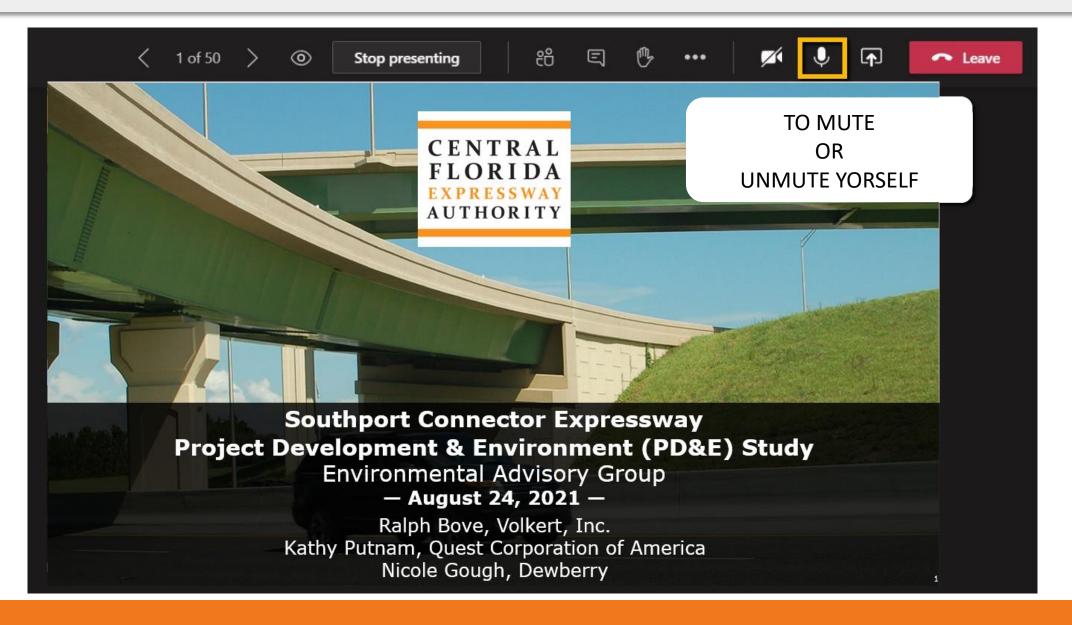
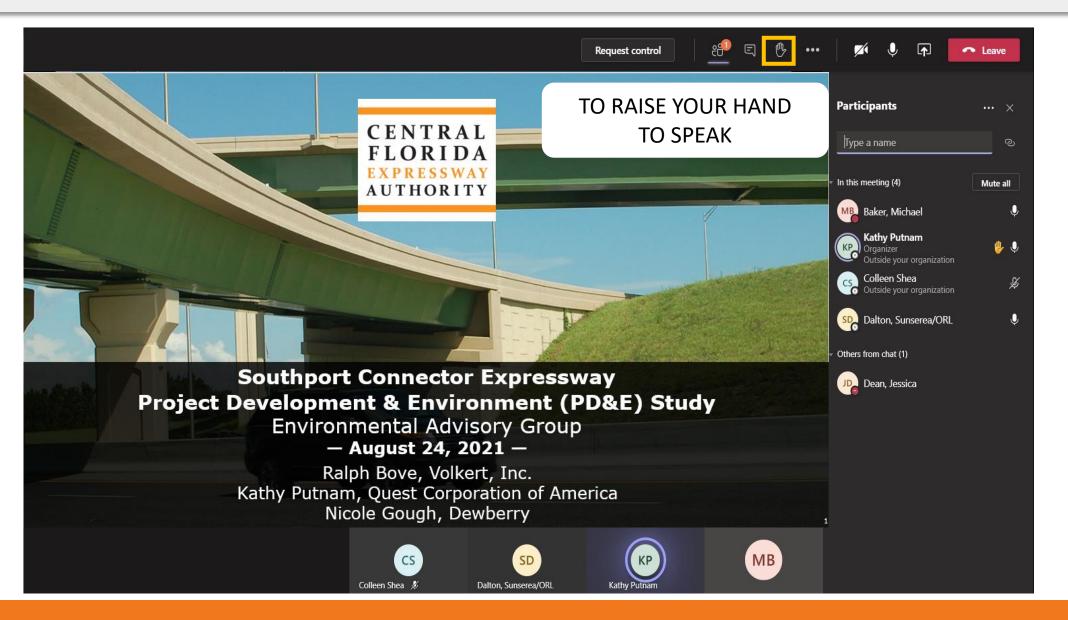


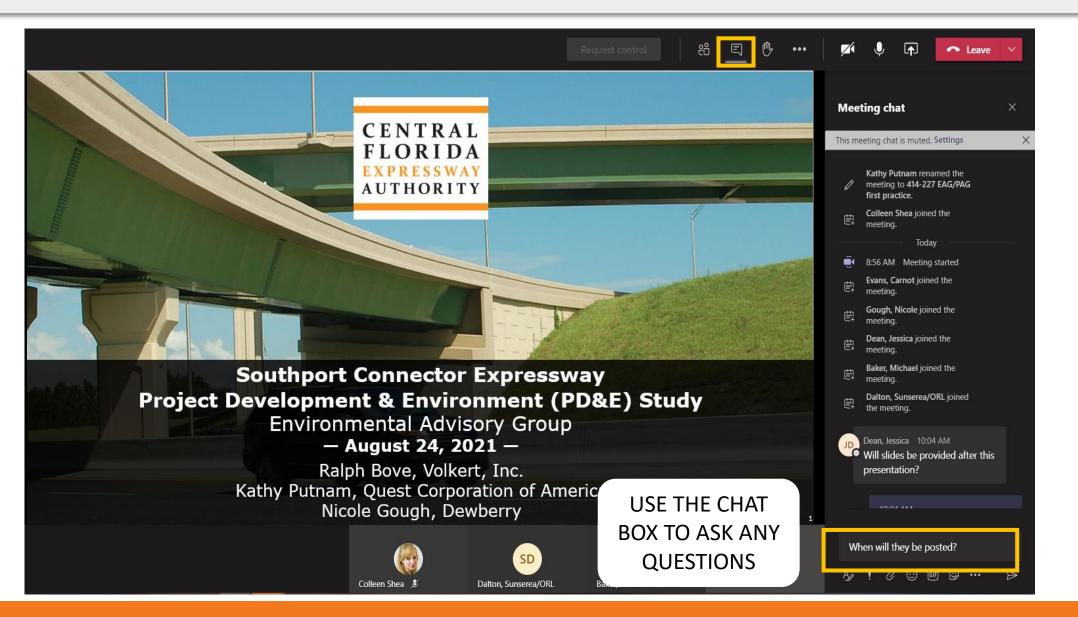
Southport Connector Expressway Project Development & Environment (PD&E) Study Project Advisory Group - August 24, 2021 -

> Ralph Bove, Volkert, Inc. Kathy Putnam, Quest Corporation of America

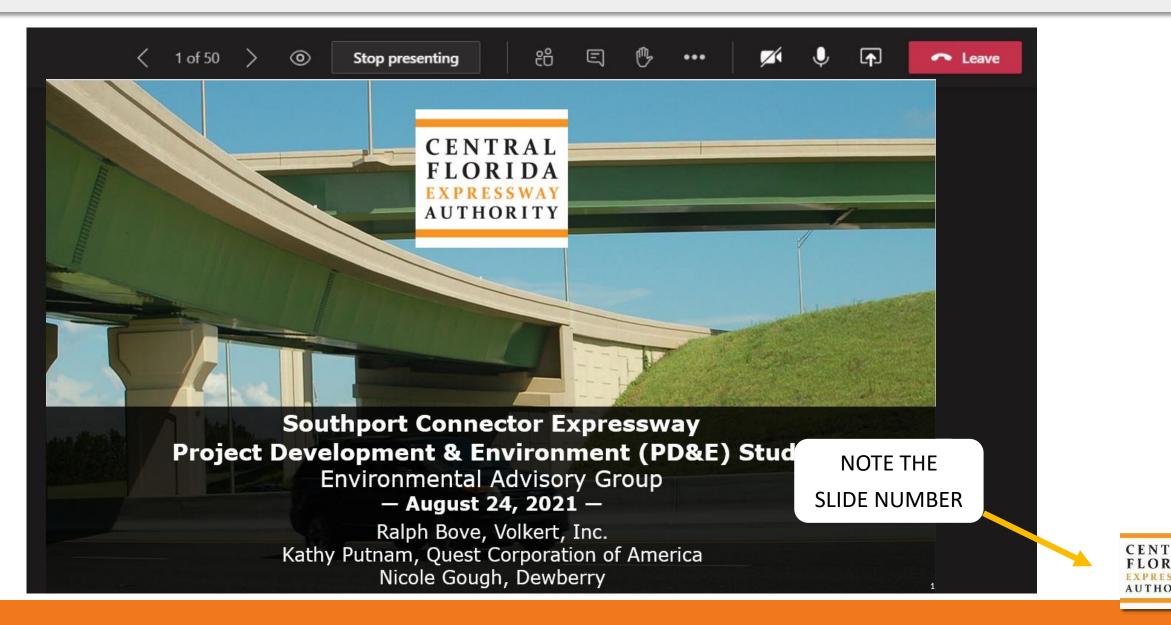


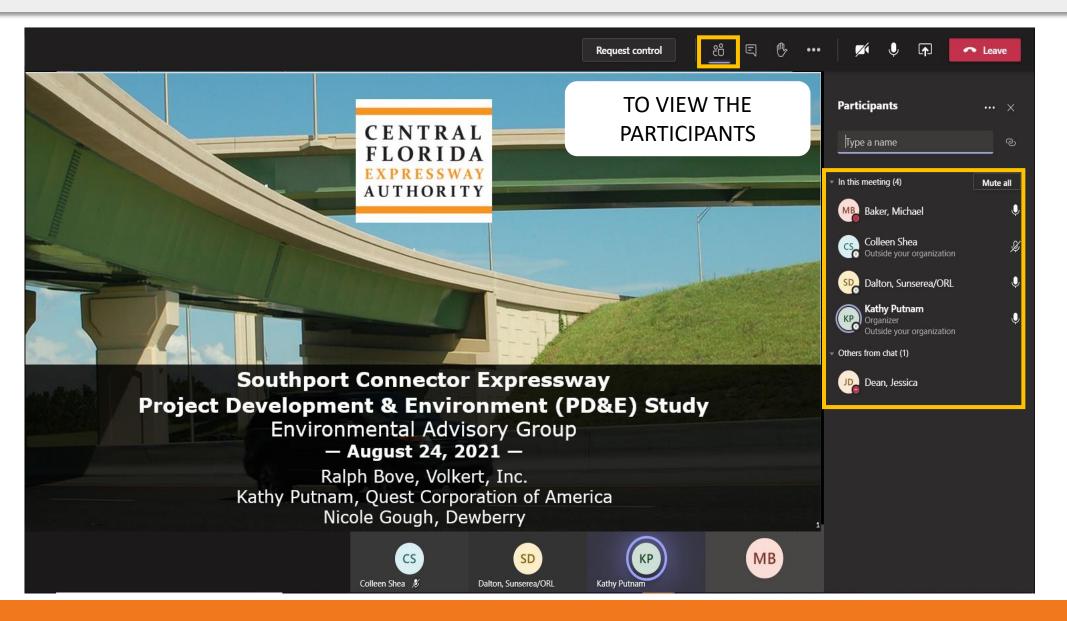


CENTRAL FLORIDA EXPRESSWAY AUTHORITY



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AUTHORITY

Agenda

- Cypress Parkway Concept Design
- Alternatives East of Pleasant Hill Road
- Comparative Evaluation Matrices
- Upcoming Activities



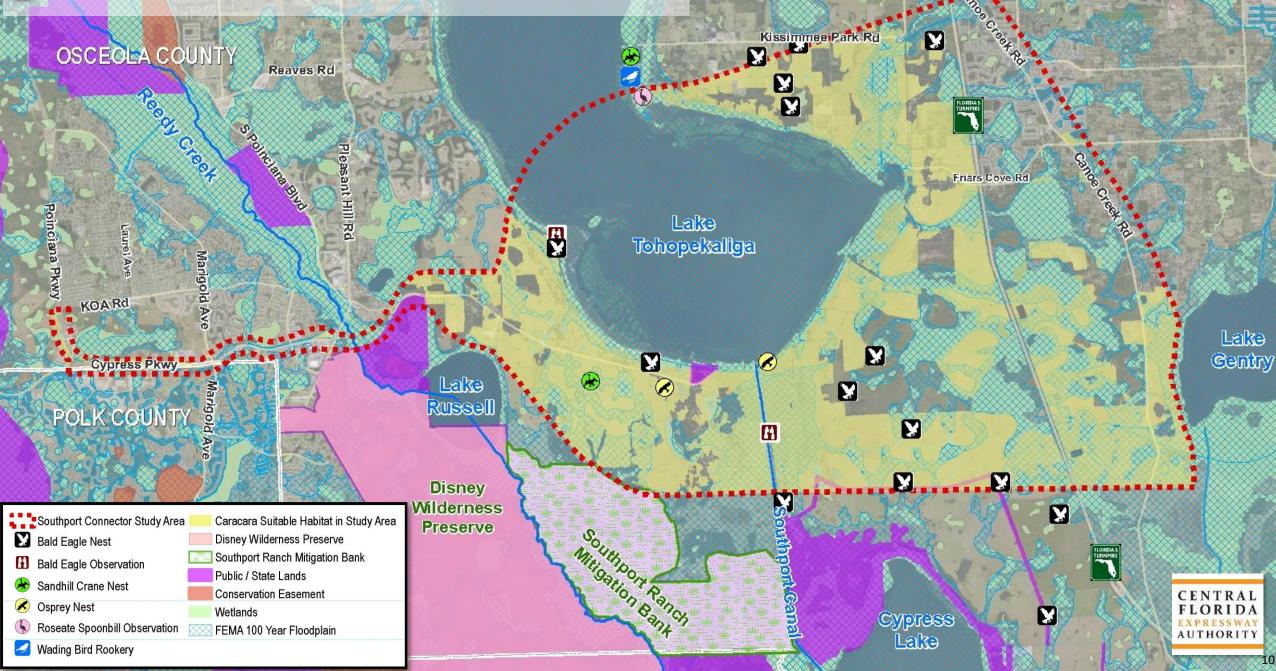
Goals and Objectives

- Improve connections to existing corridors
- Enhance mobility of growing population and economy
- Relieve capacity constraints along Cypress Parkway
- Accommodate future transit options
 - Local, state and regional plans
 - Close coordination with future land use development
- Promote regional connectivity
- Enhance evacuation and emergency service

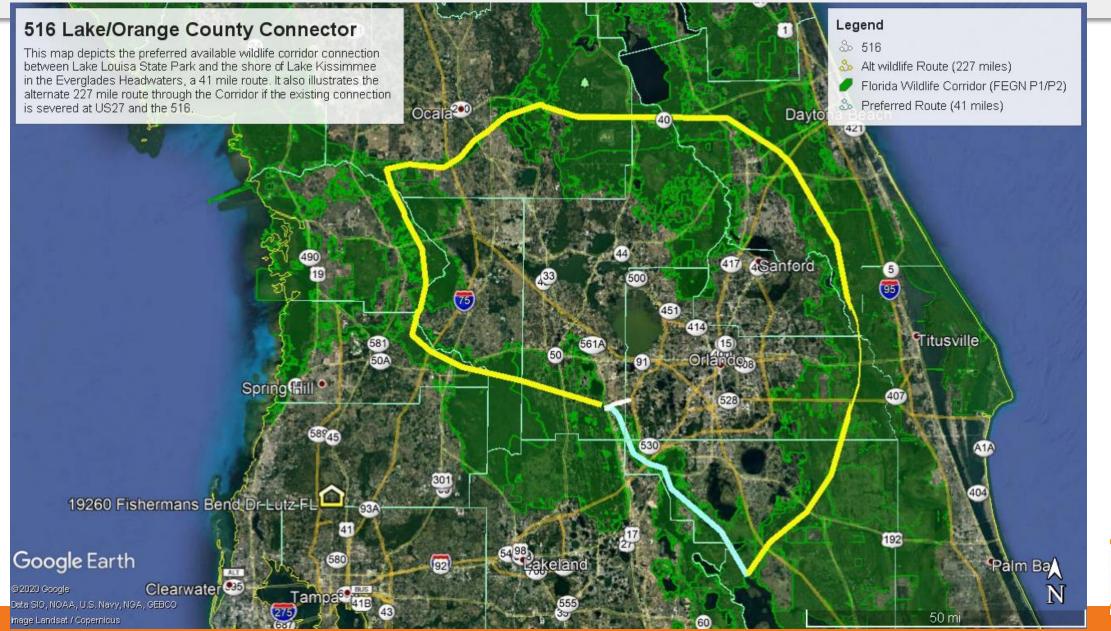




Environmental Constraints



Wildlife Corridor Considerations



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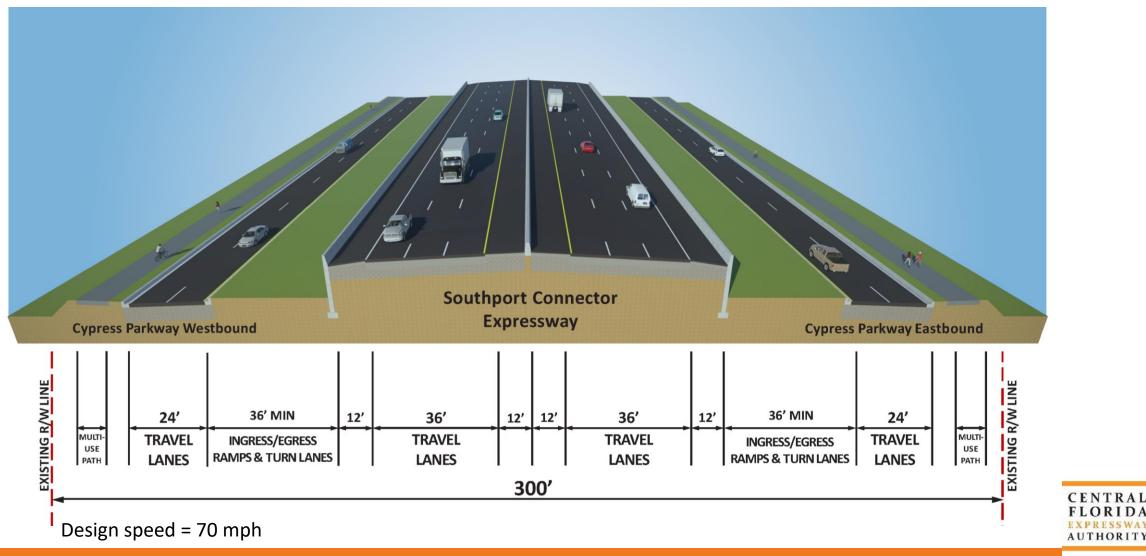
Cypress Parkway Segment

- Typical section rendering
- Concept plan refinements
- Access points (slip ramps)
- Turn lanes at cross streets
- Addressing community comments



Cypress Parkway Conceptual Rendering

Poinciana Parkway to Pleasant Hill Road



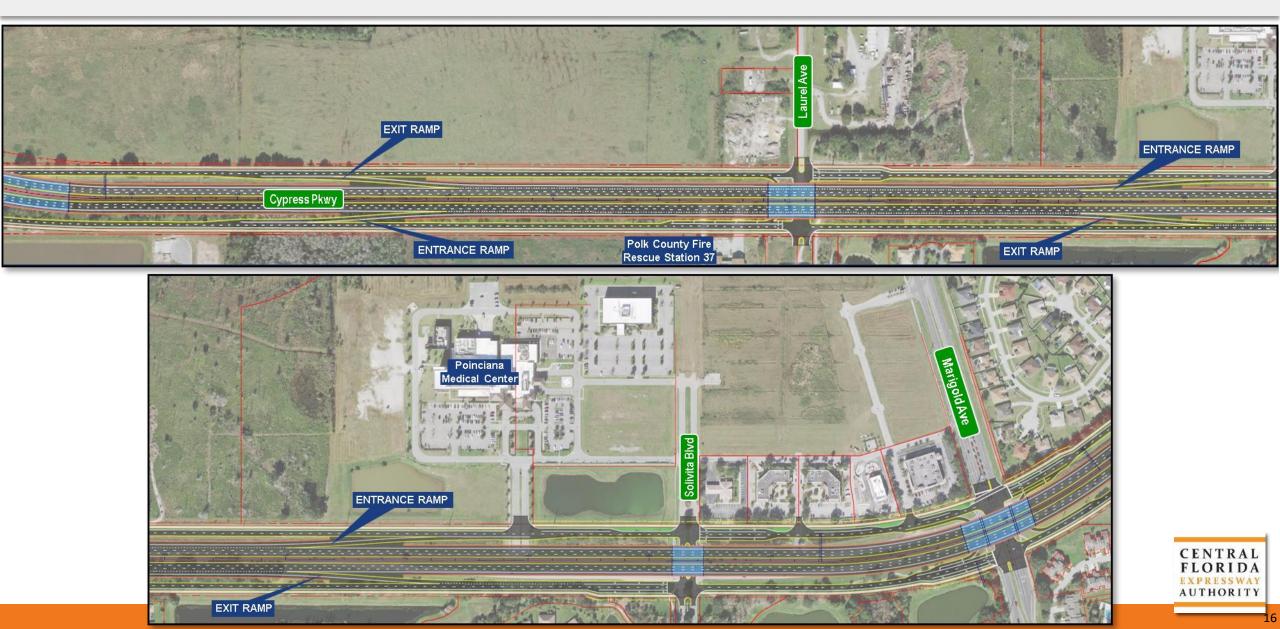
FLORIDA

AUTHORITY

Cypress Parkway: Poinciana Pkwy/Koa St



Cypress Parkway Segment: Laurel & Marigold Ave



Cypress Parkway: Doverplum Avenue





Cypress Parkway: Pleasant Hill Road



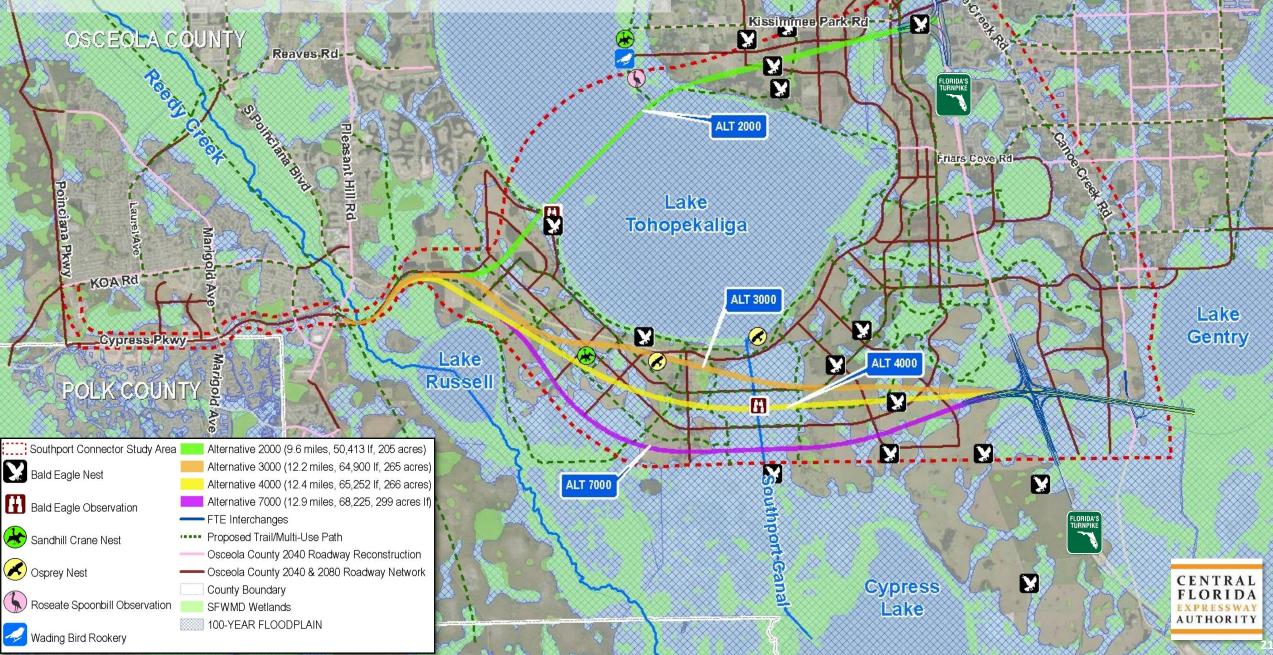
Corridors East of Pleasant Hill Road

- Refinements of Corridors from CF&M Study
- Typical Section Renderings
- Comparative Evaluation of Alternatives

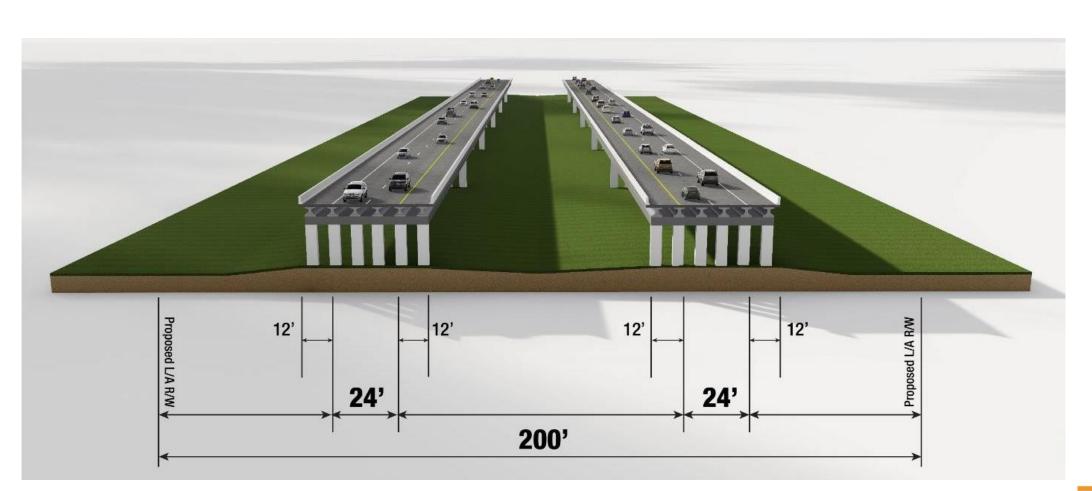
Alternatives East of Pleasant Hill Road



Refined Alternatives

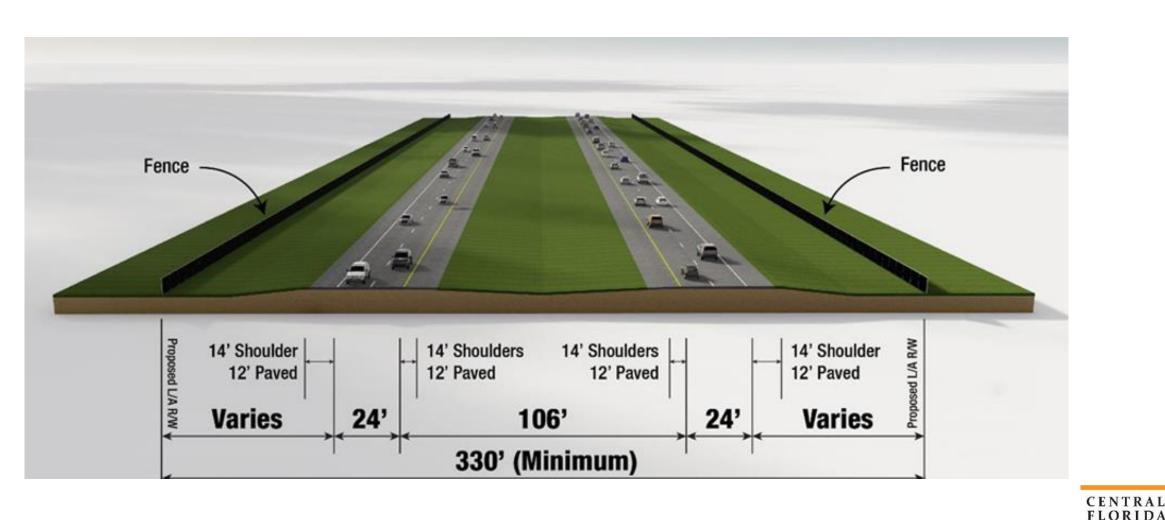


Proposed Typical Section – Reedy Creek



Design speed = 70 mph

Proposed Typical Section – East of Reedy Creek



Design speed = 70 mph

Comparative Evaluation of Alternatives

Three Step Process:

- Purpose and Need
- Inventory of Impacts
- Weighted / Scoring

Comparative Evaluation

CENTRAL FLORIDA EXPRESSWAY Southport Connector Expressway	PURPOSE AND NEED MATRIX														
AUTHORITY July 2021	Southport Connector Alternatives														
Purpose and Need Criteria	Cypress Parkway	Alternative 2000	Alternative 3000	Alternative 4000	Alternative 7000										
PURPOSE															
Local Expressway Access	3	3	3	3	3										
NEEDS															
System Linkage	3	2 ^a	3	3	3										
Regional Connectivity and Mobility	3	2	3	3	3										
Social / Economic Needs	3	1 ^b	3	3	3										
Capacity Constraints	3	3	3	3	3										
Consistency with Transportation Plans	3	1 ^c	3	3	3										
Multimodal Opportunities	3	1 ^d	3	3	3										
Safety and Evacuation Support	3	1 ^e	3	3	3										
Total Ranking	24	14	24	24	24										

Legend:

3 – Good

2 – Fair

1 – Poor 0 - None ^a East terminus is at Florida's Turnpike with no direct connection to the Northeast Connector Expressway

^b Does not serve the South Lake Toho Master Plan

^c Inconsistent with local and/or regional Master Plan

^d No available space on bridge section over Lake Toho to accommodate multimodal opportunities

^e Terminates on east end at Florida's Turnpike which is another major evacuation route



Instruction (spin) spin)MNiceAliaAliaBalaAlia <th>Evaluation Criteria</th> <th>Unit of Measure</th> <th>Cypress Parkway</th> <th>Alternative 2000</th> <th>Alternative 3000</th> <th>Alternative 4000</th> <th>Alternative 7000</th>	Evaluation Criteria	Unit of Measure	Cypress Parkway	Alternative 2000	Alternative 3000	Alternative 4000	Alternative 7000
Second PriorSecond PriorSecond Prior300300300300300300Second PriorSecond Prior203117131515set lange All structuresFret4.0322.4117.004.1315set lange All structuresFret4.0322.4117.005.3.005.3.005.3.00set lange All structuresFret4.033.1.005.3.005.3.005.3.005.3.00set lange All structuresFret8.0.403.3.005.3.005.3.005.3.005.3.00set lange All structuresFret8.0.408.0.409.06.06.0set lange All structuresFret8.0.408.0.409.00.00.0set lange All structuresFret9.02.02.02.02.02.0set lange All structuresFret9.02.02.02.02.02.02.0set lange All structuresFret9.02.0 <td>Design</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	Design						
special carbon constraint part at not constraint of a start at not constraint of a sta	Alternative Length (approximate)	Miles	4.5	14.1	16.8	16.9	17.4
and angle of a bit structures in the structures in the structure of a structure o	proposed Right-of-Way Width general: varies at interchanges and environmentally sensitive areas)	Feet	300	330	330	330	330
Number 2 5 5 5 5 operated RMA musil Average Daily Path (ADT) operated RMA musil Average Daily Path (ADT) musil and	Proposed Bridges - total structures per alternative	Structures	10	13	17	15	15
uches H 2 and Case CerelMulciesASSSSSunionWalkies46.068\$3.300\$3.000\$3.000\$3.000\$3.000unionNo of Carlies86.068\$3.300\$3.000\$3.000\$3.000\$3.000unionNo of Carlies163333apo UBS (Carlies, FuencedNo of Carlies28000apo UBS (Carlies, FuencedNo of Carlies28000affard fuenceNo of Carlies183210affard fuenceNo of Carlies183210affard fuenceNo of Carlies183210affard fuenceNo of Carlies183210affard fuenceNo of Scores02.0222affard fuenceNo of Scores02.02.022affard fuenceNo of Scores02.02.02.022affard fuenceNo of Scores03.002.02.02.022affard fuenceNo of Scores03.002.02.02.02.022affard fuenceNo of Scores03.002.0 <t< td=""><td>Total length of all structures</td><td>Feet</td><td>4,033</td><td>22,411</td><td>7,410</td><td>7,100</td><td>6,119</td></t<>	Total length of all structures	Feet	4,033	22,411	7,410	7,100	6,119
Calcal Procession Number of Calcal Procession Solution Solution Solution Strain Procession Number of Calcal Procession Solution Solution <t< td=""><td>roposed Interchanges</td><td>Number</td><td>2</td><td>F</td><td>-</td><td>5</td><td>-</td></t<>	roposed Interchanges	Number	2	F	-	5	-
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anah / ng/ ng / ng / ng / ng / ng / ng / ng		No. of Conflicts	18	3	2	1	0
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inter features inter inter features inter features Goods is unforce witching Acres 0 44 2 3 3 Goods is unforce witching Acres 21 57 200 229 301 Goods is unforce witching Acres 0 45 73 99 74 Goods is unforce witching Acres 0 244 341 461 376 Goods is unforce witching basic features Acres 0 244 341 461 376 Damegred Aquata Vegetaries (ISA) Acres 0 1 0 0 0 0 Sold State Check State Mitter Medic Nach Acres 0.0 0.0 0.0 0.0 0.0 0.0 Sold State Mitter Medic Nach Acres 0.0 38 38 39 35 Sold Parted State Mitter Medic Nach Acres 0.0 38 38 36 36 Sold Parted State Mitter Medic Nach Acres 2.2 42 62	otential Archaeological Resources	No. of Resources	0	2	1	1	1
Pands / Less (ponds + surface water) Aces 0 444 2 3 3 Rook Regulater (ponds) No. of Conflics 1 20 2 2 2 2 Rook Regulater (soloways) Acres 21 57 200 229 301 Rook Regulater (soloways) Acres 0 45 73 99 74 Rook Regulater (soloways) Acres 0 264 343 461 376 Rook Regulater (soloways) Acres 0 1 0 0 0 Rook Regulater (soloways) Acres 0	atural Environment						
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Ares 0 45 73 99 74 binds refer and State Listed Species Ares 0 264 343 661 376 bmerged Aquatic Vegetation (SAV) Ares 0 1 0 0 0 trainal Bab Egin Kerst 0 1 0 0 0 0 trainal Bab Egin Kerst 0 0.00	Canals / Regulated Floodways	No. of Conflicts	1	2	2	2	2
Arres 0 264 343 461 376 merged Aquit Versal on SAV) Arres 0 1 0 0 0 tertial Bald sign Vest (Direct + Buffer Zone) V/N N Y N Y N N tertial Bald sign Vest (Direct + Buffer Zone) V/N N Y N Y N Y N tertial Bald sign Vest (Direct + Buffer Zone) V/N N Y N Y N Y N Y N N Y N N Y N N Y N	lood Hazard Areas - 100 Year Floodplain	Acres	21	57	200	229	301
Acres 0 1 0 0 0 tigation fails and sign wet Direct + Buffer Zone) Y/N N Y N Y N tigation fails and sign wet Direct + Buffer Zone) Y/N N Y Y N	etlands (non-forested and forested)	Acres	0			10000	
Unit lagit Sign Rans V/N N V N V N V N Gree Acres 0.0 0.0 0.0 0.0 0.0 0.0 Gree Acres 0.0 0.0 0.0 0.0 0.0 0.0 Gener Acres 0.0	tential Habitat - Federal and State Listed Species	Acres	0	264	343	461	376
Upget Dis Bans Image of the Display of th		Acres	0	1	0	0	0
Ares 0.0 </td <td></td> <td>Y/N</td> <td>N</td> <td>Y</td> <td>N</td> <td>Y</td> <td>N</td>		Y/N	N	Y	N	Y	N
Inservation is samement Inservation is	itigation Banks						
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WMD Lands Image of the Base of CRCLA Acres 0.0 18 18 19 19 cbit							
Upper Lakes Basin Watershed/XCOLA Acres 0.0 18 18 19 19 cial		Acres	0.0	0.0	0.0	0.0	0.0
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buth Lake Toho and East Lake Toho) Image		A		200	500		470
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S0 \$554,994,837 \$405,100,954 \$405,100,954 \$405,100,954 I Collection Equipment \$5,775,000 \$4,950,000 \$6,600,000 \$6,600,000 It collection Equipment \$5,775,000 \$4,567,500 \$7,427,770 \$6,030,115 \$7,528,255 tal Estimated Alternative Costs \$238,255,814 \$988,513,276 \$646,970,199 \$641,599,270 \$639,342,130 AND TOTAL Estimated Alternative Costs \$1,265,60,000 \$697,590,504 \$977,597,404							
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Introf-Way Areas (including proposed ponds) Introf-Way Areas (including proposed ponds) Introduction tigation: Wetlands, Floodplains & Wildlife \$4,415,250 \$4,567,500 \$7,427,770 \$6,030,115 \$7,528,255 tal Estimated Alternative Costs \$238,255,814 \$988,513,276 \$646,970,199 \$641,599,270 \$639,342,130 VAND TOTAL Estimated Alternative Costs \$1,267,69,090 \$885,226,013 \$870,955,094 \$977,529,255							
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			\$ 1, 120,200				
	ight-of-Way Areas (including proposed ponds) Itigation: Wetlands, Floodplains & Wildlife otal Estimated Alternative Costs			\$988,513,276	\$646,970,199	\$641,599,270	\$639,342,130

Comparative Evaluation

RED	Relatively High Impacts when compared to other alternatives
YELLOW	Relatively Medium Impacts when compared to other alternatives
GREEN	Relatively Low Impacts when compared to other alternatives



PD&E Evaluation Criteria

Social Environment

- ✤ Residential
- ✤ Business
- Schools
- ✤ Churches
- Fire Stations
- Law Enforcement Facilities
- Cemeteries
- Approved and Planned Developments
- Development(s) of Regional Impact (DRI)

Physical Environment

- Noise Sensitive Areas
- Railroads
- Major Utilities
- Contamination Sites
- Hazardous Material Sites
- Industrial Sites
- Underground Fuel Tanks

Natural Environment

- ✤ Wetlands
- Floodplains
- Protected Species
- Wildlife Habitat

Cultural Environment

- Parks & Recreation
- Public Lands
- Proposed Parks
- Conservation Areas
- Trails & Greenways
- Potential Archaeological Sites
- Potential Historic Resources



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Comparative Evaluation: Ranking

	LEGENDS										
++	SUBSTANTIALLY POSITIVE EFFECT OR BEST ALTERNATIVE	1.0									
+	GENERALLY POSITIVE EFFECT OR GOOD ALTERNATIVE	0.8									
0	GENERALLY NO EFFECT OR MODERATE ALTERNATIVE	0.6									
-	GENERALLY NEGATIVE EFFECT OR INFERIOR ALTERNATIVE	0.4									
	GENERALLY NEGATIVE EFFECT OR WORST ALTERNATIVE	0.2									



Comparative Evaluation: Ranking

N		_		_		25			2 N		2.4	9	_	S2 20	1. 1. 10.				
		Engineering	S	Social	Environment		11	11 Natural Environment 1											
IMPACTS ALTERNATIVES	Provides adequate Turnpike Interchange Spacing	5	Accommodates Expandability		Permitting Complexity	7	Potential Existing Residential Impacts 4	I Exis	Potential sting Commercial Impacts 4	Poter Paro Impa (other e)	cel acts	Wetland Impact	ts 5	100 Year Flood	dplain 2	Potential Habit Federal & State L Species		Potential Impacts to Eagle Nests	Bald 2
Alternative 2000	Less than 2 miles south of Nolte Rd.; within 1 mile of new ramps at Canoe Creek Rd.; less than 2 miles north of Friars Cove Road.		Segment with 3.1 mile bridge over open water creates regulatory and financial challenges.	5	Impacts 1.3 acres of submerged aquatic vegetation; encroaches into snail kite habitat; requires 3.1 mile bridge in Lake Toho; 44.3 acres of surface water; requires vessel survey and significant federal action with USACOE/USCG/FDEP.	22	68		11	54	20	45 acres; has the least amount of direct impact.	0	57	÷	263.5 acres and 1.3 acres of SAV	0	Direct impact: 1 + 139 ft inside Primary/ Secondary Buffer: 1	
	Г	1	3	5.2	r l	1.4	0.8		1.6		0.6	+ г	3	6	1.6	- r	3.6	1 I	0.4
Alternative 3000	~ 2 miles north of Service Plaza; ~ 3 miles south of Friars Cove Road; ~ 6 miles south of Nolte Road.		Provides R/W width to accommodate system expansion.	++	Standard permitting requirements; USCG anticipates non-controversial permitting for Southport Canal crossing.	0	9		0	45		73.2 acres; within one acre of the worst alternative.	225	199.7 acres	0	343.4 acres	-	Direct impact: 0 + Primary/ Secondary Buffer Impact: 0	0
	Г	2	i i i i i i i i i i i i i i i i i i i	13	i i	4.2	2.4		2.4		1.2	1 Г	1		1.2	1 I	2.4		1.2
Alternative 4000	~ 2 miles north of Service Plaza; ~ 3 miles south of Friars Cove Road; ~ 6 miles south of Nolte Road.	12	Provides R/W width to accommodate system expansion.	**	Standard permitting requirements; USCG anticipates non-controversial permitting for Southport Canal crossing.	0	5		7	41	0	59.4 acres; inferior to other alternatives.	67	228.8 acres	100	460.5 acres	050	Direct impact: 0 + 20 ft inside Primary/ Secondary Buffer: 1	1.70
		2	2	13	[[4.2	2.4	8	2.4		1.8		2		0.8		1.2		0.8
Alternative 7000	~ 2 miles north of Service Plaza; ~ 3 miles south of Friars Cove Road; ~ 6 miles south of Nolte Road.	726	Provides R/W width to accommodate system expansion.	++	Standard permitting requirements; USCG anticipates non-controversial permitting for Southport Canal crossing.	0	5		6	40	0	74.2 acres; worst of all alternatives considered.		300.7 acres		375.5 acres	-	Direct impact: 0 + Primary/ Secondary Buffer Impact: 0	0
	٦	2		13]]	4.2	2.4		2.4		1.8	1 [1		0.4	1	2.4		1.2

Comparative Evaluation: Ranking

	Physical Env	rironment 4		Planning Co	nsistency	15		Estimated Costs	30	
ALTERNATIVES	Potential Contamination Sites	Utility Conflicts	System linkage	Consistency with Adopted Plans (transportation / land use)	Regional Connectivity / Mobility	Minimize Parcel Remnants (uneconomic remainders)	Right-of-Way Cost	Wetland Mitigation Cost	Construction Cost	TOTAL SCORE
	2	2	4	5	4	2	10	5	15	
Alternative 2000	14	10	0 Circuitous, disjointed routing; requires use of ~ 5 miles of TPK (an off-CFX system) as a link.	••• Not consistent with any adopted long range plans.	Central Florida region.	Highest number of potential parcel remnants.	Lowest number of total R/W acres; largest number of individual parcels.	+ Lowest cost for direct wetland impacts.	Highest total construction cost.	34.4
Alternative 3000	9	3	2.4 + + Provides direct system linkage.	Generally consistent with adopted land use plans; requires comp plan amendment for SLT.		0.4 Results in fewer number of potential parcel remnants; co-located along Green Island and Bronson Ranch boundaries.	Impacts comparable to others.	4 - Second highest cost for direct wetland impacts.	Comparable cost to Alt. 7000.	58
3	0.8	0.8	4	3	3.2	1.2	6	2	6	10
Alternative 4000	8	-	+ + Provides direct system linkage.	6 Generally consistent with adopted land use plans; requires comp plan amendment for SLT.		Results in fewer number of potential parcel remnants; may have uneconomic remainders on north side of Bronson Ranch.	0 Impacts comparable to others.	0 Second lowest cost for direct wetland impacts.	0 Lowest cost of all alternatives considered.	61.2
	0.8	0.8	4	3	3.2	0.8	6	3	9	8
Alternative 7000	8	3	+ + Provides direct system linkage.	+ + Most consistent with all adopted plans.	Drovides all systems	Results in fewer number of potential parcel remnants; maximizes space on north side of Bronson Ranch.	0 Impacts comparable to others.	Highest cost for direct wetland impacts.	Third lowest total construction cost.	58.4
	0.8	0.8	4	5	3.2	0.8	6	1	6	10

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

Study Schedule

Southport Connector Expressway PD&E Study Study Schedule

(Subject to Change)

	W		2020					~ »		w	20	21						2022								
	AUG	SEPT	ост	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT	ОСТ	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN			
Notice to Proceed	*																									
ESC Project Kickoff Meeting	*																									
Data Collection		_	_						l																	
EAG & PAG Pre-Public Kickoff Meeting					*																					
Revise Study Boundary					_																					
Public Kickoff Mailing									*																	
Alternatives Analysis				_									_				_									
Draft PD&E Study Reports										_	_			_												
ESC, EAG & PAG Pre-Alternatives Public Workshop													*													
Alternatives Public Workshop															*											
ESC, EAG & PAG Closeout Meeting																			*							
CFX Board Meeting																				*						
Public Hearing																				*						
Finalize PD&E Study Reports																					_		I			
CFX Board Meeting																						*				
Study Complete																							*			



Project Contact

For more information contact:

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Shortened study web address: <u>https://rb.gy/mnta4y</u>



