



301 E. Pine St, Suite 350
Orlando, Florida 32801

O 407-893-5800
F 407-264-6624
rsandh.com

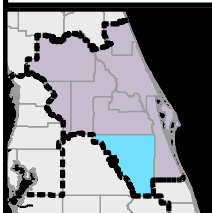
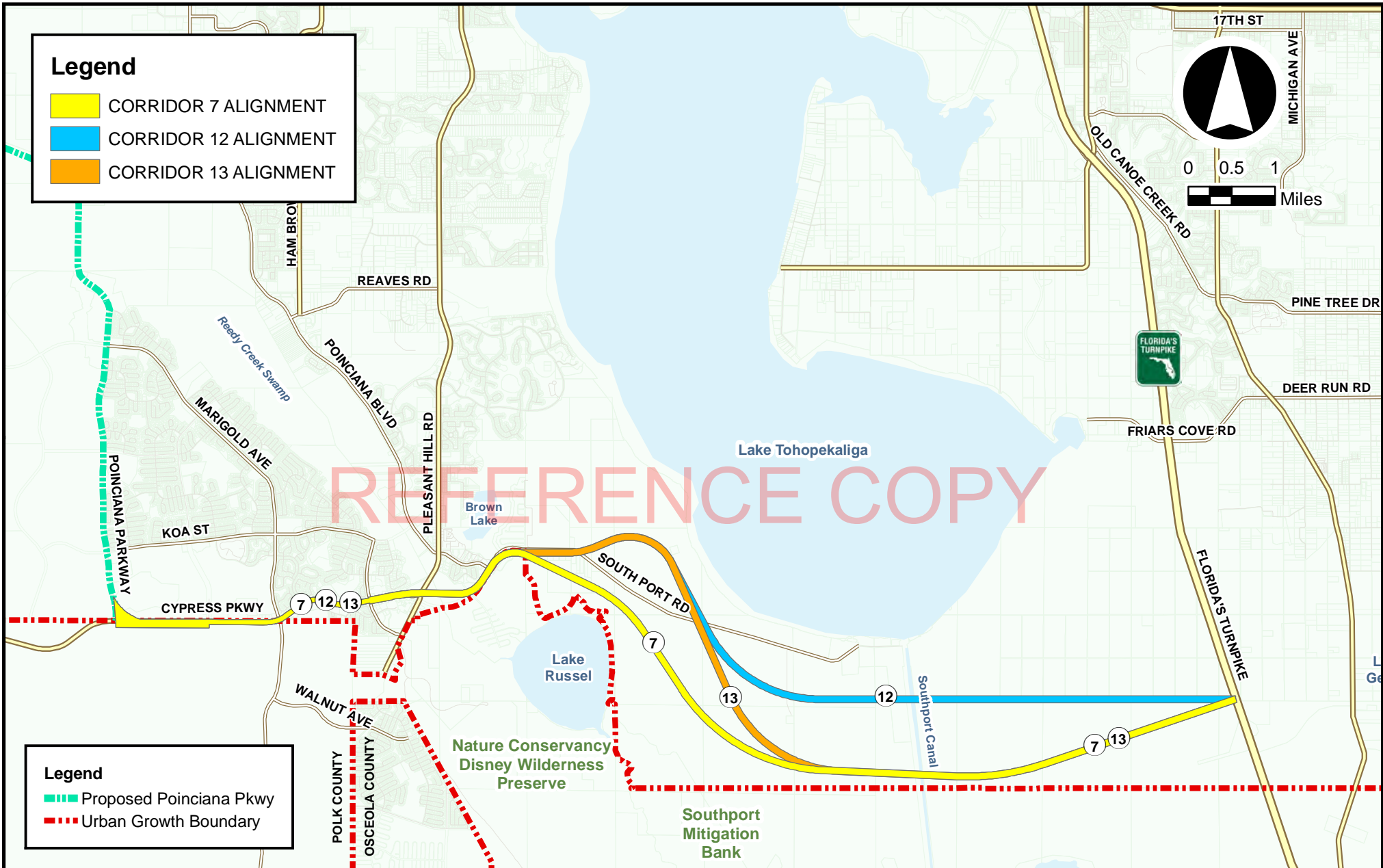
Compiled By: John Rice (john.rice@rsandh.com; 407-893-5843, and
Dan Kristoff (daniel.kristoff@rsandh.com; 904-256-2150), and
Nathan Silva (nathan.silva@pbworld.com; 407-587-7817)

Distribution: Participant List

Note: The above items reflect the recall of the compilers. Edits should be directed to the attention of:
daniel.kristoff@rsandh.com

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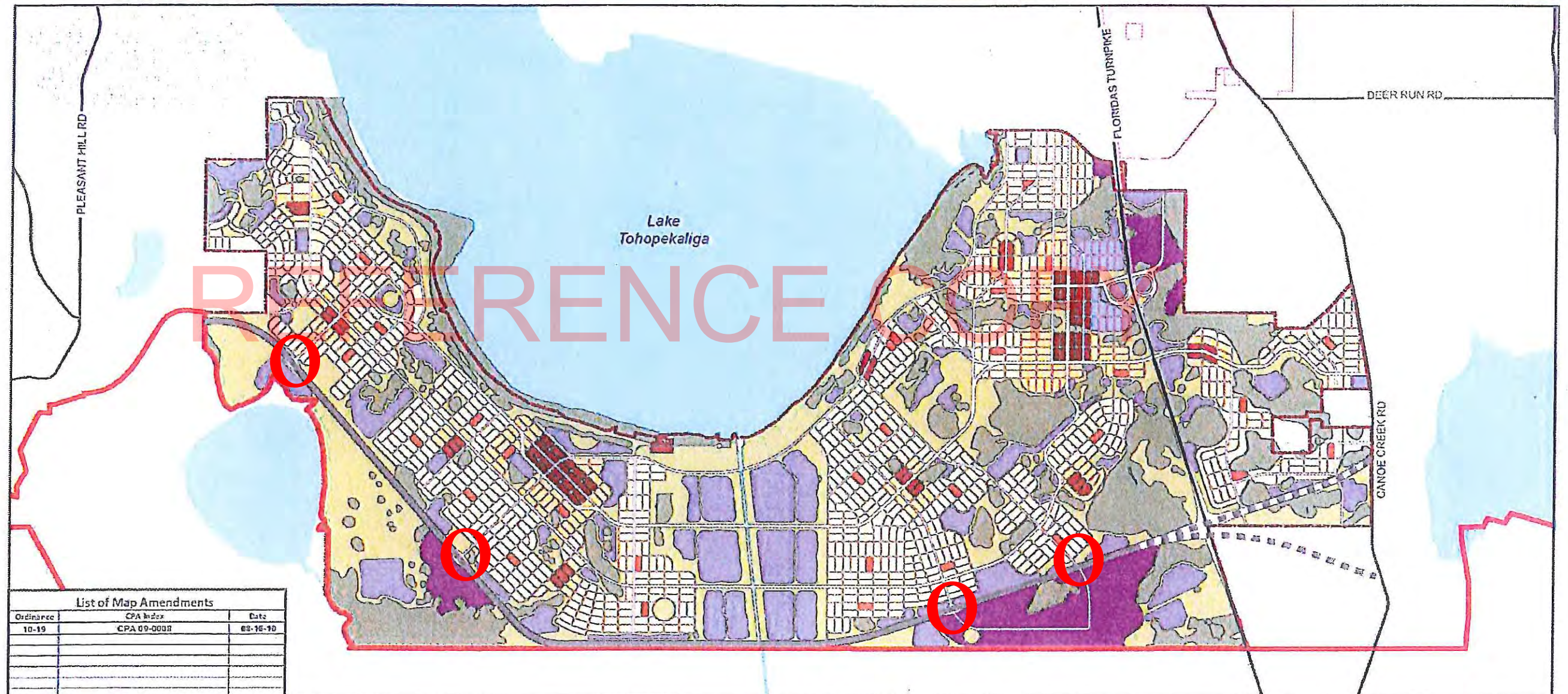




Proposed Schedule Osceola County Concept, Feasibility & Mobility Studies

[illegible]

SLT 1: Development Program



List of Map Amendments		
Ordinance	CPA Index	Date
10-19	CPA 09-0002	03-16-10

Place Types

- Urban Center
- Community Center
- Employment Center
- Neighborhood Center
- Neighborhood Type 1
- Neighborhood Type 2
- Open Space District
- Special District

Miscellaneous

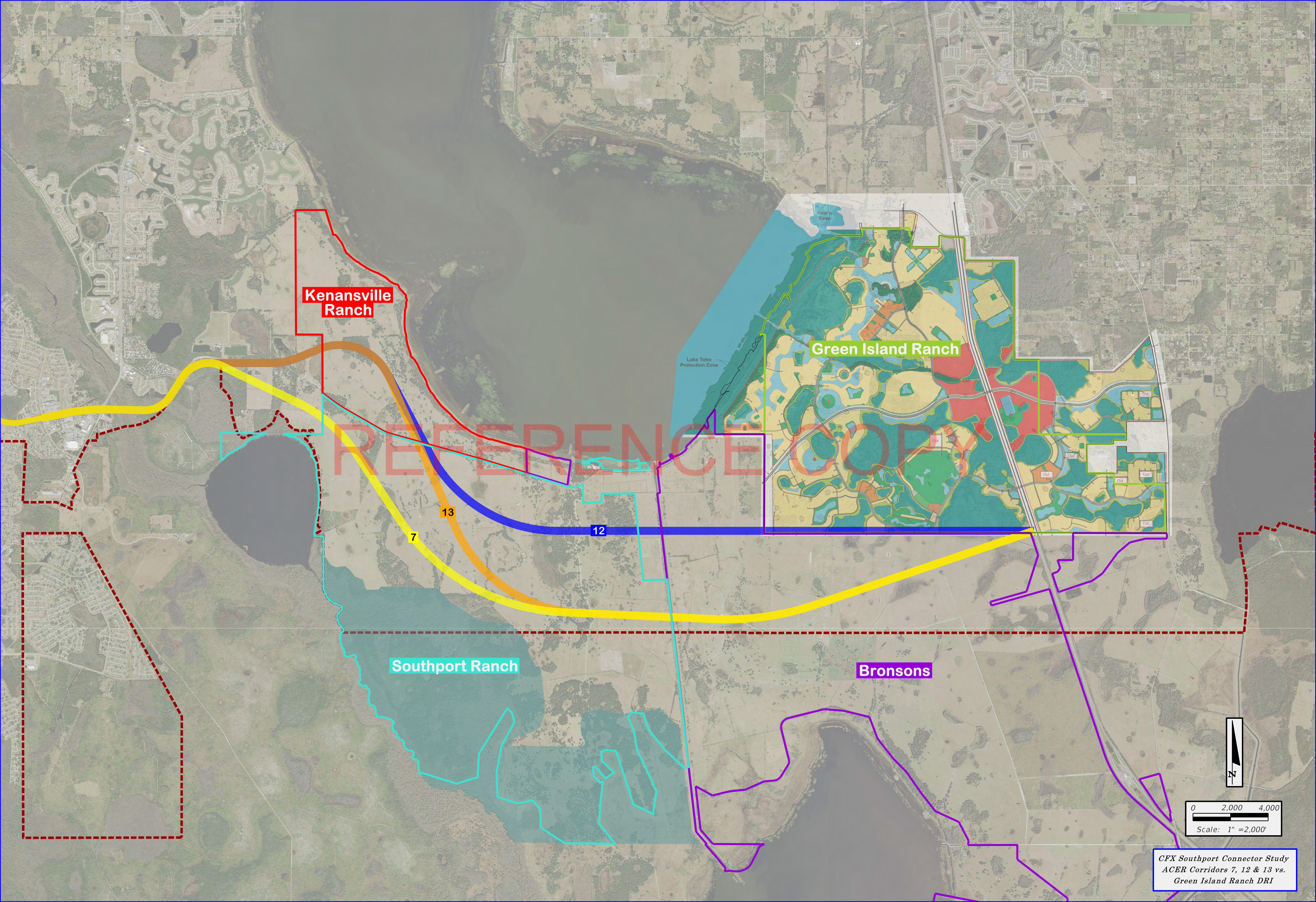
- SLT Boundary
- Urban Growth Boundary
- Preserved Wetlands
- Stormwater Ponds

Regional Facilities

- Expressway
- Expressway Alternatives

Proposed Expressway Connection Locations (Highlighted by RS&H)





**Kenansville
Ranch**

Green Island Ranch

Lake Toho
Protection Zone

Southport Ranch

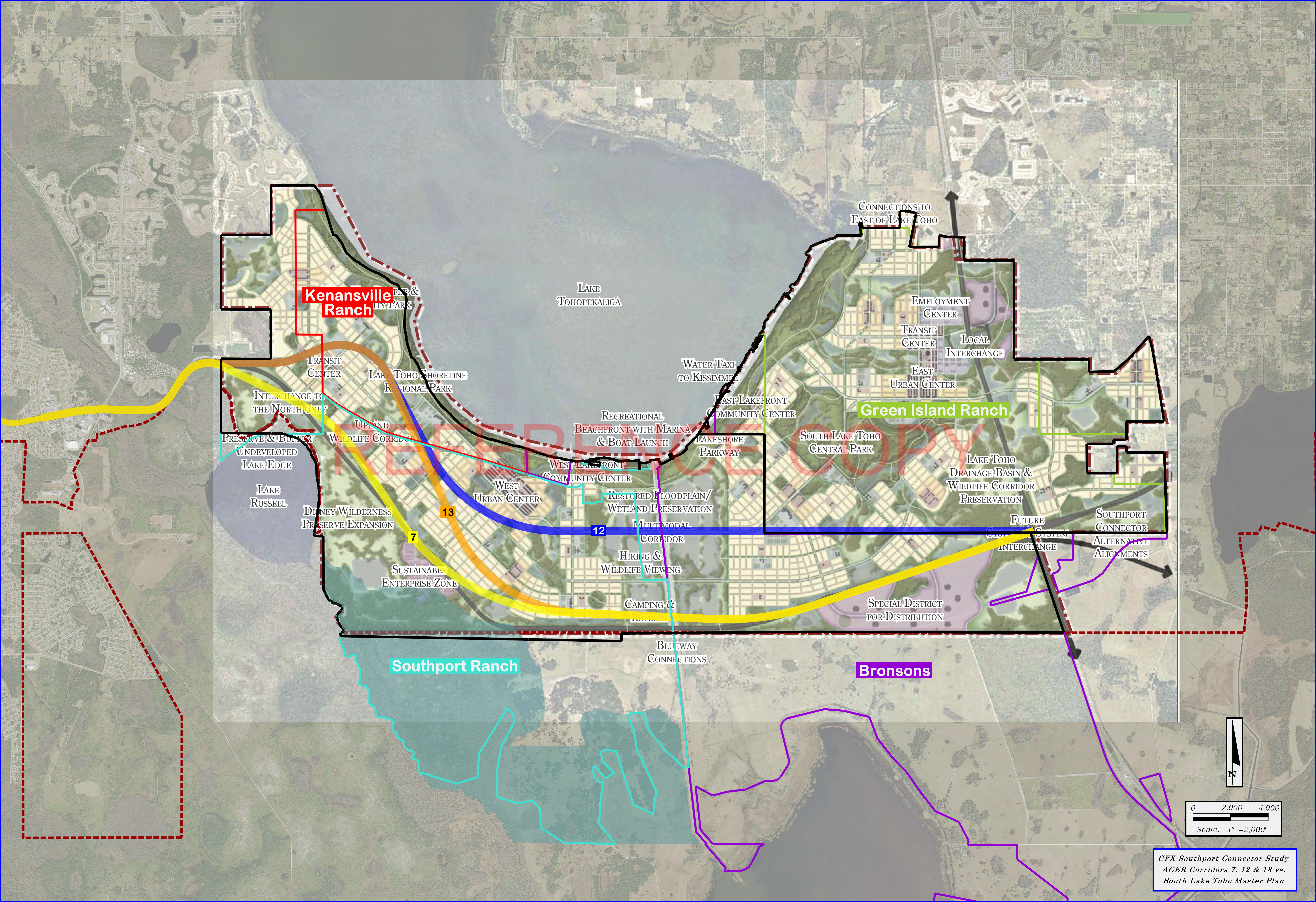
Bronsons

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COOP



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Scale: 1" = 2,000'

*CFX Southport Connector Study
ACER Corridors 7, 12 & 13 vs.
Green Island Ranch DRI*

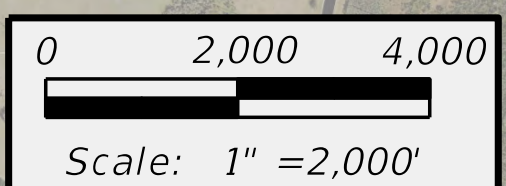
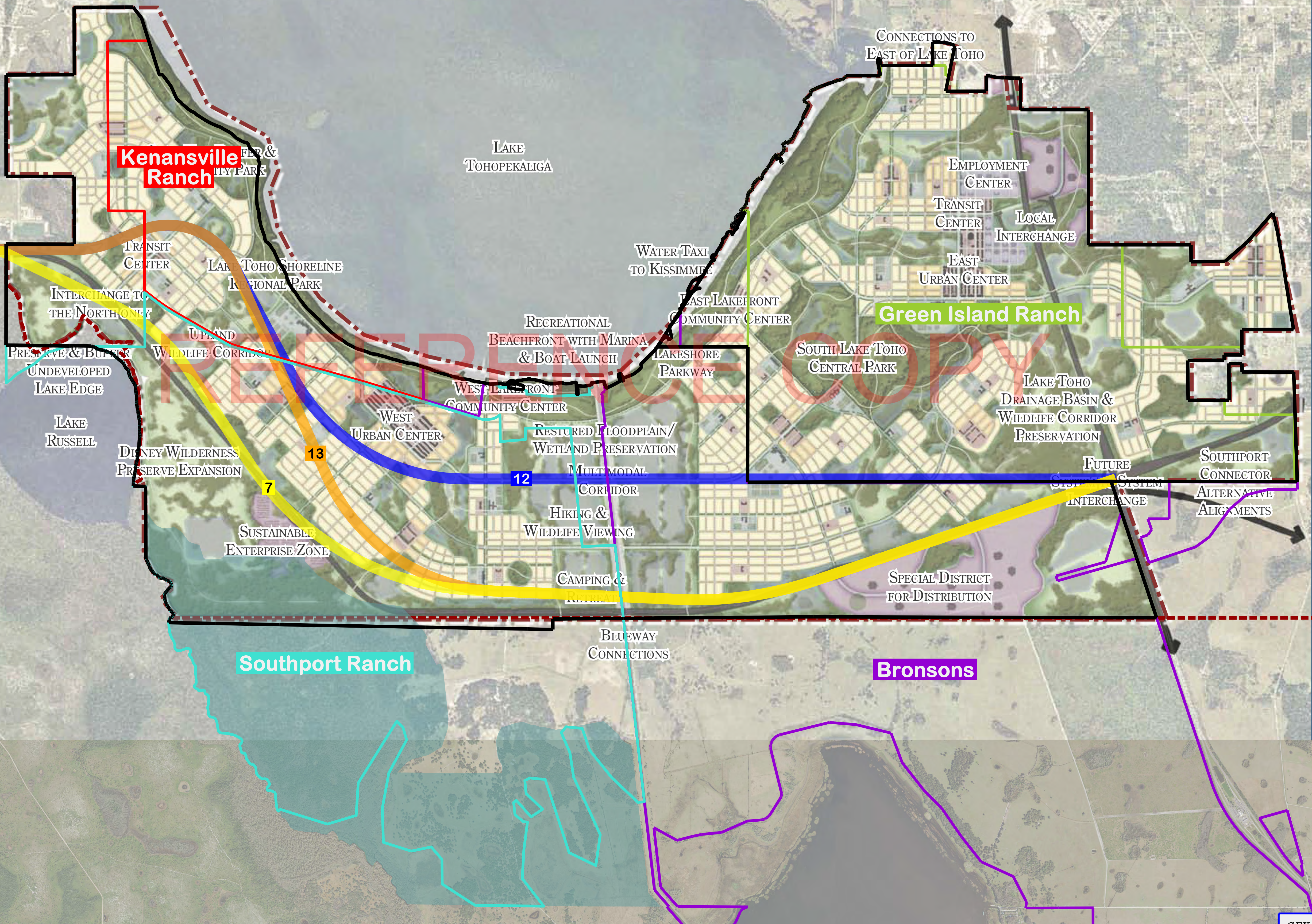


Kenansville Ranch

Green Island Ranch

Southport Ranch

Bronsons



CFX Southport Connector Study
ACER Corridors 7, 12 & 13 vs.
South Lake Toho Master Plan

Green Island Ranch

May 4, 2017

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MEETING MINUTES:

Project Name: Southport Connector Expressway Concept, Feasibility, and Mobility Study
Project Number: 599-223

Meeting Date: May 4, 2017 (11:00 – 12:00 p.m., EDT)

Meeting Place: CFX HQ (4974 Orl Tower Rd, Orlando, FL)

Participants: See Participant List

Subject: Meeting with Green Island Ranch Representative to Discuss Southport Connector Expressway Study

On Thursday, May 4, 2017, a meeting was held at the Central Florida Expressway Authority building in Orlando. The purpose of the meeting was to discuss the scope of work, previous FDOT ACE Study from 2015, and the schedule for the Southport Connector Expressway study with a representative from Green Island Ranch. A handout packet consisting of the ACER Corridors 7, 12, & 13 including the Green Island Ranch DRI map; and corridor maps from previous FDOT ACE study were distributed.

It was noted that an updated schedule will soon be published and that a public kick-off meeting has been added. Said meeting to occur in July, 2017.

Dan Kristoff began the meeting by discussing the scope for the project and indicated that the goal is to review the previous FDOT study, indicate any areas for improvement and any additional corridors to evaluate. Dan indicated that the purpose of this connector is to serve the population with a limited access roadway providing a corridor that moves people and not just cars. Dan explained the previous FDOT project included federal funding and required certain processes and measures to be considered/reviewed. He further indicated that the CFX project does not contemplate using federal funds resulting in slightly different measures for evaluation and that this study would not result in one recommended road alignment, but a viable corridor to continue study if warranted.

The following is a synopsis of the meeting discussion, observations, and questions from the Green Island Ranch representative (Mr. Jeremy Kibler):

Previous FDOT ACE Study

Following discussion of previous FDOT ACE study corridors recommended for further evaluation:

- Mr. Kibler appreciated the overlaying of the recommended corridors with the Green Island Ranch DRI as it provides a good understanding of potential impacts and incompatible areas.

- Mr. Kibler indicated that recommended corridor 11 was missing from the map. Corridor 11 tied in corridor 7 directly to corridor 12.
- Mr. Kibler indicated that recommended corridor 12 is most desirable to the Green Island Ranch and would not want issues/concerns with the Kenansville Ranch ownership to preclude corridor 12 from being feasible.

Interchanges

Dan explained that the Lake Toho Master Plan depicts 4 locations where connections are made to an expressway system that is similar to ACE corridor 7. Mr. Kibler stated that the Green Island Ranch Interchange with the Turnpike Mainline was important and he discussed working directly with FTE to indicate the location for this interchange.

Other Items

- Mr. Kibler provided a letter indicating that the previous study did not address Green Island Ranch concerns about connections.
- Mr. Kibler indicated that the Urban boundary shifted to the south and that Osceola County has not followed through with agreements for purchasing ROW for the North South connector (SOHO Parkway).
- Dan asked if the development plans were moving forward and Mr. Kibler indicated that there are three (3) entities and five (5) siblings (family owned) so plans are moving at a measured pace.
- Mr. Kibler asked if the normal 300' ROW was in play and Dan responded that due to the multimodal nature of the corridor the ROW would be more in the 400'-500' range.
- Mr. Kibler inquired if CFX had funding to move the project to construction and Dan indicated that the model is toll revenue basked and a financial component will be analyzed in this study to see if there is feasibility for moving the project forward.
- Mr. Kibler inquired if CFX was willing to pursue a P3 arrangement for this connector and/or interchanges. Dan indicated that CFX was open for discussions, but the P3 aspect was at a policy level above the nature of this study.

The meeting was adjourned at 12:00 p.m.

Participant List:

Name	Representing	Email
Dan Kristoff	RS&H	daniel.kristoff@rsandh.com
John Rice	RS&H	john.rice@rsandh.com
Nathan Silva	Parsons Brinkerhoff	nathan.silva@pbworld.com
Edward Gonzalez	RS&H	edward.gonzalez@rsandh.com
Jeremy Kibler	KDA Engineering	jkibler@kdaengineering.com

Compiled By: John Rice (john.rice@rsandh.com; 407-893-5843, and
Dan Kristoff (daniel.kristoff@rsandh.com; 904-256-2150), and
Nathan Silva (nathan.silva@pbworld.com; 407-587-7817)

Distribution: Participant List

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daniel.kristoff@rsandh.com.

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Bronson Partnership Meetings

May 9, 2017

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MEETING MINUTES:

Project Name: Southport Connector Expressway Concept, Feasibility, and Mobility Study
Project Number: 599-223

Meeting Date: May 9, 2017 (1:00 – 1:30 p.m., EDT)

Meeting Place: Bronson Partnership (1415 West Vine Street Kissimmee)

Participants: See Participant List

Subject: Meeting with Bronson Partnership Representatives to Discuss Southport Connector Expressway Study

On Tuesday, May 9, 2017, a meeting was held at the Bronson Partnership office in Kissimmee. The purpose of the meeting was to discuss the scope of work, previous FDOT ACE Study from 2015, and the schedule for the Southport Connector Expressway study with representatives from the Bronson Partnership.

It was noted that an updated schedule will soon be published and that a public kick-off meeting has been added, scheduled for July, 2017.

Nathan Silva began the meeting by discussing the scope for the project and indicated that the goal is to review the previous FDOT study, indicate any areas for improvement and any additional corridors to evaluate. Mr. Silva indicated that the purpose of this connector is to serve the population with a limited access roadway. He further explained the previous FDOT project included federal funding and required certain processes and measures to be considered/reviewed and that the CFX project does not contemplate using federal funds resulting in slightly different measures for evaluation. Lastly, Mr. Silva stated that this study would not result in one recommended road alignment, but a viable corridor to continue study if warranted.

The following is a synopsis of the meeting discussion, observations, and questions from the Bronson Partnership representatives (Dan Lackey and Haley Bronson):

Previous FDOT ACE Study

Following discussion of previous FDOT ACE study corridors recommended for further evaluation:

- Mr. Lackey and Mr. Bronson appreciated the overlaying of the recommended corridors with the property lines as it provides a good understanding of potential impacts and incompatible areas.

- Mr. Lackey and Mr. Bronson indicated that any of the three corridors shown (7, 12, and 13) are agreeable for the Bronson Partnership – their biggest concern is access to their various parcels on both sides of any proposed corridor.

Interchanges

John Rice explained that the Lake Toho Master Plan depicts 4 locations where connections are made to an expressway system that is similar to ACE corridor 7. Mr. Lackey again reiterated that the Bronson Partnership biggest concern was access.

Other Items

- Mr. Lackey inquired about the project schedule. Mr. Silva stated that the best case scenario is after this 12 month study, there would be an 18-24 month PD&E study followed by a 24 month design and a 24 month construction period. Work would only progress if these corridors proved viable from a cost, traffic that the road would generate, and feasibility standpoint.
- Mr. Lackey understood that biologist/surveyors/others would need access to their sites and he asked that the gates were left in the condition that they were found upon arrival.
- Mr. Lackey stated that Osceola County moved the Urban Corridor boundary from south to north (current line) and that the area was transferred to Deseret Ranch – Nathan confirmed with Mr. Lackey that what was transferred to Deseret Ranch was the Urban Corridor designation thus moving the line from south in Bronson's property to north as currently shown on the Osceola Lake Toho Master Plan.
- Mr. Lackey indicated a new water well (27M gallon per day) was being planned for their property south of the Urban Corridor line to support growth in the region.
- Mr. Lackey stated that the Bronson Partnership is not a development company, to date they have not developed any of their land and they have no intention to do so. However, they understand that development is moving their way and are most concerned about access to their property if this expressway is advanced.
- Mr. Lackey stated they own approximately 25,000 acres and have control over approximately 35,000 acres total through leases and other arrangements.

The meeting was adjourned at 1:30 p.m.

Participant List:

Name	Representing	Email
John Rice	RS&H	john.rice@rsandh.com
Nathan Silva	Parsons Brinkerhoff	nathan.silva@pbworld.com
Dan Lackey	Bronson Partnership	DL243@aol.com
Haley Bronson	Bronson Partnership	HDBronson@cfl.rr.com



301 E. Pine St, Suite 350
Orlando, Florida 32801

O 407-893-5800
F 407-264-6624
rsandh.com

Compiled By: John Rice (john.rice@rsandh.com; 407-893-5843, and
Nathan Silva (nathan.silva@pbworld.com; 407-587-7817)

Distribution: Participant List

Note: The above items reflect the recall of the compilers. Edits should be directed to the attention of:
daniel.kristoff@rsandh.com.

REFERENCE COPY

The Nature Conservancy (TNC)
May 9, 2017

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MEETING MINUTES:

Project Name: Southport Connector Expressway Concept, Feasibility, and Mobility Study
Project Number: 599-223

Meeting Date: May 09, 2017 3:00 p.m.

Meeting Place: RS&H Office, Orlando, FL)

Participants: See Participant List

Subject: Meeting with Zachary Prusak, The Nature Conservancy (TNC) Central Florida Conservation Director & Florida Fire Manager to Discuss Southport Connector Expressway Study

Mr. Dailey opened the meeting giving a brief description of the project and the current status. The purpose of the meeting was to discuss the scope of work, previous FDOT ACE Study from 2015, and the schedule for the Southport Connector Expressway study. Mr. Dailey noted that this phase of the study is not to pick a specific alignment, but rather a corridor to take into the PD&E process. In the near future, CFX will be initiating a toll and revenue study to determine if the proposed corridor makes economic sense. The group had a large-scale map to discuss the corridors. Mr. Dailey opened the discussion by asking Mr. Prusak if there have been any changes with TNC since the last time he was contacted about this study.

Mr. Prusak noted that the TNC has always wanted any future roadway as far as possible from the Disney Wilderness Preserve (DWP). The DWP is managed by TNC. Mr. Prusak noted that TNC uses “hyperfrequent” fire to manage for red cockaded woodpeckers. This hyperfrequent fire also keeps fuel down, supports a rare calopogon orchid. The fire frequency is generally two to three years throughout the DWP. Mr. Prusak noted that protecting the smokedshed is very important for TNC.

The group discussed the large-scale map of the ACER corridor map. Mr. Prusak noted that of the alignments on this map, Number 12 may be the best remaining alternative that TNC could possibly support since it is at least one mile away from the nearest burn unit at DWP. The other alternatives (7, 13) may not be totally off the table.

Mr. Prusak and Mr. Dailey discussed the smoke-fog warning system that has been implemented on I-4 in Polk County. Mr. Prusak noted that this type of system could provide a benefit to a roadway anywhere near the DWP smokedshed to improve safety. Mr. Prusak noted that safety is the highest priority for all burn managers.

Mr. Prusak and Mr. Dailey discussed possible wildlife corridors. Mr. Prusak noted that there isn't much in the way of large mammals moving through the DWP since the DWP serves as start of the water corridor for the Everglades.

Mr. Prusak asked about the project status and what the next steps are. Mr. Silva responded that this team is studying the corridors. In the next year or so, the team will make a presentation to the board, then the CFX may advance a PD&E study. In the next year or so, there will be meetings, workshops, commission meetings. The initial goal of this effort is to find a representative corridor, then try to determine the costs of that corridor and how much traffic would use the corridor. If the corridor makes sense from a toll revenue standpoint, then it may go into design.

Mr. Silva noted that the team will be setting up an environmental project advisory group (PAG). Mr. Prusak may be interested in joining the PAG, if requested. The project public information team will send a request via e-mail.

The meeting was adjourned at 4:00 p.m.

Participant List:

Name	Representing	Email
Chris Dailey	RS&H	chris.dailey@rsandh.com
John Rice	RS&H	john.rice@rsandh.com
Nathan Silva	WSP	nathan.silva@pbworld.com
Johnathan Williamson	Dewberry	jwilliamson@dewberry.com
Zach Prusak	The Nature Conservancy	zprusak@tnc.org

Compiled By: C. Dailey

Distribution: Participant List

Note: The above items reflect the recall of the compilers. Edits should be directed to the attention of: daniel.kristoff@rsandh.com.

Southport Ranch

May 12, 2017

REFERENCE COPY

MEETING MINUTES:

Project Name: Southport Connector Expressway Concept, Feasibility, and Mobility Study
Project Number: 599-223

Meeting Date: May 11, 2017 1:30 p.m.

Meeting Place: CFX HQ (4974 Orl Tower Rd, Orlando, FL)

Participants: See Participant List

Subject: Meeting with Gary Lee of Southport Ranch to Discuss Southport Connector Expressway Study

Mr. Rice opened the meeting giving a brief description of the project and the current status. The purpose of the meeting was to discuss the scope of work, previous FDOT ACE Study from 2015, and the schedule for the Southport Connector Expressway study. Mr. Rice noted that this phase of the study is not to pick a specific alignment, but rather a corridor to take into the PD&E process. In the near future, CFX will be initiating a toll and revenue study to determine if the proposed corridor makes economic sense. The group had a large-scale map to discuss the corridors.

Mr. Lee noted that Drew Kelly passed away in 2014 and left Mr. Lee as the trustee for the Southport Ranch. Mr. Lee noted that Southport Ranch has had no input on the South Toho Development Plan, there are no plans for development of Southport Ranch. Mr. Lee mentioned that, during the previous study, he had problems with surveyors cutting locked gates. Mr. Lee noted that the Southport Mitigation Bank occupies about 3,200 of the total 7,000 acre Southport Ranch. Mr. Lee noted that this is a unique property that serves as the headwaters of the Everglades.

The group discussed several areas on the map. Mr. Lee noted that a specific corridor that he could possibly support would follow the alignment of existing Southport Road. Mr. Lee noted that the alignment will probably need to avoid SFWMD lands as well as the landfill.

Mr. Lee noted that Southport Park has made an application for fuel storage at the park.

The group discussed caracara and eagle nest locations. Mr. Lee noted that he just noticed a new eagle nest at the southern end of Kelly Rd., just outside of Mr. Kelly's house. Mr. Lee noted that the eagles are thriving on this parcel. Mr. Dailey discussed the next phases of the study, and the need to conduct surveys for listed species. Mr. Lee noted that this should not be a problem, with proper notice. Mr. Dailey assured him that no locks would be cut for access.

Mr. Dailey asked Mr. Lee if he knew of any fatal flaws that he may know of with the current alignments from the ACER? Mr. Lee did not, but tweaks to some of these lines may be needed.

Mr. Lee noted that he is meeting with some SFWMD staff soon regarding some conservation efforts. Southport Ranch has ceased sod operations, and the mitigation bank is going back and allowing periodic grazing in the mitigation areas. This has produced positive results.

Mr. Lee noted that he would like to be kept informed of project updates.

The meeting was adjourned at 3:00 p.m.

Participant List:

Name	Representing	Email
Chris Dailey	RS&H	chris.dailey@rsandh.com
John Rice	RS&H	john.rice@rsandh.com
Nathan Silva	WSP	nathan.silva@pbworld.com
Johnathan Williamson	Dewberry	jwilliamson@dewberry.com
Gary Lee	Southport Ranch LLC	agrivest@msn.com

Compiled By: C. Dailey

Distribution: Participant List

Note: The above items reflect the recall of the compilers. Edits should be directed to the attention of:
daniel.kristoff@rsandh.com.

Southport Ranch, LLC

P.O. Box 422312
Kissimmee, FL 34742
407-846-0229
407-846-7664 (fax)

Transmitted via Email

February 23, 2015

Amy Sirmans
Project Manager
Florida Department of Transportation District Five
719 South Woodland Boulevard
Deland, Florida 32720

Alex Hull
Consultant Project Manager
Inwood Consulting Engineers, Inc.
3000 Dovera Drive, Suite 200
Oviedo, Florida 32765

Re: Southport Connector Project Development and Environment (PD&E Study) Study

Ms. Sirmans and Mr. Hull:

This letter is submitted to object to the "Preferred route" that is being touted by FDOT for the potential Southport Connector road.

Environmental Implications:

As I have indicated on previous occasions, Southport Ranch, LLC vehemently opposes this project because of the damages that will be caused to its property. The proposed route will do irreparable damage to the ranch and the property where Southport Mitigation Bank is located. The Southport Ranch property has been utilized for ranching close to 100 years and protecting the property together with its natural amenities is an established priority of ownership. The ideas of protecting a nest, to rape the remainder clearly reflects a disdain for the amenities of natural resources that the ranch sustains and gross misunderstanding of environmental protection. Ownership has proven its desires by establishing the mitigation bank to preserve and protect the ranch and local ecosystem.

It is obvious that little consideration has been given by FDOT and the consultant to the environmental implications by selecting the location of the preferred route. The "preferred route" being pushed by FDOT and its consultant impacts not only the Southport Ranch property, but also the Disney Wilderness Preserve, the South Florida Water Management District Lake Russell Education Property, Mira Lago Mitigation Property, and the Kissimmee River Restoration project.

Urban Growth Boundary:

It is also highly suspect to locate such a project adjacent to or in close proximity to the “Urban Growth Boundary” as established by Osceola County. Such location will lead to the “Urban Growth Boundary” being moved further south to expand development to increase financial support for the project. The value of protecting the established ecosystem is significant and to ignore its value is shortsighted.

Other Routes:

The proposed routes across Lake Toho were determined not to have merit because of environmental consequences. The supporters (Audubon Florida) of the “lake routes” have been advised that they did not understand the environmental impacts involving the snail kite and other water species. It has been indicated that the County desires to protect water bodies; however the County has proposed a road to extend across the north end of East Lake Toho.

The “preferred route” is questioned as well from the perspective of development. Osceola County approved a number of significant developments prior to the 2008 real estate market collapse. The current route totally averts the Green Island development and the other approved projects entirely. Again, this is highly suspect, given that Osceola County relied on these projects and related economic development opportunities as the “engine” to justify the minutia of the comprehensive plan and this project. It has been stated that the the routes across Lake Toho fail to promote development. However, the “preferred route” not only avoids the fore described approved developments but also locates the project on the south end of the “Urban Growth Boundary” without the availability of access

Scope of Services:

There are a number of questions that arise when review is given to the “Scope of Services” between the Consultant and FDOT. It seems strange that consideration is not given to other planned roadways that are shown in the Osceola County Comprehensive Plan and their potential influence on traffic and the ability of this roadway to sustain itself. It is also suspect that a defined source of purpose cannot be provided as to the need of the road.

A simple minded person could interpret these proceedings and efforts to be a means of defending what has already been pre-determined.

Financial Feasibility:

The merits of financial feasibility are of course another matter of smoke and mirrors. According to MetroPlan the “Project” is funded, yet funding cannot be identified. Osceola County does not have the capacity to fund the “Project” and Osceola County is the defined source of funding for the Osceola County Expressway Authority (OCX) so that means OCX does not have the ability. Question also arises as to Osceola County’s ability to fund improvements to Canoe Creek Road as it will be necessary to improve that facility.

The comment that the State has lots of money is simply not true. Neither the State nor Florida’s Turnpike Enterprise have shown the ability to fund the project. In fact, according to MetroPlan, the funding is not available for the additional lanes of the Turnpike in Osceola County that would be required to serve the thousands of new trips to be dumped on the Turnpike by this project.

It is suspected that given the “monkey shines” to date that the trip generation numbers will generate even far greater questions.

Closing Comments:

It continues to be a “sand spur” to Southport Ranch, LLC that any government, Federal, State, or Local can initiate efforts to rape and destroy six generations and over 90 years of ownership. The ownership has committed a significant portion of its property to preservation and has no desire to pursue development. The Southport property is a treasure that continues to sustain itself despite the efforts of government.

I was told once by a fancy educated government feller that preservation of property is only meant to apply until government believes it has a better use.

While simple minded, I do realize that “there is too much smoke, not to be fire” and that the Southport Ranch, LLC property is a target of FDOT and the County. The “preferred route” documents this statement to be true, as there are alternative routes that do not have near the implications of the preferred route. For every reason FDOT and the consultant can generate to support their route, there are a like number to challenge their route.

There is credence to the “Lake route”, however, to date it does not appear that a real effort has been extended to thoroughly evaluate the route.

I am attaching two exhibits, one exhibit shows another route that should have been evaluated previously. The route that I am proposing would generally follow the Partin/Bronson property line from the Turnpike, and then turn north westerly to a location generally adjacent to the existing Southport Road. This route accomplishes three things: it lessens the degree of environmental impact, protects the established Urban Growth Boundary, and would serve the existing approved developments east of the Southport Canal, as well as serve the Bronson parcel.

The second exhibit illustrates the proposed route in relation to the “Urban Growth Boundary”. The location of this route protects the urban boundary, lessens the impact to the ecosystem, as well as those properties currently being protected by private or governmental bodies. In addition, this route also decreases project cost and significantly decreases damages to be incurred by property owners.

Sincerely,

Gary L. Lee
Manager
Southport Ranch, LLC

Copies to:

Governor Rick Scott

FDOT Secretary Jim Boxold

Brandon Arrington, Osceola County Commissioner; barr@osceola.org

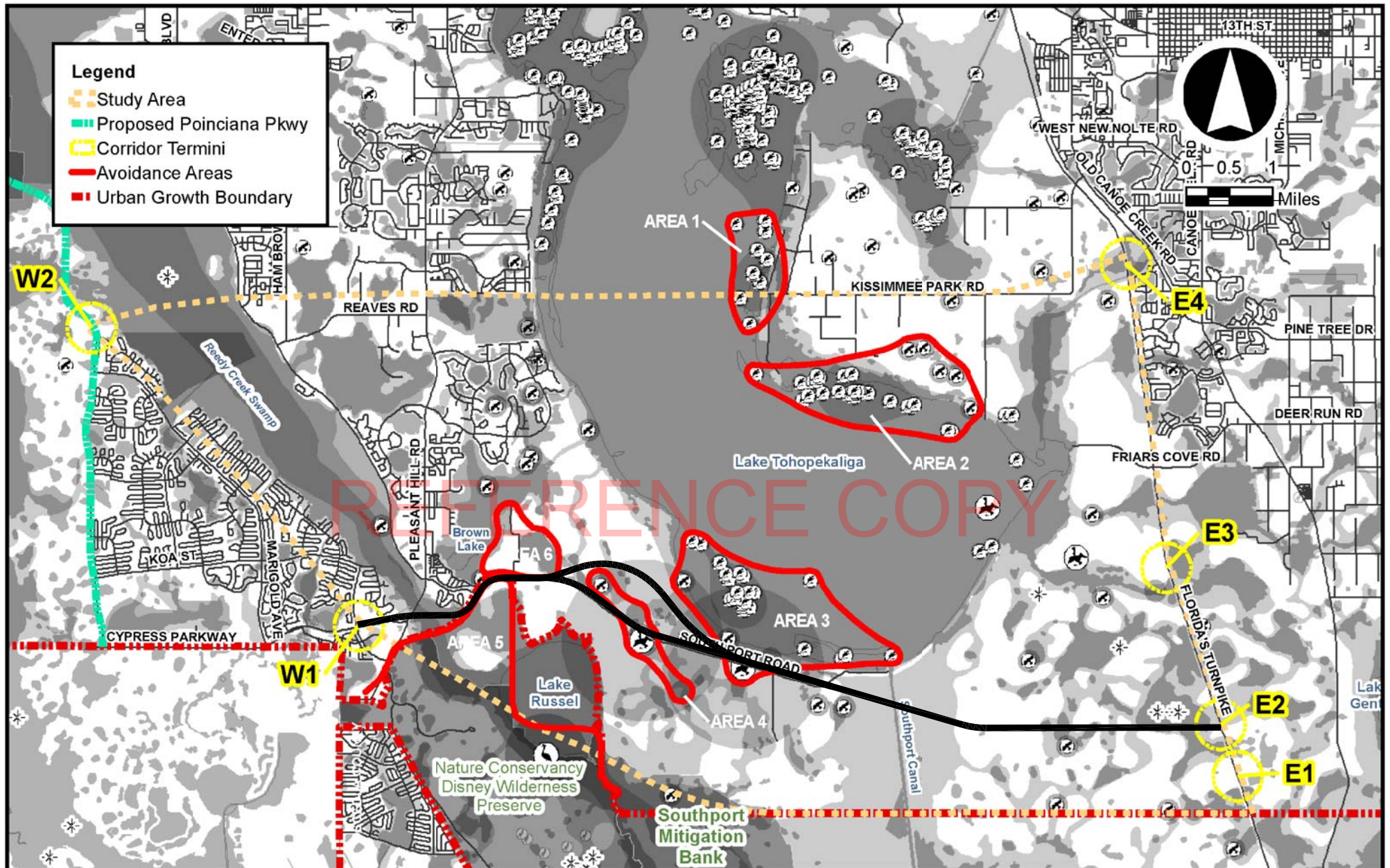
Cheryl Grieb, Osceola County Commissioner; cheryl.grieb@osceola.org

Michael E. Harford, Osceola County Commissioner; michael.harford@osceola.org

Fred Hawkins, Jr., Osceola County Commissioner; fhaw@osceola.org

Viviana Janer, Osceola County Commissioner; viviana.janer@osceola.org

Charles Lee, Director of Advocacy Audubon Florida; Chlee2@earthlink.net

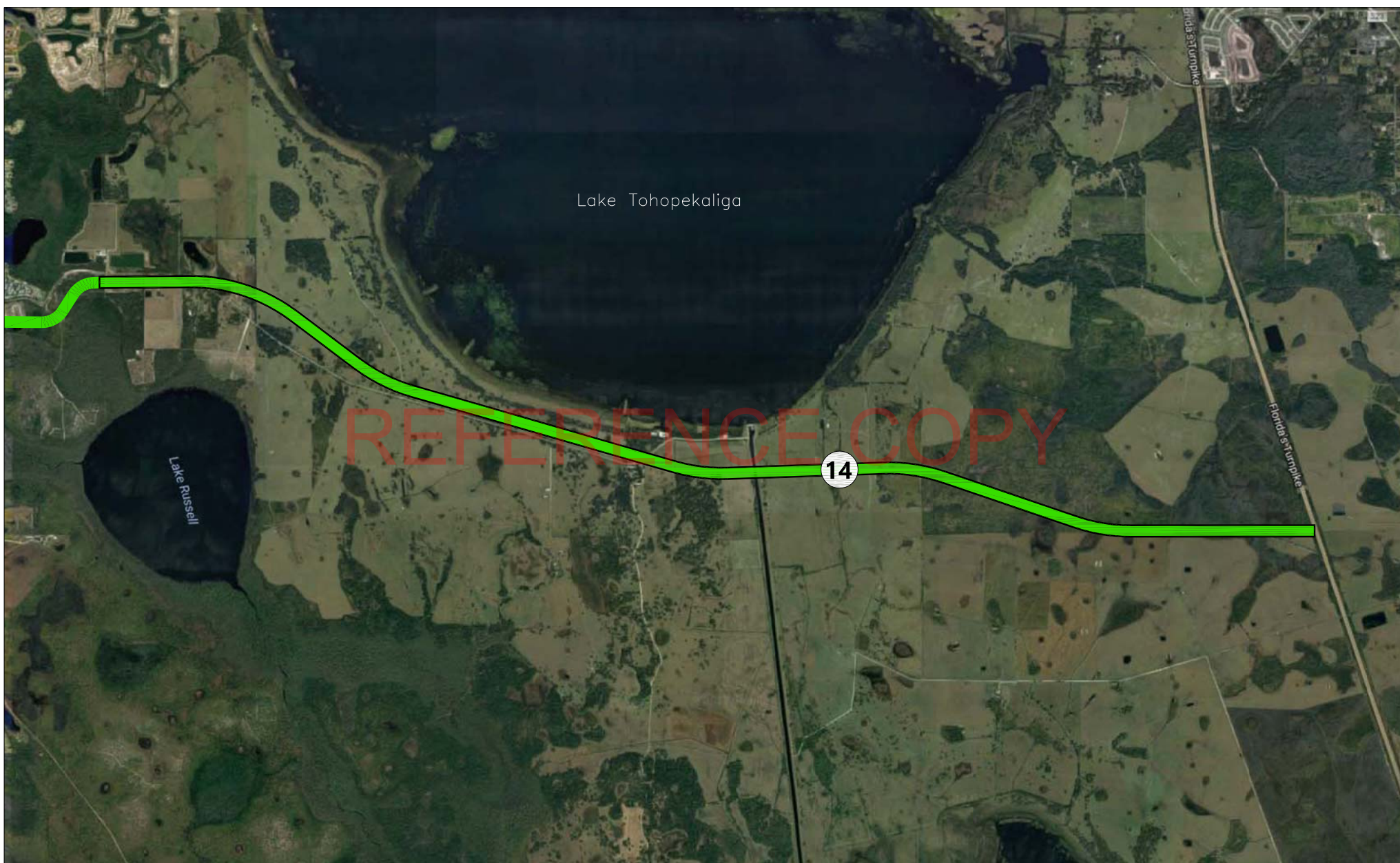


Poinciana Parkway Southport Connector
PD&E Study
 from Pleasant Hill Road
 to Florida's Turnpike
 Osceola County, Florida
 Financial Project No.: 433693-1-22-01
 Federal Project No.: N/A

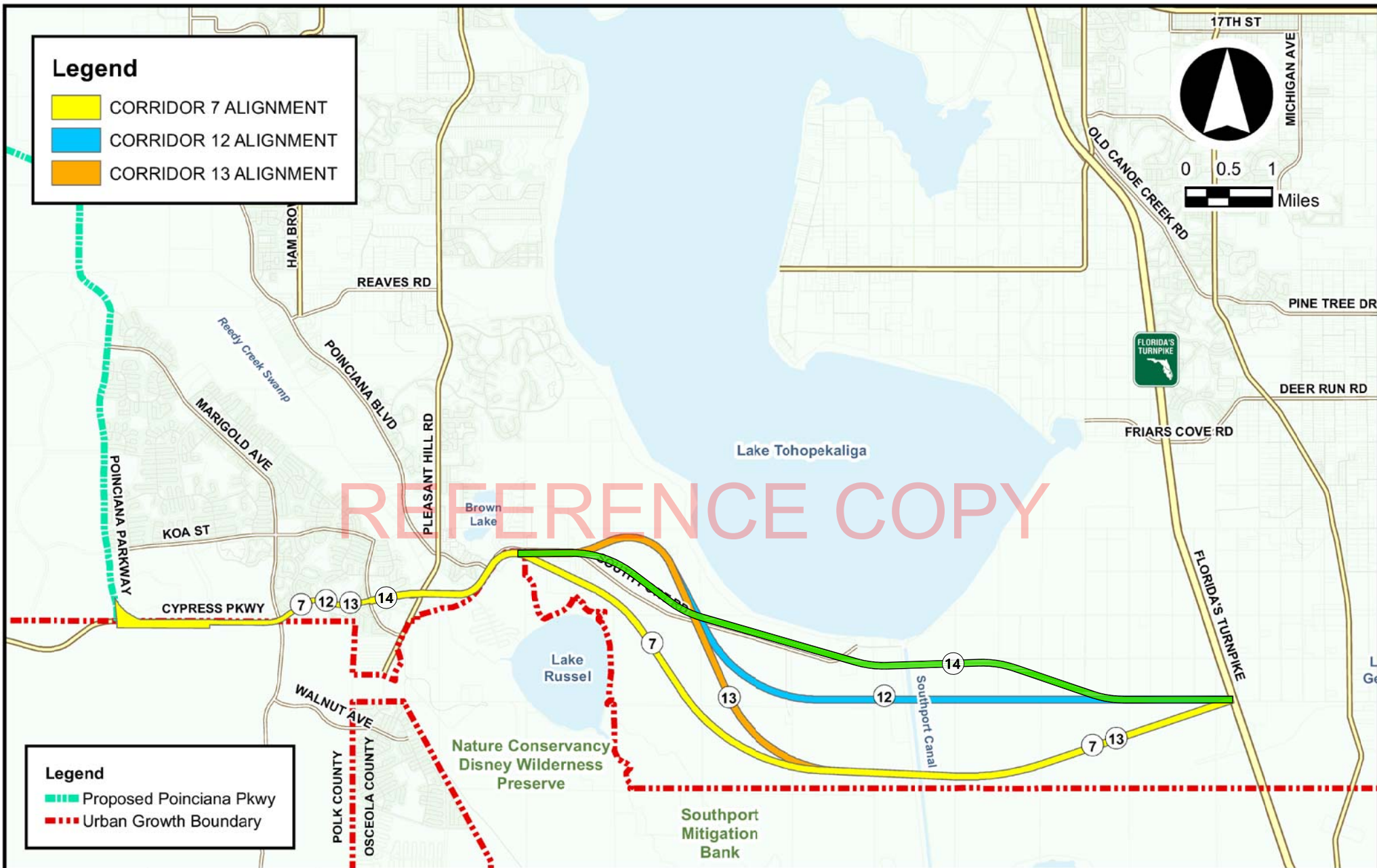
LAND SUITABILITY MAP

EXHIBIT

5



Scale: 1" = 8,000 Feet



Kenansville Ranch

June 15, 2017

REFERENCE COPY

MEETING MINUTES:

Project Name: Southport Connector Expressway Concept, Feasibility, and Mobility Study
Project Number: 599-223

Meeting Date: June 15, 2017 11:00 a.m.

Meeting Place: 437 N. Magnolia Ave. Orlando, FL 32801 (Office of J.C. Wilson & Associates, P.A.)

Participants: See Participant List

Subject: Meeting with Gary and Cheryl Kelley of Kenansville Ranch to Discuss Southport Connector Expressway Study

Dan Kristoff opened the meeting giving a brief description of the project and the current status. The purpose of the meeting was to discuss the scope of work, previous FDOT ACE Study from 2015, and the schedule for the Southport Connector Expressway study. Dan noted that this phase of the study is not to pick a specific alignment, but rather a corridor to take into the PD&E process. CFX will initiate a toll and revenue study to determine if the proposed corridor is feasible and viable from an economic perspective. A large-scale map was used to discuss the corridors.

Dan indicated this project has a 12 month schedule and a report will be submitted to CFX in December. He further indicated that we have either met with or are meeting with the major land owners in the area. The proposed alignments from the ACE Study were discussed. Dan indicated that we are evaluating alternatives and that the three alternatives from the ACE Study appear to be most logical, other alignments in the corridor south of Lake Toho will be evaluated. All alignments that crossed Lake Toho have been dismissed. Mrs. Kelley inquired reason for dismissing the alignments that cross Lake Toho. Chris Dailey explained that the U.S. Fish and Wildlife (USFWS) manage water level in the lake due to Snail Kite nesting and forging habitat. Due to this endangered species, the USFWS did not favor alignments across the lake. Chris further discussed the Crested Caracara and Bald Eagle are located south of Lake Toho and that we will have to identify the nests for these species in the January – March 2018 timeframe as that is the prime nesting season. Landowners will be contacted in November 2017 for access to their properties and more information will be forthcoming. Chris indicated that the Snail Kite is the most protected of the species in the area as they have a narrow forging range and eat snails in shallow water. The Crested Caracara followed by the Bald Eagle are the second and third listed species in terms of hierarchy. Wood Storks are again flourishing in the region due to storm water retention ponds and wetlands that FDOT is creating throughout the state.

Mrs. Kelley indicated that traffic is congested on Cypress Parkway and Pleasant Hill Road and that developers have not taken into consideration traffic when they develop housing communities. Many

commuters do not use the Poinciana Parkway and the main roads in Poinciana continue to be overcrowded.

Dan described the 2010 Osceola County Lake Toho Master Plan development indicating a mixed use development of the Kenansville Ranch property. Mr. Kelley was asked about his property and he described it as a 1,400 acre ranchland and that they are 5th generation ranchers. He also indicated that his children plan to take over the ranching duties, had not seen or been to any Osceola County meetings concerning the Lake Toho Master Plan, and are not planning on any development on their property. Mr. Kelley had previously written a position letter and provided during the 2015 FDOT ACE Study. Mr. Wilson, attorney representing the Kelley's in this matter, indicated that this letter remains the Kelley position today. He further stated that control burn of acreage in the Disney Wilderness Preserve is not a reason to move the Southport Expressway north into the Kelley property. Mr. Kelley pointed to his house on the map and noted that the alignments 12 and 13 were very close to his house. He also noted that bisecting the property is problematic and contrary to a well-run cattle ranch operation. Mr. Wilson stated that Mr. Kelley was a very active rancher, knows each of his cows by name, and that his children and grandchildren are already assuming roles in the family cattle business. Mrs. Kelley stated that it will be a challenge to keep people off their land if a road bisects the property and that it will be more difficult to work the cows and operate the business. The Kelley's also stated that their operation has coexisted with the natural environment for generations. They indicated that they would not oppose an alignment that was located south of the existing Southport road away from their property.

Dan outlined a potential schedule and indicated that information will be posted on the CFX website. Dan stated that there is no horizon for construction, that this 12 month study will conclude with a report and that CFX is preparing a concurrent financial analysis to determine project viability. The most aggressive schedule, depending on financial viability, would have a detailed Project Development and Environment (PD&E) study begin after this 12 month concept study is completed. The PD&E study would require 24 months to complete. Once finished, design and construction would take another seven years. Total duration for the new Southport Expressway would be a minimum of 10 years after financial viability is determined. Nathan Silva indicated that there would be a series of public meetings over the next 9 – 10 months and that the Kelley's involvement and comments are greatly appreciated. Mr. Wilson stated that all future correspondence should go thru him, as he will be the primary point of contact for the Kelley's.

The meeting was adjourned at 12:00 p.m.

Participant List:

Name	Representing	Email
Dan Kristoff	RS&H	daniel.kristoff@rsandh.com
Chris Dailey	RS&H	chris.dailey@rsandh.com
Paul Heeg	RS&H	paul.heeg@rsandh.com
John Rice	RS&H	john.rice@rsandh.com
Nathan Silva	WSP	nathan.silva@pbworld.com
Gary Kelley	Kenansville Ranch	

Cheryl Kelley	Kenansville Ranch	
J. Christy Wilson, III	Mr. and Mrs. Kelley	jcwilson@wilsonassociatespa.com
B. Diane Smith	Mr. and Mrs. Kelley	dsmith@wilsonassociatespa.com

Compiled By: John Rice (john.rice@rsandh.com; 407-893-5843, Dan Kristoff (daniel.kristoff@rsandh.com; 904-256-2150), Chris Dailey (chris.dailey@rsandh.com; 813-636-2722, and Nathan Silva (nathan.silva@pbworld.com; 407-587-7817)

Distribution: Participant List

Note: The above items reflect the recall of the compilers. Edits should be directed to the attention of: daniel.kristoff@rsandh.com.

REFERENCE COPY

EAG No. 1
July 14, 2017

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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SIGN IN

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
Thomas Hawkins	1000 Friends of Florida	P.O. Box 5948	Tallahassee, FL 32314-5948	friends@100fof.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	
Patricia Steed	Central Florida Regional Planning Council	535 E. Church Street	Bartow, FL 33830	psteed@cfRPC.org	
	Conservation Trust for Florida	1731 NW 6 th Street; Suite D	Gainesville, FL 32609		
Laurie Ann MacDonald	Defenders of Wildlife - Florida	1 Rankin Avenue; Second Floor	Asheville, NC 28801	Laurie.macdonald@defenders.org	
Hugh Harling	East Central Florida Regional Planning Council	455 N. Garland Avenue; Fourth Floor	Orlando, FL 32801	hharling@ecRPC.org	
Fred Milch	East Central Florida Regional Planning Council	455 N. Garland Avenue; Fourth Floor	Orlando, FL 32801	fmilch@ecRPC.org	
	Environment Florida	3110 1 st Avenue N.; Suite 2000	St. Petersburg, FL 33713		
Lanny Rice	Florida Department of Agriculture – Florida Forest Service	8431 S. Orange Blossom Trail	Orlando, FL 32809	Lanny.rice@freshfromflorida.com	

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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
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	
Rodney Durbin	Florida Department of Agriculture – Fresh from Florida	8431 S. Orange Blossom Trail	Orlando, FL 32809	Rodney.durbin@freshfromflorida.com	
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	
Linda Reeves	Florida Department of Environmental Protection	3900 Commonwealth Blvd.	Tallahassee, FL 32399	Linda.reeves@dep.state.fl.us	
Kacee Johnson	Florida Department of Environmental Protection	3900 Commonwealth Blvd.	Tallahassee, FL 32399	Kacee.l.johnson@dep.state.fl.us	
Ginny Jones	Florida Department of State – Division of Historical Resources	500 S. Bronough Street	Tallahassee, FL 32399-0250	Ginny.jones@dos.myflorida.com	
Timothy Parsons	Florida Department of State – Division of Historical Resources	500 S. Bronough Street	Tallahassee, FL 32399-0250	Timothy.parsons@dos.myflorida.com	

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Name	Organization	Address	City/State/Zip	Email Address	Initials
Luis Ruiz	Florida Department of Transportation – Central Office	605 Suwannee Street	Tallahassee, FL 32399-0450	Luis.ruiz@dot.state.fl.us	
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	
Casey Lyon	Florida Department of Transportation – District 5	719 S. Woodland Blvd.	DeLand, FL 32720	Casey.lyon@dot.state.fl.us	
Cathy Owen	Florida Department of Transportation – District 5	719 S. Woodland Blvd.	DeLand, FL 32720	Catherine.owen@dot.state.fl.us	
Jesse Blouin	Florida Department of Transportation – District 5	719 S. Woodland Blvd.	DeLand, FL 32720	Jesse.blouin@dot.state.fl.us	
Brian Stanger	Florida Department of Transportation – District 5	719 S. Woodland Blvd.	DeLand, FL 32720	Brian.stanger@dot.state.fl.us	
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	

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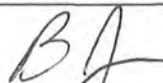

Name	Organization	Address	City/State/Zip	Email Address	Initials
Xavier Pagan	Florida Department of Transportation – Office of Env. Management	605 Suwannee Street	Tallahassee, FL 32399	Xavier.pagan@dot.state.fl.us	
Brian Barnett	Florida Fish and Wildlife Conservation Commission	620 S. Meridian Street	Tallahassee, FL 32399-1600	Brian.barnett@myfwc.com	
Scott Sanders	Florida Fish and Wildlife Conservation Commission	620 S. Meridian Street	Tallahassee, FL 32399-1600	Scott.sanders@myfwc.com	
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	
Richard Mospens	Florida Fish and Wildlife Conservation Commission	620 S. Meridian Street	Tallahassee, FL 32399-1600	Richard.mospens@myfwc.com	
Tom Shupe	Florida Fish and Wildlife Conservation Commission	620 S. Meridian Street	Tallahassee, FL 32399-1600	Tom.shupe@myfwc.com	TS
David Turner	Florida Fish and Wildlife Conservation Commission	620 S. Meridian Street	Tallahassee, FL 32399-1600	David.turner@myfwc.com	DFT

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July 11, 2017


Name	Organization	Address	City/State/Zip	Email Address	Initials
	Florida Trail Association	5415 SW 13 th Street	Gainesville, FL 32609		
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		
Rax Jung	Florida's Turnpike Enterprise	Turkey Lake Service Plaza, Milepost 263	Ocoee, FL 34761	Rax.jung@dot.state.fl.us	
Craig Holland	City of Kissimmee - Planning & Zoning	101 Church Street	Kissimmee, FL 34741	cholland@kissimmee.org	
Patricia Martin	The Nature Conservancy – Florida Field Office	2500 Maitland Center Parkway; Suite 311	Maitland, FL 32751	Tricia.martin@tnc.org	
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	
Lori Cuniff	Orange County – Environmental Division	800 Mercy Drive; Suite 4	Orlando, FL 32808	Lori.cuniff@ocfl.net	
Beth Jackson	Orange County – Environmental Division	800 Mercy Drive; Suite 4	Orlando, FL 32808	Beth.jackson@ocfl.net	
Elizabeth Johnson	Orange County – Environmental Protection Division	3165 McCrory Place, Suite 200	Orlando, FL 32803	Liz.johnson@ocfl.net	

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Name	Organization	Address	City/State/Zip	Email Address	Initials
Robert Goff	Orange County – Parks & Recreation Division	800 N. Orange Avenue	Orlando, FL 32801	Robert.goff@ocfl.net	
Gail Piazza	Orange County – Parks & Recreation Division	800 N. Orange Avenue	Orlando, FL 32801	Gail.piazza@ocfl.net	
Kerry Godwin	Osceola County	1 Courthouse Square	Kissimmee, FL 34741	kgod@osceola.org	
Mary Moskowitz	Osceola County	1 Courthouse Square	Kissimmee, FL 34741	Mary.moskowitz@osceola.org	
Joedel Zaballero	Osceola County	1 Courthouse Square	Kissimmee, FL 34741	Joedel.zaballero@osceola.org	
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	
Stan Maminski	Poinciana Residents for Smart Change (PRFSC)	484 Indian Wells Avenue	Poinciana, FL 34759	StanM99@aol.com	
Jim Obeirne	Poinciana Residents for Smart Change (PRFSC)	484 Indian Wells Avenue	Poinciana, FL 34759	obeirnep@yahoo.com	

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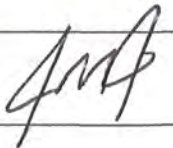


Name	Organization	Address	City/State/Zip	Email Address	Initials
Robert Goff	Orange County – Parks & Recreation Division	800 N. Orange Avenue	Orlando, FL 32801	Robert.goff@ocfl.net	
Gail Piazza	Orange County – Parks & Recreation Division	800 N. Orange Avenue	Orlando, FL 32801	Gail.piazza@ocfl.net	
Kerry Godwin	Osceola County	1 Courthouse Square	Kissimmee, FL 34741	kgod@osceola.org	
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	
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 532 CATANIA LN	Poinciana, FL 34759	GinM99@msn.com	
Stan Maminski	Poinciana Residents for Smart Change (PRFSC)	484 Indian Wells Avenue 532 CATANIA LN	Poinciana, FL 34759	StanM99@aol.com	<i>Stan</i>
Jim Obeirne	Poinciana Residents for Smart Change (PRFSC)	484 Indian Wells Avenue	Poinciana, FL 34759	obeirnep@yahoo.com	

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Name	Organization	Address	City/State/Zip	Email Address	Initials
Pat Obeirne	Poinciana Residents for Smart Change (PRFSC)	484 Indian Wells Avenue	Poinciana, FL 34759	obeirnep@yahoo.com	
Jay Jarvis	Polk County	P.O. Box 9005; Drawer BC01	Bartow, FL 33831-9005	Jay-jarvis@polk-county.net	
Mike Crikis	Reedy Creek Improvement District (RCID)	P.O. Box 10170	Lake Buena Vista, FL 32830	mcrikis@rcid.org	
Jeff Holland	Reedy Creek Improvement District (RCID)	P.O. Box 10170	Lake Buena Vista, FL 32830	j holland@rcid.org	
Lee Pulham	Reedy Creek Improvement District (RCID)	P.O. Box 10170	Lake Buena Vista, FL 32830	lpulham@rcid.org	
Bill Warren	Reedy Creek Improvement District (RCID)	P.O. Box 10170	Lake Buena Vista, FL 32830	wsiskron@rcid.org	
Marge Holt	Sierra Club – Florida Regional Office	1900 Central Avenue	St. Petersburg, FL 33712		
John Puhek	Sierra Club – Florida Regional Office	1900 Central Avenue	St. Petersburg, FL 33712	flsquirrel@aol.com	
Marian Ryan	Sierra Club – Florida Regional Office	1900 Central Avenue	St. Petersburg, FL 33712	marianryan@gmail.com	
John Ryan	Sierra Club – Florida Regional Office	1900 Central Avenue PO Box 773	St. Petersburg, FL 33712 Winter Haven 33882	floridaconservation@msn.com	
William Graf	South Florida Water Management District	1707 Orlando Central Parkway; Suite 200	Orlando, FL 32809	wgraf@sfwmd.gov	

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Name	Organization	Address	City/State/Zip	Email Address	Initials
Marc Ady	South Florida Water Management District	1707 Orlando Central Parkway; Suite 200	Orlando, FL 32809	mady@sfwmd.gov	
Ayounga Riddick	South Florida Water Management District	1707 Orlando Central Parkway; Suite 200	Orlando, FL 32809	ariddick@sfwmd.gov	AR
Charles Walter	South Florida Water Management District	1707 Orlando Central Parkway; Suite 200	Orlando, FL 32809	cwalter@sfwmd.gov	
Monte Ritter	Southwest Florida Water Management District	2379 Broad Street	Brooksville, FL 34604-6899	Monte.ritter@swfwmd.state.fl.us	
Veronica Miller <i>Stephanie Holtkamp</i>	City of St. Cloud – Planning & Zoning	1300 9 th Street; City Hall First Floor	St. Cloud, FL 34769	vmiller@stcloud.org <i>shotkamp@stcloud.org</i>	<i>SBH</i>
	St. Johns River Water Management District	601 S. Lake Destiny Road; Suite 200	Maitland, FL 32751		
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	
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	

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Name	Organization	Address	City/State/Zip	Email Address	Initials
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	
Stephanie Murray	Disney Imagineering	1365 Avenue of the Stars	Orlando, FL 32836	Stephanie.n.murray@disney.com	(SM)
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	
NEAL T THOMAS	ORANGE COUNTY EPD	3165 M. CANNY PLACE	ORLANDO, FL	NEAL.TTHOMAS@OCFL.NET	(NT)
Brenda Ryan	Osceola County	1 Court House Sq.	Kissimmee	brenda.ryan@osceola.org	JSR
James Hartsfield	"	"	"	James.Hartsfield@osceola.org	JSR
Hugh Hacking	ECFRPC				

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Name	Organization	Address	City/State/Zip	Email Address	Initials
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	
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	
GARY LEE	Southport Ranch, LLC	P.O. box 422312	KISSIMMEE, FL		

STAFF SIGN IN SHEET

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Name	Organization	Email Address	Initials
Mary Brooks	Quest Corporation of America	Mary.Brooks@qcausa.com	MB
Megan Olivera	Quest Corporation of America	Megan.Olivera@qcausa.com	MO
Sara Shepherd	Quest Corporation of America	Sara.Shepherd@qcausa.com	SS
Fred Burkett	Kimley-Horn & Associates	Fred.Burkett@kimley-horn.com	
Lynn Kiefer	Kimley-Horn & Associates	Lynn.Kiefer@kimley-horn.com	
Clif Tate	Kimley-Horn & Associates	Clif.Tate@kimley-horn.com	CT
Tori Bacheler	Kimley Horn & Associates	Tori.Bacheler@kimley-horn.com	TB
Glenn Pressimone	Central Florida Expressway Authority	Glenn.Pressimone@CFXWay.com	GP
Brian Hutchings	Central Florida Expressway Authority	Brian.Hutchings@CFXWay.com	
Angela Melton	Central Florida Expressway Authority	Angela.Melton@CFXWay.com	
Dan Kristoff	RS&H	Daniel.Kristoff@rsandh.com	DK
Paul Heeg Kelsey Lucas	RS&H	Paul.Heeg@rsandh.com	KL
John Rice Chris Daily	RS&H	John.Rice@rsandh.com	CD
Jason Houck	Inwood	JHouck@inwoodinc.com	JH

STAFF SIGN IN SHEET

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July 11, 2017

Name	Organization	Email Address	Initials
Mark Hales	Inwood	MHales@Inwood.com	
Laura Clark	Inwood	LClark@Inwood.com	LEC
Alex Hull	Inwood	AHull@Inwood.com	AH
Jonathan Williamson	Dewberry	JWilliamson@Dewberry.com	
Nicole Gough	Dewberry	NGough@Dewberry.com	NG
Tara Jones	CH2M	Tara.Jones@CH2M.com	TJ
Bryon Russell	CH2M	Bryon.Russell@CH2M.com	BR
Tawny Olore	Osceola County Expressway Authority	Tawny.Olore@Osceola.org	
Joshua Devries	Osceola County	Joshua.Devries@Osceola.org	
Justin Clark	QCA		
Mike Facente	Florida Forest Service	Michael.L.Facente@freshfromflorida.com	MLF
Mark Callahan	CH		

Concept, Feasibility & Mobility Studies

SOUTHPORT CONNECTOR EXPRESSWAY

Fall 2017

PROJECT DESCRIPTION

The Southport Expressway is a proposed east-west toll facility connecting Poinciana Parkway at the west terminus to Florida's Turnpike at the east terminus, a distance of approximately 14 miles. The proposed expressway is co-located with existing Cypress Parkway for approximately 3.5 miles, crosses Reedy Creek, then proceeds east, terminating at Florida's Turnpike. The proposed Southport Connector Expressway is a segment of a nearly 60 mile outer beltway of Orlando. Connecting to I-4 near the communities of ChampionsGate and Reunion on the southwest side of Orlando, the proposed beltway extends southeasterly through Poinciana, continues south of Lake Toho, connects to the Florida's Turnpike via an interchange, passes southeast of St. Cloud, and ultimately connects to SR 417 (Central Florida GreenWay) and SR 528 (Beachline Expressway.)

STUDY OBJECTIVE

The objective of this Concept, Feasibility, and Mobility Study is to develop and evaluate alternative mobility programs within the project corridor. The work includes the evaluation and documentation of the physical, natural, social, and cultural environment within the corridor and the potential impacts associated with the various mobility alternatives. This analysis also addresses economic and engineering feasibility, mobility, capacity and levels of service, conceptual geometry and structures, and potential interchanges and intersection improvements. Public involvement and interagency coordination are integral parts of the assessment process.



GOALS OF THE PROJECT

In order to meet the demands of projected population growth, increased cargo movement, sustained growth of tourism activity, anticipated job growth, and planned development, a limited-access, high-speed facility is needed. The goals of this proposed new limited-access facility include improving the roadway connection from the greater Poinciana area to Florida's Turnpike, enhancing mobility of the area's growing population and economy, relieving congestion on local roads, providing for the incorporation of transit options, and promoting regional connectivity.

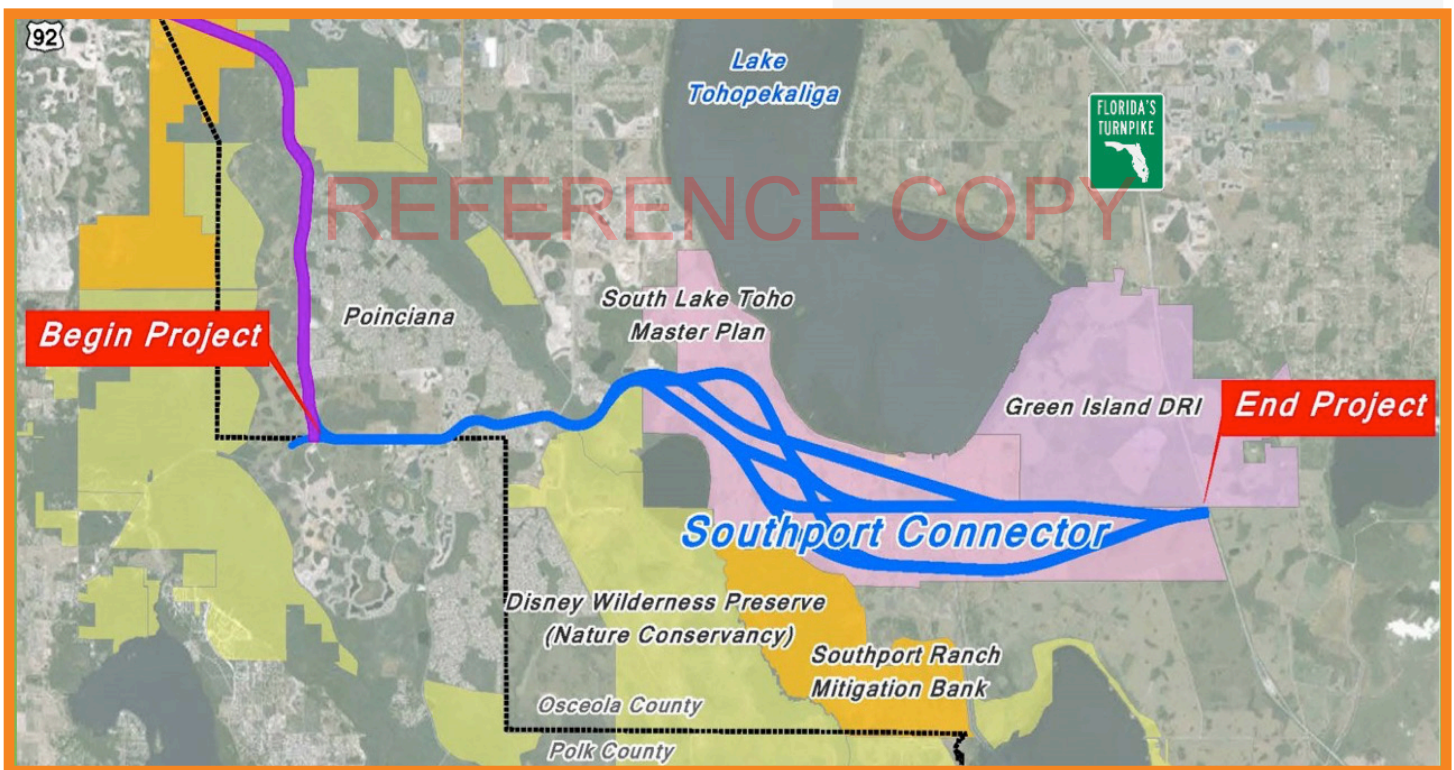


STUDY CONSIDERATIONS

During a previous FDOT study, concern was expressed that corridors crossing Lake Toho would be detrimental to environmental resources and were viewed as having flaws with respect to environmental impacts. Therefore, only corridors south of Lake Toho are being considered for this study. The analysis will consist of incorporating and building upon the previous work achieved from the preceding study, while conducting a “fresh-look” and researching recent information that could influence the current decision-making. Transportation demands will be determined and a range of mobility options and programs will be evaluated. If one or more of the corridors are found to be feasible as a result of this concept study, they would then proceed to a Project Development and Environment (PD&E) Study to create and evaluate alternative alignments.

PUBLIC INVOLVEMENT

This study envisions a robust public involvement program. An Environmental Advisory Group (EAG), a Project Advisory Group (PAG), and public workshops and informational meetings will be held starting July 2017 and continuing through March 2018. In addition, meetings with various stakeholders including neighborhoods, special interest groups, one-on-one meetings with directly affected property owners, as well as direct mailings and newsletters to persons that may have an interest in this project are all aspects of the overall public involvement activities.



TO FIND OUT MORE ABOUT THE STUDIES, CONTACT:

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

Mary Brooks, Public Involvement Coordinator
Phone: (407) 802-3210
Email: ConceptStudies@CFXway.com

4974 ORL Tower Road
Orlando, FL 32807
Phone: (407) 690-5000
Fax: (407) 690-5011
Email: Info@CFXway.com

You may also visit the studies' webpage at:

www.cfxway.com/agency-information/plans-studies/project-studies/concept-studies/

 [@CFXConceptStudies](https://www.facebook.com/CFXConceptStudies)

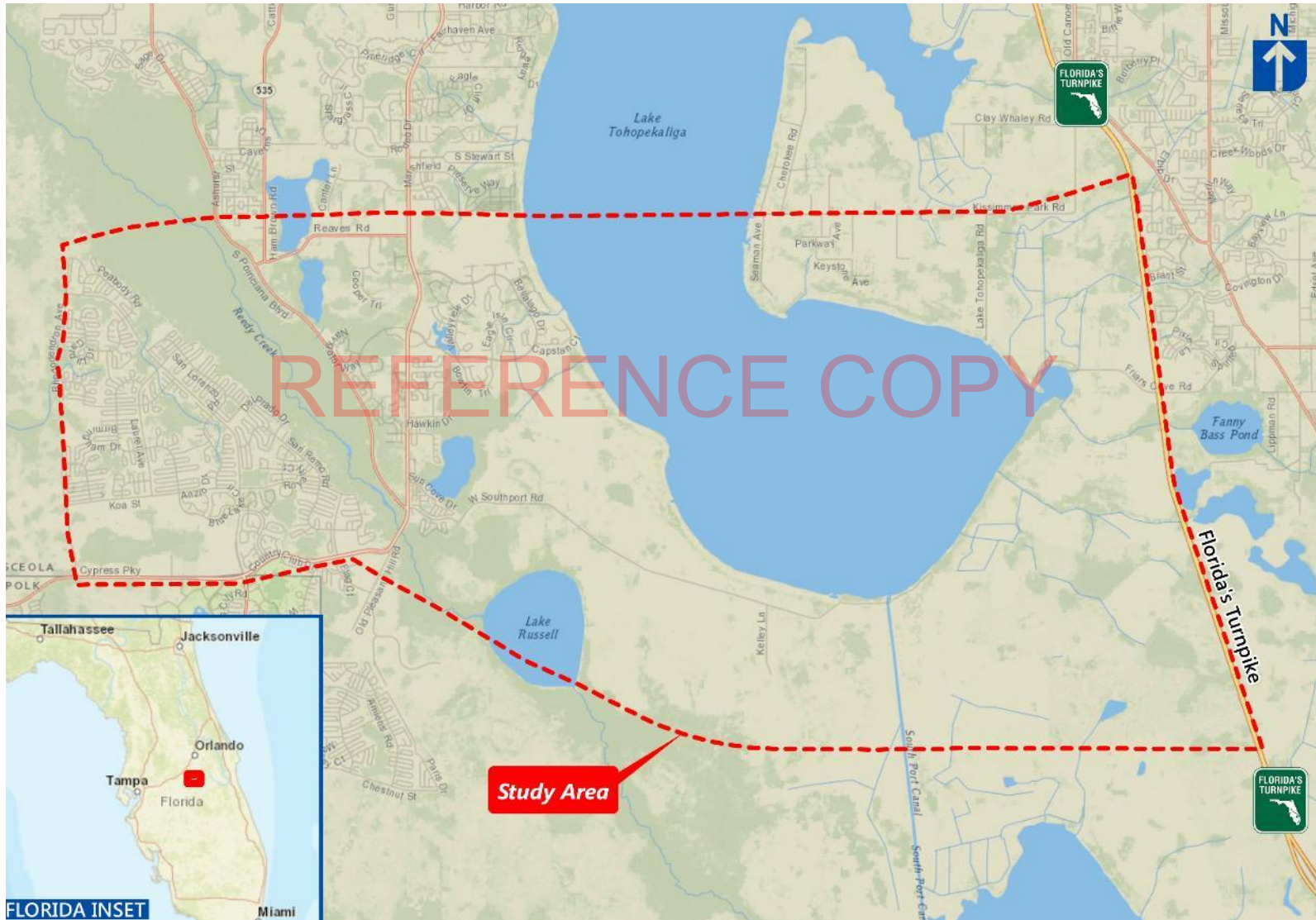
Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Para más información en español acerca del proyecto, por favor comuníquese con Alicia Gonzalez al 786-280-6645 o por correo electrónico agonzalez@mrgmiami.com.

Project Background

FDOT Alternative Corridor Evaluation (ACE) Study

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

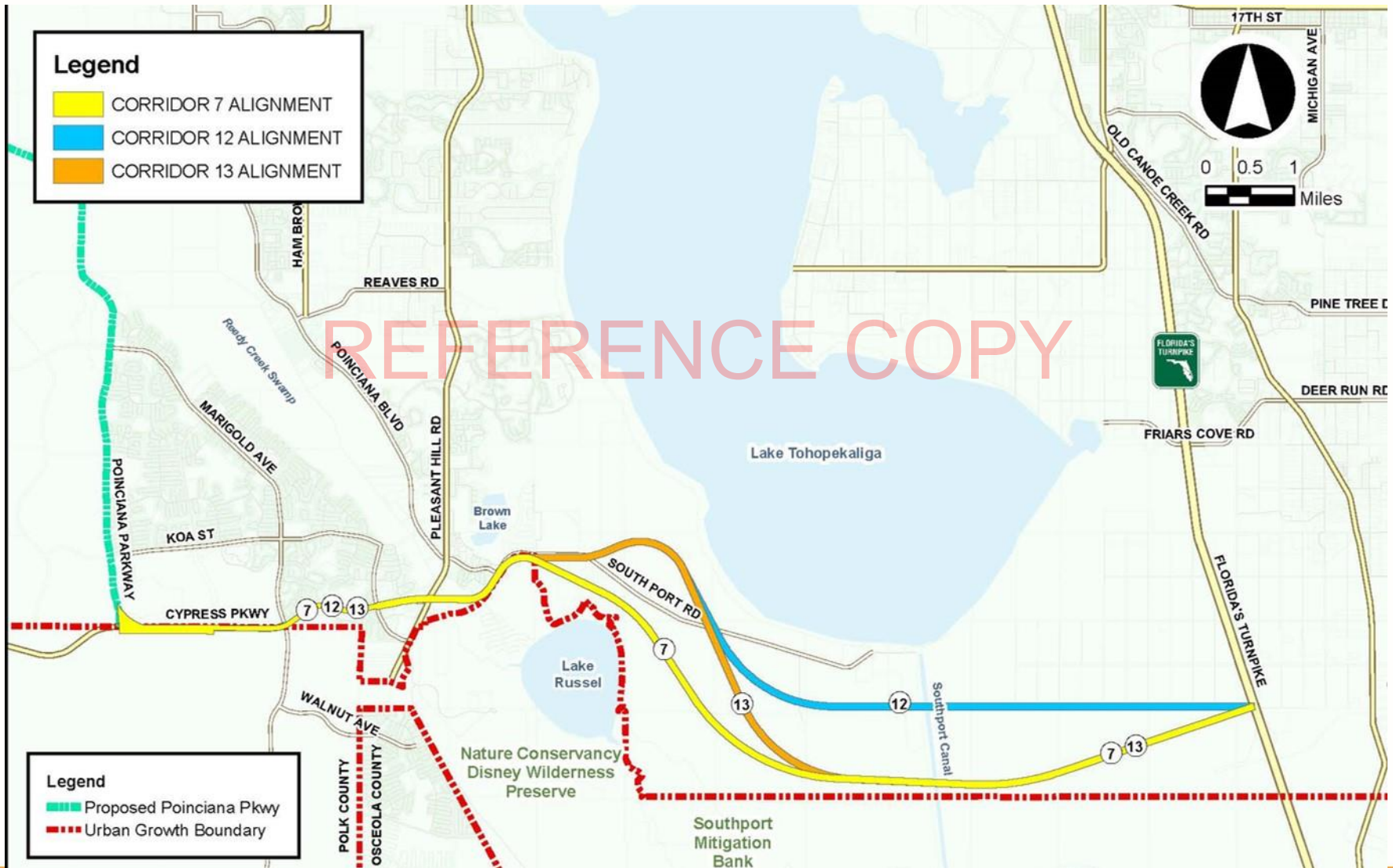
ACE Study Area



ACE Corridors



ACE Recommended Corridors



Southport Connector Expressway

ACER Evaluation Review Technical Memorandum (ACER TECH MEMO)

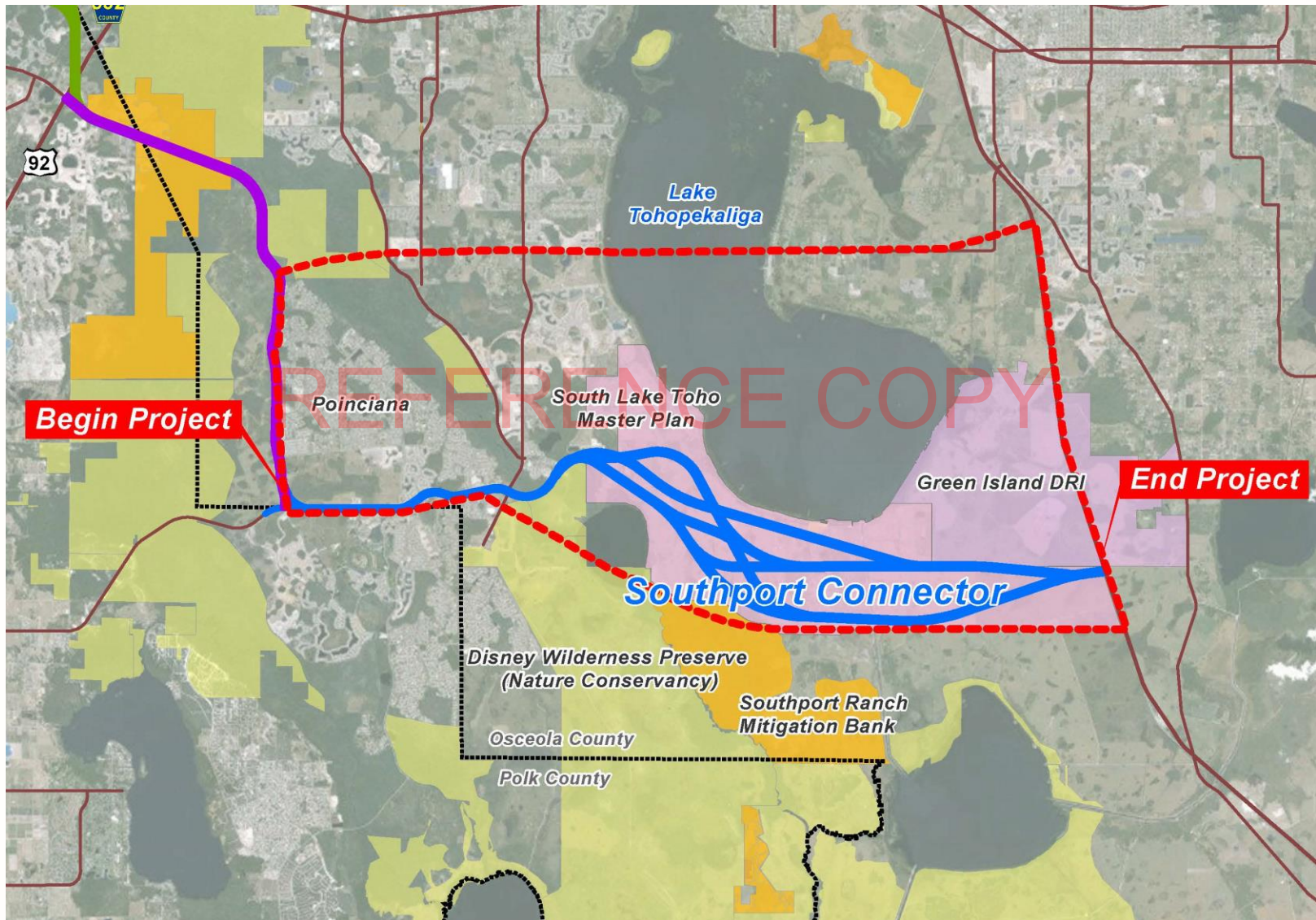
- Review all ACE documents
- Identify any changed conditions
- In-depth evaluation of the ACE findings, recommendations and commitments

REFERENCE COPY

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

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

Study Area



Corridor Characteristics

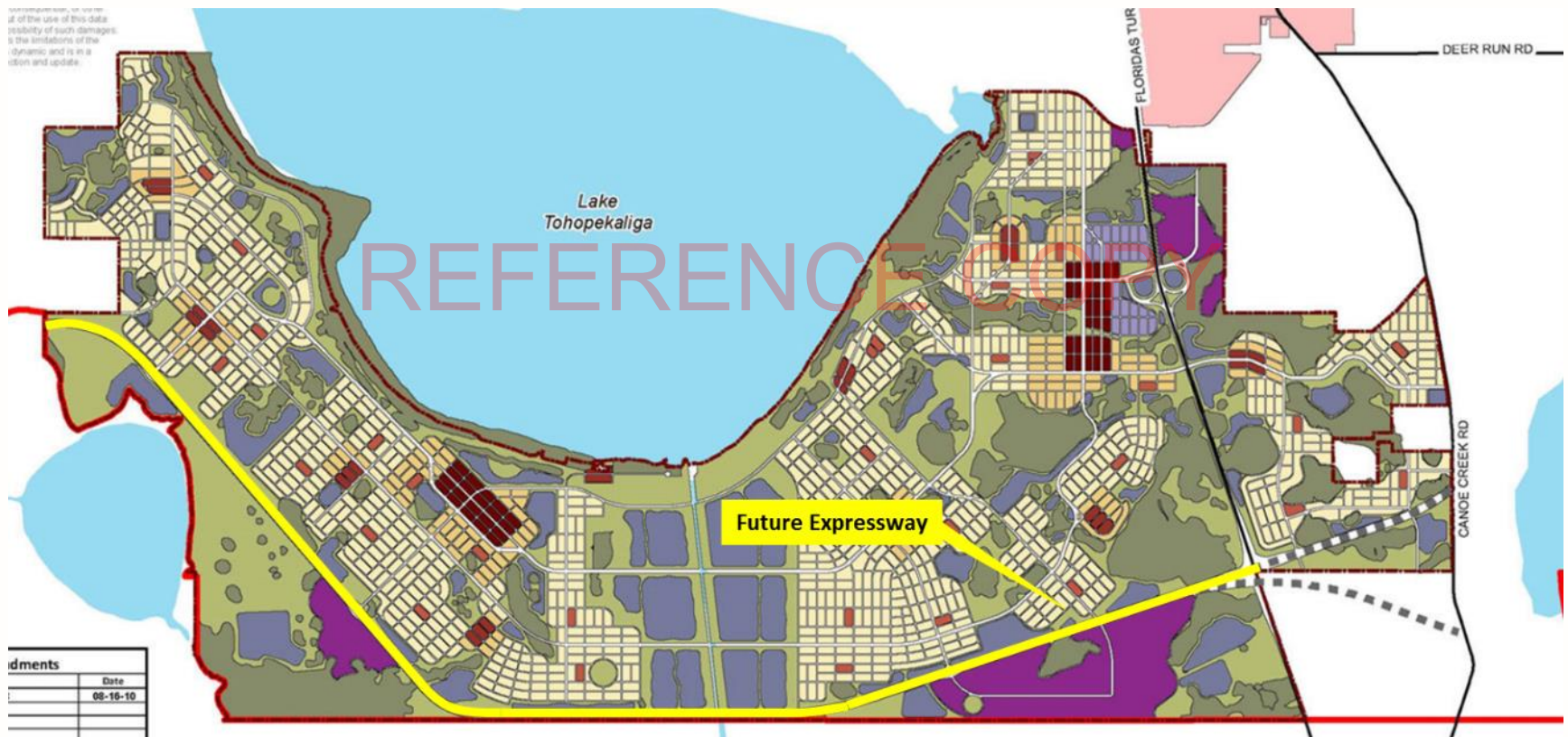
- Poinciana Parkway to Reedy Creek (Cypress Parkway Segment)



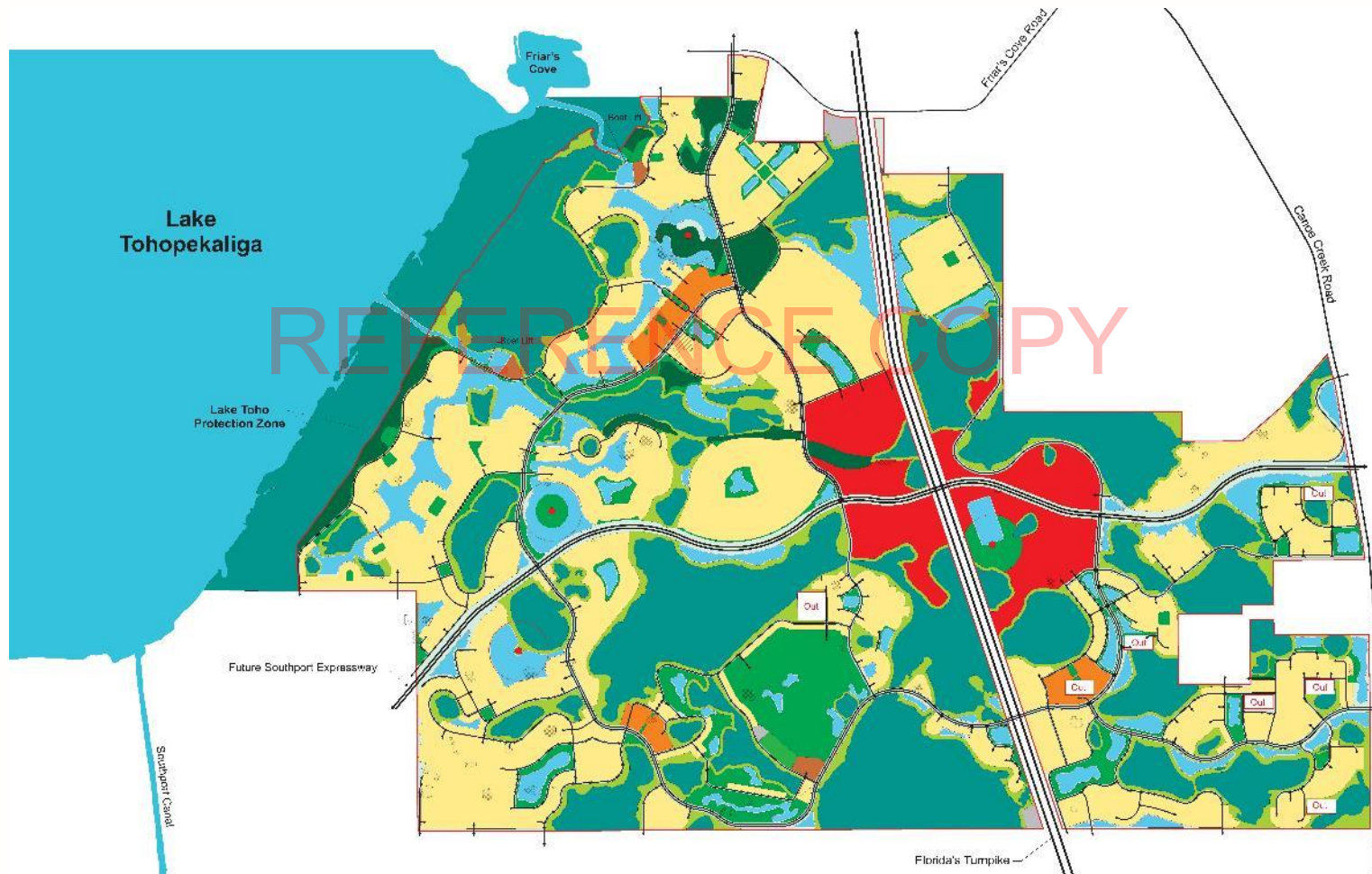
- Reedy Creek to Turnpike



South Lake Toho Master Plan



Green Island DRI



Environmental Constraints

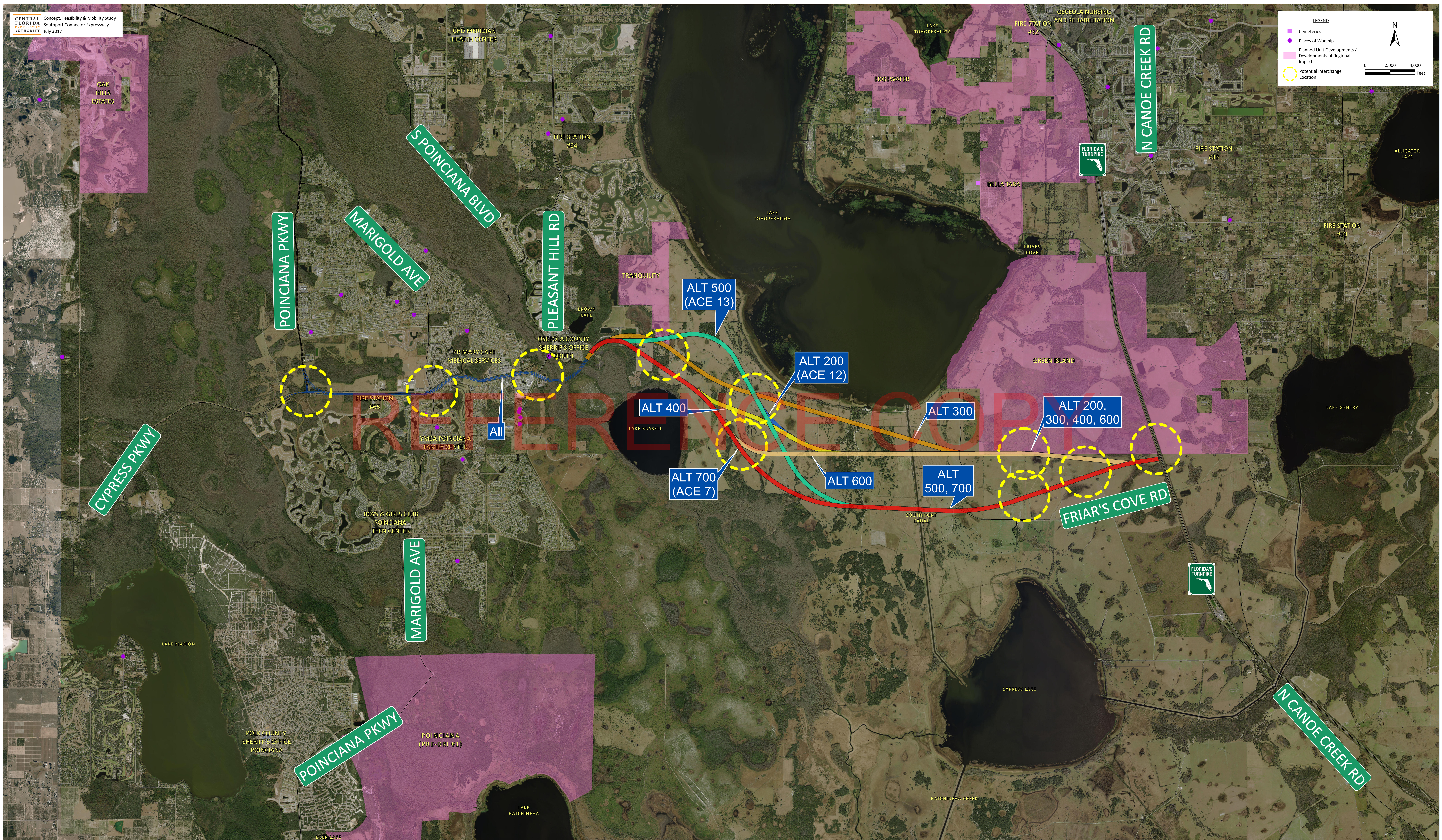


LEGEND

- Cemeteries
- Places of Worship
- Planned Unit Developments / Developments of Regional Impact
- Potential Interchange Location

0 2,000 4,000 Feet

N



PAG No. 1
July 19, 2017

REFERENCE COPY

1. Project Fact Sheet and Exhibits shown at Public Meeting are provided in EAG No. 1 documentation.

REFERENCE COPY

MEETING MINUTES:

Project Name: Southport Connector Expressway Concept, Feasibility, and Mobility Study
Project Number: 599-223

Meeting Date: July 19, 2017 9:00 a.m.

Meeting Place: Church of St. Luke and St. Peter
2745 Canoe Creek Road,
St. Cloud, 34772

Participants: CFX to provide

Subject: PAG Meeting #1

Note: Below Minutes were taken by RS&H staff present at the meeting and do not necessarily reflect all comments, observations, and questions. The below comments are based upon the recall of RS&H attendees: Dan Kristoff, John Rice, and Kelsey Lucas

CFX facilitator Mary Brooks opened the meeting with a general description of the meeting style and content. She then provided an overall perspective of the four studies, the history, and the study process.

Dan Kristoff then presented on the Southport Corridor and provided a brief presentation of their respective project activities to date, the initial tasks that have been completed.

After the presentations a brief break was provided and the PAG members were given the opportunity to view the display boards and interact with the consultant representatives.

Overview of Open Discussion: Facilitator: Mary Brooks

Mike Cambron – Real Estate Agent - Where is the Green Island DRI in relation to the project, I missed it? What about utilities

Dan Kristoff – The green island ranch is bordered by Canoe Creek Road and Lake Toho on the east and west, see Green Island DRI slide. We are currently doing an inventory of the utilities along Cypress parkway and some of the utilities will likely need to be relocated.

Mike Cambron – What influence does FDOT have on this project?

Brian Stanger - FDOT District 5 OEM Administrator– We did the ACE and now CFX is doing a feasibility on the entire area. We will wait to see what the feasibility study results show and then decide how to move forward.

Cyn Zeller - Owner of Grove 40 – What is going on with the turnpike interchange in Kissimmee? Are you looking at north and south access? What is the proposed access for this project? Existing turnpike only has access from one direction.

Dan Kristoff – General location of interchange has been discussed with turnpike and it will be a full interchange. See slide with the Osceola County master plan, where the thick yellow line connects to the turnpike this is the approximate turnpike interchange location.

Rax Jung - FTE – Currently, St. Cloud only has access to Turnpike north. The Turnpike is doing a PD&E study that examines adding south access.

Cyn Zeller – As a property owner, I would like to know will my property be impacted or get close to my property? It takes 5 years for orange tree to bear fruit. Should we pull and replant? We can get a 5 year tax exemption if we pull trees and wait. Don't know how you decipher land value? If our property is impacted would you consider future profit in the valuation?

Jonathan Williamson – This feasibility study started 4 month ago. In April 2018 feasibility study will end. These studies will determine if these are feasible corridors. If they are then it would proceed to a PD&E study and for more detailed design and interchange design, this would be expected to take at least 2 years. If the PD&E is feasible then it could move to design which would take a couple more years. At least 5 to 6 years before construction.

Jay Jarvis – Polk County Director of Transportation Division – ARCP to widen Cypress Parkway from 2 lanes to 4 lanes. Also looking at widening Marigold. Don't want to spend all that money if this is going to come through and wipe it out. If this project was 20 years out then we would go ahead and build it. But if it is only 5 years out, then we don't want to waste money.

Mary Brooks - What is timeline for Polk County?

Jay Jarvis – Cypress Parkway – Design-Build October this year (still concerned because widening won't fix the problem – just will move people faster to another choke point)
Marigold – Decision making still

Mary Brooks – We can do a presentation to your board to help with the decision making

Dan Kristoff – We are happy to attend. We don't want to tear anything out that you're about to build either.

Jay Jarvis – Is elevated an option. Can I build on the outside of the right-of-way? And then piers and utilities go in the center. We want a comprehensive solution. Solivita is developing fast and something needs to be done with the traffic.

Meeting adjourned at 9:40.



Concept, Feasibility & Mobility Studies

Southport Connector Expressway

Project Advisory Group
Meeting No. 1

July 19, 2017

Concept, Feasibility & Mobility Studies

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

Joseph Passiatore
CFX General Counsel
4974 ORL Tower Road
Orlando, FL 32807
407-690-5000

Joe.Passiatore@CFXWay.com

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

Concept, Feasibility & Mobility Studies

AGENDA

- | | |
|---------------------------------|-----------------------------|
| I. Introductions | VI. PAG Roles |
| II. Study History | VII. Study Corridor Details |
| III. Study Corridor Overview | VIII. Open Discussion |
| IV. Project Goals | IX. Next Steps |
| V. Study Methodology & Schedule | X. Action Items |

Concept, Feasibility & Mobility Studies Study History

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

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

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

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

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

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

Concept, Feasibility & Mobility Studies

Each of the four corridor segments has been previously studied to varying degrees of detail. Our consultant teams will summarize the previous studies of each corridor segment in individual presentations.

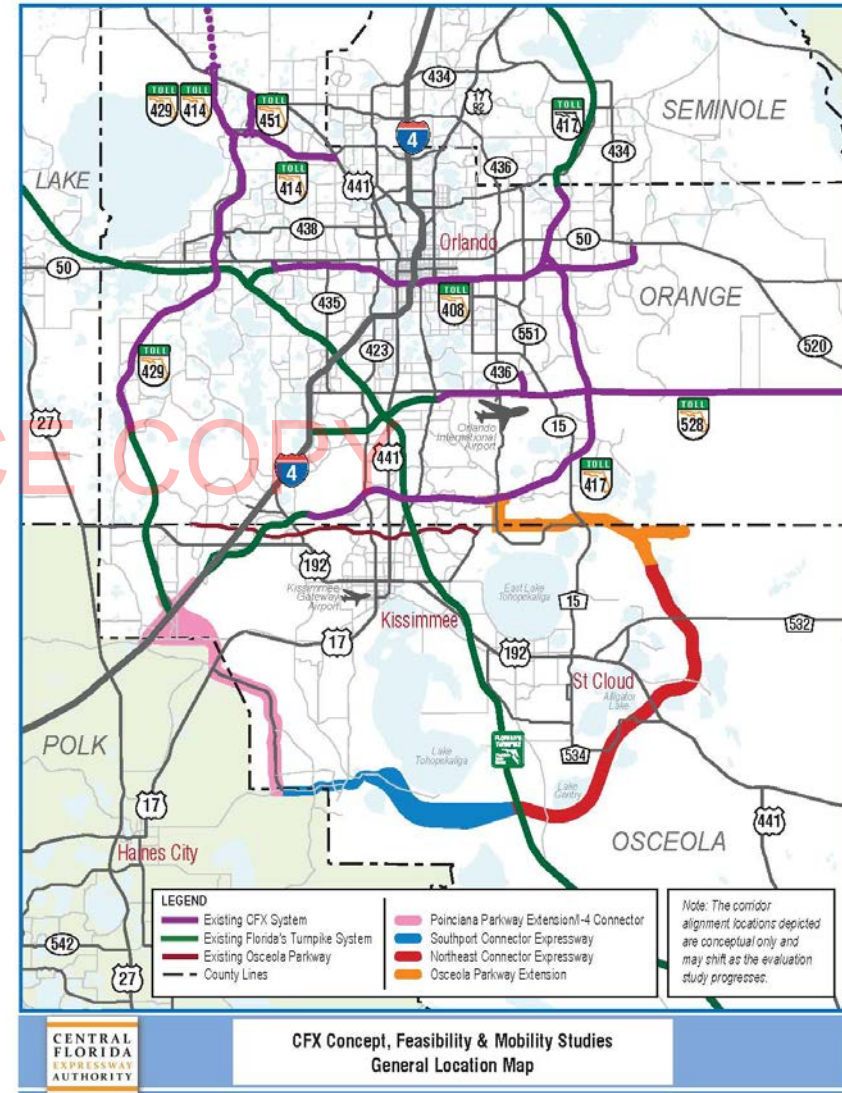
- Poinciana Parkway Extension / I-4 Connector
Alternative Corridor Evaluation Report (ACER) - November 2015
- Southport Connector Expressway
Alternative Corridor Evaluation Report (ACER) – October 2015
- Northeast Connector Expressway
(Southport Connector East, from Canoe Creek Road to SR 528)
Preliminary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

Concept, Feasibility & Mobility Studies

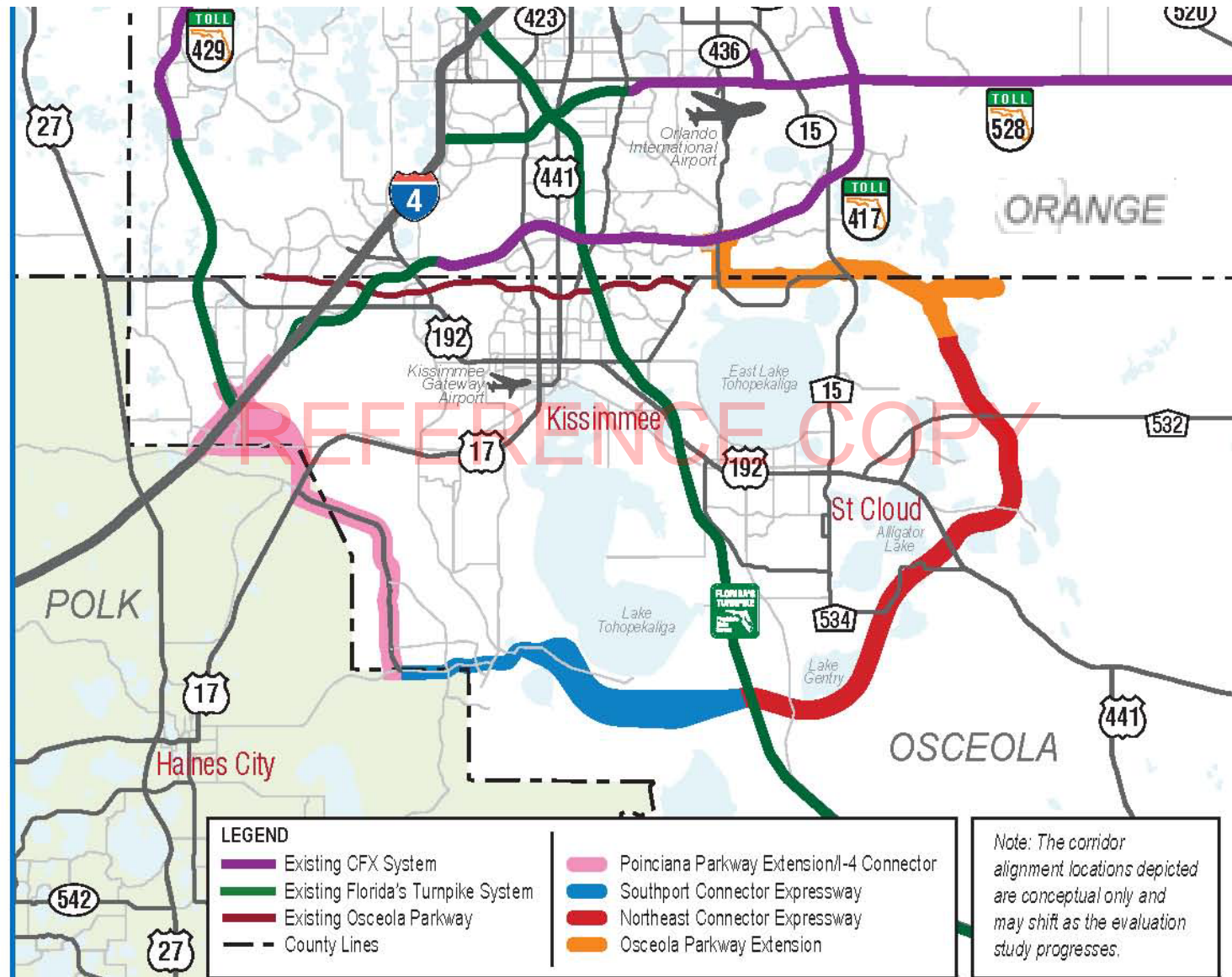
Study Corridor Overview

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

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



Concept, Feasibility & Mobility Studies



Concept, Feasibility & Mobility Studies

Overall Goals of the Project Corridors

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

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

Concept, Feasibility & Mobility Studies

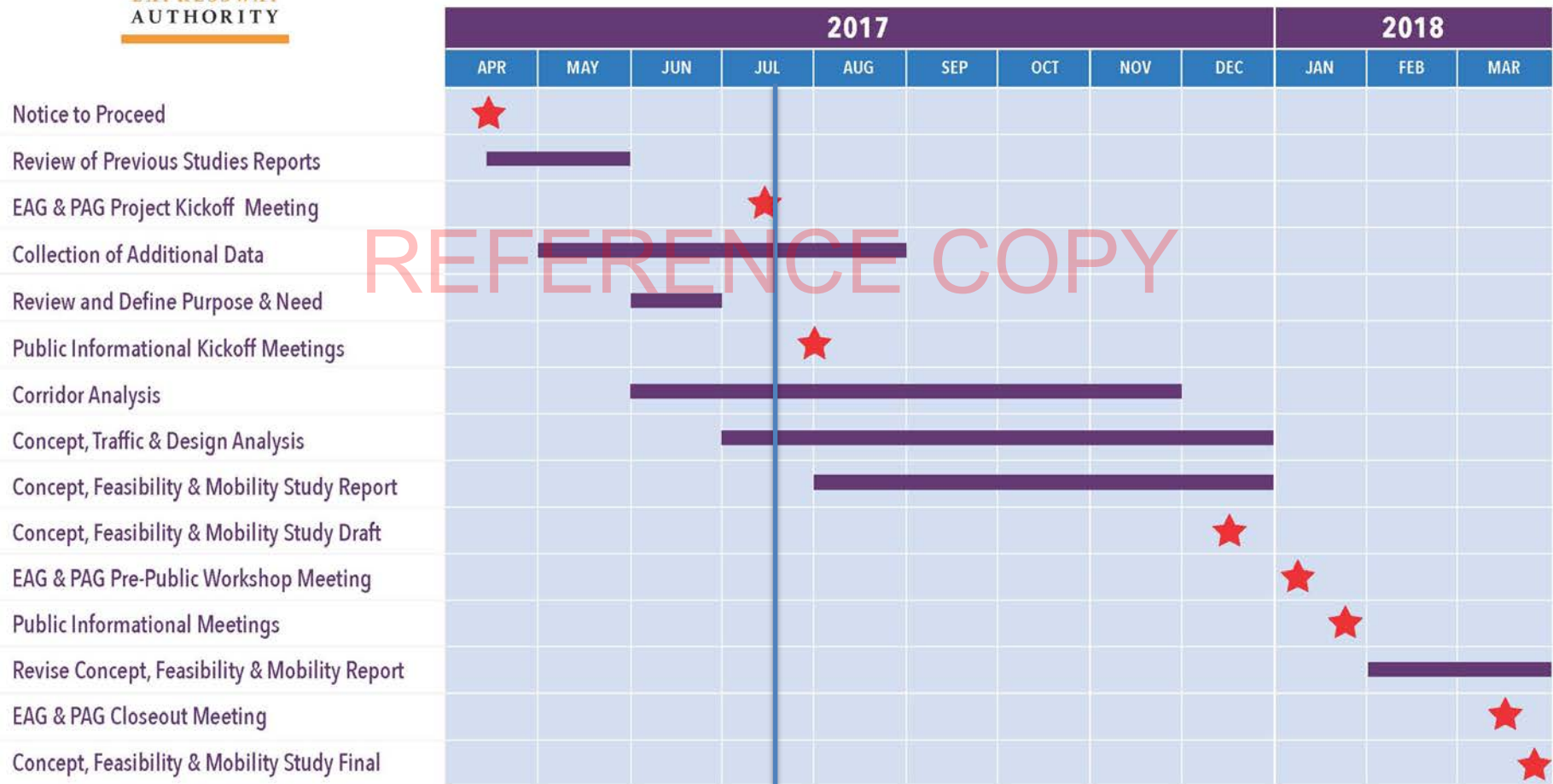
Study Methodology

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

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

Concept, Feasibility & Mobility Studies

Proposed Schedule Concept, Feasibility & Mobility Studies



Concept, Feasibility & Mobility Studies

Public Involvement

Public involvement and stakeholder coordination will be an integral part of the study and multiple opportunities for participation will be provided. 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
- 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
(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/>

Concept, Feasibility & Mobility Studies

Advisory Group Roles

Environmental

- 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

- 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.

Project Background

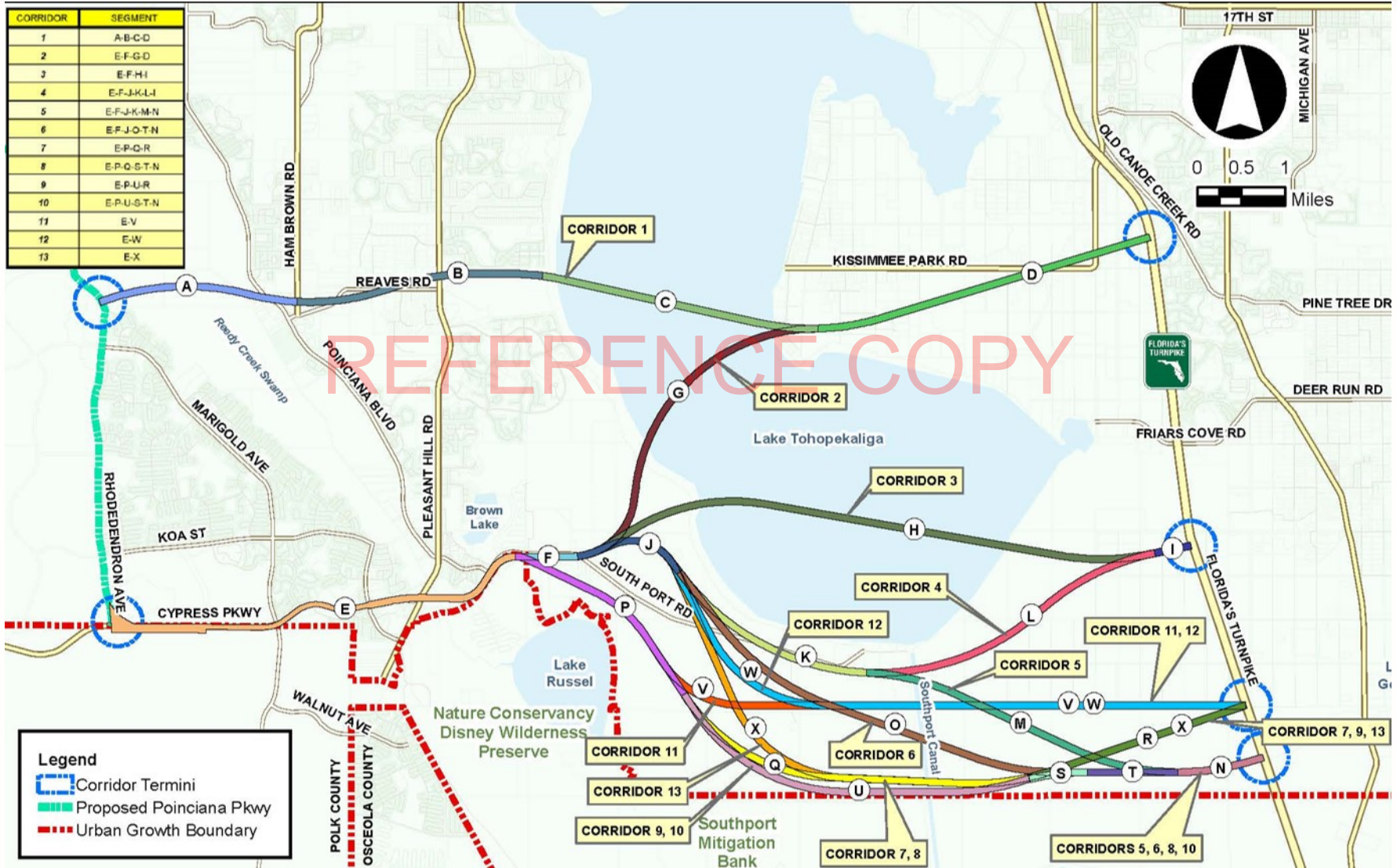
FDOT Alternative Corridor Evaluation (ACE) Study

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

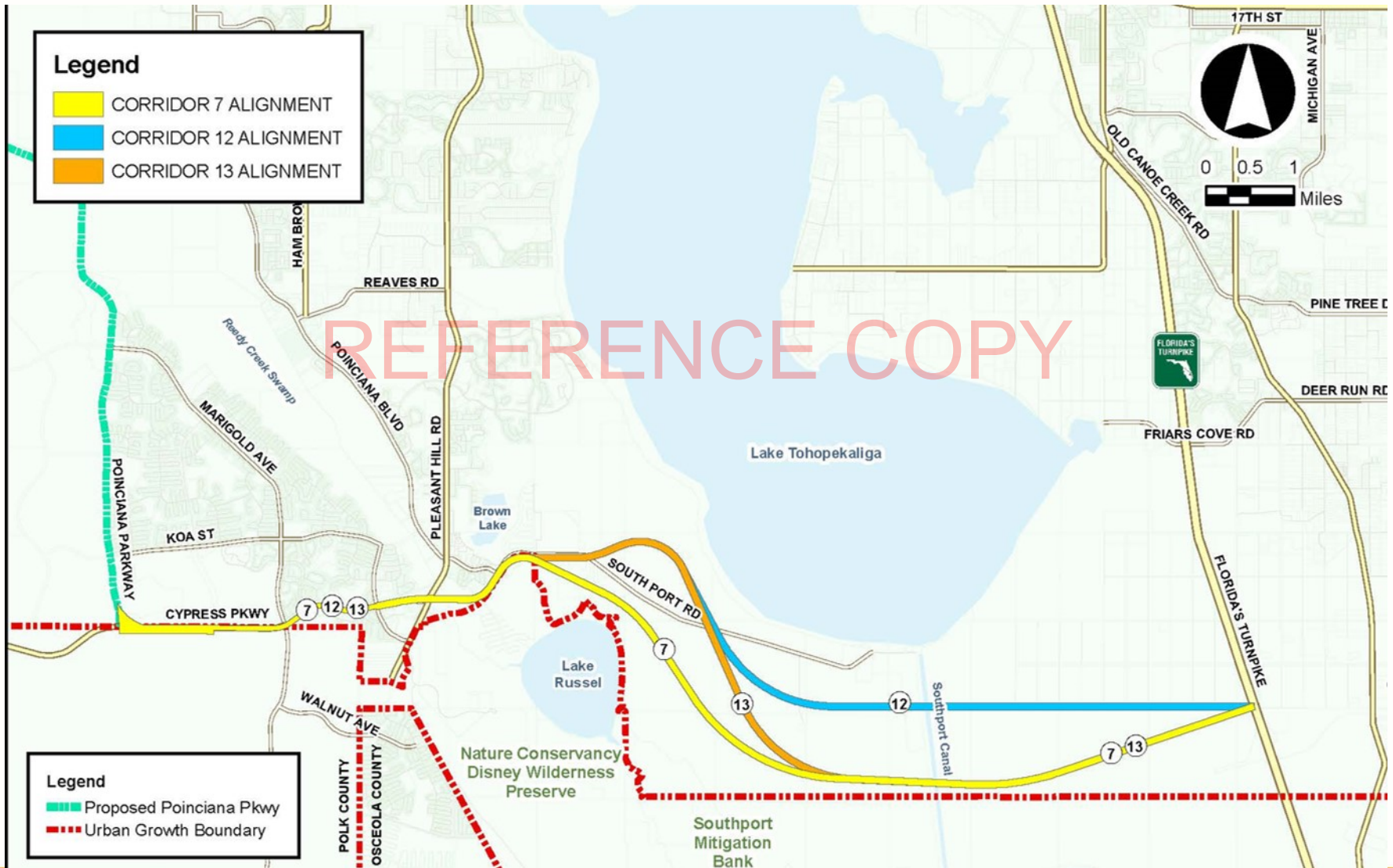
ACE Study Area



ACE Corridors



ACE Recommended Corridors



Southport Connector Expressway

ACER Evaluation Review Technical Memorandum (ACER TECH MEMO)

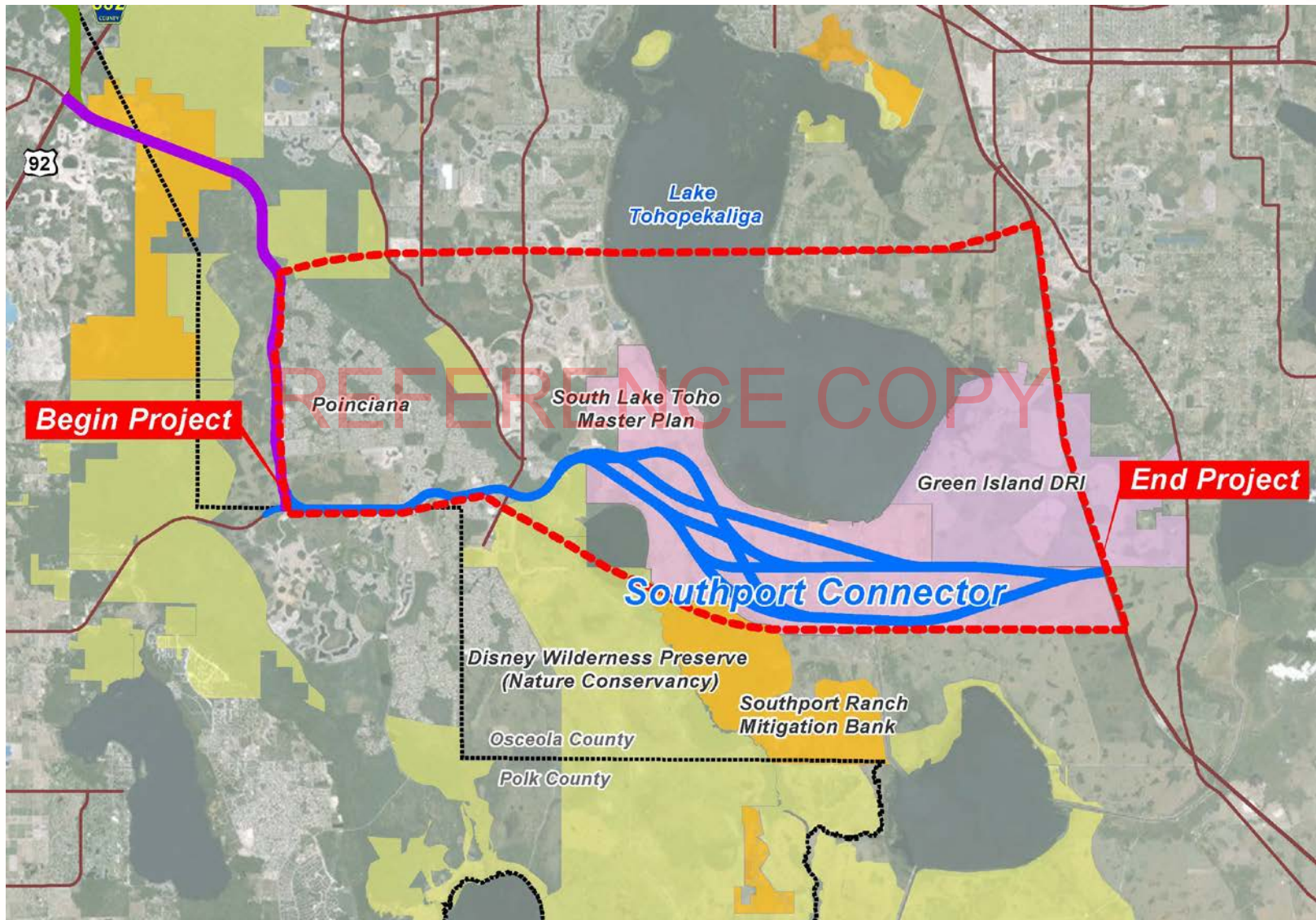
- Review all ACE documents
- Identify any changed conditions
- In-depth evaluation of the ACE findings, recommendations and commitments

REFERENCE COPY

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

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

Study Area



Corridor Characteristics

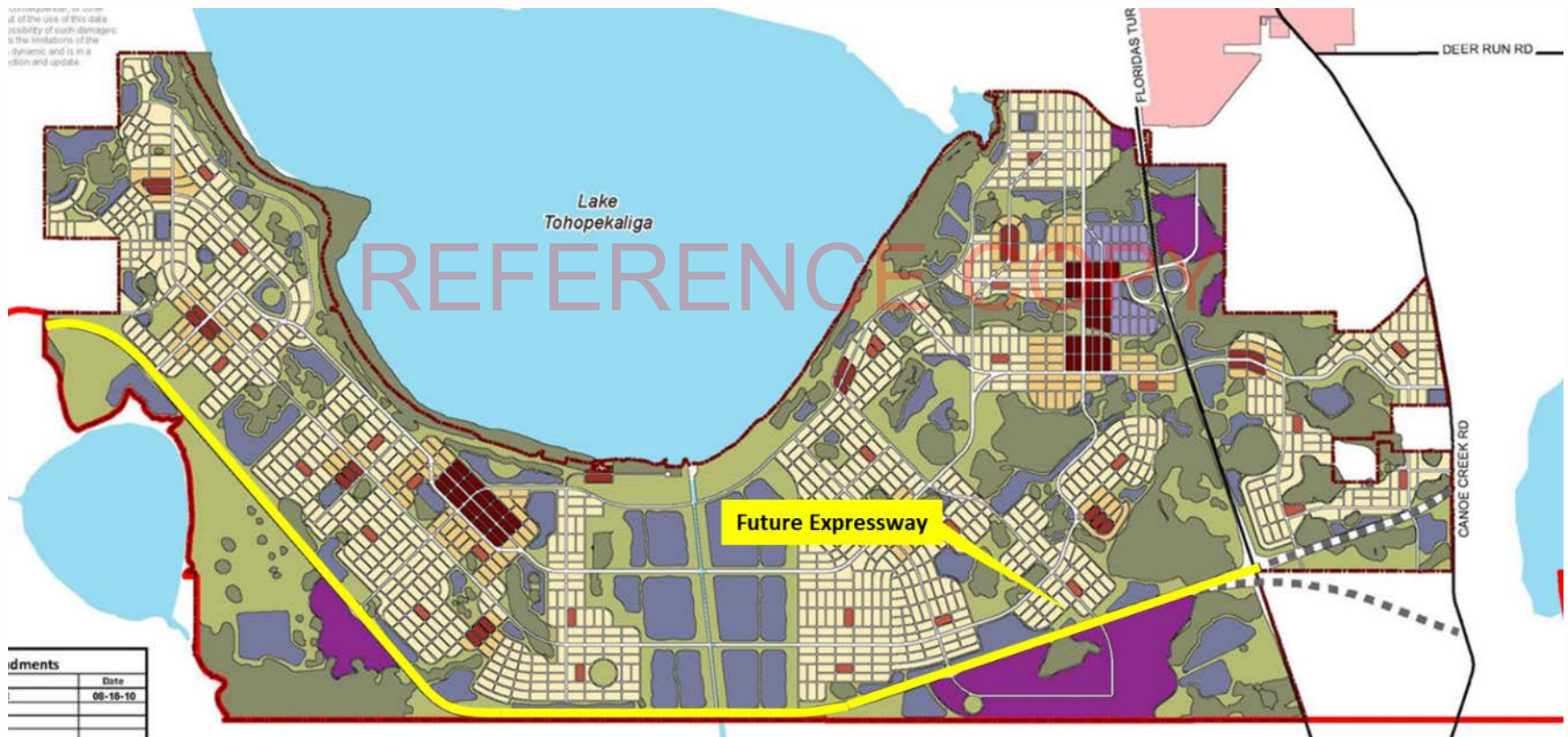
- Poinciana Parkway to Reedy Creek (Cypress Parkway Segment)



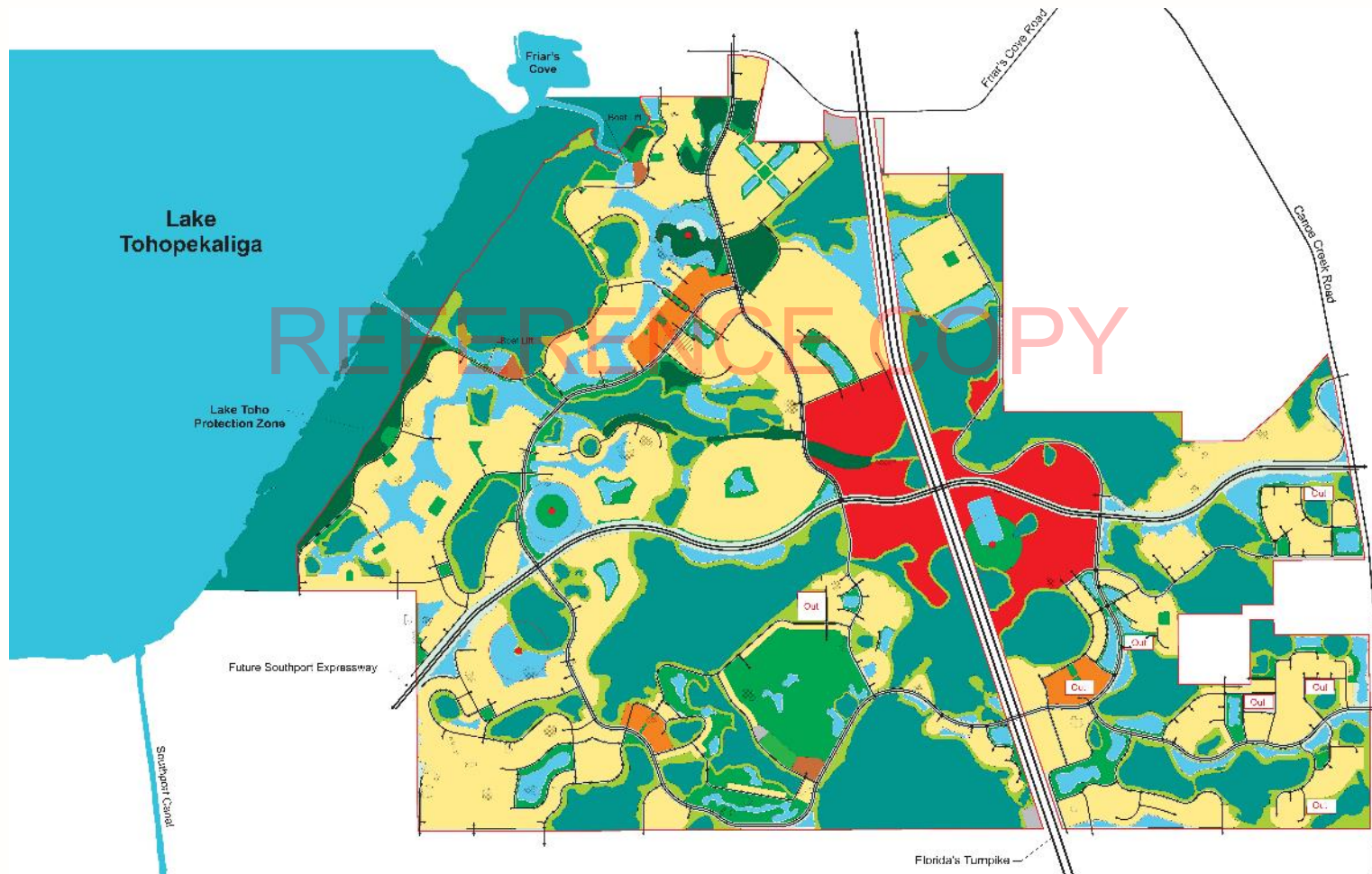
- Reedy Creek to Turnpike



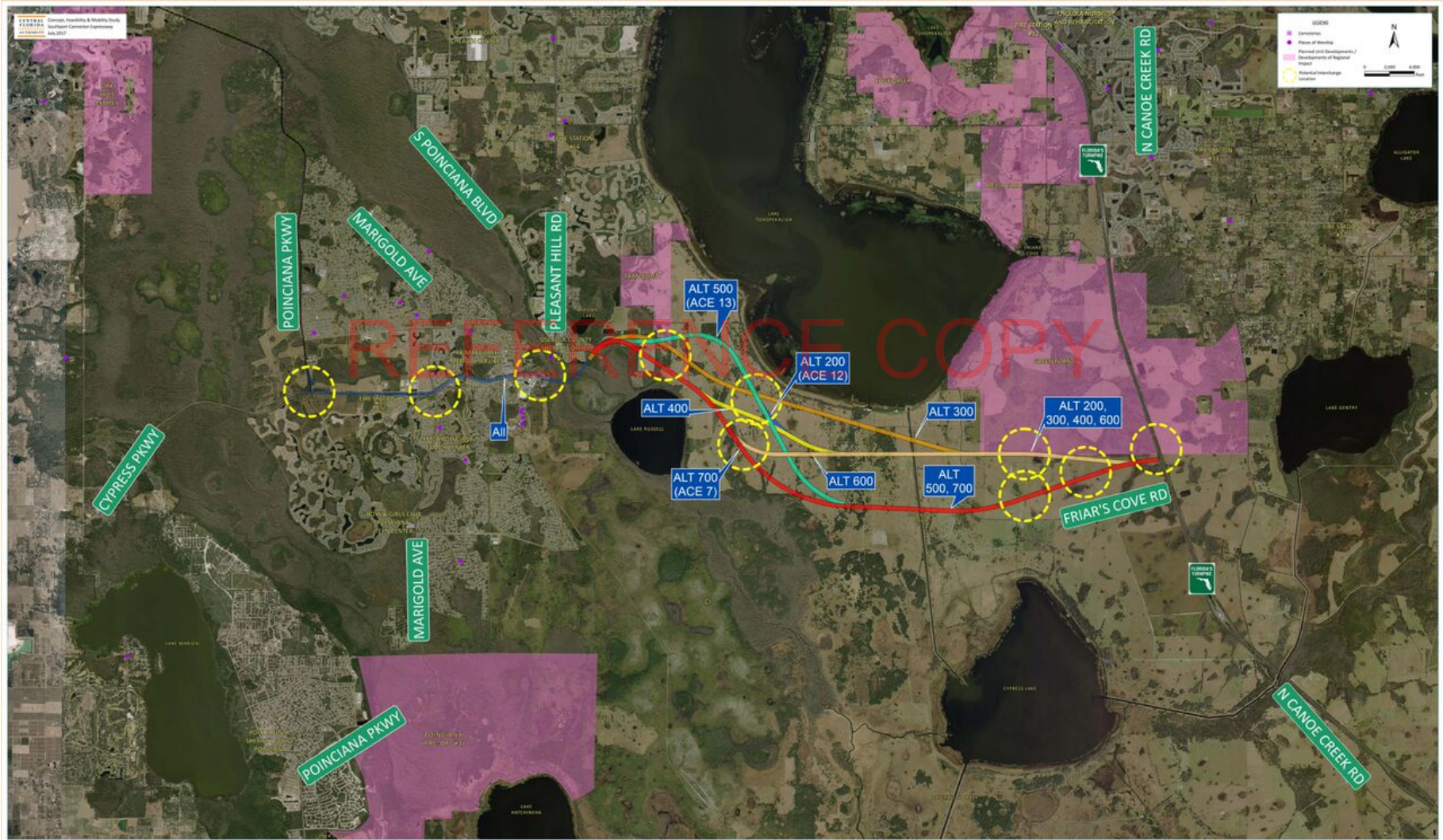
South Lake Toho Master Plan



Green Island DRI



Corridor Alternatives



Corridor Alternatives



Concept, Feasibility & Mobility Studies

Open Discussion

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Concept, Feasibility & Mobility Studies

Next Steps

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Concept, Feasibility & Mobility Studies

Action Items

REFERENCE COPY

Concept, Feasibility & Mobility Studies

For More Information, Contact:

Mary Brooks

Public Involvement Coordinator

Email: ConceptStudies@cfxway.com

Hotline: 407-802-3210

Web Address:

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

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Osceola County

July 31, 2017

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MEETING MINUTES:

Project Name: Southport Connector Expressway Concept, Feasibility, and Mobility Study
Project Number: 599-223

Meeting Date: July 31, 2017 (1:30 – 2:30 p.m., EDT)

Meeting Place: Osceola County (1 Courthouse Square, Kissimmee, FL)

Participants: See Participant List

Subject: Meeting with Osceola County Planning Staff to Discuss Southport Connector Expressway Study

On Monday, July 31, 2017, a meeting was held at the Osceola County office building in Kissimmee. The purpose of the meeting was to provide a status update, review alternatives, and understand the County's interchange location priorities for the Southport Connector Expressway study. A handout packet consisting of a meeting agenda and alternative alignments were distributed (copies of the meeting agenda and handouts are attached).

Josh DeVries began the meeting welcoming all and discussing the purpose of this meeting was to review potential Southport Expressway alignments within the context of the South Lake Toho Master Plan and prioritize interchange locations along the propose Southport Expressway corridor.

The following is a synopsis of the meeting discussion, observations, and questions from the Osceola County staff:

- Two major components for the Southport Expressway:
 - Cypress Parkway concerns:
 - safety
 - traffic operations
 - overpass locations
 - interchanges
 - South Lake Toho alignments
 - how to accommodate the South Lake Toho Master Plan moving forward
 - positives and negatives of each alternative
 - feedback from stakeholders/landowners who favor an alignment north of County's preferred alternative
- Dan Kristoff provided a summary of the project to date and indicated that the reason for the meeting is to get the County's input and share information:
 - Initial CFX task was to review the FDOT ACER study

- review of the previous FDOT ACER indicated that 13 alternatives were examined – RS&H analysis concurred with three alternatives South of Lake Toho carried forward
- RS&H analysis concurred with removing the Lake Toho crossing alternatives
- RS&H analysis provides additional viable alternatives south of Lake Toho
- West of Reedy Creek all alternatives would co-locate Southport Connector Expressway with Cypress Parkway
- 300 feet of existing right-of-way on Cypress Parkway – except 150 foot notch needed to build the strip mall east of Pleasant Hill Road
- Southport Expressway is proposed to utilize right-of-way in Reedy Creek area that County already owns (300 feet) to the greatest extent possible
- EAG/PAG meetings did not produce any new comments from stakeholders
 - Environmental activist Charles Lee restated his position to explore Lake Toho crossing

Cypress Parkway

- Dan indicated that two typical sections were being examined for west of Reedy Creek:
 - At-grade (300 feet)
 - Elevated typical (300 feet) to overpass certain cross street connections – design could be pier or wall
- Dan discussed the Southport Expressway draft exhibits:
 - Circles on the exhibits show potential overpass locations on Cypress Parkway
 - Poinciana Parkway to Pleasant Hill Road is an approximate 3 mile segment desirable urban interchange spacing is 2 miles
 - Current exhibits indicated a full interchange at Pleasant Hill Road
 - Currently showing slip ramp locations between Poinciana and Marigold and between Marigold and Pleasant Hill Road
 - There is flexibility where the entrance/exit ramps are located and can be adjusted in the PD&E phase of the project
 - Forecasted traffic counts are still in flux and final recommendation for ramps/interchanges/overpasses will be contingent on traffic information
 - Currently Cypress Parkway has 47,000 ADT
 - A typical four-lane freeway can accommodate 65,000 ADT
 - A typical two-lane one-way frontage road can accommodate 18,000 ADT
 - Preliminary cost estimate indicates that an entirely elevated roadway has a cost 5 times more than an at-grade option with overpasses. Paul Heeg indicated that the current concept being considered has the Southport Expressway on fill and includes structures at overpass locations.
 - Dan asked the County to consider prioritizing overpass locations along Cypress Parkway

- evaluate where to locate full openings versus partial openings, consider emergency only access for hospital, if fire station needs direct access
- number of intersections/driveways will effect operation of the frontage roads
- consider Texas U-turns for minor access (U-turn proceeding an intersection)
- Dan recommended that the following locations have lower priority for overpasses:
 - Cypress Drive
 - Walmart entrance drive
 - Cypress Branch Road
 - Tawny Olore indicated that the County would get back to us within a week with the overpass prioritization. Note – in a follow-up email from the County on August 9, 2017 – the County agreed with Dan’s recommendations for the lower priority overpass locations to be considered only as a secondary option if feasible and provided the following modifications to their original recommended overpass locations:
 - Place the overpasses at Cypress Drive, Walmart, Cypress Branch and at the hospital as a lower priority than others previously mentioned.
 - Add an overpass location at the fire station located between the hospital and Poinciana Parkway
- Dan stated that the interchange / overpass locations have not been included in traffic model
- Dan indicated that the roadway design requires 52 feet of space between inside and outside pavement markings of frontage road and mainline, respectively, in order to accommodate ramps (assuming grades will facilitate). In addition, he stated that entrance and exit ramp vertical and horizontal geometry are affected by the location of the overpasses.
- The County discussed traffic on Cypress Parkway being highly directional (70% to and from I-4 corridor). They also indicated Solivita is a golf cart community and suggest considering golf cart crossings - Dan stated that if statutes do not allow golf carts then the roadway would not be designed to accommodate them. Dan further indicated the issue would be coordinated with Polk County and would most likely be handled in more depth during the PD&E phase.
- The County asked if traffic will examine a phasing alternative. Dan indicated the project will most likely be phased with one phase including the Cypress Parkway and a second phase including the South Lake Toho portion.
- The County was concerned about access for the emergency personnel in the joint Osceola County/Polk County fire station (located west of the hospital – between the hospital and Poinciana Parkway). Dan provided some alternatives for access, including: Eastbound ramp touchdown before fire station or U-turn at hospital overpass. He stated that a more detailed analysis would be conducted during the PD&E study. Note – in a follow-up email from the County on August 9, 2017 – the County asked that the fire station have an overpass and access.

- The County expressed concerns for accessing Vance Harmon Park. Dan understands this is a regional park, that construction is being phased, and is a very important amenity for the community. He indicated that consideration would be given for Park access based in conjunction with recommended overpass locations.
- The County indicated that Commissioner Arrington wanted an additional East-West road - Reaves Road or KOA Street extension across Reedy Creek. Reaves Road is on LRTP – 30 million.
- The County requested that an east bound slip ramp be added near Cypress Branch Road.

Reedy Creek to Turnpike

- Dan indicated that we are currently considering alternatives that utilize the existing right-of-way across Reedy Creek; anticipate that a future Reedy Creek crossing will require a longer bridge compared to nearby Pleasant Hill Road structure; and that threatened and endangered species (bald eagle, caracara, and snail kite) are the primary environmental features influencing the alignment locations
- Dan stated that the team met with all property owners/stakeholders. Several of the owners/stakeholders (Southport Ranch, Kenansville Ranch, The Nature Conservancy, and Green Island DRI) indicated that the alignment along existing Southport Road (alignment ALT 300) was the preferred alignment as it did not bisect their property, was best alternative for the frequent controlled burns, and bordered the Green Island DRI development plan. Dan stated that the majority of the land owners (Southport Ranch, Kenansville Ranch, and the Bronson's) consider themselves ranchers and did not desire to develop their property.
- The County indicated that the South Lake Toho Master Plan consists of roughly 20,000 acres of mixed use development. The urban growth boundary was started in 2007 and adopted as an element of the County's Master Plan. The County stated that they met with stakeholders (2 ½ year process) and included stakeholder interviews with regulatory agencies, land owners, and Disney wilderness preserve. County commissioners asked for a more detailed look at the build out for mixed use development and a stakeholder group consisting of all major property owners were involved for the duration of the process. The County further indicated that since there were so few owners in this area, they were very involved in the process and between June 2008 and February 2009, seven or eight stakeholder meetings were conducted. The County also included environmental groups: Florida Audubon (Charles Lee) – desired Lake Toho crossing and Disney Wilderness Preserve – concerned with burning and smoke screen. The County concluded that the alignment shown in South Lake Toho Master Plan was agreed upon by environmental agencies and property owners. This South Lake Toho Master Plan has the potential as a regional job center generating a robust economy – more than just residential. The County wants a freeway that supports land use but doesn't destroy the integrity of the plan. Their preferred alignment is to "hug" Urban Growth Boundary (ALT 700) with the exception of the area near the Disney Wilderness Preserve. The South Lake Toho Master Plan was adopted as part of County Comprehensive Plan. It was taken to state, through public hearing process, and through County

Commissioners. An amendment to the master plan would be needed to implement substantial changes to the roadway alignment. The County also stated that a local interchange to the north was an important connection for Green Island and that an alignment on their property line is beneficial for them. Dan stated that if the County wants the alignment to match their master plan, it will be a strong influence in the selection process.

- Dan described the segment from Reedy Creek to Turnpike as approximately 10 miles; that the desirable suburban interchange spacing is 5 miles; and that spacing for system-to-system interchange to local access interchange is optimal in the 3.5 to 4 mile range. He further indicated that the minimum urban interchange spacing is 2 miles and that the County should consider interchange locations with 2 to 3 mile spacing for the South Lake Toho segment.
- Dan stated that a presentation to Osceola County Commissioners is built into schedule but no date is set. There will be a Local Elected Officials meeting 1 hour prior to Public kick-off meeting – all being arranged by Quest.

The meeting was adjourned at 3:00 p.m.

Summary of Decisions / Action Items

(RS&H)

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1. Consider overpass at fire station, which is a joint station between Osceola and Polk Counties. Consider an overpass to provide direct access to the hospital as well.
2. May need to consider a frontage road along Poinciana Parkway (Rhododendron Drive); coordinate with Kimley-Horn.
3. Send .pdfs of plots to the County – completed.

(Osceola County)

4. Osceola County will prioritize overpass locations (suggest low priority to WalMart, Cypress Drive, and Cypress Branch Road). Note: information provided August 9, 2017.

Participant List:

Name	Representing	Email
Dan Kristoff	RS&H	daniel.kristoff@rsandh.com
John Rice	RS&H	john.rice@rsandh.com
Eddy Gonzalez	RS&H	edward.gonzalez@rsandh.com
Paul Heeg	RS&H	paul.heeg@rsandh.com
Kelsey Lucas	RS&H	kelsey.lucas@rsandh.com
Jonathan Williamson	Dewberry	jwilliamson@dewberry.com
Joshua DeVries	Osceola County	joshua.devries@osceola.org
Mary Moskowitz	Osceola County	mary.moskowitz@osceola.org
Tawny Olore	Osceola County	tawny.oloro@osceola.org

Jeff Jones	Osceola County	jjon3@osceola.org
Shane Friedman	Osceola County	shane.friedman@osceola.org
Joedel Zaballero	Osceola County	joedel.zaballero@osceola.org
Jimmy Wells	Osceola County	jimmy.wells@osceola.org
Jose Gomez	Osceola County	jose.gomez@osceola.org
Linette Matheny	Osceola County	linette.matheny@osceola.org
Cori Carpenter	Osceola County	cori.carpenter@osceola.org

Compiled By: John Rice (john.rice@rsandh.com; 407-893-5843, and
Dan Kristoff (daniel.kristoff@rsandh.com; 904-256-2139),
Paul Heeg (paul.heeg@rsandh.com; 904-256-2163), and
Kelsey Lucas (kelsey.lucas@rsandh.com; 904-256-2249)

Distribution: Participant List

Note: The above items reflect the recall of the compilers. Edits should be directed to the attention of:
daniel.kristoff@rsandh.com

REFERENCE COPY



**Southport Connector Expressway
Concept Feasibility & Mobility Study
Poinciana Parkway to Florida's Turnpike
Osceola County Meeting #2
July 31, 2017**

A. Project Overview

- Update on progress
- Upcoming events

B. Poinciana Parkway to Reedy Creek

- Right-of-way width
- At-grade versus elevated typical sections
- Entrance / exit ramp placement versus overpass locations
- Existing ADT is approximately 47,000

C. Reedy Creek to Turnpike

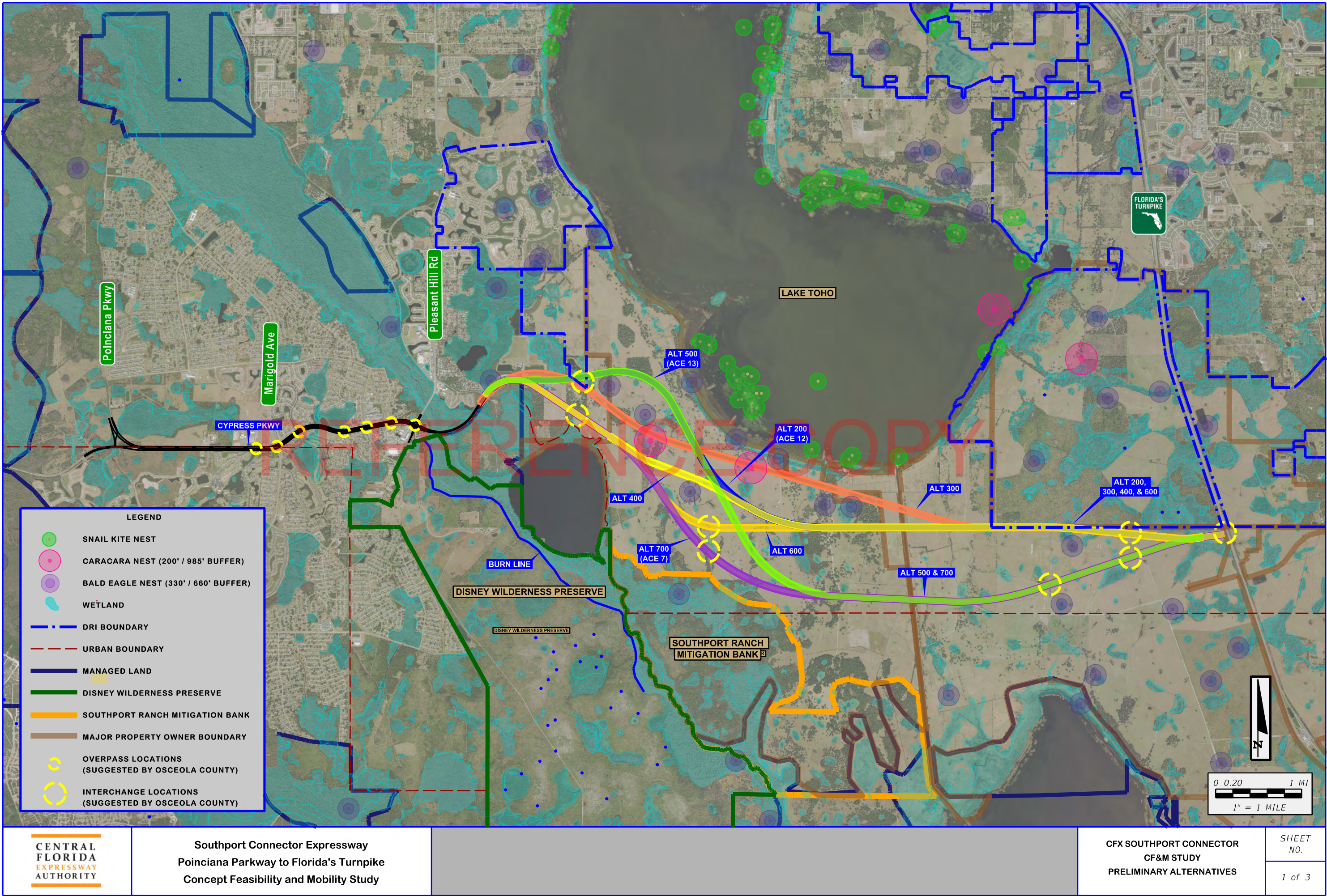
- Alternatives overview
- ACE Alternatives carried forward
- New alternatives
- County master plan
- Interchange spacing per master plan
 - 5 miles is desirable
 - Balance need for local access versus operation of freeway
 - Turnpike Connections

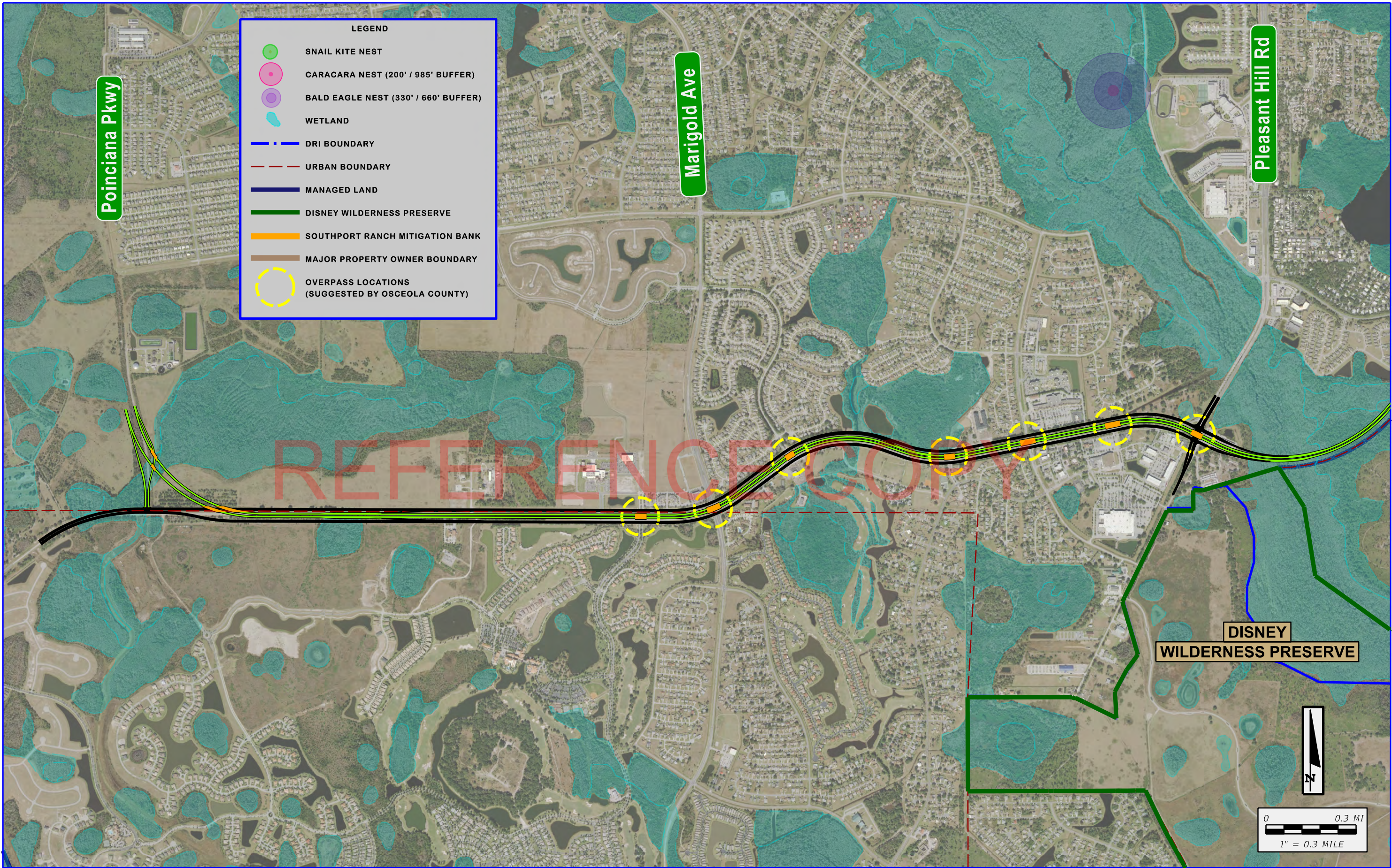
D. Upcoming Public Kickoff Meeting

- September 12 or 14; APV Community Center

E. Traffic Information

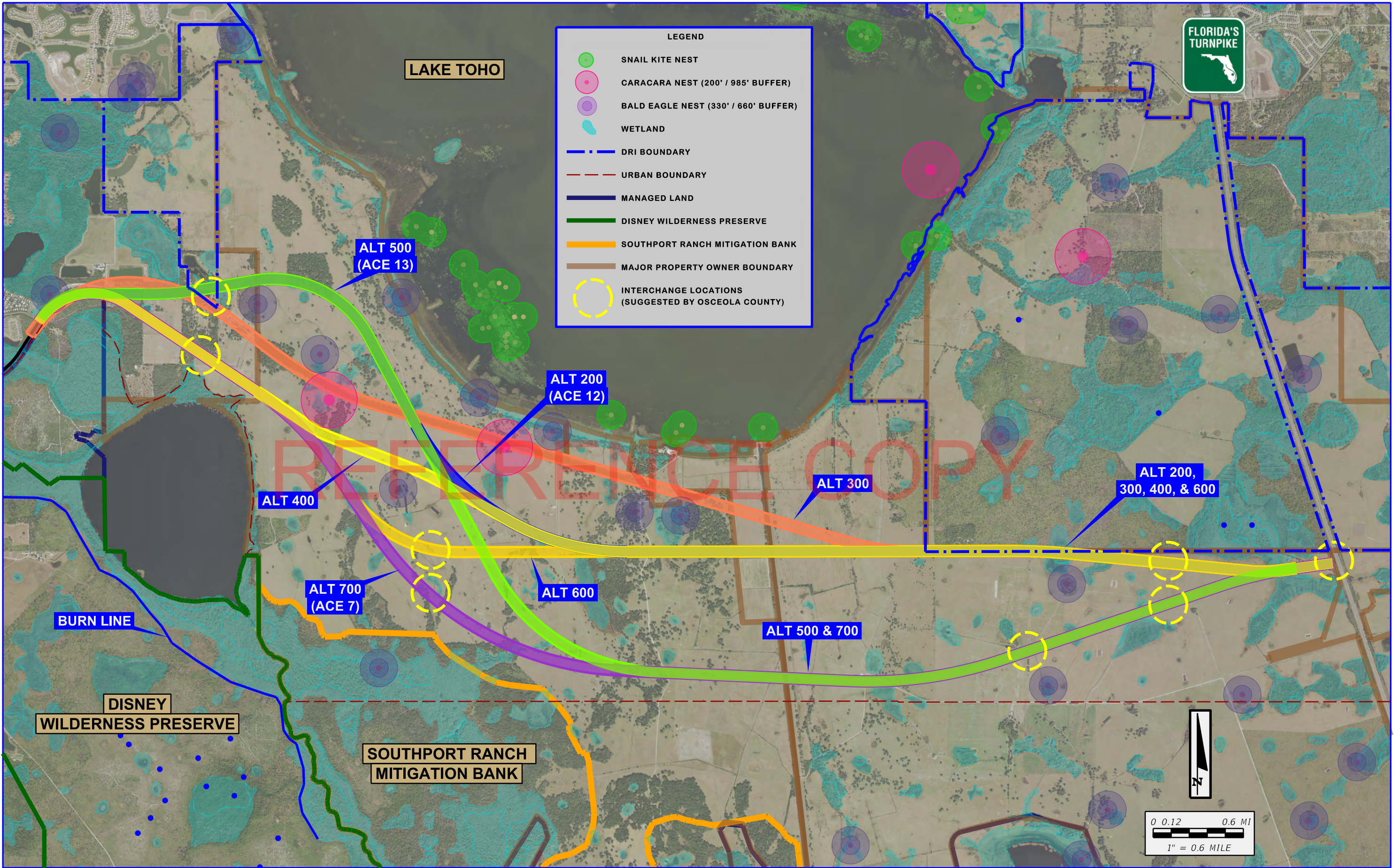
- Currently under development



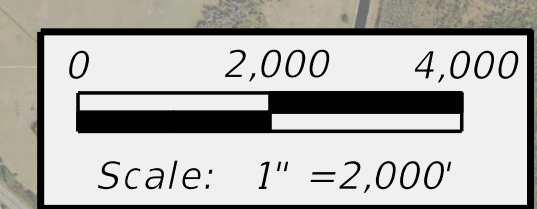
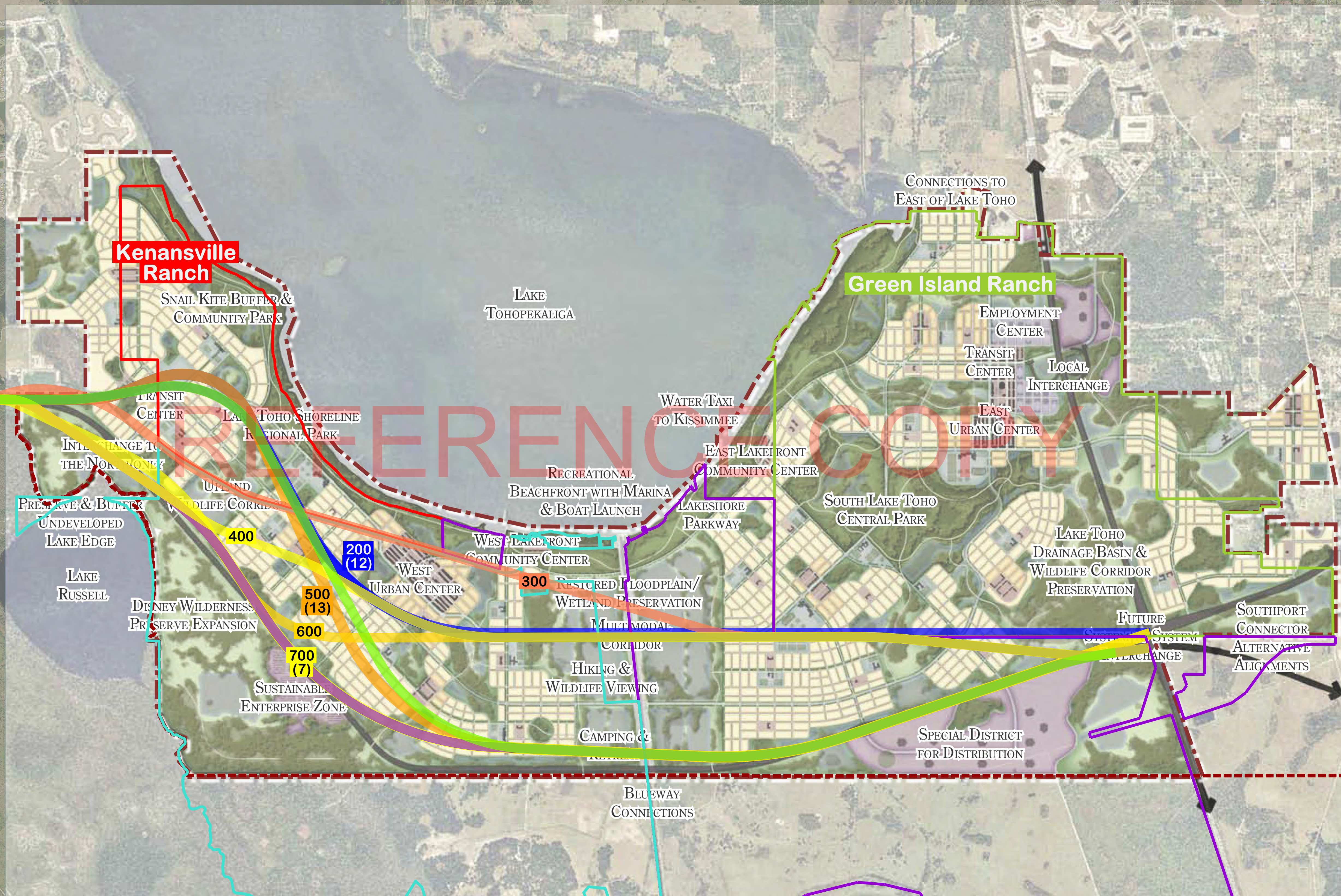


LEGEND

- SNAIL KITE NEST
- CARACARA NEST (200' / 985' BUFFER)
- BALD EAGLE NEST (330' / 660' BUFFER)
- WETLAND
- DRI BOUNDARY
- URBAN BOUNDARY
- MANAGED LAND
- DISNEY WILDERNESS PRESERVE
- SOUTHPORT RANCH MITIGATION BANK
- MAJOR PROPERTY OWNER BOUNDARY
- OVERPASS LOCATIONS (SUGGESTED BY OSCEOLA COUNTY)



EXISTING INTERCHANGE
6.5 mi NORTH OF PROPOSED INTERCHANGE



CFX Southport Connector Study
Proposed Alternatives vs.
South Lake Toho Master Plan

Polk County
August 8, 2017

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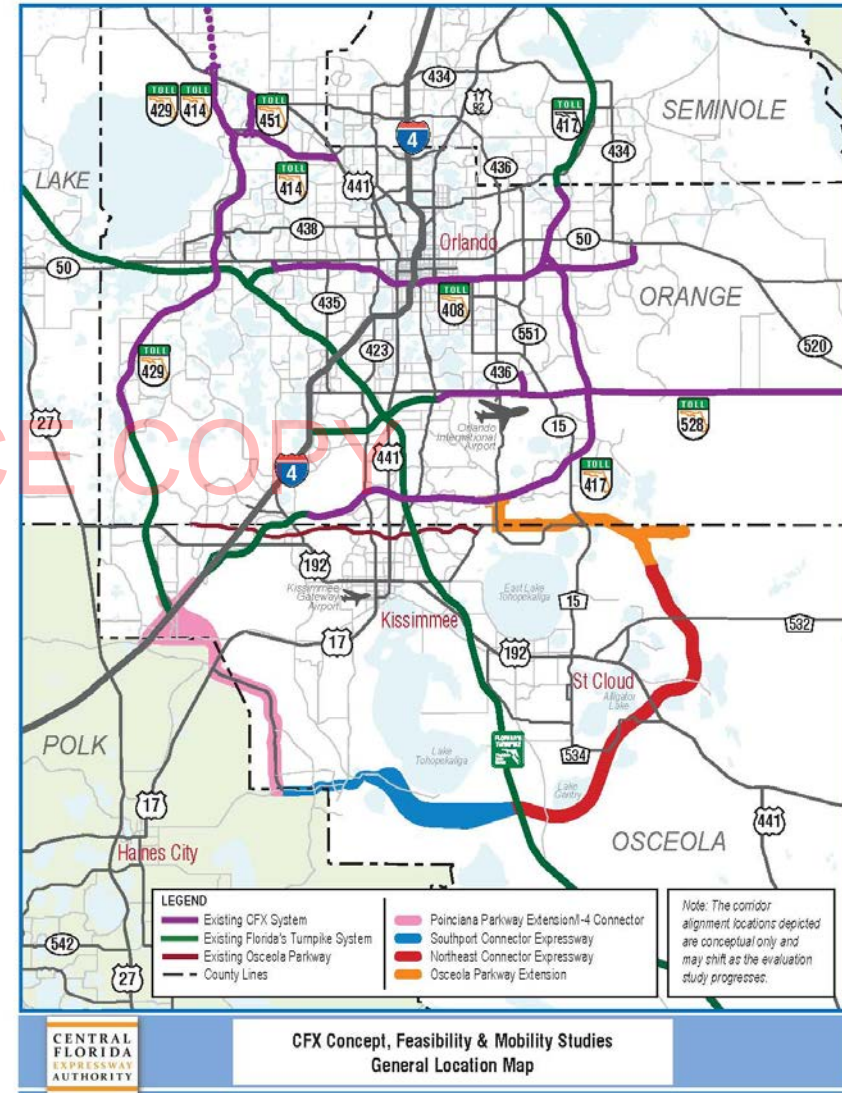


Concept, Feasibility & Mobility Studies

**Polk County Board of County
Commissioners**

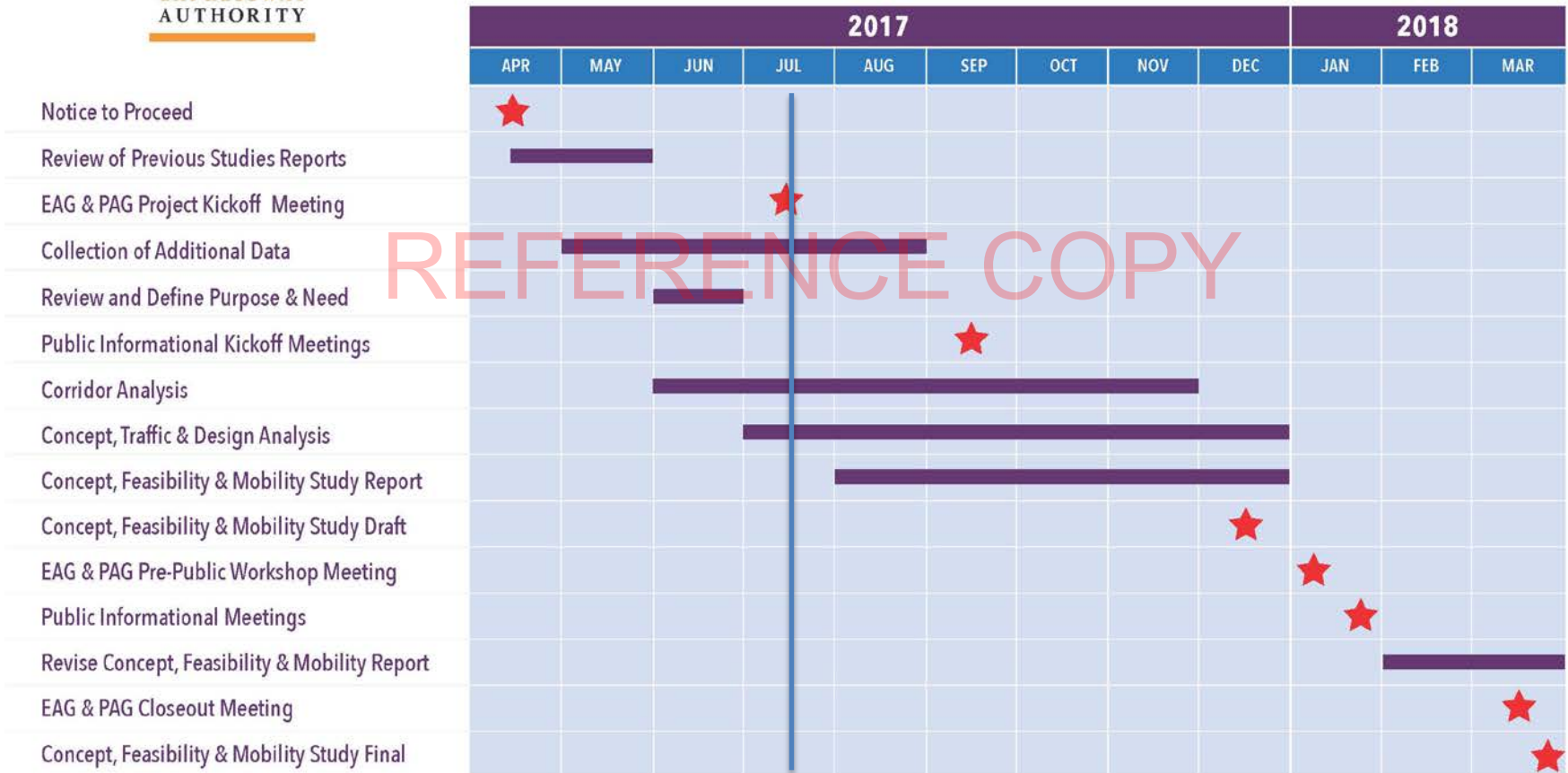
August 8, 2017

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

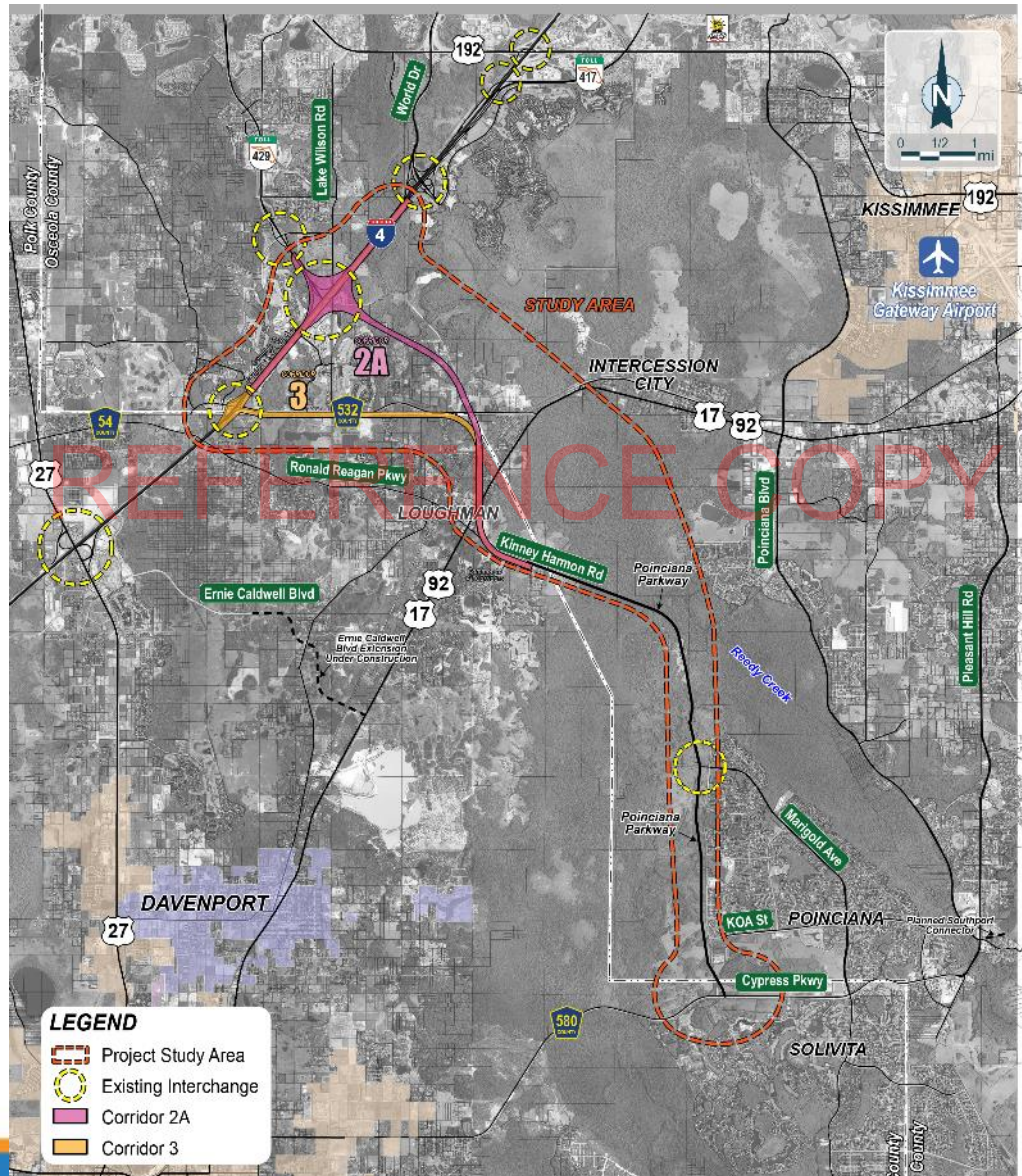


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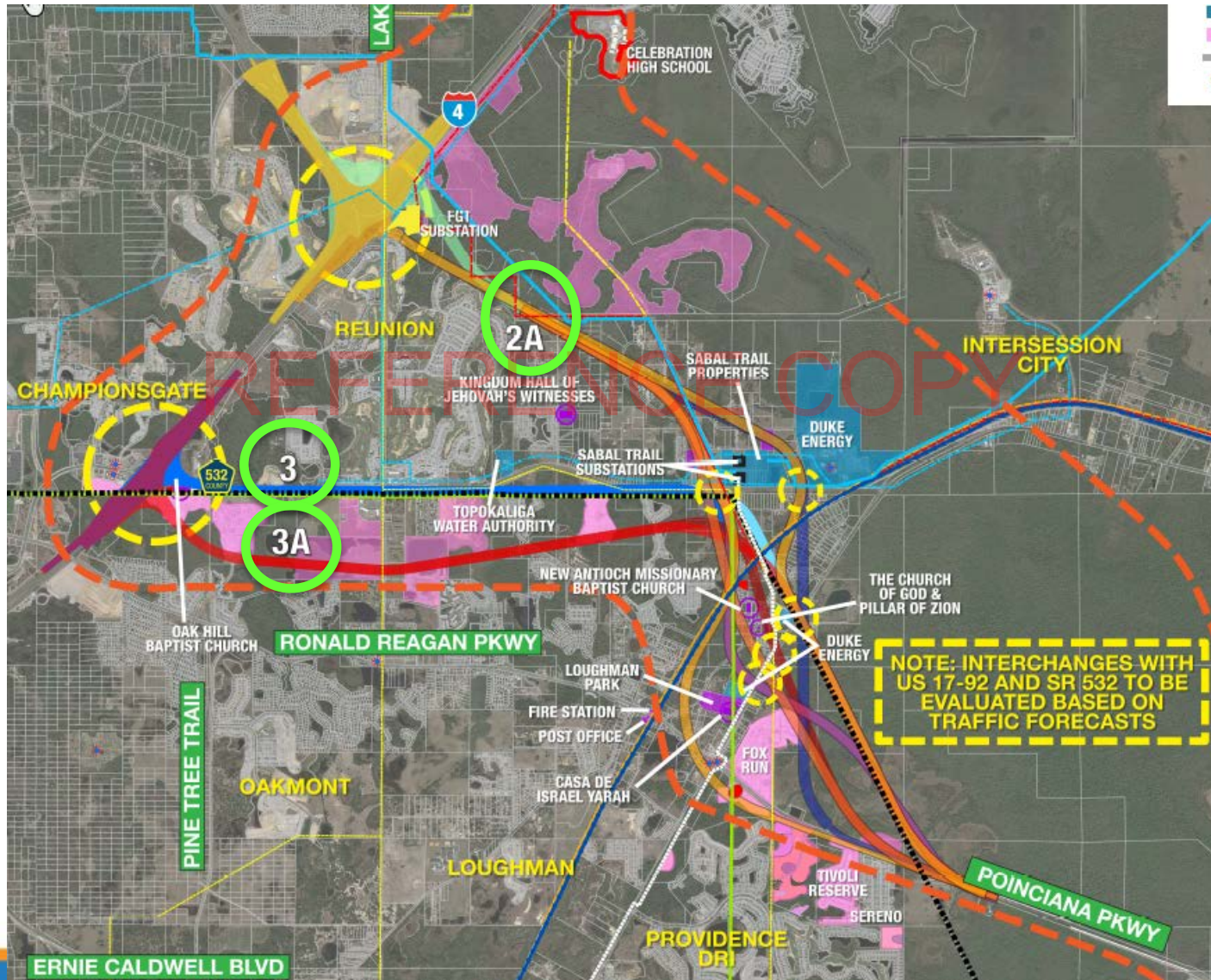
Proposed Schedule Concept, Feasibility & Mobility Studies



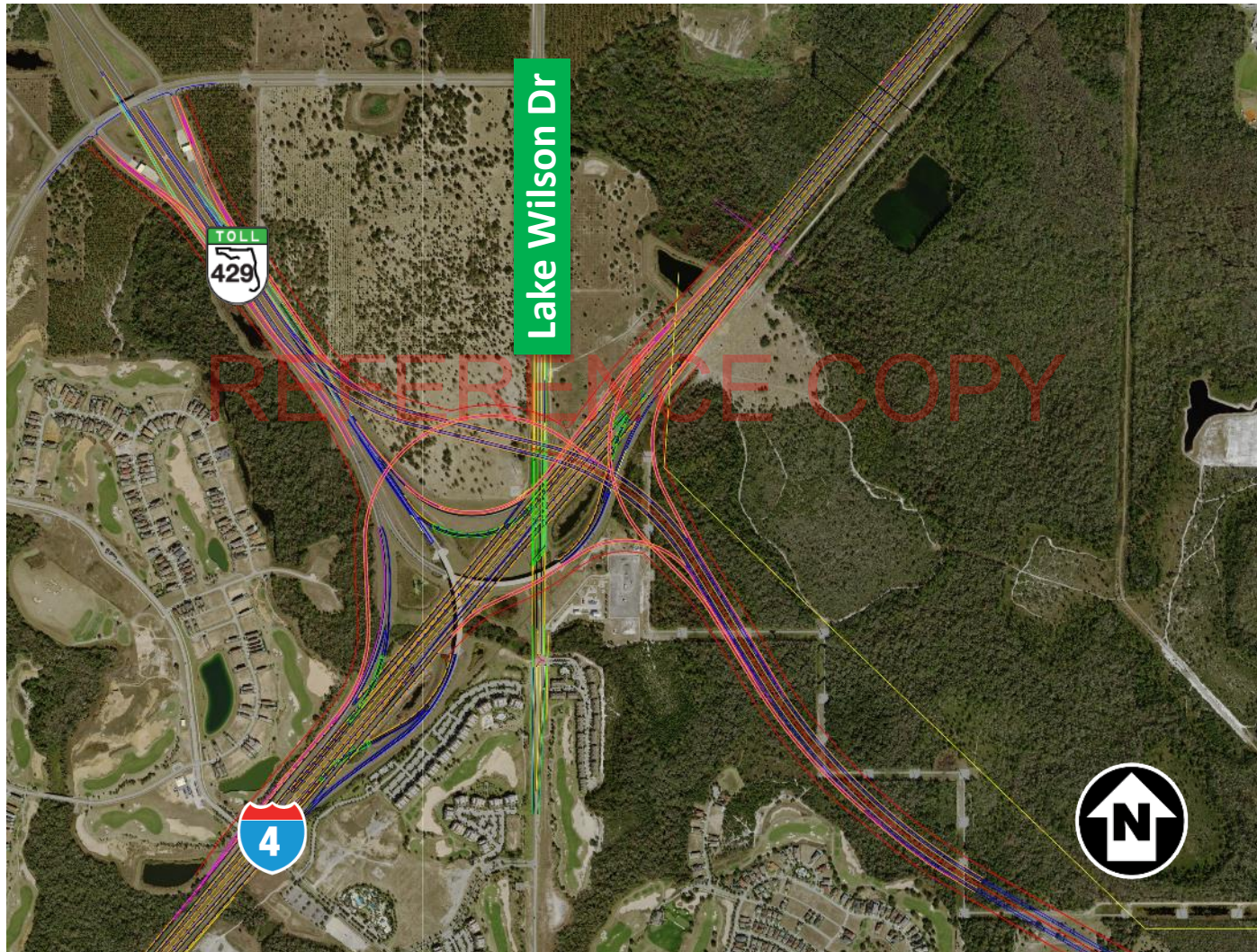
Study Area



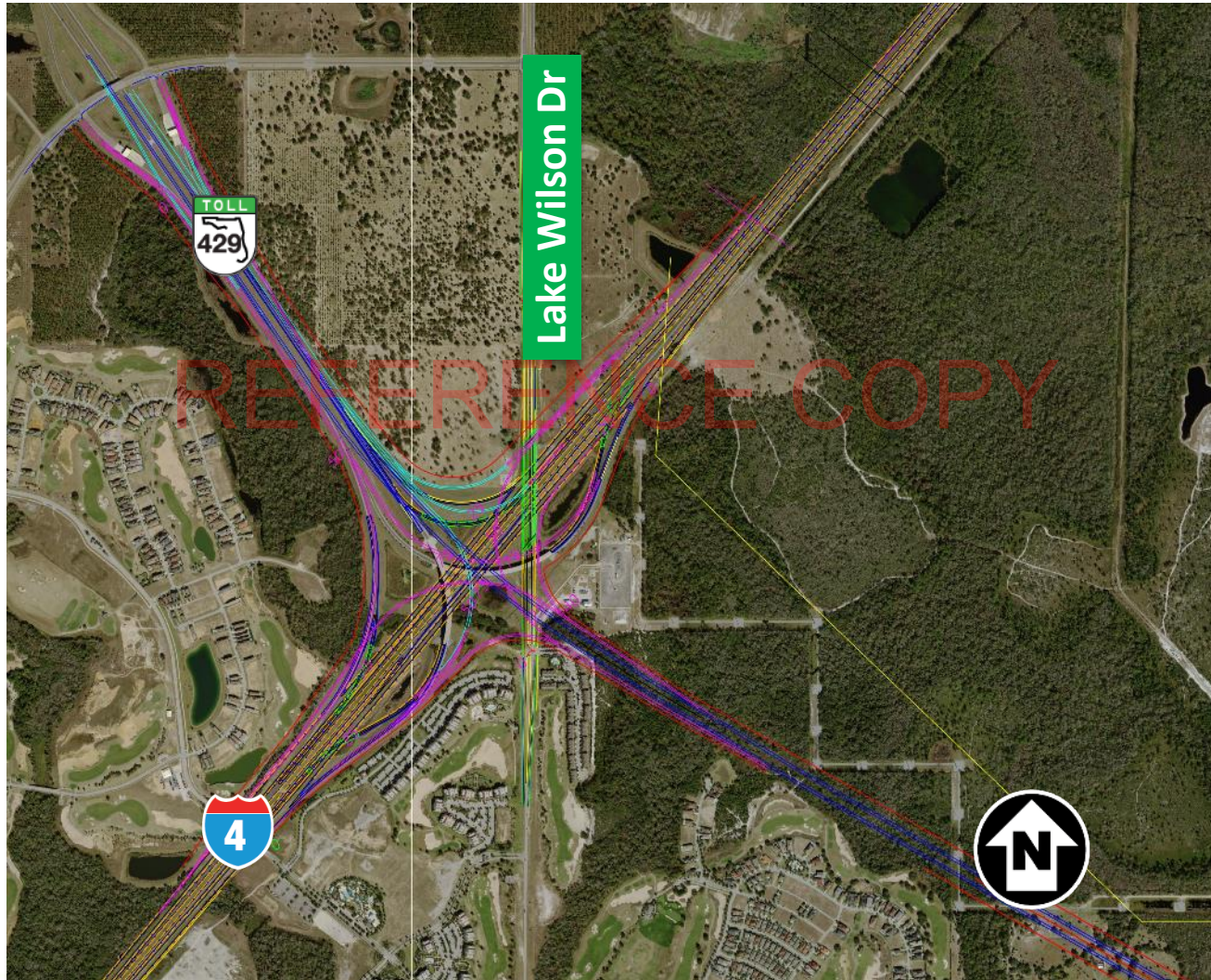
Initial Alignments to be Evaluated



Interchange Concept at SR 429



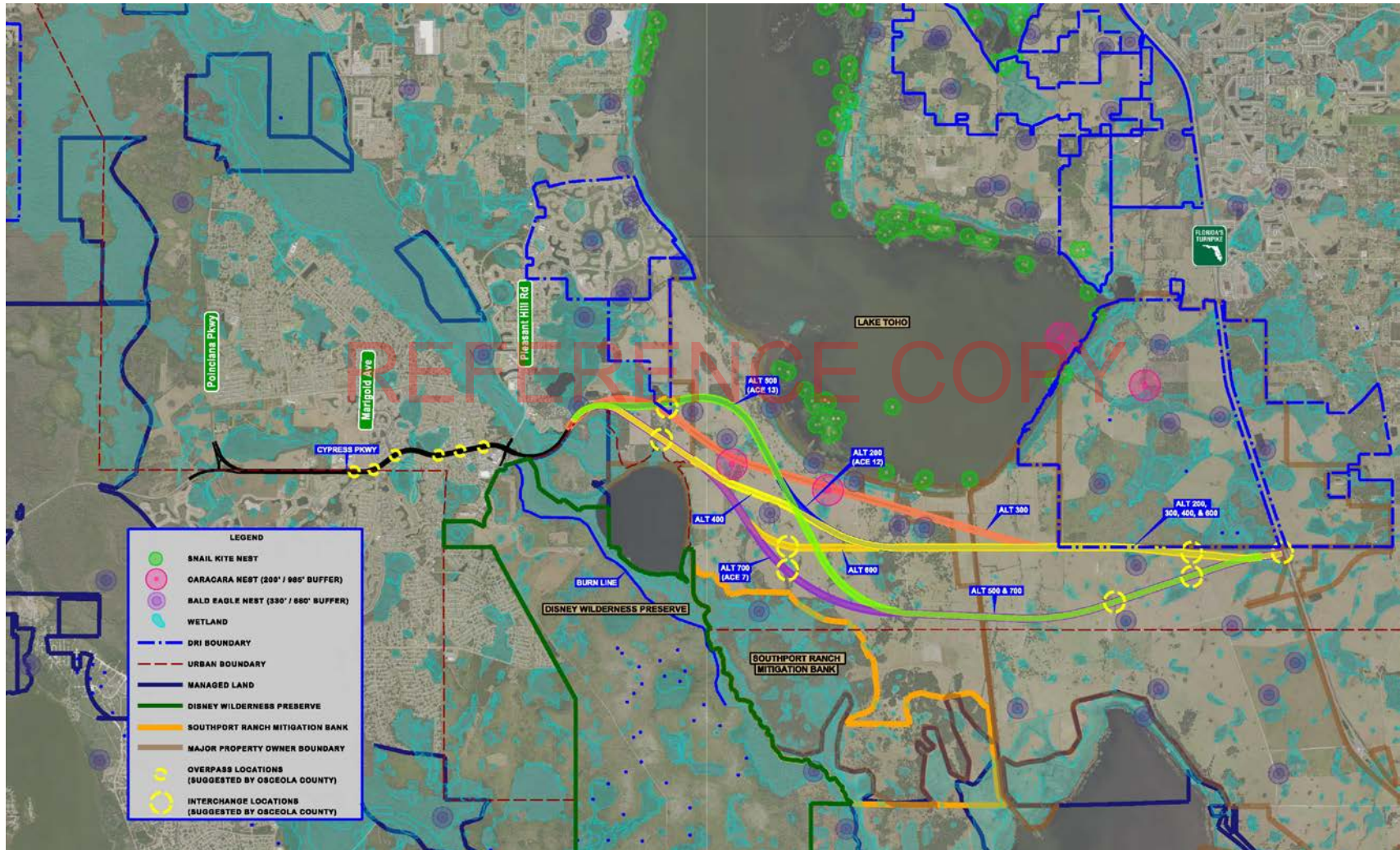
Interchange Concept at SR 429



Interchange Concept at CR 532



Study Area

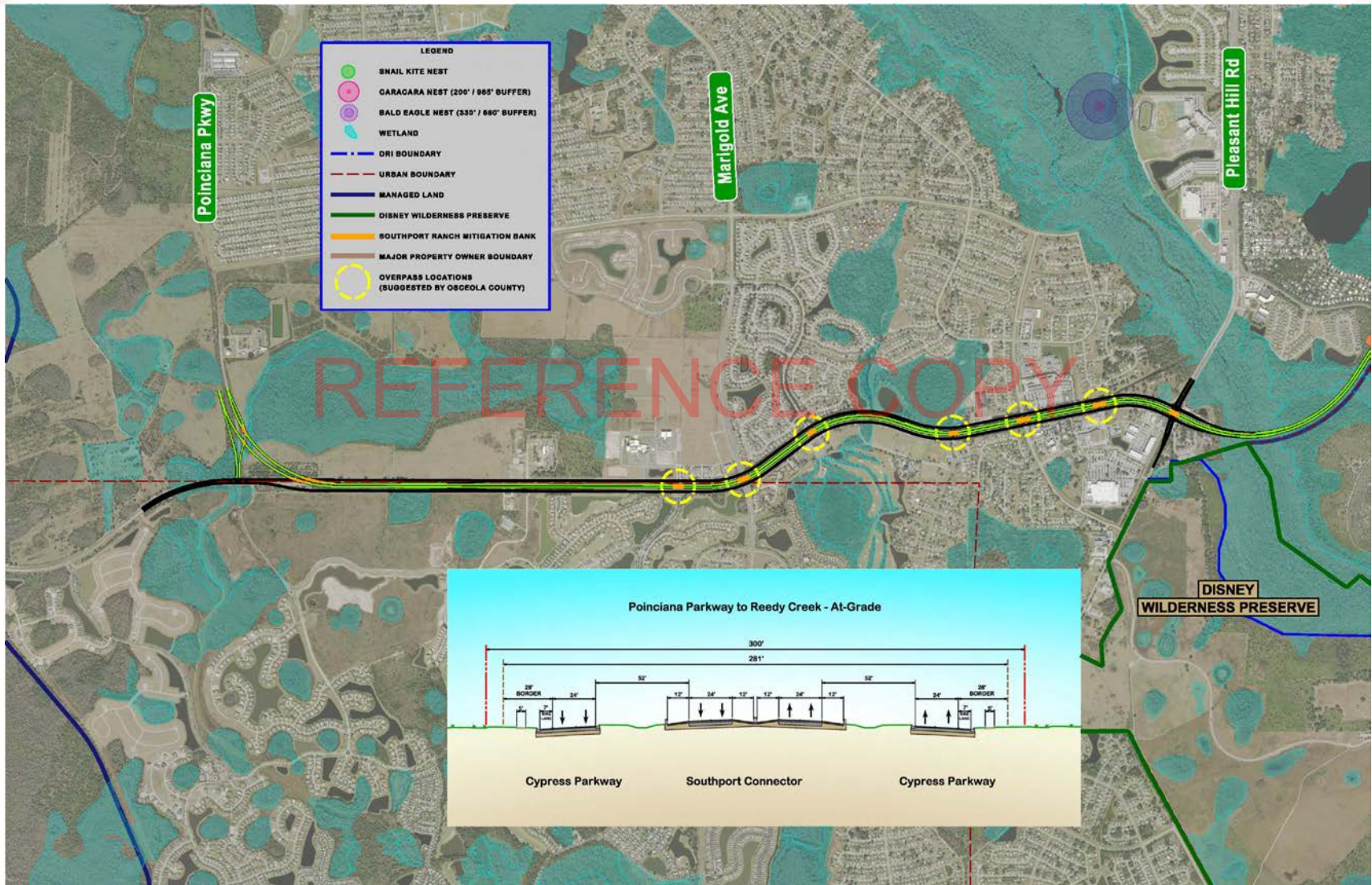


Corridor Characteristics

- Poinciana Parkway to Reedy Creek (Cypress Parkway Segment)



Corridor Alternatives



Concept, Feasibility & Mobility Studies

Questions?

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For More Information, Contact:

Mary Brooks

Public Involvement Coordinator

Email: ConceptStudies@cfxway.com

Hotline: 407-802-3210

Web Address:

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

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Public Meetings
September 19, 2017,
September 26, 2017, &
October 5, 2017

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1. Project Fact Sheet and Exhibits shown at Public Meeting are provided in EAG No. 1 documentation.
2. Link to Meeting Presentation:
https://www.youtube.com/watch?v=1frcnZKKB_0&feature=youtu.be

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

The First Baptist Church of St. Cloud, 1717 13th Street, St. Cloud, FL 34769

September 26, 2017

Name	Organization (If Applicable)	Address	City/State/Zip	Email Address
1. Lynne Gowan		6000 manthas Ln	St. Cloud, FL	
2. C-B BALRAJ		6600 Old Milbo Rd Hwy 170 St Cloud 34771	St Cloud 34771	PAM BALRAJ@yahoo.com
3. Greg DePorter		3954 chaplain Road	st cloud Fla	Glucky ranch@aol.com
4. Mark Mattson		1670 Sundance Dr	11	markmattson100@gmail.com
5. JOSIAH BANET		5746 FULTON PLACE	SANFORD, FL 32771	josiah.banet@dot.state.fl.us
6. Marjorie Fitten		4565 Canoe Creek Rd	St Cloud 34772	fitten350@gmail.com
7. Dee Sutphin		2910 Windsong Ln	St Cloud 34772	ds2216@comcast.net
8. Tracy Clements		4685 Mildred Bass Rd	St. Cloud 34772	tracyClements@Comcast.net
9.				
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11.				
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13.				
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September 26, 2017

Name	Organization (If Applicable)	Address	City/State/Zip	Email Address
1. Emily Brown	CFX			
2. Lana Stoeck	friend of Terry Klein			
3. Daniel Leet		3158 Dark Sky Dr.	34773	ACCOUNTS@LEETDAN.COM
4.				
5.				
6.				
7.				
8.				
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September 26, 2017

Name	Organization (If Applicable)	Address	City/State/Zip	Email Address
1. Brada Ramirez		6854 Old Melbourne Hwy	St. Cloud	Brada_Ramirez003@yahoo.com
2. ANTONIO RAMIREZ		6854 OLD MELBOURNE HWY	ST. CLOUD	
3. Richard & Lois Pelkey		1960 Mustang CT	ST. Cloud	Pencil1965@gmail.com
4. MAN SESSIONS				MASS CS6MFJ-MISC @yahoo.com
5. Betty Carr		1740 Eldorado Ct	St Cloud	blair84542@aol.com
6.				
7.				
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September 26, 2017

Name	Organization (If Applicable)	Address	City/State/Zip	Email Address
1. Tawny Olore	Oseola	1 Courthouse Square Kissimmee		tawny.olor@oseola.org
2. Christopher Mills	St. Cloud			christopher.mills@stcloud.org
3. JOHN ADAMS	RJWHIDDEN & Assoc. Inc.	316 CHURCH ST. KISS. FL		john@rjwa.net
4. JAMES FOX		2961 ANNALISE RD ^{St. Cloud}		FOXLANDSCAPING@AOL.COM
5. Dorothy Ponce	6100 Hickory Tree Rd	St. Cloud	34772	beany.pearl2000@aol.com
6. Michelle Brooks	6570 ^{old melbourne} Hwy	St. Cloud	34771	flacowgirl320@gmail.com
7. Jeff Tyner	6995 Ranchero	St. Cloud	34771	jtboat31@gmail.com
8. Jason & Christine Yeasel		Lake Lingie Drive	34771	Cyeasel@hotmail.com
9. Leigh Anne Wachter	City of St. Cloud	4014 Eternity Circle	34772	leighanne.wachter@stcloud.org
10. Anna Waters	Bay Lake Ranch	514 Sun Ct	34771	icatwaters@gmail.com
11. HARRIS & LAURA HILL	LEE RANCH	3033 West Rd	34772	harrisHill@embarqmail.com
12. Sylvana Vester		6080 Hickory Tree Rd	34772	sylvanavester@gmail.com
13. CHRISTOPHER COLAGIACOMO	DAKWOOD SHORES / ALCHIA	1834 EDISON DR	34771	DBLC70@YAHOO.COM
14. Bob & Arlene Olson		2625 Camp & Creek Rd	34772	
15.				

Name	Organization (If Applicable)	Address	City/State/Zip	Email Address
1. EVA Thornton		6870 OAKTREE LN	ST CLOUD FL 34771	mrsonetoelaw@aol.com
2. PATRICIA McCLOSKEY	Wendert Realtors			pjmccloskey@outlook.com
3. Madelyn Long		6780 Bay Shore Dr	St Cloud 34771	
4. DIANE COLBURN	Bay Lake Estates	2415 Toucan Ct	St. Cloud 34771	dianerac03@yahoo.com
5. Ila FARNSWORTH		2275 Eldorado Ct	St Cloud, FL 34771	
6. Stephen Parady		4825 Citrus Dr.	St. Cloud 34772	Starcruiser@embarkmail.com
7. JOE RADON		4614 Hickory Ln 7288	ST CLOUD 34772	joe radon@lmc.com
8. Terry Klem		2455 Toucan Ct	St. Cloud 34771	Wittyteach@aol.com
9. TOM PASWA	Alto Lake	5850 Mister 14th	St. Cloud 34772	twpaswa@earthlink.net
10. Bill Gest		3085 Vest Rd	St Cloud 34772	wgest1@gmail.com
11. Carol Fortner		5355 Marilyn Ln.	St. Cloud 34772	adkcfortner72@embarkmail.com
12. Tammy Ervin		4780 Cypress Creek Ranch Rd.	St. Cloud 34771	ctrpte1@gmail.com
13. Homer & Linda Velle	SELF	3249 Midnight Star Ct	Riverview, FL	HOMER1941@CMAIL.COM
14. LEE & MARJORIE EWERT	SELF	6220 LAKE LIZZIE DR	ST CLOUD	LDEWERTZ@EMBARKMAIL.COM
15. DAVE WEGMAN	SELF	2811 Buckhorn Way	ORL FL 32822	DAVEWEGMAN@aol.com

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The First Baptist Church of St. Cloud, 1717 13th Street, St. Cloud, FL 34769

September 26, 2017

Name	Organization (If Applicable)	Address	City/State/Zip	Email Address
1. HENRY C KATES		3825 CANOE CREEK RD	ST. CLOUD 34772	Circle Y Groves & G Mail.com
2. GARY L. HARRIS		6850 OAKTREE LANE	ST. CLOUD 34771	gjhbooks@YAHOO.COM
3. JOHN AND PAT BAUMGARDNER		2281 EL DORADO	ST. CLOUD 34771	
4. Sharon Sewell		5099 Rockaby Rd	ST. CLOUD	Eric.Aaron.Sewell@gmail.com
5. ANNETTE TIERNEY		6790 Bay Street DR.	ST. CLOUD 34771	KRITTERSPOTTER@GMAIL.COM
6. Kimberly Cole		2210 El Dorado Ct	ST. CLOUD 34771	kimcole7171@yahoo.com
7. Carmen L. Fancia		2928 Windsong Lane	St. Cloud 34772	Carmen29_ace@yahoo.com
8. JOHN COLLINS		7225 OLD MELBOURNE HWT.	ST. CLOUD FL 34771	HJ20102@AOL.COM
9. Andrea Morgan	Broad and Casser	3910 N Orange Ave, Ste 1400, Orlando	FL 32801	AMORGAN@BROADANDCASSELL.COM
10. BILL JOHNSTON	Breezy Pines Property owners	2930 MICHAEL DR	ST. CLOUD, FL 34771	WCJOHNSTON62@GMAIL.COM
11. FRED PONCE		6100 HICKORY TREE	ST. CLOUD	
12. Kris vander Snel		7005 Five Oaks Dr.	Harmony	KvanderSnel@gmail.com
13. Sandi Quiles		7170 Six Gun Ct.	St. Cloud, FL	sandiquiles@mindspring.com
14. FRED LEWIS		3250 RAMBLER AVE	ST. CLOUD	AOTDUSTER@YAHOO.COM
15. Peggy Cochran		2245 James Dr	ST. CLOUD	shkales@gmail.com

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The First Baptist Church of St. Cloud, 1717 13th Street, St. Cloud, FL 34769

September 26, 2017

Name	Organization (If Applicable)	Address	City/State/Zip	Email Address
1. Norm McKeown		1616 Gar St.	St Cloud	
2. Betty McKeown		"	"	
3. George Linzmayen		6348 Oak Shore Dr.	St Cloud	
4. Connie Maloy		6755 Bay Shore Dr.	St Cloud	cmccoy310@MSN.com
5. Susan Campbell		6710 Bay Shore Dr.	St. Cloud	sasu740@GMail.Com
6. Milton Campbell		"		
7. John May		5150 Helen St	ST. CLOUD	GENTOM62@yahoo.com
8. Mike Wirth		5286 Millstream Dr	ST. CLOUD	MWIRTH@EARTHLINK.NET
9. Denise Barbier		2900 Goodwin Rd	"	LDB6786@gmail.com
10. Candy Fischman		2900 Goodwin Rd	St Cloud	
11. George Austin		3970 Chaplain Rd	St Cloud	altonaustin@knights.ucf.edu
12. Ellen Johnston		2930 Michabell Dr	St. Cloud	
13. Daisy Chisholm		1201 Absher Ln.	St. cloud	VickySc@embaymail.com
14. Samantha DeGennaro		4121 Albritton Rd	St. Cloud	fullheart507@yahoo.com
15. Valerie Anderson		714 Kentucky Ave	St Cloud FL 34769	valene@andersongeospatial.com

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The First Baptist Church of St. Cloud, 1717 13th Street, St. Cloud, FL 34769

September 26, 2017

Name	Organization (If Applicable)	Address	City/State/Zip	Email Address
1. <i>Thomas R Harris</i>		<i>2030 ALADDIN CT</i>	<i>ST CLOUD FLA</i>	<i>TOMHARRIS1955@AOL.COM</i>
2. <i>Nancy Leeroy</i>		<i>2270 Eldorado Ct</i>	<i>ST CLOUD FL</i>	<i>nleeroy@yahoo.com</i>
3. <i>Nancy Brown</i>		<i>6365 Whip-0-Will Lane</i>	<i>St. Cloud, FL</i>	<i>nancybe1940@yahoo.com</i>
4. <i>Robin Ward</i>		<i>2420 Crane Ct. St. Cloud</i>	<i>FL</i>	<i>robinward331@gmail.com</i>
5. <i>Loeding</i>		<i>6717 Nova</i>	<i>St Cloud 34771</i>	<i>sabrina.loeding@gmail.com</i>
6. <i>Teresa Pedley</i>		<i>1141 Fort Hill Rd</i>	<i>St Cloud 34771</i>	
7. <i>Robert Young</i>		<i>6595 Mitchellwood Ct</i>	<i>St Cloud FL 34771</i>	<i>Byoung6595@yahoo.com</i>
8. <i>Mackenzie Petersen</i>		<i>4051 Albritton Road</i>	<i>St. Cloud FL 34772</i>	<i>peterbjm@yahoo.com</i>
9. <i>Thomas Schneidder</i>		<i>6860 Oaktree Ln</i>	<i>ST CLOUD FL 34771</i>	<i>SNICLDTHOMAS@AOL.COM</i>
10. <i>Tim DILTS</i>		<i>3371 Westshore Dr</i>	<i>St Cloud, FL</i>	<i>TimDILTS@aol.com</i>
11. <i>Karen + Ed Toole</i>		<i>2175 James Dr</i>	<i>St Cloud, FL</i>	<i>Ktooth@gmail.com</i>
12. <i>Kurt Garber</i>			<i>Wink Park, FL</i>	<i>kgarber@fishbacklaw.com</i>
13. <i>Margaret & John Clickner</i>		<i>3925 Lakeview Acres Rd</i>	<i>St. Cloud</i>	<i>m1clickner@yahoo.com</i>
14. <i>Joyce O'Hara</i>		<i>2235 Bronco Dr St. Cloud FL 34771</i>	<i>St Cloud</i>	<i>Joyce O'Hara@yahoo.com</i>
15. <i>Karen Giel</i>		<i>3840 Chaplain Rd.</i>	<i>St. Cloud 34772</i>	<i>karen.giel3840@gmail.com</i>

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Name	Organization (If Applicable)	Address	City/State/Zip	Email Address
1. CLAY TYSON		4465 LASALLE AVE S. S	ST. CLOUD, FL 34778	tysonct@gmail.com
2. Vicki MAURO		5167 Lk Lizzie DR.	" " 34771	
3. Roger & Judy Charette		5620-2 Lake Lizzie Dr	St. Cloud 34771	
4. Louis Keane		5620-97 LAKE LIZZIE DR.	ST. CLOUD 34771	
5. Gordon Sherry Edwards		592 Eden Dr.	St. Cloud 34771	
6. KATHY McKay		6585 MITCHELWOOD CT	ST. CLOUD 34771	
7. Mary Albritten		6000 Hickory Tree Rd	St. Cloud 34772	malbritton952@gmail.com
8. Susan HATHCOCK		2075 MUSTANG CT.	ST Cloud 34771	17 susan h@gmail.com
9. Cindy Olsen		3435 Westshore Dr.	St. Cloud 34771	LOlsentz@gmail.com
10. Don Long		6780 Bay Shore Dr	St Cloud 34771	longs@prodigy.net
11. JOHN & MARTHA WALEGA		3940 LAKEVIEW ACRES Rd	St Cloud 34772	
12. John Facente		6850 Old Melbourne Hwy	SC 34771	JFacente@EMBARQMAIL.COM
13. Ellen Clayton		5871 Leon Tyson Rd	SC 34771	missellenshouse@gmail.com
14. Brian Williams	CFX			
15. Deborah Green	Orange Audubon Society			watermedia.service@mac.com

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September 26, 2017

Name	Organization (If Applicable)	Address	City/State/Zip	Email Address
1. Amanda L. Kraft		6345 Whip-0-Will Lane	St. Cloud FL 34771	Mandy6345@embargo.mail.com
2. BILL BLAIR		418 SAMANTHA K. CT.	ST. CLOUD 34771	BBLAIR143@Yahoo.com
3. Les & Sally Murdock	Landowner	6801 Old Melbourne Hwy	St. Cloud, FL 34771	LMurdock42@Yahoo.com
4. CORY TATTOLI	LAND OWNER	5750 E. IRL B M Hwy	ST. CLOUD	CORYT@ROYALBATTERY.COM
5. Virginia Verlucci		5620 Lake Lippie Dr.	St. Cloud	
6. Lynette & Frank Bartlett	Land Owner	6640 Osceola Pkwy	Davenport,	LBartlett67@Yahoo.com
7. Eleanor Foerste	Eleanor Foerste Adventures	PO Box 450627 Kissimmee, FL 34745		infoefadventures@gmail.com
8. Marvin Johnson	Grove Owner	2960 Seminole Rd St Cloud FL	St Cloud FL 34772	Rmjohson@centurylink.net
9. Brenda & Everett Walker		6154 Alligator Lk SW	St Cloud FL 34771	Gatortoons@cfl.rr.com
10. DEB & Jim JOHNSON	ALCHA / LAND OWNER	5250 ALLIGATOR LAKE RD	ST. CLOUD FL 34772	CAPTJIMDEB@AOL.COM
11. Jeff Perry	ALCHA / Home Owner	6130 WATERFORD WAY	St. Cloud FL 34771	JEFFPERRY@MYFLORIDAMOVE.COM
12. Joann Nagy		2641 McMichael Rd.	St. Cloud FL 34771	presmudjo@comcast.net
13. Gene Goss		2705 Eldorado Ct.	St 34771	Presgene@aol.com
14. Frank & Arlene Guido		1290 Rockwood Dr.	St Cloud 34771	
15. MARilyn Murray		5150 Helen Ct.	St. Cloud 34772	