



# SR 417 TO ORLANDO SANFORD INTERNATIONAL AIRPORT CONNECTOR

## CONCEPT, FEASIBILITY, AND MOBILITY STUDY

### STATE ROAD 417 CONCEPT, FEASIBILITY AND MOBILITY (CF&M) STUDY PROJECT ADVISORY GROUP (PAG) MEETING #2 SUMMARY

**Date/Time:** May 17, 2023, at 1:30 p.m.

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

**Attendees:** 35 (See below for attendees list)

#### I. Notifications

Invitation letters were emailed to 49 members of the PAG on April 19, 2023. A meeting reminder was emailed to 49 PAG members on May 9, 2023.

#### II. Welcome

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

#### III. State Road 417 Presentation

Sunserea Gates presented on the following information, including:

- **Project Development Process**

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

- **Study Area**

An image of the study area was shown on the screen which showed that the project is located within Seminole County and the City of Sanford and consists of a potential connection from SR 417 to the entrance of the airport at Red Cleveland Boulevard. Within the study limits are related projects that were identified within the Florida Department of Transportation (FDOT) Five -Year work program, Seminole County's Capital Improvement Program, and MetroPlan Orlando's Cost Feasible Plan.

- **Purpose and Need**

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

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

- **Study Objectives**

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

A potential direct connection from SR 417 to the airport is expected to enhance regional connectivity by improving access to the airport, increasing mobility, and providing enhanced system linkage between the Strategic Intermodal System (SIS) facilities. Additionally, the connector is expected to provide needed capacity, decrease congestion, improve traffic operations, reduce travel time, and improve safety particularly at the intersections along East Lake Mary Boulevard.

- **CF&M Evaluation Criteria**

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

- **Advisory Group Roles**

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

- **Project Background**

Prior to this CF&M Study, a new expressway connection from SR 417 to the Orlando Sanford International Airport has been studied for almost 20 years. A study completed in 2007 indicated there was a need to improve access to the airport, but at the time, it was determined the project was not financially feasible. Rapid area growth, planned development, and increasing congestion resulted in the Seminole County Commission in 2021 requesting that CFX do another study.

- **Agency and Stakeholder Input**

Public involvement and stakeholder coordination are integral parts of the study and multiple opportunities for participation including initial meetings with CFX's Project Advisory Group (PAG), the Environmental Advisory Group (EAG) and the Environmental Stewardship

Committee. Various agency coordination meetings and stakeholder meetings have been conducted during this study. Some key input from members of these groups includes:

- Improve water quality.
- A need for further evaluation of Alignment 2.
- Minimize wetland involvement at the SR 417 interchange and consider elevated structures.
- Minimize proximity to Lake Jesup Conservation Area.
- Avoid/minimize impacts to the SJRWMD conservation easements.
- Review potential wildlife connectivity.

- **Future Land Use Changes**

The study area is being rapidly developed. Within this area, there are 700 single-family lots and townhomes that encompass roughly 300 acres. Planned developments are being monitored monthly to ensure land use changes are being reflected in the study.

- **Sociocultural Constraints**

Most of the study area is comprised of residential developments and undeveloped land uses (as shown in yellow and grey on the Mitigation Opportunities map on page 5). Other prominent land uses in the study area include agriculturally zoned properties and managed conservation lands. More than half of the undeveloped land shown in gray is already planned for future developments. Sunsera noted that there are 10 planned developments located within, or immediately adjacent to, the study area within the City of Sanford's jurisdiction, the largest of which is Concorde, a single-family residential development. Several planned commercial developments are proposed along Red Cleveland Boulevard.

- **Natural Constraints**

Natural environment resources including wetlands, floodplains, wildlife species and habitats, and water quality were considered as part of the study. The study area contains 118 acres of conservation easements managed by the St. Johns River Water Management District (SJRWMD). The study area also contains six active or inactive eagles' nests.

This CF&M study has evaluated stormwater management and floodplain compensation needs to comply with all water quality and quantity criteria required by governing agencies. Future pond siting needs would be determined in a PD&E Study if a feasible project is identified as a result of this study.

- **Typical Sections**

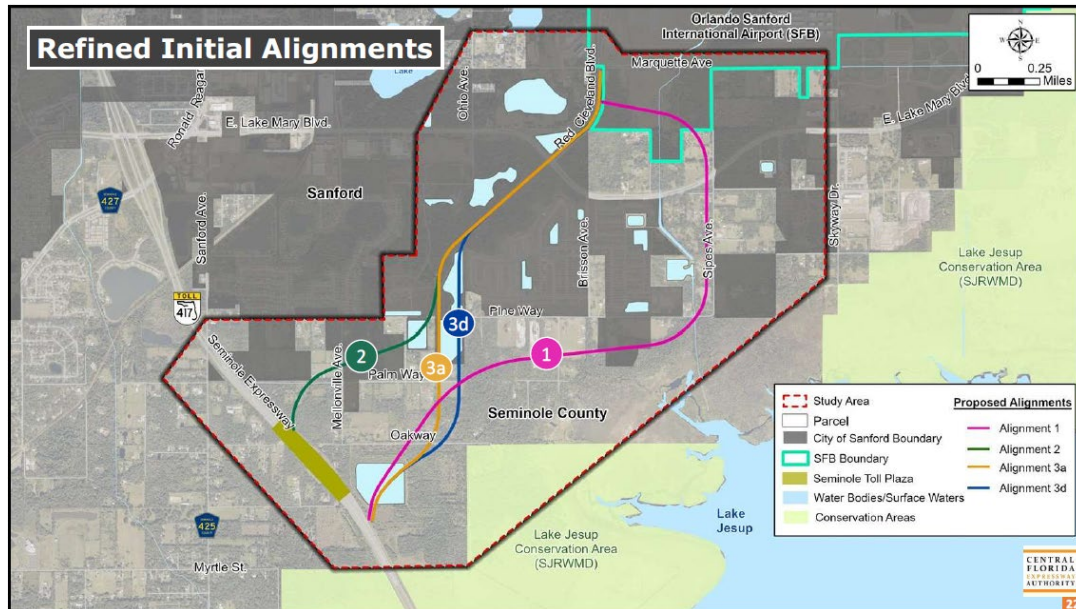
Next, Sunsera showed the advisory group illustrations of typical sections for the proposed roadway, including typical sections for the SR 417 and East Lake Mary Boulevard connections, and proposed bridge typical sections for portions of the connector that would cross over existing local roads.

- **Proposed Alignments**

Multiple alignments were considered during the initial stages of alignment development. These alignments were evaluated based on their ability to meet the purpose and need for the project and provide improved traffic operations on East Lake Mary Boulevard and adjacent interchanges.

Input received from this EAG, PAG, CFX’s Environmental Stewardship Committee and stakeholders were used to refine the initial alignments. A no-action alternative will continue to be evaluated throughout the study.

Sunserea showed an image (below) of the refined initial alignments.



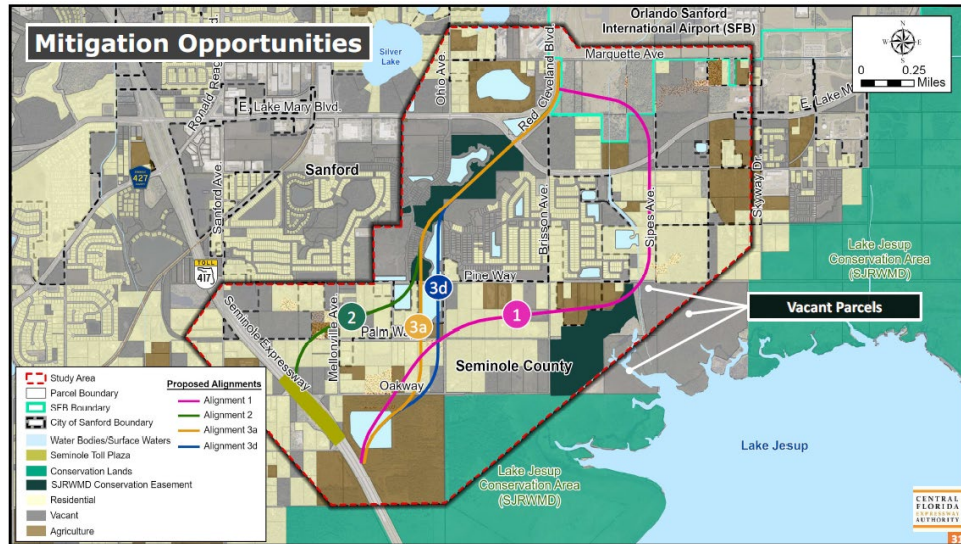
She then showed an image of the proposed interchange at East Lake Mary Boulevard for Alignments 2, 3A, and 3D. The interchange would allow for full access to East Lake Mary Boulevard and Red Cleveland Boulevard and maintain existing local access at the existing intersection. A similar interchange would be needed for Alignment 1, but only with ramps to and from the south.

The next slide showed a proposed interchange at SR 417 for the refined alignments.

- **Mobility Considerations**  
Regional coordination with the Sanford Airport Authority and other transportation agencies has been an ongoing part of the CF&M study.
- **Cultural Resources**  
Sunserea outlined the cultural resources located within the study which include recreation lands, trails, historic and archaeological features and several newly identified historic structures.
- **Natural Resources**  
Consultation areas for protected species within the study area include the Florida scrub jay, the Everglade snail kite, Audubon’s crested caracara, and West Indian manatee. The alignments have the potential to impact up to three eagles’ nests. However, no impacts to the Florida Wildlife Corridor are anticipated. Sunserea explained that if this project is determined feasible, potential impacts to protected species will be further evaluated and documented during the PD&E study phase.

Flood hazard impacts resulting from this project are anticipated to be minimal. Floodplain compensation opportunities would be identified during the PD&E phase of the project, if determined feasible.

Sunserea showed a map of the study area that delineated possible mitigation opportunities for areas impacted by the proposed connector (shown below).



- **Evaluation Matrix**

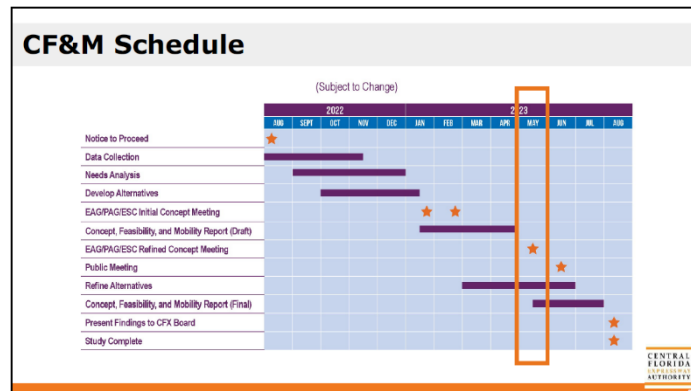
The next two slides showed the Evaluation Matrix associated with all four alignments of the potential airport connector expressway. Sunserea noted that the total project costs are still under evaluation, but they are anticipated to be between \$144 million and \$161 million.

- **Public Involvement Opportunities**

A public meeting is scheduled for June 20, 2023, to receive input from the public on the alignments and share the study results. The public meeting will be held in-person and virtually, and notifications will be distributed to stakeholders the week of May 22, 2023.

- **CF&M Schedule**

As identified in the schedule below, the study is expected to be completed in summer 2023 after findings are presented to the CFX Governing Board. If approved, the study will be advanced to the Project Development & Environment (PD&E) Study phase.



Sunserea concluded the presentation portion of the PAG meeting.

#### **IV. Discussion**

Shemir Wiles of Quest served as discussion moderator.

**Shemir Wiles, Quest:** Is there anybody who has a comment or a question regarding what was presented? Sunserea, could you expand on the some of the details of the CF&M process?

**Sunserea Gates, VHB:** All the engineering and environmental analysis, along with potential project costs, have been evaluated as part of this study. The results that are presented today are being documented in a draft Concept, Feasibility, & Mobility report. The results of that analysis will be presented before the CFX Governing Board in August 2023. Public input gathered from the public meeting scheduled for June 20 will also be included in the report.

**Shemir Wiles:** Thank you so much, Sunserea. I see some hands raised. I see Rax Jung has a comment.

**Rax Jung, Florida's Turnpike Enterprise (FTE):** Since this facility connects to the section of SR 417 operated by Florida's Turnpike, is the traffic report being coordinated with our traffic group?

**Sunserea Gates:** Yes, it has. We had a meeting with Florida's Turnpike Enterprise to present the results of the traffic study earlier this year. We can provide you a meeting summary from that meeting if you would like. We did provide FTE with a copy of the traffic report that was completed as part of this study, and we did incorporate feedback from FTE in our concept as well.

**Rax Jung:** Thank you for that. One more thing I want to bring to your attention is that you will want to coordinate with our toll group, as there will be a future gantry in that area.

**Sunserea Gates:** Absolutely. That is one of the comments we received from FTE that we will need to have further communications regarding the future toll gantry being developed in the study area. Thank you for that comment.

**Rax Jung:** Thank you, Sunserea.

**Shemir Wiles:** Mary, I see you have your hand up.

**Mary Moskowitz, Seminole County Planning and Development Services:** I know you mentioned several planned developments you have identified. Can you define what you mean by "planned developments"?

**Sunserea Gates:** It depends on the development, but what we have is shown here in this map; the blue hatched areas show anticipated construction or current construction areas. Concorde, the largest

development in the study area, is under construction right now. The developments that are submitted but not yet permitted are shown in the area with orange hatching.

**Mary Moskowitz:** Thank you. Will you be sending this presentation to the PAG members?

**Sunserea Gates:** Yes, we will be sending this to the members of the EAG and PAG via email, and we will also be posting it to the website. We have met with Seminole County and the City of Sanford to review the developments to ensure we are showing them correctly, but that area has been developing very rapidly.

**Mary Moskowitz:** Thank you.

**Shemir Wiles:** I am going to start calling on people as there are a few items we would like to touch on. Eileen with the City of Sanford – based on the information you saw today, are there any other recent updates the study team should be aware of?

**Eileen Hinson, City of Sanford Development Services:** At the moment, no. I do not think anything has changed.

**Shemir Wiles:** Alignment 1 affects part of the runway area for the Orlando Sanford International Airport. Do you have any additional notes for us regarding Alignment 1 and its potential impacts, Nicole?

**Nicole Martz, Sanford Airport Authority (SAA):** I would like to get my operations people to take a look at it, and perhaps if you have a more detailed map of the cross section of the alignment that would be helpful. I'd like to get our technical folks to meet with yours to look at potential impacts to the Runway Protection Zone (RPZ).

**Sunserea Gates:** We will follow up with you about this. We tried to minimize impacts to the RPZ. We can certainly review that with you all and follow up with you.

**Shemir Wiles:** Sunserea, you explained that the CF&M Study does not result in the selection of a preferred alternative. Can you explain what the primary goals are, and what types of things will be evaluated in a PD&E study?

**Sunserea Gates:** Our primary goal is to evaluate the feasibility of each option based on engineering, traffic, and the environment. If this project is determined to be feasible from an economic standpoint as well, it will move to a PD&E study where we will evaluate the alternatives in more detail. At that point, we will identify a preferred alternative that can move into the design phase.

**Shemir Wiles:** Thank you for that explanation, Sunserea. Trish with LYNX, do you know if LYNX has any future service expansion plans along East Lake Mary Boulevard at this time?

**Trish Whitton, LYNX:** There is a local route along Lake Mary Boulevard to Airport Road, but that won't operate until 2030.

**Shemir Wiles:** Thank you so much for that information. Can we hear from someone from MetroPlan Orlando? As a regional transportation planning agency, do you have any input on this project?

**Alex Trauger, MetroPlan Orlando:** From our perspective, this is a partnership project that is addressing community concerns on Lake Mary Boulevard as expressed in your background information. We acknowledge the airport is an economic driver as a commercial service, and we really want to see how this study shakes out as far as incorporating a solution into our transportation needs.

**Shemir Wiles:** I do have a question here for Florida's Turnpike Enterprise. The interchange location for Alignment 2 is near the Seminole Toll Plaza. Are there any FTE concerns with this alignment?

**Sunserea Gates:** To clarify, the input we received from FTE was to identify interchange location options that were not close to this toll location. Do you have any input on these interchange options based on what you've already told us on this call?

**Rax Jung:** You are correct that the interchange spacing will always be a concern for CFX and for the Turnpike.

**Sunserea Gates:** We definitely follow the same criteria and we have actually increased the interchange spacing.

**Rax Jung:** Have we reviewed your traffic model for this study?

**Sunserea Gates:** I am going to defer to Jimmy Mulandi to this one. Have we provided the traffic models to FTE?

**Jimmy Mulandi, CDM Smith:** We have coordinated with FTE on other meetings. The traffic report was provided then – it is quite elaborate and provides a lot of detail. If this continues to the PD&E study phase, we will do another, more detailed traffic study.

**Rax Jung:** I will circle back with my group to see if we need a traffic study model.

**Sunserea Gates:** Okay. We will keep in touch with you about this.

**Shemir Wiles:** Alex of MetroPlan Orlando, do you have anything additional to add to this discussion?

**Alex Trauger:** Nothing at this moment. Thank you.

**Shemir Wiles:** Thank you. Does anyone with FAA have something to add to this discussion?

**Ryan Allen, Federal Aviation Administration (FAA):** Nothing from me at this time.

**Amy Reed, Federal Aviation Administration (FAA):** I am good.



**Scott Carraro, Federal Aviation Administration (FAA):** I am good, as well.

**Shemir Wiles:** Thank you so much. Charles with the East Central Florida Regional Planning Council, do you have anything to add?

**Charles Abbatantuono, East Central Florida Regional Planning Council:** No additional comments.

**Shemir Wiles:** Thank you. Eileen, do you have anything to add?

**Eileen Hinson:** Nothing at this time. I will follow up with my team about the question you asked earlier about permits to make sure nothing has been added.

**Shemir Wiles:** Jean, do you have anything to add to this afternoon's discussion?

**Jean Jreij, Seminole County Public Works:** Nothing at this time.

**Shemir Wiles:** Mike with City of Sanford, do you have anything to add?

**Mike Cash, City of Sanford Public Works:** No ma'am. I believe you have the correct elements that are under construction and the ones coming up. I look forward to seeing what the results from this study are.

**Shemir Wiles:** Mary, do you have anything you want to comment on?

**Mary Moskowitz:** No, no thank you.

**Shemir Wiles:** Does the Sanford Airport Authority have anything additional they want to add?

**Nicole Martz:** Nothing other than the Runway Protection Zone.

**Shemir Wiles:** Does LYNX have anything else they'd like to comment on?

**Trish Whitton:** Nothing additional from LYNX.

**Shemir Wiles:** Dennis, did you have any questions or comments you wanted to make?

**Dennis Westrick, Seminole County Environmental Services:** No, all good here. Thank you.

**Shemir Wiles:** Thank you all so much for attending this afternoon's PAG meeting. Please feel free to contact me with any questions or comments at [conceptstudies@cfxway.com](mailto:conceptstudies@cfxway.com)

Meeting concluded at 2:32 p.m.

## **Attendees List**

### **PAG Members**

Eileen Hinson, City of Sanford Development Services  
Michael Cash, City of Sanford Public Works  
Alex Trauger MetroPlan Orlando  
Gary Huttman, MetroPlan Orlando  
Nicole Martz, Sanford Airport Authority (SAA)  
Charles Abbatantuono, East Central Florida Regional Planning Council  
Mary Moskowitz, Seminole County Planning and Development Services  
Dennis Westrick, Seminole County Environmental Services  
Jean Jreij, Seminole County Public Works  
Ryan Allen, Federal Aviation Administration (FAA)  
Scott Carraro, Federal Aviation Administration (FAA)  
Amy Reed, Federal Aviation Administration (FAA)  
Emam Emam, Florida's Turnpike Enterprise (FTE)  
Rax Jung, Florida's Turnpike Enterprise (FTE)  
Andrew Velazquez, Florida's Turnpike Enterprise (FTE)  
Trish Whitton, LYNX

### **Study Members**

Glenn Pressimone, CFX  
Dana Chester, CFX  
Brian Hutchings, CFX  
Jonathan Williamson, Dewberry  
Sunserea Gates, VHB  
Amanda Nelson, VHB  
Phil Jacoby, Jacobs Engineering  
Michael Baker, Jacobs Engineering  
Danh Lee, Jacobs Engineering  
Jimmy Mulandi, CDM Smith  
Carleen Flynn, CDM Smith  
Eric Schneider, Environmental Science Associates  
Shemir Wiles, Quest  
Colleen Shea, Quest  
Mary Brooks, Quest

### **Public Attendees**

Ann Esterson  
Jeff McClure  
Gail Fazio