



**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

Southport Connector PD&E Study

1 of 50 Stop presenting

TO MUTE
OR
UNMUTE YOURSELF

**CENTRAL
FLORIDA
EXPRESSWAY
AUTHORITY**

**Southport Connector Expressway
Project Development & Environment (PD&E) Study**
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Ralph Bove, Volkert, Inc.
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Nicole Gough, Dewberry

1

Southport Connector PD&E Study

Request control

1

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TO RAISE YOUR HAND
TO SPEAK

CS

Colleen Shea

SD

Dalton, Sunserea/ORL

KP

Kathy Putnam

MB

Participants

...

×

Type a name

In this meeting (4)

Mute all

MB

Baker, Michael

KP

Kathy Putnam

Organizer
Outside your organization

CS

Colleen Shea

Outside your organization

SD

Dalton, Sunserea/ORL

Others from chat (1)

JD

Dean, Jessica

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USE THE CHAT
BOX TO ASK ANY
QUESTIONS

When will they be posted?

Meeting chat

This meeting chat is muted. Settings

Kathy Putnam renamed the meeting to 414-227 EAG/PAG first practice.

Colleen Shea joined the meeting.

Today

8:56 AM Meeting started

Evans, Carnot joined the meeting.

Gough, Nicole joined the meeting.

Dean, Jessica joined the meeting.

Baker, Michael joined the meeting.

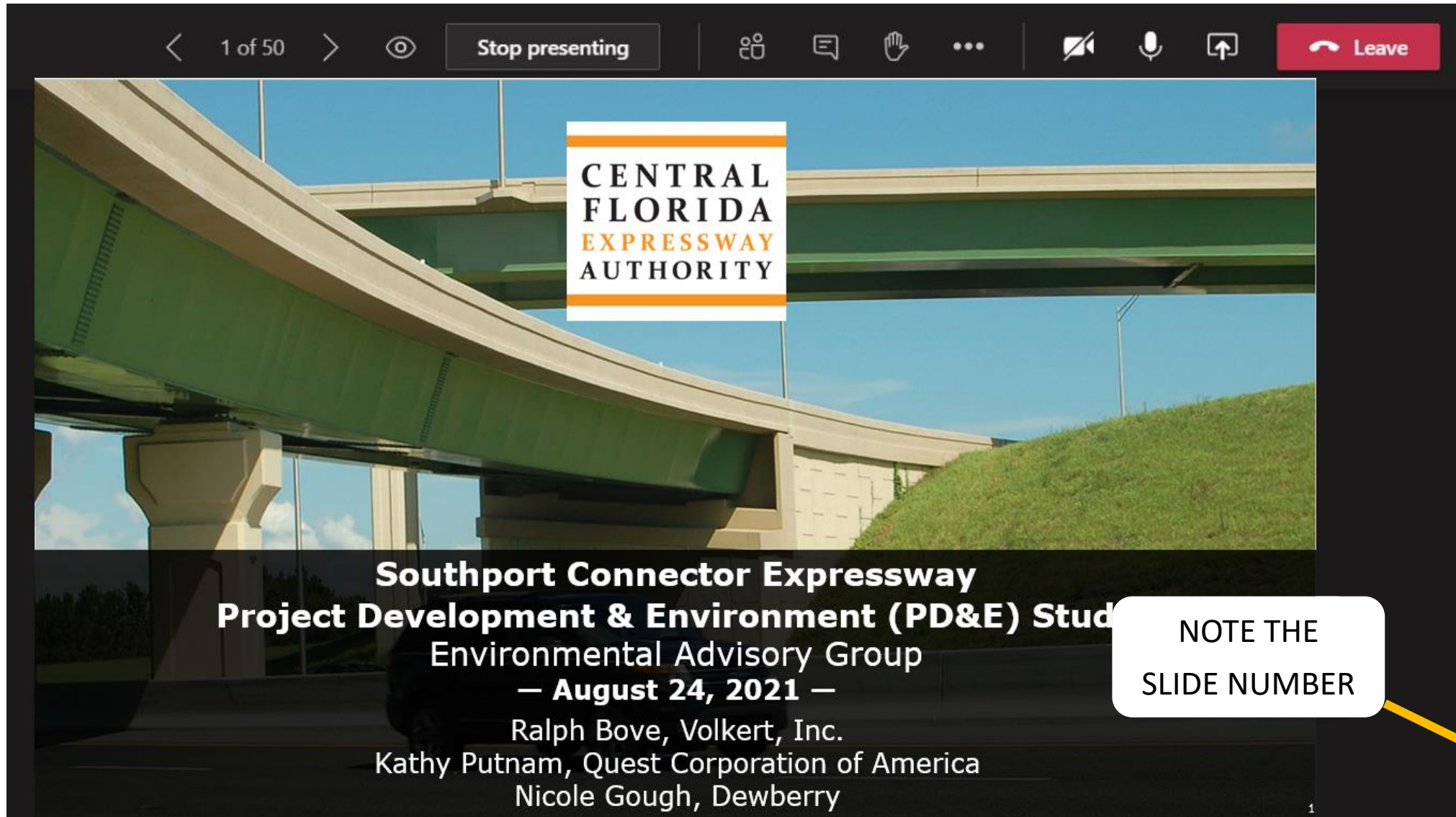
Dalton, Sunsera/ORL joined the meeting.

JD

Dean, Jessica 10:04 AM

Will slides be provided after this presentation?

Southport Connector PD&E Study



The image is a screenshot of a presentation slide. At the top, there is a navigation bar with icons for back, forward, search, and other controls. The main content area features a photograph of a large concrete bridge structure with green-painted steel beams. Overlaid on the bridge is the Central Florida Expressway Authority logo. Below the photo, the slide title and project details are listed in white text on a dark background. A yellow callout box points to the slide number '1' in the bottom right corner.

1 of 50

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NOTE THE
SLIDE NUMBER

1

Southport Connector PD&E Study

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TO VIEW THE
PARTICIPANTS

MB

Baker, Michael

CS

Colleen Shea

Outside your organization

SD

Dalton, Sunsera/ORL

KP

Kathy Putnam

Organizer
Outside your organization

JD

Dean, Jessica

CS

Colleen Shea

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Dalton, Sunsera/ORL

KP

Kathy Putnam

MB

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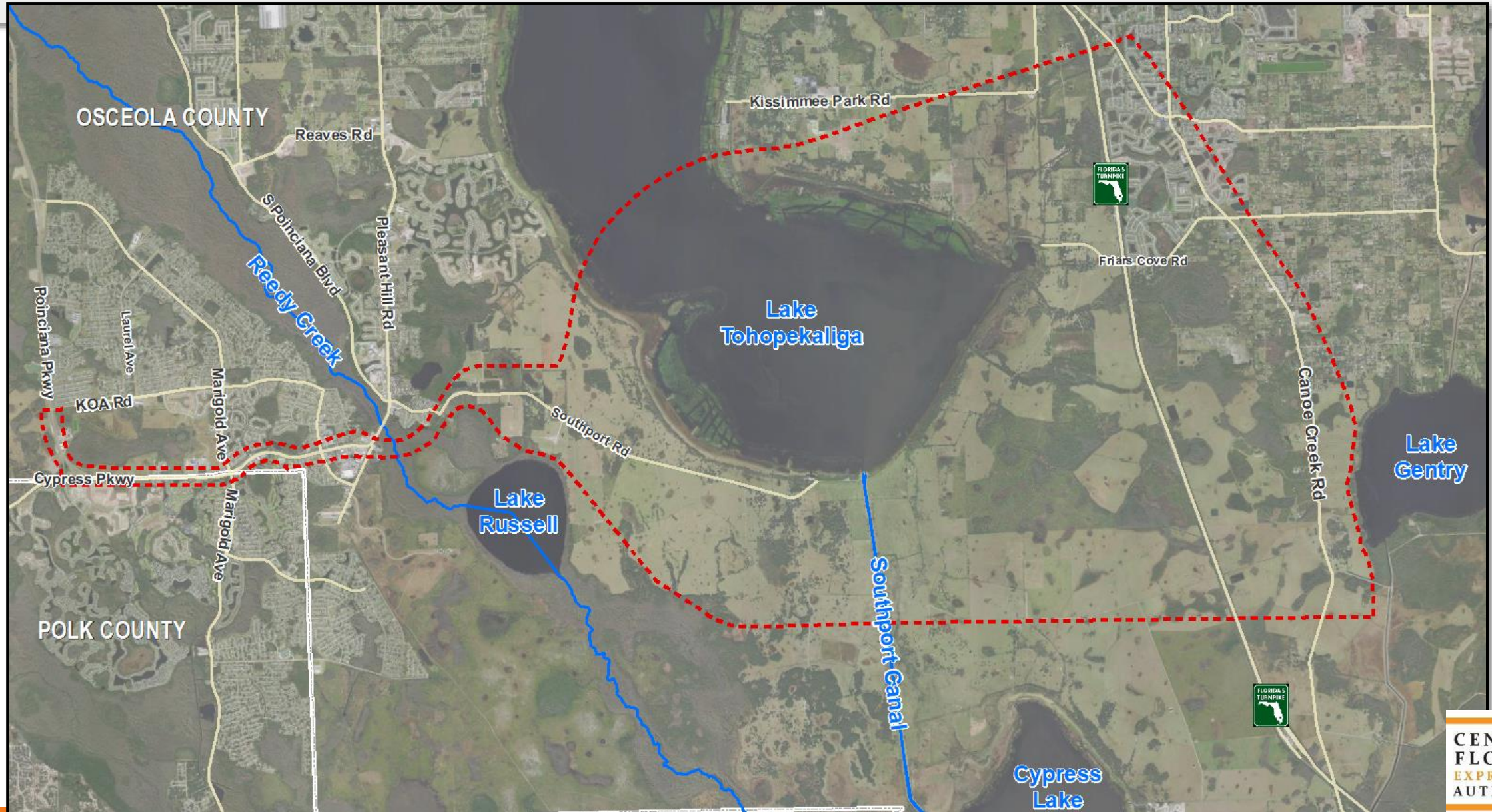
Agenda

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

Goals and Objectives

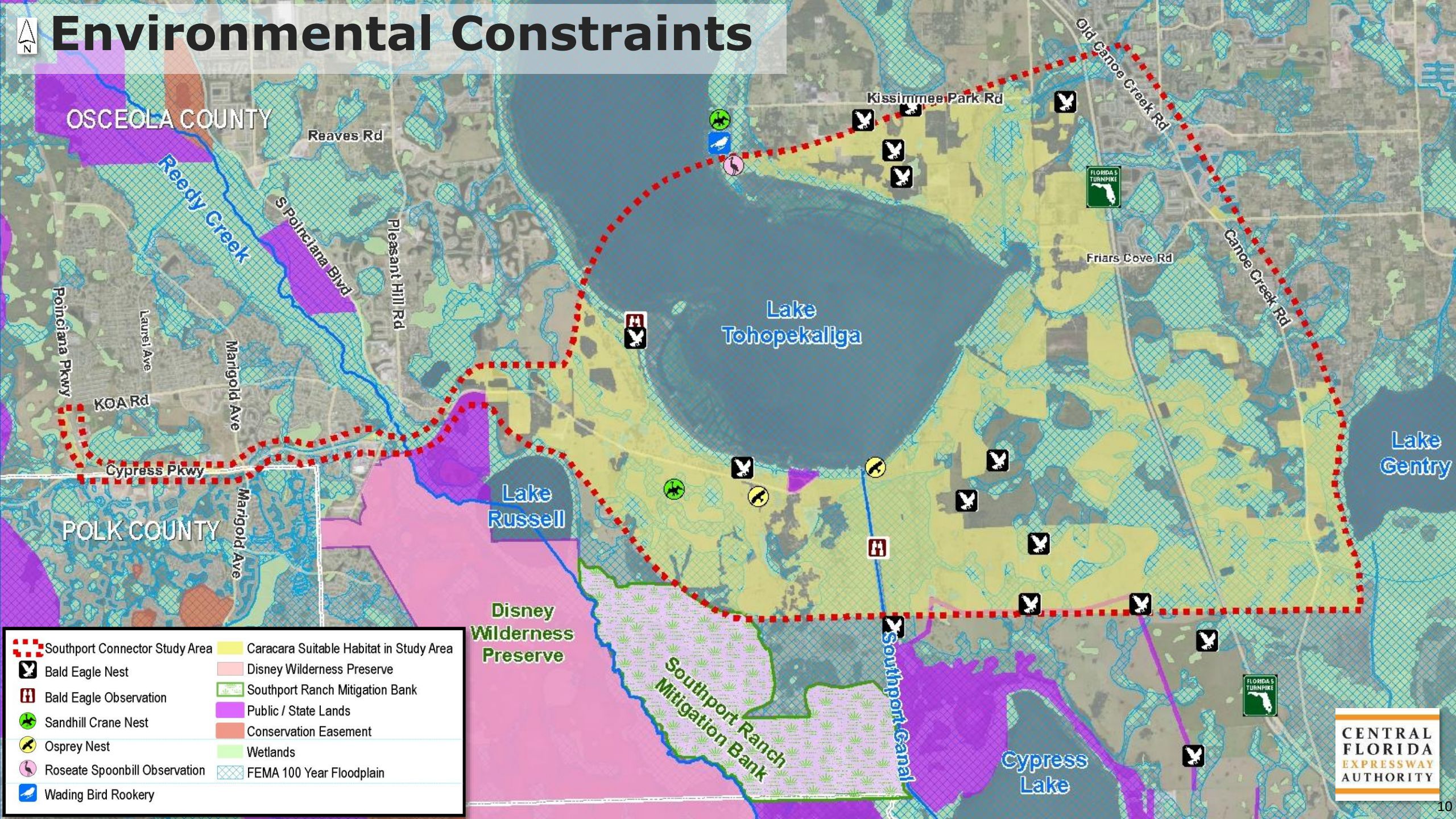
- Improve connections to existing corridors
- Enhance mobility of growing population and economy
- Relieve capacity constraints along Cypress Parkway
- Accommodate future transit options
 - Local, state and regional plans
 - Close coordination with future land use development
- Promote regional connectivity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

Southport Connector PD&E Study Area





Environmental Constraints



Southport Connector Study Area	Caracara Suitable Habitat in Study Area
Bald Eagle Nest	Disney Wilderness Preserve
Bald Eagle Observation	Southport Ranch Mitigation Bank
Sandhill Crane Nest	Public / State Lands
Osprey Nest	Conservation Easement
Roseate Spoonbill Observation	Wetlands
Wading Bird Rookery	FEMA 100 Year Floodplain

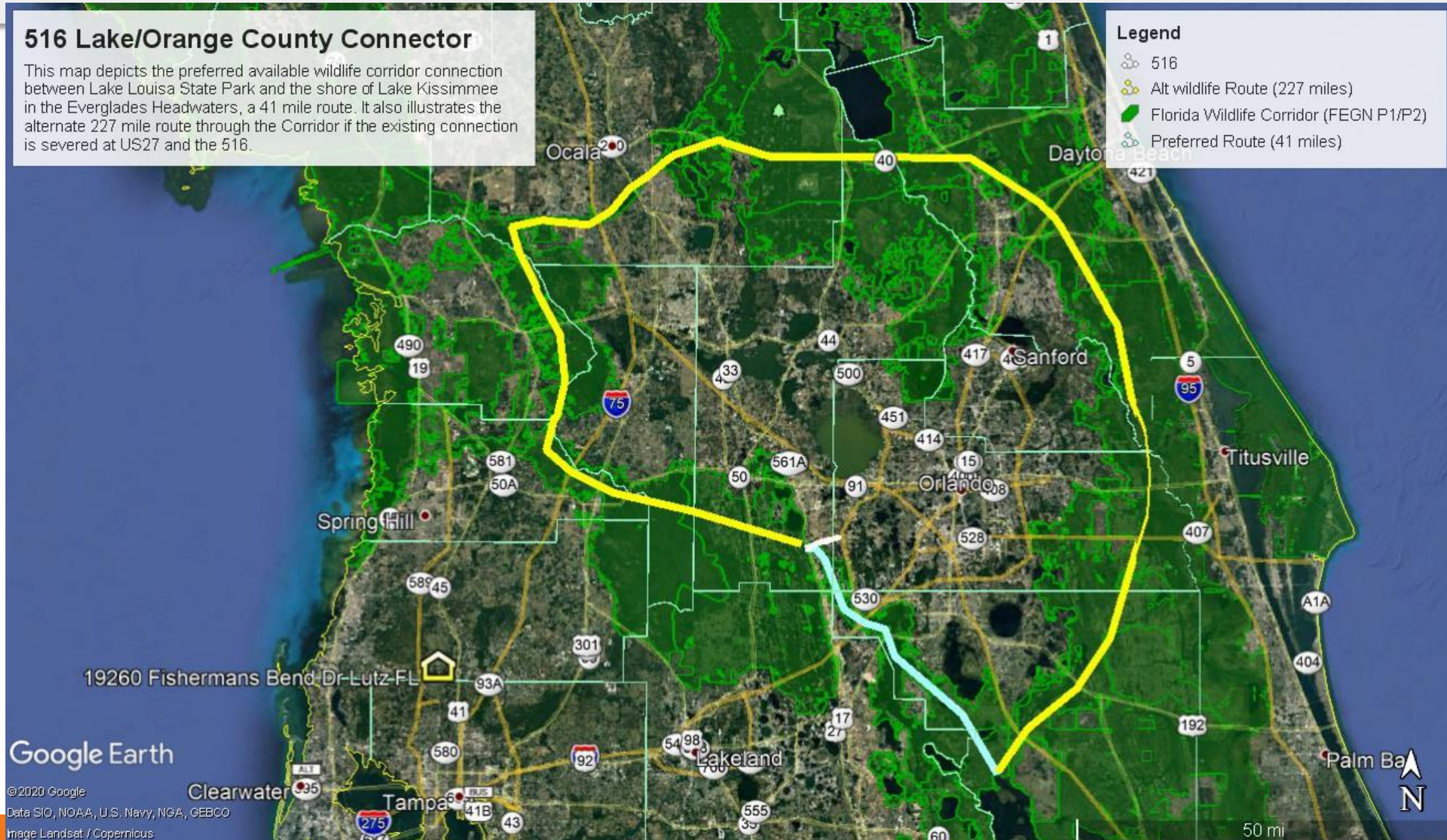
Wildlife Corridor Considerations

516 Lake/Orange County Connector

This map depicts the preferred available wildlife corridor connection between Lake Louisa State Park and the shore of Lake Kissimmee in the Everglades Headwaters, a 41 mile route. It also illustrates the alternate 227 mile route through the Corridor if the existing connection is severed at US27 and the 516.

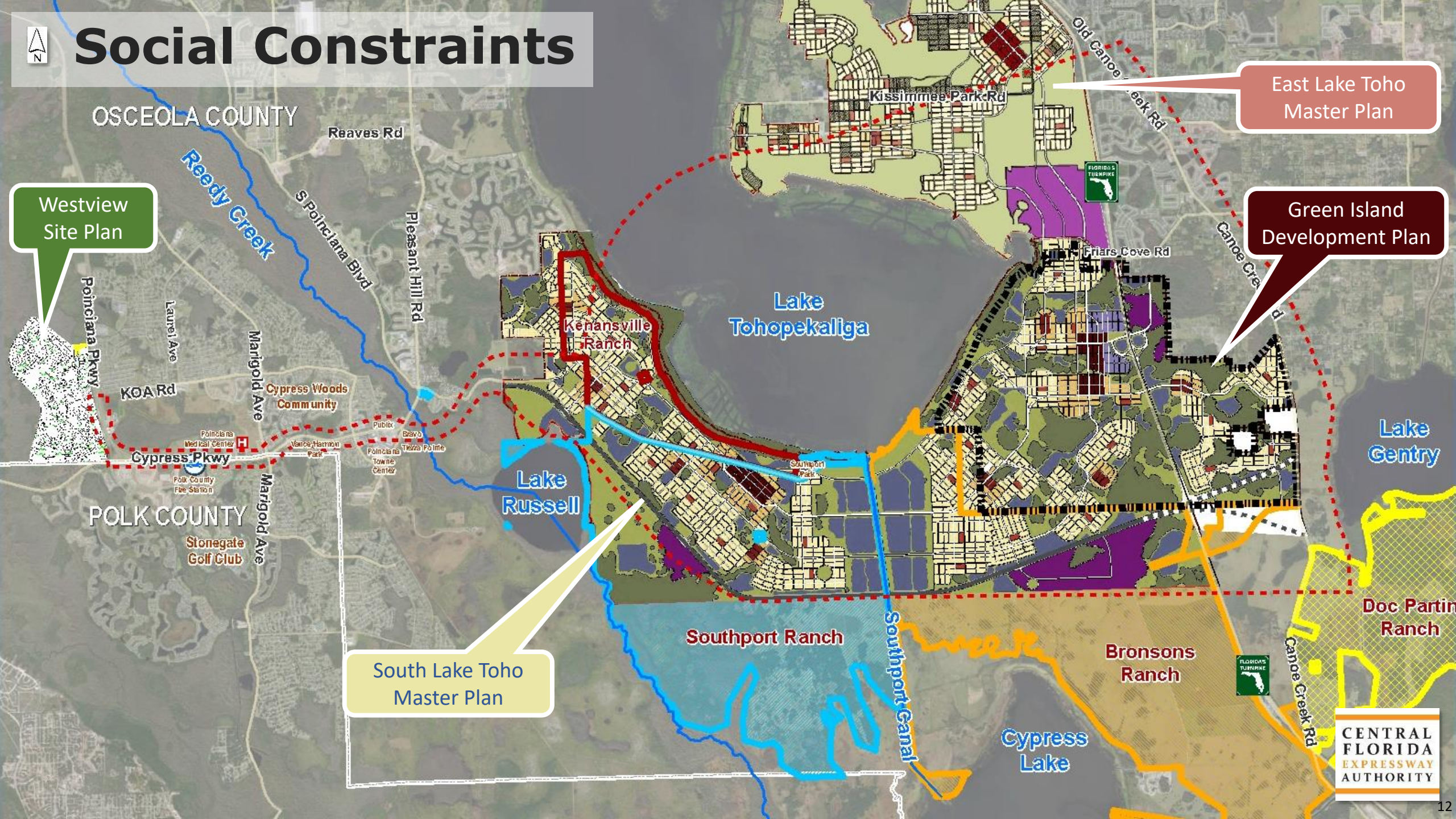
Legend

- 516
- Alt wildlife Route (227 miles)
- Florida Wildlife Corridor (FEGN P1/P2)
- Preferred Route (41 miles)





Social Constraints

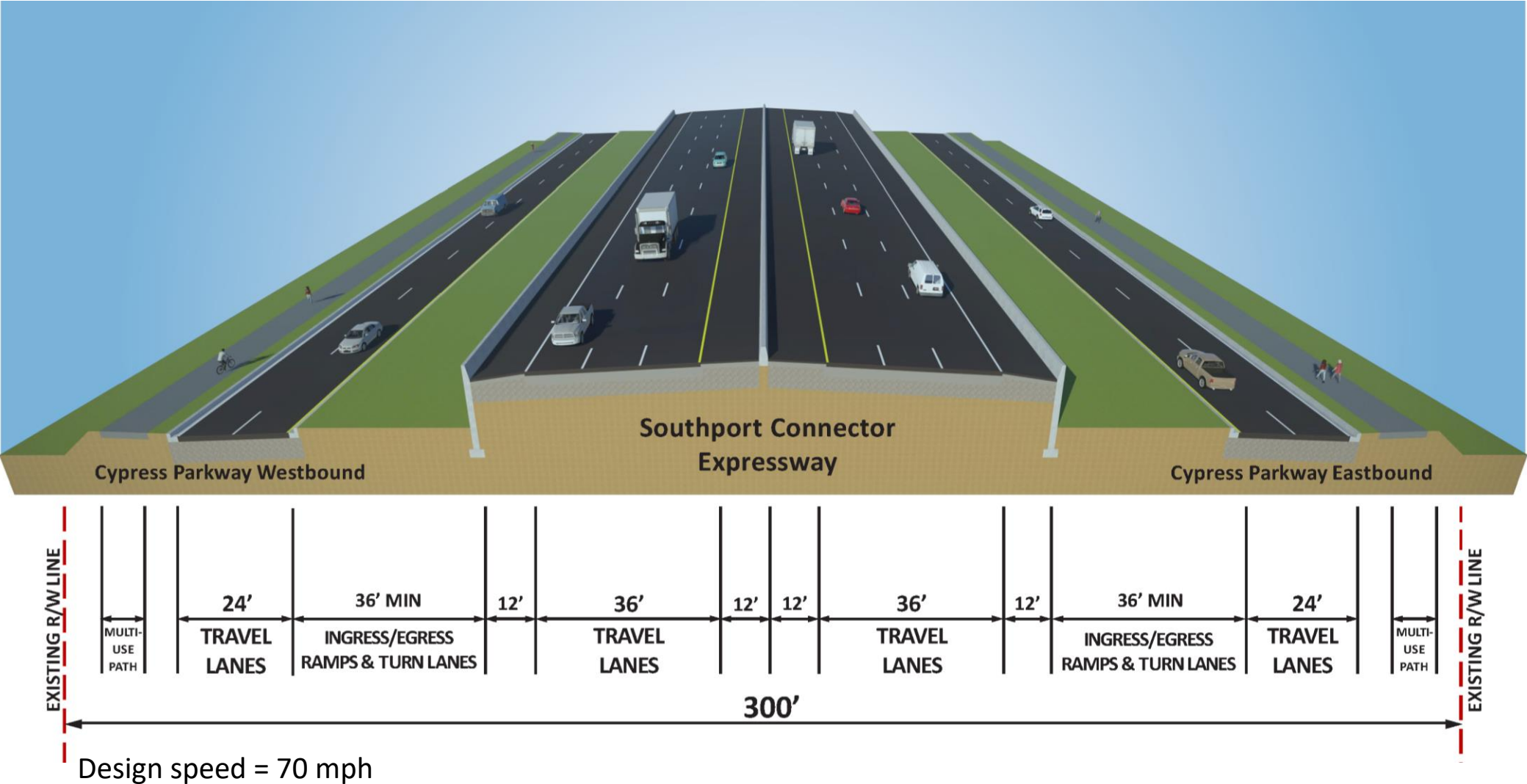


Cypress Parkway Segment

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

Cypress Parkway Conceptual Rendering

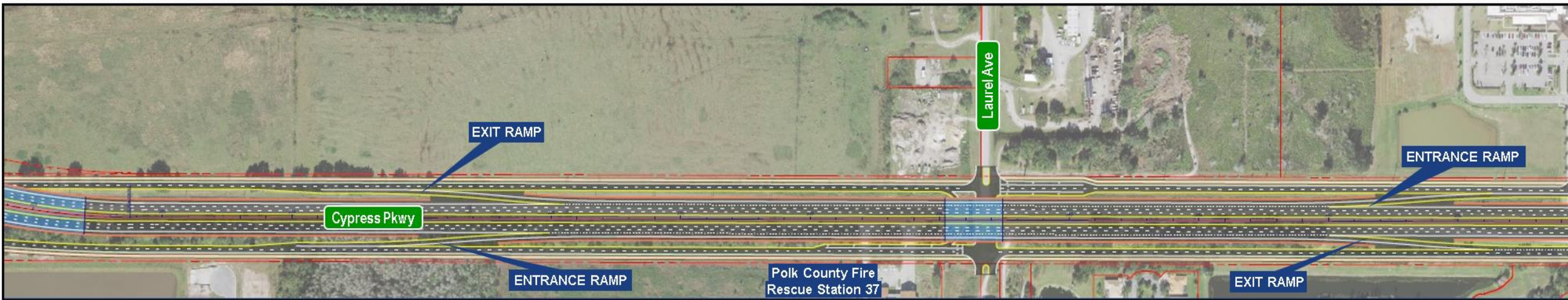
Poinciana Parkway to Pleasant Hill Road



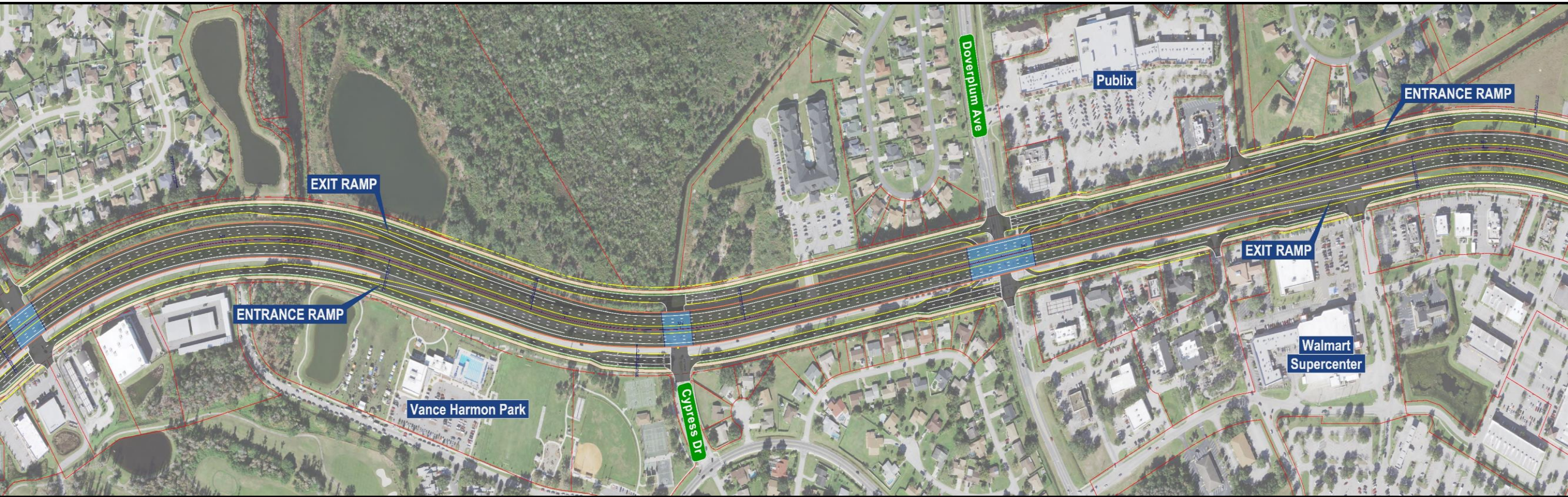
Cypress Parkway: Poinciana Pkwy/Koa St



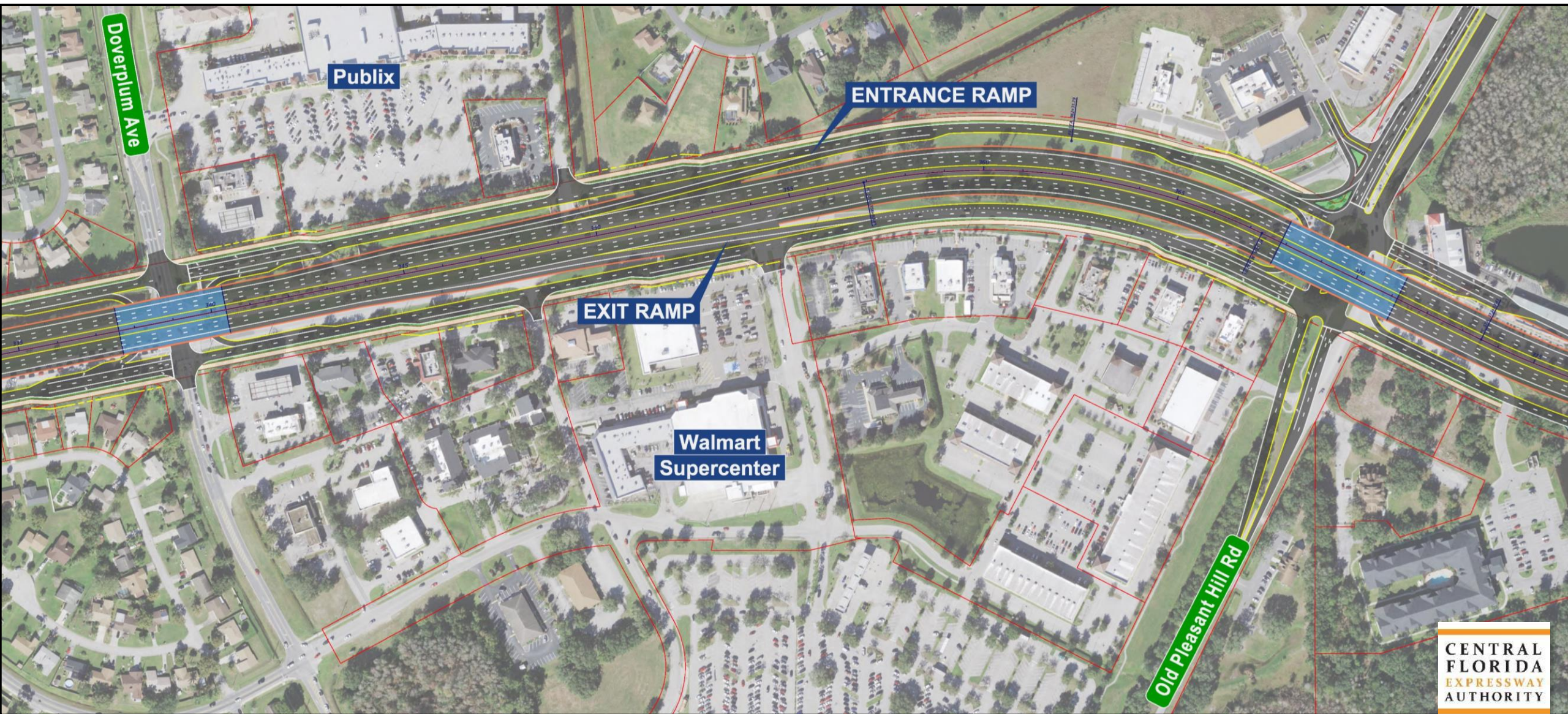
Cypress Parkway Segment: Laurel & Marigold Ave



Cypress Parkway: Doverplum Avenue



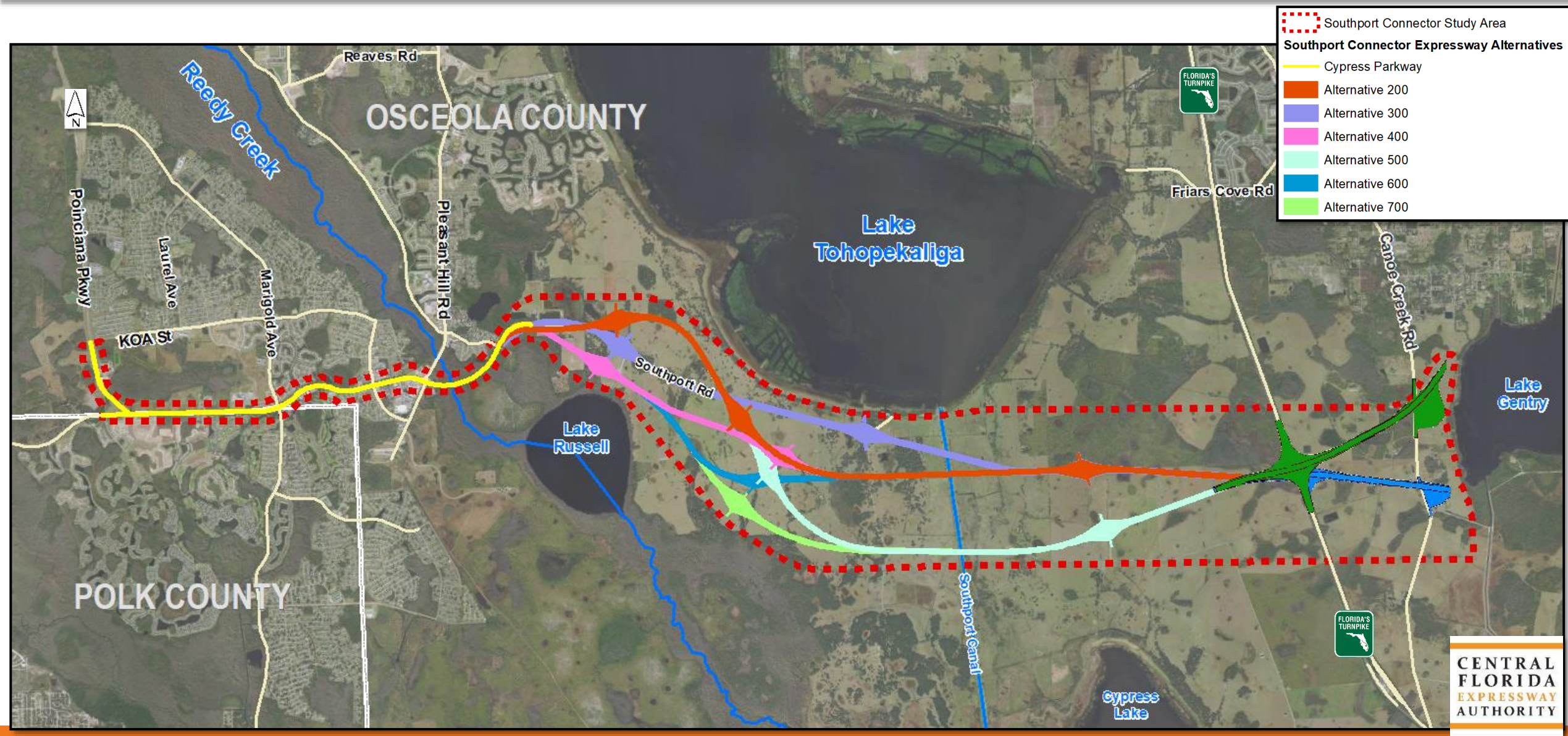
Cypress Parkway: Pleasant Hill Road



Corridors East of Pleasant Hill Road

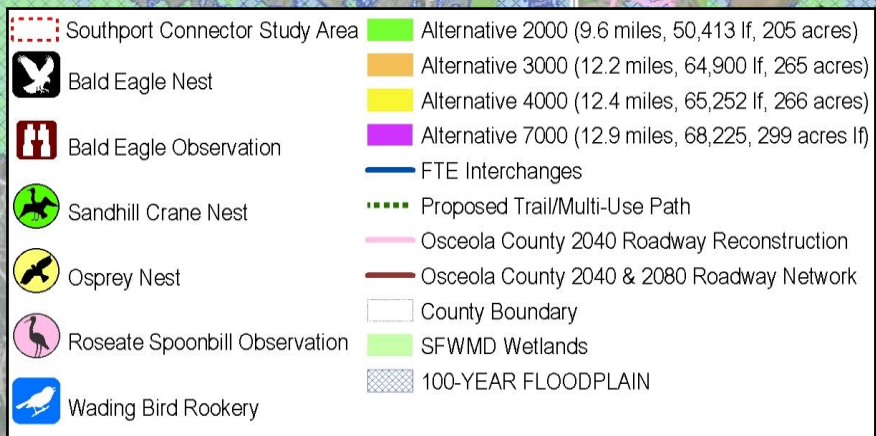
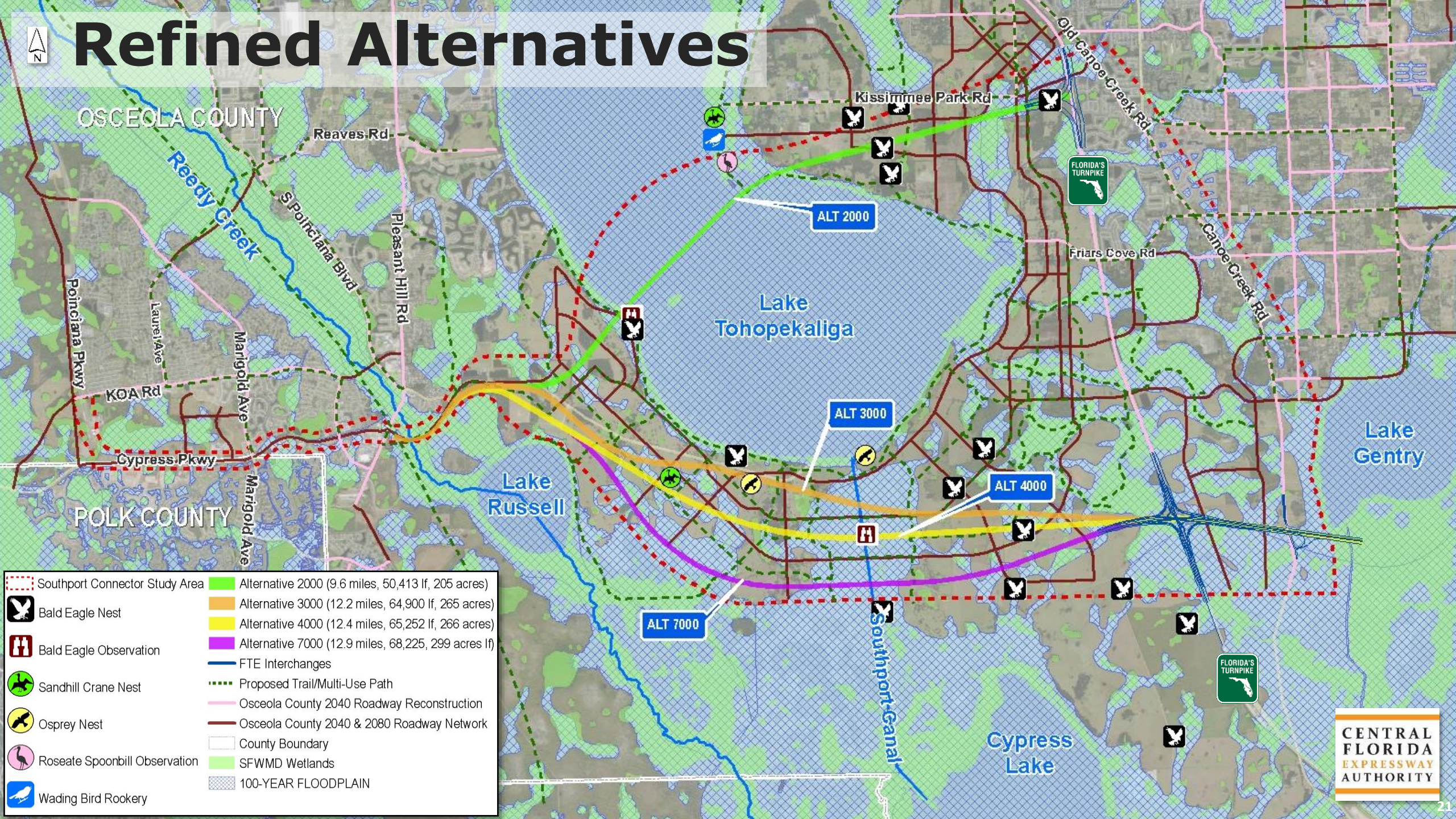
- Refinements of Corridors from CF&M Study
- Typical Section Renderings
- Comparative Evaluation of Alternatives

Alternatives East of Pleasant Hill Road

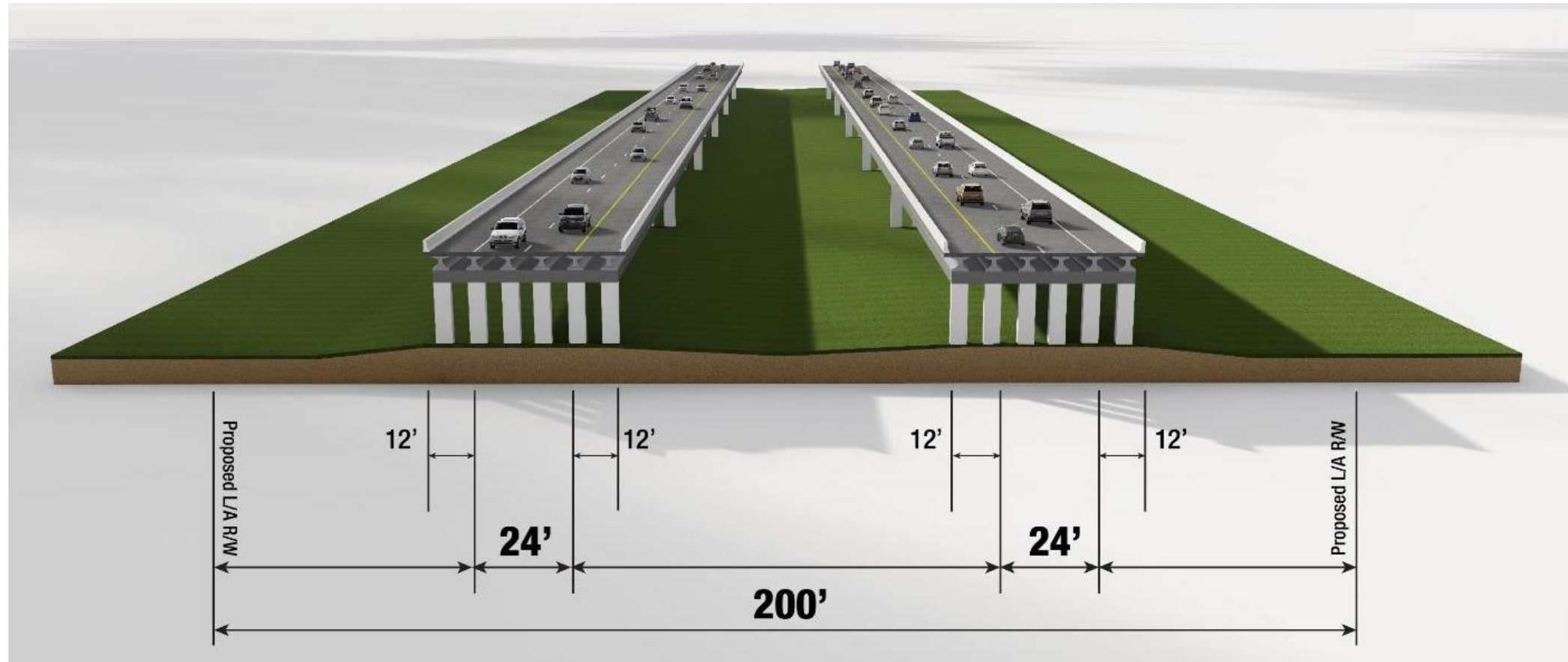




Refined Alternatives



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

<div><div>CENTRAL FLORIDA EXPRESSWAY AUTHORITY</div><div>Project Development & Environment Study Southport Connector Expressway July 2021</div></div>	PURPOSE AND NEED MATRIX				
	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

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

Evaluation Criteria	Unit of Measure	Cypress Parkway	Alternative 2000	Alternative 3000	Alternative 4000	Alternative 7000
Design						
Alternative Length (approximate)	Miles	4.5	14.1	16.8	16.9	17.4
Proposed Right-of-Way Width (general: varies at interchanges and environmentally sensitive areas)	Feet	300	330	330	330	330
Proposed Bridges - total structures per alternative	Structures	10	13	17	15	15
Total length of all structures	Feet	4,033	22,411	7,410	7,100	6,119
Proposed Interchanges (includes FTE and Canoe Creek)	Number	2	5	5	5	5
Projected 2045 Annual Average Daily Traffic (AADT) Volume (as a tolled facility)	Vehicles	46,098	53,390	53,390	53,390	53,390
Physical						
Major Utility Conflicts - Existing	No. of Conflicts	16	10	3	3	3
Major Utility Conflicts - Planned	No. of Conflicts	2	0	0	0	0
Contamination Sites & Facilities	No. of Conflicts	24	14	9	8	8
Cultural Environment Effects						
Public Lands (Public Recreation Lands)	Acres	0	0	0	0	0
Potential Historic Resources	No. of Conflicts	18	3	2	1	0
Potential Historic Linear Resources (Canals/Highways/Railroads)	No. of Resources	0	2	2	2	2
Potential Archaeological Resources	No. of Resources	0	2	1	1	1
Natural Environment						
Water Features						
Ponds / Lakes (ponds + surface waters)	Acres	0	44	2	3	3
Canals / Regulated Floodways	No. of Conflicts	1	2	2	2	2
Flood Hazard Areas - 100 Year Floodplain	Acres	21	57	200	229	301
Wetlands (non-forested and forested)	Acres	0	45	73	59	74
Potential Habitat - Federal and State Listed Species	Acres	0	264	343	461	376
Submerged Aquatic Vegetation (SAV)	Acres	0	1	0	0	0
Potential Bald Eagle Nest (Direct + Buffer Zone)	Y/N	N	Y	N	Y	N
Mitigation Banks						
None	Acres	0.0	0.0	0.0	0.0	0.0
Conservation Easement						
Solivita HOA	Acres	0.0	0.0	0.0	0.0	0.0
SFWMD Lands						
Upper Lakes Basin Watershed/KCOLA	Acres	0.0	18	18	19	19
Social						
Right-of-Way Area (not including proposed ponds) Includes FTE and Canoe Creek Interchanges	Acres	24	519	686	694	717
Estimated Pond Area (mainline)	Acres	22	42	62	60	64
Potential Existing Residential Impacts (includes partially impacted parcels)	Total Parcels	13	68	9	5	5
Potential Existing Commercial Impacts (includes partially impacted parcels)	Total Parcels	19	11	7	7	6
Potential Existing Parcel Impacts (Other ¹) (includes partially impacted parcels)	Total Parcels	13	54	45	41	40
Community Facilities (Environmental Learning Center)	No. of Conflicts	0	1	1	1	1
Trails	No. of Conflicts	0	1	2	2	2
Community Cohesion Effects *according to CF&M	High/Med/Low	Med	High	Med	Med	Low
Proposed Development (PD) / Development of Regional Impact (DRI) (South Lake Toho and East Lake Toho)	Acres	0	286	503	453	479
Estimated Costs						
Roadway Construction		\$164,199,106	\$117,929,475	\$138,758,556	\$139,134,107	\$144,794,944
Bridges Construction		\$63,866,458	\$306,071,464	\$89,082,919	\$84,734,094	\$75,317,977
Interchanges Construction		\$0	\$554,994,837	\$405,100,954	\$405,100,954	\$405,100,954
Toll Collection Equipment		\$5,775,000	\$4,950,000	\$6,600,000	\$6,600,000	\$6,600,000
Right-of-Way Areas (including proposed ponds)						
Mitigation: Wetlands, Floodplains & Wildlife		\$4,415,250	\$4,567,500	\$7,427,770	\$6,030,115	\$7,528,255
Total Estimated Alternative Costs		\$238,255,814	\$988,513,276	\$646,970,199	\$641,599,270	\$639,342,130
GRAND TOTAL Estimated Alternative Costs (Includes Cypress Parkway)			\$1,226,769,090	\$885,226,013	\$879,855,084	\$877,597,944
Projected Traffic Revenue (2045)						

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

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

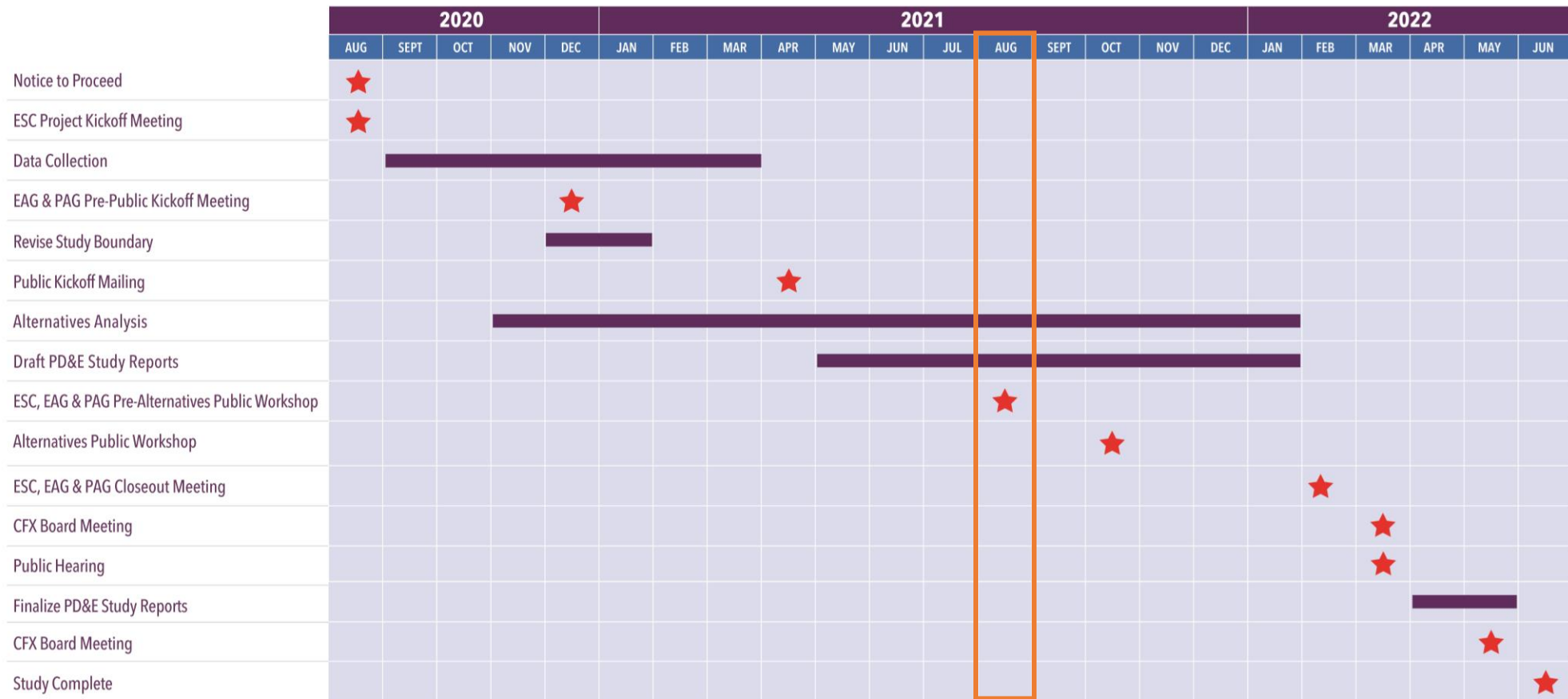
IMPACTS ALTERNATIVES	Engineering 25			Social Environment 11			Natural Environment 15			
	Provides adequate Turnpike Interchange Spacing 5	Accommodates Expandability 13	Permitting Complexity 7	Potential Existing Residential Impacts 4	Potential Existing Commercial Impacts 4	Potential Parcel Impacts (other existing) 3	Wetland Impacts 5	100 Year Floodplain 2	Potential Habitat - Federal & State Listed Species 6	Potential Impacts to Bald Eagle Nests 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. 1	- Segment with 3.1 mile bridge over open water creates regulatory and financial challenges. 5.2	-- 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. 1.4	-- 68 0.8	- 11 1.6	-- 54 0.6	0 45 acres; has the least amount of direct impact. 3	+ 57 1.6	0 263.5 acres and 1.3 acres of SAV 3.6	-- Direct impact: 1 + 139 ft inside Primary/ Secondary Buffer: 1 0.4
Alternative 3000	- ~ 2 miles north of Service Plaza; ~ 3 miles south of Friars Cove Road; ~ 6 miles south of Nolte Road. 2	++ Provides R/W width to accommodate system expansion. 13	0 Standard permitting requirements; USCG anticipates non-controversial permitting for Southport Canal crossing. 4.2	0 9 2.4	0 7 2.4	- 45 1.2	-- 73.2 acres; within one acre of the worst alternative. 1	0 199.7 acres 1.2	- 343.4 acres 2.4	0 Direct impact: 0 + Primary/ Secondary Buffer Impact: 0 1.2
Alternative 4000	- ~ 2 miles north of Service Plaza; ~ 3 miles south of Friars Cove Road; ~ 6 miles south of Nolte Road. 2	++ Provides R/W width to accommodate system expansion. 13	0 Standard permitting requirements; USCG anticipates non-controversial permitting for Southport Canal crossing. 4.2	0 5 2.4	0 7 2.4	0 41 1.8	- 59.4 acres; inferior to other alternatives. 2	- 228.8 acres 0.8	-- 460.5 acres 1.2	- Direct impact: 0 + 20 ft inside Primary/ Secondary Buffer: 1 0.8
Alternative 7000	- ~ 2 miles north of Service Plaza; ~ 3 miles south of Friars Cove Road; ~ 6 miles south of Nolte Road. 2	++ Provides R/W width to accommodate system expansion. 13	0 Standard permitting requirements; USCG anticipates non-controversial permitting for Southport Canal crossing. 4.2	0 5 2.4	0 6 2.4	0 40 1.8	-- 74.2 acres; worst of all alternatives considered. 1	-- 300.7 acres 0.4	- 375.5 acres 2.4	0 Direct impact: 0 + Primary/ Secondary Buffer Impact: 0 1.2

Comparative Evaluation: Ranking

IMPACTS ALTERNATIVES	Physical Environment 4		Planning Consistency 15				Estimated Costs 30			TOTAL SCORE
	Potential Contamination Sites 2	Utility Conflicts 2	System linkage 4	Consistency with Adopted Plans (transportation / land use) 5	Regional Connectivity / Mobility 4	Minimize Parcel Remnants (uneconomic remainders) 2	Right-of-Way Cost 10	Wetland Mitigation Cost 5	Construction Cost 15	
Alternative 2000	14 0.4	10 0.4	0 2.4 Circuitous, disjointed routing; requires use of ~5 miles of TPK (an off-CFX system) as a link.	-- 1 Not consistent with any adopted long range plans.	- 1.6 Provides least direct connection to East Central Florida region.	-- 0.4 Highest number of potential parcel remnants.	-- 2 Lowest number of total R/W acres; largest number of individual parcels.	+ 4 Lowest cost for direct wetland impacts.	-- 3 Highest total construction cost.	34.4
Alternative 3000	9 0.8	3 0.8	++ 4 Provides direct system linkage.	0 3 Generally consistent with adopted land use plans; requires comp plan amendment for SLT.	+ 3.2 Provides all systems connections in a direct manor; optimal mobility.	0 1.2 Results in fewer number of potential parcel remnants; co-located along Green Island and Bronson Ranch boundaries.	0 6 Impacts comparable to others.	- 2 Second highest cost for direct wetland impacts.	- 6 Comparable cost to Alt. 7000.	58
Alternative 4000	8 0.8	3 0.8	++ 4 Provides direct system linkage.	0 3 Generally consistent with adopted land use plans; requires comp plan amendment for SLT.	+ 3.2 Provides all systems connections in a direct manor; optimal mobility.	- 0.8 Results in fewer number of potential parcel remnants; may have uneconomic remainders on north side of Bronson Ranch.	0 6 Impacts comparable to others.	0 3 Second lowest cost for direct wetland impacts.	0 9 Lowest cost of all alternatives considered.	61.2
Alternative 7000	8 0.8	3 0.8	++ 4 Provides direct system linkage.	++ 5 Most consistent with all adopted plans.	+ 3.2 Provides all systems connections in a direct manor; optimal mobility.	- 0.8 Results in fewer number of potential parcel remnants; maximizes space on north side of Bronson Ranch.	0 6 Impacts comparable to others.	-- 1 Highest cost for direct wetland impacts.	- 6 Third lowest total construction cost.	58.4

Study Schedule

Southport Connector Expressway PD&E Study Study Schedule (Subject to Change)



Project Contact

For more information contact:

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CFX web address:
www.CFXway.com

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



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THANK YOU!