

## **APPENDIX A – CORRIDOR REPORT ANALYTICAL HIERARCHY PROCESS RESULTS**



## Alternatives Evaluation

The final evaluation of the various corridor alternatives for the proposed SR 408 Eastern Extension involved essentially a multi-objective/multi-attribute decision making process. The establishment of the relative importance of each objective/criteria was critical in order to ultimately choose the most efficient or “best” corridor alternative. This process involved decisions which must make trade-offs between different and often conflicting objectives/criteria. The core decision making tool utilized during the evaluation was the Analytic Hierarchical Process (AHP). This process was developed by Thomas J. Saaty for decision analysis of complex subjective problems involving a large number of criteria. This appendix documents the application of the AHP computer decision making software used to determine the recommended corridor alternative for the proposed project. Study participants started by addressing pertinent issues such as setting priorities, subsequently establishing criteria and criteria weights, and finally by evaluating the various alternatives for the proposed project improvements. **Figure A-1** illustrates the methodology utilized in the evaluation of the corridor alternatives for the proposed project.

## Evaluation Methodology

The Analytic Hierarchy Process (AHP) method is based on the breakdown of each problem into a system of stratified levels or hierarchies where each level consists of criteria or objectives to be compared. Each of the criteria or objectives in a level is further broken down in subsequent levels into sub-criteria or objectives that are easier to quantify. The relative importance or priority for all the criteria in a given level is then established through a sequence of pair-wise comparisons which will ultimately lead to the derivation of priorities (i.e., weights or importance) for each criterion as well as the determination of the recommended corridor alternative. Pair-wise comparisons have been technically proven to be more reliable in eliciting human judgment than directly assigning weights. Once the hierarchy was established and agreed upon, a questionnaire was developed based on pair-wise comparisons of the established

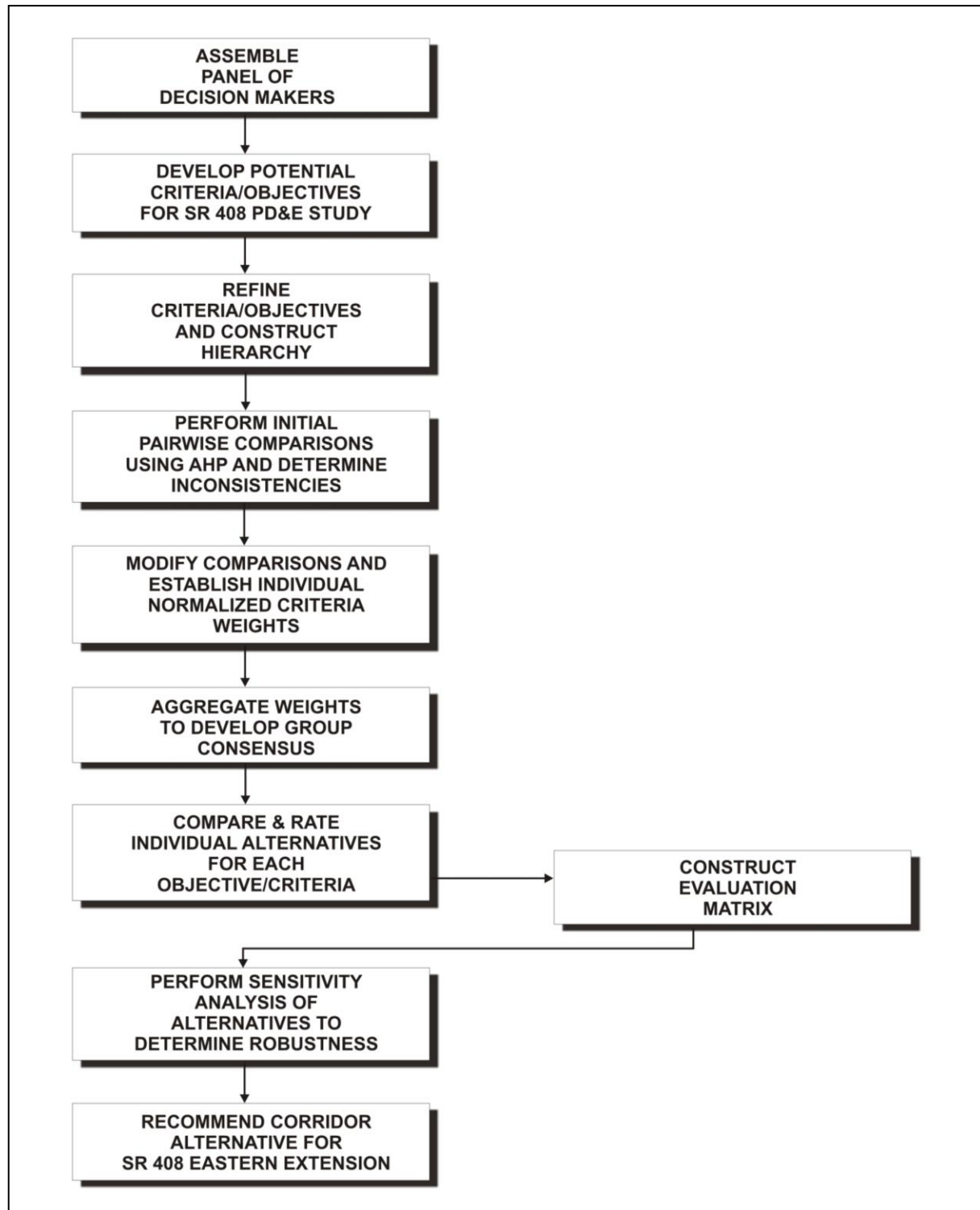


Figure A-1 – Evaluation Methodology Flowchart

**Figure A-1** criteria. It should be noted that even though project questionnaires are often utilized by participants to establish the importance, priority or weight of each criterion, in our case the panel participants agreed to adopt the weights previously established during the previous evaluation phase (see values at top of **Table 3 & Figure 5**). However, a questionnaire was developed to compare each of the four (4) corridor alternatives based on each parameter comprising the criteria. After the questionnaires were completed, the data was input into the computer program.

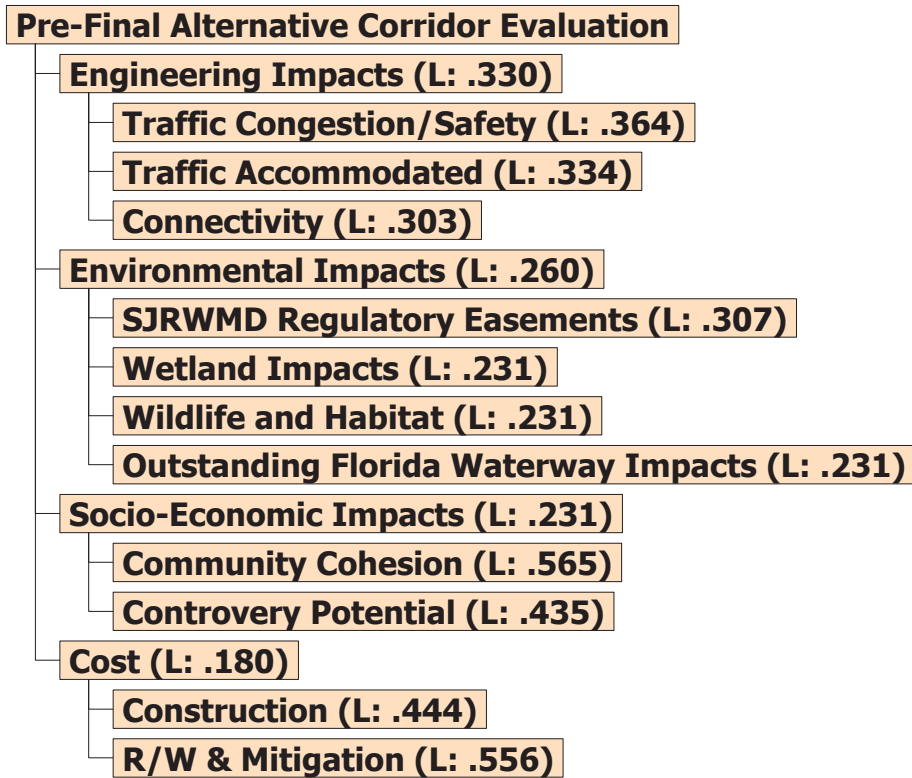
## Evaluation Results

The AHP computer application was performed with a group consensus results obtained by aggregating the responses of all participants and applying the group median method. The group median judgments and preferences were then incorporated into the AHP computer program. The AHP computer application results are included at the end of this appendix and **Table A-1** provides a brief explanation of the included outputs. A thorough sensitivity analysis of the results was conducted after finding the recommended roadway alternative as selected by the participants of the study through the execution of the program. The analysis included the investigation of sensitive criterion or criteria within the results. The AHP software also includes a sensitivity analysis feature. This feature investigates the effect of the ranking of the recommended roadway alternative if criteria take on other possible values. The sensitivity analysis identifies the relatively sensitive criteria (i.e., those that can not be changed much without changing the ranking of the top roadway alternative) to try to estimate these more closely, and then to select a solution which remains a good one over the ranges of likely values of the sensitive parameters. Usually there will be some criteria that can be assigned any reasonable value without affecting the ranking of the recommended alternative. However, there may also be criteria with likely values that would yield a new ranking of the recommended alternative.

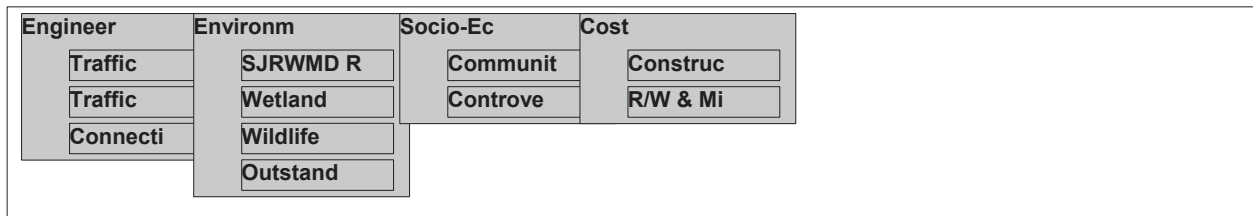
| Page No. | Table A-1<br>Contents  |
|----------|--|
| 1 to 2   | Weight assignment for all Primary & Secondary objectives and Final Computed results for both competing alternatives  |
| 3        | Weight Assignment graph for Primary Objectives   |
| 4        | Weight Assignment graph for Engineering Impacts  |
| 5 to 7   | Computed alternative results with respect to secondary objectives of traffic congestion/safety, traffic accommodated, and connectivity   |
| 8        | Weight Assignment graph for Environmental Impacts  |
| 9 to 12  | Computed alternative results with respect to secondary objectives of SJRWMD Regulatory Easement impacts, wetland impacts, wildlife and habitat, and outstanding Florida waterway impacts |
| 13       | Weight Assignment graph for Socio-Economic Impacts   |
| 14 to 15 | Computed alternative results with respect to secondary objectives of Community Cohesion and controversy potential  |
| 16       | Weight Assignment graph for Cost Objectives  |
| 17 & 18  | Computed alternative results with respect to secondary objectives of construction/engineering/administration and legal, and wetland mitigation   |
| 18 to 19 | Synthesis of computed alternative results  |

Model Name: Pre-Final Alternative Corridor Evaluation RD version

Treeview



Cluster view



## Alternatives

|                     |             |
|---------------------|-------------|
| <b>Corridor 4</b>   | <b>.677</b> |
| <b>Corridor 4-2</b> | <b>.226</b> |
| <b>Corridor 5-4</b> | <b>.097</b> |

## Data Grid

|  | Pairwise                                       | Pairwise                                      | Pairwise                             | Pairwise   | Pairwise                                    | Pairwise  |
|--|--|---|--------------------------------------|--|---|---|
| Alternative                                      | Engineer<br>Traffic<br>Congestion<br>(L: .364) | Engineer<br>Traffic<br>Accommodi<br>(L: .334) | Engineer<br>Connectivit<br>(L: .303) | Environm<br>SJRWMD<br>Regulatory<br>Easements<br>(L: .307) | Environm<br>Wetland<br>Impacts<br>(L: .231) | Environm<br>Wildlife<br>and<br>Habitat<br>(L: .231) |
| <input checked="" type="checkbox"/> Corridor 4   | .35  | .35   | 1.00                                 | .50  | .50   | .50   |
| <input checked="" type="checkbox"/> Corridor 4-2 | .12  | .12   | .50                                  | 1.00   | 1.00  | 1.00  |
| <input checked="" type="checkbox"/> Corridor 5-4 | 1.00   | 1.00  | .33                                  | 1.00   | 1.00  | .50   |

|  | Pairwise   | Pairwise                                       | Pairwise  | Pairwise                         | Pairwise                                 |
|--|--|--|---|----------------------------------|--|
| Alternative                                      | Environm<br>Outstanding<br>Florida<br>Waterway<br>Impacts<br>(L: .231) | Socio-Ec<br>Community<br>Cohesion<br>(L: .565) | Socio-Ec<br>Controversy<br>Potential<br>(L: .435) | Cost<br>Constructio<br>(L: .444) | Cost<br>R/W &<br>Mitigation<br>(L: .556) |
| <input checked="" type="checkbox"/> Corridor 4   | 1.00   | 1.00   | 1.00  | .33                              | 1.00                                     |
| <input checked="" type="checkbox"/> Corridor 4-2 | 1.00   | .33  | 1.00  | 1.00                             | .33                                      |
| <input checked="" type="checkbox"/> Corridor 5-4 | .33  | .14  | .14   | .67                              | .14                                      |

Priority Graphs

**Priorities with respect to:**  
**Pre-Final Alternative Corridor Evalu...**



**Inconsistency = 0.00**  
**with 0 missing judgments.**

**Priorities with respect to:**  
**Pre-Final Alternative Corridor Evaluatio**  
**>Engineering Impacts**

**Traffic Congestion /Safety**  
**Traffic Accommodated**  
**Connectivity**

**.364**

**.334**

**.303**

**Inconsistency = 0.00**

**with 0 missing judgments.**



**Priorities with respect to:**  
**Pre-Final Alternative Corridor Evaluati**  
**>Engineering Impacts**  
**>Traffic Congestion/Safety**

|                     |             |  |
|---------------------|-------------|--|
| <b>Corridor 4</b>   | <b>.236</b> |  |
| <b>Corridor 4-2</b> | <b>.082</b> |  |
| <b>Corridor 5-4</b> | <b>.682</b> |  |

**Inconsistency = 0.00**

**with 0 missing judgments.**

**Priorities with respect to:**  
**Pre-Final Alternative Corridor Evaluati**  
**>Engineering Impacts**  
**>Traffic Accommodated**



**Inconsistency = 0.00**  
**with 0 missing judgments.**

**Priorities with respect to:**  
**Pre-Final Alternative Corridor Evaluati**  
**>Engineering Impacts**  
**>Connectivity**

|                     |             |  |
|---------------------|-------------|--|
| <b>Corridor 4</b>   | <b>.545</b> |  |
| <b>Corridor 4-2</b> | <b>.273</b> |  |
| <b>Corridor 5-4</b> | <b>.182</b> |  |

**Inconsistency = 0.00**  
**with 0 missing judgments.**

**Priorities with respect to:**  
**Pre-Final Alternative Corridor Evaluation**  
**>Environmental Impacts**

**SJRWMD Regulatory Easements**  
**Wetland Impacts**  
**Wildlife and Habitat**  
**Outstanding Florida Waterway Impacts**

**.307**

**.231**

**.231**

**.231**

**Inconsistency = 0.00**

**with 0 missing judgments.**

**Priorities with respect to:**  
**Pre-Final Alternative Corridor Evaluati**  
**>Environmental Impacts**  
**>SJRWMD Regulatory Easeme...**

|                     |             |  |
|---------------------|-------------|--|
| <b>Corridor 4</b>   | <b>.200</b> |  |
| <b>Corridor 4-2</b> | <b>.400</b> |  |
| <b>Corridor 5-4</b> | <b>.400</b> |  |

**Inconsistency = 0.00**  
**with 0 missing judgments.**

**Priorities with respect to:**  
**Pre-Final Alternative Corridor Evaluati**  
**>Environmental Impacts**  
**>Wetland Impacts**

|                     |             |  |
|---------------------|-------------|--|
| <b>Corridor 4</b>   | <b>.200</b> |  |
| <b>Corridor 4-2</b> | <b>.400</b> |  |
| <b>Corridor 5-4</b> | <b>.400</b> |  |

**Inconsistency = 0.00**  
**with 0 missing judgments.**

**Priorities with respect to:**  
**Pre-Final Alternative Corridor Evaluati**  
**>Environmental Impacts**  
**>Wildlife and Habitat**

|                     |             |  |
|---------------------|-------------|--|
| <b>Corridor 4</b>   | <b>.250</b> |  |
| <b>Corridor 4-2</b> | <b>.500</b> |  |
| <b>Corridor 5-4</b> | <b>.250</b> |  |

**Inconsistency = 0.00**

**with 0 missing judgments.**

**Priorities with respect to:**  
**Pre-Final Alternative Corridor Evaluati**  
**>Environmental Impacts**  
**>Outstanding Florida Waterw...**

|                     |             |  |
|---------------------|-------------|--|
| <b>Corridor 4</b>   | <b>.429</b> |  |
| <b>Corridor 4-2</b> | <b>.429</b> |  |
| <b>Corridor 5-4</b> | <b>.143</b> |   |

**Inconsistency = 0.00**

**with 0 missing judgments.**



**Priorities with respect to:**  
**Pre-Final Alternative Corridor Evaluati**  
**>Socio-Economic Impacts**

**Community Cohesion**  
**Controversy Potential**

**.565**

**.435**

**Inconsistency = 0.00**

**with 0 missing judgments.**

**Priorities with respect to:**  
**Pre-Final Alternative Corridor Evaluati**  
    >**Socio-Economic Impacts**  
    >**Community Cohesion**



Inconsistency = 0.00  
with 0 missing judgments.

**Priorities with respect to:**  
**Pre-Final Alternative Corridor Evaluati**  
**>Socio-Economic Impacts**  
**>Controversy Potential**

|                     |             |  |
|---------------------|-------------|--|
| <b>Corridor 4</b>   | <b>.467</b> |  |
| <b>Corridor 4-2</b> | <b>.467</b> |  |
| <b>Corridor 5-4</b> | <b>.067</b> |   |

**Inconsistency = 0.00**

**with 0 missing judgments.**

**Priorities with respect to:**  
**Pre-Final Alternative Corridor Evaluati**  
**>Cost**

|   |             |  |
|---|-------------|--|
| <b>Construction</b>                               | <b>.444</b> |  |
| <b>R/W &amp; Mitigation</b>                       | <b>.556</b> |  |
| Inconsistency = 0.00<br>with 0 missing judgments. |             |  |

**Priorities with respect to:**  
**Pre-Final Alternative Corridor Evaluati**  
    >Cost  
    >Construction



Inconsistency = 0.00  
with 0 missing judgments.

**Priorities with respect to:**  
**Pre-Final Alternative Corridor Evaluati**  
 >Cost  
 >R/W & Mitigation

|                     |             |             |
|---------------------|-------------|-------------|
| <b>Corridor 4</b>   | <b>.677</b> | <div></div> |
| <b>Corridor 4-2</b> | <b>.226</b> | <div></div> |
| <b>Corridor 5-4</b> | <b>.097</b> | <div></div> |

Inconsistency = 0.00

with 0 missing judgments.

### Synthesis: Details

| Alts       | Level 1                                       | Level 2        | Prty         |
|------------|---|----------------|--------------|
| Total ...  |   |                | <b>0.378</b> |
|            | <b>Total Cost (L: .180)</b>                   |                | <b>0.069</b> |
|            | Cost (L: .180)                                | Construct...   | .01447       |
|            |   | R/W & Mi...    | .05427       |
|            | <b>Total Engineering Impacts (L: .330)</b>    |                | <b>0.097</b> |
|            | Engineering Impacts (L: .330)                 | Traffic Co...  | .02253       |
|            |   | Traffic Ac...  | .02067       |
|            |   | Connectiv...   | .05416       |
| Corrido... | <b>Total Environmental Impacts (L: .260)</b>  |                | <b>0.087</b> |
|            | Environmental Impacts (L: .260)               | SJRWMD...      | .02162       |
|            |   | Wetland I...   | .01625       |
|            |   | Wild life a... | .01625       |
|            |   | Outstandi...   | .03251       |
|            | <b>Total Socio-Economic Impacts (L: .231)</b> |                | <b>0.125</b> |
|            | Socio-Economic Impacts (L: .231)              | Communi...     | .07066       |
|            |   | Controver...   | .05435       |
| Total ...  |   |                | <b>0.322</b> |
|            | <b>Total Cost (L: .180)</b>                   |                | <b>0.062</b> |
|            | Cost (L: .180)                                | Construct...   | .04342       |
|            |   | R/W & Mi...    | .01809       |
|            | <b>Total Engineering Impacts (L: .330)</b>    |                | <b>0.042</b> |
|            | Engineering Impacts (L: .330)                 | Traffic Co...  | .00781       |
|            |   | Traffic Ac...  | .00717       |
|            |   | Connectiv...   | .02708       |
| Corrido... | <b>Total Environmental Impacts (L: .260)</b>  |                | <b>0.141</b> |
|            | Environmental Impacts (L: .260)               | SJRWMD...      | .04323       |
|            |   | Wetland I...   | .03251       |
|            |   | Wild life a... | .03251       |
|            |   | Outstandi...   | .03251       |
|            | <b>Total Socio-Economic Impacts (L: .231)</b> |                | <b>0.078</b> |
|            | Socio-Economic Impacts (L: .231)              | Communi...     | .02355       |
|            |   | Controver...   | .05435       |
| Total ...  |   |                | <b>0.300</b> |
| Corrido... | <b>Total Cost (L: .180)</b>                   |                | <b>0.037</b> |

Final Score =  
Total Sum

| Alts       | Level 1                                       | Level 2       | Prty         |
|------------|---|---------------|--------------|
| Corrido... | Cost (L: .180)                                | Construct...  | .02894       |
|            |   | R/W & Mi...   | .00775       |
|            | <b>Total Engineering Impacts (L: .330)</b>    |               | <b>0.143</b> |
|            | Engineering Impacts (L: .330)                 | Traffic Co... | .06499       |
|            |   | Traffic Ac... | .05962       |
|            |   | Connectiv...  | .01805       |
|            | <b>Total Environmental Impacts (L: .260)</b>  |               | <b>0.103</b> |
|            | Environmental Impacts (L: .260)               | SJRWMD...     | .04323       |
|            |   | Wetland I...  | .03251       |
|            |   | Wildlife a... | .01625       |
|            |   | Outstandi...  | .01084       |
|            | <b>Total Socio-Economic Impacts (L: .231)</b> |               | <b>0.018</b> |
|            | Socio-Economic Impacts (L: .231)              | Communi...    | .01009       |
|            |   | Controver...  | .00776       |

## APPENDIX B – REFERENCE DOCUMENTS



## **A. Reference Documents**

1. Orlando Orange County Expressway Authority (OOCEA) 2030 Master Plan
2. 2008 SR 408 East Extension Concept Development and Evaluation Study
3. Central Florida Expressway Authority (CFX) 2040 Master Plan
4. CFX 2018-2022 Five Year Work Plan
5. CFX Five-Year Work Plan
6. MetroPlan Orlando 2040 Long Range Transportation Plan

## **B. Companion Documents**

1. Draft State Environmental Impact Report
2. Final Contamination Screening Evaluation Report
3. Final Natural Resources Evaluation
4. Final Air Quality Memorandum
5. Final Water Quality Impact
6. Draft Location Hydraulic Report
7. Draft Pond Siting Report
8. Draft Noise Study Report
9. Final Corridor Analysis Technical Memorandum
10. Draft Traffic Technical Memorandum
11. Draft Bridge Analysis Report
12. Draft Utility Assessment Report
13. Draft Cultural Resource Assessment Survey

## APPENDIX C – UTILITY CONFLICTS

Table C-1 - Existing Utilities

| Utility & Contact Information                                    | Utility Type                | Description  | Remarks  |
|--|-----------------------------|--------------|--|
| Advanced Cabling Solutions Inc<br>Robert Ford (407) 883-8881     | Electric and Fiber          | No Response  | No Response  |
| American Traffic Solutions<br>Santiago Martinez (480) 596 - 4595 | Communications/<br>Electric | No Response  | No Response  |
| AT&T Distribution<br>Dino Farruggio (561) 997-0240               | Telephone                   | Aerial Cable | <ul style="list-style-type: none"><li>• Crosses perpendicular to SR 408 at approximately SR 408 Baseline STA 383</li><li>• Crosses perpendicular to SR 408 at approximately SR 408 Baseline STA 456</li><li>• Crosses perpendicular to SR 408 at approximately SR 408 Baseline STA 461</li><li>• Crosses perpendicular to SR 408 at approximately SR 408 Baseline STA 517</li><li>• Runs perpendicular to SR 408 at approximately SR 408 Baseline STA 537</li><li>• Crosses perpendicular to SR 408 at approximately SR 408 Baseline STA 551</li><li>• Crosses perpendicular to SR 408 at approximately SR 408 Baseline STA 569</li><li>• Crosses perpendicular to SR 408 at approximately SR 408 Baseline STA 579</li><li>• Crosses perpendicular to SR 408 at approximately SR 408 Baseline STA 602</li><li>• Crosses perpendicular to SR 408 at approximately SR 408 Baseline STA 702</li><li>• Runs along south side of SR 408 from approximately SR 408 Baseline STA 730 to STA 738</li><li>• Runs along south side of SR 408 from approximately SR 408 Baseline STA 738 to STA 750</li><li>• Runs along north side of E. Colonial Dr. from approximately SR 50 Baseline STA 5000 to STA 5003</li><li>• Runs along south side of E. Colonial Dr. from approximately SR 50 Baseline STA 5000 to STA 5030</li><li>• Crosses perpendicular to SR 408 at approximately EB SR 408/Challenger Parkway Baseline STA 1001</li><li>• Crosses perpendicular to SR 408 at approximately SR 408 Baseline STA 550</li><li>• Runs along east side of Woodbury Rd. from approximately Woodbury Rd Baseline STA 2009 to STA 2019 then runs perpendicular at STA 2020</li><li>• Runs along west side of Woodbury Rd. from approximately Woodbury Rd Baseline STA 2009 to STA 2040</li><li>• Runs along south side of SR 408 from approximately Chuluota Road Extension Baseline STA 4015 to STA 4030</li><li>• Runs along east side of Chuluota Rd. from approximately Chuluota Road Extension Baseline STA 4028 to STA 4031</li></ul> |
|  |                             | Buried Cable | <ul style="list-style-type: none"><li>• Crosses perpendicular to SR 408 at approximately SR 408 Baseline STA 441</li><li>• Crosses perpendicular to SR 408 at approximately SR 408 Baseline STA 471</li><li>• Crosses perpendicular to SR 408 at approximately SR 408 Baseline STA 475</li><li>• Crosses perpendicular to SR 408 at approximately SR 408 Baseline STA 476</li><li>• Crosses perpendicular to SR 408 at approximately SR 408 Baseline STA 477</li><li>• Crosses perpendicular to SR 408 at approximately SR 408 Baseline STA 478</li><li>• Crosses perpendicular to SR 408 at approximately SR 408 Baseline STA 482</li><li>• Crosses perpendicular to SR 408 at approximately SR 408 Baseline STA 497</li><li>• Crosses perpendicular to SR 408 at approximately SR 408 Baseline STA 518</li><li>• Crosses perpendicular to SR 408 at approximately SR 408 Baseline STA 522</li><li>• Crosses perpendicular to SR 408 at approximately SR 408 Baseline STA 534</li><li>• Crosses perpendicular to SR 408 at approximately SR 408 Baseline STA 569</li><li>• Crosses perpendicular to SR 408 at approximately SR 408 Baseline STA 641</li><li>• Crosses perpendicular to SR 408 at approximately SR 408 Baseline STA 642</li><li>• Runs parallel to SR 408 from approximately SR 408 Baseline STA 704 to STA 714</li><li>• Crosses perpendicular to SR 408 at approximately SR 408 Baseline STA 714</li><li>• Crosses perpendicular to SR 408 at approximately SR 408 Baseline STA 715</li><li>• Crosses perpendicular to SR 408 at approximately SR 408 Baseline STA 731</li></ul>   |

Table C-1 - Existing Utilities (Continued)

| Utility & Contact Information  | Utility Type                          | Description                       | Remarks   |
|--|---------------------------------------|-----------------------------------|---|
| AT&T Distribution<br>Dino Farruggio (561) 997-0240                     | Telephone                             | Buried Cable                      | <ul style="list-style-type: none"><li>Runs along south side of SR 408 from approximately SR 408 Baseline STA 738 to STA 750</li><li>Runs along north side of E. Colonial Dr. from approximately SR 50 Baseline STA 5000 to STA 5003</li><li>Runs along north side of E. Colonial Dr. from approximately SR 50 Baseline STA 5000 to STA 5030</li><li>Runs along south side of E. Colonial Dr. from approximately SR 50 Baseline STA 5000 to STA 5030</li><li>Crosses perpendicular to SR 408 at approximately SR 50 Baseline STA 5019</li><li>Crosses perpendicular to SR 408 at approximately SR 50 Baseline STA 1060</li><li>Runs along east side of Woodbury Rd. from approximately Woodbury Rd Baseline STA 2000 to STA 2009</li><li>Runs along east side of Woodbury Rd. from approximately Woodbury Rd Baseline STA 2021 to STA 2029</li><li>Runs along west side of Woodbury Rd. from approximately Woodbury Rd Baseline STA 2009 to STA 2030</li><li>Runs along west side of Woodbury Rd. from approximately Woodbury Rd Baseline STA 2036 to STA 2040</li><li>Runs along west side of Avalon Park Blvd. from approximately Avalon Park Blvd Baseline STA 3000 to STA 3011</li><li>Runs along east side of Avalon Park Blvd. from approximately Avalon Park Blvd Baseline STA 3000 to STA 3015</li><li>Runs along west side of Avalon Park Blvd. from approximately Avalon Park Blvd Baseline STA 3011 to STA 3019</li><li>Runs along east side of Chuluota Rd. from approximately Chuluota Road Extension Baseline STA 4034 to STA 4037</li></ul> |
| Central Florida Expressway Authority<br>Vu Vu (407) 843-5120           | Fiber Optics                          | No Response                       | No Response   |
| Centurylink<br>George Mcelvain (303) 992-9931                          | Telephone                             | No Response                       | No Response   |
| Charter Communications<br>Marvin Usry Jr (407) 532-8509                | Internet, Cable T.V.,<br>Phone, Fiber | No Response                       | No Response   |
| City of Orlando – Wastewater<br>David Breitrick (407) 246-3525         | Wastewater/<br>Reclaim Water          | No Response                       | No Response   |
| Comcast Cable Communications<br>Wade Mathews (352) 516-3824            | CATV                                  | No Response                       | No Response   |
| Duke Energy<br>Megan Vonstetina (727) 893-9394                         | Electric/Transmission                 | OE 69kV (FTR)<br>OE 230 kV (SPBX) | <ul style="list-style-type: none"><li>Runs along north side of SR 408 from approximately SR 408 Baseline STA 443+60 to STA 457+91</li><li>Crosses perpendicular to SR 408 at approximately SR 408 Baseline STA 1055</li></ul>   |
| Duke Energy<br>Megan Vonstetina (727) 893-9394                         | Fiber                                 | No Response                       | No Response   |
| Fibernet Direct<br>Danny Haskett (305) 552-2931                        | Fiber                                 | Fiber                             | <ul style="list-style-type: none"><li>Runs along north/west and south/east side of the existing SR 408 from approximately SR 408 Baseline STA 355 to STA 1060</li><li>Crosses perpendicular the proposed SR 408 eastern extension mainline approximately from SR 408 Baseline STA 385 to STA 403 and STA 408</li><li>Crosses perpendicular the existing SR 408 approximately at SR 408 Baseline STA 1043 and STA 1048</li><li>Runs along the west side of Avalon Park Boulevard approximately from Avalon Park Blvd Baseline STA 3000 to STA 3020</li><li>Runs along the east side of Avalon Park Boulevard approximately from Avalon Park Blvd Baseline STA 3010 to STA 3020</li></ul>   |
| Lovelace Gas Service<br>Garry Lovelace (407) 277-2966                  | Gas                                   |                                   | <ul style="list-style-type: none"><li>No existing utilities located within the project limits</li></ul>   |
| MCI<br>Dean Boyers (469) 886-4238                                      | Communications/<br>Fiber Optic        | No Response                       | No Response   |
| Orange County Public Works<br>Roger Smith (407) 836-6869               | Traffic Signals & Fiber               | No Response                       | No Response   |
| Orange County Utilities – Waste Water<br>David Shorette (407) 254-9764 | Wastewater                            | No Response                       | No Response   |

**Table C-1 - Existing Utilities (Continued)**

| Utility &<br>Contact Information                             | Utility Type              | Description              | Remarks  |
|--|---------------------------|--------------------------|--|
| Orange County Utilities<br>Marc Brown (407) 836-6869         | Water                     | 4" PVC Force Main        | <ul style="list-style-type: none"><li>Runs perpendicular to the SR 408 eastern extension at approximately SR 408 Baseline STA 456 (runs along the east side of Lone Palm Road)</li><li>Runs along Woodbury Road on the east side approximately from Woodbury Rd Baseline STA 2020 to 2027</li><li>Crosses Woodbury Road at approximately Woodbury Rd Baseline STA 2020</li><li>Runs across Old Cheney Highway at Chuluota Road Extension STA 4500</li><li>Runs along Columbia School Road approximately from Chuluota Road Extension STA 4032 to East River High School entry</li></ul>  |
|  |                           | 6" PVC Force Main        | <ul style="list-style-type: none"><li>Runs perpendicular to Woodbury road at approximately Woodbury Rd Baseline STA 2000</li></ul>   |
|  |                           | 8" PVC Force Main        | <ul style="list-style-type: none"><li>Runs along the north of existing SR 408 from approximately SR 408 Baseline STA 352 to STA 370</li><li>Runs perpendicular to the proposed SR 408 eastern extension at approximately SR 408 Baseline STA 441 (runs along the east side of Bridgeway Boulevard)</li><li>Runs perpendicular to the proposed SR 408 eastern extension at approximately SR 408 Baseline STA 477 (runs along Pel Street)</li></ul>  |
|  |                           | 12" PVC Force Main       | <ul style="list-style-type: none"><li>Runs along the west side of Avalon Park Boulevard approximately from Avalon Park Blvd Baseline STA 3012 to STA 3020</li></ul>  |
| Orange County Utilities<br>Marc Brown (407) 836-6869         | Water                     | 16" PVC Force Main       | <ul style="list-style-type: none"><li>Runs along Old Cheney Highway and crosses the proposed SR 408 eastern extension approximately from SR 408 Baseline STA 531 to STA 536 (Sunflower Trail)</li><li>Crosses perpendicular Woodbury Road at approximately Woodbury Rd Baseline STA 2020</li></ul>   |
|  |                           | 24" PVC Force Main       | <ul style="list-style-type: none"><li>Runs along the south side of Old Cheney Highway and crosses the proposed SR 408 eastern extension approximately SR 408 Baseline STA 548 to STA 554</li></ul>   |
|  |                           | 8" PVC Gravity Main      | <ul style="list-style-type: none"><li>Runs perpendicular to the proposed SR 408 eastern extension at approximately SR 408 Baseline STA 477 (runs along Pel Street)</li><li>Runs along Avalon Park Boulevard approximately from Avalon Park Blvd Baseline STA 3007 to STA 3016</li><li>Runs perpendicular to Avalon Park Boulevard approximately at Avalon Park Blvd Baseline STA 3007 and at STA 3016</li><li>Runs along the east side of Woodbury Road approximately from Avalon Park Blvd Baseline STA 2035 to STA 2040</li><li>Runs along Old Cheney Highway approximately from Chuluota Road Extension Baseline STA 4500 to STA 4509</li><li>Crosses the proposed Chuluota Road Extension approximately at Chuluota Road Extension Baseline STA 4034 to STA 4032</li></ul> |
|  |                           | 8" PVC Water Main        | <ul style="list-style-type: none"><li>Runs along west side of Woodbury Road approximately from Woodbury Rd Baseline STA 2034 to STA 2040</li></ul>   |
|  |                           | 10" PVC Water Main       | <ul style="list-style-type: none"><li>Runs perpendicular to the proposed SR 408 eastern extension at approximately SR 408 Baseline STA 441 (runs along the west side of Bridgeway Boulevard)</li></ul>   |
|  |                           | 12" PVC Water Main       | <ul style="list-style-type: none"><li>Runs perpendicular to the proposed SR 408 eastern extension at approximately SR 408 Baseline STA 456 (runs along the west side of Lone Palm Road)</li><li>Runs on the east side of Avalon Park Boulevard approximately from Avalon Park Blvd Baseline STA 3006 to STA 3020</li></ul>   |
|  |                           | 16" PVC Water Main       | <ul style="list-style-type: none"><li>Runs along Columbia School Road approximately from Chuluota Rd Extension Baseline STA 4032 to STA 4037</li></ul>   |
|  |                           | 24" DI Water Main        | <ul style="list-style-type: none"><li>Runs along Old Cheney Highway and crosses the proposed SR 408 eastern extension approximate from SR 408 Baseline STA 532 to STA 537 and STA 548 to STA 554</li><li>Runs perpendicular to the proposed SR 408 eastern extension approximately at SR 408 Baseline STA 382 (runs on the east side of Woodbury Road)</li><li>Runs along the east side of Woodbury road from approximately Woodbury Rd Baseline STA 2000 to STA 2040</li></ul>  |
|  |                           | Pump Station F3051       | <ul style="list-style-type: none"><li>Located at Avalon Park Boulevard approximately at Avalon Park Blvd Baseline STA 3012</li></ul>   |
|  |                           | Pump Station F3102       | <ul style="list-style-type: none"><li>Located at Old Cheney Highway approximately at Chuluota Rd Extension Baseline STA 4500</li></ul>   |
| Orlando Telephone Company Inc<br>Jack Leopard (407) 996-6297 | Fiber Optics              | Underground FOC          | <ul style="list-style-type: none"><li>Runs perpendicular to the proposed SR 408 eastern extension at approximately SR 408 Baseline STA 496 (runs along the west side of Avalon Park Blvd), SR 408 Baseline STA 517 (runs along the west side of Caudle Street)</li><li>Runs on the north side of SR 50 from SR 50 Baseline STA 5000 to STA 5030</li></ul>  |
| OUC Transmission<br>Adonis Willis (407) 434-4134             | Electric/<br>Transmission | Transmission Lines       | <ul style="list-style-type: none"><li>No response but crosses perpendicular SR 408 at approximately SR 408 Baseline STA 648+50</li></ul>   |
| Teco Peoples Gas<br>Deborah Frazier (407) 420-6609           | Gas                       | 2" Coated Steel Gas line | <ul style="list-style-type: none"><li>Runs along approximately SR 408 Baseline STA 440 to STA 442 (along Bridgeway Boulevard)</li><li>Runs along the south side of the SR 408 eastern extension along Woodbury Road approximately Woodbury Rd Baseline STA 2000 to 2002</li></ul>  |

## APPENDIX D – FEMA FIRM MAPS



possible updated or additional flood hazard information.

To obtain more detailed information in areas where **Base Flood Elevations (BFEs)** and/or **floodways** have been determined, users are encouraged to consult the Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

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Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

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The **projection** used in the preparation of this map was State Plane Florida East FIPS Zone 0901. The **horizontal datum** was NAD83, GRS1980 spheroid. Differences in datum, spheroid, projection or UTM zones used in the production of FIRM for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

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National Geodetic Survey, NOAA  
Silver Spring Metro Center  
1315 East-West Highway  
Silver Spring, Maryland 20910  
(301) 713-3191

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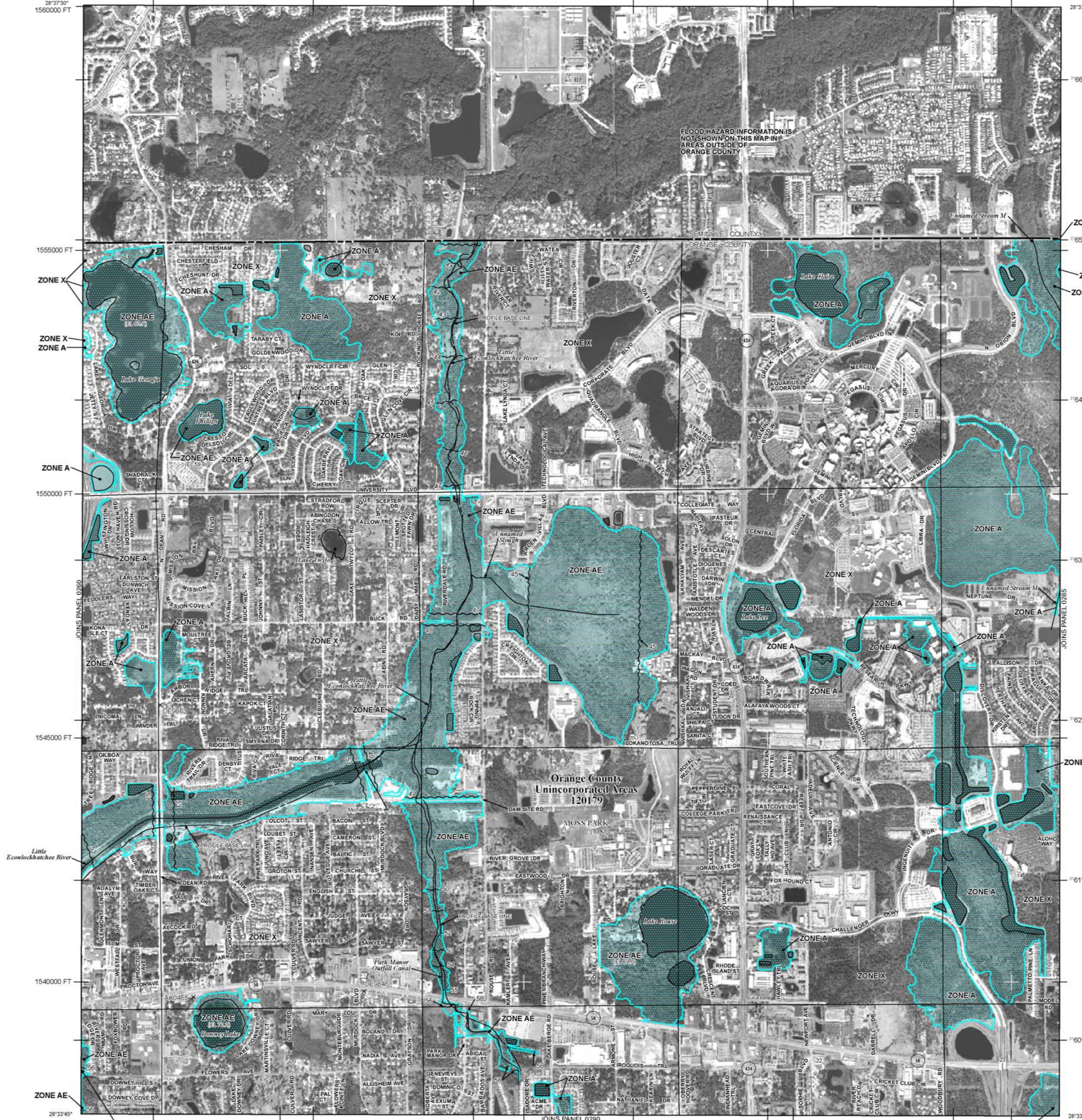
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Contact the **FEMA Map Service Center** at 1-800-358-9616 for information on available products associated with this FIRM. Available products may include previously issued Letters of Map Change, a Flood Insurance Study report, and/or digital versions of this map. The FEMA Map Service Center may also be reached by Fax at 1-800-358-9620 and its website at <http://www.msc.fema.gov>.

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| NOGVD29 to NAVD88 Vertical Datum Conversion Table (feet) |                    |                    |                    |                |
|--|--------------------|--------------------|--------------------|----------------|
| Watershed Name   | Minimum Conversion | Maximum Conversion | Average Conversion | Maximum Offset |
| Big Econlockhatchee River                                | -1.03              | -1.15              | -1.09              | 0.06           |
| Boggy Creek  | -0.91              | -1.01              | -0.96              | 0.05           |
| Cypress Creek  | -0.87              | -0.91              | -0.89              | 0.02           |
| Howell Branch  | -0.96              | -1.05              | -0.98              | 0.07           |
| Lake Apopka  | -0.87              | -0.97              | -0.91              | 0.06           |
| Lake Hart  | -0.97              | -1.07              | -1.02              | 0.05           |
| Little Econlockhatchee River                             | -0.92              | -1.07              | -1.01              | 0.09           |
| Little Wekiva River                                      | -0.91              | -1.02              | -0.95              | 0.07           |
| Reedy Creek  | -0.86              | -0.89              | -0.88              | 0.02           |
| Shingle Creek  | -0.88              | -0.95              | -0.91              | 0.04           |
| St. Johns River  | -1.06              | -1.33              | -1.19              | 0.14           |
| Wekiva River   | -0.88              | -1.01              | -0.94              | 0.07           |



**ZONE A** No Base Flood Elevations determined.

**ZONE AE** Base Flood Elevations determined.

**ZONE AH** Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.

**ZONE AO** Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.

**ZONE AR** Area of special flood hazard formerly protected from the 1% annual chance flood event by a flood control system that was subsequently deteriorated. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.

**ZONE A99** Areas to be protected from 1% annual chance flood event by a Federal flood protection system under construction; no Base Flood Elevations determined.

**ZONE V** Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.

**ZONE VE** Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

**FLOODWAY AREAS IN ZONE AE**

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

**OTHER FLOOD AREAS**

**ZONE X** Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

**OTHER AREAS**

**ZONE X** Areas determined to be outside the 0.2% annual chance floodplain.

**ZONE D** Areas in which flood hazards are undetermined, but possible.

**COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS**

**OTHERWISE PROTECTED AREAS (OPAs)**

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

1% annual chance floodplain boundary

0.2% annual chance floodplain boundary

Floodway boundary

Zone D boundary

CBRS and OPA boundary

Boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.

513 (EL 987)

Base Flood Elevation line and value; elevation in feet\*

Base Flood Elevation value where uniform within zone; elevation in feet\*

\* Referenced to the North American Vertical Datum of 1988 (NAVD 88)

A A Cross section line

25 25 Transient line

Geographic coordinates referenced to the North American Datum of 1983 (NAD 83), Western Hemisphere

47°50'00"E

6000000 FT

DX5510, X

M1.5

MAP REPOSITORIES

Refer to Map Repositories list on Map Index

EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP

DECEMBER 6, 2000

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL

SEPTEMBER 25, 2009 - To update corporate limits, to change Base Flood Elevations, to add Special Flood Hazard Areas, to change Special Flood Hazard Areas, to delete Special Flood Hazard Areas, to update map format, to add roads and road names, to incorporate previously issued Letters of Map Revision, to reflect updated topographic information, and to incorporate previously issued Letters of Map Amendment.

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6629.

MAP SCALE 1" = 1000'

500 0 500 1,000 1,500 2,000 FEET

500 0 500 1,000 1,500 2,000 METERS

**NFIP**

**PANEL 0280F**

**FIRM**

**FLOOD INSURANCE RATE MAP**

**ORANGE COUNTY, FLORIDA**

**AND INCORPORATED AREAS**

**PANEL 280 OF 750**

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY NUMBER PANEL SUFFIX

ORANGE COUNTY 120179 0280 F

Notice to User: The Map Number shown below should be used when playing map order, the Community Number shown above should be used on insurance applications for the subject community.

**MAP NUMBER**

**12095C0280F**

**B-1**

**NATIONAL FLOOD INSURANCE PROGRAM**



For more detailed information in areas where **Base Flood Elevations (BFEs)** and/or **floodways** have been determined, users are encouraged to consult the Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

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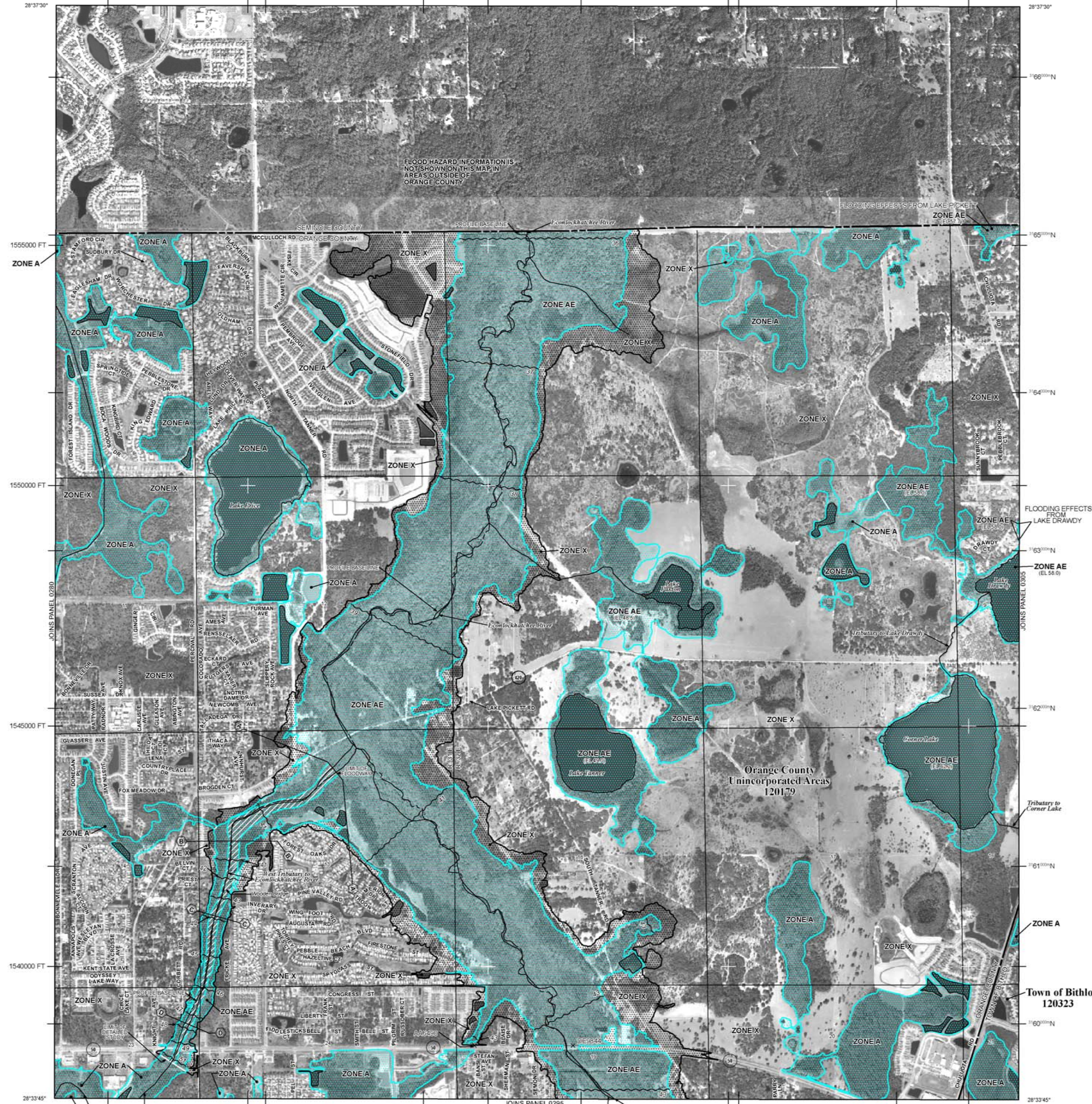
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|---|--------------------|--------------------|--------------------|----------------|
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| Shingle Creek   | -0.88              | -0.95              | -0.91              | 0.04           |
| St. Johns River   | -1.06              | -1.33              | -1.19              | 0.14           |
| Wekiva River  | -0.88              | -1.01              | -0.94              | 0.07           |



**ZONE A** No Base Flood Elevations determined.

**ZONE AE** Base Flood Elevations determined.

**ZONE AH** Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.

**ZONE AO** Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.

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**ZONE A99** Areas to be protected from 1% annual chance flood event by a Federal flood protection system under construction; no Base Flood Elevations determined.

**ZONE V** Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.

**ZONE VE** Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

**FLOODWAY AREAS IN ZONE AE**

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

**OTHER FLOOD AREAS**

**ZONE X** Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

**OTHER AREAS**

**ZONE X** Areas determined to be outside the 0.2% annual chance floodplain.

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**COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS**

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1% annual chance floodplain boundary

0.2% annual chance floodplain boundary

Floodway boundary

Zone D boundary

CBRS and OPA boundary

Boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.

Base Flood Elevation line and value; elevation in feet\*

Base Flood Elevation value where uniform within zone; elevation in feet\*

\* Referenced to the North American Vertical Datum of 1988 (NAVD 88)

Cross section line

Transect line

Geographic coordinates referenced to the North American Datum of 1983 (NAD 83), Western Hemisphere

1000-meter Universal Transverse Mercator grid ticks, zone 17

5000-foot grid values: Florida State plane coordinate system, East Zone (FIPS2000 = 901), Transverse Mercator projection

Bench mark (see explanation in Notes to Users section of this FIRM panel)

River Mile

MAP REPOSITORIES

Refer to Map Repositories list on Map Index

EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP

DECEMBER 6, 2000

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL

SEPTEMBER 25, 2009 - to update corporate limits to show Base Flood Elevations, to add Base Flood Elevations, to add Special Flood Hazard Areas, to change Special Flood Hazard Areas, to delete Special Flood Hazard Areas, to update map format, to add roads and road names, to incorporate previously issued Letters of Map Revision, to reflect updated topographic information, and to incorporate previously issued Letters of Map Amendment.

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500 0 500 1,000 1,500 2,000 FEET

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**NFIP**

**PANEL 0285F**

**FIRM**

**FLOOD INSURANCE RATE MAP**

**ORANGE COUNTY, FLORIDA**

**AND INCORPORATED AREAS**

**PANEL 285 OF 750**

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

| COMMUNITY                     | NUMBER | PANEL | SUFFIX |
|-------------------------------|--------|-------|--------|
| BITHLO, TOWN OF ORANGE COUNTY | 120323 | 0285  | F      |
|                               | 120179 | 0285  | F      |

Notice to User: The Map Number shown below should be used when playing map order, the Community Number shown above should be used on insurance applications for the subject community.

**MAP NUMBER**

**12095C0285F**

**B-2**



to obtain more detailed information in areas where Base Flood Elevations (BFEs) and/or floodways have been determined, users are encouraged to consult the Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

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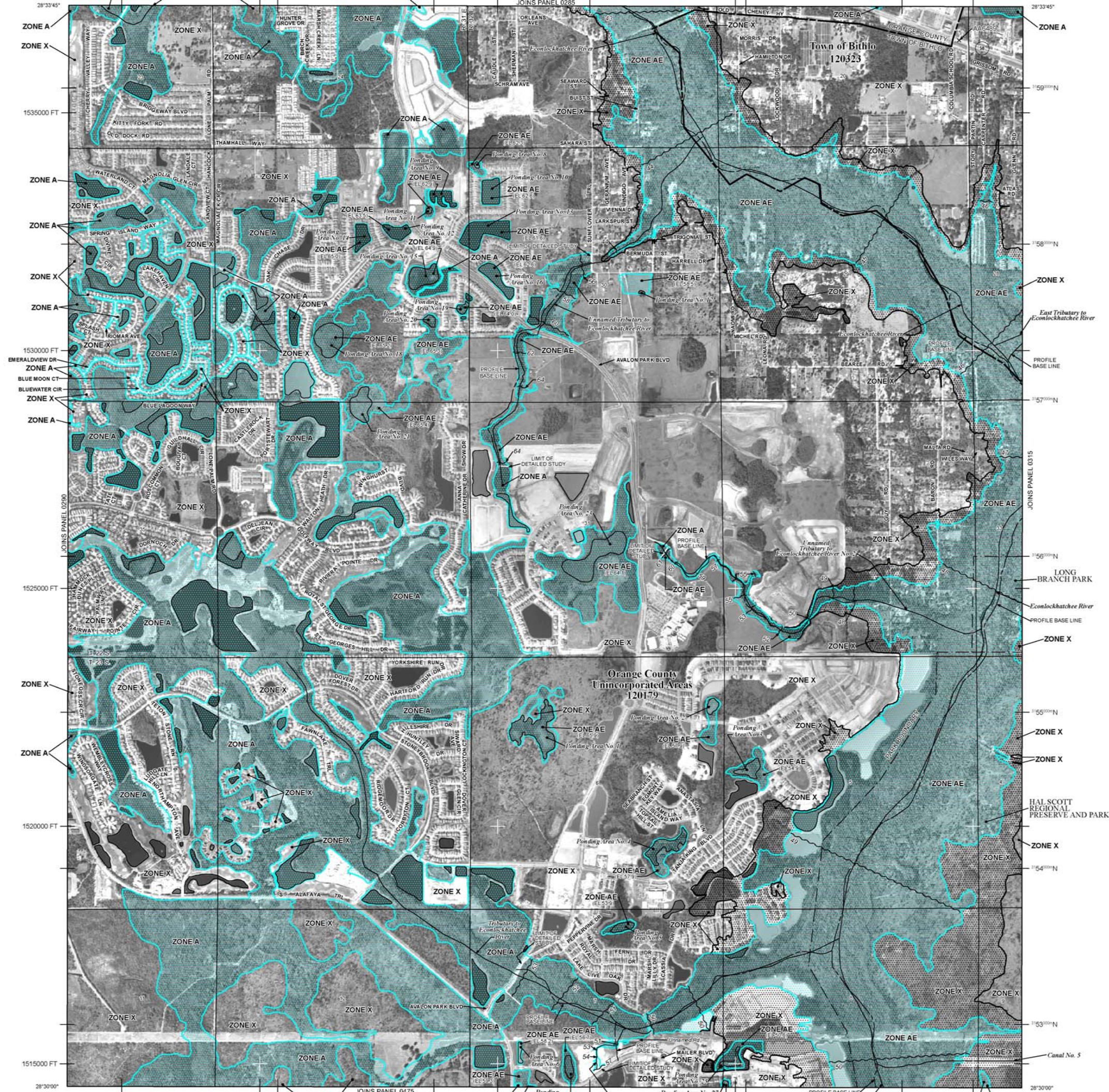
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If you have questions about this map or questions concerning the National Flood Insurance Program in general, please call 1-877-FEMA MAP (1-877-336-2827) or visit the FEMA website at <http://www.fema.gov/business/nfip/>.

| NOVD29 to NAVD88 Vertical Datum Conversion Table (feet) |                    |                    |                    |                |
|---|--------------------|--------------------|--------------------|----------------|
| Watershed Name  | Minimum Conversion | Maximum Conversion | Average Conversion | Maximum Offset |
| Big Econlockhatchee River                               | -1.03              | -1.15              | -1.09              | 0.08           |
| Boggy Creek   | -0.91              | -1.01              | -0.96              | 0.05           |
| Cypress Creek   | -0.87              | -0.91              | -0.89              | 0.02           |
| Howell Branch   | -0.96              | -1.05              | -0.98              | 0.07           |
| Lake Apopka   | -0.87              | -0.97              | -0.91              | 0.06           |
| Lake Hart   | -0.97              | -1.07              | -1.02              | 0.05           |
| Little Econlockhatchee River                            | -0.92              | -1.07              | -1.01              | 0.09           |
| Little Wekiva River                                     | -0.91              | -1.02              | -0.95              | 0.07           |
| Reedy Creek   | -0.86              | -0.89              | -0.88              | 0.02           |
| Shingle Creek   | -0.88              | -0.95              | -0.91              | 0.04           |
| St. Johns River   | -1.06              | -1.33              | -1.19              | 0.14           |
| Wekiva River  | -0.88              | -1.01              | -0.94              | 0.07           |



**ZONE A** No Base Flood Elevations determined.

**ZONE AE** Base Flood Elevations determined.

**ZONE AH** Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.

**ZONE AO** Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.

**ZONE AR** Area of special flood hazard formerly protected from the 1% annual chance flood event by a flood control system that was subsequently deteriorated. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.

**ZONE A99** Areas to be protected from 1% annual chance flood event by a Federal flood protection system under construction; no Base Flood Elevations determined.

**ZONE V** Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.

**ZONE VE** Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

**FLOODWAY AREAS IN ZONE AE**

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

**OTHER FLOOD AREAS**

**ZONE X** Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

**OTHER AREAS**

**ZONE X** Areas determined to be outside the 0.2% annual chance floodplain.

**ZONE D** Areas in which flood hazards are undetermined, but possible.

**COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS**

**OTHERWISE PROTECTED AREAS (OPAs)**

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

1% annual chance floodplain boundary

0.2% annual chance floodplain boundary

Floodway boundary

Zone D boundary

CBRS and OPA boundary

Boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.

Base Flood Elevation line and value; elevation in feet\*

Base Flood Elevation value where uniform within zone; elevation in feet\*

\* Referenced to the North American Vertical Datum of 1988 (NAVD 88)

Cross section line

Transit line

Geographic coordinates referenced to the North American Datum of 1983 (NAD 83), Western Hemisphere

47°50'00"E

6000000 FT

DX5510, X

M1.5

MAP REPOSITORIES

Refer to Map Repositories list on Map Index

EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP

DECEMBER 6, 2000

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL

SEPTEMBER 25, 2009: to update corporate limits, to change Base Flood Elevations, to add Base Flood Elevations, to add Special Flood Hazard Areas, to change Special Flood Hazard Areas, to delete Special Flood Hazard Areas, to update map format, to add roads and road names, to incorporate previously issued Letters of Map Revision, to reflect updated topographic information, and to incorporate previously issued Letters of Map Amendment.

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 1000'

500 0 500 1,000 1,500 2,000 FEET

500 0 500 1,000 1,500 2,000 METERS

**NFIP**

**PANEL 0295F**

**FIRM**

**FLOOD INSURANCE RATE MAP**

**ORANGE COUNTY, FLORIDA**

**AND INCORPORATED AREAS**

**PANEL 295 OF 750**

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY NUMBER PANEL SUFFIX

BITHLO TOWN OF 120323 0295 F

ORANGE COUNTY 120179 0295 F

Notice to User: The Map Number shown below should be used when playing map series; the Community Number shown above should be used on insurance applications for the subject community.

**MAP NUMBER**

**12095C0295F**

**B-3**



To obtain more detailed information in areas where **Base Flood Elevations (BFEs)** and/or **floodways** have been determined, users are encouraged to consult the Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures**. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

The **projection** used in the preparation of this map was State Plane Florida East FIPS Zone 0501. The **horizontal datum** was NAD83, GRS1980 spheroid. Differences in datum, spheroid, projection or UTM zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same **vertical datum**. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at <http://www.ngs.noaa.gov/>, or contact the National Geodetic Survey at the following address:

Spatial Reference System Division  
National Geodetic Survey, NOAA  
Silver Spring Metro Center  
1315 East-West Highway  
Silver Spring, Maryland 20910  
(301) 713-3191

To obtain current elevation, description, and/or location information for **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at (301) 713-3242 or visit its website at <http://www.ngs.noaa.gov/>.

**Base map** information shown on this FIRM was provided in digital format by Orange County, Florida.

This map reflects more detailed and up-to-date **stream channel configurations** than those shown on the previous FIRM for this jurisdiction. The floodplains and floodways that were transferred from the previous FIRM may have been adjusted to conform to these new stream channel configurations. As a result, the Flood Profiles and Floodway Data tables in the Flood Insurance Study report (which contains authoritative hydraulic data) may reflect stream channel distances that differ from what is shown on this map.

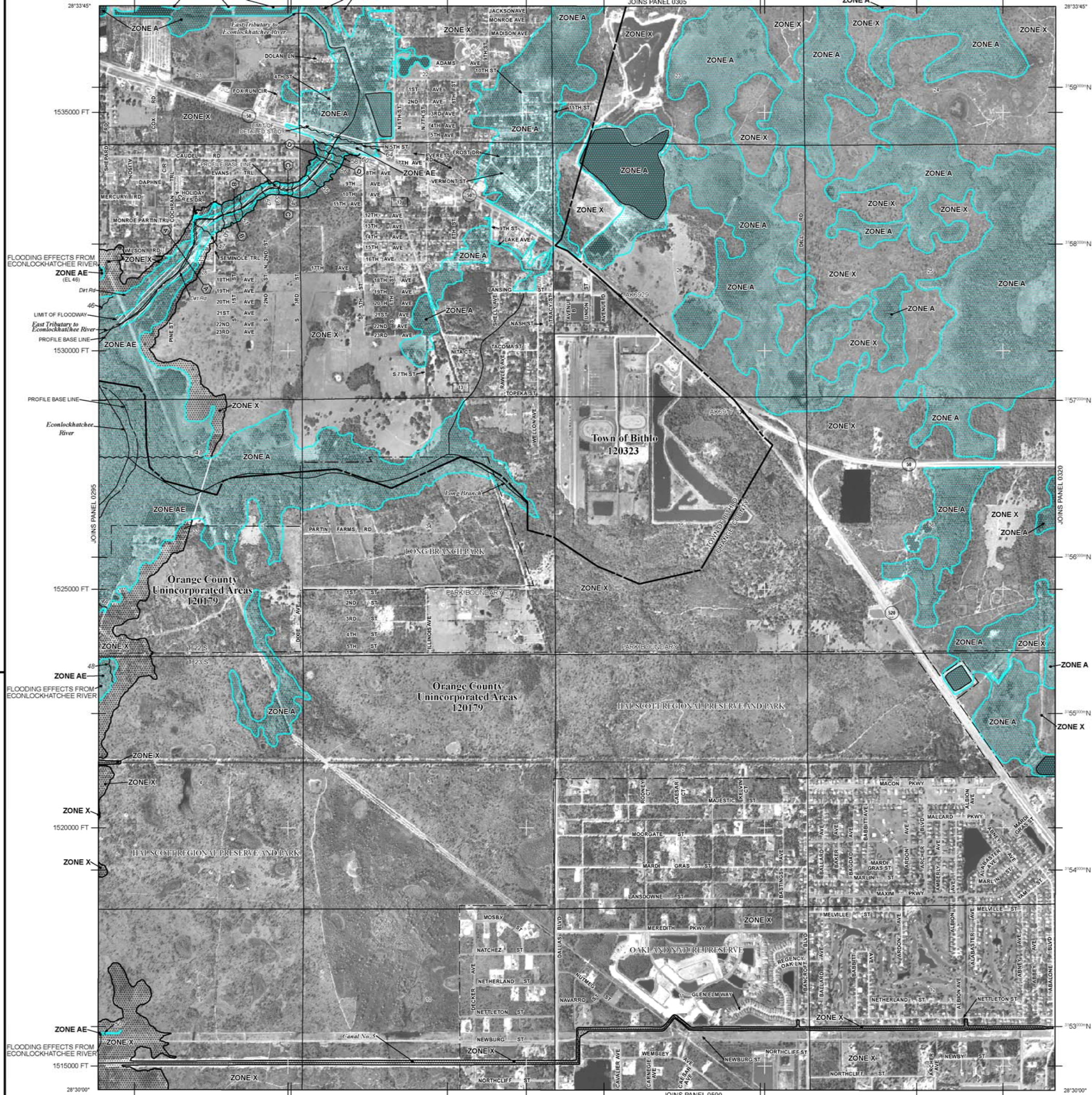
**Corporate limits** shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

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| Lake Apopka  | -0.87              | -0.97              | -0.91              | 0.06           |
| Lake Hart  | -0.97              | -1.07              | -1.02              | 0.05           |
| Little Econlockhatchee River                             | -0.92              | -1.07              | -1.01              | 0.09           |
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**OTHER AREAS**

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1% annual chance floodplain boundary

0.2% annual chance floodplain boundary

Floodway boundary

Zone D boundary

CBRS and OPA boundary

Boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.

Base Flood Elevation line and value; elevation in feet\*

Base Flood Elevation value where uniform within zone; elevation in feet\*

\* Referenced to the North American Vertical Datum of 1988 (NAVD 88)

Cross section line

Transit line

Geographic coordinates referenced to the North American Datum of 1983 (NAD 83), Western Hemisphere

1000-meter Universal Transverse Mercator grid ticks, zone 17

5000-foot grid values: Florida State Plane coordinate system, East Zone (FIPSZONE = 901), Transverse Mercator projection

Bench mark (see explanation in Notes to Users section of this FIRM panel)

River Mile

MAP REPOSITORIES

Refer to Map Repositories list on Map Index

EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP

DECEMBER 6, 2000

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL

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500 0 500 1,000 1,500 2,000 FEET

500 0 500 1,000 1,500 2,000 METERS

**NFIP**

**PANEL 0315F**

**FIRM**

**FLOOD INSURANCE RATE MAP**

**ORANGE COUNTY, FLORIDA**

**AND INCORPORATED AREAS**

**PANEL 315 OF 750**

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

| COMMUNITY       | NUMBER | PANEL | SUFFIX |
|-----------------|--------|-------|--------|
| BITHLO, TOWN OF | 120323 | 0315  | F      |
| ORANGE COUNTY   | 120179 | 0315  | F      |

Notice to User: The Map Number shown below should be used when playing map order, the Community Number shown above should be used on insurance applications for the subject community.

**MAP NUMBER**

**12095C0315F**

**B-4**































## APPENDIX E – TRAFFIC

**A.M. Peak – Synchro Output**

# Lanes, Volumes, Timings

## 3: Woodbury Rd & SR 50

8/22/2016

|                         |  |    |  |  |    |   |   |    |  |    |  |  |
|-------------------------|---|---|---|---|---|--|---|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR  | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |  |    |  |  |    |  |  |   |   |   |  |   |
| Volume (vph)            | 77  | 688   | 75  | 192   | 1309  | 358  | 183   | 277   | 225   | 19  | 23  | 15  |
| Satd. Flow (prot)       | 1770  | 5085  | 1583  | 1770  | 5085  | 1583   | 1770  | 3302  | 0   | 3433  | 1753  | 0   |
| Flt Permitted           | 0.950   |   |   | 0.950   |   |  | 0.950   |   |   | 0.950   |   |   |
| Satd. Flow (perm)       | 1770  | 5085  | 1583  | 1770  | 5085  | 1583   | 1770  | 3302  | 0   | 3433  | 1753  | 0   |
| Satd. Flow (RTOR)       |   |   | 103   |   |   | 242  |   | 119   |   |   | 14  |   |
| Peak Hour Factor        | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92   | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  |
| Shared Lane Traffic (%) |   |   |   |   |   |  |   |   |   |   |   |   |
| Lane Group Flow (vph)   | 84  | 748   | 82  | 209   | 1423  | 389  | 199   | 546   | 0   | 21  | 41  | 0   |
| Turn Type               | Prot  | NA  | Perm  | Prot  | NA  | Perm   | Prot  | NA  |   | Prot  | NA  |   |
| Protected Phases        | 5   | 2   |   | 1   | 6   |  | 3   | 8   |   | 7   | 4   |   |
| Permitted Phases        |   |   | 2   |   |   | 6  |   |   |   |   |   |   |
| Total Split (s)         | 26.0  | 64.0  | 64.0  | 46.0  | 84.0  | 84.0   | 45.0  | 60.0  |   | 10.0  | 25.0  |   |
| Total Lost Time (s)     | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0  | 4.0   | 4.0   |   | 4.0   | 4.0   |   |
| Act Effect Green (s)    | 22.0  | 60.0  | 60.0  | 42.0  | 80.0  | 80.0   | 41.0  | 56.0  |   | 6.0   | 21.0  |   |
| Actuated g/C Ratio      | 0.12  | 0.33  | 0.33  | 0.23  | 0.44  | 0.44   | 0.23  | 0.31  |   | 0.03  | 0.12  |   |
| v/c Ratio               | 0.39  | 0.44  | 0.14  | 0.51  | 0.63  | 0.46   | 0.49  | 0.49  |   | 0.18  | 0.19  |   |
| Control Delay           | 78.7  | 47.9  | 3.6   | 64.5  | 28.6  | 7.1  | 65.4  | 40.5  |   | 88.5  | 53.0  |   |
| Queue Delay             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   |   | 0.0   | 0.0   |   |
| Total Delay             | 78.7  | 47.9  | 3.6   | 64.5  | 28.6  | 7.1  | 65.4  | 40.5  |   | 88.5  | 53.0  |   |
| LOS                     | E   | D   | A   | E   | C   | A  | E   | D   |   | F   | D   |   |
| Approach Delay          |   | 46.8  |   |   | 28.2  |  |   | 47.1  |   |   | 65.0  |   |
| Approach LOS            |   | D   |   |   | C   |  |   | D   |   |   | E   |   |

### Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 71 (39%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Control Type: Pretimed

Maximum v/c Ratio: 0.63

Intersection Signal Delay: 37.1









Intersection LOS: D

Intersection Capacity Utilization 56.4%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Woodbury Rd & SR 50

|  |  |   |  |
|--|--|---|--|
|  $\phi 1$ |  $\phi 2$ (R) |  $\phi 3$ |  $\phi 4$ |
| 46 s   | 64 s   | 45 s  | 25 s   |
|  $\phi 5$ |  $\phi 6$ (R) |  $\phi 7$ |  $\phi 8$ |
| 26 s   | 84 s   | 10 s  | 60 s   |

# Lanes, Volumes, Timings

## 6: SR 408 Off Ramp & SR 50

8/22/2016

|                         | →     | ↘    | ↙    | ←     | ↖     | ↗    |
|-------------------------|-------|------|------|-------|-------|------|
| Lane Group              | EBT   | EBR  | WBL  | WBT   | NBL   | NBR  |
| Lane Configurations     | ↑↑↑   |      |      | ↑↑↑   | ↘↘    | ↗    |
| Volume (vph)            | 688   | 0    | 0    | 2699  | 40    | 399  |
| Satd. Flow (prot)       | 5085  | 0    | 0    | 5085  | 3433  | 1583 |
| Flt Permitted           |       |      |      |       | 0.950 |      |
| Satd. Flow (perm)       | 5085  | 0    | 0    | 5085  | 3433  | 1583 |
| Satd. Flow (RTOR)       |       |      |      |       |       | 269  |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92 | 0.92  | 0.92  | 0.92 |
| Shared Lane Traffic (%) |       |      |      |       |       |      |
| Lane Group Flow (vph)   | 748   | 0    | 0    | 2934  | 43    | 434  |
| Turn Type               | NA    |      |      | NA    | Prot  | Prot |
| Protected Phases        | 2     |      |      | 2     | 8     | 8    |
| Permitted Phases        |       |      |      |       |       |      |
| Total Split (s)         | 129.0 |      |      | 129.0 | 51.0  | 51.0 |
| Total Lost Time (s)     | 4.0   |      |      | 4.0   | 4.0   | 4.0  |
| Act Effect Green (s)    | 125.0 |      |      | 125.0 | 47.0  | 47.0 |
| Actuated g/C Ratio      | 0.69  |      |      | 0.69  | 0.26  | 0.26 |
| v/c Ratio               | 0.21  |      |      | 0.83  | 0.05  | 0.71 |
| Control Delay           | 7.4   |      |      | 37.6  | 50.1  | 29.0 |
| Queue Delay             | 0.0   |      |      | 2.3   | 0.0   | 0.0  |
| Total Delay             | 7.4   |      |      | 39.8  | 50.1  | 29.0 |
| LOS                     | A     |      |      | D     | D     | C    |
| Approach Delay          | 7.4   |      |      | 39.8  | 30.9  |      |
| Approach LOS            | A     |      |      | D     | C     |      |

### Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green

Control Type: Pretimed

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 33.0





Intersection LOS: C

Intersection Capacity Utilization 62.1%

ICU Level of Service B

Analysis Period (min) 15

























Splits and Phases: 6: SR 408 Off Ramp & SR 50

|  |  |
|--|--|
|   02 (R) |  |
| 129 s  |  |
|  |   08 |
|  | 51 s   |

# Lanes, Volumes, Timings

## 9: Bonneville Dr & SR 50

8/22/2016

|                         |  |    |  |  |    |  |  |    |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |  |    |   |  |    |   |   |   |   |  |  |   |
| Volume (vph)            | 105   | 1055  | 39  | 10  | 2140  | 10  | 27  | 5   | 3   | 11  | 8   | 438   |
| Satd. Flow (prot)       | 1770  | 6376  | 0   | 1770  | 5080  | 0   | 0   | 1772  | 0   | 1770  | 1589  | 0   |
| Flt Permitted           | 0.950   |   |   | 0.950   |   |   |   | 0.426   |   | 0.745   |   |   |
| Satd. Flow (perm)       | 1770  | 6376  | 0   | 1770  | 5080  | 0   | 0   | 785   | 0   | 1388  | 1589  | 0   |
| Satd. Flow (RTOR)       |   | 7   |   |   | 1   |   |   | 3   |   |   | 147   |   |
| Peak Hour Factor        | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  |
| Shared Lane Traffic (%) |   |   |   |   |   |   |   |   |   |   |   |   |
| Lane Group Flow (vph)   | 114   | 1189  | 0   | 11  | 2337  | 0   | 0   | 37  | 0   | 12  | 485   | 0   |
| Turn Type               | Prot  | NA  |   | Prot  | NA  |   | Perm  | NA  |   | Perm  | NA  |   |
| Protected Phases        | 5   | 2   |   | 1   | 6   |   |   | 8   |   |   | 4   |   |
| Permitted Phases        |   |   |   |   |   |   | 8   |   |   | 4   |   |   |
| Total Split (s)         | 22.0  | 108.0   |   | 9.0   | 95.0  |   | 63.0  | 63.0  |   | 63.0  | 63.0  |   |
| Total Lost Time (s)     | 4.0   | 4.0   |   | 4.0   | 4.0   |   |   | 4.0   |   | 4.0   | 4.0   |   |
| Act Effct Green (s)     | 18.0  | 104.0   |   | 5.0   | 91.0  |   |   | 59.0  |   | 59.0  | 59.0  |   |
| Actuated g/C Ratio      | 0.10  | 0.58  |   | 0.03  | 0.51  |   |   | 0.33  |   | 0.33  | 0.33  |   |
| v/c Ratio               | 0.64  | 0.32  |   | 0.22  | 0.91  |   |   | 0.14  |   | 0.03  | 0.78  |   |
| Control Delay           | 107.8   | 17.9  |   | 90.9  | 27.9  |   |   | 41.4  |   | 41.5  | 47.6  |   |
| Queue Delay             | 0.0   | 0.0   |   | 0.0   | 0.0   |   |   | 0.0   |   | 0.0   | 2.4   |   |
| Total Delay             | 107.8   | 17.9  |   | 90.9  | 27.9  |   |   | 41.4  |   | 41.5  | 50.0  |   |
| LOS                     | F   | B   |   | F   | C   |   |   | D   |   | D   | D   |   |
| Approach Delay          |   | 25.8  |   |   | 28.2  |   |   | 41.4  |   |   | 49.8  |   |
| Approach LOS            |   | C   |   |   | C   |   |   | D   |   |   | D   |   |

### Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 85 (47%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Control Type: Pretimed

Maximum v/c Ratio: 0.91

Intersection Signal Delay: 30.1

Intersection LOS: C

Intersection Capacity Utilization 84.9%

ICU Level of Service E

Analysis Period (min) 15

























Splits and Phases: 9: Bonneville Dr & SR 50

|   |   |   |   |
|---|---|---|---|
|  |  |  |  |
| 9 s   | 108 s   |   | 63 s  |
|  |  |  |  |
| 22 s  | 95 s  |   | 63 s  |

# Lanes, Volumes, Timings

## 12: Bridgeway Blvd/Lake Pickett Rd & SR 50

8/22/2016

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |  |  |  |  |  |  |  |  |  |  |  |  |
| Volume (vph)            | 119   | 853   | 16  | 14  | 1454  | 70  | 139   | 29  | 6   | 52  | 6   | 637   |
| Satd. Flow (prot)       | 3433  | 5085  | 1583  | 1770  | 5085  | 1583  | 1681  | 1699  | 0   | 0   | 1538  | 1504  |
| Flt Permitted           | 0.950   |   |   | 0.950   |   |   | 0.950   | 0.971   |   |   | 0.993   |   |
| Satd. Flow (perm)       | 3433  | 5085  | 1583  | 1770  | 5085  | 1583  | 1681  | 1699  | 0   | 0   | 1538  | 1504  |
| Satd. Flow (RTOR)       |   |   | 55  |   |   | 79  |   | 2   |   |   | 134   | 134   |
| Peak Hour Factor        | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  |
| Shared Lane Traffic (%) |   |   |   |   |   |   | 37%   |   |   |   |   | 46%   |
| Lane Group Flow (vph)   | 129   | 927   | 17  | 15  | 1580  | 76  | 95  | 95  | 0   | 0   | 382   | 374   |
| Turn Type               | Prot  | NA  | Perm  | Prot  | NA  | Perm  | Split   | NA  |   | Split   | NA  | Perm  |
| Protected Phases        | 5   | 2   |   | 1   | 6   |   | 8   | 8   |   | 4   | 4   |   |
| Permitted Phases        |   |   | 2   |   |   | 6   |   |   |   |   |   | 4   |
| Total Split (s)         | 15.0  | 83.0  | 83.0  | 9.0   | 77.0  | 77.0  | 28.0  | 28.0  |   | 60.0  | 60.0  | 60.0  |
| Total Lost Time (s)     | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |   |   | 4.0   | 4.0   |
| Act Effct Green (s)     | 11.0  | 79.0  | 79.0  | 5.0   | 73.0  | 73.0  | 24.0  | 24.0  |   |   | 56.0  | 56.0  |
| Actuated g/C Ratio      | 0.06  | 0.44  | 0.44  | 0.03  | 0.41  | 0.41  | 0.13  | 0.13  |   |   | 0.31  | 0.31  |
| v/c Ratio               | 0.62  | 0.42  | 0.02  | 0.31  | 0.77  | 0.11  | 0.42  | 0.42  |   |   | 0.67  | 0.67  |
| Control Delay           | 129.1   | 13.4  | 0.1   | 122.2   | 73.9  | 22.0  | 78.1  | 76.3  |   |   | 40.7  | 40.3  |
| Queue Delay             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |   |   | 0.0   | 0.0   |
| Total Delay             | 129.1   | 13.4  | 0.1   | 122.2   | 73.9  | 22.0  | 78.1  | 76.3  |   |   | 40.7  | 40.3  |
| LOS                     | F   | B   | A   | F   | E   | C   | E   | E   |   |   | D   | D   |
| Approach Delay          |   | 27.1  |   |   | 72.0  |   |   | 77.2  |   |   | 40.5  |   |
| Approach LOS            |   | C   |   |   | E   |   |   | E   |   |   | D   |   |

### Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 97 (54%), Referenced to phase 2:EBT, Start of Green

Control Type: Pretimed

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 52.8









Intersection LOS: D

Intersection Capacity Utilization 69.2%

ICU Level of Service C

Analysis Period (min) 15




















Splits and Phases: 12: Bridgeway Blvd/Lake Pickett Rd & SR 50

|   |   |   |   |   |
|---|---|---|---|---|
|  |  |  |  |  |
| 9 s   | 83 s  |   | 60 s  | 28 s  |
|  |  |  |   |   |
| 15 s  | 77 s  |   |   |   |



Lanes, Volumes, Timings  
7: Pebble Beach Blvd & SR 50

8/22/2016

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |  |  |   |  |  |   |  |  |   |   |  |  |
| Volume (vph)            | 18  | 905   | 1   | 6   | 1453  | 5   | 3  | 1   | 1   | 13  | 0   | 78  |
| Satd. Flow (prot)       | 1770  | 5085  | 0   | 1770  | 5085  | 0   | 0  | 1760  | 0   | 0   | 1770  | 1583  |
| Flt Permitted           | 0.950   |   |   | 0.950   |   |   |  | 0.932   |   |   | 0.754   |   |
| Satd. Flow (perm)       | 1770  | 5085  | 0   | 1770  | 5085  | 0   | 0  | 1689  | 0   | 0   | 1405  | 1583  |
| Satd. Flow (RTOR)       |   |   |   |   | 1   |   |  | 1   |   |   |   |   |
| Peak Hour Factor        | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92   | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  |
| Shared Lane Traffic (%) |   |   |   |   |   |   |  |   |   |   |   |   |
| Lane Group Flow (vph)   | 20  | 985   | 0   | 7   | 1584  | 0   | 0  | 5   | 0   | 0   | 14  | 85  |
| Turn Type               | Prot  | NA  |   | Prot  | NA  |   | Perm   | NA  |   | Perm  | NA  | Perm  |
| Protected Phases        | 5   | 2   |   | 1   | 6   |   |  | 8   |   |   | 4   |   |
| Permitted Phases        |   |   |   |   |   |   | 8  |   |   | 4   |   | 4   |
| Total Split (s)         | 18.0  | 132.0   |   | 12.0  | 126.0   |   | 36.0   | 36.0  |   | 36.0  | 36.0  | 36.0  |
| Total Lost Time (s)     | 4.0   | 4.0   |   | 4.0   | 4.0   |   |  | 4.0   |   |   | 4.0   | 4.0   |
| Act Effect Green (s)    | 14.0  | 128.0   |   | 8.0   | 122.0   |   |  | 32.0  |   |   | 32.0  | 32.0  |
| Actuated g/C Ratio      | 0.08  | 0.71  |   | 0.04  | 0.68  |   |  | 0.18  |   |   | 0.18  | 0.18  |
| v/c Ratio               | 0.15  | 0.27  |   | 0.09  | 0.46  |   |  | 0.02  |   |   | 0.06  | 0.24  |
| Control Delay           | 57.1  | 18.1  |   | 84.2  | 5.6   |   |  | 55.8  |   |   | 62.4  | 12.7  |
| Queue Delay             | 0.0   | 0.0   |   | 0.0   | 0.0   |   |  | 0.0   |   |   | 0.0   | 0.0   |
| Total Delay             | 57.1  | 18.1  |   | 84.2  | 5.6   |   |  | 55.8  |   |   | 62.4  | 12.7  |
| LOS                     | E   | B   |   | F   | A   |   |  | E   |   |   | E   | B   |
| Approach Delay          |   | 18.9  |   |   | 5.9   |   |  | 55.8  |   |   | 19.7  |   |
| Approach LOS            |   | B   |   |   | A   |   |  | E   |   |   | B   |   |

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 54 (30%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Control Type: Pretimed

Maximum v/c Ratio: 0.46

Intersection Signal Delay: 11.4







Intersection LOS: B

Intersection Capacity Utilization 46.3%

ICU Level of Service A























Analysis Period (min) 15

Splits and Phases: 7: Pebble Beach Blvd & SR 50

|   |   |   |
|---|---|---|
|  |  |  |
| 12 s  | 132 s   | 36 s  |
|  |  |  |
| 18 s  | 126 s   | 36 s  |

Lanes, Volumes, Timings  
17: Avalon Park Blvd/Pilgrim St & SR 50

8/22/2016

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |  |  |  |  |  |   |  |  |  |   |  |  |
| Volume (vph)            | 27  | 598   | 253   | 161   | 947   | 55  | 373  | 45  | 235   | 29  | 18  | 19  |
| Satd. Flow (prot)       | 1770  | 3539  | 1583  | 1770  | 5045  | 0   | 1681   | 1702  | 1583  | 0   | 1807  | 1583  |
| Flt Permitted           | 0.950   |   |   | 0.231   |   |   | 0.950  | 0.962   |   |   | 0.970   |   |
| Satd. Flow (perm)       | 1770  | 3539  | 1583  | 430   | 5045  | 0   | 1681   | 1702  | 1583  | 0   | 1807  | 1583  |
| Satd. Flow (RTOR)       |   |   | 268   |   | 6   |   |  |   | 255   |   |   | 79  |
| Peak Hour Factor        | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92   | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  |
| Shared Lane Traffic (%) |   |   |   |   |   |   | 44%  |   |   |   |   |   |
| Lane Group Flow (vph)   | 29  | 650   | 275   | 175   | 1089  | 0   | 227  | 227   | 255   | 0   | 52  | 21  |
| Turn Type               | Prot  | NA  | Perm  | pm+pt   | NA  |   | Split  | NA  | Perm  | Split   | NA  | Perm  |
| Protected Phases        | 5   | 2   |   | 1   | 6   |   | 8  | 8   |   | 4   | 4   |   |
| Permitted Phases        |   |   | 2   | 6   |   |   |  |   | 8   |   |   | 4   |
| Total Split (s)         | 15.0  | 65.0  | 65.0  | 31.0  | 81.0  |   | 60.0   | 60.0  | 60.0  | 24.0  | 24.0  | 24.0  |
| Total Lost Time (s)     | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |   | 4.0  | 4.0   | 4.0   |   | 4.0   | 4.0   |
| Act Effect Green (s)    | 11.0  | 61.0  | 61.0  | 92.0  | 77.0  |   | 56.0   | 56.0  | 56.0  |   | 20.0  | 20.0  |
| Actuated g/C Ratio      | 0.06  | 0.34  | 0.34  | 0.51  | 0.43  |   | 0.31   | 0.31  | 0.31  |   | 0.11  | 0.11  |
| v/c Ratio               | 0.27  | 0.54  | 0.39  | 0.42  | 0.50  |   | 0.43   | 0.43  | 0.38  |   | 0.26  | 0.09  |
| Control Delay           | 70.2  | 100.1   | 49.2  | 15.9  | 28.6  |   | 52.6   | 52.4  | 6.2   |   | 77.0  | 0.7   |
| Queue Delay             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |   | 0.0  | 0.0   | 0.0   |   | 0.0   | 0.0   |
| Total Delay             | 70.2  | 100.1   | 49.2  | 15.9  | 28.6  |   | 52.6   | 52.4  | 6.2   |   | 77.0  | 0.7   |
| LOS                     | E   | F   | D   | B   | C   |   | D  | D   | A   |   | E   | A   |
| Approach Delay          |   | 84.5  |   |   | 26.8  |   |  | 35.9  |   |   | 55.0  |   |
| Approach LOS            |   | F   |   |   | C   |   |  | D   |   |   | E   |   |

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 115 (64%), Referenced to phase 2:EBT, Start of Green

Control Type: Pretimed

Maximum v/c Ratio: 0.54

Intersection Signal Delay: 48.0







Intersection LOS: D

Intersection Capacity Utilization 53.6%

ICU Level of Service A

Analysis Period (min) 15

























Splits and Phases: 17: Avalon Park Blvd/Pilgrim St & SR 50

|   |   |   |   |
|---|---|---|---|
|  |  |  |  |
| 31 s  | 65 s  | 24 s  | 60 s  |
|  |  |   |   |
| 15 s  | 81 s  |   |   |

# Lanes, Volumes, Timings

## 23: Chuluota School Rd/Chuluota Rd & SR 50

8/22/2016

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |  |  |  |  |  |  |  |  |  |  |  |  |
| Volume (vph)            | 163   | 516   | 110   | 43  | 741   | 340   | 90  | 80  | 28  | 304   | 76  | 187   |
| Satd. Flow (prot)       | 1770  | 3539  | 1583  | 1770  | 3539  | 1583  | 1681  | 1761  | 1583  | 1681  | 1718  | 1583  |
| Flt Permitted           | 0.181   |   |   | 0.442   |   |   | 0.950   | 0.995   |   | 0.950   | 0.971   |   |
| Satd. Flow (perm)       | 337   | 3539  | 1583  | 823   | 3539  | 1583  | 1681  | 1761  | 1583  | 1681  | 1718  | 1583  |
| Satd. Flow (RTOR)       |   |   | 120   |   |   | 365   |   |   | 79  |   |   | 203   |
| Peak Hour Factor        | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  |
| Shared Lane Traffic (%) |   |   |   |   |   |   | 10%   |   |   | 38%   |   |   |
| Lane Group Flow (vph)   | 177   | 561   | 120   | 47  | 805   | 370   | 88  | 97  | 30  | 205   | 208   | 203   |
| Turn Type               | pm+pt   | NA  | Perm  | pm+pt   | NA  | Perm  | Split   | NA  | Perm  | Split   | NA  | Perm  |
| Protected Phases        | 5   | 2   |   | 1   | 6   |   | 8   | 8   |   | 4   | 4   |   |
| Permitted Phases        | 2   |   | 2   | 6   |   | 6   |   |   | 8   |   |   | 4   |
| Total Split (s)         | 29.0  | 91.0  | 91.0  | 10.0  | 72.0  | 72.0  | 31.0  | 31.0  | 31.0  | 48.0  | 48.0  | 48.0  |
| Total Lost Time (s)     | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Act Effect Green (s)    | 97.0  | 87.0  | 87.0  | 74.0  | 68.0  | 68.0  | 27.0  | 27.0  | 27.0  | 44.0  | 44.0  | 44.0  |
| Actuated g/C Ratio      | 0.54  | 0.48  | 0.48  | 0.41  | 0.38  | 0.38  | 0.15  | 0.15  | 0.15  | 0.24  | 0.24  | 0.24  |
| v/c Ratio               | 0.47  | 0.33  | 0.15  | 0.13  | 0.60  | 0.45  | 0.35  | 0.37  | 0.10  | 0.50  | 0.50  | 0.38  |
| Control Delay           | 16.8  | 13.7  | 0.5   | 19.1  | 38.4  | 2.7   | 73.1  | 73.4  | 0.6   | 63.5  | 63.3  | 8.1   |
| Queue Delay             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay             | 16.8  | 13.7  | 0.5   | 19.1  | 38.4  | 2.7   | 73.1  | 73.4  | 0.6   | 63.5  | 63.3  | 8.1   |
| LOS                     | B   | B   | A   | B   | D   | A   | E   | E   | A   | E   | E   | A   |
| Approach Delay          |   | 12.5  |   |   | 26.8  |   |   | 63.1  |   |   | 45.2  |   |
| Approach LOS            |   | B   |   |   | C   |   |   | E   |   |   | D   |   |

### Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 89 (49%), Referenced to phase 2:EBTL, Start of Green

Control Type: Pretimed

Maximum v/c Ratio: 0.60

Intersection Signal Delay: 29.2

























Intersection LOS: C

Intersection Capacity Utilization 56.6%

ICU Level of Service B

Analysis Period (min) 15






















Splits and Phases: 23: Chuluota School Rd/Chuluota Rd & SR 50

|   |   |   |   |   |   |   |   |   |   |   |   |
|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |  |  |  |  |  |
| 10 s  | 91 s  |   | 48 s  | 31 s  |   |   |   |   |   |   |   |
|  |  |  |  |  |  |  |  |  |  |  |  |
| 29 s  | 72 s  |   |   |   |   |   |   |   |   |   |   |

# Lanes, Volumes, Timings

26: CR 13 & SR 50

8/22/2016

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |  |  |   |  |  |   |   |  |  |  |  |  |
| Volume (vph)            | 29  | 804   | 22  | 3   | 1119  | 3   | 46  | 8   | 4   | 18  | 10  | 81  |
| Satd. Flow (prot)       | 1770  | 3525  | 0   | 1770  | 3539  | 0   | 0   | 1786  | 1583  | 1770  | 1615  | 0   |
| Flt Permitted           | 0.187   |   |   | 0.287   |   |   |   | 0.665   |   | 0.693   |   |   |
| Satd. Flow (perm)       | 348   | 3525  | 0   | 535   | 3539  | 0   | 0   | 1239  | 1583  | 1291  | 1615  | 0   |
| Satd. Flow (RTOR)       |   | 4   |   |   |   |   |   |   | 30  |   | 88  |   |
| Peak Hour Factor        | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  |
| Shared Lane Traffic (%) |   |   |   |   |   |   |   |   |   |   |   |   |
| Lane Group Flow (vph)   | 32  | 898   | 0   | 3   | 1219  | 0   | 0   | 59  | 4   | 20  | 99  | 0   |
| Turn Type               | pm+pt   | NA  |   | pm+pt   | NA  |   | Perm  | NA  | Perm  | Perm  | NA  |   |
| Protected Phases        | 5   | 2   |   | 1   | 6   |   |   | 8   |   |   | 4   |   |
| Permitted Phases        | 2   |   |   | 6   |   |   | 8   |   | 8   | 4   |   |   |
| Total Split (s)         | 12.0  | 135.0   |   | 11.0  | 134.0   |   | 34.0  | 34.0  | 34.0  | 34.0  | 34.0  |   |
| Total Lost Time (s)     | 4.0   | 4.0   |   | 4.0   | 4.0   |   |   | 4.0   | 4.0   | 4.0   | 4.0   |   |
| Act Effect Green (s)    | 139.0   | 131.0   |   | 137.0   | 130.0   |   |   | 30.0  | 30.0  | 30.0  | 30.0  |   |
| Actuated g/C Ratio      | 0.77  | 0.73  |   | 0.76  | 0.72  |   |   | 0.17  | 0.17  | 0.17  | 0.17  |   |
| v/c Ratio               | 0.10  | 0.35  |   | 0.01  | 0.48  |   |   | 0.29  | 0.01  | 0.09  | 0.29  |   |
| Control Delay           | 3.5   | 3.8   |   | 4.0   | 11.3  |   |   | 70.0  | 0.0   | 65.0  | 16.9  |   |
| Queue Delay             | 0.0   | 0.0   |   | 0.0   | 0.0   |   |   | 0.0   | 0.0   | 0.0   | 0.0   |   |
| Total Delay             | 3.5   | 3.8   |   | 4.0   | 11.3  |   |   | 70.0  | 0.0   | 65.0  | 16.9  |   |
| LOS                     | A   | A   |   | A   | B   |   |   | E   | A   | E   | B   |   |
| Approach Delay          |   | 3.8   |   |   | 11.3  |   |   | 65.5  |   |   | 25.0  |   |
| Approach LOS            |   | A   |   |   | B   |   |   | E   |   |   | C   |   |

## Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Control Type: Pretimed

Maximum v/c Ratio: 0.48

Intersection Signal Delay: 10.5









Intersection LOS: B

Intersection Capacity Utilization 47.3%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 26: CR 13 & SR 50

|   |   |   |   |
|---|---|---|---|
|  |  |  |  |
| 11 s  | 135 s   |   | 34 s  |
|  |  |  |  |
| 12 s  | 134 s   |   | 34 s  |





























**P.M. Peak – Synchro Output**



# Lanes, Volumes, Timings

## 3: Woodbury Rd & SR 50

8/22/2016

|                         |  |    |  |  |    |   |   |    |  |    |  |  |
|-------------------------|---|---|---|---|---|--|---|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR  | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |  |    |  |  |    |  |  |   |   |   |  |   |
| Volume (vph)            | 67  | 1236  | 255   | 221   | 1018  | 76   | 186   | 89  | 363   | 392   | 256   | 52  |
| Satd. Flow (prot)       | 1770  | 5085  | 1583  | 1770  | 5085  | 1583   | 1770  | 3115  | 0   | 3433  | 1814  | 0   |
| Flt Permitted           | 0.950   |   |   | 0.950   |   |  | 0.950   |   |   | 0.950   |   |   |
| Satd. Flow (perm)       | 1770  | 5085  | 1583  | 1770  | 5085  | 1583   | 1770  | 3115  | 0   | 3433  | 1814  | 0   |
| Satd. Flow (RTOR)       |   |   | 277   |   |   | 73   |   | 279   |   |   | 5   |   |
| Peak Hour Factor        | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92   | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  |
| Shared Lane Traffic (%) |   |   |   |   |   |  |   |   |   |   |   |   |
| Lane Group Flow (vph)   | 73  | 1343  | 277   | 240   | 1107  | 83   | 202   | 492   | 0   | 426   | 335   | 0   |
| Turn Type               | Prot  | NA  | Perm  | Prot  | NA  | Perm   | Prot  | NA  |   | Prot  | NA  |   |
| Protected Phases        | 5   | 2   |   | 1   | 6   |  | 3   | 8   |   | 7   | 4   |   |
| Permitted Phases        |   |   | 2   |   |   | 6  |   |   |   |   |   |   |
| Total Split (s)         | 20.0  | 62.0  | 62.0  | 38.0  | 80.0  | 80.0   | 34.0  | 44.0  |   | 36.0  | 46.0  |   |
| Total Lost Time (s)     | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0  | 5.0   | 5.0   |   | 5.0   | 5.0   |   |
| Act Effect Green (s)    | 15.0  | 57.0  | 57.0  | 33.0  | 75.0  | 75.0   | 29.0  | 39.0  |   | 31.0  | 41.0  |   |
| Actuated g/C Ratio      | 0.08  | 0.32  | 0.32  | 0.18  | 0.42  | 0.42   | 0.16  | 0.22  |   | 0.17  | 0.23  |   |
| v/c Ratio               | 0.50  | 0.83  | 0.40  | 0.74  | 0.52  | 0.12   | 0.71  | 0.55  |   | 0.72  | 0.80  |   |
| Control Delay           | 91.1  | 62.7  | 6.1   | 67.8  | 61.4  | 26.2   | 86.2  | 28.7  |   | 78.2  | 80.1  |   |
| Queue Delay             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   |   | 0.0   | 0.0   |   |
| Total Delay             | 91.1  | 62.7  | 6.1   | 67.8  | 61.4  | 26.2   | 86.2  | 28.7  |   | 78.2  | 80.1  |   |
| LOS                     | F   | E   | A   | E   | E   | C  | F   | C   |   | E   | F   |   |
| Approach Delay          |   | 54.6  |   |   | 60.5  |  |   | 45.4  |   |   | 79.1  |   |
| Approach LOS            |   | D   |   |   | E   |  |   | D   |   |   | E   |   |

### Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 71 (39%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Control Type: Pretimed

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 59.1













Intersection LOS: E

Intersection Capacity Utilization 79.7%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 3: Woodbury Rd & SR 50

|   |   |   |   |   |   |
|---|---|---|---|---|---|
|  |  |  |  |  |  |
| 38 s  | 62 s  | 34 s  | 46 s  |   |   |
|  |  |  |  |  |  |
| 20 s  | 80 s  | 36 s  | 44 s  |   |   |

# Lanes, Volumes, Timings

## 6: SR 408 Off Ramp & SR 50

8/22/2016

|                         | →     | ↘    | ↙    | ←     | ↖     | ↗    |
|-------------------------|-------|------|------|-------|-------|------|
| Lane Group              | EBT   | EBR  | WBL  | WBT   | NBL   | NBR  |
| Lane Configurations     | ↑↑↑   |      |      | ↑↑↑   | ↘↘    | ↗    |
| Volume (vph)            | 1919  | 0    | 0    | 1753  | 52    | 437  |
| Satd. Flow (prot)       | 5085  | 0    | 0    | 5085  | 3433  | 1583 |
| Flt Permitted           |       |      |      |       | 0.950 |      |
| Satd. Flow (perm)       | 5085  | 0    | 0    | 5085  | 3433  | 1583 |
| Satd. Flow (RTOR)       |       |      |      |       |       | 12   |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92 | 0.92  | 0.92  | 0.92 |
| Shared Lane Traffic (%) |       |      |      |       |       |      |
| Lane Group Flow (vph)   | 2086  | 0    | 0    | 1905  | 57    | 475  |
| Turn Type               | NA    |      |      | NA    | Prot  | Perm |
| Protected Phases        | 2     |      |      | 6     | 4     |      |
| Permitted Phases        |       |      |      |       |       | 4    |
| Total Split (s)         | 120.0 |      |      | 120.0 | 60.0  | 60.0 |
| Total Lost Time (s)     | 5.0   |      |      | 5.0   | 5.0   | 5.0  |
| Act Effect Green (s)    | 115.0 |      |      | 115.0 | 55.0  | 55.0 |
| Actuated g/C Ratio      | 0.64  |      |      | 0.64  | 0.31  | 0.31 |
| v/c Ratio               | 0.64  |      |      | 0.59  | 0.05  | 0.97 |
| Control Delay           | 4.5   |      |      | 5.1   | 44.4  | 91.7 |
| Queue Delay             | 0.0   |      |      | 0.0   | 0.0   | 0.0  |
| Total Delay             | 4.5   |      |      | 5.1   | 44.4  | 91.7 |
| LOS                     | A     |      |      | A     | D     | F    |
| Approach Delay          | 4.5   |      |      | 5.1   | 86.7  |      |
| Approach LOS            | A     |      |      | A     | F     |      |

### Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 82 (46%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Control Type: Pretimed

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 14.4

Intersection LOS: B

Intersection Capacity Utilization 72.5%

ICU Level of Service C

Analysis Period (min) 15


























Splits and Phases: 6: SR 408 Off Ramp & SR 50

|          |       |      |      |
|----------|-------|------|------|
| → ø2 (R) | 120 s | ↖ ø4 | 60 s |
| ← ø6 (R) | 120 s |      |      |



Lanes, Volumes, Timings  
9: Bonneville Dr & SR 50

8/22/2016

|                         |  |    |  |  |    |  |  |    |  |  |    |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |  |    |   |  |    |   |   |   |   |  |   |   |
| Volume (vph)            | 359   | 2139  | 59  | 7   | 1323  | 60  | 25  | 19  | 16  | 18  | 6   | 176   |
| Satd. Flow (prot)       | 1770  | 6382  | 0   | 1770  | 5055  | 0   | 0   | 1762  | 0   | 1770  | 1593  | 0   |
| Flt Permitted           | 0.950   |   |   | 0.950   |   |   |   | 0.545   |   | 0.683   |   |   |
| Satd. Flow (perm)       | 1770  | 6382  | 0   | 1770  | 5055  | 0   | 0   | 980   | 0   | 1272  | 1593  | 0   |
| Satd. Flow (RTOR)       |   | 8   |   |   | 5   |   |   | 8   |   |   | 191   |   |
| Peak Hour Factor        | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  |
| Shared Lane Traffic (%) |   |   |   |   |   |   |   |   |   |   |   |   |
| Lane Group Flow (vph)   | 390   | 2389  | 0   | 8   | 1503  | 0   | 0   | 65  | 0   | 20  | 198   | 0   |
| Turn Type               | Prot  | NA  |   | Prot  | NA  |   | Perm  | NA  |   | Perm  | NA  |   |
| Protected Phases        | 5   | 2   |   | 1   | 6   |   |   | 8   |   |   | 4   |   |
| Permitted Phases        |   |   |   |   |   |   | 8   |   |   | 4   |   |   |
| Total Split (s)         | 69.0  | 139.0   |   | 9.0   | 79.0  |   | 32.0  | 32.0  |   | 32.0  | 32.0  |   |
| Total Lost Time (s)     | 5.0   | 5.0   |   | 5.0   | 5.0   |   |   | 5.0   |   | 5.0   | 5.0   |   |
| Act Effct Green (s)     | 64.0  | 134.0   |   | 4.0   | 74.0  |   |   | 27.0  |   | 27.0  | 27.0  |   |
| Actuated g/C Ratio      | 0.36  | 0.74  |   | 0.02  | 0.41  |   |   | 0.15  |   | 0.15  | 0.15  |   |
| v/c Ratio               | 0.62  | 0.50  |   | 0.21  | 0.72  |   |   | 0.42  |   | 0.11  | 0.49  |   |
| Control Delay           | 73.9  | 6.9   |   | 76.1  | 24.1  |   |   | 70.2  |   | 67.9  | 13.6  |   |
| Queue Delay             | 0.0   | 0.0   |   | 0.0   | 0.0   |   |   | 0.0   |   | 0.0   | 0.0   |   |
| Total Delay             | 73.9  | 6.9   |   | 76.1  | 24.1  |   |   | 70.2  |   | 67.9  | 13.6  |   |
| LOS                     | E   | A   |   | E   | C   |   |   | E   |   | E   | B   |   |
| Approach Delay          |   | 16.3  |   |   | 24.4  |   |   | 70.2  |   |   | 18.6  |   |
| Approach LOS            |   | B   |   |   | C   |   |   | E   |   |   | B   |   |

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 104 (58%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Control Type: Pretimed

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 19.8

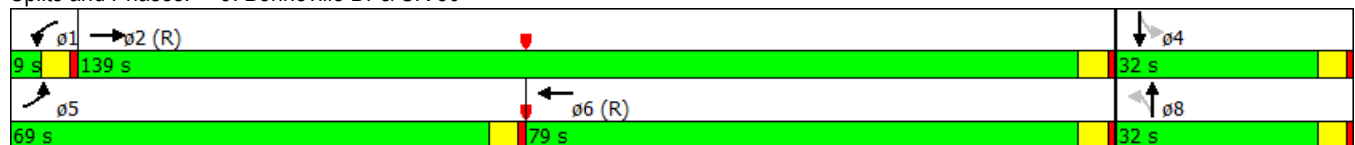
Intersection LOS: B

Intersection Capacity Utilization 78.0%

ICU Level of Service D

Analysis Period (min) 15

























Splits and Phases: 9: Bonneville Dr & SR 50



# Lanes, Volumes, Timings

## 12: Bridgeway Blvd/Lake Pickett Rd & SR 50

8/22/2016

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |  |  |  |  |  |  |  |  |  |  |  |  |
| Volume (vph)            | 337   | 1575  | 72  | 38  | 1186  | 109   | 100   | 73  | 31  | 107   | 51  | 293   |
| Satd. Flow (prot)       | 3433  | 5085  | 1583  | 1770  | 5085  | 1583  | 1681  | 1690  | 0   | 0   | 1646  | 1504  |
| Flt Permitted           | 0.950   |   |   | 0.950   |   |   | 0.950   | 0.996   |   |   | 0.978   |   |
| Satd. Flow (perm)       | 3433  | 5085  | 1583  | 1770  | 5085  | 1583  | 1681  | 1690  | 0   | 0   | 1646  | 1504  |
| Satd. Flow (RTOR)       |   |   | 73  |   |   | 103   |   | 9   |   |   | 13  | 235   |
| Peak Hour Factor        | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  |
| Shared Lane Traffic (%) |   |   |   |   |   |   | 10%   |   |   |   |   | 26%   |
| Lane Group Flow (vph)   | 366   | 1712  | 78  | 41  | 1289  | 118   | 98  | 124   | 0   | 0   | 254   | 235   |
| Turn Type               | Prot  | NA  | Perm  | Prot  | NA  | Perm  | Split   | NA  |   | Split   | NA  | Perm  |
| Protected Phases        | 5   | 2   |   | 1   | 6   |   | 8   | 8   |   | 4   | 4   |   |
| Permitted Phases        |   |   | 2   |   |   | 6   |   |   |   |   |   | 4   |
| Total Split (s)         | 34.0  | 89.0  | 89.0  | 14.0  | 69.0  | 69.0  | 29.0  | 29.0  |   | 48.0  | 48.0  | 48.0  |
| Total Lost Time (s)     | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   |   |   | 5.0   | 5.0   |
| Act Effect Green (s)    | 29.0  | 84.0  | 84.0  | 9.0   | 64.0  | 64.0  | 24.0  | 24.0  |   |   | 43.0  | 43.0  |
| Actuated g/C Ratio      | 0.16  | 0.47  | 0.47  | 0.05  | 0.36  | 0.36  | 0.13  | 0.13  |   |   | 0.24  | 0.24  |
| v/c Ratio               | 0.66  | 0.72  | 0.10  | 0.47  | 0.71  | 0.19  | 0.44  | 0.53  |   |   | 0.63  | 0.44  |
| Control Delay           | 83.5  | 23.1  | 3.7   | 116.8   | 51.5  | 12.3  | 78.6  | 76.5  |   |   | 66.1  | 8.4   |
| Queue Delay             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |   |   | 0.0   | 0.0   |
| Total Delay             | 83.5  | 23.1  | 3.7   | 116.8   | 51.5  | 12.3  | 78.6  | 76.5  |   |   | 66.1  | 8.4   |
| LOS                     | F   | C   | A   | F   | D   | B   | E   | E   |   |   | E   | A   |
| Approach Delay          |   | 32.6  |   |   | 50.2  |   |   | 77.4  |   |   | 38.4  |   |
| Approach LOS            |   | C   |   |   | D   |   |   | E   |   |   | D   |   |

### Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 91 (51%), Referenced to phase 2:EBT, Start of Green

Control Type: Pretimed

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 41.5





































Intersection LOS: D

Intersection Capacity Utilization 70.6%

ICU Level of Service C

Analysis Period (min) 15




















Splits and Phases: 12: Bridgeway Blvd/Lake Pickett Rd & SR 50

|   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 14 s  | 89 s  |   |   |   |   |   | 48 s  |   |   |   |   |   | 29 s  |   |   |   |   |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 34 s  | 69 s  |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |

# Lanes, Volumes, Timings

## 7: Pebble Beach Blvd & SR 50

8/22/2016

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |  |  |   |  |  |   |   |  |   |   |  |  |
| Volume (vph)            | 102   | 1616  | 21  | 6   | 1303  | 40  | 14  | 3   | 2   | 28  | 0   | 56  |
| Satd. Flow (prot)       | 1770  | 5075  | 0   | 1770  | 5065  | 0   | 0   | 1771  | 0   | 0   | 1770  | 1583  |
| Flt Permitted           | 0.950   |   |   | 0.950   |   |   |   | 0.827   |   |   | 0.744   |   |
| Satd. Flow (perm)       | 1770  | 5075  | 0   | 1770  | 5065  | 0   | 0   | 1519  | 0   | 0   | 1386  | 1583  |
| Satd. Flow (RTOR)       |   | 3   |   |   | 4   |   |   | 2   |   |   |   | 73  |
| Peak Hour Factor        | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  |
| Shared Lane Traffic (%) |   |   |   |   |   |   |   |   |   |   |   |   |
| Lane Group Flow (vph)   | 111   | 1780  | 0   | 7   | 1459  | 0   | 0   | 20  | 0   | 0   | 30  | 61  |
| Turn Type               | Prot  | NA  |   | Prot  | NA  |   | Perm  | NA  |   | Perm  | NA  | Perm  |
| Protected Phases        | 5   | 2   |   | 1   | 6   |   |   | 8   |   |   | 4   |   |
| Permitted Phases        |   |   |   |   |   |   | 8   |   |   | 4   |   | 4   |
| Total Split (s)         | 41.0  | 138.0   |   | 13.0  | 110.0   |   | 29.0  | 29.0  |   | 29.0  | 29.0  | 29.0  |
| Total Lost Time (s)     | 5.0   | 5.0   |   | 5.0   | 5.0   |   |   | 5.0   |   |   | 5.0   | 5.0   |
| Act Effect Green (s)    | 36.0  | 133.0   |   | 8.0   | 105.0   |   |   | 24.0  |   |   | 24.0  | 24.0  |
| Actuated g/C Ratio      | 0.20  | 0.74  |   | 0.04  | 0.58  |   |   | 0.13  |   |   | 0.13  | 0.13  |
| v/c Ratio               | 0.31  | 0.47  |   | 0.09  | 0.49  |   |   | 0.10  |   |   | 0.16  | 0.22  |
| Control Delay           | 49.6  | 15.6  |   | 88.5  | 11.6  |   |   | 64.8  |   |   | 71.7  | 10.7  |
| Queue Delay             | 0.0   | 0.0   |   | 0.0   | 0.0   |   |   | 0.0   |   |   | 0.0   | 0.0   |
| Total Delay             | 49.6  | 15.6  |   | 88.5  | 11.6  |   |   | 64.8  |   |   | 71.7  | 10.7  |
| LOS                     | D   | B   |   | F   | B   |   |   | E   |   |   | E   | B   |
| Approach Delay          |   | 17.6  |   |   | 12.0  |   |   | 64.8  |   |   | 30.8  |   |
| Approach LOS            |   | B   |   |   | B   |   |   | E   |   |   | C   |   |

### Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 72 (40%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Control Type: Pretimed

Maximum v/c Ratio: 0.49

Intersection Signal Delay: 15.8




Intersection LOS: B

Intersection Capacity Utilization 55.2%

ICU Level of Service B























Analysis Period (min) 15

Splits and Phases: 7: Pebble Beach Blvd & SR 50

|  |  |  |
|--|--|--|
|  φ1 |  φ2 (R) |  φ4 |
| 13 s   | 138 s  | 29 s   |
|  φ5 |  φ6 (R) |  φ8 |
| 41 s   | 110 s  | 29 s   |

Lanes, Volumes, Timings  
17: Avalon Park Blvd/Pilgrim St & SR 50

8/22/2016

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |  |  |  |  |  |   |  |  |  |   |  |  |
| Volume (vph)            | 61  | 995   | 441   | 262   | 778   | 54  | 375   | 53  | 348   | 59  | 56  | 38  |
| Satd. Flow (prot)       | 1770  | 3539  | 1583  | 1770  | 5034  | 0   | 1681  | 1706  | 1583  | 0   | 1816  | 1583  |
| Flt Permitted           | 0.950   |   |   | 0.081   |   |   | 0.950   | 0.964   |   |   | 0.975   |   |
| Satd. Flow (perm)       | 1770  | 3539  | 1583  | 151   | 5034  | 0   | 1681  | 1706  | 1583  | 0   | 1816  | 1583  |
| Satd. Flow (RTOR)       |   |   | 300   |   | 9   |   |   |   | 370   |   |   | 103   |
| Peak Hour Factor        | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  |
| Shared Lane Traffic (%) |   |   |   |   |   |   | 43%   |   |   |   |   |   |
| Lane Group Flow (vph)   | 66  | 1082  | 479   | 285   | 905   | 0   | 233   | 233   | 378   | 0   | 125   | 41  |
| Turn Type               | Prot  | NA  | Perm  | pm+pt   | NA  |   | Split   | NA  | Perm  | Split   | NA  | Perm  |
| Protected Phases        | 5   | 2   |   | 1   | 6   |   | 8   | 8   |   | 4   | 4   |   |
| Permitted Phases        |   |   | 2   | 6   |   |   |   |   | 8   |   |   | 4   |
| Total Split (s)         | 18.0  | 74.0  | 74.0  | 39.0  | 95.0  |   | 42.0  | 42.0  | 42.0  | 25.0  | 25.0  | 25.0  |
| Total Lost Time (s)     | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   |   | 5.0   | 5.0   | 5.0   |   | 5.0   | 5.0   |
| Act Effect Green (s)    | 13.0  | 69.0  | 69.0  | 108.0   | 90.0  |   | 37.0  | 37.0  | 37.0  |   | 20.0  | 20.0  |
| Actuated g/C Ratio      | 0.07  | 0.38  | 0.38  | 0.60  | 0.50  |   | 0.21  | 0.21  | 0.21  |   | 0.11  | 0.11  |
| v/c Ratio               | 0.52  | 0.80  | 0.61  | 0.72  | 0.36  |   | 0.68  | 0.67  | 0.61  |   | 0.62  | 0.15  |
| Control Delay           | 112.3   | 79.7  | 41.7  | 67.5  | 13.6  |   | 76.9  | 76.2  | 10.4  |   | 90.7  | 1.2   |
| Queue Delay             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |   | 0.0   | 0.0   | 0.0   |   | 0.0   | 0.0   |
| Total Delay             | 112.3   | 79.7  | 41.7  | 67.5  | 13.6  |   | 76.9  | 76.2  | 10.4  |   | 90.7  | 1.2   |
| LOS                     | F   | E   | D   | E   | B   |   | E   | E   | B   |   | F   | A   |
| Approach Delay          |   | 69.8  |   |   | 26.5  |   |   | 46.9  |   |   | 68.6  |   |
| Approach LOS            |   | E   |   |   | C   |   |   | D   |   |   | E   |   |

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 108 (60%), Referenced to phase 2:EBT, Start of Green

Control Type: Pretimed

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 51.2


Intersection LOS: D

Intersection Capacity Utilization 73.0%

ICU Level of Service C

Analysis Period (min) 15

























Splits and Phases: 17: Avalon Park Blvd/Pilgrim St & SR 50

|   |   |   |  |   |
|---|---|---|--|---|
|  |  |  |  |  |
| 39 s  | 74 s  |   | 25 s   | 42 s  |
|  |  |   |  |   |
| 18 s  | 95 s  |   |  |   |

# Lanes, Volumes, Timings

## 23: Chuluota School Rd/Chuluota Rd & SR 50

8/22/2016

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |  |  |  |  |  |  |  |  |  |  |  |  |
| Volume (vph)            | 207   | 813   | 79  | 30  | 721   | 273   | 102   | 104   | 25  | 537   | 80  | 144   |
| Satd. Flow (prot)       | 1770  | 3539  | 1583  | 1770  | 3539  | 1583  | 1681  | 1763  | 1583  | 1681  | 1706  | 1583  |
| Flt Permitted           | 0.150   |   |   | 0.285   |   |   | 0.950   | 0.996   |   | 0.950   | 0.964   |   |
| Satd. Flow (perm)       | 279   | 3539  | 1583  | 531   | 3539  | 1583  | 1681  | 1763  | 1583  | 1681  | 1706  | 1583  |
| Satd. Flow (RTOR)       |   |   | 81  |   |   | 276   |   |   | 103   |   |   | 105   |
| Peak Hour Factor        | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  |
| Shared Lane Traffic (%) |   |   |   |   |   |   | 10%   |   |   | 43%   |   |   |
| Lane Group Flow (vph)   | 225   | 884   | 86  | 33  | 784   | 297   | 100   | 124   | 27  | 333   | 338   | 157   |
| Turn Type               | pm+pt   | NA  | Perm  | pm+pt   | NA  | Perm  | Split   | NA  | Perm  | Split   | NA  | Perm  |
| Protected Phases        | 5   | 2   |   | 1   | 6   |   | 8   | 8   |   | 4   | 4   |   |
| Permitted Phases        | 2   |   | 2   | 6   |   | 6   |   |   | 8   |   |   | 4   |
| Total Split (s)         | 32.0  | 86.0  | 86.0  | 9.0   | 63.0  | 63.0  | 27.0  | 27.0  | 27.0  | 58.0  | 58.0  | 58.0  |
| Total Lost Time (s)     | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   |
| Act Effct Green (s)     | 90.0  | 81.0  | 81.0  | 62.0  | 58.0  | 58.0  | 22.0  | 22.0  | 22.0  | 53.0  | 53.0  | 53.0  |
| Actuated g/C Ratio      | 0.50  | 0.45  | 0.45  | 0.34  | 0.32  | 0.32  | 0.12  | 0.12  | 0.12  | 0.29  | 0.29  | 0.29  |
| v/c Ratio               | 0.62  | 0.56  | 0.11  | 0.16  | 0.69  | 0.43  | 0.49  | 0.58  | 0.10  | 0.67  | 0.67  | 0.29  |
| Control Delay           | 30.6  | 30.3  | 2.4   | 47.5  | 84.8  | 31.2  | 82.5  | 86.1  | 0.7   | 63.8  | 63.7  | 18.4  |
| Queue Delay             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay             | 30.6  | 30.3  | 2.4   | 47.5  | 84.8  | 31.2  | 82.5  | 86.1  | 0.7   | 63.8  | 63.7  | 18.4  |
| LOS                     | C   | C   | A   | D   | F   | C   | F   | F   | A   | E   | E   | B   |
| Approach Delay          |   | 28.3  |   |   | 69.4  |   |   | 75.5  |   |   | 55.2  |   |
| Approach LOS            |   | C   |   |   | E   |   |   | E   |   |   | E   |   |

### Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 96 (53%), Referenced to phase 2:EBTL, Start of Green

Control Type: Pretimed

Maximum v/c Ratio: 0.69

Intersection Signal Delay: 51.9





































Intersection LOS: D

Intersection Capacity Utilization 67.5%

ICU Level of Service C

Analysis Period (min) 15






















Splits and Phases: 23: Chuluota School Rd/Chuluota Rd & SR 50

|   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 9 s   | 86 s  |   |   |   |   |   | 58 s  |   |   |   |   |   | 27 s  |   |   |   |   |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 32 s  |   |   |   | 63 s  |   |   |   |   |   |   |   |   |   |   |   |   |   |

# Lanes, Volumes, Timings

26: CR 13 & SR 50

8/22/2016

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |  |  |   |  |  |   |   |  |  |  |  |  |
| Volume (vph)            | 106   | 1128  | 46  | 12  | 1129  | 2   | 42  | 25  | 10  | 20  | 14  | 70  |
| Satd. Flow (prot)       | 1770  | 3518  | 0   | 1770  | 3539  | 0   | 0   | 1805  | 1583  | 1770  | 1630  | 0   |
| Flt Permitted           | 0.162   |   |   | 0.199   |   |   |   | 0.727   |   | 0.673   |   |   |
| Satd. Flow (perm)       | 302   | 3518  | 0   | 371   | 3539  | 0   | 0   | 1354  | 1583  | 1254  | 1630  | 0   |
| Satd. Flow (RTOR)       |   | 6   |   |   |   |   |   |   | 73  |   | 76  |   |
| Peak Hour Factor        | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  |
| Shared Lane Traffic (%) |   |   |   |   |   |   |   |   |   |   |   |   |
| Lane Group Flow (vph)   | 115   | 1276  | 0   | 13  | 1229  | 0   | 0   | 73  | 11  | 22  | 91  | 0   |
| Turn Type               | pm+pt   | NA  |   | pm+pt   | NA  |   | Perm  | NA  | Perm  | Perm  | NA  |   |
| Protected Phases        | 5   | 2   |   | 1   | 6   |   |   | 8   |   |   | 4   |   |
| Permitted Phases        | 2   |   |   | 6   |   |   | 8   |   | 8   | 4   |   |   |
| Total Split (s)         | 25.0  | 136.0   |   | 11.0  | 122.0   |   | 33.0  | 33.0  | 33.0  | 33.0  | 33.0  |   |
| Total Lost Time (s)     | 5.0   | 5.0   |   | 5.0   | 5.0   |   |   | 5.0   | 5.0   | 5.0   | 5.0   |   |
| Act Effect Green (s)    | 142.0   | 131.0   |   | 123.0   | 117.0   |   |   | 28.0  | 28.0  | 28.0  | 28.0  |   |
| Actuated g/C Ratio      | 0.79  | 0.73  |   | 0.68  | 0.65  |   |   | 0.16  | 0.16  | 0.16  | 0.16  |   |
| v/c Ratio               | 0.29  | 0.50  |   | 0.04  | 0.53  |   |   | 0.35  | 0.04  | 0.11  | 0.29  |   |
| Control Delay           | 2.0   | 8.5   |   | 5.4   | 18.0  |   |   | 73.2  | 0.2   | 67.2  | 20.1  |   |
| Queue Delay             | 0.0   | 0.0   |   | 0.0   | 0.0   |   |   | 0.0   | 0.0   | 0.0   | 0.0   |   |
| Total Delay             | 2.0   | 8.5   |   | 5.4   | 18.0  |   |   | 73.2  | 0.2   | 67.2  | 20.1  |   |
| LOS                     | A   | A   |   | A   | B   |   |   | E   | A   | E   | C   |   |
| Approach Delay          |   | 8.0   |   |   | 17.8  |   |   | 63.6  |   |   | 29.3  |   |
| Approach LOS            |   | A   |   |   | B   |   |   | E   |   |   | C   |   |

## Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 59 (33%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Control Type: Pretimed

Maximum v/c Ratio: 0.53

Intersection Signal Delay: 14.8









Intersection LOS: B

Intersection Capacity Utilization 60.0%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 26: CR 13 & SR 50

|   |   |   |   |
|---|---|---|---|
|  |  |  |  |
| 11 s  | 136 s   |   | 33 s  |
|  |  |  |  |
| 25 s  | 122 s   |   | 33 s  |

**Appendix D**  
Synchro Level of Service Output – Future Conditions





**No-Build 2025**























**AM Peak – Synchro Output**



# Lanes, Volumes, Timings

## 3: Woodbury Rd & SR 50

11/29/2017

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |  |  |  |  |  |  |  |  |   |  |  |   |
| Volume (vph)            | 340   | 2030  | 230   | 430   | 2235  | 460   | 280  | 280   | 350   | 325   | 300   | 220   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Storage Length (ft)     | 625   |   | 675   | 700   |   | 300   | 500  |   | 250   | 390   |   | 250   |
| Storage Lanes           | 2   |   | 1   | 2   |   | 1   | 1  |   | 0   | 1   |   | 0   |
| Taper Length (ft)       | 25  |   |   | 25  |   |   | 25   |   |   | 25  |   |   |
| Satd. Flow (prot)       | 3433  | 5085  | 1583  | 3433  | 5085  | 1583  | 1770   | 3245  | 0   | 3433  | 1744  | 0   |
| Flt Permitted           | 0.950   |   |   | 0.950   |   |   | 0.950  |   |   | 0.950   |   |   |
| Satd. Flow (perm)       | 3433  | 5085  | 1583  | 3433  | 5085  | 1583  | 1770   | 3245  | 0   | 3433  | 1744  | 0   |
| Right Turn on Red       |   |   | Yes   |   |   | Yes   |  |   | Yes   |   |   | Yes   |
| Satd. Flow (RTOR)       |   |   | 175   |   |   | 201   |  |   | 171   |   |   | 20  |
| Link Speed (mph)        |   | 45  |   |   | 45  |   |  | 30  |   |   | 30  |   |
| Link Distance (ft)      |   | 1500  |   |   | 1390  |   |  | 1000  |   |   | 1000  |   |
| Travel Time (s)         |   | 22.7  |   |   | 21.1  |   |  | 22.7  |   |   | 22.7  |   |
| Peak Hour Factor        | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95   | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Shared Lane Traffic (%) |   |   |   |   |   |   |  |   |   |   |   |   |
| Lane Group Flow (vph)   | 358   | 2137  | 242   | 453   | 2353  | 484   | 295  | 663   | 0   | 342   | 548   | 0   |
| Turn Type               | Prot  | NA  | pm+ov   | Prot  | NA  | pm+ov   | Prot   | NA  |   | Prot  | NA  |   |
| Protected Phases        | 7   | 4   | 5   | 3   | 8   | 1   | 5  | 2   |   | 1   | 6   |   |
| Permitted Phases        |   |   | 4   |   |   | 8   |  |   |   |   |   |   |
| Total Split (s)         | 21.0  | 71.0  | 31.0  | 25.0  | 75.0  | 30.0  | 31.0   | 54.0  |   | 30.0  | 53.0  |   |
| Total Lost Time (s)     | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0  | 5.0   |   | 5.0   | 5.0   |   |
| Act Effct Green (s)     | 16.0  | 66.0  | 97.0  | 20.0  | 70.0  | 97.7  | 26.0   | 51.3  |   | 22.7  | 48.0  |   |
| Actuated g/C Ratio      | 0.09  | 0.37  | 0.54  | 0.11  | 0.39  | 0.54  | 0.14   | 0.28  |   | 0.13  | 0.27  |   |
| v/c Ratio               | 1.17  | 1.15  | 0.26  | 1.19  | 1.19  | 0.51  | 1.16   | 0.63  |   | 0.79  | 1.14  |   |
| Control Delay           | 173.6   | 122.8   | 6.8   | 149.0   | 130.6   | 23.7  | 169.1  | 44.3  |   | 89.9  | 141.4   |   |
| Queue Delay             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0   |   | 0.0   | 0.0   |   |
| Total Delay             | 173.6   | 122.8   | 6.8   | 149.0   | 130.6   | 23.7  | 169.1  | 44.3  |   | 89.9  | 141.4   |   |
| LOS                     | F   | F   | A   | F   | F   | C   | F  | D   |   | F   | F   |   |
| Approach Delay          |   | 119.2   |   |   | 117.4   |   |  | 82.7  |   |   | 121.6   |   |
| Approach LOS            |   | F   |   |   | F   |   |  | F   |   |   | F   |   |
| Queue Length 50th (ft)  | ~258  | ~1079   | 37  | ~329  | ~1245   | 341   | ~409   | 275   |   | 204   | ~737  |   |
| Queue Length 95th (ft)  | #371  | #1161   | 88  | m225  | m871  | m216  | #614   | 352   |   | 262   | #984  |   |
| Internal Link Dist (ft) |   | 1420  |   |   | 1310  |   |  | 920   |   |   | 920   |   |
| Turn Bay Length (ft)    | 625   |   | 675   | 700   |   | 300   | 500  |   |   | 390   |   |   |
| Base Capacity (vph)     | 305   | 1864  | 933   | 381   | 1977  | 968   | 255  | 1046  |   | 476   | 479   |   |
| Starvation Cap Reductn  | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0   |   | 0   | 0   |   |
| Spillback Cap Reductn   | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0   |   | 0   | 0   |   |
| Storage Cap Reductn     | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0   |   | 0   | 0   |   |
| Reduced v/c Ratio       | 1.17  | 1.15  | 0.26  | 1.19  | 1.19  | 0.50  | 1.16   | 0.63  |   | 0.72  | 1.14  |   |

### Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 70 (39%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.19

Intersection Signal Delay: 114.3

Intersection LOS: F

Intersection Capacity Utilization 114.3%

ICU Level of Service H

# Lanes, Volumes, Timings 3: Woodbury Rd & SR 50

11/29/2017

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.









Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Woodbury Rd & SR 50

|  |  |  |  |
|--|--|--|--|
|  Ø1 |  Ø2 (R) |  Ø3 |  Ø4 |
| 30 s   | 54 s   | 25 s   | 71 s   |
|  Ø5 |  Ø6 (R) |  Ø7 |  Ø8 |
| 31 s   | 53 s   | 21 s   | 75 s   |

Lanes, Volumes, Timings  
6: SR 408 Off Ramp & SR 50

11/29/2017

|                         | →     | ↘    | ↙    | ←     | ↖      | ↗     |
|-------------------------|-------|------|------|-------|--------|-------|
| Lane Group              | EBT   | EBR  | WBL  | WBT   | NBL    | NBR   |
| Lane Configurations     | ↑↑↑   |      |      | ↑↑↑   | ↘↘     | ↗     |
| Volume (vph)            | 2405  | 0    | 0    | 4475  | 170    | 1015  |
| Ideal Flow (vphpl)      | 1900  | 1900 | 1900 | 1900  | 1900   | 1900  |
| Storage Length (ft)     |       | 0    | 0    |       | 300    | 300   |
| Storage Lanes           |       | 0    | 0    |       | 2      | 0     |
| Taper Length (ft)       |       |      | 25   |       | 25     |       |
| Satd. Flow (prot)       | 5085  | 0    | 0    | 5085  | 3170   | 1441  |
| Flt Permitted           |       |      |      |       | 0.988  |       |
| Satd. Flow (perm)       | 5085  | 0    | 0    | 5085  | 3170   | 1441  |
| Right Turn on Red       |       | Yes  |      |       |        | Yes   |
| Satd. Flow (RTOR)       |       |      |      |       | 11     | 227   |
| Link Speed (mph)        | 45    |      |      | 45    | 30     |       |
| Link Distance (ft)      | 1390  |      |      | 1100  | 1000   |       |
| Travel Time (s)         | 21.1  |      |      | 16.7  | 22.7   |       |
| Peak Hour Factor        | 0.95  | 0.95 | 0.95 | 0.95  | 0.95   | 0.95  |
| Shared Lane Traffic (%) |       |      |      |       |        | 50%   |
| Lane Group Flow (vph)   | 2532  | 0    | 0    | 4711  | 713    | 534   |
| Turn Type               | NA    |      |      | NA    | Prot   | Free  |
| Protected Phases        | 4     |      |      | 8     | 2      |       |
| Permitted Phases        |       |      |      |       |        | Free  |
| Total Split (s)         | 141.0 |      |      | 141.0 | 39.0   |       |
| Total Lost Time (s)     | 5.0   |      |      | 5.0   | 5.0    |       |
| Act Effct Green (s)     | 136.0 |      |      | 136.0 | 34.0   | 180.0 |
| Actuated g/C Ratio      | 0.76  |      |      | 0.76  | 0.19   | 1.00  |
| v/c Ratio               | 0.66  |      |      | 1.23  | 1.74dr | 0.37  |
| Control Delay           | 38.3  |      |      | 126.4 | 154.3  | 0.7   |
| Queue Delay             | 0.0   |      |      | 0.0   | 0.0    | 0.0   |
| Total Delay             | 38.3  |      |      | 126.4 | 154.3  | 0.7   |
| LOS                     | D     |      |      | F     | F      | A     |
| Approach Delay          | 38.3  |      |      | 126.4 | 88.5   |       |
| Approach LOS            | D     |      |      | F     | F      |       |
| Queue Length 50th (ft)  | 1057  |      |      | ~2480 | ~511   | 0     |
| Queue Length 95th (ft)  | m904  |      |      | m256  | #645   | 0     |
| Internal Link Dist (ft) | 1310  |      |      | 1020  | 920    |       |
| Turn Bay Length (ft)    |       |      |      |       | 300    | 300   |
| Base Capacity (vph)     | 3842  |      |      | 3842  | 607    | 1441  |
| Starvation Cap Reductn  | 0     |      |      | 0     | 0      | 0     |
| Spillback Cap Reductn   | 0     |      |      | 0     | 0      | 0     |
| Storage Cap Reductn     | 0     |      |      | 0     | 0      | 0     |
| Reduced v/c Ratio       | 0.66  |      |      | 1.23  | 1.17   | 0.37  |

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 0 (0%), Referenced to phase 2:NBL and 6:, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.23

Intersection Signal Delay: 94.6

Intersection LOS: F

Intersection Capacity Utilization 110.4%

ICU Level of Service H

# Lanes, Volumes, Timings

## 6: SR 408 Off Ramp & SR 50

11/29/2017

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

























dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 6: SR 408 Off Ramp & SR 50

|   |   |
|---|---|
|  <p>ø2 (R)</p> |  <p>ø4</p> |
| 39 s  | 141 s   |
|   |  <p>ø8</p> |
|   | 141 s   |

Lanes, Volumes, Timings  
17: Avalon Park Blvd/Pilgrim St & SR 50

11/29/2017

|                         |  |  |  |  |  |  |   |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |  |  |  |  |  |  |  |  |  |  |  |  |
| Volume (vph)            | 35  | 2060  | 615   | 240   | 2265  | 50  | 745  | 60  | 295   | 70  | 65  | 60  |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Storage Length (ft)     | 600   |   | 1000  | 400   |   | 300   | 300  |   | 300   | 0   |   | 0   |
| Storage Lanes           | 1   |   | 1   | 2   |   | 1   | 1  |   | 1   | 1   |   | 0   |
| Taper Length (ft)       | 25  |   |   | 25  |   |   | 25   |   |   | 25  |   |   |
| Satd. Flow (prot)       | 1770  | 5085  | 1583  | 3433  | 5085  | 1583  | 1681   | 1697  | 1583  | 1770  | 1729  | 0   |
| Flt Permitted           | 0.950   |   |   | 0.950   |   |   | 0.950  | 0.959   |   | 0.950   |   |   |
| Satd. Flow (perm)       | 1770  | 5085  | 1583  | 3433  | 5085  | 1583  | 1681   | 1697  | 1583  | 1770  | 1729  | 0   |
| Right Turn on Red       |   |   | Yes   |   |   | Yes   |  |   | Yes   |   |   | Yes   |
| Satd. Flow (RTOR)       |   |   | 647   |   |   | 109   |  |   | 152   |   | 20  |   |
| Link Speed (mph)        |   | 45  |   |   | 45  |   |  | 30  |   |   | 30  |   |
| Link Distance (ft)      |   | 2625  |   |   | 1010  |   |  | 1000  |   |   | 302   |   |
| Travel Time (s)         |   | 39.8  |   |   | 15.3  |   |  | 22.7  |   |   | 6.9   |   |
| Peak Hour Factor        | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95   | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Shared Lane Traffic (%) |   |   |   |   |   |   | 46%  |   |   |   |   |   |
| Lane Group Flow (vph)   | 37  | 2168  | 647   | 253   | 2384  | 53  | 423  | 424   | 311   | 74  | 131   | 0   |
| Turn Type               | Prot  | NA  | Perm  | Prot  | NA  | Perm  | Split  | NA  | Perm  | Split   | NA  |   |
| Protected Phases        | 7   | 4   |   | 3   | 8   |   | 2  | 2   |   | 6   | 6   |   |
| Permitted Phases        |   |   | 4   |   |   | 8   |  |   | 2   |   |   |   |
| Total Split (s)         | 10.0  | 85.0  | 85.0  | 19.0  | 94.0  | 94.0  | 60.0   | 60.0  | 60.0  | 16.0  | 16.0  |   |
| Total Lost Time (s)     | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   | 7.0  | 7.0   | 7.0   | 7.0   | 7.0   |   |
| Act Effct Green (s)     | 3.0   | 78.0  | 78.0  | 12.0  | 87.0  | 87.0  | 53.0   | 53.0  | 53.0  | 9.0   | 9.0   |   |
| Actuated g/C Ratio      | 0.02  | 0.43  | 0.43  | 0.07  | 0.48  | 0.48  | 0.29   | 0.29  | 0.29  | 0.05  | 0.05  |   |
| v/c Ratio               | 1.28  | 0.98  | 0.62  | 1.11  | 0.97  | 0.06  | 0.86   | 0.85  | 0.54  | 0.84  | 1.25  |   |
| Control Delay           | 321.3   | 65.6  | 4.8   | 164.1   | 57.4  | 0.2   | 77.2   | 76.4  | 30.1  | 141.2   | 221.1   |   |
| Queue Delay             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0   | 0.0   |   |
| Total Delay             | 321.3   | 65.6  | 4.8   | 164.1   | 57.4  | 0.2   | 77.2   | 76.4  | 30.1  | 141.2   | 221.1   |   |
| LOS                     | F   | E   | A   | F   | E   | A   | E  | E   | C   | F   | F   |   |
| Approach Delay          |   | 55.1  |   |   | 66.3  |   |  | 64.3  |   |   | 192.3   |   |
| Approach LOS            |   | E   |   |   | E   |   |  | E   |   |   | F   |   |
| Queue Length 50th (ft)  | ~54   | 923   | 0   | ~174  | 993   | 0   | 500  | 500   | 159   | 88  | ~168  |   |
| Queue Length 95th (ft)  | #145  | #1037   | 81  | #275  | #1072   | 0   | #693   | #690  | 266   | #193  | #324  |   |
| Internal Link Dist (ft) |   | 2545  |   |   | 930   |   |  | 920   |   |   | 222   |   |
| Turn Bay Length (ft)    | 600   |   | 1000  | 400   |   | 300   | 300  |   | 300   |   |   |   |
| Base Capacity (vph)     | 29  | 2203  | 1052  | 228   | 2457  | 821   | 494  | 499   | 573   | 88  | 105   |   |
| Starvation Cap Reductn  | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0   | 0   | 0   | 0   |   |
| Spillback Cap Reductn   | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0   | 0   | 0   | 0   |   |
| Storage Cap Reductn     | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0   | 0   | 0   | 0   |   |
| Reduced v/c Ratio       | 1.28  | 0.98  | 0.62  | 1.11  | 0.97  | 0.06  | 0.86   | 0.85  | 0.54  | 0.84  | 1.25  |   |

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.28

Intersection Signal Delay: 65.1

Intersection LOS: E

Intersection Capacity Utilization 99.7%

ICU Level of Service F

Analysis Period (min) 15



# Lanes, Volumes, Timings

## 17: Avalon Park Blvd/Pilgrim St & SR 50

11/29/2017

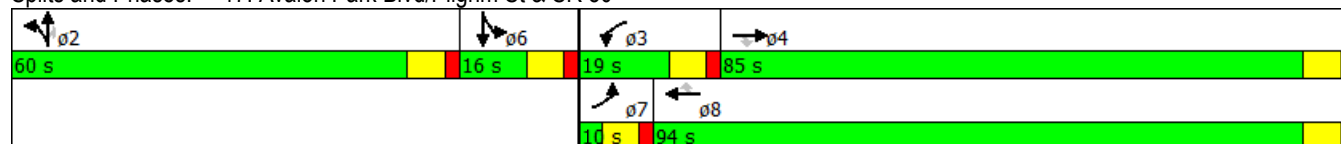
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

























Splits and Phases: 17: Avalon Park Blvd/Pilgrim St & SR 50



# Lanes, Volumes, Timings

## 23: Chuluota School Rd/Chuluota Rd & SR 50

11/29/2017

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|--|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT  | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |  |  |  |  |  |  |  |  |  |  |  |  |
| Volume (vph)            | 440   | 1360  | 155   | 45  | 1555  | 345   | 110   | 85   | 50  | 285   | 145   | 535   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  |
| Storage Length (ft)     | 600   |   | 350   | 545   |   | 300   | 350   |  | 350   | 250   |   | 250   |
| Storage Lanes           | 2   |   | 1   | 1   |   | 1   | 1   |  | 1   | 1   |   | 1   |
| Taper Length (ft)       | 25  |   |   | 25  |   |   | 25  |  |   | 25  |   |   |
| Satd. Flow (prot)       | 3433  | 5085  | 1583  | 1770  | 5085  | 1583  | 1770  | 1863   | 1583  | 3433  | 1863  | 1583  |
| Flt Permitted           | 0.950   |   |   | 0.950   |   |   | 0.950   |  |   | 0.950   |   |   |
| Satd. Flow (perm)       | 3433  | 5085  | 1583  | 1770  | 5085  | 1583  | 1770  | 1863   | 1583  | 3433  | 1863  | 1583  |
| Right Turn on Red       |   |   | Yes   |   |   | Yes   |   |  | Yes   |   |   | Yes   |
| Satd. Flow (RTOR)       |   |   | 163   |   |   | 246   |   |  | 152   |   |   | 67  |
| Link Speed (mph)        |   | 45  |   |   | 45  |   |   | 30   |   |   | 30  |   |
| Link Distance (ft)      |   | 1175  |   |   | 1645  |   |   | 500  |   |   | 1000  |   |
| Travel Time (s)         |   | 17.8  |   |   | 24.9  |   |   | 11.4   |   |   | 22.7  |   |
| Peak Hour Factor        | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95   | 0.95  | 0.95  | 0.95  | 0.95  |
| Shared Lane Traffic (%) |   |   |   |   |   |   |   |  |   |   |   |   |
| Lane Group Flow (vph)   | 463   | 1432  | 163   | 47  | 1637  | 363   | 116   | 89   | 53  | 300   | 153   | 563   |
| Turn Type               | Prot  | NA  | Perm  | Prot  | NA  | Perm  | Prot  | NA   | Perm  | Prot  | NA  | pm+ov   |
| Protected Phases        | 7   | 4   |   | 3   | 8   |   | 5   | 2  |   | 1   | 6   | 7   |
| Permitted Phases        |   |   | 4   |   |   | 8   |   |  | 2   |   |   | 6   |
| Total Split (s)         | 53.0  | 108.0   | 108.0   | 17.0  | 72.0  | 72.0  | 24.0  | 26.0   | 26.0  | 29.0  | 31.0  | 53.0  |
| Total Lost Time (s)     | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   | 7.0  | 7.0   | 7.0   | 7.0   | 7.0   |
| Act Effct Green (s)     | 37.8  | 93.2  | 93.2  | 8.8   | 61.0  | 61.0  | 17.2  | 19.2   | 19.2  | 18.8  | 20.8  | 65.8  |
| Actuated g/C Ratio      | 0.23  | 0.56  | 0.56  | 0.05  | 0.37  | 0.37  | 0.10  | 0.12   | 0.12  | 0.11  | 0.13  | 0.40  |
| v/c Ratio               | 0.59  | 0.50  | 0.17  | 0.50  | 0.87  | 0.49  | 0.63  | 0.41   | 0.17  | 0.77  | 0.65  | 0.84  |
| Control Delay           | 60.4  | 23.1  | 2.7   | 99.1  | 55.4  | 15.3  | 90.1  | 78.2   | 1.1   | 86.3  | 84.6  | 52.0  |
| Queue Delay             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay             | 60.4  | 23.1  | 2.7   | 99.1  | 55.4  | 15.3  | 90.1  | 78.2   | 1.1   | 86.3  | 84.6  | 52.0  |
| LOS                     | E   | C   | A   | F   | E   | B   | F   | E  | A   | F   | F   | D   |
| Approach Delay          |   | 29.9  |   |   | 49.3  |   |   | 67.7   |   |   | 67.0  |   |
| Approach LOS            |   | C   |   |   | D   |   |   | E  |   |   | E   |   |
| Queue Length 50th (ft)  | 241   | 360   | 0   | 53  | 623   | 94  | 129   | 96   | 0   | 172   | 167   | 514   |
| Queue Length 95th (ft)  | 306   | 409   | 36  | 104   | 734   | 205   | #226  | 165  | 0   | 235   | 260   | 688   |
| Internal Link Dist (ft) |   | 1095  |   |   | 1565  |   |   | 420  |   |   | 920   |   |
| Turn Bay Length (ft)    | 600   |   | 350   | 545   |   | 300   | 350   |  | 350   | 250   |   | 250   |
| Base Capacity (vph)     | 967   | 3147  | 1041  | 108   | 2025  | 778   | 184   | 216  | 318   | 462   | 274   | 750   |
| Starvation Cap Reductn  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0   | 0   | 0   | 0   |
| Spillback Cap Reductn   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0   | 0   | 0   | 0   |
| Storage Cap Reductn     | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0   | 0   | 0   | 0   |
| Reduced v/c Ratio       | 0.48  | 0.46  | 0.16  | 0.44  | 0.81  | 0.47  | 0.63  | 0.41   | 0.17  | 0.65  | 0.56  | 0.75  |

### Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 165.2

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 46.1

Intersection LOS: D

Intersection Capacity Utilization 86.8%

ICU Level of Service E

Analysis Period (min) 15

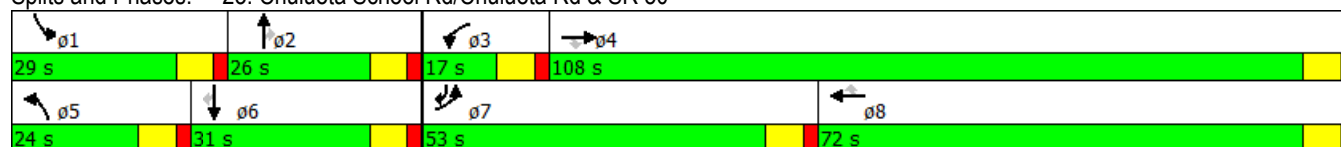
# Lanes, Volumes, Timings

## 23: Chuluota School Rd/Chuluota Rd & SR 50

11/29/2017

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Splits and Phases: 23: Chuluota School Rd/Chuluota Rd & SR 50



**No-Build 2025**

























**PM Peak – Synchro Output**



# Lanes, Volumes, Timings

## 3: Woodbury Rd & SR 50

11/29/2017

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |  |  |  |  |  |  |  |  |  |  |  |  |
| Volume (vph)            | 220   | 2265  | 280   | 350   | 1880  | 325   | 230  | 300   | 430   | 460   | 280   | 340   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Storage Length (ft)     | 625   |   | 675   | 700   |   | 300   | 500  |   | 250   | 390   |   | 250   |
| Storage Lanes           | 2   |   | 1   | 2   |   | 1   | 1  |   | 0   | 1   |   | 0   |
| Taper Length (ft)       | 25  |   |   | 25  |   |   | 25   |   |   | 25  |   |   |
| Satd. Flow (prot)       | 3433  | 5085  | 1583  | 3433  | 5085  | 1583  | 1770   | 3228  | 0   | 3433  | 1710  | 0   |
| Flt Permitted           | 0.950   |   |   | 0.950   |   |   | 0.950  |   |   | 0.950   |   |   |
| Satd. Flow (perm)       | 3433  | 5085  | 1583  | 3433  | 5085  | 1583  | 1770   | 3228  | 0   | 3433  | 1710  | 0   |
| Right Turn on Red       |   |   | Yes   |   |   | Yes   |  |   | Yes   |   |   | Yes   |
| Satd. Flow (RTOR)       |   |   | 249   |   |   | 171   |  |   | 119   |   |   | 35  |
| Link Speed (mph)        |   | 45  |   |   | 45  |   |  | 30  |   |   | 30  |   |
| Link Distance (ft)      |   | 1500  |   |   | 1390  |   |  | 1000  |   |   | 1000  |   |
| Travel Time (s)         |   | 22.7  |   |   | 21.1  |   |  | 22.7  |   |   | 22.7  |   |
| Peak Hour Factor        | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95   | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Shared Lane Traffic (%) |   |   |   |   |   |   |  |   |   |   |   |   |
| Lane Group Flow (vph)   | 232   | 2384  | 295   | 368   | 1979  | 342   | 242  | 769   | 0   | 484   | 653   | 0   |
| Turn Type               | Prot  | NA  | pm+ov   | Prot  | NA  | pm+ov   | Prot   | NA  |   | Prot  | NA  |   |
| Protected Phases        | 7   | 4   | 5   | 3   | 8   | 1   | 5  | 2   |   | 1   | 6   |   |
| Permitted Phases        |   |   | 4   |   |   | 8   |  |   |   |   |   |   |
| Total Split (s)         | 15.0  | 75.0  | 25.0  | 21.0  | 81.0  | 34.0  | 25.0   | 50.0  |   | 34.0  | 59.0  |   |
| Total Lost Time (s)     | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0  | 5.0   |   | 5.0   | 5.0   |   |
| Act Effct Green (s)     | 10.0  | 70.0  | 95.0  | 16.0  | 76.0  | 109.1   | 20.0   | 45.9  |   | 28.1  | 54.0  |   |
| Actuated g/C Ratio      | 0.06  | 0.39  | 0.53  | 0.09  | 0.42  | 0.61  | 0.11   | 0.26  |   | 0.16  | 0.30  |   |
| v/c Ratio               | 1.22  | 1.21  | 0.31  | 1.21  | 0.92  | 0.33  | 1.23   | 0.92dr  |   | 0.90  | 1.22  |   |
| Control Delay           | 202.3   | 144.0   | 5.0   | 161.2   | 34.8  | 11.2  | 202.5  | 63.3  |   | 94.9  | 161.7   |   |
| Queue Delay             | 0.0   | 0.1   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0   |   | 0.0   | 0.0   |   |
| Total Delay             | 202.3   | 144.0   | 5.0   | 161.2   | 34.8  | 11.2  | 202.5  | 63.3  |   | 94.9  | 161.7   |   |
| LOS                     | F   | F   | A   | F   | C   | B   | F  | E   |   | F   | F   |   |
| Approach Delay          |   | 134.6   |   |   | 49.1  |   |  | 96.6  |   |   | 133.3   |   |
| Approach LOS            |   | F   |   |   | D   |   |  | F   |   |   | F   |   |
| Queue Length 50th (ft)  | ~172  | ~1249   | 26  | ~269  | 899   | 157   | ~351   | 398   |   | 292   | ~912  |   |
| Queue Length 95th (ft)  | #270  | #1325   | 80  | m#225   | m756  | m128  | #542   | 486   |   | #383  | #1169   |   |
| Internal Link Dist (ft) |   | 1420  |   |   | 1310  |   |  | 920   |   |   | 920   |   |
| Turn Bay Length (ft)    | 625   |   | 675   | 700   |   | 300   | 500  |   |   | 390   |   |   |
| Base Capacity (vph)     | 190   | 1977  | 953   | 305   | 2147  | 1033  | 196  | 911   |   | 553   | 537   |   |
| Starvation Cap Reductn  | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0   |   | 0   | 0   |   |
| Spillback Cap Reductn   | 0   | 39  | 0   | 0   | 0   | 0   | 0  | 0   |   | 0   | 0   |   |
| Storage Cap Reductn     | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0   |   | 0   | 0   |   |
| Reduced v/c Ratio       | 1.22  | 1.23  | 0.31  | 1.21  | 0.92  | 0.33  | 1.23   | 0.84  |   | 0.88  | 1.22  |   |

### Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 70 (39%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.23

Intersection Signal Delay: 99.8

Intersection LOS: F

Intersection Capacity Utilization 118.7%

ICU Level of Service H

# Lanes, Volumes, Timings

## 3: Woodbury Rd & SR 50

11/29/2017

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

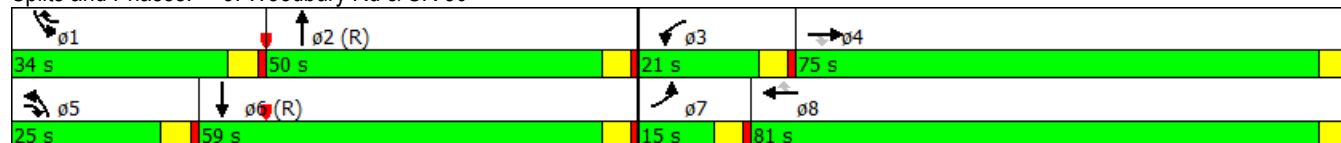
# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 3: Woodbury Rd & SR 50





Lanes, Volumes, Timings  
6: SR 408 Off Ramp & SR 50

11/29/2017

|                         | →     | ↘    | ↙    | ←     | ↖      | ↗     |
|-------------------------|-------|------|------|-------|--------|-------|
| Lane Group              | EBT   | EBR  | WBL  | WBT   | NBL    | NBR   |
| Lane Configurations     | ↑↑↑   |      |      | ↑↑↑   | ↘↘     | ↗     |
| Volume (vph)            | 2955  | 0    | 0    | 3420  | 150    | 1520  |
| Ideal Flow (vphpl)      | 1900  | 1900 | 1900 | 1900  | 1900   | 1900  |
| Storage Length (ft)     |       | 0    | 0    |       | 300    | 300   |
| Storage Lanes           |       | 0    | 0    |       | 2      | 0     |
| Taper Length (ft)       |       |      | 25   |       | 25     |       |
| Satd. Flow (prot)       | 5085  | 0    | 0    | 5085  | 3137   | 1441  |
| Flt Permitted           |       |      |      |       | 0.992  |       |
| Satd. Flow (perm)       | 5085  | 0    | 0    | 5085  | 3137   | 1441  |
| Right Turn on Red       |       | Yes  |      |       |        | Yes   |
| Satd. Flow (RTOR)       |       |      |      |       | 1      | 354   |
| Link Speed (mph)        | 45    |      |      | 45    | 30     |       |
| Link Distance (ft)      | 1390  |      |      | 1100  | 1000   |       |
| Travel Time (s)         | 21.1  |      |      | 16.7  | 22.7   |       |
| Peak Hour Factor        | 0.95  | 0.95 | 0.95 | 0.95  | 0.95   | 0.95  |
| Shared Lane Traffic (%) |       |      |      |       |        | 50%   |
| Lane Group Flow (vph)   | 3111  | 0    | 0    | 3600  | 958    | 800   |
| Turn Type               | NA    |      |      | NA    | Prot   | Free  |
| Protected Phases        | 4     |      |      | 8     | 2      |       |
| Permitted Phases        |       |      |      |       |        | Free  |
| Total Split (s)         | 120.0 |      |      | 120.0 | 60.0   |       |
| Total Lost Time (s)     | 5.0   |      |      | 5.0   | 5.0    |       |
| Act Effct Green (s)     | 115.0 |      |      | 115.0 | 55.0   | 180.0 |
| Actuated g/C Ratio      | 0.64  |      |      | 0.64  | 0.31   | 1.00  |
| v/c Ratio               | 0.96  |      |      | 1.11  | 1.65dr | 0.56  |
| Control Delay           | 58.5  |      |      | 67.7  | 89.9   | 1.5   |
| Queue Delay             | 2.8   |      |      | 0.0   | 0.0    | 0.0   |
| Total Delay             | 61.3  |      |      | 67.7  | 89.9   | 1.6   |
| LOS                     | E     |      |      | E     | F      | A     |
| Approach Delay          | 61.3  |      |      | 67.7  | 49.7   |       |
| Approach LOS            | E     |      |      | E     | D      |       |
| Queue Length 50th (ft)  | 1256  |      |      | ~1751 | 586    | 0     |
| Queue Length 95th (ft)  | m1088 |      |      | m243  | #741   | 0     |
| Internal Link Dist (ft) | 1310  |      |      | 1020  | 920    |       |
| Turn Bay Length (ft)    |       |      |      |       | 300    | 300   |
| Base Capacity (vph)     | 3248  |      |      | 3248  | 959    | 1441  |
| Starvation Cap Reductn  | 6     |      |      | 4     | 0      | 0     |
| Spillback Cap Reductn   | 90    |      |      | 0     | 0      | 25    |
| Storage Cap Reductn     | 0     |      |      | 0     | 0      | 0     |
| Reduced v/c Ratio       | 0.99  |      |      | 1.11  | 1.00   | 0.56  |

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 0 (0%), Referenced to phase 2:NBL and 6:, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.11

Intersection Signal Delay: 61.6

Intersection LOS: E

Intersection Capacity Utilization 94.8%

ICU Level of Service F

# Lanes, Volumes, Timings

## 6: SR 408 Off Ramp & SR 50

11/29/2017

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

























dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 6: SR 408 Off Ramp & SR 50

|  |  |
|--|--|
|  Ø2 (R) |  Ø4 |
| 60 s   | 120 s  |
|  |  Ø8 |
|  | 120 s  |

Lanes, Volumes, Timings  
17: Avalon Park Blvd/Pilgrim St & SR 50

11/29/2017

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |  |  |  |  |  |  |  |  |  |  |  |  |
| Volume (vph)            | 60  | 2265  | 745   | 295   | 2060  | 70  | 615   | 65  | 240   | 50  | 60  | 35  |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Storage Length (ft)     | 600   |   | 1000  | 400   |   | 300   | 300   |   | 300   | 0   |   | 0   |
| Storage Lanes           | 1   |   | 1   | 2   |   | 1   | 1   |   | 1   | 1   |   | 0   |
| Taper Length (ft)       | 25  |   |   | 25  |   |   | 25  |   |   | 25  |   |   |
| Satd. Flow (prot)       | 1770  | 5085  | 1583  | 3433  | 5085  | 1583  | 1681  | 1701  | 1583  | 1770  | 1758  | 0   |
| Flt Permitted           | 0.950   |   |   | 0.950   |   |   | 0.950   | 0.961   |   | 0.950   |   |   |
| Satd. Flow (perm)       | 1770  | 5085  | 1583  | 3433  | 5085  | 1583  | 1681  | 1701  | 1583  | 1770  | 1758  | 0   |
| Right Turn on Red       |   |   | Yes   |   |   | Yes   |   |   | Yes   |   |   | Yes   |
| Satd. Flow (RTOR)       |   |   | 754   |   |   | 109   |   |   | 147   |   | 12  |   |
| Link Speed (mph)        |   | 45  |   |   | 45  |   |   | 30  |   |   | 30  |   |
| Link Distance (ft)      |   | 2625  |   |   | 1010  |   |   | 1000  |   |   | 302   |   |
| Travel Time (s)         |   | 39.8  |   |   | 15.3  |   |   | 22.7  |   |   | 6.9   |   |
| Peak Hour Factor        | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Shared Lane Traffic (%) |   |   |   |   |   |   | 45%   |   |   |   |   |   |
| Lane Group Flow (vph)   | 63  | 2384  | 784   | 311   | 2168  | 74  | 356   | 359   | 253   | 53  | 100   | 0   |
| Turn Type               | Prot  | NA  | Perm  | Prot  | NA  | Perm  | Split   | NA  | Perm  | Split   | NA  |   |
| Protected Phases        | 7   | 4   |   | 3   | 8   |   | 2   | 2   |   | 6   | 6   |   |
| Permitted Phases        |   |   | 4   |   |   | 8   |   |   | 2   |   |   |   |
| Total Split (s)         | 19.0  | 92.0  | 92.0  | 24.0  | 97.0  | 97.0  | 48.0  | 48.0  | 48.0  | 16.0  | 16.0  |   |
| Total Lost Time (s)     | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   |   |
| Act Effct Green (s)     | 10.6  | 85.0  | 85.0  | 17.0  | 91.4  | 91.4  | 41.0  | 41.0  | 41.0  | 9.0   | 9.0   |   |
| Actuated g/C Ratio      | 0.06  | 0.47  | 0.47  | 0.09  | 0.51  | 0.51  | 0.23  | 0.23  | 0.23  | 0.05  | 0.05  |   |
| v/c Ratio               | 0.61  | 0.99  | 0.68  | 0.96  | 0.84  | 0.09  | 0.93  | 0.93  | 0.53  | 0.60  | 1.01  |   |
| Control Delay           | 106.2   | 63.3  | 5.8   | 120.0   | 42.0  | 1.1   | 98.8  | 97.8  | 29.3  | 110.6   | 163.2   |   |
| Queue Delay             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |   |
| Total Delay             | 106.2   | 63.3  | 5.8   | 120.0   | 42.0  | 1.1   | 98.8  | 97.8  | 29.3  | 110.6   | 163.2   |   |
| LOS                     | F   | E   | A   | F   | D   | A   | F   | F   | C   | F   | F   |   |
| Approach Delay          |   | 50.2  |   |   | 50.3  |   |   | 80.3  |   |   | 145.0   |   |
| Approach LOS            |   | D   |   |   | D   |   |   | F   |   |   | F   |   |
| Queue Length 50th (ft)  | 74  | 1016  | 19  | 192   | 805   | 0   | 438   | 442   | 109   | 63  | ~107  |   |
| Queue Length 95th (ft)  | 131   | #1135   | 123   | #295  | 869   | 8   | #654  | #654  | 210   | #127  | #250  |   |
| Internal Link Dist (ft) |   | 2545  |   |   | 930   |   |   | 920   |   |   | 222   |   |
| Turn Bay Length (ft)    | 600   |   | 1000  | 400   |   | 300   | 300   |   | 300   |   |   |   |
| Base Capacity (vph)     | 118   | 2401  | 1145  | 324   | 2582  | 857   | 382   | 387   | 474   | 88  | 99  |   |
| Starvation Cap Reductn  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |   |
| Spillback Cap Reductn   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |   |
| Storage Cap Reductn     | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |   |
| Reduced v/c Ratio       | 0.53  | 0.99  | 0.68  | 0.96  | 0.84  | 0.09  | 0.93  | 0.93  | 0.53  | 0.60  | 1.01  |   |

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.01

Intersection Signal Delay: 56.6

Intersection LOS: E

Intersection Capacity Utilization 95.1%

ICU Level of Service F

Analysis Period (min) 15

# Lanes, Volumes, Timings

## 17: Avalon Park Blvd/Pilgrim St & SR 50

11/29/2017







~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

























Splits and Phases: 17: Avalon Park Blvd/Pilgrim St & SR 50

|  |  |  |  |
|--|--|--|--|
|  Ø2 |  Ø6 |  Ø3 |  Ø4 |
| 48 s   | 16 s   | 24 s   | 92 s   |
|  |  |  Ø7 |  Ø8 |
|  |  | 19 s   | 97 s   |

# Lanes, Volumes, Timings

## 23: Chuluota School Rd/Chuluota Rd & SR 50

11/29/2017

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |  |  |  |  |  |  |  |  |  |  |  |  |
| Volume (vph)            | 535   | 1555  | 110   | 50  | 1360  | 285   | 155   | 145   | 45  | 345   | 85  | 440   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Storage Length (ft)     | 600   |   | 350   | 545   |   | 300   | 350   |   | 350   | 250   |   | 250   |
| Storage Lanes           | 2   |   | 1   | 1   |   | 1   | 1   |   | 1   | 1   |   | 1   |
| Taper Length (ft)       | 25  |   |   | 25  |   |   | 25  |   |   | 25  |   |   |
| Satd. Flow (prot)       | 3433  | 5085  | 1583  | 1770  | 5085  | 1583  | 1770  | 1863  | 1583  | 3433  | 1863  | 1583  |
| Flt Permitted           | 0.950   |   |   | 0.950   |   |   | 0.950   |   |   | 0.950   |   |   |
| Satd. Flow (perm)       | 3433  | 5085  | 1583  | 1770  | 5085  | 1583  | 1770  | 1863  | 1583  | 3433  | 1863  | 1583  |
| Right Turn on Red       |   |   | Yes   |   |   | Yes   |   |   | Yes   |   |   | Yes   |
| Satd. Flow (RTOR)       |   |   | 116   |   |   | 225   |   |   | 152   |   |   | 77  |
| Link Speed (mph)        |   | 45  |   |   | 45  |   |   | 30  |   |   | 30  |   |
| Link Distance (ft)      |   | 1175  |   |   | 1645  |   |   | 500   |   |   | 1000  |   |
| Travel Time (s)         |   | 17.8  |   |   | 24.9  |   |   | 11.4  |   |   | 22.7  |   |
| Peak Hour Factor        | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Shared Lane Traffic (%) |   |   |   |   |   |   |   |   |   |   |   |   |
| Lane Group Flow (vph)   | 563   | 1637  | 116   | 53  | 1432  | 300   | 163   | 153   | 47  | 363   | 89  | 463   |
| Turn Type               | Prot  | NA  | Perm  | Prot  | NA  | Perm  | Prot  | NA  | Perm  | Prot  | NA  | pm+ov   |
| Protected Phases        | 7   | 4   |   | 3   | 8   |   | 5   | 2   |   | 1   | 6   | 7   |
| Permitted Phases        |   |   | 4   |   |   | 8   |   |   | 2   |   |   | 6   |
| Total Split (s)         | 47.0  | 97.0  | 97.0  | 18.0  | 68.0  | 68.0  | 33.0  | 31.0  | 31.0  | 34.0  | 32.0  | 47.0  |
| Total Lost Time (s)     | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   |
| Act Effct Green (s)     | 33.1  | 82.7  | 82.7  | 9.4   | 55.7  | 55.7  | 26.3  | 24.3  | 24.3  | 22.3  | 20.3  | 60.5  |
| Actuated g/C Ratio      | 0.20  | 0.50  | 0.50  | 0.06  | 0.34  | 0.34  | 0.16  | 0.15  | 0.15  | 0.14  | 0.12  | 0.37  |
| v/c Ratio               | 0.81  | 0.64  | 0.14  | 0.52  | 0.83  | 0.44  | 0.58  | 0.55  | 0.13  | 0.78  | 0.39  | 0.73  |
| Control Delay           | 73.2  | 31.9  | 3.9   | 97.7  | 55.1  | 13.2  | 75.9  | 76.7  | 0.7   | 81.6  | 73.4  | 44.5  |
| Queue Delay             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay             | 73.2  | 31.9  | 3.9   | 97.7  | 55.1  | 13.2  | 75.9  | 76.7  | 0.7   | 81.6  | 73.4  | 44.5  |
| LOS                     | E   | C   | A   | F   | E   | B   | E   | E   | A   | F   | E   | D   |
| Approach Delay          |   | 40.5  |   |   | 49.3  |   |   | 66.5  |   |   | 62.0  |   |
| Approach LOS            |   | D   |   |   | D   |   |   | E   |   |   | E   |   |
| Queue Length 50th (ft)  | 313   | 490   | 0   | 59  | 527   | 57  | 174   | 163   | 0   | 206   | 93  | 382   |
| Queue Length 95th (ft)  | 394   | 565   | 36  | 115   | 634   | 152   | 273   | 260   | 0   | 274   | 159   | 523   |
| Internal Link Dist (ft) |   | 1095  |   |   | 1565  |   |   | 420   |   |   | 920   |   |
| Turn Bay Length (ft)    | 600   |   | 350   | 545   |   | 300   | 350   |   | 350   | 250   |   | 250   |
| Base Capacity (vph)     | 847   | 2825  | 931   | 120   | 1914  | 736   | 283   | 276   | 363   | 572   | 287   | 700   |
| Starvation Cap Reductn  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Spillback Cap Reductn   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Storage Cap Reductn     | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Reduced v/c Ratio       | 0.66  | 0.58  | 0.12  | 0.44  | 0.75  | 0.41  | 0.58  | 0.55  | 0.13  | 0.63  | 0.31  | 0.66  |

### Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 163.8

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 48.8

Intersection LOS: D

Intersection Capacity Utilization 82.3%

ICU Level of Service E









Analysis Period (min) 15

# Lanes, Volumes, Timings

## 23: Chuluota School Rd/Chuluota Rd & SR 50

11/29/2017

Splits and Phases: 23: Chuluota School Rd/Chuluota Rd & SR 50

|  |  |  |   |
|--|--|--|---|
|  ø1 |  ø2 |  ø3 |  ø4  |
| 34 s   | 31 s   | 18 s   | 97 s  |
|  ø5 |  ø6 |  ø7 |  ø8 |
| 33 s   | 32 s   | 47 s   | 68 s  |

**Build 2025**











**AM Peak – Synchro Output**



# Lanes, Volumes, Timings

## 1: Woodbury & SR 408 Off Ramp

11/17/2017

|                         |  |  |  |  |  |  |      |      |      |
|-------------------------|---|---|---|---|---|---|------|------|------|
| Lane Group              | WBL   | WBR   | NBT   | NBR   | SBL   | SBT   | ø1   | ø2   | ø6   |
| Lane Configurations     |  |  |  |   |   |  |      |      |      |
| Volume (vph)            | 65  | 155   | 915   | 0   | 0   | 825   |      |      |      |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |      |      |      |
| Storage Length (ft)     | 400   | 0   |   | 300   | 350   |   |      |      |      |
| Storage Lanes           | 1   | 1   |   | 0   | 0   |   |      |      |      |
| Taper Length (ft)       | 25  |   |   |   | 25  |   |      |      |      |
| Satd. Flow (prot)       | 1770  | 1583  | 3539  | 0   | 0   | 5085  |      |      |      |
| Flt Permitted           | 0.950   |   |   |   |   |   |      |      |      |
| Satd. Flow (perm)       | 1770  | 1583  | 3539  | 0   | 0   | 5085  |      |      |      |
| Right Turn on Red       |   | Yes   |   | Yes   |   |   |      |      |      |
| Satd. Flow (RTOR)       |   | 163   |   |   |   |   |      |      |      |
| Link Speed (mph)        | 30  |   | 30  |   |   | 30  |      |      |      |
| Link Distance (ft)      | 878   |   | 175   |   |   | 388   |      |      |      |
| Travel Time (s)         | 20.0  |   | 4.0   |   |   | 8.8   |      |      |      |
| Peak Hour Factor        | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |      |      |      |
| Shared Lane Traffic (%) |   |   |   |   |   |   |      |      |      |
| Lane Group Flow (vph)   | 68  | 163   | 963   | 0   | 0   | 868   |      |      |      |
| Turn Type               | Prot  | Prot  | NA  |   |   | NA  |      |      |      |
| Protected Phases        | 8   | 8   | 2 6   |   |   | 2 6   | 1    | 2    | 6    |
| Permitted Phases        |   | 8   |   |   |   |   |      |      |      |
| Minimum Split (s)       | 12.0  | 12.0  |   |   |   |   | 9.0  | 21.0 | 21.0 |
| Total Split (s)         | 30.0  | 30.0  |   |   |   |   | 52.0 | 68.0 | 22.0 |
| Total Split (%)         | 25.0%   | 25.0%   |   |   |   |   | 43%  | 57%  | 18%  |
| Yellow Time (s)         | 4.0   | 4.0   |   |   |   |   | 4.0  | 4.0  | 4.0  |
| All-Red Time (s)        | 1.0   | 1.0   |   |   |   |   | 1.0  | 1.0  | 1.0  |
| Lost Time Adjust (s)    | 0.0   | 0.0   |   |   |   |   |      |      |      |
| Total Lost Time (s)     | 5.0   | 5.0   |   |   |   |   |      |      |      |
| Lead/Lag                | Lag   | Lag   |   |   |   |   |      |      | Lead |
| Lead-Lag Optimize?      | Yes   | Yes   |   |   |   |   |      |      | Yes  |
| Act Effct Green (s)     | 25.0  | 25.0  | 85.0  |   |   | 85.0  |      |      |      |
| Actuated g/C Ratio      | 0.21  | 0.21  | 0.71  |   |   | 0.71  |      |      |      |
| v/c Ratio               | 0.18  | 0.36  | 0.38  |   |   | 0.24  |      |      |      |
| Control Delay           | 40.7  | 8.3   | 0.4   |   |   | 6.3   |      |      |      |
| Queue Delay             | 4.2   | 0.0   | 0.1   |   |   | 0.0   |      |      |      |
| Total Delay             | 45.0  | 8.3   | 0.5   |   |   | 6.4   |      |      |      |
| LOS                     | D   | A   | A   |   |   | A   |      |      |      |
| Approach Delay          | 19.1  |   | 0.5   |   |   | 6.4   |      |      |      |
| Approach LOS            | B   |   | A   |   |   | A   |      |      |      |
| Queue Length 50th (ft)  | 44  | 0   | 0   |   |   | 77  |      |      |      |
| Queue Length 95th (ft)  | 85  | 57  | 0   |   |   | 94  |      |      |      |
| Internal Link Dist (ft) | 798   |   | 95  |   |   | 308   |      |      |      |
| Turn Bay Length (ft)    | 400   |   |   |   |   |   |      |      |      |
| Base Capacity (vph)     | 368   | 458   | 2506  |   |   | 3601  |      |      |      |
| Starvation Cap Reductn  | 0   | 0   | 530   |   |   | 0   |      |      |      |
| Spillback Cap Reductn   | 239   | 0   | 0   |   |   | 203   |      |      |      |
| Storage Cap Reductn     | 0   | 0   | 0   |   |   | 0   |      |      |      |
| Reduced v/c Ratio       | 0.53  | 0.36  | 0.49  |   |   | 0.26  |      |      |      |

### Intersection Summary

Area Type: Other

# Lanes, Volumes, Timings

## 1: Woodbury & SR 408 Off Ramp

11/17/2017

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 6:NBSB, Start of Green, Master Intersection

Natural Cycle: 60

Control Type: Pretimed

Maximum v/c Ratio: 0.52

Intersection Signal Delay: 5.1

Intersection LOS: A

Intersection Capacity Utilization 43.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Woodbury & SR 408 Off Ramp

|   |  |  |  |
|---|--|--|--|
|  <p>#1 #2<br/>68 s</p> |  <p>#2<br/>52 s</p>   |  |  |
|   | <table> <tr> <td data-bbox="893 630 1136 724">  <p>#1<br/>22 s</p> </td><td data-bbox="1136 630 1466 724">  <p>#1<br/>30 s</p> </td></tr> </table> |  <p>#1<br/>22 s</p> |  <p>#1<br/>30 s</p> |
|  <p>#1<br/>22 s</p>    |  <p>#1<br/>30 s</p>   |  |  |

# Lanes, Volumes, Timings

## 2: Woodbury Rd/Woodbury & SR 408 On Ramp

11/17/2017

|                         |      |      |       |       |       |       | ø6   | ø8   |
|-------------------------|------|------|-------|-------|-------|-------|------|------|
| Lane Group              | WBL  | WBR  | NBT   | NBR   | SBL   | SBT   |      |      |
| Lane Configurations     |      |      | ↑↑    | ↑     | ↑     | ↑↑    |      |      |
| Volume (vph)            | 0    | 0    | 915   | 40    | 105   | 785   |      |      |
| Ideal Flow (vphpl)      | 1900 | 1900 | 1900  | 1900  | 1900  | 1900  |      |      |
| Storage Length (ft)     | 0    | 0    |       | 300   | 0     |       |      |      |
| Storage Lanes           | 0    | 0    |       | 1     | 1     |       |      |      |
| Taper Length (ft)       | 25   |      |       |       | 25    |       |      |      |
| Satd. Flow (prot)       | 0    | 0    | 3539  | 1583  | 1770  | 3539  |      |      |
| Flt Permitted           |      |      |       |       | 0.950 |       |      |      |
| Satd. Flow (perm)       | 0    | 0    | 3539  | 1583  | 1770  | 3539  |      |      |
| Right Turn on Red       |      | Yes  |       | Yes   |       |       |      |      |
| Satd. Flow (RTOR)       |      |      |       | 42    |       |       |      |      |
| Link Speed (mph)        | 30   |      | 30    |       |       | 30    |      |      |
| Link Distance (ft)      | 880  |      | 590   |       |       | 175   |      |      |
| Travel Time (s)         | 20.0 |      | 13.4  |       |       | 4.0   |      |      |
| Peak Hour Factor        | 0.95 | 0.95 | 0.95  | 0.95  | 0.95  | 0.95  |      |      |
| Shared Lane Traffic (%) |      |      |       |       |       |       |      |      |
| Lane Group Flow (vph)   | 0    | 0    | 963   | 42    | 111   | 826   |      |      |
| Turn Type               |      |      | NA    | Perm  | Prot  | NA    |      |      |
| Protected Phases        |      |      | 2     |       | 1     | 2     | 6    | 8    |
| Permitted Phases        |      |      |       | 2     |       |       |      |      |
| Minimum Split (s)       |      |      | 21.0  | 21.0  | 9.0   | 21.0  | 21.0 | 12.0 |
| Total Split (s)         |      |      | 68.0  | 68.0  | 52.0  | 68.0  | 22.0 | 30.0 |
| Total Split (%)         |      |      | 56.7% | 56.7% | 43.3% | 56.7% | 18%  | 25%  |
| Yellow Time (s)         |      |      | 4.0   | 4.0   | 4.0   | 4.0   | 4.0  | 4.0  |
| All-Red Time (s)        |      |      | 1.0   | 1.0   | 1.0   | 1.0   | 1.0  | 1.0  |
| Lost Time Adjust (s)    |      |      | 0.0   | 0.0   | 0.0   | 0.0   |      |      |
| Total Lost Time (s)     |      |      | 5.0   | 5.0   | 5.0   | 5.0   |      |      |
| Lead/Lag                |      |      |       |       |       |       | Lead | Lag  |
| Lead-Lag Optimize?      |      |      |       |       |       |       | Yes  | Yes  |
| Act Effct Green (s)     |      |      | 63.0  | 63.0  | 47.0  | 63.0  |      |      |
| Actuated g/C Ratio      |      |      | 0.52  | 0.52  | 0.39  | 0.52  |      |      |
| v/c Ratio               |      |      | 0.52  | 0.05  | 0.16  | 0.44  |      |      |
| Control Delay           |      |      | 19.9  | 4.3   | 35.7  | 14.1  |      |      |
| Queue Delay             |      |      | 0.0   | 0.0   | 11.6  | 0.7   |      |      |
| Total Delay             |      |      | 19.9  | 4.3   | 47.3  | 14.9  |      |      |
| LOS                     |      |      | B     | A     | D     | B     |      |      |
| Approach Delay          |      |      | 19.2  |       |       | 18.7  |      |      |
| Approach LOS            |      |      | B     |       |       | B     |      |      |
| Queue Length 50th (ft)  |      |      | 246   | 0     | 71    | 99    |      |      |
| Queue Length 95th (ft)  |      |      | 305   | 18    | 122   | 268   |      |      |
| Internal Link Dist (ft) | 800  |      | 510   |       |       | 95    |      |      |
| Turn Bay Length (ft)    |      |      |       | 300   |       |       |      |      |
| Base Capacity (vph)     |      |      | 1857  | 851   | 693   | 1857  |      |      |
| Starvation Cap Reductn  |      |      | 0     | 0     | 550   | 651   |      |      |
| Spillback Cap Reductn   |      |      | 0     | 0     | 0     | 0     |      |      |
| Storage Cap Reductn     |      |      | 0     | 0     | 0     | 0     |      |      |
| Reduced v/c Ratio       |      |      | 0.52  | 0.05  | 0.78  | 0.68  |      |      |

### Intersection Summary

Area Type: Other

# Lanes, Volumes, Timings

## 2: Woodbury Rd/Woodbury & SR 408 On Ramp

11/17/2017

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 6:NBSB, Start of Green, Master Intersection

Natural Cycle: 60

Control Type: Pretimed

Maximum v/c Ratio: 0.52

Intersection Signal Delay: 19.0

Intersection LOS: B

Intersection Capacity Utilization 43.2%

ICU Level of Service A

Analysis Period (min) 15























Splits and Phases: 2: Woodbury Rd/Woodbury & SR 408 On Ramp

|  |   |
|--|---|
| <div> <div>#1 #2</div> <div> </div> <div>ø2</div> </div> <div>68 s</div> | <div> <div>#2</div> <div> </div> <div>ø1</div> </div> <div>52 s</div>   |
|  | <div> <div>#1</div> <div> </div> <div>ø6 (R)</div> </div> <div>22 s</div> <div> <div>#1</div> <div> </div> <div>ø8</div> </div> <div>30 s</div> |

# Lanes, Volumes, Timings

## 3: Avalon Park & SR 408 Extension Ramps

11/17/2017

|                         |  |  |  |  |  |  |   |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |  |   |  |  |   |  |  |  |  |  |  |  |
| Volume (vph)            | 205   | 0   | 385   | 125   | 0   | 10  | 585  | 505   | 80  | 5   | 400   | 310   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Storage Length (ft)     | 250   |   | 400   | 250   |   | 0   | 600  |   | 100   | 250   |   | 100   |
| Storage Lanes           | 0   |   | 1   | 1   |   | 1   | 2  |   | 1   | 1   |   | 1   |
| Taper Length (ft)       | 25  |   |   | 25  |   |   | 25   |   |   | 25  |   |   |
| Satd. Flow (prot)       | 1770  | 0   | 1583  | 1770  | 0   | 1583  | 3433   | 3539  | 1583  | 1770  | 3539  | 1583  |
| Flt Permitted           | 0.950   |   |   | 0.950   |   |   | 0.950  |   |   | 0.950   |   |   |
| Satd. Flow (perm)       | 1770  | 0   | 1583  | 1770  | 0   | 1583  | 3433   | 3539  | 1583  | 1770  | 3539  | 1583  |
| Right Turn on Red       |   |   | Yes   |   |   | Yes   |  |   | Yes   |   |   | Yes   |
| Satd. Flow (RTOR)       |   |   | 129   |   |   | 153   |  |   | 211   |   |   | 269   |
| Link Speed (mph)        |   | 30  |   |   | 30  |   |  | 30  |   |   | 30  |   |
| Link Distance (ft)      |   | 714   |   |   | 762   |   |  | 660   |   |   | 506   |   |
| Travel Time (s)         |   | 16.2  |   |   | 17.3  |   |  | 15.0  |   |   | 11.5  |   |
| Peak Hour Factor        | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95   | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Shared Lane Traffic (%) |   |   |   |   |   |   |  |   |   |   |   |   |
| Lane Group Flow (vph)   | 216   | 0   | 405   | 132   | 0   | 11  | 616  | 532   | 84  | 5   | 421   | 326   |
| Turn Type               | Prot  |   | pt+ov   | Prot  |   | pt+ov   | Prot   | NA  | Perm  | Prot  | NA  | Perm  |
| Protected Phases        | 7   |   | 4 5   | 3   |   | 8 1   | 5  | 2   |   | 1   | 6   |   |
| Permitted Phases        |   |   | 7   |   |   | 3   |  |   | 2   |   |   | 6   |
| Detector Phase          | 7   |   | 4 5   | 3   |   | 8 1   | 5  | 2   | 2   | 1   | 6   | 6   |
| Switch Phase            |   |   |   |   |   |   |  |   |   |   |   |   |
| Minimum Initial (s)     | 4.0   |   |   | 4.0   |   |   | 4.0  | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Minimum Split (s)       | 12.0  |   |   | 12.0  |   |   | 12.0   | 24.0  | 24.0  | 12.0  | 24.0  | 24.0  |
| Total Split (s)         | 40.0  |   |   | 31.0  |   |   | 49.0   | 84.0  | 84.0  | 12.0  | 47.0  | 47.0  |
| Total Split (%)         | 26.7%   |   |   | 20.7%   |   |   | 32.7%  | 56.0%   | 56.0%   | 8.0%  | 31.3%   | 31.3%   |
| Yellow Time (s)         | 5.0   |   |   | 5.0   |   |   | 5.0  | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   |
| All-Red Time (s)        | 3.0   |   |   | 3.0   |   |   | 3.0  | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   |
| Lost Time Adjust (s)    | 0.0   |   |   | 0.0   |   |   | 0.0  | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)     | 8.0   |   |   | 8.0   |   |   | 8.0  | 8.0   | 8.0   | 8.0   | 8.0   | 8.0   |
| Lead/Lag                | Lead  |   |   | Lead  |   |   | Lead   | Lag   | Lag   | Lead  | Lag   | Lag   |
| Lead-Lag Optimize?      |   |   |   | Yes   |   |   |  |   |   |   |   |   |
| Recall Mode             | None  |   |   | None  |   |   | None   | C-Max   | C-Max   | None  | C-Max   | C-Max   |
| Act Effct Green (s)     | 25.5  |   | 76.4  | 16.5  |   | 29.8  | 33.6   | 97.6  | 97.6  | 5.7   | 61.6  | 61.6  |
| Actuated g/C Ratio      | 0.17  |   | 0.51  | 0.11  |   | 0.20  | 0.22   | 0.65  | 0.65  | 0.04  | 0.41  | 0.41  |
| v/c Ratio               | 0.72  |   | 0.47  | 0.68  |   | 0.03  | 0.80   | 0.23  | 0.08  | 0.07  | 0.29  | 0.40  |
| Control Delay           | 72.5  |   | 15.8  | 81.0  |   | 0.1   | 63.2   | 13.6  | 0.1   | 72.0  | 33.4  | 9.6   |
| Queue Delay             | 0.0   |   | 0.0   | 0.0   |   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay             | 72.5  |   | 15.8  | 81.0  |   | 0.1   | 63.2   | 13.6  | 0.1   | 72.0  | 33.4  | 9.6   |
| LOS                     | E   |   | B   | F   |   | A   | E  | B   | A   | E   | C   | A   |
| Approach Delay          |   |   |   |   |   |   |  | 37.5  |   |   | 23.3  |   |
| Approach LOS            |   |   |   |   |   |   |  | D   |   |   | C   |   |
| Queue Length 50th (ft)  | 202   |   | 179   | 126   |   | 0   | 296  | 82  | 0   | 5   | 135   | 32  |
| Queue Length 95th (ft)  | 284   |   | 174   | 194   |   | 0   | 344  | 196   | 0   | 20  | 234   | 138   |
| Internal Link Dist (ft) |   | 634   |   |   | 682   |   |  | 580   |   |   | 426   |   |
| Turn Bay Length (ft)    | 250   |   | 400   | 250   |   |   | 600  |   | 100   | 250   |   | 100   |
| Base Capacity (vph)     | 377   |   | 931   | 271   |   | 408   | 938  | 2302  | 1103  | 67  | 1452  | 808   |
| Starvation Cap Reductn  | 0   |   | 0   | 0   |   | 0   | 0  | 0   | 0   | 0   | 0   | 0   |
| Spillback Cap Reductn   | 0   |   | 0   | 0   |   | 0   | 0  | 0   | 0   | 0   | 0   | 0   |

# Lanes, Volumes, Timings

## 3: Avalon Park & SR 408 Extension Ramps

11/17/2017













| Lane Group              | ø4   | ø8   |
|-------------------------|------|------|
| Lane Configurations     |      |      |
| Volume (vph)            |      |      |
| Ideal Flow (vphpl)      |      |      |
| Storage Length (ft)     |      |      |
| Storage Lanes           |      |      |
| Taper Length (ft)       |      |      |
| Satd. Flow (prot)       |      |      |
| Flt Permitted           |      |      |
| Satd. Flow (perm)       |      |      |
| Right Turn on Red       |      |      |
| Satd. Flow (RTOR)       |      |      |
| Link Speed (mph)        |      |      |
| Link Distance (ft)      |      |      |
| Travel Time (s)         |      |      |
| Peak Hour Factor        |      |      |
| Shared Lane Traffic (%) |      |      |
| Lane Group Flow (vph)   |      |      |
| Turn Type               |      |      |
| Protected Phases        | 4    | 8    |
| Permitted Phases        |      |      |
| Detector Phase          |      |      |
| Switch Phase            |      |      |
| Minimum Initial (s)     | 4.0  | 4.0  |
| Minimum Split (s)       | 20.0 | 12.0 |
| Total Split (s)         | 23.0 | 14.0 |
| Total Split (%)         | 15%  | 9%   |
| Yellow Time (s)         | 3.5  | 5.0  |
| All-Red Time (s)        | 0.5  | 3.0  |
| Lost Time Adjust (s)    |      |      |
| Total Lost Time (s)     |      |      |
| Lead/Lag                | Lag  | Lag  |
| Lead-Lag Optimize?      | Yes  |      |
| Recall Mode             | None | None |
| Act Effct Green (s)     |      |      |
| Actuated g/C Ratio      |      |      |
| v/c Ratio               |      |      |
| Control Delay           |      |      |
| Queue Delay             |      |      |
| Total Delay             |      |      |
| LOS                     |      |      |
| Approach Delay          |      |      |
| Approach LOS            |      |      |
| Queue Length 50th (ft)  |      |      |
| Queue Length 95th (ft)  |      |      |
| Internal Link Dist (ft) |      |      |
| Turn Bay Length (ft)    |      |      |
| Base Capacity (vph)     |      |      |
| Starvation Cap Reductn  |      |      |
| Spillback Cap Reductn   |      |      |



# Lanes, Volumes, Timings

## 3: Avalon Park & SR 408 Extension Ramps

11/17/2017

|                     |  |  |  |  |  |  |  |  |  |  |  |  |
|---------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group          | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Storage Cap Reductn | 0   |   | 0   | 0   |   | 0   | 0  | 0   | 0   | 0   | 0   | 0   |
| Reduced v/c Ratio   | 0.57  |   | 0.44  | 0.49  |   | 0.03  | 0.66   | 0.23  | 0.08  | 0.07  | 0.29  | 0.40  |

### Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 35.1









Intersection LOS: D

Intersection Capacity Utilization 59.1%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Avalon Park & SR 408 Extension Ramps









|  |  |  |  |
|--|--|--|--|
|  ø1 |  ø2 (R) |  ø3 |  ø4 |
| 12 s   | 84 s   | 31 s   | 23 s   |
|  ø5 |  ø6 (R) |  ø7 |  ø8 |
| 49 s   | 47 s   | 40 s   | 14 s   |

| Lane Group           | ø4 | ø8 |
|----------------------|----|----|
| Storage Cap Reductn  |    |    |
| Reduced v/c Ratio    |    |    |
| Intersection Summary |    |    |

# Lanes, Volumes, Timings

## 4: SR 408 Extension Off Ramp & to Chuluota

11/17/2017

|  |  |  |  |  |  |  |
|--|---|---|---|---|---|---|
| Lane Group   | EBL   | EBT   | WBT   | WBR   | SBL   | SBR   |
| Lane Configurations  |  |   |   |   |  |   |
| Volume (vph)   | 240   | 0   | 0   | 0   | 5   | 0   |
| Ideal Flow (vphpl)   | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Satd. Flow (prot)  | 3433  | 0   | 0   | 0   | 1770  | 0   |
| Flt Permitted  | 0.950   |   |   |   | 0.950   |   |
| Satd. Flow (perm)  | 3433  | 0   | 0   | 0   | 1770  | 0   |
| Right Turn on Red  |   |   |   | Yes   |   | Yes   |
| Satd. Flow (RTOR)  |   |   |   |   |   |   |
| Link Speed (mph)   |   | 30  | 30  |   | 30  |   |
| Link Distance (ft)   |   | 432   | 524   |   | 456   |   |
| Travel Time (s)  |   | 9.8   | 11.9  |   | 10.4  |   |
| Peak Hour Factor   | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Shared Lane Traffic (%)  |   |   |   |   |   |   |
| Lane Group Flow (vph)  | 253   | 0   | 0   | 0   | 5   | 0   |
| Turn Type  | Prot  |   |   |   | Prot  |   |
| Protected Phases   | 7   |   |   |   | 6   |   |
| Permitted Phases   |   |   |   |   |   |   |
| Minimum Split (s)  | 12.0  |   |   |   | 21.0  |   |
| Total Split (s)  | 60.0  |   |   |   | 30.0  |   |
| Total Split (%)  | 66.7%   |   |   |   | 33.3%   |   |
| Yellow Time (s)  | 4.0   |   |   |   | 4.0   |   |
| All-Red Time (s)   | 1.0   |   |   |   | 1.0   |   |
| Lost Time Adjust (s)   | 0.0   |   |   |   | 0.0   |   |
| Total Lost Time (s)  | 5.0   |   |   |   | 5.0   |   |
| Lead/Lag   |   |   |   |   |   |   |
| Lead-Lag Optimize?   |   |   |   |   |   |   |
| Act Effct Green (s)  | 55.0  |   |   |   | 25.0  |   |
| Actuated g/C Ratio   | 0.61  |   |   |   | 0.28  |   |
| v/c Ratio  | 0.12  |   |   |   | 0.01  |   |
| Control Delay  | 7.5   |   |   |   | 23.8  |   |
| Queue Delay  | 0.0   |   |   |   | 0.0   |   |
| Total Delay  | 7.5   |   |   |   | 23.8  |   |
| LOS  | A   |   |   |   | C   |   |
| Approach Delay   |   |   |   |   | 23.8  |   |
| Approach LOS   |   |   |   |   | C   |   |
| Queue Length 50th (ft)   | 28  |   |   |   | 2   |   |
| Queue Length 95th (ft)   | 43  |   |   |   | 10  |   |
| Internal Link Dist (ft)  |   | 352   | 444   |   | 376   |   |
| Turn Bay Length (ft)   |   |   |   |   |   |   |
| Base Capacity (vph)  | 2097  |   |   |   | 491   |   |
| Starvation Cap Reductn   | 0   |   |   |   | 0   |   |
| Spillback Cap Reductn  | 0   |   |   |   | 0   |   |
| Storage Cap Reductn  | 0   |   |   |   | 0   |   |
| Reduced v/c Ratio  | 0.12  |   |   |   | 0.01  |   |
| <b>Intersection Summary</b>                                      |   |   |   |   |   |   |
| Area Type:   | Other   |   |   |   |   |   |
| Cycle Length: 90   |   |   |   |   |   |   |
| Actuated Cycle Length: 90  |   |   |   |   |   |   |
| Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green |   |   |   |   |   |   |

## Lanes, Volumes, Timings

### 4: SR 408 Extension Off Ramp & to Chuluota

11/17/2017

Natural Cycle: 40

Control Type: Pretimed

Maximum v/c Ratio: 0.12

Intersection Signal Delay: 7.8

Intersection LOS: A

Intersection Capacity Utilization 17.7%

ICU Level of Service A



















Analysis Period (min) 15

Splits and Phases: 4: SR 408 Extension Off Ramp & to Chuluota



Lanes, Volumes, Timings  
5: SR 408 Extension On Ramp & SR 50

11/17/2017

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group              | SEL   | SET   | SER   | NWL   | NWT   | NWR   | NEL  | NET   | NER   | SWL   | SWT   | SWR   |
| Lane Configurations     |  |  |  |  |  |   |  |   |   |   |  |   |
| Volume (vph)            | 10  | 1245  | 30  | 190   | 1540  | 0   | 0  | 0   | 0   | 10  | 10  | 10  |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Storage Length (ft)     | 0   |   | 300   | 900   |   | 0   | 0  |   | 0   | 0   |   | 0   |
| Storage Lanes           | 1   |   | 1   | 2   |   | 0   | 0  |   | 0   | 0   |   | 0   |
| Taper Length (ft)       | 25  |   |   | 25  |   |   | 25   |   |   | 25  |   |   |
| Satd. Flow (prot)       | 1770  | 3539  | 1583  | 3433  | 3539  | 0   | 0  | 0   | 0   | 0   | 1750  | 0   |
| Flt Permitted           | 0.950   |   |   | 0.950   |   |   |  |   |   |   | 0.984   |   |
| Satd. Flow (perm)       | 1770  | 3539  | 1583  | 3433  | 3539  | 0   | 0  | 0   | 0   | 0   | 1750  | 0   |
| Right Turn on Red       |   |   | Yes   |   |   | Yes   |  |   | Yes   |   |   | Yes   |
| Satd. Flow (RTOR)       |   |   | 80  |   |   |   |  |   |   |   | 11  |   |
| Link Speed (mph)        |   | 50  |   |   | 50  |   |  | 30  |   |   | 30  |   |
| Link Distance (ft)      |   | 737   |   |   | 1151  |   |  | 664   |   |   | 401   |   |
| Travel Time (s)         |   | 10.1  |   |   | 15.7  |   |  | 15.1  |   |   | 9.1   |   |
| Peak Hour Factor        | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95   | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Shared Lane Traffic (%) |   |   |   |   |   |   |  |   |   |   |   |   |
| Lane Group Flow (vph)   | 11  | 1311  | 32  | 200   | 1621  | 0   | 0  | 0   | 0   | 0   | 33  | 0   |
| Turn Type               | Prot  | NA  | Perm  | Prot  | NA  |   |  |   |   | Split   | NA  |   |
| Protected Phases        | 1   | 6   |   | 5   | 2   |   |  |   |   | 4   | 4   |   |
| Permitted Phases        |   |   | 6   |   |   |   |  |   |   |   |   |   |
| Minimum Split (s)       | 23.0  | 23.0  | 23.0  | 11.0  | 23.0  |   |  |   |   | 12.0  | 12.0  |   |
| Total Split (s)         | 23.0  | 111.0   | 111.0   | 25.0  | 113.0   |   |  |   |   | 14.0  | 14.0  |   |
| Total Split (%)         | 15.3%   | 74.0%   | 74.0%   | 16.7%   | 75.3%   |   |  |   |   | 9.3%  | 9.3%  |   |
| Yellow Time (s)         | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   |   |  |   |   | 5.0   | 5.0   |   |
| All-Red Time (s)        | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   |   |  |   |   | 2.0   | 2.0   |   |
| Lost Time Adjust (s)    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |   |  |   |   |   | 0.0   |   |
| Total Lost Time (s)     | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   |   |  |   |   |   | 7.0   |   |
| Lead/Lag                | Lead  | Lag   | Lag   | Lead  | Lag   |   |  |   |   |   |   |   |
| Lead-Lag Optimize?      | Yes   | Yes   | Yes   | Yes   | Yes   |   |  |   |   |   |   |   |
| Act Effct Green (s)     | 16.0  | 104.0   | 104.0   | 18.0  | 106.0   |   |  |   |   |   | 7.0   |   |
| Actuated g/C Ratio      | 0.11  | 0.69  | 0.69  | 0.12  | 0.71  |   |  |   |   |   | 0.05  |   |
| v/c Ratio               | 0.06  | 0.53  | 0.03  | 0.49  | 0.65  |   |  |   |   |   | 0.36  |   |
| Control Delay           | 61.2  | 12.2  | 0.0   | 60.0  | 11.9  |   |  |   |   |   | 62.1  |   |
| Queue Delay             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |   |  |   |   |   | 0.0   |   |
| Total Delay             | 61.2  | 12.2  | 0.0   | 60.0  | 11.9  |   |  |   |   |   | 62.1  |   |
| LOS                     | E   | B   | A   | E   | B   |   |  |   |   |   | E   |   |
| Approach Delay          |   | 12.3  |   |   | 17.2  |   |  |   |   |   | 62.1  |   |
| Approach LOS            |   | B   |   |   | B   |   |  |   |   |   | E   |   |
| Queue Length 50th (ft)  | 10  | 304   | 0   | 95  | 347   |   |  |   |   |   | 21  |   |
| Queue Length 95th (ft)  | 31  | 356   | 0   | 139   | 375   |   |  |   |   |   | 59  |   |
| Internal Link Dist (ft) |   | 657   |   |   | 1071  |   |  | 584   |   |   | 321   |   |
| Turn Bay Length (ft)    |   |   | 300   | 900   |   |   |  |   |   |   |   |   |
| Base Capacity (vph)     | 188   | 2453  | 1122  | 411   | 2500  |   |  |   |   |   | 92  |   |
| Starvation Cap Reductn  | 0   | 0   | 0   | 0   | 0   |   |  |   |   |   | 0   |   |
| Spillback Cap Reductn   | 0   | 0   | 0   | 0   | 0   |   |  |   |   |   | 0   |   |
| Storage Cap Reductn     | 0   | 0   | 0   | 0   | 0   |   |  |   |   |   | 0   |   |
| Reduced v/c Ratio       | 0.06  | 0.53  | 0.03  | 0.49  | 0.65  |   |  |   |   |   | 0.36  |   |

Intersection Summary

Area Type: Other

# Lanes, Volumes, Timings

## 5: SR 408 Extension On Ramp & SR 50

11/17/2017

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:NWT and 6:SET, Start of Green

Natural Cycle: 80

Control Type: Pretimed

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 15.6






Intersection LOS: B

Intersection Capacity Utilization 66.7%

ICU Level of Service C

Analysis Period (min) 15







Splits and Phases: 5: SR 408 Extension On Ramp & SR 50

|  |  |  |
|--|--|--|
|  Ø1 |  Ø2 (R) |  Ø4 |
| 23 s   | 113 s  | 14 s   |
|  Ø5 |  Ø6 (R) |  |
| 25 s   | 111 s  |  |



Lanes, Volumes, Timings  
6: SR 408 Extension Off Ramp & SR 50

11/17/2017

|                         |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|
| Lane Group              | EBT   | EBR   | WBL   | WBT   | NEL   | NER   |
| Lane Configurations     | ↑↑  |   |   | ↑↑  | ↑   | ↑↑  |
| Volume (vph)            | 1245  | 0   | 0   | 1710  | 20  | 125   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Satd. Flow (prot)       | 3539  | 0   | 0   | 3539  | 1770  | 2787  |
| Flt Permitted           |   |   |   |   | 0.950   |   |
| Satd. Flow (perm)       | 3539  | 0   | 0   | 3539  | 1770  | 2787  |
| Right Turn on Red       |   | Yes   |   |   |   | Yes   |
| Satd. Flow (RTOR)       |   |   |   |   |   | 132   |
| Link Speed (mph)        | 50  |   |   | 50  | 30  |   |
| Link Distance (ft)      | 1151  |   |   | 925   | 636   |   |
| Travel Time (s)         | 15.7  |   |   | 12.6  | 14.5  |   |
| Peak Hour Factor        | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Shared Lane Traffic (%) |   |   |   |   |   |   |
| Lane Group Flow (vph)   | 1311  | 0   | 0   | 1800  | 21  | 132   |
| Turn Type               | NA  |   |   | NA  | Prot  | Perm  |
| Protected Phases        | 4   |   |   | 8   | 2   |   |
| Permitted Phases        |   |   |   |   |   | 2   |
| Minimum Split (s)       | 20.0  |   |   | 20.0  | 20.0  | 20.0  |
| Total Split (s)         | 125.0   |   |   | 125.0   | 25.0  | 25.0  |
| Total Split (%)         | 83.3%   |   |   | 83.3%   | 16.7%   | 16.7%   |
| Yellow Time (s)         | 3.5   |   |   | 3.5   | 3.5   | 3.5   |
| All-Red Time (s)        | 0.5   |   |   | 0.5   | 0.5   | 0.5   |
| Lost Time Adjust (s)    | 0.0   |   |   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)     | 4.0   |   |   | 4.0   | 4.0   | 4.0   |
| Lead/Lag                |   |   |   |   |   |   |
| Lead-Lag Optimize?      |   |   |   |   |   |   |
| Act Effct Green (s)     | 121.0   |   |   | 121.0   | 21.0  | 21.0  |
| Actuated g/C Ratio      | 0.81  |   |   | 0.81  | 0.14  | 0.14  |
| v/c Ratio               | 0.46  |   |   | 0.63  | 0.09  | 0.26  |
| Control Delay           | 5.5   |   |   | 6.9   | 57.3  | 10.0  |
| Queue Delay             | 0.0   |   |   | 0.0   | 0.0   | 0.0   |
| Total Delay             | 5.5   |   |   | 6.9   | 57.3  | 10.0  |
| LOS                     | A   |   |   | A   | E   | B   |
| Approach Delay          | 5.5   |   |   | 6.9   | 16.5  |   |
| Approach LOS            | A   |   |   | A   | B   |   |
| Queue Length 50th (ft)  | 373   |   |   | 308   | 18  | 0   |
| Queue Length 95th (ft)  | 437   |   |   | 356   | 46  | 35  |
| Internal Link Dist (ft) | 1071  |   |   | 845   | 556   |   |
| Turn Bay Length (ft)    |   |   |   |   |   |   |
| Base Capacity (vph)     | 2854  |   |   | 2854  | 247   | 503   |
| Starvation Cap Reductn  | 0   |   |   | 0   | 0   | 0   |
| Spillback Cap Reductn   | 0   |   |   | 0   | 0   | 0   |
| Storage Cap Reductn     | 0   |   |   | 0   | 0   | 0   |
| Reduced v/c Ratio       | 0.46  |   |   | 0.63  | 0.09  | 0.26  |

Intersection Summary

Area Type: Other  
 Cycle Length: 150  
 Actuated Cycle Length: 150  
 Offset: 0 (0%), Referenced to phase 2:NEL and 6:, Start of Green

# Lanes, Volumes, Timings

## 6: SR 408 Extension Off Ramp & SR 50

11/17/2017

Natural Cycle: 60

Control Type: Pretimed

Maximum v/c Ratio: 0.63

Intersection Signal Delay: 6.8





Intersection LOS: A

Intersection Capacity Utilization 57.3%

ICU Level of Service B

























Analysis Period (min) 15

Splits and Phases: 6: SR 408 Extension Off Ramp & SR 50

|   |   |
|---|---|
|   2 (R) |  4 |
| 25 s  | 125 s   |
|   |  8 |
|   | 125 s   |

Lanes, Volumes, Timings  
101: Woodbury & SR 50

11/29/2017

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |  |  |  |  |  |  |  |  |  |  |  |  |
| Volume (vph)            | 315   | 2025  | 225   | 215   | 2140  | 225   | 315   | 325   | 180   | 160   | 360   | 230   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Storage Length (ft)     | 550   |   | 550   | 450   |   | 150   | 450   |   | 0   | 400   |   | 0   |
| Storage Lanes           | 2   |   | 1   | 2   |   | 1   | 1   |   | 0   | 1   |   | 0   |
| Taper Length (ft)       | 25  |   |   | 25  |   |   | 25  |   |   | 25  |   |   |
| Satd. Flow (prot)       | 3433  | 5085  | 1583  | 3433  | 5085  | 1583  | 1770  | 3352  | 0   | 1770  | 3334  | 0   |
| Flt Permitted           | 0.950   |   |   | 0.950   |   |   | 0.950   |   |   | 0.950   |   |   |
| Satd. Flow (perm)       | 3433  | 5085  | 1583  | 3433  | 5085  | 1583  | 1770  | 3352  | 0   | 1770  | 3334  | 0   |
| Right Turn on Red       |   |   | Yes   |   |   | Yes   |   |   | Yes   |   |   | Yes   |
| Satd. Flow (RTOR)       |   |   | 55  |   |   | 91  |   |   | 52  |   |   | 67  |
| Link Speed (mph)        |   | 45  |   |   | 45  |   |   | 30  |   |   | 30  |   |
| Link Distance (ft)      |   | 901   |   |   | 1164  |   |   | 915   |   |   | 681   |   |
| Travel Time (s)         |   | 13.7  |   |   | 17.6  |   |   | 20.8  |   |   | 15.5  |   |
| Peak Hour Factor        | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Shared Lane Traffic (%) |   |   |   |   |   |   |   |   |   |   |   |   |
| Lane Group Flow (vph)   | 332   | 2132  | 237   | 226   | 2253  | 237   | 332   | 531   | 0   | 168   | 621   | 0   |
| Turn Type               | Prot  | NA  | pt+ov   | Prot  | NA  | pt+ov   | Prot  | NA  |   | Prot  | NA  |   |
| Protected Phases        | 5   | 2   | 2 3   | 1   | 6   | 6 7   | 3   | 8   |   | 7   | 4   |   |
| Permitted Phases        |   |   |   |   |   |   |   |   |   |   |   |   |
| Total Split (s)         | 23.0  | 89.0  |   | 18.0  | 84.0  |   | 39.0  | 42.0  |   | 31.0  | 34.0  |   |
| Total Lost Time (s)     | 6.0   | 6.0   |   | 6.0   | 6.0   |   | 6.0   | 6.0   |   | 6.0   | 6.0   |   |
| Act Effct Green (s)     | 17.0  | 83.0  | 122.0   | 12.0  | 78.0  | 109.0   | 33.0  | 36.0  |   | 25.0  | 28.0  |   |
| Actuated g/C Ratio      | 0.09  | 0.46  | 0.68  | 0.07  | 0.43  | 0.61  | 0.18  | 0.20  |   | 0.14  | 0.16  |   |
| v/c Ratio               | 1.02  | 0.91  | 0.22  | 0.99  | 1.02  | 0.24  | 1.02  | 0.75  |   | 0.69  | 1.08  |   |
| Control Delay           | 133.3   | 51.9  | 8.7   | 138.4   | 74.6  | 10.3  | 125.9   | 68.2  |   | 89.0  | 121.7   |   |
| Queue Delay             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |   | 0.0   | 0.0   |   |
| Total Delay             | 133.3   | 51.9  | 8.7   | 138.4   | 74.6  | 10.3  | 125.9   | 68.2  |   | 89.0  | 121.7   |   |
| LOS                     | F   | D   | A   | F   | E   | B   | F   | E   |   | F   | F   |   |
| Approach Delay          |   | 58.1  |   |   | 74.3  |   |   | 90.4  |   |   | 114.8   |   |
| Approach LOS            |   | E   |   |   | E   |   |   | F   |   |   | F   |   |
| Queue Length 50th (ft)  | ~213  | 850   | 75  | 140   | ~1031   | 73  | ~415  | 285   |   | 192   | ~392  |   |
| Queue Length 95th (ft)  | #323  | 916   | 114   | #237  | #1110   | 122   | #628  | 358   |   | 283   | #526  |   |
| Internal Link Dist (ft) |   | 821   |   |   | 1084  |   |   | 835   |   |   | 601   |   |
| Turn Bay Length (ft)    | 550   |   | 550   | 450   |   | 150   | 450   |   |   | 400   |   |   |
| Base Capacity (vph)     | 324   | 2344  | 1090  | 228   | 2203  | 994   | 324   | 712   |   | 245   | 575   |   |
| Starvation Cap Reductn  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |   | 0   | 0   |   |
| Spillback Cap Reductn   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |   | 0   | 0   |   |
| Storage Cap Reductn     | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |   | 0   | 0   |   |
| Reduced v/c Ratio       | 1.02  | 0.91  | 0.22  | 0.99  | 1.02  | 0.24  | 1.02  | 0.75  |   | 0.69  | 1.08  |   |

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 0 (0%), Referenced to phase 2:EBT, Start of Green

Control Type: Pretimed

Maximum v/c Ratio: 1.08

Intersection Signal Delay: 74.6

Intersection LOS: E

Intersection Capacity Utilization 105.1%

ICU Level of Service G

# Lanes, Volumes, Timings

## 101: Woodbury & SR 50

11/29/2017

Analysis Period (min) 15

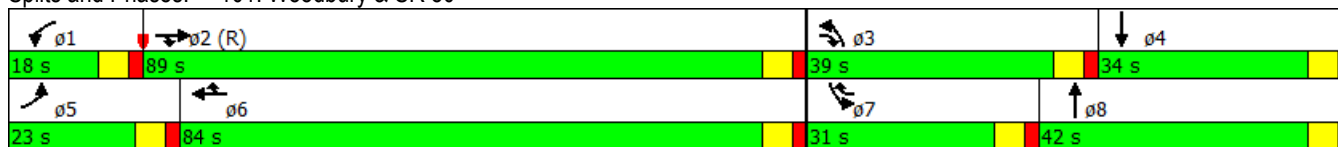
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 101: Woodbury & SR 50



Lanes, Volumes, Timings  
102: SR 408 Off Ramp & SR 50

11/17/2017

|                         | →     | ↘    | ↙    | ←     | ↖     | ↗     |
|-------------------------|-------|------|------|-------|-------|-------|
| Lane Group              | EBT   | EBR  | WBL  | WBT   | NBL   | NBR   |
| Lane Configurations     | ↑↑↑   |      |      | ↑↑↑   | ↘     | ↗     |
| Volume (vph)            | 2015  | 0    | 0    | 3090  | 170   | 505   |
| Ideal Flow (vphpl)      | 1900  | 1900 | 1900 | 1900  | 1900  | 1900  |
| Satd. Flow (prot)       | 5085  | 0    | 0    | 5085  | 1770  | 2787  |
| Flt Permitted           |       |      |      |       | 0.950 |       |
| Satd. Flow (perm)       | 5085  | 0    | 0    | 5085  | 1770  | 2787  |
| Right Turn on Red       |       | Yes  |      |       |       | Yes   |
| Satd. Flow (RTOR)       |       |      |      |       |       | 33    |
| Link Speed (mph)        | 30    |      |      | 30    | 30    |       |
| Link Distance (ft)      | 824   |      |      | 895   | 538   |       |
| Travel Time (s)         | 18.7  |      |      | 20.3  | 12.2  |       |
| Peak Hour Factor        | 0.95  | 0.95 | 0.95 | 0.95  | 0.95  | 0.95  |
| Shared Lane Traffic (%) |       |      |      |       |       |       |
| Lane Group Flow (vph)   | 2121  | 0    | 0    | 3253  | 179   | 532   |
| Turn Type               | NA    |      |      | NA    | Prot  | Prot  |
| Protected Phases        | 2     |      |      | 2     | 4     | 4     |
| Permitted Phases        |       |      |      |       |       |       |
| Minimum Split (s)       | 22.0  |      |      | 22.0  | 22.0  | 22.0  |
| Total Split (s)         | 134.0 |      |      | 134.0 | 46.0  | 46.0  |
| Total Split (%)         | 74.4% |      |      | 74.4% | 25.6% | 25.6% |
| Yellow Time (s)         | 4.0   |      |      | 4.0   | 4.0   | 4.0   |
| All-Red Time (s)        | 2.0   |      |      | 2.0   | 2.0   | 2.0   |
| Lost Time Adjust (s)    | 0.0   |      |      | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)     | 6.0   |      |      | 6.0   | 6.0   | 6.0   |
| Lead/Lag                |       |      |      |       |       |       |
| Lead-Lag Optimize?      |       |      |      |       |       |       |
| Act Effct Green (s)     | 128.0 |      |      | 128.0 | 40.0  | 40.0  |
| Actuated g/C Ratio      | 0.71  |      |      | 0.71  | 0.22  | 0.22  |
| v/c Ratio               | 0.59  |      |      | 0.90  | 0.46  | 0.82  |
| Control Delay           | 13.7  |      |      | 25.4  | 65.0  | 74.2  |
| Queue Delay             | 0.0   |      |      | 0.0   | 0.0   | 0.0   |
| Total Delay             | 13.7  |      |      | 25.4  | 65.0  | 74.2  |
| LOS                     | B     |      |      | C     | E     | E     |
| Approach Delay          | 13.7  |      |      | 25.4  | 71.8  |       |
| Approach LOS            | B     |      |      | C     | E     |       |
| Queue Length 50th (ft)  | 426   |      |      | 1057  | 185   | 325   |
| Queue Length 95th (ft)  | 459   |      |      | 1106  | 270   | 409   |
| Internal Link Dist (ft) | 744   |      |      | 815   | 458   |       |
| Turn Bay Length (ft)    |       |      |      |       |       |       |
| Base Capacity (vph)     | 3616  |      |      | 3616  | 393   | 645   |
| Starvation Cap Reductn  | 0     |      |      | 0     | 0     | 0     |
| Spillback Cap Reductn   | 0     |      |      | 0     | 0     | 0     |
| Storage Cap Reductn     | 0     |      |      | 0     | 0     | 0     |
| Reduced v/c Ratio       | 0.59  |      |      | 0.90  | 0.46  | 0.82  |

Intersection Summary

Area Type: Other  
Cycle Length: 180  
Actuated Cycle Length: 180  
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green

Lanes, Volumes, Timings  
102: SR 408 Off Ramp & SR 50

11/17/2017

Natural Cycle: 90

Control Type: Pretimed

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 26.8

Intersection LOS: C

Intersection Capacity Utilization 79.1%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 102: SR 408 Off Ramp & SR 50





























# Lanes, Volumes, Timings

103: Avalon Park Blvd/Pilgrim St & SR 50

11/17/2017

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |  |  |  |  |  |  |  |  |  |  |  |  |
| Volume (vph)            | 45  | 1395  | 410   | 240   | 1755  | 60  | 460   | 55  | 205   | 75  | 65  | 60  |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Storage Length (ft)     | 250   |   | 500   | 250   |   | 250   | 300   |   | 0   | 0   |   | 0   |
| Storage Lanes           | 1   |   | 1   | 2   |   | 1   | 1   |   | 1   | 0   |   | 0   |
| Taper Length (ft)       | 25  |   |   | 25  |   |   | 25  |   |   | 25  |   |   |
| Satd. Flow (prot)       | 1770  | 5085  | 1583  | 3433  | 5085  | 1583  | 1681  | 1702  | 1583  | 0   | 3319  | 0   |
| Flt Permitted           | 0.950   |   |   | 0.950   |   |   | 0.950   | 0.962   |   |   | 0.982   |   |
| Satd. Flow (perm)       | 1770  | 5085  | 1583  | 3433  | 5085  | 1583  | 1681  | 1702  | 1583  | 0   | 3319  | 0   |
| Right Turn on Red       |   |   | Yes   |   |   | Yes   |   |   | Yes   |   |   | Yes   |
| Satd. Flow (RTOR)       |   |   | 261   |   |   | 55  |   |   | 216   |   | 29  |   |
| Link Speed (mph)        |   | 30  |   |   | 30  |   |   | 30  |   |   | 30  |   |
| Link Distance (ft)      |   | 1099  |   |   | 1266  |   |   | 987   |   |   | 623   |   |
| Travel Time (s)         |   | 25.0  |   |   | 28.8  |   |   | 22.4  |   |   | 14.2  |   |
| Peak Hour Factor        | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Shared Lane Traffic (%) |   |   |   |   |   |   | 44%   |   |   |   |   |   |
| Lane Group Flow (vph)   | 47  | 1468  | 432   | 253   | 1847  | 63  | 271   | 271   | 216   | 0   | 210   | 0   |
| Turn Type               | Prot  | NA  | pt+ov   | Prot  | NA  | Perm  | Split   | NA  | Perm  | Split   | NA  |   |
| Protected Phases        | 5   | 2   | 2 8   | 1   | 6   |   | 8   | 8   |   | 4   | 4   |   |
| Permitted Phases        |   |   |   |   |   | 6   |   |   | 8   |   |   |   |
| Minimum Split (s)       | 8.0   | 20.0  |   | 8.0   | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 12.0  | 12.0  |   |
| Total Split (s)         | 14.0  | 82.0  |   | 26.0  | 94.0  | 94.0  | 50.0  | 50.0  | 50.0  | 22.0  | 22.0  |   |
| Total Split (%)         | 7.8%  | 45.6%   |   | 14.4%   | 52.2%   | 52.2%   | 27.8%   | 27.8%   | 27.8%   | 12.2%   | 12.2%   |   |
| Yellow Time (s)         | 3.5   | 3.5   |   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   |   |
| All-Red Time (s)        | 0.5   | 0.5   |   | 0.5   | 0.5   | 0.5   | 0.5   | 0.5   | 0.5   | 0.5   | 0.5   |   |
| Lost Time Adjust (s)    | 0.0   | 0.0   |   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |   | 0.0   |   |
| Total Lost Time (s)     | 4.0   | 4.0   |   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |   | 4.0   |   |
| Lead/Lag                | Lead  | Lag   |   | Lead  | Lag   | Lag   |   |   |   |   |   |   |
| Lead-Lag Optimize?      | Yes   | Yes   |   | Yes   | Yes   | Yes   |   |   |   |   |   |   |
| Act Effct Green (s)     | 10.0  | 78.0  | 124.0   | 22.0  | 90.0  | 90.0  | 46.0  | 46.0  | 46.0  |   | 18.0  |   |
| Actuated g/C Ratio      | 0.06  | 0.43  | 0.69  | 0.12  | 0.50  | 0.50  | 0.26  | 0.26  | 0.26  |   | 0.10  |   |
| v/c Ratio               | 0.48  | 0.67  | 0.37  | 0.60  | 0.73  | 0.08  | 0.63  | 0.62  | 0.38  |   | 0.59  |   |
| Control Delay           | 99.0  | 42.5  | 3.0   | 81.5  | 37.4  | 6.7   | 67.1  | 66.7  | 7.7   |   | 73.8  |   |
| Queue Delay             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |   | 0.0   |   |
| Total Delay             | 99.0  | 42.5  | 3.0   | 81.5  | 37.4  | 6.7   | 67.1  | 66.7  | 7.7   |   | 73.8  |   |
| LOS                     | F   | D   | A   | F   | D   | A   | E   | E   | A   |   | E   |   |
| Approach Delay          |   | 35.1  |   |   | 41.7  |   |   | 50.0  |   |   | 73.8  |   |
| Approach LOS            |   | D   |   |   | D   |   |   | D   |   |   | E   |   |
| Queue Length 50th (ft)  | 55  | 504   | 32  | 148   | 620   | 5   | 302   | 302   | 0   |   | 109   |   |
| Queue Length 95th (ft)  | 104   | 557   | 53  | 200   | 674   | 33  | 417   | 416   | 72  |   | 158   |   |
| Internal Link Dist (ft) |   | 1019  |   |   | 1186  |   |   | 907   |   |   | 543   |   |
| Turn Bay Length (ft)    | 250   |   | 500   | 250   |   | 250   | 300   |   |   |   |   |   |
| Base Capacity (vph)     | 98  | 2203  | 1171  | 419   | 2542  | 819   | 429   | 434   | 565   |   | 358   |   |
| Starvation Cap Reductn  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |   | 0   |   |
| Spillback Cap Reductn   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |   | 0   |   |
| Storage Cap Reductn     | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |   | 0   |   |
| Reduced v/c Ratio       | 0.48  | 0.67  | 0.37  | 0.60  | 0.73  | 0.08  | 0.63  | 0.62  | 0.38  |   | 0.59  |   |

## Intersection Summary

Area Type: Other

# Lanes, Volumes, Timings

## 103: Avalon Park Blvd/Pilgrim St & SR 50

11/17/2017

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 0 (0%), Referenced to phase 2:EBT, Start of Green

Natural Cycle: 70

Control Type: Pretimed

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 41.7







Intersection LOS: D

Intersection Capacity Utilization 70.7%

ICU Level of Service C

























Analysis Period (min) 15

Splits and Phases: 103: Avalon Park Blvd/Pilgrim St & SR 50

|   |   |  |   |
|---|---|--|---|
|  <p>ø1</p> |  <p>ø2 (R)</p> |  <p>ø4</p> |  <p>ø8</p> |
| <p>26 s</p>   | <p>82 s</p>   | <p>22 s</p>  | <p>50 s</p>   |
|  <p>ø5</p> |  <p>ø6</p>     |  |   |
| <p>14 s</p>   | <p>94 s</p>   |  |   |

Lanes, Volumes, Timings  
104: Chuluota Rd & SR 50

11/17/2017

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |  |  |  |  |  |  |  |  |  |  |  |  |
| Volume (vph)            | 240   | 1230  | 130   | 95  | 1500  | 270   | 105   | 345   | 75  | 225   | 425   | 415   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Storage Length (ft)     | 300   |   | 300   | 300   |   | 300   | 300   |   | 300   | 300   |   | 300   |
| Storage Lanes           | 2   |   | 1   | 2   |   | 1   | 1   |   | 0   | 2   |   | 1   |
| Taper Length (ft)       | 25  |   |   | 25  |   |   | 25  |   |   | 25  |   |   |
| Satd. Flow (prot)       | 3433  | 5085  | 1583  | 3433  | 5085  | 1583  | 1770  | 3444  | 0   | 3433  | 3539  | 1583  |
| Flt Permitted           | 0.950   |   |   | 0.950   |   |   | 0.950   |   |   | 0.950   |   |   |
| Satd. Flow (perm)       | 3433  | 5085  | 1583  | 3433  | 5085  | 1583  | 1770  | 3444  | 0   | 3433  | 3539  | 1583  |
| Right Turn on Red       |   |   | Yes   |   |   | Yes   |   |   | Yes   |   |   | Yes   |
| Satd. Flow (RTOR)       |   |   | 102   |   |   | 148   |   |   | 14  |   |   | 67  |
| Link Speed (mph)        |   | 30  |   |   | 30  |   |   | 30  |   |   | 30  |   |
| Link Distance (ft)      |   | 688   |   |   | 752   |   |   | 780   |   |   | 580   |   |
| Travel Time (s)         |   | 15.6  |   |   | 17.1  |   |   | 17.7  |   |   | 13.2  |   |
| Peak Hour Factor        | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Shared Lane Traffic (%) |   |   |   |   |   |   |   |   |   |   |   |   |
| Lane Group Flow (vph)   | 253   | 1295  | 137   | 100   | 1579  | 284   | 111   | 442   | 0   | 237   | 447   | 437   |
| Turn Type               | Prot  | NA  | pt+ov   | Prot  | NA  | pt+ov   | Prot  | NA  |   | Prot  | NA  | pt+ov   |
| Protected Phases        | 7   | 4   | 4 5   | 3   | 8   | 8 1   | 5   | 2   |   | 1   | 6   | 6 7   |
| Permitted Phases        |   |   |   |   |   |   |   |   |   |   |   |   |
| Minimum Split (s)       | 11.0  | 23.0  |   | 11.0  | 23.0  |   | 11.0  | 23.0  |   | 11.0  | 23.0  |   |
| Total Split (s)         | 27.0  | 86.0  |   | 16.0  | 75.0  |   | 26.0  | 53.0  |   | 25.0  | 52.0  |   |
| Total Split (%)         | 15.0%   | 47.8%   |   | 8.9%  | 41.7%   |   | 14.4%   | 29.4%   |   | 13.9%   | 28.9%   |   |
| Yellow Time (s)         | 5.0   | 5.0   |   | 5.0   | 5.0   |   | 5.0   | 5.0   |   | 5.0   | 5.0   |   |
| All-Red Time (s)        | 2.0   | 2.0   |   | 2.0   | 2.0   |   | 1.0   | 1.0   |   | 1.0   | 1.0   |   |
| Lost Time Adjust (s)    | 0.0   | 0.0   |   | 0.0   | 0.0   |   | 0.0   | 0.0   |   | 0.0   | 0.0   |   |
| Total Lost Time (s)     | 7.0   | 7.0   |   | 7.0   | 7.0   |   | 6.0   | 6.0   |   | 6.0   | 6.0   |   |
| Lead/Lag                | Lead  | Lag   |   | Lead  | Lag   |   | Lead  | Lag   |   | Lead  | Lag   |   |
| Lead-Lag Optimize?      | Yes   | Yes   |   | Yes   | Yes   |   | Yes   | Yes   |   | Yes   | Yes   |   |
| Act Effct Green (s)     | 20.0  | 79.0  | 105.0   | 9.0   | 68.0  | 93.0  | 20.0  | 47.0  |   | 19.0  | 46.0  | 73.0  |
| Actuated g/C Ratio      | 0.11  | 0.44  | 0.58  | 0.05  | 0.38  | 0.52  | 0.11  | 0.26  |   | 0.11  | 0.26  | 0.41  |
| v/c Ratio               | 0.66  | 0.58  | 0.14  | 0.58  | 0.82  | 0.32  | 0.57  | 0.49  |   | 0.65  | 0.49  | 0.64  |
| Control Delay           | 86.0  | 39.3  | 5.3   | 97.8  | 55.0  | 12.4  | 87.9  | 56.5  |   | 86.6  | 59.3  | 41.0  |
| Queue Delay             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |   | 0.0   | 0.0   | 0.0   |
| Total Delay             | 86.0  | 39.3  | 5.3   | 97.8  | 55.0  | 12.4  | 87.9  | 56.5  |   | 86.6  | 59.3  | 41.0  |
| LOS                     | F   | D   | A   | F   | D   | B   | F   | E   |   | F   | E   | D   |
| Approach Delay          |   | 43.6  |   |   | 51.0  |   |   | 62.8  |   |   | 57.9  |   |
| Approach LOS            |   | D   |   |   | D   |   |   | E   |   |   | E   |   |
| Queue Length 50th (ft)  | 150   | 420   | 17  | 60  | 617   | 86  | 127   | 227   |   | 141   | 239   | 355   |
| Queue Length 95th (ft)  | 203   | 468   | 51  | 96  | 679   | 152   | 201   | 287   |   | 192   | 300   | 487   |
| Internal Link Dist (ft) |   | 608   |   |   | 672   |   |   | 700   |   |   | 500   |   |
| Turn Bay Length (ft)    | 300   |   | 300   | 300   |   | 300   | 300   |   |   | 300   |   | 300   |
| Base Capacity (vph)     | 381   | 2231  | 965   | 171   | 1921  | 889   | 196   | 909   |   | 362   | 904   | 681   |
| Starvation Cap Reductn  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |   | 0   | 0   | 0   |
| Spillback Cap Reductn   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |   | 0   | 0   | 0   |
| Storage Cap Reductn     | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |   | 0   | 0   | 0   |
| Reduced v/c Ratio       | 0.66  | 0.58  | 0.14  | 0.58  | 0.82  | 0.32  | 0.57  | 0.49  |   | 0.65  | 0.49  | 0.64  |

Intersection Summary

Area Type: Other

# Lanes, Volumes, Timings

## 104: Chuluota Rd & SR 50

11/17/2017

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 0 (0%), Referenced to phase 2:NBT, Start of Green

Natural Cycle: 80

Control Type: Pretimed

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 51.3

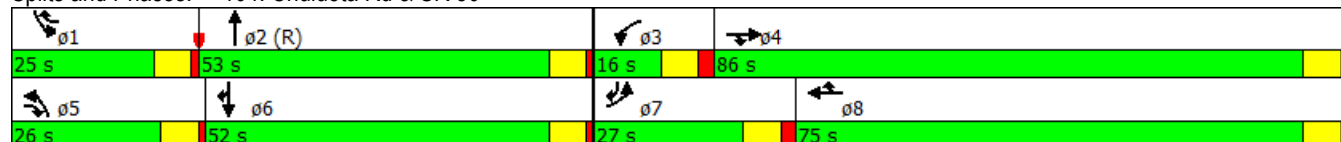
Intersection LOS: D

Intersection Capacity Utilization 76.3%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 104: Chuluota Rd & SR 50













**Build 2025**

**PM Peak – Synchro Output**

# Lanes, Volumes, Timings

## 1: Woodbury & SR 408 Off Ramp

|                         |  |  |  |  |  |  |      |      |      |
|-------------------------|---|---|---|---|---|---|------|------|------|
| Lane Group              | WBL   | WBR   | NBT   | NBR   | SBL   | SBT   | ø1   | ø2   | ø6   |
| Lane Configurations     |  |  |  |   |   |  |      |      |      |
| Volume (vph)            | 40  | 105   | 720   | 0   | 0   | 1070  |      |      |      |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |      |      |      |
| Storage Length (ft)     | 400   | 0   |   | 300   | 350   |   |      |      |      |
| Storage Lanes           | 1   | 1   |   | 0   | 0   |   |      |      |      |
| Taper Length (ft)       | 25  |   |   |   | 25  |   |      |      |      |
| Satd. Flow (prot)       | 1770  | 1583  | 3539  | 0   | 0   | 5085  |      |      |      |
| Flt Permitted           | 0.950   |   |   |   |   |   |      |      |      |
| Satd. Flow (perm)       | 1770  | 1583  | 3539  | 0   | 0   | 5085  |      |      |      |
| Right Turn on Red       |   | Yes   |   | Yes   |   |   |      |      |      |
| Satd. Flow (RTOR)       |   | 111   |   |   |   |   |      |      |      |
| Link Speed (mph)        | 30  |   | 30  |   |   | 30  |      |      |      |
| Link Distance (ft)      | 878   |   | 175   |   |   | 388   |      |      |      |
| Travel Time (s)         | 20.0  |   | 4.0   |   |   | 8.8   |      |      |      |
| Peak Hour Factor        | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |      |      |      |
| Shared Lane Traffic (%) |   |   |   |   |   |   |      |      |      |
| Lane Group Flow (vph)   | 42  | 111   | 758   | 0   | 0   | 1126  |      |      |      |
| Turn Type               | Prot  | Prot  | NA  |   |   | NA  |      |      |      |
| Protected Phases        | 8   | 8   | 2 6   |   |   | 2 6   | 1    | 2    | 6    |
| Permitted Phases        |   | 8   |   |   |   |   |      |      |      |
| Minimum Split (s)       | 12.0  | 12.0  |   |   |   |   | 9.0  | 21.0 | 21.0 |
| Total Split (s)         | 28.0  | 28.0  |   |   |   |   | 50.0 | 70.0 | 22.0 |
| Total Split (%)         | 23.3%   | 23.3%   |   |   |   |   | 42%  | 58%  | 18%  |
| Yellow Time (s)         | 4.0   | 4.0   |   |   |   |   | 4.0  | 4.0  | 4.0  |
| All-Red Time (s)        | 1.0   | 1.0   |   |   |   |   | 1.0  | 1.0  | 1.0  |
| Lost Time Adjust (s)    | 0.0   | 0.0   |   |   |   |   |      |      |      |
| Total Lost Time (s)     | 5.0   | 5.0   |   |   |   |   |      |      |      |
| Lead/Lag                | Lag   | Lag   |   |   |   |   |      |      | Lead |
| Lead-Lag Optimize?      | Yes   | Yes   |   |   |   |   |      |      | Yes  |
| Act Effct Green (s)     | 23.0  | 23.0  | 87.0  |   |   | 87.0  |      |      |      |
| Actuated g/C Ratio      | 0.19  | 0.19  | 0.72  |   |   | 0.72  |      |      |      |
| v/c Ratio               | 0.12  | 0.28  | 0.30  |   |   | 0.31  |      |      |      |
| Control Delay           | 41.4  | 9.5   | 0.3   |   |   | 6.1   |      |      |      |
| Queue Delay             | 2.6   | 0.0   | 0.2   |   |   | 0.0   |      |      |      |
| Total Delay             | 44.0  | 9.5   | 0.5   |   |   | 6.1   |      |      |      |
| LOS                     | D   | A   | A   |   |   | A   |      |      |      |
| Approach Delay          | 18.9  |   | 0.5   |   |   | 6.1   |      |      |      |
| Approach LOS            | B   |   | A   |   |   | A   |      |      |      |
| Queue Length 50th (ft)  | 27  | 0   | 0   |   |   | 99  |      |      |      |
| Queue Length 95th (ft)  | 60  | 49  | 0   |   |   | 118   |      |      |      |
| Internal Link Dist (ft) | 798   |   | 95  |   |   | 308   |      |      |      |
| Turn Bay Length (ft)    | 400   |   |   |   |   |   |      |      |      |
| Base Capacity (vph)     | 339   | 393   | 2565  |   |   | 3686  |      |      |      |
| Starvation Cap Reductn  | 0   | 0   | 918   |   |   | 0   |      |      |      |
| Spillback Cap Reductn   | 226   | 0   | 0   |   |   | 627   |      |      |      |
| Storage Cap Reductn     | 0   | 0   | 0   |   |   | 0   |      |      |      |
| Reduced v/c Ratio       | 0.37  | 0.28  | 0.46  |   |   | 0.37  |      |      |      |

### Intersection Summary

Area Type: Other



# Lanes, Volumes, Timings

## 1: Woodbury & SR 408 Off Ramp

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 6:NBSB, Start of Green, Master Intersection

Natural Cycle: 60

Control Type: Pretimed

Maximum v/c Ratio: 0.52

Intersection Signal Delay: 5.0

Intersection LOS: A

Intersection Capacity Utilization 36.8%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Woodbury & SR 408 Off Ramp

|   |  |
|---|--|
| <br>70 s | <br>50 s  |
|   | <br>22 s <br>28 s |

# Lanes, Volumes, Timings

## 2: Woodbury Rd/Woodbury & SR 408 On Ramp

|                         |      |      |       |       |       |       | ø6   | ø8   |
|-------------------------|------|------|-------|-------|-------|-------|------|------|
| Lane Group              | WBL  | WBR  | NBT   | NBR   | SBL   | SBT   |      |      |
| Lane Configurations     |      |      | ↑↑    | ↑     | ↑     | ↑↑    |      |      |
| Volume (vph)            | 0    | 0    | 720   | 65    | 155   | 955   |      |      |
| Ideal Flow (vphpl)      | 1900 | 1900 | 1900  | 1900  | 1900  | 1900  |      |      |
| Storage Length (ft)     | 0    | 0    |       | 300   | 0     |       |      |      |
| Storage Lanes           | 0    | 0    |       | 1     | 1     |       |      |      |
| Taper Length (ft)       | 25   |      |       |       | 25    |       |      |      |
| Satd. Flow (prot)       | 0    | 0    | 3539  | 1583  | 1770  | 3539  |      |      |
| Flt Permitted           |      |      |       |       | 0.950 |       |      |      |
| Satd. Flow (perm)       | 0    | 0    | 3539  | 1583  | 1770  | 3539  |      |      |
| Right Turn on Red       |      | Yes  |       | Yes   |       |       |      |      |
| Satd. Flow (RTOR)       |      |      |       | 68    |       |       |      |      |
| Link Speed (mph)        | 30   |      | 30    |       |       | 30    |      |      |
| Link Distance (ft)      | 880  |      | 590   |       |       | 175   |      |      |
| Travel Time (s)         | 20.0 |      | 13.4  |       |       | 4.0   |      |      |
| Peak Hour Factor        | 0.95 | 0.95 | 0.95  | 0.95  | 0.95  | 0.95  |      |      |
| Shared Lane Traffic (%) |      |      |       |       |       |       |      |      |
| Lane Group Flow (vph)   | 0    | 0    | 758   | 68    | 163   | 1005  |      |      |
| Turn Type               |      |      | NA    | Perm  | Prot  | NA    |      |      |
| Protected Phases        |      |      | 2     |       | 1     | 2     | 6    | 8    |
| Permitted Phases        |      |      |       | 2     |       |       |      |      |
| Minimum Split (s)       |      |      | 21.0  | 21.0  | 9.0   | 21.0  | 21.0 | 12.0 |
| Total Split (s)         |      |      | 70.0  | 70.0  | 50.0  | 70.0  | 22.0 | 28.0 |
| Total Split (%)         |      |      | 58.3% | 58.3% | 41.7% | 58.3% | 18%  | 23%  |
| Yellow Time (s)         |      |      | 4.0   | 4.0   | 4.0   | 4.0   | 4.0  | 4.0  |
| All-Red Time (s)        |      |      | 1.0   | 1.0   | 1.0   | 1.0   | 1.0  | 1.0  |
| Lost Time Adjust (s)    |      |      | 0.0   | 0.0   | 0.0   | 0.0   |      |      |
| Total Lost Time (s)     |      |      | 5.0   | 5.0   | 5.0   | 5.0   |      |      |
| Lead/Lag                |      |      |       |       |       |       | Lead | Lag  |
| Lead-Lag Optimize?      |      |      |       |       |       |       | Yes  | Yes  |
| Act Effct Green (s)     |      |      | 65.0  | 65.0  | 45.0  | 65.0  |      |      |
| Actuated g/C Ratio      |      |      | 0.54  | 0.54  | 0.38  | 0.54  |      |      |
| v/c Ratio               |      |      | 0.40  | 0.08  | 0.25  | 0.52  |      |      |
| Control Delay           |      |      | 16.8  | 3.3   | 39.2  | 13.8  |      |      |
| Queue Delay             |      |      | 0.0   | 0.0   | 47.3  | 0.4   |      |      |
| Total Delay             |      |      | 16.8  | 3.3   | 86.5  | 14.2  |      |      |
| LOS                     |      |      | B     | A     | F     | B     |      |      |
| Approach Delay          |      |      | 15.7  |       |       | 24.3  |      |      |
| Approach LOS            |      |      | B     |       |       | C     |      |      |
| Queue Length 50th (ft)  |      |      | 172   | 0     | 112   | 260   |      |      |
| Queue Length 95th (ft)  |      |      | 217   | 21    | 181   | 320   |      |      |
| Internal Link Dist (ft) | 800  |      | 510   |       |       | 95    |      |      |
| Turn Bay Length (ft)    |      |      |       | 300   |       |       |      |      |
| Base Capacity (vph)     |      |      | 1916  | 888   | 663   | 1916  |      |      |
| Starvation Cap Reductn  |      |      | 0     | 0     | 505   | 421   |      |      |
| Spillback Cap Reductn   |      |      | 0     | 0     | 0     | 0     |      |      |
| Storage Cap Reductn     |      |      | 0     | 0     | 0     | 0     |      |      |
| Reduced v/c Ratio       |      |      | 0.40  | 0.08  | 1.03  | 0.67  |      |      |

### Intersection Summary

Area Type: Other

## Lanes, Volumes, Timings

### 2: Woodbury Rd/Woodbury & SR 408 On Ramp

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 6:NBSB, Start of Green, Master Intersection

Natural Cycle: 60

Control Type: Pretimed

Maximum v/c Ratio: 0.52

Intersection Signal Delay: 20.7

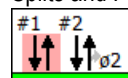
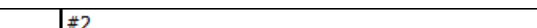


Intersection LOS: C

Intersection Capacity Utilization 36.8%

ICU Level of Service A























Analysis Period (min) 15

Splits and Phases: 2: Woodbury Rd/Woodbury & SR 408 On Ramp

|   |  |  |   |
|---|--|--|---|
|  |  |  |   |
| 70 s  |  | 50 s   |   |
|   |  |  |  |
|   |  | 22 s   | 28 s  |

# Lanes, Volumes, Timings

## 3: Avalon Park & SR 408 Extension Ramps

|                         |  |  |  |  |  |  |   |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |  |   |  |  |   |  |  |  |  |  |  |  |
| Volume (vph)            | 310   | 0   | 585   | 80  | 0   | 5   | 385   | 400   | 125   | 10  | 505   | 205   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Storage Length (ft)     | 250   |   | 400   | 250   |   | 0   | 600   |   | 100   | 250   |   | 100   |
| Storage Lanes           | 0   |   | 1   | 1   |   | 1   | 2   |   | 1   | 1   |   | 1   |
| Taper Length (ft)       | 25  |   |   | 25  |   |   | 25  |   |   | 25  |   |   |
| Satd. Flow (prot)       | 1770  | 0   | 1583  | 1770  | 0   | 1583  | 3433  | 3539  | 1583  | 1770  | 3539  | 1583  |
| Flt Permitted           | 0.950   |   |   | 0.950   |   |   | 0.950   |   |   | 0.950   |   |   |
| Satd. Flow (perm)       | 1770  | 0   | 1583  | 1770  | 0   | 1583  | 3433  | 3539  | 1583  | 1770  | 3539  | 1583  |
| Right Turn on Red       |   |   | Yes   |   |   | Yes   |   |   | Yes   |   |   | Yes   |
| Satd. Flow (RTOR)       |   |   | 71  |   |   | 153   |   |   | 211   |   |   | 269   |
| Link Speed (mph)        |   | 30  |   |   | 30  |   |   | 30  |   |   | 30  |   |
| Link Distance (ft)      |   | 714   |   |   | 762   |   |   | 660   |   |   | 506   |   |
| Travel Time (s)         |   | 16.2  |   |   | 17.3  |   |   | 15.0  |   |   | 11.5  |   |
| Peak Hour Factor        | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Shared Lane Traffic (%) |   |   |   |   |   |   |   |   |   |   |   |   |
| Lane Group Flow (vph)   | 326   | 0   | 616   | 84  | 0   | 5   | 405   | 421   | 132   | 11  | 532   | 216   |
| Turn Type               | Prot  |   | pt+ov   | Prot  |   | pt+ov   | Prot  | NA  | Perm  | Prot  | NA  | Perm  |
| Protected Phases        | 7   |   | 4 5   | 3   |   | 8 1   | 5   | 2   |   | 1   | 6   |   |
| Permitted Phases        |   |   | 7   |   |   | 3   |   |   | 2   |   |   | 6   |
| Detector Phase          | 7   |   | 4 5   | 3   |   | 8 1   | 5   | 2   | 2   | 1   | 6   | 6   |
| Switch Phase            |   |   |   |   |   |   |   |   |   |   |   |   |
| Minimum Initial (s)     | 4.0   |   |   | 4.0   |   |   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Minimum Split (s)       | 12.0  |   |   | 12.0  |   |   | 12.0  | 24.0  | 24.0  | 12.0  | 24.0  | 24.0  |
| Total Split (s)         | 53.0  |   |   | 23.0  |   |   | 36.0  | 71.0  | 71.0  | 12.0  | 47.0  | 47.0  |
| Total Split (%)         | 35.3%   |   |   | 15.3%   |   |   | 24.0%   | 47.3%   | 47.3%   | 8.0%  | 31.3%   | 31.3%   |
| Yellow Time (s)         | 5.0   |   |   | 5.0   |   |   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   |
| All-Red Time (s)        | 3.0   |   |   | 3.0   |   |   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   |
| Lost Time Adjust (s)    | 0.0   |   |   | 0.0   |   |   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)     | 8.0   |   |   | 8.0   |   |   | 8.0   | 8.0   | 8.0   | 8.0   | 8.0   | 8.0   |
| Lead/Lag                | Lead  |   |   | Lead  |   |   | Lead  | Lag   | Lag   | Lead  | Lag   | Lag   |
| Lead-Lag Optimize?      |   |   |   | Yes   |   |   |   |   |   |   |   |   |
| Recall Mode             | None  |   |   | None  |   |   | None  | C-Max   | C-Max   | None  | C-Max   | C-Max   |
| Act Effct Green (s)     | 44.7  |   | 83.8  | 12.0  |   | 25.4  | 24.4  | 80.5  | 80.5  | 6.4   | 54.2  | 54.2  |
| Actuated g/C Ratio      | 0.30  |   | 0.56  | 0.08  |   | 0.17  | 0.16  | 0.54  | 0.54  | 0.04  | 0.36  | 0.36  |
| v/c Ratio               | 0.62  |   | 0.67  | 0.60  |   | 0.01  | 0.73  | 0.22  | 0.14  | 0.15  | 0.42  | 0.29  |
| Control Delay           | 50.8  |   | 23.3  | 83.5  |   | 0.0   | 67.1  | 21.0  | 0.3   | 73.2  | 39.5  | 2.5   |
| Queue Delay             | 0.0   |   | 0.0   | 0.0   |   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay             | 50.8  |   | 23.3  | 83.5  |   | 0.0   | 67.1  | 21.0  | 0.3   | 73.2  | 39.5  | 2.5   |
| LOS                     | D   |   | C   | F   |   | A   | E   | C   | A   | E   | D   | A   |
| Approach Delay          |   |   |   |   |   |   |   | 37.6  |   |   | 29.5  |   |
| Approach LOS            |   |   |   |   |   |   |   | D   |   |   | C   |   |
| Queue Length 50th (ft)  | 265   |   | 360   | 81  |   | 0   | 196   | 102   | 0   | 11  | 208   | 0   |
| Queue Length 95th (ft)  | 395   |   | 386   | 138   |   | 0   | 243   | 183   | 0   | 33  | 301   | 24  |
| Internal Link Dist (ft) |   | 634   |   |   | 682   |   |   | 580   |   |   | 426   |   |
| Turn Bay Length (ft)    | 250   |   | 400   | 250   |   |   | 600   |   | 100   | 250   |   | 100   |
| Base Capacity (vph)     | 557   |   | 956   | 177   |   | 384   | 652   | 1899  | 947   | 74  | 1277  | 743   |
| Starvation Cap Reductn  | 0   |   | 0   | 0   |   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Spillback Cap Reductn   | 0   |   | 0   | 0   |   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |













# Lanes, Volumes, Timings

## 3: Avalon Park & SR 408 Extension Ramps

| Lane Group              | ø4   | ø8   |
|-------------------------|------|------|
| Lane Configurations     |      |      |
| Volume (vph)            |      |      |
| Ideal Flow (vphpl)      |      |      |
| Storage Length (ft)     |      |      |
| Storage Lanes           |      |      |
| Taper Length (ft)       |      |      |
| Satd. Flow (prot)       |      |      |
| Flt Permitted           |      |      |
| Satd. Flow (perm)       |      |      |
| Right Turn on Red       |      |      |
| Satd. Flow (RTOR)       |      |      |
| Link Speed (mph)        |      |      |
| Link Distance (ft)      |      |      |
| Travel Time (s)         |      |      |
| Peak Hour Factor        |      |      |
| Shared Lane Traffic (%) |      |      |
| Lane Group Flow (vph)   |      |      |
| Turn Type               |      |      |
| Protected Phases        | 4    | 8    |
| Permitted Phases        |      |      |
| Detector Phase          |      |      |
| Switch Phase            |      |      |
| Minimum Initial (s)     | 4.0  | 4.0  |
| Minimum Split (s)       | 20.0 | 12.0 |
| Total Split (s)         | 44.0 | 14.0 |
| Total Split (%)         | 29%  | 9%   |
| Yellow Time (s)         | 3.5  | 5.0  |
| All-Red Time (s)        | 0.5  | 3.0  |
| Lost Time Adjust (s)    |      |      |
| Total Lost Time (s)     |      |      |
| Lead/Lag                | Lag  | Lag  |
| Lead-Lag Optimize?      | Yes  |      |
| Recall Mode             | None | None |
| Act Effct Green (s)     |      |      |
| Actuated g/C Ratio      |      |      |
| v/c Ratio               |      |      |
| Control Delay           |      |      |
| Queue Delay             |      |      |
| Total Delay             |      |      |
| LOS                     |      |      |
| Approach Delay          |      |      |
| Approach LOS            |      |      |
| Queue Length 50th (ft)  |      |      |
| Queue Length 95th (ft)  |      |      |
| Internal Link Dist (ft) |      |      |
| Turn Bay Length (ft)    |      |      |
| Base Capacity (vph)     |      |      |
| Starvation Cap Reductn  |      |      |
| Spillback Cap Reductn   |      |      |

## Lanes, Volumes, Timings

### 3: Avalon Park & SR 408 Extension Ramps

|                     |  |  |  |  |  |  |  |  |  |  |  |  |
|---------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group          | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Storage Cap Reductn | 0   |   | 0   | 0   |   | 0   | 0  | 0   | 0   | 0   | 0   | 0   |
| Reduced v/c Ratio   | 0.59  |   | 0.64  | 0.47  |   | 0.01  | 0.62   | 0.22  | 0.14  | 0.15  | 0.42  | 0.29  |

#### Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 35.1

Intersection LOS: D

Intersection Capacity Utilization 67.9%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Avalon Park & SR 408 Extension Ramps

|  |  |  |  |
|--|--|--|--|
|  ø1 |  ø2 (R) |  ø3 |  ø4 |
| 12 s   | 71 s   | 23 s   | 44 s   |
|  ø5 |  ø6 (R) |  ø7 |  ø8 |
| 36 s   | 47 s   | 53 s   | 14 s   |

## Lanes, Volumes, Timings

### 3: Avalon Park & SR 408 Extension Ramps









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| Lane Group           | ø4 | ø8 |
|----------------------|----|----|
| Storage Cap Reductn  |    |    |
| Reduced v/c Ratio    |    |    |
| Intersection Summary |    |    |



# Lanes, Volumes, Timings

## 4: SR 408 Extension Off Ramp & to Chuluota

|  |  |  |  |  |  |  |
|--|---|---|---|---|---|---|
| Lane Group   | EBL   | EBT   | WBT   | WBR   | SBL   | SBR   |
| Lane Configurations  |  |   |   |   |  |   |
| Volume (vph)   | 365   | 0   | 0   | 0   | 10  | 0   |
| Ideal Flow (vphpl)   | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Satd. Flow (prot)  | 3433  | 0   | 0   | 0   | 1770  | 0   |
| Flt Permitted  | 0.950   |   |   |   | 0.950   |   |
| Satd. Flow (perm)  | 3433  | 0   | 0   | 0   | 1770  | 0   |
| Right Turn on Red  |   |   |   | Yes   |   | Yes   |
| Satd. Flow (RTOR)  |   |   |   |   |   |   |
| Link Speed (mph)   |   | 30  | 30  |   | 30  |   |
| Link Distance (ft)   |   | 432   | 524   |   | 456   |   |
| Travel Time (s)  |   | 9.8   | 11.9  |   | 10.4  |   |
| Peak Hour Factor   | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Shared Lane Traffic (%)  |   |   |   |   |   |   |
| Lane Group Flow (vph)  | 384   | 0   | 0   | 0   | 11  | 0   |
| Turn Type  | Prot  |   |   |   | Prot  |   |
| Protected Phases   | 7   |   |   |   | 6   |   |
| Permitted Phases   |   |   |   |   |   |   |
| Minimum Split (s)  | 12.0  |   |   |   | 21.0  |   |
| Total Split (s)  | 66.0  |   |   |   | 24.0  |   |
| Total Split (%)  | 73.3%   |   |   |   | 26.7%   |   |
| Yellow Time (s)  | 4.0   |   |   |   | 4.0   |   |
| All-Red Time (s)   | 1.0   |   |   |   | 1.0   |   |
| Lost Time Adjust (s)   | 0.0   |   |   |   | 0.0   |   |
| Total Lost Time (s)  | 5.0   |   |   |   | 5.0   |   |
| Lead/Lag   |   |   |   |   |   |   |
| Lead-Lag Optimize?   |   |   |   |   |   |   |
| Act Effct Green (s)  | 61.0  |   |   |   | 19.0  |   |
| Actuated g/C Ratio   | 0.68  |   |   |   | 0.21  |   |
| v/c Ratio  | 0.17  |   |   |   | 0.03  |   |
| Control Delay  | 5.5   |   |   |   | 28.6  |   |
| Queue Delay  | 0.0   |   |   |   | 0.0   |   |
| Total Delay  | 5.5   |   |   |   | 28.6  |   |
| LOS  | A   |   |   |   | C   |   |
| Approach Delay   |   |   |   |   | 28.6  |   |
| Approach LOS   |   |   |   |   | C   |   |
| Queue Length 50th (ft)   | 35  |   |   |   | 5   |   |
| Queue Length 95th (ft)   | 51  |   |   |   | 19  |   |
| Internal Link Dist (ft)  |   | 352   | 444   |   | 376   |   |
| Turn Bay Length (ft)   |   |   |   |   |   |   |
| Base Capacity (vph)  | 2326  |   |   |   | 373   |   |
| Starvation Cap Reductn   | 0   |   |   |   | 0   |   |
| Spillback Cap Reductn  | 0   |   |   |   | 0   |   |
| Storage Cap Reductn  | 0   |   |   |   | 0   |   |
| Reduced v/c Ratio  | 0.17  |   |   |   | 0.03  |   |
| <b>Intersection Summary</b>                                      |   |   |   |   |   |   |
| Area Type:   | Other   |   |   |   |   |   |
| Cycle Length: 90   |   |   |   |   |   |   |
| Actuated Cycle Length: 90  |   |   |   |   |   |   |
| Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green |   |   |   |   |   |   |

## Lanes, Volumes, Timings

### 4: SR 408 Extension Off Ramp & to Chuluota

Natural Cycle: 40

Control Type: Pretimed

Maximum v/c Ratio: 0.17

Intersection Signal Delay: 6.1

Intersection LOS: A

Intersection Capacity Utilization 21.2%

ICU Level of Service A



















Analysis Period (min) 15

Splits and Phases: 4: SR 408 Extension Off Ramp & to Chuluota



# Lanes, Volumes, Timings

## 5: SR 408 Extension On Ramp & SR 50

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group              | SEL   | SET   | SER   | NWL   | NWT   | NWR   | NEL  | NET   | NER   | SWL   | SWT   | SWR   |
| Lane Configurations     |  |  |  |  |  |   |  |   |   |   |  |   |
| Volume (vph)            | 10  | 1520  | 20  | 125   | 1275  | 0   | 0  | 0   | 0   | 10  | 10  | 10  |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Storage Length (ft)     | 0   |   | 300   | 900   |   | 0   | 0  |   | 0   | 0   |   | 0   |
| Storage Lanes           | 1   |   | 1   | 2   |   | 0   | 0  |   | 0   | 0   |   | 0   |
| Taper Length (ft)       | 25  |   |   | 25  |   |   | 25   |   |   | 25  |   |   |
| Satd. Flow (prot)       | 1770  | 3539  | 1583  | 3433  | 3539  | 0   | 0  | 0   | 0   | 0   | 1750  | 0   |
| Flt Permitted           | 0.950   |   |   | 0.950   |   |   |  |   |   |   | 0.984   |   |
| Satd. Flow (perm)       | 1770  | 3539  | 1583  | 3433  | 3539  | 0   | 0  | 0   | 0   | 0   | 1750  | 0   |
| Right Turn on Red       |   |   | Yes   |   |   | Yes   |  |   | Yes   |   |   | Yes   |
| Satd. Flow (RTOR)       |   |   | 131   |   |   |   |  |   |   |   | 11  |   |
| Link Speed (mph)        |   | 50  |   |   | 50  |   |  | 30  |   |   | 30  |   |
| Link Distance (ft)      |   | 737   |   |   | 1151  |   |  | 664   |   |   | 401   |   |
| Travel Time (s)         |   | 10.1  |   |   | 15.7  |   |  | 15.1  |   |   | 9.1   |   |
| Peak Hour Factor        | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95   | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Shared Lane Traffic (%) |   |   |   |   |   |   |  |   |   |   |   |   |
| Lane Group Flow (vph)   | 11  | 1600  | 21  | 132   | 1342  | 0   | 0  | 0   | 0   | 0   | 33  | 0   |
| Turn Type               | Prot  | NA  | Perm  | Prot  | NA  |   |  |   |   | Split   | NA  |   |
| Protected Phases        | 1   | 6   |   | 5   | 2   |   |  |   |   | 4   | 4   |   |
| Permitted Phases        |   |   | 6   |   |   |   |  |   |   |   |   |   |
| Minimum Split (s)       | 23.0  | 23.0  | 23.0  | 11.0  | 23.0  |   |  |   |   | 12.0  | 12.0  |   |
| Total Split (s)         | 23.0  | 104.0   | 104.0   | 32.0  | 113.0   |   |  |   |   | 14.0  | 14.0  |   |
| Total Split (%)         | 15.3%   | 69.3%   | 69.3%   | 21.3%   | 75.3%   |   |  |   |   | 9.3%  | 9.3%  |   |
| Yellow Time (s)         | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   |   |  |   |   | 5.0   | 5.0   |   |
| All-Red Time (s)        | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   |   |  |   |   | 2.0   | 2.0   |   |
| Lost Time Adjust (s)    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |   |  |   |   |   | 0.0   |   |
| Total Lost Time (s)     | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   |   |  |   |   |   | 7.0   |   |
| Lead/Lag                | Lead  | Lag   | Lag   | Lead  | Lag   |   |  |   |   |   |   |   |
| Lead-Lag Optimize?      | Yes   | Yes   | Yes   | Yes   | Yes   |   |  |   |   |   |   |   |
| Act Effct Green (s)     | 16.0  | 97.0  | 97.0  | 25.0  | 106.0   |   |  |   |   |   | 7.0   |   |
| Actuated g/C Ratio      | 0.11  | 0.65  | 0.65  | 0.17  | 0.71  |   |  |   |   |   | 0.05  |   |
| v/c Ratio               | 0.06  | 0.70  | 0.02  | 0.23  | 0.54  |   |  |   |   |   | 0.36  |   |
| Control Delay           | 61.2  | 19.2  | 0.1   | 42.0  | 12.4  |   |  |   |   |   | 62.1  |   |
| Queue Delay             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |   |  |   |   |   | 0.0   |   |
| Total Delay             | 61.2  | 19.2  | 0.1   | 42.0  | 12.4  |   |  |   |   |   | 62.1  |   |
| LOS                     | E   | B   | A   | D   | B   |   |  |   |   |   | E   |   |
| Approach Delay          |   | 19.2  |   |   | 15.0  |   |  |   |   |   | 62.1  |   |
| Approach LOS            |   | B   |   |   | B   |   |  |   |   |   | E   |   |
| Queue Length 50th (ft)  | 10  | 502   | 0   | 58  | 290   |   |  |   |   |   | 21  |   |
| Queue Length 95th (ft)  | 31  | 582   | 0   | 92  | 398   |   |  |   |   |   | 59  |   |
| Internal Link Dist (ft) |   | 657   |   |   | 1071  |   |  | 584   |   |   | 321   |   |
| Turn Bay Length (ft)    |   |   | 300   | 900   |   |   |  |   |   |   |   |   |
| Base Capacity (vph)     | 188   | 2288  | 1069  | 572   | 2500  |   |  |   |   |   | 92  |   |
| Starvation Cap Reductn  | 0   | 0   | 0   | 0   | 0   |   |  |   |   |   | 0   |   |
| Spillback Cap Reductn   | 0   | 0   | 0   | 0   | 0   |   |  |   |   |   | 0   |   |
| Storage Cap Reductn     | 0   | 0   | 0   | 0   | 0   |   |  |   |   |   | 0   |   |
| Reduced v/c Ratio       | 0.06  | 0.70  | 0.02  | 0.23  | 0.54  |   |  |   |   |   | 0.36  |   |

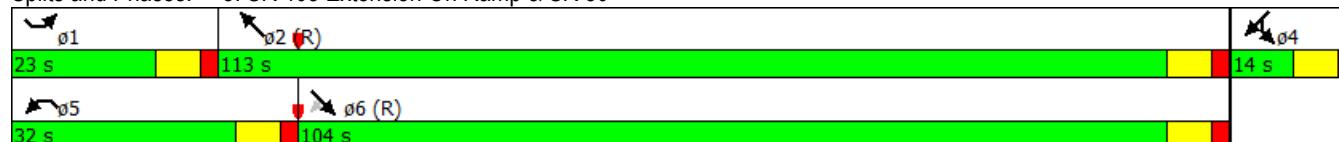
### Intersection Summary

Area Type: Other

# Lanes, Volumes, Timings 5: SR 408 Extension On Ramp & SR 50







Cycle Length: 150  
Actuated Cycle Length: 150  
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SET, Start of Green  
Natural Cycle: 70  
Control Type: Pretimed  
Maximum v/c Ratio: 0.70  
Intersection Signal Delay: 17.7      Intersection LOS: B  
Intersection Capacity Utilization 66.4%      ICU Level of Service C  
Analysis Period (min) 15

Splits and Phases: 5: SR 408 Extension On Ramp & SR 50



# Lanes, Volumes, Timings

## 6: SR 408 Extension Off Ramp & SR 50

|  |  |  |  |  |  |  |
|--|---|---|---|---|---|---|
| Lane Group   | EBT   | EBR   | WBL   | WBT   | NEL   | NER   |
| Lane Configurations  | ↑↑  |   |   | ↑↑  | ↓   | ↓↓  |
| Volume (vph)   | 1520  | 0   | 0   | 1370  | 30  | 190   |
| Ideal Flow (vphpl)   | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Satd. Flow (prot)  | 3539  | 0   | 0   | 3539  | 1770  | 2787  |
| Flt Permitted  |   |   |   |   | 0.950   |   |
| Satd. Flow (perm)  | 3539  | 0   | 0   | 3539  | 1770  | 2787  |
| Right Turn on Red  |   | Yes   |   |   |   | Yes   |
| Satd. Flow (RTOR)  |   |   |   |   |   | 76  |
| Link Speed (mph)   | 50  |   |   | 50  | 30  |   |
| Link Distance (ft)   | 1151  |   |   | 925   | 636   |   |
| Travel Time (s)  | 15.7  |   |   | 12.6  | 14.5  |   |
| Peak Hour Factor   | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Shared Lane Traffic (%)  |   |   |   |   |   |   |
| Lane Group Flow (vph)  | 1600  | 0   | 0   | 1442  | 32  | 200   |
| Turn Type  | NA  |   |   | NA  | Prot  | Perm  |
| Protected Phases   | 4   |   |   | 8   | 2   |   |
| Permitted Phases   |   |   |   |   |   | 2   |
| Minimum Split (s)  | 20.0  |   |   | 20.0  | 20.0  | 20.0  |
| Total Split (s)  | 104.0   |   |   | 104.0   | 46.0  | 46.0  |
| Total Split (%)  | 69.3%   |   |   | 69.3%   | 30.7%   | 30.7%   |
| Yellow Time (s)  | 3.5   |   |   | 3.5   | 3.5   | 3.5   |
| All-Red Time (s)   | 0.5   |   |   | 0.5   | 0.5   | 0.5   |
| Lost Time Adjust (s)   | 0.0   |   |   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)  | 4.0   |   |   | 4.0   | 4.0   | 4.0   |
| Lead/Lag   |   |   |   |   |   |   |
| Lead-Lag Optimize?   |   |   |   |   |   |   |
| Act Effct Green (s)  | 100.0   |   |   | 100.0   | 42.0  | 42.0  |
| Actuated g/C Ratio   | 0.67  |   |   | 0.67  | 0.28  | 0.28  |
| v/c Ratio  | 0.68  |   |   | 0.61  | 0.06  | 0.24  |
| Control Delay  | 26.4  |   |   | 15.5  | 40.2  | 26.2  |
| Queue Delay  | 0.0   |   |   | 0.0   | 0.0   | 0.0   |
| Total Delay  | 26.4  |   |   | 15.5  | 40.2  | 26.2  |
| LOS  | C   |   |   | B   | D   | C   |
| Approach Delay   | 26.4  |   |   | 15.5  | 28.2  |   |
| Approach LOS   | C   |   |   | B   | C   |   |
| Queue Length 50th (ft)   | 823   |   |   | 391   | 23  | 52  |
| Queue Length 95th (ft)   | 947   |   |   | 456   | 52  | 90  |
| Internal Link Dist (ft)  | 1071  |   |   | 845   | 556   |   |
| Turn Bay Length (ft)   |   |   |   |   |   |   |
| Base Capacity (vph)  | 2359  |   |   | 2359  | 495   | 835   |
| Starvation Cap Reductn   | 0   |   |   | 0   | 0   | 0   |
| Spillback Cap Reductn  | 0   |   |   | 0   | 0   | 0   |
| Storage Cap Reductn  | 0   |   |   | 0   | 0   | 0   |
| Reduced v/c Ratio  | 0.68  |   |   | 0.61  | 0.06  | 0.24  |
| Intersection Summary   |   |   |   |   |   |   |
| Area Type:   | Other   |   |   |   |   |   |
| Cycle Length: 150  |   |   |   |   |   |   |
| Actuated Cycle Length: 150                                       |   |   |   |   |   |   |
| Offset: 0 (0%), Referenced to phase 2:NEL and 6:, Start of Green |   |   |   |   |   |   |

# Lanes, Volumes, Timings 6: SR 408 Extension Off Ramp & SR 50

Natural Cycle: 55

Control Type: Pretimed

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 21.7





Intersection LOS: C

Intersection Capacity Utilization 55.3%

ICU Level of Service B

























Analysis Period (min) 15

Splits and Phases: 6: SR 408 Extension Off Ramp & SR 50

|   |   |
|---|---|
|   <p>ø2 (R)</p> |  <p>ø4</p> |
| 46 s  | 104 s   |
|   |  <p>ø8</p> |
|   | 104 s   |

# Lanes, Volumes, Timings

## 101: Woodbury & SR 50

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |  |  |  |  |  |  |  |  |  |  |  |  |
| Volume (vph)            | 230   | 2140  | 315   | 180   | 2025  | 160   | 225   | 360   | 215   | 225   | 325   | 370   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Storage Length (ft)     | 550   |   | 550   | 450   |   | 150   | 450   |   | 0   | 400   |   | 0   |
| Storage Lanes           | 2   |   | 1   | 2   |   | 1   | 1   |   | 0   | 1   |   | 0   |
| Taper Length (ft)       | 25  |   |   | 25  |   |   | 25  |   |   | 25  |   |   |
| Satd. Flow (prot)       | 3433  | 5085  | 1583  | 3433  | 5085  | 1583  | 1770  | 3341  | 0   | 1770  | 3256  | 0   |
| Flt Permitted           | 0.950   |   |   | 0.950   |   |   | 0.950   |   |   | 0.950   |   |   |
| Satd. Flow (perm)       | 3433  | 5085  | 1583  | 3433  | 5085  | 1583  | 1770  | 3341  | 0   | 1770  | 3256  | 0   |
| Right Turn on Red       |   |   | Yes   |   |   | Yes   |   |   | Yes   |   |   | Yes   |
| Satd. Flow (RTOR)       |   |   | 78  |   |   | 55  |   |   | 60  |   |   | 128   |
| Link Speed (mph)        |   | 45  |   |   | 45  |   |   | 30  |   |   | 30  |   |
| Link Distance (ft)      |   | 901   |   |   | 1164  |   |   | 915   |   |   | 681   |   |
| Travel Time (s)         |   | 13.7  |   |   | 17.6  |   |   | 20.8  |   |   | 15.5  |   |
| Peak Hour Factor        | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Shared Lane Traffic (%) |   |   |   |   |   |   |   |   |   |   |   |   |
| Lane Group Flow (vph)   | 242   | 2253  | 332   | 189   | 2132  | 168   | 237   | 605   | 0   | 237   | 731   | 0   |
| Turn Type               | Prot  | NA  | pt+ov   | Prot  | NA  | pt+ov   | Prot  | NA  |   | Prot  | NA  |   |
| Protected Phases        | 5   | 2   | 2 3   | 1   | 6   | 6 7   | 3   | 8   |   | 7   | 4   |   |
| Permitted Phases        |   |   |   |   |   |   |   |   |   |   |   |   |
| Total Split (s)         | 19.0  | 91.0  |   | 17.0  | 89.0  |   | 32.0  | 39.0  |   | 33.0  | 40.0  |   |
| Total Lost Time (s)     | 6.0   | 6.0   |   | 6.0   | 6.0   |   | 6.0   | 6.0   |   | 6.0   | 6.0   |   |
| Act Effct Green (s)     | 13.0  | 85.0  | 117.0   | 11.0  | 83.0  | 116.0   | 26.0  | 33.0  |   | 27.0  | 34.0  |   |
| Actuated g/C Ratio      | 0.07  | 0.47  | 0.65  | 0.06  | 0.46  | 0.64  | 0.14  | 0.18  |   | 0.15  | 0.19  |   |
| v/c Ratio               | 0.98  | 0.94  | 0.31  | 0.90  | 0.91  | 0.16  | 0.93  | 0.92  |   | 0.89  | 1.02  |   |
| Control Delay           | 133.0   | 53.8  | 11.1  | 123.5   | 51.9  | 8.7   | 115.2   | 83.8  |   | 107.7   | 95.8  |   |
| Queue Delay             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |   | 0.0   | 0.0   |   |
| Total Delay             | 133.0   | 53.8  | 11.1  | 123.5   | 51.9  | 8.7   | 115.2   | 83.8  |   | 107.7   | 95.8  |   |
| LOS                     | F   | D   | B   | F   | D   | A   | F   | F   |   | F   | F   |   |
| Approach Delay          |   | 55.5  |   |   | 54.4  |   |   | 92.7  |   |   | 98.7  |   |
| Approach LOS            |   | E   |   |   | D   |   |   | F   |   |   | F   |   |
| Queue Length 50th (ft)  | 150   | 916   | 123   | 116   | 850   | 49  | 281   | 341   |   | 279   | ~410  |   |
| Queue Length 95th (ft)  | #246  | 983   | 179   | #196  | 916   | 84  | #458  | #452  |   | #446  | #547  |   |
| Internal Link Dist (ft) |   | 821   |   |   | 1084  |   |   | 835   |   |   | 601   |   |
| Turn Bay Length (ft)    | 550   |   | 550   | 450   |   | 150   | 450   |   |   | 400   |   |   |
| Base Capacity (vph)     | 247   | 2401  | 1056  | 209   | 2344  | 1039  | 255   | 661   |   | 265   | 718   |   |
| Starvation Cap Reductn  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |   | 0   | 0   |   |
| Spillback Cap Reductn   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |   | 0   | 0   |   |
| Storage Cap Reductn     | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |   | 0   | 0   |   |
| Reduced v/c Ratio       | 0.98  | 0.94  | 0.31  | 0.90  | 0.91  | 0.16  | 0.93  | 0.92  |   | 0.89  | 1.02  |   |

### Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 0 (0%), Referenced to phase 2:EBT, Start of Green

Control Type: Pretimed

Maximum v/c Ratio: 1.02

Intersection Signal Delay: 65.4

Intersection LOS: E

Intersection Capacity Utilization 99.8%

ICU Level of Service F



# Lanes, Volumes, Timings

## 101: Woodbury & SR 50

Analysis Period (min) 15









~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.







Queue shown is maximum after two cycles.

Splits and Phases: 101: Woodbury & SR 50

|  |  |  |  |
|--|--|--|--|
|  Ø1 |  Ø2 (R) |  Ø3 |  Ø4 |
| 17 s   | 91 s   | 32 s   | 40 s   |
|  Ø5 |  Ø6     |  Ø7 |  Ø8 |
| 19 s   | 89 s   | 33 s   | 39 s   |

# Lanes, Volumes, Timings

## 102: SR 408 Off Ramp & SR 50

|  |  |  |  |  |  |  |
|--|---|---|---|---|---|---|
| Lane Group   | EBT   | EBR   | WBL   | WBT   | NBL   | NBR   |
| Lane Configurations  | ↑↑↑   |   |   | ↑↑↑   | ↑   | ↑↑  |
| Volume (vph)   | 2480  | 0   | 0   | 2520  | 150   | 680   |
| Ideal Flow (vphpl)   | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Satd. Flow (prot)  | 5085  | 0   | 0   | 5085  | 1770  | 2787  |
| Flt Permitted  |   |   |   |   | 0.950   |   |
| Satd. Flow (perm)  | 5085  | 0   | 0   | 5085  | 1770  | 2787  |
| Right Turn on Red  |   | Yes   |   |   |   | Yes   |
| Satd. Flow (RTOR)  |   |   |   |   |   | 5   |
| Link Speed (mph)   | 30  |   |   | 30  | 30  |   |
| Link Distance (ft)   | 824   |   |   | 895   | 538   |   |
| Travel Time (s)  | 18.7  |   |   | 20.3  | 12.2  |   |
| Peak Hour Factor   | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Shared Lane Traffic (%)                                    |   |   |   |   |   |   |
| Lane Group Flow (vph)                                      | 2611  | 0   | 0   | 2653  | 158   | 716   |
| Turn Type  | NA  |   |   | NA  | Prot  | Prot  |
| Protected Phases   | 2   |   |   | 2   | 4   | 4   |
| Permitted Phases   |   |   |   |   |   |   |
| Minimum Split (s)  | 22.0  |   |   | 22.0  | 22.0  | 22.0  |
| Total Split (s)  | 117.0   |   |   | 117.0   | 63.0  | 63.0  |
| Total Split (%)  | 65.0%   |   |   | 65.0%   | 35.0%   | 35.0%   |
| Yellow Time (s)  | 4.0   |   |   | 4.0   | 4.0   | 4.0   |
| All-Red Time (s)   | 2.0   |   |   | 2.0   | 2.0   | 2.0   |
| Lost Time Adjust (s)                                       | 0.0   |   |   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)  | 6.0   |   |   | 6.0   | 6.0   | 6.0   |
| Lead/Lag   |   |   |   |   |   |   |
| Lead-Lag Optimize?   |   |   |   |   |   |   |
| Act Effct Green (s)  | 111.0   |   |   | 111.0   | 57.0  | 57.0  |
| Actuated g/C Ratio   | 0.62  |   |   | 0.62  | 0.32  | 0.32  |
| v/c Ratio  | 0.83  |   |   | 0.85  | 0.28  | 0.81  |
| Control Delay  | 30.3  |   |   | 31.0  | 47.9  | 64.5  |
| Queue Delay  | 0.0   |   |   | 0.0   | 0.0   | 0.0   |
| Total Delay  | 30.3  |   |   | 31.0  | 47.9  | 64.5  |
| LOS  | C   |   |   | C   | D   | E   |
| Approach Delay   | 30.3  |   |   | 31.0  | 61.5  |   |
| Approach LOS   | C   |   |   | C   | E   |   |
| Queue Length 50th (ft)                                     | 860   |   |   | 889   | 141   | 442   |
| Queue Length 95th (ft)                                     | 914   |   |   | 945   | 209   | 534   |
| Internal Link Dist (ft)                                    | 744   |   |   | 815   | 458   |   |
| Turn Bay Length (ft)                                       |   |   |   |   |   |   |
| Base Capacity (vph)  | 3135  |   |   | 3135  | 560   | 885   |
| Starvation Cap Reductn                                     | 0   |   |   | 0   | 0   | 0   |
| Spillback Cap Reductn                                      | 0   |   |   | 0   | 0   | 0   |
| Storage Cap Reductn  | 0   |   |   | 0   | 0   | 0   |
| Reduced v/c Ratio  | 0.83  |   |   | 0.85  | 0.28  | 0.81  |
| Intersection Summary                                       |   |   |   |   |   |   |
| Area Type:   | Other   |   |   |   |   |   |
| Cycle Length: 180  |   |   |   |   |   |   |
| Actuated Cycle Length: 180                                 |   |   |   |   |   |   |
| Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green |   |   |   |   |   |   |

## Lanes, Volumes, Timings

### 102: SR 408 Off Ramp & SR 50

Natural Cycle: 75

Control Type: Pretimed

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 35.1

Intersection LOS: D

Intersection Capacity Utilization 81.7%





























ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 102: SR 408 Off Ramp & SR 50



Lanes, Volumes, Timings  
103: Avalon Park Blvd/Pilgrim St & SR 50

|                         |  |    |  |    |    |   |   |  |  |  |    |  |
|-------------------------|---|---|---|---|---|--|---|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR  | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |  |    |  |   |    |  |  |  |  |   |   |   |
| Volume (vph)            | 60  | 1755  | 60  | 205   | 1395  | 75   | 410   | 65  | 240   | 60  | 55  | 45  |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Storage Length (ft)     | 250   |   | 500   | 250   |   | 250  | 300   |   | 0   | 0   |   | 0   |
| Storage Lanes           | 1   |   | 1   | 2   |   | 1  | 1   |   | 1   | 0   |   | 0   |
| Taper Length (ft)       | 25  |   |   | 25  |   |  | 25  |   |   | 25  |   |   |
| Satd. Flow (prot)       | 1770  | 5085  | 1583  | 3433  | 5085  | 1583   | 1681  | 1708  | 1583  | 0   | 3330  | 0   |
| Flt Permitted           | 0.950   |   |   | 0.950   |   |  | 0.950   | 0.965   |   |   | 0.982   |   |
| Satd. Flow (perm)       | 1770  | 5085  | 1583  | 3433  | 5085  | 1583   | 1681  | 1708  | 1583  | 0   | 3330  | 0   |
| Right Turn on Red       |   |   | Yes   |   |   | Yes  |   |   | Yes   |   |   | Yes   |
| Satd. Flow (RTOR)       |   |   | 63  |   |   | 68   |   |   | 194   |   | 25  |   |
| Link Speed (mph)        |   | 30  |   |   | 30  |  |   | 30  |   |   | 30  |   |
| Link Distance (ft)      |   | 1099  |   |   | 1266  |  |   | 987   |   |   | 623   |   |
| Travel Time (s)         |   | 25.0  |   |   | 28.8  |  |   | 22.4  |   |   | 14.2  |   |
| Peak Hour Factor        | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95   | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Shared Lane Traffic (%) |   |   |   |   |   |  | 43%   |   |   |   |   |   |
| Lane Group Flow (vph)   | 63  | 1847  | 63  | 216   | 1468  | 79   | 246   | 254   | 253   | 0   | 168   | 0   |
| Turn Type               | Prot  | NA  | pt+ov   | Prot  | NA  | Perm   | Split   | NA  | Perm  | Split   | NA  |   |
| Protected Phases        | 5   | 2   | 2 8   | 1   | 6   |  | 8   | 8   |   | 4   | 4   |   |
| Permitted Phases        |   |   |   |   |   | 6  |   |   | 8   |   |   |   |
| Minimum Split (s)       | 8.0   | 20.0  |   | 8.0   | 20.0  | 20.0   | 20.0  | 20.0  | 20.0  | 12.0  | 12.0  |   |
| Total Split (s)         | 17.0  | 91.0  |   | 24.0  | 98.0  | 98.0   | 48.0  | 48.0  | 48.0  | 17.0  | 17.0  |   |
| Total Split (%)         | 9.4%  | 50.6%   |   | 13.3%   | 54.4%   | 54.4%  | 26.7%   | 26.7%   | 26.7%   | 9.4%  | 9.4%  |   |
| Yellow Time (s)         | 3.5   | 3.5   |   | 3.5   | 3.5   | 3.5  | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   |   |
| All-Red Time (s)        | 0.5   | 0.5   |   | 0.5   | 0.5   | 0.5  | 0.5   | 0.5   | 0.5   | 0.5   | 0.5   |   |
| Lost Time Adjust (s)    | 0.0   | 0.0   |   | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0   |   | 0.0   |   |
| Total Lost Time (s)     | 4.0   | 4.0   |   | 4.0   | 4.0   | 4.0  | 4.0   | 4.0   | 4.0   |   | 4.0   |   |
| Lead/Lag                | Lead  | Lag   |   | Lead  | Lag   | Lag  |   |   |   |   |   |   |
| Lead-Lag Optimize?      | Yes   | Yes   |   | Yes   | Yes   | Yes  |   |   |   |   |   |   |
| Act Effct Green (s)     | 13.0  | 87.0  | 131.0   | 20.0  | 94.0  | 94.0   | 44.0  | 44.0  | 44.0  |   | 13.0  |   |
| Actuated g/C Ratio      | 0.07  | 0.48  | 0.73  | 0.11  | 0.52  | 0.52   | 0.24  | 0.24  | 0.24  |   | 0.07  |   |
| v/c Ratio               | 0.50  | 0.75  | 0.05  | 0.57  | 0.55  | 0.09   | 0.60  | 0.61  | 0.47  |   | 0.64  |   |
| Control Delay           | 94.3  | 40.2  | 0.8   | 82.3  | 29.9  | 5.9  | 67.3  | 67.6  | 17.4  |   | 80.6  |   |
| Queue Delay             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0   |   | 0.0   |   |
| Total Delay             | 94.3  | 40.2  | 0.8   | 82.3  | 29.9  | 5.9  | 67.3  | 67.6  | 17.4  |   | 80.6  |   |
| LOS                     | F   | D   | A   | F   | C   | A  | E   | E   | B   |   | F   |   |
| Approach Delay          |   | 40.6  |   |   | 35.2  |  |   | 50.6  |   |   | 80.6  |   |
| Approach LOS            |   | D   |   |   | D   |  |   | D   |   |   | F   |   |
| Queue Length 50th (ft)  | 73  | 642   | 0   | 127   | 420   | 6  | 273   | 283   | 55  |   | 87  |   |
| Queue Length 95th (ft)  | 130   | 698   | 7   | 175   | 464   | 36   | 383   | 394   | 149   |   | 133   |   |
| Internal Link Dist (ft) |   | 1019  |   |   | 1186  |  |   | 907   |   |   | 543   |   |
| Turn Bay Length (ft)    | 250   |   | 500   | 250   |   | 250  | 300   |   |   |   |   |   |
| Base Capacity (vph)     | 127   | 2457  | 1169  | 381   | 2655  | 859  | 410   | 417   | 533   |   | 263   |   |
| Starvation Cap Reductn  | 0   | 0   | 0   | 0   | 0   | 0  | 0   | 0   | 0   |   | 0   |   |
| Spillback Cap Reductn   | 0   | 0   | 0   | 0   | 0   | 0  | 0   | 0   | 0   |   | 0   |   |
| Storage Cap Reductn     | 0   | 0   | 0   | 0   | 0   | 0  | 0   | 0   | 0   |   | 0   |   |
| Reduced v/c Ratio       | 0.50  | 0.75  | 0.05  | 0.57  | 0.55  | 0.09   | 0.60  | 0.61  | 0.47  |   | 0.64  |   |

Intersection Summary

Area Type: Other

## Lanes, Volumes, Timings

### 103: Avalon Park Blvd/Pilgrim St & SR 50

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 0 (0%), Referenced to phase 2:EBT, Start of Green

Natural Cycle: 75

Control Type: Pretimed

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 41.6


Intersection LOS: D

Intersection Capacity Utilization 69.5%

























ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 103: Avalon Park Blvd/Pilgrim St & SR 50

|  |  |  |  |
|--|--|--|--|
|  Ø1 |  Ø2 (R) |  Ø4 |  Ø8 |
| 24 s   | 91 s   | 17 s   | 48 s   |
|  Ø5 |  Ø6     |  |  |
| 17 s   | 98 s   |  |  |

Lanes, Volumes, Timings  
104: Chuluota Rd & SR 50

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |  |  |  |  |  |  |  |  |  |  |  |  |
| Volume (vph)            | 415   | 1500  | 105   | 75  | 1230  | 225   | 130   | 425   | 95  | 270   | 345   | 240   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Storage Length (ft)     | 300   |   | 300   | 300   |   | 300   | 300   |   | 300   | 300   |   | 300   |
| Storage Lanes           | 2   |   | 1   | 2   |   | 1   | 1   |   | 0   | 2   |   | 1   |
| Taper Length (ft)       | 25  |   |   | 25  |   |   | 25  |   |   | 25  |   |   |
| Satd. Flow (prot)       | 3433  | 5085  | 1583  | 3433  | 5085  | 1583  | 1770  | 3444  | 0   | 3433  | 3539  | 1583  |
| Flt Permitted           | 0.950   |   |   | 0.950   |   |   | 0.950   |   |   | 0.950   |   |   |
| Satd. Flow (perm)       | 3433  | 5085  | 1583  | 3433  | 5085  | 1583  | 1770  | 3444  | 0   | 3433  | 3539  | 1583  |
| Right Turn on Red       |   |   | Yes   |   |   | Yes   |   |   | Yes   |   |   | Yes   |
| Satd. Flow (RTOR)       |   |   | 111   |   |   | 139   |   |   | 15  |   |   | 155   |
| Link Speed (mph)        |   | 30  |   |   | 30  |   |   | 30  |   |   | 30  |   |
| Link Distance (ft)      |   | 688   |   |   | 752   |   |   | 780   |   |   | 580   |   |
| Travel Time (s)         |   | 15.6  |   |   | 17.1  |   |   | 17.7  |   |   | 13.2  |   |
| Peak Hour Factor        | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Shared Lane Traffic (%) |   |   |   |   |   |   |   |   |   |   |   |   |
| Lane Group Flow (vph)   | 437   | 1579  | 111   | 79  | 1295  | 237   | 137   | 547   | 0   | 284   | 363   | 253   |
| Turn Type               | Prot  | NA  | pt+ov   | Prot  | NA  | pt+ov   | Prot  | NA  |   | Prot  | NA  | pt+ov   |
| Protected Phases        | 7   | 4   | 4 5   | 3   | 8   | 8 1   | 5   | 2   |   | 1   | 6   | 6 7   |
| Permitted Phases        |   |   |   |   |   |   |   |   |   |   |   |   |
| Minimum Split (s)       | 11.0  | 23.0  |   | 11.0  | 23.0  |   | 11.0  | 23.0  |   | 11.0  | 23.0  |   |
| Total Split (s)         | 35.0  | 74.0  |   | 18.0  | 57.0  |   | 40.0  | 62.0  |   | 26.0  | 48.0  |   |
| Total Split (%)         | 19.4%   | 41.1%   |   | 10.0%   | 31.7%   |   | 22.2%   | 34.4%   |   | 14.4%   | 26.7%   |   |
| Yellow Time (s)         | 5.0   | 5.0   |   | 5.0   | 5.0   |   | 5.0   | 5.0   |   | 5.0   | 5.0   |   |
| All-Red Time (s)        | 2.0   | 2.0   |   | 2.0   | 2.0   |   | 1.0   | 1.0   |   | 1.0   | 1.0   |   |
| Lost Time Adjust (s)    | 0.0   | 0.0   |   | 0.0   | 0.0   |   | 0.0   | 0.0   |   | 0.0   | 0.0   |   |
| Total Lost Time (s)     | 7.0   | 7.0   |   | 7.0   | 7.0   |   | 6.0   | 6.0   |   | 6.0   | 6.0   |   |
| Lead/Lag                | Lead  | Lag   |   | Lead  | Lag   |   | Lead  | Lag   |   | Lead  | Lag   |   |
| Lead-Lag Optimize?      | Yes   | Yes   |   | Yes   | Yes   |   | Yes   | Yes   |   | Yes   | Yes   |   |
| Act Effct Green (s)     | 28.0  | 67.0  | 107.0   | 11.0  | 50.0  | 76.0  | 34.0  | 56.0  |   | 20.0  | 42.0  | 77.0  |
| Actuated g/C Ratio      | 0.16  | 0.37  | 0.59  | 0.06  | 0.28  | 0.42  | 0.19  | 0.31  |   | 0.11  | 0.23  | 0.43  |
| v/c Ratio               | 0.82  | 0.83  | 0.11  | 0.38  | 0.92  | 0.32  | 0.41  | 0.51  |   | 0.75  | 0.44  | 0.33  |
| Control Delay           | 86.7  | 56.3  | 2.6   | 86.7  | 73.8  | 14.8  | 68.5  | 51.2  |   | 90.4  | 60.9  | 13.8  |
| Queue Delay             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |   | 0.0   | 0.0   | 0.0   |
| Total Delay             | 86.7  | 56.3  | 2.6   | 86.7  | 73.8  | 14.8  | 68.5  | 51.2  |   | 90.4  | 60.9  | 13.8  |
| LOS                     | F   | E   | A   | F   | E   | B   | E   | D   |   | F   | E   | B   |
| Approach Delay          |   | 59.7  |   |   | 65.7  |   |   | 54.6  |   |   | 57.0  |   |
| Approach LOS            |   | E   |   |   | E   |   |   | D   |   |   | E   |   |
| Queue Length 50th (ft)  | 261   | 623   | 0   | 47  | 548   | 72  | 144   | 272   |   | 170   | 195   | 71  |
| Queue Length 95th (ft)  | 328   | 685   | 29  | 78  | 612   | 142   | 221   | 335   |   | 226   | 250   | 144   |
| Internal Link Dist (ft) |   | 608   |   |   | 672   |   |   | 700   |   |   | 500   |   |
| Turn Bay Length (ft)    | 300   |   | 300   | 300   |   | 300   | 300   |   |   | 300   |   | 300   |
| Base Capacity (vph)     | 534   | 1892  | 986   | 209   | 1412  | 748   | 334   | 1081  |   | 381   | 825   | 765   |
| Starvation Cap Reductn  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |   | 0   | 0   | 0   |
| Spillback Cap Reductn   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |   | 0   | 0   | 0   |
| Storage Cap Reductn     | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |   | 0   | 0   | 0   |
| Reduced v/c Ratio       | 0.82  | 0.83  | 0.11  | 0.38  | 0.92  | 0.32  | 0.41  | 0.51  |   | 0.75  | 0.44  | 0.33  |

Intersection Summary

Area Type: Other

## Lanes, Volumes, Timings

### 104: Chuluota Rd & SR 50

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 0 (0%), Referenced to phase 2:NBT, Start of Green

Natural Cycle: 80

Control Type: Pretimed

Maximum v/c Ratio: 0.92

Intersection Signal Delay: 60.4

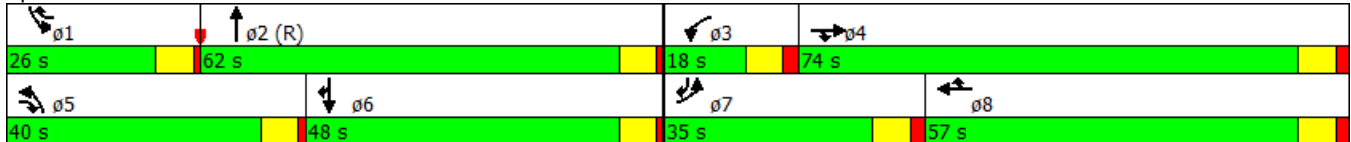
Intersection LOS: E

Intersection Capacity Utilization 79.8%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 104: Chuluota Rd & SR 50





























**No-Build 2045**  
**AM Peak – Synchro Output**

# Lanes, Volumes, Timings

## 1: Woodbury Rd & SR 50

2045 No Build Constrained AM

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |  |  |  |  |  |  |  |  |  |  |  |  |
| Volume (vph)            | 380   | 2370  | 240   | 440   | 2280  | 470   | 290  | 300   | 360   | 335   | 325   | 240   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Storage Length (ft)     | 625   |   | 675   | 700   |   | 300   | 500  |   | 250   | 390   |   | 250   |
| Storage Lanes           | 2   |   | 1   | 2   |   | 1   | 1  |   | 0   | 1   |   | 0   |
| Taper Length (ft)       | 25  |   |   | 25  |   |   | 25   |   |   | 25  |   |   |
| Satd. Flow (prot)       | 3433  | 5085  | 1583  | 3433  | 5085  | 1583  | 1770   | 3249  | 0   | 3433  | 1744  | 0   |
| Flt Permitted           | 0.950   |   |   | 0.950   |   |   | 0.950  |   |   | 0.950   |   |   |
| Satd. Flow (perm)       | 3433  | 5085  | 1583  | 3433  | 5085  | 1583  | 1770   | 3249  | 0   | 3433  | 1744  | 0   |
| Right Turn on Red       |   |   | Yes   |   |   | Yes   |  |   | Yes   |   |   | Yes   |
| Satd. Flow (RTOR)       |   |   | 152   |   |   | 168   |  |   | 163   |   |   | 20  |
| Link Speed (mph)        |   | 45  |   |   | 45  |   |  | 30  |   |   | 30  |   |
| Link Distance (ft)      |   | 1500  |   |   | 1390  |   |  | 1000  |   |   | 1000  |   |
| Travel Time (s)         |   | 22.7  |   |   | 21.1  |   |  | 22.7  |   |   | 22.7  |   |
| Peak Hour Factor        | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95   | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Shared Lane Traffic (%) |   |   |   |   |   |   |  |   |   |   |   |   |
| Lane Group Flow (vph)   | 400   | 2495  | 253   | 463   | 2400  | 495   | 305  | 695   | 0   | 353   | 595   | 0   |
| Turn Type               | Prot  | NA  | pm+ov   | Prot  | NA  | pm+ov   | Prot   | NA  |   | Prot  | NA  |   |
| Protected Phases        | 7   | 4   | 5   | 3   | 8   | 1   | 5  | 2   |   | 1   | 6   |   |
| Permitted Phases        |   |   | 4   |   |   | 8   |  |   |   |   |   |   |
| Total Split (s)         | 21.0  | 74.0  | 30.0  | 23.0  | 76.0  | 31.0  | 30.0   | 52.0  |   | 31.0  | 53.0  |   |
| Total Lost Time (s)     | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0  | 5.0   |   | 5.0   | 5.0   |   |
| Act Effct Green (s)     | 16.0  | 69.0  | 99.0  | 18.0  | 71.0  | 99.4  | 25.0   | 49.6  |   | 23.4  | 48.0  |   |
| Actuated g/C Ratio      | 0.09  | 0.38  | 0.55  | 0.10  | 0.39  | 0.55  | 0.14   | 0.28  |   | 0.13  | 0.27  |   |
| v/c Ratio               | 1.31  | 1.28  | 0.27  | 1.35  | 1.20  | 0.52  | 1.24   | 0.69  |   | 0.79  | 1.24  |   |
| Control Delay           | 220.0   | 174.3   | 8.8   | 214.1   | 129.0   | 24.6  | 198.6  | 48.3  |   | 89.2  | 175.9   |   |
| Queue Delay             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0   |   | 0.0   | 0.0   |   |
| Total Delay             | 220.0   | 174.3   | 8.8   | 214.1   | 129.0   | 24.6  | 198.6  | 48.3  |   | 89.2  | 175.9   |   |
| LOS                     | F   | F   | A   | F   | F   | C   | F  | D   |   | F   | F   |   |
| Approach Delay          |   | 166.8   |   |   | 125.3   |   |  | 94.1  |   |   | 143.6   |   |
| Approach LOS            |   | F   |   |   | F   |   |  | F   |   |   | F   |   |
| Queue Length 50th (ft)  | ~311  | ~1361   | 56  | ~365  | ~1276   | 408   | ~445   | 306   |   | 210   | ~853  |   |
| Queue Length 95th (ft)  | #427  | #1434   | 111   | m196  | m767  | m197  | #653   | 387   |   | 268   | #1105   |   |
| Internal Link Dist (ft) |   | 1420  |   |   | 1310  |   |  | 920   |   |   | 920   |   |
| Turn Bay Length (ft)    | 625   |   | 675   | 700   |   | 300   | 500  |   |   | 390   |   |   |
| Base Capacity (vph)     | 305   | 1949  | 939   | 343   | 2005  | 969   | 245  | 1013  |   | 495   | 479   |   |
| Starvation Cap Reductn  | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0   |   | 0   | 0   |   |
| Spillback Cap Reductn   | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0   |   | 0   | 0   |   |
| Storage Cap Reductn     | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0   |   | 0   | 0   |   |
| Reduced v/c Ratio       | 1.31  | 1.28  | 0.27  | 1.35  | 1.20  | 0.51  | 1.24   | 0.69  |   | 0.71  | 1.24  |   |

### Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 70 (39%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.35

Intersection Signal Delay: 139.1

Intersection LOS: F

Intersection Capacity Utilization 122.8%

ICU Level of Service H

# Lanes, Volumes, Timings

## 1: Woodbury Rd & SR 50

2045 No Build Constrained AM

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.









Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Woodbury Rd & SR 50

|  |  |  |  |
|--|--|--|--|
|  ø1 |  ø2 (R) |  ø3 |  ø4 |
| 31 s   | 52 s   | 23 s   | 74 s   |
|  ø5 |  ø6 (R) |  ø7 |  ø8 |
| 30 s   | 53 s   | 21 s   | 76 s   |

Lanes, Volumes, Timings  
2: SR 408 Off Ramp & SR 50

2045 No Build Constrained AM

|                         | →     | ↘    | ↙    | ←      | ↖      | ↗     |
|-------------------------|-------|------|------|--------|--------|-------|
| Lane Group              | EBT   | EBR  | WBL  | WBT    | NBL    | NBR   |
| Lane Configurations     | ↑↑↑   |      |      | ↑↑↑    | ↘↘     | ↗     |
| Volume (vph)            | 2720  | 0    | 0    | 4765   | 180    | 1170  |
| Ideal Flow (vphpl)      | 1900  | 1900 | 1900 | 1900   | 1900   | 1900  |
| Storage Length (ft)     |       | 0    | 0    |        | 300    | 300   |
| Storage Lanes           |       | 0    | 0    |        | 2      | 0     |
| Taper Length (ft)       |       |      | 25   |        | 25     |       |
| Satd. Flow (prot)       | 5085  | 0    | 0    | 5085   | 3160   | 1441  |
| Flt Permitted           |       |      |      |        | 0.988  |       |
| Satd. Flow (perm)       | 5085  | 0    | 0    | 5085   | 3160   | 1441  |
| Right Turn on Red       |       | Yes  |      |        |        | Yes   |
| Satd. Flow (RTOR)       |       |      |      |        | 3      | 304   |
| Link Speed (mph)        | 45    |      |      | 45     | 30     |       |
| Link Distance (ft)      | 1390  |      |      | 1100   | 1000   |       |
| Travel Time (s)         | 21.1  |      |      | 16.7   | 22.7   |       |
| Peak Hour Factor        | 0.95  | 0.95 | 0.95 | 0.95   | 0.95   | 0.95  |
| Shared Lane Traffic (%) |       |      |      |        |        | 50%   |
| Lane Group Flow (vph)   | 2863  | 0    | 0    | 5016   | 805    | 616   |
| Turn Type               | NA    |      |      | NA     | Prot   | Free  |
| Protected Phases        | 4     |      |      | 8      | 2      |       |
| Permitted Phases        |       |      |      |        |        | Free  |
| Total Split (s)         | 128.0 |      |      | 128.0  | 52.0   |       |
| Total Lost Time (s)     | 5.0   |      |      | 5.0    | 5.0    |       |
| Act Effct Green (s)     | 123.0 |      |      | 123.0  | 47.0   | 180.0 |
| Actuated g/C Ratio      | 0.68  |      |      | 0.68   | 0.26   | 1.00  |
| v/c Ratio               | 0.82  |      |      | 1.44   | 1.48dr | 0.43  |
| Control Delay           | 54.2  |      |      | 220.0  | 90.0   | 0.9   |
| Queue Delay             | 0.2   |      |      | 0.0    | 0.0    | 0.0   |
| Total Delay             | 54.4  |      |      | 220.0  | 90.0   | 0.9   |
| LOS                     | D     |      |      | F      | F      | A     |
| Approach Delay          | 54.4  |      |      | 220.0  | 51.4   |       |
| Approach LOS            | D     |      |      | F      | D      |       |
| Queue Length 50th (ft)  | 1190  |      |      | ~2923  | 489    | 0     |
| Queue Length 95th (ft)  | m949  |      |      | m#1366 | #629   | 0     |
| Internal Link Dist (ft) | 1310  |      |      | 1020   | 920    |       |
| Turn Bay Length (ft)    |       |      |      |        | 300    | 300   |
| Base Capacity (vph)     | 3474  |      |      | 3474   | 827    | 1441  |
| Starvation Cap Reductn  | 127   |      |      | 0      | 0      | 0     |
| Spillback Cap Reductn   | 0     |      |      | 0      | 0      | 0     |
| Storage Cap Reductn     | 0     |      |      | 0      | 0      | 0     |
| Reduced v/c Ratio       | 0.86  |      |      | 1.44   | 0.97   | 0.43  |

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 0 (0%), Referenced to phase 2:NBL and 6:, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.44

Intersection Signal Delay: 143.3

Intersection LOS: F

Intersection Capacity Utilization 117.9%

ICU Level of Service H

## Lanes, Volumes, Timings

### 2: SR 408 Off Ramp & SR 50

2045 No Build Constrained AM

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.


# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

























Splits and Phases: 2: SR 408 Off Ramp & SR 50

|   |   |
|---|---|
|  <p>ø2 (R)</p> |  <p>ø4</p> |
| 52 s  | 128 s   |
|   |  <p>ø8</p> |
|   | 128 s   |

# Lanes, Volumes, Timings

## 3: Avalon Park Blvd/Pilgrim St & SR 50

2045 No Build Constrained AM

|                         |  |  |  |  |  |  |   |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |  |  |  |  |  |  |  |  |  |  |  |  |
| Volume (vph)            | 35  | 2390  | 775   | 300   | 2720  | 50  | 940  | 60  | 370   | 70  | 80  | 60  |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Storage Length (ft)     | 600   |   | 1000  | 400   |   | 300   | 300  |   | 300   | 0   |   | 0   |
| Storage Lanes           | 1   |   | 1   | 2   |   | 1   | 1  |   | 1   | 1   |   | 0   |
| Taper Length (ft)       | 25  |   |   | 25  |   |   | 25   |   |   | 25  |   |   |
| Satd. Flow (prot)       | 1770  | 5085  | 1583  | 3433  | 5085  | 1583  | 1681   | 1695  | 1583  | 1770  | 1744  | 0   |
| Flt Permitted           | 0.950   |   |   | 0.950   |   |   | 0.950  | 0.958   |   | 0.950   |   |   |
| Satd. Flow (perm)       | 1770  | 5085  | 1583  | 3433  | 5085  | 1583  | 1681   | 1695  | 1583  | 1770  | 1744  | 0   |
| Right Turn on Red       |   |   | Yes   |   |   | Yes   |  |   | Yes   |   |   | Yes   |
| Satd. Flow (RTOR)       |   |   | 790   |   |   | 109   |  |   | 152   |   |   | 16  |
| Link Speed (mph)        |   | 45  |   |   | 45  |   |  | 30  |   |   | 30  |   |
| Link Distance (ft)      |   | 2625  |   |   | 1010  |   |  | 1000  |   |   | 302   |   |
| Travel Time (s)         |   | 39.8  |   |   | 15.3  |   |  | 22.7  |   |   | 6.9   |   |
| Peak Hour Factor        | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95   | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Shared Lane Traffic (%) |   |   |   |   |   |   | 47%  |   |   |   |   |   |
| Lane Group Flow (vph)   | 37  | 2516  | 816   | 316   | 2863  | 53  | 524  | 528   | 389   | 74  | 147   | 0   |
| Turn Type               | Prot  | NA  | Perm  | Prot  | NA  | Perm  | Split  | NA  | Perm  | Split   | NA  |   |
| Protected Phases        | 7   | 4   |   | 3   | 8   |   | 2  | 2   |   | 6   | 6   |   |
| Permitted Phases        |   |   | 4   |   |   | 8   |  |   | 2   |   |   |   |
| Total Split (s)         | 11.0  | 88.0  | 88.0  | 22.0  | 99.0  | 99.0  | 51.0   | 51.0  | 51.0  | 19.0  | 19.0  |   |
| Total Lost Time (s)     | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   | 7.0  | 7.0   | 7.0   | 7.0   | 7.0   |   |
| Act Effct Green (s)     | 4.0   | 81.0  | 81.0  | 15.0  | 92.0  | 92.0  | 44.0   | 44.0  | 44.0  | 12.0  | 12.0  |   |
| Actuated g/C Ratio      | 0.02  | 0.45  | 0.45  | 0.08  | 0.51  | 0.51  | 0.24   | 0.24  | 0.24  | 0.07  | 0.07  |   |
| v/c Ratio               | 0.95  | 1.10  | 0.71  | 1.10  | 1.10  | 0.06  | 1.28   | 1.28  | 0.78  | 0.63  | 1.12  |   |
| Control Delay           | 210.3   | 98.0  | 6.3   | 155.7   | 93.5  | 0.1   | 194.5  | 193.3   | 49.7  | 104.8   | 177.3   |   |
| Queue Delay             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0   | 0.0   |   |
| Total Delay             | 210.3   | 98.0  | 6.3   | 155.7   | 93.5  | 0.1   | 194.5  | 193.3   | 49.7  | 104.8   | 177.3   |   |
| LOS                     | F   | F   | A   | F   | F   | A   | F  | F   | D   | F   | F   |   |
| Approach Delay          |   | 77.0  |   |   | 98.0  |   |  | 155.0   |   |   | 153.0   |   |
| Approach LOS            |   | E   |   |   | F   |   |  | F   |   |   | F   |   |
| Queue Length 50th (ft)  | 45  | ~1228   | 17  | ~218  | ~1400   | 0   | ~820   | ~826  | 275   | 87  | ~181  |   |
| Queue Length 95th (ft)  | #133  | #1301   | 128   | #326  | #1461   | 0   | #1074  | #1081   | 418   | #157  | #342  |   |
| Internal Link Dist (ft) |   | 2545  |   |   | 930   |   |  | 920   |   |   | 222   |   |
| Turn Bay Length (ft)    | 600   |   | 1000  | 400   |   | 300   | 300  |   | 300   |   |   |   |
| Base Capacity (vph)     | 39  | 2288  | 1146  | 286   | 2599  | 862   | 410  | 414   | 501   | 118   | 131   |   |
| Starvation Cap Reductn  | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0   | 0   | 0   | 0   |   |
| Spillback Cap Reductn   | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0   | 0   | 0   | 0   |   |
| Storage Cap Reductn     | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0   | 0   | 0   | 0   |   |
| Reduced v/c Ratio       | 0.95  | 1.10  | 0.71  | 1.10  | 1.10  | 0.06  | 1.28   | 1.28  | 0.78  | 0.63  | 1.12  |   |

### Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.28

Intersection Signal Delay: 100.9

Intersection LOS: F

Intersection Capacity Utilization 114.7%

ICU Level of Service H

Analysis Period (min) 15

# Lanes, Volumes, Timings

## 3: Avalon Park Blvd/Pilgrim St & SR 50

2045 No Build Constrained AM







~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Avalon Park Blvd/Pilgrim St & SR 50

























|  |  |  |  |
|--|--|--|--|
|  Ø2 |  Ø6 |  Ø3 |  Ø4 |
| 51 s   | 19 s   | 22 s   | 88 s   |
|  |  |  Ø7 |  Ø8 |
|  |  | 11 s   | 99 s   |



# Lanes, Volumes, Timings

## 4: Chuluota School Rd/Chuluota Rd & SR 50

2045 No Build Constrained AM

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |  |  |  |  |  |  |  |  |  |  |  |  |
| Volume (vph)            | 520   | 1490  | 160   | 45  | 1710  | 410   | 110   | 100   | 50  | 335   | 150   | 635   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Storage Length (ft)     | 600   |   | 350   | 545   |   | 300   | 350   |   | 350   | 250   |   | 250   |
| Storage Lanes           | 2   |   | 1   | 1   |   | 1   | 1   |   | 1   | 1   |   | 1   |
| Taper Length (ft)       | 25  |   |   | 25  |   |   | 25  |   |   | 25  |   |   |
| Satd. Flow (prot)       | 3433  | 5085  | 1583  | 1770  | 5085  | 1583  | 1770  | 1863  | 1583  | 3433  | 1863  | 1583  |
| Flt Permitted           | 0.950   |   |   | 0.950   |   |   | 0.950   |   |   | 0.950   |   |   |
| Satd. Flow (perm)       | 3433  | 5085  | 1583  | 1770  | 5085  | 1583  | 1770  | 1863  | 1583  | 3433  | 1863  | 1583  |
| Right Turn on Red       |   |   | Yes   |   |   | Yes   |   |   | Yes   |   |   | Yes   |
| Satd. Flow (RTOR)       |   |   | 168   |   |   | 271   |   |   | 152   |   |   | 67  |
| Link Speed (mph)        |   | 45  |   |   | 45  |   |   | 30  |   |   | 30  |   |
| Link Distance (ft)      |   | 1175  |   |   | 1645  |   |   | 500   |   |   | 1000  |   |
| Travel Time (s)         |   | 17.8  |   |   | 24.9  |   |   | 11.4  |   |   | 22.7  |   |
| Peak Hour Factor        | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Shared Lane Traffic (%) |   |   |   |   |   |   |   |   |   |   |   |   |
| Lane Group Flow (vph)   | 547   | 1568  | 168   | 47  | 1800  | 432   | 116   | 105   | 53  | 353   | 158   | 668   |
| Turn Type               | Prot  | NA  | Perm  | Prot  | NA  | Perm  | Prot  | NA  | Perm  | Prot  | NA  | pm+ov   |
| Protected Phases        | 7   | 4   |   | 3   | 8   |   | 5   | 2   |   | 1   | 6   | 7   |
| Permitted Phases        |   |   | 4   |   |   | 8   |   |   | 2   |   |   | 6   |
| Total Split (s)         | 57.0  | 114.0   | 114.0   | 17.0  | 74.0  | 74.0  | 21.0  | 21.0  | 21.0  | 28.0  | 28.0  | 57.0  |
| Total Lost Time (s)     | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   |
| Act Effct Green (s)     | 48.4  | 109.3   | 109.3   | 8.9   | 67.0  | 67.0  | 16.0  | 16.0  | 16.0  | 20.4  | 20.4  | 75.9  |
| Actuated g/C Ratio      | 0.27  | 0.61  | 0.61  | 0.05  | 0.37  | 0.37  | 0.09  | 0.09  | 0.09  | 0.11  | 0.11  | 0.42  |
| v/c Ratio               | 0.59  | 0.51  | 0.16  | 0.54  | 0.95  | 0.57  | 0.74  | 0.64  | 0.19  | 0.91  | 0.75  | 0.95  |
| Control Delay           | 60.2  | 21.4  | 2.3   | 106.0   | 66.6  | 19.0  | 106.7   | 97.8  | 1.5   | 105.4   | 99.2  | 67.7  |
| Queue Delay             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay             | 60.2  | 21.4  | 2.3   | 106.0   | 66.6  | 19.0  | 106.7   | 97.8  | 1.5   | 105.4   | 99.2  | 67.7  |
| LOS                     | E   | C   | A   | F   | E   | B   | F   | F   | A   | F   | F   | E   |
| Approach Delay          |   | 29.3  |   |   | 58.4  |   |   | 82.9  |   |   | 83.2  |   |
| Approach LOS            |   | C   |   |   | E   |   |   | F   |   |   | F   |   |
| Queue Length 50th (ft)  | 293   | 398   | 0   | 56  | 772   | 152   | 138   | 124   | 0   | 218   | 186   | 703   |
| Queue Length 95th (ft)  | 358   | 437   | 35  | 105   | #872  | 272   | #243  | 197   | 0   | #309  | #291  | #974  |
| Internal Link Dist (ft) |   | 1095  |   |   | 1565  |   |   | 420   |   |   | 920   |   |
| Turn Bay Length (ft)    | 600   |   | 350   | 545   |   | 300   | 350   |   | 350   | 250   |   | 250   |
| Base Capacity (vph)     | 954   | 3089  | 1027  | 98  | 1894  | 759   | 157   | 165   | 279   | 401   | 217   | 719   |
| Starvation Cap Reductn  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Spillback Cap Reductn   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Storage Cap Reductn     | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Reduced v/c Ratio       | 0.57  | 0.51  | 0.16  | 0.48  | 0.95  | 0.57  | 0.74  | 0.64  | 0.19  | 0.88  | 0.73  | 0.93  |

### Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 179.9

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.95

Intersection Signal Delay: 53.3

Intersection LOS: D

Intersection Capacity Utilization 96.0%

ICU Level of Service F

Analysis Period (min) 15

# Lanes, Volumes, Timings

## 4: Chuluota School Rd/Chuluota Rd & SR 50

2045 No Build Constrained AM

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Splits and Phases: 4: Chuluota School Rd/Chuluota Rd & SR 50



























**No-Build 2045**  
**PM Peak – Synchro Output**

# Lanes, Volumes, Timings

## 1: Woodbury Rd & SR 50

2045 No Build Constrained PM

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |  |  |  |  |  |  |  |  |  |  |  |  |
| Volume (vph)            | 240   | 2130  | 290   | 360   | 2480  | 335   | 240   | 325   | 440   | 470   | 300   | 380   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Storage Length (ft)     | 625   |   | 675   | 700   |   | 300   | 500   |   | 250   | 390   |   | 250   |
| Storage Lanes           | 2   |   | 1   | 2   |   | 1   | 1   |   | 0   | 1   |   | 0   |
| Taper Length (ft)       | 25  |   |   | 25  |   |   | 25  |   |   | 25  |   |   |
| Satd. Flow (prot)       | 3433  | 5085  | 1583  | 3433  | 5085  | 1583  | 1770  | 3235  | 0   | 3433  | 1706  | 0   |
| Flt Permitted           | 0.950   |   |   | 0.950   |   |   | 0.950   |   |   | 0.950   |   |   |
| Satd. Flow (perm)       | 3433  | 5085  | 1583  | 3433  | 5085  | 1583  | 1770  | 3235  | 0   | 3433  | 1706  | 0   |
| Right Turn on Red       |   |   | Yes   |   |   | Yes   |   |   | Yes   |   |   | Yes   |
| Satd. Flow (RTOR)       |   |   | 240   |   |   | 155   |   |   | 140   |   |   | 37  |
| Link Speed (mph)        |   | 45  |   |   | 45  |   |   | 30  |   |   | 30  |   |
| Link Distance (ft)      |   | 1500  |   |   | 1390  |   |   | 1000  |   |   | 1000  |   |
| Travel Time (s)         |   | 22.7  |   |   | 21.1  |   |   | 22.7  |   |   | 22.7  |   |
| Peak Hour Factor        | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Shared Lane Traffic (%) |   |   |   |   |   |   |   |   |   |   |   |   |
| Lane Group Flow (vph)   | 253   | 2242  | 305   | 379   | 2611  | 353   | 253   | 805   | 0   | 495   | 716   | 0   |
| Turn Type               | Prot  | NA  | pm+ov   | Prot  | NA  | pm+ov   | Prot  | NA  |   | Prot  | NA  |   |
| Protected Phases        | 7   | 4   | 5   | 3   | 8   | 1   | 5   | 2   |   | 1   | 6   |   |
| Permitted Phases        |   |   | 4   |   |   | 8   |   |   |   |   |   |   |
| Total Split (s)         | 15.0  | 73.0  | 22.0  | 23.0  | 81.0  | 33.0  | 22.0  | 51.0  |   | 33.0  | 62.0  |   |
| Total Lost Time (s)     | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   |   | 5.0   | 5.0   |   |
| Act Effct Green (s)     | 10.0  | 68.0  | 90.0  | 18.0  | 76.0  | 108.6   | 17.0  | 46.4  |   | 27.6  | 57.0  |   |
| Actuated g/C Ratio      | 0.06  | 0.38  | 0.50  | 0.10  | 0.42  | 0.60  | 0.09  | 0.26  |   | 0.15  | 0.32  |   |
| v/c Ratio               | 1.33  | 1.17  | 0.33  | 1.10  | 1.22  | 0.35  | 1.51  | 0.91dr  |   | 0.94  | 1.27  |   |
| Control Delay           | 239.3   | 129.7   | 6.8   | 150.2   | 145.7   | 10.3  | 308.9   | 62.6  |   | 101.1   | 179.6   |   |
| Queue Delay             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |   | 0.0   | 0.0   |   |
| Total Delay             | 239.3   | 129.7   | 6.8   | 150.2   | 145.7   | 10.3  | 308.9   | 62.6  |   | 101.1   | 179.6   |   |
| LOS                     | F   | F   | A   | F   | F   | B   | F   | E   |   | F   | F   |   |
| Approach Delay          |   | 126.2   |   |   | 131.9   |   |   | 121.5   |   |   | 147.5   |   |
| Approach LOS            |   | F   |   |   | F   |   |   | F   |   |   | F   |   |
| Queue Length 50th (ft)  | ~198  | ~1147   | 40  | ~261  | ~1376   | 107   | ~414  | 410   |   | 302   | ~1032   |   |
| Queue Length 95th (ft)  | #299  | #1227   | 103   | #376  | #1446   | 171   | #610  | 500   |   | #410  | #1294   |   |
| Internal Link Dist (ft) |   | 1420  |   |   | 1310  |   |   | 920   |   |   | 920   |   |
| Turn Bay Length (ft)    | 625   |   | 675   | 700   |   | 300   | 500   |   |   | 390   |   |   |
| Base Capacity (vph)     | 190   | 1921  | 911   | 343   | 2147  | 1019  | 167   | 936   |   | 534   | 565   |   |
| Starvation Cap Reductn  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |   | 0   | 0   |   |
| Spillback Cap Reductn   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |   | 0   | 0   |   |
| Storage Cap Reductn     | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |   | 0   | 0   |   |
| Reduced v/c Ratio       | 1.33  | 1.17  | 0.33  | 1.10  | 1.22  | 0.35  | 1.51  | 0.86  |   | 0.93  | 1.27  |   |

### Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.51

Intersection Signal Delay: 131.0

Intersection LOS: F

Intersection Capacity Utilization 123.8%

ICU Level of Service H

# Lanes, Volumes, Timings

## 1: Woodbury Rd & SR 50

2045 No Build Constrained PM

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.









Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.







Splits and Phases: 1: Woodbury Rd & SR 50

|  |  |  |  |
|--|--|--|--|
|  ø1 |  ø2 (R) |  ø3 |  ø4 |
| 33 s   | 51 s   | 23 s   | 73 s   |
|  ø5 |  ø6 (R) |  ø7 |  ø8 |
| 22 s   | 62 s   | 15 s   | 81 s   |

## Lanes, Volumes, Timings

### 2: SR 408 Off Ramp & SR 50

2045 No Build Constrained PM

|                         |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|
| Lane Group              | EBT   | EBR   | WBL   | WBT   | NBL   | NBR   |
| Lane Configurations     | ↑↑↑   |   |   | ↑↑↑   | ↑↑↑   | ↑   |
| Volume (vph)            | 2810  | 0   | 0   | 4190  | 155   | 1755  |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Storage Length (ft)     |   | 0   | 0   |   | 300   | 300   |
| Storage Lanes           |   | 0   | 0   |   | 1   | 0   |
| Taper Length (ft)       |   |   | 25  |   | 25  |   |
| Satd. Flow (prot)       | 5085  | 0   | 0   | 5085  | 3129  | 1441  |
| Flt Permitted           |   |   |   |   | 0.993   |   |
| Satd. Flow (perm)       | 5085  | 0   | 0   | 5085  | 3129  | 1441  |
| Right Turn on Red       |   | Yes   |   |   |   | Yes   |
| Satd. Flow (RTOR)       |   |   |   |   | 2   | 354   |
| Link Speed (mph)        | 45  |   |   | 45  | 30  |   |
| Link Distance (ft)      | 1390  |   |   | 1100  | 1000  |   |
| Travel Time (s)         | 21.1  |   |   | 16.7  | 22.7  |   |
| Peak Hour Factor        | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Shared Lane Traffic (%) |   |   |   |   |   | 50%   |
| Lane Group Flow (vph)   | 2958  | 0   | 0   | 4411  | 1087  | 923   |
| Turn Type               | NA  |   |   | NA  | Prot  | Free  |
| Protected Phases        | 4   |   |   | 8   | 2   |   |
| Permitted Phases        |   |   |   |   |   | Free  |
| Total Split (s)         | 120.0   |   |   | 120.0   | 60.0  |   |
| Total Lost Time (s)     | 5.0   |   |   | 5.0   | 5.0   |   |
| Act Effct Green (s)     | 115.0   |   |   | 115.0   | 55.0  | 180.0   |
| Actuated g/C Ratio      | 0.64  |   |   | 0.64  | 0.31  | 1.00  |
| v/c Ratio               | 0.91  |   |   | 1.36  | 1.91dr  | 0.64  |
| Control Delay           | 33.5  |   |   | 192.5   | 128.5   | 2.2   |
| Queue Delay             | 0.3   |   |   | 0.0   | 0.0   | 0.0   |
| Total Delay             | 33.9  |   |   | 192.5   | 128.5   | 2.2   |
| LOS                     | C   |   |   | F   | F   | A   |
| Approach Delay          | 33.9  |   |   | 192.5   | 70.5  |   |
| Approach LOS            | C   |   |   | F   | E   |   |
| Queue Length 50th (ft)  | 1061  |   |   | ~2495   | ~767  | 0   |
| Queue Length 95th (ft)  | 1119  |   |   | #2494   | #907  | 0   |
| Internal Link Dist (ft) | 1310  |   |   | 1020  | 920   |   |
| Turn Bay Length (ft)    |   |   |   |   | 300   | 300   |
| Base Capacity (vph)     | 3248  |   |   | 3248  | 957   | 1441  |
| Starvation Cap Reductn  | 51  |   |   | 91  | 0   | 0   |
| Spillback Cap Reductn   | 0   |   |   | 0   | 0   | 0   |
| Storage Cap Reductn     | 0   |   |   | 0   | 0   | 0   |
| Reduced v/c Ratio       | 0.93  |   |   | 1.40  | 1.14  | 0.64  |

#### Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.36

Intersection Signal Delay: 116.3

Intersection Capacity Utilization 112.3%

Analysis Period (min) 15

Intersection LOS: F

ICU Level of Service H




## Lanes, Volumes, Timings

### 2: SR 408 Off Ramp & SR 50

2045 No Build Constrained PM

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 2: SR 408 Off Ramp & SR 50

























|  |  |
|--|--|
|  02 |  04 |
| 60 s   | 120 s  |
|  |  08 |
|  | 120 s  |



# Lanes, Volumes, Timings

## 3: Avalon Park Blvd/Pilgrim St & SR 50

2045 No Build Constrained PM

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |  |  |  |  |  |  |  |  |  |  |  |  |
| Volume (vph)            | 60  | 2720  | 940   | 370   | 2390  | 70  | 775   | 80  | 300   | 50  | 60  | 35  |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Storage Length (ft)     | 600   |   | 1000  | 400   |   | 300   | 300   |   | 0   | 0   |   | 0   |
| Storage Lanes           | 1   |   | 1   | 2   |   | 1   | 1   |   | 1   | 1   |   | 0   |
| Taper Length (ft)       | 25  |   |   | 25  |   |   | 25  |   |   | 25  |   |   |
| Satd. Flow (prot)       | 1770  | 5085  | 1583  | 3433  | 5085  | 1583  | 1681  | 1701  | 1583  | 1770  | 1758  | 0   |
| Flt Permitted           | 0.950   |   |   | 0.950   |   |   | 0.950   | 0.961   |   | 0.950   |   |   |
| Satd. Flow (perm)       | 1770  | 5085  | 1583  | 3433  | 5085  | 1583  | 1681  | 1701  | 1583  | 1770  | 1758  | 0   |
| Right Turn on Red       |   |   | Yes   |   |   | Yes   |   |   | Yes   |   |   | Yes   |
| Satd. Flow (RTOR)       |   |   | 823   |   |   | 109   |   |   | 152   |   |   | 12  |
| Link Speed (mph)        |   | 45  |   |   | 45  |   |   | 30  |   |   | 30  |   |
| Link Distance (ft)      |   | 2625  |   |   | 1010  |   |   | 1000  |   |   | 302   |   |
| Travel Time (s)         |   | 39.8  |   |   | 15.3  |   |   | 22.7  |   |   | 6.9   |   |
| Peak Hour Factor        | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Shared Lane Traffic (%) |   |   |   |   |   |   | 45%   |   |   |   |   |   |
| Lane Group Flow (vph)   | 63  | 2863  | 989   | 389   | 2516  | 74  | 449   | 451   | 316   | 53  | 100   | 0   |
| Turn Type               | Prot  | NA  | Perm  | Prot  | NA  | Perm  | Split   | NA  | Perm  | Split   | NA  |   |
| Protected Phases        | 7   | 4   |   | 3   | 8   |   | 2   | 2   |   | 6   | 6   |   |
| Permitted Phases        |   |   | 4   |   |   | 8   |   |   | 2   |   |   |   |
| Total Split (s)         | 15.0  | 92.0  | 92.0  | 24.0  | 101.0   | 101.0   | 52.0  | 52.0  | 52.0  | 12.0  | 12.0  |   |
| Total Lost Time (s)     | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   |   |
| Act Effct Green (s)     | 8.0   | 85.0  | 85.0  | 17.0  | 94.0  | 94.0  | 45.0  | 45.0  | 45.0  | 5.0   | 5.0   |   |
| Actuated g/C Ratio      | 0.04  | 0.47  | 0.47  | 0.09  | 0.52  | 0.52  | 0.25  | 0.25  | 0.25  | 0.03  | 0.03  |   |
| v/c Ratio               | 0.81  | 1.19  | 0.84  | 1.20  | 0.95  | 0.08  | 1.07  | 1.06  | 0.62  | 1.08  | 1.67  |   |
| Control Delay           | 140.5   | 132.5   | 13.8  | 180.4   | 49.6  | 1.0   | 125.0   | 122.7   | 36.1  | 227.2   | 401.1   |   |
| Queue Delay             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |   |
| Total Delay             | 140.5   | 132.5   | 13.8  | 180.4   | 49.6  | 1.0   | 125.0   | 122.7   | 36.1  | 227.2   | 401.1   |   |
| LOS                     | F   | F   | B   | F   | D   | A   | F   | F   | D   | F   | F   |   |
| Approach Delay          |   | 102.6   |   |   | 65.5  |   |   | 101.1   |   |   | 340.9   |   |
| Approach LOS            |   | F   |   |   | E   |   |   | F   |   |   | F   |   |
| Queue Length 50th (ft)  | 75  | ~1489   | 183   | ~286  | 1013  | 0   | ~614  | ~613  | 176   | ~70   | ~157  |   |
| Queue Length 95th (ft)  | #170  | #1549   | 444   | #402  | 1080  | 8   | #862  | #857  | 292   | #175  | #298  |   |
| Internal Link Dist (ft) |   | 2545  |   |   | 930   |   |   | 920   |   |   | 222   |   |
| Turn Bay Length (ft)    | 600   |   | 1000  | 400   |   | 300   | 300   |   |   |   |   |   |
| Base Capacity (vph)     | 78  | 2401  | 1181  | 324   | 2655  | 878   | 420   | 425   | 509   | 49  | 60  |   |
| Starvation Cap Reductn  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |   |
| Spillback Cap Reductn   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |   |
| Storage Cap Reductn     | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |   |
| Reduced v/c Ratio       | 0.81  | 1.19  | 0.84  | 1.20  | 0.95  | 0.08  | 1.07  | 1.06  | 0.62  | 1.08  | 1.67  |   |

### Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.67

Intersection Signal Delay: 93.4

Intersection LOS: F

Intersection Capacity Utilization 110.8%

ICU Level of Service H

Analysis Period (min) 15

# Lanes, Volumes, Timings

## 3: Avalon Park Blvd/Pilgrim St & SR 50

2045 No Build Constrained PM







~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

























Splits and Phases: 3: Avalon Park Blvd/Pilgrim St & SR 50

|  |  |  |  |
|--|--|--|--|
|  Ø2 |  Ø6 |  Ø3 |  Ø4 |
| 52 s   | 12 s   | 24 s   | 92 s   |
|  |  Ø7 |  Ø8 |  |
|  | 15 s   | 101 s  |  |

# Lanes, Volumes, Timings

## 4: Chuluota School Rd/Chuluota Rd & SR 50

2045 No Build Constrained PM

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|--|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT  | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |  |  |  |  |  |  |  |  |  |  |  |  |
| Volume (vph)            | 635   | 1710  | 110   | 50  | 1490  | 335   | 160   | 150  | 45  | 410   | 100   | 520   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  |
| Storage Length (ft)     | 600   |   | 350   | 545   |   | 300   | 350   |  | 350   | 250   |   | 250   |
| Storage Lanes           | 2   |   | 1   | 1   |   | 1   | 1   |  | 1   | 1   |   | 1   |
| Taper Length (ft)       | 25  |   |   | 25  |   |   | 25  |  |   | 25  |   |   |
| Satd. Flow (prot)       | 3433  | 5085  | 1583  | 1770  | 5085  | 1583  | 1770  | 1863   | 1583  | 3433  | 1863  | 1583  |
| Flt Permitted           | 0.950   |   |   | 0.950   |   |   | 0.950   |  |   | 0.950   |   |   |
| Satd. Flow (perm)       | 3433  | 5085  | 1583  | 1770  | 5085  | 1583  | 1770  | 1863   | 1583  | 3433  | 1863  | 1583  |
| Right Turn on Red       |   |   | Yes   |   |   | Yes   |   |  | Yes   |   |   | Yes   |
| Satd. Flow (RTOR)       |   |   | 109   |   |   | 242   |   |  | 152   |   |   | 87  |
| Link Speed (mph)        |   | 45  |   |   | 45  |   |   | 30   |   |   | 30  |   |
| Link Distance (ft)      |   | 1175  |   |   | 1645  |   |   | 500  |   |   | 1000  |   |
| Travel Time (s)         |   | 17.8  |   |   | 24.9  |   |   | 11.4   |   |   | 22.7  |   |
| Peak Hour Factor        | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95   | 0.95  | 0.95  | 0.95  | 0.95  |
| Shared Lane Traffic (%) |   |   |   |   |   |   |   |  |   |   |   |   |
| Lane Group Flow (vph)   | 668   | 1800  | 116   | 53  | 1568  | 353   | 168   | 158  | 47  | 432   | 105   | 547   |
| Turn Type               | Prot  | NA  | Perm  | Prot  | NA  | Perm  | Prot  | NA   | Perm  | Prot  | NA  | pm+ov   |
| Protected Phases        | 7   | 4   |   | 3   | 8   |   | 5   | 2  |   | 1   | 6   | 7   |
| Permitted Phases        |   |   | 4   |   |   | 8   |   |  | 2   |   |   | 6   |
| Total Split (s)         | 47.0  | 97.0  | 97.0  | 18.0  | 68.0  | 68.0  | 36.0  | 31.0   | 31.0  | 34.0  | 29.0  | 47.0  |
| Total Lost Time (s)     | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   | 7.0  | 7.0   | 7.0   | 7.0   | 7.0   |
| Act Effct Green (s)     | 37.9  | 91.0  | 91.0  | 9.6   | 59.7  | 59.7  | 29.1  | 24.1   | 24.1  | 25.3  | 20.3  | 65.3  |
| Actuated g/C Ratio      | 0.22  | 0.52  | 0.52  | 0.05  | 0.34  | 0.34  | 0.17  | 0.14   | 0.14  | 0.14  | 0.12  | 0.37  |
| v/c Ratio               | 0.90  | 0.68  | 0.13  | 0.55  | 0.90  | 0.51  | 0.57  | 0.62   | 0.14  | 0.87  | 0.49  | 0.85  |
| Control Delay           | 82.8  | 33.9  | 4.7   | 102.9   | 63.6  | 16.6  | 77.1  | 83.9   | 0.8   | 92.0  | 81.4  | 55.6  |
| Queue Delay             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay             | 82.8  | 33.9  | 4.7   | 102.9   | 63.6  | 16.6  | 77.1  | 83.9   | 0.8   | 92.0  | 81.4  | 55.6  |
| LOS                     | F   | C   | A   | F   | E   | B   | E   | F  | A   | F   | F   | E   |
| Approach Delay          |   | 45.2  |   |   | 56.3  |   |   | 70.4   |   |   | 72.6  |   |
| Approach LOS            |   | D   |   |   | E   |   |   | E  |   |   | E   |   |
| Queue Length 50th (ft)  | 397   | 594   | 4   | 62  | 652   | 99  | 187   | 180  | 0   | 260   | 117   | 507   |
| Queue Length 95th (ft)  | #492  | 649   | 41  | 115   | 716   | 204   | 276   | 267  | 0   | #339  | 187   | 685   |
| Internal Link Dist (ft) |   | 1095  |   |   | 1565  |   |   | 420  |   |   | 920   |   |
| Turn Bay Length (ft)    | 600   |   | 350   | 545   |   | 300   | 350   |  | 350   | 250   |   | 250   |
| Base Capacity (vph)     | 786   | 2642  | 875   | 111   | 1776  | 710   | 294   | 256  | 348   | 530   | 234   | 663   |
| Starvation Cap Reductn  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0   | 0   | 0   | 0   |
| Spillback Cap Reductn   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0   | 0   | 0   | 0   |
| Storage Cap Reductn     | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0   | 0   | 0   | 0   |
| Reduced v/c Ratio       | 0.85  | 0.68  | 0.13  | 0.48  | 0.88  | 0.50  | 0.57  | 0.62   | 0.14  | 0.82  | 0.45  | 0.83  |

### Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 175.1

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 55.3

Intersection LOS: E

Intersection Capacity Utilization 89.8%

ICU Level of Service E

Analysis Period (min) 15

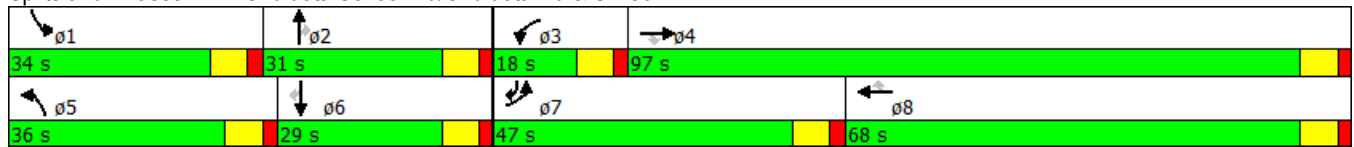
# Lanes, Volumes, Timings

## 4: Chuluota School Rd/Chuluota Rd & SR 50

2045 No Build Constrained PM

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Splits and Phases: 4: Chuluota School Rd/Chuluota Rd & SR 50













**Build 2045**

**AM Peak – Synchro Output**

# Lanes, Volumes, Timings

## 1: Woodbury & SR 408 Off Ramp

2045 AM Build

|                         |  |  |  |  |  |  |      |      |      |
|-------------------------|---|---|---|---|---|---|------|------|------|
| Lane Group              | WBL   | WBR   | NBT   | NBR   | SBL   | SBT   | ø1   | ø2   | ø6   |
| Lane Configurations     |  |  |  |   |   |  |      |      |      |
| Volume (vph)            | 120   | 285   | 1145  | 0   | 0   | 1070  |      |      |      |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |      |      |      |
| Storage Length (ft)     | 400   | 0   |   | 300   | 350   |   |      |      |      |
| Storage Lanes           | 1   | 1   |   | 0   | 0   |   |      |      |      |
| Taper Length (ft)       | 25  |   |   |   | 25  |   |      |      |      |
| Satd. Flow (prot)       | 1770  | 1583  | 3539  | 0   | 0   | 5085  |      |      |      |
| Flt Permitted           | 0.950   |   |   |   |   |   |      |      |      |
| Satd. Flow (perm)       | 1770  | 1583  | 3539  | 0   | 0   | 5085  |      |      |      |
| Right Turn on Red       |   | Yes   |   | Yes   |   |   |      |      |      |
| Satd. Flow (RTOR)       |   | 128   |   |   |   |   |      |      |      |
| Link Speed (mph)        | 30  |   | 30  |   |   | 30  |      |      |      |
| Link Distance (ft)      | 878   |   | 175   |   |   | 388   |      |      |      |
| Travel Time (s)         | 20.0  |   | 4.0   |   |   | 8.8   |      |      |      |
| Peak Hour Factor        | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |      |      |      |
| Shared Lane Traffic (%) |   |   |   |   |   |   |      |      |      |
| Lane Group Flow (vph)   | 126   | 300   | 1205  | 0   | 0   | 1126  |      |      |      |
| Turn Type               | Prot  | Prot  | NA  |   |   | NA  |      |      |      |
| Protected Phases        | 8   | 8   | 2 6   |   |   | 2 6   | 1    | 2    | 6    |
| Permitted Phases        |   | 8   |   |   |   |   |      |      |      |
| Total Split (s)         | 26.0  | 26.0  |   |   |   |   | 39.0 | 81.0 | 13.0 |
| Total Lost Time (s)     | 5.0   | 5.0   |   |   |   |   |      |      |      |
| Act Effct Green (s)     | 21.0  | 21.0  | 89.0  |   |   | 89.0  |      |      |      |
| Actuated g/C Ratio      | 0.18  | 0.18  | 0.74  |   |   | 0.74  |      |      |      |
| v/c Ratio               | 0.41  | 0.79  | 0.46  |   |   | 0.30  |      |      |      |
| Control Delay           | 48.6  | 42.4  | 0.5   |   |   | 5.4   |      |      |      |
| Queue Delay             | 30.2  | 0.0   | 0.1   |   |   | 0.1   |      |      |      |
| Total Delay             | 78.8  | 42.4  | 0.6   |   |   | 5.4   |      |      |      |
| LOS                     | E   | D   | A   |   |   | A   |      |      |      |
| Approach Delay          | 53.1  |   | 0.6   |   |   | 5.4   |      |      |      |
| Approach LOS            | D   |   | A   |   |   | A   |      |      |      |
| Queue Length 50th (ft)  | 88  | 130   | 0   |   |   | 91  |      |      |      |
| Queue Length 95th (ft)  | 149   | #265  | 0   |   |   | 109   |      |      |      |
| Internal Link Dist (ft) | 798   |   | 95  |   |   | 308   |      |      |      |
| Turn Bay Length (ft)    | 400   |   |   |   |   |   |      |      |      |
| Base Capacity (vph)     | 309   | 382   | 2624  |   |   | 3771  |      |      |      |
| Starvation Cap Reductn  | 0   | 0   | 265   |   |   | 0   |      |      |      |
| Spillback Cap Reductn   | 176   | 0   | 0   |   |   | 853   |      |      |      |
| Storage Cap Reductn     | 0   | 0   | 0   |   |   | 0   |      |      |      |
| Reduced v/c Ratio       | 0.95  | 0.79  | 0.51  |   |   | 0.39  |      |      |      |

### Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 6:NBSB, Start of Green, Master Intersection

Control Type: Pretimed

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 10.7

Intersection LOS: B

Intersection Capacity Utilization 57.6%

ICU Level of Service B

# Lanes, Volumes, Timings

## 1: Woodbury & SR 408 Off Ramp

2045 AM Build

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Woodbury & SR 408 Off Ramp

|   |   |
|---|---|
| <div> <div>#1 #2</div> <div> </div> <div> </div> </div> <div>81 s</div> | <div> <div>#2</div> <div> </div> </div> <div>39 s</div>   |
|   | <div> <div>#1</div> <div> </div> <div> </div> </div> <div>13 s</div> <div> <div>#1</div> <div> </div> <div> </div> </div> <div>26 s</div> |

## Lanes, Volumes, Timings

### 2: Woodbury Rd/Woodbury & SR 408 On Ramp

2045 AM Build

| Lane Group              | WBL  | WBR  | NBT  | NBR  | SBL   | SBT  | ø6   | ø8   |
|-------------------------|------|------|------|------|-------|------|------|------|
| Lane Configurations     |      |      | ↑↑   | ↑    | ↑     | ↑↑   |      |      |
| Volume (vph)            | 0    | 0    | 1145 | 80   | 190   | 1000 |      |      |
| Ideal Flow (vphpl)      | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 |      |      |
| Storage Length (ft)     | 0    | 0    |      | 300  | 0     |      |      |      |
| Storage Lanes           | 0    | 0    |      | 1    | 1     |      |      |      |
| Taper Length (ft)       | 25   |      |      |      | 25    |      |      |      |
| Satd. Flow (prot)       | 0    | 0    | 3539 | 1583 | 1770  | 3539 |      |      |
| Flt Permitted           |      |      |      |      | 0.950 |      |      |      |
| Satd. Flow (perm)       | 0    | 0    | 3539 | 1583 | 1770  | 3539 |      |      |
| Right Turn on Red       |      | Yes  |      | Yes  |       |      |      |      |
| Satd. Flow (RTOR)       |      |      |      | 84   |       |      |      |      |
| Link Speed (mph)        | 30   |      | 30   |      |       | 30   |      |      |
| Link Distance (ft)      | 880  |      | 590  |      |       | 175  |      |      |
| Travel Time (s)         | 20.0 |      | 13.4 |      |       | 4.0  |      |      |
| Peak Hour Factor        | 0.95 | 0.95 | 0.95 | 0.95 | 0.95  | 0.95 |      |      |
| Shared Lane Traffic (%) |      |      |      |      |       |      |      |      |
| Lane Group Flow (vph)   | 0    | 0    | 1205 | 84   | 200   | 1053 |      |      |
| Turn Type               |      |      | NA   | Perm | Prot  | NA   |      |      |
| Protected Phases        |      |      | 2    |      | 1     | 2    | 6    | 8    |
| Permitted Phases        |      |      |      | 2    |       |      |      |      |
| Total Split (s)         |      |      | 81.0 | 81.0 | 39.0  | 81.0 | 13.0 | 26.0 |
| Total Lost Time (s)     |      |      | 5.0  | 5.0  | 5.0   | 5.0  |      |      |
| Act Effct Green (s)     |      |      | 76.0 | 76.0 | 34.0  | 76.0 |      |      |
| Actuated g/C Ratio      |      |      | 0.63 | 0.63 | 0.28  | 0.63 |      |      |
| v/c Ratio               |      |      | 0.54 | 0.08 | 0.40  | 0.47 |      |      |
| Control Delay           |      |      | 13.3 | 1.9  | 47.3  | 9.7  |      |      |
| Queue Delay             |      |      | 0.0  | 0.0  | 70.0  | 0.3  |      |      |
| Total Delay             |      |      | 13.3 | 1.9  | 117.3 | 10.0 |      |      |
| LOS                     |      |      | B    | A    | F     | B    |      |      |
| Approach Delay          |      |      | 12.6 |      |       | 27.2 |      |      |
| Approach LOS            |      |      | B    |      |       | C    |      |      |
| Queue Length 50th (ft)  |      |      | 253  | 0    | 143   | 243  |      |      |
| Queue Length 95th (ft)  |      |      | 309  | 18   | 221   | 295  |      |      |
| Internal Link Dist (ft) | 800  |      | 510  |      |       | 95   |      |      |
| Turn Bay Length (ft)    |      |      |      | 300  |       |      |      |      |
| Base Capacity (vph)     |      |      | 2241 | 1033 | 501   | 2241 |      |      |
| Starvation Cap Reductn  |      |      | 0    | 0    | 354   | 571  |      |      |
| Spillback Cap Reductn   |      |      | 0    | 0    | 0     | 0    |      |      |
| Storage Cap Reductn     |      |      | 0    | 0    | 0     | 0    |      |      |
| Reduced v/c Ratio       |      |      | 0.54 | 0.08 | 1.36  | 0.63 |      |      |

#### Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 6:NBSB, Start of Green, Master Intersection

Control Type: Pretimed

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 19.8

Intersection Capacity Utilization 57.6%

Intersection LOS: B

ICU Level of Service B



# Lanes, Volumes, Timings 2: Woodbury Rd/Woodbury & SR 408 On Ramp

2045 AM Build

Analysis Period (min) 15























Splits and Phases: 2: Woodbury Rd/Woodbury & SR 408 On Ramp

|   |   |
|---|---|
| <div> <div>#1</div> <div>#2</div> <div> <div>↓</div> <div>↑</div> <div>↓</div> <div>↑</div> </div> <div>ø2</div> </div> | <div> <div>#2</div> <div> <div>↙</div> <div>↘</div> </div> <div>ø1</div> </div>   |
| 81 s  | 39 s  |
|   | <div> <div>#1</div> <div> <div>↓</div> <div>↑</div> </div> <div>ø6 (R)</div> </div> <div> <div>#1</div> <div> <div>↙</div> <div>↘</div> </div> <div>ø8</div> </div> |
|   | <div>13 s</div> <div>26 s</div>   |

# Lanes, Volumes, Timings

## 3: Avalon Park & SR 408 Extension Ramps

2045 AM Build

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |  |   |  |  |   |  |  |  |  |  |  |  |
| Volume (vph)            | 235   | 0   | 450   | 225   | 0   | 20  | 670  | 675   | 150   | 15  | 415   | 355   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Storage Length (ft)     | 250   |   | 400   | 250   |   | 0   | 600  |   | 100   | 250   |   | 100   |
| Storage Lanes           | 0   |   | 1   | 1   |   | 1   | 2  |   | 1   | 1   |   | 1   |
| Taper Length (ft)       | 25  |   |   | 25  |   |   | 25   |   |   | 25  |   |   |
| Satd. Flow (prot)       | 1770  | 0   | 1583  | 1770  | 0   | 1583  | 3433   | 3539  | 1583  | 1770  | 3539  | 1583  |
| Flt Permitted           | 0.950   |   |   | 0.950   |   |   | 0.950  |   |   | 0.950   |   |   |
| Satd. Flow (perm)       | 1770  | 0   | 1583  | 1770  | 0   | 1583  | 3433   | 3539  | 1583  | 1770  | 3539  | 1583  |
| Right Turn on Red       |   |   | Yes   |   |   | Yes   |  |   | Yes   |   |   | Yes   |
| Satd. Flow (RTOR)       |   |   | 58  |   |   | 95  |  |   | 153   |   |   | 244   |
| Link Speed (mph)        |   | 30  |   |   | 30  |   |  | 30  |   |   | 30  |   |
| Link Distance (ft)      |   | 714   |   |   | 762   |   |  | 660   |   |   | 506   |   |
| Travel Time (s)         |   | 16.2  |   |   | 17.3  |   |  | 15.0  |   |   | 11.5  |   |
| Peak Hour Factor        | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95   | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Shared Lane Traffic (%) |   |   |   |   |   |   |  |   |   |   |   |   |
| Lane Group Flow (vph)   | 247   | 0   | 474   | 237   | 0   | 21  | 705  | 711   | 158   | 16  | 437   | 374   |
| Turn Type               | Prot  |   | pt+ov   | Prot  |   | pt+ov   | Prot   | NA  | Perm  | Prot  | NA  | Perm  |
| Protected Phases        | 7   |   | 4 5   | 3   |   | 8 1   | 5  | 2   |   | 1   | 6   |   |
| Permitted Phases        |   |   | 7   |   |   | 3   |  |   | 2   |   |   | 6   |
| Total Split (s)         | 40.0  |   |   | 48.0  |   |   | 44.0   | 68.0  | 68.0  | 14.0  | 38.0  | 38.0  |
| Total Lost Time (s)     | 8.0   |   |   | 8.0   |   |   | 8.0  | 8.0   | 8.0   | 8.0   | 8.0   | 8.0   |
| Act Effct Green (s)     | 29.2  |   | 84.6  | 25.5  |   | 42.9  | 37.7   | 87.1  | 87.1  | 6.9   | 50.9  | 50.9  |
| Actuated g/C Ratio      | 0.19  |   | 0.56  | 0.17  |   | 0.29  | 0.25   | 0.58  | 0.58  | 0.05  | 0.34  | 0.34  |
| v/c Ratio               | 0.72  |   | 0.52  | 0.79  |   | 0.04  | 0.82   | 0.35  | 0.16  | 0.20  | 0.36  | 0.54  |
| Control Delay           | 69.2  |   | 17.1  | 77.6  |   | 0.1   | 60.9   | 19.4  | 3.7   | 73.7  | 41.1  | 18.5  |
| Queue Delay             | 0.0   |   | 0.0   | 0.0   |   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay             | 69.2  |   | 17.1  | 77.6  |   | 0.1   | 60.9   | 19.4  | 3.7   | 73.7  | 41.1  | 18.5  |
| LOS                     | E   |   | B   | E   |   | A   | E  | B   | A   | E   | D   | B   |
| Approach Delay          |   |   |   |   |   |   |  | 36.4  |   |   | 31.5  |   |
| Approach LOS            |   |   |   |   |   |   |  | D   |   |   | C   |   |
| Queue Length 50th (ft)  | 235   |   | 222   | 225   |   | 0   | 337  | 209   | 2   | 15  | 173   | 99  |
| Queue Length 95th (ft)  | 324   |   | 234   | 305   |   | 0   | 387  | 291   | 43  | 41  | 256   | 238   |
| Internal Link Dist (ft) |   | 634   |   |   | 682   |   |  | 580   |   |   | 426   |   |
| Turn Bay Length (ft)    | 250   |   | 400   | 250   |   |   | 600  |   | 100   | 250   |   | 100   |
| Base Capacity (vph)     | 377   |   | 932   | 472   |   | 555   | 894  | 2055  | 983   | 83  | 1200  | 698   |
| Starvation Cap Reductn  | 0   |   | 0   | 0   |   | 0   | 0  | 0   | 0   | 0   | 0   | 0   |
| Spillback Cap Reductn   | 0   |   | 0   | 0   |   | 0   | 0  | 0   | 0   | 0   | 0   | 0   |
| Storage Cap Reductn     | 0   |   | 0   | 0   |   | 0   | 0  | 0   | 0   | 0   | 0   | 0   |
| Reduced v/c Ratio       | 0.66  |   | 0.51  | 0.50  |   | 0.04  | 0.79   | 0.35  | 0.16  | 0.19  | 0.36  | 0.54  |

### Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 37.6

Intersection LOS: D

Intersection Capacity Utilization 65.1%

ICU Level of Service C

# Lanes, Volumes, Timings

## 3: Avalon Park & SR 408 Extension Ramps

2045 AM Build

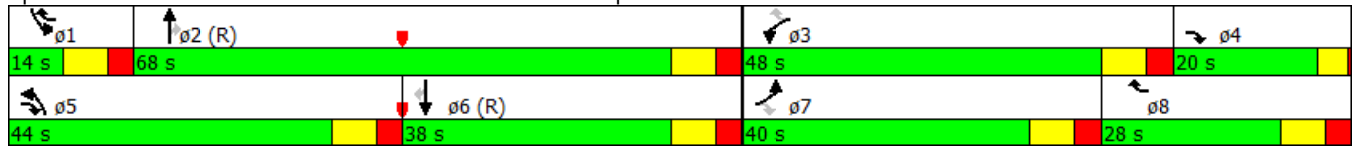
| Lane Group              | ø4   | ø8   |
|-------------------------|------|------|
| Lane Configurations     |      |      |
| Volume (vph)            |      |      |
| Ideal Flow (vphpl)      |      |      |
| Storage Length (ft)     |      |      |
| Storage Lanes           |      |      |
| Taper Length (ft)       |      |      |
| Satd. Flow (prot)       |      |      |
| Flt Permitted           |      |      |
| Satd. Flow (perm)       |      |      |
| Right Turn on Red       |      |      |
| Satd. Flow (RTOR)       |      |      |
| Link Speed (mph)        |      |      |
| Link Distance (ft)      |      |      |
| Travel Time (s)         |      |      |
| Peak Hour Factor        |      |      |
| Shared Lane Traffic (%) |      |      |
| Lane Group Flow (vph)   |      |      |
| Turn Type               |      |      |
| Protected Phases        | 4    | 8    |
| Permitted Phases        |      |      |
| Total Split (s)         | 20.0 | 28.0 |
| Total Lost Time (s)     |      |      |
| Act Effct Green (s)     |      |      |
| Actuated g/C Ratio      |      |      |
| v/c Ratio               |      |      |
| Control Delay           |      |      |
| Queue Delay             |      |      |
| Total Delay             |      |      |
| LOS                     |      |      |
| Approach Delay          |      |      |
| Approach LOS            |      |      |
| Queue Length 50th (ft)  |      |      |
| Queue Length 95th (ft)  |      |      |
| Internal Link Dist (ft) |      |      |
| Turn Bay Length (ft)    |      |      |
| Base Capacity (vph)     |      |      |
| Starvation Cap Reductn  |      |      |
| Spillback Cap Reductn   |      |      |
| Storage Cap Reductn     |      |      |
| Reduced v/c Ratio       |      |      |
| Intersection Summary    |      |      |

# Lanes, Volumes, Timings 3: Avalon Park & SR 408 Extension Ramps

2045 AM Build

Analysis Period (min) 15









Splits and Phases: 3: Avalon Park & SR 408 Extension Ramps



# Lanes, Volumes, Timings

## 4: SR 408 Extension Off Ramp & to Chuluota

2045 AM Build

|                         |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | WBT   | WBR   | SBL   | SBR   |
| Lane Configurations     |  |   |   |   |  |   |
| Volume (vph)            | 675   | 0   | 0   | 0   | 10  | 0   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Satd. Flow (prot)       | 3433  | 0   | 0   | 0   | 1770  | 0   |
| Flt Permitted           | 0.950   |   |   |   | 0.950   |   |
| Satd. Flow (perm)       | 3433  | 0   | 0   | 0   | 1770  | 0   |
| Right Turn on Red       |   |   |   | Yes   |   | Yes   |
| Satd. Flow (RTOR)       |   |   |   |   |   |   |
| Link Speed (mph)        |   | 30  | 30  |   | 30  |   |
| Link Distance (ft)      |   | 432   | 524   |   | 456   |   |
| Travel Time (s)         |   | 9.8   | 11.9  |   | 10.4  |   |
| Peak Hour Factor        | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Shared Lane Traffic (%) |   |   |   |   |   |   |
| Lane Group Flow (vph)   | 711   | 0   | 0   | 0   | 11  | 0   |
| Turn Type               | Prot  |   |   |   | Prot  |   |
| Protected Phases        | 7   |   |   |   | 6   |   |
| Permitted Phases        |   |   |   |   |   |   |
| Total Split (s)         | 66.0  |   |   |   | 24.0  |   |
| Total Lost Time (s)     | 5.0   |   |   |   | 5.0   |   |
| Act Effct Green (s)     | 61.0  |   |   |   | 19.0  |   |
| Actuated g/C Ratio      | 0.68  |   |   |   | 0.21  |   |
| v/c Ratio               | 0.31  |   |   |   | 0.03  |   |
| Control Delay           | 6.3   |   |   |   | 28.6  |   |
| Queue Delay             | 0.0   |   |   |   | 0.0   |   |
| Total Delay             | 6.3   |   |   |   | 28.6  |   |
| LOS                     | A   |   |   |   | C   |   |
| Approach Delay          |   |   |   |   | 28.6  |   |
| Approach LOS            |   |   |   |   | C   |   |
| Queue Length 50th (ft)  | 73  |   |   |   | 5   |   |
| Queue Length 95th (ft)  | 98  |   |   |   | 19  |   |
| Internal Link Dist (ft) |   | 352   | 444   |   | 376   |   |
| Turn Bay Length (ft)    |   |   |   |   |   |   |
| Base Capacity (vph)     | 2326  |   |   |   | 373   |   |
| Starvation Cap Reductn  | 0   |   |   |   | 0   |   |
| Spillback Cap Reductn   | 0   |   |   |   | 0   |   |
| Storage Cap Reductn     | 0   |   |   |   | 0   |   |
| Reduced v/c Ratio       | 0.31  |   |   |   | 0.03  |   |

### Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green

Control Type: Pretimed

Maximum v/c Ratio: 0.31

Intersection Signal Delay: 6.7

Intersection Capacity Utilization 30.1%

Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service A

## Lanes, Volumes, Timings

### 4: SR 408 Extension Off Ramp & to Chuluota

2045 AM Build



















Splits and Phases: 4: SR 408 Extension Off Ramp & to Chuluota



# Lanes, Volumes, Timings

## 5: SR 408 Extension On Ramp & SR 50

2045 AM Build

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group              | SEL   | SET   | SER   | NWL   | NWT   | NWR   | NEL  | NET   | NER   | SWL   | SWT   | SWR   |
| Lane Configurations     |  |  |  |  |  |   |  |   |   |   |  |   |
| Volume (vph)            | 10  | 1260  | 85  | 485   | 1595  | 0   | 0  | 0   | 0   | 10  | 10  | 10  |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Storage Length (ft)     | 0   |   | 300   | 900   |   | 0   | 0  |   | 0   | 0   |   | 0   |
| Storage Lanes           | 1   |   | 1   | 2   |   | 0   | 0  |   | 0   | 0   |   | 0   |
| Taper Length (ft)       | 25  |   |   | 25  |   |   | 25   |   |   | 25  |   |   |
| Satd. Flow (prot)       | 1770  | 3539  | 1583  | 3433  | 3539  | 0   | 0  | 0   | 0   | 0   | 1750  | 0   |
| Flt Permitted           | 0.950   |   |   | 0.950   |   |   |  |   |   |   | 0.984   |   |
| Satd. Flow (perm)       | 1770  | 3539  | 1583  | 3433  | 3539  | 0   | 0  | 0   | 0   | 0   | 1750  | 0   |
| Right Turn on Red       |   |   | Yes   |   |   | Yes   |  |   | Yes   |   |   | Yes   |
| Satd. Flow (RTOR)       |   |   | 131   |   |   |   |  |   |   |   | 11  |   |
| Link Speed (mph)        |   | 50  |   |   | 50  |   |  | 30  |   |   | 30  |   |
| Link Distance (ft)      |   | 737   |   |   | 1151  |   |  | 664   |   |   | 401   |   |
| Travel Time (s)         |   | 10.1  |   |   | 15.7  |   |  | 15.1  |   |   | 9.1   |   |
| Peak Hour Factor        | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95   | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Shared Lane Traffic (%) |   |   |   |   |   |   |  |   |   |   |   |   |
| Lane Group Flow (vph)   | 11  | 1326  | 89  | 511   | 1679  | 0   | 0  | 0   | 0   | 0   | 33  | 0   |
| Turn Type               | Prot  | NA  | Perm  | Prot  | NA  |   |  |   |   | Split   | NA  |   |
| Protected Phases        | 1   | 6   |   | 5   | 2   |   |  |   |   | 4   | 4   |   |
| Permitted Phases        |   |   | 6   |   |   |   |  |   |   |   |   |   |
| Total Split (s)         | 23.0  | 91.0  | 91.0  | 44.0  | 112.0   |   |  |   |   | 15.0  | 15.0  |   |
| Total Lost Time (s)     | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   |   |  |   |   |   | 7.0   |   |
| Act Effct Green (s)     | 16.0  | 84.0  | 84.0  | 37.0  | 105.0   |   |  |   |   |   | 8.0   |   |
| Actuated g/C Ratio      | 0.11  | 0.56  | 0.56  | 0.25  | 0.70  |   |  |   |   |   | 0.05  |   |
| v/c Ratio               | 0.06  | 0.67  | 0.09  | 0.60  | 0.68  |   |  |   |   |   | 0.32  |   |
| Control Delay           | 61.2  | 25.3  | 0.8   | 45.6  | 15.8  |   |  |   |   |   | 58.8  |   |
| Queue Delay             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |   |  |   |   |   | 0.0   |   |
| Total Delay             | 61.2  | 25.3  | 0.8   | 45.6  | 15.8  |   |  |   |   |   | 58.8  |   |
| LOS                     | E   | C   | A   | D   | B   |   |  |   |   |   | E   |   |
| Approach Delay          |   | 24.1  |   |   | 22.8  |   |  |   |   |   | 58.8  |   |
| Approach LOS            |   | C   |   |   | C   |   |  |   |   |   | E   |   |
| Queue Length 50th (ft)  | 10  | 465   | 0   | 231   | 474   |   |  |   |   |   | 21  |   |
| Queue Length 95th (ft)  | 31  | 543   | 8   | 293   | 584   |   |  |   |   |   | 59  |   |
| Internal Link Dist (ft) |   | 657   |   |   | 1071  |   |  | 584   |   |   | 321   |   |
| Turn Bay Length (ft)    |   |   | 300   | 900   |   |   |  |   |   |   |   |   |
| Base Capacity (vph)     | 188   | 1981  | 944   | 846   | 2477  |   |  |   |   |   | 103   |   |
| Starvation Cap Reductn  | 0   | 0   | 0   | 0   | 0   |   |  |   |   |   | 0   |   |
| Spillback Cap Reductn   | 0   | 0   | 0   | 0   | 0   |   |  |   |   |   | 0   |   |
| Storage Cap Reductn     | 0   | 0   | 0   | 0   | 0   |   |  |   |   |   | 0   |   |
| Reduced v/c Ratio       | 0.06  | 0.67  | 0.09  | 0.60  | 0.68  |   |  |   |   |   | 0.32  |   |

### Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:NWT and 6:SET, Start of Green

Control Type: Pretimed

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 23.6

Intersection LOS: C

Intersection Capacity Utilization 69.5%





ICU Level of Service C

# Lanes, Volumes, Timings 5: SR 408 Extension On Ramp & SR 50

2045 AM Build

Analysis Period (min) 15







Splits and Phases: 5: SR 408 Extension On Ramp & SR 50

|   |   |   |
|---|---|---|
|  <p>ø1</p> |  <p>ø2 (R)</p> |  <p>ø4</p> |
| <p>23 s</p>   | <p>112 s</p>  | <p>15 s</p>   |
|  <p>ø5</p> |  <p>ø6 (R)</p> |   |
| <p>44 s</p>   | <p>91 s</p>   |   |



Lanes, Volumes, Timings  
6: SR 408 Extension Off Ramp & SR 50

2045 AM Build

|                         |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|
| Lane Group              | EBT   | EBR   | WBL   | WBT   | NEL   | NER   |
| Lane Configurations     | ↑↑  |   |   | ↑↑  | ↘   | ↗   |
| Volume (vph)            | 1260  | 0   | 0   | 2025  | 55  | 325   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Satd. Flow (prot)       | 3539  | 0   | 0   | 3539  | 1770  | 2787  |
| Flt Permitted           |   |   |   |   | 0.950   |   |
| Satd. Flow (perm)       | 3539  | 0   | 0   | 3539  | 1770  | 2787  |
| Right Turn on Red       |   | Yes   |   |   |   | Yes   |
| Satd. Flow (RTOR)       |   |   |   |   |   | 211   |
| Link Speed (mph)        | 50  |   |   | 50  | 30  |   |
| Link Distance (ft)      | 1151  |   |   | 925   | 636   |   |
| Travel Time (s)         | 15.7  |   |   | 12.6  | 14.5  |   |
| Peak Hour Factor        | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Shared Lane Traffic (%) |   |   |   |   |   |   |
| Lane Group Flow (vph)   | 1326  | 0   | 0   | 2132  | 58  | 342   |
| Turn Type               | NA  |   |   | NA  | Prot  | Perm  |
| Protected Phases        | 4   |   |   | 8   | 2   |   |
| Permitted Phases        |   |   |   |   |   | 2   |
| Total Split (s)         | 123.0   |   |   | 123.0   | 27.0  | 27.0  |
| Total Lost Time (s)     | 4.0   |   |   | 4.0   | 4.0   | 4.0   |
| Act Effct Green (s)     | 119.0   |   |   | 119.0   | 23.0  | 23.0  |
| Actuated g/C Ratio      | 0.79  |   |   | 0.79  | 0.15  | 0.15  |
| v/c Ratio               | 0.47  |   |   | 0.76  | 0.21  | 0.57  |
| Control Delay           | 9.1   |   |   | 10.3  | 58.0  | 25.9  |
| Queue Delay             | 0.0   |   |   | 0.0   | 0.0   | 0.0   |
| Total Delay             | 9.1   |   |   | 10.3  | 58.0  | 25.9  |
| LOS                     | A   |   |   | B   | E   | C   |
| Approach Delay          | 9.1   |   |   | 10.3  | 30.6  |   |
| Approach LOS            | A   |   |   | B   | C   |   |
| Queue Length 50th (ft)  | 550   |   |   | 490   | 50  | 65  |
| Queue Length 95th (ft)  | 642   |   |   | 567   | 96  | 125   |
| Internal Link Dist (ft) | 1071  |   |   | 845   | 556   |   |
| Turn Bay Length (ft)    |   |   |   |   |   |   |
| Base Capacity (vph)     | 2807  |   |   | 2807  | 271   | 605   |
| Starvation Cap Reductn  | 0   |   |   | 0   | 0   | 0   |
| Spillback Cap Reductn   | 0   |   |   | 0   | 0   | 0   |
| Storage Cap Reductn     | 0   |   |   | 0   | 0   | 0   |
| Reduced v/c Ratio       | 0.47  |   |   | 0.76  | 0.21  | 0.57  |

Intersection Summary


Area Type: Other  
 Cycle Length: 150  
 Actuated Cycle Length: 150  
 Offset: 0 (0%), Referenced to phase 2:NEL and 6:, Start of Green  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.76  
 Intersection Signal Delay: 12.0  
 Intersection Capacity Utilization 66.0%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service C

# Lanes, Volumes, Timings 6: SR 408 Extension Off Ramp & SR 50

























2045 AM Build

Splits and Phases: 6: SR 408 Extension Off Ramp & SR 50

|  |  |
|--|--|
|  Ø2 (R) |  Ø4 |
| 27 s   | 123 s  |
|  |  Ø8 |
|  | 123 s  |

Lanes, Volumes, Timings  
101: Woodbury & SR 50

2045 AM Build

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |  |  |  |  |  |  |  |  |  |  |  |  |
| Volume (vph)            | 345   | 2120  | 240   | 235   | 2175  | 250   | 345   | 350   | 195   | 175   | 375   | 255   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Storage Length (ft)     | 550   |   | 550   | 450   |   | 150   | 450   |   | 0   | 400   |   | 0   |
| Storage Lanes           | 2   |   | 1   | 2   |   | 1   | 1   |   | 0   | 1   |   | 0   |
| Taper Length (ft)       | 25  |   |   | 25  |   |   | 25  |   |   | 25  |   |   |
| Satd. Flow (prot)       | 3433  | 5085  | 1583  | 3433  | 5085  | 1583  | 1770  | 3348  | 0   | 1770  | 3323  | 0   |
| Flt Permitted           | 0.950   |   |   | 0.950   |   |   | 0.950   |   |   | 0.950   |   |   |
| Satd. Flow (perm)       | 3433  | 5085  | 1583  | 3433  | 5085  | 1583  | 1770  | 3348  | 0   | 1770  | 3323  | 0   |
| Right Turn on Red       |   |   | Yes   |   |   | Yes   |   |   | Yes   |   |   | Yes   |
| Satd. Flow (RTOR)       |   |   | 48  |   |   | 109   |   |   | 54  |   |   | 78  |
| Link Speed (mph)        |   | 45  |   |   | 45  |   |   | 30  |   |   | 30  |   |
| Link Distance (ft)      |   | 901   |   |   | 1164  |   |   | 915   |   |   | 681   |   |
| Travel Time (s)         |   | 13.7  |   |   | 17.6  |   |   | 20.8  |   |   | 15.5  |   |
| Peak Hour Factor        | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Shared Lane Traffic (%) |   |   |   |   |   |   |   |   |   |   |   |   |
| Lane Group Flow (vph)   | 363   | 2232  | 253   | 247   | 2289  | 263   | 363   | 573   | 0   | 184   | 663   | 0   |
| Turn Type               | Prot  | NA  | pm+ov   | Prot  | NA  | pm+ov   | Prot  | NA  |   | Prot  | NA  |   |
| Protected Phases        | 5   | 2   | 3   | 1   | 6   | 7   | 3   | 8   |   | 7   | 4   |   |
| Permitted Phases        |   |   | 2   |   |   | 6   |   |   |   |   |   |   |
| Total Split (s)         | 23.0  | 90.0  | 39.0  | 17.0  | 84.0  | 28.0  | 39.0  | 45.0  |   | 28.0  | 34.0  |   |
| Total Lost Time (s)     | 5.0   | 6.0   | 5.0   | 5.0   | 6.0   | 5.0   | 5.0   | 6.0   |   | 5.0   | 6.0   |   |
| Act Effct Green (s)     | 18.0  | 84.0  | 124.0   | 12.0  | 78.0  | 107.0   | 34.0  | 39.0  |   | 23.0  | 28.0  |   |
| Actuated g/C Ratio      | 0.10  | 0.47  | 0.69  | 0.07  | 0.43  | 0.59  | 0.19  | 0.22  |   | 0.13  | 0.16  |   |
| v/c Ratio               | 1.06  | 0.94  | 0.23  | 1.08  | 1.04  | 0.27  | 1.09  | 0.75  |   | 0.81  | 1.14  |   |
| Control Delay           | 138.6   | 54.6  | 8.8   | 157.5   | 79.1  | 10.6  | 139.4   | 66.3  |   | 102.5   | 138.6   |   |
| Queue Delay             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |   | 0.0   | 0.0   |   |
| Total Delay             | 138.6   | 54.6  | 8.8   | 157.5   | 79.1  | 10.6  | 139.4   | 66.3  |   | 102.5   | 138.6   |   |
| LOS                     | F   | D   | A   | F   | E   | B   | F   | E   |   | F   | F   |   |
| Approach Delay          |   | 61.3  |   |   | 79.6  |   |   | 94.7  |   |   | 130.8   |   |
| Approach LOS            |   | E   |   |   | E   |   |   | F   |   |   | F   |   |
| Queue Length 50th (ft)  | ~241  | 911   | 82  | ~167  | ~1063   | 81  | ~479  | 307   |   | 215   | ~436  |   |
| Queue Length 95th (ft)  | #354  | 978   | 123   | #268  | #1142   | 134   | #699  | 381   |   | #350  | #571  |   |
| Internal Link Dist (ft) |   | 821   |   |   | 1084  |   |   | 835   |   |   | 601   |   |
| Turn Bay Length (ft)    | 550   |   | 550   | 450   |   | 150   | 450   |   |   | 400   |   |   |
| Base Capacity (vph)     | 343   | 2373  | 1105  | 228   | 2203  | 985   | 334   | 767   |   | 226   | 582   |   |
| Starvation Cap Reductn  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |   | 0   | 0   |   |
| Spillback Cap Reductn   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |   | 0   | 0   |   |
| Storage Cap Reductn     | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |   | 0   | 0   |   |
| Reduced v/c Ratio       | 1.06  | 0.94  | 0.23  | 1.08  | 1.04  | 0.27  | 1.09  | 0.75  |   | 0.81  | 1.14  |   |

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 0 (0%), Referenced to phase 2:EBT, Start of Green

Control Type: Pretimed

Maximum v/c Ratio: 1.14

Intersection Signal Delay: 80.3

Intersection LOS: F

Intersection Capacity Utilization 107.9%

ICU Level of Service G

# Lanes, Volumes, Timings

## 101: Woodbury & SR 50

2045 AM Build

Analysis Period (min) 15

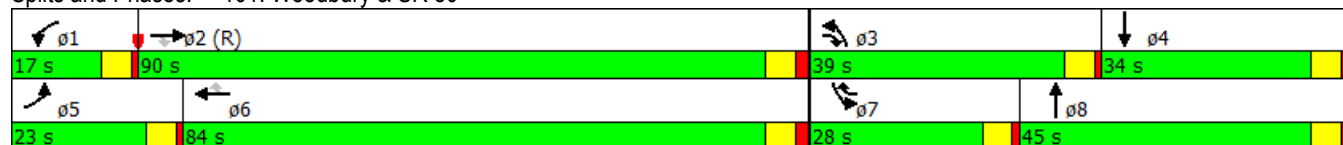
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 101: Woodbury & SR 50



# Lanes, Volumes, Timings

## 102: SR 408 Off Ramp & SR 50

2045 AM Build

|                         | →     | ↘    | ↙    | ←     | ↖     | ↗    |
|-------------------------|-------|------|------|-------|-------|------|
| Lane Group              | EBT   | EBR  | WBL  | WBT   | NBL   | NBR  |
| Lane Configurations     | ↑↑↑   |      |      | ↑↑↑   | ↘     | ↗    |
| Volume (vph)            | 2100  | 0    | 0    | 3235  | 180   | 620  |
| Ideal Flow (vphpl)      | 1900  | 1900 | 1900 | 1900  | 1900  | 1900 |
| Satd. Flow (prot)       | 5085  | 0    | 0    | 5085  | 1770  | 2787 |
| Flt Permitted           |       |      |      |       | 0.950 |      |
| Satd. Flow (perm)       | 5085  | 0    | 0    | 5085  | 1770  | 2787 |
| Right Turn on Red       |       | Yes  |      |       |       | Yes  |
| Satd. Flow (RTOR)       |       |      |      |       |       | 26   |
| Link Speed (mph)        | 30    |      |      | 30    | 30    |      |
| Link Distance (ft)      | 824   |      |      | 895   | 538   |      |
| Travel Time (s)         | 18.7  |      |      | 20.3  | 12.2  |      |
| Peak Hour Factor        | 0.95  | 0.95 | 0.95 | 0.95  | 0.95  | 0.95 |
| Shared Lane Traffic (%) |       |      |      |       |       |      |
| Lane Group Flow (vph)   | 2211  | 0    | 0    | 3405  | 189   | 653  |
| Turn Type               | NA    |      |      | NA    | Prot  | Prot |
| Protected Phases        | 2     |      |      | 2     | 4     | 4    |
| Permitted Phases        |       |      |      |       |       |      |
| Total Split (s)         | 132.0 |      |      | 132.0 | 48.0  | 48.0 |
| Total Lost Time (s)     | 6.0   |      |      | 6.0   | 6.0   | 6.0  |
| Act Effct Green (s)     | 126.0 |      |      | 126.0 | 42.0  | 42.0 |
| Actuated g/C Ratio      | 0.70  |      |      | 0.70  | 0.23  | 0.23 |
| v/c Ratio               | 0.62  |      |      | 0.96  | 0.46  | 0.97 |
| Control Delay           | 15.3  |      |      | 32.7  | 63.5  | 93.6 |
| Queue Delay             | 0.0   |      |      | 0.0   | 0.0   | 0.0  |
| Total Delay             | 15.3  |      |      | 32.7  | 63.5  | 93.6 |
| LOS                     | B     |      |      | C     | E     | F    |
| Approach Delay          | 15.3  |      |      | 32.7  | 86.8  |      |
| Approach LOS            | B     |      |      | C     | F     |      |
| Queue Length 50th (ft)  | 477   |      |      | 1259  | 194   | 425  |
| Queue Length 95th (ft)  | 513   |      |      | 1312  | 281   | #573 |
| Internal Link Dist (ft) | 744   |      |      | 815   | 458   |      |
| Turn Bay Length (ft)    |       |      |      |       |       |      |
| Base Capacity (vph)     | 3559  |      |      | 3559  | 413   | 670  |
| Starvation Cap Reductn  | 0     |      |      | 0     | 0     | 0    |
| Spillback Cap Reductn   | 0     |      |      | 0     | 0     | 0    |
| Storage Cap Reductn     | 0     |      |      | 0     | 0     | 0    |
| Reduced v/c Ratio       | 0.62  |      |      | 0.96  | 0.46  | 0.97 |

### Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green

Control Type: Pretimed

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 33.8

Intersection Capacity Utilization 82.5%

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Lanes, Volumes, Timings  
102: SR 408 Off Ramp & SR 50























2045 AM Build

Splits and Phases: 102: SR 408 Off Ramp & SR 50



Lanes, Volumes, Timings  
103: Avalon Park Blvd/Pilgrim St & SR 50

2045 AM Build

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |  |  |  |  |  |  |  |  |  |   |  |   |
| Volume (vph)            | 50  | 1395  | 460   | 265   | 1865  | 65  | 560   | 60  | 250   | 80  | 70  | 60  |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Storage Length (ft)     | 250   |   | 500   | 250   |   | 250   | 300   |   | 0   | 0   |   | 0   |
| Storage Lanes           | 1   |   | 1   | 2   |   | 1   | 1   |   | 1   | 0   |   | 0   |
| Taper Length (ft)       | 25  |   |   | 25  |   |   | 25  |   |   | 25  |   |   |
| Satd. Flow (prot)       | 1770  | 5085  | 1583  | 3433  | 5085  | 1583  | 1681  | 1701  | 1583  | 0   | 3323  | 0   |
| Flt Permitted           | 0.950   |   |   | 0.950   |   |   | 0.950   | 0.961   |   |   | 0.981   |   |
| Satd. Flow (perm)       | 1770  | 5085  | 1583  | 3433  | 5085  | 1583  | 1681  | 1701  | 1583  | 0   | 3323  | 0   |
| Right Turn on Red       |   |   | Yes   |   |   | Yes   |   |   | Yes   |   |   | Yes   |
| Satd. Flow (RTOR)       |   |   | 202   |   |   | 55  |   |   | 220   |   | 26  |   |
| Link Speed (mph)        |   | 30  |   |   | 30  |   |   | 30  |   |   | 30  |   |
| Link Distance (ft)      |   | 1099  |   |   | 1266  |   |   | 987   |   |   | 623   |   |
| Travel Time (s)         |   | 25.0  |   |   | 28.8  |   |   | 22.4  |   |   | 14.2  |   |
| Peak Hour Factor        | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Shared Lane Traffic (%) |   |   |   |   |   |   | 45%   |   |   |   |   |   |
| Lane Group Flow (vph)   | 53  | 1468  | 484   | 279   | 1963  | 68  | 324   | 328   | 263   | 0   | 221   | 0   |
| Turn Type               | Prot  | NA  | pt+ov   | Prot  | NA  | Perm  | Split   | NA  | Perm  | Split   | NA  |   |
| Protected Phases        | 5   | 2   | 2 8   | 1   | 6   |   | 8   | 8   |   | 4   | 4   |   |
| Permitted Phases        |   |   |   |   |   | 6   |   |   | 8   |   |   |   |
| Total Split (s)         | 16.0  | 82.0  |   | 25.0  | 91.0  | 91.0  | 53.0  | 53.0  | 53.0  | 20.0  | 20.0  |   |
| Total Lost Time (s)     | 4.0   | 4.0   |   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |   | 4.0   |   |
| Act Effct Green (s)     | 12.0  | 78.0  | 127.0   | 21.0  | 87.0  | 87.0  | 49.0  | 49.0  | 49.0  |   | 16.0  |   |
| Actuated g/C Ratio      | 0.07  | 0.43  | 0.71  | 0.12  | 0.48  | 0.48  | 0.27  | 0.27  | 0.27  |   | 0.09  |   |
| v/c Ratio               | 0.45  | 0.67  | 0.41  | 0.70  | 0.80  | 0.09  | 0.71  | 0.71  | 0.45  |   | 0.69  |   |
| Control Delay           | 93.4  | 42.5  | 4.0   | 86.5  | 42.2  | 7.9   | 68.8  | 68.7  | 12.8  |   | 82.2  |   |
| Queue Delay             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |   | 0.0   |   |
| Total Delay             | 93.4  | 42.5  | 4.0   | 86.5  | 42.2  | 7.9   | 68.8  | 68.7  | 12.8  |   | 82.2  |   |
| LOS                     | F   | D   | A   | F   | D   | A   | E   | E   | B   |   | F   |   |
| Approach Delay          |   | 34.5  |   |   | 46.6  |   |   | 52.7  |   |   | 82.2  |   |
| Approach LOS            |   | C   |   |   | D   |   |   | D   |   |   | F   |   |
| Queue Length 50th (ft)  | 61  | 504   | 55  | 166   | 707   | 8   | 366   | 371   | 38  |   | 120   |   |
| Queue Length 95th (ft)  | 114   | 557   | 83  | 221   | 767   | 38  | 495   | 502   | 126   |   | 171   |   |
| Internal Link Dist (ft) |   | 1019  |   |   | 1186  |   |   | 907   |   |   | 543   |   |
| Turn Bay Length (ft)    | 250   |   | 500   | 250   |   | 250   | 300   |   |   |   |   |   |
| Base Capacity (vph)     | 118   | 2203  | 1176  | 400   | 2457  | 793   | 457   | 463   | 591   |   | 319   |   |
| Starvation Cap Reductn  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |   | 0   |   |
| Spillback Cap Reductn   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |   | 0   |   |
| Storage Cap Reductn     | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |   | 0   |   |
| Reduced v/c Ratio       | 0.45  | 0.67  | 0.41  | 0.70  | 0.80  | 0.09  | 0.71  | 0.71  | 0.45  |   | 0.69  |   |

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 0 (0%), Referenced to phase 2:EBT, Start of Green

Control Type: Pretimed

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 44.6

Intersection LOS: D

Intersection Capacity Utilization 76.0%






ICU Level of Service D

# Lanes, Volumes, Timings 103: Avalon Park Blvd/Pilgrim St & SR 50

2045 AM Build

Analysis Period (min) 15

























Splits and Phases: 103: Avalon Park Blvd/Pilgrim St & SR 50

|  |  |  |  |
|--|--|--|--|
|  Ø1 |  Ø2 (R) |  Ø4 |  Ø8 |
| 25 s   | 82 s   | 20 s   | 53 s   |
|  Ø5 |  Ø6     |  |  |
| 16 s   | 91 s   |  |  |



Lanes, Volumes, Timings  
104: Chuluota Rd & SR 50

2045 AM Build

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |  |  |  |  |  |  |  |  |  |  |  |  |
| Volume (vph)            | 260   | 1240  | 260   | 185   | 1515  | 300   | 210   | 560   | 150   | 250   | 685   | 440   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Storage Length (ft)     | 300   |   | 300   | 300   |   | 300   | 300   |   | 300   | 300   |   | 300   |
| Storage Lanes           | 2   |   | 1   | 2   |   | 1   | 1   |   | 0   | 2   |   | 1   |
| Taper Length (ft)       | 25  |   |   | 25  |   |   | 25  |   |   | 25  |   |   |
| Satd. Flow (prot)       | 3433  | 5085  | 1583  | 3433  | 5085  | 1583  | 1770  | 3426  | 0   | 3433  | 3539  | 1583  |
| Flt Permitted           | 0.950   |   |   | 0.950   |   |   | 0.950   |   |   | 0.950   |   |   |
| Satd. Flow (perm)       | 3433  | 5085  | 1583  | 3433  | 5085  | 1583  | 1770  | 3426  | 0   | 3433  | 3539  | 1583  |
| Right Turn on Red       |   |   | Yes   |   |   | Yes   |   |   | Yes   |   |   | Yes   |
| Satd. Flow (RTOR)       |   |   | 61  |   |   | 97  |   |   | 19  |   |   | 97  |
| Link Speed (mph)        |   | 30  |   |   | 30  |   |   | 30  |   |   | 30  |   |
| Link Distance (ft)      |   | 688   |   |   | 752   |   |   | 780   |   |   | 580   |   |
| Travel Time (s)         |   | 15.6  |   |   | 17.1  |   |   | 17.7  |   |   | 13.2  |   |
| Peak Hour Factor        | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Shared Lane Traffic (%) |   |   |   |   |   |   |   |   |   |   |   |   |
| Lane Group Flow (vph)   | 274   | 1305  | 274   | 195   | 1595  | 316   | 221   | 747   | 0   | 263   | 721   | 463   |
| Turn Type               | Prot  | NA  | pt+ov   | Prot  | NA  | pt+ov   | Prot  | NA  |   | Prot  | NA  | pt+ov   |
| Protected Phases        | 7   | 4   | 4 5   | 3   | 8   | 8 1   | 5   | 2   |   | 1   | 6   | 6 7   |
| Permitted Phases        |   |   |   |   |   |   |   |   |   |   |   |   |
| Total Split (s)         | 24.0  | 71.0  |   | 23.0  | 70.0  |   | 35.0  | 60.0  |   | 26.0  | 51.0  |   |
| Total Lost Time (s)     | 7.0   | 7.0   |   | 7.0   | 7.0   |   | 6.0   | 6.0   |   | 6.0   | 6.0   |   |
| Act Effct Green (s)     | 17.0  | 64.0  | 99.0  | 16.0  | 63.0  | 89.0  | 29.0  | 54.0  |   | 20.0  | 45.0  | 69.0  |
| Actuated g/C Ratio      | 0.09  | 0.36  | 0.55  | 0.09  | 0.35  | 0.49  | 0.16  | 0.30  |   | 0.11  | 0.25  | 0.38  |
| v/c Ratio               | 0.85  | 0.72  | 0.31  | 0.64  | 0.90  | 0.38  | 0.78  | 0.72  |   | 0.69  | 0.82  | 0.70  |
| Control Delay           | 102.5   | 53.1  | 17.6  | 89.4  | 63.1  | 20.4  | 91.0  | 59.3  |   | 87.2  | 72.2  | 42.6  |
| Queue Delay             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |   | 0.0   | 0.0   | 0.0   |
| Total Delay             | 102.5   | 53.1  | 17.6  | 89.4  | 63.1  | 20.4  | 91.0  | 59.3  |   | 87.2  | 72.2  | 42.6  |
| LOS                     | F   | D   | B   | F   | E   | C   | F   | E   |   | F   | E   | D   |
| Approach Delay          |   | 55.1  |   |   | 59.1  |   |   | 66.5  |   |   | 65.5  |   |
| Approach LOS            |   | E   |   |   | E   |   |   | E   |   |   | E   |   |
| Queue Length 50th (ft)  | 167   | 491   | 131   | 117   | 656   | 157   | 254   | 407   |   | 157   | 426   | 371   |
| Queue Length 95th (ft)  | #244  | 547   | 195   | 164   | 721   | 236   | #378  | 486   |   | 210   | 508   | 515   |
| Internal Link Dist (ft) |   | 608   |   |   | 672   |   |   | 700   |   |   | 500   |   |
| Turn Bay Length (ft)    | 300   |   | 300   | 300   |   | 300   | 300   |   |   | 300   |   | 300   |
| Base Capacity (vph)     | 324   | 1808  | 898   | 305   | 1779  | 831   | 285   | 1041  |   | 381   | 884   | 666   |
| Starvation Cap Reductn  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |   | 0   | 0   | 0   |
| Spillback Cap Reductn   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |   | 0   | 0   | 0   |
| Storage Cap Reductn     | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |   | 0   | 0   | 0   |
| Reduced v/c Ratio       | 0.85  | 0.72  | 0.31  | 0.64  | 0.90  | 0.38  | 0.78  | 0.72  |   | 0.69  | 0.82  | 0.70  |

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 0 (0%), Referenced to phase 2:NBT, Start of Green

Control Type: Pretimed

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 60.5

Intersection LOS: E

Intersection Capacity Utilization 88.9%

ICU Level of Service E

# Lanes, Volumes, Timings

## 104: Chuluota Rd & SR 50

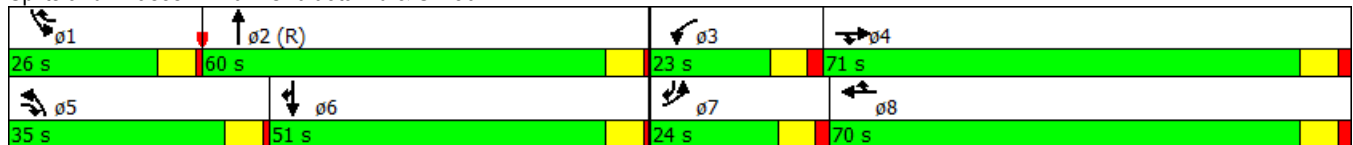
2045 AM Build

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 104: Chuluota Rd & SR 50













**Build 2045**

**PM Peak – Synchro Output**

# Lanes, Volumes, Timings

## 1: Woodbury & SR 408 Off Ramp

2045 PM Build

|                         |  |  |  |  |  |  |      |      |      |
|-------------------------|---|---|---|---|---|---|------|------|------|
| Lane Group              | WBL   | WBR   | NBT   | NBR   | SBL   | SBT   | ø1   | ø2   | ø6   |
| Lane Configurations     |  |  |  |   |   |  |      |      |      |
| Volume (vph)            | 80  | 190   | 880   | 0   | 0   | 1430  |      |      |      |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |      |      |      |
| Storage Length (ft)     | 400   | 0   |   | 300   | 350   |   |      |      |      |
| Storage Lanes           | 1   | 1   |   | 0   | 0   |   |      |      |      |
| Taper Length (ft)       | 25  |   |   |   | 25  |   |      |      |      |
| Satd. Flow (prot)       | 1770  | 1583  | 3539  | 0   | 0   | 5085  |      |      |      |
| Flt Permitted           | 0.950   |   |   |   |   |   |      |      |      |
| Satd. Flow (perm)       | 1770  | 1583  | 3539  | 0   | 0   | 5085  |      |      |      |
| Right Turn on Red       |   | Yes   |   | Yes   |   |   |      |      |      |
| Satd. Flow (RTOR)       |   | 200   |   |   |   |   |      |      |      |
| Link Speed (mph)        | 30  |   | 30  |   |   | 30  |      |      |      |
| Link Distance (ft)      | 878   |   | 175   |   |   | 388   |      |      |      |
| Travel Time (s)         | 20.0  |   | 4.0   |   |   | 8.8   |      |      |      |
| Peak Hour Factor        | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |      |      |      |
| Shared Lane Traffic (%) |   |   |   |   |   |   |      |      |      |
| Lane Group Flow (vph)   | 84  | 200   | 926   | 0   | 0   | 1505  |      |      |      |
| Turn Type               | Prot  | Prot  | NA  |   |   | NA  |      |      |      |
| Protected Phases        | 8   | 8   | 2 6   |   |   | 2 6   | 1    | 2    | 6    |
| Permitted Phases        |   | 8   |   |   |   |   |      |      |      |
| Total Split (s)         | 28.0  | 28.0  |   |   |   |   | 50.0 | 70.0 | 22.0 |
| Total Lost Time (s)     | 5.0   | 5.0   |   |   |   |   |      |      |      |
| Act Effct Green (s)     | 23.0  | 23.0  | 87.0  |   |   | 87.0  |      |      |      |
| Actuated g/C Ratio      | 0.19  | 0.19  | 0.72  |   |   | 0.72  |      |      |      |
| v/c Ratio               | 0.25  | 0.43  | 0.36  |   |   | 0.41  |      |      |      |
| Control Delay           | 43.5  | 8.7   | 0.4   |   |   | 6.8   |      |      |      |
| Queue Delay             | 12.0  | 0.0   | 0.1   |   |   | 0.1   |      |      |      |
| Total Delay             | 55.4  | 8.7   | 0.5   |   |   | 7.0   |      |      |      |
| LOS                     | E   | A   | A   |   |   | A   |      |      |      |
| Approach Delay          | 22.5  |   | 0.5   |   |   | 7.0   |      |      |      |
| Approach LOS            | C   |   | A   |   |   | A   |      |      |      |
| Queue Length 50th (ft)  | 56  | 0   | 0   |   |   | 146   |      |      |      |
| Queue Length 95th (ft)  | 104   | 63  | 0   |   |   | 171   |      |      |      |
| Internal Link Dist (ft) | 798   |   | 95  |   |   | 308   |      |      |      |
| Turn Bay Length (ft)    | 400   |   |   |   |   |   |      |      |      |
| Base Capacity (vph)     | 339   | 465   | 2565  |   |   | 3686  |      |      |      |
| Starvation Cap Reductn  | 0   | 0   | 592   |   |   | 0   |      |      |      |
| Spillback Cap Reductn   | 226   | 0   | 0   |   |   | 868   |      |      |      |
| Storage Cap Reductn     | 0   | 0   | 0   |   |   | 0   |      |      |      |
| Reduced v/c Ratio       | 0.74  | 0.43  | 0.47  |   |   | 0.53  |      |      |      |

### Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 6:NBSB, Start of Green, Master Intersection

Control Type: Pretimed

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 6.4

Intersection LOS: A

Intersection Capacity Utilization 48.4%

ICU Level of Service A

# Lanes, Volumes, Timings 1: Woodbury & SR 408 Off Ramp

2045 PM Build

Analysis Period (min) 15






Splits and Phases: 1: Woodbury & SR 408 Off Ramp

|   |  |
|---|--|
| <div> <div>#1</div> <div>#2</div> <div> <div>↓↑</div> <div>↓↑</div> </div> <div>ø2</div> </div> | <div> <div>#2</div> <div> <div>↙</div> <div>↘</div> </div> <div>ø1</div> </div>  |
| 70 s  | 50 s   |
|   | <div> <div>#1</div> <div> <div>↓↑</div> <div>↙</div> </div> <div>ø6 (R)</div> </div> <div> <div>#1</div> <div> <div>↙</div> <div>↘</div> </div> <div>ø8</div> </div> |
|   | <div>22 s</div> <div>28 s</div>  |

# Lanes, Volumes, Timings

## 2: Woodbury Rd/Woodbury & SR 408 On Ramp

2045 PM Build

|                         |  |  |  |  |  |      |      |      |
|-------------------------|---|---|---|---|---|------|------|------|
| Lane Group              | WBL   | WBR   | NBT   | NBR   | SBL   | SBT  | ø6   | ø8   |
| Lane Configurations     |   |   | ↑↑  | ↗   | ↘   | ↑↑   |      |      |
| Volume (vph)            | 0   | 0   | 880   | 120   | 285   | 1225 |      |      |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900 |      |      |
| Storage Length (ft)     | 0   | 0   |   | 300   | 0   |      |      |      |
| Storage Lanes           | 0   | 0   |   | 1   | 1   |      |      |      |
| Taper Length (ft)       | 25  |   |   |   | 25  |      |      |      |
| Satd. Flow (prot)       | 0   | 0   | 3539  | 1583  | 1770  | 3539 |      |      |
| Flt Permitted           |   |   |   |   | 0.950   |      |      |      |
| Satd. Flow (perm)       | 0   | 0   | 3539  | 1583  | 1770  | 3539 |      |      |
| Right Turn on Red       |   | Yes   |   | Yes   |   |      |      |      |
| Satd. Flow (RTOR)       |   |   |   | 126   |   |      |      |      |
| Link Speed (mph)        | 30  |   | 30  |   |   | 30   |      |      |
| Link Distance (ft)      | 880   |   | 590   |   |   | 175  |      |      |
| Travel Time (s)         | 20.0  |   | 13.4  |   |   | 4.0  |      |      |
| Peak Hour Factor        | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95 |      |      |
| Shared Lane Traffic (%) |   |   |   |   |   |      |      |      |
| Lane Group Flow (vph)   | 0   | 0   | 926   | 126   | 300   | 1289 |      |      |
| Turn Type               |   |   | NA  | Perm  | Prot  | NA   |      |      |
| Protected Phases        |   |   | 2   |   | 1   | 2    | 6    | 8    |
| Permitted Phases        |   |   |   | 2   |   |      |      |      |
| Total Split (s)         |   |   | 70.0  | 70.0  | 50.0  | 70.0 | 22.0 | 28.0 |
| Total Lost Time (s)     |   |   | 5.0   | 5.0   | 5.0   | 5.0  |      |      |
| Act Effct Green (s)     |   |   | 65.0  | 65.0  | 45.0  | 65.0 |      |      |
| Actuated g/C Ratio      |   |   | 0.54  | 0.54  | 0.38  | 0.54 |      |      |
| v/c Ratio               |   |   | 0.48  | 0.14  | 0.45  | 0.67 |      |      |
| Control Delay           |   |   | 18.1  | 2.6   | 42.9  | 16.9 |      |      |
| Queue Delay             |   |   | 0.0   | 0.0   | 63.4  | 0.1  |      |      |
| Total Delay             |   |   | 18.1  | 2.6   | 106.3   | 17.0 |      |      |
| LOS                     |   |   | B   | A   | F   | B    |      |      |
| Approach Delay          |   |   | 16.3  |   |   | 33.9 |      |      |
| Approach LOS            |   |   | B   |   |   | C    |      |      |
| Queue Length 50th (ft)  |   |   | 224   | 0   | 220   | 380  |      |      |
| Queue Length 95th (ft)  |   |   | 278   | 28  | 323   | 457  |      |      |
| Internal Link Dist (ft) | 800   |   | 510   |   |   | 95   |      |      |
| Turn Bay Length (ft)    |   |   |   | 300   |   |      |      |      |
| Base Capacity (vph)     |   |   | 1916  | 915   | 663   | 1916 |      |      |
| Starvation Cap Reductn  |   |   | 0   | 0   | 445   | 77   |      |      |
| Spillback Cap Reductn   |   |   | 0   | 0   | 0   | 0    |      |      |
| Storage Cap Reductn     |   |   | 0   | 0   | 0   | 0    |      |      |
| Reduced v/c Ratio       |   |   | 0.48  | 0.14  | 1.38  | 0.70 |      |      |

### Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 6:NBSB, Start of Green, Master Intersection

Control Type: Pretimed

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 26.9

Intersection Capacity Utilization 48.4%

Intersection LOS: C

ICU Level of Service A

# Lanes, Volumes, Timings 2: Woodbury Rd/Woodbury & SR 408 On Ramp

2045 PM Build

Analysis Period (min) 15























Splits and Phases: 2: Woodbury Rd/Woodbury & SR 408 On Ramp

|   |   |
|---|---|
| <div> <div>#1</div> <div>#2</div> <div> <div>↓</div> <div>↑</div> <div>↓</div> <div>↑</div> </div> <div>ø2</div> </div> | <div> <div>#2</div> <div> <div>↙</div> <div>↘</div> </div> <div>ø1</div> </div>   |
| 70 s  | 50 s  |
|   | <div> <div>#1</div> <div> <div>↓</div> <div>↑</div> </div> <div>ø6 (R)</div> </div> <div> <div>#1</div> <div> <div>↙</div> <div>↘</div> </div> <div>ø8</div> </div> |
|   | <div>22 s</div> <div>28 s</div>   |

# Lanes, Volumes, Timings

## 3: Avalon Park & SR 408 Extension Ramps

2045 PM Build

|                         |  |  |  |  |  |  |   |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |  |   |  |  |   |  |  |  |  |  |  |  |
| Volume (vph)            | 335   | 0   | 670   | 150   | 0   | 15  | 450   | 415   | 225   | 20  | 675   | 235   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Storage Length (ft)     | 250   |   | 400   | 250   |   | 0   | 600   |   | 100   | 250   |   | 100   |
| Storage Lanes           | 0   |   | 1   | 1   |   | 1   | 2   |   | 1   | 1   |   | 1   |
| Taper Length (ft)       | 25  |   |   | 25  |   |   | 25  |   |   | 25  |   |   |
| Satd. Flow (prot)       | 1770  | 0   | 1583  | 1770  | 0   | 1583  | 3433  | 3539  | 1583  | 1770  | 3539  | 1583  |
| Flt Permitted           | 0.950   |   |   | 0.950   |   |   | 0.950   |   |   | 0.950   |   |   |
| Satd. Flow (perm)       | 1770  | 0   | 1583  | 1770  | 0   | 1583  | 3433  | 3539  | 1583  | 1770  | 3539  | 1583  |
| Right Turn on Red       |   |   | Yes   |   |   | Yes   |   |   | Yes   |   |   | Yes   |
| Satd. Flow (RTOR)       |   |   | 36  |   |   | 153   |   |   | 211   |   |   | 269   |
| Link Speed (mph)        |   | 30  |   |   | 30  |   |   | 30  |   |   | 30  |   |
| Link Distance (ft)      |   | 714   |   |   | 762   |   |   | 660   |   |   | 506   |   |
| Travel Time (s)         |   | 16.2  |   |   | 17.3  |   |   | 15.0  |   |   | 11.5  |   |
| Peak Hour Factor        | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Shared Lane Traffic (%) |   |   |   |   |   |   |   |   |   |   |   |   |
| Lane Group Flow (vph)   | 353   | 0   | 705   | 158   | 0   | 16  | 474   | 437   | 237   | 21  | 711   | 247   |
| Turn Type               | Prot  |   | pt+ov   | Prot  |   | pt+ov   | Prot  | NA  | Perm  | Prot  | NA  | Perm  |
| Protected Phases        | 7   |   | 4 5   | 3   |   | 8 1   | 5   | 2   |   | 1   | 6   |   |
| Permitted Phases        |   |   | 7   |   |   | 3   |   |   | 2   |   |   | 6   |
| Total Split (s)         | 51.0  |   |   | 28.0  |   |   | 34.0  | 69.0  | 69.0  | 14.0  | 49.0  | 49.0  |
| Total Lost Time (s)     | 8.0   |   |   | 8.0   |   |   | 8.0   | 8.0   | 8.0   | 8.0   | 8.0   | 8.0   |
| Act Effct Green (s)     | 46.3  |   | 90.3  | 17.3  |   | 33.2  | 26.1  | 72.7  | 72.7  | 6.6   | 47.7  | 47.7  |
| Actuated g/C Ratio      | 0.31  |   | 0.60  | 0.12  |   | 0.22  | 0.17  | 0.48  | 0.48  | 0.04  | 0.32  | 0.32  |
| v/c Ratio               | 0.65  |   | 0.73  | 0.77  |   | 0.03  | 0.79  | 0.25  | 0.27  | 0.27  | 0.63  | 0.36  |
| Control Delay           | 52.0  |   | 24.4  | 88.5  |   | 0.1   | 69.6  | 25.1  | 5.7   | 78.1  | 48.0  | 4.7   |
| Queue Delay             | 0.0   |   | 0.0   | 0.0   |   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay             | 52.0  |   | 24.4  | 88.5  |   | 0.1   | 69.6  | 25.1  | 5.7   | 78.1  | 48.0  | 4.7   |
| LOS                     | D   |   | C   | F   |   | A   | E   | C   | A   | E   | D   | A   |
| Approach Delay          |   |   |   |   |   |   |   | 39.5  |   |   | 37.7  |   |
| Approach LOS            |   |   |   |   |   |   |   | D   |   |   | D   |   |
| Queue Length 50th (ft)  | 277   |   | 424   | 151   |   | 0   | 229   | 143   | 15  | 20  | 322   | 0   |
| Queue Length 95th (ft)  | 428   |   | 538   | 231   |   | 0   | 297   | 195   | 72  | 51  | 410   | 51  |
| Internal Link Dist (ft) |   | 634   |   |   | 682   |   |   | 580   |   |   | 426   |   |
| Turn Bay Length (ft)    | 250   |   | 400   | 250   |   |   | 600   |   | 100   | 250   |   | 100   |
| Base Capacity (vph)     | 555   |   | 979   | 236   |   | 473   | 624   | 1715  | 876   | 79  | 1125  | 686   |
| Starvation Cap Reductn  | 0   |   | 0   | 0   |   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Spillback Cap Reductn   | 0   |   | 0   | 0   |   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Storage Cap Reductn     | 0   |   | 0   | 0   |   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Reduced v/c Ratio       | 0.64  |   | 0.72  | 0.67  |   | 0.03  | 0.76  | 0.25  | 0.27  | 0.27  | 0.63  | 0.36  |

### Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 39.2

Intersection LOS: D

Intersection Capacity Utilization 81.8%

ICU Level of Service D



# Lanes, Volumes, Timings

## 3: Avalon Park & SR 408 Extension Ramps

2045 PM Build









| Lane Group              | ø4   | ø8   |
|-------------------------|------|------|
| Lane Configurations     |      |      |
| Volume (vph)            |      |      |
| Ideal Flow (vphpl)      |      |      |
| Storage Length (ft)     |      |      |
| Storage Lanes           |      |      |
| Taper Length (ft)       |      |      |
| Satd. Flow (prot)       |      |      |
| Flt Permitted           |      |      |
| Satd. Flow (perm)       |      |      |
| Right Turn on Red       |      |      |
| Satd. Flow (RTOR)       |      |      |
| Link Speed (mph)        |      |      |
| Link Distance (ft)      |      |      |
| Travel Time (s)         |      |      |
| Peak Hour Factor        |      |      |
| Shared Lane Traffic (%) |      |      |
| Lane Group Flow (vph)   |      |      |
| Turn Type               |      |      |
| Protected Phases        | 4    | 8    |
| Permitted Phases        |      |      |
| Total Split (s)         | 39.0 | 16.0 |
| Total Lost Time (s)     |      |      |
| Act Effct Green (s)     |      |      |
| Actuated g/C Ratio      |      |      |
| v/c Ratio               |      |      |
| Control Delay           |      |      |
| Queue Delay             |      |      |
| Total Delay             |      |      |
| LOS                     |      |      |
| Approach Delay          |      |      |
| Approach LOS            |      |      |
| Queue Length 50th (ft)  |      |      |
| Queue Length 95th (ft)  |      |      |
| Internal Link Dist (ft) |      |      |
| Turn Bay Length (ft)    |      |      |
| Base Capacity (vph)     |      |      |
| Starvation Cap Reductn  |      |      |
| Spillback Cap Reductn   |      |      |
| Storage Cap Reductn     |      |      |
| Reduced v/c Ratio       |      |      |
| Intersection Summary    |      |      |

# Lanes, Volumes, Timings 3: Avalon Park & SR 408 Extension Ramps

2045 PM Build

Analysis Period (min) 15










Splits and Phases: 3: Avalon Park & SR 408 Extension Ramps

|   |   |   |   |
|---|---|---|---|
|  <p>ø1</p> |  <p>ø2 (R)</p> |  <p>ø3</p> |  <p>ø4</p> |
| 14 s  | 69 s  | 28 s  | 39 s  |
|  <p>ø5</p> |  <p>ø6 (R)</p> |  <p>ø7</p> |  <p>ø8</p> |
| 34 s  | 49 s  | 51 s  | 16 s  |

# Lanes, Volumes, Timings

## 4: SR 408 Extension Off Ramp & to Chuluota

2045 PM Build

|  |    |  |  |  |  |  |
|--|---|---|---|---|---|---|
| Lane Group   | EBL   | EBT   | WBT   | WBR   | SBL   | SBR   |
| Lane Configurations  |   |   |   |   |  |   |
| Volume (vph)   | 1010  | 0   | 0   | 0   | 15  | 0   |
| Ideal Flow (vphpl)   | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Satd. Flow (prot)  | 3433  | 0   | 0   | 0   | 1770  | 0   |
| Flt Permitted  | 0.950   |   |   |   | 0.950   |   |
| Satd. Flow (perm)  | 3433  | 0   | 0   | 0   | 1770  | 0   |
| Right Turn on Red  |   |   |   | Yes   |   | Yes   |
| Satd. Flow (RTOR)  |   |   |   |   |   |   |
| Link Speed (mph)   |   | 30  | 30  |   | 30  |   |
| Link Distance (ft)   |   | 432   | 524   |   | 456   |   |
| Travel Time (s)  |   | 9.8   | 11.9  |   | 10.4  |   |
| Peak Hour Factor   | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Shared Lane Traffic (%)  |   |   |   |   |   |   |
| Lane Group Flow (vph)  | 1063  | 0   | 0   | 0   | 16  | 0   |
| Turn Type  | Prot  |   |   |   | Prot  |   |
| Protected Phases   | 7   |   |   |   | 6   |   |
| Permitted Phases   |   |   |   |   |   |   |
| Total Split (s)  | 66.0  |   |   |   | 24.0  |   |
| Total Lost Time (s)  | 5.0   |   |   |   | 5.0   |   |
| Act Effct Green (s)  | 61.0  |   |   |   | 19.0  |   |
| Actuated g/C Ratio   | 0.68  |   |   |   | 0.21  |   |
| v/c Ratio  | 0.46  |   |   |   | 0.04  |   |
| Control Delay  | 7.5   |   |   |   | 28.8  |   |
| Queue Delay  | 0.0   |   |   |   | 0.0   |   |
| Total Delay  | 7.5   |   |   |   | 28.8  |   |
| LOS  | A   |   |   |   | C   |   |
| Approach Delay   |   |   |   |   | 28.8  |   |
| Approach LOS   |   |   |   |   | C   |   |
| Queue Length 50th (ft)   | 127   |   |   |   | 7   |   |
| Queue Length 95th (ft)   | 164   |   |   |   | 24  |   |
| Internal Link Dist (ft)  |   | 352   | 444   |   | 376   |   |
| Turn Bay Length (ft)   |   |   |   |   |   |   |
| Base Capacity (vph)  | 2326  |   |   |   | 373   |   |
| Starvation Cap Reductn   | 0   |   |   |   | 0   |   |
| Spillback Cap Reductn  | 0   |   |   |   | 0   |   |
| Storage Cap Reductn  | 0   |   |   |   | 0   |   |
| Reduced v/c Ratio  | 0.46  |   |   |   | 0.04  |   |
| Intersection Summary   |   |   |   |   |   |   |
| Area Type:   | Other   |   |   |   |   |   |
| Cycle Length: 90   |   |   |   |   |   |   |
| Actuated Cycle Length: 90  |   |   |   |   |   |   |
| Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green |   |   |   |   |   |   |
| Control Type: Pretimed   |   |   |   |   |   |   |
| Maximum v/c Ratio: 0.46  |   |   |   |   |   |   |
| Intersection Signal Delay: 7.9                                   |   |   |   | Intersection LOS: A   |   |   |
| Intersection Capacity Utilization 39.6%                          |   |   |   | ICU Level of Service A  |   |   |
| Analysis Period (min) 15   |   |   |   |   |   |   |

## Lanes, Volumes, Timings

### 4: SR 408 Extension Off Ramp & to Chuluota

2045 PM Build



















Splits and Phases: 4: SR 408 Extension Off Ramp & to Chuluota



# Lanes, Volumes, Timings

## 5: SR 408 Extension On Ramp & SR 50

2045 PM Build

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group              | SEL   | SET   | SER   | NWL   | NWT   | NWR   | NEL  | NET   | NER   | SWL   | SWT   | SWR   |
| Lane Configurations     |  |  |  |  |  |   |  |   |   |   |  |   |
| Volume (vph)            | 10  | 1540  | 55  | 325   | 1345  | 0   | 0  | 0   | 0   | 10  | 10  | 10  |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Storage Length (ft)     | 0   |   | 300   | 900   |   | 0   | 0  |   | 0   | 0   |   | 0   |
| Storage Lanes           | 1   |   | 1   | 2   |   | 0   | 0  |   | 0   | 0   |   | 0   |
| Taper Length (ft)       | 25  |   |   | 25  |   |   | 25   |   |   | 25  |   |   |
| Satd. Flow (prot)       | 1770  | 3539  | 1583  | 3433  | 3539  | 0   | 0  | 0   | 0   | 0   | 1750  | 0   |
| Flt Permitted           | 0.950   |   |   | 0.950   |   |   |  |   |   |   | 0.984   |   |
| Satd. Flow (perm)       | 1770  | 3539  | 1583  | 3433  | 3539  | 0   | 0  | 0   | 0   | 0   | 1750  | 0   |
| Right Turn on Red       |   |   | Yes   |   |   | Yes   |  |   | Yes   |   |   | Yes   |
| Satd. Flow (RTOR)       |   |   | 131   |   |   |   |  |   |   |   | 11  |   |
| Link Speed (mph)        |   | 50  |   |   | 50  |   |  | 30  |   |   | 30  |   |
| Link Distance (ft)      |   | 737   |   |   | 1151  |   |  | 664   |   |   | 401   |   |
| Travel Time (s)         |   | 10.1  |   |   | 15.7  |   |  | 15.1  |   |   | 9.1   |   |
| Peak Hour Factor        | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95   | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Shared Lane Traffic (%) |   |   |   |   |   |   |  |   |   |   |   |   |
| Lane Group Flow (vph)   | 11  | 1621  | 58  | 342   | 1416  | 0   | 0  | 0   | 0   | 0   | 33  | 0   |
| Turn Type               | Prot  | NA  | Perm  | Prot  | NA  |   |  |   |   | Split   | NA  |   |
| Protected Phases        | 1   | 6   |   | 5   | 2   |   |  |   |   | 4   | 4   |   |
| Permitted Phases        |   |   | 6   |   |   |   |  |   |   |   |   |   |
| Total Split (s)         | 23.0  | 104.0   | 104.0   | 32.0  | 113.0   |   |  |   |   | 14.0  | 14.0  |   |
| Total Lost Time (s)     | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   |   |  |   |   |   | 7.0   |   |
| Act Effct Green (s)     | 16.0  | 97.0  | 97.0  | 25.0  | 106.0   |   |  |   |   |   | 7.0   |   |
| Actuated g/C Ratio      | 0.11  | 0.65  | 0.65  | 0.17  | 0.71  |   |  |   |   |   | 0.05  |   |
| v/c Ratio               | 0.06  | 0.71  | 0.05  | 0.60  | 0.57  |   |  |   |   |   | 0.36  |   |
| Control Delay           | 61.2  | 19.5  | 0.1   | 48.4  | 15.2  |   |  |   |   |   | 62.1  |   |
| Queue Delay             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |   |  |   |   |   | 0.0   |   |
| Total Delay             | 61.2  | 19.5  | 0.1   | 48.4  | 15.2  |   |  |   |   |   | 62.1  |   |
| LOS                     | E   | B   | A   | D   | B   |   |  |   |   |   | E   |   |
| Approach Delay          |   | 19.1  |   |   | 21.7  |   |  |   |   |   | 62.1  |   |
| Approach LOS            |   | B   |   |   | C   |   |  |   |   |   | E   |   |
| Queue Length 50th (ft)  | 10  | 514   | 0   | 163   | 368   |   |  |   |   |   | 21  |   |
| Queue Length 95th (ft)  | 31  | 596   | 0   | 217   | 478   |   |  |   |   |   | 59  |   |
| Internal Link Dist (ft) |   | 657   |   |   | 1071  |   |  | 584   |   |   | 321   |   |
| Turn Bay Length (ft)    |   |   | 300   | 900   |   |   |  |   |   |   |   |   |
| Base Capacity (vph)     | 188   | 2288  | 1069  | 572   | 2500  |   |  |   |   |   | 92  |   |
| Starvation Cap Reductn  | 0   | 0   | 0   | 0   | 0   |   |  |   |   |   | 0   |   |
| Spillback Cap Reductn   | 0   | 0   | 0   | 0   | 0   |   |  |   |   |   | 0   |   |
| Storage Cap Reductn     | 0   | 0   | 0   | 0   | 0   |   |  |   |   |   | 0   |   |
| Reduced v/c Ratio       | 0.06  | 0.71  | 0.05  | 0.60  | 0.57  |   |  |   |   |   | 0.36  |   |

### Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:NWT and 6:SET, Start of Green

Control Type: Pretimed

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 20.8

Intersection LOS: C

Intersection Capacity Utilization 72.7%

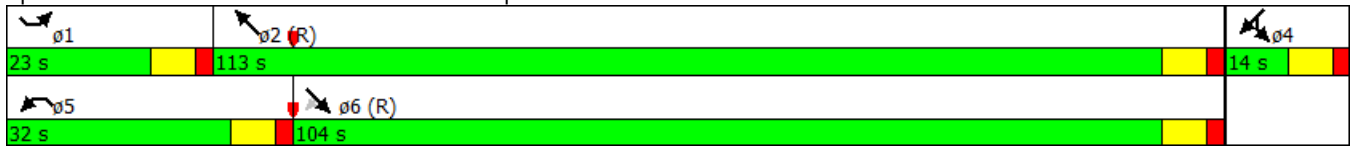
ICU Level of Service C

# Lanes, Volumes, Timings 5: SR 408 Extension On Ramp & SR 50

2045 PM Build

Analysis Period (min) 15







Splits and Phases: 5: SR 408 Extension On Ramp & SR 50



# Lanes, Volumes, Timings

## 6: SR 408 Extension Off Ramp & SR 50

2045 PM Build

|                         |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|
| Lane Group              | EBT   | EBR   | WBL   | WBT   | NEL   | NER   |
| Lane Configurations     | ↑↑  |   |   | ↑↑  | ↘   | ↗   |
| Volume (vph)            | 1540  | 0   | 0   | 1585  | 85  | 485   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Satd. Flow (prot)       | 3539  | 0   | 0   | 3539  | 1770  | 2787  |
| Flt Permitted           |   |   |   |   | 0.950   |   |
| Satd. Flow (perm)       | 3539  | 0   | 0   | 3539  | 1770  | 2787  |
| Right Turn on Red       |   | Yes   |   |   |   | Yes   |
| Satd. Flow (RTOR)       |   |   |   |   |   | 73  |
| Link Speed (mph)        | 50  |   |   | 50  | 30  |   |
| Link Distance (ft)      | 1151  |   |   | 925   | 636   |   |
| Travel Time (s)         | 15.7  |   |   | 12.6  | 14.5  |   |
| Peak Hour Factor        | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Shared Lane Traffic (%) |   |   |   |   |   |   |
| Lane Group Flow (vph)   | 1621  | 0   | 0   | 1668  | 89  | 511   |
| Turn Type               | NA  |   |   | NA  | Prot  | Perm  |
| Protected Phases        | 4   |   |   | 8   | 2   |   |
| Permitted Phases        |   |   |   |   |   | 2   |
| Total Split (s)         | 104.0   |   |   | 104.0   | 46.0  | 46.0  |
| Total Lost Time (s)     | 4.0   |   |   | 4.0   | 4.0   | 4.0   |
| Act Effct Green (s)     | 100.0   |   |   | 100.0   | 42.0  | 42.0  |
| Actuated g/C Ratio      | 0.67  |   |   | 0.67  | 0.28  | 0.28  |
| v/c Ratio               | 0.69  |   |   | 0.71  | 0.18  | 0.61  |
| Control Delay           | 26.6  |   |   | 17.9  | 42.2  | 43.5  |
| Queue Delay             | 0.0   |   |   | 0.0   | 0.0   | 0.0   |
| Total Delay             | 26.6  |   |   | 17.9  | 42.2  | 43.5  |
| LOS                     | C   |   |   | B   | D   | D   |
| Approach Delay          | 26.6  |   |   | 17.9  | 43.3  |   |
| Approach LOS            | C   |   |   | B   | D   |   |
| Queue Length 50th (ft)  | 843   |   |   | 507   | 66  | 213   |
| Queue Length 95th (ft)  | 958   |   |   | 586   | 115   | 283   |
| Internal Link Dist (ft) | 1071  |   |   | 845   | 556   |   |
| Turn Bay Length (ft)    |   |   |   |   |   |   |
| Base Capacity (vph)     | 2359  |   |   | 2359  | 495   | 832   |
| Starvation Cap Reductn  | 0   |   |   | 0   | 0   | 0   |
| Spillback Cap Reductn   | 0   |   |   | 0   | 0   | 0   |
| Storage Cap Reductn     | 0   |   |   | 0   | 0   | 0   |
| Reduced v/c Ratio       | 0.69  |   |   | 0.71  | 0.18  | 0.61  |

### Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:NEL and 6:, Start of Green

Control Type: Pretimed

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 25.4

Intersection Capacity Utilization 66.2%

Analysis Period (min) 15




Intersection LOS: C

ICU Level of Service C

# Lanes, Volumes, Timings 6: SR 408 Extension Off Ramp & SR 50

2045 PM Build

























Splits and Phases: 6: SR 408 Extension Off Ramp & SR 50

|   |  |
|---|--|
|  <p>ø2 (R)</p> |  <p>ø4</p>              |
| <p>46 s</p>   | <p>104 s</p>   |
|   |  <p>ø8</p> <p>104 s</p> |



Lanes, Volumes, Timings  
101: Woodbury & SR 50

2045 PM Build

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |  |  |  |  |  |  |  |  |  |  |  |  |
| Volume (vph)            | 255   | 2175  | 345   | 195   | 2120  | 175   | 250   | 375   | 235   | 250   | 350   | 380   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Storage Length (ft)     | 550   |   | 550   | 450   |   | 150   | 450   |   | 0   | 400   |   | 0   |
| Storage Lanes           | 2   |   | 1   | 2   |   | 1   | 1   |   | 0   | 1   |   | 0   |
| Taper Length (ft)       | 25  |   |   | 25  |   |   | 25  |   |   | 25  |   |   |
| Satd. Flow (prot)       | 3433  | 5085  | 1583  | 3433  | 5085  | 1583  | 1770  | 3334  | 0   | 1770  | 3263  | 0   |
| Flt Permitted           | 0.950   |   |   | 0.950   |   |   | 0.950   |   |   | 0.950   |   |   |
| Satd. Flow (perm)       | 3433  | 5085  | 1583  | 3433  | 5085  | 1583  | 1770  | 3334  | 0   | 1770  | 3263  | 0   |
| Right Turn on Red       |   |   | Yes   |   |   | Yes   |   |   | Yes   |   |   | Yes   |
| Satd. Flow (RTOR)       |   |   | 64  |   |   | 55  |   |   | 66  |   |   | 123   |
| Link Speed (mph)        |   | 45  |   |   | 45  |   |   | 30  |   |   | 30  |   |
| Link Distance (ft)      |   | 901   |   |   | 1164  |   |   | 915   |   |   | 681   |   |
| Travel Time (s)         |   | 13.7  |   |   | 17.6  |   |   | 20.8  |   |   | 15.5  |   |
| Peak Hour Factor        | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Shared Lane Traffic (%) |   |   |   |   |   |   |   |   |   |   |   |   |
| Lane Group Flow (vph)   | 268   | 2289  | 363   | 205   | 2232  | 184   | 263   | 642   | 0   | 263   | 768   | 0   |
| Turn Type               | Prot  | NA  | pt+ov   | Prot  | NA  | pt+ov   | Prot  | NA  |   | Prot  | NA  |   |
| Protected Phases        | 5   | 2   | 2 3   | 1   | 6   | 6 7   | 3   | 8   |   | 7   | 4   |   |
| Permitted Phases        |   |   |   |   |   |   |   |   |   |   |   |   |
| Total Split (s)         | 20.0  | 91.0  |   | 17.0  | 88.0  |   | 32.0  | 39.0  |   | 33.0  | 40.0  |   |
| Total Lost Time (s)     | 6.0   | 6.0   |   | 6.0   | 6.0   |   | 6.0   | 6.0   |   | 6.0   | 6.0   |   |
| Act Effct Green (s)     | 14.0  | 85.0  | 117.0   | 11.0  | 82.0  | 115.0   | 26.0  | 33.0  |   | 27.0  | 34.0  |   |
| Actuated g/C Ratio      | 0.08  | 0.47  | 0.65  | 0.06  | 0.46  | 0.64  | 0.14  | 0.18  |   | 0.15  | 0.19  |   |
| v/c Ratio               | 1.00  | 0.95  | 0.35  | 0.98  | 0.96  | 0.18  | 1.03  | 0.97  |   | 0.99  | 1.07  |   |
| Control Delay           | 135.9   | 55.8  | 12.4  | 138.9   | 59.2  | 9.5   | 136.6   | 91.6  |   | 127.3   | 110.4   |   |
| Queue Delay             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |   | 0.0   | 0.0   |   |
| Total Delay             | 135.9   | 55.8  | 12.4  | 138.9   | 59.2  | 9.5   | 136.6   | 91.6  |   | 127.3   | 110.4   |   |
| LOS                     | F   | E   | B   | F   | E   | A   | F   | F   |   | F   | F   |   |
| Approach Delay          |   | 57.8  |   |   | 62.0  |   |   | 104.7   |   |   | 114.7   |   |
| Approach LOS            |   | E   |   |   | E   |   |   | F   |   |   | F   |   |
| Queue Length 50th (ft)  | ~167  | 942   | 150   | 127   | 931   | 58  | ~331  | 365   |   | 316   | ~462  |   |
| Queue Length 95th (ft)  | #271  | 1010  | 212   | #219  | #1005   | 96  | #529  | #496  |   | #517  | #602  |   |
| Internal Link Dist (ft) |   | 821   |   |   | 1084  |   |   | 835   |   |   | 601   |   |
| Turn Bay Length (ft)    | 550   |   | 550   | 450   |   | 150   | 450   |   |   | 400   |   |   |
| Base Capacity (vph)     | 267   | 2401  | 1051  | 209   | 2316  | 1031  | 255   | 665   |   | 265   | 716   |   |
| Starvation Cap Reductn  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |   | 0   | 0   |   |
| Spillback Cap Reductn   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |   | 0   | 0   |   |
| Storage Cap Reductn     | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |   | 0   | 0   |   |
| Reduced v/c Ratio       | 1.00  | 0.95  | 0.35  | 0.98  | 0.96  | 0.18  | 1.03  | 0.97  |   | 0.99  | 1.07  |   |

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 0 (0%), Referenced to phase 2:EBT, Start of Green

Control Type: Pretimed

Maximum v/c Ratio: 1.07

Intersection Signal Delay: 72.8

Intersection LOS: E

Intersection Capacity Utilization 104.0%

ICU Level of Service G

# Lanes, Volumes, Timings

## 101: Woodbury & SR 50

2045 PM Build

Analysis Period (min) 15









~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.







Splits and Phases: 101: Woodbury & SR 50

|   |   |  |   |
|---|---|--|---|
|  <p>ø1</p> |  <p>ø2 (R)</p> |  <p>ø3</p> |  <p>ø4</p> |
| 17 s  | 91 s  | 32 s   | 40 s  |
|  <p>ø5</p> |  <p>ø6</p>     |  <p>ø7</p> |  <p>ø8</p> |
| 20 s  | 88 s  | 33 s   | 39 s  |

# Lanes, Volumes, Timings

## 102: SR 408 Off Ramp & SR 50

2045 PM Build

|                         |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|
| Lane Group              | EBT   | EBR   | WBL   | WBT   | NBL   | NBR   |
| Lane Configurations     | ↑↑↑   |   |   | ↑↑↑   | ↑   | ↑↑  |
| Volume (vph)            | 2480  | 0   | 0   | 2720  | 155   | 755   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Satd. Flow (prot)       | 5085  | 0   | 0   | 5085  | 1770  | 2787  |
| Flt Permitted           |   |   |   |   | 0.950   |   |
| Satd. Flow (perm)       | 5085  | 0   | 0   | 5085  | 1770  | 2787  |
| Right Turn on Red       |   | Yes   |   |   |   | Yes   |
| Satd. Flow (RTOR)       |   |   |   |   |   | 5   |
| Link Speed (mph)        | 30  |   |   | 30  | 30  |   |
| Link Distance (ft)      | 824   |   |   | 895   | 538   |   |
| Travel Time (s)         | 18.7  |   |   | 20.3  | 12.2  |   |
| Peak Hour Factor        | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Shared Lane Traffic (%) |   |   |   |   |   |   |
| Lane Group Flow (vph)   | 2611  | 0   | 0   | 2863  | 163   | 795   |
| Turn Type               | NA  |   |   | NA  | Prot  | Prot  |
| Protected Phases        | 2   |   |   | 2   | 4   | 4   |
| Permitted Phases        |   |   |   |   |   |   |
| Total Split (s)         | 117.0   |   |   | 117.0   | 63.0  | 63.0  |
| Total Lost Time (s)     | 6.0   |   |   | 6.0   | 6.0   | 6.0   |
| Act Effct Green (s)     | 111.0   |   |   | 111.0   | 57.0  | 57.0  |
| Actuated g/C Ratio      | 0.62  |   |   | 0.62  | 0.32  | 0.32  |
| v/c Ratio               | 0.83  |   |   | 0.91  | 0.29  | 0.90  |
| Control Delay           | 30.3  |   |   | 36.0  | 48.1  | 72.1  |
| Queue Delay             | 0.0   |   |   | 0.0   | 0.0   | 0.0   |
| Total Delay             | 30.3  |   |   | 36.0  | 48.1  | 72.1  |
| LOS                     | C   |   |   | D   | D   | E   |
| Approach Delay          | 30.3  |   |   | 36.0  | 68.0  |   |
| Approach LOS            | C   |   |   | D   | E   |   |
| Queue Length 50th (ft)  | 860   |   |   | 1051  | 146   | 510   |
| Queue Length 95th (ft)  | 914   |   |   | 1109  | 216   | #635  |
| Internal Link Dist (ft) | 744   |   |   | 815   | 458   |   |
| Turn Bay Length (ft)    |   |   |   |   |   |   |
| Base Capacity (vph)     | 3135  |   |   | 3135  | 560   | 885   |
| Starvation Cap Reductn  | 0   |   |   | 0   | 0   | 0   |
| Spillback Cap Reductn   | 0   |   |   | 0   | 0   | 0   |
| Storage Cap Reductn     | 0   |   |   | 0   | 0   | 0   |
| Reduced v/c Ratio       | 0.83  |   |   | 0.91  | 0.29  | 0.90  |

### Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green

Control Type: Pretimed

Maximum v/c Ratio: 0.91

Intersection Signal Delay: 38.4

Intersection Capacity Utilization 84.3%

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Lanes, Volumes, Timings  
102: SR 408 Off Ramp & SR 50






























2045 PM Build

Splits and Phases: 102: SR 408 Off Ramp & SR 50



Lanes, Volumes, Timings  
103: Avalon Park Blvd/Pilgrim St & SR 50

2045 PM Build

|                         |  |    |  |    |    |   |    |  |  |    |  |  |
|-------------------------|---|---|---|---|---|--|---|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR  | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |  |    |  |   |    |  |  |  |  |   |  |   |
| Volume (vph)            | 60  | 1865  | 560   | 250   | 1395  | 80   | 460   | 70  | 265   | 65  | 60  | 50  |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Storage Length (ft)     | 250   |   | 500   | 250   |   | 250  | 300   |   | 0   | 0   |   | 0   |
| Storage Lanes           | 1   |   | 1   | 2   |   | 1  | 1   |   | 1   | 0   |   | 0   |
| Taper Length (ft)       | 25  |   |   | 25  |   |  | 25  |   |   | 25  |   |   |
| Satd. Flow (prot)       | 1770  | 5085  | 1583  | 3433  | 5085  | 1583   | 1681  | 1706  | 1583  | 0   | 3326  | 0   |
| Flt Permitted           | 0.950   |   |   | 0.950   |   |  | 0.950   | 0.964   |   |   | 0.982   |   |
| Satd. Flow (perm)       | 1770  | 5085  | 1583  | 3433  | 5085  | 1583   | 1681  | 1706  | 1583  | 0   | 3326  | 0   |
| Right Turn on Red       |   |   | Yes   |   |   | Yes  |   |   | Yes   |   |   | Yes   |
| Satd. Flow (RTOR)       |   |   | 202   |   |   | 72   |   |   | 194   |   | 26  |   |
| Link Speed (mph)        |   | 30  |   |   | 30  |  |   | 30  |   |   | 30  |   |
| Link Distance (ft)      |   | 1099  |   |   | 1266  |  |   | 987   |   |   | 623   |   |
| Travel Time (s)         |   | 25.0  |   |   | 28.8  |  |   | 22.4  |   |   | 14.2  |   |
| Peak Hour Factor        | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95   | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Shared Lane Traffic (%) |   |   |   |   |   |  | 43%   |   |   |   |   |   |
| Lane Group Flow (vph)   | 63  | 1963  | 589   | 263   | 1468  | 84   | 276   | 282   | 279   | 0   | 184   | 0   |
| Turn Type               | Prot  | NA  | pt+ov   | Prot  | NA  | Perm   | Split   | NA  | Perm  | Split   | NA  |   |
| Protected Phases        | 5   | 2   | 2 8   | 1   | 6   |  | 8   | 8   |   | 4   | 4   |   |
| Permitted Phases        |   |   |   |   |   | 6  |   |   | 8   |   |   |   |
| Total Split (s)         | 17.0  | 91.0  |   | 24.0  | 98.0  | 98.0   | 47.0  | 47.0  | 47.0  | 18.0  | 18.0  |   |
| Total Lost Time (s)     | 4.0   | 4.0   |   | 4.0   | 4.0   | 4.0  | 4.0   | 4.0   | 4.0   |   | 4.0   |   |
| Act Effct Green (s)     | 13.0  | 87.0  | 130.0   | 20.0  | 94.0  | 94.0   | 43.0  | 43.0  | 43.0  |   | 14.0  |   |
| Actuated g/C Ratio      | 0.07  | 0.48  | 0.72  | 0.11  | 0.52  | 0.52   | 0.24  | 0.24  | 0.24  |   | 0.08  |   |
| v/c Ratio               | 0.50  | 0.80  | 0.49  | 0.69  | 0.55  | 0.10   | 0.69  | 0.69  | 0.53  |   | 0.65  |   |
| Control Delay           | 94.3  | 42.2  | 4.8   | 87.2  | 29.9  | 5.8  | 72.5  | 72.6  | 21.8  |   | 80.6  |   |
| Queue Delay             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0   |   | 0.0   |   |
| Total Delay             | 94.3  | 42.2  | 4.8   | 87.2  | 29.9  | 5.8  | 72.5  | 72.6  | 21.8  |   | 80.6  |   |
| LOS                     | F   | D   | A   | F   | C   | A  | E   | E   | C   |   | F   |   |
| Approach Delay          |   | 35.1  |   |   | 37.1  |  |   | 55.6  |   |   | 80.6  |   |
| Approach LOS            |   | D   |   |   | D   |  |   | E   |   |   | F   |   |
| Queue Length 50th (ft)  | 73  | 707   | 81  | 157   | 420   | 7  | 315   | 323   | 84  |   | 97  |   |
| Queue Length 95th (ft)  | 130   | 767   | 118   | 210   | 464   | 37   | 435   | 444   | 188   |   | 145   |   |
| Internal Link Dist (ft) |   | 1019  |   |   | 1186  |  |   | 907   |   |   | 543   |   |
| Turn Bay Length (ft)    | 250   |   | 500   | 250   |   | 250  | 300   |   |   |   |   |   |
| Base Capacity (vph)     | 127   | 2457  | 1199  | 381   | 2655  | 861  | 401   | 407   | 525   |   | 282   |   |
| Starvation Cap Reductn  | 0   | 0   | 0   | 0   | 0   | 0  | 0   | 0   | 0   |   | 0   |   |
| Spillback Cap Reductn   | 0   | 0   | 0   | 0   | 0   | 0  | 0   | 0   | 0   |   | 0   |   |
| Storage Cap Reductn     | 0   | 0   | 0   | 0   | 0   | 0  | 0   | 0   | 0   |   | 0   |   |
| Reduced v/c Ratio       | 0.50  | 0.80  | 0.49  | 0.69  | 0.55  | 0.10   | 0.69  | 0.69  | 0.53  |   | 0.65  |   |

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 0 (0%), Referenced to phase 2:EBT, Start of Green

Control Type: Pretimed

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 40.4

Intersection LOS: D

Intersection Capacity Utilization 74.4%







ICU Level of Service D

# Lanes, Volumes, Timings 103: Avalon Park Blvd/Pilgrim St & SR 50

2045 PM Build

























Analysis Period (min) 15

Splits and Phases: 103: Avalon Park Blvd/Pilgrim St & SR 50

|  |  |  |  |
|--|--|--|--|
|  Ø1 |  Ø2 (R) |  Ø4 |  Ø8 |
| 24 s   | 91 s   | 18 s   | 47 s   |
|  Ø5 |  Ø6     |  |  |
| 17 s   | 98 s   |  |  |

Lanes, Volumes, Timings  
104: Chuluota Rd & SR 50

2045 PM Build

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |  |  |  |  |  |  |  |  |  |  |  |  |
| Volume (vph)            | 440   | 1515  | 210   | 150   | 1240  | 250   | 260  | 685   | 185   | 300   | 560   | 260   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Storage Length (ft)     | 300   |   | 300   | 300   |   | 300   | 300  |   | 300   | 300   |   | 300   |
| Storage Lanes           | 2   |   | 1   | 2   |   | 1   | 1  |   | 0   | 2   |   | 1   |
| Taper Length (ft)       | 25  |   |   | 25  |   |   | 25   |   |   | 25  |   |   |
| Satd. Flow (prot)       | 3433  | 5085  | 1583  | 3433  | 5085  | 1583  | 1770   | 3426  | 0   | 3433  | 3539  | 1583  |
| Flt Permitted           | 0.950   |   |   | 0.950   |   |   | 0.950  |   |   | 0.950   |   |   |
| Satd. Flow (perm)       | 3433  | 5085  | 1583  | 3433  | 5085  | 1583  | 1770   | 3426  | 0   | 3433  | 3539  | 1583  |
| Right Turn on Red       |   |   | Yes   |   |   | Yes   |  |   | Yes   |   |   | Yes   |
| Satd. Flow (RTOR)       |   |   | 61  |   |   | 139   |  |   | 20  |   |   | 97  |
| Link Speed (mph)        |   | 30  |   |   | 30  |   |  | 30  |   |   | 30  |   |
| Link Distance (ft)      |   | 688   |   |   | 752   |   |  | 780   |   |   | 580   |   |
| Travel Time (s)         |   | 15.6  |   |   | 17.1  |   |  | 17.7  |   |   | 13.2  |   |
| Peak Hour Factor        | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95   | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Shared Lane Traffic (%) |   |   |   |   |   |   |  |   |   |   |   |   |
| Lane Group Flow (vph)   | 463   | 1595  | 221   | 158   | 1305  | 263   | 274  | 916   | 0   | 316   | 589   | 274   |
| Turn Type               | Prot  | NA  | pt+ov   | Prot  | NA  | pt+ov   | Prot   | NA  |   | Prot  | NA  | pt+ov   |
| Protected Phases        | 7   | 4   | 4 5   | 3   | 8   | 8 1   | 5  | 2   |   | 1   | 6   | 6 7   |
| Permitted Phases        |   |   |   |   |   |   |  |   |   |   |   |   |
| Total Split (s)         | 35.0  | 74.0  |   | 18.0  | 57.0  |   | 40.0   | 62.0  |   | 26.0  | 48.0  |   |
| Total Lost Time (s)     | 7.0   | 7.0   |   | 7.0   | 7.0   |   | 6.0  | 6.0   |   | 6.0   | 6.0   |   |
| Act Effct Green (s)     | 28.0  | 67.0  | 107.0   | 11.0  | 50.0  | 76.0  | 34.0   | 56.0  |   | 20.0  | 42.0  | 77.0  |
| Actuated g/C Ratio      | 0.16  | 0.37  | 0.59  | 0.06  | 0.28  | 0.42  | 0.19   | 0.31  |   | 0.11  | 0.23  | 0.43  |
| v/c Ratio               | 0.87  | 0.84  | 0.23  | 0.76  | 0.92  | 0.35  | 0.82   | 0.85  |   | 0.83  | 0.71  | 0.37  |
| Control Delay           | 91.0  | 56.8  | 12.7  | 104.9   | 74.6  | 17.2  | 89.8   | 65.4  |   | 96.5  | 69.1  | 23.5  |
| Queue Delay             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0   |   | 0.0   | 0.0   | 0.0   |
| Total Delay             | 91.0  | 56.8  | 12.7  | 104.9   | 74.6  | 17.2  | 89.8   | 65.4  |   | 96.5  | 69.1  | 23.5  |
| LOS                     | F   | E   | B   | F   | E   | B   | F  | E   |   | F   | E   | C   |
| Approach Delay          |   | 59.5  |   |   | 68.6  |   |  | 71.1  |   |   | 65.8  |   |
| Approach LOS            |   | E   |   |   | E   |   |  | E   |   |   | E   |   |
| Queue Length 50th (ft)  | 279   | 632   | 84  | 96  | 553   | 94  | 315  | 526   |   | 191   | 341   | 140   |
| Queue Length 95th (ft)  | #368  | 695   | 132   | #151  | #619  | 171   | #462   | 618   |   | #266  | 414   | 220   |
| Internal Link Dist (ft) |   | 608   |   |   | 672   |   |  | 700   |   |   | 500   |   |
| Turn Bay Length (ft)    | 300   |   | 300   | 300   |   | 300   | 300  |   |   | 300   |   | 300   |
| Base Capacity (vph)     | 534   | 1892  | 965   | 209   | 1412  | 748   | 334  | 1079  |   | 381   | 825   | 732   |
| Starvation Cap Reductn  | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0   |   | 0   | 0   | 0   |
| Spillback Cap Reductn   | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0   |   | 0   | 0   | 0   |
| Storage Cap Reductn     | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0   |   | 0   | 0   | 0   |
| Reduced v/c Ratio       | 0.87  | 0.84  | 0.23  | 0.76  | 0.92  | 0.35  | 0.82   | 0.85  |   | 0.83  | 0.71  | 0.37  |

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 0 (0%), Referenced to phase 2:NBT, Start of Green

Control Type: Pretimed

Maximum v/c Ratio: 0.92

Intersection Signal Delay: 65.3

Intersection LOS: E

Intersection Capacity Utilization 91.6%

ICU Level of Service F

# Lanes, Volumes, Timings

## 104: Chuluota Rd & SR 50

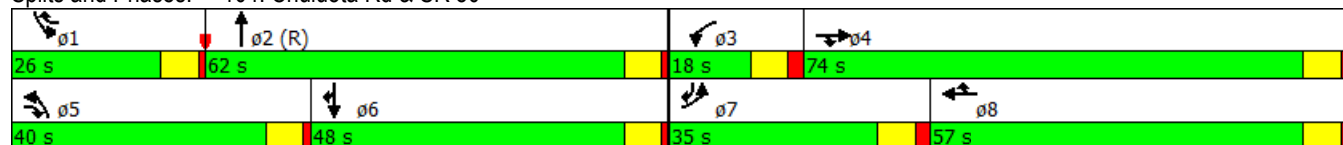
2045 PM Build

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 104: Chuluota Rd & SR 50





## APPENDIX F – CONCEPT PLANS

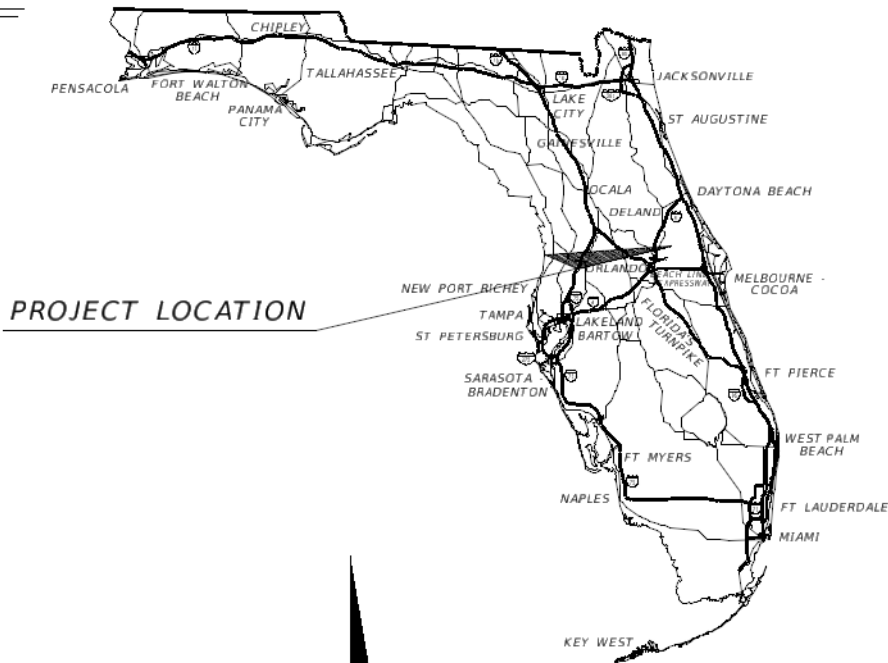
## CONCEPT PLANS

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

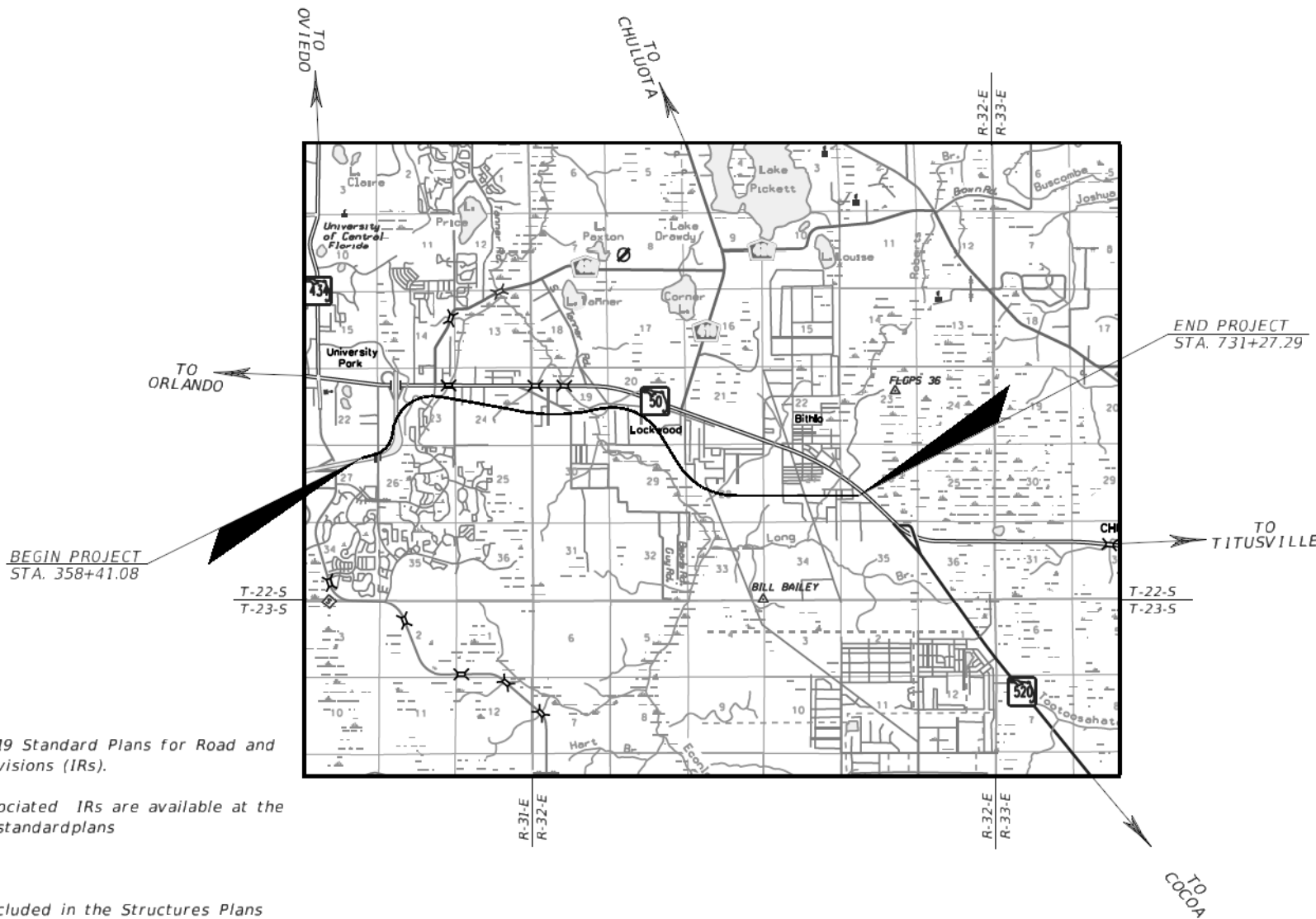
CONCEPT PLANS

SR 408 EASTERN EXTENSION  
ORANGE COUNTY (75008)  
STATE ROAD NO. 408

| INDEX OF ROADWAY PLANS |                   |
|------------------------|-------------------|
| SHEET NO.              | SHEET DESCRIPTION |
| 1                      | KEY SHEET         |
| 2-4                    | PROJECT LAYOUT    |
| 5-11                   | TYPICAL SECTIONS  |
| 12-53                  | PLAN SHEETS       |



PROJECT LOCATION



GOVERNING STANDARD PLANS

Florida Department of Transportation, FY2018-19 Standard Plans for Road and Bridge Construction and applicable Interim Revisions (IRs).

Standard Plans for Road Construction and associated IRs are available at the following website: <http://www.fdot.gov/design/standardplans>

Applicable IRs: IR536-001-01, IR521-001-01

Standard Plans for Bridge Construction are included in the Structures Plans Component.

GOVERNING STANDARD SPECIFICATIONS:

Florida Department of Transportation, July 2018 Standard Specifications for Road and Bridge Construction at the following website: <http://www.fdot.gov/programmanagement/Implemented/SpecBooks>

ROADWAY PLANS  
ENGINEER OF RECORD:

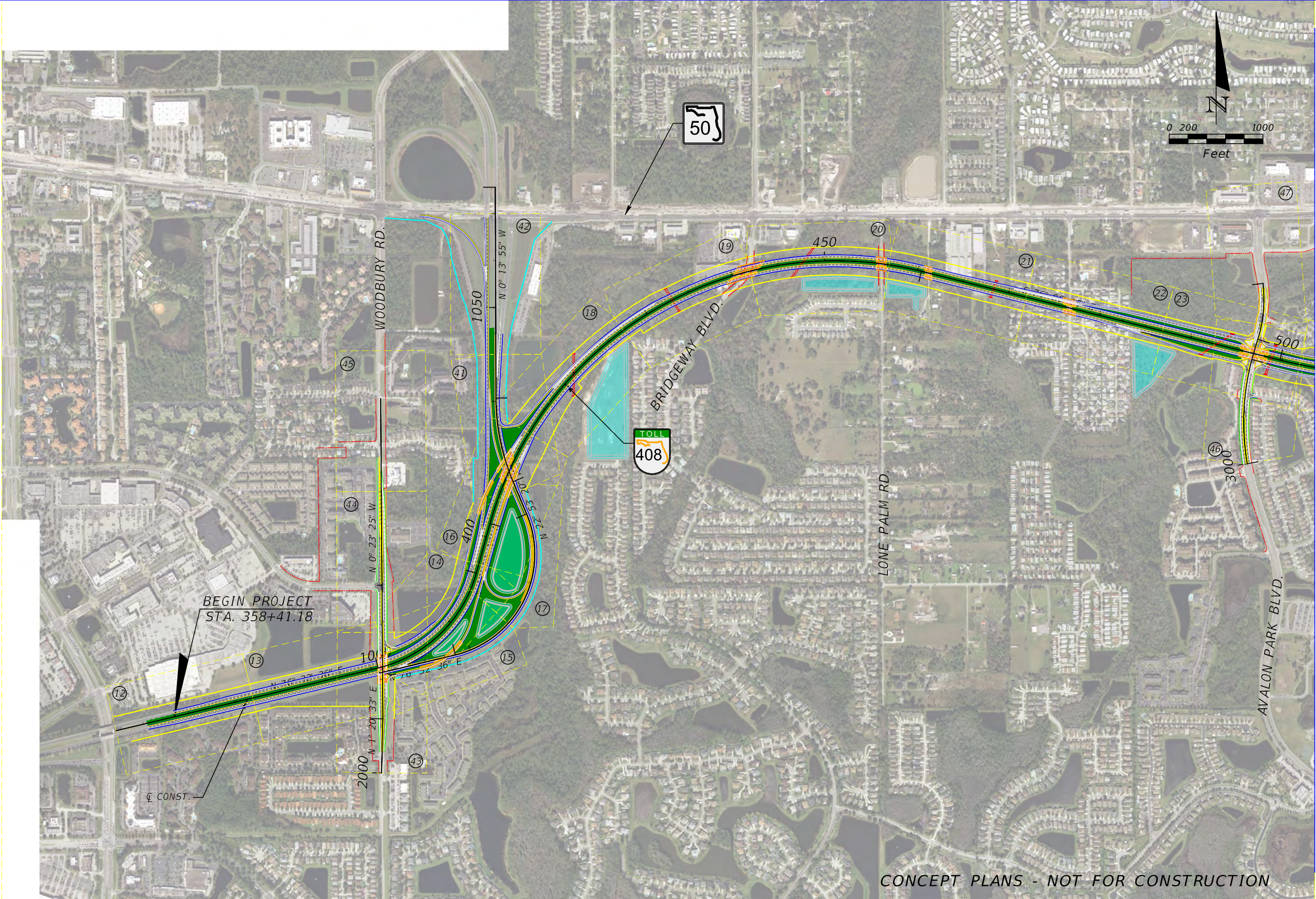
C. BRIAN FULLER, P.E. 49542  
METRIC ENGINEERING, INC.  
615 CRESCENT EXECUTIVE CT, SUITE 524  
LAKE MARY, FLORIDA 32746  
TEL. (407) 644-1898  
FAX. (407) 644-2376

VENDOR NO.: F-59-1685550  
CERTIFICATE OF AUTHORIZATION 2294

CFX PROJECT MANAGER:  
JONATHAN WILLIAMSON, AICP

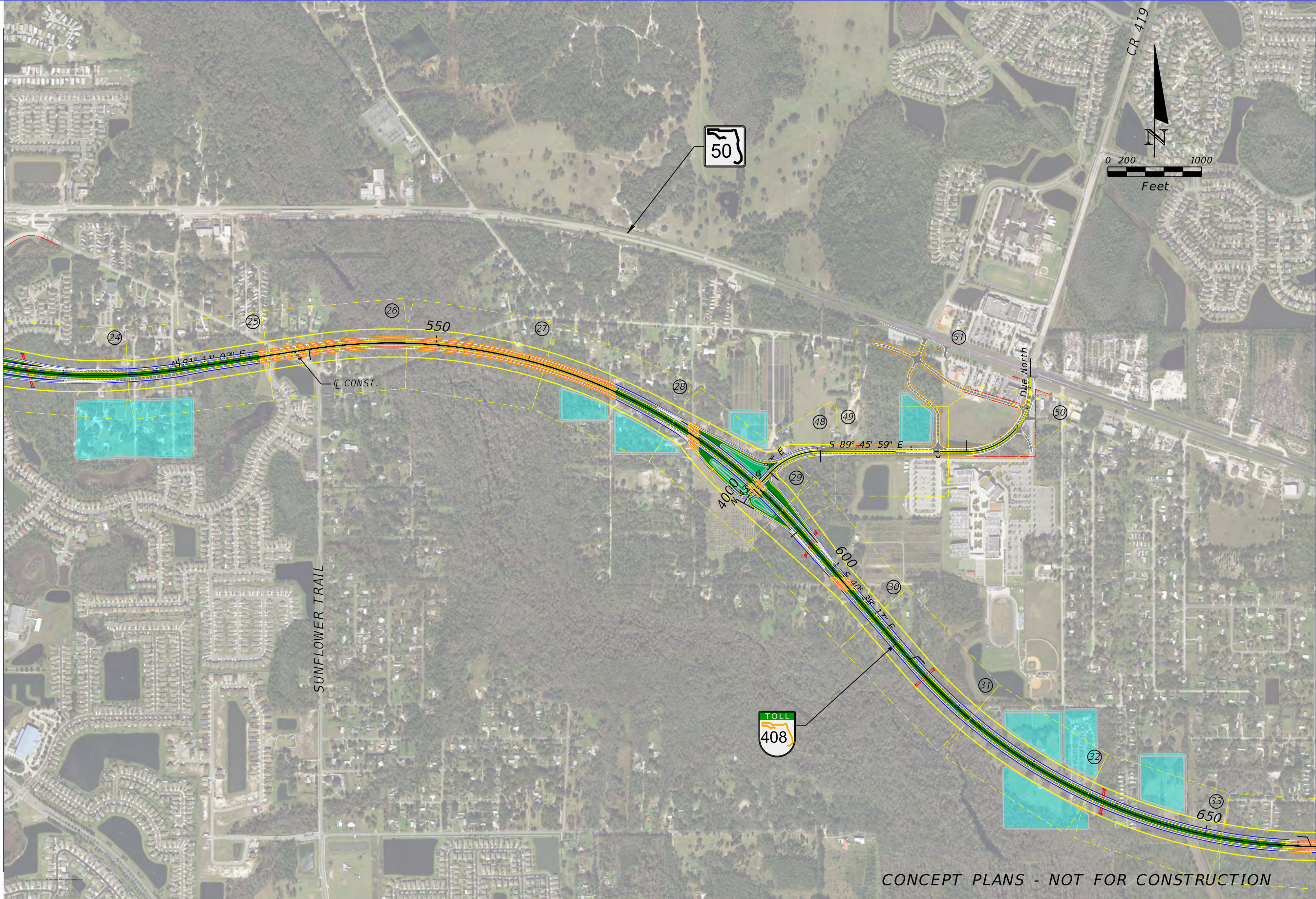
| FISCAL YEAR | SHEET NO. |
|-------------|-----------|
| 18          | 1         |





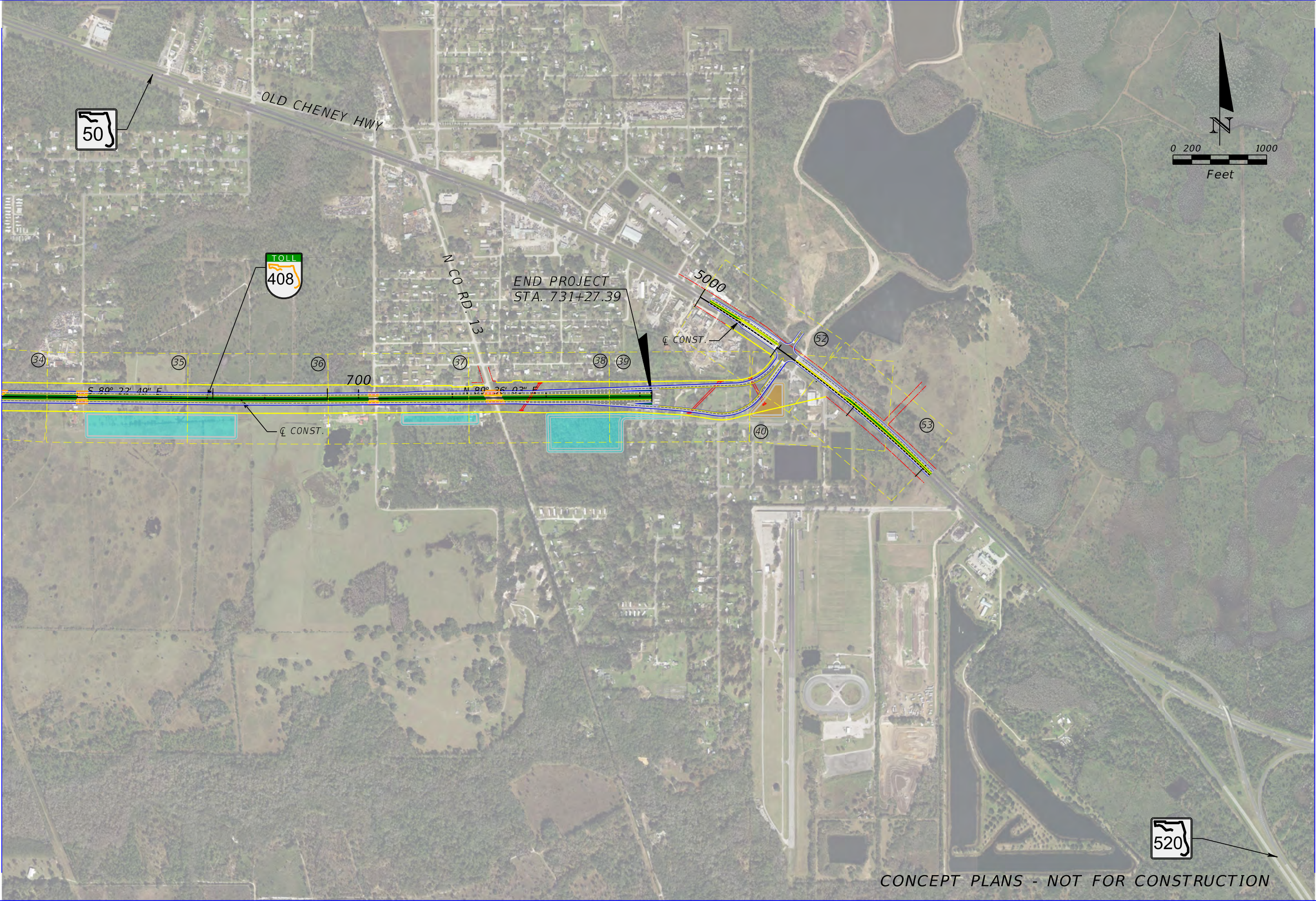
| REVISIONS |             |      |             | C. BRIAN FULLER, P.E.<br>P.E. NO.: 49524<br>METRIC ENGINEERING, INC.<br>615 CRESCENT EXECUTIVE CT, SUITE 524<br>LAKE MARY, FLORIDA 32746<br>TEL. (407) 644-1898<br>FAX. (407) 644-2376<br>CERTIFICATE OF AUTHORIZATION: 2294 | CENTRAL FLORIDA<br>EXPRESSWAY AUTHORITY |        |                      | PROJECT LAYOUT | SHEET<br>NO.<br><br>2 |
|-----------|-------------|------|-------------|--|---|--------|----------------------|----------------|-----------------------|
| DATE      | DESCRIPTION | DATE | DESCRIPTION |  | ROAD NO.                                | COUNTY | FINANCIAL PROJECT ID |                |                       |
|           |             |      |             |  | SR 408                                  | ORANGE | 408254               |                |                       |





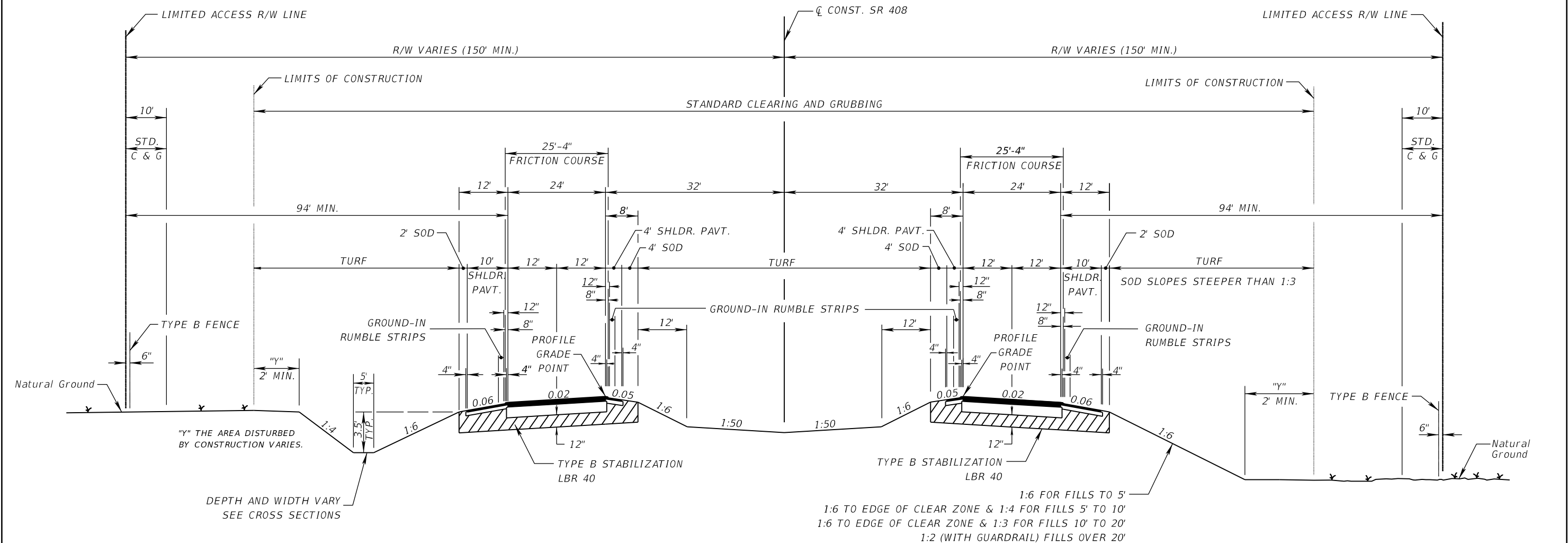
| REVISIONS |             |      |             | C. BRIAN FULLER, P.E.<br>P.E. NO.: 49524<br>METRIC ENGINEERING, INC.<br>615 CRESCENT EXECUTIVE CT, SUITE 524<br>LAKE MARY, FLORIDA 32746<br>TEL. (407) 644-1898<br>FAX. (407) 644-2376<br>CERTIFICATE OF AUTHORIZATION: 2294 | CENTRAL FLORIDA<br>EXPRESSWAY AUTHORITY |        |                      | PROJECT LAYOUT | SHEET<br>NO.<br><br>3 |
|-----------|-------------|------|-------------|--|---|--------|----------------------|----------------|-----------------------|
| DATE      | DESCRIPTION | DATE | DESCRIPTION |  | ROAD NO.                                | COUNTY | FINANCIAL PROJECT ID |                |                       |
|           |             |      |             |  | SR 408                                  | ORANGE | 408254               |                |                       |





| REVISIONS |             |      |             | C. BRIAN FULLER, P.E.<br>P.E. NO.: 49524<br>METRIC ENGINEERING, INC.<br>615 CRESCENT EXECUTIVE CT, SUITE 524<br>LAKE MARY, FLORIDA 32746<br>TEL. (407) 644-1898<br>FAX. (407) 644-2376<br>CERTIFICATE OF AUTHORIZATION: 2294 | CENTRAL FLORIDA<br>EXPRESSWAY AUTHORITY |        |                      | PROJECT LAYOUT | SHEET<br>NO.<br><br>4 |
|-----------|-------------|------|-------------|--|---|--------|----------------------|----------------|-----------------------|
| DATE      | DESCRIPTION | DATE | DESCRIPTION |  | ROAD NO.                                | COUNTY | FINANCIAL PROJECT ID |                |                       |
|           |             |      |             |  | SR 408                                  | ORANGE | 408254               |                |                       |





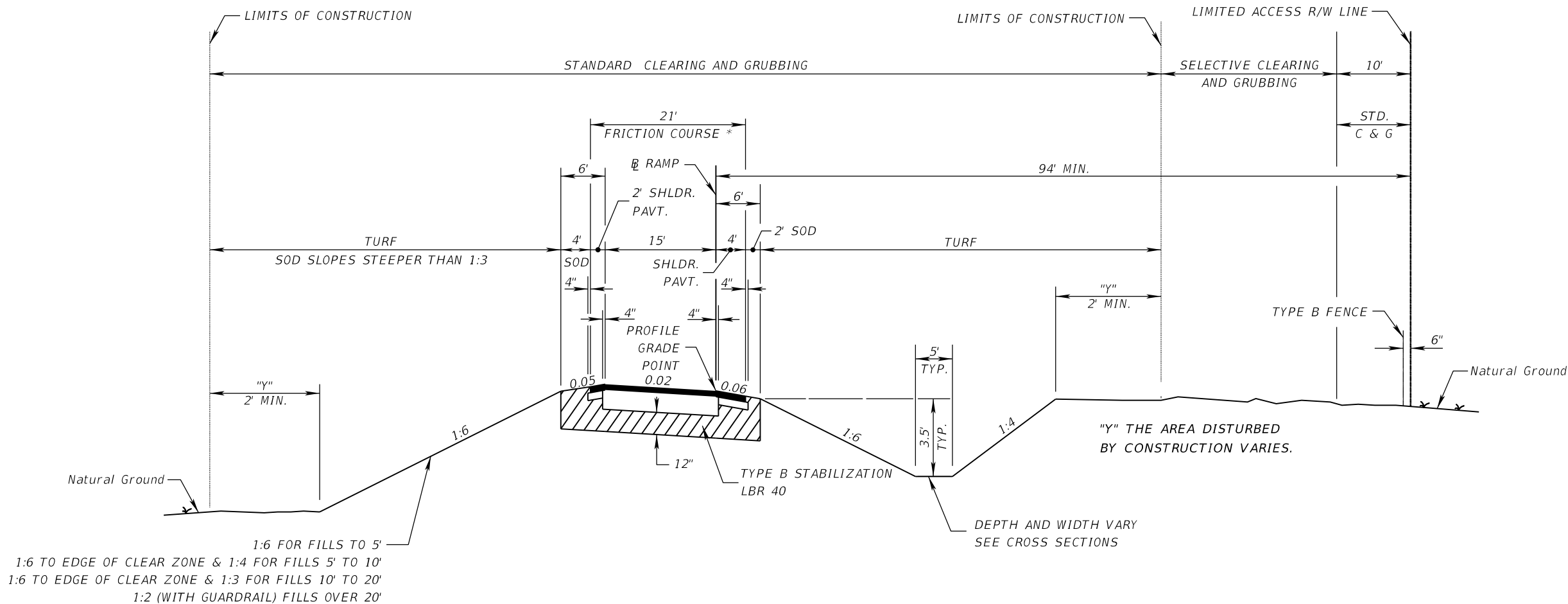
TYPICAL SECTION  
SR 408  
STA 358+41.08 TO STA 731+27.29

NEW CONSTRUCTION

TRAFFIC DATA

CURRENT YEAR = 2017 AADT = N/A  
ESTIMATED OPENING YEAR = 2025 AADT = 8,600-20,500  
ESTIMATED DESIGN YEAR = 2045 AADT = 13,300-35,500  
K = 9 % D = 60% T = 2 % (24 HOUR)  
DESIGN SPEED = 65-70 MPH

| REVISIONS |             |      |             | C. BRIAN FULLER, P.E.<br>P.E. LICENSE NUMBER 49524<br>METRIC ENGINEERING, INC.<br>615 CRESCENT EXECUTIVE CT, SUITE 524<br>LAKE MARY, FLORIDA 32746<br>CERTIFICATE OF AUTHORIZATION: 2294 | CENTRAL FLORIDA<br>EXPRESSWAY AUTHORITY |        |                      | TYPICAL SECTION | SHEET<br>NO. |
|-----------|-------------|------|-------------|--|---|--------|----------------------|-----------------|--------------|
| DATE      | DESCRIPTION | DATE | DESCRIPTION |  | ROAD NO.                                | COUNTY | FINANCIAL PROJECT ID |                 |              |
|           |             |      |             |  | 408                                     | ORANGE | 408254               |                 | 5            |



TYPICAL SECTION  
(SINGLE LANE RAMP)

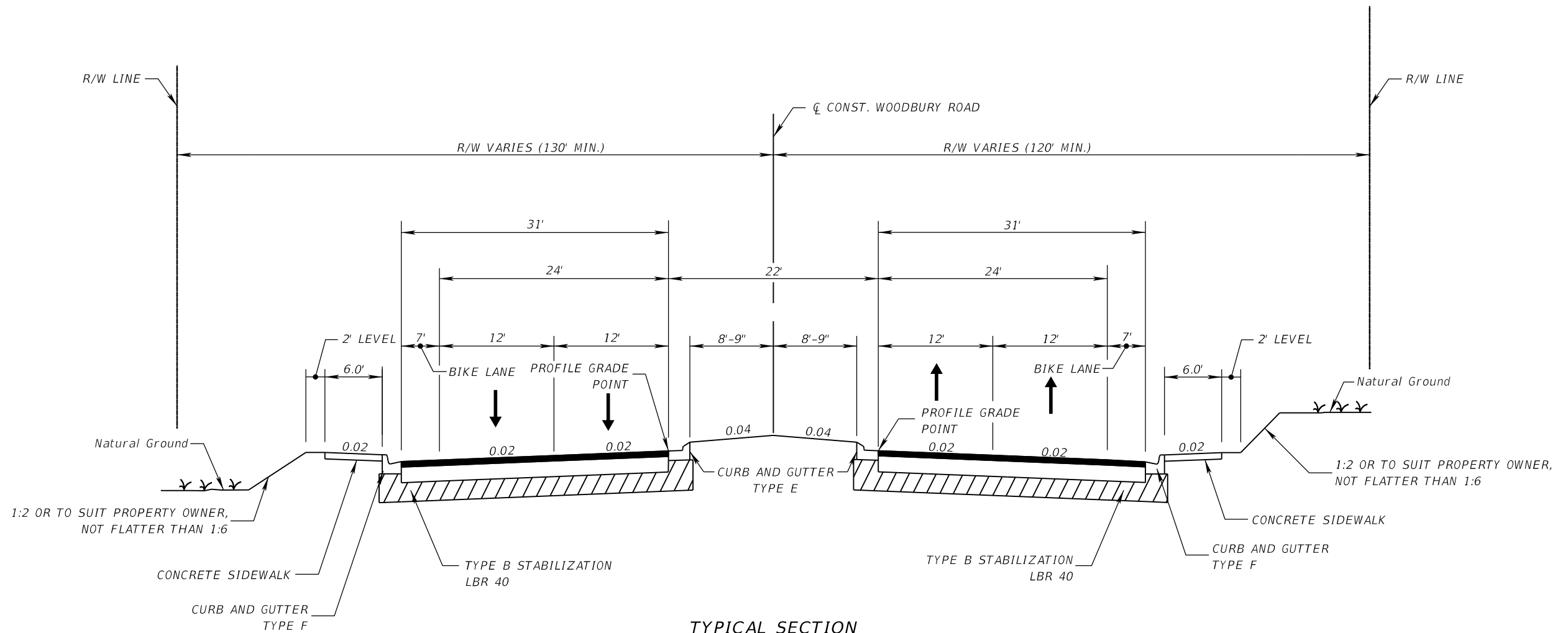
NEW CONSTRUCTION

DESIGN SPEED  
DIRECTIONAL RAMP = 50 MPH  
LOOP RAMP = 30 MPH

| REVISIONS |             |      |             | C. BRIAN FULLER, P.E.<br>P.E. LICENSE NUMBER 49524<br>METRIC ENGINEERING, INC.<br>615 CRESCENT EXECUTIVE CT, SUITE 524<br>LAKE MARY, FLORIDA 32746<br>CERTIFICATE OF AUTHORIZATION: 2294 | CENTRAL FLORIDA<br>EXPRESSWAY AUTHORITY |        |                      | TYPICAL SECTION | SHEET<br>NO. |
|-----------|-------------|------|-------------|--|---|--------|----------------------|-----------------|--------------|
| DATE      | DESCRIPTION | DATE | DESCRIPTION |  | ROAD NO.                                | COUNTY | FINANCIAL PROJECT ID |                 |              |
|           |             |      |             |  | 408                                     | ORANGE | 408254               |                 | 6            |



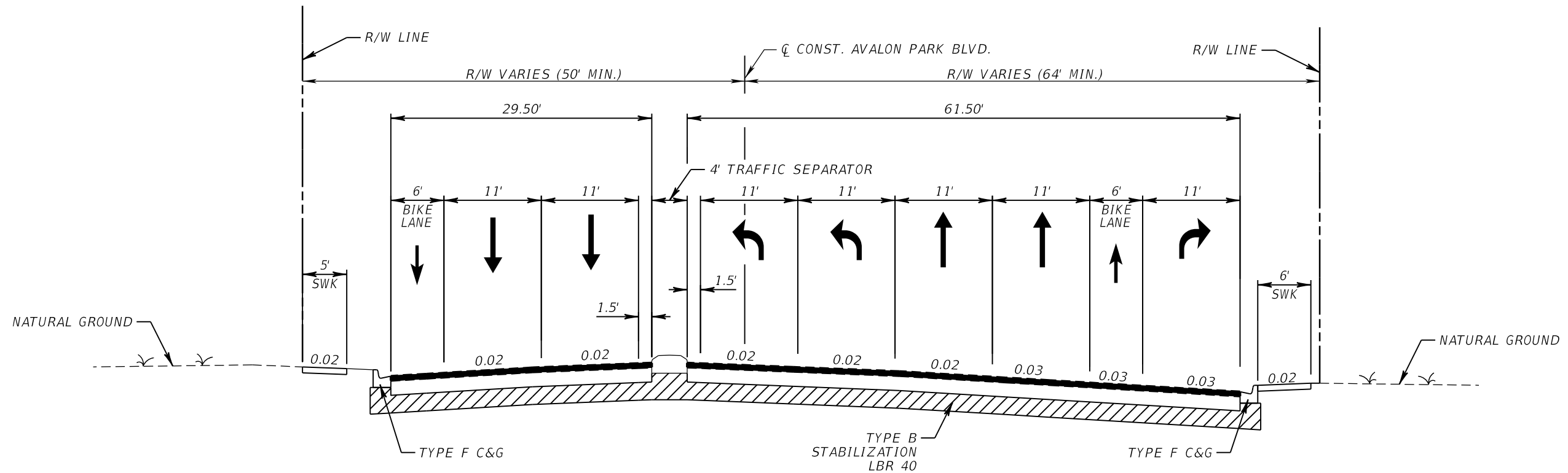




TYPICAL SECTION  
WOODBURY ROAD (4-LANE)  
STA 2002+28.27 TO STA 2033+69.39

DESIGN SPEED = 45 MPH

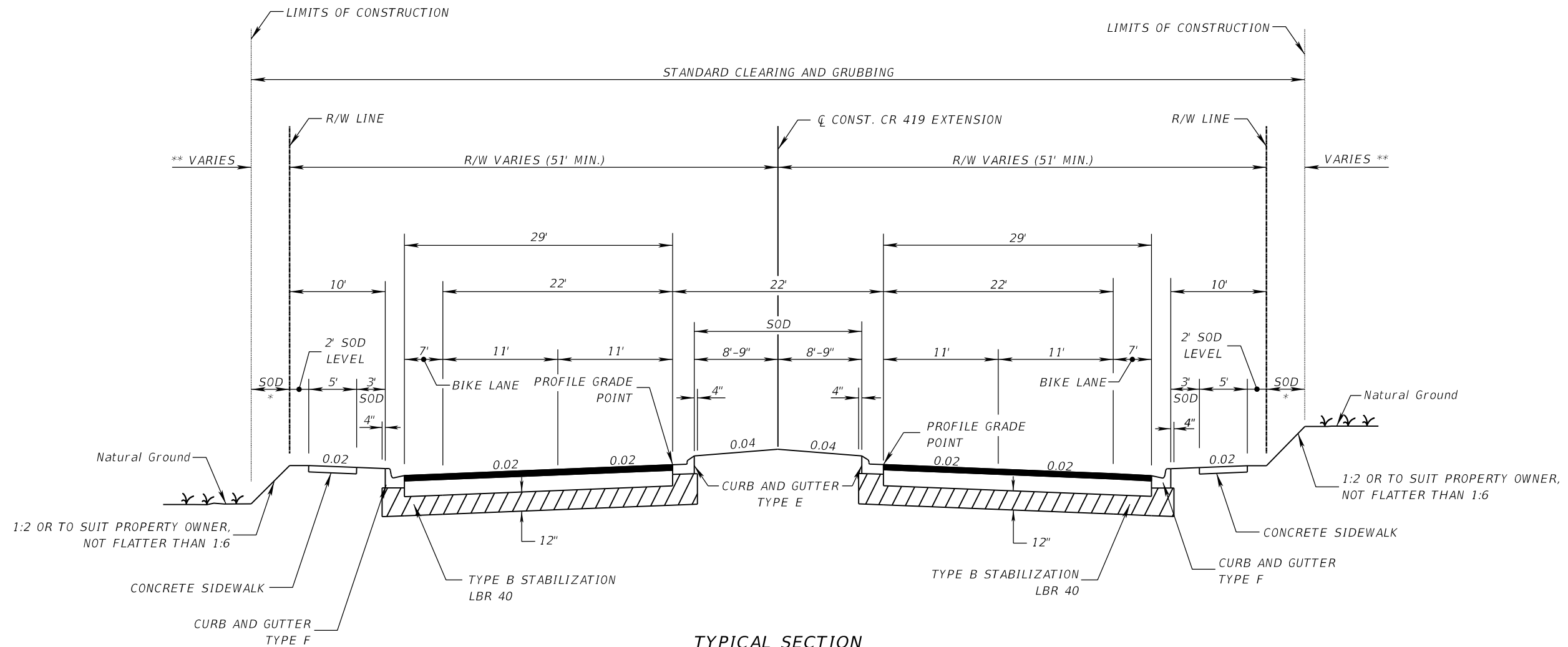
| REVISIONS |             |      |             | C. BRIAN FULLER, P.E.<br>P.E. LICENSE NUMBER 49524<br>METRIC ENGINEERING, INC.<br>615 CRESCENT EXECUTIVE CT, SUITE 524<br>LAKE MARY, FLORIDA 32746<br>CERTIFICATE OF AUTHORIZATION: 2294 | CENTRAL FLORIDA EXPRESSWAY AUTHORITY |        |                      | TYPICAL SECTION | SHEET NO. |
|-----------|-------------|------|-------------|--|--------------------------------------|--------|----------------------|-----------------|-----------|
| DATE      | DESCRIPTION | DATE | DESCRIPTION |  | ROAD NO.                             | COUNTY | FINANCIAL PROJECT ID |                 |           |
|           |             |      |             |  | 408                                  | ORANGE | 408254               |                 | 8         |



TYPICAL SECTION  
 AVALON PARK (4-LANE)  
 STA 3000+00.00 TO STA 3019+03.14

DESIGN SPEED = 45 MPH

| REVISIONS |             |      |             | C. BRIAN FULLER, P.E.<br>P.E. LICENSE NUMBER 49524<br>METRIC ENGINEERING, INC.<br>615 CRESCENT EXECUTIVE CT, SUITE 524<br>LAKE MARY, FLORIDA 32746<br>CERTIFICATE OF AUTHORIZATION: 2294 | CENTRAL FLORIDA<br>EXPRESSWAY AUTHORITY |        |                      | TYPICAL SECTION | SHEET<br>NO. |
|-----------|-------------|------|-------------|--|---|--------|----------------------|-----------------|--------------|
| DATE      | DESCRIPTION | DATE | DESCRIPTION |  | ROAD NO.                                | COUNTY | FINANCIAL PROJECT ID |                 |              |
|           |             |      |             |  | 408                                     | ORANGE | 408254               |                 | 9            |

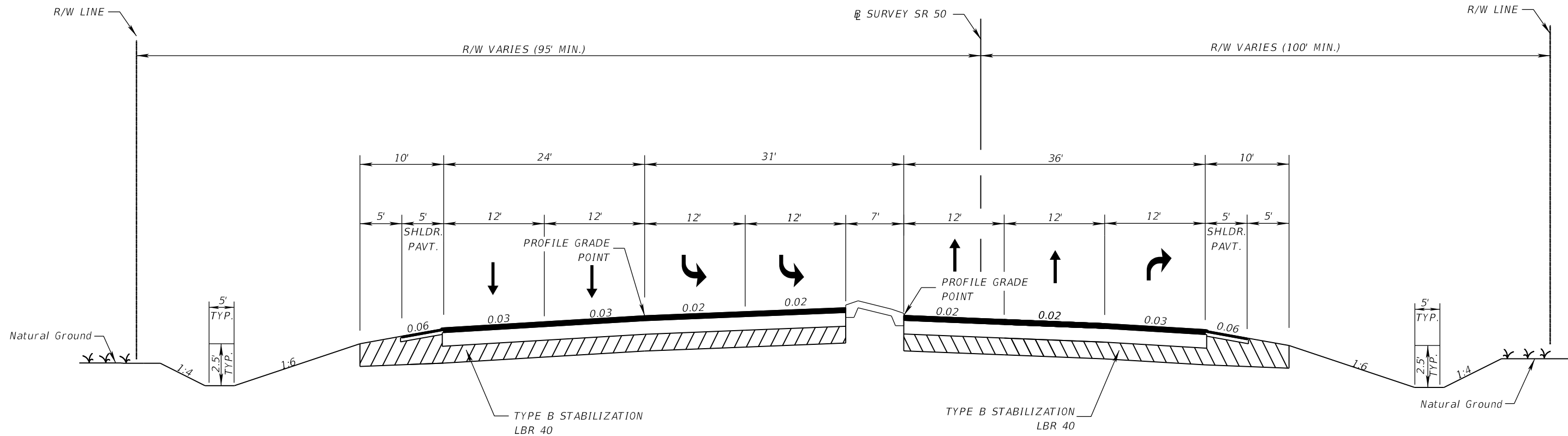


TYPICAL SECTION  
CR 419 EXTENSION (4-LANE)  
STA 4001+82.33 TO STA 4037+98.12

NEW CONSTRUCTION

DESIGN SPEED = 40 MPH

| REVISIONS |             |      |             | C. BRIAN FULLER, P.E.<br>P.E. LICENSE NUMBER 49524<br>METRIC ENGINEERING, INC.<br>615 CRESCENT EXECUTIVE CT, SUITE 524<br>LAKE MARY, FLORIDA 32746<br>CERTIFICATE OF AUTHORIZATION: 2294 | CENTRAL FLORIDA EXPRESSWAY AUTHORITY |        |                      | TYPICAL SECTION | SHEET NO. |
|-----------|-------------|------|-------------|--|--------------------------------------|--------|----------------------|-----------------|-----------|
| DATE      | DESCRIPTION | DATE | DESCRIPTION |  | ROAD NO.                             | COUNTY | FINANCIAL PROJECT ID |                 |           |
|           |             |      |             |  | 408                                  | ORANGE | 408254               |                 | 10        |

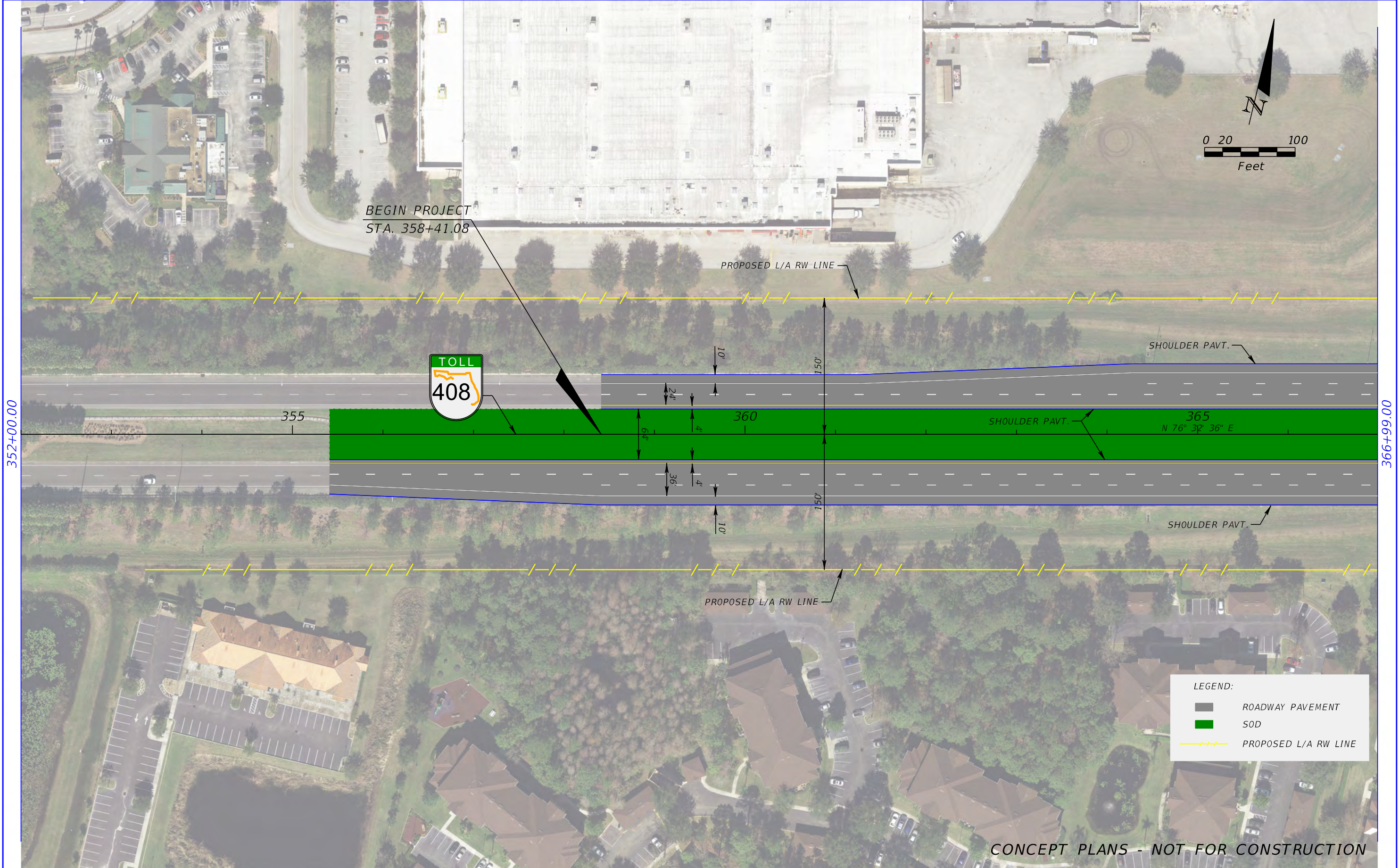


TYPICAL SECTION  
SR 50 (4-LANE)  
STA 5001+14.28 TO STA 5031+00.00

DESIGN SPEED = 60 MPH

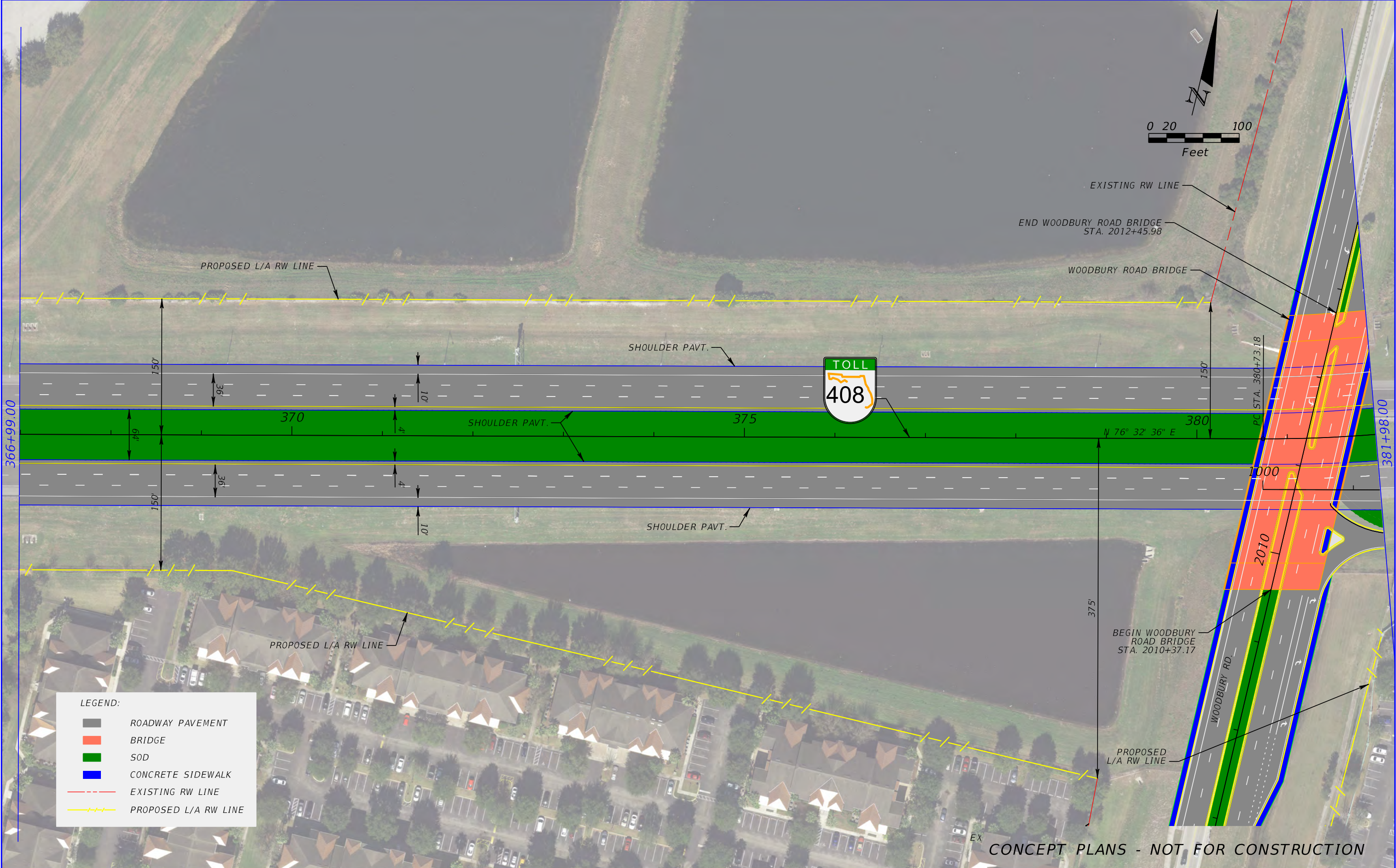
| REVISIONS |             |      |             | C. BRIAN FULLER, P.E.<br>P.E. LICENSE NUMBER 49524<br>METRIC ENGINEERING, INC.<br>615 CRESCENT EXECUTIVE CT, SUITE 524<br>LAKE MARY, FLORIDA 32746<br>CERTIFICATE OF AUTHORIZATION: 2294 | CENTRAL FLORIDA EXPRESSWAY AUTHORITY |        |                      | TYPICAL SECTION | SHEET NO. |
|-----------|-------------|------|-------------|--|--------------------------------------|--------|----------------------|-----------------|-----------|
| DATE      | DESCRIPTION | DATE | DESCRIPTION |  | ROAD NO.                             | COUNTY | FINANCIAL PROJECT ID |                 |           |
|           |             |      |             |  | 408                                  | ORANGE | 408254               |                 | 11        |





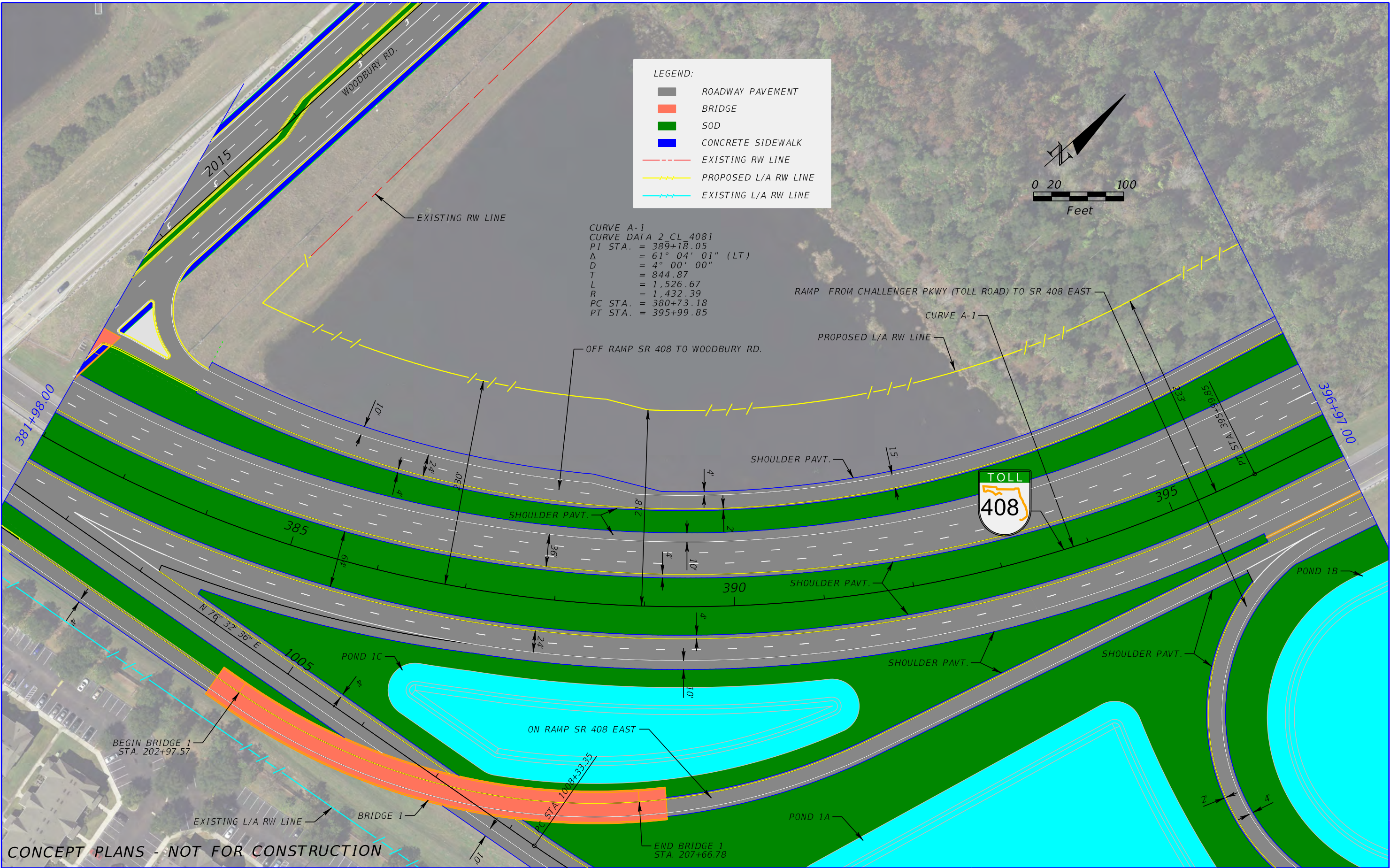
| REVISIONS |             |      |             | C. BRIAN FULLER, P.E.<br>P.E. NO.: 49524<br>METRIC ENGINEERING, INC.<br>615 CRESCENT EXECUTIVE CT, SUITE 524<br>LAKE MARY, FLORIDA 32746<br>TEL. (407) 644-1898<br>FAX. (407) 644-2376<br>CERTIFICATE OF AUTHORIZATION: 2294 | CENTRAL FLORIDA<br>EXPRESSWAY AUTHORITY |        |                      | PLAN SHEET | SHEET<br>NO. |
|-----------|-------------|------|-------------|--|---|--------|----------------------|------------|--------------|
| DATE      | DESCRIPTION | DATE | DESCRIPTION |  | ROAD NO.                                | COUNTY | FINANCIAL PROJECT ID |            |              |
|           |             |      |             |  | SR 408                                  | ORANGE | 408254               |            | 12           |





| REVISIONS |             |      |             | C. BRIAN FULLER, P.E.<br>P.E. NO.: 49524<br>METRIC ENGINEERING, INC.<br>615 CRESCENT EXECUTIVE CT, SUITE 524<br>LAKE MARY, FLORIDA 32746<br>TEL. (407) 644-1898<br>FAX. (407) 644-2376<br>CERTIFICATE OF AUTHORIZATION: 2294 | CENTRAL FLORIDA<br>EXPRESSWAY AUTHORITY |        |                      | PLAN SHEET | SHEET<br>NO.<br><br>13 |
|-----------|-------------|------|-------------|--|---|--------|----------------------|------------|------------------------|
| DATE      | DESCRIPTION | DATE | DESCRIPTION |  | ROAD NO.                                | COUNTY | FINANCIAL PROJECT ID |            |                        |
|           |             |      |             |  | SR 408                                  | ORANGE | 408254               |            |                        |





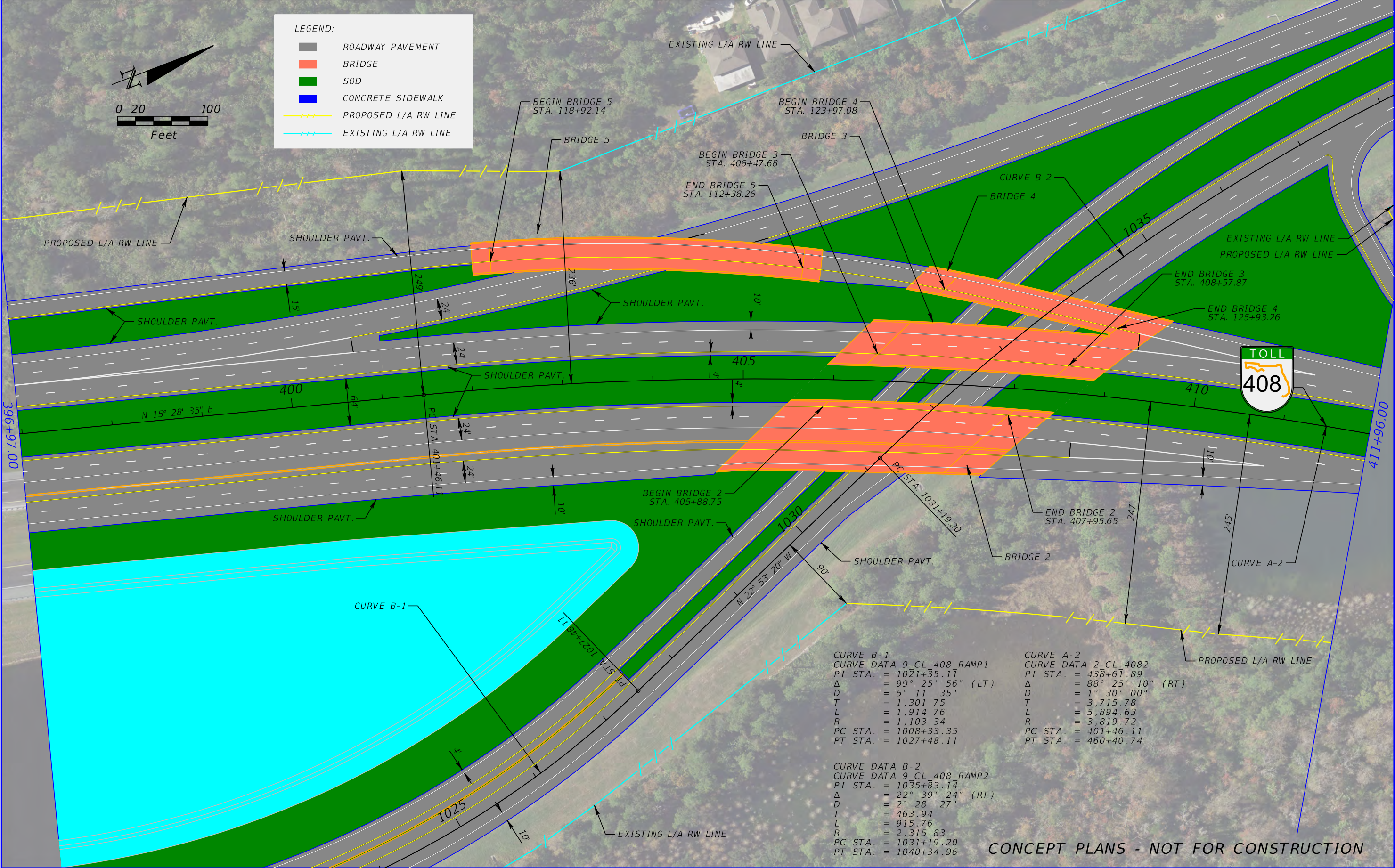
CONCEPT PLANS - NOT FOR CONSTRUCTION

| REVISIONS |             |      |             | C. BRIAN FULLER, P.E.<br>P.E. NO.: 49524<br>METRIC ENGINEERING, INC.<br>615 CRESCENT EXECUTIVE CT, SUITE 524<br>LAKE MARY, FLORIDA 32746<br>TEL. (407) 644-1898<br>FAX. (407) 644-2376<br>CERTIFICATE OF AUTHORIZATION: 2294 | CENTRAL FLORIDA<br>EXPRESSWAY AUTHORITY |        |                      | PLAN SHEET | SHEET<br>NO.<br><br>14 |
|-----------|-------------|------|-------------|--|---|--------|----------------------|------------|------------------------|
| DATE      | DESCRIPTION | DATE | DESCRIPTION |  | ROAD NO.                                | COUNTY | FINANCIAL PROJECT ID |            |                        |
|           |             |      |             |  | SR 408                                  | ORANGE | 408254               |            |                        |







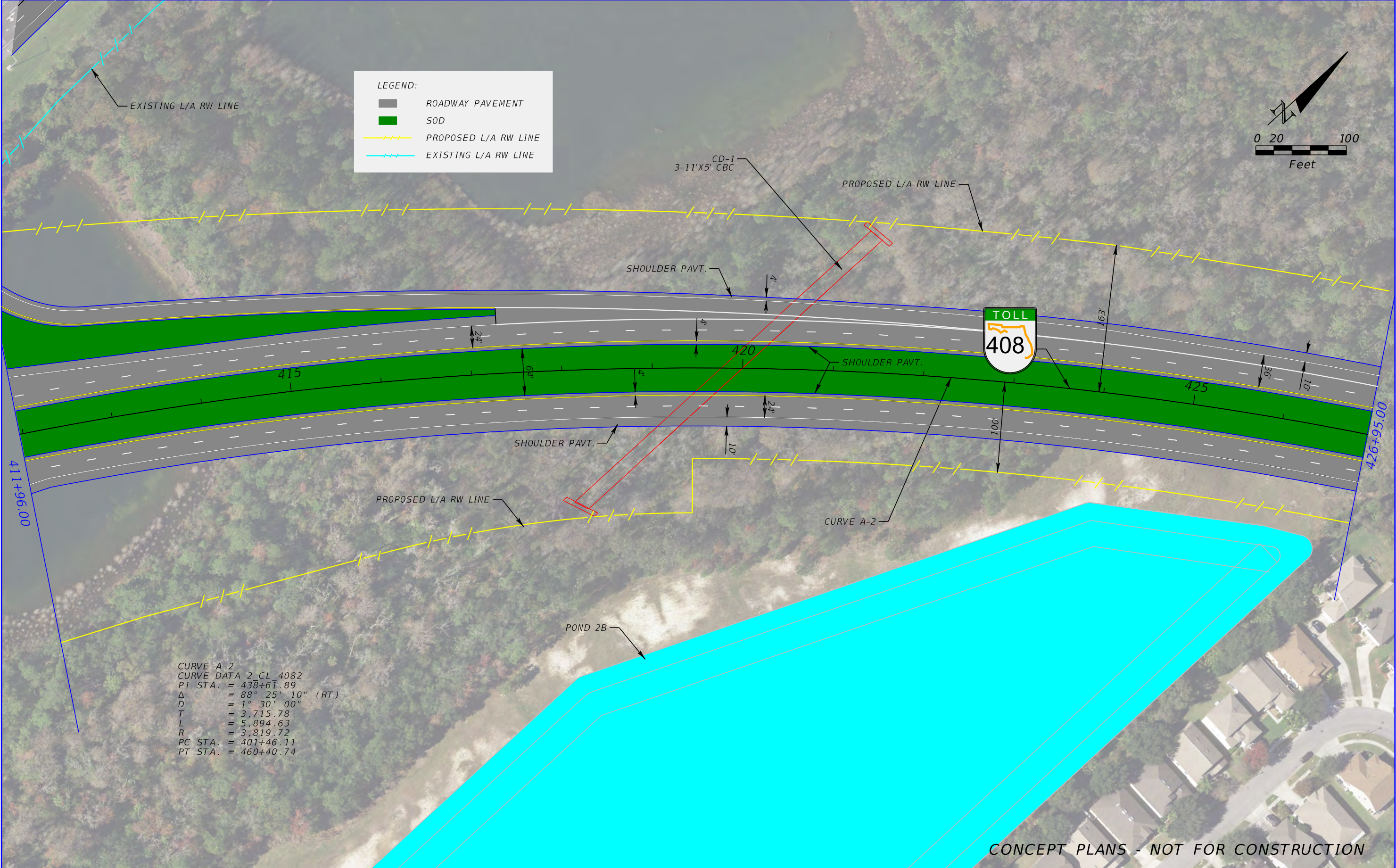


| REVISIONS |             |      |             | C. BRIAN FULLER, P.E.<br>P.E. NO.: 49524<br>METRIC ENGINEERING, INC.<br>615 CRESCENT EXECUTIVE CT, SUITE 524<br>LAKE MARY, FLORIDA 32746<br>TEL. (407) 644-1898<br>FAX. (407) 644-2376<br>CERTIFICATE OF AUTHORIZATION: 2294 | CENTRAL FLORIDA<br>EXPRESSWAY AUTHORITY |        |                      | PLAN SHEET | SHEET<br>NO.<br><br>16 |
|-----------|-------------|------|-------------|--|---|--------|----------------------|------------|------------------------|
| DATE      | DESCRIPTION | DATE | DESCRIPTION |  | ROAD NO.                                | COUNTY | FINANCIAL PROJECT ID |            |                        |
|           |             |      |             |  | SR 408                                  | ORANGE | 408254               |            |                        |





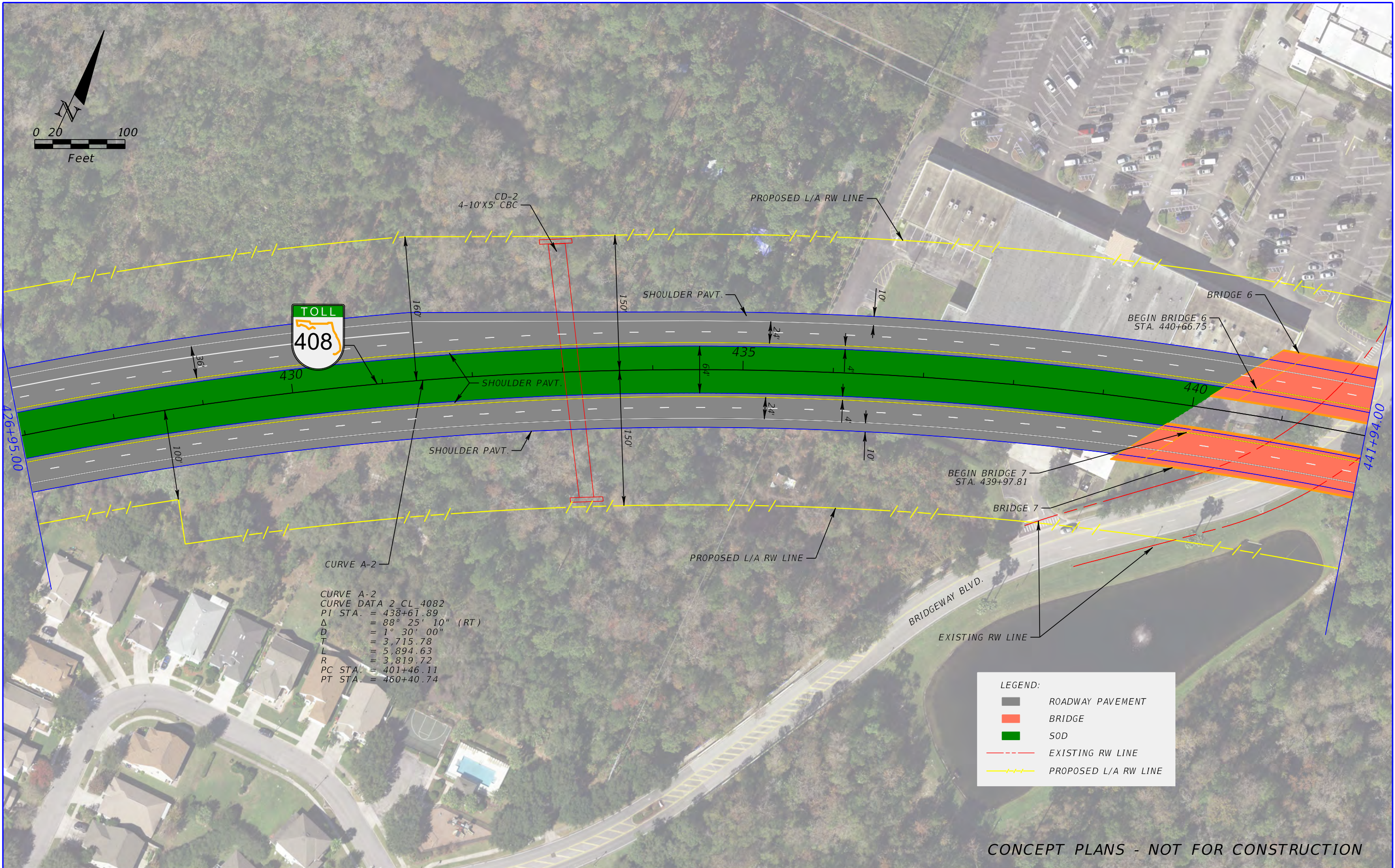




CURVE A-2  
CURVE DATA 2 CL 4082  
PI STA. = 438+61.89  
Δ = 88° 25' 10" (RT)  
D = 1° 30' 00"  
T = 3,715.78  
L = 5,894.63  
R = 3,819.72  
PC STA. = 401+46.11  
PT STA. = 460+40.74

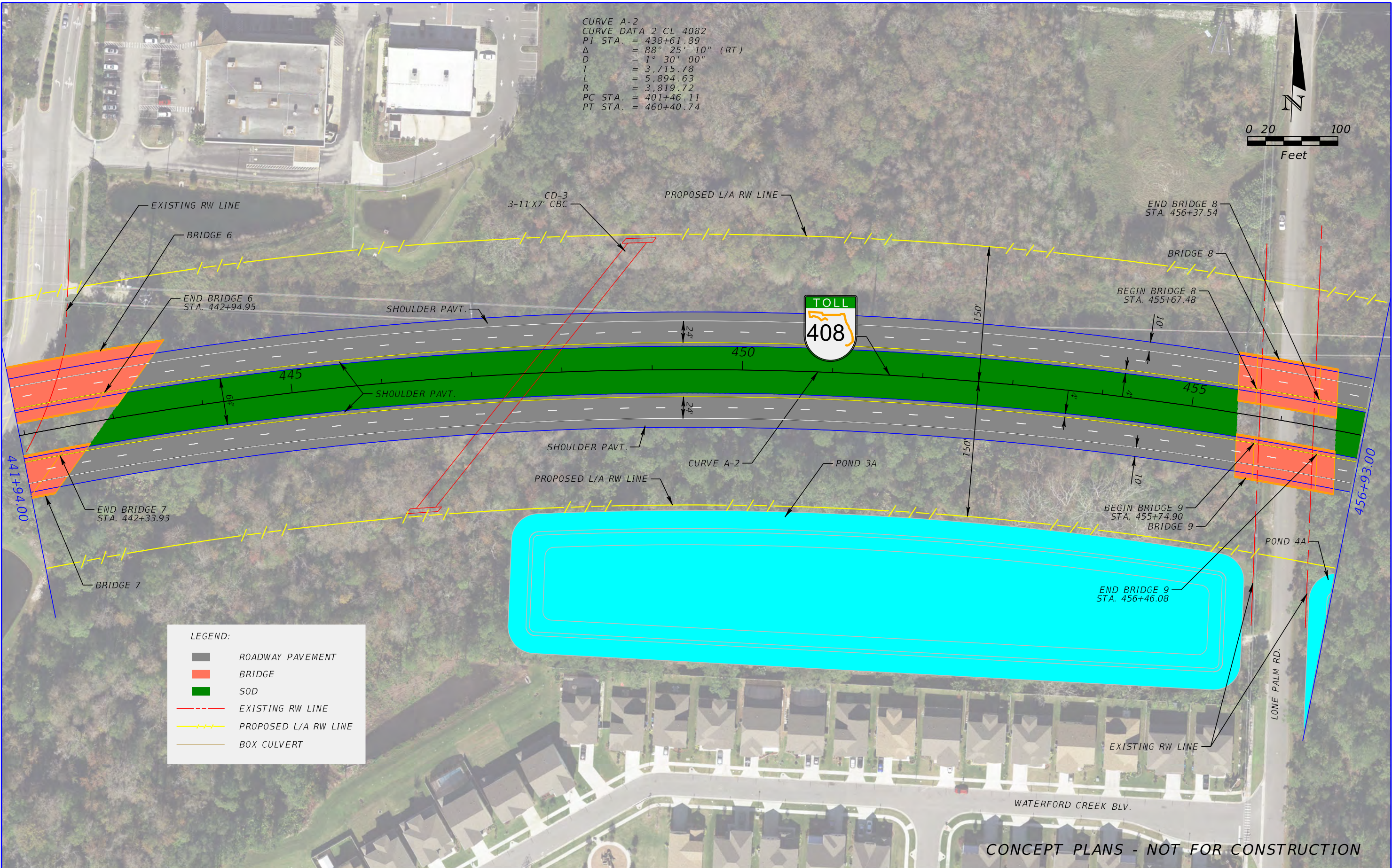
| REVISIONS |             |      |             | C. BRIAN FULLER, P.E.<br>P.E. NO.: 49524<br>METRIC ENGINEERING, INC.<br>615 CRESCENT EXECUTIVE CT, SUITE 524<br>LAKE MARY, FLORIDA 32746<br>TEL. (407) 644-1898<br>FAX. (407) 644-2376<br>CERTIFICATE OF AUTHORIZATION: 2294 | CENTRAL FLORIDA<br>EXPRESSWAY AUTHORITY |        |                      | PLAN SHEET | SHEET<br>NO.<br><br>18 |
|-----------|-------------|------|-------------|--|---|--------|----------------------|------------|------------------------|
| DATE      | DESCRIPTION | DATE | DESCRIPTION |  | ROAD NO.                                | COUNTY | FINANCIAL PROJECT ID |            |                        |
|           |             |      |             |  | SR 408                                  | ORANGE | 408254               |            |                        |





| REVISIONS |             |      |             | C. BRIAN FULLER, P.E.<br>P.E. NO.: 49524<br>METRIC ENGINEERING, INC.<br>615 CRESCENT EXECUTIVE CT, SUITE 524<br>LAKE MARY, FLORIDA 32746<br>TEL. (407) 644-1898<br>FAX. (407) 644-2376<br>CERTIFICATE OF AUTHORIZATION: 2294 | CENTRAL FLORIDA<br>EXPRESSWAY AUTHORITY |        |                      | PLAN SHEET | SHEET<br>NO.<br><br>19 |
|-----------|-------------|------|-------------|--|---|--------|----------------------|------------|------------------------|
| DATE      | DESCRIPTION | DATE | DESCRIPTION |  | ROAD NO.                                | COUNTY | FINANCIAL PROJECT ID |            |                        |
|           |             |      |             |  | SR 408                                  | ORANGE | 408254               |            |                        |



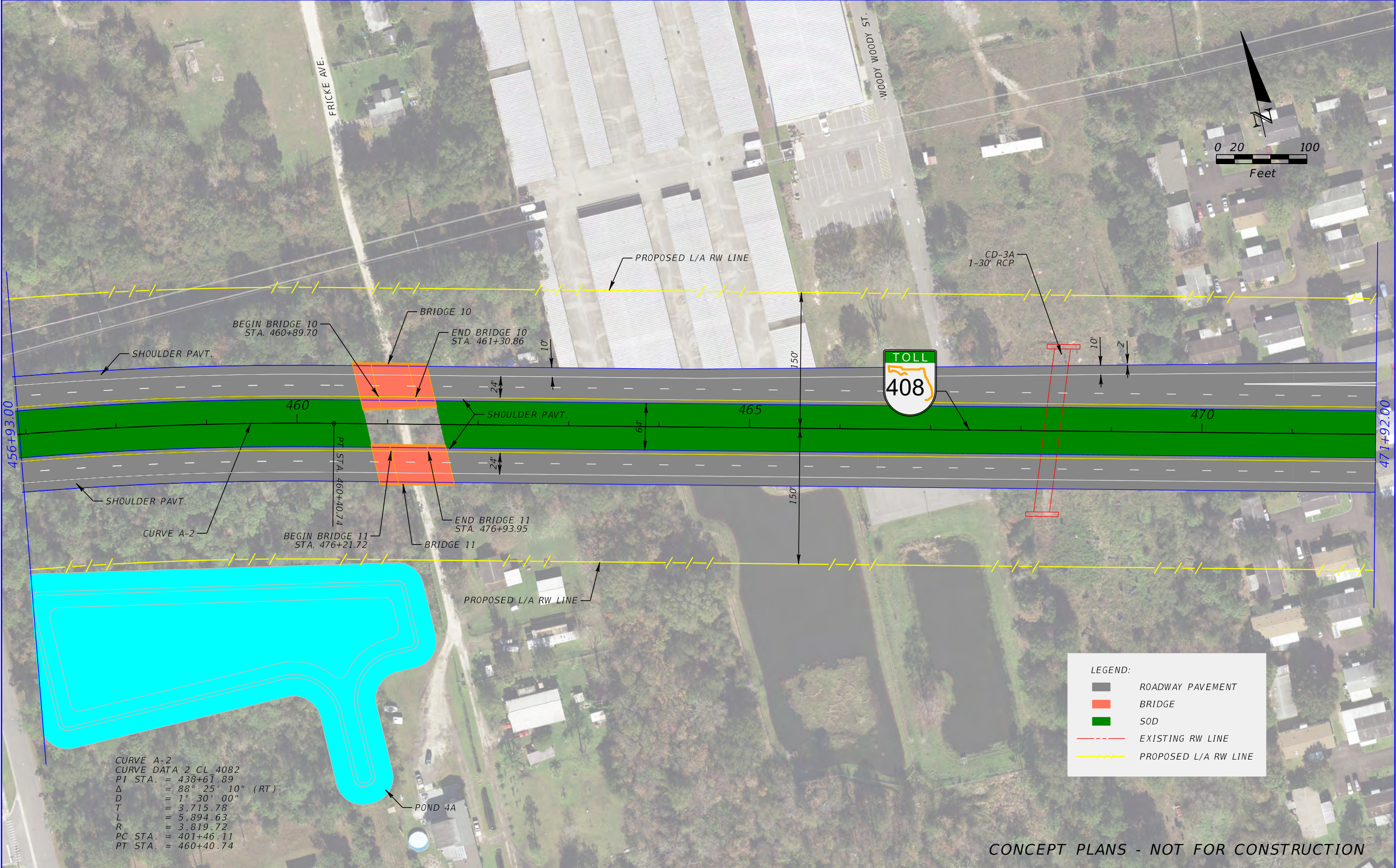


|                      |                    |
|----------------------|--------------------|
| CURVE A-2            |                    |
| CURVE DATA 2 CL 4082 |                    |
| PI STA.              | = 438+61.89        |
| Δ                    | = 88° 25' 10" (RT) |
| D                    | = 1° 30' 00"       |
| T                    | = 3,715.78         |
| L                    | = 5,894.63         |
| R                    | = 3,819.72         |
| PC STA.              | = 401+46.11        |
| PT STA.              | = 460+40.74        |

|         |                      |
|---------|----------------------|
| LEGEND: |                      |
|         | ROADWAY PAVEMENT     |
|         | BRIDGE               |
|         | SOD                  |
|         | EXISTING RW LINE     |
|         | PROPOSED L/A RW LINE |
|         | BOX CULVERT          |

| REVISIONS |             |      |             | C. BRIAN FULLER, P.E.<br>P.E. NO.: 49524<br>METRIC ENGINEERING, INC.<br>615 CRESCENT EXECUTIVE CT, SUITE 524<br>LAKE MARY, FLORIDA 32746<br>TEL. (407) 644-1898<br>FAX. (407) 644-2376<br>CERTIFICATE OF AUTHORIZATION: 2294 | CENTRAL FLORIDA<br>EXPRESSWAY AUTHORITY |        |                      | PLAN SHEET | SHEET<br>NO.<br><br>20 |
|-----------|-------------|------|-------------|--|---|--------|----------------------|------------|------------------------|
| DATE      | DESCRIPTION | DATE | DESCRIPTION |  | ROAD NO.                                | COUNTY | FINANCIAL PROJECT ID |            |                        |
|           |             |      |             |  | SR 408                                  | ORANGE | 408254               |            |                        |





CURVE A-2  
CURVE DATA 2 CL 4082  
PI STA. = 438+61.89  
Δ = 88° 25' 10" (RT)  
D = 1° 30' 00"  
T = 3,715.78  
L = 5,894.63  
R = 3,819.72  
PC STA. = 401+46.11  
PT STA. = 460+40.74

| REVISIONS |             |      |             |
|-----------|-------------|------|-------------|
| DATE      | DESCRIPTION | DATE | DESCRIPTION |
|           |             |      |             |

C. BRIAN FULLER, P.E.  
P.E. NO.: 49524  
METRIC ENGINEERING, INC.  
615 CRESCENT EXECUTIVE CT, SUITE 524  
LAKE MARY, FLORIDA 32746  
TEL. (407) 644-1898  
FAX. (407) 644-2376  
CERTIFICATE OF AUTHORIZATION: 2294

| CENTRAL FLORIDA<br>EXPRESSWAY AUTHORITY |        |                      |
|---|--------|----------------------|
| ROAD NO.                                | COUNTY | FINANCIAL PROJECT ID |
| SR 408                                  | ORANGE | 408254               |

| PLAN SHEET |  |
|------------|--|
| 21         |  |

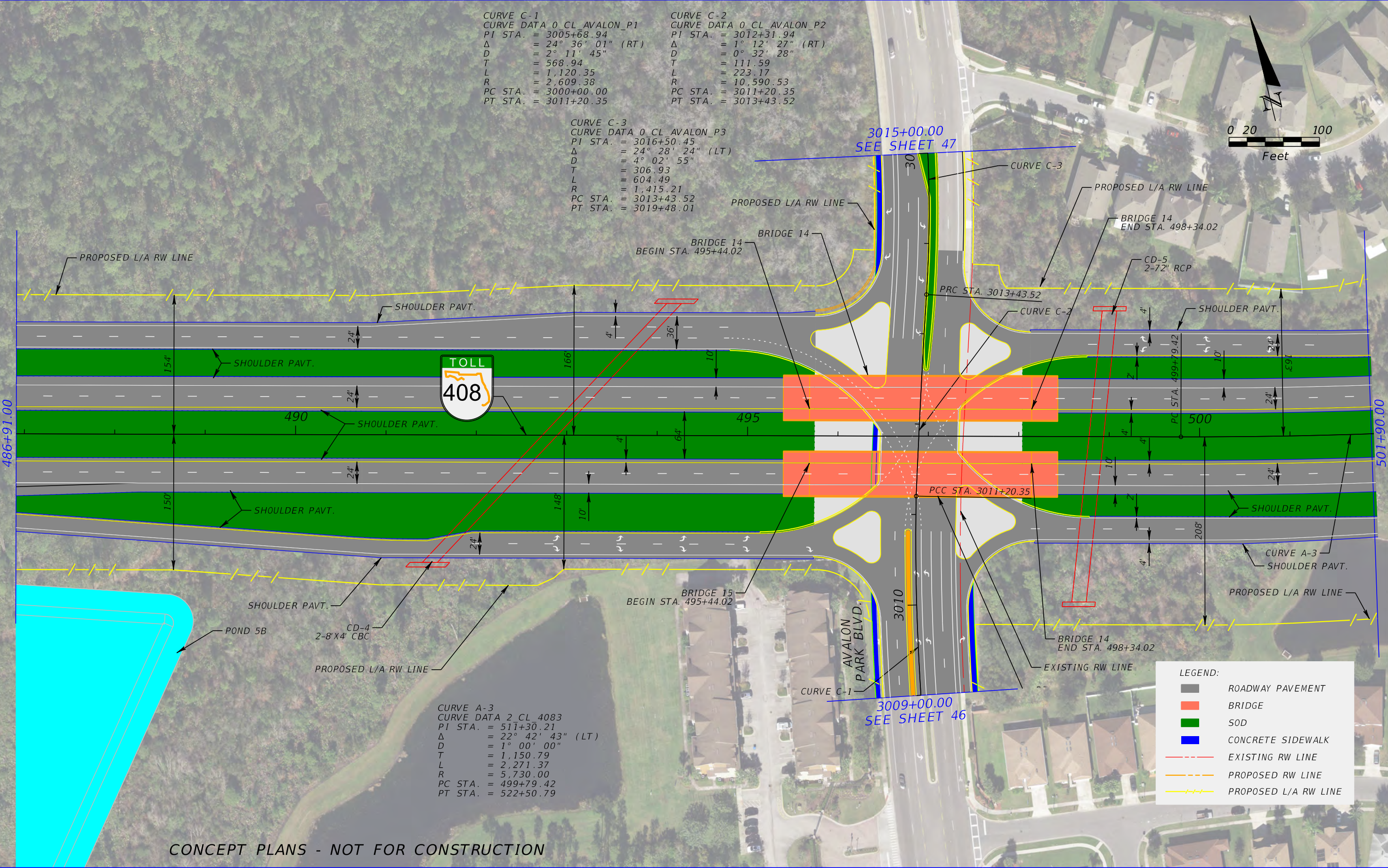
| SHEET<br>NO. |
|--------------|
| 21           |

CONCEPT PLANS - NOT FOR CONSTRUCTION









CURVE C-1  
CURVE DATA 0 CL\_AVALON\_P1  
PI STA. = 3005+68.94  
Δ = 24° 36' 01" (RT)  
D = 2° 11' 45"  
T = 568.94  
L = 1,120.35  
R = 2,609.38  
PC STA. = 3000+00.00  
PT STA. = 3011+20.35

CURVE C-2  
CURVE DATA 0 CL\_AVALON\_P2  
PI STA. = 3012+31.94  
Δ = 1° 12' 27" (RT)  
D = 0° 32' 28"  
T = 111.59  
L = 223.17  
R = 10,590.53  
PC STA. = 3011+20.35  
PT STA. = 3013+43.52

CURVE C-3  
CURVE DATA 0 CL\_AVALON\_P3  
PI STA. = 3016+50.45  
Δ = 24° 28' 24" (LT)  
D = 4° 02' 55"  
T = 306.93  
L = 604.49  
R = 1,415.21  
PC STA. = 3013+43.52  
PT STA. = 3019+48.01

CURVE A-3  
CURVE DATA 2 CL\_4083  
PI STA. = 511+30.21  
Δ = 22° 42' 43" (LT)  
D = 1° 00' 00"  
T = 1,150.79  
L = 2,271.37  
R = 5,730.00  
PC STA. = 499+79.42  
PT STA. = 522+50.79



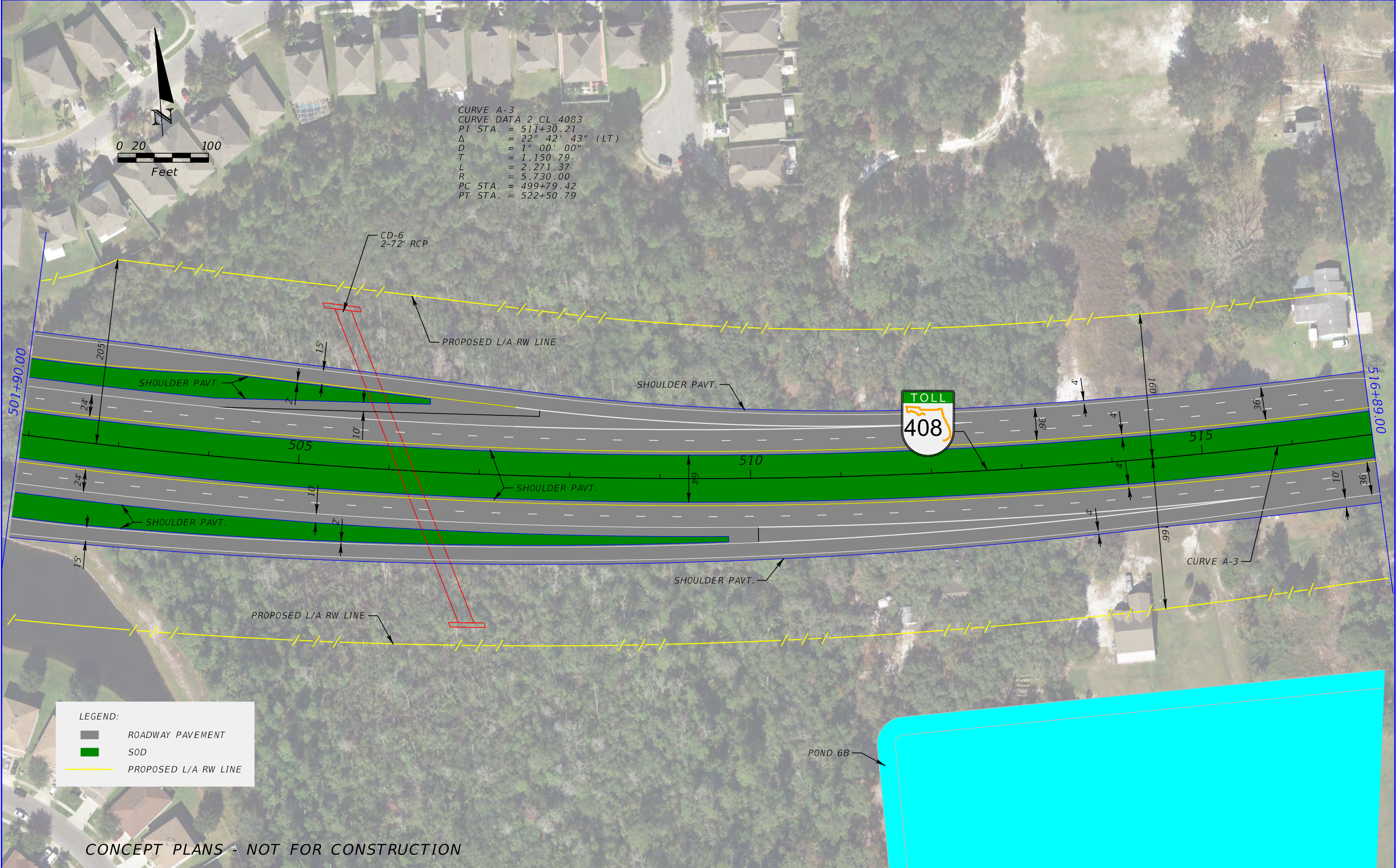
LEGEND:

|  |                      |
|--|----------------------|
|  | ROADWAY PAVEMENT     |
|  | BRIDGE               |
|  | SOD                  |
|  | CONCRETE SIDEWALK    |
|  | EXISTING RW LINE     |
|  | PROPOSED RW LINE     |
|  | PROPOSED L/A RW LINE |

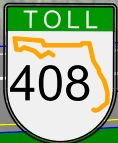
CONCEPT PLANS - NOT FOR CONSTRUCTION

| REVISIONS |             |      |             | C. BRIAN FULLER, P.E.<br>P.E. NO.: 49524<br>METRIC ENGINEERING, INC.<br>615 CRESCENT EXECUTIVE CT, SUITE 524<br>LAKE MARY, FLORIDA 32746<br>TEL. (407) 644-1898<br>FAX. (407) 644-2376<br>CERTIFICATE OF AUTHORIZATION: 2294 | CENTRAL FLORIDA<br>EXPRESSWAY AUTHORITY |        |                      | PLAN SHEET | SHEET<br>NO.<br><br>23 |
|-----------|-------------|------|-------------|--|---|--------|----------------------|------------|------------------------|
| DATE      | DESCRIPTION | DATE | DESCRIPTION |  | ROAD NO.                                | COUNTY | FINANCIAL PROJECT ID |            |                        |
|           |             |      |             |  | SR 408                                  | ORANGE | 408254               |            |                        |





CURVE A-3  
CURVE DATA 2 CL 4083  
PI STA. = 511+30.21  
 $\Delta$  = 22° 42' 43" (LT)  
D = 1° 00' 00"  
T = 1,150.79  
L = 2,271.37  
R = 5,730.00  
PC STA. = 499+79.42  
PT STA. = 522+50.79



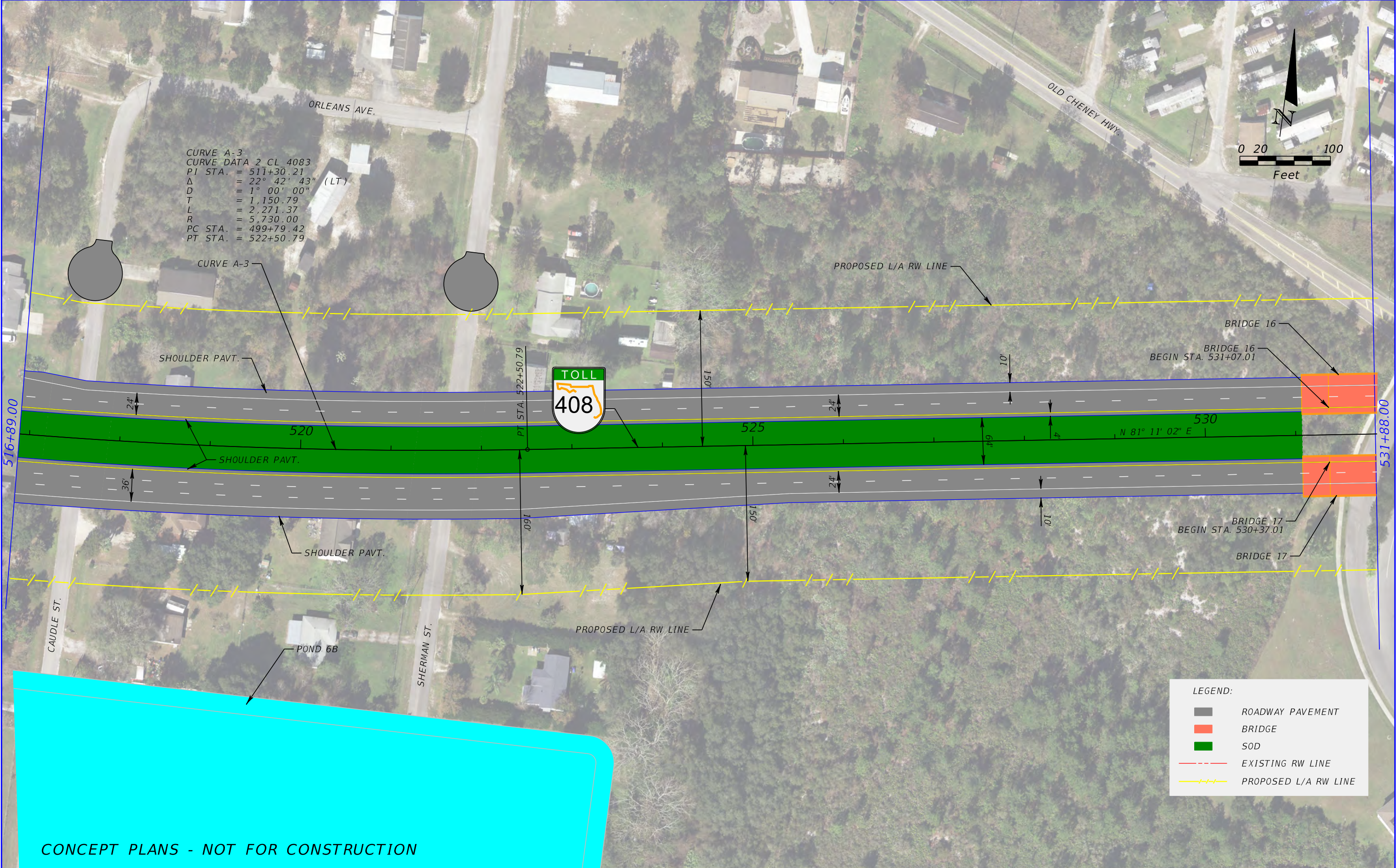
LEGEND:

- ROADWAY PAVEMENT
- SOD
- PROPOSED L/A RW LINE

CONCEPT PLANS - NOT FOR CONSTRUCTION

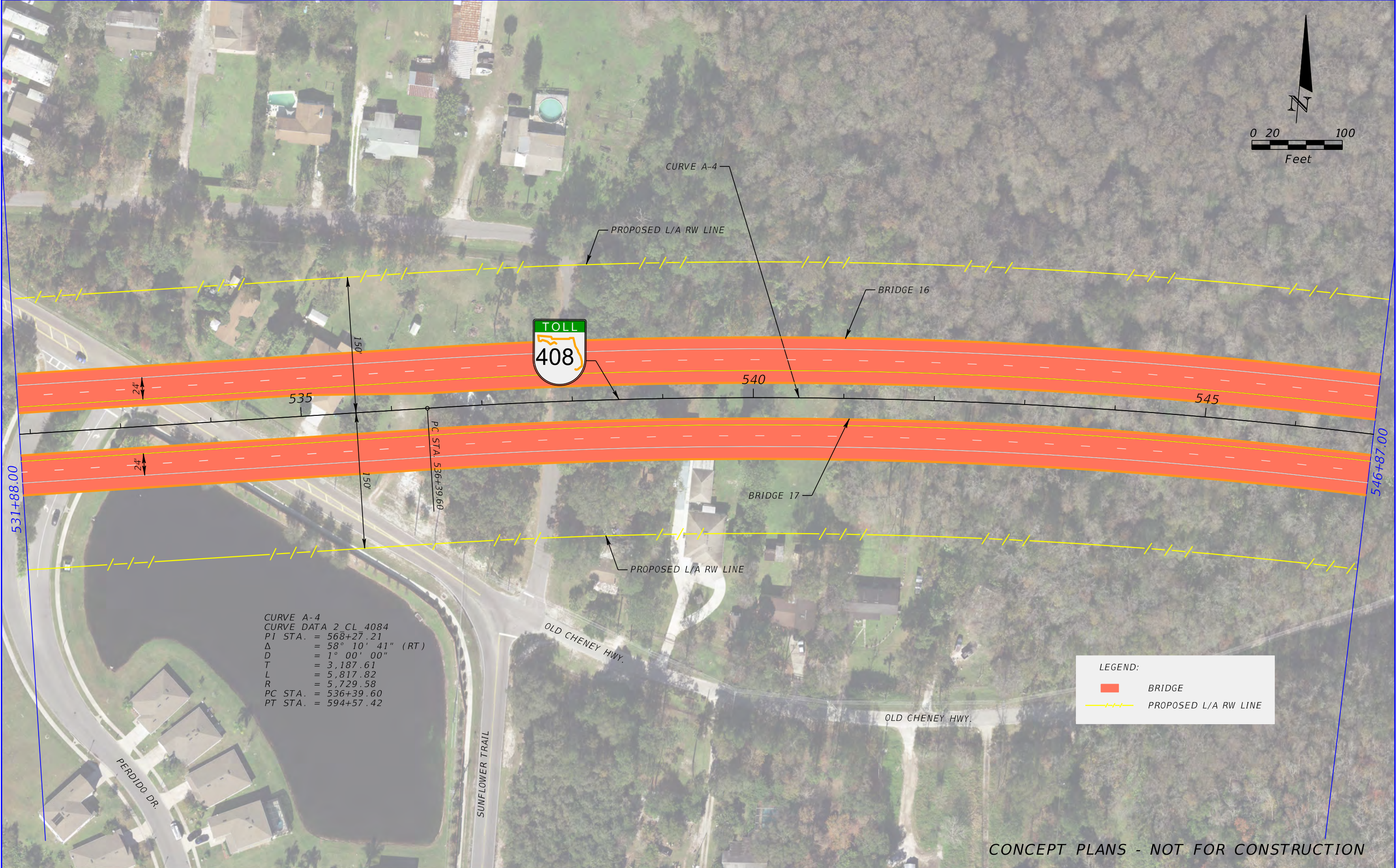
| REVISIONS |             |      |             | C. BRIAN FULLER, P.E.<br>P.E. NO.: 49524<br>METRIC ENGINEERING, INC.<br>615 CRESCENT EXECUTIVE CT, SUITE 524<br>LAKE MARY, FLORIDA 32746<br>TEL. (407) 644-1898<br>FAX. (407) 644-2376<br>CERTIFICATE OF AUTHORIZATION: 2294 | CENTRAL FLORIDA<br>EXPRESSWAY AUTHORITY |        |                      | PLAN SHEET | SHEET<br>NO.<br><br>24 |
|-----------|-------------|------|-------------|--|---|--------|----------------------|------------|------------------------|
| DATE      | DESCRIPTION | DATE | DESCRIPTION |  | ROAD NO.                                | COUNTY | FINANCIAL PROJECT ID |            |                        |
|           |             |      |             |  | SR 408                                  | ORANGE | 408254               |            |                        |





| REVISIONS |             |      |             | C. BRIAN FULLER, P.E.<br>P.E. NO.: 49524<br>METRIC ENGINEERING, INC.<br>615 CRESCENT EXECUTIVE CT, SUITE 524<br>LAKE MARY, FLORIDA 32746<br>TEL. (407) 644-1898<br>FAX. (407) 644-2376<br>CERTIFICATE OF AUTHORIZATION: 2294 | CENTRAL FLORIDA<br>EXPRESSWAY AUTHORITY |        |                      | PLAN SHEET | SHEET<br>NO.<br><br>25 |
|-----------|-------------|------|-------------|--|---|--------|----------------------|------------|------------------------|
| DATE      | DESCRIPTION | DATE | DESCRIPTION |  | ROAD NO.                                | COUNTY | FINANCIAL PROJECT ID |            |                        |
|           |             |      |             |  | SR 408                                  | ORANGE | 408254               |            |                        |





CURVE A-4  
CURVE DATA 2 CL 4084  
PI STA. = 568+27.21  
Δ = 58° 10' 41" (RT)  
D = 1° 00' 00"  
T = 3,187.61  
L = 5,817.82  
R = 5,729.58  
PC STA. = 536+39.60  
PT STA. = 594+57.42

LEGEND:

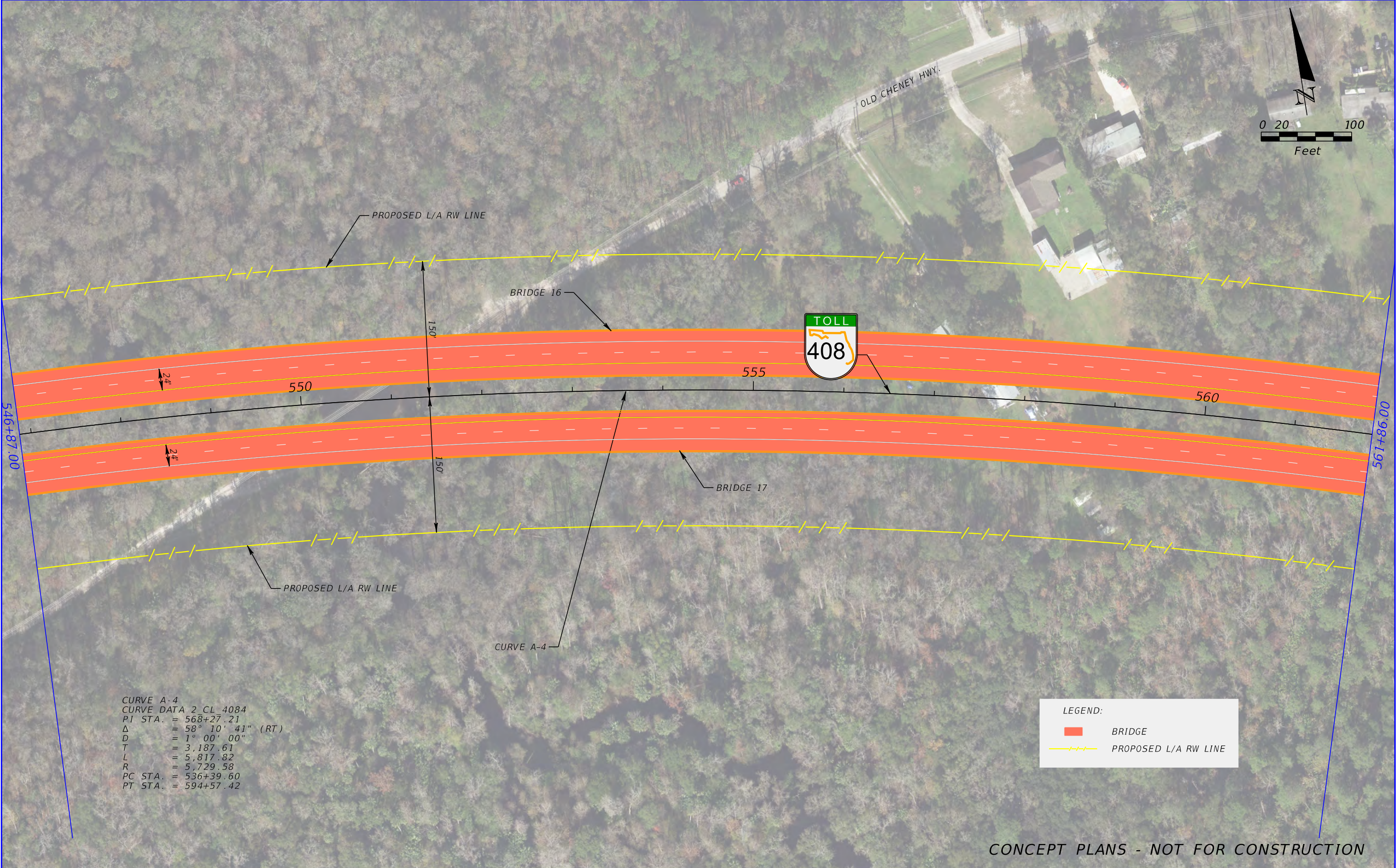
BRIDGE

PROPOSED L/A RW LINE



CONCEPT PLANS - NOT FOR CONSTRUCTION

| REVISIONS |             |      |             | C. BRIAN FULLER, P.E.<br>P.E. NO.: 49524<br>METRIC ENGINEERING, INC.<br>615 CRESCENT EXECUTIVE CT, SUITE 524<br>LAKE MARY, FLORIDA 32746<br>TEL. (407) 644-1898<br>FAX. (407) 644-2376<br>CERTIFICATE OF AUTHORIZATION: 2294 | CENTRAL FLORIDA<br>EXPRESSWAY AUTHORITY |        |                      | PLAN SHEET | SHEET<br>NO. |
|-----------|-------------|------|-------------|--|---|--------|----------------------|------------|--------------|
| DATE      | DESCRIPTION | DATE | DESCRIPTION |  | ROAD NO.                                | COUNTY | FINANCIAL PROJECT ID |            |              |
|           |             |      |             |  | SR 408                                  | ORANGE | 408254               |            | 26           |





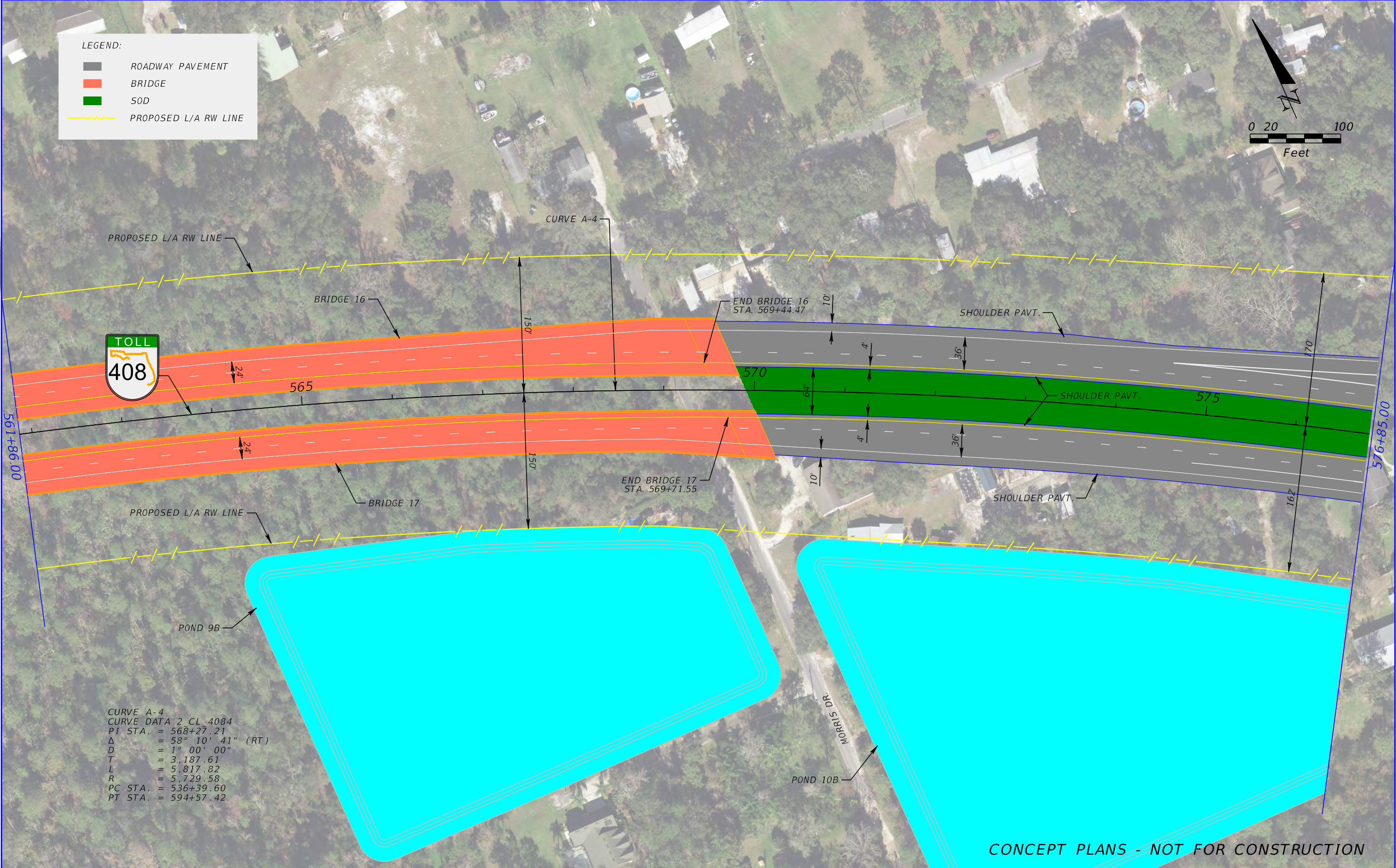
CURVE A-4  
CURVE DATA 2 CL 4084  
PI STA. = 568+27.21  
Δ = 58° 10' 41" (RT)  
D = 1° 00' 00"  
T = 3,187.61  
L = 5,817.82  
R = 5,729.58  
PC STA. = 536+39.60  
PT STA. = 594+57.42

LEGEND:  
 BRIDGE  
 PROPOSED L/A RW LINE

CONCEPT PLANS - NOT FOR CONSTRUCTION

| REVISIONS |             |      |             | C. BRIAN FULLER, P.E.<br>P.E. NO.: 49524<br>METRIC ENGINEERING, INC.<br>615 CRESCENT EXECUTIVE CT, SUITE 524<br>LAKE MARY, FLORIDA 32746<br>TEL. (407) 644-1898<br>FAX. (407) 644-2376<br>CERTIFICATE OF AUTHORIZATION: 2294 | CENTRAL FLORIDA<br>EXPRESSWAY AUTHORITY |        |                      | PLAN SHEET | SHEET<br>NO.<br><br>27 |
|-----------|-------------|------|-------------|--|---|--------|----------------------|------------|------------------------|
| DATE      | DESCRIPTION | DATE | DESCRIPTION |  | ROAD NO.                                | COUNTY | FINANCIAL PROJECT ID |            |                        |
|           |             |      |             |  | SR 408                                  | ORANGE | 408254               |            |                        |





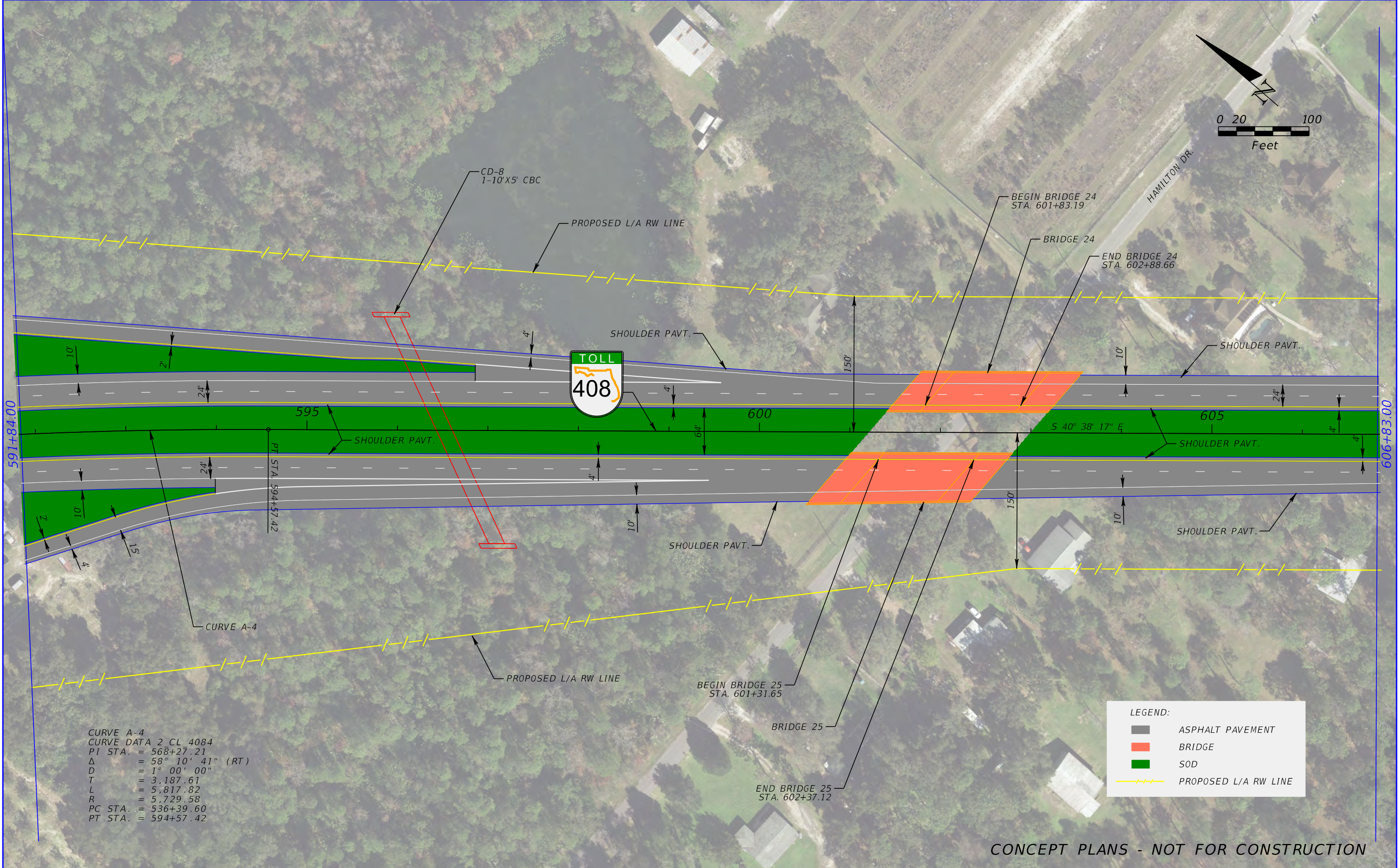
CURVE A-4  
CURVE DATA 2 CL 4084  
PI STA. = 568+27.21  
Δ = 58° 10' 41" (RT)  
D = 1° 00' 00"  
T = 3,187.61  
L = 5,817.82  
R = 5,729.58  
PC STA. = 536+39.60  
PT STA. = 594+57.42

| REVISIONS |             |      |             | C. BRIAN FULLER, P.E.<br>P.E. NO.: 49524<br>METRIC ENGINEERING, INC.<br>615 CRESCENT EXECUTIVE CT, SUITE 524<br>LAKE MARY, FLORIDA 32746<br>TEL. (407) 644-1898<br>FAX. (407) 644-2376<br>CERTIFICATE OF AUTHORIZATION: 2294 | CENTRAL FLORIDA<br>EXPRESSWAY AUTHORITY |        |                      | PLAN SHEET | SHEET<br>NO. |
|-----------|-------------|------|-------------|--|---|--------|----------------------|------------|--------------|
| DATE      | DESCRIPTION | DATE | DESCRIPTION |  | ROAD NO.                                | COUNTY | FINANCIAL PROJECT ID |            | 28           |
|           |             |      |             |  | SR 408                                  | ORANGE | 408254               |            |              |







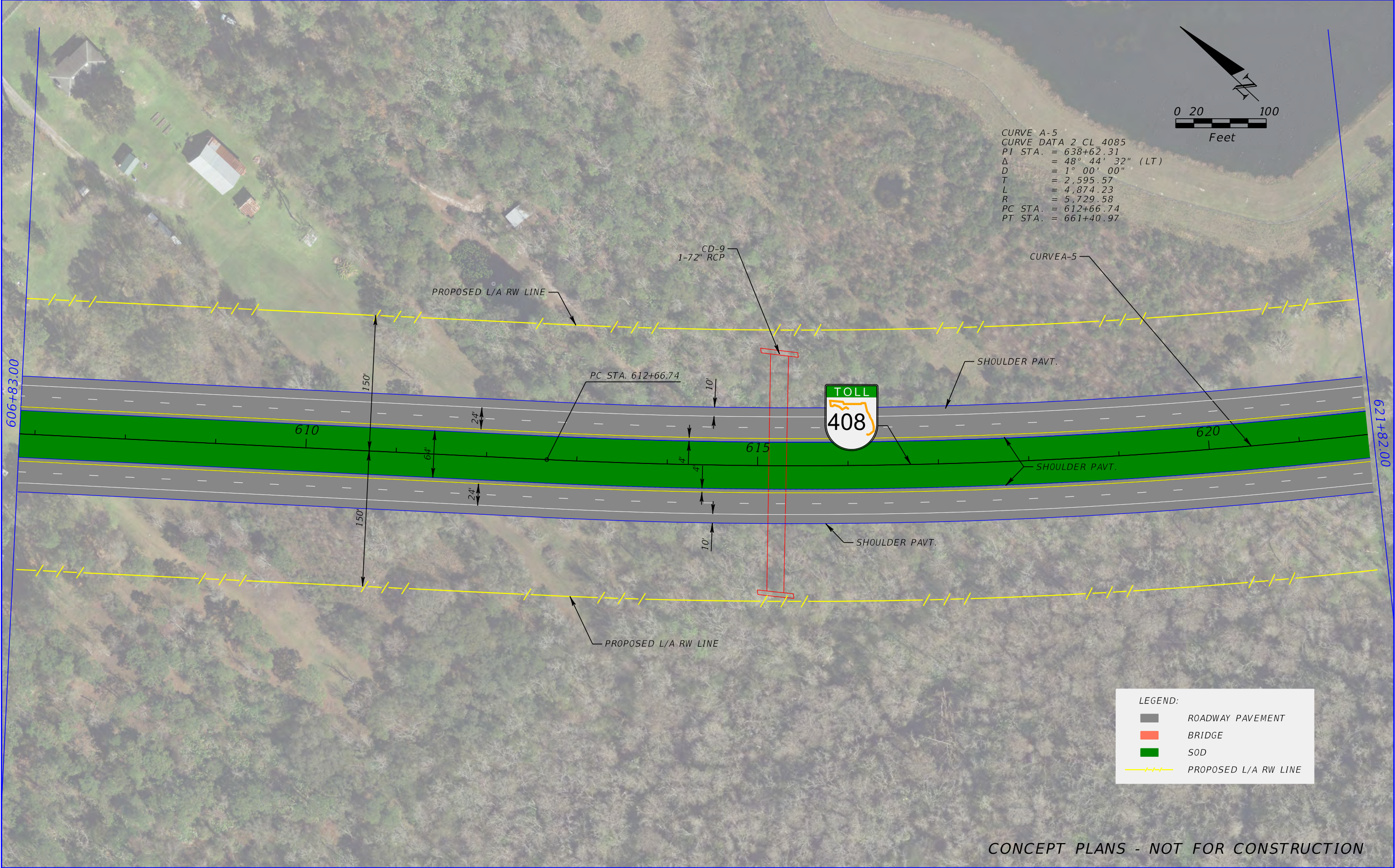


CURVE A-4  
CURVE DATA 2 CL 4084  
PI STA. = 568+27.21  
Δ = 58° 10' 41" (RT)  
D = 1° 00' 00"  
T = 3,187.61  
L = 5,817.82  
R = 5,729.58  
PC STA. = 536+39.60  
PT STA. = 594+57.42

CONCEPT PLANS - NOT FOR CONSTRUCTION

| REVISIONS |             |      |             | C. BRIAN FULLER, P.E.<br>P.E. NO.: 49524<br>METRIC ENGINEERING, INC.<br>615 CRESCENT EXECUTIVE CT, SUITE 524<br>LAKE MARY, FLORIDA 32746<br>TEL. (407) 644-1898<br>FAX. (407) 644-2376<br>CERTIFICATE OF AUTHORIZATION: 2294 | CENTRAL FLORIDA<br>EXPRESSWAY AUTHORITY |        |                      | PLAN SHEET | SHEET<br>NO.<br><br>30 |
|-----------|-------------|------|-------------|--|---|--------|----------------------|------------|------------------------|
| DATE      | DESCRIPTION | DATE | DESCRIPTION |  | ROAD NO.                                | COUNTY | FINANCIAL PROJECT ID |            |                        |
|           |             |      |             |  | SR 408                                  | ORANGE | 408254               |            |                        |





CURVE A-5  
CURVE DATA 2 CL 4085  
PI STA. = 638+62.31  
Δ = 48° 44' 32" (LT)  
D = 1° 00' 00"  
T = 2,595.57  
L = 4,874.23  
R = 5,729.58  
PC STA. = 612+66.74  
PT STA. = 661+40.97

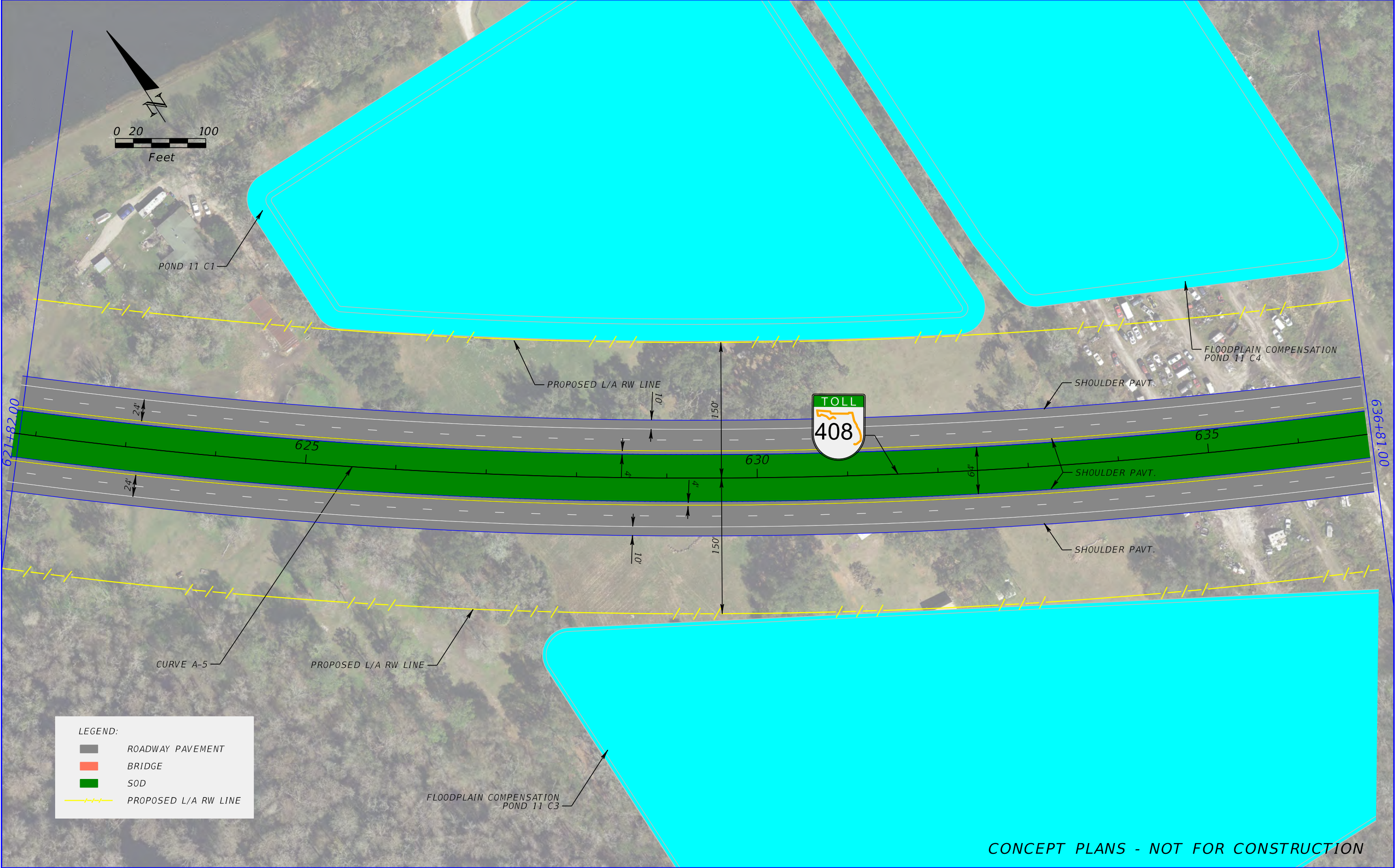
LEGEND:

- ROADWAY PAVEMENT
- BRIDGE
- SOD
- PROPOSED L/A RW LINE

CONCEPT PLANS - NOT FOR CONSTRUCTION

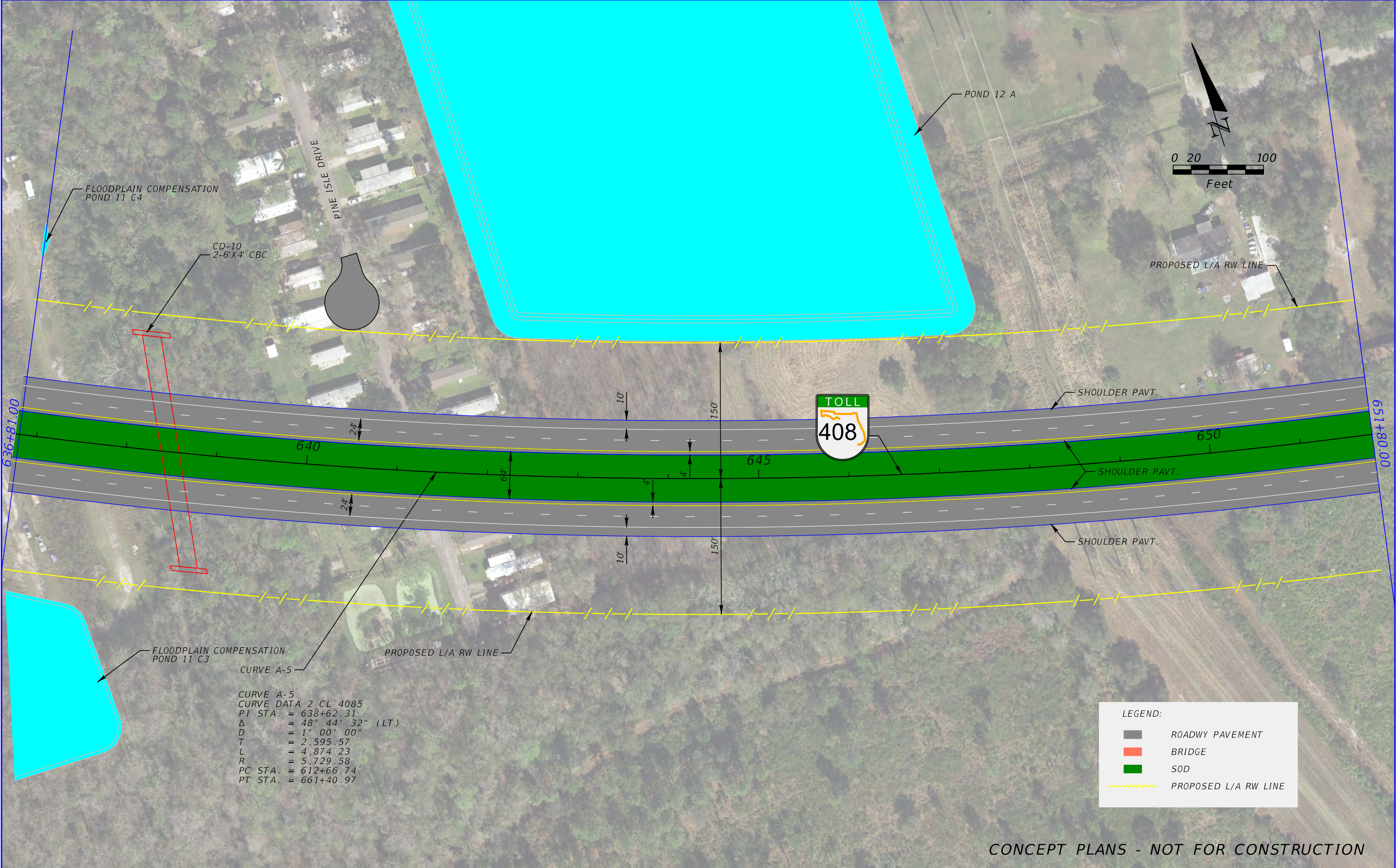
| REVISIONS |             |      |             | C. BRIAN FULLER, P.E.<br>P.E. NO.: 49524<br>METRIC ENGINEERING, INC.<br>615 CRESCENT EXECUTIVE CT, SUITE 524<br>LAKE MARY, FLORIDA 32746<br>TEL. (407) 644-1898<br>FAX. (407) 644-2376<br>CERTIFICATE OF AUTHORIZATION: 2294 | CENTRAL FLORIDA<br>EXPRESSWAY AUTHORITY |        |                      | PLAN SHEET | SHEET<br>NO.<br><br>31 |
|-----------|-------------|------|-------------|--|---|--------|----------------------|------------|------------------------|
| DATE      | DESCRIPTION | DATE | DESCRIPTION |  | ROAD NO.                                | COUNTY | FINANCIAL PROJECT ID |            |                        |
|           |             |      |             |  | SR 408                                  | ORANGE | 408254               |            |                        |





| REVISIONS |             |      |             | C. BRIAN FULLER, P.E.<br>P.E. NO.: 49524<br>METRIC ENGINEERING, INC.<br>615 CRESCENT EXECUTIVE CT, SUITE 524<br>LAKE MARY, FLORIDA 32746<br>TEL. (407) 644-1898<br>FAX. (407) 644-2376<br>CERTIFICATE OF AUTHORIZATION: 2294 | CENTRAL FLORIDA<br>EXPRESSWAY AUTHORITY |        |                      | PLAN SHEET | SHEET<br>NO.<br><br>32 |
|-----------|-------------|------|-------------|--|---|--------|----------------------|------------|------------------------|
| DATE      | DESCRIPTION | DATE | DESCRIPTION |  | ROAD NO.                                | COUNTY | FINANCIAL PROJECT ID |            |                        |
|           |             |      |             |  | SR 408                                  | ORANGE | 408254               |            |                        |

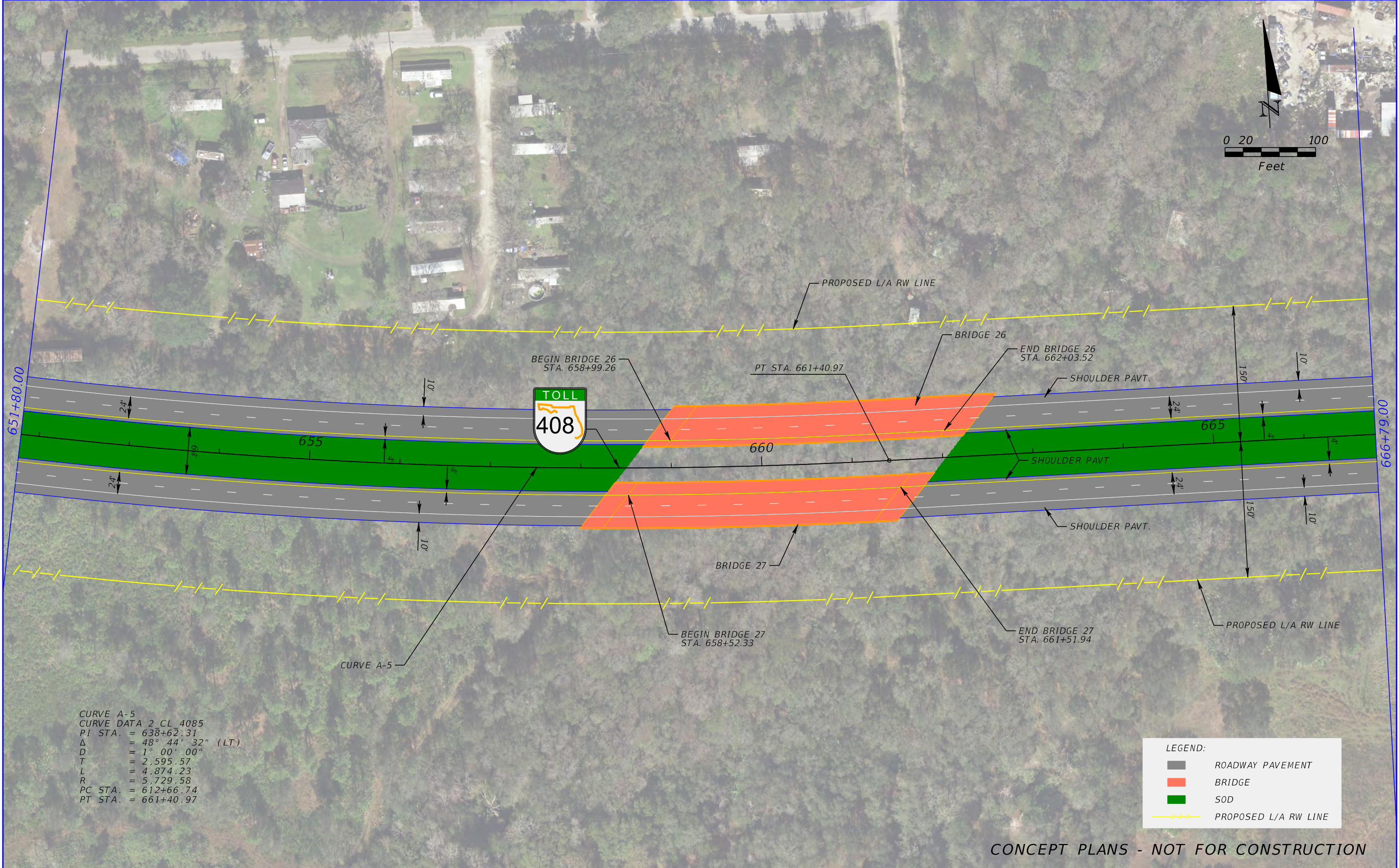




CURVE A-5  
CURVE DATA 2 CL 4085  
PI STA. = 638+62.31  
Δ = 48° 44' 32" (LT)  
D = 1° 00' 00"  
T = 2,595.57  
L = 4,874.23  
R = 5,729.58  
PC STA. = 612+66.74  
PT STA. = 661+40.97

| REVISIONS |             |      |             | C. BRIAN FULLER, P.E.<br>P.E. NO.: 49524<br>METRIC ENGINEERING, INC.<br>615 CRESCENT EXECUTIVE CT, SUITE 524<br>LAKE MARY, FLORIDA 32746<br>TEL. (407) 644-1898<br>FAX. (407) 644-2376<br>CERTIFICATE OF AUTHORIZATION: 2294 | CENTRAL FLORIDA<br>EXPRESSWAY AUTHORITY |        |                      | PLAN SHEET | SHEET<br>NO.<br><br>33 |
|-----------|-------------|------|-------------|--|---|--------|----------------------|------------|------------------------|
| DATE      | DESCRIPTION | DATE | DESCRIPTION |  | ROAD NO.                                | COUNTY | FINANCIAL PROJECT ID |            |                        |
|           |             |      |             |  | SR 408                                  | ORANGE | 408254               |            |                        |





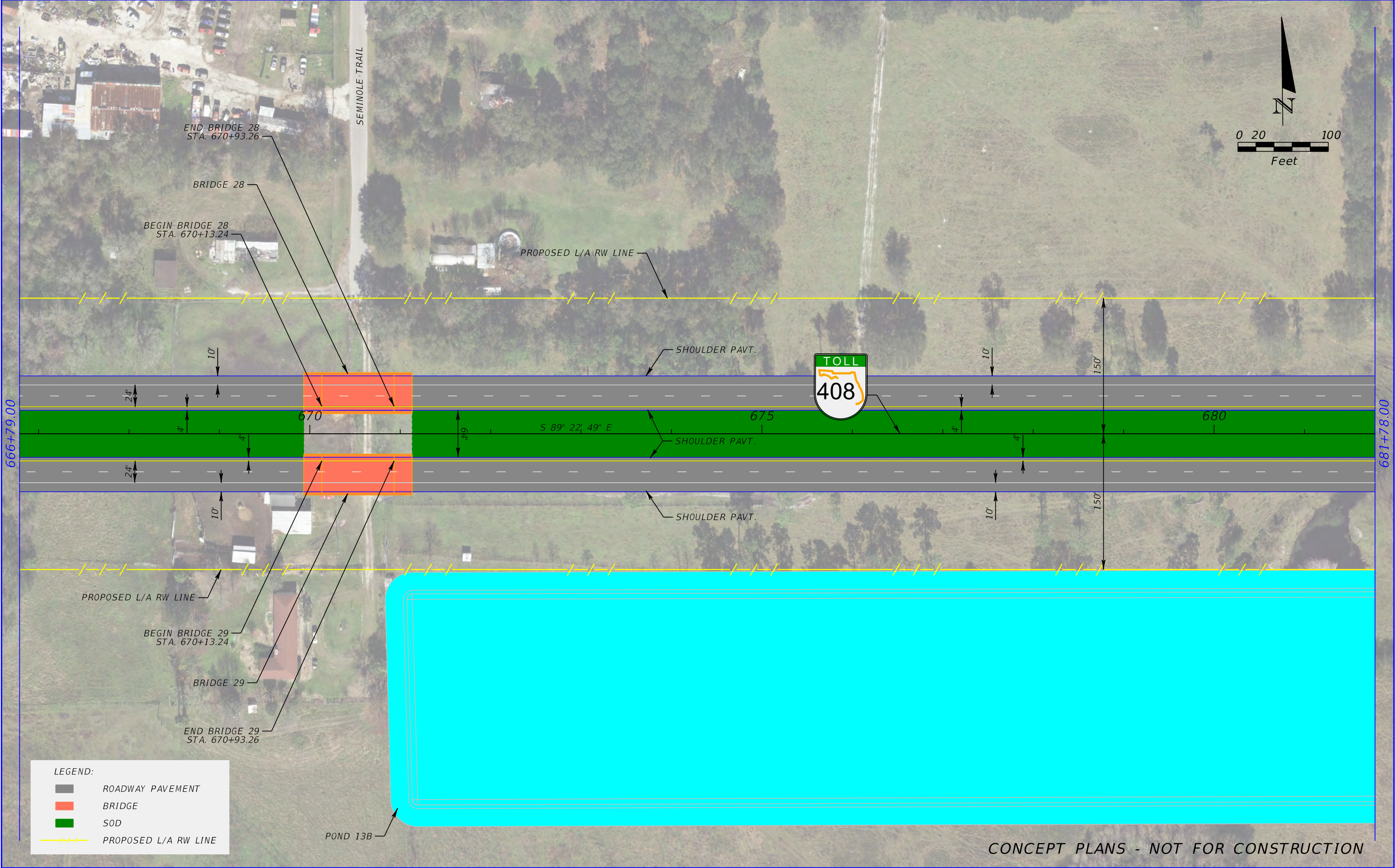
CURVE A-5  
CURVE DATA 2 CL 4085  
PI STA. = 638+62.31  
 $\Delta$  = 48° 44' 32" (LT)  
D = 1° 00' 00"  
T = 2,595.57  
L = 4,874.23  
R = 5,729.58  
PC STA. = 612+66.74  
PT STA. = 661+40.97

| LEGEND: |                      |
|---------|----------------------|
|         | ROADWAY PAVEMENT     |
|         | BRIDGE               |
|         | SOD                  |
|         | PROPOSED L/A RW LINE |

CONCEPT PLANS - NOT FOR CONSTRUCTION

| REVISIONS |             |      |             | C. BRIAN FULLER, P.E.<br>P.E. NO.: 49524<br>METRIC ENGINEERING, INC.<br>615 CRESCENT EXECUTIVE CT, SUITE 524<br>LAKE MARY, FLORIDA 32746<br>TEL. (407) 644-1898<br>FAX. (407) 644-2376<br>CERTIFICATE OF AUTHORIZATION: 2294 | CENTRAL FLORIDA<br>EXPRESSWAY AUTHORITY |        |                      | PLAN SHEET | SHEET<br>NO.<br><br>34 |
|-----------|-------------|------|-------------|--|---|--------|----------------------|------------|------------------------|
| DATE      | DESCRIPTION | DATE | DESCRIPTION |  | ROAD NO.                                | COUNTY | FINANCIAL PROJECT ID |            |                        |
|           |             |      |             |  | SR 408                                  | ORANGE | 408254               |            |                        |

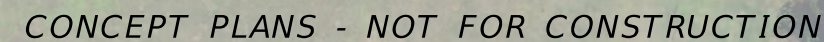




CONCEPT PLANS - NOT FOR CONSTRUCTION

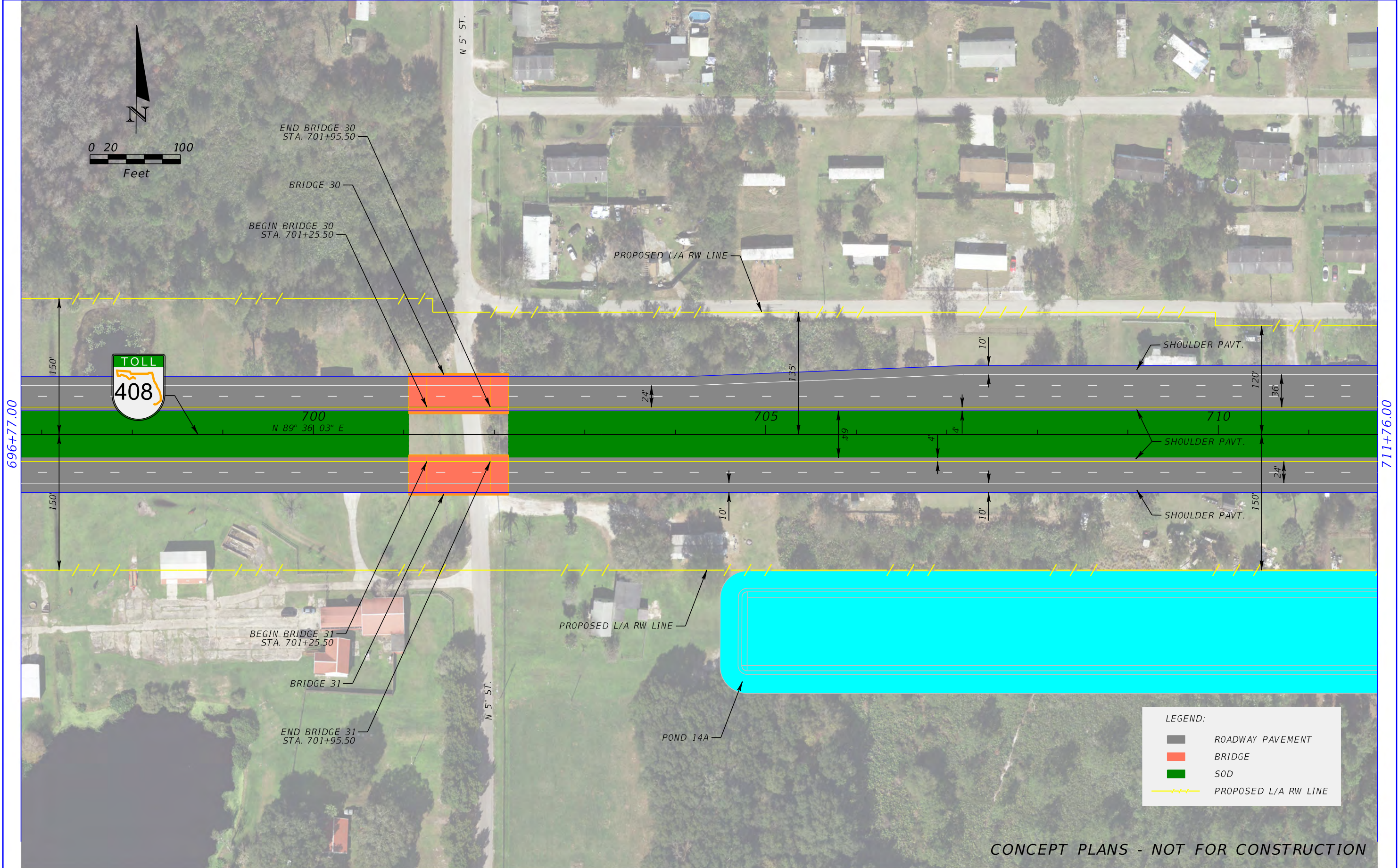
| REVISIONS |             |      |             | C. BRIAN FULLER, P.E.<br>P.E. NO.: 49524<br>METRIC ENGINEERING, INC.<br>615 CRESCENT EXECUTIVE CT, SUITE 524<br>LAKE MARY, FLORIDA 32746<br>TEL. (407) 644-1898<br>FAX. (407) 644-2376<br>CERTIFICATE OF AUTHORIZATION: 2294 | CENTRAL FLORIDA<br>EXPRESSWAY AUTHORITY |        |                      | PLAN SHEET | SHEET<br>NO.<br><br>35 |
|-----------|-------------|------|-------------|--|---|--------|----------------------|------------|------------------------|
| DATE      | DESCRIPTION | DATE | DESCRIPTION |  | ROAD NO.                                | COUNTY | FINANCIAL PROJECT ID |            |                        |
|           |             |      |             |  | SR 408                                  | ORANGE | 408254               |            |                        |





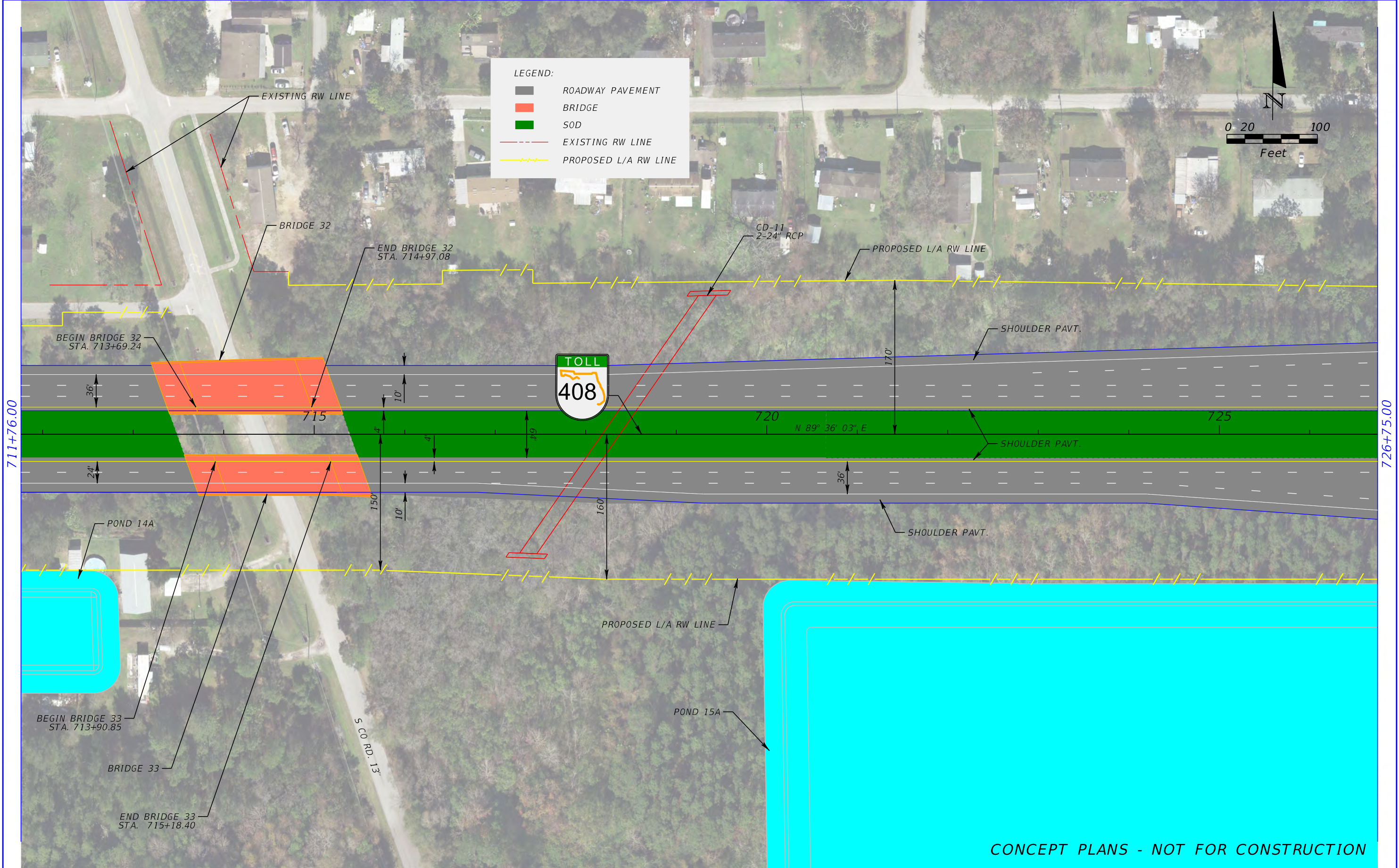
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| alvaro.vassallo | 4/4/2018 | 4:12:34 PM | U:\PROJECTS\SR 408 PD&E CFX\408254\roadway\PLANRD023.dgn |
|-----------------|----------|------------|--|





| REVISIONS |             |      |             | C. BRIAN FULLER, P.E.<br>P.E. NO.: 49524<br>METRIC ENGINEERING, INC.<br>615 CRESCENT EXECUTIVE CT, SUITE 524<br>LAKE MARY, FLORIDA 32746<br>TEL. (407) 644-1898<br>FAX. (407) 644-2376<br>CERTIFICATE OF AUTHORIZATION: 2294 | CENTRAL FLORIDA<br>EXPRESSWAY AUTHORITY |        |                      | PLAN SHEET | SHEET<br>NO. |
|-----------|-------------|------|-------------|--|---|--------|----------------------|------------|--------------|
| DATE      | DESCRIPTION | DATE | DESCRIPTION |  | ROAD NO.                                | COUNTY | FINANCIAL PROJECT ID |            |              |
|           |             |      |             |  | SR 408                                  | ORANGE | 408254               |            | 37           |

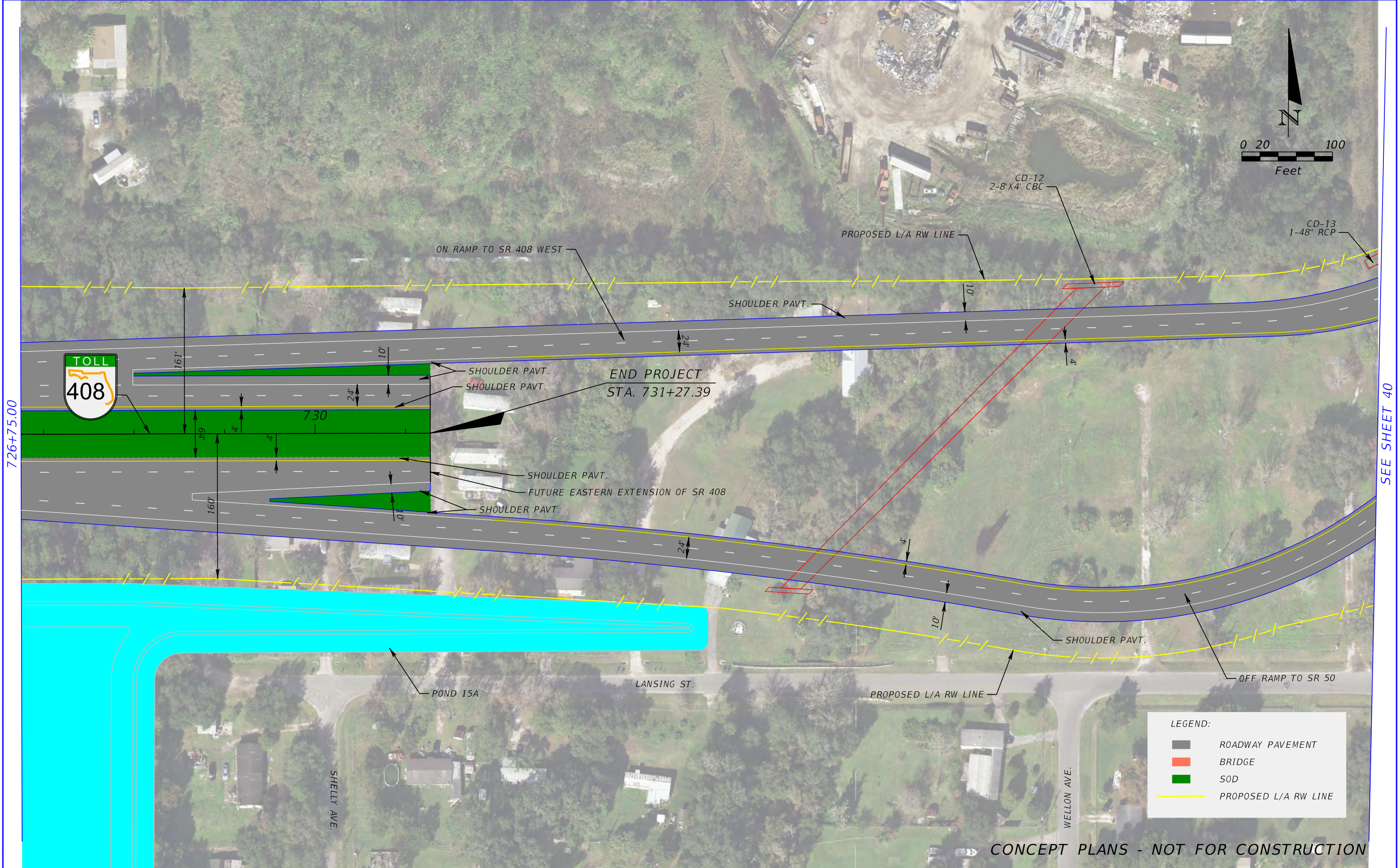




| REVISIONS |             |      |             | C. BRIAN FULLER, P.E.<br>P.E. NO.: 49524<br>METRIC ENGINEERING, INC.<br>615 CRESCENT EXECUTIVE CT, SUITE 524<br>LAKE MARY, FLORIDA 32746<br>TEL. (407) 644-1898<br>FAX. (407) 644-2376<br>CERTIFICATE OF AUTHORIZATION: 2294 | CENTRAL FLORIDA<br>EXPRESSWAY AUTHORITY |        |                      | PLAN SHEET | SHEET<br>NO.<br><br>38 |
|-----------|-------------|------|-------------|--|---|--------|----------------------|------------|------------------------|
| DATE      | DESCRIPTION | DATE | DESCRIPTION |  | ROAD NO.                                | COUNTY | FINANCIAL PROJECT ID |            |                        |
|           |             |      |             |  | SR 408                                  | ORANGE | 408254               |            |                        |

CONCEPT PLANS - NOT FOR CONSTRUCTION



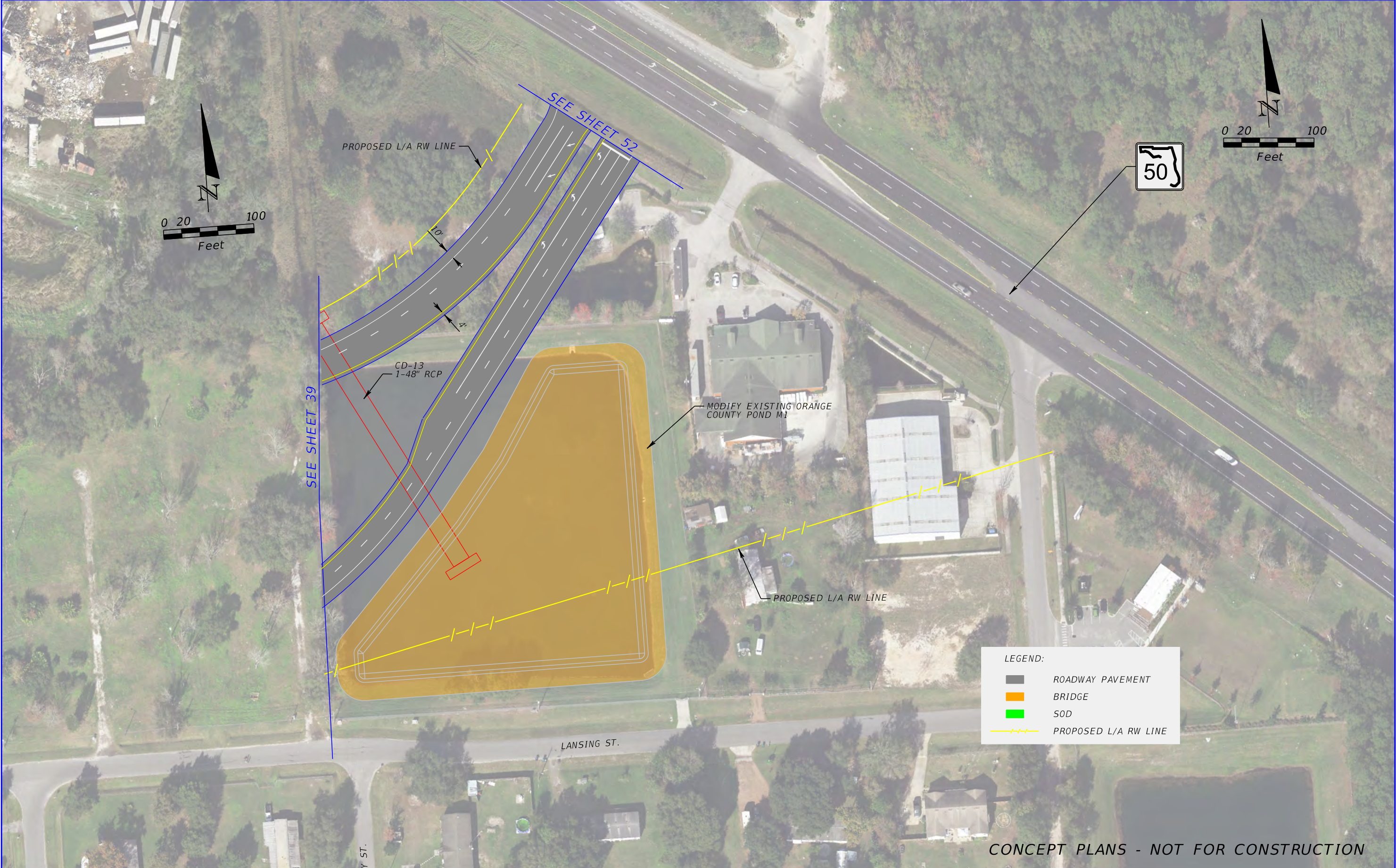


726+75.00

SEE SHEET 40

| REVISIONS |             |      |             | C. BRIAN FULLER, P.E.<br>P.E. NO.: 49524<br>METRIC ENGINEERING, INC.<br>615 CRESCENT EXECUTIVE CT, SUITE 524<br>LAKE MARY, FLORIDA 32746<br>TEL. (407) 644-1898<br>FAX. (407) 644-2376<br>CERTIFICATE OF AUTHORIZATION: 2294 | CENTRAL FLORIDA<br>EXPRESSWAY AUTHORITY |        |                      | PLAN SHEET | SHEET<br>NO.<br><br>39 |
|-----------|-------------|------|-------------|--|---|--------|----------------------|------------|------------------------|
| DATE      | DESCRIPTION | DATE | DESCRIPTION |  | ROAD NO.                                | COUNTY | FINANCIAL PROJECT ID |            |                        |
|           |             |      |             |  | SR 408                                  | ORANGE | 408254               |            |                        |





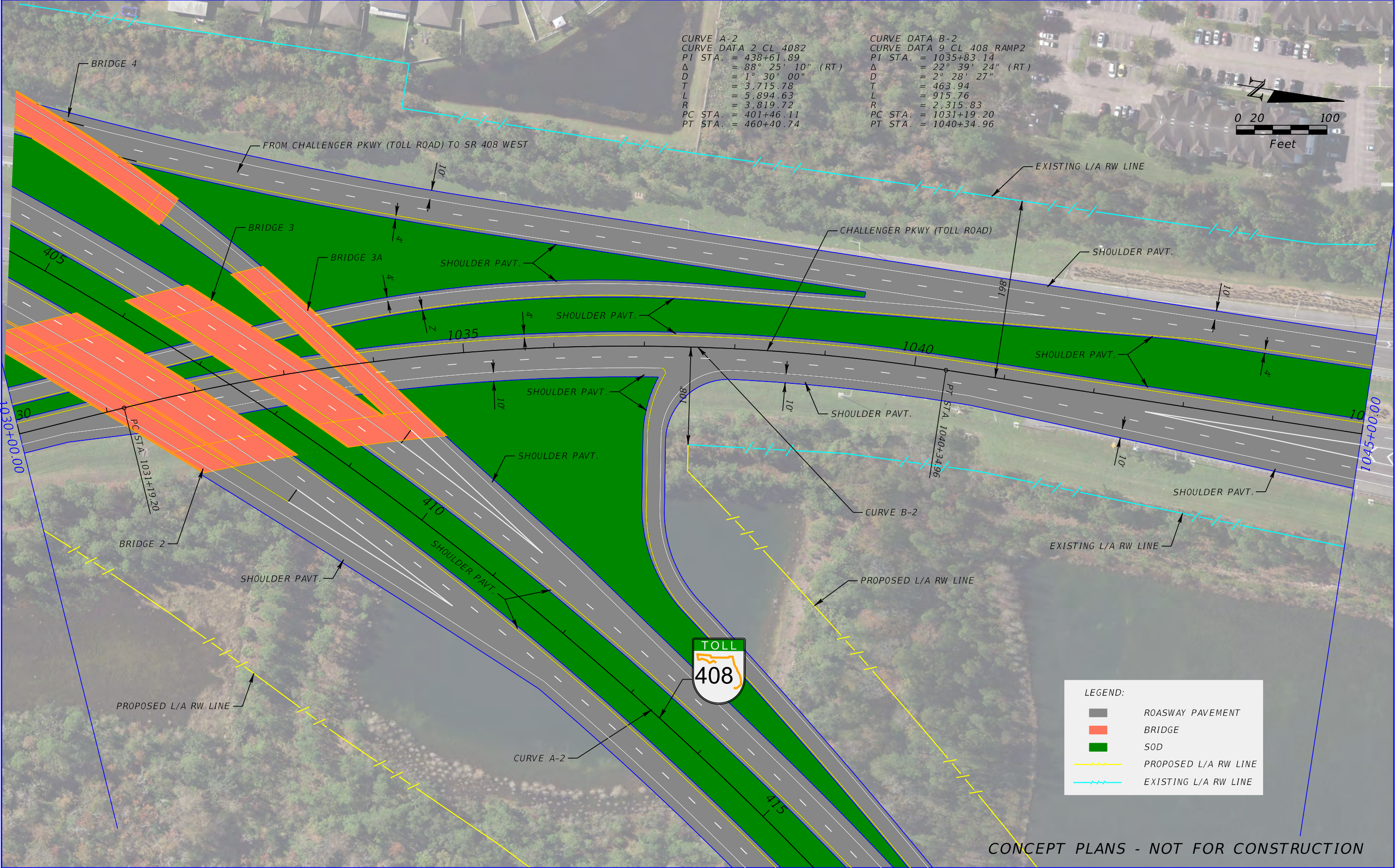
LEGEND:

- ROADWAY PAVEMENT
- BRIDGE
- SOD
- PROPOSED L/A RW LINE

CONCEPT PLANS - NOT FOR CONSTRUCTION

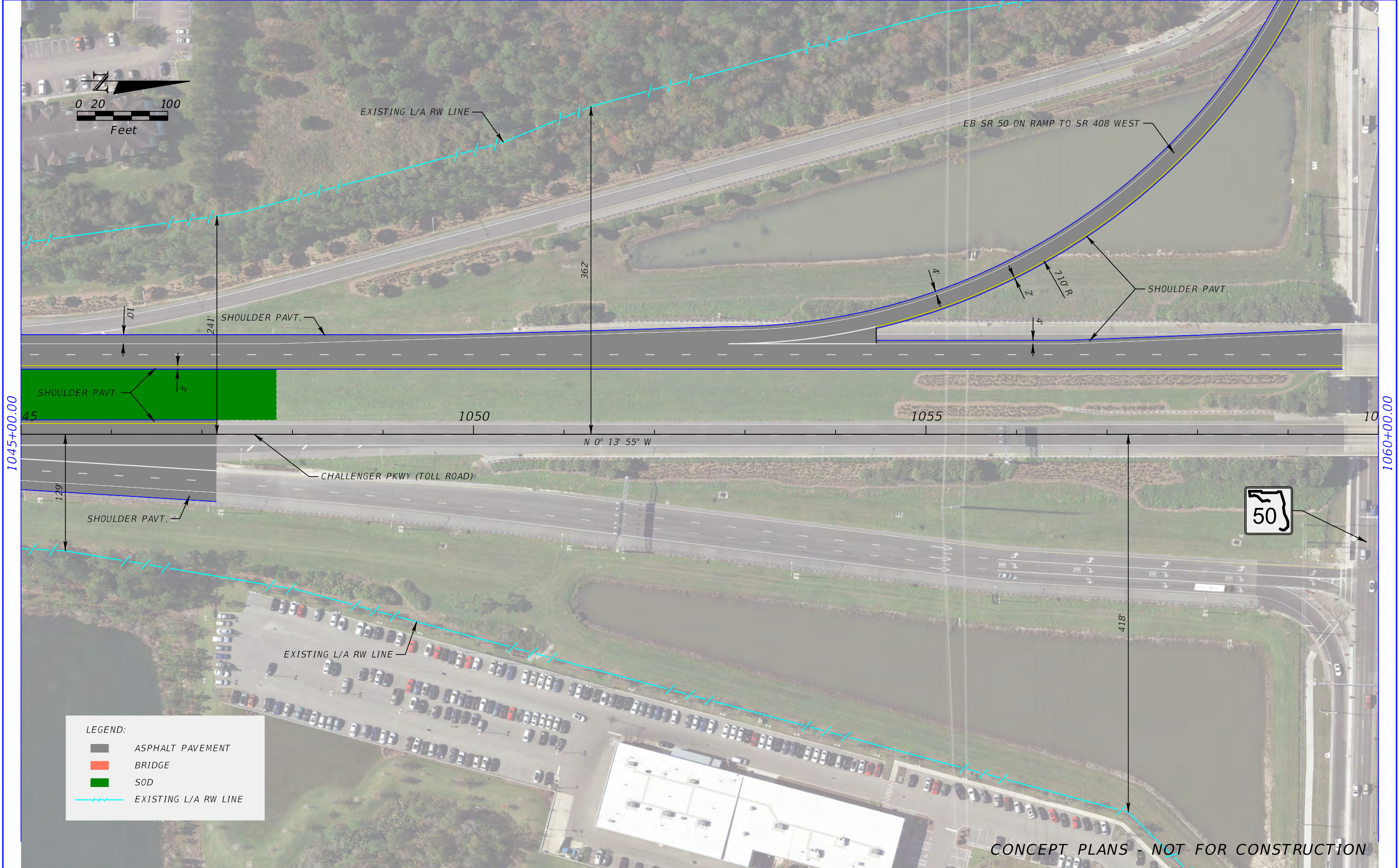
| REVISIONS |             |      |             | C. BRIAN FULLER, P.E.<br>P.E. NO.: 49524<br>METRIC ENGINEERING, INC.<br>615 CRESCENT EXECUTIVE CT, SUITE 524<br>LAKE MARY, FLORIDA 32746<br>TEL. (407) 644-1898<br>FAX. (407) 644-2376<br>CERTIFICATE OF AUTHORIZATION: 2294 | CENTRAL FLORIDA<br>EXPRESSWAY AUTHORITY |        |                      | PLAN SHEET | SHEET<br>NO.<br><br>40 |
|-----------|-------------|------|-------------|--|---|--------|----------------------|------------|------------------------|
| DATE      | DESCRIPTION | DATE | DESCRIPTION |  | ROAD NO.                                | COUNTY | FINANCIAL PROJECT ID |            |                        |
|           |             |      |             |  | SR 408                                  | ORANGE | 408254               |            |                        |





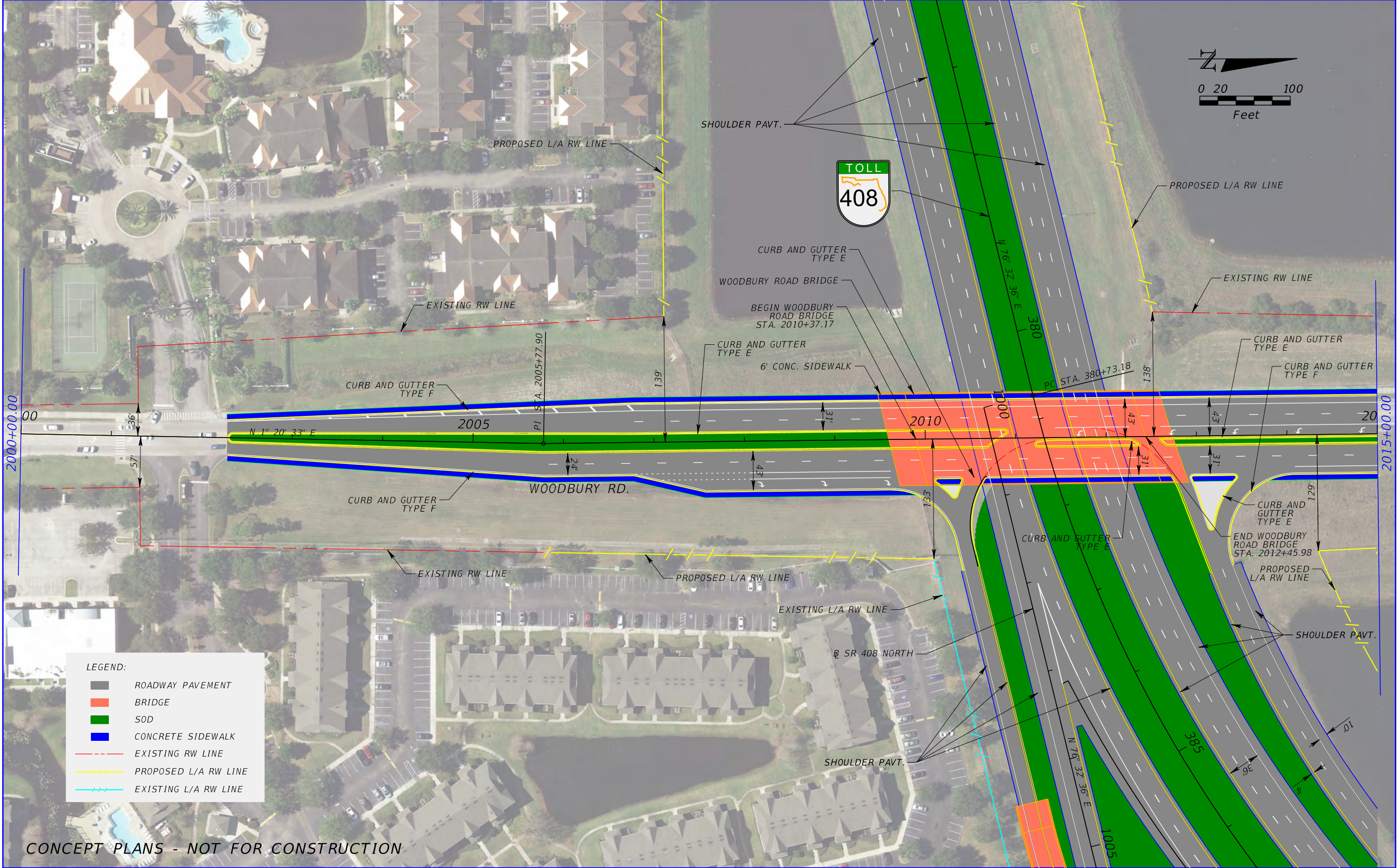
| REVISIONS |             |      |             | C. BRIAN FULLER, P.E.<br>P.E. NO.: 49524<br>METRIC ENGINEERING, INC.<br>615 CRESCENT EXECUTIVE CT, SUITE 524<br>LAKE MARY, FLORIDA 32746<br>TEL. (407) 644-1898<br>FAX. (407) 644-2376<br>CERTIFICATE OF AUTHORIZATION: 2294 | CENTRAL FLORIDA<br>EXPRESSWAY AUTHORITY |        |                      | PLAN SHEET | SHEET<br>NO.<br><br>41 |
|-----------|-------------|------|-------------|--|---|--------|----------------------|------------|------------------------|
| DATE      | DESCRIPTION | DATE | DESCRIPTION |  | ROAD NO.                                | COUNTY | FINANCIAL PROJECT ID |            |                        |
|           |             |      |             |  | SR 408                                  | ORANGE | 408254               |            |                        |





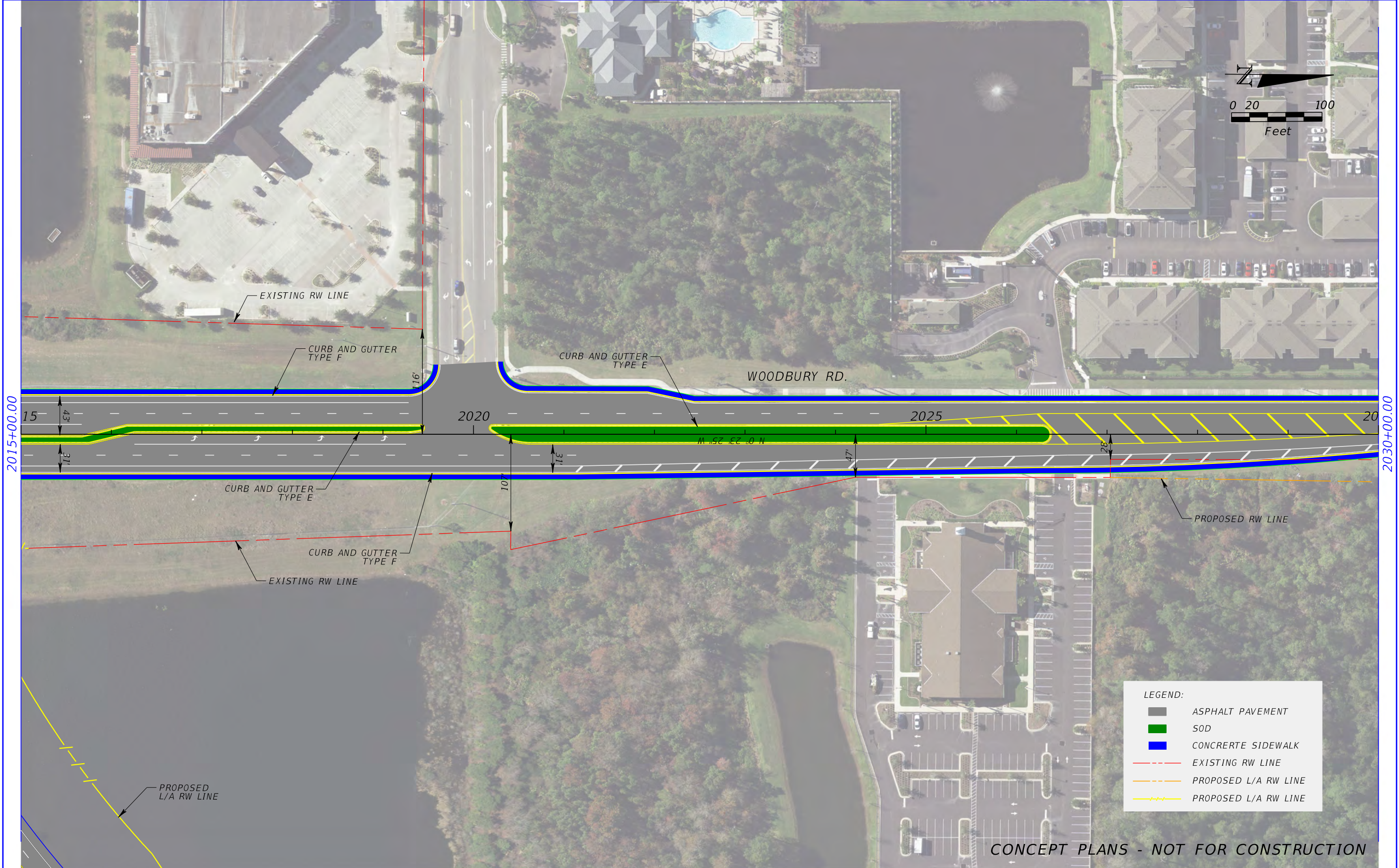
| REVISIONS |             |      |             | C. BRIAN FULLER, P.E.<br>P.E. NO.: 49524<br>METRIC ENGINEERING, INC.<br>615 CRESCENT EXECUTIVE CT, SUITE 524<br>LAKE MARY, FLORIDA 32746<br>TEL. (407) 644-1898<br>FAX. (407) 644-2376<br>CERTIFICATE OF AUTHORIZATION: 2294 | CENTRAL FLORIDA<br>EXPRESSWAY AUTHORITY |        |                      | PLAN SHEET | SHEET<br>NO.<br><br>42 |
|-----------|-------------|------|-------------|--|---|--------|----------------------|------------|------------------------|
| DATE      | DESCRIPTION | DATE | DESCRIPTION |  | ROAD NO.                                | COUNTY | FINANCIAL PROJECT ID |            |                        |
|           |             |      |             |  | SR 408                                  | ORANGE | 408254               |            |                        |





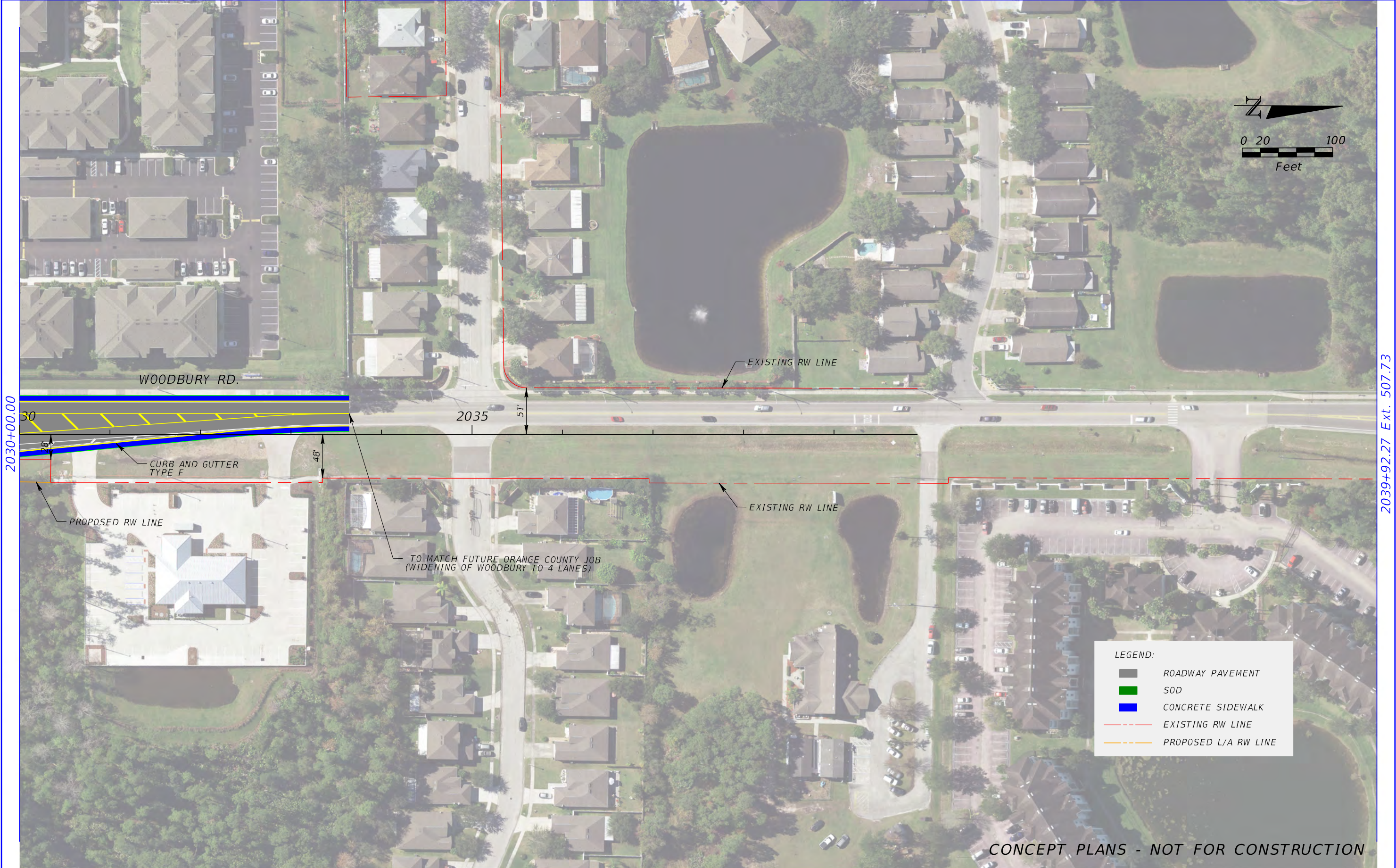
| REVISIONS |             |      |             | C. BRIAN FULLER, P.E.<br>P.E. NO.: 49524<br>METRIC ENGINEERING, INC.<br>615 CRESCENT EXECUTIVE CT, SUITE 524<br>LAKE MARY, FLORIDA 32746<br>TEL. (407) 644-1898<br>FAX. (407) 644-2376<br>CERTIFICATE OF AUTHORIZATION: 2294 | CENTRAL FLORIDA<br>EXPRESSWAY AUTHORITY |        |                      | PLAN SHEET | SHEET<br>NO.<br><br>43 |
|-----------|-------------|------|-------------|--|---|--------|----------------------|------------|------------------------|
| DATE      | DESCRIPTION | DATE | DESCRIPTION |  | ROAD NO.                                | COUNTY | FINANCIAL PROJECT ID |            |                        |
|           |             |      |             |  | SR 408                                  | ORANGE | 408254               |            |                        |





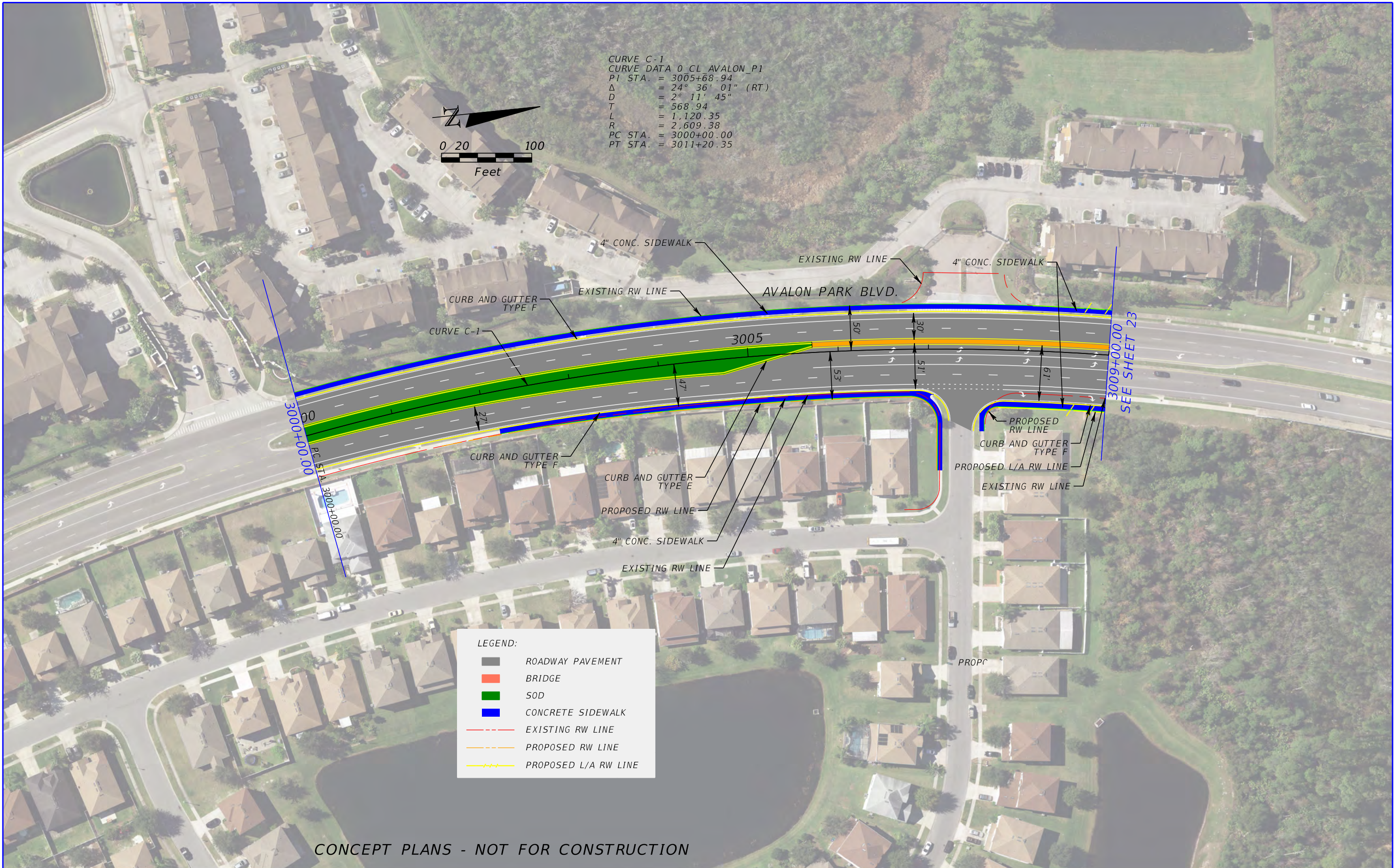
| REVISIONS |             |      |             | C. BRIAN FULLER, P.E.<br>P.E. NO.: 49524<br>METRIC ENGINEERING, INC.<br>615 CRESCENT EXECUTIVE CT, SUITE 524<br>LAKE MARY, FLORIDA 32746<br>TEL. (407) 644-1898<br>FAX. (407) 644-2376<br>CERTIFICATE OF AUTHORIZATION: 2294 | CENTRAL FLORIDA<br>EXPRESSWAY AUTHORITY |        |                      | PLAN SHEET | SHEET<br>NO. |
|-----------|-------------|------|-------------|--|---|--------|----------------------|------------|--------------|
| DATE      | DESCRIPTION | DATE | DESCRIPTION |  | ROAD NO.                                | COUNTY | FINANCIAL PROJECT ID |            | 44           |
|           |             |      |             |  |   |        |                      |            |              |
|           |             |      |             |  |   |        |                      |            |              |
|           |             |      |             |  | SR 408                                  | ORANGE | 408254               |            |              |





| REVISIONS |             |      |             | C. BRIAN FULLER, P.E.<br>P.E. NO.: 49524<br>METRIC ENGINEERING, INC.<br>615 CRESCENT EXECUTIVE CT, SUITE 524<br>LAKE MARY, FLORIDA 32746<br>TEL. (407) 644-1898<br>FAX. (407) 644-2376<br>CERTIFICATE OF AUTHORIZATION: 2294 | CENTRAL FLORIDA<br>EXPRESSWAY AUTHORITY |        |                      | PLAN SHEET | SHEET<br>NO. |
|-----------|-------------|------|-------------|--|---|--------|----------------------|------------|--------------|
| DATE      | DESCRIPTION | DATE | DESCRIPTION |  | ROAD NO.                                | COUNTY | FINANCIAL PROJECT ID |            |              |
|           |             |      |             |  | SR 408                                  | ORANGE | 408254               |            | 45           |





CURVE C-1  
CURVE DATA 0 CL AVALON-P1  
PI STA. = 3005+68.94  
 $\Delta$  = 24° 36' 01" (RT)  
D = 2° 11' 45"  
T = 568.94  
L = 1,120.35  
R = 2,609.38  
PC STA. = 3000+00.00  
PT STA. = 3011+20.35



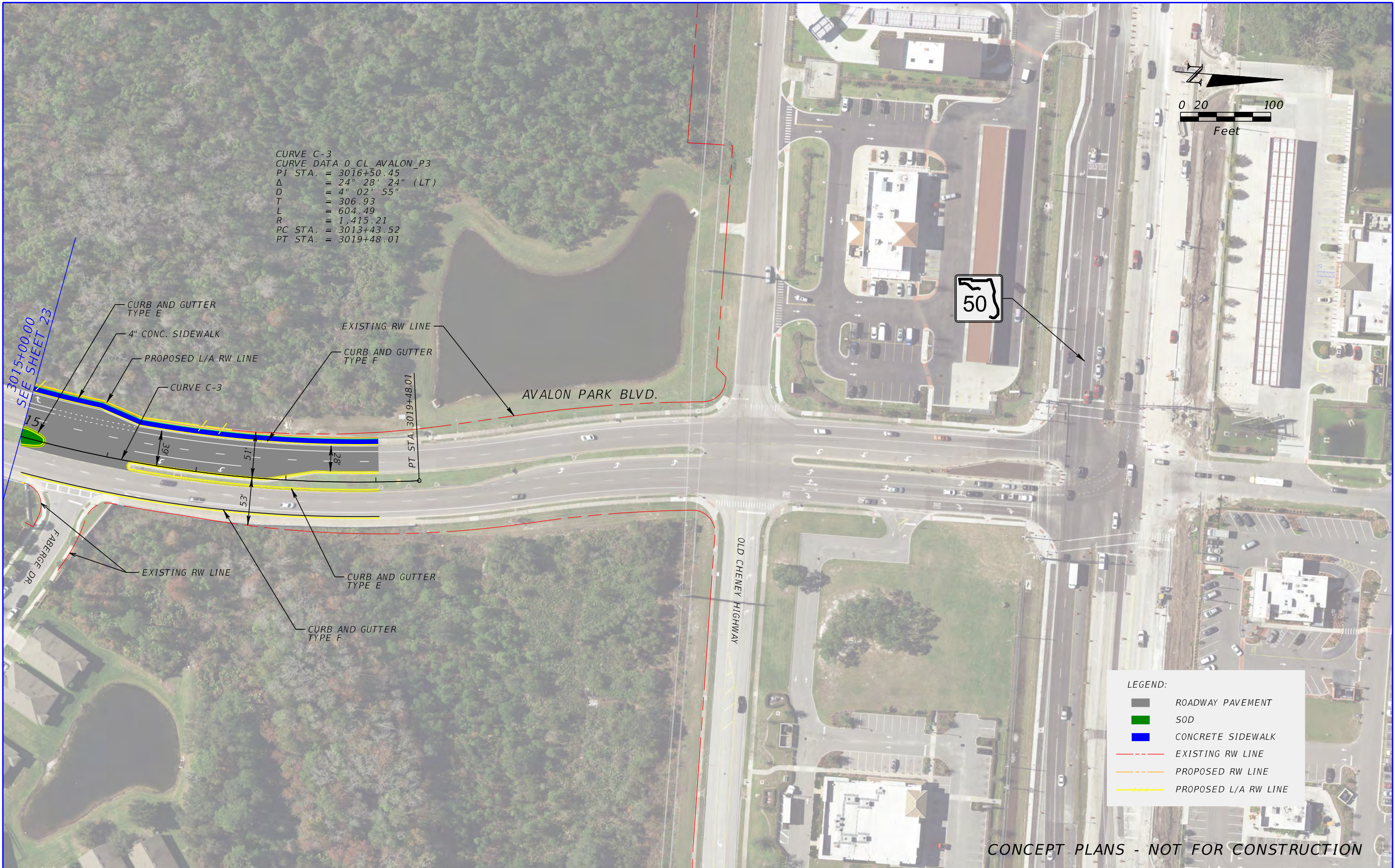
**LEGEND:**

- ROADWAY PAVEMENT
- BRIDGE
- SOD
- CONCRETE SIDEWALK
- EXISTING RW LINE
- PROPOSED RW LINE
- PROPOSED L/A RW LINE

CONCEPT PLANS - NOT FOR CONSTRUCTION

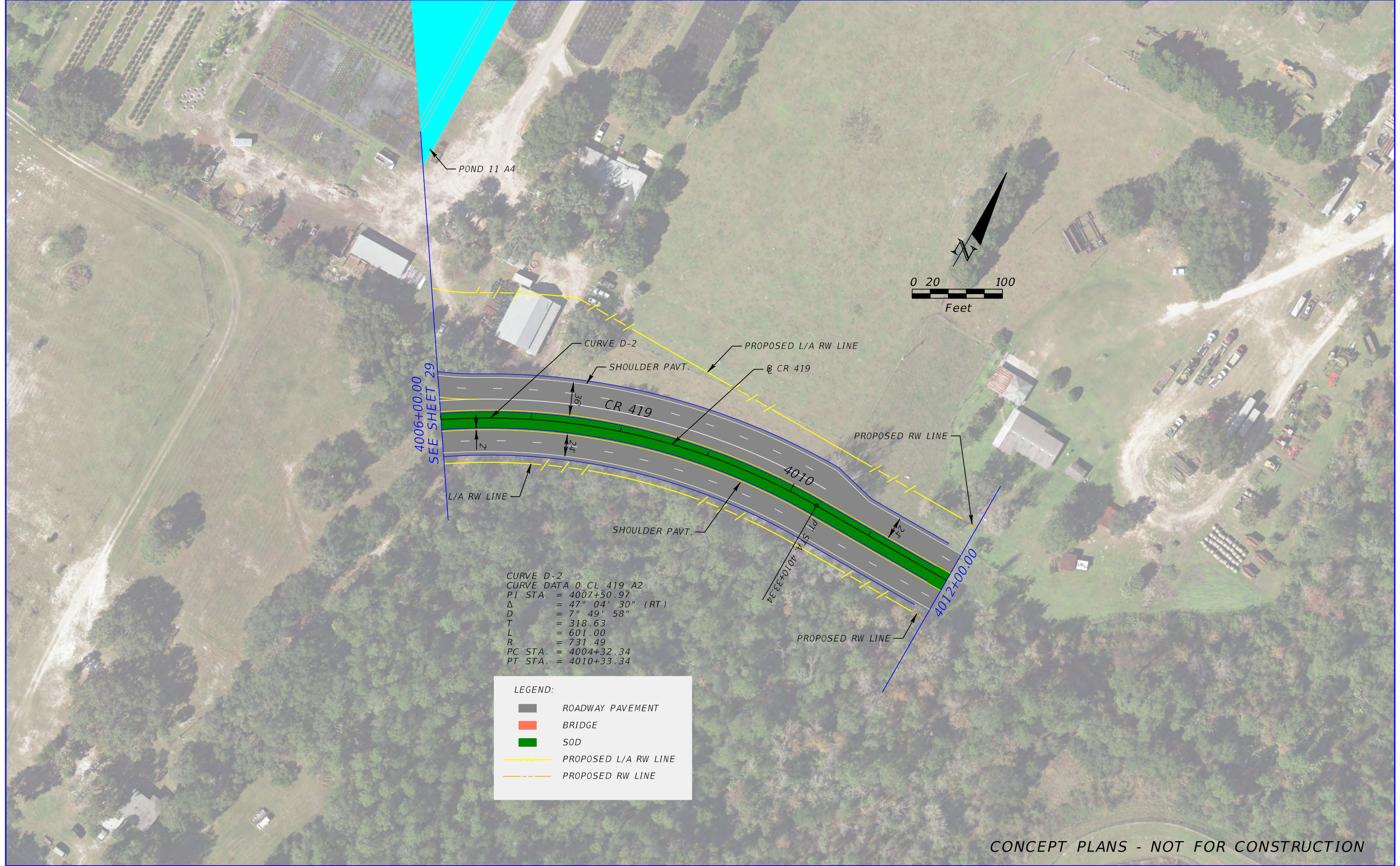
| REVISIONS |             |      |             | C. BRIAN FULLER, P.E.<br>P.E. NO.: 49524<br>METRIC ENGINEERING, INC.<br>615 CRESCENT EXECUTIVE CT, SUITE 524<br>LAKE MARY, FLORIDA 32746<br>TEL. (407) 644-1898<br>FAX. (407) 644-2376<br>CERTIFICATE OF AUTHORIZATION: 2294 | CENTRAL FLORIDA<br>EXPRESSWAY AUTHORITY |        |                      | PLAN SHEET | SHEET<br>NO.<br><br>46 |
|-----------|-------------|------|-------------|--|---|--------|----------------------|------------|------------------------|
| DATE      | DESCRIPTION | DATE | DESCRIPTION |  | ROAD NO.                                | COUNTY | FINANCIAL PROJECT ID |            |                        |
|           |             |      |             |  | SR 408                                  | ORANGE | 408254               |            |                        |





| REVISIONS |             |      |             | C. BRIAN FULLER, P.E.<br>P.E. NO.: 49524<br>METRIC ENGINEERING, INC.<br>615 CRESCENT EXECUTIVE CT, SUITE 524<br>LAKE MARY, FLORIDA 32746<br>TEL. (407) 644-1898<br>FAX. (407) 644-2376<br>CERTIFICATE OF AUTHORIZATION: 2294 | CENTRAL FLORIDA<br>EXPRESSWAY AUTHORITY |        |                      | PLAN SHEET | SHEET<br>NO.<br><br>47 |
|-----------|-------------|------|-------------|--|---|--------|----------------------|------------|------------------------|
| DATE      | DESCRIPTION | DATE | DESCRIPTION |  | ROAD NO.                                | COUNTY | FINANCIAL PROJECT ID |            |                        |
|           |             |      |             |  | SR 408                                  | ORANGE | 408254               |            |                        |





CURVE D-2  
CURVE DATA 0 CL 419 A2  
PI STA. = 4007+50.97  
Δ = 47° 04' 30" (RT)  
D = 7° 49' 58"  
T = 318.63  
L = 601.00  
R = 731.49  
PC STA. = 4004+32.34  
PT STA. = 4010+33.34

LEGEND:

- ROADWAY PAVEMENT
- BRIDGE
- SOD
- PROPOSED L/A RW LINE
- PROPOSED RW LINE

CONCEPT PLANS - NOT FOR CONSTRUCTION

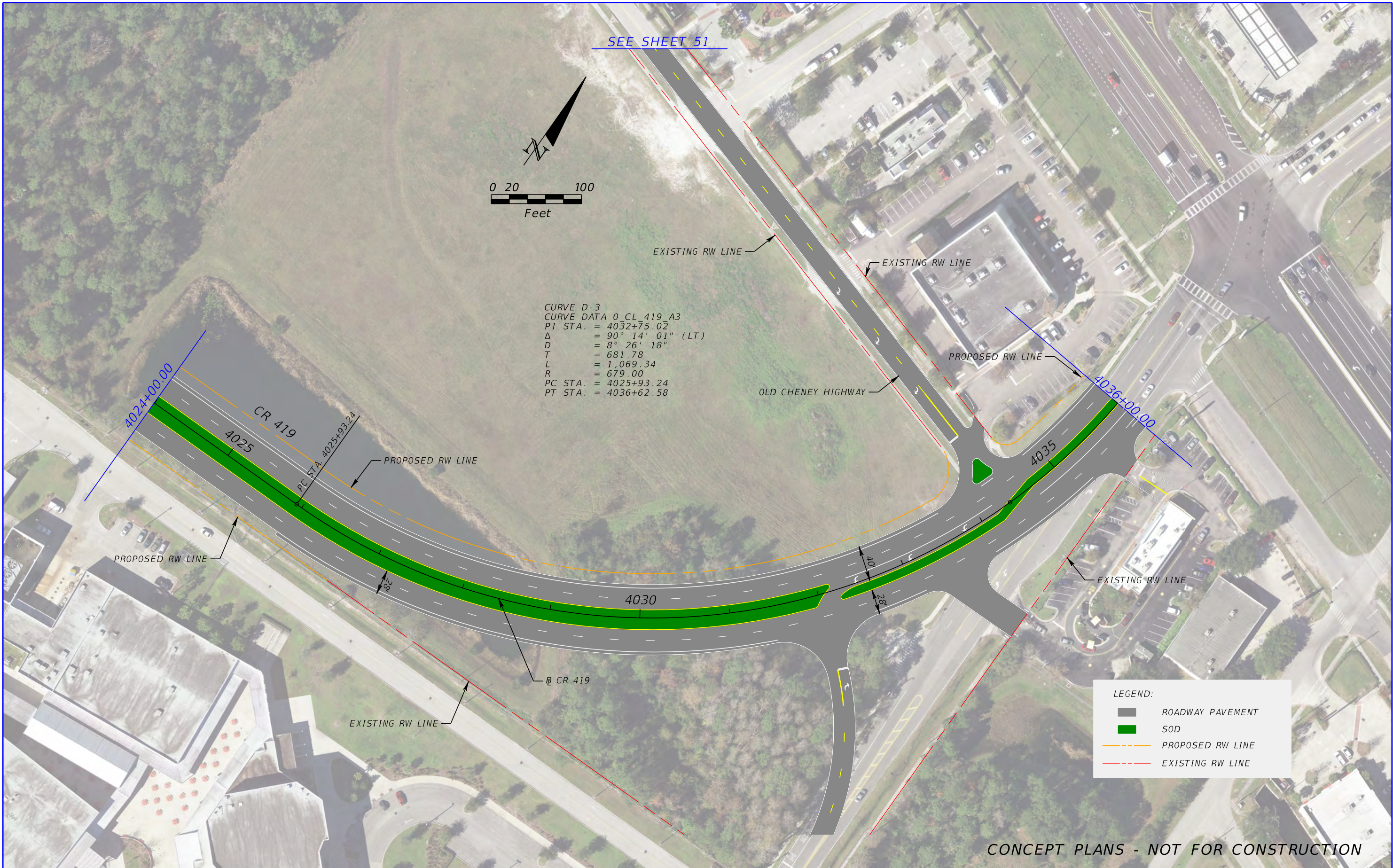
| REVISIONS |             |      |             | C. BRIAN FULLER, P.E.<br>P.E. NO.: 49524<br>METRIC ENGINEERING, INC.<br>615 CRESCENT EXECUTIVE CT, SUITE 524<br>LAKE MARY, FLORIDA 32746<br>TEL. (407) 644-1898<br>FAX. (407) 644-2376<br>CERTIFICATE OF AUTHORIZATION: 2294 | CENTRAL FLORIDA<br>EXPRESSWAY AUTHORITY |        |                      | PLAN SHEET | SHEET<br>NO.<br><br>48 |
|-----------|-------------|------|-------------|--|---|--------|----------------------|------------|------------------------|
| DATE      | DESCRIPTION | DATE | DESCRIPTION |  | ROAD NO.                                | COUNTY | FINANCIAL PROJECT ID |            |                        |
|           |             |      |             |  | SR 408                                  | ORANGE | 408254               |            |                        |





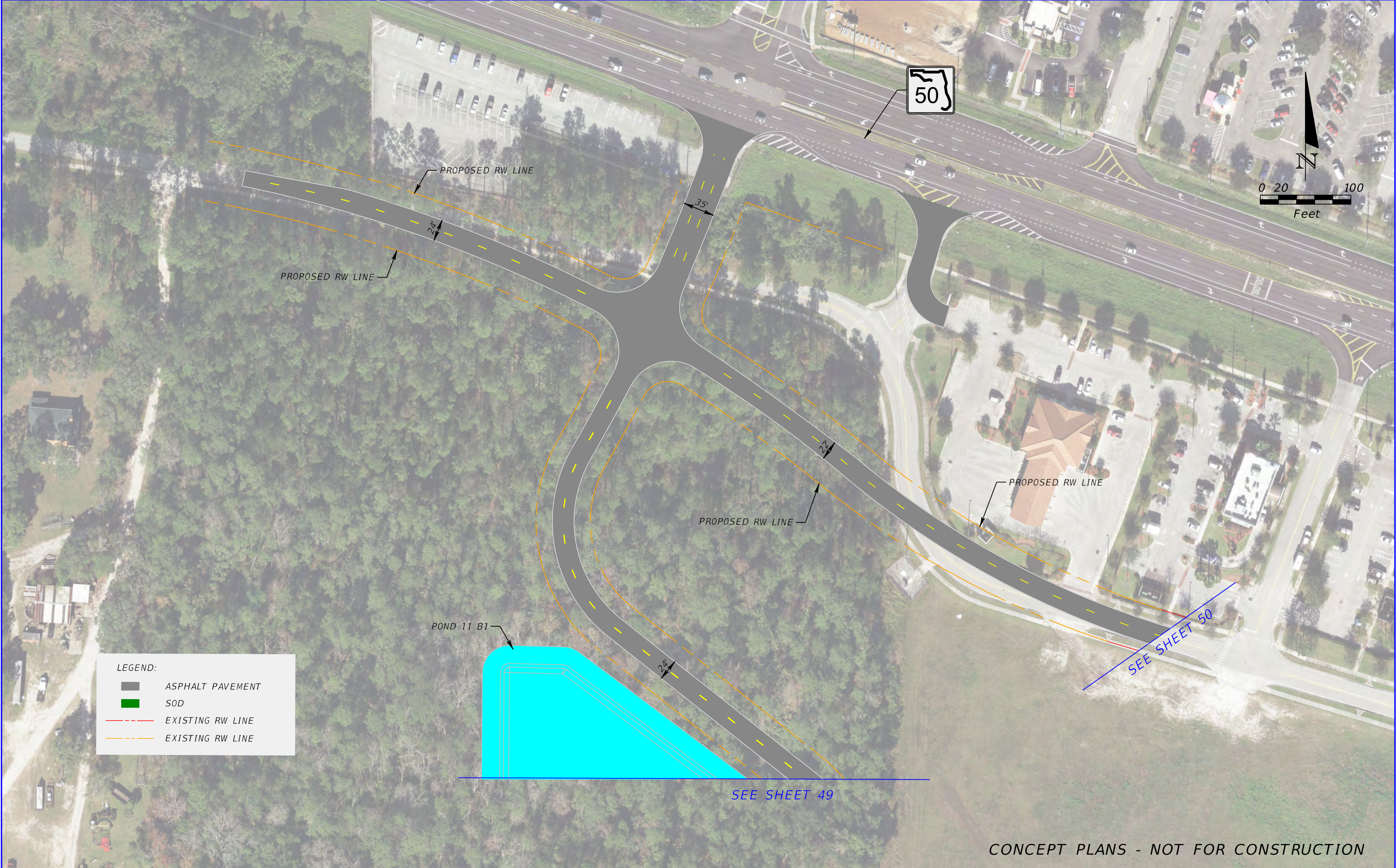
| REVISIONS |             |      |             | C. BRIAN FULLER, P.E.<br>P.E. NO.: 49524<br>METRIC ENGINEERING, INC.<br>615 CRESCENT EXECUTIVE CT, SUITE 524<br>LAKE MARY, FLORIDA 32746<br>TEL. (407) 644-1898<br>FAX. (407) 644-2376<br>CERTIFICATE OF AUTHORIZATION: 2294 | CENTRAL FLORIDA<br>EXPRESSWAY AUTHORITY |        |                      | PLAN SHEET | SHEET<br>NO. |
|-----------|-------------|------|-------------|--|---|--------|----------------------|------------|--------------|
| DATE      | DESCRIPTION | DATE | DESCRIPTION |  | ROAD NO.                                | COUNTY | FINANCIAL PROJECT ID |            |              |
|           |             |      |             |  | SR 408                                  | ORANGE | 408254               |            | 49           |





| REVISIONS |             |      |             | C. BRIAN FULLER, P.E.<br>P.E. NO.: 49524<br>METRIC ENGINEERING, INC.<br>615 CRESCENT EXECUTIVE CT, SUITE 524<br>LAKE MARY, FLORIDA 32746<br>TEL. (407) 644-1898<br>FAX. (407) 644-2376<br>CERTIFICATE OF AUTHORIZATION: 2294 | CENTRAL FLORIDA<br>EXPRESSWAY AUTHORITY |        |                      | PLAN SHEET | SHEET<br>NO.<br><br>50 |
|-----------|-------------|------|-------------|--|---|--------|----------------------|------------|------------------------|
| DATE      | DESCRIPTION | DATE | DESCRIPTION |  | ROAD NO.                                | COUNTY | FINANCIAL PROJECT ID |            |                        |
|           |             |      |             |  | SR 408                                  | ORANGE | 408254               |            |                        |





| REVISIONS |             |      |             | C. BRIAN FULLER, P.E.<br>P.E. NO.: 49524<br>METRIC ENGINEERING, INC.<br>615 CRESCENT EXECUTIVE CT, SUITE 524<br>LAKE MARY, FLORIDA 32746<br>TEL. (407) 644-1898<br>FAX. (407) 644-2376<br>CERTIFICATE OF AUTHORIZATION: 2294 | CENTRAL FLORIDA<br>EXPRESSWAY AUTHORITY |        |                      | PLAN SHEET | SHEET<br>NO. |
|-----------|-------------|------|-------------|--|---|--------|----------------------|------------|--------------|
| DATE      | DESCRIPTION | DATE | DESCRIPTION |  | ROAD NO.                                | COUNTY | FINANCIAL PROJECT ID |            |              |
|           |             |      |             |  | SR 408                                  | ORANGE | 408254               |            | 51           |



CURVE E-1

CURVE DATA 0 CL DIAMND\_A1

PI STA. = 5004+88.72

Δ = 3° 27' 44" (RT)

D = 0° 21' 16"

T = 488.72

L = 977.14

R = 16,170.96

PC STA. = 5000+00.00

PT STA. = 5009+77.14

CURVE E-2

CURVE DATA 0 CL DIAMND\_A2

PI STA. = 5014+94.98

Δ = 4° 18' 40" (RT)

D = 0° 24' 59"

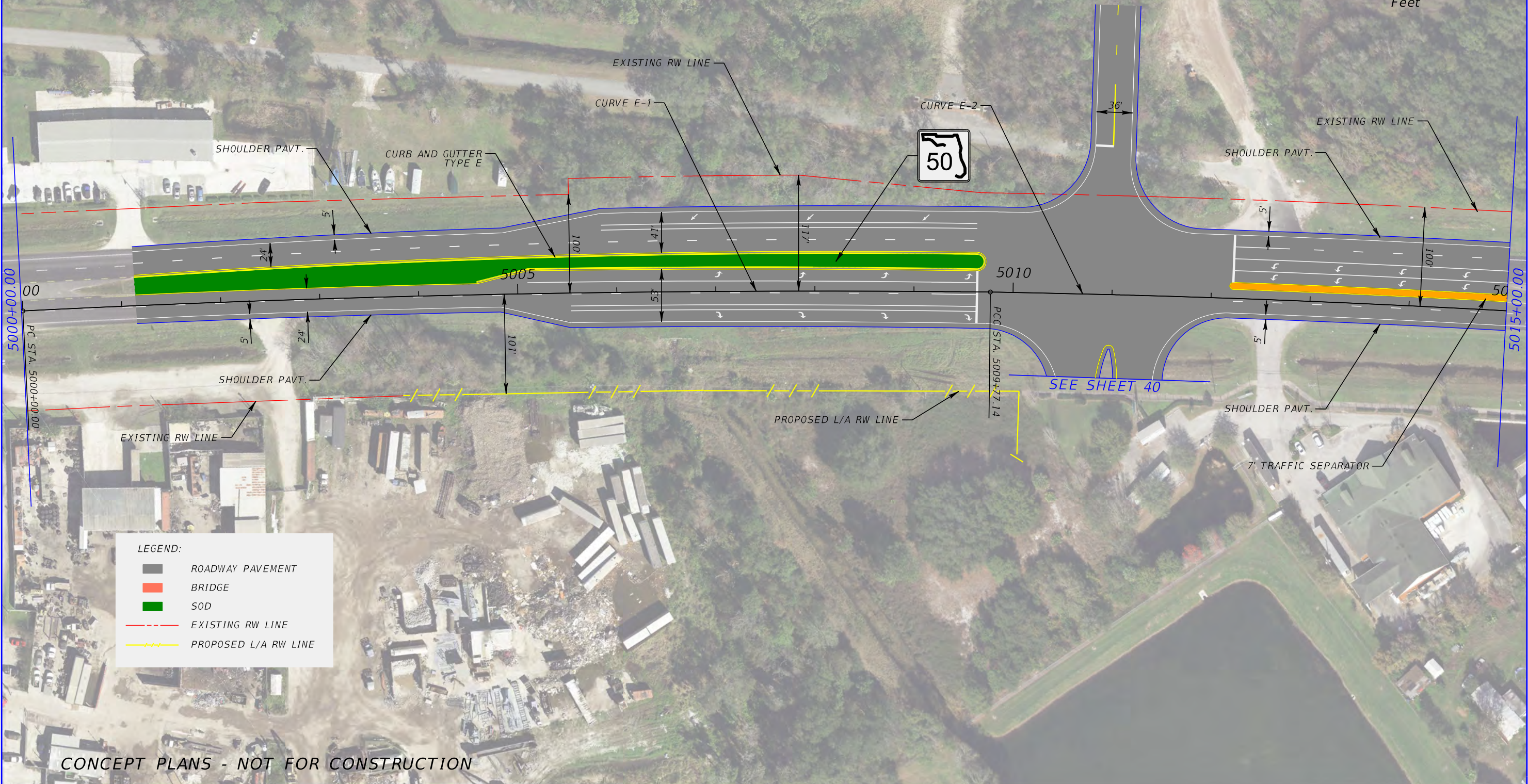
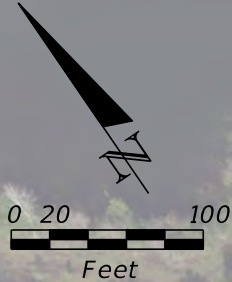
R = 13,758.24

PC STA. = 5009+77.14

PT STA. = 5020+12.33

T = 517.84

L = 1,035.19



LEGEND:

ROADWAY PAVEMENT

BRIDGE

SOD

EXISTING RW LINE

PROPOSED L/A RW LINE

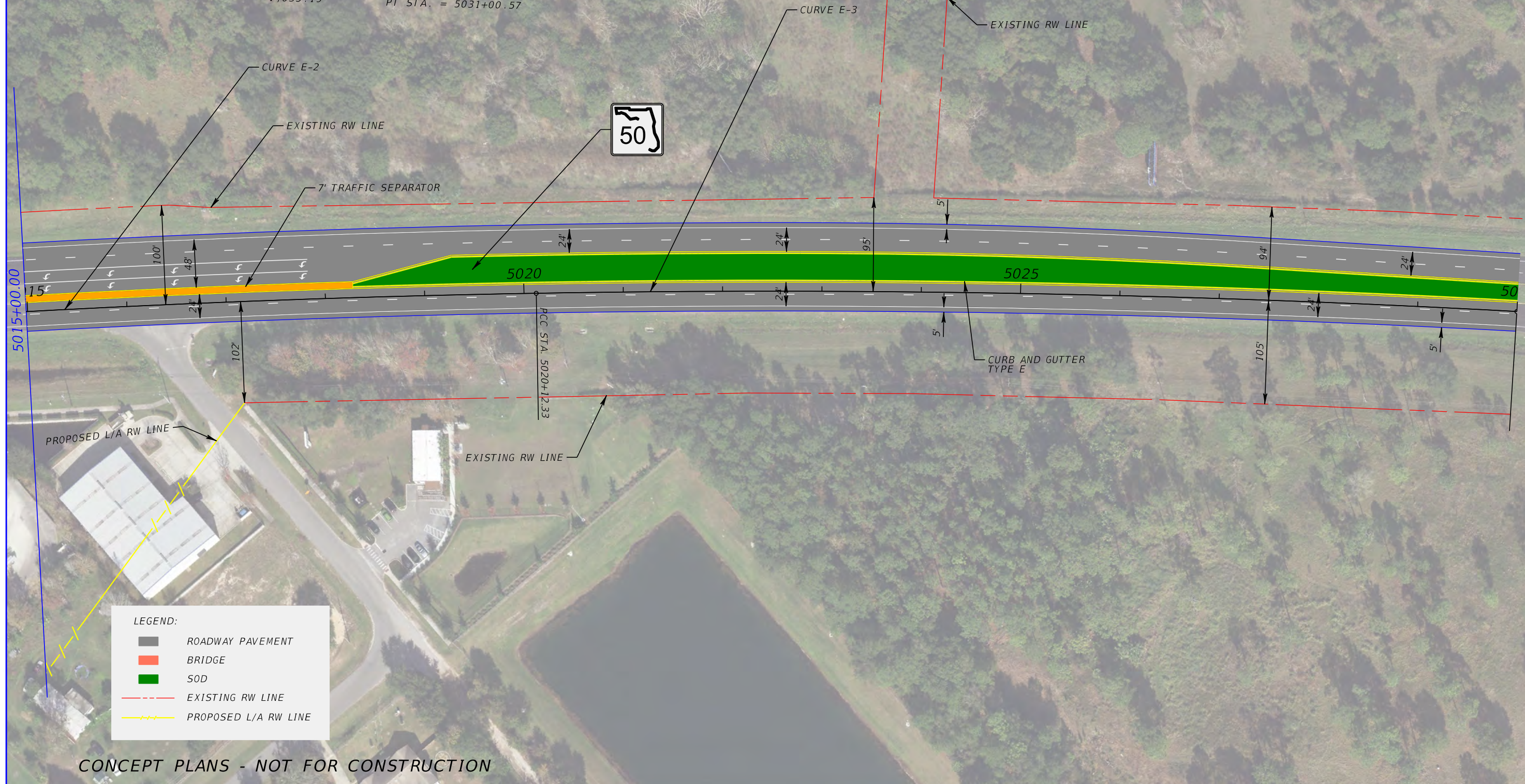
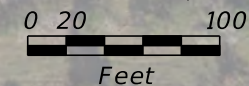
CONCEPT PLANS - NOT FOR CONSTRUCTION

| REVISIONS |             |      |             | C. BRIAN FULLER, P.E.<br>P.E. NO.: 49524<br>METRIC ENGINEERING, INC.<br>615 CRESCENT EXECUTIVE CT, SUITE 524<br>LAKE MARY, FLORIDA 32746<br>TEL. (407) 644-1898<br>FAX. (407) 644-2376<br>CERTIFICATE OF AUTHORIZATION: 2294 | CENTRAL FLORIDA<br>EXPRESSWAY AUTHORITY |        |                      | PLAN SHEET | SHEET<br>NO.<br><br>52 |
|-----------|-------------|------|-------------|--|---|--------|----------------------|------------|------------------------|
| DATE      | DESCRIPTION | DATE | DESCRIPTION |  | ROAD NO.                                | COUNTY | FINANCIAL PROJECT ID |            |                        |
|           |             |      |             |  | SR 408                                  | ORANGE | 408254               |            |                        |



CURVE E-2  
CURVE DATA 0 CL DIAMND\_A2  
PI STA. = 5014+94.98  
Δ = 4° 18' 40" (RT)  
D = 0° 24' 59"  
R = 13,758.24  
PC STA. = 5009+77.14  
PT STA. = 5020+12.33  
T = 517.84  
L = 1,035.19

CURVE E-3  
CURVE DATA 0 CL DIAMND\_A3  
PI STA. = 5025+56.74  
Δ = 4° 31' 55" (RT)  
D = 0° 24' 59"  
T = 544.40  
L = 1,088.24  
R = 13,758.24  
PC STA. = 5020+12.33  
PT STA. = 5031+00.57



LEGEND:

|  |                      |
|--|----------------------|
|  | ROADWAY PAVEMENT     |
|  | BRIDGE               |
|  | SOD                  |
|  | EXISTING RW LINE     |
|  | PROPOSED L/A RW LINE |

CONCEPT PLANS - NOT FOR CONSTRUCTION

| REVISIONS |             |      |             | C. BRIAN FULLER, P.E.<br>P.E. NO.: 49524<br>METRIC ENGINEERING, INC.<br>615 CRESCENT EXECUTIVE CT, SUITE 524<br>LAKE MARY, FLORIDA 32746<br>TEL. (407) 644-1898<br>FAX. (407) 644-2376<br>CERTIFICATE OF AUTHORIZATION: 2294 | CENTRAL FLORIDA<br>EXPRESSWAY AUTHORITY |        |                      | PLAN SHEET | SHEET<br>NO.<br><br>53 |
|-----------|-------------|------|-------------|--|---|--------|----------------------|------------|------------------------|
| DATE      | DESCRIPTION | DATE | DESCRIPTION |  | ROAD NO.                                | COUNTY | FINANCIAL PROJECT ID |            |                        |
|           |             |      |             |  | SR 408                                  | ORANGE | 408254               |            |                        |



## TYPICAL SECTION PACKAGE

# CENTRAL FLORIDA EXPRESSWAY

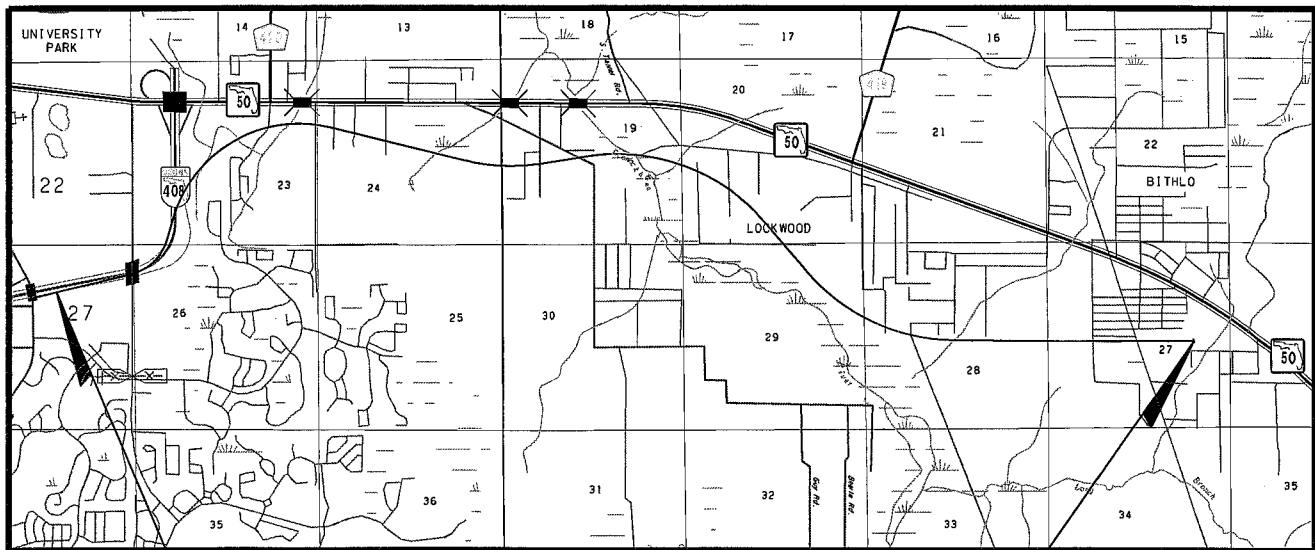
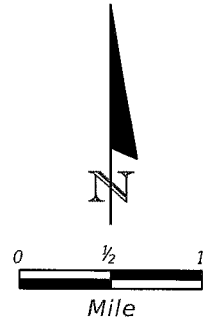
## TYPICAL SECTION PACKAGE

ORANGE COUNTY (75008160)

STATE ROAD NO. 408

SR 408 EASTERN EXTENSION PD&E STUDY  
(FROM CURRENT EASTERN TERMINUS NEAR  
WOODBURY ROAD TO SR 50, NEAR SR 520)

CFX PROJECT NO. 408-254



BEGIN PROJECT  
STA. 358+41.08

END PROJECT  
STA. 731+27.29

### *PROJECT LOCATION MAP*



## PROJECT IDENTIFICATION

CFX PROJECT NO. 408-254 COUNTY (SECTION) 75008160  
 PROJECT DESCRIPTION SR 408 EASTERN EXTENSION PD&E STUDY (FROM CURRENT EASTERN TERMINUS NEAR WOODBURY ROAD TO SR 50, NEAR SR 520)

## PROJECT CONTROLS

### FUNCTIONAL CLASSIFICATION

(X) RURAL  
 ( ) URBAN  
 (X) FREEWAY/EXPWY. ( ) MAJOR COLL.  
 ( ) PRINCIPAL ART. ( ) MINOR COLL.  
 ( ) MINOR ART. ( ) LOCAL

### HIGHWAY SYSTEM

Yes No  
 ( ) (X) NATIONAL HIGHWAY SYSTEM  
 ( ) (X) STRATEGIC INTERMODAL SYSTEM  
 (X) ( ) STATE HIGHWAY SYSTEM  
 ( ) (X) OFF STATE HIGHWAY SYSTEM

### ACCESS CLASSIFICATION

(X) 1 - FREEWAY  
 ( ) 2 - RESTRICTIVE w/Service Roads  
 ( ) 3 - RESTRICTIVE w/660 ft. Connection Spacing  
 ( ) 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing  
 ( ) 5 - RESTRICTIVE w/440 ft. Connection Spacing  
 ( ) 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing  
 ( ) 7 - BOTH MEDIAN TYPES

### TRAFFIC

|         | YEAR | AADT          |
|---------|------|---------------|
| CURRENT | 2017 | N/A           |
| OPENING | 2025 | 8,600-20,500  |
| DESIGN  | 2045 | 13,300-35,500 |

### CRITERIA

(X) NEW CONSTRUCTION / RECONSTRUCTION  
 ( ) RRR INTERSTATE / FREEWAY  
 ( ) RRR NON-INTERSTATE / FREEWAY  
 ( ) TDLC / NEW CONSTRUCTION / RECONSTRUCTION  
 ( ) TDLC / RRR  
 ( ) MANUAL OF UNIFORM MINIMUM STANDARDS  
 (FLORIDA GREENBOOK) (OFF-STATE HIGHWAY SYSTEM ONLY)

### DISTRIBUTION

|              |       |      |     |
|--------------|-------|------|-----|
| DESIGN SPEED | 65-70 | K    | 9%  |
| POSTED SPEED | 65    | D    | 60% |
|              |       | T 24 | 2%  |

LIST ANY POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION ELEMENTS:

#### LIST MAJOR STRUCTURES LOCATION/DESCRIPTION - REQUIRING INDEPENDENT STRUCTURE DESIGN:

|   |   |                                      |
|---|---|--------------------------------------|
| WOODBURY ROAD OVER SR 408                 | SR 408 EB/WB OVER PEL ST                    | SR 408 EB/WB OVER HAMILTON DR        |
| WOODBURY RD ENTRANCE RAMP TO SR 408       | SR 408 EB/WB OVER AVALON PARK BLVD          | SR 408 EB/WB OVER ECONLOCKHATCHEE    |
| SR 408 EB/WB OVER CHALLENGER PKWY RAMPS   | SR 408 EB/WB OVER ECONLOCKHATCHEE RIVER AND | RIVER TRIBUTARY                      |
| SR 408 WB RAMP OVER CHALLENGER PKWY RAMPS | OLD CHENEY HIGHWAY                          | SR 408 EB/WB OVER SEMINOLE TRAIL     |
| SR 408 EB/WB OVER BRIDGEWAY BLVD          | SR 408 EB/WB RAMPS OVER LOCKWOOD DR         | SR 408 EB/WB OVER N 5TH ST           |
| SR 408 EB/WB OVER HANCOCK LONE PALM RD    | SR 408 EB/WB OVER LOCKWOOD DR               | SR 408 EB/WB OVER NORTH COUNTY RD 13 |
| SR 408 EB/WB OVER FRICKE AVE              | SR 408 EB/WB OVER CHULUOTA RD EXTENSION     |                                      |

#### LIST MAJOR UTILITIES WITHIN PROJECT CORRIDOR:

|                                      |                               |                                    |
|--------------------------------------|-------------------------------|------------------------------------|
| ADVANCED CABLING SOLUTIONS INC       | CHARTER COMMUNICATIONS        | ORANGE COUNTY UTILITIES            |
| AMERICAN TRAFFIC SOLUTIONS           | DUKE ENERGY                   | ORANGE COUNTY UTILITIES-WASTEWATER |
| AT&T FLORIDA - DISTRIBUTION          | FIBERNET DIRECT               | TECO - PEOPLES GAS                 |
| CENTRAL FLORIDA EXPRESSWAY AUTHORITY | LOVELACE GAS SERVICE          |                                    |
| CENTURYLINK                          | MCI                           |                                    |
| CITY OF ORLANDO - WASTEWATER         | ORANGE COUNTY PUBLIC WORKS    |                                    |
| COMCAST CABLE COMMUNICATIONS         | ORLANDO TELEPHONE COMPANY INC |                                    |

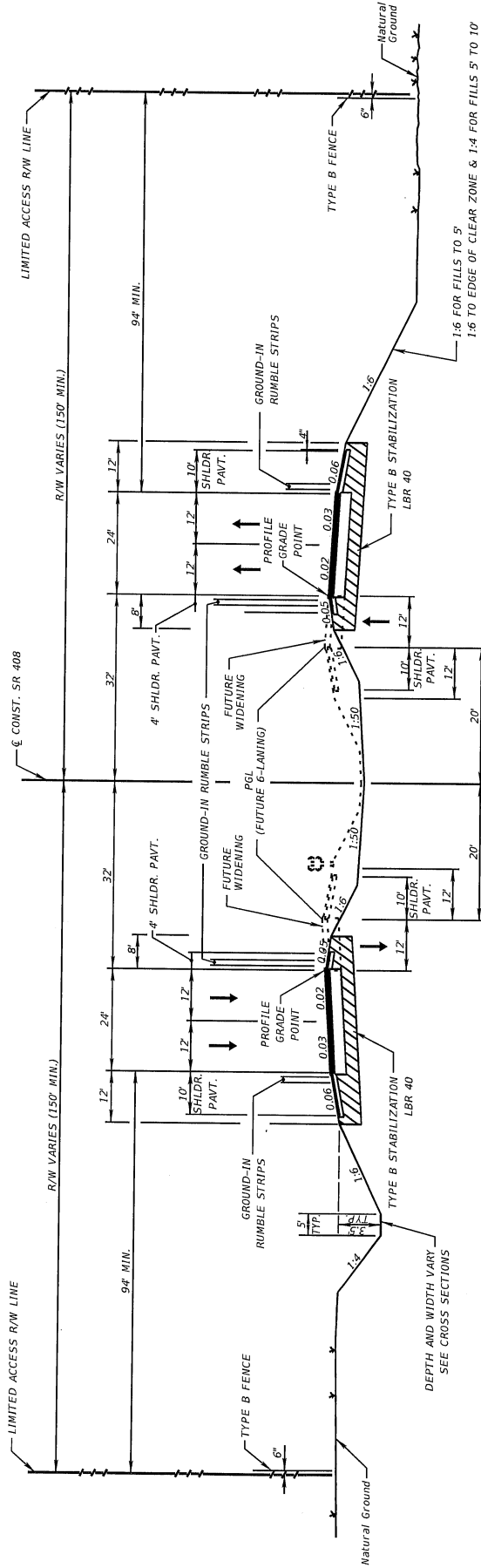
#### LIST OTHER INFORMATION PERTINENT TO DESIGN OF PROJECT:

INTERCHANGES - CHALLENGER PARKWAY, AVALON PARK, CR 419, SR 50

# PROJECT IDENTIFICATION

CFX PROJECT NO. 408-254 FEDERAL AID PROJECT NO. N/A COUNTY NAME ORANGE  
 SECTION NO. 75008160 ROAD DESIGNATION SR 408 LIMITS/MILEPOST N/A  
 PROJECT DESCRIPTION SR 408 EASTERN EXTENSION PD&E STUDY (FROM CURRENT EASTERN TERMINUS NEAR WOODBURY ROAD TO SR 50, NEAR SR 520)

## PROPOSED ROADWAY TYPICAL SECTION



BEGIN PROJECT TO THE RIGHT OF AVALON PARK

DESIGN SPEED = 60 MPH

EAST ORANGE COUNTY ROAD PROJECT

SECTION 75008160

DATE: 7/19/18

SCALE: 1" = 10'

STA 358+41.08 TO STA 731+27.29

STA 358+41.08 TO STA 731+27.29

STA 358+41.08 TO STA 731+27.29

STA 358+41.08 TO STA 731+27.29

STA 358+41.08 TO STA 731+27.29

STA 358+41.08 TO STA 731+27.29

STA 358+41.08 TO STA 731+27.29

STA 358+41.08 TO STA 731+27.29

STA 358+41.08 TO STA 731+27.29

STA 358+41.08 TO STA 731+27.29

STA 358+41.08 TO STA 731+27.29

CFX APPROVAL

CFX CONCURRENCE

CFX CONCURRENCE

Glenn M. Pressimone, PE  
 CFX Director of Engineering

Jonathan Williamson, AICP  
 CFX Project Manager

Engineer  
 Date: 7/19/18


|                     |  |                         |        |                 |        |
|---------------------|--|-------------------------|--------|-----------------|--------|
| CFX PROJECT NO.     | 408-254  | FEDERAL AID PROJECT NO. | N/A    | COUNTY NAME     | ORANGE |
| SECTION NO.         | 75008160   | ROAD DESIGNATION        | SR 408 | LIMITS/MILEPOST | N/A    |
| PROJECT DESCRIPTION | SR 408 EASTERN EXTENSION PD&E STUDY (FROM CURRENT EASTERN TERMINUS NEAR WOODBURY ROAD TO SR 50, NEAR SR 520) |                         |        |                 |        |

**TYPICAL SECTION  
(SINGLE LANE RAMP)**

Diagram illustrating the typical cross-section of a single lane ramp, showing various dimensions and slopes:

- Left Side Slopes:**
  - 1:6 TO EDGE OF CLEAR ZONE & 1:4 FOR FILLS 5' TO 10'
  - 1:6 TO EDGE OF CLEAR ZONE & 1:3 FOR FILLS 10' TO 20'
  - 1:2 (WITH GUARDRAIL) FILLS OVER 20'
- Right Side Slopes:**
  - 1:6
  - 1:4
  - 1:2
- Dimensions and Features:**
  - SHLDR. PAVT.:** 6' (outer shoulder), 4' (inner shoulder), 15' (total shoulder width).
  - 2' SHLDR. PAVT.:** 2' (inner shoulder).
  - PROFILE GRADE POINT:** 0.02' (vertical offset), 0.05' (horizontal offset).
  - TYPE B STABILIZATION:** LBR 40 (Longitudinal Buffer Restraint).
  - TYPE B FENCE:** 6" (height).
  - Natural Ground:** Indicated on both sides of the ramp.
  - DEPTH AND WIDTH VARY:** SEE CROSS SECTIONS.
  - 5' TYP.:** Typical depth of stabilization.
  - 3.5' TYP.:** Typical depth of stabilization.
  - 94' MIN.:** Minimum length of the ramp section.
  - LIMITED ACCESS R/W LINE:** Right-of-way boundary.

DESIGN SPEED:  
DIRECTIONAL RAMP = 50 MPH  
LOOP RAMP = 30 MPH


 P.E. Fuller  
 License No. 49524  
 State of Florida  
 Professional Engineer  
 Signature: [Signature]  
 Date: 7/1/09

CFX APPROVAL

CFX CONCURRENCE

Glenn M. Pressimone, PE  
CFX Director of Engineering

|  |      |
|--|------|
| Jonathan Williamson, AICP<br>CFX Project Manager | Date |
|--|------|

alvaro.vassallo

7/18/2018

11:01:31 AM

U:\PROJECTS\SR 408 PD&E\_CFX\408254\roadway\TYPDRD01\_07.18.2018.dgn



# PROJECT IDENTIFICATION

CFX PROJECT NO. 408-254

FEDERAL AID PROJECT NO. N/A

COUNTY NAME ORANGE

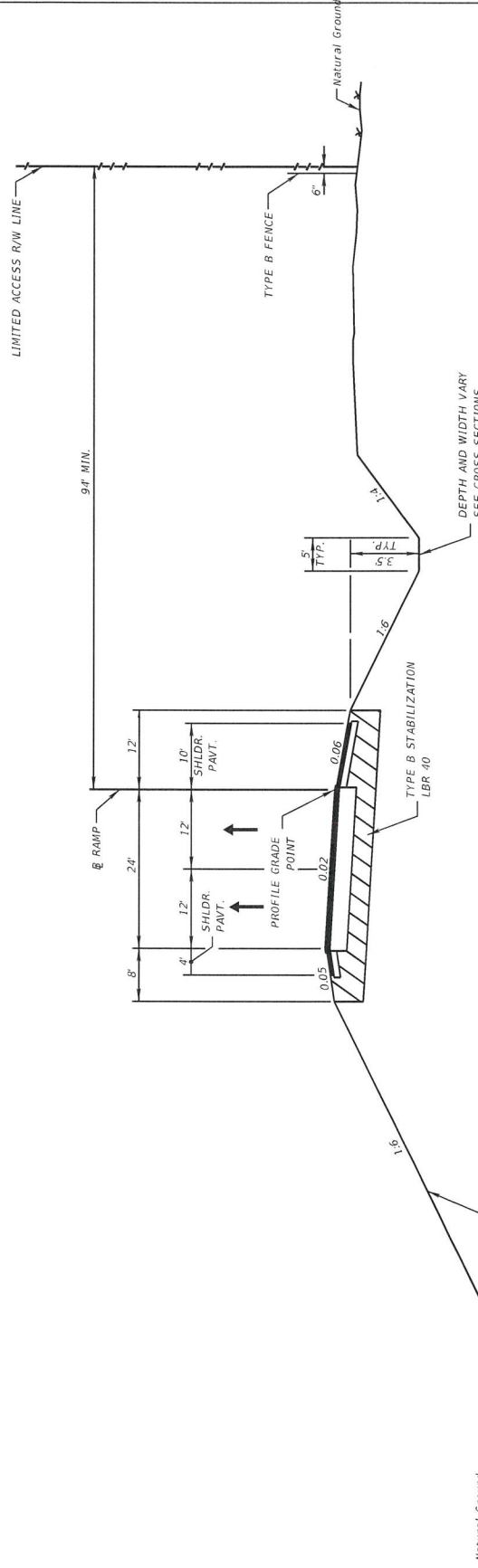
SECTION NO. 75008160

ROAD DESIGNATION SR 408

LIMITS/MILEPOST N/A

PROJECT DESCRIPTION SR 408 EASTERN EXTENSION PD&E STUDY (FROM CURRENT EASTERN TERMINUS NEAR WOODBURY ROAD TO SR 50, NEAR SR 520)

## PROPOSED ROADWAY TYPICAL SECTION



TYPICAL SECTION  
(TWO LANE RAMP)

DESIGN SPEED = 50 MPH

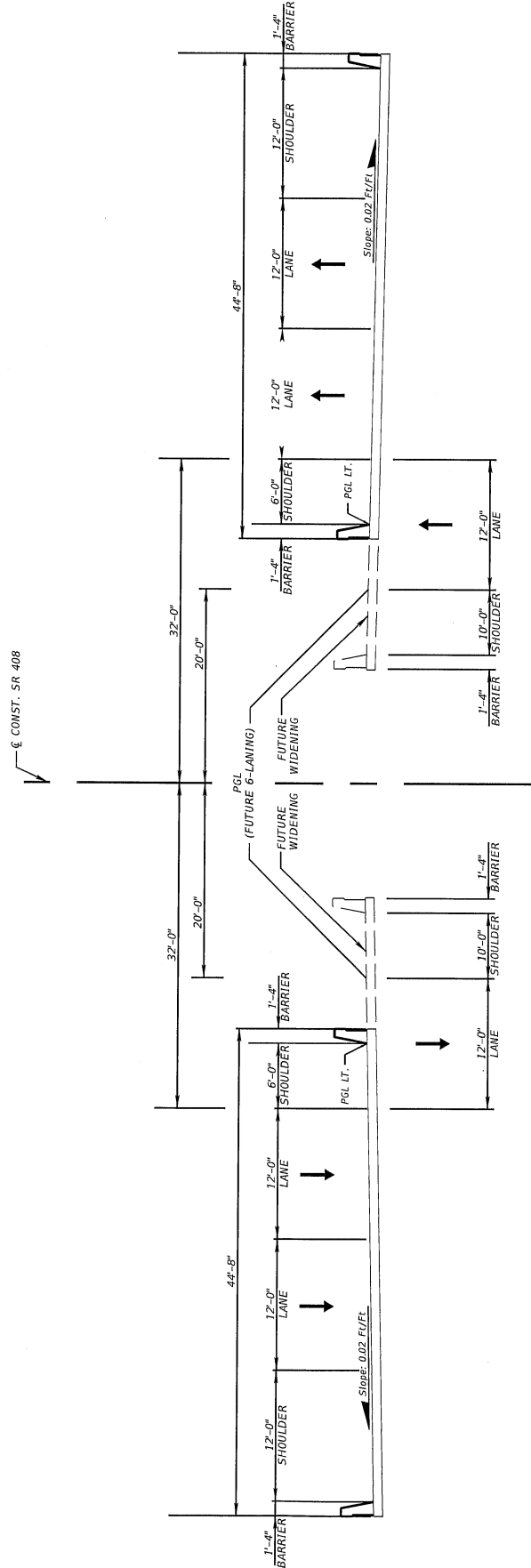
1:6 TO EDGE OF CLEAR ZONE  
1:6 TO EDGE OF CLEAR ZONE  
1:6 TO EDGE OF CLEAR ZONE  
1:6 TO EDGE OF CLEAR ZONE  
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1:6 TO EDGE OF CLEAR ZONE  
1:6 TO EDGE OF CLEAR ZONE  
1:6 TO EDGE OF CLEAR ZONE

|   |  |  |
|---|--|--|
| APPROVED BY: Jonathan Fuller, P.E.<br>License No.: 49524<br>Date: 7/19/18 | CFX CONCURRENCE                                  | CFX APPROVAL   |
| Engineer of Record Signature: <i>[Signature]</i><br>Date: 7/19/18         | Jonathan Williamson, AICP<br>CFX Project Manager | Glenn M. Pressimone, PE<br>CFX Director of Engineering |

# PROJECT IDENTIFICATION

CFX PROJECT NO. 408-254 FEDERAL AID PROJECT NO. N/A COUNTY NAME ORANGE  
 SECTION NO. 75008160 ROAD DESIGNATION SR 408 LIMITS/MILEPOST N/A  
 PROJECT DESCRIPTION SR 408 EASTERN EXTENSION PD&E STUDY (FROM CURRENT EASTERN TERMINUS NEAR WOODBURY ROAD TO SR 50, NEAR SR 520)

## PROPOSED ROADWAY TYPICAL SECTION



## PROPOSED STRUCTURE TYPICAL SECTION SR 408 BRIDGE TYPICAL

BEGIN PROJECT TO EAST OF AVALON PARK

DESIGN SPEED 75 MPH

EAST OF AVALON PARK PROJECT

DESIGN SPEED = 75 MPH

REVISIONS

APPROVED BY: [Signature]

No. 49524

License No. 49524

DATE 7/19/18

DATE 7/19/18

DATE 7/19/18

DATE 7/19/18

DATE 7/19/18

DATE 7/19/18

DATE 7/19/18

DATE 7/19/18

DATE 7/19/18

\*SUPERELEVATION TRANSITION WILL NEED TO BE BASED ON THE FUTURE 6-LANE PCL

CFX APPROVAL

CFX CONCURRENCE

Glenn M. Pressimone, PE  
CFX Director of Engineering

Date

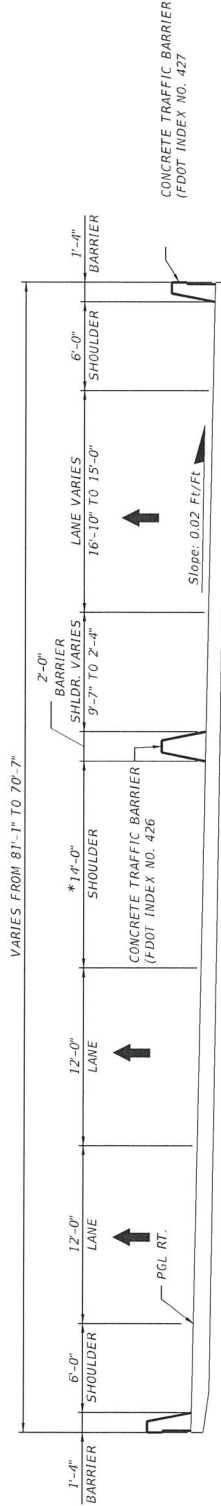
Jonathan Williamson, AICP  
CFX Project Manager

Date

# PROJECT IDENTIFICATION

CFX PROJECT NO. 408-254 FEDERAL AID PROJECT NO. N/A COUNTY NAME ORANGE  
 SECTION NO. 75008160 ROAD DESIGNATION SR 408 LIMITS/MILEPOST N/A  
 PROJECT DESCRIPTION SR 408 EASTERN EXTENSION PD&E STUDY (FROM CURRENT EASTERN TERMINUS NEAR WOODBURY ROAD TO SR 50, NEAR SR 520)

## PROPOSED ROADWAY TYPICAL SECTION



### TYPICAL SECTION

SR 408 EB OVER CHALLENGER PARKWAY RAMPS

DESIGN SPEED = 65 MPH

\* ADDITIONAL SHOULDER WIDTH HAS BEEN ADDED TO ADDRESS DISTANCE REQUIREMENTS

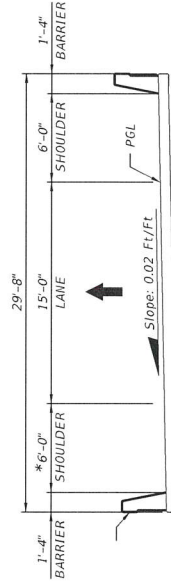
|  |   |  |
|--|---|--|
| BRIAN F. HIRSH<br>LICENSE NO. 49524<br>P.E.<br>License No. 49524<br>State of Florida<br>Professional Engineer<br>Signature<br>Date 7/19/18 | CFX CONCURRENCE<br>Jonathan Williamson, AICP<br>CFX Project Manager<br>Date | CFX APPROVAL<br>Glenn M. Pressimone, PE<br>CFX Director of Engineering<br>Date |
|--|---|--|



# PROJECT IDENTIFICATION

CFX PROJECT NO. 408-254 FEDERAL AID PROJECT NO. N/A COUNTY NAME ORANGE  
 SECTION NO. 75008160 ROAD DESIGNATION SR 408 LIMITS/MILEPOST N/A  
 PROJECT DESCRIPTION SR 408 EASTERN EXTENSION PD&E STUDY (FROM CURRENT EASTERN TERMINUS NEAR WOODBURY ROAD TO SR 50, NEAR SR 520)

## PROPOSED ROADWAY TYPICAL SECTION



CONCRETE TRAFFIC BARRIER  
(FDOT INDEX NO. 427)

### TYPICAL SECTION

SINGLE LANE RAMP BRIDGE STRUCTURE

DESIGN SPEED = 50 MPH

\* ADDITIONAL SHOULDER WIDTH HAS BEEN ADDED TO ADDRESS SIGHT DISTANCE REQUIREMENTS AT THE FOLLOWING BRIDGES:

1. WOODBURY ON-RAMP TO SR 408 OVER CHALLENGER PARKWAY RAMP
2. WB SR 408 OFF-RAMP TO SR 50 OVER CHALLENGER PARKWAY RAMP

DESIGNED BY: C. Brian F. P.E.  
 No. 49524 No. 7/19/18

STATE OF FLORIDA  
 PROFESSIONAL ENGINEER  
 Engineer's Seal  
 Date 7/19/18

CFX APPROVAL

CFX CONCURRENCE

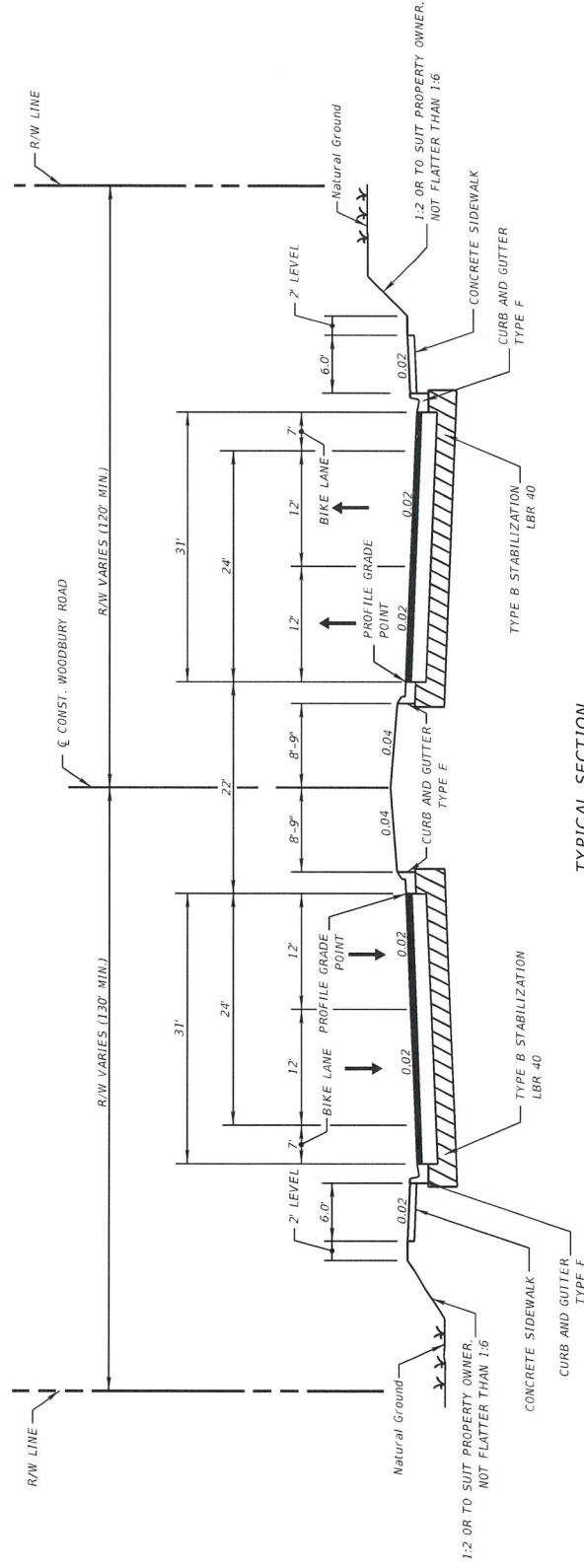
Glenn M. Pressimone, PE  
 CFX Director of Engineering

Jonathan Williamson, AICP  
 CFX Project Manager

# PROJECT IDENTIFICATION

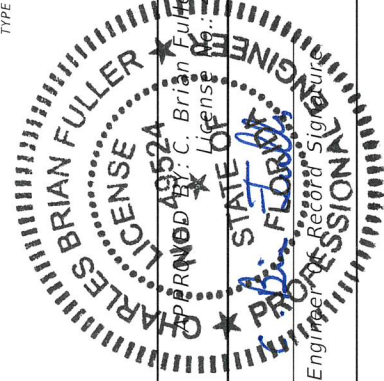
CFX PROJECT NO. 408-254 FEDERAL AID PROJECT NO. N/A COUNTY NAME ORANGE  
 SECTION NO. 75008160 ROAD DESIGNATION SR 408 LIMITS/MILEPOST N/A  
 PROJECT DESCRIPTION SR 408 EASTERN EXTENSION PD&E STUDY (FROM CURRENT EASTERN TERMINUS NEAR WOODBURY ROAD TO SR 50, NEAR SR 520)

## PROPOSED ROADWAY TYPICAL SECTION



TYPICAL SECTION  
 WOODBURY ROAD (4-LANE)  
 STA 2002+28.27 TO STA 2033+69.39

DESIGN SPEED = 45 MPH



CFX APPROVAL

CFX CONCURRENCE

Glenn M. Pressimone, PE  
 CFX Director of Engineering

Jonathan Williamson, AICP  
 CFX Project Manager

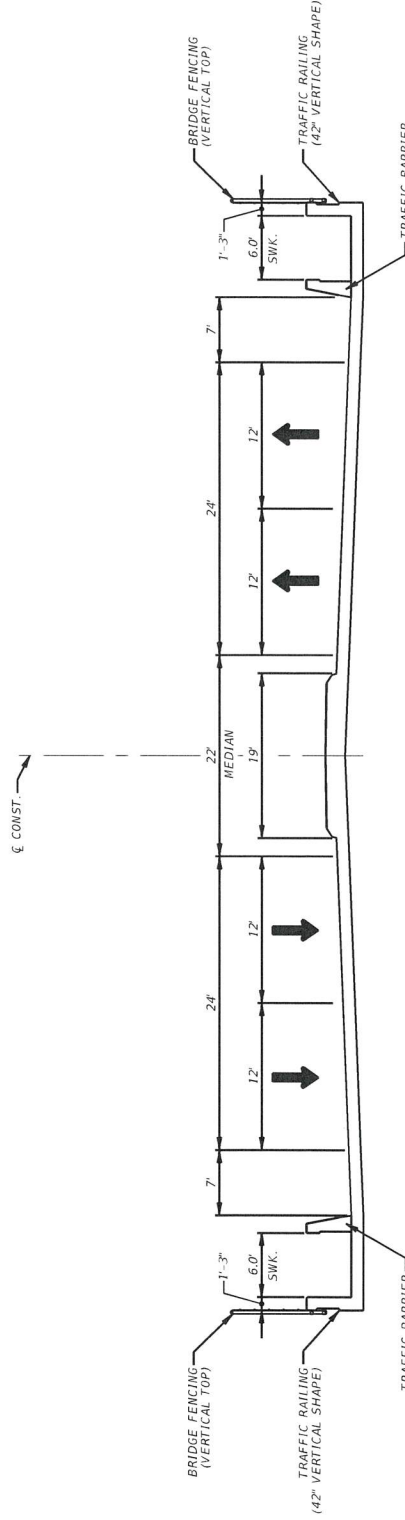
Date

Engineer's Record Signature

# PROJECT IDENTIFICATION

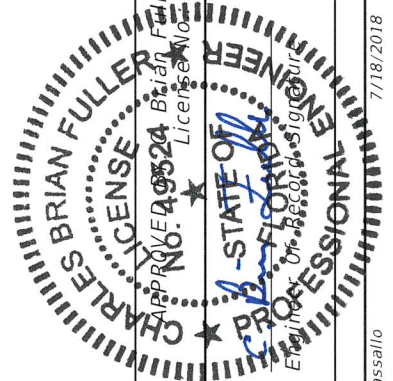
CFX PROJECT NO. 408-254 FEDERAL AID PROJECT NO. N/A COUNTY NAME ORANGE  
 SECTION NO. 75008160 ROAD DESIGNATION SR 408 LIMITS/MILEPOST N/A  
 PROJECT DESCRIPTION SR 408 EASTERN EXTENSION PD&E STUDY (FROM CURRENT EASTERN TERMINUS NEAR WOODBURY ROAD TO SR 50, NEAR SR 520)

## PROPOSED ROADWAY TYPICAL SECTION



PROPOSED STRUCTURE TYPICAL SECTION  
 WOODBURY ROAD BRIDGE TYPICAL

DESIGN SPEED = 45 MPH



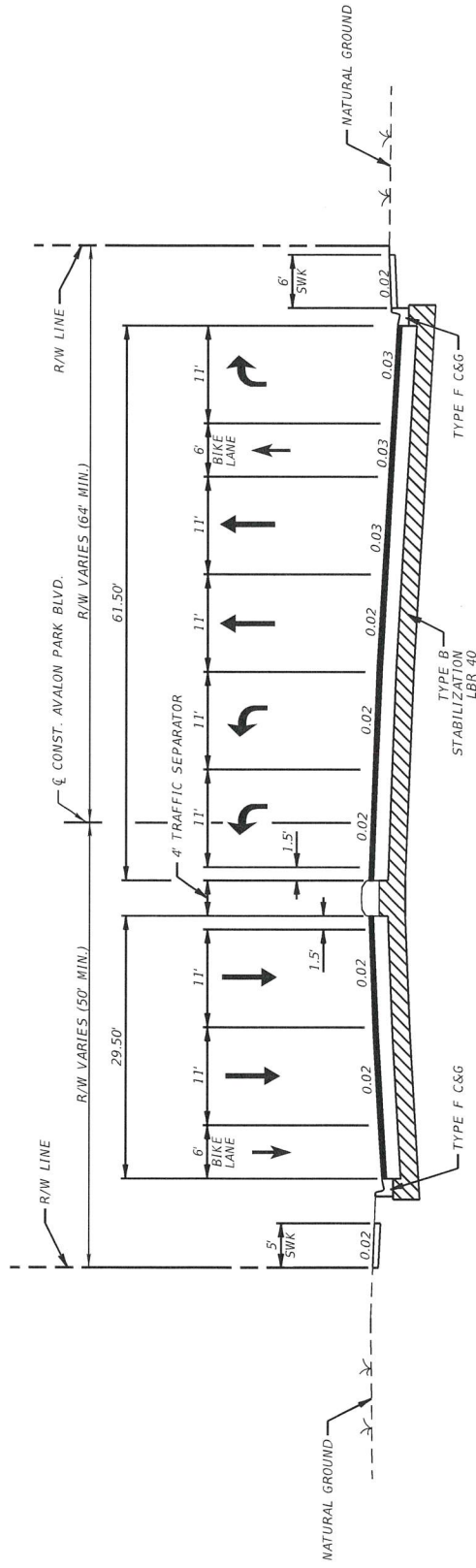
|   |   |  |
|---|---|--|
| CFX PROJECT NO. 408-254<br>SECTION NO. 75008160<br>PROJECT DESCRIPTION SR 408 EASTERN EXTENSION PD&E STUDY (FROM CURRENT EASTERN TERMINUS NEAR WOODBURY ROAD TO SR 50, NEAR SR 520) | CFX CONCURRENCE<br>Jonathan Williamson, AICP<br>CFX Project Manager | CFX APPROVAL<br>Glenn M. Pressimone, PE<br>CFX Director of Engineering |
|---|---|--|



# PROJECT IDENTIFICATION

CFX PROJECT NO. 408-254 FEDERAL AID PROJECT NO. N/A COUNTY NAME ORANGE  
 SECTION NO. 75008160 ROAD DESIGNATION SR 408 LIMITS/MILEPOST N/A  
 PROJECT DESCRIPTION SR 408 EASTERN EXTENSION PD&E STUDY (FROM CURRENT EASTERN TERMINUS NEAR WOODBURY ROAD TO SR 50, NEAR SR 520)

## PROPOSED ROADWAY TYPICAL SECTION



TYPICAL SECTION  
 AVALON PARK (4-LANE)  
 STA 3000+00.00 TO STA 3019+03.14

DESIGN SPEED = 45 MPH

**HARLES BRIAN FULLER**  
 LICENSE  
 APR 18 2018 NO. B49524 ian Fuller, P.E.  
 License No. 49524

**STATE OF FLORIDA**  
 Engineer of Record Signature  
 Date 7/19/18

|  |  |
|--|--|
| CFX CONCURRENCE                                  | CFX APPROVAL   |
| Jonathan Williamson, AICP<br>CFX Project Manager | Glenn M. Pressimone, PE<br>CFX Director of Engineering |
| Date   | Date   |

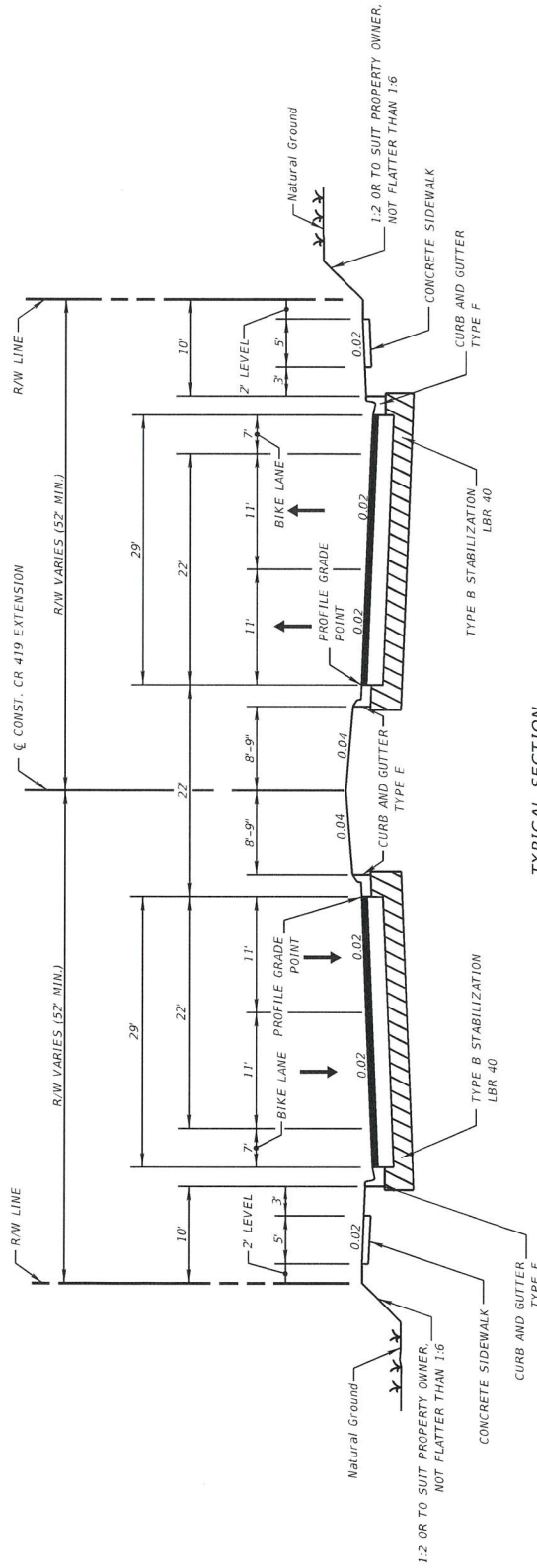
# PROJECT IDENTIFICATION

CFX PROJECT NO. 408-254 FEDERAL AID PROJECT NO. N/A COUNTY NAME ORANGE

SECTION NO. 75008160 ROAD DESIGNATION SR 408 LIMITS/MILEPOST N/A

PROJECT DESCRIPTION SR 408 EASTERN EXTENSION PD&E STUDY (FROM CURRENT EASTERN TERMINUS NEAR WOODBURY ROAD TO SR 50, NEAR SR 520)

## PROPOSED ROADWAY TYPICAL SECTION



TYPICAL SECTION  
CR 419 EXTENSION (4 LANE)  
STA 4001+82.33 TO STA 4037+98.12

DESIGN SPEED = 40 MPH

**CHARLES BRIAN FULLER**  
P.E.  
No. 49524  
License No. 29524

**STATE OF FLORIDA**  
Professional Engineer

Signature: *[Signature]* Date: 7/19/18

|  |  |
|--|--|
| CFX CONCURRENCE                                  | CFX APPROVAL   |
| Jonathan Williamson, AICP<br>CFX Project Manager | Glenn M. Pressimone, PE<br>CFX Director of Engineering |
| Date   | Date   |

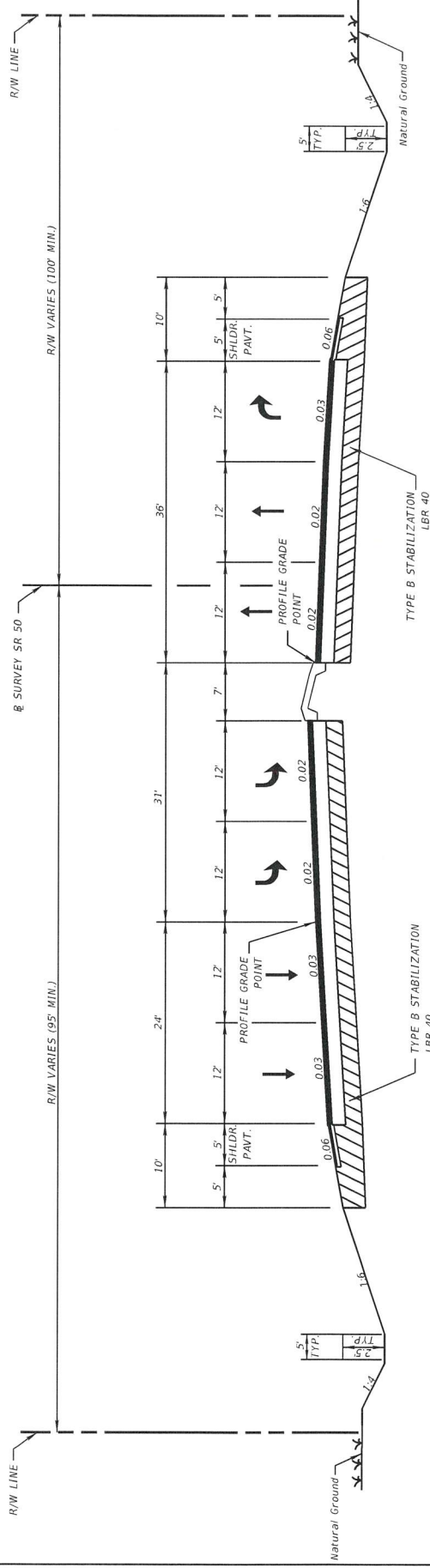
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SECTION NO. 75008160 ROAD DESIGNATION SR 408 LIMITS/MILEPOST N/A

PROJECT DESCRIPTION SR 408 EASTERN EXTENSION PD&E STUDY (FROM CURRENT EASTERN TERMINUS NEAR WOODBURY ROAD TO SR 50, NEAR SR 520)

## PROPOSED ROADWAY TYPICAL SECTION



TYPICAL SECTION  
SR 50 (4-LANE)  
STA 5001+14.28 TO STA 5031+00.00

DESIGN SPEED = 60 MPH

**CHARLES BRIAN FULLER, P.E.**  
Professional Engineer License No. 49524  
State of Florida  
7/19/18  
Date

**Jonathan Williamson, AICP**  
CFX Project Manager  
Date

**Glenn M. Pressimone, PE**  
CFX Director of Engineering  
Date

CFX APPROVAL

CFX CONCURRENCE



## APPENDIX G – COORDINATION

## FLORIDA DEPARTMENT OF TRANSPORTATION



**METRIC  
ENGINEERING**

ORLANDO OFFICE  
615 CRESCENT EXECUTIVE  
COURT, SUITE 524  
LAKE MARY, FL 32746  
PHONE: (407) 644-1898  
DESIGN & SURVEY FAX:  
(407) 644-1921  
TRAFFIC OPS & ITS FAX:  
(407) 644-2376  
WWW.METRICENG.COM

## **Meeting Minutes for Access Management Meeting for SR 50**

CFX Project No.: 408-254  
County: Orange (75008160)  
State Road: SR 408  
Location: District 5 Headquarters

The following are minutes of the meeting held on Friday, March 9, 2018 on the above referenced project.

### **Attendees:**

Suraj Pamulapati, FDOT  
Michael Sanders, FDOT

Brian Fuller, Metric

The meeting began with Mr. Fuller providing a brief overview of the project description utilizing the current roll plot of the project, and current project schedule. A public hearing for SR 408 is scheduled for April 2018. It was also noted that FDOT is just starting their PD&E project for SR 50 adjacent to the SR 408 PD&E.

- **Project Overview** – The SR 408 PD&E project is for the extension on SR 408 to the east from its current terminus to a proposed connection to SR 50 west of SR 520. Improvement to SR 50 were required due to the need for dual left turn lanes from WB SR 50 onto WB SR 408. The existing 20-ft median would not support dual lefts. As part of the improvements to SR 50 several existing median openings were proposed to be closed.
- **Discussion** - Mr. Pamulapati referenced the previous access management study that was prepared for SR 50 in 2016. The proposed connection point to SR 50 was in-line with the FDOT's access management study location for a full median opening. In addition, the median openings proposed to be closed as part of the improvement to SR 50 were also shown to be closed in the access management study. Based on this information there was no objection to the current concept.

***Action Item – Mr. Fuller provided a pdf and associated CADD files of the overall roll plot of the proposed SR 408 concept utilized during the meeting to Mr. Pamulapati and Mr. Sanders. Sent out on March 12, 2018.***

***Action Item - Mr. Pamulapati provided a pdf of the latest access management study on SR 50. Sent out on March 09, 2018.***

Please contact Brian Fuller at (407) 644-1898 if there are any changes or additions to the minutes.





# Florida Department of **TRANSPORTATION**

## Draft ACCESS MANAGEMENT REPORT

### SR 50

From

Chuluota Road (CR 419)/East River Falcons Way to  
SR 520

Orange County, Florida

Financial Project ID: 239203-8-32-01

Prepared For



Florida Department of Transportation, District 5  
De Land, Florida

## March 2016

# Draft ACCESS MANAGEMENT REPORT

SR 50

From Chuluota Road (CR 419)/East River Falcons Way to SR 520  
Orange County, Florida

Financial Project ID: 239203-8-32-01

Prepared for



Florida Department of Transportation - District 5  
De Land, Florida

Prepared By

ARCADIS  
1650 Prudential Drive, Suite 400  
Jacksonville, Florida 32207  
(904) 721-2991

March 2016

**PROFESSIONAL ENGINEER CERTIFICATION**

I hereby certify that I am a registered professional engineer in the State of Florida practicing engineering for Arcadis U.S., Inc. and that I have supervised the preparation of and approve the analysis, findings, opinions, conclusions, and technical advice hereby reported for:

PROJECT: Access Management Report  
SR 50 from Chuluota Road (CR 419)/East River Falcons Way to SR 520  
Roadway ID 75060000, MP 16.538 – 19.651  
FPID # 239203-8-32-01  
Orange County, Florida

The engineering work represented by this document was performed through the following duly authorized engineering business:

Arcadis U.S., Inc.  
1650 Prudential Drive, Suite 400  
Jacksonville, Florida 32207  
Certificate of Authorization No. 7917

This report provides details on modifications to access in the study area for the proposed improvements along SR 50. Any engineering analyses, documents, conclusions, or recommendations relied upon from other professional sources or provided by others are referenced accordingly in the following report.

**FLORIDA REGISTERED PROFESSIONAL ENGINEER:**

---

Satya Murty Kolluru, P.E., P.T.O.E.  
P.E. #74459  
March 9, 2016



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## LIST OF ATTACHMENTS

- Attachment A – Project Traffic for PD&E and Design, Design Traffic/ESAL Forecasts  
Technical Memorandum
- Attachment B – Orange County 2010-2030 Comprehensive Plan Future Lane Use  
Map
- Attachment C – Straight Line Diagrams
- Attachment D – Crash Data

## **1. Introduction/Project Description**

This section of SR 50 is located in Orange County, Florida (Roadway ID 75060000). It is classified as an Urban Principal Arterial that is part of the State Highway System. The west end of the project ties into another widening project, currently under design, that begins at Avalon Park Boulevard/Pilgrim Street and ends east of the intersection with Chuluota Road (CR 419)/East River Falcons Way (Financial Project ID 239203-7-32-01). The project extends east approximately 3.10 miles to SR 520, where the roadway section transitions to match the existing four-lane divided roadway. The existing roadway is a rural four-lane divided roadway with 12-foot travel lanes and 4-foot paved outside shoulders. The existing right-of-way width is 200 feet. Figure 1 shows the project location map.

The project includes adding lanes and reconstructing SR 50 to an urban six-lane divided highway. Two typical sections were selected for this project: an Urban section from the beginning of the project limits to east of Old Cheney Highway, and a High Speed Urban section from east of Old Cheney Highway to the end of the project limits. The Urban Typical Section consists of three 11-foot travel lanes, a 7-foot bike lane, and a 5-foot sidewalk in each direction of travel, separated by a 32-foot raised median. The High Speed Urban Typical Section provides three 12-foot travel lanes, a 7-foot bike lane, and a 5-foot sidewalk in each direction, separated by a 32-foot raised median that includes a 6.5-foot inside shoulder. The Design Speed for the project mainline for horizontal and vertical geometry is 45 miles per hour (mph) between Chuluota Road (CR 419) to Old Cheney Highway and 50 mph from Old Cheney Highway to SR 520.

Arcadis U.S., Inc. was retained by Florida Department of Transportation (FDOT), District Five to complete an Access Management Report for this roadway widening project. This Access Management Report will identify the locations and designs of the median openings to be applied for this project.

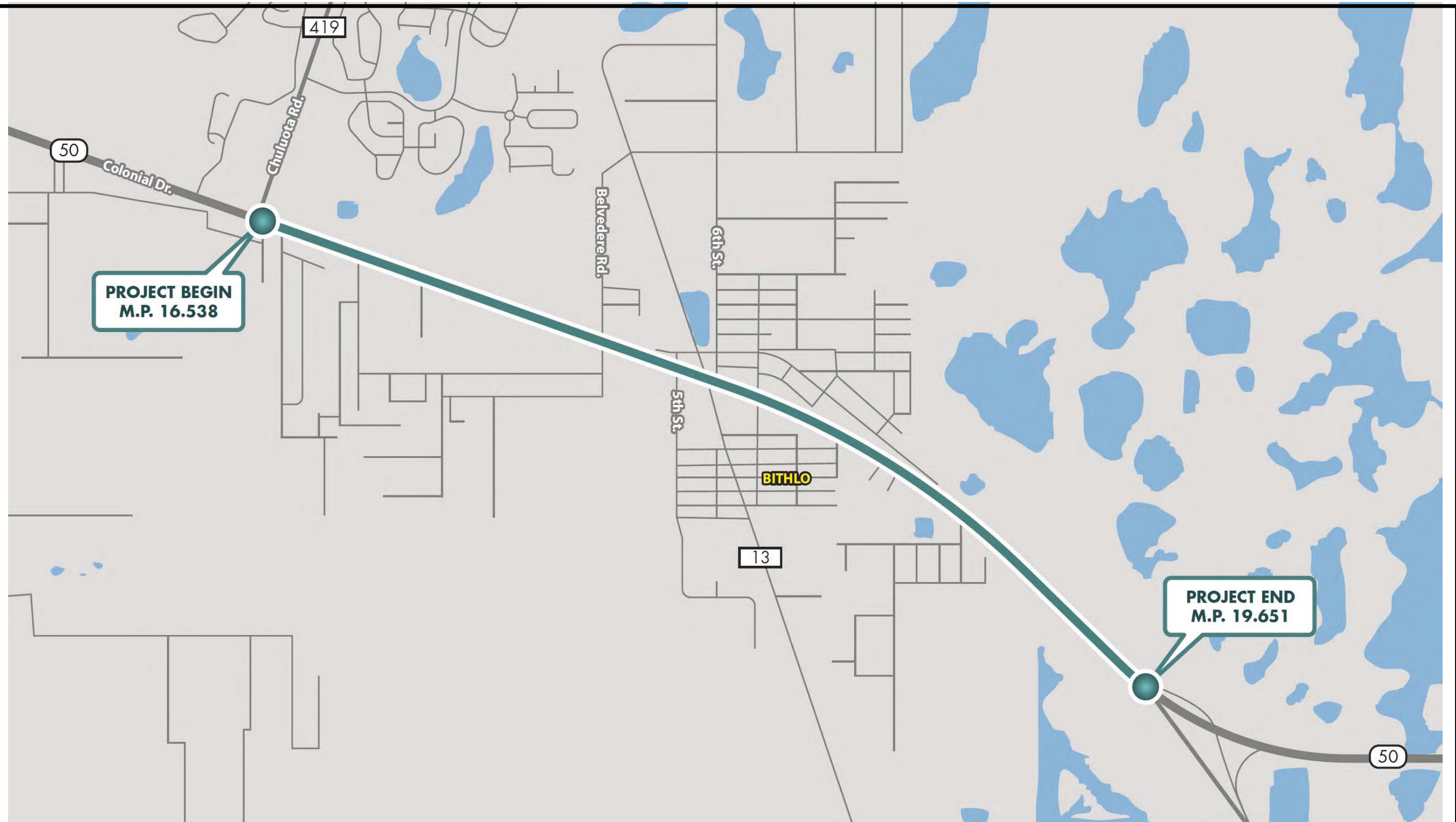
## **2. Methodology**

Administrative Rule Chapter 14-97 defined in the FDOT's Median Handbook establishes the seven classifications for state highways that contain separation standards for access features. Medians and median openings are regulated through the requirement for a restrictive median in certain classes. For those classes, spacings between median openings are regulated.

The Access Management Standards and the spacing criteria are shown in Figure 2. The access management classification for the project corridor is Class 3. Access Class 3 corresponds to roadways that are controlled access facilities where direct access to abutting land is controlled to maximize the operation of the through traffic movement. The land use adjacent to these roadways is generally not extensively developed and/or the probability of significant land use change exists. Under access management Class 3, directional median openings are allowed at  $\frac{1}{4}$  mile (1,320-ft) spacing and full median opening at  $\frac{1}{2}$  mile (2,640-ft).

A change in the current access management class is not anticipated at this time for this project, given the generally rural and high speed nature of this roadway alignment. The proposed median spacings on this project will not place a median opening in the close proximity of traffic queues from a signalized intersection as this would increase the number of conflict points and the potential for crashes.





| Class | Medians                        | Median Openings                                 |             | Signal  | Connection                       |                                 |
|-------|--------------------------------|---|-------------|---|----------------------------------|---------------------------------|
|       |                                | Full  | Directional |   | More than 45 mph<br>Posted Speed | 45 mph and less<br>Posted Speed |
| 2     | Restrictive<br>w/Service Roads | 2,640   | 1,320       | 2,640   | 1,320                            | 660                             |
| 3     | Restrictive                    | 2,640   | 1,320       | 2,640   | 660                              | 440                             |
| 4     | Non-Restrictive                |   |             | 2,640   | 660                              | 440                             |
| 5     | Restrictive                    | 2,640<br>at greater than 45 mph<br>Posted Speed | 660         | 2,640<br>at greater than 45 mph<br>Posted Speed | 440                              | 245                             |
|       |                                | 1,320<br>At 45 mph or less<br>Posted Speed      |             | 1,320<br>At 45 mph or less<br>Posted Speed      |                                  |                                 |
| 6     | Non-Restrictive                |   |             | 1,320   | 440                              | 245                             |
| 7     | Both Median Types              | 660   | 330         | 1,320   | 125                              | 125                             |

Figure 2: Access Management Standards from Rule 14-97

Chuluota Road (CR 419)/East River Falcons Way and CR 13 are the two signalized intersections along SR 50 in the project study area. Therefore, the two signalized intersections and SR 520 towards the end of the project are considered anchor points for determining appropriate spacing under current conditions. These anchor points can also be valid reference points as and when this corridor develops and transitions to a future access Class 5, where adjacent land use has been extensively developed and where the probability of major land use change is not high.

A “Project Traffic for PD&E and Design, Design Traffic/ESAL Forecasts” Technical Memorandum was prepared by the Department (Attachment A) and was provided to the Design team. This technical memorandum contained four-hour turning movement counts at seven locations along SR 50: Shepard Road, approximately 1,760’ east of Chuluota Road (CR 419); Belvedere Road/3rd Street, approximately 5,990’ east of Chuluota Road (CR 419); CR 13, approximately 7,890’ east of Chuluota Road (CR 419); Massachusetts St/7th St, approximately 930’ east of CR 13; Berkeley Street, approximately 1,580’ east of CR 13; Claredon Street, approximately 1,880’ east of CR 13; and Exeter Street, approximately 2,970’ east of CR 13.

These seven full median openings are considered candidates for modification. Turning movement counts (TMC) were conducted between the hours of 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM to incorporate AM and PM peak hour traffic volumes.

A median access management plan was developed for the corridor using the information obtained from field observations, traffic count data, crash data, access management spacing requirements and the Orange County 2010 – 2030 Comprehensive Plan Future Land Use Map (Attachment B).

### 3. Existing Access Management Conditions

A total of 23 full median openings exist under the current conditions along SR 50 including the Chuluota Road (CR 419) signalized intersection. The SR 50 corridor is rural in nature, with surrounding land use that primarily consists of rural vacant lands, with residential and commercial properties. The development is more urban in nature with more dense commercial properties and residences near the Chuluota Road (CR 419)/East River Falcons Way and CR 13 signalized intersections. There is a middle

school and a high school near the beginning of the project at the west end of the SR 50 corridor on Chuluota Road (CR 419)/East River Falcons Way.

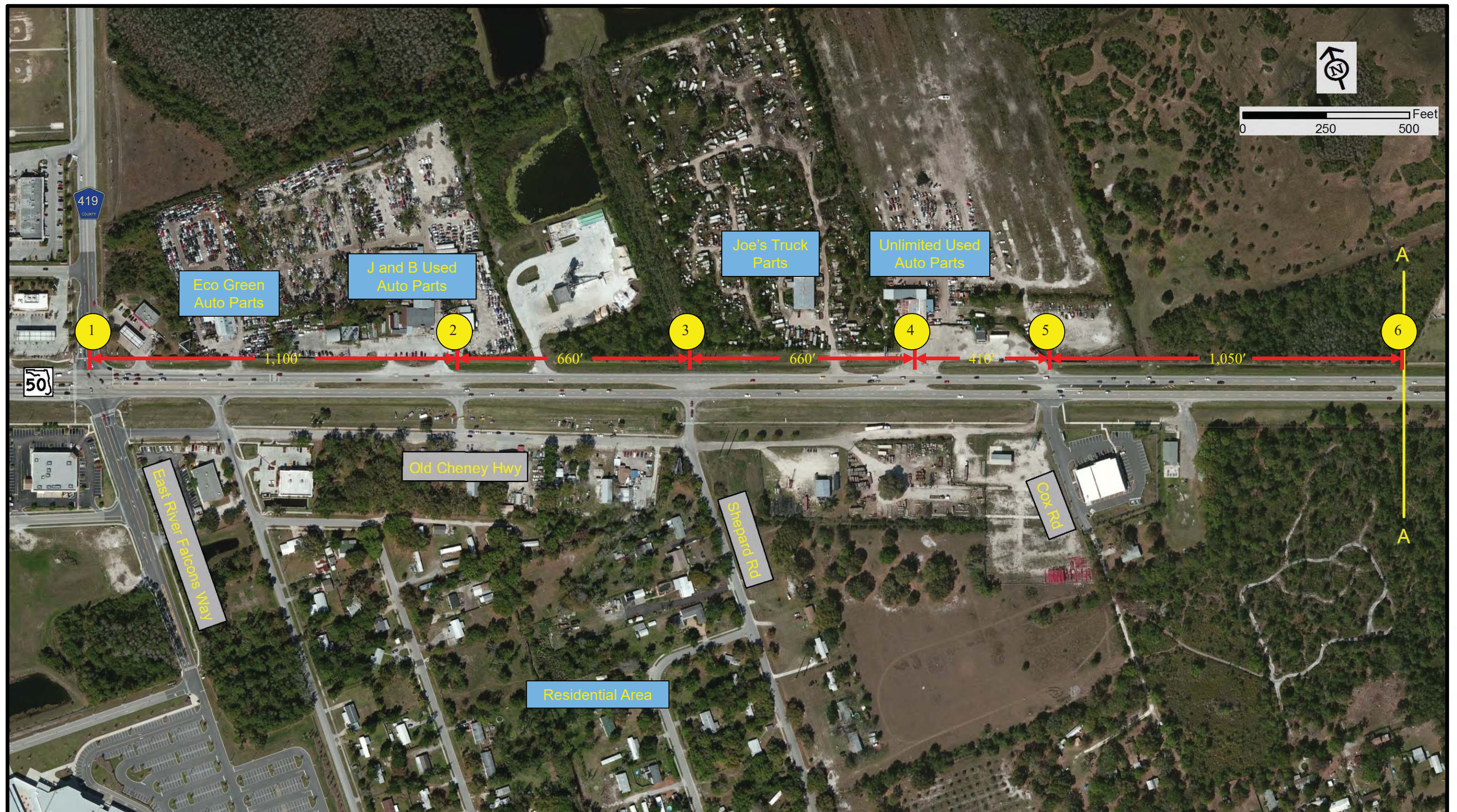
Table 1 outlines the roadway geometric information summarized from the Straight Line Diagram (SLD) (Attachment C) along the project corridor. Figure 3 provides an aerial view of the existing corridor and surrounding land use along with the relative median opening spacing.

Table 2 provides the median opening locations and types along the study corridor. SR 50 changes from Access Management Class 3 to Class 5 near MP 9.455 (7.01 miles to the west of the project limits). To the east, the study segment is Class 3 all the way to the Brevard County line. This is due to the generally rural and high speed nature of this roadway (Refer to SLD in Attachment C).

**Table 1: Roadway Geometric Information**

|                                    |  |
|------------------------------------|--|
| Route & Project Limits             | SR 50 between Chuluota Road (CR 419) / East River Falcons Way and SR 520   |
| Length                             | Approximately 3.10 miles   |
| Functional Classification          | Other Urban Principal Arterial   |
| AADT                               | 25,000 vehicles per day (2015 reported)  |
| Number of Lanes                    | 4 lane Bidirectional Facility  |
| Lane Width                         | 12-ft  |
| Shoulder                           | Outside Shoulders – 4-ft paved and 6-ft vegetation   |
| Horizontal Curves                  | Two: one near CR 13 and other near SR 520 towards the ending of the project limits   |
| Median Width & Type                | 19-ft Curb and Vegetation  |
| Number of Signalized Intersections | Two: Chuluota Road (CR 419)/East River Falcons Way & CR 13   |
| Left Turn Treatment                | Left turn lanes are in place for both signalized intersections; 1,100' east of Chuluota Road; the eastbound approach of the full median opening 2,420' east of Chuluota Road; the westbound approach to Cox Rd; and the westbound approach to Orlando Speed World Dragway entrance |
| Sidewalks                          | No sidewalks or bike lanes are present along the study area  |
| Lighting                           | A street lighting system is not in place   |
| Posted Speed Limit                 | 45 mph from Chuluota Road (CR 419) to 2,160' east of CR 13, and 55 mph from 2,160' east of CR 13 to SR 520.  |





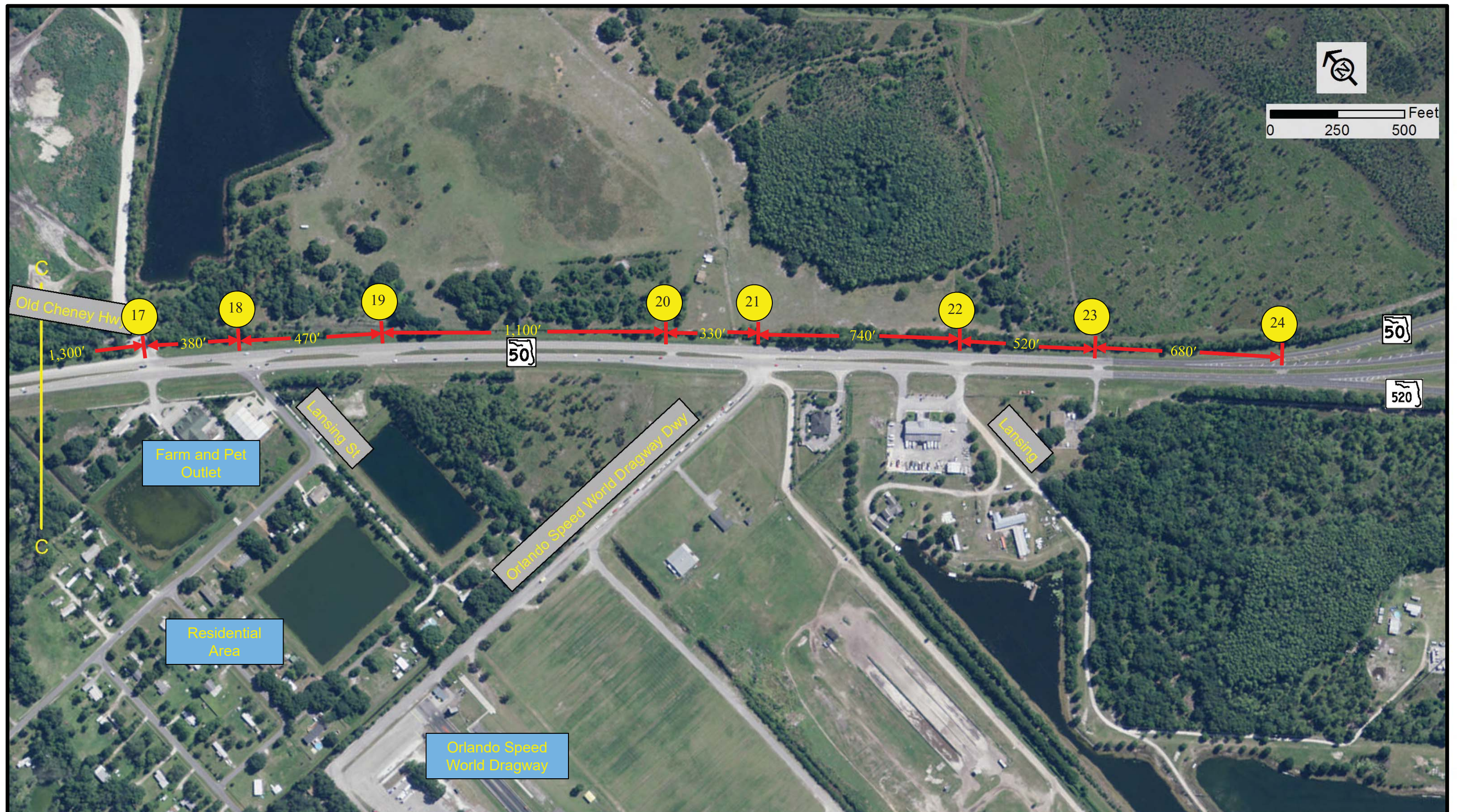














**Table 2: Existing Median Opening Locations and Type**

| No. | Median Opening Location                           | Type           | Spacing (ft) | Meets Class 3 Spacing |
|-----|---|----------------|--------------|-----------------------|
| 1   | Chuluota Rd (CR 419)/East River Falcons Way       | Full/Signal    |              |                       |
|     |   |                | 1,100        | NO                    |
| 2   | Old Cheney Hwy                                    | WB Directional |              |                       |
|     |   |                | 660          | NO                    |
| 3   | Shepard Rd  | Full           |              |                       |
|     |   |                | 660          | NO                    |
| 4   | Unlimited Used Auto Parts Driveway                | Full           |              |                       |
|     |   |                | 410          | NO                    |
| 5   | Cox Rd/Tammy's Cafe Driveway                      | Full           |              |                       |
|     |   |                | 1,050        | NO                    |
| 6   | 1,050-ft east of Cox Rd                           | Full           |              |                       |
|     |   |                | 1,070        | NO                    |
| 7   | 1,040-ft west of Belvedere Rd/ 3 <sup>rd</sup> St | Full           |              |                       |
|     |   |                | 1,040        | NO                    |
| 8   | Belvedere Rd/3 <sup>rd</sup> St                   | Full           |              |                       |
|     |   |                | 720          | NO                    |
| 9   | 720-ft east of Belvedere Rd/3 <sup>rd</sup> St    | Full           |              |                       |
|     |   |                | 1,180        | NO                    |
| 10  | CR 13   | Full/Signal    |              |                       |
|     |   |                | 930          | NO                    |
| 11  | Massachusetts Ave/7 <sup>th</sup> St              | Full           |              |                       |
|     |   |                | 650          | NO                    |
| 12  | Berkeley St/ABC Auto Salvage Driveway             | Full           |              |                       |
|     |   |                | 300          | NO                    |
| 13  | Claredon St                                       | Full           |              |                       |
|     |   |                | 270          | NO                    |
| 14  | 270-ft east of Claredon St                        | Full           |              |                       |
|     |   |                | 820          | NO                    |
| 15  | Exeter St   | Full           |              |                       |
|     |   |                | 300          | NO                    |
| 16  | 300-ft east of Exeter St                          | Full           |              |                       |
|     |   |                | 1,300        | NO                    |
| 17  | Old Cheney Hwy/Farm and Pet Outlet Driveway       | Full           |              |                       |
|     |   |                | 380          | NO                    |
| 18  | Lansing St  | Full           |              |                       |
|     |   |                | 470          | NO                    |
| 19  | 470-ft east of Lansing St                         | Full           |              |                       |
|     |   |                | 1,100        | NO                    |
| 20  | 330-ft west of Orlando Speed World Dragway        | Full           |              |                       |
|     |   |                | 330          | NO                    |
| 21  | Orlando Speed World Dragway                       | Full           |              |                       |
|     |   |                | 740          | NO                    |
| 22  | 740-ft east of Orlando Speed World Dragway        | Full           |              |                       |
|     |   |                | 520          | NO                    |
| 23  | 520-ft west of SR 520                             | Full           |              |                       |
|     |   |                | 680          | NO                    |
| 24  | SR 520  | Full           |              |                       |

Figure 4 shows the existing roadway connectivity within the study corridor. The roadway connectivity map shows good connectivity between Chuluota Road (CR 419)/East River Falcons Way and Old Cheney Highway along SR 50 with multiple access points to SR 50 at Shepard Street, Belvedere Road/3<sup>rd</sup> Street, CR 13, Massachusetts Street/7<sup>th</sup> Street, Berkeley Street, Claredon Street, Exeter Street and Old Cheney Highway. This indicates that access modification or consolidation would not have any negative impacts on traffic operations along SR 50 within the project study area.

#### 4. Existing Turning Movement Count Data

Recent turning movement counts (TMCs) were provided by the Department for seven existing median opening (Full or Signal/Full) intersections. A summary of all traffic count locations and count times is described in Table 3, and all referenced count information is included as Attachment A.

**Table 3: Turning Movement Count Data**

| Milepost | Intersection                                 | TMC Date                   | TMC Periods                    | Peak Hours                     |
|----------|--|----------------------------|--------------------------------|--------------------------------|
| 16.877   | SR 50 at Shepard Road                        | 08/11/2015 &<br>08/18/2015 | 7:00-9:00 AM &<br>4:00-6:00 PM | 7:00-8:00 AM &<br>4:45-5:45 PM |
| 17.677   | SR 50 at Belvedere Road / 3 <sup>rd</sup> St |                            |                                |                                |
| 18.046   | SR 50 at CR 13                               |                            |                                |                                |
| 18.222   | SR 50 at Massachusetts St/7 <sup>th</sup> St |                            |                                |                                |
| 18.341   | SR 50 at Berkeley Street                     |                            |                                |                                |
| 18.402   | SR 50 at Claredon Street                     |                            |                                |                                |
| 18.604   | SR 50 at Exeter Street                       |                            |                                |                                |

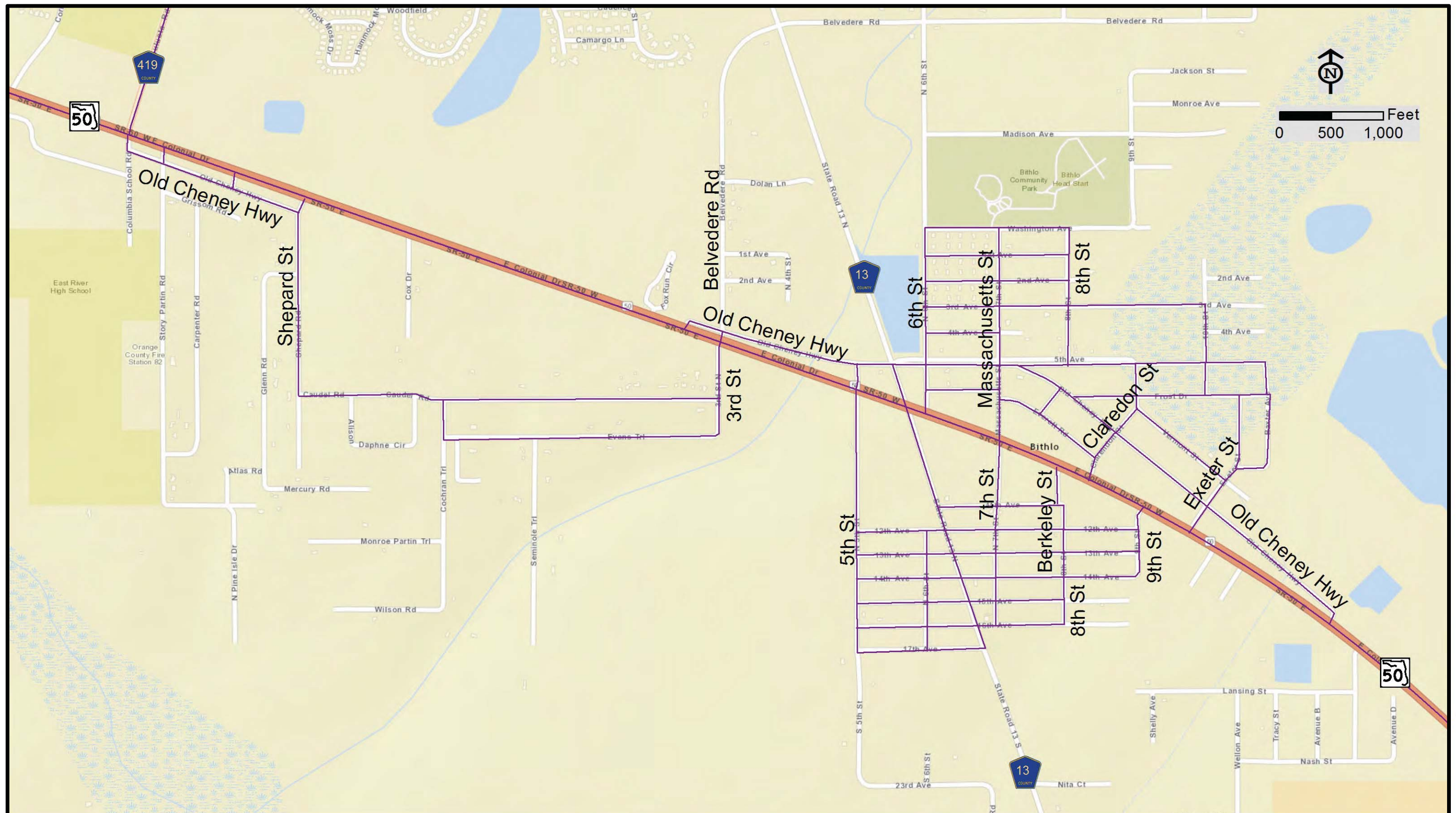
The recommended Design Traffic Factors from the Project Traffic for PD&E and Design, Design Traffic/ESAL Forecasts Technical Memorandum are summarized in Table 4.

**Table 4: Design Traffic Factors Recommended Values**

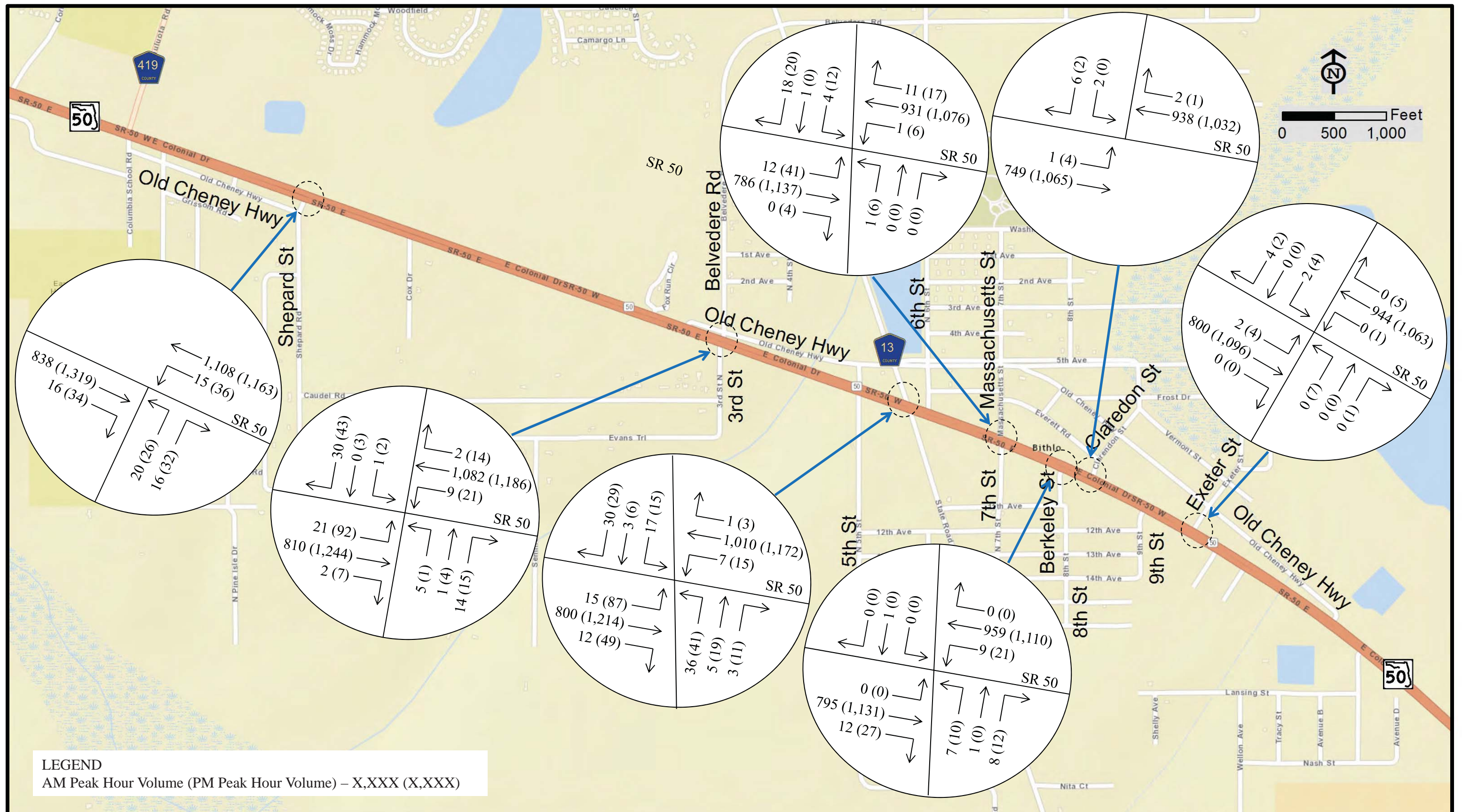
| Design Traffic Factors   | SR 50<br>(from CR 419 to SR 520) |
|--|----------------------------------|
| Peak Hour Factor<br>(K-factor)   | 9.5%                             |
| Directional Distribution Factor<br>(D-factor)                          | 52.6%                            |
| Daily Truck Percentage<br>(T <sub>24</sub> )                           | 5.5%                             |
| Peak Hour Truck Percentage<br>(T <sub>f</sub> - ½ of T <sub>24</sub> ) | 2.8%                             |

The existing AM and PM peak hour turning movement counts are shown in Figure 5. The existing AM and PM peak hour counts show very minimal cross street and mainline left turning volumes near six of the seven intersections counted. The signalized intersection of SR 50 and CR 13 showed considerable turning movement volume when compared to other intersections within the study area.









## 5. Existing Crash Data

Crash data was obtained from the FDOT's Safety Office for the latest five year period (2009 to 2013). This data was evaluated within the study area limits of the project along SR 50 between Chuluota Road (CR 419) / East River Falcons Way and SR 520 to quantify the frequency and severity of crashes. The locations of the crashes used for this analysis are shown in Figure 6 and Attachment D provides the crash data used for the analysis.

Over the five-year span, 227 crashes occurred in the approximately 3-mile long segment of SR 50. Of the crashes recorded in this study area, approximately 3 percent resulted in a fatality, 57 percent recorded an injury, and 40 percent only resulted in property damage as summarized in Table 5. Figure 7 shows a synopsis of the crashes by their severity.

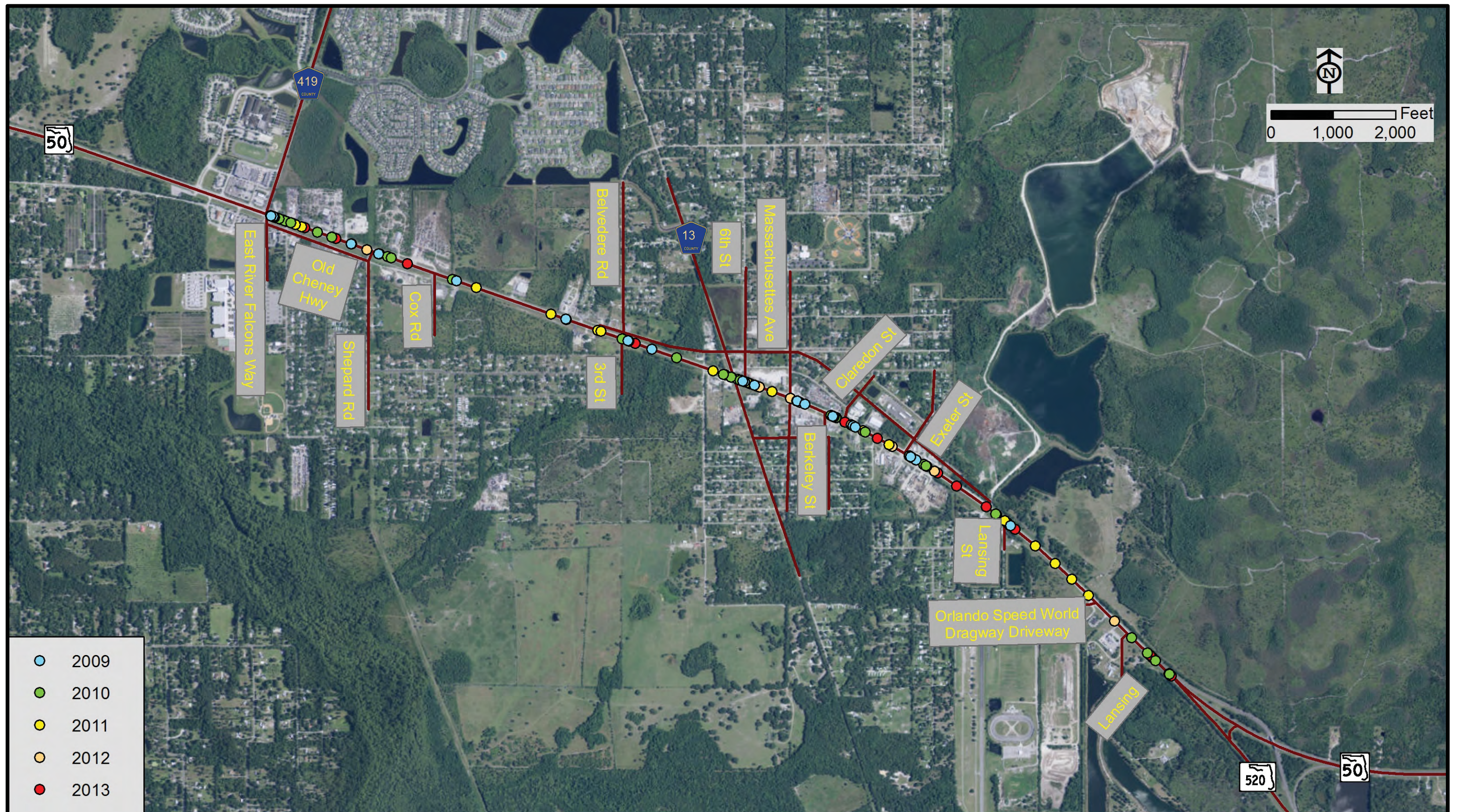
**Table 5: Study Area Crash Data Summary**

| Year                              | PDO*      | Injury     | Fatality | Total      |
|-----------------------------------|-----------|------------|----------|------------|
| 2009                              | 16        | 19         | 0        | <b>35</b>  |
| 2010                              | 26        | 34         | 1        | <b>61</b>  |
| 2011                              | 15        | 32         | 2        | <b>49</b>  |
| 2012                              | 15        | 23         | 1        | <b>39</b>  |
| 2013                              | 20        | 21         | 2        | <b>43</b>  |
| <b>Total</b>                      | <b>92</b> | <b>129</b> | <b>6</b> | <b>227</b> |
| Note:<br>* - Property Damage Only |           |            |          |            |

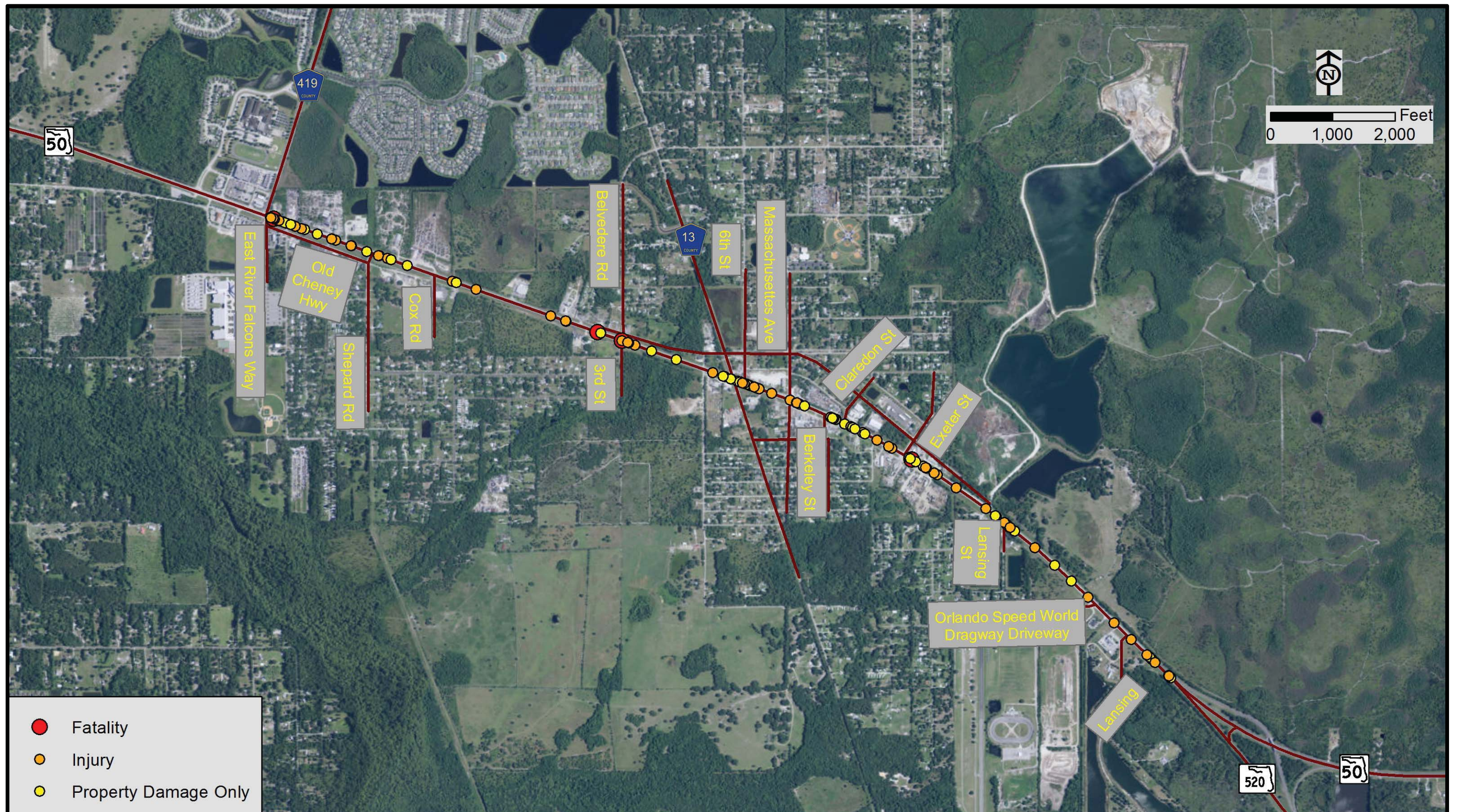
To identify time frames with high frequencies of crashes, a time of the day and day of the week analysis was performed on the crash database as shown in Figures 8 and 9. It is evident from Figure 8 that most crashes occur during the afternoon peak period (4 PM – 7 PM) and the night off peak period (7 PM – 12 AM). From Figure 9, we see that more crashes occur on Fridays and Saturdays when compared to the other days of the week. The time of day and day of week during which most of the crashes occur suggest incidents may be more prevalent during leisure times. Further investigation revealed approximately eight percent of the crashes within the study area involved alcohol or drugs. Reviewing the crash data in greater detail revealed that 68 percent of the incidents occurred during dark conditions with no street lighting. The poor visibility conditions may be attributed to the high percentage of crashes during the off peak and dark night times. Further evaluation will be required to determine if more adequate lighting is needed to improve safety along this roadway corridor.

The collision types within the study area were evaluated to understand the most predominant crash types and the causes for these particular crash types. Figures 10 and 11 illustrate the predominant crash types and the various contributing causes for these crashes. Nearly 83 percent of the incidents along SR 50 were the result of either rear end (47 percent) or angle collisions (36 percent) (refer Figure 10). This is because of the presence of many median openings along the corridor that do not meet the current access management regulations that cause stop and go conditions, where vehicles stop to make turns at these median openings. An effective access management plan that consolidates redundant access provisions will be evaluated in this study to improve safety along the project study area.











## ORANGE COUNTY





## **Meeting Minutes for Typical Section Coordination with Orange County**

CFX Project No.: SR 408 Eastern Extension, 408-254  
County Roads: Woodbury, Avalon and CR 419  
Location: Orange County Public Works

The following are minutes to the meeting held on Wednesday, March 21, 2018.

### **Attendees:**

Ghulam Qadir, Orange County Public Works  
Raymond Williams, Orange County Public Works  
Mark Massaro, Orange County Public Works  
Renzo Nastasi, Orange County Transportation Planning  
Brian Sanders, Orange County Transportation Planning  
Chandra Raman, Metric Engineering, Inc.  
William Sloup, Metric Engineering, Inc

The meeting began with Mr. Sloup providing a brief project overview of the project using the current roll plot of the project. The focus then went to Woodbury Rd, Avalon Blvd, and CR 419 Extension.

- **Woodbury Rd at SR 408:**

New access is proposed at Woodbury Rd as a partial diamond interchange with ramps to and from the east. This includes a new 4-lane Woodbury Bridge to overpass SR 408. The proposed typical section is an urban 4-lane curb and gutter, 22 feet raised median with sidewalks along both sides. Renzo Nastasi commented that the improvement shown as a new interchange should also include the 4-laning of Woodbury Road approximately 1 mile to the north up to SR 50. Mr. Nastasi noted that Orange County plans to begin a PD&E Study to widen Woodbury Rd from Lake Underhill to SR 50. He requests that a 4-lane Woodbury Rd between the new interchange and SR 50 be added to the SR 408 project concept plan and shown at the April 26, 2018 public hearing as part of this project. Mr. Sloup pointed out the CFX Study only addressed improvements shown on the roll plot. Mr. Nastasi understands that CFX will be asking the Board at the May 10, 2018 Board Meeting to adopt the findings of the study and asked if a request will also be made to the Board to authorize moving forward to the next phase. Mr. Sloup responded that is not known at this time because the study results are still not final. Mr. Nastasi wants to meet with CFX when this is known and prior to the Board Meeting.

- **Avalon Park Blvd:**

New access is proposed at Avalon Park Blvd as a Single Point Urban Interchange (SPUI) that provides full access in all directions. With the tight constraints of this location, the proximity to SR 50 and entrance roads to multiple subdivisions, close coordination with the County will be expected. There is concern that access to and from these subdivisions may be impacted in a negative manner. All plan reviews by the County should be addressed to Brian Sanders, Orange County Transportation Planning.

- **CR 419 Extension (Chuluota Rd):**

An extension of CR 419 is proposed south of SR 50 down along the west side of the East River High School and connects to SR 408 with a full directional interchange. The proposed typical section is an urban 4-lane curb and gutter, 22 feet raised median with sidewalks along both sides. Mr. Nastasi noted the County is planning to begin a PD&E Study to widen CR 419 (Chuluota Rd) from SR 50 to Lake Pickett Rd. Both, Mr. Massaro and Mr. Nastasi want this road to have roadway lighting and remain under the jurisdiction of CFX. Mr. Nastasi said a concern mentioned by Commissioner Bonilla was lack of proper student pedestrian features at the intersection of SR 50.

***Action Item – Arrange a meeting between the Orange County Staff and CFX sometime prior to the hearing.***

***Action Item – Send Brian Sanders a KMZ file of the proposed alternative.***

Please contact William Sloup at (407) 644-1898 if there are any changes or additions to the minutes.



## APPENDIX H – COST

## SUMMARY

### ESTIMATED PROBABLE PROJECT COST

# SR 408 EASTERN EXTENSION PD&E STUDY

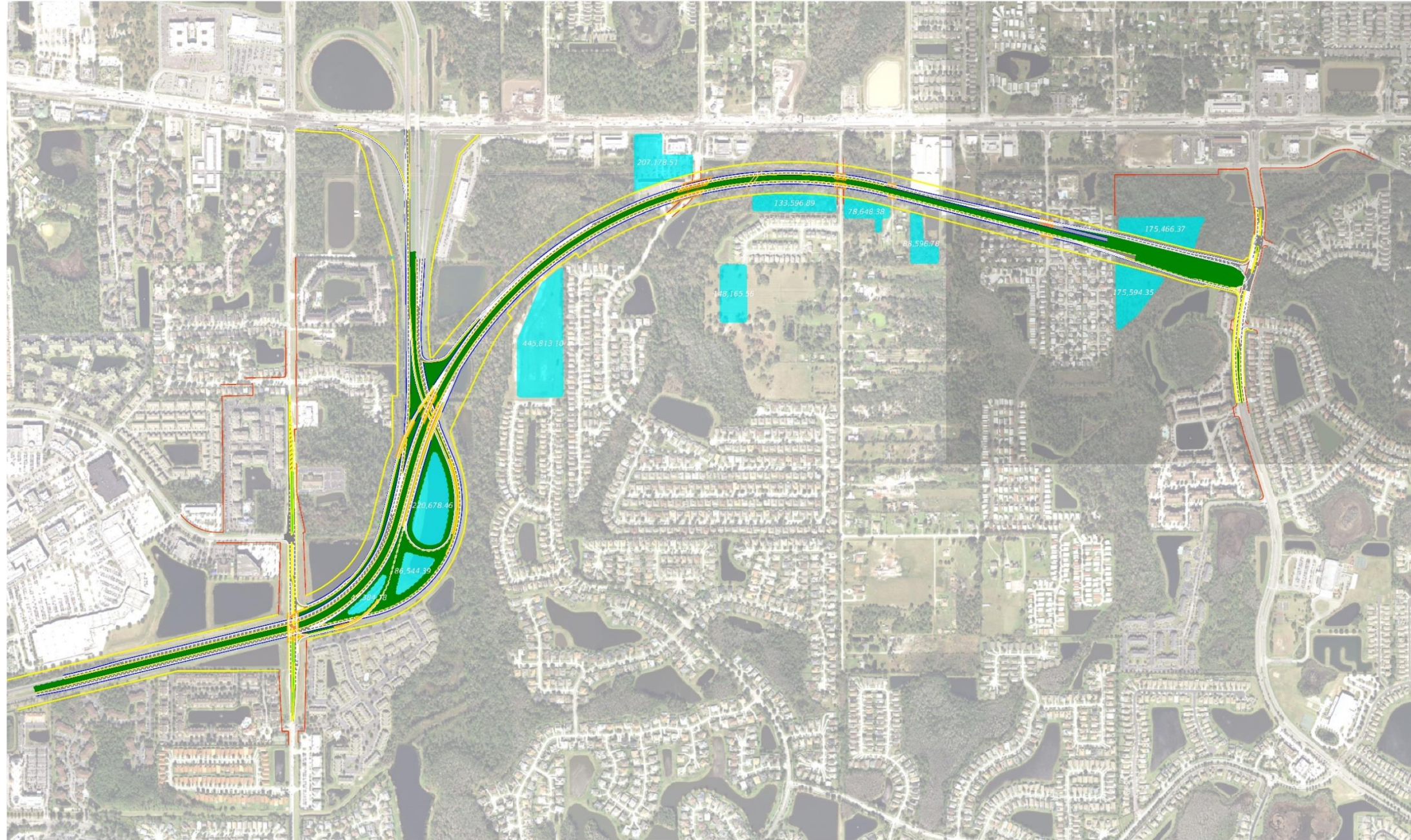
PREPARED BY *METRIC ENGINEERING*  
LAST UPDATED 2/1/2018

PROJECT CENTERLINE MILES: 2.102

NUMBER OF BRIDGES: 13

|   |                                  |
|---|----------------------------------|
| <hr/>   |                                  |
| <hr/>   |                                  |
| MAINLINE ROADWAY - SEGMENT 1  | \$85,331,691                     |
| SR 408/CHALLENGER PKWY/ SR 50 INTERCHANGE   | \$15,162,454                     |
| SR 408 AND WOODBURY INTERCHANGE   | \$23,281,435                     |
| SR 408 AND AVALON PARK BOULEVARD SEGMENT 1 INTERCH                                | \$6,403,597                      |
| <hr/>   |                                  |
| <b>TOTAL (2018 CONSTRUCTION COST)</b>   | <b>\$130,179,177</b>             |
| <hr/>   |                                  |
| ENGINEERING / ADMINISTRATION / LEGAL (24%)  | \$31,243,003                     |
| RIGHT - OF - WAY  | 86.0 ACRES \$91,300,000          |
| MITIGATION*   | \$6,196,058                      |
| *See attached Environmental Mitigation Costs and Permitting Fees for more details |                                  |
| TOLL COLLECTION EQUIPMENT   | 6 LANES @ \$ 210,000 \$1,260,000 |
| <hr/>   |                                  |
| <b>GRAND TOTAL PROJECT COST</b>   | <b>\$260,178,238</b>             |
| <hr/>   |                                  |
| <hr/>   |                                  |





## SR 408 Eastern Extension - Segment 1

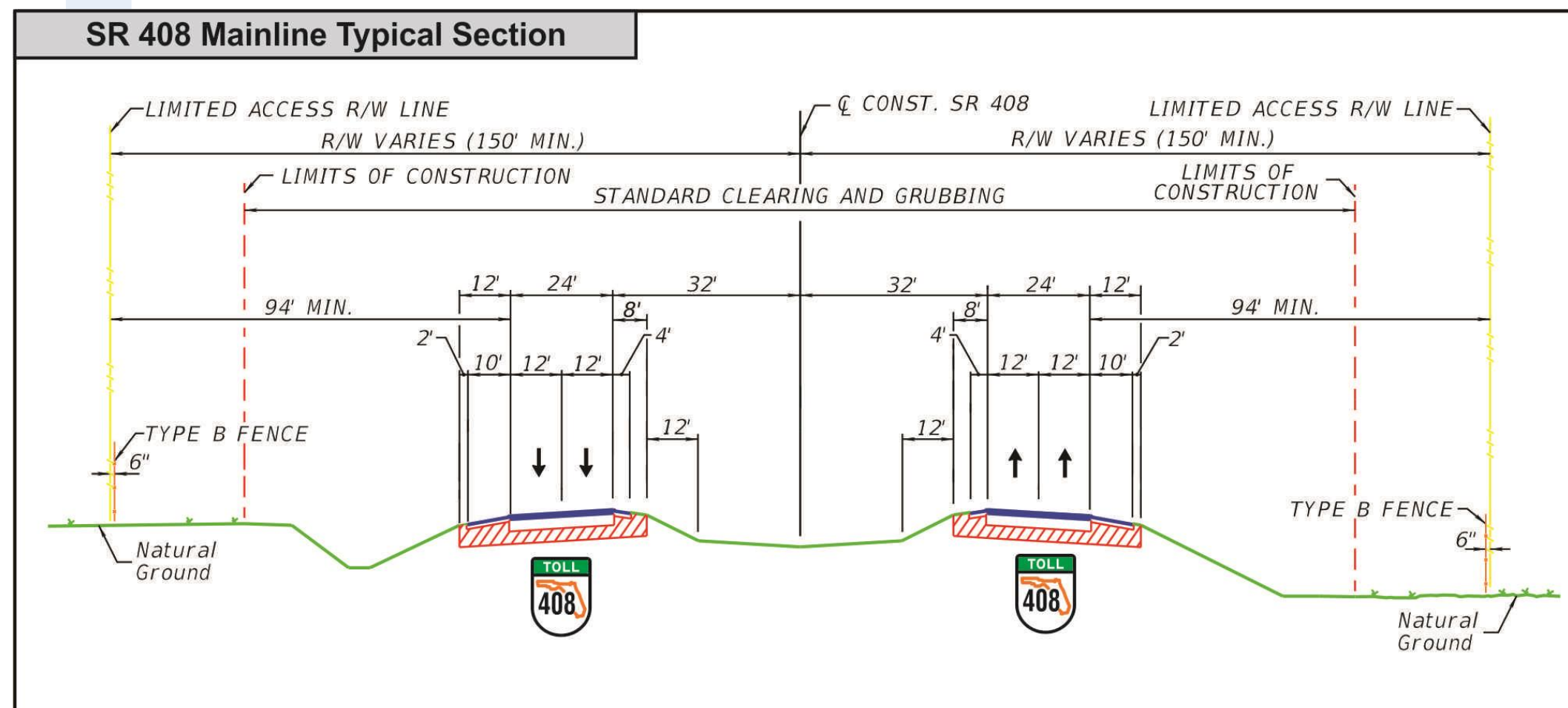
### Quick Facts

Segment 1- construction from Begin project west of Woodbury Avenue to west half of Avalon Park Boulevard



## Quick Facts

SR 408 Mainline - 300'  
Right-of-way with four 12'  
travel lanes and a 64'  
median



SR 408 Mainline Typical Section



**ESTIMATED PROBABLE CONSTRUCTION COST**  
**MAINLINE ROADWAY - SEGMENT 1**

PREPARED BY METRIC ENGINEERING

| ITEM   | QUANTITY  | UNIT | UNIT PRICE  | TOTAL        |
|--|-----------|------|-------------|--------------|
| <b>** EXPRESSWAYS **</b>   |           |      |             |              |
| MAINLINE ROADWAY TYPICAL - SEGMENT 1*                                  | 1.957     | MI   | \$4,278,872 | \$8,373,753  |
| MAINLINE TO 6 LANES  | 0.795     | MI   | \$445,964   | \$354,541    |
| <b>** BRIDGES **</b>   |           |      |             |              |
| <u>BRIDGE 2</u>  |           |      |             |              |
| SR 408 EB over SR 408 EB On/Off Ramps (76x207)                         | 15,732    | SF   | \$170       | \$2,674,440  |
| Steel Plate Girders; Pile Bents  |           |      |             |              |
| EXTRA MATERIAL - ELEVATED ROADWAY (BEGIN BRIDGE)**                     | 1.000     | EA   | \$1,941,310 | \$1,941,310  |
| RETAINED EARTH WALL (BEGIN BRIDGE)                                     | 3,823     | SF   | \$35        | \$133,790    |
| RETAINED EARTH WALL (END BRIDGE)                                       | 3,823     | SF   | \$35        | \$133,790    |
| <u>BRIDGE 3</u>  |           |      |             |              |
| SR 408 WB over SR 408 EB On/Off Ramps (50.67x211)                      | 10,691    | SF   | \$170       | \$1,817,470  |
| Steel Plate Girders; Pile Bents  |           |      |             |              |
| RETAINED EARTH WALL (BEGIN BRIDGE)                                     | 3,034     | SF   | \$35        | \$106,207    |
| RETAINED EARTH WALL (END BRIDGE)                                       | 3,034     | SF   | \$35        | \$106,207    |
| <u>BRIDGE 6</u>  |           |      |             |              |
| SR 408 WB over Bridgeway Boulevard (64.17x229)                         | 14,694    | SF   | \$170       | \$2,497,980  |
| Steel Plate Girders; Pile Bents  |           |      |             |              |
| <u>BRIDGE 7</u>  |           |      |             |              |
| SR 408 EB over Bridgeway Boulevard (48.17x237)                         | 11,416    | SF   | \$170       | \$1,940,720  |
| Steel Plate Girders; Pile Bents  |           |      |             |              |
| <u>BRIDGE 8</u>  |           |      |             |              |
| SR 408 WB over Hancock Lone Palm Road (54.17x71)                       | 3,846     | SF   | \$120       | \$461,520    |
| Prestressed Concrete Florida I Beams; Pile Bents                       |           |      |             |              |
| <u>BRIDGE 9</u>  |           |      |             |              |
| SR 408 EB over Hancock Lone Palm Road (48.17x72)                       | 3,468     | SF   | \$120       | \$416,160    |
| Prestressed Concrete Florida I Beams; Pile Bents                       |           |      |             |              |
| <u>BRIDGE 10</u>   |           |      |             |              |
| SR 408 WB over Frickle Avenue (51.08x42)                               | 2,146     | SF   | \$135       | \$289,710    |
| Transversely PT-P/S Concrete Slab Units; Pile Bents                    |           |      |             |              |
| <u>BRIDGE 11</u>   |           |      |             |              |
| SR 408 EB over Frickle Avenue (44.67x42)                               | 1,876     | SF   | \$135       | \$253,260    |
| Transversely PT-P/S Concrete Slab Units; Pile Bents                    |           |      |             |              |
| <u>BRIDGE 12</u>   |           |      |             |              |
| SR 408 WB over Pel Street (69.92x73)                                   | 5,104     | SF   | \$120       | \$612,480    |
| Prestressed Concrete Florida I Beams; Pile Bents                       |           |      | \$35        |              |
| <u>BRIDGE 13</u>   |           |      |             |              |
| SR 408 EB over Pel Street (44.67x73)                                   | 3,261     | SF   | \$120       | \$391,320    |
| Prestressed Concrete Florida I Beams; Pile Bents                       |           |      |             |              |
| <b>** ADDITIONAL ITEMS **</b>  |           |      |             |              |
| OVERHEAD TRUSS SIGNS   | 1         | EA   | \$250,000   | \$250,000    |
| OVERHEAD CANTILEVER SIGNS  | 6         | EA   | \$80,000    | \$480,000    |
| MULTIPOST SIGNS  | 2         | EA   | \$5,500     | \$11,000     |
| FIBER OPTIC NETWORK (FON) (CONDUIT, 72 WIRE, PULL BOXES, SPLICE, ETC.) | 2.102     | MI   | \$350,000   | \$735,700    |
| DYNAMIC MESSAGE SIGNS  | 1         | EA   | \$250,000   | \$250,000    |
| RETENTION PONDS  | 47.06     | AC   | \$162,165   | \$7,631,473  |
| CD-1 3-11'x5'x485' CBC   | 1.00      | EA   | \$2,532,000 | \$2,532,000  |
| CD-2 4-10'x5'x302' CBC   | 1.00      | EA   | \$1,980,000 | \$1,980,000  |
| CD-3 3-11'x7'x400' CBC   | 1.00      | EA   | \$2,117,000 | \$2,117,000  |
| CD-3A 1-30" RCP  | 300.00    | LF   | \$100       | \$30,000     |
| MAINLINE TOLL GANTRY (2 LANE, 2 TRUSSES AND EQUIP. BLDG)               | 1         | EA   | \$1,750,000 | \$1,750,000  |
| EMBANKMENT   | 1,647,427 | CY   | \$8         | \$13,179,416 |

|  |        |    |       |                     |
|--|--------|----|-------|---------------------|
| NOISE WALLS (AVERAGE 20 FT HEIGHT)                                 | 12,400 | LF | \$520 | \$6,448,000         |
| ADDITIONAL RETAINED EARTH WALL (NEAR BRIDGEWAY NEIGHBORHOOD) (15') | 12,580 | SF | \$35  | \$440,300           |
| SUB-TOTAL  |        |    |       | \$60,339,546        |
| EROSION CONTROL / TEMPORARY DRAINAGE (0.5%)                        |        |    |       | \$301,698           |
| MAINTENANCE OF TRAFFIC (1%)  |        |    |       | \$603,395           |
| MOBILIZATION (9.5%)  |        |    |       | \$5,732,257         |
| SUB-TOTAL ROADWAY  |        |    |       | \$46,571,533        |
| ROADWAY CONTINGENCY (20%)  |        |    |       | \$9,314,307         |
| SUB-TOTAL BRIDGES  |        |    |       | \$20,405,363        |
| BRIDGE CONTINGENCY (10%)   |        |    |       | \$2,040,536         |
| SUB-TOTAL  |        |    |       | \$78,331,739        |
| AESTHETICS CONTINGENCY (3%)  |        |    |       | \$2,349,952         |
| RELOCATE UTILITIES   |        |    |       | \$4,100,000         |
| ALLOWANCE FOR DISPUTES REVIEW BOARD                                |        |    |       | \$50,000            |
| WORK ORDER ALLOWANCE   |        |    |       | \$500,000           |
| <b>TOTAL (2018 CONSTRUCTION COST)</b>                              |        |    |       | <b>\$85,331,691</b> |

\* Note: For embankment costs see Additional Items

\*\* Note: Includes all areas needed guardrail + shoulder gutter along mainline



**ESTIMATED PROBABLE CONSTRUCTION COST**  
**SR 408/CHALLENGER PKWY/ SR 50 INTERCHANGE**

PREPARED BY METRIC ENGINEERING

| ITEM  | QUANTITY    | UNIT | UNIT PRICE  | TOTAL               |
|---|-------------|------|-------------|---------------------|
| <b>** RAMPS **</b>  |             |      |             |                     |
| ONE LANE RAMPS (OPEN DRAINAGE)*                             | 1.396       | MI   | \$1,275,368 | \$1,780,414         |
| TWO LANE RAMPS (OPEN DRAINAGE)*                             | 1.136       | MI   | \$1,742,399 | \$1,979,365         |
| THREE LANE RAMPS  | 0.190       | MI   | \$2,319,091 | \$440,627           |
| TYPICAL 1 LANE ON-RAMP TAPER W/GORE - MAINLINE UNCHANGED    | 1           | EA   | \$225,841   | \$225,841           |
| TYPICAL 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE UNCHANGED   | 2           | EA   | \$133,040   | \$266,081           |
| TYPICAL 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE UNCHANGED   | 1           | EA   | \$437,159   | \$437,159           |
| TYPICAL 2 LANE ON-RAMP TAPER W/GORE - MAINLINE UNCHANGED    | 1           | EA   | \$406,191   | \$406,191           |
| <b>** ADDITIONAL ITEMS **</b>                               |             |      |             |                     |
| OVERHEAD LIGHTING (INCLUDES WIRING) (1 SIDE, 200' SPACING)  | 2.722       | MI   | \$280,500   | \$763,521           |
| OVERHEAD LIGHTING (INCLUDES WIRING) (2 SIDES, 200' SPACING) | 0.379       | MI   | \$561,000   | \$212,619           |
| EMBANKMENT  | 414,208.000 | CY   | \$8         | \$3,313,664         |
| MULTIPOST SIGNS   | 8           | EA   | \$5,500     | \$44,000            |
| ITS EQUIPMENT / DEVICES PER INTERCHANGE (CCTV, TMS, ETC.)   | 2           | INT  | \$330,000   | \$660,000           |
| SUB-TOTAL   |             |      |             | \$10,529,482        |
| EROSION CONTROL / TEMPORARY DRAINAGE (0.5%)                 |             |      |             | \$52,647            |
| MAINTENANCE OF TRAFFIC (10%)                                |             |      |             | \$1,052,948         |
| MOBILIZATION (9.5%)   |             |      |             | \$1,000,301         |
| SUB-TOTAL ROADWAY   |             |      |             | \$12,635,379        |
| ROADWAY CONTINGENCY (20%)                                   |             |      |             | \$2,527,076         |
| <b>TOTAL (2018 CONSTRUCTION COST)</b>                       |             |      |             | <b>\$15,162,454</b> |

\* Note: For embankment costs see Additional Items

**ESTIMATED PROBABLE CONSTRUCTION COST**  
**SR 408 AND WOODBURY INTERCHANGE**

PREPARED BY METRIC ENGINEERING

| ITEM  | QUANTITY   | UNIT | UNIT PRICE  | TOTAL       |
|---|------------|------|-------------|-------------|
| <b>** RAMPS **</b>  |            |      |             |             |
| ONE LANE RAMPS (OPEN DRAINAGE)*                               | 0.946      | MI   | \$1,275,368 | \$1,206,498 |
| TWO LANE RAMPS (OPEN DRAINAGE)*                               | 0.114      | MI   | \$1,742,399 | \$198,633   |
| TYPICAL 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE UNCHANGED     | 1          | EA   | \$133,040   | \$133,040   |
| <b>** BRIDGES **</b>  |            |      |             |             |
| <u>BRIDGE 1A</u>  |            |      |             |             |
| Woodbury Road over SR 408 (209x102.5)                         | 21,423     | SF   | \$125       | \$2,677,813 |
| Demolish Existing bridge                                      | 8,400      | SF   | \$60        | \$504,000   |
| Prestressed Concrete Florida I Beams; Straddle and Pile Bents |            |      |             |             |
| EXTRA MATERIAL - ELEVATED ROADWAY (BEGIN BRIDGE)              | 1.000      | EA   | \$351,519   | \$351,519   |
| RETAINED EARTH WALL (BEGIN BRIDGE)                            | 3,130      | SF   | \$35        | \$109,550   |
| RETAINED EARTH WALL (END BRIDGE)                              | 3,130      | SF   | \$35        | \$109,550   |
| <u>BRIDGE 1</u>   |            |      |             |             |
| SR 408 EB on Ramp over SR 408 EB Off Ramp (35.67x470)         | 16,763     | SF   | \$180       | \$3,017,340 |
| Curved Steel Plate Girders; Multicolumn and Pile Bents        |            |      |             |             |
| EXTRA MATERIAL - ELEVATED ROADWAY (BEGIN BRIDGE)              | 1.000      | EA   | \$311,019   | \$311,019   |
| RETAINED EARTH WALL (BEGIN BRIDGE)                            | 2,243      | SF   | \$35        | \$78,496    |
| <u>BRIDGE 4</u>   |            |      |             |             |
| SR 408 WB Off Ramp over SR 408 EB On/Off Ramps (29.67x197)    | 5,845      | SF   | \$170       | \$993,650   |
| Steel Plate Girders; Pile Bents                               |            |      |             |             |
| EXTRA MATERIAL - ELEVATED ROADWAY (BEGIN BRIDGE)              | 1.000      | EA   | \$311,019   | \$311,019   |
| RETAINED EARTH WALL (BEGIN BRIDGE)                            | 2,288      | SF   | \$35        | \$80,072    |
| RETAINED EARTH WALL (END BRIDGE)                              | 2,288      | SF   | \$35        | \$80,072    |
| <u>BRIDGE 5</u>   |            |      |             |             |
| SR 408 WB Off Ramp over SR 408 WB On/Off Ramps (38.67x347)    | 13,417     | SF   | \$125       | \$1,677,125 |
| Prestressed Concrete Florida I Beams; Straddle and Pile Bents |            |      |             |             |
| EXTRA MATERIAL - ELEVATED ROADWAY (BEGIN BRIDGE)              | 1.000      | EA   | \$311,019   | \$311,019   |
| RETAINED EARTH WALL (BEGIN BRIDGE)                            | 2,754      | SF   | \$35        | \$96,406    |
| RETAINED EARTH WALL (END BRIDGE)                              | 2,754      | SF   | \$35        | \$96,406    |
| <b>** ARTERIAL ROADS **</b>                                   |            |      |             |             |
| WOODBURY TYPICAL SECTION                                      | 0.515      | MI   | \$5,247,381 | \$2,702,401 |
| MEDIAN CROSSOVER - NEW CONSTRUCTION                           | 2          | EA   | \$8,444     | \$16,887    |
| DEMOLISH EXISTING ARTERIAL ROAD                               | 0.515      | MI   | \$209,733   | \$108,012   |
| <b>** INTERSECTION SIGNALIZATION **</b>                       |            |      |             |             |
| SIGNALIZATION PER INTERCHANGE                                 | 2          | EA   | \$132,150   | \$264,300   |
| <b>** ADDITIONAL ITEMS **</b>                                 |            |      |             |             |
| OVERHEAD LIGHTING (INCLUDES WIRING) (1 SIDE, 200' SPACING)    | 1.060      | MI   | \$280,500   | \$297,330   |
| OVERHEAD LIGHTING (INCLUDES WIRING) (2 SIDES, 200' SPACING)   | 0.606      | MI   | \$561,000   | \$339,966   |
| EMBANKMENT  | 63,111.000 | CY   | \$8         | \$504,888   |
| MULTIPOST SIGNS   | 2          | EA   | \$5,500     | \$11,000    |
| ITS EQUIPMENT / DEVICES PER INTERCHANGE (CCTV, TMS, ETC.)     | 1          | INT  | \$330,000   | \$330,000   |

|   |              |
|---|--------------|
| SUB-TOTAL                                   | \$16,918,014 |
| EROSION CONTROL / TEMPORARY DRAINAGE (0.5%) | \$84,590     |
| MAINTENANCE OF TRAFFIC (10%)                | \$1,691,801  |
| MOBILIZATION (9.5%)                         | \$1,607,211  |

|                           |             |
|---------------------------|-------------|
| SUB-TOTAL ROADWAY         | \$9,496,560 |
| ROADWAY CONTINGENCY (20%) | \$1,899,312 |

|                          |              |
|--------------------------|--------------|
| SUB-TOTAL BRIDGES        | \$10,805,057 |
| BRIDGE CONTINGENCY (10%) | \$1,080,506  |

|                                       |                     |
|---------------------------------------|---------------------|
| <b>TOTAL (2018 CONSTRUCTION COST)</b> | <b>\$23,281,435</b> |
|---------------------------------------|---------------------|



\* Note: For embankment costs see Additional Items

**ESTIMATED PROBABLE CONSTRUCTION COST**  
**SR 408 AND AVALON PARK BOULEVARD SEGMENT 1 INTERCHANGE**

PREPARED BY METRIC ENGINEERING

| ITEM  | QUANTITY   | UNIT | UNIT PRICE  | TOTAL              |
|---|------------|------|-------------|--------------------|
| <b>** RAMPS **</b>  |            |      |             |                    |
| ONE LANE RAMPS (OPEN DRAINAGE)*                                     | 0.510      | MI   | \$1,275,368 | \$650,438          |
| TWO LANE RAMPS (OPEN DRAINAGE)*                                     | 0.380      | MI   | \$1,742,399 | \$662,112          |
| TYPICAL 1 LANE ON-RAMP TAPER W/GORE - MAINLINE UNCHANGED            | 1          | EA   | \$225,841   | \$225,841          |
| TYPICAL 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE UNCHANGED           | 1          | EA   | \$133,040   | \$133,040          |
| <b>** ARTERIAL ROADS **</b>   |            |      |             |                    |
| AVALON PARK BOULEVARD TYPICAL SECTION                               | 0.234      | MI   | \$4,372,318 | \$1,023,122        |
| MEDIAN CROSSOVER - NEW CONSTRUCTION                                 | 2          | EA   | \$8,444     | \$16,887           |
| ADDITIONAL LANE (NEW CONSTRUCTION) - CLOSED DRAINAGE, 2' EXCAVATION | 0.335      | MI   | \$402,827   | \$134,947          |
| DEMOLISH EXISTING ARTERIAL ROAD                                     | 0.234      | MI   | \$341,092   | \$79,816           |
| <b>** INTERSECTION SIGNALIZATION **</b>                             |            |      |             |                    |
| SIGNALIZATION PER INTERCHANGE                                       | 2          | EA   | \$132,150   | \$264,300          |
| <b>** ADDITIONAL ITEMS **</b>                                       |            |      |             |                    |
| EMBANKMENT  | 47,796.000 | CY   | \$8         | \$382,368          |
| OVERHEAD LIGHTING (INCLUDES WIRING) (1 SIDE, 200' SPACING)          | 0.610      | MI   | \$280,500   | \$171,105          |
| OVERHEAD LIGHTING (INCLUDES WIRING) (2 SIDES, 200' SPACING)         | 0.606      | MI   | \$561,000   | \$339,966          |
| MULTIPOST SIGNS   | 6          | EA   | \$5,500     | \$33,000           |
| ITS EQUIPMENT / DEVICES PER INTERCHANGE (CCTV, TMS, ETC.)           | 1          | INT  | \$330,000   | \$330,000          |
| SUB-TOTAL   |            |      |             | \$4,446,942        |
| EROSION CONTROL / TEMPORARY DRAINAGE (0.5%)                         |            |      |             | \$22,235           |
| MAINTENANCE OF TRAFFIC (10%)  |            |      |             | \$444,694          |
| MOBILIZATION (9.5%)   |            |      |             | \$422,460          |
| SUB-TOTAL   |            |      |             | \$5,336,331        |
| ROADWAY CONTINGENCY (20%)   |            |      |             | \$1,067,266        |
| <b>TOTAL (2018 CONSTRUCTION COST)</b>                               |            |      |             | <b>\$6,403,597</b> |

\* Note: For embankment costs see Additional Items



## SUMMARY

### ESTIMATED PROBABLE PROJECT COST

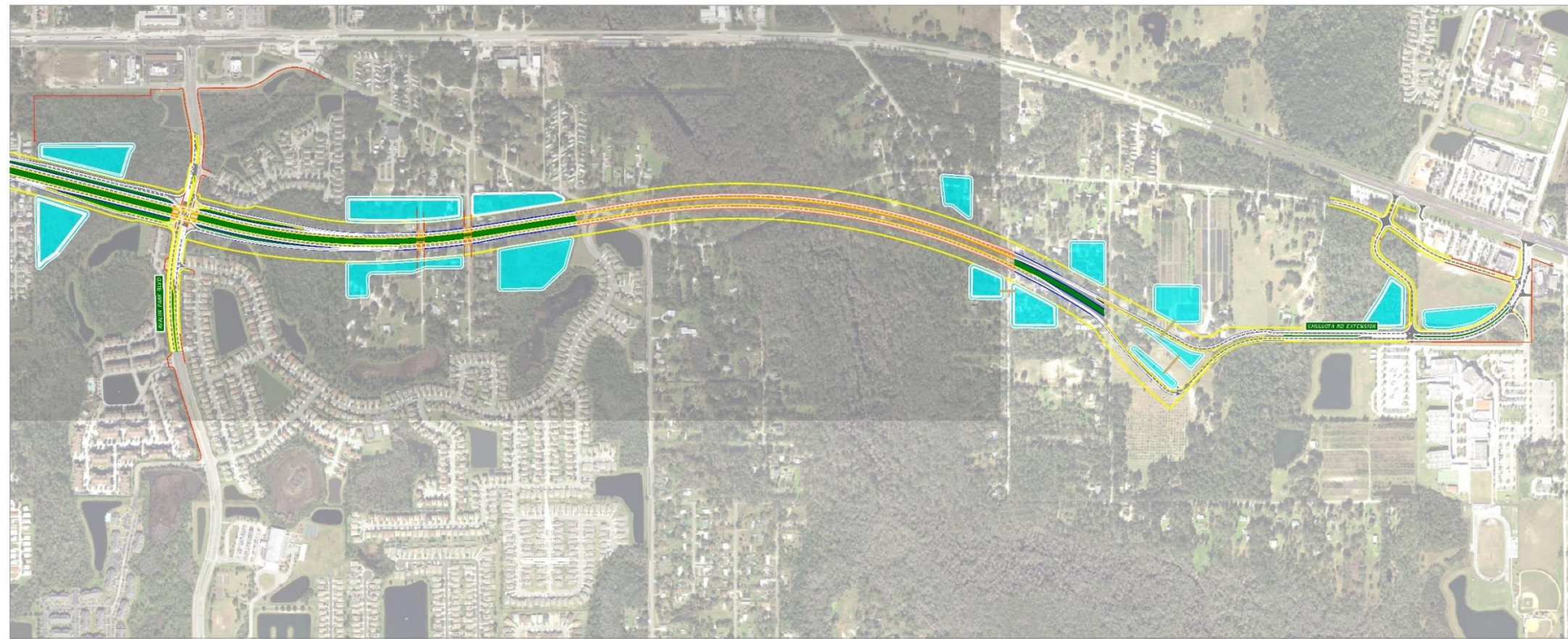
# SR 408 EASTERN EXTENSION PD&E STUDY

PREPARED BY *METRIC ENGINEERING*  
LAST UPDATED 2/1/2018

PROJECT CENTERLINE MILES: 2.120

NUMBER OF BRIDGES: 8

|   |                      |                      |
|---|----------------------|----------------------|
| MAINLINE ROADWAY - SEGMENT 2  |                      | \$135,065,822        |
| AVALON PARK BOULEVARD EAST EXTENSION SEGMENT 2 I                                  |                      | \$2,653,987          |
| CHULUOTA ROAD EXTENSION SEGMENT 2 INTERCHANGE                                     |                      | \$11,692,326         |
| <b>TOTAL (2018 CONSTRUCTION COST)</b>   |                      | <b>\$149,412,134</b> |
| ENGINEERING / ADMINISTRATION / LEGAL (24%)  |                      | \$35,858,912         |
| RIGHT - OF - WAY  | 118.0 ACRES          | \$64,300,000         |
| MITIGATION*   |                      | \$3,872,931          |
| *See attached Environmental Mitigation Costs and Permitting Fees for more details |                      |                      |
| TOLL COLLECTION EQUIPMENT   | 6 LANES @ \$ 210,000 | \$1,260,000          |
| <b>GRAND TOTAL PROJECT COST</b>   |                      | <b>\$254,703,978</b> |



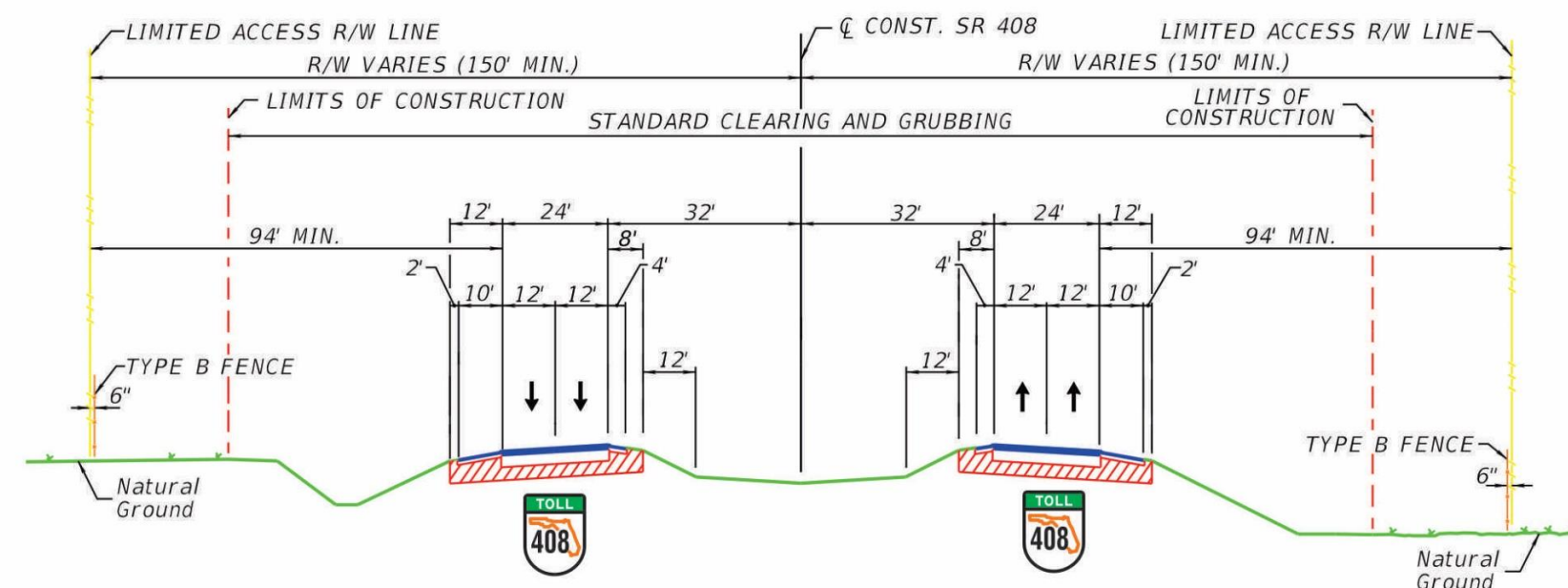
## SR 408 Eastern Extension - Segment 2

### Quick Facts

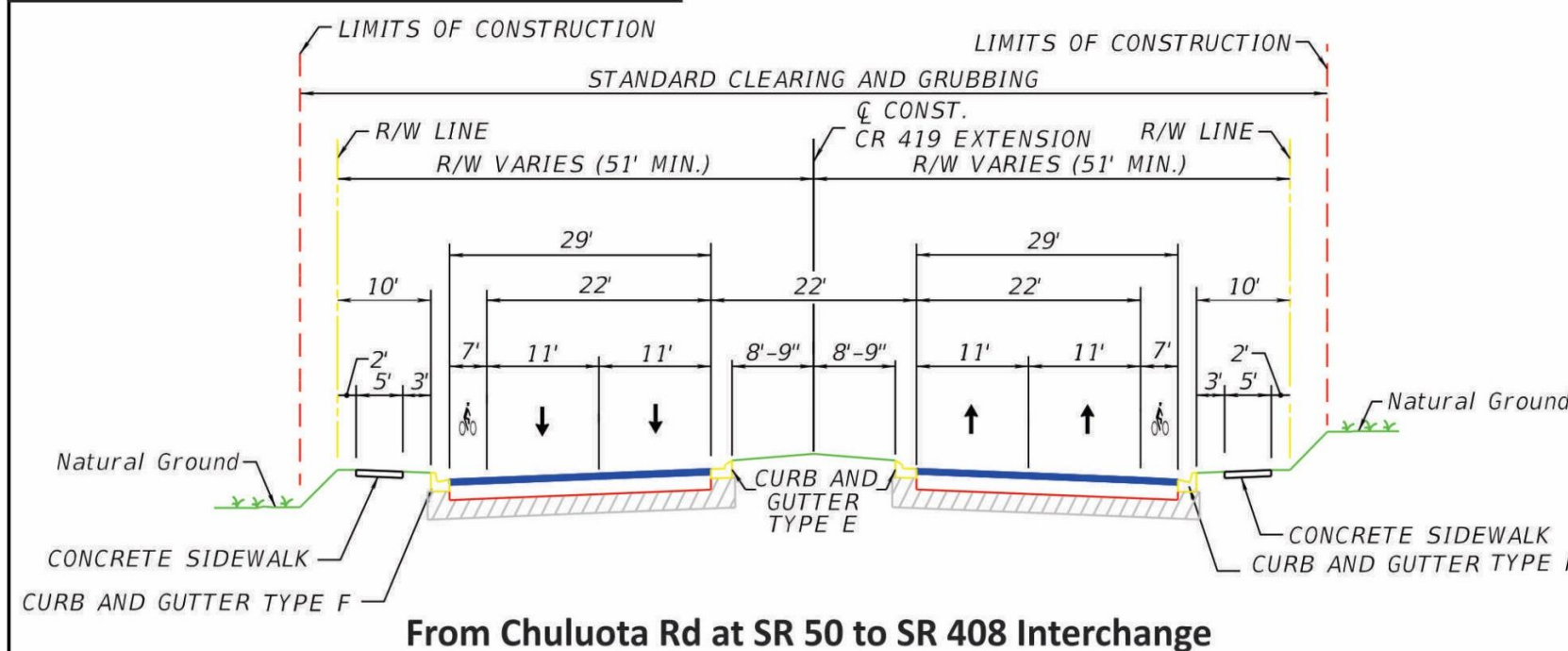
Segment 2 - construction of eastern half of Avalon Park Boulevard to western half of Chuluota Road Extension



### SR 408 Mainline Typical Section



### Chuluota Road Extension Typical Section



SR 408 Mainline and Chuluota Road Extension Typical Sections

### Quick Facts

SR 408 Mainline - 300' Right-of-way with four 12' travel lanes and a 64' median

Chuluota Road Extension - 102' Right-of-way with 11' travel lanes and a 22' median





**ESTIMATED PROBABLE CONSTRUCTION COST**  
**MAINLINE ROADWAY - SEGMENT 2**

PREPARED BY *METRIC ENGINEERING*

| ITEM   | QUANTITY  | UNIT | UNIT PRICE  | TOTAL        |
|--|-----------|------|-------------|--------------|
| <b>** EXPRESSWAYS **</b>   |           |      |             |              |
| MAINLINE ROADWAY TYPICAL - SEGMENT 2 *                                     | 1.104     | MI   | \$4,278,872 | \$4,723,875  |
| <b>** BRIDGES **</b>   |           |      |             |              |
| BRIDGE 14  |           |      |             |              |
| SR 408 WB Over Avalon Park Blvd (50.67x230)                                | 11,653    | SF   | \$170       | \$1,981,010  |
| Steel Plate Girders; Pile Bents  |           |      |             |              |
| EXTRA MATERIAL - ELEVATED ROADWAY (BEGIN BRIDGE)**                         | 1.000     | EA   | \$910,950   | \$910,950    |
| RETAINED EARTH WALL (BEGIN BRIDGE)   | 2,111     | SF   | \$35        | \$73,876     |
| RETAINED EARTH WALL (END BRIDGE)   | 2,111     | SF   | \$35        | \$73,876     |
| BRIDGE 15  |           |      |             |              |
| SR 408 EB Over Avalon Park Blvd (50.67x230)                                | 11,653    | SF   | \$170       | \$1,981,010  |
| Steel Plate Girders; Pile Bents  |           |      |             |              |
| RETAINED EARTH WALL (BEGIN BRIDGE)   | 2,111     | SF   | \$35        | \$73,876     |
| RETAINED EARTH WALL (END BRIDGE)   | 2,111     | SF   | \$35        | \$73,876     |
| BRIDGE 16  |           |      |             |              |
| SR 408 WB Over Econlockhatchee River (51.55x3808)                          | 196,302   | SF   | \$180       | \$35,334,360 |
| Steel Plate Girders & Prestressed Concrete I Beams; Hammerhead, Pile Bents |           |      |             |              |
| BRIDGE 17  |           |      |             |              |
| SR 408 EB Over Econlockhatchee River (45.74x3835)                          | 175,412   | SF   | \$180       | \$31,574,160 |
| Steel Plate Girders & Prestressed Concrete I Beams; Hammerhead, Pile Bents |           |      |             |              |
| <b>** ADDITIONAL ITEMS **</b>  |           |      |             |              |
| OVERHEAD TRUSS SIGNS   | 1         | EA   | \$250,000   | \$250,000    |
| OVERHEAD CANTILEVER SIGNS  |           | EA   | \$80,000    | \$0          |
| MULTIPOST SIGNS  | 2         | EA   | \$5,500     | \$11,000     |
| FIBER OPTIC NETWORK (FON) (CONDUIT, 72 WIRE, PULL BOXES, SPLICE, ETC.)     | 2.120     | MI   | \$350,000   | \$742,000    |
| DYNAMIC MESSAGE SIGNS  | 2         | EA   | \$250,000   | \$500,000    |
| RETENTION PONDS  | 38.18     | AC   | \$162,165   | \$6,191,450  |
| CD-4 2-8'X4'X456' CBC  | 1         | EA   | \$1,165,000 | \$1,165,000  |
| CD-5 2-72"X374' RCP  | 374.00    | LF   | \$350       | \$130,900    |
| CD-6 2-72"X427' RCP  | 427.00    | LF   | \$350       | \$149,450    |
| MAINLINE TOLL GANTRY (2 LANE, 2 TRUSSES AND EQUIP. BLDG)                   | 1         | EA   | \$1,750,000 | \$1,750,000  |
| EMBANKMENT   | 1,172,555 | CY   | \$8         | \$9,380,440  |
| NOISE WALLS (AVERAGE 20 FT HEIGHT)   | 12,450    | LF   | \$520       | \$6,474,000  |
| TYPICAL 30' RAD. CUL-DE-SAC (Caudle St & Colonial Drive)                   | 2         | EA   | \$23,470    | \$46,941     |

|   |               |
|---|---------------|
| SUB-TOTAL                                   | \$103,545,109 |
| EROSION CONTROL / TEMPORARY DRAINAGE (0.5%) | \$517,726     |
| MAINTENANCE OF TRAFFIC (1%)                 | \$1,035,451   |
| MOBILIZATION (9.5%)                         | \$9,836,785   |

|                           |              |
|---------------------------|--------------|
| SUB-TOTAL ROADWAY         | \$41,693,077 |
| ROADWAY CONTINGENCY (20%) | \$8,338,615  |

|                          |              |
|--------------------------|--------------|
| SUB-TOTAL BRIDGES        | \$73,241,994 |
| BRIDGE CONTINGENCY (10%) | \$7,324,199  |

|                             |               |
|-----------------------------|---------------|
| SUB-TOTAL                   | \$130,597,885 |
| AESTHETICS CONTINGENCY (3%) | \$3,917,937   |

|                    |     |
|--------------------|-----|
| RELOCATE UTILITIES | \$0 |
|--------------------|-----|

|                                     |           |
|-------------------------------------|-----------|
| ALLOWANCE FOR DISPUTES REVIEW BOARD | \$50,000  |
| WORK ORDER ALLOWANCE                | \$500,000 |

|                                       |                      |
|---------------------------------------|----------------------|
| <b>TOTAL (2018 CONSTRUCTION COST)</b> | <b>\$135,065,822</b> |
|---------------------------------------|----------------------|

\*Note: For embankment costs see Additional Items

\*\* Note: Includes all areas needed guardrail + shoulder gutter along mainline



**ESTIMATED PROBABLE CONSTRUCTION COST**  
**AVALON PARK BOULEVARD EAST EXTENSION SEGMENT 2 INTERCHANGE**

PREPARED BY *METRIC ENGINEERING*

| ITEM  | QUANTITY  | UNIT | UNIT PRICE  | TOTAL              |
|---|-----------|------|-------------|--------------------|
| <b>** RAMPS **</b>  |           |      |             |                    |
| ONE LANE RAMPS (OPEN DRAINAGE)*                             | 0.510     | MI   | \$6,000     | \$3,060            |
| TWO LANE RAMPS (OPEN DRAINAGE)*                             | 0.224     | MI   | \$1,743,250 | \$390,488          |
| TYPICAL 1 LANE ON-RAMP TAPER W/GORE - MAINLINE UNCHANGED    | 1         | EA   | \$225,841   | \$225,841          |
| TYPICAL 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE UNCHANGED   | 1         | EA   | \$133,040   | \$133,040          |
| <b>** ARTERIAL ROADS **</b>                                 |           |      |             |                    |
| EMBANKMENT  | 38333.000 | CY   | \$8         | \$306,664          |
| RETAINED EARTH WALL   | 8200.000  | SF   | \$35        | \$287,000          |
| <b>** INTERSECTION SIGNALIZATION **</b>                     |           |      |             |                    |
| SIGNALIZATION PER INTERCHANGE                               | 1.000     | EA   | \$248,860   | \$248,860          |
| <b>** ADDITIONAL ITEMS **</b>                               |           |      |             |                    |
| OVERHEAD LIGHTING (INCLUDES WIRING) (1 SIDE, 200' SPACING)  | 0.734     | MI   | \$280,500   | \$205,887          |
| OVERHEAD LIGHTING (INCLUDES WIRING) (2 SIDES, 200' SPACING) | 0.322     | MI   | \$561,000   | \$180,642          |
| MULTIPOST SIGNS   | 2         | EA   | \$5,500     | \$11,000           |
| SUB-TOTAL   |           |      |             | \$1,992,482        |
| EROSION CONTROL / TEMPORARY DRAINAGE (0.5%)                 |           |      |             | \$9,962            |
| MAINTENANCE OF TRAFFIC (1%)                                 |           |      |             | \$19,925           |
| MOBILIZATION (9.5%)   |           |      |             | \$189,286          |
| SUB-TOTAL   |           |      |             | \$2,211,656        |
| ROADWAY CONTINGENCY (20%)                                   |           |      |             | \$442,331          |
| <b>TOTAL (2018 CONSTRUCTION COST)</b>                       |           |      |             | <b>\$2,653,987</b> |

Note: For embankment costs see Additional Items

**ESTIMATED PROBABLE CONSTRUCTION COST**  
**CHULUOTA ROAD EXTENSION SEGMENT 2 INTERCHANGE**

PREPARED BY METRIC ENGINEERING

| ITEM  | QUANTITY   | UNIT | UNIT PRICE  | TOTAL               |
|---|------------|------|-------------|---------------------|
| <b>** RAMPS **</b>  |            |      |             |                     |
| ONE LANE RAMPS (OPEN DRAINAGE)*                             | 0.380      | MI   | \$1,275,368 | \$484,640           |
| TWO LANE RAMPS (OPEN DRAINAGE)*                             | 0.370      | MI   | \$1,743,250 | \$645,002           |
| TYPICAL 1 LANE ON-RAMP TAPER W/GORE - MAINLINE UNCHANGED    | 1          | EA   | \$225,841   | \$225,841           |
| TYPICAL 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE UNCHANGED   | 1          | EA   | \$133,040   | \$133,040           |
| <b>** BRIDGES **</b>  |            |      |             |                     |
| <u>BRIDGE 18</u>  |            |      |             |                     |
| SR 408 WB On ramp over Lockwood Dr (29.67x91)               | 2,700      | SF   | \$120       | \$324,000           |
| Prestressed Concrete Florida I Beams; Pile Bents            |            |      |             |                     |
| EXTRA MATERIAL - ELEVATED ROADWAY (BEGIN BRIDGE)            | 1.000      | EA   | \$378,879   | \$378,879           |
| RETAINED EARTH WALL (BEGIN BRIDGE)                          | 2,111      | SF   | \$35        | \$73,876            |
| RETAINED EARTH WALL (END BRIDGE)                            | 2,111      | SF   | \$35        | \$73,876            |
| <u>BRIDGE 21</u>  |            |      |             |                     |
| SR 408 EB Off Ramp Over Lockwood Dr (29.67x169)             | 5,014      | SF   | \$120       | \$601,680           |
| Prestressed Concrete Florida I Beams; Pile Bents            |            |      |             |                     |
| EXTRA MATERIAL - ELEVATED ROADWAY (BEGIN BRIDGE)            | 1.000      | EA   | \$378,879   | \$378,879           |
| RETAINED EARTH WALL (BEGIN BRIDGE)                          | 2,111      | SF   | \$35        | \$73,876            |
| RETAINED EARTH WALL (END BRIDGE)                            | 2,111      | SF   | \$35        | \$73,876            |
| <b>** ARTERIAL ROADS **</b>                                 |            |      |             |                     |
| CHULUOTA RD EXTENSION TYPICAL SECTION                       | 0.700      | MI   | \$4,372,318 | \$3,060,623         |
| ACCESS STREETS TYPICAL SECTION                              | 0.495      | MI   | \$1,616,363 | \$800,100           |
| DEMOLISH EXISTING ARTERIAL ROAD                             | 0.234      | MI   | \$209,733   | \$49,078            |
| EMBANKMENT  | 127667.000 | CY   | \$8         | \$1,021,336         |
| CD-7 2-48"X129' RCP   | 129.00     | LF   | \$200       | \$25,800            |
| <b>** INTERSECTION SIGNALIZATION **</b>                     |            |      |             |                     |
| SIGNALIZATION PER INTERCHANGE                               | 1          | EA   | \$132,150   | \$132,150           |
| <b>** ADDITIONAL ITEMS **</b>                               |            |      |             |                     |
| OVERHEAD LIGHTING (INCLUDES WIRING) (1 SIDE, 200' SPACING)  | 0.750      | MI   | \$280,500   | \$210,375           |
| OVERHEAD LIGHTING (INCLUDES WIRING) (2 SIDES, 200' SPACING) | 0.265      | MI   | \$561,000   | \$148,665           |
| MULTIPOST SIGNS   | 2          | EA   | \$5,500     | \$11,000            |
| SUB-TOTAL   |            |      |             | \$8,926,592         |
| EROSION CONTROL / TEMPORARY DRAINAGE (0.5%)                 |            |      |             | \$44,633            |
| MAINTENANCE OF TRAFFIC (1%)                                 |            |      |             | \$89,266            |
| MOBILIZATION (9.5%)   |            |      |             | \$848,026           |
| SUB-TOTAL BRIDGES   |            |      |             | \$1,978,942         |
| BRIDGE CONTINGENCY (10%)                                    |            |      |             | \$197,894           |
| SUB-TOTAL   |            |      |             | \$7,929,575         |
| ROADWAY CONTINGENCY (20%)                                   |            |      |             | \$1,585,915         |
| <b>TOTAL (2018 CONSTRUCTION COST)</b>                       |            |      |             | <b>\$11,692,326</b> |

\*Note: For embankment costs see Additional Items



## SUMMARY

### ESTIMATED PROBABLE PROJECT COST

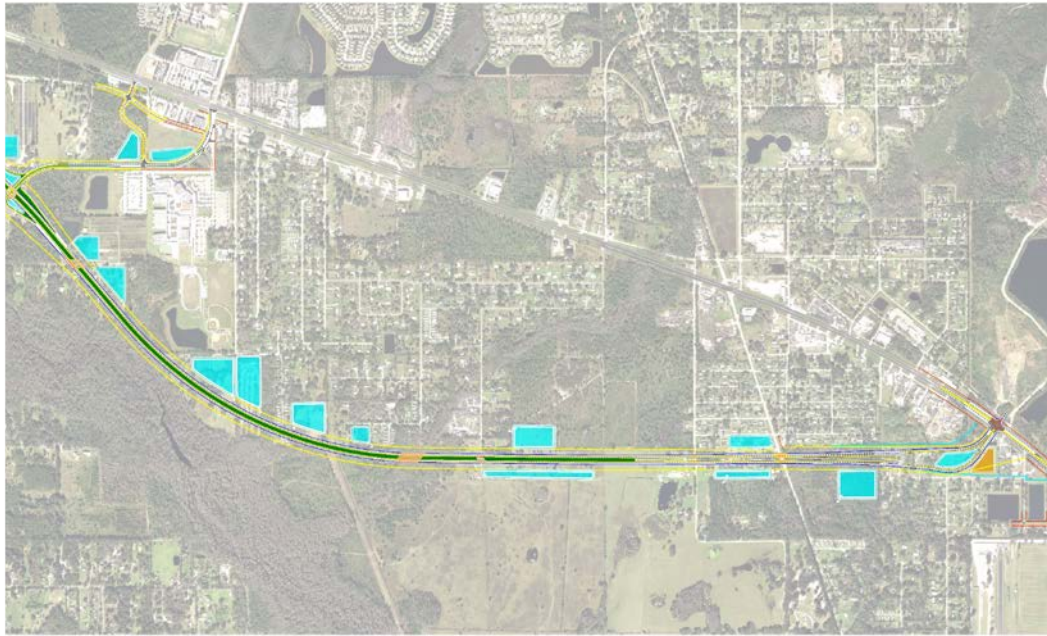
# SR 408 EASTERN EXTENSION PD&E STUDY

PREPARED BY *METRIC ENGINEERING*  
LAST UPDATED 2/1/2018

PROJECT CENTERLINE MILES: 3.030

NUMBER OF BRIDGES: 12

|   |                                  |
|---|----------------------------------|
| MAINLINE ROADWAY - SEGMENT 3  | \$75,214,737                     |
| CHULUOTA ROAD EXTENSION SEGMENT 3 INTERCHANGE                                     | \$6,836,834                      |
| SR 408 AND SR 50 INTERCHANGE  | \$8,656,660                      |
| <b>TOTAL (2018 CONSTRUCTION COST)</b>   | <b>\$90,708,231</b>              |
| ENGINEERING / ADMINISTRATION / LEGAL (24%)  | \$21,769,975                     |
| RIGHT - OF - WAY  | 155.0 ACRES \$44,400,000         |
| MITIGATION*   | \$5,227,912                      |
| *See attached Environmental Mitigation Costs and Permitting Fees for more details |                                  |
| TOLL COLLECTION EQUIPMENT   | 6 LANES @ \$ 210,000 \$1,260,000 |
| <b>GRAND TOTAL PROJECT COST</b>   | <b>\$163,366,119</b>             |



SR 408 Eastern Extension - Segment 3

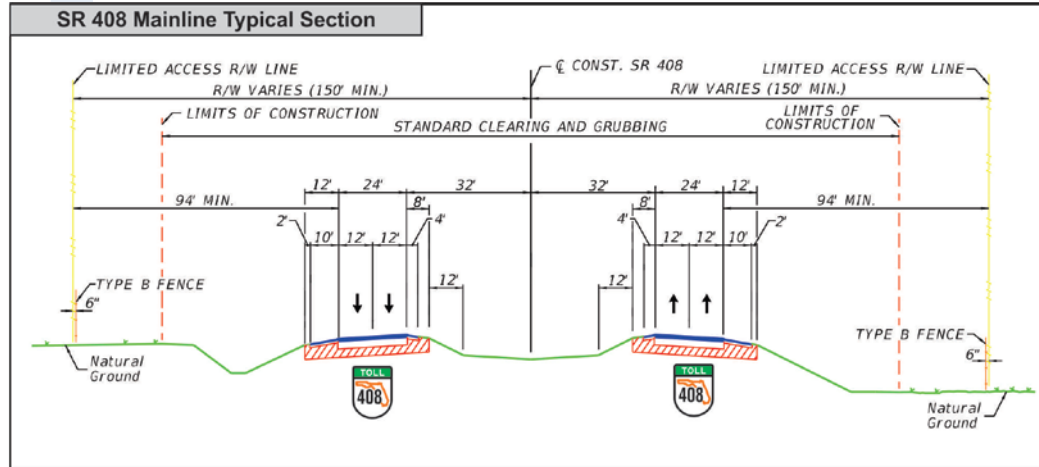
### Quick Facts

Segment 3- construction from the east half of Chuluota Road Extension to End of Project limit at SR 50.



## Quick Facts

SR 408 Mainline - 300'  
Right-of-way with four 12'  
travel lanes and a 64'  
median



SR 408 Mainline Typical Section

**ESTIMATED PROBABLE CONSTRUCTION COST**  
**MAINLINE ROADWAY - SEGMENT 3**

PREPARED BY *METRIC ENGINEERING*

| ITEM  | QUANTITY | UNIT | UNIT PRICE  | TOTAL        |
|---|----------|------|-------------|--------------|
| <b>** EXPRESSWAYS **</b>  |          |      |             |              |
| MAINLINE ROADWAY TYPICAL - SEGMENT 3*   | 2.646    | MI   | \$4,278,872 | \$11,321,896 |
| <b>** BRIDGES **</b>  |          |      |             |              |
| <u>BRIDGE 19</u><br>SR 408 WB Over Lockwood Dr (44.67x98)<br>Prestressed Concrete Florida I Beams; Pile Bents                     | 4,288    | SF   | \$120       | \$514,560    |
| RETAINED EARTH WALL (BEGIN BRIDGE)  | 2,441    | SF   | \$35        | \$85,426     |
| RETAINED EARTH WALL (END BRIDGE)  | 2,441    | SF   | \$35        | \$85,426     |
| <u>BRIDGE 20</u><br>SR 408 EB Over Lockwood Dr (44.67x98)<br>Prestressed Concrete Florida I Beams; Pile Bents                     | 4,377    | SF   | \$120       | \$525,240    |
| RETAINED EARTH WALL (BEGIN BRIDGE)  | 2,441    | SF   | \$35        | \$85,426     |
| RETAINED EARTH WALL (END BRIDGE)  | 2,441    | SF   | \$35        | \$85,426     |
| <u>BRIDGE 24</u><br>SR 408 WB over Hamilton Dr (44.687x106)<br>Prestressed Concrete Florida I Beam; Pile Bents                    | 4,735    | SF   | \$120       | \$568,200    |
| EXTRA MATERIAL - ELEVATED ROADWAY (BEGIN BRIDGE)**  | 1.000    | EA   | \$3,607,968 | \$3,607,968  |
| RETAINED EARTH WALL (BEGIN BRIDGE)  | 2,441    | SF   | \$35        | \$85,426     |
| RETAINED EARTH WALL (END BRIDGE)  | 2,441    | SF   | \$35        | \$85,426     |
| <u>BRIDGE 25</u><br>SR 408 EB over Hamilton Dr (56.33x106)<br>Prestressed Concrete Florida I Beam; Pile Bents                     | 5,971    | SF   | \$120       | \$716,520    |
| RETAINED EARTH WALL (BEGIN BRIDGE)  | 2,441    | SF   | \$35        | \$85,426     |
| RETAINED EARTH WALL (END BRIDGE)  | 2,441    | SF   | \$35        | \$85,426     |
| <u>BRIDGE 26</u><br>SR 408 WB over Econlockhatchee River Tributary (51.67x305)<br>Prestressed Concrete Florida I Beam; Pile Bents | 15,758   | SF   | \$120       | \$1,890,960  |
| <u>BRIDGE 27</u><br>SR 408 EB over Econlockhatchee River Tributary (51.67x300)<br>Prestressed Concrete Florida I Beam; Pile Bents | 15,500   | SF   | \$120       | \$1,860,000  |
| <u>BRIDGE 28</u><br>SR 408 WB over Seminole Trail (44.67x81)<br>Prestressed Concrete Florida I Beam; Pile Bents                   | 3,618    | SF   | \$120       | \$434,160    |
| <u>BRIDGE 29</u><br>SR 408 EB over Seminole Trail (44.67x81)<br>Prestressed Concrete Florida I Beam; Pile Bents                   | 3,618    | SF   | \$120       | \$434,160    |
| <u>BRIDGE 30</u><br>SR 408 WB over N 5th Street (44.67x70)<br>Prestressed Concrete Florida I Beam; Pile Bents                     | 3,127    | SF   | \$120       | \$375,240    |
| <u>BRIDGE 31</u><br>SR 408 EB over N 5th Street (44.67x70)<br>Prestressed Concrete Florida I Beam; Pile Bents                     | 3,127    | SF   | \$120       | \$375,240    |
| <u>BRIDGE 32</u><br>SR 408 WB over North County Rd 13 (59.50x128)<br>Prestressed Concrete Florida I Beam; Pile Bents              | 7,616    | SF   | \$120       | \$913,920    |
| <u>BRIDGE 33</u><br>SR 408 EB over North County Rd 13 (45.50x128)<br>Prestressed Concrete Florida I Beam; Pile Bents              | 5,824    | SF   | \$120       | \$698,880    |
| <b>** ADDITIONAL ITEMS **</b>   |          |      |             |              |
| OVERHEAD TRUSS SIGNS  | 1        | EA   | \$250,000   | \$250,000    |

|  |           |    |             |                     |
|--|-----------|----|-------------|---------------------|
| OVERHEAD CANTILEVER SIGNS  | 6         | EA | \$80,000    | \$480,000           |
| MULTIPOST SIGNS  | 3         | EA | \$5,500     | \$16,500            |
| FIBER OPTIC NETWORK (FON) (CONDUIT, 72 WIRE, PULL BOXES, SPLICE, ETC.) | 3.030     | MI | \$350,000   | \$1,060,500         |
| DYNAMIC MESSAGE SIGNS  | 1         | EA | \$250,000   | \$250,000           |
| RETENTION PONDS  | 28.82     | AC | \$162,165   | \$4,673,588         |
| CD-8 1-10'x5'x447' CBC   | 1.00      | EA | \$668,300   | \$668,300           |
| CD-9 1-72'X300' RCP  | 300.00    | LF | \$350       | \$105,000           |
| CD-10 2-6'X4'X310' CBC   | 1.00      | EA | \$618,450   | \$618,450           |
| CD-11 2-24'X395' RCP   | 395.00    | LF | \$80        | \$31,600            |
| CD-12 2-8'X4'X522' CBC   | 1.00      | EA | \$1,300,000 | \$1,300,000         |
| CD-13 1-48'X325' RCP   | 325.00    | LF | \$200       | \$65,000            |
| MAINLINE TOLL GANTRY (2 LANE, 2 TRUSSES AND EQUIP. BLDG)               | 1         | EA | \$1,750,000 | \$1,750,000         |
| EMBANKMENT   | 1,612,909 | CY | \$8         | \$12,903,272        |
| TYPICAL 30' RAD. CUL-DE-SAC (Pine Isle Dr)                             | 1         | EA | \$23,470    | \$23,470            |
| NOISE WALLS (AVERAGE 20 FT HEIGHT)                                     | 4,400     | LF | \$520       | \$2,288,000         |
| SUB-TOTAL  |           |    |             | \$51,404,031        |
| EROSION CONTROL / TEMPORARY DRAINAGE (0.5%)                            |           |    |             | \$257,020           |
| MAINTENANCE OF TRAFFIC (1%)  |           |    |             | \$514,040           |
| MOBILIZATION (9.5%)  |           |    |             | \$4,883,383         |
| SUB-TOTAL ROADWAY  |           |    |             | \$42,254,773        |
| ROADWAY CONTINGENCY (20%)  |           |    |             | \$8,450,955         |
| SUB-TOTAL BRIDGES  |           |    |             | \$16,185,205        |
| BRIDGE CONTINGENCY (10%)   |           |    |             | \$1,618,521         |
| SUB-TOTAL  |           |    |             | \$68,509,453        |
| AESTHETICS CONTINGENCY (3%)  |           |    |             | \$2,055,284         |
| RELOCATE UTILITIES   |           |    |             | \$4,100,000         |
| ALLOWANCE FOR DISPUTES REVIEW BOARD                                    |           |    |             | \$50,000            |
| WORK ORDER ALLOWANCE   |           |    |             | \$500,000           |
| <b>TOTAL (2018 CONSTRUCTION COST)</b>                                  |           |    |             | <b>\$75,214,737</b> |

\*Note: For embankment costs see Additional Items

\*\* Note: Includes all areas needed guardrail + shoulder gutter along mainline



**ESTIMATED PROBABLE CONSTRUCTION COST**  
**CHULUOTA ROAD EXTENSION SEGMENT 3 INTERCHANGE**

PREPARED BY METRIC ENGINEERING

| ITEM   | QUANTITY   | UNIT | UNIT PRICE  | TOTAL              |
|--|------------|------|-------------|--------------------|
| <b>** RAMPS **</b>   |            |      |             |                    |
| ONE LANE RAMPS (OPEN DRAINAGE)*  | 0.951      | MI   | \$1,743,250 | \$1,657,830        |
| <b>** BRIDGES **</b>   |            |      |             |                    |
| <u>BRIDGE 22</u><br>SR 408 WB over SR 408 On/Off Ramps Chuluota Rd (CR 419) (44.67x121)<br>Prestressed Concrete Florida I Beam; Pile Bents | 5,405      | SF   | \$120       | \$648,600          |
| EXTRA MATERIAL - ELEVATED ROADWAY (BEGIN BRIDGE)   | 1.000      | EA   | \$375,519   | \$375,519          |
| RETAINED EARTH WALL (BEGIN BRIDGE)   | 2,441      | SF   | \$35        | \$85,426           |
| RETAINED EARTH WALL (END BRIDGE)   | 2,441      | SF   | \$35        | \$85,426           |
| <u>BRIDGE 23</u><br>SR 408 EB over SR 408 On/Off Ramps Chuluota Rd (CR 419) (44.67x122)<br>Prestressed Concrete Florida I Beam; Pile Bents | 5,449      | SF   | \$120       | \$653,880          |
| EXTRA MATERIAL - ELEVATED ROADWAY (BEGIN BRIDGE)   | 1.000      | EA   | \$375,519   | \$375,519          |
| RETAINED EARTH WALL (BEGIN BRIDGE)   | 2,441      | SF   | \$35        | \$85,426           |
| RETAINED EARTH WALL (END BRIDGE)   | 2,441      | SF   | \$35        | \$85,426           |
| <b>** INTERSECTION SIGNALIZATION **</b>  |            |      |             |                    |
| SIGNALIZATION PER INTERCHANGE  | 1          | EA   | \$248,860   | \$248,860          |
| <b>** ADDITIONAL ITEMS **</b>  |            |      |             |                    |
| EMBANKMENT   | 35,778.000 | CY   | \$8         | \$286,224          |
| OVERHEAD LIGHTING (INCLUDES WIRING) (1 SIDE, 200' SPACING)   | 0.951      | MI   | \$280,500   | \$266,756          |
| OVERHEAD LIGHTING (INCLUDES WIRING) (2 SIDES, 200' SPACING)  | 0.208      | MI   | \$561,000   | \$116,688          |
| MULTIPOST SIGNS  | 2          | EA   | \$5,500     | \$11,000           |
| ITS EQUIPMENT / DEVICES PER INTERCHANGE (CCTV, TMS, ETC.)  | 1          | INT  | \$330,000   | \$330,000          |
| SUB-TOTAL  |            |      |             | \$5,312,580        |
| EROSION CONTROL / TEMPORARY DRAINAGE (0.5%)  |            |      |             | \$26,563           |
| MAINTENANCE OF TRAFFIC (1%)  |            |      |             | \$53,126           |
| MOBILIZATION (9.5%)  |            |      |             | \$504,695          |
| SUB-TOTAL BRIDGES  |            |      |             | \$2,395,222        |
| BRIDGE CONTINGENCY (10%)   |            |      |             | \$239,522          |
| SUB-TOTAL  |            |      |             | \$3,501,742        |
| ROADWAY CONTINGENCY (20%)  |            |      |             | \$700,348          |
| <b>TOTAL (2018 CONSTRUCTION COST)</b>  |            |      |             | <b>\$6,836,834</b> |

\*Note: For embankment costs see Additional Items

**ESTIMATED PROBABLE CONSTRUCTION COST**  
**SR 408 AND SR 50 INTERCHANGE**

PREPARED BY METRIC ENGINEERING

| ITEM  | QUANTITY    | UNIT | UNIT PRICE  | TOTAL              |
|---|-------------|------|-------------|--------------------|
| <b>** RAMPS **</b>  |             |      |             |                    |
| TWO LANE RAMPS (OPEN DRAINAGE)*                             | 1.064       | MI   | \$1,742,399 | \$1,853,913        |
| THREE LANE RAMPS  | 0.190       | MI   | \$2,319,091 | \$440,627          |
| <b>** ARTERIAL ROADS **</b>                                 |             |      |             |                    |
| SR 50 TYPICAL SECTION                                       | 0.534       | MI   | \$1,616,363 | \$863,138          |
| DEMOLISH EXISTING ARTERIAL ROAD                             | 0.534       | MI   | \$209,733   | \$111,997          |
| <b>** INTERSECTION SIGNALIZATION **</b>                     |             |      |             |                    |
| SIGNALIZATION PER INTERCHANGE                               | 1           | EA   | \$193,150   | \$193,150          |
| <b>** ADDITIONAL ITEMS **</b>                               |             |      |             |                    |
| OVERHEAD LIGHTING (INCLUDES WIRING) (1 SIDE, 200' SPACING)  | 1.064       | MI   | \$280,500   | \$298,452          |
| OVERHEAD LIGHTING (INCLUDES WIRING) (2 SIDES, 200' SPACING) | 0.436       | MI   | \$561,000   | \$244,596          |
| EMBANKMENT  | 217,333.000 | CY   | \$8         | \$1,738,664        |
| OVERHEAD LIGHTING (INCLUDES WIRING) (2 SIDES, 200' SPACING) | 0.737       | MI   | \$561,000   | \$413,457          |
| MULTIPOST SIGNS   | 2           | EA   | \$5,500     | \$11,000           |
| ITS EQUIPMENT / DEVICES PER INTERCHANGE (CCTV, TMS, ETC.)   | 1           | INT  | \$330,000   | \$330,000          |
| SUB-TOTAL   |             |      |             | \$6,498,994        |
| EROSION CONTROL / TEMPORARY DRAINAGE (0.5%)                 |             |      |             | \$32,495           |
| MAINTENANCE OF TRAFFIC (1%)                                 |             |      |             | \$64,990           |
| MOBILIZATION (9.5%)   |             |      |             | \$617,404          |
| SUB-TOTAL   |             |      |             | \$7,213,883        |
| ROADWAY CONTINGENCY (20%)                                   |             |      |             | \$1,442,777        |
| <b>TOTAL (2018 CONSTRUCTION COST)</b>                       |             |      |             | <b>\$8,656,660</b> |

\*Note: For embankment costs see Additional Items

## ENVIRONMENTAL MITIGATION COSTS AND PERMITTING FEES

### Gopher Tortoise Mitigation/Permitting

Estimate up to 80 GT (all in Segment 3)

Permit Fee to FWC (Segment 3)- **\$23,381**

Recipient site fee and costs- \$1,300 per GT- 80 X \$1,300= **\$104,000** (Segment 3)

Total GT Mitigation Cost= \$23,381 + \$104,000 = **\$127,381** (Segment 3)

### Wetland Mitigation for Recommended Alternative

Total wetland impacts from the Recommended Alternative = 61.1 acres (using rounded figures for each wetland assessment area). For wetland mitigation cost calculations 62 acres of wetland impacts was assumed.

#### Wetland Impacts and Mitigation Costs for Recommended Alternative

| Segment | Rounded Wetland Impacts for Recommended Alternative (acres) | Wetland Mitigation Credit Cost |
|---------|---|--------------------------------|
| 1       | 28  | \$3,024,000                    |
| 2       | 19  | \$2,052,000                    |
| 3       | 15  | \$1,620,000                    |
| TOTAL   | 62  | \$6,696,000                    |

Cost per wetland credit for SJRWMD (includes Orange County and Federal WRAP credits)- \$120,000

0.9 total delta= 0.7 (to account for mainline) + 0.2 (secondary impacts)

Segment 1- 28 acres X 0.9= 25.2 X \$120,000= **\$3,024,000**

Segment 2- 19 acres X 0.9= 17.1 X \$120,000= **\$2,052,000**

Segment 3- 15 acres X 0.9= 13.5 X \$120,000= **\$1,620,000**

**TOTAL=\$6,696,000**



## **Wetland Mitigation For Recommended Ponds**

Total pond wetland impacts = 11.4 acres

### **Wetland Impacts and Mitigation Costs for Recommended Ponds**

| <b>Segment</b> | <b>Rounded Wetland Impacts for Recommended Ponds (acres)</b> | <b>Wetland Mitigation Credit Cost</b> |
|----------------|--|---------------------------------------|
| 1              | 3.3  | \$356,400                             |
| 2              | 1.9  | \$205,200                             |
| 3              | 6.2  | \$669,600                             |
| TOTAL          | 11.4   | \$1,231,200                           |

Cost per wetland credit for SJRWMD (includes Orange County and Federal WRAP credits)- \$120,000

0.9 total delta= 0.7 (to account for mainline) + 0.2 (secondary impacts)

Segment 1- 3.3 acres X 0.9= 2.97 credits necessary X \$120,000= \$356,400

Segment 2- 1.9 acres X 0.9= 1.71 credits necessary X \$120,000= \$205,200

Segment 3- 6.2 acres X 0.9= 5.58 credits necessary X \$120,000= \$669,600

**TOTAL=\$1,231,200**

### Recommended Pond Wetland Impacts by FLUCCS Code

| Segment      | Pond Name                      | 6210:<br>CYPRESS | 6300:<br>WETLAND<br>FORESTED<br>MIXED | 6440: EMERGENT<br>AQUATIC<br>VEGETATION | 6170: MIXED<br>WETLAND<br>HARDWOODS | 6410:<br>FRESHWATER<br>MARSHES |
|--------------|--------------------------------|------------------|---------------------------------------|---|-------------------------------------|--------------------------------|
|              |                                | Impacts by acre  |                                       |   |                                     |                                |
| 1            | Pond 1A                        |                  |                                       |   |                                     | 0.1                            |
|              | Pond 1B                        |                  |                                       |   |                                     | 3                              |
|              | Pond 1C                        |                  |                                       |   |                                     | 0.1                            |
|              | Pond 2B                        |                  |                                       |   |                                     |                                |
|              | Pond 3A                        |                  |                                       |   |                                     |                                |
|              | Pond 4A                        |                  |                                       |   |                                     |                                |
|              | Pond 5B**                      |                  |                                       |   |                                     |                                |
|              | Pond 6B                        |                  |                                       |   |                                     | 0.1                            |
| 2            | Pond 9B*                       |                  |                                       |   | 0.7                                 |                                |
|              | Pond 10B                       |                  |                                       |   |                                     |                                |
|              | Pond 11A1                      |                  |                                       |   |                                     |                                |
|              | Pond 11A2                      |                  |                                       |   |                                     |                                |
|              | Pond 11A3                      |                  |                                       |   |                                     |                                |
|              | Pond 11A4                      |                  |                                       | 0.2                                     |                                     |                                |
|              | Pond 11B1                      |                  | 1                                     |   |                                     |                                |
|              |                                |                  |                                       |   |                                     |                                |
| 3            | Pond 11C                       |                  |                                       |   |                                     |                                |
|              | Pond 11C3*                     | 4                |                                       |   |                                     |                                |
|              | Pond 11C4                      |                  |                                       |   |                                     |                                |
|              | Pond 12A                       |                  |                                       |   |                                     |                                |
|              | Pond 13B***                    | 0.1              |                                       |   |                                     | 0.1                            |
|              | Pond 14A                       |                  |                                       |   |                                     |                                |
|              | Pond 15A                       |                  |                                       |   |                                     |                                |
|              | M-1<br>(Existing,<br>Modified) |                  |                                       |   |                                     | 2                              |
| <b>TOTAL</b> |                                | <b>4.1</b>       | <b>1</b>                              | <b>0.2</b>                              | <b>0.7</b>                          | <b>5.4</b>                     |

\* Impacts RHPZ, \*\* Impacts SJRWMD Regulatory Easement, \*\*\* Impacts SJRWMD Conservation Easement

## **RHPZ Mitigation for Recommended Alternative**

18 total acres of RHPZ impacts (17 acres wetlands + 1 acre vegetated uplands)

Cost per RHPZ credit for SJRWMD- \$120,000

Segment 1- Zero RHPZ impacts

Segment 2- 14 acres X 0.9 = 12.6 X \$120,000 = **\$1,512,000**

Segment 3- 4 acres X 0.9 = 3.6 X \$120,000 = **\$432,000**

**TOTAL= \$1,944,000**

## **RHPZ Mitigation for Recommended Ponds**

Two recommended ponds (9B and 11C3) would impact a total of 4.7 acres of the SJRWMD RHPZ:

Pond 9B (segment 2)- 0.7 acres of impacts to Mixed Wetland Hardwoods (FLUCCS 6170)

Pond 11C3 (segment 3)- 4 acres of impacts to Cypress (FLUCCS 6210)

Cost per RHPZ credit for SJRWMD- \$120,000

Segment 1- Zero RHPZ impacts

Segment 2- 0.7 acres X \$120,000= \$84,000

Segment 3- 4 acres X \$120,000= \$480,000

**TOTAL= \$564,000**

## **Permitting Fees**

If the project is phased, separate permits (and associated permit fees) may be needed to cover each phase. Also, permitting through FDEP can probably be considered for Segment 2 since the project crosses the Econlockhatchee River.

Orange County permit fee- **\$4,458**

SJRWMD permit fee- **\$14,000** (this is likely a worst-case scenario cost)

## **EASEMENT IMPACT FEES**

The table below lists impacts to SJRWMD easements and Orange County GREEN Places from the Recommended Alternative. The recommended alternative would impact SJRWMD regulatory easements (but not any SJRWMD conservation easements) and two Orange County GREEN Places.

Recommended ponds would impact SJRWMD regulatory and conservation easements, but no Orange County GREEN Places.



### Recommended Alternative Impacts to SJRWMD Easements and Orange County GREEN Places

| Easement Type                | Parcel Number                         | Approximate Acres of Impact (Rec. Alt) |
|------------------------------|---------------------------------------|--|
| Segment 1                    |                                       |  |
| SJRWMD Conservation Easement | -                                     | -                                      |
| SJRWMD Regulatory Easement   | 31-22-23-9462-00-006                  | 21.9                                   |
|                              | 31-22-23-0891-00-006                  |  |
|                              | 31-22-24-0000-00-049                  |  |
|                              | 31-22-24-8971-00-002                  |  |
|                              | 31-22-24-9064-02-007                  |  |
|                              | 31-22-24-9064-18-005                  |  |
|                              | 31-22-24-9064-02-006                  |  |
|                              | 31-22-24-9064-02-006                  |  |
|                              | 31-22-24-9064-02-007                  |  |
|                              | 31-22-24-9064-02-006                  |  |
|                              | 31-22-24-9064-02-006                  |  |
|                              | 31-22-24-9064-03-009                  |  |
|                              | 31-22-24-9064-02-006                  |  |
| Orange County Green PLACES   | -                                     | -                                      |
| Segment 2                    |                                       |  |
| SJRWMD Conservation Easement | -                                     | -                                      |
| SJRWMD Regulatory Easement   | -                                     | -                                      |
| Orange County Green PLACES   | 19-22-32-7876-05-170 (Nunnally Evans) | 2.61                                   |
| Segment 3                    |                                       |  |
| SJRWMD Conservation Easement | -                                     | -                                      |
| SJRWMD Regulatory Easement   | 32-22-28-0000-00-008                  | 12.4                                   |
|                              | 32-22-28-0000-00-008                  |  |
| Orange County Green PLACES   | 29-22-32-7882-00-280 (Sunflower)      | 0.07                                   |

### Orange County Conservation Easement Impact Fees

Segment 1- None

Segment 2- Evans Property Processing Fee - 2.61 acres = **\$1,273**

Segment 3- Sunflower Property Processing Fee - 0.07 acres = **\$1,273**

## **SJRWMD Easement Impacts from Recommended Alternative**

Approximately 34.3 acres of direct impacts to existing SJRWMD regulatory easements are anticipated:

$$34.3 \times 0.9 = 30.87 \text{ credits} \times \$120,000 = \$3,704,400 \text{ Total}$$

$$\text{Segment 1- } 21.9 \text{ acres} \times 0.9 = 19.71 \times \$120,000 = \text{\$2,365,200}$$

Segment 2- Zero

$$\text{Segment 3- } 12.4 \text{ acres} \times 0.9 = 11.16 \times \$120,000 = \text{\$1,339,200}$$

Note- No direct impacts to SJRWMD Conservation easements are anticipated under the recommended alternative

## **SJRWMD Easement Impacts from Recommended Ponds**

Two recommended ponds, 5B (segment 1) and 13B (segment 3), would impact SJRWMD easements for a total cost of \$972,000.

Segment 1- Pond 5B: 4 acres Regulatory Easement impacts

$$4 \text{ acres} \times 0.9 = 3.6 \text{ credits} \times \$120,000 = \$432,000$$

Segment 2- Zero

Segment 3- Pond 13B: 5 acres Conservation Easement impacts

$$5 \text{ acres} \times 0.9 = 4.5 \text{ credits} \times \$120,000 = \$540,000$$

**TOTAL= \$972,000**

Please note, as requested, acreages of impacts from the recommended alternative and ponds were rounded and are approximations that will be further refined during the design phase. Also, RHPZ is described by the SJRWMD in text but no GIS or mapping data is provided for calculating impact. Impacts to the RHPZ are estimated based on the location of the Econlockhatchee River provided by the USGS. Final total impacts to RHPZ will require delineation of the river/tributary channel edge and associated wetland limits.

## APPENDIX I – PUBLIC INVOLVEMENT



## ENVIRONMENTAL ADVISORY GROUP 4

# MEETING NOTES

## Project Development and Environment Study SR 408 East Extension from SR 50 to SR 50/SR 520 Intersection

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### Environmental Advisory Group (EAG) Meeting #4 CFX Administration Building Ibis Conference Room 4974 ORL Tower Road, Orlando, Florida 32807 Tuesday, January 10, 2017 – 9:30 AM

Follow up required: Charles Lee from the Audubon Society could not attend today's meeting but has requested the meeting materials be forwarded to him for written comment. Gabriela Garcia, P.E. sent the information on Friday, January 13, 2017. Catherine Owen will forward information regarding the ACE process to Will Sloup, P.E. and Gabriela Garcia, P.E. with Metric Engineering. Mr. Myers to check whether or not there are any easements purchased with Florida Forever funds and provide his finding to Mr. Linares.

The fourth Environmental Advisory Group (EAG) meeting was held to provide an opportunity for stakeholder, agency and public participation, which is a key element of the Project Development and Environment Study phase.

A total of 15 persons attended including team members. Full list of attendees is noted on Sign in Sheet attached. Glenn Pressimone, CFX Director of Engineering attended as well as Brian Hutchings, CFX Senior Communications Specialist. CFX Public Information Representative Eileen LeSeur (OCA) and Nicole Gough (Dewberry) were present as well. Metric Senior Project Engineer Robert Linares, P.E. and Project Manager Will Sloup, P.E., attended and were supported by staff members Gabriela Garcia, P.E. and Robert Myers, as well as Public Information Officer, Valerie Tutor with Media Relations Group. Terry Zable with Atkins facilitated the meeting on behalf of CFX.

#### 1. Introductions/Welcome

Mr. Terry Zable welcomed the meeting's returning and new participants. The participants were thanked for their time and willingness to serve once again. Mr. Zable asked that CFX staff introduce themselves, followed by the study team and then the meeting participants themselves.

#### 2. Staff Presentation and Status Update

- Will Sloup, P.E. with Metric Engineering, gave a Power Point presentation to the EAG regarding the history, overview of the status of the alternatives discussed in July 2016, an introduction to the expanded PD&E study and the area it will cover as well as the 5 corridor alternatives currently identified.

# MEETING NOTES

## Project Development and Environment Study SR 408 East Extension from SR 50 to SR 50/SR 520 Intersection

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### 3. Discussion and Comments – Members Offered the Following Comments and Questions

- Brian Barnett with the Florida Fish & Wildlife, stated that Corridors 1 and 2 are very indirect and he is concerned about the floodplain impacts associated with these corridors as they follow a tributary of the Econ River ("the Econ"). He also stated that Corridor 5 has a lot of impacts to floodplains and conservation easements in segment 3.
- Marge Holt with Sierra Club, wanted to know why this extended study was being undertaken. She said that Orange County Mayor Theresa Jacobs indicated that FDOT Turnpike was going to be developing this road now. Will Sloup, P.E. answered that it was not conclusive yet as to what the Turnpike is doing, if they are addressing the same purpose and need as our study, what funding is available, etc. Turnpike is advertising for a PD&E Study and Design for a roadway they are calling Colonial Parkway. The Request for Proposal was advertised on January 9, 2017. There is no funding at this time for construction. Mr. Sloup stated that since it is unclear as to what FDOT Turnpike will accomplish, CFX has decided to extend this study so we will have it done just in case we need to move forward.
- Ms. Holt asked if Corridor 4 crosses the Econ. New crossings of the river are what concerns her as well moving to the north in proximity of Lake Pickett Road. Robert Linares, P.E. with Metric Engineering, added that all the corridors will cross the Econ at some point.
- Mr. Linares told the group that CFX agrees if FDOT Turnpike goes forward with an alignment that meets the purpose and need and funds it through construction, then CFX would not build this. However, if the Turnpike's financial models show it is not feasible and we have to step back in, we will have this study already done as an alternative. Mr. Linares additionally stated that the study team had been coordinating regularly with FDOT District 5's design program managers working on the SR 50 projects that were in design. However, the study team has been told that FDOT has stopped those projects.
- Catherine Owen with FDOT D5 Environmental, concurred that it is too early to tell what the direction will be in regards to projects being done among agencies.
- Mr. Barnett noted that all of the corridors (1-5) have environmental impacts. Corridors 1 and 2 seem to have floodplain impacts that are troubling.
- Terry Zable with Atkins, asked if anyone had comments about the intersections/interchanges locations.
- Dennis Weatherford with Orange County Environmental, asked if Corridors 4 and 5 would tie into a future CR 419 Chuluota Road extension or another corridor alignment. Mr. Sloup remarked that they could if Orange County does extend that road. Mr. Weatherford further commented that any of these corridors will be a hard sell with the public and agencies due to the environmental issues – such as crossings, the waterway, wetlands and wildlife impacts.



# MEETING NOTES

## Project Development and Environment Study SR 408 East Extension from SR 50 to SR 50/SR 520 Intersection

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- Ms. Owen asked if the team has looked into the socio-economic part of the study as it pertains to these 5 corridors. Mr. Sloup responded that they have started that part of the study and agreed that some of the corridors are better than others in that respect.
- Mr. Linares asked if there were any other environmental concerns other than crossing the Econ.
- Mr. Barnett commented that to avoid most residential impacts you would impact areas of natural habitat instead. Rob Myers with Metric Engineering, agreed there are many conservation easements that the study team is trying to “weave through” where we can. He further stated that the two issues he has heard so far today are the Econ crossing and floodplain concerns.
- Mr. Barnett asked if there were any scrub habitat. Mr. Myers responded that there were none that had been identified at this time.
- Ms. Holt brought up the potential of the crested caracara to be in the area east of Chuluota. Mr. Myers agreed that they could be found in the study locations since they can nest in any open area.
- Mr. Barnett commented that Corridor 5 looks like it goes through a floodplain. Mr. Linares acknowledged that Corridor 5 has several challenges.
- Mr. Barnett wanted to know how close we would be able to get to SR 50 with Corridor 4 or any of the others. Mr. Sloup responded that if we came too close we would have traffic operations challenges at Avalon, for example, and other SR 50 intersections. Mr. Myers stated that we would have to be approximately 500-600 feet away from SR 50 at a minimum.
- Mr. Barnett further commented that all the corridors look like they go through established neighborhoods. Mr. Myers acknowledged that there are some large socio-economic impacts to consider. Mr. Linares said that some sections would no doubt be elevated in order to avoid dividing neighborhoods.
- Mr. Weatherford noted that if FDOT Turnpike goes forward with their plans, then none of these would likely be considered. He asked whether or not there would be a chance FDOT would allow CFX to use the right-of-way if they do not go forward as planned.
- Mr. Glenn Pressimone, CFX Director of Engineering, answered that if the Colonial Parkway builds anything less than an expressway, CFX may move forward with this project in order to meet the vision of providing an expressway east to I-95. However, if the Turnpike does go forward with their project as an expressway, then CFX would not move forward with any project. CFX wants to continue this study in order to be prepared regardless of the outcome of the Turnpike project.
- Mr. Barnett asked if an environmental screening tool has been used for this study and if it brought up any red flags. Mr. Myers responded that a tool has been used and at this time nothing has stood out other than the items discussed already such as the Econ crossing, floodplain, small conservation

# MEETING NOTES

## Project Development and Environment Study SR 408 East Extension from SR 50 to SR 50/SR 520 Intersection

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easements and some gopher tortoise areas. Mr. Myers further noted that there is a pathway to abandon the easements, if necessary, that would require a vote from the SJRWMD governing board.

- Ms. Owen noted that the study so far seems to have narrowed it down in regards to species such as scrub jay, tortoises and caracara. It looks like it is not a problem.
- Ms. Owen offered some insight from the Southport Connector PD&E Study that used the Alternative Corridor Evaluation Process (ACE). It involved multiple agencies (FHWA, FDOT Central Office and District Five, etc.). She commented that what this study team is doing seems very much like an ACE. Amy Sirmans with FDOT District Five, was the project manager for the other study and Ms. Owen offered to follow up with her to forward some information to the study team for their perusal.
- Mr. Sloup asked the group if anyone felt there were any positives for going north of SR 50 or south of SR 50.
- Ms. Holt felt that the north corridors do not seem to impact the Econ as much but there are other impacts. She noted that many of the groups fighting the crossing of the Econ live in the vicinity of Corridors 1 and 2. They will find it hard to support these new crossings.
- Mr. Linares commented that the corridors are being evaluated as 400 feet wide, however the alternatives would be closer to approximately 200 feet wide when the team starts to narrow it down. He also noted that any of these corridors would require crossing the Econ, but what it will look like and how it will be treated will be determined later as the team gets closer to an alternative.
- Ms. Owen asked how the study team envisioned crossing the Econ from a structures standpoint. Mr. Linares replied that there were many options for what type of structure and it would depend on a variety of factors that will become clearer as we advance through the study.
- Mr. Barnett said that if he had to pick one of the corridors now, he would choose Corridor 4. It seems to have the least issues although it still has quite a few problems with it.
- Mr. Myers pointed out that there is an existing crossing at Lake Pickett Road and Corridors 1 or 2 could conceivably "hug" that. He added that Corridor 4 could be viable if you can come near the crossing or go out and use the old abandoned crossing.
- Mr. Barnett asked if the canopy was still open at the old crossing. Mr. Myers answered that it was and that you can still see the crossing clearly as it has not been completely naturalized. Mr. Sloup noted that there is a dirt road that leads to this crossing on the east side and people frequent the area.
- Ms. Holt said that residents in the area of corridor 1 and 2 will not be happy with these corridors. She stated that it would be preferable to stay as near an existing river crossing as possible.
- Ms. Holt stated that she is concerned about the southern corridors and a future connection to the planned Deseret Ranch Development. She is concerned these corridors could result in an increase

# MEETING NOTES

## Project Development and Environment Study SR 408 East Extension from SR 50 to SR 50/SR 520 Intersection

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in development especially in environmentally protected areas. She stated that for the Wekiva Parkway specific access restrictions were put in place in order to discourage future development. She requested that access restriction be considered for this project.

- Mr. Barnett observed that if he were driving SR 408 he would not want to go as far out of his way as would be required with Corridor 1. Mr. Linares agreed that the study data shows that corridors attract less traffic the further you go away from SR 50.
- Mr. Pressimone noted that Corridor 5 is actually the original proposed SR 408 route when it was first envisioned in its entirety by CFX. However, in the ensuing years development occurred in that vicinity so it was not pursued further.
- Mr. Sloup confirmed that the travel demand for this extension is now up to SR 520. In the future, the next step would be to take it out to I-95.
- Mr. Linares wondered if there are any easements that were purchased with Florida Forever funds. Mr. Myers stated that none came up in his search but he will double check.
- Mr. Barnett asked what Mitigation Banks cover the study area, such as East Florida Mitigation Bank and several others. Mr. Myers stated that the team was looking into those at this time.
- Ms. Holt reminded the team that the Econ is a "nested basin" so the protection zone for the main river is 1100' and tributaries are 550'.
- Ms. Holt further asked how soon would CFX or the study team know what the FDOT Turnpike plans to do. Mr. Pressimone responded that the Turnpike would have a consultant under contract in September of 2017 to begin their study and we will be finishing up ours by then. Mr. Linares estimated it would be 2 to 2 1/2 years before FDOT Turnpike would have the study completed and the final recommendation determined. Mr. Pressimone told the group that CFX plans on keeping in close touch with FDOT Turnpike on this issue.
- Ms. Holt asked when this current study would be done. Mr. Sloup responded that it is scheduled to be completed by October 2017. He stressed that it would just be the PD&E Study that would be completed. Not design, right-of-way acquisition or construction.
- Mr. Pressimone informed the team that the CFX Work Plan did have funding for 15% design assuming we would have one solution. However, when the study is done we may go on hold – or take it to 15% "Line and Grade" – it will depend on what the CFX Board wants to do at the time of the completion of the study.
- Mr. Sloup stated that, when this study is done, the team will have identified an alternative within the SR 50 corridor and an alternative outside of SR 50 for the Board to review.



# MEETING NOTES

## Project Development and Environment Study SR 408 East Extension from SR 50 to SR 50/SR 520 Intersection

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- Mr. Myers explained to the group that the team can move the corridors around a bit and make changes or different combinations. Mr. Sloup suggested that Old Cheney Highway could be the control point.
- James Hollingshead with St. Johns River Water Management District, remarked that if the old crossing had been blocked off it would have a canopy by now. As a Hydrologist, he is interested in storm water harvesting. He stated that there could be an opportunity for that in this project. He noted several successful recent projects that included storm water harvesting. One of the projects involved both Altamonte and Apopka and eliminated the need for them to be in the Wekiva River as well as eliminated the need to build a large retention pond.
- Mr. Myers asked if there were any available projects like that in the vicinity of the study area. Mr. Hollingshead answered that the easterly wastewater treatment plant at Innovation Way was probably the closest. He noted there was a gated community off of Chuluota that he did not know what they were using for irrigation but they may be an opportunity. He also noted that Corridor 1 looks like it may have significant storage potential and Corridor 4 looks to have the least impact all around. Mr. Hollingshead will take this information back to others at St. Johns Water Management District for their comments as they were not able to attend today.
- Mr. Hollingshead further stated that there seems to be a bigger local opportunity to decrease the volume of storm water going into the Econ. You may solve Total Maximum Daily Load (TMDL) issues using storm water and provide irrigation for communities.
- Ms. Owen asked what sub-consultant was doing the cultural resources study. Mr. Myers answered that it was a company called SEARCH. Ms. Owen was familiar with that company.

#### 4. Next Steps

Ms. Tutor reviewed the key points made by the EAG members today. She also informed the EAG members of the upcoming Public Meeting to be held on February 16, 2017 from 5 PM to 7 PM at the Eastpoint Fellowship Church.

Mr. Zable closed the meeting by thanking the members for their participation and comments and urged the members to attend a Public Hearing if held.

Meeting adjourned at 11:05 AM.

See Additional Comments on the next page, provided by Dennis Weatherford, Orange County Environmental, as an addendum to this document.

# MEETING NOTES

## Project Development and Environment Study

### SR 408 East Extension from SR 50 to SR 50/SR 520 Intersection

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Orange County Environmental Division Comments for EAG:

Hand delivered letter dated Feb.16, 2017.

Subject: Comments on the SR 408 PD & E Study- Corridor Alternatives Orange County Environmental Protection Division.

Dear Ms. Tutor: The Orange County Environmental Protection Division (EPD) is in receipt of the documents showing the proposed SR 408 PD&E STUDY- Eastern Extension Corridor Alternatives. I have been attending the PD&E meetings that are being held by the Central Florida Expressway Authority to gather input on the proposals from various stakeholders. EPD is offering the following comments regarding the corridor alternatives:

1. The environmental and socio-economic impacts of all of the proposed alternatives are significant. If the Turnpike Authority proceeds with the Colonial Parkway project along the SR 50 alignment, then the need for the 408 eastern extension may not be justified. If the Turnpike does not use the SR 50 alignment for their project, we suggest that alternative be considered as it seems to be the least disruptive to the environment and communities.
2. The Corridor Evaluation Summary and the map depicting the 5 alternatives do not address the impacts to Orange County owned preservation areas. The areas that could be potentially impacted by one or more of the alternatives are: Ken Bosserman Econlockhatchee River Preserve, Nunnally and Evans Parcels, Sunflower Trail Parcel, Long Branch (both state and County owned portions) and Pine Lily Preserve. Orange County has invested significant resources in order to acquire and maintain these environmentally sensitive lands. Mitigation will be required for any impact to wetlands on the above listed properties associated with any of the proposed corridors. If you need further information on the location or status of these properties, please contact Beth Jackson at 407-836-1481.
3. Required stormwater treatment areas should not be located on any of the above listed properties and any regulatory easements that could be potentially impacted.
4. Stormwater systems should be designed to provide treatment of runoff which exceeds St. Johns River Water Management (SJRWMD) standards.
5. Incorporate low impact development stormwater treatment designs that provide habitat for wildlife such as constructed wetland systems.
6. This project is located on the Econlockhatchee River Basin which is a nested basin. Any wetland and cumulative impacts will need to be mitigated for within the basin.
7. The Econlockhatchee River is an Outstanding Florida Waterway and any proposed construction cannot degrade the water quality of that waterbody.
8. No surface waters or wetlands should be utilized for the treatment of stormwater runoff.

# MEETING NOTES

## Project Development and Environment Study

### SR 408 East Extension from SR 50 to SR 50/SR 520 Intersection

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9. Wetland impacts associated with roadway construction should be avoided and or minimized to the greatest extent possible.

10. Mitigation for wetland/surface water impacts that occur within Orange County should be located in Orange County, in the same hydrologic basin as the impacts. Please coordinate with the Orange County EPD for potential mitigation options.

11. Demonstrate that the ongoing and future planned land management activities on any of the preserved environmentally sensitive areas will not be impeded by any of the proposed alignments.

12. Lighting and noise impacts to the wetlands or surface waters adjacent to the proposed Corridor Alternative should incorporate dark sky lighting and noise abatement measures to reduce adverse impacts to wildlife.

13. The design shall include provisions for wildlife connectivity across or under roadways that traverse wetland systems and associated buffers. Fragmentation of any wildlife corridors should be minimized and designed to allow for unimpeded passage of wildlife and maintain hydrology. Additionally, field fencing to prohibit the movement of wildlife across the roadway should be installed.

14. Bridge ecological design considerations: Any crossings of the Econlockhatchee River or it named or unnamed tributaries should be bridged. Minimize or eliminate pilings in the river with the longest spans possible. Earthen embankments should not be built in the 100 year flood plain, however, if necessary then compliance with all flood compensating storage regulations will be required. These design measures should serve to maintain existing habitat connectivity, hydrologic flow considerations and function to minimize harm to the resources of the basin. The roadway agreement will need to define construction, operational and maintenance costs and shall also include expenses of ecological considerations of this unique location. For example, some bridge roadway agreement concerns would likely include long term erosion of bridge support pilings, river embankment erosion, channelization, high water conditions (storms and hurricanes) and river channel movement. This path would likely be deemed a coastal evacuation route so design needs to consider severe storm conditions.

If you have any questions or comments please contact me at 407-836-1404  
([dennis.weatherford@ocfl.net](mailto:dennis.weatherford@ocfl.net)).

Sincerely, Dennis Weatherford, P.E., LEED AP



## PROJECT ADVISORY GROUP 4

# MEETING NOTES

## Project Development and Environment Study SR 408 East Extension from SR 50 to SR 50/SR 520 Intersection

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### **Project Advisory Group (PAG) Meeting #4 CFX Administration Building Ibis Conference Room 4974 ORL Tower Road, Orlando, Florida 32807 Tuesday, January 10, 2017 – 1:30 PM – 3:30 PM**

**Follow up required: Renzo Nastasi, with Orange County Transportation Planning, has asked for a copy of the EAG meeting notes.**

The fourth Project Advisory Group (PAG) meeting was held to provide an opportunity for stakeholder, agency and public participation, which is a key element of the Project Development and Environment (PD&E) Study phase.

A total of 21 persons attended including team members. Full list of attendees are noted on the Sign in Sheet attached. CFX's Director of Engineering, Glenn Pressimone and Eileen LeSuer, CFX's Public Information Representative (QCA) were in attendance, as well as QCA Senior Associate Kelda Senior and Dewberry Associate Vice President, Keith Jackson. Metric Engineering's Senior Project Engineer Robert Linares and Project Manager William Sloup attended and were supported by Metric staff member Gabriela Garcia and Media Relations Group's Public Involvement Consultant Valerie Tutor, who facilitated the meeting.

#### **1. Introductions/Welcome**

Ms. Tutor welcomed the meeting's returning and new participants. The participants were thanked for their time and willingness to serve once again. Ms. Tutor asked that the study team introduce themselves, followed by CFX staff and then the meeting participants themselves.

#### **2. Staff Presentation and Status Update**

- Mr. Sloup gave a Power Point presentation to the PAG regarding the history, overview of the status of the alternatives discussed in July 2016, an introduction to the expanded PD&E study and the area it will cover as well as the 5 corridor alternatives currently identified.

#### **3. Discussion and Comments – Members Offered the Following Comments and Questions**

- Tim McKinney, with United Global Outreach, asked why we were not looking at the corridors we originally started with when conducting the study. Ms. Garcia, stated that 2 of these corridors are very similar; Mr. Sloup, explained that the team didn't analyze them as their main purpose was to stay closer to SR 50 and the original corridors were more far-reaching.

# MEETING NOTES

## Project Development and Environment Study SR 408 East Extension from SR 50 to SR 50/SR 520 Intersection

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- Dwight Saathoff with Project Finance and Development, LLC, stated that his understanding of why this study is being extended is to prepare in case Florida's Turnpike Enterprise (FTE) doesn't move forward with their plan. Mr. Sloup concurred and added that another consideration would be to ensure that it meets the project purpose and need as defined by CFX.
- Mr. Saathoff asked what happens if the FTE decides it is not financially feasible for them to move forward. Mr. Sloup explained that that is the reason why we [the Team] are evaluating alternate corridors a half mile on either side of SR 50, generally speaking.
- Frank Consoli with Seminole County Public Works, asked if there were any consideration for transit. Mr. Sloup replied that it is a consideration and a part of our purpose and need statement to provide opportunities for "rapid transit."
- Tiffany Homler, representing Lynx, mentioned that CFX is developing a transit policy and wondered if this team had seen a draft yet. Mr. Pressimone said that the report has just been finished for this and a presentation to the CFX Board is scheduled for February.
- Ron Toporek with OUC, asked if the study team had considered the All Aboard Florida impacts, if any. He further asked if the team had done any in-depth evaluations of the 5 corridors presented. Mr. Linares responded that the study team provided the group with tables summarizing the analysis of the 12 corridors. The tables show only the magnitude of impacts and does not yet rank the corridors. This will be done after the advisory and public meetings.
- It was asked if the east end of Corridors 4 and 5 would continue east of where they are shown ending. Mr. Linares responded that at this time the study area terminates at SR 520.
- Mr. McKinney asked how the team determined Corridor 2. Mr. Sloup explained that Corridor 2 follows a Progress Energy transmission line.
- R. J. Mueller with FixMyRoad.com, said that Corridor 5 looks like it will be going through a lot of wetlands. Corridor 4 looks like the least destructive and involves the least floodplain. Mr. Linares remarked that the map shows a 400' corridor now and that will be narrowed down to a 300' alignment.
- Mr. Mueller also asked about the consideration that is being placed on crossing the Econ River. He thought there was a restriction on the number of times it can be crossed. Renzo Nastasi with Orange County Transportation Planning, replied that there are no restrictions being placed like that but that there are a lot of criteria any crossing would have to meet.
- Maria Teimouri from the University of Central Florida (UCF), remarked that the crossing by Corridor 4 seemed to be the least impactful.
- Mr. Saathoff asked how the team defined all the study criteria such as environmental/socio-economic/engineering and how they are quantified. Ms. Garcia explained the quantitative process



# MEETING NOTES

## Project Development and Environment Study SR 408 East Extension from SR 50 to SR 50/SR 520 Intersection

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and pointed to the handout in the packet given to the PAG members. Mr. Linares further explained that the corridors are broken into segments so that the team can take parts of each if necessary to determine the best alternative.

- Mr. Saathoff asked what the next step will be for the study team regarding the evaluation. Mr. Linares explained that the various corridors and segments are weighted and scored on various criteria and then a more detailed evaluation would take place to select the appropriate corridor. He added that once a corridor is selected, then the team begins to investigate what alignments are possible and what that would look like, etc. Corridor 4 has been commented on frequently as seeming to have more possibilities, but it has its own challenges as well.
- Marcos Bastian with Orange County Transportation Planning, pointed to Corridor 1 which seems to skirt existing housing and is closer to UCF. He commented that it seems to be a “non-starter” due to the public sentiment in that area. He further commented that while some criteria are easy to weigh and evaluate, public sentiment can throw it all off.
- Ms. Garcia and Mr. Linares both replied that Corridors 1 & 2 have lots of wetlands and a tributary of the Econ River is located in that vicinity which would require more crossings.
- Mr. Toporek asked if the PAG members were to assume that the study team had done their best to find the least impactful area in choosing these 5 corridors to study. Ms. Garcia answered that yes, these were the corridors identified that had the least impacts and would potentially meet the purpose and need.
- Mr. Saathoff asked if right of way costs are taken into account when analyzing the corridors. Mr. Linares replied that they were taken into account, as well as environmental mitigation and other costs.
- Mr. Mueller remarked that Corridors 1 and 2 will no doubt have strong opposition from the public.
- Mr. Saathoff commented that it seemed there would be operational issues the closer you get to SR 50 and some of the corridors seem to create isolated strips of land that would not be desirable.
- Mr. McKinney said that Corridor 1 was not workable. He thought that a few of the options in Corridor 4 and the end of Corridor 2 might work since they could impact some property that is currently blighted.
- Mr. Saathoff asked if we were reasonably sure these corridors would all meet the purpose of relieving traffic off of SR 50.
- Mr. Toporek asked how do the 5 corridors compare with what we came up with before which was the co-location with SR 50. That seems the best option. Mr. Linares said yes, the SR 50 alternative that was developed in this study was superior to these corridors for many reasons but it was also expensive. It is also off the table at this time due to FDOT right of way issues.

# MEETING NOTES

## Project Development and Environment Study SR 408 East Extension from SR 50 to SR 50/SR 520 Intersection

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- Hugh Harling with East Central Florida Regional Planning Council, commented that the majority of traffic along CR 419 is coming from the north and Seminole County and traffic on Avalon is coming from the south and the communities. If you pick up those two areas of traffic, then you could get a tremendous amount of ridership. Mr. Linares said there is an option for the extension of CR 419/Chuluota Road to extend south to the new SR 408.
- Ms. Homler asked if the previous information from the study is on the CFX website. Mr. Sloup confirmed that this information was available on the website.
- Mr. Harling asked what the status was of Florida Department of Transportation (FDOT) projects on SR 50. Mr. Linares said that the widening of SR 50 to Avalon was currently finishing as well as the bridge replacement project over the Econlockhatchee. He added that there were two other widening projects in design but they have been stopped.
- Mr. Harling also asked about the split regarding traffic coming from the east and whether or not it comes from SR 50 or SR 520. Mr. Linares said that data showed the traffic is mainly coming from SR 520.
- Mr. McKinney said that there were plans to develop the existing park and ride lot west of CR 419 to a bus depot for the school buses. And added that it would be an improvement to the current situation.
- Mr. Mueller asked if there could be a corridor that integrates Corridor 3 and 4. The corridor could take part of Corridor 4 and then cross SR 50 and combine with Corridor 3 at that point. He asked if the study team had thought of that and he believed it could pick up a lot of traffic and ridership.
- Mr. McKinney said it might make sense to look at that and it would be about as far north as the public might be willing to go.
- Mr. Linares agreed that was a possibility that the study team would take a look at in their analysis.
- Mr. Saathoff asked if it was determined that CFX could not legally use the right-of-way along SR 50. Mr. Pressimone answered that FDOT has taken a legal position, but CFX has not determined the legality at this point.
- Mr. McKinney asked if the study team could add the Corridor 4/3 option just discussed prior to the public meeting in February. Mr. Sloup advised that the study team would do that.
- Mr. Nastasi commented that placement of an interchange easternmost on Corridor 3 poses a challenge. He feels that the 4/3 option has major challenges to it and that any interchange north of SR 50 would be a problem. He added that if it facilitates traffic coming south from Seminole County and Orange County, then Orange County would have to make improvements to CR 419/Chuluota Road north of SR 50 and on other roads due to the increased demand. This would make it controversial.

# MEETING NOTES

## Project Development and Environment Study SR 408 East Extension from SR 50 to SR 50/SR 520 Intersection

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- Laura Carter with the Space Coast TPO, remarked that it seemed that the extension of SR 408 would have regional impacts that need to be addressed. Mr. Sloup responded by saying that the extension itself supports regional traffic trips.
- Ms. Carter commented that the issue for the Space Coast TPO has been the traffic from SR 520 going up to UCF.
- Ms. Homler added that the Lynx study follows SR 50 to Alafaya.
- Mr. Consoli asked if there would be something going NB up to Challenger and UCF in this scenario. Mr. Linares answered that there would be an interchange developed to address that.
- Keith Caskey with MetroPlan Orlando, said that the 2040 Transportation Plan contains this corridor.
- Ms. Carter asked if the study addressed the number of lanes on SR 50. Mr. Sloup says that the study assumes SR 50 as 6 lanes out to SR 520.
- Mr. Saathoff asked what the objective of this roadway was (SR 408 Eastern Extension) from a public standpoint. He feels high priorities are:
  - People coming from east to west
  - People going to and from UCF
  - Avalon coming up to SR 50 and then west to work
  - Traffic relief around UCF & McCulloch
- Mr. Mueller stated that Seminole County would probably like Corridor 1.
- Mr. Consoli with Seminole County said that might not necessarily be the one the County would prefer. It invites more development that they may or may not want.
- In addition, Mr. Mueller pointed out the issue of connectivity and capacity west of the Econ River.
- Mr. Saathoff asked the team to comment on the possible merits of Corridor 5. He added that it is not obvious that it serves any purpose except the Avalon area. Mr. Toporek further added that the EAG and PAG have given the study team their feedback and he would like the team to tell the PAG what they think are the best features of the various routes.
- Mr. Linares responded in detail. He mentioned that the first exercise for the team in the study is to determine if and where they can weave it through for the least impacts. He explained that this is just a “first look.” He added that:
  - It would be hard to imagine at least the initial portion of Corridor 5 moving forward.
  - Corridor 4 seems to have the least impacts from a “first look” view, i.e. conservation and not as many neighborhoods, etc.
  - We have received good feedback especially regarding Corridor 4 Segment 2 in Bithlo.
  - Corridor 3 is a pretty straight alignment and has tremendous impacts



# MEETING NOTES

## Project Development and Environment Study SR 408 East Extension from SR 50 to SR 50/SR 520 Intersection

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- Corridor 2 went north to minimize impacts but it has environmental impacts that are a challenge.
  - Option 1 has less impacts to CR 419 and it does a pretty good job of addressing movement of traffic
  - None of the Options (1 through 5) are perfect and all have impacts
  - Connectivity at Challenger and Alfaya are critical
- Mr. Nastasi asked if the team was assuming six lanes in their model, regarding the widening of SR 50 to CR 419 or SR 520. Mr. Linares answered the team was assuming the 6-laning out to SR 520. **Action:** Mr. Nastasi requested a copy of the EAG minutes/notes when we have them approved.
  - Mr. Nastasi further commented that the widening of SR 50 might relieve traffic somewhat for now. Mr. Linares answered that the team was running models for 2025, 2035 and 2045.
  - Mr. Toporek asked if there were any plans to widen SR 50 to more than 6 lanes. Mr. Nastasi said that 6 lanes is as wide as it is going to be. There are no plans to widen it any further.
  - Mr. Bastian said that in looking at the corridors all the way to Avalon the assumption may be the road would be elevated in that area. Mr. Linares replied that the corridors will go through the same analysis as we did in the past. The team will look at all options including elevated or at grade. Whatever we do, we will look for a wall or embankment sections where we can.
  - Mr. Harling concluded with the comment that sea level rise needs to be considered. Further, anything south of SR 50 such as Corridor 4 or 5 should also include a consideration for adjacent corridors that will serve Brevard and Osceola Counties.

Mr. Bobby Beagles from the Orange County Farm Bureau, asked for a meeting with Metric Engineering prior to the PAG to discuss these corridors since he was unable to attend today. He met with Mr. Sloup and provided feedback and comments, one of which included the fact that some versions of Corridor 4 seemed to have the least impacts at this time.

#### 4. Next Steps

The study team will proceed with the analysis incorporating the feedback and input from the EAG and the PAG members. A Public Alternative Corridor Workshop will be held on February 16, 2017 from 5:00 p.m. to 7:00 p.m. at Eastpointe Fellowship Church. All PAG team members are encouraged to attend.

Meeting adjourned at 3:15 p.m.

## ENVIRONMENTAL ADVISORY GROUP 5

# **CENTRAL FLORIDA EXPRESSWAY AUTHORITY**

## **ENVIRONMENTAL ADVISORY GROUP MEETING NO. 5**

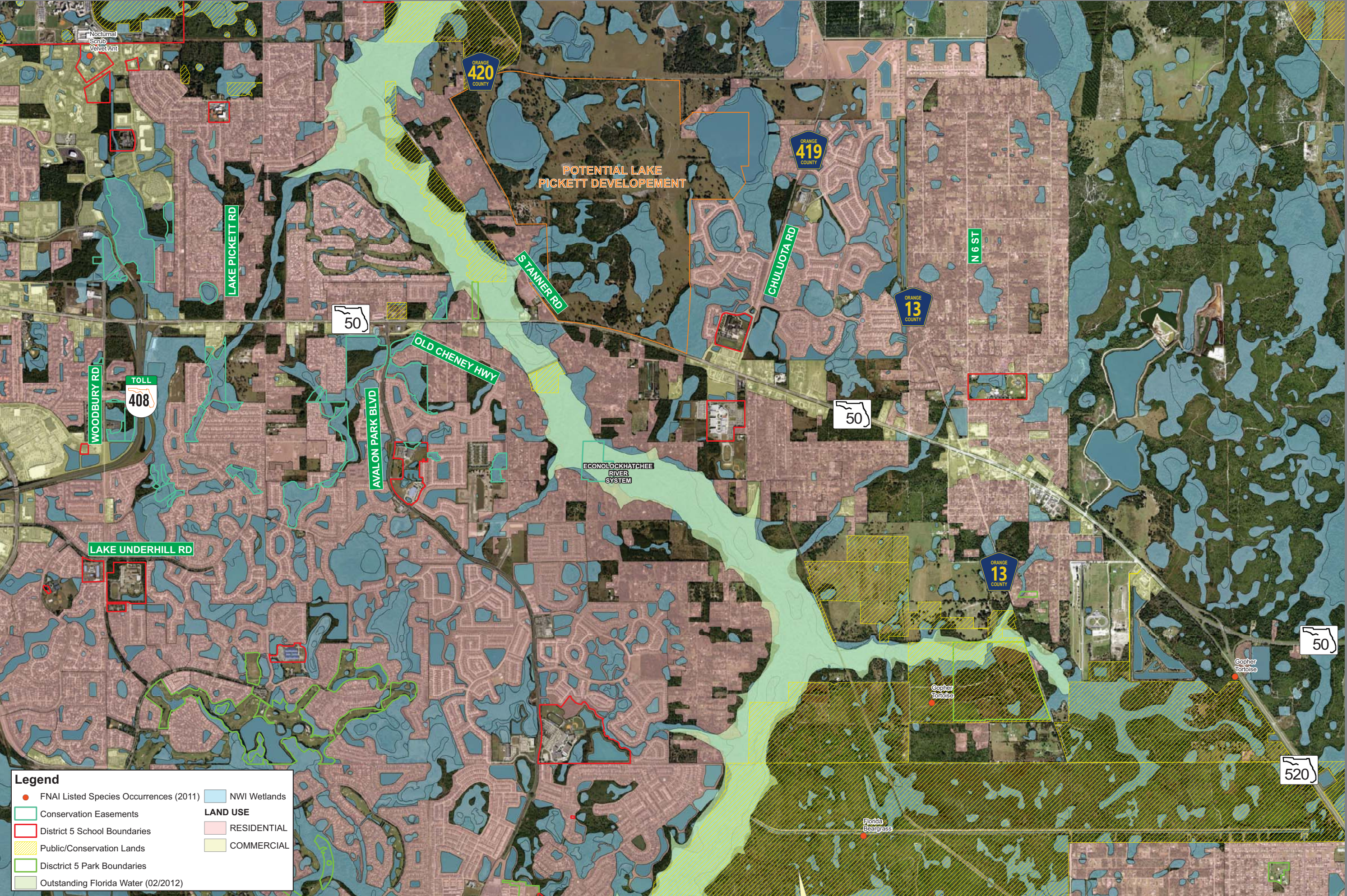
June 1, 2017, 9:30 a.m.  
CFX Administration Building, Pelican Conference Room

### **AGENDA**

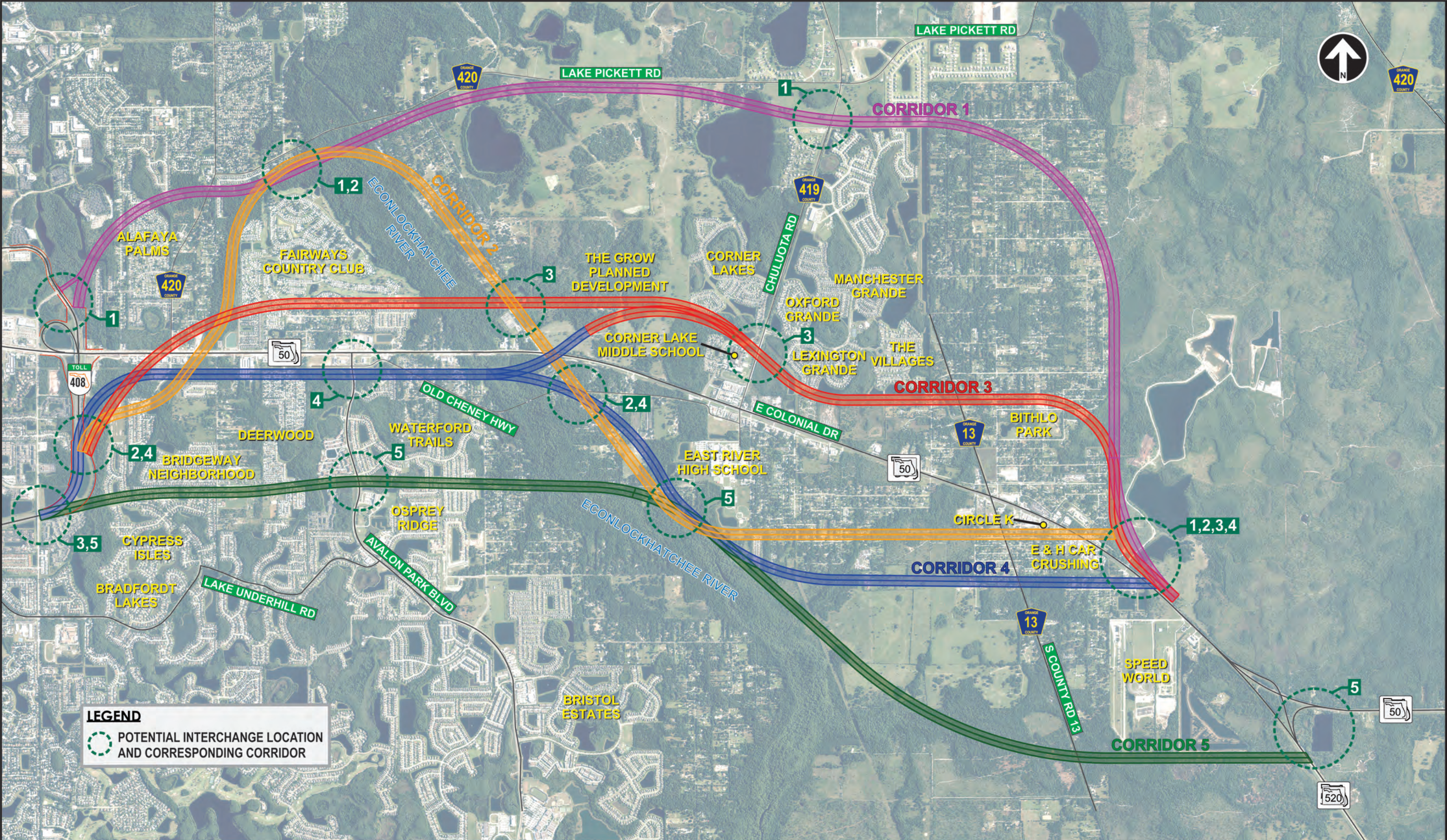
1. Introductions
  - a. Central Florida Expressway Authority Study Team
  - b. EAG Member Introductions
2. Discussion of Action Items from previous EAG
3. Presentation
  - a. Status Update
  - b. Recommended Corridor
  - c. Alternative under development
  - d. Next Steps
    - i. Evaluation of alternative
    - ii. Preparation of Reports
    - iii. Refinement of alternative
4. General Discussion/ Comments



SR 408 PD&E STUDY - CORRIDOR CONSTRAINT MAPPING







Preliminary Corridor Alternatives

Figure 3-4



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

| TABLE 4-7                                 |   |   |   |    |  |  |  |   |    |   |   |    |   |   |      |             |
|---|---|---|---|----|--|--|--|---|----|---|---|----|---|---|------|-------------|
| PRE-FINAL ALTERNATIVE CORRIDOR EVALUATION |   |   |   |    |  |  |  |   |    |   |   |    |   |   |      |             |
| CORRIDORS \ IMPACTS                       | ENGINEERING   |   |   | 33 | ENVIRONMENTAL  |  |  |   | 26 | SOCIO-ECONOMIC  |   | 23 | COST  |   | 18   | TOTAL SCORE |
|   | TRAFFIC CONGESTION/SAFETY   | TRAFFIC ACCOMMODATED  | CONNECTIVITY  |    | SJRWMD REGULATORY EASEMENTS  | WETLAND IMPACTS  | WILDLIFE AND HABITAT   | OUTSTANDING FLORIDA WATERWAY IMPACTS  |    | COMMUNITY COHESION  | CONTROVERSY POTENTIAL   |    | CONSTRUCTION  | R/W AND MITIGATION  |      |             |
|   | 12  | 11  | 10  |    | 8  | 6  | 6  |   | 6  | 13  | 10  |    | 8   | 10  |      |             |
| 1   | Not an effective corridor in terms of reducing congestion along SR 50 and diminishing congestion safety concerns<br>7.2                                   | Low traffic volumes accommodated along the corridor<br>6.6  | Not as effective in terms of network and systems connectivity as the other corridors due to its lack of directness<br>2.0 | -- | Generally moderate impacts to SJRWMD Regulatory Easements when compared to the other corridors with 21 acres of impacts<br>4.8 | Generally high wetland impacts with 130 acres<br>1.2   | Generally moderate impacts to wildlife and habitat with an average wildlife index ranking of 9.86<br>3.6 | Generally high impacts to Outstanding Florida Waterways with 35 acres of impacts<br>2.4 | -  | Lowest impacts to community cohesion when compared to the other corridors with 6 communities split<br>7.8 | Significant local opposition to this corridor alternative has been previously expressed<br>4.0      | -  | Highest potential cost of all corridor options (approximately \$325M to \$335M)<br>1.6                        | Generally moderate potential right-of-way impact costs when compared to the other alternative corridors with 200 parcel impacts and generally moderate mitigation impact costs<br>6.0 | 47.2 |             |
| 4   | Generally effective corridor in terms of reducing congestion and diminishing safety concerns along SR 50<br>9.6   | Generally attracted higher volumes than Corridor 1<br>8.8   | Supports connections to the local and regional roadway network and its proximity to SR 50 is an advantage<br>10.0         | ++ | Generally higher impacts when compared to Corridor 1 with 34 acres of impacts to the SJRWMD Regulatory Easements<br>3.2        | Generally moderate wetland impacts when compared to the other corridors with 90 acres<br>3.6 | High impacts to wildlife and habitats with an Average Wildlife Index Ranking of 11.2<br>1.2              | Moderate impacts to Outstanding Florida Waterways with 25 acres of impacts<br>3.6       | -  | Similar to Corridor 1 but slightly higher number of communities split (6 communities)<br>7.8              | Moderate controversy potential due to some impacts within the first two project segments<br>6.0     | -  | Generally lower potential cost (approximately \$191M to \$201M)<br>4.8  | Generally similar costs to previous corridor with 204 parcel impacts but with higher mitigation impact costs<br>4.0   | 62.6 |             |
| 4-2                                       | Generally similar to Corridor 4 within segment 1 but less effective within segments 2 and 3 and diminishing congestion safety concerns along SR 50<br>7.2 | Overall generally similar to Corridor 1 but with higher traffic volumes attracted within Segment 1 and lower within segments 2 and 3<br>6.6 | Generally similar to Corridor 4 but slightly less direct<br>8.0   | +  | Lowest impacts to SJRWMD Regulatory easements with impacts of 17 acres<br>4.8  | Lowest impacts to wetlands with 75 acres<br>4.8  | Generally high impacts with an Average Wildlife Index Ranking of 10.57<br>2.4                            | Moderate impacts to Outstanding Florida Waterways with 15 acres<br>3.6                  | -  | Slightly higher number of communities impacted (7) than previous two alternatives<br>5.2                  | Generally similar to previous corridor alternative<br>6.0   | -  | Least potential cost of all corridor options (approximately \$160M to \$170M)<br>6.4                          | Generally higher right-of-way impact costs with 313 parcel impacts but lower mitigation impact costs than previous alternatives<br>4.0  | 51.0 |             |
| 4-3                                       | Generally similar to Corridor 4<br>9.6  | Similar to Corridor 4<br>8.8  | Generally similar to the previous two corridors but less direct<br>6.0  | +  | Generally similar impacts to Corridor 4 with 36 acres of impacts to the SJRWMD Regulatory Easements<br>3.2                     | Generally similar wetland impacts to Corridor 1 with 135 acres<br>1.2                        | Generally similar impacts to Corridor 1 with an Average Wildlife Index Ranking of 9.7<br>3.6             | Low impacts to Outstanding Florida Waterways with 10 acres of impacts<br>4.8            | +  | Similar to Corridor 4-2 with 7 community split<br>5.2   | Generally similar to previous corridor alternative<br>6.0   | -  | Generally high potential cost (approximately \$288M to \$298M)<br>3.2   | Generally similar to corridor 1 with lower right-of-way costs (186 parcels) but higher mitigation impact costs<br>4.0   | 55.6 |             |
| 5   | Generally similar to previous corridor<br>9.6   | Higher traffic attraction than all previous alternatives<br>11.0  | Generally similar to the previous corridor but only slightly less direct<br>6.0   | O  | Highest impacts to SJRWMD Regulatory easements with impacts of 48 acres<br>1.6   | Similar to Corridor 4-3 with impacts of 135 acres<br>1.2                                     | High impacts to wildlife and habitat with an Average Wildlife Index Ranking of 14.68<br>1.2              | Highest impacts to Outstanding Florida Waterways with 55 acres of impacts<br>1.2        | -- | Similar to previous two alternatives with 7 community splits<br>5.2                                       | Significant controversy potential due to major impacts within the first two project segments<br>4.0 | -  | Generally similar to previous corridor with approximate costs of \$264M to \$274M<br>3.2                      | Generally similar to Corridor 4-2 with higher right-of-way impact costs of 316 parcel impacts and even higher mitigation impact costs<br>2.0  | 46.2 |             |
| 5-4                                       | Generally the most effective of all corridors in terms of reducing congestion along SR 50 and diminishing congestion safety concerns along SR 50<br>12.0  | Generally similar to previous corridor<br>11.0  | Generally similar to previous corridor with minor difference in terms of directness<br>6.0                                | O  | Generally similar to corridor 1 with impacts of 24 acres<br>4.8  | Generally similar to Corridor 4-2 with wetland impacts of 80 acres<br>4.8                    | Generally similar to the highest impacts corridor with an Average Wildlife Index Ranking of 12.11<br>1.2 | Generally high impacts to Outstanding Florida Waterways with 30 acres of impacts<br>2.4 | -  | Generally the most impacts to community cohesion with 9 communities split<br>2.6                          | Generally similar to previous corridor alternative<br>4.0   | -  | Generally similar to Corridor 4-2 with slightly higher corridor costs (approximately \$168M to \$178M)<br>6.4 | Generally highest right-of-way impact costs with 343 parcel impacts with only moderate mitigation impact costs<br>2.0   | 57.2 |             |



# MEETING NOTES

Project Development and Environment Study  
SR 408 East Extension from SR 50 to SR 50/SR 520 Intersection

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**Environmental Advisory Group (EAG) Meeting  
#5 CFX Administration Building  
Pelican Conference Room  
4974 ORL Tower Road, Orlando, Florida 32807  
Thursday, June 1, 2017 – 9:30 AM to 11:30 AM**

**Follow up required: #1- Rob Myers, Metric Engineering, will compile a list/map of all important conservation easements & confirm them with SJRWMD, Orange County & other agencies. He will contact SJRWMD Land Acquisition Department. Mark Von Canal, of SJRWMD, will assist Rob with this. #2 - Metric will get the EAG team members a draft of the Natural Resource Evaluation Report (NRE) for review prior to the next EAG meeting. #3 – EAG Members who did not receive or respond to the Advance Notification were to let Will Sloup or Rob Myers know. They will email another copy of the AN to the member so they can respond. Responses must be emailed to Will Sloup, Metric Engineering so it can be included in the NRE.**

The fifth Environmental Advisory Group (EAG) meeting was held to provide an opportunity for stakeholder, agency and public participation, which is a key element of the Project Development and Environment Study phase.

A total of 18 persons attended including team members. Additionally, three members of the public were present as observers. A full list of attendees is noted on the attached Sign in Sheet. Glenn Pressimone, CFX Director of Engineering, attended as did Brian Hutchings, CFX Senior Communications Specialist. Jonathan Williamson, Project Manager (Dewberry) was present as well. Metric Project Manager Will Sloup, P.E., attended and was supported by staff members Gabriela Garcia, P.E. and Robert Myers, as well as Public Information Officer Valerie Tutor with Media Relations Group. Nicole Gough with Dewberry facilitated the meeting on behalf of CFX.

## **1. Introductions/Welcome**

Ms. Nicole Gough, Dewberry, has assumed co-facilitator duties and welcomed the meeting's returning and new participants. The participants were thanked for their time and willingness to serve once again. Ms. Gough asked that CFX staff introduce themselves, followed by the study team and then the meeting participants themselves.

## **2. Staff Presentation and Status Update**

- Will Sloup, P.E. with Metric Engineering, gave a Power Point presentation to the EAG that summarized the history of the study, reviewed the 5 corridor alternatives, the evaluation done thus far and introduced the preferred corridor (Corridor 4) and the alignment within that corridor that is being developed and further studied by the team.

# MEETING NOTES

## Project Development and Environment Study SR 408 East Extension from SR 50 to SR 50/SR 520 Intersection

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### 3. Discussion and Comments – Members Offered the Following Comments and Questions

- David Eunice of St. John's River Water Management District (SJRWMD) commented that he assumed the study team was addressing the impacts to wetlands and the Econlockhatchee River ("the Econ") as well as secondary impacts. He mentioned that encroachment onto conservation easements throughout the study area, such as the Dietrich ranch as well as other public lands, need to be addressed. He reminded the team that the Econ is a Florida Outstanding Water.
- Mark Von Canal, of SJRWMD, introduced himself as new to the group and asked if storm water harvesting had been discussed. Rob Myers, Metric Engineering, said that it had early on but he was not aware of opportunities in proximity to the current alignment. He stated he would certainly be willing to investigate that if Mr. Von Canal or any other EAG member knew of any that might work.
- James Hollingshead, SJRWMD, replied that if there were plans to landscape the extension at interchanges and provide irrigation for that landscaping, there is an opportunity to use storm water instead of ground water. Mr. Myers and Gabriela Garcia, Metric Engineering, acknowledged that and stated they would add it to the study document.
- Dennis Weatherford, Orange County Environmental, asked if this alignment being shown would use the old crossing of the Econ that is on Old Cheney. Mr. Myers said yes and indicated where it was on the map on display.
- Marge Holt, Sierra Club, noted that they are concerned with all the alternatives that have been discussed recently. The Sierra Club is not in favor of any of these. The impacts to conservation easements and wildlife corridors are big issues. She stated that Mayor Jacobs recently seemed to prefer the Turnpike's efforts along SR 50. She asked for CFX and the Turnpike to work together on this.
- Mr. Myers responded that he is open to a discussion about specific issues such a wildlife corridors. These items are of concern. He explained that to minimize the impacts, the alignment proposes to bridge the entire floodplain of the Econ and thus will serve as a wildlife corridor. He discussed that currently, the biggest barrier for wildlife in the area is exiting SR 50 and there are very few wildlife crossing locations. Part of the evaluation is where to include bridge crossings to maintain continuity for wetlands as well as wildlife corridors.
- Brian Barnett, Fish and Wildlife Commission, asked if the alignment shown was included in the matrix. Ms. Garcia answered that Corridor 4 is a 400' wide corridor and the alignment that is shown was developed within that corridor focusing on minimizing impacts within the corridor. She further stated that the study team is moving forward with creating environmental documents for the alignment as well as the traffic analysis. The team has adjusted the alignment in several places and will continue to do so after the results of the analysis is complete.

# MEETING NOTES

## Project Development and Environment Study SR 408 East Extension from SR 50 to SR 50/SR 520 Intersection

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- Mr. Barnett asked if the team has done a mitigation proposal yet. Mr. Myers answered they have not but they have started developing a mitigation strategy & are working with a drainage engineer as well as addressing hydrological connectivity.
- Mr. Barnett asked if the easements would be mitigated on a one to one ratio. Mr. Myers replied that there are 2 types of easements that have slightly different processes for releasing them. He commented there had been a recent rule change that references a board vote.
- Mr. Von Canal agreed and said the process evaluates things like purpose, amount, ecological value, etc. Mr. Myers stated that the property owner must be the one to petition the board. Nicole Gough, Dewberry, explained it is a permitting process.
- Mr. Eunice commented that the Econ is a nested basin and there is only one bank that serves the area for SJRWMD. Mr. Myers said they would explore possible mitigation options during the study.
- Mr. Barnett inquired if this alignment would be going through public lands. Ms. Garcia said that it would be going through some county-owned lands.
- Mr. Barnett then asked if the mitigation and easement process might work to also fulfill some of the “wish list” for conservation management. Mr. Myers answered that the study team will explore all options conceptually during this study and coordinate with land managers as necessary. Mr. Barnett mentioned that sometimes it assists in public land management and not just protecting land in perpetuity.
- Ms. Holt asked if there is a display or list of conservation and public lands that might be impacted. Mr. Myers stated that they are included in the handout that was provided. He asked the group if they notice the team is missing an easement for conservation to let them know. Mr. Von Canal agreed that there are rare instances where things are not mapped correctly and one can be left off. Ms. Holt asked if the team could provide a list of names of impacted easements. Mr. Myers mentioned that the handout included the names of the Orange County green places however, they did not have the names of all the lands. Ms. Garcia pointed out the ones that are likely to be impacted by the project including a SJRWMD easement near Avalon. Mr. Eunice said those easements are dedicated to SJRWMD but are owned by the developer.
- SJRWMD and Mr. Myers noted that the Econ is in a Riparian Habitat Protection Zone, requiring additional mitigation for impacts.
- **ACTION:** Rob Myers, Metric Engineering, will compile a list/map of all important conservation easements and confirm with SJRWMD, Orange County and others. He will contact SJRWMD Land Acquisition Department. Mr. Von Canal offered to assist in this.
- Mr. Barnett asked about the Turnpike study possibly competing with the CFX study. Mr. Sloup replied that the results of the Turnpike study will show conflicts by proposing redundant roadway systems. Their study has not started yet. He further clarified that the SR 408 Eastern Extension is



# MEETING NOTES

## Project Development and Environment Study SR 408 East Extension from SR 50 to SR 50/SR 520 Intersection

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a regional connector road with future expansion to I-95 and there is a clear purpose and need for this project

- Mr. Barnett said he thought this study was looking at a 4-lane toll road and thought FDOT was focusing on two lanes. Mr. Sloup replied that the improvements that were in design for SR 50 by FDOT have been stopped. It is not known what the Turnpike will recommend after their study.
- Mr. Barnett asked if the study team would be using all the potential pond locations shown. Ms. Garcia said they would not be using them all and would narrow them down further. Mr. Barnett encouraged the team to use disturbed areas first which Mr. Myers replied that several existing ponds are being evaluated. There is a concern regarding staging and construction impacts since there are little to no existing disturbed areas near this new alignment.
- Stefanie Jansson, Brevard County Natural Resources, wanted to know when CFX planned on extending SR 408 to Brevard County.
- Glenn Pressimone, CFX Director of Engineering, explained that this study continues the work done by the East Central Florida Regional Task Force and is the first phase. If the CFX Board chooses to advance this project, CFX will determine when the next phase can be funded. However, there is no current funding in place. That is well into the future and depends in large part on the Deseret Ranch.
- Mr. Weatherford wanted to know where the interchanges are being proposed on this alignment. Ms. Garcia pointed out that there are four (4) interchanges: The interchange at SR 50 where SR 408 currently terminates; Avalon Blvd.; West of East River High School to line up with CR 419; and an interchange at SR 50 just north of the SR 520 intersection where SR 408 would end.
- Ms. Holt asked about residential and social impacts and if they have been considered. Ms. Garcia replied that it is a big part of the study and something the team is evaluating closely and trying to avoid or minimize impacts as much as possible. Ms. Garcia discussed the areas where there are some impacts and noted that one of the goals was to not divide communities and disrupt neighborhoods.
- Mr. Myers further stated that the study team has found a series of trade- offs between residential impacts and wetland or other impacts and continues to evaluate them. The team is considering ways to minimize impacts using culverts, access bridges, etc.
- Ms. Holt asked about wildlife and what plans the team had to minimize impacts on them. Mr. Myers noted that the bridge spanning the Econ allows plenty of room for wildlife travel/crossing beneath it and the bridges will be high enough for large mammals to use this corridor as well. Mr. Sloup added that the team will be studying this aspect further now that a specific alignment has been identified.
- Mr. Barnett asked if the PD&E study will compare this alternative to the No Build. Ms. Garcia confirmed the “No Build” is always an option.

# MEETING NOTES

## Project Development and Environment Study SR 408 East Extension from SR 50 to SR 50/SR 520 Intersection

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- Mr. Barnett asked what type of report would discuss wetland and wildlife impacts. Mr. Myers replied it is called a "Natural Resources Evaluation Report". Mr. Barnett said that the EAG members would like to have an opportunity to review and comment on the NRE.
- **ACTION:** Mr. Myers said that he would get the EAG members a draft that they can comment on prior to the next EAG meeting. Mr. Barnett further stated he would be happy to review anything else the team might want to send.
- Michael Jones, Orange Audubon Society, commented that the Florida native plants guidelines will be important.
- Ms. Holt cautioned about nitrification and the related impacts to the environment when landscaping. She asked that landscaping and products used (fertilizer, weed killer, etc) be environmentally friendly or to plant native species that require low maintenance.
- Mr. Barnett asked about Breeding Birds Survey Blocks. Mr. Myers has not reviewed the survey block data.

#### 4. Next Steps

Ms. Tutor reviewed the key points made by the EAG members today. She also informed the EAG members of the upcoming Public Alternative Workshop to be held on June 8, 2017 from 5 PM to 7 PM at the Corner Lake Middle School.

Ms. Gough and Ms. Tutor closed the meeting by thanking the members for their participation and comments and urged the members to attend the Public Meeting if they are available.

Meeting adjourned at 11:05 AM and a member of the public was present and asked to speak.

Ms. Sue Dietrich, Mr. Fred Dietrich (brother), and Ms. Nancy Prine were present to observe the meeting. Ms. Dietrich filled out a speaker card and requested to speak. She spoke to the EAG about her family's property and ranch which will be directly impacted by Corridor 4. Their land is in a conservation easement and home to several endangered species. She and Mr. Dietrich asked the study team to consider realigning the route and avoid their property. They were told when they put the land into the conservation easement the property would be protected from development and things like this project.

Mr. Myers met with the Dietrichs after the meeting and will coordinate with them to visit the property to evaluate it and the species found there.

## PROJECT ADVISORY GROUP 5



**PROJECT ADVISORY GROUP  
MEETING NO. 5**

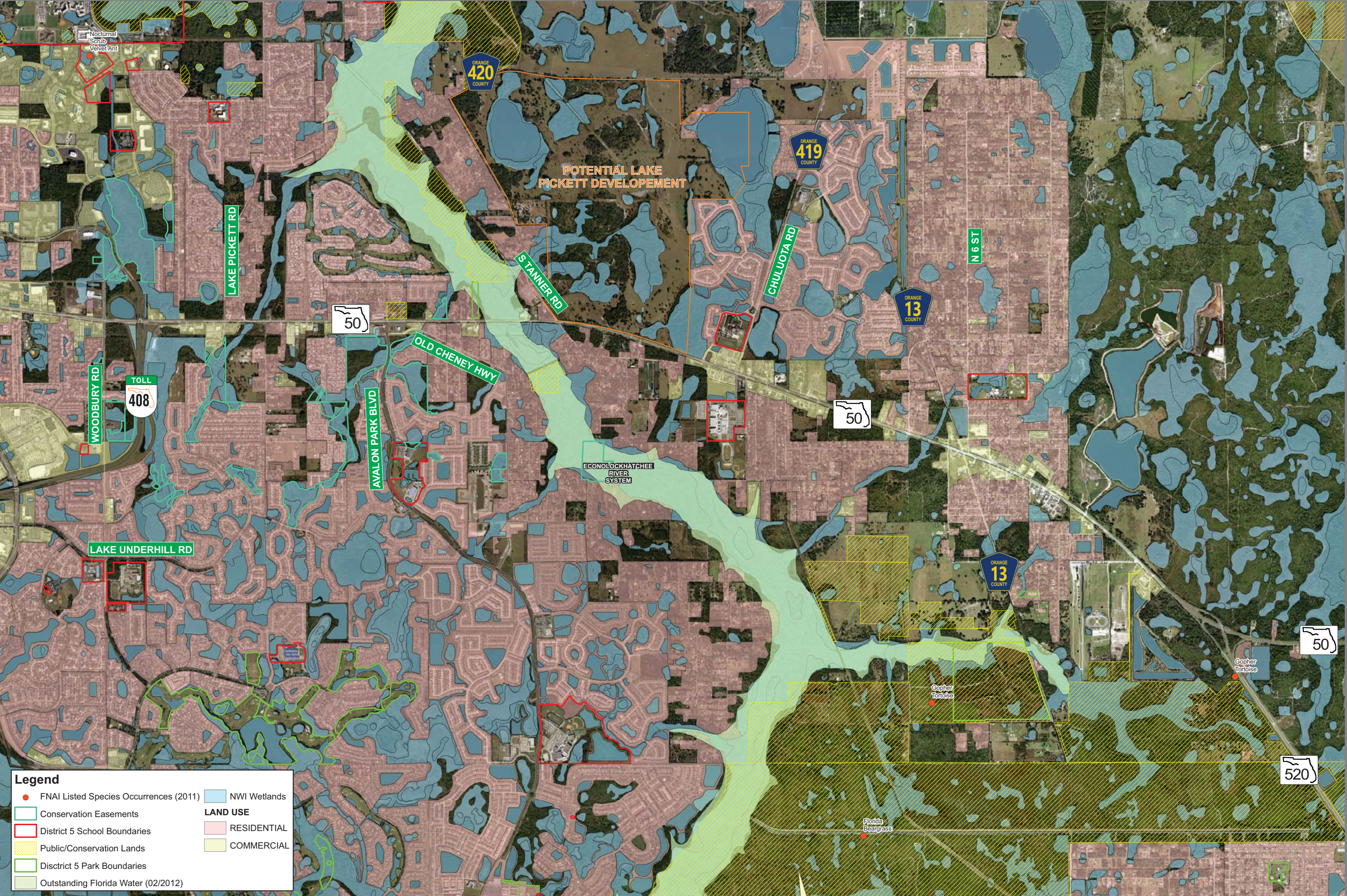
June 1, 2017, 1:30 p.m.  
CFX Administration Building, Pelican Conference Room

**AGENDA**

1. Introductions
  - a. Central Florida Expressway Authority Study Team
  - b. PAG Member Introductions
2. Discussion of Action Items from previous PAG
3. Presentation
  - a. Status Update
  - b. Recommended Corridor
  - c. Alternative under development
  - d. Next Steps
    - i. Evaluation of alternative
    - ii. Preparation of Reports
    - iii. Refinement of alternative
4. General Discussion/ Comments



SR 408 PD&E STUDY - CORRIDOR CONSTRAINT MAPPING

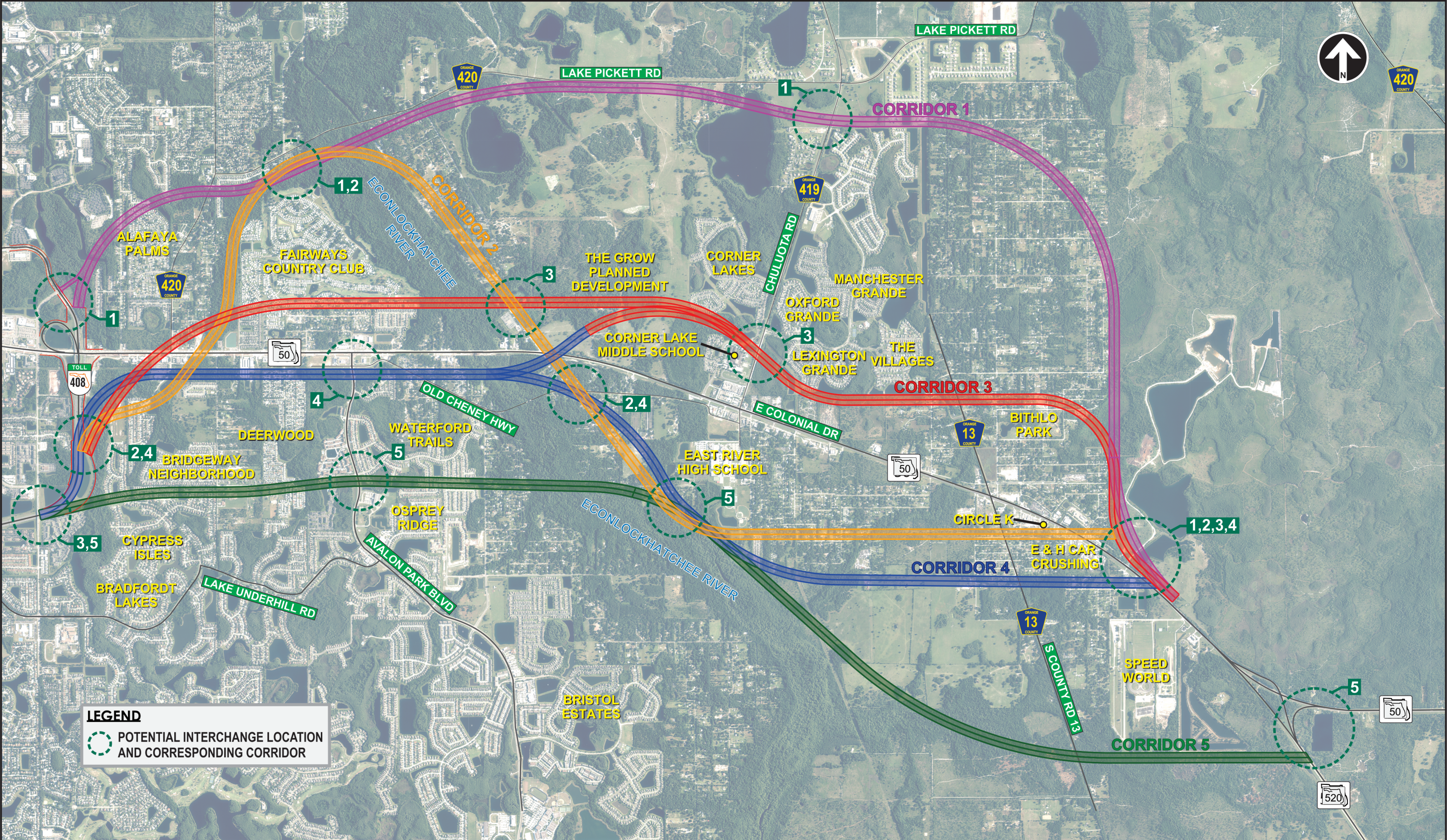


**Legend**

- FNAI Listed Species Occurrences (2011)
- Conservation Easements
- District 5 School Boundaries
- Public/Conservation Lands
- District 5 Park Boundaries
- Outstanding Florida Water (02/2012)

- NWI Wetlands
- LAND USE**
- RESIDENTIAL
- COMMERCIAL





Preliminary Corridor Alternatives

Figure 3-4



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

| TABLE 4-7                                 |   |   |   |    |  |  |  |   |    |   |   |    |   |   |      |             |
|---|---|---|---|----|--|--|--|---|----|---|---|----|---|---|------|-------------|
| PRE-FINAL ALTERNATIVE CORRIDOR EVALUATION |   |   |   |    |  |  |  |   |    |   |   |    |   |   |      |             |
| CORRIDORS \ IMPACTS                       | ENGINEERING   |   |   | 33 | ENVIRONMENTAL  |  |  |   | 26 | SOCIO-ECONOMIC  |   | 23 | COST  |   | 18   | TOTAL SCORE |
|   | TRAFFIC CONGESTION/SAFETY   | TRAFFIC ACCOMMODATED  | CONNECTIVITY  |    | SJRWMD REGULATORY EASEMENTS  | WETLAND IMPACTS  | WILDLIFE AND HABITAT   | OUTSTANDING FLORIDA WATERWAY IMPACTS  |    | COMMUNITY COHESION  | CONTROVERSY POTENTIAL   |    | CONSTRUCTION  | R/W AND MITIGATION  |      |             |
|   | 12  | 11  | 10  |    | 8  | 6  | 6  |   | 6  | 13  | 10  |    | 8   | 10  |      |             |
| 1   | Not an effective corridor in terms of reducing congestion along SR 50 and diminishing congestion safety concerns<br>7.2                                   | Low traffic volumes accommodated along the corridor<br>6.6  | Not as effective in terms of network and systems connectivity as the other corridors due to its lack of directness<br>2.0 | -- | Generally moderate impacts to SJRWMD Regulatory Easements when compared to the other corridors with 21 acres of impacts<br>4.8 | Generally high wetland impacts with 130 acres<br>1.2   | Generally moderate impacts to wildlife and habitat with an average wildlife index ranking of 9.86<br>3.6 | Generally high impacts to Outstanding Florida Waterways with 35 acres of impacts<br>2.4 | -  | Lowest impacts to community cohesion when compared to the other corridors with 6 communities split<br>7.8 | Significant local opposition to this corridor alternative has been previously expressed<br>4.0      | -  | Highest potential cost of all corridor options (approximately \$325M to \$335M)<br>1.6                        | Generally moderate potential right-of-way impact costs when compared to the other alternative corridors with 200 parcel impacts and generally moderate mitigation impact costs<br>6.0 | 47.2 |             |
| 4   | Generally effective corridor in terms of reducing congestion and diminishing safety concerns along SR 50<br>9.6   | Generally attracted higher volumes than Corridor 1<br>8.8   | Supports connections to the local and regional roadway network and its proximity to SR 50 is an advantage<br>10.0         | ++ | Generally higher impacts when compared to Corridor 1 with 34 acres of impacts to the SJRWMD Regulatory Easements<br>3.2        | Generally moderate wetland impacts when compared to the other corridors with 90 acres<br>3.6 | High impacts to wildlife and habitats with an Average Wildlife Index Ranking of 11.2<br>1.2              | Moderate impacts to Outstanding Florida Waterways with 25 acres of impacts<br>3.6       | -  | Similar to Corridor 1 but slightly higher number of communities split (6 communities)<br>7.8              | Moderate controversy potential due to some impacts within the first two project segments<br>6.0     | -  | Generally lower potential cost (approximately \$191M to \$201M)<br>4.8  | Generally similar costs to previous corridor with 204 parcel impacts but with higher mitigation impact costs<br>4.0   | 62.6 |             |
| 4-2                                       | Generally similar to Corridor 4 within segment 1 but less effective within segments 2 and 3 and diminishing congestion safety concerns along SR 50<br>7.2 | Overall generally similar to Corridor 1 but with higher traffic volumes attracted within Segment 1 and lower within segments 2 and 3<br>6.6 | Generally similar to Corridor 4 but slightly less direct<br>8.0   | +  | Lowest impacts to SJRWMD Regulatory easements with impacts of 17 acres<br>4.8  | Lowest impacts to wetlands with 75 acres<br>4.8  | Generally high impacts with an Average Wildlife Index Ranking of 10.57<br>2.4                            | Moderate impacts to Outstanding Florida Waterways with 15 acres<br>3.6                  | -  | Slightly higher number of communities impacted (7) than previous two alternatives<br>5.2                  | Generally similar to previous corridor alternative<br>6.0   | -  | Least potential cost of all corridor options (approximately \$160M to \$170M)<br>6.4                          | Generally higher right-of-way impact costs with 313 parcel impacts but lower mitigation impact costs than previous alternatives<br>4.0  | 51.0 |             |
| 4-3                                       | Generally similar to Corridor 4<br>9.6  | Similar to Corridor 4<br>8.8  | Generally similar to the previous two corridors but less direct<br>6.0  | +  | Generally similar impacts to Corridor 4 with 36 acres of impacts to the SJRWMD Regulatory Easements<br>3.2                     | Generally similar wetland impacts to Corridor 1 with 135 acres<br>1.2                        | Generally similar impacts to Corridor 1 with an Average Wildlife Index Ranking of 9.7<br>3.6             | Low impacts to Outstanding Florida Waterways with 10 acres of impacts<br>4.8            | +  | Similar to Corridor 4-2 with 7 community split<br>5.2   | Generally similar to previous corridor alternative<br>6.0   | -  | Generally high potential cost (approximately \$288M to \$298M)<br>3.2   | Generally similar to corridor 1 with lower right-of-way costs (186 parcels) but higher mitigation impact costs<br>4.0   | 55.6 |             |
| 5   | Generally similar to previous corridor<br>9.6   | Higher traffic attraction than all previous alternatives<br>11.0  | Generally similar to the previous corridor but only slightly less direct<br>6.0   | ++ | Highest impacts to SJRWMD Regulatory easements with impacts of 48 acres<br>1.6   | Similar to Corridor 4-3 with impacts of 135 acres<br>1.2                                     | High impacts to wildlife and habitat with an Average Wildlife Index Ranking of 14.68<br>1.2              | Highest impacts to Outstanding Florida Waterways with 55 acres of impacts<br>1.2        | -- | Similar to previous two alternatives with 7 community splits<br>5.2                                       | Significant controversy potential due to major impacts within the first two project segments<br>4.0 | -  | Generally similar to previous corridor with approximate costs of \$264M to \$274M<br>3.2                      | Generally similar to Corridor 4-2 with higher right-of-way impact costs of 316 parcel impacts and even higher mitigation impact costs<br>2.0  | 46.2 |             |
| 5-4                                       | Generally the most effective of all corridors in terms of reducing congestion along SR 50 and diminishing congestion safety concerns along SR 50<br>12.0  | Generally similar to previous corridor<br>11.0  | Generally similar to previous corridor with minor difference in terms of directness<br>6.0                                | ++ | Generally similar to corridor 1 with impacts of 24 acres<br>4.8  | Generally similar to Corridor 4-2 with wetland impacts of 80 acres<br>4.8                    | Generally similar to the highest impacts corridor with an Average Wildlife Index Ranking of 12.11<br>1.2 | Generally high impacts to Outstanding Florida Waterways with 30 acres of impacts<br>2.4 | -  | Generally the most impacts to community cohesion with 9 communities split<br>2.6                          | Generally similar to previous corridor alternative<br>4.0   | -  | Generally similar to Corridor 4-2 with slightly higher corridor costs (approximately \$168M to \$178M)<br>6.4 | Generally highest right-of-way impact costs with 343 parcel impacts with only moderate mitigation impact costs<br>2.0   | 57.2 |             |

# MEETING NOTES

## Project Development and Environment Study SR 408 East Extension from SR 50 to SR 50/SR 520 Intersection

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### **Project Advisory Group (PAG) Meeting #5 CFX Administration Building Pelican Conference Room 4974 ORL Tower Road, Orlando, Florida 32807 Thursday, June 1, 2017 – 1:30 PM – 3:30 PM**

**Action: #1 - Renzo Nastasi, with Orange County Transportation Planning, has asked for a copy of the EAG meeting notes from today. #2 - Mr. Caskey will contact Mr. Sloup in the next few months to coordinate and schedule a future presentation to MetroPlan Orlando.**

The fifth Project Advisory Group (PAG) meeting was held to provide an opportunity for stakeholder, agency and public participation, which is a key element of the Project Development and Environment (PD&E) Study phase.

A total of 19 persons attended including team members. Full list of attendees are noted on the Sign in Sheet attached. CFX's Director of Engineering, Glenn Pressimone and Jonathan Williamson, Project Manager (Dewberry) were in attendance. Metric Engineering's Project Manager William Sloup attended and were supported by Metric staff member Gabriela Garcia and Media Relations Group's Public Involvement Consultant Valerie Tutor, who facilitated the meeting.

#### **1. Introductions/Welcome**

Ms. Tutor welcomed the meeting's returning and new participants. The participants were thanked for their time and willingness to serve once again. Ms. Tutor asked that the study team introduce themselves, followed by CFX staff and then the meeting participants themselves. There was one observer present representing Commissioner Emily Bonilla.

#### **2. Staff Presentation and Status Update**

- Will Sloup, P.E. with Metric Engineering, gave a Power Point presentation to the PAG that touched on the history of the study, reviewing the 13 corridor alternatives that were evaluated, the evaluation done thus far and introduced the preferred corridor which is Corridor 4 and the alignment within that corridor that is being developed and further studied by the team.

#### **3. Discussion and Comments – Members Offered the Following Comments and Questions**

- Bobby Beagles, Florida Farm Bureau and Town of Christmas, asked if this Corridor would be using the Old Cheney crossing that is still there. Will Sloup, Metric Engineering, replied that this corridor will use that crossing which received positive remarks from the EAG.

# MEETING NOTES

## Project Development and Environment Study SR 408 East Extension from SR 50 to SR 50/SR 520 Intersection

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- Mr. Beagles then asked if there was any way this alignment could miss the Dietrich Ranch, especially Mr. Dietrich's house. Mr. Sloup and Gabriela Garcia, Metric Engineering, noted that Mr. Dietrich had been an observer at the EAG meeting and this issue was discussed. The study team will work to determine what options exist. A portion of Mr. Dietrich's ranch is under a conservation easement.
- Mr. Beagles additionally pointed out that Corridor 4 still does not solve the problem of the SR 50/SR 520 intersection. This has been brought forward as an issue in the 2008 Concept Study and in the 2001 Task Force recommendations and it is still not solved. FDOT needs to rebuild this intersection. Mr. Beagles stated he agrees with Corridor 4 but it doesn't solve the Brevard – Orange County evacuation problems.
- Tim McKinney, United Global Outreach, informed the study team that Commissioner Bonilla has been working with Habitat for Humanity to begin building 8 homes that will be impacted by the alignment shown. They are breaking ground very soon. He also stated there is a medical clinic at Lansing near the end of the project that would be impacted as well. The clinic is currently in a trailer; however, they are receiving grants to construct a large clinic. Ms. Garcia noted this information and thanked Mr. McKinney for bringing this to the attention of the study team.
- It was asked why Corridor 5 was not selected, at least parts of it. Mr. Sloup and Ms. Garcia replied that this corridor had several environmental issues including conservation lands, wetlands and the Long Branch tributary to the Econlockhatchee River.
- Dwight Saathoff, Project Finance and Development LLC, expressed his opinion that the study team had done a good job in determining the most efficient corridor.
- R.J. Mueller, of FixMyRoad.com, noted that connectivity was rated a 10 with this corridor and he wondered how it rated a 10. Ms. Garcia explained how the ranking occurred and taking into account its proximity to SR 50. Mr. Mueller agreed with Mr. Beagles that the "bottleneck" at SR 50 and SR 520 needs to be considered.
- Georganne Gillette with Space Coast TPO remarked that this alignment makes sense and is close enough to SR 50.
- Mr. Mueller asked if traffic going to UCF headed westbound where SR 408 ends at Challenger will be able to easily access Challenger to head to UCF. Ms. Garcia replied that the interchange being considered would allow that movement so drivers can get to the UCF campus.
- Renzo Nastasi, Orange County Transportation Planning, remarked that Corridor 4 appears to be the most efficient. He noted that Woodbury is scheduled for widening from SR 50 to Lake Underhill and the study team should take that into account. He further asked to be sent copies of the EAG notes when approved.
- Frank Consoli, Seminole County Public Works, commented that this seems to be a good alignment to provide connectivity to CR 419.



# MEETING NOTES

## Project Development and Environment Study SR 408 East Extension from SR 50 to SR 50/SR 520 Intersection

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- Mr. Beagles inquired as to the feedback and reaction from the EAG team members earlier that morning. Ms. Garcia stated that the Audubon Society and Sierra Club had taken a position not in favor of any of the corridors and supported co-location with SR 50. Other comments were generally positive and informative for moving forward.
- Mr. McKinney asked if CFX would wait for the Turnpike study to be completed. Mr. Pressimone replied that this study would be complete in September-October when the Turnpike's study will just be beginning. It is our obligation to take the findings from this study to the CFX Board and they will give the staff direction. CFX does not know what the outcome will be. Comments by FDOT District Five seem to indicate they may require that the Turnpike alignment be an elevated section for the entire project limits including through Bithlo. If so, that would make that alignment very costly and not financially feasible.
- Mr. McKinney commented that if the SR 50 option eventually returned to CFX that they would not want to recommend an alignment that splits Bithlo. Mr. Pressimone stated that the impacts to Bithlo were the reason many of the other options being studied were eliminated.
- Ron Toporek of OUC said that Corridor 4 was a good option but asked if the team had considered presenting both 4 and 4.2 to the public. He suggested that the public may not be receptive to seeing that there is one choice only & they have no other options for input. Even though 4.2 may not be the best option, he feels it is important to give the public a choice. He thinks if they were to see the data as the team has, they would also agree the corridor 4 is best. Mr. McKinney also said he agreed with this point.
- Ms. Garcia stated that she agreed with that statement. The public will be presented and shown all the previous corridors at this meeting as well. The community has had an opportunity to comment on several options prior to this meeting. Corridor 4 is the recommended corridor moving forward. However, what is being presented is not the recommended alternative and is by no means set in stone yet.
- Mr. Saathoff wondered if the general public were aware of what mitigation can entail and that often it is a positive with more land being protected than prior to the project. For that reason he also thinks that this is better than doing an expressway along SR 50. He asked if there is something we could do to educate the public better.
- Hugh Harling with East Central Florida Regional Planning Council asked how long the bridge crossing is projected to be. Ms. Garcia said it would be approximately 0.25 miles and will serve as a wildlife corridor.
- Mr. Toporek clarified his concerns regarding giving the public a choice. He said he thought giving them a choice would encourage interaction.
- Mr. McKinney remarked that the crossing at Old Cheney is currently used as a party spot for many locals. He hoped that the future bridge design would help discourage such use.

# MEETING NOTES

## Project Development and Environment Study SR 408 East Extension from SR 50 to SR 50/SR 520 Intersection

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- Maria Teimouri from the University of Central Florida (UCF), remarked that the alignment being studied supports those coming and going to UCF.
- Keith Caskey, MetroPlan, requested that the study team be available to present to MetroPlan in the future. It would probably be January – February 2018. Mr. Sloup pointed out that the study would be completed by then and CFX would have a recommended alternative at that time. **Action:** Mr. Caskey will contact Mr. Sloup in the last few months to coordinate and schedule this.
- Sean Ells, representing Columnar Development, asked why the public and others think it is a good idea to add a limited access tolled expressway along SR 50. He speculated that it would “break” SR 50 by making it a nightmare for the community and traveling public during construction and creating this huge roadway afterwards that diminishes community cohesion. He stated that he feels corridor 4 is a better option to using SR 50. Mr. Sloup replied that it was a consideration that the study team felt seemed to make Corridor 4 an even better option than co-location with SR 50.

#### 4. Next Steps

The study team will proceed with the analysis incorporating the comments and discussion points from the EAG and PAG members. An Alternative Public Workshop will be held on June 8, 2017 from 5:00 p.m. to 7:00 p.m. at Corner Lake Middle School. All PAG team members are encouraged to attend.

The next PAG is proposed for the latter part of August. A specific date will be forthcoming.

Meeting adjourned at 3:10 p.m.

## ENVIRONMENTAL ADVISORY GROUP 6



# MEETING NOTES

## Project Development and Environment Study SR 408 East Extension from SR 50 to SR 50/SR 520 Intersection

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### **Environmental Advisory Group (EAG) Meeting #6 CFX Administration Building Pelican Conference Room 4974 ORL Tower Road, Orlando, Florida 32807 Tuesday, October 10, 2017 – 9:30 AM to 11:30 AM**

|  |
|--|
| <b>Follow up required: EAG members will be notified when the study documents are ready for review and comment.</b> |
|--|

The sixth Environmental Advisory Group (EAG) meeting was held to provide an opportunity for stakeholder, agency and public participation, which is a key element of the Project Development and Environment Study phase.

A total of 15 persons attended including team members. A full list of attendees is noted on the Sign-In Sheet attached. Jonathan Williamson, Project Manager (Dewberry) attended for CFX. Metric Senior Project Engineer Robert Linares, P.E. and Project Manager Will Sloup, P.E., attended and were supported by staff members Gabriela Garcia, P.E. and Robert Myers, Environmental Specialist, as well as Public Information Officer, Valerie Tutor with Media Relations Group. Nicole Gough with Dewberry opened the meeting on behalf of CFX.

#### **1. Introductions/Welcome**

Ms. Nicole Gough, Dewberry, welcomed the meeting's returning and new participants. The participants were thanked for their time and willingness to serve once again. Ms. Gough asked that staff introduce themselves, followed by the study team and then the meeting participants themselves.

#### **2. Staff Presentation and Status Update**

- Will Sloup, P.E. with Metric Engineering, gave a Power Point presentation to the EAG reviewing the purpose & need, the 5 corridor alternatives considered, followed by selection of Corridor 4 as the preferred corridor and the preliminary alignment within that corridor. He updated the group on the latest information and refinements to the alignment and presented on the recommended alternative. He outlined current and next steps for the study team.

#### **3. Discussion and Comments – Members Offered the Following Comments and Questions**

- Charles Lee, of the Florida Audubon Society, asked if the Purpose and Need of this study would be affected by the Turnpike's Colonial Parkway project if it were to be built along SR 50 as anticipated. Robert Linares, Metric Engineering, replied that it would be difficult to assess since the PD&E study for that project is just beginning and we have no idea what the scope is for that project and what their study outcome will be. Mr. Lee then asked if Metric Engineering would be adding a note in our study

# MEETING NOTES

## Project Development and Environment Study SR 408 East Extension from SR 50 to SR 50/SR 520 Intersection

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documents regarding the Colonial Parkway project and the possibility that their results may alter our conclusions. Will Sloup, Metric Engineering, reminded the group that the CFX study is the first step in the future I-95 connection. Mr. Linares stated the study document would include a notation about the Colonial Parkway and other potential projects.

- Mr. Lee speculated that CFX would have to purchase the Deerwood Mobile Home Park in its entirety even though the current alignment impacts only a portion of it. The argument could be made by the property owner that it should be 100% take. Mr. Linares said that there is an option for a bridge to span Deerwood to ensure connectivity.
- Mr. Lee asked who was the owner of the conservation easement near Deerwood impacted by the new interchange at Avalon Park Blvd. Rob Myers, Metric Engineering, said that it was a SJRWMD easement & the HOA is the owner. Ms. Gough explained it was part of the mitigation of the housing development. Mr. Lee commented that there would be mitigation credits, of course, for the footprint impacts but there may be more needed for secondary impacts related to cutting the easement in half.
- David Eunice, SJRWMD, replied that CFX would probably be required to mitigate twice for the wetlands as the lands were originally purchased for mitigation purposes. Mr. Lee agreed that there may be a double impact in places since some of these were previously set aside.
- Mr. Lee referred to the brownfield near the eastern end of the project and said that even if the alignment misses it, it doesn't mean it would be out of the influence of the site. Any dewatering during construction will likely cause impacts. Mr. Myers agreed and noted that the study team is flagging this area for further study in later phases and has given it the highest risk rating.
- Mr. Eunice asked if the 59 acres of wetland impacts shown was just direct impacts. Mr. Myers said it is just direct impacts based on the project footprint, and noted that it does not distinguish areas where wetlands would be bridged but not necessarily dredged or filled. He also noted that the 59 acres does not include secondary impacts. Mr. Eunice asked if the 14 acres were uplands and wetlands. Mr. Myers replied it is just uplands. Mr. Myers also explained that the RHPZ is not mapped by the SJRWMD but is instead described in text and is based on the extent of the river channel and adjacent wetlands.
- Cammie Dewey, SJRWMD, suggested the team note that this part of the Econlockhatchee is designated as Sovereign Submerged Land.
- Mr. Lee said he thought that the Dietrich land was not a regulatory exchange easement but a purchased easement through one of the SJRWMD programs, possibly Preservation 2000. If that is the case and there is a compensation option, then you would need to obtain 2/3 vote of the governing board.

# MEETING NOTES

## Project Development and Environment Study SR 408 East Extension from SR 50 to SR 50/SR 520 Intersection

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- Dave Herbster, Department of Environmental Protection, asked if the costs shown are in today's dollars or future dollars. Mr. Sloup confirmed it is in today's dollars as well as impacts to properties assumes existing land uses.
- Mr. Lee referred to the proposed bridge alignment over the Econlockhatchee River. He stated that the current alignment shown may be able to be adjusted to have less impacts to environmental lands. Mr. Lee stated that an ideal crossing would not necessarily be at the exact location of the old crossing, but instead where the river's floodplain has the narrowest floodplain. He suggested curving it a little more north a few hundred feet to minimize the impacts. He also suggested that the interchange at CR 419 might be better if it were further east moving it as much as possible away from the Econlockhatchee. He also stated that restoring the old crossing area as part of mitigation would be a net benefit to the project. Mr. Linares said the study team can consider these suggestions, but will need to see how that works with the design speed of the alignment as well as minimizing impacts to East River High School. This will be looked at in more detail.
- Dennis Weatherford, Orange County Environmental, said that they have done several studies in the brownfield property and haven't found a lot of contaminants such as solvents, petroleum, etc. Orange County has found contaminants from around the residences in the area that seems to be coming from the septic systems that have not been properly maintained. The brownfield used to be A-Z Recycling and there was a lot of vegetative waste, construction debris, wires, fences, etc. Groundwater testing does not indicate high contamination levels. Mr. Myers stated that this area is given the high-risk rating so that the next phase of the project will do further study.
- Mr. Weatherford also noted that the alignment seems to be cutting into an Orange County conservation easement (Sunflower). Mr. Myers confirmed that the proposed alignment clips the corner of the property with the required border width (300-foot R/W).
- Brian Barnett, Fish and Wildlife Commission, said his comment is that he hopes the Turnpike project is successful and will eliminate the need for this one. He prefers the collocated corridor concept. Mr. Lee agreed.
- Mr. Eunice asked about wildlife crossings around the tributaries. Mr. Myers inquired what SJRWMD would be looking for regarding the crossings. There are possibilities such as a dry shelf within a large culvert. The team is open to suggestions and agree the bigger and more open they are, the better. Catherine Owens, FDOT EMO D5, stated that FDOT has guidelines that they must use for these. Mr. Myers indicated the proposed project provides a great wildlife crossing in the new proposed bridge over the Econlockhatchee River. Additionally, other tributaries will either be bridged, or a culvert will be installed where required for further wildlife crossing opportunities. SR 50 to the north serves as an existing wildlife barrier.
- Marge Holt, Sierra Club, echoed the sentiment that the Turnpike's SR 50 route is the best. She doesn't see anything overwhelming in the Purpose and Need that the Turnpike project couldn't meet. Mr. Linares said that the costs and financial feasibility of the Colonial Parkway will be a big part of what they are able to construct.



# MEETING NOTES

## Project Development and Environment Study SR 408 East Extension from SR 50 to SR 50/SR 520 Intersection

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- Mr. Herbster commented that the land costs in the future may be way too high to make either project feasible.
- Ms. Dewey asked if there would be the ability to consider storm water harvesting and include that potential in the study documents. Mr. Myers replied that this is being discussed and that the study team has a meeting planned with SJRWMD to explore this further.
- Mr. Herbster asked that the team think about multi-modal options such as accommodating for bicycles. He recommended CFX consider a shared use path and/or hanging paths on the side or under bridges.
- Ms. Tutor concluded the meeting by thanking the EAG members, on behalf of the study team and CFX, for their participation and their time taken to serve on this advisory group.

#### **4. Next Steps**

Completed portions of the study documents are being reviewed between Metric and Dewberry, the CFX General Engineering Consultant. When the documents are ready for comment by the EAG members, Valerie Tutor will send an email to them with details as to how to obtain them.

This is the last EAG meeting for this study. The Public Hearing has been pushed back to Spring of 2018, possibly April. The EAG members will be notified of the hearing date and location when it has been finalized and the notifications prepared.

Meeting adjourned at 11:15 A.M.

## PROJECT ADVISORY GROUP 6

# MEETING NOTES

## Project Development and Environment Study SR 408 East Extension from SR 50 to SR 50/SR 520 Intersection

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### **Project Advisory Group (PAG) Meeting #6 CFX Administration Building Pelican Conference Room 4974 ORL Tower Road, Orlando, Florida 32807 Tuesday, October 10, 2017 – 1:30 PM – 3:30 PM**

**Action: #1 - Mr. Caskey will email the PAG team the PowerPoint presentation that Commissioner Bonilla will be showing at the next MetroPlan Board Meeting. #2- Valerie Tutor, MRG, will notify the PAG members with the date of the Public Hearing as soon as it becomes known.**

The sixth Project Advisory Group (PAG) meeting was held to provide an opportunity for stakeholder, agency and public participation, which is a key element of the Project Development and Environment (PD&E) Study phase.

A total of 23 persons attended including team members. Full list of attendees is noted on the Sign in Sheet attached. CFX's Director of Engineering, Glenn Pressimone and Jonathan Williamson, Project Manager (Dewberry) were in attendance. Additionally, Emily Brown, CFX's Community Affairs Manager was also present. Metric Senior Project Engineer Robert Linares, P.E. and Project Manager Will Sloup, P.E., attended and were supported by staff members Gabriela Garcia, P.E., Robert Myers, Environmental Specialist and Media Relations Group's Public Involvement Consultant Valerie Tutor, who facilitated the meeting.

#### **1. Introductions/Welcome**

Ms. Tutor welcomed the meeting's returning and new participants. The participants were thanked for their time and willingness to serve once again. Ms. Tutor asked that the study team introduce themselves, followed by CFX staff and then the meeting participants themselves.

#### **2. Staff Presentation and Status Update**

- Will Sloup, P.E. with Metric Engineering, gave a Power Point presentation to the PAG reviewing the purpose & need, the 5 corridor alternatives considered, followed by selection of Corridor 4 as the preferred corridor and the preliminary alignment within that corridor. He updated the group on the latest information and refinements to the alignment and presented on the recommended alternative. He outlined current and next steps for the study team.



# MEETING NOTES

## Project Development and Environment Study SR 408 East Extension from SR 50 to SR 50/SR 520 Intersection

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### 3. Discussion and Comments – Members Offered the Following Comments and Questions

- Bobby Beagles, Florida Farm Bureau and Town of Christmas, asked what the Orange County School Board said about the planned bus depot (around CR 419 area). Mr. Sloup replied that the team had met with them about it and incorporated their planned improvements into our study. They have indicated they have put their plans on hold for now due to the Florida's Turnpike Colonial Parkway study.
- Mr. Beagles asked if the alignment missed the Dietrich's property. Rob Myers, Metric Engineering, said that the alignment will miss his house, but it will impact a portion of the land.
- Keith Caskey of MetroPlan Orlando indicated that Commissioner Bonilla will be speaking in opposition to this project at the next MetroPlan Board meeting. **Action:** Keith will send Commissioner Bonilla's PowerPoint Presentation to the PAG and the study team.
- Amy Sirmans, representing FDOT District Five, asked if CFX has funded a design phase for this project. Glenn Pressimone, CFX Engineering, replied that it is only funded for 15% line and grade in the work plan. The full design is not funded at this time, but the work plan is updated annually so that could change.
- Renzo Nastasi with Orange County, suggested that the study show Woodbury Road widened all the way to SR 50 and beyond as that is what is planned. Widening Woodbury Road has been added to the Orange County CIP.
- Tim McKinney, United Global Outreach, asked when the study results will be presented to the CFX Board. Mr. Sloup replied that the team would be bringing it to the CFX Board about one month prior to the Public Hearing which is planned for the Spring of 2018 now. The CFX Board will give further direction to staff as to what happens next with the project. The Board could instruct CFX to move forward with the project or stand by as the Colonial Parkway project progresses or drop it from further consideration.
- Mr. McKinney says there is concern in the community as lawyers are sending out letters saying their property is going to be taken any day now. He suggested CFX and the team find a way to let the public know the correct information. He also asked if it was still planned to be done in (3) sections. Mr. Pressimone said the CFX Board would decide that. The CFX Board will also consider the goal of regional connectivity as outlined by the Governor's Task Force in their decision-making process.
- Mr. McKinney asked when this project would be constructed so that he can let the community know. Mr. Pressimone responded that in a perfect world, if everything fell into place, the project could be constructed in 5-6 years.
- Mr. McKinney asked about the medical clinic which is the only one that serves the community there. Mr. Sloup stated that the team is aware of the clinic and has developed alternatives to avoid it, as shown on the roll plot at the meeting.

# MEETING NOTES

## Project Development and Environment Study SR 408 East Extension from SR 50 to SR 50/SR 520 Intersection

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- Mr. Nastasi said that Orange County has received several comments regarding adding a pedestrian overpass crossing SR 50 near CR 419/ Chuluota Road.
- Don Whyte, Deseret Citrus and Cattle Company, said he is concerned about the eastern terminus of the expressway. There are a lot of major roads that feed into an at-grade intersection to get onto the SR 408 extension and he hopes that this will be fixed at some point. Mr. Robert Linares, Metric Engineering, explained that the project currently is evaluating for traffic in the year 2045 and that horizon year is all that is called for in the study. However, CFX's plan is for a SR 408 extension further east. At a future time, it is possible that direct connections may be required.
- Hugh Harling, East Central Florida Regional Planning Council, commented that this seems to be a good layout. He hopes it will take into consideration the groundwater table. The hurricane has put a lot of water along the corridor and it is not draining well now. Mr. Linares acknowledged that this was a good point and said the base would need to be 2-3 feet above high water, so the amount of fill could be substantial. The study team is taking this into account.
- Dwight Saathoff, Project Finance and Development LLC, asked what phase of the project is property identified for purchase and that process started. Mr. Pressimone and Mr. Linares both commented on this and stated that right of way acquisition usually starts at about 60% design with willing sellers. Mr. Sloup mentioned that once the drainage is designed, which is around 60%, you can usually have a good idea of what properties will need to be purchased. Mr. Pressimone explained that it is possible that right of way agents for CFX could start conversations with willing sellers earlier in the design phase. The fastest scenario could see the design phase beginning around the end of 2018 and CFX able to do preliminary acquisition around the fall of 2019.
- Maria Teimouri, with University of Central Florida, asked what do we do to give back to the community we are impacting. Are there any beautification plans we can add, etc? Mr. Linares replied that the study alignment will provide opportunities for landscaping and aesthetic features to bridge structures.
- Mr. McKinney commented that on an FDOT project they are making retention ponds more "park-like." Mr. Pressimone said that the character of a limited access toll road is different, and ponds usually are a part of CFX right of way and not a public place. These types of things will need to be discussed during the design phase. CFX can and does invest in landscaping their projects especially around the interchange and pond areas. They take pride in this and it is usually about 1-2% of the construction costs.
- Ms. Sirmans commented that FDOT has a new policy to not make big ugly rectangular retention ponds.
- Mr. Beagles pointed out that the recent hurricane evacuation proved the need to build this road to help move and evacuate people.
- Mr. Saathoff said that he thought CFX roadways were more functional and aesthetically pleasing than others.

# MEETING NOTES

## Project Development and Environment Study SR 408 East Extension from SR 50 to SR 50/SR 520 Intersection

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- Laura Carter, Space Coast TPO, mentioned that this adds another east-west roadway other than SR 50 and SR 528 and gives people moving between Brevard and Orange counties another option.
- Ron Toporek, representing OUC, said he would hate to see the PAG back here in 10 years still talking about this roadway. His opinion is that the justification for the roadway is clear, but the concern is that with two agencies involved, FDOT and CFX, who will decide which projects gets built. Mr. Pressimone again stated that this would be up to the CFX Board if they want to move forward or wait for the Colonial Parkway study to be finished. This becomes a political discussion at some point. Mr. Linares mentioned that cost will be a crucial factor in this, both from CFX and FDOT standpoints.
- Mr. Beagles asked when the study team might determine the date for the Public Hearing. Mr. Linares said that the study team is finalizing documents for review and we should be closer to a date in a few months. Valerie Tutor, Media Relations Group, said she would notify the team in a Save the Date email as soon as the date is scheduled.
- Sean Ells, representing Columnar Development, said based on the cost in the presentation, that seemed to come to \$35M a mile. Is that normal? Mr. Linares commented that there are a lot of bridge crossings in this alignment which adds to the costs. The original alignment that was co-located with SR 50 would have cost \$100M a mile or more.
- Frank Consoli, Seminole County Public Works, commented that this seems to be a good alignment and he mentioned when he was with the City of Orlando, they did sidewalk widening underneath the expressways where possible to tie into trails.
- Mr. McKinney stated that if the team sends him a project flyer or fact sheet he can post it on the community Facebook page.
- Ms. Tutor concluded the meeting by thanking the PAG members, on behalf of the study team and CFX, for their participation and their time taken to serve on this advisory group.

#### 4. Next Steps

The study documents are being finalized for review by Dewberry, the CFX consultant. Review of some portions of the documents is already in process.

This is the last PAG meeting for this study. The Public Hearing has been pushed back to Spring of 2018, possibly April. The PAG members will be notified of the hearing date and location when it has been finalized and the notifications prepared.

Meeting adjourned at 3:20 p.m.



## CORRIDOR MEETING



# SR 408 PD&E STUDY

## EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION

Project Identification Number: 408-254

[www.CFXway.com/408study](http://www.CFXway.com/408study)

Newsletter 3, January 2017

## PD&E STUDY OVERVIEW

In May 2015, the **Central Florida Expressway Authority (CFX)** began a Project Development and Environment (PD&E) Study for the proposed SR 408 (Spessard L. Holland East-West Expressway) Eastern Extension from the SR 50 interchange to the SR 50/SR 520 Intersection in East Orange County.

The objective of this study is to help CFX reach a decision on the type, design and location of the potential eastern extension of SR 408. All factors related to the design and location of the proposed expressway must be considered. These include transportation needs, social impacts, economic factors, environmental impacts, engineering analysis and right-of-way requirements.

## PUBLIC CORRIDOR MEETING

CFX invites you to an Alternative Corridor Public Workshop regarding the potential eastern extension of SR 408 from the State Road 50 interchange to the SR 50/State Road 520 intersection in east Orange County. The purpose of this Public Workshop is to provide the public with an opportunity to review and comment on the corridor alternatives developed for the project. Representatives from the PD&E Study team will be present to answer your questions concerning the presentation, display boards and the alternatives evaluation process and results.

The meeting will be held on **Thursday, February 16, 2017, at the Eastpoint Fellowship Church, located at 15060 Old Cheney Highway, Orlando, Florida 32828**. We will provide an overview of the project, the status of the study and the opportunity for you to ask questions and provide input. The meeting will be held in an open house format from **5:00 p.m. to 7:00 p.m.** Participants will be able to review project information and discuss the project with project staff during the meeting. Your attendance is encouraged and appreciated.

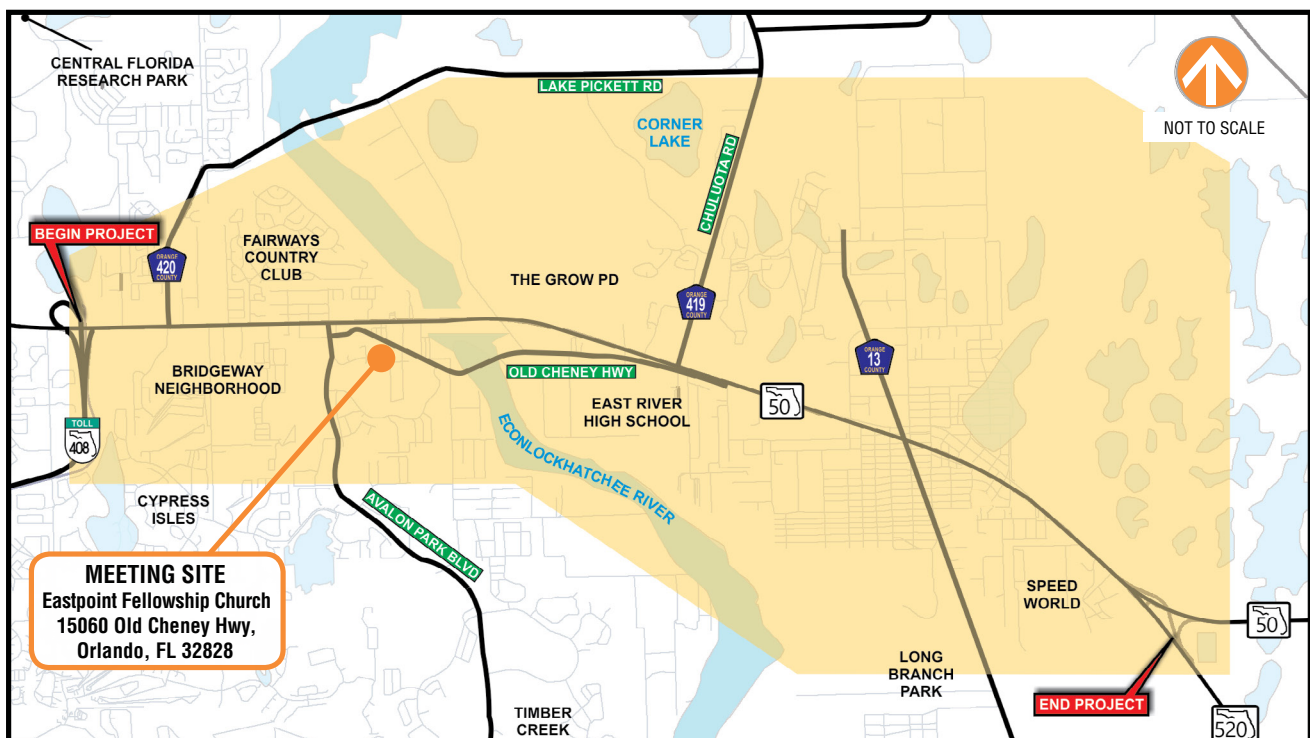
## PROJECT UPDATE

The results of the PD&E Study indicated that the optimal location for the eastern extension of the SR 408 is along the existing SR 50 corridor. From the existing SR 50/SR 408 interchange to Avalon Park Boulevard, the results of the study recommended SR 408 be elevated with the SR 408 eastbound traffic located south of SR 50 and the westbound SR 408 located north of SR 50. East of Avalon Park Boulevard, SR 408 would be located in the median of SR 50, with SR 50 functioning as a local frontage road. This alternative will also feature new interchanges at Avalon Park Boulevard and at Chuluota Road. However, in May 2016 the Florida Department of Transportation (FDOT) notified CFX that there are issues with CFX utilizing the FDOT right-of-way for the SR 408 extension. Thus CFX has expanded the PD&E study area in order to develop a new transportation corridor that will address the transportation needs while minimizing impacts to the natural, physical and cultural environments. We invite you to assist CFX in the evaluation of these corridors by providing comments to our engineering team.

## PUBLIC INVOLVEMENT

One of the most important aspects of a PD&E Study is public involvement. Your input is important to the success of the project. Information received as a result of this public meeting, along with detailed analyses of the corridors, will form the basis for the range of alternatives to be further refined, evaluated and documented in the PD&E Study.

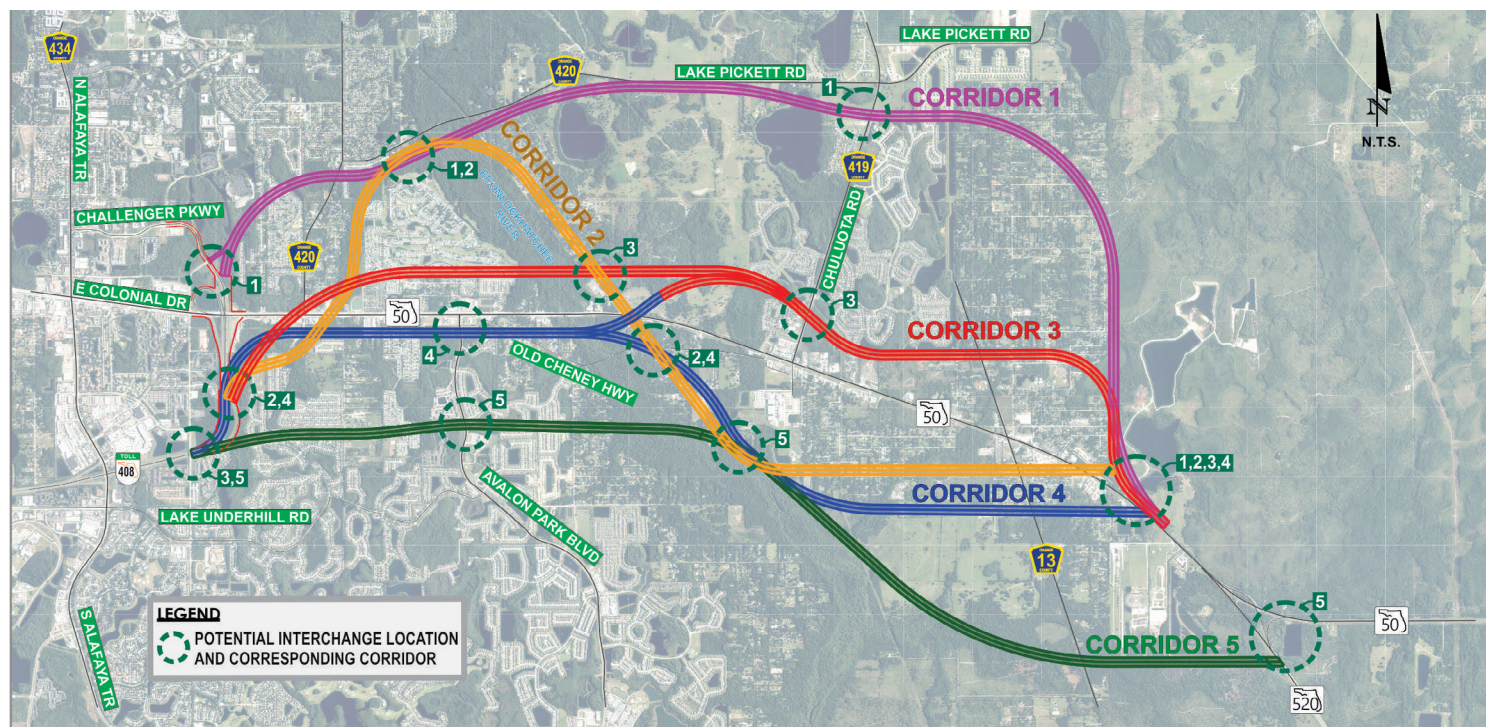
Opportunities for you to provide your input will be available throughout the study public meetings, small group meetings, and the project website [www.CFXway.com/408study](http://www.CFXway.com/408study).





## ALTERNATIVE CORRIDORS

A multi-phase corridor development, evaluation and selection process will be used to properly assess all alternative corridors for the proposed eastern extension of SR 408. The corridors are being evaluated in terms of compliance with the Purpose and Need, environmental impacts, socio-economic impacts, engineering considerations. An important component of the evaluation are the public comments received at this meeting and throughout the study period. Currently, five main corridors and 7 additional combinations are being evaluated and are shown below.



## PROJECT SCHEDULE

|                              | 2016 |   |   |   | 2017 |   |   |   |   |   |   |   |   |   |  |   |
|------------------------------|------|---|---|---|------|---|---|---|---|---|---|---|---|---|--|---|
|                              | S    | O | N | D | J    | F | M | A | M | J | J | A | S | O |  |   |
| MONTH                        |      |   |   |   |      |   |   |   |   |   |   |   |   |   |  |   |
| BEGIN STUDY                  | 🎯    |   |   |   |      |   |   |   |   |   |   |   |   |   |  |   |
| CORRIDOR PUBLIC MEETING      |      |   |   |   | ★    |   |   |   |   |   |   |   |   |   |  |   |
| ALTERNATIVES PUBLIC WORKSHOP |      |   |   |   |      |   |   |   | ★ |   |   |   |   |   |  |   |
| PUBLIC HEARING               |      |   |   |   |      |   |   |   |   |   |   |   | ★ |   |  |   |
| CORRIDOR EVALUATION          |      |   |   |   |      |   |   |   |   |   |   |   |   |   |  |   |
| ALTERNATIVES ANALYSIS        |      |   |   |   |      |   |   |   |   |   |   |   |   |   |  |   |
| ENVIRONMENTAL ANALYSIS       |      |   |   |   |      |   |   |   |   |   |   |   |   |   |  |   |
| PUBLIC INVOLVEMENT           |      |   |   |   |      |   |   |   |   |   |   |   |   |   |  |   |
| STUDY COMPLETION             |      |   |   |   |      |   |   |   |   |   |   |   |   |   |  | 🎯 |

## PROJECT CONTACT

For project information, to provide comments regarding the study or to request a meeting with your group, please contact:

**Valerie Tutor, Public Information Officer**

Phone: 941-504-9440, Email: 408study@CFXway.com

*Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.*

**Para más información en español acerca del proyecto, por favor comuníquese con Alicia Gonzalez al 786-280-6645 o por correo electrónico agonzalez@mrgmiami.com.**





**Alternative Corridor Public Workshop**  
**Thursday, February 16, 2017 | 5 p.m to 7 p.m.**  
 Eastpoint Fellowship Church  
 15060 Old Cheney Highway  
 Orlando, Florida 32833

## ELECTED OFFICIALS & STAFF SIGN-IN

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# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

Alternative Corridor Public Workshop  
Thursday, February 16, 2017 | 5 p.m to 7 p.m.  
Eastpoint Fellowship Church  
15060 Old Cheney Highway  
Orlando, Florida 32833

## GENERAL PUBLIC SIGN-IN SHEET

| NAME                | ORGANIZATION | ADDRESS                        | PHONE NUMBER | EMAIL            |
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| Sam Ellis           |              | Lake Pickett Rd.               | 321-960-2343 |                  |
| Jerome McFarland    |              | 1818 Frank St.                 | 407-232-5065 |                  |
| Alex Ferrer         |              | 14203 THAMHALL WAY             | 407-709-0802 |                  |
| JAMES L. PEYTON     |              | 1835 Hwy 318, PITMAN, FL 32113 | 352-595-4908 |                  |





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## GENERAL PUBLIC SIGN-IN SHEET

| NAME                | ORGANIZATION | ADDRESS                           | PHONE NUMBER | EMAIL                    |
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| William White       |              | 19827 Meredith PK                 | 407 334 5581 | white57@live.com         |
| Mike Snyder         | CH2M         | 225 E. ROBINSON ST.<br>ORLANDO    | 207-423-2030 |                          |
| ROBERT FLOWERS      |              | 17223 WILSON Rd.                  |              |                          |
| DAVID BOTTOMLEY     | SIERRA       | 305 WOODBURY AVE                  |              | MICHAELMOCHA@A1100       |
| Danilo Bivally      |              | 15614 Lakeside St                 | 407-257-9339 | David@5102030@plow       |
| Danniel Stufflebeam | Home owner   | 18927 5th Ave                     | 407-804-7279 |                          |
| Susan Devor         | Home owners  | 1888 Knight Ave                   | 407-342-6370 | Susan1213.home@gmail.com |
| Daniel E. Devor III |              | 1888 Knight Ave                   |              |                          |





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| NAME                    | ORGANIZATION | ADDRESS                                | PHONE NUMBER | EMAIL                          |
|-------------------------|--------------|--|--------------|--------------------------------|
| Dana Paul               |              | 17641 E. Colonial                      | 407-462-1484 | dana.paul@gmail.com            |
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| Kevin and Carmen Clarke |              | 917 N County Rd 13                     | 407 921 1362 | KCSJ81@AOL.com                 |
| Jennifer McFarland      |              | 1818 Frank St. Orlando                 | 407-501-2669 | JennMcFar@gmail.com            |
| M. Achille-Angaz        |              | 171 54 Long Boat Lane                  | 505 328-2372 | MerielA Achille-utay@gmail.com |
| Pablo Aguayo            |              | 743 Bridgeway Ave                      |              | pablo_1@hotmail.com            |
| TOM SEILER              |              | 200 STORF PARTIN<br>ORLANDO 32833      | 407 568 3581 | jseiler712@yahoo.com           |
| Robert Cooper           |              | 3009 Amalfi Dr. Orlando 32820          | 407-948-4221 | BettieGold@hotmail.com         |
| Breck Johnson           |              | 4074 N. Hwy 18-A<br>32757 Mt. Dora, FL |              | Johnsonbreck@yahoo.com         |
| Elizabeth Hernandez     |              | 14826 Faberge Dr<br>32828              | 407-736-9738 | LizHernandez1022@gmail.com     |
| Debona Dunbar           |              | 127 8th St                             | 321 804 4530 | debona.jd@metzerg.com          |



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| NAME               | ORGANIZATION | ADDRESS               | PHONE NUMBER           | EMAIL                  |
|--------------------|--------------|-----------------------|------------------------|------------------------|
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| Jens Wood          |              |                       |                        |                        |
| Stephen Bohan      |              | 14513 San Lorenzo Dr  | 407-489-7233           |                        |
| Rocky Wynn         |              | 14107 Colonial Sam Ln | 407-538-0404           |                        |
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| Jackie Rubinstein  |              | 16608 Cedar Run Dr    |                        |                        |
| M Larkner          |              | 17154 Longboat Ln     | <del>407-757-455</del> |                        |
| Preston Strickland |              | 1290 Caudle St        |                        | preston31@myway.com    |
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| Bettie Cooper      |              | 3009 Amalfi Drive     |                        | BettieGold@hotmail.com |





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| NAME            | ORGANIZATION | ADDRESS                    | PHONE NUMBER | EMAIL                   |
|-----------------|--------------|----------------------------|--------------|-------------------------|
| Ronald Rabaut   |              | 12633 Parkburg Dr          | 321-271-1169 | rrabaut@cfl.rr.com      |
| Tan Nguyen      |              | 2300 Maitland Center Pkwy  | 407-965-4211 | tan.nguyen@wolkert.com  |
| Ramon Pol       |              | 510 Cox Dr Orlando         | 407-758-4522 | Rg.Police@aol.com       |
| KAY WEST        |              | 1705 10TH ST               | 407 568 4174 | KLWEST568@OUTLOOK.COM   |
| TERRY WEST      |              | 1705 10TH ST               | 407 568 4174 | " "                     |
| LEONARDO HOWARD |              | 356 ALISON DAPPLE CIR      | 407 453 8744 | BHILL6-Road@mso.com     |
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| HELEN P. UNSER  |              | 2835 Ballard Ave           | 407 568 9659 | pUNSER@cfl.rr.com       |
| Hernan Duarte   |              | 17883 E. Colonial Dr       |              |                         |
| Marylou Tobin   |              | 18630 13 <sup>TH</sup> AV. |              |                         |
| Carol Bar       |              | 2553 Traymore Dr.          | 407 491.1874 | Barck 32825@yahoo       |





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| NAME               | ORGANIZATION | ADDRESS                              | PHONE NUMBER   | EMAIL                 |
|--------------------|--------------|--------------------------------------|----------------|-----------------------|
| Lisette Mazzeo     |              | Orlando 32828<br>827 Bridgeway Blvd. | (561) 714-3272 |                       |
| Nick & Carol Green |              | 3332 Lukas Cove                      | 321 377 5057   |                       |
| Tim HERBER         |              | 19523 Lk. PICKETT RD.                | 407-936-5635   |                       |
| Ballentine         |              | 332 Lukas Cove                       | 407-461-4643   | marcia2525@gmail.com  |
| Jim Natsay         |              | 2300 161st St Charlotte NC           | 907-402-2082   |                       |
| German L. Sadr     |              | 14666 Congress st                    | 407-230-4597   | ptrico13@yahoo.com    |
| Charles W. Johnson |              | 20335 Mman Pkwy Orlando              | 407-702-3522   |                       |
| Bill Grinn         |              | 18515 16th Ave                       | 407 221 6734   | WFBGrinn@aHotmail.com |
| Greg Priewe        |              | 4523 Bradley Ave                     | 407-583-7107   |                       |
| Elizabeth Conner   |              | 2711 S. Tanner Rd.                   | 407-982-6354   | LizConner@gmail.com   |
| Jerry Rogers       |              | 2204 Dallas Blvd.                    | 407-468-3447   |                       |



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| NAME                          | ORGANIZATION | ADDRESS                                    | PHONE NUMBER   | EMAIL                      |
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| Louis Garcia                  | uy.F         | 14214 Thonhall way<br>Orl FL 32828         | 407-491-2807   | louistzarate@gmail.com     |
| William & Carol<br>Jacobus    |              | 1509 Cristall Ct.<br>Orlando, FL 32828     | 407-620-6288   | Caroljacobus@bellsouth.net |
| Keith Stubbs                  | Self         | 3006 SAN LEO DR<br>Orlando, FL 32820       | 407-462-6918   | Stubbs32@bellsouth.net     |
| Gary A McFarland              | Self         | 549 SCR # 13<br>Orl FL 32833               | 407-468-1549   | —                          |
| Horbert Licht                 | Self         | 151 Vantage Dr<br>Altamonte Sp- FL 32714   | 407-860-407    | horbertlicht@att.net       |
| MIKE <sup>MARI</sup> BILLINGS |              | 555 CRB. 13 ORL 32837                      | 407 568 8532   | —                          |
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| Bonita Johnson                | Self         | 14103 Bent Tree Pl. 32826                  | 407-595-3080   | BJOHNSONJ6@AOL.com         |
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| Lorraine Schneider            | Self         | 1788 Kingsmill                             | 407-382-1031   |                            |





# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

Alternative Corridor Public Workshop  
Thursday, February 16, 2017 | 5 p.m to 7 p.m.  
Eastpoint Fellowship Church  
15060 Old Cheney Highway  
Orlando, Florida 32833

## GENERAL PUBLIC SIGN-IN SHEET

| NAME               | ORGANIZATION | ADDRESS                  | PHONE NUMBER | EMAIL                                      |
|--------------------|--------------|--------------------------|--------------|--|
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| Larry Simmons      |              | 2728 S. TANNER           |              | Larry46@cfl.rr.com                         |
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| Vincent Barnes     |              | 15624 Sarcle Ct.         |              |  |
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| Donna Dale         |              | 1745 Inverary            |              | rgddld@bellsouth.net                       |





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| NAME               | ORGANIZATION | ADDRESS                       | PHONE NUMBER | EMAIL                   |
|--------------------|--------------|-------------------------------|--------------|-------------------------|
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| EARL Rogers        |              | Bellmore                      | 407-443-3410 | ERogers30@cfl.rr.com    |
| RALPH SINGLETON    |              | 529 VEKSAILLES<br>MAITLAND FL | 407-644-9811 | cmc5294@gmail.com       |
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| Carl Speake        |              | 18832 JACKSON AV 32820        | 407 770 4478 | FASTrack75@aol.com      |
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| Jose Lopez R.      |              | 14200 Thonikall way           | 407 207 1484 | co                      |



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| NAME              | ORGANIZATION | ADDRESS                | PHONE NUMBER | EMAIL                        |
|-------------------|--------------|------------------------|--------------|------------------------------|
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| NAME             | ORGANIZATION    | ADDRESS                                       | PHONE NUMBER | EMAIL                       |
|------------------|-----------------|---|--------------|-----------------------------|
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| Don Priest       | Riverside Title |   | 407 865-4684 |                             |
| Gracy Pendergast |                 | Orlando<br>920 Dolores Ave FL 32806           | 407-841-0014 |                             |
| BILL SCHIFFER    |                 | 15626 LARKSPUR ST<br>Orl 32828                | 321 408 4842 |                             |
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| NAME             | ORGANIZATION | ADDRESS                            | PHONE NUMBER | EMAIL                   |
|------------------|--------------|------------------------------------|--------------|-------------------------|
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| William Pons     |              | 18501 15 <sup>th</sup> Ave, Bithlo | 407-568-6112 | badbill10@ATT.net       |
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| Robert Gowdek    |              | 1474 CAUDLE ST<br>32828            | 407-568-3410 |                         |
| Mr Lopez         |              | 2319 10th st.                      | N/A          |                         |



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|---------------------|--------------|--------------------------------------|--------------|-------------------------------|
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| Steve Hackerberry   |              | 16816 Beale Rd                       | 321-299-2781 | " "                           |
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| NAME            | ORGANIZATION     | ADDRESS                        | PHONE NUMBER | EMAIL                                 |
|-----------------|------------------|--------------------------------|--------------|---------------------------------------|
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| NAME                  | ORGANIZATION                              | ADDRESS                               | PHONE NUMBER | EMAIL                          |
|-----------------------|---|---------------------------------------|--------------|--------------------------------|
| Thomas Connor         | home owner                                | 2744 S. Tawnee Rd                     | 407-466-8182 | TreskConnor@AOL.com            |
| Bud & Nancy Ingberman | home owners                               | 16224 Sandflower Trl                  | 251 680 3493 | brnIngberman@gmail.com         |
| Nilsa Ruy             | home <sup>Resident</sup> <del>owner</del> | 14719 Congress St                     | 205-939-7980 | —                              |
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| LYNNE WHITE           | HOME OWNER                                | 1055 DRIFT CREEK COVE<br>ORLANDO      | 407-384-8874 |                                |
| Esther Restrepo       | Home Owner                                | 1527 Cristalli Ct Orlando FL<br>32828 | 561 703 8178 | popspup81@yahoo.com            |
| Elaine Hinsdale       | home owner                                | 274 Fairway Plk Cir 32828             | 407-384-0129 | elainehinsdale@gmail.com       |
| Richard Steinko       | home owner                                | 2333 Archer Blvd 32833                | 407 568 3946 | richterry.steinko@netscape.net |
| ANNE WIGHTMAN         | HOME OWNER                                | 3344 LUKAS CV 32820                   | 407-568-3057 | BEACHIEONE@AOL.COM             |
| Rich WIGHTMAN         | Home Owner                                | 3344 LUKAS CV 32820                   | 407-568-3057 | Richwsr@AOL.com                |
| MARK HOFFMAN          | HOME OWNER                                | 18615 5TH AVE 32820                   | 321-438-0872 | mjhoffman3@gmail.com           |



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|-----------------------|--------------|--|--------------|----------------------------|
| JENNIFER PILOTO       |              | 18580 FIRST ST<br>ORLANDO, FL 32833              | 321-303-0878 | PILOTOE@<br>bell SOUTH.NET |
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| NAME              | ORGANIZATION | ADDRESS            | PHONE NUMBER | EMAIL                 |
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|---------------------|--------------|---------------------------------------|--------------|--------------------------------|
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| CLAYTON WIEB        |              | 18553 Everett Rd                      | 407-222-0912 |                                |



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| Eduardo Melendez  | me                    | 15907 Trigonla ST                            | 4075683186                       |                               |





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| NAME                | ORGANIZATION | ADDRESS                | PHONE NUMBER | EMAIL                        |
|---------------------|--------------|------------------------|--------------|------------------------------|
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|-------------------------|--------------|-----------------------|----------------|--------------------------|
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| Robert Goldman          |              | 931 Buist Ave         | 407 766 2845   | BJGOLDMAN99@gmail.com    |
| Jonathon Williamson     | Dewberry     |                       |                |                          |



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| <del>Chad</del>                  |              | 14845 Kennedy Dr ORL                              | 407 8840728  |                           |
| Paul R Linder                    |              | 738 Rugby St Orlando Fla                          | 407-425-2518 |                           |
| Shawn Hudgins                    |              | 14327 Viburnum Ln, 32828                          | 407-217-5718 | shawn.hudgins@crn.org     |
| Emilio Lebron<br><del>Paul</del> |              | 1043 DRIFT CREEK CO                               |              |                           |
| Clifford Reesman                 |              | 318 Gut RD Or FL 32828                            | 407-719-2040 |                           |
| James Duke                       |              | 2333 Osprey Woods Cir <sup>ORLANDO FL</sup> 32820 | 850 240 9523 | firstdukefamily@yahoo.com |
| Carrie Kalish                    |              | 17449 Bella Nova Dr <sup>Orlando</sup> 32820      | 407 923 6649 | ouyunkj@aol.net           |





# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

Alternative Corridor Public Workshop  
Thursday, February 16, 2017 | 5 p.m to 7 p.m.  
Eastpoint Fellowship Church  
15060 Old Cheney Highway  
Orlando, Florida 32833

## GENERAL PUBLIC SIGN-IN SHEET

| NAME                 | ORGANIZATION                         | ADDRESS  | PHONE NUMBER | EMAIL                      |
|----------------------|--------------------------------------|--|--------------|----------------------------|
| DAN DUDLEY           |                                      | ORLANDO FL<br>3024 SAN LEO DR                  | 704 246 5659 | DANKDUDLEY@HOTMAIL.COM     |
| Bob WELTONS          |                                      | 8317 Cheringay A                               | 407-277-8317 | BW GEMINI+MSS.COM          |
| Wayne & Marion Panek |                                      | 915 Buist Ave Orlando                          | 727-856-6312 | WMPANEK@yahoo.com          |
| Mary Ann Pigera      |                                      | 13721 Bluewater Cir 32828                      | 321-239-3604 | mapigera@gmail.com         |
| Laura Daniels        |                                      | 1409 Bella Coda Dr. 32828                      | 407-761-0716 | lauradaniels@CFL.net       |
| GARRETT MCCREERY     |                                      | 1006 Bridgeport Blvd 32828                     | 321-230-2997 | garrett.mccreery@gmail.com |
| GREG GOLGOWSKI       | ORANGE Co.                           | 201 S ROSALIND AVE.                            |              | gregory.golgowski@ocfl.net |
| CAROL DEERHAM        |                                      | 808 CORKWOOD AVE                               | 407-489-4119 | CAROLDEERHAM1054@gmail.com |
| Jose Gutierrez       |                                      | 1658 Candela CT, 32828                         | 407-3688455  | gutierrez117@aol.com       |
| JASON RUSSO          | ORANGE COUNTY -<br>DISTRICT 4 OFFICE | 201 S. ROSALIND AVE. - 5TH FL<br>ORL, FL 32802 | 407-836-5881 | JASON.RUSSO@OCFL.NET       |
| Kathleen Charter     |                                      | 15088 LP Rd, Orlando, FL 32828                 | 407-568-3788 |                            |





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## GENERAL PUBLIC SIGN-IN SHEET

| NAME                | ORGANIZATION | ADDRESS                                   | PHONE NUMBER | EMAIL                        |
|---------------------|--------------|---|--------------|------------------------------|
| Edna Lantz          | None         | 18801 TACOMA ST.                          | 321-805-0629 | MLantz71@aol.com             |
| Donald Dick         | Self         | 4208 Clearing Way                         | 407-380-4448 | <u>donald.dick@gmail.com</u> |
| Janet Jessel        | Self         | 16426 Hamilton Dr                         | 407 56 8620/ |                              |
| Shawn Fisher        | Self         | 19024 NASH ST                             | 407 923-0408 |                              |
| Ben Stanley         | Self         | 15120 Old Cheney Hwy                      | 407 427-0650 | B.stanley550@yahoo.com       |
| Paschal Aquino      | self         | 1114 Lendale Ct.                          | 407 234-6089 | paschal111@yahoo.com         |
| Hugh Harling        | ECFRPC       |   | 409 252-1575 | hharling@ecfrpc.org          |
| Brenda Rogers       | Self         | 2445 4th st. 32820                        |              | lopevsty@Realix.net          |
| KATHERINE HERNANDEZ | —            | 2135 Colonial Woods Blvd<br>Orlando 32826 | 407-606-0773 |                              |
| Charles Altman      | Self         | 16250 Hamilton Dr.                        | 407 247 7711 | Orlmlton@gmail.com           |
| Gerardo Garcia      | Self         | 1825 Colonial Woods Blvd                  | 407-443-6066 | garcia.bgjo@gmail.com        |



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| NAME             | ORGANIZATION       | ADDRESS               | PHONE NUMBER | EMAIL                  |
|------------------|--------------------|-----------------------|--------------|------------------------|
| Jerry Runyan     | Premium Properties |                       |              | duro104@hotmail        |
| David Stevens    | owner              | 554 wellon AVE        | 407-448-0450 | daves@500thentire.net  |
| Al & Jan Johnson | owner              | 15227 Lk Pinedale     | 407 247 9842 | jhnson4@aol.com        |
| CJ/Lit Gas       |                    | 521 8th Street        |              |                        |
| LeErik Cooper    | owner              | 17534 Bella Nova Dr.  | 407-234-6885 | eccop1222@hotmail.com  |
| Pablo Vega       | owner              | 14757 Finestre st     | -            | -                      |
| Robert Spiteri   | Owner              | 13731 Sunshowers CR   | 407-446-4826 | orlandarob01@yahoo.com |
| MARGARET Poli    | owner              | 516 COX DR DR.        |              |                        |
| Julie McClung    | Owner              | 16167 Santflower Trl. | 407-694-6480 | j1mcclung8@gmail.com   |
| Linda McClung    | Owner              | 15553 Triguera St     | 407-616-3960 |                        |
| GREG SMITH       | SELF               | Orlando               |              | smithgtp@bwa.com       |





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| NAME                | ORGANIZATION | ADDRESS                                       | PHONE NUMBER | EMAIL                              |
|---------------------|--------------|---|--------------|------------------------------------|
| Dianna Bush         |              | 17419 Bella Nova Dr                           | 706-506-3293 | Dianna @e-heartthside.com          |
| Kathy Logan         |              | 16140 Old Cheney Hwy                          | 321-277-1179 | kattlogan@gmail.com                |
| Ron Logan           |              | 11  | 407 408 0772 | RonLogan63@gmail.com               |
| Sherri Carrigan     |              | 2636 Albion Ave                               | 407-353-3456 | Sherlock@att.com                   |
| Maria Del C Sanchez |              | 17551 Bella Nova Dr.                          | 915-309-6418 | CSANchez-Reather<br>SBC Global Net |
| Richard Wright      |              | 863 Hamilton Dr                               | 407-342 8378 | yawright53@juno.com                |
| Kathrine Vickers    |              | 125 Story Partin Rd                           | 407-353-0139 | Fosterthe7th@yahoo                 |
| REG ULLMAN          |              |   |              | REG.TAMADOGA@gmail.com             |
| Guy Kemp            |              | 13344 Lake Turnberry<br>Circle 1, Orlando, FL |              | guygike@bellsouth.net              |
| Ricard Diaz         |              | 1737 Caligua Ln.<br>Orlando 32828             |              |                                    |
| David Harrison      |              | 1642 S tanner rd                              | 407 952 6366 | Liquid1868@gmail.com               |





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| NAME             | ORGANIZATION                     | ADDRESS                             | PHONE NUMBER | EMAIL                                 |
|------------------|----------------------------------|-------------------------------------|--------------|---------------------------------------|
| Demetrios Warren |                                  | 2554 Lyndhurst                      | 321-289-7788 | LoewB96@gmail.com                     |
| Cindy Hudgins    |                                  | Orlando<br>14327 Viburnum Ln. 32828 | 407-405-0633 | Cindy.Hudgins@eru.org                 |
| Jeff Champlin    |                                  | 01<br>1043 Drift Creek Cove 32828   | 407-961-3987 | champlj.wtj@gmail.com                 |
| Sid Mair         |                                  | Orlando<br>9111 Chuboldt Rd #132820 | 407-595-0346 | sidmair@yahoo.com                     |
| Colric Maffett   |                                  |                                     | 407-484-0708 | colric@yahoo.com                      |
| Dante Payne      |                                  | 3114 San Leo dr Orlando 32820       |              |                                       |
| Maria Martinez   |                                  | 17546 Bella Nova DR 32820           | 301-653-3551 | <del>1111</del> Bibi2342000@yahoo.com |
| Jim Harrison     |                                  |                                     |              |                                       |
| Shawn Newberry   |                                  | 32820<br>14519 San Lorenzo Drive    | 407-446-2838 | Senberry@yahoo.com                    |
| Don Delph        | operating Engineers<br>Local 673 | 630 Lochwood Dr.                    | 407-484-7871 | DonDelph673@aol.com                   |
| Stacy Ewing      |                                  | 16157 Morris Dr.                    | 407-421-6616 | STACEY100@yahoo.com                   |



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|-----------------|--------------|---|----------------|---|
| DONNA TICEHURST |              | 17813 Golden Leaf Ln, Orl 32820               | 407-234-2591   | dstice1271@yahoo.com                                    |
| CHUCK TICEHURST |              | ORLANDO<br>17813 GOLDEN LEAF LN. 32820        | 407 760 0256   | ea_ticehurst@yahoo.com                                  |
| MAKSOOR KHUWASA | HANSON/FDOT  | 700 N. Maitland Ave<br>Maitland, FL 32751     | 407 925 5995   | mkhuwasa@hanson-inc.com                                 |
| LINDA DEANGELO  |              | 780 LOCKWOOD DR 32833                         | 321 662 4125   | orlandbdeangelo@gmail.com<br>linda.deangelo@comcast.net |
| Pamela Sible    |              | Orlando, FL 32833<br>16011 Old Cheney Hwy     | 407.432.1645   | Siblejoli@aol.com                                       |
| STEPHEN HOPGOOD |              | 14152 SPARDEL CT<br>ORLANDO, FL 32826         | 401 640 3745   | SHOPGOOD702@gmail.com                                   |
| SARA HURTADO    |              | 2154 Colonial Woods Blvd<br>Orlando, FL 32826 | (407) 249-1349 | SARAHURTADO50@hotmail.com                               |
| Tina Authier    |              | 16302 HAMILTON DR<br>ORLANDO, FL 32833        | 407-777-8262   | SIBTRACKEAGAIN@gmail.com                                |
| Robert Restrepo |              | 1527 Crystall Ct<br>Orlando, FL 32828         | 760 889 0405   | robert_restrepo@yahoo.com                               |
| Kurt Garber     |              |   |                | Kgarber-fokhachlaw.com                                  |
| DAVE KINNAMAN   |              | 1418 Blackstone Blvd Or                       |                |   |





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|------------------|---------------------|---|---------------------|----------------------------|
| Frank Alfonso    |                     | 1373 Old Dock Rd                        | 407-222-7521        |                            |
| Christopher Neun | Alton Clark Realty  | 241 S Westmonte #1040 Altamonte Springs | 407-970-4912        |                            |
| Bob Carrigan     | Carrigan Realty Inc | 18716 E Colonial Dr<br>Orlando 32820    |                     |                            |
| Charles Weber    |                     | 16336 OLD CHENEY                        | 407-091-0522        |                            |
| Phuoc Nguyen     |                     | 15215 E. Colonial Dr.                   | 407-371-5002        |                            |
| Wilson Knott     |                     | 16815 Bearley Rd                        | 407-924-2807        | Wilson.Knott@FLRR.com      |
| Jim Ryker        |                     | 13227 Old Dock Rd                       | 306-9162<br>407-766 |                            |
| Sonia Ryker      |                     | 12002 Cherry Valley Way                 | 407-766-0154        |                            |
| Johnny Stanley   |                     | 83152 North Tanager Rd                  | 407-247-3047        | Johnny.Stanley15@yahoo.com |
| Shirley McCoy    |                     | 720 Ft Christmas                        | 407 948.8849        |                            |
| John Reber       | WCE HVA             | 15018 Moultrie Pointe Rd                | 407.803.3312        | john.reber2@yahoo.com      |





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|------------------|--------------|---|--------------|-------------------------|
| Ron BM           |              | 18600 5 <sup>TH</sup> Ave                           | 407-947-122  | Dumbmass@yahoo.com      |
| WARREN SPENCER   |              | 14636 Lady Victoria Pl                              |              | 20E KAT3920@AOL.com     |
| Alan Ashlock     |              | 2727 Lake Pickett Pl                                | 407-808-9413 | aashlock@maximcrane.com |
| Lee Hanson       |              | Chuluota, FL 32766<br>1951 310 W 8 <sup>TH</sup> St | 407-365-3037 | skileeg@aol.com         |
| Deb Deen         |              | 3151 9 <sup>TH</sup> St 32820                       | 407-848-7046 | blondharmofun@aol.com   |
| Brian Stinchcomb |              | 14324 Lk Pickett                                    | 407-717-56   |                         |
| Anna Vreuls      |              | 3141 Amalfi Dr. Orlando, FL 32820                   | 407-761-6711 | abatt83@bellsouth.net   |
| Rose Thompson    |              | 14137 Sunflower trail                               | 407-538-8419 | Flavie68@gmail.com      |
| Crystal Thompson |              | " "   |              |                         |
| Sandra Bitikofer |              | 2303 S. Tanner Rd.                                  | 407-646-237  | sbitikofer@rollins.edu  |
| SCOTT HUDSON     | RINAEDIS AC  | 15264 E. COLONIAL PL                                | 407-275-0705 | scott@rinaedis.com      |



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| NAME              | ORGANIZATION           | ADDRESS                                 | PHONE NUMBER | EMAIL                                |
|-------------------|------------------------|---|--------------|--------------------------------------|
| Mark Spontelli    |                        | 13219 SW Cole Ct Orlando FL 32828       |              | mspontelli@gmail.com                 |
| Brenda Hoyer      |                        | 13507 Ivy Brooke Ln Orlando 32828       |              | edwin_hoyer@yahoo.com                |
| HOP FAMILY TRUST  |                        | 2010 Hawks Lodge Dr. Orlando 32820      |              | KAINU I <sup>2820</sup> @Hotmail.com |
| Joe Shelton       |                        | 1412 Blackwater pond                    |              | tomfunke@gmail.com                   |
| Brian Metzler     |                        | 932 NCR 13 32820                        |              |                                      |
| CAROLE Hetzel     |                        | 19567 LAUSDOWNE ST. ORLANDO 32833       |              |                                      |
| Meagan Nazareth   | EAST SIDE CYCLING CLUB | 611 Tuten Trail Ordo FL 32828           |              | meagan.L.NAZARETH@gmail.com          |
| JOHN MEYERS       |                        | 14512 SAN LORENZO DR. ORLANDO, FL 32820 |              | 3-meyers@comcast.net                 |
| Elizabeth Rodgers |                        | 1720 cherry valley way                  |              | RPrudenLLC@yahoo.com                 |
| Jon Spitale       |                        | 15483 Oregon Ave Orl. 32828             |              | jonspitale@yahoo.com                 |
| ISAAC MARTINEZ    |                        | 3132 SAN LEO DR orl 32820               |              | PCALCHI@ATTN.COM                     |





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| NAME                         | ORGANIZATION                                  | ADDRESS                                    | PHONE NUMBER   | EMAIL                     |
|------------------------------|---|--|----------------|---------------------------|
| Daniel Woodell / Connie Cook | Homeowner                                     | 16268 Colonial Dr Lot 40                   | 321-804-4328   | daniel.woodell@gmail.com  |
| Judy Chubb                   | Homeowner                                     | 606 Lockwood Dr. <sup>32833</sup> Ql.      | 407-568-3732   | mothladyvc@gmail.com      |
| Margie Holt                  | Sierra Club Cent. FL Group                    | 8502 Alverton Ave. <sup>32817</sup> Del.   | 407-679-6759   | margieholt@earthlink.net  |
| Louis A. Dables              | Home Owner                                    | 1391 Candle St. <sup>32829</sup> Deland FL | 407-963-0360   | louis@louisdables.com     |
| Clara Brugnani               | Home Owner                                    | 14224 Colonial Lakes Drive                 | (407) 923-0518 | pinkpanther2109@gmail.com |
| Frankie Elliott              | Home owner                                    | 802 Buixst Ave                             |                | efcallen@bellsouth.net    |
| Alan Altshuler               | <sup>owner</sup> FORMER RE CORP <sup>AN</sup> | PO, 547386 ORL 32834                       | 321 217 8343   |                           |
| Leslie Waller                | Home owner                                    | 10303 Hamilton Dr. Ori 32833               | 407-568-4434   | Wtr Bone@aol.com          |
| GRACE V. SANCHEZ             | homeowner                                     | 14508 San Lorenzo Dr.                      | 407-923-1528   | grace@1059Sunnyfm.com     |
| Ivan J Sanchez               | Homeowner                                     | 14518 San Lorenzo                          | 407-923-1529   | Ivan.J.Sanchez@gmail.com  |
| JOE KUNKER                   | Home Owner                                    | 876 Cranes Ct, Maitland                    | 407-481-8898   | JCKRPF@aol.com            |





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|--------------------|--------------|--|----------------|--------------------------------|
| Ralph Bove         | Volkart      | 2300 MATLAND CENTER PKWY<br>MATLAND FL 32751 | 321-214-4777   | RALPH.BOVE@VOLKART.COM         |
| Darrel Cross       | Home Owner   | 1250 ALAPAHALN<br>Orlando FL 32828           |                | Darrel.Cross@hotmail.com       |
| Anthony Smith      | DRMP         |  |                | asmith@drmp.com                |
| Katherine Guise    | Home Owner   | 14660 Congress St                            |                | Rguise@aol.com                 |
| Jeff Sterling      | Muddy Hat    | 3246 San Lee Dr. Orlando 32820               | 407-394-5127   | Jeff.MandayHat@gmail.com       |
| Larry Underwood    | Home Owner   | 1820 Colonial Woods Blvd.                    | 407-230-5084   |                                |
| CHIP DENMARK       | HOME OWNER   | 3105 AMALFI DR                               | (321) 228-8445 | CHARLES DENMARK@BELL SOUTH.NET |
| Charles Bell South |              |  |                |                                |
| Andrew Vossouth    | Homeowner    | P.O. Box 9828, FT2, FL 33310                 |                |                                |
| Greta Olson        | Home owner   | 2051 Osprey Woods Circle, Orlando 32820      |                | greta.olson10@gmail.com        |
| Carl Weisinger     | Home owner   | 19442 E Colonial Drive <sup>Orl</sup> 32825  | 407-257-1669   | Cedward@aol.com                |



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|------------------|--------------|------------------------------|--------------|--------------------------|
| MARK Higgins     |              | 716 North St. Orlando        | 407-467-5654 |                          |
| Henry Corden     |              | 440 Dean Creek Ln Orlando    | 407-536-8114 |                          |
| Julio Soto       | Home Owner   | 14537 San Lorenzo Dr         | 407-625-6972 | wcareaglepride@gmail.com |
| NATHAN Silva     | Concerned    | 301 E Pine Street<br>Orlando | 321-229-8512 |                          |
| Jerome Kalish    | Home owner   | 17449 Bella Nova Dr 32820    | 321-804-7147 | WYNNK55@yahoo.com        |
| Jennifer Sherman | Home owner   | 17528 Bella Nova Dr 32820    | 321-278-4736 |                          |
| Shana Stettner   | Homeowner    | 3008 Amalfi Dr. 32820        | 407-515-2112 | sstettner@cfl.rr.com     |
| Denise Aldridge  | Homeowner    | 1249 Sunflower Tr 32828      | 407-466-4431 | denisea2@cfl.rr.com      |
| Doug Ruter       | Homeowner    | 3240 San Leo Dr 32820        | 803-818-0903 | dougruter@gmail.com      |
| Mindy Heath      | citizen      | 3674 Seagrave WPFL 32792     |              | mheath3@cfl.rr.com       |
| JOSH Rust        |              | 16141 Michul Rd              |              | rustytek@gmail.com       |





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| NAME             | ORGANIZATION               | ADDRESS                       | PHONE NUMBER | EMAIL                        |
|------------------|----------------------------|-------------------------------|--------------|------------------------------|
| BIBI SATTAR      |                            | 2012 Colonial Woods Blvd      | 407-207-0679 | N/A                          |
| CT Conte         |                            | 1418 Blackwater Pond Dr.      | 407-697-1539 |                              |
| R. Reyes         | CDA                        |                               |              |                              |
| Heather Cox      |                            | 716 N 6th St Orlando FL 32820 | 407-267-2567 |                              |
| PHIL HOFFMAN     |                            | 17420 Bella Nova Dr           | 330-285-2468 | philhoffman@hotmail.com      |
| Katie Dagenais   | Homeowner                  | 3454 Curving Oaks Way 32820   | 407 803 2499 | katie@jalucommunications.com |
| YAMINA AZIZI     | Homeowner                  | 19128 N. Oak St 32837         |              | unamusmin@pol.com            |
| Scott Tyre       | Homeowner                  | 13592 Old Oak Rd              | 407-381-2883 | SSTYRE@AOL.COM               |
| Natalia Kapsalis | Waterford Trails HOA Board | 1532 Algonkin Loop            | 407 429 9258 | natalia.kapsalis@gmail       |
| Jim Penny        | East Side Cycling Club     | 1909 Crown Hill Blvd          | 407-271-5405 | James.Penny@carpsyn.com      |
| Robert Renier    | Homeowner                  | 3159 Amalfi Dr                | 407-408-6859 | renier57@gmail.com           |





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|----------------------------|--------------|-------------------------------|--------------|---------------------------|
| STEPHEN DONEGAN            |              | 1532 CANNON WAY RD #102       | 407 242 4423 | SDONEGAN@DRMP.com         |
| Patrick Larmond            |              | 14908 Perdido Dr              | 407-616 0846 | pg/larmond558@yahoo.com   |
| Evelyn Horv's              |              | 848 Lockwood Dr.              | 407-267-2304 | evelyn2875@aol.com        |
| WAYNE Horv's               |              | 848 Lockwood DR               | 407-568-0123 | wayne.horv's@aol.com      |
| RON & LIZ<br>VENTURA-MOORE |              | 17509 BELLA NOVA DR.          | 7142346354   | ronald.g.moore@leidos.com |
| Adam + Nici<br>Ayala       |              | 14536 San Lorenzo Dr.         | 386-682-9388 | nliraudais@hotmail.com    |
| Terry & Keisha Reynolds    |              | 17443 Bella Nova Dr 32820     | 407-466-4147 | LOSMOWER@GMAIL.COM        |
| Jimmy Hester               |              | 18055 Lake Pickett Rd         |              |                           |
| Bill Lutz                  |              | 2618 S. Travel Rd             |              | WLutz23@CFZKRG-           |
| Tom Narut                  |              | 14620 Josar Dr. 32826         | 407 249-8859 | tomnarut@posdata.com      |
| Michael Infinger           |              | 1154 Cherry Valley Way, 32828 | 954-292-1470 | fsm_infinger@yahoo.com    |



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Thursday, February 16, 2017 | 5 p.m to 7 p.m.  
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15060 Old Cheney Highway  
Orlando, Florida 32833

## GENERAL PUBLIC SIGN-IN SHEET

| NAME                        | ORGANIZATION            | ADDRESS                                      | PHONE NUMBER | EMAIL                       |
|-----------------------------|-------------------------|--|--------------|-----------------------------|
| Emily Stetther              |                         | 3008 Amalfi Dr.<br>Orlando, FL 32820         | 561-385-0872 | Gerberemmy@aol.com          |
| Loyce OBrien                |                         | 18860 Hewlett Rd<br>Orlando, FL 32820        |              |                             |
| James OBrien                |                         | 18856 Hewlett Rd<br>Orlando, FL 32820        |              |                             |
| JOSIAH BANET                |                         | 1170 STELLAR DRIVE<br>OVIEDO, FL 32765       | 407-739-8365 | jpbanet2@gmail.com          |
| AL HASTINGS<br>Don Hastings | HIDDEN RIVER<br>RV PARK | 15295 E. COLONIAL                            | 407 568 5346 | HIDDENRIVERPARK@AOL.COM     |
| Thomas & Joy Brinduse       |                         | 3770 E Thompson Rd<br>Indianapolis IN 46237  | 317-783-5507 |                             |
| Patli Haasir                |                         | 17705 Candel Rd Orl.                         | 407-568-4804 |                             |
| Chris Chalk                 |                         | 3128 Amalfi Drive<br>Orlando FL 32820        | 678-315-4119 | christopherrchalk@gmail.com |
| RICHARD BAXTER              |                         | 6715 WHISPERING PINES RD<br>ORLANDO FL 32824 | 407-547-6748 | RB32714@yahoo.com           |
|                             |                         |  |              |                             |
|                             |                         |  |              |                             |





# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

Alternative Corridor Public Workshop  
Thursday, February 16, 2017 | 5 p.m to 7 p.m.  
Eastpoint Fellowship Church  
15060 Old Cheney Highway  
Orlando, Florida 32833

## GENERAL PUBLIC SIGN-IN SHEET

| NAME                | ORGANIZATION | ADDRESS                                   | PHONE NUMBER   | EMAIL                           |
|---------------------|--------------|---|----------------|---------------------------------|
| Maribel G Cordero   | Dist 4       | 32825<br>440 Dean Creek Ln Orlando, FL.   | (407) 381-3337 | maribelgfordistrict4@gmail.com  |
| Pedro Villanueva    | Home owner   | 3001 SAN Leo Dr.                          | (28) 522-1443  | N/A                             |
| T.W. Squires        | Land owner   | 327 Tanglewood St Apopka FL 32712         | 407 886-3080   | —                               |
| HEATHER FITZPATRICK | LAND OWNER   | 16137 OLD CHENEY HWY                      | 407-5958443    | BLABBERMOUTH@GMAIL.COM          |
| CHARLIE FISH        | LAND OWNER   | 13525 TOPAZ LAKE CT                       | 321-303-5711   | charlie.fish@cfatrackseries.com |
| John Franklin       | Land owner   | 32820<br>17900 Golden Leaf Ln, Orlando FL | 407-443-3533   | jfranklin75@yahoo.com           |
| Andrew Diaz         | Home owner   | 32820<br>2237 DASHING CIRCLE ORLANDO FL   | 407-600-3774   | Sot_josephd94@yahoo.com         |
|                     |              |   |                |                                 |
|                     |              |   |                |                                 |
|                     |              |   |                |                                 |
|                     |              |   |                |                                 |





# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION

Project Identification Number: 408-254

Alternative Corridor Public Workshop  
Thursday, February 16, 2017 | 5 p.m to 7 p.m.  
Eastpoint Fellowship Church  
15060 Old Cheney Highway  
Orlando, Florida 32833

## GENERAL PUBLIC SIGN-IN SHEET

| NAME                | ORGANIZATION | ADDRESS                    | PHONE NUMBER        | EMAIL                     |
|---------------------|--------------|----------------------------|---------------------|---------------------------|
| Walter Aughenbaugh  |              | 13509 Madison Park Rd      |                     |                           |
| Paul & Kelly Kuehne |              | 744 Buist Ave              |                     |                           |
| * Pierre Navarre    | resident     | 13201 White Cedar Dr       | Add to mailing list |                           |
| Adolfo Rivera       | Homeowner    | 3228 SAN LEO DR            | 813-407-0626        |                           |
| Bernard Lee         | Homeowner    | 915 Geranium Avenue        | 321-330-7172        | Bernard Lee 430@gmail.com |
| Sonia Echeandia     | homeowner    | 2054 Gloria Oak Ct Orlando |                     |                           |
| Kimberly Pierce     | homeowner    | 2381 Corbett Rd Orl.       |                     | kcinorlando@yahoo.com     |
|                     |              |                            |                     |                           |
|                     |              |                            |                     |                           |
|                     |              |                            |                     |                           |
|                     |              |                            |                     |                           |



# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
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Orlando, Florida 32833

## GENERAL PUBLIC SIGN-IN SHEET

| NAME                  | ORGANIZATION | ADDRESS                     | PHONE NUMBER            | EMAIL                     |
|-----------------------|--------------|-----------------------------|-------------------------|---------------------------|
| JOAN FAGAN-HOFFMAN    | Home Owner   | 17420 BELLA NOVA DR 32820   | 330-285-2467            | JFAGANHOFFMAN@HOTMAIL.COM |
| Dawn Gray             | Homeowner    | 13117 Odyssey Lakeway 32826 | 407-249-1498            | Sgray63439@AOL.COM        |
| Chris & Nicole Corbin | Homeowner    | 16217 Morris Dr 32833       | 407-568-1292            | nmcorbin@aol.com          |
| Kevin Brigman         | Home owner   | 17417 Candel Rd 32833       | 407-947-2308            | NYKevin68@gmail.com       |
| Charlotte Grabowski   | Home Owner   | 2084 PEBBLE Beach Bv 32826  | 315-254-8571            | Apple194@gmail.com        |
| Heather Rufer         | Home Owner   | 3240 San Leo 32820          | 803-818-0944            | hrruter@gmail.com         |
| Carmen Johnson        | Home Owner   | 18637 Bellmore Ave 32820    | 407-416-3088            | CJOHNSON.1TIL@GMAIL.COM   |
| FRANK HANLON          | HOME OWNER   | 20821 YAM ST. 32833         | 407-568-2388            | fxhanlin@hotmail.com      |
| Josefette Teuyaw      | Home Owner   | 776 Hamilton An 32833       | 407-450-6910            | Teuyaw@hotmail.com        |
| Joselyn Rivera        | resident     | 3228 San Leo Dr 32820       | <del>407-450-6910</del> |                           |
|                       |              |                             |                         |                           |





# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

Alternative Corridor Public Workshop  
Thursday, February 16, 2017 | 5 p.m to 7 p.m.  
Eastpoint Fellowship Church  
15060 Old Cheney Highway  
Orlando, Florida 32833

## GENERAL PUBLIC SIGN-IN SHEET

| NAME                | ORGANIZATION | ADDRESS               | PHONE NUMBER | EMAIL                |
|---------------------|--------------|-----------------------|--------------|----------------------|
| Jane Kalarney       |              | 12755 Lantana Rd      | 407-5682818  |                      |
| Doris Ortega Rivera | Resident     | 3228 San Leo Dr       | 813-220-0952 | dorisoriv@yahoo.com  |
| Kelly Semrad        | resident     | 3111 Amalfi Dr.       | 407-2335375  | Kelly.Semrad@ucf.edu |
| Rebecca Sergio      | resident     | 14318 chicon crossing | 407-808-6929 | Rebecca.Sergio       |
| Barbara Sidley      | resident     | 922 Bridgeway Blvd    | 407-748-7384 | BarbaraSidley        |
| Wayne Sidley        | "            | " "                   | "            | SidleyW@gmail.com    |
|                     |              |                       |              |                      |
|                     |              |                       |              |                      |
|                     |              |                       |              |                      |
|                     |              |                       |              |                      |
|                     |              |                       |              |                      |





**Alternative Corridor Public Workshop**  
**Thursday, February 16, 2017 | 5 p.m to 7 p.m.**  
 Eastpoint Fellowship Church  
 15060 Old Cheney Highway  
 Orlando, Florida 32833

# GENERAL PUBLIC SIGN-IN SHEET

[illegible]



**Alternative Corridor Public Workshop**  
**Thursday, February 16, 2017 | 5 p.m to 7 p.m.**  
 Eastpoint Fellowship Church  
 15060 Old Cheney Highway  
 Orlando, Florida 32833

# GENERAL PUBLIC SIGN-IN SHEET

[illegible]



# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

Alternative Corridor Public Workshop  
Thursday, February 16, 2017 | 5 p.m to 7 p.m.  
Eastpoint Fellowship Church  
15060 Old Cheney Highway  
Orlando, Florida 32833

## ELECTED OFFICIALS & STAFF SIGN-IN

| NAME                       | ORGANIZATION                                  | ADDRESS                             | PHONE NUMBER   | EMAIL                      |
|----------------------------|---|-------------------------------------|----------------|----------------------------|
| Hugh Miller                | CDM Smith                                     |                                     | 407-660-6440   | millerhw@cdmsmith.com      |
| Shasta Shaffer             | Congressman Darren<br>Soto's Office           | Official                            | 407-401-0467   | Shasta.Shaffer@gmail.com   |
| Cathy Owen                 | FDOT DS                                       | Reland FL                           | 386-943-5383   | cathowen@dot.fl.gov        |
| Glenn Pressmore            | CFX   | '                                   | 407-690-5321   |                            |
| Mary Brooks                | QCA   |                                     | 407-691-5504   | Mary E Brooks              |
| Will Hawthorne             | CFX   |                                     | 407 690-5337   |                            |
| ✓✓                         | DEWBERRY                                      | 17321 JONATHAN LUKAS CT             | 407 453 9161   |                            |
| Dennis Weatherford         | OC Environmental<br>Protection                | 3195 McCrory Place<br>Orlando       | 407 836 1404   | DennisWeatherford@OCFL.net |
| <del>Emily Bonitta</del>   | <del>County Commissioner<br/>District 5</del> |                                     |                |                            |
| <del>Larry Underwood</del> | <del>Colonial Woods</del>                     | <del>1820 Colonial Woods Blvd</del> | <del>407</del> |                            |
|                            |   |                                     |                |                            |



STAFF



# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION

Project Identification Number: 408-254

Alternative Corridor Public Workshop  
 Thursday, February 16, 2017 | 5 p.m to 7 p.m.  
 Eastpoint Fellowship Church  
 15060 Old Cheney Highway  
 Orlando, Florida 32833

## ELECTED OFFICIALS & STAFF SIGN-IN

| NAME                   | ORGANIZATION | ADDRESS   | PHONE NUMBER | EMAIL                       |
|------------------------|--------------|-----------|--------------|-----------------------------|
| BRENT GILLETTE         | METRIC       | ORLANDO   | 407 644 1898 | bgillette@metriceng.com     |
| Maria Fernandez Perrat | MRG/PID      | Miami     | 305-3456946  | mf-perrata@mrqmiami.com     |
| Pilar Shirazi          | MRG/PID      | Miami     | 305-254-8598 | pshirazi@mrqmiami.com       |
| Eunice Sanders         | MRG/PID      | Miami     | 305-254-8598 | esanders@mrqmiami.com       |
| Paul Carballo          | metric       | Miami     | 305 235 5098 | paul.carballo@metriceng.com |
| CAITLIN HILL           | METRIC       | MIAMI     | 305 235 5098 | Caitlin.Hill@metriceng.com  |
| Will Sloop             | Metric       | Lake Mary | 386 848 5185 | william.sloop@metriceng.com |
| Gabriela Barera        | metric       | Miami     | 805-288-5098 | GBarera@metriceng.com       |
| Carlos Rodriguez       | Metric       | Miami     | 11           | crodriguez@metriceng.com    |
| Valerie Tutor          | MRG-PID      | Miami     | 239-834-8141 | vtutor@mrqmiami.com         |
| Sam Althys             | CFR          |           |              |                             |





# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION

Project Identification Number: 408-254

## Comment Sheet

Alternative Corridor Public Workshop | Thursday, February 16, 2017 | 5 p.m to 7 p.m.

Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

Name: Susan Devor

Address: 1888 Knight Ave Orlando FL 32826

Phone Number: 407-342-6370

Email: SUSAN1213.home@gmail.com

Comment:

NO to #3 \*early #4  
We live in an older neighborhood & have worked harder to have our dream home in retirement. We are retired on a limited income with a great love of the rustic lifestyle. #3 will wipe out homes of a lot of ~~retirees~~ retirees w/limited income.

Out of all the corridors shown #5 or a combo of #5 into #4 makes the most sense & seems to be the most direct routes  
People were hunting down & WHERE WERE ALL THE BLANK Comment forms?

No to #1 goes way out of way & opens the northern area to development that has been blocked recently.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

CENTRAL  
FLORIDA  
EXPRESSWAY  
AUTHORITY

Lance Decuir, PE, AICP  
Project Manager  
482 South Keller Road  
Orlando, Florida 32810  
(407) 690-5000  
lance.decuir@atkinsglobal.com

William Sloup, PE  
Consultant Project Manager - Metric Engineering  
615 Crescent Executive Ct, Suite 524  
Lake Mary, FL 32746  
(407) 644-1898  
william.sloup@metriceng.com



# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION

Project Identification Number: 408-254

## Comment Sheet

Alternative Corridor Public Workshop | Thursday, February 16, 2017 | 5 p.m to 7 p.m.

Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

Name: JOSE E. CAMACHO

Address: 14521 E. COLONIAL AVE. 32826

Phone Number: 407-384-9995

Email: MEGATECHART0011@BELL.SOUTH.NET

Comment: I THINK CORRIDOR 1 MAKES THE MORE  
SENCE SINCE THERE IS MORE OPEN LAND THAN HOMES  
OR BUSINESSES TO AFFECT THEM INCLUDING  
MYSELF.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

CENTRAL  
FLORIDA  
EXPRESSWAY  
AUTHORITY

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William Sloup, PE  
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william.sloup@metriceng.com





# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
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## Comment Sheet

Alternative Corridor Public Workshop | Thursday, February 16, 2017 | 5 p.m to 7 p.m.  
Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

|  |                                 |
|--|---------------------------------|
| Name: Kathleen Miller  |                                 |
| Address: 17160 Long Boat Lane Orl 32820  |                                 |
| Phone Number: 407-575-0635   | Email: Kathy.miller09@gmail.com |
| Comment: I reside at 17160 Long Boat Lane. I would like the 408 extension to come down <sup>highway</sup> 50 or <sup>corridor</sup> #5. I am strongly against Corridor 1 as <del>the</del> my family home will be severely impacted. |                                 |
|  |                                 |
|  |                                 |
|  |                                 |
|  |                                 |

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FLORIDA  
EXPRESSWAY  
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# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

## Comment Sheet

Alternative Corridor Public Workshop | Thursday, February 16, 2017 | 5 p.m to 7 p.m.  
Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

Name:

Address:

Phone Number:

Email:

Comment:

6-LANE HWY 50 FROM TANNER RD  
TO 520

Public participation is encouraged. Should you have any questions or need additional information, please contact:

**CENTRAL  
FLORIDA  
EXPRESSWAY  
AUTHORITY**

**Lance Decuir, PE, AICP**  
Project Manager  
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## Comment Sheet

Alternative Corridor Public Workshop | Thursday, February 16, 2017 | 5 p.m to 7 p.m.  
Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

Name:

Andrew J Diaz

Address:

2237 Darlin Circle Orlando FL 32820

Phone Number:

407-600-3772

Email:

sot-josephd91@yahoo.com

Comment:

I reside at the address above I would like  
408 extension to come down Highway 50  
I'm strongly against corridors 1&2 as  
any family's home will be severely  
impacted.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

**CENTRAL  
FLORIDA  
EXPRESSWAY  
AUTHORITY**

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## Comment Sheet

Alternative Corridor Public Workshop | Thursday, February 16, 2017 | 5 p.m to 7 p.m.  
Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

|  |                                |
|--|--------------------------------|
| Name: <u>MEHMOOD SADIQ</u>   |                                |
| Address: <u>14507 San Lorenzo DR. ORLANDO, FL 32820</u>  |                                |
| Phone Number: <u>407-797-7860</u>  | Email: <u>MKHSADIQ@aol.com</u> |
| Comment: <u>I Reside at 14507 San Lorenzo DR, ORLANDO, FL 32820. I would like 408 EXTENSION TO COME DOWN Hwy 50. I'm Strongly against Corridors 1 &amp; 2 as my family home will be Severely Impacted.</u> |                                |
|  |                                |
|  |                                |
|  |                                |

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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FLORIDA  
EXPRESSWAY  
AUTHORITY**

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## Comment Sheet

Alternative Corridor Public Workshop | Thursday, February 16, 2017 | 5 p.m to 7 p.m.  
Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

Name:

Damely O'Dell

Address:

3045 Amalfi Drive Orlando FL, 32820

Phone Number:

407-913-0534

Email:

pdorn2@msn.com

Comment:

I reside at 3045 Amalfi Drive Orlando, FL 32820. I would like the 408 extension to come down Hwy 50. I am STRONGLY AGAINST CORRIDORS 1 & 3 as my family home will be severely impacted.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

**CENTRAL  
FLORIDA  
EXPRESSWAY  
AUTHORITY**

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Project Manager  
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## Comment Sheet

Alternative Corridor Public Workshop | Thursday, February 16, 2017 | 5 p.m to 7 p.m.  
Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

Name:

Sean O'Dell

Address:

3045 Amalfi Drive Orlando, FL 32820

Phone Number:

321-439-3350

Email:

Sean@mansmoosemedia.com

Comment:

I reside at 3045 Amalfi Drive Orlando, FL 32820.

I would like the 408 extension to come down Hwy 50.

I am strongly AGAINST CORRIDORS 1 & 3 as my family home will be severely impacted.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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FLORIDA  
EXPRESSWAY  
AUTHORITY**

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Alternative Corridor Public Workshop | Thursday, February 16, 2017 | 5 p.m to 7 p.m.  
Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

|   |                                    |
|---|------------------------------------|
| Name: Chris Chalk   |                                    |
| Address: 3128 Amalfi Drive Orlando FL   |                                    |
| Phone Number: 678-315-4119  | Email: christopherrchalk@gmail.com |
| Comment:  |                                    |
| I reside at the address above. I would like to see Corridor 4 or 5 built.         |                                    |
| I am strongly against Corridor 1 + 3 as my family home will be severely impacted. |                                    |
|   |                                    |
|   |                                    |

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Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

|               |                     |                              |
|---------------|---------------------|------------------------------|
| Name:         | Libsette Mazzeo     |                              |
| Address:      | 827 Bridgeway Blvd. |                              |
| Phone Number: | (561) 714-3272      | Email: pmazzeo11@hotmail.com |

|          |   |
|----------|---|
| Comment: | I live in the Bridgewater community and Plan 5 goes right over our neighborhood and right over Avelon Park neighborhoods. This would displace many families and therefore I feel is not the best Plan nor solution. Now that SR50 has been widened I feel the traffic is much less and not a problem. |
|----------|---|

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EXPRESSWAY  
AUTHORITY**

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Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

|   |                                      |
|---|--------------------------------------|
| Name: Amanda Chalk                          |                                      |
| Address: 3128 Amalfi Drive Orlando FL 32820 |                                      |
| Phone Number: 770-356-2014                  | Email: christopher.r.chalk@gmail.com |
| Comment:                                    |                                      |
| I reside at the address above. I am         |                                      |
| strongly opposed to Corridor 1 + 3          |                                      |
| as my family home will be severely          |                                      |
| impacted.                                   |                                      |
|   |                                      |
|   |                                      |
|   |                                      |

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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william.sloup@metriceng.com





# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

## Comment Sheet

Alternative Corridor Public Workshop | Thursday, February 16, 2017 | 5 p.m to 7 p.m.  
Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

Name:

Donna Dale

Address:

1745 Inverary Dr (Fairways Country Club)

Phone Number:

407-384-9736

Email:

rgdald@belkouth.net

Comment:

1200 homes are in Fairways Country Club - all retirees - on very limited incomes. Please stay away from our community.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

**CENTRAL  
FLORIDA  
EXPRESSWAY  
AUTHORITY**

**Lance Decuir, PE, AICP**  
Project Manager  
482 South Keller Road  
Orlando, Florida 32810  
(407) 690-5000  
lance.decuir@atkinsglobal.com

**William Sloup, PE**  
Consultant Project Manager - Metric Engineering  
615 Crescent Executive Ct, Suite 524  
Lake Mary, FL 32746  
(407) 644-1898  
william.sloup@metriceng.com



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## Comment Sheet

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Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

Name:

Jordan Coats

Address:

16157 Morris Dr Orlando FL

Phone Number:

407-421-6604

Email:

Cjordan Coats

Comment:

Should stay with original plan

go ~~South~~ South of 50 the newer Houses

where the traffic is coming from.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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FLORIDA  
EXPRESSWAY  
AUTHORITY**

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## Comment Sheet

Alternative Corridor Public Workshop | Thursday, February 16, 2017 | 5 p.m to 7 p.m.

Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

Name:

NORA BRENDEL

Address:

14733 FIRESTONE ST - ORLANDO

Phone Number:

407-860-9146

Email:

NORABRENDEL@gmail.com

Comment:

WE DO NOT NEED ANY DISTURBANCE THRU THE

FAIRWAYS C. CLUB - THIS IS A 55+ COMMUNITY THESE

PEOPLE ARE IN THERE 80's + 90's ALL ON 3. SECURITY

AND CAN'T AFFORD TO LIVE ANY OTHER PLACE.

CORRIDOR # 3 IS CUTTING STRAIGHT THRU + LOOKS

LIKE CORRIDOR # 2. THERE ARE 1200 MOBILE HOMES

IN FAIRWAYS. THESE PEOPLE DO NOT NEED THIS

CORRIDOR # 1 LOOKS GOOD TO US.

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Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

|                                     |                               |
|-------------------------------------|-------------------------------|
| Name: <u>Carrie Kalish</u>          |                               |
| Address: <u>17449 Bella Nova Dr</u> |                               |
| Phone Number: <u>407 923 6649</u>   | Email: <u>ouyinki@att.net</u> |

|   |
|---|
| Comment: <u>I live at 17449 Bella Nova Dr Orlando FL 32820.</u>         |
| <u>I would like the 408 extension to come down Hwy 50</u>               |
| <u>I am strongly opposed to Corridor 1 + 3 as my family</u>             |
| <u>home will be negatively effected. My home value will</u>             |
| <u>go down + I will no longer have the peace + quiet <del>and</del></u> |
| <u>I moved out here for!</u>  |
|   |
|   |

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|   |                              |
|---|------------------------------|
| Name: Ben Stanley   |                              |
| Address: 15120 Old Cheney Hwy   |                              |
| Phone Number: 407 427-0650  | Email: Bstanley550@yahoo.com |
| Comment: Bad Bad idea to many family's<br>to put out. Not going to pay this, #4 |                              |
|   |                              |
|   |                              |
|   |                              |
|   |                              |
|   |                              |
|   |                              |
|   |                              |

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Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

|               |                |        |  |
|---------------|----------------|--------|--|
| Name:         | Jesica Crespo  |        |  |
| Address:      | SAN LEO DRIVE  |        |  |
| Phone Number: | (203) 220-8617 | Email: |  |

|                                |
|--------------------------------|
| Comment:                       |
| I am against the 408 Extension |
| My family resides in this area |
| and will be severely impacted  |
| I oppose Corridor 1 & 3.       |
|                                |
|                                |
|                                |

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Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

|               |                                 |                     |
|---------------|---------------------------------|---------------------|
| Name:         | VIJAY NAIR                      |                     |
| Address:      | 3033 Amalfi Dr. Orlando FL 3280 |                     |
| Phone Number: | 917 709 1547                    | Email: VNEVNAIR.ORG |

|          |  |
|----------|--|
| Comment: | Because of the extension we will have      |
|          | our property value will go down and this   |
|          | will look bad for our Community since      |
|          | it is going to be right next to our homes. |
|          |  |
|          | <u>Thanks</u>                              |
|          |  |
|          |  |

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|   |                               |
|---|-------------------------------|
| Name: Louis Garcia  |                               |
| Address: 14214 Tharrahall way orlando FL  |                               |
| Phone Number: 407-491-2807  | Email: louis.karate@gmail.com |
| Comment: I prefer the Corridor (4) than Corridor 5 will be devastating for the community of Brevard water lakes |                               |
|   |                               |
|   |                               |
|   |                               |
|   |                               |
|   |                               |
|   |                               |

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|                              |        |
|------------------------------|--------|
| Name: José López Jr.         |        |
| Address: 14228 Thankhall Way |        |
| Phone Number: 407-421-7921   | Email: |

|                                 |
|---------------------------------|
| Comment: Preferred Corridor # 4 |
|                                 |
|                                 |
|                                 |
|                                 |
|                                 |
|                                 |
|                                 |
|                                 |

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|                                   |        |
|-----------------------------------|--------|
| Name: <i>Peelro Villanueva</i>    |        |
| Address: <i>San Leo Dr</i>        |        |
| Phone Number: <i>407-491-9389</i> | Email: |

|  |
|--|
| Comment:                                     |
| <i>I Reside at 3001 San Leo Dr.</i>          |
| <i>I would like 408 extension to</i>         |
| <i>Come down Hwy 50. I am Strongly</i>       |
| <i>against Corridors 1 &amp; 3 as my</i>     |
| <i>family home will be Severely impacted</i> |
|  |
|  |

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Alternative Corridor Public Workshop | Thursday, February 16, 2017 | 5 p.m to 7 p.m.  
Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

Name: Anna Vreuls

Address: 3141 Amalfi Dr. Orlando, FL 32820

Phone Number: 407-761-6711

Email: abatt83@bellsouth.net

Comment: I reside at 3141 Amalfi Dr. I would like the 408 extension to come down Hwy 50. I am strongly against Corridors 1 & 2 as my family home will be severely impacted.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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FLORIDA  
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Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

Name: ELVAN NORMAN

Address: 1649 Sherman St Orlando FL 32828

Phone Number: (407) 218-9476

Email:

Comment: I live in the path of one of your planned routes.

I see that all routes have homes in the way. I think and say take the blue path. Lets face it, the blue path has less homes in the way. It is also in the middle of all who will use the extension. Blue path does have power lines, but it is easy to move them, not tones of residents.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

Name:

Dante Payne

Address:

3114 San Leo dr

Phone Number:

407-722-2714

Email:

bigcatool2@icloud.com

Comment:

I reside at 3114 San Leo dr Orlando, FL 32820

I would like the 408 extension to come down Hwy 50. I am strongly against corridors 1 & 2 as my family home will be severely impacted.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

Name: Dianna Bash

Address: 17419 Bella Nova Dr. Orlando

Phone Number: 706-506-3293

Email: dianna@e-heart4side.com

Comment: I Reside at the above address. I would like the 408 extension to go down Hwy 50. I am strongly against Corridors 1 & 2 as my family home will be severely impacted! Please consider the Hwy option!

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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Name:

Stephen Bohan

Address:

14513 San Lorenzo Dr Orlando FL 32820

Phone Number:

407-489-7233

Email:

Ps-bohan@yahoo.com

Comment:

I strongly disagree with the proposed corridor 1 and corridor 2

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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|               |                          |        |  |
|---------------|--------------------------|--------|--|
| Name:         | Tom Narut                |        |  |
| Address:      | 14620 Josier Drive 32826 |        |  |
| Phone Number: | 407 249-8854             | Email: |  |

|          |  |
|----------|--|
| Comment: | ① Project should be owned and                        |
|          | managed by FDOT                                      |
|          | ② Project should <u>end</u> at                       |
|          | Avalon Blvd  |
|          | ③ Project should not have                            |
|          | curves. Winter Park I-4                              |
|          | <sup>history</sup> curves gives all the reasons why. |
|          | I-4 ultimate project and millions                    |
|          | of dollars is <sup>wrong</sup> correcting that       |

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|   |                           |
|---|---------------------------|
| Name: Josette Tevyaw  |                           |
| Address: 776 Hamilton Dr.   |                           |
| Phone Number: 407-450-6910  | Email: Tevyaw@hotmail.com |
| Comment:<br>Need to keep to original zoning. This is not sustainable & will harm our drinking water |                           |
|   |                           |
|   |                           |
|   |                           |
|   |                           |
|   |                           |

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Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

Name:

Natalia Kapsalis

Address:

1532 Algonkin Loop

Phone Number:

Email:

natalia.kapsalis@gmail

Comment:

Why are all these plans being looked at when they have so much impact to so many families & businesses? FDOT + CFX should be able to come to an agreement to split the costs and split the profits: everyone wins. ~~THE~~ Corporate greed of these two entities will negatively impact too many. All traffic ends @ Avalon Park Blvd. Why all the way to 520??

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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Name:

Marcia Ballentine

Address:

3320 Lukas Cove

Phone Number:

407-461-4643

Email:

marcia2525@gmail.com

Comment:

We prefer option (combination) 4-5).

Corridor 1 takes drivers ~~off the route~~  
~~off the route~~ on a longer route  
than necessary.

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Name: Richard Diaz

Address: 1767 Laligne Lane, Orl. FL 32828

Phone Number: 407 403 5980

Email: richdiaz1@yahoo.com

Comment: I believe that none of these plans. What needs to be done is FDOT & CFX need to get past their differences and come to an agreement to build over so, share is the cost, profit & maintenance. The intent of this project is to serve the public. Drop the ego and stop chasing money and do the right & smart thing.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

## Comment Sheet

Alternative Corridor Public Workshop | Thursday, February 16, 2017 | 5 p.m to 7 p.m.  
Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

Name: CRAIG CHESKO

Address: 17522 BELLA NOVA DR. 32820

Phone Number:  
(321) 300-4273

Email:  
craig\_chesko@yahoo.com

Comment:

I RESIDE AT 17522 BELLA NOVA DRIVE. I WOULD LIKE THE  
408 EXTENSION TO COME DOWN HIGHWAY 50. I AM STRONGLY  
OPPOSED TO CORRIDORS 1, 2 & 3 AS MY FAMILY HOME WILL  
BE SEVERELY IMPACTED.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

CENTRAL  
FLORIDA  
EXPRESSWAY  
AUTHORITY

Lance Decuir, PE, AICP  
Project Manager  
482 South Keller Road  
Orlando, Florida 32810  
(407) 690-5000  
lance.decuir@atkinsglobal.com

William Sloup, PE  
Consultant Project Manager - Metric Engineering  
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(407) 644-1898  
william.sloup@metriceng.com





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## Comment Sheet

Alternative Corridor Public Workshop | Thursday, February 16, 2017 | 5 p.m to 7 p.m.  
Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

|  |                                      |
|--|--------------------------------------|
| Name: <u>HEATHER RITTENHOUSE</u>   |                                      |
| Address: <u>16137 OLD CHENEY HWY</u>   |                                      |
| Phone Number: <u>407-595-8443</u>  | Email: <u>BLABBERMOUTH4G@MSN.COM</u> |
| Comment: <u>IF THIS HAS TO TAKE PLACE THE LEAST</u><br><u>AMOUNT OF IMPACT TO HOMES + BUSINESS.</u><br><u>REALLY FAR BACK TOWARDS 528 WAS</u><br><u>ORIGINAL PLAN + THAT WAS A BETTER</u><br><u>PLAN. WE ALREADY HAVE ENOUGH</u><br><u>DEVELOPMENT IN THE AREA</u> |                                      |
|  |                                      |
|  |                                      |

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FLORIDA  
EXPRESSWAY  
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Project Identification Number: 408-254

## Comment Sheet

Alternative Corridor Public Workshop | Thursday, February 16, 2017 | 5 p.m to 7 p.m.  
Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

Name:

Paige Bohan

Address:

14513 San Lorenzo Dr Orlando FL 32820

Phone Number:

407.489-7233

Email:

Paige-bohan@yahoo.com

Comment:

I strongly disagree with the proposed route corridor 1 and corridor 2

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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FLORIDA  
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Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

|               |  |  |  |
|---------------|--|--|--|
| Name:         | Tanika Mukherjee   |  |  |
| Address:      | 14525 Sanderson Dr 32826   |  |  |
| Phone Number: | Email: fmukherjee@gmail.com  |  |  |
| Comment:      | There should be a sound barrier as to where even they decide to build this freeway. Its cost should be included in the budget. |  |  |
|               |  |  |  |
|               |  |  |  |
|               |  |  |  |

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Project Identification Number: 408-254

## Comment Sheet

Alternative Corridor Public Workshop | Thursday, February 16, 2017 | 5 p.m to 7 p.m.

Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

Name:

Ronald Rabaut

Address:

12633 Parkburg Dr Orlando FL

Phone Number:

321 271 1169

Email:

rrabaut@cfl.rr.com

Comment:

My concern is the cross over traffic where 408 ends near 520. People coming off of 520 would have to cross SR 50 traffic to get on 408. I prefer 408 lanes to be North of the SR 50 lanes to help reduce this problem.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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AUTHORITY**

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## Comment Sheet

Alternative Corridor Public Workshop | Thursday, February 16, 2017 | 5 p.m to 7 p.m.  
Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

Name: Elizabeth Hernandez

Address: 14826 Faberge Dr 32828

Phone Number: 407-736-9138

Email: LizHernandez1022@gmail

Comment:

Pro of project: It will hopefully take traffic from 50.

Concern: Unsightly, noisy highway near my home.

We really need to alleviate traffic congestion on E 50. The new expansion has hardly finished, and the area still feels congested. Can you image when

"The Grow" opens? But, how can you provide a quiet, beautiful ramp at Avalon and 50?

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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## Comment Sheet

Alternative Corridor Public Workshop | Thursday, February 16, 2017 | 5 p.m to 7 p.m.  
Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

Name:

Peter M Parenti

Address:

927 JADESTONE CIR

Phone Number:

407 736 8030

Email:

pm-parenti@yahoo.com

Comment:

THE NOISE 408 GENERATE NOW  
IS OUT OF BOUNDS I WOULD APPRECIATE  
A TOTAL SOUND PROOFING, BUT I WILL  
NOT BE ABLE TO GO OUTSIDE WITH THE  
INCREASE NOISE POLLUTION!  
SO FAR THE CFXWAY.COM IS A  
ROTTEN NEIGHBOR!

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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## Comment Sheet

Alternative Corridor Public Workshop | Thursday, February 16, 2017 | 5 p.m to 7 p.m.  
Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

Name:

Robert K. Cooper

Address:

3009 Amalfi Drive Orlando Florida 32820

Phone Number:

407-948-4221

Email:

BettieGold@hotmail.com

Comment:

I would like to strongly oppose Corridore 1 and Corridore 2 and  
would like you to use the optimal location alongside SR50. Please  
other means and alternatives in acquiring land from FDOT.

Thank You

Robert K. Cooper  
Robert Kevin Cooper

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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EXPRESSWAY  
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Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

Name: Bettie Cooper

Address: 3009 Amalfi Dr. Orlando, FL 32820

Phone Number: 407-625-5549

Email: BettieGold@hotmail.com

Comment: I would like the 408 extension to come down Hwy 50. I am EXTREMELY opposed to Corridor 1 and strongly against Corridor 2 as my family home will be severely impacted (my brand new home!). Corridor 4 seems like the best option if this expansion must happen!

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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Alternative Corridor Public Workshop | Thursday, February 16, 2017 | 5 p.m to 7 p.m.  
Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

Name:

KEVIN AND CARMEN CLARK

Address:

917 N County Road 13 Orlando FL 32820

Phone Number:

cell 407-921-1362

Email:

KCST81@AOL.COM

Comment:

cell 407-758-6305

WE MOVED OUT THIS FAR TO BE RURAL AND LEFT ALONE.

WE VALUE OUR PEACE AND QUIET. WHAT ABOUT ALL THE LITTLE

people? IF the choice was mine /ours CORRIDOR 1 or 5

Since the lake Pickett development was approved. What

about the median of 50. Leave people alone that

have been here for years. Market value if you uproot

people.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

Name:

Rodrick Keith Stubbs

Address:

3006 Sun Leo Dr. 32820

Phone Number:

407-462-6918

Email:

stubbs32@bellsouth.net

Comment:

I reside at 3006 Sun Leo Dr. Orlando, FL 32820.

I would like the 408 extension to come down Hwy 50.

I am strongly against Corridors 1 & 2 as my family

home will be severely impacted.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

Name: LaErik Cooper

Address: 17534 Bella Nova Dr. Orlando, FL 32820

Phone Number: 407-234-6885

Email: Ecoop1221@hotmail.com

### Comment:

I would like to start by saying I'm in complete opposition to corridor 1 & corridor 2. It will unnecessarily effect many homes & families and their property values. The routes of corridor 1 & 2 go far out and around the fastest route which is corridor 3. This route <sup>is best for the</sup> ~~makes best~~ extension. While I understand this may cause two different entities to <sup>have to</sup> co-operate, but it's the best option given the choices.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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FLORIDA  
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Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

|  |                              |
|--|------------------------------|
| Name: Luany Henriquez  |                              |
| Address: 17408 Bella Nova Dr   |                              |
| Phone Number: 954-401-7488   | Email: Luany@amrealtyinc.com |
| Comment: I reside at 17408 Bella Nova Dr<br>I would like the 408 extension<br>to come down Hwy 50.<br>I am strongly against<br>corridors 1 & 2 as my family<br>home will be severely impacted. |                              |
|  |                              |
|  |                              |

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FLORIDA  
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Alternative Corridor Public Workshop | Thursday, February 16, 2017 | 5 p.m to 7 p.m.  
Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

Name: *Lynden Johnson*

Address: *14513 Daring Ave Orlando FL 32826*

Phone Number:

Email: *mlflagent@cfl.ru.com*

Comment:

*sections 1/2: Corridor #5 IMPACTS Displaces MANY Residents.*

*Section 1/2 Corridor #4 is very close to RT 50, but Acceptable*

*I reject corridors 1, 2 & 3 completely.*

*Section 3: #4 appears to impact less environment. than 4,*

*but the interchange w/520 is better south of 50.*

*Overall: I prefer section 1/2 to use Corridor #4 and*

*Section 3 to use Corridor #5.*

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

Name:

Kelly Carroll

Address:

17522 Bella Nova Dr, Orlando 32820

Phone Number:

321-202-4650

Email:

Comment:

I reside at 17522 Bella Nova Dr. I would like the 408 extension to come down Hwy 50. I am strongly against Corridors 1 and 2 as my family home will be severely impacted.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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|  |                                     |
|--|-------------------------------------|
| Name: <u>Joselyn Rivera</u>  |                                     |
| Address: <u>3228 San Leo Dr</u>  |                                     |
| Phone Number: <u>813-263-8141</u>                                      | Email: <u>jrivera0308@yahoo.com</u> |
| Comment: <u>I reside at 3228 San Leo Dr. I would</u>                   |                                     |
| <u>like the 408 extension to come down Hwy 50.</u>                     |                                     |
| <u>I am strongly against I + <del>2</del><sup>2</sup> as my family</u> |                                     |
| <u>will be severely impacted.</u>                                      |                                     |
| <u>JR</u>  |                                     |
|  |                                     |
|  |                                     |
|  |                                     |

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Alternative Corridor Public Workshop | Thursday, February 16, 2017 | 5 p.m to 7 p.m.  
Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

Name:

Emily Stettner (Gerber)

Address:

3008 Amalfi Dr. Orlando, FL 32820

Phone Number:

561-385-0872

Email:

Gerberemmy@aol.com

Comment:

I own & reside at 3008 Amalfi Dr. I would like the 408 extension to come down Hwy 50.

I am strongly against corridors 1 & 2

as my family property will be negatively and severely impacted.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

|  |                           |
|--|---------------------------|
| Name: Doris Ortega-Rivera  |                           |
| Address: 3228 San Leo Dr Orlando, FL 32820   |                           |
| Phone Number: 813-220-0952   | Email: dorisriv@yahoo.com |
| Comment: I reside at 3228 San Leo Dr Orlando<br>I would like the 408 extension to come<br>down Hwy 50. I am strongly against<br>corridors 1 + 2 as my family home<br>will be severely impacted.<br>Doris D. Rivera |                           |
|  |                           |
|  |                           |

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|  |                                   |
|--|-----------------------------------|
| Name: <i>Adolfo Rivera</i>                         |                                   |
| Address: <i>3228 San Leo Dr Orlando, FL. 32820</i> |                                   |
| Phone Number: <i>813-407-0626</i>                  | Email: <i>Adriver23@gmail.com</i> |
| Comment: <i>I live at 3228 San Leo Dr</i>          |                                   |
| <i>I would like for the 408 extension</i>          |                                   |
| <i>to go thru Highway 50</i>                       |                                   |
| <i>I am strongly against it.</i>                   |                                   |
| <i>as my home will be severely</i>                 |                                   |
| <i>impacted.</i>                                   |                                   |
| <i>AK</i>  |                                   |

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Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

Name:

KATHERINE HERNANDEZ

Address:

2135 COLONIAL WOODS BLVD, ORLANDO FL 32826

Phone Number:

407-646-0773

Email:

krcina3@hotmail.com

Comment:

CORRIDOR 3 HAS THE MOST SIGNIFICANT IMPACT ON MY

HOME & AFFECTS THE MOST OCCUPIED PARCELS. THIS STUDY IS DECADES  
BEHIND THE CAPACITY NEEDS FOR THE AREA & FURTHER DELAY BY THE  
STATE (FL TURNPIKE) CONDUCTING THEIR OWN STUDY NOW WILL ONLY FURTHER  
DELAY A SOLUTION TO THE TRAFFIC PROBLEM THAT PLAGUES THE  
EAST ORLANDO COMMUNITY. WHILE CORRIDOR 5 HAS THE MOST ENVIRONMEN-  
TAL IMPACT, IT HAS THE LEAST SOCIO-ECONOMIC IMPACT. CFX & FL DOT  
MUST WORK TOGETHER TO EXPEDITE A DECISION AND A SOLUTION TO  
THE EVER-GROWING TRAFFIC WOES ENCUMBERING E. ORANGE COUNTY.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

CENTRAL  
FLORIDA  
EXPRESSWAY  
AUTHORITY

Lance Decuir, PE, AICP  
Project Manager  
482 South Keller Road  
Orlando, Florida 32810  
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lance.decuir@atkinsglobal.com

William Sloup, PE  
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Lake Mary, FL 32746  
(407) 644-1898  
william.sloup@metriceng.com



# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

## Comment Sheet

Alternative Corridor Public Workshop | Thursday, February 16, 2017 | 5 p.m to 7 p.m.  
Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

Name: SANDY MATTHEWS

Address: 2736 S. Tanner Rd.

Phone Number: 408-408-7718

Email: SANDYMATTHEWS2736@hotmail.com

Comment: a straight line above 50 seems to be the most economical route. 50 goes to 530 + 95 - straight out. why do <sup>you</sup> need laps all over the rural properties. The impact of the growth ~~and~~ by both property will be enough. I don't think we should be worrying about U.R.F. Traffic. Corridor 4 & Corridor 5 are the best RTS. They will pick up the Deserett Projects that are coming.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

|  |                                    |
|--|------------------------------------|
| Name: <u>Shawn Stettner</u>                                      |                                    |
| Address: <u>3008 Amalfi Drive, Orlando FL 32820</u>              |                                    |
| Phone Number: <u>407-595-2112</u>                                | Email: <u>sstettner@cfl.er.com</u> |
| Comment: <u>I reside at 3008 Amalfi Drive, Orlando FL 32820.</u> |                                    |
| <u>I would like the 408 extension to come down Hwy 50.</u>       |                                    |
| <u>I am strongly against Corridors 1 and 2 as my family</u>      |                                    |
| <u>home will be severely impacted.</u>                           |                                    |
|  |                                    |
|  |                                    |
|  |                                    |
|  |                                    |

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FLORIDA  
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## Comment Sheet

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Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

Name: William Pons

Address: 18501 15<sup>th</sup> Ave. 32833 S, Bithlo (next to CR13)

Phone Number: 407-568-6112

Email: badbill10

Comment: The alternate corridors as presented tonite are ~~disaster~~ worthless! All 5 corridors wipe out peoples homes! Corridors 2+4 go thru south Bithlo and eliminate many residents homes! These are low income people, retired on social security and will have no place to go! They will probably become homeless because they can't afford to buy a new home @ the Grow development or other developments I also unfortunately live right at the edge of corridor #2! If this is picked I will become homeless too, since I live on S.S. and a few investments and no pension!!

What Orange County needs to do is expand SR #50 to six lanes! This will impact no residents or business since a right of way for 6 lanes is already provided! 408 PD&E people should be ashamed to try and destroy peoples lives for a \$ Toll road expansion to collect more money!! Expand SR 50 !!!

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

Name: RICHARD D BAXTER

Address: 6715 WHISPERING PINES RD ORLANDO FL 32824

Phone Number: 407-547-6748

Email: RB32714@7cbr.com

Comment: THE Extension should NOT BE  
BUILT unless it is elevated over SR 50 -  
WHAT we really need is a program of  
SYNCHRONIZED TRAFFIC LIGHTS ON 50  
I just drove on 50 from ORANGE AVE to AVALON  
PARK Blvd - The congestion was causing  
stopping at almost every Traffic Light

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

Name:

Cheryl Priest

Address:

1681 Semon Dr, Orl FL 32828

Phone Number:

407 947 7699

Email:

aubincher@yahoo.com

Comment:

Corridor # 4 which runs by  
50 seems the best route.  
Cause the least impact Chief  
to Big Constructors.

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## Comment Sheet

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Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

Name: DAN DUDLEY

Address: 3024 SAN LEO DR ORLANDO FL 32820

Phone Number: 704 246 5659

Email: DANRDUDLEY@HOTMAIL.COM

Comment: I RESIDE AT 3024 SAN LEO DR, ORLANDO FL

IN MAN'DALAY. I WOULD LIKE THE 408 EXTENSION

TO COME DOWN HWY 50. I AM STRONGLY AGAINST

CORRIDORS 1 & 2 AS MY FAMILY HOME WILL BE

SEVERELY IMPACTED

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

Name: Vivian Katz, Florida Realty Investments

Address: 617 East Colonial Drive Oak 32803

Phone Number: 407 690 4557

Email: FlaRealInvest@gmail.com

Comment: Corridor 5 is crucial (line up to 520)

but portion to take existing homes appears  
too expensive to acquire, even with elevation  
raised to mitigate impact.

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Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

|  |                                      |
|--|--------------------------------------|
| Name: MARIA DEL CARMEN Sanchez and Gilberto Sanchez  |                                      |
| Address: 17551 Bella Nova DR Orlando FL, 32820   |                                      |
| Phone Number: 408-309-6418   | Email: CSanchezRealtor@SpcGlobal.NET |
| Comment: I Reside at 17551 Bella Nova DR.<br>Orlando, FL 32820, I would like the<br>408 Extension to come down Hwy 50. I am<br>strongly against Corridors 1+2 as my<br>family home will be severely impacted.<br>Thank-you<br>Maria del Carmen Sanchez + 2/16/2017<br>Gilberto Sanchez 5:32 PM |                                      |

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Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

Name:

Lee-Ann Snipes

Address:

17353 Candel Road, Orlando 32833

Phone Number:

407-568-6000

Email:

LSnipes1@CFLRR.com

Comment:

This meeting should have had an announcement that they were not having an open forum. Many people were sitting waiting for a speaker. This could have been handled at check-in. I am opposed to any more interruption with our wild life and wetlands. It's a disgrace what Orange County has done with the Lake Pickett Development and crossing the Econ River.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

Name: John E. Fauth

Address: 20706 Nettleton Street, Orlando, FL 32833

Phone Number: 407-247-4403

Email: flzoologist@gmail.com.

Comment: CFX and FDOT should coordinate to route the

408 eastern extension along the existing SR 50 corridor.

Alternative corridors 1, <sup>2</sup>2, 4 and 5 all negatively impact

the Big Econ River, existing conservation lands, and the

Big Econ/ St. Johns Mosaic, which is an important wildlife

corridor. Coupling the western portion of Alternative

4 with the western portion of Alternative 3 might

be viable, provided that the expressway is routed N  
of SR 50 east of Chuluota Rd.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

Name:

EDWARD Priest

Address:

1423 TANNER LANE WINTER SPRINGS FL 32708

Phone Number:

321-239-4504

Email:

Epriest367@AOL.com

Comment:

Very Confusing - AFTER ARTICLE IN  
Orlando Sentinel.

But it is refreshing to see CFX is looking  
at having ~~the~~ AN ACTUAL TRANSPORTATION  
CORRIDOR for the next 30 or 40 years.

CORRIDOR #4 staying South of SR 50

would make the most sense. Does not impact

large parcels of land or commercial along SR 50

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Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

|  |                               |
|--|-------------------------------|
| Name: Michael Infinger                             |                               |
| Address: 1154 Cherry Valley Way, Orlando, FL 32828 |                               |
| Phone Number: 954-292-1470                         | Email: fsu-infinger@yahoo.com |

|          |  |
|----------|--|
| Comment: | My home @ 1154 Cherry Valley Way would be seriously impacted by THREE (BLUE, RED, ORANGE) with one passing directly over my address and two practically through my backyard. These are my obvious concerns. ① I would also like to know what the plans are for the transition from the 408 to SR 50 (the elevated) option over SR 50 and how close that transition (exit) come to my property. I am in the far NW corner of Bridgewater. ② What is the timeline for the study and the timeline for the possible approval of the project. |
|----------|--|

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Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

Name:

Jim SILVANO

Address:

1940 ORK GROVE CHASE

Phone Number:

Email:

Comment:

I RESIDE AT 1940 ORK GROVE CHASE.

I would like 408 extension to come  
DOWN Hwy 50. I AM STRONGLY AGAINST  
CORRIDOR 1+2+3 as my family  
home will be severely impacted

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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|  |                                    |
|--|------------------------------------|
| Name: LORRAINE DUDLEY                      |                                    |
| Address: 3024 SAN LEO DR, ORLANDO FL 32820 |                                    |
| Phone Number: 719-660-7949                 | Email: LORRAINE DUDLEY@HOTMAIL.COM |

|   |
|---|
| Comment: I LORRAINE DUDLEY RESIDE AT<br>3024 SAN LEO DR, ORLANDO, FL 32820.<br>I WOULD LIKE THE 408 EXTENSION TO<br>COME DOWN HWY 50. I AM STRONGLY<br>AGAINST CORRIDORS 1 & 2 AS MY<br>FAMILY HOME WILL BE SEVERELY<br>IMPACTED. THANK YOU!<br>2/16/17 Lorraine Dudley |
|---|

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Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

Name:

Shawn Newberry

Address:

14519 San Lorenzo Drive, Orlando, FL 32820

Phone Number:

407-446-2838

Email:

Scnberry@yahoo.com

Comment:

I reside at 14519 San Lorenzo Drive Orlando  
FL 32820. I would like to the 408 extension to  
come down Hwy 50. I am strongly against  
Corridor 1+2 as my family home will be severely  
impacted.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

Name: Abel Henriquez

Address: 17408 Bella Nova Dr, Orlando, FL 32820

Phone Number: 954-303-7079

Email: abel@gmres/tyinc.com

Comment: I reside at 17408 Bella Nova Dr, Orlando, FL 32820. I would like the 408 extension to come down Hwy 50. I am strongly against Corridors 1 and 2 as my family home will be severely impacted.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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Name: Esther Restrepo

Address: 1621 Cristalli Court, Orlando FL 32828.

Phone Number: 659 303 8178

Email: popspup81@yahoo.com.

Comment:

From a non objective standpoint expanding on the 408 and reducing traffic ~~to~~ <sup>of</sup> high traffic areas would best benefit the east orlando area if the a combination of cost, safety and space would be taken into consideration. As visible the SR50 is very heavy in traffic so much so an expansion was created to alliviate the flow. Not utilizing the SR50 and creating another solution makes complete sense however building an alternative so close to the existing congestion does not seem wise. Change is difficult but once implemented I do believe the benefits will outweigh the negatives from the community. I look forward to working on

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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|   |                              |
|---|------------------------------|
| Name: Julie McClung                                     |                              |
| Address: Faith Free Will Baptist Church/Old Cheney Hwy. |                              |
| Phone Number: 407-6946480                               | Email: jlmccclung8@gmail.com |

|  |
|--|
| Comment: What happened to the option of going over Hwy 50. My Grandparents purchased the land along Old Cheney and Sherman St. for our church in 1959 and built in 1960. Now can there even be an option to take this away. What ever happened to Saint Johns Water Management. These areas are all protected by it. |
| My address is 16167 Sunflower Tr. and this would affect me also.   |
| Put this New Road on Hwy 50 to lessen the impact!!!  |

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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|  |                              |
|--|------------------------------|
| Name: Elizabeth Connor (Connor Family, 6 people)               |                              |
| Address: 2744 S. Tanner Rd. <del>32822</del> Orlando, FL 32820 |                              |
| Phone Number: 407-482-6354                                     | Email: Liz12Connor@gmail.com |

|          |  |
|----------|--|
| Comment: | Building <del>corridor</del> directly where corridor 2 would go would devastate <del>my</del> <sup>entire family</sup> and way of living. <del>Corridor 2</del> <sup>Corridor 1</sup> does NOT make any sense from a logical <del>point</del> <sup>standpoint</sup> . Use of 50 would be the best option for all parties involved. My father <del>built</del> <sup>built</sup> our house from the ground up, and the work and value of our home/land <del>is</del> <sup>is</sup> irreplaceable. Corridor 2 would also significantly impact the environment near the river and countless species of endangered animals. This decision would negatively affect too many individuals with no where to go. |
|----------|--|

Public participation is encouraged. Should you have any questions or need additional information, please contact:

CENTRAL  
FLORIDA  
EXPRESSWAY  
AUTHORITY

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Project Manager  
482 South Keller Road  
Orlando, Florida 32810  
(407) 690-5000  
lance.decuir@atkinsglobal.com

Save East  
Orlando!

William Sloup, PE  
Consultant Project Manager - Metric Engineering  
615 Crescent Executive Ct, Suite 524  
Lake Mary, FL 32746  
(407) 644-1898  
william.sloup@metriceng.com





# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

## Comment Sheet

Alternative Corridor Public Workshop | Thursday, February 16, 2017 | 5 p.m to 7 p.m.  
Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

|  |  |
|--|--|
| Name: <u>Jeannette McKnight</u>  |  |
| Address: <u>2518 S. Tanner Road</u>  |  |
| Phone Number: <u>407-319-3951</u>  | Email: <u>jeannette.mcknight@gmail.com</u> |
| Comment: <u>No extension of the 408 is needed beyond Avalon Blvd. In the event, it does come East, The only acceptable route beyond Avalon Blvd is within Hwy. 50.</u> |  |
|  |  |
|  |  |
|  |  |
|  |  |
|  |  |

Public participation is encouraged. Should you have any questions or need additional information, please contact:

**CENTRAL  
FLORIDA  
EXPRESSWAY  
AUTHORITY**

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# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

## Comment Sheet

Alternative Corridor Public Workshop | Thursday, February 16, 2017 | 5 p.m to 7 p.m.  
Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

|   |                         |
|---|-------------------------|
| Name: DAN MORRISON                      |                         |
| Address: 824 RIVERS CT ORLANDO FL 32828 |                         |
| Phone Number: 505 301 7929              | Email: dan@dmorriso.com |

|  |
|--|
| Comment: Route #5 through Waterford would destroy quality of life for residents whose houses are not directly impacted. We bought where we bought specifically due to relative location of the 408, airports, and dump. I have lived next to an interstate before and the constant noise is horrible. Moving wouldn't be realistic once the plan is released and property values are impacted. I recommend route 12, 4 |
|--|

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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EXPRESSWAY  
AUTHORITY

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# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

## Comment Sheet

Alternative Corridor Public Workshop | Thursday, February 16, 2017 | 5 p.m to 7 p.m.  
Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

|  |                                       |
|--|---------------------------------------|
| Name: <u>Maria Martinez</u>  |                                       |
| Address: <u>17546 Bella Nova DR Orlando FL 32820</u>   |                                       |
| Phone Number: <u>301-653-3551</u>  | Email: <u>Bi Bi 2342000@yahoo.com</u> |
| Comment: <u>I reside at 17546 Bella Nova DR, Orlando, FL 32820. I would like the 408 extension to come down Hwy 50. I am strongly against Corridors 1+2 as my family home will be severely impacted.</u> |                                       |
| <u>Maria Martinez</u>  |                                       |
| <u>Feb 16, 2017</u>  |                                       |
|  |                                       |

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION

Project Identification Number: 408-254

## Comment Sheet

Alternative Corridor Public Workshop | Thursday, February 16, 2017 | 5 p.m to 7 p.m.

Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

Name:

Lois Moller

Address:

4608 Atwood Dr., Orlando, FL 32828

Phone Number:

407-230-6364

Email:

LHM LHM@aol.com

Comment:

#4 Corridor seems the most feasible

It has the least impact on the environment

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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EXPRESSWAY  
AUTHORITY**

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# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

## Comment Sheet

Alternative Corridor Public Workshop | Thursday, February 16, 2017 | 5 p.m to 7 p.m.  
Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

Name: Leonardo Zapico

Address: 3030 San Leo Dr

Phone Number: 321-332-5513

Email: lzapico@att.net

Comment:

I reside at 3030 San Leo Dr I would like the 408 extension to come down ~~SR~~ Hwy 50. I am strongly against corridors land 2 as my family home will be severely impacted

Public participation is encouraged. Should you have any questions or need additional information, please contact:

CENTRAL  
FLORIDA  
EXPRESSWAY  
AUTHORITY

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# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION

Project Identification Number: 408-254

## Comment Sheet

Alternative Corridor Public Workshop | Thursday, February 16, 2017 | 5 p.m to 7 p.m.

Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

|                                   |                           |
|-----------------------------------|---------------------------|
| Name: WARREN REGNIER              |                           |
| Address: 14636 LADY VICTORIA BLVD |                           |
| Phone Number:                     | Email: ZOERAT3920@AOL.COM |

|   |
|---|
| Comment: VERY POOR PRESENTATION (LACK OF) |
| CANNOT INPUT IF NOTHING IS EXPLAINED      |
| IN A VERY CROWDED ROOM                    |
|   |
|   |
|   |
|   |
|   |
|   |

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Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

|                             |        |
|-----------------------------|--------|
| Name: Joseph Brennan        |        |
| Address: 13507 Lakers Court |        |
| Phone Number:               | Email: |

|   |
|---|
| Comment: This meeting is premature - data inconsistencies and a lack of presentation as to the priorities of weighting the data mean that there is little understanding of how the corridors will be evaluated. |
|   |
|   |
|   |
|   |
|   |

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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FLORIDA  
EXPRESSWAY  
AUTHORITY

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## Comment Sheet

Alternative Corridor Public Workshop | Thursday, February 16, 2017 | 5 p.m to 7 p.m.  
Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

Name: JAMES MCKNIGHT

Address: 2518 S. TANNER RD.

Phone Number: 407 319-3250

Email: jmonroeMC@gmail.com

Comment: DO NOT CROSS THE ECDU.

STOP AT AVALON PARK BLVD

Public participation is encouraged. Should you have any questions or need additional information, please contact:

CENTRAL  
FLORIDA  
EXPRESSWAY  
AUTHORITY

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# SR 408 PD&E STUDY

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## Comment Sheet

Alternative Corridor Public Workshop | Thursday, February 16, 2017 | 5 p.m to 7 p.m.

Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

Name: RICHARD WIGHTMAN

Address: 3344 LUKAS CV ORLANDO FL 32820

Phone Number: 407-568-3057

Email: RICHWSR@AOL.COM

Comment:

I am very much opposed to the corridor 1 route. It appears corridor 4 is the best choice thus one should go back to the state to renegotiate. This route keeps the traffic localized to a main corridor. The other either impact the major properties or impact rural areas.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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FLORIDA  
EXPRESSWAY  
AUTHORITY**

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Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

|  |                            |
|--|----------------------------|
| Name: Becky Bolan                              |                            |
| Address: 13015 Bellerive Ln, Orlando, FL 32828 |                            |
| Phone Number: 321-734-7226                     | Email: RKBOLAN@COMCAST.NET |

|  |
|--|
| Comment: ① Please add me to the mailing list for all notices. This is my 3rd request.<br>RKBOLAN@COMCAST.NET           |
| ② The new road is needed, but not through neighborhoods and dividing communities.<br>SR 50 corridor is a better option |
|  |
|  |
|  |

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EXPRESSWAY  
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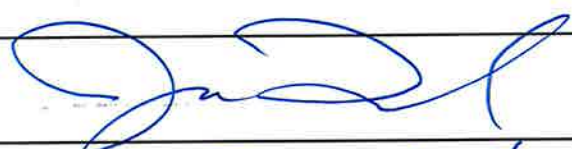


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## Comment Sheet

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Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

|   |                                  |
|---|----------------------------------|
| Name: James Duke  |                                  |
| Address: 2333 Osprey Woods Cir Orlando FL 32820   |                                  |
| Phone Number: 850-240 9523  | Email: firstdukefamily@yahoo.com |
| Comment:<br><br>I RESIDE at 2333 Osprey Woods Cir in ORLANDO FL 32820. I would like the 408 Extension to come down Hwy 50. I Am strongly against corridors 132 as my family home will be severely impacted. |                                  |
|   |                                  |
| James Duke  |                                  |

Public participation is encouraged. Should you have any questions or need additional information, please contact:

CENTRAL  
FLORIDA  
EXPRESSWAY  
AUTHORITY

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# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
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## Comment Sheet

Alternative Corridor Public Workshop | Thursday, February 16, 2017 | 5 p.m to 7 p.m.  
Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

|               |                          |        |                           |
|---------------|--------------------------|--------|---------------------------|
| Name:         | David Mitchell           |        |                           |
| Address:      | 1984 Cascades Cove Drive |        |                           |
| Phone Number: | 312-203-9356             | Email: | davemitchellrej@gmail.com |

|          |   |
|----------|---|
| Comment: | The best path is to use SR 50 ROW.                          |
|          | The only other alternative even remotely palatable is       |
|          | Corridor 4, as the others <del>are</del> create irreparable |
|          | damage to established neighborhoods. As a board member      |
|          | for Cypress Lakes HOA, I can promise we will exhaust every  |
|          | option to fight Corridor 1 and 3, which run into our        |
|          | land.   |
|          |   |
|          |   |

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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AUTHORITY

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## Comment Sheet

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Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

Name: Naomi Straney

Address: 2148 Rouse Rd.

Phone Number: 407-434-9522

Email: nstraney@gmail-com

Comment:

1- Great opportunity to see & discuss

2- It seems a highway is necessary unless

Rte 50 could be revamped completely -

traffic light bypasses etc. I would guess

population will grow around any road

access, especially w/ growth in Orlando & Brevard Cty.

I suspect Rte 50 & Expressway development

will both be needed. Traffic west of Woodbury  
need alleviation via a Hwy & local road expansion.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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## Comment Sheet

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Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

Name:

RAMON G. POLI

Address:

510 COR DR

Phone Number:

407-758-4522

Email:

Rg.Poli@aol.com

Comment:

All of these projected Route,  
will destroy alot of neighborhoods.  
My thought is to double deck it over  
Hwy 50 - we aren't in ~~Essex~~ Earthquake  
country - it is done in many places  
why not here? (It wouldn't Flood)

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

|                                   |                                     |
|-----------------------------------|-------------------------------------|
| Name: <u>Deborah S. Dunbar</u>    |                                     |
| Address: <u>527 8th St.</u>       |                                     |
| Phone Number: <u>321-804-4530</u> | Email: <u>deborahjd@nutzero.com</u> |

|   |
|---|
| Comment: <u>my worry is the wildlife in Bithlo, cranes,</u><br><u>turkeys, and our little farms. The south side of 50</u><br><u>looks best to me corridor 2, 4, &amp; 5. Most cars</u><br><u>leave 50 <u>before</u> the chuluota Rd. The most</u><br><u>leave @ 520. The connection 50/520 can be</u><br><u>very dangerous, and busy 50 to Titusville</u><br><u>is dead. What we really need is a TRAIN,</u><br><u>not more Roads! TY Deborah</u> |
|---|

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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FLORIDA  
EXPRESSWAY  
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Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

|   |        |
|---|--------|
| Name: <i>Jose Lopez Arango</i>                |        |
| Address: <i>14200 Thasmball way</i>           |        |
| Phone Number: <i>407-207-1484</i>             | Email: |
| Comment: <i>#4 to me look the Better way.</i> |        |
| <i>to go with 408.</i>                        |        |
|   |        |
|   |        |
|   |        |
|   |        |
|   |        |
|   |        |
|   |        |

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## Comment Sheet

Alternative Corridor Public Workshop | Thursday, February 16, 2017 | 5 p.m to 7 p.m.  
Eastpoint Fellowship Church | 15060 Old Cheney Highway, Orlando, Florida 32833

Name:

John Stanley

Address:

3152 North Tanner Rd.

Phone Number:

407-247-3047

Email:

JohnnyStanley15@yahoo.com

Comment:

Poor Planning, And To much  
Impact On Residents Lives, all for  
The Profit of over development creating  
uncontrolled growth and constant grid lock  
Raised crime Rates  
Bad Idea.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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**ENVIRONMENTAL PROTECTION DIVISION**  
**Lori Cunniff, CEP, CHMM, Deputy Director**  
**Community, Environmental and Development Services Department**  
3165 McCrory Place, Suite 200  
Orlando, Florida 32803-3727  
407-836-1400 • Fax 407-836-1499  
www.ocfl.net

February 16, 2017

Hand Delivered

Ms. Valerie Tutor  
Public Information Officer  
Media Relations Group

**Subject: Comments on the SR 408 PD&E Study – Corridor Alternatives**  
**Orange County Environmental Protection Division**

Dear Ms. Tutor:

The Orange County Environmental Protection Division (EPD) is in receipt of the documents showing the proposed SR 408 PD&E STUDY – Eastern Extension Corridor Alternatives. I have been attending the PD&E meetings that are being held by the Central Florida Expressway Authority to gather input on the proposals from various stakeholders.

EPD is offering the following comments regarding the corridor alternatives:

1. The environmental and socio-economic impacts of all of the proposed alternatives are significant. If the Turnpike Authority proceeds with the Colonial Parkway project along the SR 50 alignment then the need for the 408 eastern extension may not be justified. If the Turnpike does not use the SR 50 alignment for their project we would suggest that alternative be considered as it seems to be the least disruptive to the environment and communities.
2. The Corridor Evaluation Summary and the map depicting the 5 alternatives do not address the impacts to Orange County owned preservation areas. The areas that could be potentially impacted by one or more of the alternatives are: Ken Bosserman Econlockhatchee River Preserve, Nunnally and Evans Parcels, Sunflower Trail Parcel, Long Branch (both State and County owned portions) and Pine Lily Preserve. Orange County has invested significant resources in order to acquire and maintain these environmentally sensitive lands. Mitigation will be required for any impact to wetlands on the above listed properties associated with any of the proposed corridors. If you need further information on the location or status of these properties please contact Beth Jackson at 407-836-1481.
3. Required stormwater treatment areas should not be located on any of the above listed properties and any regulatory easements that could be potentially impacted.
4. Stormwater systems should be designed to provide treatment of runoff which exceeds St. Johns River Water Management District (SJRWMD) standards.
5. Incorporate low impact development stormwater treatment designs that provide habitat for wildlife such as constructed wetland systems.

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Comments on the SR 408 PD&E Study – Corridor Alternatives, Orange County  
Environmental Protection Division

Page 2

6. This project is located in the Econlockhatchee River Basin which is a nested basin. Any wetland and cumulative impacts will need to be mitigated for within the basin.
7. The Econlockhatchee River is an Outstanding Florida Waterway and any proposed construction cannot degrade the water quality of that waterbody.
8. No surface waters or wetlands should be utilized for the treatment of stormwater runoff.
9. Wetland impacts associated with roadway construction should be avoided and or minimized to the greatest extent possible.
10. Mitigation for wetland/surface water impacts that occur within Orange County should be located in Orange County, in the same hydrologic basin as the impacts. Please coordinate with the Orange County Environmental Protection Division for potential mitigation options.
11. Demonstrate that the ongoing and future planned land management activities on any of the preserved environmentally sensitive areas will not be impeded by any of the proposed alignments.
12. Lighting and noise impacts to the wetlands or surface waters adjacent to the proposed Corridor Alternative should incorporate dark sky lighting and noise abatement measures to reduce adverse impacts to wildlife.
13. The design shall include provisions for wildlife connectivity across or under roadways that traverse wetland systems and associated buffers. Fragmentation of any wildlife corridors should be minimized and designed to allow for unimpeded passage of wildlife and maintain hydrology. Additionally, field fencing to prohibit the movement of wildlife across the roadway should be installed.
14. Bridge ecological design considerations: Any crossings of the Econlockhatchee River or it named or unnamed tributaries should be bridged. Minimize or eliminate pilings in the river with the longest spans possible. Earthen embankments should not be built in the 100 year flood plain, however, if necessary then compliance with all flood compensating storage regulations will be required. These design measures should serve to maintain existing habitat connectivity, hydrologic flow considerations and function to minimize harm to the resources of the basin. The roadway agreement will need to define construction, operational and maintenance costs and shall also include expenses of ecological considerations of this unique location. For example, some bridge roadway agreement concerns would likely include long term erosion of bridge support pilings, river embankment erosion, channelization, high water conditions (storms and hurricanes) and river channel



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Comments on the SR 408 PD&E Study – Corridor Alternatives, Orange County  
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movement. This path would likely be deemed a coastal evacuation route so design needs to consider severe storm conditions.

If you have any questions or comments please contact me at 407-836-1404 ([dennis.weatherford@ocfl.net](mailto:dennis.weatherford@ocfl.net)).

Sincerely,

A handwritten signature in blue ink, appearing to read "D Weatherford", with a stylized flourish at the end.

Dennis Weatherford, P.E., LEED AP  
Assistant Manager

DW: mg

TINA AUTHIER  
16302 HAMILTON DR.  
ORLANDO, FL 32833

I OPPOSE ALL ALTERNATIVE ROUTES FOR THE  
EXTENSION OF THE 408/EAST-WEST EXPRESSWAY  
OTHER THAN ALONG EACH SIDE OF COLONIAL DR.

PROPOSED ROUTES 2, 4, AND 5 WILL RUN DIRECTLY  
OVER MY PROPERTY. I DO NOT FEEL THAT  
TRAFFIC ON HWY 50 IS SO BAD THAT THIS  
EXTENSION OF THE 408 IS NECESSARY.

EAST ORLAND IS PERFECT THE WAY IT IS.  
WE DO NOT NEED MORE HOUSING DEVELOPE-  
MENTS, OR EXPANSION OF THE 408!

WHAT ABOUT ALL THE WILDLIFE? STOP TAKING  
AWAY, AND BUILDING ON, ENVIRONMENTALLY  
PROTECTED AREAS! FIND AN ALTERNATIVE WAY  
TO MAKE MONEY FOR THE COUNTY, WITHOUT  
TAKING AWAY MORE LAND OUR WILD LIFE SO DESPERATELY  
NEEDS!

SO SAD...  
Tina M. Authier  
407-312-0159

Expanding 408 is Needed

however the green line is  
not possible and the Blue line  
is way to close to Avalon Park.

The Red line will go right  
through "The Grow" where i plan  
ON moving too!!

The purple line is the best  
option.



To whom it may concern,  
I reside at -

2051 Osprey Woods Circle  
Orlando, FL 32820

I would like the 408 extension  
to come down SR Hwy. 50.  
I am STRONGLY AGAINST

corridors 1 and 3 as my

family home will be  
severely impacted!

Thank you for your  
time.

Sincerely,

Greta Olson

gretaolson10@gmail.com  
651-247-4744

This makes me sick. The small fraction  
of what remains in nature in Orange  
County will be lost.

When this sprawl end!

It ~~appears~~ looks like we are heading  
for urban sprawl from county border  
to county border.

I dare. Have the history center  
take pictures of cattle, an orange  
tree, and a pasture to document  
what a lovely place Orange County  
used to be!

Guy Kemp

13344 Lake Turnberry Circle

Orlando, Florida 32828

Jonathan Meyers  
14512 San Lorenzo Dr.  
Orlando, FL 32820

I reside at the above address & I would like the 408 extension to come down HWY 50.

I am strongly against Corridors 1 & 2 as my family home will be severely impacted.



Please put politics aside + work with  
FDOT + use Hwy 50 corridor + not  
disrupt + destroy peoples lands + homes,  
Road goes to 520 already. Work  
together Please!

Patricia Waring  
1203 Ch Downey Dr  
Orl FL 32825

Carolyn Bowke  
14300 Abington Heights Dr  
Orl FL 32828

Keisha Reynolds

- I reside at 17443 Bella Nova Dr. 32820  
in Mandalay Enclave.

- I would like the 408 extension to  
come down Hwy 50.

\* I am "Strongly Against" corridors  
1 & 3 as those two options severely  
impact my family home.

## Comment Sheet

Just wanted to say we oppose  
to ~~B~~ using Corridors 1 & 2 & 3.

FIEMAN & ANDREA HOP

KAINUT81@HOTMAIL.COM



Robert Spiteri  
13731 Sunshowers CR  
Orlando FL 32828

Orlandorob01@yahoo.com  
407-446-4826

I feel we should pressure  
FDOT to allow the expressway  
to use their right-of-way.

IF that is not an option then  
they should expand SO with  
express lanes versus impacting  
neighborhoods. with <sup>the</sup> expressway.

I RESIDE AT 17509 BELLA NOVA DR.  
I WOULD LIKE THE 408 EXTENSION TO  
COME DOWN HWY 50. I AM STRONGLY  
AGAINST CORRIDOR 143 AS MY  
FAMILY HOME WILL BE SEVERELY IMPACTED.

My  
cousin  
suggested  
sort



Terry Reynolds

I reside at 17443 Bella Nova Dr 32820.

I would like the 408 extension to come down Hwy 50. I am strongly

Against Corridors 1 & 3 as my family home will be severely impacted



Deep Rater

3240 San Leo Dr 32820

803-818-0903 · deeproter@gmail.com

I reside in Mandalay (3240 San Leo) and would like to see the 408 extension come down Hwy 50.

I am strongly against corridors 1+2 as my family home will be severely impacted as well as the atmosphere and location I chose to live.

(formal)  
A planned audio visual presentation with announced times would be much better than the ~~town hall format~~ "open house" format that you selected for this meeting. Too loud, not enough access to maps.



Robert Restrepo

1527 Cristalli Court, Orlando FL 32828

760-889-0405 Robert\_Restrepo@yahoo.com

Comment:

I reside at 1527 Cristalli Court and strongly disagree with corridor 4 and recommend utilization of the SR50.

DONALD + MYRA WATSON  
18428 17<sup>TH</sup> AVE.

WE BELIEVE HIGHWAY 50  
SHOULD BE 6 LANED FROM  
408 TO 520. WILL BE PAID  
FOR THRU STATE MONEY. THIS  
IS A PRIVATE FIRM MAKING PROFIT  
BUT TURNING LIVES AND FAMILIES  
UPSIDE DOWN. WITH 6 LANING  
HWY. 50 THERE IS NO IMPACT  
TO COMMUNITYS. WE WILL FIGHT  
THIS PROCESS TO THE END.

Wilson Knob of  
16815 Bearle Rd  
Orlando FL 32828

I don't ~~stop~~ <sup>stop</sup> you  
destroying all the  
country area Don't want 2+4+5  
areas any where near us. Leave  
our Quit neighborhoods alone.  
Everything you touch you destroy  
the beauty out here.

STOP



# Comments

## Corridor 5

Corridor five (5) is a no brainer  
4 is ok Too

it's straight benefits the development  
it goes thru (access to road) and  
miss my house

Corridor 3 goes next to my house

Corridor 2 a big loop?

Corridor 1 Too long and out of the way  
for most people in the area.

Ronald G. Ventura Moore

I live at 17509 Bella Nova Drive  
in Orlando. Please put the  
408 extension south of SO.

This will impact the fewest  
homes and home values.

I am against 1 and 3!

Ronald G. Ventura Moore

# Comments

James Ryker - 407-306-9162  
13224 Old Dock Rd - Bridgewater  
1202 Cherry Valley Way Bridgewater

I own 2 homes in Bridgewater and I am 100% Against this. Both of my houses will lose a lot of value, especially 1202 Cherry Valley which is in the extreme Northwest of Bridgewater. Even if the Road doesn't go through there it will still create a lot of noise. I won't be able to sell my house. Nobody wants to live alongside an expressway. Remember by the people of the people for the people

We the People do not want this!



# COMMENT CARD

I reside at 3454 Cuckering Cabbwy,  
Orlando, FL 32820. I would like the  
408 extension to come down Hwy 50  
I am strongly against Corridas 1 & 3  
as my family home will be severely  
impacted.



Katharine Dagenais

407-803-2499

dagenaisfamily@gmail.com

## COMMENT CARD

I reside at 3027 Amalfi Dr.

I would like the 408 extension to  
come down Hwy. 50. I am  
strongly against Corridors 1 & 3  
as my family home will be  
severely impacted.

Gill Seeley  
Gill Seeley



## Comment card

I RESIDE AT 14536 SAN LORENZO DRIVE  
IN ORLANDO. I WOULD LIKE THE 408 EXTENSION  
TO COME DOWN HWY 50. I AM STRONGLY  
~~AGAINST~~ CORRIDORS 1+~~2~~ AS ~~BY~~ MY  
HOME WILL BE SEVERELY IMPACTED!

THANKS -

*Adam Ayala*

ADAM AYALA  
407-758-7050



I BELIEVE NOT MUCH THOUGHT  
WAS DONE WHEN CORRIDOR 3  
AND CORRIDOR 5 WAS DEVELOPED.  
TO MANY DWELLINGS AND HOMES  
WILL BE LOST WHEN LESS  
EVASIVE ROUTES ARE AVAILABLE.

CORRIDOR 4 IN MY OPINION  
WOULD BE THE BEST OPTION  
EFFECTING THE LEAST AMOUNT  
OF DISTRESS TO THE PEOPLE  
LIVING IN THE AREA.

I UNDERSTAND THE REQUIREMENTS  
AND THE NECESSITY FOR ROAD  
IMPROVEMENT, (BUT WITH THE LEAST  
EFFECT ON THE PEOPLE.)

STEPHEN HOPGOOD  
14152 SPEDDEL COURT  
ORLANDO, FL. 32826

## Comment Card

I reside at 14536 San Lorenzo Dr. in Orlando. I would like the 408 extension to come down ~~800~~ Hwy 80. I am strongly against Corridors 1 + 3 as my family home will be severely impacted!

Sincerely,  
Nicole Ayala

Nicole Ayala  
306-682-9888



# COMMENTS

2/16/17-

Hi, My name is Judy Chubb and my husband's name is Karl Chubb, ~~owner~~ owner of Karl's Nursery of Orlando, Inc. Our home and business are both located @ 606 Lockwood Dr., Orlando, FL 32803, south of Hwy 50.

We have already been through the 408 taking our property on I-405 Rd. 28 years ago.

Please, Please, Please!! We don't <sup>want</sup> to lose our property and house AGAIN! I think it <sup>might</sup> be Corridor 5 that our house is impacted by.

This extension would not only impact our business, but our everyday quality of life and well being.   
 & Do we really need this extension?



Do Not Go East of the Econ  
or you will have a fight from  
the entire community.

We will Allow you to Go on the  
South side of 50 behind The Volkswagen  
Wim Dixie & Commercial Businesses  
And Next to Old Cherry & END  
AT AVAION PARK BLVD!

No NEED for East-West to  
Go ANY Further East!

Poor Planning is All I SEE

ISAAC MARTINEZ  
3132 SAN LEO DR  
ORLANDO, FL 32820

I AM A RESIDENT OF MANDALAY  
AND I AM FIRMLY AGAINST CORRIDOR  
#1.

THANKS

A stylized handwritten signature in blue ink, consisting of a series of loops and a long horizontal stroke extending to the right.

Kelly Semrad  
3111 Amalfi Dr.  
Orlando 32820

407 233 5375

I am strongly opposed to the alternative  
408 route. The 408 extension should come  
down Hwy 50.

I am strongly opposed to  
Alternative routes / corridors  
1 or 2. My home is negatively  
impacted by corridors 1 or 2.



Heather Rufen

3240 San Leo Dr

803-818-0944

hrrufen@gmail.com

I own & live in Mandalay at 3240 San Leo. I'm strongly against the building of the corridor option 1 & 3 Option 2 as it will be a negative impact to my family as well as to the community.



2-16-17

There is not a good reason to extend the 408  
to 520 on I-95?

6 lane SR50 to 520 & I-95 when needed.

The 408 is such a cash cow for the Xpressway

Authority? \$3,000.00 is what you pay for palm trees?

I believe the authority just looks for reasons to  
spend money? Reduce the tolls or apply the  
excess to property taxes instead to reduce them?

Stop looking how to spend all your excess money!

Richard Wright  
863 Hamilton Dr  
Orlando, FL 32833  
407-342-8378  
yawlwright53@juno.com



TO WHOM IT MAY CONCERN

2/16/17

RINALDI'S AIR CONDITIONING SERVICE.

15264 EAST COLONIAL DRIVE

ORLANDO, FL 32806

407-275-0705

SCOTT@RINALDIS.COM

WWW.RINALDIS.COM

ROBERT RINALDI

SCOTT HUDSON

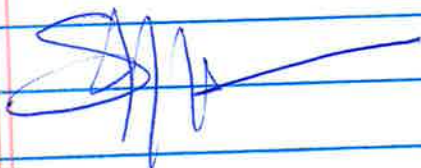
RINALDI'S AIR CONDITIONING SERVICE PBA A/C  
IS HIGHLY AGAINST THE EAST HIGHWAY 50 ALTERNATIVE  
PROJECT IMPACTING THE BUSINESSES, JOB RELOCATIONS,  
JOB LOSS, AND OTHER DISRUPTIONS TO NOT ONLY THE  
OWNERS BUT THE EMPLOYEES, EMPLOYEES FAMILIES, PATRONS,  
SUPPLIERS AND MORE.

RINALDI'S AC IS VERY SENSITIVE TO THE ENVIRONMENTAL  
QUALITY AND IT IS OBVIOUS THAT THESE ALTERNATIVES  
HAVE SEVERE ADVERSE ENVIRONMENTAL IMPACTS

RESPECTFULLY

RINALDI'S AC

15264 E COLONIAL DRIVE





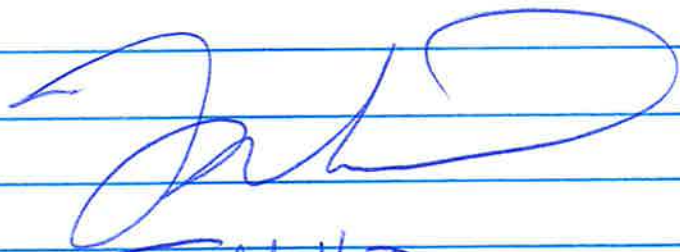
LaNita Meyers  
14512 San Lorenzo Dr.  
Orlando, FL 32820

I reside at the above address & I  
would like the 408 extension to come  
down HWY 50,

I am strongly against Corridors 1 & 2 as  
my family home will be severely impacted.

## COMMENT CARD

I reside at 3454 Cuckering oaks way,  
Orlando, Fl 32820. I would like the  
408 extension to come down Hwy 50.  
I am strongly against Corridors 1 & 3  
as my family home will be  
severely impacted.



Todd H. Dagenais  
407-803-2499  
dagenaisfamily@gmail.com

I, Jerome Kelish, own the home at  
17449 Bella Nova Dr in the Mandalay Enclave  
Subdivision. As such, I am opposed to the  
possibility of Corridor 3 of the proposed 408 extension.  
I know the logical choice of using the SR50  
corridor needs the approval of FL DOT, which  
should happen.





I reside at 3159 Arnulf Drive,  
Orlando FL 32820

I believe using Highway 50 is the best option.  
I am opposed to options 1 and 2 as they  
will negatively effect my family.

ROBERT KEINER

Robert K.

2/16/17 408 Expansion

My name is Jennifer Sherman and I  
live at 17528 Beella Nova Dr 32820  
and I strongly oppose the building of  
Corridor I for the 408 extension. My  
property value will fall + I didn't move  
east of the Econ to have a view of  
the expressway!

Jennifer Sherman

- George Reynolds

I reside at 17443 Bella Nova Dr 32820.  
I would like the 408 extension to come  
down Hwy 50. I am strongly Against  
Corridors 1 & 3 as my family home  
will be severely impacted.

George Reynolds



# Comments

I RESIDE AT 3105 AMALFI DRIVE.  
I WOULD LIKE THE 408 EXTENSION  
TO COME DOWN HWY 50. I AM  
STRONGLY AGAINST CORRIDORS 1 AND 2  
AS MY FAMILY HOME WILL BE SEVERELY  
IMPACTED.

We would prefer either the purple or Blue Roads. It Look like it would not impact The Majority of Homes intersecting them

# Comment Sheet

---

CORRIDOR (1) IS LONGER BUT SEEMS TO BE  
THE LESS COSTLY AS FAR AS  
LIVING/OCCUPIED PROPERTY.

CORRIDOR (5) SEEMS TO BE THE SHORTEST  
BUT THE MOST COSTLY AS FAR AS  
PROPERTY IS CONCERNED —  
IT ALSO AVOIDS THE "S" TURN  
USED IN OPTION/CORRIDOR (4)

BILL WHITE  
ERUDITE5@COMCAST.NET



I reside at 2051 Osprey Woods Circle, in the Cypress Lakes Community. I would like the 408 extension to come down the middle of SR 50. I am STRONGLY AGAINST Corridors 1 & 3 as my family's home would be severely impacted.

Thank you for your time & consideration!

- T. Olson

JOHN MEYERS

2/16/17

14512 SAN LORENZO DR.

ORLANDO FL 32820

3-meyers@comcast.net

I reside at the above address & I would like the 408 extension to come down Hwy 50. I am strongly against Corridors 1 & 2 as my family home will be severely impacted.

I live in Fairways Country Club and I am adamantly opposed to Option 3 as it would impact our development.

As a 55+ community many of our residents have been in the community for 15-20+ years and their rent is locked in at a low rate under FL 723. Even if they received fairmarket value for their property they would not be able to relocate to a similar situation.

I am also concerned that this option would cut us off from Rte 50 and Emergency Services.

If option 1 or especially 2 are considered I would like to know what the noise impacts would be.

Charlotte Grabowski  
2084 Pebble Beach Dr. 32826  
315-254-8571  
Apple194@gmail.com.



2/16/17

To Whom It May Concern,

Thank you for the information provided at the meeting tonight. I am here representing the Waterford Lakes subdivision of Jade Forest, which ~~is~~ would be adversely affected by corridor #5. My address is 14237 Lake Underhill Rd. I have been a Waterford Lakes resident since 2002. I feel that corridor #5 would have the greatest impact on the most amount of homes. I feel that this would be the worst option of all of the proposed corridors. This would adversely affect a lot of young families as the corridor goes over ~143 higher priced homes.

It is my hope that the option to widen SD comes to fruition, rather than impacting so many people. However, should this not happen, I am strongly against the corridor 5 option.

Sincerely,

14237  
Lake Underhill  
Rd.

Marcy Frederico / Jade  
409-923-7947 Forest

Vincent Barnes

2-16-2017

15624 Sarcee Court

1820

Orlando, FL 32828 (407) 663-2740

v507@bellsouth.net

1. From the time when the study completion is done, how long would it be when any groundbreaking would begin

2. If your property already borders ~~is~~ a conservation area, how would that be addressed, because it didn't show clearly on your poster board maps

Nancy Bailes

Home 20821 Fort Christmas Rd Christmas 32708

- 1) 18320 16th Ave Orlando 32833
- 2) 18306 16th Ave " "
- 3) 18290 17th Ave " "
- 4) 18303 17th Ave " "
- 5) 18507 Belvedere Rd Orlando 32820
- 6) 351 Exeter Rd Orlando 32820

I have never once received  
a notification of any of these  
~~met~~ meetings

Nancy Bailes

Jezebel1907@qfl.net  
C 407 485-8349



FRANK ANTONSO (Bridgewater)

13728 Old Rock Rd

Orlando, FL 32828

407-222-7521

Consider 3+4 would be best  
choice.

2/10/2017

Sierra Club Central FL Group

Marjorie Holt

8502 ALVERNON AVE

ORLANDO, FL 32817

marjorieholt@earthlink.net

407-679-6759

The proposed alignments  
impact the social-economic  
and environmental fabric  
of east Orange Co.

CTF should shelve or stop  
this project. We supported  
CTF alignment within SR 50  
ROW, but find these new  
alternatives unacceptable.

The Sierra Club supports  
FDOT/Turnpike Enterprise  
project - 4 toll lanes in the  
center of SR 50.


The Extension Should  
Go only To Allow  
Blvd ~~4~~ E 50

NO Need Beyond That.

IF EVER DONE LATER  
CORRIDOR 4 + 5 ARE THE  
ONLY POSSIBLE ROUTE  
Nothing North of E. 50

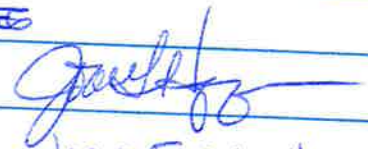
William Lutz  
2618 S. TAMMERS Rd  
WLUTZ3@CFLRR.com




PHIL HOFFMAN 17420 BELLA NOVA DR.  
I AM OPPOSED TO CORRIDOR #3. IT WILL  
HARM MY FAMILY HOME.  
2/18/17 

JOAN FAGAN-HOFFMAN 2-16-17  
17420 BELLA NOVA DR ORLANDO FL  
32820

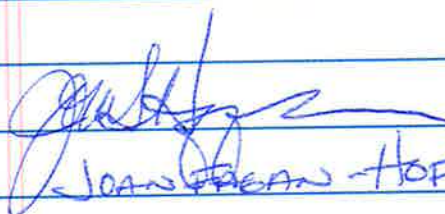
OPPOSED TO OPTION #3 ~~ALONG~~

  
JOAN FAGAN-HOFFMAN

PHIL HOFFMAN 17420 BELLA NOVA DRIVE  
I LIVE AT 17420 BELLA NOVA DRIVE, I  
AM OPPOSED TO CORRIDOR #4, 2/16/17  


JOAN FAGAN-HOFFMAN  
17420 BELLA NOVA DR ORLANDO 2-16-17  
FL 32820

OPPOSE TO #5

  
JOAN FAGAN-HOFFMAN

## **Forthcoming Development Impacts You, Your Home, and Your Community**

**A group of East Orlando citizens have filed a lawsuit against Orange County regarding a text amendment that was passed allowing high density development (6 homes per 1 acre in the Lake Pickett Area). The hope is that the citizens will be able to overturn the County's approval of this text amendment.**

**The citizens are not against development!** The citizens are against the County putting high density development in an area that cannot accommodate the increase in population (**Imagine a minimum of 40,000 additional cars on our local roads** (e.g. Colonial, Alafaya, Tanner, etc.)

The text amendment requires new roads, Hwy extensions, schools, police, fire, public transportation, water & sewer, and other community services. **All of this results in increased expense (taxes) for citizens.**

Due to the need for new roads **some citizens may lose their homes and/or businesses to eminent domain or have their properties devalued** because of their home's proximity to new high volume roads/Hwy.

**Please donate \$10, \$20, \$30...to help fund this community fight! All donations are used towards the legal fees.**

<https://www.gofundme.com/save-natural-florida>.



A yellow excavator bucket is positioned in the foreground, partially filled with dirt and debris. The background shows a cleared area with a line of trees under a bright sky.

# **HAVING CHOICES IS A KEY PART OF QUALITY OF LIFE**

**WE DON'T HAVE TO TOLERATE THOSE WHO ONLY  
GIVE US BAD CHOICES LIKE OUT-OF-CONTROL  
DEVELOPMENT, URBAN SPRAWL, ENVIRONMENTAL  
DESTRUCTION AND TRAFFIC GRIDLOCK.  
VOICE YOUR CHOICE!**

**DONATE TO SAVE ORANGE COUNTY NOW. Go To:**



---

**Live It • Love It • Save It**



Are you interested in learning  
more about forming our own  
Town to preserve  
East Orange County?  
Find us on FaceBook or visit  
our web site.

**SIGN THE PETITION**

SaveOrangeCounty.org

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**Live It • Love It • Save It**



Are you interested in learning  
more about forming our own  
Town to preserve  
East Orange County?  
Find us on FaceBook or visit  
our web site.

**SIGN THE PETITION**

SaveOrangeCounty.org

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## ALTERNATIVES PUBLIC WORKSHOP



# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

Alternatives Public Workshop  
Thursday, June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School  
1700 Chuluota Road  
Orlando, Florida 32820

## GENERAL PUBLIC SIGN-IN SHEET

| NAME             | ORGANIZATION | ADDRESS                                   | PHONE NUMBER | EMAIL                     |
|------------------|--------------|---|--------------|---------------------------|
| DINON SUN        | Self         | 8640 Dean Road                            | 321-3013310  | Ddinsonsun@gmail.com      |
| PAT MCGIFFE      | SELF         | 10272 TUDOR GROVE DR<br>ORLANDO, FL 32828 | 321-302-1260 | cpatmgnff@gmail.com       |
| LARRY BATSCH     | SELF         | 18143 SAYONAY LANE                        | 407-670-9669 | LARRY.BATSCH@GMAIL.COM    |
| Chris Mazza      | SELF         | 13612 LAKES WAY                           | 787-706-0094 | CMazza63@comcast.net      |
| Maria Acevedo    | SELF         | 17706 EVANS TR                            | 321-297-7701 | 0621acevedo@gmail.com     |
| IVAN J. SANCHEZ  | SELF         | 14518 SAN LORENZO                         | 407-923-1529 | ivan.j.sanchez@GMAIL.COM  |
| Chiff Rinkwater  | SELF         | 16552 OLD CHERRY AVE                      | —            | —                         |
| Grace V. Sanchez | Self         | 14518 San Lorenzo                         | 407-923-1528 | grace.v.sanchez@gmail.com |
| Marilyn Roman    | Self         | 16954 Cornerwood Dr                       | 407-860-3544 | roman-marilyn@yahoo.com   |
|                  |              |   |              |                           |
|                  |              |   |              |                           |





# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

Alternatives Public Workshop  
Thursday, June 8, 2017 | 5 p.m to 7 p.m.  
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Orlando, Florida 32820

## GENERAL PUBLIC SIGN-IN SHEET

| NAME                | ORGANIZATION | ADDRESS                           | PHONE NUMBER | EMAIL                       |
|---------------------|--------------|-----------------------------------|--------------|-----------------------------|
| Thomas BORDONARO    | Self         | Orlando FL                        |              |                             |
| Jose Ferrer         | "            | Orlando, FL                       |              |                             |
| Heather Cere        |              | Orlando FL                        | 407-267-2567 | Heather-GE78 @ Yahoo        |
| Vicky Sheng         |              | Orlando, FL                       |              |                             |
| Mark Spontelli      | self         | 13219 St Cte Ct, Orlando FL 32828 |              |                             |
| Bud JOACHIM         | Self         | 21242 KENNEDY RD CHRISTMAS        |              | 1002 FOUR @ BELL SOUTH.NET  |
| David Lockhart      | "            | 4081 Chuluota Rd Orlando          | 407 325 7791 | david @ 642 @ bellsouth.NET |
| SHARON + Rob Romick |              | Orlando                           |              |                             |
|                     |              |                                   |              |                             |
|                     |              |                                   |              |                             |
|                     |              |                                   |              |                             |



# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

Alternatives Public Workshop  
Thursday, June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School  
1700 Chuluota Road  
Orlando, Florida 32820

## GENERAL PUBLIC SIGN-IN SHEET

| NAME            | ORGANIZATION | ADDRESS                | PHONE NUMBER              | EMAIL                  |
|-----------------|--------------|------------------------|---------------------------|------------------------|
| Shane Larson    |              | 3923 FENWICK TER DEL.  | 407 926 8547              | CSPLNT@YAHOO.COM       |
| Patt Hoffman    |              | 863 JADE FOREST AVE    | 407-282-1005              | pattycake622@gmail.com |
| Deane Belk      |              | 573 Lakehaven Circle   | 407- <del>734</del> -5285 | dbelk548@gmail.com     |
| Kim Stewart     |              | 16019 Corner Lake Dr   | 407-230-8895              | kshstewart@me.com      |
| Ellen Griswold  |              | 2202 Pebble Beach Blvd | 407-383-1322              | ellensm6@aol.com       |
| Marjorie Gaines |              | 5555 County Road 13    | 407-568-8532              | —                      |
| Tommy Denton    |              | 16625 Bearle Rd        | 407-455-3054              | tdenton@cf.rr.com      |
| Lynne Tipton    |              | 713 Hollybrook Ct.     |                           | tipton5fla@gmail.com   |
| Kathleen Tucker |              | 2431 4th St            | 407-568-7392              |                        |
| Cyndi Tuttle    |              | 16323 Sunflower Trl.   | 407-568-6975              | Chopper2mann@yahoo.com |
| Dale Lowers     |              | 160 Becora Ave.        | 321-213-4684              | —                      |





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| NAME               | ORGANIZATION | ADDRESS                              | PHONE NUMBER | EMAIL                    |
|--------------------|--------------|--------------------------------------|--------------|--------------------------|
| Morris Loveland    |              | 848 Jadestone Cir                    | 321-945-7212 | mloveland59@gmail.com    |
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| Thorston Squines   |              | 327 Tanglewilde St                   | 407 886 3000 |                          |
| Ian Kennedy        |              | 906 Windmill Grove Cir.              | 407 384-7214 | jonann2@earthlink.net    |
| Nancy Bud Ingerman |              | 16224 Sunflower Trl <sup>32828</sup> | 251-680-3443 |                          |
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| Cathy Baust        |              | 14300 Pine Valley Rd, Orlando        | 407-384-0616 | cabaust@gmail.com        |
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| CAROLE HETZEL      |              | 19567 LANDOWNE ST 32833              | 407-568-6408 | MILLER1910@BELLSouth.NET |





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| NAME                  | ORGANIZATION  | ADDRESS                                 | PHONE NUMBER | EMAIL                          |
|-----------------------|---------------|---|--------------|--------------------------------|
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| Genoveva Fret         | AEOM/Turnpike | 577 Eastbridge Dr<br>Oviedo FL 32765    |              | geno.fret@gmail.com            |
| Johnny Stanley        | Resident      | 3152 North Turner Rd.<br>Orl. FL 32824  | 407-247-3047 | JohnnyStanley15@yahoo.com      |
| Nancy Munteagre       |               | 927 Sunflower Trl                       | 407-766-9639 | —                              |
| Jerusha Johnson       |               | 2246 10 <sup>th</sup> Street            |              | jerushaorlan@aol.com           |
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| NAME            | ORGANIZATION | ADDRESS                                      | PHONE NUMBER | EMAIL                        |
|-----------------|--------------|--|--------------|------------------------------|
| Jeff Champlin   |              | 1143 Drift Creek Cir orl FL 32828            | 407-9673987  | Champl.JSS@gmail.com         |
| Jim Ryker       |              | Also 1200 Cherry Valley<br>13224 Old Dock Rd | 407-306-9162 |                              |
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| Howard Newman   |              | 14303 Lathan Grange Ct                       | 407 832 2500 |                              |
| Eric Robinson   |              | 2053 Hawks Landing Dr                        | —            | eric.robinson@outlook        |
| Panda Rathbone  |              | 921 Bradshaw Terrace                         |              |                              |
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| NAME                  | ORGANIZATION | ADDRESS                                 | PHONE NUMBER | EMAIL                   |
|-----------------------|--------------|---|--------------|-------------------------|
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| Claire Woods          |              | 14427 LAKE UNDERHILL 32828              |              | CWOODS84@CFL.RR.COM     |
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| Jamy Hest             |              | 15055 Lake Forest                       |              |                         |





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| NAME            | ORGANIZATION                      | ADDRESS                                 | PHONE NUMBER | EMAIL                  |
|-----------------|-----------------------------------|---|--------------|------------------------|
| Jennifer Kibler |                                   | 1220 Ocklawaha Dr<br>Orlando, FL 32828  | 407 257 6700 | jlawskibler@gmail.com  |
| Lamen Edye      |                                   | 1220 clay dally way                     | 407-381 0296 |                        |
| BRYAN RINTON    |                                   | 609 BROOKHAYS SV                        | 407 277 8812 |                        |
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| Algie Hoosier   |                                   | 17705 CAVALIER RD<br>Orlando, FL 32833  |              |                        |
| Louis Garcia    |                                   | 14214 Thimball way<br>Orlando           | 407-491-2807 | louis.karate@gmail.com |
| Tyler Swavey    |                                   |   |              | tyler.swavey@gmail.com |
| Cesar Gonzalez  |                                   | 2019 Darlin Circle                      | 407-810-2866 | Cego68@yahoo.com       |
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|---------------------|--------------|---------------------------------|--------------|---------------------------|
| Jackie Hawkins      |              | 18616 16 <sup>th</sup> Ave      | 407 923 1189 | jackiehawkins1@gmail.com  |
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| Patti Harris        |              | 14822 Lake Pickett Road         | 407-568-2834 |                           |
| RS MUGLER           |              | 14366 STAMFORD CIR              | 407-913-5563 | RS@RSmugler.net           |
| Jonathan Lamsel     |              | 826 Havenwood Dr                | 407-971-4724 | glwelding@gmail.com       |
| Evelyn Ramirez      |              | 15324 Chantah Ct. 32828         | 407 341-1252 | evesan668@aol.com         |
| Russ A. Ramirez     |              | 15324 CHANTAH CT                | 407 341 7276 | 1810418@GMAIL.COM         |
| Valerie Wendeln     |              | 2415 10 <sup>th</sup> St. 32820 | 321-437-6965 | valerie.wendeln@yahoo.com |
| Karen Holston Lewis |              | 13545 Old Dock Rd               |              | KLW827@att.net            |
| JANE KULASIVAN      |              | 17757 CRAFT A                   | 407-568-2814 |                           |
| Louis D. Dobbles    |              | 1391 Caudle St. ORL FL 32828    | 407-963-0360 | louis@louisdobbles.com    |





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| NAME               | ORGANIZATION                   | ADDRESS                                   | PHONE NUMBER                             | EMAIL                                  |
|--------------------|--------------------------------|---|--|--|
| Angel Carrasquillo |                                | 1543 LaLigue lane Orlando                 | 407-680-4006                             | amctrucker@yahoo.com                   |
| AL + DON HASTINGS  | HIDDEN RIVER                   | 15275 E COLONIAL ORLANDO                  | 407-588-5346                             |  |
| Tim Peck           |                                | 21638 Sled Rd Chrystman                   | 407-782-2925                             |  |
| WILFORD POMEROY    |                                | 2199 HAMMOKK MOSS DR.<br>ORLANDO Orlando  | 321-804- <sup>4136</sup> <del>4136</del> | WILPOMEROY@GMAIL.COM                   |
| Libsette Mazzeo    |                                | 827 Bridgeway Blvd. 32828                 | (561) 714-3272                           | pmazzeo11@hotmail.com                  |
| Stella mazzio      |                                |   |  |  |
| Gio Rivere         | Office of Rep<br>Smith → HD 49 | 9869 Bennington<br>Chase dr. Orlando      | 407 233 6728                             | giiovanna.Lopez<br>@myfloridahouse.gov |
| Nancy Swift        |                                | 14429 Lake Underhill Rd                   | 407 275 9908                             | Nancyswift@<br>CFLSR.COM               |
| Alan Ashlock       | Prop owner                     | Chuluota 32766<br>2727 Lake Rickett Place | 407-808-9413                             | alan@ashlockderivative.com             |
| WAYNE HOVIS        | Prop. owner                    | 848 LOCKWOOD DR.<br>32833                 | 407-568-0123                             | wayne.hovis@aol.                       |
| Evelyn Hovis       | Prop. owner                    | 848 LOCKWOOD DR.<br>32833                 | 407-267-2304                             | evelyn2875@aol.                        |





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| NAME           | ORGANIZATION        | ADDRESS                   | PHONE NUMBER | EMAIL                   |
|----------------|---------------------|---------------------------|--------------|-------------------------|
| BARBARA SOLTRY | HOME OWNER          | 12020 BUNKER CT ORLANDO   | 407-282-2620 | BSOLTRY@YAHOO.COM       |
| BILL WHITE     | Home owner          |                           |              | ERWHITE5@COMCAST.NET    |
| Kim Wolfe      | Home owner          | 13525 Lakers CT           | 407-923-1772 | KimWolfe44@gmail.com    |
| CARLOS RIVERA  | Home owner          | 12401 Wilcox Ct           | 407-742-0726 |                         |
| Janet Brewer   | Home owner          | 4701 Lazy H Ln Christmas  | 407-568-2710 | Janetmc1900@aol.com     |
| Shirley Sands  | Home owner          | 18126 Stratford Grand St. | 407-568-5020 | asianchina1@aol.com     |
| Tom Glover     | Home owner          | 832 Lockwood Dr           | 407 832 3185 | TOM@SARCAWORLDUSA.COM   |
| Robyn McIn     | Home Owner          | 18410 17th Ave            |              |                         |
| William Lutz   | State Orange County | 2618 S. TRAMER RD         |              | WLUTZ@CEL.RR.COM        |
| Carmen Johnson | Home Owner          | 18637 Bellmore Ave        | 407 416 3088 | CJOHNSON.ITIL@GMAIL.COM |
| Patty Gordon   | Home Owner          | 5916 Waples Way           | 407-3827348  | gordonw@bellsouth.net   |



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| NAME              | ORGANIZATION | ADDRESS                             | PHONE NUMBER | EMAIL                                |
|-------------------|--------------|-------------------------------------|--------------|--------------------------------------|
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| Buddy Barber      |              | 18566 Belvedere Rd.                 |              | <sup>4139</sup> Sarah Dietrich@gmail |
| Sarah Dietrich    |              | 526 South State RD B                |              |                                      |
| Leo Brown         |              | 18610 16 <sup>th</sup> AVE          |              |                                      |
| SEAN STEFFENHAGEN |              | 2227 Lk Pickett Rd                  |              | Shawn.Steffenhagen@aol.net           |
| ALEIDA VALERON    |              | 2811 N 6 <sup>TH</sup> ST           |              |                                      |
| Priscilla Herrick |              | FAIRWAYS<br>14205 E. COLONIAL DR    |              | pherrick@hometownamerica.com         |
| Charlotte Gabe    |              | 1108 Rock Harbor Ave-               |              |                                      |





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| NAME                 | ORGANIZATION | ADDRESS                                  | PHONE NUMBER                 | EMAIL                   |
|----------------------|--------------|--|------------------------------|-------------------------|
| Kevin & Carmen Clark |              | 917 N. County Road 13                    | 407-758-6305<br>407-921-1362 | KCSJ81@AOL.COM          |
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| DONNA PATRICK        |              | 243 STORY PARTIN RD                      | 407-590-2736                 |                         |
| Joe Walter           |              | 1317 Bonneau Blvd. Christmas             |                              | jwalter@ufh.edu         |
| David Sigel          |              | 928 Burns Vets Ave                       | 407-701-1915                 | cfenprol@hamilton.com   |
| TINA M. AOTHIER      |              | 16302 HAMILTON DR ORLANDO                | 407-777-8262                 |                         |
| Richard J. Andriele  |              | 1808 CORNERVIEW LN                       | 407-968-1989                 |                         |
| Chris Chan           |              | 20335 WATSON PKWY ORLANDO, FL 32833      | 407-702-3822                 |                         |
| Michael Perkins      |              | 13644 Sunshower <sup>ORL</sup> Cir 32828 | 407-282-6746                 | mperkins1865@gmail.com  |
| Brooke Rashed        |              | 526 South county Rd 13 <sup>32833</sup>  | 407-984-9016                 | Brooke.babe02@gmail.com |





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| NAME              | ORGANIZATION | ADDRESS                       | PHONE NUMBER | EMAIL                     |
|-------------------|--------------|-------------------------------|--------------|---------------------------|
| Dawn Gray         | Homeowner    | 13117 Odyssey Lake way        | 407-249-1498 | Sgray63439@aol.com        |
| JOSE AGUILO       | Home owner   | 1043 Landview CT              | 321-297-9446 | MISTER. ELIOT@HOTMAIL.COM |
| Deen Goulas       | Home owner   | 665 Lakeham Cir               | 407-325-7804 | Deena@deanandcompany.com  |
| Alan Penman       | Homeowner    | 1324 Lochbreeze Way 32828     | 407-473-5066 | thepenmanator@gmail.com   |
| Ralph Keith       | Home Owner   | 14655 Lehigh ST ORL. FL 32826 | 321-460-6747 | REGINA BFM@aol.com        |
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| Loraine Schneider | Home owner   | 1788 Kingsmill                | 407-382-1031 | Lschneider7@att.net       |
| Sarah Leodum      | homeowner    | 12412 Wilcox Ct               |              |                           |
| Zee Anderson      |              |                               |              |                           |
| Julie Trott       | Homeowner    |                               |              |                           |
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|--------------------|--------------|--------------------------|--------------|-------------------------------|
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|------------------------|--------------|--|----------------|-----------------------|
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| Lynden Johnson         |              | 14513 Daring Ave                       | 321 297 1141   | —                     |
| Frank & Audrey DeSanto |              | 12928 Maribou Cir                      |                | afdesanto@yahoo.com   |
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| Shannon Jones          | Jani-King    | 1801, Sandy Creek Lane, 32826          | 407-275-2313   |                       |
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| Penny Beckie           |              | Xmas FL                                |                |                       |





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|-----------------|--------------|---|--------------|---------------------------|
| Mary Keim       | —            | 4726 S Ferncreek, 32806                   | 407-851-5416 | r55mhk@gmail.com          |
| Debra Dean      |              | 3157 9th St 32820                         | 407-848-7046 | blondharmofun@aol.com     |
| Sharon Rubash   |              | 18312 16th Ave orlando 32832              | 407-486-8505 | whyilr@yahoo.com          |
| Dennis Horazak  |              | 726 DIVINE CIRCLE<br>ORLANDO 32828        | 407-443-7909 | DENISUS@<br>BELLSOUTH.NET |
| Tracy Fagan     |              | 13675 Sunshowers Circle<br>Orlando, 32828 | 321-297-2282 | tracyfagan2@yahoo.com     |
| Brian Nowell    |              | 81C Jade Forest Ave<br>Orlando, FL 32828  | 407-923-3895 | brian@bawn.com            |
| Pat Brizef      |              | 13432 Kitty Fork Rd/orland                | 407-277-2070 |                           |
| Sandra Driscoll |              | 2327 Ardor Ave, Orlando                   | 321-804-4150 | sdriscoll3913@gmail.com   |
| Mike Billing    |              | 555 CR-13                                 | 407-568-8532 |                           |
| Pat Aginto      |              | 14430 Spyclops                            | 407-325-2004 | DHAKALIA@yahoo.com        |
| Deborah Denton  |              | 16625 Beale Rd                            | 407-760-1688 | ddenton@cfl.rr.com        |



# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

Alternatives Public Workshop  
Thursday, June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School  
1700 Chuluota Road  
Orlando, Florida 32820

## GENERAL PUBLIC SIGN-IN SHEET

| NAME           | ORGANIZATION                        | ADDRESS                          | PHONE NUMBER | EMAIL                                   |
|----------------|-------------------------------------|----------------------------------|--------------|---|
| Fenna Owens    |                                     | 1302 Sherman St                  | 407-797-6083 | FennaBOWENS@GMAIL.COM                   |
| Dale Tucker    |                                     | 2431 4th st                      | 407 568 7392 |   |
| Jan Groves     |                                     | Sunflower Trail                  | 568 6426     | JanGroves@aol.com                       |
| Russell Lowers |                                     | 1100 Belora ave MI               | 321 759 6022 | russelllowers@gmail.com                 |
| Harold Engold  | Waterford Lakes<br>Bd. of Directors | 700 Cedarwood Ct                 | 407-491-5233 | LTHEJHPN@aol.com                        |
| Edric De Armas |                                     | 1133 LANDALE CT                  | 407-281-7477 | EDRIC.DEARMAS@GMAIL.COM                 |
| Chris Wilson   | Marchwood Union, PA                 | 976 Lakes Baldwin Lake Suite 101 | 407 658 8566 | cwilson@engfirm.com                     |
| Joseph Brennan |                                     | 13507 Lakers CT                  | 407 259 8604 | joe.brennan@yahoo.com                   |
| Daisy Morales  | Elected official-                   | 2832 MacMurray Dr                | 321 438 6315 | Supervisor Daisy Morales<br>@ gmail.com |
| Joe Goodman    | Botho Citizens<br>Advisory Council  | on file                          | on file      | on file                                 |
| John Tropes    |                                     | P.O. Box 606 Christmas FL 32709  | 407 443 3123 | Johntropes@yahoo.com                    |





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| NAME                 | ORGANIZATION              | ADDRESS                       | PHONE NUMBER   | EMAIL                  |
|----------------------|---------------------------|-------------------------------|----------------|------------------------|
| JUDY MICHALSKI       | Fairway Club              | 14335 Pebble Beach Blvd 32826 | 412 853 1459   | jmitchy184@aol.com     |
| Ed Priest            | Big Elm                   | 1681 Spruce Dr                | 321-239-4504   | Epriest367@aol.com     |
| Paul + Carolyn SKOK  | Waterford Lakes           | 620 Forestgreen CT            | 770-893-1065   | Carolynf16@aol.com     |
| Juan + Jose Carrillo | Hickory Cove              | 2531 Hickory Oak Blvd         | (407) 362-5430 | mesgonzalezjr@msn.com  |
| Becky + Herm Nagel   | Christmas Estates         | 2425 Hobby Horse Ln           | 407 568-8980   | BHNagel@earthlink.net  |
| RICHARD VANDERKAM    | WATERFORD LAKES           | 614 WHITE RIVER DR            | 407 497 7208   | RVANDKAM12@gmail.com   |
| ROBERT BELK          | WATERFORD LAKES           | 543 LAKEHAVEN CIR             | 407 734 5385   | SUNORLST3@GMAIL.COM    |
| Jim Coffey           | Rural Settlement Alliance | 208 Welton Ave. 32833         | 407 921-2535   | JGCOFFEY@BellSouth.net |
| Kenneth Fish         |                           | 772 Lockwood Dr.              | 407 376 2020   | orlandoFish@aol.com    |
| KENNETH PINSON       |                           | 14501 JOSAIR DR. ORL. 32826   | 407 286-2636   | CONDICE@AOL.COM        |
| Robert Weir          | Fairway S.C.              | 14606 Spyglass St             |                |                        |





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| NAME             | ORGANIZATION | ADDRESS                       | PHONE NUMBER                 | EMAIL                      |
|------------------|--------------|-------------------------------|------------------------------|----------------------------|
| Ben Watkins      |              | 23 Seminde Trail              | 407 568-4485                 |                            |
| Margaret Watkins |              | 25 Cochran Trail Orlando      | 407 953-3915                 |                            |
| GREG STOUTON     |              | 818 JADESTONE CIRCLE, ORLANDO | 407.963.0161                 | GREG.STOUTON@ERW.ORG       |
| Russ Skinner     |              | 606 HAMILTON DR ORL.          | 407-568-2924                 |                            |
| Patty Flowers    |              | 17223 Wilson Rd               | 407 807 9588                 |                            |
| Jorge Girata     |              | 13543 LAKERS COURT            | 407-394-8871                 |                            |
| Katrin Breault   |              | 902 Jade Forest Ave           | 407 408 0723<br>407 382 1323 | Katrin Breault             |
| Tammie Loveland  |              | 848 Jadestone Circle          |                              |                            |
| Katherine Cary   |              | 14511 Lake Underhill Rd       | 321-271-7670                 | Katherine.a.cary@gmail.com |
| Russell Beckett  |              | 13902 Magnolia Glen Cir       | 407 747 6273                 | russell.beckett@gmail.com  |
| MARGARET Metzger |              | 723 AVE ALLOW LN              | 407-282-4565                 | margaretmetzger@gmail.com  |



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| NAME               | ORGANIZATION                           | ADDRESS                                      | PHONE NUMBER   | EMAIL                              |
|--------------------|--|--|----------------|------------------------------------|
| Al & Maria Hritz   |  | 16216 Old Cheney Hwy                         | 321-285-3220   | Mhritz28221@aol.com                |
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| William Brinson    |  | 15436 Galbi Dr                               | 321-388-3388   | tjbrinson@yahoo.com                |
| Larry Filson       |  | 2950 Cuning Oaks Way                         |                |                                    |
| John O'Wick        |  | 12703 Raftermen Ct                           | 321-236-2088   | jo.kestchick@aol                   |
| George P. Dietrich |  | 400 Dietrich RD                              |                | 400 Dietrich RD                    |
| R. Keith Stubbs    |  | 3006 San Leo Dr.                             | 407-4626918    | Stubbs08@bellsouth.net             |
| Stephen Nordlinger |  | 16334 Hamilton Dr.                           | (321) 263-7288 | FloridaRiverKeeper@gmail.com       |
| Rick Laverie       |  | 223 Tracy St                                 | 407-484-9750   | Laverie@bellsouth.net              |
| Steven Thompson    | Rep Rene "Coach P"<br>Plasencia Office | 400 South Street #1C<br>Titusville, FL 32780 | (321) 383-5151 | Steven.Thompson@myfloridahouse.gov |
| Mary Rose Myler    |  | 932 N. County Rd B<br>Orlando                |                |                                    |





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|--------------------|----------------|-----------------------------------|------------------------------|-----------------------------|
| William G Garrison |                | 13804, Belles Ln                  | 407-275-9524                 |                             |
| DAVID BOTTOMER     | SIERRA CF      | 305 WOODBURY PINE                 | 407-719-9788                 | MICHAELMOCHA180@YAHOO.COM   |
| Ritchie Punker     |                | 1466 Punker Lane Palmdale         | 407-273-6879                 | PUNKERFARM10@YAHOO.COM      |
| RANDY SNYDER       | ORANGE AUDUBON | 4726 S. FERN CREEK                |                              | RSNYDER11@GMAIL.COM         |
| RALPH SINGLETON    | C.M.C.         | 529 VERSAILLES<br>MAITLAND FL     | 407-644-9811                 | C.M.C. 529@GMAIL.COM        |
| LINDA KUCHARSKI    | FAIRWAYS       | 1907 AUGUSTA RD.<br>ORLANDO       | 618-303-0261                 | l.kucharski@yahoo.          |
| Joe Shelton        | —              | 1712 B/4 K Wate <sup>POKE</sup> - | 860-593-0240<br>407 482-2227 | turntumsh@gmail.com         |
| Jim Williams       |                | 2768-S. TAUNTON RD                | 407 325-1978                 | Jim A BUNTON<br>HOMES.COM   |
| James Benbow       |                | 1544 Barkwood Ln                  | 407 558 6839                 | JAMESBENBOW18@gmail.com     |
| Isabel Lugo        |                | 13519 Lakers Ct.                  | 321-251-6735                 | isabellugaro@yahoo.com      |
| Risoberto Cintrom  |                | 11                                | 11                           | risoberto.cintrom@gmail.com |





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| NAME            | ORGANIZATION | ADDRESS                    | PHONE NUMBER | EMAIL |
|-----------------|--------------|----------------------------|--------------|-------|
| Judy Nicewonger |              | 12419 Wilcox Ct 32828      | 407-960-9150 |       |
| Judy Walker     |              | 19305 Lake Pickett Rd      | 407-588-2129 |       |
| Gene Walker     |              | "                          | "            |       |
| Jessica White   |              | 19305 Lake Pickett Rd      | ↑            |       |
| Steven Hornik   |              | 13627 Sunshower Cir        | 407-758-4656 |       |
| JOSE MERANDA    |              | 13835 SUNSHOWER CIRCLE     | 321-408-4986 |       |
| Terry Sible     |              | 16011 Old Cheney Hwy 32833 | 407 247 0586 |       |
| Vicki Weaver    |              | 514 Hamilton Dr.           | 407 462 7928 |       |
| Nikki Baird     |              | 525 S. Conway Rd.          |              |       |
| Fran Archibald  |              | 14606 Spyglass St.         | 407 381 5835 |       |
| Matthew Gratale |              | 13813 Magnolia Glen Circle | 551 486 7462 |       |



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| NAME              | ORGANIZATION | ADDRESS                                 | PHONE NUMBER | EMAIL                     |
|-------------------|--------------|---|--------------|---------------------------|
| TERRY WILLIAMS    |              | 508 SHEPARD RD                          | 407 568 2020 |                           |
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| Linda Staughton   |              | 818 Jadestone Cir. 32828                | 407 963 8422 | linda.staughton@gmail.com |
| Charlene Bradford |              | 1624 N 6 <sup>th</sup> St 32820         | 407-255-0118 |                           |
| Nancy Masor       |              | 439 Wellon Ave.                         | 407-568-0082 | nannyjag@yahoo.com        |
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| Gina Gorlitz      |              | "                                       | "            | "                         |
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| Dave Skore        |              | 12612 Huckleberry Finn Dr, Osl, FL      | 407-282-2054 |                           |
| Barry Bode        |              | 13853 Sunshowers Cir. <sup>ORL FL</sup> | 321-662-4823 | blbode1@yahoo.com         |
| Dan Radjeski      |              | 13853 Sunshowers Cir <sup>32828</sup>   | 321-662-4830 | d.radjeski@gmail.com      |





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| NAME                               | ORGANIZATION | ADDRESS                 | PHONE NUMBER   | EMAIL                                       |
|------------------------------------|--------------|-------------------------|----------------|---|
| James O'Brien<br>Loyce O'Brien     |              | 18860 Hewlett Rd        | 407-722-1389   | LoyceOBrien@yahoo.com                       |
| Robert Huck                        |              | 15944 Old Chewey Hwy    | 407-431-1330   | huck.robert@yahoo.com                       |
| Patricia Fischer                   |              | 18550 Belvedere Rd      | 407-963-8059   | patricia.fischer@hotmail.com                |
| Amber Fischer                      |              | "                       | "              | "   |
| Janet Vander Weide                 |              | 1049 Drift Creek Cove   | (407) 800 9797 | janetannvanderweide@gmail.com               |
| Carol Savchuk                      |              | 4556 Saddleworth Circle | (407) 312-1023 | Carol@CarolSavchuk.com                      |
| frances & mark<br>Schroeckenthaler |              | 1126 Carringdale dr.    | 608 3583063    | Schroeck2@me.com                            |
| Laura Kelly                        | OCPS         | 6801 Maple Way          | 407-317-3700   | Laura.Kelly2@ocps.net                       |
| Allen Branx                        |              | 18610 16th Avenue E     | 407 879-3807   | Allen Branx@gmail.com                       |
| Daniel Steele                      |              | 16394 Hamilton Dr.      | 407-493-8301   | danielsteele1991@gmail.com                  |
| Charity Travis                     |              | 16254 Cornerlake Dr.    | 606 4253314    | Charity.m.travis<br>CharityTravis@gmail.com |





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| NAME             | ORGANIZATION         | ADDRESS                       | PHONE NUMBER | EMAIL                     |
|------------------|----------------------|-------------------------------|--------------|---------------------------|
| KAY WEST         |                      | 1705 10TH ST 32820            | 407 568-4174 | KLWEST568@OUTLOOK.COM     |
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| Sis V. CALCAÑO   |                      | 1161 CHERRY VALLEY WAY        | 407-4637464  | LOPEZMATOS729@yahoo.com   |
| Brian May Jr     |                      | 932 NORIS Orlando             | 407-880 2888 |                           |
| Marcy Frederico  |                      | 14237 Lake underhill rd       | 407-923-7947 | jerseygm07067@yahoo.com   |
| Ronald Hernandez |                      | 16062 E. Colonial Dr          |              |                           |
| Jimmy McKnight   |                      | 2518 S. TANNER RD. ORL. 32820 | 407-319-3750 | jjeppmcknight@gmail.com   |
| Mark Kathy Nosal |                      | 2123 Osprey Woods Cir         |              | Kathynosal@gmail.com      |
| Donald Hastings  | HIDDEN RIVER RV PARK | 15295 E. COLONIAL DR          | 407 568 5346 | HIDDEN RIVER PARK@AOL.COM |
| CARL GIBLIN      |                      | 13807 MAGNOLIA GLEN CIR       | 407 489 0954 | carlgib@att.net           |
| TOM BRUCE        |                      | 570 Hamilton Dr               | 407-568-4787 |                           |



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| NAME                  | ORGANIZATION         | ADDRESS                 | PHONE NUMBER | EMAIL                  |
|-----------------------|----------------------|-------------------------|--------------|------------------------|
| Donna Overton         | Homeowner            | 13806 Sunshowers Circle | 407-538-5239 | doverton@cfl.rr.com    |
| Gerard Bileau         | Homeowner            | 1700 Cedar Ridge Dr.    | 407-737-7202 | agb.bileau@aol.com     |
| Ronald E. Lepper      | Homeowner            | 14837 Spyglass St.      | 407-249-0875 | Toyo221E@aol.com       |
| Frank Cohen           | Resident             | 15425 Gulf St           | 407-802-2303 | UCPman@Juno.com        |
| Suzanne Oesterling    | Homeowner            | 1491 S. Tanner Rd       | 407-977-7550 | joesterling@cfl.rr.com |
| John H. Oesterling Jr | Homeowner            | 1491 S. Tanner Rd       | 407-977-7550 | joesterling@cfl.rr.com |
| MIKE VIERA            | " "                  | 13632 Sunshowers Cir    | 407-383-6824 | 30061emm@cf2.rr.com    |
| RP McDonn             | "                    | 16529 Brook rd          |              |                        |
| Norman Lapoint        | "                    | 13638 Sunshowers Cir.   | 407-737-8815 | nlapoint@cfl.rr.com    |
| Cathy Lapoint         | "                    | " "                     | 407-737-8815 | "                      |
| Mario Helena Ivanis   | Fairways Mobile Park | 14231 Spyglass St.      | 407 237 0096 |                        |





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| NAME                   | ORGANIZATION | ADDRESS                    | PHONE NUMBER | EMAIL                            |
|------------------------|--------------|----------------------------|--------------|----------------------------------|
| Roger Stufflebeam      | -            | 18927 5TH Ave Orlando      | 321 804 4461 |                                  |
| Jeanie Stufflebeam     |              | " " "                      | "            |                                  |
| Jackie Hill            |              | 307 Wellon Ave             | —            | <del>JD</del> jwag4321@gmail.com |
| Roddy McDowell         |              | PO Box 878 Christmas Fl    |              | shariray@netzero.com             |
| Donna Leckman          |              | 12412 Wiley Ct. 32828      | 407 497 3108 | dmleckman@bellsouth.net          |
| KATHLEEN STIRN         |              | 14260 Forest Oak Dr        | 407-704-5512 | KSTIRN@CFL.RR.COM                |
| Shirley + Tom Rodowsky |              | 527 Rockwood Ln. Orlando   | 407-859-7487 | TRodowsky@cfl.rr.com             |
| Benny Crawford         |              | 3903 Lk Drandy             |              | bcrawdad@bellsouth.net           |
| BOB HURLEY             |              | 13525 Ivy Brooke Ln        | 407-203-5300 | HANNIHSBOB@GMAIL.COM             |
| Don Delph              | TEGOLO       | 630 Lockwood Dr            | 407 484 7871 |                                  |
| Richard Barrington     |              | 110 Hancock Lone Palm Road |              |                                  |





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| NAME             | ORGANIZATION                    | ADDRESS  | PHONE NUMBER | EMAIL                   |
|------------------|---------------------------------|--|--------------|-------------------------|
| Zach Kasky       | Resident                        | 733 Waterland Ct.<br>Orlando, FL 32828             | 518-858-9890 | zkasky@gmail.com        |
| Jon H Bowman     | RESIDENT                        | 2722 10TH ST<br>ORLANDO FL 32820                   | 407-963-5352 | CORVETTE8257@yahoo.com  |
| ARTURO J. RELEZ  | Traffic & Mobility Consultants  | 3101 Magnolia Blvd, Suite 265<br>Orlando, FL 32803 | 407-531-5332 | AR@TRAFFICMOBILITY.COM  |
| Amy Abbatiello   | resident                        | 4906 Blackburn Ct<br>Orlando 32826                 | 407-243-9156 |                         |
| Donnie Johnson   | Farway<br>Resident              | ORLANDO 32826<br>14103 Post Tree Ct                | 407-595-3080 |                         |
| John C. ...      | Bridgewater HOA                 | 860 Cherry Valley Way                              | 407-415-4802 | Mac933@yahoo.com        |
| Rodger B. Dorn   | Resident                        | 18390 17th AL. OR FL<br>32833                      | 407-716-5551 | kgihelp@att.net         |
| Phil Matgamy     | "                               | 732 Forest Green Cr                                | 407 808 2163 |                         |
| Virginia Johnson | Resident                        | 14413 Spyglass St                                  |              |                         |
| Clelia Wodicka   | Resident                        | 1232 Chesney Valley                                |              |                         |
| Cameron Gordon   | Mosquito Control<br>enterprises | 707 Adirondack Ave<br>Orlando FL 32809             | 407 445 8181 | CameronGordon@gmail.com |



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| NAME                       | ORGANIZATION | ADDRESS                          | PHONE NUMBER | EMAIL                         |
|----------------------------|--------------|----------------------------------|--------------|-------------------------------|
| Bill Sutton                |              | 2837 10 <sup>TH</sup> Street     | 407 443-1162 | Billstrailerrepair@gmail.com  |
| Barbara Sutton             |              | 2837 10 <sup>TH</sup> Street     | 407 579 7729 |                               |
| Roy + SANDIE TOLLE         |              | 14618 SPYGLASS ST                | 330-818-5787 | 0110STATE@CFL-RR.COM          |
| WM. Acevedo                |              | 764 Lockwood Dr.                 | 407-907-0956 | wmace258@yahoo.com            |
| Jayne Nelson + Doug Nelson |              | 13744 Sunshower CR.              | 407 275 2975 | Nelson.Ragnar@HotMail         |
| Dan W. Buehly              |              | 15674 LAKEVIEW ST                | 407-257-5838 |                               |
| Ubbi Connor                |              | 14433 Hagelton Ct                | 814 528 7177 | VictoriaConnor@roadrunner.com |
| Yolanda Trizarry           |              | <del>51600</del> 15600 KALINA Ct | 540-520-5151 | yirizarryfriends@gmail.com    |
| Tsmael Trizarry            |              | "                                | "            | izzarray@gmail.com            |
| Robert Gondak              |              | 1474 Canale ST                   | 407-568-5410 |                               |
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|------------------|-------------------|----------------------|--------------|----------------------------------|
| KEN ZOOK         | WATERFORD LAKES   | 453 MARK TWAIN BLVD. | 407-380-3803 | Ken.Zook@mywaterfordlakes.org    |
| Edward Ingerman  | 14539 E. Colonial |                      |              |                                  |
| BRYAN YOUNG      |                   | 1531 LALIQUE LN.     | 407-674-8087 | BYLGATOR@gmail.com               |
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| LARRY LEWIS      |                   |                      |              | Pat @ GoPADRICK.com              |
| PAT PADRICK      | REMAX             | SR 50                | 321-431-0004 | <del>Pat @ Pat Padrick.com</del> |
| Brenda Bayel     | REMAX             | SR 50                | 321-863-3408 | brendabayel@gmail.com            |
| Annelma Reynolds |                   | Cunning Oaks Way     | 407-568-1585 |                                  |
| DARREN SMITH     |                   | 1126 LANDALE CT      | 407-928-6255 | darren.s@mindspring.com          |
| Kyle Peterson    | —                 | OVIEDO, FL           | 321-229-3801 | Kdpalp@yahoo.com                 |
| Dave Olson       |                   | 18422 16TH AVE.      | 321-278-8263 |                                  |





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| NAME             | ORGANIZATION    | ADDRESS                               | PHONE NUMBER   | EMAIL                 |
|------------------|-----------------|---------------------------------------|----------------|-----------------------|
| Larry Mohrman    |                 | 14678 Longview St                     | 407-730-2581   |                       |
| Mana Bellmire    | JADE Forest     | 831 Jadestone Cir                     | 321 946 5615   |                       |
| Rodney Billings  | JADE Forest     | 831 JADESTONE CIR.                    | 321 945 5615   | RB.Billings@gmail.com |
| Nancy Kamm       | Waterford Place | 28 Battler St.                        | (407) 381-8038 |                       |
| John Kamm        | Waterford Place | 28 Battler St.                        | (407) 381-8038 |                       |
| Linda M. Hopgood |                 | 14150 Speidel Court, Orlando FL 32826 | 401-640-9527   |                       |
| ELVAN NORMAN     |                 | 1649 Sherman St                       | (407) 218-9476 |                       |
| Nadeya Hance     | WATER TRIALS    | Algonquin Loop                        | 321-274-5209   |                       |
| TARA HANCE       | WATER Trails    | Bella Coda Drive                      | 407-346-3859   |                       |
| Paschal Aquino   | Waterford       | 1114 Landale Ct.                      | 407-234-6089   | paschal111@yahoo.com  |
| Sharon Hertz     |                 | 923 Gung Rd                           | 407 5686997    |                       |



# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

Alternatives Public Workshop  
Thursday, June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School  
1700 Chuluota Road  
Orlando, Florida 32820

## GENERAL PUBLIC SIGN-IN SHEET

| NAME                 | ORGANIZATION | ADDRESS                          | PHONE NUMBER | EMAIL |
|----------------------|--------------|----------------------------------|--------------|-------|
| ANNIE TORRES         | HOME OWNER   | 13509 MADISON DOCK RD 32828      |              |       |
| JAMES LONG           |              | 13751 Sunshowers                 |              |       |
| Jim Long             |              | 13751 Sunshowers                 |              |       |
| PAT Liney            | Home Owner   | 719 ForestGreen Ct               |              |       |
| ED LINEY             | "            | 719 FORESTGREEN CT               |              |       |
| JAMES Glover         | Home Owner   | 15852 OLD cheyney                |              |       |
| RO ~ Logan           | "            | 16140 Old cheyney                |              |       |
| JERI O'BARR          | "            | 1705 FRICKE Ave                  |              |       |
| Danny Courtney Jr    |              | 18252 E. Colonial dr             |              |       |
| Owen & Suzanne Lewis |              | 15532 Gelbi Drive, Orl. FL 32828 |              |       |
| Tom Michele Guimond  |              | 13719 Sunshowers Cir             |              |       |





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| NAME                | ORGANIZATION | ADDRESS                 | PHONE NUMBER | EMAIL                    |
|---------------------|--------------|-------------------------|--------------|--------------------------|
| Charlotte MARR      |              | 2987 10th St Rd 7/32820 |              |                          |
| Judy Craig          |              | 18751 Northrop St 32833 | 407 568-6055 |                          |
| Bob Craig           |              | 18751 Northrop St 32833 | 407-568-6055 |                          |
| Jose Gutierrez      |              | 1658 Candela Ct         | 407-368 8455 |                          |
| Jordan Coats        |              | 16157 Morris Dr         |              |                          |
| Stacy Ewing         |              | 16157 Morris Dr         | 407-421-6616 |                          |
| Steve Darlington    |              | 436 Wellon Ave          | 407-289-6699 |                          |
| Judy Chubb          |              | 606 Lockwood Dr         | 407-528-3732 | math lady vc@gmail.com   |
| Mary Barea          |              | 730 Hamelton's Dr       | 407 568-4787 |                          |
| Cathy + Elsie White |              | 14326 Hard Time Ct      | 407-953-9166 |                          |
| Lissette Cosme      |              | 14102 Waterford Creek   | 407-953-3676 | lissette.cosme@gmail.com |





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| NAME                    | ORGANIZATION                 | ADDRESS                                      | PHONE NUMBER            | EMAIL |
|-------------------------|------------------------------|--|-------------------------|-------|
| Hugh Fred Dietrich      | Dietrich Brothers Inc        | 10 Seminole Trail                            | 407-470-4638            |       |
| <del>Sue Dietrich</del> | <del>Dietrich Brothers</del> | <del>258 S. ST Rd #13</del>                  | <del>407-421-3358</del> |       |
| Jean Berry              |                              | 842 Mammee St.                               | 407-985-2544            |       |
| Michael Grasso          |                              | 842 Mammee St.                               | 407-283-8608            |       |
| Dianna Coats            |                              | 1505 S. Tanner Rd                            | 321-804-4056            |       |
| Jeff Coats              |                              | "  | "                       |       |
| Michelle Barnett        |                              | 15100 Old Cheney Hwy                         | 407-683-3855            |       |
| Chissy Albarrado        |                              | 10155 Parkview Lake Ave<br>Orlando, FL 32817 |                         |       |
| Martha Diaz             |                              | 11972 Lady Victoria Blvd                     | 407-737-8534            |       |
| William Pons            | Save Bithlo                  | 18501 15th Ave Bithlo                        | 407-568-6112            |       |
| LUIS DIAZ               |                              | 320 FAULING LEAF WAY                         | 321-277-6162            |       |



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| NAME            | ORGANIZATION | ADDRESS                          | PHONE NUMBER | EMAIL                     |
|-----------------|--------------|----------------------------------|--------------|---------------------------|
| Ted Johnson     |              | 100 S 5th Street                 | 321-217-4400 | tedsAuctionbarn@yahoo.com |
| William Cagle   |              | 13408 KittyFork Road 32828       | 407-770-7137 | deb.cagle.de@gmail        |
| BARBARA HIGGINS |              | 13567 LAKERS CT 32828            | 407-286-7934 | barbhiggins1207@gmail.com |
| Kathy Calamis   |              | 13639 Sunshowers Circle 32828    | 407-601-5316 | Kathy.Calamis@gmail.com   |
| Wendy Nowell    |              | 816 Jade Forest Ave 32820        | 407-520-0073 | wendy@bnwn.com            |
| Art Freiburger  |              | 531 Lakehaven Cr.                | 407-207-6245 | artofmn@aol.com           |
| Beverly Russell |              | 4517 LAZY H. LANE 32709          | 407-721-6477 | berdruss@aol.com          |
| Gene Thrasher   |              | 17146 CYPRESS PRESERVE PKY 32820 |              | JMTHRASH@aol.com          |
| Marie Delaney   |              | 14578 Spyglass St                | 321-230-3975 | mrs.pasero@yahoo.com      |
| Betsy Gamson    |              | 844 Golden Pond Ct               |              | betsygamson@bellsouth.net |
| Robert Gme      |              | 17223 WILSON RD                  |              |                           |





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| NAME                  | ORGANIZATION | ADDRESS                    | PHONE NUMBER | EMAIL                  |
|-----------------------|--------------|----------------------------|--------------|------------------------|
| J. Grunfelder         |              | 2142 Mallard Spruce Tr     |              | mikegr@yaho.com        |
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| Bob & Sherri Carrigan |              | 2636 Albion Ave 32833      |              | CarriganR@aol.com      |
| marisa west           |              | 16438 Hamilton Drive       |              | marisa1079@hotmail.com |
| QUN HUO               |              | 13507 Lakers Court,        |              | treenhue@yahoo.com     |
| Kyle Young            |              | 18536 Beleuder             |              | Kyle.young4@icloud.com |
| Canachyn Lamb         |              | 18136 Cadence St. 32820    |              | AlohaLamb@hotmail.com  |
| John Marsh            |              | 821 Bridgely Blvd 32824    |              | jmarsh1225@comcast.net |
| Julio Lizarey         |              | 1628 ALCONKIN Loop         |              | J.LIZAREY@pttdo.com    |
| Rich WIGHTMAN         |              | 3344 LUKASEV 32820         |              | RichWSR@aol.com        |
| CARLOS RIVERO         |              | 1625 S. CHICKASAW TR 32825 |              | carlos@ccdoorlando.com |





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|-------------------|--------------|------------------------|--------------|----------------------|
| Randi Catol       |              | 16394 Hamilton dr      | 321 663 1126 | randiCatol@yahoo.com |
| Georgi Lavoie     |              | 223 TRACY St           |              |                      |
| Ernesta Palmer    |              | 2710 N. 6TH st         | 407-600-6292 |                      |
| KENNETH HAMMUS    |              | 1961 CORNER SEVEN DE   | 407 437-7342 | khamjam@hotmail.com  |
| Tamara Voorhees   |              | 21242 Reindeer Rd.     | 407-568-3911 | tlv007@bellsouth.net |
| Sonia Reyker      |              | 13224 Old Dock Rd      | 407-306-9162 | slpryker@gmail.com   |
| Thomas J. Gubli   |              | 1108 ROCK HARBOR RD    | 321 904 5663 |                      |
| Rosario Oliva     |              | 18801 E. colonial dr.  | 407-518-6000 |                      |
| Rachel Banko      |              | 13829 Sunshower Circle | 405-812-1024 | rachel.banko@att.net |
| Karen Wallen      |              | 16050 Old Cheney Hwy   | 407-283-4433 | kwallen@yahoo        |
| Kellie Ann Wallen |              |                        | ↓            |                      |



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| NAME                | ORGANIZATION | ADDRESS                                   | PHONE NUMBER   | EMAIL                   |
|---------------------|--------------|---|----------------|-------------------------|
| CHRISTOPHER C       | N/A          | 321 GREEN REED Rd                         | (386) 668-1026 | xp15321@yahoo.com       |
| BARBARA HAWKINS     |              | DEBARY FL 32713<br>2703 Glyn St ORL 32801 | 321.276.6212   | glynstmem@yahoo.com     |
| BRIAN GIESSUEBEL    | CHC          | 140 S. Main St Winter Garden<br>34787     | 407 468-9504   | b.gieessuebel@chcfl.org |
| Frasine Stockwell   |              | 14306 LK Underhill Rd                     | 407-468-3629   |                         |
| Andrew Stockwell    |              | Orlando 32828                             | 407-982 0689   |                         |
| LeRoy Connor        |              | Orlando 32826                             | 407-282-6434   |                         |
| Ron Priest          |              |   |                |                         |
| Lois Mueller Priest |              |   |                |                         |
| APRIL So McATEE     |              | 15520 OLD CHENEY HWY.<br>32828            |                |                         |
| Stephen Cullen      | N/A          | 327 RANKS AVE.                            | 407 375 3094   | cullenstephen@yahoo.com |
| EDWARD WARD         |              | 13975 MAGNOLIA GLEN CIR<br>32828          | 407 666 7179   | EDWARDWARD@YAHOO.COM    |





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| NAME                    | ORGANIZATION             | ADDRESS                                 | PHONE NUMBER | EMAIL                         |
|-------------------------|--------------------------|---|--------------|-------------------------------|
| Danny E. Courtney       | Pittsford                | 19637 Lake Pickett Rd                   | 407-568-4168 |                               |
| Joe William Wilson      | WATERFORD LKS            | 12526 BOGGESS WAY                       | 407 719 2447 |                               |
| JAMES CARY              | WFOR LAKES (JADE FOREST) | 14571 LK UNDERHILL RD                   | 561 339 1265 |                               |
| JENNIFER TULENKO        | Home Owner               | 18636 16 <sup>th</sup> AVE ORL FL 32833 | 407-719-7690 | JTULENKO2010@GMAIL.COM        |
| Lawren Harju            | Home owner               | 13500 Ivy Brooke Ln ORL 32828           | 407 492 0729 | lawren.harju@gmail.com        |
| Bob & Judy Craig        | "                        | 18751 - NORTON RD, ORL 32833            | 407 538-3222 |                               |
| LORRAINE DUDLEY         | "                        | 3024 SAN LEO DR, 32820                  | 719-660-7949 | LORRAINEDUDLEY@HOTMAIL.COM    |
| CJ Clontz               |                          | 1418 Blackwater Pond Dr. 32828          | 407-697-1539 | CJLifeguard@hotmail.com       |
| Jim Callahan            |                          | 204 E South St #3052 32801              | 407-234-3744 | Jim.CallahanOrlando@gmail.com |
| JEANNIE & ARMANDO PEREZ | HOME OWNER               | 922 GUY ROAD ORLANDO, FL 32828          | 321-228-2874 | SPEREZ0110@AOL.COM            |
| Jim WITMER              | WATERFORD LKS            | 749 CAVE HOLLOW                         | 321 287 5541 |                               |





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| NAME             | ORGANIZATION | ADDRESS                                 | PHONE NUMBER | EMAIL                           |
|------------------|--------------|---|--------------|---------------------------------|
| DON WATSON       |              | 18428 17 <sup>th</sup> AVE ORL          | 407-340-2722 | gaelybell@gmail                 |
| GALE WATSON      |              | " "                                     | 407-340-9234 | " "                             |
| Breck Johnson    |              | Hwy 50                                  | 352-406-2735 | Johnsonbreck@yahoo              |
| SUSAN GREEN      |              | Box 780675 ORL, FL 32878                | -            | -                               |
| ROGER GREEN      |              | Box 780675 ORL FL 32878                 | -            |                                 |
| Bob Sanders      |              | 2816 S. Shire Ave.<br>Orlando, FL 32806 | 407-459-5617 | NA                              |
| Michael Ingerman |              | 14539 E. Colonial Dr                    |              |                                 |
| JOAN YOUNG       |              | 1531 LALIQUE LANE 32828                 | 407-674-8087 |                                 |
| BOB COOTZ        |              | 21344 Reindeer Rd                       | 407-568-2321 | COFFEE 4175 @<br>BELL SOUTH.NET |
| BEAWAY BOAD      |              | 3131 Heartleaf Rd                       | 407-949-4283 | brandylr123@yahoo.com           |
| Jacquelyn Perham |              | 14875 Faberge Drive 32828               | 305-799-0715 | jacquelynperham@gmail.com       |



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| NAME                 | ORGANIZATION | ADDRESS  | PHONE NUMBER | EMAIL                        |
|----------------------|--------------|--|--------------|------------------------------|
| G.L. Secla           |              | 14666 Congress, st <sup>Orlando FL</sup> 32826 |              | Ptricol13@yahoo.com          |
| Donna Dale           |              | 1745 Inverary                                  |              | rgddld@bellsouth.net         |
| STEPHEN HOPGOOD      |              | 14152 SPEIDEL CT.                              |              | SHOPGOOD702@GMAIL.COM        |
| Wayne Morrell        |              | 13561 Lakes Court Orlando                      | 32828        | frank/mcc@gmail.com          |
| ZACH VLCEK           |              | 14805 LAKE UNDERHILL RD<br>ORLANDO 32828       |              | ZVLCEK1800@gmail.com         |
| Walter Aughenbaugh   |              | 13509 Madison Dash Rd<br>Orlando, FL           |              |                              |
| Mariella Barrington  |              | 1410 Hancock Lone Palm<br>Orlando, FL 32828    |              | barrington.richard@gmail.com |
| Eric Cress           |              | 21117 Ft. Christmas Rd, 32709                  |              |                              |
| Kathleen Logan       |              | 16140 Old Cheney Hwy, 32833                    |              |                              |
| Georgette Gillen     |              | 18783 Lansing ST 32833                         | 407 247 0384 | cavegirl21@gmail.com         |
| Rick & Cindy Itaxner |              | 2301 10 <sup>th</sup>                          |              | rh2524@yahoo.com             |





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| NAME             | ORGANIZATION          | ADDRESS                                   | PHONE NUMBER | EMAIL                       |
|------------------|-----------------------|---|--------------|-----------------------------|
| HARRY Thomsen    |                       | 1830 Augusta Rd. <sup>32826</sup> Orlando | 321-276-2150 |                             |
| Royce Walker     |                       | 2981 10th Street <sup>Orlando</sup> 32826 | 407 568 6900 |                             |
| Mindy Heath      |                       | 3674 Seagrove Dr <sup>WP</sup> FL 32792   |              | mheath3@fl.rr.com           |
| Alice Loges      |                       | 13020 Odyssey Lake Way                    | —            | —                           |
| Tom Suozzo       |                       | 815 Bridgeway Blvd                        | 407 958 3902 |                             |
| Marcus Thomson   |                       | 14734 Lady Victoria Blvd                  |              |                             |
| DON LINDSAY      |                       | 14424 Windigo Lane                        | 321-         |                             |
| David Washington | Meyers and Washington | 1105 East Concord <sup>32803</sup>        |              | dew@meyersandwashington.com |
| Jane Manry       |                       | 17623 Woodfield Hill Ct                   |              | moermain@hotmed.com         |
| JOANNA Ramos     |                       | 13603 Sunshower Cir.                      |              | jboCCA74@AOL.com            |
| Diane Dolan      |                       | 14413 Spyglass St.                        | —            | msdd49@hotmail.com          |





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| NAME                        | ORGANIZATION | ADDRESS                                    | PHONE NUMBER | EMAIL                    |
|-----------------------------|--------------|--|--------------|--------------------------|
| Monie Buchanan              |              | 2736 S TANNER RD                           |              | keepersplace@live.com    |
| Robert Spiteri              |              | 13731 Sunshowers cr <sup>OR</sup> FL 32828 | 407-446-4826 | orlandorob01@yahoo.com   |
| Jim & Joan Wilson           |              | 770 Sun-House Tric 32828                   | 407-579-2484 |                          |
| Antoinette & Charles Caudle |              | 1267 Secretariat Pl. 32166                 | 407-592-9089 | owlandcat@hotmail.com    |
| Francis Guilfoyle           |              | 1618 Sherman St. 32828                     | 407-568-5483 | sirfrancisir@hotmail.com |
| Richard Wright              |              | 863 Hamilton Dr 32833                      |              |                          |
| Kathrin C. Vicker           |              | 847 Hamilton Dr. 32833                     |              |                          |
| William Rabig               |              | 3107 Corvus Oaks way                       | 407-565-1834 |                          |
| Ben Stanley                 |              | 15120 Old Cheney Hwy                       | 407 427-0650 | Bstanley550@yahoo.com    |
| Alaina Marshall             |              | 9849 Lancelwood St 32817                   | 4079629919   |                          |
| Dorothy Springs             |              | 16524 HAMILTON 32833                       | 407 4977951  |                          |



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| NAME                 | ORGANIZATION | ADDRESS                                | PHONE NUMBER    | EMAIL                      |
|----------------------|--------------|--|-----------------|----------------------------|
| Suzanne Sue          |              | 1115 NW Christmas Rd                   |                 | davidsale@bellsouth.net    |
| David Sale           |              | 1115 NW Christmas Rd                   |                 | davidsale@bellsouth.net    |
| Vickie Prewett       |              | 18425 22nd Ave                         | 407-376-4697    | vprewett@bellsouth.net     |
| Laura Migliacci      |              | 1390 Carle St Orlando FL 32828         | 407-625-5059    | Lauramig@2@yahoo.com       |
| Freda Lutz           |              | 16658 Hamilton Dr                      |                 |                            |
| Robney Thomas        |              | 32820<br>1943 CASCADES COVE DR         |                 | CGRTHOMAS@GMAIL.COM        |
| Colna Paez           |              | 708 Belvedere Rd                       | 407-568-5535    | —                          |
| Wilson               |              |  |                 |                            |
| Maria Bolton-Joubert |              | 524 Meridale Ave<br>Orlando, FL 32803  | 407 325<br>4495 | Paesan123@aol.com          |
| Henry Tamura         |              | 1408 Lonecreek Dr. Orlando FL 32828    | 407 227 5394    | henrytamura@hotmail.com    |
| Nicole Jeremiah      |              | 16707 Corner Lake Dr.<br>Orl, FL 32820 | 407-761-2223    | nicolebutler1010@gmail.com |





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| NAME            | ORGANIZATION | ADDRESS                                  | PHONE NUMBER  | EMAIL                 |
|-----------------|--------------|--|---------------|-----------------------|
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| K Charles       |              | 15088 LK Pickett RD                      | 407-5683788   |                       |
| Maryluz Ag-delo |              | 1543 Laliqre Ln orlando                  | (407)437-0777 | kettychris@yahoo.com  |
| Chela           |              | 1043 Duff Creek Cir.                     | 407-421-5653  |                       |
| J. Westrich     |              | 2042 Bristol GrandeWay                   |               |                       |
| Helen Wyr       |              | 18914 NASH ST                            |               |                       |
| Debra Piskin    |              | 13807 Magnolia Glen                      |               |                       |
| Rick Baird      |              | 5420 Tribuna Dr. circle<br>Orl. Fl 32812 | 407-8277-3357 | rbaird4@att.net       |
| Dave Freal      |              | 15855 Old Cheney Hwy                     | 321-947-1222  | dfreal@cflls.com      |
| Karen Freal     |              | 15855 Old Cheney Hwy                     | 407-259-8184  | KFreal71@gmail.com    |





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|----------------|-----------------|--|--------------|------------------------|
| James Erb      | ETHCAR CRUSHING | 106 Gloucester STR                             | 407-963-3978 | ERBJAMES32@gmail.com   |
| MARK Higgs     |                 | 716 N 6th St,                                  | 407 465-609  |                        |
| CAROLYN Bourke |                 | 14300 ABINGTON HEIGHTS DR <sup>ORL</sup> 32828 | 678-3782495  | carolyn.bourke@att.net |
| Sarah Kelly    |                 | 15912 Old Cheney Hwy                           |              |                        |
| Mohamad        |                 |  | 407-421-2269 | att                    |
| Bernard Lee    |                 | 915 Geranium Avenue                            |              |                        |
|                |                 |  |              |                        |
|                |                 |  |              |                        |
|                |                 |  |              |                        |
|                |                 |  |              |                        |
|                |                 |  |              |                        |



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Orlando, Florida 32820

## GENERAL PUBLIC SIGN-IN SHEET

| NAME                         | ORGANIZATION | ADDRESS                     | PHONE NUMBER | EMAIL                    |
|------------------------------|--------------|-----------------------------|--------------|--------------------------|
| JOHN LOGGIE                  |              | 1380 CAWLE ST 32828         | 407-568-5804 | JOHNLOGGIE@AOL.COM       |
| <del>YALEXIA RODRIGUEZ</del> |              | 13631 Brigham Young Dr      | 321 424 4893 | Yalexia.ramirez284@gmail |
| JUSTIN JUNOD                 |              | 1915 Corner Cross Ct, 32820 | 407 940 0755 | jstuncks@yahoo.com       |
| GARY EMMENGER                |              | 18063 1 <sup>ST</sup> Ave   | 407 568-3567 | GARYE4@GMAIL.COM         |
| Robbie R Carlisle            |              | 18919 Vermont Street        | 407-568-2938 |                          |
| Lynn S Carlisle              |              | 18919 Vermont Street        | 407-568-2938 |                          |
| RICHARD BAXTER               |              | 6715 Whispering Pines Rd    | 407-539-7638 | RB32714@ycw.com          |
| CRAIG DONLAP                 |              | 16680 Lk. Pickett Rd        | 407 493-9393 | jcd1942@hotmail.com      |
| Pam Dyer                     |              | 404 Baxter Rd               | 423-381-5252 | pamdyer52@yahoo.com      |
|                              |              |                             |              |                          |
|                              |              |                             |              |                          |



**Alternatives Public Workshop**  
**Thursday, June 8, 2017 | 5 p.m to 7 p.m.**  
Corner Lake Middle School  
1700 Chuluota Road  
Orlando, Florida 32820

## MEDIA/ELECTED OFFICIALS SIGN-IN SHEET

| NAME             | ORGANIZATION               | ADDRESS                            | PHONE NUMBER                      | EMAIL                         |
|------------------|----------------------------|------------------------------------|-----------------------------------|-------------------------------|
| Zoe Colon        | Commissioner Bonilla       | 201 S Rosalind Ave. Orlando        | 407-836-7350                      | Zoe.Colon@ocfl.net            |
| Cheryl Moore     | U.S. Congress              | 17012 OAK GROVE Hill Ct            | 407-694-6614                      | Cheryl.Moore@mail.house.gov   |
| Ja Thompson      | Orange County              | 201 S Rosalind                     | —                                 | —                             |
| Ashton Holland * | Orange County              | 201 S Rosalind                     | 407-836-7350                      | ashton.holland@ocfl.net       |
| Darren Vierday   | US Rep Darren Soto         | 804 Brynn St. Kissimmee FL 34741   | ( <del>407</del> ) (202) 600-0843 | darren.vierday@mail.house.gov |
| Ali Kurnaz       | State Senator Linda Stenut | 1726 S Bumby Ave Orlando, FL 32806 | 407-893-2422                      | kurnaz.ali@flsenate.gov       |
|                  |                            |                                    |                                   |                               |
|                  |                            |                                    |                                   |                               |
|                  |                            |                                    |                                   |                               |
|                  |                            |                                    |                                   |                               |
|                  |                            |                                    |                                   |                               |





# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

Alternatives Public Workshop  
Thursday, June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School  
1700 Chuluota Road  
Orlando, Florida 32820

## STAFF/CONSULTANTS SIGN-IN SHEET

| INITIALS | NAME                | ORGANIZATION   | ADDRESS  | PHONE NUMBER   | EMAIL                        |
|----------|---------------------|----------------|--|----------------|------------------------------|
|          | Mary Gairnor        | MRC            | 1800 Old Cutler Rd<br>Suite 459 Palmetto Bay 33157 | 305 254-8548   | mgairnor@mrgmiami.com        |
|          | Valerie Tuta        | MRC            | " "  | "              | vtutor@mrgmiami.com          |
|          | Elvise Sanders      | MRC            | " "  | "              | esanderson@mrgmiami.com      |
|          | Lakela Louis        | OC Government  | 201 S. Rosalind Ave                                | (407) 836-7300 | LakelaLouis@oc.compt.com     |
|          | Carlos Rodriguez    | Metric         | 13940 SW 136 ST                                    | 305-235-5898   | cdro@metriceng.com           |
|          | Stefan Escanes      | Metric         | " "  | " "            | stefan.escanes@metriceng.com |
|          | Jonathan Williamson | Dewberry       | 600 N Magnolia Ave Ste 1000<br>Orlando FL 32803    |                | jwilliamson@dewberry.com     |
|          | Hugh Miller         | CDM Smith      | 101 Southall Lane<br>Maitland FL 32751             | 407 660-6440   | millerrh@cdmsmith.com        |
|          | B.B. Beagles        | Christos & Co. | 21302 71 Chester Rd                                | 407 568 4628   |                              |
|          | Sam Whithers        | CFX            |  |                |                              |
|          | Keith Jackson       | Dewberry       |  | 321 663 5663   | kjackson@dewberry.com        |



**Alternatives Public Workshop**  
**Thursday, June 8, 2017 | 5 p.m to 7 p.m.**  
Corner Lake Middle School  
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Orlando, Florida 32820

## STAFF/CONSULTANTS SIGN-IN SHEET

[illegible]





# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

## Comment Sheet

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

|   |                                     |
|---|-------------------------------------|
| Name: <u>LINDA KUCHARSKI</u>  |                                     |
| Address: <u>1907 AUGUSTA RD</u>   |                                     |
| Phone Number: <u>618-303-0261</u>   | Email: <u>L.Kucharski@yahoo.com</u> |
| Comment: <u>I believe #4 would be the best choice, It will affect the least amount of people. As a retired citizen hoping to enjoy peace in my golden years this would be the best for my neighborhood.</u> |                                     |

Public participation is encouraged. Should you have any questions or need additional information, please contact:

**CENTRAL  
FLORIDA  
EXPRESSWAY  
AUTHORITY**

**Jonathan Williamson, AICP**  
CFX Project Manager - Dewberry  
800 N. Magnolia Ave. Ste 1000  
Orlando Florida 32803  
(407) 843-5120  
jwilliamson@dewberry.com

**William Sloup, PE**  
Consultant Project Manager - Metric Engineering  
615 Crescent Executive Ct, Suite 524  
Lake Mary, FL 32746  
(407) 644-1898  
william.sloup@metriceng.com





# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION

Project Identification Number: 408-254

## Comment Sheet

2

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.

Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

Name:

Mariela Romik

Address:

Phone Number:

Email:

Comment:

Why do we  
need 408 =

Public participation is encouraged. Should you have any questions or need additional information, please contact:

**CENTRAL  
FLORIDA**  
EXPRESSWAY  
AUTHORITY

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# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

## Comment Sheet

3

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

Name:

Barry Bode

Address:

13853 Sunshowers Cir Orlando FL

Phone Number:

321-662-4823

Email:

blbode1@~~the~~ yahoo.com

Comment:

I would be directly affected if corridor 5 is selected. I had my home custom built in 1999 and have spent many years to improve my home. After seeing your likely choice of corridor 4 it appears to be the least destructive to communities and wildlife. Please try to keep as many homes from being lost as possible.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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FLORIDA  
EXPRESSWAY  
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# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
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## Comment Sheet

4

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

Name:

Carolyn Skok

Address:

620 Forrest Green CT

Phone Number:

770-883-1605

Email:

CarolynFla@CFXway.com

Comment:

NO INTERCHANGE AT WOODBURY +  
WATERLOO LAKES PARKWAY! THIS WOULD  
INCREASE AN ALREADY CONGESTED AREA.  
WE DO NOT NEED ANY MORE TRAFFIC!

Public participation is encouraged. Should you have any questions or need additional information, please contact:

CENTRAL  
FLORIDA  
EXPRESSWAY  
AUTHORITY

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## Comment Sheet

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

Name:

Canadeeth Lamb

Address:

18136 Cadence St. Orlando 32820

Phone Number:

321 413 7122

Email:

AlohaLamb@hotmai.com

Comment:

Oppose the Chuluota extension entrance/exist  
at intersection that is also access to the Highschool  
Consider moving West (or east) to West side of Walgreens  
shopping plaza. Near the Park N Ride parking lot.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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FLORIDA  
EXPRESSWAY  
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## Comment Sheet

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

Name:

Allen Bran N

Address:

18610 16th Avenue

Phone Number:

407-879-3807

Email:

Allen.BranN488@gmail.com

Comment:

STOP hole thing u take my land my mother  
father work hole life for R Deq D Nav  
all they want is to be past down generation  
to generation Also you take my friends land  
Dietrichs where thier Great Grand mother  
very other family members out thier you also  
take from all kids come out the animals learn  
u it plus also you take from Dietrich how they survive

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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EXPRESSWAY  
AUTHORITY

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## Comment Sheet

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

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Name:

Janet Vander Weide

Address:

1049 Drift Creek Cove

Phone Number:

407-800-9797

Email:

Janetannvanderweide@gmail.com

Comment:

I am concerned about the noise pollution that this will cause for the Bridgewater residents. Also, it seems #4 will remove my grocery store and dentist.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

**CENTRAL  
FLORIDA  
EXPRESSWAY  
AUTHORITY**

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# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION

Project Identification Number: 408-254

## Comment Sheet

8

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.

Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

Name: Bill White

Address:

Phone Number:

Email: ERODITBS@COMCAST.NET

Comment:

I THOUGHT THAT CORRIDOR I WAS CONSIDERED FIRST SO IT COULD  
PULL ALL THE EXISTING & FUTURE PROTECTED NEW LAKE PICKETT TRAFFIC AWAY FROM  
RT 50 AREA.

CURRENTLY TRAFFIC HEADING TO THE LK PICKETT DEVELOPMENT AREA  
TRAVEL ON RT 50 LEFT ONTO LK PICKETT RD (A 2-LANE STREET) OR LEFT ONTO  
CHULUOTA RD (A 2-LANE STREET). BOTH THESE ROADS WILL NEED TO BE WIDEN  
SOONER RATHER THAN LATER IF CORRIDOR 4 IS CHOSEN.

CORRIDOR 4 ONLY SEEMS TO BE THE CHEAPEST & SHORTEST ROUT FROM  
POINTS "A" TO "B". IT KEEPS TRAFFIC & HIGHWAY SYSTEMS FOCUSED IN  
ONE AREA & DOESN'T ADDRESS KNOWN FUTURE TRAFFIC NEEDS

CORRIDOR I INTRODUCES THE NORTHERN AREA WITH A MAJOR HIGHWAY  
SYSTEM - A NEW HIGHWAY SYSTEM INTO AN AREA THAT IS GROWING &  
IN POPULATION AND INCREASES ACCESS FROM BOTH THE SOUTH & WEST  
AS WELL AS THE SR 50 & RT 50 EAST SIDE.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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EXPRESSWAY  
AUTHORITY

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# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION

Project Identification Number: 408-254

## Comment Sheet

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Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.

Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

Name:

Jordan Coats

Address:

16157 - Morris Dr Orlando FL

Phone Number:

Email:

Cjordancoats@aol.com

Comment:

The road should run further South and there  
should be an exit deeper in Avalon. There's nothing  
(less)  
North of 50. Less built up.

NO! Why put a road next to a road?

SO already goes to 95 i there

are other routes to get to 528/417

Public participation is encouraged. Should you have any questions or need additional information, please contact:

**CENTRAL  
FLORIDA  
EXPRESSWAY  
AUTHORITY**

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jwilliamson@dewberry.com

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## Comment Sheet

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

10

Name:

Javier Irizarry

Address:

175 S. 5th st. Orlando FL 32833

Phone Number:

407-574-5560

Email:

jirizarryapr@hotmail.com

Comment:

The community doesn't need this expressway.  
We live in peace with no traffic, country living,  
my suggestion is move the project few miles  
south, in this way the community of Bitho won't  
be affected. We need and want to keep our peace  
with no voices. Thank you.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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## Comment Sheet

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

Name:

Lillian Santiago

Address:

19003 Lansing St 32833

Phone Number:

Email:

lilliansantiagolopez@yahoo.com

Comment:

I don't owe my property and it's a  
quiet, rural area that I chose to live in.  
I don't want to have to sell it and move  
to the city or a bad area. I like where  
I live and I'm happy there.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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FLORIDA  
EXPRESSWAY  
AUTHORITY

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# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION

Project Identification Number: 408-254

## Comment Sheet

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Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.

Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

Name:

DAISY Morales

Address:

2832 Mac Murray Drive

Phone Number:

Email:

Comment:

Why is this meeting misleading  
cause I was under the impression  
that the people would speak and  
hear comments, I feel mis  
Lead.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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FLORIDA  
EXPRESSWAY  
AUTHORITY**

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EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION

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## Comment Sheet

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Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.

Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

Name:

Robbie & Lynn Carlisle

Address:

18919 Vermont St Orl. 32820

Phone Number:

407 568-2938

Email:

GRUMPYS\_wife@yahoo.com  
underscore

Comment:

Want to continue to be updated on

plans

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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FLORIDA  
EXPRESSWAY  
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# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION

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## Comment Sheet

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Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.

Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

Name: Alaina Marshall

Address: 9849 Lanewood St Ori. 32817

Phone Number: 407 962 9979

Email: alaina.sh.marshall@gmail.com

Comment: Although it may be necessary someday I think a full extension of the 408 is not right now. It could be connected to 50 (as it may already be) and 50 could be widened.

The current <sup>chosen (4)</sup> path is most favorable in my view but it will make it even harder for wildlife to cross from the green areas that are fragmented. Please consider wildlife corridors or wildlife bridges to help offset the growing problem of a fragmented landscape for our animals. Thank You.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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FLORIDA  
EXPRESSWAY  
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EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION

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## Comment Sheet

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Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.

Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

Name:

CLARK WOODS

Address:

14427 Lake Underhill Rd

Phone Number:

Email:

Cwoods84@  
~~Clark~~ CFL.rr.com

Comment:

① No to 211

② work with other agencies to  
expand 50

③ Woodbury Road cant handle current  
traffic. B2D idea putting in on/off  
there

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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FLORIDA  
EXPRESSWAY  
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## Comment Sheet

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.

Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

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|                                  |                               |
|----------------------------------|-------------------------------|
| Name: Nancy Swift                |                               |
| Address: 14427 Lake Underhill Rd |                               |
| Phone Number: 407 275 9908       | Email: nancy.swift@cfl.ra.com |

|   |
|---|
| Comment:  |
| ① prefer you <del>stay</del> stay with 50 option and work with other agencies to make it work   |
| ② Corridor 4 -> However, Woodbury Rd cant handle current traffic. Need 2 lanes minimum <sup>(each way)</sup> before putting in on/off ramps |

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FLORIDA  
EXPRESSWAY  
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## Comment Sheet

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Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.

Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

Name:

Brad Rashed

Address:

526 Soth Conty Road

Phone Number:

4075757310

Email:

Comment:

Do Not take my Land it's all wath  
~~at~~ I have Besids my family and I  
See that they will take up Land  
fo my animals and my centry will  
B-~~gon~~ B-cus of the car Bin from  
the mishin in the air Pleas Do Not.  
ps: you make yor self Look Like ~~a~~ a grety Liltool  
meny and Dont Look Like a fool

Public participation is encouraged. Should you have any questions or need additional information, please contact:

**CENTRAL  
FLORIDA  
EXPRESSWAY  
AUTHORITY**

**Jonathan Williamson, AICP**  
CFX Project Manager - Dewberry  
800 N. Magnolia Ave. Ste 1000  
Orlando Florida 32803  
(407) 843-5120  
jwilliamson@dewberry.com

**William Sloup, PE**  
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william.sloup@metriceng.com



# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION

Project Identification Number: 408-254

## Comment Sheet

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

18

|  |                                    |
|--|------------------------------------|
| Name: <u>Judy Chubb</u>  |                                    |
| Address: <u>606 Lockwood Dr. Or. 32823</u>   |                                    |
| Phone Number: <u>407-568-3732</u>  | Email: <u>mathladyvc@gmail.com</u> |
| Comment: <u>#1 I don't think this extension is even needed.</u>  |                                    |
| <u>#2 My husband and I have already been through, 29 yrs. ago, our property being taken for the 408 on Dean Rd. - Karl's Nursery of Or., Inc. Twice in a lifetime would be <u>awful</u>.</u> |                                    |
| <u>#3 The corridor 4 is a change from the last meeting and does not take our</u>   |                                    |

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house, but who knows if this corridor would be the final one. I feel sick for some of my neighbors, especially those that have had their land in their family since the 1800's.

#4 When we got wiped out 29 yrs. ago by the 408 my husband + I thought we were moving to a nice quiet street and country environment. Lockwood Dr. where we live has been that type of setting and why would we want our quality of life to change? We are ~~both~~ retirement ~~age~~ age, but still working. At the end of the day we like coming home to our quiet 4 acres + a beautiful relaxing home. Do people's lives really matter?





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Project Identification Number: 408-254

## Comment Sheet

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

19

Name: William Pons

Address: 18501 15<sup>th</sup> Ave Bithlo

Phone Number: 407-568-6112

Email: badbill10@ATT.net

Comment: This whole project is a disgrace !! If there is a traffic problem it should be addressed by expanding Rt.50 from Avalon to 520 to 6 lanes ! This alternate presently has the right of way with no impact to people's residences, land, lives, wildlife, etc.

I know there is a turf fight between FDOT & CFX but this is effecting many peoples lives and should not be a political event :

Also if this project is approved (hope never) the alternate corridor 4-5 which will run below the town of Bithlo is a ~~much~~ much better route than corridor #4 which runs thru Bithlo

Any problem with land rights should be resolved before destroying peoples lives and the quality of life of the people of East Orange Cty !!!

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

20

Name: William Pons

Address: 18501 15<sup>th</sup> Ave Bithlo

Phone Number: 407-568-6112

Email: badbill10@ATT.net

Comment: This whole project is a ~~disgrace~~ disgrace !!

Corridor 4 runs 2 short Bithlo blocks from my residence of 27 years. I don't know if the right of way will eliminate my house, but if ~~not~~ not, I will have a 4 or 6 lane hwy with 18 wheelers running by at 4 o'clock in the morning! Now I can ride ~~my~~ my bike down CR 13 <sup>at</sup> night and see deer, wild turkeys, owls, the moon, etc. With this new development I can now see and hear 10,000 cars, trucks + buses! What a wonderful new world for East Orange Cty. And all of this is so CFX can destroy our lifestyle, our ~~lives~~ lives and or our residences, so Rick Scott and Orange Cty can encourage more people from Mich, NJ + NY to move to FL.

Also Corridor 4-5 can at least eliminate the impact to the Bithlo village and would be a better alternate to Bithlo residents! I know there are some state and county park land that has to be addressed, but I ~~recommend~~ recommend that you resolve that! Corridor 4-5

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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## Comment Sheet

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

21

Name: Cameron Gordon

Address: 202 Ashland Ave Orlando FL 32807

Phone Number: 407 495 5181

Email:

Comment: Please consider what additional toll  
road access will do to rural lands near  
exits. The majority of Florida residents  
want protection of wild and rural areas  
CFX is a large voice use it for  
a good cause for the love of God.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION

Project Identification Number: 408-254

## Comment Sheet

22

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.

Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

|  |                                  |
|--|----------------------------------|
| Name: <i>JUDY MICHALSKI</i>                    |                                  |
| Address: <i>14335 PEBBLE BEACH BLVD, 32826</i> |                                  |
| Phone Number: <i>412-853-1459</i>              | Email: <i>JMITCH4184@AOL.COM</i> |

|   |
|---|
| Comment: <i>I would like to suggest</i>             |
| <i>that Corridor 4 would not</i>                    |
| <i>impact <del>the</del> numerous residents. It</i> |
| <i>seems like the best for everyone.</i>            |
| <i>I would appreciate the vote</i>                  |
| <i>for Corridor 4</i>                               |
| <i>Thank You</i>                                    |

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EXPRESSWAY  
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## Comment Sheet

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.

Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

23

Name:

Ellen Griswold

Address:

2202 Pebble Beach Blvd. (Fairways) Orlando FL

Phone Number:

407-383-1322

Email:

ellensemb@aol.com

Comment:

I Think going Through a senior  
Community (Fairways) } will Disrupt The retirement  
years people chose to live out Their Lives

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## Comment Sheet

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.

Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

24

Name:

Betsy Garrison

Address:

844 Golden Pond Court

Phone Number:

Email:

betsygarrison@bellsouth.net

Comment:

- Concerned about possible <sup>on/off</sup> ramps at Woodbury.
- Concerned about road noise near Jade Forest.
- Glad it is not taking out homes in Waterford Lakes.
- lots of helpful people to explain details.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION

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## Comment Sheet

25

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.

Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

|                                    |                                  |
|------------------------------------|----------------------------------|
| Name: <i>Par Agrius</i>            |                                  |
| Address: <i>14430 Spyglass St.</i> |                                  |
| Phone Number: <i>407-325-2004</i>  | Email: <i>DAAKALIA@yahoo.com</i> |

|   |
|---|
| Comment: <i>My suggestion and comment for the least amount of people affected would be option 4. Keep it south of 50. Traffic as it is now is horrendous.</i> |
|   |
|   |
|   |
|   |
|   |

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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EXPRESSWAY  
AUTHORITY**

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## Comment Sheet

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

26

Name: PATRICIA LEWIS

Address: 21603 JINGLE RD, CHRISTMAS

Phone Number: 321-303-6158

Email: lewis5088@bellsouth.net

Comment: Corridor 4 seems to be the best choice. It affects the least homes while still reaching enough residents/drivers to support the roadway.

Thank you

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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# SR 408 PD&E STUDY

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Project Identification Number: 408-254

## Comment Sheet

27

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

|                                  |  |
|----------------------------------|--|
| Name: <u>SANDY MATTHEWS</u>      |  |
| Address: <u>2736 S. TAMER RD</u> |  |
| Phone Number:                    | Email: <u>sandy.matthews2736@hotmail.com</u> |

|   |
|---|
| Comment:                                    |
| <u>oppose the project. Please add me to</u> |
| <u>the record. oppose the 408 ext.</u>      |
|   |
|   |
|   |
|   |
|   |
|   |

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

## Comment Sheet

28

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

|   |                                |
|---|--------------------------------|
| Name: <i>Ronald E. Ungerer</i>  |                                |
| Address: <i>14837 Spyglass St. Orlando FL 32826</i>   |                                |
| Phone Number: <i>407-249-0825</i>   | Email: <i>JOYOLLIE@aol.com</i> |
| Comment: <i>Preferred choice of route is best option that allows for consideration of wetlands, loss of home properties to people, accessibility to current and future Transportation Slow and respects wildlife habitats!!</i> |                                |
|   |                                |
|   |                                |
|   |                                |

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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Project Identification Number: 408-254

## Comment Sheet

29

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.

Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

Name:

Leo Brown

Address:

18610 16<sup>th</sup> AVE Orlando, FL 32833

Phone Number:

Email:

Comment:

I think you need to leave everyone hard alone. You really shouldn't even have the right to just step in and just pay what ever you want for someone land. People pay for there land. Land even money. Some have been hand down for generations

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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## Comment Sheet

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

30

Name:

MARSEE PERKINS

Address:

13644 SUNSHOWERS CR, ORLANDO 32828

Phone Number:

Email:

marseeperkins@bellsouth.net

Comment:

Thank you for moving away from corridor  
S which would eliminate several long standing  
communities. Even better would be looking at whether  
this expansion is necessary at all or whether we are  
encouraging growth that the area cannot sustain in  
the long term (schools, water, etc.) If it is deemed necessary,  
then doublestacking above Highway 50 should be considered  
to displace as few people as possible.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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## Comment Sheet

31

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.

Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

Name:

Ian Kennedy

Address:

906 ~~W~~ Windmill Grove Circle

Phone Number:

(407) 384-7214

Email:

jonann2@earthlink.net

Comment:

I notice that your route goes through  
Overwood - the lowest income neighborhood  
in the area. Also a neighborhood with  
a large minority population. We do  
not need an extension of the 408, area  
is too developed. Hurts too many people.  
We have the 528. Expand that if you  
want to. I am opposed to any extension.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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# SR 408 PD&E STUDY

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Project Identification Number: 408-254

32

## Comment Sheet

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

|                                      |                                  |
|--------------------------------------|----------------------------------|
| Name: Eric Robinson                  |                                  |
| Address: 2053 Hawks Landing Dr 32820 |                                  |
| Phone Number:                        | Email: eric.robinson@outlook.com |

|   |
|---|
| Comment:  |
| The proposed round about near woodbury road is a poor design and should be revisited. Commuters to UCF and Research Park would be effected as the current expressway into that area would be bottle necked at the round about exit. |

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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## Comment Sheet

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Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.

Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

Name: Norma López

Address: 19003 Lansing St. (32833)

Phone Number: 407-255-0832

Email: irislopeznorma@yahoo.com

Comment: I'm happy in my home. I don't want to go. I'm a Senior citizen. I don't work. I don't owe my home. At my age I don't want to get into any debts. I don't want to live in the city. I love it where I am. And I'm not going to give it up. It's very peaceful, very quiet, no one bothers me. I am very happy there.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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## Comment Sheet

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

34

Name:

Christine Santoretti

Address:

10158 Eastern Lake Ave. #103 Orlando, FL 32817

Phone Number:

(407) 414-3578

Email:

Comment:

I do not think ruining or having  
SR 408 PD go through ~~the~~ Gopher Tortoise  
habitat. Please do not take more of our  
natural wildlife away. Instead, I ask  
to please build around the ~~native~~ wildlife  
habitat.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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## Comment Sheet

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Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.

Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

Name:

VICTOR CALCAÑO

Address:

1161 CHERRY VALEY WAY

Phone Number:

407-459-3796

Email:

VICCALCANO@yahoo.com

Comment:

THIS WAS NOT A PUBLIC MEETING, RATHER AN INFORMATIVE MEETING. I suggest that Highway 50 be expanded. Add MORE LANES than build a 408 extension.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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FLORIDA  
EXPRESSWAY  
AUTHORITY**

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## Comment Sheet

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Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.

Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

Name:

Janet Reed

Address:

1048 LANDVIEW CT

Phone Number:

407-496-9541

Email:

onlyplayjazz@yahoo.com

Comment:

This is definitely the best option presented.  
Less impact to homes & communities  
considering the amount of traffic it  
will remove from highway 50.  
Get started! Don't wait for Hwy 50  
study. It will change with this ext  
anyway. Thank you! Janet Reed

Public participation is encouraged. Should you have any questions or need additional information, please contact:

**CENTRAL  
FLORIDA  
EXPRESSWAY  
AUTHORITY**

**Jonathan Williamson, AICP**  
CFX Project Manager - Dewberry  
800 N. Magnolia Ave. Ste 1000  
Orlando Florida 32803  
(407) 843-5120  
jwilliamson@dewberry.com

**William Sloup, PE**  
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(407) 644-1898  
william.sloup@metriceng.com





# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION

Project Identification Number: 408-254

## Comment Sheet

37

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.

Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

Name:

George P Dietrich

Address:

400 Dietrich Ranch RD

Phone Number:

Email: 11

Comment:

No down 50

Public participation is encouraged. Should you have any questions or need additional information, please contact:

**CENTRAL  
FLORIDA  
EXPRESSWAY  
AUTHORITY**

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# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

## Comment Sheet

38

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

Name:

Lynne Tipton

Address:

713 Hollybrook Court

Phone Number:

407 347 (work) 4025

Email:

tipster5fla@gmail.com

Comment:

My compliments w/ Corridor 4 for being less disruptive to commercial + residential areas. My concern, as a Waterford Lakes homeowner, is the Woodbury Rd. "optional" <sup>access point</sup> ~~intersection~~ <sup>it</sup> would have a BIG impact on the already busy Lake Underhill Rd. + Woodbury Corridor. I'd prefer no interchange at Woodbury. Avalon Park's access is sufficient for that access population.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

CENTRAL  
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EXPRESSWAY  
AUTHORITY

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# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

## Comment Sheet

39

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

|                             |   |
|-----------------------------|---|
| Name: DAISY Morales         |   |
| Address: 2832 Mac MURRAY Dr |   |
| Phone Number: 3214386315    | Email: SupervisorDaisyMorales@gmail.com |

|                                |
|--------------------------------|
| Comment: option to cut off 408 |
| and just connect to 30         |
| and work on SR 50 improving    |
| lights and roads               |
| improve wildlife corridors     |
|                                |
|                                |
|                                |

Public participation is encouraged. Should you have any questions or need additional information, please contact:

**CENTRAL  
FLORIDA  
EXPRESSWAY  
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# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION

Project Identification Number: 408-254

## Comment Sheet

40

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.

Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

Name:

Richard Wright

Address:

863 Hamilton Dr

Phone Number:

Email:

Comment:

Stop with the Smoke & Mirrors? @ Finish 6

laning SR 50 To 520 or To I 95?

Put an overpass over Avalon Blvd & 419 @ SR 50

Stop destroying our neighborhoods with your  
unneeded projects.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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FLORIDA  
EXPRESSWAY  
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# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION

Project Identification Number: 408-254

## Comment Sheet

41

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.

Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

Name:

LARRY F. ISON

Address:

2950 CURVING OAKS WAY

Phone Number:

407-403-4715

Email:

Comment:

ALL ROUTES LOOK GOOD, BUT #4 IS  
THE BEST IN MY OPINION.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

**CENTRAL  
FLORIDA  
EXPRESSWAY  
AUTHORITY**

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# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

## Comment Sheet

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

42

Name: Phil Montgomery

Address: 732 Forest Green Ct

Phone Number: 407 808-2163

Email: AlwaysWandering@CFXway.com

Comment: Wandering around a gym with diagrams on the walls isn't a Public meeting in my book.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

**CENTRAL  
FLORIDA  
EXPRESSWAY  
AUTHORITY**

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# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION

Project Identification Number: 408-254

## Comment Sheet

43

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.

Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

Name:

Seth Whitaker

Address:

1320 cupid Ave Christmas FL 32709

Phone Number:

407 982 6071

Email:

Switchgrassw@aol.com

Comment:

I strongly feel that you need to run  
the E W Expressway down st rd 50

Public participation is encouraged. Should you have any questions or need additional information, please contact:

**CENTRAL  
FLORIDA  
EXPRESSWAY  
AUTHORITY**

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# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION

Project Identification Number: 408-254

## Comment Sheet

44

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.

Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

Name:

Bob Sanders

Address:

2816 S. Shine Ave., Orl., FL 32806

Phone Number:

407-459-5617

Email:

NA

Comment:

This is madness! Don't build this road.  
Central FL is becoming an ugly, overcrowded  
place. Development = traffic = highways = more  
development = more traffic = more highways & on & on.  
What is beautiful & unique here will be lost  
forever. That would be shameful.  
Also: water - simply not enough to sustain  
all this ongoing development.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

**CENTRAL  
FLORIDA  
EXPRESSWAY  
AUTHORITY**

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# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION

Project Identification Number: 408-254

## Comment Sheet

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.

Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

45

Name: ELVAN NORMAN

Address: 1649 Sherman St Orlando FL 32828

Phone Number: (407) 218-9476

Email:

Comment: I myself, and many, many others believe that you should stick to the original plan of straight down the side of sr.50. The state already owns the property next to it where the power lines are. Why run it through the middle of Deerwood, when you can go across the front of it and effect less people. It only makes sence to stick to the original path. It would impact less people. →

Public participation is encouraged. Should you have any questions or need additional information, please contact:

CENTRAL  
FLORIDA  
EXPRESSWAY  
AUTHORITY

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# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION

Project Identification Number: 408-254

## Comment Sheet

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.

Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

46

Name:

B. J. WHITE

Address:

Phone Number:

Email:

BRUDITE5@COMCAST.NET

Comment:

CORRIDOR I INTRODUCES THE NORTHERN AREA WITH  
A MAJOR HIGHWAY SYSTEM. THIS AREA IS GROWING IN POPULATION  
AND HAS NO MAJOR HIGHWAY SYSTEM TO MOVE THIS TRAFFIC.  
CORRIDOR I PROVIDES BOTH EAST & WEST ACCESS TO THIS  
NEWLY DEVELOPING AREA & KEEP UNNEEDED TRAFFIC  
OFF THE RT 50 HIGHWAY.  
CORRIDOR 4 SEEMS TO BE KEEPING (ALL) HIGH TRAFFIC  
FOCUSED ALONG THE EXISTING RT 50 AREA ~

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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FLORIDA  
EXPRESSWAY  
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# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

## Comment Sheet

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

47

Name:

Nancy Kamm

Address:

28 Batten St., Orlando FL 32828

Phone Number:

(407) 381-8038

Email:

Comment:

I see no need to extend the 408 Expressway  
any further east. Corridor 1 & 4 would be the best  
if the project is done.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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FLORIDA  
EXPRESSWAY  
AUTHORITY**

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# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION

Project Identification Number: 408-254

## Comment Sheet

48

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.

Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

Name:

Michelle Guimond

Address:

13719 Sunshowers Cir 32828

Phone Number:

Email:

ontheCourt@cf1rr.com

Comment:

I am in favor of option 4  
as presented. I am not in favor  
of an interchange at Woodbury Rd

Public participation is encouraged. Should you have any questions or need additional information, please contact:

**CENTRAL  
FLORIDA  
EXPRESSWAY  
AUTHORITY**

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# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION

Project Identification Number: 408-254

## Comment Sheet

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

49

Name: THOMAS GUIMOND

Address: 13719 SUNSHOWERS CIRCLE. 32828

Phone Number:

Email: tguimond@cf1.fl.com

Comment: We are in favor of option 4. However, we do not believe an exchange at Woodbury is necessary. The exits at Alafaya and Avalon Park Blvd. would present the best traffic pattern.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

CENTRAL  
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EXPRESSWAY  
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# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION

Project Identification Number: 408-254

## Comment Sheet

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

50

Name:

Evelyn Ramirez

Address:

15324 Chantah Ct.

Phone Number:

Email:

evesan668@aol.com.

Comment:

This project and all it's alternative will have a huge impact on many residents in all surrounding areas. Many families will be uprooted and with home cost rising many families will not be able to purchase new homes many have lived in the affected areas for decades. Noise pollution and air quality is also a factor being that it is a heavily populated area at this point!

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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FLORIDA  
EXPRESSWAY  
AUTHORITY**

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# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

## Comment Sheet

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

51

Name:

Rick Baird

Address:

5426 Tribune Dr, Orlando, FL 32812

Phone Number:

407-277-3357

Email:

rbaird4@att.net

Comment:

I prefer Alternative #4 which avoids the County environmentally sensitive lands of Pine Lily Preserve and Long Branch. It is important to keep publicly owned lands intact for the animals and the emotional health of the public

Public participation is encouraged. Should you have any questions or need additional information, please contact:

CENTRAL  
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# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

## Comment Sheet

52

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

Name:

TINA AUTHELL

Address:

16302 HAMILTON DR ORLANDO

Phone Number:

407-777-8262

Email:

SIDETRACKED AGAIN @  
GMAIL.COM

Comment:

I AM TOTALLY AGAINST THIS SEGMENT. IT WILL AFFECT  
WILDLIFE - THE ENVIRONMENT, AND IS NOT EVEN NEEDED  
HWY 50 IS SUFFICIENT enough. I MOVED OUT HERE  
17 YEARS AGO TO GET AWAY FROM THE CITY, AND SLOWLY  
ALL THE RURAL AREAS ARE BECOMING SUBDIVISIONS.  
NOW, YOU WANT TO ADD INTERSTATE NOISE?  
NOT NEEDED, NOT WELCOMED, AND NOT RIGHT!

*Tina Authell*

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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EXPRESSWAY  
AUTHORITY

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# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

## Comment Sheet

53

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

|  |        |
|--|--------|
| Name:  |        |
| Address:   |        |
| Phone Number:  | Email: |
| Comment: Alafaya Palms needs to be informed with some courtesy about the future of their quality of life your support in making an effort to address this to this community is an obligation to humane rights. |        |
|  |        |
|  |        |

Public participation is encouraged. Should you have any questions or need additional information, please contact:

|   |  |   |
|---|--|---|
| <b>CENTRAL<br/>FLORIDA<br/>EXPRESSWAY<br/>AUTHORITY</b> | <b>Jonathan Williamson, AICP</b><br>CFX Project Manager - Dewberry<br>800 N. Magnolia Ave. Ste 1000<br>Orlando Florida 32803<br>(407) 843-5120<br>jwilliamson@dewberry.com | <b>William Sloup, PE</b><br>Consultant Project Manager - Metric Engineering<br>615 Crescent Executive Ct, Suite 524<br>Lake Mary, FL 32746<br>(407) 644-1898<br>william.sloup@metriceng.com |
|---|--|---|





# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

## Comment Sheet

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

54

Name:

Address:

Phone Number:

Email:

Comment:

Boneville residents are not informed of the new expansion / changes taking place that will negatively affect them. Proper information needs to be provided to residents about said / proposed changes.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

## Comment Sheet

55

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

|                     |                                |
|---------------------|--------------------------------|
| Name: Tyler Swavely |                                |
| Address:            |                                |
| Phone Number:       | Email: tyler.swavely@gmail.com |

|          |   |
|----------|---|
| Comment: | Why is Corridor 4 already seem like it is chosen?<br>I was under the impression that alternatives were still being discussed.<br>Why not do the elevated over top of SR method? That<br>seems like it would be the least negative on peoples homes,<br>property & neighborhoods.<br>This is a disappointing situation for people living in this area. |
|          |   |
|          |   |

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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EXPRESSWAY  
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# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

## Comment Sheet

56

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

Name: Louis A. Dobles

Address: 1391 Caudle St. Orlando FL 32828

Phone Number: 407-963-0360

Email: louis@louisdobles.com

Comment: Looks like Corridor 4 was chosen. Why was there no meeting scheduled for this selection. Wanted to know why chosen? I just built a new concrete home there. I am retired and rely on a fix home cost due to my fixed income. Will this hiway be elevated? Are noise barriers going to be considered?

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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Project Identification Number: 408-254

## Comment Sheet

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

57

Name:

KEVIN & CARMEN CLARK

Address:

917 N County Road 13

Phone Number:

407-758-6305  
407-921-1362

Email:

KCSJ81@AOL.com

Comment:

Relief that you are looking out for the least amount of impact to people, wildlife and the environment. I cherish the quiet. watching the owls, cardinals and deer. Thank you. My front porch is my happy place.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

CENTRAL  
FLORIDA  
EXPRESSWAY  
AUTHORITY

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jwilliamson@dewberry.com

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william.sloup@metriceng.com





# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION

Project Identification Number: 408-254

## Comment Sheet

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

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Name:

EAST ORLANDO

Address:

Phone Number:

Email:

Comment:

STAY out of east orlando  
or we will fight you  
All the way

Public participation is encouraged. Should you have any questions or need additional information, please contact:

**CENTRAL  
FLORIDA  
EXPRESSWAY  
AUTHORITY**

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# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

## Comment Sheet

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Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

|  |        |
|--|--------|
| Name: <u>Hugh Fred Dietrich</u>              |        |
| Address: <u>10 Seminole Orlando FL 32833</u> |        |
| Phone Number: <u>407-470-4638</u>            | Email: |

|                               |
|-------------------------------|
| Comment: <u>Stay on SR 50</u> |
|                               |
|                               |
|                               |
|                               |
|                               |
|                               |
|                               |
|                               |

Public participation is encouraged. Should you have any questions or need additional information, please contact:

|   |  |   |
|---|--|---|
| <b>CENTRAL<br/>FLORIDA<br/>EXPRESSWAY<br/>AUTHORITY</b> | <b>Jonathan Williamson, AICP</b><br>CFX Project Manager - Dewberry<br>800 N. Magnolia Ave. Ste 1000<br>Orlando Florida 32803<br>(407) 843-5120<br>jwilliamson@dewberry.com | <b>William Sloup, PE</b><br>Consultant Project Manager - Metric Engineering<br>615 Crescent Executive Ct, Suite 524<br>Lake Mary, FL 32746<br>(407) 644-1898<br>william.sloup@metriceng.com |
|---|--|---|



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EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

## Comment Sheet

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

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Name:

Brian Metzler

Address:

932 N CR13 Orlando

Phone Number:

407-880-2888

Email:

bmetzler1@cfl.mv.com

Comment:

Looks great! good job & plan!

Start digging ASAP. Smart & least destruction

But you missed my house

Too bad for Deerwood, but the homes are on

wheels right?

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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The World is not To DeStroy  
 if you Wnto Do That Do this  
 Don't TREAD On Me! Tals  
 Yur Butt BKAs War you can run

I Kule you

7734 you



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EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

## Comment Sheet

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

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|   |                                      |
|---|--------------------------------------|
| Name: <i>Lawen Harjin</i>   |                                      |
| Address: <i>13500 Ivy Brooke Ln 32828</i>   |                                      |
| Phone Number: <i>407 492 0729</i>   | Email: <i>Lawen.harjin@gmail.com</i> |
| Comment: <i>Corridor 4 is the most reasonable and best route with the least negative impact to homes and neighborhoods.</i> |                                      |
| <i>L Harjin</i>   |                                      |
|   |                                      |
|   |                                      |
|   |                                      |
|   |                                      |

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## Comment Sheet

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

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|   |                                |
|---|--------------------------------|
| Name: Brooke Rashed                                     |                                |
| Address: 526 South county Rd B 32833 <sup>Orlando</sup> |                                |
| Phone Number: 407-984-9616                              | Email: Brooke.babe01@gmail.com |

|  |
|--|
| Comment: I am an heir to the Dietrich flying D ranch and that is my family's Legacy we do not need a highway that will cause more pollution than an agricultural ranch my uncle is cory goodman maybe you know him as the one of many chairman on the orange county team I will not be laying down for this, this is a family. Bithld is a |
|--|

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comittie but were all close and people including myself Dont need our houses and childrens Homes taken for a highway interpass that is highly unlikely that we want our Homes taken. How about

You imagin your Homes being taken away and legacys to and for your children a Highway interpass is NOT the futer our children and our childrens, children Do not need their Legads taken any more than you wouldnt want yours their are Disabled People and takes their Homes and their are families barely making By and their are multiple Disibilized People and agricultured areas, that are highly needed. your Destroying wildlife refuges and endangered Species homes. By law you can not take land that belongs to endangered Species. its inhuman to Destroy Peoples Future



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## Comment Sheet

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

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Name:

BRENDA HOYER

Address:

13507 Ivy Brooke Ln

Phone Number:

407-208-0165

Email:

edwin\_hoyer@yahoo.com

Comment:

Thank you for choosing the best corridor.  
The study has proven to be a positive  
and successful one. Thank you again

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
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65

Name: *EDRICK DE ARMAS*

Address: *1133 LANDALE CT*

Phone Number: *407-281-7477*

Email: *EDRICK.DEARMAS@GMAIL.COM*

Comment:

*I Am AGREEMENT OF USING CORRIDOR 4.  
I FEEL ROUND INTERSET OF 408 to UCF need to  
BE LOOK INTO BETTER OPTION.*

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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## Comment Sheet

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

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|                                 |                          |
|---------------------------------|--------------------------|
| Name: James Rutherford          |                          |
| Address: 13672 Cygnus Dr. 32828 |                          |
| Phone Number: 352-239-1245      | Email: sfdoc73@gmail.com |

|  |
|--|
| Comment: I am against this extension but if<br>it must go through it should follow<br>St. Rd 50 as much as possible. Even<br>Turn 50 into it |
|  |
|  |
|  |
|  |
|  |
|  |

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EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION

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## Comment Sheet

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Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

Name:

Kim + Bob Stewart

Address:

16019 Corner Lake Dr. Orlando 32820

Phone Number:

Email:

kdstewart@me.com

Comment:

Thank you for having the foresight to start plan on expanding roads in E. Orlando. It has been very needed and despite loud minority that want no growth, we really appreciate responsible growth. Having Chuluota extension will be very beneficial for my drive, and home appreciation

Please consider ways to slow traffic to that intersection <sup>at 419/Chuluota Rd</sup> because we have severe accidents with fatalities frequently. Thank you Also I'm a 5th generation resident from Orlando

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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AUTHORITY

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EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION

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## Comment Sheet

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Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.

Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

Name: *Patty Flowers*

Address: *17223 Wilson Rd.*

Phone Number: *407-802-9588*

Email: *p.bvtx1800@yahoo.com.*

Comment: *HACK THE QUALITY OF LIFE, NOISE, LAND VIEW*

*SEEING 408 @ 1000ft. From Front Door. YOU WANT IT TO COME*

*thru BUY US OUT !! ALSO HAVING A RETENSION POND*

*1/4 ACRA A WAY IS NO GOOD. WE ARE ALREADY WETLAND.*

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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FLORIDA  
EXPRESSWAY  
AUTHORITY**

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## Comment Sheet

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.

Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

69

Name:

Jerusha Johnson

Address:

2246 10th Street

Phone Number:

Email:

jerushaorlan@aol.com

Comment:

did you not want us to  
see the routes, you could have made  
a bigger map!!!

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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## Comment Sheet

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Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

|  |                                   |
|--|-----------------------------------|
| Name: <i>Bonnie Johnson</i>                          |                                   |
| Address: <i>14103 Best Tree Ct Orlando, FL 32826</i> |                                   |
| Phone Number: <i>407-595-3080</i>                    | Email: <i>BJOHNSONSL6@AOL.COM</i> |

|   |
|---|
| Comment: <i>I would like to see the extension go on the south side of 50 through Weewood.</i> |
|   |
|   |
|   |
|   |
|   |
|   |
|   |

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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## Comment Sheet

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Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.

Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

Name:

Sharen Horton

Address:

923 Gwy Rd

Phone Number:

407.568.6997

Email:

Comment:

As usual, poor quality of leadership through the years! The continuation of passing rezoning, allowing the developers to come in & build communities without <sup>thorough</sup> grids. OC has failed to coordinate the infrastructure, roads, schools and now scrambling to create the needed extension east.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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Stop the Lake Pickett development  
Stop all rezoning east of the  
Big Econ.

The impact to the environment  
pollution to the Econ, loss of  
protected wildlife.

Think Big Picture

~~Bring~~ back cattle, horse farms,  
Agri-Communities. in the  
east corridor.

People are escaping the downside of  
living behind a shopping plaza.

Do you study the degeneration of  
a community due to stripping the land  
and plastering strip malls.



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## Comment Sheet

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

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Name:

Richard WITTMAN

Address:

3344 LYNAS CV ORLANDO FL 32820

Phone Number:

407-568-3057

Email:

RichWsr@AOL.com

Comment:

I support ALTERNATIVE 4. GOOD  
Choice.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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## Comment Sheet

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
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|  |                           |
|--|---------------------------|
| Name: Mohammed Sobhan                              |                           |
| Address: 11618 Rouse Run circle, Orlando, FL 32817 |                           |
| Phone Number: 407 982 1535                         | Email: masobhan@gmail.com |

|  |
|--|
| Comment: Development works should continue.    |
| FLORIDA Population surpassed New York          |
| Population. we are growing in numbers and      |
| our all activities should be increased to      |
| match the demand of Population but             |
| proper study should be done before             |
| implementations. We must meet the challenge of |
| to present day world with communication.       |

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

Name:

Jacquelyn Perham

Address:

14875 Faberge Drive Orlando, FL 32828

Phone Number:

305-799-0715

Email:

jacquelyn.perham@gmail.com

Comment:

I am happy to see that the new route no longer cuts through Waterford Trails. I would like to note that if the project is funded and constructed, a noise wall will be needed on both sides of the highway around the two parts of this community. I would also like to know if the new map will be online soon.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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## Comment Sheet

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

15

Name:

Brian GIESSUEBEL

Address:

140 S. Main STREET Winter Garden 34787

Phone Number:

407-466-9504

Email:

b.giessuebel@CHCFL.org

Comment:

I Represent Community Health Centers

And we have A Medical Center at 19108

E Colonial Dr. Orlando And your

Current Map of Proposed Roadway

Shows The New Road going right through  
The Center of our property. If you could move

the Road 200 yds to the South our Medical

Center would not be impacted. We are the

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

|               |  |        |                   |
|---------------|--|--------|-------------------|
| Name:         | Cena Fildes - parent of East River High students |        |                   |
| Address:      | 4119 Pebblebrook Ct.                             |        |                   |
| Phone Number: |  | Email: | fatmardi@aatt.net |

|          |   |
|----------|---|
| Comment: | If you go with the Chuluota extension that will come <del>to</del> to the light at 50 where East River High is, PLEASE do something with that light so more traffic can get through. Right now traffic blocks 50 trying to get in + out of the high school. Adding traffic at this existing bottle neck will be horific. The traffic on Chuluota backs up almost a mile trying to get through the light at 50 to get to the school. |
|----------|---|

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Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

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Name:

Ron Logan

Address:

16140 Old Cheney Hwy Orlando FL 32833

Phone Number:

407 408 0772

Email:

RonLogan63@gmail.com

Comment:

Corridor 4 is just to the south of my property. The impact of the noise and retention pond and interchange traffic from the lockwood interchange will decrease the value of my property. It will also disrupt the country setting I currently have. The land is zoned A2 and a 4 lane Toll Road is not consistent with the land use.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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(407) 843-5120  
jwilliamson@dewberry.com

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(407) 644-1898  
william.sloup@metriceng.com



# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION

Project Identification Number: 408-254

## Comment Sheet

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.

Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

78

Name:

Address:

Phone Number:

Email:

Comment:

Go Down Hight  
Way 50

Public participation is encouraged. Should you have any questions or need additional information, please contact:

**CENTRAL  
FLORIDA  
EXPRESSWAY  
AUTHORITY**

**Jonathan Williamson, AICP**  
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Project Identification Number: 408-254

## Comment Sheet

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

29

Name: DARREN SMITH

Address: 1126 LANDALE COURT

Phone Number: 4079286255

Email: darren.s@mindspring.com

Comment: Overall, the current path seems to be the best option. Minimal loss of homes and efficient use of existing conservation areas. The alternate Woodbury interchange appears to be more reasonable with entry/exit points. However, the roundabout option north of the Woodbury interchange is confusing. Any other options would not be cost-effective. (note #4)

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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EXPRESSWAY  
AUTHORITY

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Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

80

Name:

Address:

Phone Number:

Email:

Comment:

Mobile Home residents @ Alafaya  
Pdlms are at risk of loosing their  
homes if Corridor 9 alternative is  
Passed. Residents arent informed of  
proposed changes.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION

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## Comment Sheet

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Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

|   |        |
|---|--------|
| Name: Yallexia Rodriguez                  |        |
| Address: 13631 Brigham Young Dr. FL 32826 |        |
| Phone Number: 321 424 4893                | Email: |

|   |
|---|
| Comment: Alafaya Palms residents<br>need to be informed of any/all potential<br>Changes to be taken place that will affect<br>their quality of life, as a owner I feel<br>discriminated and left out, this is<br>inhumane and violation of my rights. |
|   |
|   |

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EXPRESSWAY  
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EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION

Project Identification Number: 408-254

## Comment Sheet

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Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.

Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

Name:

Kathleen Logan

Address:

16140 Old Cheney Highway, Orlando FL 32833

Phone Number:

Email:

Kattlogan@gmail.com

~~Kathleen.Logan@~~

Comment:

Totally object to Corridor 4. I will have SR 50 in my front and this extension in my back yard- Complete noise pollution from both sides. Not why I moved out into the country. Take this extension over pasture lands and away from established neighborhoods or buy my whole property at a decent price.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

## Comment Sheet

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

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Name: HENRY TAMURA

Address: 14018 LONGCREEK AV. ORLANDO FL 32828

Phone Number: 407 227 5394

Email: henrytamura@hotmail.com

### Comment:

The SR408 PD&E Study Corridor alternative 4 is located close to my subdivision "Waterford Creek.". My concern is about the noise from the road. to my neighborhood. There Are there some sound proof treatment in special on the bridge over Hancock Lane Palm Rd?

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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FLORIDA  
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# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

## Comment Sheet

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Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

|  |              |
|--|--------------|
| Name: Jason Staples                          |              |
| Address: 400 Diea rich road 32833 Orlando FL |              |
| Phone Number: _____                          | Email: _____ |

|                                    |
|------------------------------------|
| Comment: Dont take our homes away. |
|                                    |
|                                    |
|                                    |
|                                    |
|                                    |
|                                    |
|                                    |
|                                    |

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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EXPRESSWAY  
AUTHORITY**

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Project Identification Number: 408-254

## Comment Sheet

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.

Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

85

Name:

Jhon Doe

Address:

Phone Number:

Email:

Comment:

Please Don't take our homes  
these places are where we have  
many endangered species.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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EXPRESSWAY  
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EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

## Comment Sheet

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Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

Name:

Jane Doe

Address:

unknown

Phone Number:

\_\_\_\_\_

Email:

\_\_\_\_\_

Comment:

this Land is ours Don't take  
our homes there are Disabled  
Homes who have multiple Disabled  
People in them.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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FLORIDA  
EXPRESSWAY  
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# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

## Comment Sheet

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Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

|                                   |                                     |
|-----------------------------------|-------------------------------------|
| Name: <i>Maria Acevedo</i>        |                                     |
| Address: <i>17706 Evans Tr</i>    |                                     |
| Phone Number: <i>321-297-7701</i> | Email: <i>0621acevedo@gmail.com</i> |

|  |
|--|
| Comment: <i>I moved out here to be away from the hustle and the bustle. I so very much enjoy the tranquility that living in Bithlo offers my family.</i> |
|  |
|  |
|  |
|  |
|  |

Public participation is encouraged. Should you have any questions or need additional information, please contact:

|  |  |   |
|--|--|---|
|  <b>CENTRAL<br/>FLORIDA<br/>EXPRESSWAY<br/>AUTHORITY</b> | <b>Jonathan Williamson, AICP</b><br>CFX Project Manager - Dewberry<br>800 N. Magnolia Ave. Ste 1000<br>Orlando Florida 32803<br>(407) 843-5120<br>jwilliamson@dewberry.com | <b>William Sloup, PE</b><br>Consultant Project Manager - Metric Engineering<br>615 Crescent Executive Ct, Suite 524<br>Lake Mary, FL 32746<br>(407) 644-1898<br>william.sloup@metriceng.com |
|--|--|---|



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EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION

Project Identification Number: 408-254

## Comment Sheet

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

88

Name:

Robert Spiteri

Address:

13731 Sunshowers cr orlando 32828

Phone Number:

407-446-4826

Email:

Orlandorsb01@yahoo.com

Comment:

I Like the proposed path

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION

Project Identification Number: 408-254

## Comment Sheet

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Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

|                                   |                                    |
|-----------------------------------|------------------------------------|
| Name: Sarah Dietrich              |                                    |
| Address: 526 South county Road 13 |                                    |
| Phone Number: 407 575 736         | Email: Sarah4139Dietrich@gmail.com |

|  |
|--|
| Comment: If the 408 comes Down<br>Corridor 4. It will take homes<br>of Disabled people (A 77 years old,<br>93 years — 73 years old — and<br>multi handicapped) a Blind<br>27 year old man who is part of my<br>family. This will Destroy homes<br>of Endangered species that live on |
|--|

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FLORIDA  
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Are family's land. Like the  
Florida Cager and many more  
animals like egals



# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

## Comment Sheet

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Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

|   |                       |
|---|-----------------------|
| Name: <i>KC Goodman</i>   |                       |
| Address: <i>258 SCR B</i>   |                       |
| Phone Number: <i>N/A</i>  | Email: <i>on file</i> |
| Comment: <i>'Don't Tread on me' is more than a pretty phrase. Don't let your Pride deceive you into thinking you are omnipotent</i> |                       |
|   |                       |
|   |                       |
|   |                       |
|   |                       |
|   |                       |
|   |                       |

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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## Comment Sheet

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.

Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

97

Name:

Diane Dolan

Address:

14413 Spinglass Street (FAIRWAY)

Phone Number:

407-435-8741

Email:

msdd49@hotmail.com

Comment:

We just bought in the Fairway Country Club and were very concerned to learn of the possibility of the extension cutting right through where our home is located. Selfish as it sounds, I hope and pray that the option for #3 isn't chosen. By looking @ the map it appears that #4 impacts the least # of residential areas.

Thank You

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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EXPRESSWAY  
AUTHORITY**

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## Comment Sheet

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

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|                            |            |
|----------------------------|------------|
| Name: Brint, Lee Rashid    |            |
| Address: 256 SCR 13        |            |
| Phone Number: N/A          | Email: N/A |
| Comment: DONT Tread on me! |            |
| Way Will you Bel D great   |            |
| on my hoëys. all Thes poor |            |
| peaplo Dixe                |            |
|                            |            |
|                            |            |
|                            |            |

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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## Comment Sheet

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Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

|   |                                |
|---|--------------------------------|
| Name: Heather Cox   |                                |
| Address: 716 N 16th St  |                                |
| Phone Number: 407-267-2567  | Email: Heather_Cox78@yahoo.com |
| Comment: Like the location of the proposed Route<br>it looks like the least route that<br>would impact residents. |                                |
| Thank you<br>Heather  |                                |
|   |                                |
|   |                                |
|   |                                |
|   |                                |

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## Comment Sheet

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Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

Name:

DAN WATTS

Address:

714 WATERLAND CT.

Phone Number:

321 297 3073

Email:

DAN.WATTS@GMAIL.COM

Comment:

CORRIDOR 4 & 5 ARE YOU NUTS

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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FLORIDA  
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## Comment Sheet

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.

Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

95

Name:

Sarah Dietrich

Address:

526 South County Rd 13

Phone Number:

407-575-736

Email:

Comment:

Go Down Hwy 50

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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EXPRESSWAY  
AUTHORITY**

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## Comment Sheet

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

96

Name:

RICHARD BAXTER

Address:

6715 Whispering Pines Rd Orlando 32824

Phone Number:

407-539-1638

Email:

RB32714@7.com.gm

Comment:

- ① The newly widened SR 50 is fine - I came here from downtown on the 408 to 50 at Bush Ave - There was no traffic on 50 - A new Expressway is not needed
- ② If it is to be built, you should work with the DOT to elevate it over 50 instead of destroying more land, trees, houses & buildings

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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Project Identification Number: 408-254

## Comment Sheet

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Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

Name:

Allen Brown

Address:

18410 16th Ave ORL, FL.

Phone Number:

407-879-3807

Email:

Comment:

GO Down Highway 50.

You not take no Land AND

Not destroy wild Life. Animals

That All They have

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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FLORIDA  
EXPRESSWAY  
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Project Identification Number: 408-254

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Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

|                            |                         |
|----------------------------|-------------------------|
| Name: GARY ENSMINGER       |                         |
| Address: 18063 1ST Ave     |                         |
| Phone Number: 407 568-3567 | Email: GARYE4@GMAIL.com |

|   |
|---|
| Comment: Nicely Thought out. Great Job.<br>Looks Like Proposal is The PATH of<br>least Resistance.<br>I Approve of this well designed plan<br>Thank You |
|   |
|   |
|   |
|   |
|   |

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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Lake Mary, FL 32746  
(407) 644-1898  
william.sloup@metriceng.com





# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

## Comment Sheet

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

99

|   |                                |
|---|--------------------------------|
| Name: <u>Wilson Knott</u>                         |                                |
| Address: <u>16815 Bearle Rd, Orlando FL 32822</u> |                                |
| Phone Number: <u>407.568-1661</u>                 | Email: <u>W.Knott2@.RR.COM</u> |

|   |
|---|
| Comment: <u>I personally don't want a Highway coming through here it's also been peaceful lots of wild life. Stop tearing up the woods &amp; Killing of the wild life Have a heart use our money in a more conservative way like get on a boat and don't come back leave our part of town alone</u> |
|---|

Public participation is encouraged. Should you have any questions or need additional information, please contact:

**CENTRAL  
FLORIDA  
EXPRESSWAY  
AUTHORITY**

**Jonathan Williamson, AICP**  
CFX Project Manager - Dewberry  
800 N. Magnolia Ave. Ste 1000  
Orlando Florida 32803  
(407) 843-5120  
jwilliamson@dewberry.com

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william.sloup@metriceng.com





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## Comment Sheet

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Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.

Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

Name: Eric Cress

Page ①

Address: 21117 Ft. Christmas Rd. Christmas 32709

Phone Number:

Email:

Comment:

We the residents of east Orange County do not want an expansion of the 408 toll road any further east of it's current location. Even the lowest impact option is very likely to disrupt businesses and homes along SR. 50. Installing new highways and allowing more traffic to this area will certainly decrease the quality of the region. Doing this will encourage more development and population increase in this area, which is an environmentally sensitive area near

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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FLORIDA  
EXPRESSWAY  
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Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

Name:

E. C.

Page

2

Address:

21117 FCR

Phone Number:

Email:

Comment:

and east of the Econlockhatchee river, to  
as well as beyond the St. Johns river. We the  
residents in this area do not want more development,  
population expansion in low density rural areas, and  
assured destruction to natural resources, wildlife, and  
quality of rural life. We know that the C.F.L.  
Expressway Authority is under funded and does not have  
the funds to implement this plan. I personally do

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Name:

E. C.

Page

(3)

Address:

21117 F.C.R.

Phone Number:

Email:

Comment:

not want to pay more in taxes or tolls  
for a "service" I do not want or need. I am  
certain that there are many other residents in this  
area who feel the same as I. We live here for  
how this area is, and we stand opposed to the  
negative effects that expanding the 408  
will create.

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## Comment Sheet

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

103

Name:

Margaret Watkins

Address:

25 Cochran Trail Orlando FL 32833

Phone Number:

407-953-3915

Email:

Comment:

This project will be a major Disruption  
for my severely Disabled son, and am  
not for it, please consider what it will  
do to our family, the wet lands and  
the disruption for my son who only knows  
the house he was born in, with his Autism  
Change is his worse enemy

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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EXPRESSWAY  
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## Comment Sheet

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

10/10

Name:

Alice Watkins

Address:

23 Seminole Trl.

Phone Number:

407-568-4785

Email:

Comment:

My husband and I are both 88 years old  
Where are we supposed to go and it's  
too late to start over. Just so you can  
have a road for other people.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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EXPRESSWAY  
AUTHORITY

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103

Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.  
Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

Name: Russell Lowers

Address: 160 Becora ave Merritt Island FL 32953

Phone Number: 321-759-6022

Email: russelllowers@gmail.com

### Comment:

I find the choice you have made to be a very costly way to route a bunch of traffic that SR 528 already provides for. I would think that Oviedo would, and more general public would benefit by putting in your option #1 or northernmost choice. I know everyone has a vested interest in the road you are putting in but my interest is more biology based. I am a wildlife biologist and am concerned that this will fragment many animals from being able to travel north and south along your roadway. It will not only be a danger to the animals but will more than likely hurt and/or kill humans. With my degree and background I believe if you would either incorporate your road with Hwy 50 that is already there or move it to the north where it can be useful to more people! Thank you for listening hope you make the right choice

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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EXPRESSWAY  
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## Comment Sheet

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Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

109

Name:

CARL GIBLIN

Address:

13807 MAGNOLIA GLEN CIRCLE  
ORLANDO FL 32828

Phone Number:

407 489 0954

Email:

carlgib@att.net

Comment:

DO NOT SELECT GREEN OPTION

THAT DESTROYS WATERFORD LAKES. THE GROWTH

IN TRAFFIC IS FROM CHULOTA/BITHLO X-RT

AND DOESN'T MAKE SENSE TO ROUTE TRAFFIC

BACK TOWARDS WOODBURY. TOO MANY HOMES

DESTROYED IN WHAT IS A QUIET NEIGHBORHOOD

Carl Giblin

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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FLORIDA  
EXPRESSWAY  
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|                            |                           |
|----------------------------|---------------------------|
| Name: Nancy Mason          |                           |
| Address: 439 Wellon Ave.   |                           |
| Phone Number: 407-568-0082 | Email: nannymag@yahoo.com |

|  |
|--|
| Comment: No walk ways over<br>Express way for foot traffic |
|  |
|  |
|  |
|  |
|  |
|  |
|  |

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Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

107

Name:

Mary Keim

Address:

4726 S Fern Creek, Orlando, 32806

Phone Number:

407-851-5416

Email:

rssmhk@gmail.com

Comment:

Avoid conservation lands. They were  
purchased for conservation for the long term.  
Elevate over river, make wildlife  
underpasses. Minimize damage to  
wildlife & habitat.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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FLORIDA  
EXPRESSWAY  
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107

Name: Lynden Johnson

Address: 10513 Daring Ave

Phone Number: 321 247 1141

Email:

Comment: wish 1: Do NOT build it.

The woodbury interchange option is a plus.

The traffic circle near woodbury is tedious.

Request a signal sensor @ the RAMP east bound  
to Rt. 50 eastbound.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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FLORIDA  
EXPRESSWAY  
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108

|                             |                            |
|-----------------------------|----------------------------|
| Name: Bill Lutz             |                            |
| Address: 2618 S. Tanager Rd |                            |
| Phone Number:               | Email: wlutz3 @ cfl.RR.com |

|   |
|---|
| Comment: ELW Extension - only needed<br>TO AVALON Blvd. |
| Long term planning Beyond that<br>OK                    |
| Ideally let the FDOT Route 30<br>Primary Plan           |

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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109  
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|               |   |   |
|---------------|---|---|
| Name:         | Sue Dietrick  | Effects<br>our property<br>10 years<br>Orange Co tax<br>pay 5 |
| Address:      | 258 S. St Rd. #13   |   |
| Phone Number: | (407) 421-3358  |   |
| Email:        |   |   |
| Comment:      | "They paved paradise and put up a parking lot.... They took all the trees and put them in a tree museum and they charged the people a dollar and a half to see them. Florida has more endangered species than state on the Atlantic—Most our on your pathway for the express way—Did you notice the sand hill cranes as you enter 419 about to get killed." |   |

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Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

110

|   |                                 |
|---|---------------------------------|
| Name: Alan Ashlock                                |                                 |
| Address: 2727 Lake Pickett Plck Chuluota FL 32766 |                                 |
| Phone Number: 407-808-9413                        | Email: alan.ashlock@decatur.com |

|                                       |
|---------------------------------------|
| Comment: Glad to see extension first! |
| Next I prefer the combination of      |
| # 4 + 5.                              |
|                                       |
|                                       |
|                                       |
|                                       |
|                                       |
|                                       |

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Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

112

Name:

Ramon A Poli

Address:

510 Cox DR Orlando, FL 32837

Phone Number:

407-758-4522

Email:

RgPoli@aol.com

Comment:

The State doesn't want to put it  
over Hwy 50 but that is just where  
it should go.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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FLORIDA  
EXPRESSWAY  
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112

Name:

Rodger B. Dorn

Address:

18390 17<sup>th</sup> Av Orlando FL 32833

Phone Number:

407-716-5551

Email:

Doris Dorn Adorn@att.net  
K9help@att.net

Comment:

I am totally disabled and Built my Monolithic dome house 10 years ago at a cost of \$450,000 so I would have a safe handicapped home for the rest of my life. If my home is taken it will affect my living conditions and end my tortoise breeding, the only form of income that I can have beyond Social Security.

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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119

|                            |                               |
|----------------------------|-------------------------------|
| Name: Vickie Prewett       |                               |
| Address: 18425 22nd Ave    |                               |
| Phone Number: 407-376-6697 | Email: rprewett@bellsouth.net |

|   |
|---|
| Comment:  |
| Looks like many poor families will be affected  |
| by this route - Will there be "help" (adequate) |
| in relocating these families?                   |
|   |
|   |
|   |
|   |
|   |
|   |

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119

Name: LARRY BATSCH

Address: 18143 SAXONY LANE ORLANDO 32820

Phone Number: 407-670-9609

Email:

LARRY.BATSCH@GMAIL.COM

Comment:

I AGREE WITH CORRIDOR 4 ALT

11

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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EXPRESSWAY  
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115

|                                   |                                  |
|-----------------------------------|----------------------------------|
| Name: <u>BRYAN Young</u>          |                                  |
| Address: <u>1531 LALIQUE LN</u>   |                                  |
| Phone Number: <u>407-674-8087</u> | Email: <u>BY1GATOR@gmail.com</u> |

|  |
|--|
| Comment:                                     |
| <u>I THINK CORRIDOR 1 WOULD BE BEST.</u>     |
| <u>IF THEY BUILD THE HOUSES BETWEEN LAKE</u> |
| <u>PICKETT AND CHULUOTA. IT WOULD MAKE</u>   |
| <u>TRAFFIC BETTER ON LAKE PICKETT.</u>       |
|  |
|  |
|  |

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FLORIDA  
EXPRESSWAY  
AUTHORITY**

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## Comment Sheet

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Alternatives Public Workshop | June 8, 2017 | 5 p.m to 7 p.m.

Corner Lake Middle School | 1700 Chuluota Road, Orlando, Florida 32820

116

Name: CAROL NEENAHAM

Address: 808 LOCKWOOD DRIVE, ORLANDO, FL 32833

Phone Number: 407-488-4119

Email: CAROL NEENAHAM 1034  
@gmail.com

Comment: See accompanying page 2

Public participation is encouraged. Should you have any questions or need additional information, please contact:

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EXPRESSWAY  
AUTHORITY**

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**William Sloup, PE**  
Consultant Project Manager - Metric Engineering  
615 Crescent Executive Ct, Suite 524  
Lake Mary, FL 32746  
(407) 644-1898  
william.sloup@metriceng.com

Carol M. Needham  
Francis D. Davis  
808 Lockwood Drive  
Orlando, Florida 32833  
Carolneedham1034@gmail.com

June 8, 2017

TO WHOM IT MAY CONCERN:

We write to share our comments regarding the proposed 408 extension in and through East Orange County.

We are the homeowners of 808 Lockwood Drive. We strongly OPPOSE the extension to be constructed at all as we believe it will open up East Orange County and beyond to more development and construction.

Most disheartening is that two routes directly impact our property. We are completely devastated over this.

We request that you look at routing the proposed extension over/along SR 50/East Colonial as opposed to the alternate routes requiring the taking of homes and properties. Proceeding along SR50 appears to be much more cost effective, will be much less damaging to the sensitive wildlife in the area, and will save the homes and quality of life we enjoy so much here in East Orange County. We moved here specifically for the privacy, the quiet and the wildlife. Should either of these two routes proposed to run through our property go forward we, and our neighbors, would lose the most important aspects of our lives.

If the 408 extension must go forward through East Orange County, please, consider running the extension over and/or along SR 50.

Sincerely,



Carol M. Needham



Francis D. Davis

## PUBLIC HEARING





# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

**PUBLIC HEARING**  
Thursday, April 26, 2018, 5:30 to 7:30 p.m.  
East River High School  
650 East River Falcons Way  
Orlando, FL 32833

## GENERAL PUBLIC SIGN-IN SHEET

| NAME                 | ORGANIZATION | ADDRESS                  | PHONE NUMBER   | EMAIL                      |
|----------------------|--------------|--------------------------|----------------|----------------------------|
| Nicole Moore         |              | 14195 Hunter Grove Dr.   | 407-692-4592   | nicolejones86@gmail.com    |
| Ken McGee            |              | 1457 Marsh Creek Ln.     | 407-383-5248   | mcgeeresidential@gmail.com |
| Paula Cree           |              | 1457 Marsh Creek Ln      | 407-242-2097   | mcgeeresidential@gmail.com |
| Patricia Conklein    | Sen@alca     | 1212 Marsh Creek Lane    | 407 931 3221   | tricialc68@yahoo.com       |
| Tina Authier         |              | 16302 HAMILTON DR        | 407-312-0159   | SIDETRACKEDAGAIN@gmail.com |
| Mark C Smith         |              | 16318 Hamilton Dr        |                |                            |
| For Smith            |              | 16318 Hamilton Dr        | 407-617-3802   |                            |
| Anne Brooks          |              | 15513 Lakeside St        | 407 252 8123   | abrooks51d@aol             |
| Rachel Chasor        |              | 14005 Cherry Blossom Ln  | 321 279 2255   | rachelchasor@gmail.com     |
| Pamela + Terry Sible |              | 16011 Old Cherry Hwy, FL | 407. 432.1645  | psible91@gmail.com         |
| Gilmar Suarez        |              | 1229 Marsh Creek Ln.     | (787) 203-0919 | gilmar suarez 2@gmail.com  |



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|-------------------|--------------|-----------------------|--------------|---------------------------|
| Sanic Whally      |              | 1508 Sabal Oak Ln     | 407-485-9732 |                           |
| James Glover      |              | 15902 Old Cheney Hwy  | 407 506 8907 |                           |
| Alfredo Rojas     | Deer Wood    | 14398 Acorn Ridge Dr  | 774 628 6030 | arepes1965@yahoo.com      |
| Rebecca Doetsch   | self         | 15331 Old Cheney Hwy  | 407-697-1060 | Rebecca Doetsch@gmail.com |
| Deborah Gilmore   |              |                       |              | dgilmore144@gmail.com     |
| Diana Maldonado   | Deerwood     | 14029 Satin Grove Dr  | 407-486-3868 |                           |
| Marco Lutin       | Deerwood     | 14018 Satin Grove Dr  | 407-314-4354 |                           |
| Brian Montross    | DEERWOOD     | 1288 Marsh Creek      | 818-397-5155 |                           |
| Ailsa Carrera     | Deerwood     | 1217 Marsh Creek Lane | 407-364-4383 |                           |
| Florence Stanford | Deerwood     | 14261 Acorn Ridge Dr  | 407-398-9239 | Martistanford10@gmail.com |
| Ken Westerlund    | Self         | 16014 Old Cheney Hwy  | 386-795-1561 | Kwesterlund@cfl.rr.com    |





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| NAME                 | ORGANIZATION | ADDRESS                    | PHONE NUMBER | EMAIL                      |
|----------------------|--------------|----------------------------|--------------|----------------------------|
| LaDonna Hood         |              | 1395 Caudle St             | —            | zytgp@yahoo.com            |
| Thomps & Elsie Brown |              | 18452 14 <sup>th</sup> Ave |              |                            |
| CHARLES DUNCAN       |              | 18812 LANSING ST.          |              |                            |
| Valerie Morales      |              | 1131 Windmill Grove Cir    |              | dagz78@aol.com             |
| Leonor Grewas        |              | 1002 Windmill Grove Cir    |              |                            |
| Emmanuel Soto        |              | 1522 Sabal Oak Ln          |              | ESoto729@hotmail.com       |
| Carmen Gonzalez      |              | Deerwood                   |              |                            |
| Krista McCracken     |              | 14017 Ash Grove Ct         |              | Krista.mccracken1257@gmail |
| Edward Ingemann      |              | 14539 E. Colonial Dr.      |              | —                          |
| Tom Savarzo          |              | 815 Bridgeway Blvd         |              | 02204581@yahoo.com         |
| Danna Owens          |              | 1302 Sherman St            |              | Fennir.BOWENS@gmail.com    |





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| NAME              | ORGANIZATION | ADDRESS                 | PHONE NUMBER | EMAIL                              |
|-------------------|--------------|-------------------------|--------------|------------------------------------|
| Daisy Morales     | Soil & Water | Lake Picette            | 321 438 6315 | Supervisor Daisy Morales@gmail.com |
| ELUAN NORMAN      | RESIDENT     | SHERMAN ST              |              |                                    |
| Ron Whitaker      | concerned    | cupid                   | 318 514 6179 | cowmanFL@hotmail                   |
| Lexi whitaker     | concerned    | cupid avenue            | 321-313-4488 |                                    |
| Charlene Bradford | "            | 1624 6 <sup>th</sup> St | 407-255-0118 |                                    |
| Hugh Harling      | ECFRPC       |                         | 407 252-1575 | Hharling@ecfrpc.org                |
| Sandra Michals    | -            | 7027 EAKER Rd.          |              |                                    |
| Margaret WATKINS  | Resident     | 85 Cochran Trail        | 407 953-3915 | na                                 |
| Carmen SHAW       | "            | 508 3rd St              | 407 568-8331 |                                    |
| TIM WHELAN        | RESIDENT     | 1305 BIRCH CREEK DR     | 407-318-0530 |                                    |
| J. MURPHY         | Resident     | 1749 Caligue Lane       | 407 592 6811 |                                    |



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| NAME                | ORGANIZATION    | ADDRESS                    | PHONE NUMBER  | EMAIL                       |
|---------------------|-----------------|----------------------------|---------------|-----------------------------|
| Kristina Teed       | _____           | 18418 16 <sup>th</sup> Ave | 407-412-8824  | Kmtcountry@gmail            |
| Lisa Newner         | _____           | 18418 16 <sup>th</sup> Ave | " "           | KmtCountry@gmail.com        |
| Yoan Moreno         | Sun Communities | 1575 Pel St.               | 407 282 5070  | y.moreno@suncommunities.com |
| Mischuta Henson     | _____           | 12048 Magazine St          | 765 271 8056  | mischuta.henson@gmail.com   |
| Leslie Davis        | Sun Communities | 1212 Marsh Creek Ln        | 407-731-1604  | ldavis@suncommunities.com   |
| Ugo Belanger        |                 | 18429 2nd St               | 351-438-1361  | ubweirdo@gmail.com          |
| DeAnna Doel         |                 | 18429 2nd St               | 407-758-9142  | Dedesilly@gmail.com         |
| Steve Parke         |                 | 910 Windmill Grove Cir     | N/A           | N/A                         |
| Vincenta Dragojevic |                 | 14257 Acorn Ridge Dr       |               | gasperence@gmail.com        |
| Joseph BRAZIN       |                 | 14257 Acorn Ridge Dr       |               |                             |
| Samantha Anderson   |                 | 628 Pine Isle Dr.          | (407)924-4948 | anderson.biefeldt@gmail.com |





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| NAME                | ORGANIZATION | ADDRESS                                  | PHONE NUMBER   | EMAIL                        |
|---------------------|--------------|--|----------------|------------------------------|
| Ariel Galarza       |              | 242 Story Point Rd. 32833                | 407 680.4616   | Dr.Galarza@yahoo.com         |
| Florence DiPisa     |              | 14125 Laurel Creek Rd 32828              | 407-222-7223   | FloZex777@yahoo.com          |
| Carmine DiPisa      |              | 14125 Laurel Creek Rd 32828              | 407 222-7223   |                              |
| Kim Danforth        |              | 14125 Laurel Creek Rd                    |                | Kimmydmarip5@yahoo.com       |
| Dartanyan Bright Sr |              | 14265 Acorn Rd Dr                        | 321-287-9932   | dartanyanbrightsr@gmail.com  |
| CAROL NEEDHAM       |              | 808 Lockwood Dr 32833                    | 407-489-4119   | CAROL NEEDHAM 1034@gmail.com |
| Don Delph           |              | 630 Lockwood Dr 32833                    | 407-484 7871   |                              |
| Stephen Nordlinger  |              | 16334 Hamilton Drive                     | (321) 363-7298 |                              |
| Joel Gureff         |              | 1920 Donald GNE Dr. 32703                | 407-961-0868   |                              |
| R. NASTASI          |              | ORANGE COUNTY                            |                |                              |
| John Fauth          |              | 20206 Nettleton St.<br>Orlando, FL 32833 | 407-247-4403   | fl7ecologist@gmail.com       |





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| NAME                | ORGANIZATION | ADDRESS                              | PHONE NUMBER | EMAIL                  |
|---------------------|--------------|--------------------------------------|--------------|------------------------|
| Ray Galarza         | amur         | 212 Story Partin Rd                  | 407 282-6796 |                        |
| John [unclear]      | [unclear]    | 820 Cherry Valley Way                | 407 482 4802 |                        |
| Kyla Luna           | Volkert      | 804 South Disston Ave                | 352 350-4977 | Kyla.Luna@Volkert.com  |
| William Cagle       |              | 13408 Kitty Fox Road                 | 407-770-7137 |                        |
| John Cella          |              |                                      |              |                        |
| Liz Gartin          |              | 1715 Lk Pickett Rd                   | 407-925-5689 |                        |
| Marisa West         |              | 16438 Hamilton Dr.                   | 407-221-8010 | marisa1079@hotmail.com |
| Jon Seiler          |              | 200 STORY PARTIN RD<br>ORLANDO 32833 | 407 98 5581  | jseiler712@yahoo.com   |
| Donald J. [unclear] | Resident     | 815 Hamilton Dr                      | 407 489 4137 | NO WE                  |
| TERRY LoBianco      |              | 15610 GALBI DR                       | 407 468 1759 |                        |
| Donni Alvorenga     | resident     | 14961 Perdido Dr.                    | 321-285-6643 | adonire@gmail.com      |



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| NAME                   | ORGANIZATION           | ADDRESS                     | PHONE NUMBER        | EMAIL                        |
|------------------------|------------------------|-----------------------------|---------------------|------------------------------|
| Christina Hart         |                        | 18726 12th Ave Deland       | 407-641-7561        | tinatoco003@yahoo.com        |
| Ronald E McCreary      |                        | 15834 Old Cheney Hwy        | 407-568-2520        |                              |
| Glendy L. Reyes Nieves |                        | 1387 March Creek Ln         | 321-382-8864        |                              |
| CHRISTINA GEORGE       |                        | 14032 SYCAMORE TREE DR      | 407 721 6827        | CC2159@AOL.COM               |
| Derrick Wood           |                        | 19442 E Colonial Dr,        | 407 3679167         | woodsephandservice@yahoo.com |
| BRYAN YOUNG            | WATER FORD TRAILS SELF | 1531 LALIQUE LN             | 407-674-8087        | BYLGATOR@gmail.com           |
| Guillermo Rodriguez    |                        | 14110 Hunter Grove Dr       | 978-701-2592        | GuillermoBursatil@gmail.com  |
| Kevin E. Jones         |                        | 777 Lockwood Dr.            |                     | KevinJones222@bellsouth.net  |
| FRAN FLEMING           |                        | 1425 CAUDLE ST., ORL 32828  | 407-470-2523 (cell) | ffleming14@gmail.com         |
| Walter Ramos           |                        | 1420 Birch Creek Dr         | (413) 246-7484      | ramosmelida316@gmail.com     |
| CARL PERDUE            |                        | 19004 LANSING ST. - ORL, FL | 561-253-5607        | CARLPERDUE@hotmail.com       |





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|-------------------------------|------------------|---|----------------|-----------------------------------|
| Vince Bear                    |                  | 1529 Sabal Oak Ln.<br>Orlando FL                | (407) 955-6554 | bears on the moon 16764@gmail.com |
| William Pons                  | Save East Orange | 18501 15th Ave<br>Bithlo 32833                  | 407-568-6112   | badbill10@ATT.net                 |
| Steve Huthwaite               |                  | 1383 Marsh Creek Lane<br>Orlando, FL 32828      | 407-306-9699   |                                   |
| Michael Mont                  |                  | 18717 Bellinger Ave <sup>ORL.</sup><br>FL 32820 | 407-568-8952   |                                   |
| Roberto Oliva                 | R.D. Tamm        | 18801 E. Colonial Dr.                           | 407-568-6500   | R.D. Tamm 95@aol.                 |
| JAMES MCKNIGHT                |                  | 2518 STANLEY RD<br>ORLANDO, FL 32820            | 407 319 3750   | jmonroe@mc@gmail.com              |
| Margaret Poli                 |                  |   |                |                                   |
| Jessica + Gene<br>Judy Walker |                  | 19305 Lake Pickett Rd.                          | 407-568-2629   |                                   |
| Louis A. Dobles               |                  | 1391 Candle St Orlando FL 32828                 | (407)-963-0360 | louis@louisdobles.com             |
| Valera Pinkard                |                  | 1540 Barkwood Ln<br>Orlando, FL 32828           | 407-844-0802   | valerapinkard@gmail.com           |
| MAZZOLI Picardo Juan          |                  | 1461 MARSH CREEK LN<br>Orlando FL - 32828       | 321 279 7899   | juanmazzoli@gmail.com             |





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|------------------|--------------|-----------------------------|--------------|--------------------------|
| Nancy Correa     |              | 14256 Korn Ridge Dr.        | 321-663-7551 | handworkngsdad01@yahoo   |
| Raymond Belcourt |              | 215 Tracy Street            | 321-225-0169 | Loosdew69@gmail          |
| ROLAND BELCOURT  |              | 215 TRACY ST.               | 407 680 4561 | ROLANDBELCOURT@GMAIL.COM |
| DONNA PATRICK    |              | 243 Story PARTIN            | 407-590-2736 |                          |
| Lisa Hall        |              | 856 Lockwood Dr.            | 407-765-6436 | fourwheelin24@yahoo.com  |
| John Gondek      |              | 1474 Caudle                 | 407 568 5400 |                          |
| Jelly Johnson    |              | 1443 Sherman St             | 321-287-8530 | redbird02j@yahoo.com     |
| Tammy Voorhees   |              | 21242 Reindeer Rd Christmas | 407-568-3911 | TLV80614@gmail.com       |
| Lydia Rodriguez  |              | 14182 Hunter Grove Dr.      | 407 781 7815 | Lydr0203@gmail.com       |
| Jeffrey Maddox   |              | 15536 Old Cheney Hwy        | 407-375-6799 | brojeffhabe@yahoo.com    |
| Charles Altman   |              | 16250 Hamilton Dr.          | 3528057370   | Orlmolton@gmail.com      |



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|-------------------------|-----------------------|----------------------------------|----------------------|-------------------------------|
| <del>See Petry</del>    | <del>Deer Woods</del> | <del>10 Seminole Trail</del>     | <del>Orl 32833</del> | <del>U/A</del>                |
| THOMAS PASTORE          | Deer Woods Homes      | 1151 WINDMILL GROVE CIRCLE       | 407-381-5630         |                               |
| Sonny Meyer             | Deer Woods Homes      | Acorn Row Dr                     | 386-451-1398         |                               |
| Suresh Hariprasad       | Home Owner            | 2244 Strawberry Tree Lane        | 407-221-1558         |                               |
| Luis A. Molina          | Deer Woods            | 14022 Seton Grove Dr             | 407-218-1605         |                               |
| Luz yvette Abot         | Deer Woods            | 14022 Seton Grove Dr             | 407-650-4503         |                               |
| William & Carol Jacobus | Home Owner            | 1509 Cristalli Ct., Orl.         | 407-620-6288         |                               |
| Alie W. Winters         | Resident              | 23 Seminole Trail                | 407-568-4485         |                               |
| Ellen Corlette          | Deer Woods            | 14183 Hunter Grove Dr, Orl       | 407-488-0983         |                               |
| Rachel Keen             | Deer Woods            | 14210 Acorn Ridge Dr. Orlando FL |                      | rkeen6969@yahoo.com           |
| LISA Hamberg            | Waterford             | 12355 Shadowbrook LN             | 321 456-2884         | homesbylisa hamberg@gmail.com |





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|-------------------|-------------------|----------------------------------|----------------|---------------------------|
| Jo Ann Tyler      |                   | 825 Lockwood Dr                  | (321) 663-9310 |                           |
| Dominique Buphot  | Business owner    | P.O. Box 4414, Winter Park 32783 | 407 673 8700   | greensorlando@hotmail.com |
| Jeri Shultz       |                   | 14005 SATIN GROVE DR.            | 585-685-9735   |                           |
| Francis Gustafson |                   | 1618 Sherman Street              | 407 568 5483   |                           |
| Genny Jones       |                   | 244 Cock Dr                      | 407-4067722    |                           |
| Kevin Olsen       | House District 49 |                                  |                |                           |
| Tom Nant          |                   | 32826<br>14620 Josair Dr.        | 407 249 8854   | tomnart11@gmail.com       |
| Nancy Swift       |                   | 14427 Lake Underhill             | 407 275 9908   | nancyswift@earthlink.net  |
| Tom Barcoff       |                   | 530 + 730 Hamilton Dr            | 407-568-4787   |                           |
| Pat Cortez        |                   | 21344 Reindeer Rd                | 407-568-2721   |                           |
| Tyler Shandy      |                   |                                  | 320-284-1387   |                           |





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|----------------|--------------|---|--------------|-------------------------|
| Nancy Videgar  |              | 2081 Warwick Hills Dr                             | 515-231-5945 | popsvide@msn.com        |
| Steve SARCHUK  |              | 2009 BRAEBURN CT.                                 | 610-357-0790 | bumpity_bump@yahoo      |
| Dodie Sweeney  |              | 1265 WINDMILL GROVE CIR                           | 407-601-0419 | whale5646@yahoo.com     |
| TONY MACINA    |              | 1121 MAUMEE ST                                    | 407-484-7697 | Pentortony49@aol.com    |
| Michelle Clark |              | 1227 BirchCreekDr                                 | 321-578-0329 | mclark81@outlook.com    |
| Maria Hobbes   |              | 14037 Hunter Grove Dr.                            | 407.491.0019 |                         |
| Andrew Loar    |              | 14126 hunter grove dr                             | 407 493 4141 | andrewloar69@gmail.com  |
| Nicole Corbin  |              | 16217 Morris Dr                                   | 407 568 1292 | nmcorbin@aol.com        |
| Al Hritz       |              | 16216 Old Cheney Hwy                              | 407 568 1292 | nmcorbin@aol.com        |
| Dan Buttierraz |              | 14065 Hunter Grove Dr <sup>Orlando FL 32826</sup> | 721 558 6025 | DanButtierraz@yahoo.com |
| Jeff LaPerra   |              | 18456 16 <sup>th</sup> AV                         | 321-804-7151 |                         |



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|------------------|--------------|---|--------------|---------------------------|
| DAVID BOTTOMLEY  | RED          | 305 WOOD BURY PIKE'S                        |              | MIC HAMMONA18@YAHOO.      |
| MARK LITALL      |              | 856 Loch Wood Dr.                           | 407-721-2743 |                           |
| GREEN            |              | 780675                                      | —            | —                         |
| William Gorlitz  |              | 10329 Sunflower Trl                         | 321-438-6406 | wgorlitz612@gmail.com     |
| Laren Gritz      |              |   |              |                           |
| Becky Nagel      |              | 21425 Hobby Horse Ln                        | 407-568-8980 | Becky.Nagel@earthlink.net |
| Herman Nagel     |              | "   | "            | BH.Nagel@earthlink.net    |
| Christine Haddox |              | 15536 Old Cheney Hwy                        | 407-684-7568 |                           |
| ALBERT BRADYER   |              | 1523 BARKWOOD HW.                           | 407-803-2789 |                           |
| Breck Johnson    |              | 4074 N. Hwy 19-A<br>Mt. Dora, FL 32757      | 352-406-2735 | Johnsonbreck@yahoo.com    |
| William Coleman  |              | 14092 Hunter Grove Dr. <sup>Orl</sup> 32828 | 407-463-0852 | cfowned@gmail.com         |





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|--------------------|--------------|-----------------------------|--------------|-----------------------------|
| Marsha Suskowitz   |              | 1437 Sherman St.            | 407-568-1844 |                             |
| Martha Suskowitz   |              | 505 Lockwood Dr.            | 407-568-2770 |                             |
| Mike Bellini       |              | 555 CR-13                   | 407 568 8532 |                             |
| Sue Brewer         |              | 1380 Sherman ST             | 407 408 5588 |                             |
| James Chorman      |              | 14073 Hunter Grove, Orlando | 407 223 8218 | doctorchorman2020@gmail.com |
| Andrew M. Boulier  |              | 14085 Hunter Grove Dr.      | 407-454-2331 |                             |
| Diahann L. Delgado |              | 1318 Marsh Creek Ln.        | 727-272-3540 | abdializ33@gmail.com        |
| Louise Celis       |              | 14049 Hunter Grove Dr.      | 407-952-5570 |                             |
| Carlos Obregon     |              | 14025 SATIN GROVE DR        | 407 255-9121 |                             |
| Ruth Ramos         |              | 14252 Acorn Ridge Dr        | 321 310-0536 |                             |
| Sabino Aponte      |              | 1232 Windmill Grove Cir     | 407-495-5808 |                             |





# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

**PUBLIC HEARING**  
Thursday, April 26, 2018, 5:30 to 7:30 p.m.  
East River High School  
650 East River Falcons Way  
Orlando, FL 32833

## GENERAL PUBLIC SIGN-IN SHEET

| NAME                  | ORGANIZATION              | ADDRESS                         | PHONE NUMBER | EMAIL                     |
|-----------------------|---------------------------|---------------------------------|--------------|---------------------------|
| Doris Perrine         |                           | 1728 Kingsmill Dr. Orlando      | 570 460 2132 | daperrine50@msn.com       |
| Rita Busto-Betancourt | owner                     | 18843 Lansing St                | 201-906-7894 | osr166@aol.com            |
| Oswaldo Betancourt    | owner                     | 18844 Lansing St                | 201-906-7894 | osr166@aol.com            |
| James Hester Parrish  | owner                     | 14220 Fern Ridge Drive          | 270-501-0933 | hdee.jp@gmail.com         |
| Don Whyte             | Deseret Cattle Co. citrus | 13754 Deseret Lane St. Cloud FL | 321-301-0852 | dwhyte@deseretrancher.com |
| E. Santiago           | Home owner                | 15449 Perdido Dr                | 407 592 6827 | EJSantiago42@gmail.com    |
| Troy Palmer           | Self                      | 316 Hibiscus St                 | 321-744-1715 | Tpalmer1715@gmail.com     |
| Kathy Saska           | Deerwood                  | 1209 Marsh Creek Ln             | 407-399-7684 | KathySaska@ATT.net        |
| Fernando Gomez        |                           | 3001 Windmill Ct 32828          |              |                           |
| Sam Butler            |                           | 10424 Old Dole Rd               |              |                           |
| Gale Pettite          | Deerwood home owner       | 1271 WINDMILL RIDGE LOOP        | 407 802 4048 | swalkr2001@hotmail.com    |



# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

**PUBLIC HEARING**  
Thursday, April 26, 2018, 5:30 to 7:30 p.m.  
East River High School  
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## GENERAL PUBLIC SIGN-IN SHEET

| NAME           | ORGANIZATION          | ADDRESS                              | PHONE NUMBER | EMAIL                      |
|----------------|-----------------------|--------------------------------------|--------------|----------------------------|
| Seth Whitaker  | Switchgrass Outfitter | 1320 Cupid Ave Christmas FL          | 407 982 6071 | switchgrassw@aol.com       |
| Richard Smith  | Public                | 1418 Hunter Grove DR                 | 407 758-4261 | TRUCKDRIVER5556 YANKEE     |
| Teei Alligood  |                       | Christmas                            |              |                            |
| Xiomara Cabres |                       | 1127 Windmill Grove Circle           | 407-879-8367 |                            |
| Scott Phillip  |                       | 15819 Old Cheney Hwy                 | 321-695-6750 | saphillips@hotmail.com     |
| Jon Walls      | NAI Realvest          | 1800 Pembroke Dr<br>Maitland, FL     | 407-621-1929 | jwalls@realvest.com        |
| Robin Hood     | Public                | 1395 Candle ST Orlando               | 407-718-1413 | whooper@aol@yahoo.com      |
| Frank Lockman  | Public                | 15425 Galbi Dr: Delton               | —            | —                          |
| Linda DeAngelo | Public                | 780 Lockwood Dr                      |              | linda-deAngelo@comcast.net |
| Joe Stockman   | Public                | 1350 Fairbairn Corn Loop, 32828      |              | jstockman@yahoo.com        |
| Valerie Davis  | Public                | 1444 Windmill Ridge<br>Loop<br>32828 |              |                            |





# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
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East River High School  
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Orlando, FL 32833

## GENERAL PUBLIC SIGN-IN SHEET

| NAME                 | ORGANIZATION          | ADDRESS                                      | PHONE NUMBER | EMAIL                      |
|----------------------|-----------------------|--|--------------|----------------------------|
| High Fred Dietrich   | Dietrich Brothers Inc | 10 Seminole Trail Orlando 32833              | 407-470-4638 |                            |
| Rick LaSalle         |                       | 1714 Windmill Ridge Loop                     | 408-708-3191 |                            |
| Lynne Tangere        |                       | 1026 Windmill Grove                          | 609 425-5394 |                            |
| Kathy Hunter         |                       | 140 Aunt Polly Ct                            | 407 718 0972 |                            |
| David Mitchell       |                       | 1984 Cascades Cove Dr 32820                  | 312 203 9356 | davemitchellrejs@gmail.com |
| Dave Olson           |                       | 18422 1 <sup>TH</sup> AVE                    | 321-278-8263 |                            |
| Vic McCall           | Bishop & Bellroy Inc  | 207 Menhaden Blvd Suite 100 Orlando FL 32825 | 407-277-4477 |                            |
| Nancy Williams       |                       | 408 <del>408</del> Guy Rd                    | 407-482-9578 | Nawil1025@gmail.com        |
| Raymond Powers       |                       | 14000 Ash Grove Ct Orl FL                    | 407 674 7011 | RLP407@AOL.COM             |
| Suzanne Desterling   |                       | 1491 S. Tanner Rd., Orl.                     | 407-468-0506 | jsesterling@cfl.rr.com     |
| Harry D + Tammy Rupp |                       | 180 S.C.R. 13 Orlando FL                     | 407-574-7386 |                            |





# SR 408 PD&E STUDY

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East River High School  
650 East River Falcons Way  
Orlando, FL 32833

## GENERAL PUBLIC SIGN-IN SHEET

| NAME                | ORGANIZATION                | ADDRESS                                 | PHONE NUMBER | EMAIL                      |
|---------------------|-----------------------------|---|--------------|----------------------------|
| Elizabeth Hernandez |                             | 14826 Fabergé Dr 32828                  | 407-736-9738 | LizHernandez1022@gmail.com |
| Peter Parenti       |                             | 927 Jadeswe Cir 32828                   |              | pmparenti@outlook.com      |
| Stacy Hronec        |                             | 1313 Birch Creek Dr 32828               | 407-758-1053 | sphronec@gmail.com         |
| Jose Basua          |                             | 930 Windmill Grove Cir.                 | 352-575-4149 | jbasua@yahoo.com           |
| Fernando Maldonado  |                             | 1533 Sabal Oak Lane                     | 784-417-7366 | Fmald@bellsouth.net        |
| Carmen Lopez        |                             | 14151 Hunter Grove Dr. Orlando FL 32828 | 407-692-2436 | clopez48@yahoo.com         |
| Judy Chubb          | homeowner                   | 606 Lockwood Dr. Od. 32833              | 407-222-3026 | mathladyvc@gmail.com       |
| Danielle Thomas     |                             | 1200 Avelon Lake Dr.                    |              | Hornets33@aol.com          |
| Andrea McAlister    |                             | 16453 Sunflower Trail                   | 407-625-6227 | amcalister@eismannruss.com |
| Michael Finnegan    |                             | ↓                                       | ↓            | M.Finn58@fike.com          |
| Paul + Carolyn Skok | BARNHART<br>Waterford Lakes | 620 Forestgreen Ct 32828                | 770-883-1665 | Carolyn.fl.cch.rr.com      |



**SR 408 PD&E STUDY**  
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| NAME                | ORGANIZATION | ADDRESS                     | PHONE NUMBER | EMAIL                      |
|---------------------|--------------|-----------------------------|--------------|----------------------------|
| Michael McConnell   |              | 613 carpenter Rd Orlando FL | 321 8045448  |                            |
| Linda Totton        |              | 613 carpenter Rd Orlando FL | 407 538 3723 |                            |
| Charlotte Grabowski |              | 2084 Pebble Beach Br        | 315 254-8571 | apple194@gmail.com         |
| Katherine Nicholson |              | 1500 Sabal Oak Ln           | 407-380-9129 |                            |
| Jenn Rhodes         |              | 849 Bloomingdale Dr         | 407-273-0938 | jennrhodes13@gmail.com     |
| Michael Moran       |              | 1266 Blackwater Pond Dr     | 407 538 5958 |                            |
| Sharon Raddad       |              | 1331 Windmill Ridge Ln      |              |                            |
| Stephen A. Micciche |              | 2548 S. Tanner Rd           |              |                            |
| Susan Shepard       |              | 2363 Alabaster Ave          | 407-719-5744 | smk961@hotmail.com         |
| Anna Chubb          |              | 606 Lockwood Drive          | 407 405 8006 | annabananaintogo@gmail.com |
| Kimberly Dwyer      |              | 1270 Marsh Creek Ln         | 407 872 9966 |                            |





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## GENERAL PUBLIC SIGN-IN SHEET

| NAME              | ORGANIZATION | ADDRESS                                       | PHONE NUMBER   | EMAIL                     |
|-------------------|--------------|---|----------------|---------------------------|
| James Dwyer       |              | 120 Marsh Creek Ln                            | (407) 872-9966 |                           |
| Jon Walker        |              |   |                | jon.walker@stank.com      |
| Maritza Ramirez   |              | Deerwood<br>14178 Hunter Groves Dr Orlando FL | 787-398-4259   | marie7044@yahoo.com       |
| Bill & Jeni       |              |   |                |                           |
| Paul C Palmer Jr. |              |   |                | PPALMER61@aol.com         |
| Laura Migliore    |              | 1390 Candle St Orlando FL 32828               | 407-625-5059   | Lauramig62@yahoo.com      |
| MARK NOSAL        |              | 2123 Osprey Woods Cir                         |                |                           |
| Tom Radivonye     |              | 14204 Josale Dr                               | 407-281-1332   | Tom@TRUCKLUBE.NET         |
| Jaret Reed        |              | 1048 LANDVIEW CT                              | 407-471-4100   | <del>Just Reed</del>      |
| Susan Perry       |              | 1909 Crown Hill Blvd                          |                | Susan.perry@bellsouth.net |
| Simon Hagedoorn   |              | 501 N. Belfast Pl, CHALLOOTA                  |                | shagedoorn@att.net        |





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## GENERAL PUBLIC SIGN-IN SHEET

| NAME  | ORGANIZATION      | ADDRESS                                | PHONE NUMBER                 | EMAIL                          |
|---|-------------------|--|------------------------------|--------------------------------|
| Cynthia B. Huck<br>Robert J. Huck<br>Dean Madison | Resident          | Orlando, 32833<br>15944 Old Cherry Hwy | 407-223-0063<br>407-431-1330 | Huck, Robert@yahoo.com         |
| CARL MULLEN                                       | "                 | 624 TERRACE SPRING DR ORLANDO          | 21-804-4700                  | CARL.MULLEN@GMAIL.COM          |
| KAY WEST  | "                 | 1705 10TH ST. ORLANDO 32800            | 407 5684174                  | KLWEST@MINDSPRING.COM          |
| Heather Coe                                       | Resident          | 716 N 6th St Orlando 32820             |                              | Heather_Coe78@yahoo.com        |
| Heather D. Santo                                  | resident          | 15513 Carina Dr                        |                              |                                |
| Richard Wright                                    | Resident          | 863 Hamilton Dr                        | 407-342-8378                 | yawright53@juno.com            |
| Gray Huthmann                                     | MetroPlan Orlando | 250 S Orange Ave.                      | 407 481 5672                 | ghuthmann@metroplanorlando.org |
| Cindy Abbott                                      | Resident          | 1326 Birch Creek Dr                    | 407 808 3083                 | cindyjo777@yahoo.com           |
| Tose Gutierrez                                    | Resident          | 1658 Candela Ct. 32820                 | 407-368-8455                 | gotie117@aol.com               |
| Stone Hewly                                       | "                 | 21241 Reindeer Rd Xmas                 | 407-568-4582                 | coffee@bellsouth.net           |
| Melanie Farbrungh                                 | Resident          | 13130 Liberty Sq. Dr Orlando FL 32833  | 678-862-3244                 | rhodes.melanne@yahoo.com       |



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| NAME                   | ORGANIZATION | ADDRESS   | PHONE NUMBER   | EMAIL                      |
|------------------------|--------------|---|----------------|----------------------------|
| James Skinner          | Deerwood     | 14277 Acorn Ridge DR Orlando                    | 321-436-2362   |                            |
| Charly & Dave Samojica |              | 19901 Quinella St                               |                |                            |
| Sabrina Calhoun        |              | 20396 E. Colonial Dr Christmas FL               | (407) 770-7579 | fixinheart@yahoo.com       |
| Kathrine Powell        |              | 20396 E. Colonial Dr Christmas FL               | (407) 712-4238 | kcpgrits59@yahoo.com       |
| John Popes             |              | P.O. Box 606 Christmas FL 32709                 | 407 443 3123   | Johnpopes@yahoo.com        |
| Jeri O'Barr            |              | 1708 FRICKE AVE                                 | 407-929-6925   | jeriahine@yahoo.com        |
| Michelle Dallas        |              | 1127 Fountain Cir Loop <sup>Orlando</sup> 32828 | 310-220-5945   | michellendallas@gmail.com  |
| G. Smith               |              | WINTER SPRINGS, FL                              |                |                            |
| Maria Bud              | Deerwood     | 14186 Hunter Green DR                           | 646-689-0310   | mariaabud10@yahoo.com      |
| MR & MRS J. Ryker      |              | 13227 Old Dock Rd                               |                | SLPRYKER@G.MAIL            |
| CHIEN NGUYEN           |              | 2332 S. TANNER RD ORL 32820                     |                | CVNHOMEDETECTIVE@GMAIL.COM |





# SR 408 PD&E STUDY

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East River High School  
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## GENERAL PUBLIC SIGN-IN SHEET

| NAME             | ORGANIZATION    | ADDRESS                              | PHONE NUMBER | EMAIL                     |
|------------------|-----------------|--------------------------------------|--------------|---------------------------|
| Michael Jones    | Orange Audubon  | P.O. Box 1054<br>Windermere FL 34786 |              | mjonesenvironment@att.net |
| Dalia Winchester |                 | 14654 Lady Victoria Blvd             | 732 513 5848 |                           |
| ANA GIVES        |                 | "                                    | "            | daliax012@gmail.com       |
| Lorance          |                 | 15520 Vienna                         |              |                           |
| LYNDY MOORE      | College Heights | 14147 Bowling Green Ct 32826         |              | dwm2264@gmail.com         |
| DON MOORE        | "               | "                                    |              | " COI                     |
| Ron Logan        |                 | 16140 Old Chesey Hwy                 |              |                           |
| SON ELL          |                 | 519 Spring Oaks Blvd                 |              |                           |
| Lakisa Johnson   |                 | 1144 Windmill Grove Circle 32833     |              |                           |
| Jerrold Johnson  |                 | 1144 Windmill Grove Cir.             |              |                           |
| Leslie Waller    |                 | 16303 Hamilton Drive                 |              | Wtr8onee2d.com            |





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East River High School

650 East River Falcons Way

Orlando, FL 32833

## GENERAL PUBLIC SIGN-IN SHEET

| NAME              | ORGANIZATION       | ADDRESS                       | PHONE NUMBER | EMAIL                |
|-------------------|--------------------|-------------------------------|--------------|----------------------|
| Courtney Williams | <del>At Home</del> |                               | 407 412 4845 |                      |
| Tom Rogers        |                    | 1563 Barkwood Ln              | 321-948-4021 |                      |
| Bette Rogers      |                    |                               | -            |                      |
| Sherrri Carrigan  |                    | 2630 Alden Ave. 32833         | 407-353-4566 | Sherrri432@aol.com   |
| Sy Flapsh         |                    | 1466 Marsh Creek Lane         | 407 285 5112 |                      |
| Dallas Aldridge   |                    | 4072 N Fort Christmas rd      | 407-466-6193 |                      |
| Ryane G. Gonzalez |                    | 14248 Acorn Ridge Dr. Orlando | 407-300-9477 |                      |
| Maria G. Lopez    |                    | 14248 Acorn Ridge Dr. Orlando | 407-300-9477 |                      |
| Wm. J. Gallagher  |                    | 949 WINDMILL GROVE CIR.       | 407-430-9612 | WMJ1357@AOL.COM      |
| Bobby TURNER      |                    | 17764 EVANS 32833             | 407-797-4360 |                      |
| Patty Flowers     |                    | 17223 Wilson Rd 32833         | 407 802 9588 | P.BVTK1800@yahoo.com |



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| NAME                 | ORGANIZATION          | ADDRESS                                     | PHONE NUMBER             | EMAIL                          |
|----------------------|-----------------------|---|--------------------------|--------------------------------|
| MIM & JIM D LEAVES   | Homeowner             | 32826 Orlando<br>3725 Percival Rt           | 407. 380 6294            | jgleaves@aol.com               |
| Mr + Mrs Thos Waring | homeowner             | 1203 Lk Downing Dr Del 32825                | 407 256 3098             | pt197@msn.com                  |
| Nick Lepp            | Metro Plan<br>Orlando | 250 S. Orange Ave Suite 700                 | 407 - 481-5672           | n-lepp @ metroplan orlando.org |
| PON WATSON           | HOMEOWNER             | 18428 17th Ave                              | 407-340-2722             |                                |
| MYRA G WATSON        | "                     |   | "                        |                                |
| Elvira Tortola       | HOME OWNER            | 1442 Marsh Creek Ln                         |                          |                                |
| Lidia Tortola        | "                     | "   | (407) 955-7005           |                                |
| Fernando MALDONADO   | Deerwood              | 1533 SABAL OAK LN                           | 786 417 6673             | KW45218@YAHOO.COM              |
| Rafael Acosta        | Deerwood              | 1135 Windmill Grove<br>Civ Orlando FL 32828 | 407 485<br>8665, 407 692 | 221212faest<br>@x2hoo.com      |
| LOURDES VALBUENA     | HOMEOWNER             | 739 INDIGO Ave.<br>Orlando 32828            | 407-259-9929             | LOURDES MVR@YAHOO.COM          |
| MAYDA MALDONADO      | Deerwood              | 1533 SABAL OAK LN                           | 786 417 5263             |                                |





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| NAME                | ORGANIZATION | ADDRESS                                       | PHONE NUMBER | EMAIL                    |
|---------------------|--------------|---|--------------|--------------------------|
| Rick & Trina McCoy  |              | 1415 Candler St.                              | 407-568-7400 | Trixi2568@aol.com        |
| Jeannette Sieband   |              | 15425 Galbi Dr                                | —            | —                        |
| JEFFREY DEANGELO    |              | 780 LOCKWOOD DR.                              | 407-587-5060 | —                        |
| Philip Smith        |              | 16459 Sunflower Trl                           | 407-568-3047 |                          |
| Tina Smith          |              | 16459 Sunflower Trail                         | 407 568 3047 |                          |
| Tim & Terri Shebbon |              | 14114 Hunter Grove Dr                         | 407 722 9820 | Timshebbon2018@yahoo.com |
| James & Terri Dunn  |              | 1351 Sherman St, Orl, FL 32828                | 407-373-4099 | DunnDen@msn.com          |
| Laura Landow        |              | 1414 Windmill Ridge Loop                      | 407-701-2856 | lauralandow535@gmail.com |
| Kevin Ballinger     |              | 12275 Sabal Palmetto Pl                       | 407 504 8906 | kbd42018@gmail.com       |
| Lina Bejarano       |              | 612 Dial Dr.                                  | 321 297 2715 | —                        |
| Alan Aslock         |              | 2727 Lake Pickett Place<br>Charlotte FL 32766 | 407-808-7413 | dan@adobe.com            |





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| NAME                | ORGANIZATION         | ADDRESS                                       | PHONE NUMBER | EMAIL                          |
|---------------------|----------------------|---|--------------|--------------------------------|
| Cindy Rodgers       |                      | 302 Royal Liverpool Lane<br>Orlando, FL 32828 |              | rodgersc@comcast.net           |
| Bill Metz           | SOC                  |   |              | WLMJ23@CFL.RR.COM              |
| Vickie Prewett      |                      | 18425 22nd Ave<br>Orl 32833                   |              | rprewett@bellsouth.net         |
| Roger Prewett       |                      | " "   |              | "                              |
| Lucie GHOTO         | HABITAT FOR HUMANITY |   |              | LGHIOTD@HABITATFORHUMANITY.ORG |
| Susan FARRHILL      | Self                 | 2201 BALLARD Ave<br>32833                     |              | suessg24@aol.com               |
| Linda Mallinson     |                      | 11480 Fangorn Rd.<br>Orlando, FL 32825        |              | L.Mallinson@AOL.com            |
| Joanna Borba        |                      | 15439 Oregon Ave                              | 407 721 7080 | Borbas88@hotmail.com           |
| Thomas Glover       |                      | 832 Lockwood Rd 32833                         | 407-832-3185 | STARCANNONL@YAHOO.COM          |
| Ashley D'Aristotile | Audubon Florida      | 14332 Ecom Woods Lane<br>Orlando FL 32826     | -            | ashley.daristotile@gmail.com   |
| Ralph Bove          |                      |   |              | Ralph.bove@valkert.com         |



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| NAME                     | ORGANIZATION | ADDRESS                               | PHONE NUMBER | EMAIL                     |
|--------------------------|--------------|---------------------------------------|--------------|---------------------------|
| JOAN YOUNG               |              | FL 32828<br>1531 LALIQUE LANE ORLANDO | 407-674-8087 | JOAN4EVERYOUNG@GMAIL.COM  |
| Debra Perez              |              | 110 Shelly Ave Orlando                | 407-731-0090 |                           |
| BARBARA JONES            |              | 1233 SUNFLOWER TR 32828               | 478-357-3059 |                           |
| Emilia Paris             |              | 802 Haverhill Dr, FL                  | 407-687-3170 | emilia.paris@att.net      |
| Camille Basilio Montalvo |              | 1331 Marsh Creek Lane                 | 321-945-1604 |                           |
| Li Hua Cox               |              | 15136 Old Cheney Hwy                  |              |                           |
| Eric Robinson            |              | 2053 Hawks Landing Dr                 |              | eric.robinson@outlook.com |
| Greg Thelley             |              | 879 Bloomfield Dr                     |              |                           |
| Alexander Peña           |              | 14249 Acorn Ridge Dr Deerwood         | 321-662-5243 |                           |
| ARMANDO PEREZ            |              | 922 Guy Road                          | 321-228-2874 |                           |
| SANDRA PEREZ             |              | 922 Guy Road                          | 321-228-2874 |                           |





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| NAME              | ORGANIZATION | ADDRESS                    | PHONE NUMBER | EMAIL                           |
|-------------------|--------------|----------------------------|--------------|---------------------------------|
| Gloria PATERSON   | Resident     | 1131 Windmill Grove Cir.   | 407-491-6119 | Patty030156@Bellsouth.net       |
| Nileia Moore      | Resident     | 1545 Sabal Oak Ln          | 407-271-5526 | Nileia.m@yahoo.com              |
| LYNNE LOAR        | Resident     | 14126 Hunter Brook Dr      |              | 222wormfood@yahoo.com           |
| Patty Torchak     | Resident     | 19309 Shekin St            | 407-252-6042 | mptorchak@cps.net               |
| Adam Wolstenholme | Resident     | 1555 Barkwood Ln           | 407-496-5996 | Wolstenholme family02@gmail.com |
| Sue Burrows       | Resident     | 535 8 <sup>th</sup> St.    | 407-300-4755 | burrowsblkmagic1@gmail.com      |
| Christa Marsh     | Resident     | 621 Bridgeway Blvd         |              |                                 |
| PAUL OLSON        | RESIDENT     | 18422 16 <sup>th</sup> AVE | 407-468-3899 | PAUL.OLSON@BRILLSEQUIPMENT.COM  |
| CAROLYN BOURKE    | RESIDENT     | 14300 Abington Heights Dr. | 678-378-2495 | carolyn.bourke@att.net          |
| Genovena Fret     | Resident     | 577 Eastbridge Dr.         | 1            | geno.fret@gmail.com             |
| Kelly Walker      | Resident     | 15773 Lansing St.          | 407-535-9307 | bur267@yahoo.com                |





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## GENERAL PUBLIC SIGN-IN SHEET

| NAME              | ORGANIZATION | ADDRESS                 | PHONE NUMBER | EMAIL                  |
|-------------------|--------------|-------------------------|--------------|------------------------|
| VICKI MILLER      | RESIDENT     | 1022 WINDMILL GROVE CIR | 407-277-5678 |                        |
| Dwight D. Miller  | RESIDENT     | 1022 Windmill Grove Cir | 407-277-5678 | davmiller500@yahoo.com |
| Daniel Rivera     | RESIDENT     | 15523 Old Cheney Hl     | 407 415 2129 |                        |
| Petro J Antuna    | RESIDENT     | 15515 Old Cheney Hl     |              |                        |
| Lois Drennan      | RESIDENT     | 18984 Nash St           | 321-308-8456 | ldrennal@ocps.net      |
| Beat Dischra      | RESIDENT     | 1156 Windmill Grove Cir | 508-308-6251 | lbertandro@aol.com     |
| William Rogers    | RESIDENT     | 14127 Hunter Green Dr   | 407-845-0667 |                        |
| Janet Tressler    | RESIDENT     | 16426 Hamilton Dr       | 407 568 6201 |                        |
| Sergio Betancourt | RESIDENT     | 1221 Marsh Creek Ln     | 321-976-0105 |                        |
| William Hernandez | RESIDENT     | 2814 Abasco Blvd        |              | WilliamYmngn@yahoo.com |
| Pauline SEIZO     | RESIDENT     | 14273 Acorn Ridge Dr    | 407-766-1965 | sasxwhat@gmail.com     |



# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

**PUBLIC HEARING**  
Thursday, April 26, 2018, 5:30 to 7:30 p.m.  
East River High School  
650 East River Falcons Way  
Orlando, FL 32833

## GENERAL PUBLIC SIGN-IN SHEET

| NAME                | ORGANIZATION               | ADDRESS                                       | PHONE NUMBER | EMAIL                     |
|---------------------|----------------------------|---|--------------|---------------------------|
| Donna Lynn Ginter   | Atlantic Concrete Washcoat | 1945W CR 419, Su 1141-206<br>Oviedo, FL 32766 | 407-737-1140 | Donnag@acwncw.com         |
| Kenneth Nugent      |                            | 20139 QUINN ST                                | 407-568-1028 | Kennugent45a@gmail.com    |
| BENNY CRAWFORD      |                            | 3903 LK DRAWOY Dr                             | 407-568-0113 | bencrawdad@bighthouse.com |
| Jennifer Toledo     |                            | 1278 Marsh Creek Lane                         | 407 713-1425 | Jentoleto777@yahoo.com    |
| James Dowdy         |                            | 112 Story Partnell                            | 407 568 4725 | chris@thedowdys.com       |
| Robert Blood        |                            | 354 Seminole Tr                               | 407-568-2394 |                           |
| Von Carroll         |                            | 14134 Waterford Green                         |              |                           |
| Roger Rossmo        |                            | 502 SHANNON ROAD, ORL                         | 407-466-0162 |                           |
| Ruby Strickland     |                            | 1290 Candle Street                            |              |                           |
| Allen P. Strickland |                            | 1290 Candle Street                            |              |                           |
| KIT MOGAN           |                            | 110425 BRISTOL LAKE CIR                       | 407-509-5192 | kitmogan@me.com           |





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East River High School  
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Orlando, FL 32833

## GENERAL PUBLIC SIGN-IN SHEET

| NAME            | ORGANIZATION | ADDRESS                   | PHONE NUMBER                      | EMAIL                     |
|-----------------|--------------|---------------------------|-----------------------------------|---------------------------|
| Theresa DeBoise |              | 102 Shelly Ave            | 407-427-0643                      | Terriduboise@gmail.com    |
| Teddy Johnson   |              | 100 S 5th St.             | 321-217-4400<br><del>407-56</del> | Tedsauctionbarn@epolco.ca |
| Karl Chubb      |              | 606 Lockwood Dr.          | 407 568 373 2                     |                           |
| Susan Martin    |              | 1007 Drift Creek Cove     | 407-405-7995                      | Susanreef@gmail.com       |
| Edward Cole     |              | 937 Windmill Grove Circle | 407-723-8552                      | EC092880@Aol.com          |
| Percy Aldridge  |              | 1249 Sunflower Trail      | 407-468-7150                      | derrickaldridge@gmail.com |
| Dallas Aldridge |              | 1303 Sunflower Trail      | 407-466-6193                      |                           |
| Donna Gonzalez  |              | 14243 Acorn Ridge Dr      |                                   | pastord4417@gmail         |
| Ramon Gonzalez  |              | 14243 Acorn Ridge Dr.     |                                   |                           |
| Ruth Lavoie     |              | 223 Tracy St.             | 407-269-2290                      | LAVOIE@BellSouth.net      |
| Jeanie Denton   | Deerwood     | 1330 Marsh Creek Lane     | 407 285-2344                      | jeaniedenton@gmail.com    |





**SR 408 PD&E STUDY**  
EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
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East River High School  
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Orlando, FL 32833

**GENERAL PUBLIC SIGN-IN SHEET**

| NAME             | ORGANIZATION | ADDRESS                               | PHONE NUMBER | EMAIL                |
|------------------|--------------|---------------------------------------|--------------|----------------------|
| Todd SCHIMES     |              | 1266 MARSH Ck LN                      | 407-724-7128 |                      |
| LLOYD GLOVER     |              | 827 HAMILTON DR.                      | 407-832-3184 |                      |
| GRAB BACA        |              | 755 HAMILTON DR                       | 407-617-2757 |                      |
| Yanie Huerta     |              | 14026 SATIN GROVE DR ORLANDO FL 32818 | 321-512-3750 |                      |
| CARLOS PEREDA    |              | 14920 LITTLE MAWATEE CT 32828         | 407-802-9132 |                      |
| Monesis Figueroa |              | 1225 Marsh Creek Lane                 | 407-486-4928 |                      |
| Jamied Figueroa  |              | 1225 Marsh Creek Lane                 | 407-486-0611 |                      |
| Ed Lynt          |              | 4336 CLEARWAY ORLANDO FL 32828        | 407-342-0943 | e.lynt@aatt.net      |
| Esther Murphy    |              | 1749 LALIQUE LANE ORL 32828           | 407-595-4562 | egw-murphy@yahoo.com |
| Rose Dukes       |              | 1554 SABAL OAK LN                     |              |                      |
| Bob Sanders      |              | 2816 S. SHIVE AVE ORLANDO, FL 32806   | 407-459-5617 |                      |



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EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION

Project Identification Number: 408-254

## PUBLIC HEARING

Thursday, April 26, 2018, 5:30 to 7:30 p.m.

East River High School

650 East River Falcons Way

Orlando, FL 32833

## GENERAL PUBLIC SIGN-IN SHEET

| NAME                    | ORGANIZATION                  | ADDRESS                          | PHONE NUMBER | EMAIL                          |
|-------------------------|-------------------------------|----------------------------------|--------------|--------------------------------|
| Charlie DuBose          |                               | 102 Shelly Ave                   | 407-929-4592 | INFORMATION@MAIL.NET           |
| Jeff + Sally Kelly      |                               | 15912 Old Cheney Hwy             | 407-739-2422 | JKellyCarpenter@aol.com        |
| Randy K McClung         |                               | 15000 Old Cheney Hwy             | 407-528-0157 | None                           |
| Monica Slider           | "Deerwood"<br>SUN Communities | 202 Ferryboat Ct. Orlando FL     | 407-808-3387 | mslider@suncommunities.com     |
| ERIN MINA               | Deerwood<br>resident          | 1203<br>BIRCH CREEK DR           |              |                                |
| John Oestenberg         |                               | 1491 S. Truven Rd Orlando        | 407-468-0826 | roestenberg@ch.rn.com          |
| Linda Butler            | resident                      | 18582 BELVEDERE RD.              | 407-568-0027 |                                |
| Kim Zaffino             | resident                      | 18582 BELVEDERE RD.              | 407-982-6814 |                                |
| Kathleen + Gary Collins | Resident                      | 2722 4th St.                     | 407-325-8766 | KCollins7@yahoo.com            |
| Mark Spontelli          | Resident                      | 13219 St. Cole Ct. Orlando 32838 |              | mspontelli@csl-rr.com          |
| Graeme Gomez            | Deerwood<br>sun communities   | 1519 Barkwood Lane 32828         | 407-536-3440 | lesly.gonzales.87-gg@gmail.com |





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Orlando, FL 32833

## GENERAL PUBLIC SIGN-IN SHEET

| NAME             | ORGANIZATION | ADDRESS                            | PHONE NUMBER   | EMAIL                 |
|------------------|--------------|------------------------------------|----------------|-----------------------|
| Rexna Contreras  |              | 14081 Hunter Grove                 | 201-647-0961   |                       |
| Philip Contreras | Deerwood     | 14081 Hunter Grove                 | 321-295-6920   |                       |
| Sheniqua Steed   |              | 14045 Ash Grove Court              | (347) 444-1844 |                       |
| Scott Barry      |              | 102 Leona Rd.                      | (321) 332-3986 |                       |
| Chad Funk        | Deerwood     | 1330 Marsh Creek Lane              | 407-310-7401   | bisc71.c@gmail.com    |
| Bradley Cox      |              | 15135 Old Cheney Hwy               |                |                       |
| Ana V. Sil       | Deerwood     | 14044 Hunter Grove dr              | 407-405-7267   | Gonzales995@yahoo.com |
| Maria A. Pena    | Deerwood     | 14249 Acorn Ridge Dr               | 407-574-9913   | maria.alejo@gmail.com |
| Margaret Mink    |              | 16578 Old Cheney Hwy 32833         | 407-247-7141   |                       |
| Kathleen Logan   |              | 16140 Old Cheney Hwy 32833         | 321-297-1179   |                       |
| Roberta Barber   |              | 14635 St. Georges Hill Dr<br>32833 |                |                       |





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| NAME             | ORGANIZATION               | ADDRESS                   | PHONE NUMBER       | EMAIL                       |
|------------------|----------------------------|---------------------------|--------------------|-----------------------------|
| JoseFA Dominguez | Deerwood                   | 14077 Hunter Grove Dr     | 201-674-3565       |                             |
| Spencer Weaver   | Resident                   | 514 Hamilton Dr           | 407 683 8718       | sweavertriangle@hotmail.com |
| Chuck Johnston   | Deerwood                   | 14265 Acorn Ridge Dr.     | 321-354-4015       | chuckster1971@live.com      |
| Sarah Hronec     | Deerwood                   | 1313 Birch Creek Dr.      | 407-406-7636       | se.hronec@gmail.com         |
| GARY ENSMINGER   | Resident <sup>Bithlo</sup> | 18064 1 <sup>ST</sup> Ave | 407 568-3567       | GARYEX@GMAIL.COM            |
| MARK Higgs       |                            | 716 N 6th St.             | 407 <del>568</del> | 407-467-5658                |
| Lisa Boyd        | Deerwood                   | 1563 Barkwood Lane        |                    |                             |
| Crystal Murray   | Deerwood                   | 1563 Barkwood Lane        |                    |                             |
| Anthony Perez    | Deerwood                   | 1317 Birchcreek           | 787-587-7354       |                             |
| Rufino Gutierrez | Deerwood                   | 110 Shelly Way            | 407 731 0090       |                             |
| CRISTIAN PARIS   | RESIDENT                   | 802 HAMILTON DR           | 407 302 2467       |                             |



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| NAME                  | ORGANIZATION | ADDRESS                 | PHONE NUMBER | EMAIL                         |
|-----------------------|--------------|-------------------------|--------------|-------------------------------|
| Vita SanFiorenzo      | RESIDENT     | 1266 Marsh Creek Ln     | 407 704-7128 |                               |
| JoAnn Rogers          | Resident     | 14127 Hunter Grove Dr.  | 407-845-0657 |                               |
| Bill WHITE            | RESIDENT     | 1055 DRIFT CREEK CVE    | 407-384-8874 |                               |
| Sally Baptiste        | Resident     | 7027 Eaker Dr           | 407-261-9016 | SallyLBaptiste@aol.net        |
| Emelinda Rodriguez    | Resident     | 1282 Marsh Creek Lane   | 407-404-8984 |                               |
| Eddie Morales         | Resident     | 1131 Windmill Grove Cir | 407 592 1798 |                               |
| TERESA A. CUNIFF      | RESIDENT     | 13875 COUNTRY PLACE DR. | 407-844-7424 | TERESA.A.CUNIFF.civ@gmail.com |
| Robert Lora           | Resident     | 201 Clemens Ct          | 407 494 3040 |                               |
| Joris Bursue          | Resident     | 19209 Sheldon           | 210-870-0570 | —                             |
| John Mach             | Resident     | 821 Biding Blvd         | 407-319 6666 |                               |
| Heather Dale Fountain | Resident     | 14021 Ash Grove Ct      | 407-412-3129 | Honeybee1091@gmail.com        |





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| NAME                  | ORGANIZATION    | ADDRESS   | PHONE NUMBER   | EMAIL                     |
|-----------------------|-----------------|---|----------------|---------------------------|
| Alejandro De Barbieri | construction    | 15439 Oregon Ave                                | 407 721 7080   | adebarbieri@gmail.com     |
| JOHN LOGGIE           | —               | 1380 CAUDLE ST                                  | 407-5685804    | JOHNLOGGIE@AOL.COM        |
| KAM Kozhikore         | BASE            | 1654 Roundbay Lane, WP                          | 407 579 3365   | ram@basecognitec.com      |
| Clay Mathews          | Darwood/Smoller | 100 N. Tampa, St. 2050, Tampa 33605             | 813-810-2667   | claym@smollerbuntrock.com |
| Margi Hamburger       |                 | 13406 Splash Ct, Orlando, FL                    | 407-383-1936   |                           |
| HENRY TAMURA          | Self.           | 14018 LONECREEK AV. ORLANDO FL                  | 407 227 5394   | henrytamura@hotmail.com   |
| Greg Stoner           |                 | 1525 International Pkwy <sup>Lake Mary</sup>    | 407-843-4900   |                           |
| Michelle Shipley      |                 | 2648 Babbitt Ave <sup>Orlando</sup> 32833       | 321-327-2801   | gmshipley@cfl.rr.com      |
| Jim Kony              | Parsons         | 14127 Furman Ave., Orlando, FL <sup>32816</sup> | 407 (702-6800) | Edward.Kony@Parsons.com   |
| ANN WEEKS             | —               | Lakewood FL                                     | —              | —                         |





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| NAME                                      | ORGANIZATION | ADDRESS                                   | PHONE NUMBER            | EMAIL                       |
|---|--------------|---|-------------------------|-----------------------------|
| Rick Elliott                              |              | 13436 Old Dock Rd.                        | (407) 277-1972          | rickae Elliott@yahoo.com    |
| Catherine Lebedev                         |              | 1533 Marsh Creek Ln                       | 407 404-0722            | HAAGEL C@BellSouth          |
| Thomas Rupert                             |              | 12212 Shadowbrook Ln                      | 407-405-6797            | trupert@cfl.RR.com          |
| John Riordan                              |              | 110 S Woodland St W <sup>6</sup> FL 32828 | 407 761 3787            | Development@CHCFL.ORG       |
| Vanessa Roman                             |              | 1507 barkwood lane                        | 407-223-1135            | Shakira T. vr@gmail.com     |
| <del>Angela Inger</del>                   |              | <del>16074 SUNFLOWER</del>                | <del>251-377-5868</del> |                             |
| Lissette Marzuo                           |              | 827 Bridgeway Blvd. 32828                 | (561) 714-3272          | pmarzu01@hotmail.com        |
| <del>Vivian Mercado</del><br>MARIA SUAREZ |              | 14140 Hunter Grove Dr. 32828              | 407 255-0819            | Maria Suarez51062@gmail.com |
| Al DiSanto                                |              | 15513 Carina Dr 32828                     | 407-342-0777            | al-disanto@hotmail.com      |
| Sheri Woodworth                           |              | Deer Wood Owner                           | 407-373-8000            | Woodworth@communities.ca    |
| Henry Welling                             |              | 2016 E Colonial pr                        | 321 2584714             | chuckk991@gmail.com         |



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| NAME             | ORGANIZATION | ADDRESS                                  | PHONE NUMBER | EMAIL                        |
|------------------|--------------|--|--------------|------------------------------|
| Jack Kriss       |              | 7756 Wauwatta Ct                         | 407-448-2073 | JKRISSE@FL.RR.COM            |
| Joette Leighton  |              | 776 Hamilton Dr.                         | 407-568-2252 | Teuyaw@tntmail.com           |
| LARRY BATSCH     |              | 18143 SAXONY LAKE                        | 407-670-9669 | LARRY.BATSCH@GMAIL.COM       |
| James Erb        |              | 2557 Phillips Rd Christmas               | 407-963-3978 | erb2james32@gmail.com        |
| STEFAN BRAND     |              | 14843 AFFIRMED COURT<br>ORLANDO FL 32826 |              | spab@bracer.us               |
| Michael Pastromu |              | 12693 E. Colonial Dr. 32826              |              | michael@happyhowsorlando.com |
| Bryan Hyton      |              | 306 South 6th St Bldg 10 FL              | 740-404-7297 | Bryanhyton2@gmail.com        |
| Kimberly Spicer  |              | 18740 Seaford Ave.                       | 321-303-5930 | Kimaro22898@yahoo.com        |
| Stephen Odum     |              | 14936 O'Dham Dr                          | 321-231-6785 | StephenFLRE@aol.com          |
| Christy Lofe     |              | OC Traffic                               | 407-836-7891 | Christine.Lofe@ocfl.net      |
|                  |              |  |              |                              |





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| NAME                        | ORGANIZATION | ADDRESS                                     | PHONE NUMBER    | EMAIL                      |
|-----------------------------|--------------|---|-----------------|----------------------------|
| Ken westerlund              | self         | 16038 Old cheney Hwy                        | 386-795-1561    | kwesterlund@afl.ir.com     |
| Marilyn Word                | self         | 14668 Lady Victoria Blvd                    | 407-227-7822    | marilyn.word@gmail.com     |
| Amber Tuten<br>Shawn Fisher | self         | 19024 WASH St. Orlando                      | 407 923<br>0608 | 8Ftime1973@gmail.com       |
| Richard Linck               | Self         | 150 Boushey Rd. Orlando                     | 407-365-5834    |                            |
| <del>Corrine Decker</del>   |              | <del>14125 LAUREL CREEK RD</del>            |                 |                            |
| Julio Ramos                 | self         | 1323 Marsh creek Ln                         | 407-413-0008    | Julio.r16@yahoo.com        |
| Jim Wilson                  | -            | 770 Sunflower Trail                         |                 |                            |
| Cecile Wendy Silva          | Self         | Deer Run                                    | 407 353 2351    | CecileSilvaforde@gmail.com |
| Jois A. Mercado             | self         | 107 Windmill Grove Cir. 32828               | 407-702-9324    |                            |
| Kelli Muddle                | Volkert      | 2300 Maitland Center Pkwy <sup>SR</sup> 172 | 407-902-9515    | Kelli.muddle@volkert.com   |
|                             |              |   |                 |                            |





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| NAME                            | ORGANIZATION | ADDRESS                | PHONE NUMBER                             | EMAIL                        |
|---------------------------------|--------------|------------------------|--|------------------------------|
| CRUZ SANTOS                     | Deerwood     | 14077 Hunter Grove Dr  | 201-221-6594                             |                              |
| Patricia Fischer                |              | 18558 Belvedere Rd ORL | 407-963-8059                             | patricia.fischer@hotmail.com |
| Kenneth Fish                    |              | 772 Lockwood Drive     | 407 376 2020                             |                              |
| Dianna Coats                    |              | 1505 S. Tanner Rd      | 321- <del>407</del> <sup>325</sup> -4057 | diannacoats@gmail.com        |
| Fred Winters                    |              | 15637 Sunflower Trail  | 321-281-7795                             | sccgfred@gmail.com           |
| Rick JOHNSON                    |              | 1473 CAUDE ST.         | 321-285 3351                             | P5 DRIVER@OUTLOOK.COM        |
| Diana Falell                    | Deerwood     | 930 Windmill Grove Ave | 352 415 5050                             | efalell127@yahoo.com         |
| Alfredo Lopez                   |              | 13569 Old Dock Rd.     | 407-737-1626                             | allopez.homo@gmail.com       |
| Yolanda Peseoron                | Deerwood     | 14155 Hunter Gr. Dr.   |  |                              |
| Maryann Perez<br>Elva Maldonado | Deerwood     | 1317 Birch Creek Dr    | 407 590 5364                             | mmaldonado709@gmail.com      |
|                                 |              |                        |  |                              |



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| NAME            | ORGANIZATION | ADDRESS                                     | PHONE NUMBER | EMAIL                    |
|-----------------|--------------|---|--------------|--------------------------|
| Verline Miller  | —            | 13854 Old Dock Rd.<br>Orl. 32828            | 407-282-0372 | VMILLERB@CFL.RR.COM      |
| Rodin Graham    | —            | 1228 Wrenmill Grove Circle<br>Orlando 32828 | 407-380-9381 | —                        |
| Steve Jones     | —            | 1228 Wrenmill Grove Circle<br>Orlando 32828 | 407-380-9381 | —                        |
| Javier Irizarry | —            | 175 S. 5 <sup>th</sup> St. 32833            | 787-717-6054 | jirizarryapr@hotmail.com |
| Beth North      | —            | 18133 STRATFORD GRAMP<br>Orlando 32828      | —            | 1096eth@ymca-st-hel      |
| Lola Chelette   | —            | 17412 Wilson Rd<br>Orl. FL 32833            | 407-252-1383 | —                        |
| Jim Coffey      | —            | 208 WELDON AVE<br>ORL FL 32833              | 407-921-2535 | jgcoffey@BellSouth.net   |
| Jimmy Arecho    | —            | 3105 POPPYSEED CT<br>ORLANDO, FL 32826      | —            | —                        |
| Arman Toreiki   | Self         | 504 Spring Island Way<br>Orlando FL 32828   | 321-217-4359 | —                        |
| Rhonda Phillips | Self         | 15818 Old Cheney Hwy<br>Orlando, FL 32833   | 321-804-7125 | —                        |
| Doreen Chartier | Self         | 854 Jade Stone CR<br>Orlando FL 32828       | 407-923-4723 | anbzmon@yahoo.com        |





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| NAME                     | ORGANIZATION | ADDRESS                    | PHONE NUMBER   | EMAIL                                    |
|--------------------------|--------------|----------------------------|----------------|--|
| Maryann Goodfellow       |              | 1184 Windmill Grove Circle | 407-486-8712   | Maryann Goodfellow at Orlando Health.com |
| Bob Martin               |              | 1845 Knight Ave.           |                | Martin-Shari@yahoo.com                   |
| Shari Martin             |              | 1845 Knight Ave.           | 407 227 4187   | 1  |
| RANDALL & JULIE THOMPSON |              | 14144 Hunters Grove Drive  | 407 963 3995   | Jewelstompson@att.net                    |
| Angele Lavech            |              | 207-Wellon Ave             | 407-761-0091   | maddingspruce@yahoo.com                  |
| Scott Bitikoren          |              | 2303 S. Tanner Rd          | 407. 646. 2137 | Sbitikoren@rollins.edu                   |
| Allan Kremkau            |              | 685 Sunflower Trl.         | (407) 568-6015 | akrc2986@att.net                         |
| Ben Stanley              |              | 15220 Old Cheney Hwy       | 407 427-0650   |  |
| Diane McAllister         |              | 25408 Lake St, Christmas   | 321-302-9440   |  |
| Yasmin Rodriguez         |              | 14198 Hunter Grove Dr      | 407-800-2153   | YasRodriguez2@yahoo.com                  |
| MARJORIE FAIRES          |              | 555 S City Road 13         | 407-566-8532   |  |





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| NAME              | ORGANIZATION | ADDRESS                                  | PHONE NUMBER | EMAIL               |
|-------------------|--------------|--|--------------|---------------------|
| ANNA D. TOLUASSO  |              | 1548- Sabal Oak Ln. Orlando FL           | 407-451-3425 |                     |
| Xenia Reyes       |              | 14328 Aspen Ridge Dr 32828               | 407-400-8854 |                     |
| Felicitia Ambient |              | 1515 Barkwood LN 32828                   |              |                     |
| Rosa Diaz         |              | 14119 Hunter Grove Dr.                   |              |                     |
| Corinne Andujar   |              | 541 N. Pine Isle Dr                      | 407-427-7860 |                     |
| Charibel Ramos    |              | 14016 Sykamore Tree Dr                   | 203-391-1196 |                     |
| Vladimir Pova     |              | 14282 Acorn Ridge Dr.                    | 407-732-8629 | UPENA1642@gmail.com |
| Marlon Priin      |              | <del>1422</del> 14268 Acorn Ridge Dr     | 786 838 9114 |                     |
| Brent Wiegmann    |              | 1059 windmill Grove Circle               | 407 535 2594 |                     |
| Tasha Wiegman     |              | " "                                      | " "          |                     |
| maria navarro     |              | 14014 Satin Grove Dr<br>Orlando FL 32828 | 407-202-5776 |                     |



# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

**PUBLIC HEARING**  
Thursday, April 26, 2018, 5:30 to 7:30 p.m.  
East River High School  
650 East River Falcons Way  
Orlando, FL 32833

## GENERAL PUBLIC SIGN-IN SHEET

| NAME              | ORGANIZATION | ADDRESS   | PHONE NUMBER   | EMAIL                     |
|-------------------|--------------|---|----------------|---------------------------|
| Priscilla Brown   |              | 14008 Cherry Blossom Ln<br>Orlando, FL 32828    | 407-233-0876   | Redwolf101464@aol.com     |
| Michelle Barrett  |              | 15120 Old Cheney Hwy<br>Orlando FL 32828        | 407 683 3855   | comegirl74@yahoo.com      |
| Russell E. Danni  |              | 606 HAMILTON DR<br>ORL. FL 32833                | 407-568-2924   | CLEANAIRCANDLES@yahoo.com |
| Salem Khan        |              | 1140 Windmill Grove Circle<br>Orlando, FL 32828 | (407) 717-8202 |                           |
| Crystalrose Brown |              | 1380 Sherman St<br>Orlando, FL 32828            | 407-362-8483   | foxesforland@yahoo.com    |
| Delanie Morehead  |              | 14217 Acorn Ridge Dr.<br>Orlando, FL 32828      | 407 283 3425   | xholly70@yahoo.com        |
| Rocky Wall        |              | 14107 Columbia St<br>Orlando, FL 32828          | 407 538-044    |                           |
| Jackie Hawkins    |              | 18616 Keta Ave<br>Orl. FL 32833                 | 407 923 1189   | Jackie.hawkins@aol.com    |
| Jaroslav Caletka  |              | 1337 Marsh Creek Ln<br>Orl FL 32828             | 407-694-2126   | JCQUALITYSVC@yahoo.com    |
|                   |              |   |                |                           |
|                   |              |   |                |                           |



**Thursday, April 26, 2018, 5:30 to 7:30 p.m.**

## East River High School

650 East River Falcons Way

Orlando, FL 32833

# GENERAL PUBLIC SIGN-IN SHEET

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**Thursday, April 26, 2018, 5:30 to 7:30 p.m.**  
**East River High School**  
**650 East River Falcons Way**  
**Orlando, FL 32833**

[illegible]



**Thursday, April 26, 2018, 5:30 to 7:30 p.m.**

East River High School  
650 East River Falcons Way  
Orlando, FL 32833

[illegible]



**Thursday, April 26, 2018, 5:30 to 7:30 p.m.**

650 East River Falcons Way

Orlando, FL 32833

[illegible]





# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION

Project Identification Number: 408-254

## PUBLIC HEARING

Thursday, April 26, 2018, 5:30 to 7:30 p.m.

East River High School

650 East River Falcons Way

Orlando, FL 32833

## MEDIA/ELECTED OFFICIALS SIGN-IN SHEET

| NAME                         | ORGANIZATION | ADDRESS                      | PHONE NUMBER | EMAIL                       |
|------------------------------|--------------|------------------------------|--------------|-----------------------------|
| Hugh Miller                  | CDM Smith    | 101 Southhall Lane, Maitland | 407-665-6440 | millhugh@cdmsmith.com       |
| Merissa Evans                | Dewberry     |                              |              |                             |
| Marbella Roman (Interpreter) | Jais LLC     |                              |              |                             |
| Ruby Mercury (Interpreter)   | JATIS        |                              | 939-644-1720 | ruby.mercury.tech@gmail.com |
| Emily Brown                  | CDP          |                              |              |                             |
| Alicia Arroyo                | QCA          |                              | 407-509-0231 | Alicia.Arroyo@QCAUSA.com    |
| Michelle Simmons             | URG          |                              |              |                             |
|                              |              |                              |              |                             |
|                              |              |                              |              |                             |
|                              |              |                              |              |                             |
|                              |              |                              |              |                             |



# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

**PUBLIC HEARING**  
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East River High School  
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Orlando, FL 32833

## GENERAL PUBLIC SIGN-IN SHEET

| NAME                  | ORGANIZATION | ADDRESS                | PHONE NUMBER | EMAIL                      |
|-----------------------|--------------|------------------------|--------------|----------------------------|
| SANJAY PATEL          |              | 315 JACKSON AVE        | 321-877-9439 | SANJAY@VOTESANJAYPATEL.COM |
| Brenda + Ken Deecroft |              |                        | 407-538-3052 | beecroftbrenda@gmail.com   |
| Michael Bodkin        |              | 14421 Lake Underhill   | 407-497-1610 | bodkin@acm.org             |
| THOMAS ZIMMER         |              | 20780 OBERLY PKWY      | 321-537-8439 | TJZIMMER@BELLSOUTH.NET     |
| Billy Curtis          |              | 2226 Albion Ave        |              | BillyCurtis@yahoo.com      |
| Dey Perez             |              | 1363 Marsh Creek Ln    | 407-446-0060 | deyavou7@yahoo.com         |
| Mitchell Potter       |              | 114 Limerick Ct        | 407 575 6083 | mitdpotter@gmail.com       |
| John Stanley          |              | 3152 North Tanner Rd   | 407-297-3047 | JohnnyStanley15@yahoo.com  |
| Matthew Hernandez     |              | Hunter Grove Dr        | 727-685-6870 |                            |
| Evelyn Mora           |              | 14097 Hunter Grove Dr. | 407-489-5462 | Evelyn.MORA315@gmail.com   |
| Allyson Tribble       |              | 19099 Hunter Grove Dr. | 407-484-4849 |                            |





# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

## PUBLIC HEARING

Thursday, April 26, 2018, 5:30 to 7:30 p.m.

East River High School  
650 East River Falcons Way  
Orlando, FL 32833

## GENERAL PUBLIC SIGN-IN SHEET

| NAME                   | ORGANIZATION   | ADDRESS                                       | PHONE NUMBER   | EMAIL                     |
|------------------------|----------------|---|----------------|---------------------------|
| Ramon Polj             |                | 510 Cox DR                                    | 407-758-4522   | Rg Polj@aol.com           |
| Jim Boughanem          | Eisman & Russo |   | (321) 698-0787 | driawad45@yahoo.com       |
| Vazmin Izizany         |                | <del>321</del> Model Hunter Grove             | 321-274-5446   | Vazminirid@hotmail.com    |
| Edward Mellinson       | —              | 11480 Fangorn Rd <sup>32825</sup> ORL         | 407-275-7883   | Ed Mall@AOL.com           |
| Jennifer Tulen         |                | 18636 16 <sup>th</sup> Ave ORL 32833          | 407-719-7690   | JTulenKO2011@gmail.com    |
| Jimmy Shester          |                |   |                | Jimmy Shester@hotmail.com |
| George Bestreine Natta |                | 18735 Seaford Ave                             | 407 568 5264   |                           |
| Humberto Cashillo      |                | 5132 City St.                                 | (404) 673-2665 | hcashillo@hotmail.com     |
| Robert Spiteri         |                | 13731 Sunshowers CR                           | 407-281-7650   | OrlandoRob01@yahoo.com    |
| Eric Cress             |                | 21117 Ft Christmas Rd <sup>Christmas FL</sup> |                |                           |
| Amanda Sychamp         |                | 1334 Marsh Creek Ln                           |                |                           |



GENERAL PUBLIC



# SR 408 PD&E STUDY

## EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION

Project Identification Number: 408-254

# PUBLIC HEARING

**Thursday, April 26, 2018, 5:30 to 7:30 p.m.**

# East River High School

650 East River Falcons Way

Orlando, FL 32833

## MEDIA/ELECTED OFFICIALS SIGN-IN SHEET

[illegible]



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Orlando, FL 32833

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[illegible]









# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

**PUBLIC HEARING**  
Thursday, April 26, 2018, 5:30 to 7:30 p.m.  
East River High School  
650 East River Falcons Way  
Orlando, FL 32833

## STAFF/CONSULTANTS SIGN-IN SHEET

| INITIALS  | NAME                | REPRESENTING | PHONE NUMBER            | EMAIL                        |
|---|---------------------|--------------|-------------------------|------------------------------|
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|   | Angela Melton       | CFX          |                         | angela.melton@cfxway.com     |
|    | Jonathan Williamson | Dewberry     | (321) 354-9614          | jwilliams@dewberry.com       |
|   | Nicole Gough        | Dewberry     |                         | ngough@dewberry.com          |
|   | Keith Jackson       | Dewberry     | (321) 354-9687          | kjacson@dewberry.com         |
|   | Kathy Putnam        | QCA          | (407) 690-7220          | kathy.putnam@qcausa.com      |
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|   | Cliff Davy          | QCA          |                         | cliff.davy@qcausa.com        |
|  | William Sloup       | Metric       | (407) 644-1898 ext 1114 | william.sloup@metriceng.com  |
|  | Gabriela Garcia     | Metric       | (305) 235-5098 ext. 110 | ggarcia@metriceng.com        |
|  | Robert Linares      | Metric       | (305) 235-5098          | robert.linares@metriceng.com |





# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION

Project Identification Number: 408-254

## PUBLIC HEARING

Thursday, April 26, 2018, 5:30 to 7:30 p.m.

East River High School

650 East River Falcons Way

Orlando, FL 32833

## STAFF/CONSULTANTS SIGN-IN SHEET

| INITIALS | NAME             | REPRESENTING | PHONE NUMBER   | EMAIL                        |
|----------|------------------|--------------|----------------|------------------------------|
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| RM       | Rob Myers        | Metric       | (850) 872-8044 | rob.meyers@metriceng.com     |
| SE       | Stefan Escanes   | Metric       | (305) 235-5098 | stefan.escanes@metriceng.com |
| PL       | Paul Carballo    | Metric       | (305) 235-5098 | paul.carballo@metriceng.com  |
| CR       | Carlos Rodriguez | Metric       | (305) 235-5098 | crodriguez@metriceng.com     |
| VT       | Valerie Tutor    | MRG          | 941-504-9440   | vtutor@mr Miami.com          |
| X        | Laila Haddad     | MRG          | 305-254-8598   | lhahhad@mr Miami.com         |
| PS       | Paulette Summers | MRG          | 305-254-8598   | psummers@mr Miami.com        |
| MG       | Mary Gainor      | MRG          | 305-254-8598   | mgainor@mr Miami.com         |
| ES       | Eunice Sanders   | MRG          | 305-254-8598   | esanders@mr Miami.com        |
| CBF      | Brian Fuller     | Metric       | (407) 644-1898 | bfuller@metriceng.com        |

# PUBLIC HEARING

## SR 408 EASTERN EXTENSION PD&E STUDY

From SR 50 to the vicinity of the SR 50/SR 520 Intersection

April 26, 2018



CENTRAL  
FLORIDA  
EXPRESSWAY  
AUTHORITY

Good evening. The Central Florida Expressway Authority would like to welcome you to the public hearing for the SR 408 Eastern Extension Project Development and Environment, or PD&E, Study in east Orange County. My name is **Will Sloup, I am the project manager with Metric Engineering.**

The proposed improvements involve the extension of the SR 408 East-West Expressway from its current end limits at SR 50 to the vicinity of the SR 50 and SR 520 intersection. This hearing is being held to provide you with the opportunity to comment on this project.

Here with me tonight are:

- (name and position of persons sitting next to moderator)
- And other representatives of the CFX and consultant project team

At this time, we would like to recognize any federal, state, county, or city officials who may be present tonight. Are there are officials who would like to be recognized?

We will now begin the presentation.

## TONIGHT'S AGENDA

- ✓ Purpose and Format of the Hearing
- ✓ Study Needs and Goals
- ✓ Recommended Alternative and its Potential Impacts
- ✓ Public Comment

Tonight's presentation will discuss the purpose of the hearing, the needs and goals of this study as well as the recommended alternative and its potential impacts. You will then have an opportunity to comment on the project.



## TITLE VI



This public hearing is being conducted without regard to race, color, national origin, age, sex, religion, disability or family status.

**Persons wishing to express their concerns relative to CFX compliance with Title VI may do so by contacting:**



Public participation at this hearing is encouraged and solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

Persons wishing to express their concerns about Title VI may do so by contacting CFX. The contact information is also displayed at this hearing.



There are three primary components to tonight's hearing:

First, the open house, which occurred prior to this presentation where you were invited to view the project displays and to speak directly with the project team and provide your comments in writing or to the court reporter;



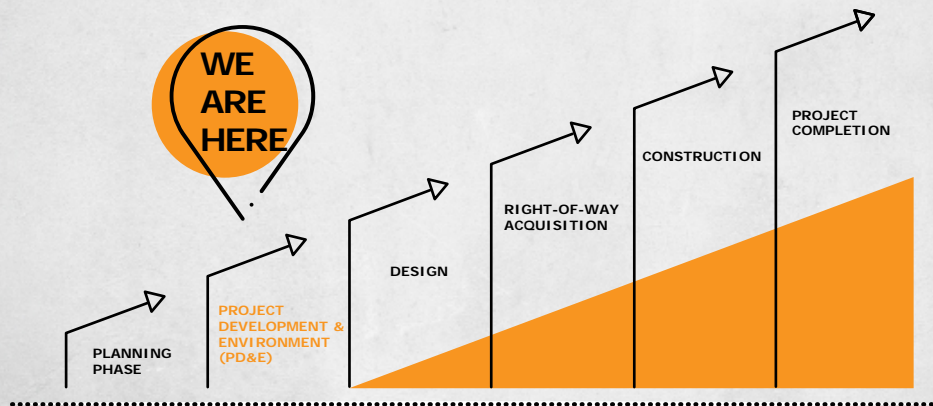
Second, this presentation, which will explain the project purpose and need, study alternatives, the potential beneficial and adverse social, economic, and environmental impacts upon the community, anticipated costs and proposed methods to mitigate adverse project impacts;





The public hearing also serves as an official forum providing an opportunity for members of the public to express their opinions regarding the project. A formal comment period will follow this presentation, where you will have the opportunity to provide oral statements at the microphone, or you may provide your comments directly to the court reporter or in writing. In addition to the court reporter in the auditorium, a court reporter is available in the cafeteria to document comments.

## WHAT IS A PD&E STUDY?



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EXPRESSWAY  
AUTHORITY

The SR 408 Project Development and Environment or PD&E Study is in the second phase of the project development process where an engineering and environmentally feasible alternative that meets a community's transportation need is determined.

# WHAT IS A PD&E STUDY?



## ENGINEERING

Mobility  
Access Management  
Design Standards  
Traffic  
Drainage  
Tolling  
Cost  
Constructability



## ENVIRONMENTAL

Community Cohesion  
Parks and Recreational Lands  
Wetlands  
Conservation lands  
Wildlife and Habitat  
Contamination  
Land Use  
Noise & Air  
Historic & Archaeological  
Water Quality  
Floodplains  
Economics



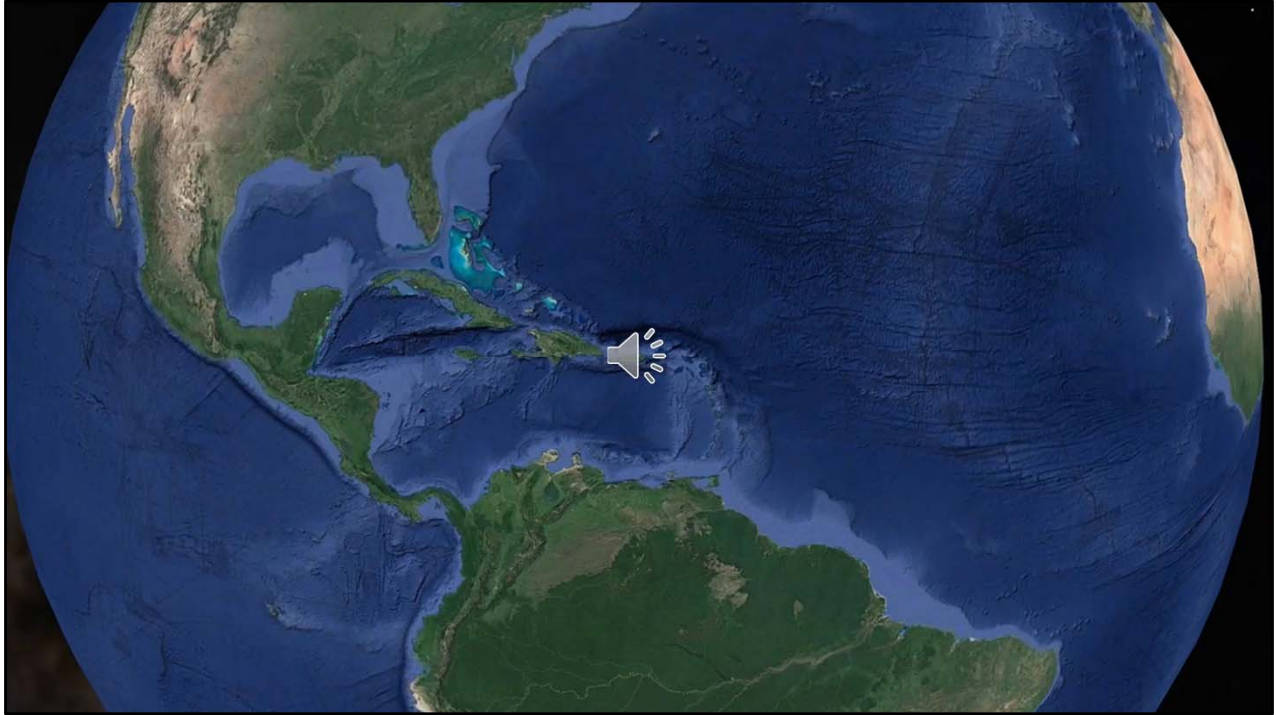
## PUBLIC INVOLVEMENT

Environmental Advisory Group  
Project Advisory Group  
Corridor Workshop  
Alternatives Workshop  
CFX Board Meetings  
MPO  
Study Website

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FLORIDA  
EXPRESSWAY  
AUTHORITY

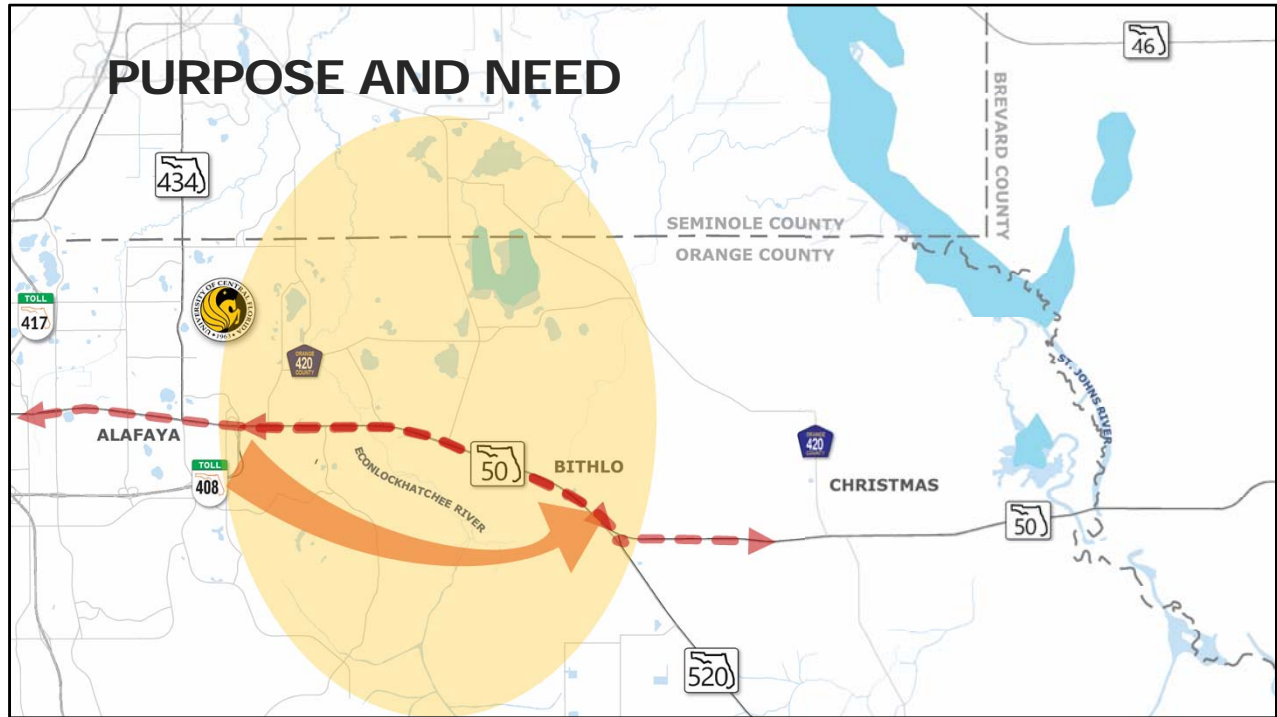
A PD&E Study has 3 main components, an engineering component which entails the identification and analysis of potential design solutions, an Environmental component which evaluates potential impacts to the natural, social and physical environments, and a Public Involvement component to inform and involve all interested parties in the development of the planned transportation project.





The purpose of the PD&E Study was to evaluate the potential to extend State Road 408 along a new transportation corridor from its current eastern terminus at SR 50, locally known as East Colonial Drive, to the vicinity of the SR 50 and SR 520 interchange in northeastern Orange County.

The study area was defined approximately half a mile to the north of SR 50 and half a mile to the south of SR 50.



Currently SR 50 is the only existing major east-west facility in the area and it is inadequate to meet the growing transportation needs of the local community including traffic traveling to and from the Orlando and Bithlo and other eastern Orange County Areas.

SR 50 traffic congestion is expected to continue to increase and a future SR 408 Eastern Extension would help alleviate this increase by providing additional east-west capacity within the project area and diverting the through traffic from SR 50 to SR 408, thus improving mobility in the area;

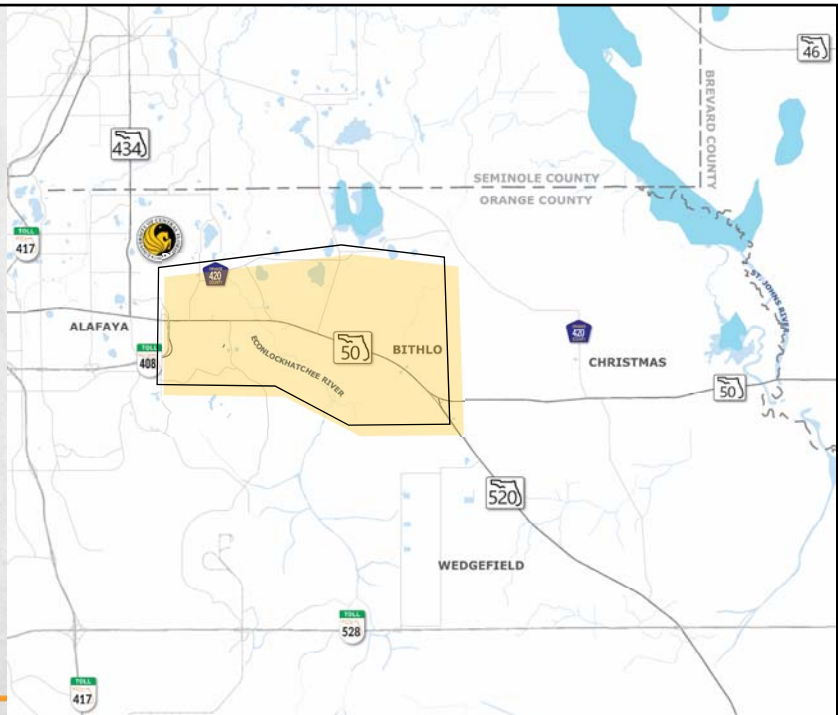


SR 50 is the main evacuation route in the area and the anticipated increased future congestion could seriously jeopardize the effectiveness of coastal evacuation from northern Brevard County. An additional east-west facility provides an additional emergency evacuation option and would greatly improve response and recovery efforts.

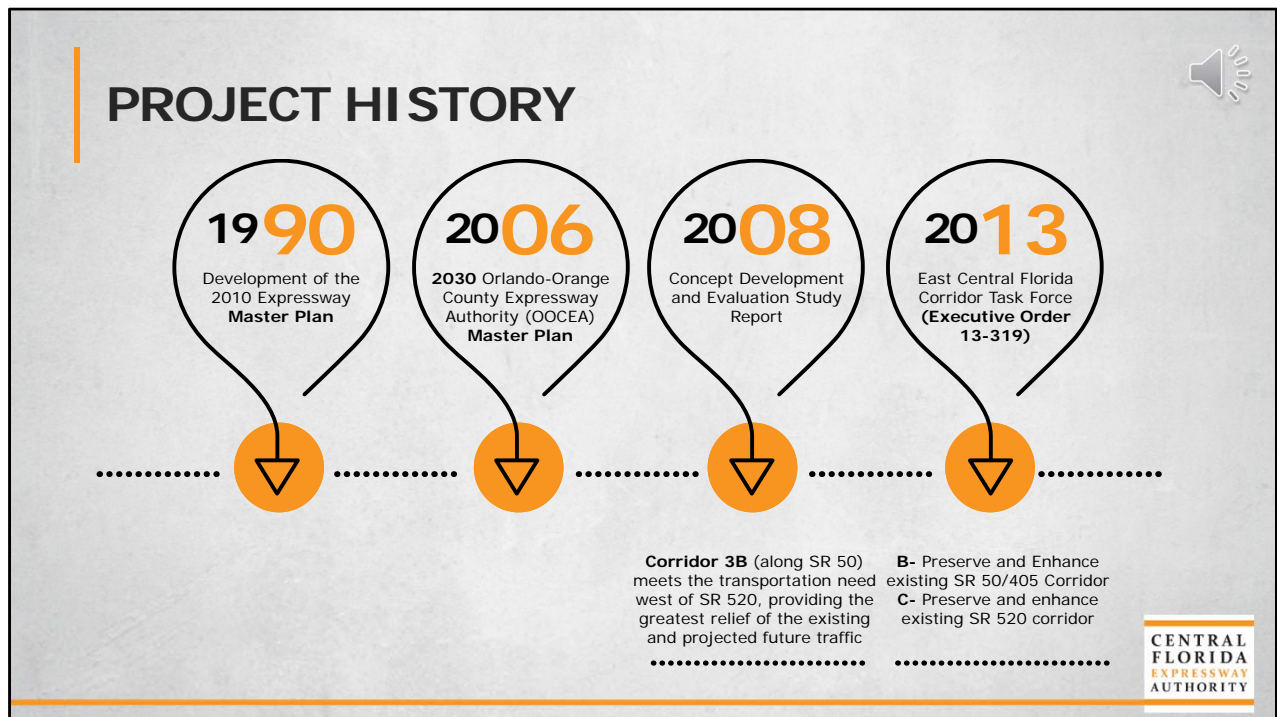


## PURPOSE AND NEED

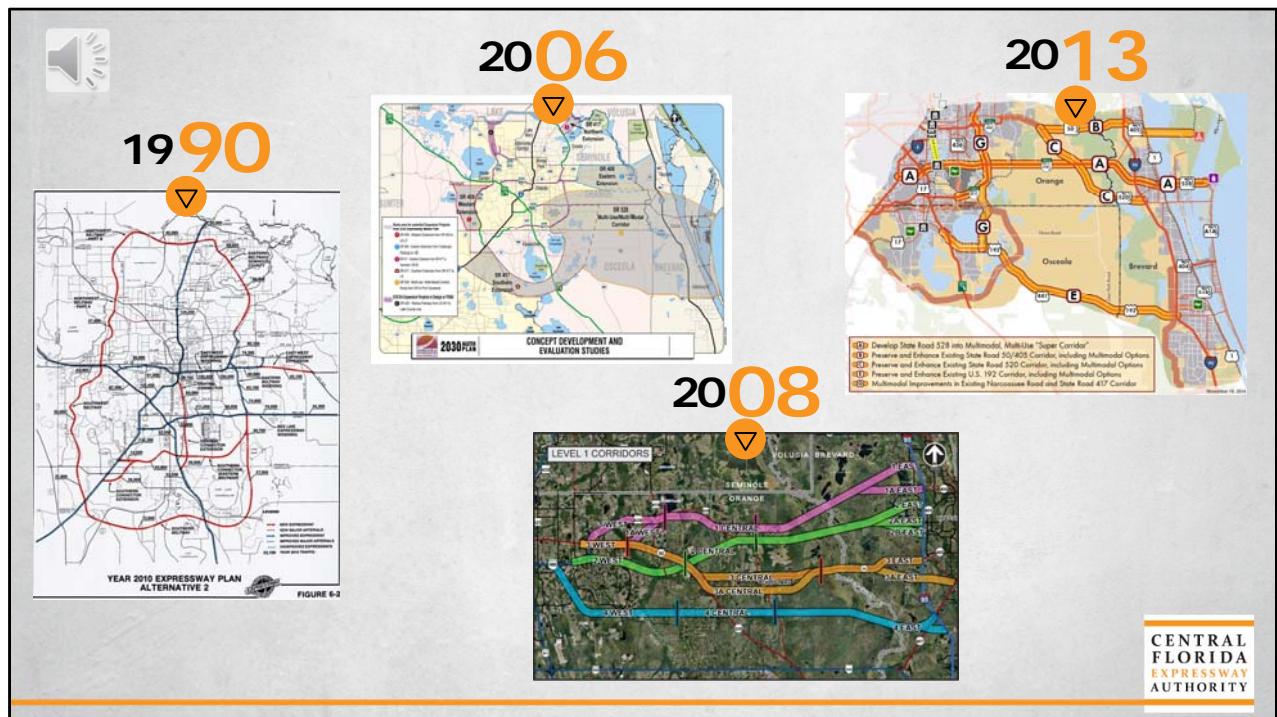
- Provide additional regional mobility in the east-west direction
- Provide additional emergency evacuation service
- Provide improved transportation connectivity/linkage
- Support future transit options



A new expressway facility would improve mobility, connectivity and system linkage to existing and future planned facilities; and could also enhance transit service and travel times



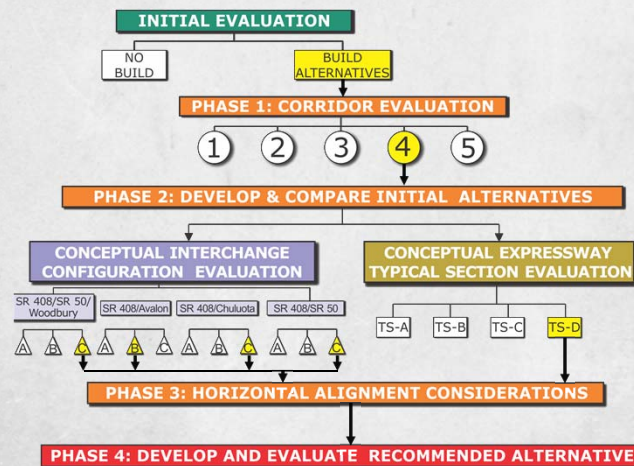
The vision of this enhanced east-west corridor has been previously documented dating back to the 1990s with the development of the 2010 Expressway Master plan and more recently with the SR 408 Eastern Extension Concept Development and Evaluation Study completed in 2008 by CFX, which recommended that SR 408 extend eastward from SR 50 to SR 520. Additionally , the recommendations of the East Central Florida Corridor Task Force , which was created on November 1, 2013 by Governor Rick Scott, included an extension of State Road 408 from its current terminus.



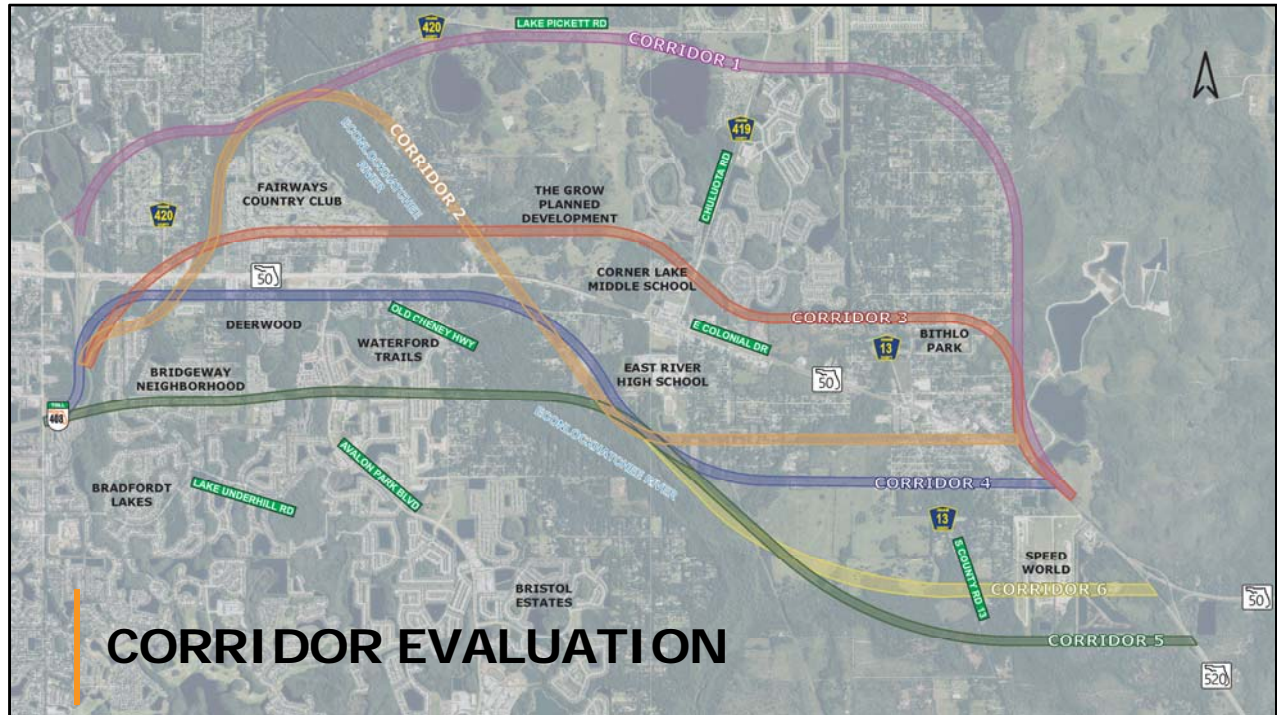
The SR 408 Eastern Extension is one piece of Florida's strategic transportation investments to support existing and future growth and create connections between global trade activities, from Orlando International Airport and the University of Central Florida, to Cape Canaveral.



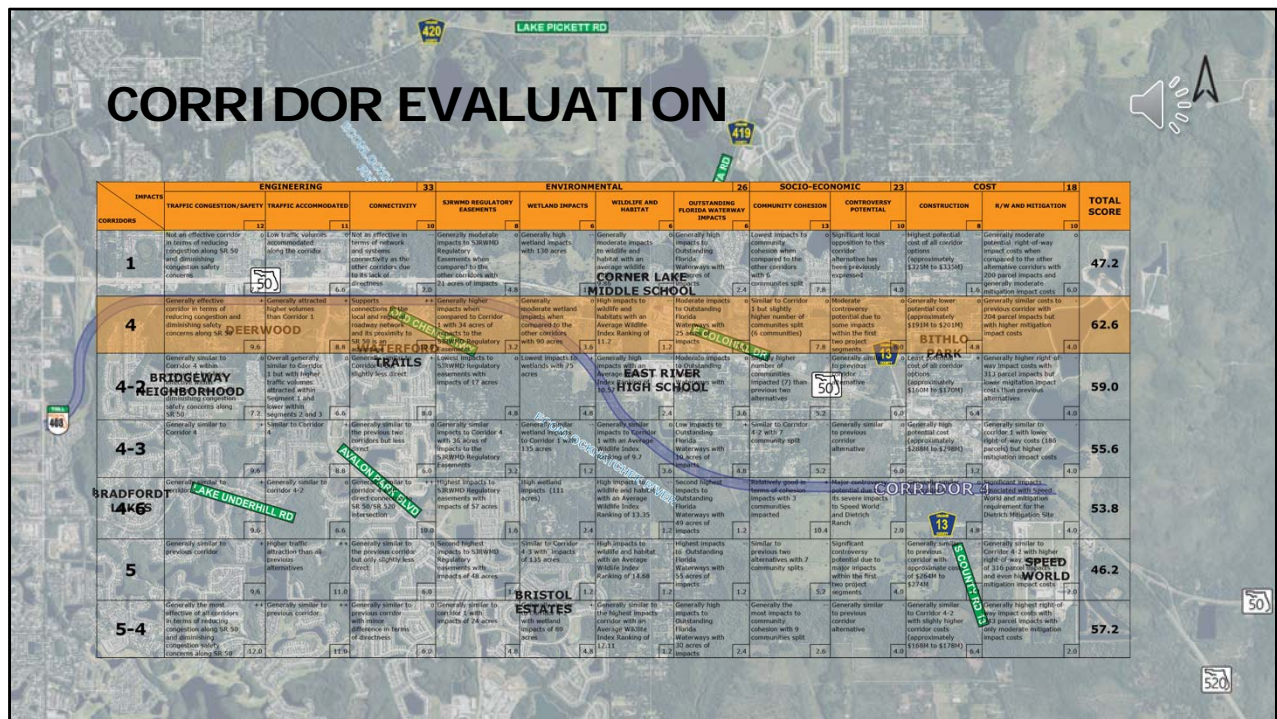
# ALTERNATIVE SELECTION PROCESS



A multi-phase alternative development process was followed. Various alternatives were considered including the No-Build alternative, which would utilize only the existing facilities, and several build alternatives. The existing SR 50, when analyzed as the No-Build alternative, is the only major east-west facility in the area and is inadequate in terms of future traffic needs and evacuation and emergency response times. Additionally, it does not provide the desired regional connectivity to I-95 to the east. Thus the No-Build alternative is mostly used as a benchmark condition in order to compare the costs and benefits of implementing the proposed improvements to those incurred by continuing to use the existing facilities.



Alternative corridors were developed following two general guidelines. First, no corridor should infringe on the existing SR 50 right-of-way and second, potential location of future interchanges should be at least 1000 feet away from SR 50 in order to minimize operational issues. Using these guidelines in concert with the stated purpose and need, a total of 14 different corridor options were developed both north and south of existing SR 50. Various opportunities have been afforded to the public and key project stakeholders to view and comment on the corridor analysis.



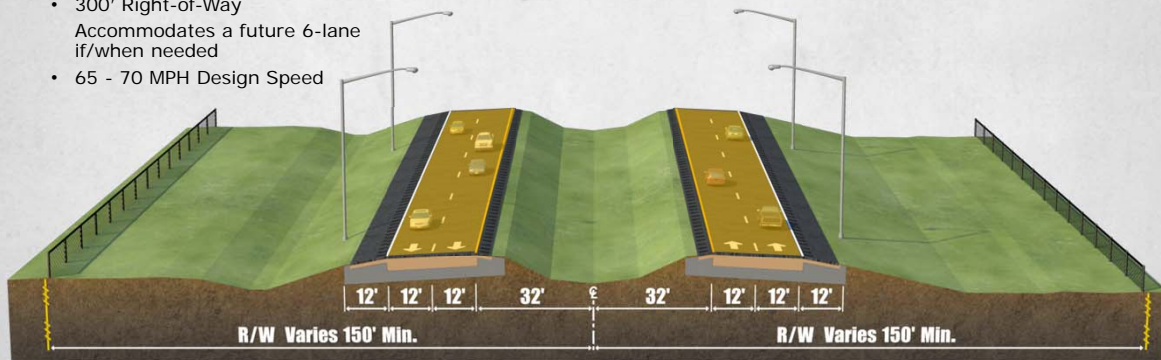
The corridors were evaluated in terms of how they address the purpose and need of the study as well as their effect with respect to engineering, socio-economic, and environmental issues. They were evaluated against the No-Build option, which as previously stated, would not address the stated project needs. The results of the multiphase analysis, as well as general public consensus, indicated that Alternative 4 is the best corridor choice in terms of providing adequate balance between potential socio-economic and environmental impacts and benefits.



## TYPICAL SECTION

### Recommended Typical Section

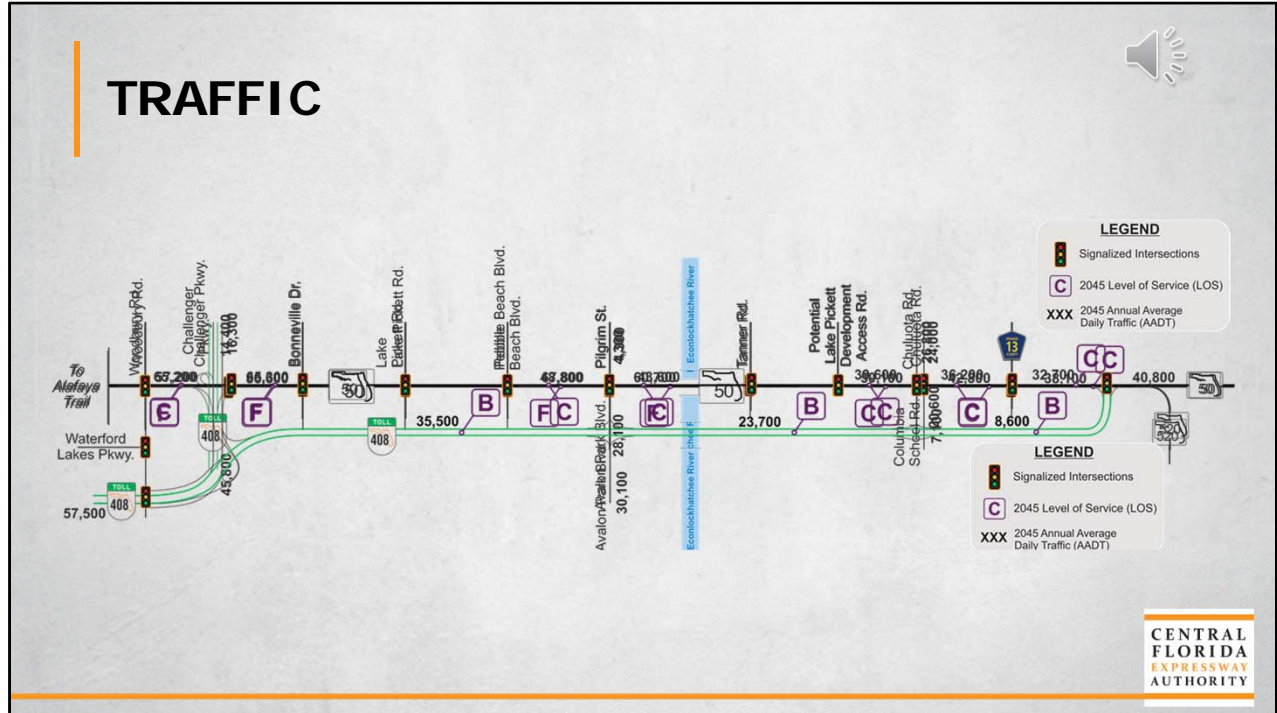
- Four (4) lanes
- 300' Right-of-Way  
Accommodates a future 6-lane if/when needed
- 65 - 70 MPH Design Speed



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AUTHORITY

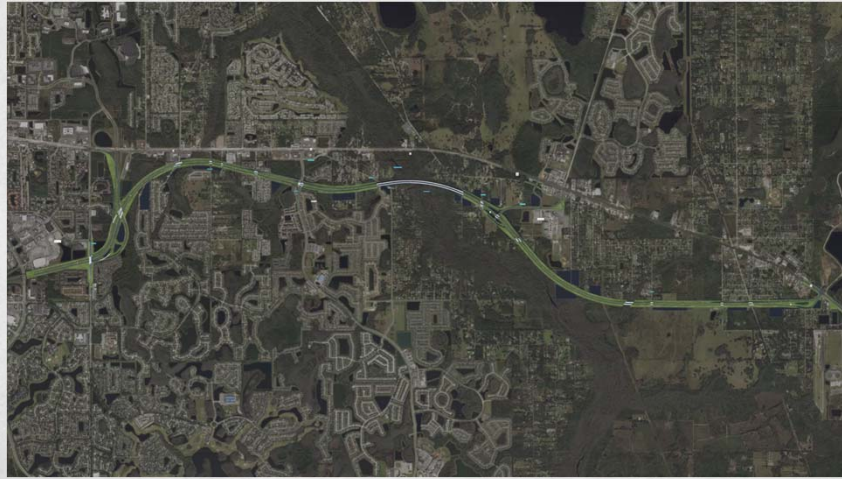
Several typical section alternatives were considered. The analysis results obtained indicate that a 4 lane expressway with a 300-foot right-of-way is superior due to the fact that it meets all required standards and can accommodate a future 6 lane expansion, if warranted.

# TRAFFIC



The results of the traffic analysis performed for this study indicate that SR 50 will operate at a failing level of service from SR 408 to Tanner Road in the year 2045 even if it is widened to 6 lanes. The extension of the SR 408 is expected to carry approximately 35,000 vehicles per day and is anticipated to divert sufficient traffic from SR 50 so that SR 50 will operate at an acceptable level of service, level of service C, in the year 2045. The SR 408 extension is also anticipated to operate at an acceptable level of service, level of service B, in the year 2045.

## RECOMMENDED ALTERNATIVE



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The recommended alternative for the extension of SR 408 includes a new partial interchange at Woodbury Road with access to and from the east.

The SR 408 extension continues east and provides full access at the SR 50 and Challenger parkway interchange.

The alignment of the new expressway continues eastward south of SR 50 avoiding or minimizing where possible residential, commercial, and environmental impacts and providing several bridges over existing roadways to maintain access.

A new full interchange is proposed at Avalon park boulevard approximately 1,200 feet south of SR 50 in order to optimize traffic operations between SR 50 and the proposed interchange.

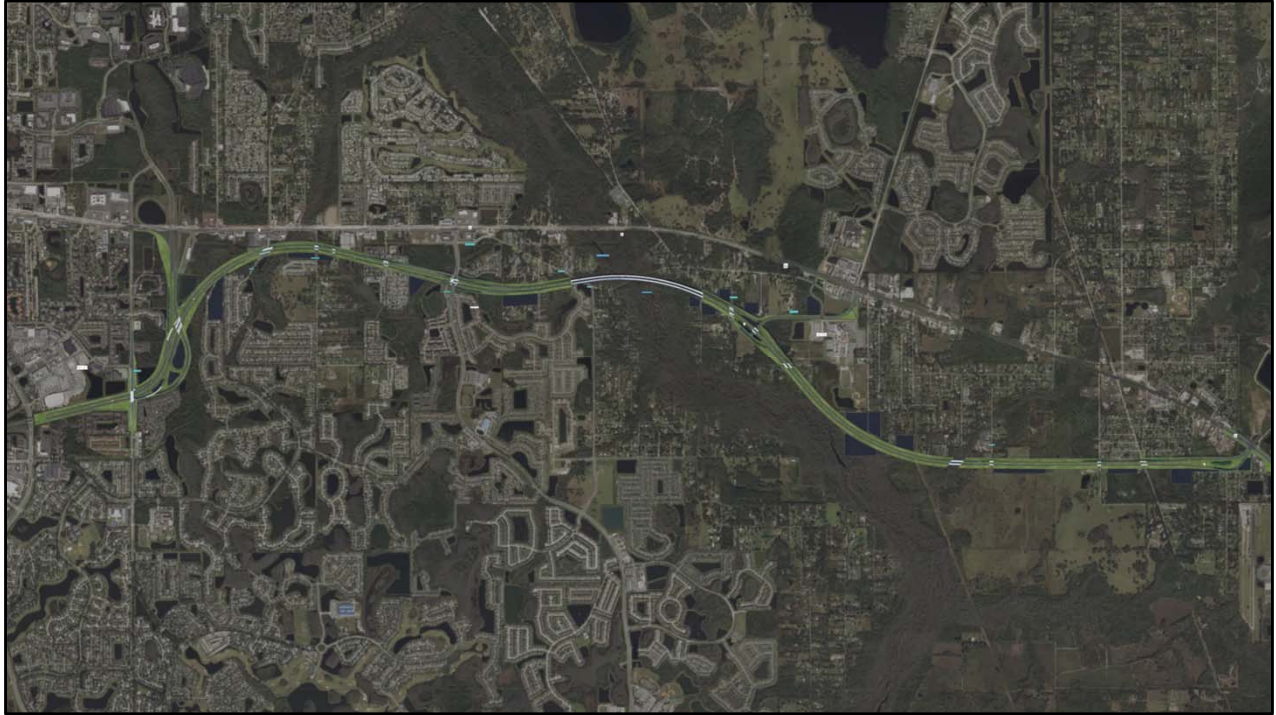
As the expressway continues east, the alignment minimizes impacts to the Econlockhatchee River and its floodplain by bridging the entire floodplain and staying as close as possible to the area already disturbed by Old Cheney Highway.

A full interchange and An extension of Chuluota Road is proposed just east of the river.



East of the proposed Chuluota Road interchange, the alignment minimizes environmental impacts as well as avoids dividing communities by bordering the southern limit of the Bithlo community.

The extension of SR 408 is proposed to terminate at SR 50 just north of the SR 520 intersection. The proposed interchange will allow for a future extension further east.



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The extension of SR 408 is proposed to terminate at SR 50 just north of the SR 520 intersection. The proposed interchange will allow for a future extension further east.





A Preliminary Drainage analysis was prepared to determine the type and potential locations for the proposed ponds that will manage the stormwater runoff from the proposed improvements. 22 potential pond sites have been recommended at this time. Impacts to the 100-year floodplain will be mitigated for through the use of swales and additional ponds for floodplain compensation.

# ENVIRONMENTAL ANALYSIS SOCIAL AND ECONOMIC



## **Community facilities and services in the area include:**

- Community centers, day cares, fires stations, medical facilities, schools, religious centers

## **Economic Environment**

- Project is expected to enhance the economic conditions of the region

## **Land Use**

- Impacts proposed to 2 Orange County Green PLACES
- 34 acres (on 13 parcels) of direct impacts to SJRWMD Regulatory Easements

## **Impacts addressed in State Environmental Impact Report**



Existing community facilities such as community centers, day cares, fire stations, medical facilities, schools, religious centers, and others were identified so that impacts could be avoided and minimized. The project would directly impact two properties that are part of the Orange County Green PLACES program as well as approximately 34 acres, across 13 parcels, that are under St. Johns River Water Management District Regulatory Easement. These resources and impacts are described and addressed in the State Environmental Impact Report and associated documents and will be mitigated for through continued coordination and in accordance with state and local requirements.

## RIGHT-OF-WAY IMPACTS



**Approximately 359 acres of right-of-way acquisition is anticipated**

- \$200 Million in acquisition (estimated)
- 275 parcels impacted
- Recommended alternative results in direct impacts to businesses and residences



As part of this project, right-of-way acquisition of private properties will be required. A CFX right-of-way specialist is here this evening and will be happy to answer your questions and will also furnish you with copies of brochures that describe the CFX property acquisition process.



## ENVIRONMENTAL ANALYSIS CULTURAL RESOURCES



**Desktop and Field surveys to identify historic or cultural resources**

**Architectural survey identified 107 historic resources**

- All ineligible for listing on the National Register of Historic Places

**No Archaeological sites identified**

**Surveys and results documented in Cultural Resources Assessment Survey**



Within the study area no resources that are eligible for listing on the National Register of Historic Places were identified. Additionally, no archaeological sites were found during any of the more than 80 shovel tests performed within the proposed area of potential effects.

## ENVIRONMENTAL ANALYSIS NATURAL RESOURCES



### Wetlands and Other Surface Waters

- Wetland impacts avoided and minimized
- 61 acres of wetlands impacts to be mitigated
- Econlockhatchee River is an Outstanding Florida Water
- Documented in Natural Resources Evaluation (NRE) report

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FLORIDA  
EXPRESSWAY  
AUTHORITY

Biologists performed desktop and field surveys and mapped wetlands throughout the project area, particularly in association with the Econlockhatchee River and its tributaries. Under the recommended alternative there would be approximately 61 acres of impacts to wetlands. Unavoidable impacts to jurisdictional wetlands will be mitigated. Because the Econlockhatchee River is an Outstanding Florida Water, additional treatment of stormwater discharging into the river will be required and implemented as part of this project.

## ENVIRONMENTAL ANALYSIS NATURAL RESOURCES



### Wildlife and Habitats

- No adverse effects to listed species
- 71 acres of impacts to Wood Stork Suitable Foraging Habitat (requires mitigation)
- 18 acres of impacts to Riparian Habitat Protection Zone (requires mitigation)
- Gopher tortoise present (surveys, permitting, and relocation to occur in subsequent project phases)
- Documented in Natural Resources Evaluation (NRE) report



Because avoidance and minimization measures were implemented, no adverse impacts to listed species are anticipated.

The recommended alternative would impact approximately 71 acres of wood stork suitable foraging habitat and 18 acres of Econlockhatchee River Riparian Habitat Protection Zone, both of which will require mitigation.

Prior to construction a complete survey of gopher tortoise burrows will be required, along with associated permitting and relocation.

The baseline conditions, including species sightings and habitat locations, are provided along with potential impacts in a Natural Resources Evaluation Report.



# ENVIRONMENTAL ANALYSIS

## PHYSICAL RESOURCES



### NOISE

**Traffic noise levels analyzed for sensitive receptors like houses, pools, playgrounds**

- 831 noise sensitive sites identified in study area
- Residential noise levels would range from 45.3 to 75.0 dB(A)
- 347 residences and 3 Special Land Uses will experience increase greater than 15.0 dB(A)
- Noise walls considered throughout the project corridor

**Documented in Noise Study Report (NSR)**



### AIR QUALITY

**Orange County currently in attainment for criteria air pollutants**



A noise study was conducted as part of this PD&E project and involved identification of noise sensitive receptors including residences, pools, playgrounds, community centers, and other areas. Traffic noise models predict that 347 residences and 3 special land uses (the Waterford Creek Playground, the Bridgewater Recreation Center, and the Deerwood Mobil Home Park) would realize a noise level increase greater than 15 decibels. To reduce noise impacts, noise barriers were considered throughout the project. The noise sensitive receptors and model results are presented in a Noise Study Report and are illustrated on both the plans on display and the project video.

Impacts to Air Quality were also considered during this PD&E study and included screening for Carbon Monoxide. Orange County is currently in attainment for all criteria air pollutant and no substantial air quality impacts are anticipated as a result of the project.

# ENVIRONMENTAL ANALYSIS

## PHYSICAL RESOURCES



### Contamination

- Field investigations and site inspections
- Sites evaluated and rated for contamination risk
  - 4 Low-Risk sites (2 proposed for R/W acquisition)
  - 13 Medium-Risk sites (2 proposed for R/W acquisition)
  - 3 High-Risk sites (1 proposed for R/W acquisition)
- Documented in Contamination Screening Evaluation Report (CSER)
  - Medium- and High-Risk sites recommended for further evaluation during subsequent project phases



Potential impacts from contamination were analyzed and involved searches of regulatory databases as well as field investigations. Each site of potential contamination was assigned a risk rating.

4 low risk, 13 medium risk, and 3 high risk sites were identified. All medium and high-risk sites are recommended for additional evaluation in subsequent project phases. The location and regulatory history of each site is provided in a Contamination Screening Evaluation Report.

# PUBLIC INVOLVEMENT



## 5 PUBLIC MEETINGS

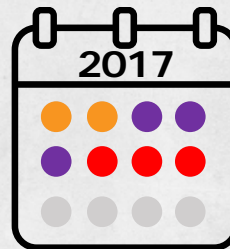
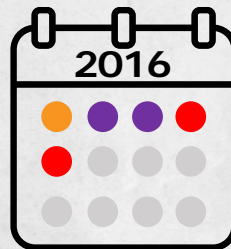
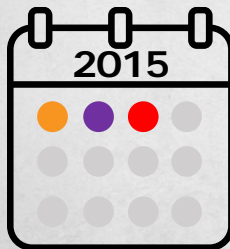
Public Kickoff Meeting-October 22, 2015  
 Alternatives Public Workshop-March 08, 2016  
 Alternative Corridor Public Workshop-February 16, 2017  
 Alternatives Public Workshop-June 08, 2017  
 Public Hearing-April 24, 2018

## 6 ENVIRONMENTAL ADVISORY GROUP MEETINGS

September 17, 2015  
 February 23, 2016  
 July 19, 2016  
 January 10, 2017  
 June 01, 2017  
 October 10, 2017

## 6 PROJECT ADVISORY GROUP MEETINGS

September 17, 2015  
 February 23, 2016  
 July 19, 2016  
 January 10, 2017  
 June 01, 2017  
 October 10, 2017



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 FLORIDA  
 EXPRESSWAY  
 AUTHORITY

A comprehensive public involvement program was undertaken by the CFX in conjunction with the engineering & environmental analyses in order to ascertain the most comprehensive solution to providing a new transportation corridor.

Public information meetings began in October 2015 and have continued throughout the study process. Representatives from CFX and the consultant team were available at each meeting to discuss the project and answer questions. The public involvement effort for this project included five scheduled public meetings (including tonight's public hearing), 6 environmental advisory group meetings, 6 project advisory group meetings as well as several meetings with project stakeholders and communities along the project corridor. All input received served as valuable information that was taken into consideration for refinement of the alternatives and the development of the recommended alternative



## RECOMMENDED ALTERNATIVE SEGMENTATION



- **Segment 1:** from SR 408 to Avalon Park Boulevard
- **Segment 2:** from Avalon Park Blvd to Chuluota Rd
- **Segment 3:** from Chuluota Road to SR 50



Based on constructability and financial considerations, the project has been divided into three distinct segments. Segment 1 would include the construction of the SR 408 Eastern Extension from the begin project (just west of Woodbury Road) to Avalon Park Boulevard. Segment 2 would extend SR 408 from Avalon Park Boulevard to Chuluota Road and would provide a new Econlockhatchee River crossing, an interchange at Chuluota Road and the proposed Chuluota Road Extension connection to SR 50. Lastly, Segment 3 would extend SR 408 from Chuluota Road to the eastern project terminus including the terminal interchange at SR 50.

## PROJECT COST



| COST                                   | SEGMENT 1            | SEGMENT 2     | SEGMENT 3     |
|--|----------------------|---------------|---------------|
| Construction Cost                      | \$130,179,000        | \$149,412,000 | \$90,708,000  |
| Engineering/Administration/Legal (24%) | \$31,243,000         | \$35,859,000  | \$21,770,000  |
| Right-of-Way                           | \$91,300,000         | \$64,300,000  | \$44,400,000  |
| Mitigation                             | \$6,196,000          | \$3,873,000   | \$5,228,000   |
| Toll Collection Equipment              | \$1,260,000          | \$1,260,000   | \$1,260,000   |
| Construction Segment Total             | \$260,178,000        | \$254,704,000 | \$163,366,000 |
| <b>TOTAL COST</b>                      | <b>\$678,248,000</b> |               |               |



A preliminary cost estimate that includes construction, right-of-way acquisition, mitigation, and other design and administrative fees has been prepared for this project. Segment 1, from SR 408 to Avalon Park Boulevard totals approximately \$260 million, Segment 2, from Avalon Park Blvd to Chuluota Road totals approximately \$255 million, and segment 3 from Chuluota Road to SR 50 totals approximately \$163 million. The total cost for implementation of the project is estimated at \$678.3 million.

## PROJECT DOCUMENTS



- Preliminary Engineering Report (PER)
- State Environmental Impact Report (SEIR)
- Contamination Screening Evaluation Report (CSER)
- Cultural Resources Assessment Survey Report (CRAS)
- National Resources Evaluation (NRE)
- Noise Study Report (NSR)
- Pond Siting Report (PSR)
- Location Hydraulics Report (LHR)
- Bridge Analysis Report (BAR)



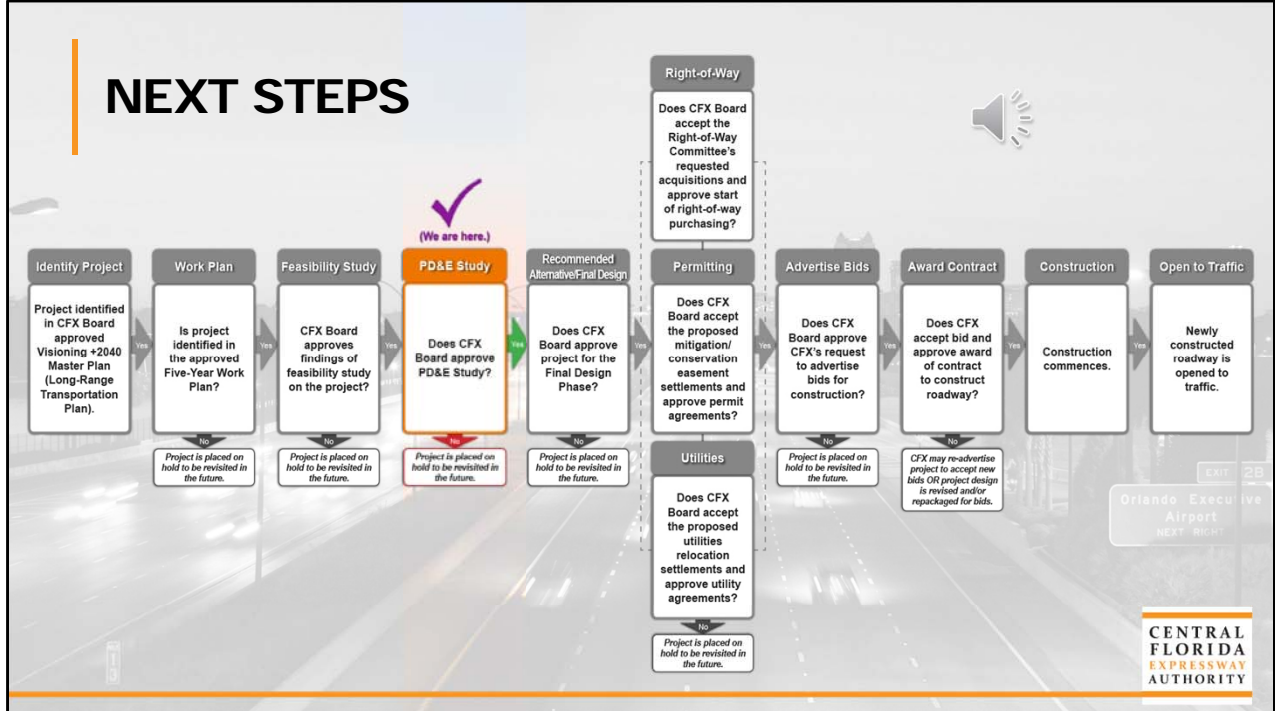
[www.cfxway.com/408study](http://www.cfxway.com/408study)



The proposed improvements were documented in the engineering and environmental studies conducted for this project. These documents and preliminary plans showing the proposed improvements are available here tonight for anyone who wishes to examine them. Project information is also available for review on the study website, [www.cfxway.com/408study](http://www.cfxway.com/408study).



## NEXT STEPS








Currently no funding has been approved for this project for the next phases including final design, R/W acquisition and construction.

Results of tonight's public hearing will be taken to the Central Florida Expressway Authority Board in May. At that time, the CFX board will determine the next steps of the project.

# WE ENCOURAGE YOU TO PROVIDE YOUR INPUT!

You can comment several ways:

ORAL STATEMENT

MAIL

COMMENT FORM

EMAIL

WEBSITE

Comments received tonight or postmarked by May 7, 2018 will become part of the public meeting summary.

[www.cfxway.com/408study](http://www.cfxway.com/408study)

**William Sloup, PE**  
 Consultant Project Manager- Metric Engineering  
 615 Crescent Executive Ct, Suite 524  
 Lake Mary, FL 32746  
 (407) 644-1898  
[408Study@CFXway.com](mailto:408Study@CFXway.com)

**CENTRAL FLORIDA EXPRESSWAY AUTHORITY**

There have been various opportunities for the public to provide input on this project. Several public meetings have been held, dating from October 2015 until tonight. We welcome your oral or written comments that will help us make this important decision. At the conclusion of this presentation our personnel will distribute speaker cards to those in the audience who have not received one and would like to make a statement. A court reporter will record your statement and a verbatim transcript will be made of all oral proceedings at this hearing. If you do not wish to speak at the microphone, you may present your comments in writing or directly to the court reporter at the comment table. Every comment method carries equal weight.

Written comments received or postmarked by May 7, 2018 will become a part of the public record for this hearing. All written comments should be mailed to the address shown on the slide or in your handout.



# THANK YOU



The next step is to incorporate your input on this public hearing into our decision-making process. After the comment period closes and your input has been considered, the Final PD&E documents will be ready for approval. This concludes our presentation. We now offer you the opportunity to make a statement.

## **SPEAKER: Moderator**

Anyone desiring to make a statement or present written views regarding the location; conceptual design, or social, economic, and environmental effects of the improvements will now have an opportunity to do so. If you are holding a speaker's card, please give it to a member of the project team. If you have not received a speaker's card and wish to speak, please raise your hand so you can receive a card to fill out.

We will now call upon those who have turned in speaker's cards. When you come forward, please state your name and address. If you represent an organization, municipality, or other public body, please provide that information as well. We ask that you limit your input to **3** minutes. If you have additional comments, you may continue after other people have had an opportunity to comment. Please state your name and address at the microphone so the



court reporter will be able to get a complete record of your comments.

**After everyone has been given the opportunity to speak**

Does anyone else desire to speak? If so, state your name and address and complete a speaker's card after you've given your statement for the public record.

The verbatim transcript of this hearing's oral proceedings, together with all written material received as part of the hearing record and all studies, displays, and informational material provided at the hearing will be made a part of the project decision-making process and will be available at CFX for public review upon request and on the study website.

Thank you for attending this public hearing and for providing your input into this project. It is now \_\_\_\_ (state the time) \_\_\_\_\_. I hereby officially close the public hearing for the SR 408 Eastern Extension PD&E Study. Thank you again and have a good evening.



# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION

Project Identification Number: 408-254

## PUBLIC HEARING

Thursday, April 26, 2018, 5:30 p.m. to 7:30 p.m.

East River High School - 650 East River Falcons Way, Orlando, FL 32833

## SPEAKER CARD

No.: 1

Name: William Pons

Address: 18501 15<sup>th</sup> Ave Bithlo 32833

Representing: Save East Orange Cty



# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION

Project Identification Number: 408-254

## PUBLIC HEARING

Thursday, April 26, 2018, 5:30 p.m. to 7:30 p.m.

East River High School - 650 East River Falcons Way, Orlando, FL 32833

## SPEAKER CARD

No.: 3

Name: Clay Mathews

Address: 100 N. Tampa; Representing Deerwood MHP

Representing: →



# **SR 408 PD&E STUDY**

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

## **PUBLIC HEARING**

Thursday, April 26, 2018, 5:30 p.m. to 7:30 p.m.  
East River High School - 650 East River Falcons Way, Orlando, FL 32833

## **SPEAKER CARD**

No.:

4

Name:

Sheri Woodworth

Address:

Owner Deerwood Mobile Home Community

Representing:

Sen Communities owner of Deerwood.



# **SR 408 PD&E STUDY**

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

## **PUBLIC HEARING**

Thursday, April 26, 2018, 5:30 p.m. to 7:30 p.m.  
East River High School - 650 East River Falcons Way, Orlando, FL 32833

## **SPEAKER CARD**

No.:

5

Name:

Marsha Suskowitz

Address:

1437 Sherman St.

Representing:





# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

## PUBLIC HEARING

Thursday, April 26, 2018, 5:30 p.m. to 7:30 p.m.  
East River High School - 650 East River Falcons Way, Orlando, FL 32833

## SPEAKER CARD

Name: Bob Sanders No.: 6  
Address: 2816 S. Shine Ave, Orlando, 32806  
Representing: Myself



# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
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## PUBLIC HEARING

Thursday, April 26, 2018, 5:30 p.m. to 7:30 p.m.  
East River High School - 650 East River Falcons Way, Orlando, FL 32833

## SPEAKER CARD

Name: Sally Baptiste No.: 7  
Address: 1027 Eaker Dr, Orlando, FL 32822  
Representing: Resident



# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

## PUBLIC HEARING

Thursday, April 26, 2018, 5:30 p.m. to 7:30 p.m.  
East River High School - 650 East River Falcons Way, Orlando, FL 32833

## SPEAKER CARD

No.: 8

Name: Sue Dietrich

Address: 10 Seminole Trail Orlando, FL 32833

Representing: Dietrich Bros, Inc.



# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

## PUBLIC HEARING

Thursday, April 26, 2018, 5:30 p.m. to 7:30 p.m.  
East River High School - 650 East River Falcons Way, Orlando, FL 32833

## SPEAKER CARD

No.: 9

Name: Fred Dietrich

Address: 10 Seminole Trail Orlando, FL 32833

Representing: Dietrich Bros, Inc





# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION

Project Identification Number: 408-254

## PUBLIC HEARING

Thursday, April 26, 2018, 5:30 p.m. to 7:30 p.m.

East River High School - 650 East River Falcons Way, Orlando, FL 32833

## SPEAKER CARD

Name: THOMAS PASTORE No.: 10  
Address: 1151 WINDMILL GROVE CIRCLE  
Representing: MYSELF



# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION

Project Identification Number: 408-254

## PUBLIC HEARING

Thursday, April 26, 2018, 5:30 p.m. to 7:30 p.m.

East River High School - 650 East River Falcons Way, Orlando, FL 32833

## SPEAKER CARD

Name: Breg Thompson No.: 11  
Address: 1446 Marsh Creek Lane  
Representing: Deerwood Community





# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

## PUBLIC HEARING

Thursday, April 26, 2018, 5:30 p.m. to 7:30 p.m.  
East River High School - 650 East River Falcons Way, Orlando, FL 32833

## SPEAKER CARD

No.: 12

Name: Seth Whitaker

Address: 10 Seminole Trail

Representing: Switchgrass Outfitters & Dietrich Brothers Inc



# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

## PUBLIC HEARING

Thursday, April 26, 2018, 5:30 p.m. to 7:30 p.m.  
East River High School - 650 East River Falcons Way, Orlando, FL 32833

## SPEAKER CARD

No.: 13

Name: Deborah Gilmore

Address: 636 Delaney Orlando 32801

Representing: All citizens wanting less Grid-Lock  
(and Livable Cities)



# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

## PUBLIC HEARING

Thursday, April 26, 2018, 5:30 p.m. to 7:30 p.m.  
East River High School - 650 East River Falcons Way, Orlando, FL 32833

## SPEAKER CARD

Name: Bobby R Beach No.: 14  
Address: 22302 77th Christian Rd Chesapeake FL 32809  
Representing: \_\_\_\_\_



# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
Project Identification Number: 408-254

## PUBLIC HEARING

Thursday, April 26, 2018, 5:30 p.m. to 7:30 p.m.  
East River High School - 650 East River Falcons Way, Orlando, FL 32833

## SPEAKER CARD

Name: Valerie Morales No.: 14  
Address: 1131 Windmill Grove Cir  
Representing: Deerwood





# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
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## PUBLIC HEARING

Thursday, April 26, 2018, 5:30 p.m. to 7:30 p.m.  
East River High School - 650 East River Falcons Way, Orlando, FL 32833

## SPEAKER CARD

No.:

17

Name: Florence M. Stanford

Address: 14261 Acorn Ridge Dr Orlando, FL 32828

Representing: Self and neighbors



# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
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## PUBLIC HEARING

Thursday, April 26, 2018, 5:30 p.m. to 7:30 p.m.  
East River High School - 650 East River Falcons Way, Orlando, FL 32833

## SPEAKER CARD

No.:

19

Name: Chuck Johnston

Address: 14265 Acorn Ridge dr.

Representing: Myself





# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION

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## PUBLIC HEARING

Thursday, April 26, 2018, 5:30 p.m. to 7:30 p.m.

East River High School - 650 East River Falcons Way, Orlando, FL 32833

## SPEAKER CARD

No.:

21

Name:

Sarah Hronec

Address:

1313 Birch Creek Dr.

Representing:

Deerwood



# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION

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## PUBLIC HEARING

Thursday, April 26, 2018, 5:30 p.m. to 7:30 p.m.

East River High School - 650 East River Falcons Way, Orlando, FL 32833

## SPEAKER CARD

No.:

23

Name:

Bobby Turner

Address:

17764 Evans Trail Orlando, FL 32833

Representing:

The River ecosystem  
Myself



# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION

Project Identification Number: 408-254

## PUBLIC HEARING

Thursday, April 26, 2018, 5:30 p.m. to 7:30 p.m.

East River High School - 650 East River Falcons Way, Orlando, FL 32833

## SPEAKER CARD

No.:

24

Name: Louis A. Dables

Address: 1391 Caudle St

Representing: Home Owner



# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION

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## PUBLIC HEARING

Thursday, April 26, 2018, 5:30 p.m. to 7:30 p.m.

East River High School - 650 East River Falcons Way, Orlando, FL 32833

## SPEAKER CARD

No.:

25

Name: Loretta Humble

Address: 849 Lockwood Dr Orlando FL 32833

Representing: My Self





# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION

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## PUBLIC HEARING

Thursday, April 26, 2018, 5:30 p.m. to 7:30 p.m.

East River High School - 650 East River Falcons Way, Orlando, FL 32833

## SPEAKER CARD

No.:

26

Name: CHRISTINA GEORGE

Address: 14032 SYCAMORE TREE DR ORLANDO FL 32828

Representing: FAMILIES IN DEERWOOD



# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION

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## PUBLIC HEARING

Thursday, April 26, 2018, 5:30 p.m. to 7:30 p.m.

East River High School - 650 East River Falcons Way, Orlando, FL 32833

## SPEAKER CARD

No.:

27

Name: DODIE SWEENEY

Address: 1265 WINDMILL GROVE CIRCLE

Representing: DAUGHTER





# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION

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## PUBLIC HEARING

Thursday, April 26, 2018, 5:30 p.m. to 7:30 p.m.

East River High School - 650 East River Falcons Way, Orlando, FL 32833

*Called 2X*

*did not show up*

## SPEAKER CARD

Name:

*Timothy Sheldon*

No.:

*2*

Address:

*14114 Hunter Grove Dr*

Representing:

*MEMBER OF DEERWOOD MHP*



# SR 408 PD&E STUDY

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## PUBLIC HEARING

Thursday, April 26, 2018, 5:30 p.m. to 7:30 p.m.

East River High School - 650 East River Falcons Way, Orlando, FL 32833

*Called 2X*

*did not show up*

## SPEAKER CARD

Name:

*Gale Pettite*

No.:

*15*

Address:

*1271 Windmill Ridge Loop*

Representing:

*Deerwood Home Owner*



# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION

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East River High School - 650 East River Falcons Way, Orlando, FL 32833

did not show up

called 2x

## SPEAKER CARD

No.:

18

Name: Donna Gonzalez

Address: Deerwood Com.

Representing: Home owner



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East River High School - 650 East River Falcons Way, Orlando, FL 32833

did not show up

called 2x

## SPEAKER CARD

No.:

20

Name: Terri Dunn

Address: 1351 Sherman St, Orl, FL 32828

Representing: myself





# SR 408 PD&E STUDY

EASTERN EXTENSION FROM SR 50 TO THE SR 50/SR 520 INTERSECTION  
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## PUBLIC HEARING

Thursday, April 26, 2018, 5:30 p.m. to 7:30 p.m.  
East River High School - 650 East River Falcons Way, Orlando, FL 32833

## SPEAKER CARD

*already spoke was #5*

Name:

*Marsha Suskowitz*

No.:

*22*

Address:

*1437 Sherman St.*

Representing:



SR 408 PD&E Study Public Hearing Comment Cards

| Name                         | Representing                    | Address                                       | Email Address            | Phone Number | Comments/Questions   | Date Received |
|------------------------------|---------------------------------|---|--------------------------|--------------|--|---------------|
| Gregory Dwayne Thompson, Sr. | Property Owner                  | 1446 Marsh Creek Lane, Orlando, FL 32828      |                          |              | <p>I implore you to take a serious look at an alternate route than the one set to disrupt Deerwood Community for one simple reason. And, that reason is this. Disrupting Deerwood will quite literally leave me and my family of six displaced. That's no joke nor exaggeration. Throughout this letter, it will be fully defined how and why what I said concerning being displaced is true. My name is Gregory Dwayne Thompson, Sr. I have been with my wife for the last 20+ years, and we have five children with four at home. We live on 1446 Marsh Creek Lane and have been there for the last five years. However, for a good bit of the time for me and my wife, we moved around a lot because we had to stay close to my in-laws who were not well. In 2009/2010 we lost them to cancer. Sure, we still had it rough for the next three years, but in 2013 we moved into our first home and one at ownership. We finally had a place to call our own and one where our children could have stability. We understood what it meant to not take this move for granted because it meant our children, Gregory Jr. and Monica could finish school in the Avalon park area in middle school and high school, as well as our youngest Allyson and Mark @ Castle Creek Elementary. Finally, after so many years, as I have been on this planet for 45 years, it looked like we had finally found permanency. Now, to this end, my wife Christina, has been employed with Toys R Us for some ten + years. However, after May 14th it is certain her employment stops, as Toys R Us is going out of business. You can imagine our dismay when we found out about the 408 expansion, that she was losing her job and we would lose our home as well. However, this is not the end of loss for us. In 2014, I started a landscaping company, which is based from my home address of 1446 Marsh Creek Lane. And, in the section of Deerwood that is set to be disrupted is 53 % of my business, as well as my home, which means I will lose my business license, because I will not have a home address if this plan for the 408 goes into effect. Further, I am not the only small business owner that will be affected by this 408 plan in Deerwood. There are others in my section alone whose licensure is based on their home address. Now, the real shame of all this, the true crime is the fact that I only need 65 more customers and I will be the sole provider for my family with my wife losing her job. I have grown by 11 % in the last month and with 151 accounts active in the Avalon/Deerwood area. That is growth from the fourteen I started with in 2014. However, I am set to lose everything if you build a road over my home. And, throughout these five years, my wife and I have had the most prosperity and happiness than we have had for three quarters of our time together. We deserved this move to Deerwood and this happiness having to lose my beloved in-laws to cancer. And, my wonderful children deserve this stability that Deerwood has become to and for us.</p> <p>Now, I read in your road planning that one of the reasons for the 408 expansion was to aid with evacuation routes. Well, if you go through with disrupting Deerwood, you won't have to worry about evacuation because you will have already caused the evacuation of over 200+ homes. Too, I wonder how many people would need to go from the 408 to Speed world when much of the true traffic coming west is from Chuluota Road and CR 13 where speed world is further than that. It seems to me it would cause a waste of gas to go east only to go west again. The very epitome of expansion is the succession of economic growth. Destroying 200+ homes isn't expansion, nor is it growth and the economic success of the East colonial corridor east of Alafaya Trail. I like to think I live in Orange County Florida where there is intelligence from county government, this would indicate that you officials understand that this is not a smart, productive plan promoting the well-being of all county residence, not just those complaining about traffic.</p> <p>Lastly and in closing, know that I am fighting to stay an Orange County resident, but with my choices if not Deerwood, I will have no alternative but to leave the county. I do not want to do that, as Orange County FL has been my life and my blood. My wife is currently serving jury duty today. I want to die in Orange County, but I will have to find residence elsewhere if our home is taken from us. I know of other individuals planning to leave the county with talk of this 408 expansion. Lastly, I hope to make this profound statement by saying that I have been a productive citizen for a very long time, having served jury duty here myself previously. It is evident that I am honest and hardworking. I love Orange County, went through the schools here, started the Angel Foundation in this County to help other county residents having a hard time. But alas, I will have no support in staying here from family nor friends. Now, I would like to take the time to thank Sun homes and the residents of Deerwood for aiding me in my ventures further, as they have become the support I needed to stay an Orange County resident. You could say that Deerwood is a family. Please don't break us up and our happy little home. Johan, the park manager and the other employees are our brothers and sisters, they are family too. You cut out two of the proposed homes, and we will lose two of our brothers that work at Deerwood. A loss to be sure.</p> | 4/16/2018     |
| Loretta Humble               | Property Owner                  | 849 Lockwood Dr, Orlando, FL 32833            | humble.loretta@gmail.com | 407-470-3656 | I worked with children's that have problems some are loved, if it was not for my home to come home to and relax because of the quite. I would probably die of a heart break. The ride to and from my job is quite and relaxing too. Don't take that away from me. <b>Additional comment:</b> This is God's hand it is beautiful just the way it is. This is just another way for you to take land just like you did to the Indians. Why, why, why I don't want THIS STOP IT  | 4/26/2018     |
| Vanessa Roman                | Property Owner                  | 1507 Barkwood Ln, Orlando, FL 32828           | Shakira7.vr@gmail.com    | 407-223-1135 | Necesito información en español, ya que mi hogar será impactado por la 408. Me gustaría que me conteste las preguntas, la cual son muchas - <b>English Translation</b> (I need information in Spanish, as my home will be impacted for the 408 project. I would like someone to contact me to answer a lot of my question).  | 4/26/2018     |
| Diana McAllister             | Property Owner                  | 25408 Luke St, Christmas, FL 23709            |                          | 321-302-9440 | 1990 started this studies on roads? Then why hasn't Orange County & State done better road planning before subdivisions & apartments been allowed to build, poor planning when 50 is still only major E-W road with all building cutting off better alternatives for roads. Roads 1st building 2nd   | 4/26/2018     |
| Stacey Hronec                | Property Owner                  | 1313 Birch Creek Dr, Orlando, FL 32828        | sphronec@gmail.com       | 407-758-1053 | As a resident of the Deerwood Community I'm deeply concerned for what this project means for the place I called home. I've lived there 6 years. My home is paid for but I don't own the land. If my home were to be taken as part of eminent domain where I supposed to go? This neighborhood was the only one I could afford to move into 6 years ago as a single mom of 3 kids. I worked hard over 5 years to pay my home. If I were not able to keep my home in Derwood there is not any other neighborhood that I would be able to afford. I deeply understand the need to alleviate traffic but I think that the cost to low income families is too great. Nome of the proposed development is East Orange County is for lower income families. We have to have a place to live that we can afford without having to work 2-3 jobs affordable housing is greatly lacking in our community.  | 4/26/2018     |
| Norma Lopez                  | Property Owner                  | 19003 Lansing St, Orlando, FL 32833           | irislopeznorma@yahoo.com | 407-255-0832 | I'm not selling. My property is all paid for. I'm happy there.   | 4/26/2018     |
| Dale Valente                 | East River High Shool/Principal | 650 East River Falcons Way, Orlando, FL 32833 | 3286@ocps.net            | 407-680-8230 | Worried about the entrance to the school, lights? traffic lights?, sidewalks?, families loosing their homes?   | 4/26/2018     |
| Jamie Judson                 |                                 | 650 East River Falcons Way, Orlando, FL 32833 |                          |              | Solutions for students walking to & from East River. Sidewalks? Pedestrian crossings? Traffic Lights?  | 4/26/2018     |
| Javier Irizarry              |                                 | P.O. Box 585932, Orlando, FL 32858            | jirizarryapr@hotmail.com | 787-717-6054 | No Sense!!! You have 528 Expressway going to same directions only 10 miles away....  | 4/26/2018     |
| John E. Fauth, PH.D.         | Property Owner                  | 20706 Nettleton St, Orlando, FL 32833         | fzooologist@gmail.com    | 407-247-4403 | I'm opposed to any SR408 extensions that is not sited along the existing SR50 right-of way. There is no need for the SR408 East Extension because FL-DOT plans to increase road capacity along SR50. In addition, this proposed project sites much of the expressway alongside or through wetlands, including the Econ River. This is irresponsible and shows that the economic value of wetlands was not considered (or was undervalued) in project planning.   | 4/26/2018     |
| Donni Alvarenga              | Property Owner                  | 14969 Perdido Dr, Orlando, FL 32828           | adonirei@gmail.com       | 321-285-6643 | I do not like or approve of the proposed path for the 408 extension. It will affect the view and noise from my property, and with it, the property value   | 4/26/2018     |
| Monica Thompson              | Property Owner                  | 1446 Marsh Creek Lane, Orlando, FL 32828      | pugforlife2002@gmail.com | 321-215-5410 | I believe this highway extension will only bring trouble and discomfort and I surely hope the plan will be cancelled. Many people will be displaced and many people affected by this plan do not have resources to re-locate.  | 4/26/2018     |
| Peter Parenti                | Property Owner                  | 927 Jadestone Cir, Orlando, FL 32828          | pmparenti@outlook.com    | 407-736-8030 | Please do a truthful noise study!! Predawn on heavy traffic days. 408 is a bad neighbor!! Maps not to true scale (some text illegible)   | 4/26/2018     |
| Maryann Goodfellow           |                                 | 1184 Windmill Grove Circle, Orlando, FL 32828 |                          | 407-486-8712 | Through this will not (so far) affect my home, we have to much construction in this area already enough noise being on 14 a miles away from my home is to close. Too much traffic this will only create more traffic more noise, more accidents and a total inconvenience to our neighborhood this quiet area I moved in to was peaceful until all this construction has begun.  | 4/26/2018     |

| Name                 | Representing   | Address  | Email Address              | Phone Number  | Comments/Questions   | Date Received |
|----------------------|----------------|--|----------------------------|---------------|--|---------------|
| Heather DiSanto      |                |  |                            |               | What about SR50 expansion? That is not taken into accounts in the study. What about the area reserved for future Orange County School near Waterford Trails? Not realistic information provided. Very one sided.   | 4/26/2018     |
| Doris Perrine        | Property Owner | 1728 Kingsmill Drive, Orlando, FL 32826                                | daperrine50@msn.com        | 570-460-2132  | Glad to see something done to easy the traffic on 50! All for it!!   | 4/26/2018     |
| Wayne Videgar        | Property Owner | 2081 Warwick Hill Dr   | popsvidegar@msn.com        | 515-231-5945  | I'm glad that you are doing something to ease up the traffic on SR50   | 4/26/2018     |
| Lola Chelette        | Property Owner | 17412 Wilson Rd  | lolachelette@gmail.com     | 407-252-1383  | It's concerning for the senior citizen's don't have money to move places to go. It's hard to understand the maps as to what they are doing   | 4/26/2018     |
| Ricardo Juan Mazzoli | Property Owner | 1461 Marsh Creek Ln, Orlando, FL 32828                                 | juanmazzoli@gmail.com      | 321-279-7899  | I agree with the project study 408. I just hope quickly communication with me.   | 4/26/2018     |
| Charlene Brandloft   | Property Owner | 1624 N 6th St, Orlando, FL 32820                                       |                            | 407-255-0118  | We need to have a meeting with questions and answers. A lot of our elderly can't make heads or tails out of the maps as to where it is actually going  | 4/26/2018     |
| Josette Tevyaw       | Property Owner | 776 Hamilton Dr, Orlando, FL 32833                                     | tevyaw@hotmail.com         | 407-568-2252  | This extension is not needed. Hwy 50 has already been widened, if future growth needs this extension it should be done down the 50 corridor by DOT   | 4/26/2018     |
| Rhonda Phillips      | Property Owner | 15818 Old Cheney Hwy, Orlando, FL 32833                                |                            |               | Do you want to ruin East Orange!!! You never pay attention to us unless you want to steal our land, build Bridges that destroy all our wild life and put house divisions that steal our property and our quiet way of life!!! I don't want your stinking road stealing my property!! Forget East Go North!!  | 4/26/2018     |
| Kay West             | Property Owner | 1705 10th St, Orlando, FL 32820  | klwest@mindspring.com      | 407-568-4174  | Please mail meeting notices to every one in the area - zips 32800 & 32833. We are all affected!!   | 4/26/2018     |
| David Mitchell       | Property Owner | 1984 Cascades Cove Dr, Orlando, FL 32820                               | davemitchellrcj@gmail.com  | 312-203-9356  | I support the expressway extension as it ensures that SR-50 will not become over lauded, provides quicker trip into Orlando, and may increase commercial + retail opportunities in the vicinity of Chuluota Rd. My larges concern is avoiding any traffic congestion on the expressway on Sr-50  |               |
| Randy Mcclung        | Property Owner | 15600 Old Cheney Hwy, Orlando, FL 32828                                |                            | 407-568-0157  | You are taking my 85 year old mother's mobile home park were she has lived for 24 years (Deer Wood) and you are going to build the Expressway so that I will have to stare out my front door at a huge wetland overpass. This stinks its Evil & all for the people with money and they don't care anything for the poor!!  | 4/26/2018     |
| Scott Phillips       | Property Owner | 15818 Old Cheney Hwy, Orlando, FL 32833                                | saphillips@hotmail.com     | 321-695-6750  | When taking a portions of a property the authority should take it all and factor in moving cost. <b>Additional Comment:</b> FDOT does not own Hwy 50 right of way!! The people of Florida do. There is no reason the corrupt leadership of FDOT can not allow the expressway authority to cross that right of way if that will allow them to build the least expensive extension of 408.   | 4/26/2018     |
| Dr. Danielle Thomas  | Property Owner | 12001 Avalon Lake Dr.  | hornets33@aol.com          |               | Concern regarding the amount of traffic on exit ramp to 408 will create at the end of Avalon Park Blvd. There is already considerable traffic in Avalon and concerned this will add to it. Additionally concerned about noise and security with East River High having the 408 on oneside and Chuluota extension on the otherside.   | 4/26/2018     |
| Mark Spontelli       | Property Owner | 13219 St. Cole Ct. Orlando, FL 32828                                   | msspontelli@gmail.com      | 407-276-7388  | This project is being proposed decades too late. Was growth not predicted then? Allowing for many neighborhoods, commercial locations, etc. to be built for decades then decide to do such a thing is very poor planning and many existing residents will suffer. This is supposed to benefit all in the community, not just some. This project looks strange, its location oddly placed. I am not in favor of this. Other alternatives in less developed areas must be proposed instead. <b>Additional Comment:</b> The 1st turn on west of project passes very near neighborhood Bridgewater. It seems the turn could be pushed north a little, likely of a tighter turn, to help reduce impact to some of the houses on the north-west corner of the neighborhood Bridgewater. Why does the turn pass so closely to some homes when there's plenty of open space to adjust the turn to? looks unfair to those residents. <b>Additional Comment:</b> It seems extending 50, or providing overpasses on 50 over many of the crossroads of off/on ramps would be the least impacting and still help the community greatly. Why is this not an alternative? I am opposed to this silly 408 alternative when redoing 50 intelligently seems to be the best solution, w/ much less impact to the existing residents and stores. | 4/26/2018     |
| Carolyn Skok         | Property Owner | 620 forestgreen CT. Orlando 32838                                      | carolynfacctl.rr.com       | 770-883-1665  | Ridiculous! Waste of money. No reason to displace homeowners and further destroy the environment , and create a noise hazard for those close to the road. This will definitely bring down home values. This done all for me sake of collecting tolls. The road from I-95 to Orlando is adequate enough. I have traveled this road many, many times and never had issues! Stop this madness!  | 4/26/2018     |
| Charlotte Grabowski  | Property Owner | 2084 Pebble Beach Bv., Orlando 32826                                   | apple194@gmail.com         | 305-254-8571  | As a resident of Fairway's Country Club I am concerned mostly about noise. Living in a 55+ community my rent is locked and tied to inflation so it would be very hard for me to move. Therefore I prefer this CFX option greatly over the FDOT proposal of an elevated roadway along SR50.   | 4/26/2018     |
| Charles Altmor       | Property Owner | 16250 Hamilton Dr.   | orlmlton@gmail.com         | 352-805-7370  | I would not say anything, except this extension is going to ruin the only major north-south artery for the animals thru the conservation area I have every intension of hiring a environmental attorney to prevent this from happening.  | 4/26/2018     |
| Tina Authier         | Property Owner | 16302 Hamilton Dr. Orlando FL 32833                                    | sidetrackedagain@gmail.com | 407-312-0159  | I <u>do not</u> want this in my neighborhood! I moved out here for the peace and quiet of nature and traffic, This will take away <u>both</u> and de-value my property. Make no mistake, all of the wild animals and birds will be effected. <u>Leave this part of Orlando alone!</u> You are taking over all of the rural property left, and trying to replace it with <u>stupid</u> subdivisions. All for the sake of \$\$\$ for the county. Your project is not more important than our property and privacy!   | 4/26/2018     |
| Bill White           | Property Owner | 1035 Drift Creek Cove  | erudite5@comcast.net       | 407-384-88734 | Losing the Winn Dixie is a loss for the bridgewater area- Can they be relocated to the west- Take a small portion of that wooded area and still provide access from Bridgeway Blvd. Just asking---   | 4/26/2018     |
| Xiomara Cabrora      | Property Owner | 1127 Windmill Grove Cir  | masdamexiomara@yahoo.com   | 407-879-8367  | I'm disable and I'm really worried to lose my home. According to map I will be affected by the noise and the traffic cause there is only one way exit. I'm in favor of doing the 408. If I'm able to keep the land where my home is and not paid so much rent as I do. by keeping my lot I would be able to pay mortgage on land to stay cause I don't have the money to move.   | 4/26/2018     |
| William A Rogers     | Property Owner | 14127 Hunter Grove Drive   | contrabill@att.net         | 407-845-0657  | The route of the proposed 408 extension by looking at it. It goes right thru where my residence is. Is this going to be an elevated highway or on the ground. What is projected time of starting. What will happen to us. I'm 80 years old and my wife is 70 with many medical problems we live on a monthly income. Where are we supposed to go. I hope this is thought out before doing.   | 4/26/2018     |
| No name              |                |  |                            |               | Two studies being developed, both by CFX and the Turnpike are very costly. There entities should come together and find a common ground for solving/improving traffic conditions along SR50.   | 4/26/2018     |
| Dwight David Miller  | Property Owner | 1022 Windmill Grove CIK (Deerwood)                                     | davmiller500@yahoo.com     | 407-277-5678  | I went through this before when 417 intersected with SR 50 (colonial). I had to move and I couldn't find a mobile home park that would take my mobile home. People who were left in the park, lost most of the value of their mobile home. The expressway can be built at a more southeastern/ east direction.   | 4/26/2018     |
| Pedro J Antuna       | Property Owner | 15515 Old Cheney Hwy, Orlando, FL 32828                                | tajana0173@aol.com         | 321-438-5654  | I would like a full transcript of entire meeting mailed to me. If you have any questions contact my niece Martha 321-438-5654.   | 4/26/2018     |
| Andre Loar           | Property Owner | 14126 Hunter Grove Dr  | andrewloar69@gmail.com     | 407-493-4141  | In regarding to CFX project #408-254 lied in the report about red-cockaded woodpecker and burrowing owl being non-effected. I can provide photos past and current around my home which is right in the middle of 408 extension. This is an unacceptable oversight that will not be accepted.   | 4/26/2018     |
| Alan Ashlock         | Property Owner | 2727 Lake Pickett Place Chuluota FL 32766                              | alan@ashlockdeatur.com     | 407-808-9413  | Happy to see extension coming to last orange cty. We also have effected property on Story Partin Road.   | 4/26/2018     |
| Lois Drennan         | Property Owner | 18984 Nash Street Orlando FL 32833                                     | dretnal@ocps.net           | 321-303-8456  | Please keep me updated on project- Thank you for not going through my house with the 408. Be safe and take your time Sincerely Lois Drennan  | 4/26/2018     |
| Arman Toreihi        | Property Owner | 504 Spring Island way Orlando FL 32838                                 |                            | 321-217-4359  | Excellent Plan. I'm all for it. I wish you could do The End modified to either before the track or after. The track before the "y" 50&520. Thank you very much.  | 4/26/2018     |
| Steven V. Savchuk    | Property Owner | 2009 Braeburan Ct.   | bumpitty_bump@yahoo.com    | 610-357-0790  | With the growth of UCF in our area. This is only common sense to create this extension. It is unfortunate that there is a price to pay too! A definite improvement over the elevated idea!   | 4/26/2018     |
| Robin Graham         | Property Owner | 1228 Windmill Grove Circle Orland0 32828                               | robing.graham@gmail.com    | 407-380-9381  | Please explain to me where all of us are supposed to go once you displace us? A whole mobile home park, where are we supposed to go?   | 4/26/2018     |
| Joan + John Corneau  | Property Owner | 860 Chevy Valley Way   |                            |               | Why is this plan even being considered? If there are concerns about the buildup of traffic they should stop building apartments, i.e. on SR50 and woodberry. It is going to take away the quiet and beauty of our community. Stop!!  | 4/26/2018     |
| Marsha Suskowitz     | Property Owner | 1437 Sheman St.  |                            | 407-568-1841  | This is a waste of taxpayer's money. The traffic problems in E. Orange is the lights at Bonneville Drive. Build an overpass over those lights and the problem will be solved. It will also be a lot cheaper and will inconvenience no one!!!   | 4/26/2018     |
| Domimique BuRot      | Property Owner | P.O. Box 4414 Winter Park OP 32793<br>Reference: 19240 E. Colonial Dr. | greensorlando@hotmail.com  | 407-673-8700  | I purchased the property of 19240 E. Colonial Dr. to establish/relocate my business. The purchase was performed in 2012 new if the project goes forward for the extension of 408, I will have to find any piece of property to relocate again. My issue is that I can not afford a similar property as prices for such reach the \$250 I hope the value of buying my property to have a similar size within 1 mile will be highly considered.  | 4/26/2018     |
| Lihua Cox            | Property Owner | 15136 Old Cheney Hwy Orlando, FL 32828                                 |                            | 724-216-4280  | We recommend officials consider 408 go along 50. to avoid damages so many residential houses. We work hard whole life. Saved money and built a house. if 408 go through alternative route our house value will go down dramatically. all of our life saving will throw to toilet. please think about your residents, who voted for you to be our official. please do not allow our hard working earning gone just because this 408. Thank you  | 4/26/2018     |

| Name                 | Representing   | Address                                   | Email Address             | Phone Number | Comments/Questions  | Date Received |
|----------------------|----------------|---|---------------------------|--------------|---|---------------|
| Bradley Cox          | Property Owner | 15136 Old Cheney Hwy Orlando, FL          |                           | 724-757-3024 | My family does not want this project to go as suggested as it will drafty affect my property values. We are spending \$500,000 of our savings to build our dream house in an area that was very peaceful. Now with the proposed 408 extension will ruin all we have worked for these 25 years. Please do not do this to our community. Thank you.   | 4/26/2018     |
| Al DiSanto           | Property Owner | 15513 Carina Dr. Orlando, FL 32828        | al_disanto@hotmail.com    | 407-342-0777 | What happens to the school scheduled to be built on Perdido/Old Cheney? Will there still be an exit to the Waterford trails community to Old Cheney? Given the projected traffic increase on APB, are there any plans for improvements to the intersection of Colonial /APB? Would APB be closed for any length of time due to the new overpass.  | 4/26/2018     |
| Jeff and Sarah Kelly | Property Owner | 15912 Old Cheney Hwy                      | jkellycarpenter@aol.com   | 407-739-2422 | We would be interested in selling our entire property rather than live with the highway directly behind us. The noise and odors are detrimental to our health. Please consider an entire purchase rather than the southern half. I also feel the raised portion between Econ River and East River High School could be moved to the south to preserve our neighborhood. <b>Additional comment:</b> The southern half of property is on map for taking but that would put our home right up against highway. We have lived our entire life with open space behind our homes and this would be detrimental to our quality of life. We require selling the whole property.   | 4/26/2018     |
| Delanie Morehead     | Property Owner | 14217 Acorn Ridge Dr.                     | xholly70@yahoo.com        | 407-283-3925 | You guys suck! Single mom losses home. No where else to go can't afford where we are now. Thanks for destroying us!   | 4/26/2018     |
| Donna Ginther        | Property Owner | 1945 W CR419 Su 1141-206 Oviedo, FL 32766 | donnag@acwncw.com         | 407-737-1140 | When you do build, please do so responsibly. Whoever the general contractor is make sure they are dumping all the concrete washout, into an approved container. EPA fines can be \$37,500 per day if dumping in a pit it tears and poisons our aquifer, we get LEEDs credits for what we recycle Contact Atlantic Concrete washout.   | 4/26/2018     |
| Christina George     | Property Owner | 14032 Sycamore Tree Dr. Orlando 32828     | cc2159@aol.com            | 407-721-6827 | I ask you to not build- concerned for my neighbors and friends who could have nowhere to go. As a mobile home community FL Statute Chapter 73 regarding eminent domain has me concerned. Your study advises "acomodate the expected increase in traffic due to population and employment growth." What about those that do live work and play here now? Is this simply put "out with the old and in with the new?" Your study also has a concern with evacuation. I personally evacuate for every hurricane warning and never have an issue with it. There is a people impact with this extension and please don't turn a blind eye to that. Thank you. No Build  | 4/26/2018     |
| Carlos Pereda        | Property Owner | 14920 Little Manatee Ct                   | carloshpereda@hotmail.com | 407-802-3132 | Construction of 408 extension through existing neighborhoods not only decreases the property values but also affects the integrity of houses (My home got cracks whenever the space shuttle was launched, imagine when pilons are set on place) If we have to sue, we will to protect our homes and families.   | 4/26/2018     |
| Louis A. Dobles      | Property Owner | 1391 Caudle St. Orlando, FL 32828         | louis@louisdobles.com     | 407-963-0360 | Per your maps at April 26, 2018 meeting, my property is being impacted. Need to get a call back from right-of-way personnel. Have questions of basis of home cost, relocation moving cost, legal and appraisal cost reimbursement. My property is 3 yrs old, concrete block. Need to know lead time given when project is approved and I have to move. Thank you. <b>Letter Comment:</b> Mr. Sloup, My property (1391 Caudle St., Orlando, FL 32828, Lot #10) has now been chosen for a pond location as per your current alternate plan. There are locations in my area which are virgin land that can accomodate the ponds for the 408 extension. I want to go on record that my home was completed on April, 15th 2018. It is a new concrete block home. I attended your April 26, 2018 public meeting and spoke as well concerning my situation. I am 71 years old and 3 years ago I planned for my retirement and sold my home in the Waterford Lakes area of Orlando, Florida. The plan was to build an energy efficient concrete block home in order to lower my electric bill. It would have to be in a lot that was not controlled by any Home Owner Association in order to save money. The roof would be a hip roof in order to save monies on my home owner insurance. The home would be one story since climbing stairs would be an issue in the future.In addition, I built a smaller home since it would be occupied by my wife and myself only. The home was designed to provide for future wheel chair usage in the event that I needed a wheel chair or my wife. I took advantage of the lower mortgage interest rates on April, 2015 which was my closing date so as to control my living expenses. I am now retired and collecting only Social Security. In other words I was preparing for living on a limited income. If your project is authorized, it would cause me great hardship. If this project is started 3 to 5 years from today, I would have to start from square one at that time in order to plan my move. Mortgage interest rates will probably be higher, therefore increasing my monthly mortgage payments. I may not be able to purchase a home at the amount I paid for my present home. Also, I may have to be forced to live in a community which has a home owner association an this fact will probably contribute to an increased of my living costs. I am asking that you consider the land that is located west of my property since this land has no homes located on it for the required 408 expressway pond area. In fact, that was the area that was selected for the pond areas on your maps prior to the public meeting of April 26, 2018. In essence you would be destroying a brand new concrete block home which is situated on a concrete foundation. What was the criteria that changed the pond location? If this is a done deal which I suspect it is, what is the time frame for this type of project? How much lead time is provided before I would be required to abandon my property? As you well know a reasonable time frame would be required for any type of relocation preparation. Is moving costs included? Are legal fees paid for, since I assume I would have to obtain an Attorney. If you cannot answer my questions, please refer this letter to your right of way personnel since I need to speak to them. I would appreciate a decision concerning this matter in my favor. If you have any further questions please call me at my cell phone listed below or contact me via my email address which is also listed. Thanking you in advance for your cooperation in this matter. | 4/26/2018     |
| Ruth Ramcd           | Property Owner | 14252 Acorn Ridge Dr.                     |                           | 321-310-0536 | I would love to sell. My house is new I do not own the lot. Help me get out. It's a great idea!!!!  | 4/26/2018     |
| No name              |                |   |                           |              | Stay away from East Orange County!!!  |               |
| Anne Marie Ramirez   | Property Owner | 14178 Hunter Grover Dr                    | marie7044@yahoo.com       | 787-398-4259 | <b>Comment is from Owner's child:</b> So my comment is that is isn't fair for us children to play outside it won't be the same the air will be polluted there will be noise and some of our friend might have to move away and some animals and their environment will be hurt we love our neighborhood and we don't want to leave! <b>Additional Comment:</b> I am nine years old and I love my neighborhood with all my heart I grew up there all my heart is in that house I have so many memories there Please don't take my neighborhood away I beg you Imagine you having to move away from your childhood life! Please!  | 4/26/2018     |
| Valera Pinkard       | Property Owner | 1540 Barkwood Ln Orlando, FL 32929        | valerapinkard@gmail.com   | 407-844-0802 | <b>Comment from Owner:</b> We are a military retirement, just moved, purchased a home in Deerwood cash, and just found out. I am appalled at this atrocity to people, Florida and the environment. This is such a unique area our joy has turned to "concern" are you concerned. We take care of our three grands, we love Deerwood, the people and our home. <b>Comment from Child (Aniyah Nino):</b> I don't like what you guys are doing you don't care about us you care about yourself.  | 4/26/2018     |
| Andy Rodriguez       | Property Owner | 1564 Barkwood Ln 32828 Orlando FL         | wize872@yahoo.com         | 407-800-1927 | I am opposed to this! I'm not happy at all. If this highway is build. I will be losing value to my home. What am I to do if I can't sell my house??? Where do myself and my four kids go???   |               |



| Name   | Representing   | Address  | Email Address               | Phone Number                               | Comments/Questions   | Date Received |
|--|----------------|--|-----------------------------|--|--|---------------|
| Spencer Weaver                               | Property Owner | 514 Hamilton Dr. Orlando FL 32833                              | sweavertriangle@hotmail.com | 407-683-8718                               | 1. Is there a schedule for construction available? 2. Will Hamilton Drive be paved as a part of this project? 3. My residence has flooded 3 times in 10 years. Is the new road going to make flooding better or worse? 4. Several of us hunt deer and boar for food. What impact will this project have on deer and boar populations.  | 4/26/2018     |
| Jon Seiler                                   | Property Owner | 200 Story Partin Road 32833                                    |                             | 407-768-5587                               | As someone who travels, this road is desperately needed. Although I will be displaced, I cannot imagine living in orange county if the FDOT road along HWAY 50 is used. That would be a nightmare I cant imagine.  | 4/26/2018     |
| Eric Cress                                   | Property Owner | 2117 Ft Christmas Rd.  |                             |  | Opposed to 408 extension. Opposed to more development and destruction of the environment and rural areas.  | 4/26/2018     |
| Patricia Conklin                             | Property Owner | 1212 Marsh Creek Lane  | triciak68@yahoo.com         | 407-731-3221                               | Think that this is not even taking in consideration of our homes.. The air and noise pollution will be greater than they say.  | 4/26/2018     |
| Bobby Turner                                 | Property Owner | 17764 Evans Trail  |                             | 407-797-4360                               | I am against and I have a lot more to say...   | 4/26/2018     |
| Donald Hastings                              | Property Owner | 15295 E. Colonial Dr.  | hiddenriverpark@aol.com     | 407-568-5346                               | I think generally this plan is much better than the turnpikes authority plan to extend 408 down hwy 50.  | 4/26/2018     |
| Tom Narut                                    | Property Owner | 14620 Josair Drive, 32826                                      | tomnarut11@gmail.com        | 407-249-8853                               | I am unclear/confused between the CFX effort and the FDOT effort (similar meeting later in May).   | 4/26/2018     |
| Bill Vincet                                  | Property Owner | 3519 Oriskany Dr. Orlando FL 32820                             | bvincent316@gmail.com       | 407-382-0448                               | Looks like proposal routes is best option and makes sense.   | 4/26/2018     |
| James Chorman                                | Property Owner | 14073 Hunter Grove Dr. Orlando FL 32828                        | doctorchorman2020@gmail.com | 407-223-8218                               | My home is located out of the construction zone in the front part of Deerwood MNP-- so I don't lose my home-- However, with this mess you are building through my community -- the vaule of my home is gone. No one will buy it--it has no resale value. Also the enjoyment of our home is also gone as fumes and noise will make it awful outside especially my wife who has COPD and a heart condition. This project should not be built through the current proposal corridor.  | 4/26/2018     |
| Kristina Teed and Lisa Neuner                | Property Owner | 18418 16th Ave Orlando, FL 32833                               | kmtcountry@gmail.com        | 407-412-8824                               | With this project the 408 will be at my back door the lady laughed and said "oh your safe they to take your home." Well its going to be at my back door this massive eyesore creating noise and traffic. I believe if you give the option to build something like this you should offer the people within 1/2 mile on bothsides the option to negotiate and buy out I don't want to live my hard earned life where I like less concrete to stare at a huge concrete wall. Give us the option to have a place to live that we enjoy and that includes our surroundings with this low income housing make it with our wild how would you feel to open your back door and see this. Shameful.   | 4/26/2018     |
| Oswaldo Betnacourt and Rita Busto-Betancourt | Property Owner | 7 Murray Rd Montvale NJ 07645<br>18843 Lansing St, Orlando, FL | osribb@aol.com              | 201-406-7894 (CELL)<br>201-505-0086 (HOME) | 18843 Lansing St, Orlando, FL I completely oppose to sell my property. This represents 40 years of hard work without enjoying life. Thinking for my retire years and the payment for my daughter career (16 years old). Rita and Osvaldo Note: Any questions feel free to contact us. <b>Additional Note from Osvaldo:</b> We bought our trailer park in 2015. My wife and I live in N.J. We are senior citizens. This situatin is already "impacting" our lives. We cannot move to Orlando, because we do not know the outcome of this project. We thought that this park would provide income for us and for my 16 year old daughter career. Osvaldo Betancourt P.S. For anything please contact me.   | 4/26/2018     |
| Maria Abud                                   | Property Owner | 14186 Hunter Grove Drive, Orlando, FL 32828                    | mariaabud10@yahoo.com       | 646-684-9310                               | Yo vivo en Deerwood Fase 1 no me afecta directamente, pero los ruidos, el polvo, los gases, nos afecta yo me levanto a las 3:15 a.m. Lunes a Viernes. Yo se que necesitamos este expressway por el trafico. Pero pienso que no se deve dividir la comunidad. Pienso que deberían eliminar la fase 1 porque nadie nos comprara nuestras casas, recomiendo que compren los terrenos del frente y hagan un parque, eliminen las casas de frente. <b>English Translación</b> (I live in Deerwood Phase 1 does not affect me directly, but the noises, dust, gases, affects me. I get up at 3:15 a.m. Monday to Friday. I know we need this expressway for traffic. But I don't think we should divide the community. I think they should eliminate phase 1 because because no one will buy our houses, I recommend that they buy the grounds of the front and make a park, eliminate the houses in front).   | 4/26/2018     |
| Carmen Ramirez                               | Property Owner | 14151 Hunter Grove Drive, Orlando, FL 32828                    | cjlopez48@yahoo.com         | 407-692-2436                               | No estoy directamente afectada dentro del área amarilla pero tendría algún impactó negativo los que vivimos en las primeras líneas como, ruidos, contaminación. Cuales serian las mejores opciones para los residentes si se divide Deerwood y quedaremos aislados las primeras líneas el valor y categoría de nuestras casas cambiarían, pero si se nos cede el terreno no tendría el mismo impacto negativo...bajo la administración de Deerwood ya que nuestros hogares perderían valor. <b>English Translación</b> (I'm not directly affected within the yellow area but it would have some negative impact for those who live in the first lines like, noises, pollution. Which would be the best options for residents if you divide Deerwood and we will be isolated the first lines the value and category of our homes would change, but if we are giving the land would not have the same negative impact...under the administration of Deerwood since our homes would lose value).  | 4/26/2018     |
| Lusi A. Molina                               | Property Owner | 14022 Satin Grove Ln, Orlando, FL 32828                        | luishirozis@gmail.com       | 407-218-1605                               | Para quien pueda ver mi situación no me afecta para nada, yo estoy de acuerdo con que lo hagan. <b>English Translación</b> (For those who can see my situation does not affect me at all, I agree with you to do it).  | 4/26/2018     |
| Yanie Huerta                                 | Property Owner | 14026 Satin Grove Dr, Orlando, FL 32828                        |                             | 321-512-3750                               | Estamos de acuerdo si nos dejan en el mismo lugar que vivimos y nos venden el terreno de nuestro mobile home. <b>English Translación</b> (We agree if they leave us in the same place we live and sell us the land of our mobile home).  | 4/26/2018     |
| Francis D. Davis                             | Property Owner | 808 Lockwood Drive, Orlando, FL 32833                          |                             |  | I OPOSE the proposed 408 corridor 4 in East Orange County. I would like to see a pause in Central Florida Expressway's project to allow the Florida Department of Transportation to conduct their study and hopefully take over and put the 408 extension down along the State Route 50 corridor. It just make sense to follow a route already there rather than winding down through settled neighborhoods, uprooting and wildlife, and destroying everything in its path. Stay out of the neighborhoods!   | 4/26/2018     |
| Carol M. Needham                             | Property Owner | 808 Lockwood Drive, Orlando, FL 32833                          | Carolneedham1034@gmail.com  |  | TO WHOM IT MAY CONCERN:<br>I write in opposition to the CFX proposed 408 extension corridor 4 in and through East Orange County. I am the homeowner of 808 Lockwood Drive. I reside on property that will be totally destroyed to make way for the 408 extensions if CFX proceeds with corridor 4. I had intended to grow old here and am sick and heartbroken that the CFX study puts the 408 right through my home and entire property. My neighborhood will be totally transformed into a highway. My neighbors and quiet neighborhood will be gone; sensitive wildlife that I have watched on trail cams of key deer, gopher tortoise, Eagles, Split tail kites, and owls, will be gone; and the Econ will be negatively impacted. I do not want to see this happen. I do not want the 408 through our neighborhood and forests. I ask that the CFX please abate their project and let the FOOT continue with their study of extending the 408 along the State Route 50; or alternatively, revisit an alternative route, or simply don't build. Maybe work WITH FDOT to utilize the State Route 50 corridor as was originally preferred.Thank you.   | 4/26/2018     |
| Bob Sanders                                  | Property Owner | 2816 S. Shine Ave, Orlando, FL 32806                           |                             | 407-459-5617                               | On the matter of the proposed extension of Rt. 408: It is my opinion that this expressway extension should not be built- at all. These projects are often promoted as necessary to alleviate traffic congestion - congestion resulting from development. What is also known is that new, extended, or expanded roads and highways in fact promote and stimulate more development and sprawl. This is one reason why these projects are endorsed in the first place. So we're left with a contradiction and the following absurd formula: development+ traffic=highways = development+ traffic= what? More roads and highways? Where does it end? It seems insane or corrupt- or both. At best it's irresponsible. Central Florida is becoming an overcrowded, ugly place, carved-up by so many roads and highways, smothered in concrete, asphalt, and sod. This trend threatens our collective quality of life and Florida's unique and beautiful natural heritage. Our limited and fragile water resources are not inexhaustible nor secure from further contamination, degradation, and loss. At some point there has to be a moral and ethical reckoning when short-term profits and economic growth will certainly leave a legacy of agony as a place where people once loved to live becomes a place where many will hate to be. | 4/26/2018     |

| Name            | Representing   | Address                             | Email Address     | Phone Number | Comments/Questions   | Date Received |
|-----------------|----------------|-------------------------------------|-------------------|--------------|--|---------------|
| William L. Pons | Property Owner | PO Box 677399                       | Badbill10@att.net | 407-568-6112 | <p>My name is William L. Pons, a 25 yr resident of East Orange County. I am submitting this written statement in addition to the oral presentation I made at the April 26th public hearing for the 408 East Extension!</p> <p>1. The desire to extend the 408 East Expressway came from an Orange County Commission meeting promoted by Ted Edwards resulting in a 4 to 3 vote October 2016 to approve the Lake Pickett Housing development over the protests from a vast majority of existing residents.</p> <p>2. We the people then voted Ted Edwards out of the Commissioner's office at the next general election on November 2016. (for not supporting his constituency))</p> <p>3. Emily Bonita, who campaigned against this development, won the East Orange seat. However, the vote was already cast, and the commission decided not to override the Ted Edwards supported 4-3 vote. During the prior Lake Pickett public meetings there was a loud concern about creating traffic problems and destruction of our rural Quality of Life in Bithlo and East Orange County!</p> <p>4. The 408 East Extension group started planning a route to alleviate only the coming traffic problems caused by the Lake Pickett and other potential developments, with limited or no concern for the rural lifestyle and quality of life issues in Bithlo and East Orange County. The engineering group professed that they considered environmental and other important issues. But building a toll road requiring a new bridge across the Econ River and destroying the homesteads of many East Orange citizens is hardly a benevolent project.</p> <p>5. Using a biased evaluation method this route is presented basically parallel to Route 50 with a new Econ bridge about % miles from the just recently rebuilt bridge on Rt. 50.</p> <p>6. There are many problems with this route, and I will address some: a. To remove excess traffic on Rt.50 CFX planned to start the new route at Rt. 50 west of Lake Pickett, but instead of removing traffic, and terminating at State Road 520, they dump it back on Rt. 50 at the worst possible location at the Bithlo Race Track. At 5 p.m. on Wednesday, Friday and Saturday there are traffic jams from trucks pulling race cars and spectators going to races along with normal end of work day traffic. The engineers presented a plan to further extend the toll road across Rt. 50 but this could take many years to happen, and we the people are stuck with more horrific traffic jams on Rt. 50. Also, it should be noted that 1+ years later the Lake Pickett development has not even started, due to legal challenges. b. The planned Route goes right by 17th Street in Bithlo causing residents to lose homestead to Eminent Domain. They maybe get \$50K for single or double wide mobile homes and now where do they go? Across 50 to Cypress Lakes or Corner Lakes where the typical homes sell for \$200 k to \$250 k. These are low income residents with little money to relocate! Also, they have lived here for over 25 years on average, love the rural lifestyle and do not want to leave. There are virtually no for sale signs in Bithlo. c. The "lucky" residents of the south side of Bithlo that get to stay, are now surrounded by 24 hours of high traffic on Rt. 50 to the north and the high traffic on the planned 408 toll road one mile to the south of Rt. 50.</p> <p>d. Building a new bridge across Econ River. (FOOT just completed the new bridge on Rt. 50 just 1/2 mile away). Impacting environment and surrounding wet lands. Engineers state that constructors will use the 70-year-old road base of Old Cheney Highway to build the % mile bridge across the Econ and not disturb the wetlands is a dream!</p> <p>7. There are much better routes if 408 has to be extended - a. Go South of Village of Bithlo, save the rural village maybe thru some cattle ranch land. But people must have have higher consideration than cows.</p> <p>b. Continuing South of the Bithlo Race Track and terminate at Rt. 520 N of Wedgefield, where there are no homes and just dry pinelands instead of back on Rt. 50 at the race track. This was the Corridor #4a/5 in the original route alternate study! And the best for most concerns, particularly the people.</p> <p>c. Engineers have stated this route goes thru some conservation land at Longbranch Park. This is unused park that is only an overgrown 2 track with nothing else with a 10' wide creek where no one goes!</p> <p>d. East and south of the racetrack 408 engineers are worried about conservation land with dry dead pine forests, but willing to destroy wetlands at Econ River Y2 mile on each side and build a new % mile bridge Y2 mile from the recently rebuilt 6 lane Rt 50 bridge.</p> <p>e. CFX engineers need to attempt to get an easement on these conservation areas to develop a reasonable route for the 408 East extension that doesn't destroy people's homesteads, the quality of life and rural atmosphere in East Orange County. There have been many projects and developments in Florida where the politicians have supported, that have traded wetlands and conservation areas for other considerations. These areas in Corridor #4a/5 of the original alternate study aren't even wetlands, just dry pinelands with no homesteads! Go do it!</p> <p>f. The original alternate Corridor #4a/5, South of Bithlo, South of the Bithlo Race Track, and extending to Rt. 520 instead of a new bottleneck on Rt. 50, is by far the "Best Possible Route" with least impact for everyone!!!</p> <p>8. Private Property Rights: a. I respect private property rights, but when development approvals create infrastructure and traffic problems, which require the 408 Expressway extension, which in turn causes the destruction of people's residences, and quality of life, this is a major problem!</p> <p>b. We have the rule of law, but somehow the rights of existing residents, particularly in the rural environmentally sensitive, low income areas of East Orange County, Deerwood and Bithlo have to be heard and addressed! At the public CFX meeting on Thursday, April 26 2018 (the 1st time residents could comment) over 95% of the speakers (present residents) strongly voiced their opposition to the CFX toll road eastern extension and particularly the destructive routing!</p> <p>9. FDOT Meeting: a. Public meeting is scheduled with FOOT on May 10th 2018 to discuss the project to expand Rt 50 to 6 lanes, similar to the expansion to 6 lanes from St. Rd. 436 to Avalon Blvd. The present expansion of Rt. 50 and the reworked turn lanes has been an excellent improvement for everyone! However, it appears we have the FOOT and CFX fighting with each other to see who develops East Orange County first. This is a disgrace; all State of Florida departments should be working together for the benefit of the "People" not the agencies!!!</p> <p>10. Conclusion - a. I have many other reasons to change this route to the original alternate Corridor #4a/5 with the least impact to people, environment, cows and money but the best resolution, if the CFX will not get an easement on some conservation lands, to approve Corridor #4a/5: is to 6 lane Rt 50 from Avalon Pk. to Rt. 520 instead of CFX toll road extension of 408 at this time. P.S. There is a theory in real estate that if you build it they will come, but there is a corollary that if you don't build it they won't come!</p> | 5/7/2018      |
| Dorothy Springs | Property Owner | 16524 Hamilton Dr. Orlando FL 32833 |                   |              | <p>Mr. William Sloup- I bought this lot in the 70s after I paid for it I had my home built. I like this neighborhood, its quiet but close to everything even my part time job. I'm blessed with good health, good neighbors and my home is now paid for. I have no family here and I am 80 years old. I don't know if I can start over again. I wish you would please rethink this 408 route.</p>  |               |

SR 408 PD&E Study Public Hearing Emailed Comments

| Name                   | Representing                        | Address   | Email Address             | Phone Number | Comments/Questions  | Date Received |
|------------------------|-------------------------------------|---|---------------------------|--------------|---|---------------|
| Elizabeth Carrasquillo | Property Owner                      |   | revelizabeth@msn.com      |              | Love your new plan. That will keep an elevated from in front of my community Fairways.  | 5/7/2018      |
| Donna Dale             | Property Owner                      |   | rgddld@icloud.com         |              | I vote for the CFX plan thinking that would benefit Fairways community the best   | 5/6/2018      |
| Victoria Mattera       | Aide for Commissioner Emily Bonilla | Orange County, District 5                             | Victoria.Mattera@ocfl.net | 407-836-7362 | Memorandum, from Commissioner Emily Bonilla: May 4, 2018 Future Toll Road Projects: After receiving numerous complaints from the residents of Orange County, I have asked for a combined community meeting with the Central Florida Expressway Authority, the Florida Department of Transportation, The Florida Turnpike Enterprise, and myself, but my request has been denied. Please allow the residents the ability to see the results of the studies from both projects by side and provide their comments in an open forum to provide feedback. Thank you   | 5/4/2018      |
| Rosemary Wozencroft    | Property Owner                      |   | rosemarywoz@icloud.com    |              | Writing you to give my opinion that it would be better to do the CFX way.   | 5/2/2018      |
| Bobby Beagles          | Property Owner                      |   | brbeagles@gmail.com       | 407-568-4628 | Please build the expansion to Hwy 520. As a resident of East Orange County we need a way out and less traffic jams. No one likes to pay tolls but I'll pay them instead of wasting fuel sitting in a traffic jam and a red light. Thank you.  | 5/1/2018      |
| Vicki Beagles          | Property Owner                      |   | vlbeagles@gmail.com       |              | I am very much in favor of the 408 expansion. East Orange Co. is growing but the traffic is almost at a standstill on hwy 50. We need to keep up with the times and growth. Please extend it to Hwy 520 as another means of evacuation during storms and emergency. Thank you   | 5/1/2018      |
| RJ Mueller             | Property Owner                      |   | rj@rjmuelлер.net          |              | Unfortunately I was unable to attend the community meeting on the 408 expressway due to work commitments but wanted to provide feedback.<br>After reviewing all the alignments and the final pathway the 408 extension would take, I feel the design team found the best possible alternative for the expressway. The pathway has minimal impact to the communities as well as is the least impactful to the environment. The crossing of the Econ is at a spot that has the shortest width and was crossed before at this location and the pathway to the east skirts the wetlands. I don't think there is any better pathway. Also from what I have heard the community meeting brought out those impacted directly who spoke against the expressway but the value to the entire community must be considered. People who are not impacted generally do not attend meetings like this. Whether we like it or not, this area is growing and will continue to grow and there must be more roadway to move traffic. Hwy 50 will be at capacity in a few years and there will need to be an alternative. This roadway is that alternative for day-to-day traffic and let's not forget evacuation in times of hurricanes. Please take into consideration all of the people who this roadway will serve and not just the few that are directly impacted.  | 4/28/2018     |
| Osvaldo Betancourt     | Property Owner                      | 18843 Lansing St, Orlando, FL                         | osribb@aol.com            | 201-906-7894 | To whom it may concerns:<br>We are the owners of the Trailer Park located on 18843 Lansing Street Orlando, Florida. We bought this property in 2015.<br>We acknowledge the fact that if SR 408 E is built, it would certainly alleviate the traffic in the area, and it would bring revenue to the State as well.<br>We take this opportunity to advise you that we completely oppose to sell it. We are senior citizens that view this piece of Land as a source of income to supplement our small social security pension and to help our 16 year old adoptive daughter to pay for her education. We have made many improvements in the park. At this point it would be impossible for us to buy a property like this in Orlando. For us this property is priceless. Please, feel free to contact us at any time.   | 4/28/2018     |
| Carol Mincemeyer       | Property Owner                      |   | cmincemeyer45@gmail.com   |              | My husband and I are asking for you to please use the CFX plans in moving forward with this extension. We are Fairways residents and definitely feel that the CFX plan is more feasible for everyone involved and that travel to and from all of these areas. Thank you.  | 4/27/2018     |
| Nancy Cruey            | Property Owner                      |   | florida_adjuster@live.com |              | I am in favor of thw CFX plan vs the FDOT plan. I am a resident in the area and will be effected directly by the decision.  | 4/27/2018     |
| James McGrath          | Property Owner                      | 2157 Pebble Beach Blvd Orlando FL 32826 (fairways CC) | jpmcgrath@cfl.rr.com      |              | I live in the general area of this project and would like to voice a preference for the CFX proposal that runs south of Hwy 50 to the 520 terminus. Any additional use of Hwy 50 doesn't seem practical at all. This already is a heavily used thoroughfare   | 4/27/2018     |
| Thomas Pastore         | We The People                       | Orlando, FL 32828                                     | wetheepeople@aol.com      | 407-381-5630 | April 26th ....Last Meeting on 408 EXTENSION WITH THE PUBLIC... NO SHOW FOR ALL THE CFX AUTHORITY BOARD MEMBERS THE ARROGANCE & THE IGNORANCE...How does one call a meeting the hear the Publics last opportunity to express their thoughts on a possible extension of 408, and (then), no show-up to listed to The People, you Invited???This is what happened at the meeting last evening in East Orange County area where approx. 200 local citizens took time from the daily lives to voice their thought on the "Road Rampage" through Central Florida that CFX has chosen to continue...Not (1) one member of the Board was sitting at the Dais to attend and to listen to the thoughts, concerns, beliefs, fears, and opinions of those whose properties and lives they wish to Bulldoze through with their Administrative Machinery. "Cardboard cut-outs" of CFX members would have served a better purpose sitting at the table then the (2) two stoic "Sacrificial Lambs" the had "installed" in front of the 200 or more citizens. Jennifer Thompson was hiding in the back of the room, and was told to identify herself only when asked. Ms. Thompson wears 2 Hats,...as a County Commissioner (which she chose to declare last night), and also as a CFX Board Member. Last night, (I suspect) the fear of hearing the truth made her ignore her duties as a CFX board member, as she displayed a lack of concern for listening to the people...**Where was Our Mayor and Board Members Theresa Jacobs???... Is it already time to Campaing for the School Board??? All-in All, .... CFX displayed the Arrogance and the Ignorance of who they are. Consider the following... Their lack of Co-operation with the State Agency, FDOT, as they now both compete with adversarial proposals for what to do, as they wish to extend express pathways towards I-95,...(*I beleive there is a Bigger story behind those Close-Doors),...Why are (2) two Representatives Agencies "Battling for the Publics embrace for their totally different "PLANS" for a future road-way ?? Should not they have met privately and presented the People with a Consensus plan, that exhibited professionalism, and unanimous concern and support for the people and our Environment (FIRST)??<br>.....Their (CFX), lack of concern for the People who's Homes which will be Bulldozed by "Studies" that consider all except the Lives of the People they will destroy, was Reflected last evening, when CFX, and their Arrogance and Ignorance prevailed, and they chose to abandon the People who's Lives they have chosen to Destroy. They clearly felt sitting down and listening to the people for an Hour or Two, was just too much of a strain. Hearing the TRUTH can do that to People sometimes.....*It should be Noted that only (1 ) person spoke in Favor of the proposed Highway. You can do the Math on how many were against this Boondoggle and Intrusive proposal!!<br>.....They showed a proposal that clearly defined that Noise Decibels will increase to at least 76db. I suspect even higher. Health studies have shown that any prolonged DB increases over 65db, can contribute to permanent hearing loss. I guess that matters little to them!!!.....We have this Bizarre concept that (we think), we can "Mitigate" the "Destruction" of wetlands with Nature!!.....REALLY.....Who is sitting at that table (on behalf of Nature), when we decide to Destroy wetlands, as we convince ourselves we can substitute engineered Holes in the grounds to maintain proper rains water levels, to sustain our very existence?..... And that we can do it, as well as the Natural Wetlands??....Building further Toll roads only allows for the further existence of an Authority that was supposed to eventually extinguish itself. I do not want an Authority that wishes to extinguish Life Itself, for the purpose of furthering their existence.<br>.....They've shown us last night that we don't matter, as they declared themselves Invisible, and Unconcerned to the People. They (CFX), were the only one's who DID NOT attend a meeting they Authorized, and Invited us to attend, so they can hear-our-words.....WHY would we think that they will give any more consideration to the much-needed preservation of our Environment, and a very much-needed controlled stability of Growth, when We-The-People were Ignored and Disrespected!!!. Thomas Pastore / 407-381-5630 / Orlando, Fl. 32828.....You may have awoken a "Sleeping Giant",.....Do not count your Toll-Booths before they are built. | 4/27/2018     |
| David Mitchell         | Property Owner                      | 1984 Cascades Cove Dr Orlando FL 32820                | davemitchellrcj@gmail.com | 312-203-9356 | I would like to amend or replace the public comment I made last night at the meeting with the following: I generally support the idea to extend the 408 expressway, but do not support this alignment.The 408 extension will alleviate traffic issues in the area and potentially increase commercial and retail opportunities nearby, but the SR 50 right-of-way is the proper place to build the extension. After hearing the comments of affected residents, I now realize the CFX option takes too much of a toll on existing communities, businesses, farms, and the environment when the necessary right-of-way already existed to accomplish the objectives. Please defer to the state and allow them to build the Colonial Parkway project.   | 4/27/2018     |
| Mary H Keim            | Property Owner                      | 4726 S Fern Creek Ave, Orlando, FL 32806              | rssmhk@gmail.com          |              | Dear Mr. Sloup,<br>I am writing to urge the CFX to avoid Public Conservation lands such as Long Branch Preserve, Pine Lily Preserve and Hal Scott Preserve. These should remain as the valuable conservation lands that they are.<br>I also urge CFX to minimize damage to the Econlockhatchee River Swamp and maintain wildlife corridors by elevating the expressway at that location as shown on the Project Alternative shown in the April 2018 Newsletter <a href="https://www.cfxway.com/wp-content/uploads/2018/04/SR408-Eastern-Ext-Study-Newsletter-April-2018-FINAL.pdf">https://www.cfxway.com/wp-content/uploads/2018/04/SR408-Eastern-Ext-Study-Newsletter-April-2018-FINAL.pdf</a> .<br>With disappearing natural lands that provide wildlife habitat and protect our water and air, it is vital that we maximize protection of existing lands and corridors between these lands.<br>Thank you for prioritizing habitat protection.   | 4/26/2018     |



SR 408 PD&E Study Public Hearing Emailed Comments

| Name              | Representing   | Address                                      | Email Address        | Phone Number | Comments/Questions  | Date Received |
|-------------------|----------------|--|----------------------|--------------|---|---------------|
| Jim and Joy Lynch | Property Owner | 1957 Wilmington Court, Orlando, FL 32826     |                      |              | To Whom It May Concern:<br>My name is Joy Lynch. My husband Jim and I are residents at the Fairways 55+ Community. We have been reading about the 408 Extension and would like to express our opinions that we would most certainly rather have the State go with the CFX plan instead of the DOT plan. We believe the DOT plan would severely reduce property values and also make it extremely hard to sell homes here in the Fairways. On top of that, it would be an eyesore in front of the community.<br>Thank you for your consideration.  | 4/26/2018     |
| Rex Wheeler       | Property Owner | 14325 Lake Underhill Road, Orlando, FL 32828 |                      |              | What noise study was done and day/time? If the study was done during the Summer (no school) and during middle of the day, that defeats the noise from weekends and weekly early morning and nights. What recourse will our development get for the increase of poor life style quality living in this newly created noisy development of a road extension?  | 4/26/2018     |
| Randall S. Snyder | Property Owner | 4726 S Fern Creek Ave, Orlando, FL 32806     |                      |              | Dear Mr. William F. Sloup,<br>In constructing the SR 408 Expressway Eastern Extension, I urge the CFX Authority to avoid public lands and to restrict any incursions onto the Econlockhatchee River flood plain such as bridge crossings to flyovers in order to reduce environmental impact. Thank you for the opportunity to comment on the project.  | 4/26/2018     |
| Thomas Pastore    | We The People  | Orlando, FL 32828                            | wetheepeople@aol.com | 407-381-5630 | Beauracracy at it's worst????.....CFX vs FDOT???.....SR-408, Extension proposals. Why are 2 State Agencies presenting 2 different proposals at different times / locations on same roadway?<br>Bureaucracy at it's worst????.....CFX vs FDOT ???..... SR-408 East, Study(s) / Extension proposals?????<br>.....Why are two (2) State Agencies presenting two (2), different (SR-408), extension proposals at different times / locations? How does this Help the Public understand, consider, and support either or none??? Aren't we ALL (Supposed to be) working towards what's BEST for Florida and it's People??<br>////////////////////////////////////<br>Mayor and Commissioners, Request for Delay / Extension of "Final Comments" on CFX Proposal; (May 7th final comments)<br>The reasons are quite evident, and necessary. How can the Public effectively present comments / opinions on the CFX proposal (last day May 7th), when on May 10th, FDOT is having an Informational meeting, (for the Publics good), on the same SR-408?? I do not understand in any degree why (2) two Florida Agencies are presenting (2) two different proposals to the Public, (SR-408 / Extension), and (also) at different times and locations. How is the Public able to present any proper / educated comments, when opposing proposals will only add confusion to the Public who at best are "Layman", in such complicated presentations. If this is a "Competition" or "Conflict" between these (2) agencies, then it should not be at the Publics expense. Furthermore, any differences from either Agency, should have been discussed and vetted prior to all / any Public Hearings, and the Proposal should have been a Professional and Joint presentation, with (only) the best interest of the Public at the Heart of any discussions and presentations. I am simply not seeing any such priority concerns in these presentations. Two State Agencies spending Millions of \$ "Our" \$ dollars to present Opposing presentations, at different times, at different meeting locations and with different comment periods, and We the PEOPLE, have to try and decipher what is best for anyone. Perhaps the answer may lie between these (2) two varied proposals or they may Cancel themselves out !!.....Bureaucracy at it's worst????..... * With these concerns in mind, I ask the Mayor of Orange County,(as a CFX Board Member), and with the persuasion of the Commissioners, to delay any (CFX)-"Final Comment" period, until there are some joint discussions amongst both CFX & FDOT, where the Public is given (in a coordinated fashion), information on both projects proposals and "Final Comments" (for both), fall on the same agreed upon date. That is if both Agencies really wish to Hear from US!! I find this practice, as (they are),State representatives,(and operating separately), as being Disingenuous to the Public-at-large, and an overall Disservice to the relationship between We-the-People, and those that have sworn an Oath to represent our needs, as opposed to the needs of the individual Agency(s).**There is an April 26th (CFX), meeting this Thursday evening, and the People would like to know.....Please reply, (Orange County) as soon as possible. Thomas Pastore / 407-381-5630 / Orlando, Florida, 32828. **For anyone wishing to submit comment to CFX over this (partial),"presentation" of expanding (SR-408-Toll road), here are some E-mails;... 408study@cfxway.com, construction@cfxway.com, kevin.darty@cfxway.com, carla.alford@cfxway.com, cfxwayemployees@cfxway.com,district4@ocfl.net, district5@ocfl.net, district6@ocfl.net, mayor@ocfl.net, Bill@billnelson.senate.gov, rick.scott@eog.myflorida.com, stewart.linda.web@flsenate.gov, carlos.smith@myfloridahouse.gov. | 4/23/2018     |
| Kathy Sasko       | Property Owner | 1209 Marsh Creek Lane, Orlando, FL 32828     | kathysasko@att.net   |              | Dear Mary, Thank you for getting back to me as fast as you did. My full address is 1209 Marsh Creek Lane Orlando, Fl. 32828. The new 408 extension that is going to connect to SR 502. This the new road we are worried about. We are right off of Pel St. and I see there is going to be a new on and off ramp added on Pel St.  | 4/19/2018     |
| Thomas Pastore    | We The People  | Orlando, FL 32828                            | wetheepeople@aol.com | 407-381-5630 | SR 408 Extension PD&E   Central Florida Expressway Authority.....Is This Needed!!.....EXTENDING SR-408 is only an invitation for more and more Residential / Commercial CONSTRUCTION<br>A SR 408 Eastern Extension PD&E Public Hearing will be held on Thursday, April 26, 2018, from 5:30 p.m. to 7:30 p.m. at East River High School, located 650 East River Falcons Way, Orlando, FL 32833. The hearing will begin as an open house at 5:30 p.m., with a formal presentation at 6:30 p.m., followed by a public comment period.<br><br>.....The comments / information below was sent to the applicable Commissioners and Mayor of Orange County, and regional Media....*There is No need for an Extension of the SR-408 at this time. All this will signify is that Orange County is "Rolling-out-the-Red-Carpet" (at our expense), for the Continued Destruction of our Needed Wetlands, and the Further Depletion of Central Florida's Resources.....Construction Magnates, (usually from other States), will roll-out the Blueprints of High Density Housing and Repetitive / Carbon-Copy, Commercial ventures, dictating to a Complacent Orange County Commission, ...."What-is-Best-for-our-area".....NO THANKS!!.....Readers of these concerns,.....Please attend!! ...Extending SR-408, is only an enticement / A TOOL, that Contractors / Builder's, will use to draw more and more "NEW" Residents, to live in High Density compacted "Homes", placed on Filled-In,(and Lost Forever) Wetlands!!.....We-The-People, must finally arise and demand that it is US-The People, that needs representation, as we are the Community. Not the Planners, nor the Commissioners, nor the Contractors with promises of; un-kept, and un-needed "DREAMS". Mother Nature has NOT had anyone at the "Table of Mitigation" for far too long, so we must Represent the needs of Nature, which are our very needs for our Survival, as both Citizens, and as a Community. Readers of these concerns,.....Please attend!!  | 4/18/2018     |

SR 408 PD&E Study Public Hearing Emailed Comments

| Name           | Representing   | Address   | Email Address        | Phone Number | Comments/Questions   | Date Received |
|----------------|----------------|---|----------------------|--------------|--|---------------|
| Thomas Pastore | We The People  | Orlando, FL 32828                                 | wetheepeople@aol.com | 407-381-5630 | SR 408 Extension PD&E   Central Florida Expressway Authority.....Is This Needed!!.....408 extension is only an invitation for more and more Residential / Commercial CONSTRUCTION Commissioners / Mayor; Will you be in attendance at this prescribed meeting next week?....Represent the People?? The Residents of East Orange County must question if this extension is needed. CFX continues to go beyond the scope of their duties and obligations as they only prolong their existence as an Agency by creating (questionable), work, instead of concluding the present work, and thus their existence. There are many concerns this County may have turned a "Blind-Eye" towards in the name of "Progress". The only need to continue building / extending 408, is to also extend an Invitation for others to expand and create more Housing. More Housing means more of a drain on our scarce water supply. More Housing means a further drain on our delicate and easily exhausted Utilities, as we extend their use beyond our capabilities. More Housing means a further defiance of Nature's carefully designed Wetlands. Every Housing project built may suggest a "NEWLY" created flood zone a mile or so away, where none existed a year ago. Filling in Natures wetlands and replacing them with some "engineered" retention pond(s) is just not the answer. Natures design of Wetlands is not something we can minimize, and trivialize, by digging holes in the ground, as replacements for the complex intentions of Natures (wetland)designs. Simply because we think we can mitigate with "Mother Nature" on how and where down-pouring water should go, and be contained, is only to exclaim our ignorance. Our arrogance suggest that we know better, but reality dictates we have learned very little. Our memories have grown dim on all the Flooding the last Hurricane gave us. Much of that can be attributed to our Destruction of Wetlands for the un-tethered / residential and commercial building that has impacted all of East Orange County. The continued construction / extension of 408, is simply an invitation (by design?), to allow more and more construction, as we drain more and more of our Life-Giving Water and other Utility Resources. In the last 24 years that I have lived in this County, I have never heard a Declaration of a MORATORIUM on construction in this County, so as to Preserve the integrity, uniformity and compatibility of the community, and the natural landscape surrounding the County. This would also allow for the usage of Millions of square feet of existing Commercial space that sits unknown and unused throughout this Eastern part of the County.....One Idiotic (Housing), concept after another has only allowed more people to live in Less square footage, thus tripling the impact we are forcing on our precious resources. ....THIS IS NOT PROGRESS, and extending the 408 serves not-one of the Citizens you represent.....It is only an Invitation for those who wish to profit off of a County and location they don't live in...For once think of the People....Thomas Pastore / 407-381-5630.<br>SR 408 Eastern Extension PD&E Public Hearing Date Announce A SR 408 Eastern Extension PD&E Public Hearing will be held on Thursday, April 26, 2018, from 5:30 p.m. to 7:30 p.m. at East River High School, located 650 East River Falcons Way, Orlando, FL 32833. The hearing will begin as an open house at 5:30 p.m., with a formal presentation at 6:30 p.m., followed by a public comment period. | 4/17/2018     |
| Robin Plessy   | Property Owner | 17123 Cypress Preserve Parkway, Orlando, FL 32820 | malaikap@comcast.net |              | To whom it may concern,<br>I agree that there is a great need for SR 408 extension. There has been a steady increase of residential and commercial building for the past 10 years in this area.<br>In review of your proposals it appears that there will be exits at Chuluota and SR 520 after the extension is completed. Based on the many residents and businesses in Avalon, Chuluota and Lake Pickett communities, and the near future increases expected in these areas there should be more than 2 exits established.<br>The Chuluota and Rt 50 intersection is already very congested. The traffic from the high school and middle school coupled with the residents from the Cypress lakes community, Lake Pickett communities, and Seminole County residents has overwhelmed this area. High School students have a difficult time crossing the streets of this intersection.<br>I agree with the Chuluota exit, but there should also be an exit at Avalon to reduce the amount of people exiting at this one exit. Please take my suggestion into serious consideration. I look forward to getting more information at the next meeting.  | 4/17/2018     |
| Joel Lovett    | Property Owner | 15608 Old Cheney Hwy, Orlando, FL 32828           | lovett1969@aol.com   | 407-947-0300 | Good afternoon Henry, my name is Joel Lovett...i live at 15608 old Cheney hwy. Orlando. I was wondering if you can tell me how much, if any, the project will affect my property... I'm the last house on the south side of the street before the Econ river heading east... You can call or text me at 407-947-0300. Or, of course, email...Thank you for your time.  |               |



## PUBLIC HEARING NOTICE

**SR 408 Eastern Extension from State Road 50 to the vicinity of the SR 50/SR 520 Intersection  
Project Development and Environment (PD&E) Study  
Orange County, Florida  
Central Florida Expressway Project # 408-254**

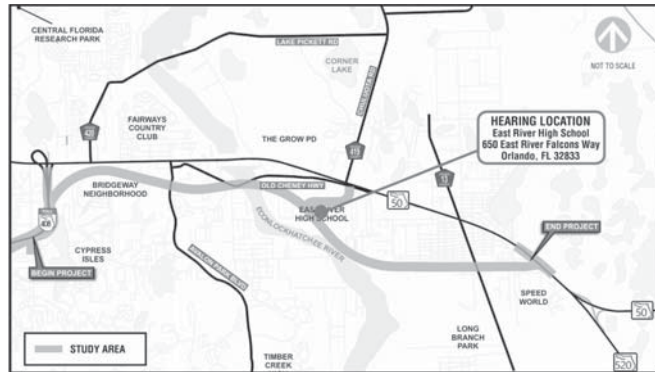
The Central Florida Expressway Authority (CFX) will hold a Public Hearing for the State Road 408 Eastern Extension Project Development and Environment (PD&E) Study. The Public Hearing will be held on **Thursday, April 26, 2018, from 5:30 p.m. to 7:30 p.m. at East River High School, located at 650 East River Falcons Way, Orlando, Florida 32833.** The hearing will begin as an open house at 5:30 p.m., with a formal presentation at 6:30 p.m., followed by a public comment period. The study focuses on alternatives for the proposed extension of SR 408 approximately seven miles from State Road 50 to the vicinity of the SR 50/SR 520 intersection in East Orange County.

The hearing is being conducted to give interested persons an opportunity to express their views concerning the location, conceptual design, social, economic, and environmental effects of the proposed extension. The draft project documents will be available for public review from April 5, 2018, to May 7, 2018, at the following locations:

**CFX Headquarters**  
4974 ORL Tower Road, Orlando, FL 32807  
Monday - Friday, 8 a.m. to 5 p.m.

**Orange County Library - Alafaya Branch**  
12000 E Colonial Drive, Orlando, FL 32838  
Monday - Thursday, 10 a.m. to 9 p.m.  
Friday and Saturday, 10 a.m. to 5 p.m.  
Sunday, 1 p.m. to 6 p.m.

The draft documents will also be available at [www.CFXway.com/408study](http://www.CFXway.com/408study) and on display at the Public Hearing. Persons wishing to submit written statements, in place of or in addition to oral statements, may do so at the hearing or by sending them to William F. Sloup, P.E., Project Manager, Metric Engineering, 615 Crescent Ct, Suite 524, Lake Mary, FL 32746 or by email at [408study@CFXway.com](mailto:408study@CFXway.com). All statements postmarked on or before May 7, 2018 will become a part of the Public Hearing record.



Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services, free of charge, should contact Valerie Tutor by email at [408study@CFXway.com](mailto:408study@CFXway.com) or by phone: (941) 504-9440 at least seven (7) days prior to the meeting.

Contact Information: Valerie Tutor, Public Information Officer, at 941-504-9440 (Telephone), or [408study@CFXway.com](mailto:408study@CFXway.com) (email).

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| <b>Lenovo Thinkpad Edge 13 Laptop</b><br><br>(Refurbished)<br><ul style="list-style-type: none"> <li>AMD Turion Neo X2 Processor</li> <li>4GB RAM</li> <li>250GB Hard Drive</li> <li>Windows 10</li> <li>13.3" Screen</li> </ul> <p><b>\$139.99</b></p>  | <b>Apple MacBook Laptop</b><br><br>(Refurbished)<br><ul style="list-style-type: none"> <li>Intel Core 2 Duo Processor</li> <li>macOS 10.13 High Sierra</li> <li>4GB RAM</li> <li>13.3" Screen</li> <li>120GB Solid State Drive</li> </ul> <p><b>\$279.99</b></p>   | <b>Apple iMac</b><br><br>(Refurbished)<br><ul style="list-style-type: none"> <li>Intel Core i5 Processor</li> <li>21.5" Screen</li> <li>macOS 10.13 High Sierra</li> <li>8GB RAM</li> <li>1TB Hard Drive</li> <li>Integrated Wi-Fi &amp; Bluetooth</li> <li>Includes Keyboard &amp; Mouse</li> </ul> <p><b>\$699.99</b></p>    | <p><b>\$50 Off</b></p> <p><b>Any MacBook Pro</b><br/>(Refurbished - Specs Vary)</p> <p><small>*Offers valid Sunday April 8, 2018 - Saturday April 14, 2018. While supplies last, selection may vary, limit of two sale items per customer (can mix and match any 2 devices). Refresh Computers, 820 E. SR 434, Longwood, FL 32750.</small></p> |

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PUBLIC HEARING  
SR 408 EXTENSION PD&E STUDY  
FROM SR 50 TO THE VICINITY OF SR 50/SR 520 INTERSECTION  
ORLANDO, ORANGE COUNTY, FLORIDA

Taken on: April 26, 2018

Location: East River High School  
650 East River Falcons Way  
Orlando, Florida 32833

Stenographically reported by: Pamela S. Hardy,  
RMR, CRR, FPR and Notary Public for the State of Florida at  
Large.

1 APPEARANCES:

2

3 WILLIAM F. SLOUP, P.E.

4 (Metric Engineering, Vice President of Roadway Design,  
5 Central Florida PD&E Manager)

6

7 GLENN M. PRESSIMONE, P.E.

8 (Central Florida Expressway Authority, Director of  
9 Engineering)

10

11 VALERIE TUTOR

12 (Public Information Officer, Media Relations Group, LLC)

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1 The Proceedings in the Auditorium started at 6:40  
2 p.m.:

3 WILLIAM SLOUP, P.E.: If there's  
4 anybody who wishes to make a public comment  
5 into the record tonight, please fill out a  
6 "I wish to speak" card and so we have that  
7 portion of the presentation, we'll pull it  
8 up so you can make your comments. So if you  
9 want to make a comment tonight, please raise  
10 your hand and you can get a card to fill  
11 out.

12 We're going to go ahead and get  
13 started.

14 Good evening. The Central Florida  
15 Expressway Authority would like to welcome  
16 you to the public hearing for the State Road  
17 408 Eastern Extension Project Development  
18 and Environment study, or PD&E Study in East  
19 Orange County. My name is Will Sloup, I  
20 work for Metric Engineering, and I'm project  
21 manager for the study.

22 The proposed improvements involve the  
23 extension of the State Road 408 East-West  
24 Expressway from its current end limits at  
25 State Road 50 to the vicinity of the State

1 Road 50 and Sate Road 520 intersection.  
2 This hearing is being held to provide you  
3 with the opportunity to comment on this  
4 project.

5 Here with me tonight is Valerie Tutor,  
6 who is handing out the cards, and Glenn  
7 Pressimone who is the Director of  
8 Engineering for the Central Florida  
9 Expressway Authority sitting over here on my  
10 right.

11 At this time we would like to recognize  
12 any federal, state, county or city officials  
13 who are present tonight. Are there any  
14 officials who would like to be recognized?

15 VALERIE TUTOR: Stand up. Okay.  
16 Wait. Wait. You are?

17 VALERIE TUTOR: This is Jackie. She's  
18 here with the Office of Representative  
19 Smith.

20 WILLIAM SLOUP, P.E.: Okay. Thank you.

21 VALERIE TUTOR: District 49.

22 WILLIAM SLOUP, P.E.: Are there any  
23 other officials like to be recognized?

24 VALERIE TUTOR: There's somebody.

25 COMMISSIONER JENNIFER THOMPSON: Orange

1 County Commissioner Jennifer Thompson.

2 WILLIAM SLOUP, P.E.: Welcome,  
3 Commissioner. Thank you.

4 VALERIE TUTOR: We do have a court  
5 reporter that's reporting the proceedings so  
6 we really need to be able to hear.

7 WILLIAM SLOUP, P.E.: So with that  
8 we'll go ahead and begin the presentation:

9 (Video Presentation)

10 Welcome to the public hearing for the  
11 State Road 408 Eastern Extension PD&E Study.  
12 Tonight's presentation will discuss purpose  
13 of the hearing, the needs and goals of this  
14 study as well as the recommended alternative  
15 and its potential impacts. You will then  
16 have an opportunity to comment on the  
17 project.

18 Public participation at this hearing is  
19 encouraged and solicited without regard to  
20 race, color, national origin, age, sex,  
21 religion, disability or family status.

22 Persons wishing to express their concerns  
23 about Title VI may do so by contacting CFX.  
24 The contact information is also displayed at  
25 this hearing.



1           There are three primary components to  
2           tonight's hearing. First, the open house,  
3           which occurred prior to this presentation  
4           where you were invited to view the project  
5           displays and to speak directly with the  
6           project team and provide your comments in  
7           writing or to the court reporter.

8           Second, this presentation, which will  
9           explain the project purpose and need, study  
10          alternatives, the potential beneficial and  
11          adverse social, economic and environmental  
12          impacts upon the community, anticipated  
13          costs and for both methods to mitigate  
14          adverse project impacts.

15          The public hearing also serves as an  
16          official forum providing an opportunity for  
17          members of the public to express their  
18          opinions regarding the project. A formal  
19          comment period will follow this presentation  
20          where you will have the opportunity to  
21          provide oral statements at the microphone or  
22          you may provide your comments directly to  
23          the court reporter or in writing. In  
24          addition to the court reporter in the  
25          auditorium, a court reporter is available in

1 the cafeteria to document comments.

2 The State Road 408 Project Development  
3 and Environment or PD&E Study is in the  
4 second phase of the project development  
5 process where an engineering and  
6 environmentally feasible alternative that  
7 meets the community's transportation need is  
8 determined.

9 A PD&E Study has 3 main components, an  
10 engineering component which entails the  
11 identification and analysis of potential  
12 design solutions, an Environmental component  
13 which evaluates potential impacts to the  
14 natural, social and physical environments,  
15 and a Public Involvement component to inform  
16 and involve all interested parties in the  
17 development of the planned transportation  
18 project.

19 The purpose of the PD&E Study was to  
20 evaluate the potential to extend State Road  
21 408 along a new transportation corridor from  
22 its current eastern terminus at State Road  
23 50, locally known as East Colonial Drive, to  
24 the vicinity of the State Road 50 and State  
25 Road 520 interchange in northeastern Orange

1 County. The study area was defined  
2 approximately half a mile to the north of  
3 State Road 50 and half a mile to the south  
4 of State Road 50.

5 Currently State Road 50 is the only  
6 existing major East-West facility in the  
7 area and it is inadequate to meet the  
8 growing transportation needs of the local  
9 community including traffic traveling to and  
10 from Orlando and Bithlo and other eastern  
11 Orange County areas.

12 State Road 50 traffic congestion is  
13 expected to continue to increase and a  
14 future State Road 408 Eastern Extension  
15 would alleviate increase by providing  
16 additional East-West capacity within the  
17 project area, and diverting the through  
18 traffic from State Road 50 to State Road  
19 408, thus improving mobility in the area.

20 State Road 50 is the main evacuation  
21 route in the area and anticipated increased  
22 future congestion could seriously jeopardize  
23 the effectiveness of coastal evacuation from  
24 northern Brevard County. An additional  
25 east-west facility provides an additional



1 emergency evacuation option and would  
2 greatly improve response and recovery  
3 efforts.

4 A new expressway facility would improve  
5 mobility, connectivity and system linkage to  
6 existing and future planned facilities; and  
7 could also enhance transit service and  
8 travel times.

9 The vision of this enhanced east-west  
10 corridor has been previously documented  
11 dating back to the 1990s with the  
12 development of the 2010 Expressway Master  
13 Plan and more recently with the State Road  
14 408 Eastern Extension Concept Development  
15 and Evaluation Study completed in 2008 by  
16 CFX, which recommended that State Road 408  
17 extend eastward from State Road 50 to State  
18 Road 520. Additionally, the recommendations  
19 of the East Central Florida Corridor Traffic  
20 Force, which was created on November 1st,  
21 2013 by Governor Rick Scott, included an  
22 extension of State Road 408 from its current  
23 terminus.

24 The State Road 408 Eastern Extension is  
25 one piece of Florida's strategic

1 transportation investments to support  
2 existing and future growth and create  
3 connections between global trade activities  
4 from Orlando International Airport and the  
5 University of Central Florida to Cape  
6 Canaveral.

7 A multi-phase alternative development  
8 process was followed. Various alternatives  
9 were considered including the No-Build  
10 alternative, which would utilize only the  
11 existing facilities and several build  
12 alternatives. The existing State Road 50,  
13 when analyzed as the No-Build alternative,  
14 is the only major east-west facility in the  
15 area and is inadequate in terms of future  
16 traffic needs and evacuation in emergency  
17 response times. Additionally, it does not  
18 provide the desired original connectivity to  
19 I-95 to the east. Thus the No-Build  
20 alternative it mostly used as a benchmark  
21 condition in order to compare the costs and  
22 benefits of implementing the proposed  
23 improvements to those incurred by continuing  
24 to use the existing facilities.

25 Alternative corridors were developed

1 following two general guidelines. First, no  
2 corridor should infringe on the existing  
3 State Road 50 right-of-way, and second,  
4 potential location of future interchanges  
5 should be at least 1,000 feet away from  
6 State Road 50 in order to minimize  
7 operational issues. Using these guidelines  
8 in concert with the stated purpose and need,  
9 a total of 14 different corridor options  
10 were developed both north and south of  
11 existing State Road 50.

12 Various opportunities have been  
13 afforded to the public and key project  
14 stakeholders to view and comment on the  
15 corridor analysis.

16 The corridors were evaluated in terms  
17 of how they address the purpose and need of  
18 the study as well as their effect with  
19 respect to engineering, socioeconomic and  
20 environmental issues. They were evaluated  
21 against the No-Build option, which as  
22 previously stated, would not address the  
23 stated project needs. The results of the  
24 multiphase analysis, as well as general  
25 public consensus, indicated that Alternative



1        4 is the best corridor choice in terms of  
2        providing adequate balance between potential  
3        socioeconomic and environmental impacts and  
4        benefits.

5                Several typical section alternatives  
6        were considered. Analysis results obtained  
7        indicate that a 4-lane expressway with a  
8        300-foot right-of-way is superior due to the  
9        fact that it meets all required standards  
10       and can accommodate a future 6 lane  
11       expansion if warranted.

12               The results of the traffic analysis  
13       performed for this study indicate that State  
14       Road 50 will operate at a failing level of  
15       service from State Road 408 to Tanner Road  
16       in the year 2045 even if it is widened to 6  
17       lanes. The extension of State Road 408 is  
18       expected to carry approximately 35,000  
19       vehicles per day and is anticipated to  
20       divert sufficient traffic from State Road 50  
21       so that State Road 50 will operate at an  
22       acceptable level of service, level of  
23       service C, in the year 2045. The State Road  
24       408 extension is also anticipated to operate  
25       in an acceptable level of service, level of

1 service B, in the year 2045.

2 The recommended alternative for the  
3 extension of State Road 408 includes a new  
4 partial interchange at Woodbury Road with  
5 access to and from the east. The State Road  
6 408 extension continues east and provides  
7 full access at the State Road 50 and  
8 Challenger Parkway interchange. The  
9 alignment of the new expressway continues  
10 eastward south of State Road 50 avoiding or  
11 minimizing where possible residential,  
12 commercial and environmental impacts and  
13 providing several bridges over existing  
14 roadways to maintain access.

15 A new full interchange is proposed at  
16 Avalon Park Boulevard approximately 1,200  
17 feet south of State Road 50 in order to  
18 optimize traffic operations between State  
19 Road 50 and the proposed interchange.

20 As the expressway continues east, the  
21 alignment minimizes impacts to the  
22 Econlockhatchee River and its floodplain by  
23 bridging the entire floodplain and staying  
24 as close as possible to the area already  
25 disturbed by Old Cheney Highway.

1           A full interchange and an extension of  
2           Chuluota Road is proposed just east of the  
3           river.

4           East of the proposed Chuluota Road  
5           interchange, the alignment minimizes  
6           environmental impacts as well as avoids  
7           dividing communities business bordering the  
8           southern limit of the Bithlo community.

9           The extension of State Road 408 is  
10          proposed to terminate at State Road 50 just  
11          north of the State Road 520 intersection.  
12          The proposed interchange will allow for a  
13          future extension further east.

14          A preliminary drainage analysis was  
15          prepared to determine the type and potential  
16          locations for the proposed ponds that will  
17          manage the stormwater runoff from the  
18          proposed improvements. 22 potential pond  
19          sites have been recommended at this time.  
20          Impacts to the 100-year floodplain will be  
21          mitigated for through the use of swales and  
22          additional ponds for floodplain  
23          compensation. Existing community facilities  
24          such as community centers, day cares, fire  
25          stations, medical facilities, schools,



1 religious centers and others were identified  
2 so that impacts could be avoided and  
3 minimized.

4 The project would directly impact two  
5 properties that are part of the Orange  
6 County Green Places program as well as  
7 approximately 34 acres across 13 parcels  
8 that are under St. Johns River Water  
9 Management District Regulatory Easement.  
10 These resources and impacts are described  
11 and addressed in the State Environmental  
12 Impact Report and associated documents, and  
13 will be mitigated for through continued  
14 coordination and in accordance with state  
15 and local requirements.

16 As part of this project, right-of-way  
17 acquisition of private properties will be  
18 required. A CFX right-of-way specialist is  
19 here this evening and will be happy to  
20 answer your questions and will also furnish  
21 you with copies of brochures that describe  
22 the CFX property acquisition process.

23 Within the study area no resources that  
24 are eligible for listing on the National  
25 Register of Historic Places were identified.

1        Additionally, no archaeological sites were  
2        found during any of the more than 80 shovel  
3        tests performed within the proposed area of  
4        potential effects.

5            Because avoidance and minimization  
6        measures were implemented, no adverse  
7        impacts to listed species are anticipated.  
8        The recommended alternative would impact  
9        approximately 71 acres of wood stork  
10       suitable foraging habitat and 18 acres of  
11       Econlockhatchee River Riparian Habitat  
12       Protection Zone, both of which will require  
13       mitigation.

14           Prior to construction a complete survey  
15       of gopher tortoise burrows will be required,  
16       along with associated permitting and  
17       relocation. The baseline conditions  
18       including species sightings and habitat  
19       locations are provided along with potential  
20       impacts in a Natural Resources Evaluation  
21       Report.

22           A noise study was conducted as part of  
23       this PD&E project and involved  
24       identification of noise sensitive receptors  
25       including residences, pools, playgrounds,

1 community centers and other areas. Traffic  
2 noise models predict that 347 residents and  
3 3 special land uses (the Waterford Creek  
4 Playground, the Bridgewater Recreation  
5 Center, and the Deerwood Mobile Home Park)  
6 would realize a noise level increase greater  
7 than 15 decibels. To reduce noise impacts,  
8 noise barriers were considered throughout  
9 the project. The noise sensitive receptors  
10 and model results are presented in a Noise  
11 Study Report and are illustrated on both the  
12 plans on display and the project video.

13 Impacts to Air Quality were also  
14 considered during this PD&E Study and  
15 included screening for Carbon Monoxide.  
16 Orange County is currently in attainment for  
17 all criteria air pollutant and no  
18 substantial air quality impacts are  
19 anticipated as a result of the project.

20 Potential impacts from contamination  
21 were analyzed and involved searches of  
22 regulatory databases as well as field  
23 investigations. Each site of potential  
24 contamination was assigned a risk rating.  
25 4 low risk, 13 medium risk and 3 high-risk



1 sites were identified. All medium and  
2 high-risk sites are recommended for  
3 additional evaluation in subsequent project  
4 phases. The location and regulatory history  
5 of each site is provided in a Contamination  
6 Screening Evaluation Report.

7 A comprehensive public involvement  
8 program was undertaken by the CFX in  
9 conjunction with the engineering and  
10 environmental analyses in order to ascertain  
11 the most comprehensive solution to providing  
12 a new transportation corridor. Public  
13 information meetings began in October 2015  
14 and have continued throughout the study  
15 process. Representatives from CFX and the  
16 consultant team were available at each  
17 meeting to discuss the project and answer  
18 questions. The public involvement effort  
19 for this project included five scheduled  
20 public meetings (including tonight's public  
21 hearing), six environmental advisory group  
22 meetings, six project advisory group  
23 meetings as well as several meetings with  
24 project stakeholders and communities along  
25 the project corridor. All input received

1 served as valuable information that was  
2 taken into consideration for refinement of  
3 the alternatives and the development of the  
4 recommended alternative.

5 Based on constructability and financial  
6 considerations, the project has been divided  
7 into three distinct segments. Segment 1  
8 would include the construction of the State  
9 Road 408 Eastern Extension from the begin  
10 project (just west of Woodbury Road) to  
11 Avalon Park Boulevard. Segment 2 would  
12 extend State Road 408 from Avalon Park  
13 Boulevard to Chuluota Road and would provide  
14 a new Econlockhatchee River crossing, an  
15 interchange at Chuluota Road and the  
16 proposed Chuluota Road extension connection  
17 to State Road 50. Lastly, Segment 3 would  
18 extend State Road 408 from Chuluota Road to  
19 the eastern project terminus including the  
20 terminal interchange at State Road 50.

21 A preliminary cost estimate that  
22 includes construction, right-of-way  
23 acquisition, mitigation and other design and  
24 administrative fees has been prepared for  
25 this project. Segment 1, from State Road

1        408 to Avalon Park Boulevard totals  
2        approximately \$260 million, Segment 2 from  
3        Avalon Park Boulevard to Chuluota Road  
4        totals approximately \$255 million, and  
5        Segment 3 from Chuluota to State Road 50  
6        totals approximately \$163 million. The  
7        total cost for implementation of the project  
8        is estimated at \$678.3 million.

9        The proposed improvements were  
10       documented at the engineering and  
11       environmental studies conducted for this  
12       project. These documents and preliminary  
13       plans showing the proposed improvements are  
14       available here tonight for anyone who wishes  
15       to examine them. Project information is  
16       also available to review on the study  
17       website [www.cfxway.com/408study](http://www.cfxway.com/408study).

18       Currently no funding has been approved  
19       for this project for the next phases  
20       including final design, right-of-way  
21       acquisition and construction. Results of  
22       tonight's public hearing will be taken into  
23       the Central Florida Expressway Authority  
24       board in May. At that time, the CFX board  
25       will determine the next steps of the



1 project.

2 There have been various opportunities  
3 for the public to provide input on this  
4 project. Several public meetings have been  
5 held dating from October 2015 until tonight.  
6 We welcome your oral or written comments  
7 that will help us make this important  
8 decision. At the conclusion of this  
9 presentation our personnel will distribute  
10 speaker cards to those of the audience who  
11 have not received one and would like to make  
12 a statement. A court reporter will record  
13 your statement and a verbatim transcript  
14 will be made of all oral proceedings at this  
15 hearing. If you do not wish to speak at the  
16 microphone, you may present your comments in  
17 writing or directly to the court reporter at  
18 the comment table. Every comment method  
19 carries equal weight.

20 Comments received or postmarked by May  
21 7th, 2018 will become a part of the public  
22 record for this hearing. All written  
23 comments should be mailed to the address  
24 shown on the slide or in your handout.

25 The next step is to incorporate your

1 input on this public hearing into our  
2 decision-making process. After the comment  
3 period closes and your input has been  
4 considered, the final PD&E documents will be  
5 ready for approval.

6 This concludes our presentation. We  
7 now offer you the opportunity to make a  
8 statement.

9 (End of Video Presentation)

10 VALERIE TUTOR: Okay. This was going  
11 to be your opportunity to make a statement.  
12 So let me give you the rundown on this. Did  
13 everybody state your name in their speaker  
14 cards? If you have not turned in your  
15 speaker card, please raise your hand, the  
16 ladies will come around and get your speaker  
17 cards.

18 Hold on just a minute. Raise your  
19 hands up high. Did you get a speaker card?  
20 We need someone over here with a speaker  
21 card.

22 So we'll get you to fill out your  
23 speaker cards while other people are  
24 speaking. So anyone desiring to make a  
25 statement or present written views regarding

1 the location, the conceptual design, or  
2 social, economic and environmental effects  
3 of improvements will now have the  
4 opportunity to do so.

5 If you are holding a card, please raise  
6 it up. If you still need one, please raise  
7 your hand so you can fill it out.

8 Now This is how we're going to do this.  
9 We will -- you will be given three minutes  
10 to speak. I will have -- where is Michelle.  
11 Michelle is there. Michelle will be up here  
12 and she's going to have -- be doing the  
13 timing. And when you see the yellow card,  
14 that means you have 30 seconds. When she  
15 holds up the red card, that means you're  
16 done and it's the next person's turn.

17 We are going to ask that you give your  
18 name and your address and you may need to  
19 spell your name because the court reporter  
20 will be recording all of this and this will  
21 be part of the project documentation.

22 Now, if you do not want to speak or you  
23 don't have the time, you can go across to  
24 the cafeteria and there's a court reporter  
25 there that will write the spoken comments in



1 the record. If you filled out a comment  
2 card, that is also counted. Every one of  
3 the comment cards will be transcribed into  
4 the record as well as the original copies  
5 kept and scanned and will be a part of the  
6 record. Okay? So everyone will get a  
7 chance.

8 So as soon as we are ready here.  
9 Michelle, are you ready?

10 If you're a speaker and your name is  
11 called, you will come up here to the  
12 microphone so you'll speak in the  
13 microphone.

14 Now, I will tell you, this is your  
15 public comment. This is not a question and  
16 answer period. We're going to ask that you  
17 stand here and Glenn Pressimone and William  
18 Sloup will receive your comments. But this  
19 is for you to comment on what you would like  
20 to see for three minutes.

21 If you have questions that you want  
22 answered, you have to go to the cafeteria  
23 and there's engineers and other people that  
24 will be happy to speak with you one on one.  
25 This is just for you to get it in the public

1 record. Okay? Got it.

2 I'll call your name. When I call your  
3 name, come up. We're going to time them.  
4 You have your yellow and red card. If you  
5 look over here, she's going to sit there and  
6 she will hold up the yellow card when it's  
7 30 seconds and red card means it ends.

8 The first person that speaks is William  
9 Pons. I'm going to give this to the court  
10 reporter. Let me turn this around.

11 WILLIAM PONS: My name is William Pons.  
12 I'm a 25 year resident of East Orange  
13 County. I have a lot of comments. I'm not  
14 sure I can do them all in three minutes.  
15 But the desire to expand the 408 Expressway  
16 came from Orange County Commissioners led by  
17 Ted Edwards on a four to three vote to  
18 expand or to develop a Lake Pickett housing  
19 development over the protests of many, many,  
20 many existing residents. We the people then  
21 voted Ted Edwards out of office one month  
22 later on November 2006. I think he's now  
23 working for the developers as a lawyer.

24 During the public meeting there was a  
25 lot of concern about creating traffic

1 problems and the destruction of our rural  
2 quality of life in Bithlo and East Orange  
3 County.

4 The 408 Expressway group started  
5 planning a route to alleviate in my opinion  
6 only our coming traffic problems. We had  
7 the slide up here that showed a lot of the  
8 environmental, but it did not address the  
9 destruction of the quality of life for the  
10 existing citizens in Bithlo and East Orange  
11 County.

12 Using a biased evaluation, this route  
13 has presented basically problems with Route  
14 50. There are many problems with this.  
15 I'll only address some. To remove traffic,  
16 excess traffic on 50 they plan to start the  
17 new road out by Lake Pickett, but instead of  
18 moving traffic they dump it right back on 50  
19 at the worst possible location at the Bithlo  
20 race track. I don't know if any of these  
21 folks have been there at five o'clock on  
22 Wednesday, Friday or Saturday, traffic jams  
23 from trucks pulling race cars, spectators,  
24 et cetera going to the races. The route  
25 goes right by 17th Street in Bithlo causing



1 residents to lose their homesteads to  
2 eminent domain. They have to give up their  
3 homestead. They might get 50 grand for a  
4 single or doublewide trailer. And where do  
5 they go. Across the street on 50 you can go  
6 to Cypress Lakes or Corner Lakes where the  
7 average house is 250,000. These folks who  
8 pay their 50 grand will be a miracle.

9 These are low-income residents.  
10 There's nothing in this program that even  
11 addresses anything other than eminent domain  
12 and give a few bucks and kick them out of  
13 their house.

14 But the owners are the lucky residents  
15 that get to stay. They get to stay and they  
16 are surrounded by a high traffic Route 50  
17 which will probably get expanded to 6 lanes  
18 and half a mile or mile to the south they  
19 are going to have this 408 Expressway and  
20 here is the lucky people in Bithlo stuck  
21 between two freeways, noise, destruction of  
22 the quality of life, et cetera, but for a  
23 few dollars more we have to have more  
24 housing developments.

25 I am done. I'll send a written -- I

1 have other routes south of the raceway that  
2 goes to 520 instead of Route 50.

3 And one other thing Glenn said that  
4 they expand in the future go across 50 and  
5 eliminate that bottleneck. The problem is  
6 it's been a year and-a-half since we started  
7 talking about this, nothing has happened at  
8 the housing developments on Lake Pickett.  
9 We could be stuck for years while the  
10 Mormons figure out when they want to build  
11 or get approved for their developments.  
12 We've got to start this now.

13 VALERIE TUTOR: If anybody else, if  
14 your speech goes over three minutes, please  
15 don't feel bad. This court reporter as well  
16 as the one next door, you can read your  
17 whole statement into them so we get  
18 everything that you have to say. But I have  
19 a lot of speaker cards and we do want to  
20 give everybody a chance. That's the only  
21 reason I'm making it three minute.

22 The next person is Timothy Sheldon.  
23 Remember, say the name and your address when  
24 you come up here. Timothy Sheldon, are you  
25 still here? He left.

1           Okay. Clay Matthews, you're next.  
2           Clay Matthews. Do say like your name,  
3           address, all that good stuff. Your three  
4           minutes doesn't start until after you say  
5           that.

6           CLAY MATHEWS: Well, tough act to  
7           follow. My name is Clay Matthews. C-L-A-Y  
8           M-A-T-H-E-W-S. 100 North Tampa, Suite 2050,  
9           Tampa, Florida, 33609. And I'm an attorney  
10          from Smolker Bartlett based out of Tampa  
11          Florida, and I and David Smolker and our  
12          firm Smolker Bartlett have the pleasure of  
13          representing Deerwood Mobile Home Community.

14          As you can probably tell I'm here to  
15          voice our objections to the selected route  
16          on behalf of the community. And while our  
17          objections to the selected route may be  
18          obvious, I'd like to go through and kind of  
19          paint a clear picture as the gentleman went  
20          before me just did.

21          As is obvious from the diagram here  
22          with the PowerPoint, the selected route  
23          currently is going to go through the middle  
24          of Deerwood Mobile Home Community bisecting  
25          the park in half. The route over which



1 the park -- it's going to go over the park  
2 -- is going to have to cause the  
3 condemnation of many homes forcing a lot of  
4 residents who have lived there a long time,  
5 families who have lived there a long time to  
6 be kicked out of their homes and go  
7 somewhere else and they will be forced to  
8 relocate.

9 And our preliminary research indicates  
10 that there's not comparable suitable  
11 alternative affordable housing for them to  
12 relocate to. So not only are we going to  
13 have to kick them out of their homes, we  
14 don't know where we're going to put them.  
15 So that's one big glaring issue obviously,  
16 the costly, you know, condemnation of that  
17 part of the right-of-way.

18 Secondly, for the residents that decide  
19 to stay for as long as they are going to  
20 decide to stay, they are going to have a  
21 massive 1,300 foot long across the parcel  
22 400 foot wide high-speed arterial roadway  
23 overpass that's going to go over the park  
24 which is going to be a nuisance at all times  
25 to the residents who decide to stay.

1       There's going to be noise at all times.  
2       There's going to be vibration from the  
3       traffic at all times. And this thing given  
4       how massive it is is going to be an eyesore  
5       to everyone at the park, whether you're on  
6       the northern parcel of the front end or the  
7       southern parcel on the back end, you'll be  
8       able to see this thing at all times.

9       So given that -- let me take a step  
10      back. Not only is it going to affect the  
11      residents who decide to remain at the park,  
12      it's also going to adversely affect the most  
13      important amenities at the park which are  
14      the pool, the clubhouse, the basketball  
15      court. Those amenities are going to abut  
16      this giant barrier wall that is the overpass  
17      at the front of the park. So effectively  
18      you're going to destroy the Deerwood Mobile  
19      Home Community. And individuals who are  
20      going to -- will remain there, they are  
21      inevitably probably have to leave because  
22      the community won't be livable, and  
23      individuals who might have considered living  
24      in the affordable housing that's there, they  
25      won't want to do it because of the road. So

1 effectively the whole -- the community is  
2 going to be destroyed.

3 So I'm here to voice our objections to  
4 the selected route. I believe there should  
5 be a better alternative route and we will  
6 fight for that. Thank you.

7 VALERIE TUTOR: Okay. Sheri Woodward.  
8 Did I say that right? You're owner of  
9 Deerwood Mobile Home Park.

10 SHERI WOODWARD: That's right. I'm  
11 Sheri Woodward. I live at 9441 Wellington  
12 Avenue in Oviedo, Florida. I'm here  
13 representing Sun Communities who is the  
14 owner of Deerwood.

15 As Clay said earlier today, my purpose  
16 of being here today is to help you  
17 understand the impact it's going to have for  
18 our community. We have about 1,725  
19 residents that will be severely impacted by  
20 this. We have elderly residents in the  
21 community that have lived there for most of  
22 their life who are going to be impacted and  
23 displaced.

24 As Clay said earlier, there's not  
25 enough affordable housing in Central



1 Florida, period. By disrupting 271 homes,  
2 actually 575 total homes in this community,  
3 is going to not only adversely impact our  
4 residents, it's going to impact the  
5 community as a whole, the surrounding  
6 community and the ability for our people to  
7 be able to have a beautiful home to live in.

8 We take very great pride in our  
9 communities and we spend a lot of money to  
10 ensure we can provide the best that we can  
11 for our communities. So not only are we the  
12 landowners, but each one of our residents  
13 owns their home individually. So this is  
14 going to be a horrible thing for them to be  
15 able to find another great place to live.

16 Where are they going to be able to  
17 find -- how are they going to get to their  
18 pool, to their clubhouse. These are all  
19 things that the children use on a daily  
20 basis, but they have a playground to play  
21 on, where are they going to do this when we  
22 have a huge overpass over the top of their  
23 head.

24 So I ask you guys to please consider a  
25 different route, and it's our intent to

1 represent our community firmly that we want  
2 you to try to find a different route for our  
3 community that we dealer love.

4 VALERIE TUTOR: Okay. I'm going to not  
5 pronounce this name right. Marsha  
6 Suskowitz. Marsha, is that you?

7 MARSHA SUSKOWITZ: Yes.

8 VALERIE TUTOR: There you are.

9 MARSHA SUSKOWITZ: I'm Marsha Suskowitz  
10 at 1437 Sherman Street. I'm a seventh  
11 generation Floridian. This is greatly  
12 affecting our property that we have in our  
13 family all these years and we're going to be  
14 forced to relocate them. Their problem  
15 would be alleviated if the lights at  
16 Bonnevill Drive, that's a big bottleneck on  
17 50, if they would build an overpass like  
18 they did at Semoran Boulevard, that would  
19 greatly alleviate the traffic.

20 Now, we're talking about the year 2045.  
21 If they blended the growth of China with  
22 birth rates, why don't they just put a cap  
23 on the growth of Florida. Stop people  
24 moving here.

25 Anyway, if they would build that

1 overpass over Bonneville like they did on  
2 Semoran, it would greatly improve their  
3 situation of the traffic and it would  
4 inconvenience no one and it would be a hell  
5 of a lot cheaper than what they are  
6 proposing. Thank you.

7 VALERIE TUTOR: Next person, the sound  
8 person told me that this microphone gets  
9 hot, so step back a little bit. It  
10 overtaxes the sound system, so my voice is  
11 probably doing that.

12 Bob Saunders. Bob. Okay. You're  
13 representing yourself. Remember, name and  
14 address.

15 BOB SANDERS: Bob Sanders, 2816 South  
16 Shine Avenue, Orlando, 32806.

17 On the matter of the proposed SR 408,  
18 it is my opinion that this Expressway  
19 extension should not be built at all.

20 These projects are helping promote it  
21 as necessary to alleviate traffic  
22 congestion, congestion resulting from  
23 development, what is also known as that new  
24 extended or expanded roads and highways in  
25 fact promote and stimulate more development



1       and sprawl. This is one reason why these  
2       projects aren't endorsed in the first place.

3       So left with a contradiction and  
4       following an absurd formula, development  
5       plus traffic equal highways equal  
6       development plus traffic equal what? More  
7       roads and highways? Where does it end? It  
8       seems insane or corrupt or both. At best  
9       it's irresponsible.

10       Central Florida is becoming an  
11       overcrowded ugly place carved up by so many  
12       roads and highways, smothered in concrete,  
13       asphalt and sod. This trend threatens our  
14       collective quality of life and Florida's  
15       unique and beautiful natural heritage. Our  
16       limited and fragile water resources are not  
17       inexhaustible nor secure from further  
18       contamination, degradation and loss.

19       At some point there has to be a moral  
20       and ethical reckoning when short-term  
21       profits and economic growth will certainly  
22       leave a legacy of agony as a place where  
23       people once loved to live becomes a place  
24       where many will hate to be.

25       VALERIE TUTOR: Bob, I'll put this

1 down, because I don't know how to do this.

2 The next person coming up will be Sally

3 Baptiste.

4 SALLY BAPTISTE: Sally Baptist, 7027

5 Eaker Drive, Orlando. I was born and raised

6 here in Orange County, so I was here before

7 the Expressway Authority was, and I do

8 remember the original promise of the

9 temporary tolls that nobody wants to admit

10 to now.

11 We need for the Expressway Authority

12 and those elected to public service to be

13 honest and represent the people for a

14 change. This is not about the people. This

15 is about the special interests, the people

16 do not want this growth. Stop it. We don't

17 want it. They are telling us we don't have

18 water, there's a water shortage in Orlando

19 and Orange County. Why are you promoting

20 more growth out here? You're taking and

21 destroying the wetlands, you're destroying

22 the quality of life, not to mention what

23 you're doing here is a contradiction to what

24 they are doing with the Colonial Parkway.

25 You're putting two toll roads side by side

1 now? Come on. When is anyone going to  
2 listen to what the people want for a change?

3 We don't need this 408. We might need  
4 to widen Colonial Drive for emergency  
5 purposes. We don't need tolls on Colonial  
6 Drive either if we start doing what's right  
7 for the people. I have proposed many things  
8 that we can take care of transportation and  
9 improve it without overtaxing the public,  
10 without eminent domain, without trashing  
11 this community, but nobody in public office  
12 or the Expressway Authority want to do that.  
13 Would somebody tell me why you don't care  
14 what the people want? When do we get a  
15 voice in this? We don't want the growth, we  
16 don't want 408 extension, we don't want this  
17 insanity that you guys keep shoving down our  
18 throats. When is it going to end?

19 The toll prices are excessive. It  
20 causes assessments to raise the money for  
21 the roads. It's abusive. You wouldn't even  
22 need to widen Colonial Drive if you take the  
23 stupid tolls off the 408 like you were  
24 supposed to. Let the people use the  
25 Expressway instead of driving down Colonial



1 Drive.

2 Does anybody care about the truth?

3 Does the truth matter in America anymore,

4 people? No. We need to stop. Stop the

5 contradiction of what you -- here you and

6 Florida DOT are fighting the Turnpike

7 enterprise, they are doing one thing over

8 here, you're doing something over here. I'm

9 going to have to pay to build a road I can't

10 afford to use. Why should we pay all these

11 taxes 800 million bucks to build a road I

12 can't use? Why do you put this on people

13 that don't make enough money?

14 You know what somebody told me last

15 night about this growth and gridlock thing?

16 They said, do you go first class on an

17 airplane? I said no, not unless it's free.

18 And you know what they said? Well, that's

19 what using the Expressway is. If you can

20 afford it you get upgraded to first class,

21 then you get to use the Expressway.

22 That's their attitude about this. If

23 you have the money then you get the goodies.

24 Otherwise you're going to pay a penalty with

25 this fucking traffic while you destroy

1       having conflicting roads, State Road 50 here  
2       and 408 here. They need one system. Don't  
3       keep screwing around with us. We're sick of  
4       it. We don't want this 408. And when are  
5       you going to listen to us?

6           VALERIE TUTOR: Okay. Next speaker,  
7       Sue Dietrich. Remember, name and address.

8           SUE DIETRICH: Well, they heard me  
9       state before, the Expressway Authority. My  
10      name is Sue Dietrich. I live at 258 South  
11      County Road 13, Orlando, Florida, 32833.

12         My parents had a dream. You've heard  
13      this speech before, sir. We have been  
14      taxpayers for over 70 years. We have been  
15      property owners for over 70 years. Yes. We  
16      have a ranch that the Expressway has been  
17      trying to go through. We have fought and  
18      fought and gone to every meeting that you've  
19      ever had and fought and fought. You do not  
20      care, like she mentioned, about anybody's  
21      concerns. You don't care about anybody's  
22      livelihood. You don't care. And you give  
23      out false information because my father had  
24      a dream in World War II to buy property that  
25      his children, his grandchildren and great

1        grandchildren can live on.

2                On that property my father has found  
3        over 100 arrowheads. Just because you came  
4        out one day after it had rained, everybody  
5        knows what happens when it rains, things go  
6        down into the earth. I have over 100  
7        pictures of endangered animals and wildlife.

8                The Ghost Orchid, which is very rare  
9        for the State of Florida, we have a Sierra  
10       Club on our side. Marjorie Holt who is  
11       chairman of the Sierra Club told me I could  
12       speak on her behalf tonight. They are  
13       opposed to it. Robert Lee who is on the  
14       Audubon Society does not propose this. We  
15       have a conservation act on our property that  
16       you do not care about. It is sad. But you  
17       don't care about the people in this building  
18       at all and their concerns.

19               Now, I'm not a public speaker, I told  
20       you that at the get-go. My brother is a  
21       public speaker and hopefully he'll say more  
22       than I do. This is sad. It's sad that you  
23       don't want to listen because actually  
24       Highway 50, I've lived all over the State of  
25       Florida, I've traveled all over the world,



1 no road has ever been built for projective  
2 population, no road in the State of Florida  
3 or in the United States. Thank you. I hope  
4 you will listen to our concerns.

5 VALERIE TUTOR: Okay. Fred Dietrich,  
6 your turn.

7 FRED DIETRICH: I'm Fred Dietrich, III.  
8 I'm president of Dietrich Brothers,  
9 Incorporated. Our family is the largest  
10 property owner in the old city limits of the  
11 City of Bithlo. Our western border is the  
12 Econlockhatchee River, our southern border  
13 is County Road 13. We have about 600 acres  
14 of family land.

15 About 20 years ago the State of Florida  
16 wanted to buy our ranch to be preserved  
17 under what they call the Card Proposal. We  
18 told them we didn't want to sell it, we  
19 wanted to continue as a ranch. After that  
20 they asked us if we would consider putting  
21 in conservation easements. We told them we  
22 would, we put the bulk of our property in  
23 conservation easements with the saying that  
24 it would never ever be encroached and  
25 developed. That's until somebody wants to

1 run an Expressway through you.

2 Our ranch, the bulk of it is wildlife  
3 conservation easements, it's a wildlife  
4 habitat, protecting the natural resources.

5 Our business we raise purebred Santa  
6 Gertrudis cattle which is shipped and  
7 exported around the world. We're a major  
8 producer of purebred beef cattle and we  
9 don't want this development.

10 We thought when we put conservation  
11 easements we were protecting it. We have  
12 all these different wildlife species who are  
13 endangered species and they were supposed to  
14 be protected and they were under  
15 conservation easements. That's until  
16 somebody wants to run an Expressway through  
17 it and destroy their habitat.

18 VALERIE TUTOR: Thomas Pastore.

19 THOMAS PASTORE: My name is Thomas  
20 Pastore, 1151 Windmill Grove Circle,  
21 Orlando, Florida. I'm a resident of  
22 Deerwood Homes. I've been living there now  
23 for about eighteen years. And I'm quite  
24 appalled tonight because perception as we  
25 all know sometimes is reality. All these

1 good people came out tonight to let you hear  
2 their voice, yet I don't see the rest of the  
3 CFX Authority people here. That's a very  
4 poor representation. They should be here.  
5 This is your last meeting of this phase and  
6 they should have been here. If they really  
7 care about hearing the people's voice they  
8 should have been here tonight.

9 But I want to go in a different  
10 direction than everyone else is going on,  
11 because I just heard about this about three  
12 weeks ago. I wasn't aware of what was going  
13 on, and later on it reached us and found  
14 out. I was going to get a crash course on  
15 everything and try to get more details and  
16 come in here and discuss wetlands, the  
17 infringements on the people and everything.

18 But then I discovered that there  
19 appears to be some animosity between CFX and  
20 FDOT, because FDOT now is scrambling to come  
21 up with their own concept of what they call  
22 Colonial Parkway, and you guys are  
23 scrambling to finish your presentation on  
24 the CFX Extension of 408.

25 You are doing a disservice and you're



1       disingenuous to all these good people who  
2       have come out and take time from their  
3       lives. Why? And I'll tell you why.  
4       Because, once again, I do know as public  
5       servants perception is reality. There's  
6       something going on here that we don't know  
7       about between you guys and FDOT, because  
8       both of these plans could end up in  
9       wastepaper baskets while all these people  
10      are scared about what's going to happen to  
11      their lives day by day because you two never  
12      took the time to work. Both agencies are  
13      supposed to work in the best interest of all  
14      these people out of here, yet now you have  
15      this clandestine battle going on about whose  
16      highway is going to be the best highway for  
17      the people, and we've got to go through all  
18      the stress and the tension of finding out  
19      what's going to happen to our homes, what's  
20      going to happen to the environment, the  
21      wetlands.

22           We don't know because both of your  
23      plans are going to crash and you're both  
24      going to have an accident and we the people  
25      pay. You people have already spent over \$1

1 million on the proposal that you've given  
2 out to us. I'm not sure what FDOT has  
3 spent. That's our money. I don't see any  
4 trees out there growing money. That's their  
5 money. So you people spend our money on  
6 something that may never become a reality  
7 and that is sad. That is very, very sad.

8       You're doing a disservice to all these  
9 good people. You should have gotten behind  
10 the scenes with FDOT, come up with a  
11 professional plan, and present it whatever  
12 it was going to be to the people and then  
13 let us give you our impressions of what you  
14 got, good, bad or indifferent.

15       But you didn't do the right thing and  
16 that's sad. It's a very poor representation  
17 as is this dais if you want to call it, it's  
18 just about empty of Authority  
19 representatives which means they don't  
20 really want to hear from us. You think they  
21 are going to listen to her transcript or  
22 listen to videotape? No. They are going to  
23 go about their business because they made  
24 their minds up already and that's sad. I  
25 feel sad for you people. I have nothing

1 else to say. Thank you.

2 VALERIE TUTOR: Thank you. Okay. Greg  
3 Thompson.

4 GREGORY THOMPSON: My name is Gregory  
5 Thompson, G-R-E-G-O-R-Y T-H-O-M-P-S-O-N. I  
6 live at 1446 Marsh Creek Lane in Deerwood  
7 Community. And I already submitted a letter  
8 of grievance to what's going on. I will say  
9 two things.

10 For five years I've lived in Deerwood.  
11 A year after I moved in I started a lawn  
12 business. I went from six customers in six  
13 months to 52. From 52 I tripled it. Over  
14 the next four years I went from being on  
15 food assistance, Florida assistance. A year  
16 after I moved in Deerwood, that was gone. I  
17 don't have a family. I'm one individual.  
18 And I know this because I'm on the streets  
19 every day, and you can't take one individual  
20 out of this and it not be the same thing it  
21 was.

22 Not only that. I stand to lose 35  
23 percent of my business if you do this, and I  
24 will be back on food stamps and it won't be  
25 my fault this time.



1 VALERIE TUTOR: Seth Whitaker. I think  
2 I said that right. Seth Whitaker.

3 SETH WHITAKER: My name is Seth  
4 Whitaker. I live at 1320 Cupid Avenue. I'm  
5 a Floridian, born here in Orange County and  
6 I've got businesses here in Orange County.  
7 I'm here to represent my own business but  
8 I'm here to represent the Dietrich Ranch.  
9 They are one of the largest landowners, the  
10 largest landowner in this whole deal. He  
11 put his whole ranch into these conservation  
12 easements and he's doing it for everybody  
13 else here. He could have took -- he could  
14 have went to the money and developed his  
15 ranch but he wanted to protect our land.

16 And I do agriculture tours, eco tours,  
17 airboat tours, but I take people out and I  
18 have people come from all over the world to  
19 see the wildlife, the animals in our county,  
20 East Orange County. And if you take this  
21 away from us, I mean, you're just -- they  
22 are going to develop right through it. When  
23 you put your land in a conservation  
24 easement, that means it's protected. It's a  
25 wildlife corridor.

1 I just, I'm really against this.  
2 There's a lot more to it. And I'd hate to  
3 see, you know, something just put his whole  
4 life, not about the money, put his land in  
5 the easements and protecting it, protecting  
6 the wildlife to see it taken from him.

7 And the cattle, it's going to affect us  
8 with our cattle and everything else. The  
9 dying breed is a cow in Orange County. And  
10 that's -- that's a dying breed.

11 VALERIE TUTOR: Okay. Deborah Gilmore.

12 DEBORAH GILMORE: Deborah Gilmore. 636  
13 Delaney, Orlando, 32801.

14 I'm asking you to think outside the box  
15 today and I'm advocating the Walt Disney  
16 style monorails, the elevated monorails with  
17 a park-and-ride component where people can  
18 keep their cars and loop all over the metro  
19 plan, Orlando, or whatever it is called.

20 And you can check with Wikipedia.  
21 We're so far behind many other countries.  
22 They are using monorails, mass transit in  
23 China, Norway, Japan. If you look at  
24 Wikipedia, just see how many countries are  
25 using monorails.

1           You can have a direct line with this  
2           monorail for the tourists coming from the  
3           airport to Disney and then to the metro area  
4           to downtown for the residents and they just  
5           park and ride it. It's quiet, less land and  
6           homeowner disruption. There's all these  
7           good people, good hard working Americans,  
8           you know, they are here and they are upset  
9           about losing their land. And also the  
10          animals will be losing their homes as well.

11          We need less noise and that monorails  
12          will create that, less pollution, less  
13          gridlock, less stress. Build smaller  
14          highways for the drivers passing through to  
15          Miami or the beaches or Jacksonville. You  
16          can still collect your tolls with an E-Pass  
17          on both the highways and the monorail. And  
18          it's just, it's been around for 70 years and  
19          we're so -- we keep repeating that and it's  
20          not working and Atlanta, Houston. I've  
21          lived in all these big cities. It just  
22          doesn't work. We keep repeating the same  
23          mistakes. So please consider multimodal  
24          monorail. Thank you.

25          VALERIE TUTOR: Bobby Beagles.



1 BOBBY BEAGLES: My name is Bobby  
2 Beagles. I live at 21302 Fort Christmas  
3 Road, Christmas, Florida.

4 We have owned and operated a cattle  
5 ranch since 1956 in Christmas.

6 In 1956 my mom and dad's place was  
7 taken by Martin Marietta. They moved to  
8 downtown Orlando. In 1966 East-West  
9 Expressway built a road through mom and  
10 dad's house.

11 Am I against this road? No. I served  
12 on the board. This is my third board I have  
13 served on trying to get an evacuation route  
14 built from the east coast to 75. We need  
15 some way to be able to move traffic.

16 Nobody likes their house destroyed. I  
17 can understand that. But at the same time  
18 DOT has done a very poor job keeping up with  
19 the traffic flow in East Orange County. I  
20 appreciate what y'all are trying to do. I  
21 hope you can find the money. I don't like  
22 the time frame because I'll probably be dead  
23 and gone before you get it built. But the  
24 road needs to be built. We need to be able  
25 to get people from the east coast, people

1 from East Orange County over to 75 to be  
2 able to get out of the state for the storms  
3 and stuff.

4 Right now they only have two roads.  
5 They have 520 coming out of Brevard County  
6 or Highway 50. Two, three, four years ago  
7 the traffic was backed up from 408 at  
8 Highway 50 to the St. John's River bridge.  
9 The traffic was backed up on 520 all the way  
10 down to the Beeline. We need to be able to  
11 move a road.

12 I think the committee has done a very  
13 good job trying to have less impact on  
14 people as possible to build this road. The  
15 Expressway Authority I know you got a tough  
16 choice to do. But the road needs to be put  
17 and the road needs to be built.

18 I'll say again, it was -- we've done  
19 everything we could in helping y'all pick  
20 the route that would have the less impact on  
21 residents and we thank you and God bless.

22 VALERIE TUTOR: Gail Pettit. Hard for  
23 me to tell if you're walking down here.  
24 Gail, if you're here wave your hand. No?  
25 Okay. We'll come back to Gail. Anybody see

1 Gail tell her she's up.

2 Okay. Valerie Morales. Valerie  
3 Morales. Are you coming? Is that you?

4 VALERIE MORALES: My name is Valerie  
5 Morales. I live at 1131 Windmill Grove  
6 Circle. I am employed at Deerwood at Sun  
7 Communities as well as I'm a resident.

8 Fifteen years ago I moved here to  
9 Orlando and I resided in Deerwood for those  
10 fifteen years. Three years ago roughly I  
11 was hired as an activities director, pool  
12 attendant-type person and I worked with  
13 residents every single day.

14 There is some people, how do I put  
15 this, who go to work every day and they are  
16 like, man, I have to go to work. Me, I go  
17 to work and I enjoy what I do because I get  
18 to deal with every single one of those  
19 residents every day. So not only are you  
20 possibly taking my home from me, but you're  
21 taking away the people that mean the most to  
22 me that I deal with on a daily basis.

23 I've watched kids grow up. I'm  
24 watching children that not only I've seen at  
25 five, now having children of their own and



1       being involved in the community. I just  
2       think that this is a horrible idea. Not  
3       only are you taking away my home and my job  
4       possibly, but you're also taking away the  
5       elderly people that live in our  
6       neighborhoods that depend on us on a daily  
7       basis to be able to just keep them happy and  
8       smiling and I just think that it's horrible.  
9       I'm not for this.

10       VALERIE TUTOR: Florence Stanford.  
11       Florence? I want to hold it or you want me  
12       to put it in the stand?

13       FLORENCE STANFORD: I'll hold it.  
14       My name is Florence Stanford. I live  
15       at 14261 Acorn Ridge Drive, Orlando, 32828.  
16       And I speak for the people in the red zone  
17       who don't own the land and have no rights  
18       under eminent domain but own houses and have  
19       put everything we have in them. Eight years  
20       ago I left an abusive marriage and have been  
21       a single mom with three teenagers now. I  
22       left a golf course community to move to  
23       Deerwood and have found higher-caliber  
24       neighbors on those streets. I am also a  
25       very proud highly educated Orange County

1 Public Schools teacher. And our  
2 neighborhood is home to some amazing people,  
3 retirees, neighbors who have lived on  
4 disability, and yet despite the fact that  
5 they had almost nothing, welcomed in other  
6 people's children because they knew those  
7 kids have no place to go and they didn't  
8 want them to be on the street.

9 I understand development has to happen.  
10 Nobody knows better than the people who live  
11 off Colonial just how bad the traffic gets  
12 and how much the urban sprawl is coming  
13 through our area. But we need to know that  
14 we will have something other than being  
15 told, we purchased the land, your tenancy is  
16 over, find a way to move your house and  
17 start over with nothing when you already  
18 built yourself from nothing up to having a  
19 house that should be worth 30- to \$40,000  
20 that as of this meeting none of us would be  
21 able to sell even if we wanted to, even if  
22 we had to because no one is going to buy a  
23 house knowing that it's going to be leveled  
24 and they might get \$5,000 for their trouble.

25 I saw something very interesting as I

1       came into the open house that there was a  
2       sign about antidiscrimination, and the only  
3       thing left out of it was socioeconomic  
4       class. And when you look at the path that  
5       this road takes, the only people whose  
6       houses you are affecting are the poor and  
7       that is an issue.

8           VALERIE TUTOR: Donna Gonzalez. Donna  
9       Gonzalez. Where did everybody go? Chuck  
10      Johnston.

11           CHUCK JOHNSTON: Hi. My name is Chuck  
12      Johnston. I live at 1238 Willow Branch  
13      Drive in Avalon Lakes subdivision off of  
14      Avalon Park Boulevard, but I also own a home  
15      at 14265 Acorn Ridge Drive in Deerwood.

16           When I came up here tonight, I just  
17      want to voice my concern on this proposal.  
18      Because we've heard a lot of fine speakers  
19      tonight and I don't consider myself a big  
20      public speaker.

21           We've heard a lot of great things, a  
22      lot of reasons as to why we shouldn't move  
23      forward with this project. And my nephew  
24      asked me tonight, why are you wasting your  
25      time coming up here and talking about



1 something that from what I've been told from  
2 a friend who works in Orange County who  
3 builds roads in Orange County, that when you  
4 get to this point it's already a done deal.

5 This is nothing more than a preliminary  
6 meeting that is required to happen and that  
7 they already have the plans and this is a  
8 done thing.

9 But what I want to share with my family  
10 is that you have to make your voice known.  
11 You have to be part of the public. You have  
12 to stand up for everyone in the community  
13 and continue to fight the good fight.

14 As we've all heard, the Expressway has  
15 millions and billions of dollars. We've  
16 already heard people talk about the fact  
17 that the toll roads have already been paid  
18 for and that the monies that we're  
19 continuing to pay are being just set up to  
20 continue to pay for more roads through the  
21 community, destroying homes, destroying the  
22 environment. It's not going to stop until  
23 we as a people stand up and fight for what  
24 we believe in.

25 What's not been talked about, which

1 might come down the road, is what's going to  
2 happen to the people that are still there.  
3 We've talked about the fact that we're  
4 impacting 271, you know, homes here, and  
5 people that can't afford to just like pick  
6 up and move on whenever, you know, somebody  
7 decides to come in and just drive a road  
8 through your home.

9 There's a lot of things we have to  
10 consider. We have to consider the fact that  
11 we've got people walking to work because  
12 they can't afford a car. We've got little  
13 children that have to be able to get to  
14 school that are local to this area that  
15 don't have the means to get to school. We  
16 have a lot of influential people outside the  
17 community. And the thing that really  
18 disturbs me is that the fact that when we  
19 look at a board of directors that are taking  
20 care of this whole thing, they have got tons  
21 of money to spend. They have got all kinds  
22 of money in their pocket and they are not  
23 looking out for the little people, the  
24 people like you and me who live in the area.

25 You know, as I mentioned, I'm a

1 homeowner in Deerfield, but you know who  
2 lives in that home? My sister and her  
3 family, my blood, my people that are close  
4 to me. So I'm looking out for my family, my  
5 intermediate family.

6 VALERIE TUTOR: Terri Dunn. I hear  
7 you. Just making sure. I don't want to  
8 leave anybody out. Everybody getting an  
9 opportunity. Oh, I'm not going to -- Sarah  
10 H-R-O-N-E-C is what it looks like.

11 SARAH HRONEC: Silent H.

12 VALERIE TUTOR: How do you say that?

13 SARAH HRONEC: Hronec.

14 VALERIE TUTOR: Say it again for her.

15 SARAH HRONEC: Hi. I'm Sarah Hronec.  
16 I live at 1313 Birch Creek Drive in  
17 Deerwood.

18 Most of what I'm going to say has  
19 pretty much been covered by everybody else  
20 that's come up here tonight, and especially  
21 people who also live in Deerwood. You know,  
22 I lived here in Orlando permanently and, you  
23 know, in East Orange County in the Bithlo  
24 area for a little over a decade now. I was  
25 born here and I've lived, you know, with my



1 grandparents the first few years because we  
2 could not afford a house to live in on our  
3 own. And then we moved to Deerwood and we  
4 can finally, you know, afford to support  
5 ourselves and live in our own home.

6 And anywhere else that you look at in  
7 the area you're not going to find another  
8 place that has, you know, decent living  
9 conditions like Deerwood at the price that  
10 those of us in our economic class can  
11 actually afford.

12 You know, I grew up with, you know,  
13 single mom, divorced parents, me and my two  
14 younger siblings. We all went to Avalon  
15 Middle School and two of us have already  
16 graduated from East River and my brother is  
17 still going here.

18 You know, we -- you know, we were born  
19 and raised here basically and to see this  
20 road that is just going to come through and  
21 destroy a big portion of the community that  
22 I've lived in for a good five or six years  
23 now just destroyed it. It really makes me  
24 sad because it's, like I said, one of the  
25 few places that people in my economic status

1           and class can actually afford to live, and  
2           even then it's really tough because the rent  
3           still raises up and so on and so forth.

4           But to take away this place from the  
5           community is just, it's no good for us no  
6           matter how good it would be for, you know,  
7           the state or the city at large. And that's  
8           all I've got to say.

9           VALERIE TUTOR: Bobby Turner.

10          BOBBY TURNER: I'm Bobby Turner. I  
11          live at 17764 Evans Trail. I lived in  
12          Bithlo most of my life. When I was  
13          seventeen I lived in Orlando and was kicked  
14          out of my apartment because of my age.  
15          Bithlo welcomed me with open arms. A lot of  
16          people out there, they can't afford to live  
17          in the city. And we love our town, that  
18          river and everything about our community  
19          especially. It's not just a real estate  
20          investment. The whole reason we're out here  
21          is because our connection to land, to the  
22          wildlife and to each other.

23          It's not just an investment for us.  
24          This is everything. That river is our heart  
25          and soul. This land has been put into

1 conservation and this family, the Dietrich  
2 family, who I happen to know, it's because  
3 of the foresight of his father that wanted  
4 to protect the land, not only from you and  
5 everyone else, but even his own family to  
6 make sure that it couldn't be developed,  
7 that it could be preserved, it could be  
8 protected so that they could learn how to  
9 work with the land, make money off of it and  
10 be a part of it and not destroy it.

11 What you're fixing to destroy is a  
12 lifetime of work and it can't change.

13 That river is my church. When I go  
14 back to that river what y'all don't  
15 understand is you consider just little  
16 pieces and blocks and this and that, but  
17 you're not seeing the whole. All the way to  
18 the Beeline that river and back at  
19 Wedgefield, all of that is connected and  
20 that -- saving all that land over there  
21 means nothing if you cut the heart out of  
22 it.

23 Okay. All of those animals move in a  
24 circuit, okay. If you cut half of it off  
25 then the rest of it won't be able to live



1 and you won't be able to fix that ever.

2 These people that couldn't be a part of  
3 your city and all of that, we live out there  
4 and we have to work in other parts of  
5 Orlando. Most of the people in Bithlo are  
6 workers, construction people. We built  
7 Orlando, and we have to go through that  
8 river bridge and cross over on 50. And when  
9 I realized how long it took y'all to do  
10 something with that bridge, I couldn't  
11 believe it took y'all forever to do  
12 anything, and now you only took about two  
13 years to build that bridge and now there's a  
14 whole lane on each side that you're not even  
15 using. All the power lines are all the way  
16 back, all the way to 520. Why are you  
17 bullying Bithlo?

18 VALERIE TUTOR: Louis Dobles.

19 BOBBY TURNER: Can I finish?

20 VALERIE TUTOR: No. You can finish --  
21 yes, there's a court reporter over in the  
22 cafeteria, and she will take your statement.

23 Louis Dobles, is that right?

24 LOUIS DOBLES: Yes, ma'am.

25 My name is Louis A. Dobles and I live,

1 1391 Caudle Street, Orlando, Florida 32828.

2 I'm a retired engineer, and also was a  
3 project manager as well.

4 And the reason I believe, like the  
5 gentleman that stated, this thing is  
6 probably a done deal. But what's important  
7 and the reason I want this for the record is  
8 that when you look at your drawings, okay,  
9 you don't see the face of the people that  
10 are affected by this project and I'm one of  
11 them.

12 I'm retired. I did my best when I  
13 designed my house which, by the way, I built  
14 in 2015, so I have a three year-old house  
15 that's going to be part of your project and  
16 a house that was done, you know, energy  
17 efficiency, the whole works. Why? Because  
18 to save money because I'm on a limited  
19 income.

20 Now, by you taking that away, what do I  
21 do next? You know, I can end up being  
22 maybe, not homeless, but it becomes an  
23 affordability issue for me.

24 So on behalf of my neighbors who have a  
25 similar situation and others that probably

1 have been impacted by this project, what I  
2 ask is that your socioeconomic study should  
3 include some form of appropriate  
4 compensation for people so that they can  
5 move on, you know, to make me whole. That's  
6 all I ask.

7 VALERIE TUTOR: Thank you. Christina  
8 George. Are you Christina?

9 CHRISTINA GEORGE: Yes. I'm Christina  
10 George. C-H-R-I-S-T-I-N-A G-E-O-R-G-E. I  
11 live at 14032 Sycamore Tree Drive in the  
12 Deerwood Community.

13 Listening to this tonight the purpose  
14 of this study says to accommodate the  
15 expected increased traffic due to population  
16 and employment growth. So in other terms  
17 you're saying "out with the old and in with  
18 the new." We've established roots here, we  
19 live, work and play here, our kids go to  
20 school here, we make a living here.

21 As a resident of a mobile home  
22 community being Deerwood, Florida Statute  
23 Chapter 73 regarding eminent domain has me  
24 really concerned. It actually means nothing  
25 for us. You could leave people homeless.



1 Your study also shows the need for  
2 evacuation. As a resident in mobile home I  
3 do evacuate. I have no issue with it. And  
4 frankly I don't understand who is coming  
5 into our community to evacuate. There's one  
6 or two hotels. You're going to take 95, 75,  
7 wherever you're going to go.

8 My grandmother lives in the Fairways  
9 community across the street. I evacuate her  
10 as well. Again, there's no issue. You can  
11 extend 50, you can make it 6 lanes, the  
12 extension that's already happened in the  
13 Grove. Yeah, there is more need for it.  
14 There is traffic. But we get it, we live in  
15 the community.

16 Where is there not traffic? Can you  
17 not go down I-4 over by UCF and Alafaya? We  
18 adjust. We live here. Again, we have roots  
19 here. So we leave ten minutes early. We  
20 all made it here tonight, didn't we, because  
21 we know we had to be here. We know we can  
22 adjust. You leave ten minutes earlier, you  
23 pick kids up earlier for school, you make  
24 the adjustment. We don't want to move, we  
25 don't want to leave. We want to stay here

1 and we don't want this road.

2 There are wetlands and wildlife and  
3 environmental impact and I get it. It's a  
4 necessity. You even show pictures of ponds  
5 and wildlife in the habitat. Where are the  
6 pictures of my neighbors? Where are the  
7 pictures of the farmland? Where are the  
8 pictures of our faces of the people that are  
9 going to be impacted?

10 In closing I simply ask you not build  
11 this simple seven-mile extension. Seven  
12 miles means a lot to us in our community,  
13 this community, all of us here tonight. I  
14 ask you not take our families out of our  
15 homes, I ask you not take this off of our  
16 land, I ask you not put a wall in our back  
17 yards, and just don't build it.

18 VALERIE TUTOR: Dodie Sweeney.

19 DODIE SWEENEY: Dodie Sweeney.

20 D-O-D-I-E S-W-E-E-N-E-Y. 1265 Windmill  
21 Grove Circle, Orlando, 32828.

22 I'm not talking about anything except  
23 one thing. I've got a daughter 34 years old  
24 and I want you to put your shoes on my feet.  
25 She's had three open heart surgeries. She

1 loves to walk. She can't work because she  
2 gets tired easy. She loves to walk. That's  
3 her thing. That's how she gets her  
4 exercise.

5 She's a photographer. She loves to  
6 take pictures when she walks. You tell me  
7 how is this road going to affect that. Is  
8 she going to be able to walk anymore? No.  
9 Because there's going to be too many doggone  
10 fumes from the cars on the 408 going by.  
11 You're going to kill my daughter.

12 You put yourself in my shoes now and  
13 tell me how you would feel if your daughter  
14 had three open heart surgeries and they were  
15 going to build a road in your backyard and  
16 she can't walk anymore. You're taking away  
17 her dream, the one thing she loves to do.  
18 That's all I can say. Don't build it. It's  
19 stupid.

20 VALERIE TUTOR: Okay. Terry Dunn.  
21 Loretta Humble?

22 LORETTA HUMBLE: Loretta Humble,  
23 H-U-M-B-L-E. I live at 849 Lockwood Drive,  
24 Orlando, Florida, 32833.

25 Sitting here I see all these faces and



1 I guarantee if I asked anybody in here to  
2 stand up who this is going to affect,  
3 everybody is going to stand up except you  
4 two because you don't live here in Orlando.

5 And this poor lady with the open heart  
6 surgery, she said put yourself in her shoes.  
7 But you have to have a heart to put yourself  
8 in her shoes. I'm sorry.

9 My house is going to be affected a  
10 little bit, but it's not going to be taken  
11 from me, but I know plenty of people that it  
12 will be and it's heartbreaking. And, I'm  
13 sorry, I forgot, you have no heart.

14 But, anyways, I feel for everybody and  
15 I am so sorry that this is already going  
16 through. I mean, yes, we're in phase two,  
17 next time it's phase 3, and phase 3 is the  
18 design, so you're going to change the design  
19 from what it is now and then we're not going  
20 to have any vote on that either because  
21 you've already taken our privilege away of  
22 voting, you've taken our privilege away of  
23 deciding what we want. And we're tired of  
24 it. And we're standing up here and all you  
25 can do is look at your phones and look at us

1 with this plain look on your face and be  
2 heartless. I'm sorry.

3 VALERIE TUTOR: Okay. Gail Pettit,  
4 Timothy Sheldon, Donnie Gonzalez or Terri  
5 Dunn, are you still here? Okay. Verbatim  
6 transcript of this hearing of oral  
7 proceedings together with all written  
8 material received as part of the hearing  
9 record and all studies displays and  
10 information and material provided at the  
11 hearing will be made a part of the project  
12 decision-making process and will be  
13 available at CFX for public review upon  
14 request and on the study website.

15 I'll say again, if anybody still wants  
16 to make comments you can get a written  
17 comment sheet that will be a part of the  
18 public record. Thank you for attending the  
19 public hearing and providing input on this  
20 project. It is now 8:07. I hereby  
21 officially close this public hearing for the  
22 State Road 408 East Extension study. Thank  
23 you again, have a good evening.

24 (Thereupon, the proceedings were  
25 concluded at 8:10 p.m.)

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# TRANSCRIPT CERTIFICATE

STATE OF FLORIDA    )  
COUNTY OF ORANGE    )

I, Pamela S. Hardy, Registered Professional Court  
Reporter, State of Florida at Large, certify that I  
was authorized to and did stenographically report the  
foregoing proceedings and that the transcript is a  
true and complete record of my stenographic notes.

Dated this 2nd day of May 2018.

Pamela S. Hardy  
PAMELA S. HARDY, RMR, CRR, FPR





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PUBLIC HEARING  
SR 408 EXTENSION PD&E STUDY  
FROM SR 50 TO THE VICINITY OF SR 50/SR 520 INTERSECTION  
ORLANDO, ORANGE COUNTY, FLORIDA

Taken on: April 26, 2018

Location: East River High School  
650 East River Falcons Way  
Orlando, Florida 32833

Stenographically Reported By: Breean Crisp, RPR, RMR,  
CRR and Notary Public for the State of Florida at Large.

1     Thereupon,  
2     the following comments were made in the Cafeteria:

3             ANNIE M.:  Annie M., and I live in Christmas,  
4             Florida, and I pass on my phone number.  I'm going  
5             to pass on my e-mail as well.

6             So I'm a little slow on the draw to find out  
7             this information.  First of all, I appreciate the  
8             open -- what is it called -- town hall.  I really  
9             appreciate that and the opportunity for us to come  
10            together as a community, and I'm very, very hopeful  
11            that this will give me a lot of answers about where  
12            my future is with things like travel and also  
13            trying to maintain some kind of a sense of small  
14            community as well.  I don't want it to get run over  
15            with commercialism all up and down 50.  I don't  
16            want it to -- you know, it gets dry with  
17            commercialism all up and down 50.  If they're going  
18            to use it as a corridor, try to maintain some kind  
19            of quality of life for the people that have been  
20            there.

21            All right.  That's it.

22            PETER PARENTI:  The traffic study done  
23            July 5th through, I believe, July 17th, how come it  
24            wasn't done during a busy season, the end of August  
25            through the beginning of June when there's traffic

1           on the road? They should have did it Christmas  
2           Day. They would have got the results they wanted.  
3           They're cooking the books again.

4                   And on the noise study, they skipped Jadestone  
5           Circle, which is adjacent to 408. No noise  
6           measurements. And you can't stand outside the door  
7           and you can't open your windows during the time  
8           when you don't have to run an air conditioner from  
9           November to February. It's too much noise.

10                   MARSHA SUSKOWITZ: 1437 Sherman Street,  
11           Orlando, Florida 32828.

12                   My comment -- okay. I don't even know whose  
13           idea this is, but why they can't -- the only  
14           problem in our area is Bonneville Drive. If they  
15           would build an over-ramp over Bonneville, those  
16           lights, like they did on Semoran Boulevard, all the  
17           problems would be alleviated down here, and it  
18           would be a lot cheaper than taking everybody's  
19           land. Also, they're not only taking out my land,  
20           they're going across the river and taking out my  
21           mother's land, which has been in our family for  
22           seven generations.

23                   NANCY SWIFT: Nancy Swift, 14427 Lake  
24           Underhill Road, Orlando, Florida 32828,  
25           nancyswift@cfl.rr.com.



1 I'd like to see the completion of the Turnpike  
2 study done first and then both alternatives  
3 evaluated at the same time. There's a competing  
4 project going on that is expanding 50. And at this  
5 time, I'd prefer to see 50 expanded versus 408  
6 Expressway disrupting residential and businesses  
7 and the environment. That's one.

8 Second, I'd like to see the traffic study done  
9 on the Woodbury Road and traffic improvements done  
10 on Woodbury Road and the Lake Underhill/Woodbury  
11 Road intersection prior to start. And I understand  
12 right now it's assumed that Orange County will fix  
13 the roads and right now can't even handle the  
14 traffic that it has. That's number two.

15 And three, I'd like to see -- I see the  
16 section one, which is the 408, the beginning of  
17 where 408 will extend to 50, I happen to be in the  
18 houses behind that. I would like to see additional  
19 noise barriers along the entranceway to that area.

20 PETER PARENTI: Upon completion, the traffic  
21 flow will probably go down Avalon Boulevard through  
22 Waterford Chase Parkway through the intersection of  
23 Woodbury and Lake Underhill and cause a horrific  
24 nightmare. Today it takes a half hour to go from  
25 the light to the school. After this complete mess,

1           if you don't change the flow of traffic, will  
2           probably take three hours.

3           EVELYN MORA: Evelyn and then you can put also  
4           my husband's name, Ramon Mora, and the address is  
5           14097 Hunter Grove Drive, Orlando, Florida 32828.  
6           My phone number, 407.489.5402. My e-mail is  
7           evelyn.mora315@gmail.com.

8           And my comment is, how fast -- how soon can we  
9           get this going? I have no complaints. I'm all for  
10          it, so that's me.

11          PATRICIA WARING: We've lived here all our  
12          lives and Highway 50 is a nightmare, which, of  
13          course, it wasn't when we grew up here.

14          I just wanted to comment that we have lived  
15          here our whole lives, my husband and myself. We  
16          raised our family here. The dense population that  
17          is being allowed all over Central Florida, but even  
18          more and more out here now on the east side, of  
19          course, has clogged our roads. Coming here  
20          tonight, we were in bumper to bumper traffic, stop  
21          and go on East Highway 50, so I know something  
22          probably needs to be done.

23          But we had understood, and I've read in the  
24          paper, that FDOT has considered adding two toll  
25          lanes on each side going along their right of way.

1       They won't work with Central Florida Expressway.  
2       So you've got two authorities, and we're not  
3       understanding why they can't work together. Why we  
4       have to have a whole 'nother road impacting -- the  
5       people were just speaking about Deerwood I think it  
6       is, that whole community that this road will go  
7       right through. It will destroy that community.  
8       Because the places that it takes, those people are  
9       not high income people. They're not going to be  
10      able to go out and find another place comparable  
11      because they don't have that kind of money.  
12      There's not affordable housing.

13             Same with Bithlo. This whole area out here,  
14      this is not a high income area. Those people are  
15      going to be ruined. And the ones that are left,  
16      the overpass will go past there, it will dissect  
17      the park. It's going to be a mess.

18             Anyway, that aside, we just don't understand  
19      why the two entities cannot work together to make  
20      some main highway line that can -- yes, we need  
21      more lanes, but to not make a whole new road that  
22      destroys -- and, of course, it's going across the  
23      Econ. They said -- we listened to the  
24      presentation, and it's going across -- supposedly  
25      they'll make it elevated and cross the wetlands



1           there and won't degrade them too much, but we are  
2           concerned about the environment of course as well.  
3           But there's so much information we got at that  
4           hearing, you know, that we just watched, I can't  
5           absorb it all at one point.

6                     But anyway, that's our whole thing. We know  
7           we need more lanes because more people are allowed  
8           to populate the area, but we just don't see why it  
9           has to be a whole new road. I guess that's my  
10          whole point. I guess basically that's it.

11                    You just destroy people's life. Of course, if  
12          it goes north, it'll destroy people on that side  
13          too, and those are low income people. You can't  
14          take low income people and take their homes and  
15          give them another place they can live. There is no  
16          other place, but they don't care. That's what it  
17          comes down to, they don't care, so anyway.

18                    MARTHA SUSKOWITZ: 505 Lockwood Drive,  
19          Orlando, Florida 32833.

20                    I am opposed to the 408 going through my  
21          property. I've lived there for the last 55 years  
22          and my parents have owned a place for seven  
23          generations. We've lived in the same area.

24                    I'm opposed because it will destroy our  
25          wildlife. We've got gophers and deers all over the

1 place. Not only that, but it's close enough that I  
2 can walk to church, walk to the bank, walk to the  
3 pharmacy. There's shopping that I can walk to  
4 where we're located right now, and I don't know  
5 where I'd be able to move to be able to have that  
6 kind of convenience anywhere. And not only that,  
7 but I am handicapped. I'm blind. I am legally  
8 blind. I cannot see your face and you're sitting  
9 just maybe 30 inches from me. So it would be a  
10 very big inconvenience for me to have to give up my  
11 home.

12 RICHARD WRIGHT: Richard Wright, 863 Hamilton  
13 Drive, Orlando, Florida 32833.

14 My comments on the expressway are is give it  
15 to FDOT. Put it down the middle of 50 like they  
16 were going to do originally and solve all these  
17 problems.

18 As far as evacuation route, it'll never work.  
19 It never has worked. People were sitting on the  
20 side of the road with empty gas tanks trying to get  
21 out of Florida during the hurricane, so that's all  
22 a joke.

23 A lady had a good idea on the monorail. I  
24 thought that was a good idea. But other than that,  
25 I'm going to lose four properties for nothing, and

1 I'm not happy about it. So quit bashing the egos  
2 between Expressway Authority and FDOT. Just give  
3 it to FDOT to put it down 50.

4 Okay. Thank you.

5 HEATHER DISANTO: Heather Disanto, 15513  
6 Carina Drive, Orlando, Florida 32828.

7 This proposal or project, whatever you want to  
8 call it, does not take into account the extra  
9 traffic that Avalon Park Boulevard is already  
10 experiencing and now you're adding in even more.  
11 Not only are you impacting the people who you're  
12 taking the homes from, but you're also impacting  
13 others as well who live off of Avalon Park  
14 Boulevard.

15 FERNANDO MALDONADO, JR.: My name is Fernando  
16 Maldonado, Jr., and I live in 1533 Sabal Oak Lane,  
17 Orlando, Florida 32828 in the Deerwood Manufactured  
18 Home Park.

19 My comment is, I have lived there in that  
20 community for over 12 years now with my parents and  
21 we are going to be directly affected by this  
22 construction. We got the notice a few weeks ago,  
23 and need less to say, it's caused a lot of panic on  
24 my parents, especially my dad who, you know, has  
25 had health issues, and my mother who has health



1 issues as well. She has diabetes.

2 I just want to say that I find this entire  
3 situation completely unacceptable. I think it's  
4 absolutely morally wrong that they're doing this to  
5 people's homes.

6 They're completely uprooting us. I have a job  
7 here. I don't want to have to leave my job because  
8 of this. And that I hope that they don't go ahead  
9 with this because this is morally wrong. It's  
10 absolutely wrong. And to completely uproot  
11 people's lives this way and destroy that community,  
12 which is a great and vibrant community, is  
13 shameful. Honestly, it's shameful and I hope that  
14 they reconsider this. That is all.

15 (Thereupon, the proceedings concluded at  
16 8:15 p.m.)

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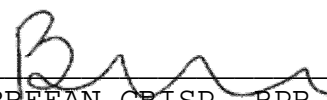
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TRANSCRIPT CERTIFICATE

STATE OF FLORIDA )  
COUNTY OF ORANGE )

I, Breean Crisp, Registered Merit Reporter, State of  
Florida at Large, certify that I was authorized to and  
did stenographically report the foregoing proceedings  
and that the transcript is a true and complete record of  
my stenographic notes.

DATED this 4th day of May, 2018.

  
BREEAN CRISP, RPR, RMR, CRR



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