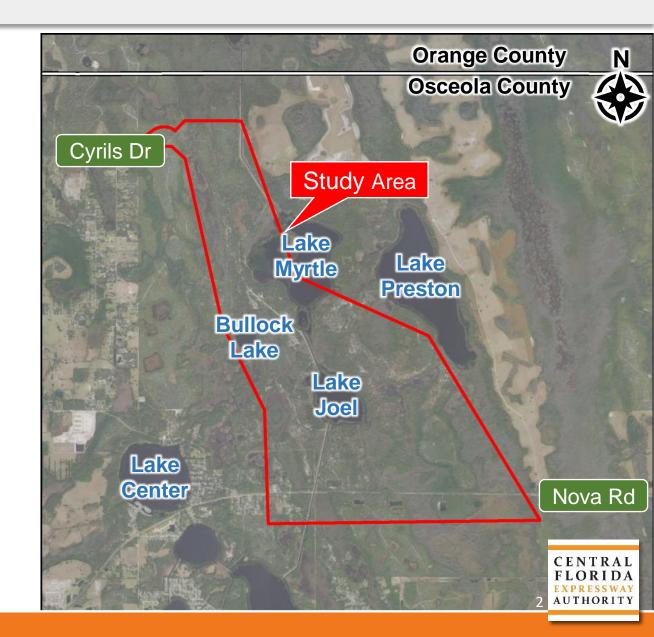
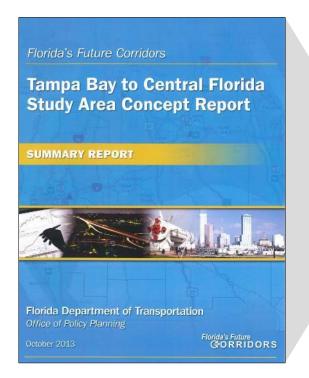


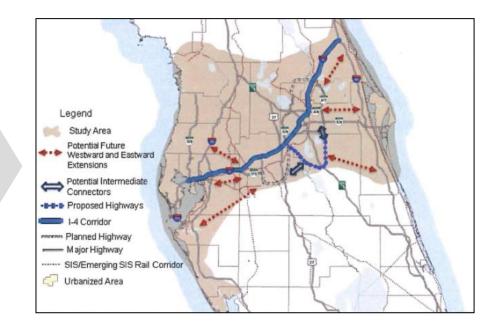
Study Area

- Cyrils Drive to Nova Road
 4.40 miles
- Tolled expressway with multi-modal opportunities
- Segment of a future connection linking SR 417 to I-95



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 Eco Development, the 2060 Florida Transportation Plan, and other statewide plans call for coordinated decision making and investments to address Florida's long-term economic 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

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

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 Tempa Bay to the Atlantic Coast across 15 counties in the central part of Florida (hereinafter "Tampa Bay-Central Florida Study Area"); and

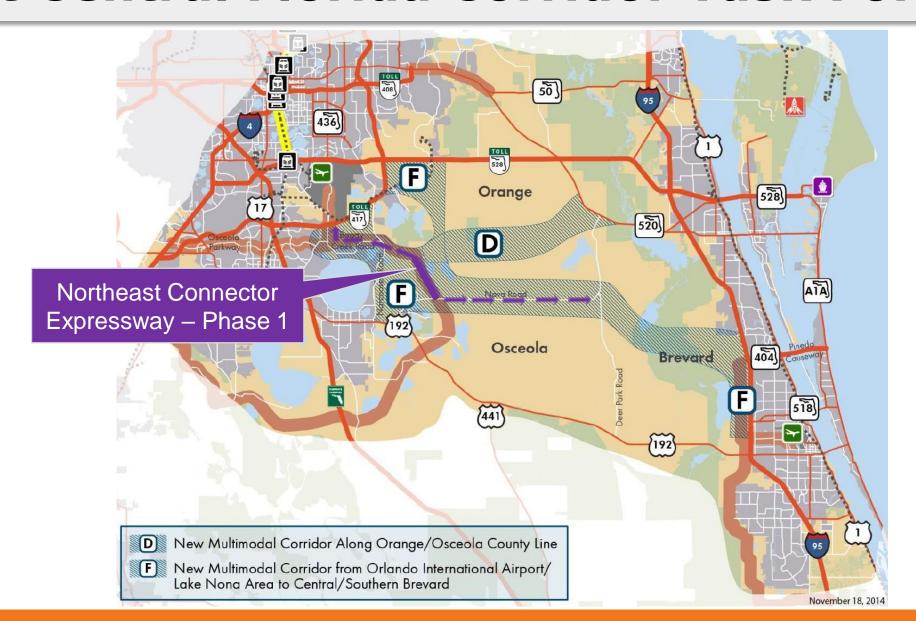
WHEREAS, in 2013, the Florida Department of Transportation completed a Future Corridor Concept Study for the Tampa Bay-Central Florida Study Area that recommended the Florida Department of Transportation conduct a pilot Evaluation Study to address a regional connectivity gap between the Orlando International 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 Brevard, Orange, and Osceola counties, and associated mobility and connectivity needs, as

November 2013



East Central Florida Corridor Task Force





East Central Florida Corridor Task Force

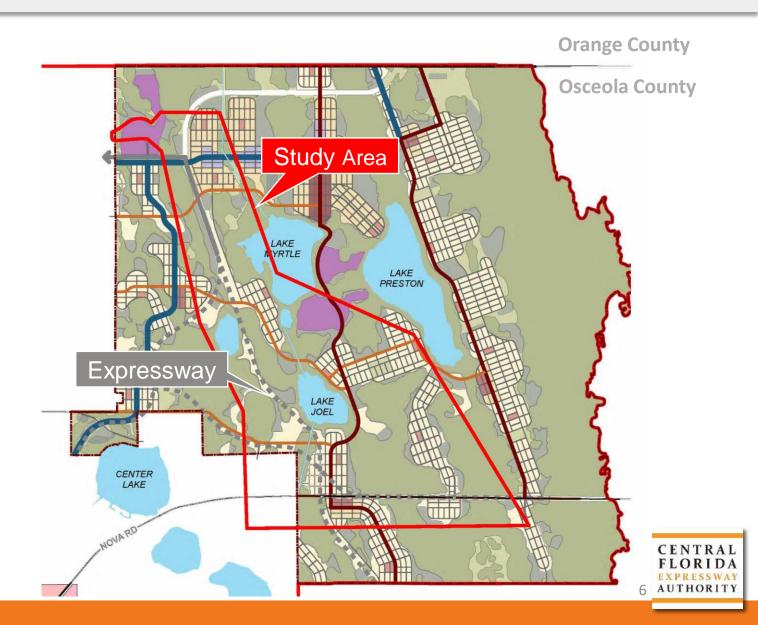


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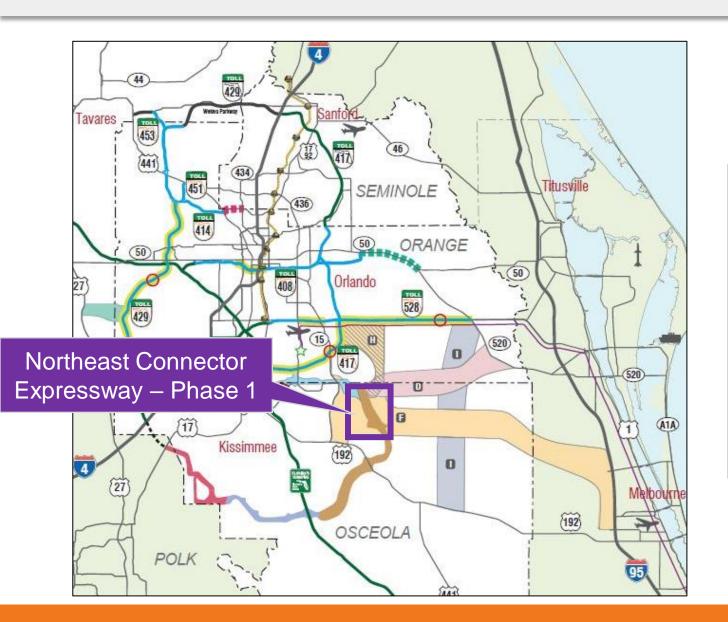
4. Conduct one or more Evaluation Studies of potential new north-south corridors in eastern Orange and Osceola counties. The proposed study or studies should consider continuation of the project development process for the Northeast Connector Expressway and extension of this expressway from its planned terminus at the Osceola Parkway Extension to the State Road 528 corridor, including potential multimodal improvements (Alternative H, Figure ES.3); and a new multimodal corridor serving planned population centers on the North Ranch and connecting to existing east-west corridors including U.S. 192, Nova Road, State Road 520, State Road 528, and State Road 50/408 (Alternative I, Figure ES.3).

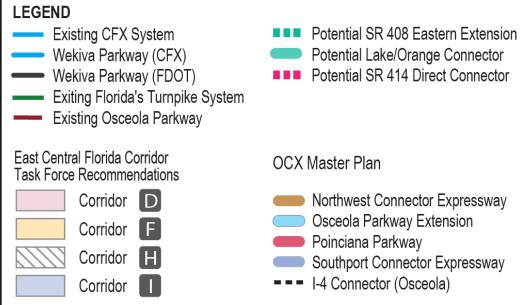
Northeast District Master Plan

- Adopted in 2010
- Includes:
 - Osceola Parkway Extension
 - Northeast Connector
 - Expressway Connection along Nova Road



CFX 2040 Master Plan







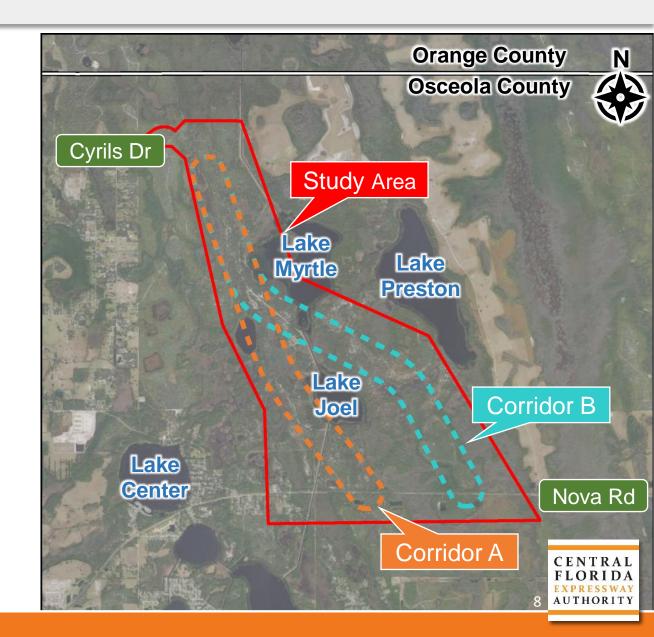
Initial Corridors

Corridor A

 Follows Northeast District Conceptual Master Plan alignment

Corridor B

- Ends further east towards potential extension to I-95
- Attempts to minimize wetlands in the corridor



Wetlands

Corridor A: 329.5 acres

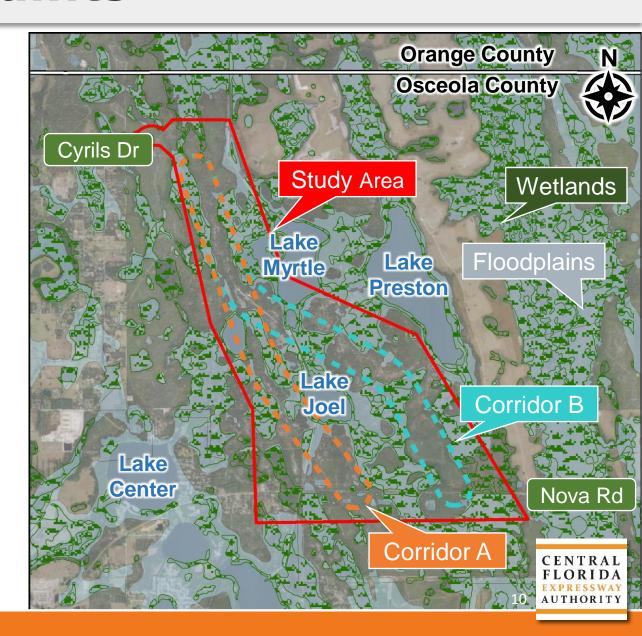
o Corridor B: 379.6 acres



• 100-year Floodplains

○ Corridor A: 49.6 acres

Corridor B: 47.2 acres



- Conservation
 - None in the Study Area
 - Moss Park, Isle of Pine Preserve and
 Split Oak Forest are shown on the map



Prime Natural Resources
 Conservation Service (NRCS)

 Farmland

Corridor A: 315 acres

Corridor B: 390 acres



• Potential Scrub Habitat

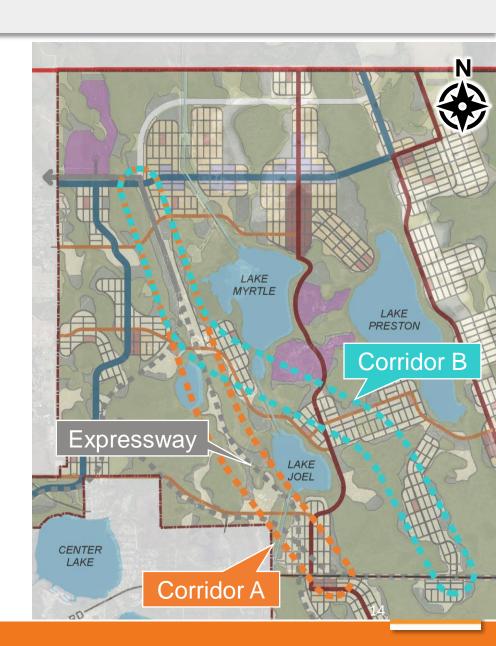
Corridor A: 37.4 acres

Corridor B: 87.1 acres



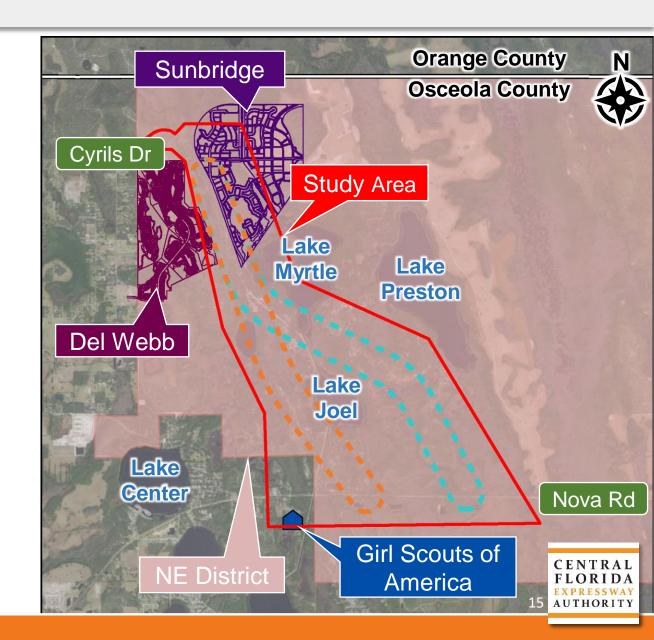
Social Constraints

- Corridor A is consistent with Northeast District Conceptual Master Plan
- Northeast District
 - 29,320 residential dwellings units
 - 8,540,000 square feet of commercial/ office/industrial
 - 1,995,000 square feet of institutional/civic
 - ∘ 5,000 hotel rooms



Social Constraints

- Community Center
 - Girl Scouts of America St. Cloud
- Del Webb at Sunbridge
 - Under construction
 - 1,350 residential homes planned
- Sunbridge neighborhood
 - In planning/permitting phase



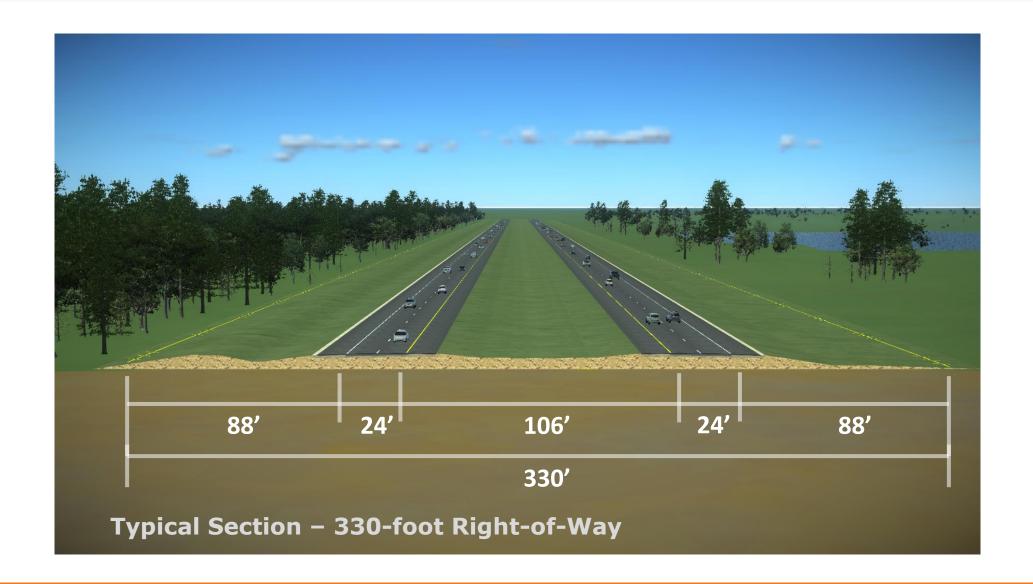
Evaluation Matrix

Criteria	Corridor A	Corridor B	
Purpose and Need	Most Consistent	Somewhat Consistent	
Stakeholder Input	Favored	Not Favored	
	Social		
Consistency with Northeast District Master Plan	Consistent	Not Consistent	
Total Parcels in Corridor	12	14	
Total Acreage in Corridor (acres)	1,113	1,315	
Number of Buildings in the Corridor	0	0	
	Cultural		
Previous Cultural Resource Surveys	4	4	
Recorded Archaeological Resources	1	1	
Historic Parcels	0	0	
Historic Linear Resources	1	1	

Evaluation Matrix

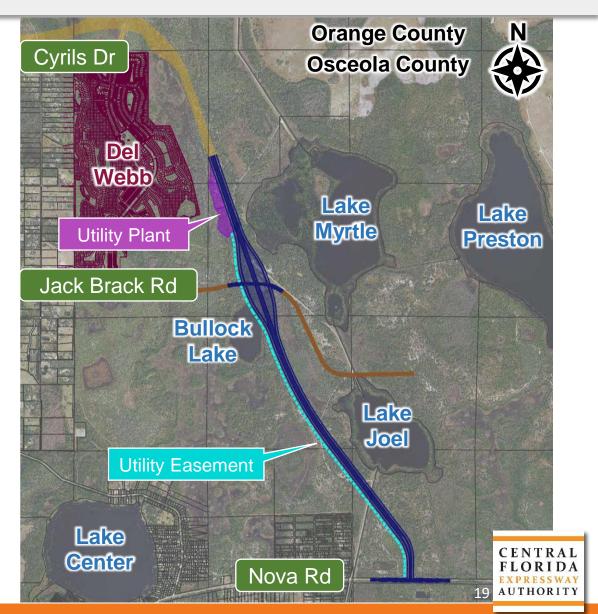
Criteria	Corridor A	Corridor B	
	Natural		
Total Wetlands (acres)	329.5	379.6	
Surface Waters (acres)	44.9	18.1	
Potential Scrub Habitat (acres)	37.4	87.1	
100-Year Floodplain (acres)	49.6	47.2	
Prime NRCS Farmland (acres)	315	390	
Number of Canals Crossings	3	2	
	Physical		
Potential Contamination Sites	2	2	
Engineering			
Length (miles)	4.3	5.1	
Relative Project Cost	Lower	Higher	
Organic Soils / Muck (acres)	245	266	
Status	Carried Forward	Dropped	

Typical Section

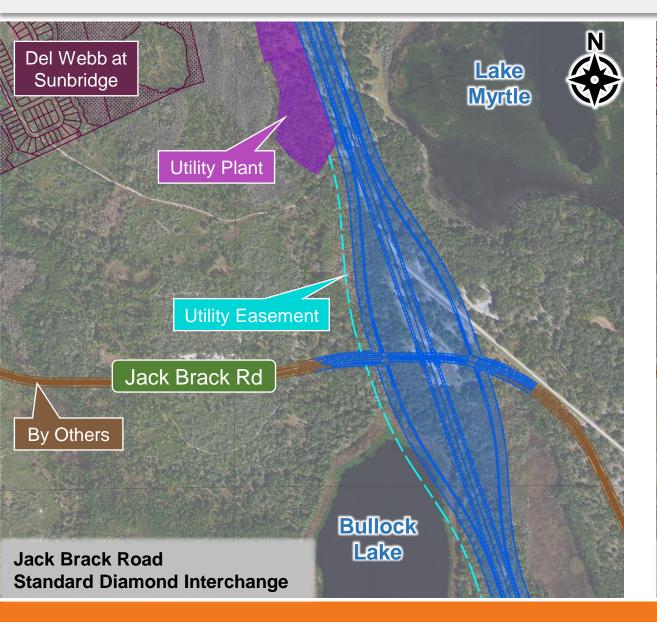


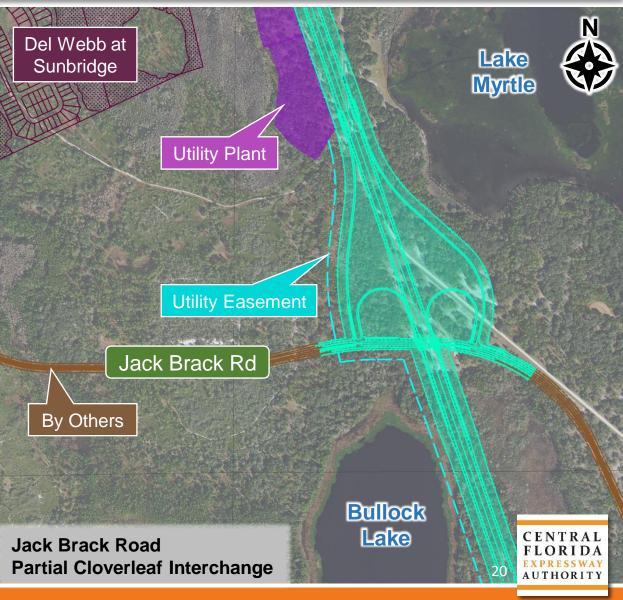
Alternatives Development

- Developing alignment alternatives within Corridor A.
- Utility easement will run along the western alignment.
- Multiple interchange configurations are being evaluated at:
 - Jack Brack Road
 - Nova Road

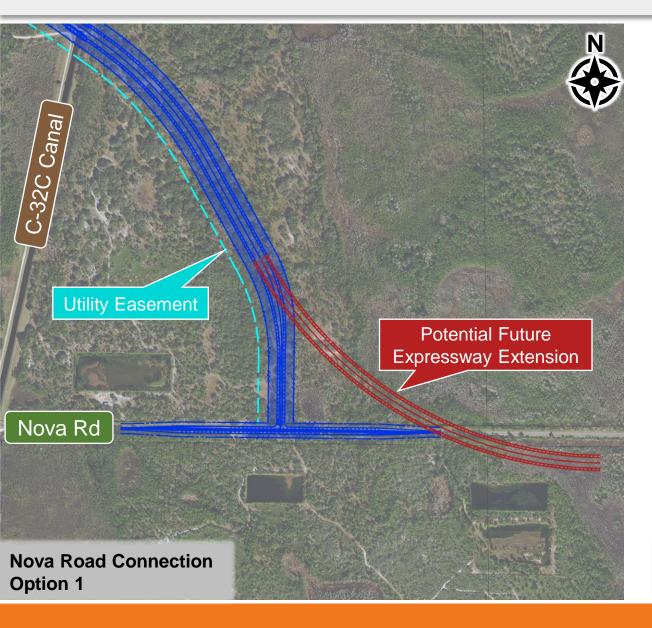


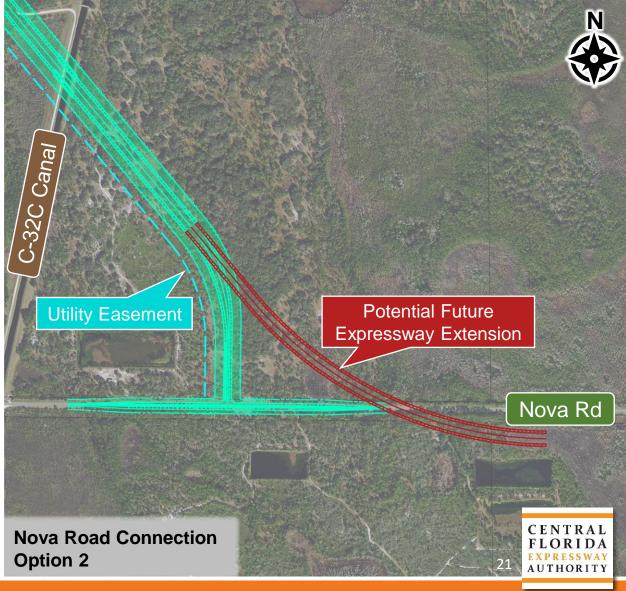
Jack Brack Road Interchanges





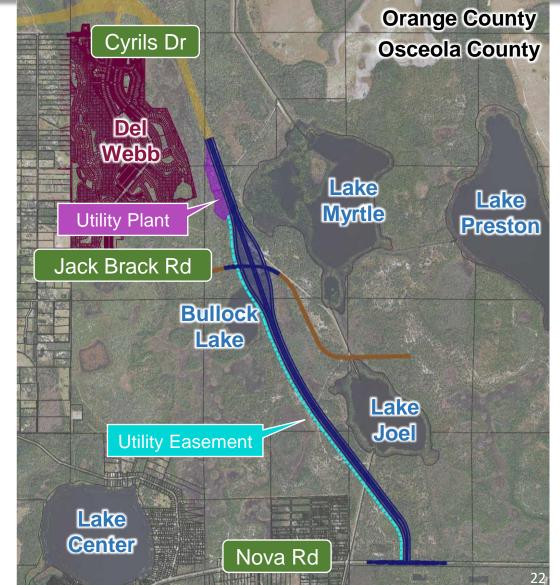
Nova Road Connection





Field Review

- Study team is collecting data within the alignment footprint for:
 - Cultural
 - Contamination
 - Natural environment
- Pond sites will be developed once a recommended alignment and interchanges are determined.







Study Schedule (Subject to Change)



