the mitigation bank.
- Interchanges with US 17/92 and CR 532.
- Half-diamond interchange at CR 532.

Alternative 3-2:

- Like Alternative 2A-2, it would travel north of the bridge and have an interchange with US 17/92.
- Along CR 532, slip ramps from the expressway are used to access the frontage roads.
- Two options: We would only require right of way from one side or the other.
 - Widen to the north (shown).
 - Widen to the south.

Alternative 3-5:

- Alignment is along the county line in Osceola County.
- Utilizes the same CR 532 corridor and slip ramps.
- Two options: We would only require right of way from one side or the other.
 - Widen to the north.
 - Widen to the south (shown).



Alternative 3A-3:

- Runs south of CR 532.
- Interchanges with US 17/92 and CR 532.
- Access is via a diamond interchange with a connection road to CR 532.

Alternative 3A-5:

- Alignment is along county line in Osceola County.

- Interchanges with US 17/92 and CR 532.
- Access via a connection road to CR 532.

E. Evaluation Matrix

The evaluation matrix compares the physical, cultural, natural environment, and social impacts of the 11 alternatives against each other. Pink indicates greater impact. Yellow indicates similar impact. Green indicates lesser impact.

Dan Kristoff, RS&H Project Manager for the **Southport Connector Expressway Study**, presented the following:

A. Project Background & ACE Recommended Corridors

The Florida Department of Transportation (FDOT) District Five did an Alternative Corridor Evaluation (ACE) study between 2011 and 2015. They had an advisory group and public meetings, and ended with a document with a few recommendations. The project limits were from Poinciana Parkway to the Florida Turnpike. Thirteen alternatives were considered, including three south of Lake Toho and along Cypress Parkway.



The first charge was to re-evaluate and update the information that was examined. The decision to further study corridors south of Lake Toho was deemed appropriate, as was the use of Cypress Parkway corridor from Poinciana Parkway to Reedy Creek.

B. Environmental Constraints

Kristoff presented a map with endangered species, conservation areas, and other protected species overlaid with the corridors. He explained three major endangered species include the bald eagle, caracara and snail kite.

C. Typical Sections

Poinciana Parkway to Pleasant Hill Road Typical Section:

- Elevated and At-Grade.
- Utilizes the 300-ft right-of-way that exists today.
- Moves existing roadways to the outside.
- Drops expressway in the middle.
- At the western end, the expressway will be elevated but remain inside 300 ft.

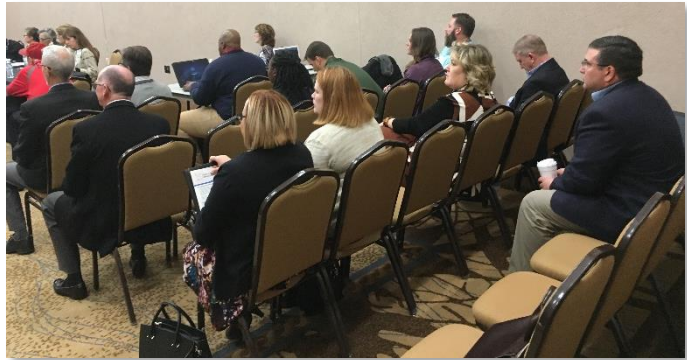
Poinciana Parkway to Pleasant Hill Road - Connecting Locations:

- Full interchange at Koa St.
- Retain existing intersection between Cypress Parkway and Rhododendron.
- Just west of the fire station and hospital.
- East and west at Marigold.

- Full interchange movements at Pleasant Hill Road with slip ramps in between.

Pleasant Hill Road to Turnpike:

- At-Grade.
- Utilizes 350 feet of right of way.
- Includes 88-foot median for future widening or transit.
- Includes multi-use path within the right-of-way.



D. Lake Toho Area Alternatives

In addition to the alternatives that were recommended with the ACE study, three additional alternatives, all south of Lake Toho, were evaluated.

E. Evaluation Matrix

The physical, natural, and social effects are shown and compared against each other. Pink indicates greater impact. Yellow indicates similar impact. Green indicates lesser impact.

Alex Hull, Inwood Project Manager for the **Northeast Connector Study**, explained the following:

A. Previous Studies & History

Three previous studies looked at alternatives in this study area. It was decided that the two alignments identified in the 2016 Kimley-Horn study should move forward with further refinements and shifts.



B. Alternative Corridors

Hull reviewed the study area's five alternative corridors. He explained the micro-area study that stemmed from concerns with the Alligator Lake Chain Alliance and Harmony community, saying they tried to thread the needle through this area. Hull said one alternative fell out due to cost, but the yellow alignment is being carried forward.

C. Environmental Constraints

Hull reviewed the environmental constraints in the study area. He explained the red alignment impacts more homes, but also has the highest traffic numbers. He said the blue alignment has

minor impacts on the community, but would cost more because it's longer and would have wetland mitigation. This alignment also has lower traffic projections.

D. Typical Section

Hull said this roadway would look much like SR 417 with interchanges at key locations. He explained that while the projected traffic count doesn't call for a multimodal facility, they provided room for it.



E. Evaluation Matrix

Hull explained briefly spoke about the various impacts, traffic and cost on the Evaluation Matrix board.

Matt Lamb, CH2M Project Manager for **Osceola Parkway Extension Study**, explained the following:

A. Project Background & Update

Lamb explained the previous work on this project which most recently resulted in the Osceola County Expressway Authority's approval of the PD&E Preliminary Environmental Impact Report (PEIR). He reviewed the study's initial corridors and meetings that have taken place since the previous EAG meeting.

B. Public and Agency Input

Lamb explained that through these meetings and agency coordination, the study team has heard these messages:

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



C. Project Update

Lamb said with this input in mind, the study team created six potential alignments (two west, four east of Narcoossee Road), developed construction cost and right-of-way estimates, conducted a desktop environmental analysis, completed an alternatives evaluation matrix, and established traffic projections.

D. Environmental Constraints

Lamb indicated environmental concerns include Split Oak Forest, Eagle Roost Park, Moss Park, Isle of Pine Preserve and the existing residences in the study area.

E. West Ultimate Typical Section & West Alternatives

From Jeff Fuqua Boulevard to Laureate Boulevard calls for four-lane, divided frontage roads with an elevated direct connector to Orlando International Airport. From Laureate Boulevard to Narcoossee Road it will be a six-lane expressway with room in the median for multimodal transit.



Alternative West 1B:

- Includes full access at SR 417, the Poitras property, and Narcoossee Road.
- Impacts fewer wetlands.
- Is longer and therefore, more expensive.
- Impacts more floodways.

Alternative West 2:

- Includes full access at SR 417, the Poitras Property, and Narcoossee Road.
- Is shorter and costs less.
- Impacts more wetlands.
- Impacts higher value parcels.

F. East Expressway Ultimate Typical Section & East Alternatives

This would be a six-lane expressway with room for multimodal transit and a multi-use trail.

Alternative East 4A:

- Provides access to Narcoossee Road and to the potential Northeast Connector.
- Avoids existing residences.
- Avoids Florida scrub-jay habitat.
- Impacts Split Oak Forest.
- Impacts the proposed Springhead development.

Alternative East 4C:

- Provides access to Narcoossee Road, the Northeast Connector and the future Sunbridge development.
- Avoids existing residences.
- Avoids Florida scrub-jay habitat.
- Has a smaller (than 4A) impact on Split Oak Forest.
- Impacts the proposed Springhead development.



Alternative East 5:

- Minimizes impacts to Split Oak Forest.
- Avoids Lake Ajay Village.
- Impacts other existing residences and the proposed Southern Oaks development.

Alternative East 6:

- Completely avoids Split Oak Forest and other recreational areas.
- Impacts many more existing residences (including Lake Ajay Village), as well as the

proposed Southern Oaks and Del Webb developments.

G. Evaluation Matrix

Lamb explained the Evaluation Matrix.

IX. Display Board Review

The group took a 10-minute break to review the project display boards before returning for questions and discussion.

X. Questions & Discussion

Pete Hoykem (not on the sign-in sheets)

- I looked at the schedule and see you'll wrap this up by the end of March. Does that still look good?
- Nicole Gough, Dewberry: Yes, this is scheduled to be presented to the Central Florida Expressway Authority Board on March 8.
- So, the board will decide by the end of March?
- Gough: We're not suggesting one corridor, but giving findings of the studies. The CFX Board will then decide if and which of these studies should move to the PD&E study phase.
- Okay, you answered what happens next.



- Gough: The CFX Board may say no to all, study some or just one. Gough clarified these are feasibility studies and PD&E studies are next.

Bob Mindick, Osceola County Environmental Lands Conservation Program

- In all the plans I noticed that the habitat corridors aren't all identified. Not all of them are in public lands. There are regional implications for each of these projects. The most critical thing is to ensure we're not putting roads in the wrong places or where we need to put underpasses, etc. for wildlife as well as maintenance and recreational use. Thanks for putting the national trail on the maps. That helps with long-range planning. Regarding the cost estimate, I'm not sure how some of those were obtained or how fixed they are? Some things are missing like impacts on those managing properties near roads, like planned fires. It's not fair to have managing agencies absorb those costs that they don't have now, but will need to worry about with new roads. Those management techniques are going to be costly. The last part is mitigation for those effects on management changes that need to occur. For instance, we may need smaller burns more frequently, etc.
- Nicole Gough, Dewberry: These feasibility studies are at the 100,000-foot view. This will come to play in future studies, in the PD&E. We'll see if we can capture that, but this should be studied in the future.

Brian Barnett, Florida Fish and Wildlife Conservation Commission

- At this 100,000-foot view, this combination of roads will require mitigation for wetlands, listed species, and state land. CFX needs big picture mitigation like a Disney Wilderness preserve that would handle all mitigation.

Valerie Anderson, Friends of Split Oak Forest

- Orange County has already delineated wildlife corridors that they'd like to see. Osceola County has not done the same thing publicly. The Florida Natural Areas Inventory has identified greenways and high-quality corridors. This is already available to help identify these corridors.

Sandy Webb, Kissimmee Valley Audubon Society

- If we could keep higher lands high and lower lands low, we can save plants. If you're going to dig a hole, do it in a low part. This affects native plants and exotic colonizers.



mitigation concept.

Marge Holt, Sierra Club

- We prefer the 300 alternative for Southport. It's a straight line and avoids the Disney Wilderness Preserve. We want the north alignment 300. Also, on the Osceola Parkway Extension, what about the refinement done last Thursday?
- Nicole Gough: There are copies to review at today's meeting.
- Marge echoed a desire for the regional

Audreen Robinson, Toho Water Authority

- What is the tentative schedule after the CFX Board reviews the studies?
- Glenn Pressimone, CFX Director of Engineering: The studies will go to the Board on March 8. The Board will authorize staff to move forward on some, all or none. On the Osceola Parkway Extension, the next move would be a PD&E update, which would take six to nine months to complete. The clock would start again if it was deemed ready to go to design and then to construction.

Deborah Green, Orange County Audubon Society

- For the regional mitigation effort, I want to suggest Lake Conlin/Lake X for mitigation.

Suzanne Arnold, Lake Mary Jane Alliance

- I have a letter from Charles Lee (Florida Audubon Society) that I would like to put in the record. (Ms. Arnold read the letter and provided it to put in the record.)

Deborah Green, Orange County Audubon Society

- One point of disagreement is the right-of-way cost. I want to be sure they're not inflated because of platted lots in planned developments and homes that haven't yet been built.

Rax Jung, Florida's Turnpike Enterprise

- Moving forward, would this be fully funded by CFX?
- Glenn Pressimone, CFX: There could be partnership opportunities, so we can answer that at this time.

Marge Holt, Sierra Club

- This looks like this is being planned for maximum build out.
- Nicole Gough, Dewberry: Yes, this would be a fully planned envelope.

Valerie Anderson, Friends of Split Oak Forest

- I disagree with Charles Lee that this improves regional conservation - that going through Split Oak improves it. The county-owned property is most protected. To say it's okay to have a road go through it, then have other lands conserved and they'll be protected just decreases protection for all conservation lands. It doesn't increase protection.

Bob Mindick, Osceola County Environmental Lands Conservation Program

- I disagree with that. Charles Lee did a great job. All protections are limited. If we think anything is protected by what's written, that isn't the truth. It's valuable that those protections are continued, but legislation can always be changed. What can we do so it's environmentally sensitive and improves



the overall situation that was altered with the first actions taken? Things we've seen with CFX have potential. Outright opposition is premature. There is good negotiation going on.

Dave Wegman, Friends of Split Oak Forest

- These are the concepts that are going to the public meetings?
- Nicole Gough: They might have some refinement from today, but this is what's going to the CFX Board.

Beth Jackson, Orange County Environmental Protection Division

- Are there going to be full public meetings with these boards?
- Mary Brooks, the Concept Studies Public Involvement Coordinator, gave the Public Advisory Group (PAG) and public meeting dates.



Suzanne Arnold, Lake Mary Jane Alliance

- What about the refinement for the Split Oak area? Is this going to public meetings?
- Nicole Gough, Dewberry: We have copies of the refinement for you to look at today, but we don't know if this is going to the public meetings.
- Glenn Pressimone, CFX: The purpose of these studies is to look at fatal flaws, possible costs and revenue generation. This is not going to be us suggesting a line on a map, but we're going through the process of collecting information. The CFX Board will be focused on projected cost and revenue generation. The work with the Split Oak committee is more along the lines of what you'd do for a PD&E study, so we have a jump start on that if it moves to the PD&E stage. It's great we've had these refinements. For the cost and revenue purpose for the March 8 Board meeting, we'll use what we have today. During the PD&E we'll dig as deep as we need to because that's looking at the actual alternatives.

Mary Brooks of Quest reminded the group that there were comment forms they could fill out here, or they could email their comments to conceptstudies@cfxway.com.

Nicole Gough advised about the upcoming PAG and public meetings. She said the presentation from today's meeting would be sent out and posted online. With that she wrapped up the meeting.

END OF SUMMARY

This meeting summary was prepared by Mary Brooks, Public Involvement Coordinator at Quest. 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@qcausa.com or by telephone 407-694-5505 within (5) days of receipt of this summary.



OSCEOLA PARKWAY EXTENSION PROJECT ADVISORY GROUP (PAG)

MEETING SUMMARY

Date/Time: Thursday, February 8, 2018, 2:00 p.m. to 4:00 p.m.

Location: Osceola County Extension Services, Room 162, 1921 Kissimmee Valley Ln, Kissimmee, FL 34744

Attendees: There were eight attendees and five staff members – See sign-in sheets attached.

I. Notifications

Invitation letters were emailed to 44 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. She gave a brief introduction about the meeting and provided safety, housekeeping and Title VI information. Attendees introduced themselves and the organization they represented.

Mary provided a PowerPoint presentation on the:

- Meeting agenda
- History of the study
- Overview of the study corridor
- Overall goals of the project corridors
- Study methodology
- Project schedule
- Public involvement activities

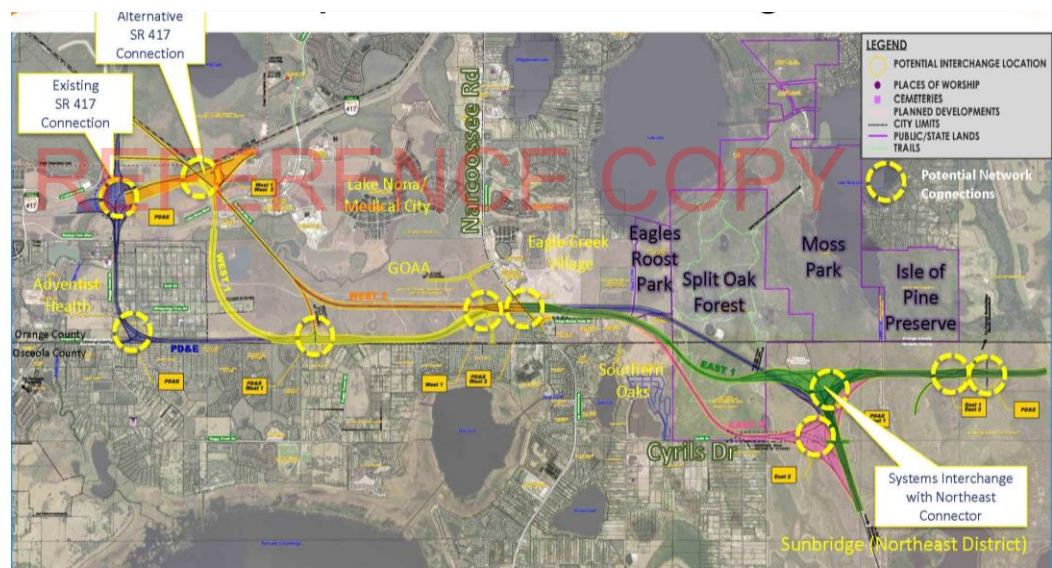


III. Osceola Parkway Extension Presentation

Matt Lamb from CH2M presented the following information, including:

- **Project Background**

- **Public & Agency Input:** Matt said the team heard the public's desire to minimize impact to Split Oak Forest and residential areas. People want noise walls and landscape buffering. The study team also heard about the public wanting connectivity to the Florida National Scenic Trail.
- **Project Update:** Based on public comment, the study team developed additional alternatives and worked to minimize impacts to the community. Now there are six potential alignments –two westerly and four easterly alignments. The team has established construction and right-of-way cost estimates, and developed a desktop environmental analysis. Traffic projections also have been prepared for each alternative.
- **Current Alternatives:** The evaluation matrix pairs each western alternative with each eastern alternative for a total of eight combinations. Matt gave a key points' overview of each alternative. He said all eastern alignments would provide access to the future Sunbridge community, to a future Northeast Connector, and all avoid Split Oak in Orange County. He advised that all alternatives allow 70 mph speed. The long-term plan is that this will be a future east-west route out to the coast.



- **West Ultimate Typical Sections:** Two western alignments feature expressway typical sections (six lanes and room for future transit) and an arterial typical section (four-lane, urban arterial). This would provide direct connect access to Orlando International Airport.
- **West 1B Alternative:** This alternative has fewer impacts to wetlands. It's a little longer so it's more costly, and has more impacts to floodways.
- **West 2 Alternative:** This is shorter, so less expensive, but has higher value impacts to parcels in the Poitras Property.

- **East Expressway Ultimate Typical Section:** This is six lanes with a mixed-use trail and transit in the median.
- **East 4A Alternative:** This avoids residential impacts on Clapp Sims Duda Road and avoids the scrub jay habitat in Split Oak Forest, but there still is some impact to the forest.
- **East 4C Alternative:** This is farther south within Split Oak and closer to Cyrils Drive.
- **East 5 Alternative:** This avoids Lake Ajay Village, but hits Southern Oaks. It runs along the southern 400 feet of Split Oak Forest and along the northern line of Cyrils Drive.
- **East 6 Alternative:** This is the full avoidance alternative for Split Oak Forest, but results in greater impacts to Lake Ajay Village and Southern Oaks. Due to the southerly route outside Split Oak Forest, this has impacts to the planned Del Webb development within the Northeast District.
- Matt explained the Evaluation Matrix and next steps for the study – public meetings, alignments refinement and the CFX Board meeting on March 8.

IV. Questions & Discussion

Mary Brooks invited questions and discussion on the presentation.



Dave Wegman, Friends of Split Oak

- Will it connect to State Road 520 or to Viera?
- Matt Lamb: That is still to be determined.
- Wegman: The Governor's Task Force recommended that it go to SR 520.
- Don Whyte, Deseret Ranch: The Governor's Task Force had two recommendations – one to SR 520 and another that dipped south to Nova Road then went east from there.
- Matt: This will need further study.

Brian Hambrick, Lake Ajay Village

- Who requested a change in the alternatives?
- Matt: CFX, based on all the public comment that came in.

Dave Wegman, Friends of Split Oak Forest

- What is the deadline on the comment period?
- Mary Brooks: 10 business days after the last public meeting.
- Is there no interchange between Narcoossee and the Northeast Connector?

- Matt: That's correct.
- Wegman: Is the elevated portion along Cyrils we discussed still there?
- Matt: We looked at that for the E2 alignment, but based on impacts it was deemed undesirable.

Angela Phillips, Lake Ajay Village

- How close does Alternative 5 come to Lake Ajay or our canals?



- Scott Carter, CH2M: We're working to get you that information. This is fat crayons – we haven't been out there to survey yet, so we don't have numbers yet.

- Angela: We want it a half mile away, so it doesn't affect our environment.

Brian Hambrick, Lake Ajay Resident

- What about the scrub jay area in Split Oak?
- Scott Carter, CH2M: A biologist has been out to look for scrub jays and has

found them. That's why we're moving away from that area.

- Hambrick: "So if Lake Ajay had scrub jays we'd be safe?"
- Scott: What comes out of the next phase is that they'll look for protected species by sending biologists into the field.

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Napoleon Estrada, Lake Ajay Village

- What about the use of elevated roads when going through environmentally sensitive areas?
- Scott Carter, CH2M: Yes, that's an option. For wetlands you might mitigate or build a bridge, depending on what's more cost-effective. Elevation is an option to consider. That's one of the options we'll look at.

Dave Wegman, Friends of Split Oak Forest

- Who all was invited to today's meeting?
- Mary Brooks: Everyone on the PAG as shown on the sign-in sheets in the back.

V. Next Steps

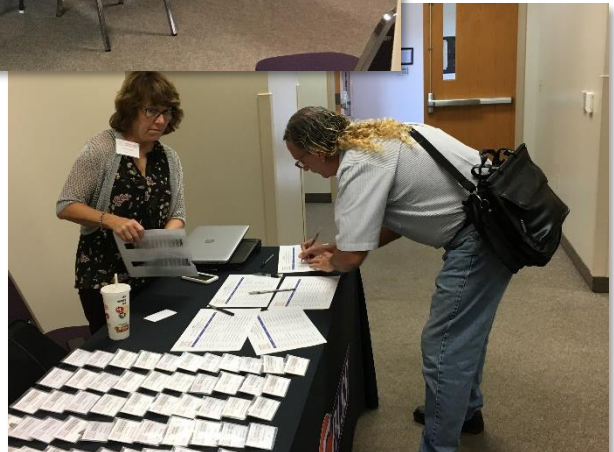
Mary Brooks discussed the next three public meetings. The study teams will then take the public comment, make last input to draft reports, and present it to the CFX Board on March 8. She explained we're still six to eight years before construction, if it goes that far. Mary pointed out that public input has made a difference. She said the information from today's meeting would be sent to the attendees and posted on the study website. Mary encouraged attendees to submit comments and to encourage others to submit comments.



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@qcausa.com or by telephone 407-694-5505 within (5) days of receipt of this summary.

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**SECOND ROUND OF PUBLIC MEETINGS – MEETING NO. 1
SUMMARY
ST. CLOUD HIGH SCHOOL CAFETERIA
TUESDAY, FEBRUARY 13, 2018**

The first meeting of the second round of public meetings for the Central Florida Expressway Authority's (CFX) Concept, Feasibility and Mobility Studies was held on Tuesday, February 13, 2018, from 5:30 p.m. to 7:30 p.m., at the St. Cloud High School Cafeteria, 2000 Bulldog Lane, St. Cloud. This meeting was the first of three opportunities scheduled to take place throughout the 60-mile corridor to allow the community to view the latest alignment alternatives and other draft report materials.

Study Background

As part of an interlocal agreement, CFX has incorporated portions of the Osceola County Expressway Authority (OCX) 2040 Master Plan into the CFX 2040 Master Plan. CFX is taking a fresh look at four previously studied transportation corridors in Orange, Osceola and Polk counties to determine if any of them are fundable and feasible according to agency policies and procedures.



The four corridors are: the Poinciana Parkway Extension / I-4 Connector, the Southport Connector Expressway, the Northeast Connector Expressway and the Osceola Parkway Extension. CFX began the concept studies in April 2017 and is scheduled to complete them in spring of 2018.

The overall goals of these study corridors are to: improve roadway connections from I-4/State Road 429 to Florida's Turnpike, to US 192, and to SR 417; provide additional traffic capacity within the study area; enhance mobility of the area's growing population and economy; reduce congestion and delays on local roads by providing a new limited-access transportation option; provide for the incorporation of transit options; and promote regional connectivity.

Study Methodology

The work includes the evaluation and documentation of the physical, natural, social and cultural environment within the corridors and the potential impacts associated with the various mobility alternatives. Transportation demands for each corridor have been determined, and a range of transportation mobility options were developed to adequately meet future demands.



Public involvement and interagency coordination are an integral part of the assessment process, and multiple opportunities for participation have been provided. The three Kickoff Public Meetings held in September and October 2017 provided vital public input on the four corridors under evaluation. Public meeting comments received from stakeholders, local agencies, officials and other interested parties were considered in the evaluations of the alignment alternatives presented at the second round of Public Meetings. After the latest public meetings, CFX will evaluate the viability of each corridor and whether they should move forward to a Project Development and Environment (PD&E) Study.



Public Notification

Public meeting invitation letters were sent on Friday, January 26, 2018, by email to 62 elected officials and their aides, 50 appointed officials, 30 regional agency contacts, and 33 federal and state agency contacts. An additional 12,669 meeting invitation letters were mailed to property owners and tenants within the four corridors on Thursday, January 23, 2018.

Media Notification

The public meetings were advertised in advance with display ads in the *Lakeland Ledger* on Sunday, February 4, 2018 and Sunday February 11, 2018; in the *Osceola News Gazette* on Thursday, February 8, 2018 and Saturday, February 10, 2018; in *El Sentinel* on Saturday, February 3, 2018 and Saturday, February 10, 2018; and the *Orlando Sentinel's* Orange and Osceola editions on Sunday, January 28, 2018 and Thursday, February 8, 2018. An ad was printed in the *Florida Administrative Register* (FAR) on Tuesday, January 30, 2018, and a press release was distributed to major media outlets on Friday, February 9, 2018.

Public Meeting Agenda

The meeting was an informal open house and participants were welcome to come at any time between 5:30 p.m. and 7:30 p.m. The same information for all four corridors was presented at each Public Meeting. Display maps illustrating the project study area, the four individual corridors and related alternatives, the project schedule, and other information were available for public review and comment. A looping audiovisual presentation was available throughout the meeting that provided an overview of the study process, history and details. Project representatives were available to discuss the studies, receive input and answer questions.



Parking was available to accommodate all attendees, including those who were differently abled. Signs were placed along the roadway and on the high school property directing attendees to the meeting room.

The following display boards were available for public review and comment:

- Study Area Map
- Project Schedule
- Title VI Board
- New Alignment Expansion Projects Process Board
- Poinciana Parkway Extension / I-4 Connector Corridor Alternatives Board
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- Poinciana Parkway Extension / I-4 Connector Typical Sections Board
- Poinciana Parkway Extension / I-4 Connector Alternatives Evaluation Matrix
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- Osceola Parkway Extension Corridor Alternatives Board
- Osceola Parkway Extension Environmental Constraints Board
- Osceola Parkway Extension Typical Sections Board
- Osceola Parkway Extension Alternatives Evaluation Matrix



Meeting Attendance

A total of 360 attendees signed in, including Tawny Olore, Osceola County Department of Transportation and Transit; Joshua Devries, Osceola County Department of Transportation and Transit; Nathan Blackwell, City of St. Cloud; and Nick Lepp, MetroPlan Orlando Manager of Long Range Planning.

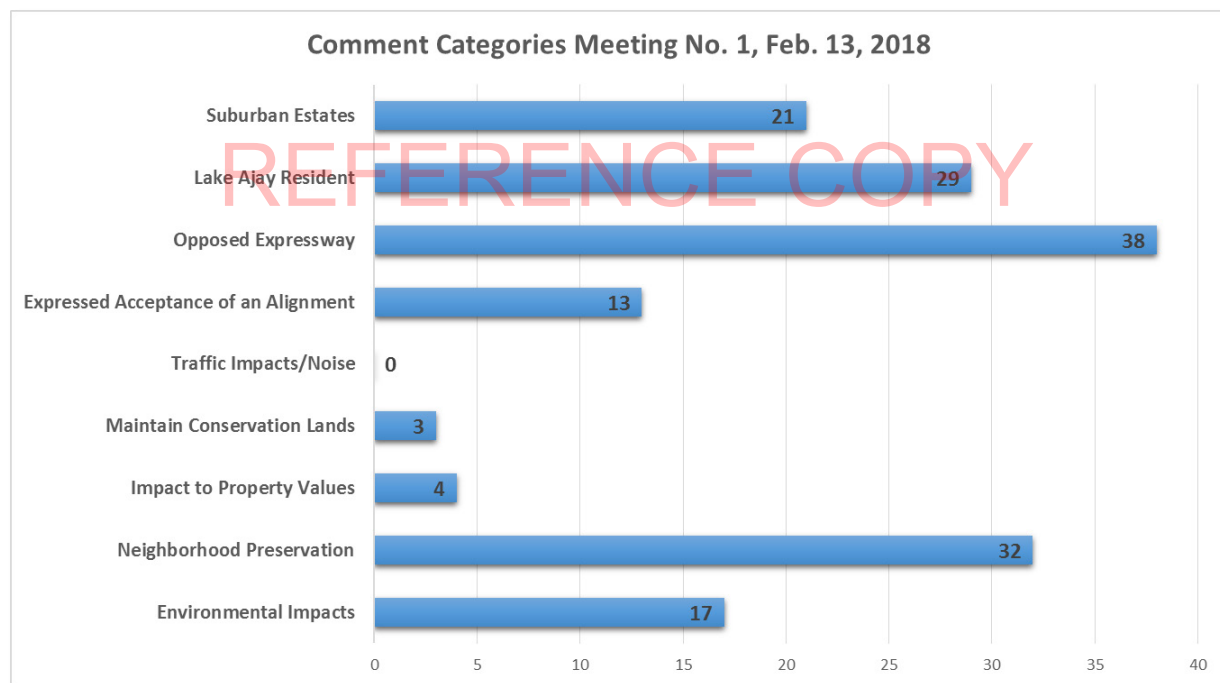


Meeting Handouts

The Corridor-wide Fact Sheet (spring 2018 edition), individual corridor fact sheets and comment forms were distributed to the attendees. Participants were encouraged to discuss their thoughts and concerns regarding the study with project team members, and to submit written comments.

Public Comments

A total of 77 written comments were received during the public meeting. The information below reflects the general nature of the comments received. Many comment forms touched on multiple topics, so referenced numbers may exceed the total number of comments. The individual comment forms have been attached as part of the study record.



Comment Categories and Related Statements (numbers in parentheses indicate how many times a comment or statement was made):

POINCIANA PARKWAY EXTENSION / I-4 CONNECTOR:

- 3A-5 is the best – least impacts and cheaper; going along CR 532 is the worst.



SOUTHPORT CONNECTOR EXPRESSWAY:

- For the Southport Connector alternatives 200 and 300 are the best. They are close to the lake and are farthest from the TNC/DWP smoke shed.

NORTHEAST CONNECTOR EXPRESSWAY:

- Keep away from Lake Gentry. (2)
- Preferred blue/yellow route for less impact in mature neighborhoods and natural/recreation area.
- Bay Lake Ranch residents oppose the Northeast Connector Expressway's encroachment near our homes.
- Remove corridor E from further consideration.
- Stay out of Suburban Estates. (21)
 - Important natural and recreation area.
 - Negative impact to property.



OSCEOLA PARKWAY EXTENSION:

- Stay out of Lake Ajay Village. (29)
 - Preserve this established neighborhood.
 - It is a unique neighborhood with large lots.
 - Family neighborhood more than 40 years old.
- Stay out of Split Oak Forest. (5)
 - Land was purchased for conservation.
 - Important natural resource.
 - Concern for native flora and fauna.
- Most logical alignment is 1A. (11)
 - Stay away from neighborhoods while still preserving much of Split Oak Forest.
- Move line farther south (reference Split Oak Forest).
- The East 5 route is unacceptable (goes through property).
- The 4C route is a good compromise.
- Please do not build to the north of Lake Ajay; stay away from Clapp Simms Duda.
- Split Oak Forest should be compromised before neighborhoods. (5)

GENERAL COMMENTS:

- Consider alternatives that don't displace animals or humans. (5)
- Upset with presentation, meeting style. (2)
- Ensure land purchase for wildlife conservation.
- No toll roads; work on local roads first.
- We don't need all these roads and development. (2)

The following summary addresses 384 emailed comments received through March 7, following Public Meetings held February 13, February 15 and February 21, 2018. The information below reflects the general nature of comments received. Many emails touched on multiple topics, so referenced numbers may exceed the total number of emailed comments. The individual emails also were scanned and are attached as part of the study record.



Emailed Comment Categories and Related Statements
(numbers in parentheses indicate how many times a
comment or statement was made):

POINCIANA PARKWAY EXTENSION / I-4 CONNECTOR:

- Avoid impacts to Reunion Resort with Poinciana Extension. (8)
- Oppose/strongly oppose Poinciana Parkway option 3A-3 and 3A-5. Support 2A. (34)
 - Poinciana Parkway has already added traffic congestion along CR 532 Osceola Polk Line Road and between all local communities, also between commercial and retail areas from Ronald Reagan Parkway to US 192 and from Highway 27 to US 17/92. Extending the parkway along CR 532 would only add more.
 - Why are high density residential developments being approved along current high traffic congested roads and why would additional Poinciana heavy traffic be routed through same heavy residential developing areas already having congested local traffic in all directions?
 - I-4 connector at Champions Gate would be a traffic disaster.
 - Negative impacts to Lake Wilson with 3A-3 because of noise, congestion, pollution.
 - Elevated expressway along CR 532 is expensive and “ridiculous.”
- Oppose any option 2A version, negative impact on Watson Court, Reunion. (10)
- Residents of Thousand Oaks strongly oppose 3 and 3A options. (14)
 - Impact to neighborhood and environment.
 - Negative impact to property values and negative economic impact.
- Support options 3A-3 and 3A-5 for Poinciana Parkway; oppose 3-2, 3-5 and 2A. (11)
 - Less cost, less impact on utilities, less impact on the environment.
- Strongly oppose alignment along CR 532. (25)





- Elevated four-lane, high-speed expressway a ridiculous design and extremely expensive.
- Negative impacts to Reunion Resort.
- Poinciana Parkway Extension / I-4 connection at SR 429 makes the most sense. (3)
 - Offers the most opportunity for through traffic to the Disney area without just dumping it onto I-4.
- Putting a bridge over Old Wilson Road, with no ramps would force the traffic to use the I-4 interchange and reduce the Old Wilson Road traffic to pre-Poinciana Parkway levels.
- Must connect to I-4 at different location than Exit 58. Direct connection SR 429 is preferred. (2)
- There are many concerned homeowners in our community wanting more detailed information on what is planned along Osceola Polk Line.
- Extend SR 429 to US 17/92, but minimize impacts. (2)
- Prefers option 2A-2.
- Need to widen CR 532 to US 17/92. (3)
- Alternatives for Poinciana Parkway Extension Connector to I-4 do not adequately address local traffic patterns or needs with the increased subdivision developments in south Osceola County and north east Polk County.
- Strongly opposed to Poinciana Parkway extension options 2A or 3.



SOUTHPORT CONNECTOR EXPRESSWAY:

- Strongly support Southport Connector as long as Cypress Parkway expanded.

NORTHEAST CONNECTOR EXPRESSWAY:

- The most desirable alternative is for this connector to be located on the eastern outskirts of Harmony and Lake Conlon (Lake X). (5)
- Strong opposition to Option A of the Northeast Connector Expressway, largely due to the number of families that would likely be impacted.
- Please take into consideration all the folks that will be affected by the expressway in the Bay Lake Estates and Bay Lake Ranch communities – keep roadway as far east as possible. (2)

OSCEOLA PARKWAY EXTENSION:

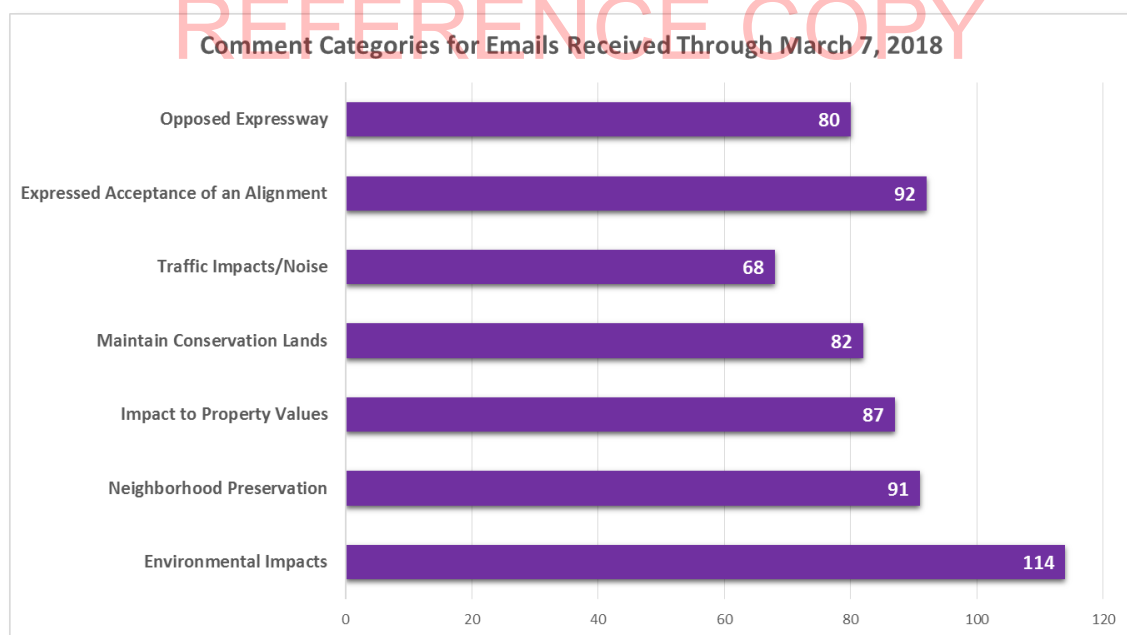
- Support Friends of Split Oak option/stay out of Split Oak/Build only western portion. (85)
- Why special treatment for Lake Ajay residents? Ridiculous for them to advocate for taking forest when other communities have the road closer or through them.
- Either take the road through Southern Oaks or do not build at all. (3)



- Stay away from Lake Ajay – do not destroy this established community. (23)
- If you allow this road to be built across Split Oak -- in violation of the Deed of Conservation -- you will be setting a precedent that will affect ALL protected lands in Florida.
- Consider extending the SR 417 from east of Narcoossee Road to run south and east of the Split Oaks Forest. (2)
- Option West 2 seems to be best for everyone – does not take homes and is more cost-effective.
- Would accept 1A with compensation package. (18)
- Move water treatment plant. (12)

GENERAL COMMENTS:

- Lack of notification. (2)
- Road will actually expand urban sprawl and add to congestion. (3)
- At what point do you say enough is enough? Stop marketing the area and driving more people here.
- The quick sprawl of development in this area is leaving no room for our native wildlife, and no areas of open space that is important to people's well-being. (2)



Publicizing Public Meeting Materials

Display materials, the presentation and handouts were posted on the Concept Studies webpage (www.cfxway.com/agency-information/plans-studies/project-studies/public-involvement/) on Friday,



February 26, 2018. Public meeting notices, photos and other meeting information were posted on the study Facebook page on January 31, and on February 6, 13 and 14, 2018.

END OF MEETING SUMMARY

This meeting summary was prepared by Mary Brooks, Public Involvement Coordinator at Quest Corporation of America on behalf of the Central Florida Expressway Authority. It is not verbatim, but is a summary of the meeting activities and comments received. If you feel something should be added or revised, please contact Mary Brooks by email at Mary.Brooks@QCAusa.com or by telephone 407-694-5505 within five (5) days of receipt of this summary.

REFERENCE COPY



**SECOND ROUND OF PUBLIC MEETINGS – MEETING NO. 2
MEETING SUMMARY
LAKE NONA MIDDLE SCHOOL CAFETERIA
THURSDAY, FEBRUARY 15, 2018**

The second meeting of the second round of public meetings for the Central Florida Expressway Authority's (CFX) Concept, Feasibility and Mobility Studies was held on Thursday, February 15, 2018, from 5:30 p.m. to 7:30 p.m., at the Lake Nona Middle School Cafeteria, 13700 Narcoossee Road, Orlando. This meeting was the second of three opportunities scheduled to take place throughout the 60-mile corridor to allow the community to view the latest alignment alternatives and other draft report materials.

Study Background

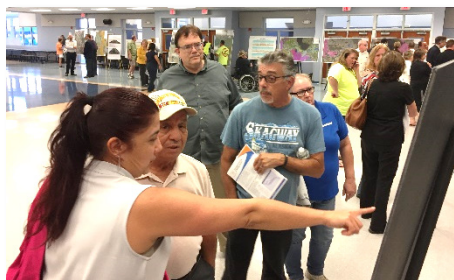
As part of an interlocal agreement, CFX has incorporated portions of the Osceola County Expressway Authority (OCX) 2040 Master Plan into the CFX 2040 Master Plan. CFX is taking a fresh look at four previously studied transportation corridors in Orange, Osceola and Polk counties to determine if any of them are fundable and feasible according to agency policies and procedures.



The four corridors are: the Poinciana Parkway Extension / I-4 Connector, the Southport Connector Expressway, the Northeast Connector Expressway and the Osceola Parkway Extension. CFX began the concept studies in April 2017 and is scheduled to complete them in spring of 2018.

The overall goals of these study corridors are to: improve roadway connections from I-4/SR 429 to Florida's Turnpike, to US 192, and to SR 417; provide additional traffic capacity within the study area; enhance mobility of the area's growing population and economy; reduce congestion and delays on local roads by providing a new limited-access transportation option; provide for the incorporation of transit options; and promote regional connectivity.

Study Methodology



The work includes the evaluation and documentation of the physical, natural, social and cultural environment within the corridors and the potential impacts associated with the various mobility alternatives. Transportation demands for each corridor have been determined, and a range of transportation mobility options were developed to adequately meet future demands.

Public involvement and interagency coordination are an integral part of the assessment process, and multiple



opportunities for participation have been provided. The three Kickoff Public Meetings held in September and October 2017 provided vital public input on the four corridors under evaluation. Public meeting comments received from stakeholders, local agencies, officials and other interested parties were considered in the evaluations of the alignment alternatives presented at the second round of Public Meetings. After the latest public meetings, CFX will evaluate the viability of each corridor and whether they should move forward to a Project Development and Environment (PD&E) Study.

Public Notification

Public meeting invitation letters were sent on Friday, January 26, 2018, by email to 62 elected officials and their aides, 50 appointed officials, 30 regional agency contacts, and 33 federal and state agency contacts. An additional 12,669 meeting invitation letters were mailed to property owners within the four corridors on Thursday, January 23, 2018.



Media Notification

The public meetings were advertised in advance with display ads in the *Lakeland Ledger* on Sunday, February 4, 2018 and Sunday February 11, 2018; in the *Osceola News Gazette* on Thursday, February 8, 2018 and Saturday, February 10, 2018; in *El Sentinel* on Saturday, February 3, 2018 and Saturday, February 10, 2018; and the *Orlando Sentinel* Orange and Osceola editions on Sunday, January 28, 2018 and Thursday, February 8, 2018. An ad was printed in the *Florida Administrative Register* (FAR) on Tuesday, January 30, 2018, and a press release was distributed to major media outlets on Friday, February 9, 2018.

Public Meeting Agenda

The meeting was an informal open house and participants were welcome to come at any time between 5:30 p.m. and 7:30 p.m. The same information on all four corridors was presented at each Public Meeting. Display maps illustrating the project study area, the four individual corridors and related alternatives, the project schedule, and other information were available for public review and comment. A looping audiovisual presentation was available throughout the meeting that provided an overview of the study process, history and details. Project representatives were available to discuss the studies, receive input and answer questions.

Parking was available to accommodate all attendees, including those who were differently abled. Signs were placed along the roadway and on the middle school property directing attendees to the meeting room.

The following display boards were available for public review and comment:

- Study Area Map

- Project Schedule
- Title VI Board
- New Alignment Expansion Projects Process Board
- Poinciana Parkway Extension / I-4 Connector Corridor Alternatives Board
- Poinciana Parkway Extension / I-4 Connector Environmental Constraints Board
- Poinciana Parkway Extension / I-4 Connector Typical Sections Board
- Poinciana Parkway Extension / I-4 Connector Alternatives Evaluation Matrix
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- Osceola Parkway Extension Corridor Alternatives Board
- Osceola Parkway Extension Environmental Constraints Board
- Osceola Parkway Extension Typical Sections Board
- Osceola Parkway Extension Alternatives Evaluation Matrix



Meeting Attendance

At the meeting, 423 attendees signed in, including Pete Clarke, Orange County Commissioner; Tawny Olore, Osceola County Department of Transportation and Transit; Joshua Devries, Osceola County Department of Transportation and Transit; Bill Burchfield, Osceola County Property Appraiser's Office; Nathan Blackwell, City of St. Cloud; Renzo Nastasi, Orange County Transportation Planning; and Nick Lepp, MetroPlan Orlando Manager of Long Range Planning.

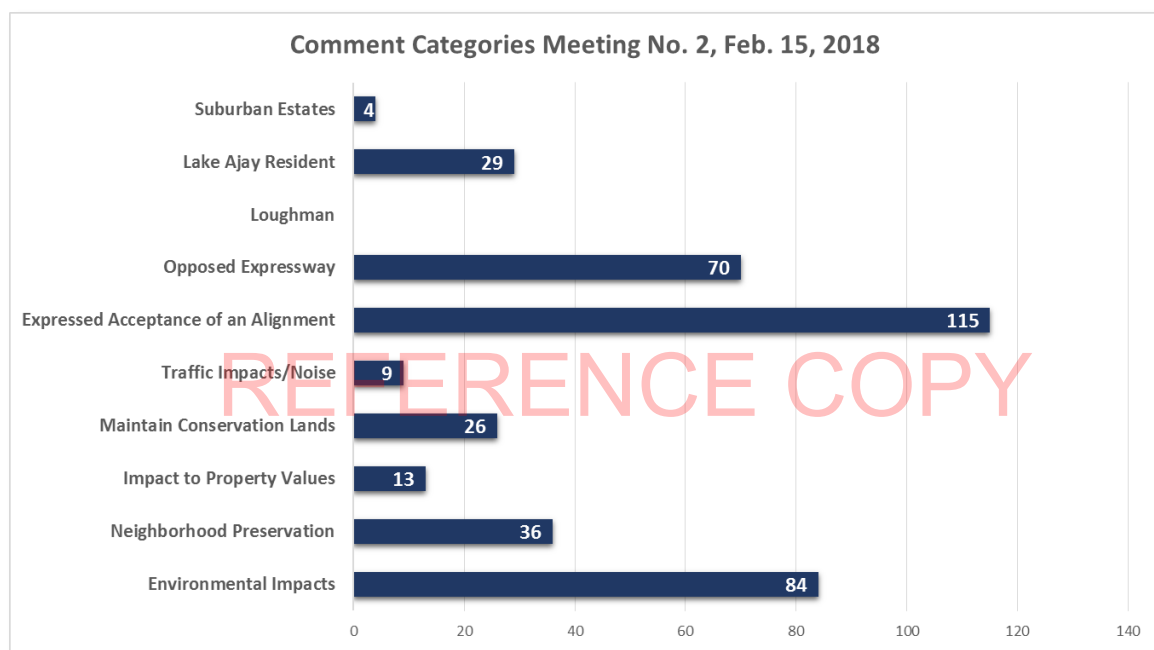
Meeting Handouts

The Corridor-wide Fact Sheet (Spring 2018 edition), individual corridor fact sheets and comment forms were distributed to the attendees. Participants were encouraged to discuss their thoughts and concerns regarding the study with project team members, and to submit written comments.



Public Comments

A total of 231 comment forms were received at the meeting. The report below reflects the general nature of comments received. Many comment forms touched on multiple topics, so referenced numbers may exceed the total number of comments. The individual comment forms have been attached as part of the study record.



Comment Categories and Related Statements (numbers in parentheses indicate how many times a comment or statement was made):

POINCIANA PARKWAY EXTENSION / I-4 CONNECTOR:

(No comments received at meeting.)

SOUTHPORT CONNECTOR EXPRESSWAY:

- Southport Connector – ALT 300 to place road as far as possible away from Disney Wild Preserve and Southport Ranch. (5)

NORTHEAST CONNECTOR EXPRESSWAY:

- Corridor E (Blue line) will impact gopher tortoises; unacceptable.
- Move east a half mile north to stay out of Suburban Estates.

- Make Lake X general mitigation area.
- Stay out of Suburban Estates. (4)
- Impact to citrus grove near Lake Pearl, take road east of Lake Pearl.
- We need the road; an expressway to take traffic off Narcoossee.

OSCEOLA PARKWAY EXTENSION:

- Support 1A with full compensation package. (66)
 - Purchase lands (no mitigation).
 - Move water treatment plant.
 - Low impact lighting.
 - Wildlife connectors.
- Support 1A – did not mention compensation package. (67)
- Stay out of Split Oak Preserve. (40)
 - Land was purchased for conservation.
 - Important natural resource.
 - Concern for native flora and fauna.
- Compromise Split Oak Forest before taking homes.
- Stay out of Lake Ajay Village. (29)
- If a new road is necessary, then PLEASE reconsider the OCX E1 plan which was originally proposed by Osceola County; saves wilderness. (4)
- Prefer West 2 as an alternative to West 1B. (2)
- Go north of Boggy Creek through Medical City.
- Please consider the SE bend in Split Oak Forest as it is very sharp and could turn into another I-4 “bend” which led to many accidents; refinement 1A or 4E look reasonable.
- Extension should end at CR 15 as recommended by the USFWS and the Army Corp of Engineers and others. If the road should continue east of CR 15, alignment East 6 is the only route I can accept.
- Something had to be done with traffic on Boggy Creek.
- Please make the interchange at the Narcoossee Rd. and Osceola Parkway bigger with flyover ramps, not just a diamond interchange like at 417 and Narcoossee.
- Traffic on Boggy Creek terrible; oppose green scenario; would accept orange.
- The flyover that’s planned as the Narcoossee-Boggy Creek intersection will totally disrupt our community – refinement 4C. (3)
- Buy lots at Eagle Creek to move road farther from Lake Ajay; I want 1400’ north to be extended to 2500’ and 2000’ east to be extended to 2500’.
- I live at Fells Landing and I am very concerned with my property value getting affected by traffic and noise; oppose West 1B and West 2.



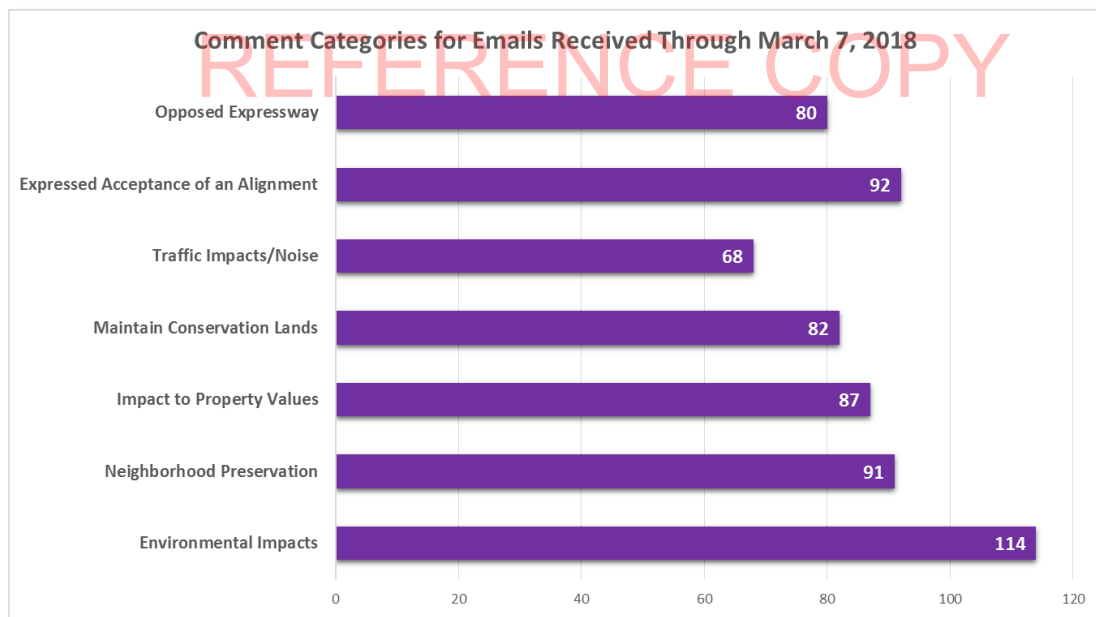
REFERENCE COPY

GENERAL COMMENTS:

- No more development/opposed to expressway. (33)
- Please consider the highway's impact on the area schools and neighborhoods that would be impacted by the increase in traffic and pollution.



The following summary addresses 384 emailed comments received through March 7, following Public Meetings held February 13, 15 & 21, 2018. The information below reflects the general nature of comments received. Many emails touched on multiple topics, so referenced numbers may exceed the total number of emailed comments. The individual emails also were scanned and are attached as part of the study record.



Emailed Comment Categories and Related Statements (numbers in parentheses indicate how many times a comment or statement was made):

POINCIANA PARKWAY EXTENSION / I-4 CONNECTOR:

- Avoid impacts to Reunion Resort with Poinciana Extension. (8)

- Oppose/strongly oppose Poinciana Parkway option 3A-3 and 3A-5. Support 2A. (34)
 - Poinciana Parkway has already added traffic congestion along CR 532 Osceola Polk Line Road and between all local communities, also between commercial and retail areas from Ronald Reagan Parkway to US 192 and from Highway 27 to US 17/92. Extending the parkway along CR 532 would only add more.
 - Why are high density residential developments being approved along current high traffic congested roads and why would additional Poinciana heavy traffic be routed through same heavy residential developing areas already having congested local traffic in all directions?
 - I-4 connector at Champions Gate would be a traffic disaster.
 - Negative impacts to Lake Wilson with 3A-3 because of noise, congestion, pollution.
 - Elevated expressway along CR 532 is expensive and “ridiculous.”
- Oppose any option 2A version, negative impact on Watson Court, Reunion. (10)
- Residents of Thousand Oaks strongly oppose 3 and 3A options. (14)
 - Impact to neighborhood and environment.
 - Negative impact to property values and negative economic impact.
- Support options 3A-3 and 3A-5 for Poinciana Parkway; oppose 3-2, 3-5 and 2A. (11)
 - Less cost, less impact on utilities, less impact on the environment.
- Strongly oppose alignment along CR 532. (25)
 - Elevated four- lane, high-speed expressway a ridiculous design and extremely expensive.
 - Negative impacts to Reunion Resort.
- Poinciana Parkway Extension / I-4 connection at SR 429 makes the most sense. (3)
 - Offers the most opportunity for through traffic to the Disney area without just dumping it onto I-4.
- Putting a bridge over Old Wilson Road, with no ramps would force the traffic to use the I-4 interchange and reduce the Old Wilson Road traffic to pre-Poinciana Parkway levels.
- Must connect to I-4 at different location than Exit 58. Direct connection SR 429 is preferred. (2)
- There are many concerned homeowners in our community wanting more detailed information on what is planned along Osceola Polk Line.
- Extend SR 429 to US 17/92, but minimize impacts. (2)
- Prefers option 2A-2.
- Need to widen CR 532 to US 17/92. (3)
- Alternatives for Poinciana Parkway Extension Connector to I-4 do not adequately address local





- traffic patterns or needs with the increased subdivision developments in south Osceola County and north east Polk County.
- Strongly opposed to Poinciana Parkway extension options 2A or 3.

SOUTHPORT CONNECTOR EXPRESSWAY:

- Strongly support Southport Connector as long as Cypress Parkway expanded.

NORTHEAST CONNECTOR EXPRESSWAY:

- The most desirable alternative is for this connector to be located on the eastern outskirts of Harmony and Lake Conlon (Lake X). (5)
- Strong opposition to Option A of the Northeast Connector Expressway, largely due to the number of families that would likely be impacted.
- Please take into consideration all the folks that will be affected by the expressway in the Bay Lake Estates and Bay Lake Ranch communities – keep roadway as far east as possible. (2)



OSCEOLA PARKWAY EXTENSION:

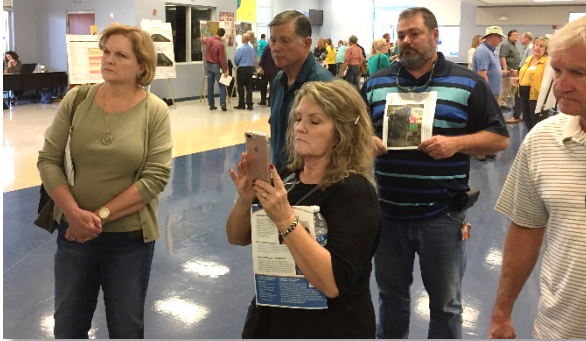
- Support Friends of Split Oak option/stay out of Split Oak/Build only western portion. (85)
- Why special treatment for Lake Ajay residents? Ridiculous for them to advocate for taking forest when other communities have the road closer or through them.
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- If you allow this road to be built across Split Oak -- in violation of the Deed of Conservation -- you will be setting a precedent that will affect ALL protected lands in Florida.
- Consider extending the SR 417 from east of Narcoossee Road to run south and east of the Split Oaks Forest. (2)
- Option West 2 seems to be best for everyone – does not take homes and is more cost-effective.
- Would accept 1A with compensation package. (18)
- Move water treatment plant. (12)

GENERAL COMMENTS:

- Lack of notification. (2)
- Road will actually expand urban sprawl and add to congestion. (3)
-



- At what point do you say enough is enough? Stop marketing the area and driving more people here.
- The quick sprawl of development in this area is leaving no room for our native wildlife, and no areas of open space that is important to people's well-being. (2)



Publicizing Public Meeting Materials

Display materials, the presentation and handouts were posted on the Concept Studies webpage (www.cfxway.com/agency-information/plans-studies/project-studies/public-involvement/) on Friday,

February 26, 2018. Public meeting notices, photos and other meeting information were posted on the study Facebook page on January 23 & 31, 2018 and Tuesday, February 6, 13 and 14, 2018.

REFERENCE COPY

END OF MEETING SUMMARY

This meeting summary was prepared by Mary Brooks, Public Involvement Coordinator at Quest Corporation of America on behalf of the Central Florida Expressway Authority. It is not verbatim, but is a summary of the meeting activities and comments received. If you feel something should be added or revised, please contact Mary Brooks by email at Mary.Brooks@QCAusa.com or by telephone 407-694-5505 within five (5) days of receipt of this summary.



**SECOND ROUND OF PUBLIC MEETINGS – MEETING NO. 3
SUMMARY
ASSOCIATION OF POINCIANA VILLAGES COMMUNITY CENTER
WEDNESDAY, FEBRUARY 21, 2018**

The third meeting of the second round of public meetings for the Central Florida Expressway Authority's (CFX) Concept, Feasibility and Mobility Studies was held on Wednesday, February 21, 2018, from 5:30 p.m. to 7:30 p.m., at the Association of Poinciana Villages Community Center, 445 Marigold Avenue, Poinciana. This meeting was the last of three opportunities scheduled to take place throughout the 60-mile corridor to allow the community to view the latest alignment alternatives and other draft report materials.



Study Background

As part of an interlocal agreement, CFX has incorporated portions of the Osceola County Expressway Authority (OCX) 2040 Master Plan into the CFX 2040 Master Plan. CFX is taking a fresh look at four previously studied transportation corridors in Osceola and Polk counties to determine if any of them are fundable and feasible according to agency policies and procedures.

The four corridors are: the Poinciana Parkway Extension / I-4 Connector, the Southport Connector Expressway, the Northeast Connector Expressway and the Osceola Parkway Extension. CFX began the concept studies in April 2017 and is scheduled to complete them in spring of 2018.

The overall goals of these study corridors are to: improve roadway connections from I-4/SR 429 to Florida's Turnpike, to US 192, and to SR 417; provide additional traffic capacity within the study area; enhance mobility of the area's growing population and economy; reduce congestion and delays on local roads by providing a new limited-access transportation option; provide for the incorporation of transit options; and promote regional connectivity.

Study Methodology

The work includes the evaluation and documentation of the physical, natural, social and cultural environment within the corridors and the potential impacts associated with the various mobility alternatives. Transportation demands for each corridor have been determined, and a range of transportation mobility options were developed to adequately meet future demands.





Public involvement and interagency coordination are an integral part of the assessment process, and multiple opportunities for participation have been provided. The three Kickoff Public Meetings held in September and October 2017 provided vital public input on the four corridors under evaluation. Public meeting comments received from stakeholders, local agencies, officials and other interested parties were considered in the evaluations of the alignment alternatives presented at the second round of Public Meetings. After the latest public meetings, CFX will evaluate the viability of each corridor and whether they should move forward to a Project Development and Environment (PD&E) Study.



Public Notification

Public meeting invitation letters were sent on Friday, January 26, 2018, by email to 62 elected officials and their aides, 50 appointed officials, 30 regional agency contacts, and 33 federal and state agency contacts. An additional 12,669 meeting invitation letters were mailed to property owners within the four corridors on Thursday, January 23, 2018.

Media Notification

The public meetings were advertised in advance with display ads in the *Lakeland Ledger* on Sunday, February 4, 2018 and Sunday February 11, 2018; in the *Osceola News Gazette* on Thursday, February 8, 2018 and Saturday, February 10, 2018; in *El Sentinel* on Saturday, February 3, 2018 and Saturday, February 10, 2018; and the *Orlando Sentinel* Orange and Osceola editions on Sunday, January 28, 2018 and Thursday, February 8, 2018. An ad was printed in the *Florida Administrative Register* (FAR) on Tuesday, January 30, 2018, and a press release was distributed to major media outlets on Friday, February 9, 2018.

Public Meeting Agenda

The meeting was an informal open house and participants were welcome to come at any time between 5:30 p.m. and 7:30 p.m. The same information on all four corridors was presented at each Public Meeting. Display maps illustrating the project study area, the four individual corridors and related alternatives, the project schedule, and other information were available for public review and comment. A looping audiovisual presentation was available throughout the meeting that provided an overview of the study process, history and details. Project representatives were available to discuss the studies, receive input and answer questions.



Parking was available to accommodate all attendees, including those who were differently abled. Signs were placed along the roadway and on the community center property directing attendees to the meeting room.



The following display boards were available for public review and comment:

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- Project Schedule
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- Osceola Parkway Extension Environmental Constraints Board
- Osceola Parkway Extension Typical Section Board
- Osceola Parkway Extension Alternatives Evaluation Matrix



Meeting Attendance

A total of 141 attendees signed in, including David Washington, Aide for Orange County Commissioner Maribel Cordero; and Joshua Devries, Osceola County Department of Transportation and Transit.

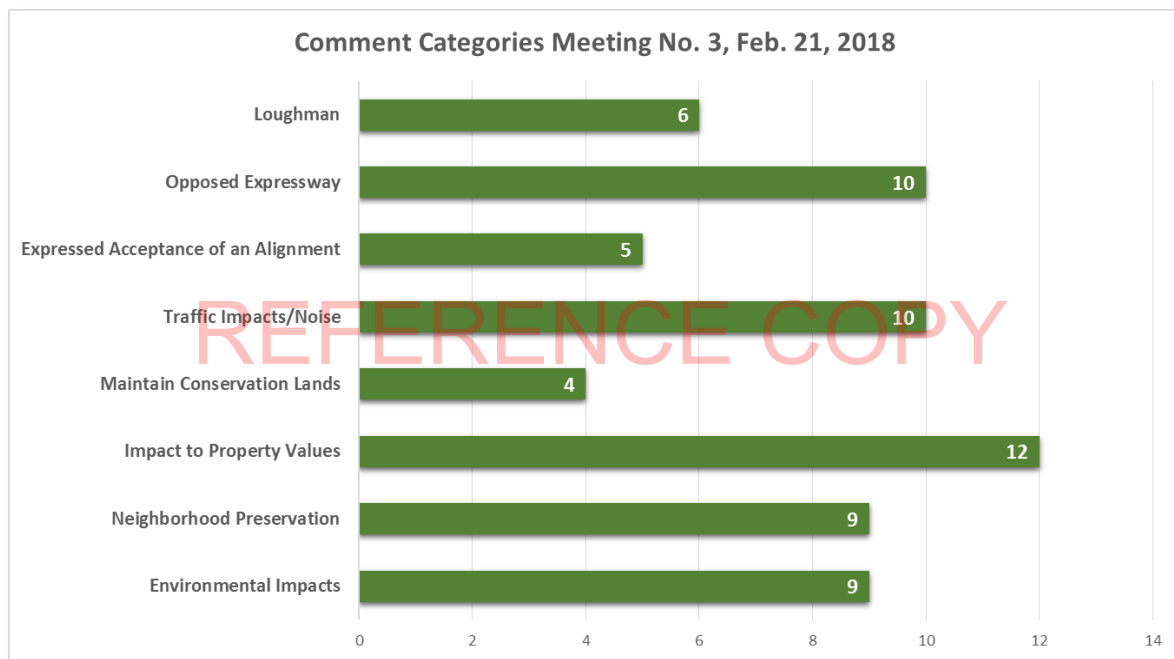


Meeting Handouts

The Corridor-wide Fact Sheet (spring 2018 edition), individual corridor fact sheets and comment forms were distributed to the attendees. Participants were encouraged to discuss their thoughts and concerns regarding the study with project team members, and to submit written comments.

Public Comments

A total of 42 comment forms were received at the meeting. The information below is designed to reflect the general nature of comments received. Many comment forms touched on multiple topics, so referenced numbers may exceed the total number of comments. The individual comment forms have been attached as part of the study record.



Comment Categories and Related Statements (numbers in parentheses indicate how many times a comment or statement was made):

POINCIANA PARKWAY EXTENSION / I-4 CONNECTOR:

- Strongly support Poinciana Parkway Connector to I-4 be done first. (4)
- Consider the alternative 2A-5 that will give us more safety. At this moment safety is a concern due to the high traffic and speeding going on in Poinciana Parkway.
- Concern about impact to 21 Palms Resort at 6951 Osceola Polk Line Road – go farther east. (3)
-



- Create flyover ramp from Marigold (south) going east on the expressway and from the expressway going north onto Pleasant Hill Road to alleviate congestion on Marigold. (2)
- Stay as far from Loughman as possible. (6)
- The connector to 429 – although costly “now” due to the interchange – is to me far and away the most practical and likely to be used from Poinciana Parkway. (2)

SOUTHPORT CONNECTOR EXPRESSWAY:

- Noise on Cypress Parkway is unbearable now. (2)
- Southport Connector to Turnpike needs to be built. (4)
- Building along Cypress Parkway will be damaging to businesses; look elsewhere. (2)
- Protect Disney Wilderness and Southport Ranches.

NORTHEAST CONNECTOR EXPRESSWAY:

- Stay out of Lake Gentry Farms. (2)
- Oppose A & B (yellow and red) corridors.

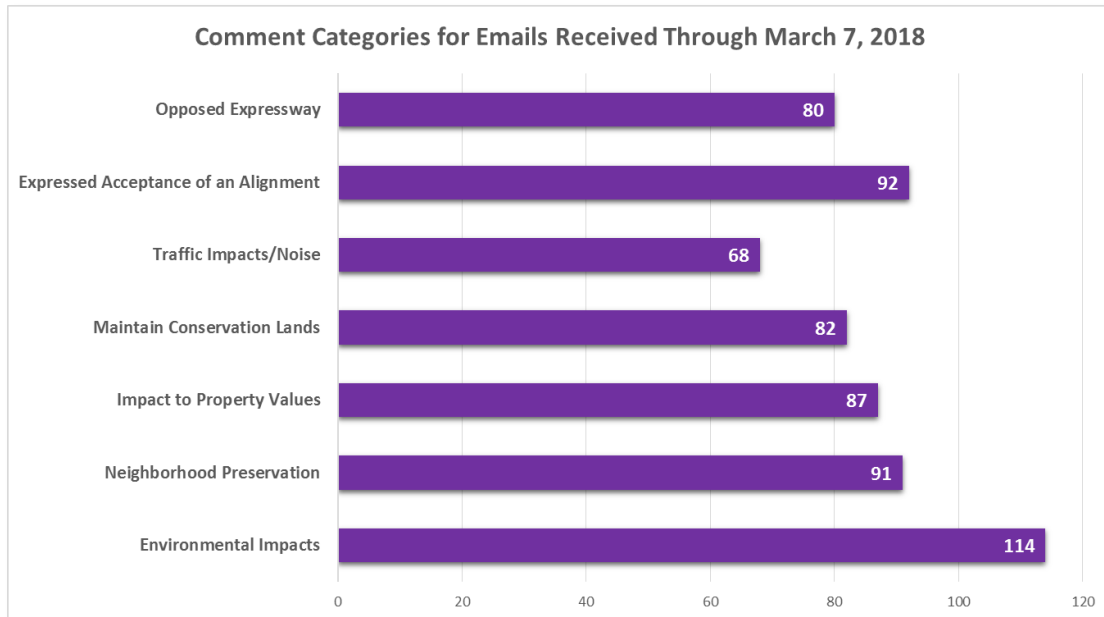
OSCEOLA PARKWAY EXTENSION:

- Stay out of Lake Ajay Village. (2)
- Protect Split Oak Forest/Conservation areas (7)
- East 5 is least objectionable.
- Include OCX E1 alignment for future consideration.

GENERAL COMMENTS:

- Oppose project. (2)
- Must put in sound walls.

The following summary addresses 384 emailed comments received through March 7, following Public Meetings held February 13, 15 & 21, 2018. The information below reflects the general nature of comments received. Many emails touched on multiple topics, so referenced numbers may exceed the total number of emailed comments. The individual emails were scanned and are attached as part of the study record.



REFERENCE COPY

Emailed Comment Categories and Related Statements (numbers in parentheses indicate how many times a comment or statement was made):

POINCIANA PARKWAY EXTENSION / I-4 CONNECTOR:

- Avoid impacts to Reunion Resort with Poinciana Extension. (8)
- Oppose/strongly oppose Poinciana Parkway option 3A-3 and 3A-5. Support 2A. (34)
 - Poinciana Parkway has already added traffic congestion along CR 532 Osceola Polk Line Road and between all local communities, also between commercial and retail areas from Ronald Reagan Parkway to US 192 and from Highway 27 to US 17/92. Extending the parkway along CR 532 would only add more.
 - Why are high density residential developments being approved along current high traffic congested roads and why would additional Poinciana heavy traffic be routed through same heavy residential developing areas already having congested local traffic in all directions?
 - I-4 connector at Champions Gate would be a traffic disaster.
 - Negative impacts to Lake Wilson with 3A-3 because of noise, congestion, pollution.
 - Elevated expressway along CR 532 is expensive and “ridiculous.”



- Oppose any option 2A version, negative impact on Watson Court, Reunion. (10)
- Residents of Thousand Oaks strongly oppose 3 and 3A options. (14)
 - Impact to neighborhood and environment.
 - Negative impact to property values and negative economic impact.
- Support options 3A-3 and 3A-5 for Poinciana Parkway; oppose 3-2, 3-5 and 2A. (11)
 - Less cost, less impact on utilities, less impact on the environment.
- Strongly oppose alignment along CR 532. (25)
 - Elevated four- lane, high-speed expressway a ridiculous design and extremely expensive.
 - Negative impacts to Reunion Resort.
- Poinciana Parkway Extension / I-4 connection at SR 429 makes the most sense. (3)
 - Offers the most opportunity for through traffic to the Disney area without just dumping it onto I-4.
- Putting a bridge over Old Wilson Road, with no ramps would force the traffic to use the I-4 interchange and reduce the Old Wilson Road traffic to pre-Poinciana Parkway levels.
- Must connect to I-4 at different location than Exit 58. Direct connection SR 429 is preferred. (2)
- There are many concerned homeowners in our community wanting more detailed information on what is planned along Osceola Polk Line.
- Extend SR 429 to US 17/92, but minimize impacts. (2)
- Prefers option 2A-2.
- Need to widen CR 532 to US 17/92. (3)
- Alternatives for Poinciana Parkway Extension Connector to I-4 do not adequately address local traffic patterns or needs with the increased subdivision developments in south Osceola County and north east Polk County.
- Strongly opposed to Poinciana Parkway extension options 2A or 3.



SOUTHPORT CONNECTOR EXPRESSWAY:

- Strongly support Southport Connector as long as Cypress Parkway expanded.

NORTHEAST CONNECTOR EXPRESSWAY:

- The most desirable alternative is for this connector to be located on the eastern outskirts of Harmony and Lake Conlon (Lake X). (5)
- Strong opposition to Option A of the Northeast Connector Expressway, largely due to the number of families that would likely be impacted.



- Please take into consideration all the folks that will be affected by the expressway in the Bay Lake Estates and Bay Lake Ranch communities – keep roadway as far east as possible. (2)

OSCEOLA PARKWAY EXTENSION:

- Support Friends of Split Oak option/stay out of Split Oak/Build only western portion. (85)
- Why special treatment for Lake Ajay residents? Ridiculous for them to advocate for taking forest when other communities have the road closer or through them.
- Either take the road through Southern Oaks or do not build at all. (3)
- Stay away from Lake Ajay – do not destroy this established community. (23)
- If you allow this road to be built across Split Oak -- in violation of the Deed of Conservation -- you will be setting a precedent that will affect ALL protected lands in Florida.
- Consider extending the SR 417 from east of Narcoossee Road to run south and east of the Split Oaks Forest. (2)
- Option West 2 seems to be best for everyone – does not take homes and is more cost-effective.
- Would accept 1A with compensation package. (18)
- Move water treatment plant. (12)



GENERAL COMMENTS:

- Lack of notification. (2)
- Road will actually expand urban sprawl and add to congestion. (3)
- At what point do you say enough is enough? Stop marketing the area and driving more people here.
- The quick sprawl of development in this area is leaving no room for our native wildlife, and no areas of open space that is important to people's well-being. (2)

Publicizing Public Meeting Materials

Display materials, the presentation and handouts were posted on the Concept Studies webpage (www.cfxway.com/agency-information/plans-studies/project-studies/public-involvement/) on Friday, February 26, 2018. Public meeting notices, photos and other meeting information were posted on the study Facebook page on January 23 and 31, 2018 and February 6, 13 and 14, 2018.



END OF MEETING SUMMARY

This meeting summary was prepared by Mary Brooks, Public Involvement Coordinator at Quest Corporation of America on behalf of the Central Florida Expressway Authority. 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@QCAusa.com or by telephone 407-694-5505 within five (5) days of receipt of this summary.

REFERENCE COPY

REFERENCE COPY

Attachment H-4
Project Advisory Group Sign In Sheet



SIGN IN

CFX Concept, Feasibility & Mobility Studies

PROJECT ADVISORY GROUP – OSCEOLA PARKWAY EXTENSION, MEETING 2

CFX Project No.: 599-221

Osceola County Extension Services, 1921 Kissimmee Valley Lane, Kissimmee, FL 34744

Feb. 8, 2018, 2 p.m. – 4 p.m.

Name	Organization	Address	City/Zip	Email	Initials
	All Aboard Florida	2855 Le Jeune Road, 4th Floor	Coral Gables 33134		
Wayne Rich	Broad and Cassel - Attorneys at Law	Bank of America Center, 390 N Orange Ave.	Orlando 32801-4961	wrich@broadandcassel.com	
Jo Thacker	Broad and Cassel - Attorneys at Law	Bank of America Center, 390 N Orange Ave.	Orlando 32801-4961	jthacker@broadandcassel.com	
Joseph Berenis	Central Florida Expressway Authority (CFX)	4974 ORL Tower Rd	Orlando 32807	Joseph.Berenis@CFXWay.com	
Glenn Pressimone	Central Florida Expressway Authority (CFX)	4974 ORL Tower Rd	Orlando 32807	Glenn.Pressimone@CFXWay.com	
W. Don Whyte	Deseret Cattle & Citrus			dwhyte@deseretranches.com	
	FAA	5950 Hazeltine National Dr., Suite 400	Orlando 32822-5024		
Joseph Sullivan	Federal Highway Administration (FHWA)	400 W. Washington St., Suite 4200	Orlando 32801	Joseph.Sullivan@dot.gov	
Nahir DeTizio	Federal Highway Administration (FHWA)	400 W. Washington St., Suite 4200	Orlando 32801	nahir.detizio@dot.gov	
Ginny Jones	FL Dept of State - Div of Historical Resources	RA Gray Building, 500 S. Bronough St.	Tallahassee 32399-0250	ginny.jones@dos.myflorida.com	
Timothy Parsons	FL Dept of State - Div of Historical Resources	RA Gray Building, 500 S. Bronough St.	Tallahassee 32399-0250	timothy.parsons@dos.myflorida.com	
Luis Ruiz	Florida Dept of Transportation (FDOT)	605 Suwannee St	Tallahassee 32399-0450	luis.ruiz@dot.state.fl.us	
Casey Lyon	FDOT-District Five	719 S Woodland Blvd	DeLand 32720	casey.lyon@dot.state.fl.us	

SIGN IN

CFX Concept, Feasibility & Mobility Studies

PROJECT ADVISORY GROUP – OSCEOLA PARKWAY EXTENSION, MEETING 2

CFX Project No.: 599-221

Osceola County Extension Services, 1921 Kissimmee Valley Lane, Kissimmee, FL 34744

Feb. 8, 2018, 2 p.m. – 4 p.m.

Name	Organization	Address	City/Zip	Email	Initials
Cathy Owen	FDOT-District Five	719 S Woodland Blvd	DeLand 32720	catherine.owen@dot.state.fl.us	
Amy Sirmans	FDOT-District Five	719 S Woodland Blvd	DeLand 32720	amy.sirmans@dot.state.fl.us	
Brian Stanger	FDOT-District Five	719 S Woodland Blvd	DeLand 32720	brian.stanger@dot.state.fl.us	
Bill Walsh	FDOT-District Five	719 S Woodland Blvd	DeLand 32720	william.walsh@dot.state.fl.us	
Irene Cabral	FDOT-Emergency Management Office	605 Suwannee St	Tallahassee 32399-0450	irene.cabral@dot.state.fl.us	
Xavier Pagan	FDOT-Office of Environmental Management	605 Suwannee St	Tallahassee 32399	xavier.pagan@dot.state.fl.us	
Martin Horwitz	Florida's Turnpike Enterprise	4501 54th Ave S	St Petersburg 33711	martin.horwitz@dot.state.fl.us	
Henry Pinzon	Florida's Turnpike Enterprise	4501 54th Ave S	St Petersburg 33711	henry.pinzon@dot.state.fl.us	
Paul Sebert	Florida's Turnpike Enterprise	4501 54th Ave S	St Petersburg 33711	paul.sebert@dot.state.fl.us	
Mike Steigerwald	City of Kissimmee	101 Church St	Kissimmee 34741	msteiger@kissimmee.org	
Kerrith Fiddler	City of Kissimmee	101 Church St	Kissimmee 34741	kfiddler@kissimmee.org	
Edward L. Johnson	LYNX	455 N Garland Ave	Orlando 32801	ELJohnson@golynx.com	
Craig Harris	JR Davis Construction	210 S Hoagland Blvd	Kissimmee 34741	charris@jr-davis.com	

SIGN IN

CFX Concept, Feasibility & Mobility Studies

PROJECT ADVISORY GROUP – OSCEOLA PARKWAY EXTENSION, MEETING 2

CFX Project No.: 599-221

Osceola County Extension Services, 1921 Kissimmee Valley Lane, Kissimmee, FL 34744

Feb. 8, 2018, 2 p.m. – 4 p.m.

Name	Organization	Address	City/Zip	Email	Initials
	Lake Nona Medical City	13615 Sachs Ave	Orlando 32827	-	
Gary Huttman	MetroPlan Orlando	250 S Orange Ave., Suite 200	Orlando 32801	ghuttman@metroplanorlando.com	
Anthony Cotter	Orange County - Planning	201 S Rosalind Ave., #2	Orlando 32801	anthony.cotter@ocfl.net	
Renzo Nastasi	Orange County - Planning	201 S Rosalind Ave., #2	Orlando 32801	renzo.nastasi@ocfl.net	
	Orange County Economic Development	201 S Rosalind Ave., 5th Floor	Orlando 32801	-	
Lori Cuniff	Orange County - Environmental Protection	3165 McCrory Place, Suite 200	Orlando 32803	lori.cuniff@ocfl.net	
Beth Jackson	Orange County - Environmental Protection	3165 McCrory Place, Suite 200	Orlando 32803	beth.jackson@ocfl.net	
Robert Goff	Orange County - Parks and Recreation	4801 W Colonial Dr	Orlando 32808	robert.goff@ocfl.net	
Gail Piazza	Orange County - Parks and Recreation	4801 W Colonial Dr	Orlando 32808	gail.piazza@ocfl.net	
Faye Bartell	Orange County Schools - Transportation	6721 Hanging Moss Rd	Orlando 32807	-	
Phil Brown	OIA / GOAA	One Jeff Fuqua Blvd	Orlando 32827-4392	pbrown@goaa.org	
	City of Orlando	PO BOX 4990	Orlando 32802-4990	-	
	Orlando VA Medical Center	13800 Veterans Way	Orlando 32827	-	

SIGN IN

CFX Concept, Feasibility & Mobility Studies

PROJECT ADVISORY GROUP – OSCEOLA PARKWAY EXTENSION, MEETING 2

CFX Project No.: 599-221

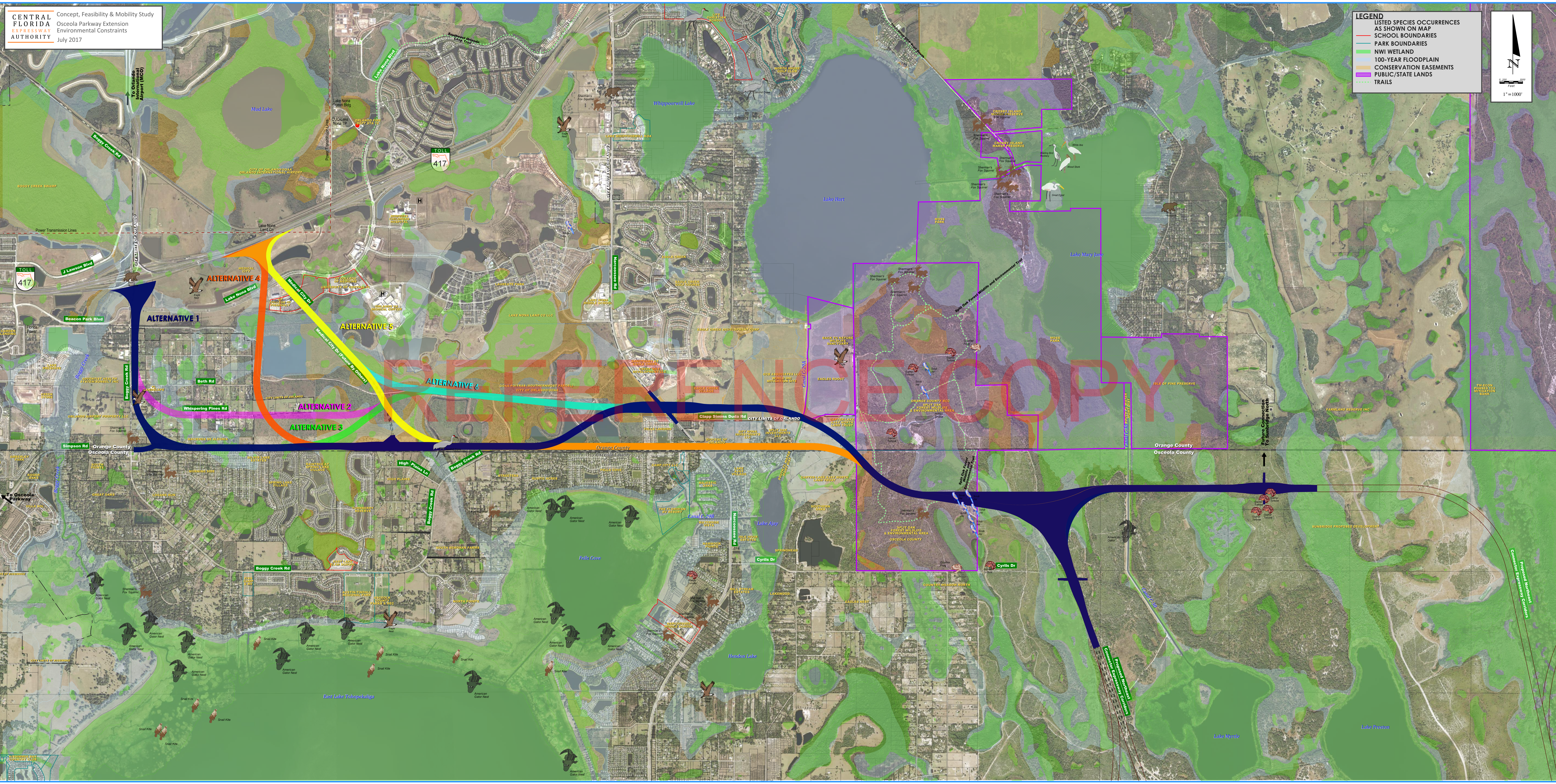
Osceola County Extension Services, 1921 Kissimmee Valley Lane, Kissimmee, FL 34744

Feb. 8, 2018, 2 p.m. – 4 p.m.

Name	Organization	Address	City/Zip	Email	Initials
Josh DeVries	Osceola County	1 Courthouse Square	Kissimmee 34741	joshua.devries@osceola.org	
Kerry Godwin	Osceola County	1 Courthouse Square	Kissimmee 34741	kgod@osceola.org	
Mary Moskowitz	Osceola County	1 Courthouse Square	Kissimmee 34741	mary.moskowitz@osceola.org	
Joedel Zaballero	Osceola County	1 Courthouse Square	Kissimmee 34741	joedel.zaballero@osceola.org	
Bill Martin	Greater Osceola Partnership for Economic Prosperity	1 Courthouse Square, Suite 4500	Kissimmee 34741	bmartin@greaterosceola.com	
Susan Caswell	Osceola County - Community Resources	1 Courthouse Square, Suite 1100	Kissimmee 34741	susan.caswell@osceola.org	
Shawn Tucker	Osceola County Schools - Transportation	401 Simpson Rd	Kissimmee 34744	tuckers@osceola.k12.fl.us	
Atlee Mercer	Osceola County Expressway Authority (OCX)	3 Courthouse Square, 2nd Floor	Kissimmee 34741	Atlee.Mercer@osceolaxway.com	
Tawny Olore	Osceola County Expressway Authority (OCX)	3 Courthouse Square, 2nd Floor	Kissimmee 34741	Tawny.Olore@osceola.org	
Steve Boyette	Southern Oaks			steve.boyette@calatl.com	
Veronica Miller	St Cloud	1300 9th St., First Floor	St Cloud 34769	vmiller@stcloud.org	
	Tavistock	6900 Tavistock Lakes Blvd., #200	Orlando 32827	-	
	UCF College of Medicine	6850 Lake Nona Blvd	Orlando 32827	-	
	University of Florida College of Pharmacy	6550 Sanger Rd	Orlando 32827		

REFERENCE COPY

Attachment H-5
Constraints Board



CENTRAL
FLORIDA
EXPRESSWAY
AUTHORITY

Concept, Feasibility & Mobility Study
Osceola Parkway Extension
Environmental Constraints
July 2017

- LEGEND
- LISTED SPECIES OCCURRENCES
AS SHOWN ON MAP
 - SCHOOL BOUNDARIES
 - PARK BOUNDARIES
 - NWI WETLAND
 - 100-YEAR FLOODPLAIN
 - CONSERVATION EASEMENTS
 - PUBLIC/STATE LANDS
 - TRAILS



REFERENCE COPY

Attachment H-6
Mailing List for
Local Government Entities

Salutation	Prefix	First Name	Last Name	Suffix	Title/Position	Agency/ Affiliation	Email Address	Address 1	Address 2	City	State	Zip Code	Phone
FEDERAL ELECTED													
The Honorable	Senator	Bill	Nelson		U.S. Senator		helen_miller@billnelson.senate.gov	Landmark Two, 225 East Robinson Street	Suite 410	Orlando	FL	32801	407-872-7161
The Honorable	Senator	Marco	Rubio		U.S. Senator		scheduling@rubio.senate.gov	201 South Orange Avenue	Suite 350	Orlando	FL	32801	407-254-2573
The Honorable	Congresswoman	Val	Demings		U.S. Representative	District 10	val.demings@mail.house.gov	2295 S. Hiawassee Road	Suite 301	Orlando	FL	32801	321-388-9808
The Honorable	Congressman	Darren	Soto		U.S. Representative	District 9	darren.soto@mail.house.gov	805 Bryan Street		Kissimmee	FL	34741	407-452-1171
STATE ELECTED													
The Honorable	Senator	Victor	Torres		Florida State Senator	District 15	torres.victor.web@flsenate.gov	101 North Church Street	Suite 305	Kissimmee	FL	34741	407-846-5187
The Honorable	Senator	Tom	Lee		Florida State Senator	District 20	lee.tom.web@fl.senate.gov	915 Oakfield Drive	Suite D	Brandon	FL	33511	813-653-7061
The Honorable	Senator	Kelli	Stargel		Florida State Senator	District 22	stargel.kelli.web@fl.senate.gov	2033 East Edgewood Drive	Suite 1	Lakeland	FL	33803	863-668-3028
The Honorable	Senator	Denise	Grimsley		Florida State Senator	District 26	grimsley.denise.web@fl.senate.gov	295 E. Interlake Boulevard		Lake Placid	FL	33852	863-465-2626
The Honorable	Representative	Neil	Combee		Florida State Representative	District 39	neil.combee@myfloridahouse.gov	315 Pontotoc Street		Auburndale	FL	33823	863-968-5666
The Honorable	Representative	Colleen	Burton		Florida State Representative	District 40	colleen.burton@myfloridahouse.gov	100 South Kentucky Avenue	Suite 260	Lakeland	FL	33803	863-413-2640
The Honorable	Representative	Sam H.	Killebrew		Florida State Representative	District 41	sam.killebrew@myfloridahouse.gov	337 Avenue C Southwest		Winter Haven	FL	33880	863-291-5254
The Honorable	Representative	Mike	La Rosa		Florida State Representative	District 42	michael.larosa@myfloridahouse.gov	1224 10th Street		Saint Cloud	FL	34769	407-891-2555
The Honorable	Representative	John	Cortes		Florida State Representative	District 43	john.cortes@myfloridahouse.gov	231 Ruby Ave.	Suite A	Kissimmee	FL	34741	407-846-5009
The Honorable	Representative	Ben	Albritton		Florida State Representative	District 56	ben.albritton@myfloridahouse.gov	150 N. Central Avenue		Bartow	FL	33830	863-993-4536
OSCEOLA COUNTY													
The Honorable	Commissioner	Peggy	Choudhry		Osceola County Commissioner	District 1	peggy.choudhry@osceola.org	1 Courthouse Square		Kissimmee	FL	34741	407-742-2000
The Honorable	Commissioner	Viviana	Janer		Osceola County Commissioner	District 2	viviana.janer@osceola.org	1 Courthouse Square		Kissimmee	FL	34741	407-742-2000
The Honorable	Chairman	Brandon	Arrington		Osceola County Commissioner	District 3	barr@osceola.org	1 Courthouse Square		Kissimmee	FL	34741	407-742-2000
The Honorable	Commissioner	Cheryl	Grieb		Osceola County Chairman	District 4	cheryl.grieb@osceola.org	1 Courthouse Square		Kissimmee	FL	34741	407-742-2000
The Honorable	Vice Chairman	Fred	Hawkins	Jr.	Osceola County Vice Chairman	District 5	fhaw@osceola.org	1 Courthouse Square		Kissimmee	FL	34741	407-742-2000
The Honorable	Clerk of Court	Armando	Ramirez		Clerk of Court	Osceola County	aramirez@osceolaclerk.org	2 Courthouse Square	Suite 2000	Kissimmee	FL	34741	407-742-3500
The Honorable	Sheriff	Russ	Gibson		County Sheriff	Osceola County	rgibson@osceola.org	2601 E. Irlo Bronson Memorial Highway		Kissimmee	FL	34744	407-348-1100
The Honorable	Chairman	Jay	Wheeler		School Board Chairman	District 1	wheelerj@osceola.k12.fl.us	817 Bill Beck Boulevard		Kissimmee	FL	34744	407-462-6598
The Honorable	Board Member	Kelvin	Soto		School Board Member	District 2	sotokelv@osceola.k12.fl.us	817 Bill Beck Boulevard		Kissimmee	FL	34744	407-361-2462
The Honorable	Board Member	Tim	Weisheyer		School Board Member	District 3	weishey@osceola.k12.fl.us	817 Bill Beck Boulevard		Kissimmee	FL	34733	407-361-0235
The Honorable	Vice Chairman	Clarence	Thacker		School Board Vice Chairman	District 4	thackerc@osceola.k12.fl.us	817 Bill Beck Boulevard		Kissimmee	FL	34733	407-462-5782
The Honorable	Board Member	Ricky	Booth		School Board Member	District 5	boothr@osceola.k12.fl.us	817 Bill Beck Boulevard		Kissimmee	FL	34733	407-462-5782

Salutation	Prefix	First Name	Last Name	Suffix	Title/Position	Agency/ Affiliation	Email Address	Address 1	Address 2	City	State	Zip Code	Phone
ORANGE COUNTY													
The Honorable	Mayor	Teresa	Jacobs		Mayor		mayor@ocfl.net	201 S Rosalind Avenue	5th Floor	Orlando	FL	32801	407-836-7370
The Honorable	Commissioner	Betsy	VanderLey		Orange County Commissioner	District 1	district1@ocfl.net	201 S Rosalind Avenue	5th Floor	Orlando	FL	32801	407-836-7350
The Honorable	Commissioner	Bryan	Nelson		Orange County Commissioner	District 2	district2@ocfl.net	201 S Rosalind Avenue	5th Floor	Orlando	FL	32801	407-836-7350
The Honorable	Commissioner	Pete	Clarke		Orange County Commissioner	District 3	district3@ocfl.net	201 S Rosalind Avenue	5th Floor	Orlando	FL	32801	407-836-7350
The Honorable	Commissioner	Jennifer	Thompson		Orange County Commissioner	District 4	district4@ocfl.net	201 S Rosalind Avenue	5th Floor	Orlando	FL	32801	407-836-7350
The Honorable	Commissioner	Emilia	Bonilla		Orange County Commissioner	District 5	district5@ocfl.net	201 S Rosalind Avenue	5th Floor	Orlando	FL	32801	407-836-7350
The Honorable	Commissioner	Victoria P.	Siplin		Orange County Commissioner	District 6	district6@ocfl.net	201 S Rosalind Avenue	5th Floor	Orlando	FL	32801	407-836-7350
The Honorable	Clerk of Court	Tiffany	Russell		Clerk of Court		clerkrrussell@myorangeclerk.com	425 N. Orange Avenue		Orlando	FL	32801	407-836-2000
The Honorable	Superintendent	Barbara	Jenkins		Superintendent of Schools		barbara.jenkins@ocps.net	445 W. Amelia Street		Orlando	FL	32801	407-317-3200
The Honorable	Chairman	Bill	Sublette		School Board Chairman		bill.sublette@ocps.net	445 W. Amelia Street		Orlando	FL	32801	407-317-3200
The Honorable	Sheriff	Jerry L.	Demings		Sheriff		jerry.demings@ocfl.net	PO Box 1440		Orlando	FL	32801	407-254-7000
POLK COUNTY													
The Honorable	Commissioner	George	Lindsey	III	Polk County Commissioner	District 1	georgelindsey@polk-county.net	330 West Church Street		Bartow	FL	33831	863-534-6450
The Honorable	Chairman	Melony M.	Bell		Polk County Commissioner	District 2	melonybell@polk-county.net	330 West Church Street		Bartow	FL	33831	863-534-6434
The Honorable	Commissioner	Bill	Braswell		Polk County Commissioner	District 3	billbraswell@polk-county.net	330 West Church Street		Bartow	FL	33831	863-534-6050
The Honorable	Vice Chairman	R. Todd	Dantzler		Polk County Commissioner	District 4	toddantzler@polk-county.net	330 West Church Street		Bartow	FL	33831	863-534-6422
The Honorable	Commissioner	John	Hall		Polk County Commissioner	District 5	johnhall@polk-county.net	330 West Church Street		Bartow	FL	33831	863-534-6049
The Honorable	Clerk of Court	Stacy	Butterfield		Clerk of Court		stacy.butterfield@polk-county.net	P.O. Box 9000	Drawer CC-1	Bartow	FL	33831	863-534-4584
The Honorable	Superintendent	Jacqueline	Byrd		Superintendent of Schools		jacqueline.byrd@polk-fl.net	1915 South Floral Avenue		Bartow	FL	33831	863-534-0521
The Honorable	Sheriff	Grady	Judd		Sheriff		webmaster@polksheriff.org	1891 Jim Keene Boulevard		Winter Haven	FL	33880	863-298-6200
CITY OF KISSIMMEE													
The Honorable	Mayor	Jose	Alvarez		Mayor		jaalvarez@kissimmee.org	101 Church Street		Kissimmee	FL	34741	407-518-2318
The Honorable	Mayor Pro Tem	Jim	Fisher		Mayor Pro Tem		jfisher@kissimmee.org	101 Church Street		Kissimmee	FL	34741	407-518-2325
The Honorable	Vice Mayor	Wanda	Rentas		Vice Mayor		wrentas@kissimmee.org	101 Church Street		Kissimmee	FL	34741	407-518-2327
The Honorable	Commissioner	Olga	Gonzalez		City Commissioner		ogonzalez@kissimmee.org	101 Church Street		Kissimmee	FL	34741	407-847-2821
The Honorable	Commissioner	Angela	Eady		City Commissioner		aeady@kissimmee.org	101 Church Street		Kissimmee	FL	34741	407-978-7249
CITY OF ORLANDO													
The Honorable	Mayor	Buddy	Dyer		Mayor		buddy.dyer@cityof orlando.net	400 S. Orange Avenue		Orlando	FL	32802	407-246-2221
The Honorable	Commissioner	Jim	Gray		Orlando City Commissioner	District 1	jim.gray@cityoforlando.net	400 S. Orange Avenue		Orlando	FL	32802	407-246-2001
The Honorable	Commissioner	Antonio	Ortiz		Orlando City Commissioner	District2	tony.ortiz@cityoforlando.net	400 S. Orange Avenue		Orlando	FL	32802	407-246-2002
The Honorable	Commissioner	Robert	Stuart	Jr.	Orlando City Commissioner	District 3	robert.stuart@cityoforlando.net	400 S. Orange Avenue		Orlando	FL	32802	407-246-2003
The Honorable	Commissioner	Patty	Sheehan		Orlando City Commissioner	District 4	patty.sheehan@cityoforlando.net	400 S. Orange Avenue		Orlando	FL	32802	407-246-2004
The Honorable	Commissioner	Regina	Hill		Orlando City Commissioner	District 5	regina.hill@cityoforlando.net	400 S. Orange Avenue		Orlando	FL	32802	407-246-2005
The Honorable	Commissioner	Samuel	Ings		Orlando City Commissioner	District 6	samuel.ings@cityoforlando.net	400 S. Orange Avenue		Orlando	FL	32802	407-246-2006

Salutation	Prefix	First Name	Last Name	Suffix	Title/Position	Agency/ Affiliation	Email Address	Address 1	Address 2	City	State	Zip Code	Phone
CITY OF ST. CLOUD													
The Honorable	Mayor	Nathan	Blackwell		St. Cloud City Council	Seat 1	nathan.blackwell@stcloud.org	1300 9th Street	Building A, 3rd le	St. Cloud	FL	34769	407-957-8401
The Honorable	Council Member	Linette	Matheny		St. Cloud City Council	Seat 2	linette.matheny@stcloud.org	1300 9th Street	Building A, 3rd le	St. Cloud	FL	34769	407-957-8402
The Honorable	Council Member	Chuck	Cooper		St. Cloud City Council	Seat 3	chuck.cooper@stcloud.org	1300 9th Street	Building A, 3rd le	St. Cloud	FL	34769	407-957-8403
The Honorable	Council Member	Dave	Askew		St. Cloud City Council	Seat 4	dave.askew@stcloud.org	1300 9th Street	Building A, 3rd le	St. Cloud	FL	34769	407-957-8404
The Honorable	Council Member	Donald	Shroyer		St. Cloud City Council	Seat 5	dshroyer@stcloud.org	1300 9th Street	Building A, 3rd le	St. Cloud	FL	34769	407-957-8405

REFERENCE COPY

	Prefix	First Name	Last Name	Suffix	Title/Position	Agency/Affiliation	Email Address	Address 1	Address 2	City	State	Zip Code	Phone
OSCEOLA COUNTY													
Mr.	Mr.	Jimmy	Wells		County Engineer	Osceola County	jimmy.wells@osceola.org	1 Courthouse Square	Suite 3100	Kissimmee	FL	34741	407-742-0662
Mr.	Mr.	Don	Fisher		County Manager	Osceola County	dfis@osceola.org	1 Courthouse Square	Suite 4700	Kissimmee	FL	34741	407-742-2385
Ms.		Beth Anne	Knight		Deputy County Manager	Osceola County	bkni@osceola.org	1 Courthouse Square	Suite 4700	Kissimmee	FL	34741	407-742-2385
Deputy Chief	Deputy Chief	Daniel	McAvoy		Fire Marshal	Osceola County	dmca@osceola.org	320 N. Beaumont Avenue		Kissimmee	FL	34741	407-742-7000
Chief	Chief	Robert L.	Sorenson		County Fire Rescue	Osceola County	robert.sorenson@osceola.org	2586 Partin Settlement Road		Kissimmee	FL	34741	407-742-6997
Mr.	Mr.	David	Tomek		Director of Community Development	Osceola County	dtome@osceola.org	1 Courthouse Square	Suite 1400	Kissimmee	FL	34741	407-742-0281
Mr.	Mr.	Terry	Johnson		Parks Manager	Osceola County	tjoh@osceola.org	366 N Beaumont Ave		Kissimmee	FL	34741	407-742-7800
Mr.	Mr.	Kerry	Godwin		Planning and Zoning Director	Osceola County	kgod@osceola.org	1 Courthouse Square	Suite 3100	Kissimmee	FL	34741	407-742-0300
Mr.	Mr.	Mark	Pino		Public Information Officer	Osceola County	pio@osceola.org	1 Courthouse Square		Kissimmee	FL	34741	407-742-0105
Mr.	Mr.	Frank	Raymond		Public Works Director	Osceola County	frank.raymond@osceola.org	1 Courthouse Square	Suite 3100	Kissimmee	FL	34741	407-742-0662
Mr.	Mr.	Jeff	Jones		Strategic Initiatives Director	Osceola County	jeff.jones@osceola.org	3 Courthouse Square		Kissimmee	FL	34741	407-742-2395
Ms.	Ms.	Mary	Moskowitz		Senior Planner	Osceola County	Mary.Moskowitz@osceola.org	1 Courthouse Square	Suite 1100	Kissimmee	FL	34741	407-742-0648
Ms.	Ms.	Debra	Pace		Superintendent of Schools	Osceola County	paced@osceola.K12.fl.us	817 Bill Beck Boulevard		Kissimmee	FL	34744	407-870-4600
Mr.	Mr.	Jose	Gomez		Principal Engineer	Osceola County Community Development	jose.gomez@osceola.org	1 Courthouse Square	Suite 1100	Kissimmee	FL	34741	407-742-0332
Ms.	Ms.	Kelly	Haddock		Planning Manager	Osceola County Planning Office	kelly.haddock@osceola.org	1 Courthouse Square	Suite 3100	Kissimmee	FL	34741	407-742-0200
ORANGE COUNTY													
Mr.	Mr.	Ajit	Lalchandani		County Administrator	Orange County	ajit.lalchandani@ocfl.net	201 S. Rosalind Ave	5th Floor	Orlando	FL	32801	407-836-7366
Mr.	Mr.	Jim	Harrison		Assistant County Administrator	Orange County	jim.harrison@ocfl.net	201 S. Rosalind Ave	5th Floor	Orlando	FL	32801	407-836-7370
Chief	Chief	Otto	Drozd	III	Fire Chief	Orange County	otto.drozd@ocfl.net	6590 Armory Ct		Winter Park	FL	32792	407-836-9000
Mr.	Mr.	Ron	Plummer		Emergency Manager	Orange County	ocoem@ocfl.net	6590 Amory Ct		Winter Park	FL	32792	407-836-9140
Mr.	Mr.	Mark	Massaro		Director of Public Works	Orange County	mark.massaro@ocfl.net	4200 S. John Young Parkway	2nd Floor	Orlando	FL	32839	407-836-7970
Mr.	Mr.	Joseph	Kunkel		County Engineer	Orange County	joe.kunkel@ocfl.net	4200 S. John Young Parkway	2nd Floor	Orlando	FL	32839	407-836-7972
Mr.	Mr.	Renzo	Nastasi		Transportation Planning Manager	Orange County	renzo.nastasi@ocfl.net	4200 S. John Young Parkway	2nd Floor	Orlando	FL	32839	407-836-8070
Mr.	Mr.	Eddie	Ayala		Communications Director	Orange County	eyayala.octaxcol.com	Post Office Box 54500		Orlando	FL	32854	407-836-2705
Ms.	Ms.	Faye	Bartell		School Transportation Operations Administrator	Orange County School District	faye.bartells@ocps.net	6721 Hanging Moss Road		Orlando	FL	32807	407-317-3800
Ms.	Ms.	Diana	Almodovar		Development Engineering Manager	Orange County	diana.almodovar@ocfl.net	4200 S. John Young Parkway	2nd Floor	Orlando	FL	32839	407-836-7974

	Prefix	First Name	Last Name	Suffix	Title/Position	Agency/Affiliation	Email Address	Address 1	Address 2	City	State	Zip Code	Phone
POLK COUNTY													
Mr.	Mr.	Jim	Freeman		County Manager	Polk County	jimfreeman@polk-county.net	330 West Church Street		Bartow	FL	33831	863-534-6444
Ms.	Ms.	Mianne	Nelson		Communications Director	Polk County	miannenelson@polk-county.net	330 West Church Street		Bartow	FL	33831	863-534-6083
Mr.	Mr.	Pete	McNally		Emergency Management Director	Polk County	petemcnally@polk-county.net	1890 Jim Keene Boulevard		Winter Haven	FL	33880	863-519-7350
Chief	Chief	Anthony P.	Stravino		Fire Chief	Polk County	tonystravino@polk-county.net	2470 Clower Lane		Bartow	FL	33830	863-519-7350
Mr.	Mr.	Ryan	Kordek		Transportation Planning Adminsitrator	Polk County	ryankordek@polk-county.net	330 West Church Street		Bartow	FL	33831	863-534-6484
Mr.	Mr.	Jay	Jarvis	P.E.	Transportation Department Director	Polk County	jayjarvis@polk-county.net	330 West Church Street		Bartow	FL	33831	863-535-2200
Ms.	Ms.	Marjorie	Craig	P.E.	County Engineer	Polk County	marjoriecraig@polk-county.net	1011 Jim Keene Boulevard		Winter Haven	FL	33880	863-298-4246
Mr.	Mr.	Mike	Callender		Parks Manager	Polk County	mikecallender@polk-county.net	515 E. Boulevard Street		Bartow	FL	33830	863-534-4340
Mr.	Mr.	Vaughn	Belcher		School Transportation Operations Director	Polk County	vaughn.belcher@polk-fl.net	1915 South Floral Avenue		Bartow	FL	33831	863-519-8599 ext. 118
Mr.	Mr.	Tom	Deardoff		Planning and Development Director	Polk County	tomdeardoff@polk-county.net	330 West Church Street		Bartow	FL	33831	863-534-6467
CITY OF KISSIMMEE													
Mr.	Mr.	Mike	Steigerwald		City Manager	Kissimmee City Manager	msteiger@kissimmee.org	101 Church Street		Kissimmee	FL	34741	407-847-2821
Mr.	Mr.	Kerrith	Fiddler		Public Works Director	Kissimmee Public Works Department	kfiddler@kissimmee.org	101 Church Street		Kissimmee	FL	34741	407-518-2170
Chief	Chief	Jeff	O'Dell		Chief of police	Kissimmee Police Department	jodell@kissimmee.org	8 North Stewart Avenue		Kissimmee	FL	34741	407-847-0176 ext.3210
CITY OF ORLANDO													
Mr.	Mr.	Byron	Brooks		Chief Administrative Officer		byron.brooks@cityoforlando.net	400 S. Orange Avenue		Orlando	FL	32802	407-246-3091
Mr	Mr.	Rick	Howard		Public Works Director	Orlando Public Works Department	richard.howard@cityoforlando.net	400 S. Orange Avenue		Orlando	FL	32802	407-246-3222
Mr.	Mr.	Jim	Hunt		City Engineer	Orlando Public Works Department	jim.hunt@cityoforlando.net	400 S. Orange Avenue		Orlando	FL	32802	407-246-3623
Chief	Chief	John	Mina		Police Chief	Orlando Police Department	john.mina@cityoforlando.net	1250 West South Street		Orlando	FL	32802	407-246-2470
CITY OF ST. CLOUD													
Mr.	Mr.	Bill	Sturgeon		Interim City Manager	St. Cloud City Manager	citymanager@stcloud.org	City Hall	1300 9th Street	St. Cloud	FL	34769	407-957-7301
Mr.	Mr.	Kevin	Felblinger		Public Services Engineering Manager	St. Cloud City Public Services	kfelblinger@stcloud.org	City Hall	1300 9th Street	St. Cloud	FL	34769	407-957-7264
Chief	Chief	Pete	Gauntlett		Police Chief	St. Cloud Police Department	pgauntlett@stcloud.org	4700 Neptune Road		St. Cloud	FL	34769	407-891-6700 ext. 6707

Sal	Prefix	First Name	Last Name	Suffix	Title/Position	Agency/Affiliation	Email Address	Address 1	Address 2	City	State	Zip Code	Phone
Ms.	Ms.	Letitia	Neal			E-Sciences / FDOT EMO	letitia.neal@dot.state.fl.us	116 E. Indiana		DeLand	FL	32724	386-748-2553
Mr.	Mr.	Vince	Morris			Agriculture and Consumer Services	vincent.morris@freshfromflorida.com	15019 Broad Street		Brooksville	FL	34601	386-754-6777, ext. 129
Mr.	Mr.	Jeff	Prather		Central District Office, District Director	Florida Department of Environmental Protection	jeff.prather@dep.state.fl.us	3319 Maguire Boulevard	Suite 232	Orlando	FL	32803	407-897 2908
Ms.	Ms.	Susan	Grandin		Director of State Lands	Florida Department of Environmental Protection , Division of Environmental Assessment	susan.c.grandin@dep.state.fl.us	3900 Commonwealth Blvd.	Mail Station 100	Tallahassee	FL	32399-3000	850-245-2555
Mr.	Mr.	Chris	Stahl		Environmental Specialist	Florida Department of Environmental Protection, Branch Office	chris.stahl@dep.state.fl.us	3900 Commonwealth Blvd.	Mail Station 47	Tallahassee	FL	32399-3000	850-245-2140
Ms.	Ms.	Lauren	Milligan		Environmental Manager	Florida Department of Environmental Protection, Central District Office	lauren.milligan@dep.state.fl.us	3900 Commonwealth Blvd.	Mail Station 47	Tallahassee	FL	32399-3000	850-245-2163
Ms.	Ms.	Ginny Leigh	Jones		Architectural Historian	Florida Department of State, State Historic Preservation , Division of Historical Resources	ginny.jones@dos.myflorida.com	500 S. Bronough Street	R.A. Gray Building, Fourth Floor	Tallahassee	FL	32399-0250	850-245-6333, ext. 4432
Ms.	Ms.	Alyssa	McManus		Historian/Historic Preservation Planner	Florida Department of State, State Historic Preservation , Division of Historical Resources	alyssa.mcmanus@dos.myflorida.com	500 S. Bronough Street	R.A. Gray Building, Fourth Floor	Tallahassee	FL	32399-0250	850-245-6430
Mr.	Mr.	Robert F.	Bendus		Division Director	Florida Department of State, State Historic Preservation , Division of Historical Resources	Robert.Bendus@DOS.MyFlorida.com	500 S. Bronough Street	R.A. Gray Building, Fourth Floor	Tallahassee	FL	32399	850-245-6338
Mr.	Mr.	Richard	Fowler		EMO	Florida Department of Transportation	richard.fowler@dot.sate.fl.us	719 South Woodland Boulevard		DeLand	FL	32720	386-943-5392
Ms.	Ms.	Casey	Lyon		District Permit Coordinator	Florida Department of Transportation	casey.lyon@dot.state.fl.us						386-943-5436
Mr.	Mr.	Bill	Walsh			Florida Department of Transportation	william.walsh@dot.state.fl.us	719 South Woodland Boulevard		DeLand	FL	32720	
Mr.	Mr.	John	Tyler		District Five- District Construction Engineer	Florida Department of Transportation	john.tyler@dot.state.fl.us	719 South Woodland Boulevard		DeLand	FL	32720	386-943-5344
Mr.	Mr.	L.K.	Nandam		District One Secretary	Florida Department of Transportation	lk.nandam@dot.state.fl.us	801 North Broadway Avenue		Bartow	FL	33830	863-519-2201
Mr.	Mr.	Chris	Smith		District One Director of Transporation Development	Florida Department of Transportation	christopher.smith@dot.state.fl.us	801 North Broadway Avenue		Bartow	FL	33830	863-519-2611
Mr.	Mr.	David	Gwynn		District One Director of Transportation Operations	Florida Department of Transportation	david.gwynn@dot.state.fl.us	801 North Broadway Avenue		Bartow	FL	33830	863-519-2202
Mr.	Mr.	Marlon	Bizerra		District One- Planning and Environmental Manager	Florida Department of Transportation	marlon.bizerra@dot.state.fl.us	801 North Broadway Avenue		Bartow	FL	33830	863-519-2250
Mr.	Mr.	Steve	Martin		District Five Secretary	Florida Department of Transportation	steve.martin@dot.state.fl.us	719 South Woodland Boulevard		DeLand	FL	32720	386-943-5475
Mr.	Mr.	Richard	Morrow		District Five Director Transporation Development	Florida Department of Transportation	richard.morrow@dot.state.fl.us	719 South Woodland Boulevard		DeLand	FL	32720	386-943-5476
Ms.	Ms.	Annette	Brennan		District Five Modal Development Administrator	Florida Department of Transportation	annette.brennan@dot.stte.fl.us	719 South Woodland Boulevard		DeLand	FL	32720	407- 482-7884
Mr.	Mr.	Steve	Olson		District Five Public Information Director	Florida Department of Transportation	steve.olson@dot.state.fl.us	719 South Woodland Boulevard		DeLand	FL	32720	386-943-5479

Sal	Prefix	First Name	Last Name	Suffix	Title/Position	Agency/Affiliation	Email Address	Address 1	Address 2	City	State	Zip Code	Phone
Mr.	Mr.	Alan	Hyman		District Five Director of Transportation Operations	Florida Department of Transportation	alan.hyman@dot.state.fl.us	719 South Woodland Boulevard		DeLand	FL	32720	386-943-5477
Mr.	Mr.	Zack	Welch		Sail Kite Coordinator	Florida Fish and Wildlife Conservation Commission	Zack.Welch@MyFWC.com	620 South Meridian Street		Tallahassee	FL	32399	850-488-3831
Mr.	Mr.	Marty	Mann		Ecologist	Florida Fish and Wildlife Conservation Commission	Marty.Mann@myfwc.com	Kissimmee Field Office					
Mr.	Mr.	Scott	Sanders		Biologist	Florida Fish and Wildlife Conservation Commission, Division of Habitat and Species Conservation	Scott.Sanders@MyFWC.com	620 South Meridian Street		Tallahassee	FL	32399-1600	850-488-3831
Mr.	Mr.	Brian	Barnett		Consulting Biologist	Florida Fish and Wildlife Conservation Commission, Division of Habitat and Species Conservation	brian.barnett@myfwc.com	730 35th Avenue SW		Vero Beach	FL	32968	772-562-3909
Mr.	Mr.	Tim	Coughlin		Biological Scientist	Florida Fish and Wildlife Conservation Commission, Kissimmee Fisheries Field Office	Tim.Coughlin@MyFWC.com	1601 Scottys Road		Kissimmee	FL	34744	407-846-5191
Ms.	Ms.	Michelle	Vandeventer		Eagle Plan Coordinator	Florida Fish and Wildlife Conservation Commission	Michelle.Vandeventer@MyFWC.com						352-260-8699
Mr.	Mr.	Clothier	Clothier		Florida Department of Agriculture and Consumer Services	Florida Forest Service	arthur.clothier@freshfromflorida.com	3125 Conner Boulevard		Tallahassee	Florida	32399-1650	850-681-5800
Mr.	Mr.	John	Post	Jr.	Environmental Administrator	Florida's Turnpike Enterprise	john.post@dot.state.fl.us	Turkey Lake Service Plaza, Milepost 263	P.O. Box 613069	Ocoee	FL	34761-3069	407-532-3999
Ms.	Ms.	Diane	Gutierrez-Scaccetti		Executive Director	Florida's Turnpike Enterprise	diane.scaccetti@dot.state.fl.us	Turkey Lake Service Plaza, Milepost 263	P.O. Box 613069	Ocoee	FL	34761-3069	407-532-3999
Mr.	Mr.	Henry	Pinzon	P.E.	Project Manager	Florida's Turnpike Enterprise	henry.pinzon@dot.state.fl.us	Turkey Lake Service Plaza, Milepost 263	P.O. Box 613069	Ocoee	FL	34761-3069	407-264-3802
Mr.	Mr.	Michael	Shannon		Director of Transportation Development	Florida's Turnpike Enterprise	michael.shannon@dot.state.fl.us	Turkey Lake Service Plaza, Milepost 263	P.O. Box 613069	Ocoee	FL	34761-3069	407-264-3628

Salutation	First Name	Last Name	Suffix	Title/Position	Agency/Affiliation	Email Address	Address 1	Address 2	City	State	Zip Code	Phone
Ms.	Virginia	Lewis-Whittington			Central Florida MPO Alliance	vlewis@metroplanorlando.com	315 East Robinson Street	Suite 355	Orlando	FL	32801	407-481-5672 x314
Ms.	Patricia M.	Steed		Executive Director	Central Florida Regional Planning Council	psteed@cfrpc.org	555 E Church Street		Bartow	FL	33830	863-534-7130
Mr.	Edward L.	Johnson		Executive Director	Central Florida Regional Transporation , d.b.a., LYNX	ELJohnson@golynx.com	455 N. Garland Avenue		Orlando	FL	32801	407-841-2279
Ms.	Andrea	Ostrodka		Manager of Strategic Planning	Central Florida Regional Transporation , d.b.a., LYNX	aostrodka@golynx.com	455 N. Garland Avenue		Orlando	FL	32801	
Ms.	Carleen	Flynn	AICP		Central Florida Regional Transportation, d.b.a., LYNX	cflynn@golynx.com	455 N. Garland Avenue		Orlando	FL	32801	407-254-6041
Ms.	Tiffany	Homler		Director of Government Affairs	LYNX	thomler@golynx.com	455 N. Garland Avenue		Orlando	FL	32801	
Mr.	Hugh	Harling		Executive Director	East Central Florida Regional Planning Council	hharling@ecfrpc.org	309 Cranes Roost Blvd	Suite 2000	Altamonte Springs	FL	32701	407-262-7772
Ms.	Tara	McCue		Director of Planning and Community Development	East Central Florida Regional Planning Council	tara@ecfrpc.org	309 Cranes Roost Blvd	Suite 2000	Altamonte Springs	FL	32701	407-262-7772
Mr.	Fred	Milch		DRI Manager	East Central Florida Regional Planning Council	fmilch@ecfrpc.org	309 Cranes Roost Blvd	Suite 2000	Altamonte Springs	FL	32701	407-262-7772
Mr.	Harry	Barley			MetroPlan Orlando	hbarley@metroplanorlando.com	315 E. Robinson Street	Suite 355	Orlando	FL	32801	407-481-5672 x313
Mr.	Gary	Huttman		Deputy Executive Director	MetroPlan Orlando	ghuttman@metroplanorlando.com	315 E. Robinson Street	Suite 355	Orlando	FL	32801	401-481-5672 X319
Mr.	Dan	Stephens		Chairman	MetroPlan Orlando Bicycle and Pedestrian Advisory Committee	SEND BY MAIL	366 North Beaumont Avenue		Kissimmee	FL	34741	407-927-7110
Dr.	Richard	Foglesong		Chairman	MetroPlan Orlando Citizens Advisory Committee	rfoglesong@rollins.edu	Rollins College Urban Planning Department	1000 Holt Avenue	Winter Park	FL	32789	407-646-2608
Mr.	Joe	Durso		Chairman	MetroPlan Orlando Municipal Advisory Committee	jdurso@longwoodfl.org	175 West Warren Avenue		Longwood	FL	32750	407-722-1155
Mr.	Atlee	Mercer		Chairman	Osceola County Expressway Authority	Atlee.Mercer@osceola.org	1 Courthouse Square	Suite 1100	Kissimmee	FL	34741	407-742-0200
Mr.	William	Folsom		Vice-Chairman	Osceola County Expressway Authority	william.folson@osceola.org	1 Courthouse Square	Suite 1100	Kissimmee	FL	34741	407-742-0200
Mr.	Tom	White		Member	Osceola County Expressway Authority	tom.white@osceola.org	1 Courthouse Square	Suite 1100	Kissimmee	FL	34741	407-742-0200
Mr.	Bob	Healy		Member	Osceola County Expressway Authority	bob.healy@osceola.org	1 Courthouse Square	Suite 1100	Kissimmee	FL	34741	407-742-0200
Mr.	Arturo	Otero		Member	Osceola County Expressway Authority	arturo.otero@osceola.org	1 Courthouse Square		Kissimmee	FL	34741	407-742-0200
Mr.	Tawny H.	Olore	P.E.	Executive Director	Osceola County Expressway Authority	tawny.olor@osceola.org	1 Courthouse Square	Suite 1100	Kissimmee	FL	34741	407-742-0200
Mr.	Tom	Deardorff		Director	Polk Transportation Planning Organization	ThomasDeardorff@polk-county.net	Drawer TS05	P.O. Box 9005	Bartow	FL	33831-9005	863-534-6486
Mr.	John	Classe		District Administrator	Reedy Creek Improvement District	wsiskron@rcid.org	1900 Hotel Plaza Boulevard	P.O. Box 10175	Lake Buena Vista	FL	32830	407-934-7480
Mr.	Bill	Graf		Intergovernmental & Outreach Representative	South Florida Water Management District	wgraf@sfwmd.gov	1707 Orlando Central Parkway	Suite 200	Orlando	FL	32809	352-516-5436, ext. 3837
Mr.	Mark	Daron		Engineer Supervisor	South Florida Water Management District	mdaron@sfwmd.gov	1707 Orlando Central Parkway	Suite 200	Orlando	FL	32809	407-858-6100 x3805
Mr.	Marc	Ady		Supervisor - Environmental Analyst	South Florida Water Management District	mady@sfwmd.gov	1707 Orlando Central Parkway	Suite 200	Orlando	FL	32809	407-858-6100 x3803
Ms.	Jennifer	Thomson		Environmental Analyst 3	South Florida Water Management District	jthomson@sfwmd.gov	1707 Orlando Central Parkway	Suite 200	Orlando	FL	32809	407-858-6100 x 3814
Mr.	Charles	Walter		Regulation Service Center Administrator	South Florida Water Management District	cwalter@sfwmd.gov	1707 Orlando Central Parkway	Suite 200	Orlando	FL	32809	407-858-6100 x3824

Salutation	First Name	Last Name	Suffix	Title/Position	Agency/Affiliation	Email Address	Address 1	Address 2	City	State	Zip Code	Phone
Mr.	Andrew	Riddick		Sr. Environmental Specialist	South Florida Water Management District	ariddick@sfwmd.gov						
Mr.	Brian	Armstrong		Executive Director	Southwest Florida Water Management District	brian.armstrong@watermatters.org	2379 Broad Street		Brooksville	FL	34604	352-796-7211 ext. 4601
Ms.	Mandi	Rice		Assistant Executive Director	Southwest Florida Water Management District	mandi.rice@watermatters.org	2379 Broad Street		Brooksville	FL	34604	352-796-7211 ext. 4606

REFERENCE COPY

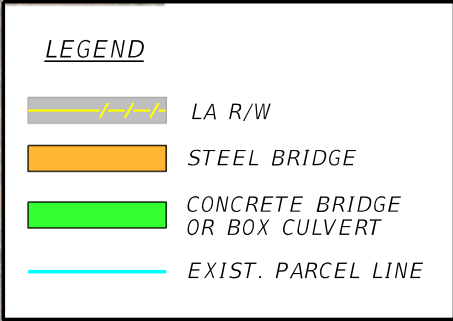
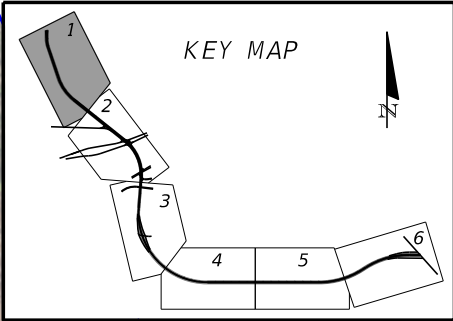
REFERENCE COPY

Attachment I
Concept Plans

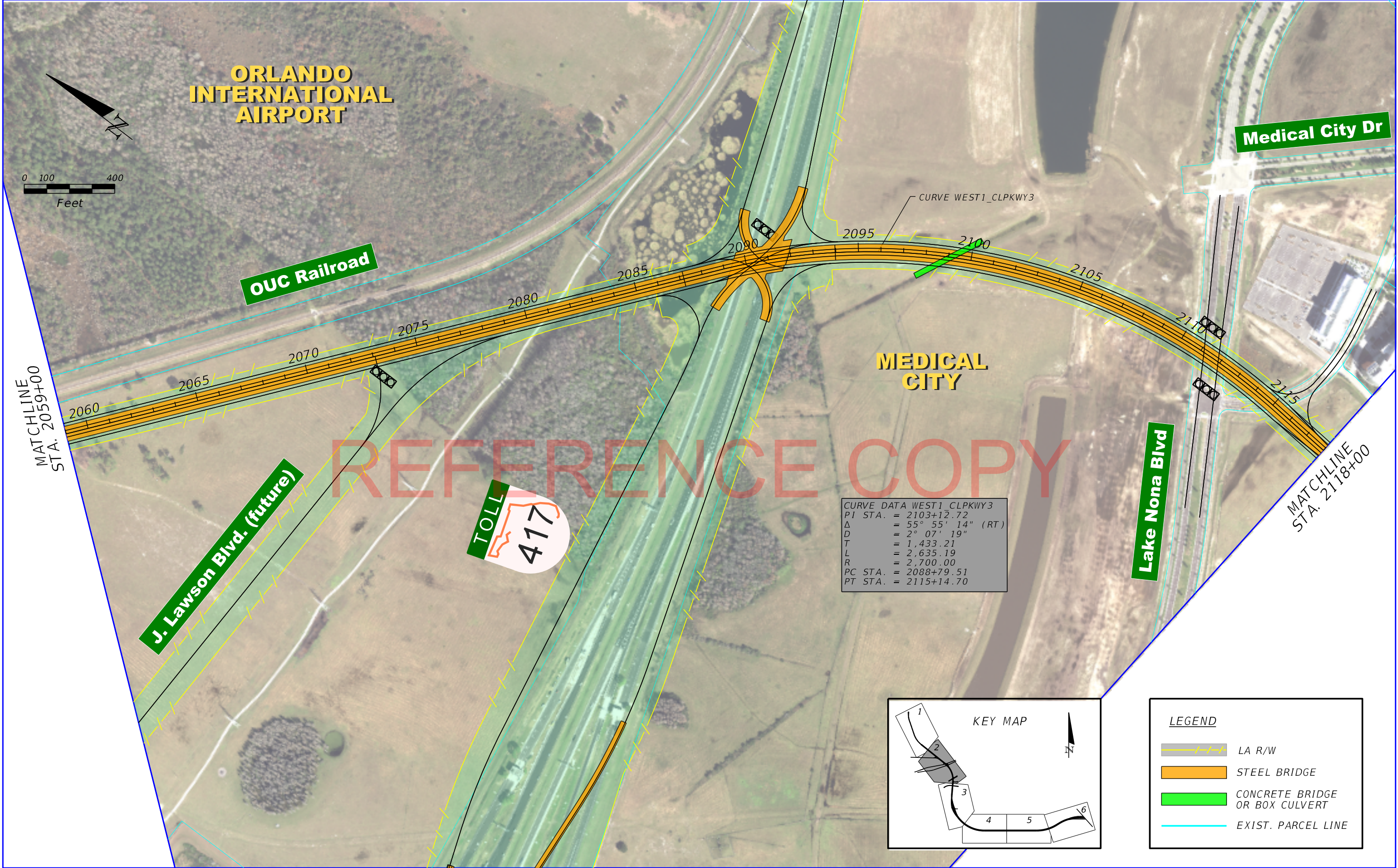


CURVE DATA WEST1_CLPKWY1
PI STA. = 2007+97.42
 Δ = 18° 39' 09" (LT)
D = 3° 03' 21"
T = 307.92
L = 610.40
R = 1,875.00
PC STA. = 2004+89.50
PT STA. = 2010+99.90

CURVE DATA WEST1_CLPKWY2
PI STA. = 2039+59.80
 Δ = 32° 36' 53" (LT)
D = 1° 59' 22"
T = 842.58
L = 1,639.40
R = 2,880.00
PC STA. = 2031+17.23
PT STA. = 2047+56.63

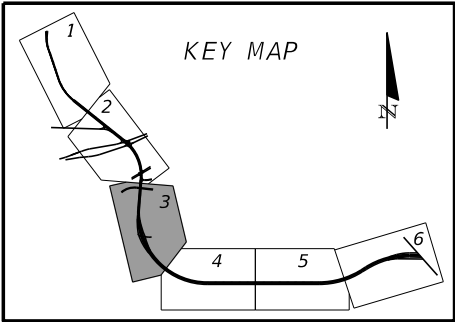


REVISIONS						CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CONCEPT, FEASIBILITY AND MOBILITY REPORT FOR THE OSCEOLA PARKWAY EXTENSION	SEGMENT WEST 1B	SHEET NO.	
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION				W1B-1	



REVISIONS						<div>CENTRAL FLORIDA EXPRESSWAY AUTHORITY</div>	CONCEPT, FEASIBILITY AND MOBILITY REPORT FOR THE OSCEOLA PARKWAY EXTENSION	SEGMENT WEST 1B	SHEET NO.	
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION				W1B-2	

Feet



POITRAS FUTURE DEVELOPMENT

CURVE DATA WEST1_CLPKWY4	
PI STA.	= 2180+56.66
Δ	= 94° 31' 10" (LT)
D	= 1° 19' 57"
T	= 4,653.31
L	= 7,093.61
R	= 4,300.00
PC STA.	= 2134+03.36
PT STA.	= 2204+96.97

Laureate Blvd

UF COLLEGE OF PHARMACY

MATCHLINE STA. 2118+00

MATCHLINE STA. 2177+00

REFERENCE COPY

CURVE WEST1_CLPKWY4

POND

POND

New Hope Rd

Beth Rd

Whispering Pines Rd

LEGEND	
	LA R/W
	STEEL BRIDGE
	CONCRETE BRIDGE OR BOX CULVERT
	EXIST. PARCEL LINE

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

CENTRAL
FLORIDA
EXPRESSWAY
AUTHORITY

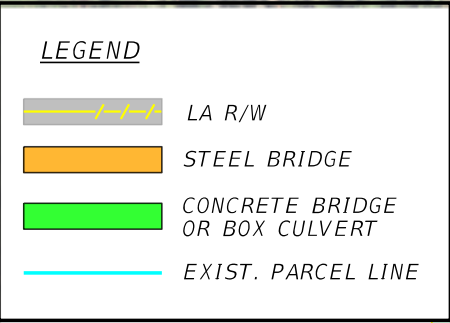
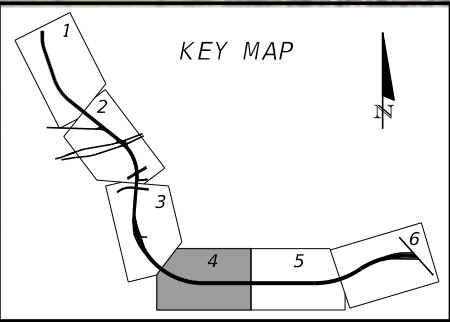
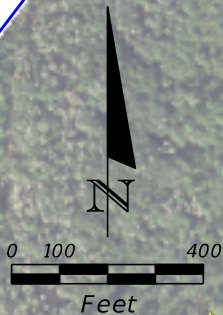
CONCEPT, FEASIBILITY AND MOBILITY REPORT
FOR THE
OSCEOLA PARKWAY EXTENSION

SEGMENT WEST 1B

SHEET
NO.

W1B-3

CURVE DATA WEST1_CLPKWY4
PI STA. = 2180+56.66
Δ = 94° 31' 10" (LT)
D = 1° 19' 57"
T = 4,653.31
L = 7,093.61
R = 4,300.00
PC STA. = 2134+03.36
PT STA. = 2204+96.97



MATCHLINE
STA. 2177+00

POND

POITRAS FUTURE
DEVELOPMENT

REFERENCE COPY

ORANGE COUNTY

OSCEOLA COUNTY

RAINTREE AT
SPRING LAKE
VILLAGE

HIGH PLAINS

MATCHLINE STA. 2235+00

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

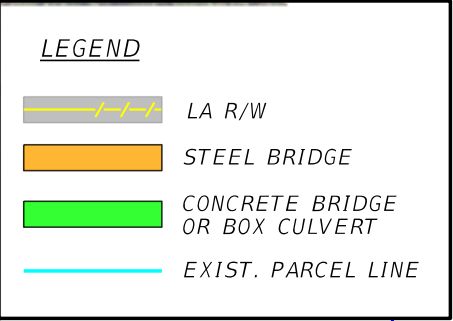
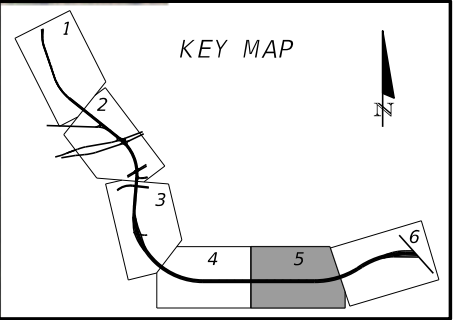
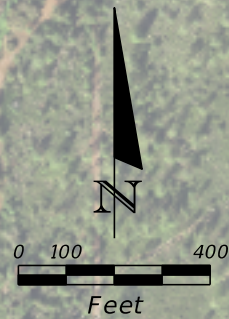
CENTRAL
FLORIDA
EXPRESSWAY
AUTHORITY

CONCEPT, FEASIBILITY AND MOBILITY REPORT
FOR THE
OSCEOLA PARKWAY EXTENSION

SEGMENT WEST 1B

SHEET
NO.

W1B-4



CURVE DATA WEST1_CLPKWY5
PI STA. = 2289+34.77
 Δ = 32° 13' 35" (LT)
D = 1° 08' 45"
T = 1,444.42
L = 2,812.28
R = 5,000.00
PC STA. = 2274+90.35
PT STA. = 2303+02.62

CURVE WEST1_CLPKWY5

Boggy Creek Rd

ORANGE COUNTY

OSCEOLA COUNTY

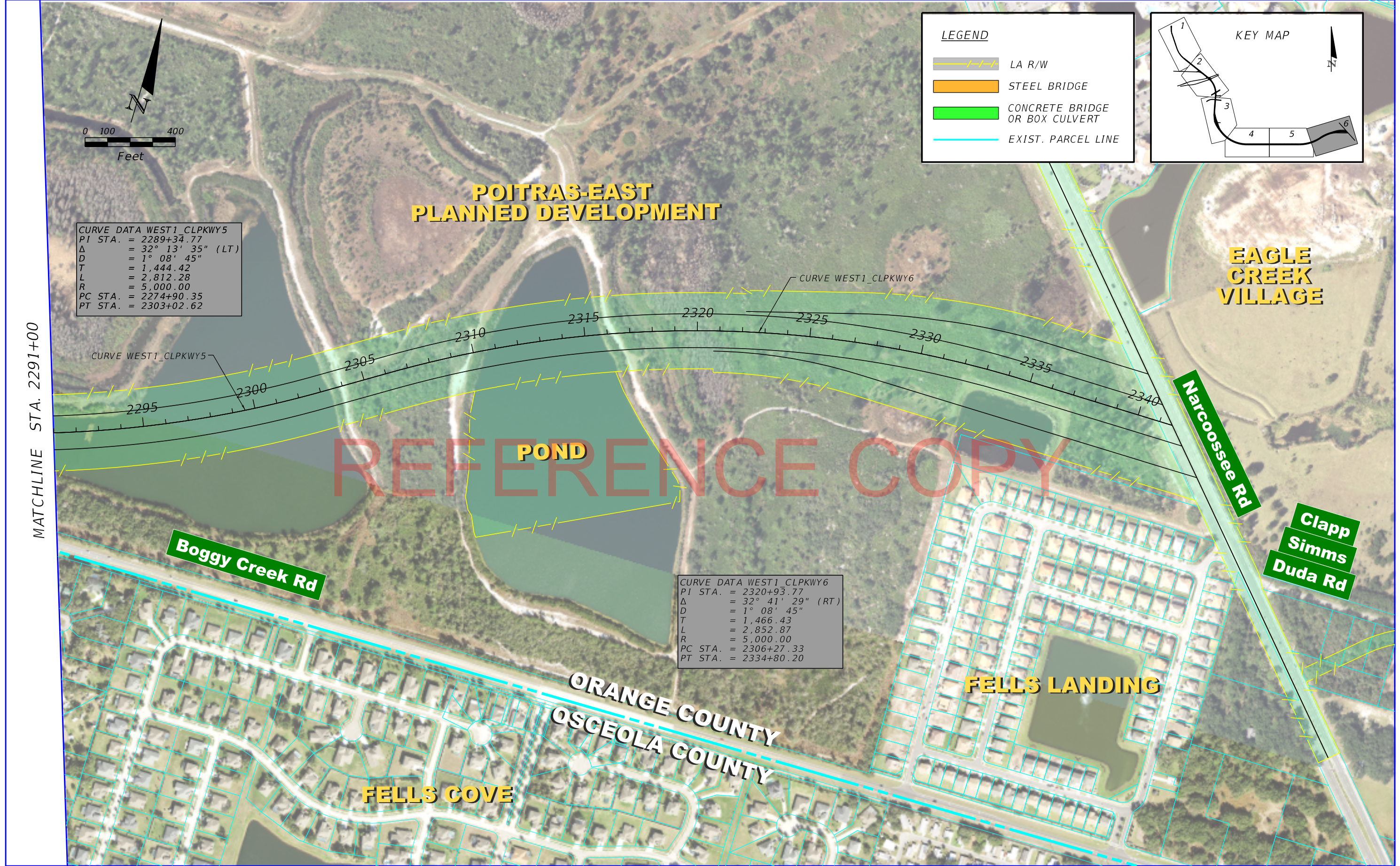
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RUSTIC ACRES

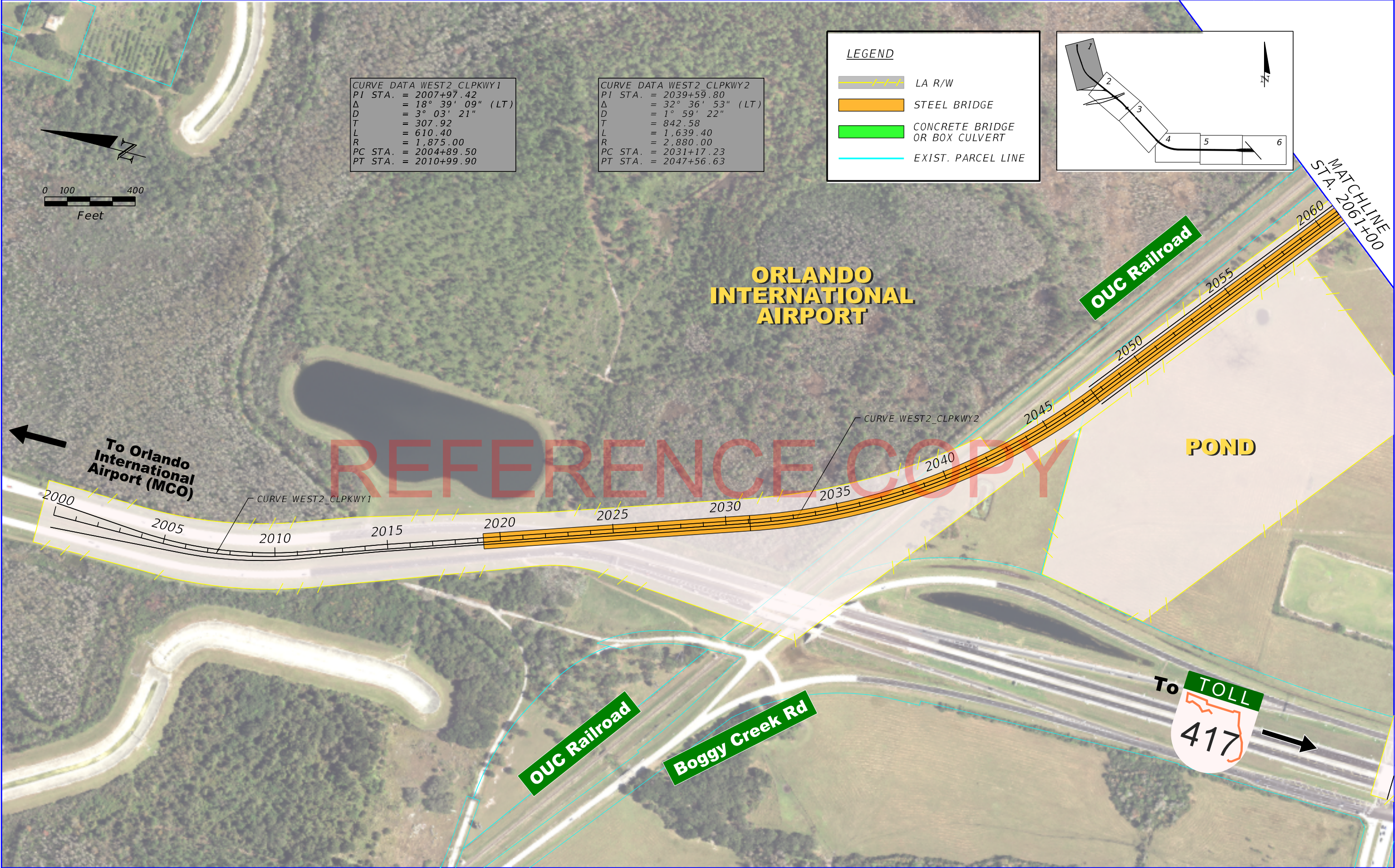
MATCHLINE STA. 2235+00

MATCHLINE STA. 2291+00

REVISIONS						CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CONCEPT, FEASIBILITY AND MOBILITY REPORT FOR THE OSCEOLA PARKWAY EXTENSION	SEGMENT WEST 1B	SHEET NO.	
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION					
									W1B-5	



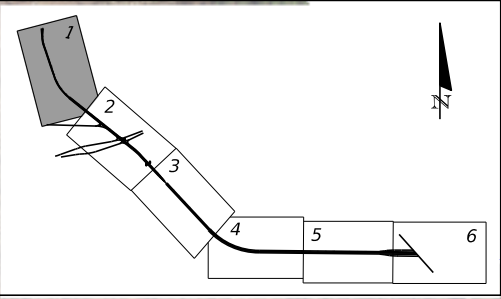
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DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION				W1B-6	



CURVE DATA WEST2_CLPKWY1	
PI STA.	= 2007+97.42
Δ	= 18° 39' 09" (LT)
D	= 3° 03' 21"
T	= 307.92
L	= 610.40
R	= 1,875.00
PC STA.	= 2004+89.50
PT STA.	= 2010+99.90

CURVE DATA WEST2_CLPKWY2	
PI STA.	= 2039+59.80
Δ	= 32° 36' 53" (LT)
D	= 1° 59' 22"
T	= 842.58
L	= 1,639.40
R	= 2,880.00
PC STA.	= 2031+17.23
PT STA.	= 2047+56.63

LEGEND	
	LA R/W
	STEEL BRIDGE
	CONCRETE BRIDGE OR BOX CULVERT
	EXIST. PARCEL LINE



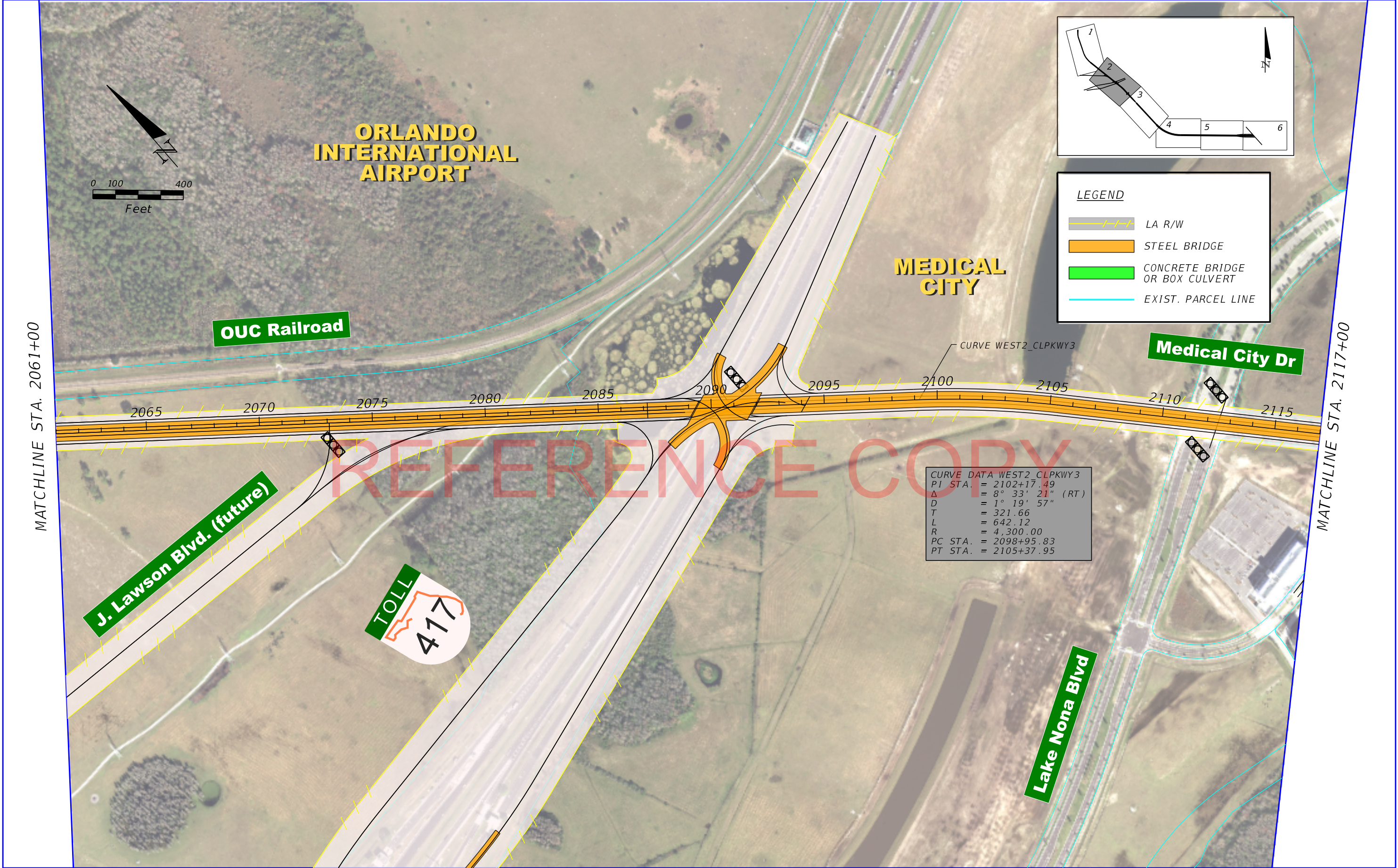
REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION



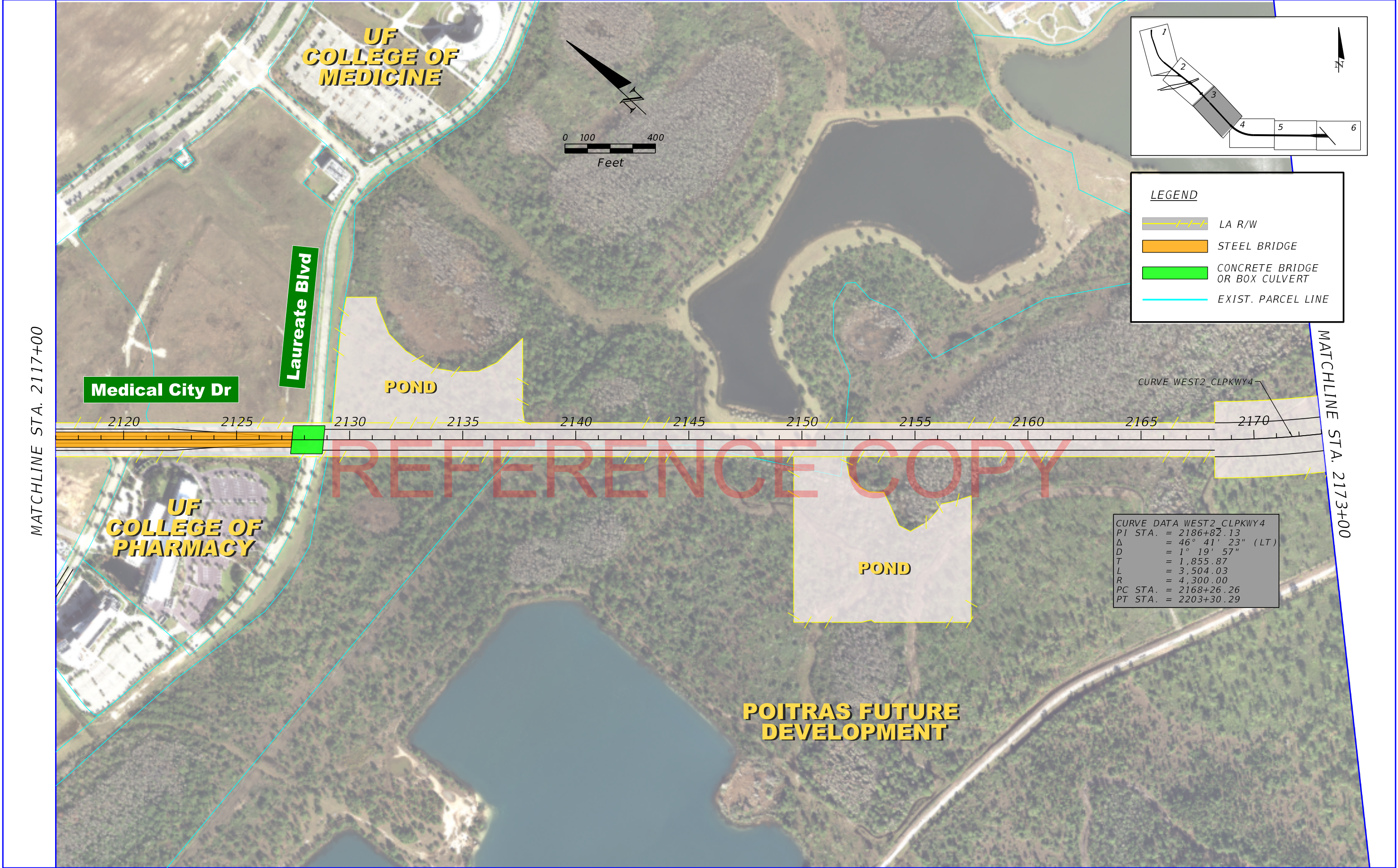
CONCEPT, FEASIBILITY AND MOBILITY REPORT
FOR THE
OSCEOLA PARKWAY EXTENSION

SEGMENT WEST 2

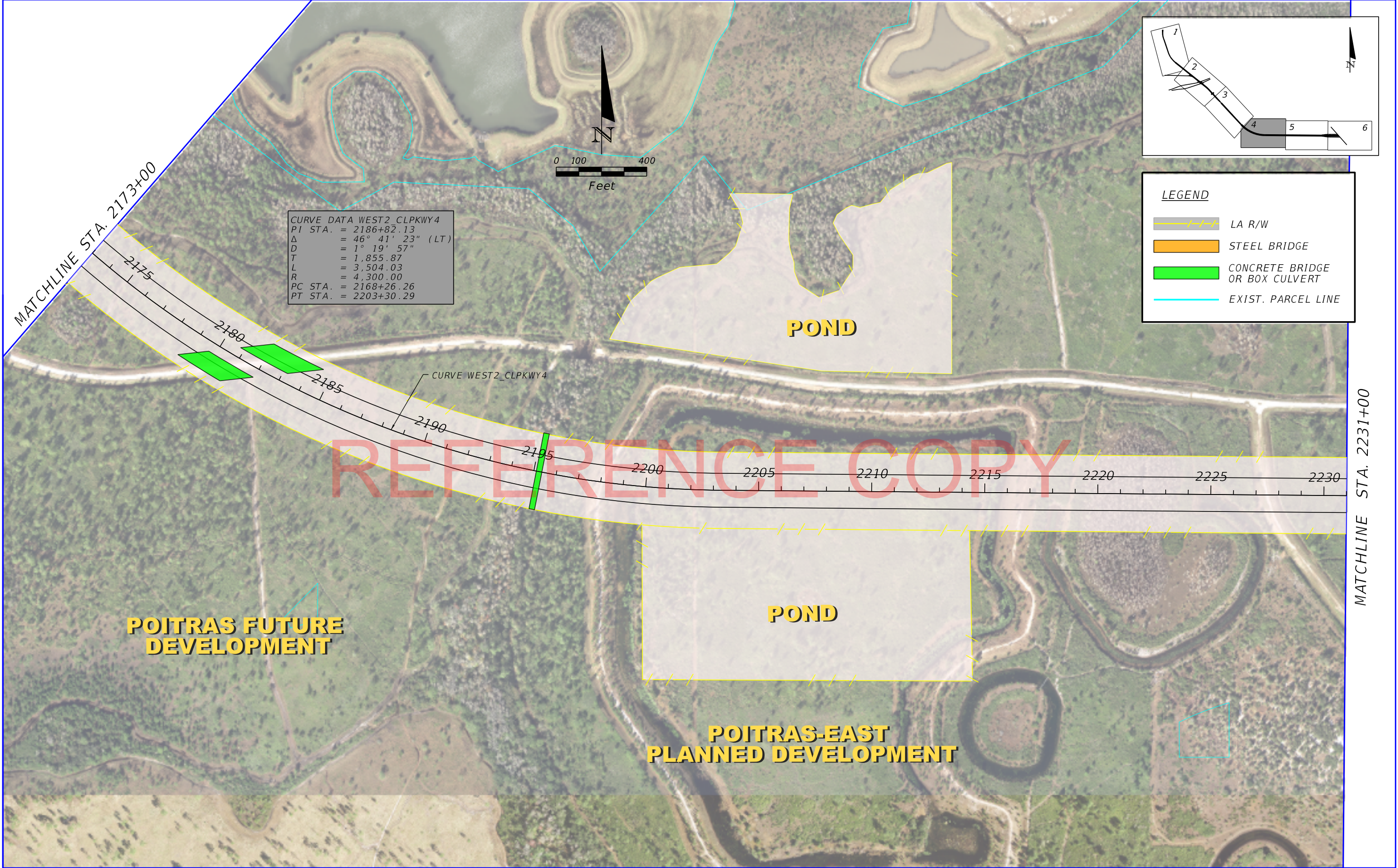
SHEET NO.
W2-1



REVISIONS						<div>CENTRAL FLORIDA EXPRESSWAY AUTHORITY</div>	CONCEPT, FEASIBILITY AND MOBILITY REPORT FOR THE OSCEOLA PARKWAY EXTENSION	SEGMENT WEST 2		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION					
										W2-2



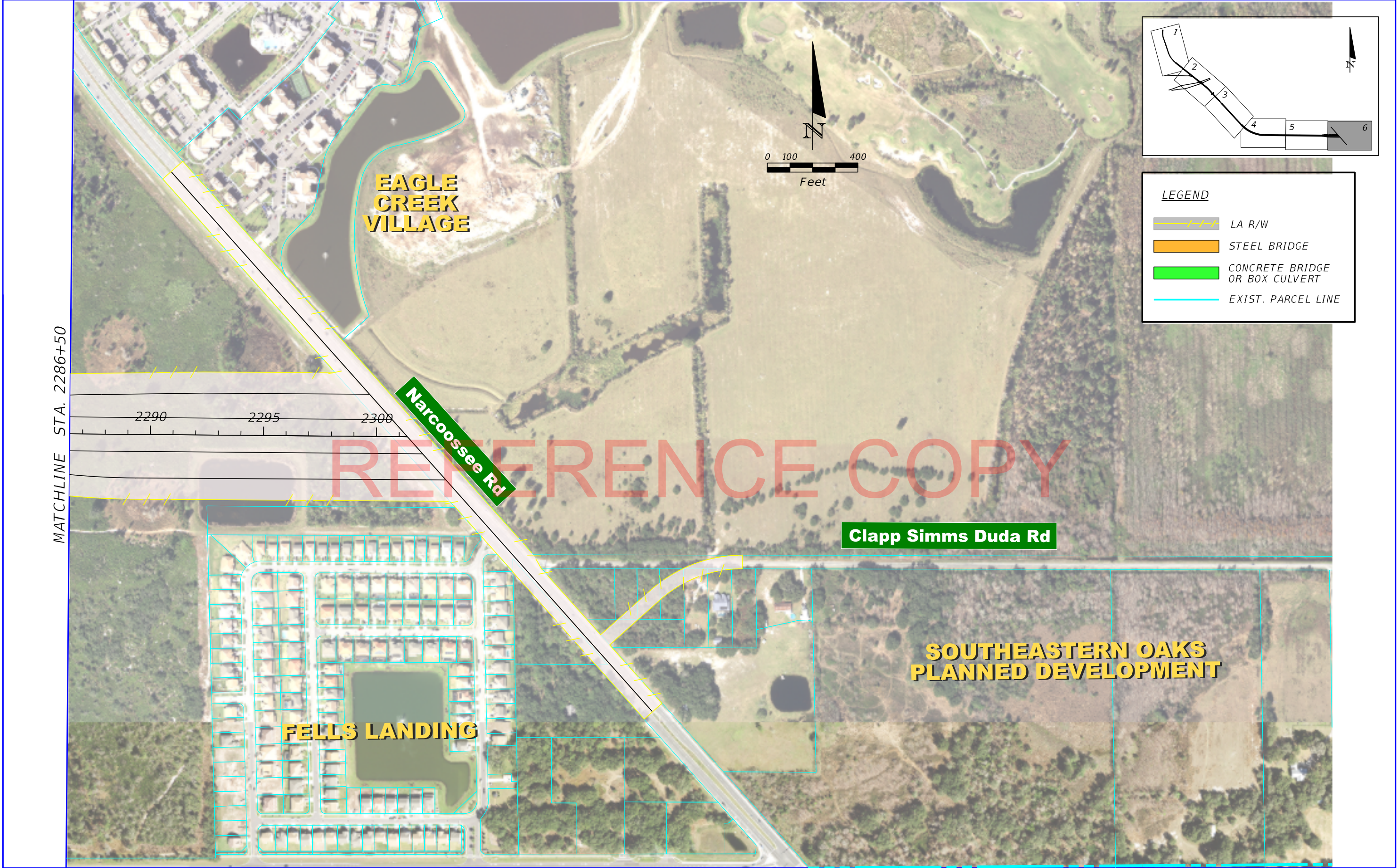
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DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						
										W2-3	



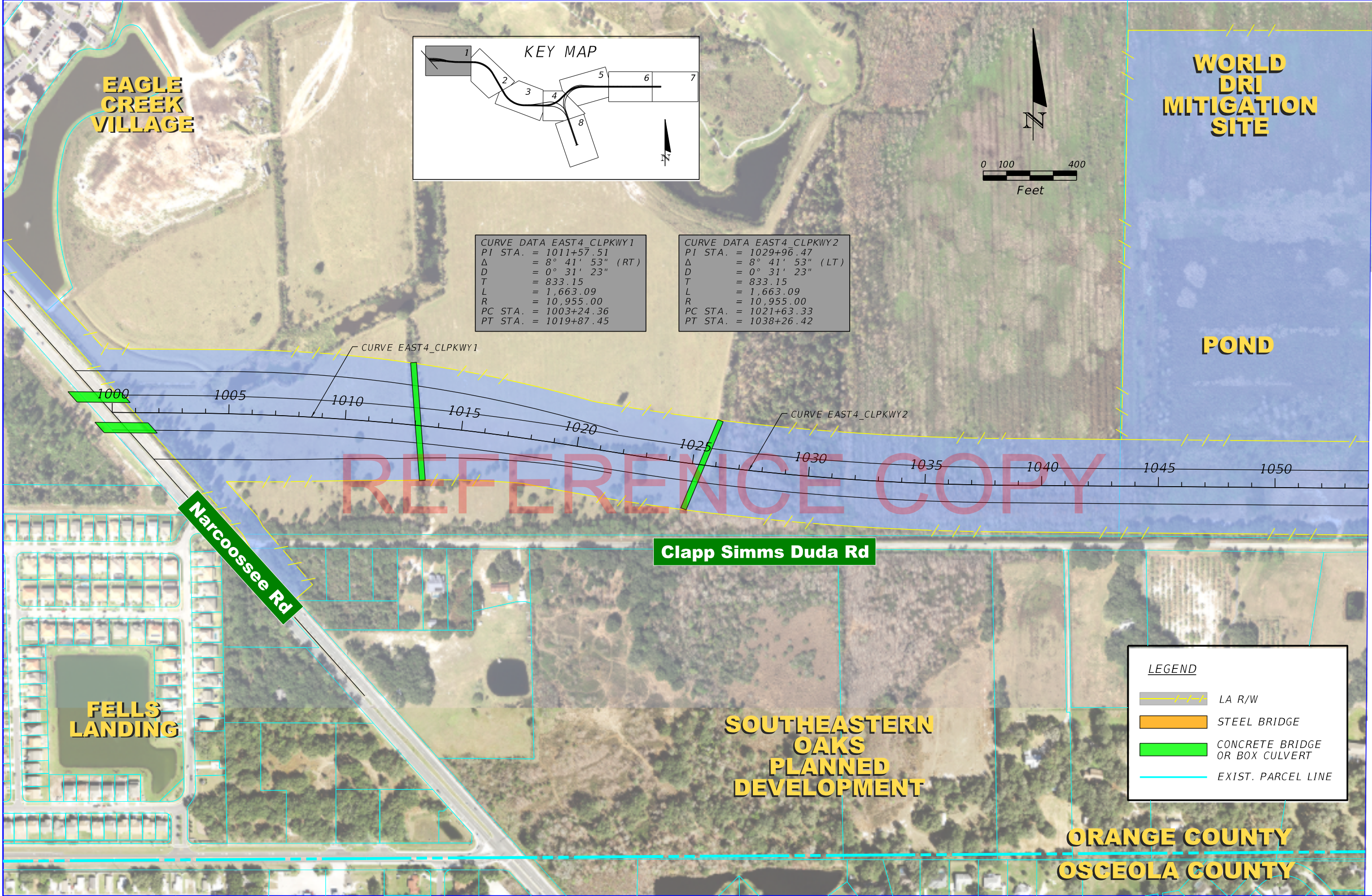
REVISIONS						<div>CENTRAL FLORIDA EXPRESSWAY AUTHORITY</div>	CONCEPT, FEASIBILITY AND MOBILITY REPORT FOR THE OSCEOLA PARKWAY EXTENSION	SEGMENT WEST 2	SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION				W2-4



REVISIONS						<div>CENTRAL FLORIDA EXPRESSWAY AUTHORITY</div>	CONCEPT, FEASIBILITY AND MOBILITY REPORT FOR THE OSCEOLA PARKWAY EXTENSION	SEGMENT WEST 2		SHEET NO.	
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						
										W2-5	



REVISIONS						<div>CENTRAL FLORIDA EXPRESSWAY AUTHORITY</div>	CONCEPT, FEASIBILITY AND MOBILITY REPORT FOR THE OSCEOLA PARKWAY EXTENSION	SEGMENT WEST 2		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION					
										W2-6



MATCHLINE STA 1054+00

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

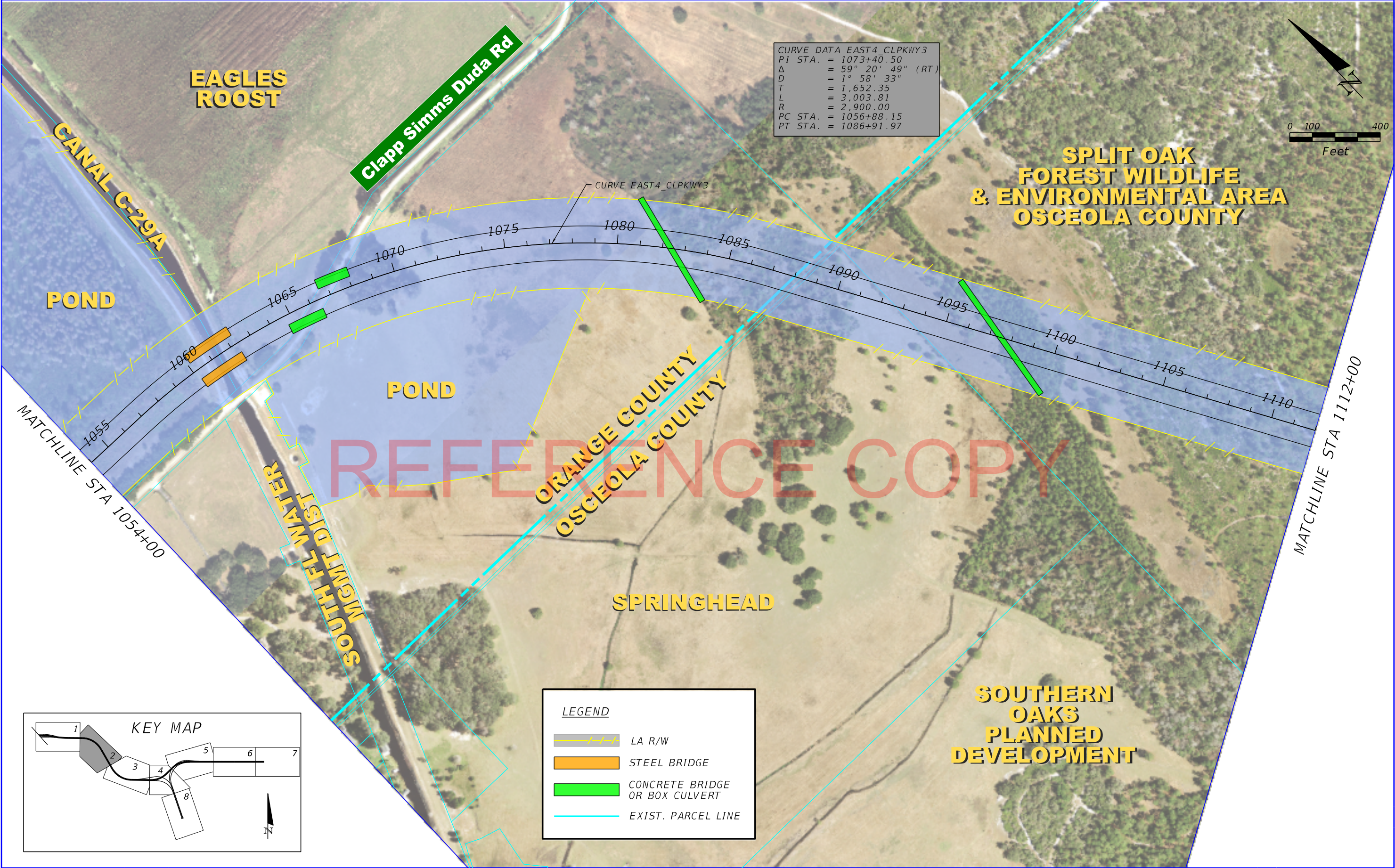
CENTRAL
FLORIDA
EXPRESSWAY
AUTHORITY

CONCEPT, FEASIBILITY AND MOBILITY REPORT
FOR THE
OSCEOLA PARKWAY EXTENSION

SEGMENT EAST 4A

SHEET
NO.

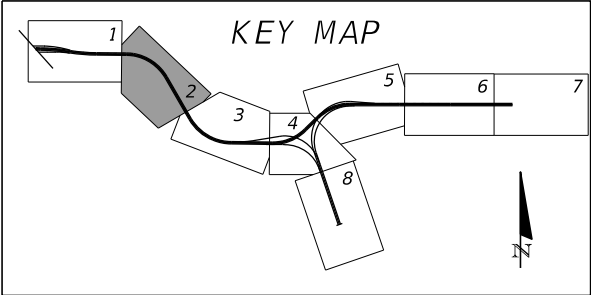
E4A-1



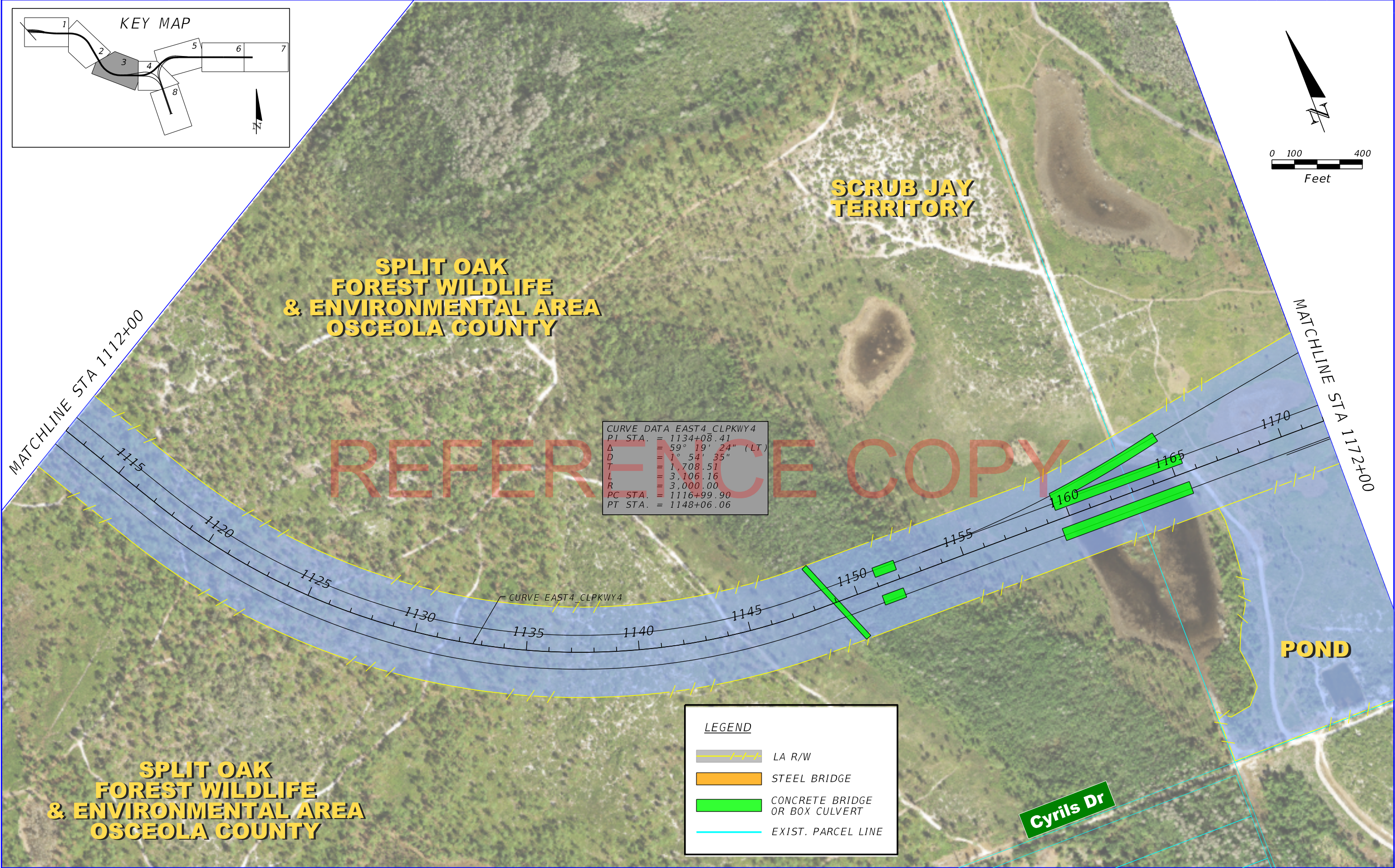
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D = 1° 58' 33"
T = 1,652.35
L = 3,003.81
R = 2,900.00
PC STA. = 1056+88.15
PT STA. = 1086+91.97


LEGEND

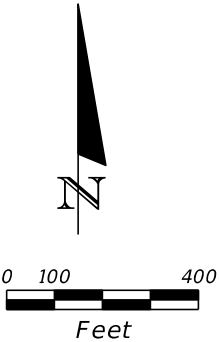
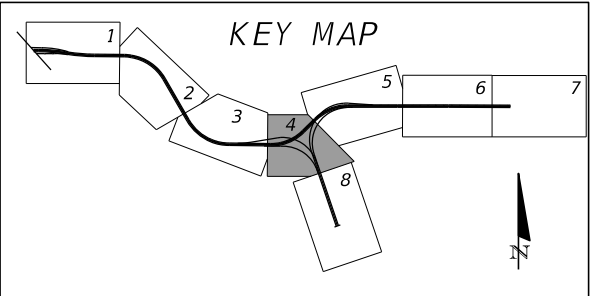
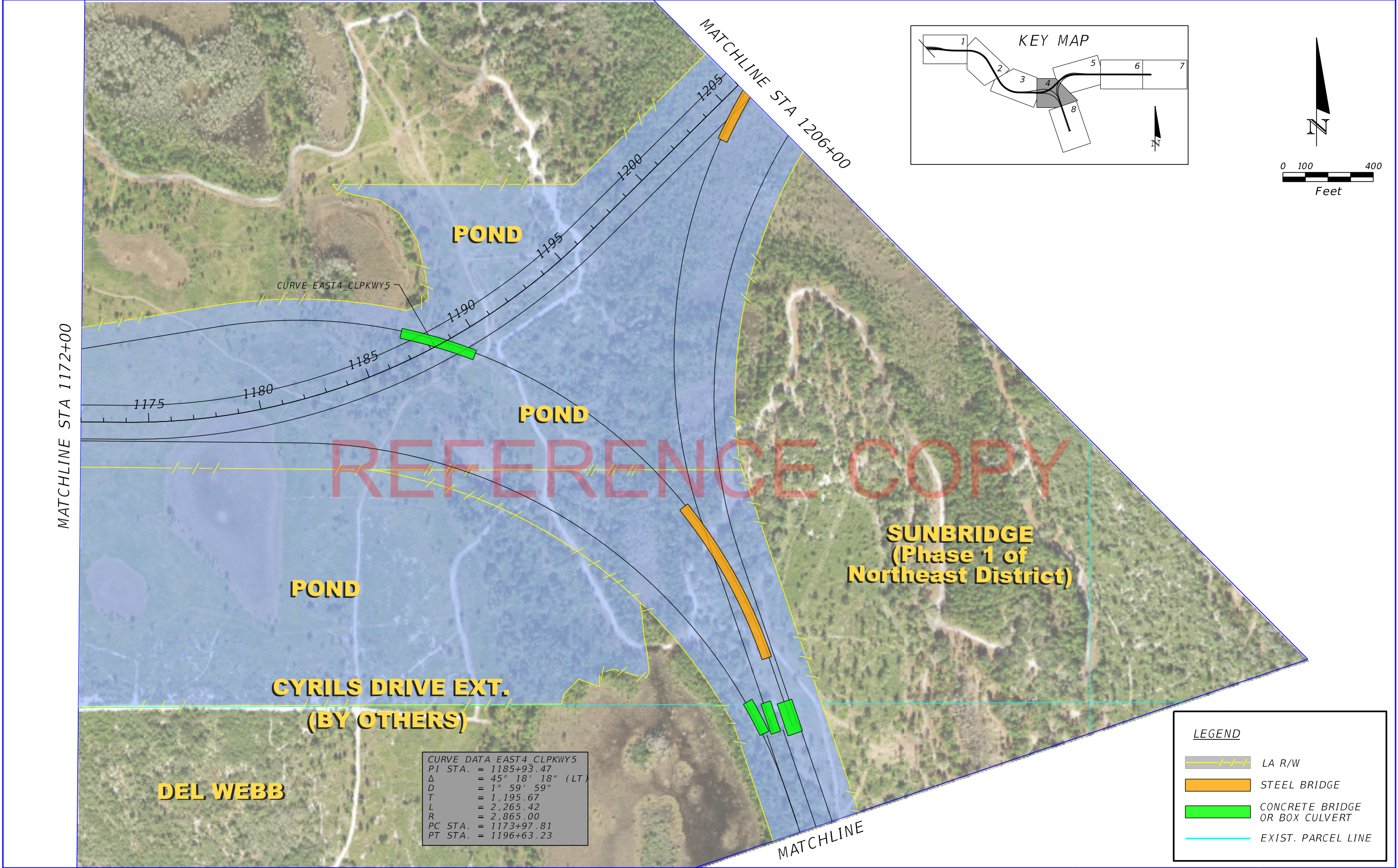
- LA R/W
- STEEL BRIDGE
- CONCRETE BRIDGE OR BOX CULVERT
- EXIST. PARCEL LINE



R E V I S I O N S						<div>CENTRAL FLORIDA EXPRESSWAY AUTHORITY</div>	CONCEPT, FEASIBILITY AND MOBILITY REPORT FOR THE OSCEOLA PARKWAY EXTENSION	SEGMENT EAST 4A	SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION				E4A-2



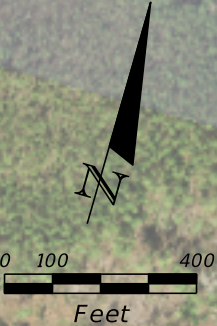
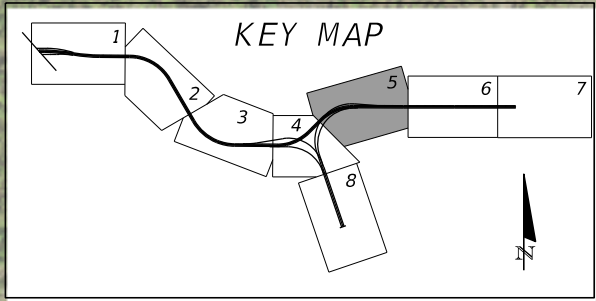
REVISIONS							CONCEPT, FEASIBILITY AND MOBILITY REPORT FOR THE OSCEOLA PARKWAY EXTENSION	SEGMENT EAST 4A	SHEET NO.	
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION					
									E4A-3	



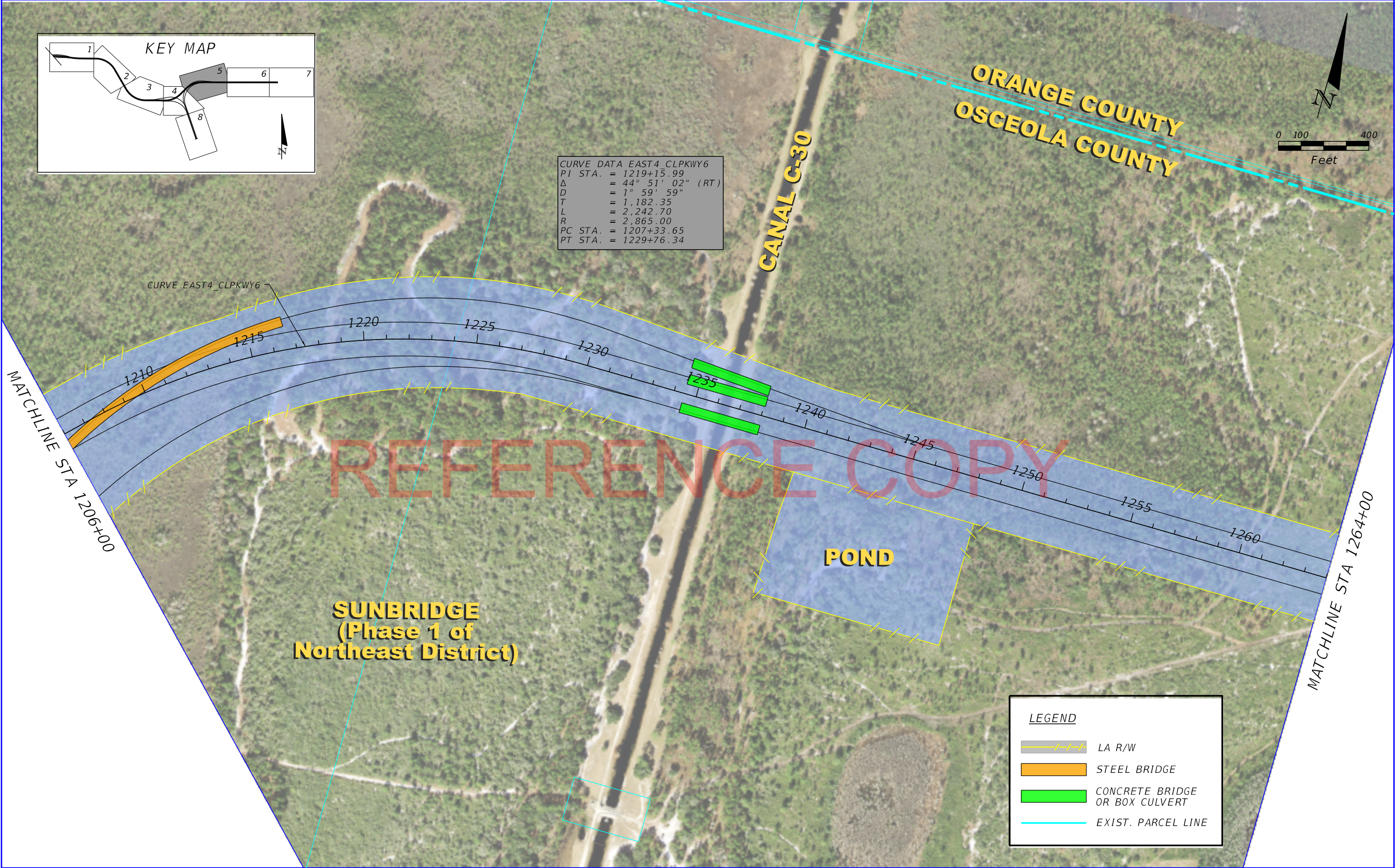
REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

CURVE DATA EAST4_CLPKWY5					
PI STA.	=	1185+93.47			
Δ	=	45° 18' 18" (LT)			
D	=	1° 59' 59"			
T	=	1,195.67			
L	=	2,265.42			
R	=	2,865.00			
PC STA.	=	1173+97.81			
PT STA.	=	1196+63.23			

LEGEND	
	LA R/W
	STEEL BRIDGE
	CONCRETE BRIDGE OR BOX CULVERT
	EXIST. PARCEL LINE



CURVE DATA EAST4_CLPKWY6
PI STA. = 1219+15.99
 Δ = 44° 51' 02" (RT)
D = 1° 59' 59"
T = 1,182.35
L = 2,242.70
R = 2,865.00
PC STA. = 1207+33.65
PT STA. = 1229+76.34



LEGEND

- LA R/W
- STEEL BRIDGE
- CONCRETE BRIDGE OR BOX CULVERT
- EXIST. PARCEL LINE

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

CENTRAL
FLORIDA
EXPRESSWAY
AUTHORITY

CONCEPT, FEASIBILITY AND MOBILITY REPORT
FOR THE
OSCEOLA PARKWAY EXTENSION

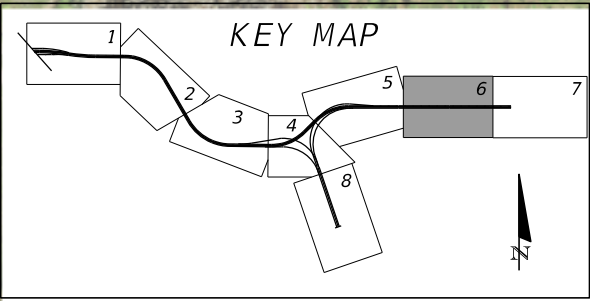
SEGMENT EAST 4A

SHEET
NO.

E4A-5

ORANGE COUNTY

OSCEOLA COUNTY



MATCHLINE STA 1264+00

1265 1270 1275 1280 1285 1290 1295 1300 1305 1310 1315 1320

MATCHLINE STA 1320+00

REFERENCE COPY

POND

POND

SUNBRIDGE
(Phase 1 of
Northeast District)

NORTHEAST
DISTRICT

LEGEND



LA R/W



STEEL BRIDGE



CONCRETE BRIDGE
OR BOX CULVERT



EXIST. PARCEL LINE

REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

CENTRAL
FLORIDA
EXPRESSWAY
AUTHORITY

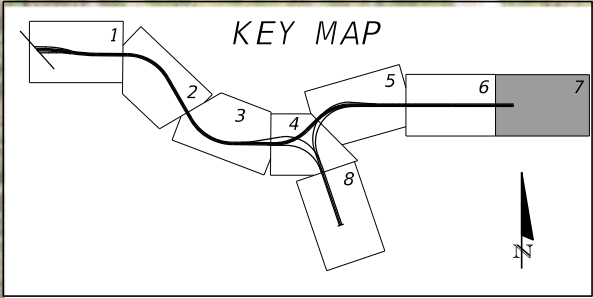
CONCEPT, FEASIBILITY AND MOBILITY REPORT
FOR THE
OSCEOLA PARKWAY EXTENSION

SEGMENT EAST 4A

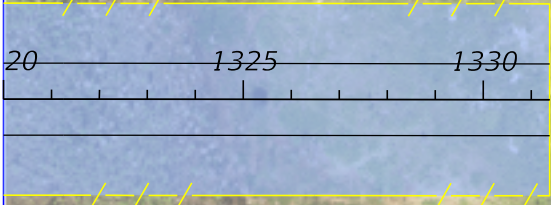
SHEET
NO.

E4A-6

ORANGE COUNTY
OSCEOLA COUNTY



MATCHLINE STA 1320+00



REFERENCE COPY

NORTHEAST
DISTRICT

LEGEND

LA R/W

STEEL BRIDGE

CONCRETE BRIDGE
OR BOX CULVERT

EXIST. PARCEL LINE

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

CENTRAL
FLORIDA
EXPRESSWAY
AUTHORITY

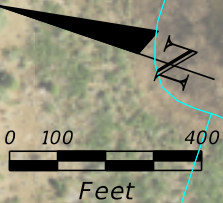
CONCEPT, FEASIBILITY AND MOBILITY REPORT
FOR THE
OSCEOLA PARKWAY EXTENSION

SEGMENT EAST 4A

SHEET
NO.

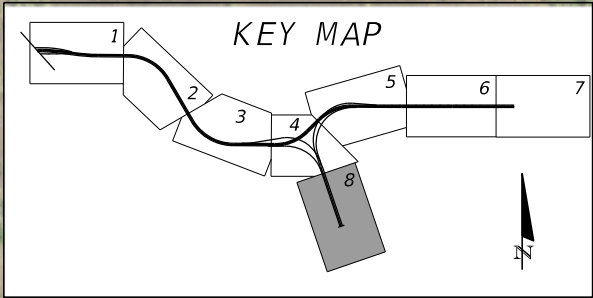
E4A-7

SUNBRIDGE
(Phase 1 of
Northeast District)



MATCHLINE

REFERENCE COPY TO FUTURE NORTHEAST CONNECTOR



DEL WEBB

LEGEND

- LA R/W
- STEEL BRIDGE
- CONCRETE BRIDGE OR BOX CULVERT
- EXIST. PARCEL LINE

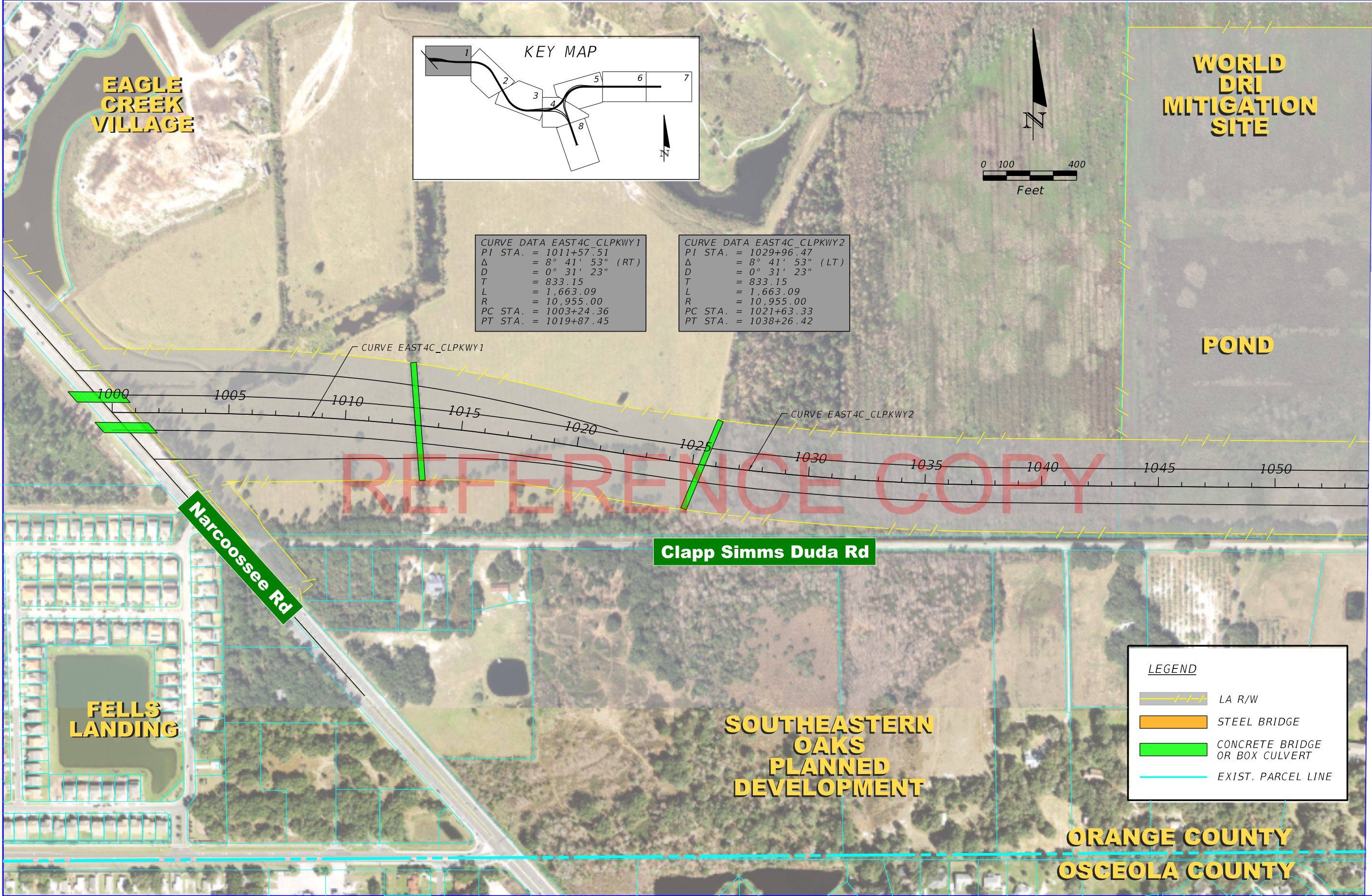
REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

CENTRAL
FLORIDA
EXPRESSWAY
AUTHORITY

CONCEPT, FEASIBILITY AND MOBILITY REPORT
FOR THE
OSCEOLA PARKWAY EXTENSION

SEGMENT EAST 4A

SHEET
NO.
E4A-8



MATCHLINE STA 1054+00

LEGEND

LA R/W

STEEL BRIDGE

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

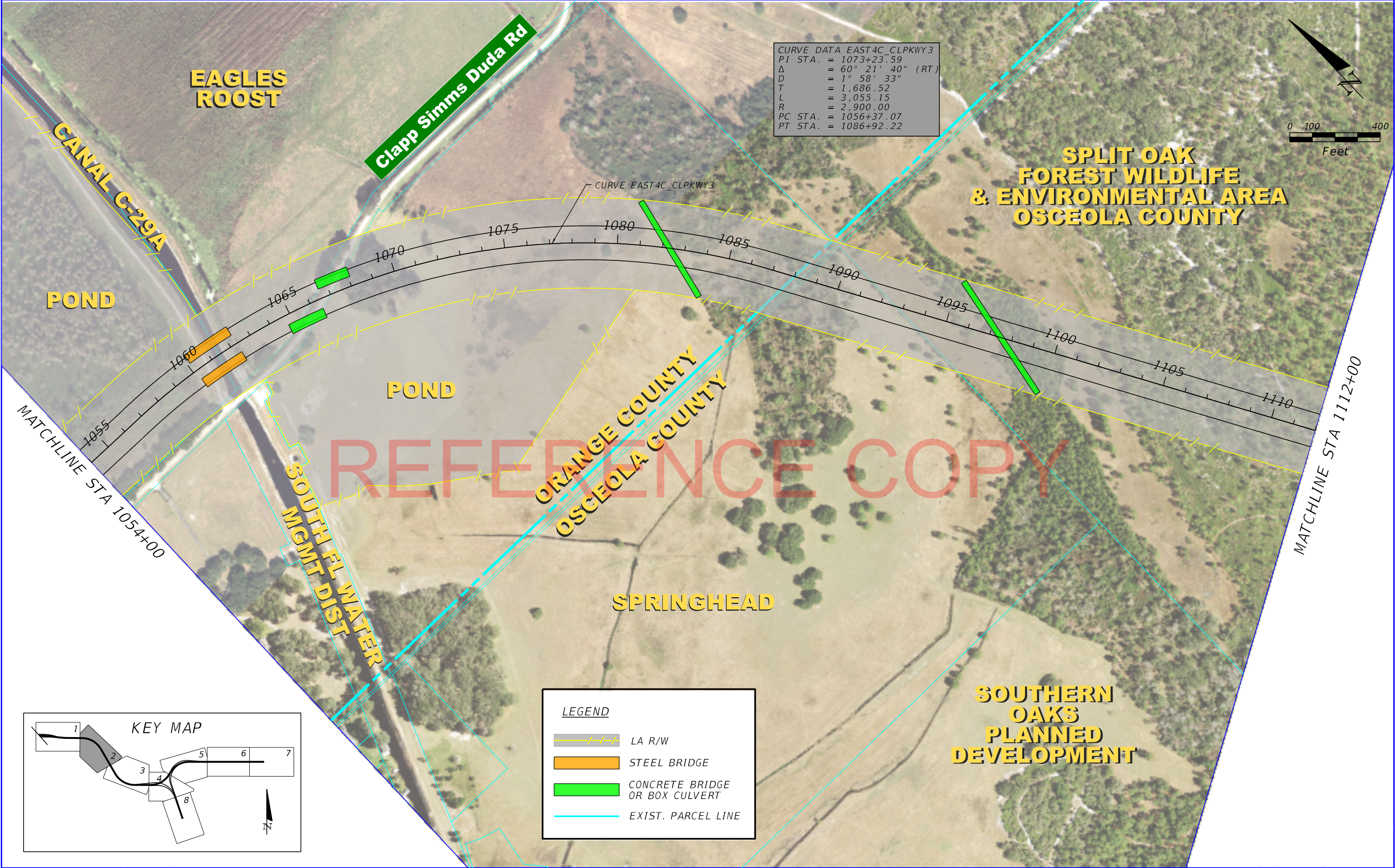
CENTRAL
FLORIDA
EXPRESSWAY
AUTHORITY

CONCEPT, FEASIBILITY AND MOBILITY REPORT
FOR THE
OSCEOLA PARKWAY EXTENSION

SEGMENT EAST 4C

SHEET
NO.

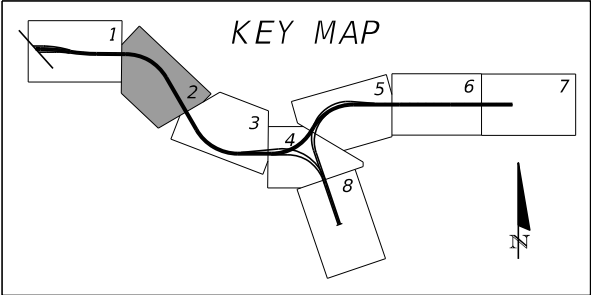
E4C-1



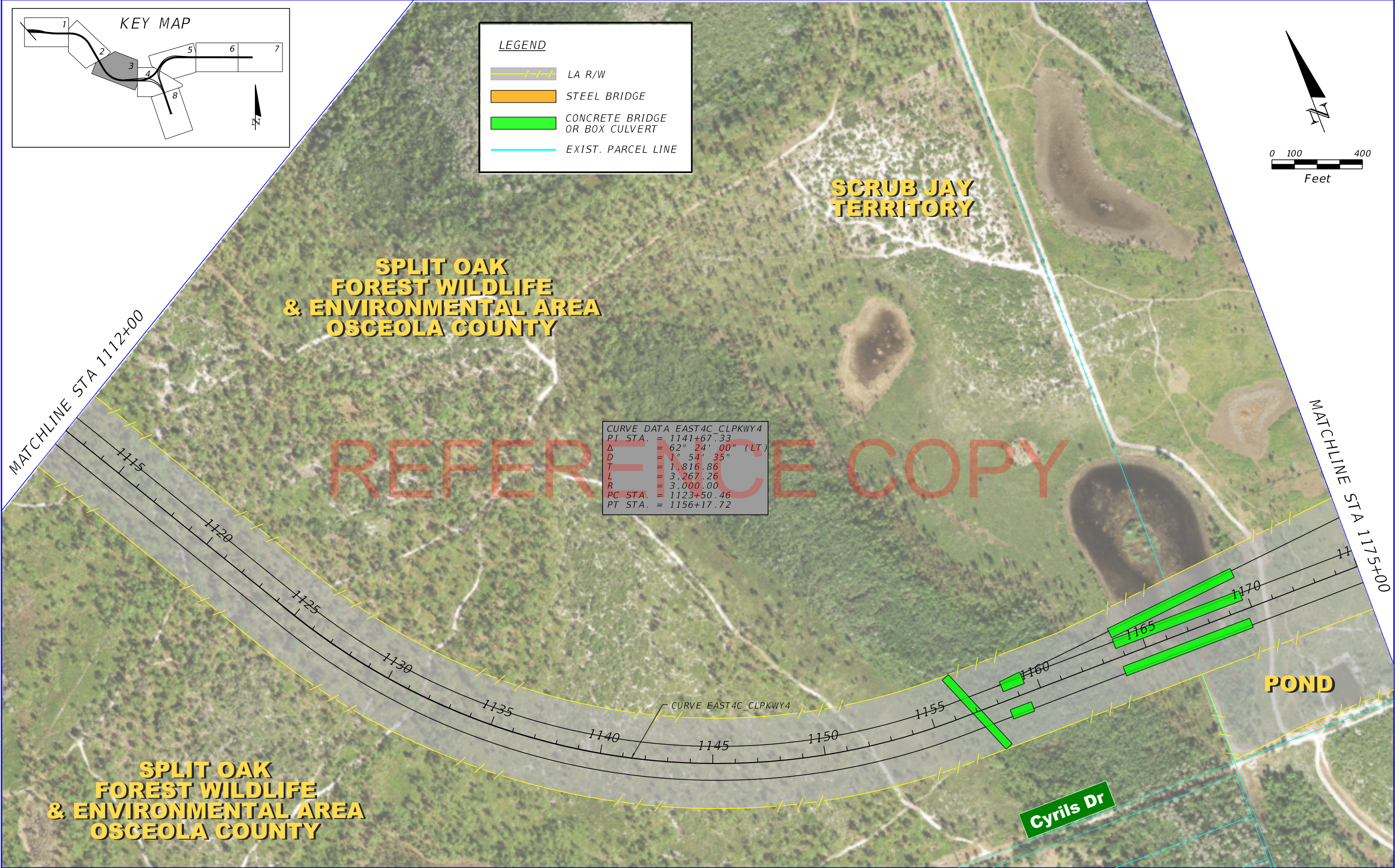
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D = 1° 58' 33"
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L = 3,055.15
R = 2,900.00
PC STA. = 1056+37.07
PT STA. = 1086+92.22

LEGEND

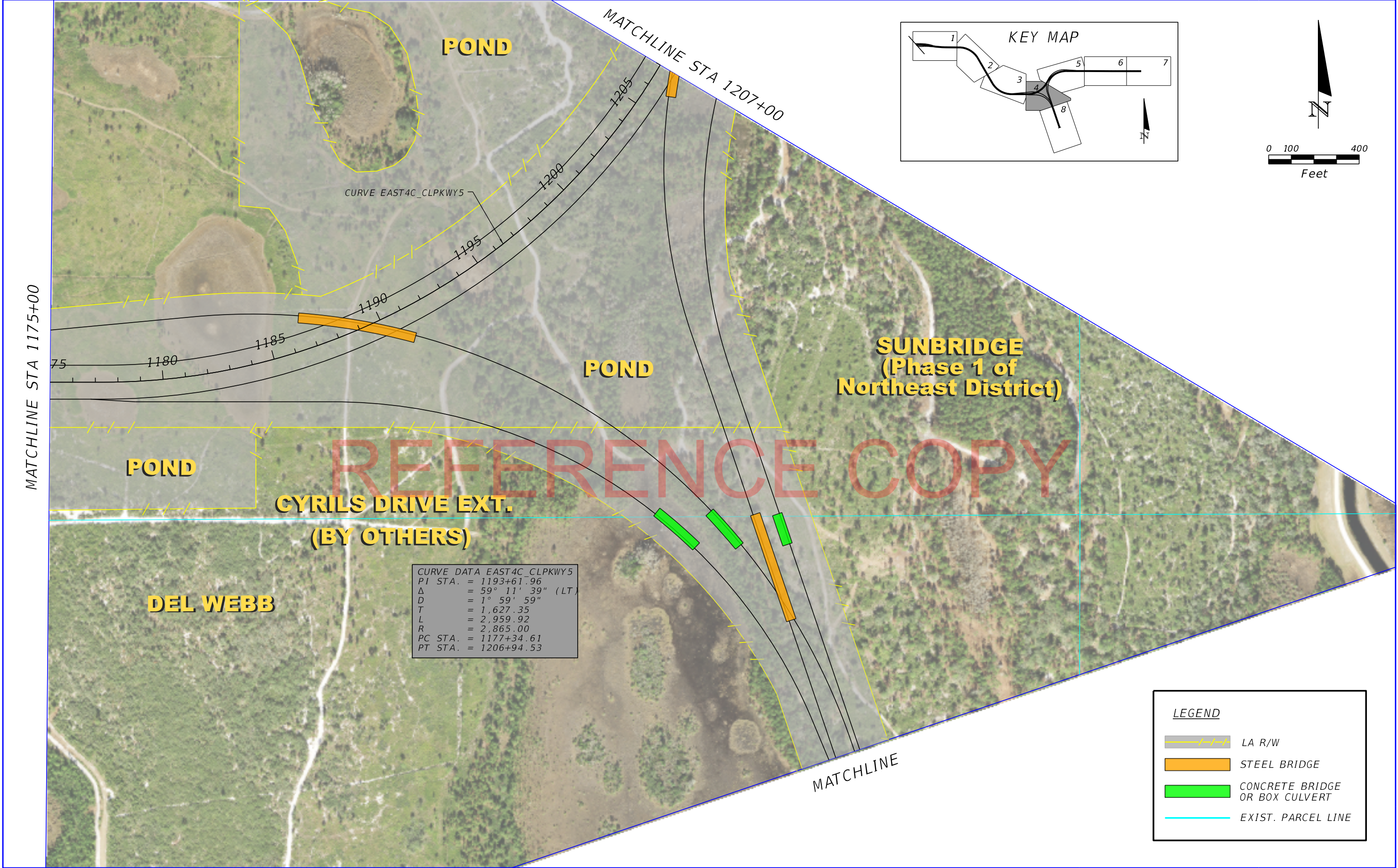
- LA R/W
- STEEL BRIDGE
- CONCRETE BRIDGE OR BOX CULVERT
- EXIST. PARCEL LINE



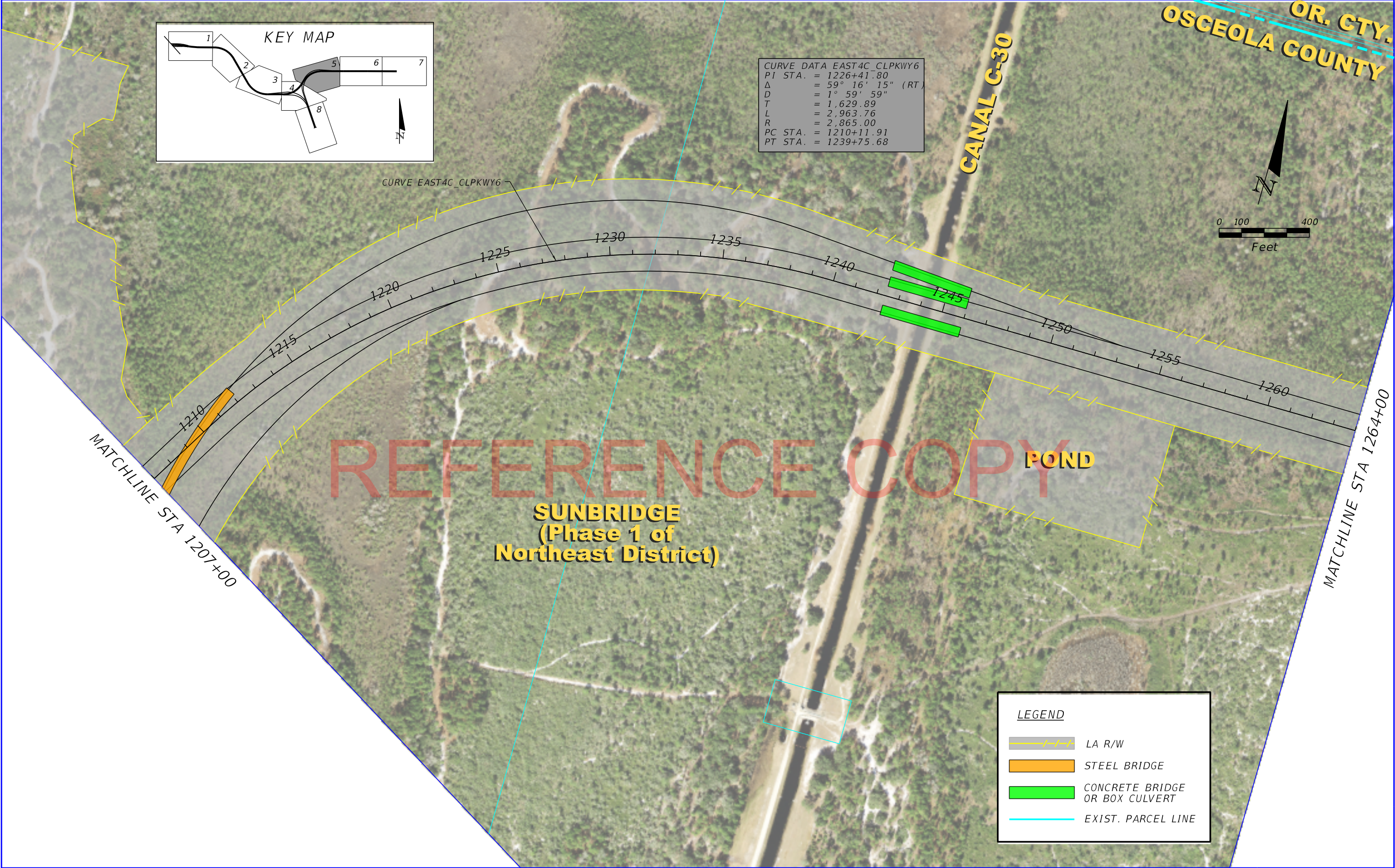
R E V I S I O N S						<div>CENTRAL FLORIDA EXPRESSWAY AUTHORITY</div>	CONCEPT, FEASIBILITY AND MOBILITY REPORT FOR THE OSCEOLA PARKWAY EXTENSION	SEGMENT EAST 4C	SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION				E4C-2



REVISIONS						<div>CENTRAL FLORIDA EXPRESSWAY AUTHORITY</div>	CONCEPT, FEASIBILITY AND MOBILITY REPORT FOR THE OSCEOLA PARKWAY EXTENSION	SEGMENT EAST 4C	SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION				E4C-3



REVISIONS						<div>CENTRAL FLORIDA EXPRESSWAY AUTHORITY</div>	CONCEPT, FEASIBILITY AND MOBILITY REPORT FOR THE OSCEOLA PARKWAY EXTENSION	SEGMENT EAST 4C		SHEET NO.	
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION					E4C-4	



REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

CENTRAL
FLORIDA
EXPRESSWAY
AUTHORITY

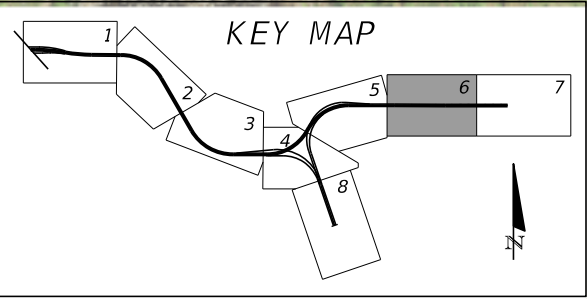
CONCEPT, FEASIBILITY AND MOBILITY REPORT
FOR THE
OSCEOLA PARKWAY EXTENSION

SEGMENT EAST 4C

SHEET
NO.

E4C-5

ORANGE COUNTY
OSCEOLA COUNTY



MATCHLINE STA 1264+00

1265 1270 1275 1280 1285 1290 1295 1300 1305 1310 1315 1320

MATCHLINE STA 1320+00

REFERENCE COPY

POND

POND

SUNBRIDGE
(Phase 1 of
Northeast District)

NORTHEAST
DISTRICT

LEGEND

- LA R/W
- STEEL BRIDGE
- CONCRETE BRIDGE OR BOX CULVERT
- EXIST. PARCEL LINE

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

CENTRAL
FLORIDA
EXPRESSWAY
AUTHORITY

CONCEPT, FEASIBILITY AND MOBILITY REPORT
FOR THE
OSCEOLA PARKWAY EXTENSION

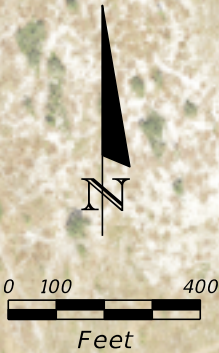
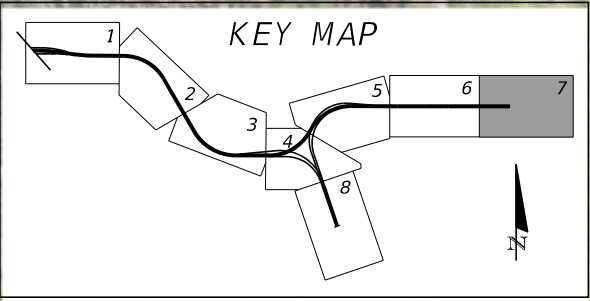
SEGMENT EAST 4C

SHEET
NO.

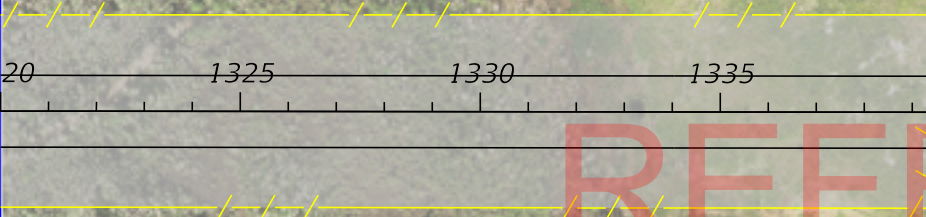
E4C-6

ORANGE COUNTY

OSCEOLA COUNTY



MATCHLINE STA 1320+00



REFERENCE COPY

NORTHEAST
DISTRICT

LEGEND

LA R/W

STEEL BRIDGE

CONCRETE BRIDGE
OR BOX CULVERT

EXIST. PARCEL LINE

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

CENTRAL
FLORIDA
EXPRESSWAY
AUTHORITY

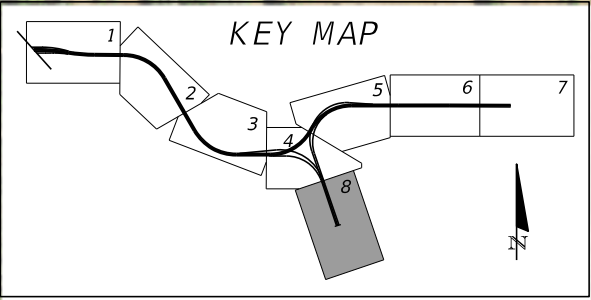
CONCEPT, FEASIBILITY AND MOBILITY REPORT
FOR THE
OSCEOLA PARKWAY EXTENSION

SEGMENT EAST 4C

SHEET
NO.

E4C-7

SUNBRIDGE
(Phase 1 of
Northeast District)



MATCHLINE

REFERENCE → TO FUTURE
NORTHEAST
CONNECTOR

DEL WEBB

LEGEND

- LA R/W
- STEEL BRIDGE
- CONCRETE BRIDGE OR BOX CULVERT
- EXIST. PARCEL LINE

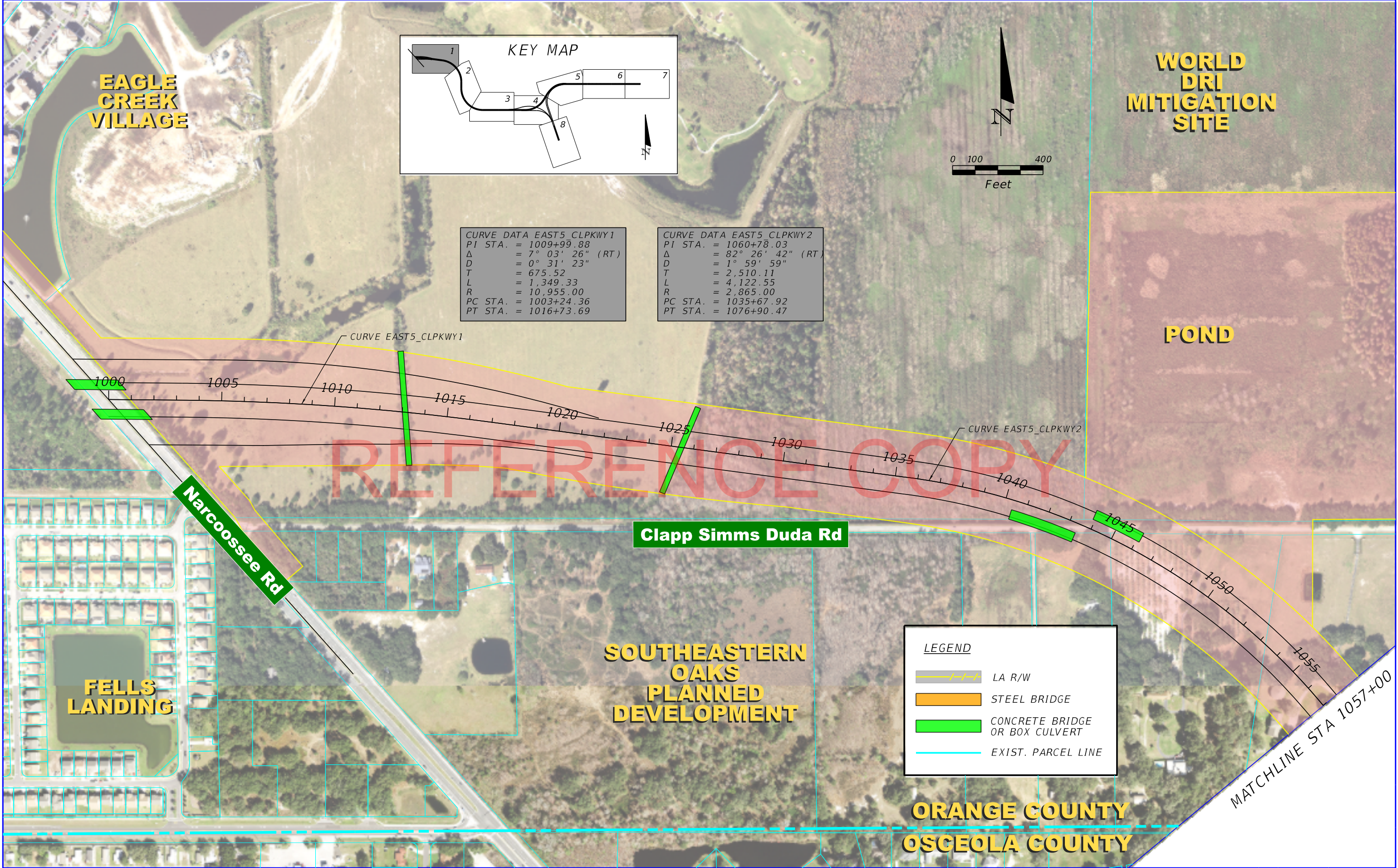
REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION



CONCEPT, FEASIBILITY AND MOBILITY REPORT
FOR THE
OSCEOLA PARKWAY EXTENSION

SHEET
NO.
E4C-8

SEGMENT EAST 4C



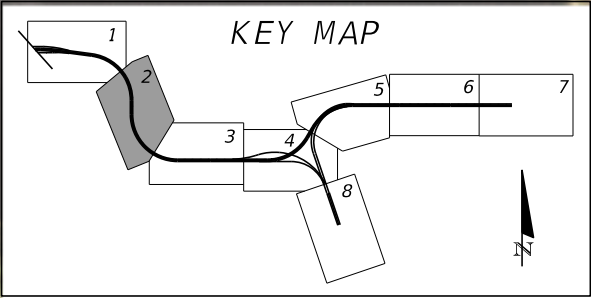
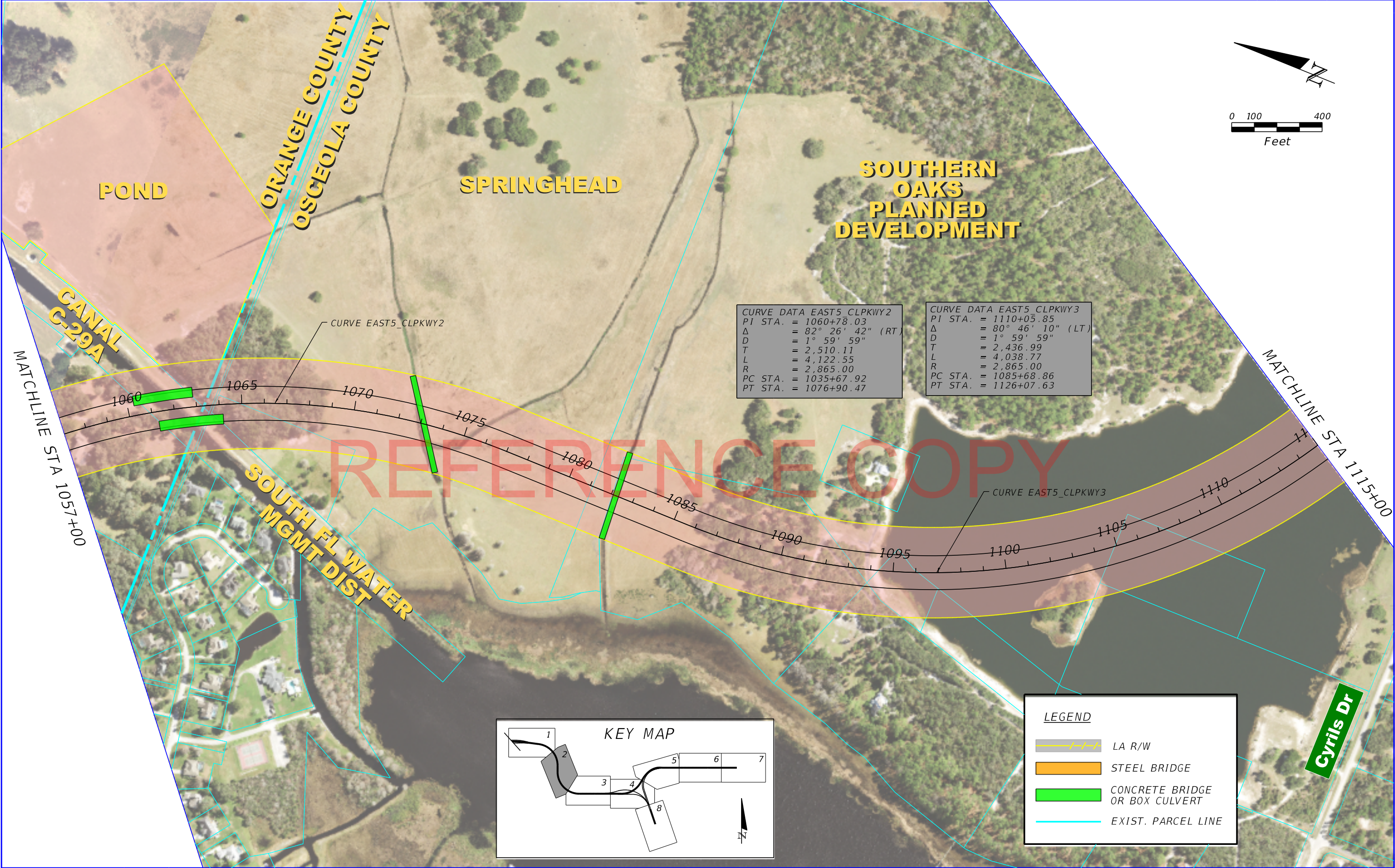
REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION



CONCEPT, FEASIBILITY AND MOBILITY REPORT
FOR THE
OSCEOLA PARKWAY EXTENSION

SEGMENT EAST 5

SHEET NO.
E5-1



LEGEND

- LA R/W
- STEEL BRIDGE
- CONCRETE BRIDGE OR BOX CULVERT
- EXIST. PARCEL LINE

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

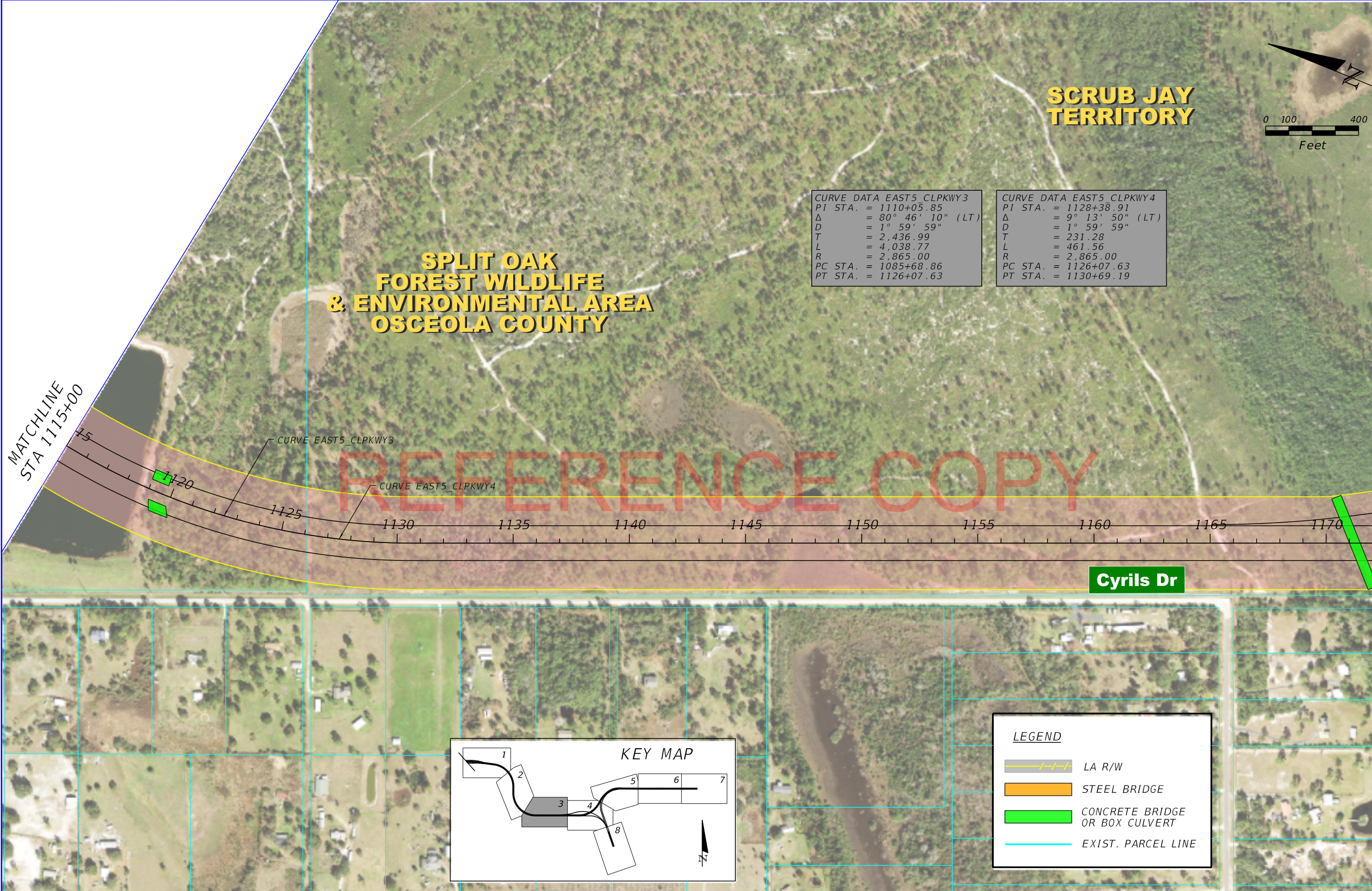
CENTRAL
FLORIDA
EXPRESSWAY
AUTHORITY

CONCEPT, FEASIBILITY AND MOBILITY REPORT
FOR THE
OSCEOLA PARKWAY EXTENSION

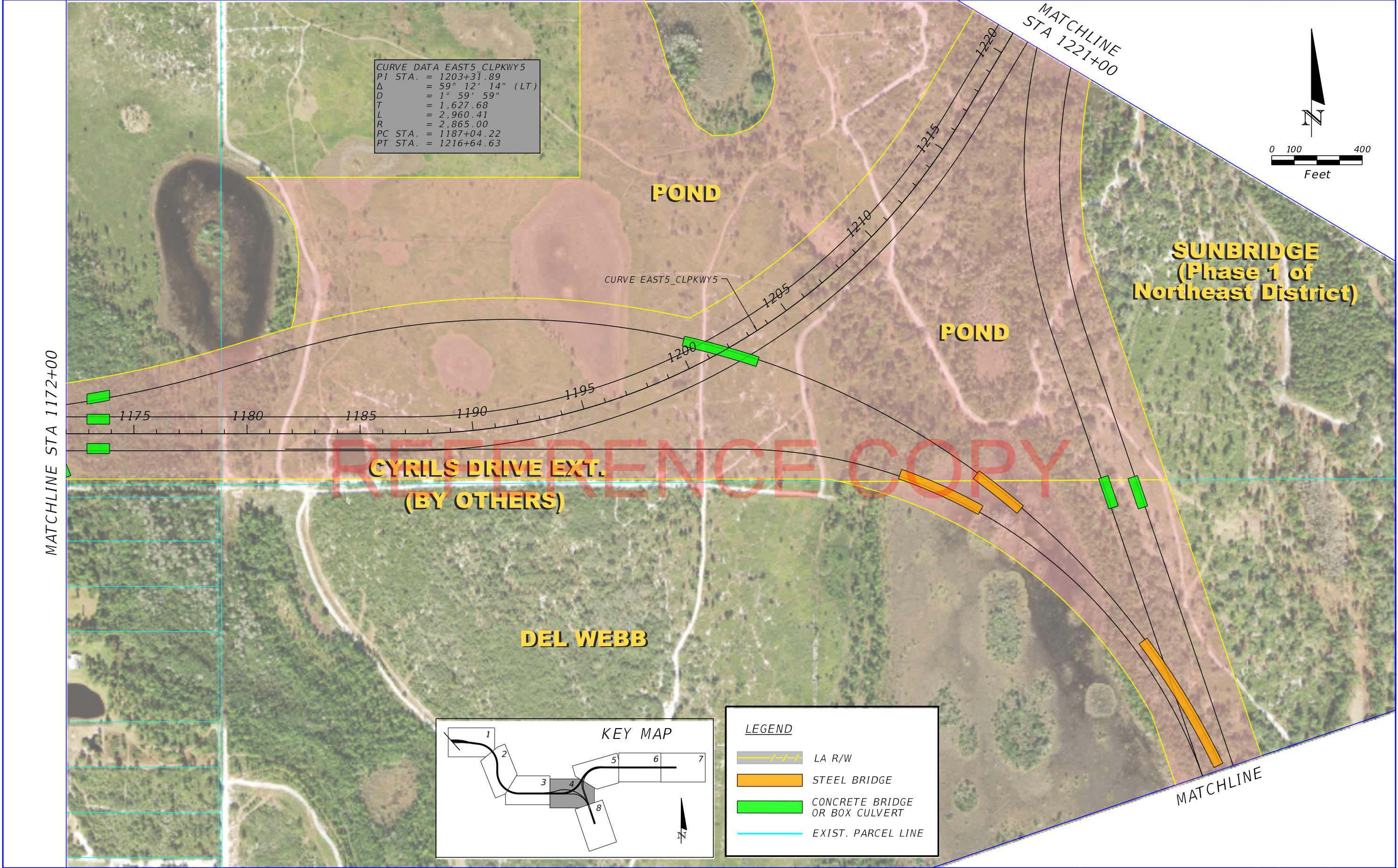
SEGMENT EAST 5

SHEET
NO.

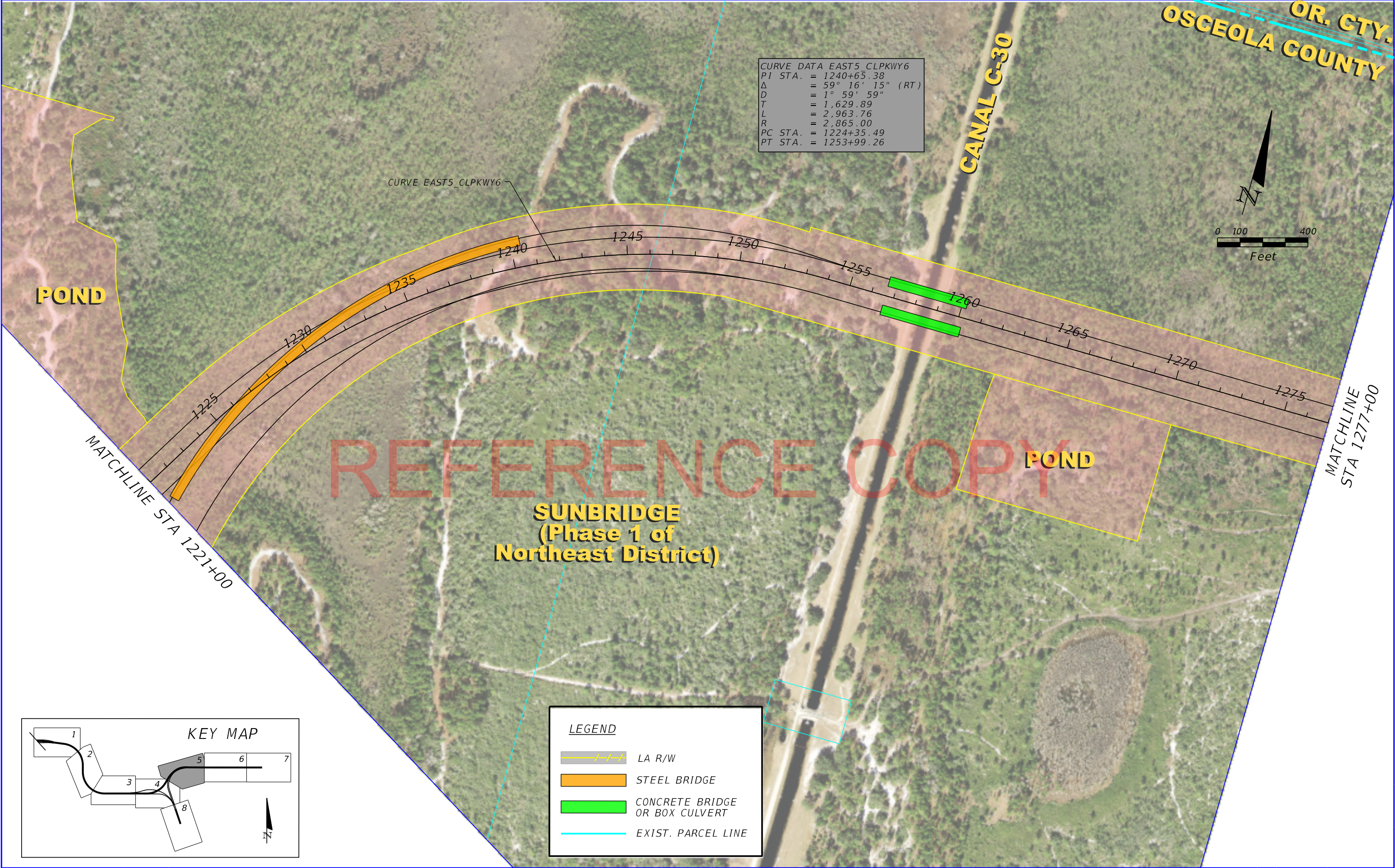
E5-2



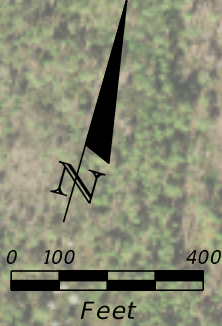
REVISIONS						CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CONCEPT, FEASIBILITY AND MOBILITY REPORT FOR THE OSCEOLA PARKWAY EXTENSION	SEGMENT EAST 5		SHEET NO.
DATE	BY	DESCRIPTION		DATE	BY					E5-3



REVISIONS						<div>CENTRAL FLORIDA EXPRESSWAY AUTHORITY</div>	CONCEPT, FEASIBILITY AND MOBILITY REPORT FOR THE OSCEOLA PARKWAY EXTENSION	SEGMENT EAST 5		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION					E5-4



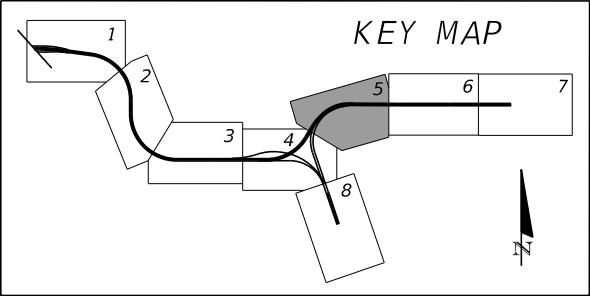
CURVE DATA EAST5_CLPKWY6	
PI STA.	= 1240+65.38
Δ	= 59° 16' 15" (RT)
D	= 1° 59' 59"
T	= 1,629.89
L	= 2,963.76
R	= 2,865.00
PC STA.	= 1224+35.49
PT STA.	= 1253+99.26



REFERENCE COPY

SUNBRIDGE
(Phase 1 of
Northeast District)

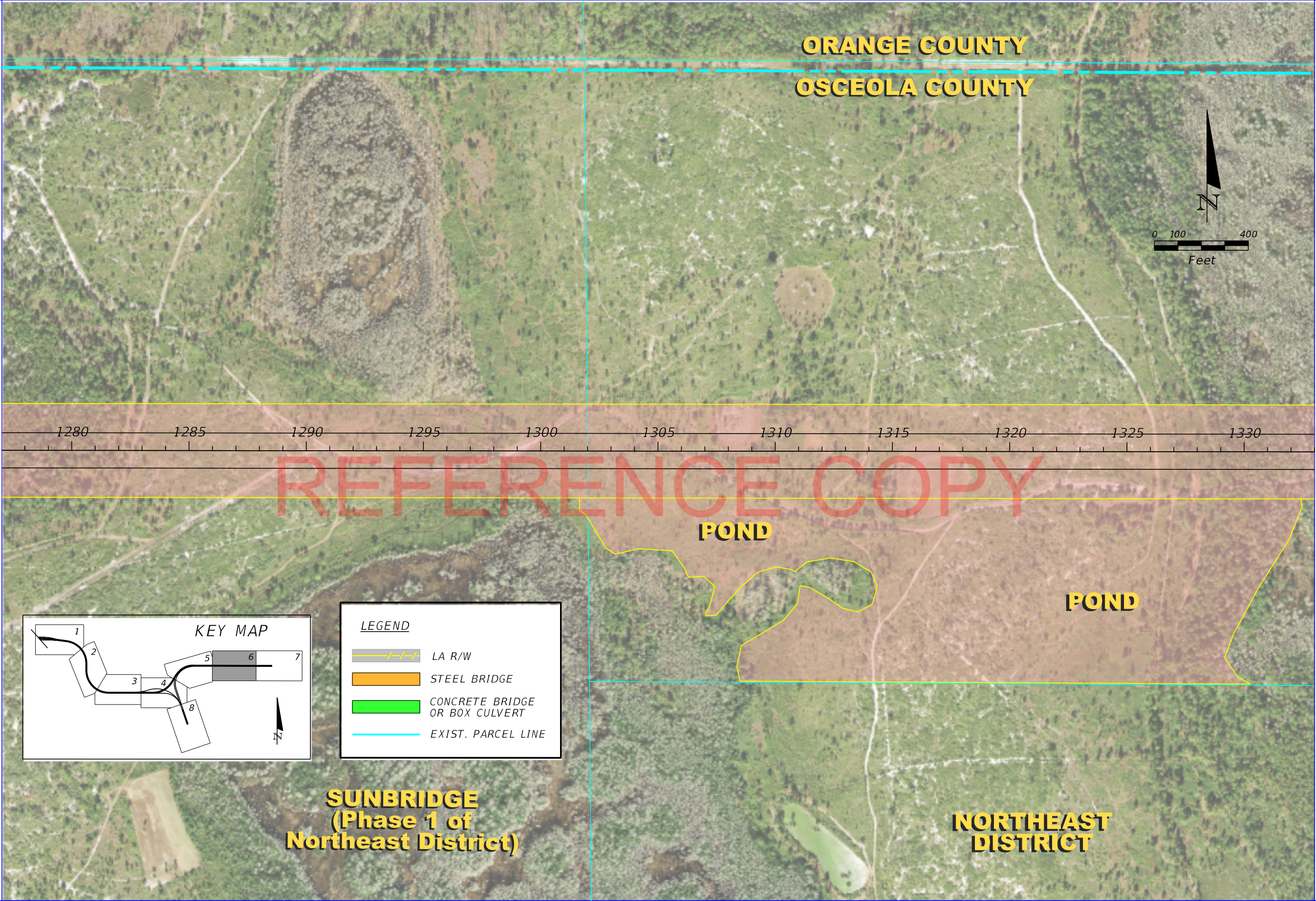
LEGEND	
	LA R/W
	STEEL BRIDGE
	CONCRETE BRIDGE OR BOX CULVERT
	EXIST. PARCEL LINE



REVISIONS							CONCEPT, FEASIBILITY AND MOBILITY REPORT FOR THE OSCEOLA PARKWAY EXTENSION	SEGMENT EAST 5		SHEET NO. E5-5	
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						

MATCHLINE STA 1277+00

MATCHLINE STA 1333+00



REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

CENTRAL
FLORIDA
EXPRESSWAY
AUTHORITY

CONCEPT, FEASIBILITY AND MOBILITY REPORT
FOR THE
OSCEOLA PARKWAY EXTENSION

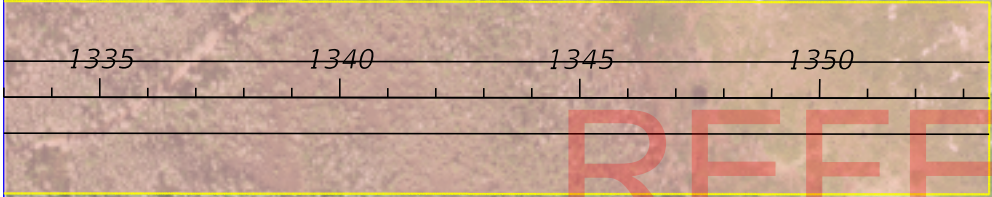
SEGMENT EAST 5

SHEET
NO.
E5-6

ORANGE COUNTY
OSCEOLA COUNTY

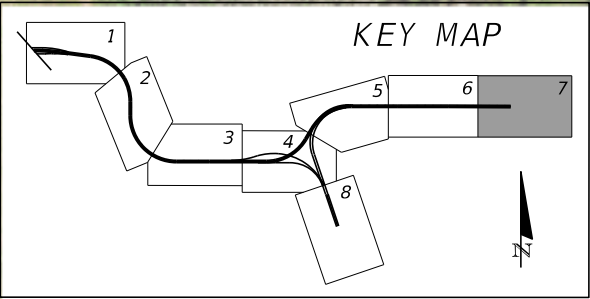


MATCHLINE STA 1333+00



REFERENCE COPY

NORTHEAST
DISTRICT



LEGEND

- LA R/W
- STEEL BRIDGE
- CONCRETE BRIDGE OR BOX CULVERT
- EXIST. PARCEL LINE

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

CENTRAL
FLORIDA
EXPRESSWAY
AUTHORITY

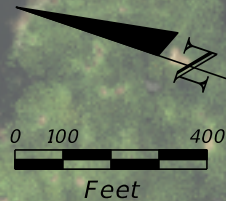
CONCEPT, FEASIBILITY AND MOBILITY REPORT
FOR THE
OSCEOLA PARKWAY EXTENSION

SEGMENT EAST 5

SHEET
NO.

E5-7

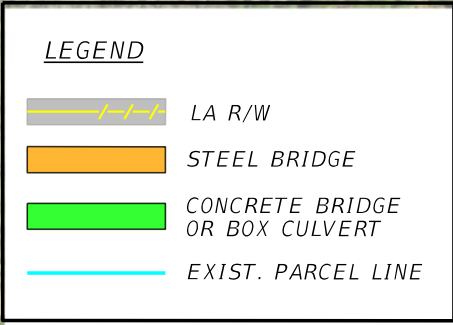
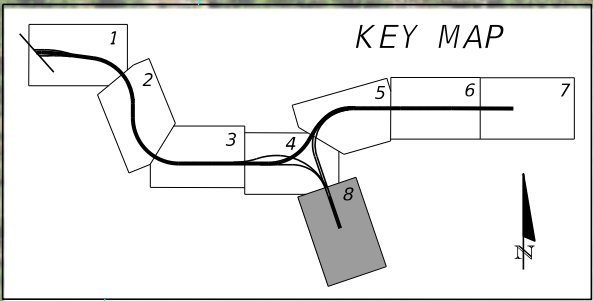
SUNBRIDGE
(Phase 1 of
Northeast District)



MATCHLINE

TO FUTURE
NORTHEAST
CONNECTOR

DEL WEBB



REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

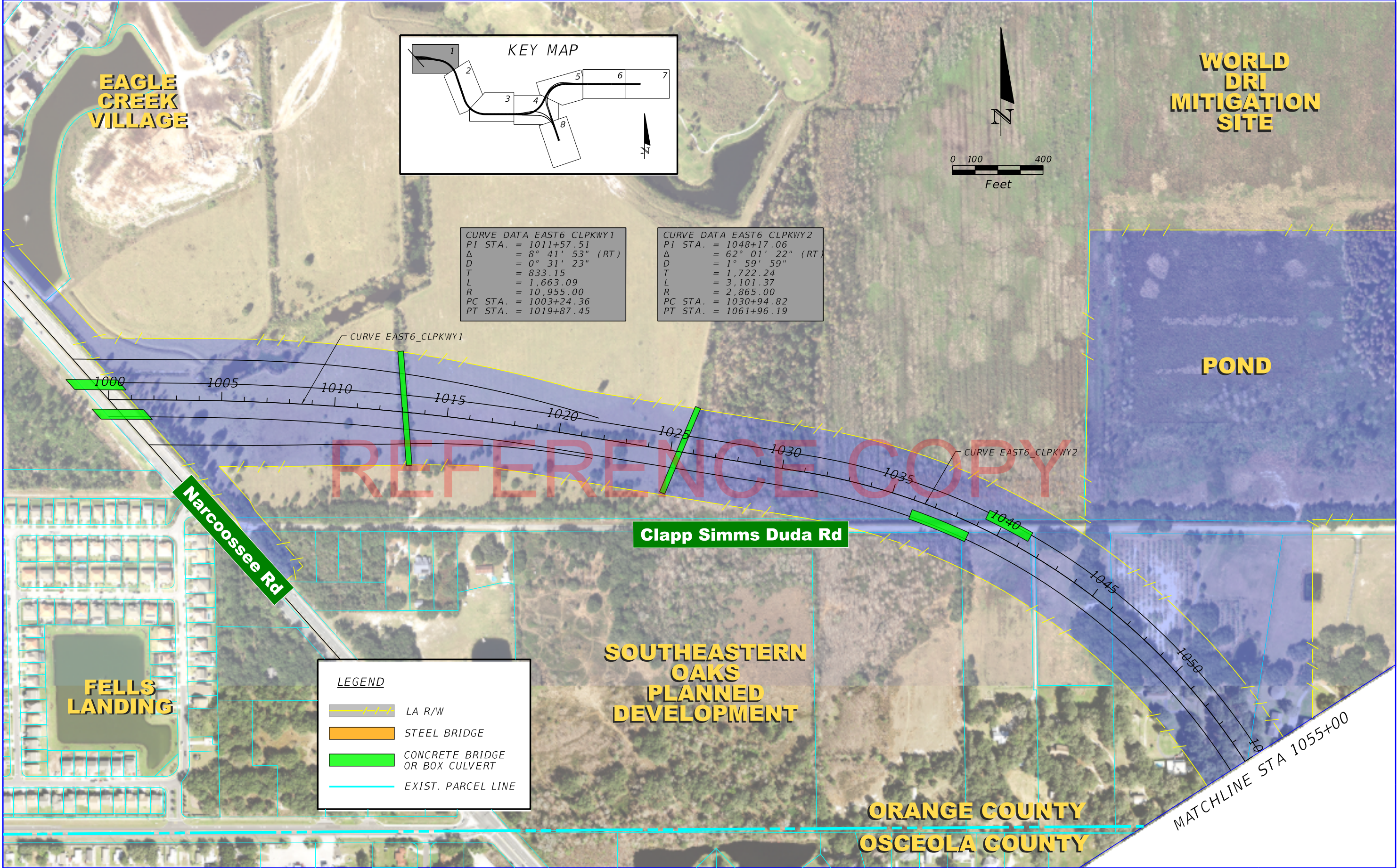
CENTRAL
FLORIDA
EXPRESSWAY
AUTHORITY

CONCEPT, FEASIBILITY AND MOBILITY REPORT
FOR THE
OSCEOLA PARKWAY EXTENSION

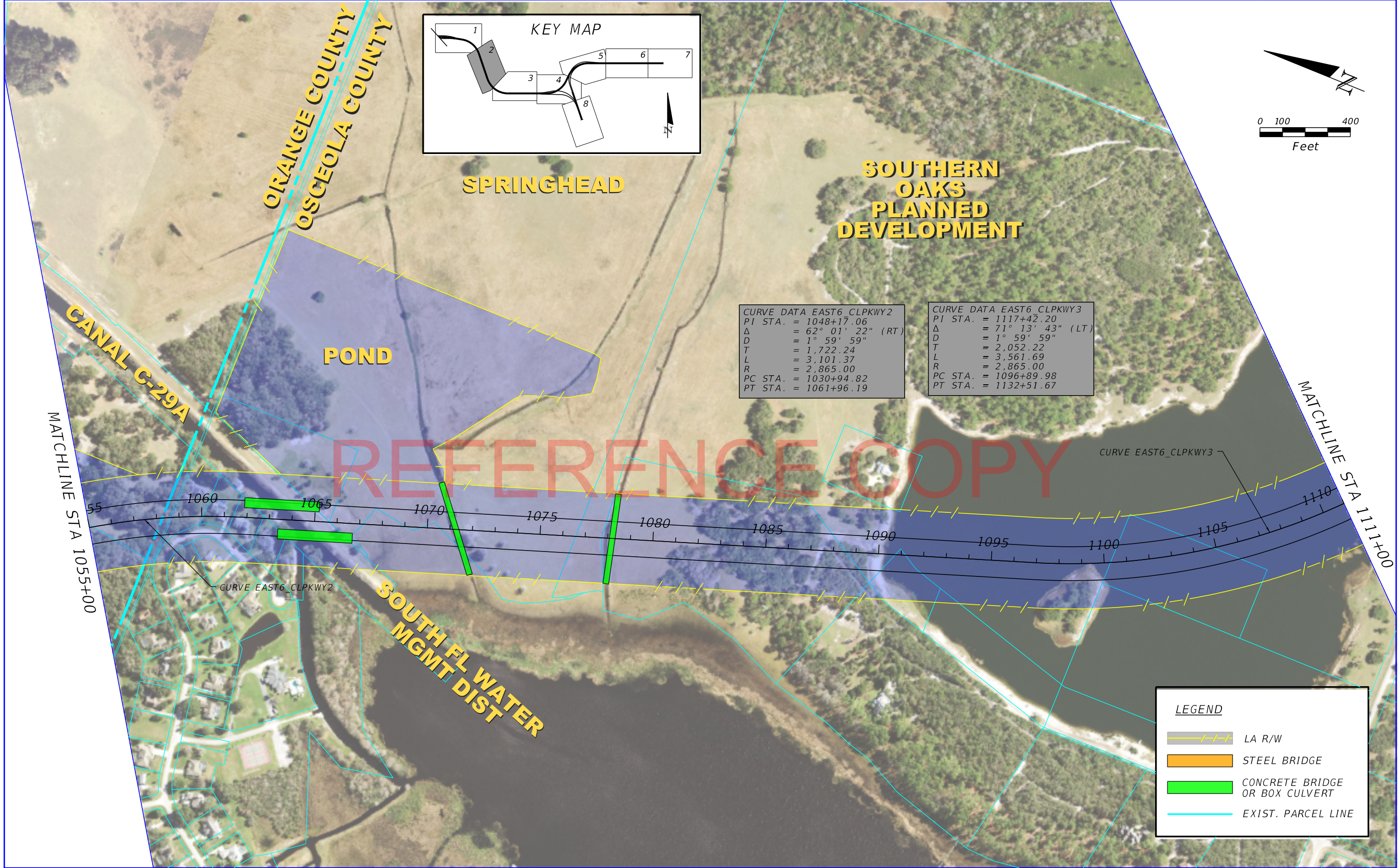
SEGMENT EAST 5

SHEET
NO.

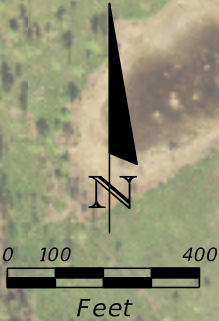
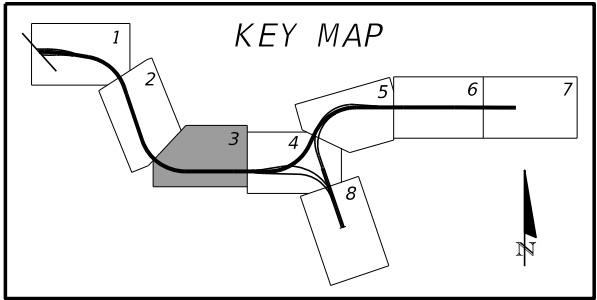
E5-8



REVISIONS						CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CONCEPT, FEASIBILITY AND MOBILITY REPORT FOR THE OSCEOLA PARKWAY EXTENSION	SEGMENT EAST 6		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION					E6-1



REVISIONS						<div>CENTRAL FLORIDA EXPRESSWAY AUTHORITY</div>	CONCEPT, FEASIBILITY AND MOBILITY REPORT FOR THE OSCEOLA PARKWAY EXTENSION	SEGMENT EAST 6	SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION				E6-2



SCRUB JAY
TERRITORY

SPLIT OAK
FOREST WILDLIFE
& ENVIRONMENTAL AREA
OSCEOLA COUNTY

CURVE DATA EAST6_CLPKWY3
PI STA. = 1117+42.20
 Δ = 71° 13' 43" (LT)
D = 1° 59' 59"
T = 2,052.22
L = 3,561.69
R = 2,865.00
PC STA. = 1096+89.98
PT STA. = 1132+51.67

LEGEND

- LA R/W
- STEEL BRIDGE
- CONCRETE BRIDGE OR BOX CULVERT
- EXIST. PARCEL LINE

MATCHLINE STA 1111+00

CURVE EAST6_CLPKWY3

Cyrils Dr

MATCHLINE STA 1171+00

POND

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

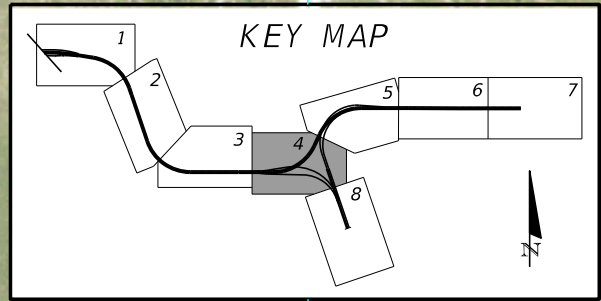
CENTRAL
FLORIDA
EXPRESSWAY
AUTHORITY

CONCEPT, FEASIBILITY AND MOBILITY REPORT
FOR THE
OSCEOLA PARKWAY EXTENSION

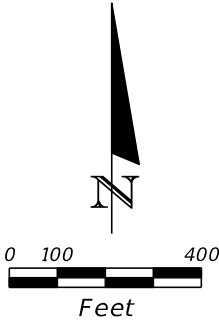
SEGMENT EAST 6

SHEET
NO.

E6-3



CURVE DATA EAST6_CLPKWY4
PI STA. = 1201+91.93
 Δ = 64° 22' 43" (LT)
D = 1° 59' 59"
T = 1,803.44
L = 3,219.17
R = 2,865.00
PC STA. = 1183+88.49
PT STA. = 1216+07.66



MATCHLINE STA 1171+00

MATCHLINE STA 1223+00

POND

SUNBRIDGE
(Phase 1 of
Northeast District)

POND

POND

CYRILS DRIVE EXT.
(BY OTHERS)

POND

DEL WEBB

LEGEND

- LA R/W
- STEEL BRIDGE
- CONCRETE BRIDGE OR BOX CULVERT
- EXIST. PARCEL LINE

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

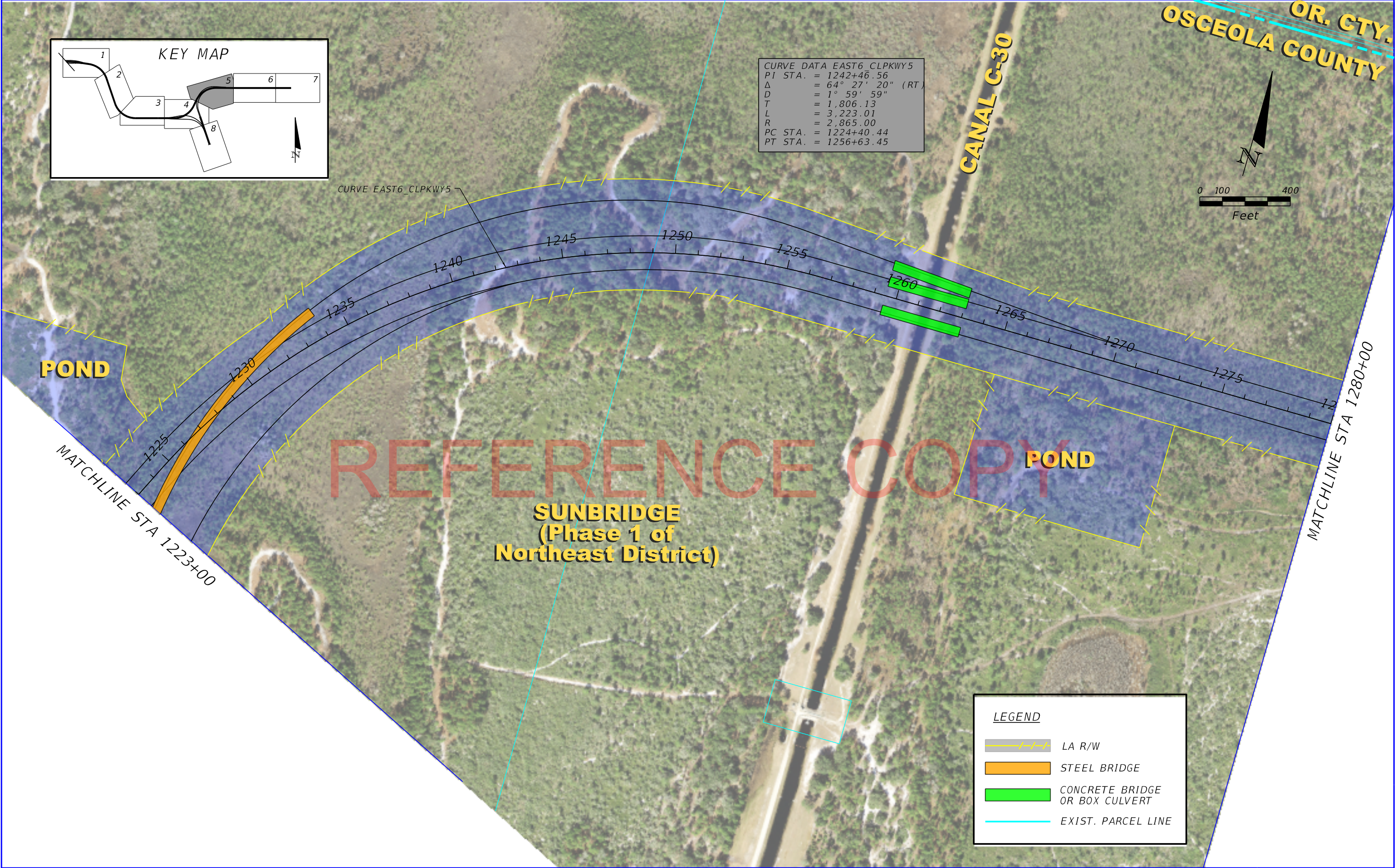
CENTRAL
FLORIDA
EXPRESSWAY
AUTHORITY

CONCEPT, FEASIBILITY AND MOBILITY REPORT
FOR THE
OSCEOLA PARKWAY EXTENSION

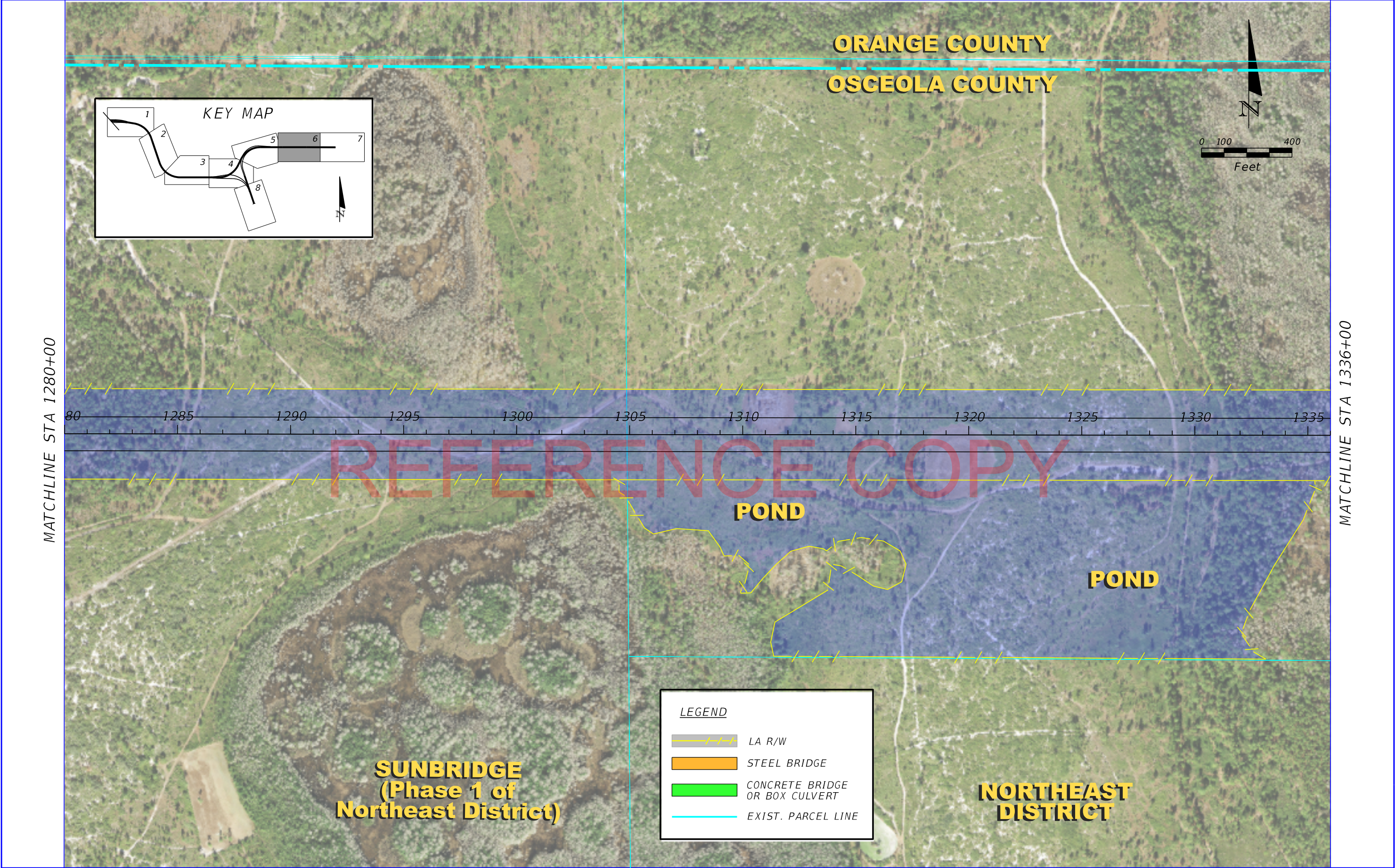
SEGMENT EAST 6

SHEET
NO.

E6-4



REVISIONS						<div>CENTRAL FLORIDA EXPRESSWAY AUTHORITY</div>	CONCEPT, FEASIBILITY AND MOBILITY REPORT FOR THE OSCEOLA PARKWAY EXTENSION	SEGMENT EAST 6		SHEET NO.	
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION					E6-5	



REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

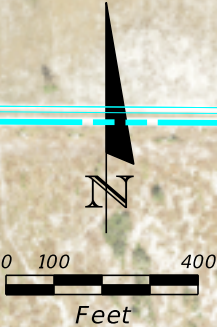
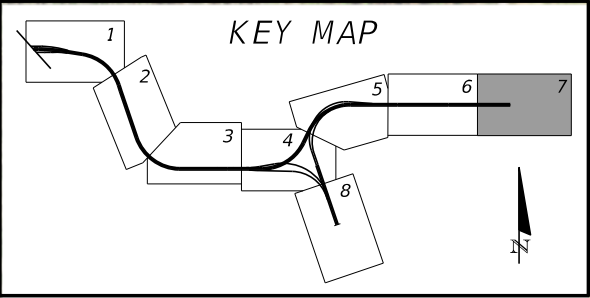


CONCEPT, FEASIBILITY AND MOBILITY REPORT
FOR THE
OSCEOLA PARKWAY EXTENSION

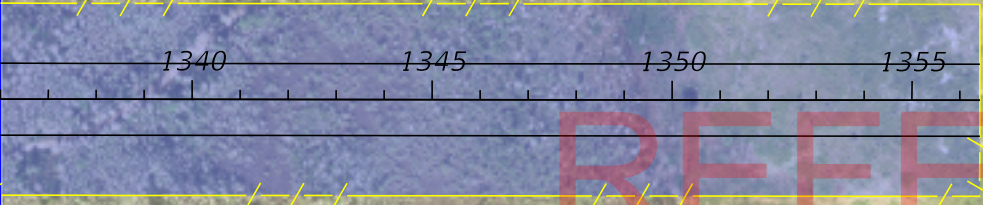
SEGMENT EAST 6

SHEET NO.
E6-6

ORANGE COUNTY
OSCEOLA COUNTY







MATCHLINE STA 1336+00



REFERENCE COPY

NORTHEAST
DISTRICT

LEGEND

-  LA R/W
-  STEEL BRIDGE
-  CONCRETE BRIDGE OR BOX CULVERT
-  EXIST. PARCEL LINE

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

CENTRAL
FLORIDA
EXPRESSWAY
AUTHORITY

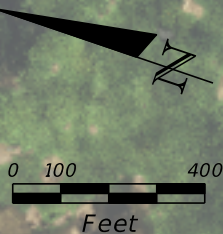
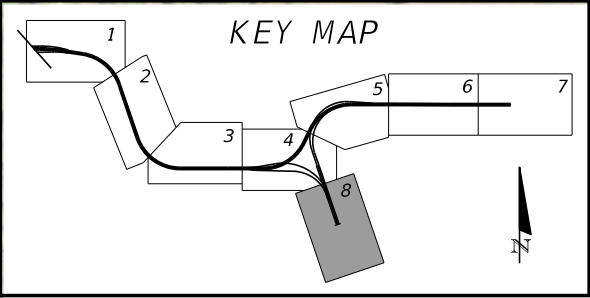
CONCEPT, FEASIBILITY AND MOBILITY REPORT
FOR THE
OSCEOLA PARKWAY EXTENSION

SEGMENT EAST 6

SHEET
NO.

E6-7

SUNBRIDGE
(Phase 1 of
Northeast District)



MATCHLINE

TO FUTURE
NORTHEAST
CONNECTOR

DEL WEBB

LEGEND

- LA R/W
- STEEL BRIDGE
- CONCRETE BRIDGE
OR BOX CULVERT
- EXIST. PARCEL LINE

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

CENTRAL
FLORIDA
EXPRESSWAY
AUTHORITY

CONCEPT, FEASIBILITY AND MOBILITY REPORT
FOR THE
OSCEOLA PARKWAY EXTENSION

SEGMENT EAST 6

SHEET
NO.

E6-8