



CENTRAL
FLORIDA
EXPRESSWAY
AUTHORITY

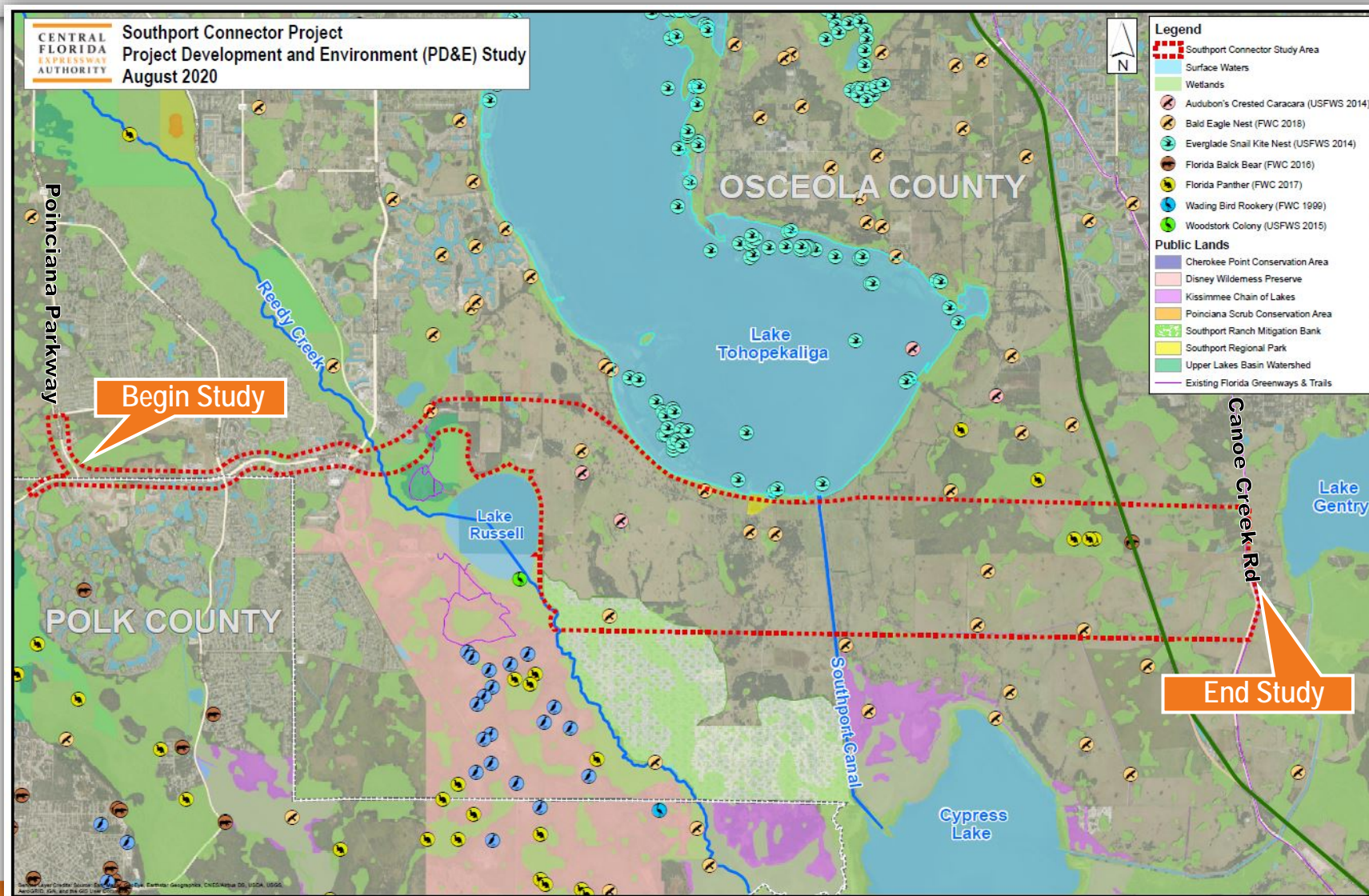
Project Development and Environment (PD&E) Study
of the Southport Connector Project

Environmental Stewardship Committee
— August 20, 2020 —

Project 599-233
Contract No. 001632

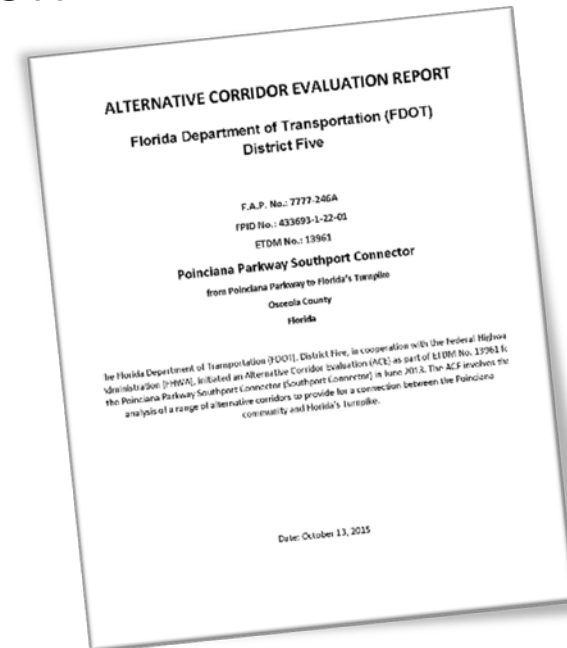
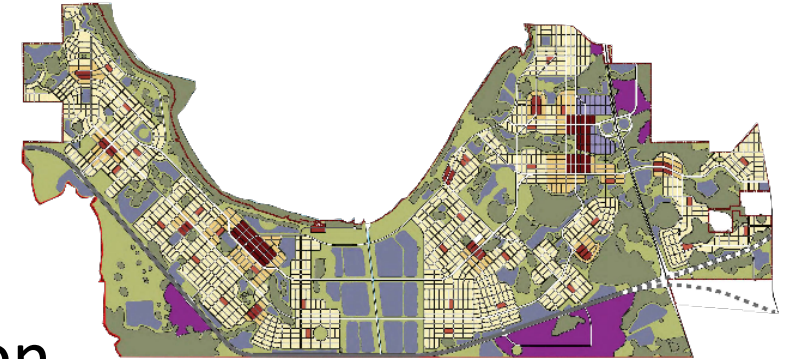
Southport Connector PD&E Study

Study Area Map

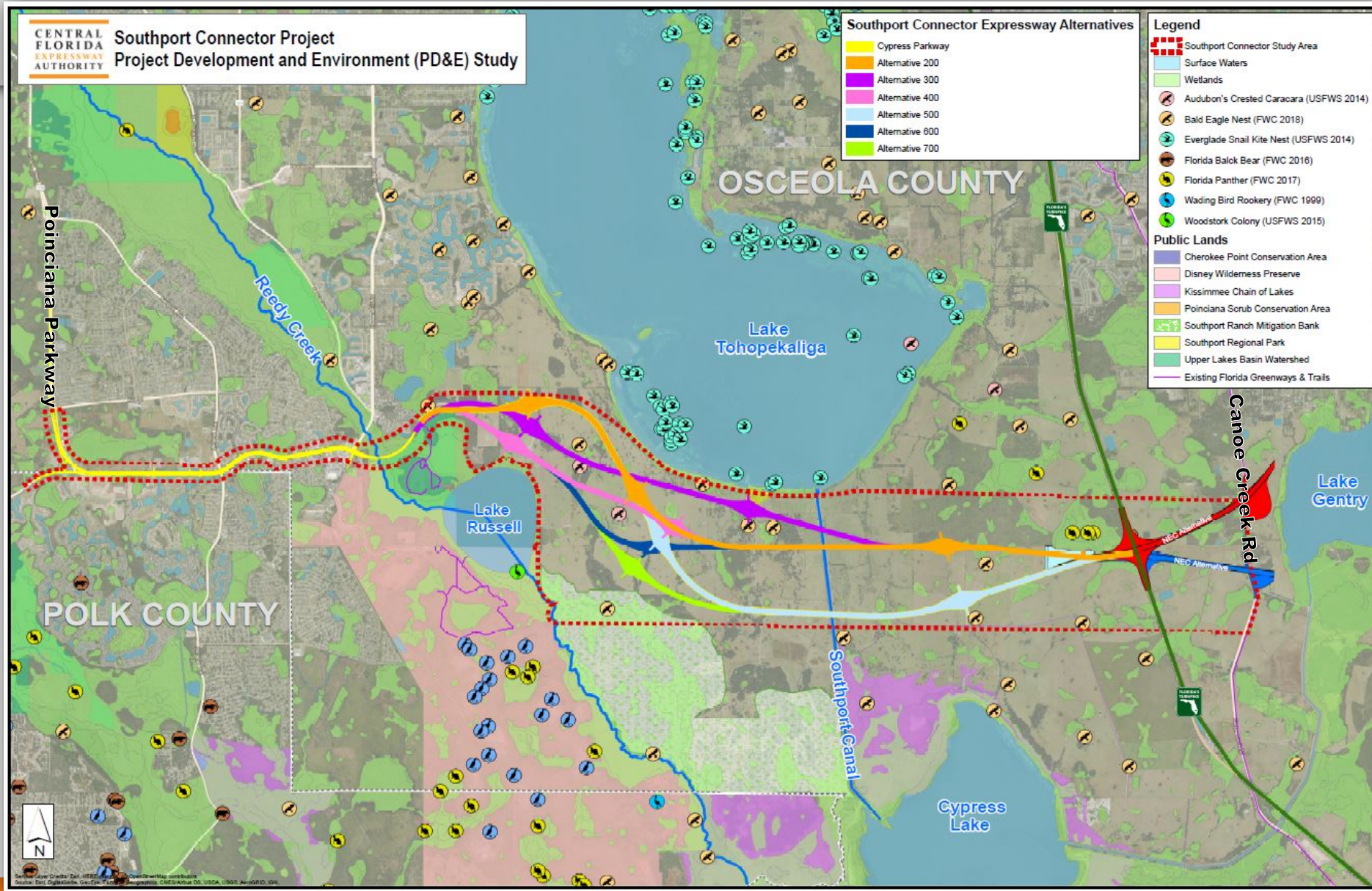


Project Background

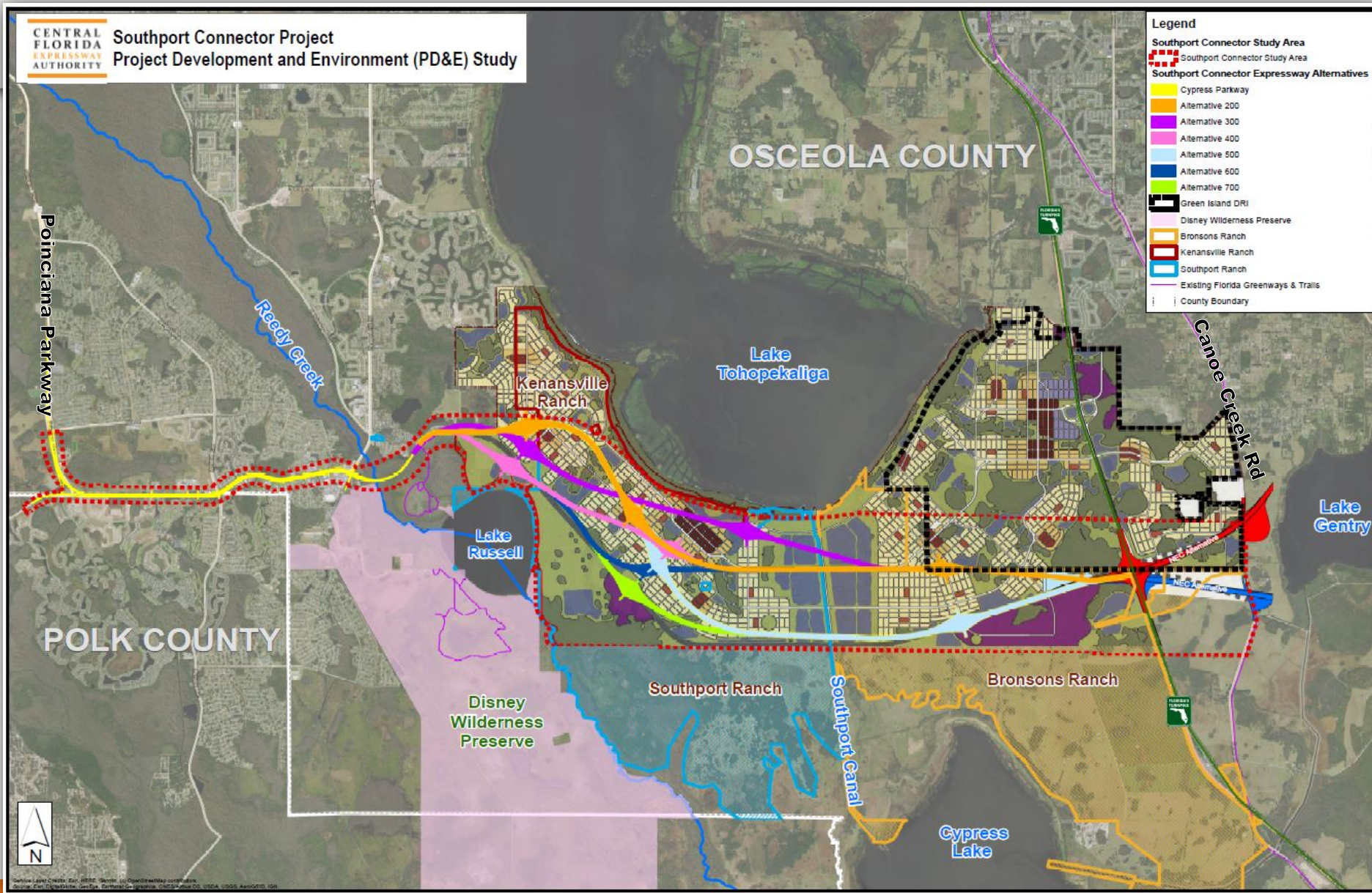
- South Lake Toho Master Plan (Osceola County)
 - Land use and transportation network
 - Southport Connector Alignment Study
 - Input to Osceola County Expressway Master Plan Report
- Southport Connector Alternative Corridor Evaluation (FDOT)
 - Initial activities under PD&E
 - First ACER in FDOT District 5
- Southport Connector Concept, Feasibility and Mobility (CF&M) Study (CFX)
 - Completed – May 2018
 - Re-evaluation of FDOT ACER
 - PD&E Study limits extend to Canoe Creek Road



Environmental Considerations Map



Planned Development Map



Southport Connector PD&E Study

Project Description:

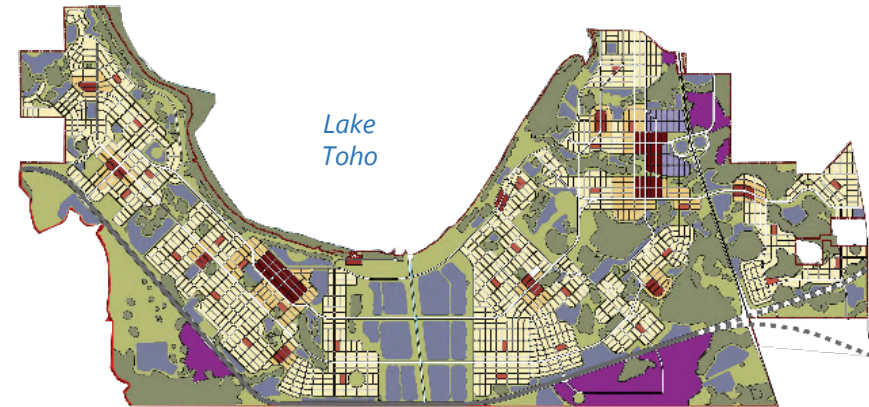
- Proposed east-west limited access toll facility
- Poinciana Parkway to Canoe Creek Road ~15 miles
- Segment of future beltway around southern portion of Orlando Metropolitan Area

Project Goals:

- Meet demands of Osceola County's projected growth
 - Population anticipated to double by 2025 to low 600,000's
 - Employment anticipated to double by 2025 to ~228,000
- Relieve congestion on local roads
 - Provide additional traffic capacity
 - Multimodal option
- Promote regional connectivity
- Enhance emergency evacuation routes

Potential Challenges:

- Proximity to:
 - Smoke shed for Disney Wilderness Preserve
 - Archaeological sites
 - Existing ranch lands
 - Shoreline of Lake Toho
 - Residential properties
- Impacts to:
 - Reedy Creek
 - Planned developments
 - Natural resources



South Lake Toho Development Plan

PD&E Study Approach

- Study Process
 - Previous studies
 - Refine alternatives
 - Stakeholder and public input
 - Project documentation
- Engineering Analysis
 - Design criteria and cost
 - Phased implementation
- Environmental Analysis
 - Avoidance
 - Minimization
 - Mitigation
 - Enhancement

PUBLIC INVOLVEMENT

- Local Governments
- Non-governmental Organizations
- Community Leaders
- Business Leaders
- Advisory Groups

PRELIMINARY ENGINEERING

- Data Collection
- Interchange Concepts
- Roadway
- Structures
- Drainage
- Lighting/Utilities

ENVIRONMENTAL ANALYSIS

- Social
- Cultural
- Natural
- Physical
- Agency Coordination

STUDY DOCUMENTS

- Environmental Documents
- Support Documents
- Concept Plans
- Pass the Torch

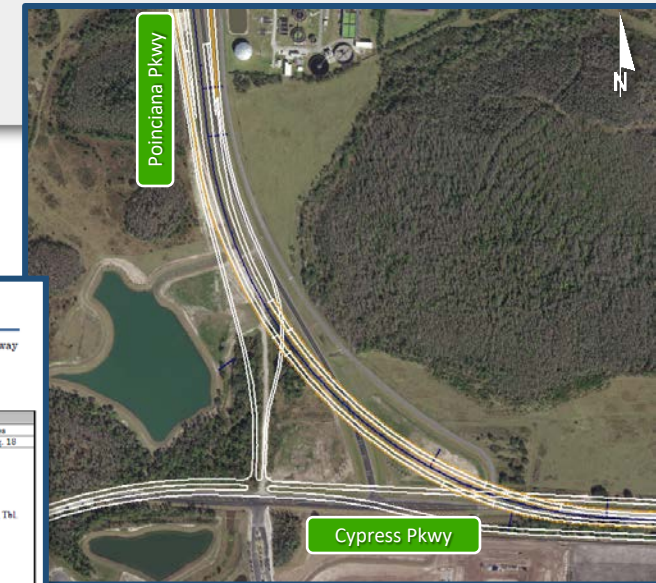
Concept Development

- Develop & evaluate alternatives within corridors
- Interchanges and intersections
 - Poinciana Parkway
 - Pleasant Hill Road
 - South Lake Toho (TBD)
 - Florida's Turnpike Enterprise
 - Canoe Creek Road
- Access management
 - Cypress Parkway segment
- CFX design criteria
- Project cost estimates
 - Right-of-way
 - Construction

5.0 Design Criteria
The design criteria used in the development of the Southport Connector Expressway alternatives per the CFX scope of services are detailed below in Table 5.1.1.

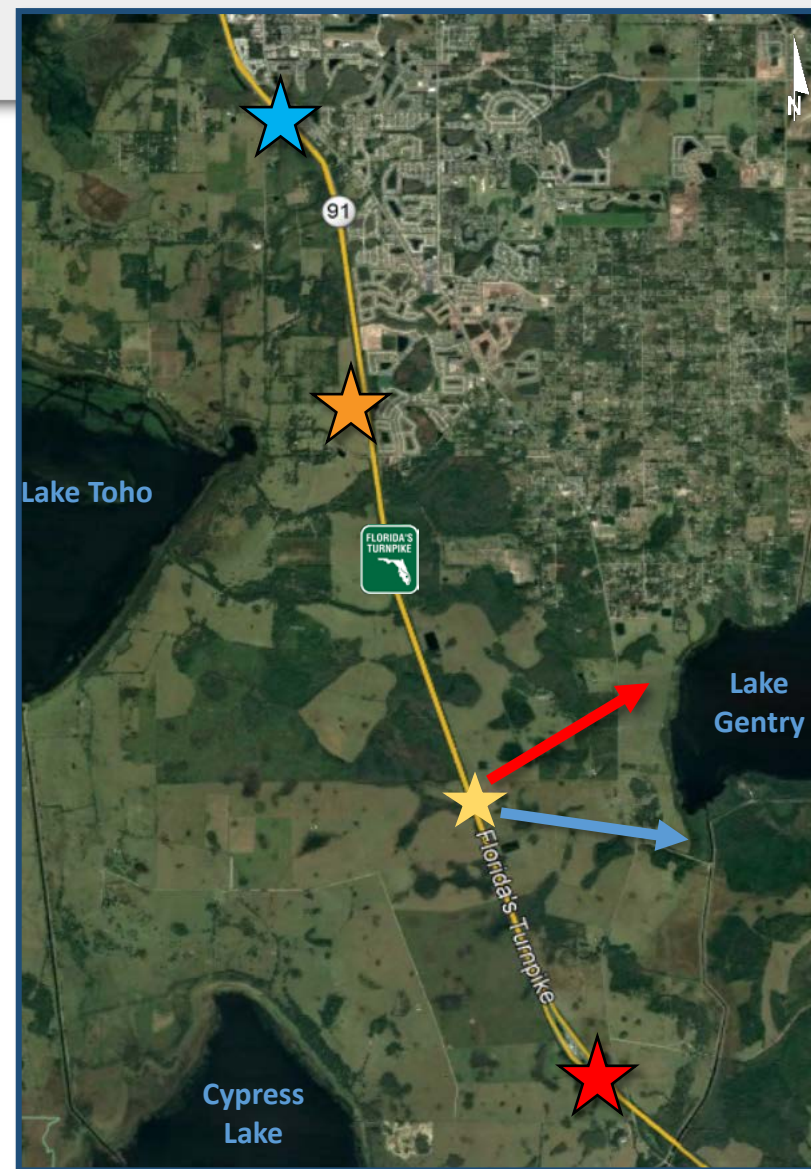
Table 5.1.1: Geometric Design Criteria

| Design Element | Design Standard | Source |
|-------------------------------|--|---|
| Design Year | 2045 | Scope of Services |
| Design Vehicle | WB-95FL / WB-67 | AASHTO 2004, Pg. 18 |
| Design Speed | | |
| Rural Freeway | 70 mph | |
| Urban Freeway | 60 mph | |
| Urban Arterial | 45 mph | |
| Rural Arterial | 55 mph | |
| Other | | FDOT PPM Vol. 1, Tbl. 1.9.1, 1.9.2 |
| Frontage Road | 45 mph | |
| Service Road | 50 mph | |
| Access Road | As appropriate | |
| Ramp | | |
| Directional | 50 mph | |
| Loop | 30 mph | |
| Lane Width | | |
| Freeway | 12-ft | |
| Ramp | | |
| 1-lane | 15-ft | |
| 2-lane | 24-ft | |
| Turning Roadway | Case dependent | FDOT PPM Vol. 1, Tbl. 2.1.1, 2.1.2, 2.1.3, & 2.14.1 |
| Arterial | 12-ft | |
| Collector / Service Road | 12-ft | |
| Bicycle | | |
| Rural / Urban | 5-ft / 4-ft (designated or undesignated) | |
| Cross Slopes (lanes 1 - west) | | |
| Roadway | | |
| 2 - lane (2) | -0.02 ft / ft (2) | FDOT PPM Vol. 1, Fig. 2.1.1 |
| 3 - lane (3) | -0.02 ft / ft (2), -0.03 ft / ft (1) | |
| 4 - lane (4) | -0.02 ft / ft (3), -0.02 ft / ft (2), -0.03(2) | |
| Bridge Section | -0.01 (typical, uniform, no slope break) | FDOT PPM Vol. 1, Sec. 2.1.5 |
| Max Lane "Roll-over" | | |
| D5 35 mph | 4.0% | FDOT PPM Vol. 1, Fig. 2.1.1 |
| D5 35 mph | 5.0% (between through lane & aux. lane) | PPM Vol. 1, Table 2.1.4 |
| D5 35 mph | 6.0% (between through lane & aux. lane) | |



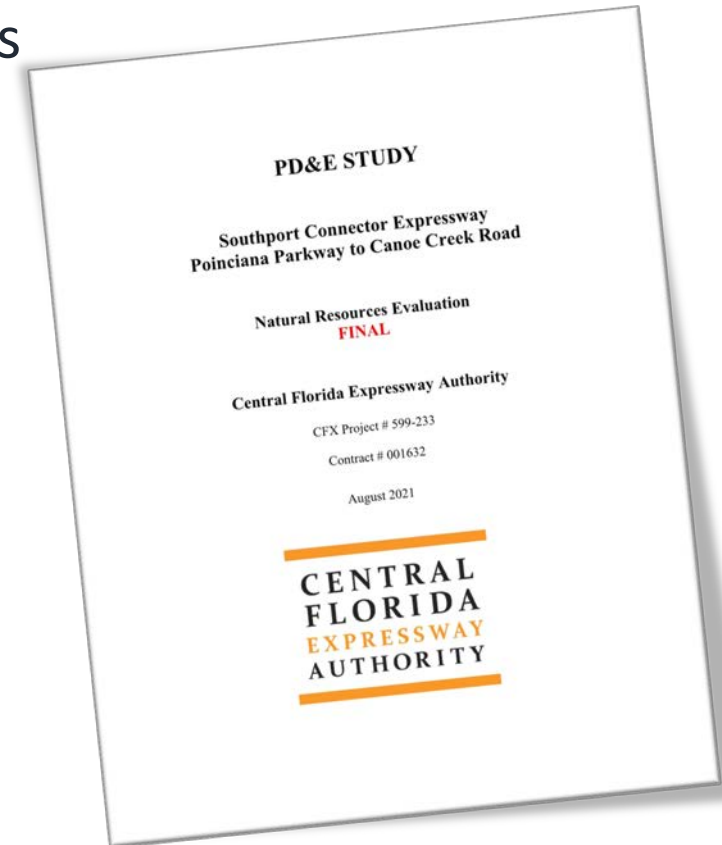
Turnpike Interchange

- Spacing constraints
 - Canoe Creek Service Plaza ★
 - Expansion
 - Three Lakes Toll Plaza ★
 - All-Electronic Tolling (AET)
 - Kissimmee Park Road (CR 525) ★
- Interchange configuration
 - No preference; coordinate with Turnpike
 - Based on traffic demand
 - Consider AET & ramp operations with Service Plaza
- Extension to Canoe Creek Road
 - Consider Northeast Connector Alternatives north & south of Lake Gentry



Natural Resources - Approach

- Evaluate viable alternatives
 - Review previously approved CF&M Study and other approved documents
 - Conduct GIS, literature, and preliminary field evaluations
 - Impact matrix to identify preferred alternative
- Prepare Natural Resources Evaluation (NRE)
 - Protected species
 - Effects determinations
 - Identify mitigation options
 - Wetlands
 - Wetland assessment
 - Develop Conceptual Mitigation Plan



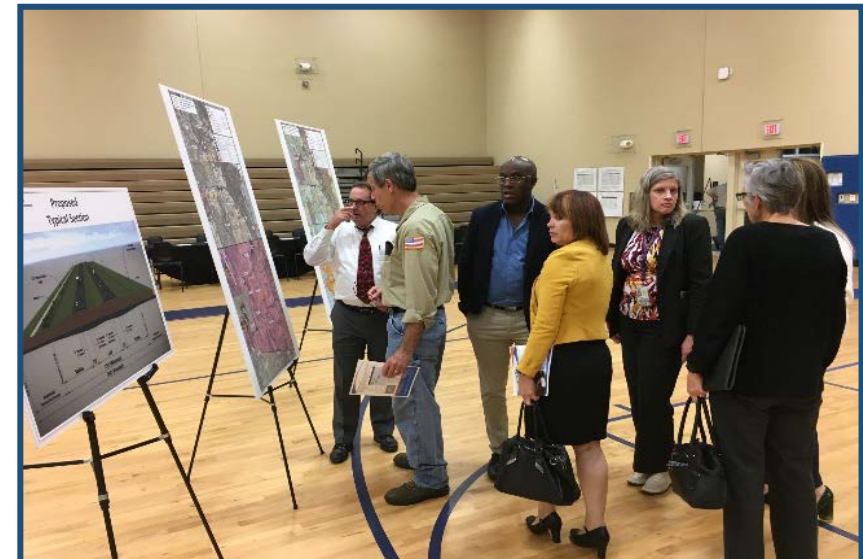
Agency Coordination

- Agency meetings
 - Environmental Advisory Group (EAG)
 - Project Advisory Group (PAG)
 - Environmental Stewardship Committee
 - One-on-one meetings
- Assessment of resource impacts
- Develop mitigation strategies



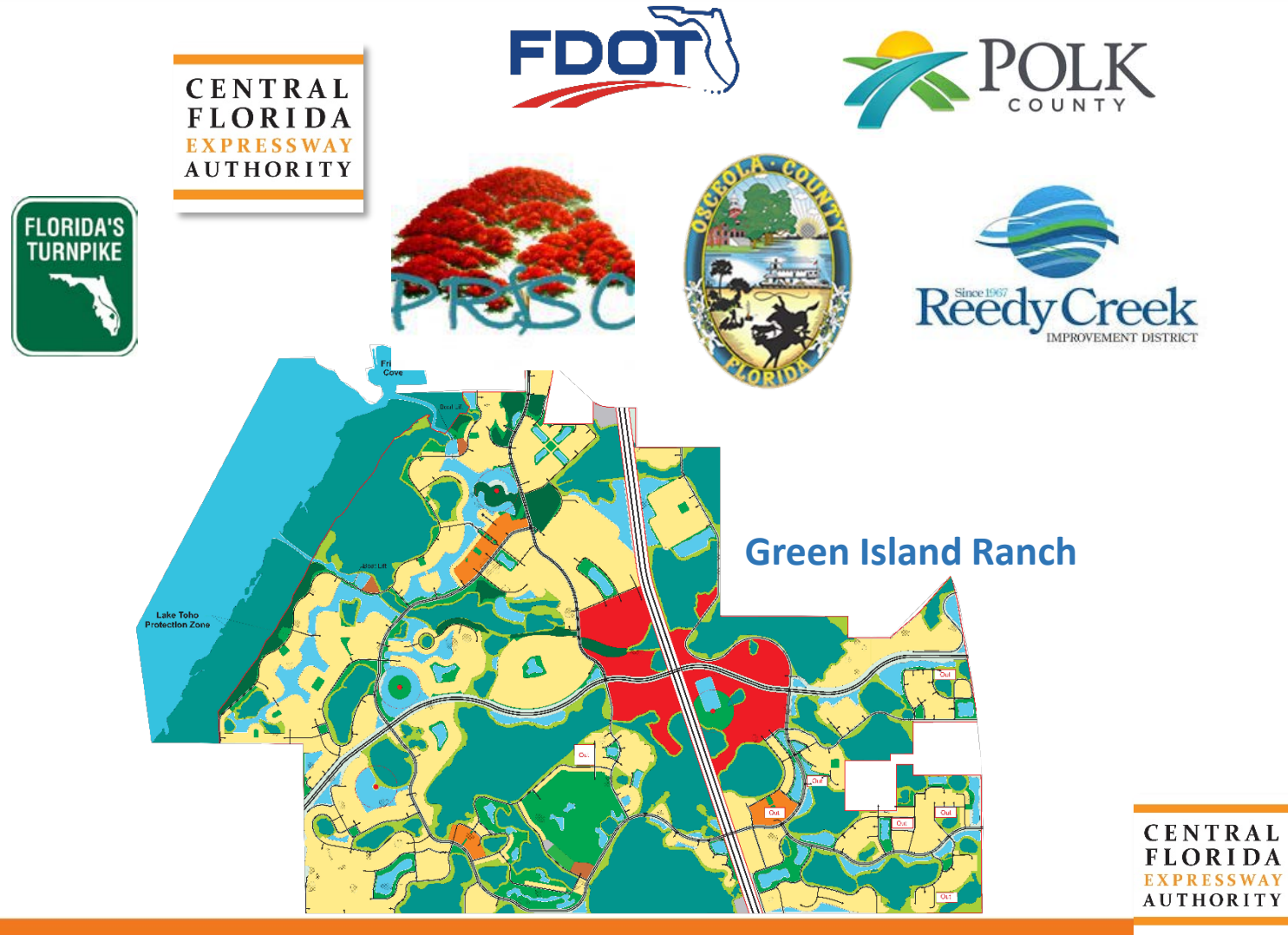
Public Involvement

- Develop Public Involvement Plan (PIP)
 - Coordinate with CFX & Quest Corporation of America
- Collateral material
 - Fact sheets, newsletters
 - Limited English Proficiency (LEP)
- Public meetings and hearing
 - Stakeholder databases
 - Meeting materials
- Innovative tools
 - Virtual meetings
 - Smart boards
 - QR codes
 - Social media



Stakeholder Coordination

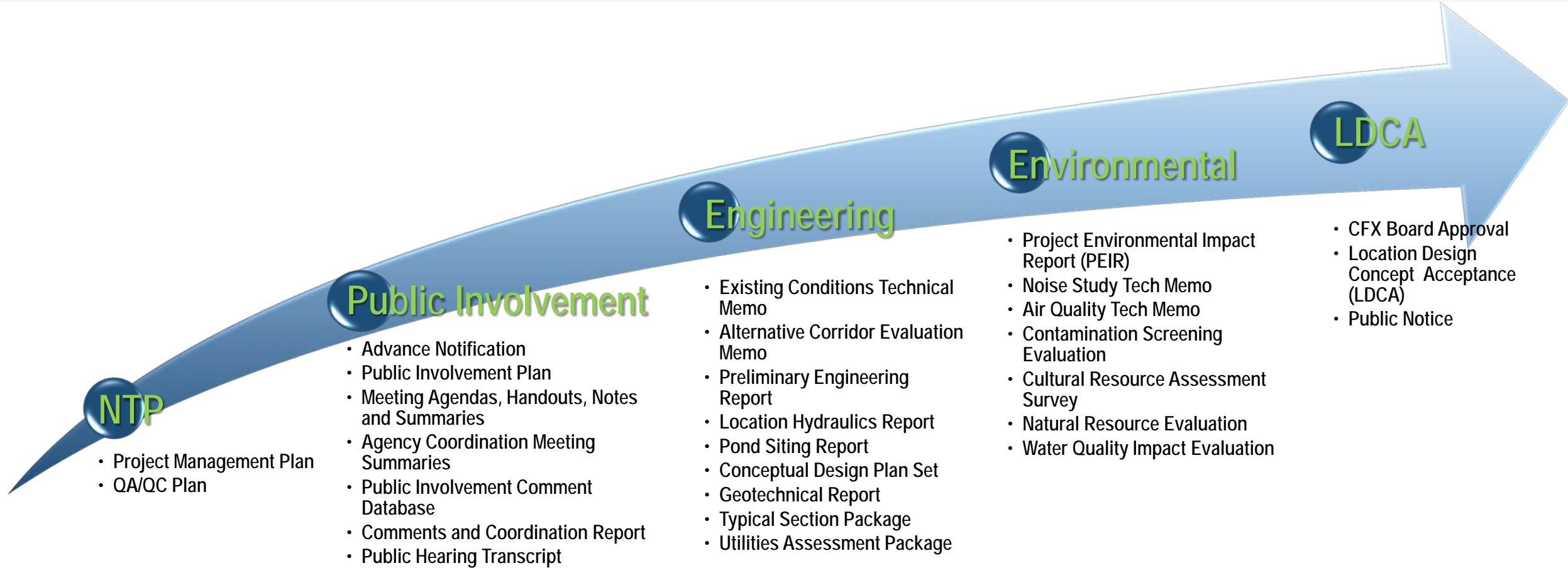
- Osceola and Polk Counties
 - Planned/programmed improvements
 - Extension to Canoe Creek Road
- Florida's Turnpike Enterprise
 - Interchange configuration
 - Access request process
- CFX
 - Phased implementation/toll viability
 - NEC (north or south of Lake Gentry)
- Federal regulatory agencies
 - USFWS
 - USCG
 - USACE
- Major land owners
 - Kenansville
 - Southport
 - Bronson's
 - Green Island DRI



Stakeholder Input

| STAKEHOLDER | COMMENTS |
|---|---|
| Osceola County | <ul style="list-style-type: none"> • Connection to existing/planned facilities • Poinciana Parkway, Pleasant Hill Road, Florida's Turnpike, Canoe Creek Road • Future corridors (PPE, NEC) |
| The Nature Conservancy | <ul style="list-style-type: none"> • Environmental concerns adjacent to Disney Wilderness Preserve • Alternatives greater than one mile away are "on the table" |
| Poinciana Residents for Smart Change | <ul style="list-style-type: none"> • Currently "dead ended" with longest commute in the county • Residents willing to pay tolls to commute to Orlando • Travel demand is currently double what it was projected to be • Strong support for limited access corridor |
| EAG | <ul style="list-style-type: none"> • Concern for degradation of conservation lands • Ways to prevent divided communities |
| Ranch Owners Kenansville Southport Bronson's | <ul style="list-style-type: none"> • Several alternatives are agreeable • Green Island DRI working with FTE for location of interchange |

Deliverables



Schedule

| 15-Month Schedule | | | | | | | | | | | | | | | |
|------------------------------|------|-----|--------------------------------|-----|--|---|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Task/Activity | 2020 | | | | 2021 | | | | | | | | | | |
| | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov |
| Notice to Proceed | ★ | | | | | | | | | | | | | | |
| Data Collection/Analysis | | | | | | | | | | | | | | | |
| Public Kickoff Meeting | | | | ★ | | | | | | | | | | | |
| Needs Analysis | | | Includes Design Traffic by CFX | | | | | | | | | | | | |
| Concept Development | | | | | Roadway, Drainage, Structures, Interchanges, Costs | | | | | | | | | | |
| Environmental Analysis | | | | | | Social, Natural, Cultural, Physical Environment | | | | | | | | | |
| Alternatives Public Meeting | | | | | | | | | ★ | | | | | | |
| Refine Alternatives | | | | | | | | | | | | | | | |
| Draft PEIR/Support Documents | | | | | | | | | | | | | | | |
| Public Hearing | | | | | | | | | | | | | ★ | | |
| Final PEIR | | | | | | | | | | | | | | | |
| Board Approval and LDCA | | | | | | | | | | | | | | | ★ |
| PAG/EAG Meetings | | | ★ | | | | | ★ | | | ★ | | | | |

- 15-month schedule
- NTP – Sept. 2020

- Stakeholder coordination
- EAG/PAG meetings

Thank You



VOLKERT