



CENTRAL FLORIDA EXPRESSWAY AUTHORITY

Final Utility Assessment Report
July 2018

SR 408 Eastern Extension PD&E Study

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1 INTRODUCTION

The purpose of the SR 408 Eastern Extension Project Development and Environment (PD&E) Study is to develop a proposed improvement strategy that is technically sound, environmentally sensitive and publicly acceptable. Emphasis has been placed on the development, evaluation and documentation of detailed engineering and environmental studies including data collection, conceptual design, environmental analyses, project documentation and the preparation of a Preliminary Engineering Report.

The Central Florida Expressway Authority (CFX) is presently evaluating the potential to extend State Road (SR) 408 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. This new, approximately seven-mile eastern extension of SR 408 would constitute the first stage towards providing a east-west high-speed corridor with future connectivity to I-95, enhance safety, and increase capacity and mobility for the region and CFX's customers.

1.1 Project Background/Description

The vision of this enhanced east-west corridor has been documented in prior concept studies prepared by CFX including the SR 408 Eastern Extension Concept Development and Evaluation Study completed in 2008. This study evaluated potential corridors for a new limited-access facility between east Orange County and north Brevard County. The original study area generally parallels SR 50 from east of SR 434 to I-95. After a preliminary corridor evaluation, four viable corridors were determined to meet the criteria and were further evaluated. These corridors are shown on **Figure 1-1**. The results of the previous study indicated that "Corridor 3B (along SR 50) met the transportation need west of SR 520, providing relief of the existing and projected future traffic congestion along SR 50 from Alafaya Trail/SR 434 to SR 520. This alternative diverted the greatest number of trips, had the lowest estimated cost, and had the fewest potential impacts to environmental and community resources of any of the viable corridors considered at that time. This corridor also provided for a potential future extension of the proposed limited-

The map displays the proposed toll road network in central Florida, specifically through Volusia, Brevard, Seminole, and Orange counties. The network is divided into three main alternatives: ALT 1 (pink), ALT 3 (orange), and ALT 3A (yellow). ALT 1 starts near Altamonte Springs and runs east towards Kissimmee. ALT 3 and ALT 3A branch off from ALT 1 and run south towards Kissimmee. The map also shows major highways like I-95, I-4, and SR 50, as well as geographical features like the St. Johns River and Lake Wales. A north arrow is located in the top right corner.

Figure 1-1 – 2008 Study Previously Identified Viable Corridors

As part of the SR 408 Eastern Extension PD&E Study, a preliminary corridor evaluation was initially performed in 2015, in which different viable alternatives were considered. Those alternatives that met the basic project objectives were further evaluated and presented in a final report which recommended that the proposed SR 408 extension be co-located within the existing SR 50 corridor. However, in May 2016, the Florida Department of Transportation (FDOT) notified CFX that there are issues with CFX utilizing FDOT right-of-way for the SR 408 extension. As a result, new transportation corridors were developed that avoid SR 50 and that will address the transportation needs while minimizing impacts to the natural, physical and cultural environments.

1.2 Project Purpose

The purpose of the proposed SR 408 Eastern Extension is to provide an east-west high-speed corridor with future connectivity to I-95, enhance safety, and increase capacity and mobility for the region and CFX's customers (see **Figure 1-2**). There are five

existing/projected corridor needs that serve as the main justification for the proposed improvements. These needs are: 1) providing *additional capacity* in the east-west direction to mitigate or eliminate capacity deficiencies; 2) providing *additional emergency evacuation service* to supplement the limited number of evacuation routes in this area of Central Florida; 3) providing *improved transportation connectivity/linkage* necessitated by the continued population growth and land use development reflected in various local comprehensive plans; 4) providing *transit support*, and 5) providing *planning consistency*. A brief description of each of these needs follows.

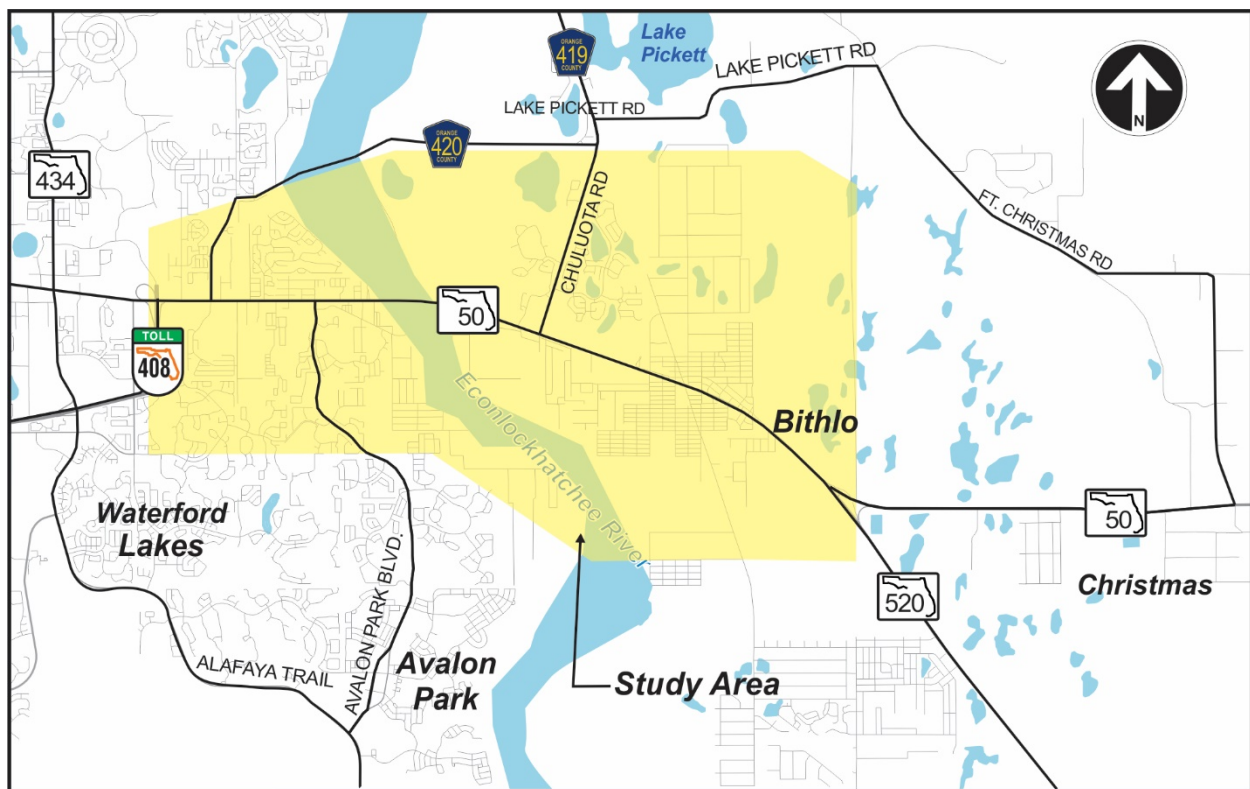


Figure 1-2 – Study Area

1.2.1 Capacity Deficiency

The planned project improvements are anticipated to accommodate the expected increase in traffic due to population and employment growth along the corridor. The preliminary No Build projections were run for years 2025, 2035 and 2045. The No Build SR 50 traffic projections along SR 50 will be increasing and a future SR 408 Eastern Extension to SR 520 would help alleviate this increase by diverting the traffic from SR 50 to SR 408. **Table 1-1** shows the Annual Average Daily Traffic (AADT) volumes for the year 2045.

Results of the preliminary No Build projections reflect that even with the planned widening of SR 50 to six lanes by FDOT, there is insufficient capacity in 2025 on the segment from SR 408 to CR 420 (Lake Pickett Road) and in 2035 from Lake Pickett Road to Avalon Park Boulevard. By the year 2045 the segment from Avalon Park Boulevard to Chuluota Road, although not over capacity, is projected to reach congested conditions. Unless additional capacity is provided along most project segments the vehicular mobility along this critical transportation link will be compromised.

Table 1-1 Future Traffic Volumes

| Roadway | Limits | | 2045 AADT | |
|----------|----------------------------------|---------------------------------|---------------|---------------|
| | From | To | SR 408 | SR 50 |
| No Build | East of SR 408 | | - | 87,800 |
| | Econlockhatchee River Bridge | | - | 50,400 |
| | West of SR 520 | | - | 34,500 |
| Build | SR 408 existing eastern terminus | Bonneville Dr | 33,700 | 66,500 |
| | Bonneville Dr | Lake Pickett Rd | 33,700 | 60,200 |
| | Lake Pickett Rd | Pebble Beach Blvd | 33,700 | 49,800 |
| | Pebble Beach Blvd | Avalon Park Blvd | 14,200 | 47,700-67,100 |
| | Avalon Park Blvd | Tanner Rd | 14,200-15,700 | 54,300-55,700 |
| | Tanner Rd | Future Lake Pickett Development | 15,700 | 47,800 |
| | Future Lake Pickett Development | Chuluota Rd | 15,700 | 41,400-51,800 |
| | Chuluota Rd | N CR 13 | 3,000 | 45,300 |

1.2.2 Emergency Evacuation

The East Central Florida Region has been identified by the National Oceanic and Atmospheric Administration as a high hurricane vulnerable area within the United States and thus requires sufficient and efficient evacuation routes. SR 50 has been designated as a primary evacuation route for eastern Orange and northern Brevard Counties. Along with SR 528 and SR 46 they provide the only east-west evacuation routes for the area.



A recent hurricane evacuation study conducted by the East Central Florida Regional Planning Council estimated that over 220,000 persons would potentially evacuate Brevard County during a Category 3 storm. Any future capacity deficiency along SR 50 (the main evacuation route) could seriously jeopardize the effectiveness of coastal evacuation from north Brevard County. The provision of an additional east-west facility will afford redundancy of the highway network and would greatly improve response and recovery efforts.

Another critical issue deals with fire and emergency services. In the recent past, the (open) natural lands generally abutting SR 50 east of SR 520 have been known to be an area prone to wildfires. This sometimes necessitates the closure of some key east-west facilities in the area due to visibility or safety concerns. The provision of an additional east-west facility would afford the desirable redundancy to accommodate diverted regional traffic due to natural or man-made emergencies.

1.2.3 Connectivity/Linkage

On November 1, 2013, Executive Order 13-319 was signed by Governor Rick Scott, creating the East Central Florida Corridor Task Force with the purpose to evaluate and

develop consensus recommendations on future transportation corridors serving established and emerging economic activity centers in portions of Brevard, Orange, and Osceola counties. The results of the East Central Florida Corridor Task Force Final Report recommended preserving and enhancing the existing SR 50/SR 405 (Columbia Boulevard) corridor from downtown Orlando and the University of Central Florida area to Cape Canaveral, including an extension of the State Road 408/East-West Expressway from its current terminus. The SR 408 Eastern Extension is one piece of Florida's strategic transportation investments to support future growth and create connections between global trade activities, from Orlando International Airport and the University of Central Florida, to Cape Canaveral.

Additionally, in 2008, the Orlando-Orange County Expressway Authority (OOCEA) (now known as CFX), completed the 2008 SR 408 Eastern Extension Concept Development and Evaluation Study for an eastward extension of SR 408. The conclusion of the study resulted in a recommendation that the SR 408 extend eastward from SR 50 to SR 520 (see **Figure 1-3**).

Within the project vicinity, SR 50 is functionally classified as a major arterial facility and provides an important connectivity function between the east Orlando area on the west and I-95 just south of Titusville on the east. As traffic continues to grow within the study corridor due to the rapid development projected within the area it is essential to maintain adequate mobility on this critical roadway link. A new expressway facility would improve mobility and the at-grade conflict points associated with traffic signals, and local access issues will shift to interchanges and grade separations by controlling conflict points through the use of ramps and bridges. In summary, the proposed SR 408 Eastern Extension will greatly enhance Central Florida's regional transportation needs and provide the initial phase of an ultimate vision of an expressway connection from east Orlando to I-95 north of SR 528.

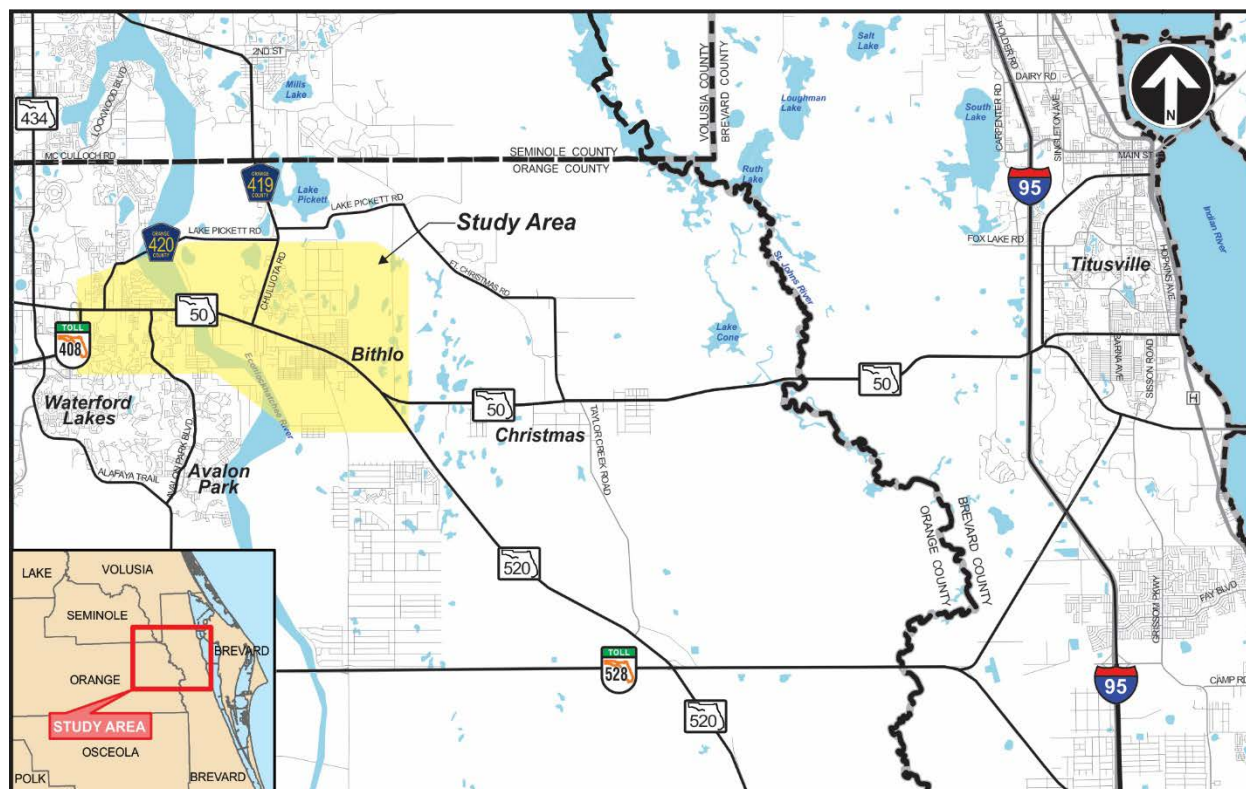


Figure 1-3 – Regional Map

1.2.4 Transit Plan Support

The Central Florida Regional Transportation Authority (LYNX) is conducting a study to enhance transit service along SR 50. The current preferred alternative is Bus Rapid Transit (BRT) service along SR 50 from the community of Oakland to SR 434/Alafaya Trail and north to UCF. The BRT corridor is identified in the LYNX Vision 2030.

A new limited-access facility could support inter-agency transit service between Orange and Brevard counties. The benefits of enhanced transit service are frequently lost when the buses must travel on heavily congested roadways. The proposed roadway would support improved regional travel times and provide realistic options for commuters and visitors traveling between the two counties.

1.2.5 Planning Consistency

All proposed improvements are consistent with the CFX 2040 Master Plan, CFX Five-Year Work Plan, and MetroPlan Orlando 2040 Long Range Transportation Plan (**Table 1-2**).

Table 1-2 Local Transportation Plans

| Plan | Improvement |
|--|---|
| CFX 2040 Master Plan | SR 408 Eastern Extension PD&E Study |
| CFX 2018-2022 Five-Year Work Plan | Project Development & Environment Study – Funded 2017-2018 15% Line & Grade – Design Funded 2019-2021 |
| MetroPlan Orlando 2040 Long Range Transportation Plan | Central Florida Expressway Authority - Unfunded Needs SR 408 Eastern Extension Challenger Pkwy SR 520 New 4 Lane Expressway |

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2 PREFERRED ALTERNATIVE

A multiphase alternative development evaluation and selection process was employed to properly assess all alternatives considered for the proposed SR 408 Eastern Extension.

2.1 Project Segmentation

The project area was divided into distinct segments to ensure that the generated alternatives are more responsive to the needs of each segment rather than only to the generalized project's needs. Each segment has rather unique characteristics as well as potential differences in environmental, engineering, and socio-economic features.

Segment 1 (from begin of project to Avalon Park Boulevard) is generally more urbanized and exhibits a higher traffic demand than Segments 2 and 3.

Segment 2 (from Avalon Park Boulevard to CR 419 (Chuluota Road)) is more rural in nature and generally serves a lower density area with higher expected development growth.

Segment 3 (from Chuluota Road to the eastern project terminus) has mostly industrial and low density residential development with a lower traffic demand.

2.2 Description of Recommendations

After a comprehensive evaluation process, one alternative was selected as being the most effective option for each of the project's segments. This alternative is illustrated on **Figure 2-1**. In general, these alternatives were the result of the generation of various typical sections and horizontal and vertical alignment combinations along the three project segments as well as various interchange configurations at each access point.

The typical sections for the preferred alternative are depicted on **Figure 2-2**.

A brief description of the preferred alternative per segment follows.

- Construction Segment 1 (from the Begin Project to Avalon Park Boulevard): Within Segment 1, the preferred alternative features a four-lane rural expressway typical section with 12-foot travel lanes, 12-foot outside shoulders, a 64-foot divided median, and a 94-foot border width. The section will feature several grade separations in order to provide access to local streets. There has also been a modification at the SR 408

and SR 50/Challenger Parkway interchange to provide full access between SR 50/Challenger Parkway and SR 408. There is an additional half interchange at Woodbury Road (Woodbury Road to Eastbound SR 408 and Westbound SR 408 to Woodbury Road). Based on the results of the traffic analysis, a single point urban interchange is proposed at Avalon Park Boulevard. **Figure 2-1** (top) shows some of the most distinctive features of this option within Segment 1, and **Figure 2-2** (top panel) shows the typical section. Eight (8) preferred ponds are located in Segment 1 (see **Table 2-1**).

- Construction Segment 2 (from Avalon Park Boulevard to Chuluota Road): Within Segment 2, the preferred alternative continues the same typical section previously described under Segment 1. Based on traffic projections and to minimize impacts to East River High School, County Road (CR) 419 (Chuluota Road) is extended westward to intersect with the SR 408 Eastern Extension with a full diamond interchange. The extension of Chuluota Road features an urban typical section with 11-foot travel lanes, curb and gutter, and 5-foot sidewalks on both sides of the roadway. **Figure 2-1** (top panel) shows some of the most distinctive features of the alternative within Segment 2 and **Figure 2-2** (top panel) shows the typical section for the SR 408 mainline and **Figure 2-2** (bottom panel) shows the typical section for the Chuluota Road extension. Seven (7) preferred ponds are located in Segment 2 (see **Table 2-1**).
- Construction Segment 3 (from Chuluota Road to the eastern project terminus): Within Segment 3, the preferred alternative continues the same typical section previously described under Segment 1. Some of the most important attributes within Segment 3 are shown on **Figure 2-1** (bottom panel) and **Figure 2-2** (top panel) shows the typical section. Seven (7) preferred ponds are located in Segment 3 (see **Table 2-1**).

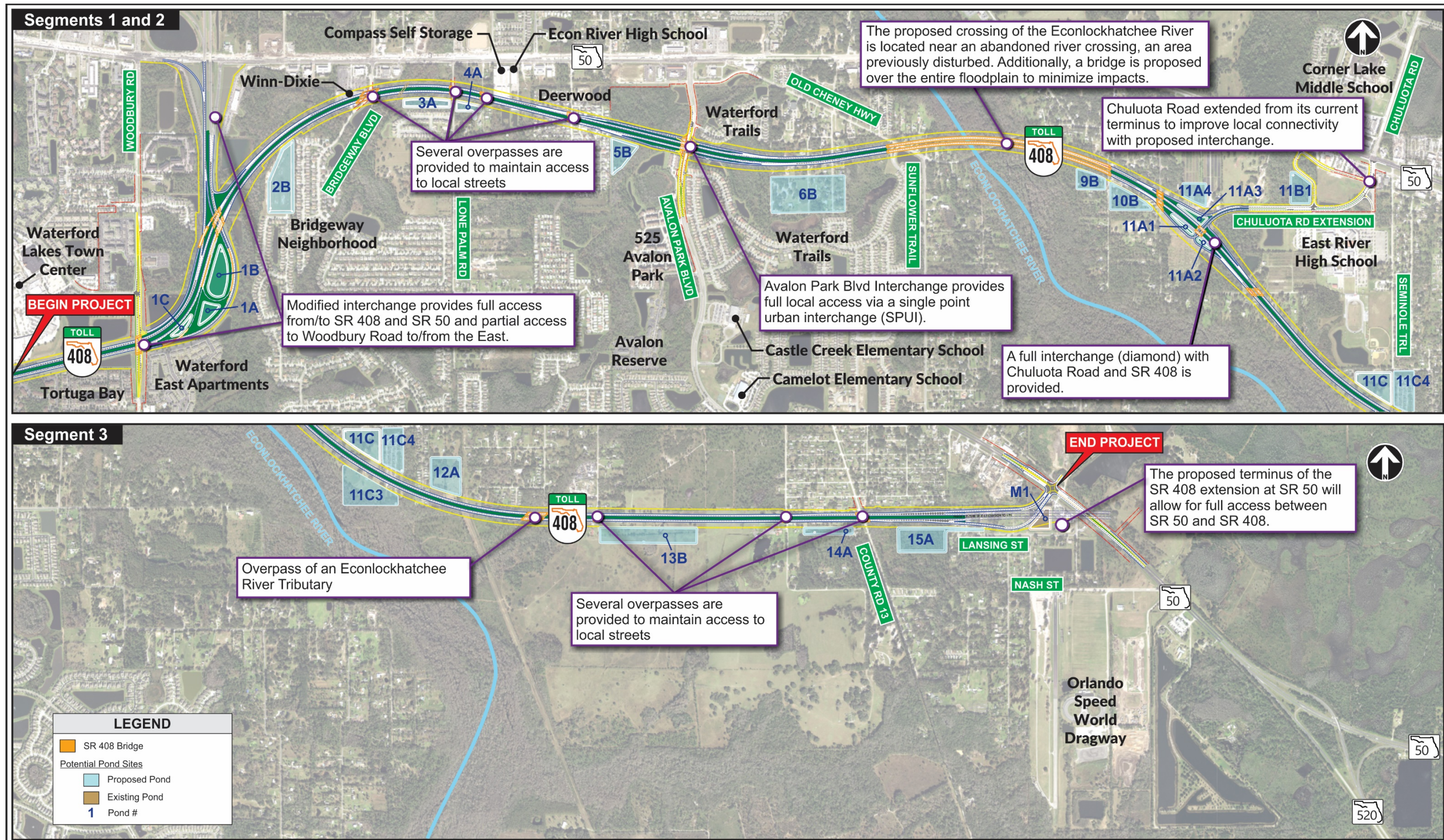


Figure 2-1 – Preferred Alternative

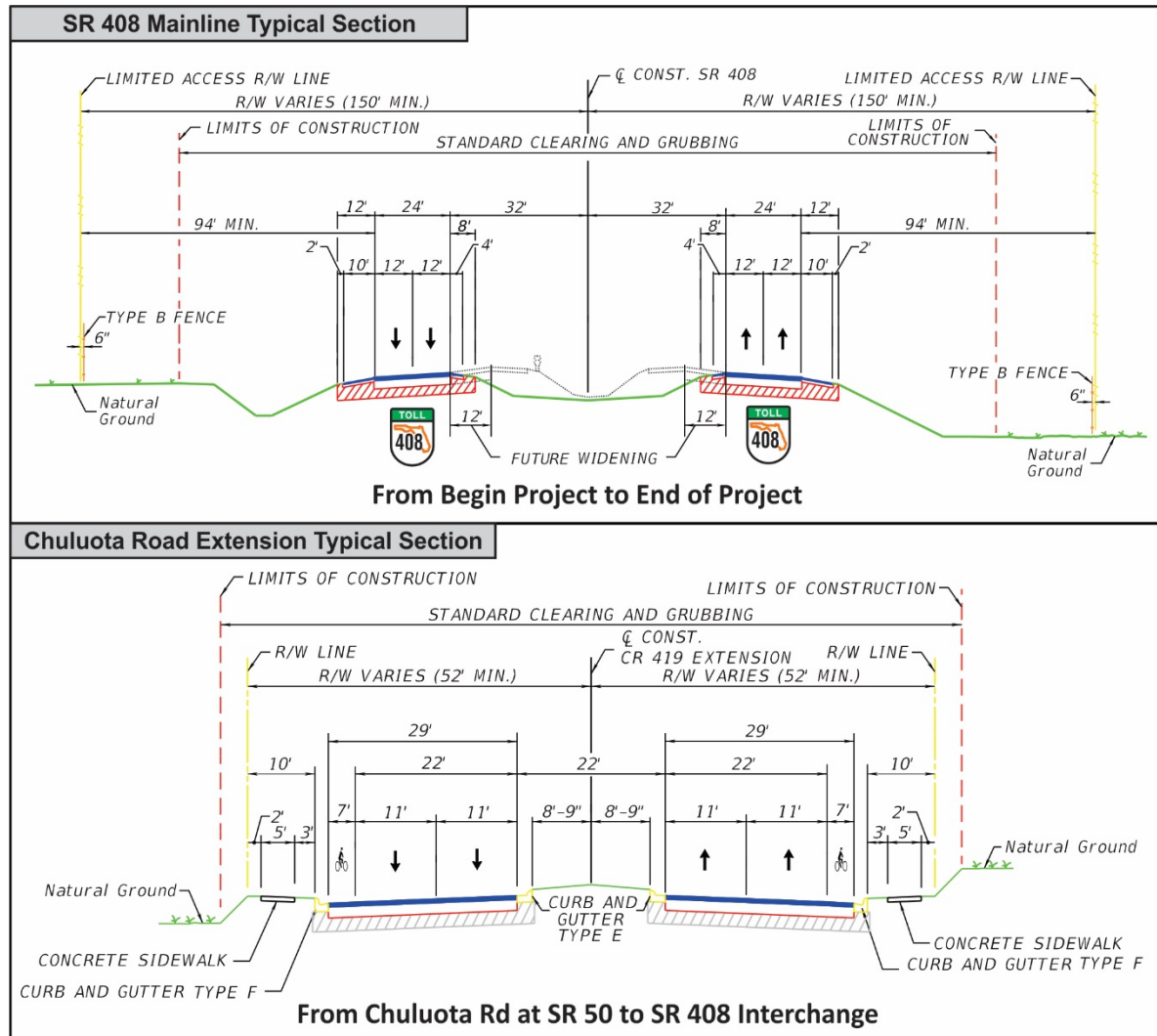


Figure 2-2 – Preferred Alternative Typical Sections

Table 2-1 Summary of Preferred Pond Sites

| Segment | Basin | Pond Name | Preliminary Pond Site (ac) | Remarks |
|---------|------------|-----------|----------------------------|----------------------------|
| 1 | Basin 1 | Pond 1A | 1.98 | Existing CFX Pond expanded |
| | | Pond 1B | 5.06 | Existing CFX Pond expanded |
| | | Pond 1C | 1.10 | CFX Property |
| | Basin 2 | Pond 2B | 10.23 | Orange County School Board |
| | Basin 3-4 | Pond 3A | 3.06 | Private Property |
| | | Pond 4A | 1.80 | Private Property |
| | Basin 5 | Pond 5B | 4.10 | Private Property |
| | Basin 6-8 | Pond 6B | 19.73 | Private Property |
| 2 | Basin 9-10 | Pond 9B | 3.38 | Private Property |
| | | Pond 10B | 5.00 | Private Property |
| | Basin 11A | Pond 11A1 | 0.92 | Private Property |
| | | Pond 11A2 | 0.45 | Private Property |
| | | Pond 11A3 | 1.16 | Private Property |
| | | Pond 11A4 | 3.24 | Private Property |
| | Basin 11B | Pond 11B1 | 3.98 | FDOT Property |
| 3 | Basin 11C | Pond 11C | 5.70 | Private Property |
| | | Pond 11C3 | 8.85 | Private Property |
| | | Pond 11C4 | 5.50 | Private Property |
| | Basin 12 | Pond 12A | 6.88 | Private Property |
| | Basin 13 | Pond 13B | 10.45 | Private Property |
| | Basin 14 | Pond 14A | 2.57 | Private Property |
| | Basin 15 | Pond 15A | 8.92 | Private Property |

3 EXISTING UTILITIES

Utility companies with known facilities within the proposed project limits were contacted through letters informing them of the PD&E Study and requested that they mark one set of the base plans enclosed with their principal existing and proposed facilities. They were also requested to submit any general concerns and/or comments that would be useful in the evaluation process. The Utility companies and their contact information, along with the utility type are listed in **Table 3-1**.

Table 3-1 Existing Utilities

| Utility | Contact Information | Utility Type |
|---|--------------------------------------|-------------------------------------|
| Advanced Cabling Solutions Inc | Robert Ford – (407) 883-8881 | Electric and Fiber Optic |
| American Traffic Solutions | Santiago Martinez - (480) 596 - 4595 | Fiber Optic |
| AT&T / Distribution | Dino Farruggio - (954) 349 - 0558 | Telephone, Fiber Optic |
| Central Florida Expressway Authority | Vu Vu - (407) 843 - 5120 | Fiber Optic |
| Centurylink (f/k/a/ Qwest Communications) | George Mcelvain - (303) 992 - 9931 | Fiber Optic |
| Charter Communications | Marvin Usry Jr – (407) 532-8509 | Internet, Cable TV, Phone and Fiber |
| City of Orlando – Bureau Of Wastewater | David Breitrick - (407) 246 - 3525 | Wastewater |
| Comcast Cable Communications | Wade Mathews - (352) 516 - 3824 | CATV |
| Duke Energy Transmission / Distribution | Megan Vonstetina – (727) 893-9394 | Electric |
| Duke Energy Fiber | Megan Vonstetina – (727) 893-9394 | Fiber Optic |
| Fibernet Direct LLC | Danny Haskett - (305) 552 - 2931 | Fiber Optic |
| Lovelace Gas Service | Garry Lovelace - (407) 277 - 2966 | Gas |
| MCI | Dean Boyers - (972) 729 - 6322 | Communication's / Fiber Optic |
| Orange County Public Works | Roger Smith – (407) 836-7900 | Traffic Signals and Fiber Optic |
| Orange County Utilities – Waste Water | David Shorette - (407) 254-9764 | Wastewater |
| Orange County Utilities | Marc Brown - (407) 836 - 6869 | Water |
| Orlando Telephone Company | Jack Leopard – (407) 996-6297 | Fiber and Telephone |
| Teco Peoples Gas | Deborah Frazier - (407) 420 - 6609 | Gas |
| OUC Transmission | Adonis Willis – (407) 434-4134 | Electric |

4 MITIGATION RECOMMENDATIONS

The majority of overhead and buried utilities run along some of the major side streets such as Woodbury Road, existing SR 408/Challenger Parkway, Avalon Park Boulevard, and SR 50. As a result of the construction of the preferred alternative, most utilities located within the major intersections/interchanges where reconstruction may occur (such as Avalon Park Boulevard and SR 50 at the end terminus) will be impacted and will need to be relocated. Additionally, the preferred alternative encroaches on the Duke Energy utility easement that is located south of SR 50 approaching Avalon Park Boulevard for approximately 1700-feet. Due to this encroachment there are approximately five transmission poles that are being impacted. There are also impacts to the Orlando Utilities Commission (OUC) transmission lines with the preferred alternative crossing this easement at approximately STA 648+50 and directly impacting 300 feet of the utility easement and three (3) transmission poles. There is an Orange County Utilities Pump Station that is located west of Avalon Park Boulevard that is being directly impacted by the preferred alternative and will need to be relocated. See Appendix A for more details.

CFX will continue to coordinate with FDOT and utility owners during Final design and Construction.

APPENDIX A

Potential Utility Conflicts

Table A-1 - Existing Utilities

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

Table A-1 - Existing Utilities (Continued)

| Utility & Contact Information | Utility Type | Description | Remarks |
|--|---------------------------------------|-----------------------------------|---|
| AT&T Distribution Dino Farruggio (561) 997-0240 | Telephone | Buried Cable | <ul style="list-style-type: none">Runs along south side of SR 408 from approximately SR 408 Baseline STA 738 to STA 750Runs along north side of E. Colonial Dr. from approximately SR 50 Baseline STA 5000 to STA 5003Runs along north side of E. Colonial Dr. from approximately SR 50 Baseline STA 5000 to STA 5030Runs along south side of E. Colonial Dr. from approximately SR 50 Baseline STA 5000 to STA 5030Crosses perpendicular to SR 408 at approximately SR 50 Baseline STA 5019Crosses perpendicular to SR 408 at approximately SR 50 Baseline STA 1060Runs along east side of Woodbury Rd. from approximately Woodbury Rd Baseline STA 2000 to STA 2009Runs along east side of Woodbury Rd. from approximately Woodbury Rd Baseline STA 2021 to STA 2029Runs along west side of Woodbury Rd. from approximately Woodbury Rd Baseline STA 2009 to STA 2030Runs along west side of Woodbury Rd. from approximately Woodbury Rd Baseline STA 2036 to STA 2040Runs along west side of Avalon Park Blvd. from approximately Avalon Park Blvd Baseline STA 3000 to STA 3011Runs along east side of Avalon Park Blvd. from approximately Avalon Park Blvd Baseline STA 3000 to STA 3015Runs along west side of Avalon Park Blvd. from approximately Avalon Park Blvd Baseline STA 3011 to STA 3019Runs along east side of Chuluota Rd. from approximately Chuluota Road Extension Baseline STA 4034 to STA 4037 |
| Central Florida Expressway Authority Vu Vu (407) 843-5120 | Fiber Optics | No Response | No Response |
| Centurylink George Mcelvain (303) 992-9931 | Telephone | No Response | No Response |
| Charter Communications Marvin Usry Jr (407) 532-8509 | Internet, Cable T.V., Phone, Fiber | No Response | No Response |
| City of Orlando – Wastewater David Breitrick (407) 246-3525 | Wastewater/ Reclaim Water | No Response | No Response |
| Comcast Cable Communications Wade Mathews (352) 516-3824 | CATV | No Response | No Response |
| Duke Energy Megan Vonstetina (727) 893-9394 | Electric/Transmission | OE 69kV (FTR) OE 230 kV (SPBX) | <ul style="list-style-type: none">Runs along north side of SR 408 from approximately SR 408 Baseline STA 443+60 to STA 457+91Crosses perpendicular to SR 408 at approximately SR 408 Baseline STA 1055 |
| Duke Energy Megan Vonstetina (727) 893-9394 | Fiber | No Response | No Response |
| Fibernet Direct Danny Haskett (305) 552-2931 | Fiber | Fiber | <ul style="list-style-type: none">Runs along north/west and south/east side of the existing SR 408 from approximately SR 408 Baseline STA 355 to STA 400, SR 408 Baseline (along proposed EB off ramp) STA 1000 to STA 1060Crosses perpendicular the proposed SR 408 eastern extension mainline approximately from SR 408 Baseline STA 385 to STA 403 and STA 408Crosses perpendicular the existing SR 408 approximately at SR 408 Baseline STA 1043 and STA 1048Runs along the west side of Avalon Park Boulevard approximately from Avalon Park Blvd Baseline STA 3000 to STA 3020 |
| Lovelace Gas Service Garry Lovelace (407) 277-2966 | Gas | | <ul style="list-style-type: none">No existing utilities located within the project limits |
| MCI Dean Boyers (469) 886-4238 | Communications/ Fiber Optic | No Response | No Response |
| Orange County Public Works Roger Smith (407) 836-6869 | Traffic Signals & Fiber | No Response | No Response |
| Orange County Utilities – Waste Water David Shorette (407) 254-9764 | Wastewater | No Response | No Response |

Table A-1 - Existing Utilities (Continued)

| Utility & Contact Information | Utility Type | Description | Remarks |
|--|--------------|---------------------|---|
| Orange County Utilities Marc Brown (407) 836-6869 | Water | 4" PVC Force Main | <ul style="list-style-type: none">Runs perpendicular to the SR 408 eastern extension at approximately SR 408 Baseline STA 456 (runs along the east side of Lone Palm Road)Runs along Woodbury Road on the east side approximately from Woodbury Rd Baseline STA 2020 to 2027Crosses Woodbury Road at approximately Woodbury Rd Baseline STA 2020Runs across Old Cheney Highway at Chuluota Road Extension STA 4500Runs along Columbia School Road approximately from Chuluota Road Extension STA 4032 to East River High School entry |
| | | 6" PVC Force Main | <ul style="list-style-type: none">Runs perpendicular to Woodbury road at approximately Woodbury Rd Baseline STA 2000 |
| | | 8" PVC Force Main | <ul style="list-style-type: none">Runs along the north of existing SR 408 from approximately SR 408 Baseline STA 352 to STA 367Runs perpendicular to the proposed SR 408 eastern extension at approximately SR 408 Baseline STA 441 (runs along the east side of Bridgeway Boulevard)Runs perpendicular to the proposed SR 408 eastern extension at approximately SR 408 Baseline STA 477 (runs along Pel Street)Runs along the median of Avalon Park Boulevard approximately from Avalon Park Blvd Baseline STA 3006 to STA 3015 |
| | | 12" PVC Force Main | <ul style="list-style-type: none">Runs along the west side of Avalon Park Boulevard approximately from Avalon Park Blvd Baseline STA 3012 to STA 3020 |
| Orange County Utilities Marc Brown (407) 836-6869 | Water | 16" PVC Force Main | <ul style="list-style-type: none">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)Crosses perpendicular Woodbury Road at approximately Woodbury Rd Baseline STA 2020 |
| | | 24" PVC Force Main | <ul style="list-style-type: none">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 |
| | | 8" PVC Gravity Main | <ul style="list-style-type: none">Runs perpendicular to the proposed SR 408 eastern extension at approximately SR 408 Baseline STA 477 (runs along Pel Street)Runs along Avalon Park Boulevard approximately from Avalon Park Blvd Baseline STA 3007 to STA 3016Runs perpendicular to Avalon Park Boulevard approximately at Avalon Park Blvd Baseline STA 3007 and at STA 3016Runs along the east side of Woodbury Road approximately from Woodbury Road Baseline STA 2035 to STA 2040Runs along Old Cheney Highway approximately from Chuluota Road Extension Baseline STA 4500 to STA 4509Crosses the proposed Chuluota Road Extension approximately at Chuluota Road Extension Baseline STA 4034 to STA 4032 |
| | | 8" PVC Water Main | <ul style="list-style-type: none">Runs along west side of Woodbury Road approximately from Woodbury Rd Baseline STA 2034 to STA 2040Runs perpendicular to Avalon Park Boulevard at Avalon Park Blvd Baseline STA 3016 |
| | | 10" PVC Water Main | <ul style="list-style-type: none">Runs perpendicular to the proposed SR 408 eastern extension at approximately SR 408 Baseline STA 441 (runs along the west side of Bridgeway Boulevard) |
| | | 12" PVC Water Main | <ul style="list-style-type: none">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)Runs on the east side of Avalon Park Boulevard approximately from Avalon Park Blvd Baseline STA 3006 to STA 3020Runs perpendicular to Avalon Park Boulevard at Avalon Park Blvd Baseline STA 3008 |
| | | 16" PVC Water Main | <ul style="list-style-type: none">Runs along Columbia School Road approximately from Chuluota Rd Extension Baseline STA 4032 to STA 4037Crosses Woodbury Road at approximately Woodbury Rd Baseline STA 2020 |
| | | 24" DI Water Main | <ul style="list-style-type: none">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 554Runs perpendicular to the proposed SR 408 eastern extension approximately at SR 408 Baseline STA 382 (runs on the east side of Woodbury Road)Runs along the east side of Woodbury road from approximately Woodbury Rd Baseline STA 2000 to STA 2040 |
| | | Pump Station F3051 | <ul style="list-style-type: none">Located at Avalon Park Boulevard approximately at Avalon Park Blvd Baseline STA 3012 |
| | | Pump Station F3102 | <ul style="list-style-type: none">Located at Old Cheney Highway approximately at Chuluota Rd Extension Baseline STA 4500 |
| Orlando Telephone Company Inc Jack Leopard (407) 996-6297 | Fiber Optics | Underground FOC | <ul style="list-style-type: none">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)Runs on the north side of SR 50 from SR 50 Baseline STA 5000 to STA 5030 |

Table A-1 - Existing Utilities (Continued)

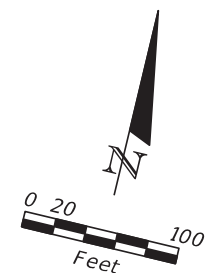
| Utility & Contact Information | Utility Type | Description | Remarks |
|--|---------------------------|--------------------------|---|
| OUC Transmission Adonis Willis (407) 434-4134 | Electric/ Transmission | Transmission Lines | <ul style="list-style-type: none">No response but crosses perpendicular SR 408 at approximately SR 408 Baseline STA 648+50 |
| Teco Peoples Gas Deborah Frazier (407) 420-6609 | Gas | 2” Coated Steel Gas line | <ul style="list-style-type: none">Runs along SR 408 Baseline STA 440 to STA 442 (along Bridgeway Boulevard)Runs along the south side of the SR 408 eastern extension along Woodbury Road approximately Woodbury Rd Baseline STA 2000 to 2002 |

APPENDIX B

Utility Responses

AT&T

AT&T FLORIDA FACILITIES ADDED TO
ROADWAY PLANS DATED 8/24/17,
ON 12/14/17 BASED ON INTERNAL RECORDS
AND ARE NOT TO SCALE. THIS INFORMATION
IS FOR PLANNING PURPOSES ONLY.
FIELD LOCATES SHOULD BE MADE TO
IDENTIFY ACTUAL FIELD LOCATIONS PRIOR
TO ANY CONSTRUCTION.



NO AT&T FLORIDA FACILITIES ON THIS SHEET

352+00.00

355

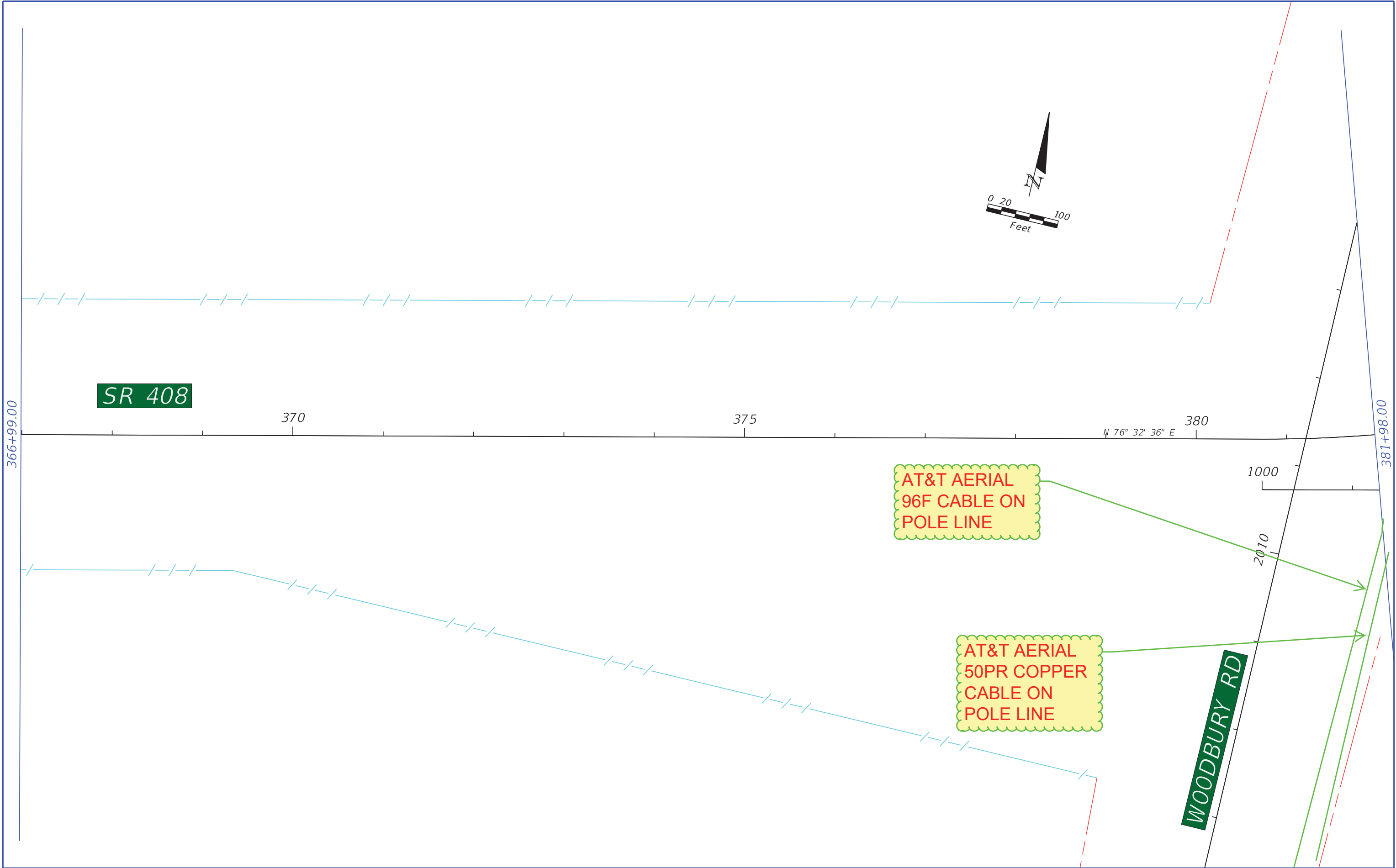
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SR 408

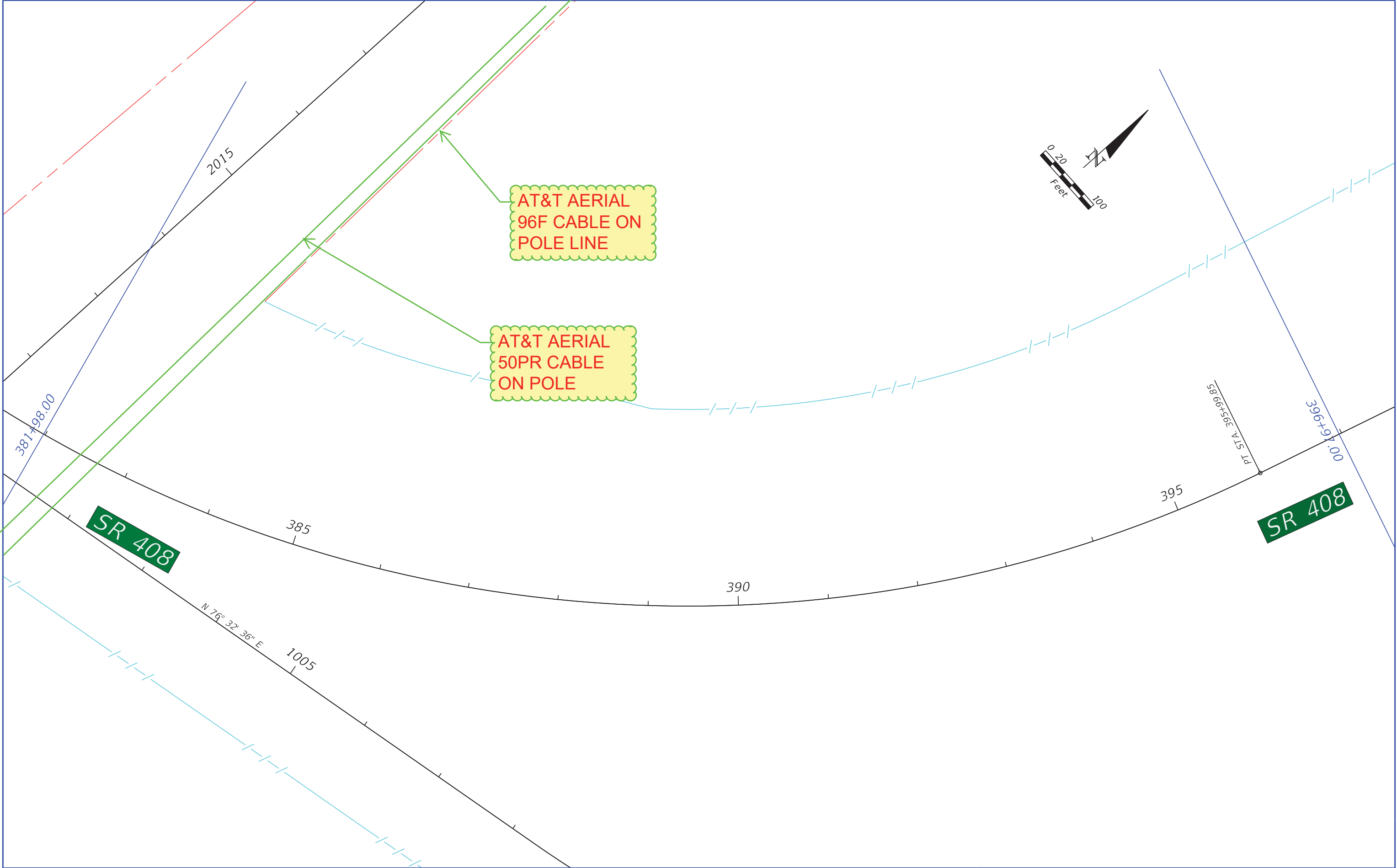
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N 76° 32' 36" E

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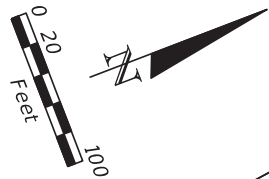


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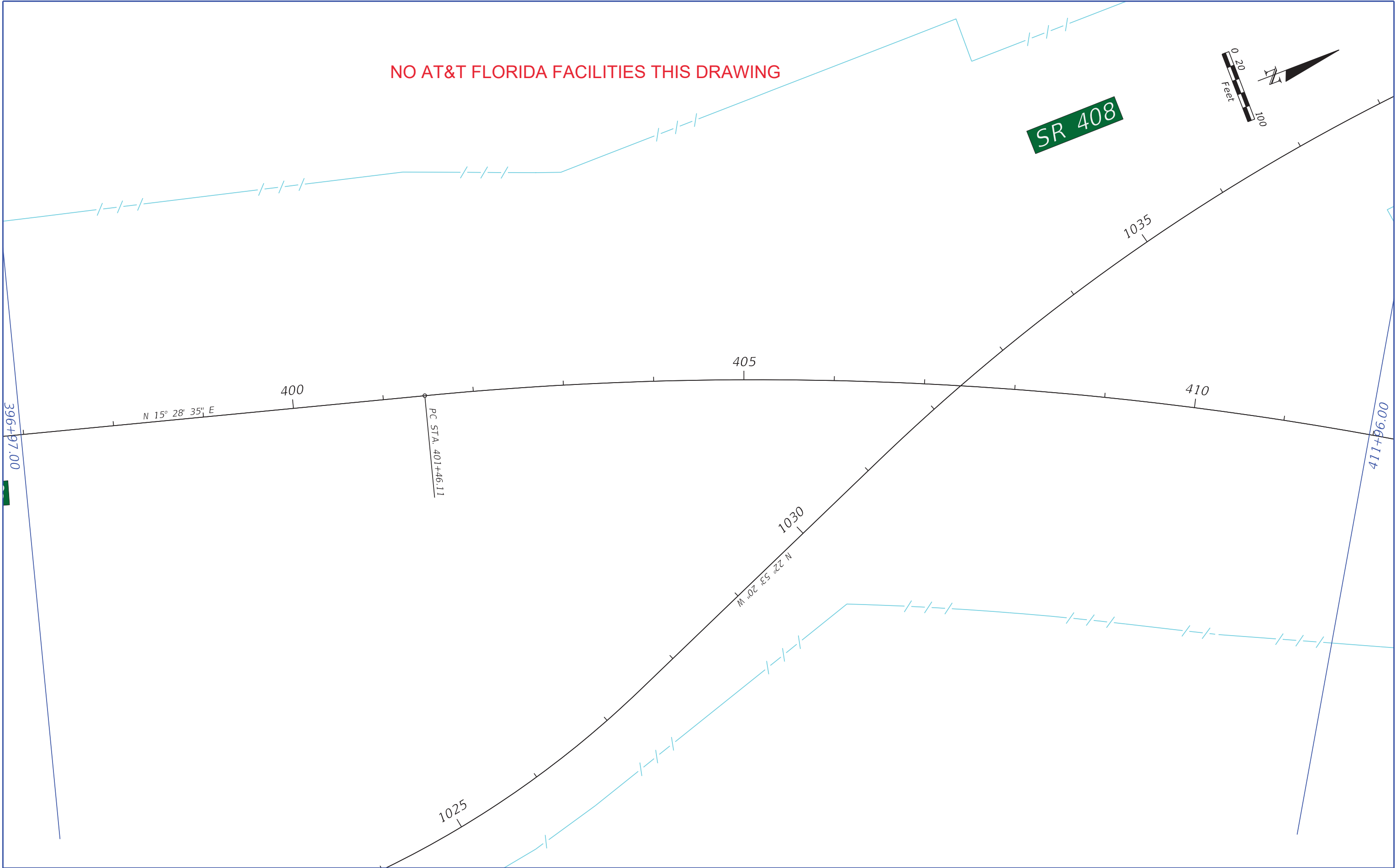


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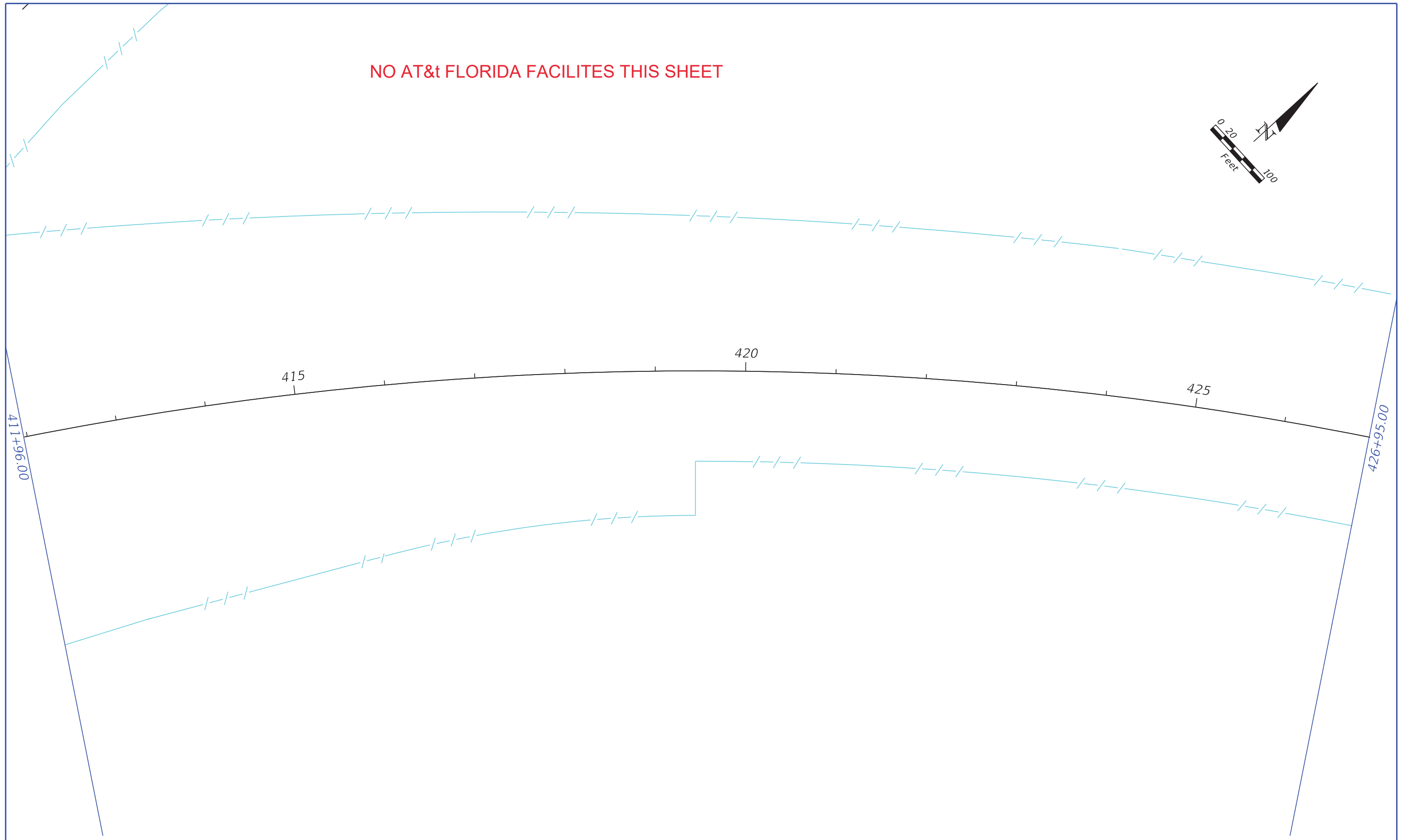
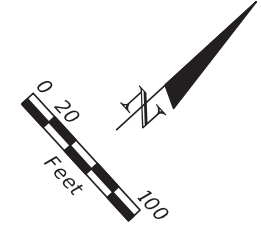


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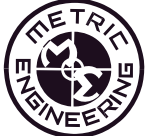


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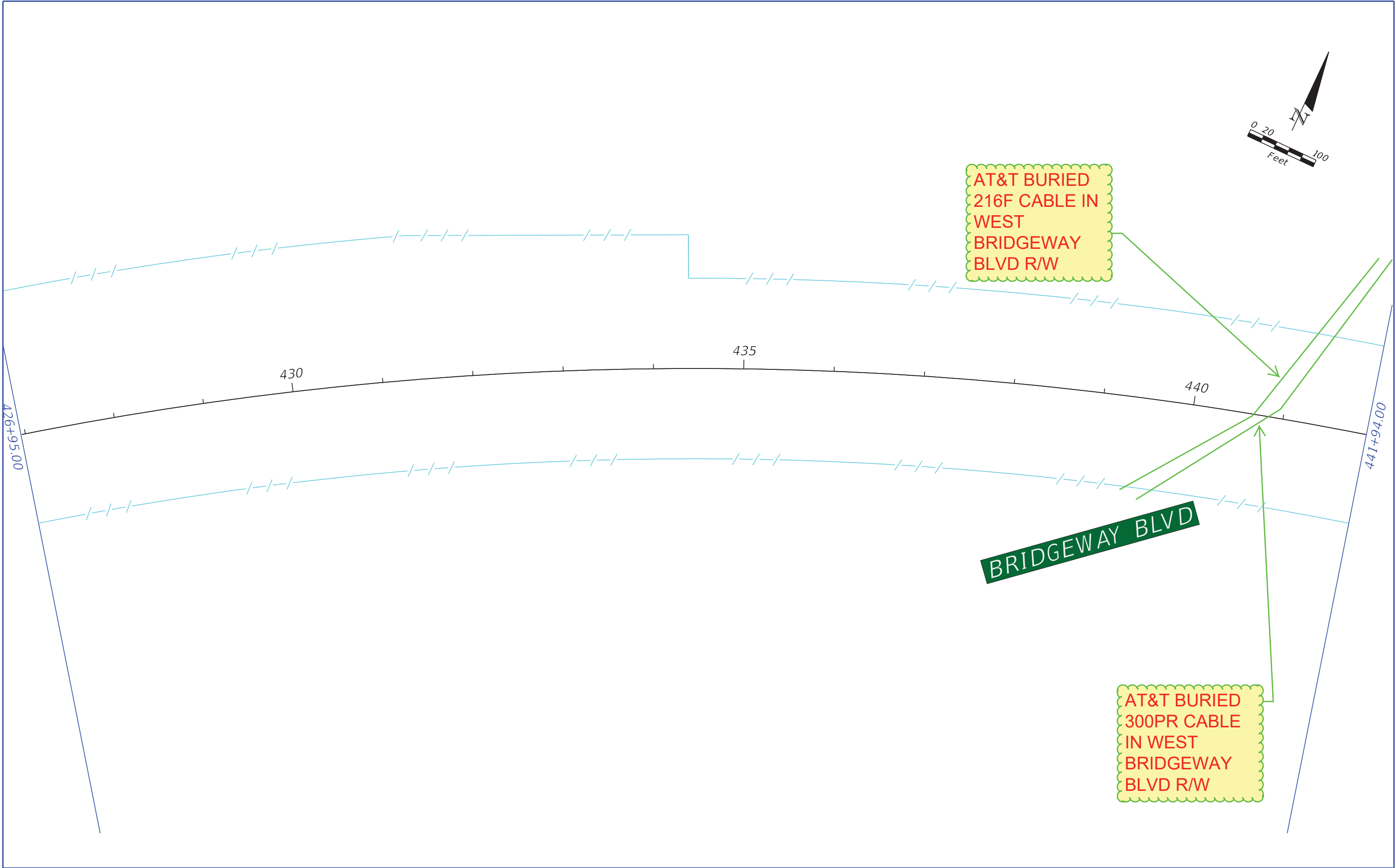
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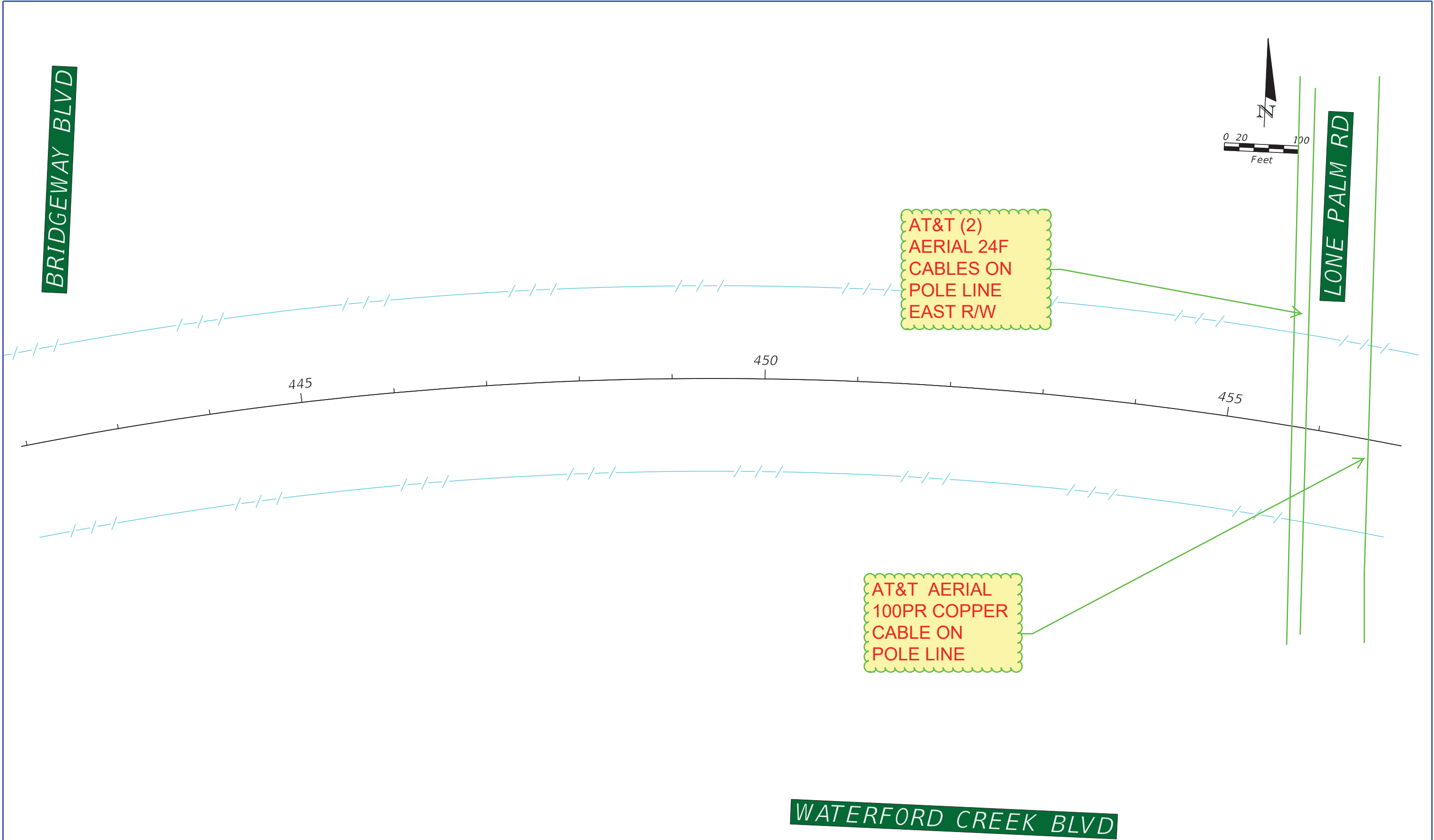
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EXISTING UTILITIES

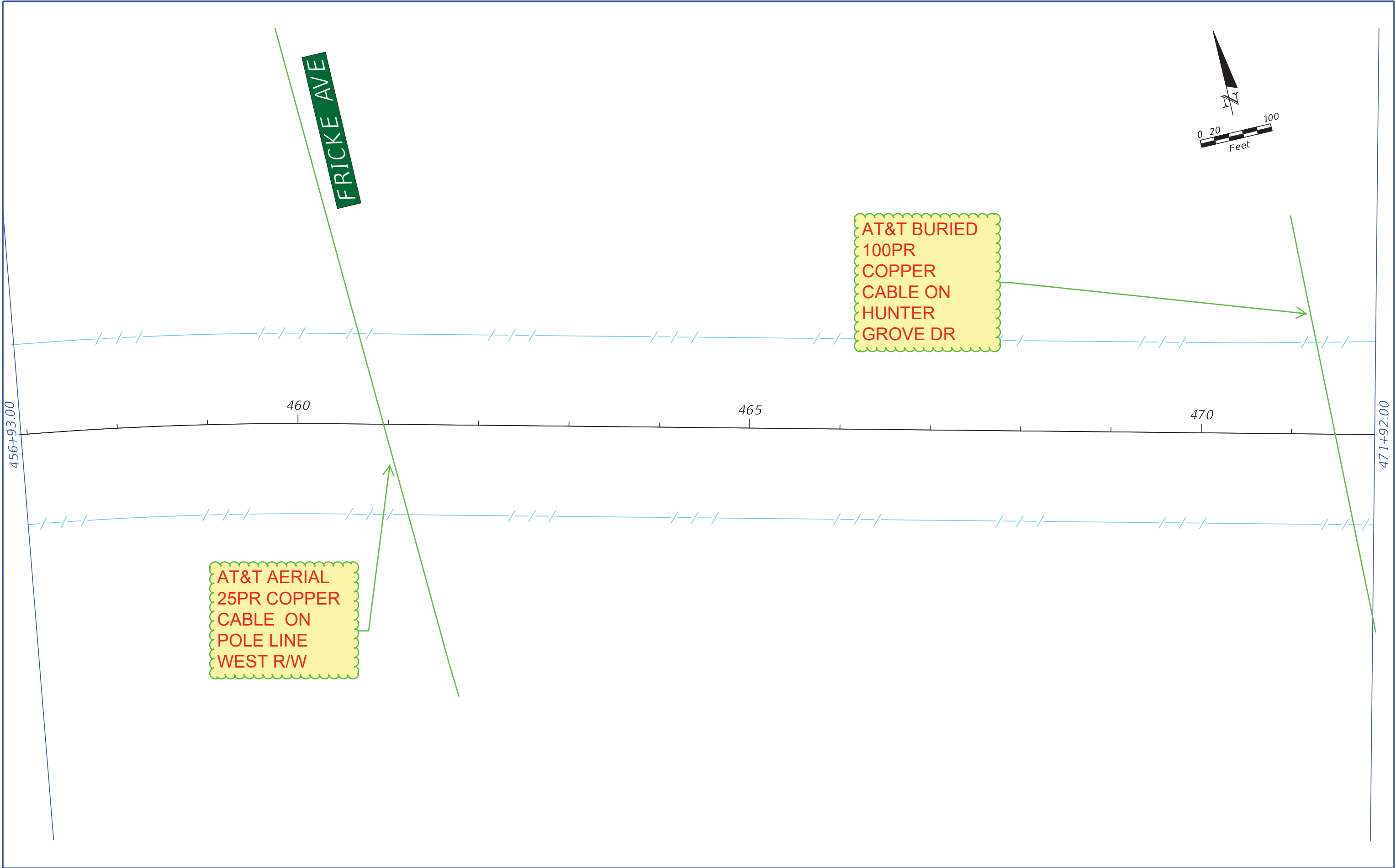
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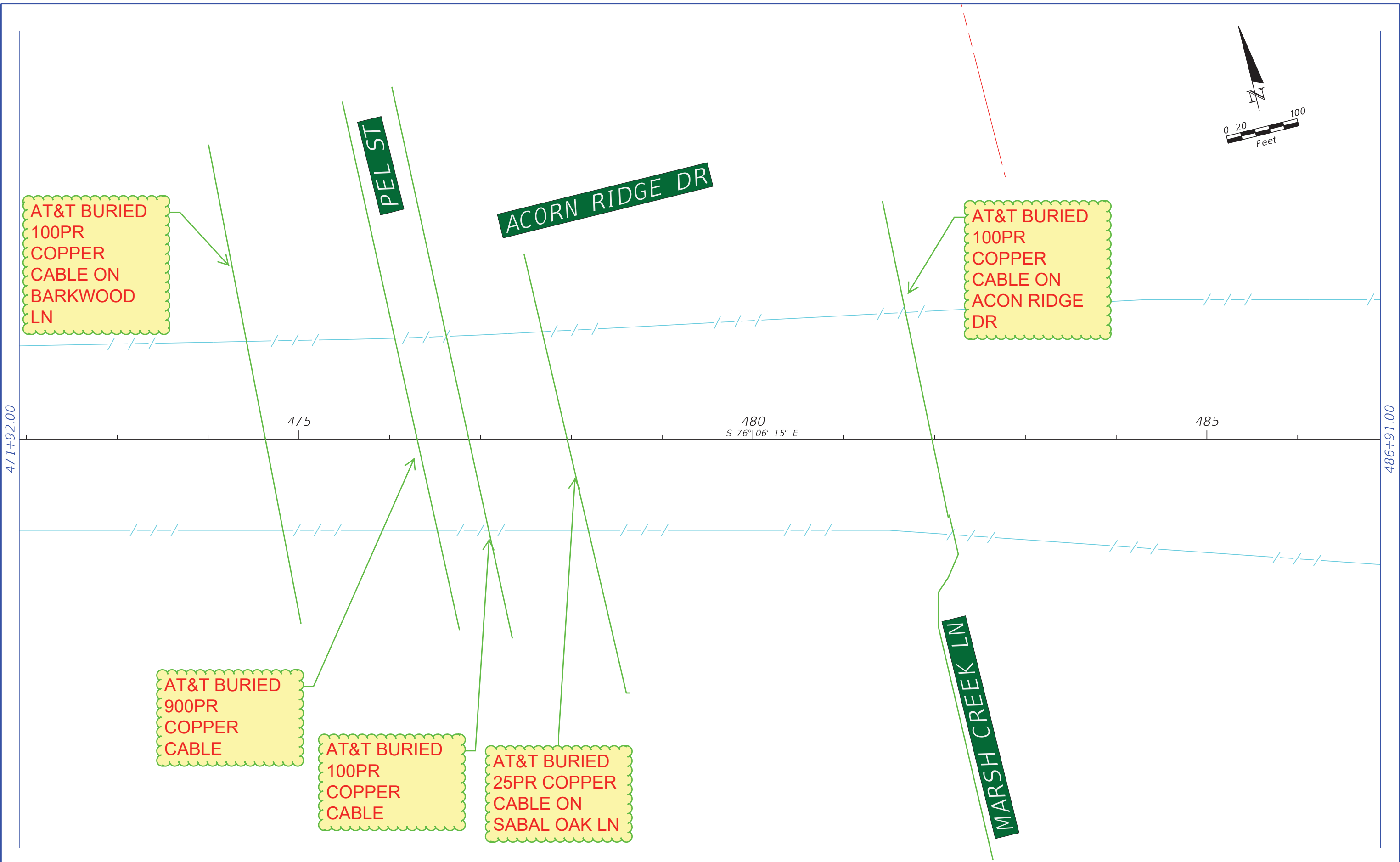
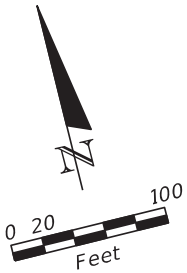
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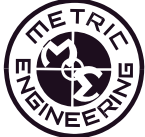
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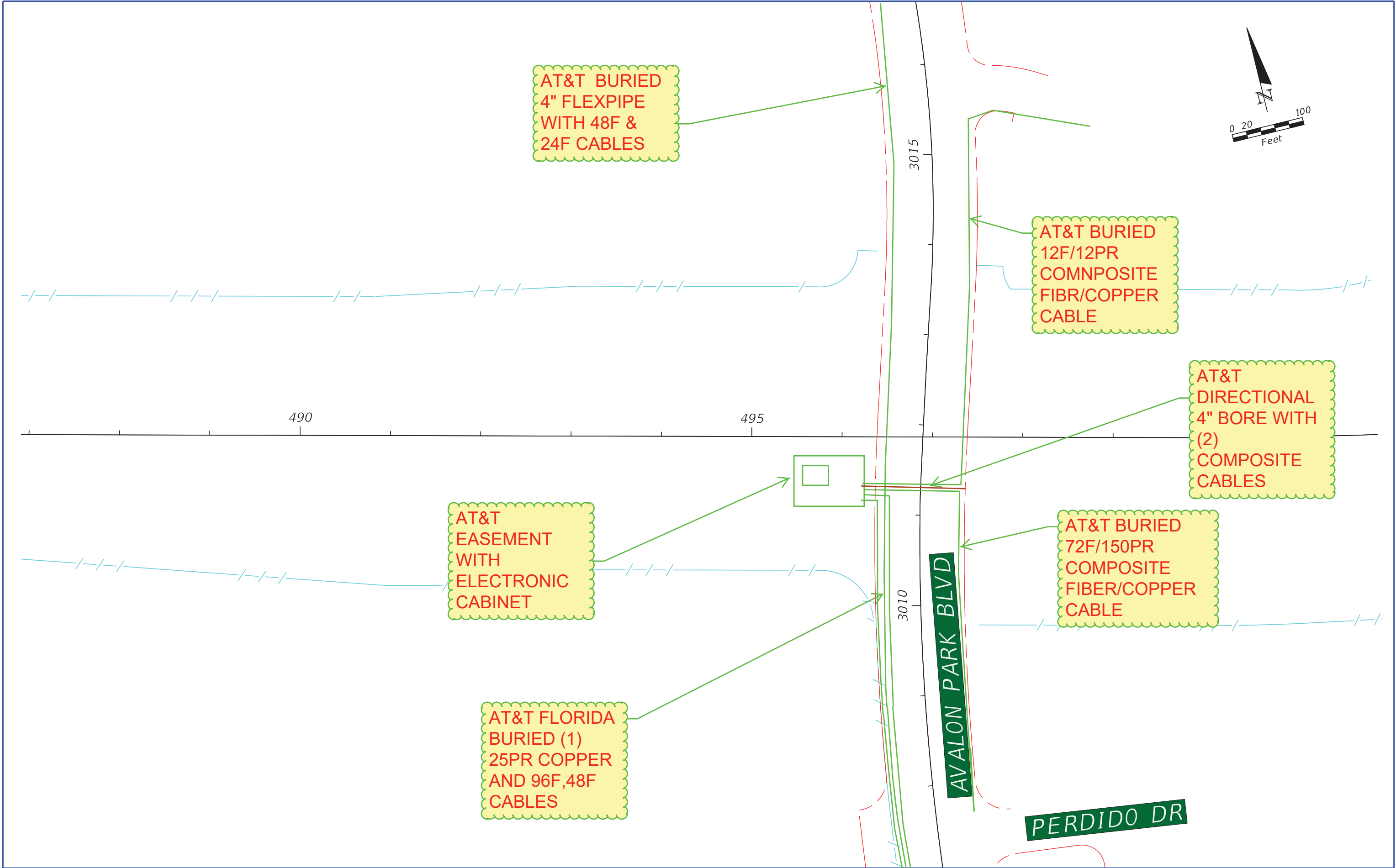


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LAKE MARY, FL - 32746

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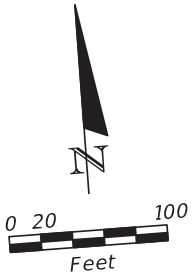
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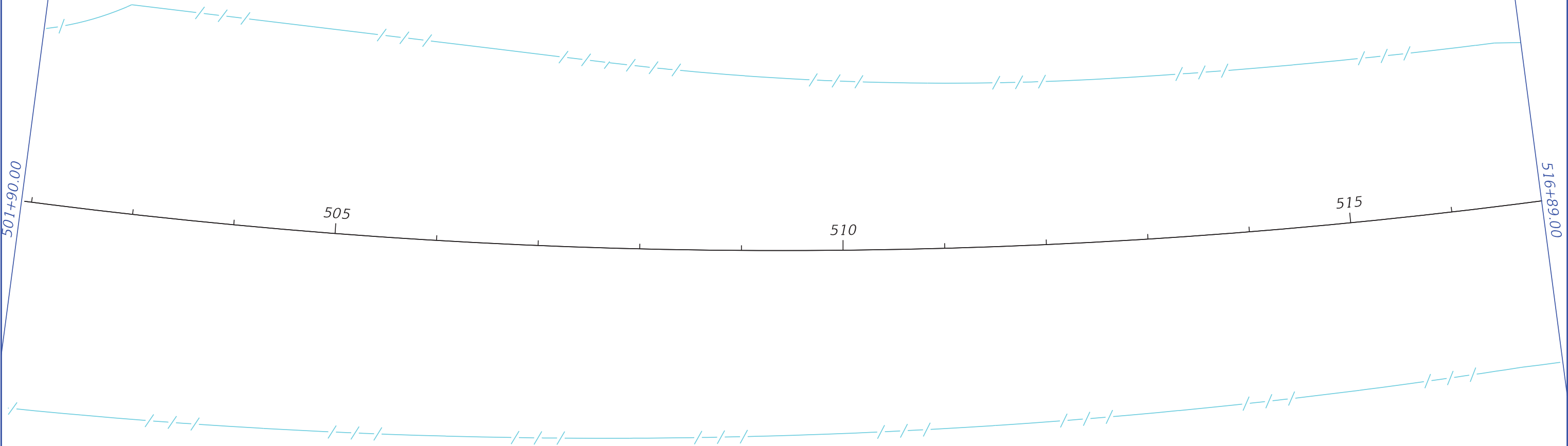
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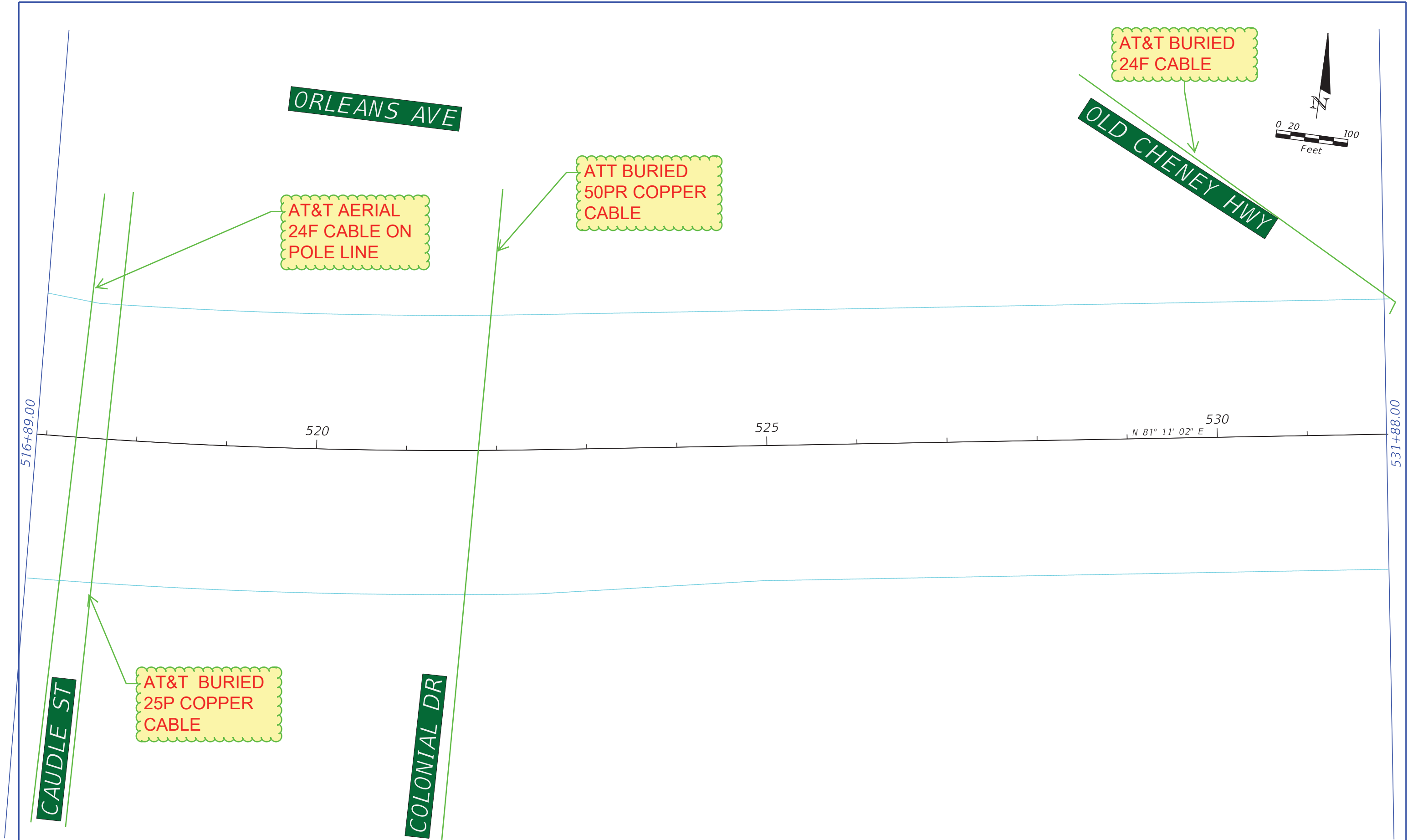


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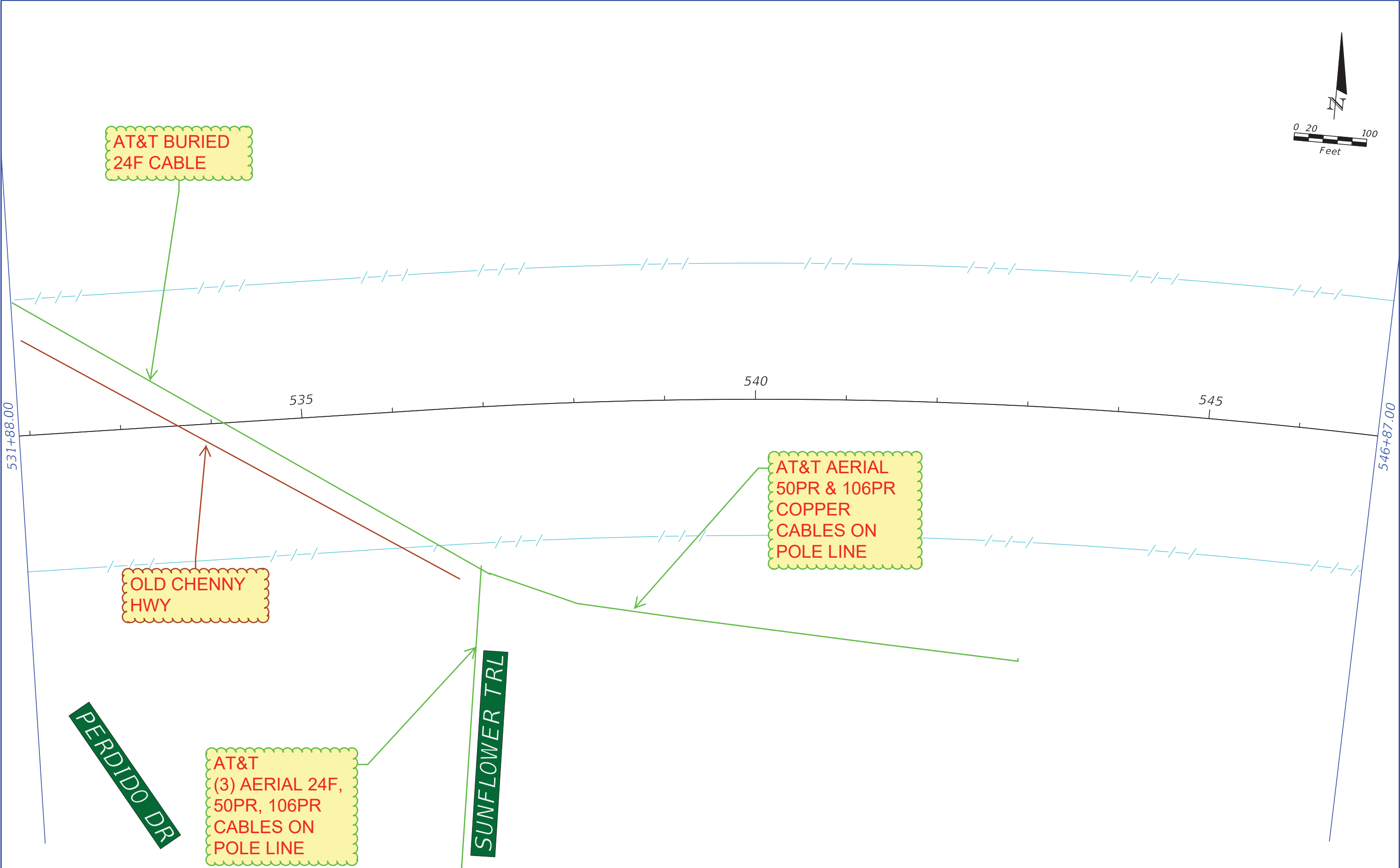


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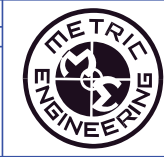
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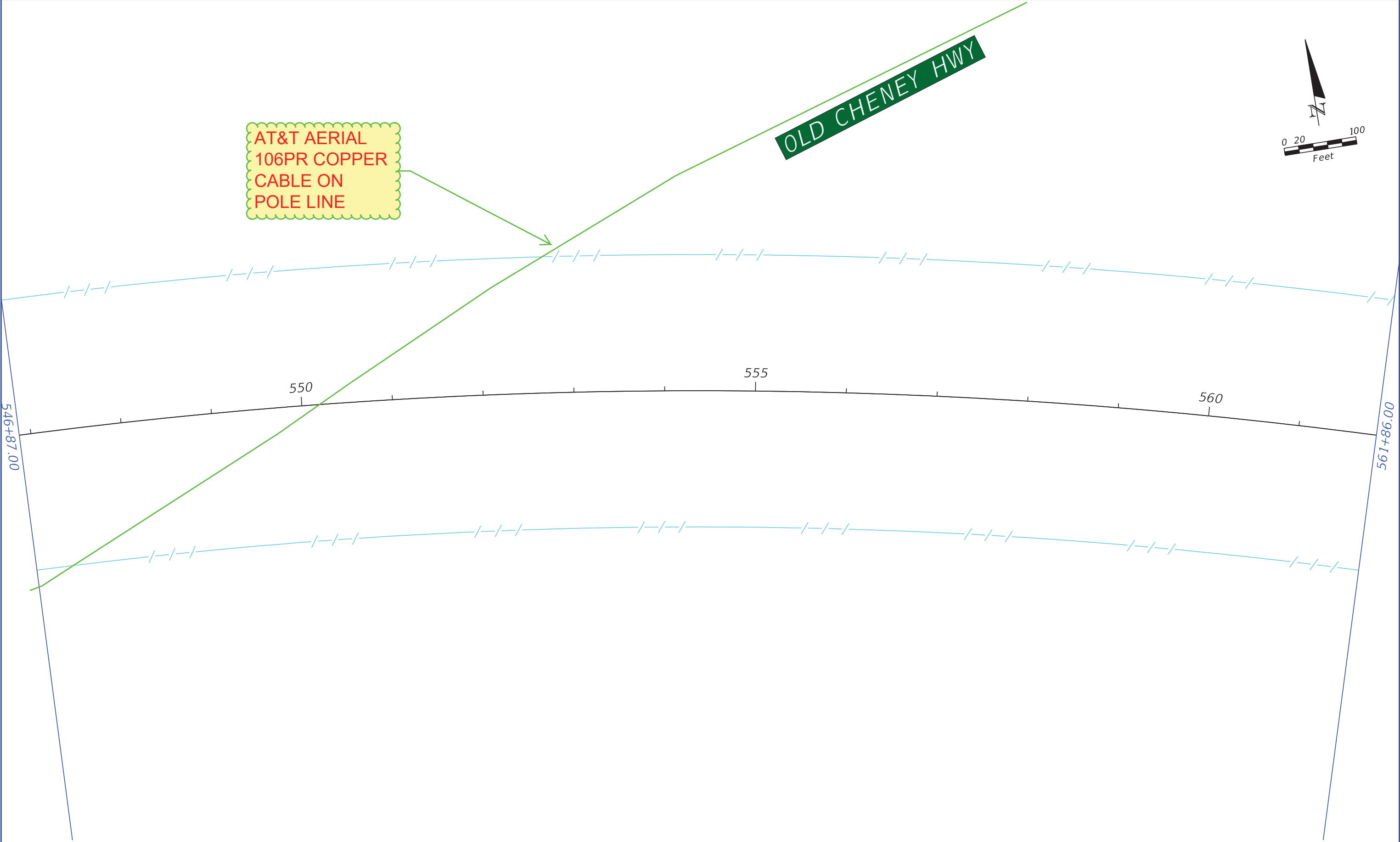
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615 CRESCENT EXECUTIVE COURT, STE. 524
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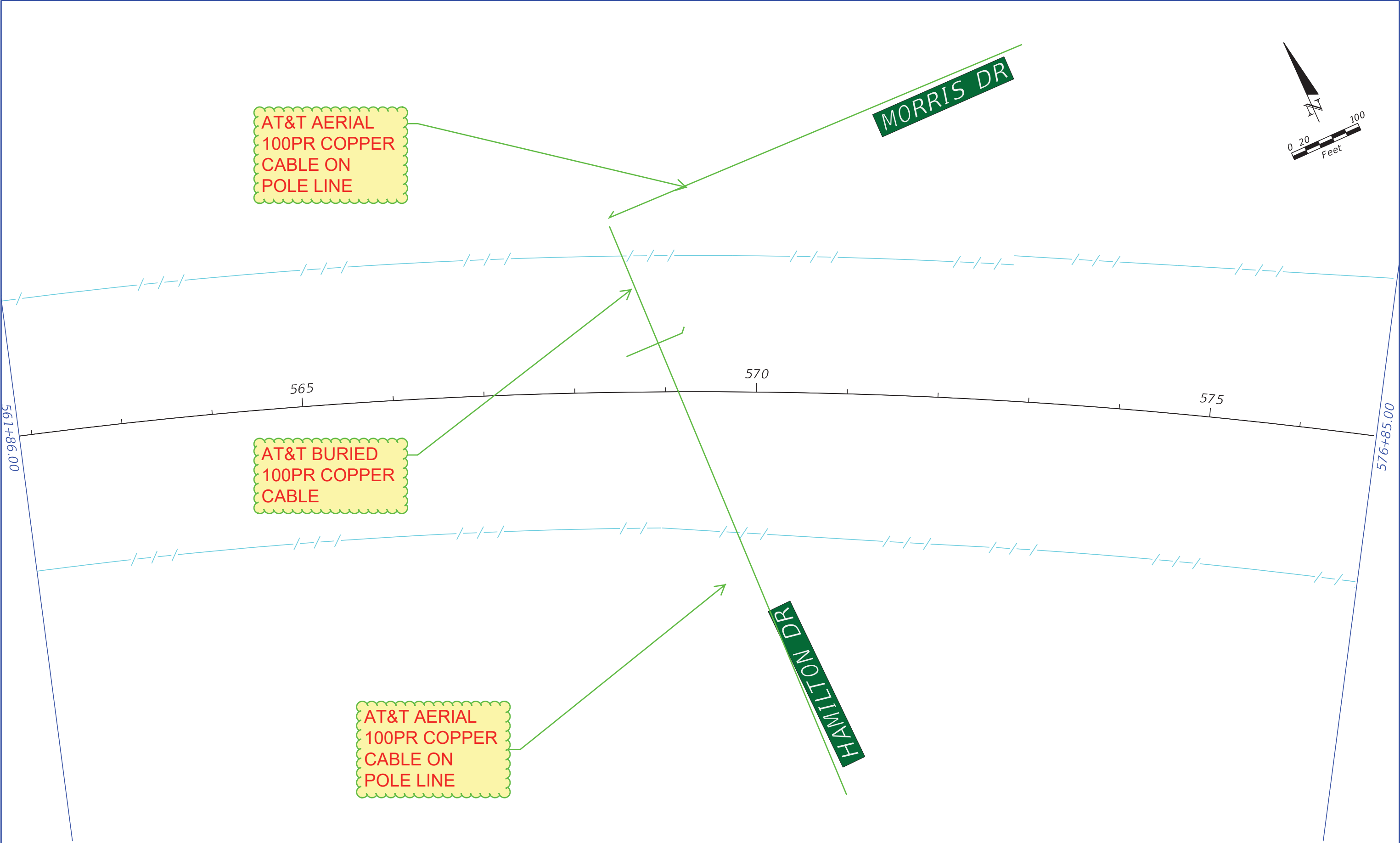
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ROADWAY PLAN
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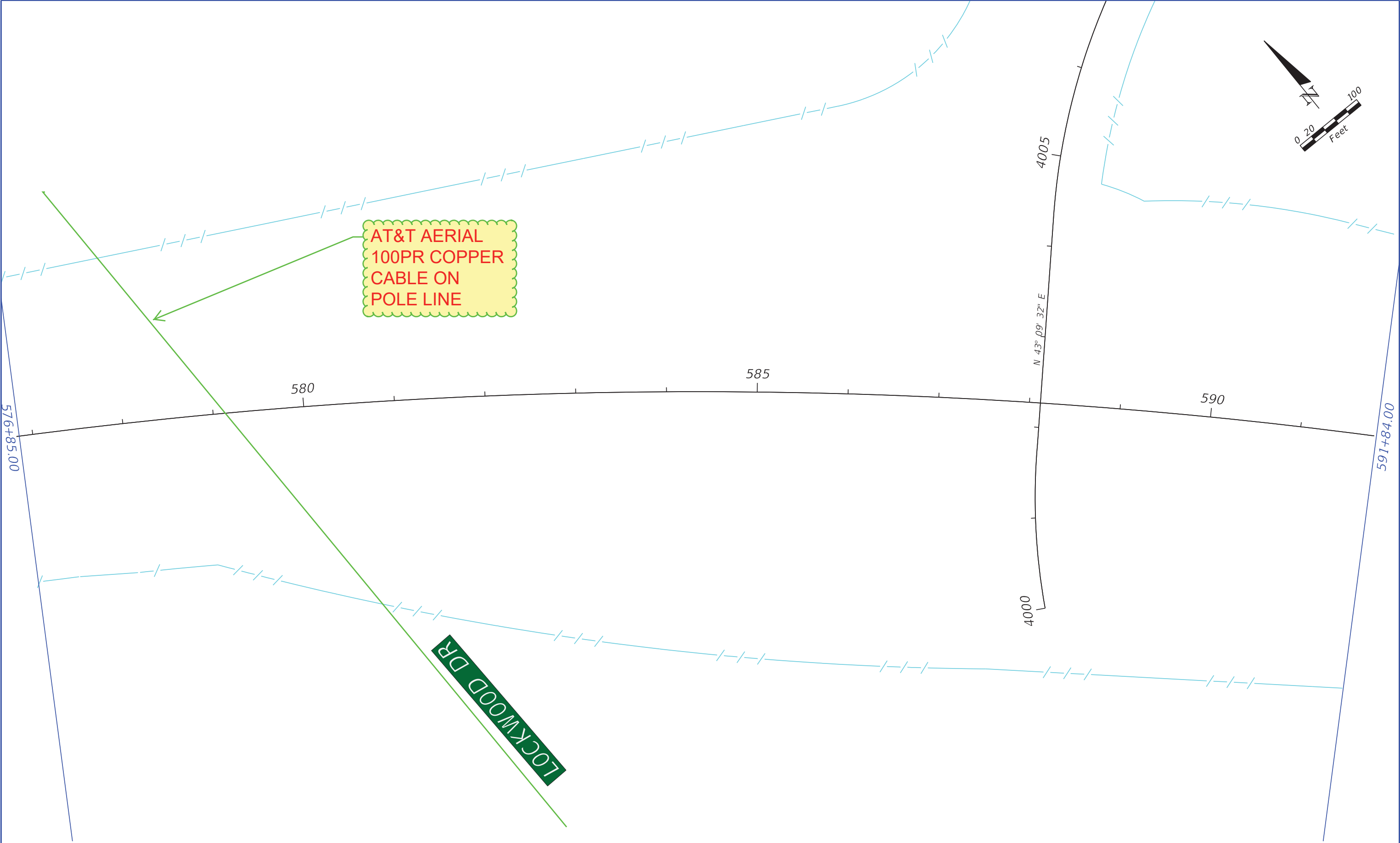


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ROADWAY PLAN
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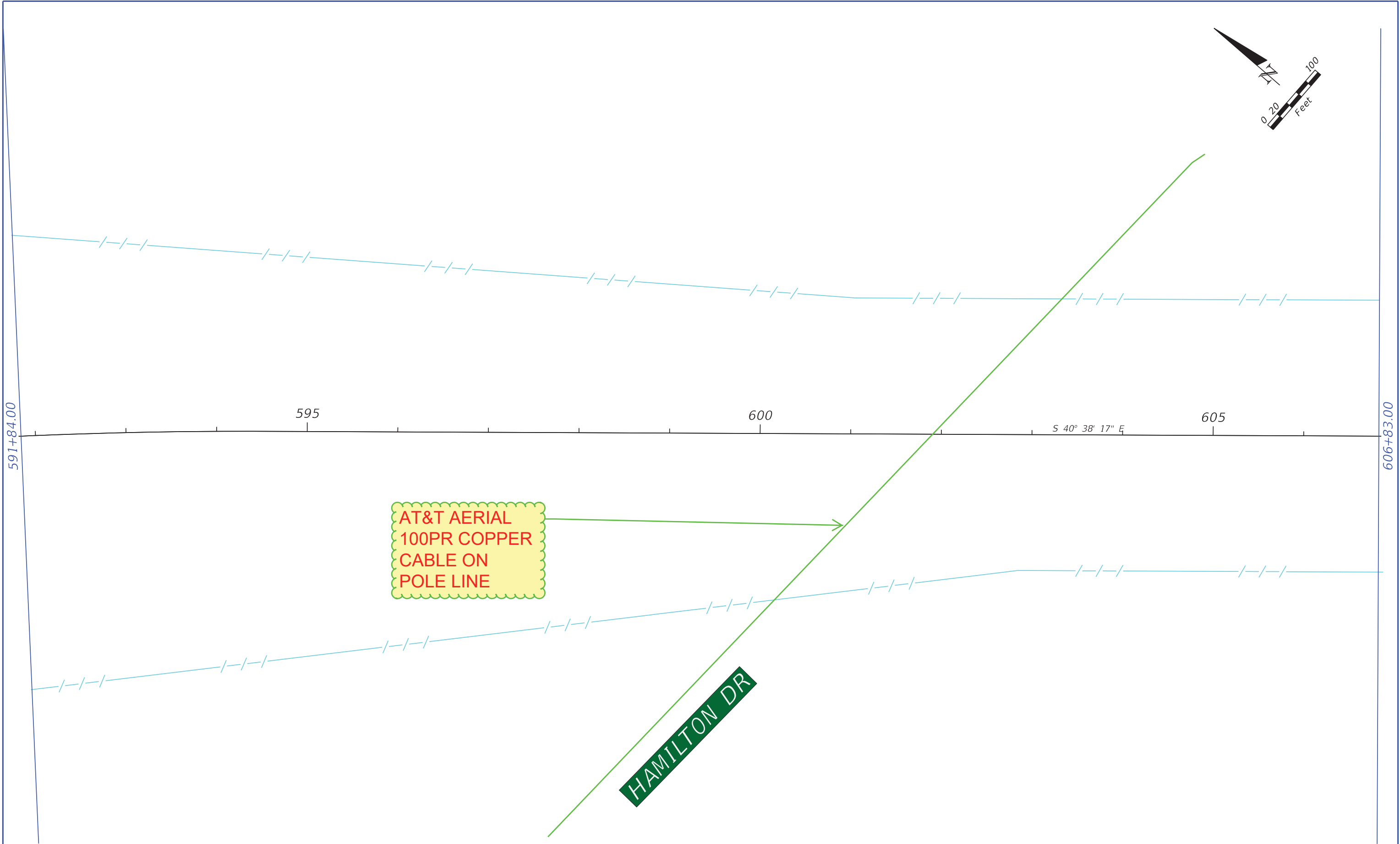


METRIC ENGINEERING, INC.
615 CRESCENT EXECUTIVE COURT, STE. 524
LAKE MARY, FL - 32746

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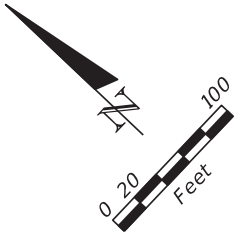
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EXISTING UTILITIES

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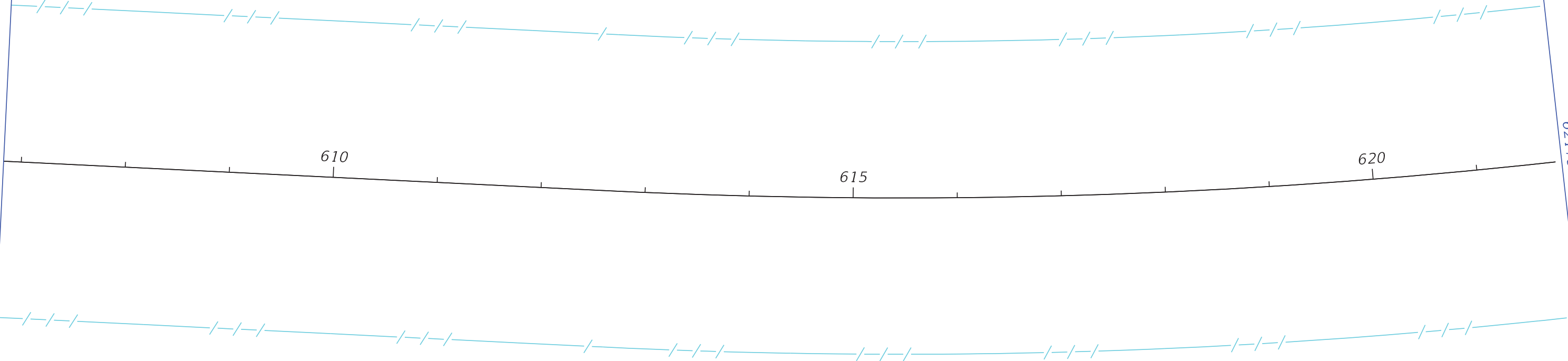
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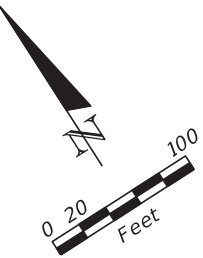
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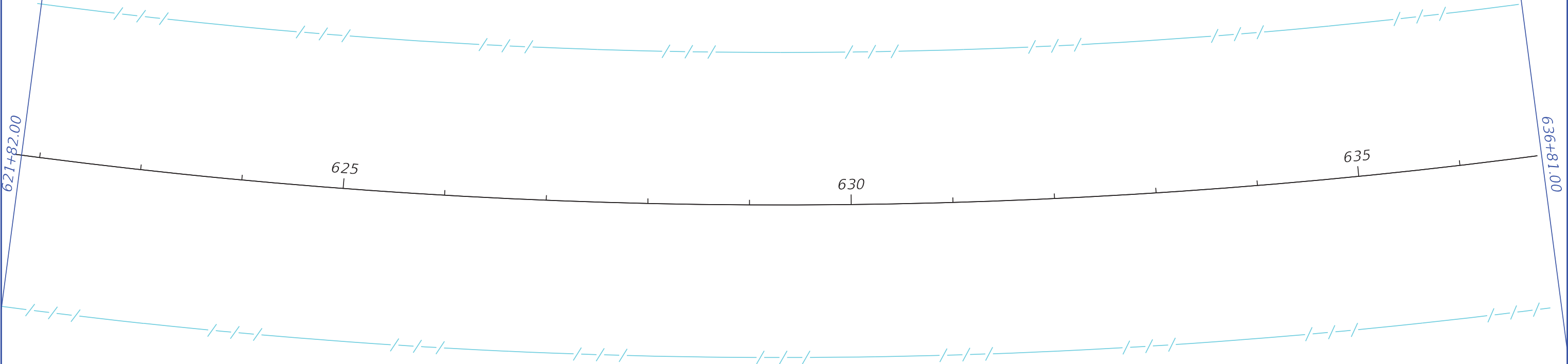
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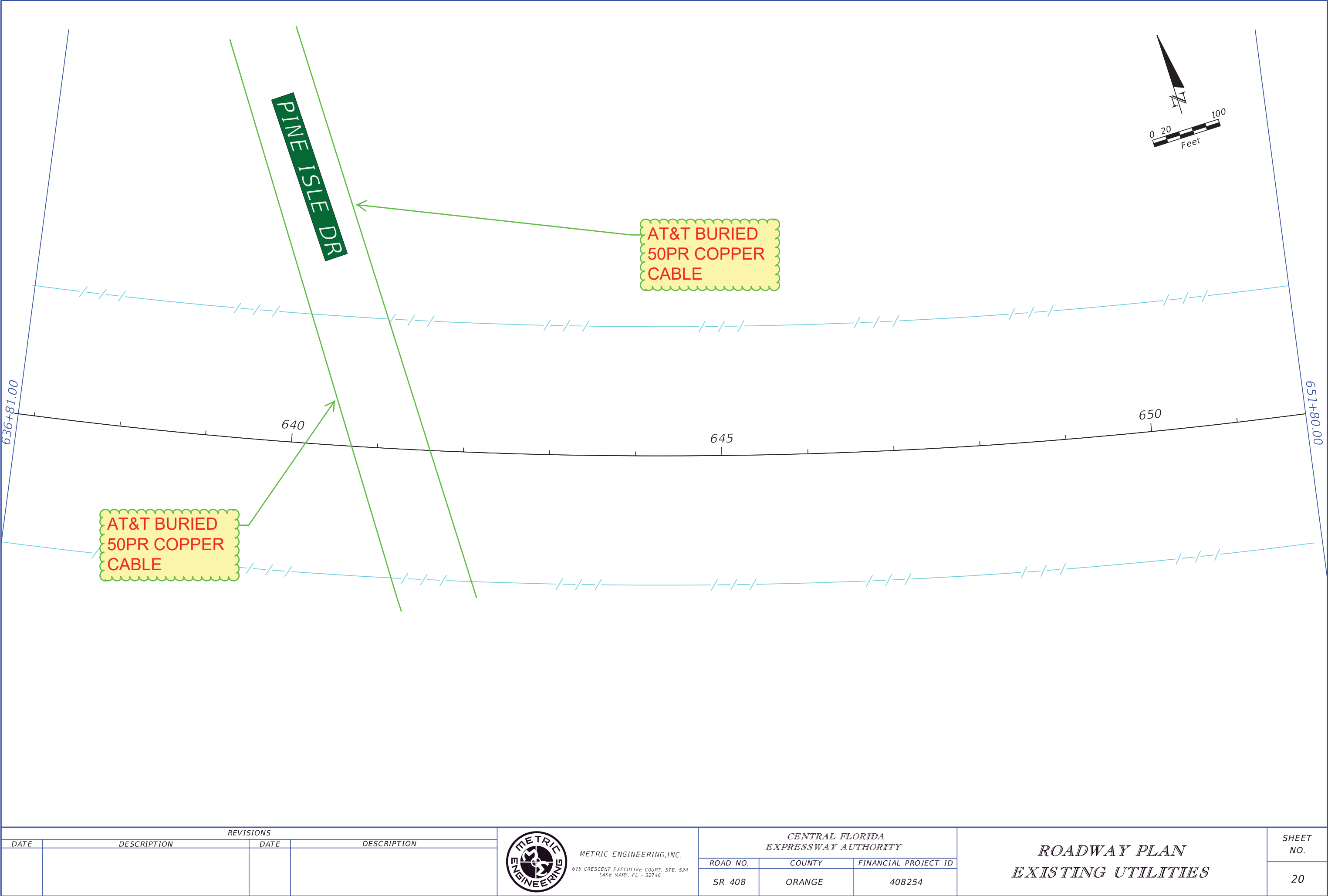


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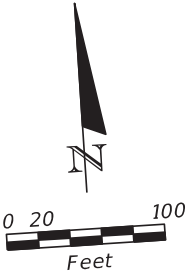


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CONCHRAV TRL



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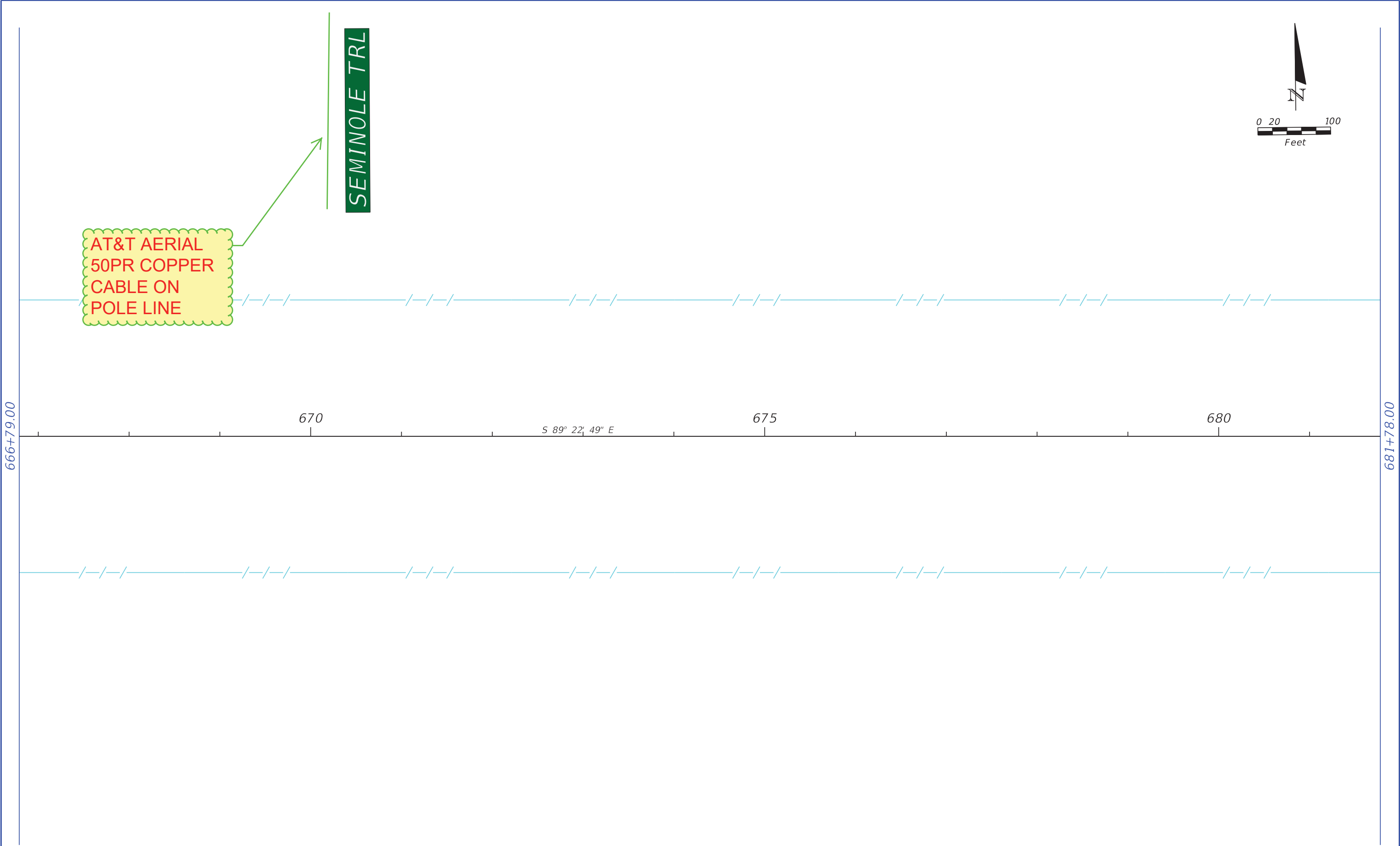
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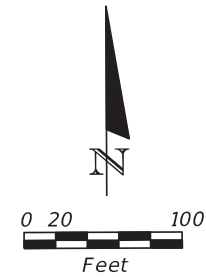
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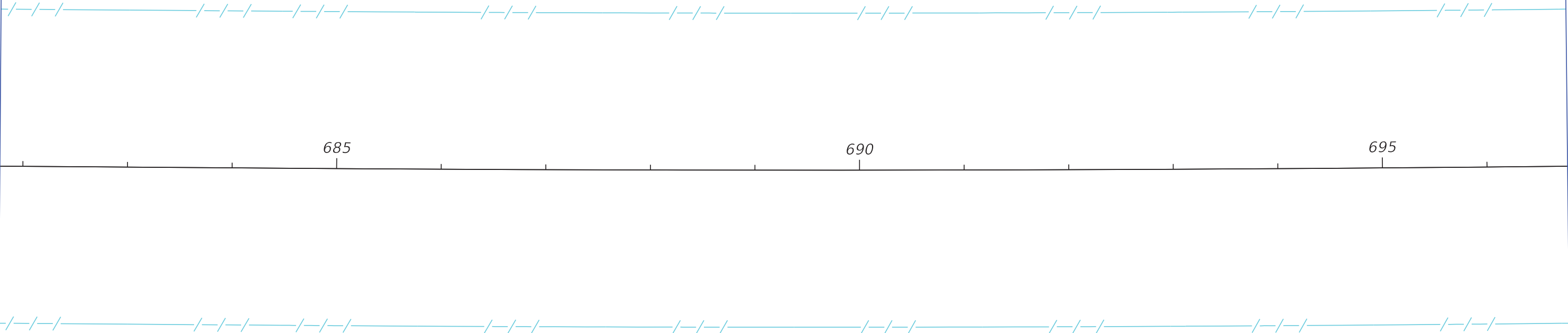


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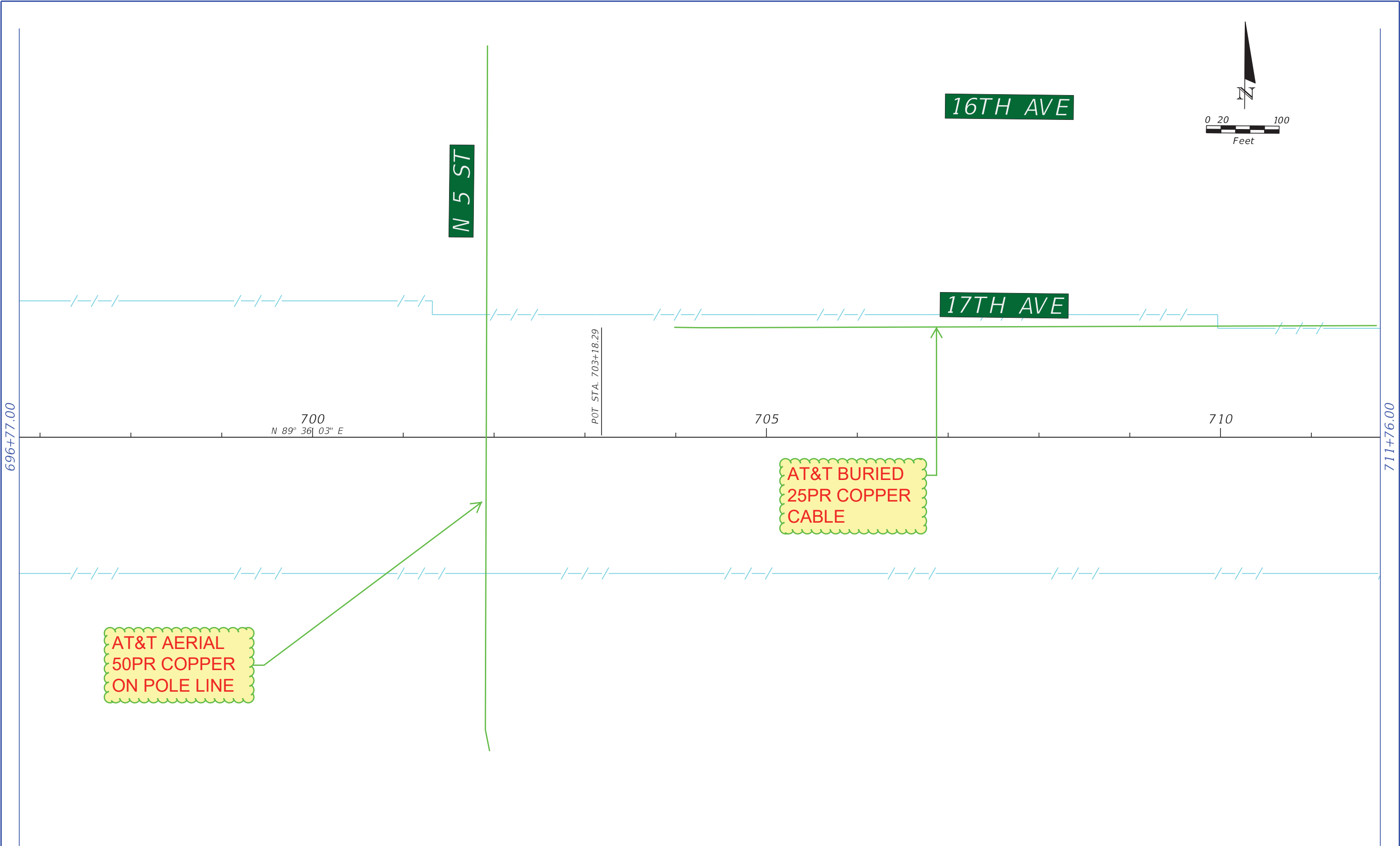
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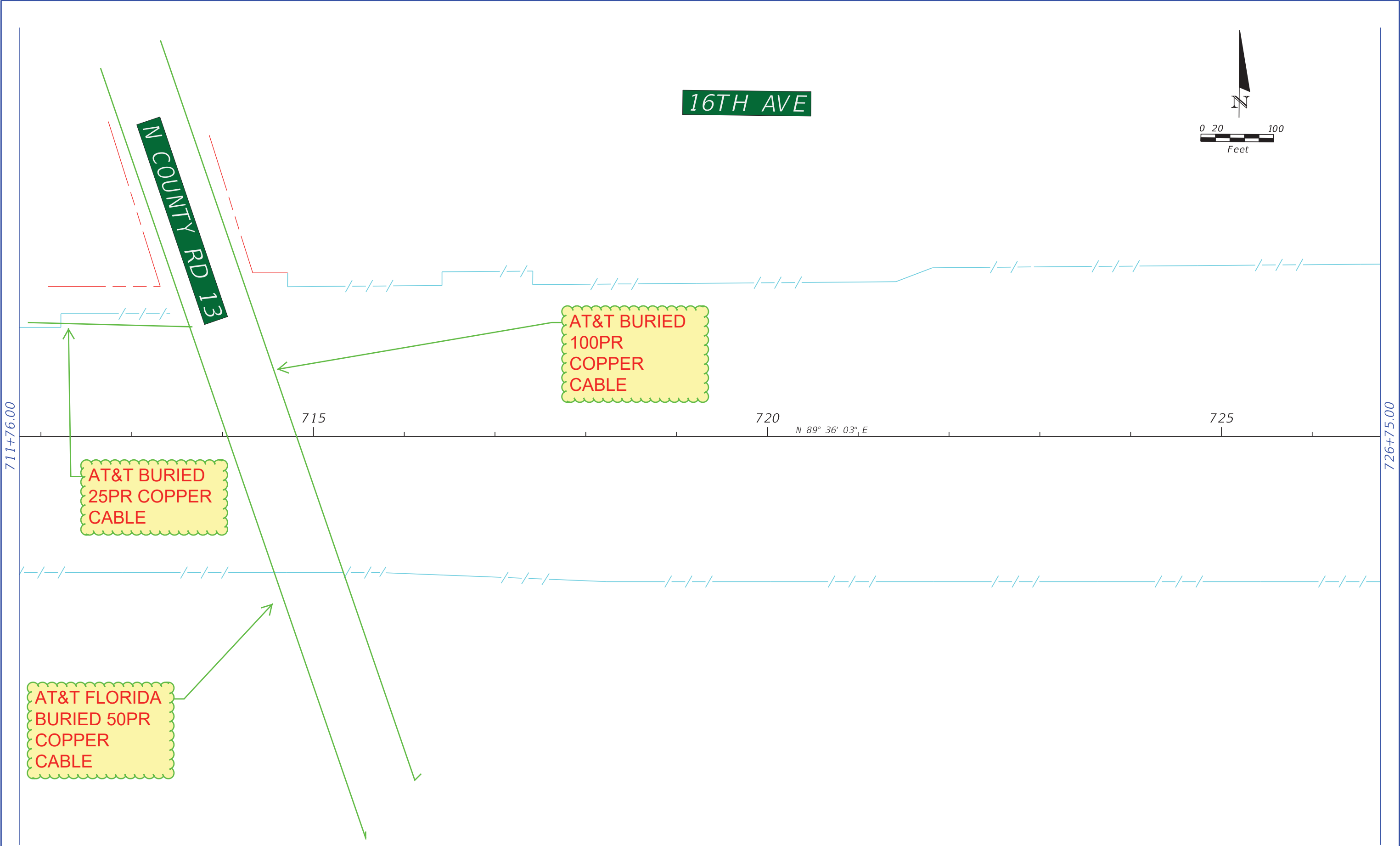


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| REVISIONS | | | | <div><div>METRIC ENGINEERING, INC. 615 CRESCENT EXECUTIVE COURT, STE. 524 LAKE MARY, FL - 32746</div></div> | CENTRAL FLORIDA EXPRESSWAY AUTHORITY | | | ROADWAY PLAN EXISTING UTILITIES | | SHEET NO. |
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| DATE | DESCRIPTION | DATE | DESCRIPTION | | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | | 24 |
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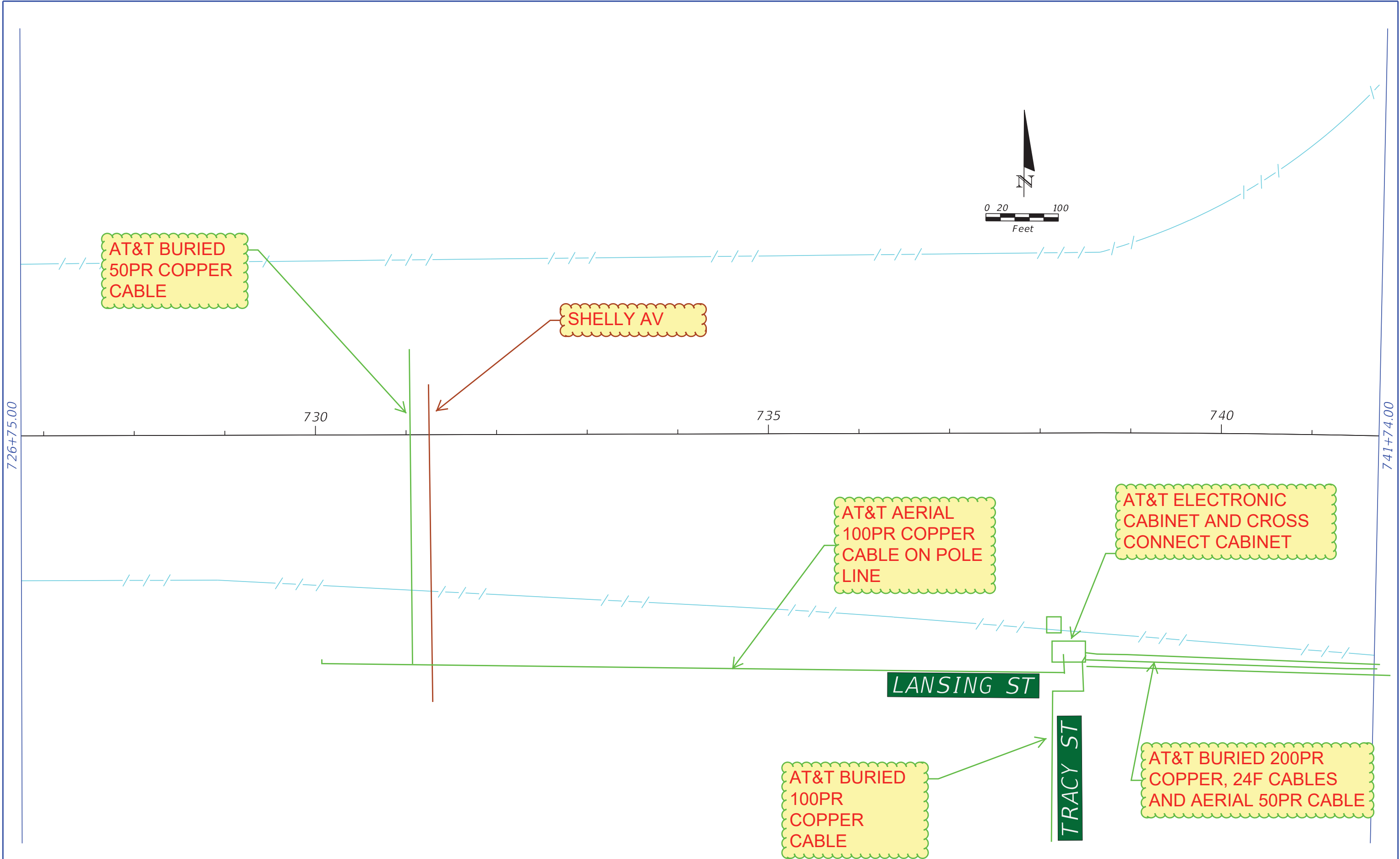


METRIC ENGINEERING, INC.
615 CRESCENT EXECUTIVE COURT, STE. 524
LAKE MARY, FL - 32746


| CENTRAL FLORIDA EXPRESSWAY AUTHORITY | | |
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ROADWAY PLAN
EXISTING UTILITIES

SHEET NO.
25



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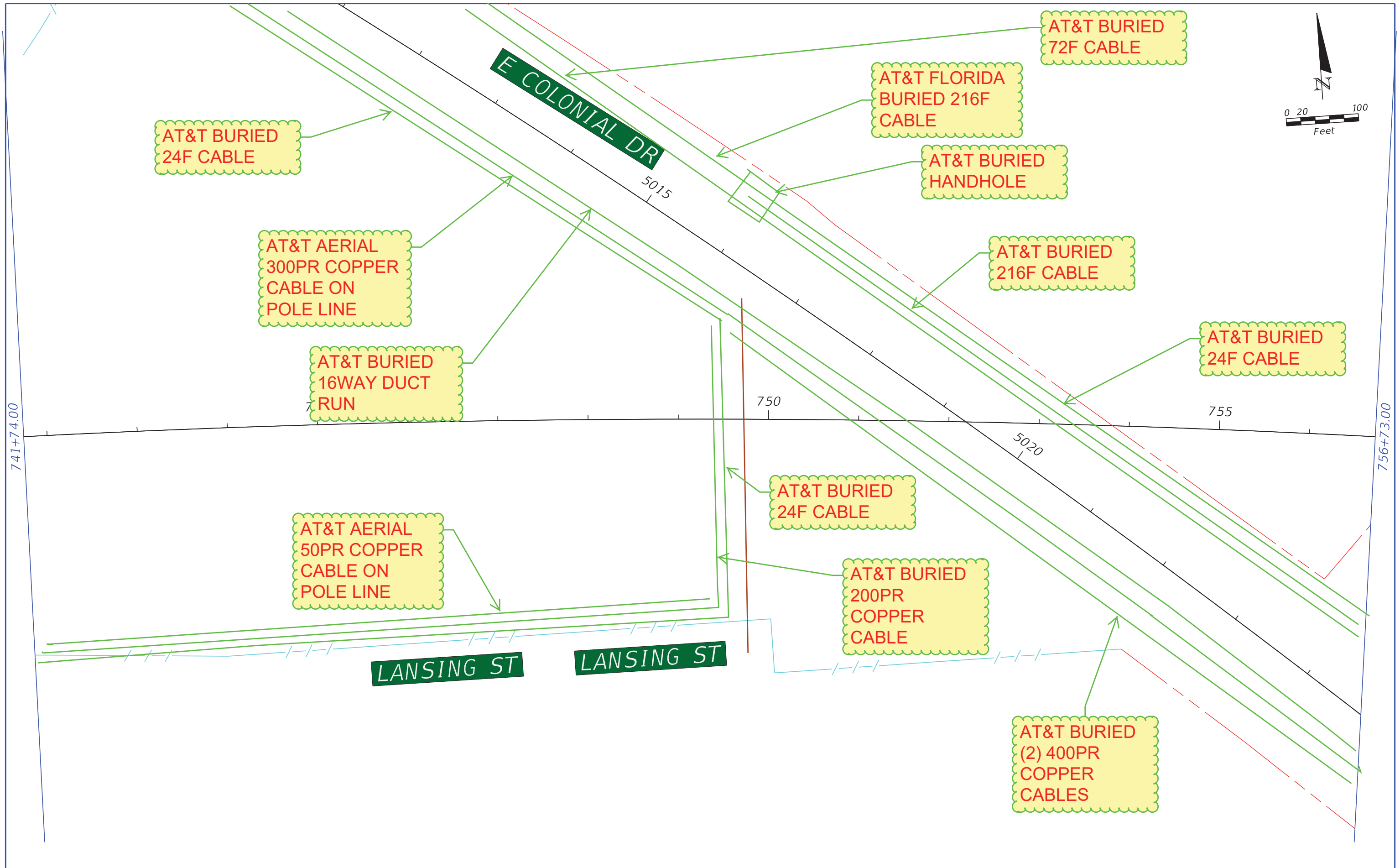


METRIC ENGINEERING, INC.
615 CRESCENT EXECUTIVE COURT, STE. 524
LAKE MARY, FL - 32746

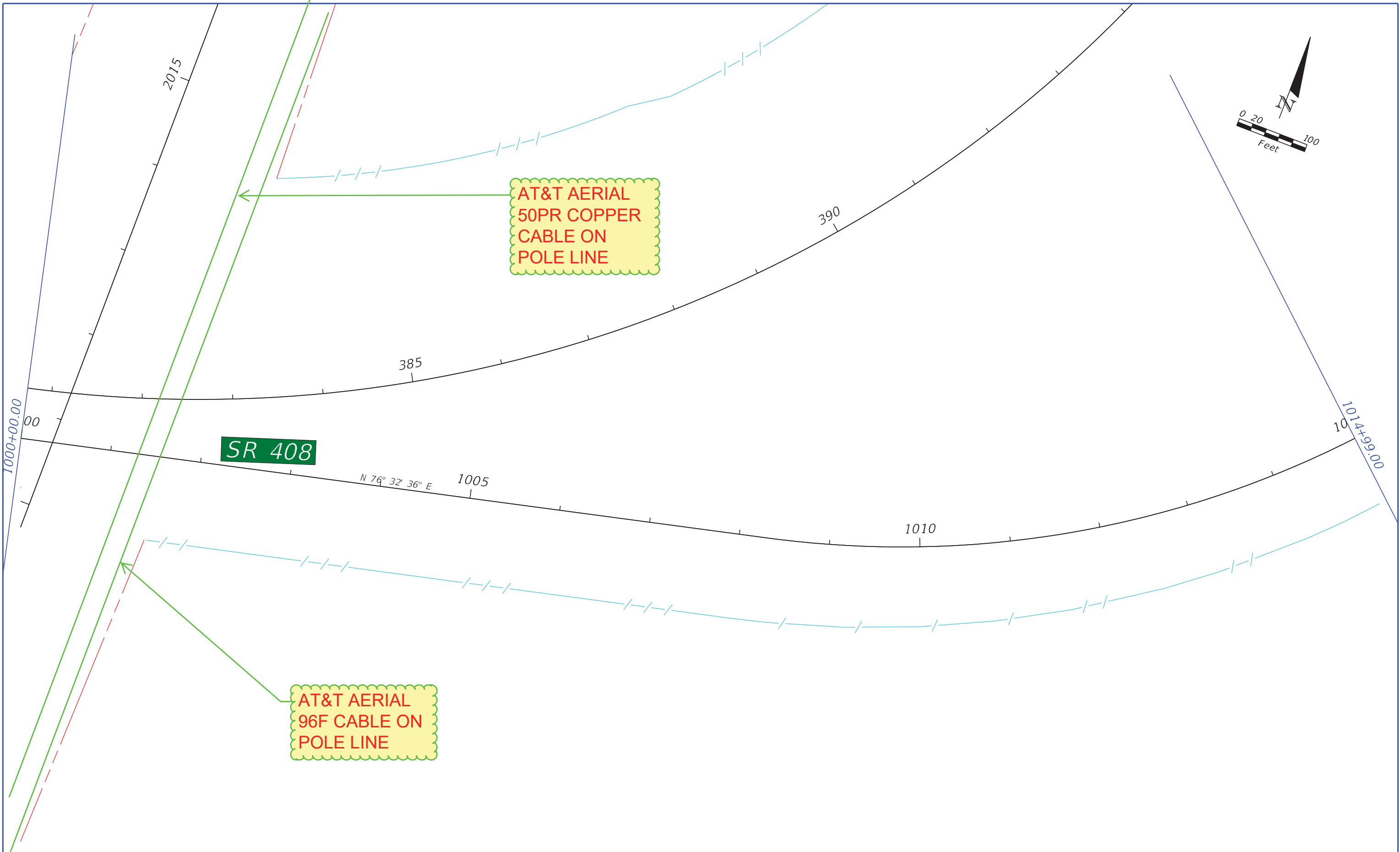
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ROADWAY PLAN
EXISTING UTILITIES

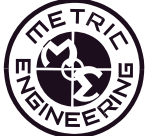
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| 26 |



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METRIC ENGINEERING, INC.

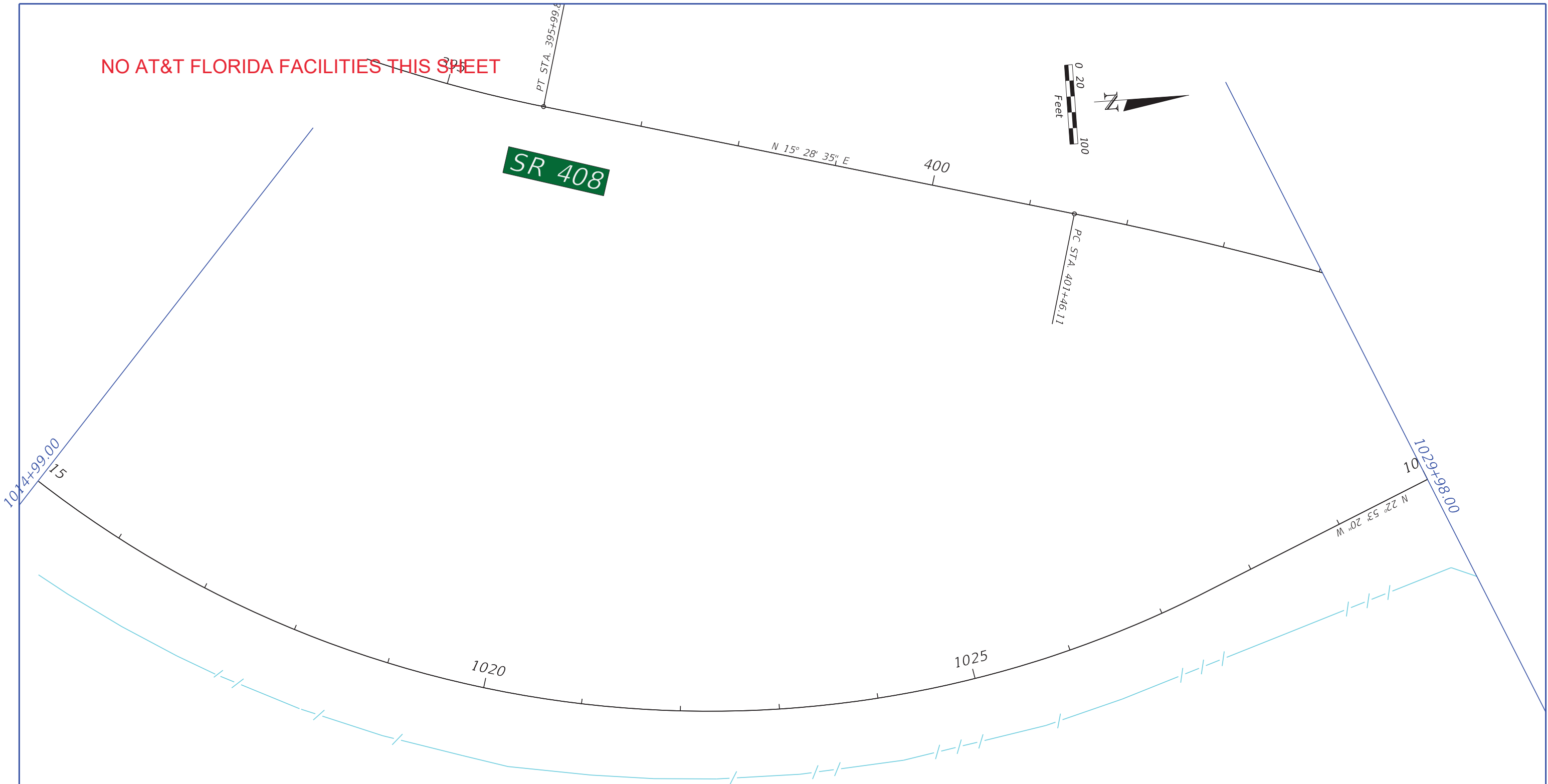
615 CRESCENT EXECUTIVE COURT, STE. 524
LAKE MARY, FL - 32746

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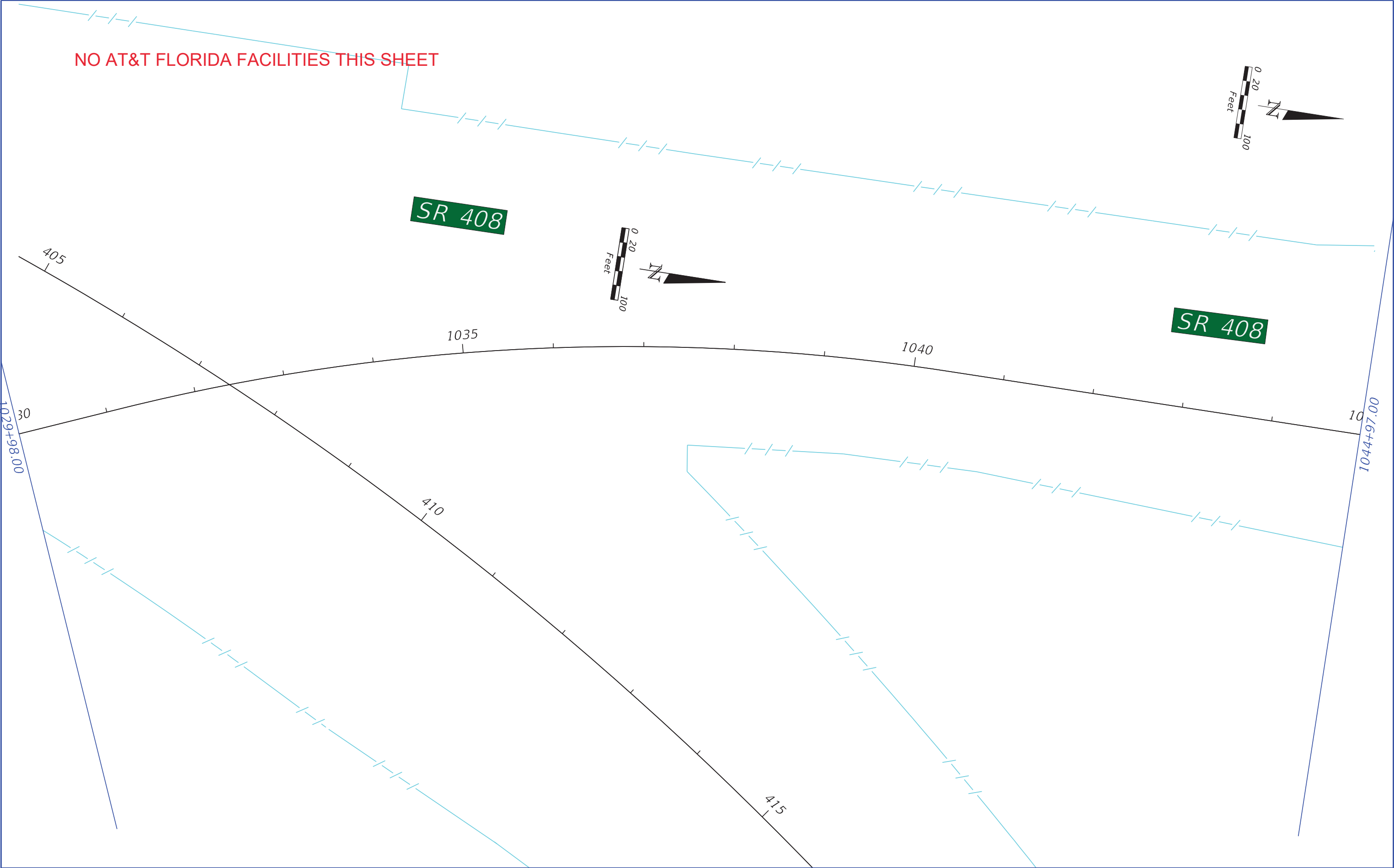
ROADWAY PLAN
EXISTING UTILITIES

28

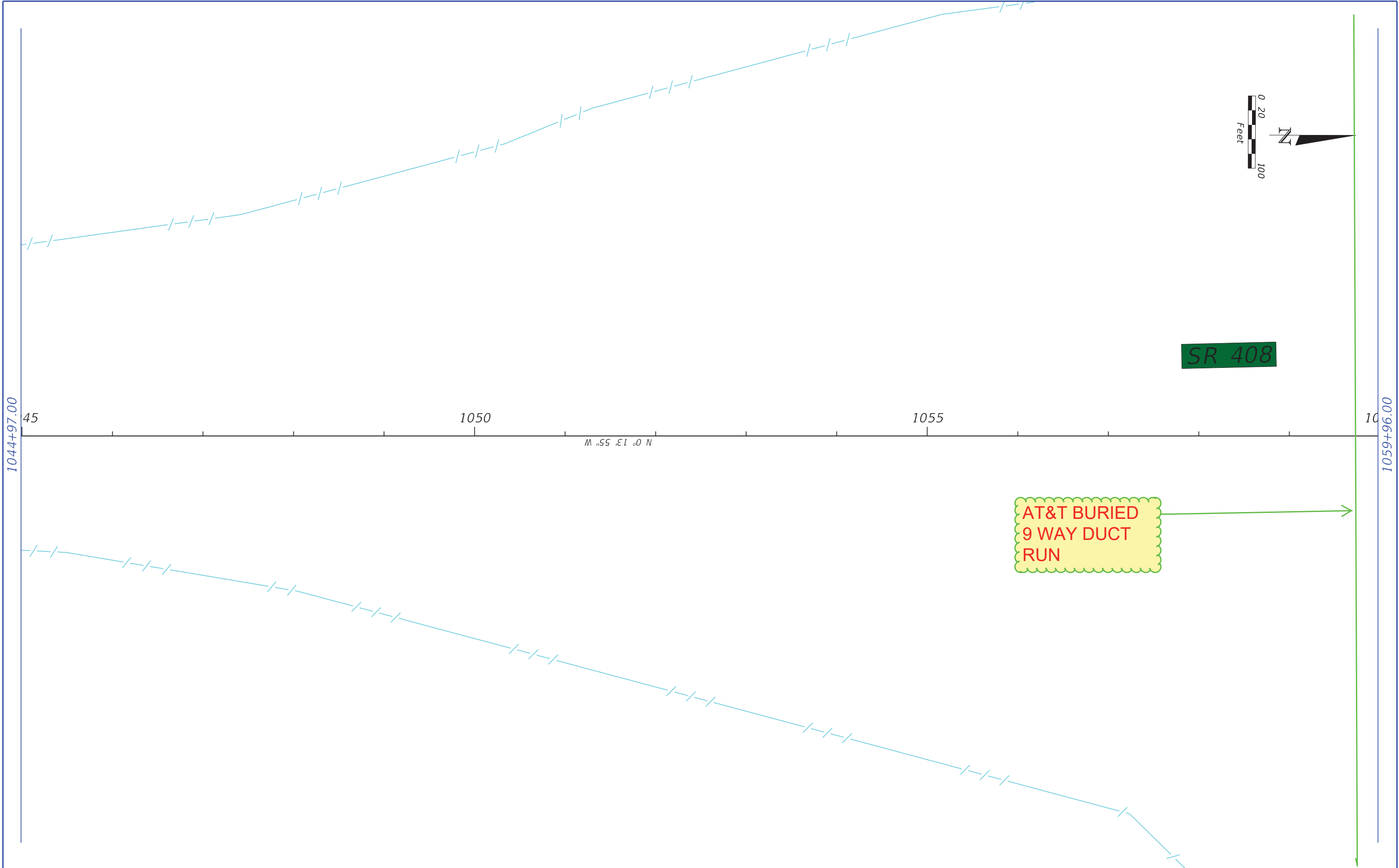
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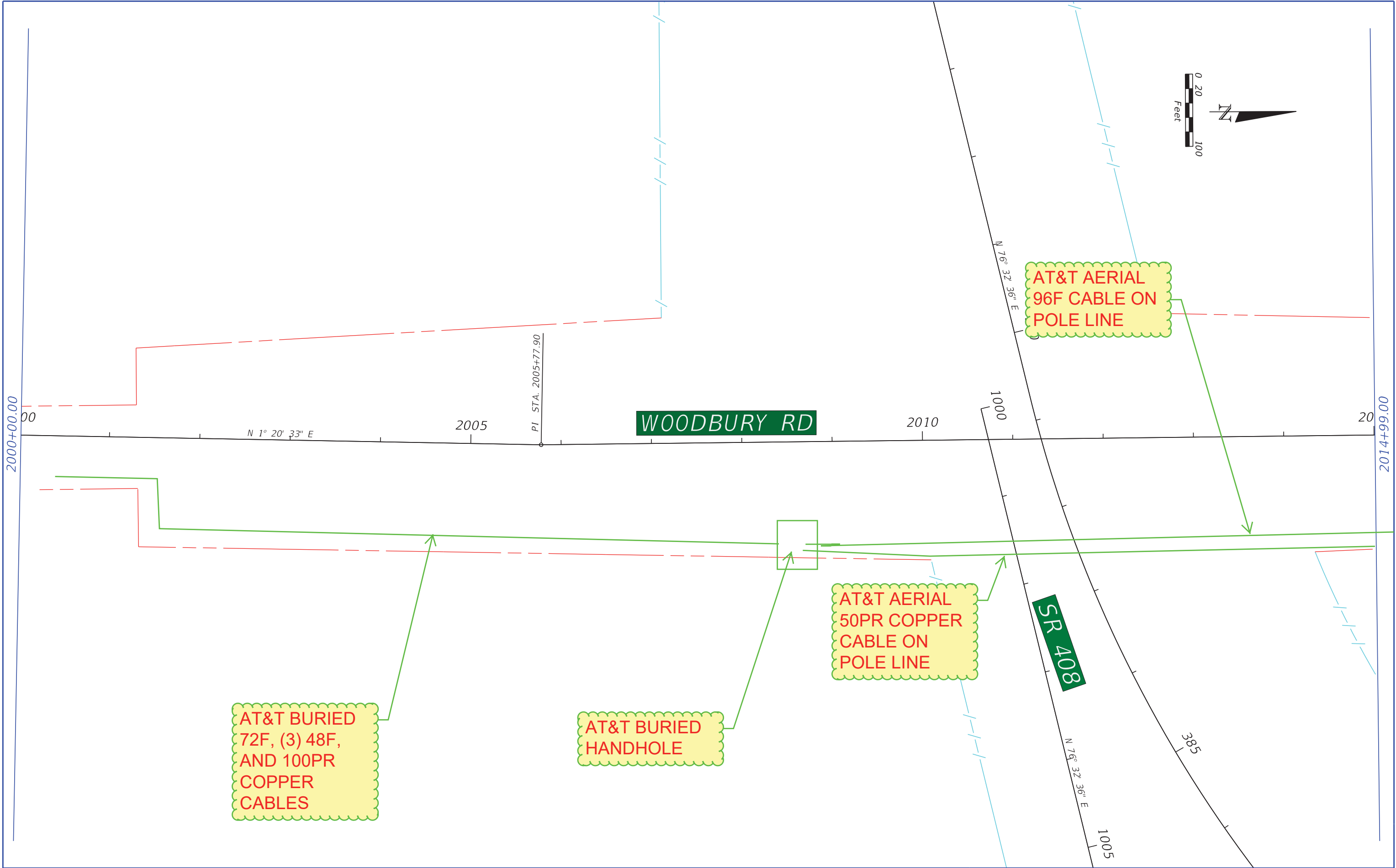
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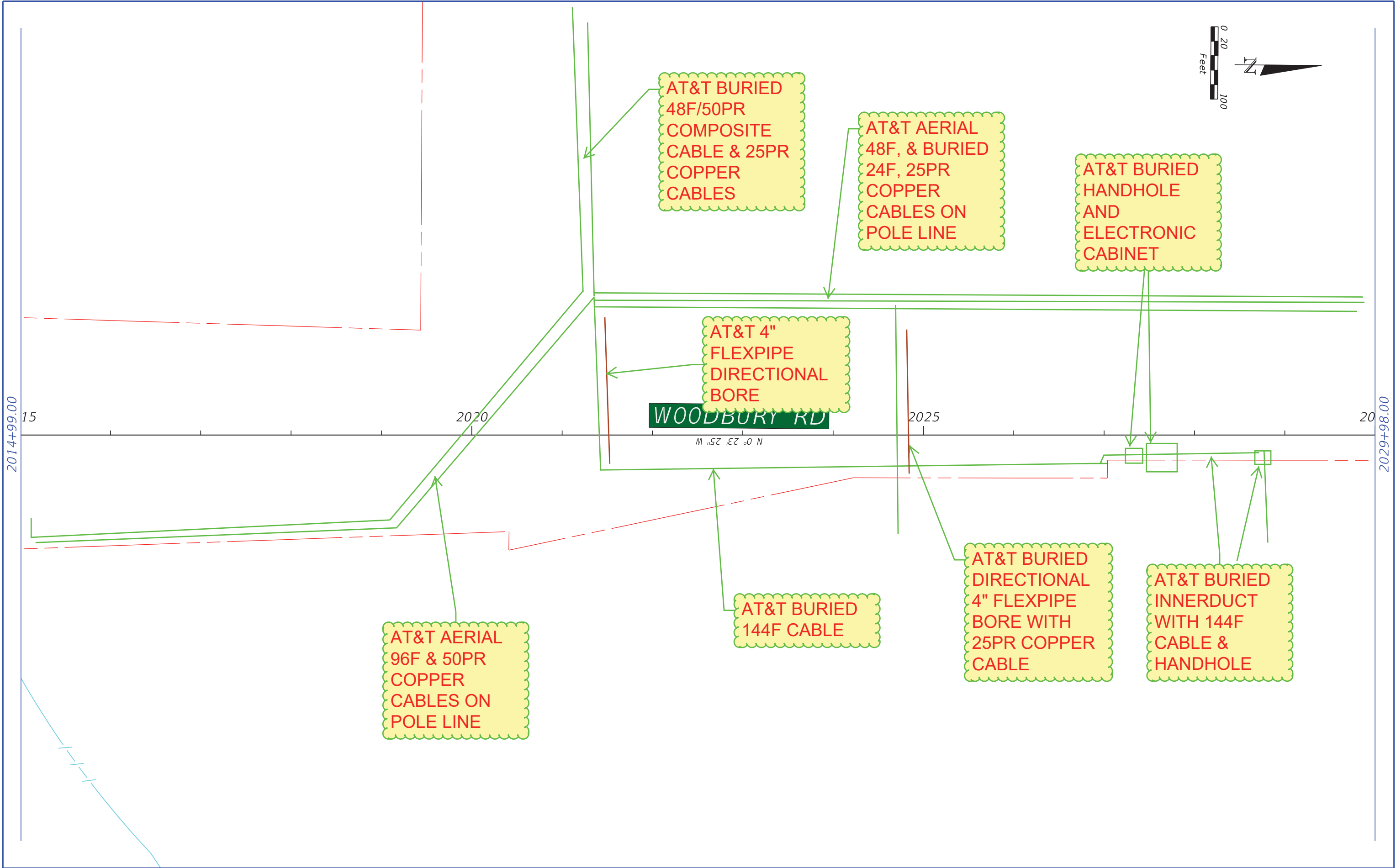
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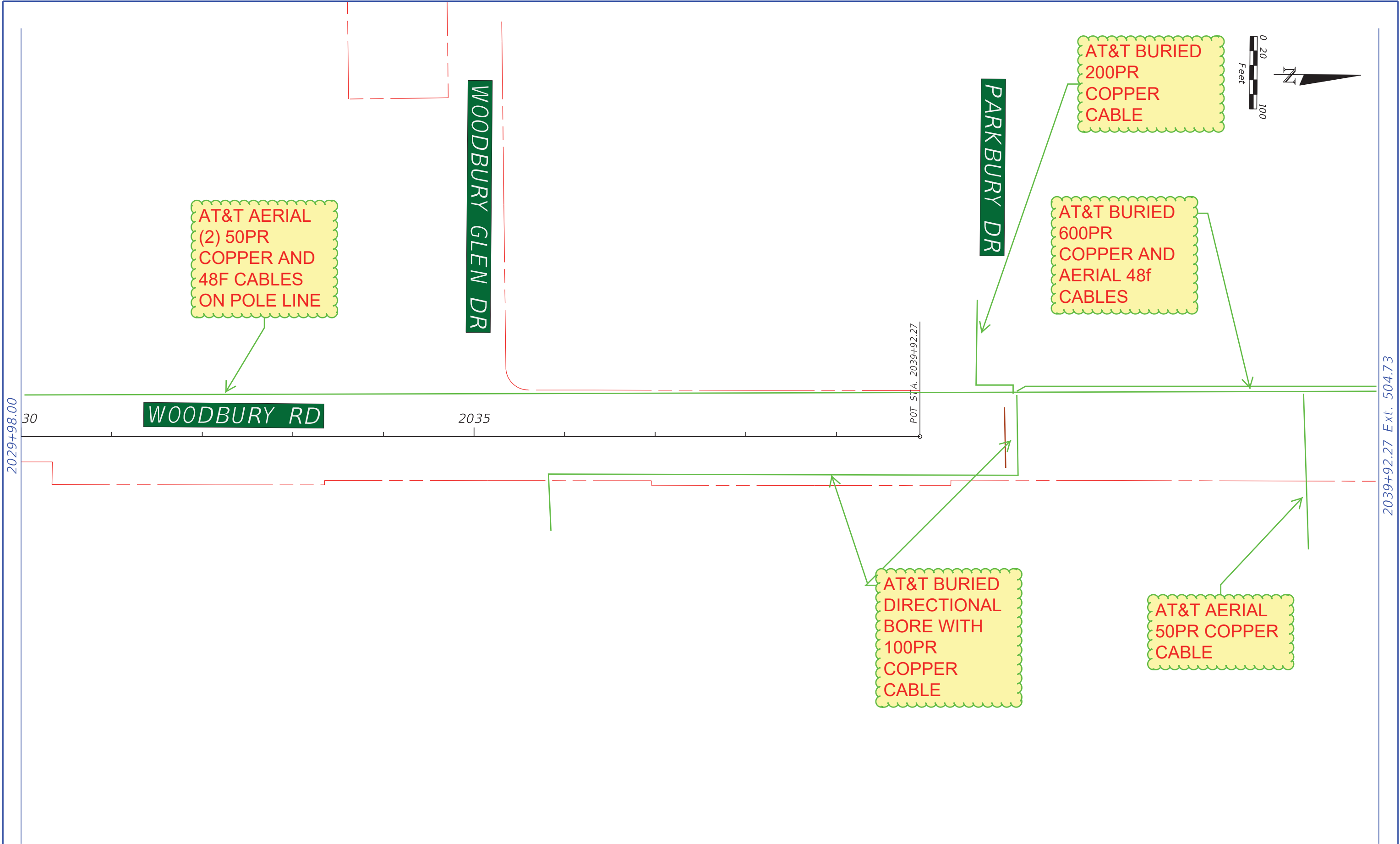
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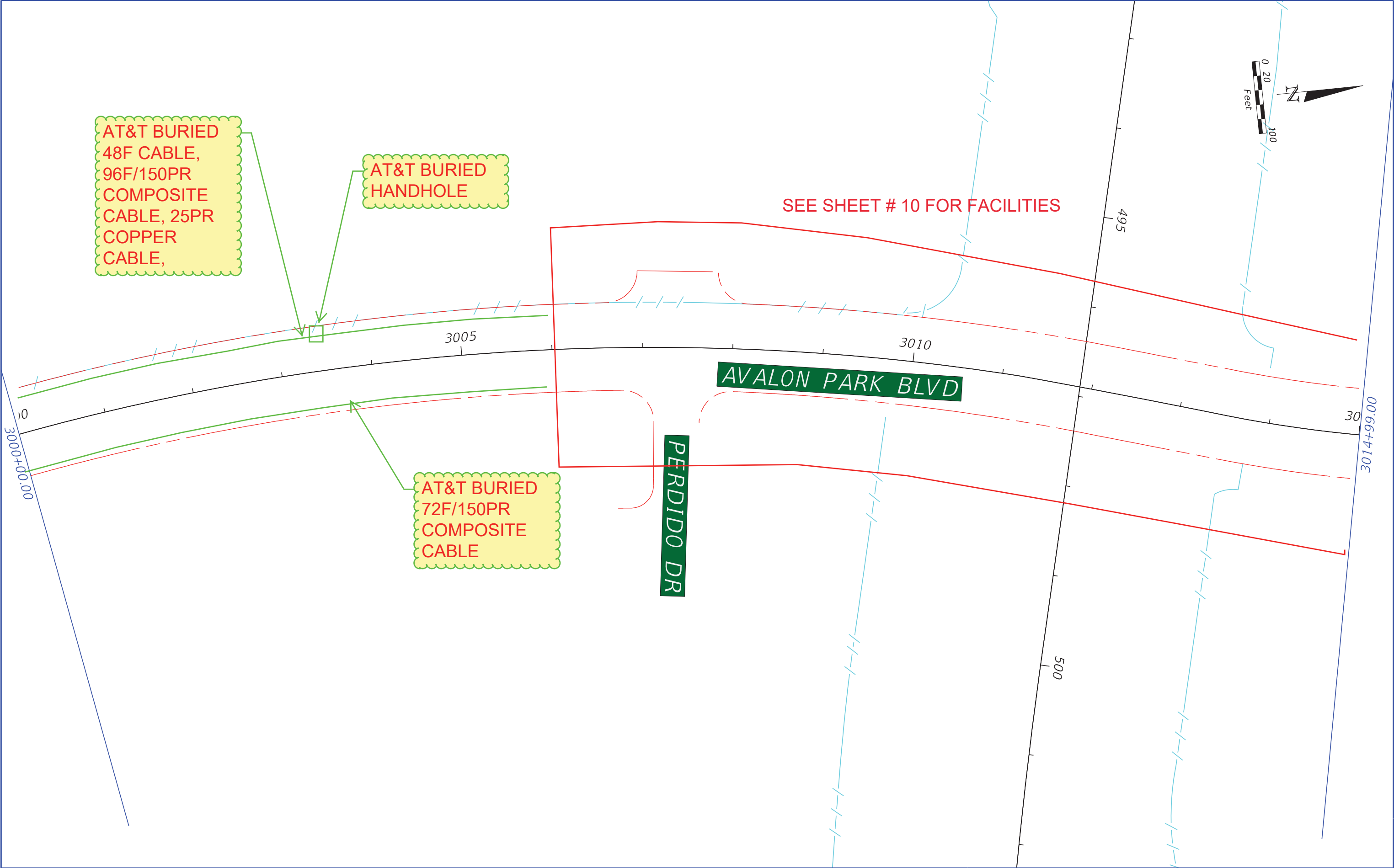
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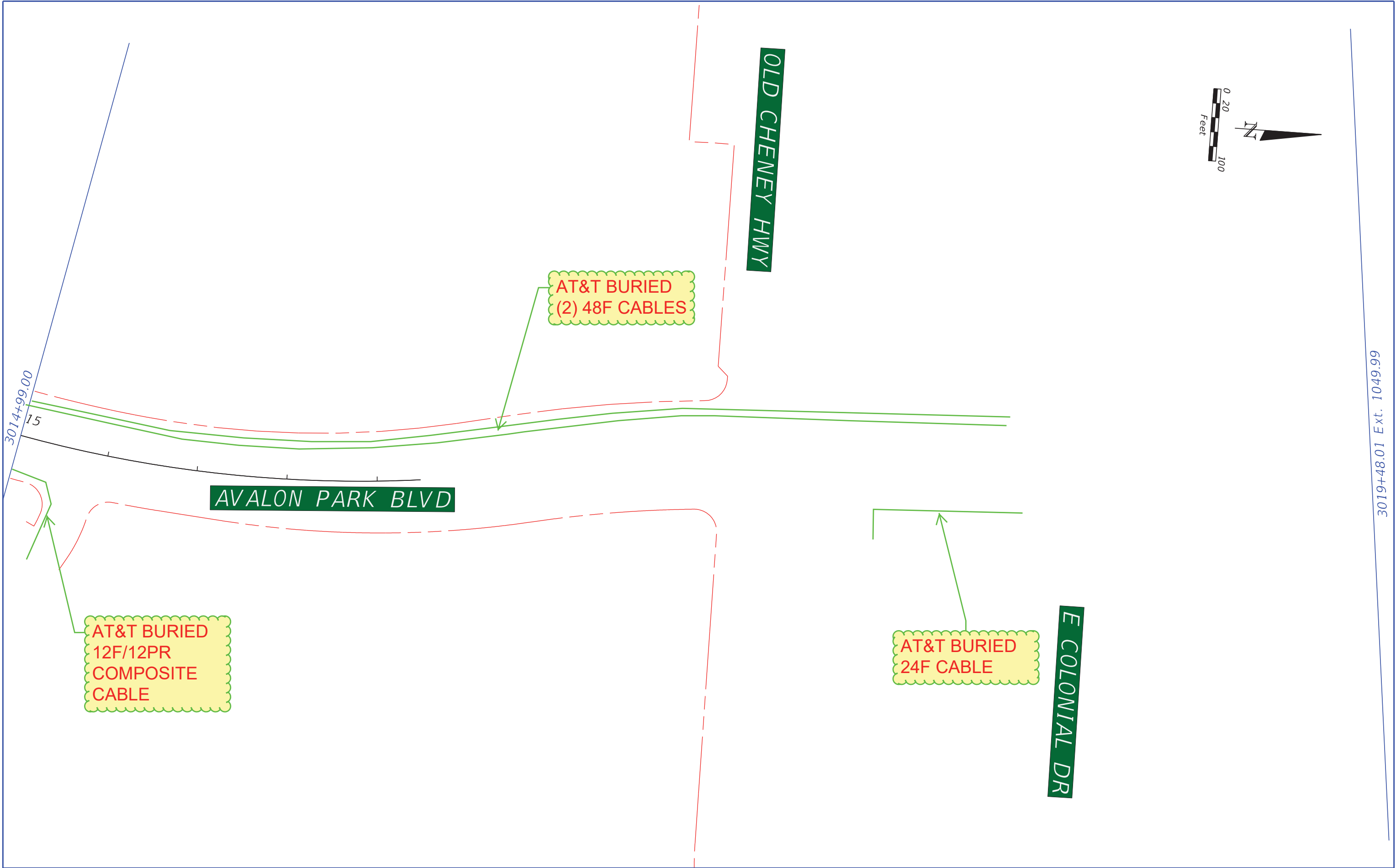
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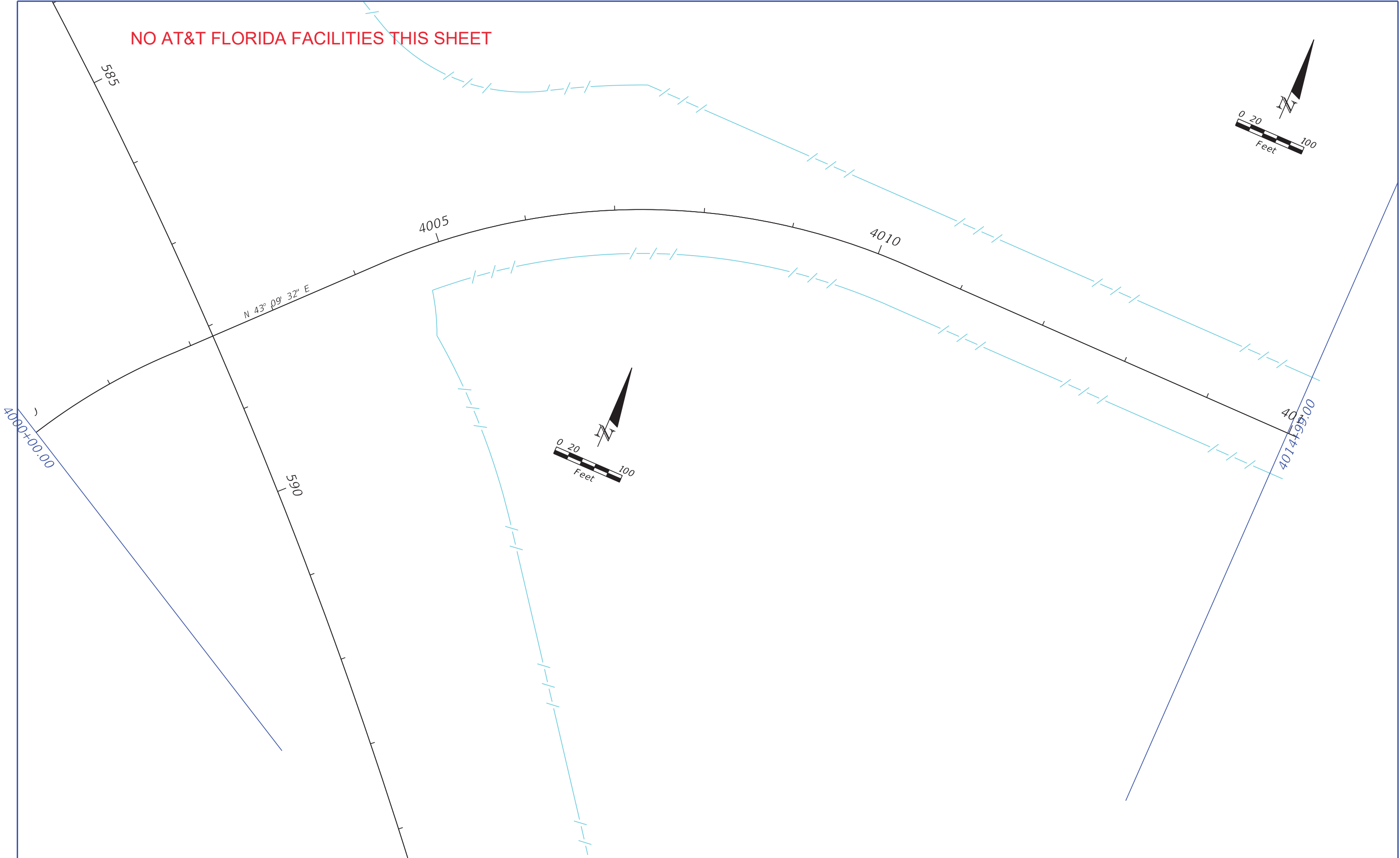
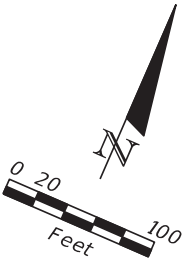


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NO AT&T FLORIDA FACILITIES THIS SHEET



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METRIC ENGINEERING, INC.

615 CRESCENT EXECUTIVE COURT, STE. 524
LAKE MARY, FL - 32746

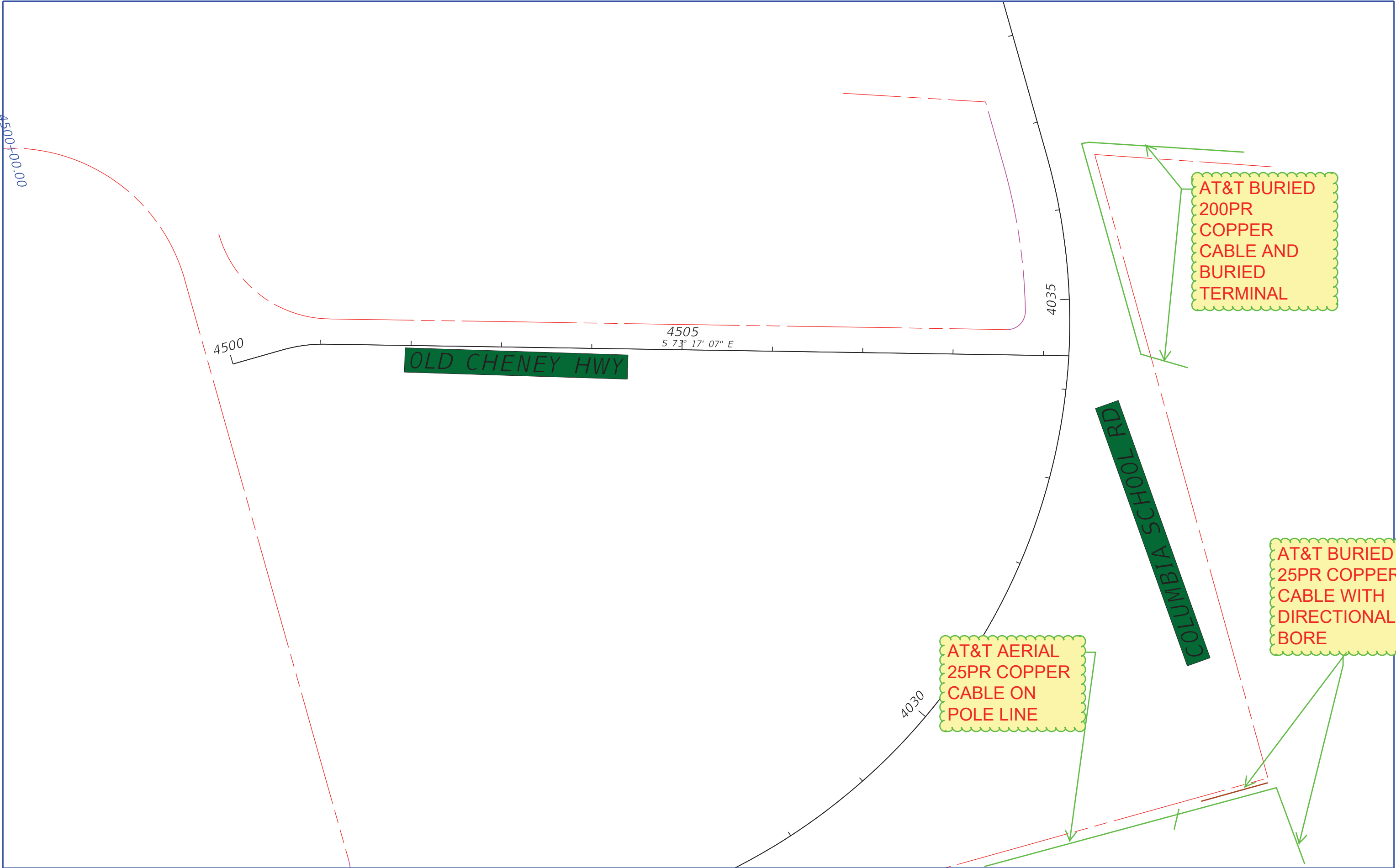
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| SR 408 | ORANGE | 408254 |

ROADWAY PLAN
EXISTING UTILITIES

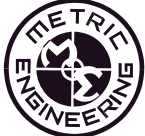
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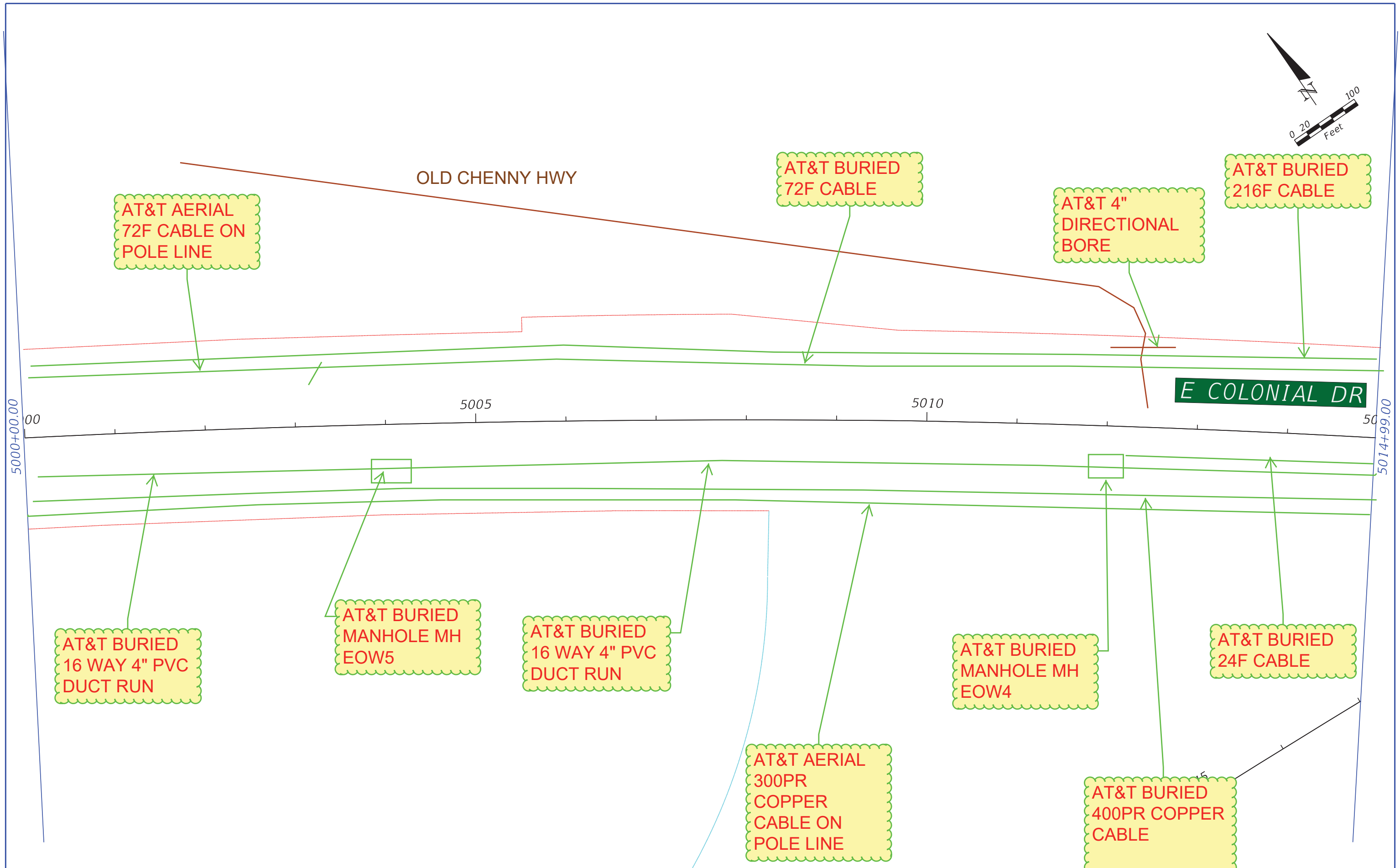
METRIC ENGINEERING, INC.

615 CRESCENT EXECUTIVE COURT, STE. 524
LAKE MARY, FL - 32746

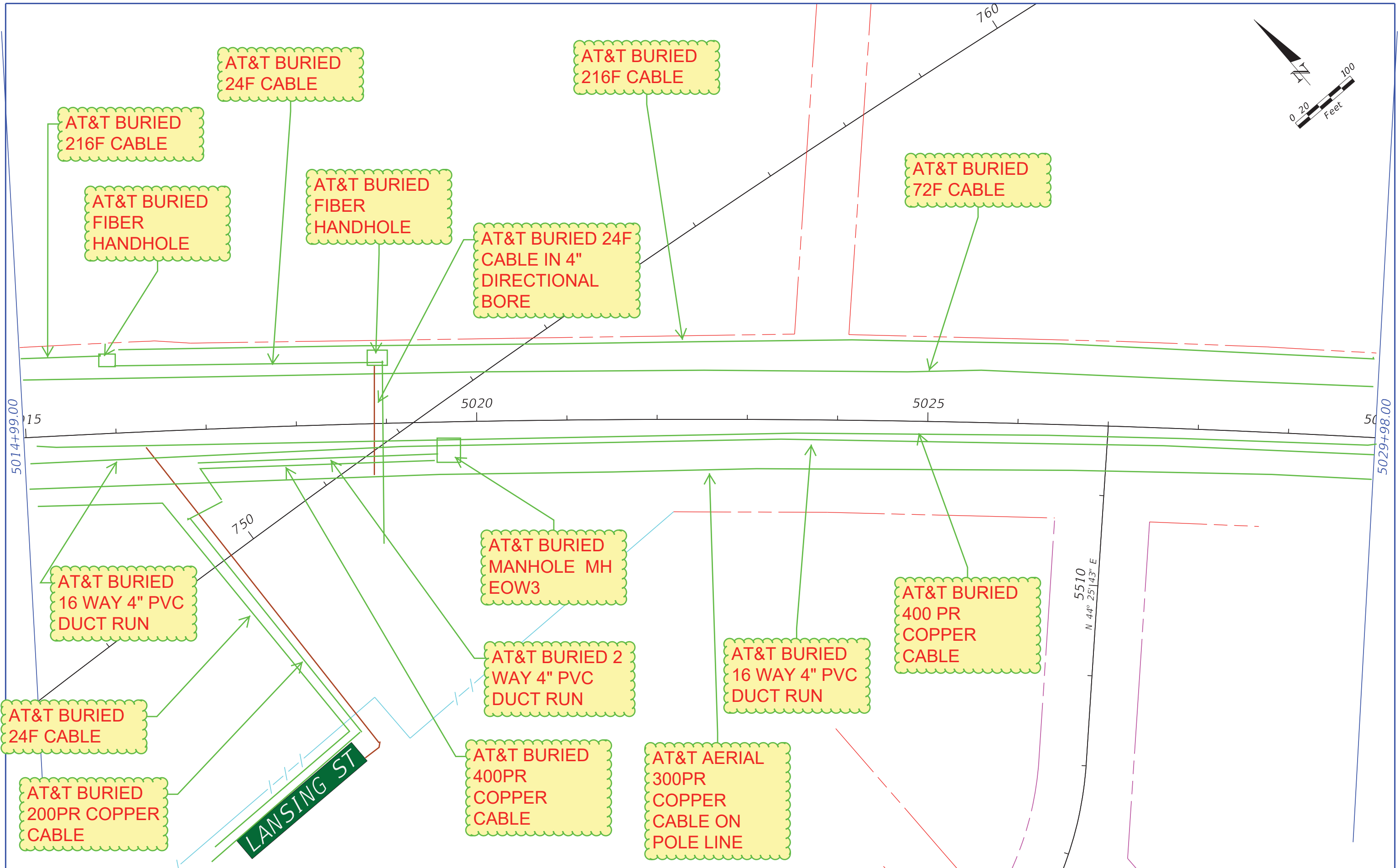
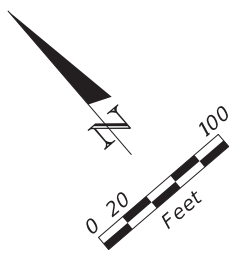
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ROADWAY PLAN
EXISTING UTILITIES

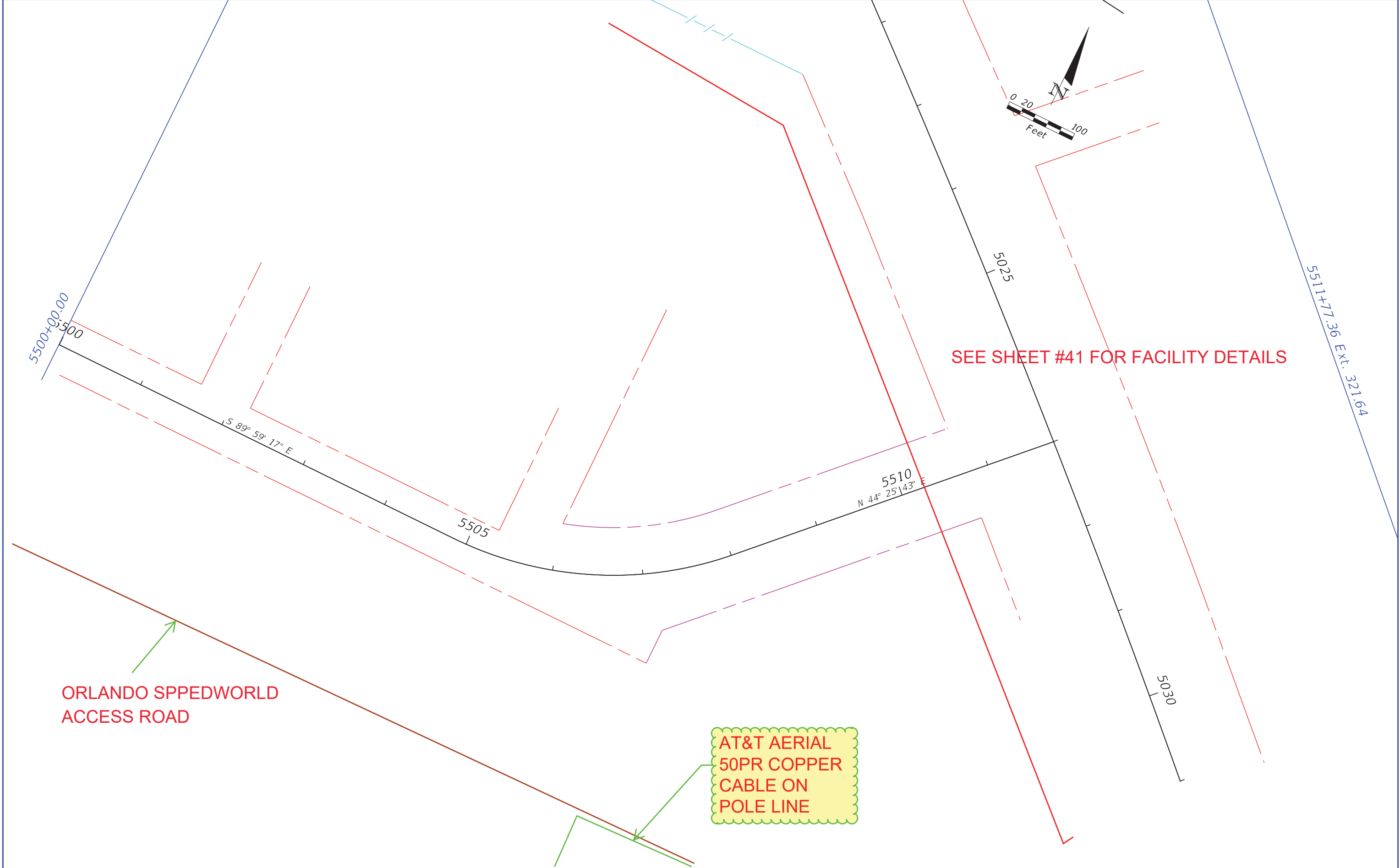
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| REVISIONS | | | | <div><div></div><div>METRIC ENGINEERING, INC. 615 CRESCENT EXECUTIVE COURT, STE. 524 LAKE MARY, FL - 32746</div></div> | CENTRAL FLORIDA EXPRESSWAY AUTHORITY | | | ROADWAY PLAN EXISTING UTILITIES | | SHEET NO. | |
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| REVISIONS | | | |  <div>METRIC ENGINEERING, INC. 615 CRESCENT EXECUTIVE COURT, STE. 524 LAKE MARY, FL - 32746</div> | CENTRAL FLORIDA EXPRESSWAY AUTHORITY | | | ROADWAY PLAN EXISTING UTILITIES | SHEET NO. |
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| REVISIONS | | | | <div><div>METRIC ENGINEERING, INC. 615 CRESCENT EXECUTIVE COURT, STE. 524 LAKE MARY, FL - 32746</div></div> | CENTRAL FLORIDA EXPRESSWAY AUTHORITY | | | ROADWAY PLAN EXISTING UTILITIES | | SHEET NO. |
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| DATE | DESCRIPTION | DATE | DESCRIPTION | | | | | | | |
| | | | | | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | | 42 |
| | | | | | SR 408 | ORANGE | 408254 | | | |

Duke Energy Transmission



January 24, 2018

TO: FDOT, Cities, Counties, Governmental Agencies in general, Developers and All Utility Coordinators

RE: Duke Energy Transmission Communication Protocol

To initiate utility coordination, please follow the directions outlined below. Please note that Duke Energy Transmission will not be listed on a Sunshine-811 ticket or similar queries. To ensure the safety of all, please follow the protocol detailed in this document on all projects.

- o Electronic files (PDF and CADD) email to:

**Preferred method*

JEWilliams@ucseng.com

cc: DEFTransmissionGOV@duke-energy.com
ARogers@ucseng.com

- o Hard copies mail to:

Aric Rogers at UC Synergetic, LLC
4427 Pet Lane, Suite #E101
Lutz, Florida 33559

Please see attached electronic data request form which describes in detail the electronic data files requested for plans review.

Please direct any further correspondence to Aric Rogers at (813) 909-1245.



Douglas Reed

Engineer I
Transmission Line Engineering

DUKE ENERGY TRANSMISSION RGB NOTES:

- 1) Contact: George Baxter @ (727) 483-3242
- 2) Notifications to DET:

a. Any temporary bracing or holding of DET poles required for construction will require 30-working-days’ advance notice to DET. In addition, when roadway contractor is excavating near or around DET facilities, they shall send notification to arrange for a field meeting, and evaluation of work procedures.

b. When requesting outages, the contractor must follow the following guidelines:

i. The roadway contractor must provide an outage package indicating: the scope of work, start to finish schedule, type of equipment utilized, contractor team contact information, design drawings and other information as identified by DET as necessary. Outage initiation requires a minimum of 28-days from the approval of the outage package. In cases where multiple transmission lines are impacted by the project, DET will only allow one circuit out of service at any given time.

ii. If at any time a de-energized line will need to be placed back into service, such as a system emergency (e.g. hurricane, loss of another transmission line, and/or extreme load, etc.) DET will ask the roadway contractor, within a two-hour period, to shut down any construction that would restrict DET construction crews from placing the de-energized line back into service.

iii. Typically, any de-energizing of any DET lines can occur during the following time periods: October 1st to November 15th, and March 1st to April 15th. Any additional required de-energized time periods needed throughout the project will need to be coordinated with the UAO representative previously listed.

iv. Typically an outage cannot exceed a two-week duration; a new request may be required if additional outage time is needed.

v. DET can NOT guarantee that the roadway contractor will get the approval for the outage; it is the contractor’s responsibility to follow up with the above-listed contact.

vi. If for any reason the outage was approved but can’t be accomplished, the DET will reserve the right to cancel the outage with 2-hours advance notification.

vii. In cases where multiple transmission lines are impacted by the project, DET will only allow one circuit out of service at any given time.

viii. A responsible representative from the roadway contractor’s staff will attend all daily and necessary pre-job briefing meetings conducted by DET.

ix. An outage that is reimbursable to DET may require payment prior to the initiation of the outage.
- 3) This project is to be constructed in the vicinity of energized 230 & 69kV OH transmission.
- 4) When doing any work or task under or near any DET facilities, all NESC & OSHA guidelines must be adhered to.
- 5) Any relocation of existing or proposed DET facilities beyond what is described in this document that is required to accommodate construction will require notice sufficient to cover analysis, design, material logistics & mobilization/demobilization.
- 6) When the roadway contractor is excavating around DET facilities, they shall provide at least a 15-foot horizontal clearance to the facility; if this cannot be met, a notification must be sent to the UAO Field representative previously listed to arrange for a field meeting.
- 7) The roadway contractor is prohibited from stacking material (soils, fill dirt, gravel, etc.) under or near energized overhead power lines.
- 8) No grading is allowed within any DET easement without prior approval from Duke Energy Asset Protection.
- 9) The road plans and/or survey provided did not reflect existing DET facility locations. Transmission facilities as shown on marked RGB plans are approximate and require additional field surveying for accuracy.

THESE NOTES SHALL APPLY TO ALL RGB SHEETS CONTAINED WITHIN THIS DUKE ENERGY TRANSMISSION RGB SUBMITTAL

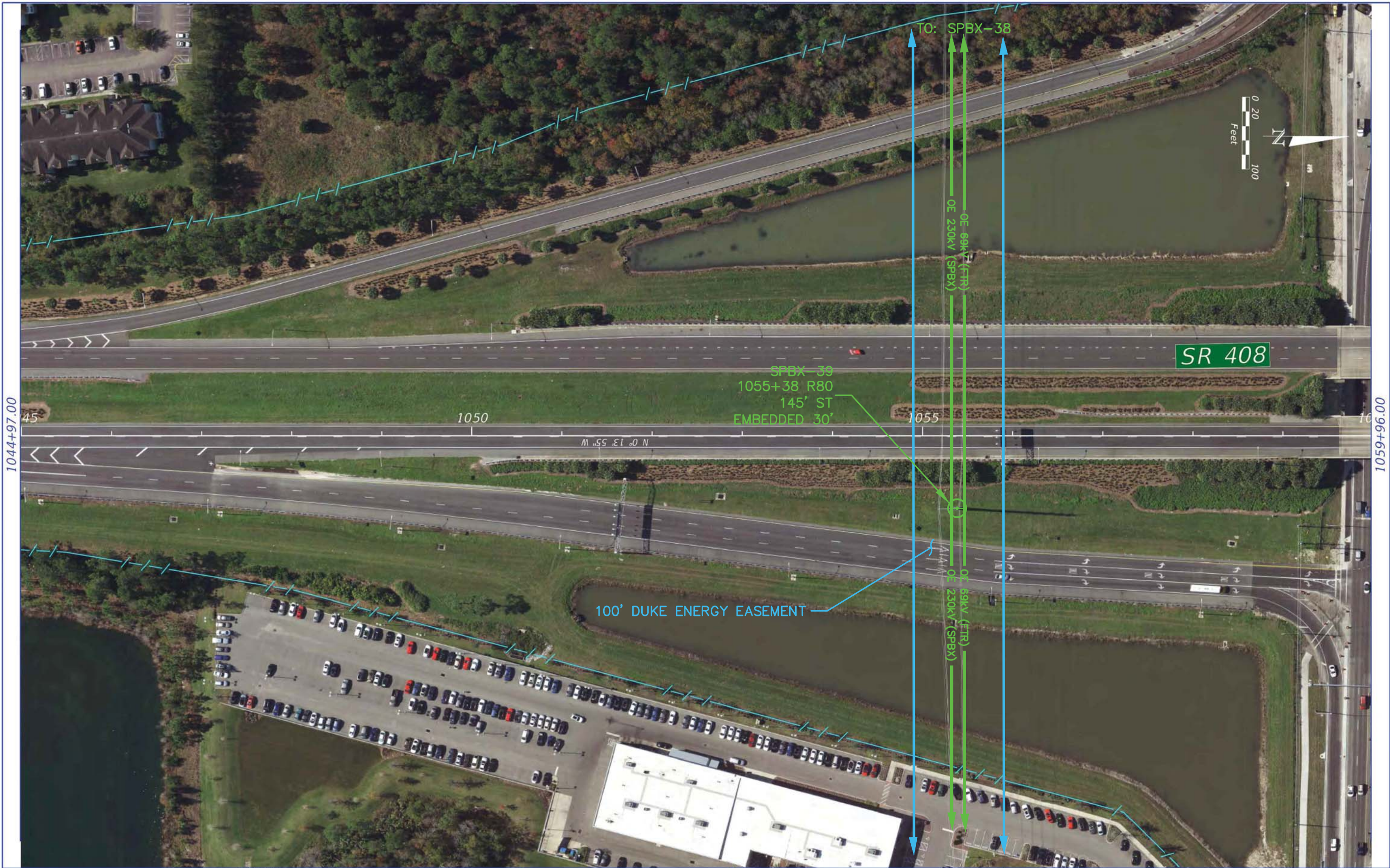
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| SR 408 | ORANGE | 408254 | PD & E | 8/28/2017 | THOR: n/a |
| | | | | | DATE: March 19, 2018 |




| REVISIONS | | | |  <div>METRIC ENGINEERING, INC. 615 CRESCENT EXECUTIVE COURT, STE. 524 LAKE MARY, FL - 32746</div> | CENTRAL FLORIDA EXPRESSWAY AUTHORITY | | | ROADWAY PLAN EXISTING UTILITIES | SHEET NO. 7 |
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| DATE | DESCRIPTION | DATE | DESCRIPTION | | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | |
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| REVISIONS | | | |  <div>METRIC ENGINEERING, INC. 615 CRESCENT EXECUTIVE COURT, STE. 524 LAKE MARY, FL - 32746</div> | CENTRAL FLORIDA EXPRESSWAY AUTHORITY | | | ROADWAY PLAN EXISTING UTILITIES | | SHEET NO. 8 |
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| DATE | DESCRIPTION | DATE | DESCRIPTION | | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | | |
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METRIC ENGINEERING, INC.
615 CRESCENT EXECUTIVE COURT, STE. 524
LAKE MARY, FL - 32746

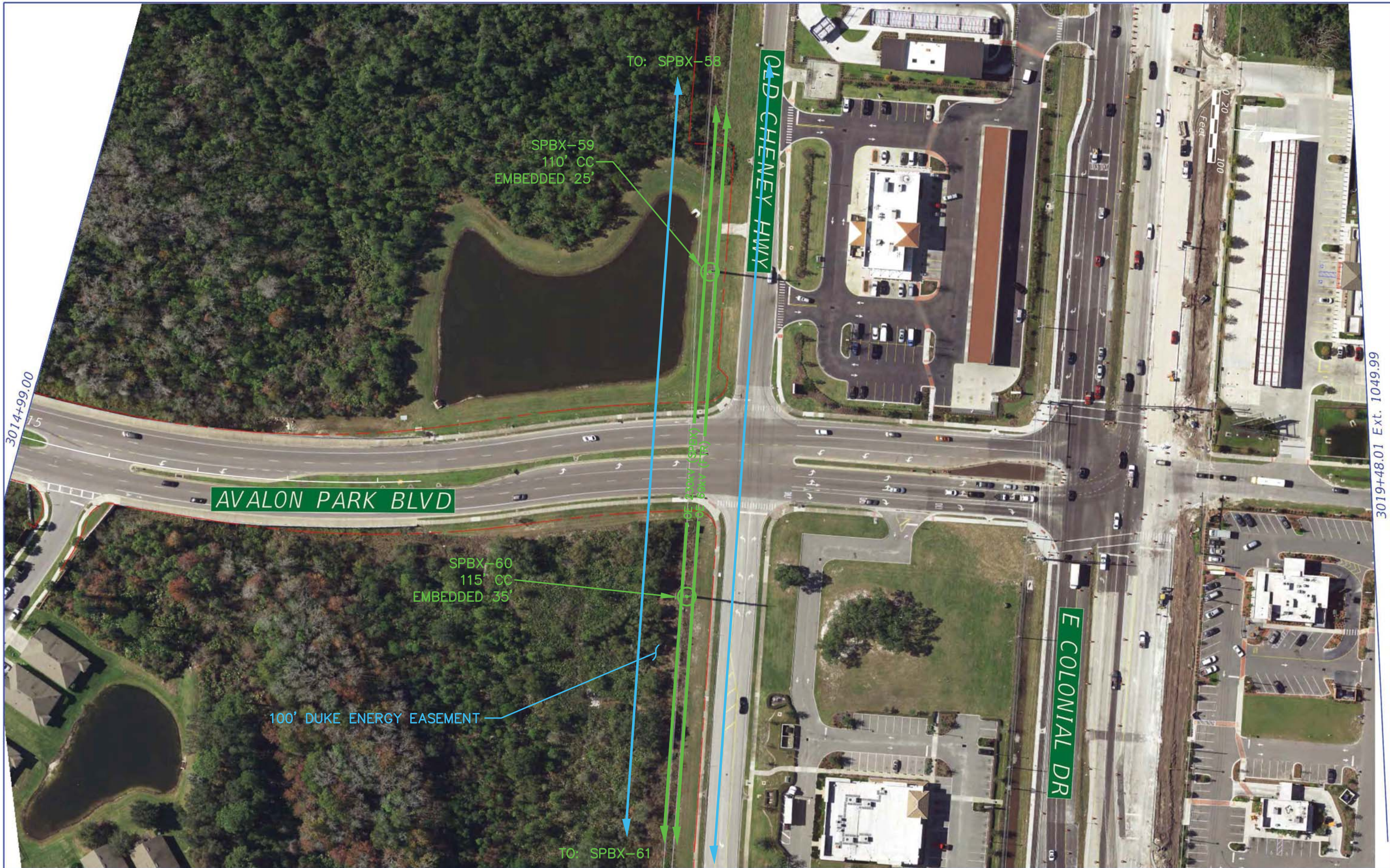
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TO: SPBX-40

ROADWAY PLAN
EXISTING UTILITIES

SHEET NO.

31



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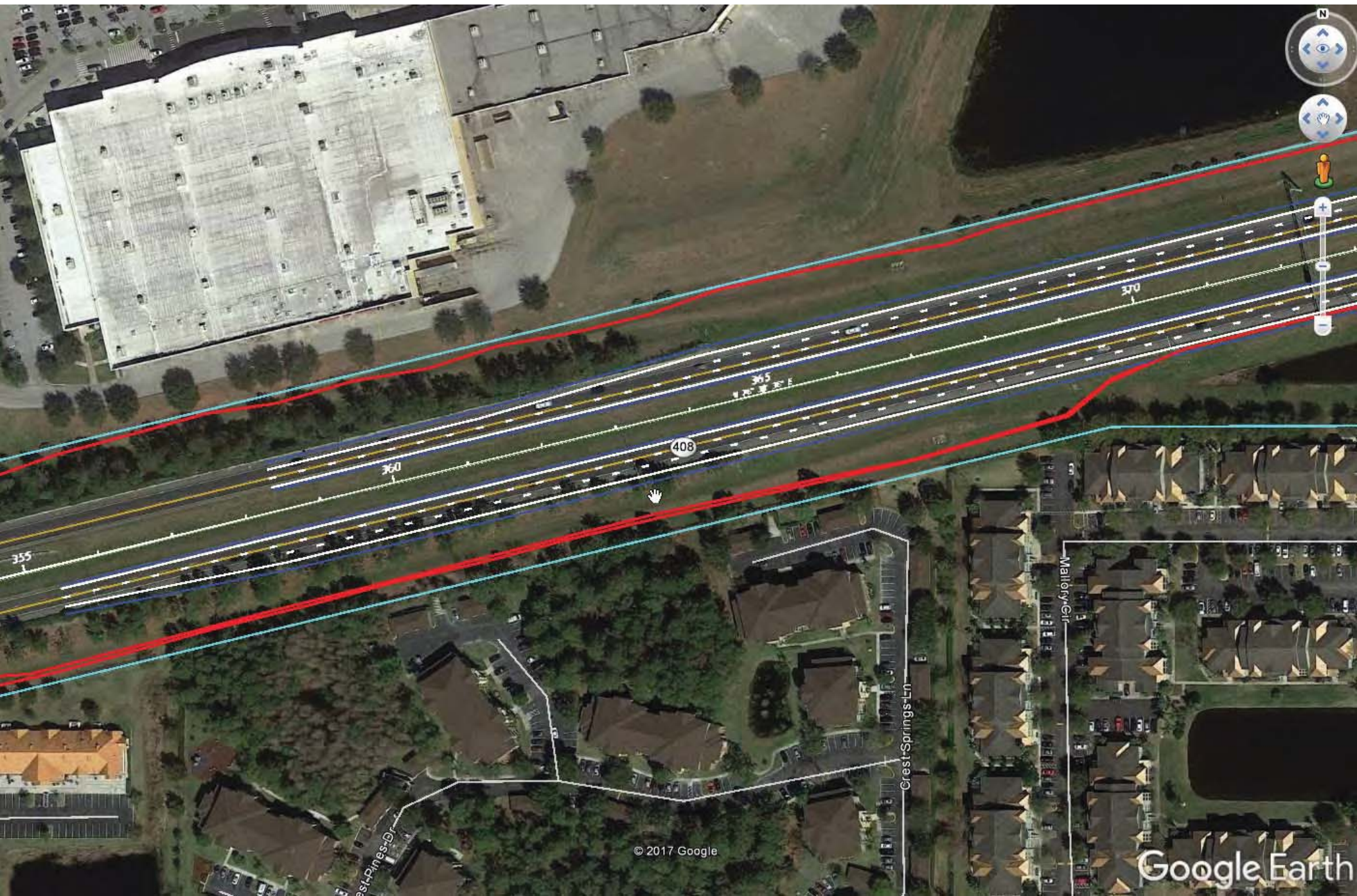


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615 CRESCENT EXECUTIVE COURT, STE. 524
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| CENTRAL FLORIDA EXPRESSWAY AUTHORITY | | |
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| ROADWAY PLAN EXISTING UTILITIES | |
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| SHEET NO. | 36 |

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Woodbury Road

Spessard L. Holland East-West Expy (Toll road)

408

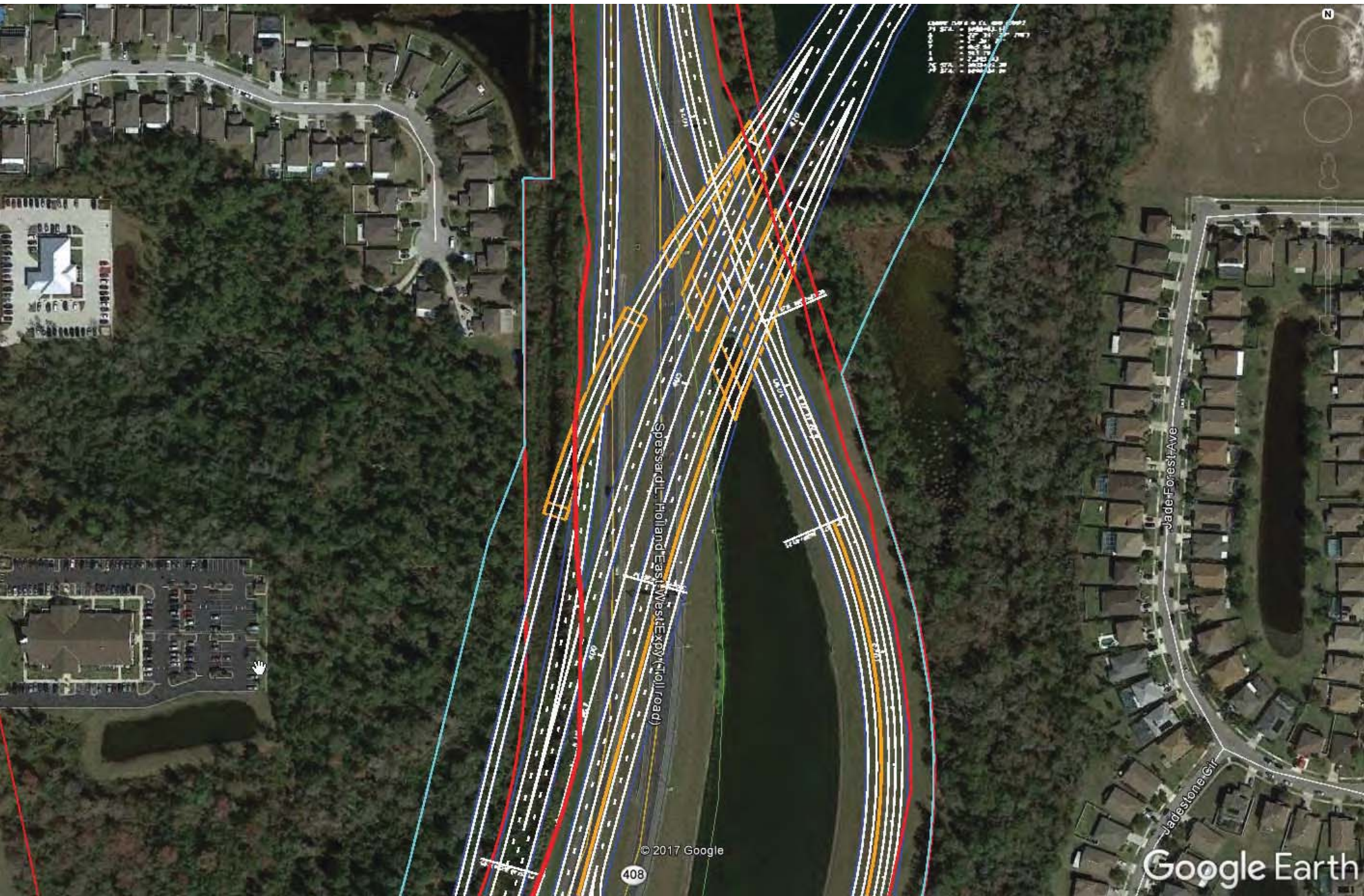
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Wadestone Cir

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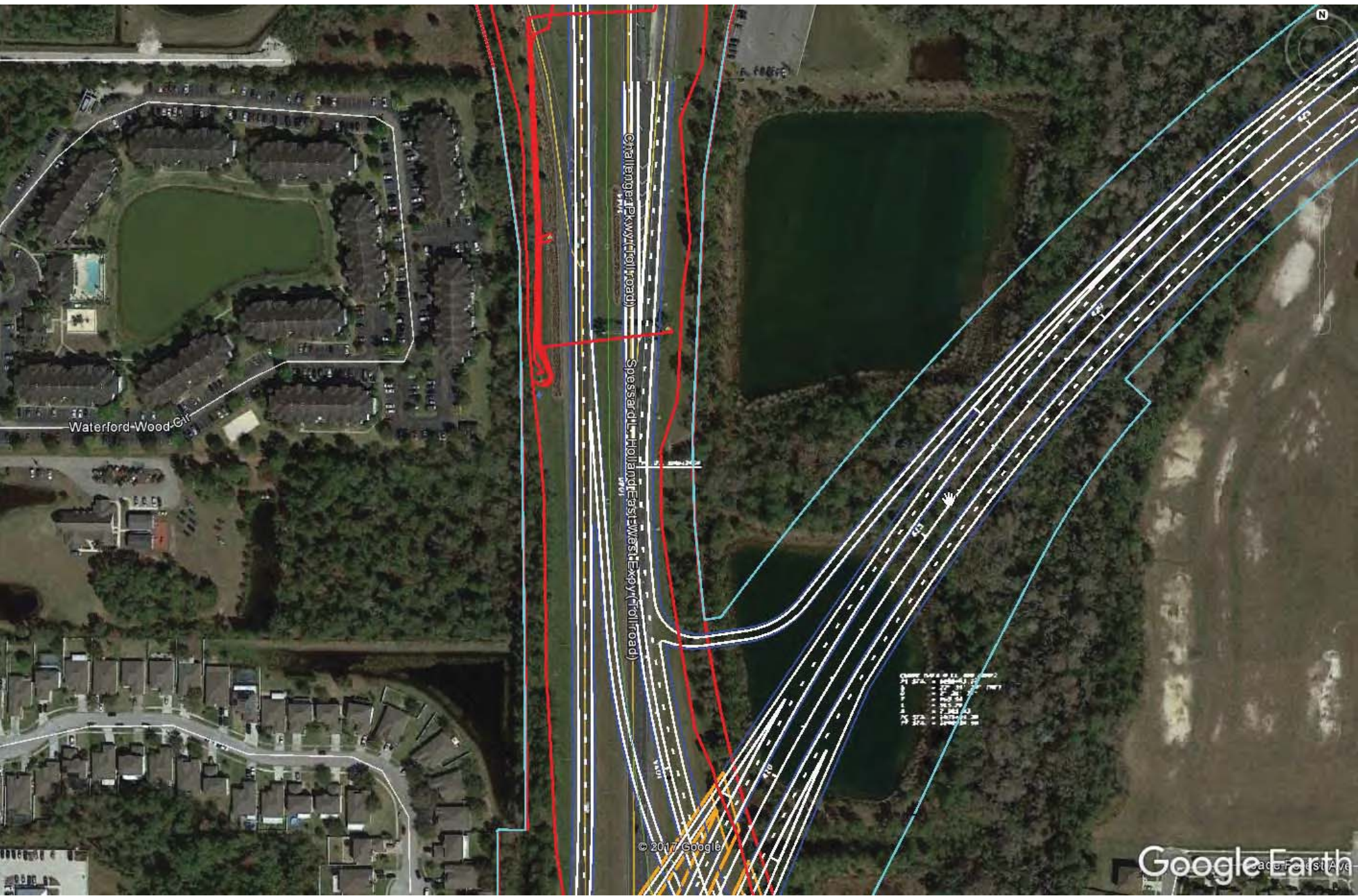


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| Elevation | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Grade | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Station | 1+100 | 1+200 | 1+300 | 1+400 | 1+500 | 1+600 | 1+700 | 1+800 | 1+900 | 2+000 | 2+100 |
| Elevation | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
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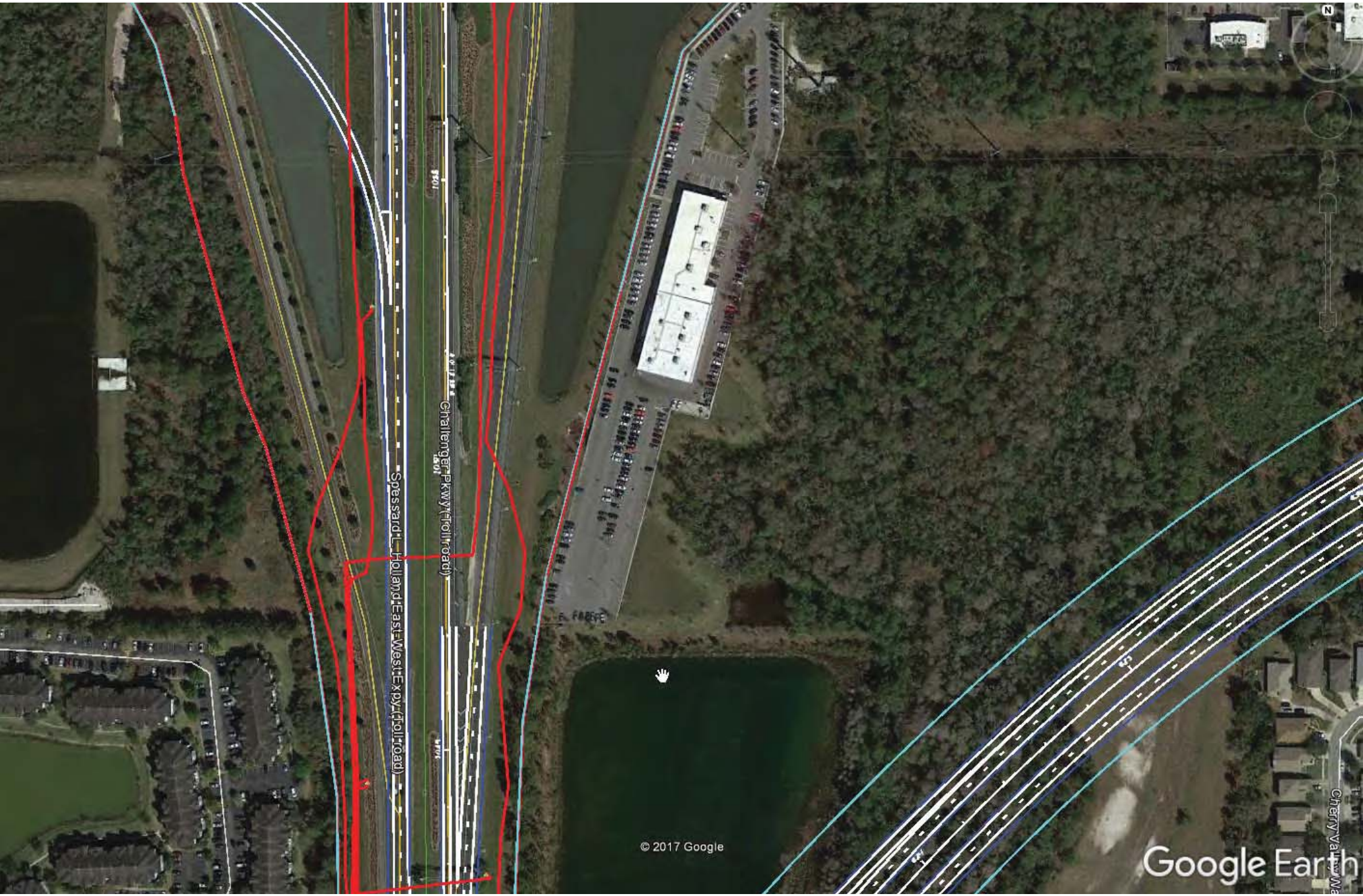
Waterford-Wood-Cy

Challenge Rd (roll road)

Spessard Holland East West Expwy (roll road)

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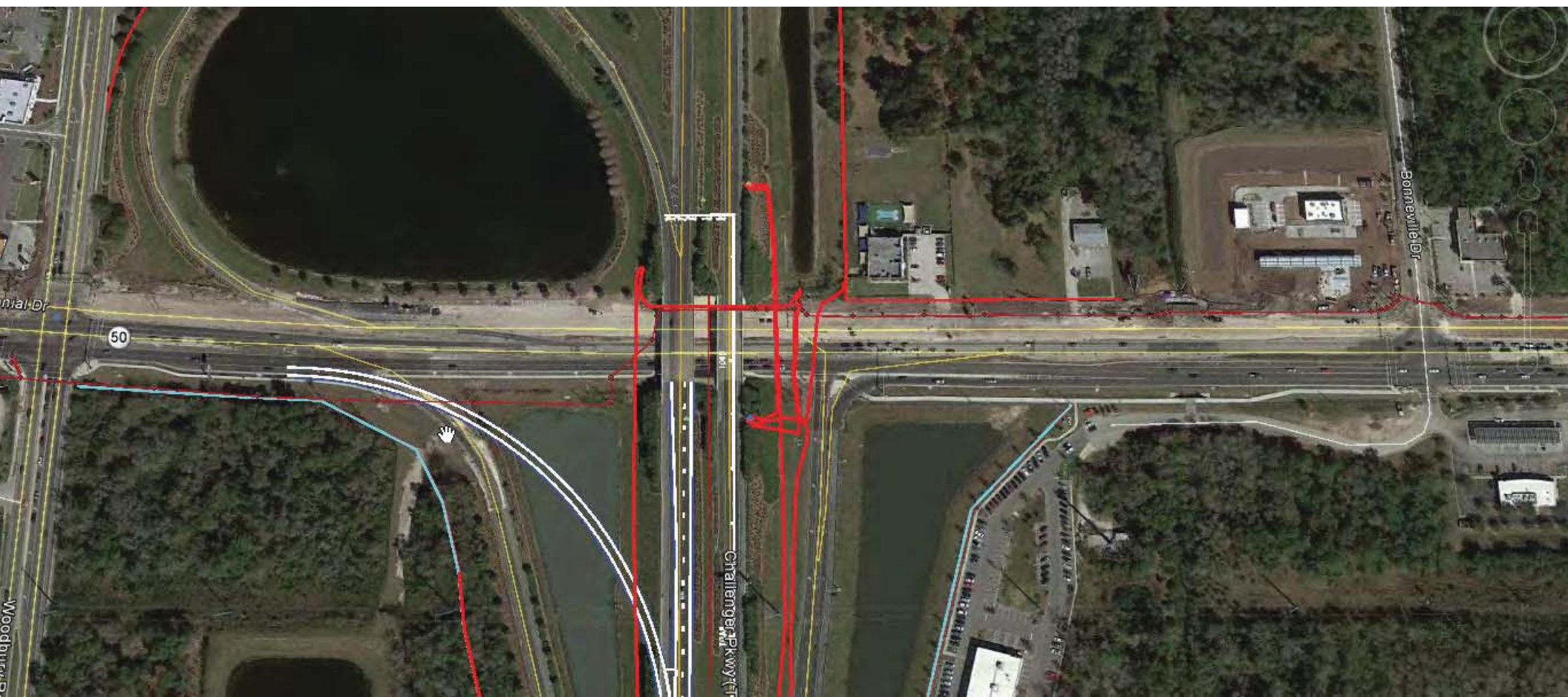
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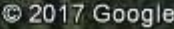
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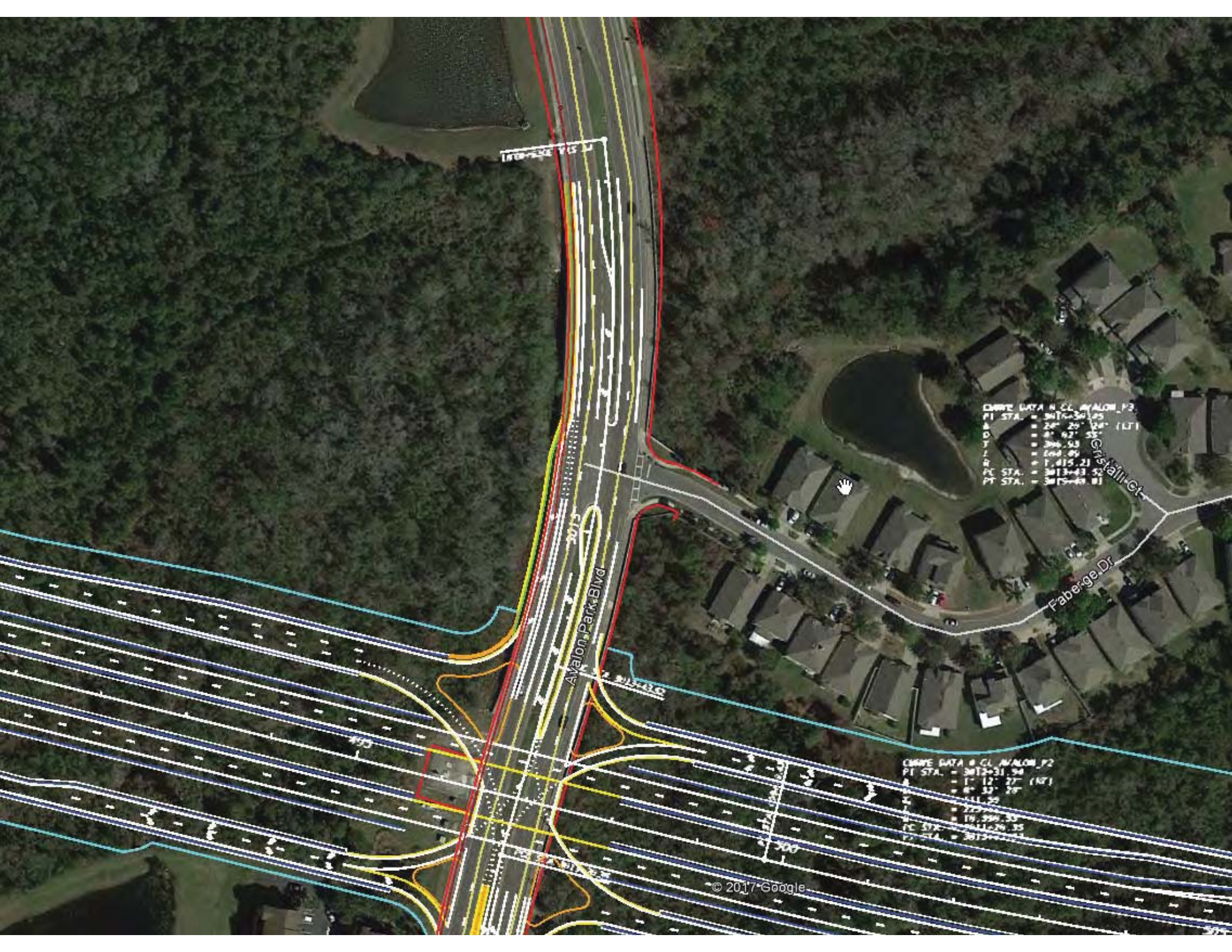
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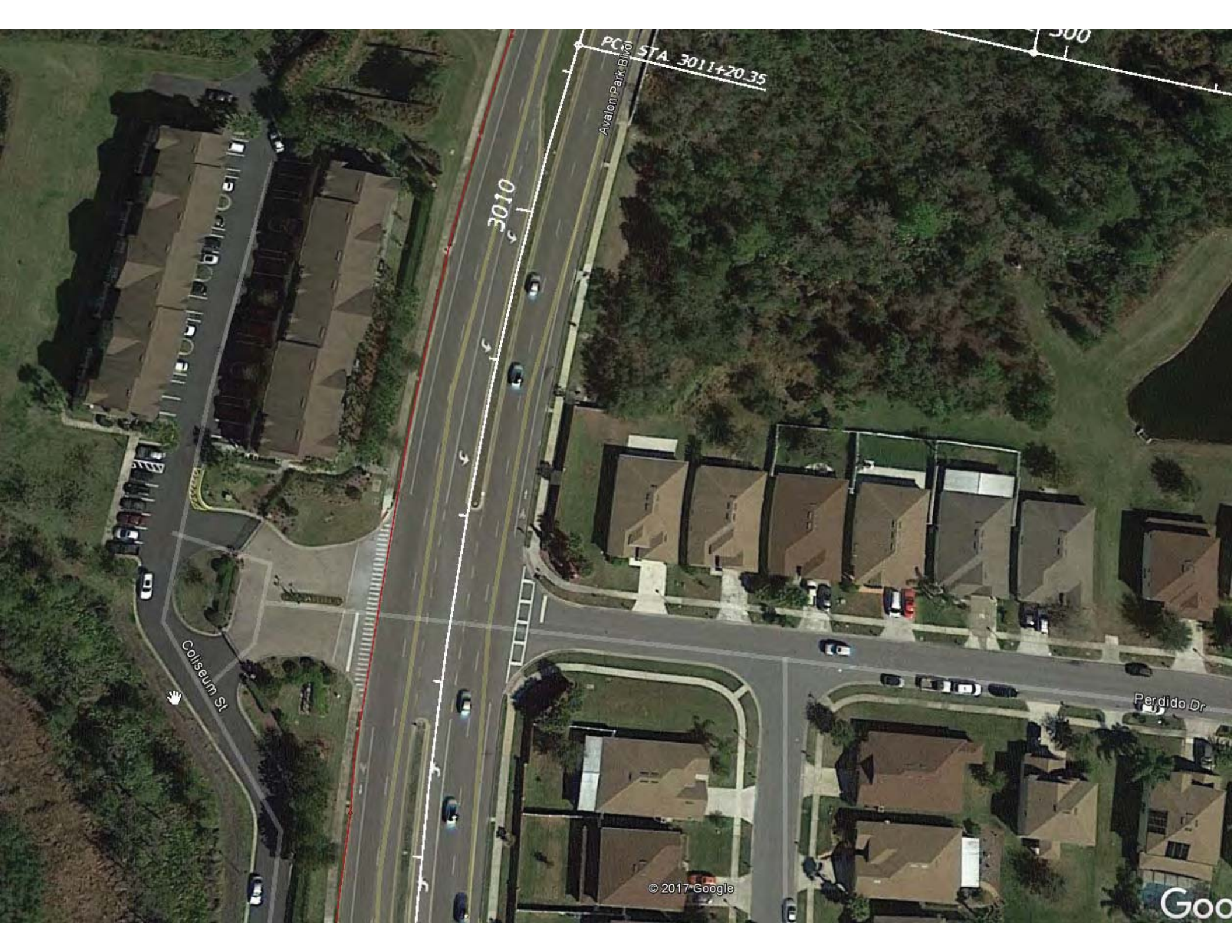
INTER-SECTION

Avalon Park Blvd

Faberge Dr
Crystal Ct

CURVE DATA - CL AVALON P2
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A & D T = 24' 20" 55" (LT)
L = 396.53
R = 600.00
T = 1,415.21
PC STA. = 3013+43.52
PT STA. = 3019+08.03

CURVE DATA - CL AVALON P2
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A & D T = 1' 12' 27" (RT)
L = 0' 33' 59"
T = 111.99
R = 225.00
T = 19,998.35
PC STA. = 3011+20.35
PT STA. = 3013+43.52



STA 3011+20.35

Avalon Park Blvd

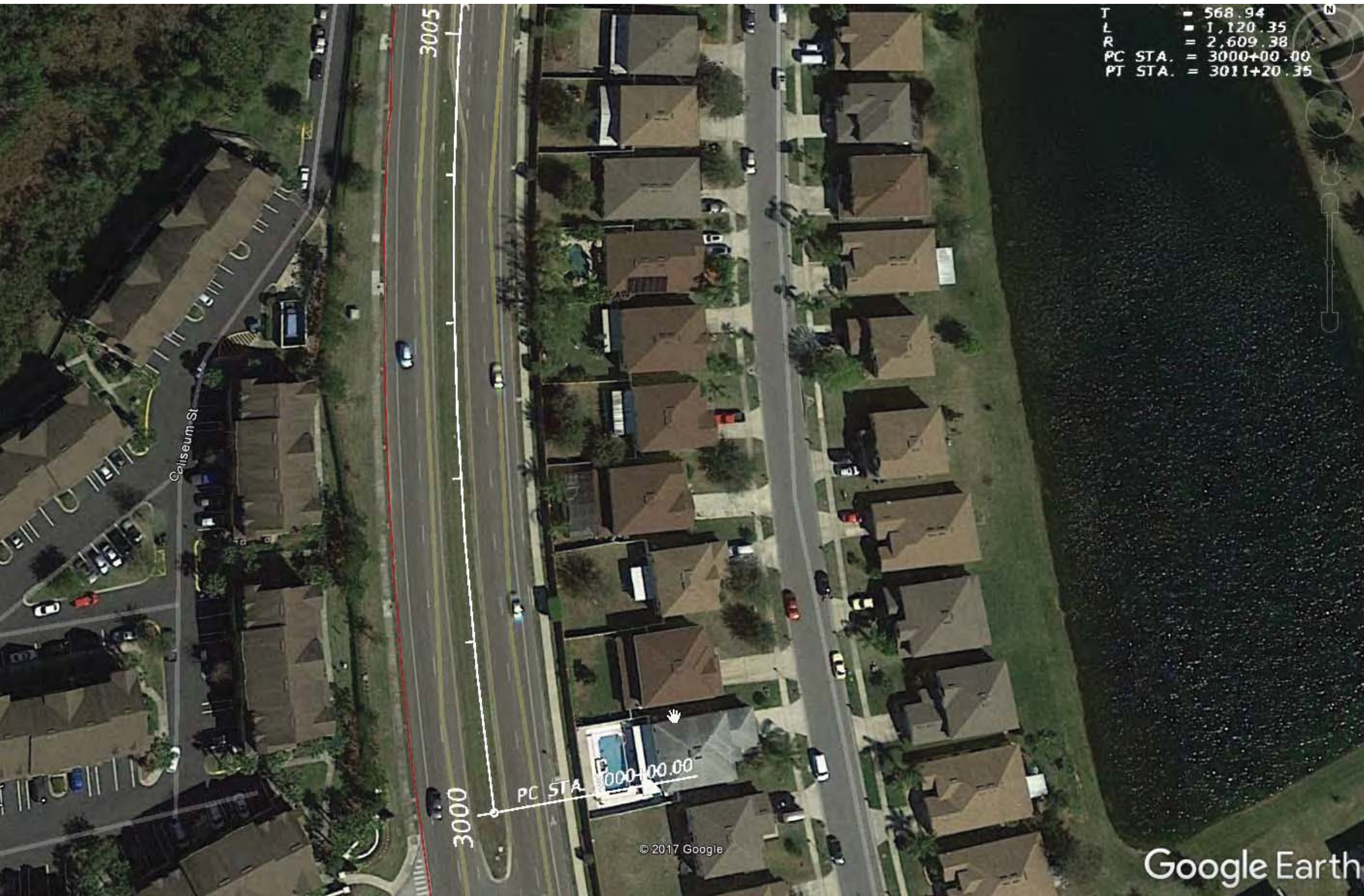
3010

Coliseum St

Perdido Dr

© 2017 Google

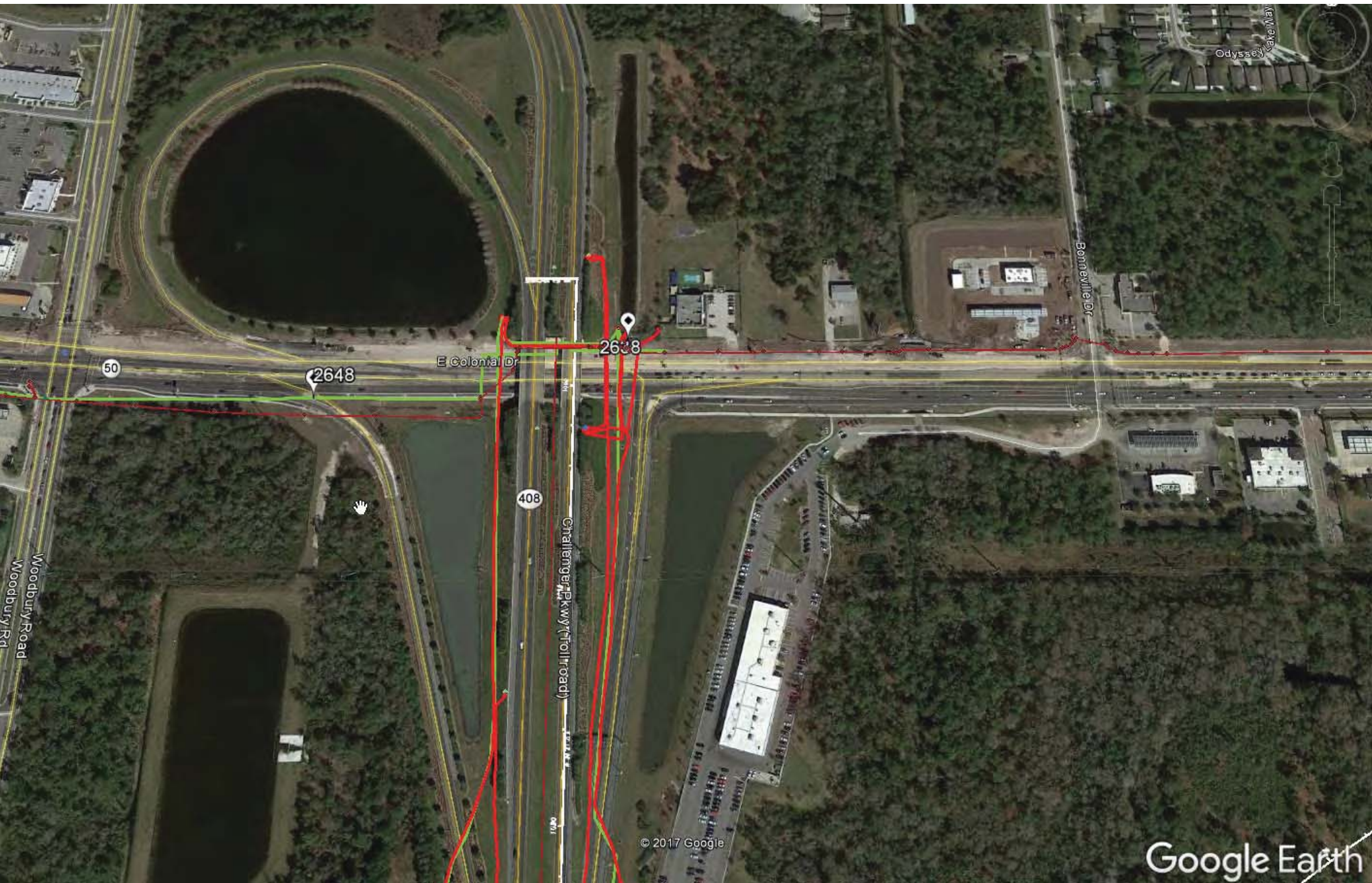
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T = 568.94
L = 1,120.35
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PT STA. = 3011+20.35

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Lovelace Gas Service



10606 E. Colonial Drive
Orlando, FL 32817-4497
Phone (407) 277-2966
www.lovelacegas.com

September 22, 2017

William Sloup, PE
Metric Engineering, Inc.
13940 SW 136th Street
Suite 200
Miami, FL 33186

REF: PD&E Study for the Proposed SR 408 East Extension

Dear Mr. Sloup,

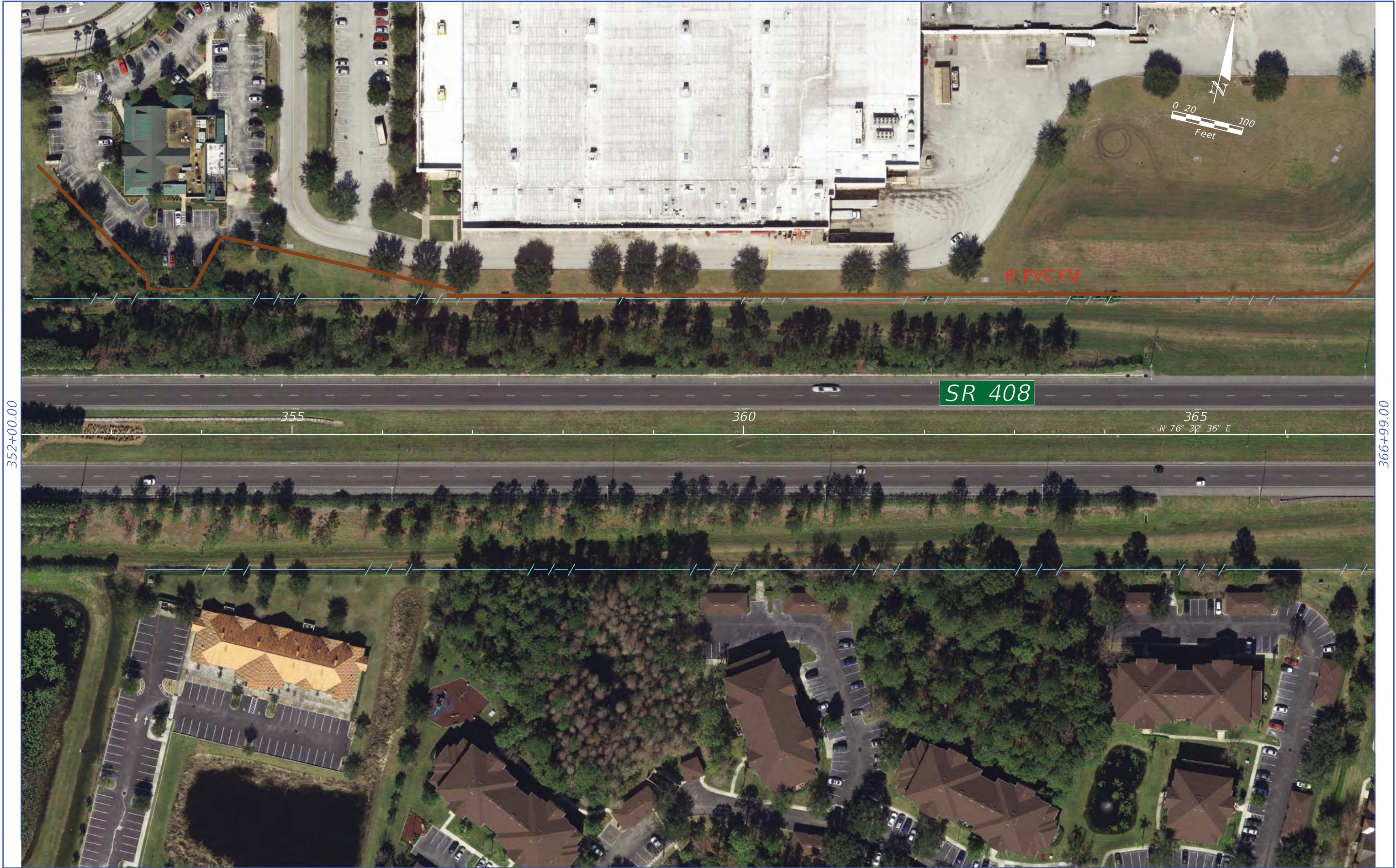
I am in receipt of the preliminary construction plans for the project referenced. Please be advised that our company does not have any permanent facilities in current public right-of-ways. We may have propane tanks that are within the proposed project vicinity, but they can be easily removed when construction begins. A typical cost to move these cylinders is \$75 each.

Sincerely,

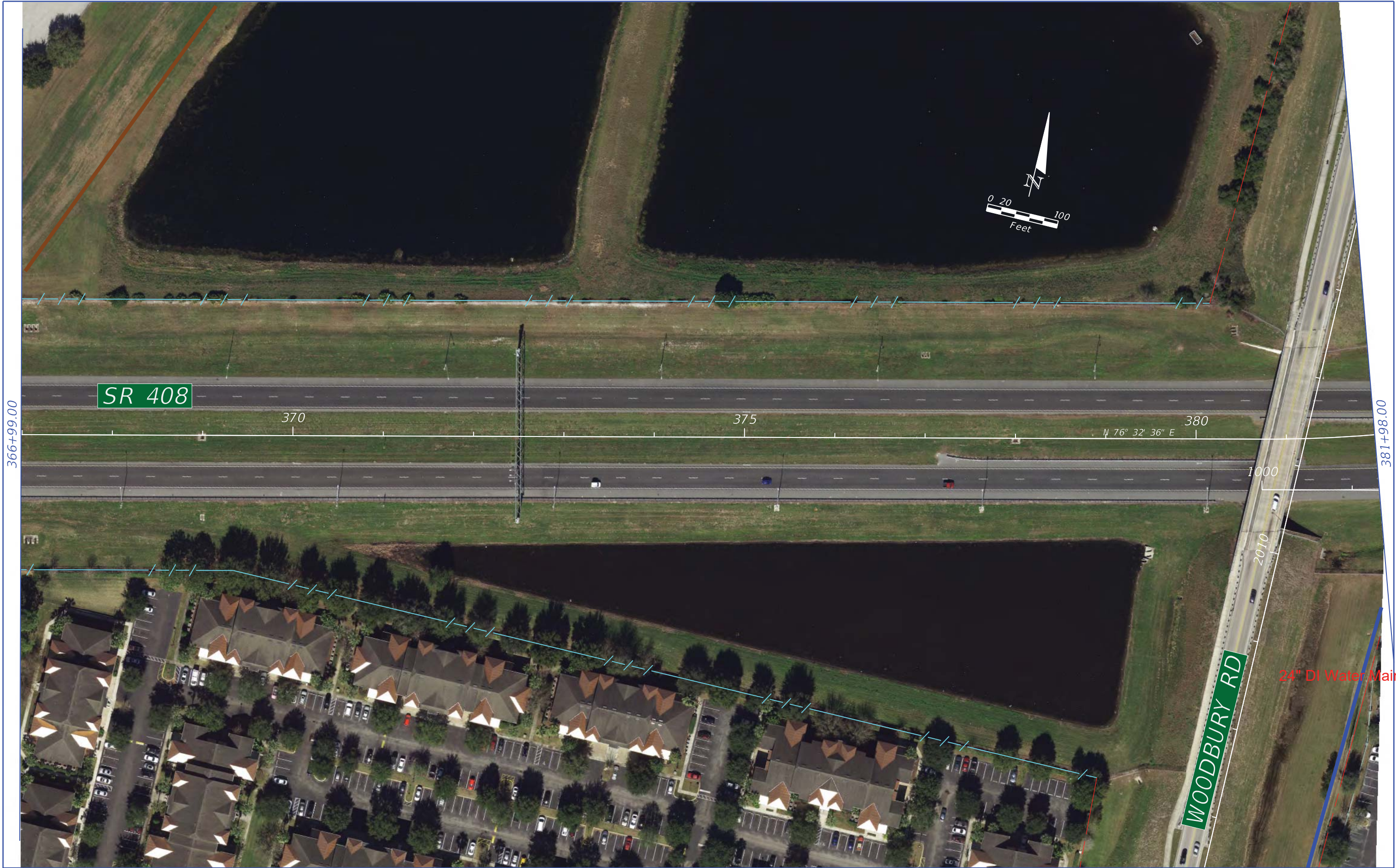
A handwritten signature in blue ink, appearing to read "Garry Lovelace", is written over a horizontal line.

Garry Lovelace
President

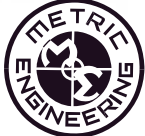
Orange County Utilities



| REVISIONS | | | | <div><div>METRIC ENGINEERING, INC. 615 CRESCENT EXECUTIVE COURT, STE. 524 LAKE MARY, FL - 32746</div></div> | CENTRAL FLORIDA EXPRESSWAY AUTHORITY | | | ROADWAY PLAN EXISTING UTILITIES | | SHEET NO. | |
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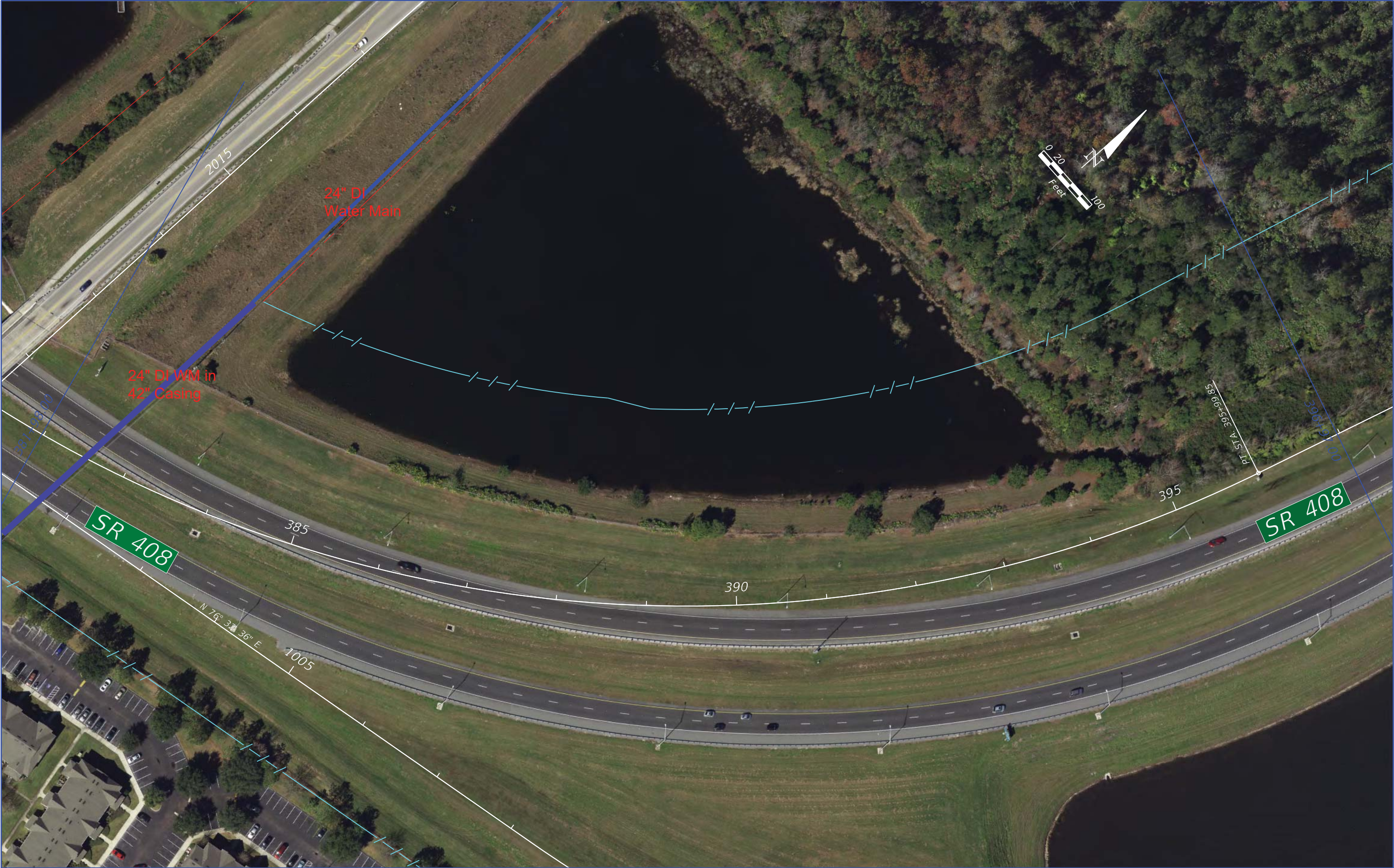


METRIC ENGINEERING, INC.
615 CRESCENT EXECUTIVE COURT, STE. 524
LAKE MARY, FL - 32746

| CENTRAL FLORIDA EXPRESSWAY AUTHORITY | | |
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ROADWAY PLAN
EXISTING UTILITIES

SHEET NO.
2



| REVISIONS | | | | <div><div></div><div>METRIC ENGINEERING, INC. 615 CRESCENT EXECUTIVE COURT, STE. 524 LAKE MARY, FL - 32746</div></div> | CENTRAL FLORIDA EXPRESSWAY AUTHORITY | | | ROADWAY PLAN EXISTING UTILITIES | | SHEET NO. | |
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METRIC ENGINEERING, INC.

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ROADWAY PLAN
EXISTING UTILITIES

6

10" PVC water main



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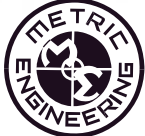
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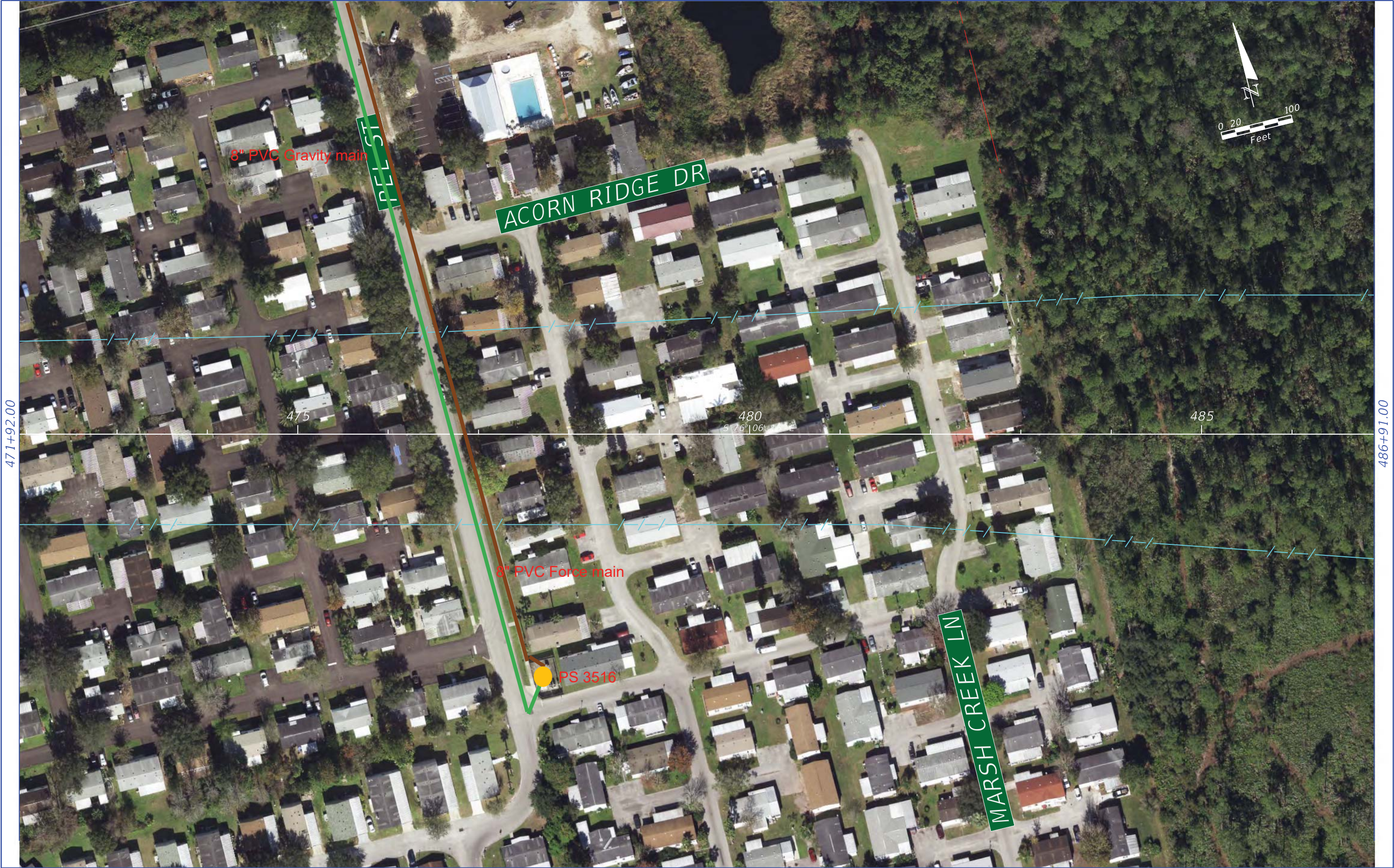


METRIC ENGINEERING, INC.
615 CRESCENT EXECUTIVE COURT, STE. 524
LAKE MARY, FL - 32746

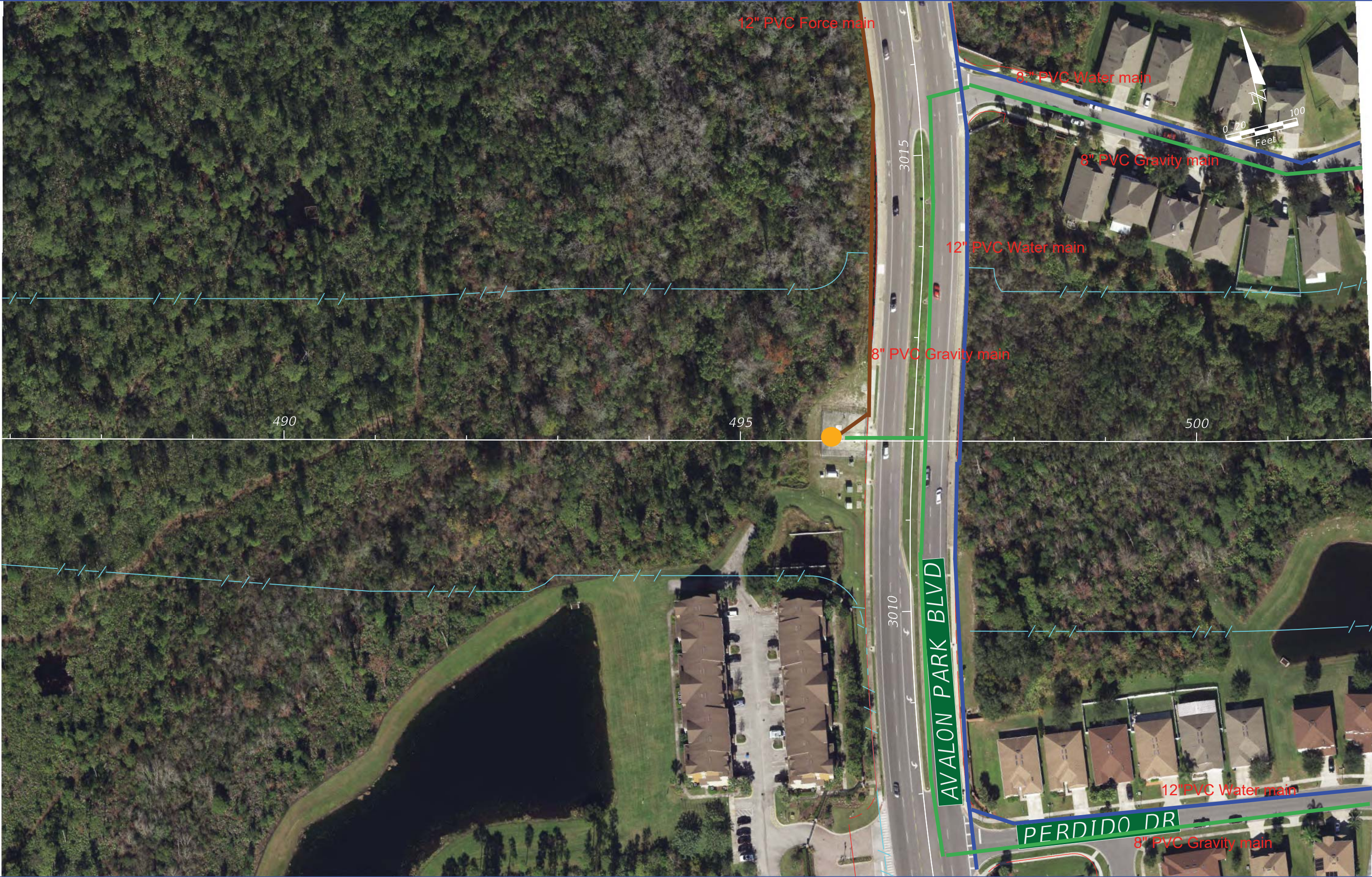
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ROADWAY PLAN
EXISTING UTILITIES


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METRIC ENGINEERING, INC.
615 CRESCENT EXECUTIVE COURT, STE. 524
LAKE MARY, FL - 32746

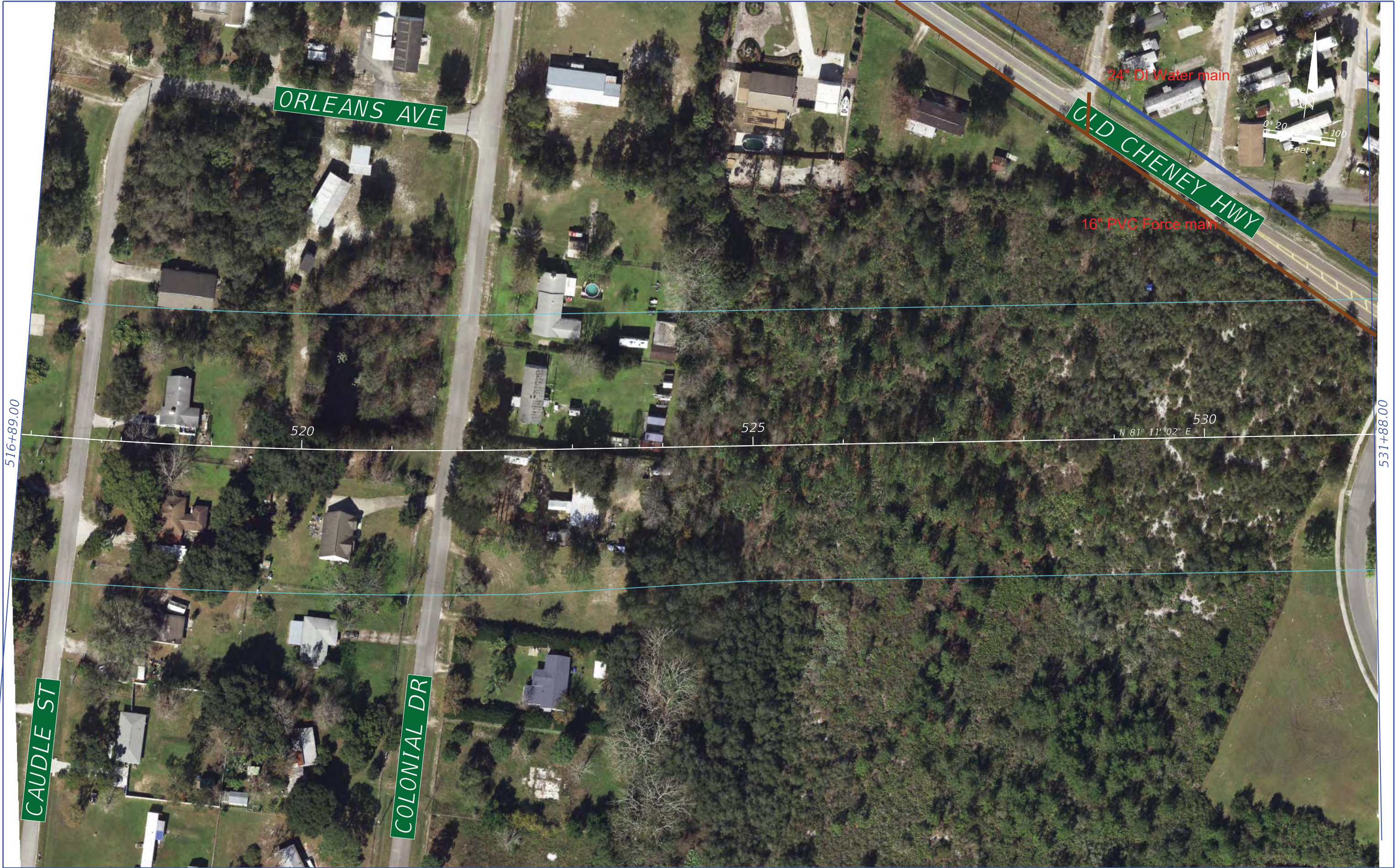
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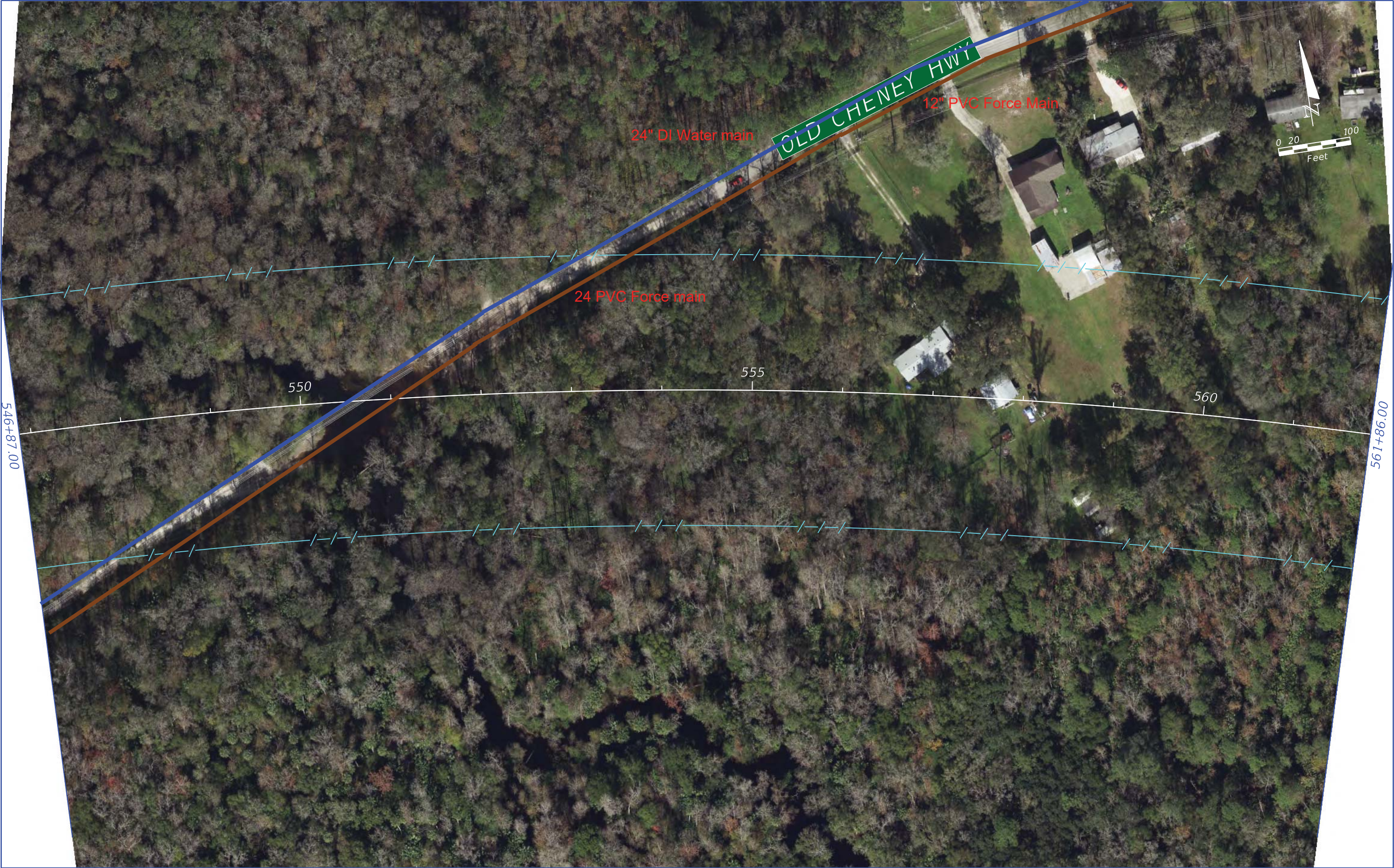


METRIC ENGINEERING, INC.
615 CRESCENT EXECUTIVE COURT, STE. 524
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ROADWAY PLAN
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METRIC ENGINEERING, INC.
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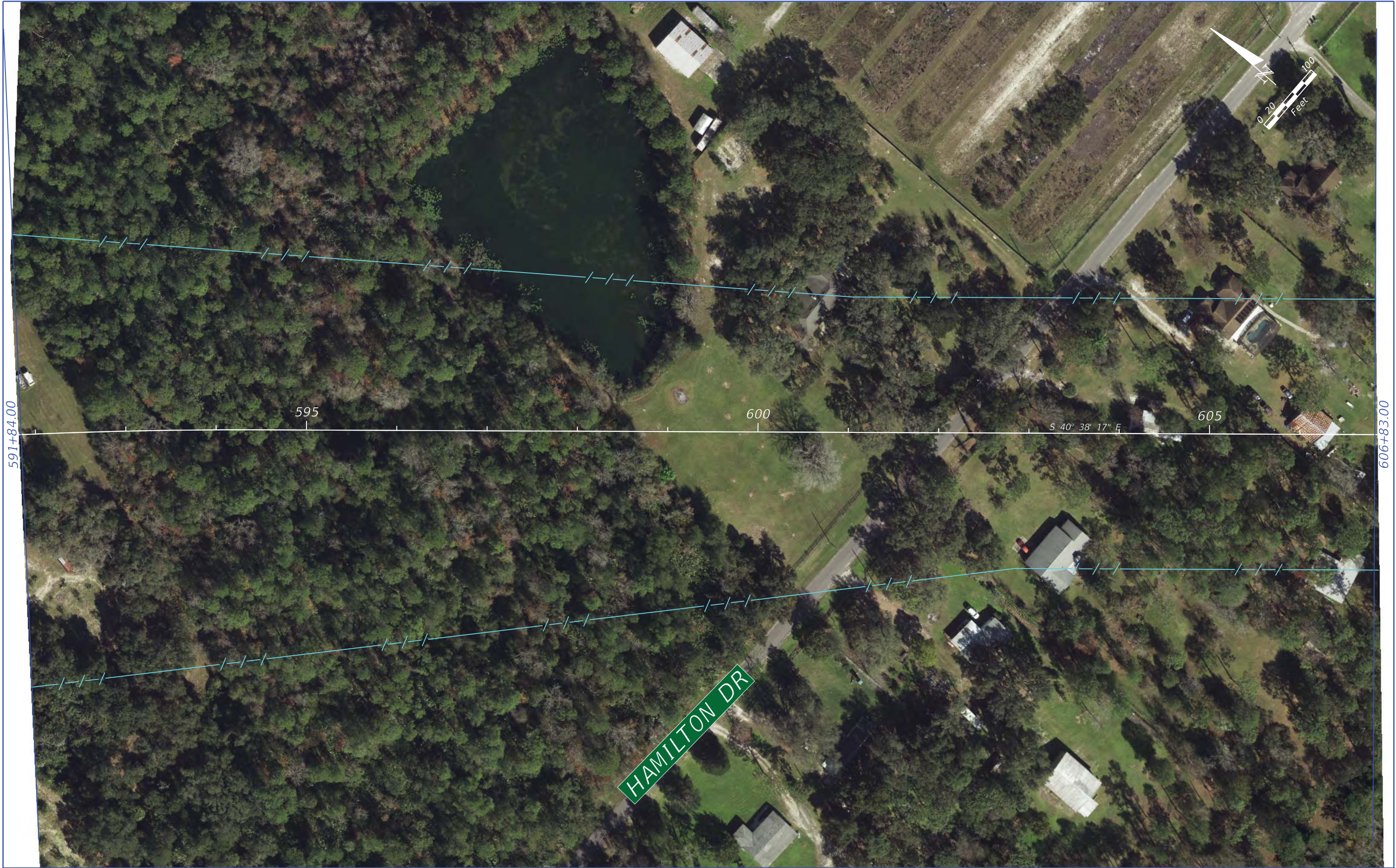
METRIC ENGINEERING, INC.

615 CRESCENT EXECUTIVE COURT, STE. 524
LAKE MARY, FL - 32746

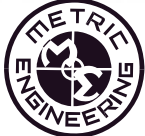
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ROADWAY PLAN
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METRIC ENGINEERING, INC.

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ROADWAY PLAN

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METRIC ENGINEERING, INC.

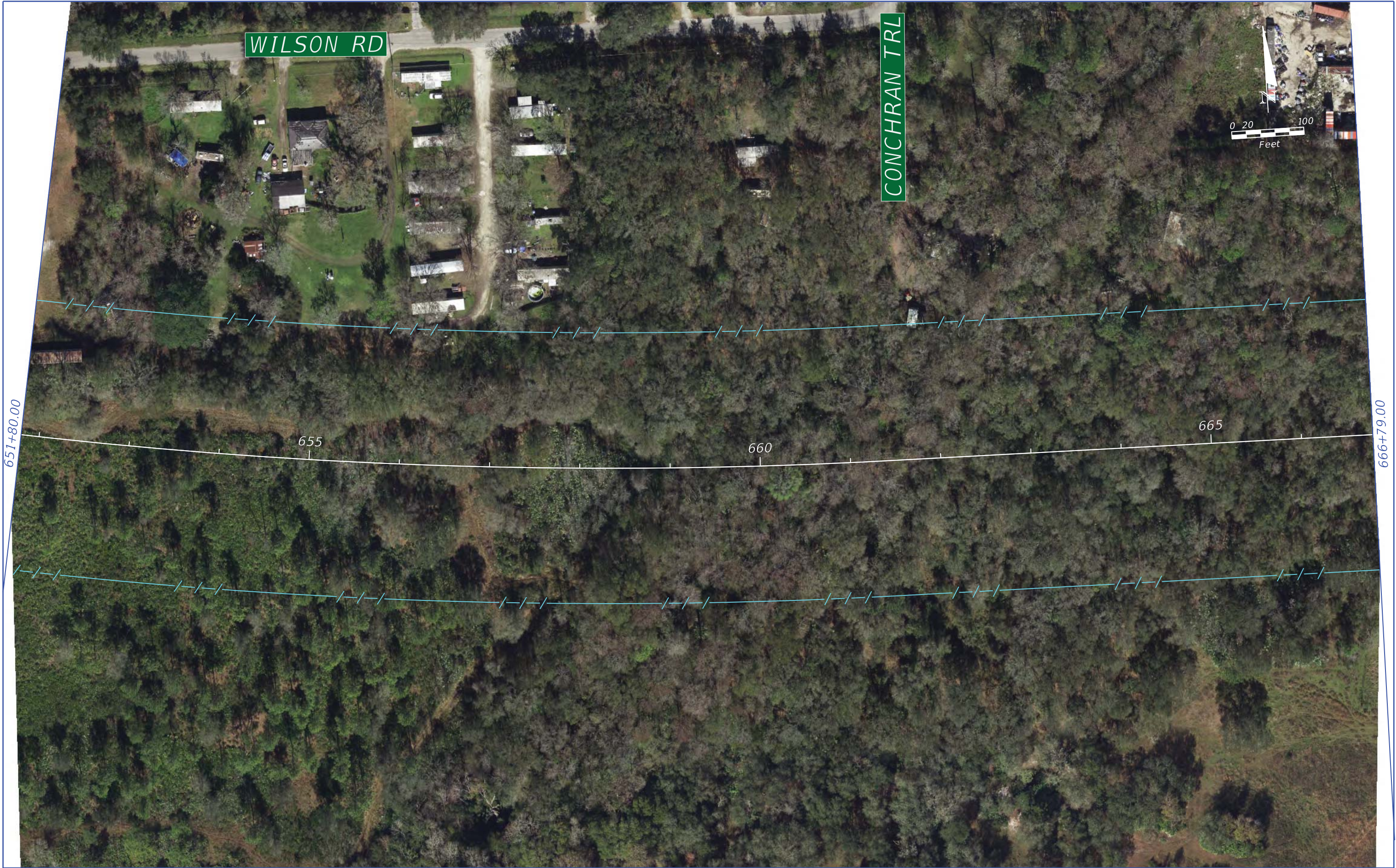
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ROADWAY PLAN
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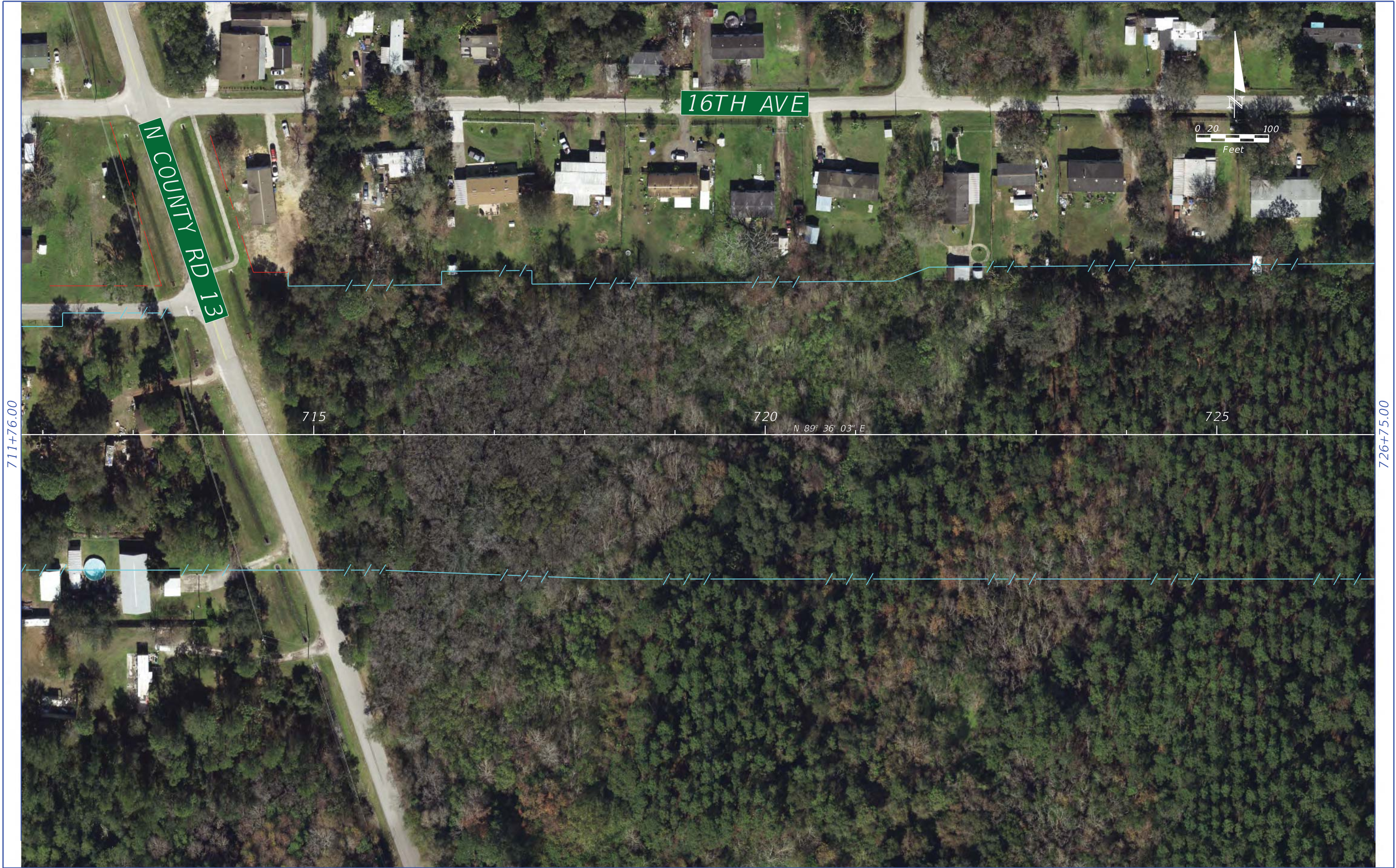
681+78.00

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726+75.00



741+74.00

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METRIC ENGINEERING, INC.
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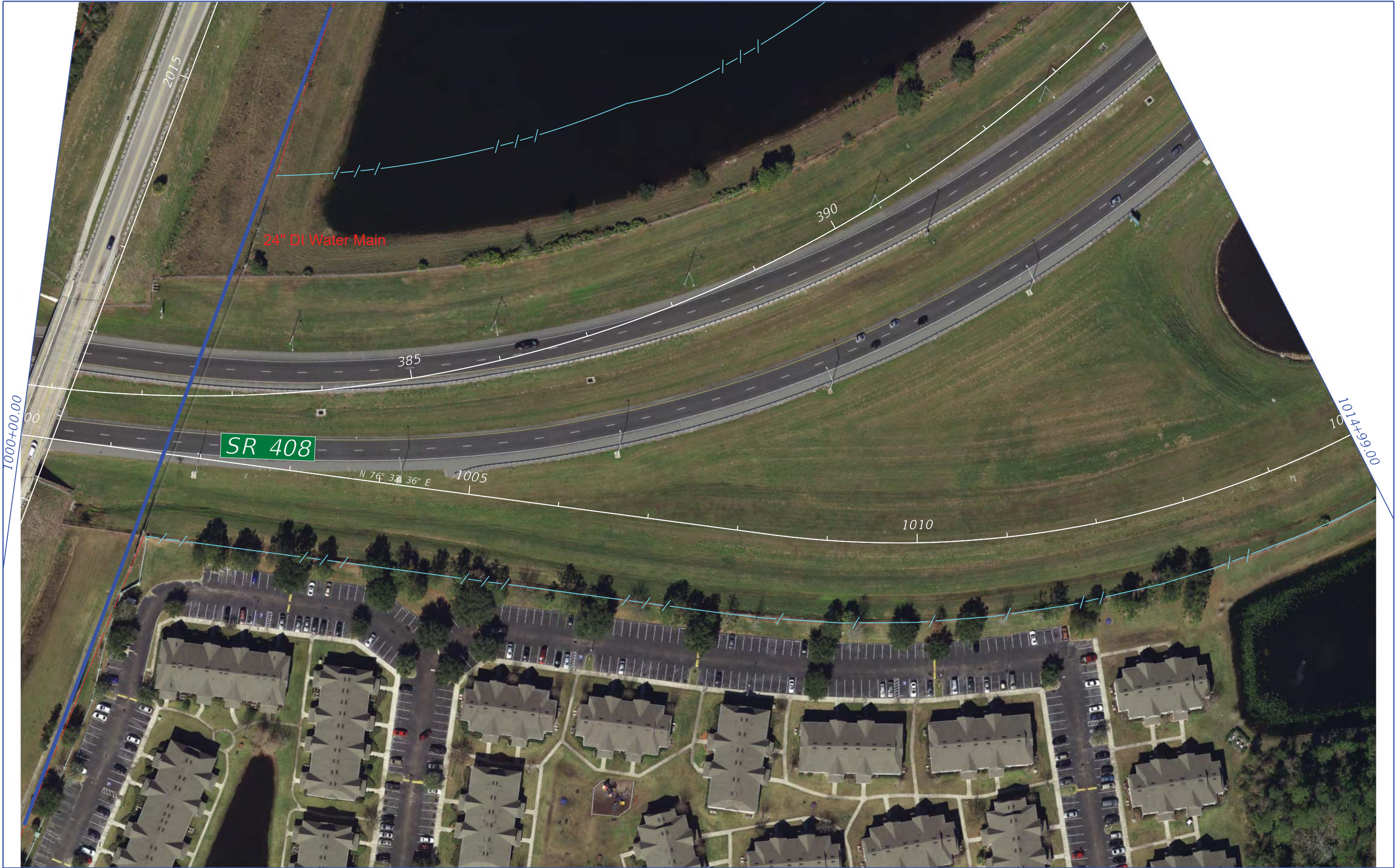
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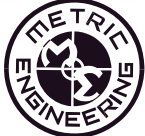
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615 CRESCENT EXECUTIVE COURT, STE. 524
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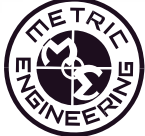
ROADWAY PLAN
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METRIC ENGINEERING, INC.

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ROADWAY PLAN
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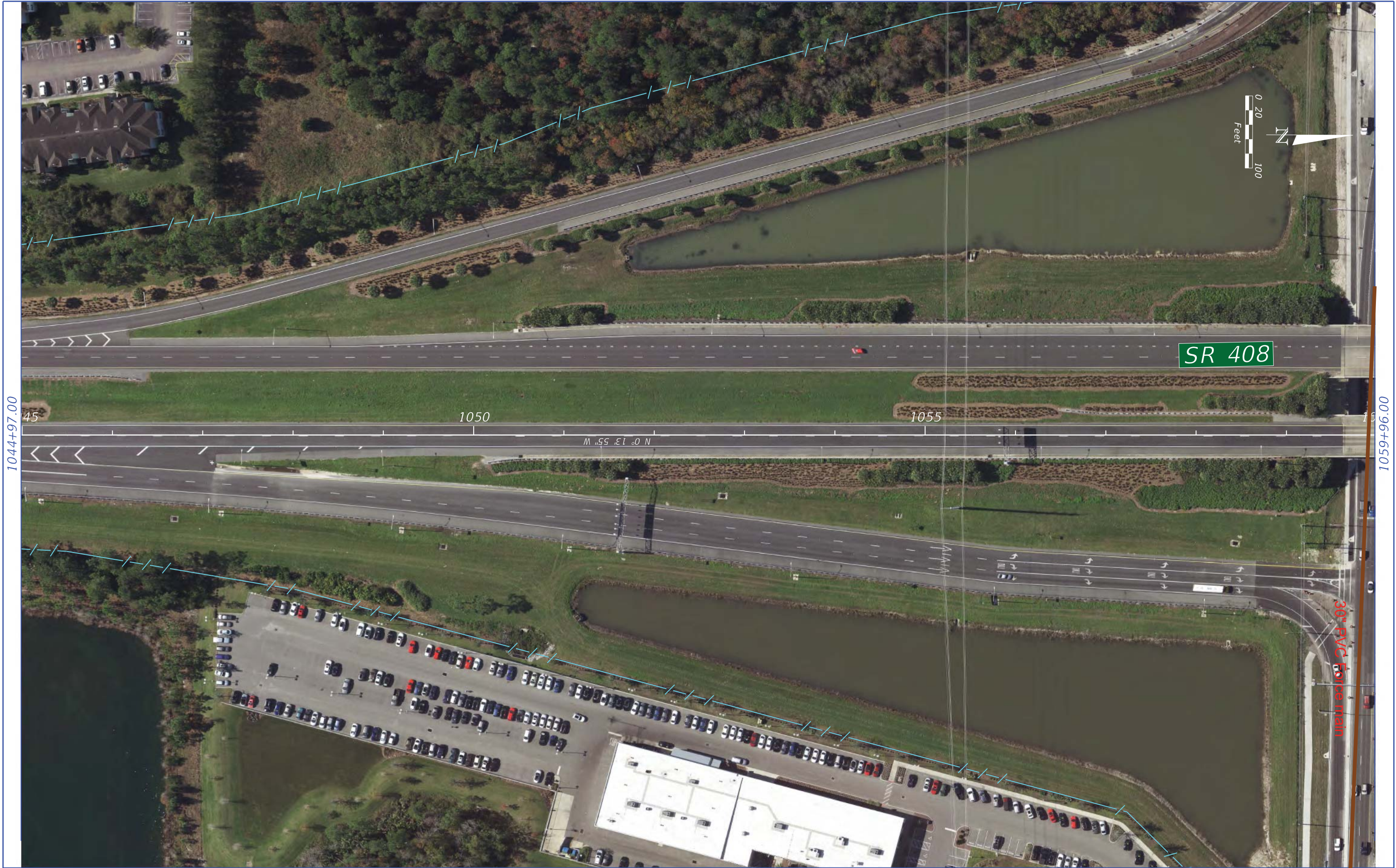


METRIC ENGINEERING, INC.
615 CRESCENT EXECUTIVE COURT, STE. 524
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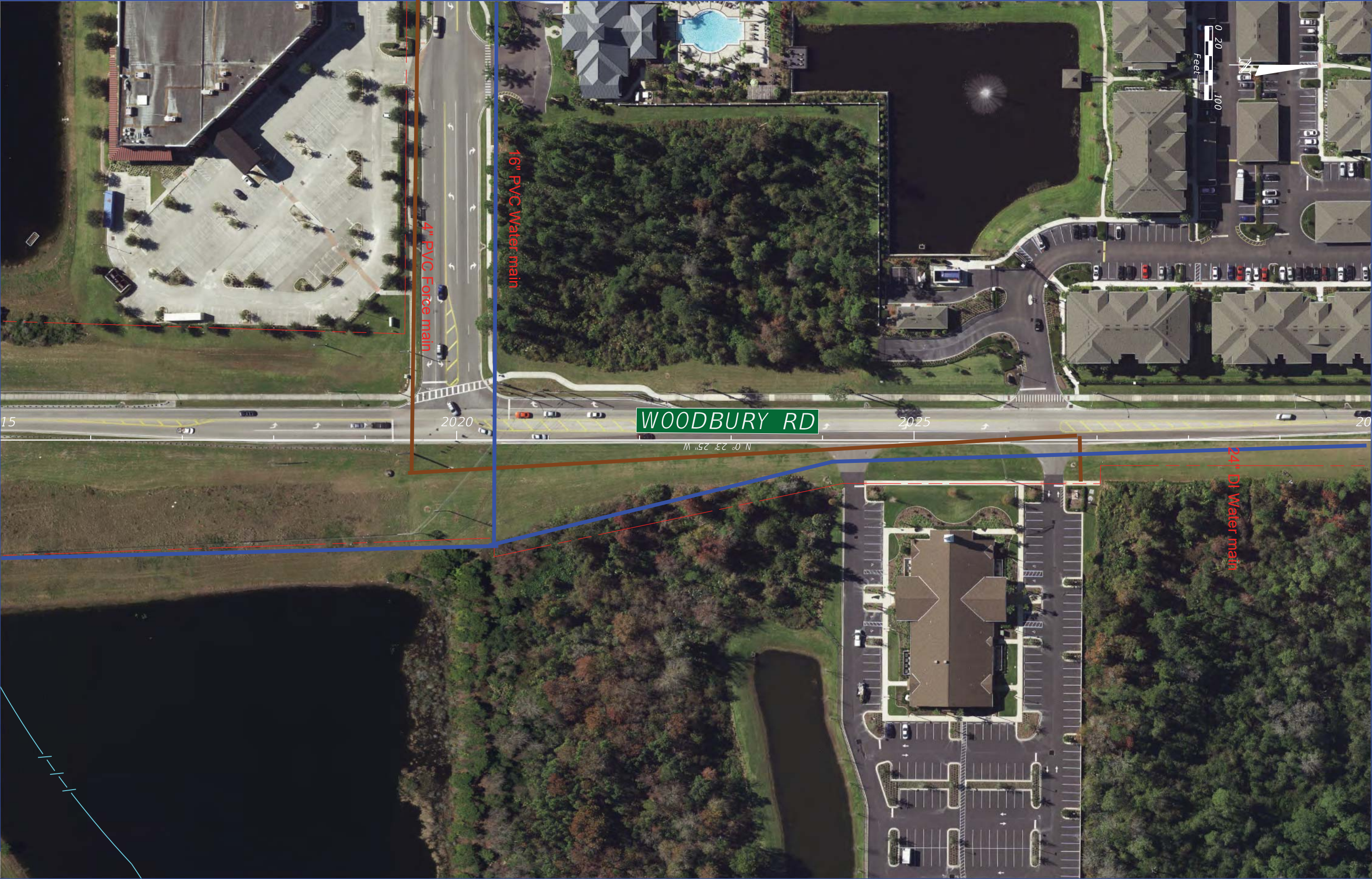
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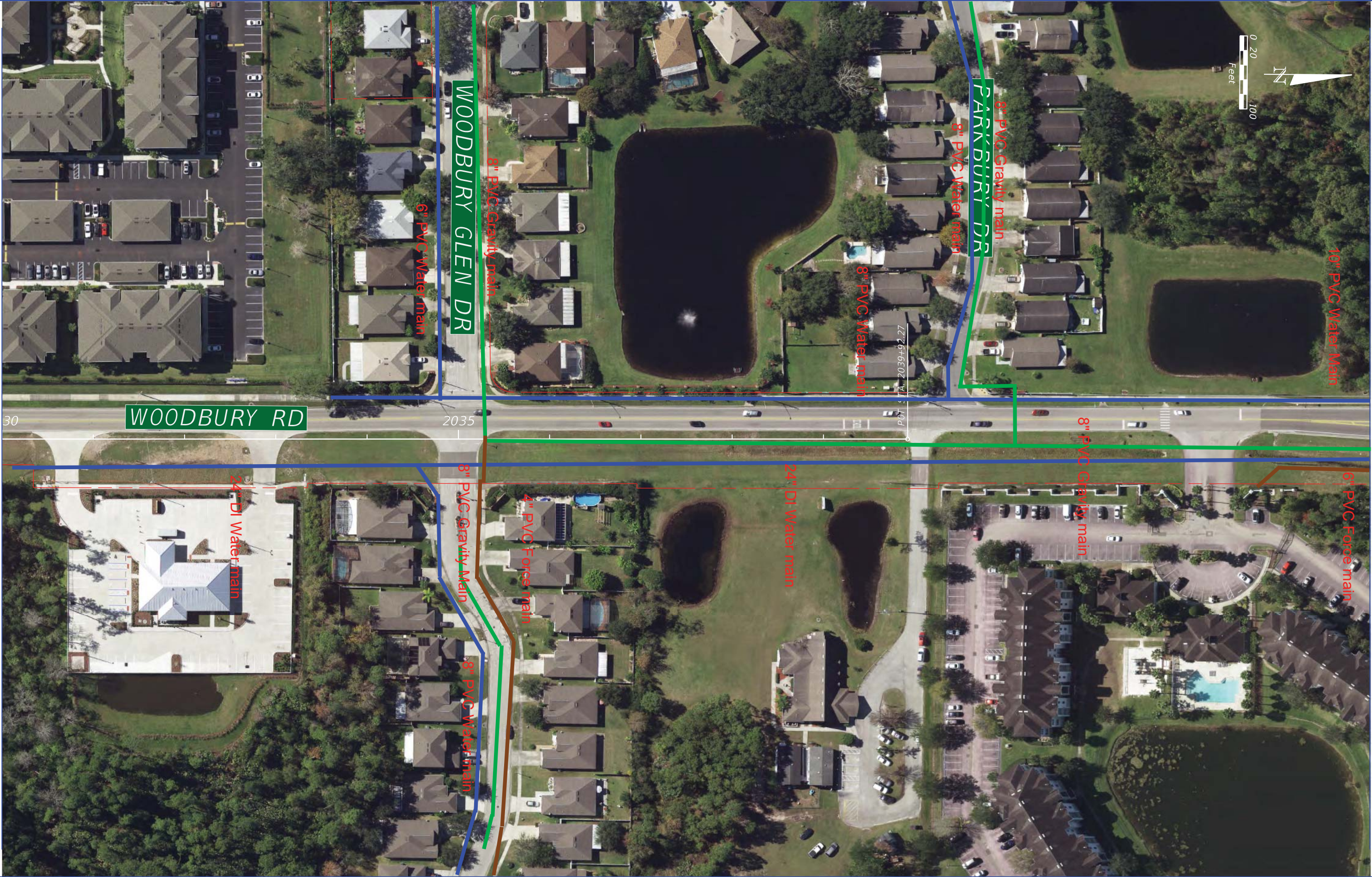
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2014+99.00




2029+98.00

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METRIC ENGINEERING, INC.
615 CRESCENT EXECUTIVE COURT, STE. 524
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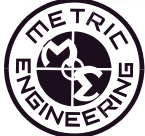
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ROADWAY PLAN
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METRIC ENGINEERING, INC.
615 CRESCENT EXECUTIVE COURT, STE. 524
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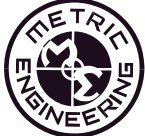
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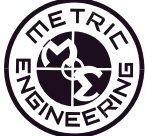
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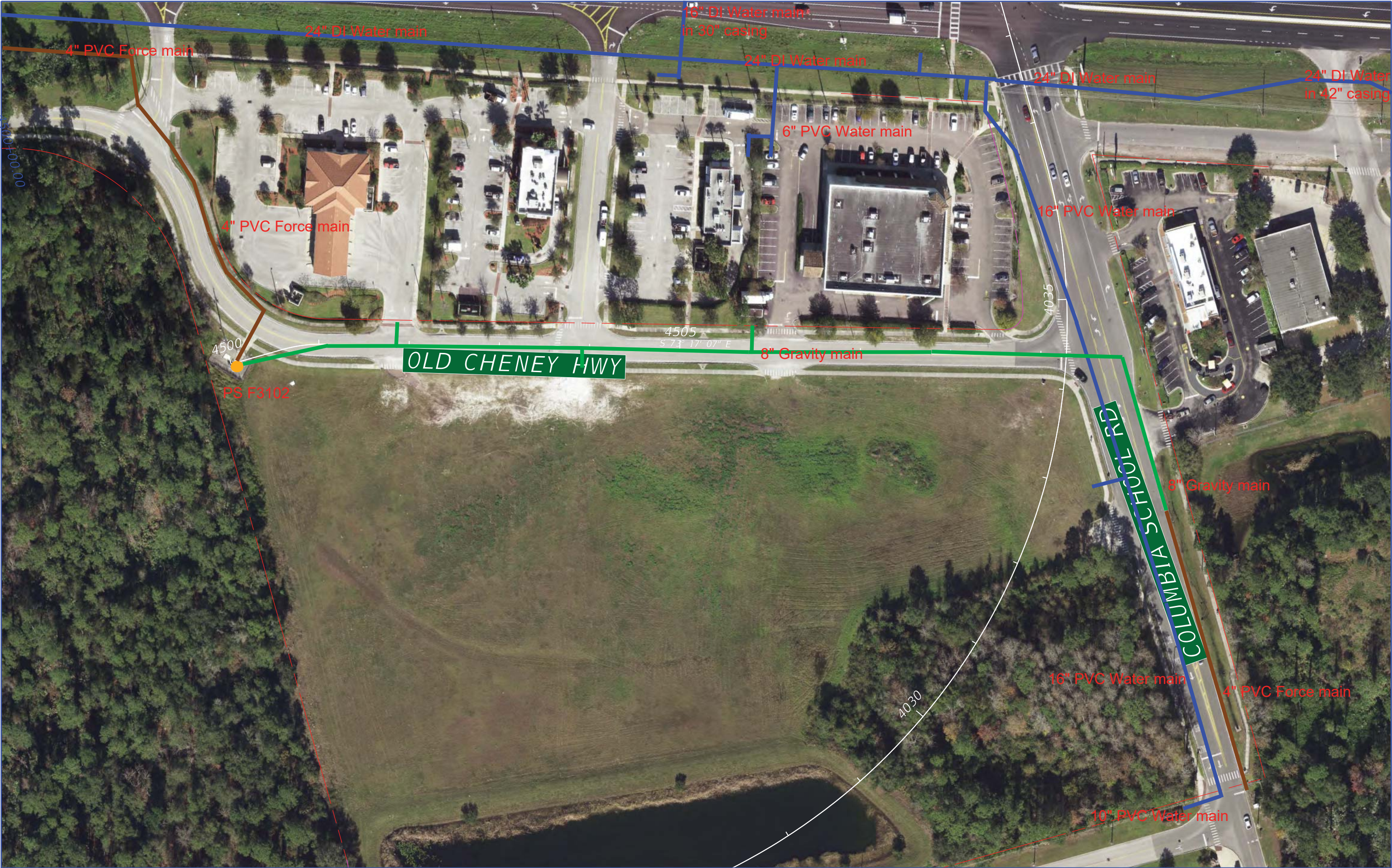
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ROADWAY PLAN
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Orlando Telephone Company Inc



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Teco People's Gas



SHAWN WINSOR
GAS DESIGN PROJECT MANAGER



600 WEST ROBINSON STREET
ORLANDO, FL 32801
OFFICE: 407-420-6663
CELL: 407-232-5257
EMERGENCY PHONE: 1-877-832-6747
E-MAIL: SWINSOR@TECOENERGY.COM
PEOPLES GAS.COM

UTILITY WORK SCHEDULE

| Financial Project ID: | Federal Project ID: N/A | | | | | | | | | | | | | | | |
|--|--------------------------------|-----------------------------------|-----------------------------|-----------------------------------|----------------------|----------------------|----------------------|--------------------------------|-------------------------|-------------------------|---|------------------|------------------|---------------------|-----------------|-----------------|
| County: Orange | State Road No.: 408 | | | | | | | | | | | | | | | |
| District Document No: 1 | | | | | | | | | | | | | | | | |
| Utility Agency/Owner (UAO): TECO Peoples Gas | | | | | | | | | | | | | | | | |
| A. Summary of Utility Work And Execution | | | | | | | | | | | | | | | | |
| <div style="text-align: right; margin-bottom: 10px;">Estimated Time (calendar days)</div> <div style="display: flex; justify-content: space-between;"> <div>Total Time Prior To FDOT Project Construction</div> <div>_____</div> </div> <div style="display: flex; justify-content: space-between;"> <div>Total Time During FDOT Project Construction</div> <div>_____</div> </div> <p>This document has been developed as the method for a Utility Agency/Owner (UAO) to transmit to the Florida Department of Transportation (FDOT), the FDOT's Contractor, and other right-of-way users, the location, relocation, adjustment, installation, and/or protection of their facilities, on this FDOT project. The following data is based on FDOT preliminary construction plans dated <u>8/25/2017</u>. Any deviation by the FDOT or its contractor from the plans, as provided, may render this work schedule null and void. Upon notification by FDOT of such change, this utility may require additional days for assessment and negotiation of a new work schedule. This UAO is not responsible for events beyond the control of the UAO that could not reasonably be anticipated by the UAO and which could not be avoided by the UAO with the exercise of due diligence at the time of the occurrence. The UAO agrees to notify the Department in writing prior to starting, stopping, resuming, or completing work.</p> <div style="display: flex; justify-content: space-between; margin-top: 20px;"> <div> UAO Project Representative: <u>Shawn Winsor</u> UAO Field Representative: <u>Bobby Robinson</u> </div> <div> Telephone Number: <u>407-420-6663</u> Telephone Number: <u>407-466-7154</u> </div> </div> <p>This document is a printout of an FDOT form maintained in an electronic format and all revisions thereto by the UAO in the form of additions, deletions or substitutions are reflected only in an Appendix entitled "Changes to Form Document" and no change is made in the text of the document itself. Hand notations on affected portions of this document may refer to changes reflected in the above-named Appendix but are for reference purposes only and do not change the terms of the document. By signing this document, the UAO hereby represents that no change has been made to the text of this document except through the terms of the appendix entitled "Changes to Form Document".</p> <p>You MUST signify by selecting or checking which of the following applies:</p> <p><input checked="" type="checkbox"/> No changes to forms document. <input type="checkbox"/> Appendix "Changes to Forms Document" is attached. ____ Number of Attachment Pages.</p> <table style="width: 100%; margin-top: 20px;"> <thead> <tr> <th style="width: 33%; text-align: left;">Authorized Utility Agent:</th> <th style="width: 33%; text-align: left;">**Engineer of Record (EOR):</th> <th style="width: 33%; text-align: left;">Acceptance by District Utilities:</th> </tr> </thead> <tbody> <tr> <td>_____ (Signature)</td> <td>_____ (Signature)</td> <td>_____ (Signature)</td> </tr> <tr> <td>Shawn Winsor (Printed Name)</td> <td>_____ (Printed Name)</td> <td>_____ (Printed Name)</td> </tr> <tr> <td>Gas Design / Project Manager (Title)</td> <td>_____ (Title)</td> <td>_____ (Title)</td> </tr> <tr> <td>8/31/2017 (Date)</td> <td>_____ (Date)</td> <td>_____ (Date)</td> </tr> </tbody> </table> <p>(**When requested by the District, the EOR will attest to compatibility of plans, specifications and Utility Work Schedule)</p> | | Authorized Utility Agent: | **Engineer of Record (EOR): | Acceptance by District Utilities: | _____ (Signature) | _____ (Signature) | _____ (Signature) | Shawn Winsor (Printed Name) | _____ (Printed Name) | _____ (Printed Name) | Gas Design / Project Manager (Title) | _____ (Title) | _____ (Title) | 8/31/2017 (Date) | _____ (Date) | _____ (Date) |
| Authorized Utility Agent: | **Engineer of Record (EOR): | Acceptance by District Utilities: | | | | | | | | | | | | | | |
| _____ (Signature) | _____ (Signature) | _____ (Signature) | | | | | | | | | | | | | | |
| Shawn Winsor (Printed Name) | _____ (Printed Name) | _____ (Printed Name) | | | | | | | | | | | | | | |
| Gas Design / Project Manager (Title) | _____ (Title) | _____ (Title) | | | | | | | | | | | | | | |
| 8/31/2017 (Date) | _____ (Date) | _____ (Date) | | | | | | | | | | | | | | |

UTILITY WORK SCHEDULE

| | | |
|--|----------------------------------|-------------------------|
| Financial Project ID: | | Federal Project ID: N/A |
| County: Orange | | State Road No.: 408 |
| District Document No: 1 | | |
| Utility Agency/Owner (UAO): TECO Peoples Gas | | |
| B. | Special Conditions / Constraints | |
| Sta. 440+00 to 441+94 (sheet 6) TECo has a existing 2" CS (GM) & service line that will have to be retired outside of CFX R/W prior to construction. | | |
| Sta. 2000+00 to 2002+20 (Sheet 32) Existing 2" Coated Steel Gas Main in R/W | | |

| Financial Project ID: | | Federal Project ID: N/A | | | |
|---|--|-------------------------|---------------------------|---------------------------------|--|
| County: Orange | | State Road No.: 408 | | | |
| District Document No: 1 | | | | | |
| Utility Agency/Owner (UAO): TECO Peoples Gas | | | | | |
| C. | Disposition of Facilities (List All Existing & Proposed) on Project: | | | | |
| UTILITY FACILITIES BY STATUS/ TYPE/SIZE/MATERIAL/OFFSET TO BASELINE FROM STA TO STA | DESCRIPTION OF UTILITY WORK | DEPENDENT ACTIVITIES | M.O.T. PHASE NUMBER | CONSECUTIVE CALENDAR DAYS | |
| | | | | | |



August 25, 2017

Ms. Deborah Frazier
Teco Peoples Gas – Orlando
600 West Robinson Street
Orlando, FL 32801

ADJUSTMENT OF UTILITIES – FLORIDA STATUTES CHAPTER 337.403

RE: **Project Description:** PD&E Study for the Proposed SR 408 East Extension
 CFX Project Number: 408-254
 County: Orange

Dear Ms. Frazier:

The Central Florida Expressway Authority (CFX) is in the development phase for evaluation of several design alternatives and final location design approval relating to the above project. Facilities owned or maintained by your utility agency/owner (UAO) within the project vicinity may require relocation or adjustment as necessitated by final design selection.

To assist us in selection of the most feasible design alternative while minimizing conflicts with your facilities, 1 set of base maps are enclosed. One set should be marked with your principal existing and proposed facilities and returned to this office and the other retained for your files. Along with the plans, your UAO should also present any general concerns and/or comments that would be useful in the CFX's evaluation process.

If your facilities are located on right of way owned by you, in an easement acquired for your use or if you have other interests within the limits of this project, you may be eligible to have your relocation costs reimbursed by CFX. If you have any of the above interests, please mark the approximate boundaries of them on the enclosed set of plans and return the same, together with documentation of your interests and a preliminary cost estimate to this office.

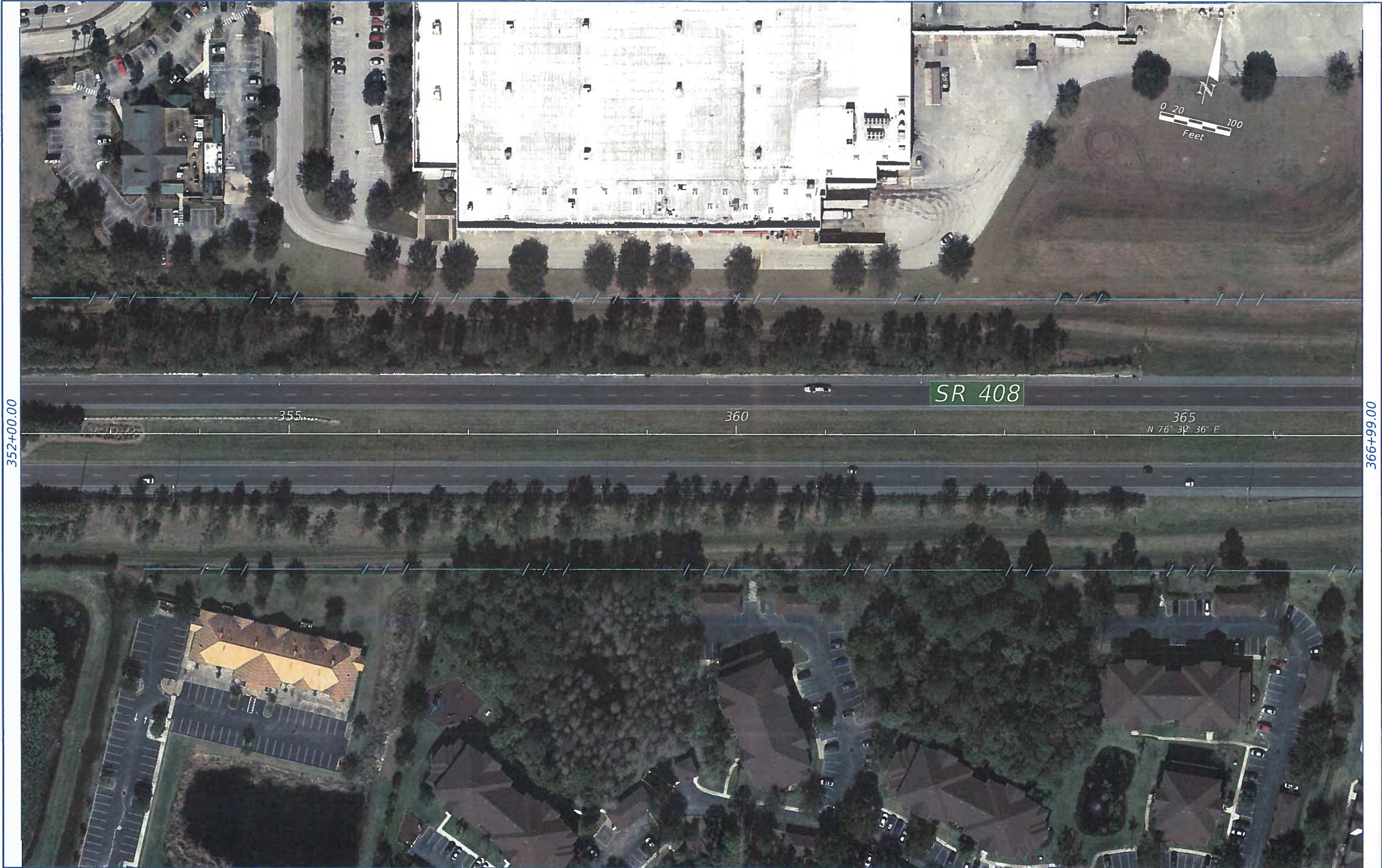
Please note that failure to respond to this request will result in plans development without identification of your facilities. In order to maintain project schedules, please return the marked up plans with your transmittal to this office by **September 14, 2017**.

If you do not have any existing or proposed facilities within the limits of this project, please advise us of that fact in writing. Should additional information be required, please contact me at (407)-644-1898 or via email at william.sloup@metriceng.com. Your cooperation in these matters is appreciated.

Sincerely,

William Sloup, PE
Metric Engineering, Inc.

Enclosures



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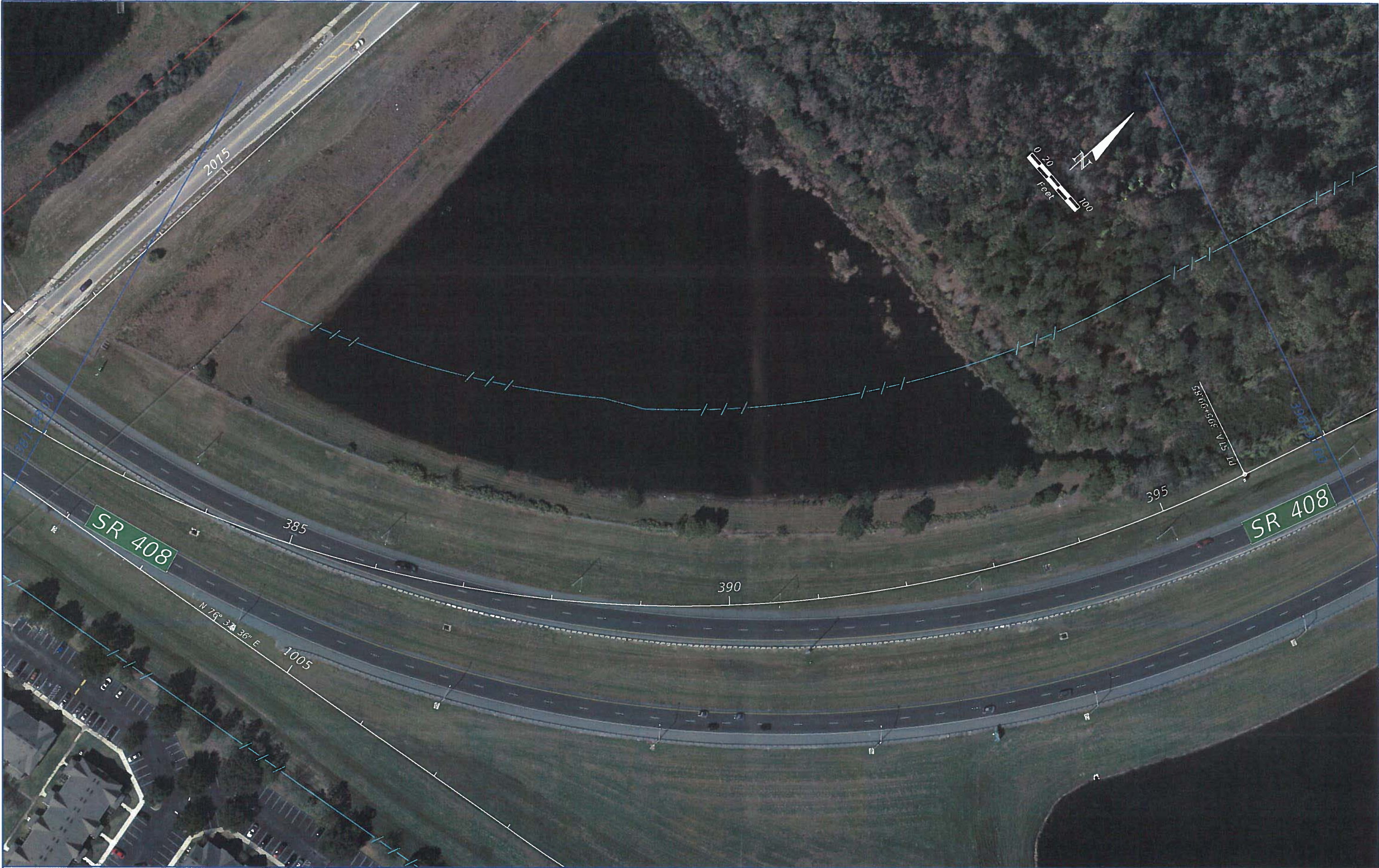
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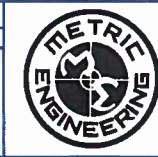
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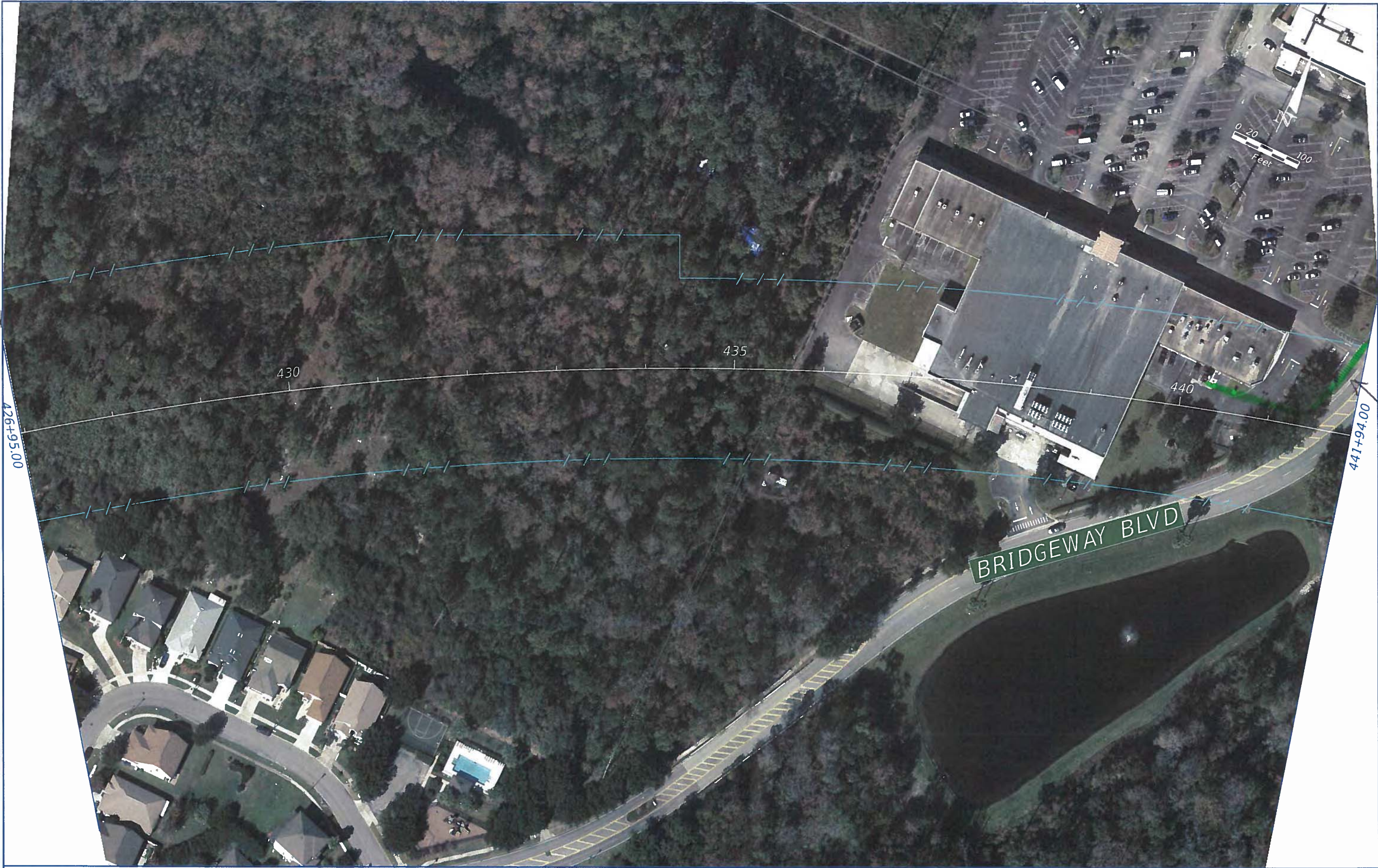
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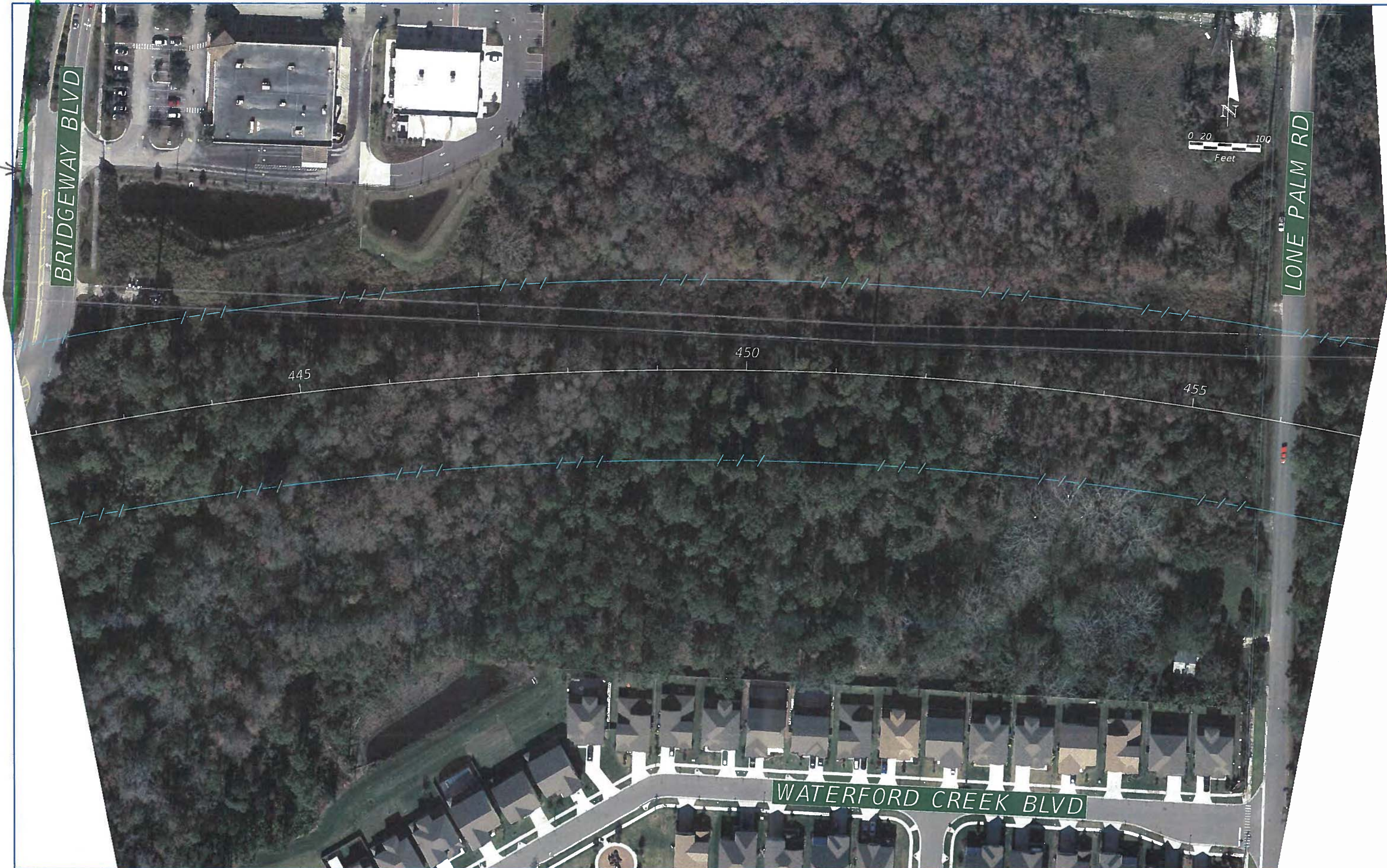
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Existing 2" Coated Steel (CMI)



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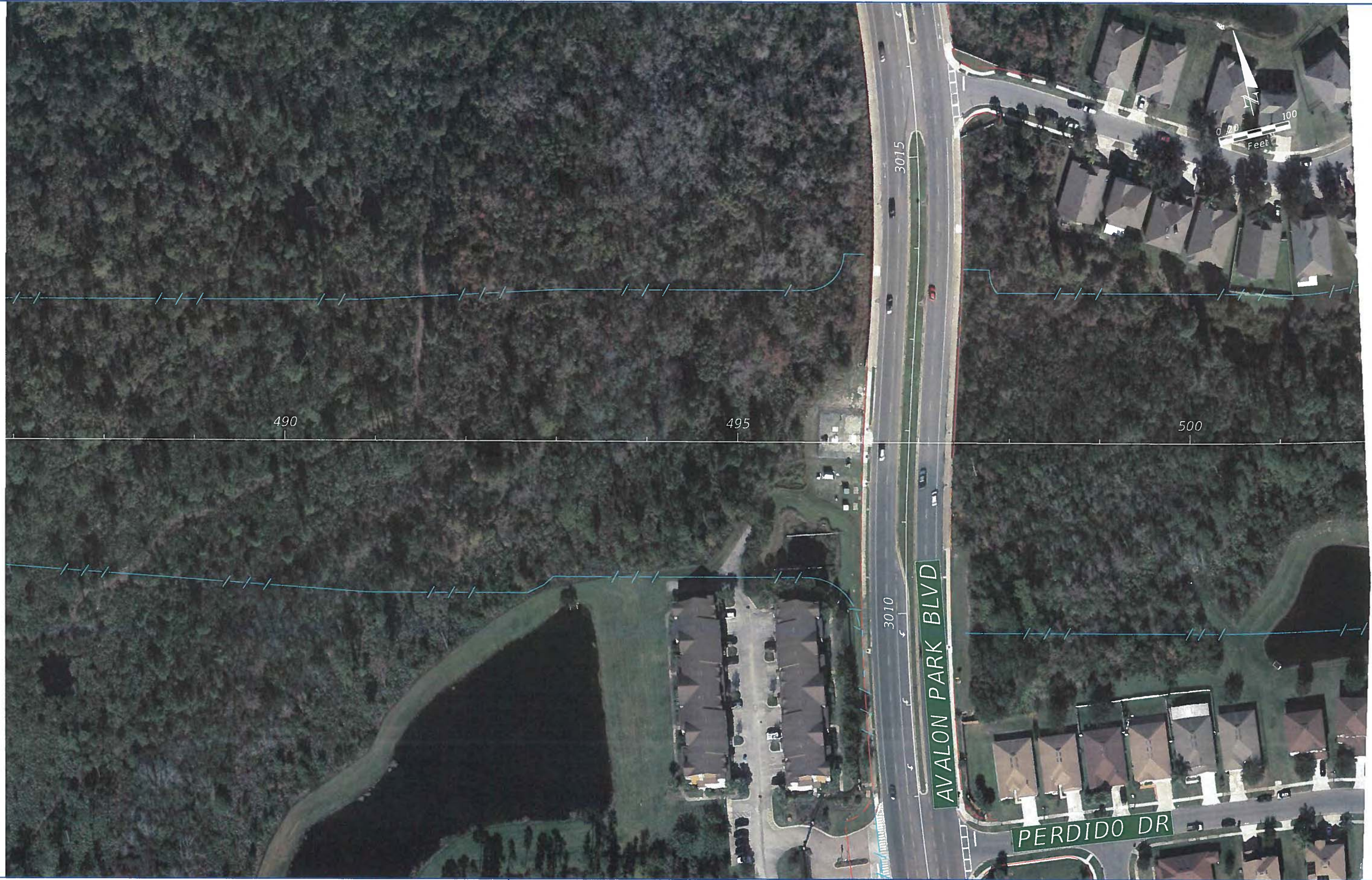
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| SR 408 | ORANGE | 408254 |

ROADWAY PLAN
EXISTING UTILITIES

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| SHEET NO. |
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METRIC ENGINEERING, INC.
615 CRESCENT EXECUTIVE COURT, STE. 524
LAKE MARY, FL - 32746

| CENTRAL FLORIDA EXPRESSWAY AUTHORITY | | |
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| ROAD NO. | COUNTY | FINANCIAL PROJECT ID |
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**ROADWAY PLAN
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METRIC ENGINEERING, INC.

615 CRESCENT EXECUTIVE COURT, STE. 524
LAKE MARY, FL - 32746

| CENTRAL FLORIDA EXPRESSWAY AUTHORITY | | |
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| ROAD NO. | COUNTY | FINANCIAL PROJECT ID |
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ROADWAY PLAN


EXISTING UTILITIES

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METRIC ENGINEERING, INC.
615 CRESCENT EXECUTIVE COURT, STE. 524
LAKE MARY, FL - 32746

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ROADWAY PLAN
EXISTING UTILITIES

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METRIC ENGINEERING, INC.

615 CRESCENT EXECUTIVE COURT, STE. 524
LAKE MARY, FL - 32746


| CENTRAL FLORIDA EXPRESSWAY AUTHORITY | | |
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| ROADWAY PLAN EXISTING UTILITIES | |
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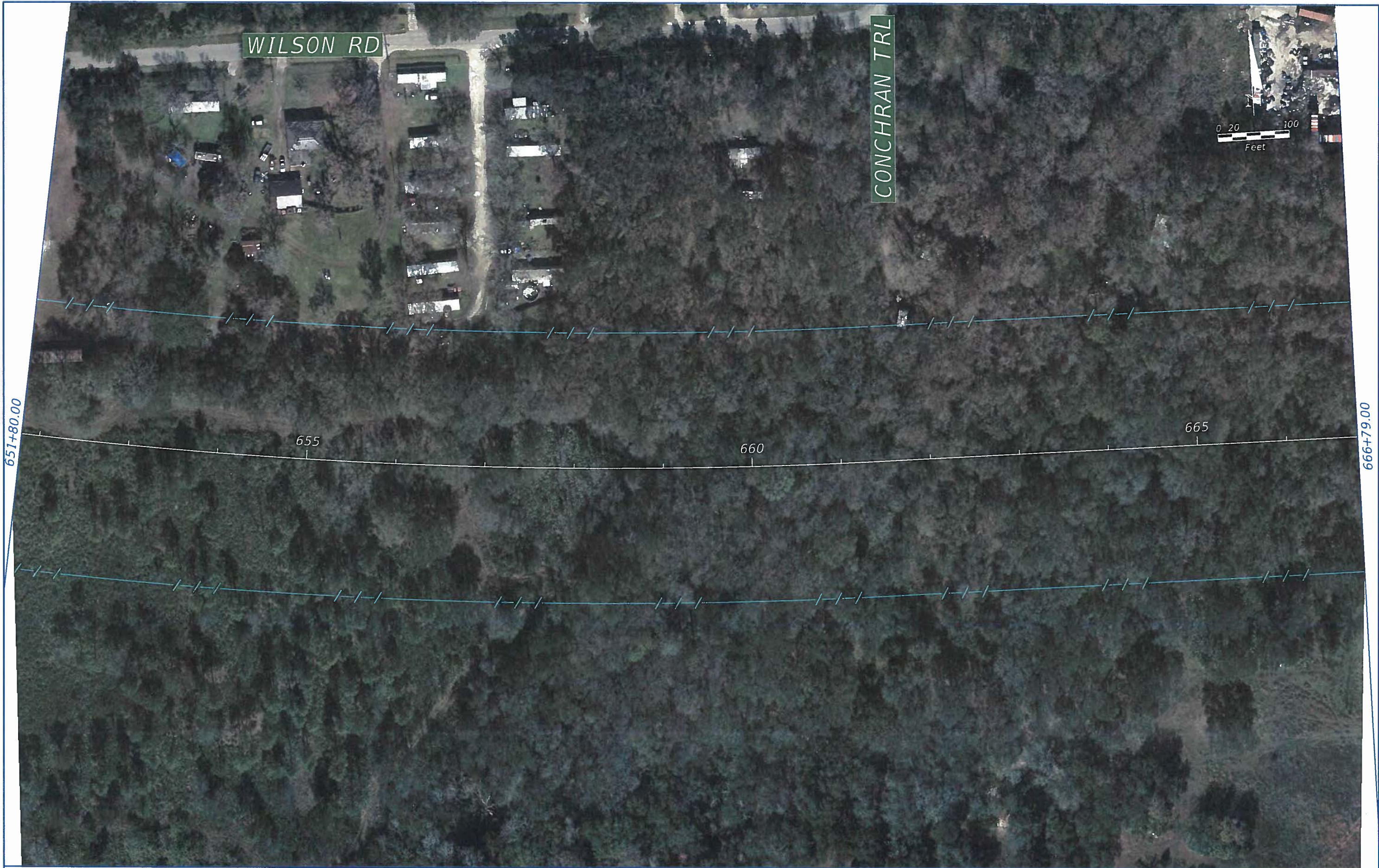


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615 CRESCENT EXECUTIVE COURT, STE. 524
LAKE MARY, FL - 32746

| CENTRAL FLORIDA EXPRESSWAY AUTHORITY | | |
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| ROADWAY PLAN EXISTING UTILITIES | SHEET NO. |
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| REVISIONS | | | |  <div>METRIC ENGINEERING, INC. 615 CRESCENT EXECUTIVE COURT, STE. 524 LAKE MARY, FL - 32746</div> | CENTRAL FLORIDA EXPRESSWAY AUTHORITY | | | ROADWAY PLAN EXISTING UTILITIES | | SHEET NO. | |
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METRIC ENGINEERING, INC.
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LAKE MARY, FL - 32746

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| ROAD NO. | COUNTY | FINANCIAL PROJECT ID |
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ROADWAY PLAN
EXISTING UTILITIES


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| REVISIONS | | | |  <div>METRIC ENGINEERING, INC. 615 CRESCENT EXECUTIVE COURT, STE. 524 LAKE MARY, FL - 32746</div> | CENTRAL FLORIDA EXPRESSWAY AUTHORITY | | | ROADWAY PLAN EXISTING UTILITIES | SHEET NO. |
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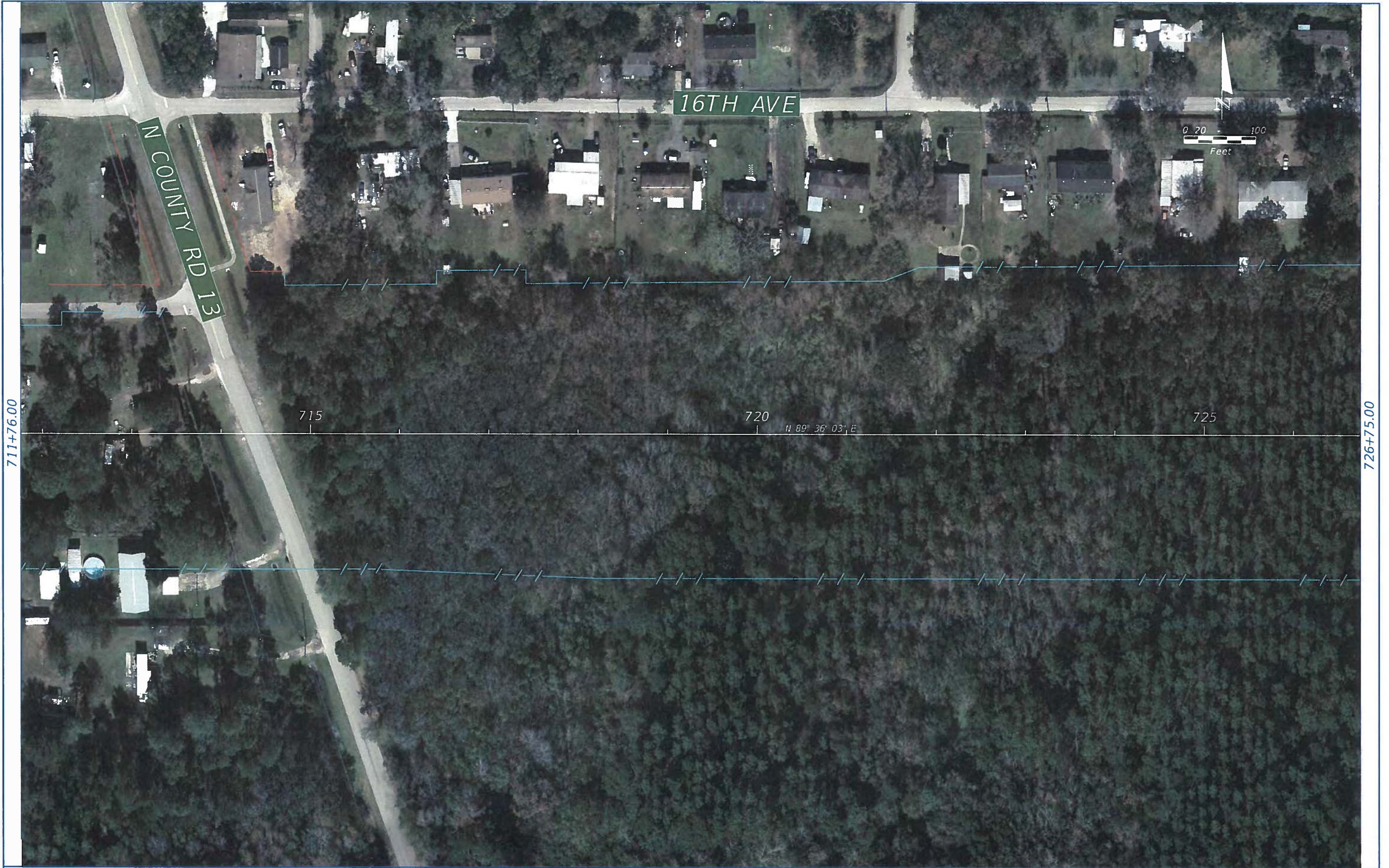



METRIC ENGINEERING, INC.

615 CRESCENT EXECUTIVE COURT, STE. 524
LAKE MARY, FL - 32746

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726+75.00

741+74.00



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METRIC ENGINEERING, INC.
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METRIC ENGINEERING, INC.
615 CRESCENT EXECUTIVE COURT, STE. 524
LAKE MARY, FL - 32746


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ROADWAY PLAN
EXISTING UTILITIES

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METRIC ENGINEERING, INC.
615 CRESCENT EXECUTIVE COURT, STE. 524
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| ROADWAY PLAN EXISTING UTILITIES |
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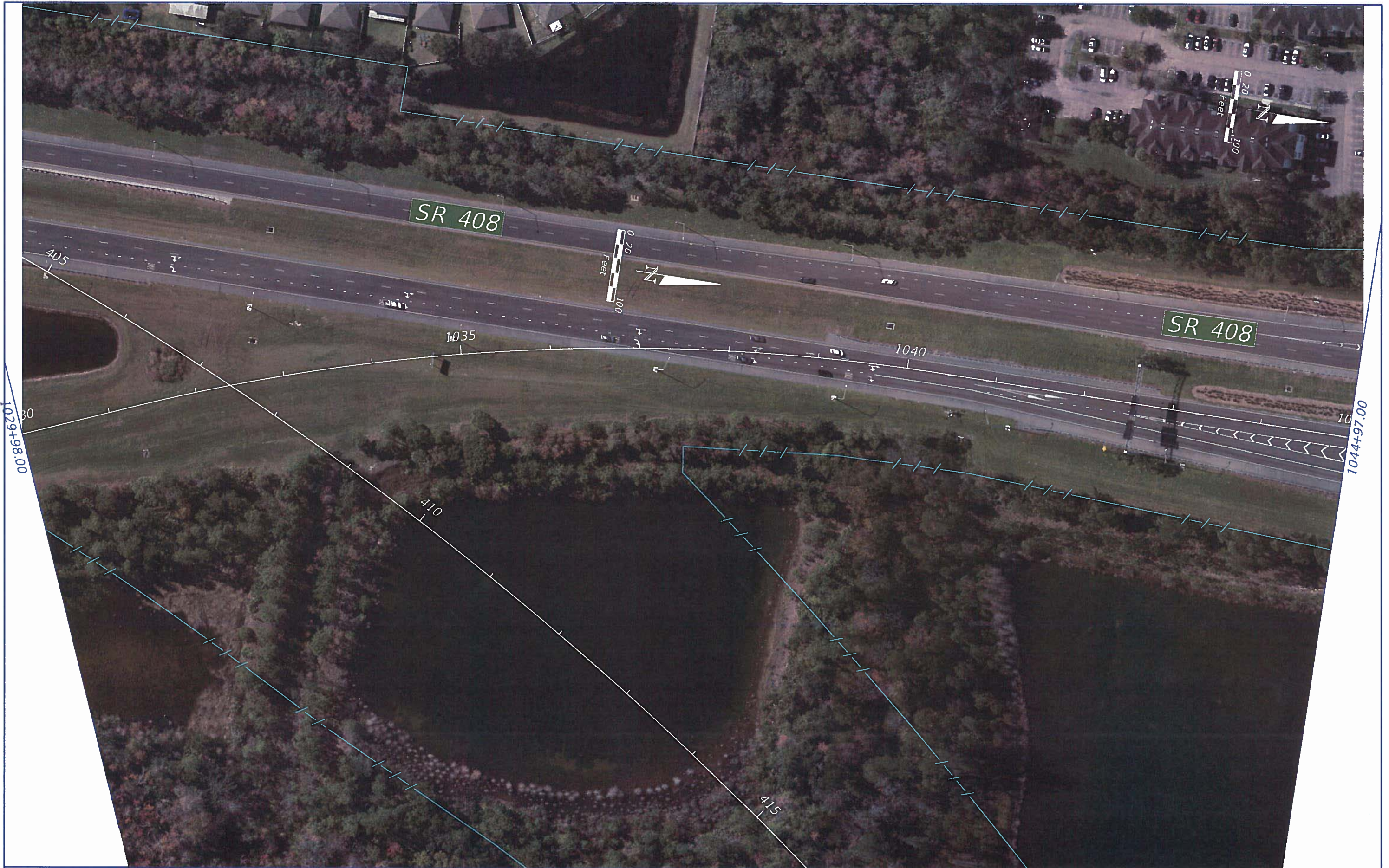


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615 CRESCENT EXECUTIVE COURT, STE. 524
LAKE MARY, FL - 32746


| CENTRAL FLORIDA EXPRESSWAY AUTHORITY | | |
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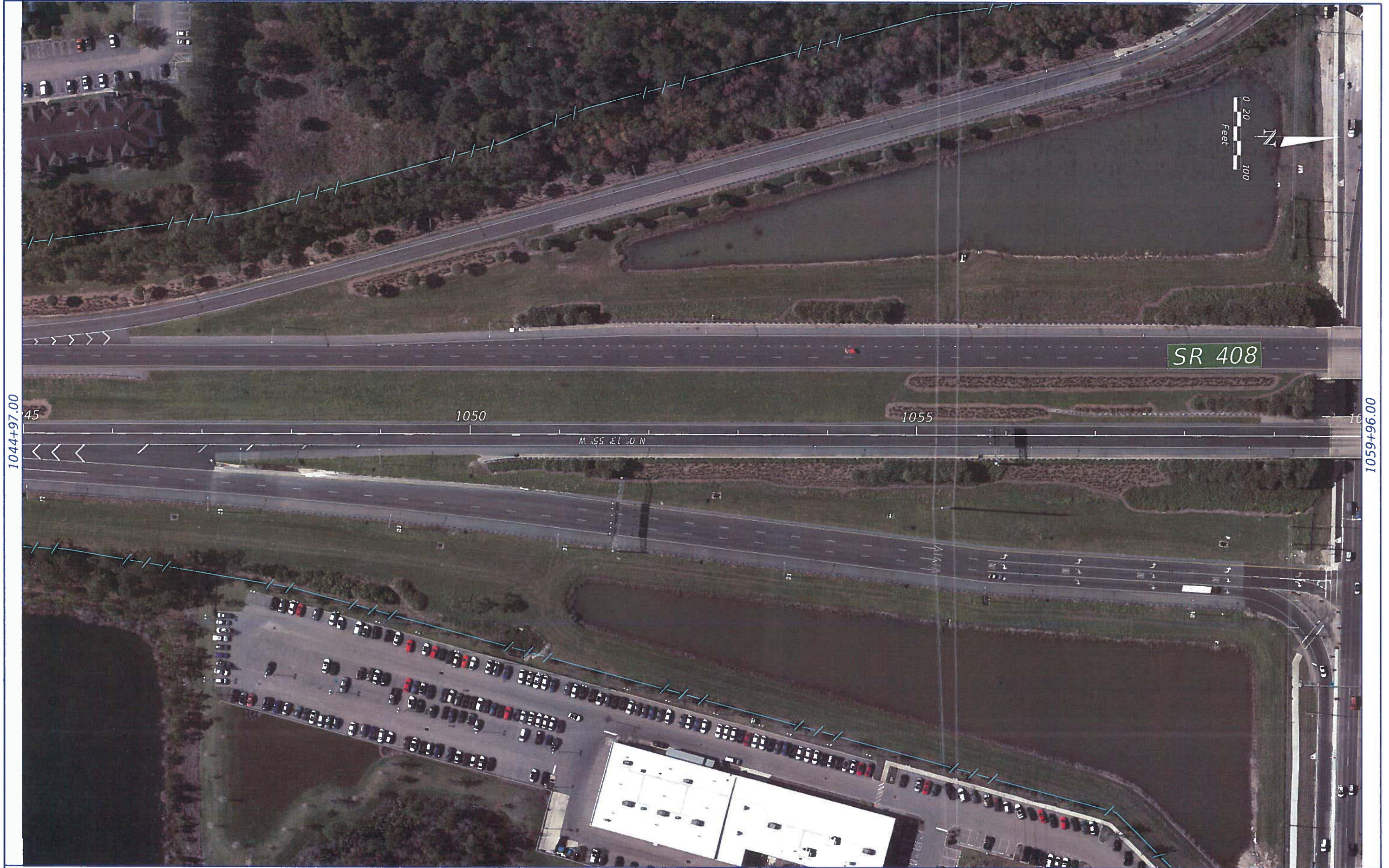


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LAKE HART, FL - 32746

| CENTRAL FLORIDA EXPRESSWAY AUTHORITY | | |
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ROADWAY PLAN
EXISTING UTILITIES

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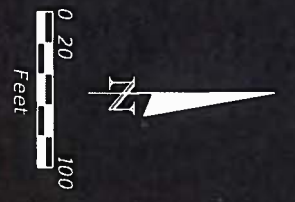
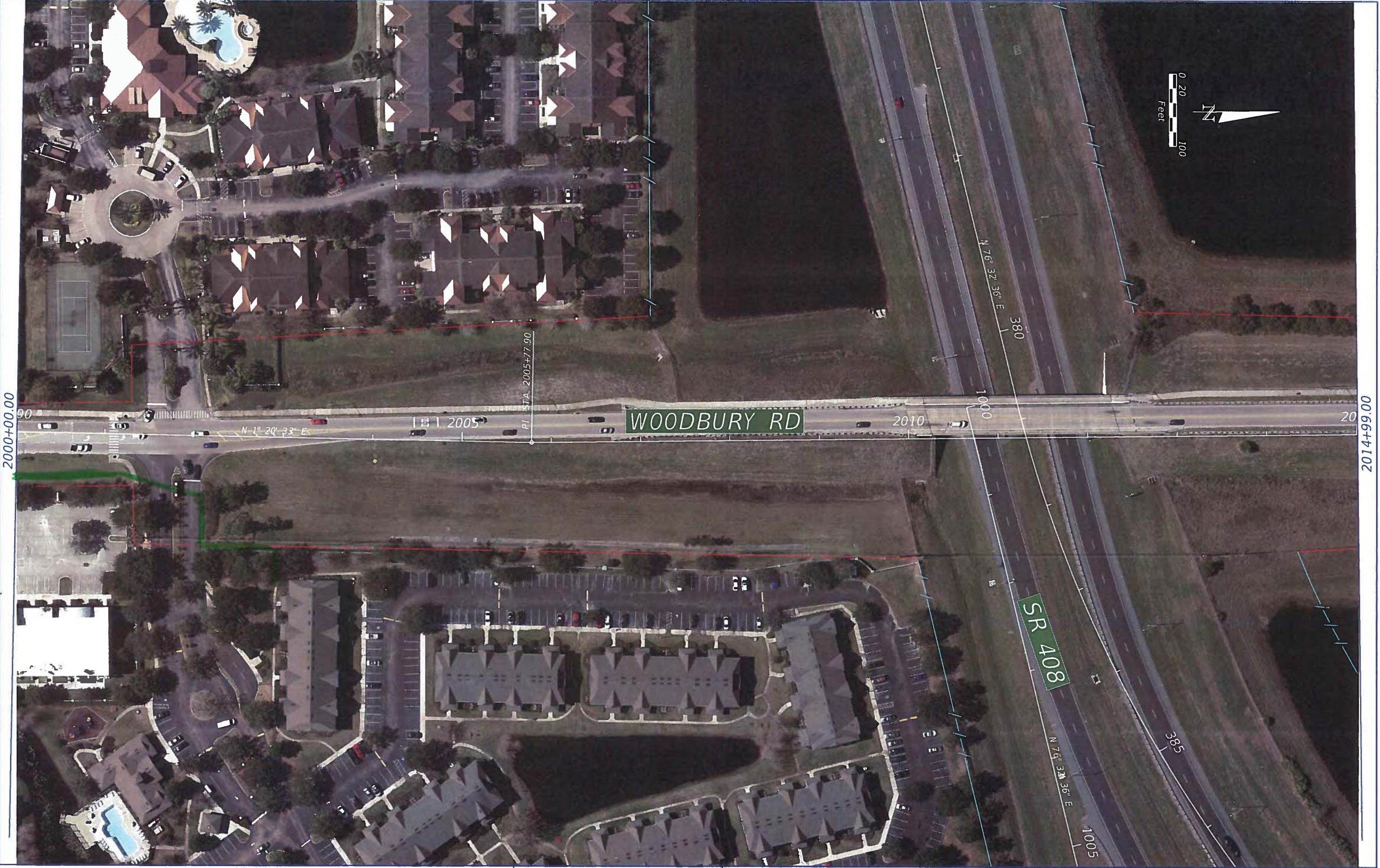
METRIC ENGINEERING, INC.
615 CRESCENT EXECUTIVE COURT, STE. 524
LAKE HAVY, FL - 32746

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Existing 2" Coated Steel
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METRIC ENGINEERING, INC.

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LAKE MARY, FL - 32746

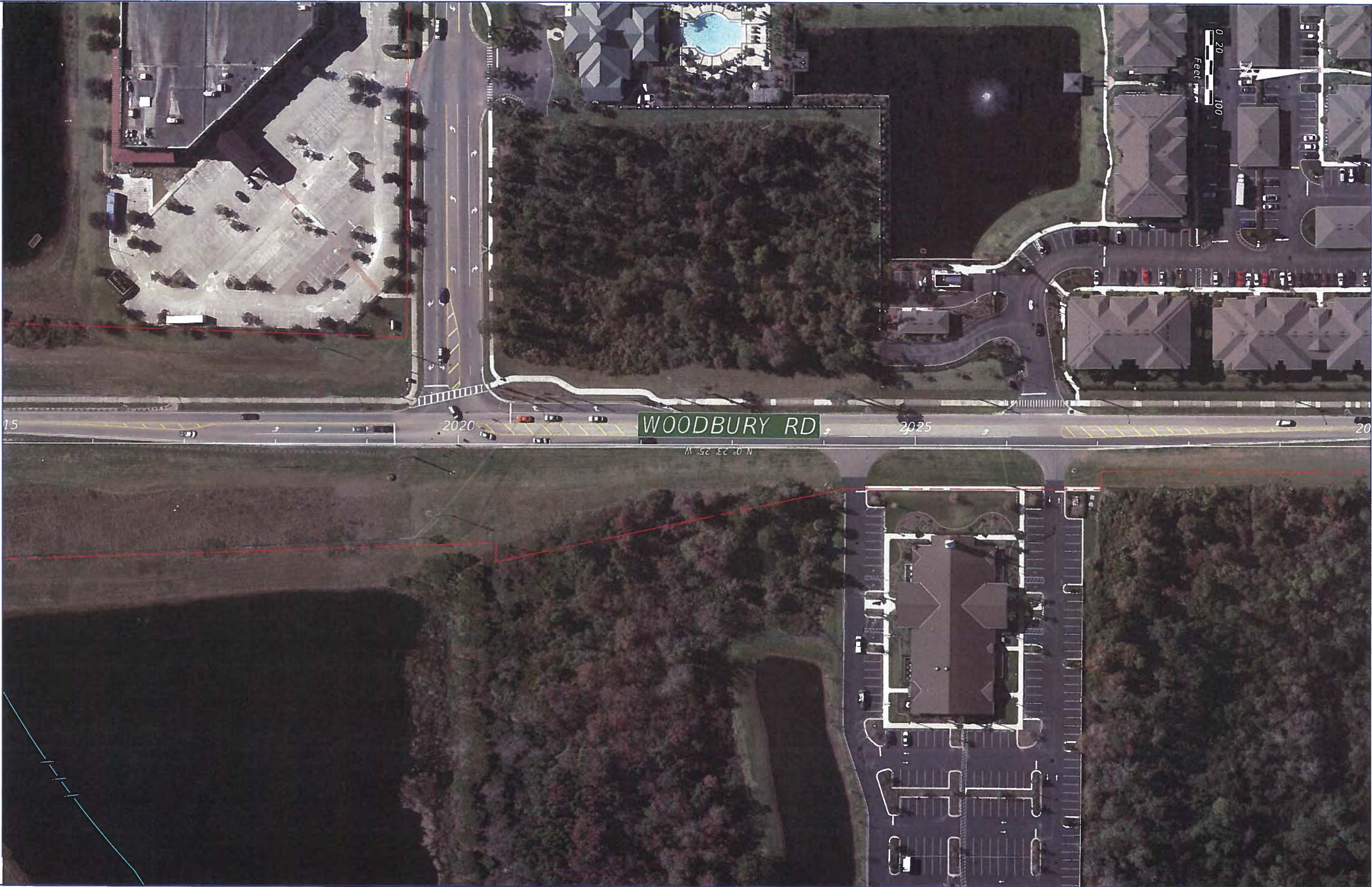
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| ROAD NO. | COUNTY | FINANCIAL PROJECT ID |
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ROADWAY PLAN
EXISTING UTILITIES

2014+99.00


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2014+99.00



2029+98.00

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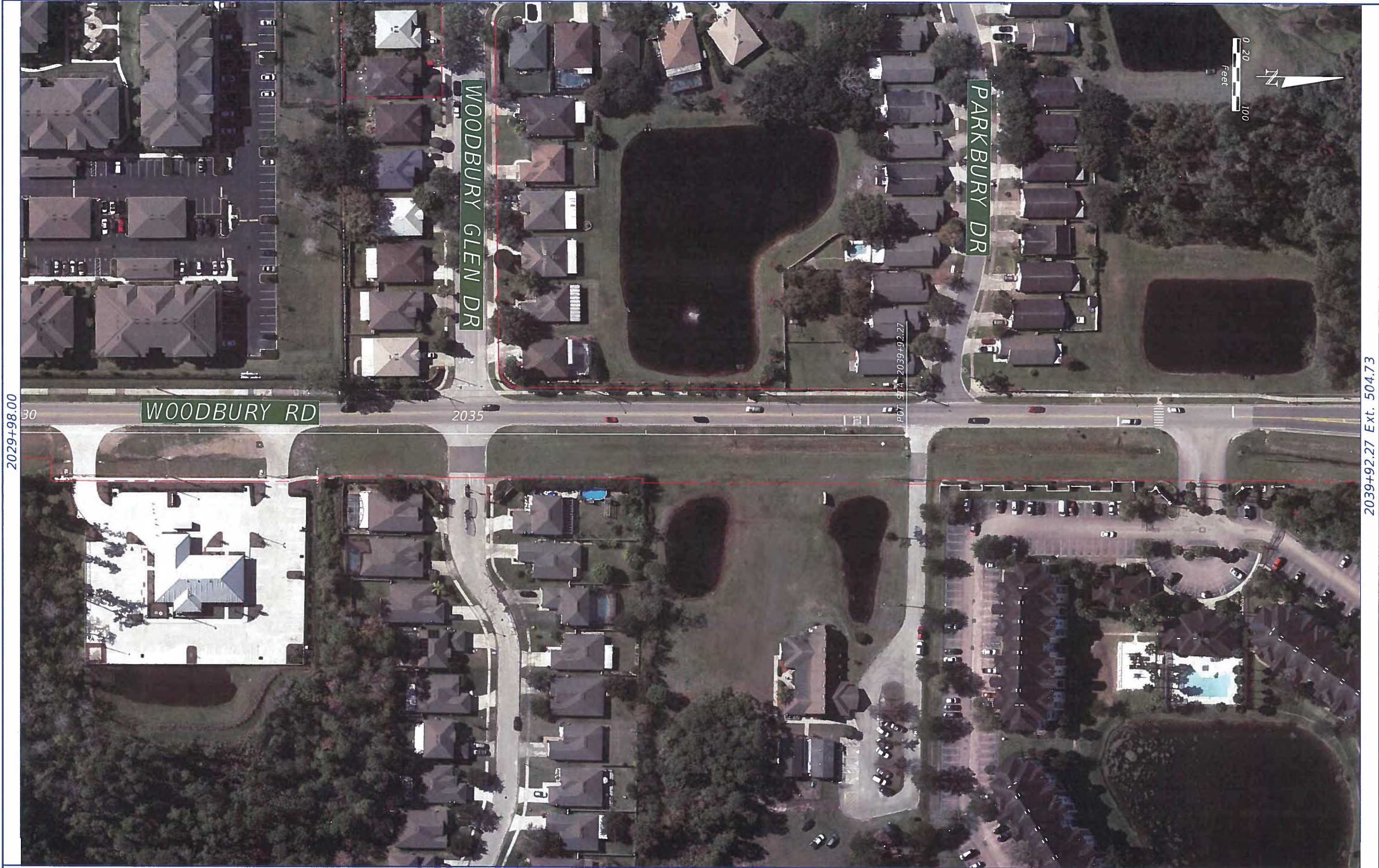
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615 CRESCENT EXECUTIVE COURT, STE. 524
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METRIC ENGINEERING, INC.
615 CRESCENT EXECUTIVE COURT, STE. 524
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2029+98.00

2039+92.27 Ext. 504.73



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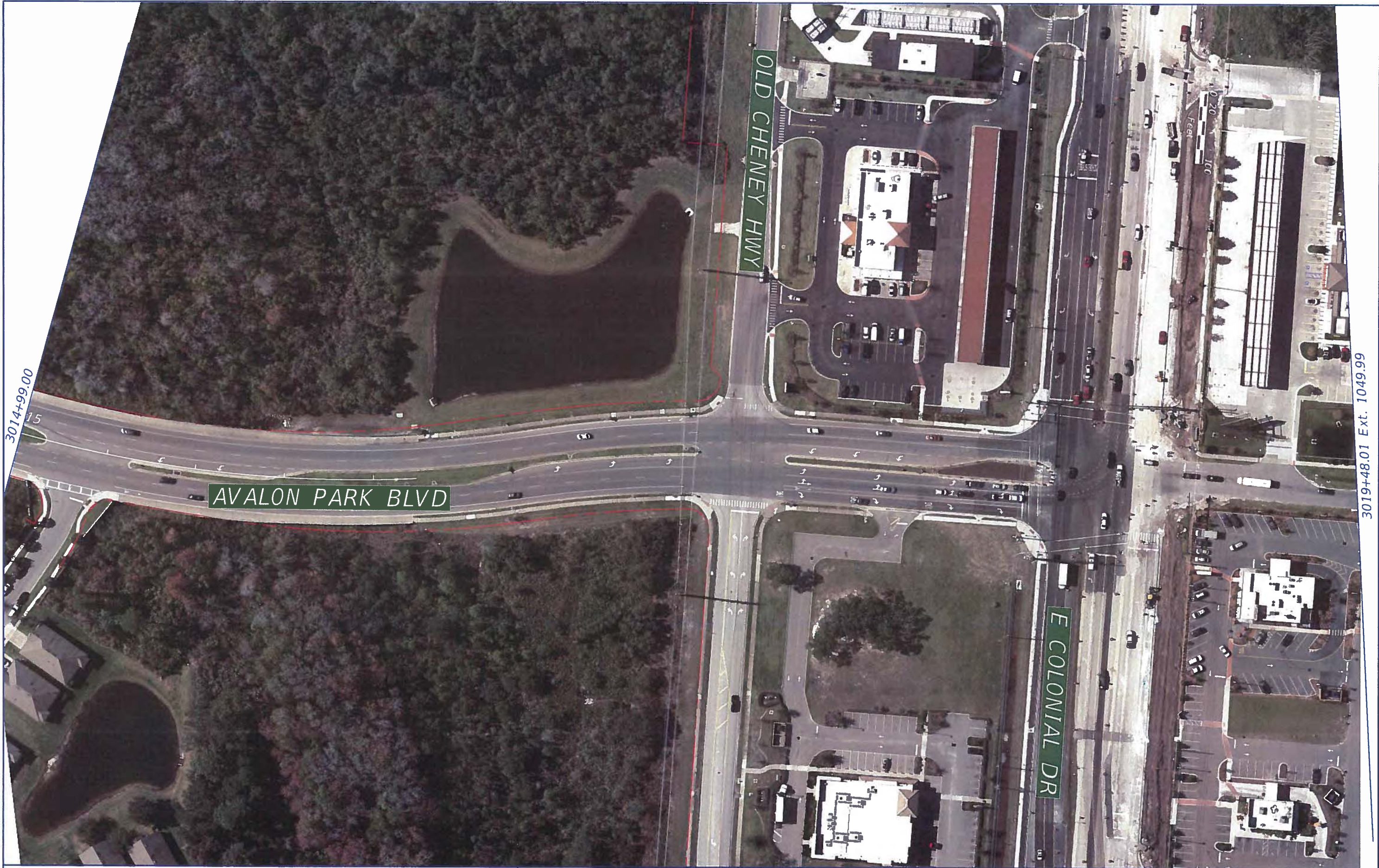
615 CRESCENT EXECUTIVE COURT, STE. 524
LAKE MARY, FL - 32746

| CENTRAL FLORIDA EXPRESSWAY AUTHORITY | | |
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ROADWAY PLAN

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METRIC ENGINEERING, INC.

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615 CRESCENT EXECUTIVE COURT, STE. 524
LAKE MARY, FL - 32746

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ROADWAY PLAN

EXISTING UTILITIES

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METRIC ENGINEERING, INC.

615 CRESCENT EXECUTIVE COURT, STE. 524
LAKE MARY, FL - 32746

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| ROAD NO. | COUNTY | FINANCIAL PROJECT ID |
| SR 408 | ORANGE | 408254 |


ROADWAY PLAN
EXISTING UTILITIES

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METRIC ENGINEERING, INC.


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METRIC ENGINEERING, INC.

615 CRESCENT EXECUTIVE COURT, STE. 524
LAKE MARY, FL - 32746

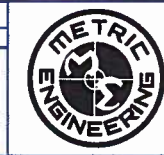
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| ROAD NO. | COUNTY | FINANCIAL PROJECT ID |
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**ROADWAY PLAN
EXISTING UTILITIES**

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METRIC ENGINEERING, INC.
615 CRESCENT EXECUTIVE COURT, STE. 524
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ROADWAY PLAN
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ROADWAY PLAN
EXISTING UTILITIES

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