



# SR 417 TO ORLANDO SANFORD INTERNATIONAL AIRPORT CONNECTOR

## CONCEPT, FEASIBILITY, AND MOBILITY STUDY

### STATE ROAD 417 CONCEPT, FEASIBILITY AND MOBILITY (CF&M) STUDY PROJECT ADVISORY GROUP (PAG) MEETING #1 SUMMARY

**Date/Time:** January 25, 2023, at 1:30 p.m.

**Location:** Virtual meeting (Microsoft Teams)

**Attendees:** 34 (See below for attendees list)

#### I. Notifications

Invitation letters were emailed to 34 members of the PAG on December 21, 2022. A meeting reminder was emailed to 34 PAG members on January 19, 2023.

#### II. Welcome

Shemir Wiles, the public involvement coordinator for the study, called the meeting to order at 1:31 p.m. and welcomed everyone. She provided virtual meeting housekeeping information and Title VI information before turning the meeting over to the study project manager Sunserea Gates of VHB for the presentation.

#### III. SR 417 Presentation

Sunserea Gates presented on the following information, including:

- **Project Development Process**

Sunserea explained that the project is currently in the Feasibility Study phase. At the conclusion of the Feasibility Study, after public input is received on preliminary concepts and based on CFX Board approval, the next phase would be the Project Development and Environment (or PD&E) phase.

- **Advisory Group Roles**

There are two Advisory Groups for this study: The Environmental Advisory Group (EAG) and the Project Advisory Group (PAG). Today are the first EAG and PAG meetings. The EAG is an important component of the natural environment analysis, and it will assist in providing input on potential environmental impacts that will be documented in the evaluation of project alternatives. The PAG will assist in providing input in the project alternatives and informs the project team of local knowledge, issues, and concerns.

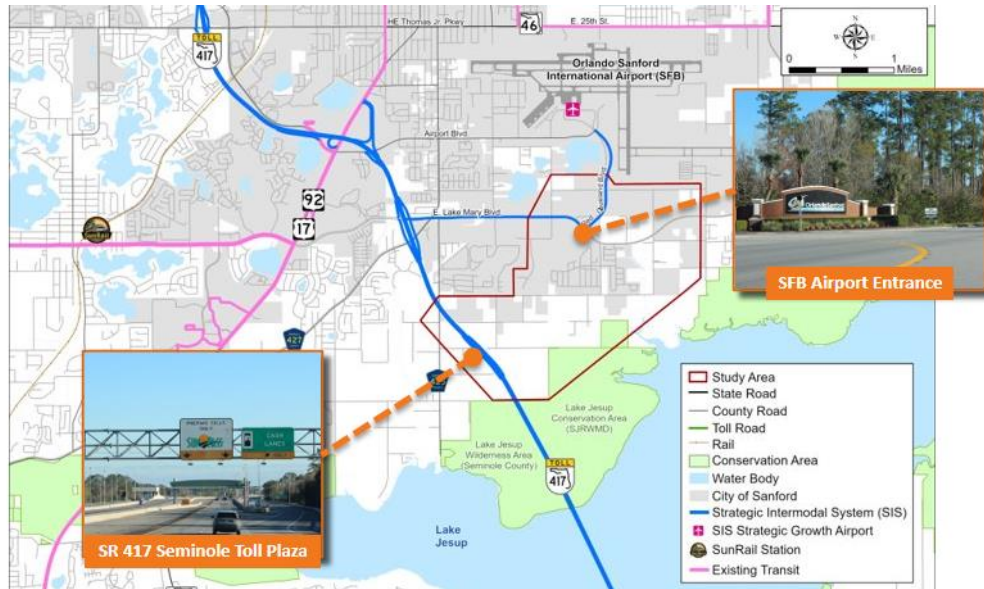
- **Project Background**

Prior to this CF&M Study, a new expressway connection from SR 417 to the Orlando Sanford International Airport has been studied for almost 20 years. A study completed in 2007 indicated there was a need to improve access to the airport, but at the time, it was determined the project was not financially feasible. Rapid area growth, planned

development, and increasing congestion resulted in the Seminole County Commission requesting that CFX do another study.

- **Location**

Sunserea showed a slide with the project location in relation to the different municipalities that will be impacted by this project. The project is located within Seminole County and the City of Sanford and consists of a potential expressway connection from SR 417 in the vicinity of the Seminole Toll Plaza northeastward to East Lake Mary Boulevard at or near the entrance to the airport at Red Cleveland Boulevard.



- **Purpose and Need**

According to the 2021 Airport Master Plan Update, airport traffic is expected to increase 91 percent by 2037. According to the University of Florida's Bureau of Economic and Business Research (BEBR) data, Seminole County's population is projected to grow approximately 21 percent by 2050.

Additionally, there are 10 planned developments within the study area, which include commercial, residential, and industrial land uses, and account for 55 percent of the vacant lands in the study area. As a result, local traffic along East Lake Mary Boulevard and surrounding roadways is expected to increase.

- **Study Objectives**

The objective of this study is to evaluate the feasibility of each mobility option based on engineering, traffic, economic and environmental evaluations and to determine if the project is feasible.

A potential direct connection from SR 417 to the airport is expected to enhance regional connectivity by improving access to the airport, increasing mobility, and providing enhanced system linkage between the strategic intermodal system (SIS) facilities. Additionally, the

connector is expected to provide needed capacity, decrease congestion, improve traffic operations, reduce travel time, and improve safety particularly at the intersections along East Lake Mary Boulevard.

- **CF&M Evaluation Criteria**

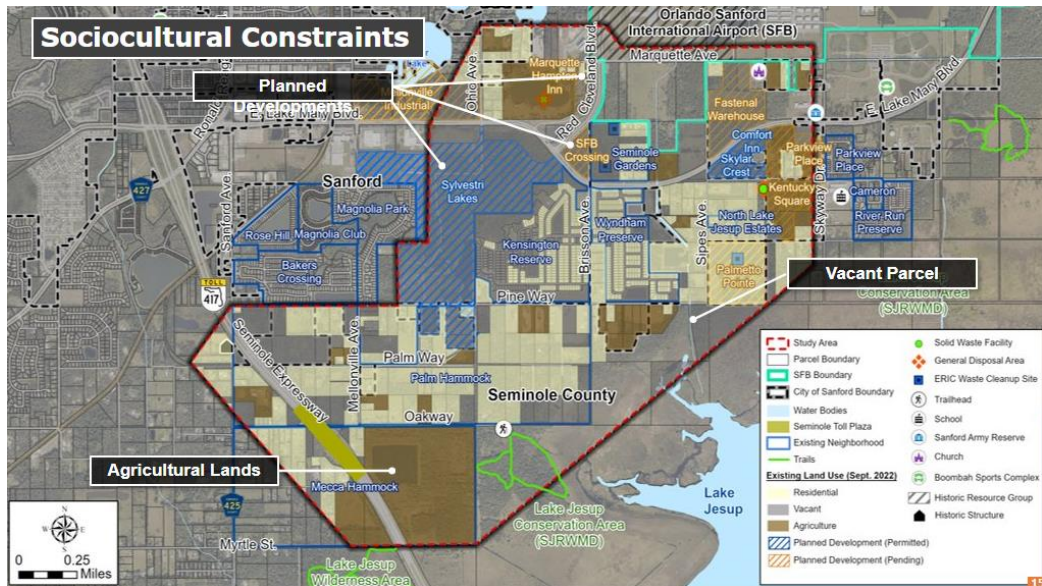
Sunserea explained that this Feasibility Study will include the evaluation of the social, cultural, natural, and physical environment, right-of-way considerations and construction cost estimates. Any potential effects to social, cultural, natural, and physical environment resources will be avoided or minimized to the extent feasible. This study will also document potential project benefits of the proposed project.

- **Sociocultural Constraints**

Most of the study area is comprised of residential developments and vacant land uses (as shown in yellow and grey on the map below). Other prominent land uses in the study area include agriculturally zoned properties and managed conservation lands. More than half of the vacant land shown in grey is already planned for future developments.

Sunserea noted that there are 10 planned developments located within, or immediately adjacent to, the study area within the City of Sanford’s jurisdiction. The largest of which is the Sylvestri Lakes, now known as Concorde, single-family residential development, which has been permitted to provide 421 single-family lots. Several planned commercial developments are proposed along Red Cleveland Boulevard.

Potential contamination sites in the study area include abandoned landfills, borrow pits, and an Environmental Restoration Integrated Cleanup site. Ten utility agencies/owners were identified within the study area. These include overhead distribution lines, water mains, gas mains, sanitary sewer, and buried electric and fiber lines.



- **Existing Conditions**

Sunserea reviewed existing social conditions including community focal points such as the Boombah Sports Complex and the Marl Bed Flats Trail, as well as existing pedestrian

facilities. Next, she reviewed the natural constraints within the study area which include public conservation lands and lands managed by the St. Johns River Water Management District (SJRWMD), and a map of wetlands and floodplains. Finally, she noted that the study area contained a high potential occurrence of species including the gopher tortoise, Florida sandhill crane, little blue heron, bald eagle, roseate spoonbill, and the Florida black bear.

- **Typical Sections**

Next, Sunsera showed the advisory group illustrations of typical sections for the proposed roadway, including typical sections for the SR 417 and East Lake Mary Boulevard connections. The illustration below shows the two-lane typical section of the proposed connector.

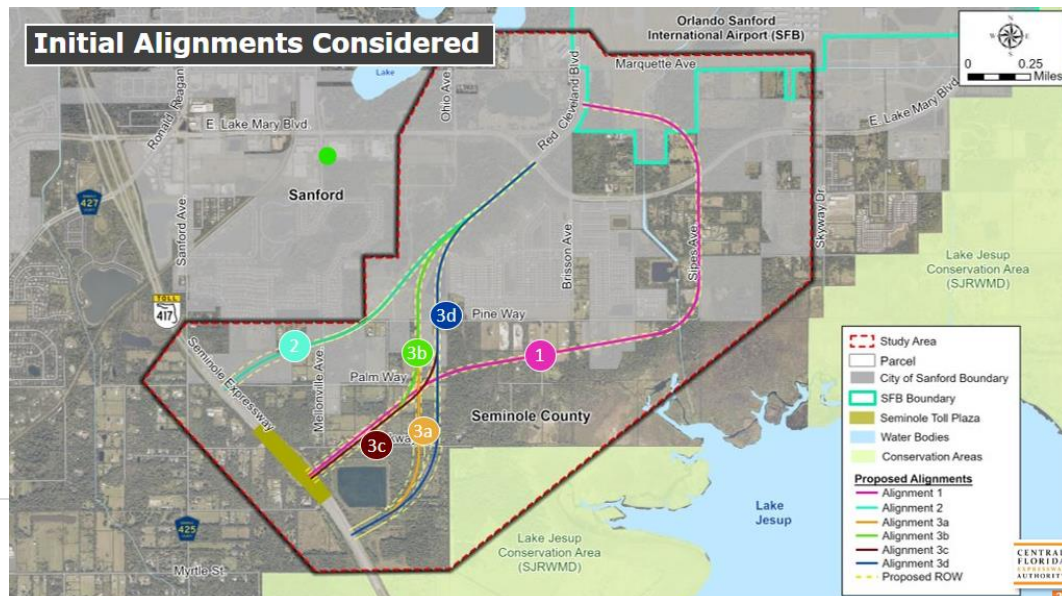
## Proposed Connector Typical Section



Design Speed = 45-50 mph

- **Proposed Alignments**

Six alignments were considered during the initial stages of alignment development as shown on the map below.



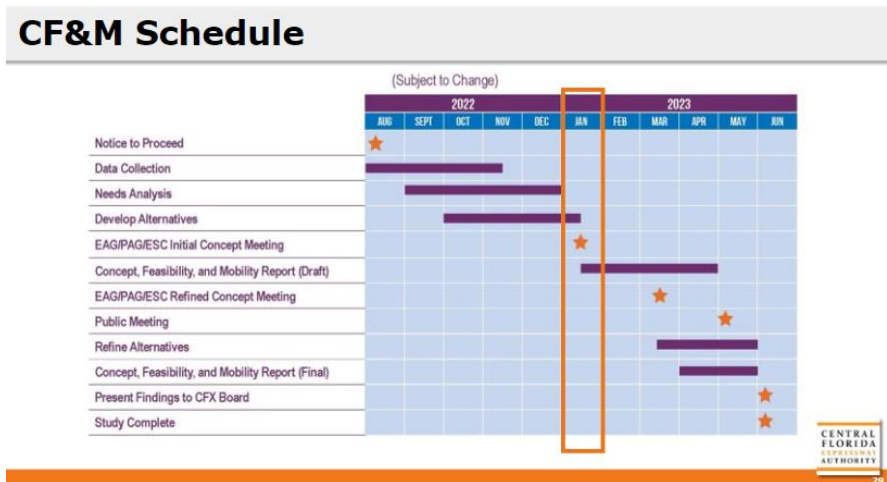
Sunserea noted that Alignment 1 avoids impacts to residential developments and minimizes impacts to conservation easements but increases travel time and results in impacts to low-density residential areas and the airport property. Additional analysis of Alignment 1 is needed to evaluate feasibility.

Alignment 2 provides a direct connection to the airport but impacts existing and permitted residential areas and was found to be in conflict with the existing interchange as it would affect traffic operations on SR 417 and at the existing CR 427/Ronald Reagan Boulevard interchange.

Alignment 3a and 3b both minimize impacts to existing and permitted residential areas and connect directly to East Lake Mary Boulevard/Red Cleveland Boulevard. However, both alignments impact existing conservation lands. Additional analysis of Alignments 3a and 3b are needed to evaluate feasibility further and to evaluate interchange options at SR 417 that avoid conservation lands and minimize impacts to environmentally sensitive lands.

Alignment 3c and 3d are refinements of alignments 3b and 3a, respectively. Both alignments were developed to avoid impacts to future residential parcels but do require elevated sections over the existing stormwater management area for Concorde.

- Agency and Stakeholder Input**  
 The next opportunities for public involvement will be a second EAG/PAG meetings in April, followed by a public meeting in May, and a presentation to the CFX Governing Board in June.
- CF&M Schedule**  
 As identified in the schedule below, the study is expected to be completed in summer 2023 after findings are presented to the CFX Governing Board.



Sunserea concluded the presentation portion of the PAG meeting.

#### IV. Discussion

Shemir Wiles of Quest served as discussion moderator.

**Shemir Wiles:** I do not see any hands now, but I have some questions for members of the PAG. I will start with Nicole with the Sanford Airport Authority. The 2021 Airport Master Plan noted potential development along the southern border of the airport property. Could you expand upon what is planned in this area and when you expect that development to occur in this area?

**Nicole Martz, Sanford Airport Authority:** We had recently adopted a strategic real estate development plan that I am happy to share with you all. We have some active development negotiations going on right now. If you'd like to have an offline call about that, I can give you all the details and send you some exhibits.

**Shemir Wiles:** I think that is something Sunserea would be interested in.

**Sunserea Gates:** Thank you, Nicole. We will follow up with SAA and schedule a time to go over the real estate development plan and any information you have. We appreciate your input, and please let us know if you have any questions or comments about the presentation. That goes for everybody here. Please raise your hands if you have any comments or questions about what you saw here.

**Nicole Martz:** For the record, the airport is extremely supportive of this project. Anything we can do to help facilitate the study, let us know.

**Shemir Wiles:** Thank you. I also have a question for Eileen Hinson with the City of Sanford. The study team has identified planned developments based on the city's public records. Are there any other developments or changes that the study team should be aware of?

**Eileen Hinson, City of Sanford Development Services:** I was scanning what you have on the project and a lot of it looks up to date.

**Michael Cash, City of Sanford Public Works:** I see there are commercial lots in front of Concorde that aren't listed. That space between Concorde and Lake Mary Boulevard is all commercial.

**Eileen Hinson:** Yes, there is potential for that to develop but I do not think we have any specific plans right now.

**Sunserea Gates:** We were aware that is commercial frontage. If there are any site plans that come available, please let us know.

**Eileen Hinson:** Yes, we will do that.

**Sunserea Gates:** Please send everything to Shemir Wiles and she can forward any information you send to us.

**Eileen Hinson:** It looks like great research was done to get to where you are in this study.

**Sunserea Gates:** Thank you. We would like to come back and have a separate meeting with the City of Sanford because as you mentioned, this area is changing constantly. While this is a short study, there has been a significant amount of development that has occurred in this past year. We are trying to monitor it monthly, but as we move forward in the CF&M study, we will need your help to identify all the future land use in this area.

**Shemir Wiles:** Thank you. Again, if you have a question or comments, please raise your hand. Eileen, thank you so much for answering that question. The study team also has a question for Seminole County Public Schools. Are there any designated safe routes to schools in the area?

**Chad Wilsky, Seminole County Public Schools:** I will ask my colleague that question and get back to you with an answer to that.

**Shemir Wiles:** Thank you. You can email me or call me, and I will pass that along to the study team.

**Chad Wilsky:** Thank you.

**Shemir Wiles:** I am going to start going down the list because we want to solicit feedback from everyone in this meeting. Mike, are there any additional comments you'd like to make?

**Michael Cash:** I can tell you Concorde is a little further along and the model homes are being built right now. I expect to see building permits soon. They renamed Sylvestri Lakes as Concorde, so you may want to make that change. Looking at the conceptual alignments, 3b probably impacts the least amount of development.

**Shemir Wiles:** Thank you Mike for that feedback. Tom with City of Sanford, do you have any questions?

**Tom Tomerlin, City of Sanford Economic Development:** I will say the City of Sanford is highly supportive of this, as it will bring more economic development to the corridor.

**Shemir Wiles:** Emam with Florida's Turnpike Enterprise, do you have any questions or comments?

**Emam Emam, Florida's Turnpike Enterprise:** I have to check, but I think our connecting system has a speed of 55 mph and the ramps would have to be a design speed of 50 mph minimum, so that would be our only concern is that possible speed difference.

**Sunserea Gates:** Thank you for that input. I will coordinate with you further. This typical section was meant to describe what the main part of the roadway will be, not the ramps. The connection to SR 417 will need to be coordinated with the Turnpike as we move forward.

**Emam Emam:** I do have questions about the eight minutes of time saved that you mentioned in a previous slide.

**Sunserea Gates:** That would be based on existing conditions. I do have Jimmy Mulandi from CDM Smith who conducted the travel time analysis for this meeting.

**Jimmy Mulandi, CDM Smith:** Yes, the travel time estimation was based on the 3b alignment.

**Emam Emam:** Seminole County is doing improvements along CR 427 and this work may include improvements at the interchange.

**Jimmy Mulandi:** In doing the traffic study, we based travel time analysis on 2022 conditions, but the congestion may worsen in the future even with improvements.

**Sunserea Gates:** Thank you. Did we address all your questions, Emam?

**Emam Emam:** Yes, thank you.

**Shemir Wiles:** I know we have some members of MetroPlan Orlando. Do any of you have questions or comments about anything you heard about this afternoon?

**Gary Huttman, MetroPlan Orlando:** Alex is actually a member of the advisory group, not me, but I do have a question. Will the slides be available immediately after this meeting?

**Sunserea Gates:** They will get posted on the website, which usually happens a few days or a week after the meeting, but we can send you a PDF copy of the presentation this afternoon.

**Gary Huttman:** That would be great. Thank you.

**Sunserea Gates:** Ok, we will send that to you later today.

**Shemir Wiles:** Seminole County Public Works, do you have anything to add?

**Anthony Nelson, Seminole County Public Works:** We are keeping an eye on the development that is coming in, and as it does, we will let you know.

**Matthew Clark, Seminole County Environmental Services:** Very good study. Can you also send us this presentation?

**Shemir Wiles:** Yes. We will send that to you. Richard from Seminole County Public Schools, I see you in the chat asking for a copy, as well. We can get that to you. Is there anything else you'd like to add?

**Richard LeBlanc, Seminole County Public Schools:** No questions or comments, thanks.



**Dennis Westrick, Seminole County Utilities:** Can you send a copy of the presentation to us?

**Shemir Wiles:** Yes. Again, if there are any questions or comments, please let us know at this time. If not, I think we are pretty much wrapped up.

**Sunserea:** Yes. Thank you all for your input.

**Richard LeBlanc:** You were asking for possible locations for bussing in residential developments. Are you speaking about one alternative?

**Sunserea:** At this time, we would be evaluating all the potential alignments. We do have existing service areas, but if any changes are occurring based on development, we would make sure we have that information – especially as they cross existing roadways like in alignment 1.

**Richard LeBlanc:** Okay, will do.

**Sunserea:** Thank you.

**Shemir Wiles:** If there are no further comments, I would like to thank everybody for attending and thank you for your feedback. If there are any questions or comments you'd like to make after this meeting, please email [conceptstudies@cfxway.com](mailto:conceptstudies@cfxway.com) and we will make that part of the record.

Meeting concluded at 2:37 p.m.

## **V. Post-Meeting Communication**

During the 10-day comment period following the PAG meeting, one comment was received from PAG meeting guest Ann Esterson. A copy of the comment is attached to this summary as Attachment A.

## **Attendees List**

### **PAG Members**

Eileen Hinson, City of Sanford Development Services  
Emam Emam, Florida's Turnpike Enterprise  
Richard LeBlanc, Seminole County Public Schools  
Anthony Nelson, Seminole County Public Works  
Taylor Laurent, MetroPlan Orlando  
Alex Trauger MetroPlan Orlando  
Gary Huttman, MetroPlan Orlando  
Chad Wilsky, Seminole County Public Schools  
Nicole Martz, Sanford Airport Authority  
Jordan Smith, Seminole County Public Schools  
Charles Abbatantuono, East Central Florida Regional Planning Council  
Medhat Hassan, Seminole County Public Works  
Dennis Westrick, Seminole County Environmental Services  
Tom Tomerlin, City of Sanford Economic Development  
Michael Cash, City of Sanford Public Works  
Matthew Clark, Seminole County Environmental Services  
Myles O'Keefe, LYNX

### **Study Members**

Glenn Pressimone, CFX  
Dana Chester, CFX  
Nicole Gough, Dewberry  
Jonathan Williamson, Dewberry  
Sunserea Gates, VHB  
Colleen Ross, Jacobs Engineering  
Phil Jacoby, Jacobs Engineering  
Michael Baker, Jacobs Engineering  
Shemir Wiles, Quest  
Jimmy Mulandi, CDM Smith  
Carleen Flynn, CDM Smith  
Amanda Johnson, VHB  
Eric Schneider, Environmental Science Associates  
Danh Lee, Jacobs Engineering

### **Guests**

Ann Esterson and son, Chris Esterson  
Stephen Browning, HDR

# Attachment A



## Notes/History

Date Range - 1/25/2023 - 2/3/2023

Contact

Ann Esterson

### Notes

| Date      | Time    | Regarding  | Record Manager |
|-----------|---------|--|----------------|
| 1/30/2023 | 1:23 PM | <p><b>From:</b> conceptstudies &lt;conceptstudies@CFXWay.com&gt;<br/> <b>Sent:</b> Monday, January 30, 2023 1:23 PM<br/> <b>To:</b> Ann Esterson &lt;ann.esterson@yahoo.com&gt;<br/> <b>Cc:</b> conceptstudies &lt;conceptstudies@CFXWay.com&gt;<br/> <b>Subject:</b> RE: Invitation to EAG/PAG Meeting for SR 41.7 to Orlando Sanford International Airport Connector Concept, Feasibility, and Mobility Study</p> <p>Good afternoon Ms. Esterson,</p> <p>Attached is a copy of the PowerPoint presentation from last week's EAG and PAG meetings. Your comments have also been shared with the project team and will be made a part of the project records. Documents from last week's meetings will also be posted on the CFX website this week.</p> <p>I will let you know when the next EAG and PAG meetings are scheduled in April.</p> <p><b>Ms. Shemir Wiles</b><br/>Public Involvement Coordinator</p>  |                |
| 1/26/2023 | 5:41 PM | <p><b>From:</b> Ann Esterson &lt;ann.esterson@yahoo.com&gt;<br/> <a href="mailto:ann.esterson@yahoo.com">mailto:ann.esterson@yahoo.com</a>&gt;<br/> <b>Sent:</b> Thursday, January 26, 2023 5:41 PM<br/> <b>To:</b> conceptstudies &lt;conceptstudies@CFXWay.com&gt;<br/> <a href="mailto:conceptstudies@CFXWay.com">mailto:conceptstudies@CFXWay.com</a>&gt;<br/> <b>Subject:</b> Re: Invitation to EAG/PAG Meeting for SR 41.7 to Orlando Sanford International Airport Connector Concept, Feasibility, and Mobility Study</p> <p>Good afternoon, Ms. Wiles,</p> <p>My son, Kris Esterson, and I want to thank you for the invitation to yesterday's EAG/PAG meeting for SR 41.7 to Orlando Sanford International Airport Connector Concept, Feasibility, and Mobility Study. We found the meeting to be very informative. Since we own the property adjacent to the 417 and south of the toll booth on both sides, we have some serious concerns about the proposed routes. It looks like Route #2 would be the only route that would not impact our property.</p> <p>While your map shows our property as agricultural, its present use is a cattle operation, it has a future land use of Low Density Residential which</p> |                |

Created 2/6/2023 at 1:20 PM

Page 1 of 2



## Notes/History

allows up to four dwelling per acre and has been the land use designation since the construction of the 417.

Our property was bisected by the original construction of the 417 and the majority of the property remains on the east side of the 417. We have serious concerns about the impact the proposed routes will have on our property and on its potential for future development.

We would very much appreciate receiving a copy of the slides, presentation and any notes from yesterday's meeting as many of your advisory group members requested.

We would also appreciate being kept on a list for any additional information and invitations that may arise during the study. Thank you again for inviting us to the meeting and we look forward to future communications concerning the study.

Sincerely,

Ann Esterson