

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

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



Agenda

- 1. CFX Project Development Process
- 2. Advisory Group Roles
- 3. Study Information
 - a) Project History
 - b) Study Objective & Methodology
 - c) Project Goals
 - d) Public Involvement
 - e) Study Area
- 4. Constraints and Opportunities
- 5. Input from the Group
- 6. Next Steps Schedule



PROJECT DEVELOPMENT PROCESS

New Alignment Expansion Projects

Identify Project

Project identified in CFX Board approved Visioning +2040 Master Plan (Long-Range Transportation Plan).

Work Plan

Is project identified in the approved Five-Year Work Plan?

Project is placed on hold to be revisited in the future.



Feasibility Study

CFX Board approves findings of feasibility study on the project?

Project is placed on hold to be revisited in the future.

Does CFX **Board approve** PD&E Study?

PD&E Study

No Project is placed on hold to be revisited in the future.

Recommended

Preferred/Final Design

Does CFX Board approve project for the Final Design Phase?

Project is placed on hold to be revisited in the future.

Right-of-Way

Does CFX Board accept the Right-of-Way Committee's requested acquisitions and approve start of right-of-way purchasing?

Permitting

Does CFX **Board accept** the proposed mitigation/ conservation easement settlements and approve permit agreements?

Utilities

Does CFX **Board accept** the proposed utilities relocation settlements and approve utility agreements?

Project is placed on hold to be revisited in the future.

Advertise Bids Award Contract

Does CFX **Board approve** CFX's request to advertise bids for construction?

No Project is placed on hold to be revisited in the future.

CFX may re-advertise project to accept new bids OR project design is revised and/or repackaged for bids.

No

Construction

Does CFX accept bid and approve award Construction of contract commences. to construct roadway?

constructed roadway is opened to traffic.

Open to Traffic

Newly



Advisory Group Roles

Environmental (EAG)

- Natural environment analysis
- Special advisory resource
- Environmental impact input on project alternatives
- Local knowledge, issues and concerns regarding environmental impacts

Project (PAG)

- Mobility analysis
- Special advisory resource
- Input on project alternatives
- Local knowledge, issues and concerns

Today's EAG & PAG Meetings



Present Environmental and Policy Constraints

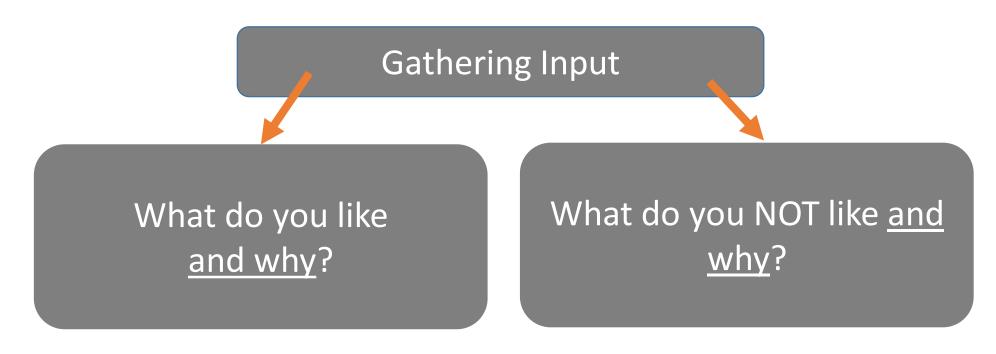
Topic	EAG	PAG
Purpose and Need	Input	Emphasis
Typical Section	Input	Input
River Crossing Locations	Emphasis	Input
Connection to I-95	Input	Emphasis
General Alignments	Emphasis	Emphasis

Second EAG & PAG Meetings



Present Initial Alternatives and Initial Findings

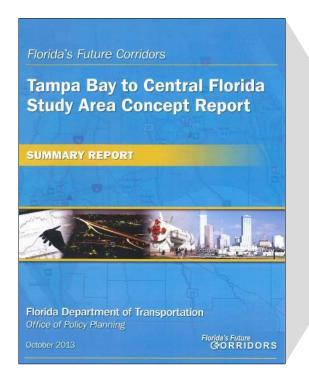
(Building on results from first EAG & PAG meetings)

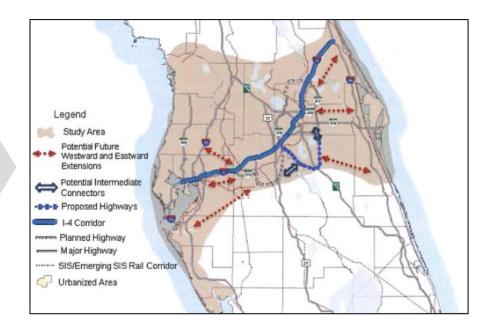


Third EAG & PAG Meetings



Project History





October 2013

RECOMMENDATION

"Convene collaborative process" for Brevard, Osceola, and Orange counties

STATE OF FLORIDA

OFFICE OF THE GOVERNOR EXECUTIVE ORDER 13-319

WHEREAS, the State Comprehensive Plan, the Florida Strategic Plan for Ecolopeologueni, the 2060 Florida Transportation Plan, and other statewide plans call for coordinated decision making and investments to address Florida's long-terme comonic development, environmental stewardship, community development, and infrastructure needs statewide and regional basis; and

WHEREAS, the Florida Legislature, recognizing the need for innovative planning and development strategies to promote a diverse economy and vibrant rural and urban communities, including sector planning, has tasked the Florida Department of Economic Opportunity, in coordination with other state and regional agencies, to assist communities in finding creative solutions for fostering vibrant, healthy communities while protecting the functions of important state resources and facilities; and

WHEREAS, well-planned statewide and regional transportation corridors can improve mobility and connectivity for people and freight, support economic development, promote highquality development patterns, help preserve Florida's natural resources, and facilitate emergency evacuation and response; and

WHEREAS, enhanced or new transportation corridors should be planned in coordination with long-term land use decisions to ensure the protection of environmental resources, the preservation of agricultural lands, and the planning of areas for future economic development and urban growth; and

WHEREAS, the Florida Department of Transportation has initiated the "Florida's Future Corridors" initiative to plan future transportation corridors for the movement of people and freight on an interregional, statewide, or interstate basis; and

WHEREAS, one corridor study area identified by the Florida's Future Corridors initiative extends from Tampa Bay to the Atlantic Coast across 15 counties in the central part of Florida (hereinafter "Tampa Bay-Central Florida Study Area"); and

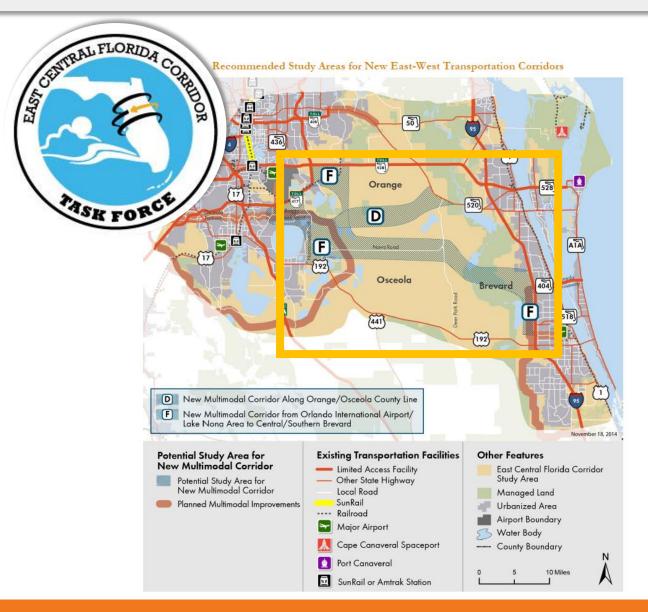
WHEREAS, in 2013, the Florida Department of Transportation completed a Future Corridor Concept Study for the Tampa Bay-Central Florida Study Area that recommended the Florida Department of Transportation conduct a pilot Evaluation Study to address a regional connectivity gap between the Orlando International Airport and the southern Space Coast and to refine the proposed corridor planning process for future use; and

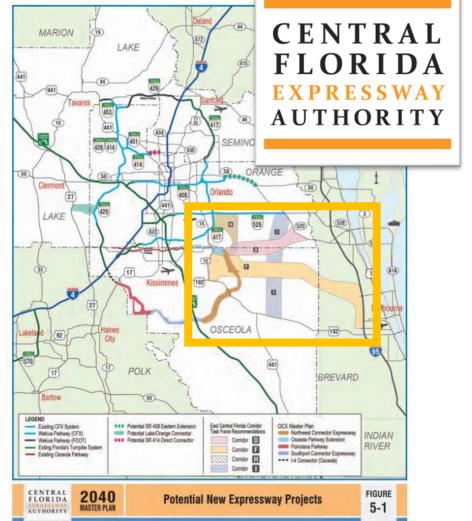
WHEREAS, the objectives of the pilot Evaluation Study include the identification of anticipated future development patterns in the Orlando/Space Coast area, comprised of portions of Breward, Orange, and Oscocial counties, and associated mobility and connectivity needs, as

November 2013



Project History





East Central Florida Corridor Task Force

Final Report: Page 6

3. Conduct one or more Evaluation Studies of potential new east-west corridors between Orange, Osceola, and Brevard counties. The proposed study or studies should consider a multimodal corridor along the Orange/Osceola county line to provide connectivity between the Orlando International Airport/Lake Nona area, the Northeast District of Osceola County, the North Ranch Master Plan, and the State Road 520 corridor (Alternative D, Figure ES.2); and a multimodal corridor from the Orlando International Airport/Lake Nona area through the proposed North Ranch Master Plan to central/southern Brevard County, including the potential need for an additional crossing of the St. Johns River (Alternative F, Figure ES.2).

East Central Florida Corridor Task Force

Final Report: Page 43

The Task Force assessed future transportation corridor needs and potential alternative solutions for addressing these needs in the study area over the next 50 years. These needs were organized into five major "travel sheds," or flows of people and freight between key concentrations of population and economic activities in the study area:

- East-west travel between Orange and Osceola counties and northern Brevard County;
- East-west travel between Orange and Osceola counties and central/southern Brevard County;
- North-south travel in central Orange and Osceola counties;
- North-south travel in eastern Orange and Osceola counties; and
- North-south travel in Brevard County.

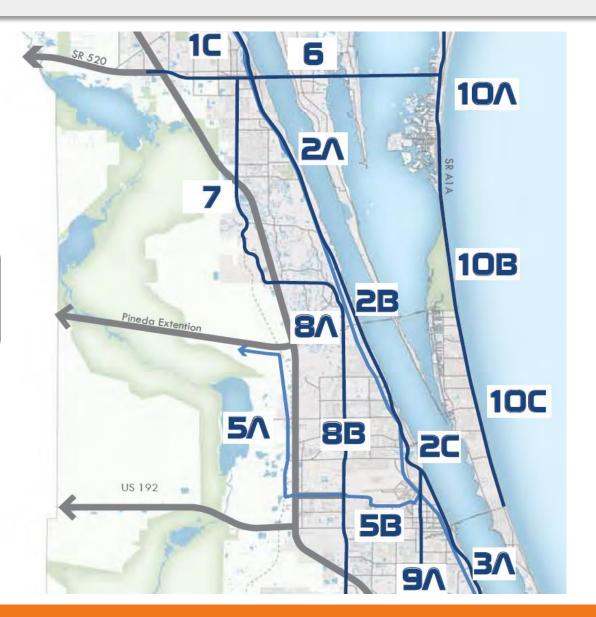
East Central Florida Corridor Task Force

Final Report: Pages 54-55

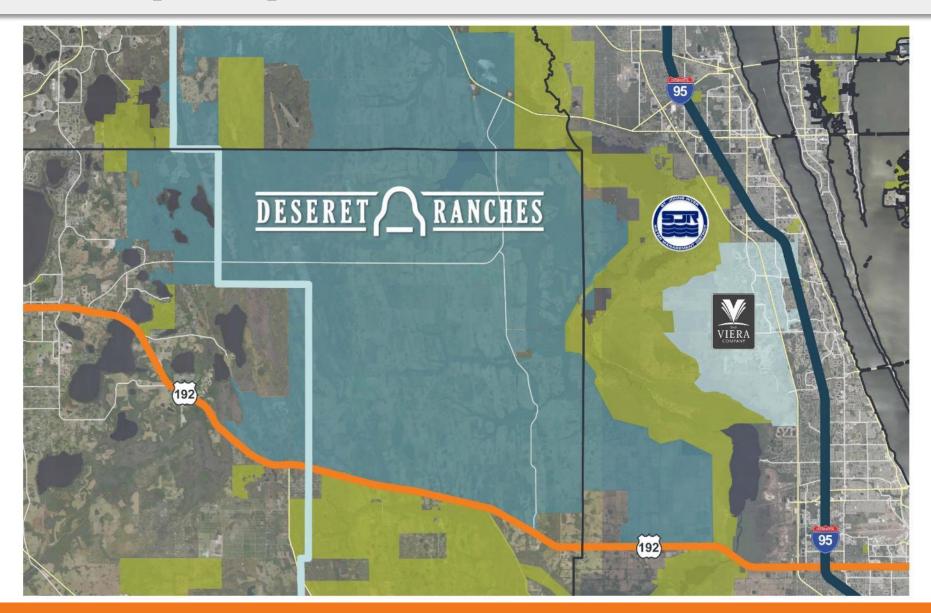
Planning for this corridor must consider the potential need for an additional crossing of the St. Johns River, including the potential impacts of a new crossing on the watershed, wetlands, habitat, protected species, wildlife corridors, conservation lands (including lands owned by the St. Johns Water Management District and lands identified as mitigation for the Viera development of regional impact), and existing and previously approved developments such as Viera. While this alternative could provide a direct connection to close the regional connectivity gap between economic centers, it presents environmental and conservation land policy issues that are not evident at this stage of the planning process with regard to other corridor alternatives.

Space Coast TPO Vision Plan

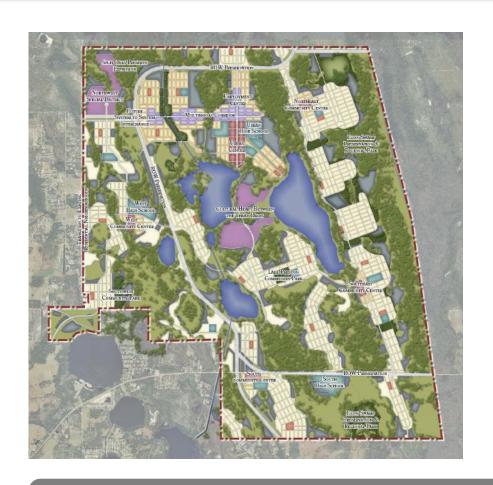
Pineda Extension



Major Property Owners



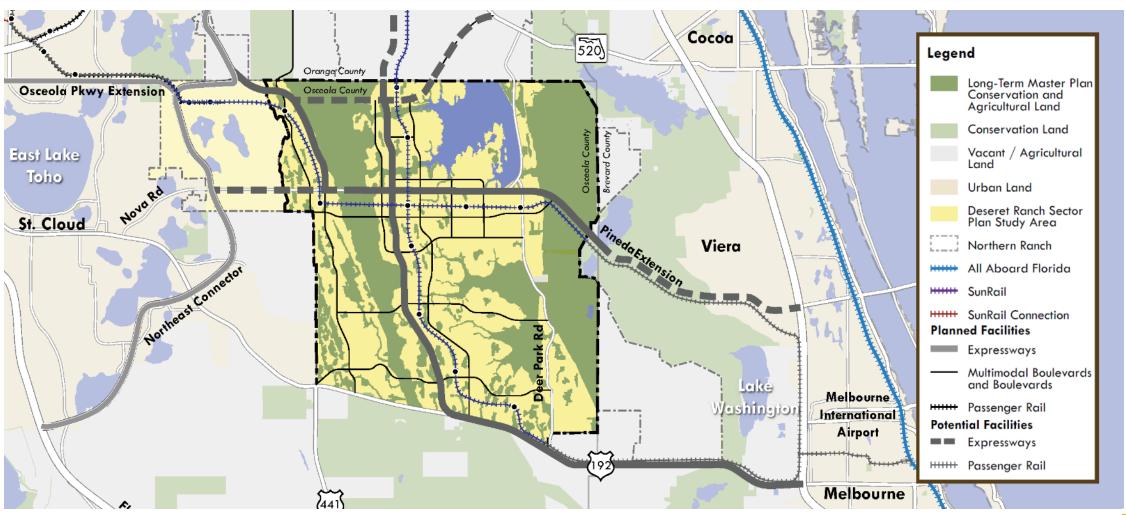
Northeast District Element - Sunbridge



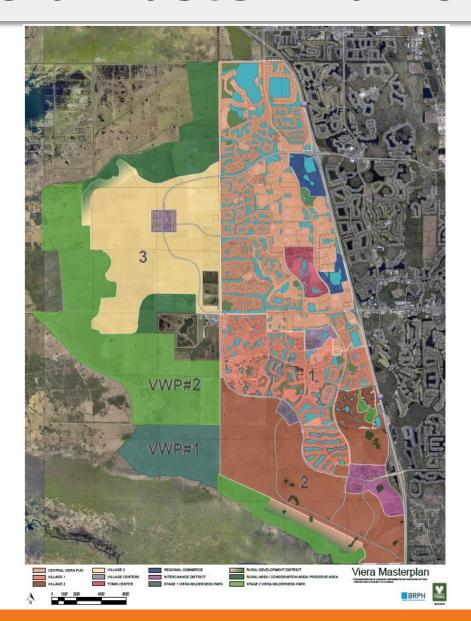


Northeast District Element Conceptual Master Plan & Sunbridge Stage Plan

North Ranch Sector Plan



Viera Master Plan & Aerial





Study Objective & Methodology

- To determine if the yet to be identified alternatives are feasible from an engineering and environmental standpoint.
- Analyze and document potential impacts
 - Physical
 - Natural
 - Social
 - Cultural

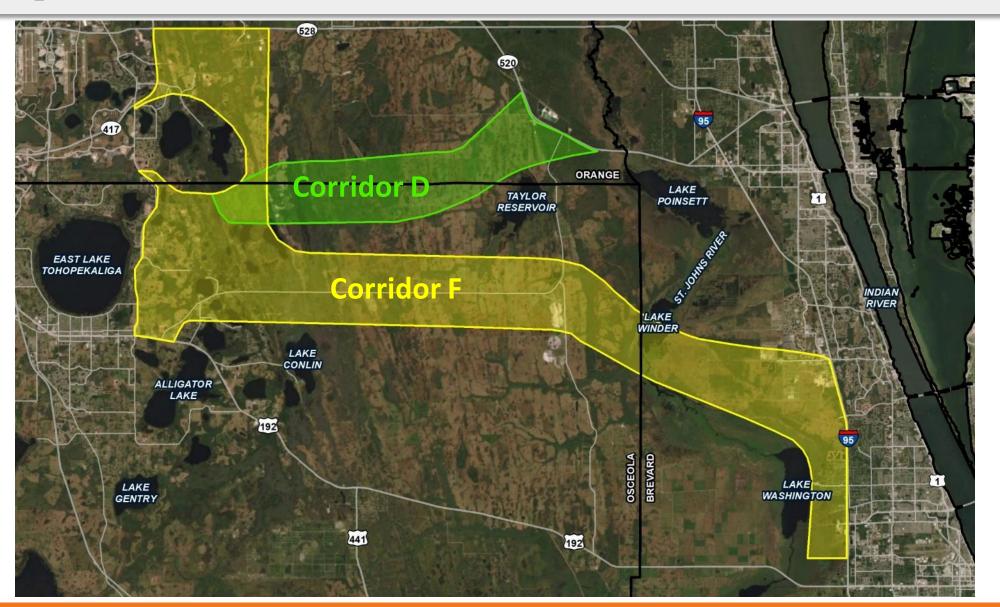
Project Goals

- Promote regional connectivity.
 - Between Osceola Co. and northern Brevard Co. (Corridor D)
 - Between Osceola Co. and central/southern Brevard Co. (Corridor F)
- Identify transportation mobility options.
- Enhance mobility of the area's growing population and economy.
- Provide consistency with local plans and policies.
- Improve resiliency and enhance evacuation routes.
- Fulfill the recommendation of the East Central Florida Corridor Task Force to evaluate these corridors.

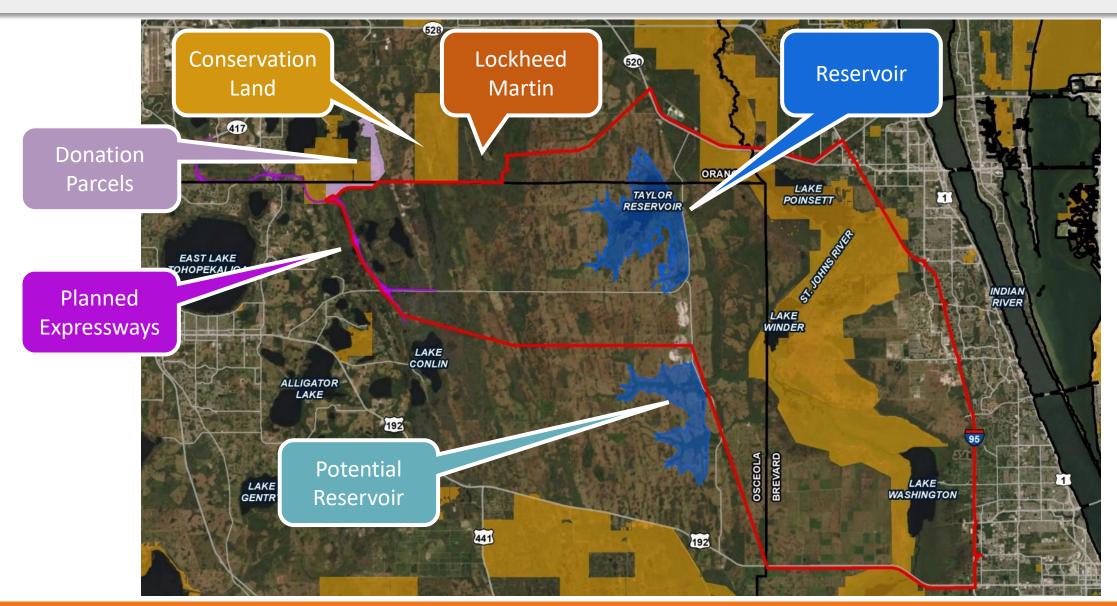
Public Involvement

- Multiple opportunities for involvement
- Environmental & Project Advisory Groups
- Public Meetings
- Board Presentations
 - CFX, Osceola & Brevard Counties, MetroPlan Orlando, Space Coast **Transportation Planning Organization**
- Stakeholder Meetings
- CFX Study Webpage

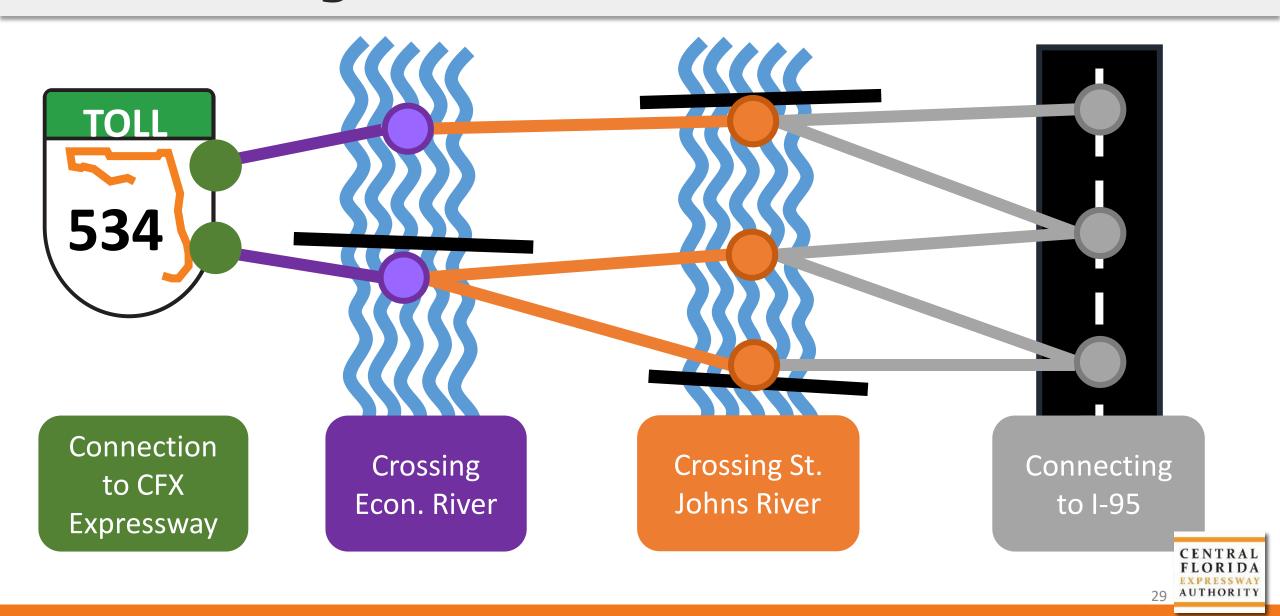
Study Areas – from Task Force



Study Area for CF&M Study

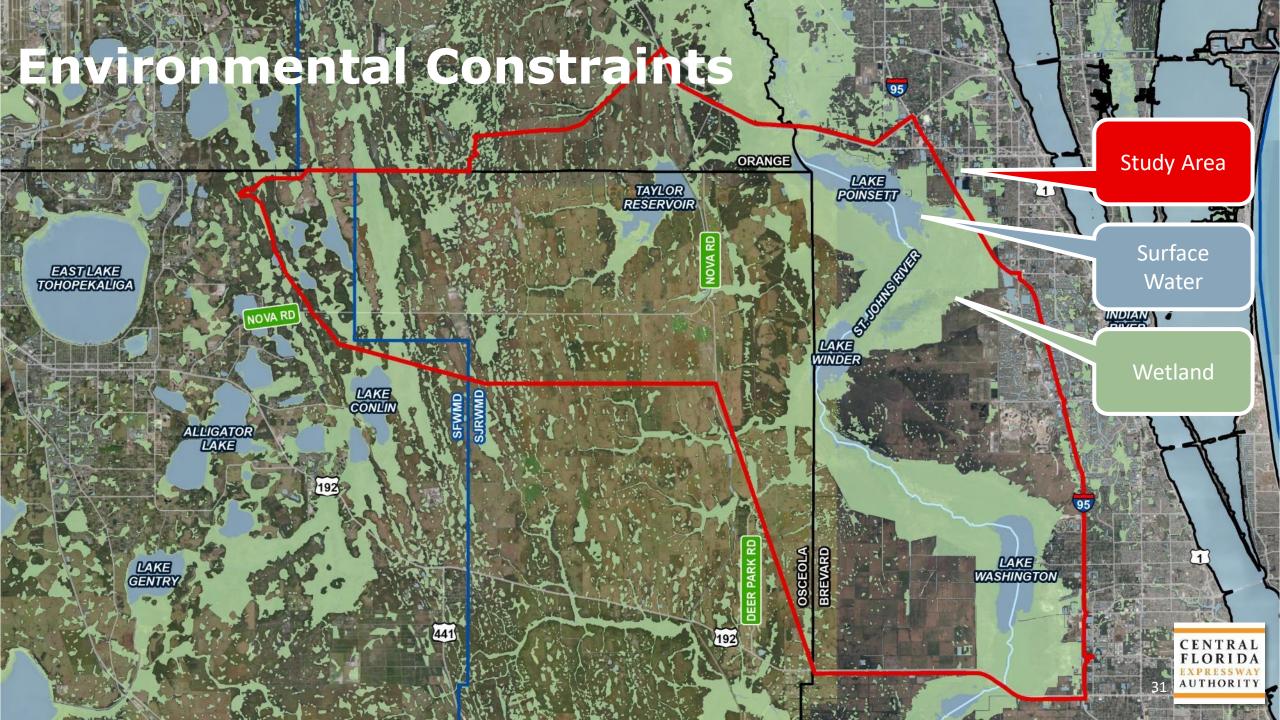


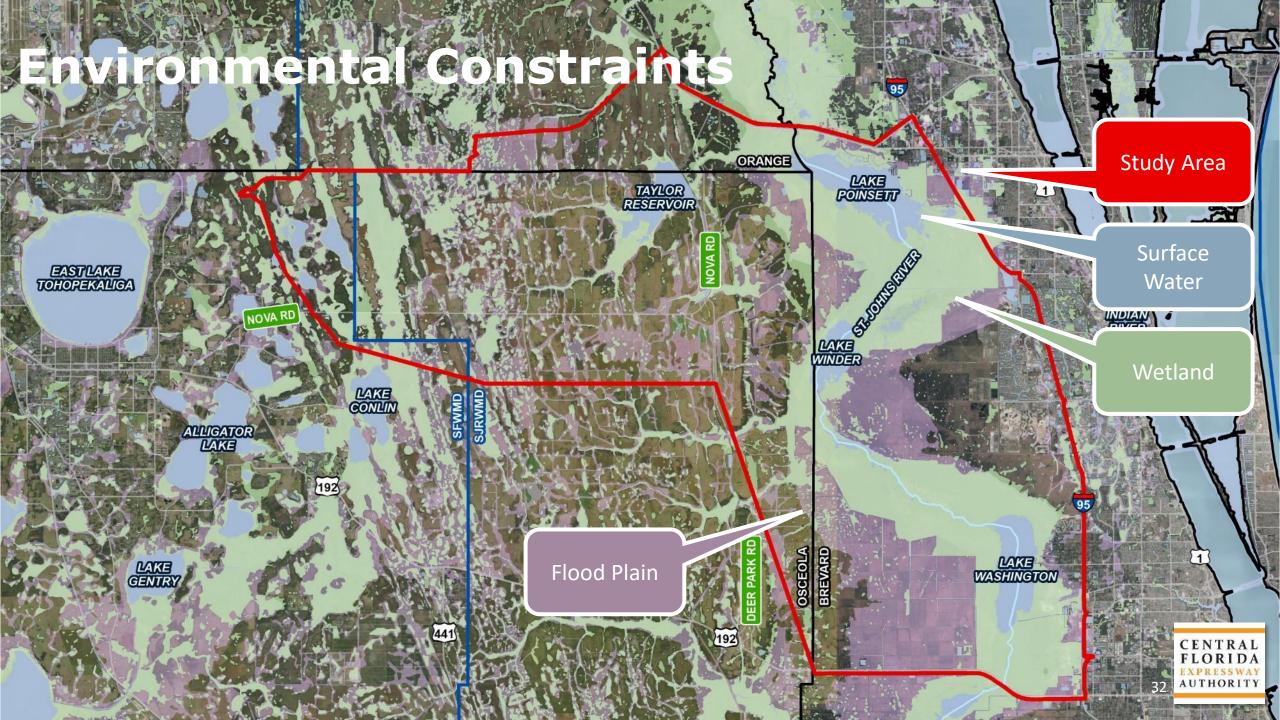
Connecting the Dots: Decision Points

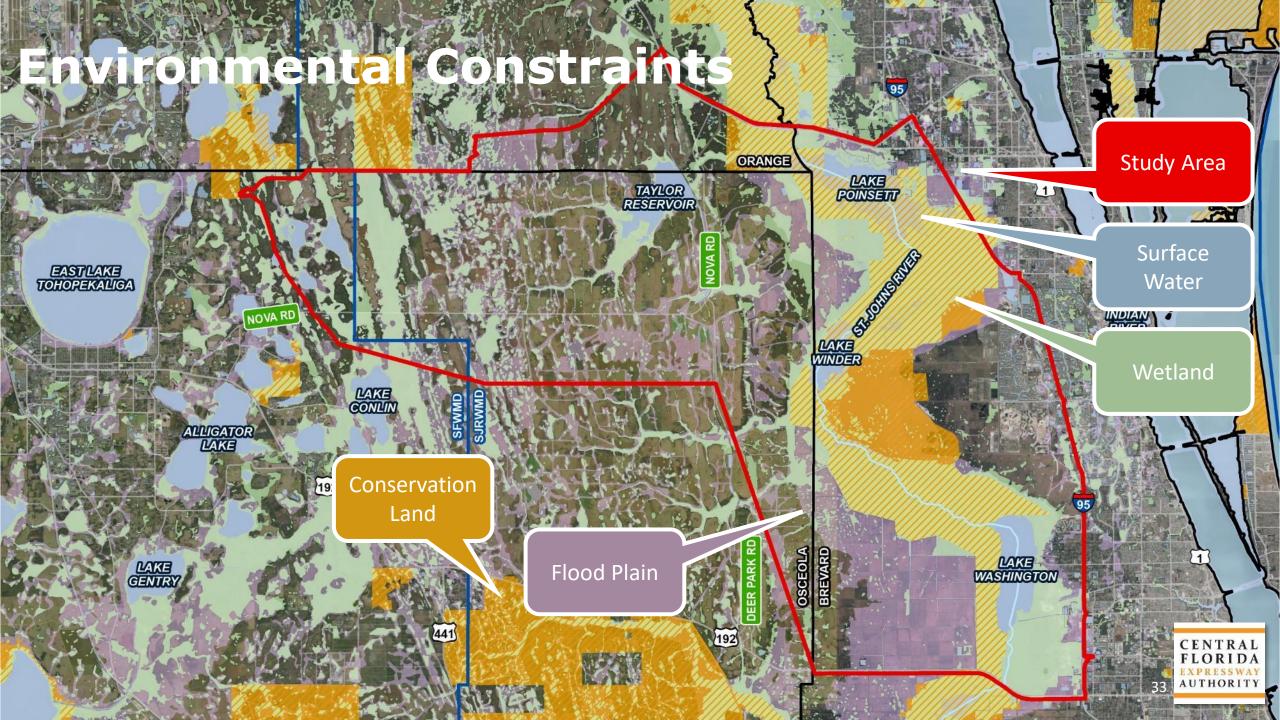


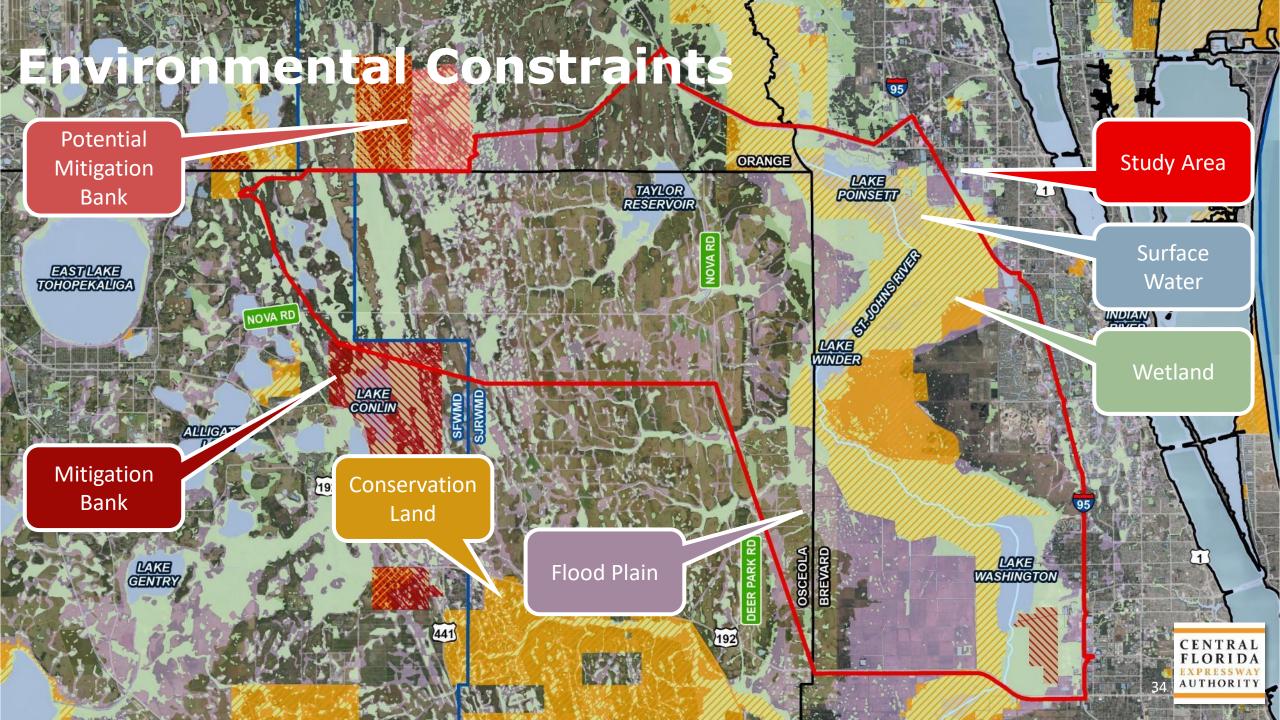
Constraints & Opportunities

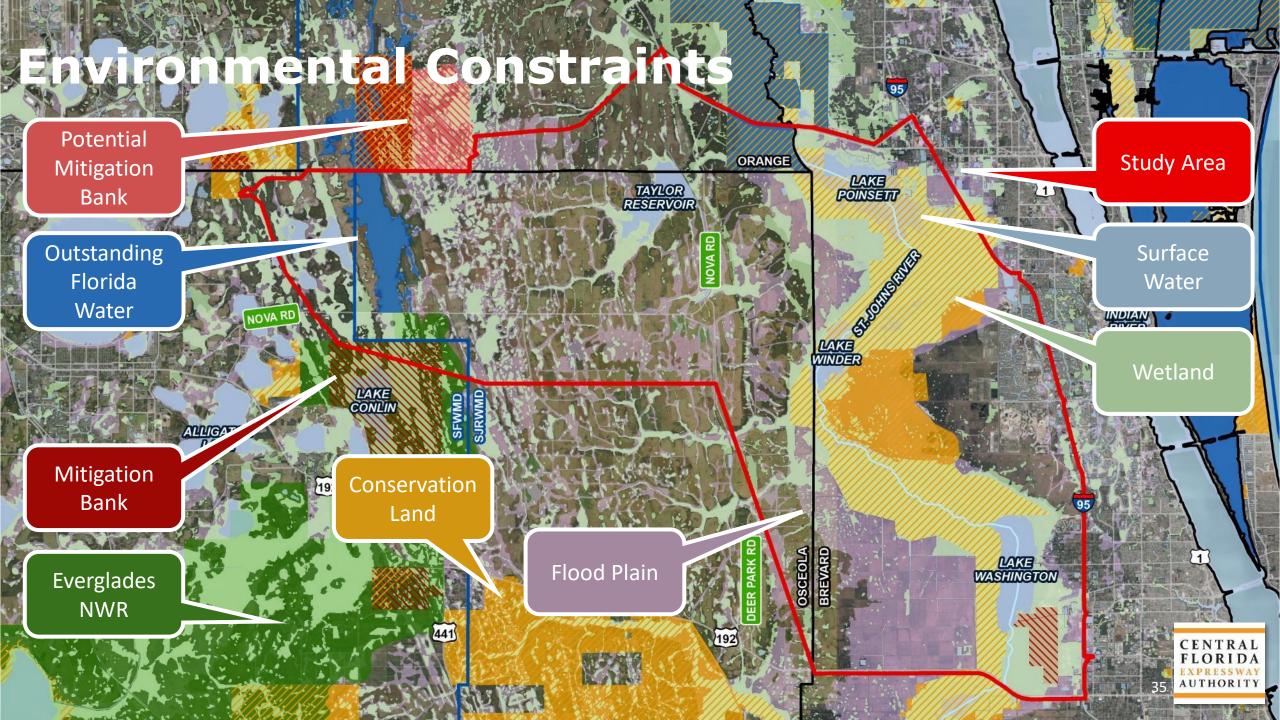
- Development of Environmental Constraints Board
- Development of Social Constraints Board

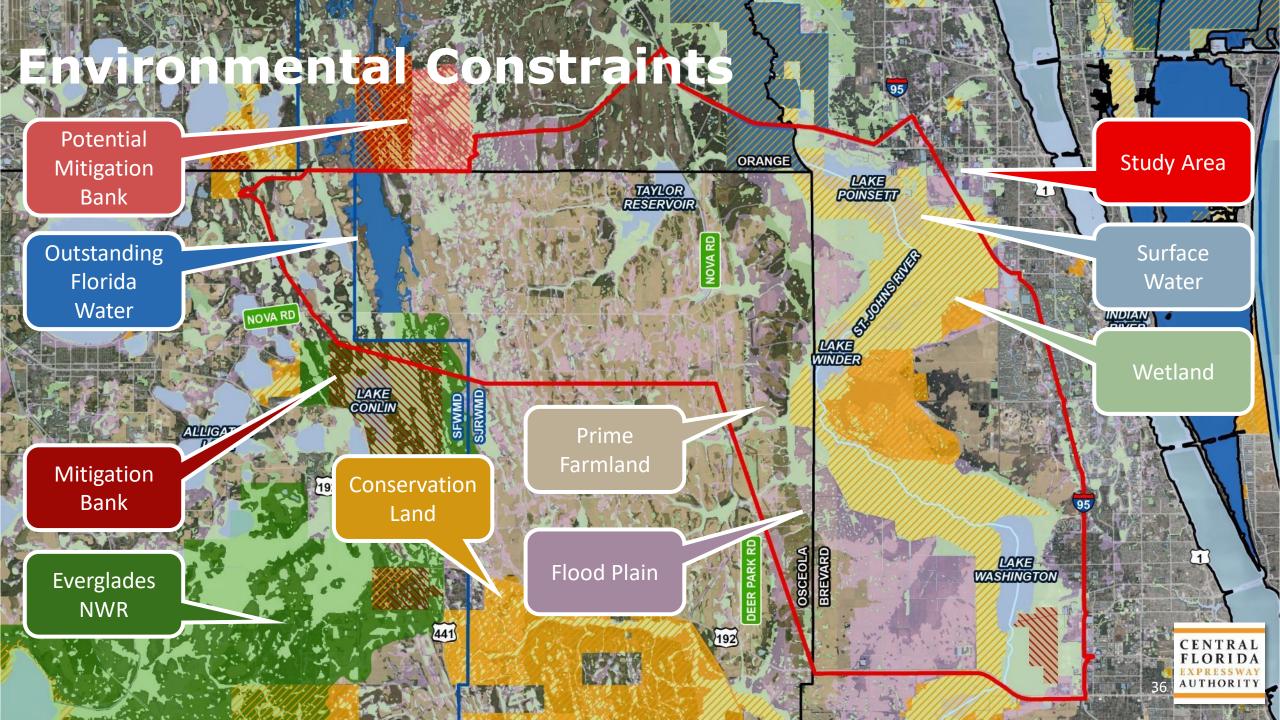


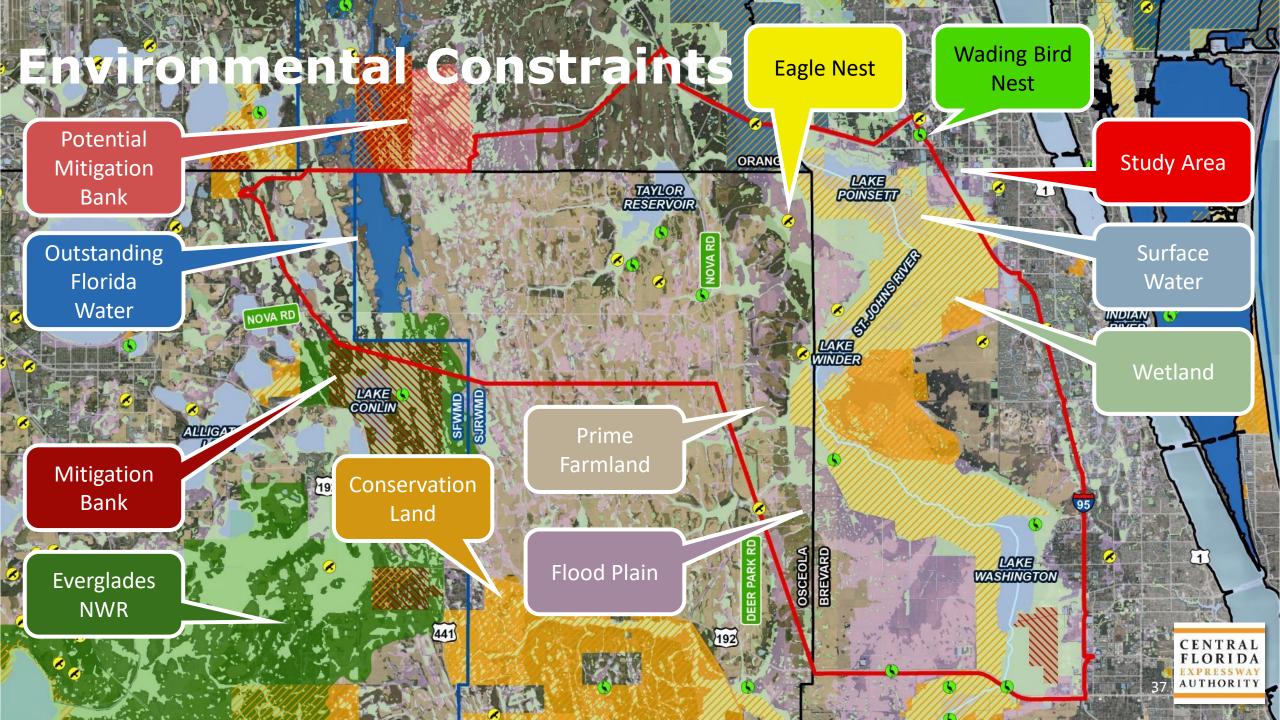


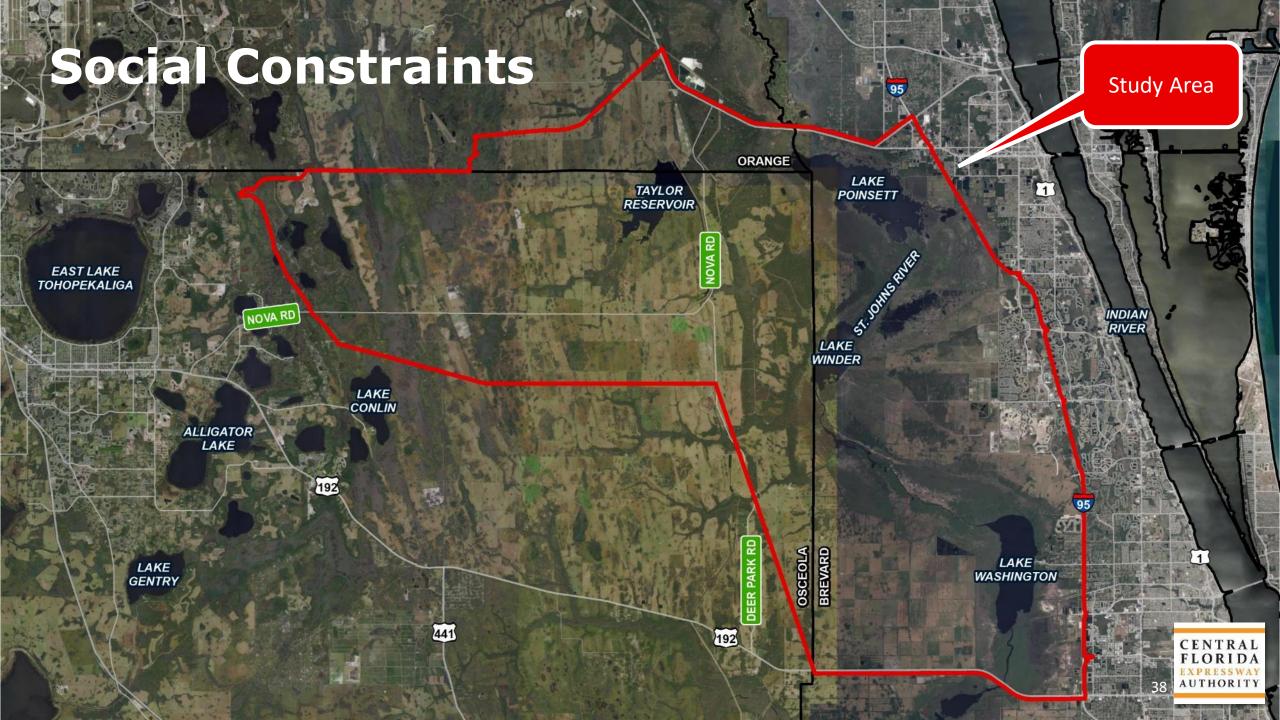


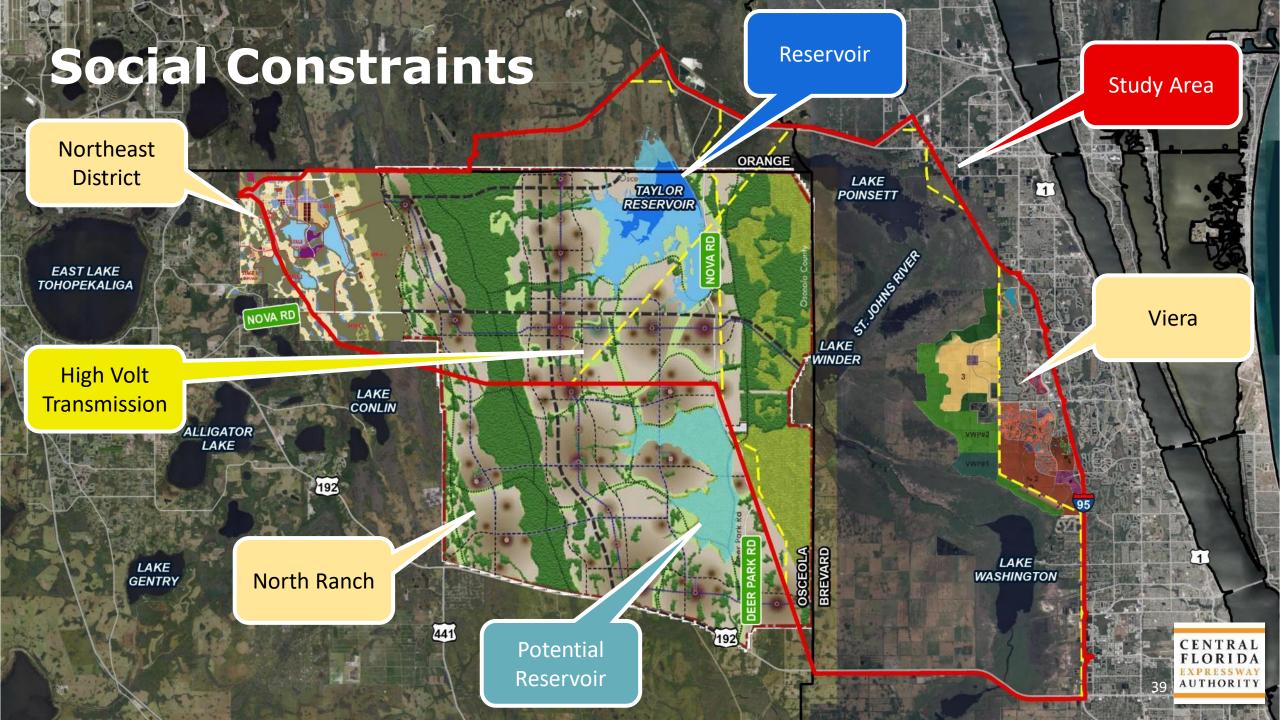


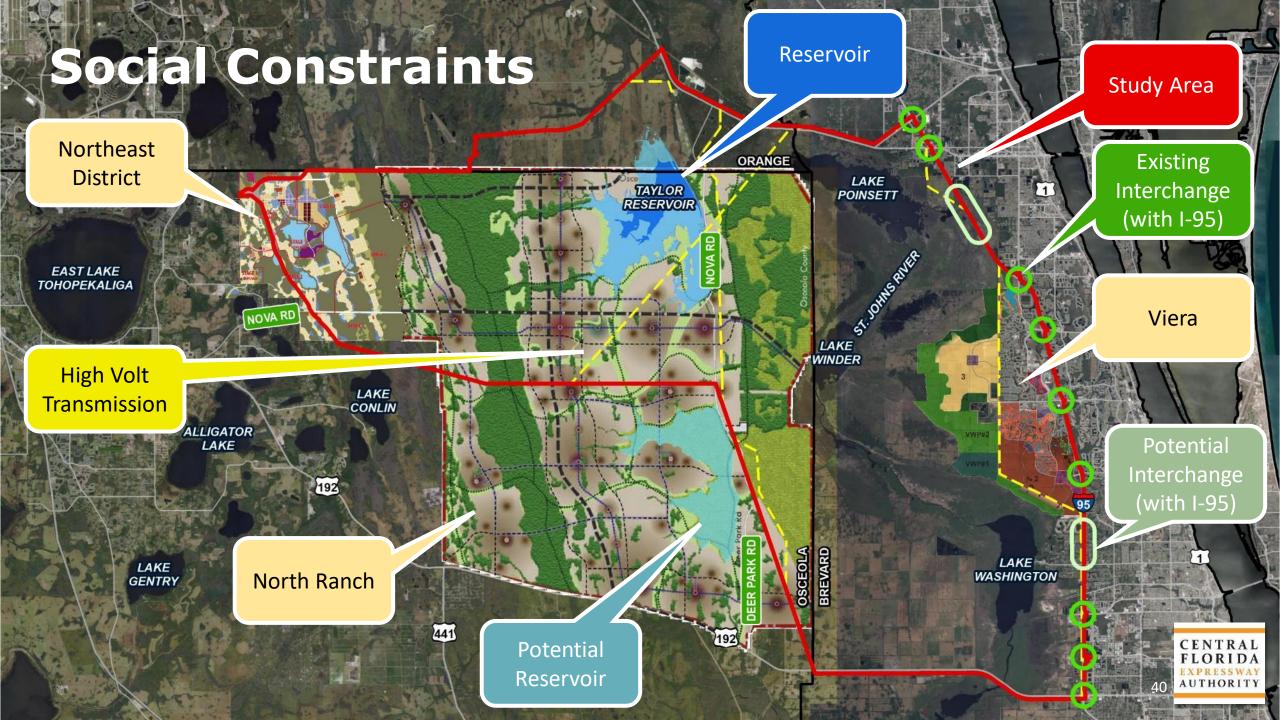












Today's EAG & PAG Meetings



Present Environmental and Policy Constraints

Topic	EAG	PAG
Purpose and Need	Input	Emphasis
Typical Section	Input	Input
River Crossing Locations	Emphasis	Input
Connection to I-95	Input	Emphasis
General Alignments	Emphasis	Emphasis

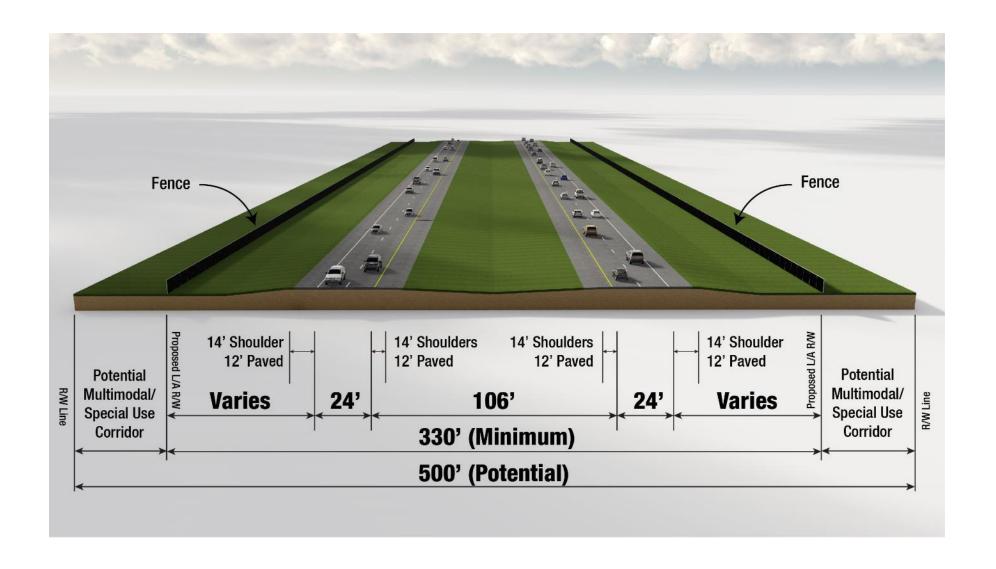
Constraints

- Environmental Constraints
 - Avoid, Minimize, Mitigate
- Social Constraints
- Policy
 - Consistency with plans
 - Interchange spacing (I-95)

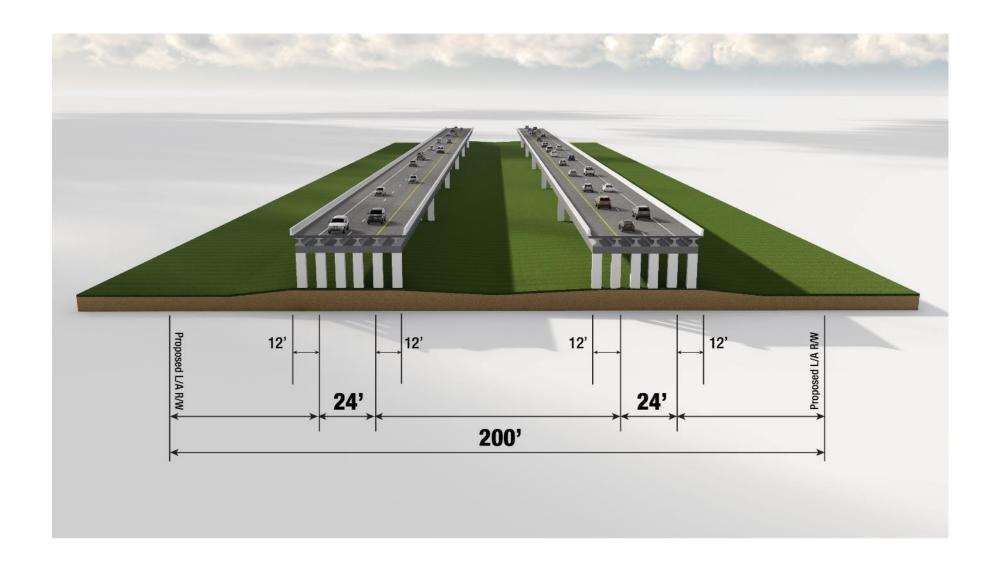
Purpose and Need

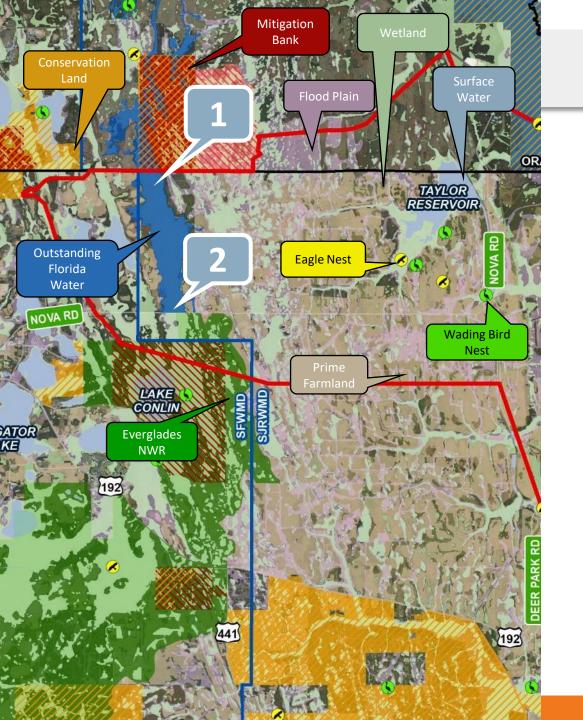
- Improve regional connectivity and mobility
 - Between Osceola County and northern Brevard County
 - Between Osceola County and central/southern Brevard County
- Meet future planned social and economic needs
- Achieve consistency with transportation plans
- Provide multimodal opportunities
- Improve evacuation support and resiliency

Typical Section



Typical Section - Reduced



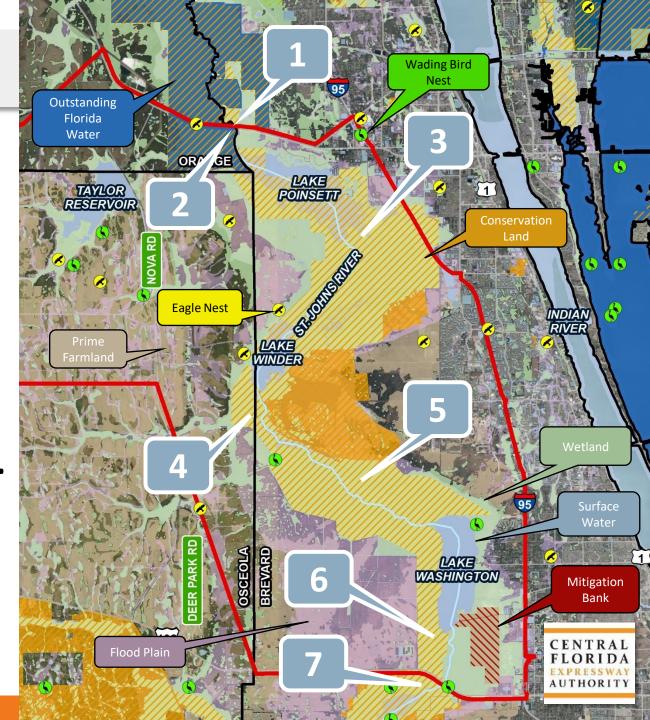


Econ Crossing Locations

- Between Osceola Co. and northern Brevard Co.
 - 1 Northern Osceola Co.
- Between Osceola Co. and central/southern Brevard Co.
 - 2 Parallel to Nova Rd.

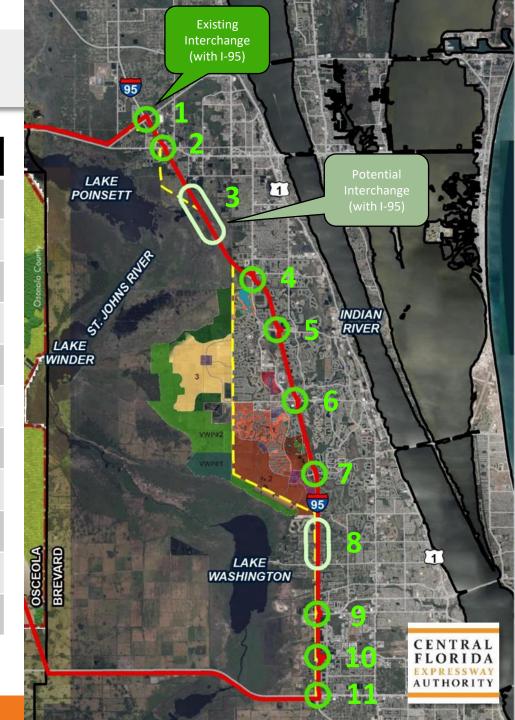
SJR Crossing Locations

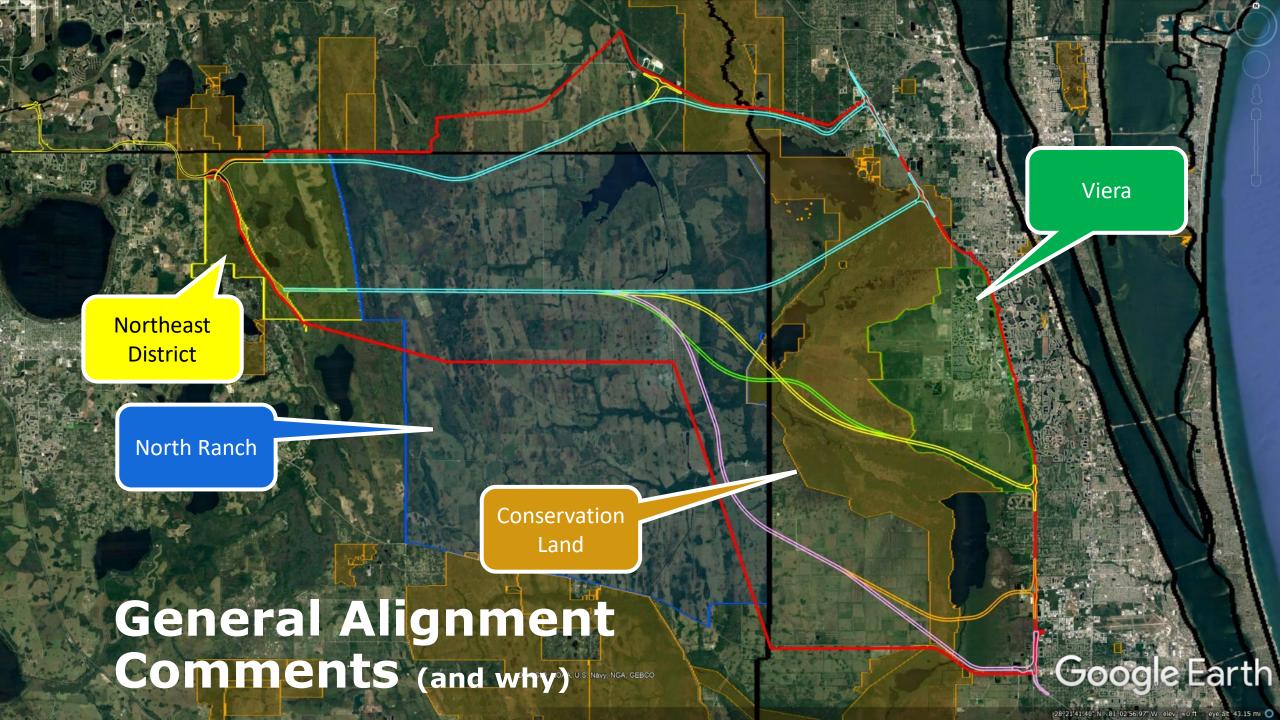
- Between Osceola Co. and northern Brevard Co.
 - 1 Use SR 520
 - 2 Parallel to SR 520
 - 3 South of Lake Poinsett
- Between Osceola Co. and central/southern Brevard Co.
 - 4 South of Lake Winder
 - 5 North of Lake Washington
 - 6 South of Lake Washington
 - 7 Parallel to US 192

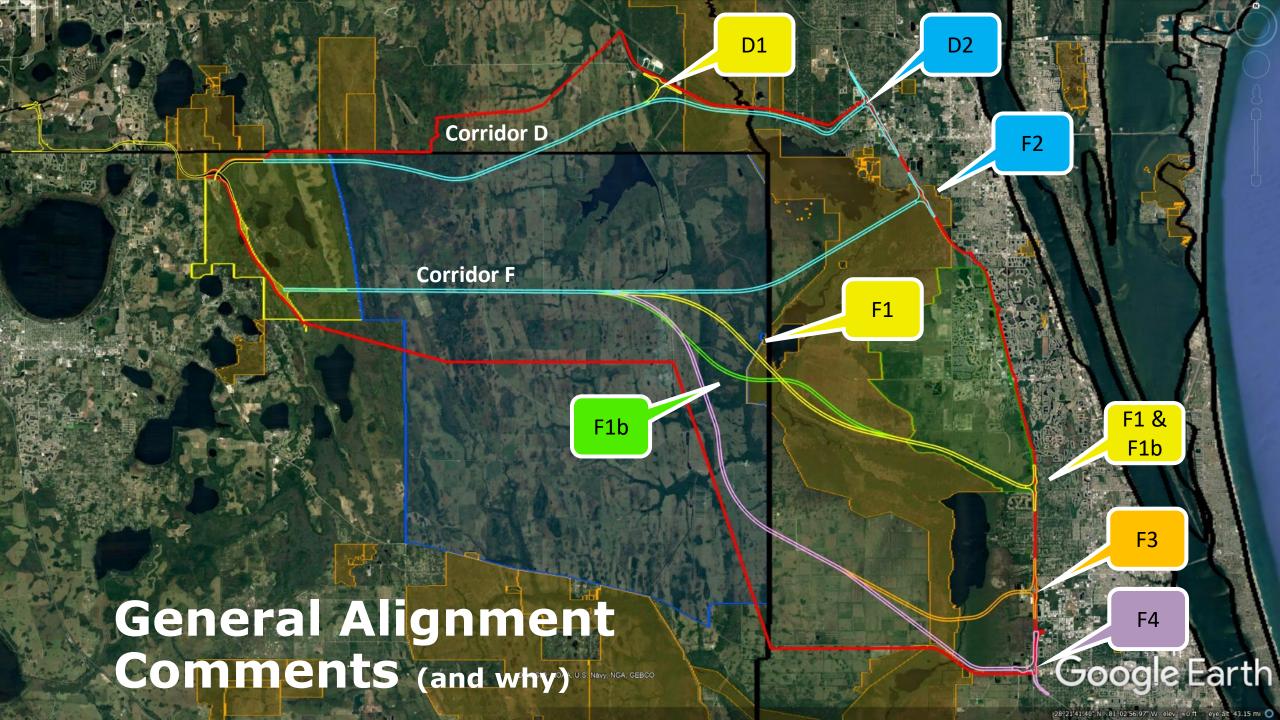


Connections to I-95

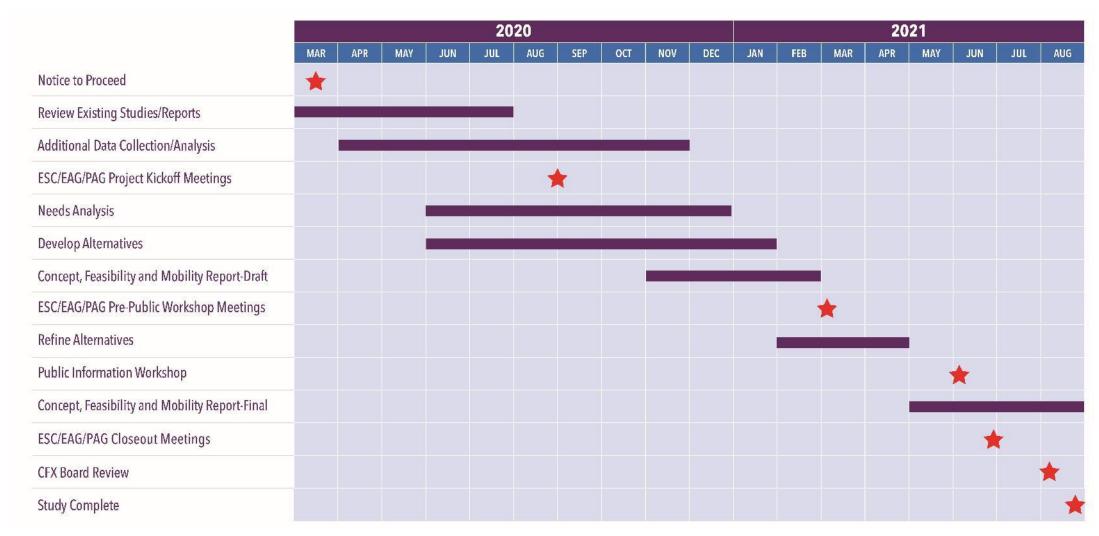
Location	Likes	Dislikes
1 - SR 524		
2 - SR 520		
3 - New		
4 - S. Fiske Blvd. (SR 519)		
5 - Viera Blvd.		
6 - N. Wickham Rd.		
7 - Pineda Causeway Ext. (SR 404)		
8 - New		
9 - W. Eau Gallie Blvd. (SR 518)		
10 - Ellis Rd.		
11 - US 192		







Study Schedule (Subject to Change)



Concluding Comments and Questions

For more information contact:

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